

Installation Instructions

AHHD

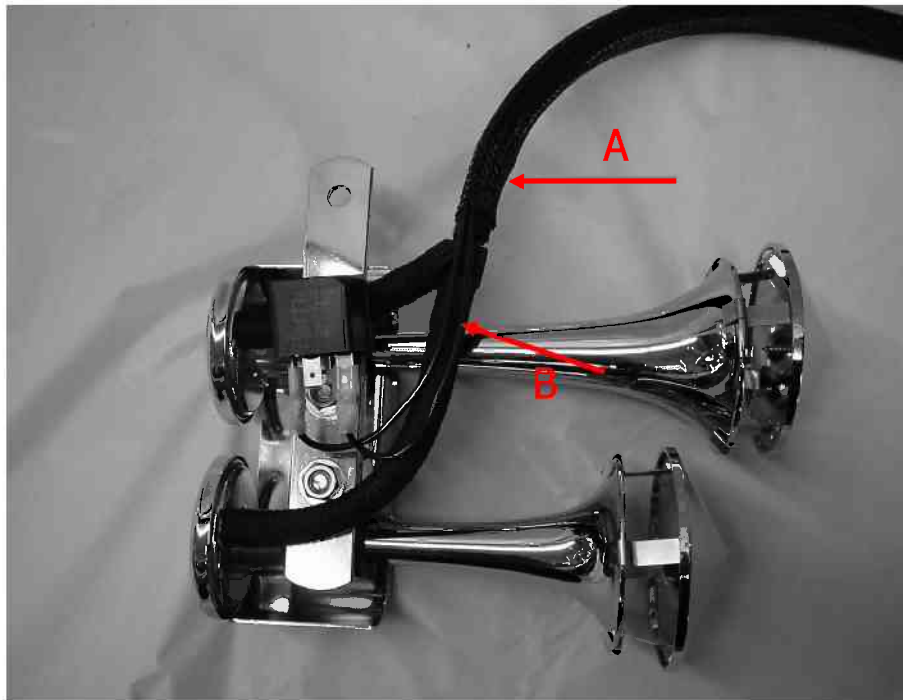
Air Horn

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AIR HORNS FOR HARLEY-DAVIDSON INSTALLATION INSTRUCTIONS

WIRE LOOM AND HORNS

1. Remove the ½" acorn nut that attaches the stock horn and bracket and remove the horn & bracket assembly from the stud it is mounted to and unplug the 2 wires, remove the seat.
2. Assemble the hose w/ wire loom and relay onto the horn set as shown in photo (1). Plug the two wires from the loom onto the relays terminals 30 & 87 (see the wiring diagram provided).
3. Install the trumpet covers per the installation instructions attached to the bag.



4. Secure the relay to the upper hose as shown using one of the small cable ties. Attach the hose from the loom to the "Y" fitting.
5. Adjust the wires, hose and loom as shown and secure with a small cable at (1A). Attach the wires from the original horn to the remaining terminals #85 and #86 (NOTE: it makes no difference which wire goes to which terminal).
6. Install the horn assembly using two (2) of the four (4) large washers provided behind the horn mounting bracket. Replace the stock acorn nut with the one supplied and tighten securely. The horns should be horizontal or the front angled downward slightly. Check to see that the horns have at least 1/4" clearance between the engine, shift linkage and choke knob. If necessary add the remaining two (2) large washers behind the horn mounting bracket to get the required ¼" clearance between the long upper trumpet and the cylinder head.
7. Use a small cable tie to secure all wires as shown at arrow (1B). Route the wire/hose loom up under the fuel tank, over the rear cylinder head and towards the rear where you are mounting the compressor, (see below) you can cable tie the loom to any existing wires or hoses. Take any slack out of the loom, keeping it up against the frame and away from the engine or exhaust, using several of the small cable ties provided.

COMPRESSOR MOUNTING AND WIRING

Due to the vast differences between models and model year changes, it is not possible to have exact instructions for all models; however the mounting locations and methods shown in the following photos will apply to over 90% of all installations. You may need to mount the compressor in a different position or find an alternate location, if so it is important to select as dry of location as possible and to have the wire terminals pointing downward or horizontally. When mounting in any of the following locations it is best to attach the hose and wires before securing the compressor (be sure to leave enough slack in the hose so that it doesn't kink)

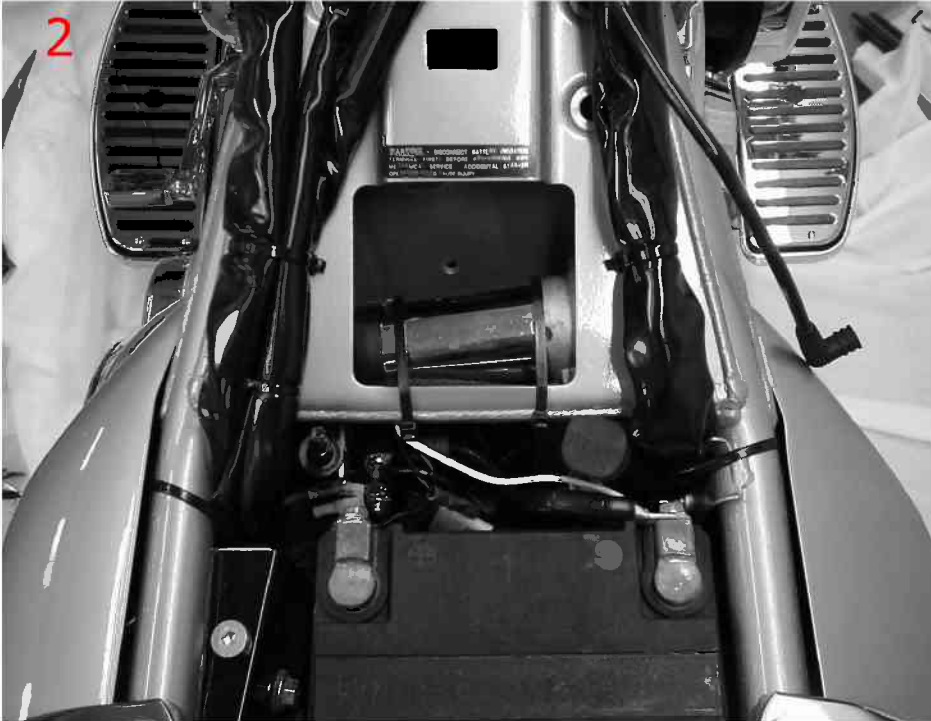


Photo (2) shows the easiest and best location for FLH models up to 96' and 2001 and newer using the long cable ties to secure the compressor to the frame.

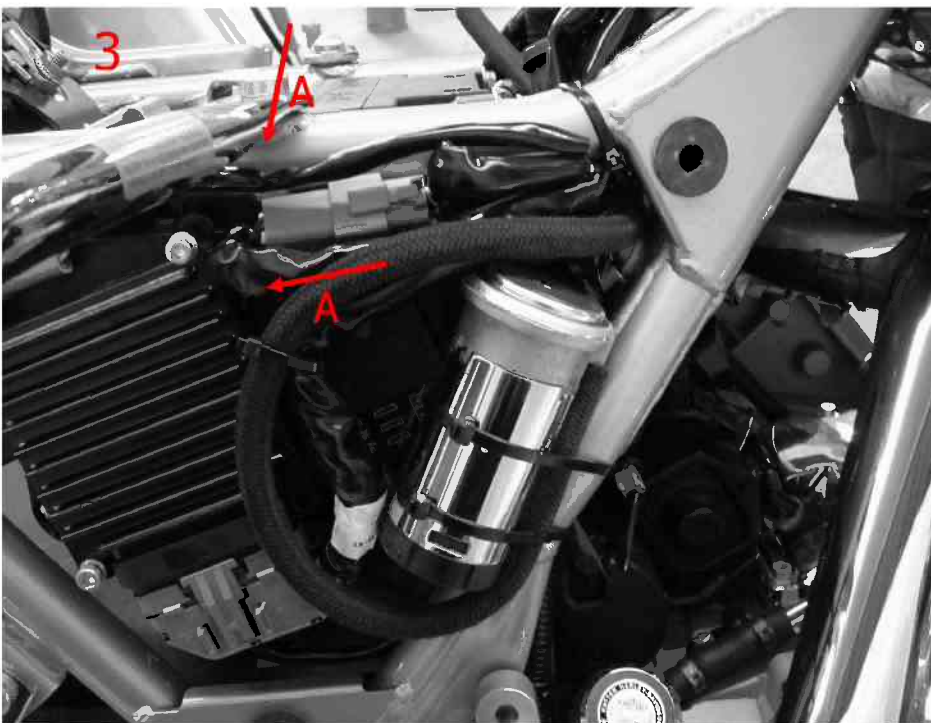


Photo (3) shows the location for 96'-2000 FLH models. Note at this location it may be necessary to cut the cable ties holding the wiring harness and connectors in place and re-route them to accommodate the compressor (see photo 3A). Use the long cable ties to secure the compressor to the frame and battery box.



Photo (4) shows the best location for 2008 FLH models with or without ABS with the compressor mounted under the right side cover.

ABS BOX

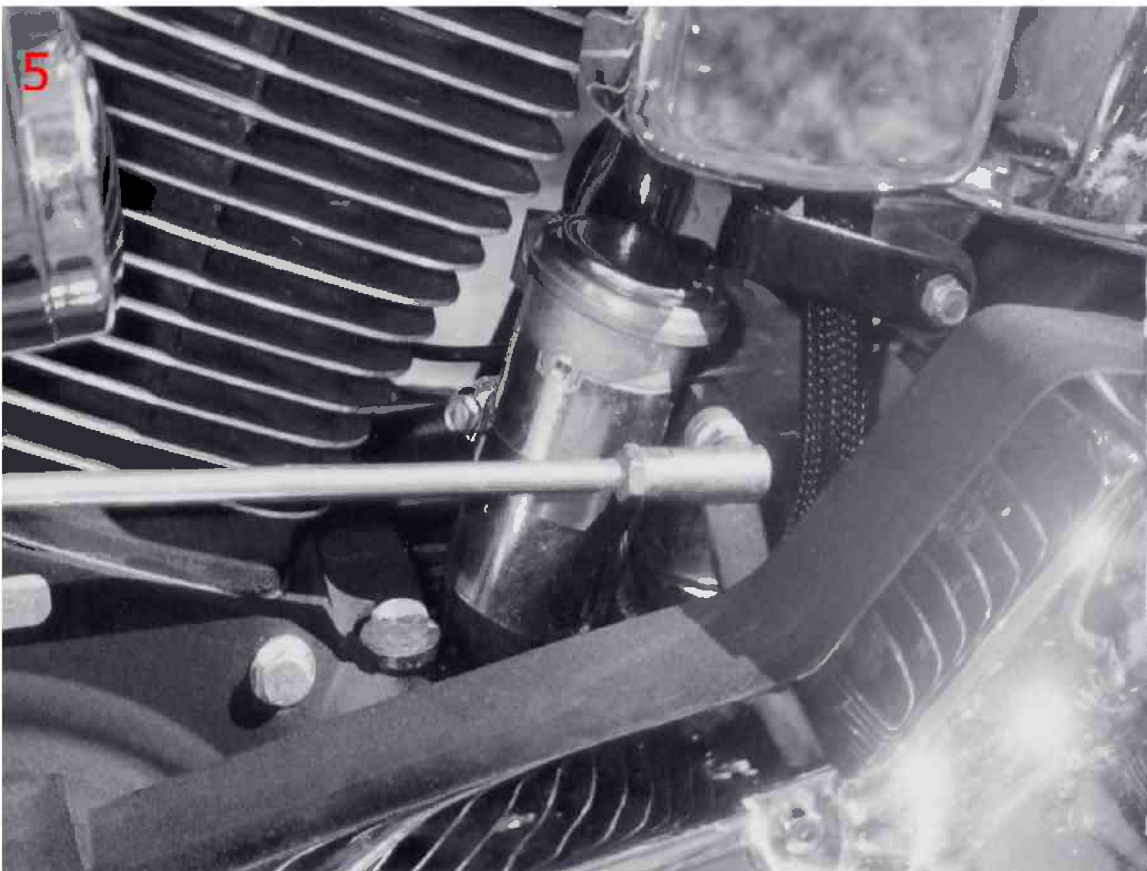


Photo (5) shows the location on most Softtail models, attached to the frame tube behind the rear cylinder using a #40 hose clamp not provided. When tightening the hose clamp maintain at least 1/4" clearance between the compressor, rear cylinder and the shift linkage.



Photo (6) shows how to route the cable ties and photo (7) shows the compressor location on the 2009 FLH models with or without ABS, locating it underneath the ABS box, secured using the cable ties shown in photo (6).



On some models such as Sportsters there may not be a place to conceal the compressor; there is a chrome cover and cap available to dress it up for exposed mounting, such as to the front frame downtubes (RIVCO part no #CMPCR).

1. Before the compressor has been mounted securely, route the hose and one of the wires to it and connect the hose to the air outlet barb or fitting. Trim the wire and crimp on one of the female blade terminals and attach to the (+) terminal (see wiring diagram included with air horn operations and trouble shooting sheet).
2. Attach the white ground wire supplied to frame or battery (-) terminal close enough to the compressor, so the wire will reach. Trim and crimp another female terminal to it. Attach this wire to the (-) ground terminal on the compressor.
3. Attach the fuse wire provided to the remaining black wire from the hose/wire loom; leave enough wire to attach the other end to the battery (+) terminal. Trim the black wire allowing for the length and placement of the fuse holder. Crimp together and attach to the battery (+) terminal.
4. Turn ignition on and test horns. Check wires and hoses for neat, secure routing and keeping at least 1/2" away from the exhaust system. Reinstall seat etc.

Thank you for purchasing a RIVCO product.

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