

01/01 14091.1 – **HORN RELOCATION:** Yesterday I got down to work and cleaned up the left side. ...that front horn looked like crap. I took the horn off and started playing with it trying to find a better location. What I came up with is the space that the air-pump came out of between the frame tubes. There's a bracket on the right tube made just for the job. The air pump was mounted to it. The small bracket on the back of the horn needs to be rotated 180 degrees. .I replaced the screws in sequence so that the horn didn't come apart. Mounted horn using a bolt from the air pump. To extend the wires, I stripped back the protective sheath about 5 inches. Cut the wires on a stagger about 1/12 inch. add a foot of wire with crimp connectors. Then I twisted the whole works to make it compact and slipped it into a piece of 5/16 fuel line. Made the staggered connection at the plug at the horn and pushed the connectors into the fuel line. A couple of zip ties and the job turned out very clean. Now I need to get chrome horn covers and it will look sweet. Left side is clean and the starter is covered from view in the front. Oh yea, mount the horn with the hole facing down.

(YOOPER) 14091.2 - I moved mine to that bracket a little over a year ago. BUT...then I got tired of seeing it there also. I wanted that area cleaned up too so I

moved it back on the right side between the lower pipe and the frame. Mounted it to the forward exhaust bracket on my Samson's. Can't see it...it's out of the way and the heat doesn't bother it...if it ever does bother it...piss on it!!! Also got tired of lookin' at the rear part of the reg/rec bracket where the Big Brother crap was bolted...which is also the place I had the horn mounted...so I cut that part off just the other day. Can't believe how good that area looks now. (BILLH)

14091.10 - A dremmel and cutting wheel is exactly what I used. There may be a simpler way but this is the first thing that i came up with. Of course the first thing to do is take the reg/rec off...I just tied a pc of twine to it and tied the other end to something to hold it out of the way. Then I used a piece of wood 5/8" thick and clamped it to the front side of the back of the bracket...where the AIS bolt holes are. This is used as a straight edge to place the head of the screw in the end of the dremel against as you cut back and forth. Makes a nice cut...and leaves the same lip on the top as on the bottom of the bracket. Then file/sand and touch up with paint. (14091.13) - Put my front horn behind the right side cover - took the forward most relay and moved it next to the rear one, then cut off the excess bracket. Where the relay was, bent it back a little and mounted the horn to it. Worked great... can't see it, and it seems to be just as loud as before. Been like this for a year with no problems. (OilyBohunk) (14091.14) - I moved my front horn to the upper left opening at the front of the tank. I cut the wires down by the kick stand and made a bracket to fit the horn like the old one did. But this one has two holes that match the bolt pattern where the ignition switch mounts on the left side. Then extended the wires up the left frame tube to the horn after covering them with shrink tube. All you see is a small part of the horn exposed and is hardly noticeable. Plenty of clearance. Ran that setup all last year with no probs. (Thumper)

2842.1 – **HORN RELOCATION (pic's):** A while back I posted about how I relocated my horns to the frame, under the front of the fuel tank. I used rivet-nuts in the frame, but sheet metal screws would be just as secure and a lot easier. The horns are held off the frame with 1-1/4" spacers. The brackets that mount to the horns have to be relocated to place the horns at the right angle when mounted on the frame and that will be obvious when you have them in your hands. I've discovered (the hard way) that you can't tighten the little screws on the horns any more than the factory does or the horn's tone will drop to that of a loud fart. They have to be kept fairly loose, so just use some locktite before reinstalling them.

2842.2 – **HORN RELOCATION (pic's):** I did things a little differently though. I was only interested in moving the front horn as the rear one doesn't really bother me in that location. So yesterday I removed the tank and started to figure out where you had located your horns. I was concentrating on the left side of the frame and noticed there were two bolts right below the ignition switch that looked like a great place to mount the horn. (see photo) I removed the Z shaped bracket from the horn bracket (that's the one that mounts the horn to the shifter perch) and placed the horn up to the two bolts as mentioned above. It's a shame that the horn bracket hole spacing was not a little wider or you could just bolt the horn right there. I removed the rear bolt and mounted the horn by one of it's holes to that bolt, and tried the tank back on. Fit great and lots of space to spare. Now not wanting to take the easy way out(I could have just left it that way and been done) I designed a new horn bracket that utilizes both ignition switch bolts and was the same mounting of the horn. (see photo) This bracket I fabricated from a piece of 1/8" X 2" wide bar stock. Painted it black and mounted the horn to it first and then bolted it up to the frame. I did have to remove the lower wire clip for clearance but I really do not feel that this is a problem. Everything stayed pretty much in the same location. Last thing to do was extend the wires up the frame and plug it in. Looks factory!

3849.2 – **HORN RELOCATION (wiring problems):** I spliced into the main harness, along the frame spine. If you've got a manual you'll be able to follow the color code. I simply cut off the horn wires where they enter the main harness, in front of the battery and spliced the horn wires into the main harness, about 8 or 9 inches back from the steering head. I don't think the polarity of the wires to the horns matters.

3849.5 – **HORN RELOCATION (wiring problems):** Yam runs a ground to EACH horn but splices in a hot for the FRONT horn off the REAR horn hot. It is a super bitch to try to remove any/all of those wires from inside the cavity behind the engine ... but I finally did it and simply spliced a few feet of hot wire back along the top of the frame along with the ground inside shrink tubing. HOWEVER now that I know better, I would have simply 'extended' the front horn wiring up the front of the frame up to the horn (s) in front of the tank. PS you will likely have to cut the front wire harness at the front of the frame in order to actually

mount the horn (left side) and re-fasten with a nylon wire tie.. you'll see what I mean when you get down to the fastening.