

## INSTALLATION INSTRUCTIONS FOR DYNAMIC DUO

### **IMPORTANT:**

**ALWAYS DISCONNECT GROUND BATTERY TERMINAL PRIOR TO DOING ANY WORK ON BIKE!**

**DO NOT MODIFY BRACKET, PLEASE INSTALL PER THESE INSTRUCTIONS.**

**BENCH TEST PRIOR TO INSTALLATION ON BIKE.**

Disconnect both positive and ground wires from stock horn.

Using a 7/16" socket, remove your stock complete horn assembly (cowbell) from your bike.  
Remove stock horn from under cowbell.

On carbureted bikes, disconnect choke from stock horn bracket by loosening nut behind bracket, let choke hang until our new bracket is ready to be installed.

Install clear tubing and stainless hose over compressor exhaust fitting - **ALL THE WAY UP**. (HINT: If having difficulty, expand with needle nose pliers.)

Slide hose clamp over end of stainless hose and tighten hose clamp with a screwdriver. Place 3/4" x 5/16" bolt in compressor; now slide bolt and compressor into stock chrome horn cover.

There are 3 holes in cover, USE THE **TOP HOLE**. (PICTURE 1)  
Once compressor is installed, it will NOT be visible. Attach hanging strap on 3/4" bolt, attach 5/16 lock washer and 5/16 nut, and tighten. (PICTURE 1A)

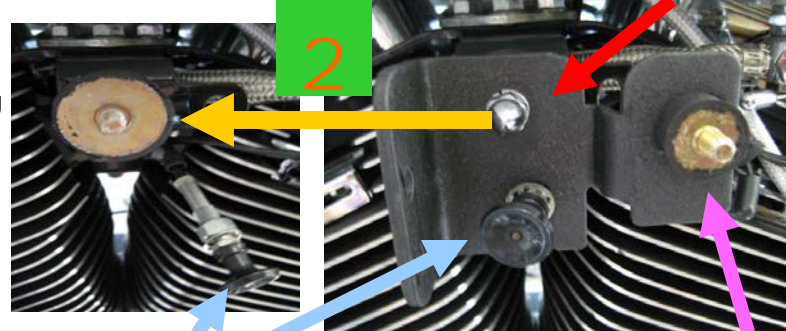


USE BLUE LOC-TITE WHERE RED ARROWS POINT on pictures 2 and 3

On carbureted bikes, slide choke cable into center slot and lightly tighten nut to back side of bracket. Easier to attach before mounting bracket to bike.

Attach our bracket (PICTURE 2) to stock rubber isolator in same location as stock horn cover using 1/2" socket and original acorn nut. See YELLOW arrow.

Attach provided (in bag) rubber isolator to right side of bracket.



Choke cable/knob carbureted bikes

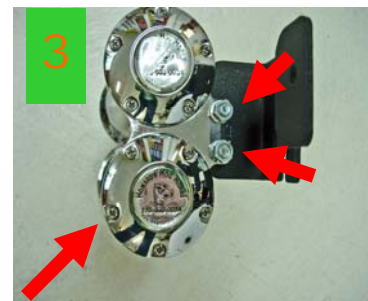
Our rubber isolator, from hardware bag

Install the horn cover with our compressor inside (FROM PICTURE 1A) to the right side of bracket on top of provided rubber isolator. Use **BLUE 242 Loc-Tite** to secure nut.

Attach dual trumpets to back side of front arm of our bracket with the two 1" x 5/16 bolts, 5/16 nuts and washers. (PICTURE 3)

Once trumpets and horn cover are attached to bracket, slide second hose clamp over stainless hose.

Attach hose to barbed fitting on trumpets and tighten hose clamp with screwdriver.



Use Blue Loc-Tite all 10 screws on back of trumpets

BE SURE to place second stainless hose clamp on stainless hose **BEFORE** attaching it to chrome air fitting, or it will be very difficult to remove hose from barbed fitting!!

Final step is to mount and wire relay under seat (PICTURE(S) 4).

## LOCATION OF RELAY UNDER SEATS OF BIKES WITH EVO ENGINES AND TWIN CAM 88 ENGINES



Twin Cam 88



EVO

**DO NOT RE-USE HARLEY'S EXISTING NEGATIVE (ground) WIRE. RUN A 12 OR 14 GAUGE WIRE FROM THE NEGATIVE SIDE (-) OF THE COMPRESSOR TO THE NEGATIVE POST ON YOUR BATTERY. LEAVE ENOUGH SLACK IN WIRE FOR BIKE FLEX, TAPE OVER THE END OF THE STOCK WIRE THAT YOU REMOVE AND MOVE IT OUT OF YOUR WAY. (see enclosed wiring instructions for relay)**

Re-attach battery ground cable and THAT'S IT!!

**OPTION:** NoseCone Dirt Guard keeps 95% of rain, dirt, and bugs out of trumpets. Can easily be popped off and stored in saddlebags when not needed.

**HINTS:** Wiring of relay is MANDATORY for maximum loudness of horns.

-A good battery is a must; we recommend either a sealed Harley or Odyssey battery.

-Use **BLUE 242** on all your 5/16 bolts

-Make sure the 10 stainless screws on back of trumpets are tight, use **BLUE 242**.

-A good quality wax will protect your horns (chrome) from the elements.



Trumpets and horn cover (with hanging strap) attached to bracket.



Finished installation

### PARTS LIST: DUAL TRUMPETS

POWDER COATED BRACKET

5 EA – LOCK WASHERS

13 “ BRAIDED STAINLESS AND CLEAR TUBING

PAPER INFO SLIP: Do not use stock ground wire

1—Rubber Isolator

### COMPRESSOR

2 EA – 3/4” X 5/16 BOLTS

4 EA – 5/16 NUTS

### INSTRUCTIONS (text and photo)

2 EA – 1”X5/16 BOLTS

2 EA – STAINLESS HOSE CLAMPS

1 EA – RELAY AND INSTRUCTIONS

**Tech Tips available at [www.howardshorns.com/techtips.htm](http://www.howardshorns.com/techtips.htm).**

**Please print them, there are too many to remember.**