

1. Remove the radiator cover and grill assembly as follows. At the bottom of the radiator cover (See photo #1A) remove the 2 black nylon push-mount rivets by pushing up on the center section of the rivets to unlock them and then pull down on the head of the rivets to remove.
2. Located forward and below where the front exhaust pipe meets the cylinder head (See photo #1B) use a 10 mm socket and remove the hex head bolts (1 on each side) that hold the lower radiator cover support bracket.
3. Located at the backside of the radiator cover (See photo #1C) use a 4mm hex allen wrench and remove the screws that holds the upper radiator cover support bracket on both sides.
4. Located at the top and front of the radiator cover (See photo #1D) use a 5mm hex allen wrench and remove the 2 screws. When removing these screws hold onto the radiator cover, as it will become free to fall and damage could occur to the radiator cover and/or front fender. Note; for ease of removal is recommended that the right side of the radiator cover be removed first. The left side radiator cover has the radiator grill attached to it.
5. Locate the stock horn, (in front of the oil filter) unplug the 2 wires from the stock horn and use a 6mm hex allen wrench to remove the socket head cap screw that attaches the stock horn and bracket to the frame.
6. Located at the bottom and the center of the radiator is the radiator support bracket. Use a 10mm socket to remove the M6 hex head bolt and discard. In its place install the supplied M6 x 35 hex head bolt. Note; do not over tighten the bolt, as it will distort the rubber isolators for the radiator.
7. On the exposed threaded side of the just installed M6 x 35 hex head bolt mount in order 1 supplied flat washer, the supplied flat mounting brackets for the horns (2 per horn), the other supplied flat washer, lock washer, and nut, then tighten securely. Note; the horn brackets are to be mounted parallel to the ground.
8. Mount the left and right horns to the flat mounting brackets, then the bare ring end of the 4" black ground wire, supplied lock washers and nuts with the horns facing down, and then tighten securely. Attach the smaller single wire connector of the 4" black ground wire to one of the horn terminals. (As shown in photo #2A) Note; for the horns to work properly they cannot touch any part of the motorcycle or each other.
9. Attach the stock horn wires to terminals #85 and #86 of the relay. (See wiring diagram provided with the horn set.)
10. Attach the larger connector with the 2 black wires to terminal #87 of the relay. Attach the 9" black wire to the closest horn and the 18" black wire to the other horn. (See wiring diagram)
11. Remove the chrome cover below the left side of the fuel tank as follows. Using a #5 hex allen wrench remove 2 screws at the front and 1 at the rear that attach the chrome cover.
12. Remove seat.
13. See photo #4. From the area between the battery and fuel tank route the red wire with the 30 amp fuse under the left side of the fuel tank to the existing horn location. The easiest way of doing this is by using a stiff piece of wire about 3' - 4' long (A coat hanger works good) with a small loop bent at one end. Push the loop end of the wire from the front of the engine back towards the battery. Attach the red electrical wire and pull it thru. Strip ¼" of insulation from the end of the wire and crimp on the supplied female connector to the end of the wire and attach to terminal #30 of the relay. (See wiring diagram)
14. Mount the relay with the supplied cable tie. (As shown in photo #3A)
15. Connect the bare fork end of the red wire with the 30-amp fuse to the positive (+) terminal of the battery. (As shown photo #4A)
16. Turn on the ignition and test your RIVCO horns.
17. Reinstall the seat and radiator cover/grill assembly.

