

Now Hear This!



Mega horns come with a tidy wire harness and chrome clamps.

BY STEVE LITA

About a decade ago, I took a Motorcycle Safety Foundation course. I remember the first thing we were taught: see and be seen. The instructor advocated vibrant clothing, reflective vests, and bright lights to help the rider get noticed. Well, I'm taking it one step further — hear and be heard.

Most motorcycle horns sound wimpy at best and produce something of a meep-meep sound. When the going gets rough, usually in commuter traffic, it's you against the world of SUVs and minivans, so a powerful horn can help you make sure you're noticed. I'm not endorsing the obnoxious emission of noise pollution, but when there's a two-ton barge encroaching on your lane, a friendly toot will let the driver know you're there.

These Kuryakyn Mega horns may seem like an expensive expenditure at first, but once you hear the mighty FWEEP-FWEEP they produce, it'll bring a smile to your face because it's money well spent. It gives you the feeling that nobody's gonna mess with you now.

My favorite part of the Kuryakyn package has to be the sanitary, prefabricated wiring harness. This part is just short of genius. There's a proper replaceable horn relay connected in a molded plastic connector wired into the harness, right near the hot and ground leads that connect directly to your bike's battery. The relay is right where it belongs in order to get max power. Then the long leads are covered in a plastic, OEM-appearing wire loom and there's plenty to reach the front of the bike, where the horns will most likely be mounted. Once you run the loom under the tank to the front of the bike, simply remove the hot lead from the wimpy stock horn and connect it to the Kuryakyn harness. There's even a Y-connector included if you'd like to keep the stock horn operational. And why not? A little more sound may make you a little more noticeable. Finish connecting the red and black leads to the bullet connectors on the horns, and the wiring is done. No cutting, no crimping, no kidding.

Mounting the horns posed a small challenge, but I like where they ended up on our VTX1300T. It's not completely necessary to orient them pointing

straight ahead, although that would provide the traditional, big-rig look. I will give this advice: wherever you decide to mount them, be sure you leave plenty of ground clearance, and bounce the suspension through its motion to ensure you don't have any clearance issues. My first mockup came dangerously close to rubbing the back of the front fender when the suspension was compressed. So after a slight adjustment, I gained the necessary clearance.

The final outcome is an attractive, classic look and an accessory that may save a life on the mean streets — primarily speaking, yours. The sound produced is attention-grabbing, even to that land-yacht pilot that's gabbing on his cellphone and weaving into your lane.



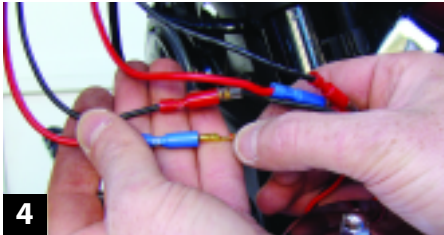
After checking for front-fender clearance, I mount the large horn to the left-frame downtube.



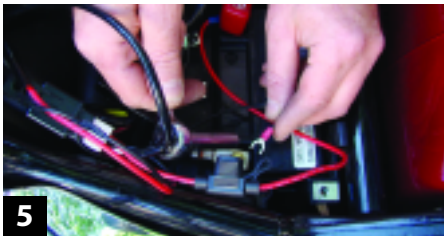
Next, I clamp the smaller horn to the large horn ...



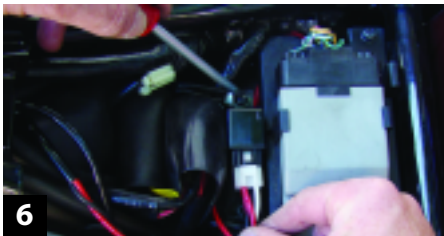
3 ... then use a large clamp to strengthen the connection of the entire assembly to the same frame down tube.



4 The wire harness is preassembled with a relay. Run the leads from the battery to the horn area under the fuel tank and connect.



5 Connect positive and negative relay leads directly to the battery.



6 There's a handy existing screw under the seat of the VTX to mount the relay.



7 Disconnect the factory positive lead from the OEM horn and connect it to the Kuryakyn wire harness with the Y-lead. Wrap the wires and tuck them out of the way. The wimpy stock horn is still there, but you really hear the trumpets. **RB**

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