



—————▶
If you follow the next steps,
no mechanical or electrical
knowledge is required

READ ME

PACKAGE CONTENTS

- 1x 400 Hz horn
- 1x 500 Hz horn
- 2x Mounting brackets (2 layers)
- 2x Y-split wire connectors
- Bolts and nuts for mounting



Dual Track works on any vehicle that has a 12V battery

SAFE INSTALLATION

1. Follow this user manual.
2. Power off your motorcycle before the installation.
3. Keep the horns away from parts that produce a lot of heat.
4. Follow STEP 2 for plug-and-play wiring.
5. Follow STEP 3 if STEP 2 does not work. (Relay kit needed.)
6. **TIP:** Install Dual Track to the stock wires and also keep your old horn connected for triple tones. (Relay kit needed.)

STEP 1

MOUNTING THE HORNS

1. Dual Track brackets are double layered.
2. Split brackets into 2 or 4 separate brackets for secure mounting.
3. **RECOMMENDED:** Use thread lock glue.

You can install both 400/500 Hz horns together or separately to any available bolt. The horn center bolt can be also used for mounting.

BEST MOUNTING SPOTS

1. Upper area of the front frame bar.
2. Lower area of the front frame bar.
3. Direct stock horn replacement.
4. Attached next to the stock horn, using its bolt.
5. Attached separately to any available bolt.
6. Rear end of the motorcycle — common on sport bikes.

STEP 2

PLUG-AND-PLAY WIRING

On most rides, Dual Track will be loud with just stock wiring. If the loudness is weak, or if you only get 1 honk, please follow STEP 3.

You should also follow STEP 3 if you want to keep the stock horn for triple tones.

CONNECTING THE HORNS

Some extra 14 AWG wire may be required if you wish to extend Y-split wires.

Use the Y-split wires provided:

1. Connect Y-wire from one stock horn wire to both dual horns.
2. Repeat this with the second stock wire.

Dual Track pins work both ways. Positive and negative terminals are not marked.

**Congratulations! Your
Dual Track is ready to use!**

STEP 3

RELAY KIT (OPTIONAL)

If you only get a single honk, or no honks with the Y-split wires, or if the loudness is weak — unfortunately your stock wires are too thin for any upgrades.

A relay wiring would solve it. Parts needed:

1. Some 14 AWG wire.
2. Some thinner 18 AWG wire.
3. A 4 pin 12V relay, rated anywhere between 10 and 40 amperes.
4. Some crimp terminal connectors for the horn pins, relay, and wires.
5. (Optional) 20A inline fuse.

CONTINUE READING —▶

You can get these parts from any store that sells automotive electrical parts.

To save you time and money, we have a ready-made relay kit available:



Dual Track Relay Kit:
<https://motohorn.com/kit/>

- Allows keeping OEM horn for triple-tones
- Guarantees peak loudness on any ride
- Solves thin wire-related problems
- Has a built-in fuse
- Includes an easy-to-follow user manual

WIRING A 10-40A RELAY

We recommend keeping the relay closer to the battery, for example underneath the saddle. Relay pins are numbered.

Use 18 AWG wire:

1. Connect pin 85 and 86 to your stock horn wires. The positive and negative can be connected both ways.

Your relay is now operational.

FINAL CONNECTIONS

Use 14 AWG wire:

1. Connect pin 30 to your battery positive. Optional: add inline fuse on this wire.
2. Connect pin 87 to both dual horns, use one pin on each horn.
TIP: Make Y-split at end of this wire.
3. Connect the remaining two Dual Track pins to the battery negative.

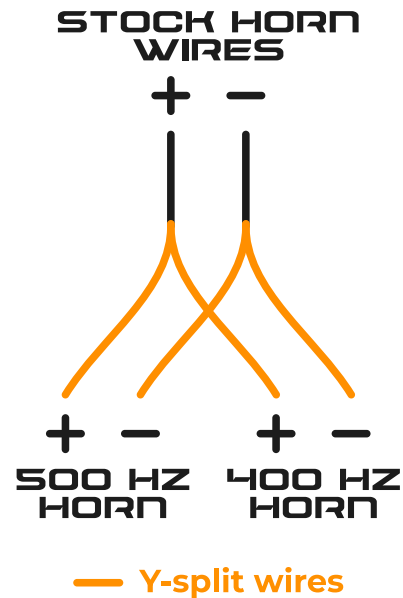
Dual Track pins work both ways. Positive and negative terminals are not marked.

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Need help? Email us:
support@motohorn.com

STEP 2 PLUG-AND-PLAY

For motorcycles that support at least 5A of current usage off stock wires.

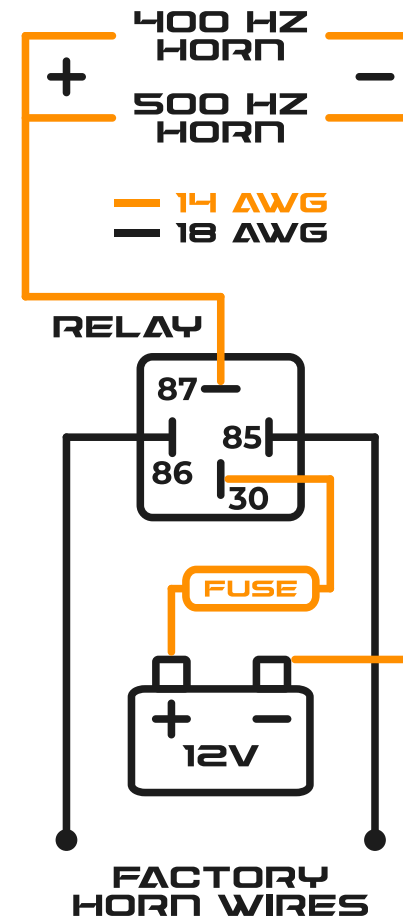


Dual Track pins work both ways. Positive and negative terminals are not marked.

STEP 3 RELAY WIRING

Use relay wiring method for guaranteed peak loudness. Dual Track Relay Kit available:

 <https://motohorn.com/kit/>



- ✓ Allows triple horn setup
- ✓ Solves single honk problem

MOTO HORN[®]
DUAL TRACK

USER MANUAL



→
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STEP 2 AND 3
DIAGRAM

