



**Overview** 1979 Li'l Red Express Single to Two Horn Conversion

Changing the single horn with no relay to hi/low horns with a relay. Stock- The + circuit goes from the fuse box to the horn and back to the steering wheel to ground. Due to all the terminals and switches it is easy to get little or no response in the single horn. Dual horns are worse.

By inserting the relay very little voltage is needed to activate a 2<sup>nd</sup> circuit to energize the two horns. This allows you to use a recommended 10 Ga wire with a 30A fuse directly off the starter solenoid to the relay to the + terminal of the horns. The other, - horn terminals are grounded to the radiator support. The original horn wires are sent in and out of the relay. When the circuit is grounded (at the steering wheel) the relay activates the horn circuit. The 1<sup>st</sup> circuit opens & closes the 2<sup>nd</sup>.

This was done as a matter of safety & reliability. For a concurs judging the dual horns and new wiring can be removed and the old rewired.

### Parts

- 1 – Std Mtr Products RY 115 relay
  - 1 – 30A glass fuse
  - 1- Fuse holder (I found a watertight marine fuse holder). It happened to be 10 gauge wire, which is correct for a 30A fuse.
  - 1 – ¼ 20 x ½” bolt, washer & lockwasher. The nut is factory installed on the radiator support. This is the horn ground.
- Wiring- 12 & 14 gauge were used.  
Misc. flat terminals, shrink wrap and electrical tape.

The above materials are what I used and may not be correct in all cases. The horns work well and it doesn't take much pressure on the Omni wheel to make a loud sound. Earlier, I did an article on using narrow Velcro strips with adhesive on one side to replace the crumbled foam pad in the wheel. Everything now works like it should.

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