

9/12/08

TOOLS NEEDED: PLIERS, 5MM ALLEN WRENCH, AND RUBBING ALCOHOL

NOTE: FOR GOLDWING INSTALLATION FOLLOW STEPS 1-7 AND FOR CRUISER INSTALLATION FOLLOW STEPS 9-12.

1. USING A 5MM ALLEN WRENCH, REMOVE THE FOUR SCREWS HOLDING THE REAR SHROUD TO THE SADDLEBAGS. NOTE: SOME MODELS WILL HAVE A FIFTH SCREW BEHIND THE LICENSE PLATE WHICH WILL ALSO NEED TO BE REMOVED.
2. RELEASE THE ZIP TIE FROM AROUND THE BLACK RUBBER BOOT AND PULL BACK THE RUBBER BOOT TO UNCOVER THE RED AND BLUE CONNECTORS.
3. LOCATE THE GREEN WIRE WITH SILVER STRIPE GOING INTO THE BLUE 2 PIN CONNECTOR AND CRIMP ONE OF THE SUPPLIED T-TAPS AROUND THE WIRE. PLUG THE BLACK WIRE FROM THE DUAL LOAD EQUALIZER INTO THE T-TAP.
4. LOCATE THE ORANGE WIRE WITH SILVER STRIPE GOING INTO THE RED 3 PIN CONNECTOR AND THE BLUE WIRE WITH SILVER STRIPE GOING INTO THE BLUE 3 PIN CONNECTOR AND CRIMP ONE OF THE SUPPLIED T-TAPS ONTO EACH WIRE. PLUG BOTH OF THE RED WIRES FROM THE DUAL LOAD EQUALIZER INTO THE T-TAPS.
5. TEST FOR PROPER FUNCTION. THE TURN SIGNALS SHOULD FLASH AT THE SAME RATE AS WHEN THE INCANDESCENT BULBS WERE INSTALLED.
6. PUSH THE BLACK RUBBER BOOT BACK OVER THE CONNECTORS AND RETIGHTEN THE ZIP TIE TO KEEP THE WIRES IN PLACE.
7. THE DUAL LOAD EQUALIZER CAN BE ATTACHED TO THE BIKE BY USING THE DOUBLE SIDED TAPE ATTACHED TO THE PART OR BY USING ZIP TIES TO KEEP IT HELD IN PLACE. IF THE TAPE WILL BE USED MAKE SURE TO CLEAN THE AREA IT IS GOING TO BE ATTACHED TO WITH A MILD SOLVENT, SUCH A RUBBING ALCOHOL, TO MAKE SURE THE SURFACE IS CLEAN, FOR PROPER ADHESION.
8. INSTALL THE REAR SHROUD IN REVERSE ORDER OF STEP 1.
9. TO INSTALL THE DUAL LOAD EQUALIZER FOR THE FRONT LED TURN SIGNAL, LOCATE THE WIRE HARNESS FOR THE LEFT AND RIGHT FRONT TURN SIGNALS WHICH IS USUALLY LOCATED INSIDE THE HEADLIGHT HOUSING OR UNDERNEATH A NECK COVER.

NOTE: IF THE DUAL LOAD EQUALIZER IS BEING INSTALLED ONTO THE REAR TURN SIGNALS, THE WIRE HARNESS IS USUALLY FOUND UNDER THE REAR FENDER, SEAT, OR RIGHT SIDE COVER.

10. IDENTIFY THE POSITIVE WIRE LEAD FOR THE LEFT AND RIGHT TURN SIGNAL AND USE THE PLIERS TO CRIMP THE SUPPLIED T-TAPS ONTO EACH WIRE. PLUG BOTH OF THE RED WIRES FROM THE DUAL LOAD EQUALIZER INTO THE T-TAPS.
11. LOCATE THE NEGATIVE WIRE LEAD FROM ONE TURN SIGNAL, AND USING THE PLIERS CRIMP THE SUPPLIED T-TAP ONTO THE WIRE. PLUG THE BLACK WIRE FROM THE DUAL LOAD EQUALIZER INTO THE T-TAP.
12. SECURE THE DUAL LOAD EQUALIZER, SO IT DOES NOT INTERFERE WITH ANY MOVING PARTS, TO A FLAT SURFACE WITH THE DOUBLE SIDED TAPE PROVIDED. MAKE SURE TO CLEAN THE AREA IT IS GOING TO BE ATTACHED TO WITH A MILD SOLVENT, SUCH A RUBBING ALCOHOL, TO MAKE SURE THE SURFACE IS CLEAN, FOR PROPER ADHESION. IF THERE ISN'T A FLAT SURFACE, SECURE USING ZIP TIES (NOT PROVIDED).
13. CHECK TO ENSURE THE TURN SIGNALS OPERATE AT THE CORRECT RATE. REPLACE ANY COMPONENTS REMOVED DURING INSTALLATION.

NOTE: ZIP TIES (NOT PROVIDED) MAY BE NEEDED TO SECURE LOOSE WIRES TO THE BIKE TO PREVENT DAMAGE FROM MOVING PARTS.