

VARIATIONS OF APPLICATION

WHEN INSTALLING THE " ILLUMINATOR PRO " YOU WILL USE THE (INSTRUCTIONAL DIAGRAM SHEET) ALONG WITH THE (STEP BY STEP INSTRUCTIONS SHEET) ON ALL HARLEY-DAVIDSON & CUSTOM V-TWIN MOTORCYCLES . IF YOU ARE INSTALLING THIS ON A GROUND UP BUILDER , OR FROM SCRATCH , THERE ARE NO VARIATIONS UNLESS : YOU ARE NOT USING A CENTER TAILLIGHT , ARE OMITTING YOUR FRONT TURN SIGNALS , OR USING LED TURN SIGNALS . GO ON TO THE ABOVE MENTIONED INSTRUCTION SHEETS , AND INSTALL YOUR MODULE .

I HAVE A CUSTOM BIKE OR 1973 THRU 1990 HARLEY THAT HAS A THERMO FLASHER IN IT .

1 REMOVE THE FLASHER AND CONNECT THE TWO WIRES TOGETHER THAT WENT TO THE FLASHER # 2 CUT ALL FOUR TURN SIGNAL WIRES AND YOUR 2 INDICATOR WIRES GOING INTO THE MAIN LOOM AWAY FROM THE MAIN LOOM , HEAT SHRINK THE ENDS THAT GO INTO THE MAIN LOOM . # 3 CUT AWAY FROM THE LOOM THE 2 POWER OUT (RIGHT AND LEFT) WIRES FROM YOUR TURN SIGNAL BUTTONS . NOW YOU SHOULD HAVE 8 LONG WIRES : 4 WIRES GOING ONLY TO EACH ONE OF THE TURN SIGNALS , 2 INDICATOR WIRES AND 2 WIRES GOING TO THE POWER OUT SIDE OF THE RIGHT AND LEFT TURN SIGNAL BUTTON . NOW YOU CAN PROCEED TO THE (" STEP BY STEP ") AND (" INSTRUCTIONAL WIRING DIAGRAM ") AND INSTALL YOUR MODULE .

I HAVE A 1991 AND UP HARLEY WITH A OEM CANCELLOR.

YOU WILL BE REMOVING THE OEM CANCELLOR . THE CANCELLOR HAS THE FUNCTION OF THE WIRES MARKED ON IT , TAPE AND WRITE THE FUNCTION ON THE 2 WIRES IN THE NEXT SENTENCE , HEAT SHRINK AND WIRE TIE THE REST TOGETHER , THEN REMOVE THE CANCELLOR . YOU CAN USE THE (POWER OUT WIRES FROM THE TURN SIGNAL BUTTON , LEFT AND RIGHT POWER THAT WENT (IN) TO THE CANCELLOR) WHERE YOU REMOVED THE CANCELLOR . THE OTHER FOUR TURN SIGNAL WIRES WILL HAVE TO BE TRACED AND CUT OUT OF THE MAIN LOOM , AS WELL AS THE 2 INDICATOR LIGHT WIRES . NOW WE ONLY HAVE THE TURN SIGNAL WIRE S GOING DIRECTLY TO THE TURN SIGNALS . WE SHOULD HAVE 8 WIRES AVAILABLE . 4 WIRES GOING ONLY TO EACH OF THE TURN SIGNALS , 2 WIRES GONG TO THE INDICATORS AND 2 WIRES GOING TO THE POWER OUT SIDE OF THE TURN SIGNAL BUTTON . PROCEED TO THE (STEP BY STEP INSTRUCTIONS) AND THE (INSTRUCTIONAL WIRING DIAGRAM) AND INSTALL YOUR MODULE .

I AM NOT USING A TAILLIGHT , MY TURN SIGNALS ARE GOING TO BE MY TAILLIGHT' .

THAT'S COOL , JUST MAKE SURE THEY ARE LED , HALOGEN OR A BRIGHT BULB . I RECOMMEND THE LAZER STAR LINE OR SOMETHING OF EQUAL BRIGHTNESS . DO NOT ATTEMPT THIS IF YOU ARE USING FUNKY LITTLE WEDGE BULBS OR 3 WATT BULBS , YOUR LIFE DEPENDS ON GOOD LIGHTING. THE ONLY VARIATION YOU WILL MAKE IS ON STEP 10 & 11 . ON STEP 10 YOU WILL GO FROM YOUR BRAKE LIGHT WIRE , DIRECTLY INTO THE RED WIRE ON THE MODULE . ON STEP 11 YOU WILL GO FROM YOUR RUNNING LIGHT WIRE , DIRECTLY INTO THE BLUE WIRE ON THE MODULE .

I AM OMITTING MY FRONT TURN SIGNALS

I THINK THIS IS A BAD IDEA , BUT I 'M NOT YOUR MOTHER ! SIMPLY DO NOT USE THE WIRES ON STEP 5 & 6 , HEAT SHRINK THE ENDS OF THE WIRES , WIRE TIE THEM TOGETHER AND NEATLY HIDE THE WIRE BUNDLE . JUST IN CASE YOU COME TO YOUR SENSES AND DECIDE TO RUN FRONT TURN SIGNALS AT A LATER TIME .

I HAVE DUAL FILAMENT BULBS / I HAVE LOW INTENSITY , HIGH INTENSITY WIRES ON MY LED TURN SIGNALS

ON DUAL FILAMENT BULBS , TWIST THE HIGH AND LOW FUNCTION WIRES TOGETHER AND CONNECT TO YOUR TURN SIGNAL OUTPUT LEAD FROM THE MODULE . LET THE MODULE DO THE CONTROLLING .

ON LEDS YOU WILL ALSO TWIST THE LOW INTENSITY WIRE TOGETHER WITH THE HIGH INTENSITY WIRE . CONNECT BOTH OF THE WIRES TO THE TURN SIGNAL OUTPUT LEAD FROM THE MODULE , THE MODULE WILL DO THE CONTROLLING . REMEMBER , IT IS VERY IMPORTANT TO HAVE A FULLY CHARGED BATTERY WHEN YOU HAVE COMPLETED INSTALLING YOUR MODULE . IF YOUR BATTERY IS LOW , AND YOU ARE TESTING THE FUNCTIONS OF THE MODULE , THE LED LIGHTS WILL ACTUALLY DIM DOWN WHEN YOU APPLY THE BRAKE .

MY SPEEDO ONLY HAS ONE INDICATOR LIGHT

BUMMER ! CALL THE GUY UP WHO MADE IT , AND TELL THEM , " QUIT BEING SO CHEAP ! PUT ONE IN FOR EACH SIDE ". YOU WILL NEED TO INSTALL 2 - RECTIFIER DIODES - INDUSTRY # 1 N400 X 1 THRU 7 VALUE . THESE ARE READILY AVAILABLE AT YOUR LOCAL ELECTRONICS STORE . THE DIODE WILL INSURE THAT THE POWER DOES NOT FLOW FROM ONE SIDE TO THE OTHER , AND TURN ON THE OPPOSITE SIDE TURN SIGNAL . FOLLOW THIS INSTALL DIAGRAM

