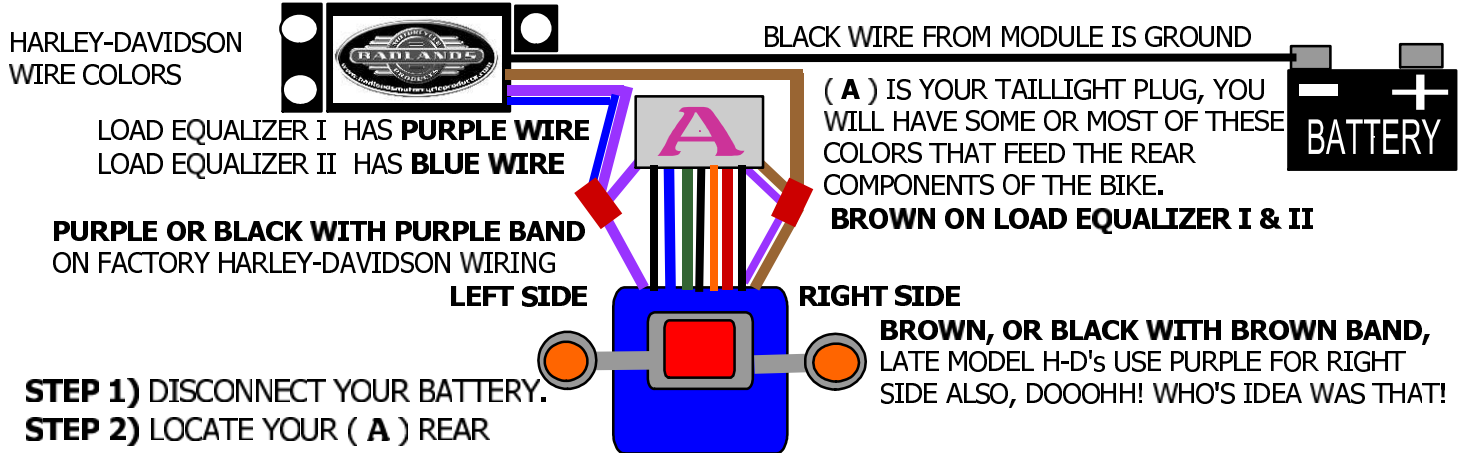


THE LOAD EQUALIZER I & II IS DESIGNED FOR **1991 THRU 1999 H-D'S**. IF YOU HAVE A **2000 AND UP H-D**, YOU MUST USE THE **LOAD EQUALIZER III**. IF YOU WISH TO RETAIN YOUR HAZARD MODE, OR DO PARADES, USE THE **LOAD EQUALIZER III** ON YOUR 1991 TO PRESENT H-D. IF YOU HAVE A METRIC BIKE, DO NOT USE THIS MODULE UNLESS YOUR MOTORCYCLE HAS SELF CANCELING TURN SIGNALS! [WWW.BADLANDSMOTORCYCLEPRODUCTS.COM](http://WWW.BADLANDSMOTORCYCLEPRODUCTS.COM)



**STEP 1)** DISCONNECT YOUR BATTERY.

**STEP 2)** LOCATE YOUR ( A ) REAR

TAILLIGHT CONNECTOR BLOCK, **IT IS FOUND UNDERNEATH YOUR SEAT**. USE A TEST LIGHT TO DETERMINE YOUR RIGHT AND LEFT TURN SIGNAL WIRES. TO VERIFY THE CORRECT WIRE, YOUR TEST LIGHT SHOULD LIGHT UP WHEN YOU DEPRESS YOUR TURN SIGNAL BUTTON / SWITCH.

**STEP 3)** YOUR TURN SIGNAL WILL HAVE A BLACK GROUND WIRE, OR ON EARLIER BIKES THE GROUNDING IS DONE THROUGH THE TURN SIGNAL BODY. IF YOU HAVE INSTALLED CUSTOM LIGHTS, ESPECIALLY **LED SIGNALS**, YOU MUST HAVE A GOOD GROUND TO PREVENT BLEED OVER TO THE OPPOSITE SIDE.

**STEP 4)** MAKE SURE WIRES ARE FREE OF GREASE AND ROAD GRIME BEFORE CONNECTIONS ARE MADE.

**STEP 5)** CONNECT THE PURPLE OR BLUE WIRE FROM THE LOAD EQUALIZER TO THE PURPLE / LEFT SIDE TURN SIGNAL WIRE, BY SOLDERING A ( T ) CONNECTION, OR USE THE RED SCOTCH LOCK CONNECTOR ENCLOSED.

**STEP 6)** CONNECT THE BROWN WIRE FROM THE LOAD EQUALIZER TO THE BROWN OR PURPLE / RIGHT SIDE TURN SIGNAL WIRE, SOLDER A ( T ) CONNECTION OR USE THE RED SCOTCH LOCK CONNECTOR ENCLOSED.

**STEP 7)** MEASURE THE BLACK WIRE ON THE LOAD EQUALIZER TO REACH THE BATTERY GROUND, CRIMP THE TERMINAL RING TO THE BLACK WIRE AND RE-CONNECT THE BATTERY, ALONG WITH THE TERMINAL RING CONNECTOR, **TO THE NEGATIVE ( - ) POST OF YOUR BATTERY**.

**STEP 8)** PRETTY SIMPLE, HUH? TEST YOUR TURN SIGNALS TO SEE THAT THEY ARE OPERATING CORRECTLY. READ THE IMPORTANT INFO BELOW AND YOU ARE READY TO RIDE.

**WARNING:** AS WITH MOST ELECTRICAL DEVICES, LOAD EQUALIZER I & II, **DOES GENERATE HEAT DURING NORMAL OPERATION**. BE CAREFUL NOT TO PLACE THIS UNIT NEXT TO WIRE LOOMS OR PLASTICS. THIS MODULE **SPECIFICALLY DESIGNED TO ACTIVATE TURN SIGNALS FOR SHORT PERIODS OF TIME**, AS WOULD BE EXPERIENCED DURING NORMAL RIDING SITUATIONS. THIS PRODUCT IS NOT INTENDED TO BE USED FOR EXTENDED PERIODS SUCH AS DURING EMERGENCY FLASHER OPERATION OR PARADE USE. **USE LE-03 FOR SUCH SITUATIONS AS THE LOAD EQUALIZER III DOES NOT HAVE ANY HEAT ISSUES**. NEITHER THE MANUFACTURER OR SELLER OF THE LOAD EQUALIZER I OR II ASSUMES ANY RESPONSIBILITY OR LIABILITY FOR DAMAGE DUE TO INAPPROPRIATE USE, BY THE CONSUMER / OPERATOR.

OPERATION OF THE LOAD EQUALIZER II: -TEST CONDITIONS : 1992 FXR WITH FULLY CHARGED BATTERY EQUIPPED WITH FRONT WHISKER SIGNALS AND REAR WHISKERS PLATE FRAME SIGNALS. WITH THE KEY OFF, BOTH SIGNAL BUTTONS DEPRESSED FOR HAZARD MODE, ALL 4 SIGNALS FLASHED FOR 40 MINUTES. THE UNIT DID GET VERY WARM, BUT DID NOT GET HOT ENOUGH WHERE YOU COULD NOT TOUCH THE MODULE. **THIS UNIT IS NOT DESIGNED TO BE USED IN PARADES OR WITH THE BIKE RUNNING FOR AN EXTENDED PERIOD OF TIME WITH THE HAZARDS GOING. YOU CAN USE BOTH THE LOAD EQUALIZER I OR II TO GET OFF THE HIGHWAY TO SAFETY IN EVENT OF FLAT OR RUNNING OUT OF GAS. THE LOAD EQUALIZER II CAN BE USED AFTER THAT, WITH THE KEY OFF, TO CONTINUE HAZARD MODE**. IF YOU ARE THE MECHANIC OR INSTALLER, IT IS YOUR RESPONSIBILITY TO GIVE THESE INSTRUCTIONS TO THE CUSTOMER. THE CUSTOMER SHOULD KEEP THIS SHEET AND PASS IT ON TO THE BUYER, IF THE BIKE IS SOLD.