

WHICH LOAD EQUALIZER SHOULD I USE?

THE **LOAD EQUALIZER III** MUST BE USED ON ALL 2000 TO PRESENT HARLEY-DAVIDSONS, OR ON BIKES WITH AFTERMARKET ALARM SYSTEMS OR THE HARLEY-DAVIDSON TURN SIGNAL CONVERTERS. OUR NEW MODULES ARE BUILT WITH MODERN CIRCUIT TECHNOLOGY, **WE DO NOT USE CERAMIC RESISTORS IN THIS MODULE, AND THEREFORE WE DO NOT HAVE ANY OVERHEATING PROBLEMS** ON FACTORY SECURITY, AFTERMARKET ALARMS OR THE H-D TURN SIGNAL CONVERTERS.

* THE **LOAD EQUALIZER III IS REALLY THE BEST MODULE TO USE ON ALL 1991 TO PRESENT** HARLEY-DAVIDSONS TO CIRCUMVENT ANY / ALL HEAT RELATED PROBLEMS. THE LOAD EQUALIZERS I OR II ARE NOT DESIGNED FOR THERMO FLASHER MODELS. FOR 1973 TO 1990 FLASHER BIKES, OUR **AUTOMATIC TURN SIGNAL CANCELLING MODULE** IS THE BEST MODULE.

* ON 2000 AND UP, THE **LOAD EQUALIZER III IS A MUST**. IT WAS **DESIGNED FOR THE NEW BREED OF TURN SIGNAL (TSM) AND TURN SIGNAL SECURITY SYSTEM (TSSM) MODULES**. ON TSSM MODELS, A LOAD EQUALIZER I & II WILL CAUSE ERRATIC FLASHING AND THE KEY ICON TO FLASH AND NOT RESET THE CORRECT CODE IN THE TSSM MODULE.

* ON AFTERMARKET ALARM SYSTEMS, PART OF THE SECURITY IS FOR THE 4 WAYS / HAZARDS TO FLASH WHEN THE ALARM HAS BEEN TRIPPED. THE LOAD EQUALIZER I WILL MELT AFTER AN EXTENDED PERIOD OF TIME (PER THE INSTRUCTIONS) AND THE LOAD EQUALIZER II WILL EVENTUALLY CRACK OVER YEARS OF USE. **MY RECOMMENDATION IS THE LOAD EQUALIZER III TO CIRCUMVENT ANY HEAT RELATED ISSUES.**

* THE OLDER H-D TURN SIGNAL CONVERTER, OR THEIR NEWER COPY OF OUR RUN/BRAKE/TURN MODULE, TURNS THE REAR TURN SIGNALS INTO BRAKE LIGHTS WHILE MAINTAINING TURN SIGNAL FUNCTION. FOR STOCK APPLICATION THIS MODULE IS FINE. HOWEVER, IF CUSTOM TURN SIGNALS ARE INSTALLED AND YOU USE A LOAD EQUALIZER I OR II WIRED PER THE STANDARD INSTRUCTIONS, **THE TURN SIGNAL WIRE NOW BECOMES LIVE WHEN THE BRAKE IS APPLIED**. NOW THE **LOAD EQUALIZER IS BUILDING HEAT EVERY TIME THE BRAKE IS APPLIED, AND DURING THE TURN SIGNAL MODE**. MY RECOMMENDATION IS TO USE THE **LOAD EQUALIZER III PLUG-IN** OR EVEN BETTER, YOU CAN **USE THE ORIGINAL PLUG-IN ILLUMINATOR - RUN, BRAKE & TURN MODULE THAT WE INVENTED THAT HAS THE LOAD EQUALIZER III FUNCTION BUILT RIGHT INTO THE SAME MODULE.**

* **1991 THRU 1999 HARLEY-DAVIDSONS:** WHILE THE LOAD EQUALIZER I & II HAVE BEEN WORKING FINE SINCE **1994 (PER THE INSTRUCTIONS)**, WE DO GET UNHAPPY CUSTOMERS ONCE IN A WHILE. **IF THEY DID NOT RECEIVE THEIR COPY OF THE INSTRUCTIONS**, AND THEY END UP USING THE EMERGENCY FLASHERS FOR A PROLONGED TIME, THE LOAD EQUALIZER I WILL MELT. THE II WILL CRACK (BUT STILL WORKS). SHORTS IN THE TURN SIGNAL CIRCUIT CAN ALSO CAUSE THESE MODULES TO MELT. AN OEM CANCELLER THAT GOES BAD IN THE CLOSED POSITION WILL ALSO MELT THE LOAD EQUALIZER I & II. MY RECOMMENDATION, **USE THE LOAD EQUALIZER III AND YOU CIRCUMVENT ANY PREVIOUSLY MENTIONED PROBLEMS. ALL OUR MODERN MODULES: LOAD EQUALIZER III, ILLUMINATOR, AUTO SHUT-OFF MODULE AND PRO III, ALL PRODUCE NO UNWANTED HEAT!**