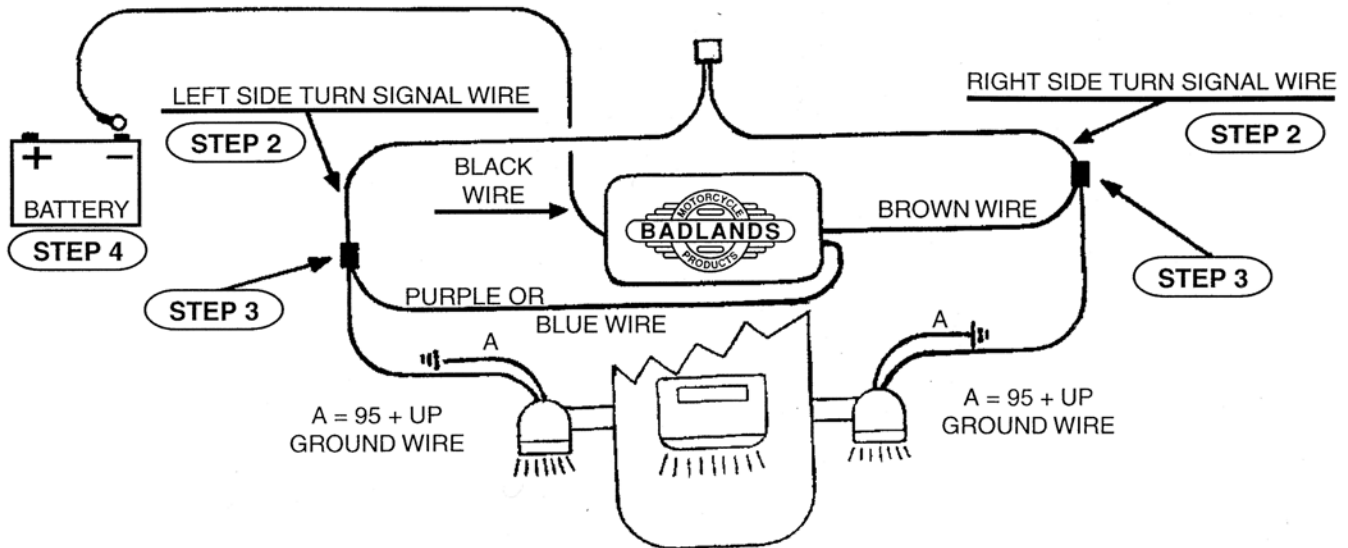


## LOAD EQUALIZER AND LOAD EQUALIZER II INSTALLATION INSTRUCTIONS



**STEP 1** DISCONNECT YOUR BATTERY GROUND STRAP.

**STEP 2** LOCATE YOUR REAR TURN SIGNAL WIRES. THIS CAN BE EASILY ACCOMPLISHED BY USING A TEST LIGHT. USING THE TEST LIGHT, PROBE YOUR TURN SIGNAL WIRE, TURN YOUR IGNITION ON AND DEPRESS THE TURN SIGNAL BUTTON. IF YOU HAVE THE CORRECT WIRE, THE TEST LIGHT WILL LIGHT UP.

ON 95 AND UP YOU MAY HAVE TWO WIRES GOING TO THE REAR TURN SIGNALS. ONE WIRE IS A GROUND, THE OTHER WIRE IS YOUR TURN SIGNAL WIRE. PROBE THE WIRES AS DISCUSSED ABOVE AND TIE INTO THE TURN SIGNAL WIRE, **NOT THE GROUND.**

IF IT IS EASIER YOU MAY MAKE YOUR CONNECTION IN THE FRONT OF THE BIKE. PROBE YOUR WIRES AS DISCUSSED ABOVE AND **REMEMBER** ONE WIRE IS A TURN SIGNAL WIRE, THE OTHER IS A RUNNING LIGHT WIRE. **DO NOT TIE INTO THE RUNNING LIGHT WIRE.**

**STEP 3** MAKE SURE THESE WIRES ARE FREE OF GREASE, ROAD GRIME, ETC. RUN THE LIGHT BROWN AND PURPLE OR BLUE WIRES FROM THE **LOAD EQUALIZER** TO A LOCATION WHERE THEY INTERSECT THE TURN SIGNAL LEADS. USING THE TWO IN-LINE CONNECTORS ATTACH THE WIRES; LIGHT BROWN TO THE RIGHT SIDE TURN SIGNAL WIRE, PURPLE OR BLUE TO THE LEFT SIDE TURN SIGNAL WIRE. **YOU MUST HAVE A GOOD CONNECTION FOR PROPER OPERATION!**

**STEP 4** RECONNECT YOUR GROUND STRAP ALONG WITH THE BLACK LEAD FROM THE **LOAD EQUALIZER** TO THE NEGATIVE (-) POST ON YOUR BATTERY. YOU'RE ALL SET. PRETTY SIMPLE, HUH? YOUR TURN SIGNALS SHOULD BE OPERATIVE.

**WARNING:** AS WITH MOST ELECTRICAL DEVICES THE LOAD EQUALIZER GENERATES HEAT DURING NORMAL OPERATION. BE CAREFUL NOT TO PLACE THE UNIT NEXT TO WIRE LOOMS OR SOFT PLASTICS. THE LOAD EQUALIZER IS SPECIFICALLY DESIGNED TO ACTIVATE TURN SIGNALS FOR SHORT PERIODS 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. NEITHER THE MANUFACTURER OR SELLER OF THE LOAD EQUALIZER ASSUMES ANY RESPONSIBILITY OR LIABILITY FOR DAMAGE TO INAPPROPRIATE USE BY THE CONSUMER.

### OPERATION OF THE LOAD EQUALIZER II

TEST CONDITIONS: 1992 FXR WITH FULLY CHARGED BATTERY, EQUIPPED WITH WHISKERS FRONT AND REAR AS TURN SIGNALS. WITH THE MOTORCYCLE SHUT OFF, BOTH TURN SIGNAL BUTTONS WERE DEPRESSED AND ALL FOUR TURN SIGNALS FLASHED FOR APPROXIMATELY 40 MINUTES. THE UNIT WILL GET WARM BUT DID NOT GET HOT. THIS UNIT IS NOT DESIGNED TO BE USED IN PARADES OR WITH THE BIKE RUNNING FOR AN EXTENDED PERIOD OF TIME. NEITHER THE MANUFACTURER OR SELLER OF THE LOAD EQUALIZER ASSUMES ANY RESPONSIBILITY OR LIABILITY FOR DAMAGE DUE TO INAPPROPRIATE USE BY THE CONSUMER.

**NOTE:** IF YOU ARE THE MECHANIC INSTALLING THIS PRODUCT BE SURE THE CUSTOMER RECEIVES A COPY OF THIS.