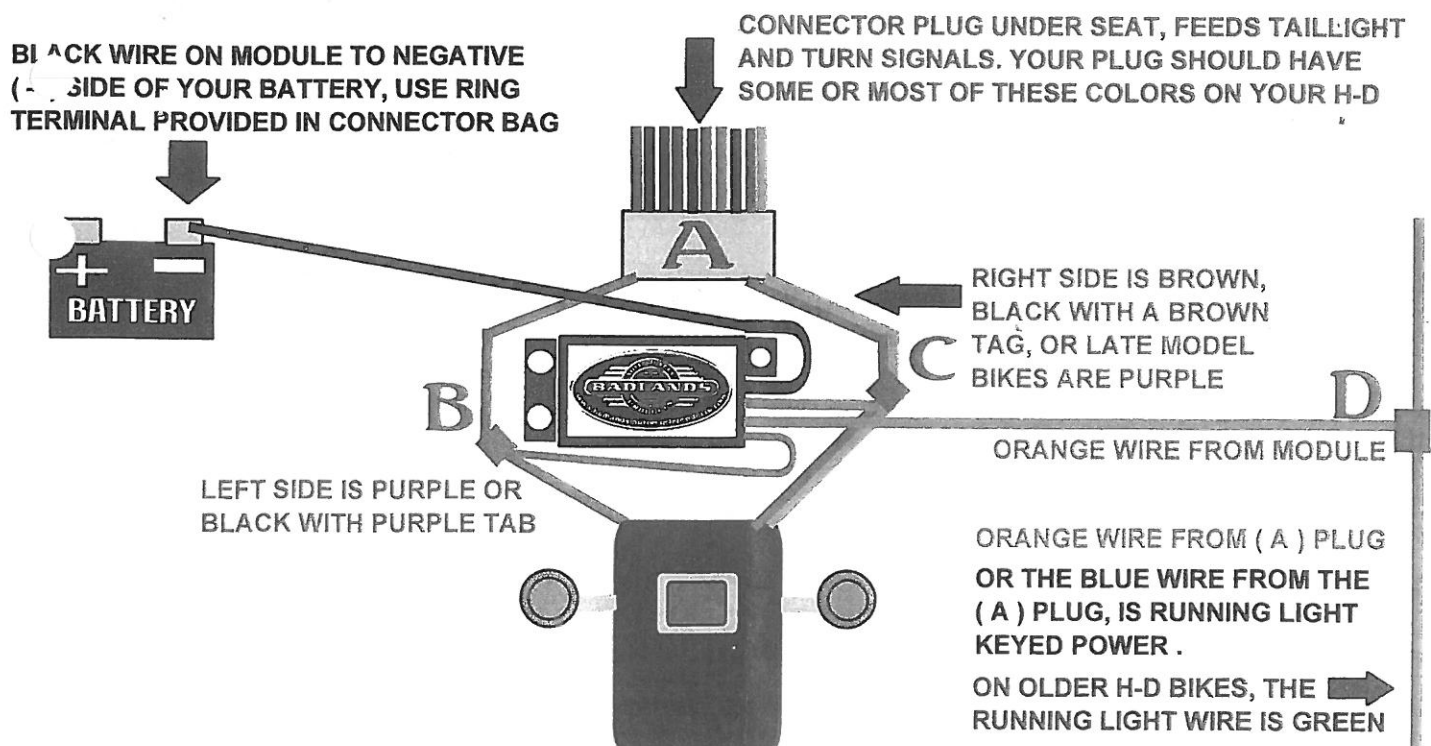


INSTRUCTIONS FOR THE "LOAD EQUALIZER III" INSTALLATION ON 1991 THRU PRESENT HARLEY-DAVIDSONS WITHOUT THE TSSM SECURITY MODULE

KEY ICON DOES NOT DISPLAY IN SPEEDO WHEN KEY IS TURNED TO IGNITION POSITION

- STEP # 1** DISCONNECT THE HOT SIDE OF YOUR BATTERY (+) !
- STEP # 2** MAKE ALL WIRING CONNECTIONS UNDERNEATH THE SEAT AFTER THE CONNECTOR PLUG THAT FEEDS THE TAILLIGHT AND REAR TURN SIGNALS. (A) MAKE SURE THE WIRES ARE CLEAN AND FREE OF ROAD GRIME. FIND A SECURE PLACE TO MOUNT THE MODULE, USE ZIP TIES TO SECURE THE MODULE AND TRY TO MOUNT THE MODULE TO THE FRAME IF AT ALL POSSIBLE.
- STEP # 3** SCOTCH LOCK THE PURPLE WIRE FROM THE MODULE ONTO THE REAR LEFT SIDE TURN SIGNAL WIRE UNDERNEATH THE SEAT. USE A TEST LIGHT TO MAKE SURE YOU HAVE THE CORRECT WIRE. USE PLIERS TO PUSH THE METAL TANG FLUSH WITH THE PLASTIC RED SCOTCH LOCK. (B)
- STEP # 4** SCOTCH LOCK THE BROWN WIRE FROM THE MODULE ONTO THE REAR RIGHT SIDE TURN SIGNAL WIRE, MAKING SURE AGAIN THAT THE TANG IS FLUSH. (C)
- STEP # 5** SCOTCH LOCK THE ORANGE WIRE FROM THE MODULE ONTO THE ORANGE WIRE OR ORANGE WITH A WHITE STRIPE WIRE; IF YOUR BIKE DOES NOT HAVE AN ORANGE WIRE, USE THE BLUE RUNNING LIGHT WIRE, GREEN IS RUNNING LIGHT POWER ON OLDER H-D's. THIS WIRE SHOULD BE HOT WHEN YOU TURN THE KEY TO THE ON POSITION. (D)
- STEP # 6** 'HOOK UP THE BLACK WIRE FROM MODULE TO THE NEGATIVE (-) SIDE OF THE BATTERY. THAT'S IT! YOU'RE READY FOR ACTION.



LOAD EQUALIZER III INSTRUCTIONS FOR H-D'S WITH TSSM SIGNAL / SECURITY MODULE

STEP #1 DO NOT DISCONNECT YOUR BATTERY. IF YOU DO, THE RE-PROGRAMING PROCEDURE IS ON THE BACK.

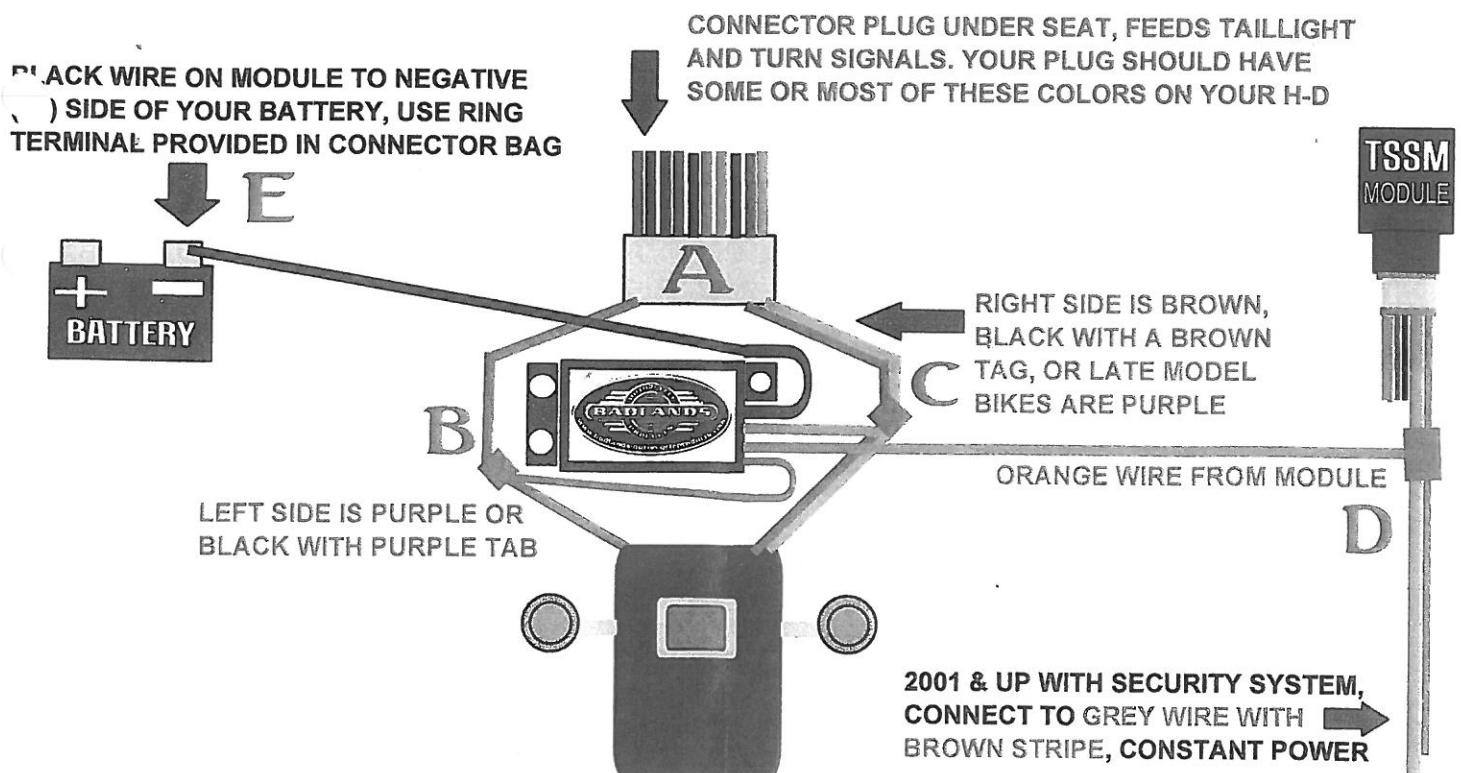
STEP #2 MAKE ALL WIRING CONNECTIONS UNDERNEATH THE SEAT AFTER THE NYLON CONNECTOR PLUG (A) THAT FEEDS THE TAILLIGHT AND TURN SIGNALS. MAKE SURE THE WIRES ARE CLEAN AND FREE OF ROAD GRIME. FIND A SECURE PLACE TO MOUNT THE MODULE, USE ZIP TIES TO SECURE THE MODULE. TRY TO SECURE THE MODULE TO THE FRAME IF POSSIBLE.

STEP #3 SCOTCH LOCK THE PURPLE WIRE FROM THE MODULE ONTO THE REAR LEFT SIDE TURN SIGNAL WIRE UNDERNEATH THE SEAT. USE A TEST LIGHT TO MAKE SURE YOU HAVE THE CORRECT WIRE. USE PLIERS TO PUSH THE METAL TANG FLUSH WITH THE PLASTIC RED SCOTCH LOCK. (B)

STEP #4 SCOTCH LOCK THE BROWN WIRE FROM THE MODULE ONTO THE REAR RIGHT SIDE TURN SIGNAL WIRE, MAKING SURE AGAIN TANG IS FLUSH. (C)

STEP #5 LOCATE THE BROWN WIRE WITH A GREY STRIPE. USE YOUR TEST LIGHT TO DETERMINE THAT THIS WIRE HAS POWER WITH THE KEY OFF. THIS WIRE IS CONNECTED TO TSSM (TURN SIGNAL / SECURITY MODULE) ON SOME MODELS THE TSSM MODULE WILL BE LOCATED UNDER THE BATTERY, SOFTAILS ARE UNDER THE OIL BAG, IT IS CRUCIAL THAT YOU USE THIS WIRE TO MAKE YOUR NEXT CONNECTION. SCOTCH LOCK THE ORANGE WIRE FROM THE MODULE ONTO THE BROWN WIRE WITH GREY STRIPE (D)

STEP #6 GROUND THE BLACK WIRE FROM THE MODULE TO THE FRAME OR BLACK WIRE IN THE HARNESS. (E) (DO NOT DISCONNECT THE BATTERY GROUND.)



RESETTING YOUR OEM MODULE

FOR 2001 AND UP HARLEY-DAVIDSONS WITH TSSM SECURITY MODULE

IF YOU ALREADY HAD INSTALLED SMALLER TURN SIGNALS AND DID NOT HAVE THE " LOAD EQUALIZER III " INSTALLED UNTIL NOW, YOU WILL NEED TO REPROGRAM YOUR MODULE. IF YOU DID NOT FOLLOW THE INSTRUCTIONS AND DISCONNECTED YOUR BATTERY, YOU WILL ALSO NEED TO REPROGRAM YOUR MODULE. YOU SHOULD ALSO SAVE THESE INSTRUCTIONS BECAUSE WHEN YOUR BATTERY IS REPLACED YOUR OEM MODULE WILL LOSE YOUR CODE.

DON'T PANIC ! BELOW ARE THE INSTRUCTIONS TO REPROGRAM YOUR MODULE. THIS IS ACTUALLY A VERY SIMPLE PROCEDURE. FOLLOW THE INSTRUCTIONS STEP BY STEP.

HOW DO I KNOW IF MY SYSTEM IS GOOFED UP ? IF YOUR SECURITY LIGHT (RED KEY ICON IN SPEEDO GAUGE) STAYS ON FOR A PROLONGED TIME PERIOD OR YOUR DIRECTIONALS ARE FLASHING ERRATICALLY, YOU WILL NEED TO REPROGRAM YOUR OEM MODULE. IF YOU HAVE FOLLOWED THE SEQUENCE BELOW AND YOU STILL HAVE A PROBLEM , CHECK ALL YOUR CONNECTIONS TO MAKE SURE YOU DON'T HAVE A FAULTY CONNECTION.

<u>STEP NUMBER</u>	<u>PROCEDURE OF OPERATION</u>	<u>CONFIRMATION OF CORRECT PROCEDURE</u> <u>(ALWAYS WAIT FOR CONFIRMATION)</u>
STEP # 1	DEPRESS RUN / OFF HANDLE BAR SWITCH TO OFF POSITION.	
STEP # 2	TURN YOUR IGNITION KEY SWITCH ON-OFF , ON OFF THEN ON.	
STEP # 3	DEPRESS YOUR LEFT TURN SIGNAL SWITCH TWICE AND RELEASE SWITCH.	YOUR TURN SIGNALS AND INDICATOR LIGHT WILL FLASH 1 TO 3 FLASHES.
STEP # 4	DEPRESS RIGHT TURN SIGNAL SWITCH ONCE AND RELEASE SWITCH.	YOUR TURN SIGNALS AND INDICATOR LIGHT WILL FLASH ONCE.
STEP # 5	DEPRESS RIGHT TURN SIGNAL SWITCH ONCE AND RELEASE SWITCH.	YOUR TURN SIGNALS AND INDICATOR LIGHT WILL FLASH TWICE.
STEP # 6	DEPRESS RIGHT TURN SIGNAL SWITCH ONCE AND RELEASE SWITCH.	YOUR TURN SIGNALS AND INDICATOR LIGHT WILL FLASH TRICE (3 TIMES)
STEP # 7	DEPRESS <u>LEFT</u> TURN SIGNAL SWITCH ONCE AND RELEASE SWITCH	YOUR TURN SIGNALS AND INDICATOR LIGHT FLASHES TO INDICATE TROUBLE CODES.
STEP # 8	TO CLEAR CODES, DEPRESS AND HOLD LEFT TURN SIGNAL SWITCH FOR 4 TO 5 SECONDS UNTIL CONFIRMATION.	YOUR TURN SIGNALS AND INDICATOR LIGHT WILL FLASH TWICE.
STEP # 9	TURN YOUR IGNITION SWITCH TO OFF POSITION.	THAT'S IT, YOUR ALL CLEARED FOR TAKE-OFF !

RESETTING LATER MODEL OEM MODULES

If after installing the Load Equalizer III (or the Illuminator with the Load Equalizer III built-in), you are still getting 2-3 normal flashes and then rapid flash, and if your bike does not seem to respond as indicated to the procedure detailed on the "FOR 2001 AND UP HARLEY-DAVIDSONS WITH TSSM SECURITY MODULE" instructions, you likely have one of the later generation TSM/TSSM or HFSM modules. For these later bikes, approximately 2005 and up, try the following simpler procedure instead:

Step #1: Pull your Maxi-fuse, killing all the power to the bike. Go grab a cold one, or otherwise kill 10 minutes.

Step #2: Wipe the froth from your lip and replace the Maxi-fuse, returning the power to the bike.

Step #3: Turn the ignition switch to on, and then activate your 4-way emergency flashers. (Press and hold both turn signal buttons until all four turn signals flash.) Let the 4-ways run for 10 seconds or so, then cancel.

Step #4: Activate your left turn signal. Let it flash for 10 seconds, then cancel.

Step #5: Activate your right turn signal. Let it flash for 10 seconds, then cancel.

Step #6: Turn off your ignition, wait a minute or so. You should be all set!

Note: If you see normal operation with the key on but the bike not running, but then see rapid flashing with the bike running, you probably have a weak battery. Have your battery load checked and replace if necessary. If you still have the issue after replacing the battery, repeat the above six steps, only this time at the beginning of Step #3, start the bike. This will allow the TSM/TSSM/HFSM and Load Equalizer III to synchronize to the higher voltage engine-running condition.