

INSTALLATION INSTRUCTIONS

DRAG SPECIALTIES REAR TURN SIGNAL RELOCATION KIT P/N DS-280318

ATTENTION INSTALLER (if other than owner):

Please forward this instruction sheet to the purchaser of this product. These instructions contain valuable information necessary to the end user.

INTRODUCTION: These instructions describe the procedure for properly installing the rear turn signal relocation kit onto 84-01 FXD, FXR, FX and 86-93 XL models. Review instructions carefully before beginning, as they contain important information. Please retain for future reference.

Particularly important information is distinguished in these instructions by the following notations:

NOTE: A NOTE provides key information to make procedures easier or clearer.

CAUTION: A CAUTION indicates special procedures that must be followed to avoid damage to the motorcycle and/or accessories.

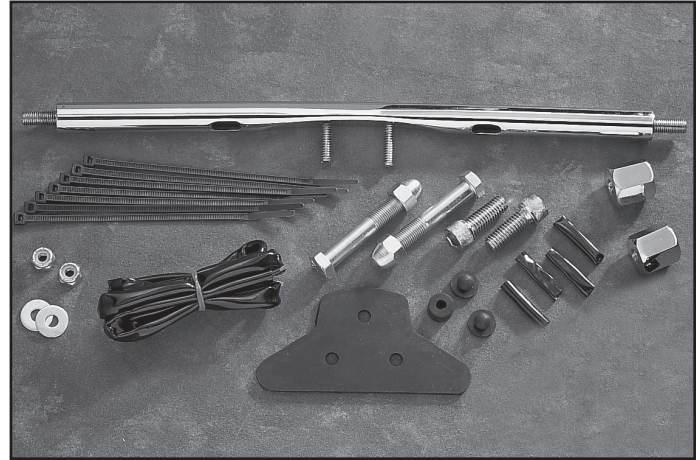
WARNING!: A WARNING indicates special procedures that must be followed to avoid injury to a motorcycle operator or person inspecting or repairing the motorcycle.

TOOLS REQUIRED:

3/4" combination wrench
9/16" combination wrench (two required)
7/16" socket wrench
1/4" hex key wrench
3/8" drill bit
Drill
Soldering iron
Solder (for electrical use)

PROCEDURE:

1. Disconnect the battery before attempting any of the wiring steps.
2. Remove the turn signals from their original location. Cut the wires approximately 2" from the signal. Be sure to note which is the left and which is the right signal wire in the wiring harness.
3. Using the hardware supplied with the kit: On 88-94 FXR models, use the 3/8"-24 x 1 1/4" hex-head bolts to secure the fender to the struts where the signal was originally mounted; on 82-87 models, use the 3/8"-24 x 2 1/4" bolts and acorn nuts to secure the fender to the struts.
4. Remove lenses from the turn signals. Pull the wires and grommets from the signal body. Insert the two plugs into the bodies of the signal from the inside (rounded ends push through to the outside).
5. Install the jam nuts all the way onto the signal bar. Nuts are installed correctly when the recess in the nuts goes over the outside of the bar.



6. Take the wire lead, remove the conduit and cut the wire into two pieces, one about 4" longer than the other. Use the longer wire on the right signal and the shorter one on the left signal.
7. Feed the wire through the end of the bar to the nearest slot.
8. Feed the wire end on the signal through the threaded mounting hole on the signal body.
9. Place a piece of heat shrink tube over the wire and splice the wire to the signal using the soldering iron and solder.
10. Heat the shrink tube to tighten over the soldered area.
11. Thread signal body onto relocation bar and thread on all the way. Do not tighten the jam nut at this time.
12. Repeat Steps 7-11 for the other end of the relocation bar.
13. You should now have both signal bodies installed on the relocation bar and new, extended wires exiting both of the slots on the relocation bar.
14. Install a piece of the conduit on the right wire exiting the bar. Cut the conduit so that it covers the wire from just inside the slotted wire exit to about 2" past the slot for the left wire exit. Trim the conduit only – do not shorten the wire at this time.
15. Repeat Step 14 on the left side.
16. Take the remaining conduit and feed both wires into it. Bring the conduit up the wires until it joins the other conduit. Place a wire tie around the wires and conduit to hold them in place. Tighten securely.
17. Remove the license plate bracket assembly from the fender.
18. Measure approximately 2" to the left of the top mounting hole and scribe a mark on the fender (see Figure 1).
19. Make sure there are no obstructions on the bottom of the fender, then drill a 3/8" hole at the mark scribed in Step 18.
20. Place the triangular-shaped rubber gasket between the fender and the license plate bracket. Re-install the original mounting hardware in the top mounting hole.
21. Place the relocation bar in the lower two holes of the license plate bracket with the two slots in the bar facing down. Secure with the two included flat washers and self-locking nuts. Tighten securely to about 10 ft.-lbs.



3501 Kennedy Rd, PO Box 5222, Janesville, WI 53547-5222
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22. Insert the extended turn signal wires through the hole drilled in Step 19, then install the grommet around the wire, working the thin lip through the fender.
23. Route extended wires to the ends of the exiting wires on the inside of the fender. Cut the wires to the necessary length, allowing enough excess for splicing. Cut the conduit slightly longer than necessary to allow it to cover the splice once it is soldered.
24. Place a section of heat shrink tube over the wires and splice them together, soldering the wires. Cover the splice with shrink tubing. Slide the conduit over the spliced area.
25. Check the wire routing, making sure that the wires are inside the wire harness clips on the side of the fender. Check and make sure that none of the wiring can contact the rear wheel, especially in the taillight area. Secure the wires as necessary to prevent interference.

WARNING!: Clearance between the fender and the rear wheel will diminish as weight is placed on the motorcycle and the suspension is compressed. Make sure there is adequate clearance with the suspension fully compressed. Failure to do so may cause electrical problems, including total electrical failure.

26. Install the lenses on the turn signals, adjust the signal to its final position and tighten jam nuts. Do not overtighten.
27. Install the battery cables and test the turn signal operation.

WARNING!: Before operating motorcycle, be sure all hardware is tight.

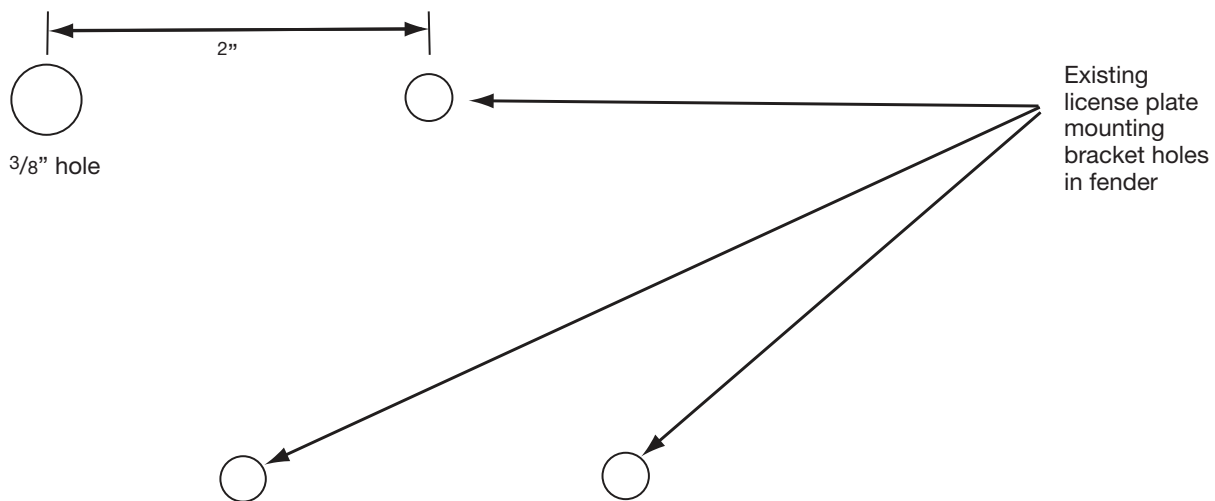


Figure 1

