Custom Dynamics® Dynamic Load Isolator Installation Instructions

We thank you for purchasing the Custom Dynamics® Dynamic Load Isolator. Our products utilize the latest technology and high quality components to ensure you the most reliable service. We offer one of the best warranty programs in the industry and we back our products with excellent customer support, if you have questions before or during installation of this product please call Custom Dynamics® at 1 (800) 382-1388.

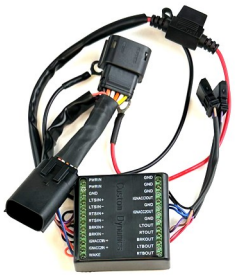
Part Number: CD-DLI-23-CVO

Package Contents:

- Dynamic Load Isolator (1)
- Instructions (1)

Fitment: 2023-2025 Harley Davidson® CVO™ Street Glide (FLHXSE), CVO™ Road Glide (FLTRXSE), 2025 Street Glide Ultra (FLHXU), 2024-2025 Street Glide (FLHX), Road Glide (FLTRX), and CVO™ Road Glide ST (FLTRXSTSE).

Note: Compatible with any electrical accessory up to 10 AMPS.
Note: 30 AMP Total maximum output capacity.



⚠ ATTENTION ⚠

Please read all Information below before Installation

Warning: Disconnect negative battery cable from battery; refer to owner's manual. Failure to do so may result in electrical shock, injury, or fire. Secure negative battery cable away from positive side of battery and all other positive voltage sources on motorcycle.

Warning: Do not exceed 30 amp load. Doing so could cause the unit to overheat.

Important: Module must be secured after installation.

Important: DO NOT attempt to make changes to the input side of the Dynamic Load Isolator. Doing so will cause malfunction of unit.

Note: If a Brake Strobe unit is plugged in front (before) the Dynamic Load Isolator, both the bike's rear harness and any brake accessories attached on the output side of the Dynamic Load Isolator will have the brake strobe pattern. If the Brake Strobe unit is plugged in behind (after) the Dynamic Load Isolator, only the rear harness of the bike will have the brake strobe pattern.

Note: Run/Brake/Turn units must be plugged in behind (after) the Dynamic Load Isolator.

Note: Each wire port can accept multiple wires depending on the gauge of the wire.

Note: While some wiring examples are included, follow the directions included with each accessory added to the Dynamic Load Isolator.

Note: Motorcycles that have alarms with sirens. Turn ignition switch on with key fob in close proximity to the motorcycle. Once the motorcycle is disarmed and the ignition switch is still in the ON position, pull the Maxi-Fuse. This will prevent the siren from setting with the battery removed.

Installation:

1. Remove seat and disconnect the negative battery cable from the battery.
2. Unplug the lighting connector to the rear fender under the seat.
3. Install the Dynamic Load Isolator in-line with the main wiring harness connector and the rear fender lighting harness connector. If a Run/Brake/Turn module is installed, the Dynamic Load Isolator **MUST** be installed in front of the Run/Brake/Turn module. Installation Order: main wiring harness, Dynamic Load Isolator, Run/Brake/Turn module (if installed), rear fender lighting harnesses.
4. Attach the single red fused wire of the Dynamic Load Isolator to the positive side of the battery.
5. Attach the single black wire of the Dynamic Load Isolator to the negative side of the battery.
6. Select the desired functions of the Dynamic Load Isolator. Shown in **Diagram on Page 2. Note: The Dynamic Load Isolator comes pre-wired with 2 JAE connectors on the Run/Brake/Turn outputs.**
7. Use a small straight slot or Phillips screwdriver in the output port selected and turn the screw counterclockwise until the wire slot is open. Shown in **Figure 1 on Page 2.**
8. Place the wire in the port and turn the screw clockwise until it is tight against the wire. Shown in **Figure 2 on Page 2.**
9. Reconnect the battery negative cable to the battery.
10. Locate a secure place for the Dynamic Load Isolator unit that will not interfere with the secure placement of the seat.
11. Reinstall seat.
12. Test the lighting for proper operation.

Questions? Email: info@CustomDynamics.com or Call us at: 1 (800) 382-1388 M-TH 8:30AM-5:30PM / FR 9:30AM-5:30PM EST

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DLI Output Port Functions:

GND: Five Ground outputs.

IGNACCOUT 1 & 2: 12 volt switchable power sources that can be used for accessories or running light operation.

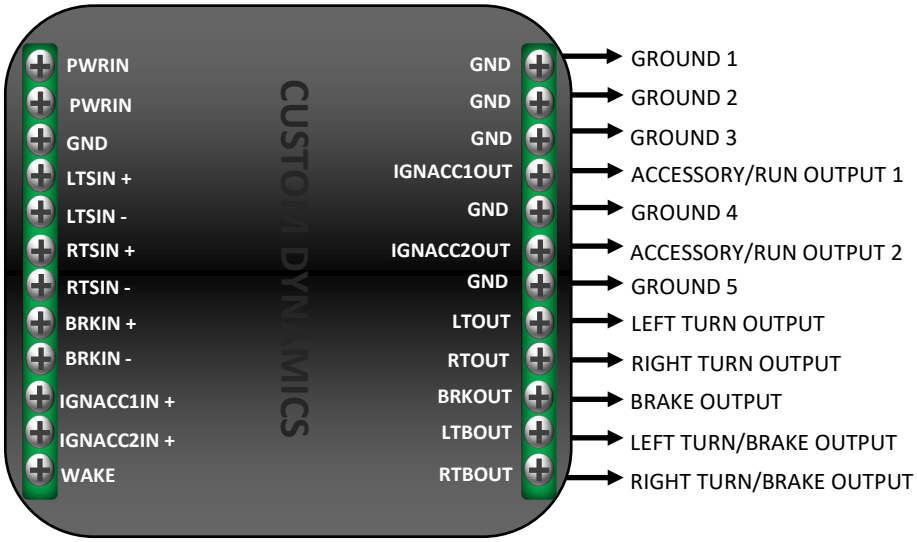
LTOUT: Output follows motorcycle rear turn signal circuit operation. Turn Only or Turn and Brake. Refer to Fitment Section on Page 1.

RTOUT: Output follows motorcycle rear turn signal circuit operation. Turn Only or Turn and Brake. Refer to Fitment Section on Page 1.

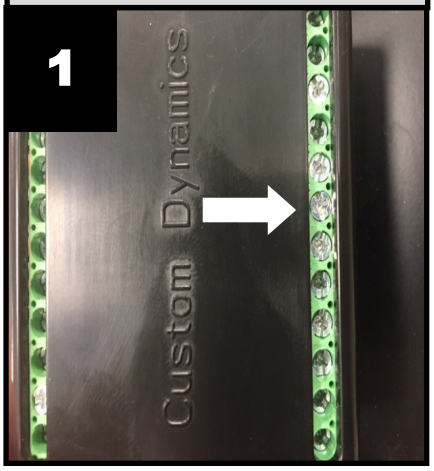
BRKOUT: Brake signal operation only.

LTBOUT: Left turn signal and Brake operation with turn signal over riding the brake signal for the left side. The right side will still receive a brake signal.

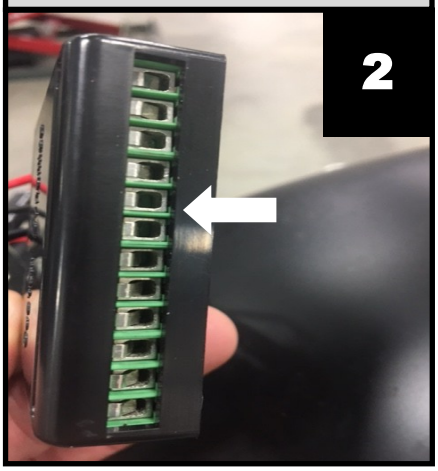
RTBOUT: Right turn signal and brake operation with turn signal overriding the brake signal for the right side. The left side will still receive a brake signal.



Use a small straight slot screw driver in the output port selected and turn the screw counterclockwise until the wire slot is open.



Output wire ports.



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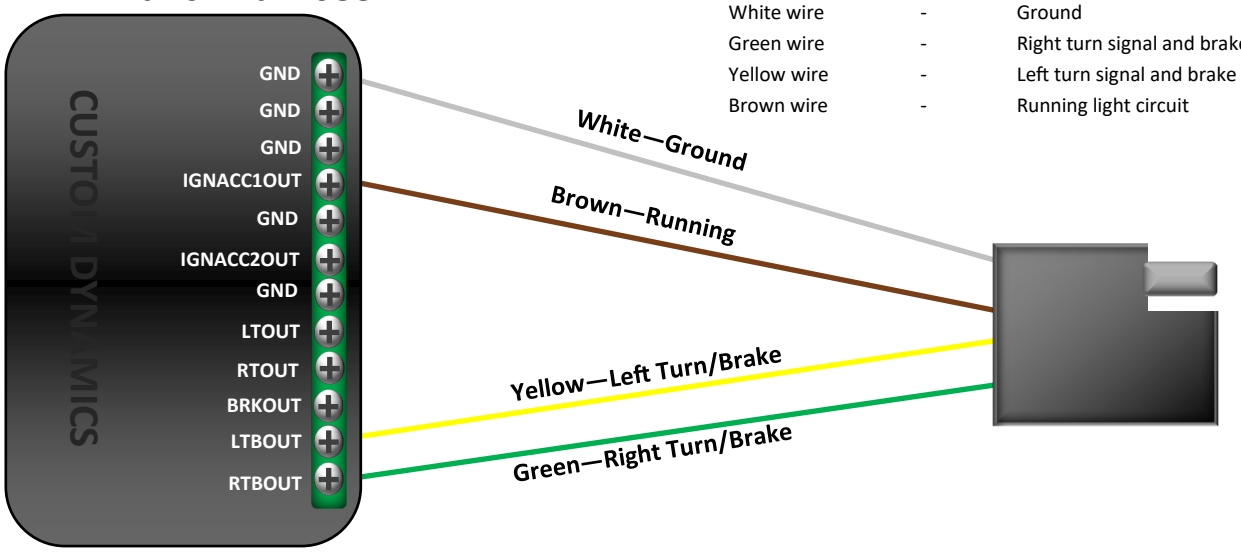
4-Pin Trailer Harness

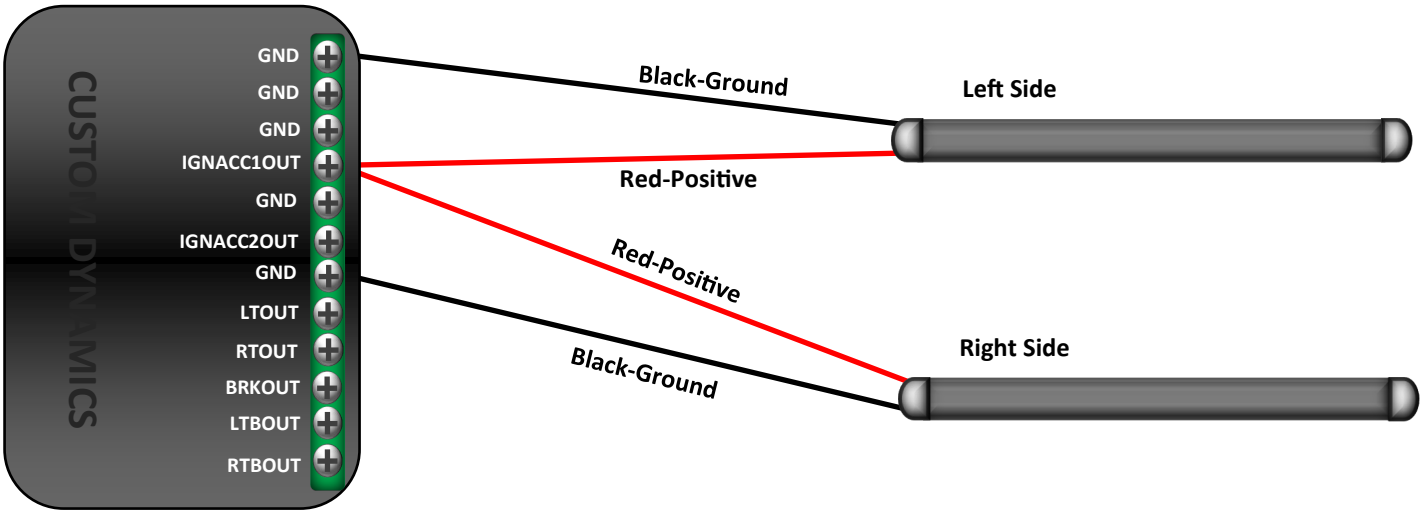


4-Pin Trailer Harness (optional):

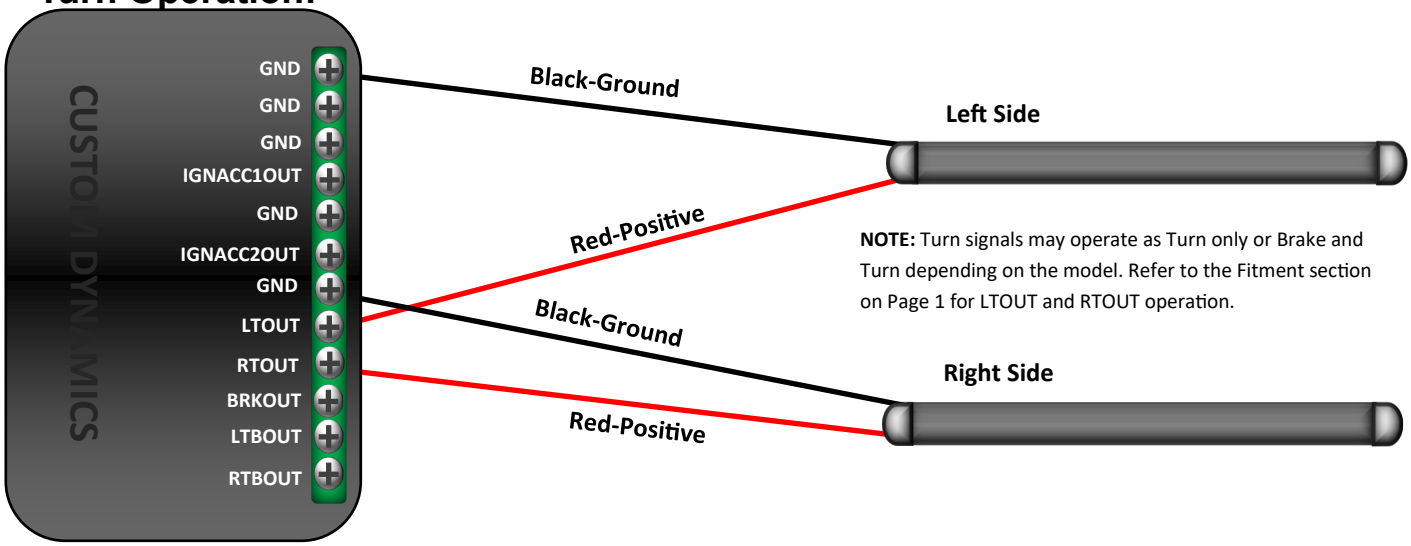
White wire	-	Ground
Green wire	-	Right turn signal and brake signal
Yellow wire	-	Left turn signal and brake signal
Brown wire	-	Running light circuit

Run Operation:

Single Intensity LEDs



Turn Operation:



NOTE: Turn signals may operate as Turn only or Brake and Turn depending on the model. Refer to the Fitment section on Page 1 for LTOUT and RTOUT operation.

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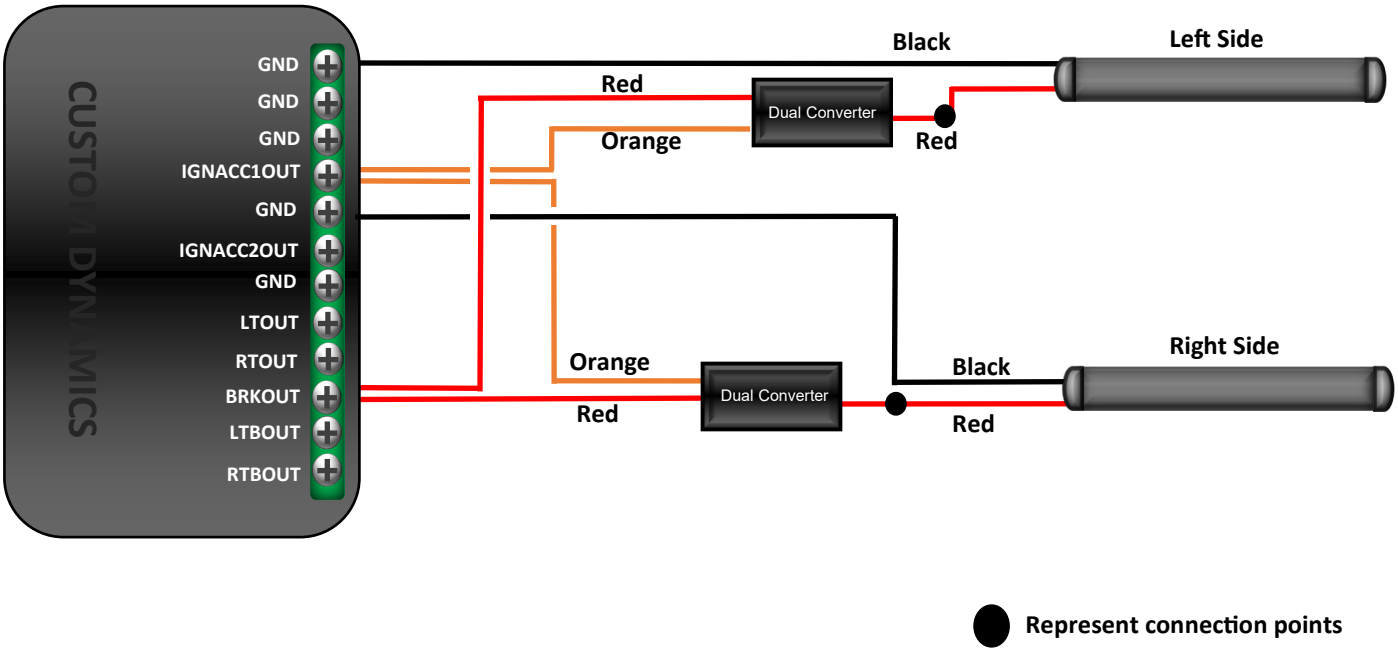
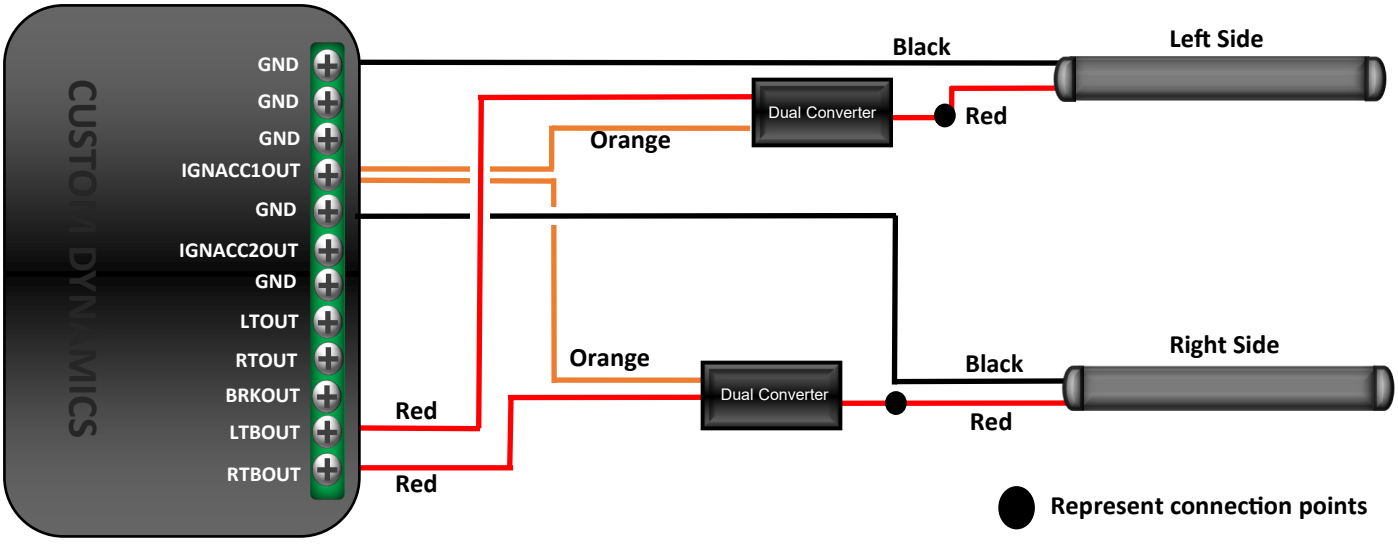
Dual Intensity LEDs

Run-Brake Operation:



Dual Intensity LEDs

Run-Brake-Turn Operation:



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