

# **AUTOMATIC TURN SIGNAL SHUT OFF 3 TECH SHEET**

**PLEASE MAKE SURE THE CUSTOMER RECEIVES A COPY**

**OF THIS TECH, AND OPERATION INFORMATION !**



**READ THIS BEFORE YOU INSTALL THIS MODULE !**



**THIS MODULE IS DESIGNED FOR HARLEY-DAVIDSONS, IT ONLY WORKS WITH  
MOMENTARY TURN SIGNAL BUTTONS THAT ARE MOMENTARILY ACTIVE !**

**THERE ARE TWO DIAGRAMS ENCLOSED IN THIS PACKAGE, YOU NEED TO PICK ONE DIAGRAM AND ONE ONLY ! EITHER YOUR BIKE IS EQUIPPED WITH OEM ( ORIGINAL EQUIPMENT MANUFACTURER ) WIRING OR IT ISN'T. IF IT IS BONE STOCK USE THE OEM DIAGRAM .**

**IF IT HAS BEEN MODIFIED AT ALL OR CUSTOM WIRED , YOU NEED TO USE THE CUSTOM BIKES / CUSTOM WIRING DIAGRAM . IF YOU ARE INSTALLING THIS ON A CUSTOM MANUFACTURED BIKE YOU WILL ALSO NEED TO USE THE CUSTOM BIKES / CUSTOM WIRING DIAGRAM .**

## **FEATURES & OPERATION :**

- **THIS MODULE WILL ALLOW YOUR TURN SIGNALS TO FLASH FOR 9 SECONDS AND THEN WILL AUTOMATICALLY CANCEL THE TURN SIGNALS. A MOMENTARY BLIP OF THE TURN SIGNAL BUTTON AND THE MODULE WILL DO THE REST .**
- **IF YOU MAKE A QUICK LANE CHANGE, BLIP THE BUTTON AND IT WILL DISCONTINUE THE 9 SECOND TIMED FLASHING. TO GAIN ADDITIONAL TIME, ( LONG LIGHT ) MERELY BLIP THE BUTTON AGAIN .**
- **THIS MODULE HAS A BUILT IN EMERGENCY FLASHER MODE, DEPRESS BOTH BUTTONS SIMULTANEOUSLY, THEN LET OFF SIMULTANEOUSLY . REPEAT THIS SEQUENCE TO SHUT OFF THE EMERGENCY FLASHER MODE .**
- **THIS MODULE HAS A BUILT IN SOLID STATE FLASHER .**
- **THIS MODULE HAS A BUILT IN " LOAD EQUALIZER " AND WILL RUN A SINGLE STRIP OF LED TURN SIGNALS, AND UP TO 100 WATTS OF TURN SIGNAL COMBINATIONS PER SIDE . DO NOT RUN MORE THAN 100 WATTS PER SIDE . IF YOU DO, OUR TEST BOARD CAN DETECT THIS, AND WILL VOID THE WARRANTY OF THIS MODULE. OVER >>>**

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## TECH TIPS : AUTOMATIC TURN SIGNAL SHUT OFF MODULE III



THE MOST COMMON PROBLEM IN INSTALLING THIS MODULE IS NOT FOLLOWING THE INSTRUCTIONS, STEP BY STEP. PLEASE, TAKE YOUR TIME AND DON'T GET IN A HURRY.



USE HEAT SHRINK TO ENCASE YOUR WIRES. THE #1 PROBLEM WITH RETURNED MODULES IS A DIRECT SHORT. THIS OCCURS WHEN THE INSULATION IS RUBBED OFF A POWER WIRE VIA VIBRATION AND IT TOUCHES THE FRAME OR FENDER. IF YOU CAN PICTURE PUTTING A LONG BLADED SCREW DRIVER ACROSS THE NEGATIVE POST AND THEN TOUCHING THE POSITIVE POST OF YOUR BATTERY, WITHIN SECONDS THE SCREW DRIVER BLADE WOULD START GLOWING AND MELT. THIS WILL ALSO HAPPEN TO ANY ELECTRONIC PART ON ANY VEHICLE WHEN A SHORT OCCURS .



MAKE SURE THE WIRE UNDER THE FENDER IS SECURED TO THE FENDER AND YOU HAVE TIRE CLEARANCE. THIS IS THE SECOND MOST COMMON PROBLEM. THE TIRE RUBS THE INSULATION OFF THE WIRE AND THE BARE WIRE TOUCHES THE FENDER, THIS ALSO WILL CAUSE A SHORT.



DURING INSTALLATION ON OEM WIRING, THE MOST COMMONLY MADE MISTAKE IS ON STEP 3 & 4 ON THE STEP BY STEP INSTRUCTION SHEET, THE INSTALLER FAILS TO CUT THE PURPLE AND BROWN WIRE GOING INTO THE NYLON CONNECTOR BLOCK. YOU MUST CUT THE PURPLE AND BROWN WIRE, BEFORE IT GOES INTO THE NYLON BLOCK. MOST INSTALLERS EITHER "T" INTO THIS WIRE OR TRY TO SOLDER IT AT THE NYLON BLOCK. WHEN YOU DO THAT, THE CANCELLER WILL NOT SHUT OFF. THE POWER RUNS IN A CIRCLE AND KEEPS ENERGIZING THE MODULE. REMEMBER, THE **PURPLE & BROWN** IS SIMPLY A MOMENTARY PULSE OF POWER **FROM THE TURN SIGNAL BUTTON** THAT STARTS UP THE TIMER. THE **GRAY AND YELLOW** ARE YOUR **OUTPUTS TO THE SIGNALS & INDICATORS**, SIMPLY TIMED FLASHING POWER.



TEST LIGHT: FOR ME TO HELP YOU DIAGNOSE PROBLEMS, YOU HAVE **TO OWN AN ICE-PICK STYLE TEST LIGHT**. THEY ARE \$7 - \$10 AT AN AUTO PARTS OR HOME SUPPLY STORE IN THE ELECTRICAL SECTION. THAT IS HOW YOU CAN DETECT WHICH WIRE DOES WHAT. I CAN USUALLY DIAGNOSE A PROBLEM ON THE PHONE IN A COUPLE OF MINUTES, **BUT YOU HAVE TO HAVE A TEST LIGHT!** WITH A TEST LIGHT, YOU WILL HOOK THE END OF THE WIRE CLAMP TO GROUND ON THE BATTERY. FROM THERE YOU WILL PROBE WITH THE POINT A SPECIFIC WIRE. YOU CAN TELL IF IT HAS POWER, YOU CAN TELL IF POWER COMES ON WHEN YOU TURN ON THE KEY AND YOU CAN TELL IF YOU HAVE POWER WHEN YOU HIT YOUR TURN SIGNAL BUTTON, PLUS MANY OTHER TESTS. WHENEVER INSTALLING OUR MODULES OR DOING ANY OTHER ELECTRICAL WORK, A TEST LIGHT IS AN INEXPENSIVE BUT VALUABLE TOOL.

# **AUTOMATIC TURN SIGNAL SHUT OFF 3 TECH SHEET**

PLEASE MAKE SURE THE CUSTOMER RECEIVES A COPY OF THIS INFO , AND  
OPERATION INFORMATION !

READ THIS BEFORE YOU INSTALL THIS MODULE !


**THIS MODULE IS DESIGNED FOR HARLEY-DAVIDSONS , OR CUSTOM V-TWIN  
TYPE BIKES ! IT ONLY WORKS WITH MOMENTARY TURN SIGNAL BUTTONS .**


**NEW ! THIS MODULE NOW WORKS WITH NON-MOMENTARY BUTTONS TOO !  
BUT STILL WORKS BEST, WITH MOMENTARY BUTTONS / SWITCHES !**


THERE ARE 2 SETS OF INSTRUCTIONS IN THIS PACKAGE , YOU NEED TO PICK  
ONE AND ONE ONLY ! EITHER YOUR BIKE IS EQUIPPED WITH OEM ( ORIGINAL  
EQUIPMENT MANUFACTURER ) WIRING , **OR IT ISN'T.** IF IT IS **BONE STOCK** , USE  
" INSTRUCTIONS FOR OEM WIRING " SHEET .


IF THE BIKE HAS BEEN MODIFIED AT ALL , CUSTOM WIRED OR A CUSTOM BUILT  
BIKE , USE THE " CUSTOM BIKES / CUSTOM WIRING DIAGRAM " . IF YOU ARE  
INSTALLING THIS ON A CUSTOM MANUFACTURED BIKE OR RUNNING WIRES FROM  
SCRATCH, YOU WILL ALSO USE THE " CUSTOM BIKES / CUSTOM WIRING DIAGRAM " .


## **FEATURES & OPERATION :**


 THIS MODULE WILL ALLOW YOUR TURN SIGNALS TO FLASH FOR 11 SECONDS  
AND THEN WILL AUTOMATICALLY CANCEL THE TURN SIGNALS. A MOMENTARY BLIP  
OF THE TURN SIGNAL BUTTON AND THE MODULE WILL DO THE REST.

 IF YOU MAKE A QUICK LANE CHANGE , BLIP THE BUTTON A SECOND TIME, THIS  
WILL DISCONTINUE THE 11 SECOND TIMED FLASHING.

 TO GAIN ADDITIONAL TIME, ( LONG LIGHT ) MERELY BLIP THE BUTTON AGAIN  
ONCE YOUR ON THE ROLL .

 THIS MODULE HAS A BUILT IN EMERGENCY FLASHER MODE , DEPRESS BOTH  
BUTTONS SIMULTANEOUSLY, THEN LET OFF SIMULTANEOUSLY. REPEAT THIS  
SEQUENCE TO SHUT OFF THE EMERGENCY FLASHER MODE .

 THIS MODULE HAS A BUILT IN SOLID STATE FLASHER SO NO FLASHER NEEDED.

 THIS MODULE HAS THE " LOAD EQUALIZER III " BUILT IN AND WILL RUN A  
SINGLE STRIP OF LED TURN SIGNALS, ALL THE WAY UP TO 75 WATTS OF ANY TURN  
SIGNAL COMBINATIONS ( 1-1157, 2-1156 BULBS ) , PER SIDE . DO NOT RUN MORE  
THAN 75 WATTS PER SIDE . IF YOU DO , OUR TEST BOARD CAN DETECT THIS , AND  
THIS HEINOUS CRIME WILL VOID THE WARRANTY OF THIS MODULE, DOOOHHH !

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# **AUTOMATIC TURN SIGNAL SHUT OFF MODULE III INSTRUCTIONS FOR OEM WIRING 9 SECOND CANCELLOR, LOAD EQUALIZER, FLASHER AND HAZARDS**

THE FOLLOWING INSTRUCTIONS APPLY TO ALL **3** BASIC LOCATIONS FOR INSTALLATION ON STOCK HARLEY-DAVIDSONS . THERE ARE 3 DIFFERENT LOCATIONS WHERE THE MODULE IS TO BE MOUNTED AND WHERE THE CONNECTIONS WILL BE MADE . FROM THERE , THE INSTALLATION STEPS ARE ALL THE SAME , YOUR LOCATION FOR THE MODULE DEPENDS ON YOUR MODEL :

**# 1 HEADLIGHT BUCKET** : XL 'S , FXR'S , FXE'S , FXD'S & ALL MODELS FROM 1973 TO 1990 , WHERE THE HANDLE BAR CONTROL WIRE LOOM , ENTERS THE BACK OF THE HEAD LIGHT BUCKET .

**# 2 FAT BOB INSTALLATION** : SOFTAIL'S , FXWG'S OR ANY BIKE WITH SPLIT FAT BOB GAS TANKS . ON THIS INSTALLATION , YOU WILL REMOVE THE ( PIPE SIDE ) FAT BOB , THAT WILL EXPOSE THE CONNECTORS , FROM THE HANDLE BAR CONTROL WIRE LOOM , IN BETWEEN THE FRAME .

**# 3 FLH & FLT MODELS / BAGGERS** : INSIDE THE FAIRING , THE BIGGEST PAIN IN THE BUTT TO WORK ON . YOU WILL HAVE TO OPEN UP THE FAIRING TO FIND THE 1ST SET OF CONNECTORS

AT COME DOWN FROM THE HANDLE BAR CONTROL WIRE LOOM . THATS THE 1ST CONNECTOR !

STEP # 1 DISCONNECT THE ( + ) HOT SIDE OF YOUR BATTERY !

STEP # 2 REMOVE THE OEM FLASHER , THIS MODULE HAS ONE BUILT IN . CONNECT THE 2 WIRES THAT WENT TO THE FLASHER TOGETHER .

FL MODELS : WILL HAVE 2 FLASHERS , REMOVE THEM BOTH . THIS MODULE HAS A HAZARD MODE , BUILT IN . DISCARD THE SHORT ORANGE JUMPER WIRE AND OMIT THE **YELLOW WIRE** . CONNECT THE ORANGE WIRE FROM THE ONE FLASHER , TO THE GREEN WIRE ON THE OTHER FLASHER , TOGETHER . THIS WILL COMPLETE THE TURN SIGNAL CIRCUIT FOR OUR MODULE .

STEP # 3 LOCATE THE PURPLE WIRE COMING FROM THE HANDLE BAR LOOM WHERE IT MEETS THE FIRST CONNECT BLOCK . CUT THE PURPLE WIRE BUT LEAVE 2 INCHES , BEFORE IT GOES INTO THE BLOCK . CONNECT THE PURPLE WIRE ON THE MODULE TO THE PURPLE WIRE GOING BACK UP TO THE HANDLE BAR CONTROLS . CONNECT THE PURPLE WIRE FROM THE CONNECTOR TO THE **GRAY WIRE ON THE MODULE** .

STEP # 4 LOCATE THE BROWN WIRE COMING FROM THE HANDLE BAR LOOM WHERE IT MEETS THE FIRST CONNECT BLOCK . CUT THE BROWN WIRE BUT LEAVE 2 INCHES , BEFORE IT GOES INTO THE BLOCK . CONNECT THE BROWN WIRE ON THE MODULE TO THE BROWN WIRE GOING BACK UP TO THE HANDLE BAR CONTROLS . CONNECT THE BROWN WIRE FROM THE CONNECTOR , TO THE **YELLOW WIRE ON THE MODULE** .

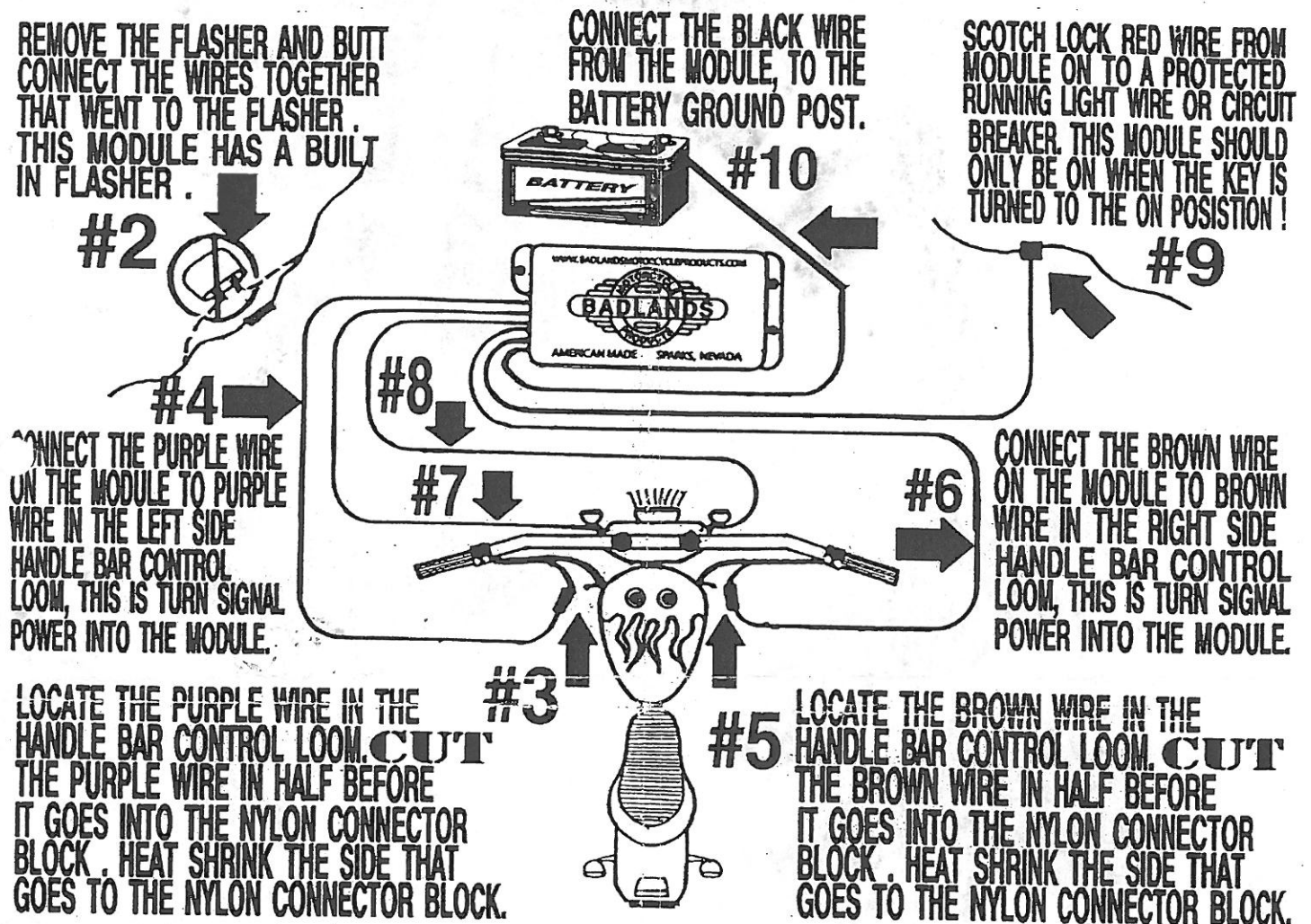
STEP # 5 CONNECT THE **RED WIRE ON THE MODULE** TO 12 VOLTS KEYED POWER . IF THERE IS A ORANGE , ORANGE W/ WHITE STRIPE OR GREEN WIRE CLOSE TO WHERE YOU ARE WORKING , YOU CAN ( T ) INTO THAT WIRE TO ACCESS 12 VOLTS .

STEP # 6 CONNECT THE **BLACK WIRE TO A GOOD FRAME GROUND** .

STEP # 7 CONNECT THE POSITIVE SIDE OF YOUR BATTERY , YOU'RE GOOD TO GO !

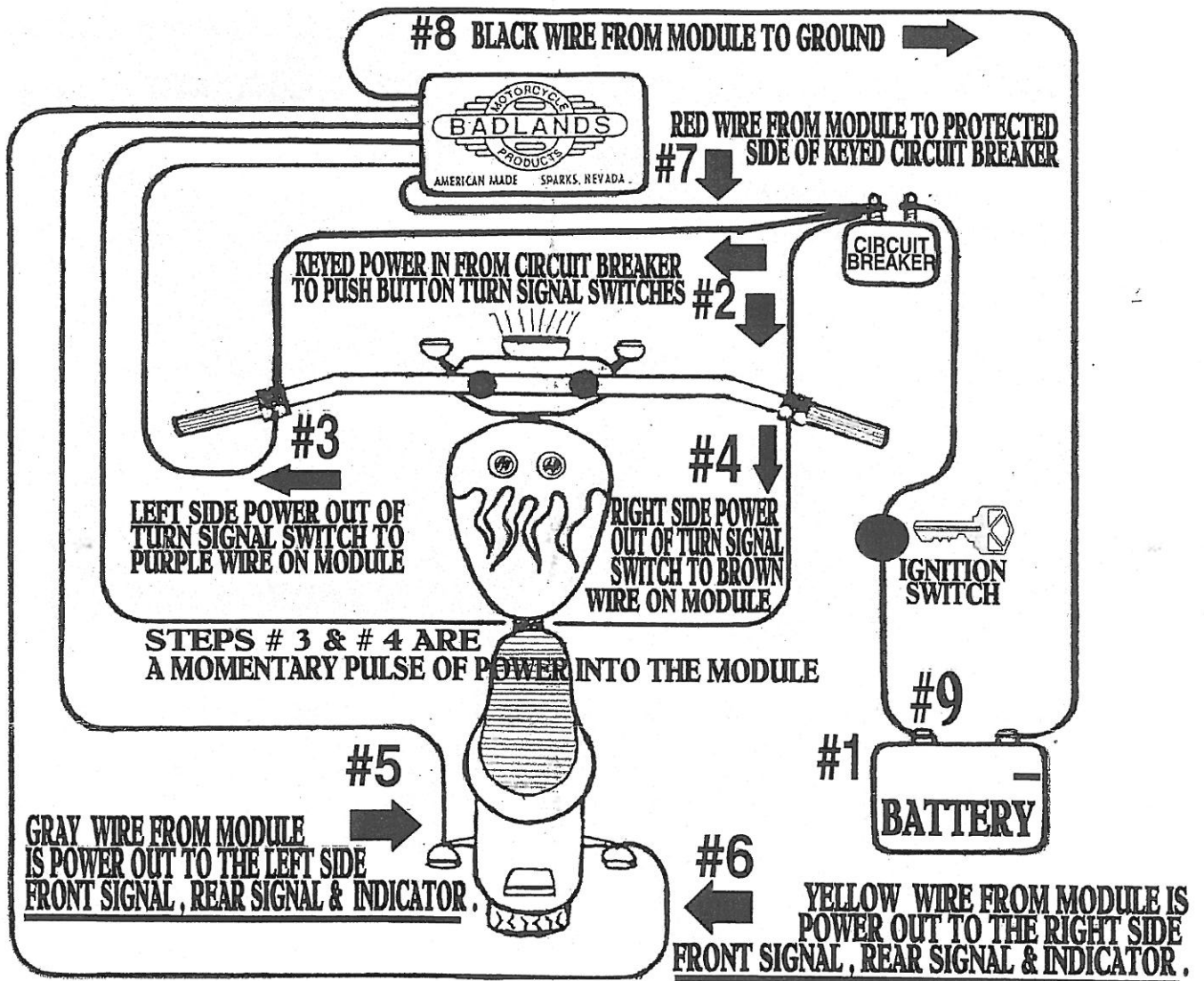
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# AUTOMATIC TURN SIGNAL SHUT OFF MODULE 3 INSTRUCTIONS FOR OEM WIRING 9 SECOND CANCELLOR, LOAD EQUALIZER, FLASHER AND HAZARDS (CONNECTORS ENCLOSED)



- #1 DISCONNECT THE HOT SIDE OF YOUR BATTERY!**
- #2 REMOVE THE OEM FLASHER, THIS MODULE HAS ONE BUILT IN.**
- #3 LOCATE THE PURPLE WIRE IN THE LEFT SIDE HANDLE BAR CONTROL LOOM.**
- #4 THE PURPLE WIRE IN THE CONTROL LOOM IS POWER INTO THE MODULE.**
- #5 LOCATE THE BROWN WIRE IN THE RIGHT SIDE HANDLE BAR CONTROL LOOM.**
- #6 THE BROWN WIRE IN THE CONTROL LOOM IS POWER INTO THE MODULE.**
- #7 SCOTCH LOCK GREY WIRE FROM MODULE, ON TO PURPLE LEFT SIDE TURN SIGNAL WIRE. THIS IS POWER OUT TO THE LEFT SIDE TURN SIGNAL CIRCUIT.**
- #8 SCOTCH LOCK YELLOW WIRE FROM MODULE, ON TO BROWN RIGHT SIDE TURN SIGNAL WIRE. THIS IS POWER OUT TO THE RIGHT SIDE TURN SIGNAL CIRCUIT.**
- #9 POWER INTO MODULE ( MUST BE ON A PROTECTED CIRCUIT )!**
- #10 BLACK WIRE ON MODULE GOES TO GROUND POST ON BATTERY.**
- #11 HOOK UP YOUR POSITIVE SIDE OF THE BATTERY AND YOUR READY 4 ACTION.**

**AUTOMATIC TURN SIGNAL SHUT OFF MODULE 3  
INSTRUCTIONS FOR CUSTOM BIKES / CUSTOM WIRING  
9 SECOND CANCELLOR, LOAD EQUALIZER, FLASHER AND HAZARDS**



- # 1 DISCONNECT THE HOT SIDE OF YOUR BATTERY !
  - # 2 FROM YOUR KEYED CIRCUIT BREAKER, RUN POWER TO THE TURN SIGNAL SWITCHES .
  - # 3 CONNECT THE PURPLE WIRE FROM THE MODULE, TO THE LEFT SIDE TURN SIGNAL SWITCH .
  - # 4 CONNECT THE BROWN WIRE FROM THE MODULE, TO THE RIGHT SIDE TURN SIGNAL SWITCH .
  - # 5 CONNECT THE GRAY WIRE FROM THE MODULE, TO THE LEFT SIDE TURN SIGNALS AND INDICATOR ( FLASHING POWER OUT ) , NOT SHOWN FOR CLARITY OF DIAGRAM .
  - # 6 CONNECT THE YELLOW WIRE FROM THE MODULE, TO THE RIGHT SIDE TURN SIGNALS AND INDICATOR ( FLASHING POWER OUT ) , NOT SHOWN FOR CLARITY OF DIAGRAM .
  - # 7 CONNECT THE RED WIRE FROM THE MODULE, TO PROTECTED SIDE OF CIRCUIT BREAKER .
  - # 8 CONNECT THE BLACK WIRE FROM THE MODULE , TO THE BATTERY GROUND .
  - # 9 RECONNECT YOUR BATTERY AND YOUR READY FOR ACTION !
- DO NOT IN ANY WAY ALTER OR MODIFY THE INSTALLATION OF THIS DIAGRAM .

