
APPLICATION: Trike conversion kit for Harley-Davidson Touring motorcycles
PRODUCT: HDTR & HDTV
VERSION: 1 - 2014 & newer model year only
GENERAL NOTES: Please don't attempt any shortcuts.

DRIVE BELT CAUTION!

- DO NOT TWIST, KINK, OR OTHERWISE DAMAGE THE BELT DURING INSTALLATION
- DAMAGING THE BELT DURING INSTALLATION WILL DRASTICALLY SHORTEN ITS SERVICE LIFE!

TOUR PACK INSTALLATIONS:

- If your bike is equipped with a tour-pack, the kit MUST be ordered as such. The difference in the kit is the body is cut larger to accommodate the bracket system that holds the tour pack.
- If you purchased an unpainted kit, the body can come marked for both if requested.

This kit is designed to fit stock FLH motorcycles of the years 2014 to current.

These instructions are specific for R & V body style installations.

These instructions refer to diagrams and pictures which are located in the latter pages.

These instructions assume you are installing a body painted from the factory. If not, you are required to install the wiring, weather-strip, carpeting, etc. onto the conversion body. The hardware kits accommodate either a painted or unpainted body. Please call if any questions.

For torque specifications not listed, please follow SAE standards.
Unless otherwise noted, use medium strength Loctite on all bolts.

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1. CHECK THE ENTIRE MOTORCYCLE FOR PROPER OPERATION AND/OR FLAWS BEFORE STARTING THIS CONVERSION PROCESS
2. DISCONNECT THE BATTERY
3. HOW THE HDT CONVERSION CHASSIS IS SHIPPED TO YOU
 - a. See PIC #1
 - b. Double check the parts list against what you received in the shipping crate.
4. REMOVE THE FOLLOWING ITEMS FROM THE MOTORCYCLE
 - a. Seat: (save - if the seat has a strap, discard it)
 - b. Side covers: (save)
 - c. Saddlebags and mounts: (discard)
 - d. Tour pack with mounting rack: (save the tour pack, mounting rack, and hardware)
 - e. Remove and discard the left & right chrome fender strut/saddlebag mounting covers and any associated hardware
 - f. Passenger footrests: (save)(discard the bolts from the right side)
 - g. Mufflers (save)
 - i. Discard the four 5/16"x 1/2" muffler mounting bracket bolts
 - ii. Save all other muffler mounting hardware: (2) brackets, (4) lock-washers (2) rubber isolators (2) clamps
 - iii. Note the position of the rubber isolators
 - h. Rear wheel and brake caliper: (discard)
 - i. Discard the banjo bolt & sealing washers
 - ii. Leave the rubber brake hose on the bike (remove it from the clips on the swing arm)
 - iii. If equipped with ABS remove and save the pickup ring
 - i. Swing arm assembly: (discard)
 - i. Supporting the engine/transmission assembly before removing the pivot shaft and Left side mounting bracket will save time during re-assembly
 - ii. Remove and save the left side swingarm mounting bracket and rubber swing arm mount
 - iii. NOTE- the right side rubber mount can remain in place
 - iv. Discard the stock bolts and lock washers from the left side swingarm mounting bracket.
 - v. Remove and discard the stock pivot shaft, bolts, and cup washers
 - j. Tail light assembly:
 - i. Remove and discard the tail light assembly
 - ii. Remove and discard the tail light extension harness
 - k. Kick stand (discard)
5. CUTTING THE REAR FENDER
 - a. Mark the rear fender: (PIC #2 & 3)
 - i. Using the top edge of the tail light opening as a guide, extend it to approx. 3 1/2" from the center of the fender
 - ii. Now create a line from there to just under (approx. 1/4") the chrome fender bracket cover
 - iii. Cut the fender along your lines to the tail light opening - leave the tail light mounting tab.
 - iv. De-burr the edge and install the push on rubber trim (Bag #2) from the kit
 - v. The fender cut is not critical. The trike body completely covers it (PIC #4)
6. CHANGE THE BELT
 - a. Using your HD service manual as a guide, replace the stock belt with the Gates belt provided in the kit. Listed below are some common torque specifications.

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Primary cover screws	7-9 (ft-lb)
Primary chain-case to engine and trans bolts	18-21 (ft-lb)
Compensating sprocket nut	150-165 (ft-lb)
Clutch hub nut	70-80 (ft-lb)
Belt tension	10 lbs force with 1/4" - 3/8" deflection
Swing arm pivot bolt	50 (ft-lb)

7. REMOVE THE CONVERSION BODY FROM THE CHASSIS:

- a. Discard the hardware
- b. If the kit was ordered with the reverse option:
 - i. Raise the reverse lever
 - ii. Un-snap and open the Velcro seam on the reverse boot
 - iii. Lift the body forward and up to clear the reverse lever

8. REMOVE THE PARTS SHOWN (PIC #5) from the Trike chassis

- a. Note the location of the hardware for re-assembly
- b. If the kit was ordered with the reverse option, remove the reverse lever/bracket assembly from the frame and swing arm and set it aside for re-installation later.
 - i. Save the (2) 5/16" X 1" reverse lever mounting bracket bolts and lock nuts
 - ii. Remove the reverse cable assembly from the swing arm by removing the "L" shaped rear cable anchor from the swing arm (Allen head screw (save) keep track of (save) the alignment pin located between the rear cable anchor and the swing arm for re-installation later)

9. REMOVE THE SWING ARM ASSEMBLY FROM THE TRIKE CHASSIS (PIC#6)

Leave the swing arm support bars connected to the swingarm

- a. Discard the shipping hardware (PIC #7 & 8)
 - i. Thru-bolt
 - ii. Sleeve
 - iii. Washers
 - iv. Nuts
 - v. Spacers

10. REMOVE THE DIFFERENTIAL ASSEMBLY (PIC #9)

- a. The swing arm rails and bearing clamp blocks are match numbered (to identify mating parts)
- b. If the kit was ordered with the reverse option:
 - i. Remove the reverse motor assembly from the swing-arm (PIC #10)
 - ii. Remove the front return spring anchor and spring from the adjuster block (leave the spring on the reverse motor bracket)
 - iii. Remove the right side reverse motor pivot block to separate the reverse motor assembly from the swing arm
 - iv. Keep track of the wave washers (one on each end of the pivot shaft)

11. REMOVE THE REMAINING PARTS FROM THE CHASSIS (PIC #11)

- a. Left and right front frame mounting plates
- b. Note: leave the right front frame mounting plate assembly bolted together as shown
- c. Rear cross bar with trailer hitch/body mount supports attached

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12. SEPARATE THE FRONT AND REAR SWING ARM SECTION AS SHOWN (PIC #12)
13. ASSEMBLE SWING ARM PIVOT SHAFT ASSEMBLY
 - a. See Diagram A-100-1050 & (PIC #13)
 - b. NOTE: Use the provided cup washers & nuts on both ends of The Trike Shop provided pivot shaft.
 - c. Install the (2) bronze shouldered bushings (from BAG #1) in to the transmission pivot shaft bore as shown in diagram A-100-1050
 - d. Coat the pivot shaft with anti-seize
 - e. Install and tighten (1) stock cup washer and nut on The Trike Shop pivot shaft before installation
14. INSTALL THE SWING-ARM FRONT SECTION
 - a. Install the front section as shown in diagram A-100-1050
15. INSTALL THE STOCK SWING-ARM MOUNTING BRACKET AND THE TRIKE SHOP FRONT FRAME MOUNTING PLATES
 - a. LEFT SIDE See (PIC #14) & (PIC #15)
 - b. Remove the 3/8" bolt connecting the left rear frame tubes- discard the bolt- save the washer
 - c. Use (2) 7/16" x 1 1/4" stainless steel socket head cap screws and (1) 3/8 x 1 3/4" bolt (from bag #2) (re-use the stock washer on this bolt) to attach the left side frame mounting plate and the stock swing arm mounting bracket – use Loctite only, no lock-washers
 - d. When installing the swing-arm mounting bracket and Trike Shop front frame mounting plate, ensure that index tabs on the swing-arm mounting bracket(left side) & frame (right side) fully engage the slots in the rubber transmission mounts
 - e. Tighten the (2) socket head cap screws, the 3/8" bolt and the pivot shaft nut now
 - f. Now back off just the socket head cap screws and the 3/8" bolt about one turn
 - g. (PIC #15) shows the left front chassis mounting plate and the front of the swing-arm installed before installing the cup washer and nut
 - h. RIGHT SIDE
 - i. Remove the lower exhaust shield- (save) (PIC #16)
 - ii. Remove the 3/8" bolt connecting the right rear frame tubes- discard the bolt- save the washer.
 - iii. Install the right side front frame mounting plate assembly - Use (1) 3/8" x 1 1/4" & (1) 5/16" x 1 3/4" Allen bolt, & (1) 3/8" x 2" hex head bolt (from bag #2) (re-use the stock washer on this bolt) to attach the right side frame mounting plate assembly
 - iv. Install the 3/8" x 2" bolt and washer through the plate assembly and into the HD frame tube threaded hole, turn it in but do not tighten yet: NOTE: When installing this bolt, a slight lift on the rear of the fender struts may be needed to get the two HD frame tube bolt holes to line up.
 - v. Start the two Allen bolts through the upper and lower holes in the plate and into the upper and lower passenger foot peg mounting holes
 - vi. Tighten the 3/8' x 2" bolt now, making sure that the two Allen bolts still turn freely (PIC #18) note: pic #18 shows the chassis already bolted to the right front frame mounting plate assembly- this is to help with parts association/identification
16. SEE PIC # 20 – TRIKE CHASSIS STRIPPED AND READY FOR INSTALL
17. SLIP THE CHASSIS THROUGH THE BELT

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18. ATTACHING THE TRIKE CHASSIS TO THE FRONT FRAME MOUNTING PLATES
 - a. Attach the trike's chassis to the front frame mounting plates and the bike's upper shock mounting holes as shown in (PIC #21)
 - b. NOTE: The two ¼" thick chassis mounting plates go to the outside of the front frame mounting plates. (PIC #21)
 - c. 9/16" long spacers from (Bag #2) go between the plates and the bike frame upper shock mounting holes- use ½" x 1 ½" bolts and flat washers (Bag #2) (see diagram #A-100-692)
 - d. Tighten all related bolts:
 - i. (2) 1/2" bolts
 - ii. (6) 3/8" bolts
 - iii. All left and right frame mount plate bolts – leave the two foot peg bracket mounting Allen bolts on the right side loose for now- insure that they still turn freely. These will be tightened when the passenger foot pegs are installed.
 - iv. Replace the exhaust shield
19. CONNECT THE STOCK BRAKE LINE TO THE HEX FITTING ON THE TRIKE CHASSIS (PIC #22)
 - i. Use the provided banjo bolt (3/8"-24 thread)
20. BLEED THE REAR BRAKES
 - a. Use the TOP bleeders only
21. INSTALL THE 3/8" x 1 ¼" BOLT & LOCKNUT THROUGH THE TAB ON THE TRIKE CHASSIS AND THE STABILIZER LINK
 - a. See (PIC #23)
 - b. Tighten the bolt for now, we will adjust the stabilizer link later
22. INSTALL THE REAR SECTION OF THE SWING ARM
 - a. See (PIC #24)
 - b. Push the rear swing arm all the way forward.
 - c. For now, only snug the nuts and cam bolt nuts enough so that there is no slop, yet the swing arm can still be adjusted. We will tighten everything later.
23. INSTALL THE CROSSBAR
 - a. See. (PIC #25)
Start the (4) 3/8" x 1" bolts and locknuts
24. INSTALL LEFT AND RIGHT SWING-ARM SUPPORT RODS
 - a. See (PIC #26)
 - b. Raise the swing-arm to install the support rods
 - c. Tighten the crossbar bolts and the swing arm support rod bolts
(The top of the support rods go to the outside of the crossbar brackets)
25. FOR TRIKES WITH REVERSE
 - a. See (PIC #27)
 - b. Replace the motor assembly, but NOT the cable
 - c. Make sure that the two wave washers are on the reverse pivot shaft (one on each end)
 - d. Replace the return spring anchor, with the spring attached to it and the reverse motor bracket, in to the adjuster block.

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26. INSTALL THE DIFFERENTIAL ASSEMBLY AND INSTALL THE BELT ON TO THE SPROCKET
- a. See (PIC #28)

27. INSTALL THE SWAY BAR ASSEMBLY

- a. See (PIC #29)
- b. Tighten the end links first
- c. Then the pivot bushings last

28. TIGHTEN THE BELT

- a. See (PIC #30)
- b. Using a 1" wrench on the hex crossbar, rotate the crossbar to the desired belt tension
 - i. *10 lbs force with 1/4" - 3/8" deflection*
- c. While holding tension on the hex crossbar
 - i. Tighten the (4) nuts on the rear swing-arm
 - ii. Tighten the bolts on the cams and
 - iii. Tighten the left side swing-arm rail-to-hex crossbar center bolt
- d. Rotate the sprocket a few times to check the belt tracking
 - i. Make sure the belt is not rubbing anything

29. CENTERING THE SWING-ARM

- a. See (PIC #31)
- b. Using the stabilizer link, center the swing-arm assembly between the outer axle flanges and the swing arm rails.
- c. The measurement needs to be the same on each side.
- d. Tighten the stabilizer adjustment jam nuts

30. INSTALL ABS SENSOR (IF EQUIPPED) (SEE PICS 31-A, 31-B, 31-C, 31-D and 31-E)

To install the ABS sensor onto the mounting block on the right side swing arm rail bearing cap:
Remove the block from the bearing cap
Install the sensor on the block so that the wire is pointing STRAIGHT UP and angling away from the ring
Replace the block with the sensor attached
Route the wire along the lower edge of the fender strut, zip tie carefully to avoid conflict with the tour pack rack (if equipped) plug in the provided extension wire to reach the plug under the right side cover

31. INSTALL THE DRIVE AXLE ASSEMBLIES See (PIC #32)

- a. Both axles and ends are the same, no inside, outside, etc.
- b. Using a cross pattern, tighten to 28+ ft-lb

32. FOR TRIKES WITH REVERSE

- a. Temporarily install the reverse lever/cable assembly onto the Trike frame. See (PIC #33)
- b. Replace the rear cable anchor (with the cable still attached) on to the swing arm bearing cap. See (PIC #34)
 - i. Note: Be sure to replace the locating pin between the rear cable anchor and the swing-arm bearing cap
- c. Install the clevis onto the reverse motor assembly. See (PIC #35)
- d. Gently raise the reverse lever to engage the gear into the sprocket
 - i. Ensure the gears mesh
 - ii. Adjust the knob on the end of the lever so that just before the lever is fully extended, slight resistance is felt
- e. When the adjustment procedure is complete

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- i. Install the cotter pin
- f. Install the reverse wiring
 - i. Refer to Diagrams #A-100-577-A (REV D) , Diagram #A-100-577-B-14 and (PIC #36)
 - ii. Note: Pic #36 shows where to access the white neutral wire to install the "T" tap

33. INSTALL THE BODY MOUNT/TRAILER HITCH ASSEMBLY

- a. See (PIC #37)
- b. Install the front of the body-mount / trailer-hitch assembly first.
- c. Install the rear mounting bolts through the support arms, to the body-mount / trailer-hitch as shown and tighten all related bolts.

34. INSTALL THE EXHAUST SYSTEM

- a. See (PIC #38)
- b. Use the stock exhaust system plus the supplied exhaust extension pipes and clamps. The extensions slip between the stock exhaust and the mufflers.
- c. Install the stock muffler's hangers and rubber mounts into the openings on the body-mount / trailer-hitch assembly
- d. Replace the (4 discarded) stock 5/16"x 1/2" muffler hanger bolts with (4) 5/16" x 3/4" bolts from (bag #3)
- e. Install the 1/4" chrome spacers (bag #3) between the mufflers and the hanger brackets
- f. Tighten the four muffler hanger bolts and muffler clamps - make sure that the mufflers stay aligned and are not touching anything

35. PREPARATION FOR BODY INSTALLATION

- a. If equipped with the reverse option
 - i. To install the body the reverse lever must be temporarily separated from the frame
 - ii. Unplug the wiring and remove the two reverse lever mounting bolts from the frame - set the lever/cable assembly down on the frame.

36. BODY PREPARATION - IF NOT ALREADY DONE:

1. INSTALL THE TAIL LIGHTS & ASSOCIATED WIRING

- a. Install the provided 5mm studs (bag #4) a few turns in to the tail lights
 - i. Use loc-tite (Pic #39)
 - ii. Install the lights – 5mm nuts and flat washers (bag #4)
- 2. See Diagram #1058-D
 - i. Attach the wiring to the trunk walls (Pic #40)
Use 10-24 screws, nuts, and plastic Loom clamps (bag #5)
Note the plugs for the license plate light (Pic #41)
 - a. Connect the body tail light wiring as shown
 - b. Install the license plate frame and connect wiring
 - c. Plug in the left and right tail light wires to the flat four plug as directed in diagram 1058-D
 - ii. Be sure to pull the insulating caps over the connectors
 - iii. Fold the wires over and zip tie them to prevent them from coming unplugged (Pic #42)

3. RUBBER EDGE TRIM

- a. See (PIC #42-A)
- b. Install push-on rubber edge trim on the inside opening of the body
- c. Thoroughly clean the edge before installing the trim
- d. The rubber trim has pre-applied glue in it
 - i. During installation, lightly tapping on the trim helps to break the membrane on the glue for better adhesion

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4. INSTALL THE BODY

- a. Keeping track of the tail light wiring harness (tape it to the top of the body), and with the help of an assistant
 - i. Carefully set the body onto the chassis

5. ROUTING THE TAIL-LIGHT HARNESS AND SECURING THE BODY

- a. Connect the four pin tail light harness plugs
 - i. Check the function of all lights
 - ii. After checking the lights, check the wiring harness routing, and zip tie it as needed
- b. Install the front and rear body mount bolts (Bag #8) through the pre-drilled holes in the body
 - i. The pre-drilled body mount holes should be very close - there should not be much adjustment needed
 - ii. Install the front bolts pointing up - install the rear bolts pointing down
 - iii. Put the washers between the fastener and the fiberglass
 - iv. Before tightening the bolts
 1. check the body position
 - a. adjust if needed then
 - i. tighten all six body mount bolts
 - v. After bolting down the body, open and close the door
 1. Make sure that the door latches
 2. Adjust the latch if needed
 3. A somewhat firm push on the door to make it latch is normal as over time the weather stripping tends to conform to its mating surface
 4. If equipped with the reverse option, guide the end of the reverse lever through the hole in the body, replace the mounting bolts, and plug in the wiring
 5. (NOTE): remove the left rear wheel to access the reverse lever/plugs

6. TRIM THE SIDE COVERS

- a. See (PIC #43)
- b. Using the provided side cover marking templates cut the side covers along the line
- c. Remove the rear upper side cover mounting peg from both side covers (grind off all raised area-flush to the cover)
- d. Carefully test fit the covers to the frame and body and trim and de-burr as needed
- e. Install push on rubber edge trim (if desired) (bag #2)
- f. Install the two ½" x ½" bolts (bag #6) into the rear upper side cover grommets (1 on each side) (PIC #44)
- g. Stick one set of adhesive backed self lock fasteners (bag #6) to each bolt
- h. Make sure the ground area on the covers is clean, peel the film off of the fasteners, (already on the bolt heads), install the cover making sure to start the two remaining pegs first, then firmly push on the area over the fastener to seat the adhesive. (PIC #45)
- i. See (PIC #46) - you need about ½" of clearance between the side cover and the body

7. CONNECT THE BATTERY

8. REPLACE THE FUEL TANK- (IF IT WAS REMOVED)

9. REPLACE THE TOUR PACK & RACK ASSEMBLY (STOCK HARDWARE)

10. REPLACE THE SEAT USING STOCK HARDWARE

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11. REPLACE THE PASSENGER FOOTRESTS

Use the stock bolts on the left side

Use the Allen bolts & shoulder bushing from bag #2 on the right side lower foot peg bracket bolt. (This bushing replaces the shouldered area on the stock bolt)

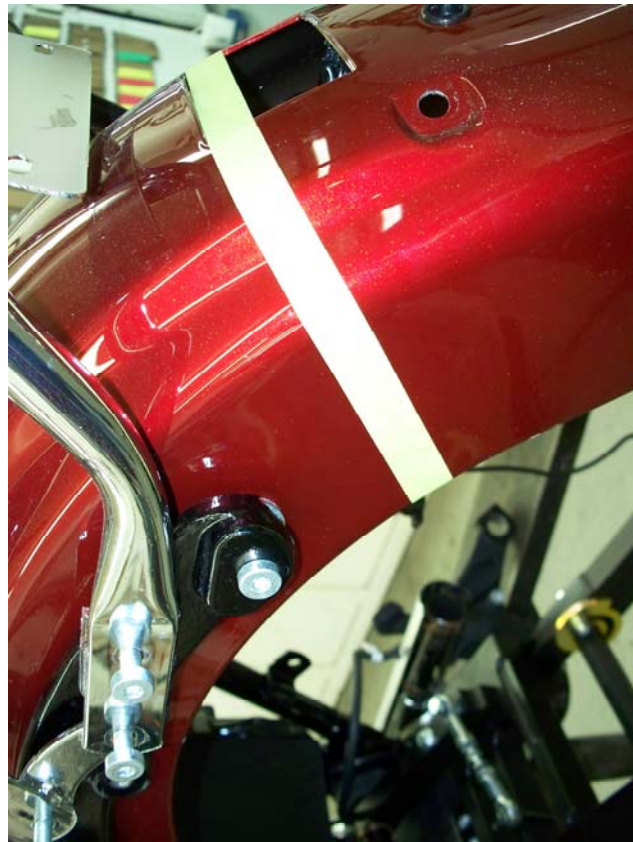
12. REPLACE THE ROUND SWING ARM PIVOT BOLT COVERS (PUSH ON)

13. CHECK THE TORQUE ON THE LUG NUTS (70-75 FT LBS)

14. TEST DRIVE



(#1)



(#2)



(#3)



(#4)



(#5)



(#6)



(#7)



(#8)



(#9)



(#10)



(#11)



(#12)



(#13)



(#14)



(#15)



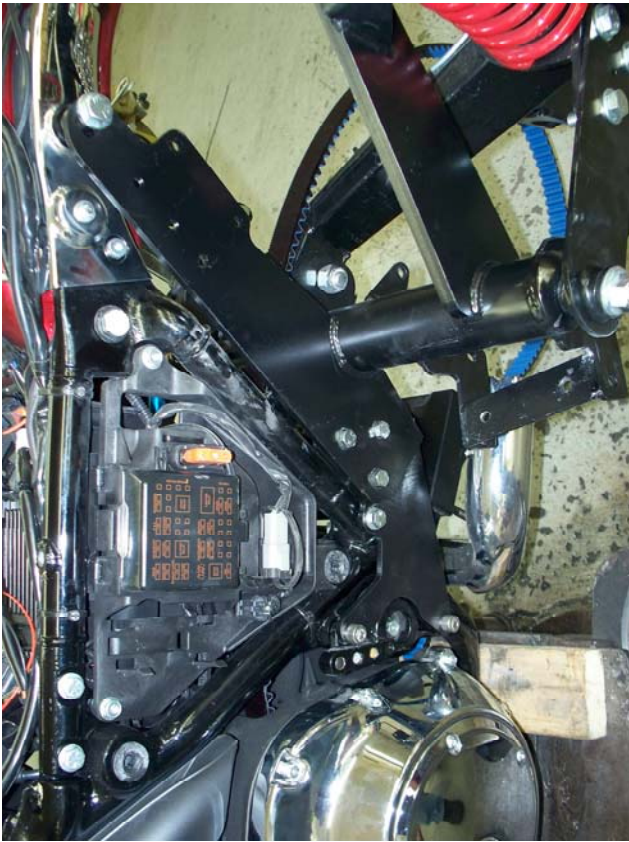
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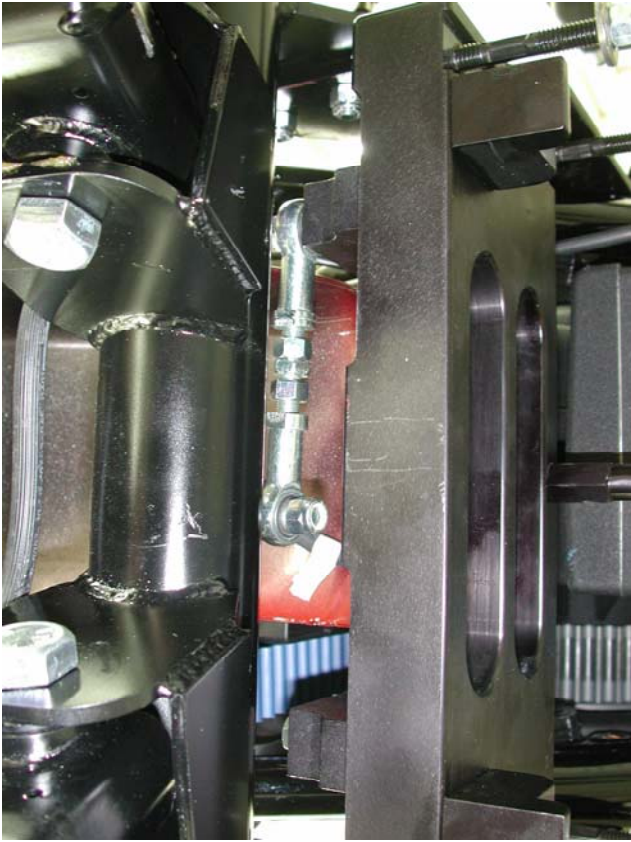
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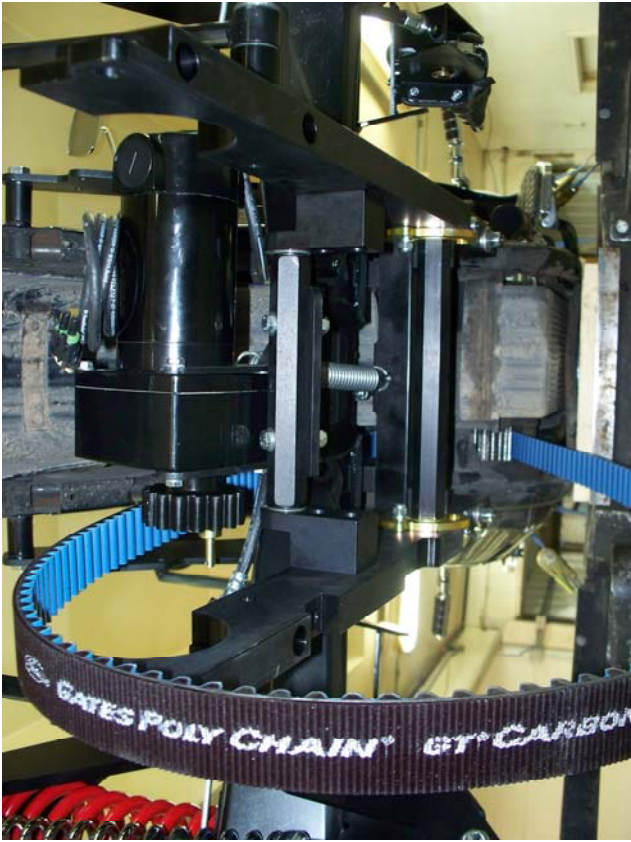
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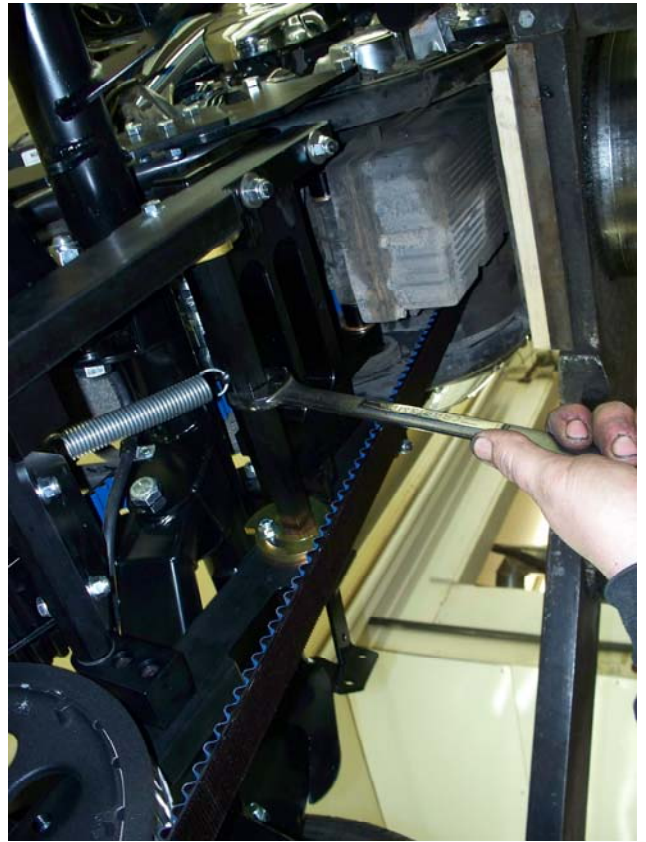
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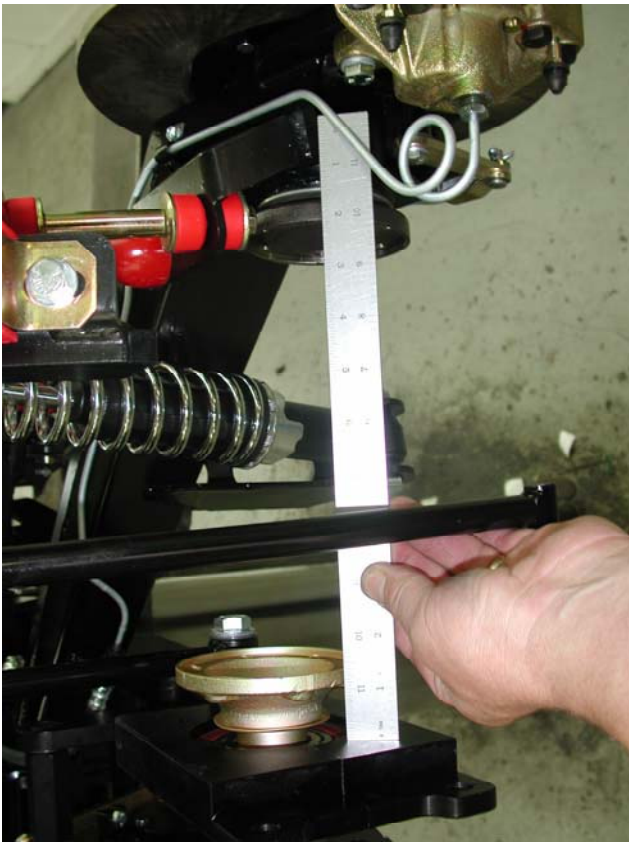
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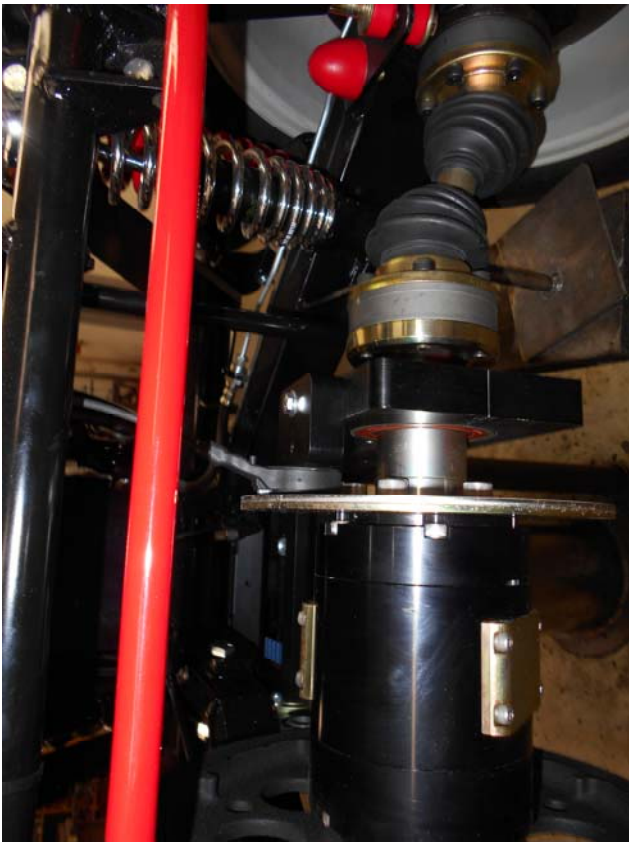
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(#31-B)



(#31-C)



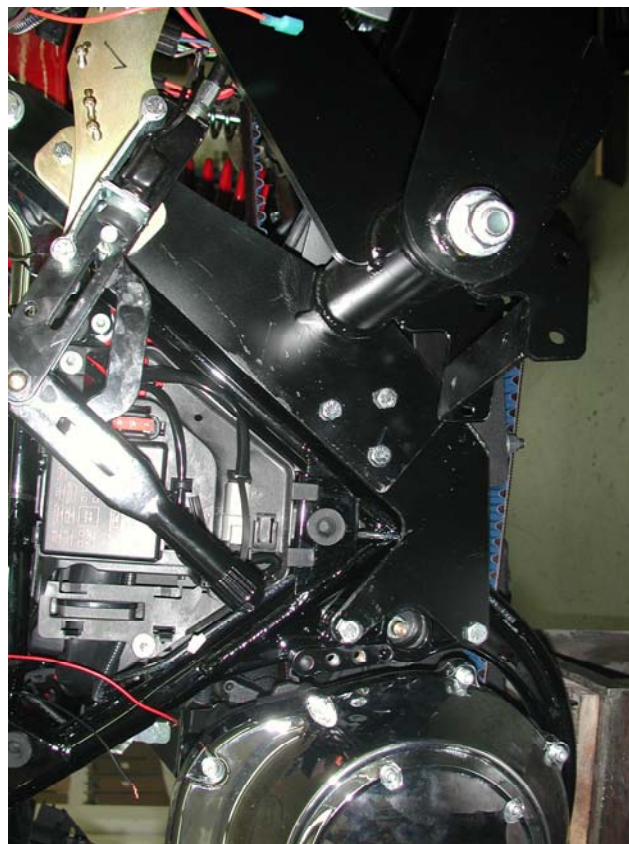
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(#31-E)



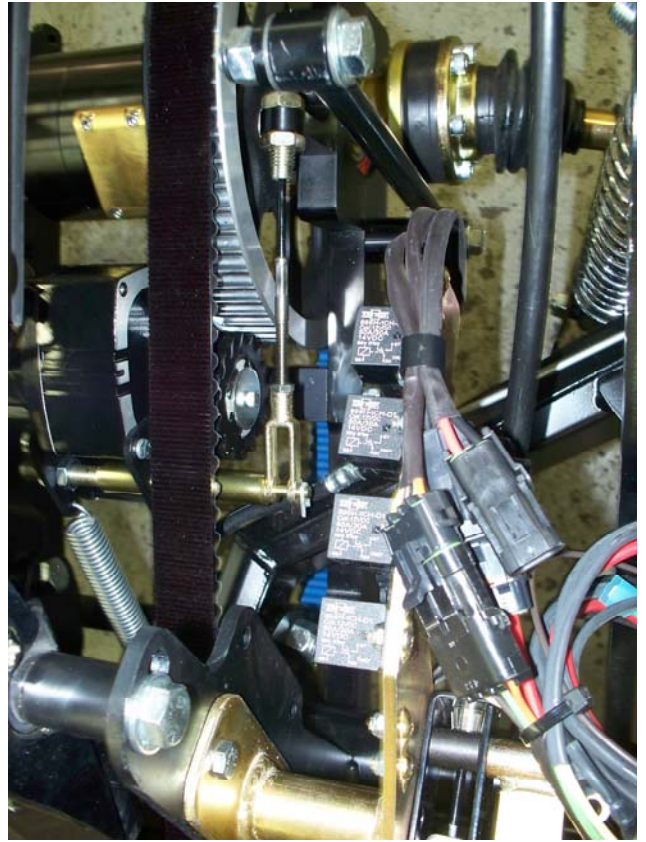
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(#35)



(#36)



(#37)



(#38)



(#39)



(#40)



(#41)



(#42)



(#42-A)



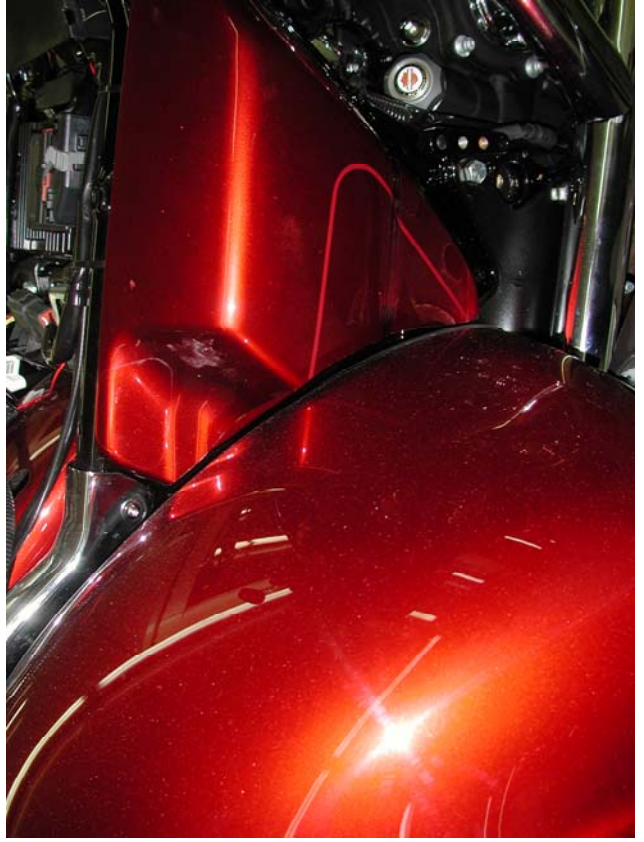
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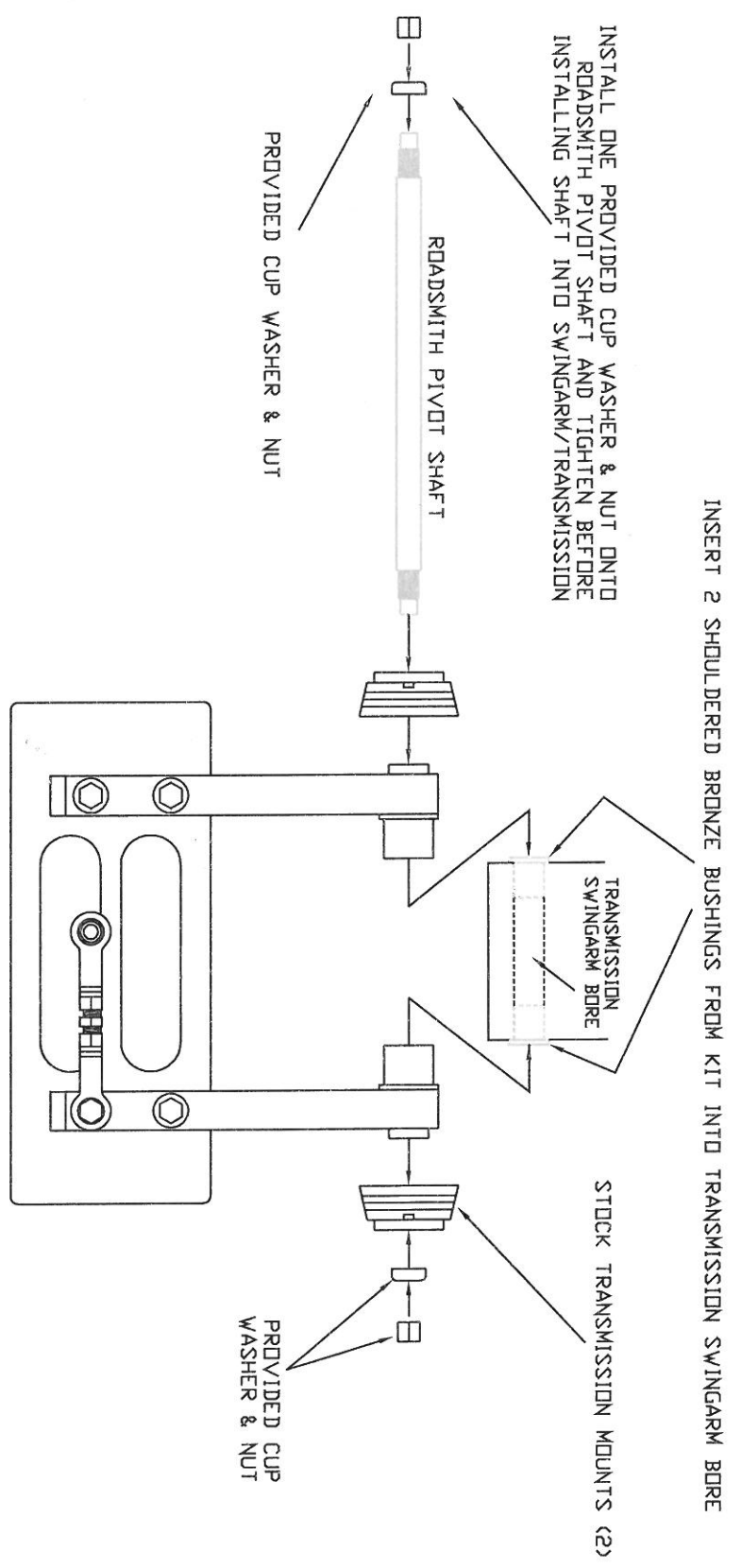
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(#46)

2014 & NEWER SWINGARM TO TRANSMISSION INSTALLATION DIAGRAM

DIAGRAM #A-100-1050



INSTALL ONE PROVIDED CUP WASHER & NUT ONTO ROADSMITH PIVOT SHAFT AND TIGHTEN BEFORE INSTALLING SHAFT INTO SWINGARM/TRANSMISSION

PROVIDED CUP WASHER & NUT

ROADSMITH PIVOT SHAFT

INSERT 2 SHOULDERED BRONZE BUSHINGS FROM KIT INTO TRANSMISSION SWINGARM BORE

TRANSMISSION SWINGARM BORE

STOCK TRANSMISSION MOUNTS (2)

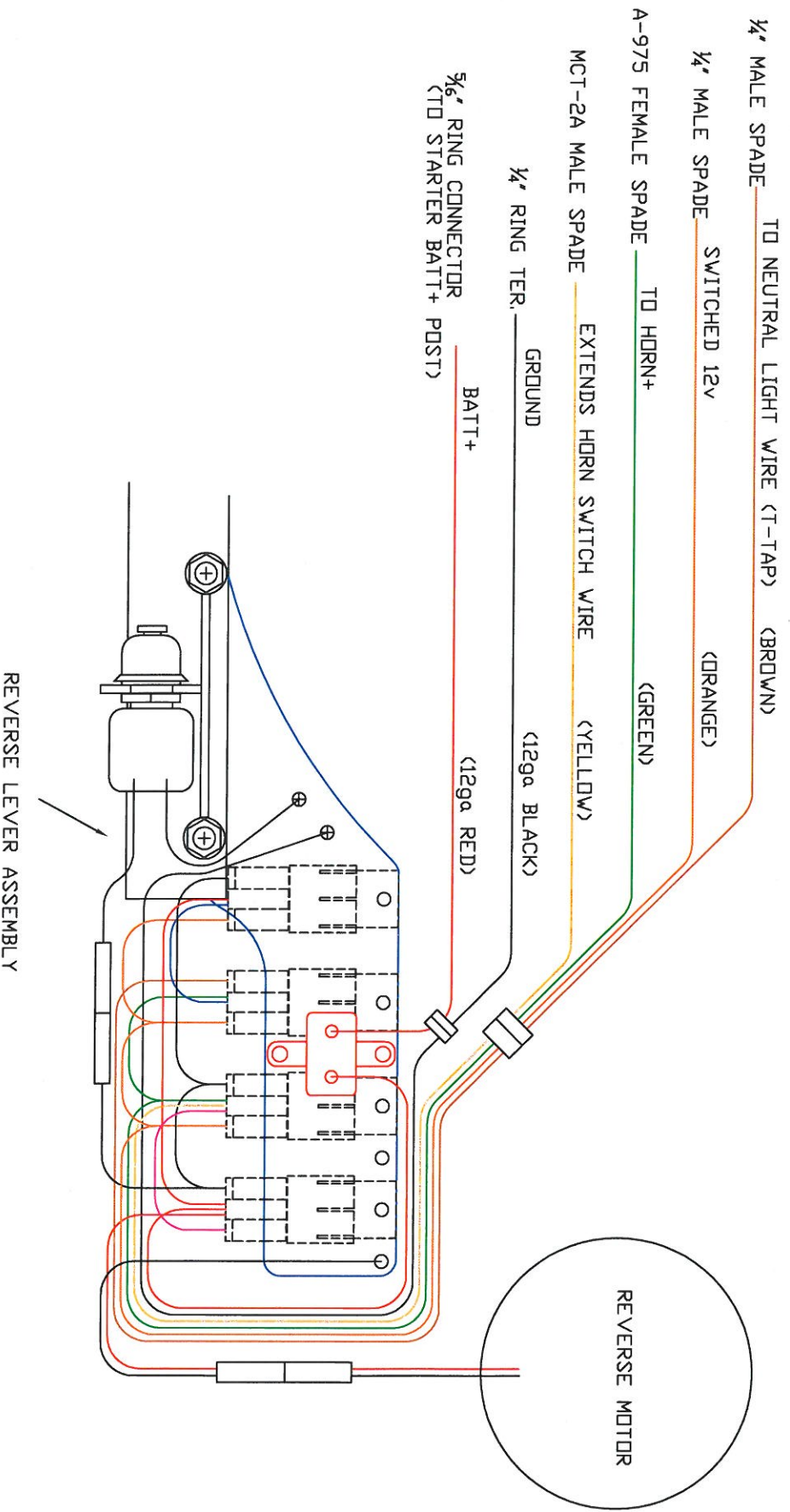
PROVIDED CUP WASHER & NUT

INSTALL FRONT HALF OF SWINGARM OVER BUSHINGS IN TRANSMISSION SWINGARM BORE. THEN INSERT ROADSMITH SWINGARM PIVOT SHAFT THROUGH ALL AS SHOWN- INSURE THAT SHOULDERS AREA OF SHAFT PROTRUDES THROUGH HOLE IN RUBBER TRANSMISSION MOUNT BEFORE INSTALLING FINAL CUP WASHER & NUT

A-100-577-A

(REV D)

DISCONNECT BATTERY/REMOVE FUEL TANK



A-100-577-B-14

2014 & NEWER HDT REVERSE WIRING GUIDE

-DISCONNECT BATTERY- -REMOVE FUEL TANK-

BROWN

LOCATE NEUTRAL LIGHT (WHITE) WIRE IN H.D. HARNESS, CONNECT 'T' TAP TO IT,
PLUG IN BROWN WIRE FROM REVERSE LEVER TO 'T' TAP

ORANGE

PLUG IN ORANGE WIRE FROM REVERSE LEVER TO ORANGE PIGTAIL ON TRIKE SHOP TAIL LIGHT HARNESS. NOTE: WHEN WIRING
REVERSE ASSY. (WITH NO BODY/TRIKE SHOP TAIL LIGHT HARNESS IN PLACE) YOU MAY TEMPORARILY CONNECT ORANGE WIRE FROM REVERSE
LEVER TO BATT+ TO VERIFY OPERATION. MAKE FINAL CONNECTION AFTER INSTALLING BODY W/TAIL LIGHT HARNESS.

GREEN

ROUTE GREEN & YELLOW WIRES IN PLASTIC WIRING CONDUIT UNDER FUEL TANK TO HORN, UNPLUG STOCK HORN +WIRE (RED) FROM HORN, PLUG
IN GREEN WIRE TO EXPOSED +TERMINAL ON HORN.

YELLOW

PLUG IN YELLOW WIRE TO PREVIOUSLY UNPLUGGED STOCK HORN +WIRE (RED)

12ga BLACK

CONNECT 12ga BLACK WIRE TO GROUND STUD IN FRONT OF BATTERY- (USE GROUND STUD WITH PLAIN BLACK
WIRES ONLY- NOT BLACK/GREEN-)

10ga RED

CONNECT TO BATT+ TERMINAL ON STARTER- ROUTE WIRE VERY CAREFULLY-(UNPROTECTED BATT+)
(NOTE: 10ga RED WIRE IS ENCLOSED IN BLACK PLASTIC WIRE LOOM)

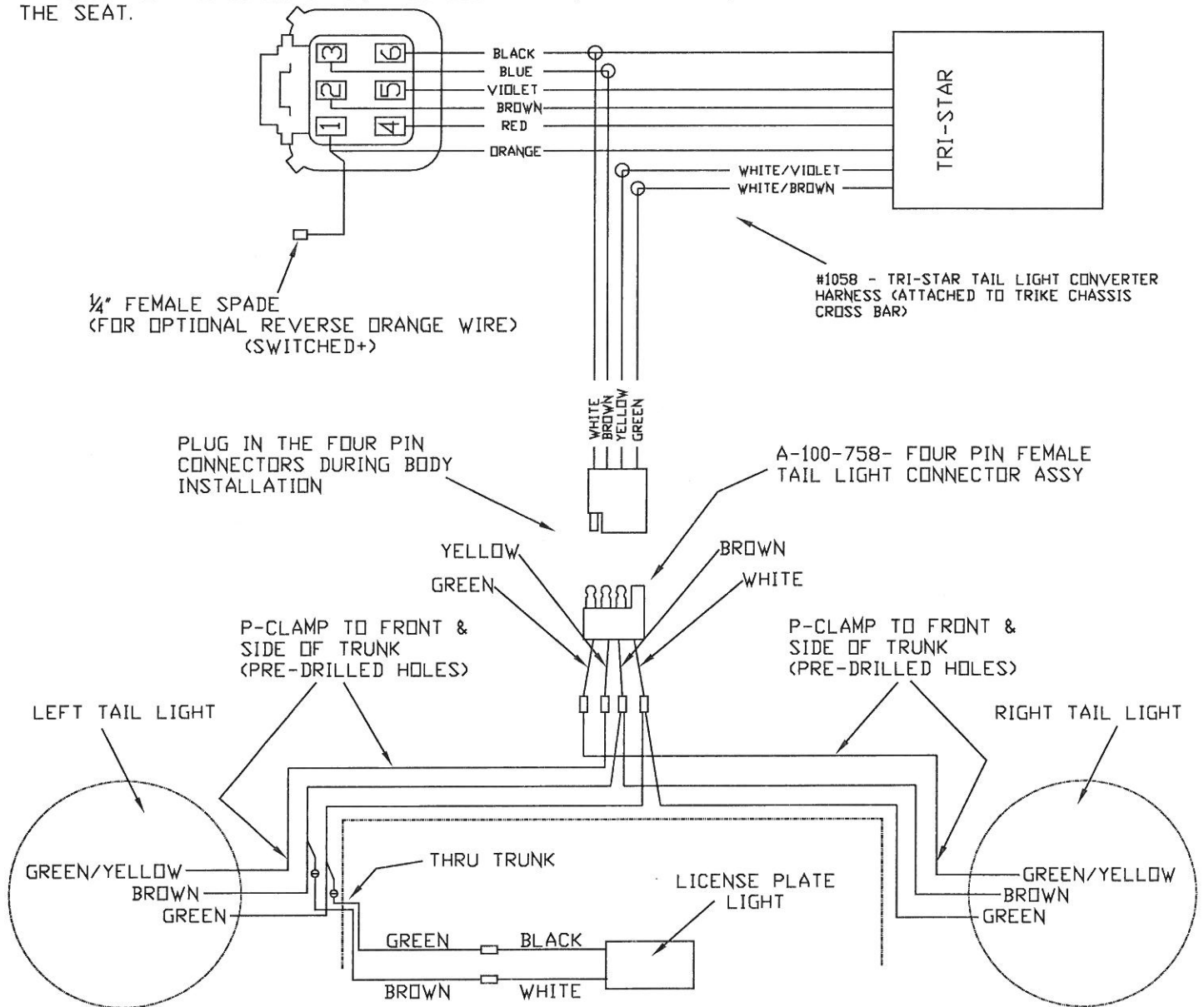
REVERSE
MOTOR

ZIP TIE WIRES TO TAB ON END OF REAR FENDER, CONTINUE TO ROUTE ALONG FRAME, OUTSIDE OF FENDER (ZIP TIE), PLUG IN TO MATING PLUG
ON REVERSE LEVER.
NOTE: BE SURE TO LEAVE ENOUGH SLACK IN WIRE TO ALLOW REVERSE MOTOR TRAVEL.

1058-D

2014 & NEWER HDTR & V BODY TAIL LIGHT WIRING DIAGRAM

ROUTE THE WIRING ALONG THE UNDERSIDE OF THE CHASSIS NEXT TO THE FENDER- ZIP TIE TO THE CHASSIS MAKING SURE NOT TO INTERFERE WITH THE TOUR PACK MOUNTING RACK HOLES AND/OR SURFACE. CONNECT THE 6 PIN PLUG ON THE TRI-STAR CONVERTER HARNESS TO THE BIKES 6 PIN TAIL LIGHT HARNESS PLUG UNDER THE SEAT.



- INSTALL TAIL LIGHTS & LIC PLATE LIGHT ON BODY
- ATTACH LEFT & RIGHT TAIL LIGHT HARNESS TO SIDES & FRONT OF TRUNK (USING SUPPLIED "P" CLAMPS & HARDWARE)
- PLUG IN LEFT & RIGHT TAIL LIGHT WIRES TO SUPPLIED FLAT FOUR PLUG AS SHOWN (IT MAY BE NECESSARY TO SLIGHTLY CLOSE UP THE FEMALE CONNECTORS FOR A TIGHT CONNECTION- AFTER PLUGGING THEM IN, ZIP TIE THE BUNDLE TO PREVENT UNPLUGGING)
- CONNECT SUPPLIED GREEN & BROWN WIRES TO LEFT SIDE TAIL LIGHT HARNESS PLUGS
- PUSH GREEN & BROWN WIRES THROUGH HOLE IN LEFT SIDE OF TRUNK
- SPlice GREEN(-) & BROWN(+) WIRES TO LIC. PLATE LIGHT

A-100-692 - 2009 & NEWER UPPER FRAME MOUNTING HARDWARE & LOCATION

