

BADLANDS LE-CB CAN/Bus Load Equalizer Module

Thank you for purchasing a Badlands CAN/Bus Load Equalizer Module! We're sure that you will be completely satisfied with the performance and ease of installation of your new module. Before you get started, PLEASE read these instructions and helpful tips so that you understand how to install your module correctly. An improper installation will void the warranty.

FEATURES: All CB or CAN/Bus Badlands Load Equalizer Modules are designed to provide you the ability to use small incandescent bulbs, Halogen bulbs or LED style (or any non-compliant CAN/Bus turn signal) turn signals without a rapid flash or trouble code. (**INSTALL OUR MODULE BEFORE YOU INSTALL YOUR NEW LIGHTS!**) A "rapid-flash" is caused by the factory turn signal module not seeing the specific amperage draw that the factory installed 1156/1157 bulbs provided. Whether you have a Plug-n-Play module or the hard-wired version, Load Equalizer Modules all work the same. Now you understand the features of our Load Equalizer Module, let's talk about how it works.

HARD-WIRED INSTALLATION: (FRONT TURN SIGNALS ONLY) On the hard-wired modules, you can use any installation method you choose but **DISCONNECT** the battery **FIRST!** We package this version with (1) ring terminal and quick splices but we recommend using connectors and terminals whenever possible. Install the LE-CB near the BCM module for use on front turn signals. Use the supplied quick splices to "splice" into the LEFT TURN signal wire (BLUE/) and the RIGHT TURN signal wire (BROWN). On pre-'96 models, the wire colors will be different so be sure to consult your bikes service manual for exact wiring diagrams and color descriptions to achieve proper installation. The diagram below shows you to "splice into" these (2) wires while still keeping the wires connected as they were from the factory. Be sure to connect the ORANGE/WHITE (with a 7.5 AMP fuse) and BLACK wires to the directly to the battery as shown to prevent "bleed" or radio interference.

PLUG-N-PLAY INSTALLATION: Most of our modules offer Plug-n-Play technology, making installation quick and easy. Simply remove your seat or left side cover on FL Models, unplug the rear fender harness connectors, plug our module in between and you're done.

LE-CB: Hard-wired module, universal fitment for (FRONT SIGNALS ONLY) 2011-Up Softail, 2012-Up Dyna and ALL 2014-Up Models EXCEPT VROD, comes complete with (2) 1/4" ring terminal for the BLACK wire to be connected directly to battery post or frame ground and one for the ORANGE wire to be connected to the positive or (+) of the battery, (2) quick splices to attach to the front turn signal wires located on the BCM, BLUE/PINK (left) and BLUE/ORANGE (right) to the matching color input wires on our LE-CB module.

LE-CB-A: Plug-n-Play module, fits (2011-Up Softail, 2012-Up Dyna, FXDF, FXDB/P, FXDWG, FLD, FXDC/L, FLSTC, FLSTF/B, FLSTN, FXST) This module comes with an 8-position male and female Multilock connector that connects in between your rear fender connection under the seat.

LE-CB-B: Plug-n-Play module, fits (2011-Up Softail, 2012-Up Dyna, FXSB and FLS ONLY) This module comes with (2) 4-position male and female Mini-Multilock connectors that connect in between your rear fender connection under the seat.

LE-CB-C: Plug-n-Play module, fits (All 2014-Up XL Models) This module comes with (2) 4-position male and female Mini-Multilock connectors that connect in between your rear fender connection under the seat.

LE-CB-D: Plug-n-Play module, fits (All 2014-Up Touring Models) This module comes with a 6-position male and female Molex connectors that connect in between your rear fender connection under the seat.

****NOTE: Our LE-CB modules DO NOT operate both FRONT and REAR turn signals as our pre-CAN/Bus modules have done in the past. It is NECESSARY to use our LE-CB Hard-wired module for front, non-compliant turn signals on ALL CAN/Bus bikes and a SEPARATE, LE-CB-A, B, C or D version for the rear.****

