

BADLANDS Isolator RUN-BRAKE-TURN Module

Thank you for purchasing a Badlands Isolator 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.

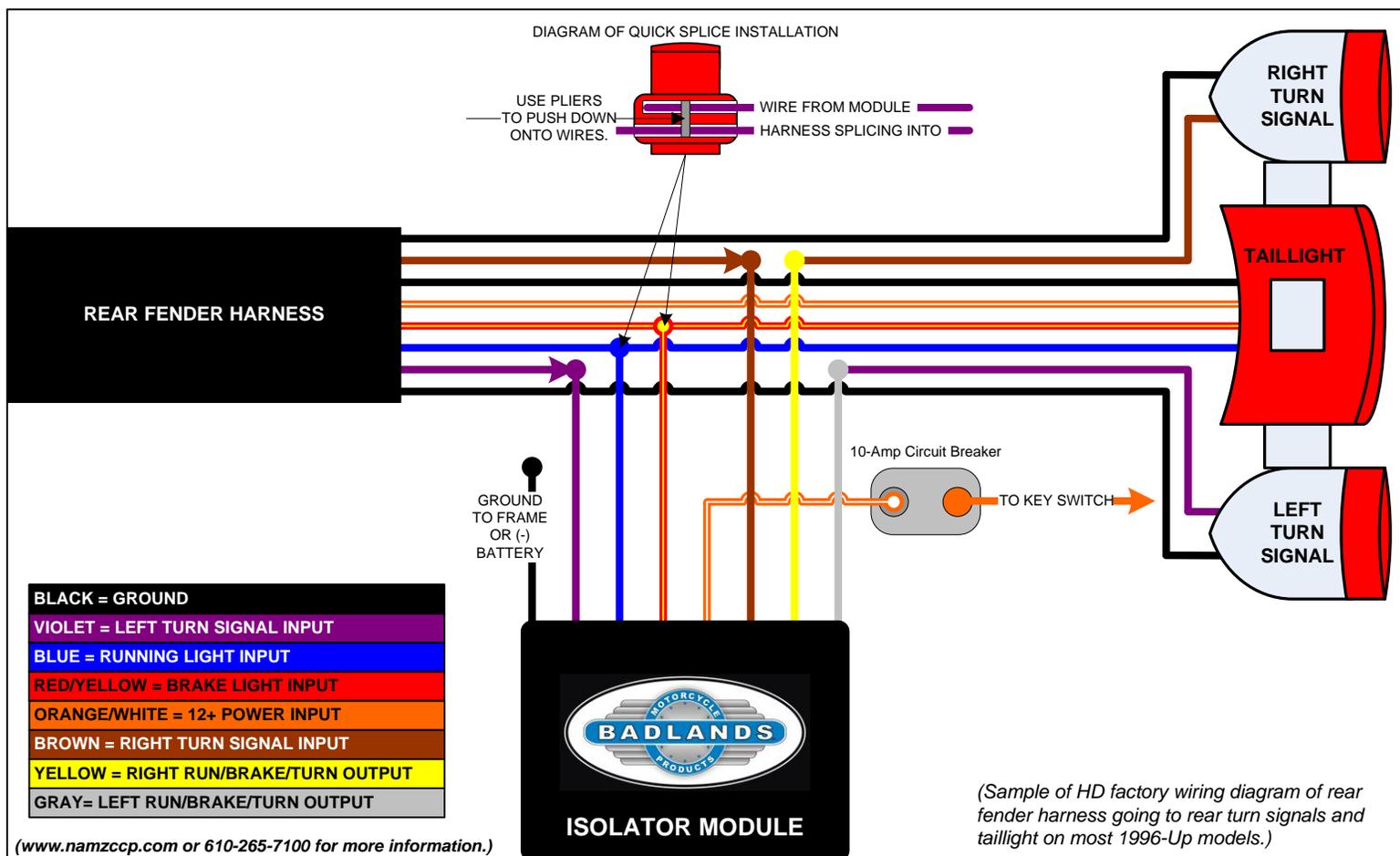
FEATURES: All Badlands Isolator Modules are designed to provide you running light, brake light and turn signal functions to each rear turn signal all on (1) wire per side. Whether you have a Plug-n-Play module or the hard-wired version, Isolator Modules all work the same. These modules **do not** have a built-in Load Equalizer which is needed when switching out factory turn signals to Halogen or LED lights. If you have small incandescent bulbs, Halogen bulbs or LED lights, this module will **NOT** work without installing a load equalizer. (*Badlands part number, LE-03*) However, this module will work along with our ATS-03 or Auto Turn Signal Canceling Module which does have a load equalizer and features an 11-second auto-canceling flasher. Now you understand the features of our Illuminator Module, let's talk about how it works.

WIRING OF NON PLUG-N-PLAY MODULES ONLY: The wiring colors on our Isolator Modules are defined in the color chart below. The ORANGE/WHITE wire on our module needs 12-volt switched or battery power. (**NOTE, if you use our ILL-ISO, we recommend to connect the ORANGE/WHITE (+) wire directly to the battery with a 7.5 fuse or to a circuit breaker. The BLACK (-) wire should be grounded to the frame or to the ground (-) post on the battery.**)

PLUG-N-PLAY INSTALLATION: Most of our modules offer Plug-n-Play technology, making installation quick and easy. Simply remove your seat, unplug the **rear fender harness** connectors, plug our module in between and you're done. (*see back for fitment*)

HARD-WIRED INSTALLATION: On the hard-wired version, you can use any installation method you choose but **DISCONNECT** the battery **FIRST!** We package this version with butt connectors and quick splices but we recommend using connectors and terminals whenever possible. Now let's talk about the input and output wires. When we say "INPUT" we are referring to the wires that are currently running to your REAR left and right turn signals and your taillight, (*running and brake light*). This is called your rear fender harness and these wires are needed to feed the input wires on the module. Once hooked up, (*see wiring diagram below*) the input wires will provide all of the functions the module needs to process RUN/BRAKE/TURN signal functions onto the OUTPUT wires. The objective of the diagram below is to show you to "splice into" the running light, and brake light wires using Scotch locks while still keeping these wires attached as they were from the factory. Only the VIOLET (*left turn signal*) and BROWN (*right turn signal*) wires should be cut. The feed side of these wires (*from the front of the bike*) should be attached to the VIOLET and BROWN wires on the module using supplied butt connectors. The other half of the cut violet and brown wires should be connected to the GRAY and YELLOW wires on the module using supplied butt connectors. Be sure to test when complete.

CUSTOM INSTALLATION: If you are using an Illuminator Module with custom lighting of any kind, read this section. Note that each of the (3) inputs on our Illuminator do not have to be connected depending on your application. If you only want BRAKE & TURN output on your lights, don't connect the BLUE wire. Only want RUNNING & TURN, don't connect the RED/YELLOW wire. Any combination can be achieved by omitting any of the (3) wires. If you have a custom bike or use our ATS-03 Module to replace a factory defective self canceling unit, the addition of this ILL-ISO is a perfect pairing. By adding the ILL-ISO to an ATS-03, you will have 11-second self canceling turn signals, a Load Equalizer and RUN/BRAKE/TURN signal features on your rear turn signals.



The wire colors in the drawing will not be the same on all models but do match most 1996-up factory HD motorcycles. If you have a pre-1996 model be sure to consult your bikes service manual for exact wiring diagrams and color descriptions to achieve proper installation.

FITMENT: Here is the list of Badlands Isolator Modules and the fitment description for each part number.

ILL-ISO: Hard-wired module, universal fitment (up to '99/2000 models (Until Delphi TSM system was introduced) and comes complete with (1) 1/4" ring terminal if you decide to install the modules BLACK wire directly to battery post, (1) 1/4" ring terminal if you decide to install the modules ORANGE power wire directly to battery post with a 7.5-AMP fuse, (2) quick splices for RED and BLUE wires on the module for running and brake lights and (4) butt connectors for right and left turn signal inputs and outputs.

ILL-ISO-A: Plug-n-Play module, fits (Fits most Big Twins from '96-'99/2000 models (Until Delphi TSM system was introduced) This module comes with an 8-position male and female Multilock connector that connects in between your rear fender connection under the seat.