

BADLANDS Metric Illuminator RUN-BRAKE-TURN Module with built in LOAD EQUALIZER

Thank you for purchasing a Badlands Metric Illuminator 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 Metric Illuminator 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. These modules also have a built-in Load Equalizer which is perfect when switching out factory turn signals to Halogen or LED versions. This feature will prevent a "rapid-flash" which is caused by the factory turn signal module not seeing the specific amperage draw that the bulbs provided. Now you understand the features of our Metric Illuminator Module, let's talk about how it works.

WIRING: The wiring colors on our Illuminator Modules are defined in the color chart below. The ORANGE/WHITE wire on our module needs 12-volt switched or battery power. **(NOTE, we recommend to connect the ORANGE/WHITE (+) wire directly to the battery with a 7.5 AMP fuse or to a circuit breaker. The BLACK (-) wire should be grounded to the frame or to the ground (-) post on the battery.)**

INSTALLATION: You can use any installation method you choose but please **DISCONNECT** the battery **FIRST!** We package this module with butt connectors and quick splices but 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 how to "splice into" the running light, and brake light wires using quick splices while still keeping these wires attached as they were from the factory. Only the 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 turn signal wires (*going to your turn signals*) should be connected to the GRAY (*left*) and YELLOW (*right*) wires on the module using supplied butt connectors. Be sure to use lights under 60-watts per side.

APRILIA	
Light Blue:	Left Turn
Red:	Right Turn
Yellow:	Run Light
Yellow/Green:	Brake Light
Blue:	Ground

BUELL	
Violet:	Left Turn
Brown:	Right Turn
Orange/White:	Run Light
Red/Yellow:	Brake Light
Black:	Ground

DUCATI	
White/Black:	Left Turn
White/Green:	Right Turn
Yellow:	Run Light
Green/Red:	Brake Light
Black:	Ground

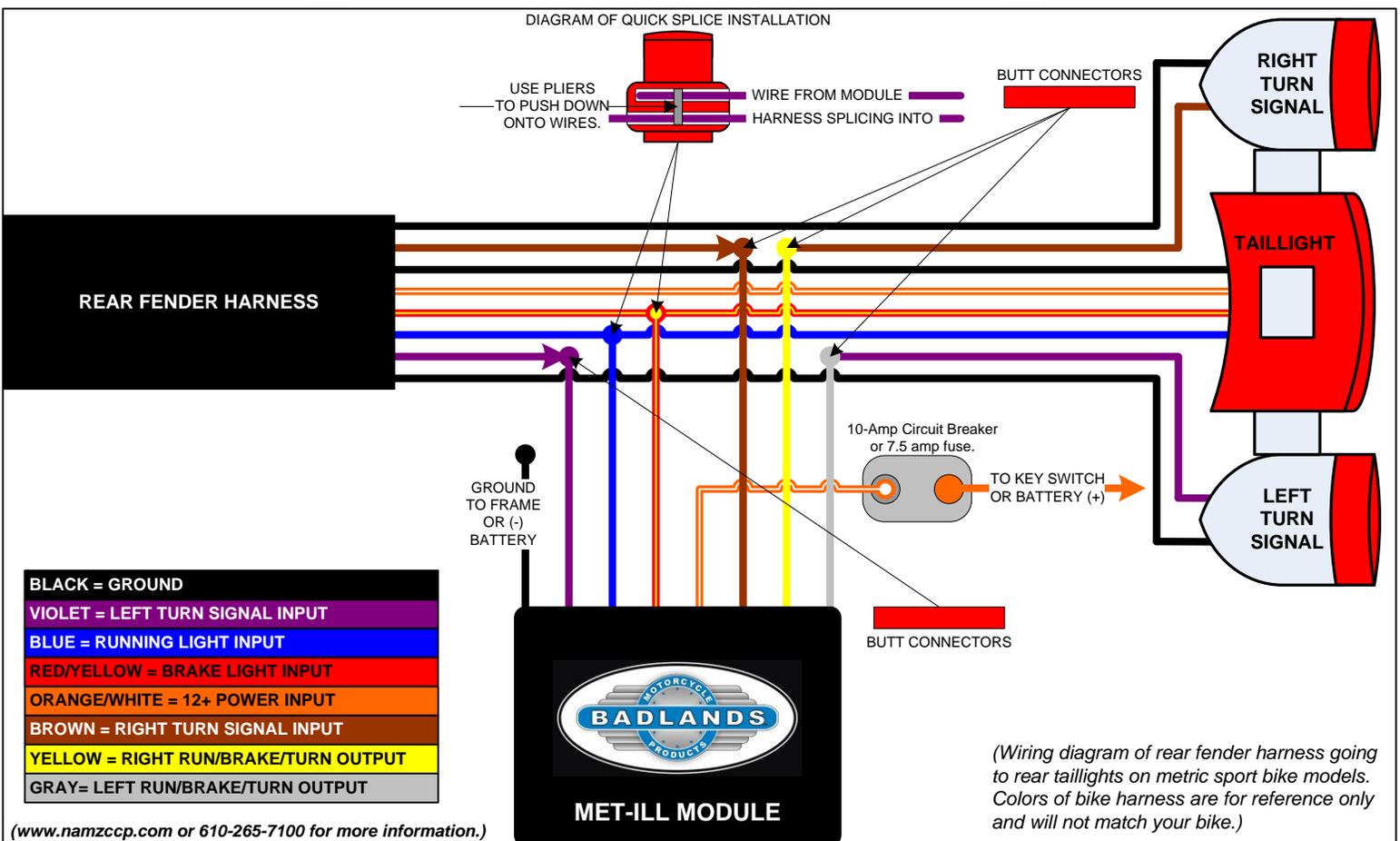
HONDA	
Orange:	Left Turn
Light Blue:	Right Turn
Brown:	Run Light
Green/Yellow:	Brake Light
Green:	Ground

KAWASAKI	
Green:	Left Turn
Gray:	Right Turn
Red:	Run Light
Blue/Red:	Brake Light
Black/Yellow:	Ground

SUZUKI	
Black:	Left Turn
Light Green:	Right Turn
Brown:	Run Light
White/Black:	Brake Light
Black/White:	Ground

TRIUMPH	
Green/Red:	Left Turn
Green/White:	Right Turn
Red:	Run Light
Blue:	Brake Light
Black:	Ground

YAMAHA	
Brown:	Left Turn
Dark Green:	Right Turn
Blue:	Run Light
Yellow:	Brake Light
Black:	Ground



BADLANDS Illuminator Sport RUN-BRAKE-TURN Module with built in LOAD EQUALIZER

Thank you for purchasing a Badlands Illuminator Sport 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 Illuminator Sport 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. These modules also have a built-in Load Equalizer which is perfect when switching out factory turn signals to Halogen or LED versions. This feature will prevent a "rapid-flash" which is caused by the factory turn signal module not seeing the specific amperage draw that the bulbs provided. Now you understand the features of our Illuminator Sport Module, let's talk about how it works.

WIRING: The ORANGE/WHITE wire on our module needs 12-volt switched or battery power. **(NOTE, we recommend to connect the ORANGE/WHITE (+) wire directly to the battery with a 7.5 AMP fuse or to a circuit breaker. The BLACK (-) wire should be grounded to the frame or to the ground (-) post on the battery.)**

INSTALLATION: You can use any installation method you choose but please **DISCONNECT** the battery **FIRST!** We package this module with butt connectors and quick splices but 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 how to "splice into" the left and right turn signal wires using quick splices while still keeping these wires attached as they were from the factory. Only the running light and brake light wires should be cut. The feed side of these wires (from the front of the bike) should be attached to the BLUE and RED/YELLOW wires on the module using supplied butt connectors. The other half of the running and brake light wires (going to your taillight) should be connected to the GRAY (left) and YELLOW (right) wires on the module using supplied butt connectors. Be sure to twist the run wire and brake wire on each side of the taillight together before attaching to the GRAY or YELLOW wires on the module. Use bulbs/LED's under 60-watts per side.

APRILIA	
Light Blue:	Left Turn
Red:	Right Turn
Yellow:	Run Light
Yellow/Green:	Brake Light
Blue:	Ground

KAWASAKI	
Green:	Left Turn
Gray:	Right Turn
Red:	Run Light
Blue/Red:	Brake Light
Black/Yellow:	Ground

BUELL	
Violet:	Left Turn
Brown:	Right Turn
Orange/White:	Run Light
Red/Yellow:	Brake Light
Black:	Ground

SUZUKI	
Black:	Left Turn
Light Green:	Right Turn
Brown:	Run Light
White/Black:	Brake Light
Black/White:	Ground

DUCATI	
White/Black:	Left Turn
White/Green:	Right Turn
Yellow:	Run Light
Green/Red:	Brake Light
Black:	Ground

TRIUMPH	
Green/Red:	Left Turn
Green/White:	Right Turn
Red:	Run Light
Blue:	Brake Light
Black:	Ground

HONDA	
Orange:	Left Turn
Light Blue:	Right Turn
Brown:	Run Light
Green/Yellow:	Brake Light
Green:	Ground

YAMAHA	
Brown:	Left Turn
Dark Green:	Right Turn
Blue:	Run Light
Yellow:	Brake Light
Black:	Ground

