



Custom Dynamics® Dynamic Load Isolator Installation Instructions

We thank you for purchasing the Custom Dynamics® Dynamic Load Isolator! Our products utilize the latest technology and high quality components to ensure you the most reliable service. We offer one of the best warranty programs in the industry and we back our products with excellent customer support, if you have questions before or during installation of this product please call Custom Dynamics® at 1(800) 382-1388.

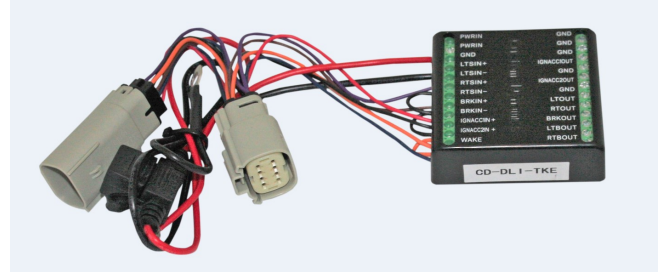
Part Number: CD-DLI-TKE

Package Contents:

- Dynamic Load Isolator (DLI) (1)

Fits: 2014-2020 Harley-Davidson® Tri Glide® and 2015-2020 Free-Wheeler® (Does Not Fit 2020 CVO™ Tri Glide®).

**COMPATIBLE WITH ANY ELECTRICAL ACCESSORY UP TO 10 AMPS.
45 AMP TOTAL MAXIMUM OUTPUT CAPACITY**



Installation:

1. Secure motorcycle on level surface.
2. Remove seat.
3. Disconnect negative [-] battery cable from the battery.
4. Locate and unplug the lighting connector to the rear fender under the seat.
5. Plug the DLI™ module, in-line, into the rear lighting harness plug and the bike's main wiring harness plug before the stock Run-Brake-Turn Module (black box)
6. Attached the single Red fusible wire of the Dynamic Load Isolator to the positive side of the battery.
7. Attach the single Black wire of the Dynamic Load Isolator to the ground side of the battery.
8. Select the desired functions of the Dynamic Load Isolator. (see diagram on page 2)
9. Use a small straight slot or Phillips screw driver in the output port selected and turn the screw counter clockwise until the wire slot is open. (see picture 9 on page 2)
10. Place the wire in the port and turn the screw clockwise until it is tight against the wire. (see picture 10 on page 2)
11. Re-connect the battery's negative battery cable to the negative [-] of the battery.
12. Check operation of all lighting before riding.
13. Locate a secure place for the Dynamic Load Isolator unit that will not interfere with the secure placement of the seat.



ATTENTION



Please read all Information below before Installation

Warning: Do not exceed 45 amp load. Doing so could cause the unit to overheat.

Important: Module must be secured after installation.

Important: DO NOT attempt to make changes to the input side of the Dynamic Load Isolator. Doing so will cause malfunction of unit.

Note: If a Brake Strobe unit is plugged in front (before) the DLI, both the bike's rear harness and any brake accessories attached on the output side of the DLI will have the brake strobe pattern. If the Brake Strobe unit is plugged in behind (after) the DLI, only the rear harness of the bike will have the brake strobe pattern.

Note: Run/Brake/Turn units must be plugged in behind (after) the Dynamic Load Isolator.

Note: Each wire port can accept multiple wires depending on the gauge of the wire.

Note: While some wiring examples are included, follow the directions included with each accessory added to the Dynamic Load Isolator.

Questions? Call us at: 1 (800) 382-1388 M-TH 8:30AM-5:30PM / FR 9:30AM-5:30PM EST

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Dynamic Load Isolator Port functions:

Positions 1, 2, 3, 5 and 7 Ground outputs.

Positions 4 and 6 Constant 12 volt switchable power sources that can be used for accessories or running light operation. .

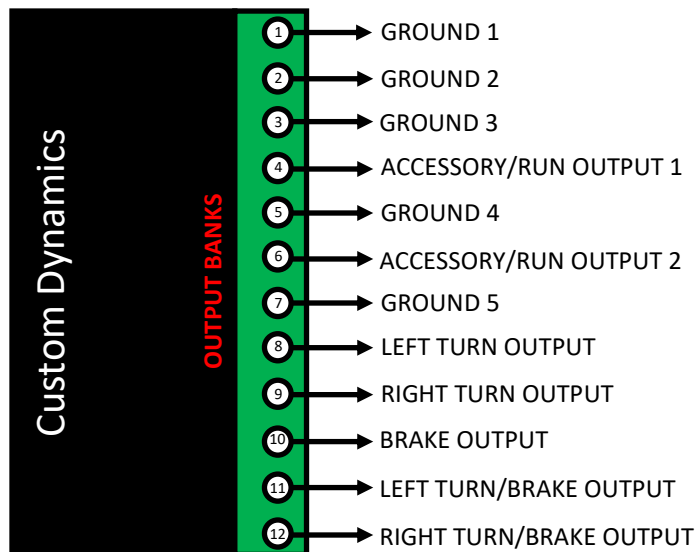
Position 8 Left turn signal operation only.

Position 9 Right turn signal operation only.

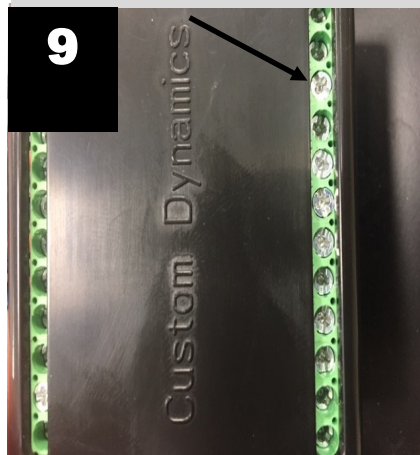
Position 10 Brake signal operation only.

Position 11 Left turn signal and Brake operation with turn signal over riding the brake signal for the left side. The right side will still receive a brake signal.

Position 12 Right turn signal and brake operation with turn signal over riding the brake signal for the right side. The left side will still receive a brake signal.



Use a small straight slot screw driver in the output port selected and turn the screw counter clockwise until the wire slot is open.



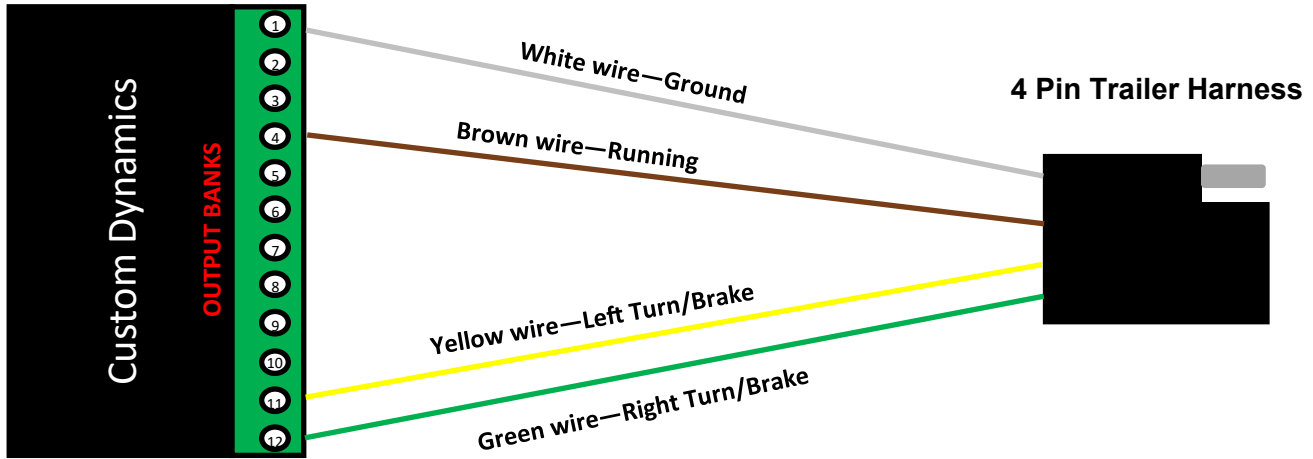
Output wire ports.



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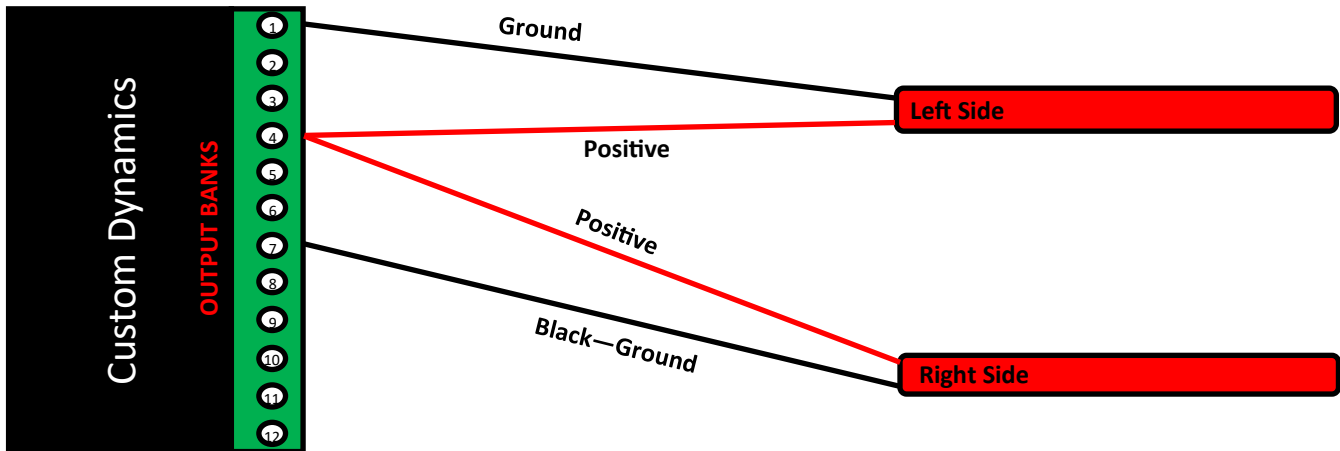
4 Pin Trailer Harness (optional):

- White wire - Ground
- Green wire - Right turn signal and brake signal
- Yellow wire - Left turn signal and brake signal
- Brown wire - Running light circuit

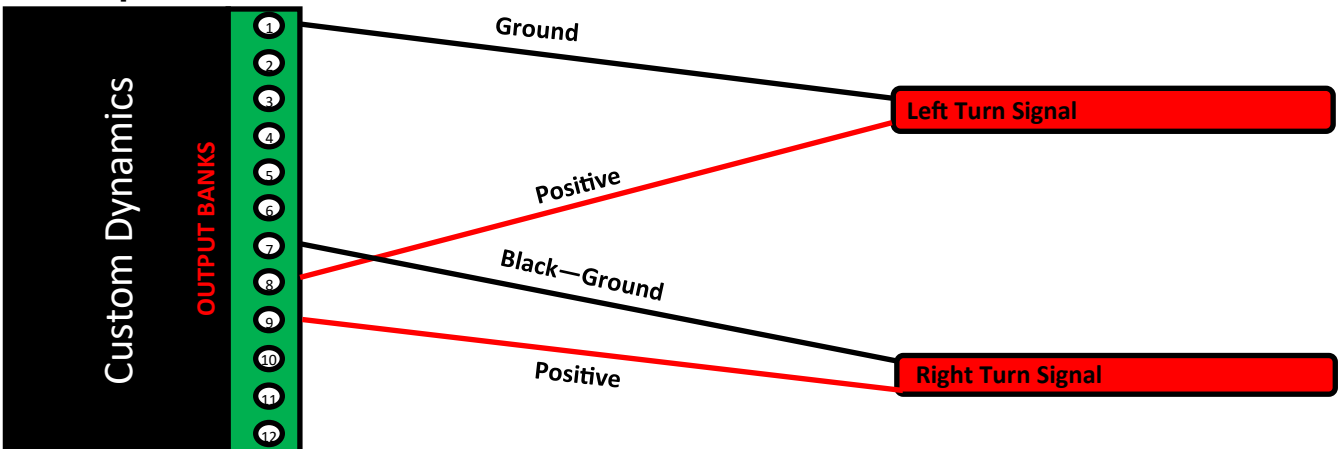


Single Intensity LEDs

Run Operation:



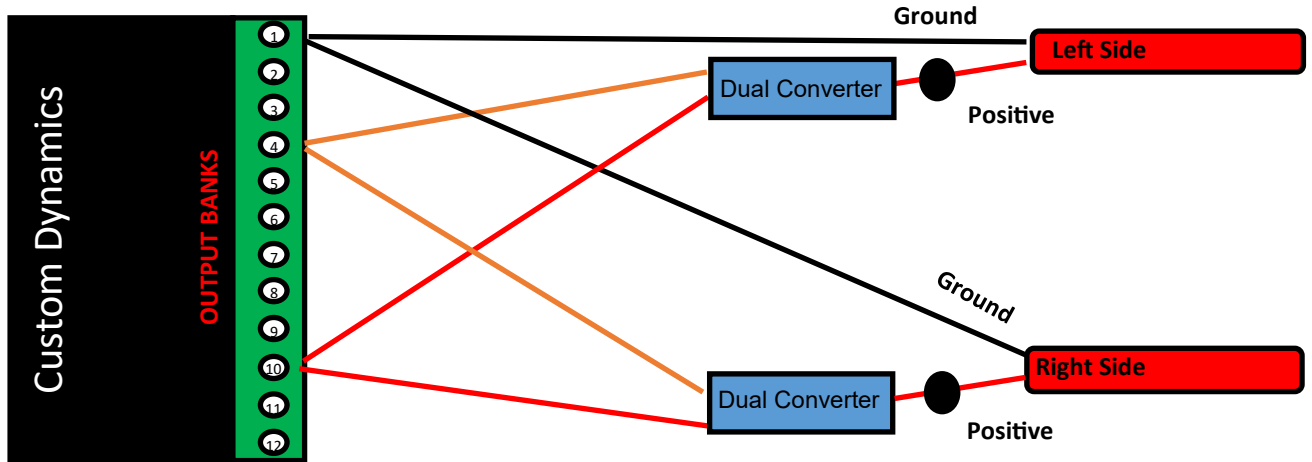
Turn Operation:



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Dual Intensity LEDs

Run-Brake Operation:

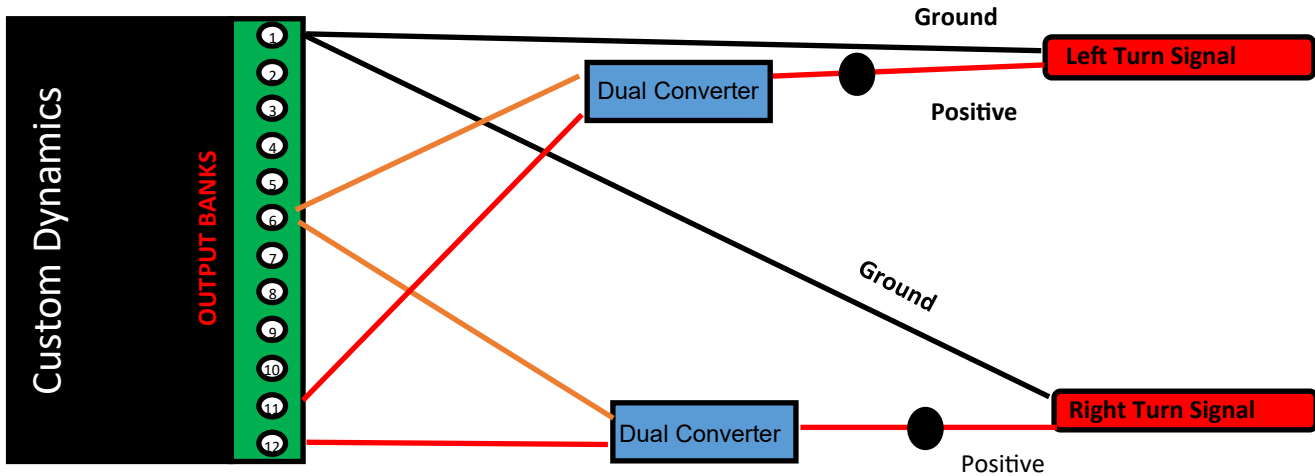


Dual Converter Orange—Running Light
Red—Brake

● Represent connection points

Run-Brake-Turn Operation:

Dual Intensity LEDs



Dual Converter Orange—Running Light
Red—Brake/Turn

Note: While some wiring examples are included, follow the directions included with each accessory added to the Dynamic Load Isolator.