



## Billet Wrap-around LED Turn Signals Installation Instructions

We thank you for purchasing the Custom Dynamics® Billet Wrap-around LED Fork Mounted Turn Signals! 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.

### For Part Number(s):

WA56-CC, WA56-CS, WA56-BC, WA56-BS, WA49-CC, WA49-CS  
WA49-BC, WA49-BS, WA43-BS, WA43-CC, WA43-CS, WA43-BC  
WA41-BC, WA41-BS, WA41-CC, WA41-CS, WA39-BC, WA39-CS  
WA-39BS, WA39-CC, WA37-BS, WA37-CS

U.S. Patents:

8,876,331 B2; 8,192,061 B2; D605,345 S; D611,177

### Package Contents:

- Billet Wrap-around Turn Signals
- Instructions

### Installation

1. Prior to install test each set of LEDs by holding the correct wires to the corresponding terminals on your battery or other 12 volt source.
2. Prior to hard wiring/soldering it is recommend that you mock-up the wiring to determine your flash rate and four-way flasher function to determine whether or not a flasher module or load equalizer is needed or desired.
3. Using your manufacturers service manual, locate the wiring going to the front turn signals. Use a meter or test light if unsure of any wire functions.
4. Expose the wiring to allow you to set up and splice and solder the wires accordingly.
5. Please note that your billet wrap-around turn signals are assembled as a mirror image of each other allowing the wires to exit towards the middle of the bike when mounted. For the cleanest look, we recommend that you install your turn signals with the allen head bolts facing down. The right and left sides have been labeled for your convenience, but that is only our recommendation. If you choose, you may install them on either side.
6. Position a center-stand style jack underneath the bike and properly secure with tie-downs, etc.
7. Once the bike is secured, loosen all pinch bolts on the upper and lower triple-trees.
8. SLOWLY raise the bike and allow the front end suspension to unload.



## IMPORTANT



Please read the important information below before Installation

**Important:** This product is designed and intended for use as auxiliary lighting only. It is NOT intended to replace any original equipment lighting installed on the vehicle and should not be used for that purpose. This product must be wired so that it does not interfere with any original equipment lighting.

**Note:** Please be advised that while the installation of these turn signals does NOT require the complete disassembly of your front end, it will involve a PARTIAL disassembly of your front end. If this is something you are not properly equipped for, or are not comfortable with the skills required to handle this project on your own, we highly recommend that you contact your local dealer for proper installation. Failure to properly reassemble your front end can lead to a loss of steering control which could ultimately result in death or serious bodily injury.

**Note:** Flash rate will vary from bike to bike based on the bike's total electrical load impedance, and can be modified with the installation of a flasher module or load equalizer depending on your bike. Flasher modules and load equalizers are sold separately.

**Note:** Installation of these turn signals does not require the complete disassembly of your front end! While every bike is different, the front end/wheel may be positioned to allow the partial sliding of the fork tubes with a minimum of time and effort. Remember, you only need to create as much of a space/gap to allow the turn signal to slide over the top of the fork tube...no more. To allow you to do this, use the following recommendations as a general guideline. Remember, each bike is different. Be cautious and aware of properly raising and supporting the bike while doing this.

**Please pay extra attention to brake lines, wiring, etc. and make sure that they are not overextended to the point of breaking, and disconnect and/or remove as necessary!**

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

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9. Once the load/tension has been reduced on the front end, you should be able to slide the fork tubes down enough to readily slide the clamps over the top of them.
10. Reassemble the front end exactly as stated in your bikes respective service manual, and torque the upper and lower triple tree pinch bolts accordingly.
11. Orient the clamp with the LED's facing in the direction/angle you desire and apply gentle, hand tight pressure to the clamps set screw. Do not over tighten this set screw or attempt to reposition the clamp without first backing it out completely as you may cause damage to the fork tube. The set screw may leave a slight indentation in the surface of the fork tube, and the use of painter's tape or other suitable material may be used (although is not required) to protect the fork tubes surface. Properly tightened, the set screw will not cause the chrome to be damaged provided our precautions are heeded.
12. Wire in the LED leads to the corresponding wires on your bikes wiring harness. The LED leads are yellow (POSITIVE) and black (NEGATIVE/GROUND).
13. Be advised that if these are being installed on a 2003-2007 Victory Motorcycle, it is most likely that your bike's right front turn signal is incorrectly wired with reverse polarity (the black wire is actually your hot wire and colored wire is your ground). Use a test light or multi-meter to determine polarity before wiring. Neglecting to do so could result in failure of your bikes ACM (auto cancel module). If your bike is in fact wired with reverse polarity on the right front, you will want to wire your LED turn signals with our yellow wire to your bikes black wire, and our black wire to your bikes blue w/ red stripe. This step will only be necessary for the right side.



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