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NAMZ Custom Cycle Products, Inc
1440 Ulmer Avenue
Oreland, PA 19075

Technical Support is available Monday-Friday, 9am-5pm EST via email at tech@namzccp.com or call us at 1-877-277-NAMZ.

Part Number: ILL-PRO-III



Fitment: ILL-PRO-III: Universal / Custom

About this product: As the industry "originals" in lighting modules our Badlands our **Illuminator PRO III** provides an all in one solution for lighting circuits on custom bikes. The only module needed to provide running lights and turn signals to each of the front turn signals; running light, brake lights and turn signal functions to each rear turn signals all on (1) wire per signal. The Illuminator Pro III also has left and right indicator light outputs for factory or custom turn signal indicator options. A built-in 11-second automatic self-canceling flasher feature will provide the turn signal functions for 11 seconds and automatically cancel. There is no need for any additional modules or Load Equalizers because the internal Load Equalizer of the Illuminator Pro III allows the use of any bulb, LED, or halogen light (*up to 50-watts per bulb or 200 watts total*). We manufacture all Badlands modules here in Philadelphia, PA with the highest standards, using only quality components, that are built to last backed by a LIFETIME WARRANTY.

What is included in this kit?

- (1) ILLUMINATOR PRO III ™ Module
- (2) 5" Zip-Ties
- (2) .25" Insulated Ring Terminals
- (3) Quick Splice Connectors
- (11) Male Spade Connectors
- (11) Female Spade Connectors

Recommended tools:

- Wire Stripers
- Crimping Pliers
- Diagonal Cutters

WARNING!

This product should be installed by a professional motorcycle technician or reputable shop/ dealership. Improper installation may result in loss of running lights, turn signals and brake functions.

Installation instructions:

1. Remove the seat and disconnect the negative battery cable.
2. Refer to the Wiring Diagram for a detailed view of a sample custom wiring application.

NOTE: We recommend using connectors and terminals whenever possible. However, this module comes with Spade Terminals for an easy and quick installation.

3. If wiring the turn signal buttons from scratch, connect the power side of the turn signal buttons to a Switched (Key on) Power source.
4. Using the supplied spade terminals connect the module to the bikes wiring as follows:

a. VIOLET (left side) wire on the module connects to the LEFT turn signal button.
b. BROWN (right side) wire on the module connects to the RIGHT turn signal button.
c. VIOLET/WHITE wire connects to the front left turn signal. This wire will have RUNNING & TURN SIGNAL functions.
d. BROWN/WHITE stripe wire needs to connect to the front right turn signal. This wire will have RUNNING & TURN SIGNAL functions.
e. GREEN wire needs to connect to left side indicator light on instrument cluster or speedometer. (not needed if an indicator is not present)
f. WHITE wire needs to connect to right side indicator light on instrument cluster or speedometer. (not needed if indicator is not available)

NOTE: To retain the duality of a dual function front turn signal, connect the high function to the GREEN and WHITE wires and the low function to a switched power fused lighting source.

g. GRAY wire needs to connect to the rear left turn signal. This wire will have RUN, BRAKE, and TURN SIGNAL functions.
h. YELLOW wire needs to connect to the rear right turn signal. This wire will have RUN, BRAKE, and TURN SIGNAL functions.

NOTE: For turn signals with three wires twist the high and low functions together and connect to our single turn signal wire.

5. Install ring terminals on the Orange wire and Black wire. Be sure to properly crimp ring terminals so that a positive connection is made.

a. ORANGE/WHITE wire should be connected to a switched and protected source using a fuse or circuit breaker.

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b. BLACK wire should be grounded to the frame or the (-) on the battery.

6. Use the supplied quick splice connectors by aligning the wires so that both will be contacted by the splicing tab.

a. BLUE wire should be SPLICED into the RUNNING light wire going to the rear taillight. This is the RUN in RUN/BRAKE/TURN.

b. RED/YELLOW wire should be SPLICED into the BRAKE light wire going to the rear stop light. This is the BRAKE in RUN/BRAKE/TURN.

7. Install ring terminals on the Orange wire and Black wire. Be sure to properly crimp ring terminals so that a positive connection is made.

a. ORANGE/WHITE wire should be connected to a switched and protected source using a fuse or circuit breaker.

b. BLACK wire should be grounded to the frame or the (-) on the battery.

8. Using the (2) supplied Zip-Ties secure the module into place, ensuring no wires will be pinched.

9. Reconnect battery and ensure proper functions.

