



INFORMER L.E.D. FUEL & BATTERY GAUGE

7282

PARTS INCLUDED

- 1 Informer L.E.D. Fuel and Battery Gauge
- 1 Hardware/Wiring Kit Including:
 - 1 '08 and Up Adapter Disc—RED
 - 1 '07 and Earlier Adapter Disc—GREEN
 - 1 2 Pin Black Amp Connector
 - 1 4 Pin Black Amp Connector
 - 4 #6-32 Stainless Steel Hex Nuts
 - 4 #6 External Tooth Lock Washers
- 1 Installation Instructions

Please read and understand entire instructions before starting installation.

THANK YOU FOR CHOOSING KÜRYAKYN!

IN ORDER TO PROTECT YOU AND OTHERS FROM POSSIBLE INJURY AND/OR PROPERTY DAMAGE OR LOSS, PLEASE PAY CLOSE ATTENTION TO ALL INSTRUCTIONS, WARNINGS, CAUTIONS AND NOTICES REGARDING THE USE AND CARE OF THIS PRODUCT.

⚠ WARNING	THIS INDICATION ALERTS YOU TO THE FACT THAT IGNORING THE CONTENTS DESCRIBED HEREIN CAN RESULT IN POTENTIAL DEATH OR SERIOUS INJURY.
NOTICE	This indication alerts you to the fact that ignoring the contents described herein may negatively affect product performance and functionality.
⚠ CAUTION	This indication alerts you to the fact that ignoring the contents described herein can result in potential injury.

NOTICE	IF INSTALLING THIS PRODUCT FOR ANOTHER PARTY, PLEASE MAKE SURE THEY RECEIVE THIS COPY OF THE INSTALLATION INSTRUCTIONS SO THEY ARE AWARE OF THE IMPORTANT INFORMATION CONTAINED IN THEM.
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TOOLS SUGGESTED

Needle Nose Pliers, Socket Set and Ratchet, Set of Combination Wrenches, Factory Service Manual for Reference, Electrical Tape, Bright Flashlight

STRICTLY OBSERVE THE FOLLOWING GUIDELINES IN ORDER TO USE THE PRODUCT PROPERLY AND AVOID POTENTIALLY DANGEROUS ACCIDENTS.

- STEP 1** Read and understand all steps in the instructions before starting the installation. Park the motorcycle on a hard, level surface and turn off the ignition. Let cool.

⚠ WARNING	READ AND UNDERSTAND ALL THE INSTRUCTIONS BEFORE PROCEEDING. FAILURE TO FOLLOW THESE INSTRUCTIONS COULD RESULT IN DAMAGE TO THE MOTORCYCLE AND/OR INJURY OR DEATH TO THE RIDER OR INSTALLER. KÜRYAKYN RECOMMENDS THIS INSTALLATION BE PERFORMED BY AN EXPERIENCED MECHANIC. IF YOU ARE NOT COMPLETELY CONFIDENT IN YOUR MECHANICAL SKILLS, HAVE THIS GAUGE INSTALLED BY A PROFESSIONAL, EXPERIENCED MECHANIC.
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WARNING YOU WILL BE WORKING AROUND THE ENGINE AND EXHAUST SYSTEM DURING INSTALLATION. ENSURE THAT THE ENGINE AND EXHAUST SYSTEM HAVE FULLY COOLED TO PREVENT INJURY.

CAUTION Avoid potential electrical shock! Disconnect the battery before starting this procedure.

NOTICE A factory service manual may be helpful in performing this installation. Do not attempt to perform this installation if you are not confident in your ability to complete all of the steps in the procedure; consult a trained technician.

INSTALLATION ON '88 -'00 MODELS

STEP 2 Disconnect the negative battery lead.

STEP 3 The stock fuel gauge wires run through a tube welded in place inside the gas tank. The wires from the gauge exit the bottom of the fuel tank through this tube opening. The wires are held in place with a small clip and lead to an "Amp" connection plug. Gently open this clip and disconnect the plug - this will provide more free play in the wires easing removal of the gauge. Carefully pull upward on the original fuel gauge, lifting it from the tank. **DO NOT TWIST** the gauge — however, you may rock it slightly side to side.

STEP 4 Unscrew the nut holding the pink OR yellow/white stripe wire connected to the terminal marked "S" from the stock fuel gauge. READ and remove the warning tag on the "S" terminal of the Informer fuel gauge. PIC 1 **SECURE ONLY THE PINK OR YELLOW/WHITE STRIPE WIRE TO THE "S" TERMINAL OF THE DECO WITH ONE OF THE #6-32 NUTS AND LOCK WASHERS.**

WARNING CONNECTING ANY OTHER WIRE TO THIS "S" TERMINAL MAY CAUSE A FUEL TANK EXPLOSION RESULTING IN SERIOUS INJURY OR DEATH.

STEP 5 Remove the heat shrink from the "G" and "I" terminals of the Informer fuel gauge. Unscrew the nuts holding the two black wires to the "G" terminal and the orange wire from the "I" terminal of the stock gauge and remove the wires.

NOTE: Removing the bulb holder can simplify removal of the "G" terminal wires.

STEP 6 Assemble the two black ground wires to the "G" terminal of the Informer fuel gauge with one of the provided #6-32 nuts and lock washers.

STEP 7 Assemble the orange wire to the "I" terminal of the Informer fuel gauge with one of the provided #6-32 nuts and lock washers.

STEP 8 Make sure all nuts are tightened securely.

STEP 9 Carefully push the wires into the fuel gauge mounting hole so they don't interfere with the insertion of the new gauge housing. Reconnect the plug disconnected in STEP 3.

STEP 10 Align the new gauge with the key slots in the tank and carefully press the new gauge housing all the way into the tank-mounting hole until it is flush to the top surface.

STEP 11 Re-connect the battery and turn on the ignition to test the new gauge.

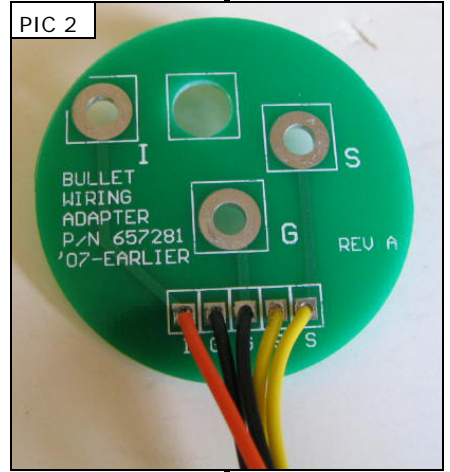
INSTALLATION ON '01-'07 MODELS

STEP 1 Disconnect the battery negative lead.

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STEP 2 Disconnect the Amp style plug connector from the gas gauge wires found beneath the fuel tank. The fuel gauge side of the Amp connector must be removed to allow the wires from the stock gauge to be pulled through the wire passage in the fuel tank. This plug may either be cut off, or the pins may be removed from the plug body (Consult your service manual in the electrical section - "Amp Multi-lock Electrical Connectors") **WHATEVER YOU DO , DO NOT** cut the wires on the main wiring harness side of this plug! Remove the stock gas gauge by pulling it straight up, you may rock it gently from side to side, but **DO NOT TWIST!** Disconnect any plug connections under the gauge. Remove the stock gauge and carefully pull the wiring up through the passage in the tank.



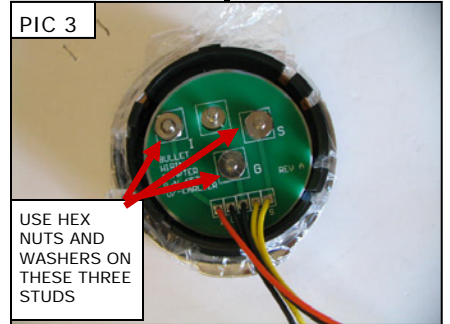
STEP 3 Harley-Davidson has used two different wiring configurations for the fuel gauges found on 2001-2007 models. For our purposes, we'll refer to them "3 wire" and "Banana Jack 4-wire". The "3-wire" uses three equal length wires; yellow, orange, and black. The "Banana Jack 4-wire" uses two long wires, orange and black; and two short wires, yellow and black. We have combined these wiring configurations on one (GREEN) board. PIC 2 This adapter is labeled "Bullet Wiring Adapter '07-Earlier". Remove the #6-32 nut and warning label from the "S" terminal and the soft plastic stud protectors from the "T" and "G" terminals on the bottom side of the Informer gauge. Set the adapter in place; it will rest on the three #6-32 nuts already in place on the studs. Secure the adapter with three #6-32 nuts and star washers supplied. PIC 3

	KURYAKYN	CONNECTOR TYPE	HARLEY DAVIDSON
Yellow		Amp. Connector	Yellow or Yellow/White Stripe
Orange		Amp. Connector	Orange
Black		Amp. Connector	Black or Gray

TO COMPLETE THE INSTALLATION ON '01-'07 MODELS USING "3-WIRE"

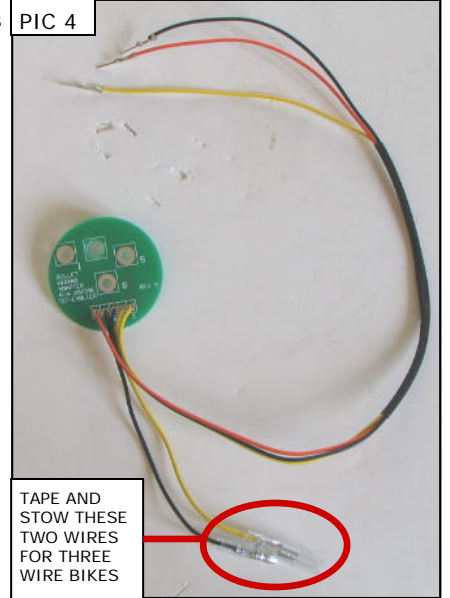
STEP 1 Route all three of the long wires from the gauge through the tank passage in the same manner the stock wires were run.

STEP 2 Using a little electrical tape, tape the two unused short yellow and black) together and place them in the gauge opening in the tank. PIC 3 Carefully push the three long (yellow, orange and black) wires into the gas gauge mounting hole so they will not interfere with the insertion of the new gauge housing. Align the new gauge with the key slots in the tank and carefully press the new gauge all the way into the mounting hole until it is flush with the top surface.



USE CARE TO ENSURE THIS STEP IS DONE CORRECTLY!

STEP 3 Assemble the pin connectors into the plug body so when the Amp connector halves are joined, the wires will be oriented as in FIG.1. The pin connectors should lightly "click" into place in the plug body when correctly inserted. If the pin does not click into place in the plug body, remove the pin, turn it upside down and try again. Do not force the pins into the body—they should click into position easily. If force is needed, you are inserting the pins the wrong way. Fold the lock tab over the pin connectors to secure them into the plug body. (For additional information on assembling this plug, consult your factory service manual's "Electrical " section under "Amp Multi-color Electrical Connectors".) Plug the two halves of the Amp connector together and replace the wiring into the retaining clip on the underside of the tank.



STEP 4 Reconnect the battery and turn the ignition on to test the new gauge for function.

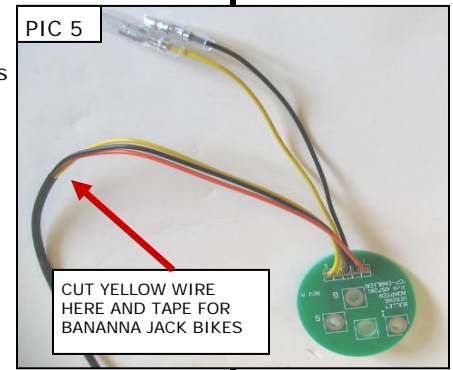
TO COMPLETE THE INSTALLATION ON '01-'07 MODELS USING "BANANA JACK" 4-WIRE

STEP 1 Cut the long yellow wire on the green circuit board off at the black heat shrink. PIC 5 Using a piece of electrical tape, wrap the end of the wire to seal it. Route the long orange and black wires through the tank passage to be assembled into the Amp connector body. It is possible that the bikes wiring harness will contain three wires. In this case, there will be no wire from the Informer's "Banana Jack" four wire adapter that will mate with this third wire in the Amp connector half on the bike.

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USE CARE TO ENSURE THIS STEP IS DONE CORRECTLY!

STEP 2 Assemble the pin connectors into the plug body so when the Amp connector halves are joined, the wires will be oriented as in FIG 2. The pin connectors should lightly “click” into place in the plug body when correctly inserted. If the pin does not click into place in the plug body, remove the pin, turn it upside down and try again. Do not force the pins into the body — they should click into position easily. If force is needed, you are inserting the pins the wrong way. Fold the lock tab over the pin connectors to secure them into the plug body. (For additional information on assembling this plug, consult your factory service manual’s “Electrical ” section under “Amp Multi-color Electrical Connectors”.) Plug the two halves of the Amp connector together and replace the wiring into the retaining clip on the underside of the tank (if applicable).



STEP 3 Connect the short yellow and black wires from the Informer Fuel Gauge to their corresponding wires in the fuel gauge mounting hole. Carefully push the wires into the fuel gauge mounting hole so they will not interfere with the insertion of the new gauge housing. Align the new gauge with the key slots in the tank and carefully press the new gauge all the way into the mounting hole until it is flush with the top surface. Reconnect the battery and turn the ignition on to test the new gauge for function.

FIG 2

KURYAKYN	CONNECTOR TYPE	HARLEY DAVIDSON
Yellow (short)	Banana Connector	Yellow (short) or short Yellow/White Stripe
Black (short)	Banana Connector	Black (short)
Orange	Amp. Connector	Orange
Black (long)	Amp. Connector	Black or Grey (long)

TO COMPLETE THE INSTALLATION ON '08 and LATER MODELS

STEP 1 Remove the #6-32 nut and warning label from the “S” terminal and the soft plastic stud protectors from the “T” and “G” terminals on the bottom side of the Informer gauge. Set the RED wiring adapter labeled Terminal Wiring Adapter '08-up in place (PIC 6); it will rest on the four #6-32 nuts already in place on the studs. Secure the adapter with four #6-32 nuts and star washers supplied.

STEP 2 Route all three of the long wires from the gauge through the tank passage in the same manner the stock wires were run.

STEP 3 Carefully push the three long (yellow, orange and black) wires into the gas gauge mounting hole so they will not interfere with the insertion of the new gauge housing. Align the new gauge with the key slots in the tank and carefully press the new gauge all the way into the mounting hole until it is flush with the top surface.

USE CARE TO ENSURE THIS STEP IS DONE CORRECTLY!

STEP 4 Assemble the pin connectors into the plug body so when the Amp connector halves are joined, the wires will be oriented as in FIG 3. The pin connectors should lightly “click” into place in the plug body when correctly inserted. If the pin does not click into place in the plug body, remove the pin, turn it upside down and try again. Do not force the pins into the body—they should click into position easily. If force is needed, you are inserting the pins the wrong way. Fold the lock tab over the pin connectors to secure them into the plug body. (For additional information on assembling this plug, consult your factory service manual’s “Electrical ” section under “Amp Multi-color Electrical Connectors”.) Plug the two halves of the Amp connector together and replace the wiring into the retaining clip on the underside of the tank.

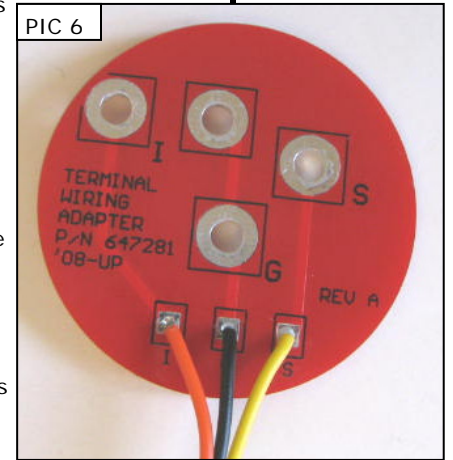


FIG 3

KURYAKYN	CONNECTOR TYPE	HARLEY DAVIDSON
Yellow	Amp. Connector	Yellow/White Stripe
Orange	Amp. Connector	Orange or Blue
Black	Amp. Connector	Black or Black/ Green Stripe

STEP 5 Reconnect the battery and turn the ignition on to test the new gauge for function.

NOTE: This gauge is calibrated from Küryakyn to go to blinking red with one gallon remaining in the tank. If you wish to create a different amount for a reserve, then use the following Calibration Procedure. The Gauge DOES NOT need to be calibrated upon installation to work correctly!

CALIBRATION PROCEDURE

CAUTION Gasoline is very flammable; ensure that your work area is well ventilated.

NOTICE You will only have 2 minutes from the time you turn on the ignition to complete the calibration process. If the process is not completed within that time, the gauge will not be properly calibrated. If you are interrupted during this procedure, turn the key "off", then turn the key "on" and begin again.

NOTICE Ensure that the battery is at full charge before beginning calibration procedure. The Informer gauge cannot be calibrated if the tank is more than 1/3 full.

NOTE: The Informer Fuel/Battery Gauge calibrates to blink RED empty with the amount of fuel in the tank present when using this calibration procedure; ensure that your tank is at the amount of fuel you would like as a "reserve" before beginning the calibration procedure. Leaving a small amount of fuel in the tank before calibration will afford you a small "reserve" of fuel when the gauge blinks RED empty, leaving more fuel will afford a larger "reserve" when the RED empty L.E.D. starts to blink.

STEP 1 Using a bright flashlight, activate the "daylight" mode of the gauge. This is done by shining a bright flashlight directly at the light sensor shown in PIC 7. **Keep the flashlight shining on the sensor even when your finger is over the sensor, until the procedure is finished. If the L.E.D.'s on the gauge dim during calibration, stop, turn the bike "off", then turn the bike "on" again and start over.**

NOTICE You will only have 2 minutes from the time you turn on the ignition to complete the calibration process. If the process is not completed the gauge will not be properly calibrated.

STEP 2 After the L.E.D.'s get brighter use your finger to totally cover the light sensor lens for exactly three seconds then remove your finger. A green L.E.D. should light up in the middle of the fuel gauge section indicating the calibration mode has been entered.

STEP 3 Fully cover the light sensor lens again with your finger until the green L.E.D. shuts off; remove your finger.

STEP 4 Wait until the green L.E.D. lights up and again, cover the sensor lens with your finger until it shuts off and remove your finger.

STEP 5 Both the fuel and battery gauge L.E.D.'s will cycle through and the left-most, red L.E.D. in the fuel section will begin flashing indicating "empty". **The Informer Fuel/Battery Gauge can not be calibrated unless it is in "Daylight" mode.**

STEP 6 Turn ignition off, calibration is complete. You need only to calibrate the Informer Fuel/Battery gauge one time.

VOLT METER OPERATION

The volt meter will show a range of 10 to 16 volts with the use of 9 lighted L.E.D.'s. The L.E.D. lights will cycle from the RED low voltage through the RED high voltage when the switch is turned on and should stay lit from the RED low voltage through at least 1 or 2 YELLOW lights. When the motorcycle is started the L.E.D.'s should be lit from the RED low voltage through 2 to 3 GREEN L.E.D.'s. If the GREENS do not light after start up or all the L.E.D.'s from the RED low voltage to either the YELLOW or RED high voltage stay lit after starting the motorcycle, you should verify that the charging system is functioning correctly with a volt meter or have a qualified technician check the charging system of the motorcycle. PIC 7

