



### **NAMZ Complete Bike Harness, Part # NCBH-01-A**

- **Fits most non-fuel injected motorcycles.**
- **This harness is made for easy installation but should be installed by experienced and professional technicians at a reputable motorcycle shop or dealership.**
- **Disconnect the battery FIRST!**

Thank you for purchasing a quality NAMZ product! The (NCBH-01-A) complete motorcycle harness is the perfect start for any non-fuel injected project bike or OEM model re-wire. Works with any stand alone, Evo or Twin Cam ignition system. Designed to operate with a two-position key switch. Key start switches can be used with a simple wiring modification. (Ignition system and key switch are not included with this harness.) Our harness is simple, done just like the factory and we did not over-engineer it. It was designed for easy installation but we strongly recommend having a professional provide the installation for you so that it's done right the first time.

Take a look at the features our NCBH-01-A offers:

- OEM color-matching wiring with 11-second self canceling turn signal module.
- Fuse block holds a full size, commonly available & replaceable starter relay and (3) ATO fuses.
- A 30-Amp circuit breaker is installed and is ready for any regulator/charging system.
- Harness provides running light and turn signal functions to the front turn signals, run, brake and turn signal functions for the rear turn signals.
- Oil, neutral, high beam, and turn signal indicator wiring.
- Color matching handlebar switch wiring as found on '96-'13 non-glide models.
- Headlight wiring with headlight socket and terminals.
- Front turn signal connectors and terminals.
- Rear fender harness with connectors and terminals.
- Key switch wiring with ring terminals.
- Coil wire with ring terminals, tachometer, horn, oil sending unit, brake switch and neutral switch wiring with terminals.
- Sections of 3/16", 1/4", 3/8" and 1/2" ID heat shrink included.
- Heavy gauge 12 (+) power and (-) ground wires with terminals for battery connection.

#### **INSTALLATION:**

Before you install your new wiring harness, take a look over the motorcycle and come up with a plan for routing the wires to where they need to go. Decide if you want to drill holes in the frame to hide wiring or run wires on the outside of the frame. Remember, the more time you put into your wiring job now, can only reduce the chance of any problems in the future. We always tell customers that are using this harness on a new, custom built bike, be sure to wire it, fire it and ride it before you get the frame painted or powder coated. This way you can drill holes where or when needed without damaging a finished surface. You also want to work out any bugs before you think that you're ready for paint.

Once you have looked over the bike and have come up with a plan, find a home for the fuse block, flasher module and circuit breaker. Notice that they all have mounting tabs and make sure that these components are easily accessible so you can service them when needed down the road. You will also see that all of the connections on the fuse block and flasher module have been already made for you. The only wire you will need to connect on these three components is your regulator output wire to silver stud on the 30-AMP circuit breaker. The silver is the protected side and the copper side is battery. If for any reason you hook this up incorrectly, you could damage your battery, charging system and possibly the entire wiring harness.

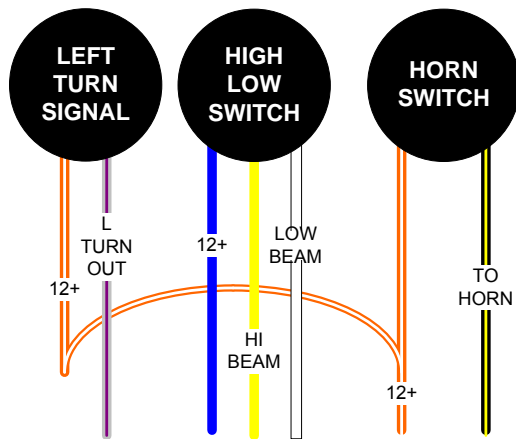
## MAKING THE CONNECTIONS:

As you can see by looking over the included, full color wiring schematic, the final connections are going to be pretty simple. Each end of the wiring harness is labelled based on the function of that particular bundle of wires. The colors we have chosen for the harness are closely based on most OEM HD models from 1996-2006. We recommend using all of the mating connectors and terminals included in this kit. This will help seasoned mechanics for sure and allow for easy servicing down the road if needed.

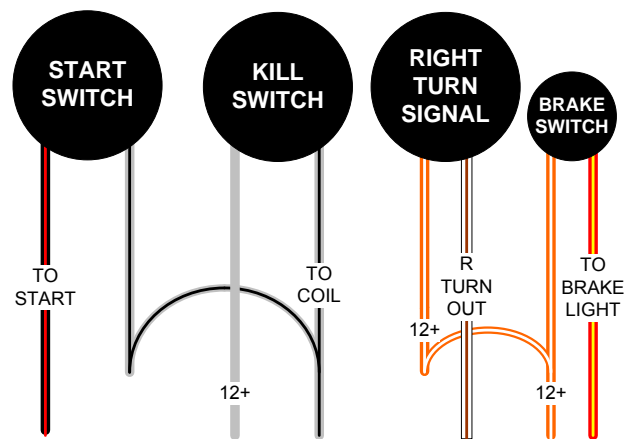
## HANDLEBAR SWITCHES:

This harness is intended for OEM style, 6-button style switches, LEFT TURN, HIGH/LOW BEAM & HORN for the left, RIGHT TURN, STOP SWITCH and START BUTTON for the right side. Here is how to connect your handlebar switches. (You can find a KEY on the left side of the schematic which shows an GRAY/ORANGE circle in front of the LEFT and BLACK/ORANGE circle in front of the RIGHT side wires.) (Use GRAY 6-position Deutsch Connectors for LEFT and BLACK 6-position Deutsch Connectors for RIGHT side)

(OEM colors) Left Side Switches



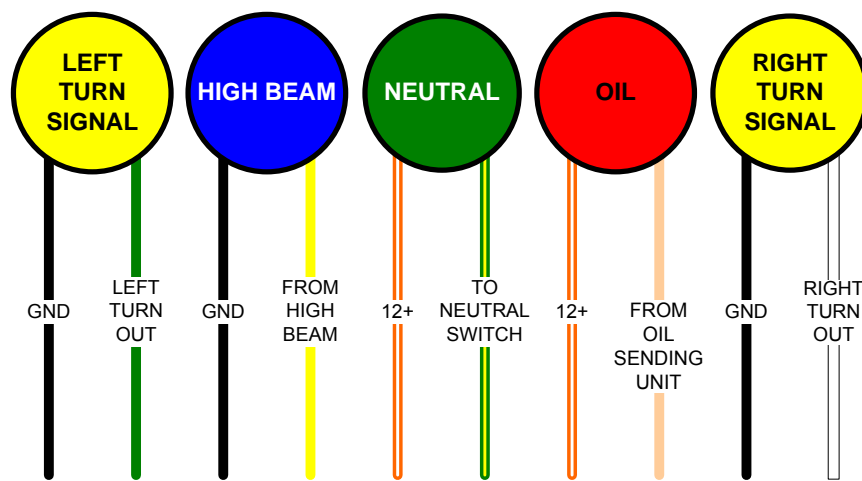
(OEM colors) Right Side Switches



## INDICATOR LIGHTS:

This harness comes complete with indicator light wiring using OEM colors, LEFT TURN, HI/LOW, NEUTRAL, OIL and RIGHT TURN. Here is how to connect your indicator lights. (You can find a KEY on the left side of the schematic which shows a RED circle in front of the indicator wires.)

(OEM Colors) Indicator Lights



When wiring the indicator lights, be sure to twist ALL (3) of the black wires together and BOTH (2) of the orange/white wires together when attaching to our harness.

### FRONT TURN SIGNALS:

This harness will have (4) wires, VIOLET/WHITE, BROWN/WHITE and (2) BLACK wires. Included in this kit is a MALE and FEMALE 4-position Multilock connector with mating terminals. Once you have the wires routed, cut to length and heat shrink installed, strip wires 3/16" and crimp on male Multilock terminals. Use the MALE connector (uses male terminals) on our harness and attach the FEMALE connector (uses female terminals) on the wires attached to your front turn signals. Be sure to match up and install one wire at a time. It's best to alternate between the male and female connector in order to prevent incorrect pin-out.

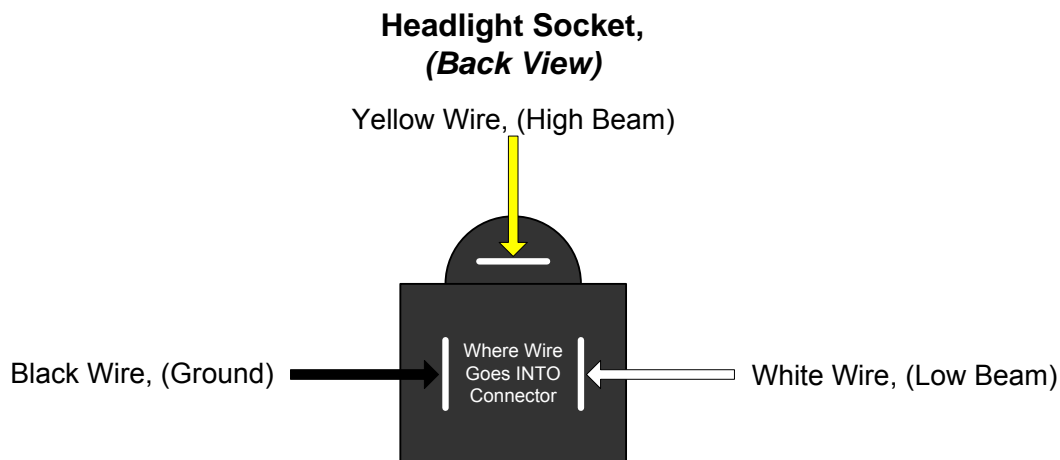
**NOTE:** The VIOLET/WHITE wire will send LEFT TURN SIGNAL and RUNNING light functions to your LEFT front turn signal. The BROWN/WHITE wire will send RIGHT TURN SIGNAL and RUNNING light functions to your RIGHT front turn signal. The (2) BLACK wires are used for turn signal GROUND. Your front turn signals can be LED, Halogen or Incandescent Bulbs and if they are dual function or have (3) wires, simply twist the two hot wires together for proper functionality.

### REAR TURN SIGNALS:

This harness will have (5) wires, BLACK, BLUE, RED/YELLOW, VIOLET and BROWN. Included in this kit is a MALE and FEMALE 6-position Multilock connector with mating terminals. Once you have the wires routed, cut to length and heat shrink installed, strip wires 3/16" and crimp on male Multilock terminals EXCEPT for the BLACK wire. Use the MALE connector (uses male terminals) on our harness and attach the FEMALE connector (uses female terminals) on the wires attached to your taillight and rear turn signals. Use a small piece of #18-gauge BLACK wire, strip 3/16" and double crimp the black wire on the harness side along with the short black wire into the same male Multilock terminal. On the other end of the short BLACK wire, strip 3/16" and crimp on another male Multilock terminal. (See schematic)

### HEADLIGHT CONNECTION:

This harness will have (3) wires, BLACK, WHITE and YELLOW. Once you have the wires routed, cut to length and heat shrink installed, strip wires 1/4" and crimp on female spade terminals that are included in this kit. (You can find a KEY on the left side of the schematic which shows a WHITE/BLACK circle in front of the headlight wires.)



### KEY/IGNITION SWITCH:

This last harness will also have (3) wires, BLUE, ORANGE and BLACK. Once you have the wires routed, cut to length and heat shrink installed, strip wires 1/4" and attach the wires to the key/ignition switch of your choice. Some switches require you to solder the wires while some other switches have screws for ring terminals. We provide (3) ring 3/16" terminals in this kit. (You can find a KEY on the left side of the schematic which shows a WHITE/BLACK circle in front of the headlight wires.)

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