



## Installation Instructions

### Kodlin 3-1 Rear Fender Strut Indicators K68489 and K68490

**A FACTORY SERVICE MANUAL WILL 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. IMPROPER INSTALLATION COULD RESULT IN SERIOUS INJURY OR DEATH.**

1. Secure the motorcycle, turn the ignition off, disconnect the battery or remove the main fuse. Deactivate the alarm system or make sure that the key fob is close to the bike. Prior to disconnecting the electricity, the ignition needs to be turned on. Check your manual for details.
2. We recommend testing the functionality of the module prior to installation.
3. Remove the seat
4. Disconnect the connectors of both rear indicators and tail / LP lamp (see figure 1) making sure there are no zip ties holding wires to facilitate fender removal.
5. Remove the four fender strut bolts and remove the rear fender (see figure 2)



Fig. 1



Fig. 2

6. Remove the fender struts. (see figure 3 / 4)



Fig. 3



Fig. 4

7. Cut the turn signal wires approx. 3-4" from the stock indicators if using stock harness.

8. Remove the stock indicators.
9. Install the Kodlin indicators with “Blue Loctite®” or similar medium strength thread locker.

**Note:** There are two lengths of screws. The short screw goes into the rear hole! (see figure 5)



Fig. 5

**Tip:** Last page has typical wiring diagram or go to <https://kodlinusa.com/tech-guide/#tech-tips> for other examples of how to wire for your configuration.

10. Trim the end of the harness wires and the Kodlin indicators wires to the needed length. Solder and insulate the wires. Use the instructions on last page as a wiring reference.
11. Install the fender struts to the rear fender using medium strength thread locker.
12. Install the rear fender and fender struts to the frame using medium strength thread locker.
13. Reconnect the two indicator connectors (reverse item 4).
14. Reconnect battery or power by reversing the steps in item 1.
15. Test all lights for proper function.
16. Install seat.

**Tip:** Some motorcycles will get Hyper-Flashing indicators on dash, or you may set DTC's after replacing the OEM light assemblies. For bikes with a BCM turning on your emergency flashers for 10 flashes should allow your BCM to adjust for the new load. If that is not the case the installation of a load equalizer will solve that problem. Kodlin p/n KUS11400 is a nice, small unit that works great. Review our wiring tips at <https://kodlinusa.com/tech-guide/> in the tech tips section.

**NOTE:** No warranty coverage is provided by Kodlin that is due to improper installation or lack of maintenance. Periodic maintenance and inspection are required. It is the installer's responsibility to ensure that all the fasteners are tightened before operation of the motorcycle. We recommend following the Mfg.'s torque specs.

**For the latest install guides, video's, FAQ's. and Tech-Tip's scan QR code!**

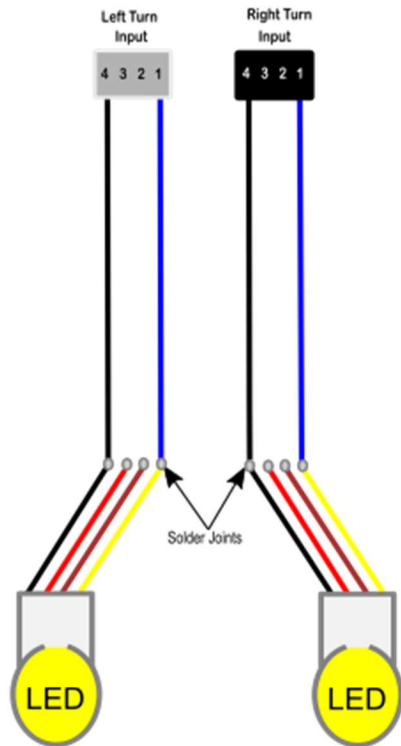


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## M8 Softail OEM Light Harness to 3-1 LED Lights

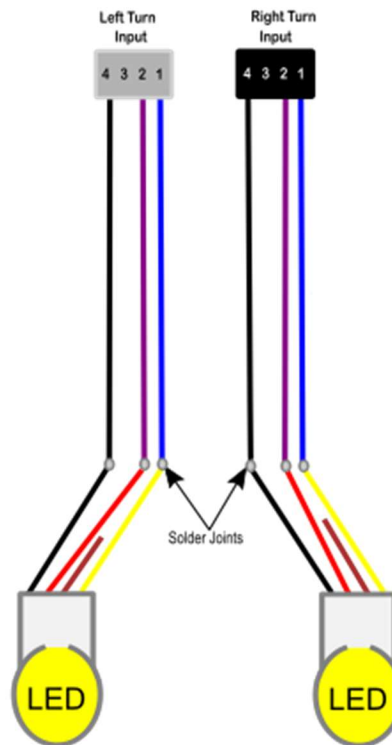
With OEM Taillight  
Requires additional wires  
or Kodlin Install Kit  
KUS11500 or KUS11501!



OEM Light Harness to LED

Blue to LED Yellow = Running  
**Pin 2, User installed wires** to LED Brown = Turn  
**Pin 3, User installed wires** to LED Red = Brake  
Black to LED Black = Ground  
**BCM is set to "Dedicated Taillight"**  
You will have amber turn LED

No OEM  
Taillight



OEM Light Harness to LED

Blue to LED Yellow = Run Light  
Violet to LED Red = Turn Signal  
Black to LED Black = Ground  
**BCM is set to "Turn Signals Only"**  
You will have red turn LED

**NOTICE!**  
If you wire all four wires on  
LED and bike has no OEM  
taillight you will get an amber  
brake light!