

Fitment Guide

Harley XL1200C Sportster 2005

V1.0

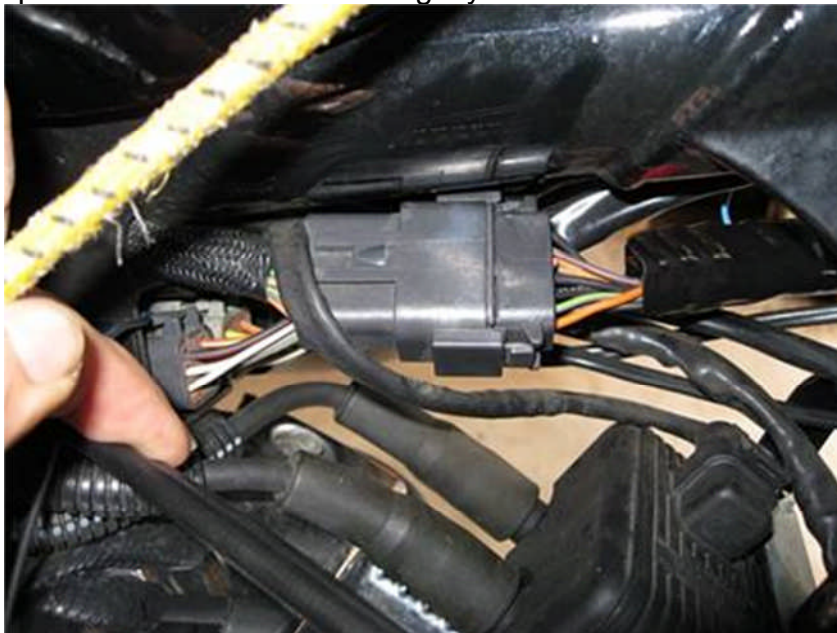


Submitted by Neil Schultz

After I tracked down the location of the 12 pin connector for the instrument wire harness I unbolted the tank & rolled it across to the left side of the bike to allow easy access to the wiring.



The 12 pin connector is mounted slightly above and back from the coil.

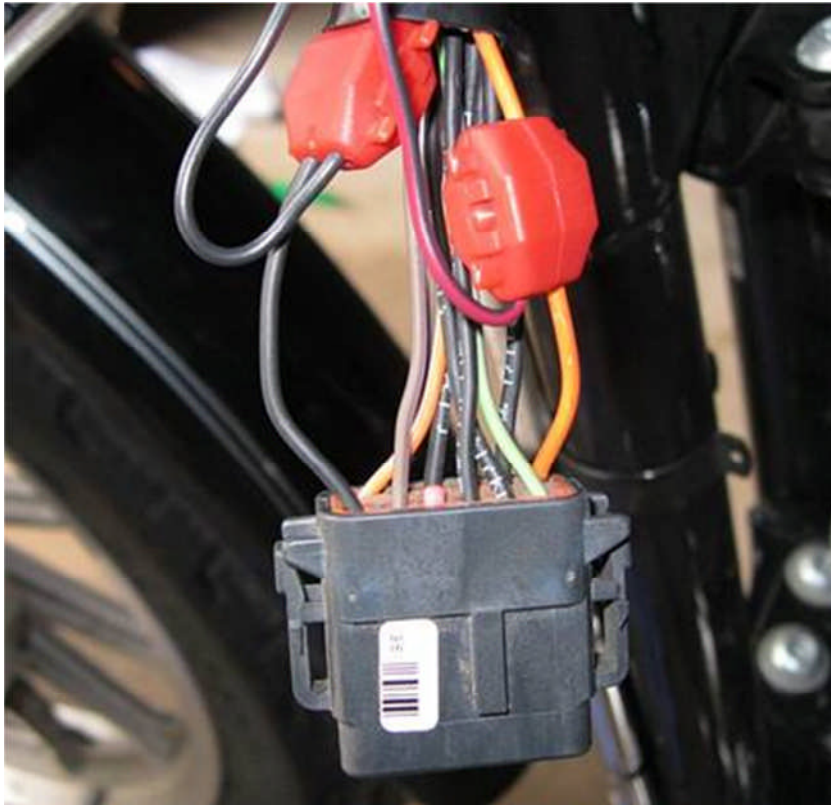


I threaded heat shrink tube over all three wires of the Shift-I and fed them down through the centre of the handle bar riser.

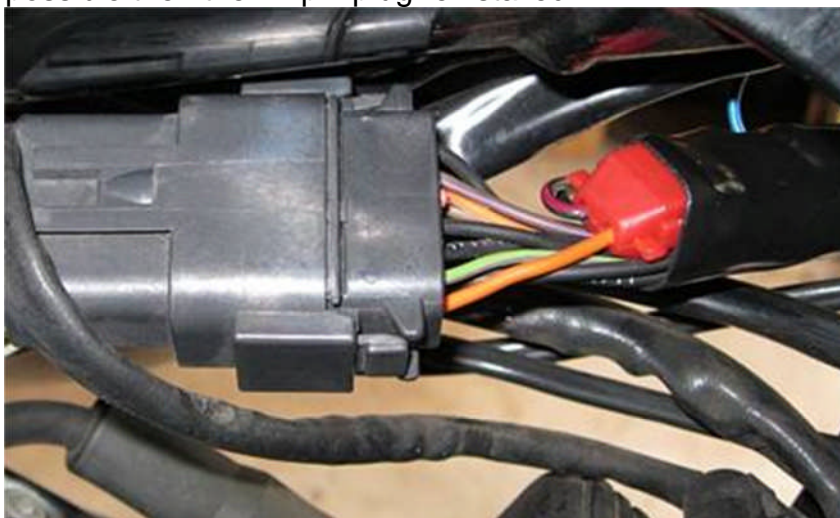
I unplugged the connector and fed it out to the left side of the bike to make working on the wiring easier.

The **Black/Red** (ignition) wire of the Shift-I was connected to the **Orange** wire on the harness.

The **Black** wire of the Shift-I was connected to the pure **Black** wire on the harness. There are four other black wires, all with WHITE printing on them.



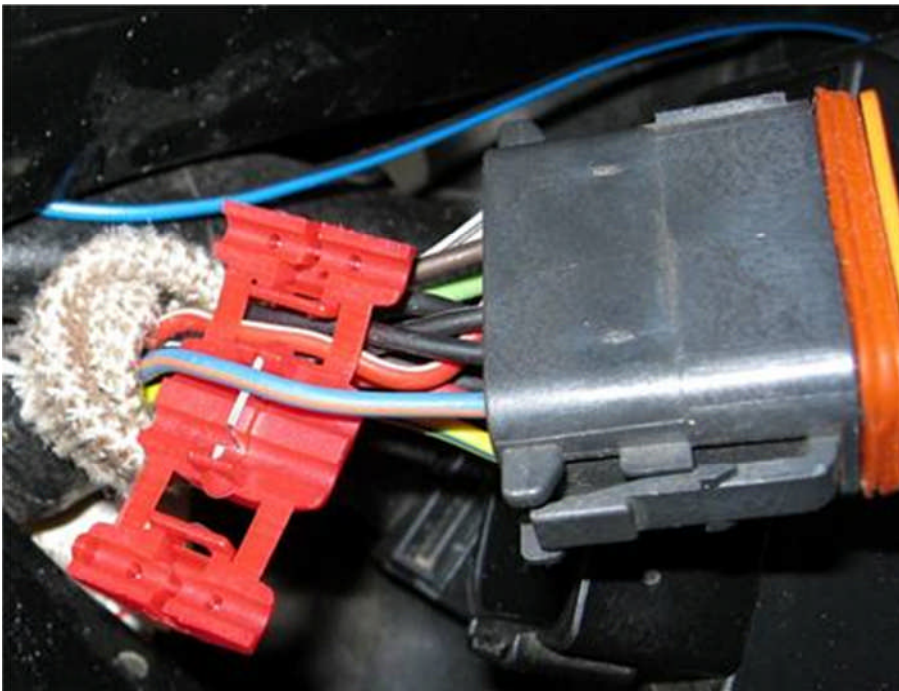
The plastic tubing was slid back down over the connecting crimps as much as possible then the 12 pin plug reinstalled.



Then the seat was removed to expose the ICM and its 12 pin plug.



The black protective tubing was rolled back to allow a connector to be used to join the **Black/Blue** (tacho) wire of the Shift-I to the **Blue/Orange** wire on the harness.



This completed the install.



My little mounting bracket will keep the rain and wind off the unit, it is hard to tell from the pic, but the mount is folded upwards, just along the top of the instrument light panel.

I plan to use the first green light to set my launch revs for the $\frac{1}{4}$ mile, something I couldn't do with a standard shift light.