



INSTRUCTIONS

-J03589

REV. 2006-06-20

FRONT TURN SIGNAL RELOCATION KIT

GENERAL

Kit Number

68564-06

Models

This kit fits 2006 and later Dyna model motorcycles (except FXDSE), relocating the front turn signal from the handlebars to the lower fork bracket.

Additional Parts Required

⚠ WARNING

The rider's safety depends upon the correct installation of this kit. Use the appropriate service manual procedures. If the procedure is not within your capabilities or you do not have the correct tools, have a Harley-Davidson dealer perform the installation. Improper installation of this kit could result in death or serious injury. (00333a)

NOTE

This instruction sheet references Service Manual information. A Service Manual for your model motorcycle is required for this installation and is available from a Harley-Davidson Dealer.

Kit Contents

See Figure 4 and Table 1.

INSTALLATION

1. Support the vehicle upright on a center stand with the front wheel raised slightly off the ground.
2. See FUEL TANK: REMOVAL in the Service Manual. Follow the steps to purge the fuel line of high pressure gasoline, and disconnect the fuel line.

⚠ WARNING

To prevent accidental vehicle start-up, which could cause death or serious injury, remove maxi-fuse before proceeding. (00251a)

3. Follow the instructions in the Service Manual to remove the maxi-fuse.
4. Refer to the Service Manual and follow the instructions to remove the seat. Retain all seat mounting hardware.

⚠ WARNING

When servicing the fuel system, do not smoke or allow open flame or sparks in the vicinity. Gasoline is extremely flammable and highly explosive, which could result in death or serious injury. (00330a)

NOTE

When moving the fuel tank back, take care not to damage the fuel gauge wires clipped to the frame under the left side of the fuel tank.

5. Return to FUEL TANK: REMOVAL in the Service Manual. Follow the steps to remove the front and rear fuel tank mounting hardware. Move the fuel tank back on the frame to gain access to the tabs on the steering head harness shield.
6. See Figure 1. Disengage the tabs (2) from the holes (3) on each side of the frame, and remove the shield (1).
7. Pull the wire harness down from inside the frame enough to disconnect the white (left) and black (right) 3-place turn signal connectors. Set aside the frame-side connector halves.
8. Refer to the AMP MULTILOCK ELECTRICAL CONNECTORS section of the Service Manual to remove the socket terminals from the lamp-side connector halves. Make note of the wire colors installed in the cavities of each connector, which **should** be:
 - a. Black wire in cavity 1,
 - b. Violet wire in cavity 2, and
 - c. Blue wire (if installed) in cavity 3.

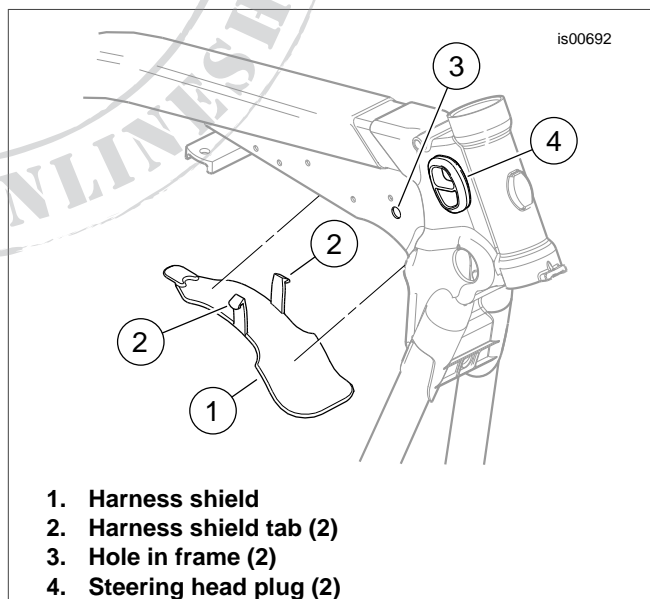
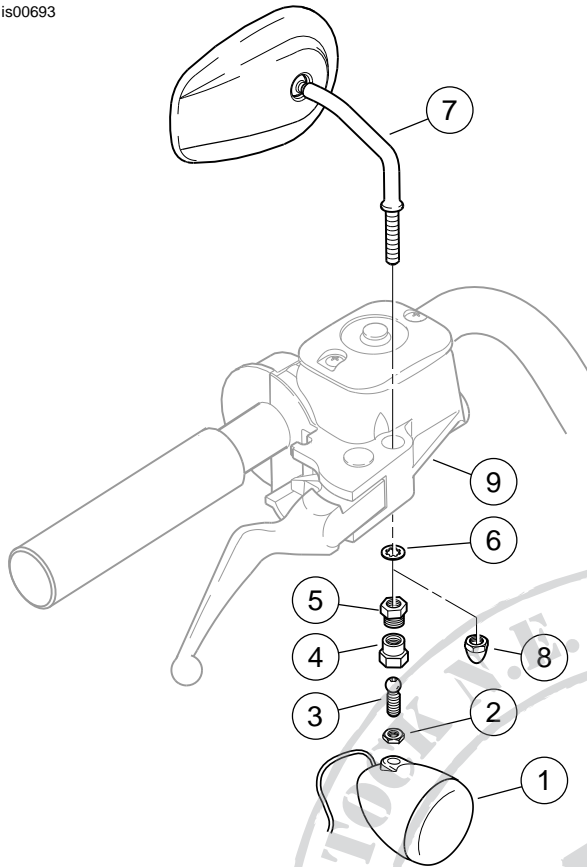
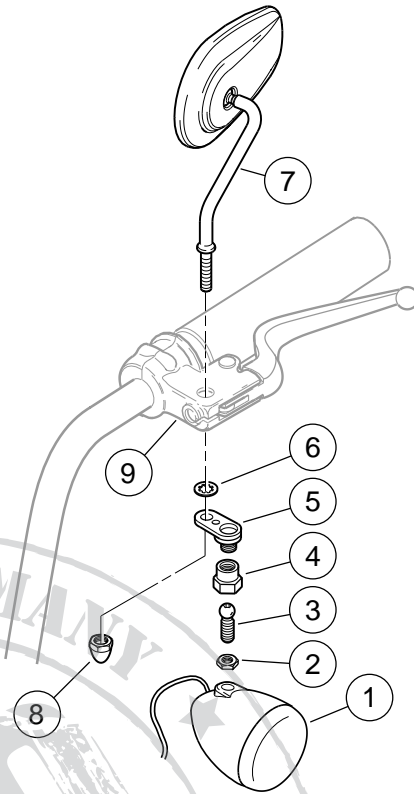


Figure 1. Harness Shield Removal



1. Right-side turn signal
2. Jam nut
3. Ball stud
4. Ball stud clamp
5. Retainer
6. Lock washer
7. Rear-view mirror stalk
8. Acorn nut
9. Brake master cylinder housing

Figure 2. Right-Side Turn Signal Removal



1. Left-side turn signal
2. Jam nut
3. Ball stud
4. Ball stud clamp
5. Ball receptacle
6. Lock washer
7. Rear-view mirror stalk
8. Acorn nut
9. Clutch hand lever bracket

Figure 3. Left-Side Turn Signal Removal

9. See Figure 2. Using 5/8 in. and 1/2 in. wrenches, hold the right-side ball stud clamp (4) and loosen the jam nut (2).
10. Hold the retainer (5) with the 5/8 in. wrench, and unscrew the ball stud clamp from the retainer. Discard the ball stud clamp.
11. Unscrew and discard the ball stud (3) and jam nut from the right-side turn signal (1). Remove the turn signal lamp and allow it to hang down, taking care not to damage the fuel tank or lamp housing.
12. Remove the retainer (5) and internal-tooth lock washer (6) from the rear-view mirror stalk (7). Discard the lock washer and retainer.
13. See Figure 3. Hold the left-side ball stud clamp (4) and loosen the jam nut (2).
14. Unscrew the ball stud clamp from the ball receptacle (5). Discard the ball stud clamp. Unscrew and discard the ball stud (3) and jam nut from the left-side turn signal (1). Remove the turn signal lamp and allow it to hang down, taking care not to damage the fuel tank or lamp housing.

15. Remove the acorn nut (8), ball receptacle and internal-tooth lock washer (6) from the rear-view mirror stalk (7). Discard the ball receptacle, lock washer and acorn nut.

NOTES

FXD, FXDC and FXDL models: The turn signal wires are routed alongside the hand-control wires through retainers fastened to the outside of the handlebar.

FXDB models: The turn signal wires are routed through grommets on the underside of the handlebar switch housings, then inside a sleeve along with the hand-control wires through retainers fastened to the outside of the handlebar.

FXDWG models: The turn signal wires are routed through grommets on the underside of the handlebar switch housings, then inside the handlebars.

ALL models: To make removal easier, a smooth tape (such as electrical tape) can be used to cover the socket terminals at the ends of the turn signal wires.

16. Completely remove the turn signals and wires from the handlebar.

Models with turn-signal wires OUTSIDE the handlebar switch housings (FXD, FXDC and FXDL models): While supporting the turn signal lamp, pull the turn signal wires upward and outward through the wire retainers.

Set the signal lamps and wires aside for re-installation.

Models with turn-signal wires INSIDE the handlebar switch housings (FXDB and FXDWG models):

- a. See the HANDLEBAR SWITCH ASSEMBLIES section of the Service Manual. Remove one of the handlebar switch housings from the handlebar, following the correct (RIGHT or LEFT) HANDLEBAR SWITCH; REMOVAL instructions. Support the hand lever so it is not damaged,
 - b. Follow the DISASSEMBLY instructions to separate the upper and lower switch housings. Carefully cut the wire tie inside the switch housing, and identify the wires coming from the turn signal lamp (**not** the turn-signal switch on the handlebar control pod).
 - c. While supporting the turn signal lamp, pull the turn signal wires upward and outward through the handlebar wire harness bundle until the turn signal wires are free of the others up to the switch housing grommet.
 - d. Remove the tape used to cover the socket terminals at the ends of the turn signal wires. Pull the wire harness through the hole in the switch housing **along with the grommet**.
 - e. Remove the grommet from the turn signal wire harness, and install it back in the hole in the switch housing. Set the signal lamp and wires aside for re-installation.
 - f. Remove the wire tie cut earlier inside the switch housing, and re-assemble the wire bundle to the metal bracket at the bottom of the housing using a **new** wire tie from the kit. It may be necessary to use a T-15 TORX® drive head to loosen the bracket in order to install the wire tie.
 - g. Re-assemble the upper and lower switch housings per the ASSEMBLY instructions in the Service Manual. Install the switch housing to the handlebar per the INSTALLATION instructions in the Manual.
 - h. Repeat for the opposite-side switch housing.
17. **ALL models:** See Figure 2. Obtain the acorn nut (8) and a **new** lock washer (6) from the kit. Fasten the mirror stalk to the front brake master cylinder housing (9) with the acorn nut and lock washer, but do not fully tighten at this time.
 18. See Figure 3. Obtain the acorn nut (8) and a **new** lock washer (6) from the kit. Fasten the mirror stalk to the clutch hand lever bracket (9) with the acorn nut and lock washer, but do not fully tighten at this time.
 19. See Figure 4. Obtain the turn signal stalks from the kit. The left-side (1) and right-side (2) stalks can be identified by the part numbers found at the wide end, or by positioning the stalk, with the wire notch (A) at the bottom, against the mounting location on the lower fork bracket.

NOTES

Both left-side and right-side turn signal lamps are identical.

The wire harness coming from the turn-signal lamp has a flat cross-section, similar to the wire slot (B) near the lamp end of the stalk.

*For best appearance, align the harness along its full length to determine the flat side that will lie against the stalk when the lamp is attached. Insert the harness into the slot in **that** orientation to avoid a half-twist in the wire harness at the lamp.*

20. Carefully feed the length of wire from the turn-signal lamp into the stalk through the wire slot (B) near the lamp end.
21. Obtain a socket head cap screw (3) and split lock washer (4) from the kit. Place the lock washer onto the screw threads, and insert the screw into the deep recess in the stalk and through the hole. Position the turn-signal lamp against the end of the stalk, and thread the screw into the lamp housing.
22. Place the assembled stalk and lamp in the mounting position on the lower fork bracket (C), and align the lamp to face forward, and parallel to the ground. While holding the alignment, remove the assembly and tighten the lamp mounting screw to 72-84 **in-lbs** (8.1-9.5 Nm).
23. Verify that the front suspension is unloaded (front wheel raised slightly off the ground), then remove and discard the pinch screw (D) from the lower fork bracket.
24. Fasten the stalk assembly to the lower fork bracket with a **new**, longer pinch screw (5) from the kit, taking notice of the following:
 - a. This is a thread-cutting screw and can be prone to cross-threading if not careful! Finger-tighten the first few threads as far as possible to feel for and avoid cross-threading.
 - b. With the stalk centered relative to the fork bracket, verify that the lamp is facing forward and parallel to the ground. If not, repeat step 22.
 - c. Verify that the stalk wire notch is facing downward. If not, switch this assembly to the other side of the vehicle, and repeat steps 19 to 24b with the remaining lamp and kit items.
 - d. Verify that the exiting wire is centered in the wire-notch at the stalk base and is not being pinched by the stalk against the fork bracket.
25. With the stalk centered on the fork bracket, all orientations correct AND the exiting wire centered in the stalk wire notch, torque the pinch bolt to 30-35 ft-lbs (40.7-47.5 Nm).
26. Repeat the lamp and stalk installation for the opposite side of the vehicle.
27. Remove the cap screw and washer (E) that mount the front brake line(s) to the underside of the lower fork bracket, and set it aside.
28. Obtain the "P"-clamp (6) from the kit, and loosely install it with the cap screw removed from the previous step. Insert the screw through the new "P"-clamp and the brake line mounting to the underside of the fork bracket.

NOTE

"P"-clamp orientation should be opposite of the brake-line mounting.

29. See Figure 4. Route the wires behind the fork tubes. Feed both signal wires through the new "P"-clamp in the direc-

tion (F) opposite that from which they originated, so the wire is heading back toward its own turn signal lamp.

Pull the wires through the "P"-clamp so they are just pulled taut, and torque the cap screw to 8.3-10.0 ft-lbs (11.3-13.6 Nm).

The wires from the right-side turn signal should now be toward the right side of the vehicle, and the left-side wires toward the left.

30. Obtain the white (left, item G) and black (right, item H) 3-place turn signal connectors removed from the turn signal harnesses earlier.
31. Refer to the AMP MULTILOCK ELECTRICAL CONNECTORS section of the Service Manual to install the socket terminals from the the turn signal harnesses into the correct lamp-side connector halves. Unless noted differently on removal,
 - a. install the Black wire into cavity 1,
 - b. the Violet wire to cavity 2, and
 - c. the Blue wire (if installed) to cavity 3
32. See Figure 1. Feed the assembled right-side (black) turn-signal connector, from the outside, through the grommet (4) in the right side of the frame, behind the steering head. Feed the assembled left-side (white) connector through the grommet in the left side of the frame.
33. Re-connect the left and right connector halves to the same-color mating connector halves coming from the frame.
34. Refer to the Service Manual and follow the instructions given to temporarily re-install the maxi-fuse.
35. Test the turn signals to ensure they function correctly.

⚠ WARNING

Be sure that steering is smooth and free without interference. Interference with steering could result in loss of vehicle control and death or serious injury. (00371a)

- **Be sure wires do not pull tight when handlebars are turned fully to left or right fork stops.**

36. Use wire ties from the kit as needed to secure the harnesses so they do not interfere with steering function, or become entangled or pinched. Wire tie any excess harness length so it can be stowed inside the steering head.
37. Push the wire harness back up inside the frame, behind the steering head. Position the harness shield (1) to the underside of the top bar with the tabs (2) inside, and push upward until the tabs engage the holes (3) on each side of the frame.

⚠ WARNING

To prevent accidental vehicle start-up, which could cause death or serious injury, remove maxi-fuse before proceeding. (00251a)

⚠ WARNING

When servicing the fuel system, do not smoke or allow open flame or sparks in the vicinity. Gasoline is extremely flammable and highly explosive, which could result in death or serious injury. (00330a)

38. See FUEL TANK: INSTALLATION in the Service Manual. Follow the steps to re-install the fuel tank and re-connect the fuel line.
39. Refer to the Service Manual and follow the instructions given to re-install the maxi-fuse.
40. Follow the instructions in the Service Manual to re-install the seat.

⚠ WARNING

After installing seat, pull upward on seat to be sure it is locked in position. While riding, a loose seat can shift causing loss of control, which could result in death or serious injury. (00070b)

41. Adjust the mirrors for proper field of vision and tighten the acorn nuts to 12 ft-lbs (16 Nm). Check mirror adjustment and reposition if necessary.

SERVICE PARTS

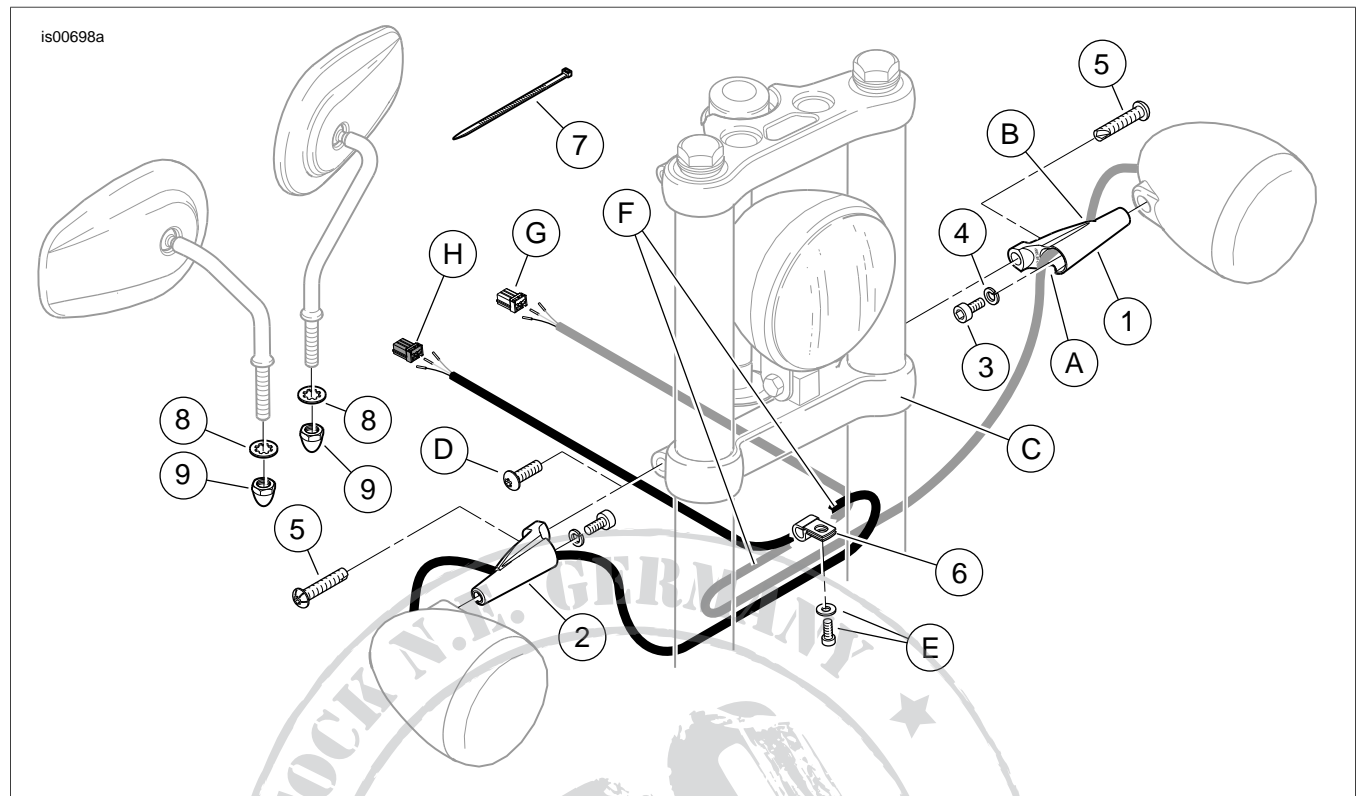


Figure 4. Service Parts, Front Turn Signal Relocation Kit

Table 1. Service Parts Table

Item	Description (Quantity)	Part Number
1	Stalk, front turn-signal relocation (left)	68538-06
2	Stalk, front turn-signal relocation (right)	68697-06
3	Socket head cap screw, 5-16-24 x 5/8 in., Grade 8 (2)	2698A
4	Lock washer, split, 5/16 in. (2)	7042
5	Button head self-tapping screw, 3/8-16 x 2-1/4 in., Grade 8 (2)	4047
6	"P"-clamp, 5/16 in., cushioned	10059A
7	Wire tie (8)	10065
8	Lock washer, internal tooth, 5/16 in. (2)	7127
9	Acorn nut, tall, 5/16-24, chrome (2)	7720

Items mentioned in text, but not included in kit:

A	Wire notch
B	Wire slot
C	Lower fork bracket
D	Original equipment pinch screw (2)
E	Brake line retaining cap screw and washer
F	Feed turn-signal wires through "P"-clamp as shown
G	White 3-place left-turn signal connector
H	Black 3-place right-turn signal connector