Custom LED Electronic Flasher Relay (ELFR-1)

USER GUIDE AND INSTRUCTIONS

PLUG AND PLAY QUICK SETUP GUIDE:
1) REMOVE THE OEM FLASHER RELAY FROM THE HARNESS AND PLUG IN THE ELFR-1.

HARD WIRE QUICK SETUP GUIDE:
THE CUSTOM LED ELECTRONIC LED FLASHER RELAY IS DESIGNED TO OPERATE WITH ANY 12V BLINKER SYSTEM THAT HAS A TWO WIRE, OR THREE WIRE FLASHER RELAY WHERE THE THIRD WIRE IS A GROUND WIRE. FOR MOST MOTORCYCLES, YOU WILL FIND THAT OUR ELFR-1 IS A DIRECT PLUG AND PLAY REPLACEMENT FOR YOUR OEM FLASHER RELAY, IF YOU FIND THAT THE CONNECTOR PROVIDED ON THE ELFR-1 DOES NOT MATCH THAT ON YOUR HARNESS, YOU WILL HAVE TO:

1) LOCATE OEM FLASHER RELAY AND REMOVE IT FROM HARNESS (OR SNIP OFF WIRES – IDENTIFY WIRES AS PER STEP TWO).

2) IDENTIFY HARNESS WIRES AND HARD WIRE THE ELFR-1 AS FOLLOWS:

- RED WIRE ON ELFR-1 TO POWER SOURCE (IGNITION SWITCHED +12V)
- BLACK WIRE ON ELFR-1 TO BLINKER CIRCUIT SUPPLY WIRE (PULSES INTERMITTANT +12V WITH FLASHER RELAY INSTALLED AND OPERATING PROPERLY). THIS WIRE LEADS TO THE BLINKER SELECTOR SWITCH ON THE HANDLEBARS IN MOST APPLICATIONS. CONSULT A REPAIR MANUAL OR USE CONTINUITY TESTER TO IDENTIFY THIS WIRE.

TROUBLESHOOTING

IF YOU HAVE INSTALLED THE ELFR-1 AND YOUR BLINKERS ARE NOT OPERATING PROPERLY, PLEASE DOUBLE AND TRIPLE CHECK YOUR WIRING! IF YOU ARE CERTAIN IT IS CORRECT, CHECK THE FOLLOWING WITH A MULTI-METER OR VOLTMETER:

- CHECK FOR +12V ON THE RED WIRE OF THE ELFR-1 (WITH IGNITION ON)
- CHECK THE TURN SIGNAL FUSE IN THE MOTORCYCLES FUSE BOX
- CHECK FOR INTERMITTENT +12V OUTPUT ON THE RED WIRE ON THE ELFR-1 WITH IGNITION AND TURN SIGNALS ON.

IF YOU HAVE CHECKED ALL THESE CONDITIONS AND STILL ARE NOT RECEIVING AN OUTPUT, PLEASE CONTACT CUSTOM LED TECHNICAL SUPPORT AT SUPPORT@CUSTOMLED.COM.

COMMON ISSUE:
IF YOU HAVE INSTALLED LED TURN SIGNAL INDICATOR LAMPS ON THE FRONT AND REAR OF YOUR MOTORCYCLE, AND NO LONGER HAVE ANY INCANDESCENT LAMPS ON YOUR BLINKER SYSTEM, YOU MAY FIND THAT BOTH THE LEFT AND RIGHT BLINKERS BLINK AT THE SAME TIME – REGARDLESS OF WHAT DIRECTION YOU CHOOSE ON THE TURN SIGNAL SWITCH ON THE HANDLEBARS. THIS PROBLEM IS DUE TO CROSSOVER VOLTAGE THROUGH THE TURN SIGNAL INDICATOR LAMP ON THE GAUGE CLUSTER. THE FIX IS TO INSTALL ONE PAIR OF OUR STAGE I LOAD EQUALIZERS AVAILABLE AT HTTP://WWW.CUSTOMLED.COM**.**