Harley davidson wiring color code

Free Wiring Diagram. Variety of wiring diagram for harley davidson softail. A wiring diagram is a streamlined standard pictorial representation of an electric circuit. It reveals the components of the circuit as streamlined forms, as well as the power and also signal connections in between the tools. A wiring diagram typically gives info regarding the family member setting as well as arrangement of gadgets and also terminals on the gadgets, in order to help in structure or servicing the gadget. A pictorial layout would show a lot more detail of the physical look, whereas a wiring diagram makes use of a much more symbolic notation to emphasize interconnections over physical look. A wiring diagram is commonly used to repair issues and also to make certain that all the links have been made and that everything is existing. Click on the image to enlarge, and then save it to your computer by right clicking on the image. A wiring diagram is an easy visual depiction of the physical links as well as physical design of an electric system or circuit. It shows exactly how the electrical cords are interconnected and could additionally reveal where components and components might be connected to the system. Usage wiring diagrams to aid in structure or producing the circuit or electronic tool. They are also valuable for making repair work. Do It Yourself lovers use wiring representations but they are also common in home building and car repair. For instance, a house contractor will certainly want to validate the physical area of electrical outlets as well as light fixtures utilizing a wiring diagram to stay clear of costly mistakes and also constructing code violations. A schematic reveals the plan and feature for an electrical circuit, yet is not concerned with the physical design of the cables. Circuitry representations reveal how the cables are attached and where they must found in the real tool, along with the physical connections in between all the parts. Unlike a pictorial layout, a wiring diagram utilizes abstract or simplified shapes and also lines to show components. Pictorial layouts are frequently pictures with labels or highly-detailed drawings of the physical parts. If a line touching one more line has a black dot, it suggests the lines are attached. The majority of icons made use of on a wiring diagram look like abstract variations of the real things they stand for. A button will be a break in the line with a line at an angle to the wire, a lot like a light button you could flip on and also off. Product Shots. Install Shots. Bike Shots. Archived Stuff. Submit Review. Amplifier Kits. Wiring Kits. Installation Kits. Tweeter Kits. Radio Install. Open Box. Privacy Notice. Cookie Usage. SSL Security. About Us. Technical Support FAQs. We get this question all the time, due to the fact that while H-D parts counters will order you any part number you give them, they're also supposed to sell you complete kits, which sometimes include things you don't need. So here's a list of factory H-D part numbers that we've been gathering over the years: Newer 6. If you're using one of our factory approved wiring kits, then that's all you need. Unfortunately at this time we can't offer installation or customization as a service, as we're really set up to design, test, build, and ship our products. Maybe someday though No, they don't. We put a lot of engineering into our amplifier designs to make them reproduce your favorite tunes without causing problems or interference with your equipment. Keep in mind that when installing a hidden antenna inside the fairing, it's a good practice to keep it 8"" away from any power supply source radio, amplifier, etc. These are the names given to the 2 touring fairing designs by none other than Harley-Davidson themselves. It's a simple matter of what they look like: Sharknose Fairing Looks like the nose of a shark, the fairing used on Road Glides. We use this terminology around here because it's usually the only physical difference to deal with when installing an audio system in your fairing, regardless of your specific bike model. The best, cleanest thing to do is also the most work: remove the factory amplifier and it's entire harness from front to rear. If you'd rather not go that far though and we wouldn't blame you , then at the very least you need to disconnect the entire harness from the bike completely. Keep in mind that the stock amplifier harness uses T style connections to effectively "interrupt" the regular radio harness connections. When disconnecting the amplifier harness, you need to put any of the left over radio harness connections back together. Rear Pods Inside each pod you'll see 2 sets of wires coming in, one set from the regular radio harness, and one set from the amplifier harness. Disconnect the amplifier harness connectors, and re-connect the 2 left-over radio connectors back together. This reconnects the speaker pod wires to the rear outputs of the radio. Under the Tour Pak Here you need to disconnect the amplifier and harness connectors completely. Under the Seat Here you need to disconnect the power and ground connections to the amplifier harness. Under the Fairing Disconnect all of the connectors on the amplifier harness, and again re-connect the left-over connectors that were on either side of a T style connection. Be sure to disconnect the extra speaker wires piggy-backed on the front speakers too. When you're all done, the amplifier harness will just be dead weight, which is why most people remove it and the amplifier completely. If you have the Tour Pak, seat, and front fairing apart, it shouldn't be too difficult to get out of there at this point. But leaving it on the bike won't hurt anything either, just be sure to secure all loose connectors when you're done to keep them from making noises

and causing problems in the future. It's not a matter of what sounds best, it's about matching your speakers to the device that's driving them. Every amplifier circuit, even the ones inside radios, is designed for a specific impedance measured in ohms at the speaker outputs. And to get the best performance from that amplifier circuit, the speakers it's driving should match the amps design. So 2 ohm speakers don't necessarily sound better than 8 ohm speakers, it's just that they both exist for different amplifier designs. When connecting speakers directly to a radio, it's the radio's built-in amplifier that should be matched. When connecting speakers to an external or stand-alone amplifier like ours , it's the amplifier that matters, not the radio. Here's some information to help determine what your audio equipment is designed to work with properly. This information is intended for reference only, and doesn't necessarily cover all available options. The simple rule to remember is this: Where a device is directly connected to a speaker is where you should match the impedance. While both are considered 2-way speaker systems, the difference is in how the tweeter and woofer are integrated. Coaxial or coax: Typically the tweeter is mounted on a post that runs through the center of the woofer cone and attaches to the magnet behind. The woofer cone is essentially shaped like a doughnut. Component: Typically the tweeter and woofer are completely separated speakers, allowing the woofer cone to remaining whole. In the case of Hawg Wired component speakers, the tweeter and woofer are separate speakers solid woofer cones , with the tweeter bridge mounted across the woofer. Deciding between our Direct Connect Series and our Competition or Reference Series amplifiers is more than just a question of money; It's really about what kind of system you're looking for long term. Here's the breakdown: DCS vs. Even with the DCS amp and SX speakers you'll gain a whole lot of power and volume, plenty to hear at highway speeds on a stock or mild bike. For FLHX's or modified bikes short windshields, loud pipes, etc. In a nutshell, if you're just looking for a quick, simple installation that does the job of putting the music in your ears on the open road and does the job well, the DCS setup is perfect for most stock bikes. Both are considered plug and play as neither one requires modifying any of your stock wiring, but the DCS setup is the easiest install available. Either way, you'll get your money's worth where it counts; in your ears on the open road. When connecting a stock radio to Hawg Wired amplifiers, these wires are used to connect the radio to the high-level inputs of the amplifier. You may need to reroute or relocate some wiring to accommodate a proper fit, but nothing major needs to be changed. This means that if you're installing on a 2 speaker bike without additional options, it's a simple plug and play situation. The auxiliary harness also known as the overlay harness is where the radical differences between and occur. It can be done, but it does involve some work. Check with your local Harley-Davidson dealer to see if they are willing to help get your new radio programmed before you install it on your older bike. If you choose an aftermarket radio, our HUA adapter connects your handlebar controls to a Sony, Pioneer, Alpine, Kenwood, JVC, or Clarion source units that incorporate a wired remote or steering wheel interface port. But no matter what you choose, our amplifier systems will work just fine with any source unit, stock or aftermarket, and get you rocking down the road. Consider the load capabilities of the device you connect your speakers to; radio head unit or amplifier. Harley Factory Radios: For and older, Harley radios utilize 8 ohm speaker outputs. The new Harman Kardon radios for and beyond are using 2 ohm speaker outputs. There are also the CVO radios that are both 8 ohm standard outputs and 4 ohm high outputs. Don't mix and match them. Some have been successful at using 4 ohm aftermarket speakers on the old style 8 ohm radios, but it's not recommended and could damage the radio's internal circuitry. Aftermarket Radios and Amplifiers: Most automotive based aftermarket radios utilize 4ohm speaker outputs. It's also the standard impedance for most amplifier systems, including our Hawg Wired amplifiers. And you guessed it; most aftermarket automotive speakers are 4ohm as well. If you're using your radio without amplifier s to drive your speakers, you should match your radio to the speakers. If you're planning to use an amplifier to drive your speakers instead of the radio alone, then you only need to worry about the impedance of the amplifier to the speakers. Consider the physical design aspects of the type of speakers you want to use. Coaxial Speakers: Pros - Crossover circuitry is typically integrated with the speaker, as well as the tweeter, making installation simple. Cons - Generally don't sound as good as components and are typically rated lower RMS. Cons - Sometimes come with large crossover boxes that can be tricky to fit in the fairing, and usually requires solo tweeter mounting on the inner fairing or in a gauge hole. Another thing to consider is the environment your bike spends most of it's time in. If it's garage kept and never out in the rain, weatherproof speakers might not be important to you, opening up car audio options to choose from. But if you ride year round and expect things to get wet once in a while, weatherproof equipment is the way to go. All of our Hawg Wired speakers are weatherproof designs, as are aftermarket marine speakers. So, when deciding on a speaker upgrade, keep these things in mind and choose your components accordingly to

achieve the best sound possible without damaging your expensive equipment and voiding your warranty s. Disconnect the negative battery terminal before doing any electrical work on your motorcycle. This can minimize the chance of sparks and voltage spikes, and is a good general practice when dealing with any DC electrical system car, boat, motorcycle, etc. Bad grounds under the fairing have proven to be the number one cause of problem installs. The best place for connecting to chassis ground is always directly to the frame on a clean surface free of paint, rust, or other contaminants. Never use a ground wire longer than the one we provide. If you're lucky enough to have fender and tank covers, use them every time. If you don't, towels, rags, or even an old blanket will do in a pinch. You only have to drop a tool and chip your paint once to regret it forever. Always install a master fuse within 1 foot 12" of the battery for any additional equipment added to your motorcycle's electrical system. The mini-fuse installed on the main amplifier only protects the internal circuitry, not the wiring. In the event of a short, failure to install a fuse near the battery can cause damage to your electrical system, or worse yet, the possibility of fire. And since the power wire for the amplifier runs directly beneath your gas tank, don't even think about cutting corners here. Be sure to check the documentation of each component you're dealing with before making connections. Always route wires and cables safely, avoiding sharp edges and burrs along the way. Use wire loom when possible. Make sure the in-line fuse is installed and not blown. GND wire is not getting ground to the amplifier Make sure the ground location selected is providing a good, clean chassis ground. Control cable is not connected Make sure that the control cable connectors are seated and latched completely. Speaker wires are not connected or shorted Check your wiring from the amplifiers to each speaker in the system. Make sure that the wire terminals are not shorting to the bike chassis or other wires. Input from source unit not connected properly Check your high or low level input wiring from the source unit to the main amplifier. Source unit has no output Check that your source unit is functioning properly. Refer to manufacturer instructions if necessary. Speakers damaged or aged Check the speaker for visible signs of old age tears or rips in the cone or overheating voice coil damage. Try the same speaker on a channel that isn't distorting; if the distortion stays with the speaker, replace it. If the distortion follows the speaker wires to any speaker, your source unit or amplifier may be damaged. Input gain level set incorrectly Set the gain level s using the instructions in the Test and Tune section of the user guide. If you've already completed this step, try lowering the gain slightly until the distortion stops. Low battery condition Check your battery for proper charge and replace if necessary. Here's a list of things to check when your HUA radio adapter isn't working properly with a compatible radio. With the fairing cover off, HUA adapter removed: 1. On the 23 pin stock radio harness connector; Check to see if all contact pins are properly installed and seated into the connector housing. Verify that all contact pins come all the way to the top of their respective pin holes excluding pin 14, not used. The contact housing does not need to be removed, only loosened. Re-seat the contact s by pushing them further into the connector from the wire side until they snap into place. When finished, push the contact housing back into the connector until it snaps back in place. On the 4 pin terminal block connector; Check to see if all wires are properly stripped and seated into the connector housing and each terminal screw is snug. To re-seat these wires, loosen the terminal, re-strip the wire, and re-insert them into the terminal connector housing, clamping them in with the terminal screw. Don't over-tighten these screws - snug is good enough. With the fairing cover off, HUA adapter connected to stock radio harness only, ignition on: 3. If these pins fail inspection, the problem is with your stock radio harness. With the fairing cover off, HUA adapter installed and connected to the radio, ignition on: 4. Using a jumper wire, attach one end to the screw or post on the back of the radio, and attach the other end to a well known GROUND eg: If the radio is working, but the handle bar controls don't function, ensure that the 3. In most cases the right angle side of the pigtail wire should be facing up towards the top of the radio. If the radio utilizes a single wire for steering wheel control input, check to see if it is properly stripped and clamped into the RM terminal. Note: If you've recently changed or modified your bars and are experiencing intermittent control functions, check your switch wiring for shorts, pinches, or loosened connections in your stock wiring. This occurs more often than you would think! Abbreviation for ampere, a unit of measurement for electrical current. A unit of measurement for electrical current. A device that increases or boosts the level volume of an input signal by increasing its amplitude. The level volume of an electrical or acoustic signal. To reduce the amplitude of an electrical signal typically mute, volume down, or fade. A person who is enthusiastic about high-fidelity sound reproduction. A single module of a power amplifier designed to carry one signal only, keeping it separated from signals in other channels left, right, front, rear, etc. Audible distortion that occurs when the peaks of an amplifier's output are flattened 'clipped'. When the input is too high, an amplifier has insufficient power to accurately reproduce the output waveform. A fixed or adjustable electronic circuit that splits or filters an

audio signals frequency bands for driving different speakers high range, full range, low range. Our built-in crossovers are an example of this type of crossover. A unit of measurement used to indicate Sound Pressure Levels SPL as numbers from 0dB quiet sounds such as a whisper to dB and beyond the level at which sound is perceived as pain. Any difference, apart from signal level, between an original signal and one that has been amplified or processed. An adjustable electronic circuit that increases or decreases the levels of portions of the audio signals frequency spectrum. A safety device that breaks an electrical connection when current exceeding the rating of the fuse occurs in Amps. The amount of sensitivity an amplifiers input circuit has to the input signal, increasing or decreasing the output in dB volume. A unit of measurement for frequency, or 'cycles per second'. A crossover circuit designed to allow only high frequencies to pass through. The measured total resistance to current flow, as in "This speaker has an impedance of 4 ohms". A crossover circuit designed to allow only low frequencies to pass through. Also used as a way to rate an amplifier's designed impedance, and a speaker's designed impedance. A measure of an amplifiers output based on the amplitude rise above ground 0 volts , regardless of signal distortion created in the process. Also used as a measure of a speaker's maximum handling capability of a power source for a short duration typically a few seconds without sustaining damage. A variable resistor used to control volume, tone, or other functions of an electronic device. A method used to calculate the nominal power level sustainable by an amplifier or speaker. The most realistic measurement of continuous power ratings with minimal distortion, used for realistic comparisons between devices rather than measuring peak power. All Rights Reserved. Privacy Notice and Conditions of Use. Email Address. Shopping Cart. Contact Us. What does Sharknose and Batwing mean, and where did the terms come from? How do I remove a Tour-Pak amplifier from my Ultra? How do I know which OHM rating to use? All this ohms stuff can really get confusing, not to mention annoying, right? Harness Pin. If you can't find what you're looking for, let us know and we'll do what we can. Click here to see our 73 page complete Harley Davidson paint crossover to different paint manufacturers. This site will update all the time. Piano Black, Black. Complete Harley Paint Crossover. Billard Red. Arctic White. Billard Teal. Black Denim. Black Hole. Black Jade Met. Black Peace Officer. Bronze Armour. Charred Crimison. Concord Purple. Deadwood Green. Deadwood Green Denim. Firefighter Red. Gauntlet Gray Met. Jet Black Met. Midnight Crim

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 son. River Rock Denim. Snake Venom. Stone Washed Pearl White. Sunset Orange Sunset Black. Sunset Orange Sunset Fade Black. Vivid Black. Code: DH. Billard Burgundy. Code: ENZ. River Rock Gray. Code: ENT. Sand Dune. Code: ELV. Stiletto Red. Code: EOW. Stone Washed White. Code: EOB. Tahitian Teal. Code: EOX. Zepher Blue. Code: EPB. Code: BRK. Code: QH. Code: BYM. Wicked Red. Code: EFF. Magnetic Gray. Code: EHU. Billard Blue. Code: EKP. Barracuda Silver. Code: EKR. Scorched Orange. Code: ELG. Silver Flux. Code: ELI. Billard White. Code: ELM. Storm Cloud. Code: ELY. Barracuda Silver Denim. Code: ENR. River Rock Gray Denim. Code: ENV. Code: EOO. Yellow Fuse. Orange Fuse. Lightning Silver. Code: EHY. Black Stardust. Code: ELZ. Midnight Blue. Code: EMA. Black Sunglo. Code: EPA. Smoky Gray. Code: ELX. Silver Pine. Code: EOR. Code: ENX. Performance Orange. Code: EOE. Olive Green. Coach Green. Azure Blue. Police Blue. Fawn Grey. Delft Blue. Brilliant Green. Sunshine Blue. Lechler Harley Database.