



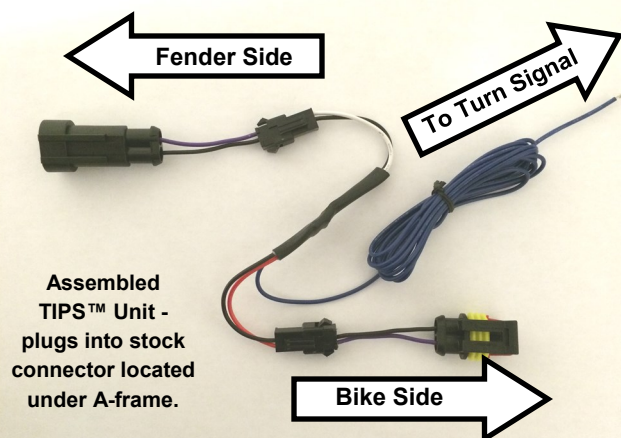
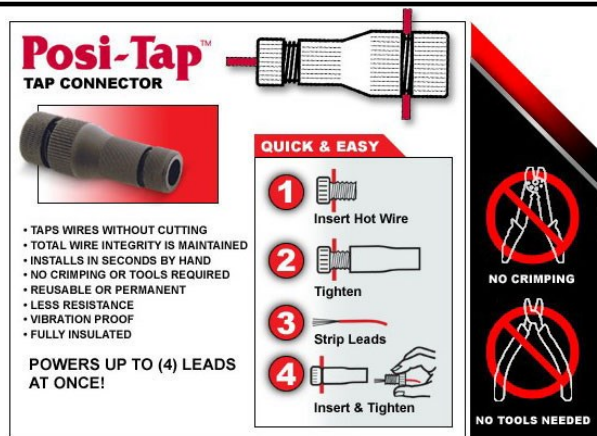
Custom Dynamics® Spyder TIPS-NS Installation Instructions

We thank you for purchasing the Custom Dynamics® Spyder TIPS units! Our products utilize the latest technology and high quality components to ensure you the most reliable service. We offer one of the best warranty programs in the industry and we back our products with excellent customer support, if you have questions before or during installation of this product please call Custom Dynamics® at 1(800) 382-1388.

Part Number: SPY-TIPS-NS

Package Contents:

- Tips Module Assembly (2)
- Harness Connector Female (2)
- Harness Connector Male (2)
- Posi-Tap™ Connector (2)
- Black 4" Tie-Wrap (8)



Fits: 2013 & Up RS-S, ST-S, ST-Limited, RT-S, RT-Limited Models. Please see the specific instructions for your model when routing the turn signal wires.

Preparation

Please take the time to verify the items in this kit and read the directions to fully to understand the installation. The bike should be secured on a level surface while performing work.

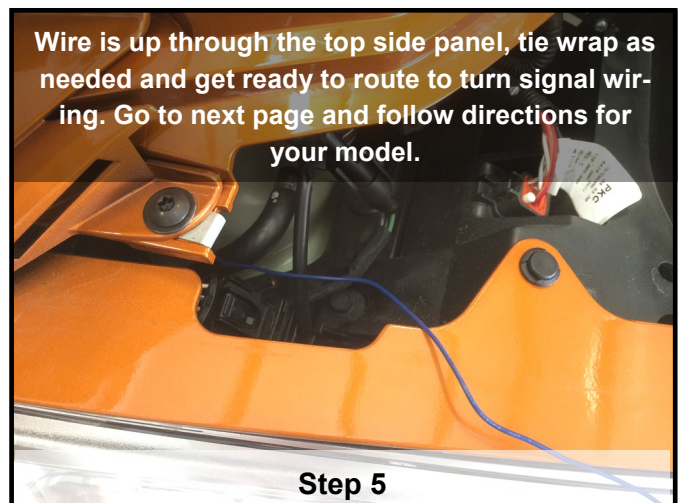
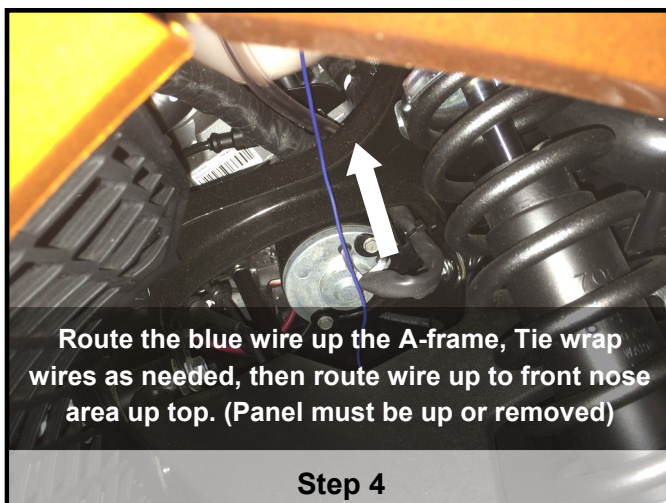
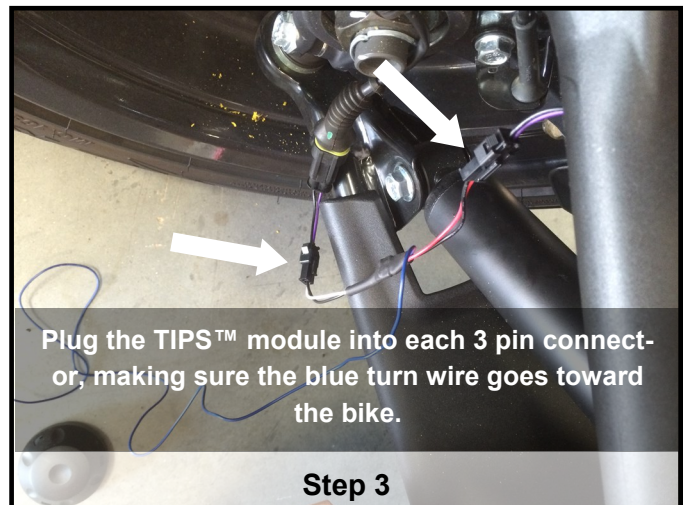
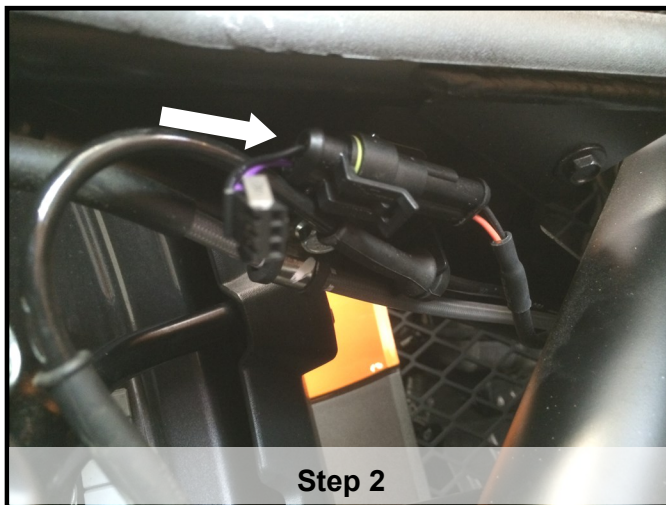
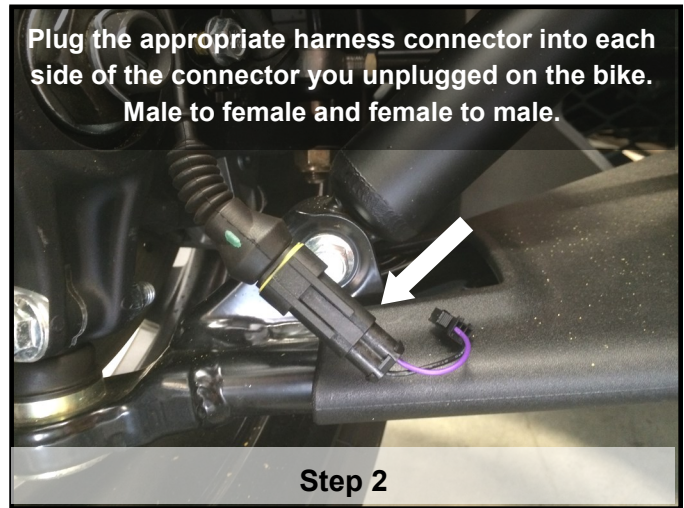
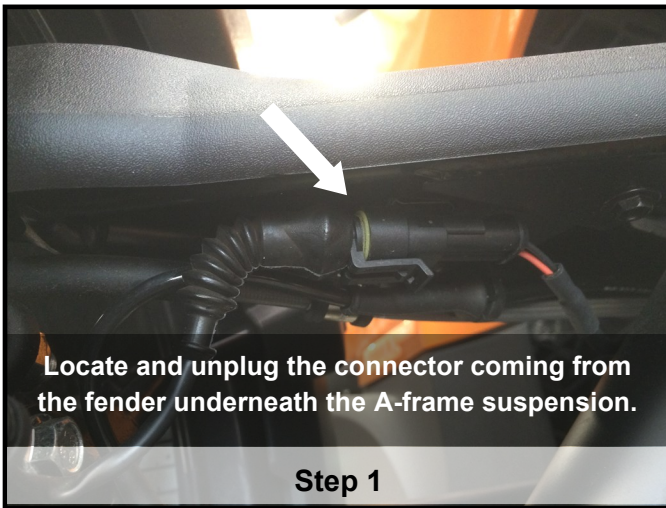
Important: Before work can begin on the RT-Limited & ST/ST-S, the factory mirror assemblies must be removed from the bike to allow access to the turn signal wires. Please refer to a detailed service manual or your local Spyder service dealer for instructions on how to remove them. Custom Dynamics is not liable for damage resulting from improperly removed or installed equipment.

Note: Before turn signal wire can be routed, depending on your model, open the front hood, remove body panels to allow access to areas wiring will be routed.

Questions? Call us at: 1 (800) 382-1388 M-TH 8:30AM-5:30PM / FR 9:30AM-5:30PM EST

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Tips™ Module Installation - All Models



Installation Instructions - Page 3

RS-S Models

6. Remove Instrument cluster by following the instructions in your owners manual under the headlight bulb replacement section.
7. Route blue wire up into the area behind instrument cluster. Use tie wraps as needed to keep away from hot or moving parts.
8. Locate the wires going to front turn signals. Test wires to determine which wire is the positive [+] wire going to front turn signal. We would normally tell you a color wire to attach to, however, we have seen BRP reverse the color code in these connectors with no rhyme or reason. Therefore, a test light is the best method to assure the polarity is correct.
9. Using the supplied Posi-Tap™ connectors, attach blue wire from the TIPS™ unit to the positive wire going to the turn signals.
10. Test operation. TIPS™ unit will flash the fender lights in an alternating pattern with the front turn signal for maximum visibility.
11. Reinstall instrument cluster and covers.

ST & ST-S Models

6. With the blue wire routed up through the body into the upper nose area, it must now be routed up to the turn signal area. Using a wire guide tool will simplify this process, a long flexible piece of wire or long zip-tie will work well for fishing wire through the hard to reach places. Tie-wrap wires as need to prevent them from hanging or coming in contact with hot/moving parts. (See Photo on next page for reference, model shown is an RT, but the process is the same).
7. Make sure the factory mirror assemblies have been removed from the bike to allow access to the turn signal wires as noted on the first page. If you have not, please refer to a detailed service manual or your local Spyder service dealer for instructions on how to remove them.
8. With the mirror assembly removed, pull the slack on the cable until the entire length of it is showing. Your tap in point should be as close to the bike as possible to allow the posi-Tap™ connections to fit back into the hole. (see photo on page 4 for reference). You will need to strip the sheathing off the cable to allow tap in access to wire, take care not to cut or fray wires while removing.
9. Once the turn signal wires are exposed, test wires to determine which wire is the positive [+] wire going to front turn signal. We would normally tell you a color wire to attach to, however, we have seen BRP reverse the color code in these connectors with no rhyme or reason. Therefore, a test light is the best method to assure the polarity is correct.
10. Using the supplied Posi-Tap™ connectors, attach blue wire from the TIPS™ unit to the positive wire going to each turn signal.
11. Tuck the turn signal wires back into the hole, take care that Posi-Tap is on the inside of the bike and not exposed.
12. Test operation of the TIPS™ units, power on the bike and test both left and right turn signals. All lights on the fender should flash with alternately with the turn signals on the bike.
13. Re-install mirrors and body panels.

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RT-S & RT-Limited Models

6. With the blue wire routed up through the body into the upper nose area, it must now be routed up to the turn signal area. Using a wire guide tool will simplify this process, a long flexible piece of wire or long zip-tie will work well for fishing wire through the hard to reach places. Tie-wrap wires as need to prevent them from hanging or coming in contact with hot/moving parts. (See photo below)
7. Make sure the factory mirror assemblies have been removed from the bike to allow access to the turn signal wires as noted on the first page. If you have not, please refer to a detailed service manual or your local Spyder service dealer for instructions on how to remove them.
8. With the mirror assembly removed, pull the slack on the cable until the entire length of it is showing. Your tap in point should be as close to the bike as possible to allow the posi-Tap™ connections to fit back into the hole. (see photo on page 4 for reference). You will need to strip the sheathing off the cable to allow tap in access to wire, take care not to cut or fray wires while removing.
9. Once the turn signal wires are exposed, test wires to determine which wire is the positive [+] wire going to front turn signal. We would normally tell you a color wire to attach to, however, we have seen BRP reverse the color code in these connectors with no rhyme or reason. Therefore, a test light is the best method to assure the polarity is correct.
10. Using the supplied Posi-Tap™ connectors, attach blue wire from the TIPS™ unit to the positive wire going to each turn signal. (See Photo below)
11. Tuck the turn signal wires back into the hole, take care that Posi-Tap is on the inside of the bike and not exposed.
12. Test operation of the TIPS™ units, power on the bike and test both left and right turn signals. All lights on the fender should flash with alternately with the turn signals on the bike.
13. Re-install mirrors and body panels.

