



Polaris Slingshot Isolator Subharness Kit

This sheet must be read completely to:

1. Provide assistance/clarification to the installer, customer, end user or others.
2. Avoid causing injury or death to installer, customer, end user, or others.
3. Prevent damage to vehicle and/or accessory or other.

HEY YOU! Please, please, please read the instructions completely prior to installation. 90% of questions we receive could be answered simply by reading ALL the instructions before installing anything. If you have any question or problem during the installation, please contact us as necessary. Phone support will always provide the quickest response. Installation of this product implies your agreement with our sales, warranty, exchange and return policies found on our website.

You can thank the lawyers for this next bit of fun. With that said, lets go!

Installer: Pretty please, give this sheet to the customer after reading it.

It is virtually impossible for us to be able to address every possible situation an installer or user will encounter. This requires both to exercise due diligence and to apply some level of common sense. AKA...no 'hold my beer and watch this' type stuff.

Important Information in our instructions will be provided in the following manner:

SHOP TIP: literally great info we have gathered from hands-on installs or customer feedback.

NOTE: important information regarding the installation. Pay attention.

CAUTION: failure to follow instructions could result in damage to vehicle and/or accessory. Really pay attention.

WARNING: failure to follow instructions could result in injury/death of operator and/or passenger/others. For Pete's sake, PAY ATTENTION!

NOTE:

1. "Left", "Right", "Front" and "Rear" are described from the seated position of the vehicle. Vroom vroom.
2. Check local laws regarding the use of auxiliary lighting and electronics. Don't be 'that guy'.
3. Use of owners manual or service manual is recommended for installation. Sorry....more reading.
4. If so equipped, place motorcycle on it's centerstand on solid, level ground or engage parking brake. Do it like Mom is watching.

CAUTION:

1. When adding electrical accessories, always disconnect the battery and properly fuse new electronics.
2. DO NOT let the smoke out of the part. All electronics operate on smoke....when released, electronics are dead.

WARNING:

1. Allow the vehicle to cool prior to installation & when operating engine, allow adequate ventilation. Yep.
2. NEVER modify the kit in ANY manner. Doing so voids warranty and places all liability on the installer and/or user. Nope.
3. Never route wires or install components that interfere with the operation of the steering, suspension, brake/clutch/gas lever/pedal/grip or any other operational function of the vehicle. Duh.
4. Never allow your accessories to cause distractions to remove your focus off the vehicles operation. Never forget that this is a high risk sport - don't make it a higher risk when you don't have to. Major duh.
5. Never allow your accessories to cause distractions to others on the road. Super sized duh.

Part Listing

- | | |
|----|-------------------------------|
| 2 | tail light subharness |
| 1 | 4 pin connector with wires |
| 1 | Canbus module |
| 1 | yellow extension wire |
| 6 | 4" wire tie |
| 10 | 8" wire tie |
| 2 | 3/16" flat washer |
| 1 | 6mm nylock nut |
| 1 | 3/16" blue ring terminal |
| 2 | 1/8" split loom, 28" long |
| 1 | 1/8" split loom, 10' long |
| 1 | 14ga red wire, 10' long |
| 1 | 1/4" heat shrink, 2 1/2" long |

Tools / Supplies Required

- wire strippers
- wire crimpers
- torx tool set
- 10mm wrench.

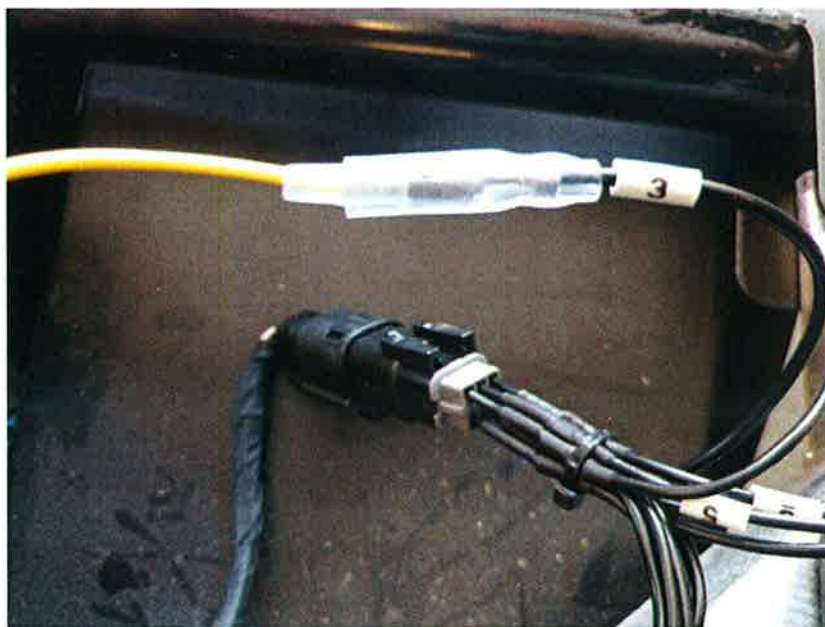
1. You will need to remove the Rear Body Component. This is the painted bodywork behind the seats that the 3rd brake light fin is a part of. Refer to the Polaris Slingshot Service Manual, BODY/FRAME section, REAR BODY COMPONENT REMOVAL section. You can also find a video on Youtube labeled SLINGSHOT REAR BODY PANEL REMOVAL. This will involve removing the deck panels under the rear deck (roll) hoops, the fuel cap and fill neck retainer nut (be sure to reinstall the fuel cap after removing the retainer nut) , the roll hoop trim covers, the roll hoops, and the rear top body panel.

Note: in the next step, you must insure you FULLY connect both sides of the SUB-HARNESS to both the taillight and the Slingshot wiring harness. Press them together until you hear a click where the locking tab is engaged. Failure to fully seat the connectors can cause lights to not work correctly and/or the relays will not receive proper trigger.

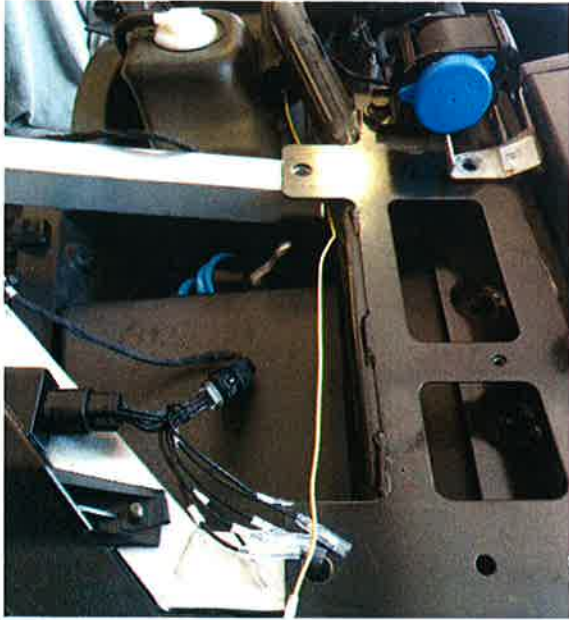
2. Once you have the bodywork removed, locate the connector at each tail light as shown below left. Unplug the connector from the light. Now install the SUB-HARNESS (one for each taillight) as shown below right.



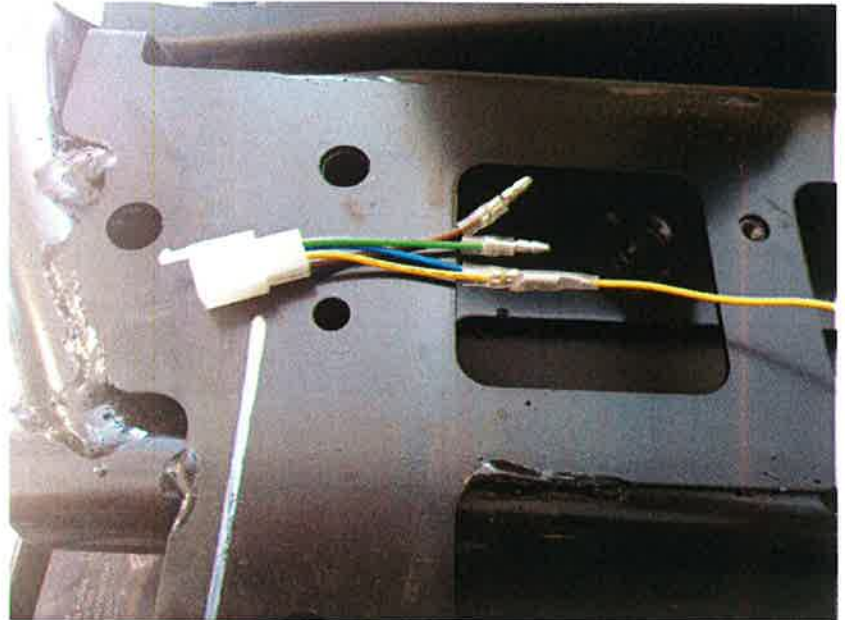
3. Connect the yellow jumper wire to the wire marked "3" on the right side SUB-HARNESS. Please note that the remaining 5 wires on the right taillight will remain unused.



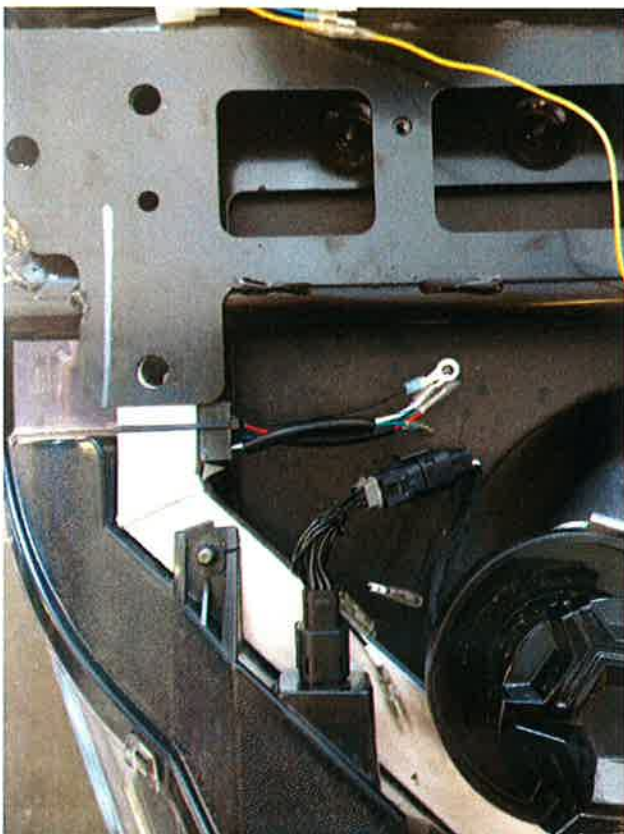
4. Run the yellow wire from the right to the left side as shown in the picture below.



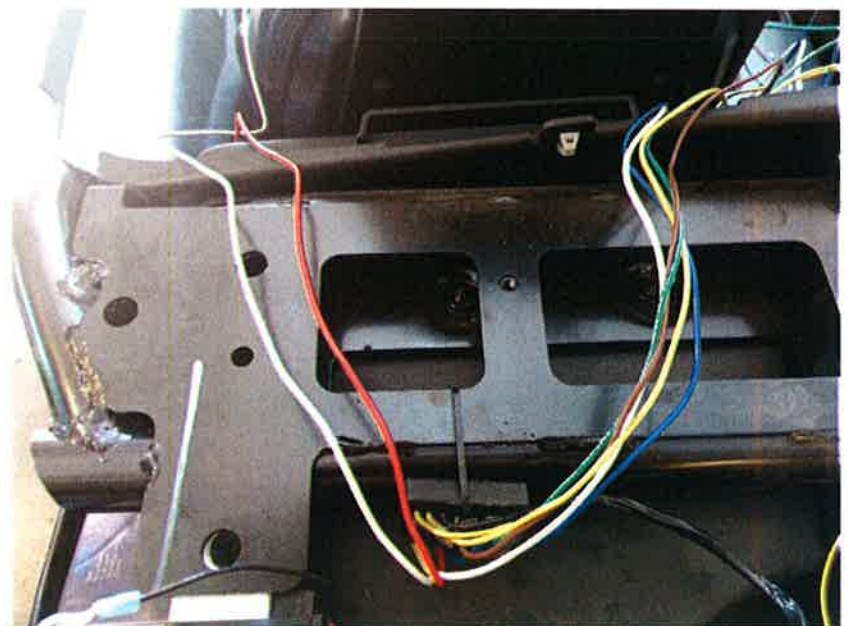
5. Connect the white 4 pin connector to the yellow wire as shown in the picture below.



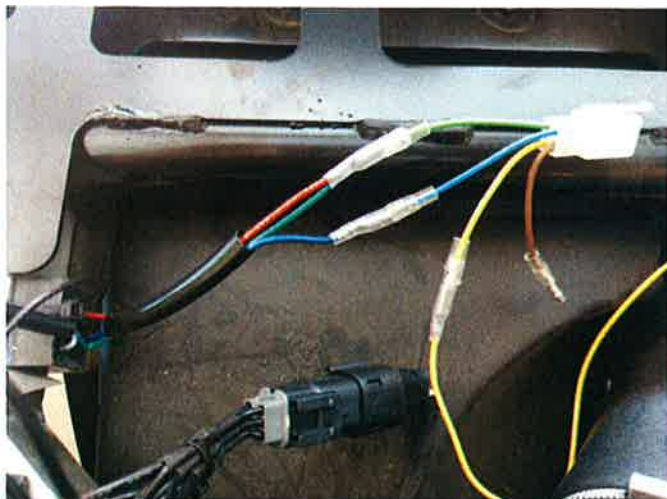
6. Using the supplied wire ties, secure the CanBus module as shown. Please note you may need to connect 2 wire ties to make one long enough to wrap as shown.



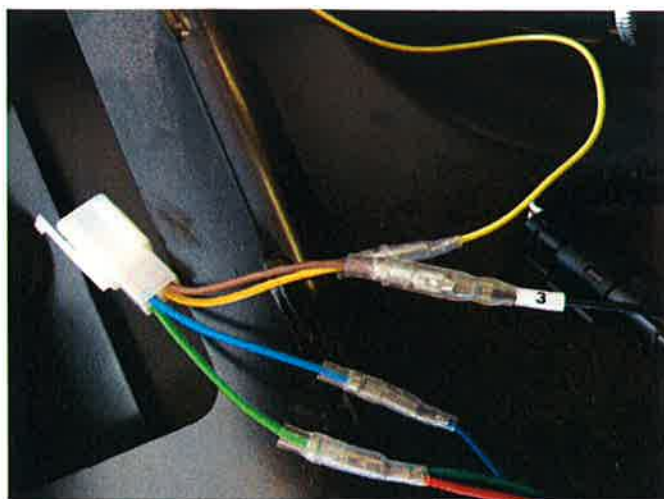
7. Using the supplied wire ties, secure the Isolator as shown in the picture below.



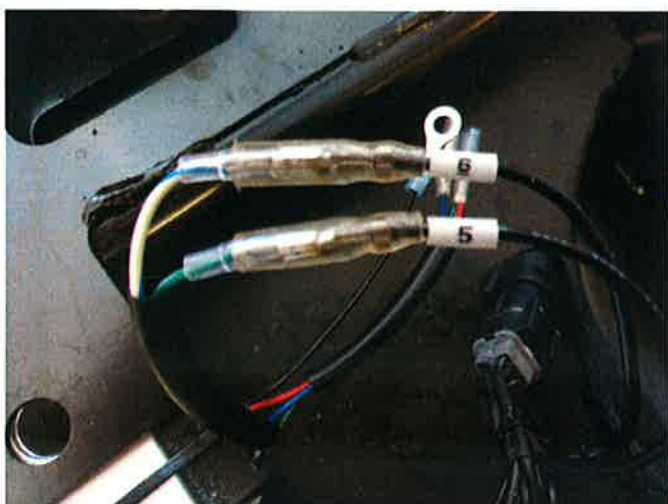
8. Connect the following wires from the CanBus module to the 4 pin white connector;
- a. combined green and red wires to green.
 - b. blue to blue.



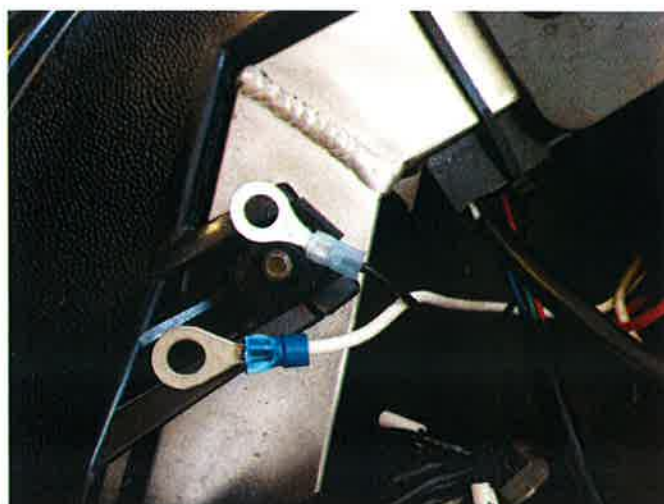
9. Connect the brown wire from the white 4 pin connector to wire #3 on the left SUB-HARNESS you installed in step 2.



10. Connect the following wires from the CanBus module to the left SUB-HARNESS;
- a. green to wire #5
 - b. white/blue stripe to wire #6.



11. Take the long white wire from the ISOLATOR and run it to the threaded post shown below. Cut off excess wire and crimp on the supplied 1/4" ring terminal.



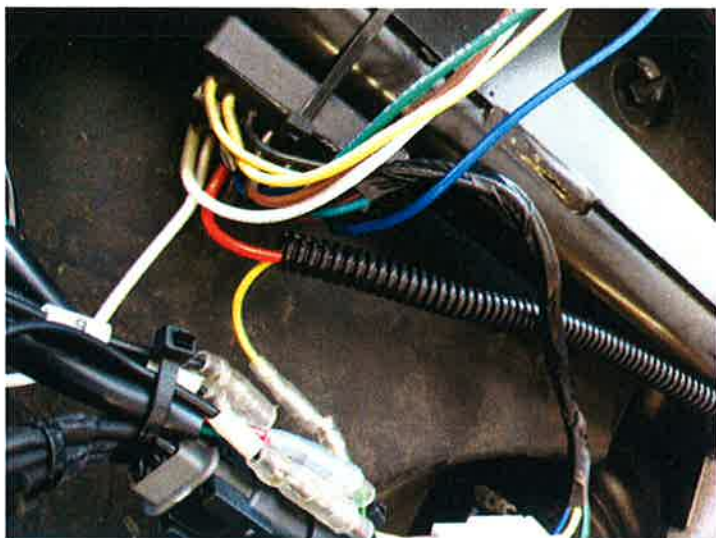
12. Place the supplied flat washer over the threads. Place both ring terminals over the threads. Install the supplied nylock nut.



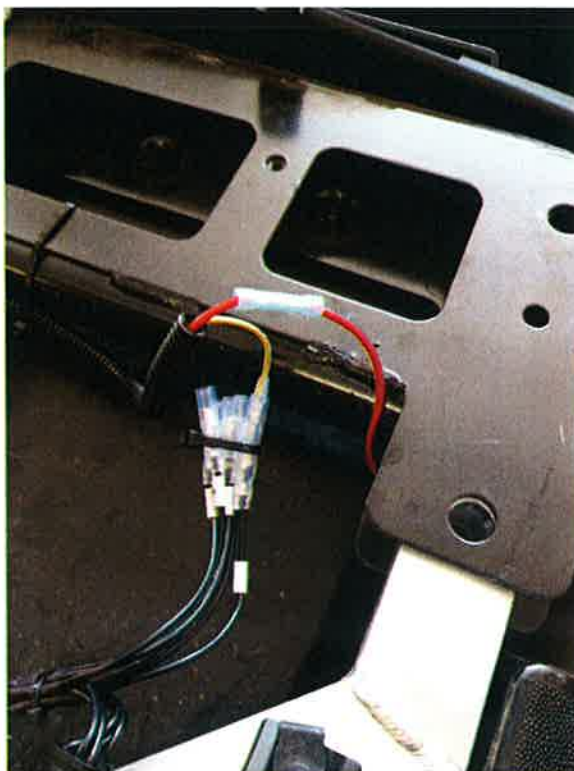
13. If you have a pre-2020 model, run the red power wire as shown down to the battery. Cover the wire with one of the shorter lengths of split loom (not shown in pic). Skip to step #19.



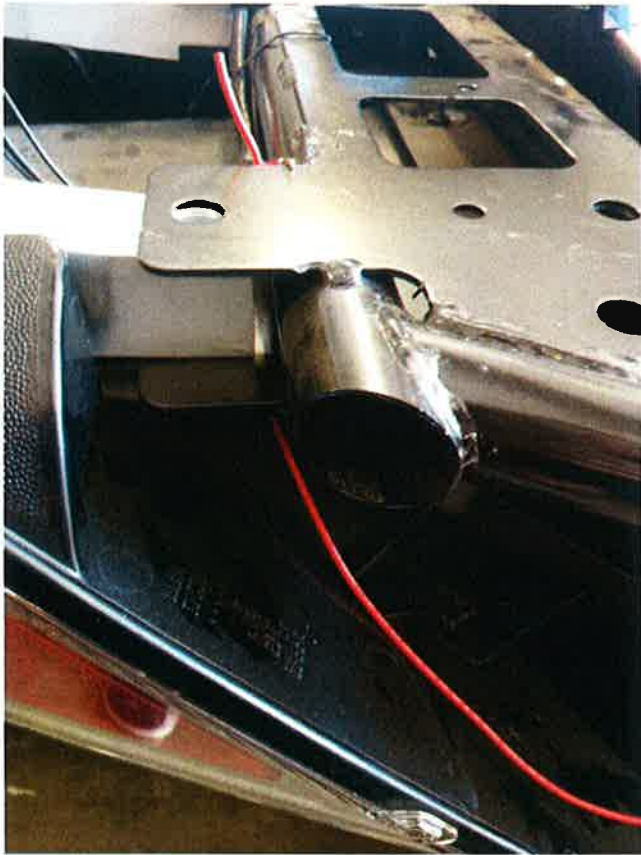
14. For 2020+ models, run the red wire from the isolator along side the yellow wire over to the right side of the Slingshot. Cover them both with the supplied shorter lengths of split loom.



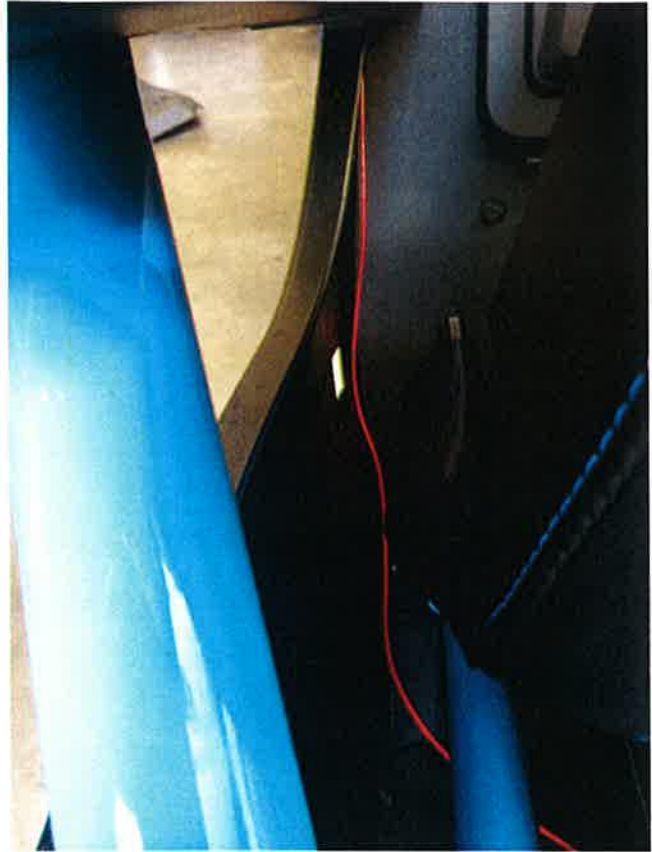
15. Using the supplied butt connector, splice in the 10' length of supplied red power wire. Use a supplied wire tie to secure the split loom on each side. Also wire tie the other terminals from the SUB-HARNESS together as shown.



16. Run the red power wire along the inside of the body panel as shown.



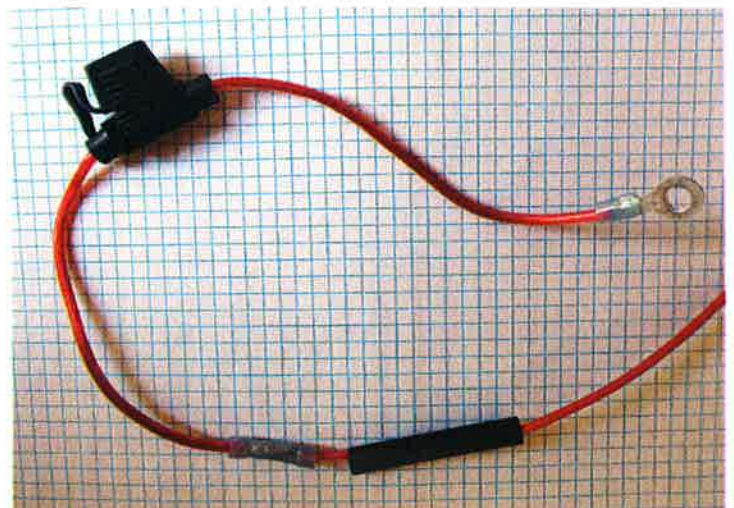
17. Run the power wire down and under the floor panel. Once you reach the front of the passenger cabin, follow the frame of the Slingshot to bring the power wire into the engine compartment.



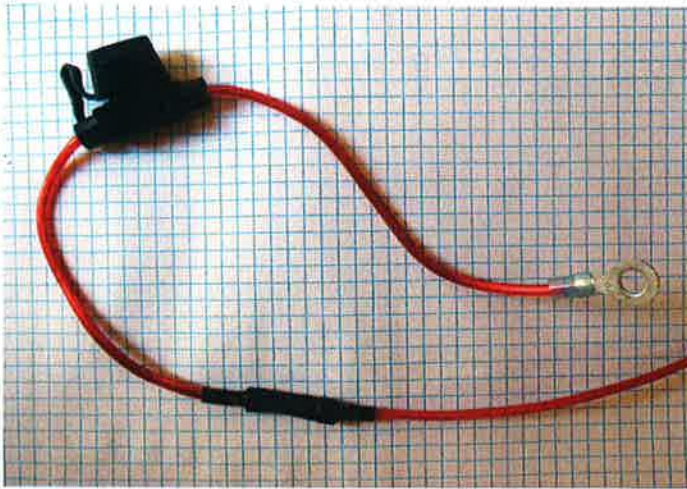
18. Run the wire up along the pull release cable for the hood latch as shown. Once you have the cable close to the battery positive terminal, cover all the wire in the supplied split loom. After the loom covers the wire, use the supplied wire ties to secure the wire to the frame and hood latch cable.



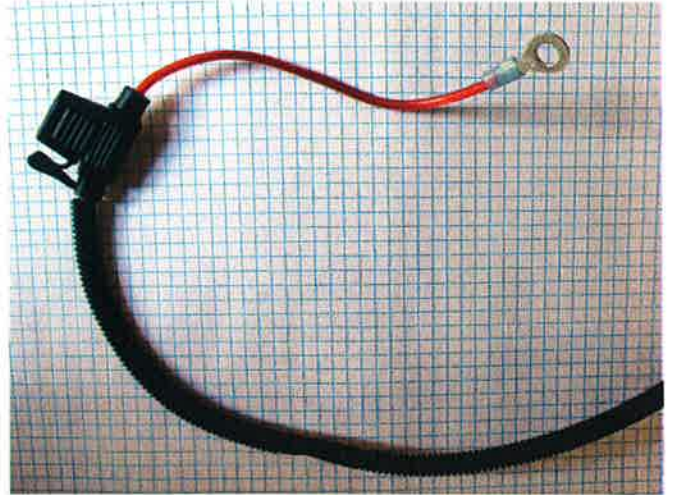
19. Place the supplied heat shrink over the red power wire. Crimp the supplied butt connector to the fuse holder. Crimp the supplied ring terminal on the other end of the fuse holder. Cut the remaining power wire to the length needed based on your batteries location. Crimp the other side of the butt connector to the now shortened red wire.



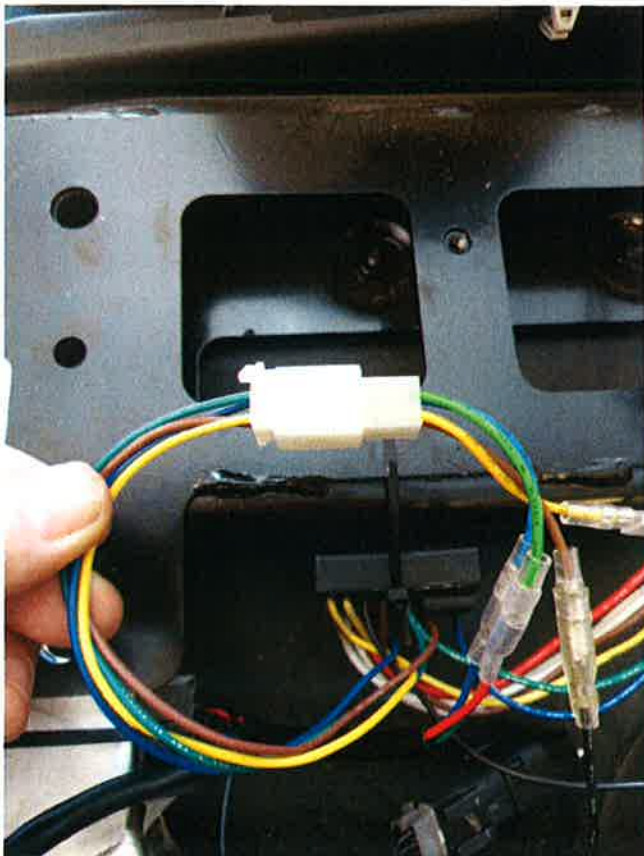
20. Slide the heat shrink over the butt connector and apply heat to shrink the cover.



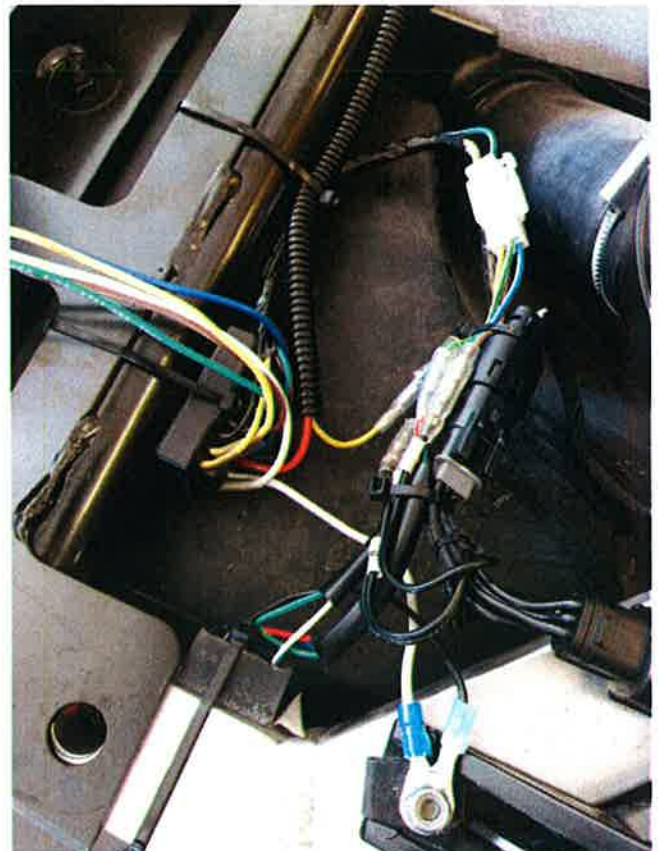
21. Place the heat shrink over the remaining section of the wire. Connect to your battery positive terminal. Do not install your fuse at this time.



22. If you have a 4 wire trailer, connect the 5 TO 4 CONVERTER at this time. It will plug in between the two connectors shown below. Be certain to ground the converter to the supplied black wire from the isolator. If you do not have a 4 wire trailer, simply connect the two connectors shown below.



23. Using the supplied wire ties, secure your wires so that nothing is moving around and are out of the way for putting the body work back together.



Notes:

- a. there are NO standard wire color codes in the motorcycle trailer industry. Please refer to the charts below.
- b. Since no 2 trailers use the same connector, we do not install any on the output side of the isolator. Most new trailers include a 'BIKE SIDE HARNESS' for you to easily wire up your trailer. This harness should make up the extra wire needed to run the connector to your desired location.
- c. we do not make suggestions on how to run the wiring to the trailer as different hitches will use different attachment points.

24. Connect the outputs of your isolator as follows:

w/o 5 to 4 Converter

white - ground
green - tail light
blue - brake
brown - left turn
yellow - right turn

w/ 5 to 4 Converter

white - ground
green - tail light
blue - not used
brown - left turn / brake
yellow - right turn / brake

25. Insert the fuse into the fuse holder. If you are using LED lights, you should install a smaller amp fuse.
26. Double check to make sure your ISOLATOR and 5 TO 4 CONVERTER (if used) are grounded. Failure to properly ground them can cause damage not covered by your warranty.
27. Test functions from your isolator wires. Reassemble vehicle.