

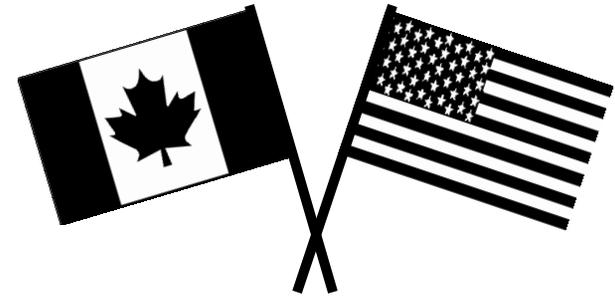


Any audio system can be a distraction to the rider and/or passenger. Please use caution when playing your stereo, especially in traffic.

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HOGTUNES

Audio Solutions For The Great American Cruiser



Designed and Engineered in North America

Dual Rev 200-RM RG Kit

**This Kits Allows The Installation of 2
Hogtunes REV 200-RM Amplifiers In
2015+ “Rushmore” Road Glide
and Road Glide Ultra Models**

***For Best Results, Please Read Entire Manual
Before Starting Installation!***

Rev 1.2

Thank-you for purchasing Hogtunes Dual 200-RM RG KIT for “Rushmore” platform FLTR Road Glides and RG Ultra models. Please read this entire manual before proceeding. If you have any questions or concerns, we are here to help. Email tech@hogtunes.com or call us during regular business hours (EST) at 705-719-6361. If you still need help, then please consider a professional installation by your dealer.

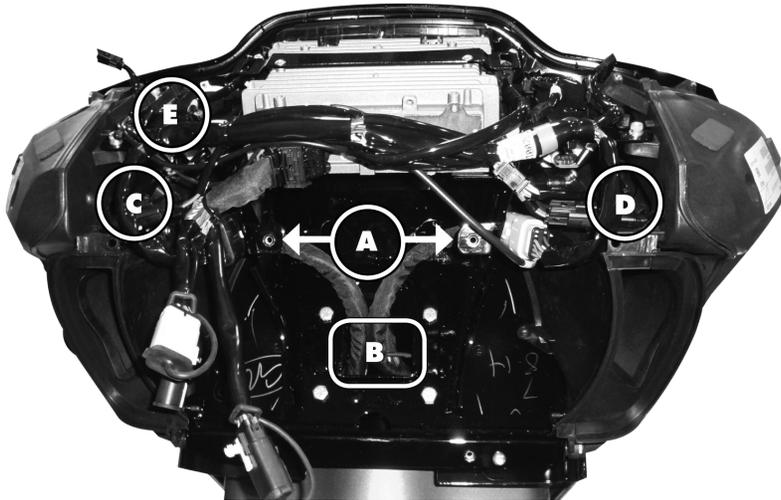
You will see a large power harness in this kit. It is easier to use the supplied “splitter” power harness in this kit than it is to try and run 2 separate power harnesses. Please consider this strongly before proceeding. When you buy the amps by themselves, you get the harnesses you need. This kit includes wiring to allow 2 amps to go in. You will have extra harnesses left over when done.

Getting Started:

Remove the seat and both wires (+ and -) from the battery. Remove your outer fairing/headlamp assembly and set aside. Refer to a service manual if you need help with this.

If you already 1 Rev 200-RM installed on the bike: At the amp, unplug the audio input plug, amplified output plug, and power plug from the amp, and remove the amp from the bike. We **STRONGLY** suggest removing your original amplifiers power harness completely from the bike! The amp will be removed from the current plate it is on and will no longer be used. The “bike side” of the amplified plug can stay attached to the bike.

This image below will be one you should reference throughout the installation. Please take a minute and familiarize yourself with the items listed below in the image



- A = Mounting points for headlight assembly
- B = Wire passage from fairing to bike/4 main bolts
- C = Brake Side factory speaker harness
- D = Clutch Side factory speaker harness
- E = Factory 2 pin plug for amps turn on leads

Final System Adjustments:

From time to time, the “Motor Company” will release “software updates” on their website which you can download, and install on your bike. For best performance of your audio system, please make the downloads are up to date! Earlier versions of the software could cause any brand of aftermarket amplifier to distort prematurely so this is an important point!

How your system sounds when the bike is running is going to differ from how it sounds when the bike is not running. This is a function of the radios built in software. You may find yourself adjusting the bass and or treble controls if your listening to the bike without the motor running.

A Couple Of Tips To Have Your System Sound Great

- 1) Many people will store music on a hand held type player and use that as the music source for the bikes audio. PLEASE NOTE: If you “borrow” your music files from certain sites, they typically sound poor. Using a good quality file will only make your system sound better !
- 2) Many people will take advantage of the convenience of “streaming” their music to the radio using Bluetooth® . It should be noted that we found plugging in your music device using the radios USB cord sounds better and plays louder than using Bluetooth.
- 3) Streaming your music in from internet based radio is a crapshoot at best, especially outside of populated areas. When streaming while riding, the quality of the audio is greatly effected by the speed of the cell signal your in at any given time.

Using the image on the bottom of Page 2 for reference, you need to use “E” to locate a factory 2 pin plug with purple/blue stripe and black wires that can be seen under the factory sheathing. On the “splitter” power harness you will see 2 small plugs each with an orange and black wire going into them. Plug the correct one of the 2 on the “splitter” into this factory plug noting it will only go in one way. The orange wires on the “splitter” are the amplifier’s “turn on” leads and tells the amps to turn on/off with the bikes ignition. The amplifiers will not turn on if this plug is not hooked up to this (or any) switched B+ source! There will be a “left over” connector with orange /black wires. Many factory accessories use the factory plug we just used to turn the amps on and off. If you have a factory accessory, you will use this “left over” plug on our splitter harness to power your accessory.

Routing the balance of the power/ground harness. Loosen the tank’s “chrome console” and run wires up and over the gas tank, but under the tank’s chrome console. There is a provision on the front of the tank console for wires to pass.

NOTE: Although not necessary, the power and saddlebag harness (if used) can go under the gas tank if you choose to remove and re-install the tank.

Attach the power harness brown wire to the negative (-) battery terminal and the red wire to the positive (+) battery terminal. The factory battery wires are also re-installed at this point. When attaching the power and ground wires, it is always a good practice to do the negative (brown) first. When the positive connector touches the battery, some sparking is normal. This is a function of the capacitors in the amplifiers charging up.

Turn the stereo on and, at low volume, test to make sure the speakers are working. With everything working, re-install the seat making sure the amplifier’s “+” and “-” connectors are positioned in such a way so they will not bend or break when the rider’s weight is on the seat.

With everything working, you can now increase the volume of the system and set the 3 position “amp level” switch on the Slave (front) amp. The switch will allow you to “tune” the relationship of volume between the front fairing speakers, and what ever other speakers you have wired on your bike. You will have to “peel” the Slave amp off the plate to get a flat head screwdriver or similar tool in to make the adjustment. Once your happy with the adjustments, “stick” the slave amp back in place.

Before re-installing outer fairing, turn front wheel to each extreme side making sure any wiring is not impeding the steering of the motorcycle.

Failure to do so can result in serious injury or death!

Re-install your outer fairing, and your new system is ready to enjoy! Please see final system adjustments on next page!

At this point, we are assuming there is no power harness for an amplifier on the bike. Locate the “splitter” power harness that came in this kit. You will see one end that has “ring terminals”, and the other end that “splits” and has 2 power connectors on it. Using the image on the bottom of Page 2 for reference, you want to run the “ring terminal end” of the power harness through “B”. We need it so the 2 power connectors on the “split end” are accessible in the inner fairing and the slack can be adjusted later in the installation. Just in front of the tank, you will see a structure that attaches the fairing to the frame of the bike. The power harness will pass through this structure and exit through the rectangular opening where the factory harness also exits the structure on the BRAKE side of the bike. Note: it can be easier to pass the wire harness through the rectangular opening if you “open” the fuse holder and remove the fuse before passing the wire harness. Once the ring terminal end of the wire harness is through the rectangular opening and most of the slack is taken up, move to the next step.

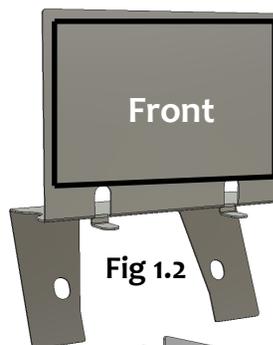


Fig 1.2

Preparing the Plate For the Amplifiers:

Locate the main plate that came in the kit (Fig 1.2). Locate the 2 “hook and loop” adhesive pieces that came in the kit and separate the halves of each. With the plate at room temperature or higher, apply one side of the hook and loop to the front of the plate as shown by the black rectangle also is Fig 1.2. Apply a second piece on the back of the plate as well.

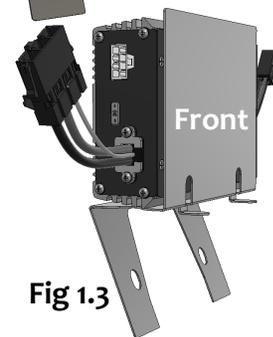


Fig 1.3

The left over pieces of “hook and loop” will be applied to the bottom of each amplifier. You will now “stick” one of amplifiers to the BACK of the plate in the same orientation shown in Fig 1.3. The Hogtunes logo on the front of the amplifier will be upside down and the power harness will be on the left.

Please see “A” and “B” below and proceed with the correct instruction for your application.

A) If you already had 1 REV 200-RM in your bike. Depending when your original amplifier was made, your input harness “may have” a black wire with a “ring terminal” on the end of it. If it did you will use that one. We assume the ring terminal is attached to one of the 2 screws that go in the black plate on top of the radio.

B) If this is a “fresh” install (No amps currently on bike). Locate the input harnesses from both of your new amps. If one of them has a black wire coming out with a “ring terminal” on it, we will use that. If you have one of these, remove one of the silver screws in the black plate that goes across the top of the radio, slip the ring terminal on the factory screw and re-install. If either amp does not have this black wire with a ring terminal, take one input harness, and put the other one a side as it will not be used for this installation.

Important

In this install we refer to one amp as the “Master” and the other amp as the “Slave”. The Master always has the main input harness go into it, and is always the amp that powers the front fairing speakers. When installed, the amp on the **BACK SIDE** of the plate is the **Master amplifier**.

Using the image on the bottom of Page 2 for reference, you need to locate the 4 bolts on each of the 4 corners around “B” and remove the ones on top left and top right (only). You will move the plate with Master amp to the bike now.

Before you proceed, make sure to adjust the “amp Level” switch on the Master (back side) amp is set to “0”. There is “no right or wrong” to the adjustment here, but by putting this in the middle position, you have greater ability to adjust the overall sound the way you want it on the Slave Amp which will power the other speakers on the bike. Due to the way the Master amp sits on the bike, it will be difficult to adjust later if you don't do this now!

If you already have 1 REV 200-RM in your bike. plug the white 8 pin “audio in” from your original installation into the matching connector on the Master (back side) amplifier. Plug the 4 pin black connector into the amplified output “pigtail” on the Master (back side) amplifier.

B) If this is a “fresh” install (No amps currently on bike). Using the image on the bottom of Page 2 for reference, you need to locate “C” and “D” which are the 2 pin plugs on each front speaker’s cabinet that have pink and pink with black stripe. These plugs attach the speaker’s wiring to the bike’s wiring and need to be separated. Take the one input harness (with or without ring terminal) and plug it into the “audio input” on the MASTER (back side) amplifier. On this input harness, take the plug with the green heat shrink on the end and install it into the mating plug on the brake side of the bike. Take the plug with the yellow heat shrink on the end and install it into the mating plug on the clutch side of the bike. If you installing older Rev 200-RM amps, your input harness may not have heatshrink. In this case, the plug with the yellow/black wires goes to the clutch side and the plug with the green/black goes to the brake side. Locate a bag with a harness in it from one of your amps that says “Audio Out”. For reference, the harness we mean has a 4 pin black plug with brown/black, and blue/black wires. Plug the 4 pin plug into the “amplified out” on the Master (back side) amplifier. Take the 2 pin plug with the blue/black wires and install it into the plug going into the brake side speaker cabinet. Take the 2 pin plug with the brown/black wires and install it into the plug going into the clutch side speaker cabinet.

Take one of the 2 power connectors on the splitter harness, and plug it into the power connector on the Master (back) amplifier.

Locate the bag that came in the dual amp kit labeled “input link”. The input link has 2 blue plugs on it, one of which mates to the empty blue plug on the Master (back side) amps main input harness. Plug these together and let the rest of the input link harness hang for now.

Using the image on page 2 for reference, you will see 2 large factory harnesses between “A” and “B”. You will have to wiggle the Master amp (only) on the plate into place around these harnesses so that the holes on the “legs” at the bottom of the plate line up with the holes where the factory bolts around “B” were. With the plate in position, reinstall the factory bolts around “B” which will secure the Master amp on its plate to the bike.

Take the second (slave) amp and plug the second power connector from the splitter power into the amp. You will see a white 8 pin plug on the “input link” which will get plugged into the “audio input” on the second (slave) amp. You can now “stick” the Slave (front) amplifier to the plate in the same orientation as shown in Fig 1.4. (below)

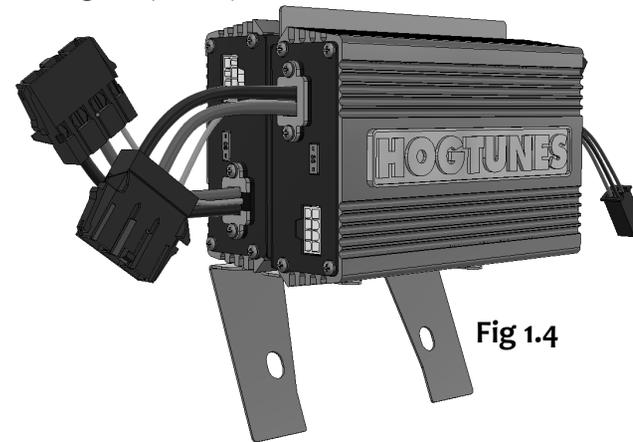


Fig 1.4

The last connection to the Slave (right side) amplifier is to the second set of speakers in your system .

If you are using Hogtunes lids, the harness that comes with the lids will work its way up the bike, and plug right into the amplified out “pigtail” on the Slave (front) amplifier.

If you are using Hogtunes LC-Lowers for speakers in the lowers of liquid cooled touring bikes, the harness that comes with that kit will also plug directly into the amplified out “pigtail” on the Slave (front) amplifier. In all other cases you will use the “ACC” harness that came in this kit that has a 4 pin black plug on one end, and wires on the other. This will plug into the amplified out “pigtail” on the Slave (front) amplifier and you will “hardwire” your second set of speakers to this harness. The wires on the supplied ACC harness are clearly labeled which will make wiring easy, but to avoid unnecessary warranty calls, please do a GOOD JOB of joining the wires together.