



**Color coding**

Color coding only serves to help identify circuits on this diagram.

**Explanation**

With the tail lights on, each relay is in the normally closed position and all four turn signals will operate as running lights.

When the turn signal switch selects either the right or left turn signals, the respective relay is switched to the normally open position and the power is diverted through the flasher, thereby blinking either the left or the right pair of turn signals.

With the turn signal switch in the neutral position and the toggle switch on, the power from the tail light circuit is diverted through the 4 way flasher and all four lights will blink in unison.

**Assumption**

The power to the tail lights must be flowing for the turn signals/running lights to function. This is not an issue with modern bikes on which the tail light circuit is always hot. But, on older bikes, the tail lights will have to be on for the turn signals to operate. Also, the turn signals switch must be in the neutral position for the 4 way flashers to operate

**Flasher units needed**

Three flashers are needed (one for each side plus one for the 4 way flashers). Use an electronic flasher for best results (e.g., the Trico / Tridon / Stant model EL12).

**Relays needed**

Three relays are needed (one for each side plus one for the 4 way flashers). I use either the Greenwich Electronics SPDT 12VDC Part No. AR4-012-C11 OR the Bosch 0 332 207 307 relays because they are small and, more importantly, they provide both normally closed and normally open terminals.

**Diodes needed**

Two diodes are needed...essential for proper operation. They prevent the flashers from being continually receiving power.