

## Pingel<sup>®</sup> Electric Speed Shifter Kit for 2018 H-D Softail Fatbob Designed for Street Use #77706 Installation Instructions

***Read all instructions thoroughly, look at photos and all components before attempting installation.  
This product is not designed or intended to be used as an assistive device for any particular disability.***

All the components of this Electric Speed Shifter Kit have been assembled and tested as a unit before leaving our factory and have been found to be in working order at the time of shipping. Installation of this kit requires detailed knowledge of the motorcycle model, its electronics and mechanics. It is assumed that the installer has access to the proper tools and a working knowledge of them, test equipment (such as a voltmeter), and factory service manuals. The following instructions must be read in their entirety and any questions should be answered prior to attempting installation. Incorrect installation will result in damage to the Electric Speed Shifter components. If after reading the instructions you do not feel comfortable installing the kit, please find a qualified technician to do the installation. Installation time is 2-3 hours.

**Disconnect negative battery cable before attempting any work on motorcycle.**

**INSTALLATION OF DUAL BUTTON HANDLEBAR CONTROL BRACKET:**  
Remove the left side handlebar switch housing. Loosen the clutch perch and slide it toward the fork 7/16". Retighten the clutch perch.

Notice that the grip has a raised portion on the end that originally fit under the handlebar switch housing; this needs to be trimmed back to between the grip and the flange area before installing the switch housing. See Figure #1. Note: Use a razor knife to cut the grip while it is still mounted on the handlebar. Reinstall the handlebar switch housing as close to the clutch perch as possible. When tightening the dual button handlebar control, be certain to tuck the wires neatly into the grooved channel of the bracket so they are not pinched or damaged. Covering this area with tape to hold the wires in helps insure they don't get pinched, just make sure the tape isn't in an area visible after installation. Be certain that the grip is secure after cutting, if not, remove it and re-glue per manufacturers specifications.



Figure #1

Route the wires from the dual button handlebar control bracket neatly along handlebar into the top fork tree area or inside the handlebar into the top fork tree area. From there run the wire assembly under the frame towards the battery. Alongside the battery is the approximate location that the control module will be mounted. Make sure to secure the wires along their routing with wire ties provided. Excess wire can be coiled and hidden in the battery area.

**INSTALLATION OF CONTROL MODULE AND WIRE HARNESS:**

Mounting location of the control module is alongside the battery. Note: the control module is supplied with Velcro for the bottom of the module to secure it. The wire assembly previously run from the handlebar control should now be connected to the control module. Note that there is a large 4-pin connector, a large 3-pin connector and a small 4-pin connector. The handlebar connector has the small round 4 pins and should be connected to the appropriate male receptacle on the control module. The large round 4-pin connector coming from the control module should be connected to the large round 4-pin connector from the fused wire harness. This harness is placed in the battery compartment. The small round 3-pin connector on the wiring harness is used for the electronic engine kill module. There are 3 loose wires coming from the fused wire harness. The black (negative) and large red (positive) go directly to the battery, the small red is for switched 12v positive power. We have found that on all of our H-D motorcycles, the orange wire with the white stripe is a switched 12v power source, but you will need to consult the service manual for your motorcycle model to be certain you are connecting to the proper wire. The small red lead can be connected to a lead on the motorcycle that is switched 12v positive power. Cut the small red wire to proper length and use the blue quick tab connector supplied to make this connection. The large red and black battery wires can also be cut to proper length, and then solder on the ring terminals supplied. Now attach the soldered on ring terminals to the battery posts, black to negative and large red to positive.

The electronic engine kill module may also be mounted alongside the battery. See instruction sheet included for electronic engine kill module wiring directions.

**INSTALLATION OF ELECTRIC SHIFT CYLINDER:**

Install the electric shift cylinder onto the shift cylinder to engine support bracket using the Pingel clamp and (2) 1/4-20 x 3/4" socket head cap screws, adjusting the cylinder so the clamp is positioned as in figure #2. Just snug these bolts for now, as adjustment will be needed later in the installation.

Remove the two top center bolts on the primary cover. While making sure the rod end on the shift cylinder is pointing forward, install the electric shift cylinder to engine support bracket to the primary cover, using (1) 1/4-20 x 2" and (1) 1/4-20 x 3-3/4" socket head cap screws and 2 polished 1/4" washers. The (2) 1/4" polished washers will be installed on the front side of the support bracket. Slide the (2) M6 washers onto each 1/4-20 bolt. The (2) M6 washers will be installed on the backside of the support bracket. Apply thread locker on each before tightening. See figure #2.

Remove the locknut and washer from the inside stock shift arm lever. .

Place the Pingel shift arm bracket over the stock shift arm lever and position it as shown in figure #3. Insert the 5/16-24 x 1 1/2" BHSCS through the stock shift arm lever, the Pingel shift arm bracket, and the 5/16" rod end. Then secure it with the 5/16 lock nut, see figure #4.

Apply thread locker and tighten the set screw on the side of the Pingel shift arm bracket, see (A) in figure #3.

The rod end on the shift cylinder should be able to go past the point of mounting in each direction sidwise. The point of mounting is that flat surface upon which the rod end bolts to the Pingel shift arm lever allowing for the thin flat 1/4" washers also. It is imperative that there is no side pressure or tension on the electric shift cylinder shaft when it meets its flat surface upon the Pingel shift arm lever washer where it is bolted as this would take away valuable power from the electric shift cylinder resulting in binding and missed shifts. If the rod end does not line up correctly, you can either add another thin 1/4" flat washer to the existing washers to move the rod end away from the shift arm lever, or remove one of the thin flat 1/4" washers to move the rod end closer to the shift arm lever. **NOTE:** Due to inconsistencies in manufacturing by H-D, the stock inner shift arm lever may need to be gently bent in or out to properly perform this procedure. Install the 1/4-20 x 7/8" button head socket cap screw through the rod end of the electric shift cylinder, the 1/4" flat washer(s) and the Pingel shift arm lever, see figure #4.

Before adjusting the shift cylinder front to back make sure the motorcycle transmission is in neutral. While holding onto the electric shift cylinder housing, loosen the two screws on the clamp. Now find the mark in the center of the length of the travel of the cylinder shaft. Adjust the cylinder housing front or back so the groove in the shaft is right at the plastic bushing located on the end of the cylinder housing, as shown in (A) figure #5. With the shift cylinder in the correct position, tighten the two bolts of the Pingel clamp. Route the electric cable from electric shift cylinder behind engine and up to the control module, attaching it to the appropriate connector. Secure all wires away from heat and moving parts with wire ties supplied.

Your electric speed shifter kit installation should now be complete. Reconnect negative battery cable. Turn ignition key on, pull in the clutch lever and push either button on the handlebar control and hold it for five seconds; now release the clutch lever slowly (in case the motorcycle is accidentally in gear), this procedure turns the control module on. When the key is turned off, the power to the control module is disengaged so this procedure must be performed every time the motorcycle is turned back on. Pull in clutch and check shifter movement by pushing either button on the handlebar control.

It will only be necessary to use the clutch when starting, stopping and finding neutral. Upshifting and downshifting will not require the use of the clutch. The operator can use the clutch manually without harm to any components, especially during downshifting to avoid "chirping" the rear tire.

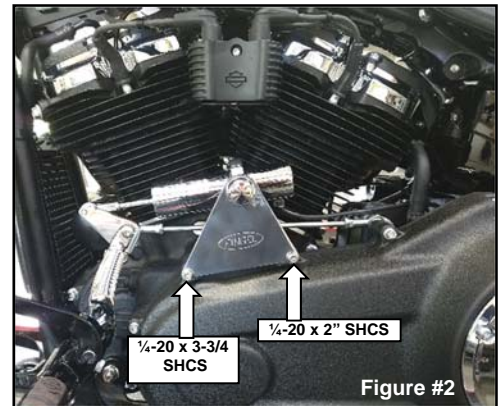


Figure #2

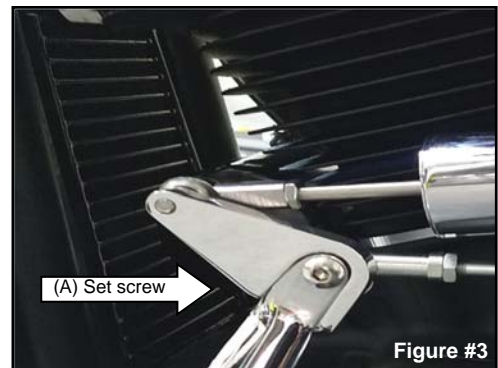


Figure #3

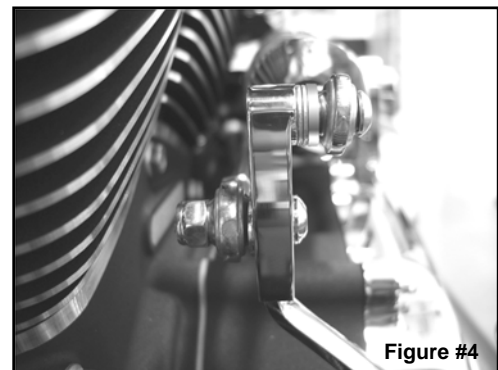


Figure #4

Test ride motorcycle. If shifting up or down is not achieved, you can loosen the Pingel clamp on the shift cylinder and adjust front or back 1/16" to 1/8" at one time. Retighten Pingel clamp and retest ride motorcycle. When you get final adjustment made, remove and apply thread locker to the end threads of each clamp bolt, but remove only one clamp bolt at a time so as not to lose your adjustment. Install the chrome cap over the 3/4" hex nut that is exposed on the shift cylinder to engine support bracket by holding it squarely on nut and tapping it with a soft hammer, putting a rag in between the hammer and chrome piece to avoid scratching.

**Note:** in the wire harness we have installed one 40-amp fuse for constant power. A spare 40-amp fuse is also supplied.

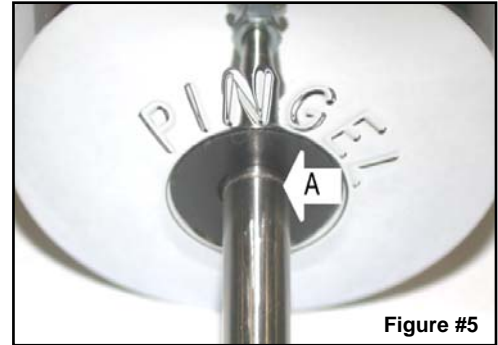


Figure #5

Prolonged repeated operation of the shifter (actuating the shifter repeatedly in rapid succession beyond normal use) can discharge the motorcycle battery and damage the shift cylinder and/or the control module. The normal battery takes 30-60 minutes to recharge after starting the motorcycle so use the shifter sparingly in this time.

**Helpful Operating Tips:**

Here is an example of what we found works for us: when upshifting at whatever your shift point RPM is (2000 – 6500) do not drop the RPM to make a shift happen, this will not help. RPM must be kept up to make a shift happen. When traveling at lower speeds, twist the throttle on slightly when hitting the shift button, to make a smoother shift. When downshifting, if you keep the rpm's between 1400-2000 you may be able to downshift without wicking the throttle, just a push of the button. If not, a slight crack of the throttle helps to smoothly go into lower gears. Our testing team has found that downshifting works best when shifting just under the following mph: 4<sup>th</sup> gear at 40mph, 3<sup>rd</sup> gear at 30mph, 2<sup>nd</sup> gear at 20mph and 1<sup>st</sup> gear at 10mph. Street riding may require the electronic kill module to be set to a longer kill time.

**Note:** Downshifting on a corner while leaning the bike may cause loss of control.

**This unit is not waterproof. Do not subject it to pressure washing or extreme moisture.**

**Installation of the Electric Speed Shifter Kit still maintains OEM Shifting.**

**Pingel recommends that after the installation of this kit, there should be an alternative method of shifting.**

If you have any questions please call 608-339-7999

***Thank you for purchasing a Pingel Enterprise, Inc. product.***

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**THANK YOU** for purchasing a PINGEL ENTERPRISE, INC., product. View our entire product line at [www.pingelonline.com](http://www.pingelonline.com)



## Items included: 2018 H-D Softail Fatbob

- |  |  |
|--|--|
| 1 - Electric shift cylinder support bracket with cylinder clamp (threaded) | 10 - 5½" wire ties                           |
| 1 - Cylinder clamp (thru-holes)  | 1 - Thread locker                            |
| 1 - ¼-20 x 2" socket head cap screws                                       | 1 - Extra 40-amp fuse                        |
| 1 - ¼-20 x 3-3/4" socket head cap screws                                   | 1 - Pingel shift arm lever with set screw    |
| 2 - ¼" polished washers  | 1 - 5/16-24 x 1½" button head cap screw      |
| 2 - M6 washers   | 1 - 5/16-24 lock nut                         |
| 1 - Fused wiring harness   | 1 - Chrome ¾" hex nut cover                  |
| 1 - 1" handlebar two-piece dual button control assembly                    | 2 - Hook & loop Velcro piece                 |
| 1 - Control module   | 1 - Electronic engine kill module            |
| 1 - ¼-20 x 7/8" button head  | 1 - Electronic engine kill module coil leads |
| 4 - ¼" washer (includes 2 extra for possible adjustment)                   |  |
| 1 - Electric shift cylinder  |  |
| 2 - Ring terminals   |  |
| 3 - Blue quick tab connector   |  |

**Dear Valued Customer,**

**Pingel Enterprise, Inc. would like to take this opportunity to thank you for purchasing one of our Electric Speed Shifter Kits.**

**We would also like to know what you think of the product and how your installation went. Your assistance can help us overcome any technical issues that other installers may experience. You can reach us toll free at 1-888-474-6435 or email us at [info@pingelonline.com](mailto:info@pingelonline.com).**

**We are also requesting photos of your installation. Your photos may be selected for publication in the Pingel catalog or at [www.pingelonline.com](http://www.pingelonline.com). Photos may be submitted by emailing them to [info@pingelonline.com](mailto:info@pingelonline.com). When submitting a photo, please include the motorcycle model and year.**

**Thank you again for your purchase!**