

BAKER DRIVETRAIN 2007-2009 SPEEDOMETER RECALIBRATION UNIT INSTRUCTIONS



**PREMIUM DRIVETRAIN INNOVATIONS
FOR AMERICAN MOTORCYCLES**

RECALIBRATION BOX INSTRUCTIONS

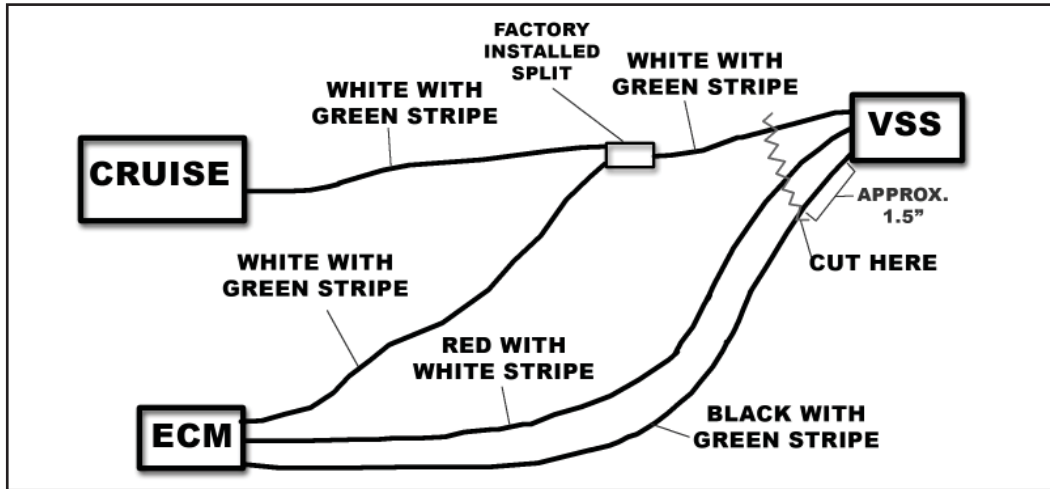
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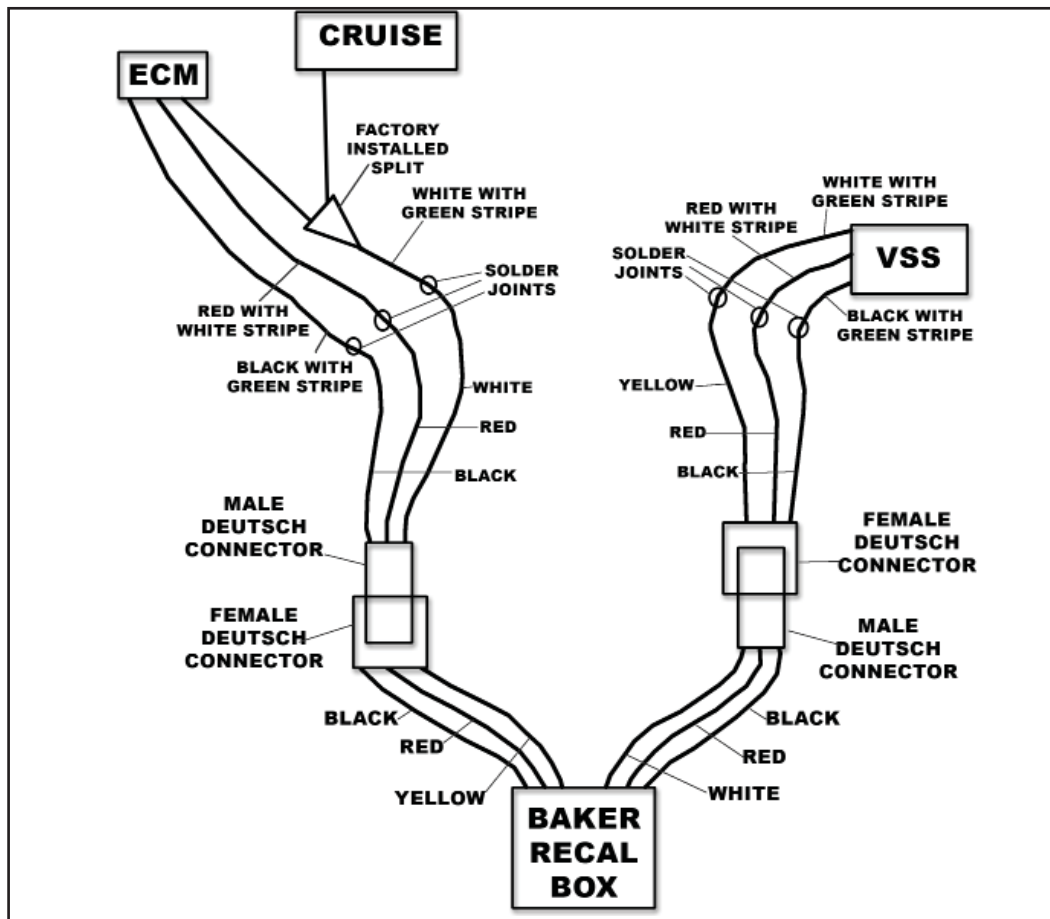
RECALIBRATION BOX INSTRUCTIONS

FOR 2006-2009 DYNA, 2007-2009 SOFTAIL, 2007 TOURING

BEFORE



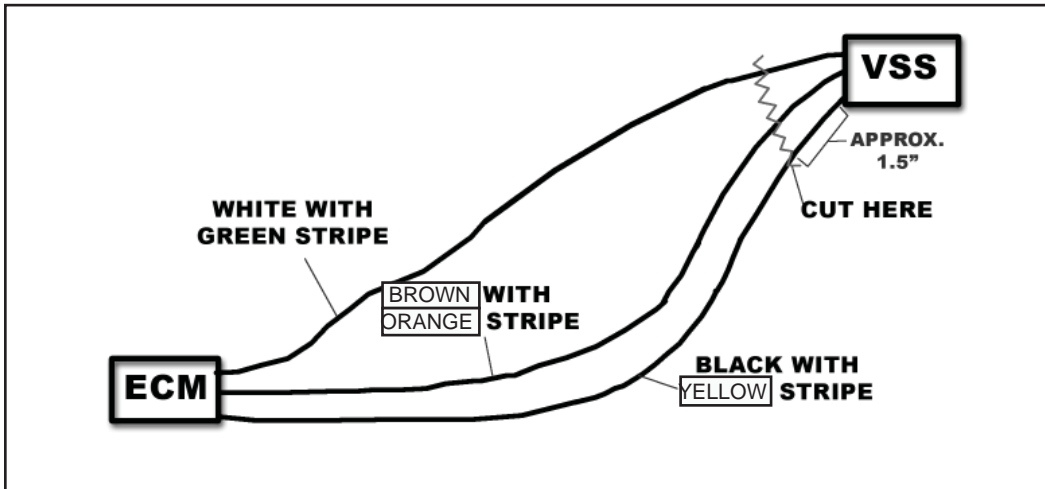
AFTER INSTALLING THE BAKER RECAL BOX ACCORDING TO SUPPLIED INSTRUCTIONS



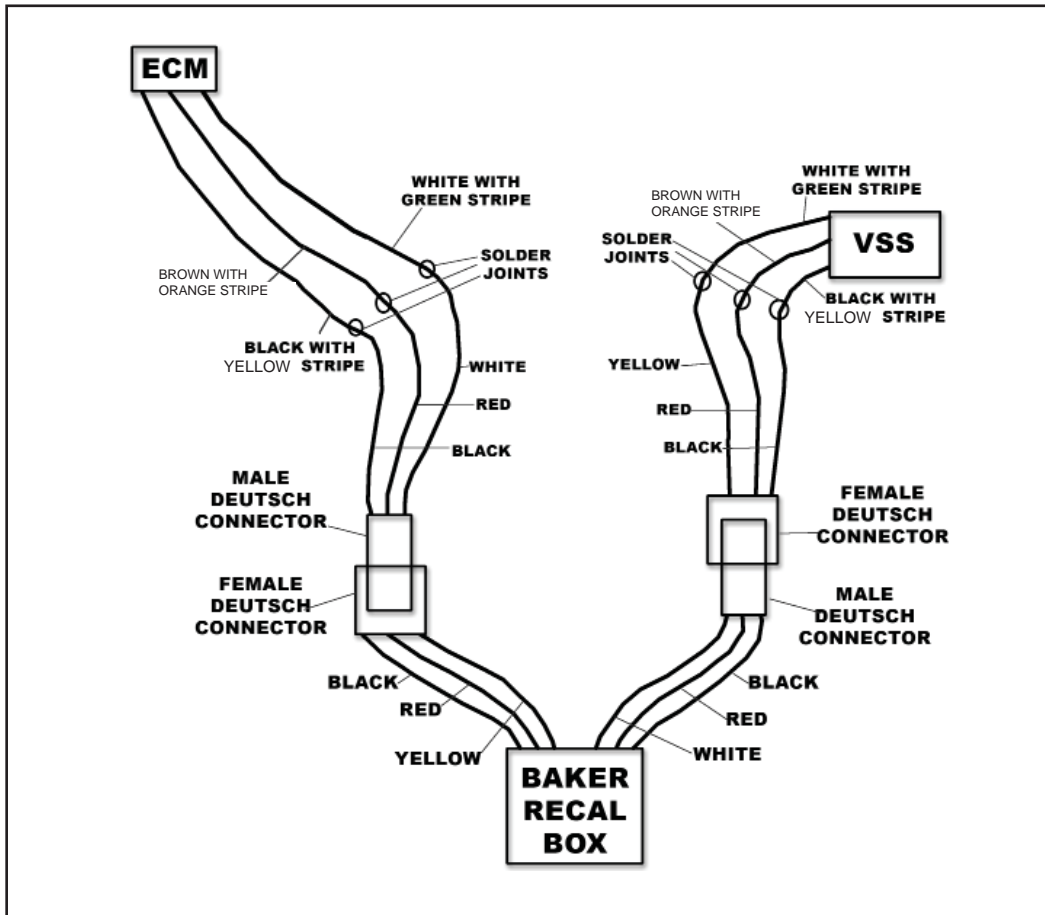
RECALIBRATION BOX INSTRUCTIONS

FOR 2008-2009 TOURING

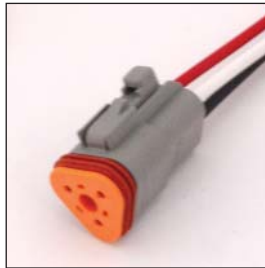
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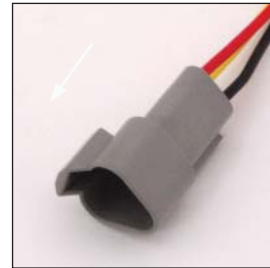
**AFTER INSTALLING THE BAKER RECAL BOX
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RECALIBRATION BOX INSTRUCTIONS



SPEEDOMETER SIDE



VSS SIDE

1) You will need to disconnect the wiring harness from the VSS (Vehicle Speed Sensor) and Neutral Switch on the transmission case and the pull the wire harness back into the battery box. You need to do this in order to gain room to work. Cut the factory installed sheath off of the VSS wires back to union with the starter and Neutral switch wires. About 7" total and set aside. You then will measure back 1.5" back from the VSS plug and cut the wires.

2) Cut the white with green wire on the Factory harness before it splits into 2 wires. Using the provided 1" shrink wrap lengths, slide them on to the 3 wires of the provided Male and Female Deutsch Connector leads in preparation for soldering those leads into the factory harness. Once you have soldered in the provided leads and have gotten the Female Deutsch Connector on the VSS side of the harness, and the Male on the Speedometer side your wiring should be as listed out as denoted on the wiring diagram for your model of bike.



PATIENCE AND CARE NEED TO BE TAKEN TO ENSURE THAT THE SOLDERING OF THE WIRES IS DONE CORRECTLY AND THAT YOU HAVE A GOOD CONTACT OF THE WIRES AT THE JOINTS. ADDITIONALLY THAT THE LAYOUT OF THE WIRES FOLLOWS THE PROCEDURE LAID PREVIOUSLY IN THIS DOCUMENT. FAILURE TO DO SO CORRECTLY WILL NOT BE KNOWN UNTIL THE BIKE IS ALL PUT TOGETHER AND THE SPEEDOMETER DOES NOT MOVE WHEN YOU GO TO LEAVE THE SHOP FOR THE MAIDEN VOYAGE.

3) Using the removed sheath from the factory wires, cut to length and wrap around the wires of the VSS sensor, from the factory plug back to the joint you just created with the Female Deutsch Connector leads. Reinstalling the factory sheath helps protect those wires that lay directly between the starter and transmission case from the heat of that environment.

4) Wrap the rest of the wires that you installed with electrical tape to keep them bunch nicely out of harms way and for the abrasion resistance that it offers. You are now ready to feed the wiring harness back through the battery box to the transmission area. You need to feed the VSS plug back to the VSS sensor, the neutral plugs back into place and the starter feed down to the transmission in preparation for starter re-install, whilst leaving the male and female Deutsch Connectors available to be plugged into the BAKER ReCal Box. You then are ready to place the ReCal box hanging over the side of the frame, under the seat, in preparation for the maiden voyage and Calibration Process. Lay the ReCal Box in such a manner that when the bike is back together, you can safely access it while riding down the road

5) Through our development of the installation procedure and assessment of the function characteristics of the BAKER ReCal Boxes on the new Cruise Drive Transmissions, we have learned that due to variations in Dynometer calibrations, the speedometer & ECM calibration and algorithm settings from the factory, and the Throttle By Wire system that the Speedometer may need to read up to 4 mph faster at 60 mph than a Dyno or GPS unit reads. Cases where the 6th gear light fails to light up or issues are being experienced in achieving proper cruise function, can be attributed to one, or a combination of these factors. Having the speedometer read faster will usually cure both of these issues. If you experience trouble in getting the recal box to function correctly give our tech line a call and we will get you taken care of. We always do.

RECALIBRATION BOX INSTRUCTIONS

SPECIAL ORDERS

A minimum \$500 deposit is required with all special orders. Special orders include unique case finishes, unique side door requests (i.e.; wrinkle black door or no logo).

ALL OTHER ORDERS

Orders can be pre-paid using VISA, Mastercard or American Express.

Prices shown are F.O.B. Haslett, MI. BAKER™ provides free UPS ground shipping on all retail orders for complete transmissions or transmission kit. UPS air shipment is available upon request. Customer is responsible for air shipment premiums.

LIMITED WARRANTY

BAKER™ Inc. transmission assemblies, transmission kits, and wide tire kits are guaranteed to the original purchaser to be free of manufacturing defects in materials and workmanship for a period of 2 years from the date of purchase or up to 24,000 miles - whichever is sooner.

If the product is found by BAKER™ to be defective, such products will, at the option of BAKER™, be replaced or repaired at cost to BAKER™.

In the event warranty service is required, the original purchaser must call or write BAKER™ immediately with the problem.

If it is deemed necessary for BAKER™ to make an evaluation to determine whether the transmission assembly or transmission kit is defective, the entire transmission assembly, whether originally purchased as an assembly or kit, must be properly packaged and returned prepaid to BAKER™ with a copy of the original invoice of purchase.

If after an evaluation has been made by BAKER™ and a defect in materials and/or workmanship is found, BAKER™ will, at BAKER's option, repair or replace the defective part of the assembly.

Warranty card must be returned within 45 days of purchase to be valid.

ADDITIONAL WARRANTY PROVISIONS

This limited warranty does not cover labor or other costs or expenses incidental to the repair and or replacement of BAKER™ products. This warranty does not apply if one or more of the following situations is judged by BAKER™ to be relevant: improper installation, accident, modification (including but not limited to use of unauthorized parts), racing, high performance application, mishandling, misapplication, neglect (including but not limited to improper maintenance), or improper repair.

BAKER™ shall not be liable for any consequential or incidental damages arising out of or in connection with a BAKER™ transmission assembly, transmission kit, swingarm, fender, component or part. Consequential damages shall include without limitation, loss of use, income or profit, or losses sustained as the result of injury (including death) to any person or loss of or damage to property.

BAKER™ transmissions, transmission kits, and Wide Tire Kits are designed exclusively for use in Harley-Davidson® motorcycles. BAKER™ shall have no warranty or liability obligation if a BAKER™ part is used in any other application.

If it is determined that a BAKER™ transmission assembly has been disassembled during the warranty period for any reason, this limited warranty will no longer apply.

RECALIBRATION BOX INSTRUCTIONS

The words Harley, and H-D are registered trademarks and are for reference only. Use of H-D model designations and part numbers are for reference only. BAKER Drivetrain has no association with, and makes no claim against, these words, trademarks, or companies.

It is the sole responsibility of the user to determine the suitability of this product for his or her use, and the user shall assume all legal, personal injury risk and liability and all other as well as all other obligations, duties and risks associated therewith.

CUSTOMER SUPPORT

For any installation or service questions, please contact our BAKER technical department toll free: 1-877-640-2004.