

WILD BOAR AUDIO

by **HOGTUNES**
USA's #1 Source For The Harley-Davidson Rider



BIG PIG RG

INSTALLATION MANUAL

IMPORTANT! A Radio "Re-Flash" Is Strongly Encouraged Before Proceeding. Please Read Manual For More Information



Thanks you for your purchase of Wild Boar Audio's "BIG PIG RG" Kit for 15+ Road Glide Models. We want your kit to work as well as it was designed to, so if you have any questions or concerns, please email: tech@hogtunes.com or call us during regular business hours (EST) at (705)-719-6361. If you still need help, please consider a professional installation by your dealer.

Important:

- 1) In order for your new amp to work properly, your radio must have the proper "flash" installed. Different radio flashes are used by the "MoCo" based on the factory audio system that comes on different model bikes. Re-flashes can be done at any OEM dealer, or a "Techno Research" dealer. You can find the nearest Techno Research dealer by visiting:
<http://technoresearch.com/index.php/tuning-centers>
The required flash to make this amp work best is called "4 speaker no amp" and will give highest quality sound and best reliability.

DO NOT PAINT THE 6"x9" TWEETER ASSEMBLY HOUSING!

The tweeter is permanently attached to the tweeter assembly to make sure nothing, such as paint, obstructs the BUILT IN DRAINAGE. In the event of warranty, Hogtunes replaces the tweeter assembly as one piece, and therefore assumes zero responsibility for paint!

This manual is written in 3 major sections:

Section 1: Front Speaker Installation

Section 2: Speaker Lids/6x9's

Section 2: Amplifier Installation

IMPORTANT: Read the next page before installing!

Wild Boar Audio Contact Information

Email: tech@hogtunes.com

Tel: 705-719-6361

BEFORE GETTING STARTED

We strongly suggest following the order of this manual. Wire harnesses need to be run from the front of the bike to the back, and from the back to the front. Following the manual as its written will help keep installation time to a minimum.

The supplied WBA 600.4 is a powerful amplifier and made to work with 4 Ω (ohm) speakers only (same as supplied in this kit).

The WBA 600.4 amplifier is a Class D design. It should be understood that ALL Class D amplifiers, regAr DLess o f Br An D, cause a reduction in fM reception. The WBA 600.4 features a proprietary circuit design called r.e.M.I.T. (r educed electro Magnetic Interference Technology) that Wild Boar Audio believes gives the BesT fM reception available for any Class D Amplifier designed for a motorcycle. If you add additional amplifiers to your system, reduction of fM reception is increased and is considered normal.

Wild Boar Audio understands that some riders prefer the cosmetics of in fairing antennas, however it should be noted that n o THIn g works as well as the factory antenna. If fM is an important part of your riding experience, we strongly advise against the use of any in fairing type antenna!

The amplifier has built in protection and will turn itself off if your charging system/ battery goes below 10.5 volts.

In very high heat situations the 600.4 amplifier will shut itself off before it damages itself. Once cooled down to safe operating temperatures, it will turn itself back on.

SECTION 1

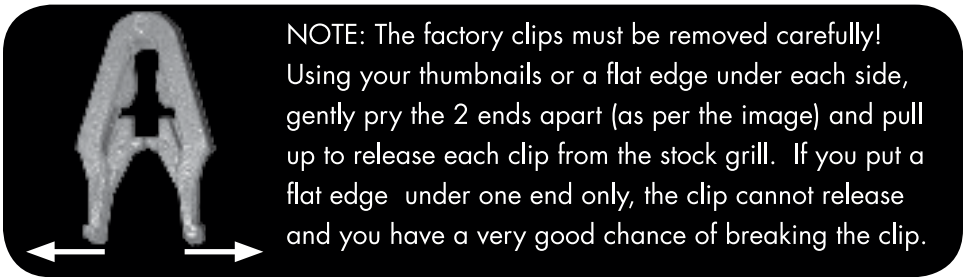
FRONT SPEAKER INSTALLATION

Step #1: **Grill Trim Ring Selection:**

In the box, you will see that the metal mesh grill with tweeter in it is sitting in the black trim ring. If you turn this over, you will see "tabs" in the metal mesh used to secure the mesh to the black trim ring have not been folded over. These were left unfolded in case you want to remove the mesh, and have your black trim rings customized, or if you want to place the metal mesh in the chrome trim rings that also came in the box. No matter which trim rings you choose, the metal mesh grill with tweeter must be properly "seated" in the trim ring and all 6 metal mesh "tabs" must be folded over before proceeding.

Step #2: **Removing the Factory Grills:**

Each factory grill will be removed from the inner fairing by prying up on them. Start with your fingers, but if you must use a tool, please use something with a 90° end being extra careful not to scratch your inner fairing...especially if its painted! On the back of each grill, there is a rubber gasket and 2 white clips which will be removed from the factory grills and re-installed on the Wild Boar Audio grills.



NOTE: The factory clips must be removed carefully! Using your thumbnails or a flat edge under each side, gently pry the 2 ends apart (as per the image) and pull up to release each clip from the stock grill. If you put a flat edge under one end only, the clip cannot release and you have a very good chance of breaking the clip.

Step #4: **Removing the Factory Speakers:**

With the grills off the bike remove the 4 screws that secure the factory speaker to bike. Gently pull up each factory speaker so it's coming away from the bike and carefully remove the speaker wires. Put the factory speakers aside.

Step #5: **Installing the Wild Boar Audio WBC 1654 RG Speaker:**

Take a Wild Boar Audio woofer and attach the factory speaker wires noting they will only go on one way. The #1 reason for tech related calls is loose wires at the speaker which is why we designed the self-locking clips on the speaker frame. You will need to "maneuver" the new woofer into place so it will go past the grill opening on the inner fairing, noting it will go in without force. In order to make the

speaker install properly, the speaker wires must be oriented so they are closest to the top of the inner fairing (12 o'clock position). When installed correctly, the 2 small wires that go from the back of the speaker and "through" the speakers ring will also be in the 12 o'clock position. Reinstall the factory screws to secure the woofers in place making sure the speaker is flush to the mounting plane of the factory speaker cabinet.

Step #6: **Installing the Wild Boar Audio Speaker Grills:**

Before proceeding, please MAKE SURE all 6 metal mesh tabs on the speaker grills have been folded over to properly secure the grill mesh to the trim ring! There is a small 2 wire plug for the tweeter on each grill that will get plugged into the mating connector on the wire coming through front of the speakers ring. When these are plugged together, there will be an extra length of wire. In the kit there are foam strips that are "peel and stick". You can use the peel and stick foam that came with the kit to secure the extra length of wire on top of the factory speaker cabinet. The goal is to make sure this extra length of wire does not fall in front of the woofer and rattle against the woofer as it's playing. With the extra wire out of the way, the new grill will press into the inner fairing and "click" into its final position.

SECTION 2

SPEAKER LID INSTALLATION



Do Not Use "Thread Lock" or "Screw Glue" of Any Kind As It Destroys Plastic And Will Cause Part Failure NOT Covered By Warranty!

This manual assumes you have already removed the woofer, tweeter and grill, had the lids painted, and you are now installing the new lids on your bike.

Remove the saddlebag from the bike, and put on a stable working surface. For obvious reasons, blankets etc. on your work surface will help protect the paint.



Figure 1.1



Figure 1.2

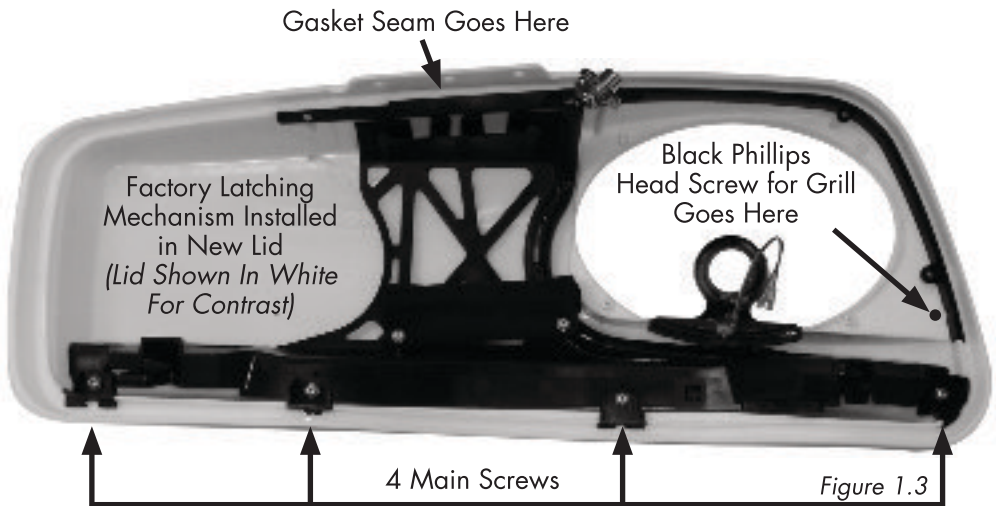
Step #1: The white circle in Fig 1.1 above is where a 3/4" (19mm) hole will be drilled. This hole is where the supplied Hogtunes rubber grommet will go to allow the lids speaker wire to pass from the saddlebag. **We strongly suggest putting masking tape over the painted area to be drilled. We also suggest starting with a small bit, and gradually working your way up to the 3/4" (19mm) hole.** Drilling the hole with the lid still on is recommended!

Step #2: The supplied grommet in Fig 1.2 is "split" to make the install much easier once the wire is in the bag. The white circle in the picture shows a "plug" that can easily be removed. If the only wire you have going into your saddlebag is the speaker wire, leave the plug in place. If you have a second wire for such things as lighting etc., removing the plug from the grommet will allow the second wire to also pass without having to drill additional holes in your saddlebag.

Step #3: **Disassembling The Factory Lid**

As you disassemble your factory lid, please make note of what screws came from where as they will be re-used. Open the factory lid and you will see 2 "T15" torx screws on the "bag side" of the cloth tether that holds the lid to the bag. Remove these 2 screws, move the cloth tether out of the way, and you will see 2 more of the same screws which also need to be removed. The lid is now free from the bag. Remove the 2 screws that hold the "key lock" to the factory lid. The chrome panel with the reflector built in comes off the factory lid by removing the 3 screws right next to the key lock. At its seam, the factory foam gasket needs to be peeled up enough to allow the rest of the hinge mechanism to be removed from the factory lid. There are 2x "T20" torx screws that hold the balance of the hinge mechanism to the plastic of the lid. Remove these screws and put hinge mechanism aside.

Step #4: Remove the "T15" screw that holds the opening handle in place and pull the handle away from the factory lid. Remove the last 4x "T15" screws securing the large latching mechanism to the underside of the factory lid. This entire mechanism is now removed. Put your factory lid aside.



Step #5: The large latching mechanism just removed will now be installed into the Hogtunes lid using the factory screws just removed. You will need to jostle the mechanism gently to get it in place. As shown above (Fig 1.3), the 4 main screws on the mechanism are the ones to do first. Install the factory handle to the new lid using the factory screw. Next, the 2 screws will go back in on the hinge side followed by 3 screws that secure the chrome cover with reflector. Do not put in the 2 screws that hold the lock in place just yet.

Step #6: Before applying the supplied rubber gasket you will need to clean the area the gasket will stick to. Use a mild cleaner such as 99% Isopropyl alcohol, but nothing aggressive like acetone as acetone will destroy the lid.

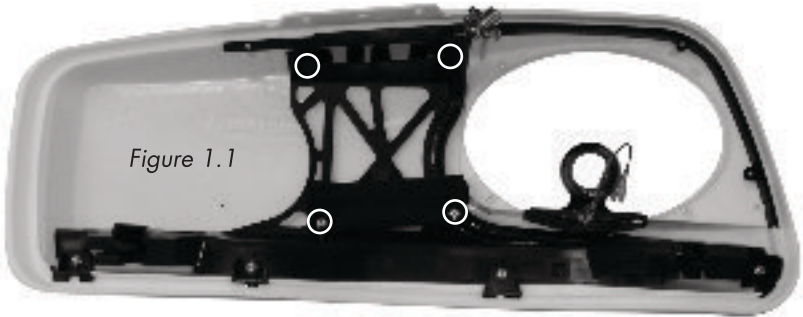


See gasket profile. The gasket needs to be applied so the flat side is adjacent to the outside of the lid!

Step #7: Once the cleaner is completely dry, start applying the gasket so the seam will be at the same point the factory gasket was as shown in Fig 1.3 on previous page. Don't over stretch the gasket as you're applying it along straight passes, but at the same time, don't allow it to "bunch up" in the corners or the lids will not close properly. Make sure the adhesive portion of the gasket is stuck to the bottom portion of the trough all the way around. When you have the gasket all the way around, you can expect to have some left over that can be carefully cut off using a sharp knife or scissors. The lids may be harder to close the first few times until the gasket "breaks in". Once the gasket is applied and cut to size, re install the 2 factory screws that hold the key lock in place.

Step #8: With the lid painted side up, sit the metal mesh grill into place using the tongue on the grill and the groove on the lid. Install black Phillips screw as shown in Fig 1.3 on previous page.

Step #9: Remove the 4 screws shown by the white circles in Fig 1.1 noting the cloth tether will also come off at this time.



Step #10: Locate the metal plate with the passive crossover installed and sit it in place so it is oriented as shown in Fig 1.2. There is a specific brake side and clutch side, so put the one in so all 4 holes in the plate line up to the holes in the lid. Re-install the 4 screws noting that the tether will sit on top of the crossovers mounting plate.

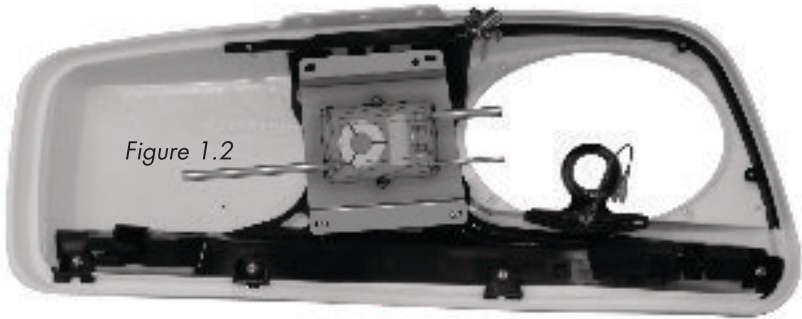


Figure 1.2

Step #11: Locate one of the tweeter assemblies (they are the same for brake and clutch side) You will see a groove on the tweeter assembly that mates to the lid. Locate the black gummy material that came in the kit and take one strip, roll it in your fingers so its close to uniform thickness and apply across entire groove highlighted by arrows in Fig 1.4 on the bottom of this page.

Step #12: Press the tweeter assembly into the lid as shown in Fig 1.5. Take another black gummy strip and tear it into approximately 3 equal strips and roll each piece so you have 3 "balls". Squish each ball into the locations shown by the 3 black "dots" shown in Fig 1.5. The outside ones are to help seal between the tweeter assembly and the lid itself. The middle one helps make sure no water passes around the tweeter wires. Adding the gummy material is an added failsafe to keep water out and will be hidden once the 6"x9" woofer is installed.



Figure 1.4

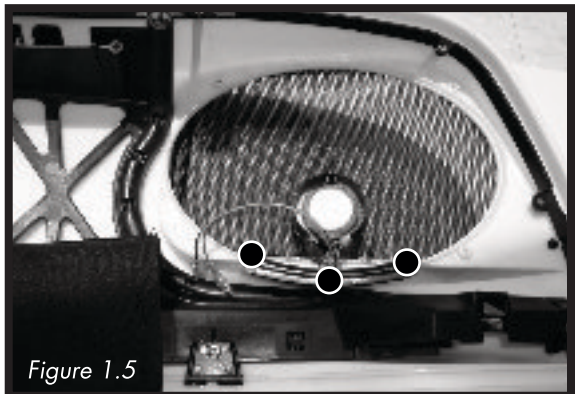


Figure 1.5

Step #13: Take one of the 6x9" woofers (they are the same for brake and clutch side) and sit it in the lid so the connector "end" of the speaker is closest to the passive crossover. Using the silver torx screws that held the woofers in place when you got this kit, attach the woofer to the lid. Please note that the 2 woofer screws opposite to where the tweeter sits also secure the grill to the lid. DO NOT Over tighten these! The 2 wires with connectors that come out the one end of the passive crossover will now plug into the connector on the 6x9" woofer, and the connector on the tweeter and will only go on one way. Take the lid to the saddle bag, and using the factory screws, secure the hinge on your lid to the bag. When done, the other half of the cloth tether will attach to the saddlebag using the factory screws.

Step #14: Included in the kit are adhesive "pads" that when attached, have a provision to secure the wires in place using the supplied zip-ties. Split the adhesive pads into 2 equal groups—one group per bag. You will need to do a "ghost run" of how you want to get the long wire to the hole you drilled in the bag. In most cases, you will have the wire go straight to the bottom of the saddle bag, go across the bottom and then go straight back up towards the hole. When done, you want the 2 pin black plug to hang outside the saddle bag a minimum of 4" (10cm).

Once satisfied with the ghost run of wires, you will want to plan where the adhesive pads will go, so that zip ties can secure the wires inside the bag. Note: Before applying the pads, clean the plastic well using 99% isopropyl alcohol, or similar cleaner. DO NOT use Acetone (It will eat plastic).

With the 2 pin black plug hanging approximately 4" (10cm) out of the bag, install the completed saddlebags onto the bike.

SECTION 3

AMPLIFIER INSTALLATION

As the amplifiers come in the box, they are “stuck” to a mounting plate for use in FLH (Batwing) model bikes. “Peel” the amps off the plate and put that plate aside as it’s not required for FLTR (Road Glide) installations.

As stated in the “Important Notes” at the beginning of this manual, the required radio flash is called “4 speaker no amp” and is required for your system to work properly. The 4 speaker no amp flash is what comes from the factory on all non CVO model Ultras. Please refer to these important notes or CONTACT US if you have questions!

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

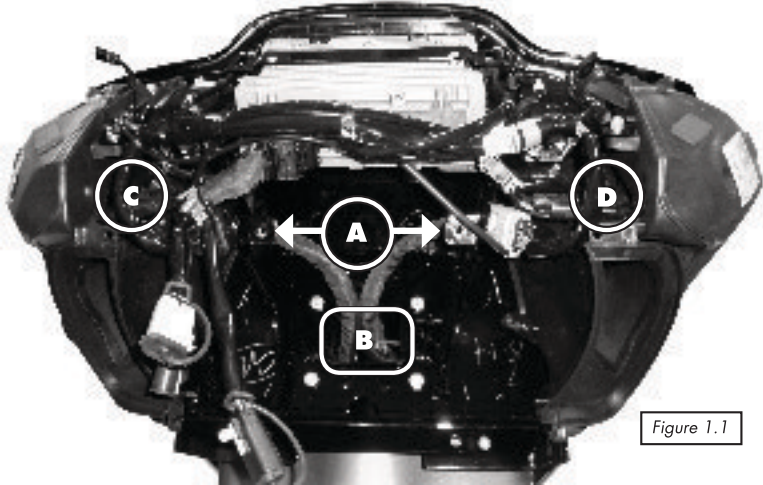


Figure 1.1

- A** = Mounting points for Headlight assembly
- B** = Wire passage from fairing to bike
- C** = Brake side speaker harness (Pink and Pink with Black Stripe wires)
- D** = Clutch Side Speaker harness (Pink and Pink with Black Stripe wires)

IMPORTANT NOTE BEFORE PROCEEDING

Power wires and wires for rear speakers will travel from inner fairing area towards the back of the bike. You can run wires in the factory wire “chase” which is under the fuel tank along the frame, or up and over fuel tank, but under the chrome console. If you are comfortable removing and re-installing your bikes fuel tank, doing it now can make running the wires much easier.

Step #1: Locate the “splitter” power harness included 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 Fig 1.1 on page 9 for reference, run the “ring terminal end” of the power harness through “B”. Position 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, there is 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.

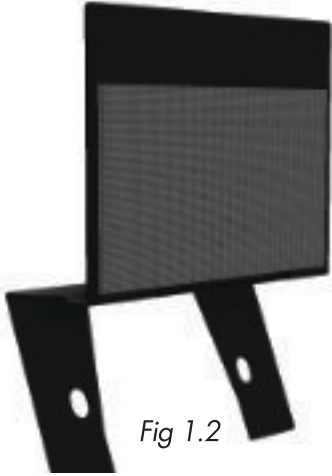


Fig 1.2

Step #2: The lids came with a long harness with 2—2 pin plugs on one end, and a 4 pin plug on the other. Plug the 2 pin plugs into the wires now hanging outside the saddlebags. The rest of this harness will work its way towards the front of the bike. The 4 pin plug will go through the rectangular opening the power wires just came through and must be accessible near the power connectors of the “splitter” harness.

Step #3: **Preparing the Plate for the Amplifiers:**

Locate the Road Glide Plate that came in the kit (Fig 1.2). Locate the 2 “hook and loop” adhesive pieces included 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.

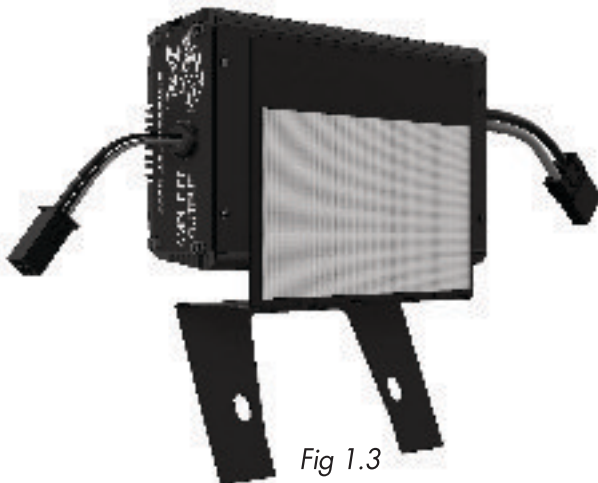


Fig 1.3

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.

- Step #4: “Stick” one of the amplifiers to the BACK of the plate in the same orientation as shown in Fig 1.3.
- Step #5: Using Fig 1.1 on page 9 for reference, locate the 4 bolts on each of the 4 corners around “B” and remove the ones on top left and top right (only). It’s best to have the amp on the plate near you before proceeding.
- Step #6: Using Fig 1.1 on page 9 for reference, 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. Locate the “main input” harness and insert its 8 pin plug into the “audio input” on the MASTER (back side) amplifier. On this 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.
- Step #7: Locate a bag with a harness in it that says “Audio Out” and plug it into the amplified out “pigtail” on the Master (back) amplifier. Take the 2 pin plug with the blue heat shrink on one end and install it into the plug going into the brake side speaker cabinet. Take the 2 pin plug with the brown heat shrink 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.

IMPORTANT—Before you proceed, make sure you understand the Radio Flash Selector info on the next page. The Master (back side) Amp will be difficult to adjust later if you don’t do this now!

Step #8: Using Fig 1.1 on page 9 for reference, you will see 2 large factory harnesses between “A” and “B”. Wiggle the amp/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.

Step #9: Take the second (Slave) amp and plug the second power connector from the splitter power into the amp. Locate the bag labelled “input link”. The input link has 2 blue plugs on it, one of which mates to the empty blue plug on the Master amp’s (back side) input harness. Plug these together. The 8 pin plug on the input link plugs into the “audio in” on the Slave (front) amp. This is how we get music from the master amp to the slave amp. There will be 1 blue plug that stays empty which is there for possible future system expansion. Plug the 4 pin plug on the lids harness into the “amplified output” plug on the Slave amp (*front*).

You can now “stick” the Slave (front) amplifier to the plate in the same orientation as shown in Fig 1.4.



Fig 1.4

Step #10: Attach the amp’s brown wire to the negative (-) battery terminal and the amp’s 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 first. When the positive connector touches the battery, some sparking is normal. This is a function of the capacitors in the amplifiers charging up.

Step #11: Turn the stereo on and, at low volume, test to make sure all four speakers are working.

Step #12 Re-install the seat making sure the amplifier's "+" and "-" connectors are positioned in such away so they will not bend or break when the rider's weight is on the seat.

This is the best time to take a few minutes to "clean up" the wiring and secure using supplied zip-ties.

SECTION 4

FINAL SYSTEM ADJUSTMENT

This section is VITAL to the correct operation of the system, please make sure you read and understand it, or contact us!

Step #1: This kit has been designed to give great sound with the radio bass and treble controls in the middle position. Adjusting the bass and treble up or down no more than 3 bars from centre will give excellent and reliable performance for most kinds of music. If you choose to exceed this suggestion and play at high volume levels, you may damage your system!

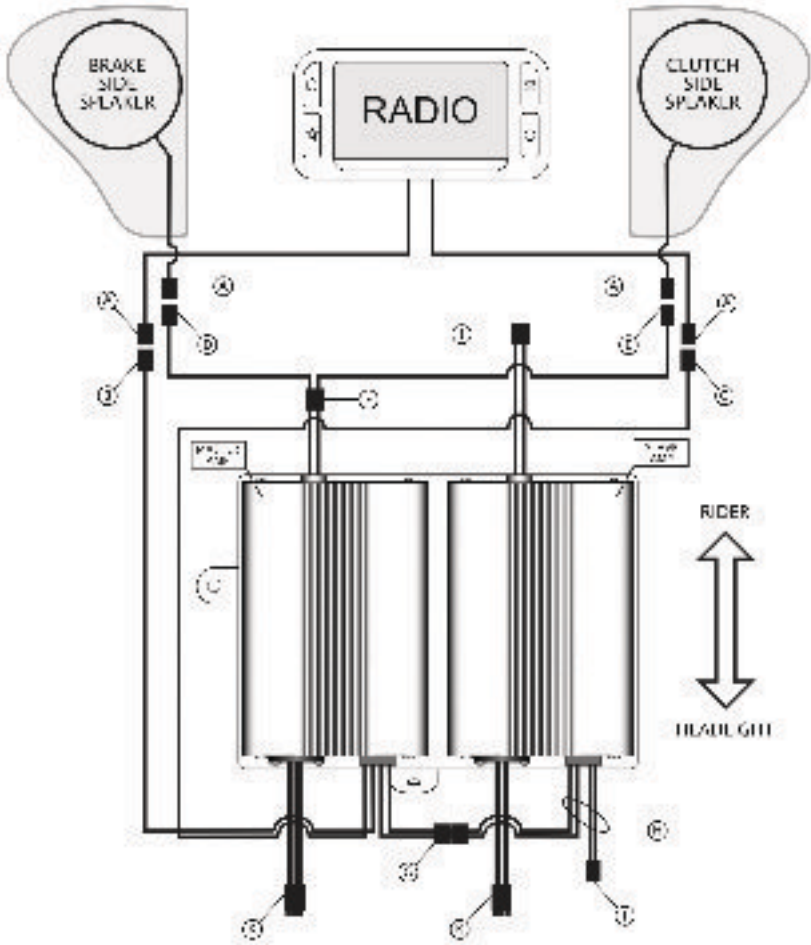
Step #2: The Wild Boar Audio 600.4 amplifier is a HIGH POWER amplifier specifically designed to work on the small charging system of a motorcycle. DO NOT start your motorcycle with the radio past half on the volume dial! When the start button is hit, all available current goes to your bike's starter which "starves" the amplifier and may cause damage to your speakers!

*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 the fairing and the system is now ready to enjoy!

WBA 600.4 Quick Reference Wiring Diagram

- A) Factory Connectors Between Radio and Speaker Cabinets (pink/pink with black stripe)
- B) Master Amp Brake Side Input (Green Heatshrink)
- C) Master Amp Clutch Side Input (Yellow Heatshrink)
- D) Master Amp Brake Side Output (Blue Heatshrink)
- E) Master Amp Clutch Side Output (Brown Heatshrink)
- F) Master Amp Amplified Output "Pigtail"
- G) Master Amp Bypass Out
- H) Input Link From Master Amp to Slave Amp
- I) Slave Amp Bypass Out For Possible Future System Expansion
- J) Slave Amp Amplified Output Pigtail for Lids Or "ACC" Harness
- K) Amplifier Main Power/Ground



**This Page Is For Quick Reference Only.
To Avoid Damage To Your System, Please Read Entire Manual!**

WARRANTY INFORMATION

Wild Boar Audio branded speakers are warranted for a period of 5 years to the original purchaser. Wild Boar Audio branded amplifiers are warranted for a period of 3 years to the original purchaser. Proof of purchase is required for all warranty claims. Please contact Hogtunes head office for all warranty claims. Products found to be defective during the warranty period will be repaired or replaced (with a product deemed to be equivalent) at Hogtunes sole discretion. Hogtunes/Wild Boar Audio's complete warranty policy is available on our website at www.wildboaraudio.com

What Is Not Covered:

- 1) Any expense related to the removal or re-installation of products.
- 2) Repairs to these products performed by anyone other than Hogtunes, Inc.
- 3) Subsequent damage to any other components.
- 4) Any product purchased from a non-authorized Wild Boar Audio dealer.
- 5) Damage to products from an accident or collision.
- 6) Damage from incorrect installation, improper use, abuse or modifications.
- 7) Reduction of FM reception.
- 8) Damage caused by incorrect factory radio "re-flash" and amp combination
- 9) Damage to inbound warranty product due to improper packing.

IMPORTANT: In the event of a warranty claim, please fill out the form in the Warranty section of our website www.wildboaraudio.com. Valid claims will have a Return Authorization Number (RA#) generated which MUST appear on the outside of the box when it arrives to our offices.

Goods Arriving Without An RA# Will Be Refused!

Wild Boar Audio is owned by Powersports Audio Inc.

PowerSports
/// AUDIO INC.

Please record your amplifier's serial #'s here:

"MASTER AMP"

"SLAVE AMP"

**PRACTICE
SAFE
SOUND!**



Wild Boar Audio products will play much louder than the Original Equipment, which can be a distraction to the rider and/or passenger. Please use caution when adjusting or playing your stereo at high volume, especially in traffic.

You are a valued customer so please:

**Ride Alert
Arrive Alive!**

**www.wildboaraudio.com
www.hogtunes.com**