



PREMIUM
FLEX-SIX IGNITION KEY RELOCATION KIT
Made in The USA!

INSTRUCTIONS

(Please read entire sheet before beginning install)

Parts included:

- 1 Flex-Six Ignition Key Relocation Bracket
- 1 High Temp Silicone Rubber Seat
- 1 Longer than stock Ignition Bolt
- 4 Heavy Duty Zip Ties

Installation Steps:

1. Remove Main Fuse OR disconnect battery before proceeding.
2. Remove Ignition Switch Face Nut (chrome ring around switch)
3. Remove Switch Cover from mounting bracket. Keep the Switch Cover it will be re-used.
4. Carefully re-route the ignition switch along the backbone toward the rear of the bike. Route the wires down behind the rear cylinder with the switch pointed toward the left of the bike. Be careful not to yank on the wires. This may require removing some factory zip ties. We have included new zip ties so you can replace them after re-routing the wires.
5. Very carefully remove the nut from the grounding stud at the top back inside of the primary. You do NOT need to remove the ground wire from the stud. If you do not have this grounding stud, please refer to the notes and pictures at the end of the instructions.

Note: Before proceeding to step #6, decide if you want the switch in the OUT position, or the TUCKED IN position.

6. If you would like your ignition in the tucked in position, place the switch cover with the face

closest to the bend in the bracket with the ignition bolt provided. The rubber seat must go between the switch cover and the flex-six bracket. Tighten all the way.

7. If you would like your ignition in the out position, place the switch cover with the face opposite the bend in the bracket with the ignition bolt provided. The rubber seat must go between the switch cover and the flex-six bracket. Tighten all the way.

8. Feed the Ignition Switch into the Switch Cover. Install Ignition Switch Face Nut onto the Ignition Switch.

9. There are two holes at the bottom of the bracket, one is used for the TUCKED IN, and the other for the OUT, position. Place the bracket on the STUD with the Unused hole toward the Back of the bike.

10. Reusing the nut removed from the stud in step # 5, place it back on the stud, snugging down the Flex-Six bracket. Do not tighten all the way.

11. You can now move the switch forward toward the rear cylinder, back toward the side cover, or anywhere in-between. Once you have it in the position you like the best, tighten the nut all the way.

12. Double-check the re-routed wires to make sure none of them are rubbing against any sharp edges, are not touching any part of the engine, and are not pinched or compromised in any way.

13. Replace Main Fuse OR reconnect the battery and go for a ride!

General Notes:

- **If you have a 2002 or earlier sportster, you will not have the grounding stud mentioned in step #5. If this is the case, you have a few options.**
 - **1. You can get a longer bolt that comes out of the back of the primary and use it the same way.**
 - **2. You can mount the flex- six where the rear tank bolt is, which puts the ignition right above the rear rocker cover and in front of the seat for easy access.**
 - **You can mount it to the battery tray like in the picture below. Some model sportsters already have a hole to accommodate this, others might need to drill a hole.**
 - **The flex-six can be mounted just about anywhere there is a bolt. This is a chance for you to get creative.**
- **We recommend blue threadlocker be used on all threads.**
- **For longer key life, don't have other keys or items on the key ring in the ignition.**
- **Removing the nut from the grounding stud at the top back of the primary can be done with a box wrench or open end wrench (7/16) opening the battery cover can help. ANOTHER option is to use a socket coming from the exhaust side of the engine....on the 48's that have the ECM in front of the battery box, using this socket method is much easier.**

