

TOOLS NEEDED: PHILLIPS SCREWDRIVER
5MM ALLEN WRENCH

10MM WRENCH
13MM WRENCH

WIRE CRIMP
THREADLOCKER

INSTRUCTIONS FOR INSTALLING THE LIGHTS:

1. REMOVE THE TWO SCREWS AT THE BOTTOM CORNERS OF THE FRONT FAIRING NOSE TRIM WITH A PHILLIPS SCREWDRIVER.
2. REMOVE THE TWO PLASTIC POP RIVETS, ONE ON EACH SIDE, ON THE INSIDE OF THE FRONT COWL. THEY SHOULD BE THE TWO NEAR THE TOP CORNERS.
3. REMOVE THE LONG STUD ATTACHED TO EACH OF THE BULLET LIGHTS, AND REPLACE THEM WITH THE SHORTER STUDS PROVIDED AND LOOSELY TIGHTEN DOWN.
4. PLACE THE PLASTIC INSERTS INTO THE HOLES WHERE YOU REMOVED THE PLASTIC POP RIVETS. PLACE THE MOUNTING BRACKET UP TO THE PLASTIC INSERT AND INSERT THE SHEET METAL SCREW THROUGH THE BRACKET INTO THE PLASTIC INSERT. YOU WILL NEED TO PUT PRESSURE ON THE PLASTIC INSERT TO PREVENT IT FROM SPINNING.
5. LOOSEN SET SCREWS FOR VISOR LIGHTS AND ROTATE 150 DEGREES. APPLY THREADLOCKER TO SET SCREWS AND TIGHTEN
6. ATTACH THE BULLET LIGHT TO THE MOUNTING BRACKETS USING THE M8 SERRATED WASHERS AND M8 JAM NUTS. DO NOT COMPLETELY TIGHTEN AT THIS TIME. HAND TIGHTEN THE SCREW REMOVED IN STEP #1.

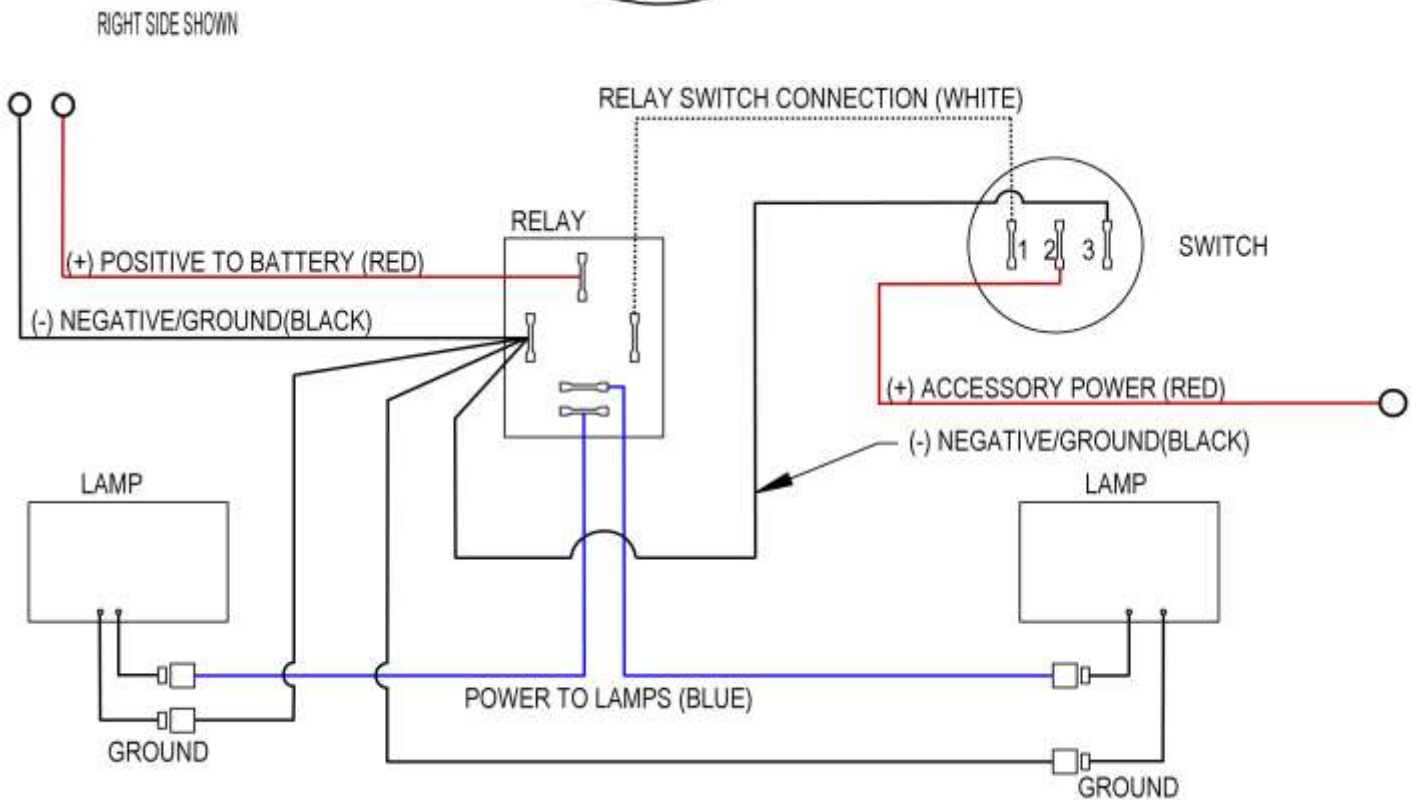
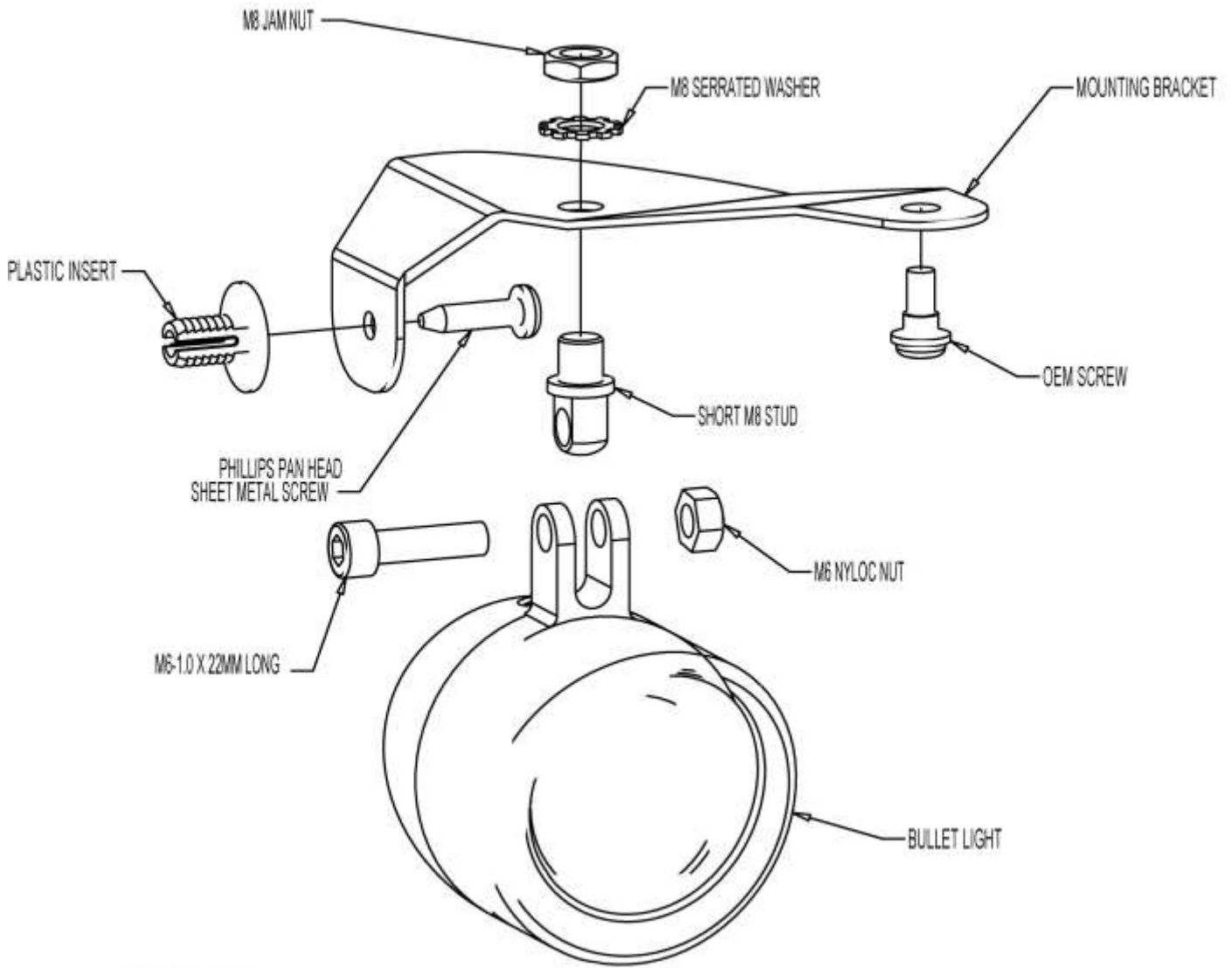
AIM THE LIGHTS AS TO WHERE YOU PREFER THEM TO SHINE. ONCE POSITIONED WHERE YOU WANT THE LIGHTS, REMOVE THE SCREW, TIGHTEN DOWN THE M8 JAM NUT, AND TIGHTEN DOWN THE M6 SOCKET HEAD CAP SCREW AND M6 NYLOC NUT. REINSTALL THE SCREW FROM STEP #1 AND TIGHTEN DOWN.

NOTE: MAKE SURE THAT THE LIGHT HOUSING IS NOT TOUCHING ANY PART OF THE PLASTIC AROUND IT AS TO PREVENT ANY TYPE OF DISCOLORATION OR WARPING OF THE PLASTIC.

7. REMOVE THE RING TERMINALS FROM THE LIGHTS AND ATTACH THE FEMALE BULLET CONNECTORS PROVIDED.

INSTRUCTIONS FOR INSTALLING THE WIRING HARNESS:

8. REMOVE THE LEFT SIDE BATTERY COVER BY PULLING OUTWARDS.
9. REMOVE THE LEFT SIDE FARING MOLDING BY GENTLY POPPING THE TABS OUT BY PULLING UPWARD.
10. REMOVE THE FOUR BOLTS UNDER THE MOLDING USING A 5MM ALLEN WRENCH.
11. REMOVE THE LEFT POCKET BY PRESSING THE CENTER TABS ON THE FOUR LOCKING PINS IN EACH CORNER.
12. WITH THESE PARTS REMOVED AND LOOSENED, ROUTE THE POSITIVE AND NEGATIVE LEADS FROM THE WIRE HARNESS TO THE BATTERY. THE STARTING POINT WILL BE IN THE LEFT POCKET CAVITY. THIS IS WHERE THE RELAY WILL BE INSTALLED LATER.
13. FEED THE WIRES INTO THE LEFT POCKET CAVITY, THEN UNDERNEATH THE LEFT SIDE OF THE TOP SHELTER.
14. FROM THERE, ROUTE THE WIRES UNTIL THEY REACH THE BATTERY. MAKE SURE THERE IS ENOUGH SLACK TO TUCK THE WIRE BEHIND THE FRAME SO THEY ARE OUT OF SIGHT.
15. ROUTE THE TWO LEADS WITH THE BLACK AND BLUE WIRES AND BULLET CONNECTORS FOR THE LIGHTS INTO THE POCKET CAVITY DOWNWARDS AND FEED IT THROUGH AN OPENING SO THAT THE WIRE COMES OUT THE FRONT.
16. PLUG THE WIRES INTO EACH OF THE LIGHTS AND SECURE THE WIRES WITH ZIP TIES TO THEY DO NO INTERFERE WITH THE STEERING OF FORKS.
17. TO INSTALL THE RELAY, CONNECT THE FIVE FEMALE SPADE TERMINALS AS FOLLOWS: THE RED BATTERY LEAD GOES TO THE TAB MARKED 30, THE TWO BLUE LEADS COME FROM THE LIGHTS CONNECTED TO THE TWO TABS MARKED 87, THE BLACK LEADS COMING FROM THE BATTERY AND THE LIGHTS CONNECT TO THE TAB MARKED 86.
18. IF YOU HAVE A SWITCH BLOCK ALREADY INSTALLED ROUTE ONE OF THE WIRE LEADS FROM THE SWITCH BLOCK TO THE RELAY AND CONNECT IT TO THE TAB MARKED 85. IF YOU ARE INSTALLING THE SUPPLIED ROCKER SWITCH, FIND A SUITABLE LOCATION AND DRILL A 13/16" HOLE. USE THE SUPPLIED WIRES TO CONNECT TO THE SWITCH. USE THE LOOSE RED WIRE TO RUN POWER FROM THE ACCESSORY TERMINAL TO THE SWITCH AND INSTALL THE RING TERMINAL USING A PHILLIPS SCREWDRIVER TO REMOVE THE SCREW IN THE ACCESSORY TERMINAL. USE THE LOOSE WHITE WIRE TO CONNECT THE SWITCH TO THE RELAY TO THE TAB MARKED 85. CONNECT THE UNSHEATHED BLACK GROUND LEAD WITH THE FEMALE SPADE TO THE NEGATIVE TERMINAL ON THE SWITCH.
19. CONNECT THE RED POSITIVE AND BLACK NEGATIVE LEADS WITH THE RING TERMINALS TO THE BATTERY USING A REGULAR OR FLATHEAD SCREWDRIVER.
20. TURN THE BIKE ON AND TEST THE LIGHTS.



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