

PART NO. 61-115/61-116/61-116L/61-117L

DRIVING LIGHT BAR KIT

FITMENT: YAMAHA ROYAL STAR VENTURE

TOOLS NEEDED:	WIRE CRIMPER	4MM ALLEN WRENCH	8MM ALLEN WRENCH	THREAD LOCK COMPOUND	1/4" DRILL BIT
	5MM ALLEN WRENCH	2MM ALLEN WRENCH	6MM ALLEN WRENCH	14MM WRENCH	13/16" DRILL BIT
	DRILL	3MM ALLEN WRENCH	10MM ALLEN WRENCH	14MM SOCKET WRENCH	13MM SOCKET WRENCH

PLEASE READ THROUGH AND UNDERSTAND THESE INSTRUCTIONS BEFORE BEGINNING. USE THREAD LOCK COMPOUND ON ALL FASTENERS.

ESTIMATED INSTALLATION TIME: 60 TO 90 MIN.

INSTALLATION:

1. REMOVE THE SEAT AND DISCONNECT NEGATIVE BATTERY CABLE.
2. REMOVE THE WINDSHIELD TRIM PIECE.
3. REMOVE THE SCREWS HOLDING WINDSHIELD ON USING A 3MM ALLEN WRENCH.
4. REMOVE THE HEADLIGHT TRIM SCREW USING 4MM ALLEN WRENCH.
5. REMOVE THE 8 SCREWS FROM BACK SIDE THAT HOLD THE FRONT OF FAIRING ON USING A 3MM ALLEN WRENCH.
6. REMOVE THE COVER OVER TURN SIGNALS ON THE OEM LIGHT BAR.
7. ON EACH OEM TURN SIGNAL (G) FOLLOW THE WIRES INTO THE HEADLIGHT HOUSING & DISCONNECT THEM (UNPLUG THE BULLET CONNECTORS).
8. USING 6MM ALLEN WRENCH REMOVE THE TWO SOCKET HEAD CAP SCREWS (B) HOLDING THE TURN SIGNAL OEM LIGHT BAR TO FORKS (KEEP SCREWS). SEE **FIG. 1**.
9. USING 4MM ALLEN WRENCH REMOVE THE WIND DEFLECTORS (J) FROM OEM LIGHT BAR (WILL NOT REUSE THESE SCREWS).
10. USING 8MM WRENCH REMOVE THE TURN SIGNALS (G) FROM THE OEM LIGHT BAR (KEEP SCREWS AND RUBBER).
11. INSTALL THE MOUNTING PLATE (A) TO THE FORKS USING SCREWS THAT WERE REMOVED. SEE **FIG. 1**.
12. INSTALL OEM WIND DEFLECTORS (J) TO WIND DEFLECTOR PLATE (M) (WITH BEND UP) USING (4) M6 X 1.00 X 15MM SCREWS (L) AND LOCK NUTS WITH LOCK NUTS POINTING DOWN.
13. INSTALL WIND DEFLECTOR PLATE (M) TO MOUNTING PLATE (A) USING (2) 6MM X 1.00 X 15MM SCREWS (L) AND LOCK NUTS WITH LOCK NUTS POINTING DOWN.
14. INSTALL THE SPOT LIGHTS (E) ONTO THE NEW LIGHT BAR (D) USING THE NUTS & LOCK WASHERS (F) PROVIDED WITH THE LIGHTS. POSITION THE LIGHTS TIGHTEN WITH 14MM SOCKET & WRENCH. **NOTE: DO NOT OVER-TIGHTEN**
15. TEST LIGHTS FOR PROPER OPERATION BEFORE RE-INSTALLING ANY REMOVED PARTS. SECURE RELAY TO KEEP FROM BOUNCING.
16. ROUTE THE OEM TURN SIGNAL (G) WIRES & THE SPOT LIGHT (E) WIRE INTO THE LIGHT BAR. YOU MAY HAVE TO CUT OFF OEM BULLET CONNECTORS AND ADD NEW ONES AFTER THEY ARE ROUTED. SEE **FIG. 2**.
17. THE TURN SIGNAL INSERTS – NOT INCLUDED (H) WITH OEM TURN SIGNAL (G) NEED TO BE POSITIONED INTO LOWER ENDS OF THE LIGHT BAR (D) & SECURED THEM WITH SET SCREWS.(K) 3 ON EACH SIDE USING A 2MM ALLEN WRENCH.
18. RE-ROUTE THE OEM TURN SIGNAL WIRES INTO THE FAIRING & RE-CONNECT AS THEY WERE.
19. USING THE TWO M6 X 1.00 X 10MM (C) SOCKET HEAD CAP SCREWS & LOCK WASHERS ATTACH LIGHT BAR (D) ONTO THE WIND DEFLECTOR PLATE (M) AND TIGHTEN USING A 5MM ALLEN WRENCH.
20. LOCATE YOUR BIKES BATTERY, FUSE BLOCK AND / OR ACCESSORY TERMINALS AND WIRE ACCORDING TO THE SCHEMATIC **FIG 2**.
 - A. CONNECT THE BLACK WIRES TO THE CONNECTORS ON EACH LIGHT. THE OTHER ENDS OF THE BLACK WIRES CONNECT TO THE RELAY AS SHOWN IN THE DIAGRAM. THE RELAY CAN BE LOCATED UNDER THE SIDE COVER OR SEAT. THE WIRES CAN BE ROUTED THROUGH THE LIGHT BAR AND UNDER THE FUEL TANK OR ALONG THE INSIDE OF THE FRAME TO KEEP THEM OUT OF SIGHT.
 - B. THE WIRE HARNESS WITH THE RED AND GREEN WIRES CONNECTS THE BATTERY TO THE RELAY. THIS HARNESS ALSO HAS AN INLINE FUSE ON THE RED WIRE. THE ENDS WITH THE RING TERMINALS SHOULD BE PLACED UNDER THE SCREWS THAT HOLD THE BATTERY CABLES TO THE BATTERY TERMINALS. CONNECT THE OTHER ENDS OF THE HARNESS TO THE RELAY AS SHOWN IN THE DIAGRAM.
NOTE: IF A BIG BIKE PARTS ACCESSORY SWITCH BLOCK (13-207 OR 52-605) HAS BEEN PURCHASED YOU CAN USE THIS TO CONTROL THE LIGHTS IN PLACE OF THE SWITCH THAT HAS BEEN SUPPLIED WITH THE DRIVING LIGHT KIT. FOLLOW THE WIRING INSTRUCTIONS IN THE SWITCH BLOCK KIT FOR DIRECTIONS ON CONNECTING THE SWITCH BOX TO THE RELAY AND OMIT STEPS C, D AND E BELOW.
 - C. FIND A CONVENIENT PLACE TO INSTALL THE SWITCH. DRILL A SMALL PILOT HOLE FIRST AND THEN DRILL IT OUT LARGER WITH A 3/16" DRILL BIT. THE SIDE COVER MAY BE A GOOD LOCATION FOR THE SWITCH.
 - D. THE WIRE HARNESS WITH THREE WIRES (ORANGE, BLUE, AND GREEN) CONNECTS TO THE SWITCH. THE END OF THE HARNESS WITH THE THREE PUSH ON CONNECTORS GOES TO THE TERMINALS OF THE SWITCH AS SHOWN IN THE DIAGRAM.
 - E. FROM THE SWITCH, THE GREEN WIRE CAN BE CONNECTED TO THE NEGATIVE TERMINAL OF THE BATTERY. THE BLUE WIRE CONNECTS TO THE RELAY AS SHOWN IN THE DIAGRAM. THE ORANGE WIRE WILL NEED TO CONNECT TO A KEYED POWER SOURCE. A KEYED POWER SOURCE IS A WIRE THAT HAS POWER ONLY WHEN THE KEY IS IN THE "ACCESSORY" OR "ON" POSITION. WHEN A KEYED POWER SOURCE WIRE IS FOUND, CLAMP THE T-TAP CONNECTOR TO THE WIRE AND THEN CONNECT THE ORANGE WIRE TO THE T-TAP.
 - F. ROUTE THE BARE ENDED WIRES ON EACH LIGHT THROUGH THE LIGHT BAR AND OUT THE MIDDLE HOLE. ATTACH RING TERMINALS TO THE BARE ENDS OF THE WIRES AND THEN PLACE THEM UNDER THE M6-1.0 X 16MM MOUNTING SCREWS UNDER THE LIGHT BAR. TIGHTEN THE SCREWS SECURELY TO INSURE THAT THE LIGHTS HAVE A GOOD GROUND.
21. TEST LIGHTS FOR PROPER OPERATION BEFORE RE-INSTALLING ANY REMOVED PARTS. SECURE RELAY TO KEEP FROM BOUNCING.

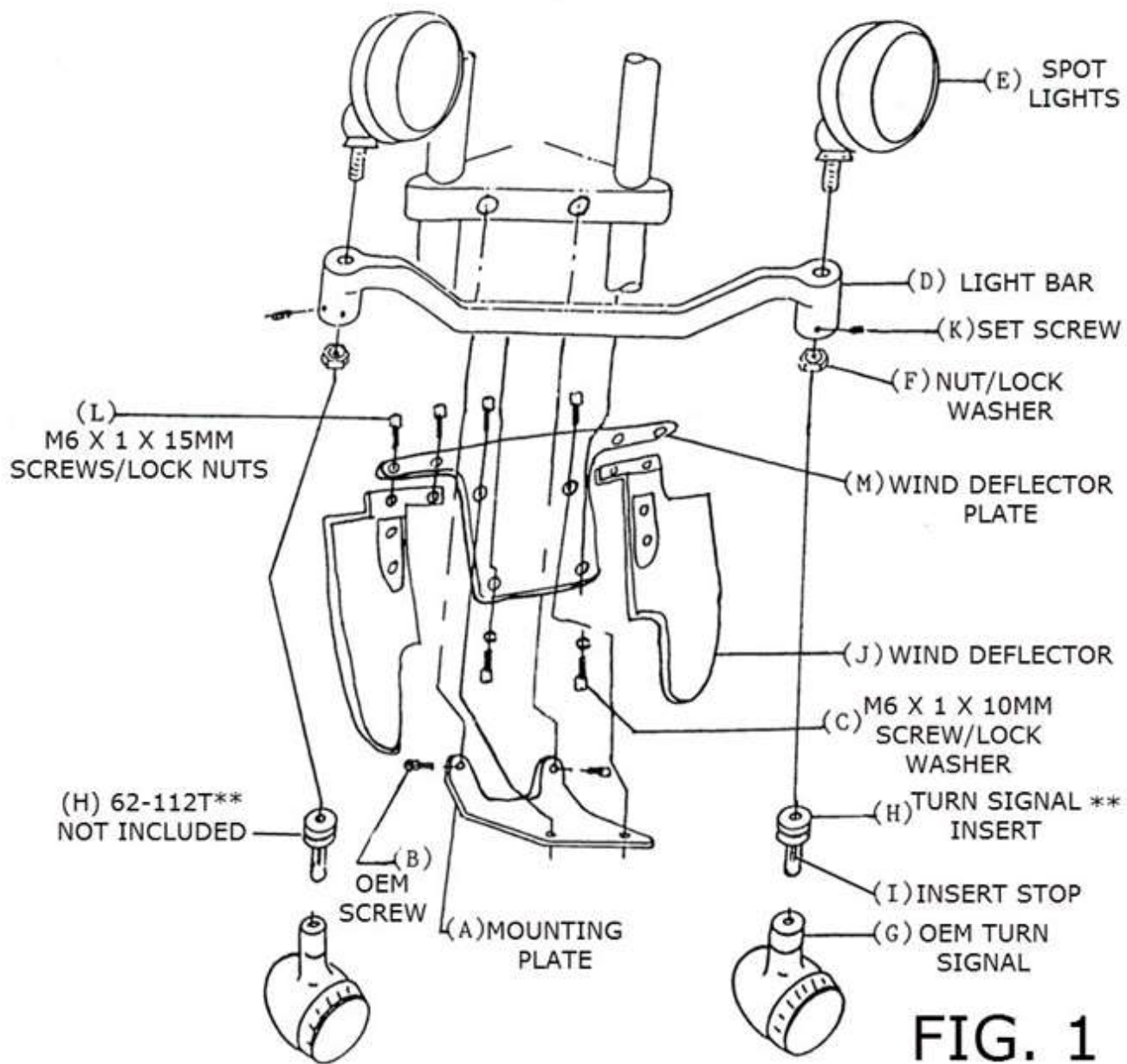


FIG. 1

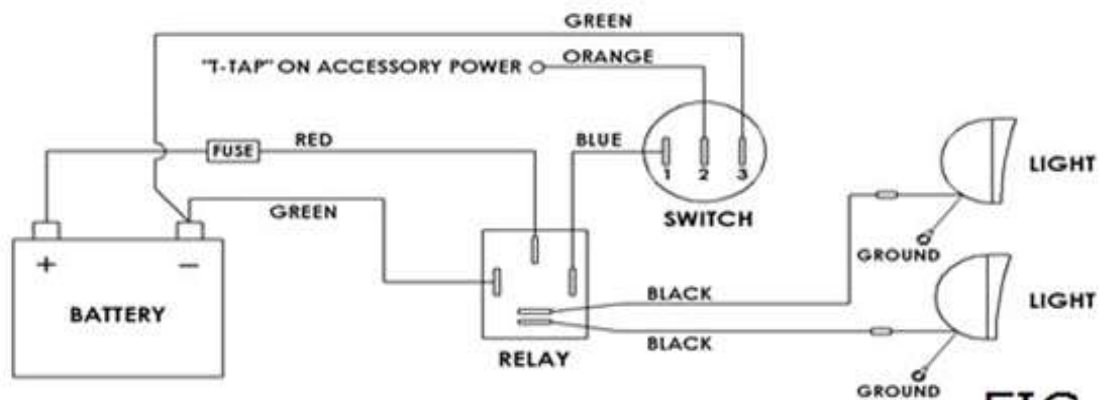


FIG. 2