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PART NO. 55-363/55-363L

ELLIPTICAL DRIVING MINI LIGHT KIT

11/16/2016

FITMENT: HONDA VT1300 R/S/T 2010

<b>TOOLS NEEDED:</b>	5MM ALLEN WRENCH	4MM ALLEN WRENCH	2MM ALLEN WRENCH	8MM WRENCH	10MM WRENCH
12MM WRENCH	8MM SOCKET WRENCH	10MM SOCKET WRENCH	12MM SOCKET WRENCH	13MM SOCKET WRENCH	1/4" DRILL BIT
DRILL	13/16" DRILL BIT	PHILLIPS SCREWDRIVER	THREAD LOCK COMPOUND	CLEAR SILICONE SEALANT	FELT TIP MARKER

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

**ESTIMATED INSTALLATION TIME: 90 TO 120 MIN.**

## REMOVING THE OEM TURN SIGNALS

1. REMOVE THE SEAT AND THE LEFT SIDE COVER. DISCONNECT THE NEGATIVE BATTERY CABLE.
2. USING A 5MM ALLEN WRENCH REMOVE THE SCREWS HOLDING THE FRONT OF THE HEADLIGHT ASSEMBLY IN PLACE. REMOVE THE HEADLIGHT LENS TO ACCESS THE LIGHT HARNESS.
3. FOLLOW THE WIRES FROM EACH TURN SIGNAL INTO THE HEADLIGHT SHELL AND DISCONNECT FROM THE LIGHT HARNESS CONNECTORS. MARK THE CONNECTORS TO INDICATE WHICH IS THE RIGHT TURN SIGNAL AND WHICH IS THE LEFT TURN SIGNAL.
4. REMOVE THE BOLT THAT HOLDS THE TURN SIGNAL TO THE FORK. WITH THE BOLT REMOVED THE RUBBER CLAMP CAN BE OPENED UP AND SLID OVER THE FORK. DO THIS FOR BOTH TURN SIGNALS.

## PREPARING THE OEM TURN SIGNALS FOR INSTALLATION ON THE LIGHT BAR (REQUIRES BBP ADAPTER KIT 82-222T SOLD SEPARATELY)

1. REMOVE THE LENS FROM THE OEM TURN SIGNAL BY REMOVING THE SCREW ON THE SIDE AND PULLING THE LENS FORWARD. REMOVE THE BULB. REMOVE THE STEEL SIDE PLATE BY SLIDING IT OUT OF THE MOUNTING SLOTS.
2. REMOVE THE TWO SCREWS HOLDING THE STEEL BACKING PLATE IN PLACE. REMOVE THE BACKING PLATE AND THE BULB TERMINAL.
3. THE WIRES INSIDE THE TURN SIGNAL SHELL ARE MOUNTED IN A ROUND RUBBER PLUG THAT FITS INSIDE THE STEM OF THE RUBBER TURN SIGNAL MOUNT. GENTLY PRY THE RUBBER PLUG OUT OF THE STEM TO FREE THE WIRE HARNESS. FEED THE TURN SIGNAL WIRE UP THROUGH THE RUBBER MOUNT AND INTO THE TURN SIGNAL SHELL. THIS WILL ALLOW THE TURN SIGNAL WIRE HARNESS TO BE REMOVED FROM THE TURN SIGNAL ASSEMBLY.
4. THE RUBBER TURN SIGNAL MOUNT CAN BE REMOVED FROM THE CHROME TURN SIGNAL SHELL BY CAREFULLY PULLING IT OUT OF THE SOCKET. IT WILL TAKE SOME EFFORT TO PULL THE END OF THE RUBBER MOUNT THROUGH THE HOLE OF THE CHROME SHELL.
5. TAKE A TURN SIGNAL ADAPTER (BBP# 82-222T) AND PLACE AS SHOWN IN **DIAGRAM 1**. ALIGN THE CENTER OF THE HOLE ON THE ADAPTER WITH THE SEAM ON THE STEM OF THE TURN SIGNAL SHELL. MARK THE CENTER OF THE HOLE WITH A FINE TIPPED FELT MARKER.
6. DRILL A 1/4" HOLE THROUGH THE MARK ON THE STEM OF THE TURN SIGNAL SHELL. BE CAREFUL NOT TO DRILL THROUGH BOTH SIDES.
7. APPLY A BEAD OF CLEAR SILICONE SEALANT TO THE EDGE OF THE STEM OPENING AND FIT THE ADAPTER TO THE TURN SIGNAL SHELL. SECURE THE ADAPTER WITH THE M6-1.0 X 11MM BUTTON SOCKET HEAD CAP SCREW (B).
8. CUT THE CONNECTOR FROM THE END OF THE TURN SIGNAL WIRE HARNESS ABOUT 2" FROM THE END. SAVE THE CONNECTOR. YOU WILL NEED TO ADD WIRE LENGTH FOR THE HARNESS TO REACH THE CONNECTION INSIDE THE HEADLIGHT SHELL.
9. THREAD THE TURN SIGNAL WIRE HARNESS BACK THROUGH THE TURN SIGNAL SHELL AND THE ADAPTER. REINSTALL THE LIGHT SOCKET, THE SOCKET PLATE AND THE SIDE PLATE. INSTALL THE BULB AND THE LENS.
10. REPEAT FOR THE OTHER TURN SIGNAL.

## ASSEMBLING AND MOUNTING THE LIGHT BAR (DIAGRAM 2)

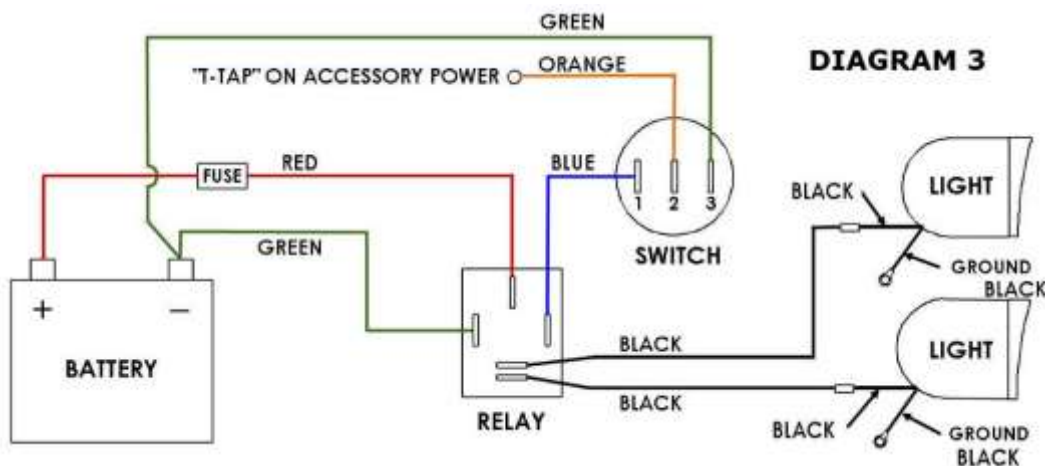
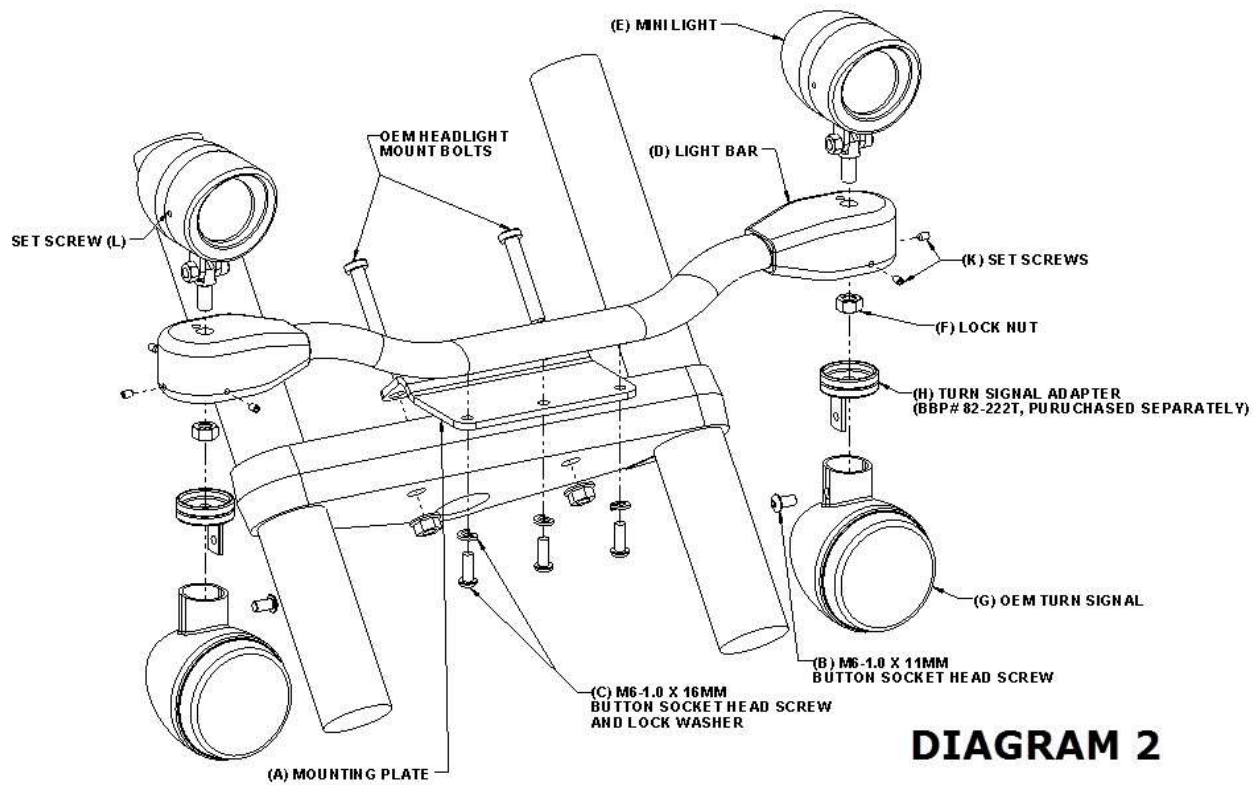
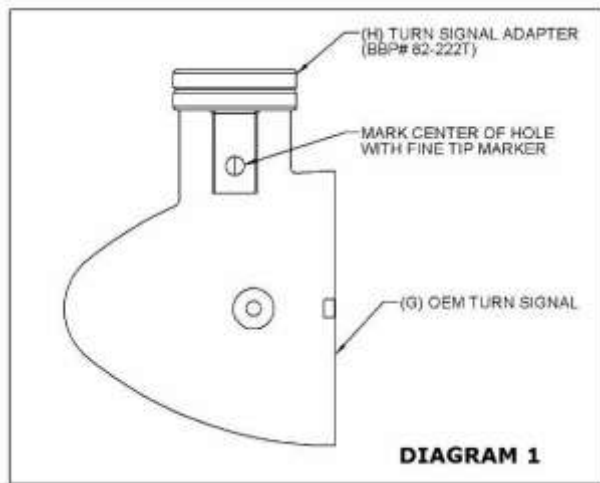
1. REMOVE THE TWO BOLTS HOLDING THE HEADLIGHT TO THE LOWER TRIPLE TREE.
2. SLIDE THE MOUNTING PLATE UNDER THE BASE OF THE HEADLIGHT AND ALIGN THE HOLES WITH THE HOLES IN THE LOWER TRIPLE TREE. REINSTALL THE BOLTS AND NUTS AND TIGHTEN SECURELY.
3. TAKE EACH MINI LIGHT AND ONE AT A TIME REMOVE THE SET SCREW (L) AND APPLY A DROP OF THREAD LOCK. REPEAT THIS FOR ALL 6 SET SCREWS.
4. INSTALL THE MINI LIGHTS (E) ONTO THE LIGHT BAR (D) USING THE LOCK NUT (F) PROVIDED WITH THE MINI LIGHTS.
5. ROUTE THE OEM TURN SIGNAL WIRES AND MINI LIGHT WIRES INTO THE LIGHT BAR (D). YOU MAY HAVE TO CUT OFF THE BULLET CONNECTORS AND ADD NEW ONES AFTER THEY ARE ROUTED.
6. THE TURN SIGNAL ADAPTERS (H) WITH OEM TURN SIGNALS (G) NEED TO BE POSITIONED INTO THE LOWER ENDS OF THE NEW LIGHT BAR (D) AND SECURED WITH THE SET SCREWS (K). THERE ARE THREE SET SCREWS ON EACH SIDE.
7. USING THE M6 – 1.0 X 16MM LONG BUTTON SOCKET HEAD CAP SCREWS AND LOCK WASHERS (C), INSTALL THE LIGHT BAR (D) ONTO THE MOUNTING PLATE (A). TIGHTEN SECURELY WITH A 4MM ALLEN WRENCH.
8. RE-ROUTE THE OEM TURN SIGNAL WIRES. YOU MAY HAVE TO ADD WIRE LENGTH FOR THE WIRES TO REACH. REATTACH THE CONNECTORS TO THE WIRES AND RECONNECT THE CONNECTORS TO THE BIKE.

## WIRING THE LIGHT BAR (DIAGRAM 3)

1. LOCATE THE BATTERY, FUSE BLOCK, AND ACCESSORY TERMINAL. USE THE WIRING DIAGRAM BELOW AS A GUIDE TO CONNECT THE LIGHT BAR TO THE MOTORCYCLE'S ELECTRICAL SYSTEM.

**NOTE: IF AN ACCESSORY SWITCH BLOCK (BBP# 13-207) OR MASTER CYLINDER SWITCH BLOCK (BBP# 52-605) HAVE BEEN PURCHASED STEPS C, D, AND E CAN BE SKIPPED AND THE RELAY MAY BE CONNECTED TO ONE OF THESE SWITCHES.**

- A. CONNECT THE BULLET CONNECTORS ON BLACK WIRES TO BULLET CONNECTORS ON THE LIGHT HARNESS.
  - B. WIRE THE SMALL GREEN AND RED HARNESS WITH THE IN-LINE FUSE DIRECTLY TO THE BATTERY. GREEN = NEGATIVE (-), RED = POSITIVE (+).
  - C. FIND A CONVENIENT PLACE TO INSTALL THE SWITCH (FOR EXAMPLE, THE SIDE COVER). DRILL A SMALL PILOT HOLE AND THEN ENLARGE IT WITH THE 13/16" DRILL BIT.
  - D. ROUTE THE WIRE HARNESS AND PLUG THE THREE SPADE CONNECTORS TO THE SWITCH PER DIAGRAM 3 (GREEN = GROUND, ORANGE = SUPPLY, BLUE = LEAD).
  - E. CONNECT THE RING TERMINAL TO THE BATTERY GROUND. CONNECT THE T-TAP TO A KEVED POWER SOURCE AND CONNECT THE MALE SPADE CONNECTOR.
  - F. CONNECT THE FIVE REMAINING LEADS (2 BLACK, 1 RED, 1 BLUE, AND 1 GREEN) PER DIAGRAM 3.
2. RECONNECT THE NEGATIVE BATTERY CABLE AND TEST THE LIGHTS. SECURE THE RELAY AND REINSTALL THE SIDE COVER AND THE SEAT.



IF AN ACCESSORY SWITCH BLOCK (BBP# 13-207) OR A MASTER CYLINDER SWITCH BLOCK (BBP# 52-605) ARE INSTALLED, OMIT THE ROCKER SWITCH AND CONNECT THE BLUE WIRE ON THE RELAY TO AN OPEN SWITCH ON THE SWITCH BLOCK.