

Xenon HID Conversion installation tips:

I'm including this article because there were NO instructions which came with mine (though the company was good enough to email me the same a day their instructions). You do not really need instructions, and that's a good thing since the ones they supplied are worthless.

Essentially the kit includes a small black relay box, igniter, ballast and bulb.

The relay box gets mounted on the front left coil and has a fuse box connected to a red wire which needs to be connected to the positive side of the battery, a green wire which needs to be connected to ground, and the remaining two leads get connected to the ballast and the old headlight socket.

The ballast gets mounted under the right hand side of the tank and gets connected to the relay and the igniter.

The igniter gets mounted inside of the headlight housing, and gets connected to the new Xenon bulb and the ballast.

First remove the seat for access to the battery and get the tank prepped for access under it. This requires removing the tank bolt, and gauges for access. You do not need to remove the tank, just lift it up for access. If you do not know how, visit Bare's web page for detailed instructions. Look under Pair Valve removal or click here:

<http://www.bareasschoppers.com/>

Here's how I stashed all of that stuff.

INSTALL THE BULB

Remove the three Phillips screws and the front headlight cowl to access the old bulb. Unplug the wires from the old bulb.

Un-clip the anodized clip which holds the old bulb in place and install the new Xenon bulb being careful not to touch the glass—if you do—wipe it off gently with isopropyl alcohol..

Now set this front assembly aside until you are done running the wires in and out of the back of the cowl.

INSTALL THE IGNITER:

The igniter seen below has two connections. One goes to the new bulb and the other end goes to the ballast which you will mount under the tank on the right side. Place the igniter itself in the headlight housing and feed the wires to the ballast out the back—the wires to the bulb stay where they are for now.

Now feed the wires from the igniter from inside the housing out the back—the igniter stays in the housing. This is the igniter:



The igniter needs to stay in the headlight bucket since the leads are so short. It fits in there and I stashed it above the headlight housing itself just before closing it up.

The new bulb has water resistant plugs which carry high voltage. These are connected to the igniter you stashed in the headlight housing. Run the end that plugs into the ballast out the back of the cowl and around the left side of the engine (or whatever) and have it ready to plug it into the ballast you will mount on the right frame rail under the tank.

INSTALL THE RELAY:

The relay can be mounted along with the green ground wire to the front left hand coil's front bolt. This coil is located just in front of the left hand side tank bushing near the steering stem. You will be able to see the black relay box after it is mounted but it's really not noticeable. With the tank pulled slightly back off of its front bushings, this area is easily accessible. You may want to do the ground fix for this coil while you're in there since it's readily available.

Now mount the relay on the front left coil's bolt.

Remove the front 10mm bolt and add the ground wire, then the relay and re-attach to the frame. The ground wire **MUST** be in contact with the coil or the frame and cannot be insulated by the relay which has a plastic housing. It gets connected **UNDER** the relay on the front coil bolt so it's touching the frame of the bike (ground). I suggest that you put the relay on the bolt, then the ground wire, then the coil and attach it to the bike so that the coil is still in contact with the frame, then the green ground wire then finally the relay.

The red wire from the relay continues back to the positive terminal on the battery and I just fished it along under the tank to the battery making sure it wouldn't get pinched when you re-install the tank. You'll need to remove the seat and plastic battery top with three Phillips screws to access the battery's positive lead of course.

One end of the remaining relay's wires looks like the headlight bulb male prongs and in fact plugs into the old bulb socket in the headlight housing. Run this wire in from the back of the housing and connect the new male plug from the relay to the old bulb socket (you'll see they match up perfectly). These are the three prong plug and socket that plugged into the back of your old bulb.

The remaining wire off of the relay will get connected to the ballast. Run the lead under the tank over to the right side of the frame where it will plug into the ballast along with the wire from the igniter.

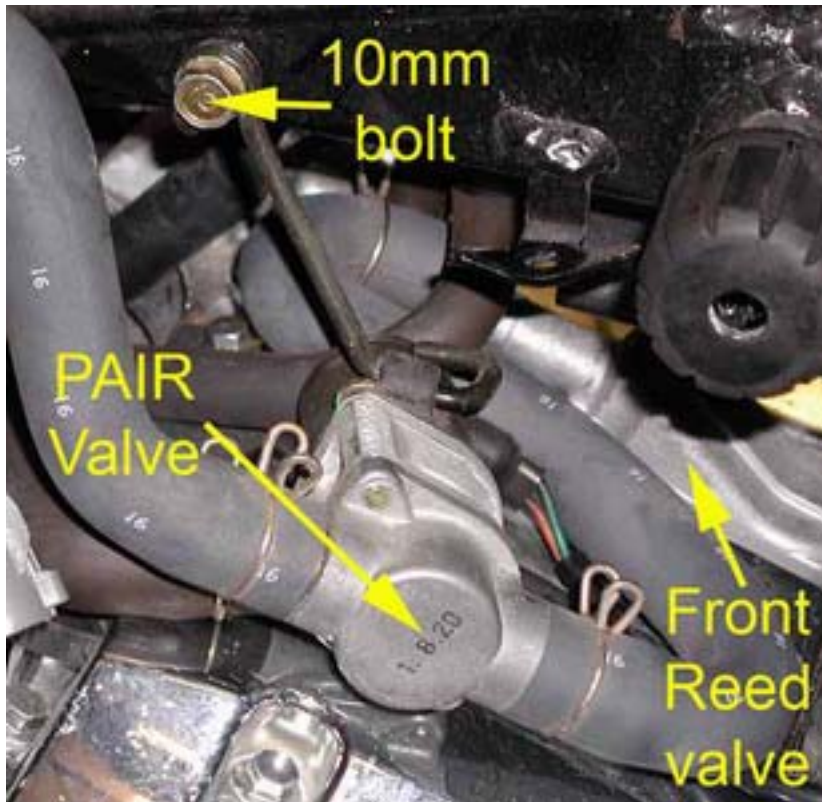


MOUNT THE BALLAST:



This is the ballast...

If your bike is like mine there's no purge valve under the right hand side of the gas tank and there's two handy sockets where the bolts came out of. Use one of these 10mm bolts to mount the ballast--wires facing down. Note: I borrowed this picture from Bare's web page to illustrate the 10mm bolt option. Of course in order to do this you must at least lift the tank up to gain better access for running all of the wires and mounting the ballast. If you are unsure how to raise your tank, check out Bare's web site and look under Pair Valve removal or click here: <http://www.bareasschoppers.com/>



Ballast after being mounted and tank re-installed:



This install avoids using the double stick tape and many of the tie downs which accompany the kit. I feel bolting these components to the bike makes for a more finished install and may actually take less time.

Once you have completed the above you're ready to test it out. Be sure and start your bike with the high beam switch ON. This is the OFF position now for your HID lights. The high beam indicator lamp will light reminding you that your headlights are not on.

Once the bike has started, simply flick the high beam switch off and the HID comes on—slowly at first and then to full brightness in about 5 seconds.