



1218 LED Cowl Light Kit, 2012-2017

This sheet must be read completely to:

1. Provide assistance/clarification to the installer, customer, end user or others.
2. Avoid causing injury or death to installer, customer, end user, or others.
3. Prevent damage to vehicle and/or accessory or other.

HEY YOU! Please, please, please read the instructions completely prior to installation. 90% of questions we receive could be answered simply by reading ALL the instructions before installing anything. If you have any question or problem during the installation, please contact us as necessary. Phone support will always provide the quickest response. Installation of this product implies your agreement with our sales, warranty, exchange and return policies found on our website.

You can thank the lawyers for this next bit of fun. With that said, lets go!

Installer: Pretty please, give this sheet to the customer after reading it.

It is virtually impossible for us to be able to address every possible situation an installer or user will encounter. This requires both to exercise due diligence and to apply some level of common sense. AKA...no 'hold my beer and watch this' type stuff.

Important Information in our instructions will be provided in the following manner:

SHOP TIP: literally great info we have gathered from hands-on installs or customer feedback.

NOTE: important information regarding the installation. Pay attention.

CAUTION: failure to follow instructions could result in damage to vehicle and/or accessory. Really pay attention.

WARNING: failure to follow instructions could result in injury/death of operator and/or passenger/others. For Pete's sake, PAY ATTENTION!

NOTE:

1. "Left", "Right", "Front" and "Rear" are described from the seated position of the vehicle. Vroom vroom.
2. Check local laws regarding the use of auxiliary lighting and electronics. Don't be 'that guy'.
3. Use of owners manual or service manual is recommended for installation. Sorry....more reading.
4. If so equipped, place motorcycle on it's centerstand on solid, level ground or engage parking brake. Do it like Mom is watching.

CAUTION:

1. When adding electrical accessories, always disconnect the battery and properly fuse new electronics.
2. DO NOT let the smoke out of the part. All electronics operate on smoke....when released, electronics are dead.

WARNING:

1. Allow the vehicle to cool prior to installation & when operating engine, allow adequate ventilation. Yep.
2. NEVER modify the kit in ANY manner. Doing so voids warranty and places all liability on the installer and/or user. Nope.
3. Never route wires or install components that interfere with the operation of the steering, suspension, brake/clutch/gas lever/pedal/grip or any other operational function of the vehicle. Duh.
4. Never allow your accessories to cause distractions to remove your focus off the vehicles operation. Never forget that this is a high risk sport - don't make it a higher risk when you don't have to. Major duh.
5. Never allow your accessories to cause distractions to others on the road. Super sized duh.

Part Listing

- | | |
|---|--|
| 2 | light housing with mount (1 left, 1 right) |
| 4 | 10-32 x 1/2" pan phillips screw |
| 4 | 10-32" nylock nut |
| 4 | Snap Cap clear base |
| 4 | Snap Cap cover, black |
| 4 | Snap Cap cover, gray |
| 1 | switch. |

Tools / Supplies Required

- metric & standard allen wrench set
- 3/8" wrench
- drill
- 3/16" drill bit
- scissors.

SHOP TIP: get a small container to collect the hardware you will be removing

1. Remove lower cowl.

There are six 5mm allen head bolts to remove. 2 on the upper outer corners and one at the bottom by the exhaust headers. There are 2 more pop fasteners at the top by the front timing chain cover. Note where screws were installed!

2. Remove the cowl dead plates.

We suggest using a set of 'side cutters' to cut the tabs from the front of the cowl as close as possible to the dead plate. This will leave the majority of the tab still attached to the cowl. After the dead plates are removed, use a set of 'end nippers' from the back of the cowl to trim the tabs flush with the edge.

NOTE: in the next step, you will need to cut out the templates on the last page. Note that L and R are from a seated position.

3. Drill the light mounting holes.

Place the template on the bottom of the cowl as shown in the pics. Using a scribe or center punch, mark the center of the two holes shown on the template. Drill a 3/16" hole on the 2 marks that you made.

4. Mount light to cowl.

Insert the 4 screws into the Snap Cap bases. Place the screw through the cowl from the outside into the back of the cowl and through the holes in the bracket. Secure using the supplied nylock nuts. Do not install Snap Cap covers yet.

5. Adjust light.

Place the light into the most upright and forward position against the cowl. You may have move the light rearward to get the light fully against the hole at the top of the cowl. Once this has been achieved, tighten all hardware. Install the Snap Cap covers on the bases using the color that best matches your cowl.

6. Connect light wiring.

Once both lights are installed, find the connectors for the lights. They are typically to the left and right of the center timing cover. If you did not have lights installed before, they will be taped to the harness (look for gray connectors) and remove the dead plugs. If you had lights installed before, simply insert the connector into where the old light was plugged in. Do not bolt up the cowl yet.

7. Install switch.

First, you will need to remove the trim piece that runs up and down along the side of the fairing and storage compartment. This is done by starting at the top. Push the trim edge downward until the finger that secures the end can be pulled up. Now slowly rock the trim back and forth while GENTLY pulling to disengage the remaining retainers. There are 2 tabs at the bottom on the left side that will also need to be popped out of place.

Remove the fairing pocket by opening the door and using a pointed tool to push in the center of the 4 fasteners in each corner. Once the center is pushed in, pull the fastener out. Remove the pocket.

There will be two 5mm allen head bolts securing the radio switch panel to the bike. Remove them. There are 3 connectors for the wiring of the panel to the bike. Disconnect and remove all 3. Now take your switch panel to a flat work surface and place it upside down on a towel.

Remove the back cover. You will have to bend the wire retainer arm out of the way to remove the cover. In the bottom corner, you will see where the switch will mount. There are probably a few wires in the way, so move them to the side. There will be 2 screws. Remove them and the dummy plug. Place the switch into the hole created by the dummy plug (note that the switch will only install one way). Re-install the 2 screws. DO NOT fully tighten the screws. Check the switch to make sure it fully clicks in both on and off. If it does not, adjust the mounting screws to change the installed angle of the switch and repeat test.

8. Connect switch.

In the lower, inside corner of the hole that is created when you remove the radio control panel, you will be looking for a black, 4 pin connector inside a rubber boot. You may have to dig a little, but we promise it is in there. Plug in your switch.

9. Test lights.

Turn on key. Depress switch. Check operation.

10. Re-install switch panel.

Unplug the switch panel from the bike where you tested the lights. Place it on your towel. You will need to run the wires outside the switch housing for your switch. Honda did not create any holes for this. We take the slot at the bottom and cut it out to create a hole. You may also have to modify the back plate depending on how you ran the wires out. Install the back plate. Reconnect the 3 connectors from the switch panel to the bike. Reinstall the 2 allen head screws.

11. Reinstall the fairing pocket.

Place the pocket into the hole in the fairing. "Reset" the retainer pins by holding the pin and pushing the center of the pin back out. Once out, insert the pin into the hole and press the center pin in until flush. Repeat for all 4.

12. Reinstall the fairing trim.

Start at the bottom with the 2 tabs. Then work your way up inserting one side, then the other.

13. Reinstall the cowl.

We find it is easier to pull the fairing to the side while installing the cowl back into position. You will need to get the tab with the nut plate behind the 2 pieces of plastic from the fairing and the black plastic above the cowl. Locate the longer allen head screw that was removed. Place this screw into the outer most hole through the other 2 panels and tighten. Install the other 2 shorter screws at the top and then down along the bottom. Repeat for other side. Reinstall the 2 pop fasteners.

