



Honda GL1800 Round LED Fog Light Kit

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 dilligence 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 ventillation. 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 w/bracket
- 1 switch
- 8 springs
- 1 install tool (soldering iron)

Tools / Supplies Required

- metric allen wrench set
- side cutters
- end nippers

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

1. Remove left fairing trim piece and switch plate.

This is the trim that goes from top to the bottom of the fairing on each side just below and outside of the speaker on the dash down the fairing to just in front of where your knees would be when seated on the bike. Select from the 2 different variations:

a. 01-10 (non-airbag) ~ Lift very gently at the bottom of the part. There are tabs on both sides of the trim piece. Moving it back and forth while lifting should allow the tabs to disengage from the fairing. Once the trim has been removed, a silver hex head bolt will be exposed; remove bolt. Just below where you removed the bolt you will find a rectangular slot. Place a small flat tipped screwdriver in the slot. Aim the tip to the left and the handle to the right which allows the screwdriver blade to travel behind a slot. Move the handle of the screwdriver to the left and swing the black panel out to the right. Disconnect the wiring harness for the switchplate by depressing the tab and pulling it apart.

b. 12+ & 08-10 airbag ~ start at the top of the trim and gently lift. There are tabs on both sides of the trim piece. Moving it back and forth while lifting should allow the tabs to disengage from the fairing. At the bottom, there are finger lock tabs that press into holes in the fairing. Use a long screwdriver or extension to get under the trim to pop loose. You will find 2 silver hex head bolts; remove them. Disconnect the wiring harness for the switchplate by depressing the tabs to loosen them from their holders, then unplug them from each other.

2. Remove left fairing pocket. Open the pocket and locate the push button fasteners in each corner of the fairing pocket. Push the center of the fastener in with a small screwdriver until it 'pops'. After all 4 fasteners have been disengaged, remove them. Gently and slowly pull pocket up. Be sure to gather the fasteners and put them in your hardware bowl.

3 Remove the lower cowl.

Refer to the instructions in your owners manual index under "Removal, Front Lower Cover".

Note hardware positions as one bolt is longer than the others.

4. Remove the dead plates on your cowl.

We suggest using a side 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 plate has been removed, use a set of 'end nippers' from inside the cowl to cut the tab flush to the edge.

WARNING: the iron will become hot enough in the next step that it can burn you.

5. Add holes to large gussets on the cowl.

Plug in the supplied iron and give it a few minutes to heat up. Look at the inside of the cowl near where you just removed the dead plates. You will see a gusset in 4 locations. On the 3 large gussets, place a mark exactly in the center from the front side to the center. Once you have determined the center of the hole, you will need to place another mark 3/16" of an inch back from the edge of the plastic. You should now have an "X" where the iron should penetrate the gusset. Repeat this procedure for the other 2 large gussets on this side and the 3 on the other light hole. See attached photo.

CAUTION: use care to NOT penetrate all the way through the front of the cowl in the next step.

6. Add holes to small gussets.

On the small gusset, you will make the hole at the deepest point in the gusset. Repeat for other side. See attached photo.

Note: the screw on the back of the light will need to be positioned at the 7 o'clock position when holding the cowl as installed.

7. Attach lights to cowl.

Attach a spring to each of the holes in the cowl. Each of the 4 legs on the mount has a slot. These slots will go on the gusset that you put the holes in earlier. Using a set of needlenose pliers or a small hook, grab the spring and attach it to the cotter pins that are attached to your mount. Repeat for the other 3 legs. Repeat for other light. See photo for finished detail.

Note: we have seen some switches that do not want to be completely tightened in the mounted position. You may need to slightly loosen the screws in some cases to allow the switch to not bind. Test switch operation prior to re-assembling the panel.

8. Install switch.

Pop the cover off the back of the switch panel you removed in step 1. Find the 2 phillips screws that hold the dummy plate in place and remove screws. Install switch using the screws you removed.

a. 01-10 (non-airbag). Run the wiring for the switch down to the hole at the bottom of the switch panel along with the other wires. Reinstall the black cover on the switch panel.

b. 12+ & 08-10 airbag. Run the wires down to the bottom of the panel. Honda did not create a slot for this switch, so you might find it easier to take a pair of cutters and remove a piece of plastic to better run the wiring.

9. Connect switch to bike.

In the hole created in the fairing by the switch panel, look in the lower right side. There is a rubber boot 01-10 is black and 12+ is clear in color. In this boot is a black 4 pin connector. Plug your switch into this connector.

10. Connect lights to bike. Once both lights are installed, find the connectors for the lights. They are typically to the left and right of the center timcover. There should be a piece of blue tape holding the connector to the factory wiring. Remove the tape. Remove the deadplugs and connect the light to the bike's wiring.

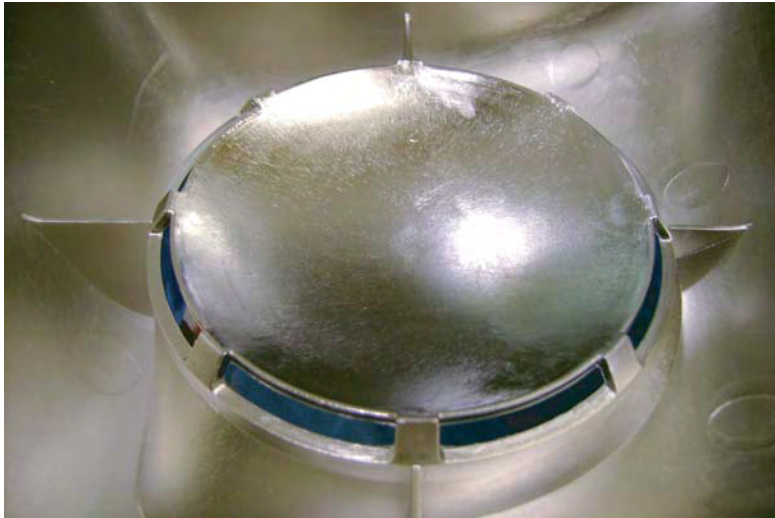
11. Initial aiming of the lights.

Place cowl up to the bike. Turn key on and check your light by depressing the switch. Turn the screw on the back of the light housing to change the angle.

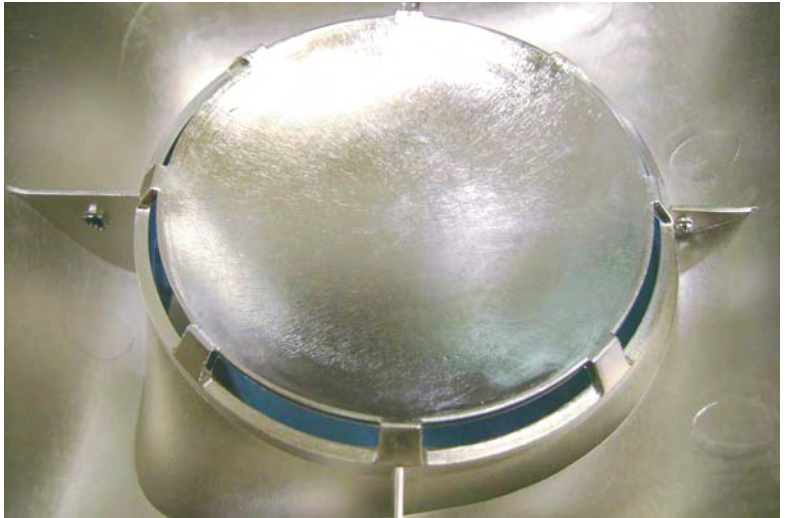
12. Final check.

Double check both lights are functional and aimed as you want them. Reinstall the cowl. Install the long screw first. Then install the screw that is just below and to the center of the long screw. Install the screw on the outside of the cowl. And last install the pop fasteners. Reinstall the switch panel to the bike and trim.

GL1800 LED Aux Light Kit Photo Details



above: cowl gussets prior to holes being added.



above: cowl gussets after holes added.

below: springs installed



below: mount installed (shown without light)

