

TYPE-12 RUN-N-LITES

Fits R-1100 / 1150 RT front only

Kit consist of:

* RUN-N-LITES TYPE-12 SOCKET ASSEMBLY	1 pair
* BULB, #1157	1 pair
* INSULATION DISPLACING CONNECTOR (IDC)	1 piece
* WIRE JOINT	1 piece
* SHORT 18 GAUGE WIRE WITH ONE END STRIPPED	1 piece

INSTALLATION INSTRUCTIONS

1. Remove the front mirrors from their fairing mounts. Hold mirror firmly, and push forward. Mirror has three snap type fasteners holding it onto fairing. Be careful not to scratch the fairing or drop the mirror.
2. Disconnect original turn signal sockets from the inside of the mirror housings. (1/4 turn and pull) Put mirrors in a safe place. DO NOT LEAVE THEM ON THE SEAT OF THE BIKE.
3. Unplug both wires, one blue w/stripe and one brown wire, from each turn signal socket. Re-connect the turn signal power leads to the SHORT lead of the TYPE-12 light socket. The power leads are blue with a stripe. Tape these connections with electrical tape.
4. Connect the turn signal ground wires (brown) to the ground lugs on the sides of the TYPE-12 light sockets. Check the fit of this connection. If it seems too loose; unplug and GENTLY squeeze the female connector closed (just a little) to tighten this connection.
5. Route the LONG leads of the TYPE-12 sockets through the holes in the fairing, down toward the front wheel. The wires will emerge from behind the air ducts inside the fairing near the bottom opening of the fairing. Route the wires along side the existing wiring harness to the right front corner of fairing, thread the wires over the top of the air duct so they exit over the top of the oil cooler, out the front of the fairing, through the right air intake "nostril".
6. Bring the two LONG leads from the TYPE-12 sockets and the stripped end of the SHORT 18 GAUGE WIRE together and crimp the ends together with the WIRE JOINT.
7. Locate the parking lamp in the bottom of the head light assembly. It plugs into the head light vertically from the bottom, like a cork in a bottle; look upward into the right "nostril" of the oil cooler air intake. Pull the lamp out to gain access to its wires. Note that these wires are inside of a rubber tube.
8. Moving a couple of inches up from the end of the tube, make a one and a half inch long incision in the wall of the tube, to gain access to the gray with black stripe wire. Position this wire in the "through" channel of the IDC.
9. Insert the non-stripped end of the SHORT 18 GAUGE WIRE (step #6) into the "dead end" channel of the IDC.
10. Squeeze the metal blade of the IDC with pliers to make the electrical connection. Close the plastic flap of connector, being sure that it snaps into place. You may wrap the IDC with electricians tape for additional protection.
11. Turn ON the ignition; the Parking Lamp and RUN-N-LITES should come on together.
12. Plug the TYPE-12 sockets into the turn signal socket opening of each mirror and remount the mirror to the fairing by pressing the three snaps together while someone steadies the bike.

TEST TURN SIGNALS AND ALL LIGHTS FOR CORRECT OPERATION

If operation is "odd", check that ground wire and turn signal power leads are not reversed on one or both RUN-N-LITES TYPE-12 sockets.

BE SAFE... BE SEEN!!

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Thank your for your business

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