

Revised 6/13/2013

TOOLS REQUIRED: PHILLIPS SCREWDRIVER
SIDE CUTTERS

5MM ALLEN WRENCH
8MM WRENCH OR SOCKET

FILE
FLAT BLADE SCREWDRIVER

HARDWARE INCLUDED:

6-(2A) RUBBER GROMMET
1-(2B) RIGHT SIDE MOUNTING BRACKET
1-(2C) LEFT SIDE MOUNTING BRACKET
1-(4E) SPACER 6.5MM I.D. X 13MM O.D. X 4MM LONG
2-(5E) SPACER 6.5MM I.D. X 13MM O.D. X 16MM LONG
1-(5F) SPACER 6.5MM I.D. X 13MM O.D. X 20MM LONG
4-(3D) SHORT FLANGE COLLAR-GOLD
6-(4D) LONG FLANGE COLLAR-SILVER

3-(5G) M6-1.0 X 50MM LONG HEX HEAD FLANGE SCREW
3-(4F) M6-1.0 X 32MM LONG HEX HEAD FLANGE SCREW
6-(4G) 6MM FLAT WASHER
4-(3C) M5-0.8 X 20MM LONG PHILLIPS PAN HEAD MACHINE SCREW
1-(6G) FOG LIGHT JUMPER AND (1) RELAY
1-(6E) WIRE HARNESS
1-(6D) SWITCH WIRE HARNESS
3 WIRE TIES

NOTE: BIG BIKE PARTS RECOMMENDS USING THREADLOCKER ON ALL HARDWARE.

1. PLACE THE BIKE ON ITS CENTER STAND.
 2. DISCONNECT THE NEGATIVE BATTERY CABLE.
 3. USING 5MM ALLEN WRENCH REMOVE THE SIX BOLTS (1A) FROM THE FRONT COWL (1B). SEE TO FIGURE 1.
 4. REMOVE THE TWO TRIM CLIPS (1C) AND REMOVE THE FRONT COWL (1B). SEE TO FIGURE 1.
 5. USING SIDE CUTTERS OR UTILITY KNIFE REMOVE THE KNOCK OUTS (1D) FROM FRONT COWL (1B). USE A FILE TO SMOOTH EDGES.
 6. INSTALL THE GROMMETS (2A) IN THE HOLES ON THE RIGHT (2B) AND LEFT (2C) MOUNTING BRACKETS AS SHOWN IN FIGURE 2.
 7. INSTALL THE RIGHT BRACKET (3A) ON THE FOG LAMP (3B) AS SHOWN IN FIGURE 3. DO THE SAME FOR THE LEFT SIDE. SEE TO FIGURE 3.
 8. USING THE 8MM WRENCH REMOVE THE TWO BOLTS HOLDING THE PLASTIC TRIM PIECE (4B) ON. THESE BOLTS WILL NOT BE REUSED. INSTALL THE RIGHT FOG LAMP BY USING THE FLANGE COLLARS (4D), 4MM LONG SPACER (4E), 32MM LONG FLANGE BOLTS (4F) AND WASHERS (4G). NOTE THAT ON THIS SIDE ONLY THE BOLT ON THE INSIDE GETS A SPACER. TIGHTEN BOLTS EVENLY. PLUG THE 2-PIN CONNECTOR INTO THE MOTORCYCLES 2-PIN GRAY CONNECTOR. REMOVE THE PLUG COVER FIRST. THE MOTORCYCLE CONNECTOR MAY BE TAPED TO THE BIKE. THIS TAPE WILL HAVE TO BE REMOVED TO LENGTHEN WIRES. SEE TO FIGURE 4.
 9. USING THE 8MM WRENCH REMOVE THE TWO BOLTS HOLDING THE PLASTIC TRIM PIECE (4B) ON. THESE BOLTS WILL NOT BE REUSED. INSTALL THE LEFT FOG LAMP BY USING THE FLANGE COLLARS (4D), THE TWO 16MM LONG SPACERS (5E), THE 20MM LONG SPACER (5F), THE 50MM LONG FLANGE BOLTS (5G), AND WASHERS (4G). NOTE ALL BOLTS ON THIS SIDE GET A SPACER. THE 20MM LONG SPACER GOES ON THE INSIDE BOLT. PLUG THE 2-PIN CONNECTOR INTO THE MOTORCYCLES 2-PIN GRAY CONNECTOR. REMOVE THE PLUG COVER FIRST. THE MOTORCYCLE CONNECTOR MAY BE TAPED TO THE BIKE. THIS TAPE WILL HAVE TO BE REMOVED TO LENGTHEN WIRES. SEE TO FIGURE 5.
 10. REMOVE THE LEFT SIDE FAIRING TRIM MOLDING (6A). SEE TO FIGURE 6.
 11. REMOVE THE ALLEN BOLT (6B) AND REMOVE THE LEFT CONTROL PANEL (6C). SEE TO FIGURE 6.
 12. REMOVE THE SWITCH COVER (7E) ON THE BACK OF CONTROL PANEL (7C). SEE TO FIGURE 7.
 13. REMOVE THE TWO SCREWS (7A) HOLDING THE SWITCH HOLE COVER (7B) TO THE CONTROL PANEL (7C). SEE TO FIGURE 7.
 14. INSTALL THE SWITCH (7D) (NOTE: PART OF 6D) USING THE SCREWS (7A) REMOVED IN THE PREVIOUS STEP. SEE TO FIGURE 7.
 15. PLUG THE 4-PIN CONNECTOR (6D) FROM THE SWITCH INTO THE RELAY HARNESS (6E). PLUG THE RELAY HARNESS (6E) TO THE MOTORCYCLES ACCESSORY BLACK 4-PIN CONNECTOR (6F). SEE TO FIGURE 6.
- NOTE: THIS KIT COMES WITH A RELAY AND A JUMPER PLUG (6G). IF THE RELAY IS USED, THE KIT WILL FUNCTION AS OEM AND THE FOG LIGHTS WILL TURN OFF WITH THE HIGH BEAMS. IF THE JUMPER PLUG IS USED, THE FOG LIGHTS WILL ONLY TURN OFF WITH THE SWITCH.**
16. BEFORE INSTALLING ALL REMOVED COMPONENTS BE CERTAIN THAT THE LIGHTS WORK AND ARE AIMED CORRECTLY. TO CHECK THE AIM, PARK THE BIKE ON A LEVEL SURFACE ABOUT 16 FEET FROM A WALL OR OTHER VERTICAL SURFACE. MEASURE THE DISTANCE FROM THE FLOOR TO THE CENTER OF THE FOG LIGHT (APPROXIMATELY 16 INCHES). THE TOP EDGE OF THE LIGHT PATTERN ON THE WALL SHOULD BE THE SAME DISTANCE TO THE FLOOR AS THE FOG LAMP MOUNTING HEIGHT. IF THE LIGHTS NEED ADJUSTMENT YOU CAN SCREW IN OR OUT THE ADJUSTMENT SCREW ON EACH BRACKET. SEE FIGURE 2 FOR THE LOCATION OF THE AIMING ADJUSTMENT SCREWS.
 17. REINSTALL THE CONTROL PANEL, FAIRING TRIM MOLDING, AND THE FRONT COWL IN THE REVERSE OF REMOVAL.

BULB IS NOT REPLACEABLE

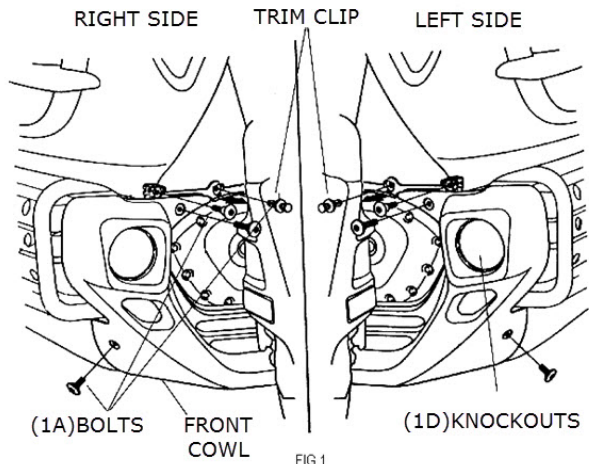


FIG 1

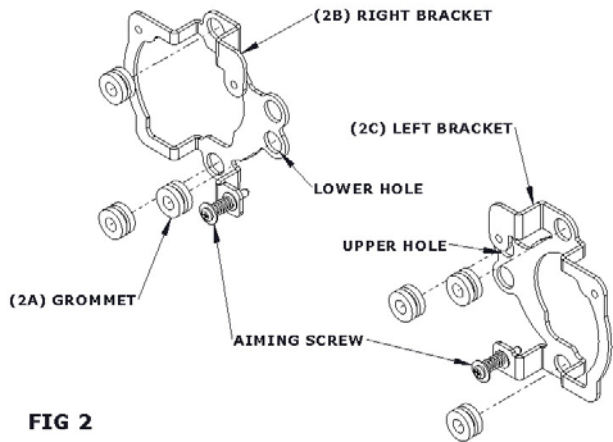


FIG 2

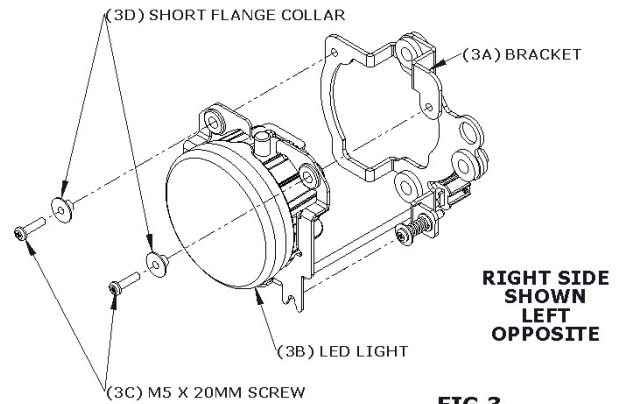


FIG 3

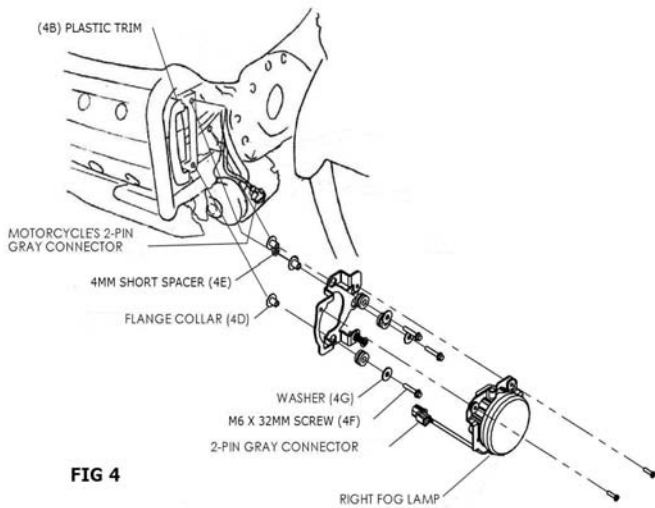


FIG 4

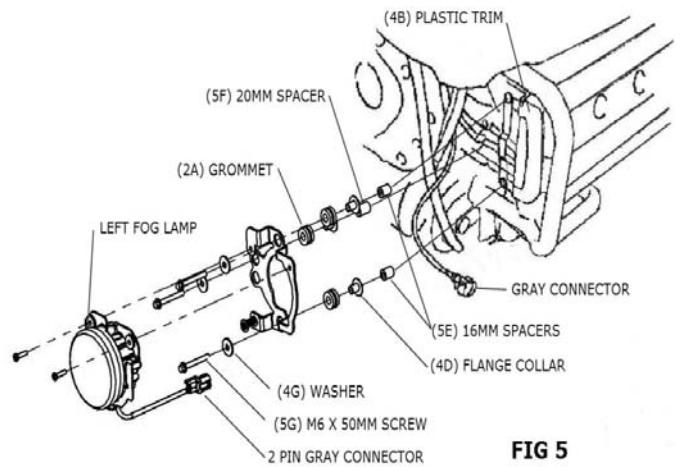


FIG 5

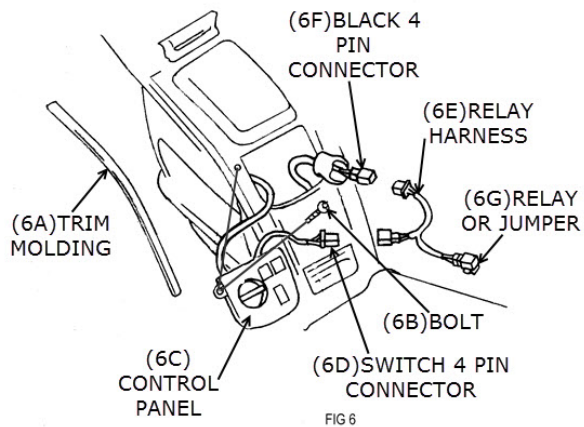


FIG 6

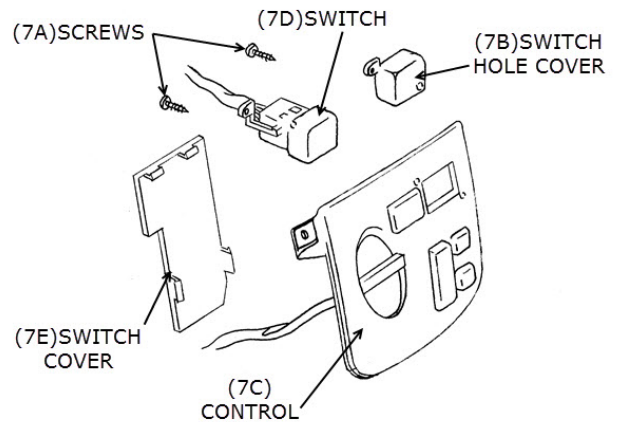


FIG 7