

# INSTALLATION INSTRUCTIONS

PART NO. 71-134/71-134L

CONTOUR DRIVING KIT  
KAWASAKI VN2000

1/27/2012

TOOLS NEEDED:	#2 PHILLIPS SCREWDRIVER	13MM WRENCH 13/16" DRILL BIT	10MM WRENCH 2MM ALLEN WRENCH	4MM ALLEN WRENCH THREADLOCK COMPOUND	14MM SOCKET WRENCH DRILL
HARDWARE INCLUDED:	(3) M6-1.0 X 16MM LONG BUTTON SOCKET HEAD CAP SCREW (4) M4-0.7 X 6MM LONG CUP POINT SOCKET HEAD SET SCREW (2) M8-1.25 NYLOCK HEX NUT (2) M8 LOCK WASHER			(2) M4-0.7 X 3MM LONG CUP POINT SOCKET HEAD SET SCREW (2) M6-1.0 X 12MM LONG BUTTON SOCKET HEAD CAP SCREW (3) M6 LOCK WASHER	

NOTE: THREAD LOCK COMPOUND SHOULD BE USED ON ALL HARDWARE

PLEASE READ THROUGH AND UNDERSTAND THESE INSTRUCTIONS BEFORE BEGINNING.

## INSTALLATION:

1. DISCONNECT THE NEGATIVE BATTERY CABLE.
2. REMOVE THE FRONT COVER TO THE HEADLIGHT HOUSING USING THE 4MM ALLEN WRENCH. ONCE REMOVED, DISCONNECT THE HEADLIGHT AND SET ASIDE.
3. DISCONNECT THE TURN SIGNALS FROM INSIDE THE HEADLIGHT HOUSING, NOTING AS TO WHICH ONE IS THE LEFT AND RIGHT TURN SIGNAL.
4. REMOVE THE OEM LIGHT BAR USING A 10MM WRENCH TO REMOVE THE TWO BOLTS HOLDING IT ON AT THE BOTTOM OF THE TRIPLE TREE.
5. INSTALL THE SPOT LIGHTS (H) ONTO THE LIGHT BAR (G) USING THE NUT AND LOCK WASHER (P) PROVIDED WITH THE LIGHTS. POSITION THE LIGHTS AND TIGHTEN WITH A 14MM SOCKET.

**NOTE: STEPS 6, 7, 8 & 11 ARE FOR INSTALLING OEM TURN SIGNALS WITH 71-134T ADAPTERS.**

6. REMOVE THE TURN SIGNALS FROM THE LIGHT BAR BY USING A PHILLIPS SCREWDRIVER TO REMOVE THE SCREW AT THE BACK OF THE TURN SIGNALS. THEN REMOVE THEM FROM THE LIGHT BAR BY PULLING THE WIRES AND CONNECTOR OUT OF THE LIGHT BAR.
7. INSTALL EACH OEM TURN SIGNAL (K) ONTO THE TURN SIGNAL ADAPTER (L), ROUTING THE WIRES THROUGH THE EXTRA HOLE IN THE ADAPTER. USE THE SCREW REMOVED IN STEP 6 TO ATTACH THE TURN SIGNAL TO THE TURN SIGNAL ADAPTER.
8. ROUTE THE OEM TURN SIGNAL WIRES AND SPOT LIGHT WIRE UNDER THE LIGHT BAR (G).
9. THE TURN SIGNAL ADAPTER (L) WITH OEM TURN SIGNAL (K) CAN BE POSITIONED INTO THE LOWER ENDS OF THE LIGHT BAR (G) AND SECURED WITH THE SET SCREWS (N). THE SHORT SET SCREWS GO IN THE BACK HOLES. THERE ARE THREE SET SCREWS ON EACH SIDE.
10. INSTALL THE MOUNTING PLATE (E) TO THE BOTTOM OF THE TRIPLE TREE USING THE M6 - 1.0 X 12MM LONG BUTTON SOCKET HEAD CAP SCREWS (C) PROVIDED.

**NOTE: THERE ARE THREE DIFFERENT SETS OF MOUNTING HOLES ON THE LIGHT BAR. THIS IS FOR ADJUSTABILITY BETWEEN BIKES. CHOOSE THE ONES THAT WILL GET THE LIGHT BAR CLOSEST TO THE FORKS WITHOUT HITTING ANYTHING.**

11. USING THE M6 - 1.0 X 16MM LONG BUTTON SOCKET HEAD CAP SCREWS AND LOCK WASHERS PROVIDED (B), INSTALL THE NEW MOUNTING PLATE (E) TO THE LIGHT BAR (G). TIGHTEN SECURELY WITH A 4MM ALLEN WRENCH.
12. RE-ROUTE THE TURN SIGNAL (K) WIRES. WIRE INTO THE HEADLIGHT HOUSING AND RE-CONNECT AS THEY WERE. YOU MAY NEED TO ADD LENGTH TO THE WIRES.
13. LOCATE YOUR BIKE'S BATTERY, FUSE BLOCK, AND/OR ACCESSORY TERMINALS AND WIRE ACCORDING TO THE DIAGRAM ON BACK.

**WIRING THE DRIVING LIGHTS (SEE DIAGRAM 2)****NOTE: IF A 13-207/52-605L SWITCH BLOCK IS PURCHASED, STEPS C & E CAN BE SKIPPED AND PLUG ONE OF THE SWITCHES INTO THE RELAY.**

- A. CONNECT THE BLACK WIRES TO THE CONNECTORS ON EACH LIGHT. THE OTHER ENDS OF THE BLACK WIRES CONNECT TO THE RELAY AS SHOWN IN THE DIAGRAM. THE RELAY CAN BE LOCATED UNDER THE SIDE COVER OR SEAT. THE WIRES CAN BE ROUTED THROUGH THE LIGHT BAR AND UNDER THE FUEL TANK OR ALONG THE INSIDE OF THE FRAME TO KEEP THEM OUT OF SIGHT.
- B. THE WIRE HARNESS WITH THE RED AND GREEN WIRES CONNECTS THE BATTERY TO THE RELAY. THIS HARNESS ALSO HAS AN INLINE FUSE ON THE RED WIRE. THE ENDS WITH THE RING TERMINALS SHOULD BE PLACED UNDER THE SCREWS THAT HOLD THE BATTERY CABLES TO THE BATTERY TERMINALS. CONNECT THE OTHER ENDS OF THE HARNESS TO THE RELAY AS SHOWN IN THE DIAGRAM.

**NOTE: IF A BIG BIKE PARTS ACCESSORY SWITCH BLOCK (13-207 OR 52-605) HAS BEEN PURCHASED YOU CAN USE THIS TO CONTROL THE LIGHTS IN PLACE OF THE SWITCH THAT HAS BEEN SUPPLIED WITH THE DRIVING LIGHT KIT. FOLLOW THE WIRING INSTRUCTIONS IN THE SWITCH BLOCK KIT FOR DIRECTIONS ON CONNECTING THE SWITCH BOX TO THE RELAY AND OMIT STEPS C, D AND E BELOW.**

- C. FIND A CONVENIENT PLACE TO INSTALL THE SWITCH. DRILL A SMALL PILOT HOLE FIRST AND THEN DRILL IT OUT LARGER WITH A 13/16" DRILL BIT. THE SIDE COVER MAY BE A GOOD LOCATION FOR THE SWITCH.
  - D. THE WIRE HARNESS WITH THREE WIRES (ORANGE, BLUE, AND GREEN) CONNECTS TO THE SWITCH. THE END OF THE HARNESS WITH THE THREE PUSH ON CONNECTORS GOES TO THE TERMINALS OF THE SWITCH AS SHOWN IN THE DIAGRAM.
  - E. FROM THE SWITCH, THE GREEN WIRE CAN BE CONNECTED TO THE NEGATIVE TERMINAL OF THE BATTERY. THE BLUE WIRE CONNECTS TO THE RELAY AS SHOWN IN THE DIAGRAM. THE ORANGE WIRE WILL NEED TO CONNECT TO A KEYED POWER SOURCE. A KEYED POWER SOURCE IS A WIRE THAT HAS POWER ONLY WHEN THE KEY IS IN THE "ACCESSORY" OR "ON" POSITION. WHEN A KEYED POWER SOURCE WIRE IS FOUND, CLAMP THE T-TAP CONNECTOR TO THE WIRE AND THEN CONNECT THE ORANGE WIRE TO THE T-TAP.
  - F. ROUTE THE BARE ENDED WIRES ON EACH LIGHT THROUGH THE LIGHT BAR AND OUT THE MIDDLE HOLE. ATTACH RING TERMINALS TO THE BARE ENDS OF THE WIRES AND THEN PLACE THEM UNDER THE M6-1.0 X 16MM MOUNTING SCREWS UNDER THE LIGHT BAR. TIGHTEN THE SCREWS SECURELY TO INSURE THAT THE LIGHTS HAVE A GOOD GROUND.
14. TEST LIGHTS FOR PROPER OPERATION BEFORE REINSTALLING ANY REMOVED SIDE COVERS, SEATS, ETC. SECURE RELAY TO KEEP FROM BOUNCING.

DIAGRAM 1

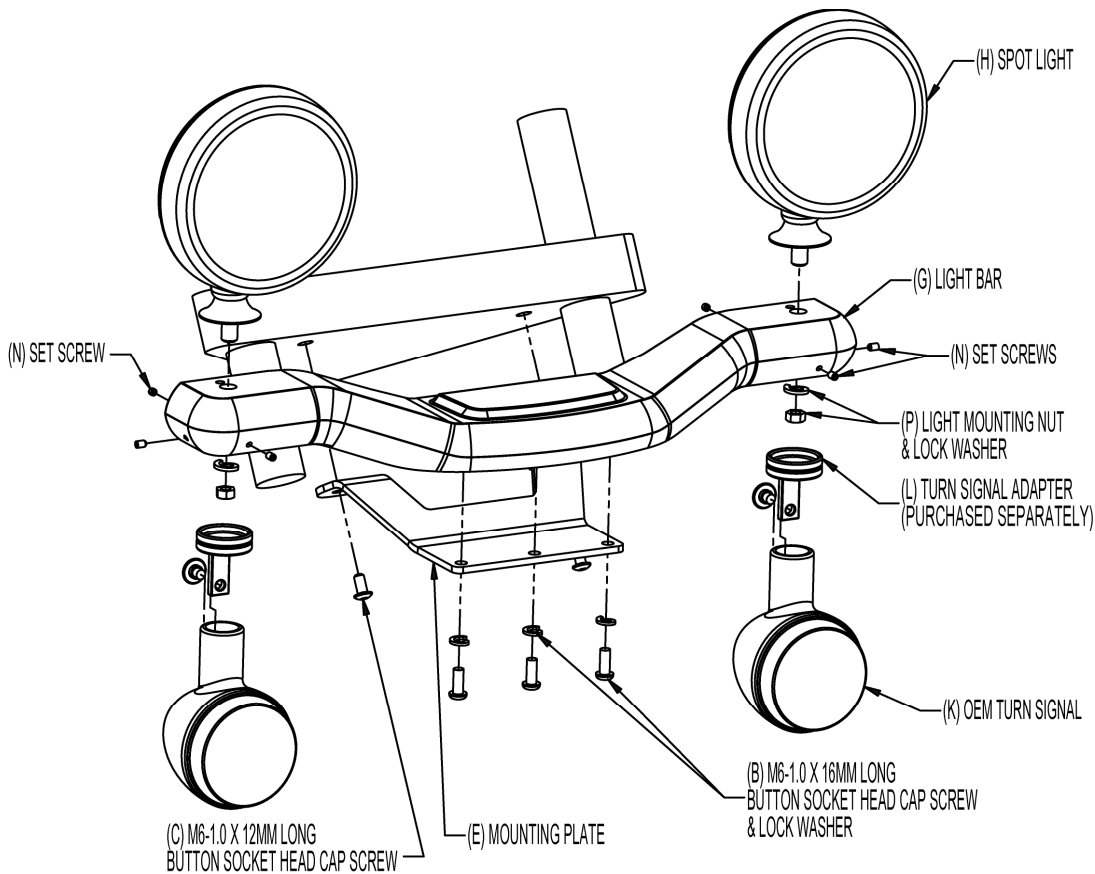


DIAGRAM 2

