

WARNING. & Important Information. !!!

***Only "GLOBES SUPPLIED" will work in this system !!!!**

The **LEDLIGHT** lighting system captures power from the ignition (CDI) charge coil(s). Because of this the voltage on the "GREY" wires will be the same as that at the CDI unit. (Between 100v & 500v approx). These voltages although high, have very little "current".

"Do not touch exposed connectors or wires with the engine running"

****Do NOT measure voltages to EARTH, this will BLOW things up !!!****

After installation check all connectors and wire routes carefully as any short to earth will have the same effect as hitting the KILL switch.

Installation Guide:-

Green (pair) wires connect to "Brake light switch"(Must use one supplied).

Red/White & Green/Yellow wires connect to the "Tail light".

Red & Yellow wires connect to the "Head light".

Twin BLACK to the "Lights ON/OFF switch", (NO is UP position).

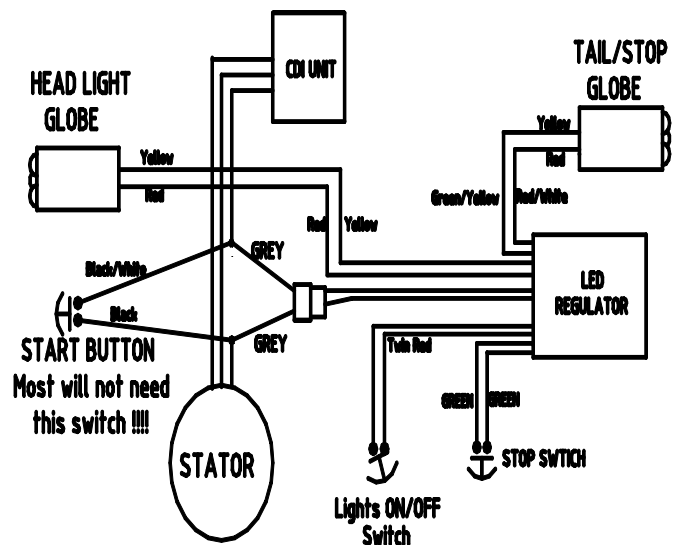
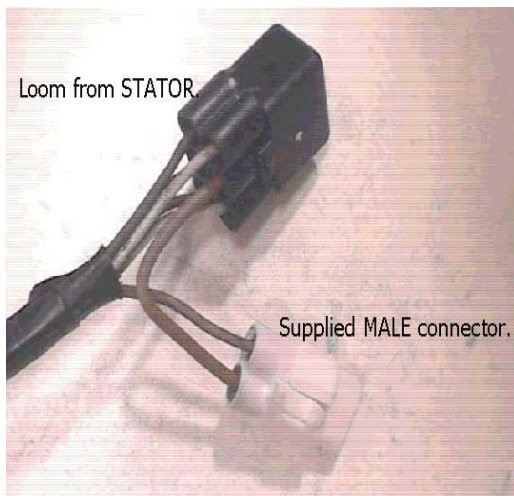
The **GREY** wires in the **LEDLIGHT** system are connected into a wire from the stator.

The photo below is the recommended method of connecting using the plug supplied, (YZ125 to 426cc stator loom/connector shown) some will need the Grey (short wire) cut in half then joining to the EXCITER wire. The following page lists models & which wire:-

Ignitions with "**LOW ohm EXCITERS**" (below 50 ohms), Lights may need to be "**Turned OFF !!!**" to start. A SWITCH per the diagram below will need to be fitted if the motor is still hard to start, we recommend a Yamaha type KILL SWITCH(must be **ABOVE GROUND** type).

Tips: The tail/stop light should be positioned as far back from the face of the lens as possible for best effect. Some trial and error will determine the best position.

The head light can be mounted in the body of an old globe that matches the healight unit you are using. Move the light in or out until best position is found, then hold in place with silicon.??



The HEADLIGHT ON/OFF switch bracket will open up enough to slip over the handle bar.

Honda:-

Early POINTS magneto	Won't work !!!
Early ROTOR type CDI	Red (Good lights above 1500 rpm).
CR80-RA '80 -> RC '82	Red
CR80-RD -> Current	Black/Red
CR85 ->	White **
CRF100	Black/Red
CR125-RZ '79 -> RD '83 (rotor)	Red (Good lights above 1500 rpm).
CR125-RE '84 -> RF '85	White
CR125-RG -> RK '89	Brown
CR125-RL '90 -> RV '97	White
CR125-RW -> Current	White **
CRF150 Non Electric Start	Black/Red
CDF150R '08->	White
CRF150 Electric Start	WONT WORK, we SUPPLY special one.
CR250-R '78 -> CR250-RD '83 (Large flywheel)	Not known yet ?????
CR250-RE '84 -> RF '85	White
CR250-RG '86 -> RJ '88	Brown
CR250-RK '89 -> RS '95	White
CR250-RT '96 -> 2001	White ****
CR250-R? 2002->	WONT WORK, We SUPPLY Special one.
CRF250 2004->	White **
CR450 & 480 '81 -> '83	Not known ????
CRF450 2002->	White **
CR500-RE '84 -> RF '85	White
CR500-RG '86	Brown
CR500-RH -> 2000	White **
XR80/100 (CDI models)	Black/Red
CRF450 EFI models	D.C. KIT REQUIRED !!!

Kawasaki:-

KX60-A1 '83 -> B9 '93	Black/Red
KX60-B10 '94 -> Current model	White/Red
KX80-A & B '79->80 (first models)	White/Red (Good lights above 1500 rpm).
KX80-C1 '81 -> M1 '88	Black/Red
KX80-M3 '98 -> 85cc Current model	Black/Red
KX100-A1 '89 -> Current	Black/Red
KX125-A '74 -> E1 '86 (rotor type)	Not known yet ?????
KX125-E2 '87 -> G1 '89 (small flywheel)	Black/Red
KX125-H1 '90 -> K3 '93 (digital type)	Black/Red
KX125-K4 '97 -> Current	Red **
KX250 1974 -> A7 '81 (rotor type)	White/Red
KX250 B1 '82 -> F1 '88 (small flywheel)	Black/Red
KX250-G1 '89 -> J2 '97 (digital)	Black/Red
KX250-L1 '99 -> L3 '05	Red **
KXF250 2003, Four Stroke	Black/Red
KX450D6F 2006->	White **
KX420 -> 450 (rotor type)	White/Red
KX500-A '83 -> 85(large flywheel)	Black/Red
KX500-B2 '86 -> D1 '88 (small flywheel)	Black/White
KX500-E1 '89 -> E12 '00	Black/White
KLX125 '03	Yellow/Red
KXF450 EFI models	D.C. KIT REQUIRED !!!

Suzuki:-

All ROTOR types, all models. (not RM250-X)Black/Red(Good lights above1500rpm).

RM125-H 1987 -> P 1993 (radial type)	Red/White
RM125-R 1994 -> current	Red/White **
RM250-H 1987 -> R 1994 (radial type)	Red/White
RM250-S 1995 -> current	Red/White ****
RM-Z250-K4 Four Stroke	Black/Red
DRZ125 '03	Yellow/Red
RMZ250-K4->	Red/White
RM-Z450	Red/White
RMZ450 EFI models	D.C. KIT REQUIRED !!!

Yamaha:-

YZ50-G '80 -> J '82 (points)	Won't work
YZ50-H '81 -> L '84 (flywheel)	Brown
YZ80-A '73 -> D '77 (points)	Won't work.
YZ80-E '78 (flywheel)	Brown
YZ80-F '79 -> J '82 (rotor type)	Red
YZ80-L '84 -> M 'Current (small flywheel)	Brown
YZ85	Green/White
YZ100-D '77 -> L '84 (rotor type)	Red
YZ125-X '75 -> S '86 (rotor type)	Red
YZ125-T '87 (radial type)	Brown
YZ125-U '88 -> W '89	Brown
YZ125A '90 -> G '95 (digital)	Brown
YZ125H '96 -> 2001 current	Green/White
YZ250-A '73 -> E '78 (hitachi)	Brown
YZ250-F '79 -> L '84 (rotor type)	Red
YZ250-N '85 -> T '87 (radial type)	Brown
YZ250-U '88 -> W '89	Brown
YZ250A '90 -> G '95 (large flywheel)	Brown
YZ250H '96 -> Current (2-stroke)	Black/Red
YZ250FF '2004 FOUR STROKE.	Brown
YZ360 '73 (magneto)	Won't work.
YZ360 '74 (Hitachi)	Brown
YZ400-C '75 -> F '79	Brown
YZ465-G '80 -> H '81	Brown
YZ490-J '82 -> W '89	Brown
<u>YZ400, 426, 450 FOUR STROKE.</u>	Brown
PW50 all years	Black/Red
PW80 all years	Not known yet (it may effect timing)
TTR125 All years	Brown
TTR230	WONT WORK, We SUPPLY special one.

Husaberg FE with no lighting. Red
Husqvarna CR250 '03 Black/Red
KTM65 '07-> Green/White
KTM late MX's, Japanese ignition. Red/White **
KTM450SX 2003 Red/White
KTM450SX '07-> Uses "DC LED KIT" !!!!!
VOR, SEM ignition. Red
EFI MODELS require D.C. KITS.!!!!!!

**** These may need a "START BUTTON" as discribed in the text & diagram.**

****** These DO need a "START BUTTON".**

*** Most after market "LED" type Tail light assemblies will work with this system, noting the following:**

The wire that is recommended as the EARTH is joined into the GREEN/YELLOW

The other wires (stop & tail) can be placed together and joined to the RED/WHITE.