



Suzuki DRZ 400E Kawasaki KLX 400 Installation Guide

Do not zip tie anything until you are done.

Step 1: Remove headlight, (headlight switch) seat and gas tank from motorcycle.

Step 2: Partially install the headlight assembly using the top right band only to hold it in place temporarily. You will need to plug wires to this assembly and if you put all four bands on you will not be able to make the connections.

Step 3: Install handlebar switch on clutch side. You will need to move clutch perch to the right (about ½ inch to 1 inch) to make room for the switch. The switch plugs into the circuit board on the bottom of the headlight using the 8-pin plug (the only unused 8-pin one on the circuit board)

Step 4: With the handlebars turned all the way to the right, plug the power wire into the back of the headlight assembly making sure to leave some extra wire so you can turn the handlebars both ways without tugging on the wires. The other end of the power line has battery terminal loops. The positive has an in-line fuse and the other black wire is the negative. Connect these to the battery.

Step 5: **Front brake Hydraulic Switch.** Install the hydraulic brake switch you need to first remove the banjo bolt and then screw the new switch into the master cylinder. You need to make sure that you have the NEW crush washers above and below the brake line. Do this as fast as you can so you don't lose any brake fluid. You will need to bleed the front brake if the switch does not work or your brakes feel soft. If you are not familiar with bleeding brakes, take it to a shop that can do it correctly. Route the wire across the handle bar. You can zip tie that wire and reinstall the master cylinder cover if one was on the bike.

Step 6: With the unconnected wire routed in step 4, plug the tail assembly into the bottom of the board in the headlight assembly (the only 6 pin plug on the board). Leave some extra wire near the front of the bike so you can turn the handlebars both ways without tugging on any wires. Both of the green wires from the tail assembly plug onto each side of the brake switch lines using the round bullet plugs (use some shrink wrap over the connections to keep out dirt and water).

Step 7: (Skip this step if you are using the UFO Tail Section.) The YELLOW is the Taillight and the GREEN is for the Brake light. The BLACK is the ground for both. There still should be two pair of unused wires. These are used for your rear turn blinkers. The black wire is a common ground, the ORANGE is for the right, and the BLUE is for the left.

If you are using the UFO Tail section, you will need to drill four 1/4" holes through the rear fender and light assembly. Use the supplied hardware. Drill a larger hole in the fender plastic under the seat for the plug to enter the area under the seat. You can drill a few pairs of small holes to secure the rear taillight wire with a zip tie. Only drill these holes where it cannot be seen with the seat on. We recommend you to slide the light as far forward as possible to minimize stress to fender. Most of the time the rear fender should exceed about 1/2" past taillight.

Step 8: To test the kit: Move the rocker switch on the kit to the left. A five-watt daytime running headlight and your taillight should be on. In this setting you should also have use of your horn, blinkers, and brake light. The color of the left LED also lets you know how the charging system of your motorcycle is functioning. A red light indicates less than 12 volts; a yellow indicates 12-13 volts, while a green indicates around 14 volts. Next rotate the rocker switch to the right. This adds the main headlight to the circuit. You can now use the high-low beam on the handlebar switch accordingly. In this mode you can also use your turn signals, horn and brake light.

Step 9: Zip tie all wires and install gas tank and seat at this time.

YOU ARE DONE

To install the decal, it is better to spray the number plate with soapy water and apply decal. Use a squeegee to work out water and air from behind sticker.

