

Twinlight Driver3 Installation Guide

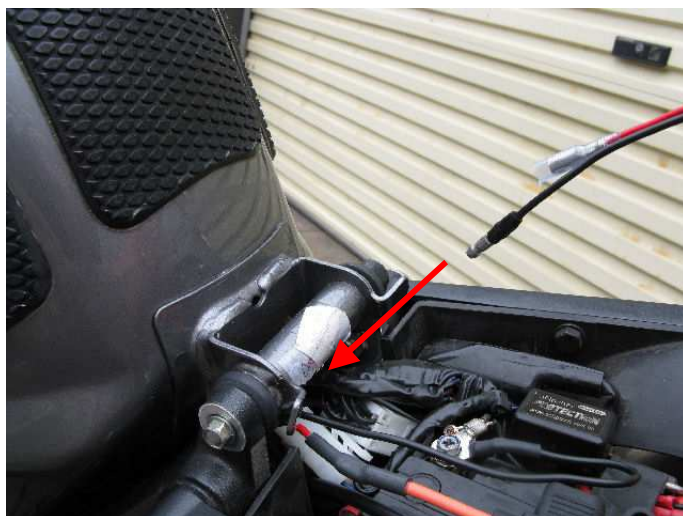
The Twinlight Driver3 is designed as generic plug'n'play kit. All the connections included are low profile, which enables you to poke the wiring through tight spaces.

As an overview, the battery cable routes from the battery to the front of the bike. Then the TL3 connects between the battery cable end and the headlight bulbs, and the light sensor routed to where it gets a view of the sky.

Plan where the cables are best routed and where the Twinlight Driver3 will be located. Preference is to route the wiring next to the existing wire harness, as you can cable tie the cable securely and away from touching the engine. Ensure the Twinlight Driver3 module is not located near the radiator or radiator cap, as these get very hot.

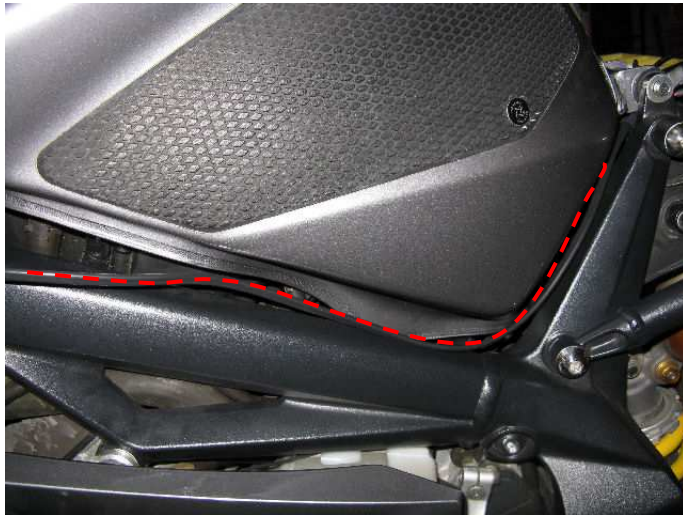


Installing the battery cable...



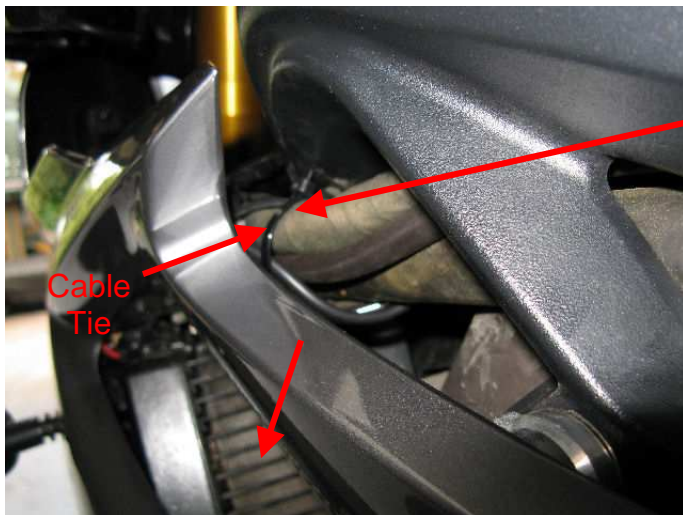
Feed the battery cable (bullet terminal end) through to the front of the bike.

Note: Bolting the O-Ring terminals to the battery is done in the **last step**.



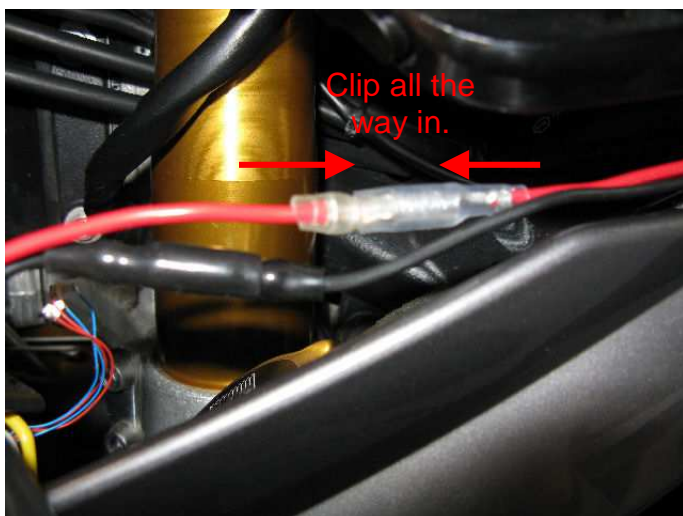
Route the cable where convenient, however **do not route it where it will touch the engine.**

Ensure it does not touch the radiator cap.



Use provided cable ties to secure cable.

TIP: When you trim cable ties, do not cut the end off flush. Leave a little so the cut end cannot lever itself over the hook inside.



Plug in the TL3 module to the battery cable.

NOTE: Make sure you clip them **all the way together.** Push the terminals together to get the **second click.**

Use a cable tie to make sure these connections don't flap around.

Position the Twinlight Driver 3 module and route the cables to the headlight bulbs.

There are 3 terminals per cable end for the headlight bulb. Two go to the bulb (black and red), the blue wire will plug into your existing headlight plug. It will use the signal from the existing plug to know when to turn on the high or low beam lights.

For H7, H9 and H11 bulbs, it doesn't matter which way around the black and red cables are fitted to the bulb. For H3 bulbs, make sure the black cable is connected to the earth plate pin.

The blue cable will plug into one of the original headlight plugs terminals. The easiest way to determine which is the correct terminal, is to compare the low and high beam wiring. They should both have the same colour for the ground wire. Once you know which is ground, you will know the other is the one you want. You can safely try both.



H7 bulb example.



H9 or H11 example.

Often, it is easier to remove the bulb, fit the wires and then put the bulb back in. Rotate these bulbs to remove.



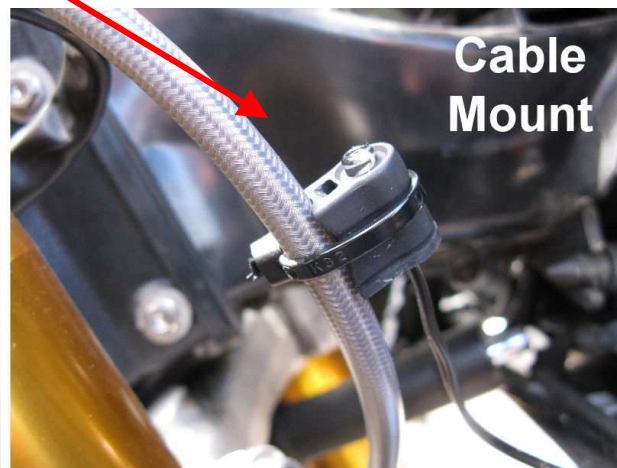
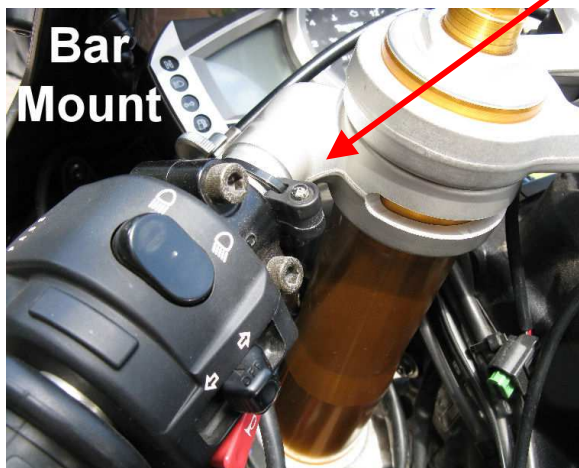
Route the daylight sensor wire along the same path as the bikes wire harness. So it spirals around the suspension fork.

Don't cable tie it yet!!!

Grey wire shown for picture example. Actual units use a black wire.

The daylight sensor needs to point toward the sky to work correctly, so make sure it's orientated correctly.

The light sensor can be mounted two ways.... On the bar handle or riding a cable.



Turn your steering to full right lock, then use the provided cable ties to secure the light sensor wire. Leave a little bit of slack in the wire so it can move with the steering. With any addition length, secure it where it cannot catch on anything.

Bolt the O-Ring terminals to the battery. Red goes to the (+) positive terminal, and black to the (–) negative terminal.

Test your headlights. With ignition on, you will have the small position marker lights turn on straight away. With the default settings, the low beam light will turn on after 20 seconds, or as soon as 8 seconds if the engine has been started. You can turn it on sooner yourself by flashing the high beam once. The delayed on setting has a few options (see user manual).

The high beam will turn on as normal. To setup the highbeam as a daytime running light or with a modulator mode, see the user manual.

IMPORTANT DISCLAIMER

The information provided by Ecliptech is not legal advice. The user accepts ALL responsibility for the use and installation of this product. The product must not be used if any malfunction occurs, a suspected malfunction occurs and/or when not configured correctly. This product should not be used where it is not compliant with local laws. Such as, where the use of any high beam light may not be permitted in the presence of oncoming traffic. The product should not be configured to violate any laws. The owner is solely liable for any infringements associated with the use of the product. It is recommend to only use this product with the bulbs recommended by the manufacturer of the motorbike and within the product specifications. Only use if safe and permitted to do so and at your own risk.