

## Installation Guide - Buell XB Series

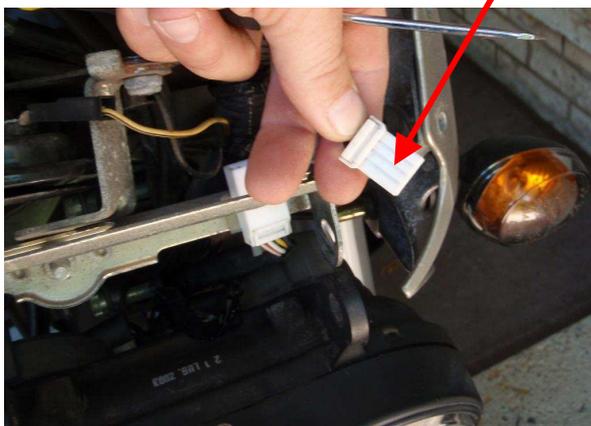
XB-S and XB-X models need to first implement a wire swap to enable the low beam to run at the same time as the high beam. XB-R owners can skip straight to page 3.

### XB-S and XB-X wire swap instructions...



← Remove the front fairing.

Unplug the headlight harness connector.



There is a plastic locking bar that holds the terminals in.

It's retained by little clasps either side. Unclasp and hinge the bar back.



**You need to swap the Yellow and Orange wires.**

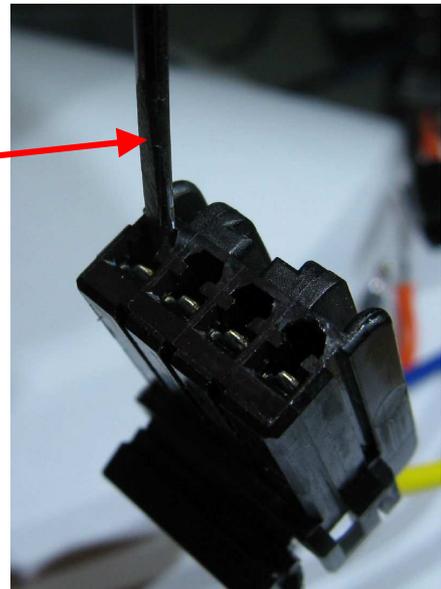


Use something thin/sharp to lift the terminal lever inside the connector.

Place in the top hole as shown in the picture, and lift the lever. Then you can easily pull the wire out.

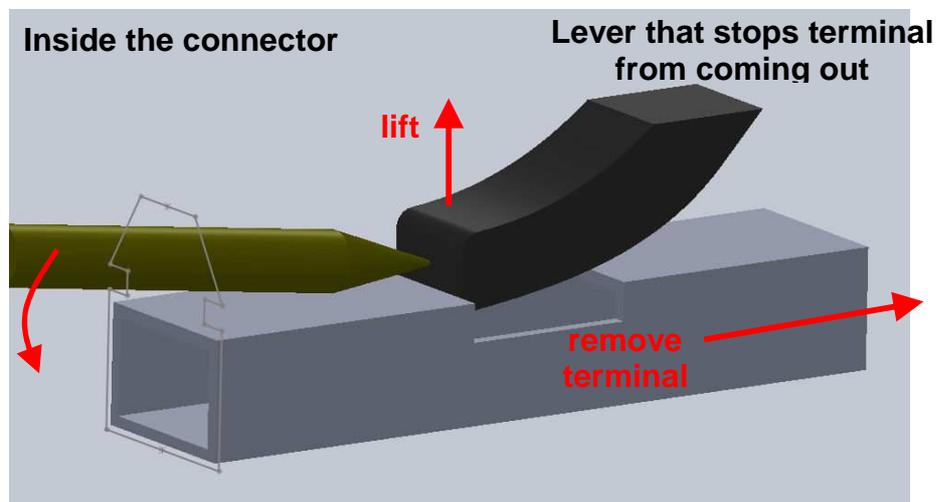
**Lift the lever first, then pull.** If you start pulling before you try to lift the lever, it won't work.

Done right, the wire comes out really easily.



This picture shows a representation of the terminal and the lever that you need to lift.

The small nail provided in the kit does the job nicely.



The battery cable needs to be installed first. It goes from the battery to the front of the bike, following the cable harness.

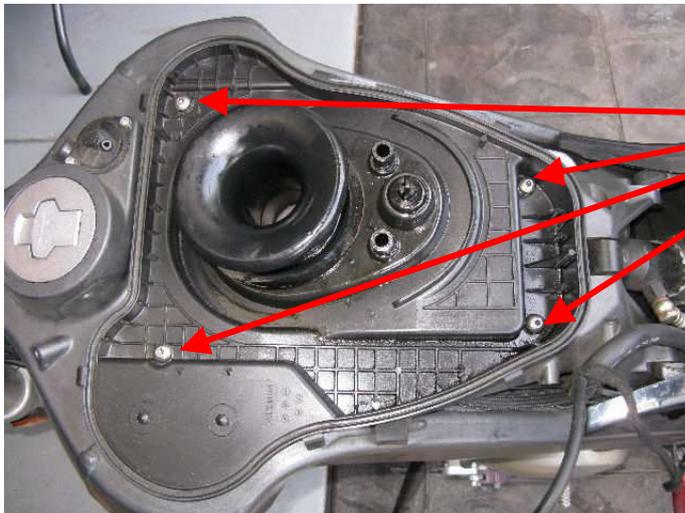


Remove the seat.

Remove the top fairing.

Detach the hoses and connector on the top of the airbox.

Unclip and remove the airbox.



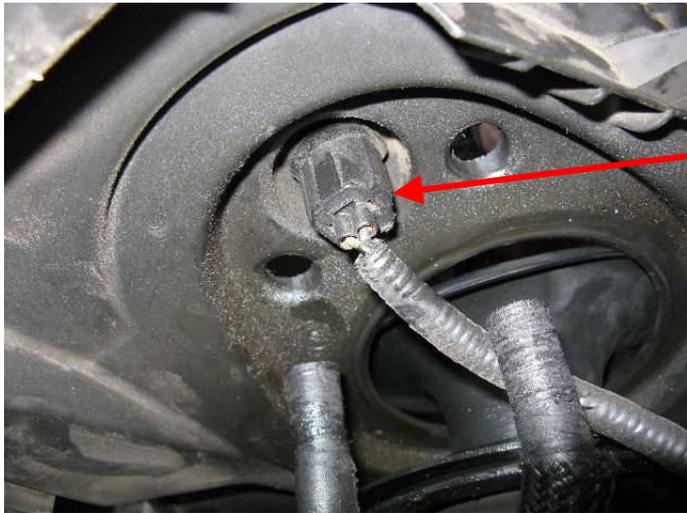
Airbox cover removed.

Remove these 4 bolts (torx 27)

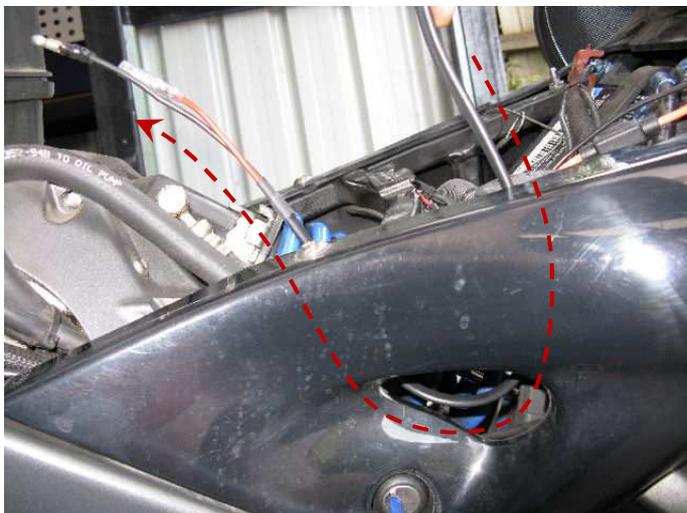


The airbox bottom plate needs to be removed next.

Push the rubber trumpet flange beneath the rim.



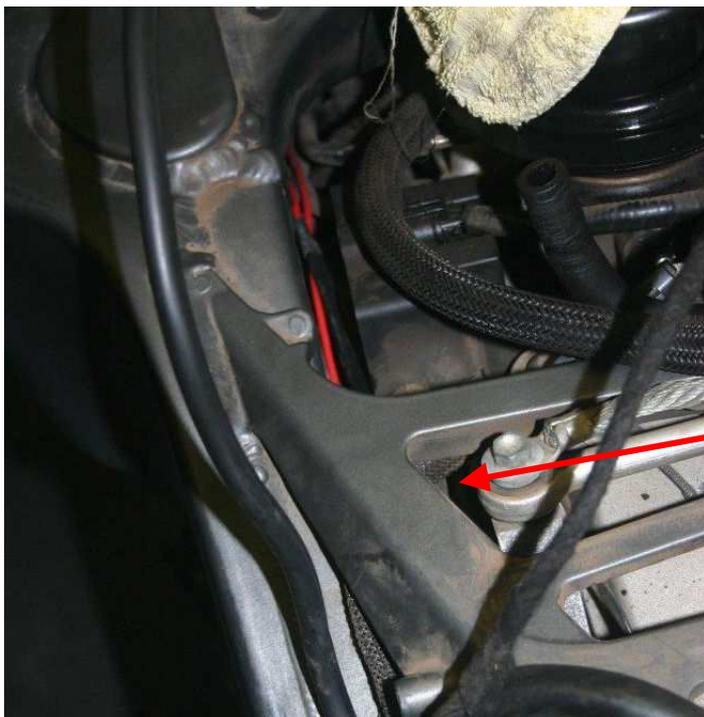
As you remove the bottom cover, unclip the connector tethered on the underneath side.



Next step is to route the battery cable through to the front of the bike.

Don't connect the ring terminals to the battery yet. This is done last.

Feed the bullet terminals end of the cable through as shown by the dashed line.

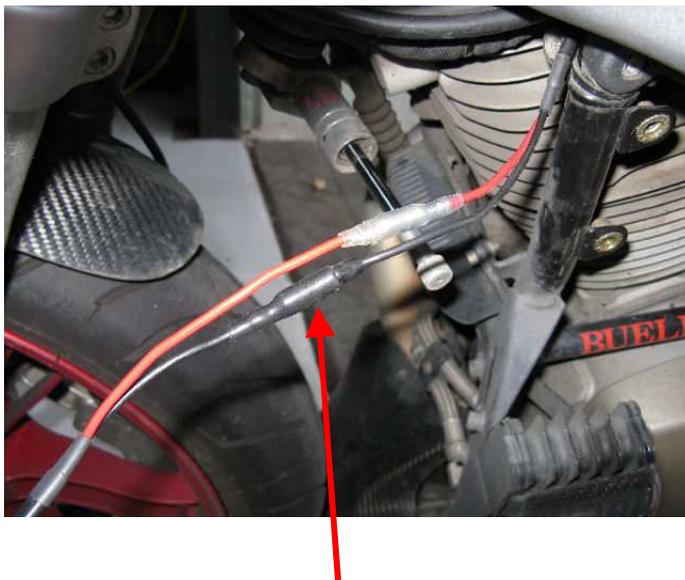


Feed under frame.



Feed the cable through, as shown by the arrows direction.

Rag stops anything from falling inside engine.



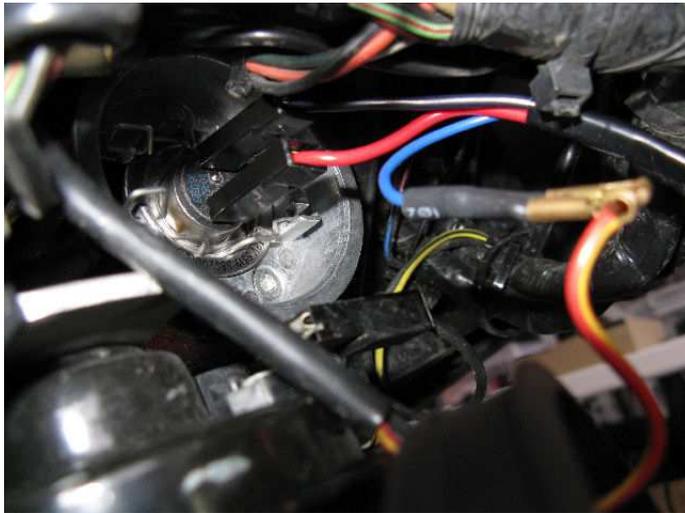
Make sure these bullet terminals are fully plugged in, as shown.

The left scoop has been removed here for a clear view of where the cable comes out.

Make sure the cable cannot touch the engine. Cable tie it to the cable harness to make sure it won't move around.

Picture shows the TL3 module plugged in. It is best to first position the TL3 module between the headlights, then plug it into the battery harness.

Use the provided cable ties to secure the cable. Check the steering to make sure there is no interference.



Each headlight cable is marked with a letter. "L" for low beam, "H" for high beam.

This bike is fitted with H7 bulbs. The red and black terminals go to the bulb. If you have H3, the black goes to terminal on the mounting ring.

Plug the blue wire into the original plugs positive wire.



Route the light sensor up to the handle bar. Follow the existing cables.

Cable tie the sensor in place first, then provide a little slack where appropriate when cabling tying the rest of the cable in position.

The connection to the front brake switch is easily dislodged, so you should test the front lever activates the brake light after fitting the light sensor.

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 driving 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 high beam as a daytime running light or with a modulator mode, see the user manual.

Picture below shows the low beam with the high beam running dimmed.  
This bike is fitted with 90mm Hella reflectors, so the stock lights will look a bit different.



#### **IMPORTANT DISCLAIMER**

The information provided by Eclipsech is not legal advise. 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.