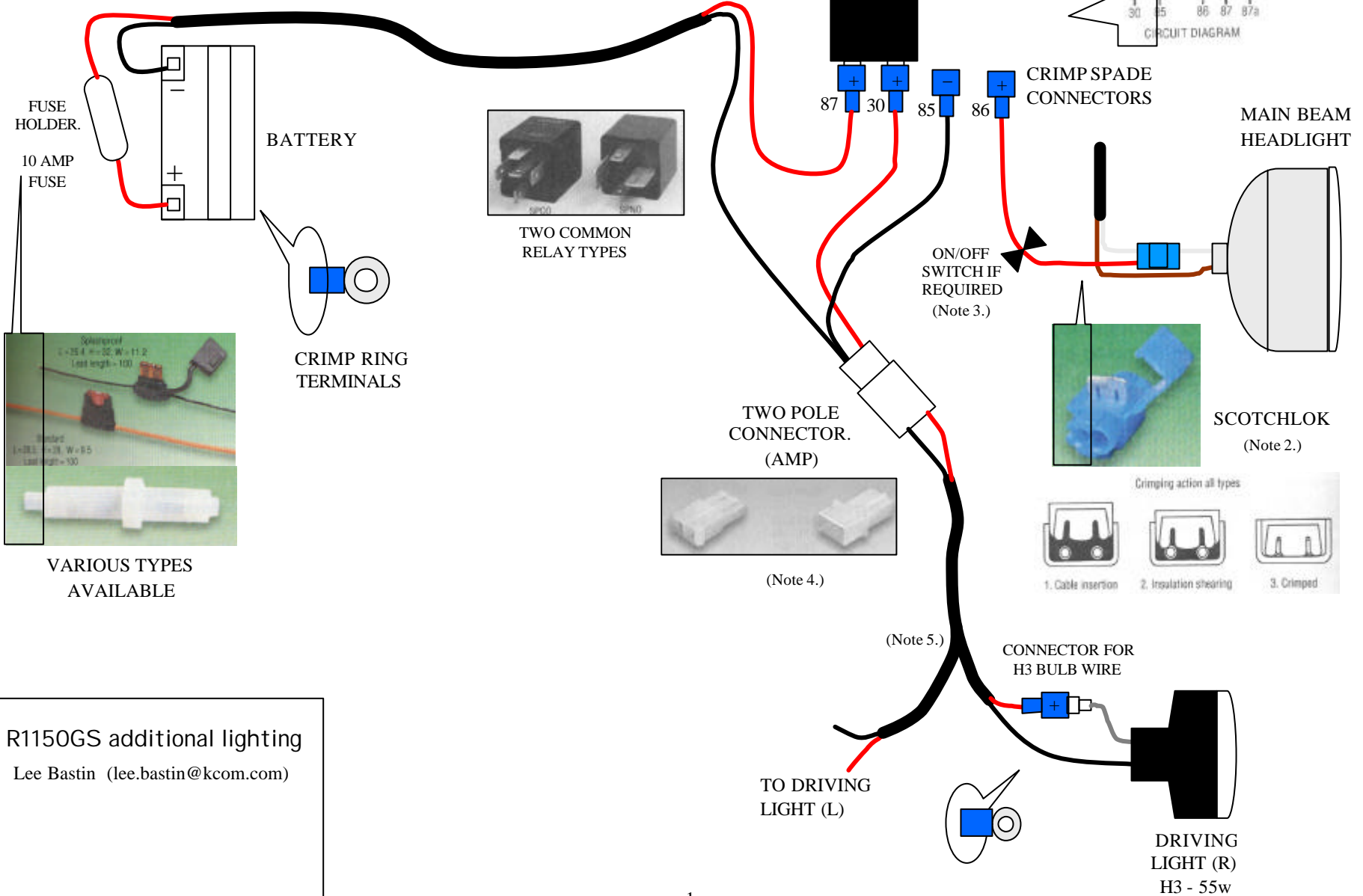
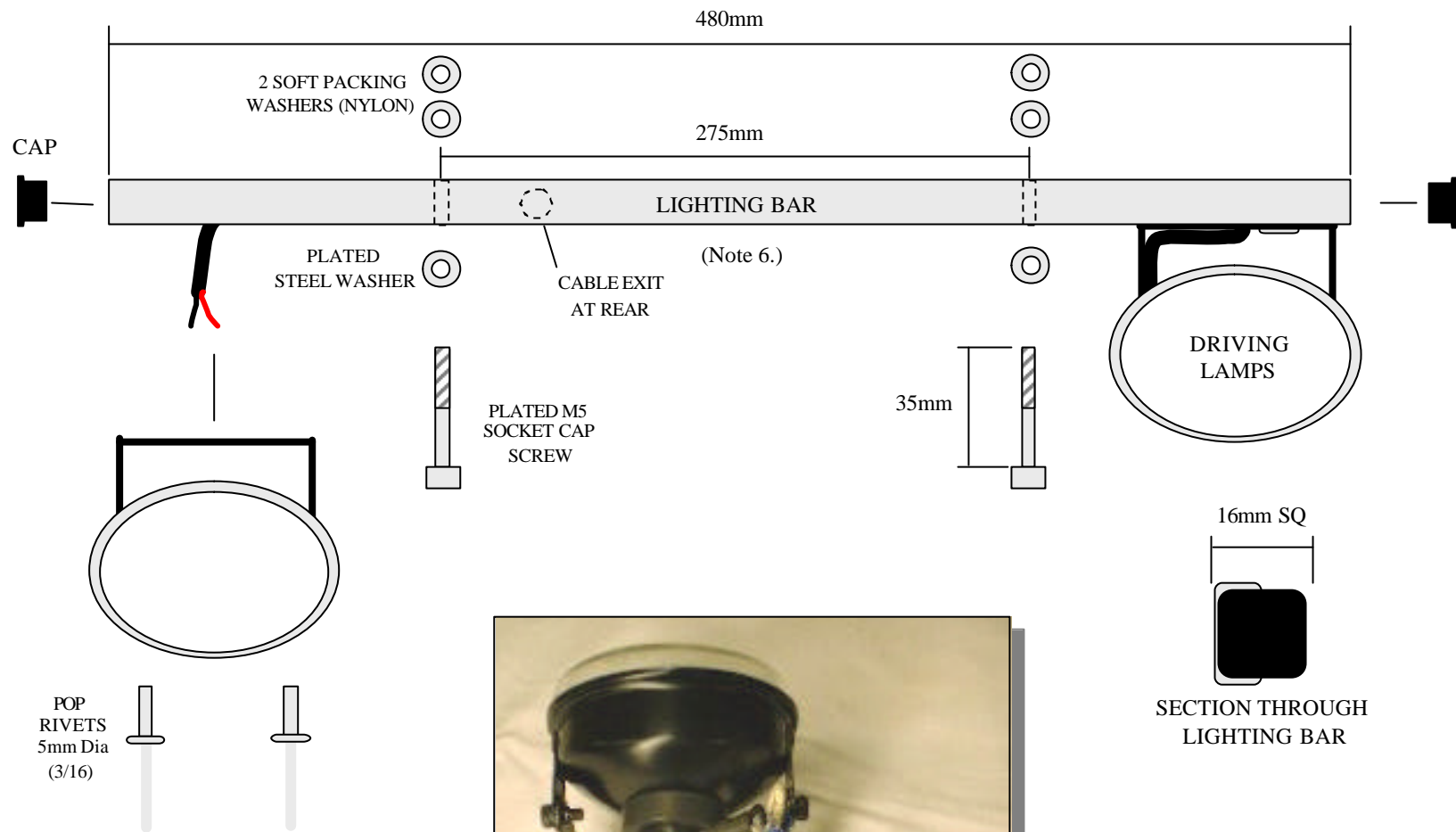


AUTOMOTIVE WIRE. 10 AMP OR GREATER RATING (21/0.3).  
SLEAVING - PVC, FIBER BRAID, OR TAPE BINDING.



R1150GS additional lighting  
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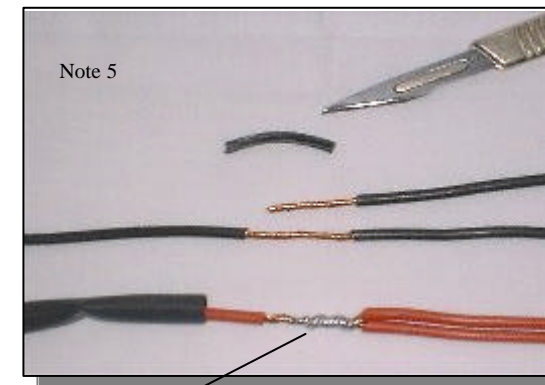
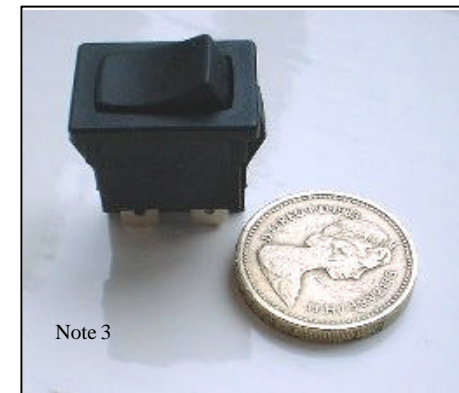
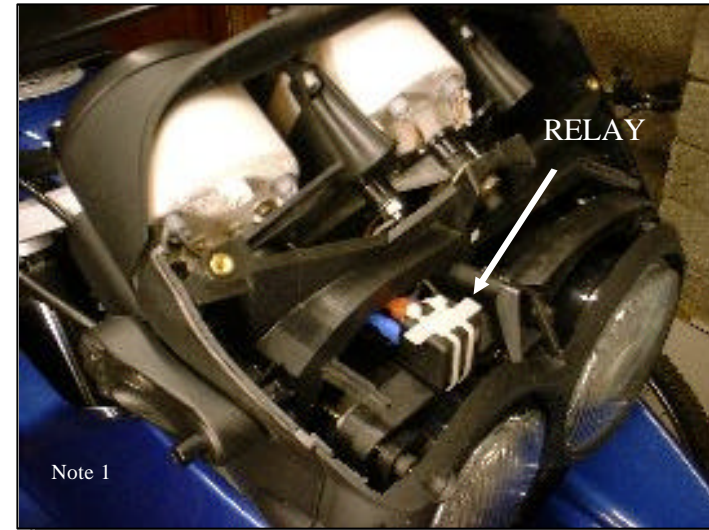
## NOTES.

1. The relay fits nicely inside the instrument housing, just under the cover, and is held in place by cable ties (see pic). The connecting cables come in from underneath with all the other cables.
2. Power to switch the relay comes from the high beam light (white wire). I used a Scotchloc because it's quick and simple and doesn't involve cutting any of the bikes wires.
3. I haven't put a switch on mine as I live out in the sticks and I'm not likely to want to switch them off. But if you live in town, for example, you may feel you need to fit a switch. Maplin electronic stores do a nice flush switch that'll fit in or under the instrument housing (see pic).
4. A connector for the lighting bar is a good idea in case you need to remove the whole thing. The connector fits neatly up inside the instrument housing keeping the weather off yet still making it easy to get at. If you can't get any two pole type connectors you can always use a couple of crimp bullet connectors, only make sure that the live wire has the female fitting to avoid any shorts when disconnected.
5. The cable loom is split to each lamp inside the lighting bar. I've used soldered splices (like those in Jap looms). This is done by trimming off the insulation, twisting the wires together, and soldering. The whole lot is then insulated with heatshrink tubing (see pic), but you could use crimp splices if you have enough room inside your chosen bar.

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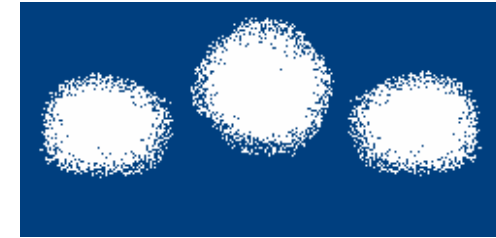
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## NOTES (Cont.)

6. The material used for the bar was a length of 16mm square section aluminium tube which started life as a fold-up push chair! After drilling all the necessary holes I covered it with heatshrink tubing to give a good durable finish which was far quicker than spraying it. Any sort of bar would do though, my mate used stainless steel tube for his. The lamps are held in place on the bar by pop rivets, which are quick and easy, and angled outwards about 2 degrees. This is due to the bar being shaped like that but gave a good overall light dispersion (see pic) so you may want to consider this when mounting the lamps.

The complete assembly is held in place by two M5 socket cap screws, these replace the two Phillips screws located forward most on the underside of the beak. The two nylon washers are used to pack out the slight recess in which the Phillips screws sat. Although these Phillips screws only hold the bodywork in place they are sufficient for mounting the lighting bar on as there's not much weight involved. But don't over-tighten them or you'll strip the brass inserts.



Dispersion pattern, bike on main stand,  
3 metres from garage door.

Well there it is! I think I've covered everything. Of course this is only my way of doing it, there are many other ways of achieving the same result but it's definitely worth doing if you're fed up with the GS's useless high beam. I hope you all find this useful. If you want any more info then drop me a mail and I'll see what I can do.

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### Useful retailers.

B & Q.

Maplin Electronics.

Farnell Components.

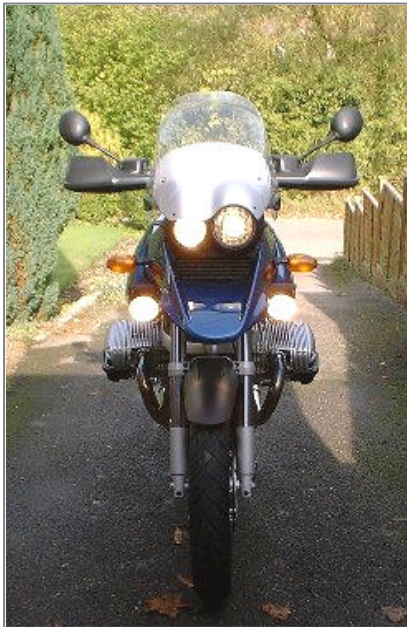
Auto shops.

- Material for bar, fittings, some automotive bits.

- All electrical parts, heatshrink.

- Mail order electrical, heatshrink, pvc sleaving, etc.  
(<http://uk1.farnell.com>)

- (Les Smith, Halfords, etc) Driving lamps, electrical parts.



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