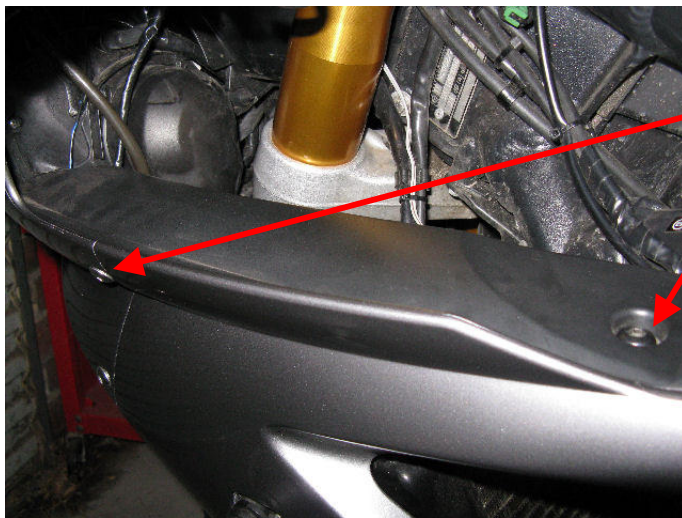


Daytona 675 Installation Guide

The Twinlight Driver is plug'n'play and fitting it is quite straight forward. You need to remove the top left fairing cover (two bolts), move the fuse/relay bracket to the side and get to the headlight connector. Plug the Twinlight Driver to the headlight connector and route the daylight sensor to the handle bars.

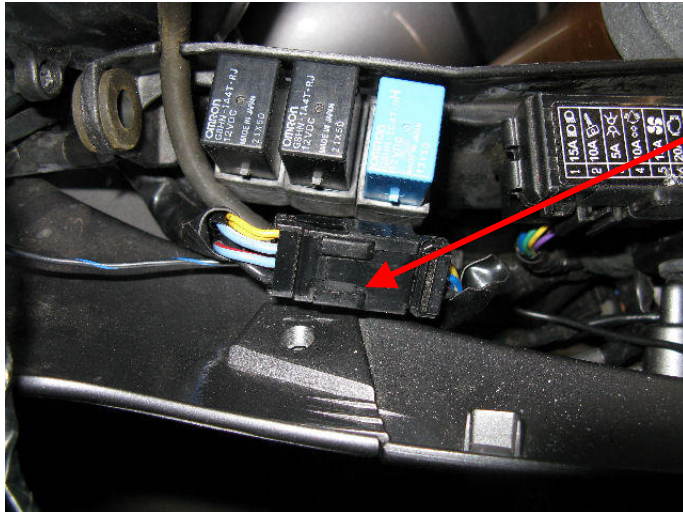


Remove these 2 bolts using 5mm hex driver.

Take top cover off.



To get to the headlight connector, move the fuse/relay bracket off it's pegs.



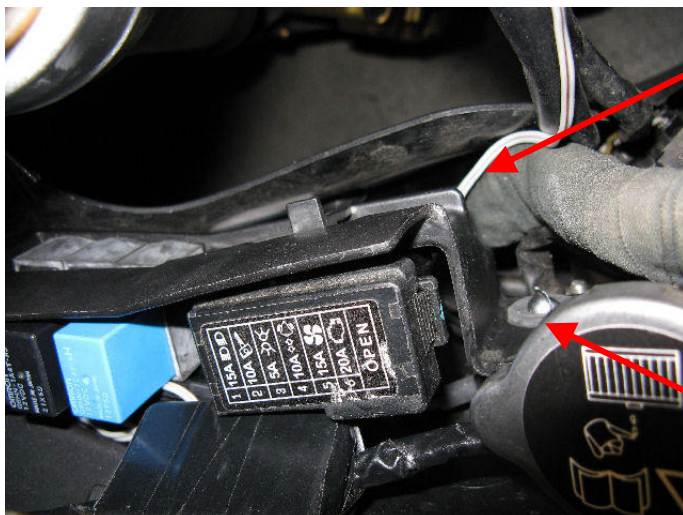
Pull headlight connector to an accessible position and unplug it.

NOTE:
 Pictures yet to be updated.
 Pictures show field test unit, not production unit.



Plug Twinlight Driver between these two connectors.

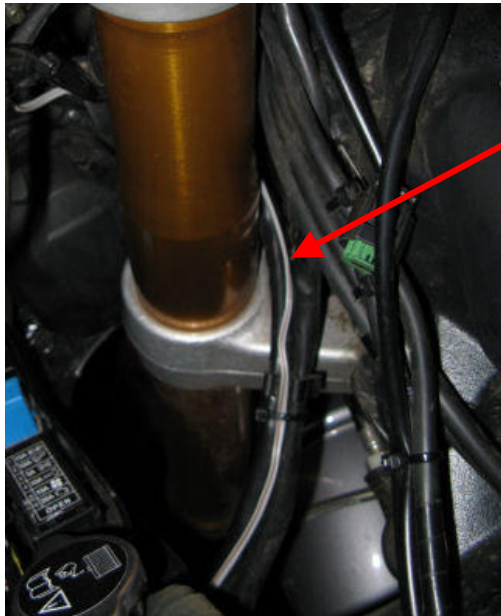
Fold the wires and pack it all back underneath the fuse/relay panel.



Route the day light sensor wire underneath the bracket before mounting it back on the pegs. This keeps the wire away from the hot radiator cap.

*The wire shown here is light grey so you can see it in the picture, however they are manufactured with a **black** wire.*

TIP: The grommet near the radiator cap might have popped off the bracket. It's easier to push this back into the fuse bracket hole before mounting the bracket back on the peg.



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

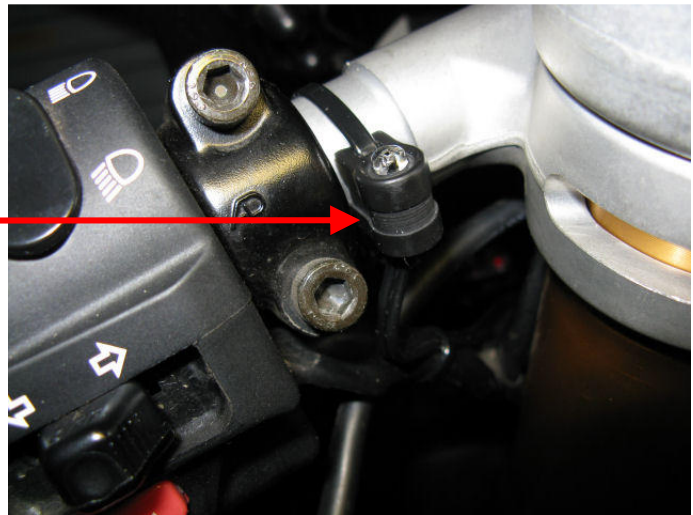
Don't cable tie it yet!!!

Manufactured units have a black wire, not grey as the picture shows.

Cable tie the light sensor into position on the handle bar.

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

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



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, but leave any remaining length down the bottom end under the relay/fuse panel where it wouldn't catch on anything.

The default settings for the Twinlight Driver has it off at night and a headlight modulator mode during daylight. It will also delay turning the headlight on for 12 seconds after ignition on, or until it detects the engine has started. If you ever have the highbeam switch on, it always overrides the Twinlight Driver.

IMPORTANT DISCLAIMER

The owner accepts ALL responsibility for the use and installation of this product. The product must not be used if malfunction occurs, a suspected malfunction occurs and/or 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.

It is recommend to only use this product with the bulbs recommended by the manufacturer of the motorbike. Although the Twinlight driver can run a 100W bulb, the wiring may not. Using over-rated bulbs could result in excessive heat in the wires, damage to the light assembly and possibly blowing a fuse. As many modern bikes only have one fuse for both headlights, it poses a safety risk to make any modifications to the lighting system.

Only use if safe and permitted to do so and at your own risk.