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F800GS LightBar Auxiliary Light Mounts Also fits F650GS Twin

This LightBar allows you to mount auxiliary lighting systems on your F800GS.

We recommend limiting the size of the lights to 4" diameter. Select only lighting systems that are lightweight and compact. Don't select lights that draw more power than your charging system can handle. We recommend lights that require LESS than 55 watts, each.

Refer to your BMW owner's manual for charging system specifications and electrical accessory limits. BMW specifies the output of the F800GS alternator at 400 watts. The engine and other electrical accessories will use about 250-300 watts, leaving about 100 watts for electrical accessories, including electric clothing, GPS, auxiliary lights, etc. Lighting systems that exceed the motorcycle charging system can affect the battery. Although we've successfully used a pair of IPF S6313 lights on the F800GS (drawing 55 watts each), your mileage may vary.

As an alternative to halogen lighting systems, we recommend Trail Tech HID lights. They out-perform halogen, but only draw 35 watts each. Trail Tech is available from BestRest.

Thank you for purchasing a BestRest product. We appreciate every order. If you have problems with installation please call us at the number above or send us an email.

May the Lord God bless you, watch over you, and keep you safe as you travel the world on your motorcycling adventures.

David & Judy Petersen

Tools needed for installation:

T23 torx screwdriver

19 mm box wrench

Loctite Blue (semi-permanent thread compound)

Your parts package should contain:

1 - LightBar

2 - Extenders

4 - 5x25mm hex head screws

4 - Small washers

2 - 10x20mm bolts

2 - 10mm nuts

2 - 10mm lock washers

Installation

Read and follow these instructions carefully. Improper installation may result in damage to your motorcycle, or personal injury. Do not attempt installation unless you can perform it in a safe and professional fashion. We recommend using a semi-permanent (blue Loctite or similar) thread locking compound on all screws and nuts.

The LightBar fits between the front fender and the upper cowling. You will remove the

fender, insert the LightBar, and reattach the fender.

The LightBar can be configured in two ways:

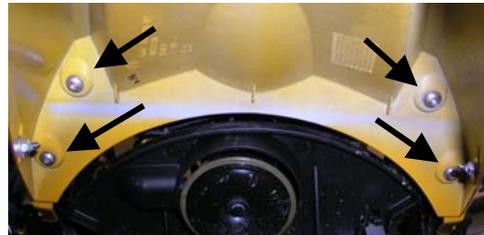
- 1.) The round tabs can be above bar, or
- 2.) The round tabs can be below the bar.

We prefer option 1 because it provides plenty of separation between the lights and turn signals. Other motorists must be able to see the turn signals. Do NOT configure your lights so they obscure the turn signals.

We prefer lighting systems that have the mounting stud projecting to the side. This keeps the lights close to the bike and gives a sleeker profile. If your lights can't be configured with the stud to the side, use the Extenders and bolt them to the tabs of the LightBar, then mount your lights off the Extenders.

Most lights are directional, meaning that the design of the reflectors requires the lights be mounted in one direction (only); otherwise the beam pattern will be skewed. Look at the lens on your lights. You should be able to read the embossed print on the lens. If it's upside down or vertical, the lens must be rotated. IPF lights (sold by BestRest) can easily be rotated.

Remove the front fender. From under the fender, look upward. Remove the 4 torx screws and the front fender will come off.



Place the LightBar on the fender and see how it matches the profile.



For this photo we placed screws down thru the bar into the fender, but when you install the LightBar they'll be coming up from the bottom.

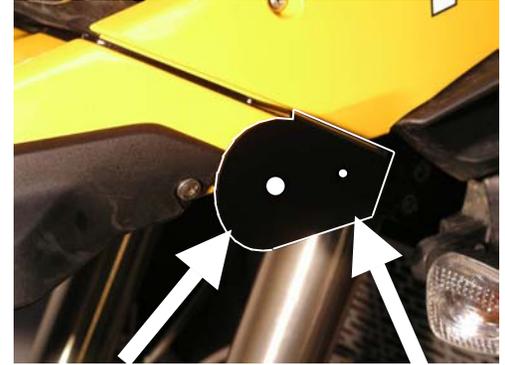
Place a small washer on each of the 4 small screws, then use a semi-permanent thread locking compound on the screws.

Fit the LightBar and fender up against the upper cowling and loosely fit the screws. You may need an extra pair of hands for this job.

Once the parts are in place, gently tighten the 4 screws. Use common sense and don't

over-tighten! The screw receivers are small metal tabs, which can be easily stripped.

The LightBar will look like this:



This photo shows the round tab in the "lower" position. Before we finished our installation we inverted the bar so the tabs were ABOVE.

Installation of the LightBar is complete, if you have lights that use a mounting stud to the side. Fit your light studs to the round tabs and begin the wiring process. Here's a Trail Tech HID light fitted with the stud to the side.



If you have lights with a vertical stud, use the Extenders in the kit. Attach the Extenders to the round tabs of the LightBar with the 10x20 bolt, washer, and nut. The washer goes under the nut. The Extender can be rotated on the tabs, so you can tailor the setup.

Here we used the Extenders to mount a set of IPF Rev1 mini lights.



Next, we mounted a large set of 6" Piai lights. The LightBar was configured with the tabs to the bottom, which resulted in the turn signals being partially obscured. After we

flipped the bar over, the tabs were up and the signals were visible to other motorists.



Here's an IPF S6313 (4" diameter.) mounted on an Extender, with the LightBar tab in the upper position. It was a good fit.



Wiring Your Lights

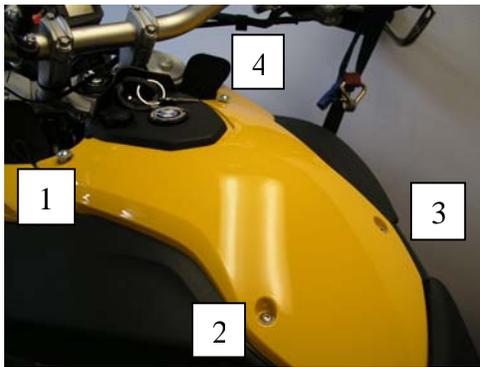
Follow the wiring instructions that came with your lighting system. You can also refer to BestRest's publication: "Basic Lighting for Dummies". We developed the brochure because of lessons we learned from previous wiring projects.

Your lights should draw their power directly from the terminals of your battery. If you try to draw power from the motorcycle wiring harness, you may not get enough amperage (and/or wattage) for your lights to perform effectively. But a more compelling reason to draw power directly from the battery is that if you draw power from the motorcycle harness, it may damage the motorcycle's electrical system. As a general rule-of-thumb, the only connection you should have between your lights, and your motorcycle wiring harness, should be when you tap the small relay command wire into a "hot" wire on your wiring harness. That command wire requires such a small amount of current (amperage) that it poses little risk to the electrical system. The relay acts as a gatekeeper for the large amount of current needed to run your lights.

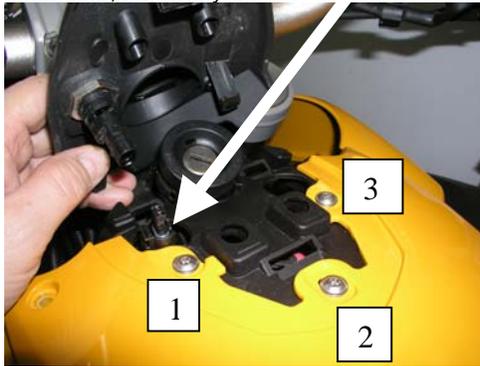
Remove the seat.

To access the battery on the F800GS, you'll need to remove the "gas tank" panels. Remove the 4 screws holding the center tank panel.

2

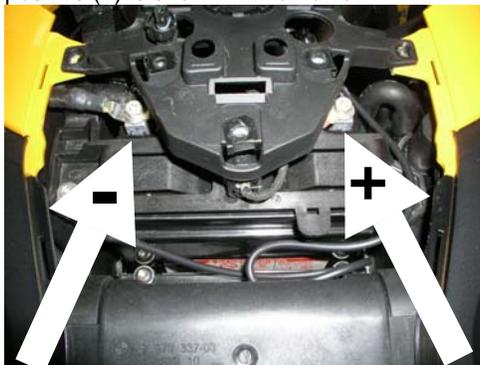


Remove the black plastic key surround. It's a snap-fit; pull it gently backwards and upwards at a 45-degree angle, then lift it away. Release the electrical accessory connector by pinching the clamp halfway down the connector, shown by the arrow.



Remove 3 screws & lift off the center panel.

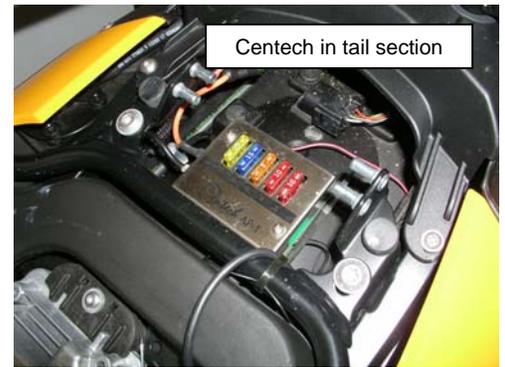
The negative (-) battery terminal is at left; the positive (+) is shown with an arrow.



Disconnect the negative terminal first, then the positive. Connect the lighting power leads to these terminals. Black wires go to negative, red (or white) wires to positive.

We tapped into the accessory port near the key to draw power for our relay command wire, because it's switched with the ignition. We do not recommend tapping into the headlight circuit.

An alternative place to draw power is from a Centech fuse panel. We found the tail compartment was a good place to locate our Centech panel. We ran a pair of heavy (12 gauge) wires from the battery to the Centech panel. From the panel we routed our accessory circuits, including GPS, lights, heated gear, CyclePump® plug-in, etc.



Once your lights are wired, test them before you put everything back in place. Reverse the previous disassembly procedures.

Go for a ride... in the dark !

Safety & Legal Notices

Do not proceed with product installation unless you are qualified to complete the installation in a safe fashion and as described herein. Do not use these products unless you have read all instructions and understand how these products work and what limitations, if any, they may have. It is the responsibility of the Consumer to evaluate the suitability of these products for personal use. Consumers must evaluate whether these products meet their needs and whether these products can be mounted and used in a safe fashion. The Consumer accepts full and complete responsibility for selection of products and for mounting and maintenance of these products. The Consumer agrees to follow and abide by any and all instructions, warnings, recommendations, or other information supplied or published by BestRest Products. It is the Consumer's responsibility to inspect all screws, fasteners and fittings on a daily basis, tighten or replace them as necessary, and to regularly inspect the entire system and mounting hardware for signs of missing parts, excessive wear, metal fatigue, or imminent failure. Should any of these be observed the assembly should be removed from the motorcycle and not used until inspected and repaired by BestRest. BestRest Products, its employees, agents, and owners assume no liability whatsoever for property damage, personal injury or other losses resulting from the Purchaser's failure to properly maintain the products, for unauthorized modifications of any kind, for use of unauthorized parts (including bushings, screws, pins, or other fasteners), or for use of any BestRest Product in a fashion not intended by BestRest or described as a suggested application in BestRest literature. Because installation of these products is done by others outside our control, we cannot assume any liability or responsibility whatsoever for improper or unsafe installation, for installation which is contrary to published instructions, for products that are improperly secured or maintained, or that are improperly tightened or otherwise secured, or which are otherwise improperly fitted to the motorcycle.

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