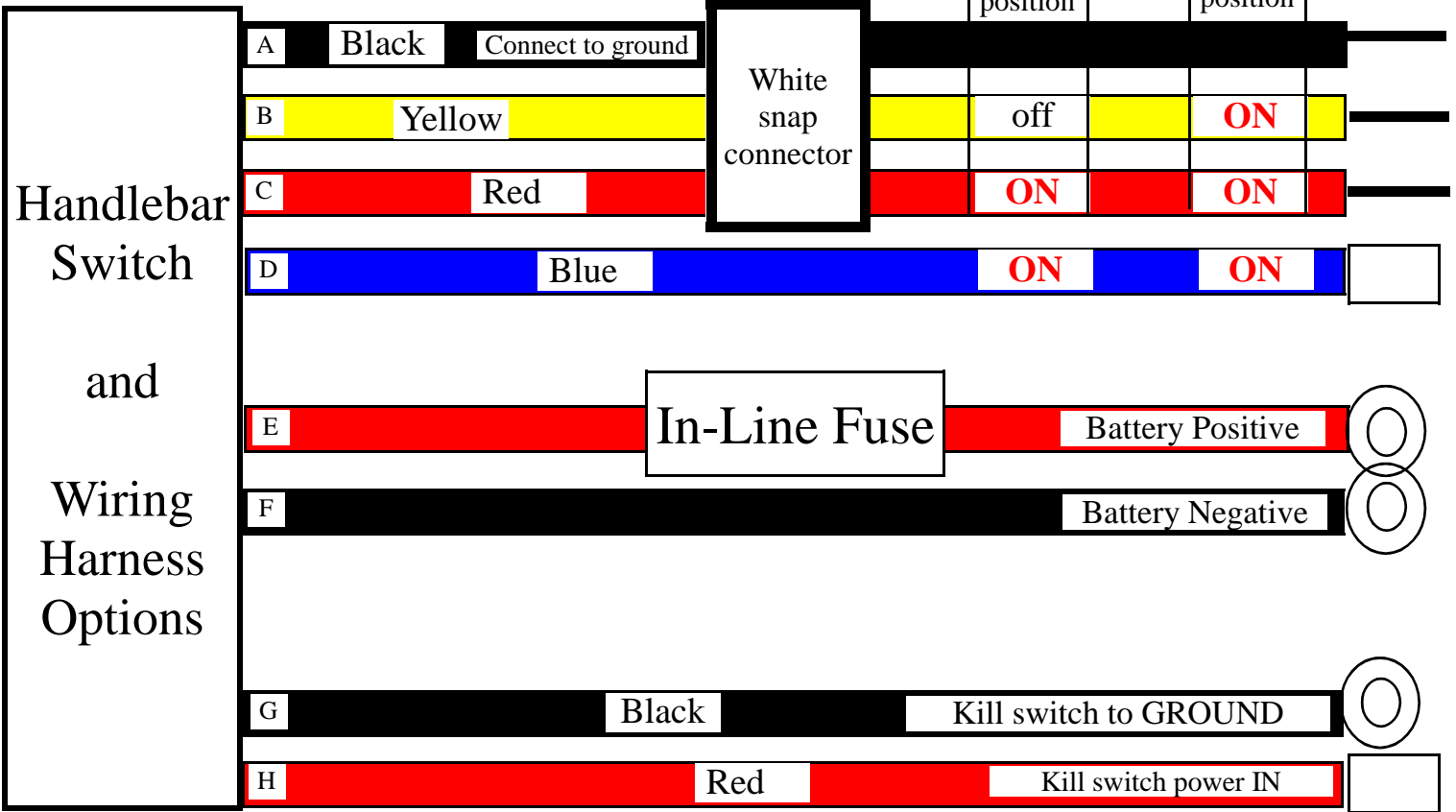


SW 4

Trail Tech Power Wire Harness 010-ELV-76
3 position switch OFF / Low / High + kill switch



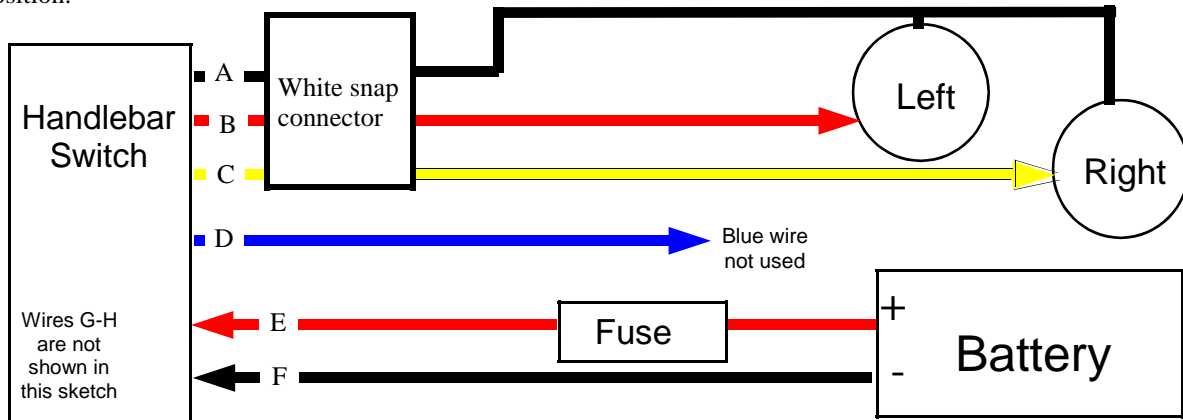
Wires A-B-C are bundled together and run into a female white snap-type connector. The male connector's loose ends is where you'll splice longer wires that will run to your driving lights. Connect Wire A to ground. Connect Wire B and Wire C to the lights.

Wire D is near the white snap connector, and has a female bullet connector. It can be used for other accessories besides lights. It's always On in either the LOW or HIGH switched position.

Wires E-F are the power-in wires for the harness. Connect the ring terminal of Wire E to the positive terminal of the battery. Connect the ring terminal of Wire F to the negative terminal of the battery. If you want the entire handlebar switch to be activated only when the ignition is turned on, connect Wire E to a "hot lead" of your wiring harness. See page 2 for details.

Wires G-H are intended for a kill switch. Connect these wires as described in the Trail Tech flier. Alternatively, these wires can be used to operate a second horn. Connect Wire H to a 12 volt source (wiring harness or battery), and connect Wire G to the horn. When you push the kill switch, the horn will sound. Some horns need high levels of current, so you may need to use a relay in conjunction with the kill switch.

Below is a system with 2 driving lights. One light (in this case the left light) is connected to the RED wire. It will be ON when the handlebar switch is in the LOW position. The right light is connected to the YELLOW wire. BOTH lights will be ON when the handlebar switch is in the HIGH position.

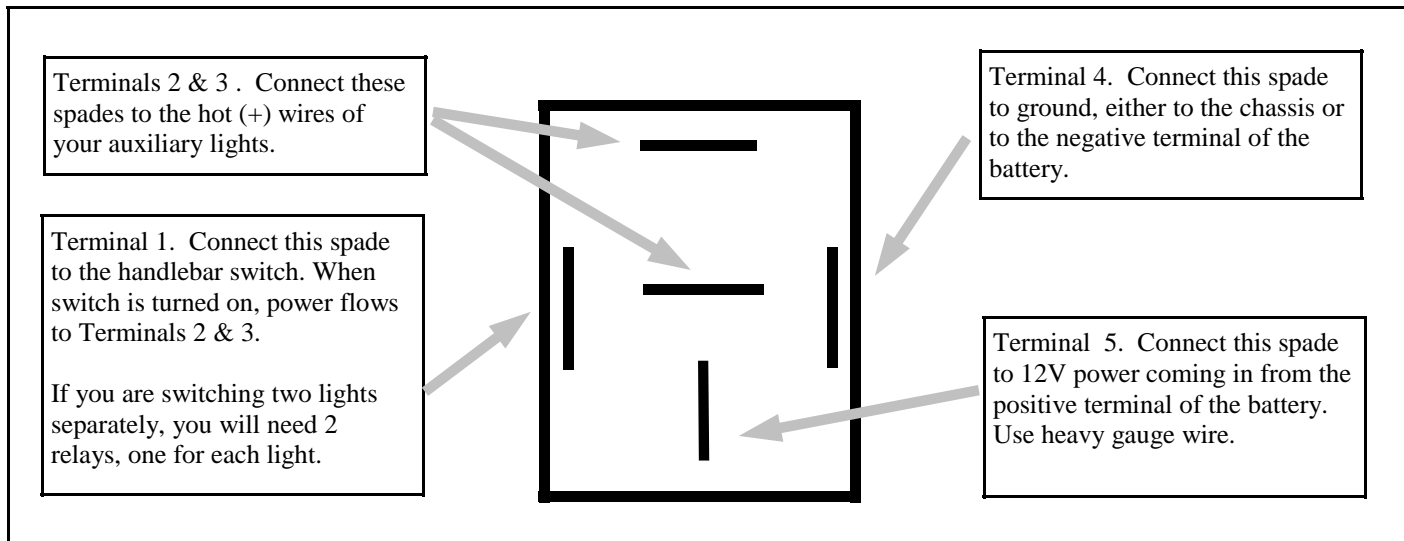


Using A Relay. The relay acts as a "switching control center", using a small amount of current that flows through your handlebar switch, to regulate large amounts of current needed for accessories like halogen lighting systems. (Trail Tech HID lights draw very small amounts of current, so a relay is not required. Two TT-HID lights draw about the same current as a low beam headlight bulb.)

But when you're using high current systems and don't use a relay two things can happen: 1.) your accessory won't perform as well as it could, because the current it needs is being restricted by the size (or gauge) of the wires, and 2.) because the wires are too small to handle the current needed by the accessory, the wires in your switch and harness will get hot, and they may fail. It's a good idea to install a relay, even if you think the wires might be able to handle the load. You can purchase a generic relay from any auto parts store for a few dollars.

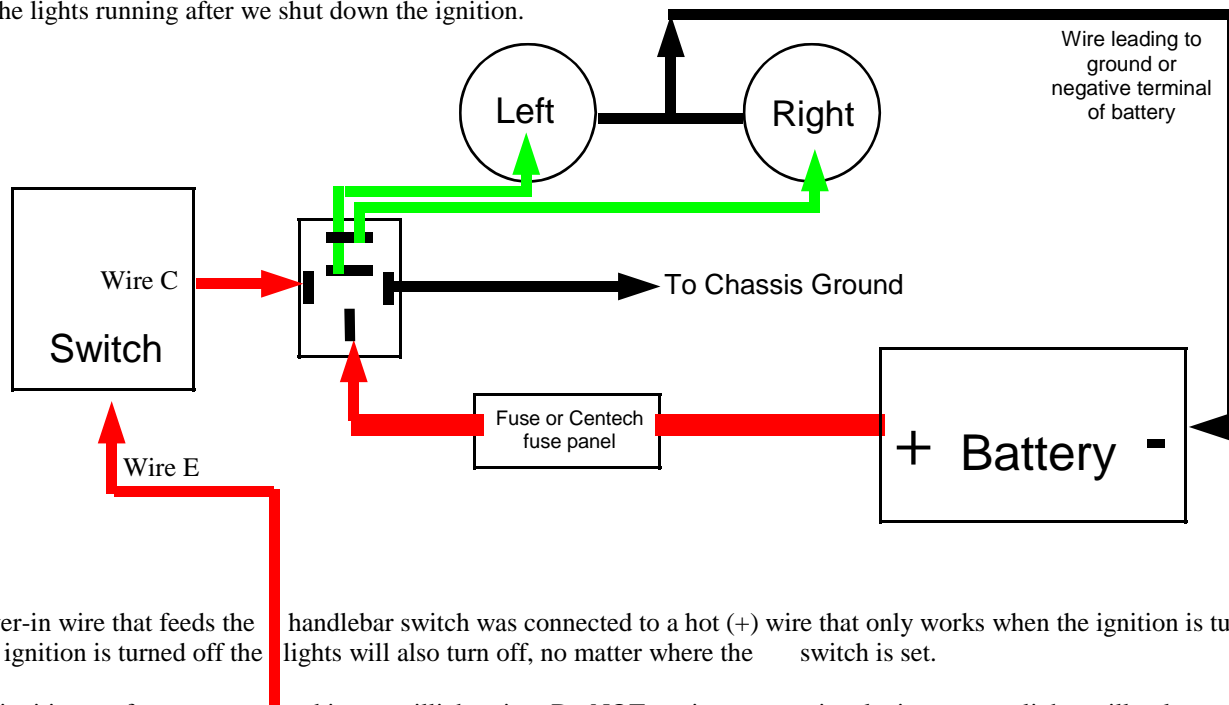
You should also install an in-line fuse at the same time you install the relay. We recommend using Centech Fuse Panels from BestRest.

The back side of the relay will look something like the next drawing. This is a typical layout, but different manufacturers may use another pattern. In any case, they will always provide clear instructions that identify each spade and its specific purpose.



For the next illustration we're using the LOW switch setting. When the switch is in the LOW position, both lights will come on. Connect Wire C wire to Terminal 1. Connect the lights to Terminals 2 and 3. If you want the lights on in the HIGH position, connect Wire B to Terminal 1.

We designed this circuit so the RED power-in Wire E going into the handlebar switch is only active when the ignition is turned on. This prevents the lights running after we shut down the ignition.



The RED power-in wire that feeds the handlebar switch was connected to a hot (+) wire that only works when the ignition is turned on. When the ignition is turned off the lights will also turn off, no matter where the switch is set.

To enable the ignition-on feature, we tapped into a taillight wire. Do NOT tap into a turn signal wire, or your lights will only work when the turn signal flashes!