

KATDASH Slash 5 led kit

Installation Instructions for Instrument lights

Additional information and photos available on our website at

www.katdash.com

On the "Slash 5" page

PRELIMINARY INFORMATION:

ALL CONNECTORS AND TERMINALS should be cleaned with 200 grit sandpaper or a 3m scuff pad (not steel wool which encourages rust) AND a quality electrical contact cleaner like **DeoxIT**. Female connectors can be cleaned with DeoxIT and a dental brush. DeoxIT kits are available on our website. Do NOT use di-electric grease.

ALL wires, bulb sockets, and circuits MUST be in good operating condition. Changing a bulb will not fix an electrical problem. *BEFORE you open up your headlight bucket, check all light indicators- including the parking bulb- to see what is working and what is not.*

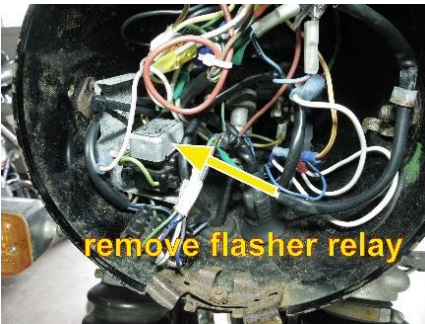
There are 3 types of bulb sockets: smaller BA7 insulated (black housing) with 2 connectors; larger BA9 insulated with 2 connectors; and small BA7 un-insulated with 1 connector. These are brass and ground to the metal instrument body.

Left & Right side indications in these directions are facing the rear of the bike, as you look into the headlight bucket.

Leds only flow current one way- the ground AND 12v must be connected with the correct polarity in order for it to light up.

These instructions are available on our website with more detail and larger print!

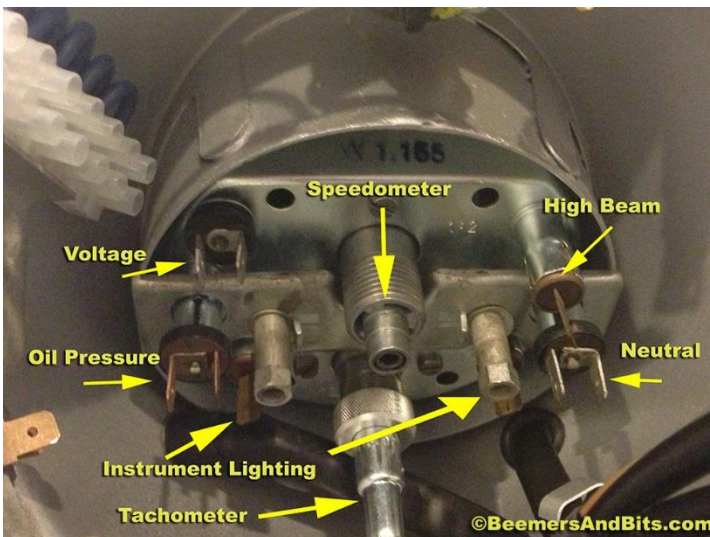
- 1. DISCONNECT YOUR BATTERY GROUND TERMINAL.** This will prevent any accidental shorts while you are rooting around in the headlight bucket.



- 2. Remove your headlight:** disconnect the plug to the headlight assembly and set the headlight assembly carefully aside.

- 3. Starting on the left side,** remove the flasher relay; noting the orientation for when you re-install it. Removing the flasher relay gives you a little more room to work.

- 4. Gently Pull out the charge light/ GEN socket and disconnect the wires.** (labeled "voltage" below) They should be green and blue. The socket will be a large black insulated socket. See photos below to identify socket & bulb locations. (photos used with permission from Josh Withers)



- 5. Remove the oem bulb (from any socket)** by pushing and turning counterclockwise a 1/4 turn. Clean the socket terminals, and set aside.

- 6. Pull out the OIL pressure bulb socket and disconnect the wires- green & brown w/gr.** Remove the bulb. This is the small black insulated socket. Clean the terminals and set aside.

7. Pull out the single terminal, un-insulated instrument light socket all the way in the back left, disconnect the wire- yellow w/ red. (or grey w/ black on earlier bikes) Remove the oem bulb. Clean the terminal and deoxid both the terminal & outside of bulb socket. Install the new WHITE led bulb by pushing in and turning clockwise 1/4 turn. RE-connect the yellow and red wire, and insert the socket back into the instrument.

8. Now, moving to **the right side**: Remove the bulb sockets from front to back the same as previously: HIGH-BEAM- white wire(un insulated); NEUTRAL- green and brown w/ blue (small insulated); and the instrument light all the way in the back- yellow w/ red (uninsulated). Remove the oem bulb, clean and deoxid all terminals.

9. For the single terminal, un-insulated instrument light socket all the way in the back right, after you've cleaned the terminal; Install the new WHITE led bulb by pushing in and turning clockwise 1/4 turn. RE-connect the yellow and red wire, and insert the socket back into the instrument.

10. Because of the led bulb top deck [A] - you can't push the bulb far enough into the insulated socket [B] to turn and catch in the inner notch. You will need to file, or trim (with a utility knife) off the top plastic rim of the small insulated sockets for the OIL and NEUTRAL, to get the led bulb to insert deep enough in the bulb socket. [C] Trim down to the metal socket top edge.

Now you can insert the AMBER OIL led & the GREEN NEUTRAL led in the trimmed small insulated bulb sockets. Push in, and turn 1/8 to 1/4 turn clockwise. Once you have the led bulb installed in the socket, connect the green & brown w/gr wires and install the socket back into the instrument. See photo D. *Leds only flow current one way- the ground AND 12v must be connected with the correct polarity.* Install the OIL light socket on the left side, then move back to the right side.



Connecting the wires to the socket terminals: the green wire **MUST** be connected to the 12v terminal. See photo D. *Leds only flow current one way- the ground AND 12v must be connected with the correct polarity.*

10. Re-install the bulb sockets with the led bulbs into the right side of the instrument: install the GREEN NEUTRAL bulb in the middle insulated socket (green and brown w/ blue), and the BLUE HIGH BEAM indicator in the front (white wire) with the un-insulated socket.

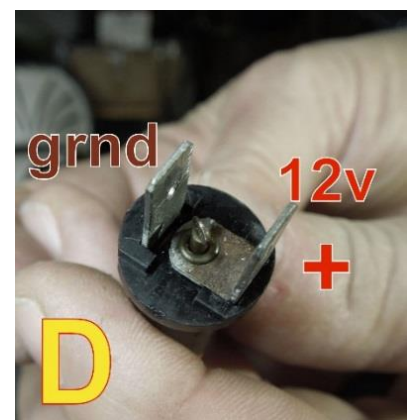
11. Finally, install the new 4w glass incandescent bulb in the large, insulated socket for the CHARGE/GEN light. Install bulb socket in the front left terminal and connect the blue and green wire harness connectors. (See photos on the 1st page).

THE CHARGE BULB MUST STAY INCANDESCENT TO PASS ENOUGH CURRENT TO THE ALTERNATOR for the initial startup charging 'excitement' current.

12. Re-install the Flasher Relay. Reconnect your battery main ground wire. Turn the key and check that all the lights work before you close up the headlight bucket. If one of the leds does not light up (and it did before!) then disconnect your battery and check that you have the correct wiring connections at the insulated terminal spade connectors. See photo 'D'.

After you confirm that all lights are working correctly, disconnect your battery again before reconnecting and installing the headlight. Make sure all wires are clear of clips and screw fittings when you re-install the headlight.

Reconnect the battery again, and check the lights. It should be all good for another decade or 2!



*****Please refer to our website for parking light installation photos and details *****