Installation of Halo CCFL Rings edited by www.MotorcycleHIDLights.com

Please use the below installation as an example for your project. Installation is done on a CBR600 however the same procedure will apply to all bikes.

Tools that may be needed: Philips Screw Driver, Allen Key Wrenches, Wire Cutters or stripper, electrical tape
We highly recommend you test the rings with inverter with any battery or 12V power supply to ensure they are working before overhauling your bike.

*Cutting anything on your vehicle is not necessary, however If you want the lights to turn on with your headlights or your park lamp lights (also known as Daytime running), you will need to tap into that wire.

Step 1 - Removing the front upper fairing. We start out with first removing both the left and ride side main fairing bolts. There are 3 on each side going down. Then remove both of your mirrors and the center of the windscreen screws. It's easy to tell what bolts I'm talking about as you can see them clearly behind the windscreen from the riders POV.

Step 2 - Make sure you've removed the 2 inner lower fairing clips on both the left and right sides. And the one clip on the center and underside of the nose.

Step 3 - You will notice that the fairing is now basically dangling and being held on by nothing more than 3 clips. 1 clip going to your cluster/speedo which is black. A grey plug and a blue which connect to the rest of the harness and head further down toward the rear of the bike.

Step 3 continued:

Step 4 - Now that we have removed our fairing lets first start with finding a clean and stable surface to work with. We have a towel and blanket onto a table which works great. Remove your bulbs and the rubber gasket/covers from them first. Here's a naked layout of the upper fairing and headlight assembly together.

Step 5 - Now let's separate our fairing from our headlight assembly. The 5 screws circled in red need to be removed as well as a hidden [circled in yellow] Philips screw underneath the headlight relay.

Step 6 – Set your oven to ~220º or use a heat gun. We left our lenses in for approximately 20 minutes and they were easily separated. ****DISCLAIMER!!!***** PLEASE KEEP AN EYE ON YOUR LENSES, MY OVEN MAY NOT BE IDENTICAL TO YOURS, YOUR LENSES MAKE TAKE LESS OR MORE TIME, DO NOT FORGET TO CONSTANTLY CHECK THEM.

Step 7 - Now that we have removed the fairings, separated the headlamp assembly from the fairings, and removed the lenses from the assembly via the oven, we need to install the halos. It may not be clear on how to mount the rings, there is no slot anywhere or anything that would indicate a direct install. So you either can use the supplied adhesive strips to mount to the lenses or can use any type of epoxy or adhesive or hot glue gun. We used adhesive tape & epoxy to mount the halos to the reflective backing. Hot glue gun works very well to.

You may need to drill the headlight to run the wires for the halo out from the back of the headlight. These two wires will go to the inverter that powers it. The inverter than needs power from any 12V source. We usually recommend wiring to your headlight wires (+ / -) to power your halo's. You have the option to use a switch as well if you want to turn on the Halo rings as you choose.
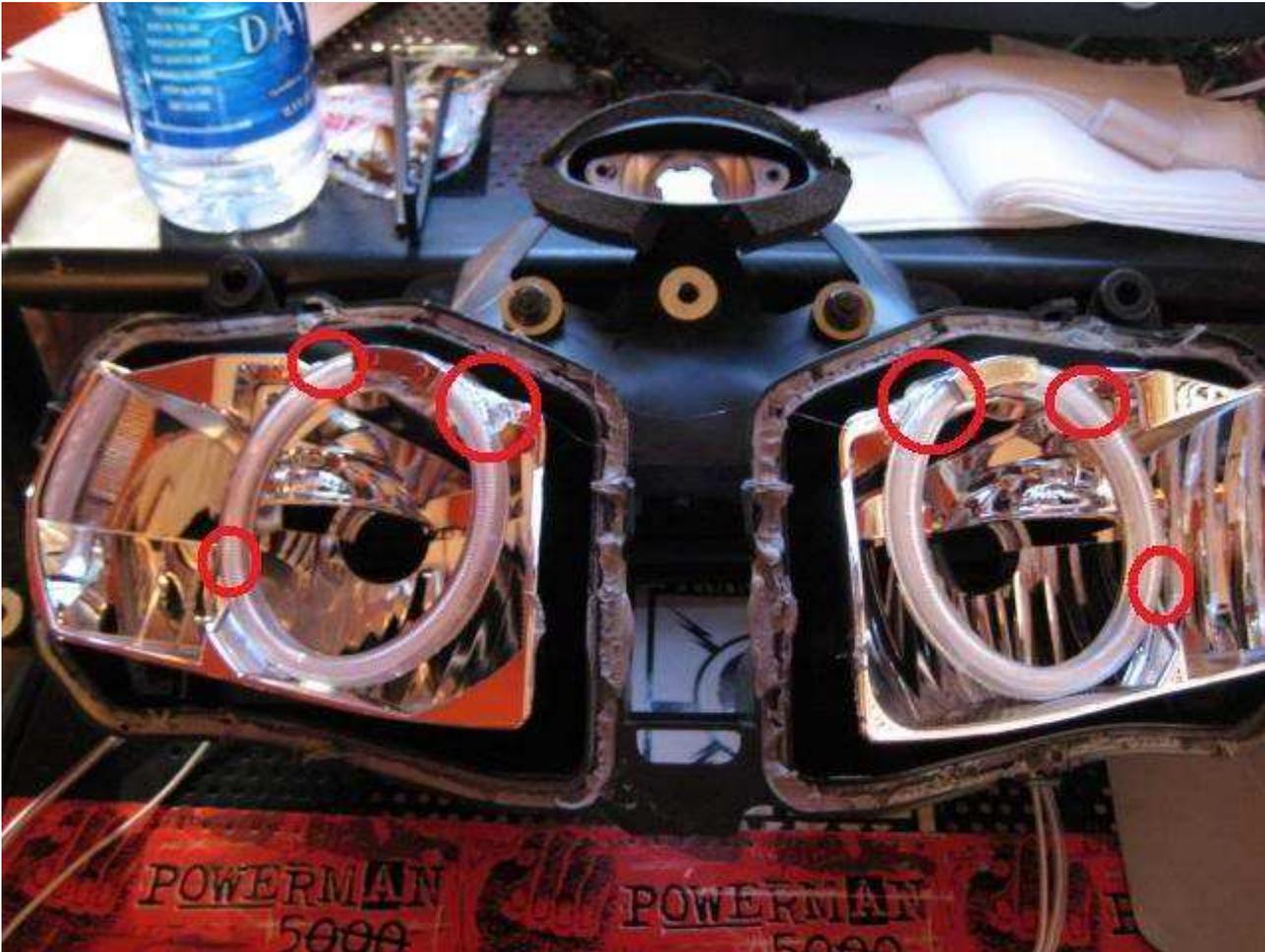
Once mounted and let dry, your next step is to run the wires to the back of the headlight.

find center, drill a hole large on top side enough for the wires and connector to pass. drill smaller pilot hole first for larger bit too track in so that it will not slide and scratch the reflector. Do both sides the same.
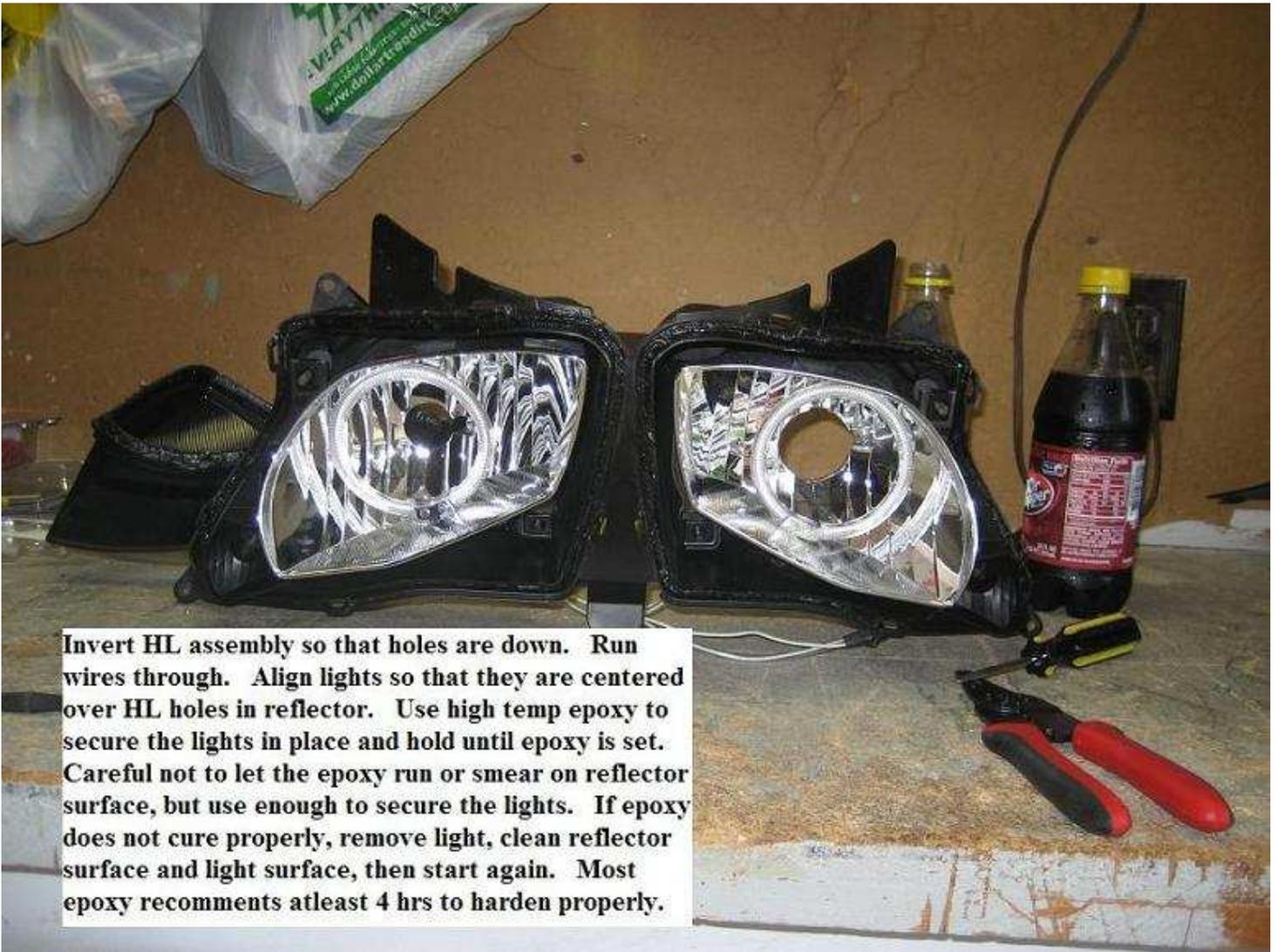
Invert HL assembly so that holes are down. Run wires through. Align lights so that they are centered over HL holes in reflector. Use high temp epoxy to secure the lights in place and hold until epoxy is set. Careful not to let the epoxy run or smear on reflector surface, but use enough to secure the lights. If epoxy does not cure properly, remove light, clean reflector surface and light surface, then start again. Most epoxy recomments atleast 4 hrs to harden properly.

Step 8 – Wiring the rings is required. The provided inverter needs to sit outside the headlight, Velcro or twist ties to prevent too much dangling or shock.
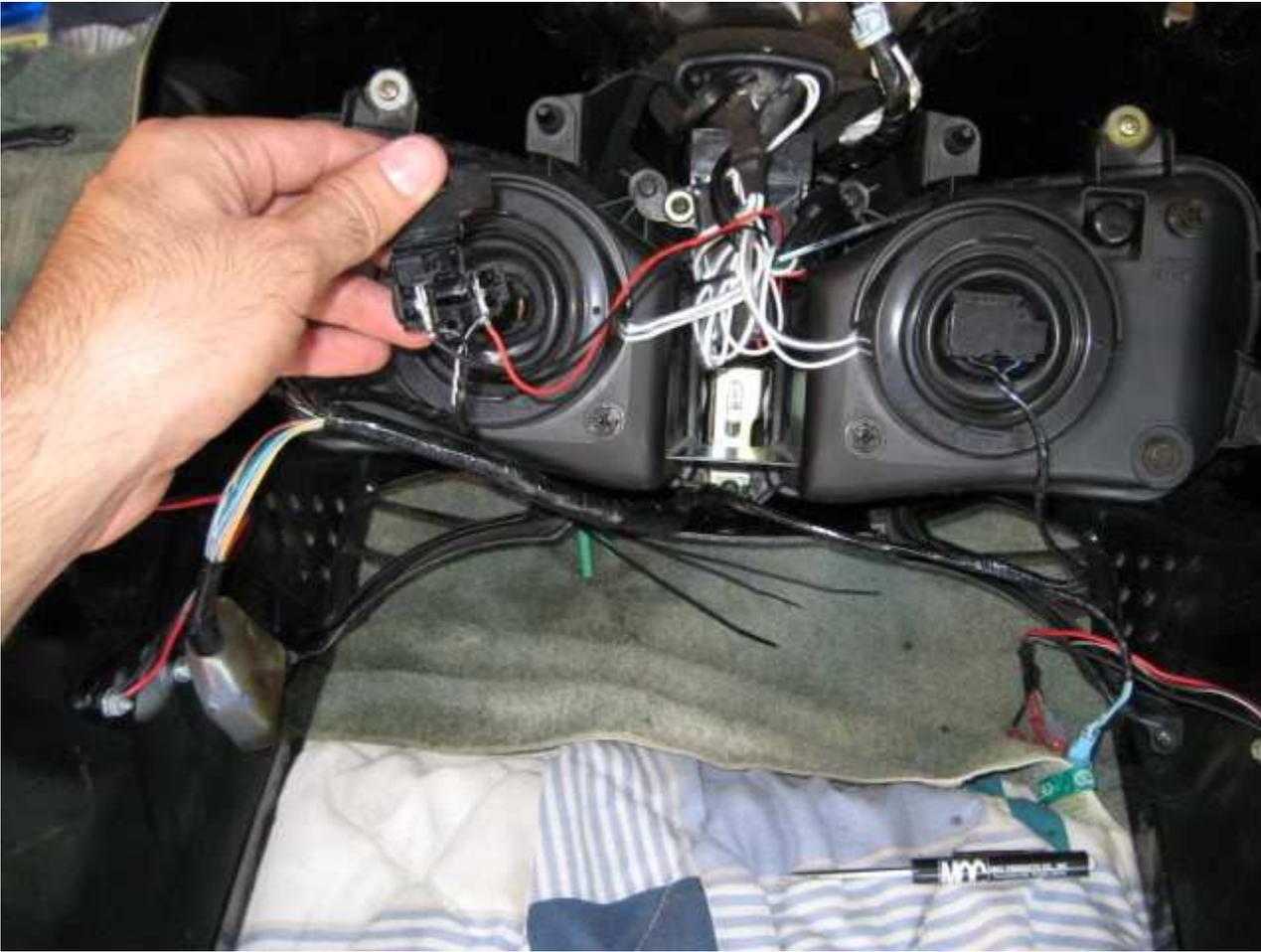
As for the wiring, we did it the easy way. We simply used the left headlight bulbs pos (+) and neg (-) terminals to pull power/ground from. We did this because we only wanted the halo's to come on when the headlamps came on.

Once this is complete and electrical taped tight, put everything back together. But before you do that make sure everything works!

Thank you for reading. If you have any issues feel free to email us at www.motorcyclehidlights.com