



# ***Stealth LED Run-Brake-Turn Lights***

## **Universal Application**

### **INSTRUCTIONS**

(Please read all instructions before beginning install)

#### **Parts included:**

- 1- Stealth Run-Brake-Turn Light
- 2- Dual Element Circuits
- 3- Posi-Tap Connectors
- 4- Mini Posi-Lock Connectors
- 4- Wiring Blocks
- 6- Zip Ties

If you have purchased the DK Custom Run-Brake-Turn Module for LED Lights

#### **GOOD NEWS**

You can Skip Steps 1-4 and go straight to Step 5 below,  
using them in conjunction with the RBT Module Instructions

#### **Before Beginning Install:**

This LED can be used as a Run-Brake-Turn if you have a factory R-B-T, or aftermarket R-B-T conversion module.

It can also be used in any one of the following three configurations (if you don't have a R-B-T conversion module)-

- 1. Running & Brake Lights
- 2. Running & Turn Signal Lights
- 3. Brake & Turn Signal Lights

#### **General Information:**

**DO NOT BEND THE LED STRIP UNTIL IT IS WARMED UP.** If you do, damage may occur.

1. The black wire coming out of the LED strip is the ground wire.
2. The two red wires coming out of the LED strip are hot, one for the left, and one for the right sides of the strip.
3. The Dual Element Circuits have 3 wires-
  - a. The single wire side goes directly to one of the red wires on the LED strip
  - b. On the other side of the Dual Element circuit there is a red wire. This is for full power, which would be use for brake and/or turn signals
  - c. The orange wires (sometimes these are white or blue) are half power, and are used for running lights
4. Before beginning install, if you do not use a R-B-T conversion module, decide which configuration you are going to use-

Running & Brake Lights  
Running & Turn Signal Lights  
Brake & Turn Signal Lights

### **Installation Steps:**

1. Using 2 of the Mini Posi-Locks, connect the Dual Element Circuits to the LED strip. The single wire side of the Dual Element Circuit goes directly to one of the red wires on the LED strip

#### ***(for Non- R-B-T install)***

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2. Locate the wires on your bike for your desired configuration-  
Running & Brake Lights  
Running & Turn Signal Lights  
Brake & Turn Signal Lights

This can be done with a test light or a multi-meter.

3. Once the wires are located, you can connect the bikes wires to the Dual Element Circuits using the larger Posi-Lock Connectors. Unscrew the gray side and tap into the bike wire (there is no need to strip the wire, the sharp point of the Posi-Tap will pierce the plastic and provide a good connection to the wire). The other side of the Posi-Tap is used on the Dual Element Circuits.
4. Find a good ground wire and connect the black wire from the LED strip to that ground, using

the 3rd larger Posi-Tap.

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***(for R-B-T install)***

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2. Locate the wires for each function (running, brake, left turn, right turn) coming out of your R-B-T module. This can be done with a test light or a multi-meter.

3. Once the 4 wires have been identified, use the supplied Posi-Lock connectors to connect the running lights wire out of the R-B-T Module to both the orange (sometimes these are white or blue) wires on the Dual Element Circuits. This can be a shared connection. Then connect the brake/left turn wire out of the R-B-T Module to the left side Dual Element Circuit, and the brake/right turn wire wire out of the R-B-T Module to the right side Dual Element Circuit

4. Find a good ground wire and connect the black wire from the LED strip to that ground, using the 3rd larger Posi-Lock.

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5. . Turn your key to the on position and verify the light is working properly. (This is done before shipping but is always a good idea to verify before installation.)

6. Remove the factory reflector from the back of the fender. Now we need to mount the light to the rear fender. When the light strip is warm it bends easier so leave the key on and the lights lit up until it bends fairly easy. (Just the lights being on for 3-5 minutes warms them enough do not use other methods as you could damage the light.) Now place the light strip up onto the fender to test fit it and get a good idea where it is going to be located. You want it to be at the very back edge of the fender for maximum visibility.

7. When you have decided this, it is time to clean the fender where the light stripe is going. It is **VERY IMPORTANT** to do a good job here. Clean with alcohol and let dry completely.

8. Being sure the light strip is warm and the fender is cleaned thoroughly. Remove the protective strip on the 3m tape and attach the light stripe to your fender. The lights should be facing to the rear and the wires coming out of the right side of the light strip. After it is in place hold light pressure in the bends for 30 seconds to make sure it makes a good bond with the fender. You can strengthen the bond with a light amount of super glue if necessary.

9. Using the supplied wiring blocks (make sure to clean the spots with alcohol where you are going to attach the wiring blocks) and zip ties route the wires along the inside of the fender on the right side to the area under the seat where the factory connectors are. It is **VERY IMPORTANT** when doing this make sure the tire can not make contact with the wires at any point, even when the suspension is bottomed out.

10. Double check your lights functionality and GO FOR A RIDE!!!!

**Important Notes:**

- The rider's safety depends on the correct installation of this kit. Installation requires a basic knowledge of how to use a test-light & a Multi-meter, as well as how wiring works. Hooking wires up incorrectly can damage the lights and/or the motorcycle's electrical system. Please read & follow the Instructions above. Please do not attempt if you have any doubts of your ability to install.
- The Universal Stealth Light fits all 12 volt motorcycles, each one is wired a bit differently. We cannot assist in identifying which wire to connect to on the bike, HOWEVER, use of a test light or multi-meter will make the identification easy.
- This install can be done without removing the fender or the rear tire. A little time and patience, with a good flashlight or shop light so you can see inside the fender and it is a 45 minute install.
- If you wish to remove the rear tire so that you have lots of room to work, please follow the instructions in your service manual for removal and installation.
- This is a semi-permanent install. It is possible to remove the light once it is affixed. Warm it up by turning the light on for at least 5 minutes first, then carefully use fishing line and goo-gone to cut thru the industrial strength tape. Be very careful, it is possible to damage internal connections and this is not covered under warranty.
- It is important to check local laws or codes to make sure that the installation of this kit and/or the deletion of your factory turn signals will not violate any laws and will pass inspection in your area.

In recent years, Harley has been pretty consistent in using the following wire colors  
(However, it is important to check with a test-light or multi-meter)

Brake is Red

Running is Blue

Left Turn is Violet

Right Turn is Brown

Ground is Black

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.Note: The user shall determine suitability of this product for his or her use. The user shall assume all risk for damage and liability to the vehicle and for compliance of any regulations and any incurred financial obligations due to vehicle inspections.