pathBlazer™

HEAD LIGHT MODULATOR

INSTALLATION GUIDE

Kisan ELECTRONICS

TECHNOLOGY for SAFETY

HEAD LIGHT MODULATORS ARE LEGAL

- in all of United States & Canada.

Below is a partial reprint of the Federal Standard 108, which makes modulators legal. No state can usurp Federal Authority, and therefore local Law Enforcement cannot issue citations for the use of modulators in their jurisdiction and expect to prevail in any Court of Law.

Department of Transportation
National Highway Traffic Safety Administration
Federal Motor Vehicle Safety Standards
49 CFR Parts 571
[Docket No. 97-57; Notice 1] Executive Order 12866

Motorcycle Headlamp Modulation System

s7.9.1 A headlamp on a motorcycle may be wired to either the upper or the lower beam from its maximum intensity to a lesser intensity provided that:
(a) The rate of modulation shall be 240 +/- 40 cycles per minute.
(b) The headlamp shall be operated at maximum power for 50 to 70 percent of each cycle
(c) The lowest intensity at any test point shall be not less than 17% of the maximum intensity measured at the same point.
(d) The modulator switch shall be wired in the power feed of the beam filament being modulated and not in the ground-side of the circuit.
(e) Means shall be provided so that both the lower beam and the upper beam remain operable in the event of a modulator failure.
(f) The system shall include a sensor mounted with the axis of its sensing element perpendicular to the horizontal plane. Headlamp modulation shall cease whenever the level of light . . . . less then 270 lux.

USA
Department of Transportation
National Highway Traffic Safety Administration
Federal Motor Vehicle Safety Standards

CANADA
Transport Canada
Motor Vehicle Standards and Research Branch
Road Safety Motor Vehicle Regulation Directorate

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P115W-A2:

Plug & Play

P115W-A2 *pathBlazer* application:

- For bikes with H8 or H9 Euro 2-pin bulb

- Modulates the **HI-BEAM** when enabled in daytime
- Maximum load is 100W (14.5 v) rated bulbs

DO NOT EXCEED THE RATED WATTAGE.

Warranty coverage will be denied, if unit is damaged from overload

P115W-A2 INSTALLATION:

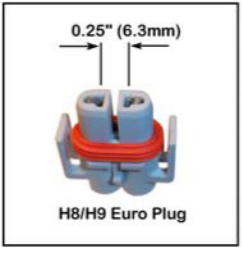
❶ Remove the 2-pin connector from the Hi-beam bulb.

❷ Insert the modulator's 2-pin male plug, as shown here, in the original connector.

Verify the POLARITY. Red wire is for power. Reversing this connection will inhibit modulation.

❸ Vinyl boot should be used to stretch over the original plug of the bulb for weather protection.

❹ Male pins of the plug are slightly thicker to allow a secure and tight fit. For added protection you can use a zip-tie to hold this connection tight.



H8/H9 Euro Plug

❺ Now you can plug the matching connector of the modulator to the Hi-beam bulb.

NOTE! Pin spacing is 0.25" (6.3mm) for H8 and H9 Euro style bulbs.

Appropriate ***pathBlazer*** should be used for proper connections. Do not force or bend pins to make it fit.

The Daylight Sensor can be flush mounted or you can zip–tie it. Refer to the Instructions on following pages for:

- Choosing appropriate location for mounting the Daylight Sensor (pg-29)
- Programming Sensitivity Levels (pg-30)

The Daylight Sensor must be plugged-in for the ***pathBlazer*** to modulate. This is in accordance with the Sec108 requirement of the Federal DOT Standard.

P115W-A2W:

Plug & Play

P115W-A2 *pathBlazer* application:

- For bikes with 9000 series 2-pin bulb

- Modulates the **HI-BEAM** when enabled in daytime
- Maximum load is 100W (14.5 v) rated bulbs

DO NOT EXCEED THE RATED WATTAGE.

Warranty coverage will be denied, if unit is damaged from overload

P115W-A2W INSTALLATION:

❶ Remove the 2-pin connector from the Hi-beam bulb.

❷ Insert the modulator's 2-pin male plug, as shown here, in the original connector.

Verify the POLARITY. Red wire is for power. Reversing this connection will inhibit modulation.

❸ Vinyl boot should be used to stretch over the original plug of the bulb for weather protection.

❹ Male pins of the plug are slightly thicker to allow a secure and tight fit. For added protection you can use a zip-tie to hold this connection tight.

9000 Series Plug

❺ Now you can plug the matching connector of the modulator to the Hi-beam bulb.

NOTE! Pin spacing is 0.40" (10mm) for the 9000 series bulbs.

Appropriate ***pathBlazer*** should be used for proper connections. Do not force or bend pins to make it fit.

The Daylight Sensor can be flush mounted or you can zip–tie it. Refer to the Instructions on following pages for:

- Choosing appropriate location for mounting the Daylight Sensor (pg-29)
- Programming Sensitivity Levels (pg-30)

The Daylight Sensor must be plugged-in for the ***pathBlazer*** to modulate. This is in accordance with the Sec108 requirement of the Federal DOT Standard.

P115W-A3:

Plug & Play

SPECIAL VERSION unit:

This unit has a matched connector for the 3-pin socket of newer BMWs. This AMP socket is molded in the back of the headlight housing.

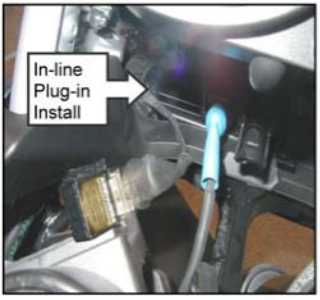
P115W-A3 *pathBlazer* application:

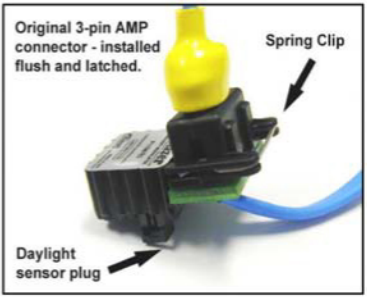
- BMWs with 3-pin AMP connector
- Waterproof unit is compact and can be easily mounted externally
- Modulates the **HI-BEAM** when enabled in daytime
- Maximum load is 100W (14.5 v) rated bulbs

DO NOT EXCEED THE RATED WATTAGE.

Warranty coverage will be denied, if unit is damaged from overload.

P115W-A3 INSTALLATION:





Locate the 3-pin connector on your bike. To unlatch the 3-pin AMP connector, push and hold the spring-clip with your thumb as you pull the connector apart.

❶ Plug the 3-pin extension of ***pathBlazer*** in headlight housing

❷ Now, plug original connector on the ***pathBlazer***. To latch the connector, push it in while you keep the spring-clip pushed in with your thumb. You must have it completely flush before releasing the spring-clip.

❸ Plug the Daylight sensor in and mount ***pathBlazer*** with Velcro pad to a suitable surface.

The Daylight Sensor can be flush mounted or you can zip–tie it. Refer to the Instructions on following pages for:

- Choosing appropriate location for mounting the Daylight Sensor (pg-29)
- Programming Sensitivity Levels (pg-30)

The Daylight Sensor must be plugged-in for the ***pathBlazer*** to modulate. This is in accordance with the Sec108 requirement of the Federal DOT Standard.

P115W-A4:

Plug & Play

SPECIAL VERSION unit:

❶ Dual Headlights
❷ ONE bulb is ON in Lo-beam
❸ BOTH bulbs are ON in Hi-beam

P115W-A4 *pathBlazer* application:

- Newer Buell models with dual projection headlights
- NOT for Buell 1125 models – use P115W-D for that application
- Modulates the **HIGH & LO-beams** together when enabled in daytime
- Maximum load is 55W + 55W (14.5 v) rated bulbs

DO NOT EXCEED THE RATED WATTAGE.

Warranty coverage will be denied, if unit is damaged from overload.

P115W-A4 INSTALLATION:

If the lo-beam stays ON, when you select the hi-beam – simply install the unit in-line with the matching male/female connectors.

If the lo-beam goes OFF, you can install a Scotchlok to join the Yellow and Blue wire to keep the lo-beam on while the hi-beam is selected.

This unit is designed for the XB12 series: Lightning, Firebolt and Ulysses models. The Dual Hi/Lo (DHL) program will modulate BOTH lo-beam and hi-beam synchronized. In dark, both projection lamps will remain On with hi-beam selected.

■ **For 2008 models, the 4-pin connector requires different pin-out. Use P115W-A4-W for that application.**

Daylight Sensor can be flush mounted or you can zip–tie it. Refer to the Instructions on following pages for:

■ Choosing appropriate location for mounting the Daylight Sensor (pg-29)
■ Programming Sensitivity Levels (pg-30)

The Daylight Sensor must be plugged-in for the ***pathBlazer*** to modulate. This is in accordance with the Sec108 requirement of the Federal DOT Standard.

P115W-A6:

Plug & Play

pathBlazer

SPECIAL VERSION unit:

This unit has a matched connector for the 6-pin socket of newer BMWs. This AMP socket is molded in the back of the headlight housing.

BMW 6-pin adapter - headlight housing **P115W-A6**

P115W-A6 ***pathBlazer*** application:

- BMWs with 6-pin AMP connector
- Waterproof unit is compact and can be easily mounted externally
- Modulates the **HIGH BEAMS** when enabled in daytime
- Maximum load is 55W + 55W (14.5 v) rated bulbs

DO NOT EXCEED THE RATED WATTAGE.

Warranty coverage will be denied, if unit is damaged from overload.

P115W-A6 INSTALLATION:

❶ Remove the 6-pin connector from back of the headlight assembly.

❷ Install the 6-pin plug in its place. The flat side of the visible PCB lines-up with the flat side of the headlight assembly socket.

❸ Now you can plug the original 6-pin connector to the male pins of the modulator connector. The flat side of both connectors match-up for correct polarity.

- Reverse polarity of either the plug or the socket will inhibit modulation.
- The latch of the original connector does not engage with the modulator.

The Daylight Sensor can be flush mounted or you can zip–tie it. Refer to the Instructions on following pages for:

- Choosing appropriate location for mounting the Daylight Sensor (pg-29)
- Programming Sensitivity Levels (pg-30)

The Daylight Sensor must be plugged-in for the ***pathBlazer*** to modulate. This is in accordance with the Sec108 requirement of the Federal DOT Standard.

P115W-DHL:

SPECIAL VERSION unit:

❶ Dual Headlights
❷ ONE bulb is ON in Lo-beam
❸ BOTH bulbs are ON in Hi-beam

P115W-DHL *pathBlazer* application:

- Newer Honda, Suzuki models with dual headlights
- Fits 3-pin H4 bulbs or Japanese 2-pin H7 bulbs
- Modulates the **HIGH & LO-beams** together when enabled in daytime
- Maximum load is 55W + 55W (14.5 v) rated bulbs

DO NOT EXCEED THE RATED WATTAGE.

Warranty coverage will be denied, if unit is damaged from overload.

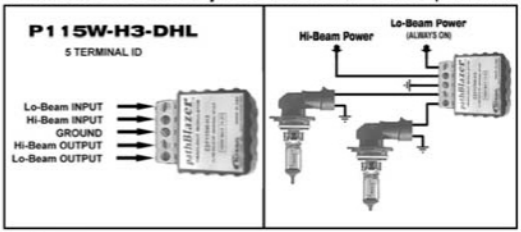
P115W-DHL INSTALLATION:

❶ If you purchased this unit with adapters pre-installed, plug them on the lo-beam and hi-beam bulbs.

❷ Connect the original connectors on appropriate input pins. Polarity of the original connectors is important. Reversing this connection will inhibit modulation.

❸ Plug the Daylight sensor in and mount ***pathBlazer*** with Velcro pad to a suitable surface.

If you're installing the unit as a universal splice-in, cut the lo-beam and hi-beam wires and install them in appropriate screw-in terminals as shown.



Daylight Sensor can be flush mounted or you can zip–tie it. Refer to the Instructions on following pages for:

- Choosing appropriate location for mounting the Daylight Sensor (pg-29)
- Programming Sensitivity Levels (pg-30)

The Daylight Sensor must be plugged-in for the ***pathBlazer*** to modulate. This is in accordance with the Sec108 requirement of the Federal DOT Standard.

P115W-H3:

Single Bulb - Universal

P115W-H3 *pathBlazer* application:

- 0.25" Insulated Tab connectors match European wiring styles
- H4 adapter for very small headlight buckets
- Waterproof unit is compact and can be easily mounted
- Modulates the **HIGH-BEAM**, when selected in daytime
- Maximum load is 100W (14.5 v) rated bulb

DO NOT EXCEED THE RATED WATTAGE.

Warranty coverage will be denied, if unit is damaged from overload.

P115W-H3 INSTALLATION:

H4 Adapter:

For special applications with a very small headlight nacelle, this adapter allows a plug-in installation for an H4 bulb.

H4 Adapter

¼" Tab Connectors:

Access to the 1-pin H3 or H1 bulb may not be necessary. By locating the hi-beam wire **outside of the headlight housing,** it is possible to plug-in or splice-in the Input/Output as shown here. Extra male and female ¼" tab connectors are supplied, if you have to cut the wire.

You can also splice the power wire directly in the Input/Output terminals of the unit. The protective Vinyl boot to cover the screw-in terminals can be removed. When connecting this way, if the polarity is reversed, it will inhibit modulation. The ground wire to the middle terminal must be attached.

The Daylight Sensor can be flush mounted or you can zip–tie it. Refer to the Instructions on following pages for:

- Choosing appropriate location for mounting the Daylight Sensor (pg-29)
- Programming Sensitivity Levels (pg-30)

The Daylight Sensor must be plugged-in for the ***pathBlazer*** to modulate. This is in accordance with the Sec108 requirement of the Federal DOT Standard.

P115W-H3-HD4:

Plug & Play

SPECIAL VERSION unit:

This unit has matched connectors for the 4-pin socket of newer Harley models with factory DayMaker LED headlamp. It plugs inline with bikes wiring.

IN-LINE PLUG ADAPTERS

P115W-H3-HD4 *pathBlazer* application:

- Factory LED Head Lights – 4-pin plug
- Modulates in **HIGH-BEAM**, when selected in daytime
- Maximum load does not exceed 75W (14.5 v)
- Waterproof unit is compact and is mounted externally

- This is a special unit is designed to drive LED bulbs.
- The adapters plug between the 4-pin connector of the bike's wiring.

P115W-H3-HD4 INSTALLATION:

4-pin Plug of LED headlight

P115W-H3-HD4 has matching 4-pin plug and socket for DayMaker LED headlights.

Depending on the model of your Harley, you may need a single or a dual adapter.

❶ To gain access to the back of the LED headlight, remove the trim ring.

❷ For dual headlights, both side screws must be removed and headlight assembly brought forward for installation.

❸ Now you can unplug the original 4-pin connector and install male/female connectors of ***pathBlazer*** in-line.

Note! 4-pin connectors are located on the outboard side for the dual headlight assembly.

- Mate all connectors fully so they are latched
- Use the zip-tie to secure any loose wires and socket/plugs

The Daylight Sensor can be flush mounted or you can zip–tie it. Refer to the Instructions on following pages for:

- Choosing appropriate location for mounting the Daylight Sensor (pg-29)
- Programming Sensitivity Levels (pg-30)

The Daylight Sensor must be plugged-in for the ***pathBlazer*** to modulate. This is in accordance with the Sec108 requirement of the Federal DOT Standard.

P115W-H3-VK4:

Plug & Play

SPECIAL VERSION unit:

This unit has matched connectors for the 4-pin socket of newer Valkyrie models with factory LED headlamp. It plugs inline with bikes wiring.

IN-LINE PLUG ADAPTERS

P115W-H3-WK4 *pathBlazer* application:

- Factory LED Head Lights – 4-pin plug
- Modulates in **HIGH-BEAM**, when selected in daytime
- Maximum load does not exceed 75W (14.5 v)
- Waterproof unit is compact and is mounted externally

- This is a special unit is designed to drive LED bulbs.
- The adapters plug between the 4-pin connector of the bike's wiring.

P115W-H3-VK4 INSTALLATION:

P115W-H3-WK4 has matching 4-pin plug and socket for the Valkyrie LED headlights.

❶ Gain access to the back of the LED headlight and remove the plug.

❷ Install male/female connectors of ***pathBlazer*** in-line.

- Mate all connectors fully so they are latched
- Use the zip-tie to secure any loose wires and socket/plugs

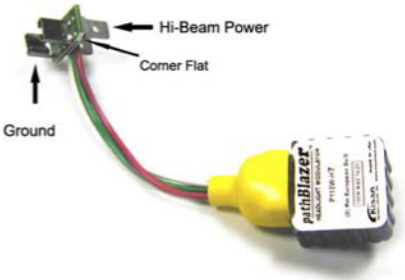
The Daylight Sensor can be flush mounted or you can zip–tie it. Refer to the Instructions on following pages for:

- Choosing appropriate location for mounting the Daylight Sensor (pg-29)
- Programming Sensitivity Levels (pg-30)

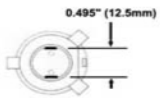
The Daylight Sensor must be plugged-in for the ***pathBlazer*** to modulate. This is in accordance with the Sec108 requirement of the Federal DOT Standard.

P115W-H7:

Plug & Play



DIRECT PLUG-IN FOR



2-pin H7 Bulb
Euro Style

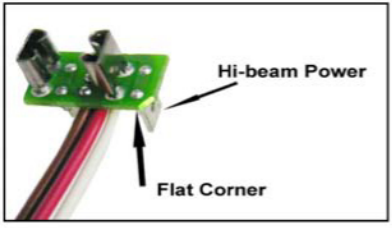
P115W-H7 *pathBlazer* application:

- Single H7 (European Base) Head Lights
- Modulates the **HIGH-BEAM**, when selected in daytime
- Maximum load is 100W (14.5 v) rated bulb
- Waterproof unit is compact and is mounted externally

DO NOT EXCEED THE RATED WATTAGE.

Warranty coverage will be denied, if unit is damaged from overload.

P115W-H7 INSTALLATION:



On most models, access to the 2-pin plug of the headlamp is possible simply by reaching it from underneath the front fairing or from behind the dash. There is usually a rubber splash cover over the 2-pin plug, which has to be peeled back.

❶ Unplug the 2-pin headlamp connector and plug the H7 adapter on the bulb.

❷ Now you can plug the original connector on the back of the adapter. **VERIFY POLARITY** of the connector as shown above.

Reverse polarity of original connector will inhibit modulation.

You may have to cut a small slit in the cover of the headlight housing to allow the wires to get inside for connections.

Use the Velcro pad to mount the unit nearby and attach the Daylight Sensor. It can be flush mounted; otherwise it can be zip-tied – facing the sky.

The Daylight Sensor can be flush mounted or you can zip–tie it. Refer to the Instructions on following pages for:

- Choosing appropriate location for mounting the Daylight Sensor (pg-29)
- Programming Sensitivity Levels (pg-30)

The Daylight Sensor must be plugged-in for the ***pathBlazer*** to modulate. This is in accordance with the Sec108 requirement of the Federal DOT Standard.

P115W-T4:

Plug & Play

pathBlazer

SHUTTER ACTUATED HIGH BEAMS

P115W-T4

SPECIAL VERSION unit:

This unit has matched connectors for the 4-pin socket of newer Super Tenere. It plugs inline with bikes wiring.

IN-LINE PLUG ADAPTERS

SN-2

- Dual Head Lights – solenoid operated projection for hi-beams
- Requires 1/2" (12.7mm) clearance space
- Modulates in **HIGH-BEAM**, when selected in daytime
- Maximum load does not exceed 75W (14.5 v) for each bulb

This is a single channel unit designed to drive (2) hi-beam bulbs. The adapters are designed to plug-in between the 4-pin connector of the bikes wiring.

DO NOT attempt to plug directly on the H4 bulb.

P115W-T4 INSTALLATION:

Yamaha Super Tenere INSTALLATION:

❶ Locate the rubber boot covering the electrical connections for the headlight and turn signals. It is located slightly below and aft of the right turn signal.

❷ Locate the single (4) wire connector inside the boot (with red, black, green, and blue wires) and disconnect the connector.

❸ Connect the matching modulator plugs into the OEM plugs.

❹ Mount the modulator unit to the plastic shelf, using Velcro, in the position and orientation shown.

Daylight sensor gets plugged in next. And the following page shows how and where to mount the photo-eye of the sensor.

Note! This unit will modulate in daytime when the hi-beam switch is activated. If gets dark, the hi-beam will operate as normal.

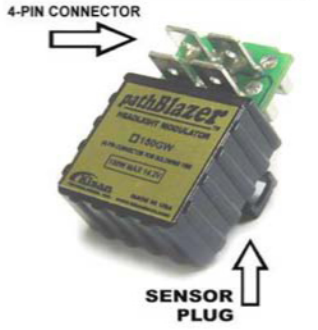
150GW:

Plug & Play

***SPECIAL VERSION unit*:**

This unit plugs inline with the 4-pin connector of the GL1500 headlight housing.

■ This plug-in unit is made to drive (2) headlamps together. If you have higher wattage bulbs or if you plan to install them in the future, use dual channel P115W-D unit.



150GW *pathBlazer* application

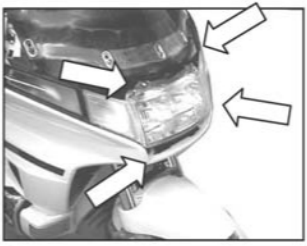
- Dual Head Lights with 4-pin harness connector
- Modulates the **HIGH-BEAM**, when selected in daytime
- Maximum load is 75W (14.5 v) rated for each bulb

DO NOT EXCEED THE RATED WATTAGE.

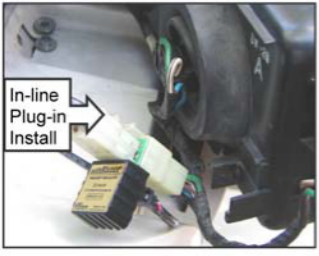
Warranty coverage will be denied, if unit is damaged from overload.

150GW INSTALLATION:

❶ **Remove (2) Phillips screws, which are hidden under the rubber covers of the side view mirrors**



❷ **Remove (4) 10mm screws & grille**



❸ **Headlight assembly moves out**

Remove the clip and **TWIST the 4-pin connector around** to plug the ***pathBlazer*** in-line. The female socket can only go in one-way.

Push the connectors in so that they are completely flush, as shown.

Feed the Daylight Sensor through the square opening toward the ignition key panel. It can be flush mounted near the Ignition Key. Otherwise it can be zip-tied.

Refer to the Instructions on the following pages for:

- Choosing appropriate location for mounting the Daylight Sensor (pg-29)
- Programming Sensitivity Levels (pg-30)

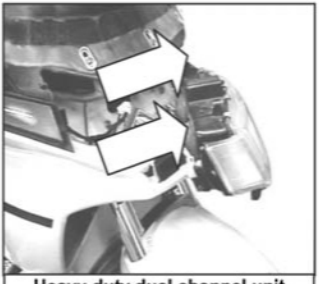
The Daylight Sensor must be plugged-in for the ***pathBlazer*** to modulate. This is in accordance with the Sec108 requirement of the Federal DOT Standard.

Honda Gold Wing Model	*pathBlazer* Application
GL1500 with Hi-power Bulbs	P115W-D
GL1500	150GW
GL1200 and older	P115W-S

GL-1500 HI-POWER BULBS: P115W-D

Install both Master and Slave ***pathBlazer*** units on the headlight bulbs then re-install the 3-pin sockets. Insert the connector end of the Synch wire from the Slave unit in to the 3rd empty position of the Sensor Plug – as shown for the P115W-D ***pathBlazer***.

Then plug the Daylight Sensor in the Master Unit. The 'eye' of the Daylight Sensor can be flush mounted or zip-tied.



Heavy-duty dual channel unit plugs directly on the back of each of the headlight bulbs

Gold Wing-1200 INSTALLATION: P115W-S

For GL1200 with single head light bulb assembly, the (3) Step removal procedure is similar to the GL1500. Please refer to the instructions in the 150GW ***pathBlazer*** section for removing the chrome facia and unbolting the headlight assembly.

Installation is simple: Unplug the headlamp, insert ***pathBlazer***, and then re-connect the plug on the 3-pin extension. Next, feed the Daylight Sensor through the opening in the bulkhead toward the left speaker. Daylight Sensor can be flush mounted or zip-tied.

BMW K and R Series	Year	*pathBlazer*
K1200RS, 1200GS	To 2003	P115W-A3
K1200LT	2004 & Up	P115W-A2
R1200RT, R1200R, R1200ST	2005 & Up	P115W-A6
K1200S, 1200CL	2005 & Up	P115W-H3-HD
R1150R and K1100LT	To 2003	P115W-S
R1150RT, R1150R, R1150RS	To 2004	P115W-H3
R1100S	To 2004	P115W-H7
1200C	To 2004	P115W-S

BMW R1200 RT/R/ST/GT: P115W-A6

New style BMWs have headlight assembly with H3, HB9 and H7 style bulb combinations.

Typically the back of the headlight assembly has either a 3-pin or a 6-pin AMP connector.

■ P115W-A6 has an adapter, which plugs inline and is an easy to install externally mounted unit.

6-pin Connector - front of the handlebar, under the dash

❶ Remove the 6-pin connector from back of the headlight assembly.

❷ Install the 6-pin adapter in its place – female pins plug in here. The half-round side will align the adapter properly.

❸ Now you can plug the original 6-pin connector of the back of the adapter – male pins mate with the plug

R1150 & 1200GS — P115W-A3

■ P115W-A3 is also an inline plug-in unit, which is easy to install and **externally mounted.**

■ This unit is available with 'Z' option to work with the CAN-bus BMW models.

■ This unit has a matching 3-pin AMP connector for simple plug-in.

R1150 RT, 1150RS & 1150R — P115W-H3

R1150 series also has multiple bulbs in the headlight housing. P115W-H3 is a single wire splice-in unit.

■ Locate the bundle of wires going into the housing.

■ As you sit on the bike and look at the back of the headlight housing, you can find them in either the 3 O'clock or the 9 O'clock position.

K1200S & 1200CL — P115W-H3-HD

Both of the above models have dual Hi-beam bulbs, so we recommend this heavy-duty version of P115W-H3 to be able to handle higher load. The P115W-H3-HD has higher current handling capacity.

■ This unit is available with 'Z' option to work with the CAN-bus BMW models.

MOUNTING DAY LIGHT SENSOR:

Day Light Sensor should be mounted on the dash or fairing. It ***should not be facing the front*** of the motorcycle, in order to avoid false triggers at night from on-coming vehicles.

FLUSH MOUNT

❶ Chose an appropriate location for the Daylight Sensor - it faces skyward and should receive unobstructed sunlight.

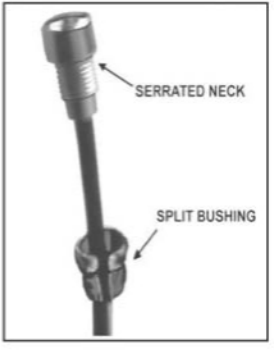
❷ Start with a small pilot hole. Finish with a 10mm (25/64") hole.

❸ Feed the Sensor from behind the panel.

❹ Insert the Split Bushing around the cable, as shown.

❺ Move the Bushing up toward the serrated neck of the Sensor.

❻ Push the assembly firmly in the hole, until it locks-in - ***do not pull the cable.***

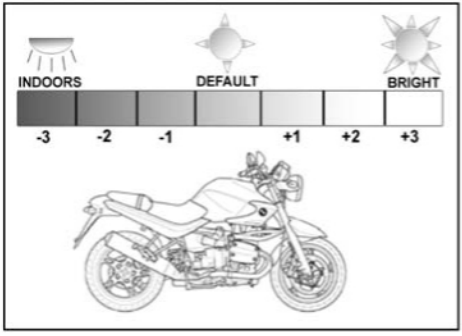


FLEXIBLE MOUNT

Alternatively, you can zip-tie the Sensor to a brake cable or a bracket, as long as it receives unobstructed sunlight. The sense head is encased in elastomer to be waterproof.

The sensitivity is adjustable for distinct levels by programming. Depending on the location you have chosen, or due to seasonal changes in weather conditions you may want to choose a different level. The instructions are described in more detail on the next page.

SENSITIVITY ADJUSTMENT:



pathBlazer circuitry has a microprocessor with an e^2prom to memorize different settings for the Daylight Sensor.

This procedure will set the sensitivity to match the available light at the time you perform it.

❶ Find a location or time of the day when you wish to **BEGIN** modulation
You can fine-tune the On/Off triggers from the default setting, as shown above.

❷ Turn the ignition ON, then flick the Hi-beam ON (3) times quickly
You have to begin this routine in the first 2 seconds after the ignition is turned on

❸ The confirmation of the new setting is: Hi-beam flashes 4 times
If you don't get this confirmation, try it once more – a little faster

■ Once set and confirmed by 4 flashes, the new Setting will remain in permanent memory of the processor. It is not affected even if the battery is disconnected or the ***pathBlazer*** unit is un-plugged.

■ If you attempt the Sensitivity Adjustment in a very dark setting – beyond the DOT specified limits – the setting will revert back to default level.
This will be confirmed as: Hi-beam flashes 8 times.

Note! To avoid unintended reprogramming of Daylight Sensor's sensitivity, **DO NOT** start the engine with the hi-beam on.
■ During cranking, the battery voltage can drop out and simulate the 3-time ignition on sequence.

Frequently Asked Questions:

INSTALLATION QUESTIONS:

Q: After I install the ***pathBlazer*** there's interference and I can't put the chrome nacelle or the fairing back on. What's wrong?

A: There are "flat back" units available, which do not require any additional space.

Q: I am installing the splice-in version of the ***pathBlazer***. Which wire on my bike do I cut?

A: The best source for answer is your Owner's Manual. We have identified the colors for the most popular makes but even that can change from year to year. So, please refer to the Owner's Manual and use a Voltmeter or a test light to be sure.

Q: My bike has dual headlamps and they both work together. I installed the dual ***pathBlazer***. With switch in hi-beam position, they will not modulate. Trying to reset the Sensitivity produces 8 flashes even with bright sunlight. What's wrong?

A: The 8 flash indication is an error code. Since you are not setting the sensitivity in dark, it means that the Daylight Sensor is plugged in the Slave unit. Daylight sensor cable is required to be plugged in the Master. Reversing the Sensor and Synch wire plugs will solve the problem.

Q: I am installing P115W-H3-HD with two H9 adapters. I see two plugs for the headlight bulbs but only one of the input pins on ***pathBlazer***. Where do I plug the second original socket?

A: Your pathBlazer requires only one input to drive both bulbs. The unused socket of the bike can be taped over and zip-tied safely.

OPERATION QUESTIONS:

Q: My ***pathBlazer*** won't modulate in Lo-beam. Why?

A: All plug-in versions of ***pathBlazer*** are designed to modulate in the Hi-beam only. Even for the splice-in versions, we highly recommend for the Hi-beam modulation. It is much easier to control the modulation in daytime with the Hi-beam.

Q: I have installed my ***pathBlazer*** according to the instructions, but it won't modulate. Why?

A: ***pathBlazer*** circuit is designed to be on by default. Properly connected and programmed Daylight sensor forces the unit to modulate. Check connections, including the splice-in versions for the correct polarity and make sure you are in sufficient daylight with Hi-beam on.

Q: I have installed the Dual Hi/Lo (DHL) version of ***pathBlazer***, and I see that both Lo and Hi beam modulate in daylight. What will happen at night?

A: At night or in the dark, the modulation will cease and both beams will stay on steady – if the Hi-beam is switched on.

Q: I have installed the splice-in version of the ***pathBlazer*** and everything is hooked-up, yet the Hi-beam won't even come on. What's wrong?

A: A good ground connection is required for the ***pathBlazer*** circuitry to work. Without ground, or with an isolated ground point, the unit will not start.

LEGALITY QUESTIONS:

Q: Is this thing legal?

A: Yes, it is legal in all of United States and through out Canada. A summary of the Federal Code is printed on the inside cover.

LIMITED WARRANTY

Kisan warrants this product to be free of manufacturing defects for a 1-year period after the original date of consumer purchase. A purchase receipt or other proof of original retail purchase will be required. This warranty does not include damage to the product resulting from accident, misuse, improper installation or operation or unauthorized repair or alteration. If the product should become defective within the warranty period, we will elect to repair or replace it free of charge at our option. Parts and/or replacement product supplied under the warranty may be new or rebuilt.

The consumer's sole remedy shall be such repair or replacement as is expressly provided above, and ***Kisan*** shall in no event be liable for any incidental or consequential damages arising out of the use of; or inability to use this product for any purpose whatsoever.

Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This warranty gives you specific legal rights. You may have other rights, which vary from state to state.

If you have to return the product for warranty service, please contact our service department to obtain a R.M.A. (Return Merchandise Authorization) number and instructions on how to pack and ship the product to us.

Kisan Electronics Inc.
3410 Fillmore Ridge HTS
Colorado Springs. CO 80907

Phone: 719-226-0300
(9AM to 4PM mountain time)

Fax: 719-576-4700
email: sales@kisantech.com

This Installation Guide is intended to provide you with general application related procedures. There are just too many different makes and models to be able to cover every specific condition you may encounter with your own motorcycle. We do our best to tell you how to handle most applications but we must depend on your good judgement for dealing with the rest.

Therefore, we strongly urge you to think carefully about what could happen to you and your bike if you use any tools, parts, fastening methods, routing or procedure not described in this Guide. Please read the manual in its entirety

For faster response, please visit the FAQ section in the **pathBlazer** product section of our website: www.kisantech.com

Kisan ELECTRONICS

TECH SUPPORT:
719-226-0300
M - F 9AM to 4PM (Mountain Time)
or Email to: techsupport@kisantech.com