

Revision: 9.3 - 08/11/2011

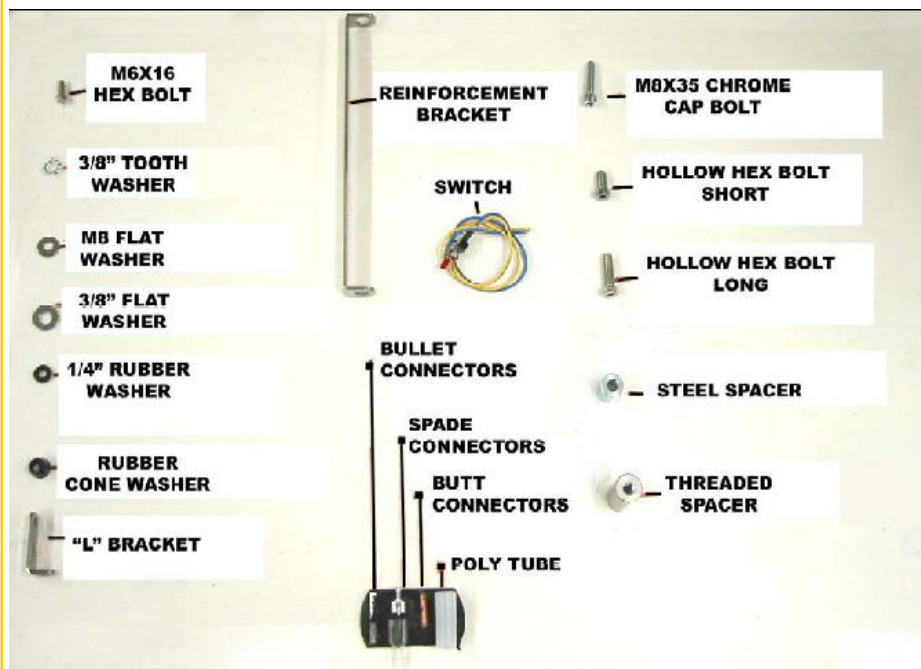
Install Time: 120 Minutes

Use Blue Loctite® on all hardware. Refer to owner's manual for any removal questions related to the stock headlight assembly and electrical.

INCLUDED IN THE KIT:

(2) M6x16 Hex Bolts	(2) L" Brackets
(2) Rubber Cone Washers	(1) Reinforcement Bracket
(2) 3/8" Tooth Washers	(2) Long Aluminum Spacers Threaded one end
(2) M8 Flat Washers	(2) Short Steel Spacers
(2) 3/8" Flat Washers	(1) Mini Switch (optional)
(2) 1/4" Rubber Washers	(5) Male Bullet Connectors w/Covers
(2) M8x35 Chrome Allen Cap Bolts	(2) Female Spade Connectors w/Covers
(2) Hollow Hex Bolts Short	(6) Butt Connectors
(2) Hollow Hex Bolts Long	(2) Poly Tubing Sleeves

INSTRUCTIONS:



Your new Ultimate Light Bar comes with everything you need to install on the following bikes: Yamaha Road Star, V-Star 1100 Classic, Royal Star (96~01); Kawasaki VN1500 Nomad, VN1600 Classic/Nomad, VN2000; Honda VTX1300 Retro, VT750 ACE; Suzuki Boulevard C-50 & C-90; and may fit others not specifically listed.

Step 1 (for all installations): Removal of stock turn signals and holder:

- Disconnect battery.
- Remove headlamp bezel.
- Disconnect the turn/running light wires noting the wire colors for later reconnection.
- Remove turn signal bar from motorcycle (except VN1500 Nomad - it can be installed on bike).

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Step 2: Find your make and model in the following list and follow the instruction provided.

Honda VTX1300 and VT750 ACE installations:

- Assemble supplied L-bracket and threaded spacer together using supplied bolt and washers, then install that assembly to the stock turn signal bar using the stock hardware. *See Photo AA*
- Cut the wires from stock turn signal approx 1" from signal housing.
- Install the lamp assembly onto the threaded spacer by inserting wires through the spacer, and secure with the set screws on bottom of lamp assembly. Repeat on other side.
- Strip back insulator on each of the wires you just cut from stock signals, and from the three wires coming out of each light bar mount. Wiring is as follows:
Lt BLUE/White and ORANGE/White = Driving lights
ORANGE = Left turn
Lt BLUE = Right turn
- Make connections with supplied butt connectors, leaving no part of exposed bare wire uncovered.
- Remount complete light bar back onto bike with stock hardware.
- Some windscreens must also be adjusted to their top mounting position for clearance.

Yamaha installations:

- Cut the wires from stock turn signal approx 1" from signal housing.
- You will need to cut the stock light bar. Cut off at least 1-5/8" but no more than 1-3/4". Measure from end of larger diameter tube (*do not include in your measurement the area that stock signal was mounted on*). We recommend a tube cutter, but a hacksaw will suffice. Make sure that you deburr the inside of the cut area to avoid electrical shorts in the future. *See Photo BB*
- Strip back insulator on each of the wires you just cut from the stock signals, and from the two wires coming out of each light bar mount. Wiring is as follows:
BLUE = Driving lights (left & right)
BROWN = Left turn
GREEN = Right turn
- Make connections with supplied butt connectors, leaving no part of exposed bare wire uncovered.
- Insert wires into cut end of bar and push through until they come out center hole. Repeat on other side. Snap center cover back onto bar, and slide Ultimate Lightbar mounts on to the bar until they contact the center cover. Tighten set screws on bottom of bar.
- Remount the complete light bar back onto bike with stock hardware (some motorcycles, like the V-Star 1100 Classic, equipped with factory windscreens, require the use of the short spacers and bolts supplied, or be adjusted to their top mounting position).
- Go to Step 3 on page 4 of the instructions.

Suzuki C-90 installations:

- Cut stock wires from lamp approximately 3" from lamp. You will reuse the long piece with the plug on it.
- Attach supplied threaded spacer to bracket with supplied hollow bolt, tooth washer, flat washer and rubber cone washer. *See Photo CC*
- Slide lamp assembly onto threaded spacer, feeding white wires through hollow bolt. Loosely tighten set screws - repeat for other side.
- Attach stock wire ends removed from stock turn lamp according to wire chart below using supplied butt connectors:

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BLUE = Right turn
BLACK = Left turn
GREEN/BROWN = Driving lamps
BLACK/WHITE = Ground

Kawasaki VN1600/ VN2000 installations:

- Cut the wires from stock turn signal approx 1" from signal housing.
- Take the two supplied poly sleeves and slit each one once length-wise. Place on the bar with open slit down. Now continue with the steps below.
- Insert wires of the lamp assemblies into end of bar and push through until they come out of the hole where you removed the grommet. Repeat on other side. Slide Ultimate Lightbar mounts on to the bar. Tighten set screws on bottom of bar. Make sure that the set screws contact the steel bar not the poly sleeve.
- Strip back insulator on each of the wires you just cut from the stock signals, and also from the two wires coming out of each light bar mount. Slide the special grommet back on to the black plastic protector sleeve if it was removed. Wiring is as follows:
BLUE = Driving lights (left & right)
GREEN = Right/Left turn signals
BLACK/YELLOW = Ground
- Make connections with supplied butt connectors, leaving no part of exposed bare wire uncovered.
- Remount the complete light bar back onto bike. Some windscreens must be adjusted to their top mounting position for clearance.

Kawasaki VN1500 Nomad installations:

- Remove windscreen.
- Remove headlamp bezel and unplug turn signals.
- Remove stock turn signal lamps from bracket by pulling back rubber hood from nut and loosening nut.
- Cut stock wires from lamp approx 3" from the lamp. You will reuse the long piece with the plugs on it and rubber hood.
- Attach threaded spacer to stock mount bracket with supplied hollow bolt and tooth washer.
- Slide lamp assembly onto threaded spacer, feeding white wires through hollow bolt. Loosely tighten set screws - repeat for the other side. BA-3006-00 Ultimate Light Bar Page 4 Revision 1.5 (06/08)
- Attach stock wire ends removed from stock turn lamp according to wire chart below using supplied butt connectors:
GRAY = Right turn
GREEN = Left turn
RED/BLUE = Driving lamps

Step 3:

- Route wires back into headlamp.
- Reconnect turn signal wires, left and right. These should plug-in like stock - check your notes from Step 1.
- Now is a good time to install the optional mini-switch. Make sure to install the switch in-line between both driving lights, and not the turn signals. You may need to wire the power leads together to the switch, and then split them off again after the switch. Baron does not recommend running both lights from one power lead.
- Mount the switch in a convenient spot.
- Many other wire possibilities could be made depending on the way you want your ULB to function.
- Replace headlamp bezel and reconnect battery.
- **TEST the lights.**

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Lamps can be adjusted by the set screws in the lower side of the assembly.

NOTE: The Halogen bulbs in this light bar get very hot! Do not touch them when they are on. Bulbs are 50-watt driving and 20-watt turn signal - you should NOT replace with bulbs of higher wattage. Contact us for replacement bulbs.

Simple trouble shooting tips:

- Blows fuse when turn signal is on...Bare wire is touching the inside of the lamp or bar
- Blows fuse when low-beam is on...Bare wire is touching the inside of the lamp or bar
- Both turn signals blink together...Poor ground - make sure the bar and lamp assembly is secure to the bike and is not insulated from the chassis. Also make sure the black wires from both sides of the light bar are grounded.
- Battery dies quickly...Dont forget to **TURN OFF THE LIGHTS**. These lights require a large amount of power to run. At long periods of idle, and even short periods with the key on and the bike running, they will drain your battery! Remember to turn them off when you shut the bike down.
- Battery dies quickly...Install the optional mini-switch. Make sure to install the switch in-line between both driving lights, and not the turn signals. You may need to wire the power leads together to the switch, and then split them off again after the switch. Baron does not recommend running both lights from one power lead.



Photo AA - Honda



Photo BB - Yamaha

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Photo CC - Suzuki C90

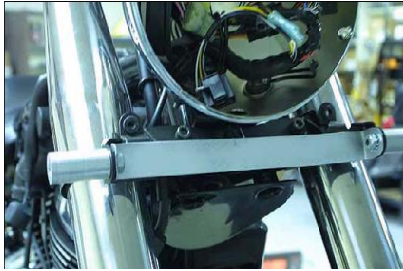


Photo DD - Suzuki C50

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