

7. Take the LED cable and route along to a convenient location on the bike near your instrument pod or handlebars. The LED should point at your eyes for brightest light. Tie it down with a tie-wrap 1" down from the LED itself so you can adjust for best angle depending on your preference for night and day brightness. Tie the wire along securely and be sure the tank will not be pinching it when it is replaced! This LED can also be mounted in a small hole.

8. Now wrap up the wires you just connected for Autoswitch and tuck the Autoswitch into an out-of-the-way place and use the larger tie-wraps to secure it. **OR** find a flat spot and stick the housing to it after removing the high-adhesive tape backing. Secure the wires with the small tie-wraps and cut off excess.

Personal Tips: I've done one each, 1100GS, 1100RT, 1150RT, K1200RS. If you tie your relay behind the tank to a fat battery cable and stick the Autoswitch on top of the air-filter cover, (R11) you don't have to remove the tank. Plus you have easy access to the whole system for fast troubleshooting. The Autoswitch wires should go towards the hinge point on the filter cover so its easy to replace the filter later. Of course, assuming you got main power AND negative pulse under the turn signal module. To get the red and orange wires out of the fuse box I cut a 1/4" wide notch 1/2" deep in the front left side corner of the housing. I fished the 2 wires under the fuses and come up near the notch to exit and still the fuse cover seals the fuse box. A dab of GE Silicon II there completes the seal. On K1200RS I made both conn under the signal module under tank, inside elect. Box. AutoSwitch tied to rails around battery, under seat, for easy access. For tips on K1200LT bikes contact info@cyclegadgets.com

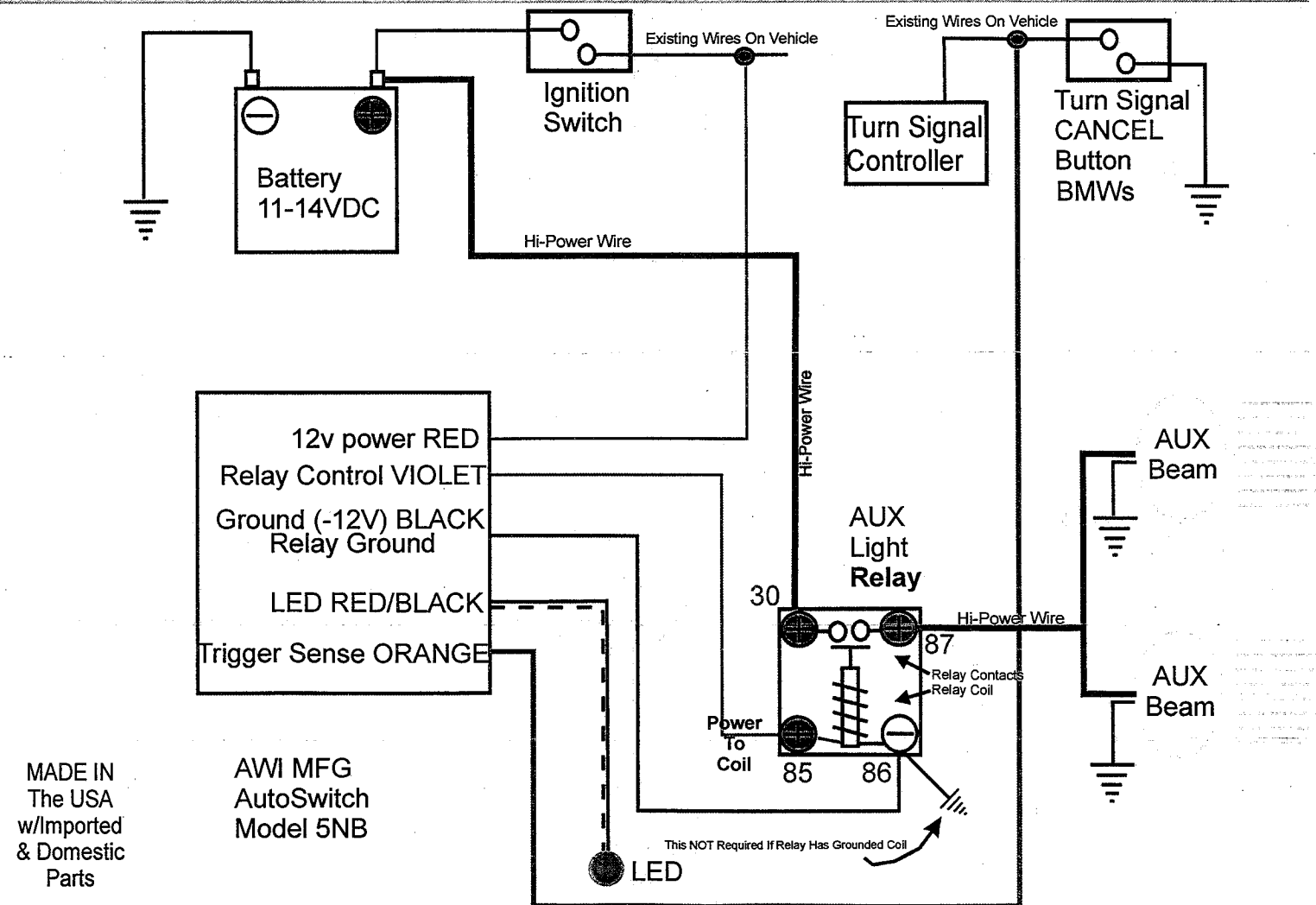
WIRE CONNECTIONS: We provide the RED Multi-Taps for faster installs. Connections should be soldered and covered with a slit piece of scrap thick wire jacket tied on each end with a small tie wrap. All splices soldered and heat shrink covered.

WARNING: Keep these wires away from heat, just as your wiring harness is protected, these wires' insulation will melt with high engine/exhaust heat.

HELP For help or questions please use email. 7-Days! 7AM-11PM. I will be glad to help! Now enjoy your new Autoswitch. Tell your friends about it. Give us feedback, good or bad!

OPERATION:

PUSH AND HOLD THE TURN SIGNAL CANCEL BUTTON UNTIL THE LED STARTS FLASHING FAST. DURING THE FAST FLASHING, **RELEASE** THE TURN SIGNAL CANCEL BUTTON. DO THIS AGAIN TO TURN OFF THE LIGHTS!



AutoSwitch

Antenna World Inc 305-471-9507 sales@autoswitch.com
Patent Pending Made In USA of Imported Parts printed in USA

Model 5NB

Model 5P Available:
Uses a Positive Trigger

Turn Signal Cancel Button MODERN -BMW's

READ Through BEFORE Starting Please! INSTRUCTIONS

This device is designed to control aftermarket auxiliary headlights using a NEGATIVE timed pulse. OEM plug-in lights can also be controlled but requires modification of that plug-in wiring system.

For All BMW R & K Series Until
2005 (exc 1200GS). For all CAN-BUS
beginning with R1200GS '05 Use
Autoswitch 6B and 6B2 Only

VOLT OHM METER USE STRONGLY SUGGESTED

Thank you for ordering Autoswitch. The better smarter way to control your auxiliary lights on motorcycles, Cars, ATVs etc.

THE BASICS FOR BMW MODERN R & K Series BIKES:

Red wire to 12volts after ignition switch, Orange wire to Turn Signal Cancel Button, Violet wire to your light relay COIL.. Black to ground. **WIRING DIAGRAM ON REVERSE SIDE OF PAGE.** Use your VOM to find ground and power.

DETAILED INFORMATION, GENERALIZED FOR VARIOUS BMW MOTORCYCLES:

1. If not previously installed, install your auxiliary lights per manufacturer instructions, including the relay they supply. AUTOSWITCH CONTROLS A RELAY. MUST BE USED WITH A RELAY.
2. Autoswitch wiring: Learn where your main wire harness is located, Or find the required wires along the frame. In case you must remove the fuel tank, wait until you have it near empty for easier handling. Some bikes' wire harness can be accessed by removing tank bolts and sliding the tank back to expose connector blocks for easy work.
3. Use a VOLTMETER or Test Light. Locate a 12 volt wire that gets power when you turn on the ignition. This will be the Autoswitch main power. Pull that wire a bit away from the rest of the bundle. Then connect the **RED Autoswitch wire** to it. See "WIRE CONNECTIONS" tips, next page. An A-T-C Fuse Tap can be used to plug in over a fuse instead. **NOTE! Be sure you used a wire which is NOT switched OFF DURING bike operation for any reason.**
Tip: R1100RT (1996) green w/brown stripe or R1150RT green w/blue stripe under turn signal module provides a good source. The GS, R and C models should be the same. K1200RS: Light blue w/dark-blue stripe near top of wiring box.

WARNING! BE SURE You check your work. Check all connector blocks, wire harnesses and be sure nothing is left different than original. Autoswitch only taps into existing lines and does not affect any electrical circuits. Be sure all the new wires are properly tied with supplied tie-wraps and away from high heat sources. **WARNING!** The wire selections we made MUST be confirmed on your bike before making connections. There "could" be a difference! Use a Volt-Ohm meter.

4. The turn signal control module is a 1x2" cube in the right rear of the R11 electrical box. Pull it up. Do not disconnect it. There are about 12 wires underneath. Pull away some harness sheath and select the brown wire with white stripe. Connect the **orange Autoswitch wire** to it. The R1100GS, R1100RT, R1150RT and K1200RS are confirmed for this tap point. Note: on K1200RS it is under tank inside elect. box. It is likely that ALL other BMWs have the same color wire for turn signal cancel.

For the K1200LT the wiring is a little more complex. We recommend locating the Autoswitch under the seat where you can connect the red and black as directed on this sheet of diagram on reverse side. Route the orange wire to the front of the bike and follow the brake hose leading to the right handlebar cluster. Remove the handlebar cover (2 Allen head 3mm from below) Find the largest wire bundle and tap into the brown wire with white stripes.

For other modern BMWs you can locate the turn signal cancel button by using an ohm meter to find ground continuity when the cancel button is pressed. Chances are it will be brown with white stripes again.

5. Now locate the auxiliary light relay. Connect AS violet wire to one side of the relay coil wire. The other side of the relay coil would be connected to ground.

PIAA Info: On the harness that comes with the compact light kits there is a 3-pin connector block going to the lighted switch. The white w/ red stripe wire on the EDGE of the 3-pin connector goes to the coil - this is where violet wire should be connected. This is LIMITED info on PIAA and does not include the large PIAA relay. Contact info@cyclegadgets.com for more details

6. Finally, connect a BLACK wire from Autoswitch to chassis ground or the negative battery terminal. Now test Autoswitch for proper operation! The LED will light up RED for 1 second upon proper power up each time.

Continued on Reverse