

MOTOLUMINO Aharon

Thank you for purchasing the turn signal kit.

We have made efforts to identify the correct parts for your motorcycle, but there is a chance that a part of the kit may not be right. If that happens, we apologize and kindly request you to email us at info@motolumino.com

Installing the turn signals and accessories is a DIY task that requires some experience and tools. The fairing usually needs to be removed for wiring and relay installation, making it slightly more involved than simply mounting the turn signals. If you are unsure, we recommend consulting a professional from a motorcycle company or having the installation done by a professional.

INSTALLATION VIDEO'S

For installing the lights there are two separate installation videos. These videos are made with a Yamaha MT-07. But the installation is roughly the same on all motorcycles. Of course, removing the fairing and routing the wiring will be different.

For more DIY tips and frequently asked questions, please visit our general DIY/FAQ page by visiting the link below or scanning the QR code.
- DIY/FAQ page: https://retrofitlab.com/apps/help-center



WIRE COLORS

On the turn signals there is a yellow or a blue wire. The same color needs to be on 1 side on the front and the rear. This to make sure the brake light and the daytime running light are either on top or bottom on all sides. So, for example left front and rear is yellow and right front and rear is blue.

Front side:

Yellow wire	=	Turn signal
White wire	=	DRL
Black wire	=	Ground

Blue wire	=	Turn signal
White wire	=	DRL
Black wire	=	Ground

Rear side:

Yellow wire	=	Turn signal
Red wire	=	Brake
Black wire	=	Ground

Blue wire	=	Turn signal
Red wire	=	Brake
Black wire	=	Ground

TURN SIGNAL LIGHT FRONT AND REAR:

The turn signal is connected with the supplied adapter cable to the sequential turn signal light and the original turn signal connector.



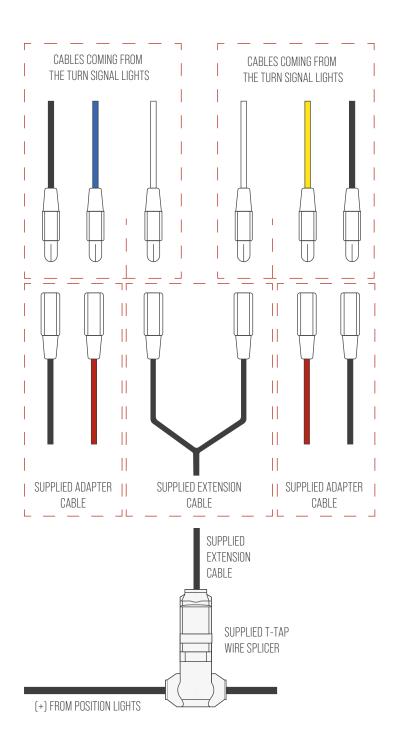
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FRONT - POSITION LIGHT:

At the moment there is no video available for connecting the daytime position light function.

The white wires, coming from the sequential turn signal lights, are for the DRL/position light function.

To use the position light function, a connection needs to be made between the white cable from the sequential turn signal lights and the 12v+ of the original position light. Behind the headlight you will find the cables that connect to the position light. You need this 12v+ cable to make the connection to the white cables from the turn signals lights. You can use the supplied T-tap wire splicers to branch off this cable and connect it to the extension cable (supplied). The wire splicers can be opened, the wires need to be pushed in and it needs to be closed again.





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REAR - BRAKE LIGHT:

For the brake light function, you need to locate and tap into the 12v + wire responsible for activating the brake light. Connect the red wire from the wire adapter (connected to the turn signal lights) to the 12v + wire of the brake light.

To find the correct wire, you can use a multimeter or test it with the LED turn signal bulbs. Typically, the wiring harness runs from the taillight towards the battery, often located under the seat. Look for a ground pin, a rear light pin, and a brake light pin.

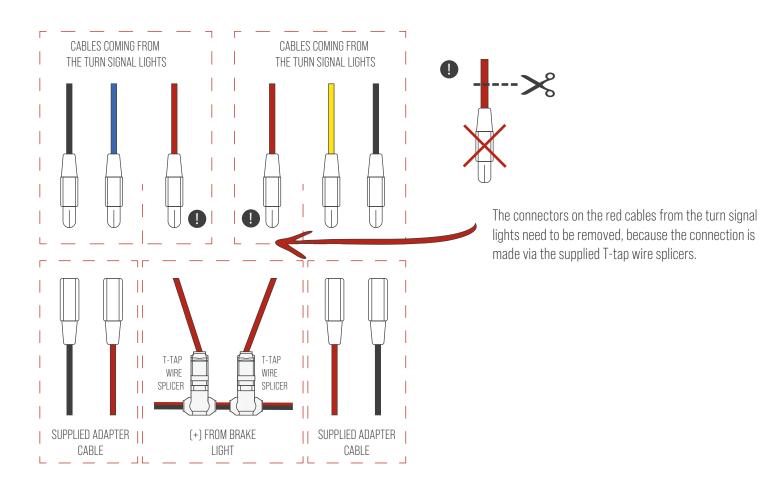
You can test the wires near the battery or the taillight to find the correct one, whichever is easier. Use a multimeter or the turn signal lights to identify the wire used specifically for the brake light, as the rear light is usually also activated. Double-check to ensure you have the right wire for the brake light, not the rear light.

We advise the following steps;

- Make sure the brake light is on, now check the wires one by one.
- When nothing happens, it probably is the ground/negative wire.
- When you get a signal on the multimeter (around 12v) or when the light turns on, it can be the wire for the rear light or the brake light.
- To check, get off the brake/ make sure the brake light is off.
- 12v signal or still on, it should be the rear light signal.
- Ov reading or off, it should be the brake light.
- Double check by activating the brake again.

You can use the supplied wire splicers to branch off the cable for the brake light. It needs to be connected with the red wire from the turn signal lights. Isolating/insulating this connection is recommended. The wire splicers can be opened, the wires need to be pushed in and it needs to be closed again.

The + signal wire for the brake differs per motorcycle, so the black/red wire is only for this schematic and not a representation of the real color.





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RELAYS

The MotoLumino LED relay prevents hyper flashing. A hyper-flashing LED blinks or flashes at an extremely fast rate, unlike a regular halogen bulb. The relay is direct replacement for the original turn signal relay. For a lot of models we have information on where to find the relay. You can find it on our DIY/FAQ page, please scan the QR code to visit this page.



ADAPTER CABLE

This adapter cable is used to connect the MotoLumino sequential turn signal to the original wiring, it is equipped with a connector that directly fits into the original connector.

MOUNTING PLATES

The mounting plates are supplied to mount the MotoLumino sequential turn signals in the original mounting spot that is open when the original turn signal is removed. They are designed to fit the original mounting spots. Usually there are 2 plates, in that case one is placed on the back of the mounting point and one in front, where also the turn signal is mounted. When the turn signal is bolted down, the plates will also be secured.

EXTENDER

When the MotoLumino turn signal needs to be mounted more outwards, extenders are supplied. They are simply mounted between the mounting plate and the turn signal.



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DISCLAIMER

The MotoLumino is exclusively approved for use as a front or rear direction indicator on motorcycles within the European Union. The approval mark can be found on the turn signal glass.

When conducting electrical work on a vehicle, it is crucial to disconnect the battery and ensure that the vehicle is securely positioned during the installation process. If there is uncertainty regarding the correct installation or connection, it is recommended to seek the assistance of a specialist.

Proper assembly is essential to ensure a secure and permanent attachment. Incorrect installation or alignment of the indicators can result in accidents and may invalidate the vehicle's operating permit. To confirm the correct rotational alignment, check the brightness of the indicators from a distance of 10 meters.

Damaged cable insulation can lead to short circuits and cable fires, which pose a potentially life-threatening risk. During operation, the turn signal housing may become hot. It is important to operate the blinker in the mounted state only in blinking mode; continuous operation is not permitted.

The aluminum fastening thread is hollow and should not be used to connect structural components of the vehicle.

For cleaning the indicators, only use soapy water. The use of abrasive cleaning agents or steam jets is strictly prohibited. Contact with organic solvents such as alcohol, acetone, gasoline, or isopropanol will cause damage to the optical lens.

The indicator is designed for use with 12V vehicle electrical systems that include a battery and a voltage regulator. Voltages exceeding 18V or voltage spikes caused by a faulty regulator or battery can lead to the malfunction of the indicator.

The housing of the turn signal must not be modified or opened, as any mechanical damage will render all guarantee and warranty claims void. Similarly, using the product for purposes other than its intended use will also invalidate all guarantee and warranty claims.

MotoLumino accepts no liability for any direct or indirect damage, including personal injury, property damage, or financial loss, resulting from the use, attachment, or connection of the product or its supplied accessories. Defects arising from incorrect assembly, overvoltage, or improper cleaning are not covered by the guarantee or warranty.

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