

Clearwater Lights: Sevina HPLED Auxiliary motorcycle lights



By Kurt Asplindh, Nevada

Stock motorcycle headlights historically provide less than adequate light coverage. Even newer motorcycles with their HID or LED units, although better, still fall short of “amazing.”

This is where Clearwater Lights come to the rescue. Clearwater Lights are designed by a motorcycle rider, for motorcycles. These are not “truck lights” that you have to cut, splice and adapt to make fit on a motorcycle; Clearwater Lights are engineered from the ground up FOR motorcycles. In fact, they have mounting brackets for over 600 different bike applications and they are always adding more as new models are released.

The Clearwater factory is located in Rancho Cordova, California. This is where the lights are designed, engineered and manufactured; and you can also have them installed there as well.

I’m no stranger to the brand as I have had Clearwater Lights on my BMW R1200 GS for about six years now. I have a set of Erica’s and Darla’s on my bike already. When I heard they released a new “extreme” high power LED light (HPLED) I had to go see what all the fuss was about. So a road trip to “Rancho” was planned. Arriving at Clearwater Lights I was greeted by Jolin (the really nice woman on the phone) and Glenn (the owner). Glenn introduced me to the new HPLED called Sevina (all Clearwater Lights have women’s names). She is one impressive lady. With 7 - 10 watt HPLED’s in custom tooled optics and a slightly rubenesque figure that measures 4.7 inches in diameter and 2.9 inches in depth. She’s also very bright, with an incredible 7,500 lumens at full power. Glenn gave me a tour and educated me on how the lights are made. What surprised me is the attention to detail and that they are produced one at a time. Every light is quality checked for fit and finish, light output and thermal feedback control

(each light sits in a holder and gets its temperature taken every 10 minutes for 30 minutes at full power) and leakage (they sit in a foot and a half of water at full power for 30 minutes). Once the lights have been dried off and inspected again, they get packaged and shipped all over the world to dealers and customers.



Now given the fact that I already have the 6,000 lumen Erica lights on my bike, I was curious to know what I was getting with Sevina. The custom designed optics on Sevina throw about 80 percent of the light down the road in an 8-degree pencil beam and the other 20 percent feathers off to about 15 degrees. My existing Erica lights put 75 percent of her light down the road in a 15-degree beam and the remaining light feathers back to around 45 degrees. Total Coverage! I can’t wait for night, but first things first, I need to get the lights installed. I pushed my bike into the install bay and let Glenn and Billie do their magic. They even tidied up the wiring from the Erica install I did. (Thanks guys) Within a couple of hours my GS was ready to roll. I said my goodbyes and hit the road, never being more excited for darkness.

I had a few hours to ride before it got dark but I would flick the high beam switch every once in a while when the road was clear of traffic and light up all the reflective road signs as far as I could see. This was going to be good! It was finally dark near Hinkley on highway 58 and up ahead was a side road.



BMW stock Headlight Only coverage



Sevina and High Beam coverage on the road

Blinker on, check my mirrors and one right turn later, I was on a clear road with no cars and no street lamps. Flipping the high beam switch for the first time at night was truly unbelievable. It was as if my bike was the source of all light itself. Now to turn on the Erica's... Good Lord, I would never be at a loss for perfect illumination at night again. I flipped the high beam switch off and used the lights "volume knob" to adjust the brightness down to a non-blinding 15% then adjusting it up to 55%, then back to 100% with my horn this time. With all Clearwater Lights, you can adjust the brightness from 15% to 55%, then when you flip the high beam switch or honk your horn, the lights go to full power no matter where you have the adjustment set. Note: On BMW motorcycles with the "Wonder Wheel" brightness adjustments are made using it instead

of the volume knob supplied by Clearwater for motorcycles not equipped with the BMW wonder wheel. The Clearwater brightness settings from 10% to 100% and the high beam and horn feature work the same using both controllers.

The ride back to Las Vegas was uneventful, but riding through Mountain Pass, I was blessed with a vehicle free road in front of me. It was time to let Sevina shine. I flipped on the high beam and realized at 75 miles per hour I was not even close to out running these lights and I never will. Glenn told me that he designed these lights at the request of Iron Butt riders and I can see why they love them so much. When you're riding as long and far as Iron Butt riders do, safety is the main concern and these lights not only provide conspicuity during the day, but the ability to see far down the road at night, with no eye strain, as the color temperature of the LED's mimic daylight.

My overall impression of the Clearwater Sevina lights are that they have the build quality, light quality and light output adjustments that outshines any other lights on the market.

One additional purchase I made from Clearwater Lights was their Andie II flashlight. A beautiful machined light with 1000 lumens of darkness eliminating brightness on the high setting and 50 lumens on the low setting, a scalloped front bezel and a positive click on/off button. Andie II toggles between her high/low setting with just an easy press of the on/off button, has the most useful beam pattern of any other flashlight I have ever owned and is used by law enforcement officers. To learn more about the incredible lights from Clearwater, visit them on the web at <https://www.clearwaterlights.com/>. To purchase Clearwater Lights, see your local dealer or call them directly at 916-852-7029.♦

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