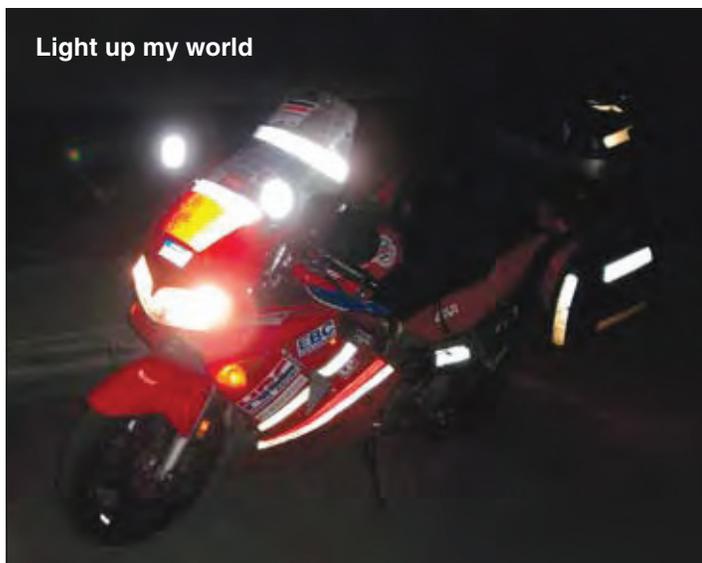


Clearwater ERICA 6000 Lumen SHPLED Auxiliary light

With any motorcycle factory light arrangement there seems to be room for improvement. The terrain in my area has a lot of winding, hilly, unlit roads from 1,200 to 11,000 feet. I upgraded my stock two H4 780 lumen headlight bulbs with H4 HID bulbs (*STARreview* 30-02 Article "Lighten Up"). But I found that while the 6400 lumen two H4 HID lighting system provided expanded low beam coverage, it lost needed low and mid-terrain coverage in high beam.

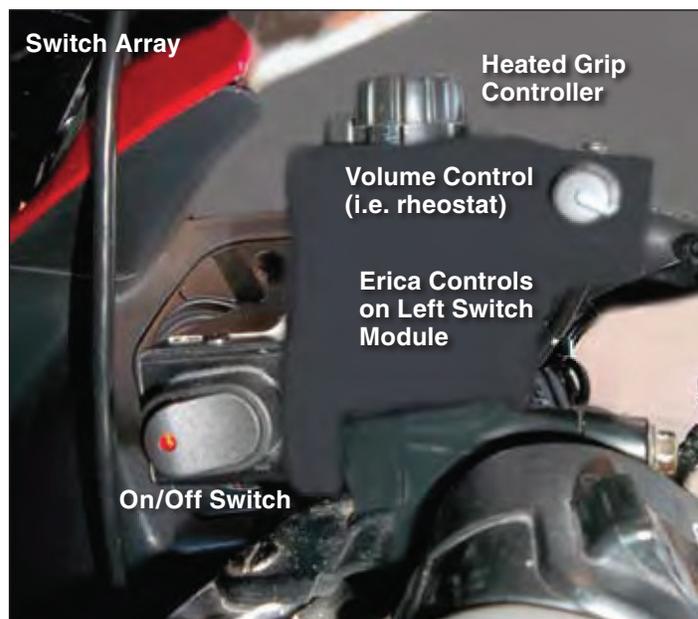
This year **Clearwater** Lights marketed the ERICA, a Super High Performance Light Emitting Diode (SHPLED) auxiliary light that produces a maximum of 6,000 lumens of light per unit and draws only 60 watts per light. That 12,000 lumens would normally require approximately 12 halogen bulbs drawing over 740 watts of power vs. 120 watts with dual ERICA SHPLEDs.

This capability allows me added full spectrum coverage while retaining the low/high beam HID headlights coverage.



SHPLED lights have several advantages over other forms. They are 4-5 times superior to halogen, have a lifespan over a hundred times longer, they are compact and dimmable. That dimmable feature is a key point as you can use them as 300 lumen daytime auxiliary lights increasing your visibility to other drivers, and also adjust the illumination to varying environments i.e. city streets, open highway, or back wood unlighted roads. The Erica light construction is very strong, being made from CNC machined cast aluminum. Brackets are 6061 series aluminum and all hardware is stainless steel. The internal circuit boards are bonded to an aluminum plate which adds to the strength. The exterior is hard anodized and powder coated. This video provides you some insight to the product: http://www.youtube.com/watch?feature=player_embedded&v=HTv12axcBlk

The unit is straight forward to install. The manual provides clear instruction with online videos, and available technical support. Two wires connect to your battery. One line connects to your low beams which allows you to adjust output between 5-55% using the volume or rheostat control. Another wire connects to your high beams giving you 100% power. One line attaches to your horn button and flashes the Ericas to further highlighting your position.



Clearwater has many ready-made attachment mounts for most motorcycles. There were no mounts for my motorcycle so I made my own mounts and enclosures to place the controls on the left handle bar switch array. My motorcycle has only one reinforced attachment point available but the mount design worked well.

Riding with the Ericas is a new experience providing you expanded illumination unheard of in prior years. The optics produce a beam with 85% concentrated into a 15 degree beam

and 15% in a 45 degree beam for excellent coverage. They provide a key safety factor for both day time and night time operations. And most of all they can be tailored for any riding environment. No other optical type has this flexibility. On the road at night the full power Ericas illuminated the road from right in front of my motorcycle to as far as the road would lead. The 6400 lumen HIDs were an afterthought. The SHPLEDs also provide a better contrast for improved terrain

definition vs. the HIDs. I was monitoring the voltage draw and had no problems with the Ericas on my 2001 Honda VFR 800 FI. These are the lights I was waiting for.

Active duty US military can call to receive a 15% discount. For more information contact Loretta at Clearwater Company (11305 Sunrise Gold Circle, Suite D, Rancho Cordova, CA 95742, telephone 916-852-7029, www.clearwaterlights.com, sales@clearwaterlights.com.) 🏍️

