



Power Grid LED Integrated Tail Light BMW S1000RR Installation Instructions

Carefully read instructions in their entirety before installation.

Professional installation is recommended. Always use proper safety measures during the installation of this product. Do not try to install this product without proper tools and factory service manual. The motorcycle must be in a fixed secure position before the installation process begins. **Disconnect the stock battery before the start of the installation process. DO NOT test terminals while battery is connected- this can cause damage to the tail light and electrical system.** All DMP Power Grid LED Integrated Tail Lights are bench tested in production and once again before being packaged. DMP is not responsible for any damage caused to the product or motorcycle by incorrect installation. If you have any questions please call us directly.

WARNING: MAKE SURE THE OEM PLUG IS LIGNED UP STRAIGHT AND LIGHTLY PRESSED INTO THE FEMALE END OF THE LIGHT UNTIL IT SNAPS INTO PLACE (Excessive force or misalignment may cause joining pins to break or detach from female plug)

Running Light, Brake Light and Blinker Function

The LED light unit triple wire harness plugs directly into the OEM wire harness designed for the stock tail light. Optional integrated turn signals are designated by Yellow and Blue wires coming off of the harness connected to the DMP LED Integrated Tail Light. If you are sitting on the bike the **yellow** wire connects to the **right side** blinker and the **blue** wire connects to the **left side** blinker.

Installation

DMP LED Integrated Tail Lights are designed to replace the OEM factory unit with the use of OEM original hardware. Pay close attention during the disassembly process to ensure proper assembly later. Tip: During disassembly it might be useful to use a small digital camera or camera phone to remind the installer where things go in conjunction with the OEM factory service manual.

Test Function

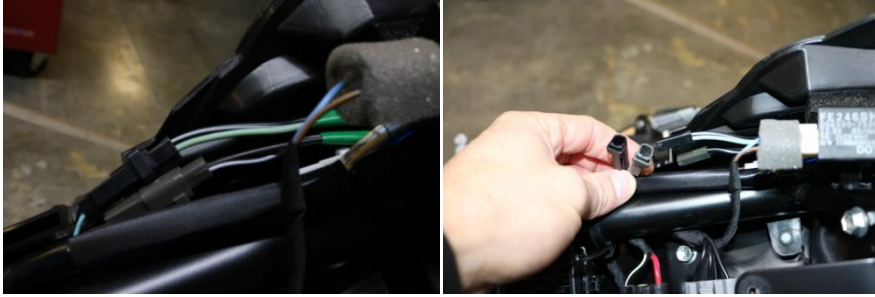
NOTE: **Double check** before you test the functionality of your new DMP tail light, make sure there are no crossed or short circuited connections before you reconnect the battery. If your new DMP tail light is not operating properly please check all your connections thoroughly.

Eliminating Turn Signals

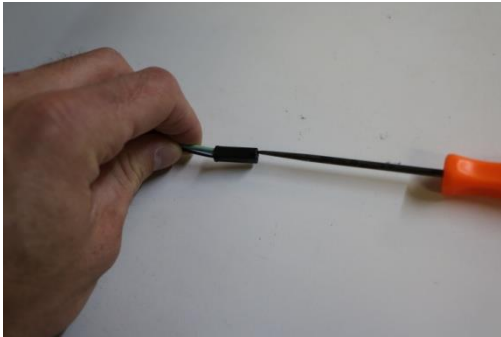
The DMP Integrated LED Tail Light turn signal wires come equipped with OEM connectors. If you are removing your rear turn signals, you will not need to splice any wires. Follow these instructions.

1. Locate the stock turn signal connectors. Using a voltage meter test which wire is the Positive lead. Pay attention to which side the Positive lead is pressed into the plastic turn signal connector. Identify which connector is left and which connector is right. You can do this by unplugging one of the connectors, turn the key to the on position and check the blinkers. Write down which color is left and which color is right. In this case (install done on a 2016 GSX-S1000) Black is Right and Grey is Left. The Positive lead on Right

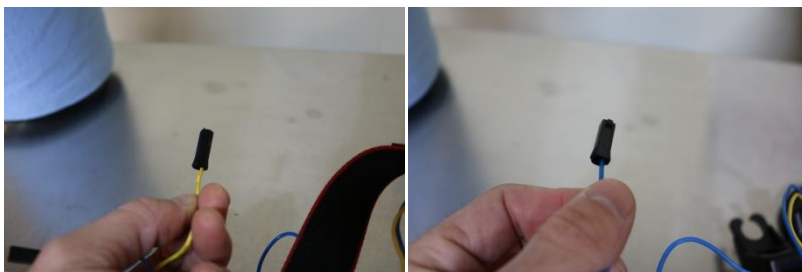
turn signal is Green and the Positive lead on the Left turn signal is Solid Black (Ground is Black with a White stripe on both connections).



2. Once the stock fender has been removed, you will need to remove the pressed in turn signal wires from inside the plastic OEM housing. Pay close attention to how the metal connectors are pressed into the plastic housing from top to bottom. I use a precision screw driver that will fit into the plastic housing perfectly. Turn the screwdriver perpendicular to the metal connector. Press out one wire at a time. Press lightly and pull the wire from the back side until it's removed from the connector. Be very careful not to damage the OEM plastic housing. Repeat on the second wire.



3. Install the Yellow wire (Right Positive lead) into the Black plastic housing. Make sure the connector is facing right side up from top to bottom and inserted into the previously identified positive side. If the wire is put in upside down, the connector will be pushed out when pressed into the harness. Repeat with the Blue wire and Grey OEM plastic housing. Note: In our example we are using two black OEM plastic housings.





4. Re route the turn signal wires and insert them into the correct turn signal housings until they snap into place. Turn the key on and test the signals. If the turn signal is not lighting up, check the connections (turn the key off while checking connections). Make sure the turn signal wires are fully pressed into the plastic housings. If the wires are pressed in, double check to make sure they are on the "Positive Lead" side. If they are not, unplug the plastic wire harness connectors and repeat step 2 and 3 (only do one side at a time to reduce confusion). Be careful not to damage the OEM plastic connector housings. Once the turn signal function is working properly, use electrical tape around the connectors to prevent moisture and vibration from damaging the connection.

READ CAREFULLY THIS PRODUCT IS SOLD FOR OFF ROAD USE ONLY!!!

Please check your local laws related to D.O.T. requirements for motorcycle marker and tail lights. It is the rider's responsibility to check the functionality of the tail light each and every time you start your motorcycle. There is no guarantee that the use of this product can or will help prevent an accident in anyway.

Note: The DMP Power Grid LED Integrated Tail Light feature is designed to be used with stock components. Any aftermarket LED marker lights or turn signals may disrupt the Integrated Tail Light feature. In this case, flasher relays maybe required. DMP flasher relays can be purchased through your DMP dealer or at www.moto911.com.

Flasher Relay part numbers and fitment:

900-5500 = Universal, Suzuki, Kawasaki Ninja 250 (08-12)

900-5515 = Honda, Yamaha and Kawasaki