

Here's a mildly OCD way of fitting the old 999 right hand euro light switch... It will look OE and doesn't involve cutting any wires for the squeamish amongst you. You only have to cut off one male spade connector, to change it's sex to female. I was already working on my bike so had most of the bodywork/ancillaries off so it only took an hour to wire it in.

Firstly thanks to Rosco for working out the wiring and putting it up on the web. Without his directions I wouldn't have attempted it. Some of the text below is his...

Secondly, you do this mod at your own risk, affects on insurance and the right arm of the laws interpretation!

These instructions show fitment to 2007 1098s: Your wiring may have slightly different colours, but it'll be easy enough to work out the differences.

1) To get things started you need to get yourself the righthand euroswitch. Shop around as there seems to be a hugely varying price for these. Mine cost £38 (\$58). PN 65040081A ('05 999)

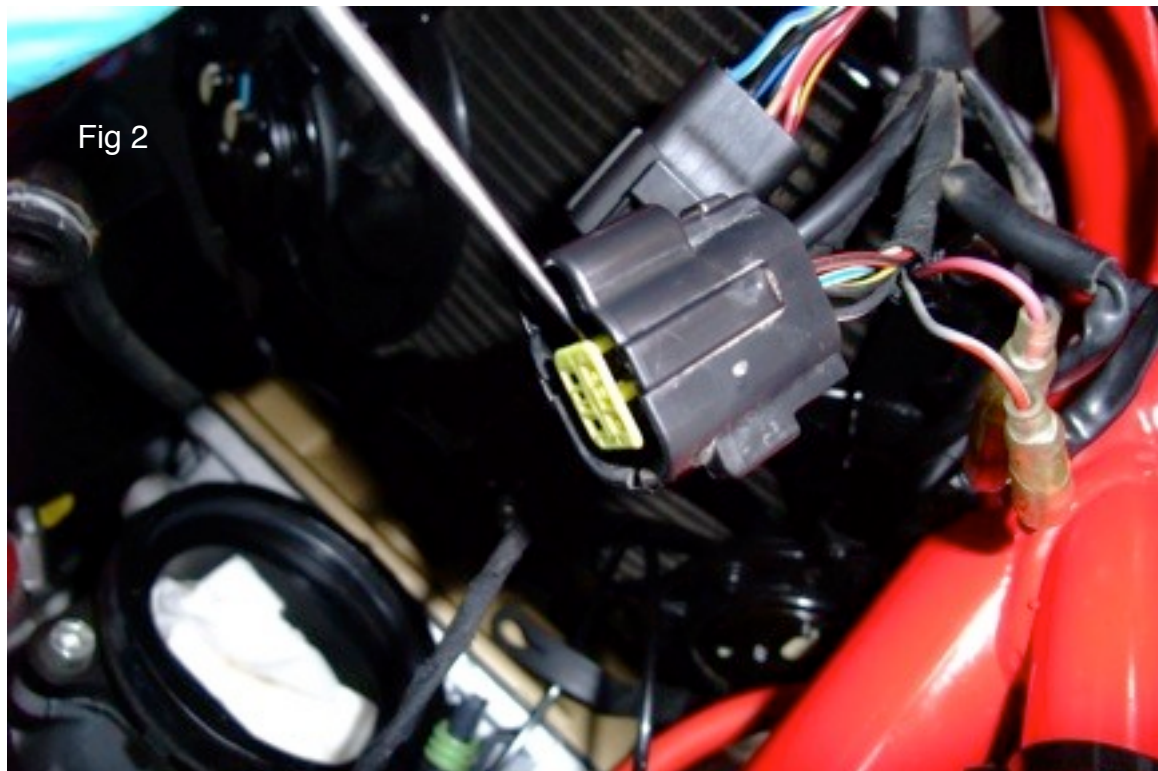


2) Then you need the matching 8 pin female connector to match the male 8 pin on the Euro Connector. I got mine from: <http://stores.ebay.co.uk/RMB-Performance-Electronics> (Fig1)

3) Get bike stripped. Remove left and right fairings, mirrors, nose cone, R/H air tube, seat, air box side covers, steering damper, key guard and top triple clamp. Open battery box and disconnect the +ve lead.

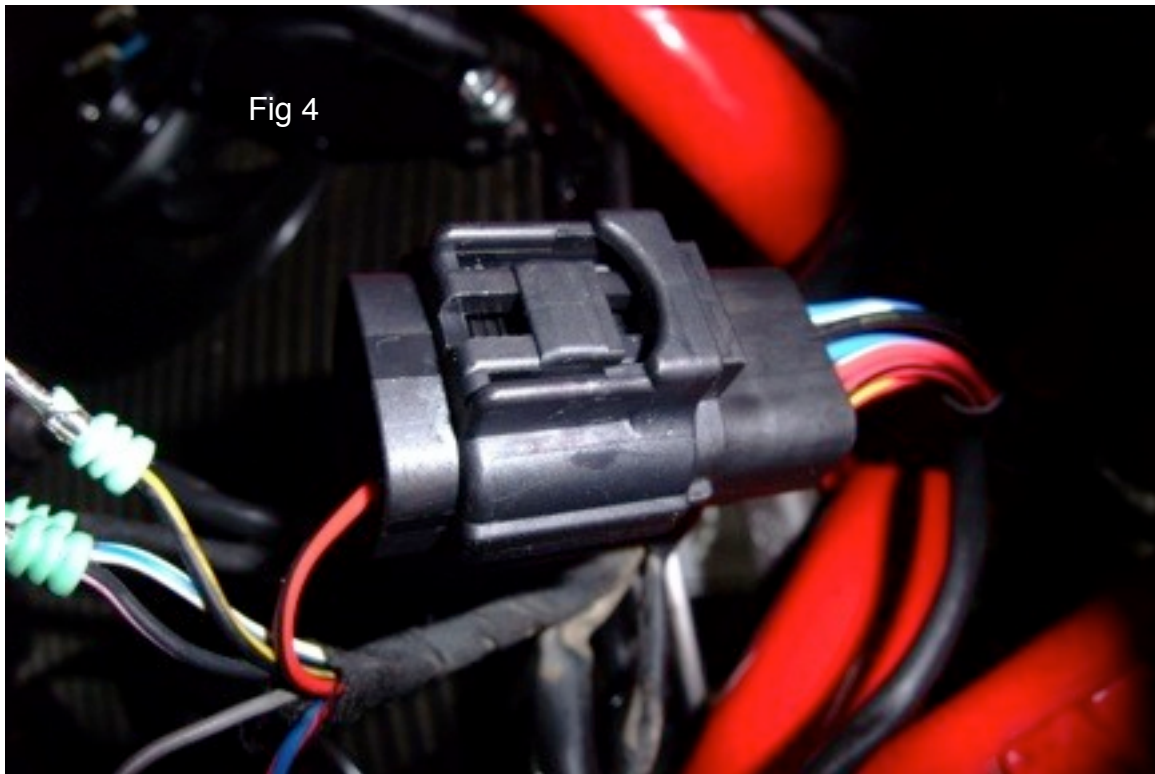
4) Follow the loom from the R/H switch block to the connector that clips onto the frame behind the air tube and under the tank on the right side of the bike. Unclip the connector from the frame and separate the connector. You may now remove the R/H switch block by removing the 2 Phillips head screws from beneath. You may need to move the front brake lever assembly to get sufficient clearance to remove the switch block. When removing the loom take note of the position of any cable supports or ties that may be required when the replacement switch block is fitted.

5) To make this install as easy as possible and to make it look like an OE fitment, the terminals on the loom side (not switch side) of the original 4 pin connector can be removed and reinserted into the new 8 pin female connector you purchased. The terminals are locked in position in 2 two ways. Firstly there is a small yellow cap to hook out. Find yourself a small pointed object or screwdriver. Just hook it behind the lip and rock the yellow plate out. Now effort involved. (Fig 2)

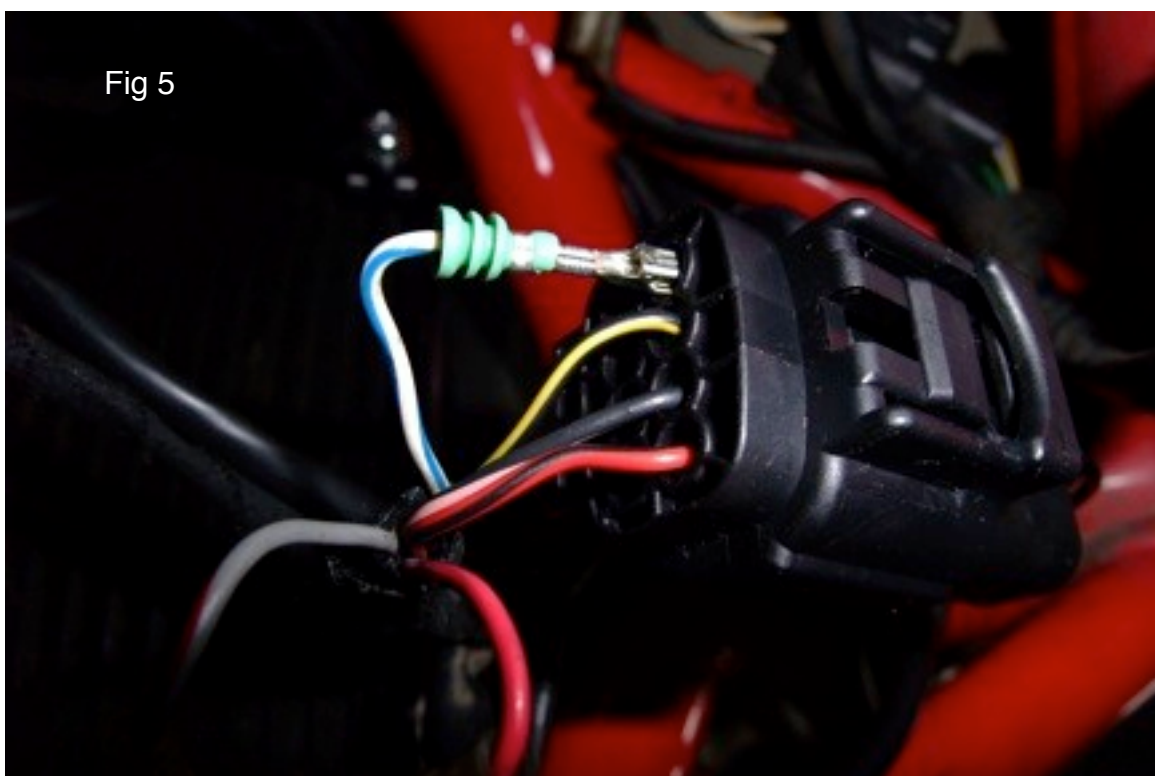


Secondly, each metal female terminal is held in by a little clip, just insert your pointed tool in between the terminal and the clip and rock the handled end towards the metal terminal (Fig 3). A gentle pull on the specific wire you're removing from the rear of the connector and it'll pop straight out. Takes a bit of practice but once you have the 'knack' they all pop out first time.

6) Once you have all 4 wires loose, they can then be reinserted into the new female 8 pin plug. The best way to work out which way round/order these terminals fit is to partly mate it with the male connector on the new euro switch. I stated matching the Red/Black wire with the Red/Black wire on the euro switch. This is pin 4 (Fig 4). Note: Pin 8 opposite corner to Red/Black wire isn't used on either side.



Then push in the other wires. Black/Pink Pin 3, Black/Yellow Pin 2, White/Blue Pin 1 Bottom to Top in picture Fig 5. Push them gently in and they'll click into place. (Fig 5). The wiring colours won't totally match either side of the connectors as they are varying models. Only another 3 wires to go!





7) Remove the 2 stud bolts securing the key lock to the frame. Remove the bolt at the rear of the fuel tank that secures the tank to the frame. There is no need to fully remove the tank but it must be pulled rearwards about ½ to 1 inch in a wriggling motion to allow clearance for the removal of the key switch.

Move the key switch upwards and with side cutters clip off the cable tie in the rear tab of the switch that secures the cable to it. This must be done to make clearance for switch removal.

Gently move the key switch upwards while at the same time tilting rearwards to remove. This is a tight fit and a bit fiddly so be patient.

... or remove the tank and airbox as I did. You be surprised how much crap gets past the poor airfilter design. A good reason to clean it out and then I masked off the injectors and sprayed the inside of the airbox with chain wax to catch any stray dirt that gets past the filter. plus I fitted an K&N with the extra end spacers.



Fig 6

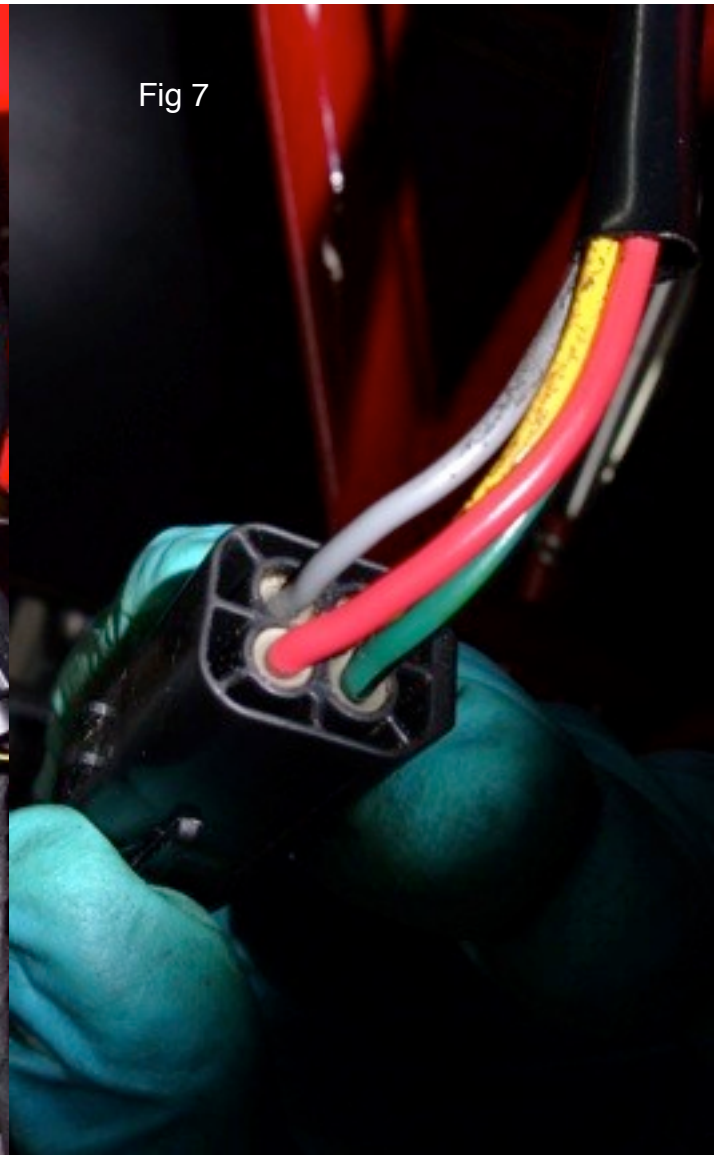
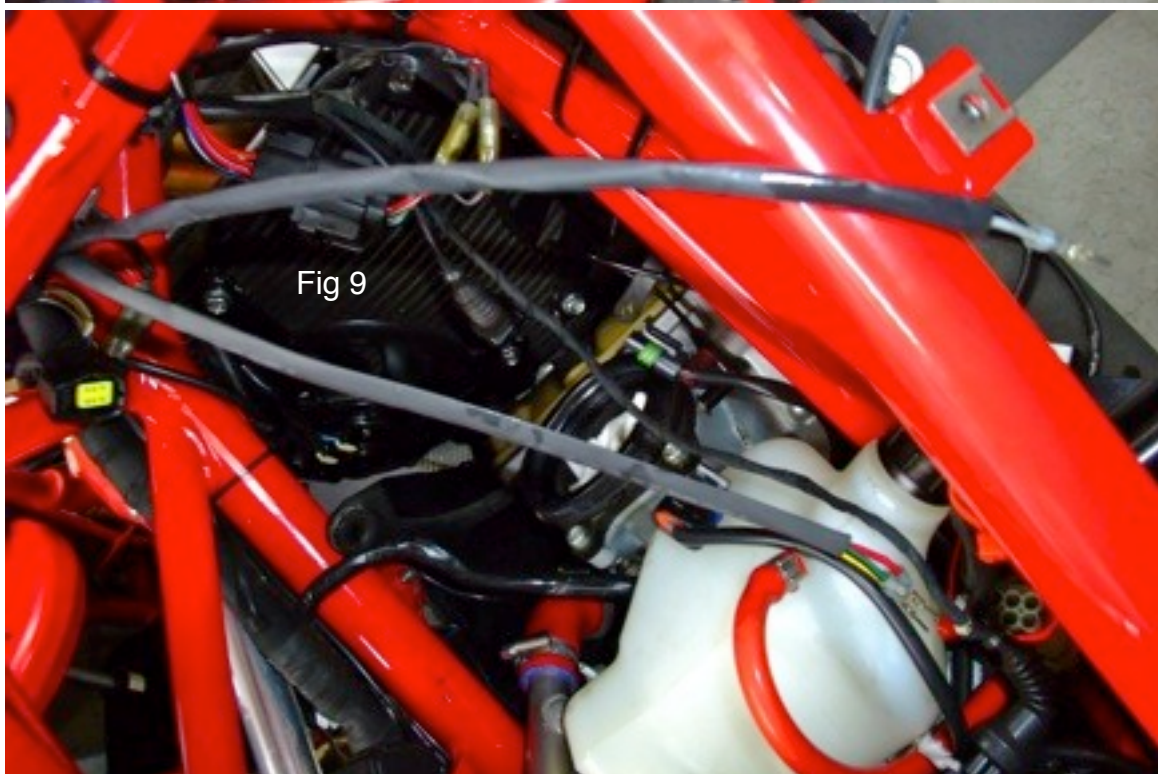
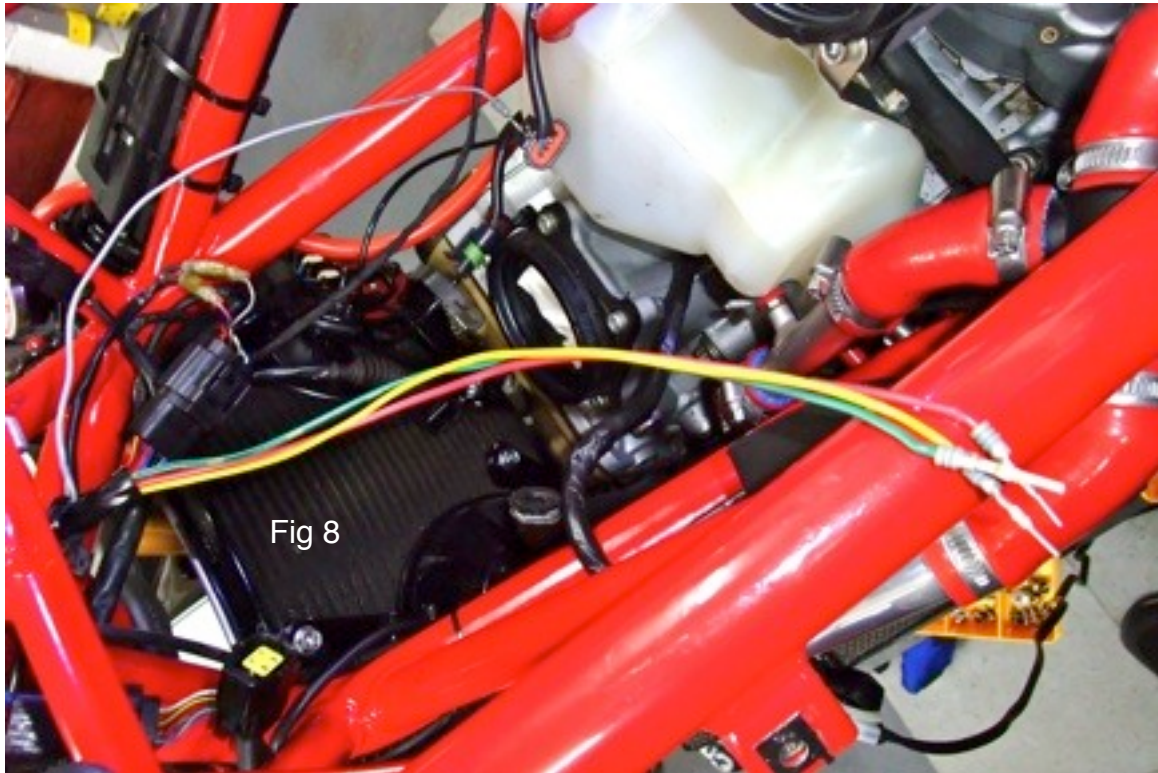


Fig 7

- 8) Follow the loom from the ignition switch down to it's 4 pin connector on the left hand side of the frame. We want to separate the grey wire from the rest and run it over to our new 8 pin on the RHS. (Fig 6) Pop the terminals out as before, noting the wires positions in the connector. (Fig 7). I then stripped off the original heat shrink and added new heat shrink separately to the grey wire and again to the other 3 as a group. (Fig 8 & 9). Plug the 3 wires back into their original connector.





Run the grey wire across the frame and into Pin 6 on the female side of the 8 Pin connector. You'll need to cut off the male connector, but don't throw it away as you'll need it in a minute. Add a female terminal from the 8 Pin connector kit you bought. Push this grey wire into pin 6. This is the grey wire on the key switch side and is the +ve feed for the park lights.

9) Next you'll need to solder the male connector you just cut off, onto a piece of wire long enough to cross the frame and plug into the 8 Pin Block Connector in Pin 5. At the other end this wire (mine is red) connects to the 4 pin block in the position/hole you just removed the grey wire from and is hot 12V +ve.

10) Now add a female terminal out of your kit to another piece of wire (black in my case) and push this into Pin 7 on the 8 Pin connector. Run this carefully to the relay on the front of the bike to the relay.

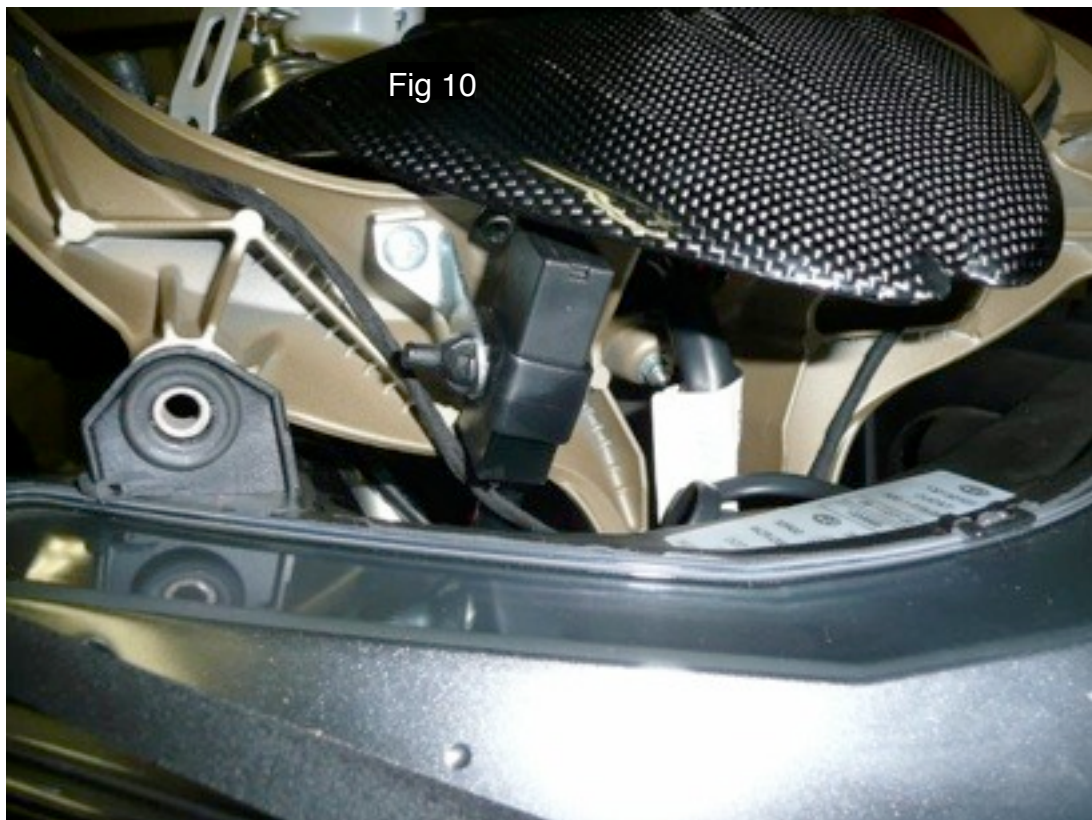
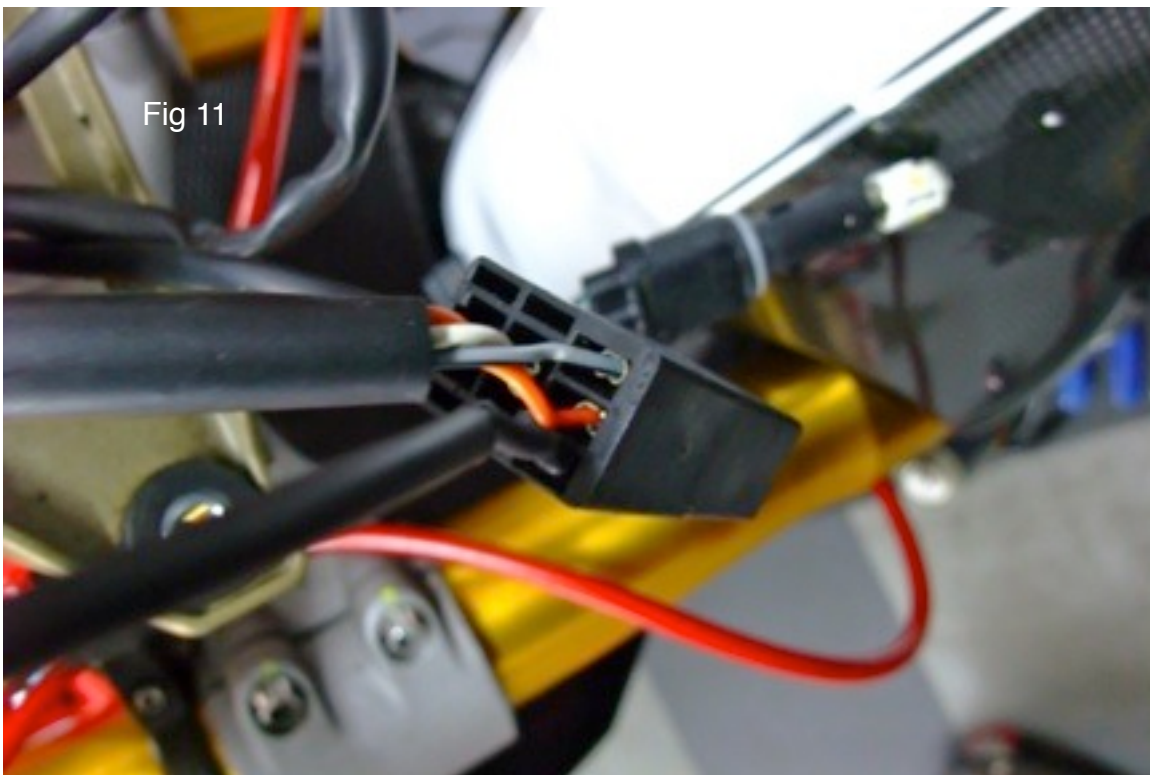


Fig 10

Now at the relay base there are 4 wires. Two of them are orange, one thick and one thin. You need the THIN orange wire. Pop out the thin orange wire from it's connector as per before, and put it in the unused middle slot as it will be hot 12V+ve during normal operation. i.e the slot next to the Grey/Black wire. (Fig 11)

Now fit a normal automotive female spade connector to the other end of your wire (black in my case) and push it into in place of where the the thin orange one came from.

Voila! Done. Tidy everything up, connect the battery again.



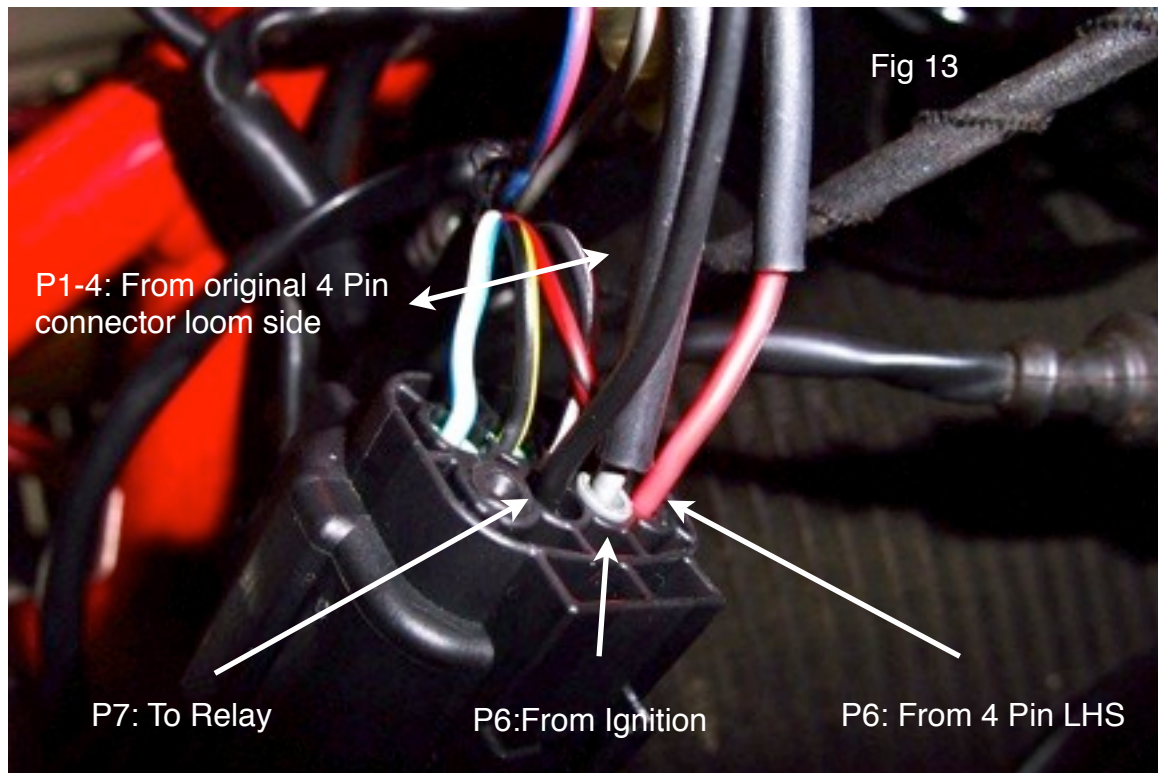
11) Test. Turn key to “Park” and the park lights should come on. Make sure the light switch in the “Off” position and turn the key to “On”, there should be no lights but the bike should wake up and the dash should light. Park and headlights should now operate with the switch.

12) Looks like OE fitment! (Fig 12)





13) Here's the final wiring of the 8 Pin.



14) Here's Rosco's Drawing of the wiring.

