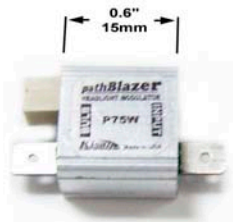
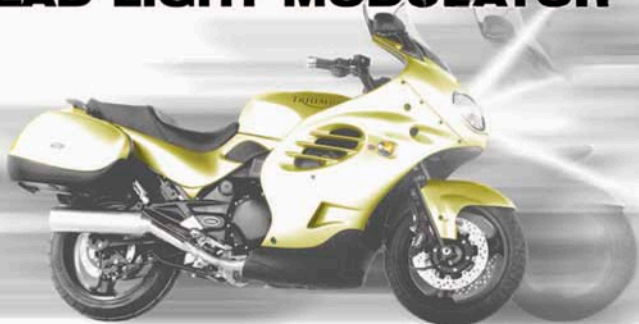


pathBlazer™

HEAD LIGHT MODULATOR



pathBlazer™

Headlight Modulator

ISO-Tap technology products

INSTALLATION GUIDE

HEAD LIGHT MODULATORS ARE LEGAL

- in all of United States & Canada.

Below is a partial reprint of the Federal Standard 108, which makes modulators legal. No state can usurp Federal Authority, and therefore local Law Enforcement cannot issue citations for the use of modulators in their jurisdiction and expect to prevail in any Court of Law.

Department of Transportation
National Highway Traffic Safety Administration
Federal Motor Vehicle Safety Standards
49 CFR Parts 571
[Docket No. 97-57; Notice 1] Executive Order 12866

Motorcycle Headlamp Modulation System

s7.9.1 A headlamp on a motorcycle may be wired to either the upper or the lower beam from its maximum intensity to a lesser intensity provided that:

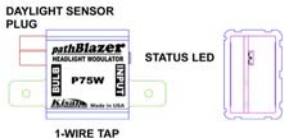
- (a) The rate of modulation shall be 240 +/- 40 cycles per minute.
- (b) The headlamp shall be operated at maximum power for 50 to 70 percent of each cycle
- (c) The lowest intensity at any test point shall be not less than 17% of the maximum intensity measured at the same point.
- (d) The modulator switch shall be wired in the power feed of the beam filament being modulated and not in the ground-side of the circuit.
- (e) Means shall be provided so that both the lower beam and the upper beam remain operable in the event of a modulator failure.
- (f) The system shall include a sensor mounted with the axis of its sensing element perpendicular to the horizontal plane. Headlamp modulation shall cease whenever the level of light . . . less than 270 lux.

USA Department of Transportation
National Highway Traffic Safety Administration
Federal Motor Vehicle Safety Standards

CANADA Transport Canada
Motor Vehicle Standards and Research Branch
Road Safety Motor Vehicle Regulation Directorate

P-75W

Exclusive single-wire **ISO-Tap** design with easy inline hook-up.



TYPICAL SINGLE HEADLIGHT



PH4 pathBlazer Specifications:

- Single headlight with 3-pin H4 bulb and a p43t base
- Halogen bulb: almost **twice as bright** compared to stock bulbs
- Modulates the HIGH-BEAM, when selected in daytime
- Maximum load does not exceed 75W (14.5 v)
- Luminous Flux: 1150 – 1900 Lumens
- Lumen Maintenance: $T_c = 400$ Hours

P-75W INSTALLATION:



Locate the hi-beam wire using a Voltmeter or a test light. Once you have identified the hi-beam wire and chosen the correct location to install **pathBlazer**, cut and strip the wire ends about ¼". Crimp the insulated tab connectors supplied and plug them onto the **pathBlazer**.

No ground wire connection is required and the metal housing of the unit does not have to be grounded. Plug the Daylight Sensor in the **pathBlazer** as shown.

CIRCUIT PROTECTION

- If the Input/Output connection is reversed, the hi-beam will remain off. The blue STATUS LED will not illuminate.
- If the circuit detects over-load (MAX 75W), hi-beam will be turned off. The blue STATUS LED will flash rapidly. Overload detection is instantaneous and accurate to prevent any accidental damage due to short-circuit from pinched or cut wires. Once tripped, the unit will remain in 'Tripped Mode'.



STATUS LED OFF

RESET PROCEDURE

- ➊ Remove any over-load. Do not exceed MAX 75W limit.
- ➋ TURN HI-BEAM ON first. Then turn the ignition on (4) times – once every second.
- ➌ If the over load condition is no longer present, **pathBlazer** will begin modulation properly.

MOUNTING DAYLIGHT SENSOR

Day Light Sensor should be mounted on the dash or fairing. It **should not be facing the front** of the motorcycle, in order to avoid false triggers at night from on-coming vehicles.

You can zip-tie the Sensor to a brake cable or a bracket, as long as it receives unobstructed sunlight. The sense head is sealed to be waterproof.

You can also choose a permanent mount in fairing or side pockets.

FLUSH MOUNT

- 1 Chose an appropriate location for the Daylight Sensor - it faces skyward and should receive unobstructed sunlight.
- 2 Start with a small pilot hole. Finish with a 3/8" -enlarged a little- (10mm) hole.
- 3 Feed the Sensor from behind the panel.
- 4 Insert the Split Bushing around the cable, as shown.
- 5 Move the Bushing up toward the threaded neck of the Sensor.
- 6 Push the assembly firmly in the hole, until it locks-in - **do not pull the cable.**



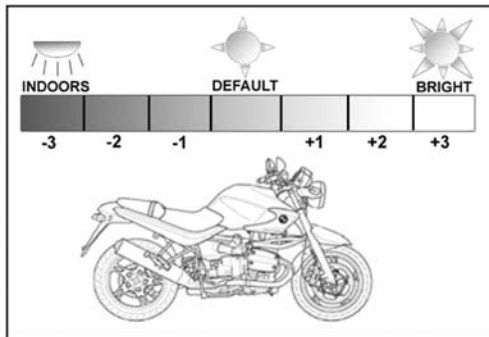
EXISTING SLOT or HOLE



The sensitivity is adjustable for different levels of daylight. Depending on the location you have chosen to mount the Sensor. Or due to seasonal changes in weather conditions you may want to choose a different level. Instructions are described in more detail on the next page.

Note! Programming of Daylight Sensor's sensitivity IS NOT REQUIRED. In most cases the default factory setting will suit most common riding environment.

SENSITIVITY ADJUSTMENT:



pathBlazer has microprocessor with an e²prom to memorize different settings for the Daylight Sensor.

- 1 Find a location or time of the day when you wish to **BEGIN** modulation
You can fine-tune the On/Off triggers from the default setting, as shown above.
 - 2 Turn the ignition ON, then flick the Hi-beam ON (3) times quickly
You have to begin this routine in the first 2 seconds after the ignition is turned on
 - 3 The confirmation of the new setting is: Hi-beam flashes 4 times
If you don't get this confirmation, try it once more – a little faster.
You may have to start the bike in lo-beam and then flick to hi-beam (3) times quickly
- Once set and confirmed by 4 flashes, the new Setting will remain in permanent memory of the processor. It is not affected even if the battery is disconnected or the **pathBlazer** unit is unplugged.
 - If you attempt the Sensitivity Adjustment in a very dark setting – beyond the DOT specified limits – the setting will revert back to default level.
This will be confirmed as: Hi-beam flashes 8 times.

Note! To avoid unintended reprogramming of Daylight Sensor's sensitivity, DO NOT start the engine with the hi-beam on. During cranking, the battery voltage can drop out and simulate the 3-time ignition on sequence.

LIMITED WARRANTY

Kisan warrants this product to be free of manufacturing defects for a 1-year period after the original date of consumer purchase. A purchase receipt or other proof of original retail purchase will be required. This warranty does not include damage to the product resulting from accident, misuse, improper installation or operation or unauthorized repair or alteration. If the product should become defective within the warranty period, we will elect to repair or replace it free of charge at our option. Parts and/or replacement product supplied under the warranty may be new or rebuilt.

The consumer's sole remedy shall be such repair or replacement as is expressly provided above, and **Kisan** shall in no event be liable for any incidental or consequential damages arising out of the use of; or inability to use this product for any purpose whatsoever.

Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. This warranty gives you specific legal rights. You may have other rights, which vary from state to state.

If you have to return the product for warranty service, please contact our service department to obtain a R.M.A. (Return Merchandise Authorization) number and instructions on how to pack and ship the product to us.

Kisan Electronics

Products distributed by **rideSafer LLC.**

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