

# *tailBlazer*™

## DECELERATION WARNING



**tailBlazer™**  
DECELERATION WARNING  
Integrated Modulator Bulb

## INSTALLATION GUIDE

**Kisan**  
ELECTRONICS

TECHNOLOGY

for

SAFETY

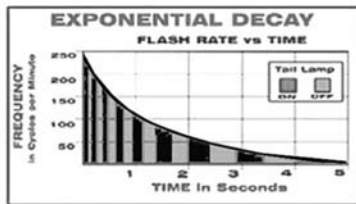
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## FLASHING BRAKE LIGHTS AS A DECELERATION WARNING:

There is nothing illegal about flashing brake lights. Motorcyclists are openly encouraged to tap their brakes while coming to a stop. This is clearly described in each State's Drivers License Manual. Even the Motorcycle Safety Foundation (MSF) course material recommends this practice.

However, as a matter of practical consideration, remembering to tap your brakes may otherwise distract your attention to the traffic around you. **tailBlazer** modulators do it automatically – every time you apply the brakes.

Motorcycles are much smaller and in most cases have the brake lights mounted lower to the ground. This makes it difficult for other drivers to notice that you're slowing down or about to come to a stop. To prevent rear-end collisions, many countries in Europe and quite a few States in the US have adopted a Deceleration Warning in the vehicle code.



The primary requirements are:

- 4-second flash sequence
- Exponential decay flash rate
- No alternate flash (wig-wag)

**tailBlazer** modulators comply fully with these requirements.

For more details contact:

**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

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## 20W-D



BAYONET BASE  
DUAL CONTACT



**LED**



**Halogen**

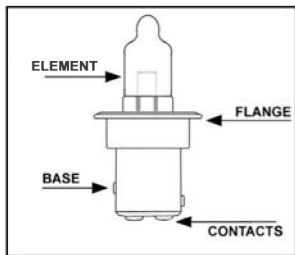
### **20W-D tailBlazer**

- G-4 Halogen element:  
20W (14.5 v) rated, 320 Lumen brightness, 2000 Avg life
- G-4 LED element:  
7W (18.0 v) rated, 320 Lm Luminous flux, 10,000 Avg life
- Modulates the Brake bulb for a 4-sec *Deceleration Warning*
- ☑ **MATCHED SET** for dual bulb tail lights – 20W-D 2PAK
- ☑ **'Z' Option** for newer CAN-bus

### **EXTREMELY HOT!**

Let the Halogen element cool before handling.  
DO not touch the glass, use lint free cloth or a paper towel.

## 20W-D INSTALLATION



When replacing the Tail/ Brake bulb with **tailBlazer**, grab only the flange with your fingers. DO NOT twist the glass element. The dual contact bulbs have indexed pins, so the bulb can only be inserted one way.

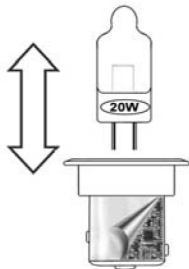
If you have twin dual-contact bulbs in the taillight housing, we recommend replacing both.

### 20W-D is available in twin-pack.

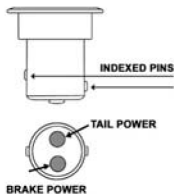
Should there be a need to replace the 20W Halogen or LED Element, pull the bi-pin Element straight out from the base. DO NOT wiggle or twist.

The sockets that hold the pins of the G-4 Element have beryllium copper fingers to hold the bulb tightly to overcome vibrations. Therefore it will take some force to remove the G-4 Element.

Optional G4 LED element is polarized. So if it does not illuminate, turn it around & reinsert it.



### BAYONET BASE BA15D



### CAUTION! Harley & Triumph

Sockets of some of these models may be wired wrong. Test to make sure that the barrel of the socket is grounded, and the contacts are wired as shown.

## 20W-S



BAYONET BASE  
SINGLE CONTACT



**LED**



**Halogen**

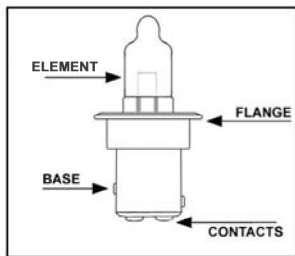
### 20W-S *tailBlazer*

- G-4 Halogen element:  
20W (14.5 v) rated, 320 Lumen brightness, 2000 Avg life
- G-4 LED element:  
7W (18.0 v) rated, 320 Lm Luminous flux, 10,000 Avg life
- Modulates the Brake bulb for a 4-sec *Deceleration Warning*
- ☑ **MATCHED SET** for dual bulb tail lights – 20W-S 2PAK
- ☑ **'Z' Option** for newer CAN-bus

#### **EXTREMELY HOT!**

Let the Halogen element cool before handling.  
DO not touch the glass, use lint free cloth or a paper towel.

## 20W-S INSTALLATION



When replacing the Tail/ Brake bulb with **tailBlazer**, grab only the flange with your fingers. DO NOT twist the glass element. The dual contact bulbs have indexed pins, so the bulb can only be inserted one way.

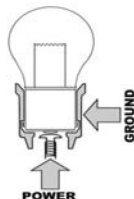
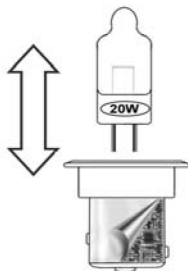
If you have twin dual-contact bulbs in the taillight housing, we recommend replacing both.

### 20W-S is available in twin-pack.

Should there be a need to replace the 20W Halogen or LED Element, pull the bi-pin Element straight out from the base. DO NOT wiggle or twist.

The sockets that hold the pins of the G-4 Element have beryllium copper fingers to hold the bulb tightly to overcome vibrations. Therefore it will take some force to remove the G-4 Element.

Optional G4 LED element is polarized. So if it does not illuminate, turn it around & reinsert it.



### **CAUTION! BMW MODELS**

Sockets of some of these models may be wired wrong. Test to make sure that the barrel of the socket is grounded.

## 30W-D



WEDGE BASE  
DUAL CONTACT



**LED**



**Halogen**

### 30W-D *tailBlazer*

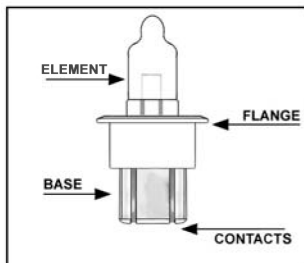
- Replaces Dual-contact bulb type  
GE #3157 (12V 32/3cp)
- G-4 Halogen element:  
20W (14.5 v) rated, 320 Lumen brightness, 2000 Avg life
- G-4 LED element:  
7W (18.0 v) rated, 320 Lm Luminous flux, 10,000 Avg life
- ☑ **MATCHED SET** for dual bulb tail lights – 30W-D 2PAK
- ☑ **'Z' Option** for newer CAN-bus

#### **EXTREMELY HOT!**

Let the Halogen element cool before handling.  
DO not touch the glass, use lint free cloth or a paper towel.



# 30W-D INSTALLATION



When replacing the Tail/ Brake bulb with **tailBlazer**, grab only the flange with your fingers. DO NOT twist the glass element. The dual contact bulbs have indexed pins, so the bulb can only be inserted one way.

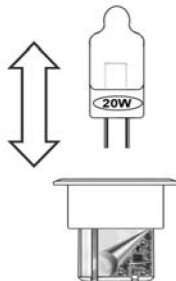
If you have twin dual-contact bulbs in the taillight housing, we recommend replacing both.

## 30W-D is available in twin-pack.

Should there be a need to replace the 20W Halogen or LED Element, pull the bi-pin Element straight out from the base. DO NOT wiggle or twist.

The sockets that hold the pins of the G-4 Element have beryllium copper fingers to hold the bulb tightly to overcome vibrations. Therefore it will take some force to remove the G-4 Element.

Optional G4 LED element is polarized. So if it does not illuminate, turn it around & reinsert it.



### **CORRECT POLARITY**

IGNITION ON:  
BRIGHT FLASH THEN  
GOES DIM.

IF NOT, ROTATE THE  
BASE & RE-PLUG.

**30W-D** can be inserted in the socket either way. If you do not get the bright flash upon brake activation, remove it and reinsert it as shown.

# 100HD/100HD-M



**tailBlazer 100HD and**

**tailBlazer 100HD-M have (3) screw-in terminals:**

- Input Terminal: for Brake Input
- Output Terminal: for Output to the bulbs
- Ground Terminal: for the Ground
- Modulates the Brake bulb for a 4-sec *Deceleration Warning*  
Trigger voltage: 10.9 volts

100HD-M has a modified ballast circuit to allow monitoring voltage pass-thru. This allows bulb filament detection. If your bike has dash warning that indicates burned-out brake bulb, this unit is the correct application. Max load is (3) brake bulbs.

100HD can handle up to (3) brake light bulbs, which are typically 25 watts each. If you have additional lights or plan to add them, we highly recommend our heavy-duty unit – 200GW.

**DO NOT EXCEED THE RATED WATTAGE.**

**Warranty coverage will be denied, if unit is damaged from overload.**

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# 100HD / 100HD-M INSTALLATION:

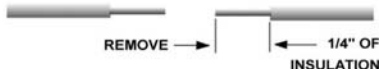


On most models, access to the brake wire is possible by removing the taillight assembly, or simply by removing the seat and following the rear of the taillight housing for appropriate brake wire and ground wire.

For twin bulb type of taillight arrangements, there's typically a "Y" harness before it is split. In order to modulate both bulbs together, the correct location for the splice is upstream of the "Y" harness.

## STRIPPING WIRE ENDS

### BRAKE WIRE



Once you have identified the brake wire and chosen the correct location to make the splice, cut and prepare the wire ends as shown here. If you plan to use the rubber boot,

feed the wires through first by piercing a small hole at the tip of the boot.

Next, Insert the wire-ends and screw-in (3) connections as follows:

- BRAKE INPUT - is for the stripped wire-end that supplies power.
- OUTPUT to BULBS - is for the stripped wire-end going to the bulbs.
- GROUND - is for the wire supplied with ring for attaching to chassis.

Use the Velcro to mount the unit in an appropriate location – away from high heat or direct water spray.

# 100HD-MZ



## (1) WIRE SPLICE-IN

**tailBlazer 100HD-MZ** has (3) screw-in terminals:

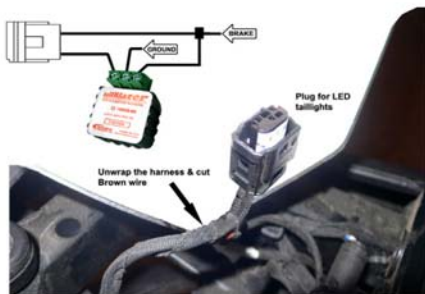
- Input Terminal: for Brake Input
- Output Terminal: for Output to the bulbs
- Ground Terminal: for the Ground
- Modulates the LED tail lights for a 4-sec *Deceleration Warning*  
Trigger voltage: 10.9 volts

100HD-MZ a special circuit which allows monitoring voltage pass-thru. This suspends bulb filament detection during brake flash. It is compatible with BMW, Piaggio & Ducati models that have LED tail lights with current monitoring. MAX load is 27W.

**DO NOT EXCEED THE RATED WATTAGE.**

**Warranty coverage will be denied, if unit is damaged from overload.**

# 100HD-MZ INSTALLATION:



Shown is a typical installation on a BMW.

Once you have identified the brake and ground wire and chosen the correct location to make the splice, cut and prepare the wire ends as shown below.

Tap into Brake Input wire & connect to #1  
Cut ground wire (Brown) & connect:  
Wire end from the harness to #2  
Wire end from the plug to #3



## STRIPPING WIRE ENDS

### BRAKE WIRE



If you plan to use the rubber boot, feed the wires through first by piercing a small hole at the tip of the boot.

Next, Insert the wire-ends and screw-in (3) connections as shown.

- BRAKE INPUT – tap into brake wire with Scotchlock connector.
- GROUND WIRE - interrupted by cutting & inserting ends in terminals.

Use the Velcro to mount the unit in an appropriate location – away from high heat or direct water spray.

## 200GW



### (1) WIRE SPLICE-IN

**tailBlazer 200GW** has (3) screw-in terminals:

- Input Terminal: for Brake Input
- Output Terminal: for Output to the bulbs
- Ground Terminal: for the Ground
- Modulates the Brake bulb for a 4-sec *Deceleration Warning*  
Trigger voltage: 10.9 volts

200GW can handle up to (4) brake light bulbs, which are typically 25 watts each. If you have a trailer with more than (2) bulbs, it will exceed the rated wattage. Max Load is (6) x25W or 150W

**DO NOT EXCEED THE RATED WATTAGE.**

**Warranty coverage will be denied, if unit is damaged from overload.**

## 200GW INSTALLATION:



This is a heavy-duty unit designed to handle up to (4) brake bulbs. On most models, access to the brake wire can be found under the seat. Please follow the electrical circuit diagram of your model and use a voltmeter to identify the correct wire and the proper location to splice-in.

For most multiple bulb type of taillight arrangements, there's typically a connector in the harness before it is split-up to feed different bulbs.

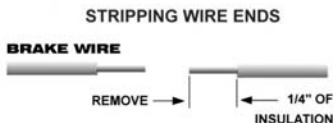
For GL 1800 please refer to Goldwing section.

Once you have identified the brake wire and chosen the correct location to make the splice, cut and prepare the wire ends as shown here. If you plan to use the rubber boot, feed the wires though first by piercing a small hole at the tip of the boot.

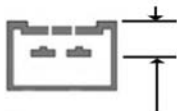
Next, Insert the wire-ends and screw-in (3) connections as follows:

- **BRAKE INPUT** - is for the stripped wire-end that supplies power.
- **OUTPUT to BULBS** - is for the stripped wire-end going to the bulbs.
- **GROUND** - is for the wire supplied with ring for attaching to chassis.

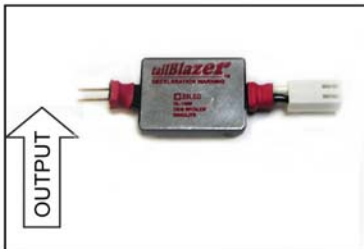
Use the Velcro to mount the unit in an appropriate location – away from high heat or direct water spray.



## 25LED



**OFFSET PINS**



### DIRECT PLUG-IN

**25LED** unit is for a single input split voltage operation. Honda Gold Wing SE models are equipped with the Spoiler LEDs that function with this special unit.

- Polarized Input Plug
- Output Pins are protected
- 6-volt operation for low intensity running lights
- Modulates for a 4-sec *Deceleration Warning* with brakes applied (Trigger voltage: 11.9 volts)

**Please Note!** If the OUTPUT pins feel too loose, spread them a little so that the connection is snug. For additional measure you can also use the shrink tubing supplied. Use a heat gun to shrink-fit the connection.



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## 25LED INSTALLATION:

This is a special unit designed for a split voltage input of 6 volts for low intensity running light and 12 volts step-up for the brakes. **25LED** modulator fits the OEM Wing-light for the GL1500 SE models.



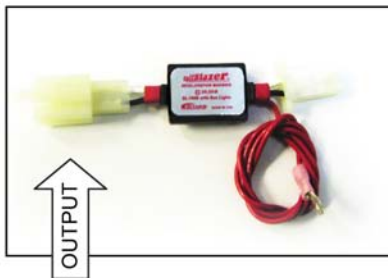
25LED can be plugged in-line with the connector on the back of the trunk lid as shown. Use Velcro strip to mount it.

2-pin input connector is polarized to match with Gold Wing 1500 wiring. The output pins are protected internally, so reverse connection will not harm the electronics. IF the spoiler LEDs do not come on, check the output pins for polarity and connection.

The Running Light Intensity Adjustment is not available on this unit.

- The step-up regulator of the SE models need minimum of 12.6 volts input to function correctly. **tailBlazer** may not execute complete 4-sec flash cycle without the engine running
- To minimize false triggering from CB transmit function, reroute the coaxial cable of the antenna which runs along the left hinge of the trunk alongside the LED power wire. Separate them as much as possible to eliminate any cross talk.

## 25LED-D



25LED-D unit is for a Dual Input operation. Accessory input of 12-volts is required to power the unit.

- Polarized Input Plug
- Output Pins are protected



Insulation Displacement Connector (IDC) allows taping into a wire without cutting. It must be squeezed tight with pliers. The slot on its side is used to slip the tab in for connection.

**Please Note!** If you have aftermarket Dual-row LED spoiler, instead of Single-row Hondaline type, do not use this product. **T50W-G** is the correct tailBlazer for brake LEDs of dual-row spoiler lights.

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## 25LED-D INSTALLATION:

### GOLD WING GL-1800

This unit has matching connectors for the Honda Gold Wing GL-1800.

The inner plastic liner has to be removed to gain access to the 2-pin connectors of the LED spoiler.

Plug the unit in-line and attach it with the Velcro pad supplied.

The accessory input wire **MUST BE** connected to supply power to the unit.

The trunk latch-release (18-pin) connector is a good place to tap into. The Light Green wire with Black stripe is a suitable source.

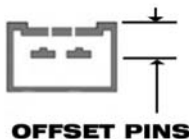


- Wrap the scotch-lock connector on the wire then tighten it with pliers
- Insert the small ring of the wire-end fully in to the slot of the scotch-lock

#### **Please Note!**

- Matching connectors are for the original Hondaline spoiler only.
- If you have aftermarket spoiler, you may have to discard the connectors and make appropriate connections.

## 25LED-LT



**25LED-LT** unit is for a Dual Input operation. Accessory input of 12-volts is required along with a separate input for the brake signal.

- Polarized Input Plug
- Output Pins are protected

Insulation Displacement Connector (IDC) allows taping into a wire without cutting. It must be squeezed tight with pliers. The slot on its side is used to slip the small ring eyelet in for connection.



**Please Note!** If the OUTPUT pins feel too loose, spread them so that the connection is snug. For additional measure you can also use the shrink tubing supplied. Use a heat gun to shrink-fit the connection.

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## 25LED-LT INSTALLATION:

### **BMW K-1200LT**

This unit has matching connectors for the BMW K-1200LT.

The lower cover and the mirror have to be removed to gain access to the 2-pin connector of the LED light-bar.

Plug the unit in-line and attach it with the Velcro pad supplied.

The accessory input wire **MUST BE** connected to supply power to the unit.



Accessory input wire needs to be routed for the connection. Feed it through the opening towards the back of the passenger backrest. The Green wire for the heating element of the passenger backrest is a suitable source.

- Wrap the scotch-lock connector on the wire then tighten it with pliers
- Insert the small ring of the wire-end fully in to the slot of the scotch-lock

#### **Please Note!**

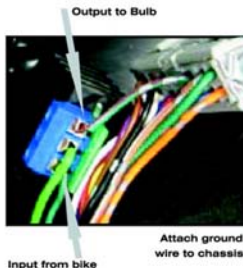
- Matching connectors are for the original BMW spoiler only.
- If you have aftermarket spoiler, you may have to use adapters to make appropriate connections.

<b>Goldwing</b>	<b><i>tailBlazer</i> Application</b>
GL1800 w/Spoiler LEDs	25LED-Dual
GL1800	200GW
GL1500 SE w/Spoiler LEDs	25LED
GL1500	200GW
GL1200 and older	100HD or 20W-D

## **Goldwing 1800 INSTALLATION:**

**25LED-Dual** allows programmable Running Light intensities. This dual input unit mounts on the back of the trunk lid.

The plastic liner of the trunk lid has to be removed to gain access to the 2-pin connectors of the OEM Spoiler LEDs. The accessory input wire **MUST BE** connected using the scotch-lock connector supplied. The trunk latch-release (18-pin) connector is a good place to tap into. The Light Green wire with Black stripe is a suitable source.



**200GW** unit is a (1) wire splice, and it mounts under the seat. To splice-in, locate the 16-pin connector – **under the passenger backrest**. The brake wire is Green w/Red Stripe & Silver Dots.

**Please Note!** If you have a trailer with more than (2) bulbs, it will exceed the rated wattage. Max Load is (6)x25W or 150W.

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## **Goldwing-1500 INSTALLATION:**

**25LED** is a special unit designed for the GL-1500 SE models with OEM Spoiler LEDs. It operates with a split voltage supply of 6v/12v. It's mounted on the back of the trunk lid with 2-pin plug-in connector.

**200GW** is also redesigned with embedded microprocessor.



200GW

This unit is a (1) wire splice, and it mounts under the seat. To splice-in, locate the left-side 25-pin connector under the seat. The brake wire to splice-in is: Dark Green w/Red Stripe.

## **Goldwing-1200 INSTALLATION:**

100HD is a (1) wire splice-in unit, which is mounted under the seat. The brake wire is Green w/Red Stripe.

**Please Note!** If you have a trailer with more than (2) bulbs, it will exceed the rated wattage. Max Load is (6)x25W or 150W.

20W-D integrated bulbs are also a suitable application for the older Goldwings. Simply replace the (2) dual-contact brake bulbs with 20W-D 2-pak.

<b>BMW</b>	<b><i>tailBlazer</i> Application</b>
K1200LT	(2) 20W-DZ OR 25LED-D
ALL CAN-bus models	20W-S 2PAK or 20W-DZ
Earlier models	20W-S, 20W-D or 100HD-M

## **BMW K-1200LT**



For the Rack mounted LED Light-bar, **25LED-LT** is an in-line plug-in unit. It requires a connection to a switched power source. 25LED-LT also makes the Light bar to come on as a Running Light with programmable intensities. This feature improves your rearward visibility – especially since the Light bar is mounted so high off the ground. When the brakes are applied the Light bar will execute a 4-sec exponential decay flash pattern at full intensity

The integrated taillight assembly has (2) dual contact bulbs for brakes. Loosen both 10mm retaining bolts (one inside each saddle) to remove the taillight assembly. You can replace brake bulbs with (2) **20W-DZ**.

If combination of *tailBlazer* products are used together, the flash sequence will be in synch – except for the last 2 or 3 flashes.



### BMW CAN-bus:

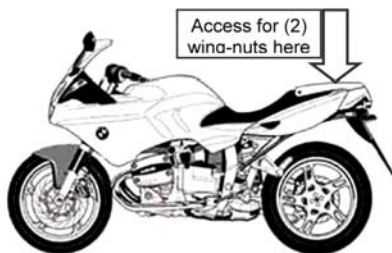
- 1 LOW battery voltage may cause yellow triangle warning.
- 2 'LAMP' icon may flash with brakes applied.



## BMW: K1100LT, RT series & Older models

### 20W-S or 20W-D

On most 1100 models, the taillight assembly has (2) single contact bulbs. Replace the top mounted brake bulb with 20W-S *tailBlazer*.



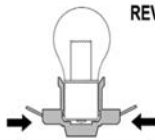
**Note!** On models with the "Lamp Check" circuit, use 'Z' version.

### POLARITY CHECK:

If the *tailBlazer* fails to execute the 4-sec flash pattern upon applying brakes, check for correct polarity of the socket.

#### REVERSE POLARITY:

Upon installation, if one or both bulbs do not flash with brakes applied - swap the GRAY and BROWN wires at the base of the bulb socket, as shown here.



Brown wire is for ground (body of the socket) and Grey wire supplies the power to the contact.

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## INTENSITY ADJUSTMENT:

**tailBlazer** circuitry utilizes a microprocessor with an e<sup>2</sup>prom to memorize different settings for the TAIL LIGHT brightness. The BRAKE LIGHT brightness is always the maximum possible.

The factory setting is for High Intensity. If you find that the contrast between the tail and brake light brightness is not sufficient, you can adjust it by programming as follows:

First apply Brakes & HOLD, then Turn Ignition ON 3 times, and leave it ON	Brake lamp will flash 3 times rapidly as a confirmation for the new setting.
For European models, the Tail Light switch must be ON	

- The time between each of the Ignition On cycles should not exceed 1.5 seconds.
- This is a toggle function – you select High from Low Intensity, or Low from High Intensity.
- This option is available on Dual Input **tailBlazer** models only.
- Once set and confirmed by 3 flashes, the new Setting will remain in permanent memory of the processor. It is not affected even if the battery is disconnected or the **tailBlazer** unit is un-plugged.

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## **SELECTING HIGH POWER BULBS:**

If you elect to replace your original tail or brake light bulb with a brighter bulb, there are a few things to consider:

### **■ POWER CONSUMPTION:**

Motorcycles do not have large capacity batteries or heavy duty charging systems.

### **■ HEAT GENERATION:**

High heat can damage plastic taillight housings or melt the wiring and sockets designed to handle lower temperatures.

### **■ BEAM PATTERN:**

Different bulbs have different beam patterns. Some have a shallow viewing angle, while others have wide horizontal spread.

## **WATTAGE vs. CANDLEPOWER:**

Higher wattage means higher heat generation – **but not necessarily brighter bulb**. Compare the candlepower (or lumen) output before you purchase a replacement.

Depending on the metal used for the filament, how it is wound, type of gas used to fill the bulb, and finally the type of reflector used to shape the light beam – results in various brightness outputs.

Beware of Wattage rating shown for 12 volts. The operating voltage for most motorcycles is 13.5 to 14.5 volts.

**BUY A NAME BRAND BULB WITH A STATED LIGHT OUTPUT.**

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## AUXILIARY LIGHTS:

If you already have additional lights or if you plan to add some, consider how the total wattage or the load (measured in Amps) will impact the primary fuse of the brake circuit. After that, select an appropriate model of **tailBlazer** for your application.

### Incandescent Lamps:

Typical auxiliary lights for use as additional marker lamps have a single input. You chose to hook them up as Tail or Brake lights. The average wattage can be from 5 to 20 watts.

### LED Light-bars or Lamp-clusters:

LED light bars or clusters are typically used as trunk or spoiler mounts. They can be integral or bolted on. Some have dual inputs, but most are single input type. So you chose to hook them up as Tail or Brake lights. Average load is very small – less than 1 Amp.

## TRAILER HOOK-UP:

There are many models of trailers available for motorcycles. Most of them will have at least (2) bulbs for brakes. There are also quite a few with (4) bulbs for brakes and (2) more for the taillights.

Even though the usage of trailer may be occasional only, you still must account for additional load. To be on the safe side, you should have a separate fuse for the trailer hook-up and select the heavy-duty version of the **tailBlazer** modulator. For trailers with more than (2) Brake bulbs, either hook-up the harness upstream of the modulator, or install a separate unit just for the trailer.

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## FREQUENTLY ASKED QUESTIONS:

**Q:** 20W-D doesn't plug in properly in the socket. What should I do?

**A:** The integrated 20W-D unit has an indexed bayonet base, so it can only be inserted with correct orientation. Refer to diagram on page-3 to see how the pins are indexed.

If the base feels too tight to be able to twist-in, you may have to file the solder bumps a little to reduce interference.

If the base feels too loose and makes intermittent connection, you can pull-up on the spring contacts of the socket to gain a little more retaining force.

**Q:** As soon as I turn the key on, the 20W-D begins to flash and applying the brakes doesn't make any difference. What's wrong?

**A:** There are two possibilities.

Referring the diagram on page-3, check to make sure the socket on the bike is wired correctly. Hint: the brake voltage should be present at the contact next to pin closest to the base.

Or, the brake switch on the bike is a bit sticky. This is usually the foot brake switch. **tailBlazer** is triggered by brake voltage with very little current. With the switch set too close to the foot pedal, a small amount of current can pass through. It may not be enough to turn a 27W tail bulb on, but it's enough to trigger the **tailBlazer**.

**Note!** On some older bikes or European models, the taillights must be on to power the 20W-D unit otherwise the circuit is not powered.

As soon as you turn the key on, the **tailBlazer** should come on full bright for about a half second, then drop down to lower intensity.

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**Q:** I have hooked-up the 100HD and when I apply the brakes there's no flashing, only a high frequency flicker. What's going on?

**A:** Refer to page-10 for proper connections. Reversing the input/output will not damage the unit but the flash pattern will be inhibited.

**Note!** All splice-in *tailBlazer* models have the same polarity.

**Q:** I have hooked-up 100HD. When I apply brakes, nothing happens. What's wrong?

**A:** The unit must be grounded to a good chassis ground. Remove any paint on the surface where you are attaching ground wire. You should have good metal-to-metal connection.

**Note!** All splice-in tailBlazer unit require a good ground connection.

**Q:** I have installed 25LED-D. The LED lite-bar comes on with the ignition but there's no flashing with the brakes. Is the unit defective?

**A:** If the lite-bar comes on with the ignition, it is working. The trigger voltage for the flash pattern requires 11.9 volts. You may have to start the engine and then apply the brakes to trigger the flash pattern.

**Note!** Above applies to 25LED-LT as well.

**Q:** I like the running light conversion feature of the 25LED-D but I also want my other brake lights to flash. Can I also install the 200GW?

**A:** Yes, adding the 200GW will modulate the trunk lights. Whenever there are multiple units installed, the flash pattern will be extended beyond the 4-second interval.

**Note!** The splice-in *tailBlazer* units as single input device do not have running light conversion feature but dual input units can also be added.

## LIMITED WARRANTY

**Kisan** warrants this product to be free of manufacturing defects for a one-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.

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This Installation Guide is intended to provide you with general application related procedures. There are just too many different makes and models to be able to cover every specific condition you may encounter with your own motorcycle. We do our best to tell you how to handle most applications but we must depend on your good judgement for dealing with the rest.

Therefore, we strongly urge you to think carefully about what could happen to you and your bike if you use any tools, parts, fastening methods, routing or procedure not described in this Guide. Please read the manual in its entirety

For faster response, please visit the FAQ section in the tailBlazer product section of our website: [www.kisantech.com](http://www.kisantech.com)

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ELECTRONICS

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