

SUZUKI SFV 650 GLADIUS Retrofit Sport bike Stage III complete retrofit kit:

Morimoto 3Five Bulb 6000K

Morimoto 3Five Ballast

Single CCFL Angel eye

E55-R Shroud

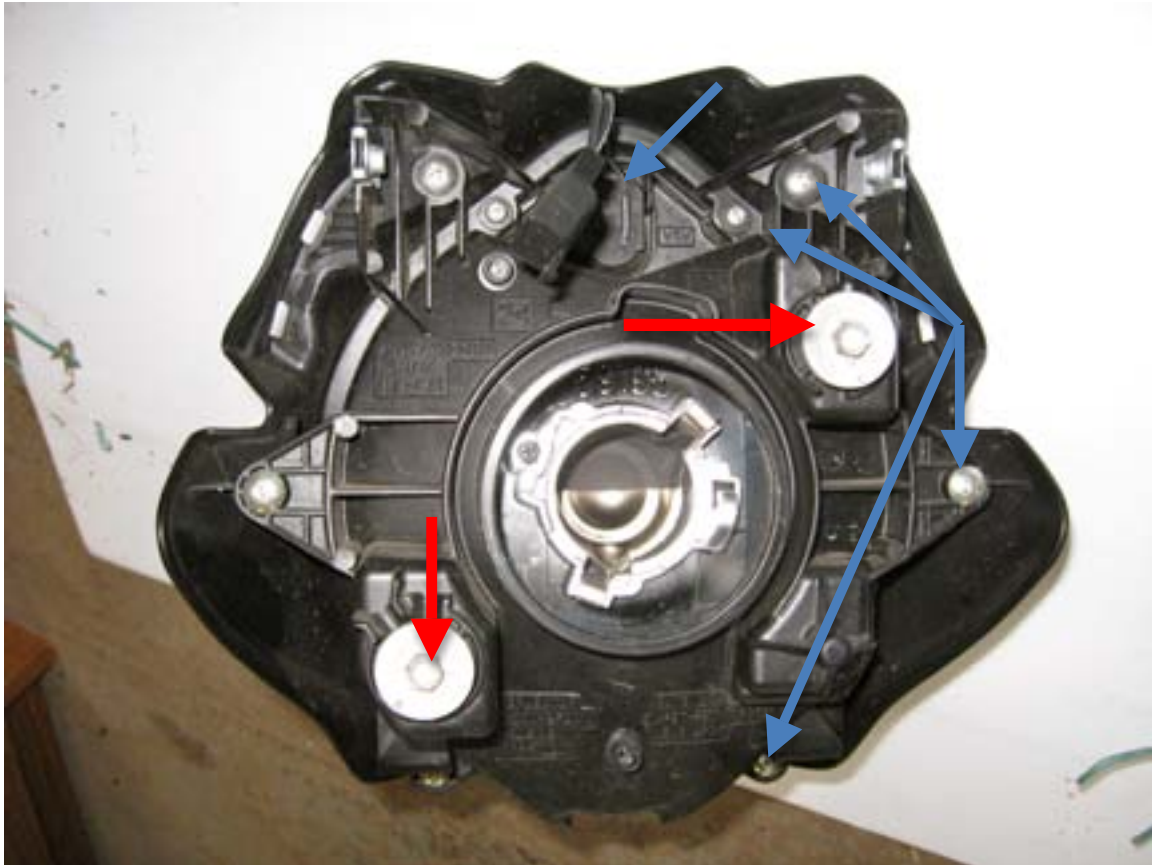
H4 harness

http://www.theretrofitsource.com/product_info.php?products_id=927

Remove the headlight - remove the two silver winglets on both sides of headlight assembly, remove the two holding bolts under them, swing headlight assembly down, disconnect the parking light connector and the H4 connector on the back of the main light bulb, remove the rubber weather ring around the H4 bulb, remove retainer clip, remove retainer clip screw, remove H4 bulb and remove headlight by pulling off the two rubber tips that it pivots around on the bottom. H4 and parking light connectors and the H4 bulb clip retainer screw marked with blue arrows.



Remove the rest of the hardware that does not need to be "baked" in the oven -Remove the three big screws and the small screw on the right side as shown with the blue arrows, repeat the same with the left side. Remove the rubber mount housing the parking light bulb. DO NOT remove the big screws shown with the RED arrows, as they do not play a role in removing the lens and also retain your factory headlight alignment.



Preheat your oven to 270 degrees and place the headlight assembly in it for 10 min - USE PROTECTIVE MITTS, gently pry with a flat tool of your choice. I used whatever I found in one of the kitchen drawers and a flathead screwdriver. Be careful with the clips, marked with blue arrows (two on each side), you will need them when you put the headlight back together.



If you are planning on deleting the parking light remove the two screws shown with the blue arrows and remove the shroud element from the lens part. You might also want to black it out. Since I decided to use the parking light connector to power the CCFL Halo I deleted the parking light on the top of the headlight.



I used an old shield for a low/high beam H4 bulb, modified it to fit and glued it over the existing parking bulb hole. If you are using E55-R shroud you will have to shave 2mm in depth and about an inch in length from the area indicated with the blue arrow. That will give you room for fine adjustments of headlight once on the bike.



Important:

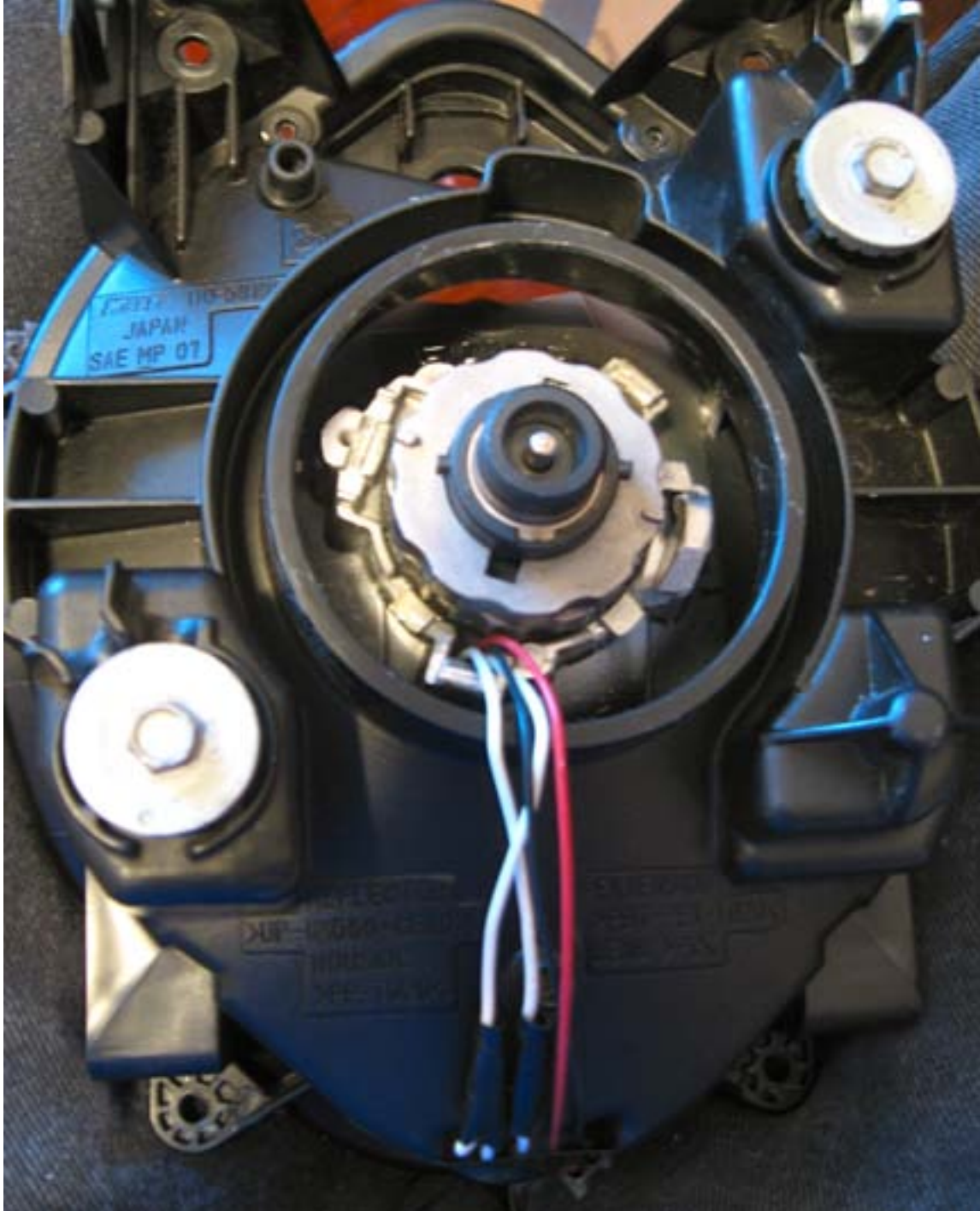
In case you decided to use superglue/ crazyglue in any part of the retrofit process **DO NOT** put the whole headlight assembly back in the oven. When brought to temperature the superglue emits vapors that fog up the inside of the lens to a matt white color. Cleaning that haze requires opening the headlight again and using some kind of solvent to wipe the white residue off the inside of the lens. MAJORLY UNPLEASANT as I found out☹. Instead use a heat gun and evenly heat up the glue around the edge of the two parts before pushing them together.

BEFORE you make any **PERMANENT** connections and alterations - **DRY FIT** and then some. You will be happy you did, trust me☺.

Attach the CCFL to the projector shroud. I drilled only 4 holes. 2 for the rubber boots that cover the connection between the CCFL and its wires and 2 for a very fine piece of metal wire that holds the top part of the CCFL to the shroud. I secured the rubber boots on the back with high temperature silicone and the top of the halo with the thin metal wire. Be careful with the pliers because CCFL's are very fragile.



Mount the shroud over the projector using the provided compression ring. I decided to use some superglue just for a good measure 😊. Pull the CCFL halo wires and the wires for the solenoid through one of the two holes left from the OEM bulb shield and place the projector in the H4 bulb hole. Put the alignment plate on the back and screw the retaining ring.



I chose the Morimoto mini D2S projector because I wasn't sure if it would fit in my shallow bucket. Apparently there are another 25mm left after installing the Morimoto mini. You might want to go for a bigger and brighter, higher quality projector. Not that Morimoto mini is bad in ANY WAY.



Press the two parts together as much as you can and put in the oven for 10 minutes at 270 degrees. Use clamps around the perimeter until the glue cools down.

Now what is left is to hide the wires, ballast and the two heavy-duty relays and put everything back together. Enjoy your obnoxiously bright headlight with precise low/high beam pattern and ability to double for AAA searchlight.

Disclaimer: This is not a manual nor it is the only way to do that retrofit. Your results may vary from the ones shown here. Use protective wear when working with hot objects. The author CAN NOT be held responsible for negative results, injuries or any other damages experienced as a result of following the directions in this document. Use at your own risk.





