

HOLIDAY PRODUCTS REVIEW

BY BILL MCILRATH

LED LIGHTING

SOCALMOTOGEAR

Walking through the parking garage at my hotel in Huntsville, Alabama, I spotted two GL1800s in the distance with lights that really caught my attention. It was the front turn signals that stood out. They were white ... bright white! I headed to the vendor area to talk with Tim from SoCalMotoGear who introduced me to their GL1800/F6B Turn Signal Dual Switchback LED+ Flasher Kit. This kit replaces the yellow turn signals with clear or smoke lenses and LED bulbs, which act as daytime running lights that flash amber when the turn signals or emergency flashers are in use. The bulbs are plug-and-play and include a new flasher so they will blink at the normal rate while reducing the load on the electrical system. Installation is not for the faint of heart. Replacing the flasher requires accessing the back of the instrument cluster, so be prepared to spend some time on the project.

I already have their HID lights installed in the high beams. These have been re-installed as the low beams making room for their 80-watt high-powered LED High Beam Bulbs. For those of you who have not yet had the pleasure of replacing high beam bulbs in a GL1800, let me tell you this – It is a royal pain in the butt. My research indicates LED bulbs will outlast Halogen or HID bulbs. I'm happy to have LED bulbs now. According to Tim from SoCalMotoGear, "Our (G1880W) 80-watt LED equivalent brightness bulbs are great if you are looking for high beam replacements to match your HID low beams. These instant-on lights are fantastic for flashing-to-pass. They are extremely bright and are hard for oncoming traffic to miss. The intensity of the HID's are projected from the low beams, therefore, don't expect the LED bulbs in the high beams to put out a better beam pattern than HID's or incandescent bulbs. You will, however, be pleased with matching your high beams with your low beam HID color temperature. Best of all, they only draw about one amp of power from each bulb and work with most modulators."

As with the previous item, this will take some time since accessing the high beams requires removal of the top shelter.

GL1800 TURN SIGNAL LENS KIT



INSTALLATION VIDEO AVAILABLE

PLUG 'N PLAY LEDS

80 WATT
EQUIV BRIGHTNESS



GL1800 HI-BEAM UPGRADE

(Consider installing both of the above at the same time!) While I had everything open, I installed a Low Beam Delay Harness made by Electrical Connection, also sold by SoCalMotoGear. This prevents the HID lights from lighting up until there is oil pressure, effectively doubling the lifespan of the bulbs.

Not wanting to stop there, I decided to add their new LED GL1800 Fog Light Kit to the package. This kit comes with everything you need to add LED lighting to your lower cowl including brackets and an OEM-style switch. These are available to cover all model years of GL1800 and FB6, including those with air bags. All of these LED products match the color temperature of the HID headlights, leaving you with plenty of forward facing lighting in a clean matching package. They say that “seeing is believing” and what I saw when walking through that garage made a believer out of me. The view from behind the windshield is even better! You can find these products and more at SoCalMotoGear’s page, www.goldwinglighting.com.

MOTOPRESSOR POCKET TIRE PUMP

ROCKY CREEK DESIGNS

Yes, the pump will fit in a pocket and you don’t need cargo pants-size pockets. First impression of this item is one of heavy-duty construction that will take up half the space of the pump usually found in our trailers. Looks like a good replacement if it passes some tests.

First, I set some testing parameters. The pump will run off our old Yuasa battery recently removed from our GL1800, fully charged. Up the road was an SUV with a flat tire – a very large 235-75 R15 tire. This is very close to the size of tires found on the rear of some trikes. After each test, I measured the battery voltage. Automotive batteries are called 12-volt batteries but fully charged with the “surface charge” drawn off, they should measure 12.6. Usually the electronics in an 1800 will draw off the surface charge overnight. Pumps such as this get hot quickly. I will run it in two-minutes-on and two-minutes-off cycles. After eight minutes of “on” time the tire pressure read 23.5 pounds per square inch. The battery measured 12.74 volts. This was much higher than expected.

Test No. 2 was the extra rear tire for our GL1800. This is a much smaller 195-55 R16 car tire, yet with a substantially larger air capacity than a stock rear tire. Testing began once the battery tender topped off the charge. We normally run this tire at 32 PSI. After six minutes of run time, it was up to 41 PSI and the pump showed no sign of slowing down. The battery measured 12.71. Drawing so little power to top off a

COWL FOG/DRIVING LIGHTS



INCLUDES HARDWARE & SWITCH



THROTTLE + PRODUCT REVIEW

tire or even inflate one after plugging, there should be no reason to have the engine running. If your battery is in good condition it should have plenty of charge remaining to start the engine.

The pump is rated at 100 PSI. It had no trouble raising the suspension of our trailer to 86 PSI. Not wanting to push the suspension any further, the testing ended. I was more than pleased with its performance. Included in the package is a pair of clamps for the battery terminal and a hard wire harness so you do not need to remove the battery cover to connect the pump. If you have the harness for a battery tender installed, it works fine as well. The device comes with everything shown in the photo (previous page), including reusable Velcro straps for the air line and power cord, and packs nicely into the neoprene storage case. It would be nice if the air line had a pressure gauge built in so there would be no need to disconnect from the tire to check the pressure, but small digital gauges are easy to come by and will fit inside the case with room to spare.

Our old compressor is no longer in the trailer – the MotoPressor is in a saddlebag so it will always be with us. The MotoPressor Pocket Pump retails for \$49.95 at rockycreekdesigns.com.



DORAN 360M4 TIRE PRESSURE MONITOR SYSTEM

DORAN MANUFACTURING

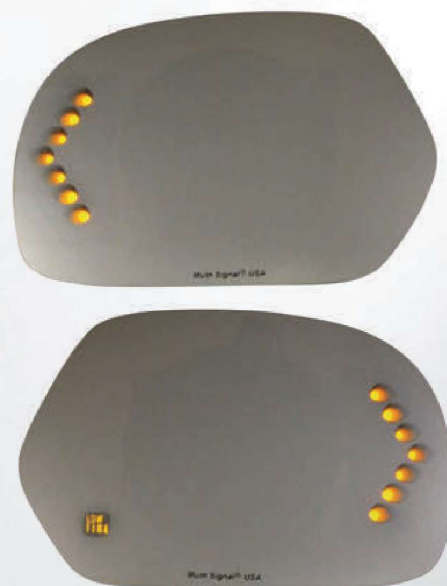
Now that we have an air compressor, how will we know when it is needed? To answer this question, I installed a TPMS from Doran Manufacturing. Doran offers models for bikes, trikes and bikes with trailers. While installation is fairly simple, it is very important to note the warning from Doran not to mount the sensors on rubber valve stems. It is the owner's choice to mount the sensors inside or outside the wheels and locks are provided to keep the sensors in place when installed outside. The system came with replacement metal valve stems. The compact control/display can be mounted to round bars of different diameters or on a flat surface using Velcro. It has a clear display that is back lit and easily seen day or night. This is my favorite of the three TPM Systems that I have tried so far. Once the monitor is installed and powered up you need to enter the three-digit serial number for each sensor, printed on the top of the sensors, and then a "baseline" pressure for each sensor so the system will have a reference for when to activate an alarm. After programming is complete, you can install the sensors and go for a ride. It may take several minutes for the control panel to register the signals from all of the sensors at which time the display will show "ON" and your pressure is now being monitored. If you want you can hide the display where it cannot be seen and use the external LED, mounting it somewhere inconspicuous. This will notify you if there is a problem. Each time you start your bike, it will flash a pattern until all the sensors have been registered by the control module, then it will stay off until there is a fault to report. You can find these at doranmfg.com. Should you prefer not to have the warning LED visible, there is one more option ...



MUTH SIGNAL MIRROR KIT

MUTH MIRROR SYSTEMS


If you have ever wanted those mirrors you've seen on other bikes that have rear facing LEDs that blink with the turn signals, this is a great time to buy them. Doran sells them with a special modification to go with their TPMS. The right side mirror has a special yellow LED built in that connects to the external alarm on the TPMS. This provides a visible warning light no one will know is there until there is a problem with tire pressure. The kits are available in your choice of chrome or blue mirrors and red or yellow LEDs. I ordered chrome and red. In retrospect, perhaps headlights of the vehicles behind, would bother me less with the blue set. The nice red arrows that light up with the turn signals are as great as I had anticipated! What I did not realize is how bright the LEDs are because they are angled away from the rider. My daughter was standing next to me when I demonstrated it and she was blinded. Cars in adjacent lanes will know you are turning. The built-in warning light for the TPMS is the icing on the cake. These can be found at doranmfg.com.



BRAKELESS DECELERATION INDICATOR

VOLOLIGHTS

We've added lights to the front and middle of the bike, so what better place to end than with lights to the rear. We all have brake lights on the back of our rides that rely on micro-switches that sometimes fail. Even when everything is functioning properly they do nothing to warn a potentially distracted cagedriver following you that you are slowing down. Now there's a license plate frame from Vololights. The frame wires to the factory license plate light. A sensor in the frame detects when you start slowing down and eight ultra-bright LEDs, four above and four below your plate, start flashing to warn those behind you that something is happening. The faster you slow down, the faster the LEDs flash. There are three white LEDs above to illuminate the plate. Internal programming includes multiple user selectable modes for different riding styles. They have incorporated a nifty integrated switch controlled by a magnet that comes with the kit. This helps keep everything sealed from possible water damage. In my opinion, one may justifiably ask, "Why is this technology not integrated with every new motorcycle being produced"?

Vololights is now offering the Volomod. This is a "black box" that wires into your bike's electrical system and functions with the stock brake lights to provide an integrated system. Taking inputs from both the brake levers, turn signals and an internal accelerometer provides an even more advanced setup. While I love Vololights, we often tow a trailer making this product difficult to see. Since the Volomod uses the factory lights, it will also control the trailer lights. Watch for a review of this product in an upcoming issue of *Wing World*. More information on Vololights and Volomod is at vololights.com. 



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