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## **TOURATECH Xenon Lamp for R1150GS**

**040-1501 040-1503  
for GS and  
Adventure**

Click [here to download](#)  
english instructions (.pdf  
document - 436K)

New R1150GS kit shown, just ONE lamp  
on the left side.

**Please see instructions  
below.**

**Use these suggestions at your own risk.**

- These instructions are new and have not been tested by independent installers.
- The instructions are not complete. For photos please refer to printed german instructions (until we get the photos online....sorry)
- Touratech and Touratech-USA assume no responsibility for errors using these suggestions.

If you have any doubts about your ability to install electrical parts, please contact a professional installer.

### **Synopsis**

Xenon lamp is much brighter than incandescent lamps, the light is a more natural color, allowing better night vision, and it uses only 35W of power to produce equivalent light of about 100W incandescent.

**1) Install lamp on left side, using the two underside fairing screws.**

**2) Install Transformer inside upper frame casting (near upper front shock mount)**

**3) Make the electrical connections**

**Mounting Instructions for Additional**

#### **Parts List:**

**(for 040-1503)**

1x Light unit  
1x Light holder

## Driving Lamp – (was 040-1501 now 040-1503)

### 040-1503 Xenon Lamp (R1150GS)

1x Light holder

1x Bracket for transformer

1x Bracket for relay

1x Wiring harness

4x screw female hexagon M5x20

4x flat washer larger M5

1x screw female hexagon M6x12 dome screw

1x nut self-locking M6

1x female hexagon M5x20 Dome head

1x female hexagon M5x25 Dome head

2x castellated nuts M5

3x flat washer larger M6

3x electrical terminal ring eye

7x cable strap 130 mm

3x cable strap 290 mm



#### 1. Mounting the lamp

The pre-assembled lamp and holder fits to the left underside fairing mounting screws. Remove the two original screws and attach the black bracket with: (2) M5x20 allen screw and (4) M5 washer.

On each M5 bolt, use one M5 washer between the bracket and the plastic fairing. The other M5 washer is on the underside of the bracket.

Adjustment of light aim is attained by slots in the mounting bracket.



#### 2. Mounting the transformer bracket

Loosen the 13mm nut holding the horn bracket to the steering head. Pivot the horn towards the left hand side of the bike. Cut off and discard the cable tie (1) from the right hand side of the steering head. Notice the hole (1) is used for the mounting bracket. On USA models, the upper mounting hole (2) may be covered by a "GVWR" sticker.

Slide the transformer bracket between the front shock absorber and the right hand side of the steering head, with the tab at the bottom rear. Secure the bracket using the M5x25 dome headed allen screw in the centre hole, from the inside of the steering head, and a large M5 washer and domed nut. Use the M5x20 allen head screw in the other hole, again from the inside of the steering head, with a large M5 washer and domed nut.

#### 3. Fitting the transformer

From the back of the lamp, guide the cable over the



‘beak’ and across to the instrument wiring loom – be careful not to twist the hi-tension cable by more than 90 degrees, or make any corners sharper than 20mm radius. Stressing of the hi-tension cable can cause failure. Attach wire-ties loosely and choose a gentle routing that does not abrade or compromise the insulation of this hi-voltage conduit. Fit the transformer into the bracket and secure it with the o-ring stretched between the two hooks. Plug the wiring loom into the transformer (2) with the fingers on the connector engaging the wedge-shaped lug at the OUTSIDE.

**WARNING:** Reversing the polarity of this connector (2) will destroy the ballast. Don't force the connector fingers over the square barrier.

Re-align the horn bracket and tighten the securing nut.

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Please see [photo of correct installation](#) of the super-seal connector at (2)

Please see [photo of WRONG installation](#) which will cause a complete failure of the ballast and void of warranty.

Photos are repeated at the bottom of this page.



#### **4. Fitting the relay**

Remove the seats and the fuel tank. Fit the relay to the triangular relay bracket using the dome headed allen screw M6x12 and self-locking nut M6. Fit the bracket and relay to the left hand side of the Motronic bracket, using the original screws. Be careful to refit the earth lead to the bottom screw. The loom should be routed backwards from the relay and round the back of the battery, then forward along the right hand side of the bike to the transformer. Be careful to mount the loom so it cannot obstruct the fuel tank.



### 5. Fitting the fuseholder

The fuseholder for the lamp should be mounted to the front of the front left seat mounting, using a cable tie (130mm) through the hole in the mounting. For safety please leave the fuse out until the electrical work is completed.

### 6. Electrical connections

Before starting electrical work please disconnect the negative terminal from the battery.

Verify the wires are properly connected to the relay in the correct order:

**85 : Brown**

**86 : Yellow/Grey**

**87 : Blue**

**30 : Red**

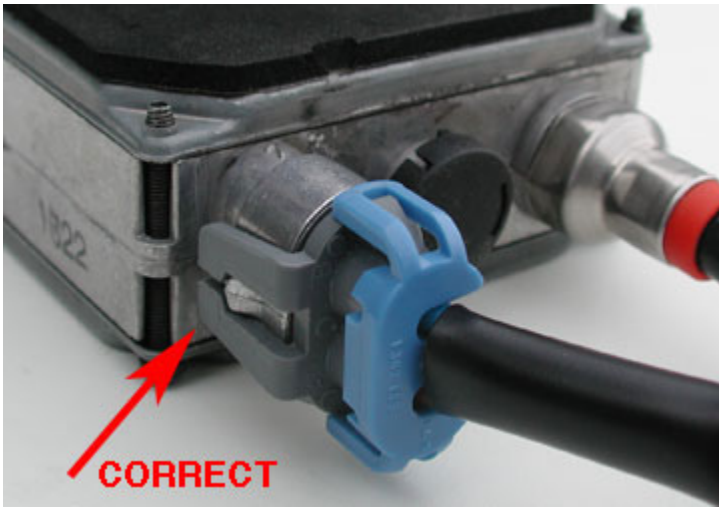
Connect the red wire from the fuseholder directly to the positive terminal on the battery by cutting the wire to a suitable length then crimping on a new ring terminal. Connect both brown wires (one from the relay and one from the transformer) to the negative terminal on the battery in the same way. Refit the main battery connections, taking care to fit the positive first then the negative. Connect the yellow/grey wire to the white wire from the transparent/white block connector on top of the steering head (6) (A Scotchlock connector is provided for your convenience).

The high-voltage transformer produces more than 25,000 volts. Do not operate the lamp with the hi-tension wire disconnected from the lamp housing. Fit the 15-amp fuse into the fuseholder and replace cover. Check the lights function correctly. Secure the wiring loom with the cable ties.

Finally refit the fuel tank and seats.

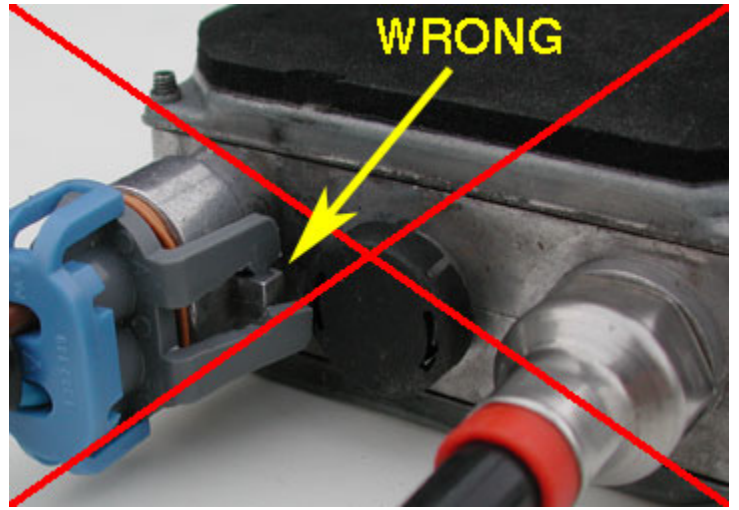






**CORRECT**

**Correct connection** of power supply to the ballast. Gray fingers easily slide past and engage on wedge-shaped protrusion.



**WRONG**

**WRONG connection.** Forcing the gray fingers over the square barrier and then applying power will cause a non-warranty failure of the ballast.

[http://www.touratech-usa.com/instl/instl\\_040-1501.html](http://www.touratech-usa.com/instl/instl_040-1501.html)