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Instructions for VT750C2 – Honda Shadow Spirit C2 – 2007 onward **[PART NO: C2LED 003]**

Also fits Shadow 750 Phantom - ask for Black Cateye or Small Clear Cateye to match

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General Notice:

The taillight modification bracket and taillight are provided for use purely as an aesthetic appearance show-purpose alternative to Original Equipment taillight as factory-installed with the vehicle. Use of this bracket and taillight is not intended to improve factory installed equipment performance.

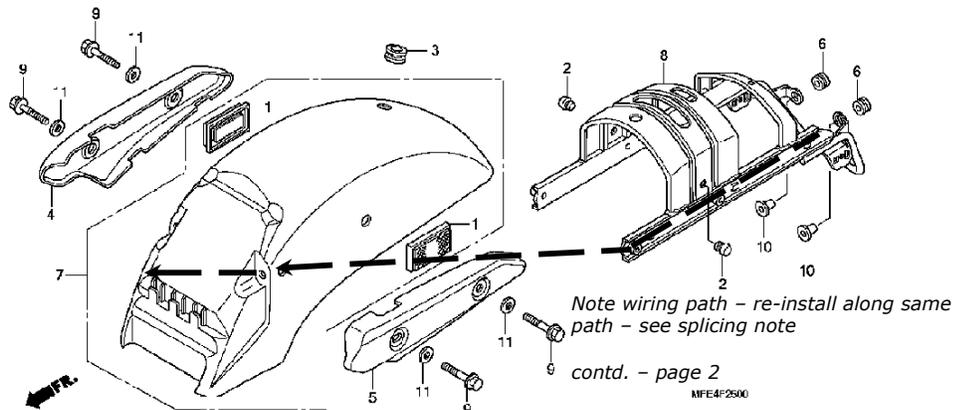
REFERENCE INSTRUCTIONS FOR TAILLIGHT BRACKET MODIFICATION, FOR HONDA SHADOW SPIRIT VT750C2
Please read through the entire reference instructions and Terms and Conditions before proceeding with the installation. If unsure of the instructions, have the modification performed by a certified motorcycle repair shop or service technician. Read Terms and Conditions. USE OF THIS KIT REQUIRES PERMANENT MODIFICATIONS TO FENDER SUB-FRAME !!

Parts included:

- main bracket
- **LED cateye taillight – Version ordered [Wide or Small Cateye – see images at end of document]**
- fasteners: (2) ¼" x 1" bolts, nuts, (4) washers for main bracket
- (2) small washers for mounting taillight to main bracket

Rear fender removal:

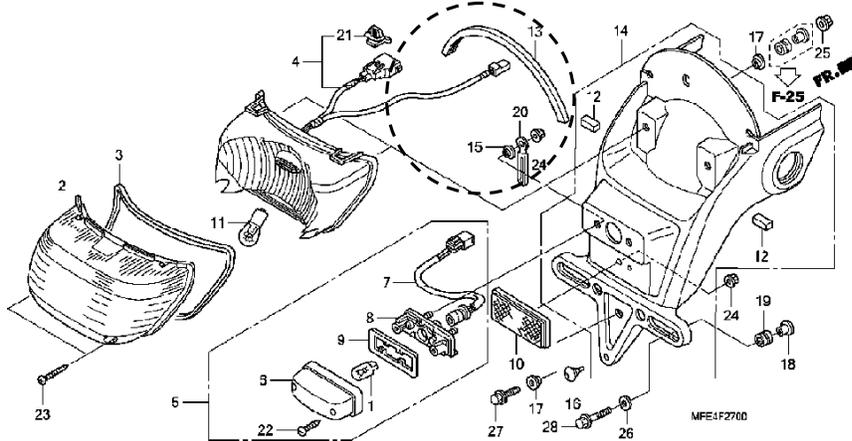
- remove seat – two bolts on each side
- remove any cargo racks/saddlebags per manufacturers' instructions
- disconnect REAR wiring harness from wiring cluster/boot; these include rear turn signal and rear brakelight wires – NOTE WIRING COLOR CODE: DO NOT SWAP SIDES ON RE-INSTALL !! Turn Signal connectors will be reused, unchanged
- remove 2 bolts on each side of rear fender strut (9); this will loosen the rear fender entirely
- lift off the rear fender assembly carefully, making sure not to scratch paint !
- carefully separate fender (7) from metal frame (8)
- after brakelight and plastic fender removal per below, remove the rubber grommets and collars for the new bracket (6, 10)



Brake light removal: See reference diagram below

[make careful note of wiring routing path in fender frame]

- remove wiring harness from clips; clip edges tend to be sharp; use caution.
- Remove plastic fender end (14) and brakelight assembly from fender sub-frame (8)
- Cut off the slender, 1" long, rectangular brakelight connector [dashed circle] from the stock assembly, ABOUT 6 INCHES, from the end; this will allow easy splicing of the new taillight wires to the stock connector, for easy re-connection to main harness.
- SPLICES SHOULD BE STAGGERED, TO AVOID A BULKY CONNECTION, WHICH MAY NOT PASS THROUGH THE FENDER HOLES. ALTERNATIVELY, ENLARGE THE FENDER HOLE OR SPLICE AFTER THE WIRES HAVE BEEN PASSED THROUGH THE FENDER.



Fender Sub-frame modification: [see reference images on pg. 3]

The final `look` of this modification depends on the degree of modification to the fender sub-frame. The options are:

1. Keep the subframe stock, with a minor `grinding/removal` of the small tab at the base of the U metal-rod loop, leaving it as `bumper`. This would also retain the stock location tabs for the turnsignals. No modification to the turnsignals would be necessary. OR
2. Cut-off the U metal-rod loop, but retain the stock turn signal tabs and location OR
3. Cut-off the U metal-rod loop as well as stock turn signal tabs, and re-locate the turn signals either on the new bracket side tabs [new holes must be drilled in the stock frame tabs] or using our optional turn signal brackets, if ordered.

Important cut-off notes:

Take your time! Use of a proper grinder with thin metal cutting discs is highly recommended. Use multiple layers of masking tape to establish `cut-lines` and protect adjacent areas; DO NOT cut off stock weld fillets as the tab that holds the new bracket will separate from the subframe; not a problem if you're handy with, or have access to a welder. Grind all cuts smooth, and protect with paint; a few coats of gloss black Rustoleum would be just fine. See reference images below.

New Bracket installation:

- install new license plate (and frame, if any) BEFORE installing new taillight on bracket
- pass wires on the new cat-eye taillight through main bracket, and fasten taillight on the bracket using two bolts on the light; make sure to install the light so that clear window faces downward, toward lic. Plate; DO NOT OVERTIGHTEN, as brakelight housing may be damaged*
- install new bracket over metal fender frame matching the mounting holes at the rubber grommets location on fender frame (6,10) loosely, and tighten NUTS ; DO NOT ROTATE bolt heads to avoid damage to taillight housing; Do NOT OVERTIGHTEN.*
- re-install wires through clips in fender frame; make sure wiring is properly routed along original path, to avoid interference with rear wheel, fender bolts, etc.; leave slight (no more than 0.75") slack where wires exit the taillight housing, to avoid stress on the wires.
- re-install fender assembly; used specified Torque values (per service manual)
- reconnect rear turn signal wires (brakelight connection – see below), AS PER ORIGINAL COLOR CODE: DO NOT SWAP SIDES AS THE WRONG SIDE TURN SIGNAL MAY BE ACTIVATED

* Use a drop or two of threadlocker on the bolts after fastening, to avoid loosening due to vibration.

Brakelight Wiring Key:

NOTE: Wires need to be spliced. Best option would be to cut-off a 6" length from the stock taillight wire ends, and splice the connector to the new taillight wires. This would preserve the ability to disconnect the taillight for any reason if necessary.

- **BLACK** on taillight - **GREEN** stock [-ve ground]
- **YELLOW** (or *OTHER than red*) on taillight - **BROWN** stock [running lamp circuit]
- **RED** on taillight - **GREEN/YELLOW** stock [brake circuit]
- Turn switch on; test brake light function before riding, while bike is stationary; if brake light remains ON (bright) and dims when brakes are applied, swap red and yellow wire connections; check again for correct brakelight function.
- Perform a taillight only connection check, prior to re-installing the complete assembly back on the fender rails. If fuses short, check the bulb housing, to make sure the running and ground leads aren't touching; make sure wires aren't snagged or pinched, and are clear of the fender mounting bolts.

[Contd. – page 3]

**And finally, always perform a pre-ride check as outlined in your Owners' Manual !
Ride Safe.**

Comments ? Email us at sales@motorcyclemods.com with your thoughts, suggestions.

IMPORTANT HANDLING INSTRUCTIONS:

- LED CIRCUIT BOARD WIRES ARE FRAGILE; DO NOT PULL THE WIRES; DO NOT HANDLE THE TAILLIGHT WITH WIRES
- TAILLIGHT HOUSING MOUNTING BOLTS MAY BECOME UNSEATED DURING TRANSIT; DO NOT PLUG-IN THE TAILLIGHT TO A POWER SOURCE UNTIL TAILLIGHT IS PROPERLY INSTALLED ON THE BRACKET; FAILURE TO DO SO MAY RESULT IN A SHORT-CIRCUIT, AS MOUNTING BOLTS MAY TOUCH THE CIRCUIT BOARD, IF NOT PROPERLY SEATED; THIS MAY RESULT IN A DAMAGED TAILLIGHT UNIT.
- MAIN BRACKET EDGES MAY BE KEEN; USE CAUTION WHILE HANDLING; HANDGLOVES RECOMMENDED; PROTECTIVE FILM ON TOP PART OF THE BRACKET MAY BE LEFT ON.
- PARTS MAY HAVE SUPERFICIAL SURFACE MARKS IN AREAS NOT VISIBLE AFTER FINAL INSTALLATION. MINOR PROTECTIVE FILM RESIDUE MAY BE WIPED OFF WITH SOLVENT.

Additional reference images:



Figure A. shows the Wide Cateye Taillight, with stock turnsignals.

Figure B. Shows the Small Cateye Taillight with optional turnsignals.

The Small Cateye kit may be the one shown on resellers' websites or catalogs. Contact Motorcyclemods LLC directly to exchange taillight versions. DO NOT contact any third-party reseller for exchanges.

Send requests for exchange to sales@motorcyclemods.com; include reseller name, order date and number.

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