

K1200LT Auxiliary HID Lighting

Using Hella Micro DE HID lamps

I have a passion for lighting the road ahead so I can easily identify obstacles or wildlife [almost] miles away. Most incandescent lighting falls far short of High Intensity Discharge (HID) lighting. HID lights do not have a filament. The bulb capsule contains a gas which emits a tremendous amount of light when activated by electricity which flows between two closely spaced electrodes. The arc between these two electrodes is produced when high voltage electricity passes between the electrodes. The start-up surge of high voltage is supplied by a ballast. The HID light reaches its peak output slowly over several seconds (this is why HID lights cannot be used with headlight modulators). Once ignited, HID lamps require much less power to sustain light emission.

I have had terrific success with the **Hella Micro DE HID lights**. They are one of the smallest HID lights on the market and have incredibly well focused light output. Although the fog light version of these lights is commonly available, I've found the HID version difficult to find. The best price I've found is through [AMI Motorsports](#), a company based in Ontario, Canada which sells these lights for \$655.

Most states have laws which specify that auxiliary lights must be mounted at or below the stock factory headlight position. Thus, there are three options for mounting – suspended from the mirrors, outboard of the air inlet (using a light bar from [RBR](#)), and within the cowl.

I prefer the latter option because it is the least overt, and it does not put the lights into the wind stream.

These lights will fit into the area between the plastic splashguard and the front forks. I mount the lights directly onto the plastic splashguards – see photos. Although the lights weight very little, the splashguards must be reinforced with aluminum strap where the lights are mounted. The splashguards must also be reinforced with sheet aluminum where the ballasts are mounted. A waterproof electrical connection facilitates side panel removal. To avoid sideways vibration, I also used a small piece of aluminum strap to anchor the middle of the splashguard to the plastic side panel (the side panel rivet is inside the signal light mounting area so it doesn't show.) Be sure to use a fender washer to spread the mounting load on the plastic.

Once mounted, the lights can be vertically and horizontally aimed. I power these lights using a handlebar mounted Phoenix switch slaved to the high beam, relayed and fused.

