

How to Defeat the OK Monitor

Many folks have had issues caused by the lamp outage circuit. Changes wreck havoc with it. Put in low wattage LED bulbs, a lamp modulator, or extra rear lighting & you're likely to have a false lamp-out warning that won't go away, leaving you without a

clock or a gear indicator.

In our case, it's a trike with multiple added rear lights. I'm drawing much more power than the system was designed for, lights were too dim and it finally fried one circuit within the module. Fixing or replacing the module won't help, it'll just do it again. The best solution is to power the lights direct & use relays to trigger them via the original wiring, which will no longer have ANY bulbs on it. Easy enough, but relays don't draw enough to satisfy the module and it thinks the bulbs are out. So the lamp outage system had to be defeated, but how?

Some owners with LED's have added resistors to the circuit to increase voltage draw & satisfy the system. This works, but you're still drawing power needlessly & you've complicated the system rather than simplifying it. There has to be a better way, and it's all explained in the wire diagram. There's also a lot of info on page 8-17 of the service manual, but I didn't discover *that* until the job was finished!

Anyway, if you trace each wire from the monitor, they are:

WHITE CONNECTOR

O/G = ACCESS POWER

Y/W = Y TO CLUSTER (*hi beam light*)

B/W = LOOM GROUND

R/W = HEADLAMP

W = DIMMER SWITCH

R/Y = HEADLAMP

Y = DIMMER SWITCH

Y/R = YG TO CLUSTER LCD

BROWN CONNECTOR

BR = IGNITION

BR/Y = RIGHT TAILLIGHT FEED

BR/W = TO CLUSTER LCD

BR/P = LEFT TAILLIGHT FEED

W/BL = LEFT BRAKE LIGHT FEED

W/B = BOTH BRAKE SWITCHES, CRUISE

W = W/R TO RIGHT BRAKE LIGHT FEED

W/R = TO CLUSTER LCD

So the yellow/red, brown/white, and white/red wires are the ones to the LCD. Some time back, Mickey disconnected the Y/R to accommodate his headlight modulator. So that's a proven fix with no ill effect. Taking it further, the wires we're concerned with are:

Yellow/Red stripe = Triggers headlight out icon

BRown/White stripe = Triggers taillight out icon

White/Red stripe = Triggers brakelight out icon

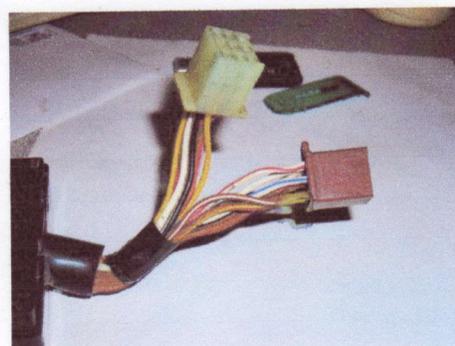
With those disconnected, no icon appears even with the taillights totally unplugged, and the lights work properly once plugged in. (I tested using a set of stock Cavalcade taillights, *not* with the trike lighting) Also tested with 2 monitors, one good & the damaged one. Worked the same with either. The new relay setup works great too! But as always, your results may differ...

DO NOT CUT WIRES! Remove the brass terminal from the plastic connector using a probe - a bent paper clip will work - then tape the wire back. (See photos, right)

These wires DO carry a small voltage, and just cutting one leaves it open to shorting. Or you may want it reconnected some day. Besides, they come out easily, so why damage them? Disconnect on the monitor side of the plastic connector, NOT the wire



Monitor removed from bike.



Wire terminal blocks.



Use probe to remove terminals.

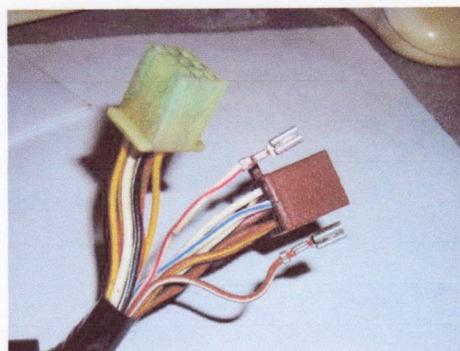
loom side. On that side there are 2 W/R wires & disconnecting the wrong one will disable the right taillight!!!

Always check that all lights work after any wire changes & before reinstalling bodywork!!

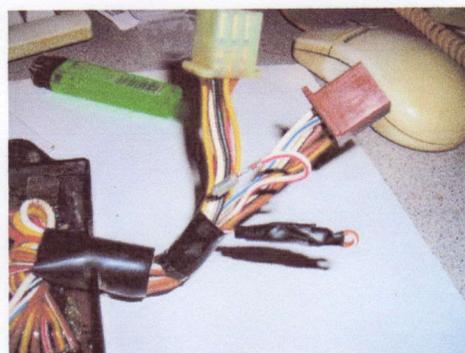
Hope that's helpful!!

Ed (St Louis)

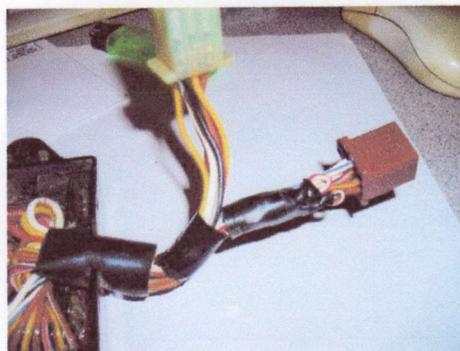
Disclaimer - this was worked out with a stock wiring system and working lights. If any previous wiring modifications have been done, especially "creative" changes to the main wire loom, then all bets are off!! Might work, might not....



Terminals removed from plastic connector



Fold back & Tape each wire seperately



Tape wires together

Reinstall Monitor.

DONE!

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