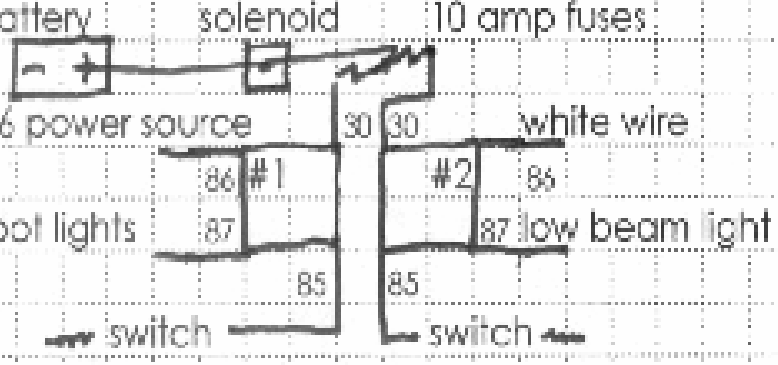
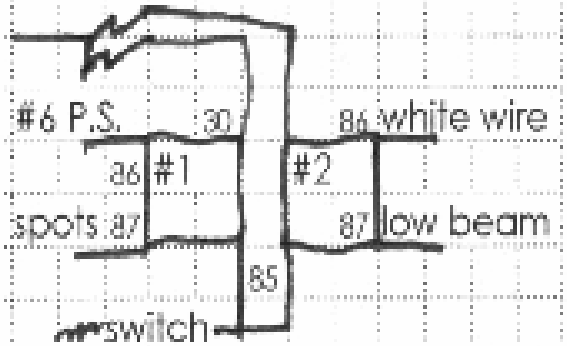
#1 Best system --- Full control of the individual lights.A failure in one will not affect the other. #2 Second best --- Same as #1 except for a single on/off switch for both sets of lights. #3Good set up --- Same as #1 & #2 except for a single fuse,relay, and switch for both sets of lights. A failure will shut down both sets lights. #4 Simple set up --- Powered thru a fuse, switch, and to the spot lights. On/off with the ignition key. The switch must be compatable with the ampage used. #5 Simplest set up --- Power from the #6 power source wire to the lights. On/off with the ignition key. Note: High beam,parking ,and tail lights all operate as normal with all 5 systems.Locate the fuses near the battery and the relays in the headlight housing.The # 6 power source wire (orange/blue tracer)is in a connector with a ground wire(black/white)in the headlight housing.Suggested locations for the switches are just under the triple tree and on the right handle bar switch housing.On #1,2,& 3 diagrams the relays are live at the battery side and powered when the key is on by either #6 or white wires. The switches complete the ground for the relays to allow voltage to the lights. Relay - 12V/30A. #30 Battery supply,#85 for either ground or switch to ground, #86 key on to either #6 power source or white wire,#87 to either spots or low beam

Wiring systems for low beam light and spot lights

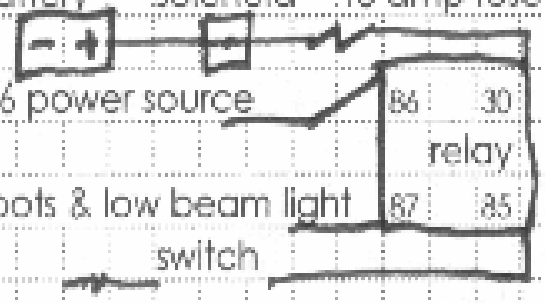
#1 Dual relays and switches



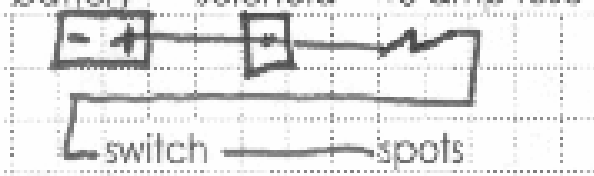
#2 Dual relays & single switch



#3 Single relay and switch

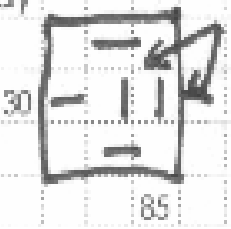


#4 Fused with switch



#5 Simplest set up

#6 12V-30A relay



#6 power source (recommended)