

REVIEW ON SMART LIGHT v2.1



When I first received the Smart Light I was very impressed with the professional way that the product was packaged. I must admit, I thought I would receive a bag full of wire and connectors, and I would be left to sort it all out. This is NOT the case with Rudy's Smart Light v2.1. There were a total of 2 packages, one for the harness, and one for the control board, LED and dusk/dawn sensor.

The control board was also heat sealed in its own static free bag.

So what's in the packages.... Im glad you asked.

You get everything, and I mean everything, you need to do a complete and professional installation of the Smart Light v2.1 system. The gear position sensor harness is completely plug and play. No splicing or cutting wires. All of the battery connections and Aux power connectors have been pre-installed and



ready to hook up. The LED and dusk/dawn sensor come with the connectors, for connecting to the control board, already installed and ready to plug in, as does the gear position sensor harness. As you can see from the photo, Rudy has also included a 3 page instruction manual for installing your new Smart Light v2.1. The instructions are well thought out and easy to follow. Rudy has also included several links to his product page, where you are able to download and print out, a full color manual

also. He has also included his own personal e-mail, in case you run into any problems installing this system.

On to the installation.... I was pleasantly surprised at how easy it was to hook this system up.

Thats all great, but what does this Smart Light v2.1 do? Again, I'm glad you asked. This system does 4 things, currently. It gives you an indication, by means of the LED, that you are in first gear (single flash

of the LED every 0.8 seconds). Once you have gotten into 3rd gear or higher, and you begin to down shift, once you hit 2nd gear, it lets you know by giving you 1 short flash and 2 quick flashes, every .08 seconds, and then back to 1 short flash, once you have hit 1st gear again. I found the first gear indicator flash very useful when tooling around town. I know you all have tried to take off in second gear, thinking you were in first, only to kill the engine. With this system, never again will you be sitting at a stop light embarrassed by killing your Goldwing. The next great thing that the Smart Light v2.1 does is it gives you an indication that you are having low voltage problems by flashing the LED continuously and rapidly, non stop. This was done to get your attention, and it does... The manual says that the Low Voltage Warning will activate at 12.4 volts, but that can be changed, by Rudy, if you want the warning to come on at a higher voltage reading. Lastly, this system has a “dummy” alarm system. Once the bike has been shut down, the LED will begin to flash, one time, every 5 seconds, to indicate that there is an alarm, or something, on your Goldwing, so people know, not to touch. The constant blinking of this LED while the bike is turned off, only uses 180 microamps, which as Rudy states, is much less than the natural discharge rate, of a disconnected battery. I really like this feature of the Smart Light v2.1 also.

We regularly leave our satellite radio and helmets sitting on the bike when we go in to a store or restaurant, and I think this is just enough deterrent to keep people away from our Goldwing.

So, on to the installation...

I was pleasantly surprised at how easy all of this was to hook up. There were 3 power wires, one to battery ground, one to battery hot, and one to the auxiliary screw on the fuse box. Once that was done, I had to remove the right side fairing lower, to gain access to the gear position sensor harness. Rudy states in the manual, that this process can take up to 3 hours to complete, but on my 1998 SE model, the gear position harness was just above the fan shroud and very easy to unplug and plug the Smart Light harness in line with it. Again, Rudy's connectors are an exact match to the Honda connectors, so its as



easy as unplugging the stock harness and plugging in the Smart Light Harness. Once this part was done, all that was left was to decide where to put the LED. Rudy suggests drilling a 1/4” hole in the corner of the dash panel, and mounting the LED there. Not being one that likes to drill in to my Goldwing, I opted for a different option. Many of you might or might not know, but the space next to your CRUISE ON light is a blank space. I removed the right side wind cover and reached up behind

the instrument cluster and low and behold, the hole is drilled in to the cluster and is capped with a plastic plug. I removed the plug, drilled a 1/4" hole in it, mounted the LED into the plug, and plugged it back in to the instrument cluster. PROBLEM.... Honda has blacked out this space on the lens so the light was very dim. What I done was, removed the plug, again, and took a small flat eyeglass screwdriver (there is not much space), put it in the hole in the back of the instrument cluster, and slowly and carefully scaped the black paint off of the inside of the lens. I replaced the LED and it worked great. It is no brighter than your cruise or OD indicator. The control module mounts easily enough to the top of the fuel tank, just ahead of the fuel pump, with the included industrial strength Velcro. For the dawn/dusk sensor, I simply ran it down the right side of the bike, put the side cover on, and let the sensor poke out. It is VERY tiny, and not noticeable at all. That's it for the install guys. It took about 1 hour, including the time to remove plastic and reinstall everything.

I have to say that I am very impressed with this system. It works great, and is very professional looking. Rudy is so sure of this product, that he has a full 2 year materials and workmanship warranty.

With the entire control board being encased in epoxy, this system is completely sealed from the elements. I want to give a huge THANK YOU to Rudy for the opportunity to install and review this product for him. I definitely give Rudy's Smart Light v2.1 2 thumbs up.

Here is a quick video of the placement of the LED, operating in low voltage mode.