

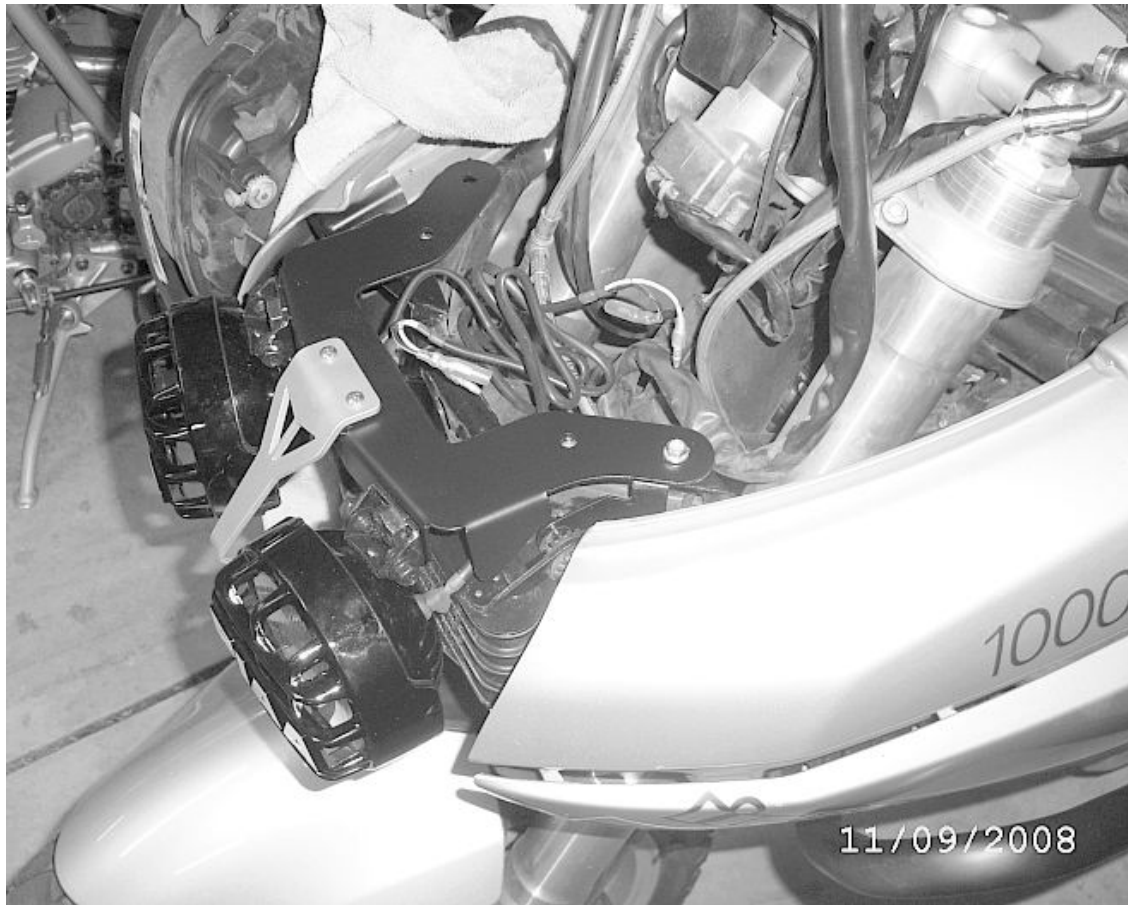
# Light Mount (LM-1) Installation for: Ducati Multistrada 620/1000/1100

## OFF-ROAD USE ONLY

This kit is designed to use the PIAA 510 ATP (kit #73516) auxiliary lights, which draw about 35 watts per light. The Multistrada stator is 520 watts, of which roughly 200-250 watts are available for powering accessories. So use your power wisely where heavy current draw items are concerned (heated clothing)... or else you'll be walking.

Note: the front strut of this kit is supplied in bare steel, and can be painted or powdercoated in your choice of color. The whitish, rust preventative coating can be rinsed off with warm water just before painting. For best results, dry the strut off with a blow drier, don't just let it air-dry.

1. Remove the windshield using both an M4 & M5 hex key, taking care not to lose the diamond-shaped rubber gaskets between the windshield & its mounting arms.
2. Remove the black molded inner headlight trim panel using an M3 hex wrench. Make sure the bars are straight, and you might have to twist it a little to get it out.
3. Removing the headlight connector is a pain, and though it can be done, please be careful! *Tip: there is a small locking tab that needs to be pried outward with a small screwdriver. If you're not comfortable doing this step, just leave it connected.*
4. At this point, you'll need to remove the "snout" that sits directly in front of the oil cooler. One of the mounting bolts (M4 hex key) is inside the glove box, and the other is directly opposite, requiring removal of the left side body panel. Once both bolts are removed, the snout will be loose, but still attached. Give the snout a firm tug toward the front of the bike, and it should pop off. Use it for a paperweight on your bench.
5. Looking down on the headlight fairing from above, there are 4 hex bolts in the bottom of the fairing that require an 8mm wrench to remove. If you skipped removing the headlight connector, get a towel ready. Remove the bolts, being careful not to drop the fairing, then either remove it, or drape it over the right side body panel on top of the towel.
6. The black light mount bracket gets sandwiched between the front subframe & fairing you just removed in Step 5, using the stock bolts. Temporarily bolt just the bracket in and snug the bolts.
7. Remove the bolt at the lower center of the oil cooler. Oonch (technical term; means "to nudge or scoot") the cooler to the left side of the bike a few mm.
8. Take the strut you painted earlier and squeeze the lower tab in between the cooler & its rubber mount. Replace and snug the bolt. The top of the strut should wrap over the top of the black light mount bracket. Use the supplied stainless screws & nylock nuts to secure them together.
9. Now test fit your lights to the light mount & think about routing your wiring. *Note: there is a handy "pocket" inside the left headlight fairing to stuff and zip-tie all the extra wiring...*



10. Wire your lights per the manufacturer's instructions, and test.
11. Remove the four 8mm hex bolts from the top of the light mount, and replace the headlight fairing. Reinstall the headlight fairing, using blue thread locker on the bolts, and torque to 10-15 Nm.
12. Remove the bolt from the lower strut, reinstall using blue thread locker, and torque to 10-15 Nm.
13. Torque the supplied stainless screws to 10-15 Nm.
14. Check the torque for your lights.
15. Re-connect the headlight, if you disconnected it in Step 3.
16. Replace the black molded inner headlight trim panel.
17. Replace the windshield, being careful with the diamond shaped gaskets.
18. Double-check to be sure all fasteners are tightened properly, and all wiring is secured and does not in any way come in contact with the forks when turning lock-to-lock.

I welcome feedback... if you have a problem or suggestion, please e-mail me at [sailwa66@gmail.com](mailto:sailwa66@gmail.com)

Thanks again, and enjoy the ride,  
TD Graham