

GlockEm's Flush Mount Turn Signal Install Method for Suzuki Motorcycles

The need for this Mod came from me not wanting to drill holes in my plastic, but wanting flush-mount turn signals. It seemed almost too simple when I thought of it and I'm sure someone else has thought of it before, but I wasn't able to find anything on it so I figured what the hell, why not post up. I assume the person taking on this task has already removed their stock turn signals and saved all the hardware, i.e. Rubber grommets, shaped metal washers and connectors if applicable. The things you will need to get the job done are, after-market lights (of course), zip ties (approx. 12" in length), stock hardware, black electrical tape or wire shrink-wraps and lots of patience.

This is the style of light I decided on for my bike and the light I mounted with this technique. I'm not sure if it will work with other style lights, but I don't see why it wouldn't. *I have been informed by Bugman, from [Gixxer](#) that he used this method to install his type III LP flush mounts, so it can be used with different style lights if your so inclined*



The first step is to either splice in your stock connectors, cut off of your stock signals or put on a set of bullet connectors from radio shack. I choose the bullet connector because I lost one of the stock connectors.

Then tape-wrap the wires or put on a tube of shrink-wrap. This is what it should look like. As you can see from the photo I went with shrink-wrap.



Make sure you keep the rubber grommet in the turn signal mounting hole on the fairing. And remove the plastic cover on the backside of the fairing.



So that you will be able to access the backside of the mounting hole without having to squeeze your hand between the fairing and the cover.



Next you want to take a zip tie and put in through the back mounting screw hole from the bottom.



Slip it underneath the bulb socket bracket and pull it all the way through. You may have to tug on it quite a bit to get it to go all the way through without any kinks, but make sure it goes all the way without binding up. Leave about 3 – 3 ½ inches of length coming out of the back hole on the bottom side of the light assembly.



Then feed the tip of the zip tie through the front mounting screw hole and pull it all the way through. Once you get it there, you may notice that the bulb touches the zip tie slightly. The heat from the light may or may not melt the plastic zip tie so remove the bulb and pull the socket body up slightly, just enough to give the bulb room to clear the zip tie.

The next step is to place the light on the bodywork and feed the wiring through the larger hole along with the locking head (shorter end) of the zip tie, while feeding the tail end (longer end) of the zip tie through the smaller hole by itself. Then feed everything through the holes of the metal washer the same way.

Pull the tail end of the zip tie through the locking head and pull it tight. Check and make sure that the wiring is out of the way and not getting bound up on anything. You should be left with what you see

below. Ensure that you pull it as tight as you can get it against the metal washer.



Trim the excess off of the long end of the zip tie to clean things up back there.



Check the fit on the other side. You should have minimal to no gap between the rubber base of the marker light and the fairing.



Place and screw down the lens cover and you are done. You will have perfectly mounted flush mounts without drilling you plastic. Once you are done with both sides you should find that there is just enough slack in them to be able to adjust them just the way you want. An added bonus is you can change your mind and lower, raise them, there just isn't a whole lot of forward and back movement.

THE FINISHED PRODUCT!



Please email GlockEm with any questions or suggestions.