

# Light It Up

*inView Wireless Brake and Turn Signal Light*

**I**F YOU AGREE THAT OUR CHIEF HAZARD AS MOTORCYCLISTS are the distracted cagers we share the road with, you'll be interested in this exciting new safety product we discovered at AIMExpo in Columbus, Ohio, last September. Designed and manufactured in the USA, Third Eye Design's inView is a transceiver that wires into your motorcycle's wiring and sends signals to a AAA battery-powered wireless brake and turn signal light that is mounted to the back of your helmet or attached to a jacket or another part of the motorcycle. The LEDs are bright, large, and up high where other motorists are more likely to see it.

Besides lighting up when riders activate a brake or signal on the motorcycle, the inView will trigger the brake lights on the bike and inView helmet light when it senses a sudden decrease in speed, such as engine braking.

In addition to the wireless LED helmet light, the inView comes with a wired accessory light. This allows you to place an additional (optional) LED strip behind the seat for three vertical tiers of brake lighting: Helmet, accessory light, and brake light. With so many drivers in a vegetative state, we need all the attention-grabbing lighting we can get.

There are no switches to turn on or off. The inView runs through an automatic diagnostic test every time you turn your bike on that checks its function, battery life, and LEDs.

When you turn the motorcycle on, a double chirp and a vibration lets you know the unit is working properly. If you've accidentally installed the helmet light upside down, it will continually flash, so a visual inspection reveals you've made a mistake. Since it's held with a 3M dual-lock fastener that sticks to the helmet, it's easy to remove and reinstall on other helmets. The kit comes with two 3M fasteners, but you can order more from Third Eye Design for \$3.95 each.

While we haven't had enough time to test battery life in the helmet light, the manufacturer claims they will last a full season. Replacing the three AAA batteries is simple enough with a #2 Philips screwdriver — something you can do even if you're far from home.

With new technology coming out all the time, this product particularly

## TOOLS NEEDED

- #2 Philips screwdriver
- Wire stripper
- Soldering iron
- Solder
- 18-gauge wire
- Heat shrink



The inView Wireless Brake and Turn Signal Light comes with everything you see here. You can order a clear lens like this or a traditional red lens, like we installed on Kathy's Road Glide Special.



Using a #2 Philips screwdriver, Tony removes the backing cover of the inView light.



He installs the two included AAA batteries and replaces the cover.

impresses us with its features, fit, and finish. Users can stay up to date on firmware updates and change functions by connecting to the inView app, which is compatible with Android and iOS smartphones and tablets.

Installation is fairly simple, depending on your bike's setup. If you have a run/turn/brake setup on your bike, you'll need to run a jump wire (not

included) from the bike's front turn signals, like we show here. If you have a traditional brake light and separate turn signals, you can tap into all the rear wiring which is typically under the seat or tail section.

We enlisted Harley-certified tech Tony Maione to install the inView on our friend Kathy Spencer's 2019 Road Glide Special at Yankee Harley-Davidson in Bristol, Connecticut. This was *American Iron's* first time working with Tony, Rich Thibeault, and all the guys in Yankee's service department, and we were warmly welcomed and came away impressed with this dealership. I'm always particularly happy when I go to shoot installs and find a clean, well-lit, uncluttered workshop, as was the case here. But I also noted how willing each service tech was to lend a hand and offer his own area of expertise. With an in-house dyno and lots of great techs, *American Iron* is looking forward to future installs with these guys.



**3** He cleans the back of the helmet with one of the included alcohol prep pads, then test-fits the helmet light and uses masking tape to mark where he wants to apply the 3M Dual-lock tape. He presses the 3M tape firmly onto the helmet and removes the masking tape.



**4** Then Tony tightly secures the helmet receiver light, making sure it is right side up.



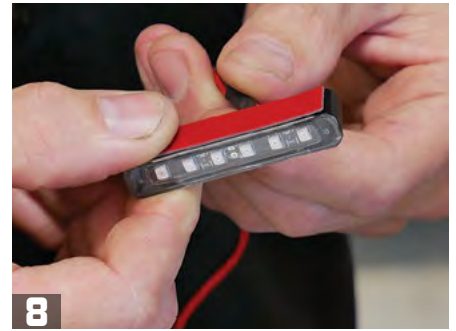
**5** With the bike supported, Tony removes the seat and the main fuse. He looks for a good place to mount the inView transceiver away from heat and protected from water. He chooses the area on the fender under the bike's accessory driver backrest (arrow) and cleans it thoroughly with an alcohol prep pad.



**6** Then he uses the included 3M double-sided adhesive to attach the transceiver to the fender.



**7** Next Tony finds the area where he wants to mount the accessory light and preps this area the same way.



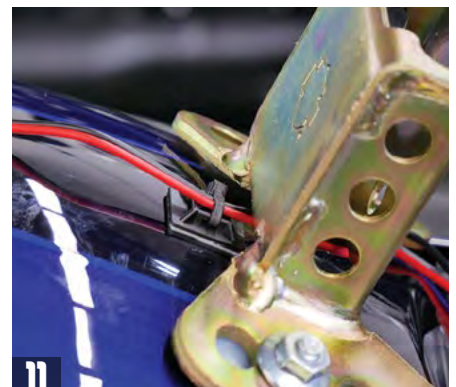
**8** He cleans the accessory light and attaches the other included adhesive tape to it.



**9** Tony slides a small piece of shrink-wrap onto the red wire for aesthetics, then he sticks the accessory light onto the fender, behind the seat bolt.



**10** He left enough slack in the wires so he could route them around the seat bolt.



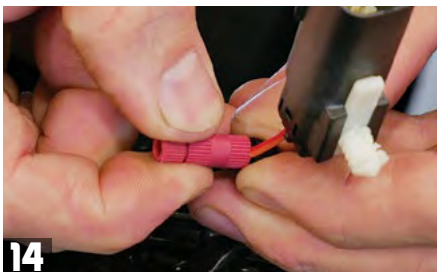
**11** Next he routes the cables to the transceiver and uses this adhesive backed cable tie mount (not included) with a zip tie to keep the wire in place.



**12**  
Next Tony consults the bike's electrical diagram to figure out which wires will be tapped into. He makes notes for easy reference.



**13**  
Cutting back some of the shrink wrap to access the wiring, Tony finds the red power wire and inserts the small, notched end of one of the Posi-Taps to it.



**14**  
Then he screws the body of the Posi-Tap onto it. He repeats steps 12 and 13 with the blue/red brake input wire.



**15**  
Because this bike uses run/brake/turn lighting out back, Tony needs to run jump wires from the front turn signals. He removes the bike's front fairing, headlight, and fuel tank in order to run the wires down the frame.



**16**  
Next he installs two more Posi-Taps on both the left and right front turn signal wires.



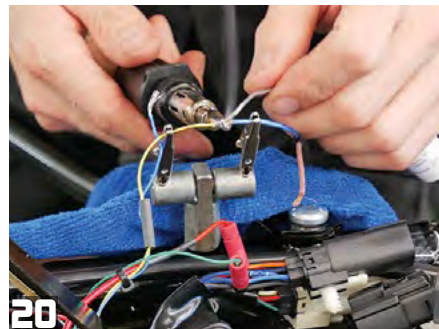
**17**  
Tony inserts 18-gauge wire to the ends of the Posi-Taps and screws the end caps on, which makes nice tight connections. He uses brown for the right signal and blue for the left.



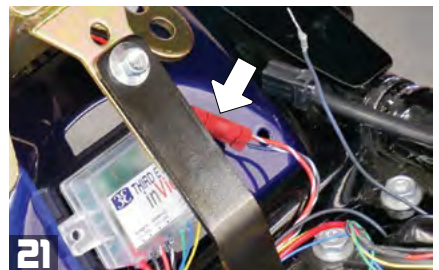
**18**  
He wraps all the wires in black tape and runs it down the backbone of the frame, alongside all these other wires.



**19**  
Harley provides a nice, neat cover to secure all this wire under the Road Glide's tank. Now, Tony reinstalls the headlight, fairing, and tank.



**20**  
Next Tony cuts and solders the jump wires to inView wires. The blue left turn signal wiring gets soldered to the inView's yellow wire. The brown right turn signal wire gets soldered to the inView blue wire.



**21**  
Tony cuts the accessory light wires to the desired length and uses the included Posi-Locks to attach the accessory wiring to the inView transceiver wires. The red accessory wire goes to the red/white transceiver wire and the black accessory wire goes to the black/white transceiver wire.



**22**  
Next, Tony finds a good place to attach the ground wire to the frame (arrow).



**23**  
Tony reconnects the rear light connector and ties everything up using zip ties to keep it all in place.



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Tony reinstalls the main fuse and seat. Turning the bike on, we watch the inView come to life. We put the helmet on the seat to check it out. This is what it looks like with the brakes applied. The accessory light takes a split second longer to turn on, but we don't mind. It actually works to call a little more attention to the bike.



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Here we have the hazards on so you can see what the turn signals look like. AIM

### SOURCES

**Third Eye Design**  
inView Wireless Brake and Turn Signal Light System  
\$249.95  
ThirdEyeDesignInc.com

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488 Farmington Avenue  
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YankeeHarley.com

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