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# Backroads

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***Travel on  
Three Wheels  
with Yamaha's Niken***

RIDE • EAT • SLEEP • DISCOVER

PRODUCT REVIEW

# THIRD EYE inVIEW WIRELESS BRAKE & TURN SIGNAL LIGHT

See and be seen. We, as motorcyclists, hear this mantra all the time. Back in 1986 the Federal government mandated that all new automobiles being sold in the US have a Center High Mount Stop Lamp or what we came to call the 'third brake light.'

Now a company in upstate New York has brought out something along this line for today's motorcycle rider.

The Third Eye inView Wireless Brake & Turn Signal Light. This system places a very visible combination brake and signal light exactly where it can be seen by following motorists... dead center of your helmet.

This is a thoroughly modern system utilizing the latest technologies – it is so advance that you never have to turn it on or off.



Unboxing the inView you will find three main items - the motorcycle transmitter that sends the signal from your brake lights and turn signals, the helmet transmitter that receives these signals and the brake light itself that mounts onto the back of your helmet.

The installation guide must be downloaded or accessed with a smartphone (ugg). We prefer paper, but the online instructions were complete and very detailed and inView warns that you really need a little bit of motorcycle and mechanical ability to tackle this job.

Depending on the bike, this could be easy or a bit more difficult.

You will need to access a mounting point for the transmitter, preferably under the seat or in the tail section of the machine.

Then, following the directions, lay out where it will be and look for the correct connections you will need to make. Brake light wire, right and left turn signals, power and ground.

Once you know what you are connecting it is time to make those connections. This is made easier by the use of the Posi-Tap Connectors that come with the unit. The transmitter itself is mounted with 3M double stick tape. Once properly wired and secure the unit will illuminate and run a self-diagnosis. Check to make sure all illuminate the way they should, as LEDs will glow when using the brake or signaling left or right. With all that is done button, up the bike and move onto Step Two – Mounting the accessory Brake Light.

The inView Wireless Brake & Turn Signal Light comes with an additional, tiny LED light unit that can be mounted elsewhere on the bike, typically above or below the existing brake light. These lights are very bright and a great addition to the motorcycle's conspicuity.

The light is activated when the inView transmitter senses sudden deceleration. With this done, we moved

onto the third step – mounting the actual Third Eye Light.

Once again it helps to read and reread the instructions to correctly and easily mount the light to the back of your helmet.

The light utilizes common AAA lithium batteries and mounts with heavy-duty Dual-Lock fasteners. If you took your time and followed the instructions carefully, you should be ready to go.

Another, very important, note is that the Third Eye inView is not really all that big and is very light. It is barely noticeable when on the helmet and just a bit more care needs to be taken when placing the helmet down when off the bike, as you wouldn't want to abuse it more than necessary.

*Continued on Page 45*



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# WHO IS IN CHARGE?

## Choosing the right charger for your battery Standard or Lithium – there is a difference

We all can make errors.

The good thing is that we can learn from these - and hopefully, move forward.

The case in point was my ‘brilliant’ idea of making a charging system for my Garmin GPSs.

I have a number of old batteries lying about and I try to keep them charged to capacity. When needed they make excellent charging stations for various motorcycle-related things. Like charging up the GPS batteries.

I had an old lithium battery – about as old as it gets – and thought it perfect for this task.

After I used it for what it was worth I put it on charge with my regular charger. Bad move. And, here is the issue.

The next day I came out and there was.... an aroma... wafting around the barn.

My first thought was some dead critter... but that didn't quite fit. Then I spotted one of my old battery chargers whose LEDS were flashing all sorts of warning lights.

Next to it.... the old lithium battery sat. Looking like Captain Kirk had just shot it with a Phaser. Crushed, melted, creamed. Done.

Okay, this was not good.

So here is the deal. Not all chargers are the same and not all chargers can handle different tasks. Lithium batteries MUST be treated differently.

These day's batteries are far different than in the past. New technology has allowed for lighter and more powerful batteries but, with some of this newer technology has come with a price, and these batteries MUST be handled the



way they were designed.

Straight up – lithium batteries can be ideal as far as size and lightweight, but we are not touring with them, as having my bike barely start with one of these just south of the Arctic Circle was not fun.

But, back in the USA, these batteries can work for many machines in a most excellent way.

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Our Honda 919, for instance, has been kinda relegated to 'back up' duty these days, being used for the 'extra' bike as it were.

The lithium battery that sits inside this machine works well and has for 4 years but, after sitting for a few months at a time, it would need a little pick-me up, especially after we purchased the new CTEK Lithium US SMART Charger.

Unlike conventional chargers that pulse power, the CTEK charger is specially designed to recharge and maintain the cells of the Lithium-Ion Phosphate battery. This particular charger has 8 charging steps – keeping your lithium battery in top shape.

We have been using a standard CTEK Charger for lead-filled batteries for

years and they make available additional plugs, one for the standard Euro-plug we are comfortable with, so for us it was plug and play.

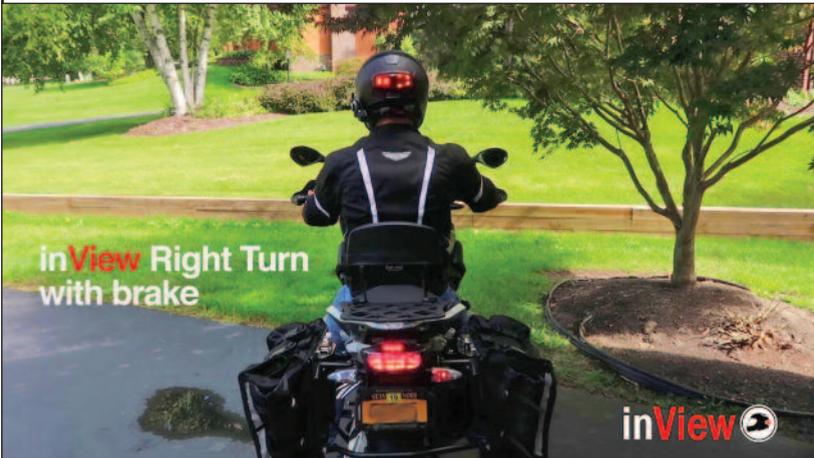
I would be less than honest if I didn't say I awoke in the middle of the night dreading a battery fire in the barn.

But, the CTEK Lithium US SMART Charger was excellent at its task.

So if you have a couple of different machines, PLEASE check what batteries you have in each of them.

Correctly charging your particular battery is a breeze – with the right charger.

With the wrong one, well - it will look like you just had a firefight with the Klingons! ~ Brian Rathjen



THIRD EYE

Continued from Page 43

The ThirdEye inView was designed to be a "set & forget" piece of added safety equipment. Once connected, a double chirp and vibration will let you know the unit is functioning properly. When the unit disconnects (or goes back to sleep) the unit will alert you with a single chirp and vibration. The helmet unit should be visually inspected prior to each ride to ensure it is installed correctly and working properly.

On the road, the unit worked brilliantly (pun intended) with a bright blasting glow of additional brake light, as well and signaling intended turning.

The added light seemed to really pop out to drivers, especially at night, and one or two actually asked why all motorcyclists did not have this.

As so many riders have been rear-ended over the years, many with horrible consequences, this one addition to your helmet might just save your life, especially if you ride in a busy town or high-risk urban environments like New York, Philly or Boston.

Third Eye inView Brake and Turn Signal Light cost \$249 and is available with red or clear lens from [www.thirdeyedesigninc.com](http://www.thirdeyedesigninc.com).

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