

Honda CB500F 2013- (ARA-1 + ARA-K2T)

Secure the bike on a stand.

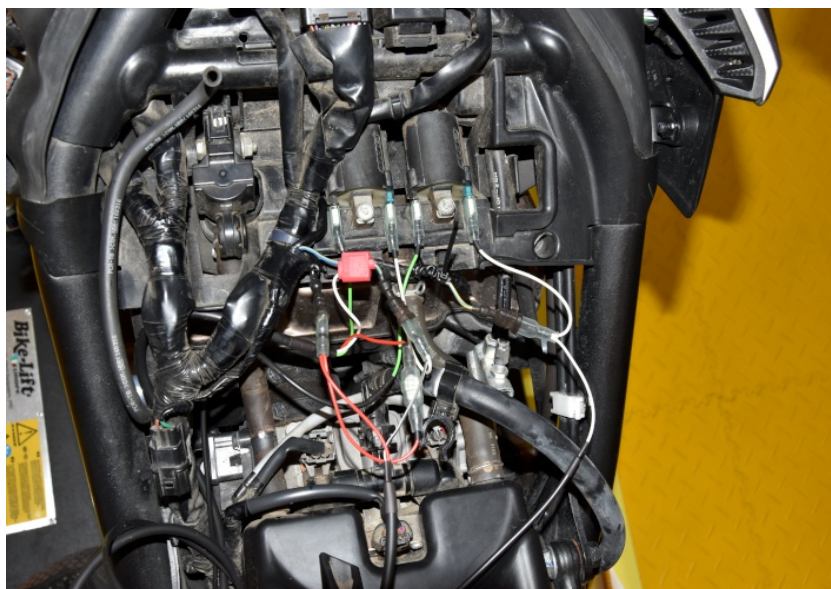


Remove the seats, side covers and fuel tank.



On this bike the ARA used together with the iQSE quickshifter. The iQSE plugs should always be the last in the chain i.e. connected directly to the ignition coil plugs.

(Bike harness plug -> ARA plugs -> QSH plugs -> ignition coil plug.)



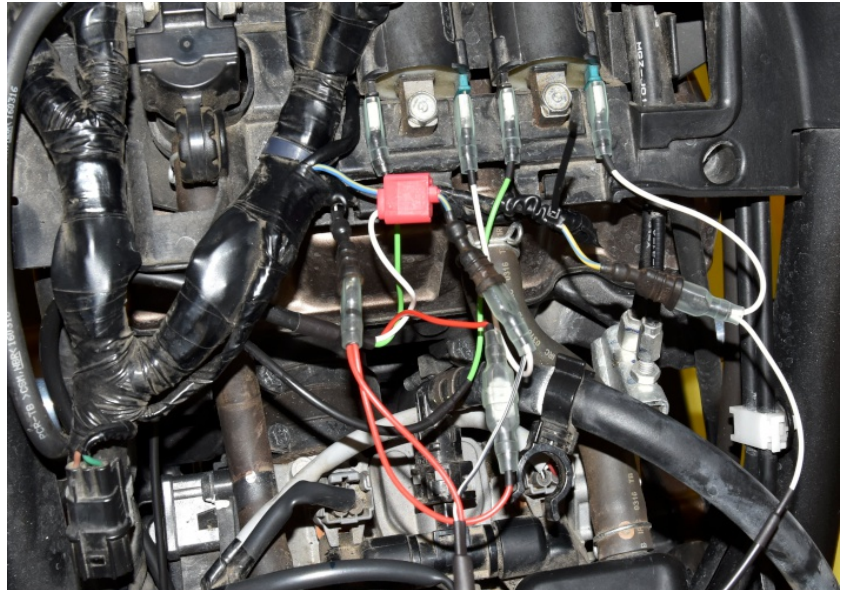
Honda CB500F 2013- (ARA-1 + ARA-K2T)

Use the following connections without the iQSE:

Connect the ARA Red wire in-line with the Black/White wire of the ignition coil.

Connect the ARA White/Black wire in-line with the Blue/Yellow wire of the ignition coil.

Connect the ARA White wire in-line with the Yellow/Blue wire of the ignition coil.

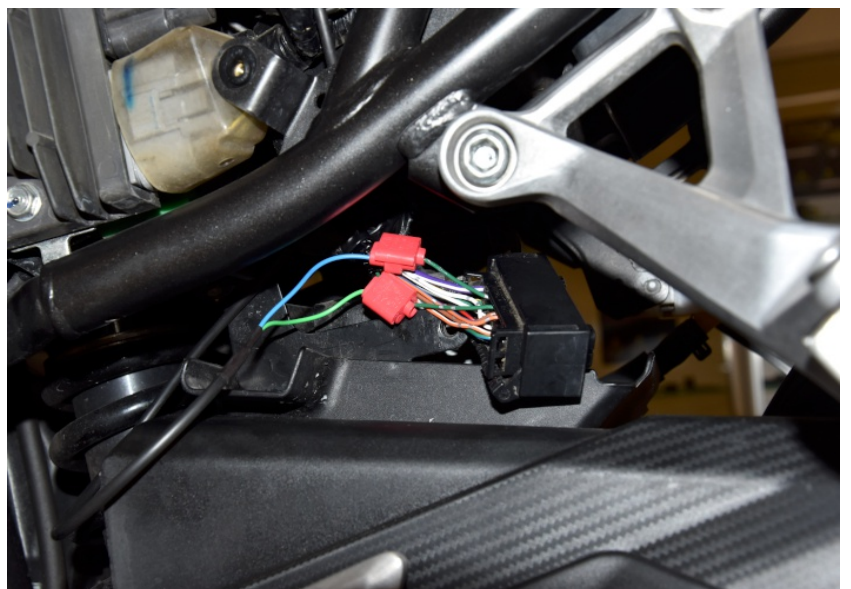


Locate the ABS ECU connector at the rear of the bike.



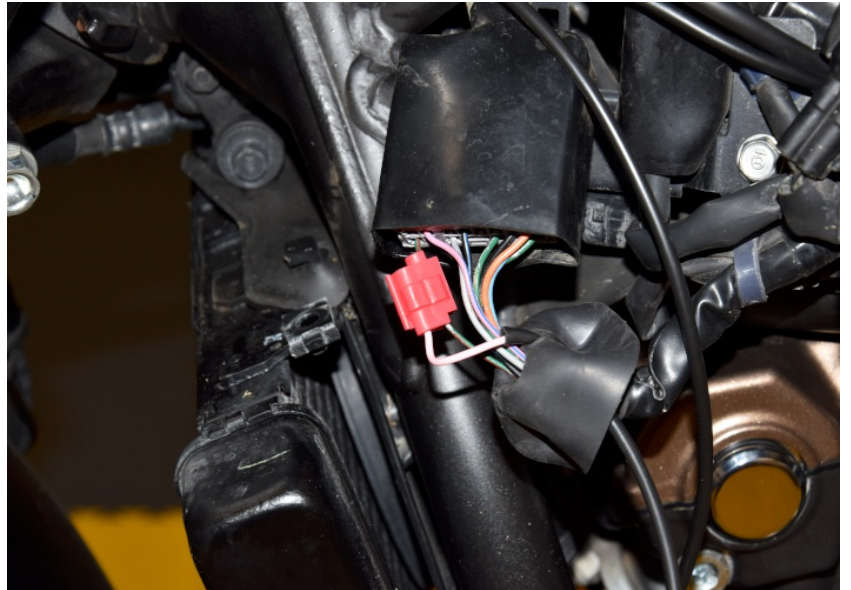
Splice the ARA Blue wire to the Green wire of the ABS ECU. (Pin #17)

Splice the ARA Green wire to the Green wire of the ABS ECU. (Pin #15)



Honda CB500F 2013- (ARA-1 + ARA-K2T)

Connect the Pink ARA wire to the Green/Red wire of the Clutch switch at the 14-pole multi connector at the left side above the radiator.



While the connector is connected, turn ignition on. Measure the voltage (DC 20V setting) on the wires, at the back side of the plug. You need to use the wire where the voltage value changes while you pull the clutch lever. Alternatively check the clutch

Mount the switch onto the handlebar.



Mount the LED indicator on the dashboard.



Honda CB500F 2013- (ARA-1 + ARA-K2T)

Connect the ARA Black wire terminal to the battery negative terminal.



Typical position for the ARA module unit.

Secure the unit Properly.

