

# Clearwater Darla and Erica dimmable LED light kits

by Moshe K. Levy #108259

**MANY BMW RIDERS HAVE SUNG THE PRAISES OF CLEARWATER'S GLENDA AND KRISTA DIMMABLE LEDS ON ONLINE FORUMS.**

As LED technology continues to advance at a rapid pace, Clearwater has introduced the Darla and Erica kits, which pack exponentially more punch than its older-gen Glenda and Krista models, in identically sized housings. For comparison's sake, this chart explains the differences between the designs:

Model	Lowest Setting (Lumens)	Highest Setting (Lumens)	Max Draw (Watts)	Size
Glenda	40	800	12	2 inch
Darla	100	2000	24	2 inch
Krista	120	2400	36	3.75 inch
Erica	300	6000	60	3.75 inch

We mounted the Darla and Erica kits on our trusty 2009 BMW R1200RT test mule for extensive testing after sunset and tried against all odds to remember the bad old days of outriding our feeble halogens!

As expected, the Darlas are substantially brighter at full power compared to the Glendas, and thus have proven very useful as visibility lights, not just for DRL or general conspicuity duties. In fact, the Darla kit's 2,000 lumen output is tantalizingly close to the original generation 2,400 lumen, 3.75" Kristas, which up until recently were the most powerful LEDs in the Clearwater lineup.

Meanwhile, on the other end of the scale, the Ericas displace the Kristas as Clearwater's top kit, producing a whopping 6,000 lumens each while drawing only 60 watts at full setting. The Kristas, by contrast, were rated for 2,400 lumens and 36 watts draw at max setting. Essentially, the Ericas utilize six super-high power LEDs per housing, where the Ericas had just three.

The results, as you can imagine, are nothing short of breathtaking. On our RT test mule, we mounted the Darlas under the oil cooler aimed straight ahead, and the



Darla and Erica lights installed on 2009 BMW R1200RT test mule.

Ericas under the mirrors, angled slightly outward to illuminate the sides of the road in order to light up an approximate 135 degree arc in front of the motorcycle. The Ericas have a wide, tall light pattern that literally rivals the noontime summer sun's illumination capacity. Like the original Glenda and Krista, the new Darla and Erica models project 75 percent of the light in a 15 degree cone for concentrated forward penetration, while the remaining 25 percent is projected in a 45 degree cone for lateral visibility. The latter gives a wide pattern of light for added visibility while

cornering and for easier sighting of roadside obstacles. The 6300k light color on all models seems to make road signs, reflectors, BOTS dots, and even animal retinas absolutely glow.

All of the features we originally loved about the Glenda and Krista models are present on the new Darla and Erica units: The ability to adjust the lights from 5 percent to 100 percent power with the included rheostats, the excellent quality of the hardware and wiring harnesses, the model-specific mounting kits with included color installation instructions, and the superb fit and finish of the hard anodized, black

powder coated CNC machined housings. Wiring options are also fully customizable, for example, the lights can be tied into the horn or the high beam for added control.

They're not inexpensive, but for the discerning motorcyclist looking for premium American-made lights that literally transform night into day, they're definitely worth the scratch.

Tested: Clearwater Erica Kit p/n "E5" for BMW R1200RT - \$969.00 MSRP

Tested: Clearwater Darla Kit p/n "D33" for BMW R1200RT - \$539.00 Visit [clearwaterlights.com](http://clearwaterlights.com) for more information. ☺

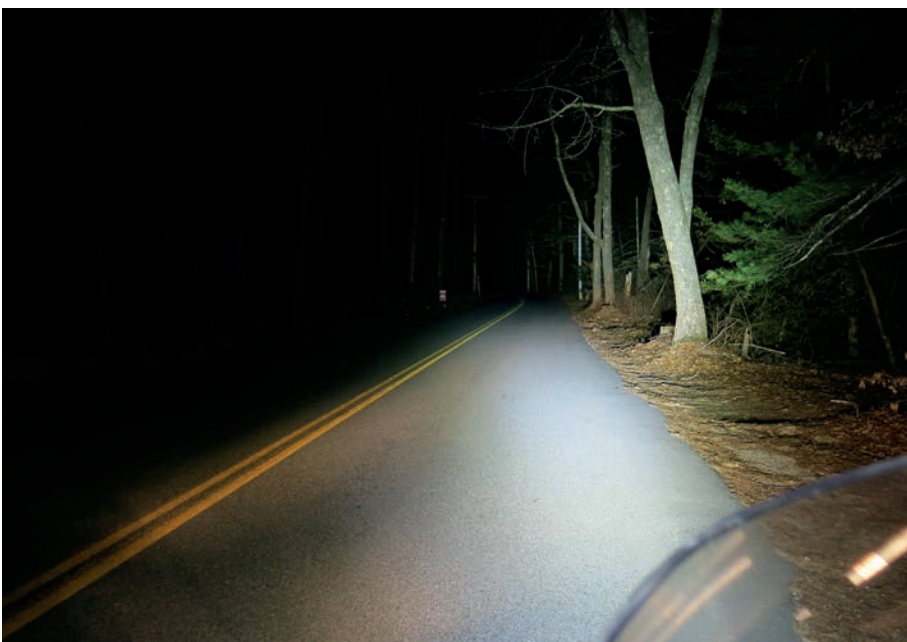


Stock low beam



Above, Stock low beam with Darla's on max setting .

Below, Stock low beam with Darla's and Erica's on max setting.



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