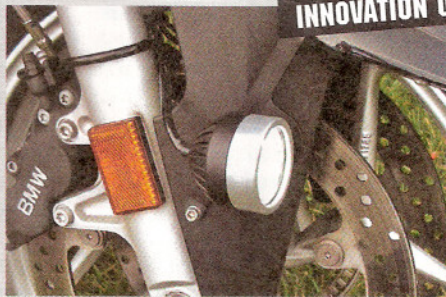


# Clearwater Glenda Dimmable LED Light Kit

**L**EDS ARE ALL the rage in vehicle lighting today, and with good reason. Compared to traditional halogen bulbs, LEDs draw only a fraction of the current to produce equivalent levels of light, generate exponentially less heat, are much more vibration resistant and can last literally hundreds of times as long. As the technology matures and prices continue to drop, today's marketplace offers motorcyclists more choices than ever for supplemental LED lighting.

For our 2009 BMW R1200RT test mule, Clearwater Company offers the "Glenda" kit, which mounts to the lower fork legs, creating a "conspicuity triangle," as popularized by Motolights. The complete kit includes everything required for installation, right down to the zip ties and posi-lock connectors. The kit's beefy, powdercoated mounting brackets are model-specific, not universal, so the final installation looks OEM. Everything in the kit feels robust, and is clearly made with a premium level of fit and finish.

The Glenda lights themselves are approximately 2.5" in diameter, 2.5" deep and weigh 0.45 lbs. each (which is unsprung when fork-slider mounted). The anodized bezel (shown here in silver) is available in several different colors, and the machined 6061 aluminum housing itself is finned for heat dissipation. The lens is available in either clear (for white light, as shown) or amber tint optionally at extra cost. Each Glenda light contains three high-powered LEDs (HPLEDs) that are visible behind the lens cover, adding to the "bling" factor.



Lumen output at full power is advertised as 550, or approximately the same as a 50 Watt halogen bulb as commonly used on driving lights. However, the Glendas require only 12 watts each at full power, meaning that a pair of Glendas draws less than half the current of just one traditional driving light. For riders in need of additional lighting on bikes with limited alternator capacity, such efficient power consumption can be quite important.

Color temperature of the Glendas is a cool white 6300K, which definitely stands out from the sea of warmer, lower temperature halogen lights in traffic and reflects back quite effectively from road signs, mile markers and even deer retinas. The Glendas' beam spread is approximately 15°, again comparable to typical "on road" motorcycle fog lights.

A unique feature of the Glendas is that their output can be dimmed as needed. On the RT, the left-side dashboard dummy panel typically reserved for radio controls was the perfect mounting location for the included dimmer switch, although the switch is small enough to find a handy home on nearly any motorcycle. Using this controller like a light dimmer in your home, the rider can vary the light output from faint to full power

while on the fly, and a relay is included to switch the Glendas together with the standard headlights low-/high-beam settings if desired.

In extended street testing over the past five months, we found the Glenda lights to be very bright, with a wide, even beam pattern that really lights up the sides of the road well. They are bright enough that they can definitely dazzle oncoming traffic if used at full power, so the dimmer is useful. The finish on the lights and brackets held up perfectly.

However, much like Motolights, Glendas should be considered primarily for enhanced conspicuity or as fog lights, since they do not penetrate extremely long distances into darkness like good spotlights do.

Model-specific Glenda kits are available for many different motorcycle brands, so interested riders should check out Clearwater's website for information related to their specific bike.

—Moshe Levy

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Clearwater Glenda Kit p/n "G33" for  
BMW R1200RT, \$499.**