

Street Magic® Gen2 Ultimate Magic Strobes Brake Light Flasher™

Designed by Custom LED® (with Blaster X™ Technology); made by Custom Dynamics®

A review by: Gary 'bogie' Bogolin

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Was looking to replace a run/brake/turn 'system' by a well known company that had both an integrated LED tail light and integrated LED turn signal inserts (red run and brake functions, with amber turn signal function), with an automatic brake light flash function. The tail light had failed for the second time, out of warranty. The 'system' was never as bright as an LED product can and should be, so there is no real loss in not replacing it with another by the same vendor. However, it was necessary to replace all the functions – the integrated tail light & turn signals and the brake flash...

While not sold as a 'system', Custom Dynamics (CD) had all of the components to make it happen. Purchased were:

- Item: GEN2I-LDW-S New Genesis II Integrated LED Taillights for HDs - Smoke Laydown Window
- Item: GEN200-AR-1156 Dynamic Cluster LED Turn Signals for HD Bullet Style Turn Signal
- Item: GEN-HD-STABILIZER New Slim Line Street Magic Signal Stabilizer (Load Equalizer)
- Item: MAGIC-STROBES-HD Brake Strobe Controller for HDs, 10 user selectable patterns
- (directly above is the new item that sparked this review)
- Item: GEN200-A-1157E2 H-D Bullet Style Turn Signal LED Inserts, Amber 1157/ECLIPZE2® LED

Each of these items is available to fit various HD and non-HD applications.

The CD integrated tail light has 84, red, dual intensity LEDs; plus 18 amber LEDs making up a directional arrow for each side (36 amber LEDs total). The Dynamic Clusters (DC) are 24 dual intensity red LEDs in the center; ringed by 24 amber LEDs for the turn signal function. These LEDs are incredibly bright – photos and videos on the CD website simply cannot do them justice.

The DCs are not a multi-use/color array using electronics to make them amber when necessary, as in the replaced 'system' (the color was really more like a faded orange). The DCs use separate amber LEDs for the turn function, with dual intensity red LEDs for the run/brake functions. This does require some additional wiring upon installation; which, under almost all circumstances, is not difficult. In this particular case ('04 Fatboy with saddlebags requiring straight stem rear turn signal mounts that the wiring passes thru) is probably the most difficult case – and it wasn't bad. The DC has a pigtail with an 1156 base to plug in where the turn signal bulb goes, plus two additional wires (run and brake power) that need to be routed to your choice of sources to pick up the respective power – under the seat, in the tail light, the accessories plug, etc. The result is dedicated red LEDs for the run/brake and dedicated LEDs for the turn signal – very noticeable, well worth the effort.

While described as amber – the turn functions of both the integrated tail light and the Dynamic Clusters is really an intense yellow. When they flash your intention to turn (remember, that's 18 LEDs in the tail light and 24 LEDs in the DCs), it will be difficult for anyone to say the turn signals were not noticeable. Yet, the brake light intensity of the red LEDs still comes thru. A very good addition to the 'be seen' arsenal.

Now add the brake strobe controller... Many brake strobes/flashers were investigated, all about the same price. Most offered one or two options for the flash pattern – typically; 3 to 5 flashes, then steady, or a constant flash or strobe; required wire splicing and don't work with CanBus systems on the newer Harleys. The Magic Strobe offers 10 user selectable choices. Using a dial switch on the tiny unit to select the pattern (for Harleys, the unit is plug and play; for others, requires only a single wire to be spliced) - you choose from 5 distinct patterns, plus a repetitive version of each. When the brakes are applied:

- pattern 0: 3 flashes, then the tail light comes on solid; remaining solid for as long as the brakes are held
- pattern 1: 3 flashes, then the tail light comes on solid; remaining solid for 3 seconds; repeating the cycle for as long as the brakes are held
- pattern 2: 6 flashes, then solid
- pattern 3: 6 flashes, then solid for 3 seconds; repeats

The 4 choices above are usable with incandescent bulbs or LEDs – making this a great unit for those who plan to upgrade to a LED tail light in the future, but want the strobe effect now and don't want to spend again for the strobe unit. The next 6 choices are for LEDs only due to the fast nature of the strobe patterns (incandescent bulbs simply cannot heat up/cool down quickly enough to react properly)

- pattern 4: a quad strobe (4 rapid flashes); solid for 1 second; quad strobe; then solid
- pattern 5: quad strobe; solid for 1 second; quad strobe; then solid for 3 seconds; repeat
- pattern 6: Custom LED Blaster X Cycle (variable pattern strobe) for 3 seconds; then solid
- pattern 7: Custom LED Blaster X Cycle for 3 seconds; then solid for 3 seconds; repeat
- pattern 8: Max Strobe (an insanely fast strobe) for 4 seconds, then solid
- pattern 9: Constant Max Strobe (no on solid)

For the price, with the user selectable patterns – this is a great buy. Takes 'be seen' to a whole new level.

The Slim Line Street Magic Signal Stabilizer replaced the old 'system' load equalizer. The stabilizer is a solid state unit that, unlike the old equalizer, adds no load and creates no heat – uses electronics to add the appropriate data to the line at the appropriate time so the security module does not sense a 'bulb out' due to the much lower power draw of LEDs. After all, isn't that one of the points to LEDs – to reduce the load on the electrical system; the old 'system' defeated that by adding a true load (and telling you not to run the 4-way flashers without first disconnecting the equalizer – really?)

While not strictly part of the replacement of the prior 'system', the Eclipse 2 front turn signal inserts were also purchased. These are an array of 48 single high intensity amber LEDs for each side (again, really intensely yellow) that are on a full intensity in the running light function; flashing completely off to full intensity when acting in the turn signal function. Much more noticeable in both functions.

The cost of this package works out to be much less than the current version of the old 'system' – and is much brighter. The first bonus is the warranty CD offers – all LED products are lifetime guaranty; the stabilizer and strobe are 5 year. The other 'system' only offers a 1 year guaranty – having had their system fail twice speaks volumes. The second bonus is the customer service at CD – absolutely superb and unmatched - PERIOD.

This package of parts from Custom Dynamics provides all the functions of the other 'system'; with brighter intensity, selectable brake strobe patterns, better guaranty, & the best customer service – for less of your hard earned \$\$\$\$. Five-star plus great buy bogie highly recommends.