

Those following bogie's reviews know that many different products from Custom Dynamics (CD) have been reviewed over the years (since 2006) ([www.customdynamics.com](http://www.customdynamics.com)). Seems fitting to start 2015 reviewing a couple of more of their lighting products.

This review covers two of CD's newer lighting offerings:



← Dual Intensity Tri-Bar

Plugz - for the bikes with antenna grommet holes →



Of course, both of these are made with the expected very bright LEDs from CD. Both also come with full lifetime warranty against LED failure. Most importantly, they come with CD's *unmatched* customer service.

### Tri Bar

The Tri Bar comes in variations to fit most US Street Glides and Road Glides from '06 – '15. Features of the Tri Bar are:

- Complete plug and play unit including lens, housing, LEDs, harness, connector
- three rows of 16 red dual intensity LEDs (that's a total of 48 of those bright little suckers)
- Adds an additional LED brake light, providing both running and brake modes
- Lifetime warranty
- Choice of smoke or red lens

The specific Tri Bar in this review came as part of a kit in fitment for the 2010-2013 Street Glides and Road Glide Custom (GEN-TRI-FT-2). This kit includes a Smart Triple Play unit which adds a couple of additional functions to those listed above which are specific to this kit:

- Adds full contrast turn signal flash to the rear taillights
- Ability to program the intensity of running light brightness of the turn signals
- Choice of 10 flash/strobe brake light patterns

Use of this kit does require having a CD Signal Stabilizer (not included in the kit) upstream of the Smart Triple Play – even if you continue to use incandescent bulbs in the turn signals. If not the CD Signal Stabilizer, then another alarm friendly load equalizer is needed. Having had a Signal Stabilizer for some time now – that would be the suggested way to go. Many will likely have one or the other already because of previously switching to LED inserts.



Installation is rather easy, guided by nicely done instruction sheets. Connectors are mated, marked & weatherproof, making the wiring a 'snap' (sorry...). The toughest part of the install was tucking the wires away at the fender tip – although, to be honest, that was only the case because of adding Plasma Rods and Plugz which required using 3 Posi-Taps. While small, the taps added a bit to the hiding process.



The LEDs in the Tri Bar are very bright and noticeable as running lights.



Hit the brakes and they become incredibly bright as an additional brake light for the rear.

In this writer's opinion, you simply can't have too many brake lights and for this style of bike that only comes with the two turn signal pods doing triple duty as run, brake and turn – adding an additional brake light is a very good idea. Then add to the mix the ability to match the intensity of the run function of the turn signals to the run function of the Tri Bar – now you've removed the major complaint of folks using typical run/turn/brake modules (well, at least removed the complaint from riders following those using the typical devices) – many (most?) of the R/T/B modules that convert turn signals to running and brake lights have the running light intensity too high, just barley less than the brake light function. This can mislead folks behind by either having them think the brakes are applied when they aren't; or, much worse, not paying attention when the brakes ARE applied.

Another great feature of this kit is the full contrast turn signal function. The stock tri bar module controls the turn signal pods functions. When the stock turn signals are activated, the pulse is between full intensity and the lower, running light intensity. The Tri Bar Kit from CD changes this function to pulse between full intensity and off.

Finally – you are given the control of which, if any, of the lights flash or strobe when braking. You can choose none; just the Tri Bar; just the turn signals; or all three. When using a turn signal – the opposite pod will not strobe when the brake is applied. If the strobe choice includes the Tri Bar – it will strobe whenever the brakes are applied. Regarding the flash/strobe settings - there are 4 flash choices when using incandescent bulbs in the turn signal pods, or 10 strobe choices when using LEDs.

As mentioned earlier, have reviewed a lot of lighting products over the years; mostly CD, but some others as well. This is by far the best package to economically add functional lighting and lighting control for the rear of these bikes. Looks stock, but definitely does not act stock.

If you're also adding Plasma Rods (and/or Plugz, see below) – tapping the proper wires coming out of the pass-thru harness will also give the Plasmas and the Plugs R/B&T functions as well, without any additional wiring or modules. Even more functionality in the package.

As with the pictures above – the videos are also not the best. The LEDs are simply so bright, they overpower the less-than-professional video camera used. But, still give a very good sense of the relative brightness and functions. [Here](#) is a new video of the 2013 Street Glide with the Tri Bar kit. [Here](#) is the previous video of the same bike after installing the CD Plasma Rods. Compare the turn signal functions, see for you self how much more noticeable the full contrast of the new Tri Bar kit is. Also note when the turn signal is on that the opposite side is not flashing with the brake strobe, yet the Tri Bar is. The brake strobe is Pattern 5: Quad Strobe, Solid for 1 Second; Quad Strobe, Solid for 3 Seconds; Repeat.

Best bang for your buck!

## **Plugz**

Plugz are for 2007-2015 Street Glide, Street Glide Special, Road Glide, and Road Glide Special with rear filler panels having antenna holes. For Plugz to be installed – it is required to relocate any antennas you have (if you haven't done so already...) to free up the holes to plugz them into (sorry again...). Or the adventuresome could cut your own holes to install them elsewhere – at your own risk, of course.

The Plugz require tapping wires for power and ground – easily accomplished with the included Posi-Taps. This can be done pretty much anywhere stock wiring provides power for the functions you want the Plugz to have. In this review, the decision was to wire them in to act as running, turn & brake – which was very easily accomplished by tapping into the wires coming from the new Tri Bar unit.

Since this bike previously had Plasma Rods wired in using Dual Converters to allow use as running, brake & turn, some rewiring was necessary to remove the Dual Converters since the new Tri Bar wiring serves that same purpose. By tapping into the Tri Bar wiring on the outbound side, only 3 Posi-Taps were required – left, right and common ground for both sides.

The wires for the Plugz and Plasma Rods were merged behind the filler panel. Just two wires from each side run down to the Tri Bar outbound wiring. Installed the wiring with the Posi-Taps, pushed the lights themselves in the antennas grommet holes and that's it...



Six more points of light to add to your visibility in all modes. The Plugz with red lens and chrome housing were chosen for this application, but you can get either red or smoke lens paired with either chrome or black housings. Something to fit most everyone's taste.

In conclusion:

Custom Dynamics has hit two more out of the park. Quality feel and finish; precision fit; lifetime warranty on the LEDs; and protecting your six.

Another highly recommended product. Can't wait for the next new thing from DC. When it happens you'll most likely be able to read about it on bogiesreviews.com.

Be sure to tell the best customer service folks in the business at CD that bogie sent you.

If you have any questions on these products, or any of my other reviews – please contact me at the email address below.

Ride Bright, Ride Safe and Ride Often.