



86-88 XR200R/XR250 STATOR MODIFICATION INSTRUCTIONS

1. Remove the stator from the motorcycle.
2. One side of the stator will have a metal wire-guide bracket attached to it. Looking at the stator with the bracket side down, clip the copper wire where it meets the ground tab as close as possible (see Photo 1.) Do not clip the other copper wire connection on the stator.
3. Using a small blade, lightly scrape the brown enamel coating from the last 3/8" of the wire you just clipped away from the tab as shown in Photo 2. Be sure the wire is scraped clean (bare copper) to ensure a good electrical connection.
4. Locate the shorter length of white Teflon wire, the solder crimp ferrule, and the short length of sheathing provided in the parts bag. Strip one end of the white wire 3/8" and attach it to the wire you just scraped using the crimp ferrule (see Photo 3). Solder this connection and slide the sheathing over it.
5. Route the white wire clockwise, around the poles as shown in Photo 4 to the unused tab protruding from the black plastic (next to the coil wire you did not cut.) Cut the white wire to length, strip the end, and solder it to this un-used tab.
6. Flip the stator over so the bracket side is up. Gently bend up the wire-guide tabs from the bracket so the sheathing can be pulled away from the bracket. Remove the small Phillips head screw that secures the bracket to the body of the stator and remove the bracket.
7. Using a sharp awl or mini flat-blade screwdriver, poke a hole through the top of the case grommet as shown in Photo 5. This is to allow an additional wire to pass through. Locate the remaining (longer) piece of white Teflon wire in the parts bag. Run this wire through the hole you just poked through the case grommet and through the short sheathing that was previously secured by the bracket tabs. Strip the end of the wire that sticks through the sheathing and solder it to the un-used tab as shown in Photo 6. Pull out the excess wire slack and reinstall the bracket. Bend the bracket tabs back into position to secure the sheathing back the way it was originally.
8. Route the remainder of the wire sticking through the grommet up through the long sheathing with the two factory wires. You will need to remove the electrical tape at the end for the wire to go through all the way.
9. Cut the white wire to the same length as the other two wires, strip the end, and install one of the female connectors found in the parts bag. See Photo 7.
10. Use the provided epoxy glue to tack down the white wire to the coils so it cannot vibrate loose. When the glue is dry, reinstall the stator.
11. Plug the white and blue-banded wires from the stator into the two yellow wires from the rectifier/regulator using the provided extension. Polarity is unimportant. Plug the black/red wire from the stator back into its corresponding mate from the stock wiring harness.

