



Installation Instructions for Rewound Stator on 91-00 XR 600 with Classic Dual Sport Kit Previously Installed

Your stator has been wound with two separate outputs to run your lighting systems. It features a dual wind with each output good for 125 watts. Both outputs are floating to allow you to use it with a single phase rectifier/regulator. Following are instructions for installing this stator on an XR600 with a Baja Designs Dual Sport Kit.

1. Reinstall the rewound stator on the motorcycle. Run the wires back up the frame to the stock location. *Special Note: Some XR 600 side cover castings have some sharp projections inside the case cover. There is a little ridge in the case cover that sits right below the stator wires when the stator is installed. If there are any sharp projections on top of this ridge, smooth them out with a small file, dremel tool, or sandpaper. This is to make sure they do not cut into the new wiring, shorting them to the case. Clean any fillings from the cover before re-installing. Make sure to install the stator with the wires against the side case as it was installed from the factory. If you install the stator upside down with the wires facing the center case, the flywheel will damage the wires.*

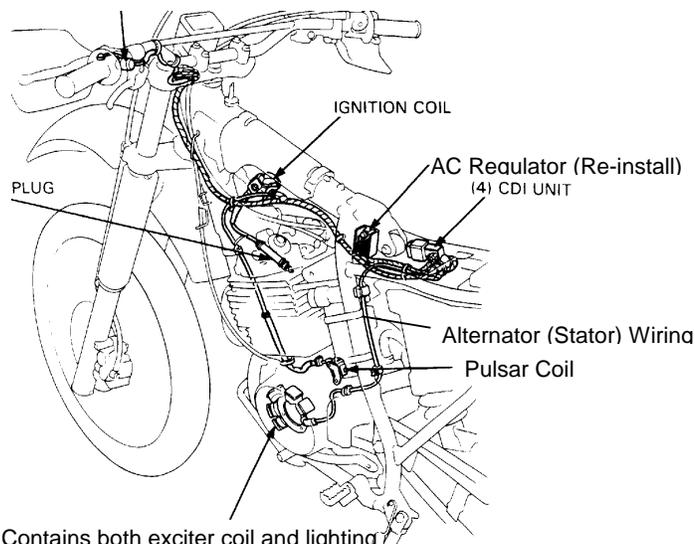


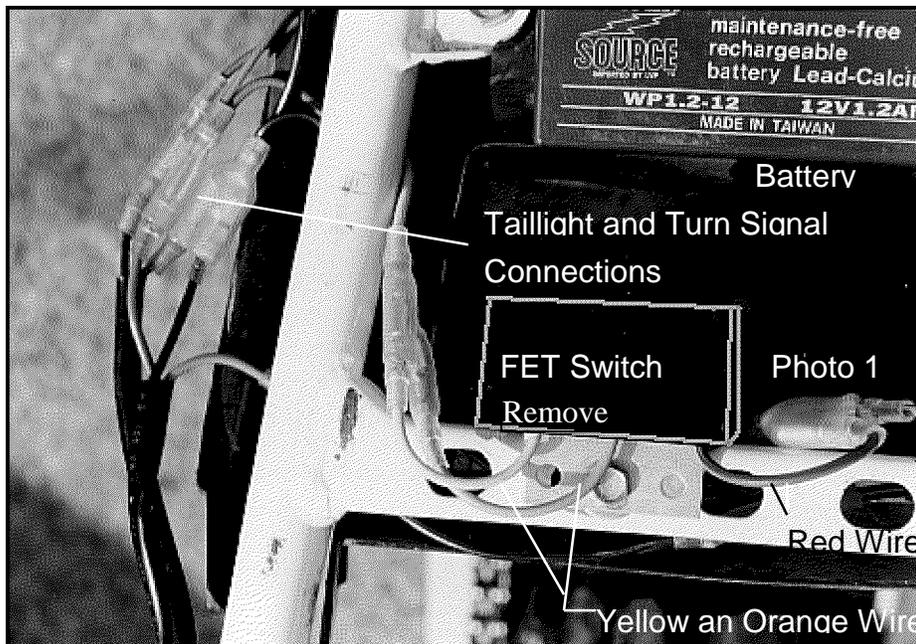
Figure 1:

Alternator (Stator), Contains both exciter coil and lighting

2. Reinstall the stock AC Regulator that was removed when installing the Baja Designs Dual Sport Kit. It installs on the left side of the upper shock mount as shown in Figure 1.
3. Unplug and remove the FET switch that was installed when you installed the kit as shown in Photo 1.
4. Plug the two white wires from the newly rewound stator into the two yellow wires from the Baja Designs regulator/rectifier (The rectifier/regulator wires are white and yellow on older kits).
5. Plug the black/red lead from the stator into the stock black/red lead.



6. Plug the white/yellow wire from the stator into one side of the white/yellow double female connector from the AC voltage regulator.
7. Plug the green wire from the stator into one side of the green from the AC voltage regulator.
8. Locate the male green lead from the stock wiring harness and plug it into the other side of the green lead from the AC voltage regulator. You probably wrapped this wire with tape when first installing the kit.
9. Locate the orange lead in the Baja Designs wiring harness that previously went to the FET switch, and plug it into the open slot of the white/yellow double female connector from the AC voltage regulator. The yellow wire that formerly went to the FET will not be used in this installation.
10. Install up to a 100 watt bulb in the headlight, button everything back up, and go riding!



Additional Notes: On the DC side of the system (part with rectifier/regulator that powers up the taillight, turn signals, horn, and charges the battery), you will now have extra electrical capacity. You can add up to about 70 watts of load to this side of the system before you will begin discharging the battery. This allows you to run such things as grip heaters, an electric vest, a helmet light, or an additional 55 watt headlamp. A convenient place to tap into the DC system with additional components is at the red wire going to the flasher on the Baja Designs Dual Sport Kit.



This wire is +12V DC any time the main power switch is turned on. By tapping into this wire and chassis ground you can conveniently install a quick disconnect for powering additional accessories. Also any of the red wires from the main wiring harness in the rear are +12V DC switched.

Baja Designs Dual Wound Stator Connections

