Installation Instructions for Rewound Stator on 91-00 XR 600 with new style Baja Designs 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 a '91 or newer XR 600 with a new style 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.

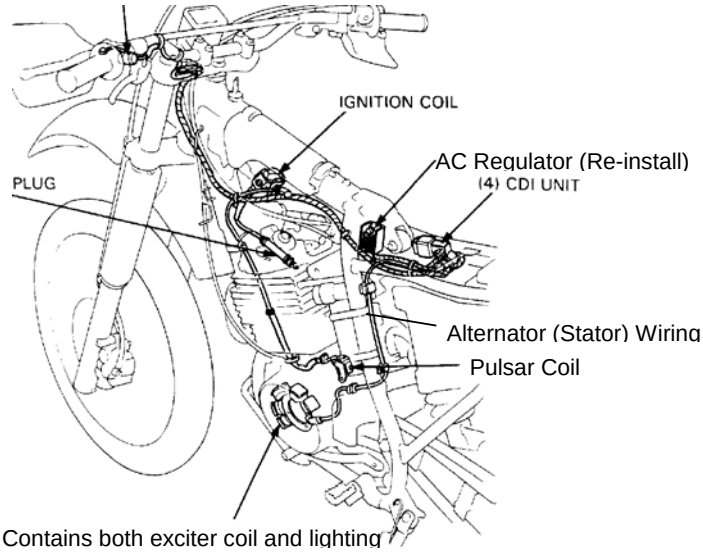


Figure 1:

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. Plug the two white wires from the newly rewound stator into the two yellow wires from the Baja Designs regulator/rectifier.

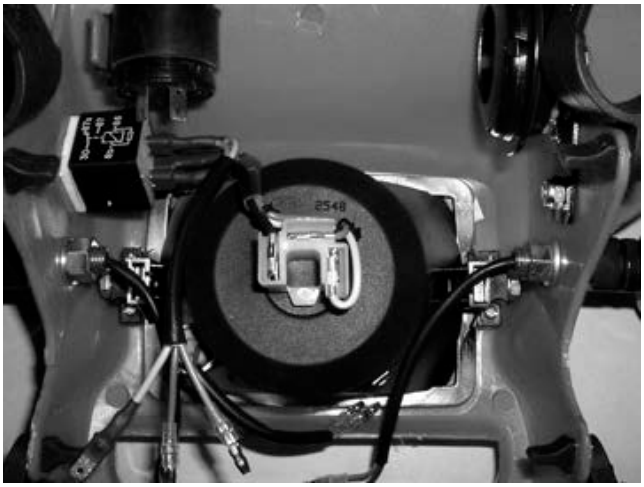
4. Plug the black/red lead from the stator into the stock black/red lead.

5. Plug the white/yellow wire from the stator into one side of the white/yellow double female connector from the AC voltage regulator.

6. Plug the green wire from the stator into one side of the green double female connector from the AC voltage regulator.

7. Locate the male green and male white/yellow wires from the stock wiring harness and plug them into the remaining sides of the two double females from the AC regulator. You probably wrapped these wires with tape when first installing the kit. This is all the wiring that needs to be done under the seat. Secure your work in place with some zip-ties and reinstall the seat.

8. Unplug and remove the Baja Designs headlight. Locate the relay extension that came with the rewound stator. Mount the relay to the left side of the headlight shell (see photo) using the 2-sided foam tape attached to the relay.

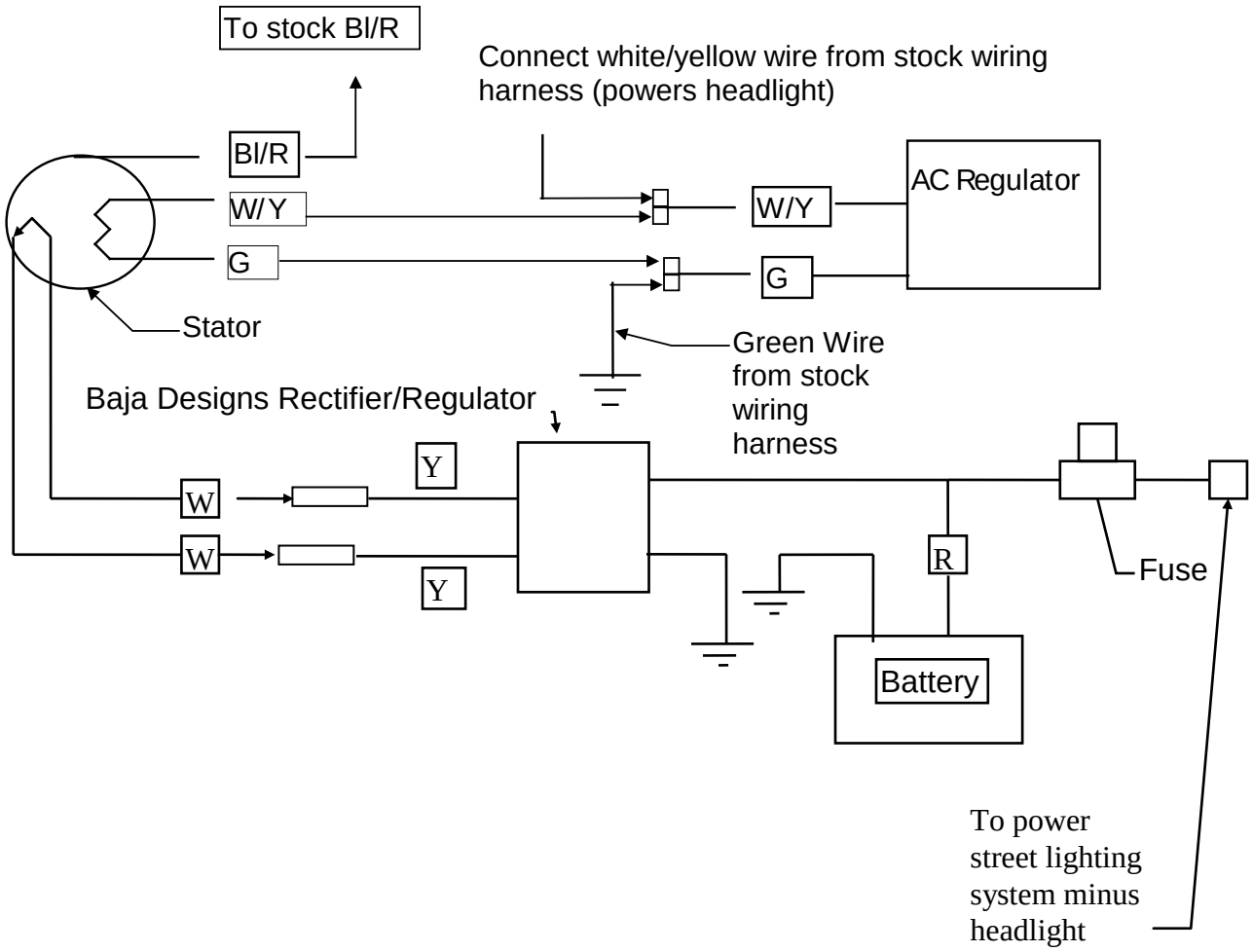


9. Connect the H4 headlight plug from the relay to the three prongs from the back of the headlight. The original headlight connector from the Baja Designs wiring harness will no longer be used to power the headlight. Connect the yellow wire with the spade terminal from the relay into the original headlight connector in the position that corresponds to the other yellow wire. Plug the blue and green wires from the relay into the blue and green wires from the stock wiring harness that the stock headlight plugged into.

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 green wire going to the running light 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.

Note that the main headlight bulb is now on its own AC circuit and will only burn while the bike is running. The lowbeam will now continue to burn in the 2nd "running light" switch position.


To stock Bl/R
Connect white/yellow wire from stock wiring harness (powers headlight)
Bl/R
W/Y
G
W/Y
G
AC Regulator
Stator
Green Wire from stock wiring harness
Baja Designs Rectifier/Regulator
Y
W
W
Y
R
Fuse
Battery
To power street lighting system minus headlight