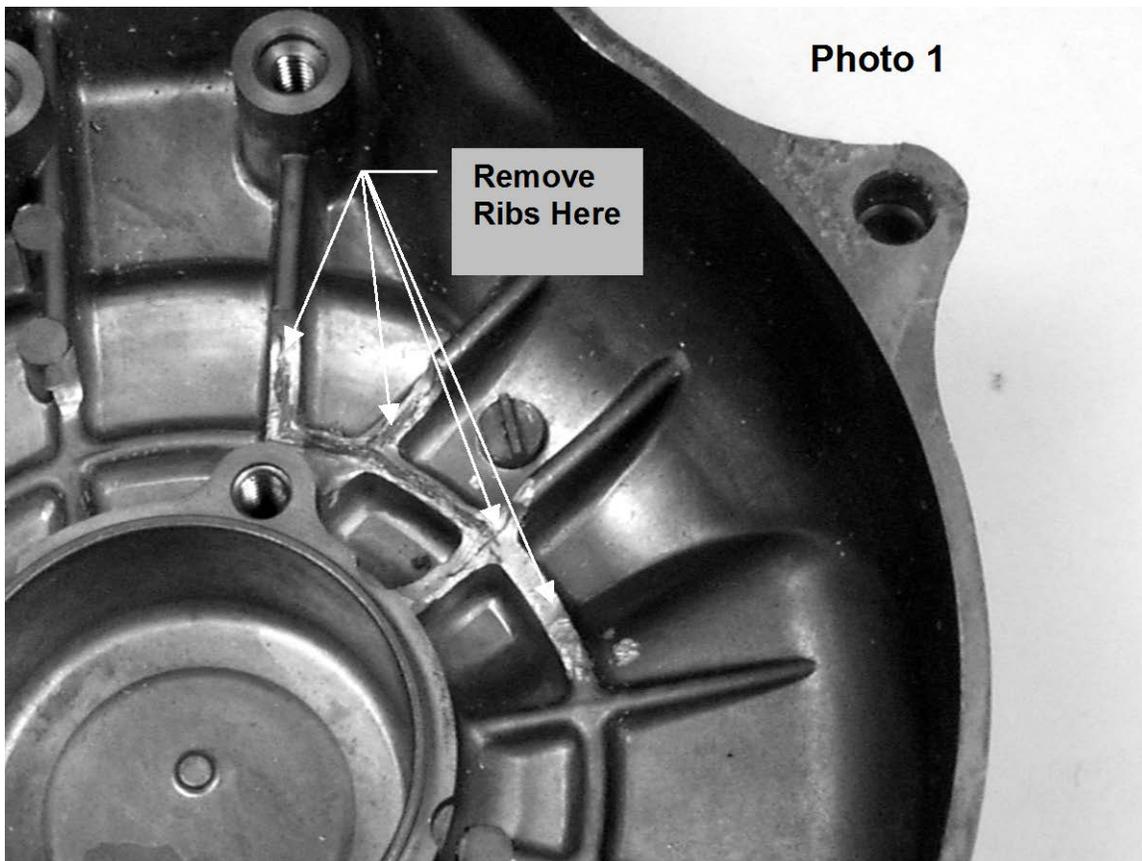




## Installation Instructions for Rewound Stator on XR650R with Dual Sport Kit Previously Installed

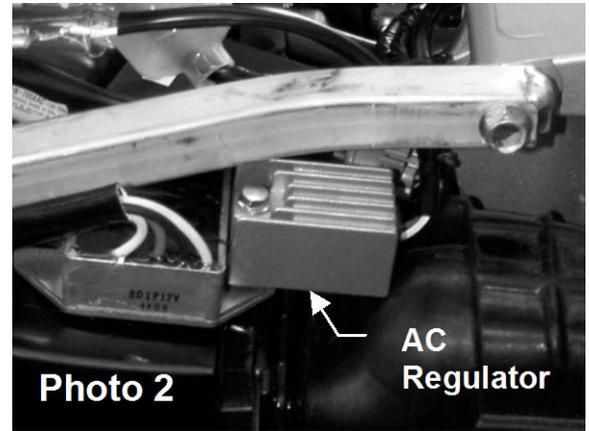
Your stator has been wound with two separate outputs to run your lighting systems. It features a dual wind with each output good for 125 watts. Both outputs are floating to allow you to use it with a single-phase rectifier/regulator. Following are instructions for installing this stator on an XR650R with a Baja Designs Dual Sport Kit.

1. Reinstall the rewound stator in the side case cover. The XR650R requires significant grinding on the case cover to provide room for the wires. Using a dremel or small hand grinder make the modifications to the case as shown in Photo 1. If you are not comfortable making this modification, Baja Designs will modify your cover for \$30. Test fit the stator (wires install next to case cover) to make sure cover does not crush wires when the mounting bolts are tightened.



2. Run the wires back up the frame and under the seat using the stock wire routing.

3. Reinstall the stock AC Regulator (finned aluminum box) that was removed when installing the Baja Designs Dual Sport Kit. The AC regulator will be piggy back mounted to the Baja Designs rectifier/regulator using the provided 6 x 35 mm bolt and spacer washers as shown in Photos 2 & 3. The AC regulator will slightly push on the air intake boot when the bolt is tightened down. To ensure the boot is not damaged, lightly radius the sharp edge of the regulator with a file or grinder. Route the regulator wires under the frame rail and back toward the battery.



**See Photo 4 for Steps four through eight.**

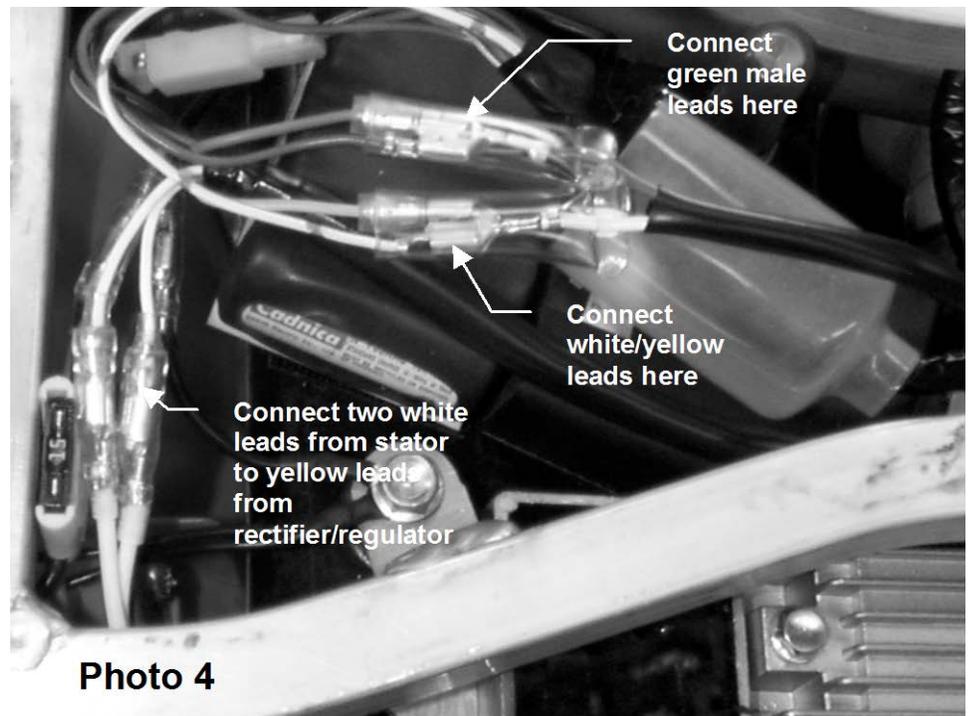
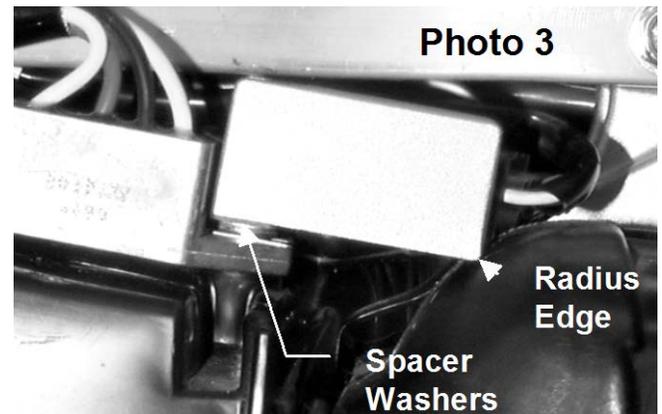
4. Plug the two white wires from the newly rewound stator into the two yellow wires from the Baja Designs regulator/rectifier.

5. Plug the black/red, brown and plastic two wire connector from the stator back into the mating leads in the stock wiring harness.

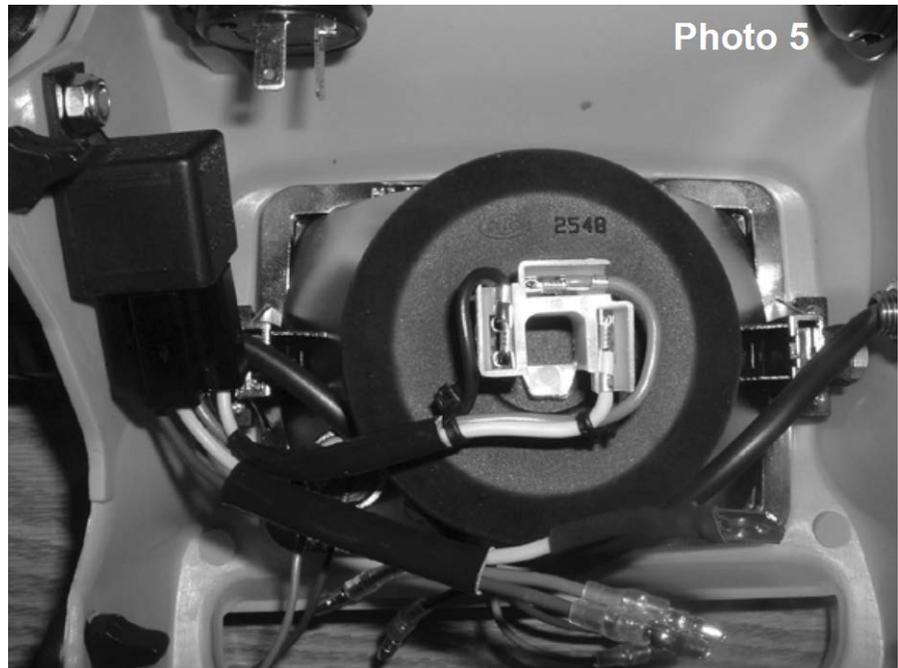
6. Plug the white/yellow wire from the stator into one side of the white/yellow double female connector from the AC voltage regulator.

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 and the male white yellow leads from the stock wiring harness and plug them into the matching open slots in the double female connector from the AC voltage regulator.



9. Install the relay and wiring in the headlamp shell as shown in Photo 5.



10. Plug the new white plastic H4 connector from the relay onto the back of the headlamp. Plug the yellow wire from the relay with the blade terminal into the original headlamp connector (Plug into slot with matching yellow wire). Plug the blue and green wires into the matching blue and green wires from the stock wiring harness that originally connected to the stock headlamp.

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 small parking lamp. 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

