



## **KTM Installation Document**

**Do not zip tie anything until you are done.**

Step 1: Remove headlight, (headlight switch) seat and gas tank from KTM.

Step 2: Partially install the headlight assembly using the top right band only to hold it in place temporarily. You will need to plug wires to this assembly and if you put all four bands on you will not be able to make the connections.

Step 3: Install handlebar switch on clutch side. You will need to move clutch perch to the right (about ½ inch to 1 inch) to make room for the switch. The red knob on the clutch adjuster should just miss the handlebar switch. The switch plugs into the circuit board on the bottom of the headlight using the 8-pin plug (the only unused 8-pin one on the circuit board)

Step 4: Behind the gas tank and in front of the air box is a small rectangular hole in the frame. You will be feeding two lines with the plug ends first down through this hole. They must be fed one line at a time and you may need to use needle nose pliers to grab them and help pull them through. The lines you want to feed through this hole are the power line with two-pin molex plug and the line for the taillight with the six-pin plug. Route these wires all the way to the headlight assembly along the left side of the bike on the bottom of the gas tank frame tube. In this step we will connect the power line only. With the handlebars turned all the way to the right, plug the power wire into the back of the headlight assembly making sure to leave some extra wire so you can turn the handlebars both ways without tugging on the wires. The other end of the power line has battery terminal loops. The positive has an in-line fuse and the other black wire is the negative. Connect these to the battery.

Step 5: Remove cover on rear brake master cylinder. To install the hydraulic brake switch you need to first remove the banjo bolt and then screw the new switch into the master cylinder. You need to make sure that you have the NEW crush washers above and below the brake line. Do this as fast as you can so you don't lose any brake fluid. You might need to bleed the rear brake if the switch does not work or your brakes feel soft. If you are not familiar with bleeding brakes, take it to a shop that can do it correctly. Route the wire up the frame tubing by the kick-starter and let it end behind the gas tank just in front of the seat. You can zip tie that wire and reinstall the master cylinder cover.

Step 6: With the unconnected wire routed in step 4, plug the tail assembly into the bottom of the board in the headlight assembly (the only 6 pin plug on the board). Leave some extra wire near the front of the bike so you can turn the handlebars both ways without tugging on any wires. The green wire from the tail assembly plugs onto one of the brake switch lines using the round bullet plugs (use some shrink wrap over the connections to keep out dirt and water). The black and yellow wires from the tail assembly along with the remaining wire from the brake switch goes into a three-pin Molex plug that connects to the existing KTM taillight. (I will connect the black and yellow wires for you.) See drawing on other page. Make sure to push the connectors all the way in until you feel them click. If they don't click you may need to use a small screwdriver to push them the rest of the way in. BE VERY CAREFULL. Once you plug in the wires into the Molex, you can't remove them with out a special tool.

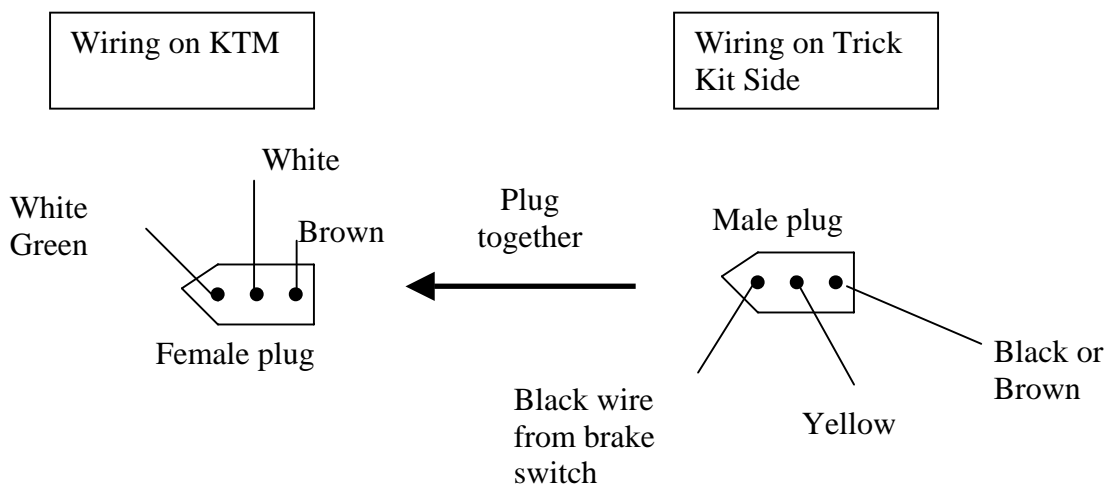
Step 7: There still should be two pairs of unused wires. These are used for your rear turn blinkers. The black wire is a ground, the ORANGE is for the right, and the BLUE is for the left.

Step 8: To test the kit: Move the rocker switch on the kit to the left. A five-watt daytime running headlight and your taillight should be on. In this setting you should also have use of your horn, blinkers, and brake light. The color of the left LED also lets you know how the charging system of your motorcycle is functioning. A red light indicates less than 12 volts; a yellow indicates 12-13 volts, while a green indicates around 14 volts. Next rotate the rocker switch to the right. This adds the main headlight to the circuit. You can now use the high-low beam on the handlebar switch accordingly. In this mode you can also use your turn signals, horn and brake light.

Step 9: Zip tie all wires and install gas tank and seat at this time.

YOU ARE DONE

To install the decal, it is better to spray the number plate, with soapy water and apply decal. Use a squeegee to work out water and air from behind sticker.



For installation using stock EXC taillights.

# TRICK DUAL SPORT

LAYOUT & WIRE CODE 03/04

## Fuses Resettable

- F1 power in 9 amp
- F2 aux power 3 amp
- F3 running light 3 amp
- F4 brake light 3 amp
- F5 horn 3 amp
- F6 signal flasher 3 amp
- F7 head light 5 amp

- WIRE COLOUR HANDLE BAR SWITCH
- PINK 1 HORN TO SWITCH
  - BLACK 2 GROUND
  - LIGHT GREEN 3 LOW BEAM OUT
  - YELLOW 4 HIGH BEAM OUT
  - BROWN 5 LEFT SIGNAL OUT
  - DARK GREEN 6 RIGHT SIGNAL OUT
  - BROWN WHITE 7 SIGNAL SWITCH OUT
  - BLUE 8 HEAD LIGHT POWER

## FRONT LIGHT UNIT

- BLACK 1 GROUND
- RED 2 HORN TO SWITCH
- ORANGE 3 HIGH BEAM OUT
- YELLOW 4 LOW BEAM OUT
- GREEN 5 HEAD LIGHT RUNNING
- BLUE 6 HORN POWER OUT
- VIOLET 7 RIGHT SIGNAL OUT
- GREY 8 LEFT SIGNAL OUT

## REAR LIGHT UNIT

- BLACK 1 GROUND
- RED 2 FRONT BRAKE SWITCH
- ORANGE 3 RIGHT SIGNAL OUT
- YELLOW 4 TAIL LIGHT RUNNING
- GREEN 5 REAR BRAKE SWITCH
- BLUE 6 LEFT SIGNAL

