KLX-300 Installation Guide

Do not zip tie anything until you are done.

Step1: Remove headlight, seat and gas tank and voltage regulator. Tape off the regulator plug and the headlight plug. We do not use these plugs; we just want to keep them clean and dry in case you want to reinstall them at a later time. You may have to move the kill switch to the right side of the handlebars in you don't have enough room on the left side.

Step 2: Partially install the headlight assembly using the top right **heavy-duty zip tie** only to hold it in place temporarily. You will need to plug wires to this assembly and if you put all the 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 to1 inch) to make room for the switch. 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: with the front wheel turned all the way to the right, run all wires down the left side if the bike. This insures that the power plug will not unplug (LEAVE SOME EXTRA WIRE) the power to the kit comes from the Yellow wires. Connect one end from the wires running out of the lighting coil (two Yellow wires with 1/16" female plugs remain in the bike. Remove the 1/16" connectors and solder on the round female connectors.) Plug the end of the power harness to the round connectors you just installed. Plug the other end to the plug (2 pin Molex plug) on the back of the kit box

Step 5. 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 loose any brake fluid. You might need to bleed the rear brake if the switch does not work or you 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 on the **backside of the sub frame tubing** and let the wires end under the seat. You can zip tie that wire.

Step 6: 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). If you are using the UFO tail assembly skip to step 7. If you are using the existing Kaw taillight keep reading. Since the black wire is common for the tail, brake and both turn signal you are better off stripping the coating off the wire where you want to attach and soldier other wires and keeping the black wire continuous. The BLACK and YELLOW wires are for the tail light the BLACK and GREEN wires are for the Brake light. Continue with the black wire to your rear turn blinkers. The black wire is a common ground, the ORANGE is for the right, and the BLUE is for the left.

Step 7: Drill holes and mount the UFO tail Assembly to the rear fender as far forward as possible. Drill a hole in the fender for the plug to fit through. You can drill two small holes next to the route of the wires and zip tie the harness in place. Plug the tail wire into the wire harness from the control unit.

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.

TRICK DUAL SPORT

LAYOUT & WIRE CODE 03/04

Fuses Resettable

F1 power in 9 amp
F2 aux power 3 amp
F3 runing 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	SIGANAL 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