

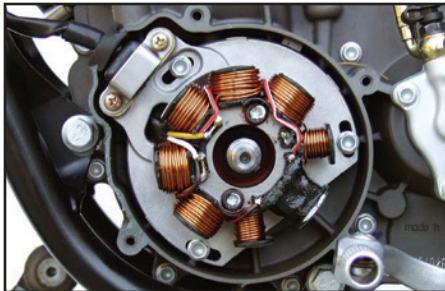
2-STK KTM & HUSABERG ELECTRICAL SYSTEMS

STEP 1: INSTALL STATOR AND/OR FLYWHEEL:

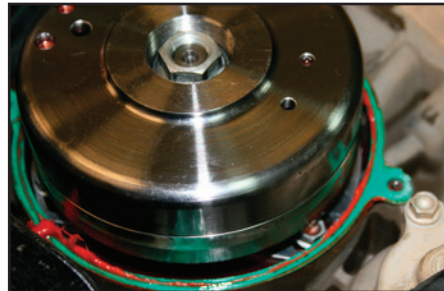
INSTALL STATOR (AND/OR FLYWHEEL)

2000-2007 side case

STATOR INSIDE ENGINE CASE



FLYWHEEL COVERING STATOR

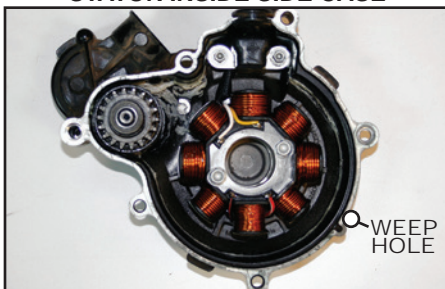


FOR MOST KTM, SIMPLY REPLACE THE STOCK STATOR AND/OR FLYWHEEL.

1. Turn off gas at engine, remove seat and fuel tank.
2. Lay the bike on it's side.
3. Disconnect fuse (e-start models only.) (Check fuse if bike won't start at the end.)
5. Remove shifter to allow for easy removal of side case.
6. Remove side case, exposing the stock stator and flywheel. (2008-2009 2-stroke models with e-start will have to remove the exterior case cover and starter motor in order to remove the side case.)
6. KTM 2-stroke flywheels cover the stator. To remove the stator, first remove the flywheel (flywheel puller required; an 1/2" impact wrench is recommended for flywheel removal.) (For the 2008-2009 E-start models the flywheel is on the crank and does not need to be removed for stator installation.)
7. Uninstall stock stator.
8. Clean side case and bolts thoroughly, remove any dirt or pieces of gasket.
9. Install Trail Tech stator, opposite of the removal process. Use factory torque specifications and bolts. (Use Loctite at your own risk, it may make future stator removal difficult.)
10. Re-install the stock flywheel, or install a Trail Tech flywheel. Tighten to manufacturer specification (do not use an impact wrench to tighten, damage may occur to flywheel or crankshaft. Trail Tech is not liable for damage due to incorrect installation.)
11. Re-install side case and tighten bolts to factory torque specification. Use a new gasket if the original one has torn or become damaged.
12. Re-install shifter and stand the bike up.

2008-2009 E-start side case

STATOR INSIDE SIDE CASE



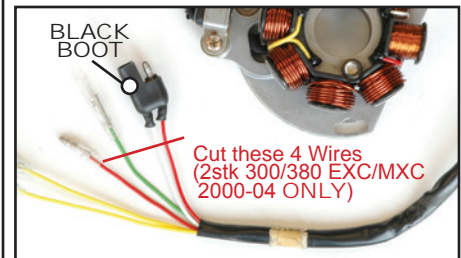
FLYWHEEL INSIDE ENGINE CASE



MODEL-SPECIFIC NOTES

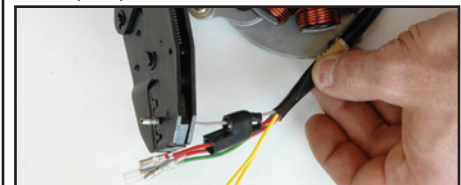
2-STK 300/380 EXC/MXC 2000-04

These KTM's must re-use the stock black boot and bullet-connectors shown in the photo below.



1. Cut the four wires from the stock stator, as shown. The connectors must be added to the Trail Tech stator in order to plug into the bike.

STOCK WIRES	TRAIL TECH WIRES
RED (CDI)	→ BRIGHT-RED
WHITE (CDI)	→ WHITE
GREEN (PIP)	→ GREEN
RED (PIP)	→ DARK-RED



2. Add the black boot to Trail Tech stator. Re-crimp bullet-connector terminals, then continue with stator installation.

TIP: ADD OIL TO 'DRY SYSTEM'

KTM 2-stroke models have a "dry system" that does not use oil. Oil can be added to prevent rust, or excessive heat in the system.

1. With the bike on it's side, add 100ML of low-viscosity 5W30 motorcycle motor oil to the engine case.
2. Using a liquid silicone gasket product, seal the weep hole at the bottom of the side case so that no oil can escape. Make sure everything is clean before application. Use a thin bead of silicone on both sides of the gasket for the best seal.

2-STK KTM & HUSABERG ELECTRICAL SYSTEMS

AC INSTRUCTIONS:

AC

AFTER INSTALLING A TRAIL TECH STATOR AND REGULATOR, ADD LIGHTS TO AC CIRCUIT.
- SEE NEXT PAGE FOR DC INSTALLS -

AC SYSTEMS STEP AC1 - REGULATOR:

AC circuits can use a regulator (regulator/rectifier not required.)



AC Regulator

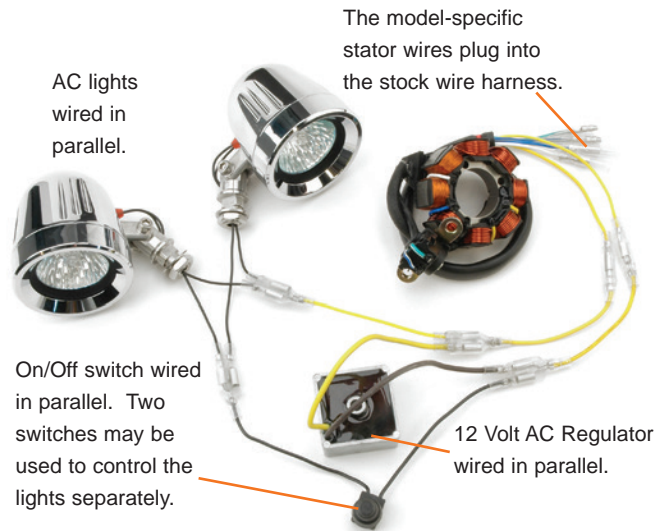
Yellow Regulator Wire: Power lead. Should intersect circuit between the stator and lights.

Black Regulator Wire: Ground lead. Intersects circuit between switch and stator.

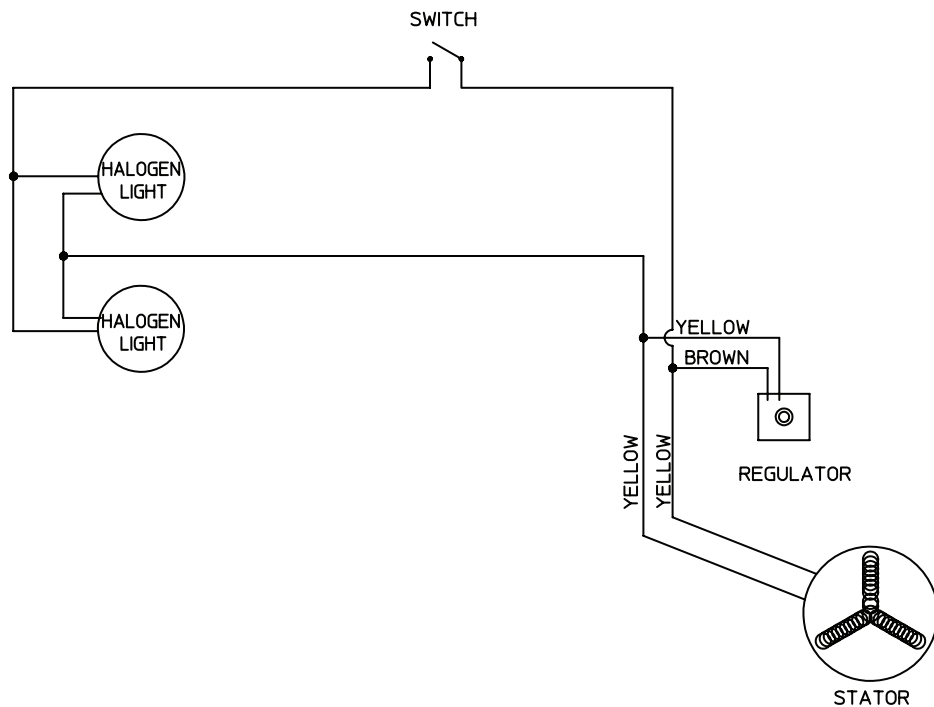
Regulator Ground: The regulator creates a frame-ground when bolted to the motorcycle frame.

AC SYSTEMS STEP AC2 - WIRING:

If installing an AC system, the circuit should be set up as below.



AC CIRCUIT CONCEPT DIAGRAM (GENERIC):



BETA, KTM, HUSABERG & HUSQVARNA PLUG AND PLAY DC ELECTRICAL SYSTEM KIT

SUMMARY & BENEFITS:

- This installation is applicable to Trail Tech HID headlight installation, as well as general DC conversions.
- Install Stator (and flywheel) before completing these wiring instructions
- The reg/rec has two new wires, one to bypass the AC stator connection to the stock wiring harness, the other to provide the wiring harness with switched DC power.
- If also installing a battery and/or wiring harness, please install those products before starting these instructions!

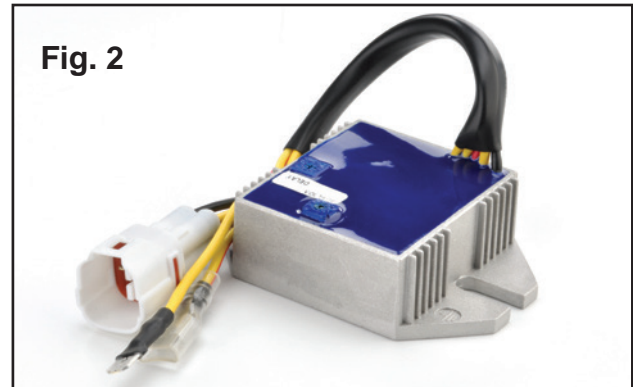
BENEFITS:

- No cutting or splicing required. Makes a clean installation using factory OEM connectors.
- The installation is completely reversible.
- The stock push-pull lightswitch can be used to turn the lights on and off. Optionally use the switched relay function for motor on operation of your lighting accessories

PARTS:



REGULATOR/RECTIFIER RELOCATION BRACKET



REGULATOR/RECTIFIER

INSTALLATION:



REMOVE BOLT
TO UNINSTALL
STOCK
REG/REC

STOCK REGULATOR/RECTIFIER INSTALLED



Fig. 4

REMOVE BOLT
TO UNINSTALL
STOCK
REG/REC

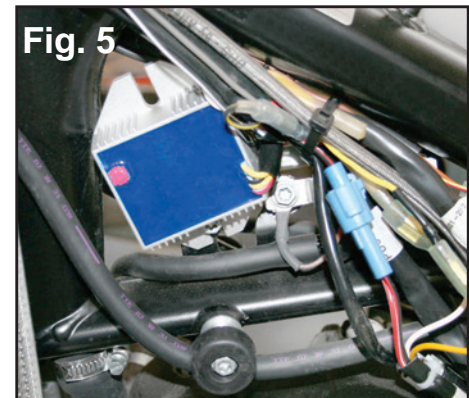


Fig. 5

TRAIL TECH REG/REC INSTALLED
(2000-2011 MODELS)

STEP 1:

- 1A. Remove the fuse (located under the seat, near the battery.)
- 1B. Locate the stock Reg/Rec underneath fuel tank.
- 1C. Disconnect the 4-pin connector.
- 1D. Remove the 8mm bolt holding the stock Reg/Rec.
- 1E. Remove stock Reg/Rec from machine.

STEP 2:

- Install regulator/rectifier using stock 8mm bolt, opposite the removal process.

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INSTALLATION CONTINUED:



STEP 2 (Option 2):

Note: The 2011-2016 KTM XC-W 2-Stroke models require use of a Reg/Rec relocation bracket. (See Fig. 1 for bracket; Fig. 6 for install.) The 2011-2016 XC 2-Stroke TE 250/TE 300 models do not require the use of the relocation bracket & can mount the Reg/Rec in the stock location using the stock fastener.

1. Mount Trail Tech Reg/Rec to relocation bracket using M6x16mm bolts & lock nuts
2. Using stock 8mm bolt, mount relocation bracket to frame.

Note: Use stock Reg/Rec mounting point to mount relocation bracket to frame on 2011-2016 XC-W 2 stroke models. 2011-2012 Husaberg TE 250/300 use the mounting depicted in Fig. 5.

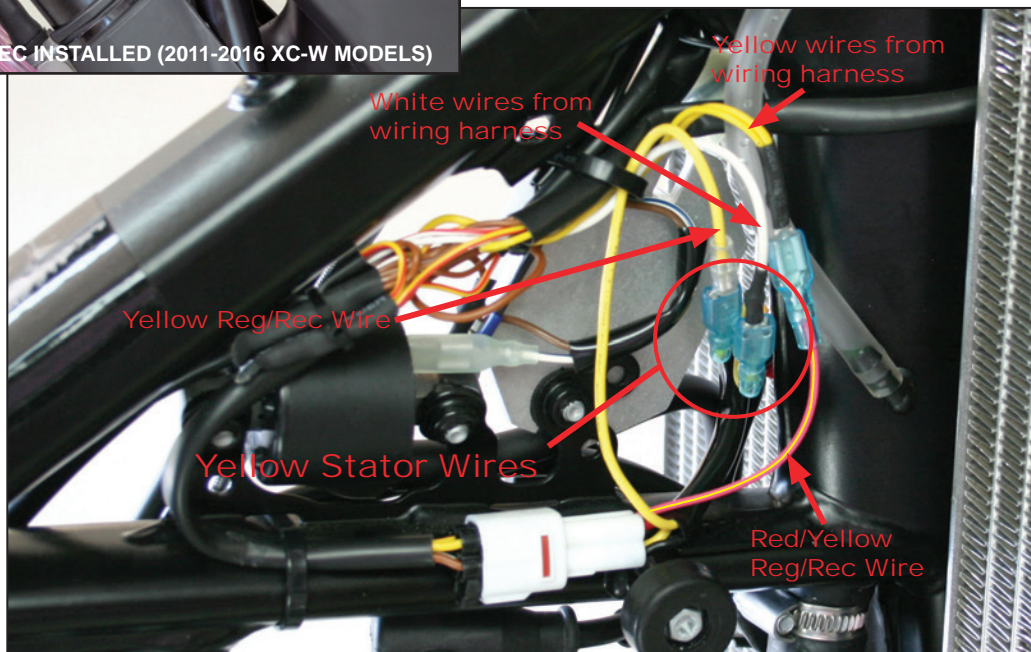


Fig. 7

STEP 3:

- A. Plug either yellow stator wire to the white wire of the wiring harness.
- B. Plug the other yellow stator wire to the Reg/Rec yellow wire.
- C. Plug the Red/Yellow Reg/Rec wire to the Yellow wire of the wiring harness.

STEP 4: Re-install the fuse removed in Step 1A.