



CRF-150 Installation Guide

Do not zip tie anything until you are done.

Step 1: Remove headlight, seat and gas tank. You may have to move the kill switch to the right side of the handlebars if 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 to 1 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 of 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 of the wires running out of the lighting coil wires from rewound lighting coil to the plug (2 pin Molex plug) on the back of the kit box. Since this is AC the polarity does not matter.

Step 5. To install the mechanical brake switch you need to bolt the brake switch to the frame and drill a hole in the brake pedal. Hook the end of the spring into this hole in the brake pedal. You may have to stretch the spring to ensure that the brake light turns off. This is the worse part of the install. If the spring is too loose, the light won't come on; if it is too tight, it won't go off. 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). Bolt UFO Taillight assembly to rear fender. Plug in the rear taillight harness.

Step 7: 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 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 horn, blinkers, and brake light.

Step 8: Zip tie all wires and install gas tank and seat at this time.

YOU ARE DONE

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

