



## CRF-230 Installation Guide

Do not zip tie anything until you are done.

Step 1: Remove the number plate, seat and gas tank from CRF-230.

Step 2: Locate CDI Box on steering head (See Figure 1). Remove box from hanger. Do not undo plugs (See Figure 2). Remove metal bracket (See Figure 3).



Figure 1: Original location



Figure 1: Original location



Figure 3: Remove bracket

Step 3: Relocate the CDI box to its new location behind the steering head. Reattach the metal bracket and slide the CDI box into its new location (See Figure 4). Attach with hose clamp (See Figure 5). Cut off excess hose clamp.



Figure 4: Slide into new location



Figure 5: Attach with hose clamp

Step 4: Partially install the headlight assembly using the top right white zip tie only to hold it in place temporarily. You will need to plug wires to this assembly.

Step 5: 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 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 5: (Power harness) The power wire with the two pin plug runs from the battery to the 6 inch wire hanging from the control board. The red wire should be attached to the positive and the black wire to the negative of battery. You will need to notch the battery cover so the wire can fit with the cover closed.

Step 6: (Taillight harness) The wire with the six pin plug is for the tail light. Run the wire down the left side of the bike. If you plan on using a front hydraulic brake switch use the front connectors and continue at Step 7A. If you are planning on using a mechanical rear brake switch use the green pair of connectors and continue at Step 7B. You can use both.

Step 7A: (Front Hydraulic Brake Switch) 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 Front 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.

Step 7B: (Rear Mechanical Brake Switch) Bolt mechanical brake switch to the large frame above the rear brake pedal. Drill a 1/16 inch hole in the brake foot lever directly in line with the mechanical switch. Feed the spring into this hole in the brake pedal. You may have to stretch the spring by uncoiling it slightly to get the brake switch to turn off. Route the wire from the brake switch up the frame and connect it to the green wires on the taillight harness. Use shrink wrap to protect connectors.

Step 8: (Rear Taillight) Clamp UFO rear taillight under the rear fender. Slide the taillight forward so that the rear fender extends about 1 inch past the red taillight; this protects the taillight from trees. Use ¼ inch drill and the bolts supplied. You may have to drill a 5/8 inch hole in the rear fender for the plug to fit through. Plug the UFO taillight plug into the rear taillight harness.

Step 9: (Final connections) Use the hose clamps provided and the remaining zip ties to mount the headlight to the bike. With the handlebars turned all the way to the right allow some extra wire and zip tie both the power line and the rear taillight harness to the bike.

Step 10: (Testing 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 11: 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
BLUE	5 LEFT SIGNAL OUT
DARK GREEN	6 RIGHT SIGNAL OUT
BROWN WHITE	7 SIGNAL SWITCH OUT
BROWN	8 HEAD LIGHT POWER

FRONT LIGHT UNIT	
1 GROUND	
2 HORN TO SWITCH	
3 HIGH BEAM OUT	
4 LOW BEAM OUT	
5 HEAD LIGHT RUNNING	
6 HORN POWER OUT	
VIOLET	7 RIGHT SIGNAL OUT
GREY	8 LEFT SIGNAL OUT

REAR LIGHT UNIT	
1 GROUND	
2 FRONT BRAKE SWITCH	
DRANGE	3 RIGHT SIGNAL OUT
YELLOW	4 TAIL LIGHT RUNNING
GREEN	5 REAR BRAKE SWITCH
BLUE	6 LEFT SIGNAL

