



XR-400 Installation Guide

Do not zip tie anything until you are done.

Caution: Keep all wires away from the oil cooler. It is very hot and will melt the wires.

Step 1: 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 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 (Yellow and Pink wires with female round plugs) on one 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 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 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). 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 solder 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. If you are using the existing Honda taillight, The Black wire from the kit goes to the Green wire on the Honda Tail section. The Yellow on the kit goes to the Blue on the tail section and you will run the Green wire in the kit (pull the wire with a snake or coat hanger through the wire coating to the bulb housing. Next solder the green wire from the kit to the empty spot on the bulb housing (this is for the brake light).

Step 7: 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 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 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 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.

Caution: Make sure that all wires are routed away from the oil cooler.

TRICK DUAL SPORT

03/04

LAYOUT & WIRE CODE

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

