# DC CONVERSION
2002-2004 CRF450R DC CONVERSION

INSTALL ELECTRICAL SYSTEM:

1. Remove seat to expose the air box.
2. Remove gas tank.
3. Using a 13/64" (5.15mm) drill bit, mark and drill two holes lining up the Trail Tech battery mounting plate to the bike frame. After the holes are drilled, use the two included M6 self-tapping screws to mount the mounting plate to the bike frame (Fig.1.)
4. Install the battery bag to the mounting plate, as shown below. Pull the strap tightly to securely hold the battery (Fig.2.)

Fig.1

Fig.2
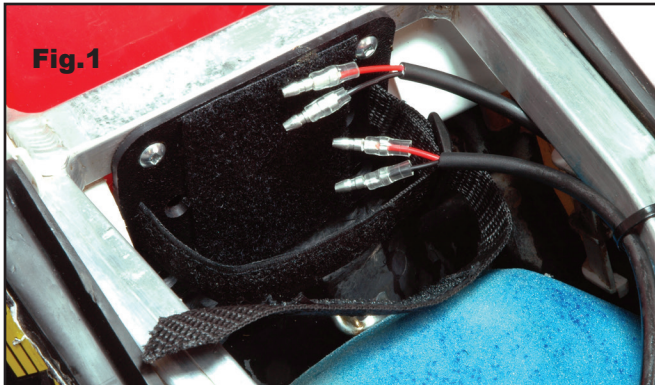
5. Use a 13/64" (5.15mm) drill bit to drill a hole in the bike frame (Fig.3.) Use the included M6 self-tapping screw to mount the Regulator/Rectifier (Fig.4.)
Note: MAKE SURE THE HOLE FOR THE REGULATOR/RECTIFIER IS LOW ENOUGH TO ALLOW THE GAS TANK TO BE RE-INSTALLED.

Fig.3
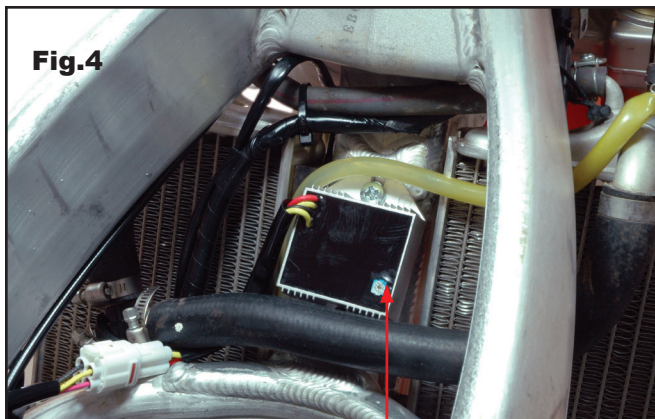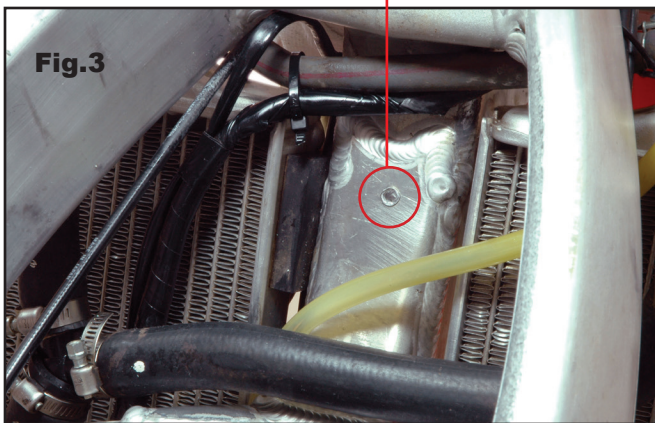
Fig.4

MOUNT REGULATOR/RECTIFIER AS LOW AS POSSIBLE.

Fig.5

6. Install Trail Tech stator (See reverse side of instructions.)
7. Install the wiring harness:

A. Plug the wire harness white 4-pin connector into the mating connector on the regulator/rectifier. (Fig.4.)
B. Connect the yellow wires from the wire harness to the yellow wires from the stator.
C. Connect the red and black wires from the wire harness to the red and black wires from battery. (Fig.1 and Fig.2.)
D. Connect the remaining stator wires to the stock wires that the stock stator was disconnected from.

8. Wire in a headlight or other electrical accessory, connect the light's red and black wires to the battery. Add a switch between the light and battery.
Note: The light will never shut off if it is wired directly to the battery with no switch (drains the battery.)

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INSTALL TRAIL TECH STATOR:

1. Drain a small amount of oil out of the crank case.
2. Lay the bike on its right side.
3. Remove the left engine side case.
4. Remove old stator assembly. Do not damage hardware: it will be used with the new stator.
5. Install Trail Tech stator. Route wires so they will not be pinched. Use thread locking compound (clean case thoroughly before using thread locking compound.)
6. Replace sidecase. Torque bolts to OEM specifications.

Trail Tech High Output Stator (S-8200-05)

Wire colors are the same for both the stock and Trail Tech stators.
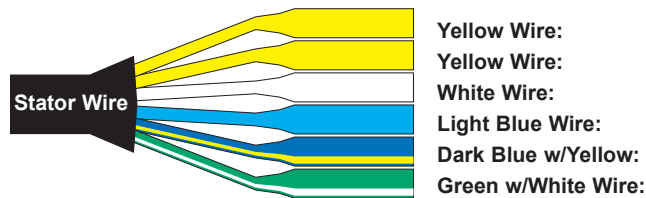
Stator Wire

Yellow Wire:	**Lighting lead. Connect to Yellow wire from Regulator/Rectifier.**
Yellow Wire:	**Lighting lead. Connect to Yellow wire from Regulator/Rectifier.**
White Wire:	**Ignition lead. Connect to White wire from OEM wire harness.**
Light Blue Wire:	**Ignition lead. Connect to Blue wire from OEM wire harness.**
Dark Blue w/Yellow:	**PIP lead. Connect to Blue/Yellow wire from OEM wire harness.**
Green w/White Wire:	**PIP lead. Connect to Green/White wire from OEM wire harness.**

ELECTRIC SYSTEM WIRING QUICK-VIEW:

P-1: Trail Tech Regulator/Rectifier connected to the included Trail Tech wiring harness.
The Reg/Rec converts AC power to DC. This connection is critical to complete your 12VDC charging circuit.

P-2: Trail Tech stator connected to the included Trail Tech wiring harness.
This connects the AC output from the stator to the Trail Tech Reg/Rec.

P-3: Trail Tech battery connected to the included Trail Tech wiring harness.
*This connection provides 12VDC from the Trail Tech Reg/Rec to your battery.*

Note: *Any battery rated for a standard 12VDC charging system mat be used in place of the provided NiMH battery. On the CRF450R models, note that space in the air box is limited and a standard Lead Acid battery may not fit.*

P-4: Connect these wires to the stock wire harness.
These wires are the ignition circuit of the Trail Tech high output stator. These wires match the stock wiring harness.

P-5: Optional DC Relay Output.
This Red/Yellow lead can be used for any aftermarket accessories. This relayed circuit provides 12VDC once the motor is running and can be adjusted to leave power available for up to 30-45 seconds after the motor shuts off. This is an optional installation method and is not required for the installation of the SR-8200(A)/SR-8201(A) stator kit!
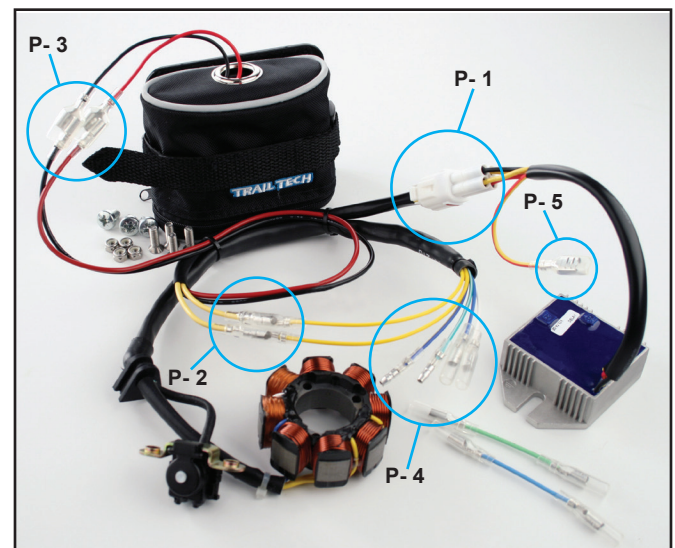
SR-8200 DC Conversion Connection Overview