



**DOUBLE HID
RACELIGHT
'00-on KTM 4-STROKE
EXC/MXC/XC**

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HID RACE LIGHT MOUNTING INSTRUCTIONS **'00-on KTM EXC/MXC 4-STROKE**

THE STOCK BATTERY WILL HAVE TO BE ROTATED SO THAT THE TERMINALS ARE LOCATED NEAREST TO THE AIR FILTER.

Remove the stock seat, tank, and stock headlight.

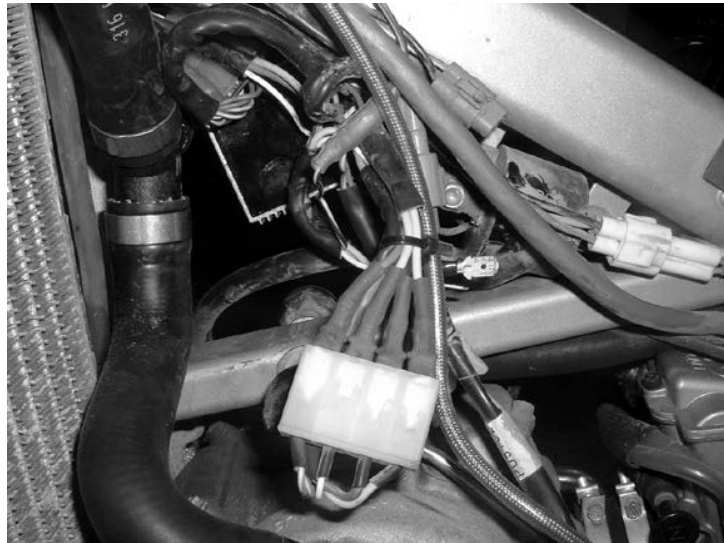
STATOR:

Re-install the rewind stator and route the wires back to their original location underneath the fuel tank (if you do not have a rewind stator, now would be a good time to send it to Baja Designs). Plug all the wiring back into the stock wiring harness.

VOLTAGE REGULATOR:

('00-'04): Unplug & remove the stock rectifier/regulator from its mounting location under the fuel tank. It's the metal finned box held on by one bolt.

Install the Baja Designs rectifier/regulator as shown in the photograph using the same mounting bolt. The four terminals from the Baja Designs



rectifier/regulator will plug into the white plastic connector that previously attached to the stock rectifier/regulator.

-Attach the two yellow wires from the rectifier/regulator to the white & yellow wires in the plastic connector. Polarity is unimportant.

-Attach the black wire from the rectifier/regulator to the brown wire in the plastic connector.

-Attach the red wire from the rectifier/regulator to the yellow/red wire in the plastic connector.

-Secure the wires & connector with zip ties.

('05-on): Remove the stock voltage regulator from the bike and install the Baja Designs regulator in the same location. Plug the plastic connector from the new regulator into the plastic connector from the stock KTM wiring harness.



WIRING HARNESS:

Route the Baja Designs harness onto the bike starting with the three position white plastic connector just to the left of the steering stem and then follow the stock harness back underneath the wishbone and up into the front part of the airbox. Unplug the plastic taillight connector from the stock harness and plug it into the Baja Designs harness. *Make sure to duplicate the stock harness routing exactly to avoid pinching the new wires with the seat or tank.*

(Disregard if you are not using handlebar switches) Mount the on/off switches onto the left side of the handlebars between the clutch perch and the grip. Run the wiring towards the middle of the top triple clamp. Plug the white two-position connectors from the switches and wiring harness together. Notice that the switch connectors are of different length. The shorter wires plug into the right side switch and the longer wires into the left switch. The right switch will control the driving light and the taillight, and the left switch will control the spot light.

Battery connections: Run the black lead and the fused lead back to the battery. Attach the black ring terminal to the ground (-) side of the battery and the fused ring terminal to the positive (+) side of the battery. **Do not reverse the polarity** of these connections, as it will most likely damage one or more of your bike's electrical components.

HEADLIGHT MOUNTING:

To mount the racelight on the bike, first attach the two receiver brackets to the fork tubes using the four rubber-isolated hose clamps. If the two strips of rubber on the receivers are not already attached, remove the paper backing and stick the strips to the backside of the receiver. The photo shows the direction and alignment of the brackets and clamps.



Leave the clamps a little loose so you can line the four posts from the racelight up with the mounting holes. Slide the light into the receiver brackets and then center it on the forks. Most bikes will have enough slack in the front brake line to run it on the outside of the light. If not, you can run it inside of the receiver brackets. It may be necessary to remove or bend the front cable guide in order to clear the light and receivers.

Once the light is positioned properly, tighten the clamps around the forks. Do not forget to insert the two cotter pins into the two bottom light posts, or you may lose the light while riding. One expense everyone would rather avoid.

Secure all your wiring with some zip-ties and go riding!

-The rest of this instruction page is intended to aid in the use and trouble-shooting of your HID headlight system-

If your system has been pre-wired it will not be necessary to modify the harness or connections unless otherwise noted. If you do wish to make modifications, please talk to a qualified technician at Baja Designs between the hours of 9am and 5pm, Monday through Friday, 760-560-2252.

If the HID light fails to come on with the switch at any time, it may be either a blown fuse or a discharged battery. The battery can either be recharged by riding the bike with the headlight off or charging it with a battery charger.

Riding in slow, tight, or technical terrain may cause the battery to discharge because of the fact that the bike's stator puts out less wattage at lower RPM's. If the battery voltage drops too low the light will begin to strobe or pulse. To get the light to work correctly you will have to first turn the light off, and then rev the motor to increase the voltage to the battery. After about 20-30 seconds of this, try turning the light back on. If it still strobos, try turning it off and revving the motor again. Keep in mind the fact that you will have to remain in higher RPM's to maintain the needed voltage in the battery when riding.

NOTE: The battery will NOT recharge if the light is pulsing, you must turn it off to allow power to the battery.