

Installation Instructions - 200 W high output stator

Honda XR 400R 1996-2004 / XR 650R 2000-2007



This stator can be configured in **five (5)** different ways :

01 Replacement for OEM stator with original lighting system

see page 3

02 Single 200 Watt high power AC lighting output

see page 4

03 Using OEM lighting circuit with additional 100W lighting circuit

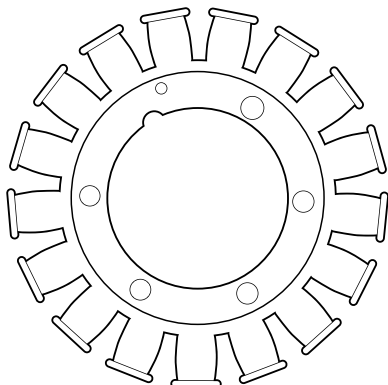
see page 5

04 Split 100W AC Lighting / 100W DC Charging Outputs

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05 Single 200 Watt high power DC charging output

see page 7



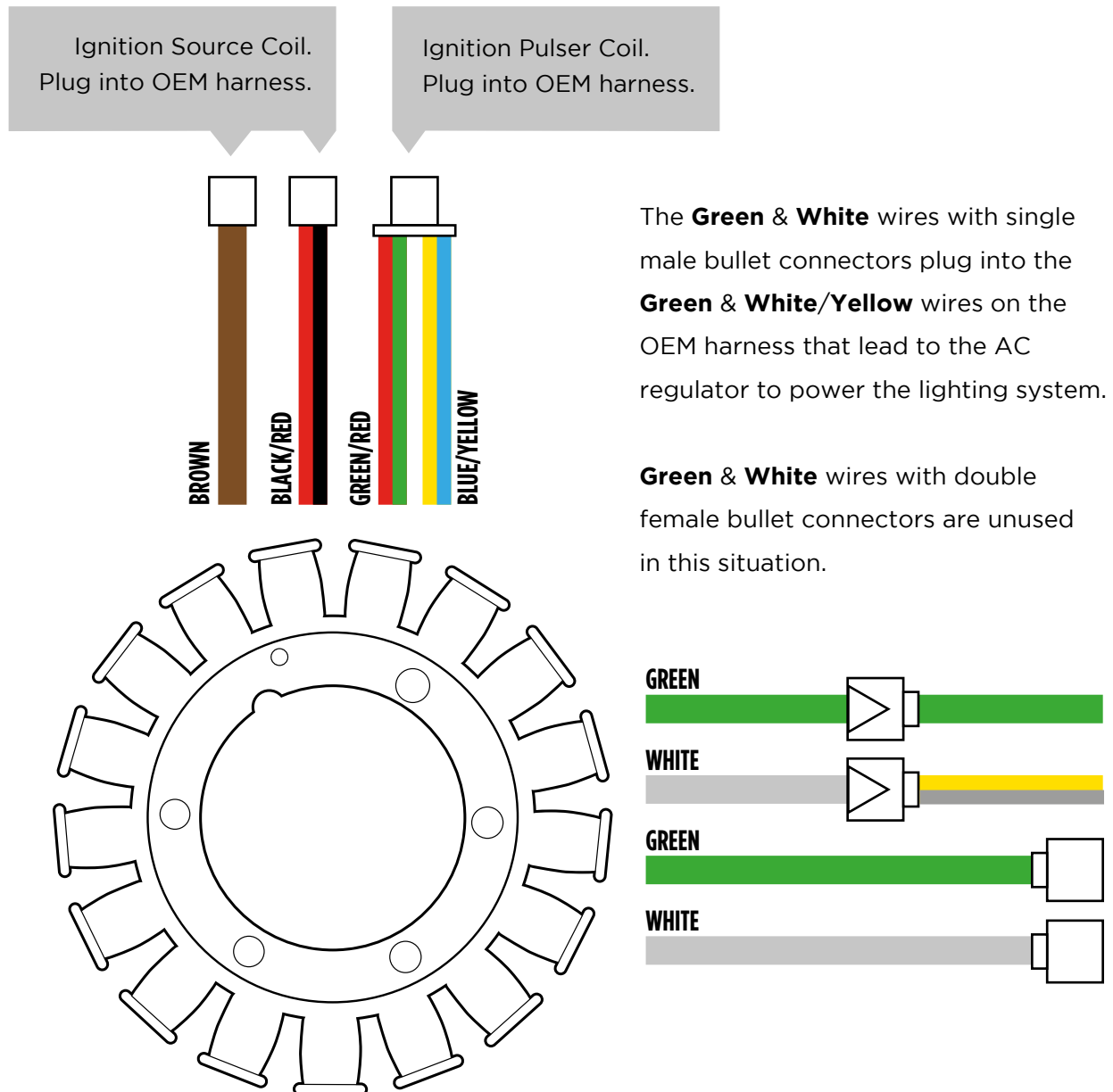
HIGH OUTPUT STATOR 200 W STATOR

- Eight wires
- Eight plugs
- ALTERNATOR Green to White 0.6 ohms +/- 20%
- PICKUP Green to Blue 230 ohms +/- 20%
- SOURCE Black/Red to Brown 100 ohms +/- 20%
- Interior Diameter: 54mm
- Exterior Diameter: 115mm
- Thickness: 27mm

An OEM North American Honda XR400R/XR650R stator has a single floated (not grounded) lighting coil. Our stator is compatible with an original stator, but it has 2 completely separate floated (not grounded) 100W lighting/charging coils. This allows the stator to be used for many kinds of lighting systems, and even on non-North American models. See the diagrams below for various ways to use the stator.

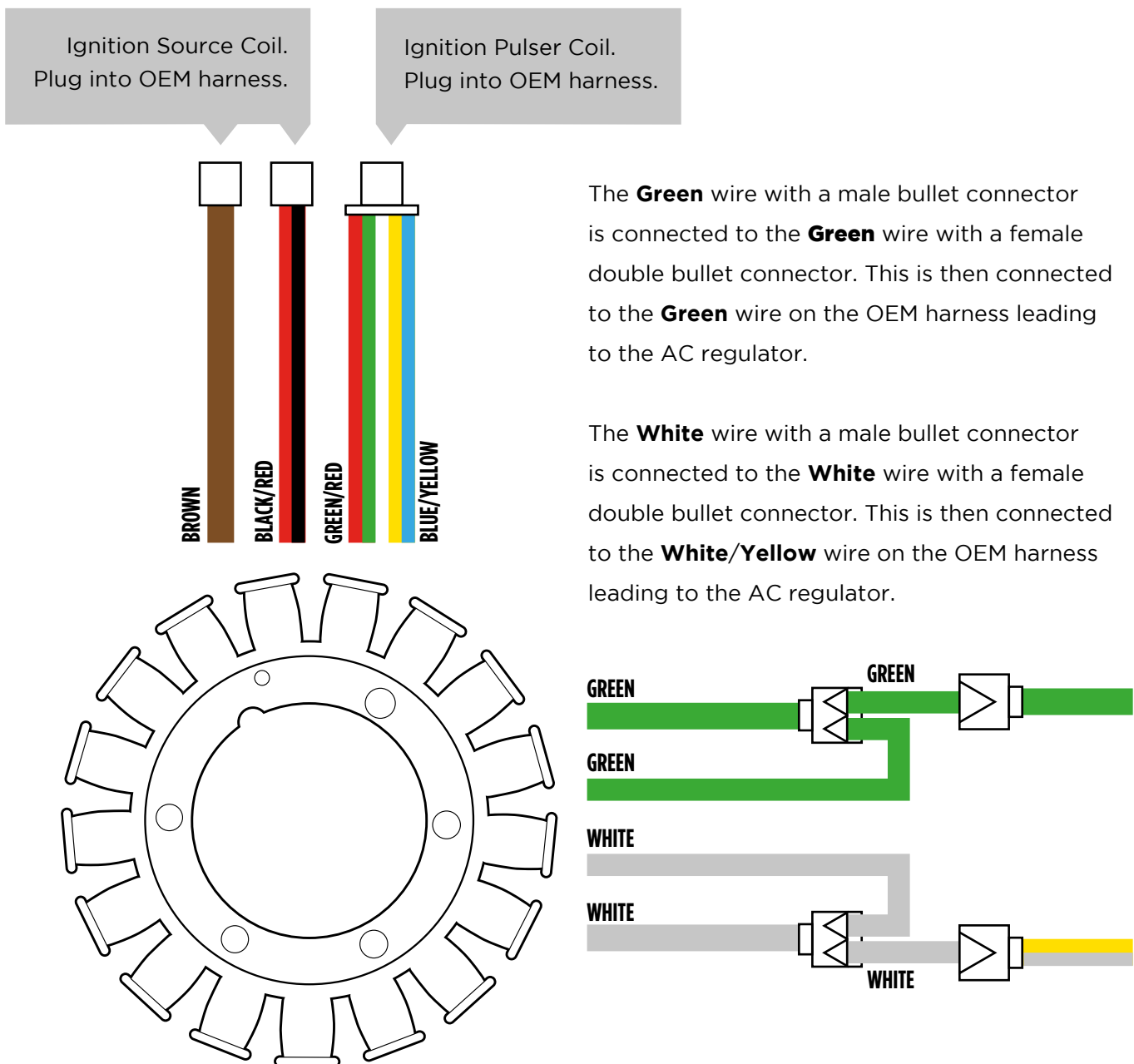
Replacement for OEM stator with original lighting system

This situation is very easy to connect, just like the OEM stator. One of the 100W coils is used to power the lighting system on the bike. The other coil is unused (insulate and tie up the unused connectors safely).



Single 200 Watt high power AC lighting output

This situation is used to power high wattage lights. You are effectively connecting the 2 separate 100W coils in series to create a single 200W coil. The diagram below shows connection to the bikes OEM harness to power a high wattage light with AC current from the stator. We highly recommend replacing the OEM AC regulator with a heavy duty unit to handle the extra power.

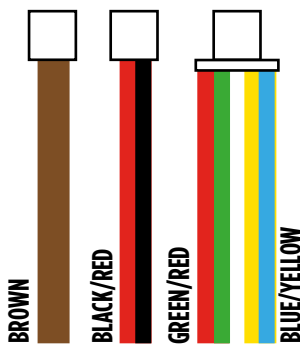


Using OEM lighting circuit with additional 100W lighting circuit

This situation is very similar to the previous page using the OEM lighting circuit, however you are also taking advantage of the additional 100W lighting circuit available. In this case one coil is plugged into the OEM wiring harness. The other coil will require it's own AC regulator, and if you would like, a switch to control your additional light.

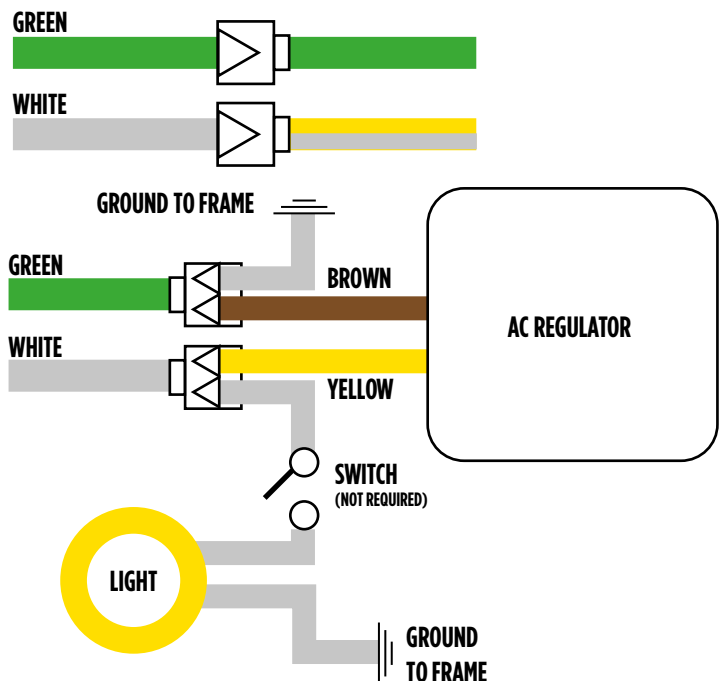
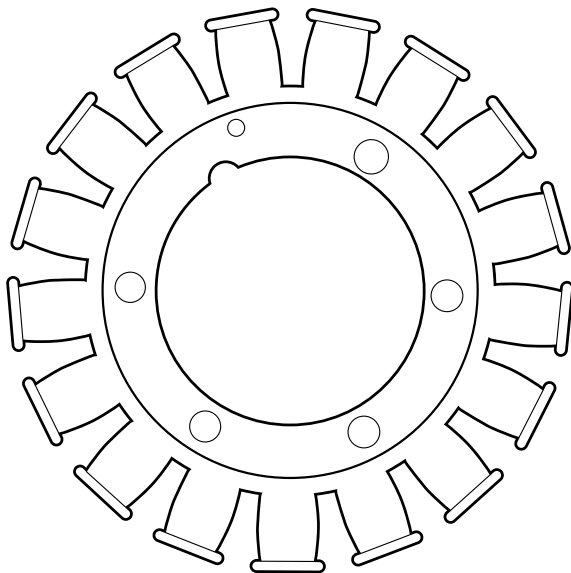
Ignition Source Coil. Plug into OEM harness.

Ignition Pulser Coil. Plug into OEM harness.



The **Green & White** wires with single male bullet connectors plug into the **Green & White/Yellow** wires on the OEM harness that lead to the AC regulator to power the lighting system.

The **Green** wire with female double bullet connector connects to frame ground and the **Brown** wire for your new AC regulator. The **White** wire with female double bullet connector connects to the **Yellow** wire on your new AC regulator, and then on to your new headlight. You can insert a switch in this circuit if you'd like to turn on/off your new light.



Split 100W AC Lighting / 100W DC Charging Outputs

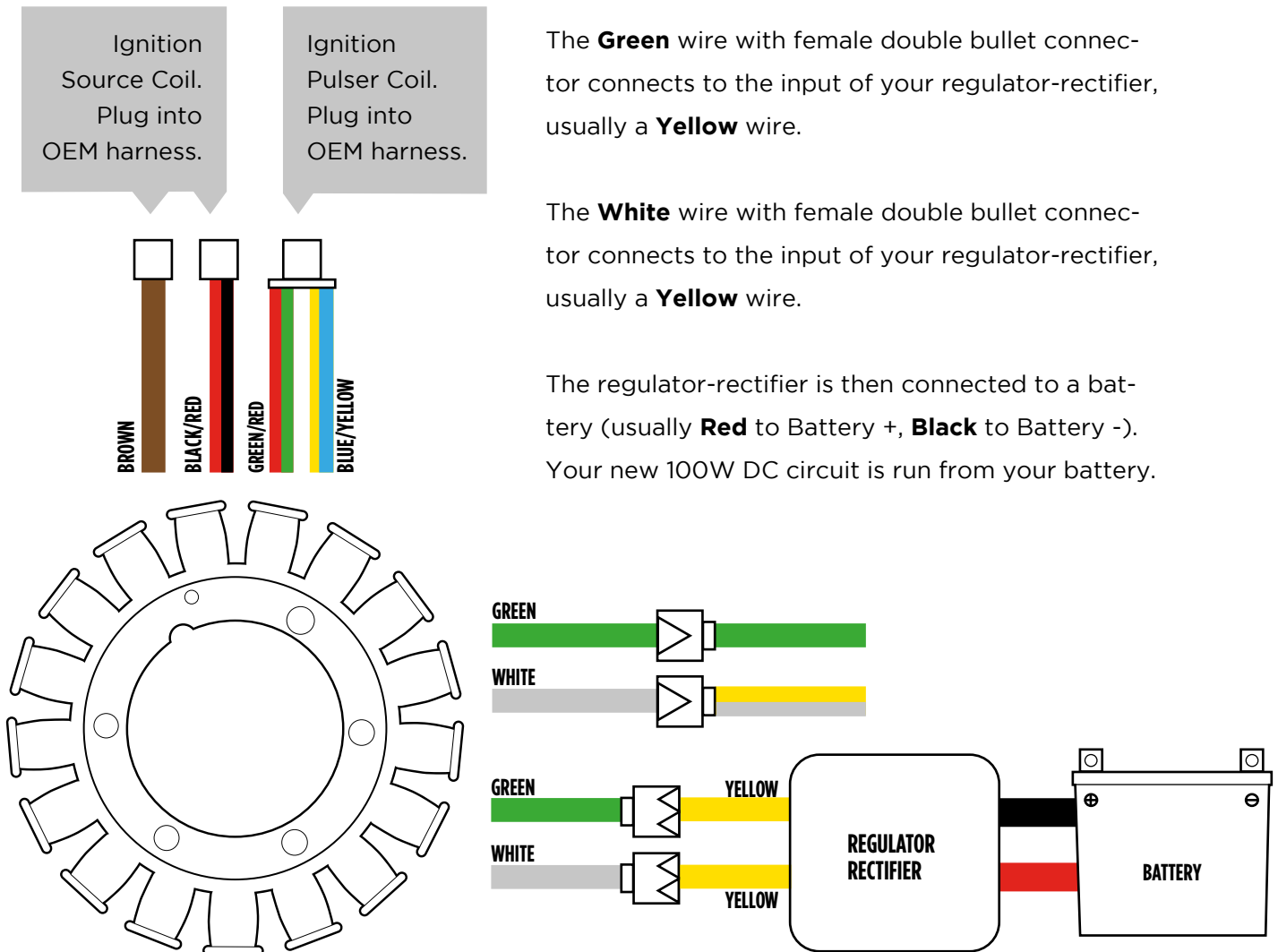
This situation is unique and takes full advantage of this stator design. Since you have 2 completely separate floated (not grounded) 100W coils available, you can use one to power your original lighting system and the other to charge a battery for a DC circuit. You will need to add a regulator-rectifier and a battery for this circuit. The DC circuit can be used for HID or LED lighting or to power your phone, GPS, heated gear and more! This situation is similar to the non-North American XR650R configuration.

The **Green & White** wires with single male bullet connectors plug into the **Green & White/Yellow** wires on the OEM harness that lead to the AC regulator to power the lighting system.

The **Green** wire with female double bullet connector connects to the input of your regulator-rectifier, usually a **Yellow** wire.

The **White** wire with female double bullet connector connects to the input of your regulator-rectifier, usually a **Yellow** wire.

The regulator-rectifier is then connected to a battery (usually **Red** to Battery +, **Black** to Battery -). Your new 100W DC circuit is run from your battery.



Single 200 Watt high power DC charging output

This situation is used to power high wattage lights that need a battery for DC current, often LED or HID lighting. You are effectively connecting the 2 separate 100W coils in series, to create a single 200W coil. You will connect the output of the 200W coil to a regulator-rectifier that charges a battery. Your lighting will be powered from the battery. This situation will require custom wiring and components, as the XR650R was never set up this way from the factory.

The **Green** wire with a male bullet connector is connected to the **Green** wire with a female double bullet connector. This is then connected to the input of the regulator rectifier usually a **Yellow** wire.

The **White** wire with a male bullet connector is connected to the **White** wire with a female double bullet connector. This is then connected to the input of the regulator rectifier, usually a **Yellow** wire.

The regulator-rectifier is then connected to a battery (usually **Red** to Battery +, **Black** to Battery -). Your new 200W DC lighting circuit is run from your battery.

