

Stark Varg wiring instructions.

Before putting anything on the bike make sure to plug in the harness to power, (Use either my charger or a USB A to C charger, fast chargers do not work. Use max of a 2A charger.) And plug in everything to double check and make sure nothing got damaged in shipping and with the added bonus this will help you understand which blinkers go where and how the kit plugs up so that you can decide how to hide your wiring on your own bike!



Shown are options the customer purchased on this kit not all you see in included in the base price*****

Step 1:

Remove center bolt under rear fender using a T30 Torx bit



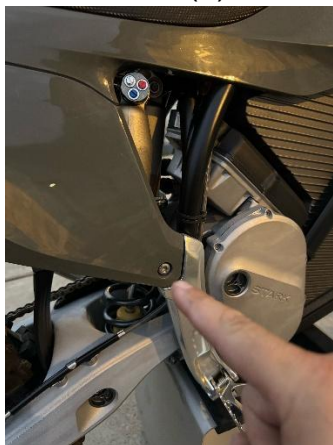
Step 2:

Remove four (4) T30 bolts at the front of bike, 2 on each side.



Step 3:

Remove two (2) bolts on each side of bike just above foot pegs, using a T45 Torx.



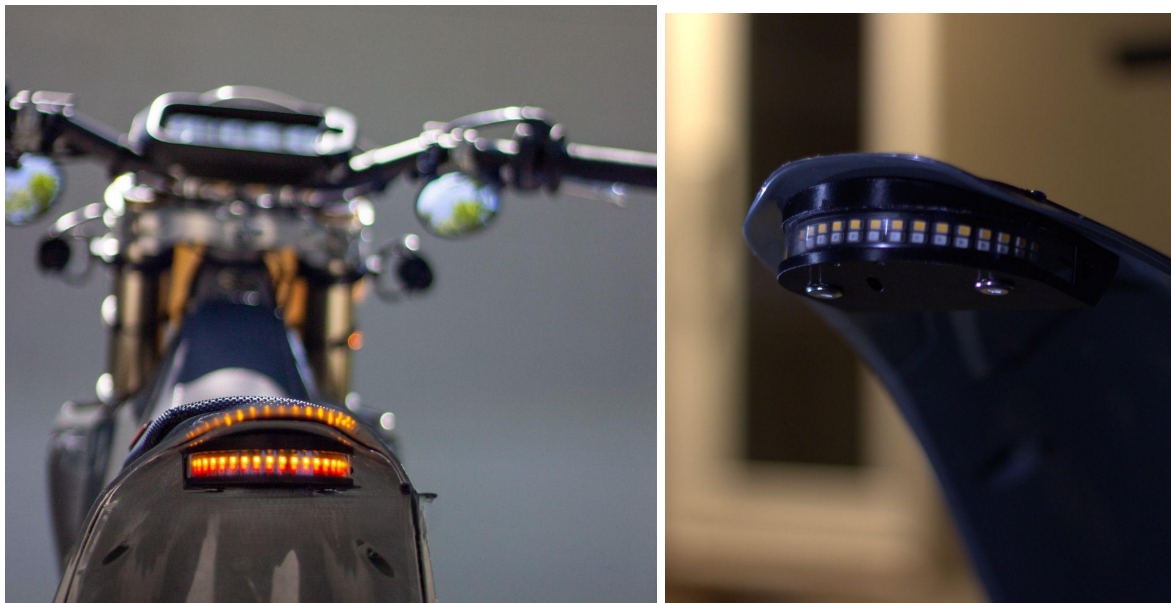
Step 4:

Gently pull plastic out and away from the bike on each side, with particular attention around the rear sections where the T45 bolts were as well as the hand recess area under the seat where you pick the bike up. Once the body plastic is clear of the frame, pull the seat backwards and the seat with most of the bodywork attached will be freed. Move the seat and bodywork assembly out of the way.



Step 5:

Mount rear light assembly to rear fender in the location you prefer, I suggest mounting all the way to the tip of the rear fender. Use the included template at the bottom to drill three (3) M3 holes with a 7/64" drill bit. Alternatively you can take a piece of paper and poke holes in it while on top of the brass inserts on the tail light for the drill points using the three m3 bolts so that the paper is held still while poking the rest of the holes.





Optional mounting location could interfere with tire on full compression also not recommended with a plate mount. (Would be fine on sumo wheels): With the rear lower fender still in place, use the provided rear light assemble drill template to mark and drill three (3) M3 holes. Once holes are drilled, mount the light rear assembly. Once the rear light assembly is mounted, drill a 1/2" hole to provide a wire pass through area.

Step 6:

Install the battery pack between the frame and the bike's battery pack utilizing the provided zip ties. DO NOT OVER TIGHTEN! and flip the battery pack over so the slots are on the bottom for more strength *(it is incorrect in the picture)*. **The fused end of the power harness connects to the battery!**



Step 7: Wiring and controls placement

Remove one T30 bolt behind the front fairing/number plate to allow easy access to wire routing. Also you can mount the horn here as well.



With the front wiring harness and control modules (controls, signals, and front light wiring, etc) route wiring in a similar fashion as the factory wiring, around the steering head tube, but use the right side on the bike when looking at the front.

Mount the bar switch first, you will need to use compressed air to take off the grip. And temporarily remove the stock switch or move it over to make room for the black switch. Then mount turn signals and banjo bolt. Remove original front perch bolts from the brake levers and install turn signal support bracket and replace factory bolts securing



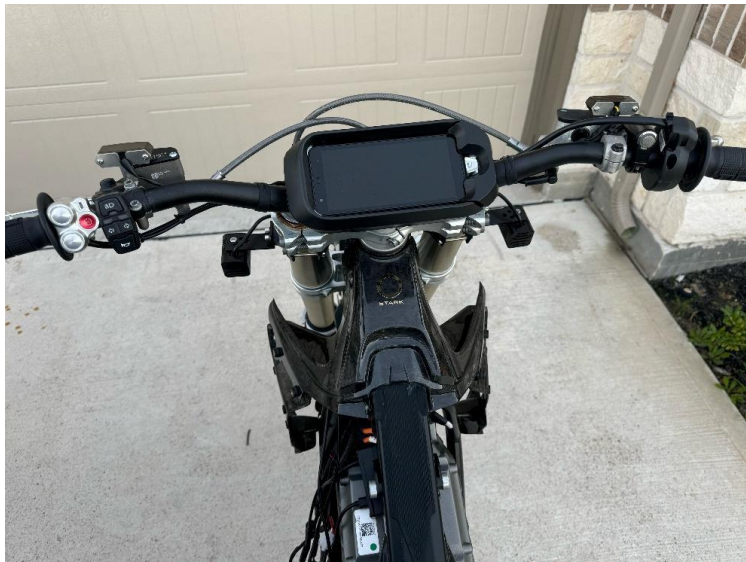
brackets. If you have fork tube turn signals here is an example of those.

Install the light controller and high beam switch on the handlebar per your personal preference. Feel free to experiment with different locations that best fit your needs.



Install the front brake light sensor by replacing the banjo bolt on the factory brake reservoir. Reuse the factory crush washers. The easiest way to do this is to loosen the perch bolt and tip the reservoir so that the brake line and banjo bolt are facing up to the sky to minimize leakage of brake fluid. and then quickly install the new banjo bolt, there is a video on my youtube channel about this as well.

Once all of the controls are where you like them, perform some cable management and tidy up any excess wire using zip ties similar to the example.



Next mount the headlights, If you didnt purchase your own mounts or find a way to use the simple mounts that came with the lights then use the TKO clamps. These brackets in the above pictures are outdated, check out the TKO clamps for the latest setup- which is much cleaner. They are available on my website. Here is a picture of the updated headlights and TKO clamps.



Step 8:

Finish wiring connections under frame and perform cable management to tuck wires next to the battery.



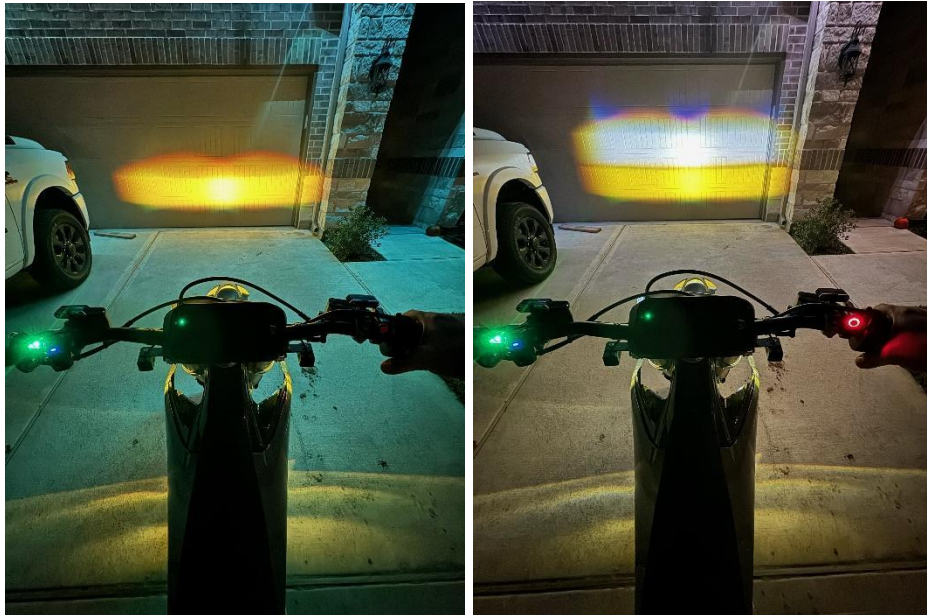
Step 9:

Test all functions to ensure proper function.

Reassemble the body onto the bike reversing the removal process you followed in steps 1 through 4 as well as putting the number plate back on front.

Step 10:

Aim lights per desired beam path and tighten hardware. The new lights are white low and high beam. If you order the default kit they are both on all the time, if you order a high beam switch it will be switched.



Stark drill template

