

6V Lead-Acid to 12V Lithium Conversion

If your motorcycle is already equipped with an **XSTART electric starter** and you would like to convert its electrical system to **12 V with a lithium regulator**, or simply modernize your motorcycle with a reliable 12 V electrical system, this kit is the ideal solution.

The original electrical system consists of two separate circuits:

- **An alternating current (AC) circuit** supplying the lighting and electrical accessories.
- **A direct current (DC) circuit** dedicated to charging the battery.

Both circuits are powered by the same charging coil located inside the flywheel magneto. The second coil is used exclusively for engine ignition (ignition coil and contact breaker points).

Our kit includes a **new high-performance flywheel magneto stator**, designed to deliver significantly higher efficiency than the original alternator. Thanks to an optimized coil layout, the air gap is reduced, greatly improving the magnetic flux.

This design provides:

- A stronger and more stable ignition.
- Higher electrical output.
- Optimal charging of lithium batteries when used with a dedicated lithium regulator.
- A more reliable power supply for all of the motorcycle's electrical equipment.
- Improved lighting performance.

This kit is the ideal solution for modernizing your motorcycle's electrical system while ensuring outstanding reliability and improved overall performance.

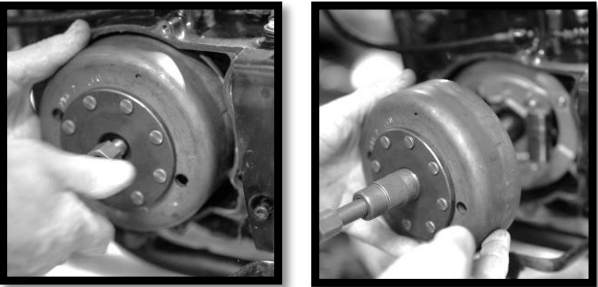
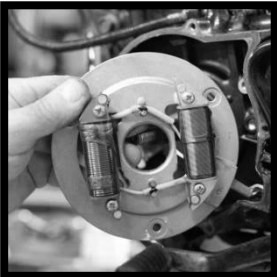
Kit Contents

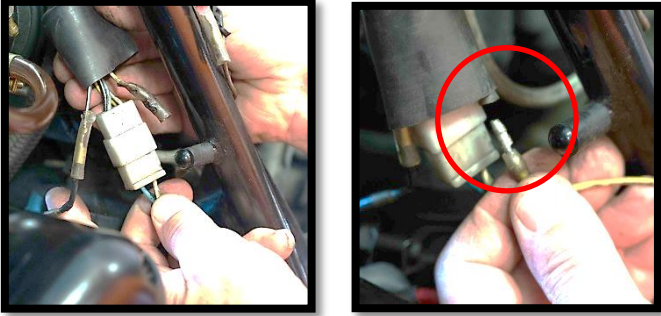
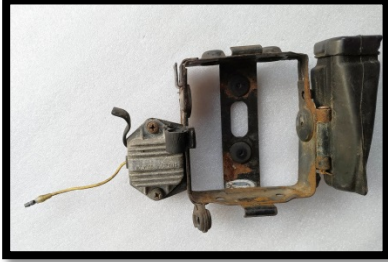


IMPORTANT – Before Installation

- **If your motorcycle is already fitted with an XSTART kit:** remove the starter motor and connect the **pink wire (Item 5)** to the starter relay together with the **red battery positive (+) cable**.
- **Your motorcycle will be converted to a 12 V electrical system.** All original 6 V electrical components must therefore be replaced with compatible 12 V components (bulbs, horn, flasher relay, etc.)

Start of installation

Disconnect the 6V battery. Remove the alternator flywheel cover.	
Remove the flywheel using the appropriate tools (flywheel holding tool, puller not supplied, and a 17 mm wrench).	
Remove the three screws, then remove the stator.	
Remove the following components: • The seat • The side cover • The 6V battery • The battery bracket (secured by two M6 screws at the top)	

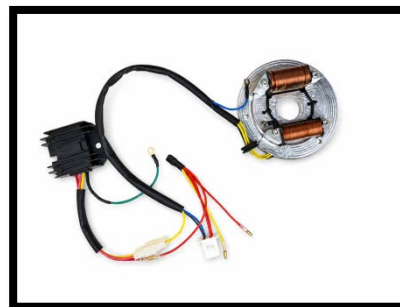
Disconnect the 4-pin connector located beneath the black protective cover. Disconnect the yellow/white wire coming from the regulator mounted on the battery holder.	 Two close-up photographs showing the disconnection of a 4-pin connector and a yellow/white wire from a regulator. The left image shows a hand pulling a 4-pin connector away from a metal bracket. The right image shows a hand pulling a yellow and white wire from a terminal on a metal bracket, with a red circle highlighting the connection point.
Remove the regulator from the bracket.	 A photograph of a removed regulator unit. It is a small, rectangular metal component with a black plastic cover and a yellow wire attached to it.
Disconnect the red and white wires from the diode then connect them together.	 Two close-up photographs showing the disconnection and connection of red and white wires. The left image shows a hand using pliers to disconnect a red and white wire from a diode. The right image shows a hand connecting the red and white wires together using a wire nut.
Install the new regulator in place of the original one (using the same mounting points) and connect it as shown on the pic. Attach the ground terminal (green wire) to one of the regulator mounting bolts.	 A photograph of a new regulator unit. It is a black plastic component with a metal bracket and several wires (red, yellow, green, and black) attached to it.
Fit back the battery box then fit the battery, securing it in place with the protective foam inserts.	 A photograph of the battery box and battery installed in the vehicle. The battery is a large, rectangular unit with a black top and a silver bottom, secured in place with foam inserts.

Position and secure the new stator using the three supplied screws.
Route the wiring harness in the same way as the original installation.

Connect the 4-pin connector and the yellow wire from the wiring harness to the motorcycle's electrical system under the black rubber cover.



Connect the regulator's red wire to the main wiring harness, and connect the 2-pin connector to the stator wiring harness.



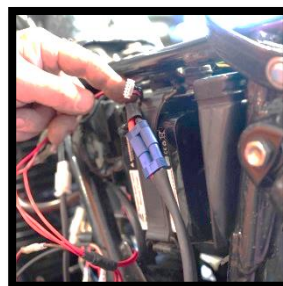
You have the electric starter installed:

In this case, connect the **pink wire (Item 5)** coming from the relay to the **last available red wire** on the wiring harness.

Then connect the **blue EC5 connector** to the battery.

You do not have the electric starter installed:

In this case, insulate the **last available red wire** on the wiring harness.



Reinstall all removed accessories.



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