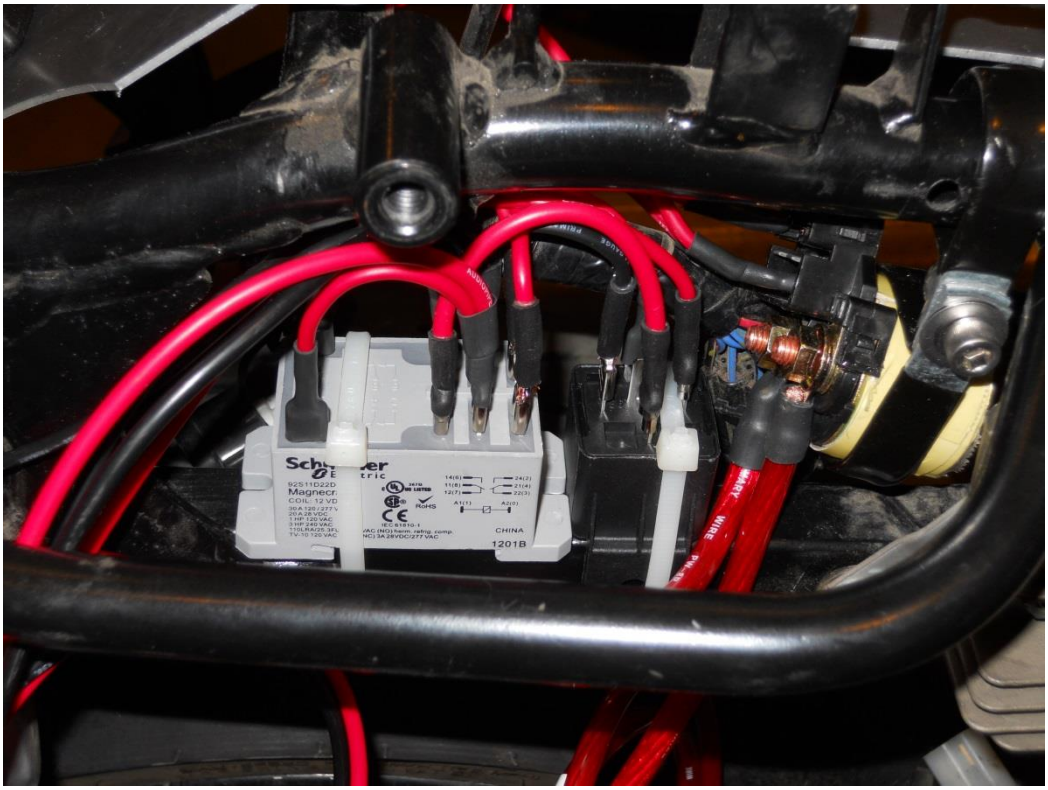
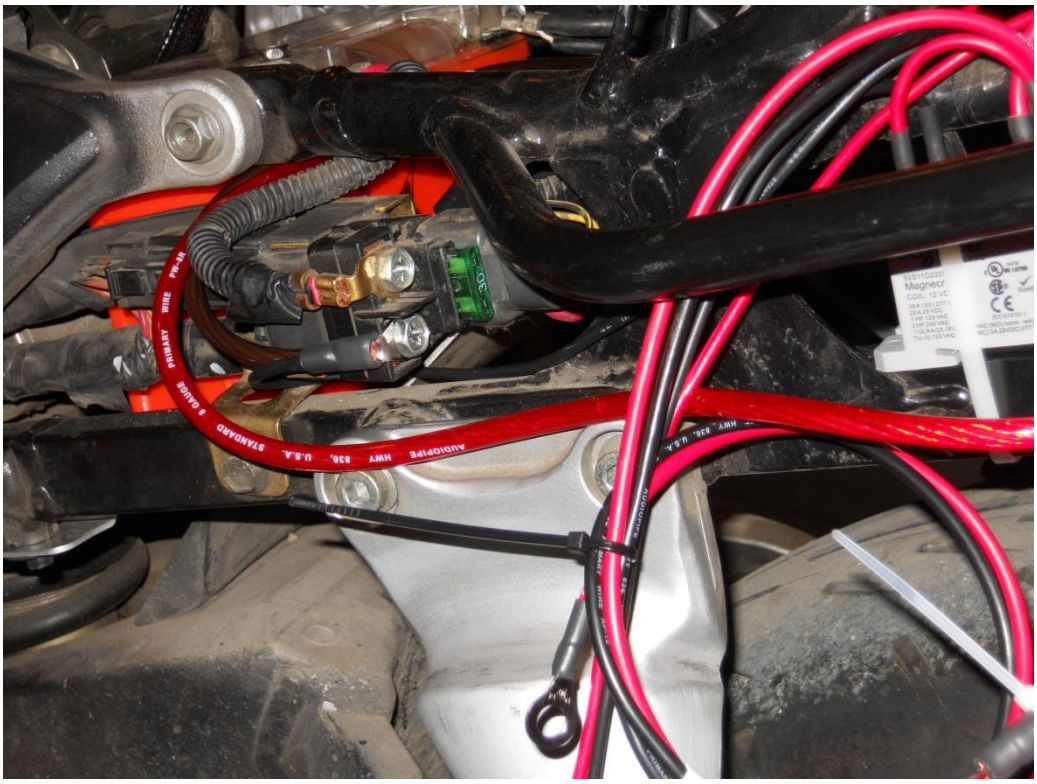
24v Automatic Starting Harness

These instructions are for setting up the 24v Automatic Starting Harness as sold by Tiger Racing. This starting harness should be installed by a professional shop. It is already assumed the tail section of your bike has been removed and the 2nd battery is mounted and fully charged. You will also need to remove the main nose fairing and disconnect the light wiring harness for proper installation.

1. Remove the black plastic hand guard that is located on the left side of the sub-frame. Once removed, secure the secondary starter solenoid to the sub-frame as pictured below. Use a 3/16 hex key and a 7/16 socket to tighten down the lock nut provided. Secure the two relay's to the lower half of the sub-frame using zip ties or any other preferred mounting method. Route the secondary battery wires forward along the sub-frame and across to the secondary battery. The wires should be long enough for any battery combination.

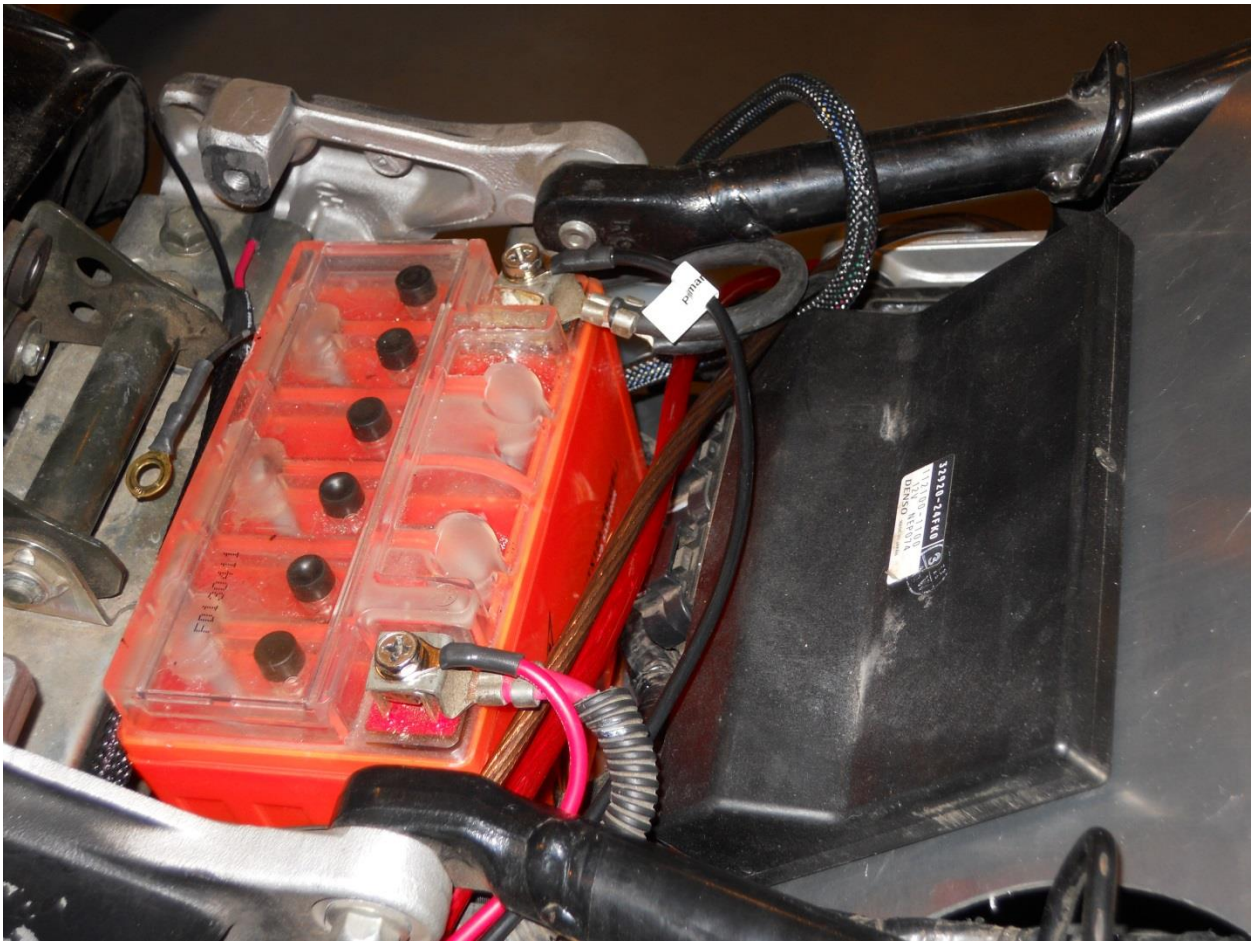


2. On the left side of the tail section, remove the plastic cover that protects the starter solenoid. Disconnect the starter cable from the starter solenoid (lower cable) and the starter. Remove the cable from the bike. Save the black plastic boot that covers the starter nut/bolt. You will re-use it when connecting the new starter cable. Connect the ground cable from the secondary battery to the open (lower) position on the primary starter solenoid.



3. The cable labeled starter will route the starter. Make sure it will not be pinched under the tank or along any other moving parts. Using the factory wire restraints under the tank, secure it along the right side of the frame. Connect it using the factory nut/bolt on the starter, using the plastic boot left from the already removed starter cable.

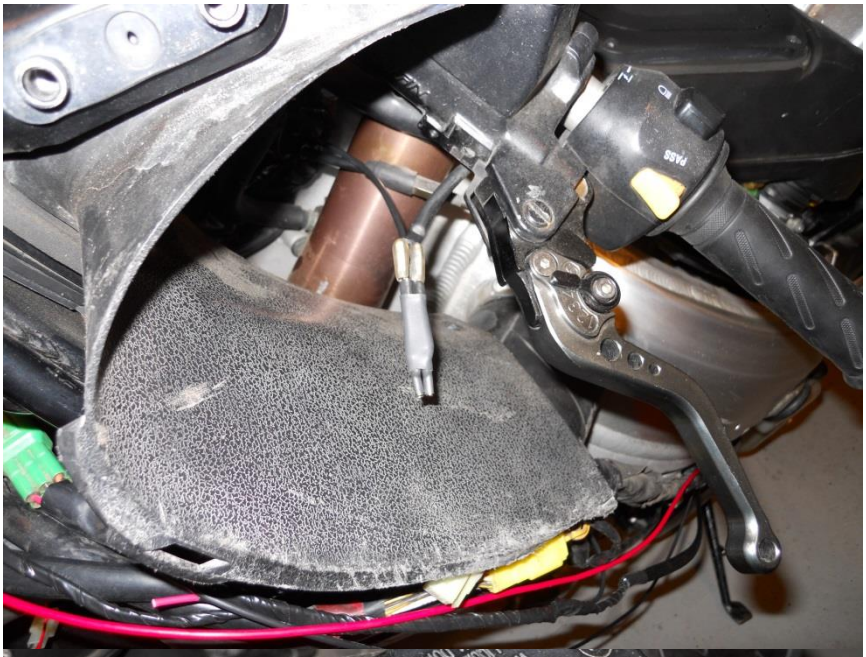
4. Install the wires labeled Primary Batter on the main battery.

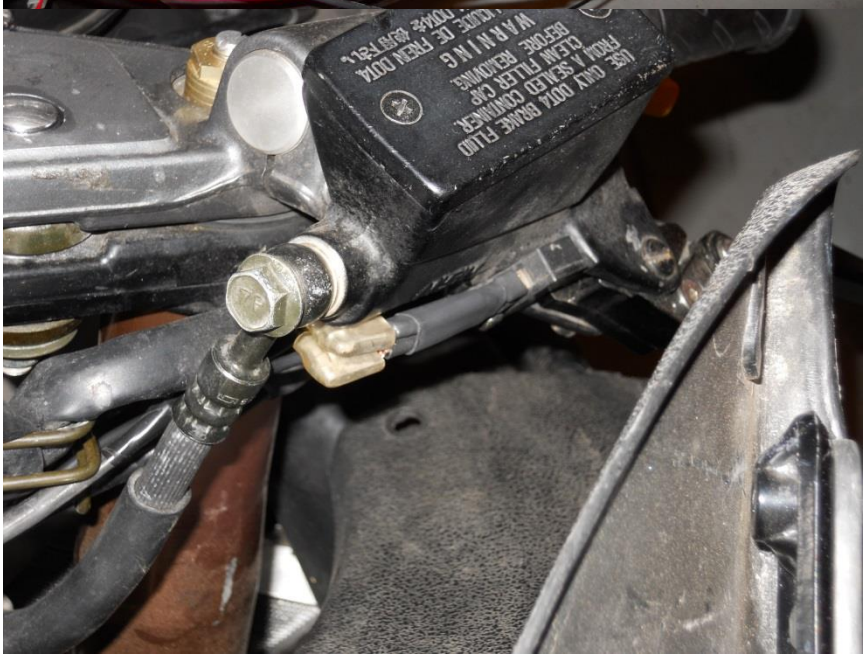


5. Connect the wires label Secondary Battery to the secondary batter located in the tail section. There may be extra wire that will need to be tied up. This is for multiple battery mounting positions.

6. Route the wires labeled Clutch and Ign. Switch forward following the main wire loom. At this point, it is recommended to remove the front nose fairing of the bike. This will allow an easier and cleaner installation. You can use zip ties to secure the wires along the loom for a clean look.

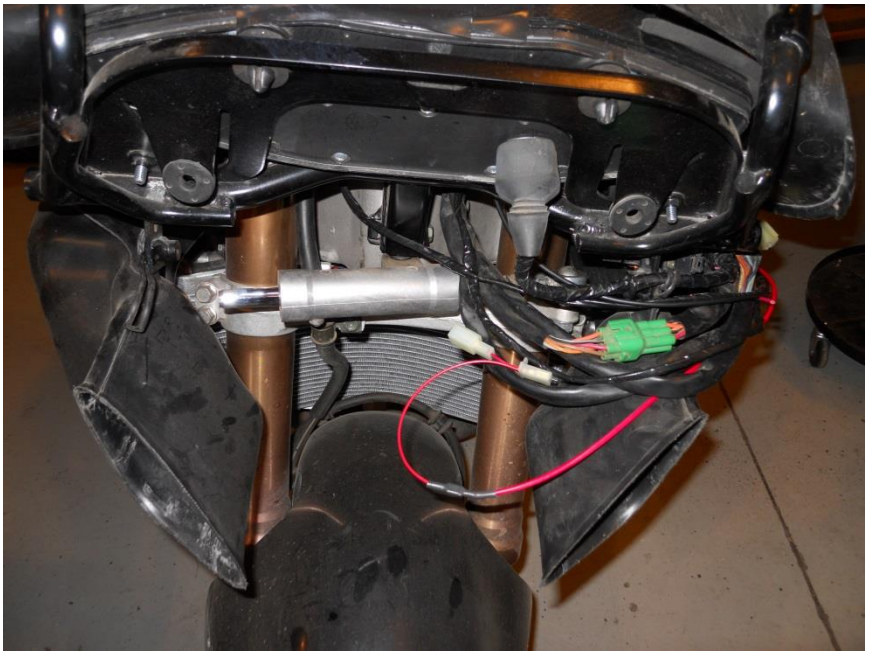
7. Route the Clutch wire along the same path as the main wire harness and connect it to the wires from the clutch safety switch as pictured below. If the secondary solenoid clicks when you connect the wires, you need to disconnect them and swap them around. Remove the clutch safety switch and connect it to the wire. Take care in connecting it as the tabs may easily bend. Once connected, test the system by clicking activating the switch. You should hear the secondary solenoid click when the switch is activated. If all is correct, reconnect the clutch safety switch.





8. Now you will need to connect the Ign. Switch wire to the “Euro” connector located behind the headlight. It will be located on the right side of the headlight harness. It has a factory end on it as to allow for other accesory items to still be utilized.





9. With everything connected, you can now test the system. The main battery/charging system will only charge the secondary battery with the key on. Under heavy use with little charging, you may need to charge the secondary battery between rounds (drag racing) but should not need charging under normal use. Ensure that all lose wires are tied and secure before re-installing the body on the bike.