

KTM Ignition Box Relocation:

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- All you need to do is make a straight metal bracket that spans the distance between the upper 2 plastic battery mount posts inside the air box. Use the two posts just below the sub frame cross brace (See Image 1).



Image 1

- Mount the ignition unit with stock grommets to the new metal bracket, then lengthen the wiring harness accordingly. Outlined below is how we do the operation here in our shop.

Remove the ignition box from the frame mounts. You must cut and lengthen the wiring harness to reach the new mounting location. I cut all the wires and lengthened them about 8" with crimp connectors and heat shrink tubing. Then I wrapped them with electrical tape into one cable. Route the cable under the front sub frame bolt (the long one behind the air box) and go over the first cross member so the wires enter the open top of the air box without cutting any holes. There is a gap under the seat on the right side so route the wires to the far right side of the air box (See Image 1). You can slide the seat into it's mounted location and view this from the rear, looking under the back edge of the seat. Make sure you secure the wires so they will not be pinched or chafed while riding. Using the stock rubber grommets bolt the ignition box to your metal bracket with longer hardware store bolts. Use self tapping machine screws in the plastic posts to secure the bracket to the air box.

- The finished job is secure, professional looking and has not had any performance problems. We have performed this modification on all of our KTM's both SX and off-road EXC models since 2001. There are brackets available to relocate 2 stroke ignition boxes under the tank but I do not like to mount the ignition unit in this high heat location (behind the radiators and on top of the engine). This modification takes less than one hour and costs less than \$10.00 in materials. Another plus is it works awesome on the KTM 4 strokes that do not have room under the gas tank

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for a relocation bracket.

- Now you will need to modify the top left radiator grommet mount so the radiator cap does not damage the top left fork tube (See Image 2).



Image 2

- With the increase in steering lock the left radiator must be tilted rearward slightly. Remove the top left rubber grommet. Notice the radiator will rotate rearward about 1/8". This is all you need. Replace the grommet thickness with an inner and outer nylon or plastic washer so the stock mounting bolt will snug the radiator securely (See Image 3).



Image 3

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- You want the radiator rotated rearward as far as possible as you tighten the upper bolt. Notice the left radiator shroud no longer fits properly without binding. Using nippers or a suitable trimming tool remove about 1/8" of plastic along the length of the front vertical sealing lip. Once completed the shroud fits like stock, and will not crack or rotate the top of the radiator forward.
- One other mod you may have to perform for maximum steering lock concerns the orientation of the radiator cap. If the protruding points on the radiator cap are located in such a manner that contact between the fork tube and cap is a problem simply grind the point off the cap with a bench grinder (See Image 2). Be careful to clean all the metal dust out of the cap before installing back on the radiator. Only the small frame KTM 125 / 200 models require all this fuss. On full size KTM's no radiator cap, shroud or radiator mount mods are required.