

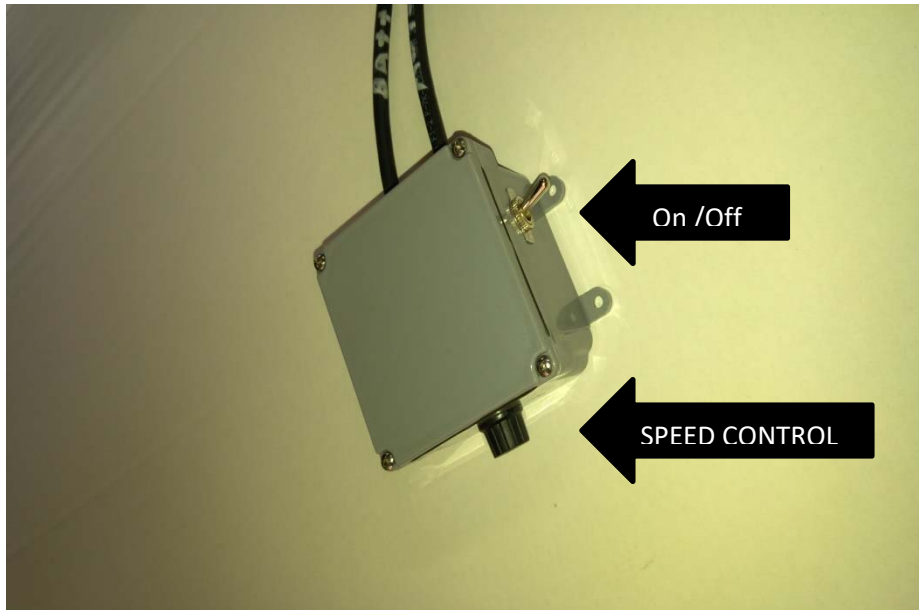


---

170 West 600 North  
Shelbyville, IN 46176  
800-458-9129  
www.kascomfg.com

---

## Electronic Speed Control Instructions



***Installation instructions must be followed exactly as shown.***

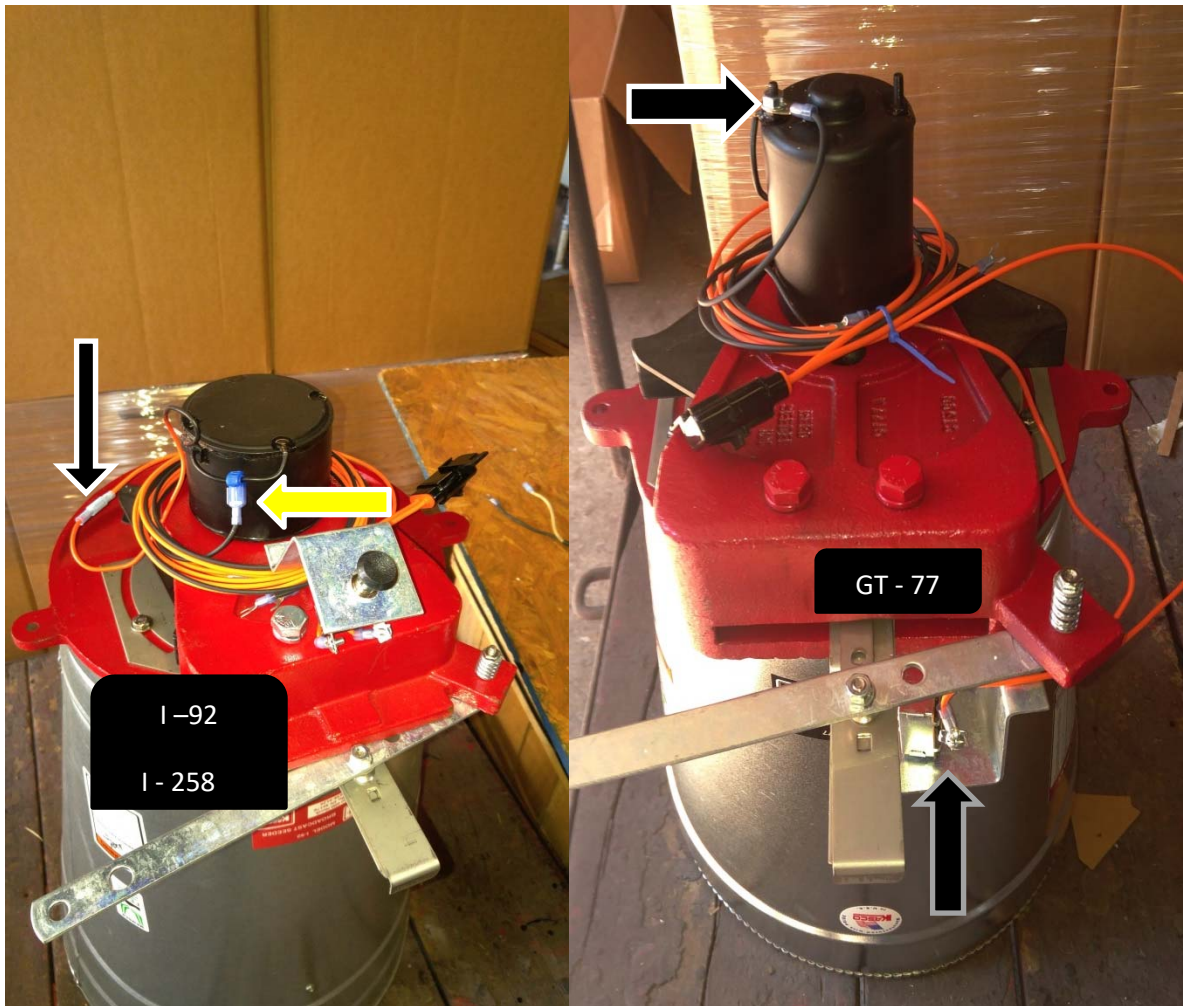
Once you have installed an electronic speed control you will not be able change you unit back – it will always have to have the electric speed control. As shown in the following instructions you will have to cut the internal motor ground and grounding will only be through your electronic speed control unit.

There are 2 wires coming from the control box. One wire goes to the motor. The other wire goes to your battery. The motor wire has crimp connectors on both the white (power – positive) wire and the black (ground - negative) wire.

The battery wire – the white wire has a female butt connector on it to plug you fusible link into – it will go to the positive battery terminal. The black wire will have a fork connector on it to attach to the negative battery terminal.

**BOTH WIRES MUST RUN DIRECTLY TO THE BATTERY!!!!**

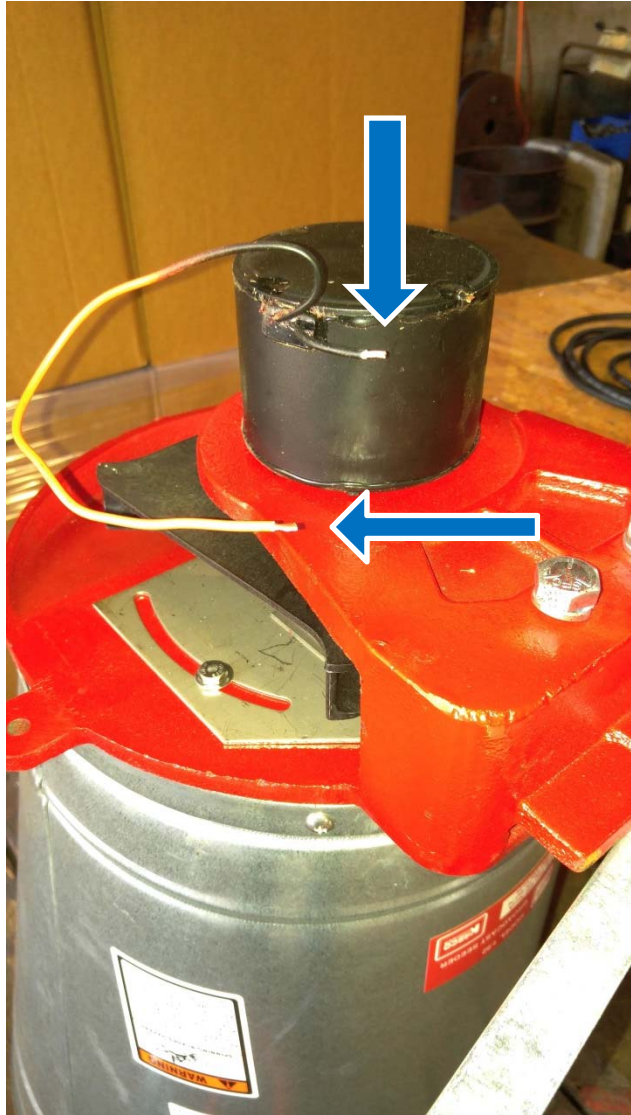
**The battery connection will be your last step.**



Pictured are the original seeders – out of the box – factory wiring.

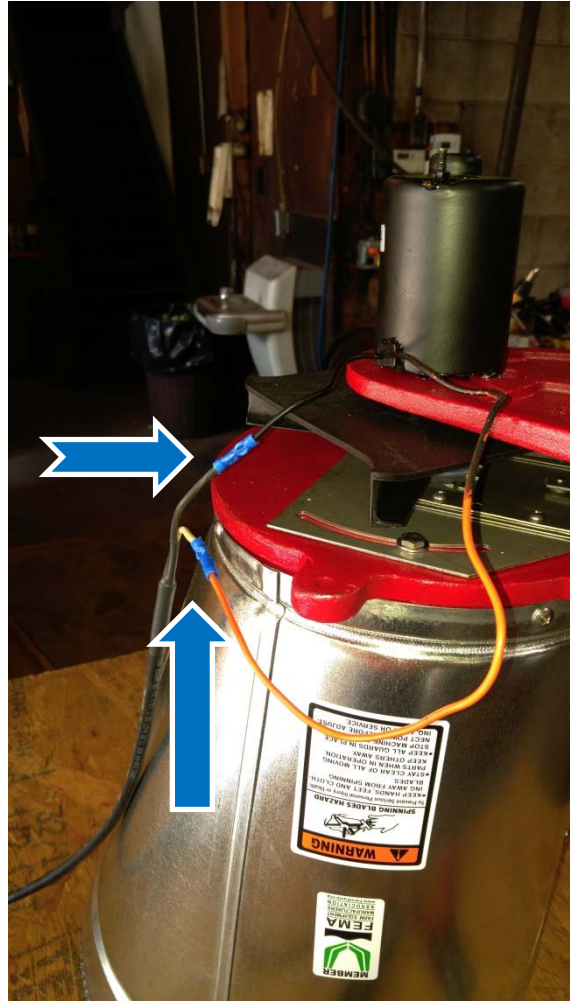
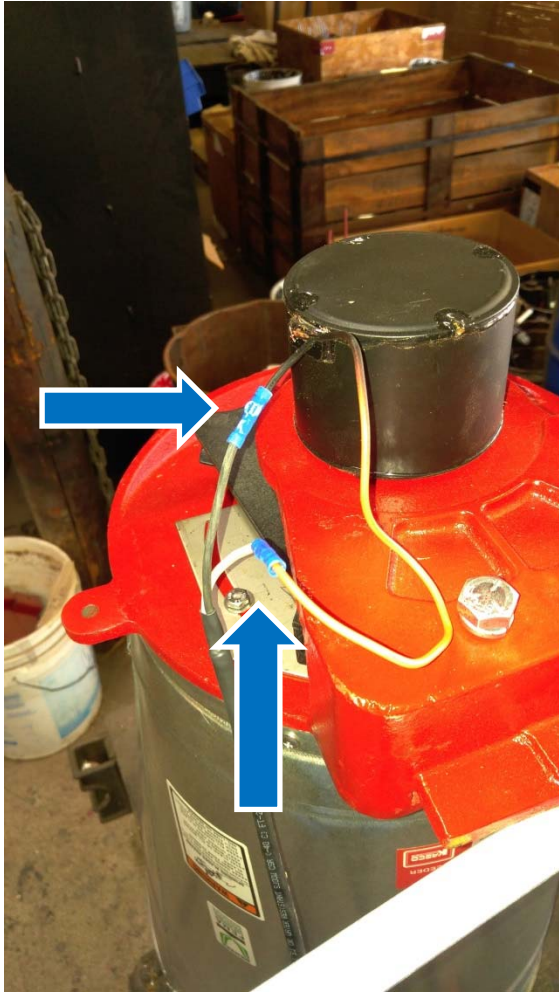
On the I - 92 / I - 258 seeders: unplug the 2 connectors. Remove the wiring harness. Disconnect the fusible link from the harness at its connector and save for use with your new control box. Set the rest of the harness and switch aside – it will no longer be used.

On the GT-77 seeders: remove the whiz nut that holds the black (ground) wire to the motor. Follow the orange wire from the motor to the switch – loosen the screw on the switch and remove the motor wire from the switch. Now remove the bolt that holds the switch bracket to the casting. Remove the fusible link from the wiring harness at its connector. Save the fusible link for use with your control box. Set the rest of the harness and switch aside – it will no longer be used.

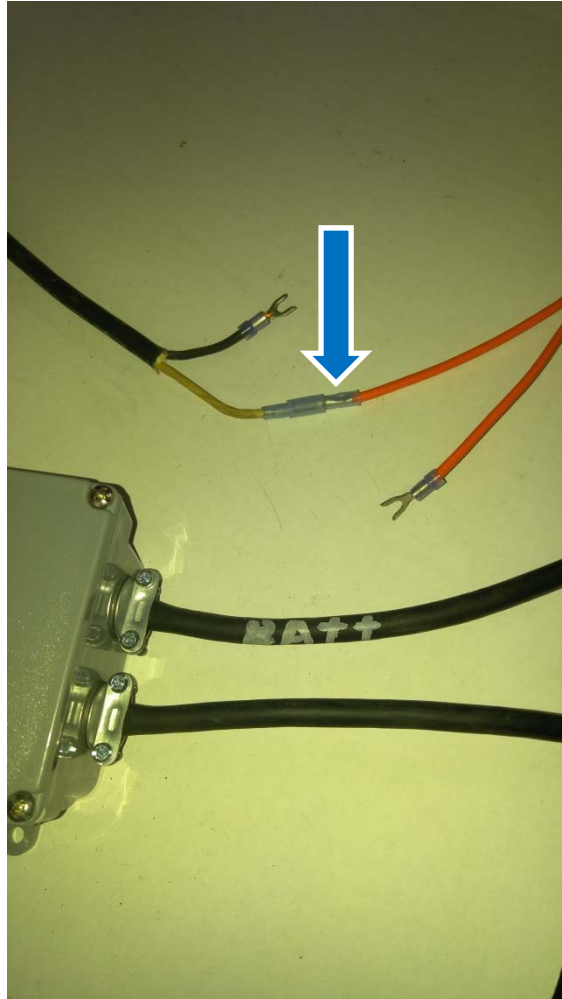


I – 92 / I – 258 Seeders: Cut and strip the orange wire as shown. On the black wire – remove the blue crimp clip from the black wire. Remove the metal clip that is inside the blue clip also. Cut the black wire where the metal clip has cut through the wire sheath. The wire is now split in the middle. The side that runs to the inside of the motor by the orange wire, strip as shown. The side that runs to the bottom of the motor casing – cut off and discard. ***Very important that this is done as shown.***

GT – 77 Seeders: Cut and strip the orange wire as shown. The black wire, cut at the bottom side of the motor and strip as shown.



Now connect the wire labeled “motor” to the motor. Black to black. White to orange. Slide the stripped wire into the connector and crimp tight.



Connect the fusible link from your original wiring harness as shown above. The wire from the control box "marked" battery has a female bullet connector on the white wire to connect to your fusible link. Now you can connect to your battery. Orange (fusible link) to the positive terminal of your battery. Black connects to the negative side of your battery.

**BOTH CONNECTIONS MUST BE MADE  
DIRECTLY TO THE BATTERY TERMINALS!!!**

Your unit should be operational. There is an on/off toggle switch on the control box and a dial for your speed control.