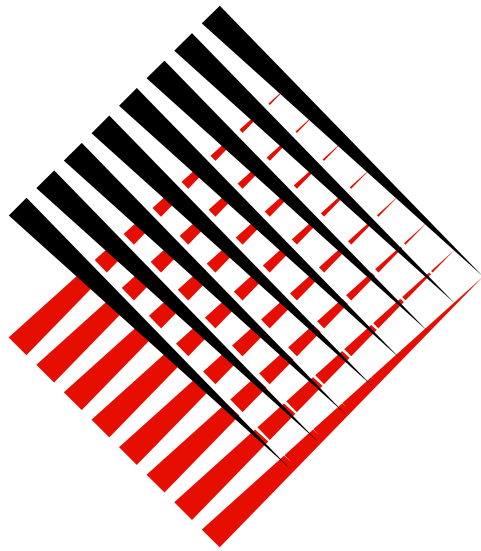


STRATTEC

Robert W. Baird & Company

2005 Industrial Technology Conference

November 8, 2005

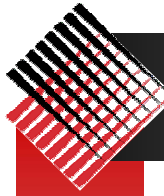


STRATTEC

Robert W. Baird & Company

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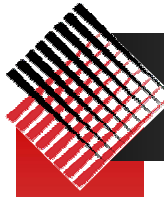
Disclosure for Presentation at Baird Industrial Technology Conference

This presentation contains “forward-looking statements” within the meaning of the Private Securities Litigation Reform Act of 1995. These statements may include expected future financial results, product offerings, global expansion, liquidity needs, financing ability, planned capital expenditures, management’s or the Company’s expectations and beliefs, and similar matters. The Company’s business, operations and financial performance are subject to certain risks and uncertainties, which could result in material differences in actual results from the Company’s current expectations. These risks and uncertainties include, but are not limited to, general economic conditions, in particular, relating to the automotive industry, customer demand for the Company’s and its customer’s products, competitive and technological developments, customer purchasing actions, foreign currency fluctuations and costs of operations. Such risks and uncertainties are discussed further in the Company’s filings with the Securities and Exchange Commission.

This presentation includes selected information regarding the Company’s business, operations and financial performance and is qualified in its entirety by the more complete information contained in the Company’s filings with the Securities and Exchange Commission and other public disclosures.

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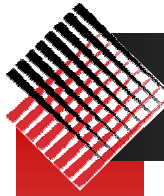
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Presentations



STRATTEC™

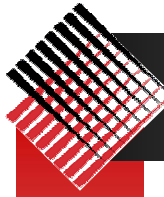
Patrick J. Hansen

Senior Vice President & CFO



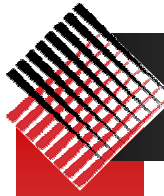
Industry Dynamics

- The New Domestic Manufacturers (Toyota, Nissan, Honda, etc.) continue to increase their production market share of North American vehicles at the expense of our traditional OEM customers (General Motors, Ford and DaimlerChrysler) further eroding STRATTEC's traditional lockset market share.
- Traditional OEM vehicle product mix geared towards SUV's and Trucks while new vehicle purchasers have renewed interest in more fuel efficient cars due to rising fuel costs.
- Continued customer price reduction pressures along with STRATTEC's inability to pass on cost increases for raw materials and health care.



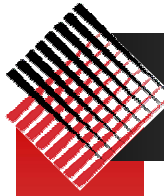
Industry Dynamics

- Several automotive suppliers are in financial distress and some have been forced into filing for bankruptcy protection during the past year due to:
 - Highly leveraged capital structures
 - Significant obligations relating to their legacy liabilities for pensions and retiree healthcare
 - Inability to absorb rising raw material costs
- STRATTEC recorded a \$3.2 million charge in our Fiscal 2006 first quarter results to reflect the impact of the Delphi Bankruptcy filing.



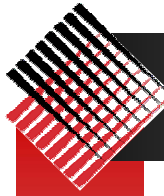
STRATTEC Dynamics

- Continued emphasis on cost reductions and lean manufacturing initiatives both in the plant and office.
- Our high quality/low cost assembly and key finishing operations located in Juarez, Mexico represents a significant competitive advantage for STRATTEC.
- Favorable union contract at our Milwaukee facility effective June 27, 2005 requires all eligible U.S. associates and retirees be on a “Consumer Driven Medical Plan” that reduces both current and future legacy costs for healthcare.



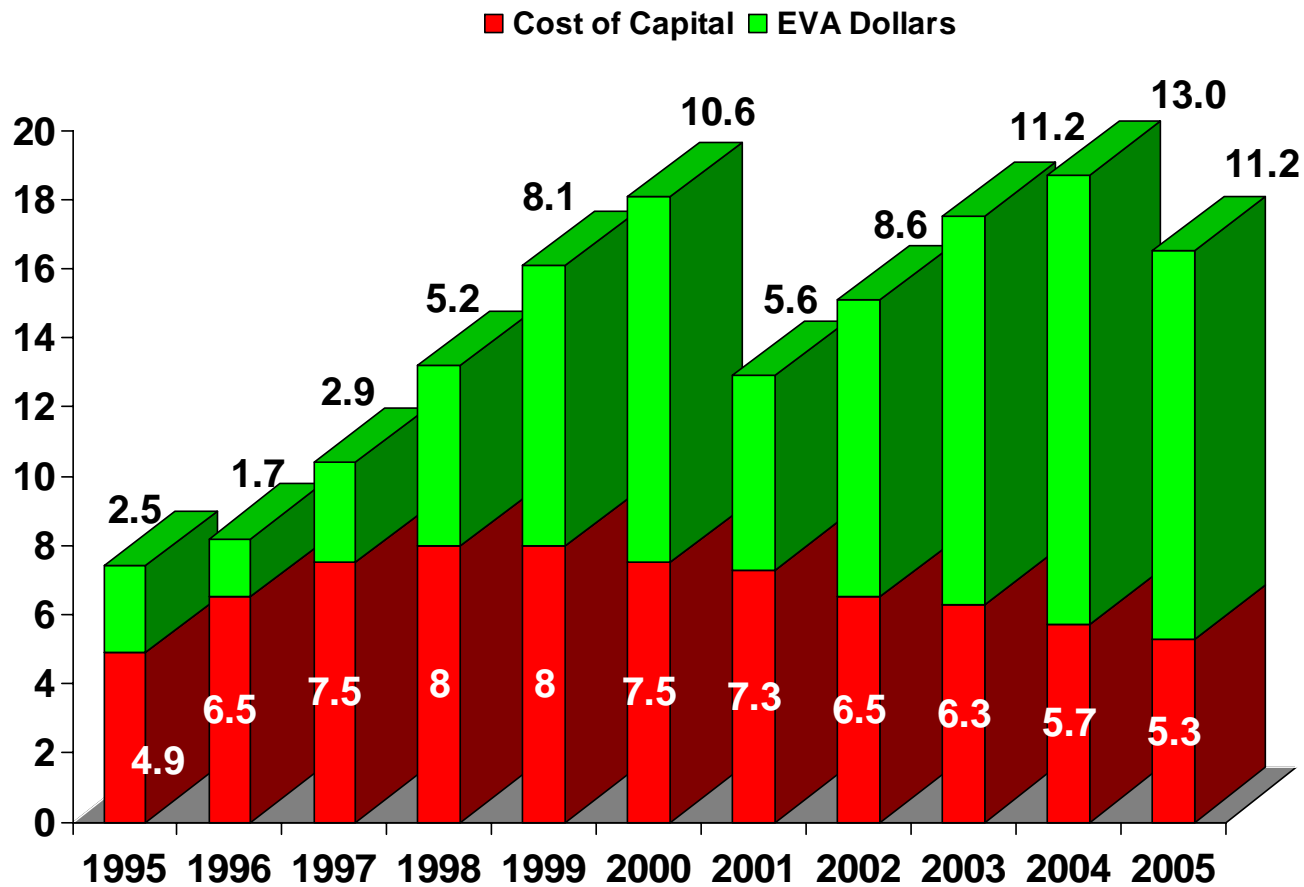
STRATTEC Dynamics

- Capital Investments in our traditional lockset business today requires significantly higher returns with faster payback periods than in the past.
- The business continues to generate significant cash flow from operations that has supported our stock buyback program and strategic initiatives in new and transitional products (latches, driver controls/ignition lock housings, codeable lock, residual magnetics, etc.)

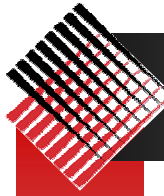


Economic Value Added (EVA)

(in millions of dollars)



NOTE: Cost of capital was 12% for fiscal years 1995 – 2003, 11% for fiscal years 2004 and 2005

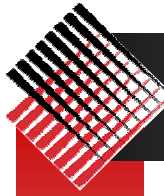


STRATTEC SECURITY CORPORATION

(Historical EVA Returns)

<u>Fiscal Year</u>	<u>Return</u>
2005	34.4%
2004	36.2%
2003	33.1%
2002	28.1%
2001	21.1%
2000	29.1%
1999	24.1%
1998	19.7%
1997	16.5%
1996	15.1%
1995	17.8%

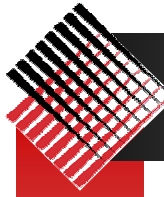
Represents Actual EVA Return to Our Shareholders Based on Average Net Capital Assets Employed in the Business



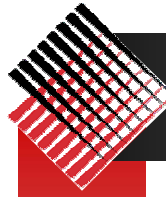
STRATTEC SECURITY CORPORATION

Stock Buyback Program Status

Number of Shares Purchased	=	3,151,000	Shares
Dollar Amount Purchased	=	\$117.9	Million
Average Cost Per Share	=	\$37.42	
% of The Issued Shares Purchased	=	46%	
Additional Shares Available to Purchase Under Current Program Authorization	=	288,000	Shares

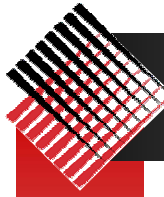


Our strong financial position, with \$48 million of invested cash and no debt facility borrowings over the last eight years, positions us well to make strategic investments - including acquisitions



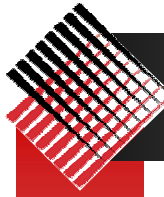
Harold M. Stratton II

Chairman, President & CEO



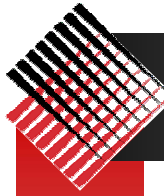
New Products New Initiatives

- Codeable Lock
- Driver Controls (Ignition Lock Housings)
- Residual Magnetics
- Alliance Activities



Codeable Lock

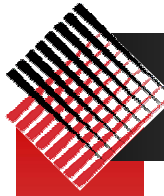
- Codeable lock is built with generic tumblers and special features which allow it to code to the first key inserted and turned in the lock
- Different than a standard lock which is built with tumblers to match a specific key code



Codeable Lock

Benefits

- **OEM:** Significant opportunity for reducing cost and complexity in the vehicle assembly process
- **Aftermarket:** Convenience of being able to use one key for your vehicle and any lockable accessories

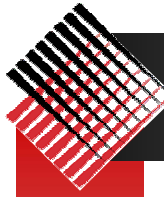


STRATTEC™

Codeable Lock

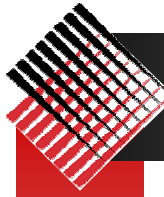
STRATTEC's codeable lock provides unique convenience to users by making it possible to use one key to lock your car door, trunk, trailer hitch, truck tool box, tonneau cover, ski rack, padlock...





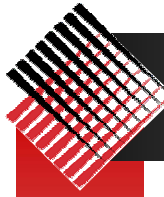
Codeable Lock **Additional Benefit**

- **STRATTEC:** Increased content and value per lock, and new markets



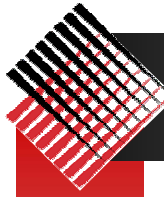
Codeable Lock

- First accessory application for a new family of light trucks
- Working with a lock hardware manufacturer to develop codeable products for the residential door hardware and consumer products markets
- Solid market potential



Driver Controls

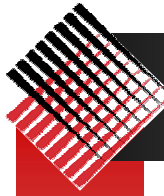
- New definition for this product category
- Ignition Lock Housings
- Growing business



Driver Controls

Ignition Lock Housing Opportunities

- Expansion of customer base
- Additional mechanical and electrical/electronic content
- Participation in evolving systems



Driver Controls

Ignition Lock Housings Awarded Business



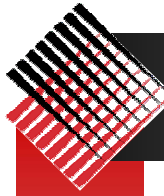
Current base of business is approximately \$35 million

Vehicle

**Estimated New
Ann. Unit Volume**

Model Year

– Chevrolet Mid-Size Cars (Delphi)	275,000	2006
– GMT 900 Trucks (Delphi)	(replacement)	2007
– Chrysler/Dodge Mid-Size Cars (DaimlerChrysler)	200,000	2007
– GM Mid-Size CUVs Program (Alps)	200,000	2007
– GM Holden Mid-Size Cars (NACAM)	140,000	2007
– GM Mid-Size SUV's (Alps)	(replacement)	2008

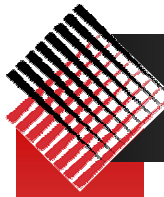


Driver Controls

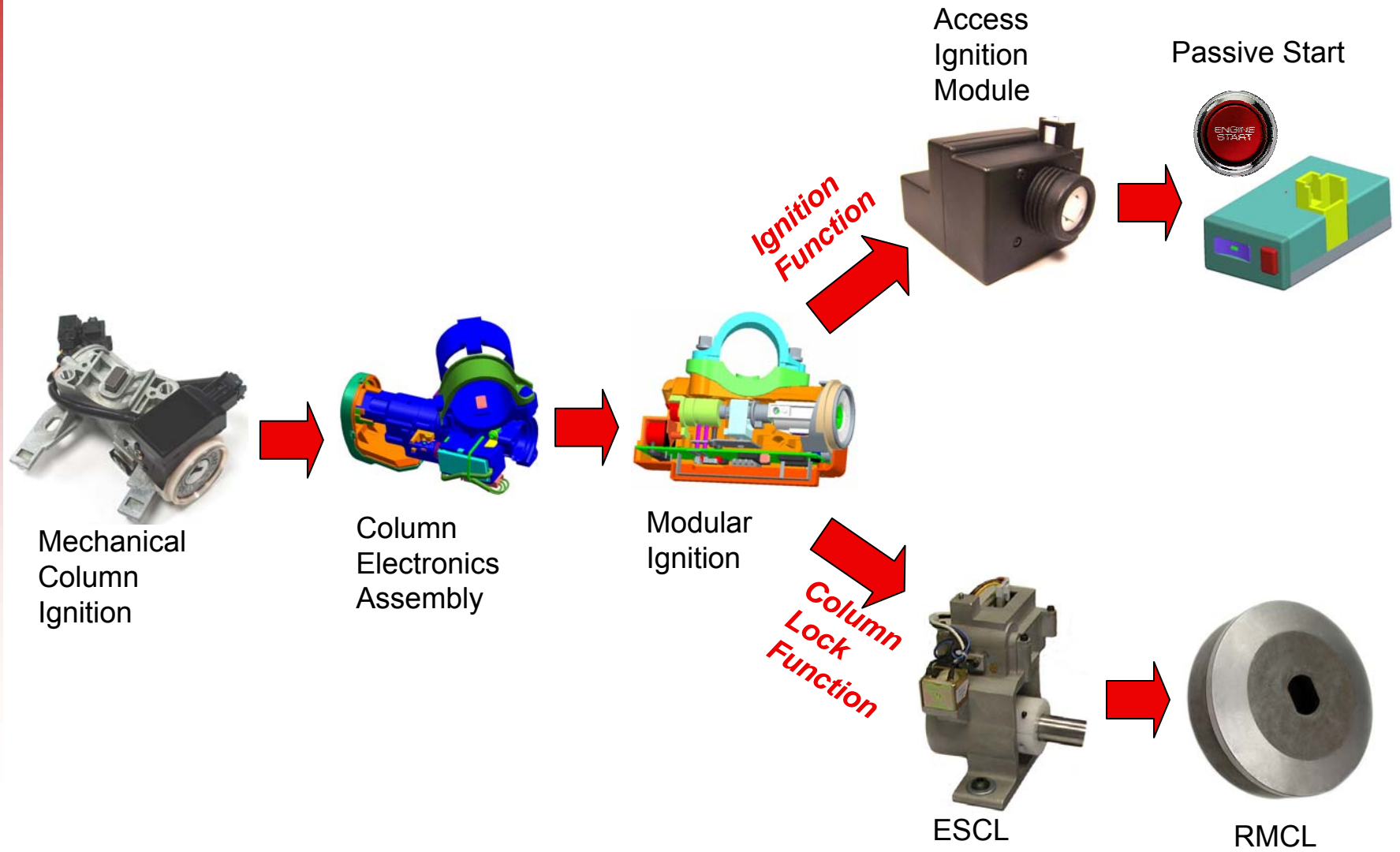
**New Ignition Lock Housings Business
Being Pursued During Fiscal Year 2006**

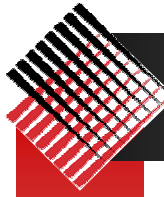
<u>Vehicle</u>	<u>Estimated Ann. Unit Volume</u>	<u>Model Year</u>
Ford – Mid-size Cars and SUV’s	700,000	2007
GM – Mid-size Cars (NACAM)	225,000	2008
GM - GMT 900 Trucks Upper Tilt (Delphi)	1,500,000	2008
Ford – Compact Cars	550,000	2008
Ford – Full-size Cars	190,000	2008
GM – Full-size Cars - CEA (Alps)	50,000	2008
GM – Mid-size Cars – CEA and PSCL (Alps)	250,000	2009
Heavy Duty Class 8 Trucks-RM, PSE and MCL (Douglas Autotech)	50,000	2009
DaimlerChrysler – Full-size Trucks	400,000	2009
Porsche – Full-size SUV and Mid-size Car– PSCL	30,000	2009
Ford – Mid-size Truck	150,000	2010

Total Estimated Annual Sales Opportunity = \$33 million



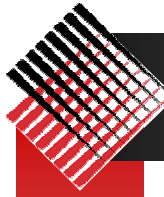
Ignition Housing Technology Roadmap





Residual Magnetic Products



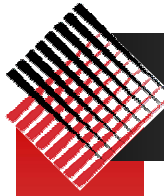


Residual Magnetics Definition

Residual Magnetics is the science of creating a magnetic attraction between two ferrous objects:

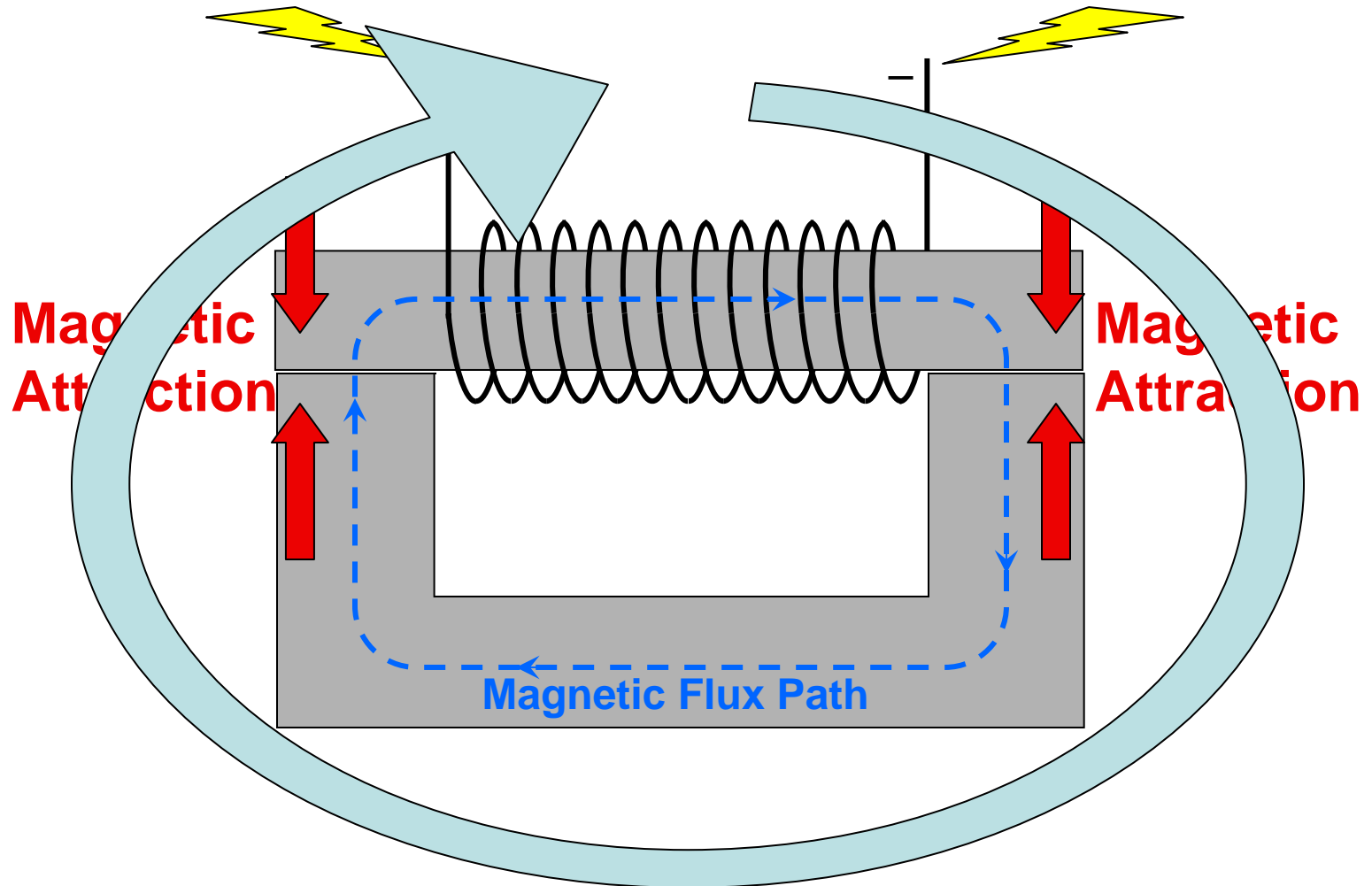
- Uses a closed path electromagnetic circuit to induce the magnetic attraction
- Maintains the magnetic attraction when the electrical power is removed
- Removes the magnetic attraction by means of the same electromagnetic circuit

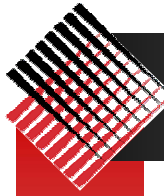




Residual Magnet

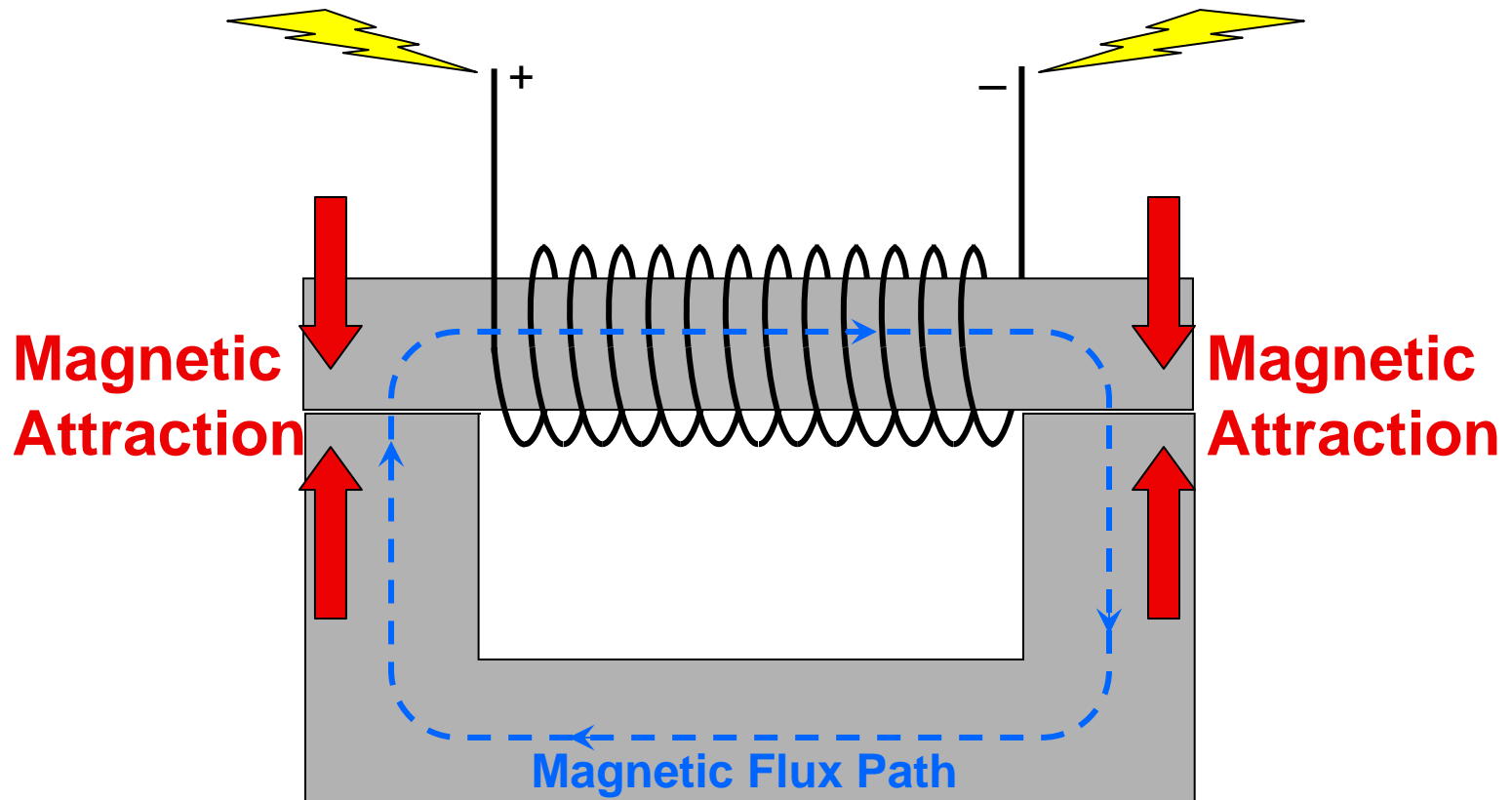
Magnetic Force Pulls Ferrous Magnetic Circuits to View

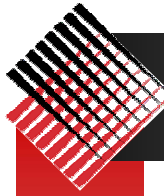




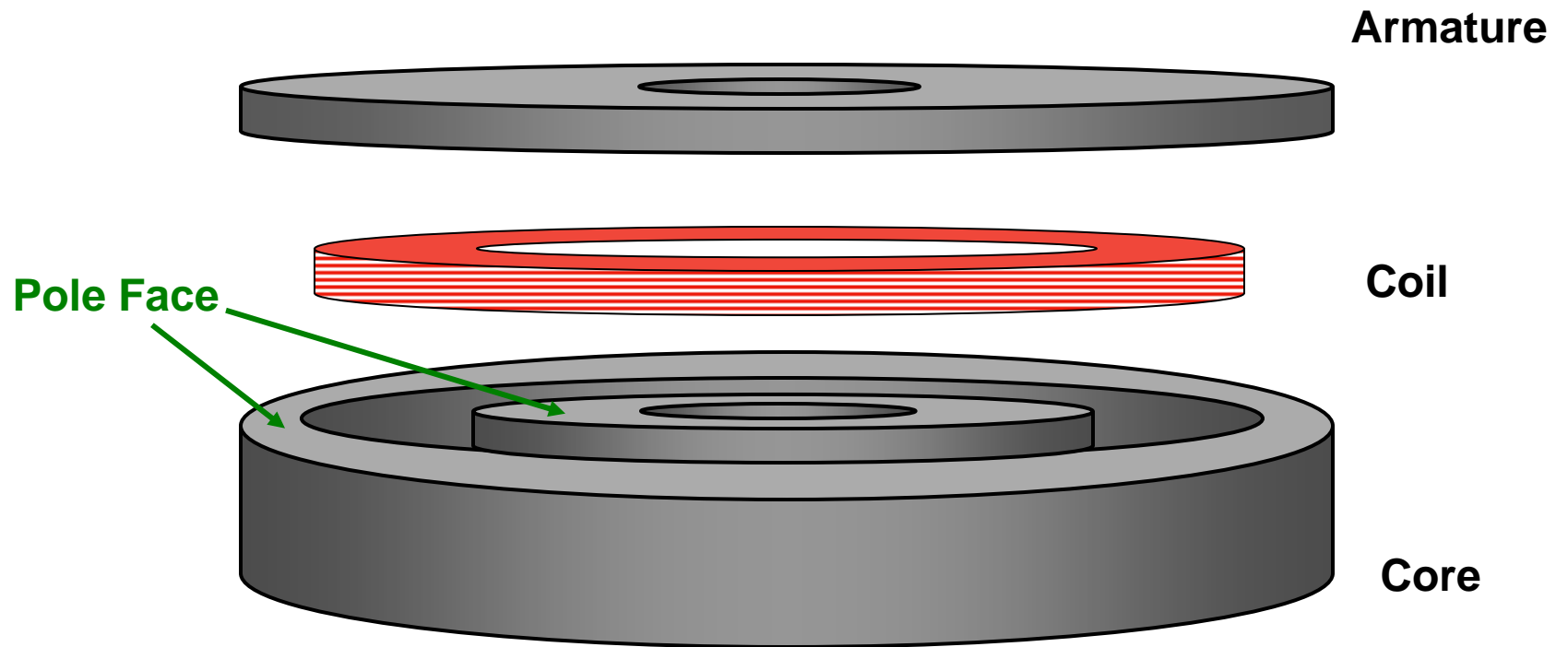
Residual Magnet

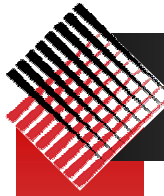
Applying a reverse polarity current pulse cancels the magnetic flux





Residual Magnetic Components





Residual Magnetic Components

Core - Ferrous component that houses the coil and provides the stationary base of the magnetic circuit

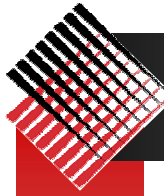


Coil - Wire coil that provides the required number of amp turns to the magnetic circuit

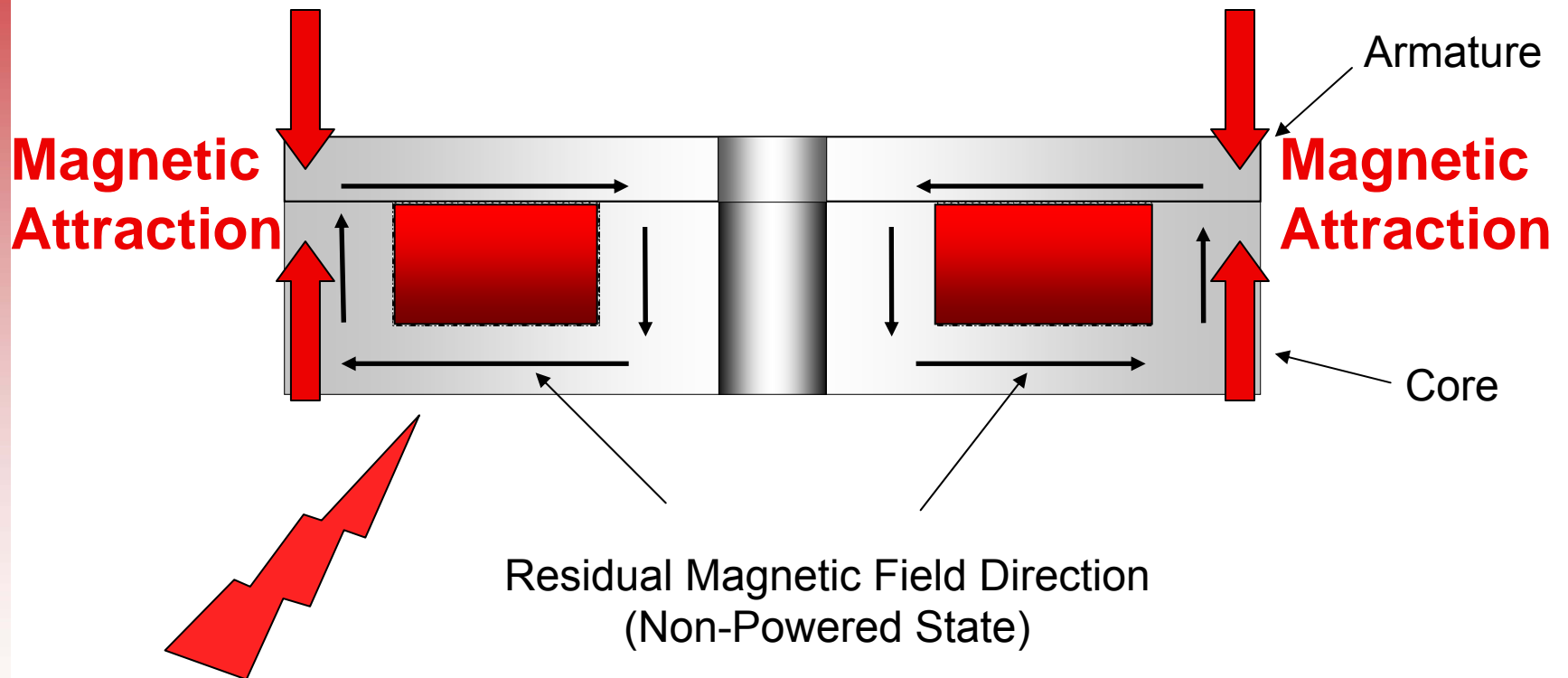


Armature - Ferrous component of the magnetic circuit that moves relative to the core

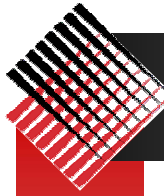




Residual Magnetic Circuit

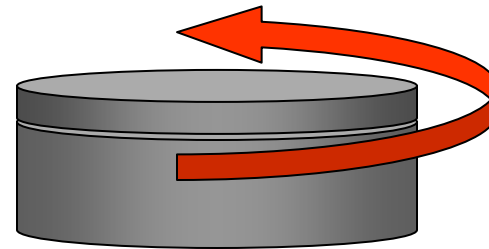


Current pulse creates magnetic saturation of the assembly

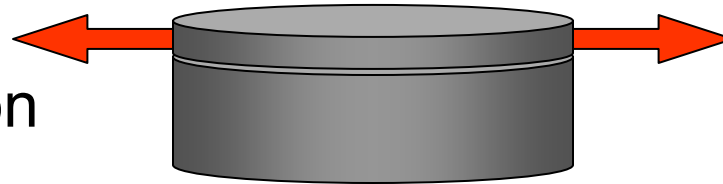


Residual Magnetic Devices can Inhibit.....

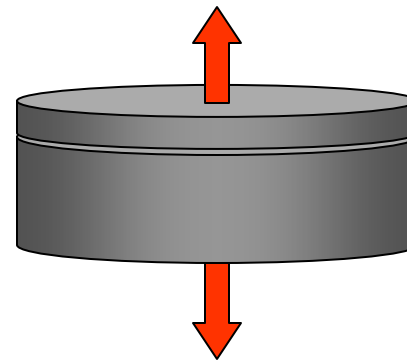
- Rotary motion

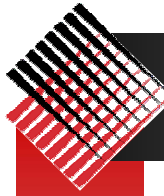


- Translation motion



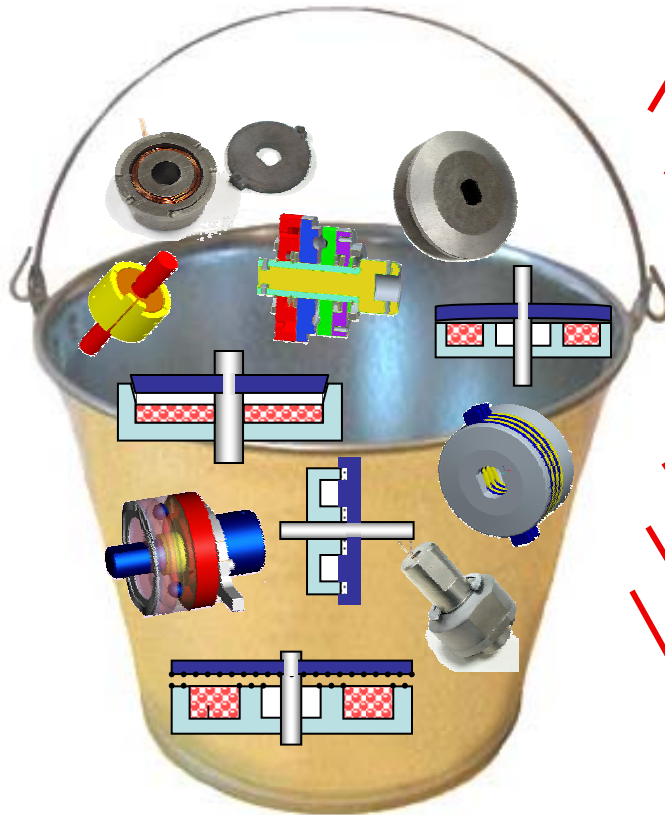
- Axial motion





RM Opportunity Roadmap

RM Core Technology

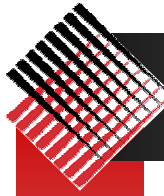


Industry

Product Examples

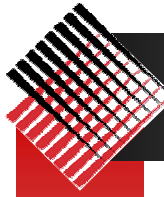
Automotive	Brakes, Clutches, Suspensions, Latches.....
Heavy Truck	Brakes, Clutches, Suspensions, Latches.....
Power Sports	Brakes, Clutches, Steering Locks.....
Lawn & Garden	Safety Devices, Clutches.....
Appliance	Latches, Adjustment Devices.....
Residential	Door Latches, Gate Latches.....
Industrial	Brakes, Clutches, Tooling Clamps.....
Power Tools	Safety Devices, Adjustment Devices.....
Office Equipment	Cabinet Latches, Adjustment Devices.....
Medical Equipment	Cabinet Latches, Adjustment Devices.....





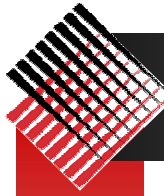
WITTE-STRATTEC Globalization Strategy Update

- Alliance and JV with WITTE established in November, 2000
- Revised and renewed July, 2005
- Provides credibility and access to markets in Europe, South America and Far East
- Protects STRATTEC's existing North American market
- Expands our portfolio of access control products (primarily in secondary latches)
- WITTE-STRATTEC LLC joint ventures in Brazil and China yielding approximately \$10 million of new or localized business in Calendar Year 2005 with Volkswagen, General Motors and Ford



WITTE-STRATTEC Globalization Strategy

- Starting to see more serious global quoting and product development activity from our customers
 - WITTE-STRATTEC quoting a rear compartment latch to a global customer
 - WITTE-STRATTEC quoting locksets, ignition lock housings, rear compartment latches, seat back latches and outside door handles for another global program.
- We are positioned exactly where we want to be to take advantage of globalization trends to expand our transitional/future business
- Close to signing an agreement that would add a third member to the Alliance



WITTE-STRATTEC “EXPANDED” Alliance Profile

- \$720 million annual sales
- 17 Manufacturing facilities in U.S., Mexico, U.K., Germany, and Czech Republic
- One JV manufacturing facility in Brazil and two JV manufacturing facilities in China
- Worldwide employment of 5,700 (excluding JVs)
- Major Customers Served:

DaimlerChrysler

Ford

General Motors

Volkswagen Group

Honda

Nissan

ZF

Lear

BMW

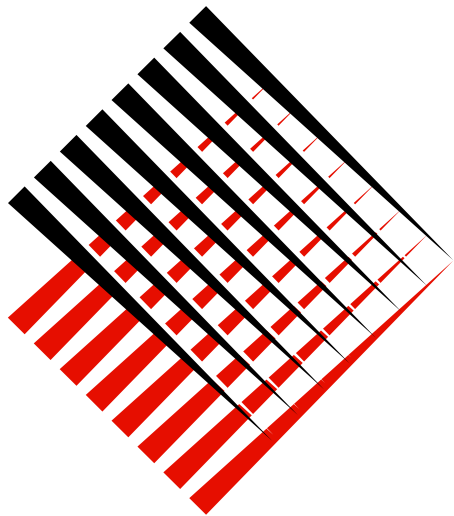
Thyssen-Krupp

Delphi

JCI

End of the presentation.

Beginning of a New Era for



STRATTEC