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## Main Page

### Fuel Adjust thru the ECU

Click Pics to Enlarge



fig. #1

1. Disconnect the ground cable (-) from the battery.

2. Remove the ECU from the connector by using screwdriver to lift the latch while pulling the connector apart. (fig #1)

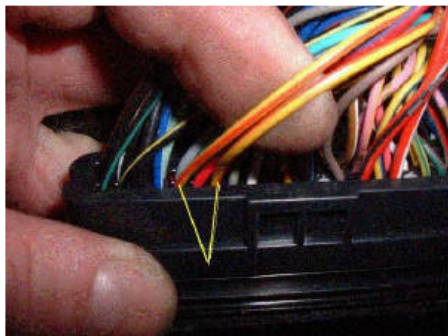


fig. #2

3. Wires #27 and #29 complete a loop for the ECU. You can find the numbers for these wires on the top edge of the ECU connector. You will only need to remove wire #27 to adjust the ECU. (fig #2)

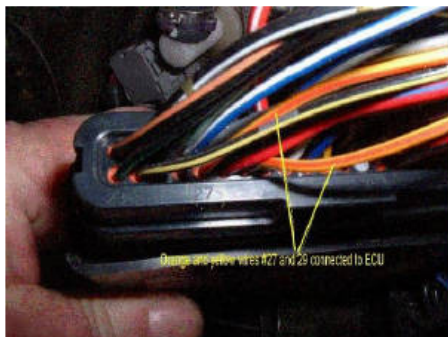


fig. #3

(Wire colors vary slightly from bike to bike, these are yellow and orange.(fig#2 and 3))

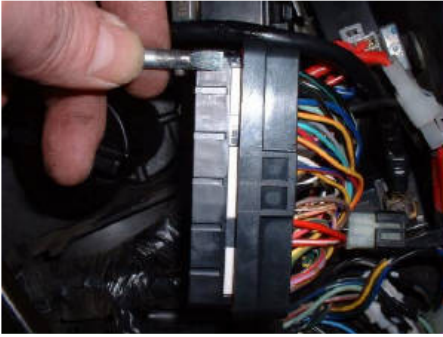


fig. #4

4. To remove wire # 27 from the ECU connector: Turn the wiring connector so you are looking at the side that has three white tabs as in **fig #4**.



fig. #5

5. Push the white tab in, being careful not to pull all of the wires loose. Pull wire #27 straight out long thin needle nose pliers. Then turn the connector over and push the white tab back to secure the remaining wires (Fig 5)

6. Plug the ECU back into the connector.

**7. If you ground the wire by piercing it with out disconnecting it from the ECU...you will FRY the ECU! \$500!!!**

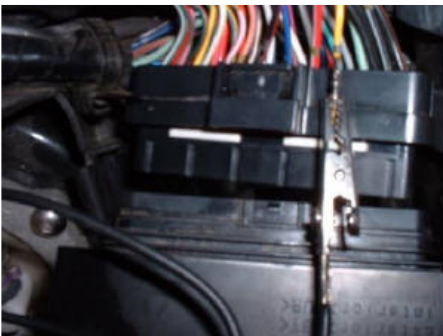


fig. #6

8. Using a jumper wire with two alligator clips, attach one clip to #27 wire... (fig 6)



fig. #7

...and the other clip to where the ground wire from the battery is connected or the helmet lock thingy. (fig 7)

9. Re-attach battery (-) cable.



fig. #8

10. While holding the select and set buttons down at the same time...turn the key on...and continue holding



fig. #9

the buttons down for about eight seconds...until 'diag' shows in the window. (fig 8)

11. At this point you should see the diagnostic mode (diag) in the upper window. (fig 9)



fig. #10

12. Release the buttons. Then push down the left button and Co will appear in the top window. (fig 10)



fig. #11

13. Release that button and push both buttons down again and you will see Co:01 indicating number one cylinder. Release buttons. (fig 11)



fig. #12

14. Press both buttons again and hold until you will see a single number appear in the lower window. This is the factory set number for the rear cylinder. (fig 12)

15. Then press on the Left button however many times it takes to select the new number you want. Once you have the number you want for that cylinder push both buttons again to set that number into memory. The left button raises the number and the right button lowers the number.

16. Push the left button again and it will go to Co:02.

17. Press both buttons again and hold until a single number appears in the lower window. This is the factory setting for cylinder #2.

\*\*\*

18. Press the Left button however many times it takes to select the number you want for that cylinder.

19. Then press both buttons to set it into memory. The left button raises the number and the right button lowers the number.

20. Then press the left button until you are back to the Co mode as in step 12. (doing this doesn't take me back to Co mode...so just turn the key off after setting both new numbers in memory).

21. Turn the key off.

22. Once the adjustments are made & the ignition is turned off they will be retained by the ECU when the battery is disconnected.

**Be sure to disconnect the negative battery cable before re-installing the #27 wire into the ECU.**

23. Remove the (ground) jumper wire and re-install wire# 27.

