Please read the installation instructions carefully before using your PSC. Make sure you fully understand and agree with the disclaimer before using this product.

www.IRCcomponents.com
Email. info@irccomponents.com

PRESENTS



POWER SLIDE CONTROL

An NDT MOTO Product



The Power Slide Control is our latest high performance creation; we put down an enormous amount of time and engineering into it, to create an effective and reliable product. It is developed by racers for racers.

The Power Slide Control is an electronic system able to reduce the rear wheel slide off during accelerations and constant throttle. It is not capable to reduce the slide off during the deceleration and the braking phase.

The system is composed by an ECU and 2 velocity sensors put on front and rear wheels. The variation of the difference between front and rear wheel velocities is continuously monitored in order to understand if the rear wheel is sliding off or not. The Power Slide Control is capable to understand if the bike is on straight, or in a slow turn or in a fast turn, and acts consequently.

DISCLAIMER

The Power Slide Control is intended for use on a closed track only. The Power Slide Control is not road approved. The Power Slide Control is not a safety component. Sliding losses mean possible driver crash; the Power Slide Control aim is only to support the driver in this phase, reducing or deleting, if possible, the sliding conditions. The Power Slide Control does not guarantee avoiding slide off and potential crash. It is not guaranteed that the Power Slide Control avoids crash of the bike with possible damage to the bike, driver or third parts.

The Power Slide Control allows for several settings both during installation and use. A wrong setting could affect, partially or fully, the system effectiveness. Even the wrong positioning of the front and rear sensors could affect the system performances. Take particular care to chain adjustment operation that could misalign the rear sensor if not properly braced.

The use of this product understand the risk connected to employing the equipment here described.

The use of this product is at the total discretion of the private parties. The manufacturer of this product is not liable for any kind of damage or injury deriving to the operator, vehicle, or to third parties form the use of the Power Slide Control.



WARNING: Each system modification, both hardware and software and harness or single components, could affect the system functionality with potential damage or injury caused to the operator, vehicle, or to third parts and delete the product warranty.

Installation must be done carefully following these instructions. It's strongly recommended to test the product and the bike after the installation.



WARNING: Installation is a very critical operation for system effectiveness. Be sure that it is done by competent and specialized personnel.



WARNING: Even in the case that the system is been installed and set by specialized personnel, the end user must follow all tests according to the procedure describe in the following paragraph 6th (Pre use tests).

The PSC is a race use only product so the warranty on its parts and components is only ONE year from the date of purchase.

This manual is issued on November. 10th 2010 in Rev. 5.0. It's the end user responsibility to periodically visit the website www.irccomponents.com in order to check new releases of the manual and software. The eventual software update will be done free of charge except for shipping expenses.



WARNING: Although all the PSC ECU are identical, the software could be different depending on application (engine type or connection type – injectors or ignition). Each single ECU has a label indicating the diagnosis and the software version. Check the website to see if your engine and installation type match the software.

INSTALLATION MANUAL

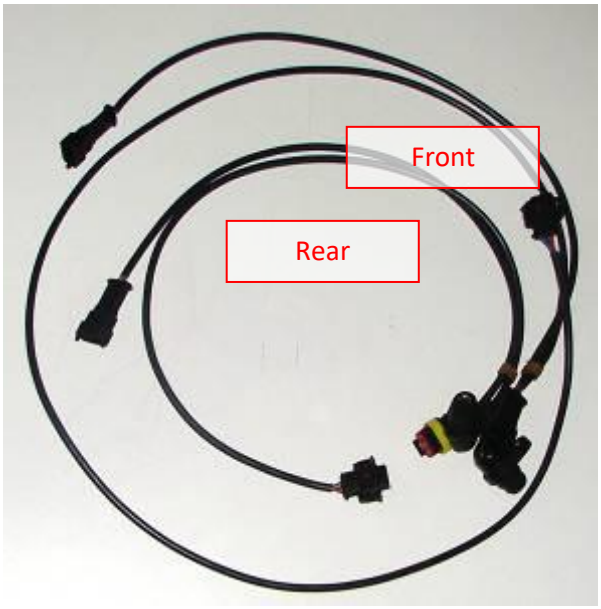
Installation must be done only by competent personnel. Do not proceed with installation if you are not expert and able to do it.

Some installation pictures are available here:

http://www.irccomponents.com/PSC/Ducati.zip
http://www.irccomponents.com/PSC/Honda.zip
http://www.irccomponents.com/PSC/Aprilia.zip
http://www.irccomponents.com/PSC/Kawasaki.zip
http://www.irccomponents.com/PSC/Suzuki.zip
http://www.irccomponents.com/PSC/MV.zip
http://www.irccomponents.com/PSC/Yamaha.zip

1. Sensors installation

WARNING: Take maximum care in the installation of the sensors. This is the most critical operation.



2 Effect Hall Speed sensors are included in the kit;

they are Automotive products, with the advantage of a relaible reading but don't allow a fine adjustment of the sensor-target distance.

Connect sensors to linking wires: short sensor to long linking wire (front sensor), long sensor to short linking wire (rear sensor).

Connect to the PSC accordingly to the label prints: REAR-rear sensor, FRONT-front sensor.



The system properly works when the front and rear sensors read from a minimum of 3 to a maximum of 6 pulses.

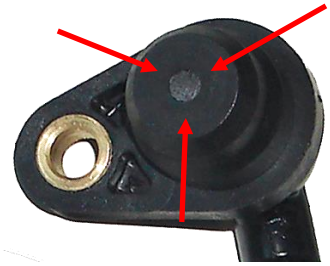
IRC can program the ECU for a different range of number of pulses if necessary. Make sure to ask us in case.

These must be equally spaced. Its strongly recommended use the max number of pulses possible.

Be sure that the bolts can be read by a magnet. Ie. iron bolt, not stainless steel.

WARNING: The actual sensor is only the central circle.

Take care that the target surface is exactly in front of it.



WARNING Put the sensor at a distance around 0.5÷1mm from the target.

Substitution of bolts with full head ones is strongly recommended. Holed screw heads could false the signals.

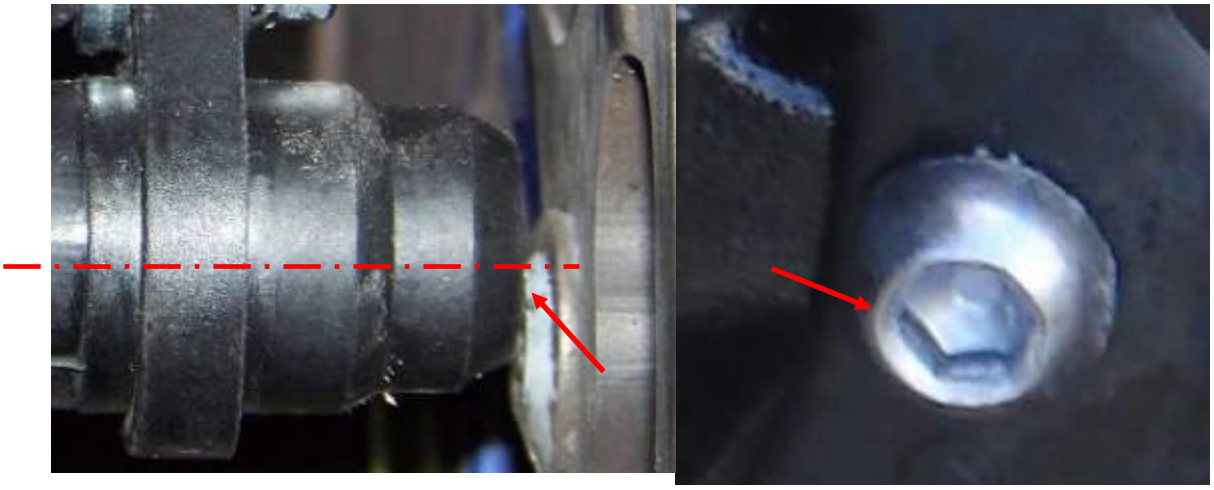


If you don't use flat head bolts take care that the sensor reads ONLY the flat side of the bolt.

Fit the sensors being sure that they do not read holed screw heads.



Position sensors as near as possible to the flat surface to obtain a reliable reading even on the conical side of the bolt.



In Yamaha and Suzuki, the above operation is not giving reliable reading at higher speed.

In this case put the sensor as shown below.



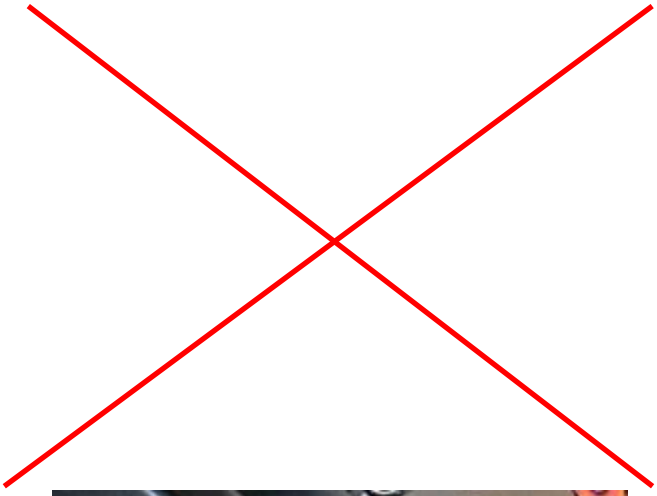
If possible, put the sensor directly on the brake disk flange in order to have a wide flat reading surface.



WARNING: Sensors' brackets must be stiff, well fastened and not bending. If necessary to change the sensor's distance, use spacers avoiding to bend the bracket.



Take extra care with the rear sensor's bracket: during the chain adjustment operation, the rear sensor must be aligned with his target. An improper alignment could cause wrong readings, with impact on PSC system operation. Rear sensor positioning on sprocket side is not giving reliable reading due to the axial movement of the sprocket.



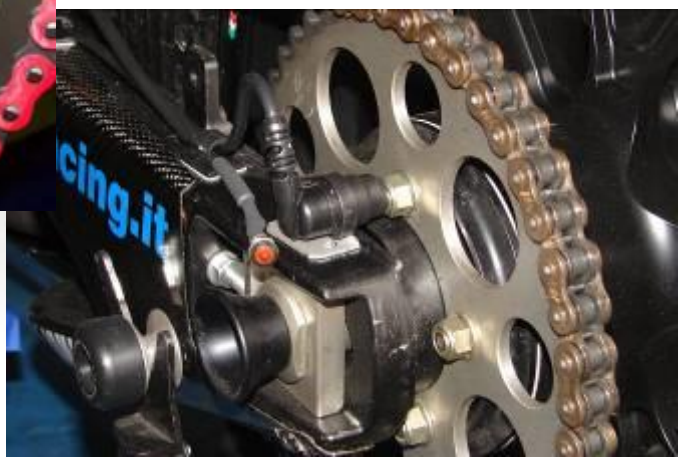


1.1 S

To c ne sensor and connect the proper tool to be ordered apa







Switch on the PSC and SLOWLY rotate the wheel. The led must flash whenever the sensor read the target surface.

If the check sensor's control kit is not available, take an amperohmeter set on 20v. Leaving the sensor connected to the PSC, connect the "-" to ground and the "+" to the blue wire of the sensor. Switch the PSC on and slowly rotate the wheel. The sensor will read "0v" whenever the target surface will be read.

WARNING: check that the target surface is read continuously, i.e. without led on/off or volts variations. Pay attention in case of reading on holed screws.

2. Ground connection

Connect the ground wire to the frame.



3. Coils/Injectors connection

WARNING: If other aftermarket electronic units are fitted on the bike, always connect the PSC directly on the coils.

WARNING: If a detonation sensor is installed on the bike, connect the PSC to the farthest cylinders.

The PSC can operate on up to 2 coils or injectors.

WARNING: Cut on coils affects emissions and catalyser's life. In order to avoid these damages, in case a catalyser is present, connect the system to the injectors.

On 3÷4cylinders engines connect the PSC to 2 cylinders; on twin cylinders connect the system only to one cylinder.

Plug&Play harnesses are supplied with the system, at the order:

Japanese bike, KTM, Triumph and Aprilia RSV4 are supplied only with coil connectors.

Ducati, MV, Aprilia Twins and BMW can be supplied with connectors for Injectors or for coils.

3.1. COILS CONNECTION

Mostly all bikes have 2 wires for each coil: a positive that is coming from battery or other +12v line and negative pulse wire that is coming from the ECU.

Refer to the proper paragraph among the followings:

3.1.1. JAPANESES SPORTS BIKE (Coils on spark plugs) & TRIUMPH

If, at the moment of the order the model and maker are specified, the PSC is delivered with the connectors installed.

WARNING: Even in this case check harness correctness following the instructions below. In fact, some differences could occur depending on motorcycle production year or lot.

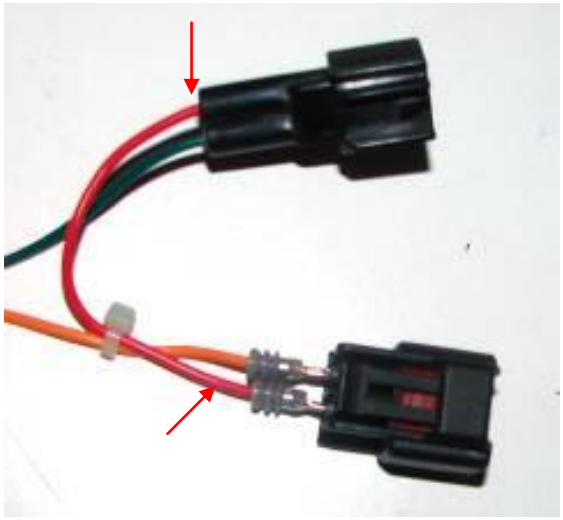
Through electric print diagram, locate the +12v. If the print is not available, unplug coils and determine which one is the +12v wire with an amperohmeter.

WARNING: On more recent Yamahas you could find both positive wires. Consider positive the one with the higher voltage.

- Take off the connector plug and look at the connector part in the coil; if the +12v (common color) wire is on the right hand side, it is a **DENSO** ignition system.

  Typical examples of Denso coils are: Suzuki GSXR 600, GSXR1000 e Hayabusa, Honda CBR600RR and CBR10000RR.

  In this case connect harness according to following picture:

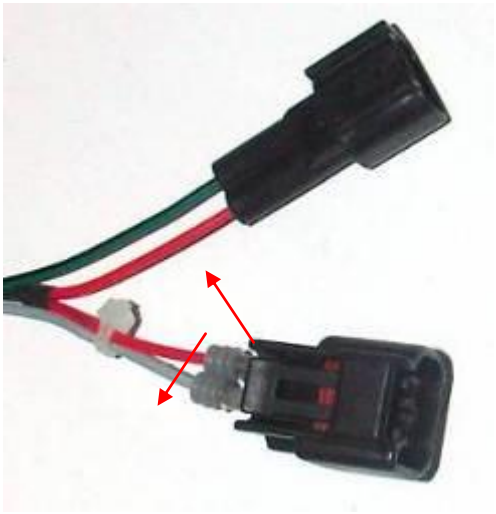


WARNING: on SUZUKIS use the proper harness (specify on order) or the 6 poles additional harness to be installed between the standard one and the PSC ECU.

- If +12v are on the left, it is a MITSUBISHI ignition sytem (coils branded with 3 leaves).

  Typical examples of Mitsubishi coils are: Yamaha R6 and R1, Kawasaki ZX6R and ZX10R, Triumph.

  In this case connect harness according to following picture:



To connect the harness-connectors act as described:

Insert male pins on the small connector. Close it with the yellow plastic key.



Insert female pins on the big connector. Close it with the yellow plastic key.



3.1.2. Engines with coils not integrated on spark plugs: (example Honda CB1000)
Locate the coils and how many there are. Use the proper number of PSC connectors following this order: GREEN /RED-ORANGE, GREEN /BLACK-GREY. Cut off the PSC plug & play connectors. Unplug the connectors of the coils; locate pulse wires (usually they come in a different color for each coil), cut it. Connect the ECU side with the GREEN / RED wire and the ORANGE wire to the coil wire.

Connect the RED wire (the one long about 1m included in the harness, not the 20cm long directly coming out from ECU) to an ignition switch controlled +12v source, a tail light supply wire is preferred since it is powered continuously.

On 3 and 4 cylinders engines take another coil harness. Unplug the connectors of the coils; locate pulse wires (usually they come in a different color for each coil), cut it. Connect the ECU side with the GREEN /BLACK wire and the GREY wire to the coil wire.

Seal off the wires that aren't used.

3.1.3. CONNECTIONS FOR DUCATI, APRILIA, MV

WARNING: Specific subsequent ECU programming could be necessary if model and maker are not specified at the order.

WARNING: On twins use only the connector with GREEN / RED -ORANGE wires.

Use the proper harness (specify on order).
Connect the RED wire (the one long about 1m included in the harness, not the 20cm long directly coming out from ECU) to an ignition switch controlled +12v source, a tail light supply wire is preferred since it is powered continuously.

OR:

These bikes have 3 wires for each coils: +12v common color for each coil, negative common color for each coil and pulse wire different color for each coil.

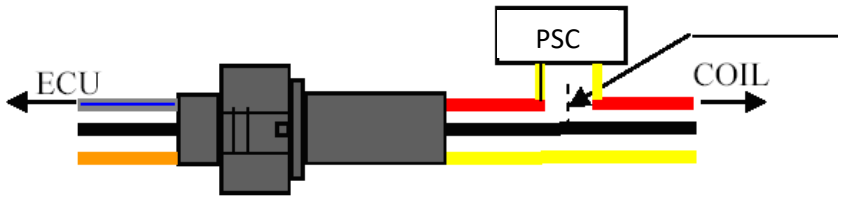
Take the PSC connector with red, GREEN /RED -ORANGE wire. Cut the connectors wires. Locate pulse wire (usually they come in a different color for each coil), cut it. Connect the ECU side with the GREEN /RED -ORANGE wire to the coil wire.

Connect the RED wire (the one long about 1m included in the harness, not the 20cm long directly coming out from ECU) to an ignition switch controlled +12v source, a tail light supply wire is preferred since it is powered continuously.

MV and RSV4: , take another coil harness. Unplug the connectors of the coils; locate pulse wire (usually they come in a different color for each coil), cut it. Connect the ECU side with the GREEN /BLACK wire and the GREY wire to the coil wire.

Seal off the wires that aren't used.

Scheme for Ducati 999 and other CDI ignition: the GREY/BLUE, and GREY/BROWN are the pulse wires, one to each coil. They changes color to RED close to coil; cut the RED pulse wire after the black insulation is stripped about 40mm. Connect the RED wire from the coil to the PSC ORANGE and the other side with PSC GREEN /RED.



Seal off the wires that aren't used.

3.1.4. KTM SuperDuke and RC8



WARNING: Specific ECU programming could be necessary if not specified this application at the order.

Use the proper harness (specify on order).

OR

refer to above 3.1.1, following Denso scheme and connecting the PSC to only one cylinder.

3.1.5. Aprilia and twin spark engines:



WARNING: Specific subsequent ECU programming could be necessary if model and maker are not specified at the order.

Follow the same color wires (they should be negative but check) till they become one. Cut it. Take the PSC connector with red, GREEN /RED and ORANGE wire. Cut harnesses. Connect the ECU side with the GREEN /RED wire and the ORANGE wire to the coil wire.

3.2 INJECTORS CONNECTION



WARNING: Specific subsequent ECU programming could be necessary if model and maker are not specified at the order.

The PSC has only 2 exits for the power cut.
On twin cylinders cut only one cylinder.
On 3-4 cylinders cut, if possible, 2 of them.
In case of twin injectors, cut both injectors from same cylinder.



WARNING: connection of 2 injectors to the same PSC wire, could cause the ECU warning light switching on.

Use the proper number of PSC connectors following this order: GREEN /RED-ORANGE, GREEN /BLACK-GREY. Cut the PSC plug & play connectors. Unplug the connectors of the injectors; locate pulse wire (usually they come in a different color for each coil), cut it. Connect the ECU side with the GREEN /RED wire and the ORANGE wire to the injector wire.

Connect the RED wire (the one long about 1m included in the harness, not the 20cm long directly coming out from ECU) to an ignition switch controlled +12v source, a tail light supply wire is preferred since it is powered continuously.

If necessary take another injector' harness. Unplug the connectors; locate pulse wires (usually they come in a different color for each coil), cut it. Connect the ECU side with the GREEN /BLACK wire and the GREY wire to the injector wire.

Seal off the wires that aren't used.

3.2.1. MV

Use the proper harness (specify on order).

WARNING: The position of negative pulse wire on the bike may vary. When installing make sure that the PSC's GREEN /BLACK and GREEN /RED wires get connected to the negative wire (BROWN solid and striped) from the injectors.

OR

Cut the brown (even if striped) wire of the injector harness.
Connect the GREEN /RED wire of PSC to the BROWN (even striped) wire of the bike, ECU side. Connect the ORANGE wire to the other end on the injector side.
Go to another connector.
Connect the GREEN /BLACK wire of PSC to the BROWN (even striped) wire of the bike, ECU side. Connect the GREY wire to the other end on the injector side.
Connect the RED wire (the one long about 1m included in the harness, not the 20cm long directly coming out from ECU) to an ignition switch controlled +12v source, a tail light supply wire is to avoid.

Seal off the wires that aren't used.

3.2.2. Ducati and Aprilia (not RSV4)

Use the proper harness (specify on order).

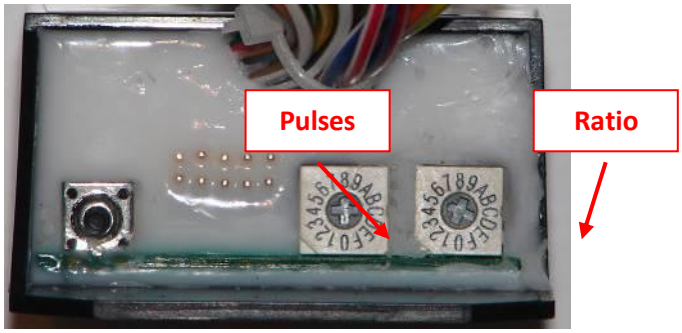
WARNING: The position of negative pulse wire on Aprilias may vary. When installing make sure that the PSC's ORANGE and GREY wires get connected to the negative wire (BROWN solid and striped) from the injectors.

OR:

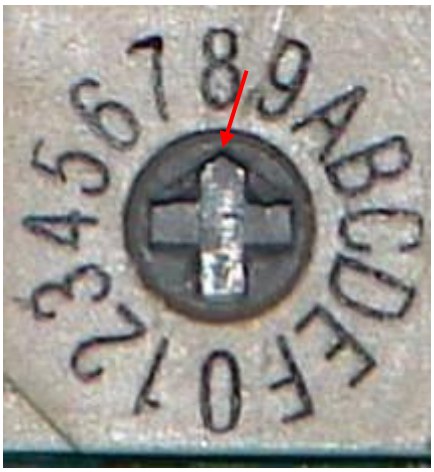
Cut the negative pulse wire of the injector harness.
Connect the GREEN /RED wire of the PSC to the wire of the bike, ECU side. Connect the ORANGE wire in the relative injector side.
Seal off the wires that aren't used.

4. SYSTEM SETUP

On the ECU front side there are 2 selector switches.



WARNING: Take care to the arrow direction!



First of all set up the number of "**pulses**" for both front and rear sensors, acting on the left selector switch according to the following table:

FRONT	REAR	SETTING	FRONT	REAR	SETTING
3	3	**0**	4	3	**8**
3	5	**1**	4	5	**9**
3	4	**2**	4	4	**A**
3	6	**3**	4	6	**B**
5	3	**4**	6	3	**C**
5	5	**5**	6	5	**D**
5	4	**6**	6	4	**E**
5	6	**7**	6	6	**F**

Then measure the circumferences of front ad rear wheels, in the center of the tyre, and calculate the difference. Set up the "**Ratio**" acting on the right selector switch according to the following table:

DIFFERENCE [cm]	SETTING	DIFFERENCE [cm]	SETTING
0 - 1	**0**	13	**8**
2 - 3	**1**	14	**9**
4 - 5	**2**	15	**A**
6 - 7	**3**	16 - 17	**B**
8 - 9	**4**	18 - 19	**C**
10	**5**	20 - 21	**D**
11	**6**	22 - 23	**E**
12	**7**	24 - 25	**F**

SUGGESTION: If you like to have a bigger sensitivity of the system at high speeds, you can increase the "ratio" by 1 or 2 steps; if you like a lower sensitivity at the high speed, reduce the "ratio" by 1 or 2 steps.

WARNING: Setting the ratio too high could cause PSC acting even in the straight and in the acceleration phase.

5. DASHBOARD INSTALLATION

Install the potentiometer, the 2 switches and the 2 leds, in the carbon plate included in the kit. Cut it and drill according to the positioning of your choice. Put it in a place always visible and easy to reach by hand.





WARNING: Put the dashboard taking care that the 2 leds are oriented directly towards the driver's eyes.

In the harness with leds and potentiometer, there also is the

LAUNCH CONTROL switch.

It's ON or OFF according to pictures on the right.

When Launch Control is on, the PSC controls the amount of front wheelie allowed. The front wheel will rise, more or less, 20cm and, slowly, will go back down.

Suggestion for the switch positioning: LC ON downward (ie. the front wheel must be down) and LC OFF upward.



In the harness with coils or injectors connectors, there is the **EMERGENCY SWITCH**.

It allows to reconnect the coils as per OEM application, completely disconnecting the PSC system.

It's ON or OFF according to the pictures on the right.

Suggestion for the switch positioning: System ON downward (ie. The front wheel must be down) and System OFF upward.



WARNING: ON and OFF are referred to the pictures on the right above.

The sensitivity potentiometer is positioned in order to have the system OFF if rotated completely counter clockwise rotated and maximum sensitivity if rotated completely clockwise, according to the numbers on the sticker. (0 OFF, 10 max sensitivity).

6. PRE USE CHECKS



WARNING: If any of the following tests are not passed, DO NOT USE THE SYSTEM and contact our technical support . Switch off the PSC through the proper emergency switch and disconnect the PSC from the bike.

Switching on the bike, the PSC RED flashes 5 times and the GREEN led blinks. Otherwise the connection to the coils or injectors is not correct. Therefore refer to instruction at the above paragraph 3.

Check that, positioning the potentiometer at zero sensitivity (complete counter clockwise rotation) the GREEN led is blinking constantly, like an arrow light

Check that, positioning the potentiometer at maximum sensitivity (complete clockwise rotation) the GREEN led blinks in a 3 flashes repeated pattern.

Set Ratio on “F”, Pulse on “C” and Sensitivity to maximum. As soon as the bike is running above 4Km/h the PSC must cut the power. Give more throttle. The bike will accelerate but, even at higher speed the cut must be present. I.e.: if you have a 4 cylinder, it starts at 2 cyl but if you rise up to 70Km/k the bike must remain at 2cyil and not go back at 4.

If the cut is not evident (maybe, usually on 600cc), repeat the test switching off the PSC: as soon the system will try to cut the power, the RED diagnostic led will switch on. Analyzing the diagnosis (point 8 below), it will flash 2 and 4 times.

If the test has been passed, set Ratio on “F”, Pulse on correct value and Sensitivity to maximum (10). Drive the bike. The PSC will cut the power at the first hint of traction loss.

If test has been passed, set Ratio and Pulse on correct values and Sensitivity to maximum.



WARNING: Although the installation could seem well done, always make sure to have full confidence that the system properly works at all speeds.

DO NOT TEST THE PSC ON A ROAD OPEN TO TRAFFIC but on a track, always wearing safety wear like, helmet, gloves, boots, rear protector, racing leather suit.

Test the system at low speed.

Test the bike on straight with dirty ground. Whenever the rear wheel looses traction, the system must act.

Switch the Launch Control ON. Test the system, with the highest possible gear that allows the front wheel rise due to power and not in first gear. The PSC will work carrying the front wheel again on the ground.

Test the system on a turn, never 100% full throttle. The PSC must cut the power.

Repeat the above tests at higher speed, proceeding step by step.
Reduce Sensitivity, step by step, till PSC act as you are comfortable with.



WARNING: Remember that “0” position of the potentiometer, ie. complete counter clockwise rotation, means system OFF, not acting.

7. POSSIBLE TROUBLESHOOTING

7.1 The system always kicks in whenever 4Km/h are reached.

Either the rear sensor is reading a double pulse, or the front sensor is not reading all pulses. Check sensors' positioning and reading (paragraph 1.1)

7.2 The system seems to properly work but acts too hardly on straights or on high speed turns.

Even if all tests at paragraph 6 are passed, maybe you can have trouble at high speeds. This is because, the wheel rotation creates electromagnetic field variations that can influence the hall sensors reading.

7.2.1 Maybe the front sensor is "loosing" some readings at high speed. Check its positioning, taking care to avoid reading of central hole or reducing the distance between sensor and target.

If trouble persists, check the rear sensor.

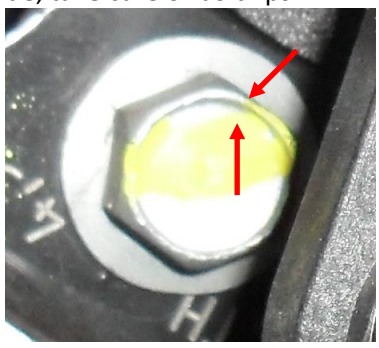
7.2.2 It could read "full-empty" signals. This occurs if the sensor is positioned on the sprocket side and the screw is overcoming the bolt.



Maybe that sensor is reading bolt, hole and then the nut. In this case increase a bit the distance between sensor and target.

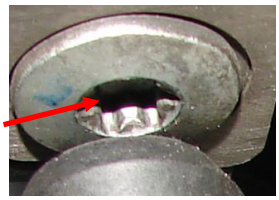
7.2.3 If the sensor is positioned on the disk side, take care of bolt lips.



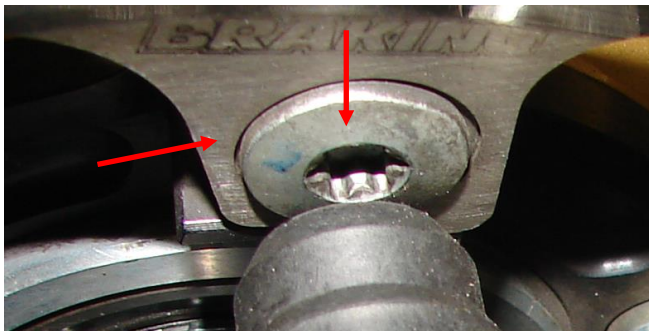


If too tall these can give misreading. In this case reduce a bit the distance between sensor and target or, better, replace the bolts or machine the lips.

7.2.3 If the sensor is reading the bolt head, take care to avoid the central hole.



7.2.3 If the sensor is reading the bolt head, don't position the sensor too close to the disc or, at high speeds, it could read the magnetic field generated by the disc.



In this case increase a bit the distance between sensor and target. Consider that sensors have a reading distance of 0.5÷1mm but they can read even up to 1.5mm distance and, even if this is not guaranteed, this could create troubles.

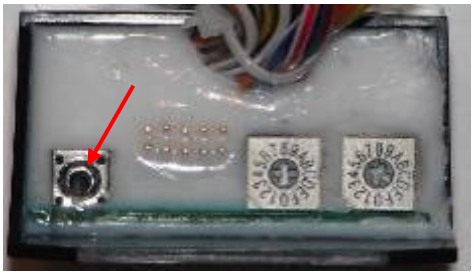
8. DIAGNOSTIC SYSTEM AND ERROR LED (RED)

The PSC has a self diagnostic system that constantly monitors the status of hardware, software and connections. In case of anomaly, the RED led switches.

WARNING: In case the RED led is on, immediately disconnect the PSC acting on emergency switch. DO NOT CONTINUE TO USE THE PSC UNTIL THE PROBLEM IS SOLVED. Stop the bike as soon possible and physically disconnect the ECU.

SWITCH OFF THE ENGINE WITHOUT SWITCHING OFF THE POWER TO THE PSC (i.e. do not switch off the key).

Push the diagnosis button on the left side of the PSC. The RED led will start to flash. Count these flashes and check the error type according to the following table.



2 flashes	Error on first cylinder connection.	Check harness connections on first cylinder (GREEN/RED-ORANGE wires). Follow procedure to above 6.1.
4 flashes	Error on second cylinder connection.	Check harness connections on second cylinder (GREEN/BLACK-GREY wires). Follow procedure to above 6.1.
6 flashes	Error on anti spin hardware.	Check all harness and connections are properly done and in perfect conditions, There must no be damaged wires.
Constant non-stop flashes	No error found.	

8. 1. STATUS LED (GREEN)

Put the dashboard taking care that the GREEN led is oriented directly towards the driver's eyes.

Status led is always acting according to the following table.

MOTORCYCLE STATUS	LED STATUS	DIAGNOSYS	TROUBLESHOOTING
Engine running, motorcycle standing	3 quick flashes repeated	Led shosw system is active but on sensors imput (bike is not running)	Pass minimum velocity (≅4 Km/h) to activate the system. If the 3 quick flashes persist, follow 7.3 procedure.
Motorcycle running	1 blink every 0.5 sec	System is working properly.	If a traction loss condition occurs and the system is not acting, increase the "**Sensitivity**" and, eventually, check the "**Ratio**".
Motorcycle running	Fixed GREEN light	System is NOT WORKING.	Switch off and on the system. If the trouble persists, DO NOT USE the system and contact technical support.
Motorcycle running	No flash	System is NOT WORKING.	Switch off and on the system. If the trouble persists, DO NOT USE the system and contact technical support.
Motorcycle running	Herratic blinking	System is cutting engine power due to a traction loss condition.	If there is no real traction loss, reduce "**Sensitivity**" and eventually, check "**Ratio**" and "**Pulse**".
Motorcycle running	Constant blinking, like arrow.	The system is OFF.	Activate the system selecting a "Sensitivity" different from "0" moving the knob clockwise.

8.2 Greeen light is flashing but PSC doesn't cut.

Check that the emergency switch is T.C. ON:



9. LASER WHEELIE SENSOR

This is in addition to the software's Launch control.

From the PSC come out one RED and one ORANGE (or YELLOW) wires, 20cm length. Seal off if not used.

WARNING: If you connect one of these wires to a bikes +12v source, you'll burn the PSC unit.

From the laser sensor come out 3 wires. Connect the RED to the PSC's red, the WHITE to the PSC ORANGE (or YELLOW), The BLACK to ground.

To adjust wheelie height:

Take an amperohmeter set on 20Vcc. Put the negative terminal to ground and the positive terminal to white wire of the sensor, leaving it connected and powered.

Aim the sensor toward the ground and, starting from about 10cm height, rise slowly. Around 30cm, or 76, according to the chosen model, the sensor signal will change from 5 to 0v. That's the point of wheelie control. Repeat the measurement 3 times. Reduce the height of the amount needed (even considering static sag), maintaining it perpendicular to the ground. Slightly rotate the sensor back toward the bike to compensate for the angle change during the wheelie.

Switching on: the LS switch has 2 positions:

LC ON: Launch control activated.

LC OFF: Launch control disabled.

WARNING: Reading height may vary depending on the surface color, so take care on height change between wet and dry surfaces.

Fix the sensor on the bike in a sturdy manner, avoiding interferences between it and the ground.

WARNING: Initially test the system with small wheelie (5÷10cm) to check the fitment effectiveness.

10. TELEMETRY SYSTEMS

A brown/white wire is going out from the ECU box. It's the 5V signal for telemetry data acquisition system. Seal it off if not used.

We appreciated your business.

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