



MecTronik s.r.l.

Via Dell'Artigianato, 5

37053 – Cerea (VR)

P.IVA e CF: 03266730237

Web: www.mectronik.com

Email: info@mectronik.com

Wiring Loom

ECU HW : MKE7 WSS600_A

ECU FW : WSS

P.N. : B-139-E-251123-xxxx

© 2017 - Mectronik srl

This quick reference document is drawn up with the aim to be simple and fast for user consultation and to help the user or technician in their work.

The target of this document is to help the technicians during the first installing, and as reference in case of electrical trouble.

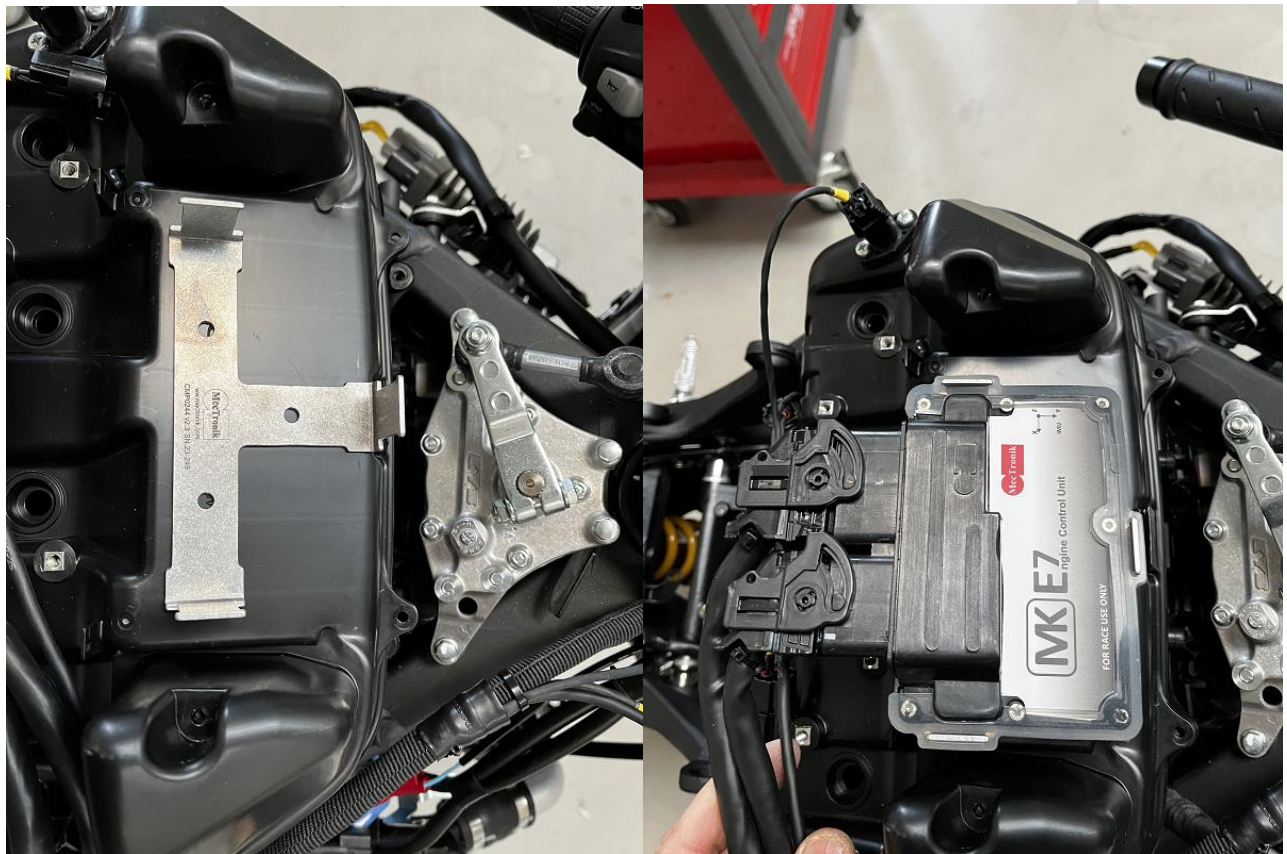


ANY KIT, THE ECU AND WIRING HARNESS NAMED IN THIS DOCUMENT ARE SUPPLY FOR RACING USE ONLY. IT IS FORBIDDEN TO USE THE PRODUCTS IN THE PUBLIC ROADS. CONTACT THE LOCAL GOVERNMENT OFFICES FOR THE DETAILS ABOUT ANY LEGAL RESTRICTIONS, AND THE USE LIMITATIONS AS WELL.

**ALL RIGHTS RESERVED. NO PART OF THIS DOCUMENT CAN BE TRANSMITTED, IN ANY FORM, TO THIRD ENTITIES, WITHOUT PERMISSION FROM MECTRONIK S.R.L.
THE DATA ARE FREE TO CHANGE WITHOUT NOTICE.**

INSTALLATION AND ECU POSITION

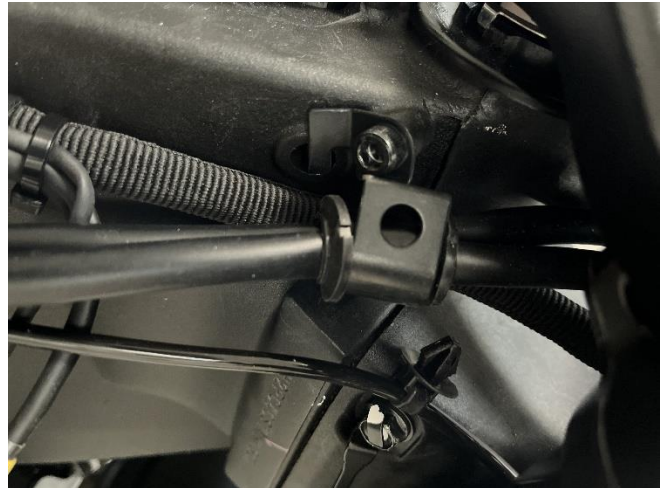
The Ecu must be located in the original position. It's mandatory to use the ECU HOLDER KIT for a correct mounting. After the mounting, please to check that the ecu will be free of moving as permitted by the elastic holder, without colliding with any fixed part of the airbox, cover and so on. For to fixing the bracket to air box, it's forbidden to make any holes, so please to use 3M Velcro tape or similar way. The Tape thickness should be use for to find a correct height of the holder + ecu.



AFTER THE COMPLETE KIT INSTALLATION AND BEFORE THE ENGINE FIRE-UP, USE THE CALIBRATION TOOL KIT FOR GENERAL CHECKING, READ AND DELETE THE FAULT CODES GENERATED DURING THE INSTALLING PROCEDURE (EG. POWER-ON WITH CONNECTORS DISCONNECTED FROM THE SENSORS)

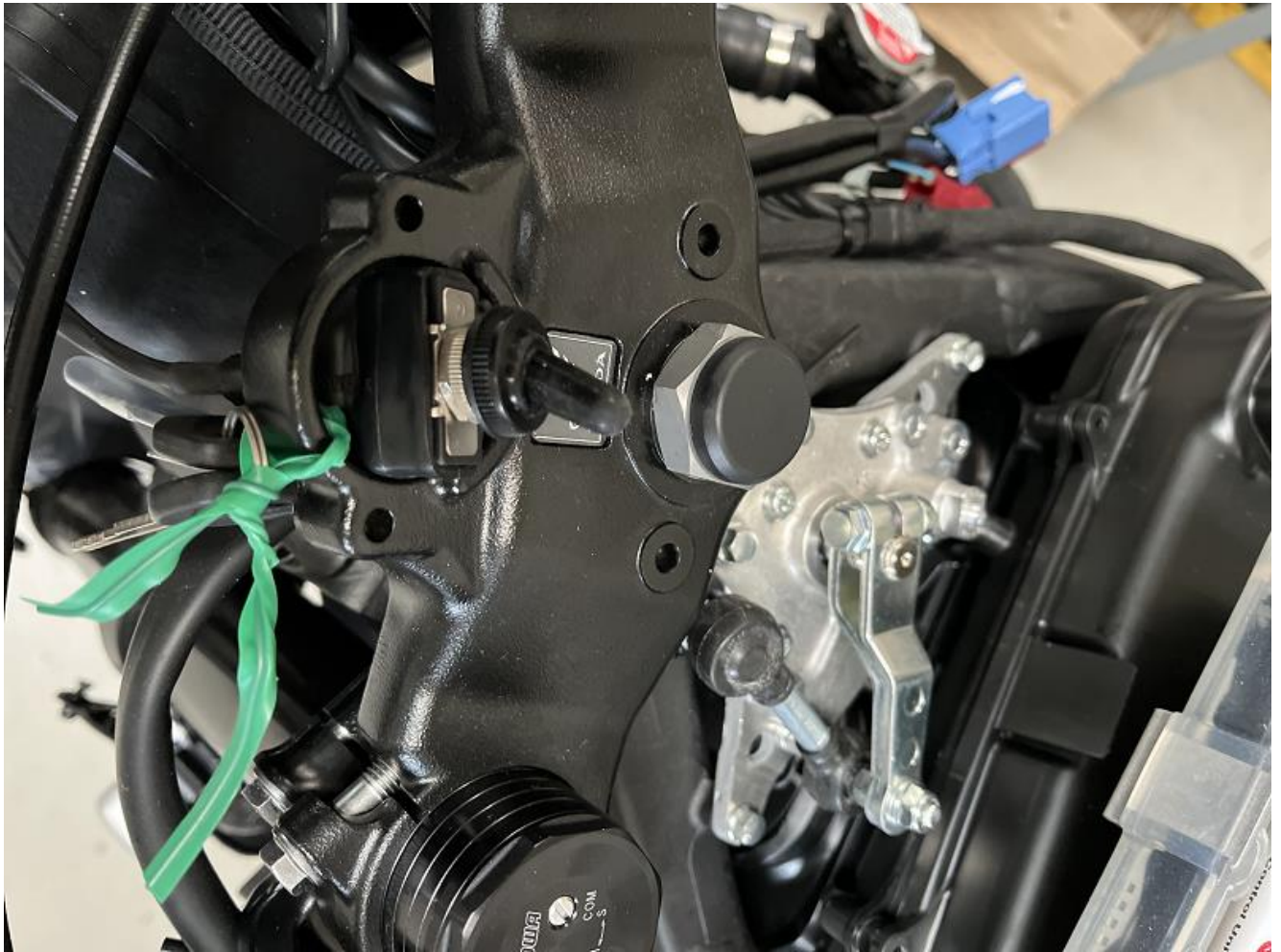
WIRING HARNESS MOUNTING

The wiring harness is a motorsport style, built by high quality materials. This doesn't mean that the part must be protected by abrasion, by corrosion or not by a correct positioning. The engine connectors and others are plastic type, so please take care during its plug-in or plug-out.



MAIN ON-OFF SWITCH

The Main ON-OFF switch provided with the wiring loom must be located inside the original KEY location



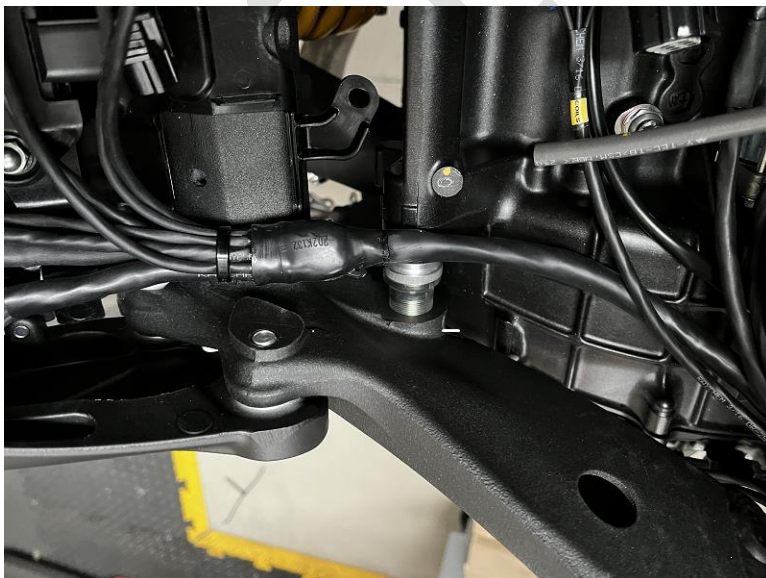
A proper bracket for the switch must be built by the user.



A proper GND point must be used for to fix the Main termination labeled GND. Dont using an insulated point for this purpose. The incorrect Choice can be damage all electronic components installed in the Bike. The starter motor bracket or the Thermostat case are suggested.

CENTRAL SECTION VIEW

The location of the central section, the main relay and so on, are located in the same position of a standard wiring. Please to use cable ties or wrappers for a good positioning.



LAMBDA SENSOR

The Ecu can manage a Wide Band Lambda Sensor, to read and control the A/F Ratio. Refer to the specific document available about the Injection setting for more info. It is not possible the use of the Original Narrow Band Lambda Sensor present in the Road Bike. In the Racing exhausted pipe recommended by YME, there is a pre-disposed hole for the new lambda sensor.



Only the correct BOSCH LSU 4.9 sensor must be connected to the Lambda Connector. Every other Sensor, it is forbidden and can damage the ECU.

Lambda Sensor Spare Parts: MECTRONIK SEN_LU49

3	LAMBDA LSU				
	Pin	Wire color			Function
	1	White			IP_LSU
	2	Red			VM_LSU
	3	Yellow			HTR-
	4	White			HTR+
	5	Green			IA_LSU
	6	Black			UN_LSU

0,75

Schematic



STARTER RELAY

The Original Starter relay must be used and connected. The OEM wire between battery and starter relay must be used, and the starter relay to starter motor wires (positive and GND) also.



SPEED SENSORS

The Kit uses the original sensors and Phonic wheels used by ABS. These special sensors, generate a particular current signal



ALWAYS CHECK THAT AFTER MOUNTING AND DISASSEMBLY OF A WHEEL, THE GAP BETWEEN THE SENSOR AND THE PHONIC WHEEL, MUST BE BETWEEN 0,6 and 1,0 mm .

Incorrect value may be the cause of malfunctions of the control system and the engine brake control.

RECTIFIER FUSE HOLDER

The Rectifier Wiring harness it's a separate section, for to permit a free location of the rectifier. Please to connect the 2 termination direct to the battery. The charging line is protected to a Fuse







BAP SENSOR

The BAP connector its located under the seat, near to the fuse holder. Please to connect the same OEM sensor used like MAP sensor.

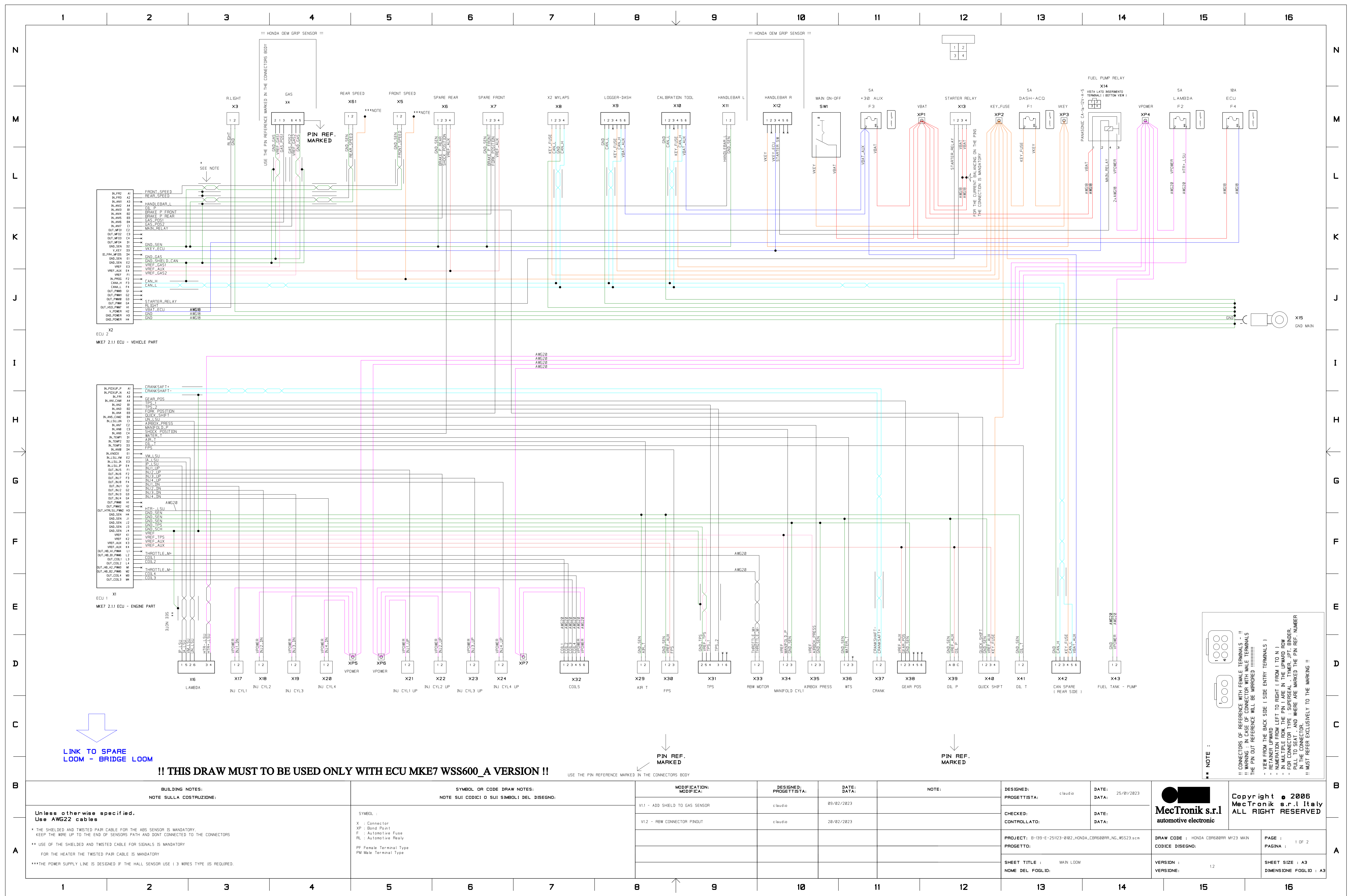
FRAME SENSORS

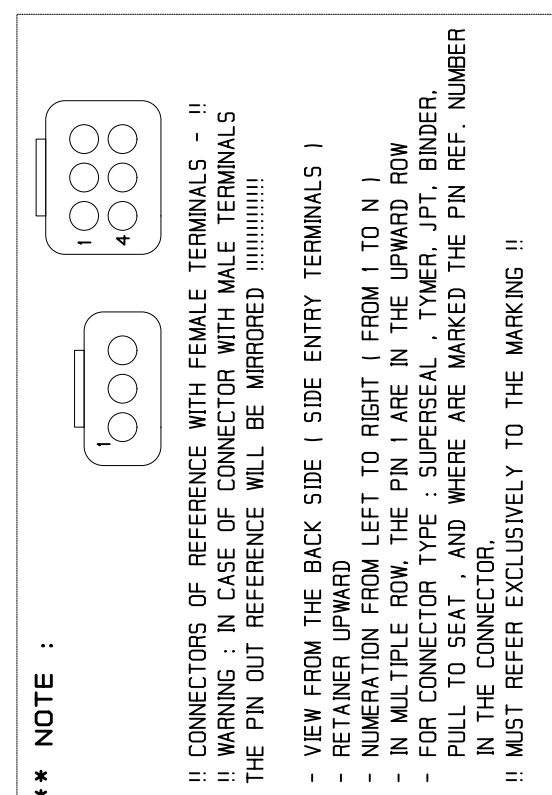
The Brake Pressure sensor front and rear and the suspensions sensors as well, is connected to the main wiring harness over a dedicated bridge. From electrical point of view, the bridge it's the same, but there are some difference of the length about front and rear type.



SENSORS LIST

OIL PRESSURE :	Mectronik SEN PS10	0-10Bar
FUEL PRESSURE :	Mectronik SEN PS10	0-10Bar
FRONT BRAKE PRESSURE :	Mectronik SEN PS100	0-100Bar
REAR BRAKE PRESSURE :	Mectronik SEN PS100	0-100Bar (suggested)
REAR BRAKE PRESSURE :	Mectronik SEN PS50	0-50Bar
FRONT SUSPENSION POSITION:	Mectronik SEN LS150	0-150mm
REAR SUSPENSION POSITION:	Mectronik SEN LS75	0-75mm





1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----