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Function : Engine Synchronization

Parts : Throttle Body

Version : 1.0 (20/02/23)

Machine : Honda CBR600RR-2023MY

Application : World Supersport

ECU : WSS600_A

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

Will not be in-depth concepts considered fundamental, technical control, PID logic and procedures for writing data or parameters.

This document is the reference for the STRATEGIES section of the control firmware only.

Mectronik will not be responsible for all the effects resulting from the calibrations performed by the user using the tools provided, of not achieved competitive results or not achieved goals. The user is always suggested to verify through simulation, the effect of the calibrations on control algorithms.



IN THE DRIVE BY WIRE SYSTEM, THE INCONSISTENCY OF CERTAIN PARAMETERS REGARDING THE MANAGEMENT OF THE THROTTLE BODY, MAY DETERMINE NOT ITENDED AND UNCONTROLLED EVENTS. THE USER ASSUMES THE FULL RESPONSIBILITY WHEN USING ANY TOOL ABLE TO MODIFY CALIBRATION PARAMETERS.

In cases where it is deemed useful to verify through simulation actions resulting from the changes made to the data, and not being in possession of the appropriate tools, contact technical service.

INTRODUCTION

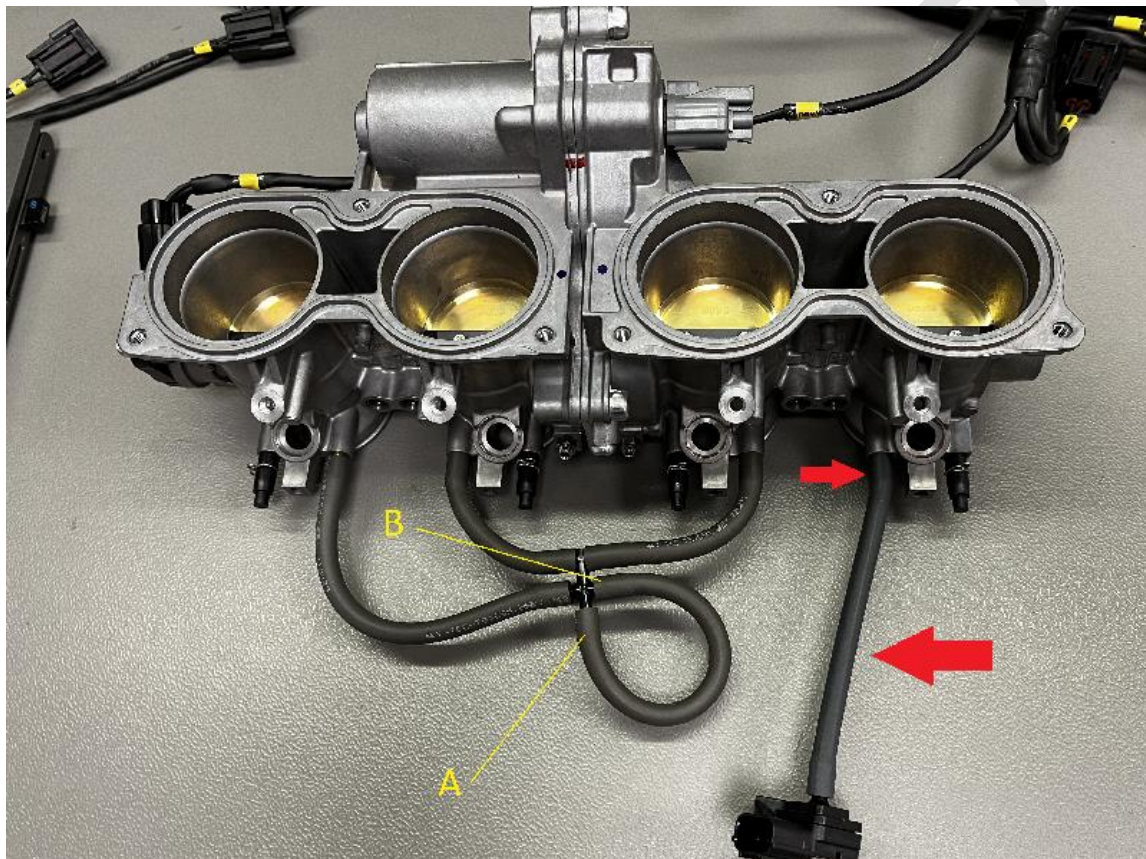
To obtain the maximum benefits from the ECU, a reconfiguration of the hoses mounted on the throttle bodies is necessary.

Specifically, the standard configuration has a MAP (manifold air pressure) sensor that measures pressure from pipes connected to all 4 cylinders.

The race ECU, is able to read pressure with angle base sample (every 5 crank shaft degrees). By using this type of sampling, it is possible to more accurately measure and calculate the intake air quantity.

At the same time, the ECU uses this signal to detect the Intake Stroke for cylinder 4 (for synchronization).

Below is an image of pipes connections on throttle bodies:



The required modifications are:

- Disconnect Pipe at **POINT B**
- Disconnect **Sensor Pipe** from **POINT A**
- Connect **Sensor Pipe** to **Throttle body as indicated by red arrow**
- Connect Pipe disconnected from **POINT B** to **POINT A** (this is to close all open holes)

Below are the throttle body hoses after the reconfiguration:



Finally MAP sensor must only be connected to Cylinder 4, and cylinders 1,2 and 3 must be connected together through the hoses.