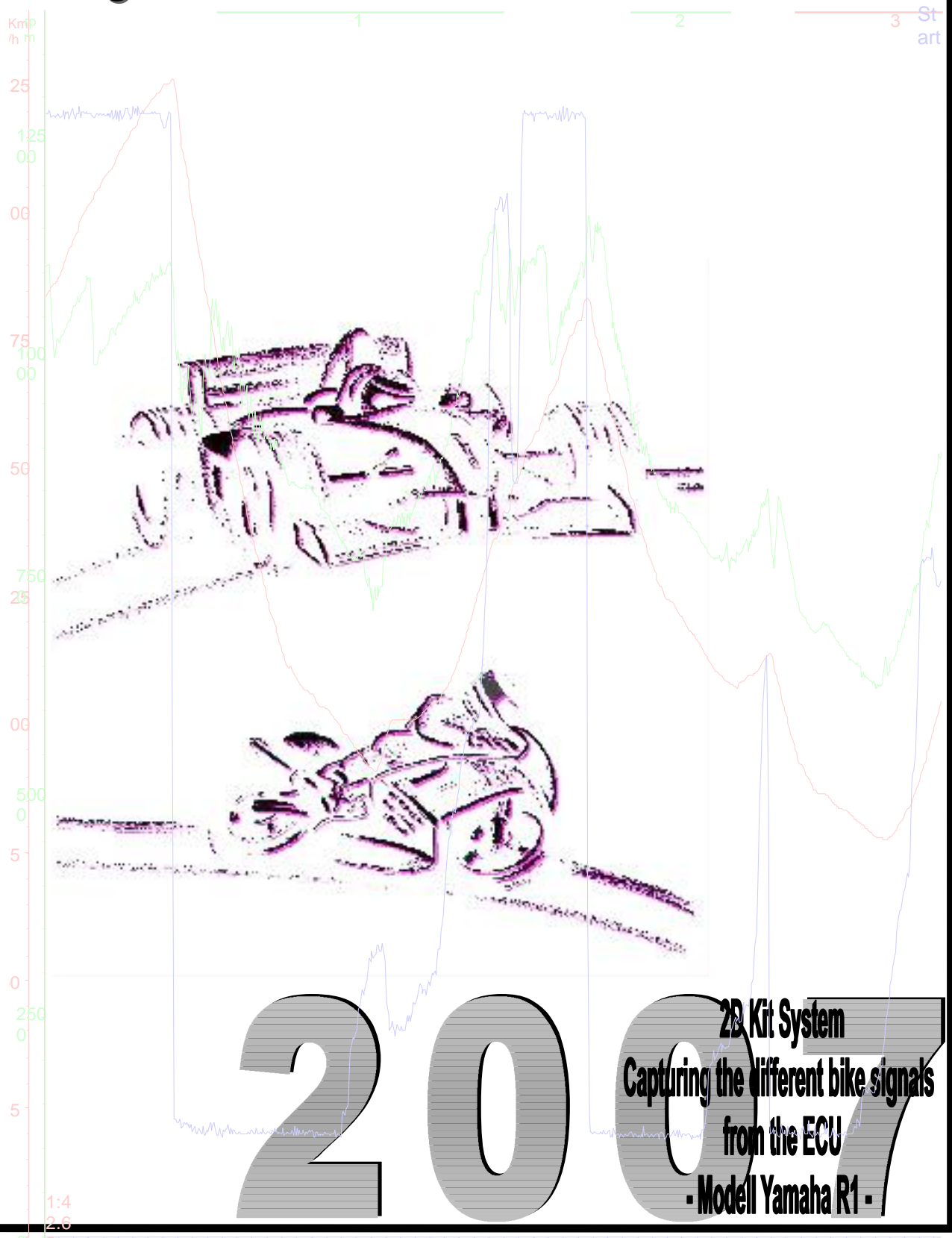


- English -





## Kit System wiring information for Yamaha R1 R1 ( Type: model year '04 - '05)

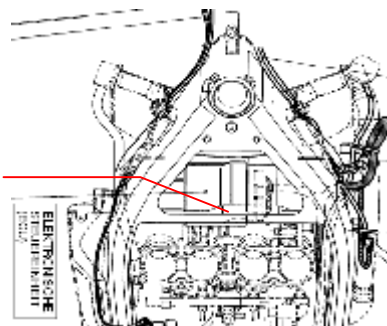
- Annex to the 2D Kit-System user manual -

The 2D-Kit system uses the motorcycle sensor signals for: RPM (channel: rpm), Throttle (channel: throttle), motor temperature (channel: T\_Mot) and rear wheel speed (channel: V\_Rear). These signals will taken directly from the ECU of the bike:  
For capturing these signals please follow the explanations step by step:

Pre-work for the connection of the "2D Kit Bike adapter" with the appropriate cables of the ECU plug

1. First remove the passenger seat
2. Dismantle the fuel tank
3. Dismantle the air cleaner box
4. Dismantle the ECU adjustment border
5. Take the ECU from the retaining housing
6. Take off the wiring harness plug from the ECU

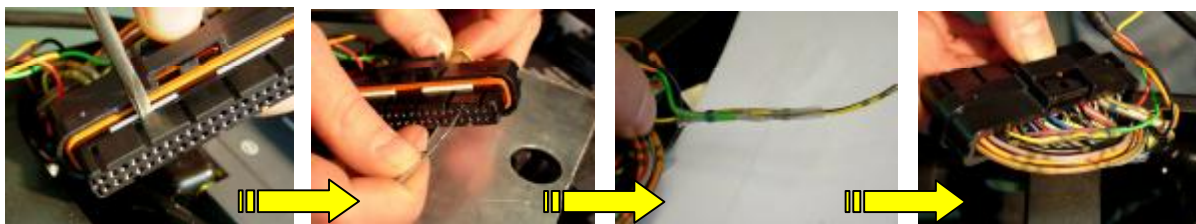
Remove the two screws of the adjustment border of the ECU retaining housing. Take out the ECU with flat, broad screwdriver of the retaining housing.



overview within the filter box range

Connect the cables from the "2D Kit RWTT loom" with the cables from the ignition box plug:

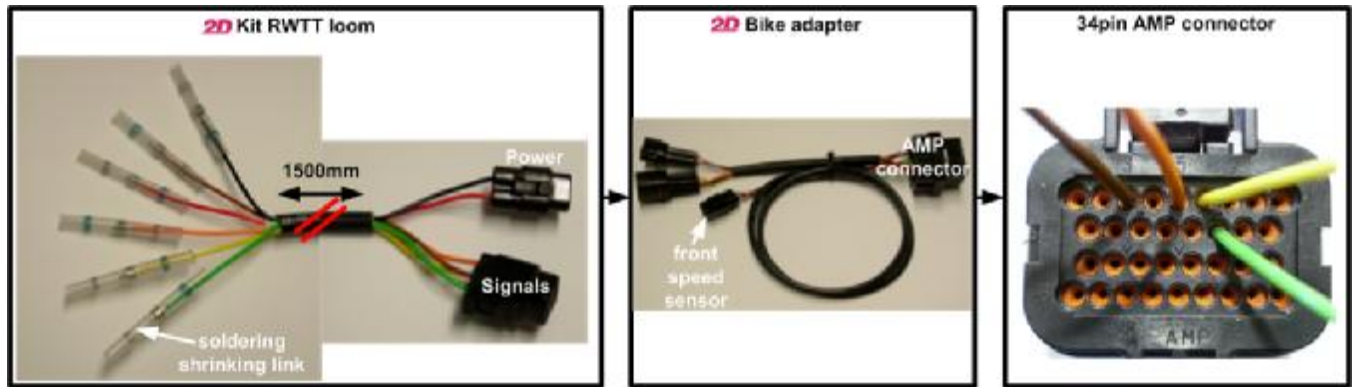
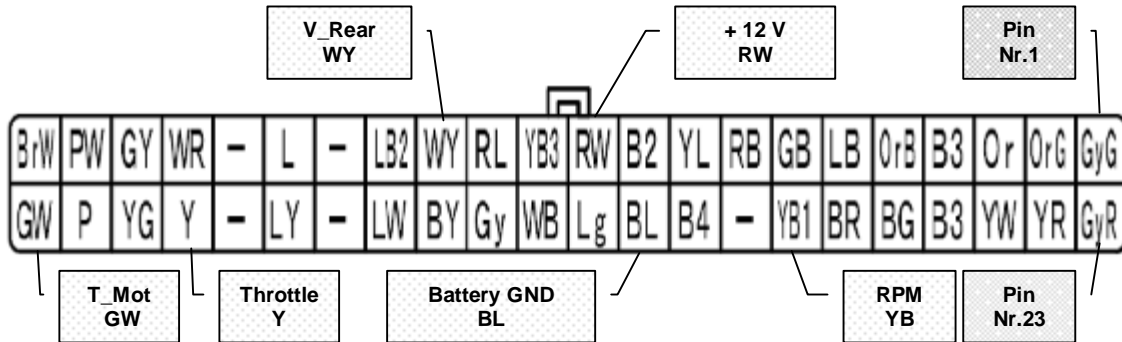
- First of all you must unlock the bolting device of the ignition box plug. For this the "white plastic nose" has to pushed with light pressure into the plug. Use a small tool as a screwdriver or the point of a knife for example.
- To extract the contact pins you might use a paper clip or a similar tool: Just push the pin carefully out. (use the corresponding pin assignment of your motorcycle – refer the following table)
- Pull out the original cable at the ignition box plug (in the example the yellow/black cable) Afterwards strip the cable with a distance of approximately 3cm from the pin.
- Push one of the provided solder shrinking links over the stripped place. Introduce afterwards the corresponding signal from the "2D Kit RWTT loom" into the solder shrinking link.
- Solder both cables through warm up the shrinking link. Proceed accordingly with the other 3 bike signals.



The ECU PIN assignment

	+12 Volt	GND	Speed (V_Rear)	Throttle	RPM	Motor temperature (T_Mot)
<b>2D cable color</b>	<b>Red R</b>	<b>Black B</b>	<b>Yellow Y</b>	<b>Brown Br</b>	<b>Green G</b>	<b>Orange O</b>
<b>PIN 2D (AMP)</b>	<b>34</b>	<b>25</b>	<b>6</b>	<b>3</b>	<b>15</b>	<b>5</b>
<b>Pin at ECU plug</b>	<b>11</b>	<b>32</b>	<b>14</b>	<b>41</b>	<b>29</b>	<b>44</b>
<b>Cable color at ECU plug</b>	<b>Red / White RW</b>	<b>Black / Blue BL</b>	<b>White / Yellow WY</b>	<b>Yellow Y</b>	<b>Yellow / Black YB</b>	<b>Green / White GW</b>

Overview of the ECU pin allocation (view from the wiring harness to the plug)



Connecting the "2D Bike Adapter" to the 34 pin AMP connector (Kit-Logger)

Make sure that the 34pin AMP connector is not locked: the both small rectangular "white plastic noses" have to protrude from the connector's body. Only in this position the contacts may be slid into the AMP plug and also removed again. In the next step the contacts of the "2D Bike Adapter" must be slipped into the correct position of the 34pin AMP plug. When all the contacts are correctly installed, the AMP plug must be locked again. You might use a screwdriver for that purpose. Press the two "white plastic noses" into the plug until they become even with the surface if the connector. The bolting device engages audibly with a click.

Pinning of the AMP plug (Kit-Logger)

