

Erik Buell Racing Pre-Programmed ECM Instruction Sheet

This ECM intended for closed course racing (OFF ROAD USE) applications only. Motorcycles modified with some performance parts must not be used on public roads and in some cases may be restricted to closed-course competition. Not for use on any pollution controlled motor vehicle. Alterations of emission related components constitutes tampering under USEPA guidelines and can lead to substantial fines and penalties. Engine related performance parts are intended for experienced riders only.

Consult your 1125 service manual for the proper installation process. If you are not comfortable performing this procedure yourself have your ECM installed by a trained service technician.

Features of your new EBR ECM:

-**BAS (Bank Angle Sensor)** function is enabled, but for race motorcycles not equipped with this sensor the motorcycle will function normally and not set an error code if this sensor is not plugged in.

-**Closed loop** function is enabled, but for race motorcycles not equipped with O2 sensors or riders that prefer to operate their motorcycle in open loop no error code will be set if the O2 sensors are not plugged in.

-**Side stand interlock** function is disabled for those markets where vehicles ship with a side stand sensor to allow riders to remove their side stand for closed course operation. This connector on the harness is used for the optional electronic ignition interrupt; see below.

-**Electronic ignition interrupt** for clutchless up shifts is enabled on DDFI 3 race ECMs. Use of this feature requires the purchase of an additional switch

-**Active muffler** function is enabled, but for motorcycle exhausts not equipped with this feature the motorcycle will function normal and no error code will be set if this actuator is not plugged in.

TPS Zeroing:

DDFI3 race ECMs are programmed to auto zero the Throttle Position Sensor when they are initially powered up. Be sure your throttle is fully closed when initially keying on your motorcycle after installing your ECM. You can manually zero your TPS by having your key in the ON position, your run/kill switch in the RUN position and opening your throttle fully holding it wide open for a second and allowing it to snap fully shut. Repeat this 3 times

DDFI2 race ECMs need to have the TPS zeroed by the dealer service tool. Your motorcycle will not run correctly until this procedure has been performed

Historic Error Codes:

EBR race ECMs have a number of historic error code logged from the programming process. As long as your motorcycle has no current codes when your race ECM is installed these historic codes will clear after 1 or 2 engine run cycles

The 1125 fuel and spark maps in this ECM were developed on a motorcycle equipped with an EBR race exhaust . These maps typically function well with any "open" style race exhaust, but performance has been optimized for the EBR system.

The XB fuel and spark maps in this ECM were developed on a motorcycle equipped with a Buell Pro-Series performance exhaust. These maps typically function well with any "open" style performance exhaust, but performance has been optimized for the Pro-Series system.