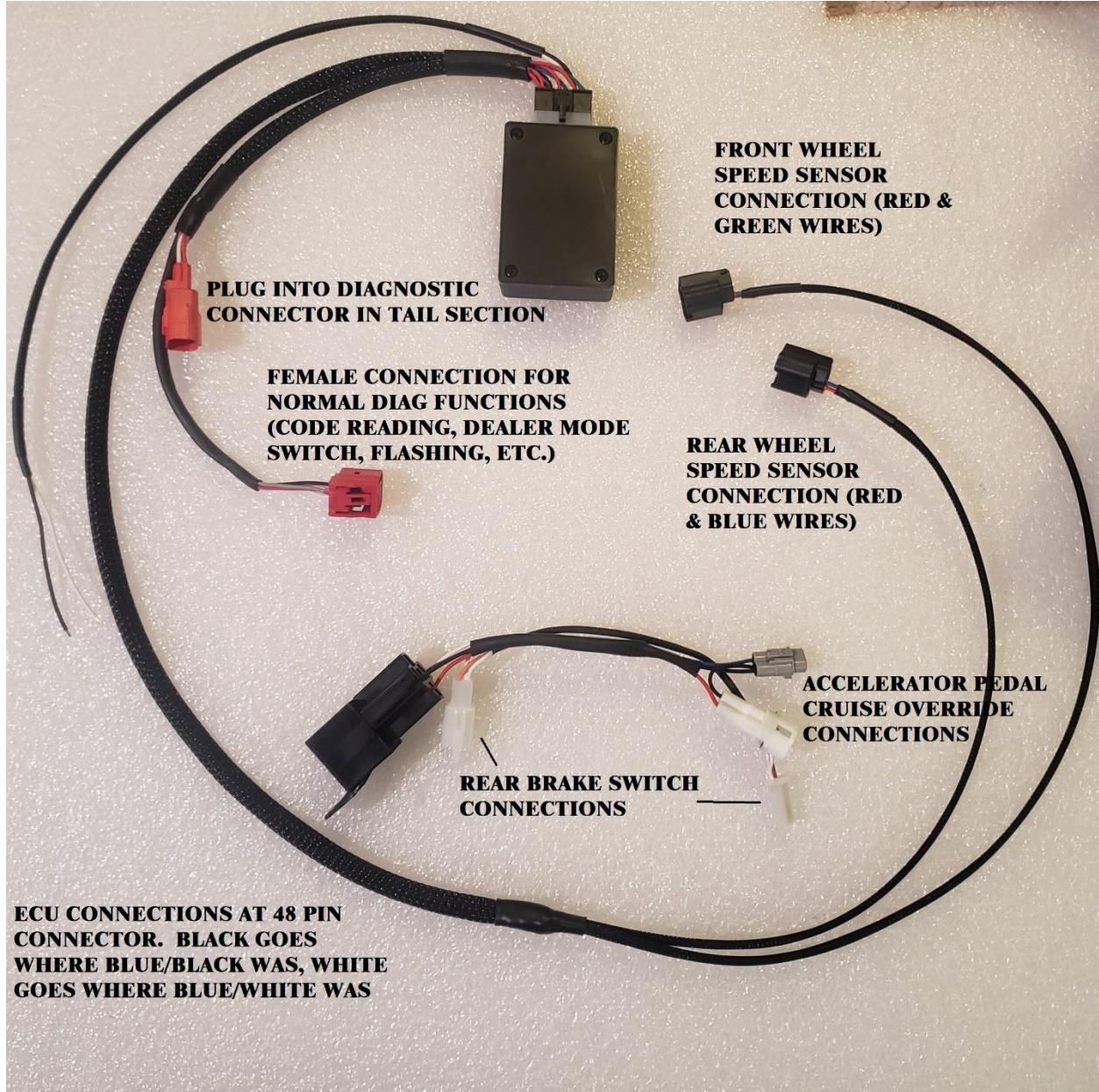


GEN3 ABS DELETE HARNESS

*****FOR OFF-ROAD RACE USE ONLY*****



<https://youtu.be/QTVB10VErck> Video Walkthrough of installation

- Disconnect battery cables (just as precautionary)
- Lift tank, remove hump, disconnect 48 pin ECU connector
- Disconnect front and rear wheel speed connections (front is located at the upper left corner under tank, can be tricky to unplug if airbox is still installed, but possible). Rear is located in the center rear under the tank, short wire from ABS valve to wheel speed connection.
- Unlock 48 pin ECU connector, Depin #45 (blue/white) and install white wire, depin #47 (blue/black) and install black wire. Relock ECU connector making sure all wires fully seated and lock latches batch normal.
- Connect longer lead wires (red/green) to front wheel speed sensor. Connect shorter lead wires (red/blue) to rear wheel speed sensor connector.
- Disconnect 2 pin connector attached to accelerator pedal micro switch (two pin white connector near #4 injector). Install inline adapter.
- Disconnect 2 pin rear brake switch under tank (inside clear rubber boot), install inline adapter.
- Connect 6 pin male red connector in tail to the diagnostic connector.
- Disconnect ABS valve connector (customer is responsible for hydraulics de-plumbing).
- Reconnect ECU connector and battery cables. Turn key on. ABS light on dash should go away shortly after dash boots up. If you listen closely while squeezing the front or rear brake, you should hear the relay under the tank “click”. This is the cruise control brake cancel now.
- If bike is tested on rear stand, spinning the rear tire should not make the speedometer move, if so, front/rear wheel speed wiring is backwards, or harnesses or swapped. Correct and re-test. TC light will go off as it has in the past after the bike is ridden a short distance and speeds from both front and rear are seen by the engine ECU.

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