Motorcycle Performance Specialties

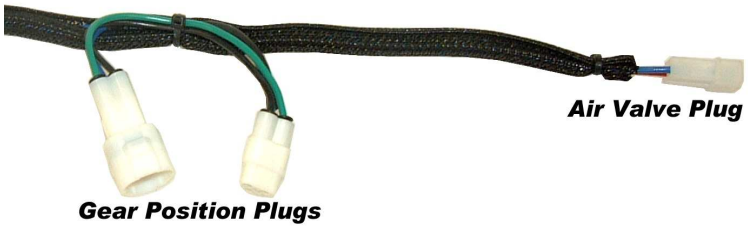
www.mpsracing.com

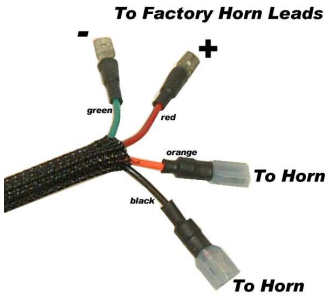
**Innovative Racing Electronics**

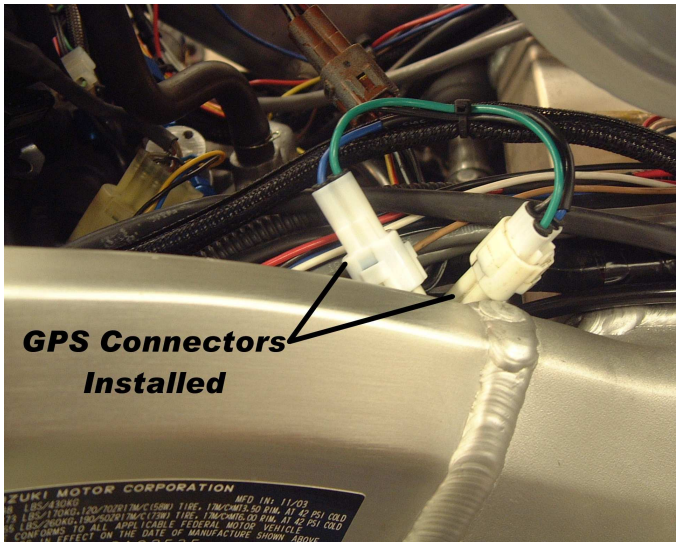

**P/N 1-0519**

## ***MPS 02 and Up Hayabusa ECU Shifter Kill***

The MPS ECU Shifter Kill is the new high tech innovative way to kill the motor to air shift. MPS reprograms your factory Suzuki ECU to allow it to kill both the fuel and ignition between shifts. It features a small delay in activation to effectively load the shifter before the kill event occurs. This works particularly well for dry nitrous bikes to eliminate the pop between gears and does not trigger the FI light. The ECU Shifter Kill comes complete with a MPS ECU Kill Harness that features total plug and play compatibility and requires absolutely no cutting or splicing. It can be installed easily in just a few minutes. The harness has a toggle switch selects between standard horn operation and air shifter activation with your horn button. The ECU is reprogrammed with




70ms kill time. Any kill time between 30ms and 120ms in 10ms increments can be programmed.
First remove the air box. Next locate the Gear Position Sensor (GPS) connectors along the left side frame rail. (see photo left) These connectors can be found by following the wires that exit the clutch cover just behind the starter motor. Unplug the stock GPS connector and plug the matching MPS harness connectors into the factory harness. Route the harness along the left frame rail toward the front of the bike. Run the harness around the frame to the top of the engine. Feed the harness through the

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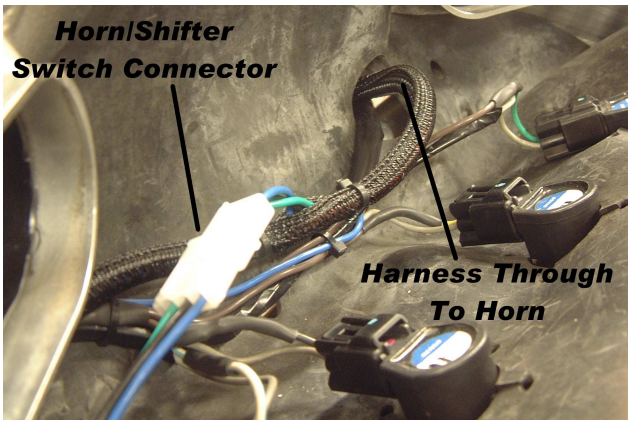
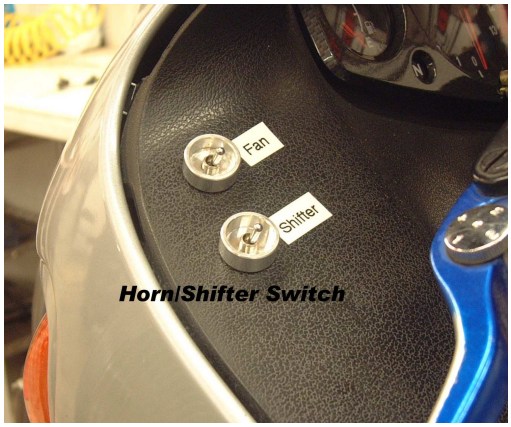



frame along side the factory horn leads. Unplug the factory horn leads from the horn. Use a test light to find the positive lead on the horn. Clip the test light to the negative side of the battery. Turn on the key and probe the horn leads. One of the leads will have constant 12 volt power and light the test light. Plug in the factory constant 12 volt power lead you have just found into the red male lead on the MPS harness. Plug the one remaining factory horn lead into the male green lead on the MPS harness. Plug the orange and black female leads from


the MPS harness to the horn. They can go on either connector on the horn. Now find a good spot to mount the horn/shifter switch. We normally use the cowl panels for this. You will need to drill a ¼" hole to mount the switch. Insert the switch through the cowl from the bottom and screw on the guard. Route the switch harness back to the top of the engine and plug it into the 3-conductor connector on the main harness. Make sure you route all wires away from sources of high heat and chafing. The only connection left is the electric air valve. We provide two methods of connecting your electric air valve to the MPS harness. We provide the correct connector to use if you have the proper crimp tool. We also provide a connector with flying leads that you can solder or use crimp on butt connectors onto your electric air valve leads. You will need to install one of these connectors on your electric air valve so it can plug into the air valve connector on the MPS harness. You can connect the electric air valve leads either way.

The single blue wire with a female bullet connector is not used unless you have a MPS 1-0010-720-ECU autoshift box.

To test the installation, start by shifting at 6000 rpm and go up from there 1000 rpm at a time.

If you have any more questions we have a Frequently Asked Questions page at our web site as well as the telephone tech support. Thank you for your purchase of this MPS product. All products sold by MPS are for use at closed course competition events and not for use on public streets or highways.

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