

HOW TO:



Re-Setting the TBW 73 Pin Connector

v. 121411

You may need to review the installation of the ECM connector if you are experiencing any anomalies with the operation of your motorcycle.

This could include irregularities with starting, cruise function, or interruption of gauge activity such as a spike or momentary gauge loss.

Note: Before you unlatch the wiring harness connector, note the location of the locking bars to see if they are fully engaged (see image below). Now unlatch the connector from the ECM. Add a dab of dielectric grease to each of the 6 locating pins on the snout of the ECM housing.

Next, prepare to re-install the main harness connector to ThunderMax ECM. Before installing connector, spread some dielectric grease on the connector terminals pushing it into the sockets of the connector with finger pressure. Coat the inside lip of the connector port opening of the ECM to allow the rubber weather seal in the connector plug to slide into place without binding.



Before connecting, verify that the locking bar is in the fully open, rearward position (locking bar index pin is fully engaged with rear notch in the socket housing).

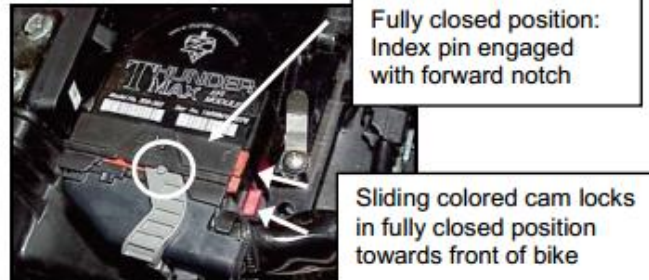
Fully open position:
Index pin engaged
with rearward notch

Sliding colored cam locks
in fully open position
towards rear of bike



Important Note: If socket housing and grounding pin are not properly aligned during connector installation, damage to the grounding pin will likely occur, which will require you to return the ThunderMax ECM for repair to the damaged pin.

Carefully slide the connector into the ECM snout. Once aligned correctly, apply light pressure to the connector to compress the rubber seal and ease locking. Rotate the locking bar forward to engage the connector. Observe that the colored cam locks are moving with the locking bar; proper execution will show both colored cam locks visible in equal amounts on the forward-facing side of the connector when the locking bar is in its fully seated position with the button lock engaged, as in the image below (**do not force the locking bar**). Index pin will engage front notch in socket housing.



Fully closed position:
Index pin engaged
with forward notch

Sliding colored cam locks
in fully closed position
towards front of bike

Important Note: Pin and socket housing of the connector must be fully engaged before you rotate the locking bar to the forward position. Forcing the locking bar forward before the connector is fully engaged will damage the connector and/or the ECM.



THUNDERMAX
120 INDUSTRIAL DRIVE
WHITE HOUSE, TN 37188

SUPPORT@THUNDER-MAX.COM
WWW.THUNDER-MAX.COM
@THUNDERMAXEFI

