

# GURUEDGEAR

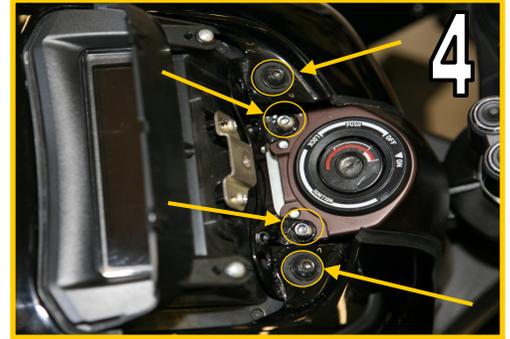
Copyright GG 2011

## ECU Removal and Reinstallation Instructions For the Yamaha V-Max VMX17

Prepare the bike for removal of the ECU. If you are removing the ECU to package it for shipping, you will need to take a few things into consideration before you start. First, after the ECU is removed, obviously the bike will not start or run. Secondly, the bike may be stationary for a short period while the ECU is shipped to be re-flashed and returned. Once you have made your decision on where to place the bike and stabilized it, begin by removing the operators seat as described in the lower right section of this page.

### 5: Remove Front Tank Screws:

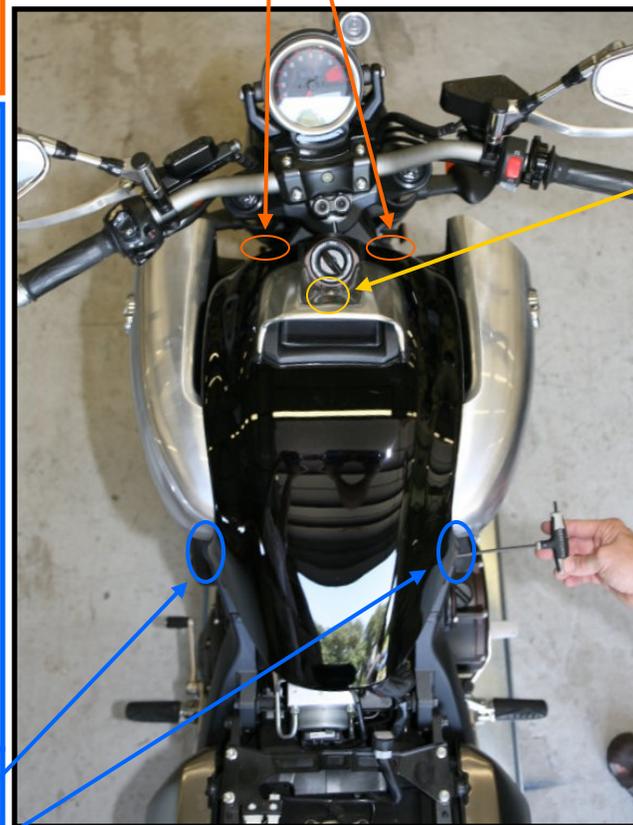
To remove the front tank screw, turn the steering head fully to expose the screw in the middle of the Faux Tanks lower rubber seal. Use a 4 MM Allen to remove one side, tilt the steering head fully to the opposite direction and remove the second screw on the opposite side.



### 2: Remove Rear Tank Screws:

After the seat is removed, locate the two tabs that extended into an emboss under the seat. You will find the rear tank screws on these tabs. Sometimes it is necessary to hold the rubber expansion on the opposite side of the tab with needle nose pliers to allow removal of the rear screws.

Note: During re-assembly, use care to assure the plastic embosses on the bottom side of the operators seat slide over each of these tabs to properly secure it.



### 3&4: Remove Meter 2 Visor and Top Screws:

Using a 4MM Allen, remove the screw securing the metal sun visor over Meter 2 display. Once the sunshade is removed, you will have access to the 4 screws that secure the Faux tank Cover to the Main Switch Housing and Meter 2 mounting screws.



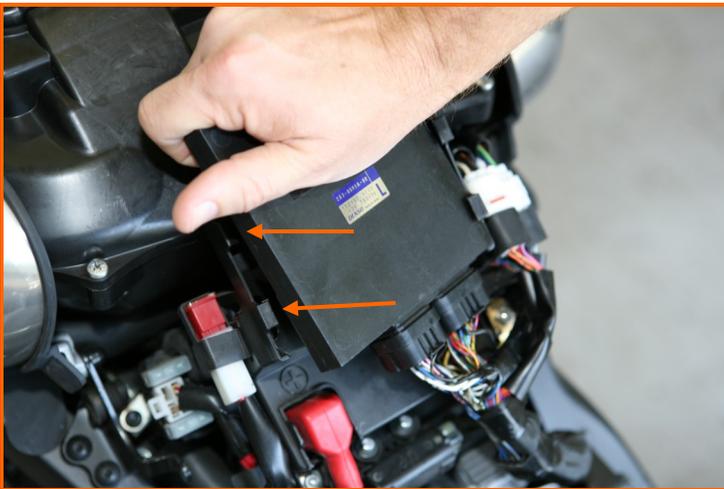
Make note of the difference of each pair of screws as you remove them!



### 1: Remove Seat:

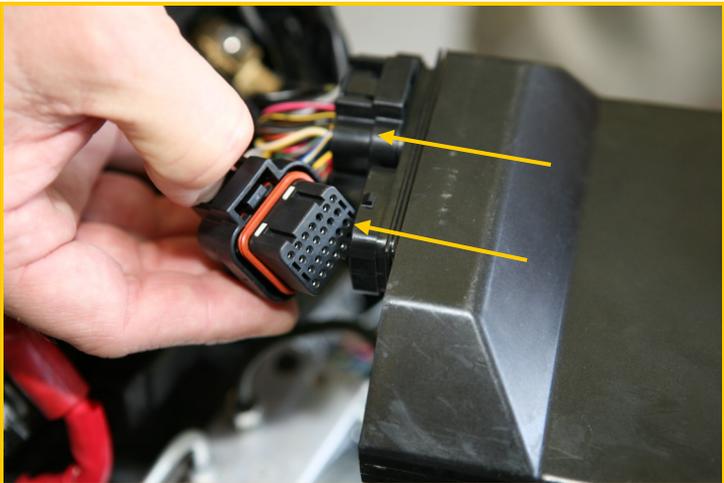
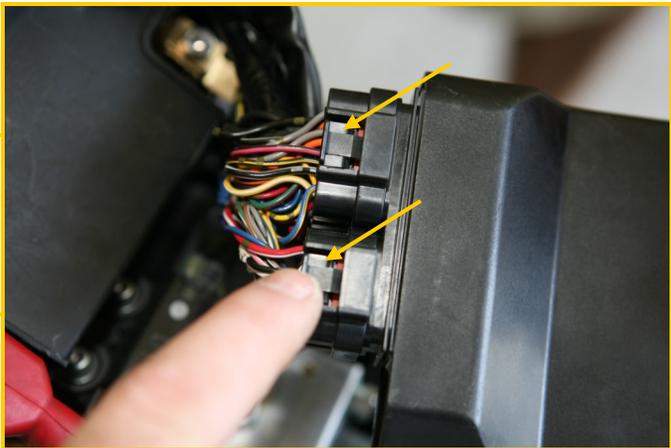
Using a 5MM Allen, remove the two bolts that secure the rear of the operators seat. With the bolts removed, lift the rear up and slide the seat toward the rear of the bike. Slightly lift up and pull back on the seat to slide it off the front tabs.





Once the tank cover is removed, you will find the ECU at the rear of the air box. The ECU is seated in a bracket above the battery. To remove the ECU, press the two of the retaining clips on one side of the ECU to release it from it's holder.

Once the ECU is free , tilt it down to expose the ECU connectors. You will find a small release . Press the release and pull out the connector.



Once the ECU is free of its connector, you will want to package it to avoid damage to the pins during transport. If available, use static sensitive packing. Do not forget to include the Release of Liability form with the ECU when you ship it. When the ECU returns from being re-flashed, reverse these directions and reset the diagnostic code. See “Resetting initial Diagnostic Code”.

For Off Road Use Only

# GURUEDGEAR

by Nash Electronics

**DISCLAIMER AND RELEASE OF LIABILITY**

Due to the highly complex nature of high performance racing products and services sold and provided by Nash Electronics, Inc including its affiliates, agents, contractors, employees, vendors, and other third-party service providers (hereinafter collectively as "NASH ELECTRONICS"), I as the undersigned ("Customer") agree as follows:

Customer hereby agrees to forever release and hold harmless NASH ELECTRONICS, its affiliates, agents, contractors, employees, vendors, and other third party service providers from any and all liabilities, claims, violations, damages, court costs, attorney's fees and other actions that may arise from any civil, administrative or criminal claim, suit, complaint or action for personal injury, death, losses or damage, or violations of any kind, occurring, either directly or indirectly, in connection with Customer's motorcycle, equipment or accessories due to the purchase, installation, modification, or use of any products or services from NASH ELECTRONICS. Customer also agrees his/her assignees, heirs, distributees, guardians, next of kin, spouse and legal representatives will not make a claim against, sue or attach property of Nash Electronics in connection with any of the matters covered by this release. Customer also agrees that NASH ELECTRONICS accepts no responsibility or obligation of any kind or nature, in connection with products sold to and services rendered for Customer, their motorcycles, equipment, or accessories. Customer acknowledges this product is of unknown performance, is experimental, intentionally bypasses normal safety features, and is intended solely for closed-course off-road use. All products sold including the "GuruedGear" line of products and services rendered by NASH ELECTRONICS are covered by this agreement and are provided without warranty of any kind, express or implied, including without limitation, the implied warranties of merchantability or fitness for a particular purpose. As such, in no event shall NASH ELECTRONICS be responsible or liable, whether in contract or tort for any general, special, indirect, incidental or consequential damages of any kind, or loss of revenue or profits, loss of business, loss of information or data, or other financial loss arising out of or in connection with the ability or inability to use the products or services to the fullest extent these damages may be disclaimed by law. Furthermore, Customer also acknowledges and comprehends that products or services sold or otherwise provided to Customer by NASH ELECTRONICS are not intended for street or highway use, or for use where otherwise is prohibited by law, and that Customer's motorcycle and all products or services sold or otherwise provided by NASH ELECTRONICS will be used solely for closed-course, competition purposes only. Customer agrees to assume liability for the proper installation, testing and use of any product acquired under this agreement. Customer agrees not to disassemble or distribute any intellectual property associated with this product or service. Customer agrees to assume liability if they elect to sell or transfer ownership of any product or service acquired under this agreement. Customer also asserts he/she is mentally sound, has read and understood this entire agreement, is over 18 years old and is without a legal guardian.

Customer

Name: \_\_\_\_\_

Street: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

# GURUED GEAR

## Resetting initial Diagnostic Codes.

The V-Max ECU has a multichip configuration. As part of the re-flash process, it is necessary to disable one chip to write to the other. When this action is performed, the active chip will generate an error code when it has not received communication from the chip being re-flashed. When you receive your ECU, follow these instructions to clear the D:50 Error code that may be stored in the ECU's memory.

1. With the Key Switch off, depress the two mode switches.



2. While keeping the mode switches depressed, turn on the Key switch.



3. Keep both mode switches depressed until "DIAG" is shown in the upper left corner of the Meter 2 display.



4. Briefly release both mode switches and press them again.



5. Keep both mode switches depressed until "15" appears where "DIAG" previously appeared. This is your bike's Diagnostics screen.



6. Use the right button to access diagnostic screen D:61. Your current fails will cycle on this screen,



7. At this point, make note of any errors, if any other than a D:50, that cycles on the screen. If any other codes exist, complete this procedure and perform it again. If any errors return a second time, including the D:50m they should be considered legitimate faults.

8. Use the left mode button to go to screen D:62. This is the number of fails that cycled on screen D:61.



9. Cycle the Run/Stop switch and all fails should clear. If D:62 indicates "0", there are no faults. Turn the Key switch off. Reset complete.

