

## Adjusting RS Warrior ECU for Air/Fuel Ratio Front & Rear Cylinders

### Adjusting the ECU

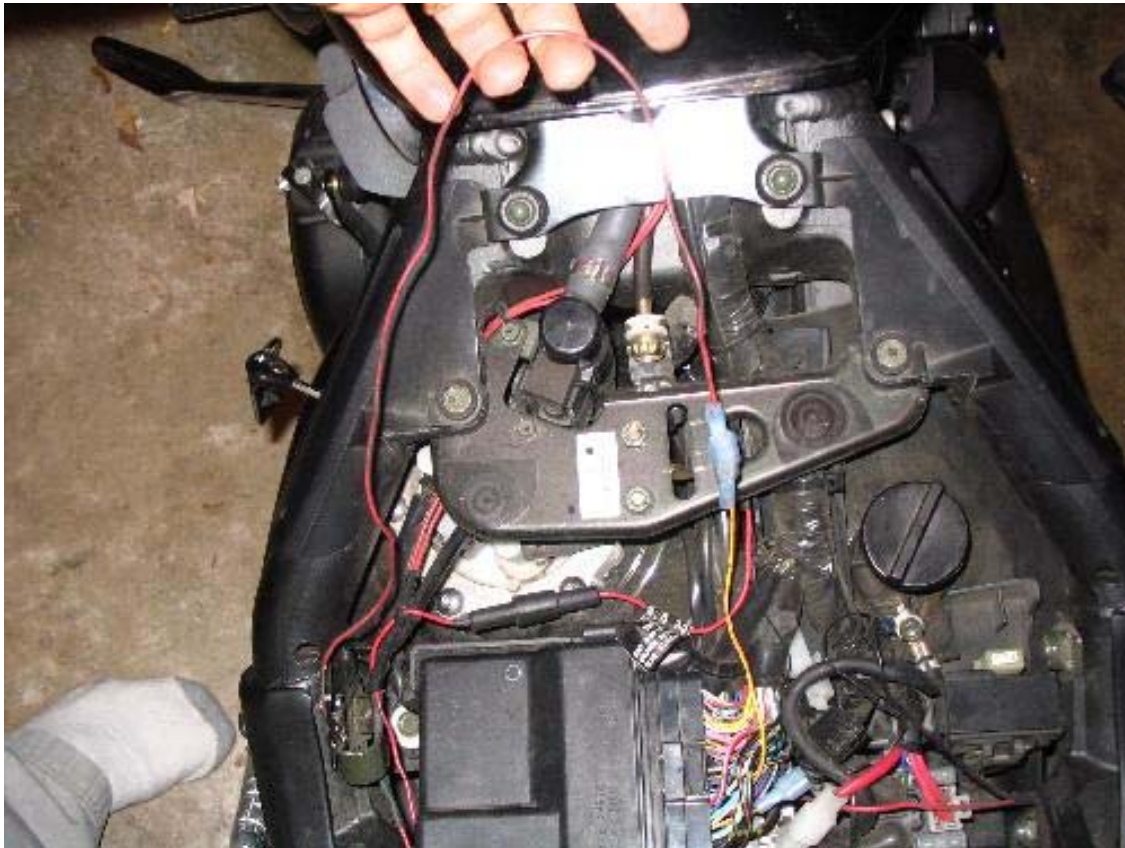
Courtesy of DFW\_Warrior

[http://www.rswarrior.com/forums/topic.asp?TOPIC\\_ID=33867](http://www.rswarrior.com/forums/topic.asp?TOPIC_ID=33867)

For all those that don't have the PCIII (all three of us) here is my little, simple way of adjusting the ECU.

By the way, rswarrior.com, Yamaha Motorcycles, and I take no responsibility for you frying your ECU by following these instructions. Follow them at your own risk. I am not a professional mechanic, and I do NOT use really big words to describe the things I do. So if you have any questions feel free to ask away.

First pull off the seat, and little foam thing from under your seat and that will expose the ECU. Free up the little retaining strap from the ECU and then locate wire #27 and #29 in the harness. These two wires will come free from the bundle if you give them a little pull. **Note: Don't try and pull them out of the harness itself, just the taped up bundle of wires!** You will notice that wire 27 and 29 are actually just a loop wire that tells the ECU which mode to operate in. BTW, the wire will be yellow with a red stripe down it.



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Now for the fun stuff... First, don't remove the harness from the ECU. There is no need to and it really just slows things down. Take a pair of wire cutters and cut the wire in half and then install a pair insulated quick disconnects. I got a pack of them from Lowes for less than \$2.

Next, make yourself a little jumper cable out of an alligator clip, piece of wire, and a matching quick disconnect to mate up to pin #29.

Attach the jumper to pin #29 and then attach the alligator clip to some part of the frame. I use the helmet lock thingy. Yes, pin #27 will have nothing plugged into it for this portion of the adjustment.

Now you're ready to adjust the ECU. First hold both buttons on the tach down and then turn the key to "Run". Continue to hold the buttons down until "DIAG" appears where the clock used to be. Now let go of both buttons.

Press Select and "Co" will appear and now hold both buttons again until "Co 01" appears. This is the air/fuel mix of the rear cylinder. Hold both buttons again and a number will appear in the lower LCD panel. Write this number down because this is your baseline that the machine was set at from the factory.

Original Factory Baseline for CO1: \_\_\_\_\_ (rear air/fuel mix)

To adjust this number either press Select or Reset and the number will change.

Select = larger number, which = richer.

Reset = smaller number, which = leaner.

Once you have adjusted this to your liking press both buttons and you will return to the Cylinder select option, saying "Co 01".

Now press the Reset button and "Co 01" will change to "Co 02". Hold both buttons down again and adjust the front cylinder the same way as the rear. Write down the baseline number before you start so you can go back if needed.

Original Factory Baseline for CO2: \_\_\_\_\_ (front air/fuel mix)

Now once you've done both cylinders, turn off the key and remove the jumper from the ECU. Reattach the quick connects, and make sure they aren't touching anything that could cause them to rub or short out and you'll be good to go.

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BTW, I carry my jumper with me in my tool kit just because you never know when you might need it.

As far as how much do you adjust the ECU, you're on your own. All bikes are different, and with different mods people have vastly different settings. Try searching this wonderful site and there will be loads of information to pick from.

But here is one little tip on the popular "What number should I adjust to" question. There is no right or wrong answer for any given setup. A good rule of thumb is to just adjust each cylinder the same amount. How much depends on the altitude where you live, all the mods you've done, how clean your filters are, and many more factors. It's just going to have to be a trial and error type thing.

I hope this helps someone out a little. 🙏