

LTR; Wiring The Bars, Ditch The Black Blob! By NormalZ

First off, I have to offer advice: There's no way in hell I'd use a Normally-Open circuit kill tether on this bike – I'm not grounding anything into the CDI/ECU, or into any other electronic part on this thing. There's way too much going on with the computer, and it's not like frying other CDIs from other bikes. With that said, I'll only run Normally-Closed circuit kill tethers on this thing, like a Pingel Part #640. Off-rant now.

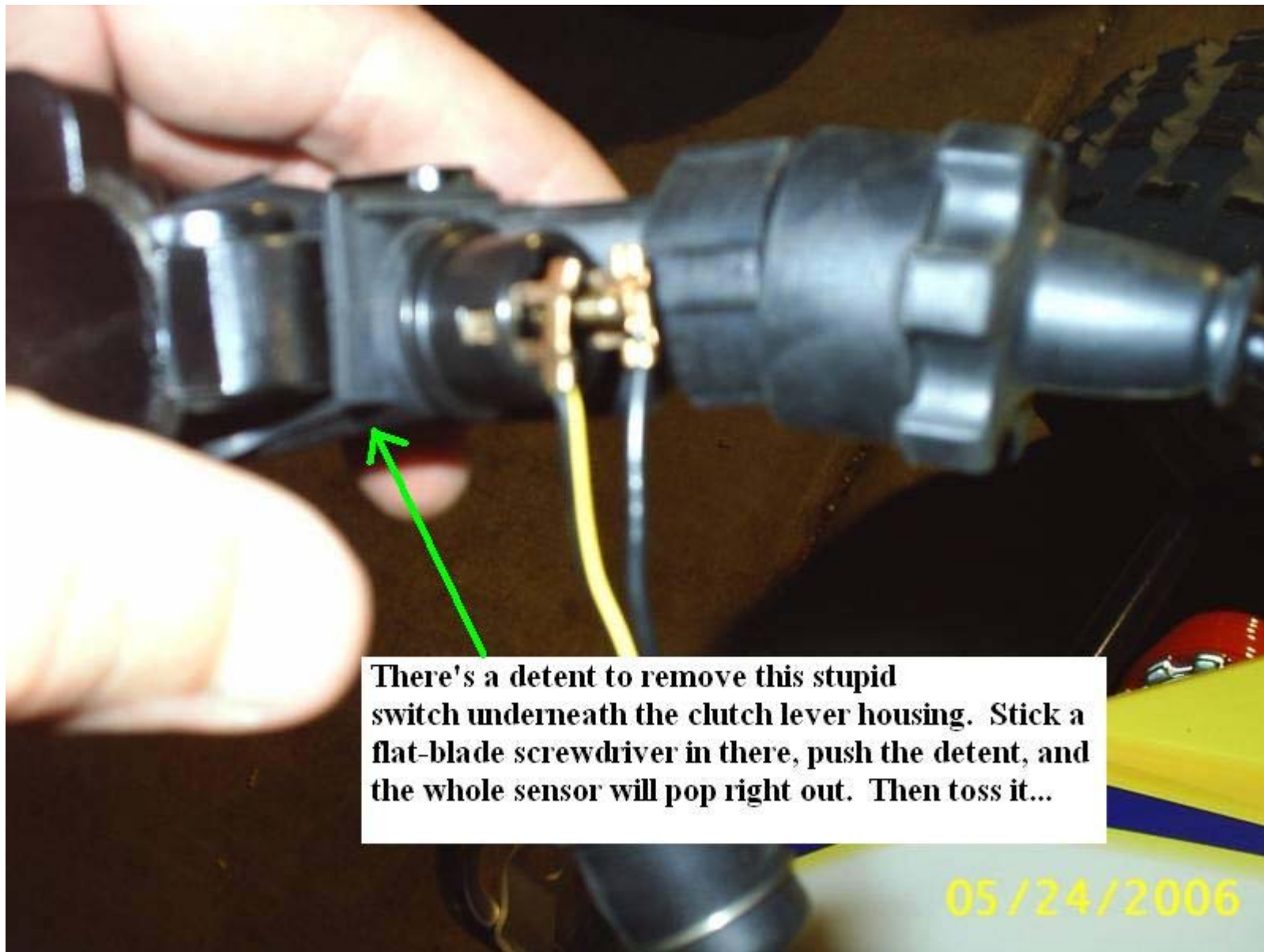
Okay, here's how to ditch the blob. Thankfully, Suzuki made the wiring colors the exact same as the Z-400, so many of us are familiar with this procedure. Doing it this way makes it completely idiot-proof, except for those hardcore idiots that could mess anything up.

There are only seven (7) wires going into the Blob. There's a shortcut you can take, but I'll explain that later. To wire the system the way I'm showing you, you first have to disable the Clutch Position Sensor. The two wires going to that piece of poo are the BLACK wire, and the BLACK/yellow wire. Connect them, and we'll continue.

Okay, here we go. First thing you need to do is unbolt all the stuff on the left side of your bars. All the bolts that hold items onto the bars are 8mm (the parking brake, mounted to the clutch lever; the clutch lever; thumb throttle, front brake...). It's easier to do these mods if you remove the clutch lever. When you take out the Clutch Position Sensor, you can pop it right out if the lever is off the bars. The Black Blob is the 8mm-exception, and is held on with two SS Phillips screws, and they go in from the bottom.

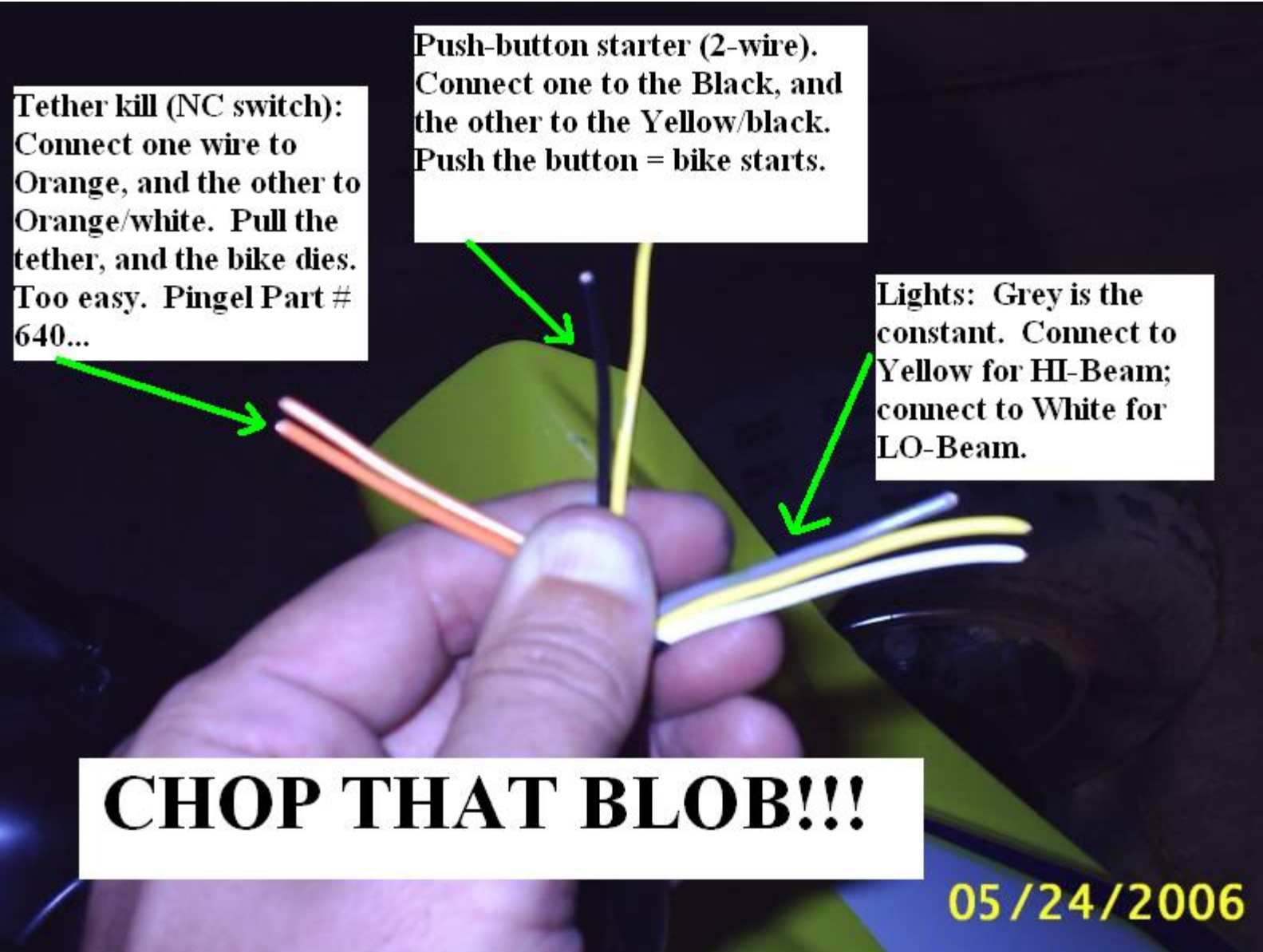
You'll have to literally pull the idle-advance ring off the Blob before you can separate the two halves. Don't be shy - force that bastage right off there. Once you get it off, you can separate the Blob halves, remove the cable from the ring, and cut that sucker off the bars with a Dremel. Stuff that cable anywhere you want. If you remove the cable from the throttle body, make sure you use some RTV silicone to seal the hole.

After you have the Blob off the bars, cut the wiring harness just like this:



There's a detent to remove this stupid switch underneath the clutch lever housing. Stick a flat-blade screwdriver in there, push the detent, and the whole sensor will pop right out. Then toss it..

05/24/2006



Tether kill (NC switch):
Connect one wire to
Orange, and the other to
Orange/white. Pull the
tether, and the bike dies.
Too easy. Pingel Part #
640...

Push-button starter (2-wire).
Connect one to the Black, and
the other to the Yellow/black.
Push the button = bike starts.

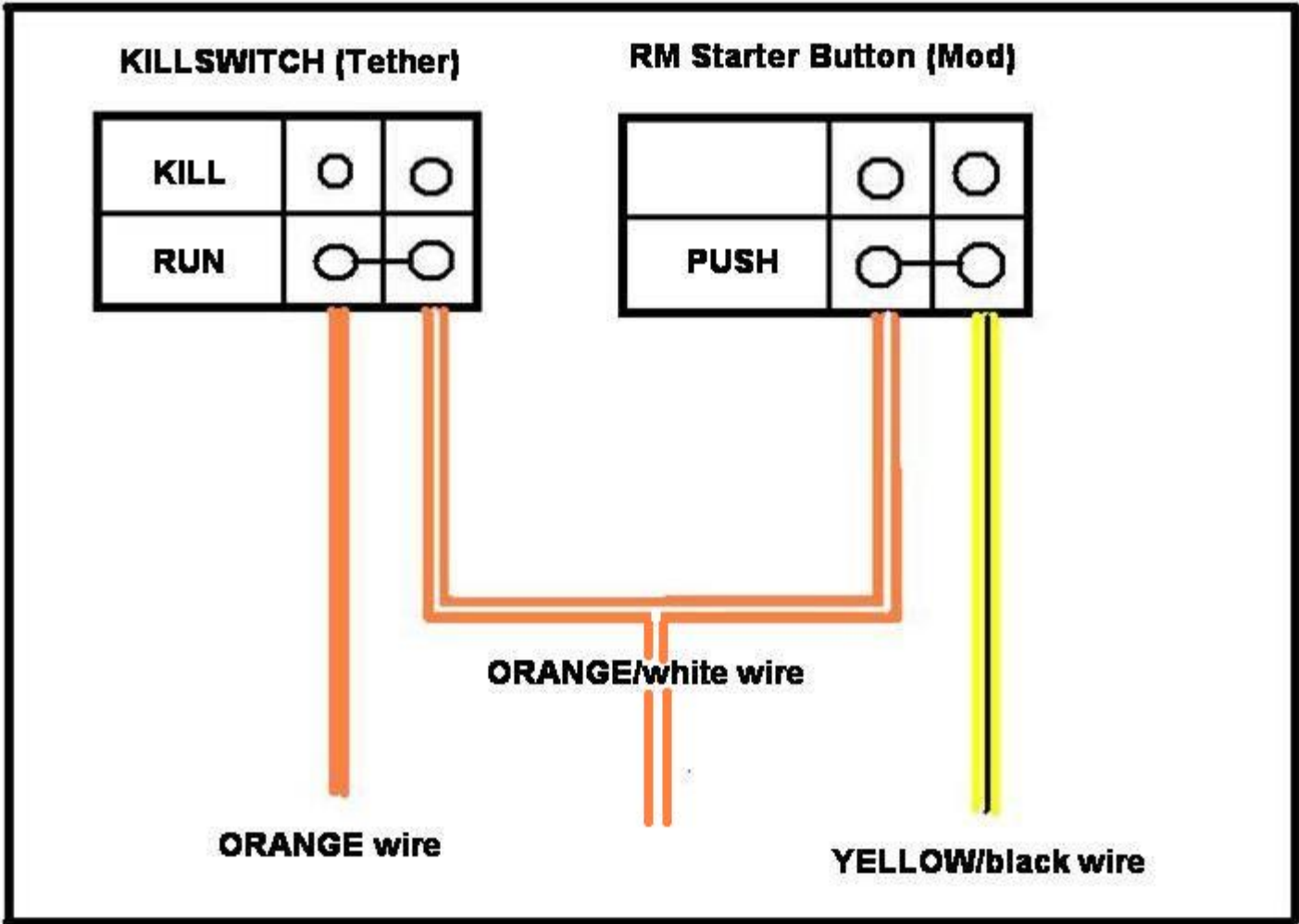
Lights: Grey is the
constant. Connect to
Yellow for HI-Beam;
connect to White for
LO-Beam.

CHOP THAT BLOB!!!

05/24/2006

Pay attention close, folks... If you want to totally bypass the wiring for the Clutch Position Sensor, you have to locate, and wire, the following wires exactly like this...

This will eliminate the need to connect the Clutch Position Sensor leads, and completely bypass that junk in it's entirety...



Unlike the Z, with its direct wiring of the Clutch Position Sensor (CPS), the LTR has a plug connection for this switch. Previously, when I was working on the bar wiring, I simply unplugged this connection, hoping the motor would fire. No Go. Instead of making the connection as short as I could, and eliminating the plugin connection, I decided to keep it, and connect the wires after the plugin (I left about 4" of wire). I didn't know if the CPS would have a play in the PIM wiring, so I wanted it around - hence the extra 4" of wire.



I finalized the wiring later, and got everything cleaned up and soldered right.

Here's the stock Clutch Position Sensor connection, about a foot down from the bars, in the wiring harness. I originally saved it because I didn't know if it tied into the Yoshi EMS - it didn't, so I removed. I saved the plug, in case I want to use it on a two-wire connection later, like the start button.

You can see the pic above of what it looked like, and here's the real deal, all chopped out and cleaned up:



Here's a shot of the wiring connections, just like the wiring diagram posted above - these are the true wires.

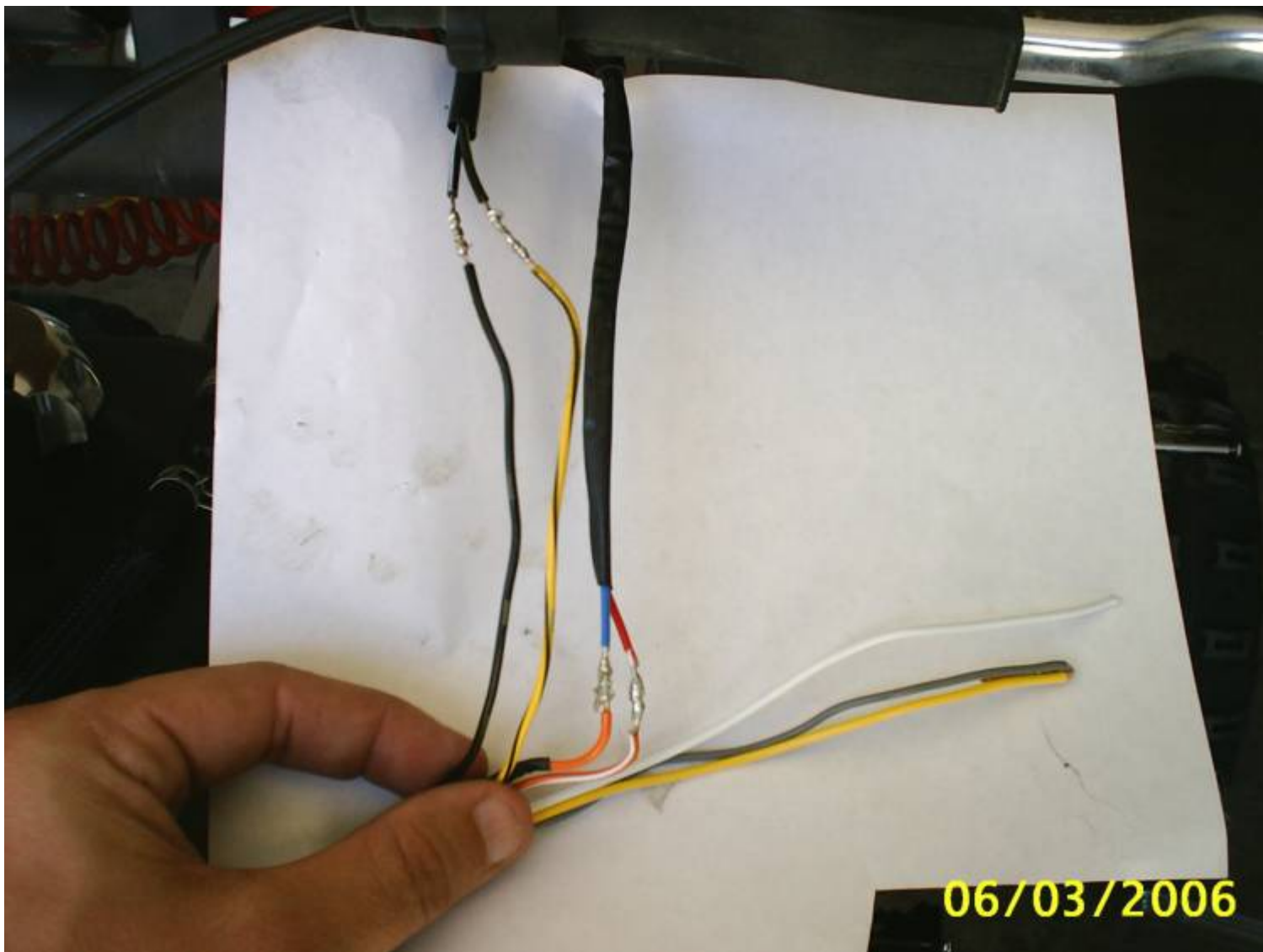
The BLUE and RED wires are the stock wires from the Pingel Kill Tether (Pingel Part # 640), connected into the ORANGE and ORANGE/white wires - doesn't matter which one you connect to; it'll kill the bike when pulled.

The others ones are for the dirtbike kill button for a starter button. Tap one into the BLACK, and the other one into the YELLOW/black - again, it doesn't matter what goes to what; when they connect, the bike starts.

WHITE, YELLOW, and GRAY, are for the lights. Connect YELLOW and GRAY for high beams, or WHITE and GRAY for low beams. I permanently wired the high beams, and capped off the WHITE wire. When I want to toss my lights on for the dunes, all I do is hit the key, and the highs will always be on.

Doesn't really matter for me, because everybody you see in the dunes are running HIDs, which are bright as hell. I don't think anyone will biotch at me about it...

Z-400/KFX/DVX people - you can wire your bikes exactly like this, because we have the same wiring harness colors in those, and the LTR. Sweet, eh? Enough of the delay - here's the pic:



Here it is, all dressed up and taped/tied:



Go Ride!