

Nemesis-2 Engine control V 1.3e (Client) _31/08/2010

Author – Mick Boasman

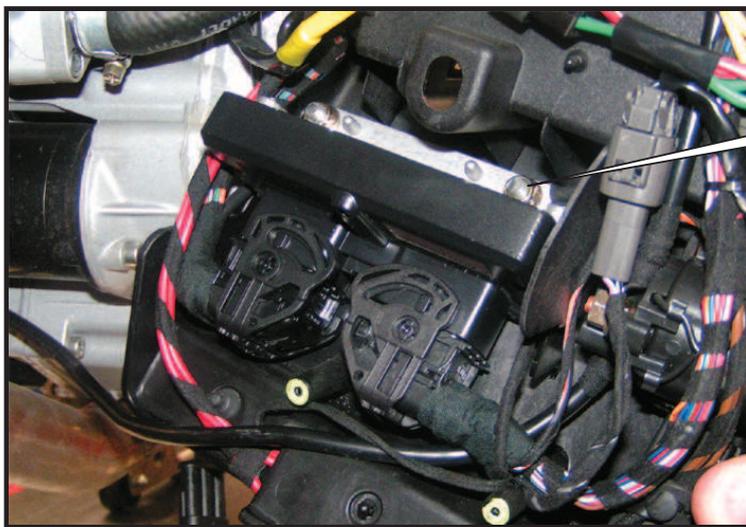
Bike installation 3.1 a – 749 / 999

749 / 999 – Nemesis-2 / Type 1

The Nemesis-2 uses both of the original multi-pin connectors to link with your bike wiring loom, no changes are necessary, but remember it is **VITALLY** important to re-connect the 6mm ground connector.

749 / 999 - Nemesis-2 also re-uses the cast aluminium 'heat sink' from the IAW 5.9 ECU, this can be removed and re-fitted to Nemesis-2 using a TORX T20 screwdriver without any damage to the original ECU.

IMPORTANT – Make sure that the rear (mating face) of the cast aluminium 'heat sink' is free from corrosion to ensure good electrical connection between the rear panel of Nemesis-2 and this 'heat sink'. **NEVER** fit any stickers or any other object to the back panel of Nemesis-2 that could restrict the ground path.



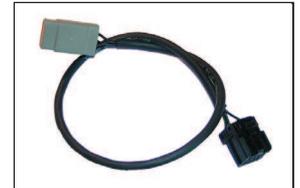
Ground connector re-fitted to Nemesis-2

Secure the Nemesis-2 using the original M6 screws and lock nuts.

Wiring options:

All Nemesis-2 kits are supplied with a standard link cable as shown here, this plugs directly into the Nemesis-2 using the connector slot located between the 2 main bike connectors.

Route the 3 way grey PC communication connector to any suitable place that gives



you access to this plug when the ECU cover panel is replaced and the assembly is re-fitted to the bike.

Notes:

1. The standard lambda sensor may be removed as it is not used by Nemesis

Nemesis-2 Engine control V 1.3e (Client) _31/08/2010

Author – Mick Boasman

Bike installation 3.1b – 848 / 1098 / 1098s

848 / 1098 – Nemesis-2 / Type 1

The Nemesis-2 uses both of the original multi-pin connectors to link with your bike wiring loom, no changes are necessary, but remember it is **VITALLY** important to re-connect the 6mm ground connector.

The Nemesis-2 will require the mounting plate N-8040 to ensure that the ECU does not restrict the installation of the standard fairing.

IMPORTANT – Never fit any stickers or any other object to the back panel of Nemesis-2 that could restrict the ground path.

Warning – Repeated off/on of the ignition will result in possible flooding of the engine due to the small amount of fuel that is injected at 'power on' to prime the cylinders.

Secure the Nemesis-2 using the new M6 screws and lock nuts, remember to re-fit the ground connector

All Nemesis-2 kits are supplied with a standard link cable as shown here, this plugs directly into the Nemesis-2 using the connector slot located between the 2 main bike connectors.

Route the 3 way grey PC communication connector to any suitable place that gives you access to this plug when the ECU cover panel is replaced and the assembly is re-fitted to the bike.



Notes:

1. The standard lambda sensor may be removed as it is not used by Nemesis
2. The exhaust valve is not driven by Nemesis and can be left connected. It will always remain in the open position.
3. If the exhaust is replaced by a non-standard item without an exhaust valve you should leave the motor mechanism connected to the loom to avoid a diagnostic warning on the dash.
4. If you replace the key with a simple on/off switch you will get a diagnostic light on the dash which can not be turned off by Nemesis.