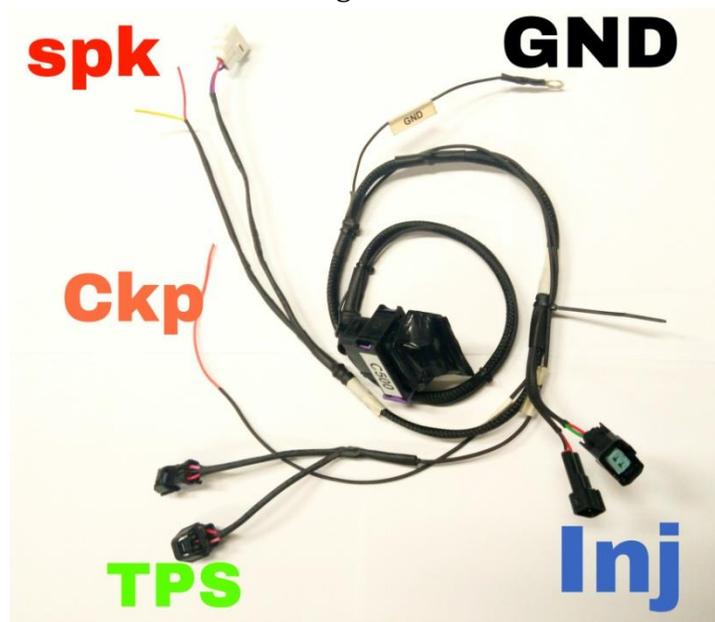


PowerTRONIC Installation Guide Royal Enfield Classic 500

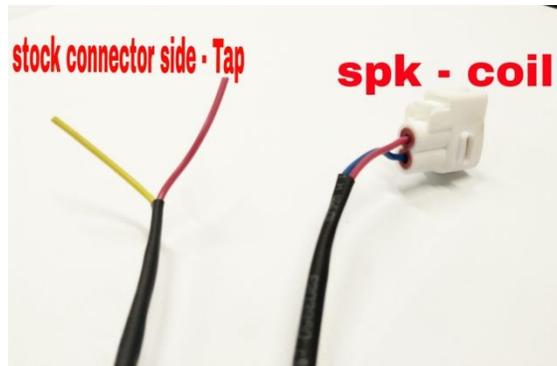


- ✓ Read through all instructions before installation and use.
- ✓ Make sure the bike is switched off and the key is out of the ignition before proceeding.
- ✓ Some parts of the bike might be hot and may cause burns. Proceed with caution or wait for the bike to cool down.
- ✓ Make sure to secure wires away from exhaust when installation is complete.
- ✓ This product is intended for Motorsport use, we urge you to follow all local rules and regulations while riding. Please do not use public roadways for racing purposes.

Wiring Harness:



Stock Coupler (Stand by Unit):



Ignition/Spark Connector:

Installing the wiring harness:

While routing the wiring harness, take sufficient care to make sure that the harness would not come into contact with any hot parts.

Step 1: Remove the fuel tank and locate the ignition, injector and TPS connectors.



Step 2: Connect the ground terminal to the negative of the battery.

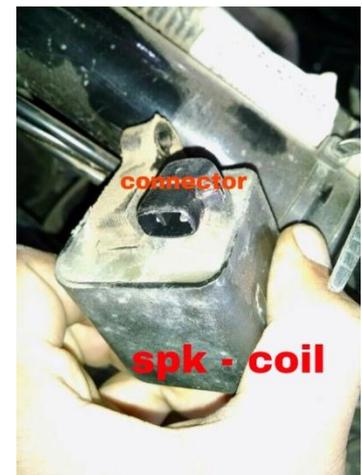
Step 3: Connect the injector connectors of the PowerTRONIC wiring harness to the mating connectors on the stock wiring harness.



Step 4: Connect the TPS Connectors of the PowerTRONIC wiring harness to the mating connectors on the stock wiring harness.



Step 5: Locate the ignition coil connectors under the fuel tank. Follow the spark plug for reference to locate the connector.

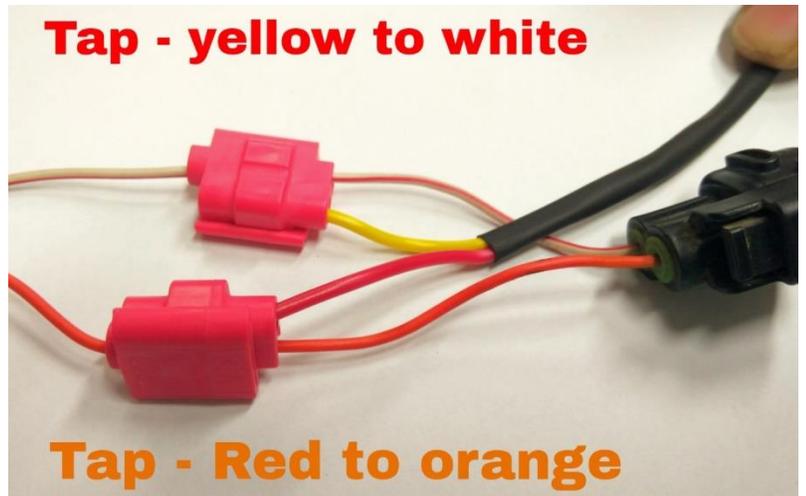


Step 6: Unplug the ignition coil connectors.

Step 7: Connect the PowerTRONIC ignition connector to the coil side connector.

The black connector (refer image) is the connector which has to be unplugged from the ignition coil.

stock female connector



Identify the colours before you proceed with tapping operation.

Step 7.1: Tap the 'Yellow' wire of the PowerTRONIC harness to the 'White with Red' wire on the stock wiring harness.

Step 7.2: Tap the 'Red' wire of the PowerTRONIC harness to the 'Orange' wire on the stock wiring harness.

Step 8: Once all the connections are secured, connect the 'Stock Coupler' (Stand by unit) and start the bike. If the bike fails to start go through all the connections again and check if any are loose.

Once the bike starts, turn off the bike, unplug the stock coupler and connect the PowerTRONIC ECU.

"Tomorrow- your reward for riding safely today"