

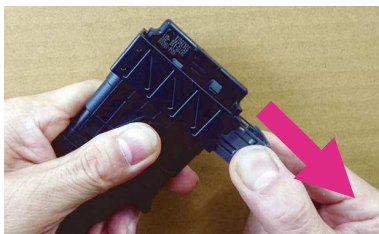
Please be sure to read these.



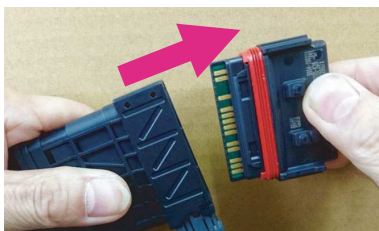
Slot type coupler RTF Handling Precautions

Improper handling may result in serious malfunction and cannot be easily repaired. Please be careful.

How to remove the stock ECU



① To remove the stock ECU, pull the gray lever as far as it will go.

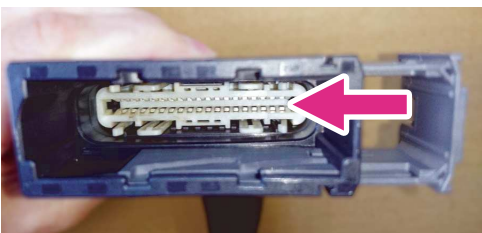


② When you pull the lever all the way, the ECU will become free. Grasp the coupler body firmly, pull the ECU straight out. Do not touch the terminals of the ECU with your hands.

What to check before installing the stock ECU in ENIGMA



① Check that there is no dust or debris in the coupler slot of the product. Next, make sure that the gray lever is pulled all the way out.



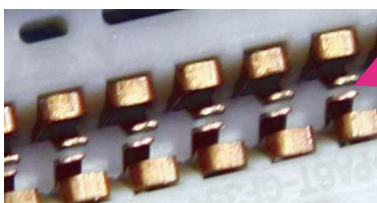
② **Every time** make sure that the metal terminal inside the coupler slot (see photo) is open. Make sure that the metal terminals on the arrow part open evenly and that there is a gap for the "plug-in part" of the ECU to enter. Do the same for the body side coupler.

important

The metal terminal inside the coupler to be checked has a structure that grips the board tightly from above and below when the ECU is inserted. If you insert the ECU when it is not properly opened, you will break the terminals. Look at the picture and check it carefully.

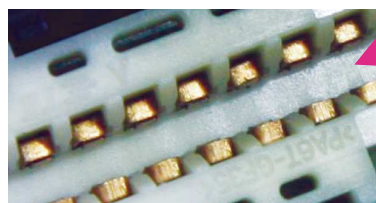
Check inside the coupler slot

Incorrect



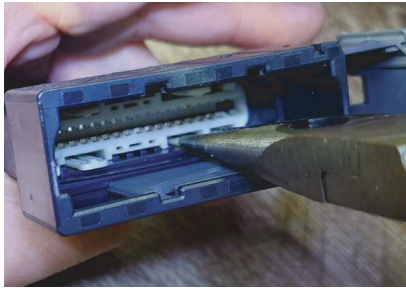
The metal terminal to grip the terminals of the ECU is popping out. (see photo)
If you insert in this state, you will break the terminals.

Correct



The metal terminal to grip the terminals of the ECU is properly opening. (see photo)
The thickness of the board terminal protruding from the ECU is secured.

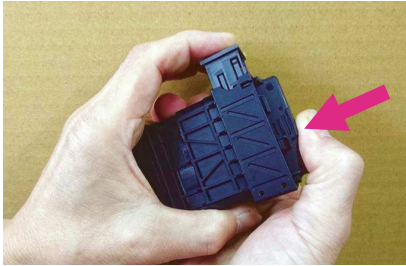
If the terminal inside the coupler slot is not in the correct position



Using radio pliers or similar tools, pull horizontally and gradually so as not to damage the wide claws that protrude from four locations on the top, bottom, left, and right sides of the white part at the back inside the coupler slot. Once the terminal looks like the "correct example", do not pull it any further.

Do not touch the metal terminal parts inside the coupler.
Do not grip radio pliers or similar tools too tightly.
Also, do not pull too hard at once.

How to install the stock ECU in ENIGMA



① Check the orientation of the ECU, insert it slowly. If you mistake on the front and back, can not insert the coupler slot. Push the ECU body straight into the coupler.

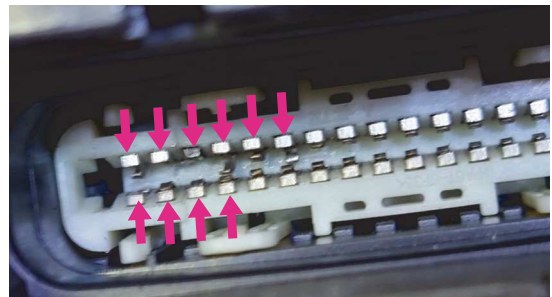


② While pushing the ECU, push the gray lever back to its original position. At this time, the ECU is linked to the movement of the gray lever. The system goes deeper and is set in the correct position.

This type of ECU has the board terminal section exposed from the main body, so if dirt, dust, grime, oil, or fingerprints get on it, it can cause serious trouble. Handle the ECU with care after removing it. Please also be careful of static electricity.

! TROUBLE CASE

This is an example where the terminal parts is broken without checking inside the coupler slot. The terminal parts pointed to by the arrow is broken. Since it cannot be repaired, it will be completely replaced in this case.



There are important precautions for ECU removal and installation as explained above. Those who are uneasy about the above work and who do not understand please be sure to install in a specialty shop.

***This company will not bear any responsibility whatsoever for any trouble.
Please understand the contents and work correctly.***



The apps download & Operation manual



Always do this before installation ENIGMA typeV

The ENIGMA Type V deactivates the O2 sensor feedback function without producing an error and stops the ECU's correction for any desired increase or decrease in fuel consumption, allowing the fuel to be adjusted as per the image. The ENIGMA Type V uses a new circuit/programme, which operates more accurately and has a better operational response than its predecessors. For this reason, **the ECU must always be reset once to its factory condition before use.**

The ECU stores a certain amount of feedback data internally. So if the ECU is not reset, it will not be able to regulate fuel correctly even if ENIGMA is installed.

Please read the following carefully and reset the ECU correctly. Please, after the work has been completed, connect the ENIGMA to the ECU. Afterwards, install the reset ECU.

How to reset ECU

1. Remove the seat in a safe place.

Locate the service connector on the right side of the vehicle body.(Red connector (6PIN))

Remove this connector from the cap securing it to the vehicle body.

View this connector from the front with the latch up, Short-circuit the green and blue

wires at the right and left ends of the upper side using a wire or wire. (See picture/figure in picture)

Use a wire with a small diameter as the hole is small.

Note that forcible insertion will destroy the connector.

Honda Genuine : SCS short couplar 070MZ-0010300



2. With the accelerator fully open, turn the key to ON.

(Keep the accelerator fully open.)

In this condition, look at the FI light inside the meter.

Wait for the FI lamp to flash briefly.

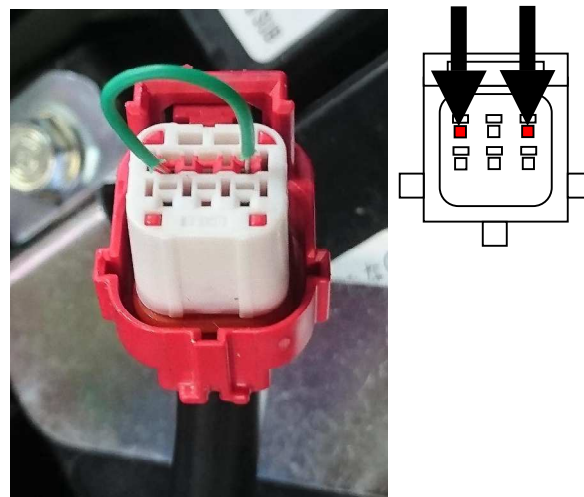
⇒ After a few flashes, remove your hand from the accelerator within 5 seconds. (Accelerator Fully closed)

Flashes once when fully closed for 3 seconds or longer.

Now that the initialisation is complete, turn the key off.

This completes the resetting of the ECU.

In the case of one short blink, the ECU has not been initialised.



- If the ECU cannot be reset, the "error history" may already be stored in the ECU.

This is the case, for example, if the FI light has come on in the past (it has been in error mode before).

In this case, the ECU reset cannot be performed until the cause has been investigated and repaired and the internal errors have been erased.

Refer to the service manual or have it repaired by an authorised dealer.

- Do not unnecessarily repeat resets when they are not necessary, as this can cause problems.

This can cause problems.

- Those who are uneasy about the above work and who do not understand please be sure to install in a specialty shop. This company will not bear any responsibility whatsoever for any trouble.

Connecting the GROM (2BJ-JC92) ECU to the ENIGMA type-V Bluetooth version

Supported models of this manual

ENIGMA type ENIGMA type-V (EVD337/ EVD337RTF)

Vehicle type HONDA GROM (2BJ-JC92 1000001-1099999)

This ENIGMA type-V can not connect the GROM(8BJ-JC92) .

Installation should be done in a safe place. A basic knowledge of the GROM (2BJ-JC92) maintenance is necessary. The ECU is located in the cowl on the lower left side of the seat and is rubber mounted when you remove the exterior under the seat on the left side. It can be removed by pulling the lever on the coupler.

After removing the ECU, modify the wiring to interrupt the ENIGMA type-V, and install the ECU into the coupler. Make sure the notches on the ECU and coupler are aligned and Insert the ECU slightly into the coupler and push the lever to retract the ECU.

The ENIGMA type-V has a length of wiring that mounts under the seat, under the right side cowl. Please install it so that it does not get wet.

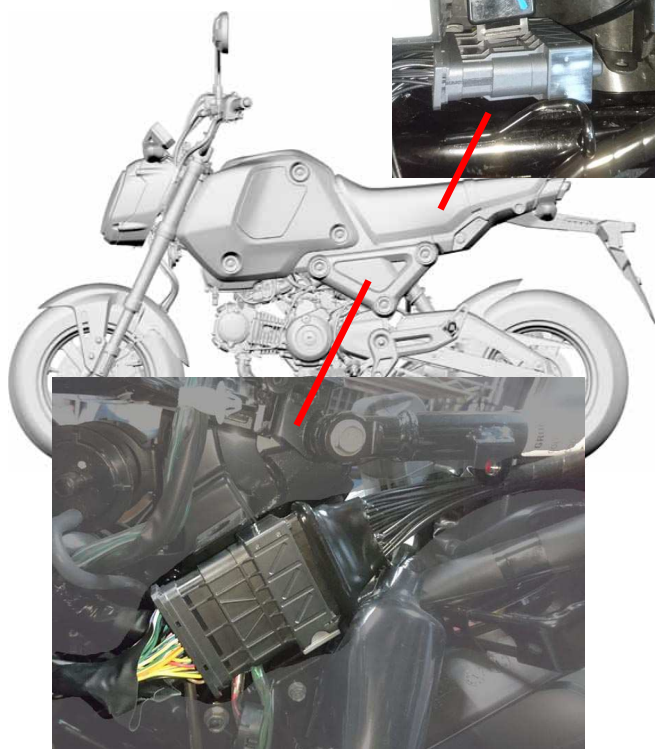
Installation example



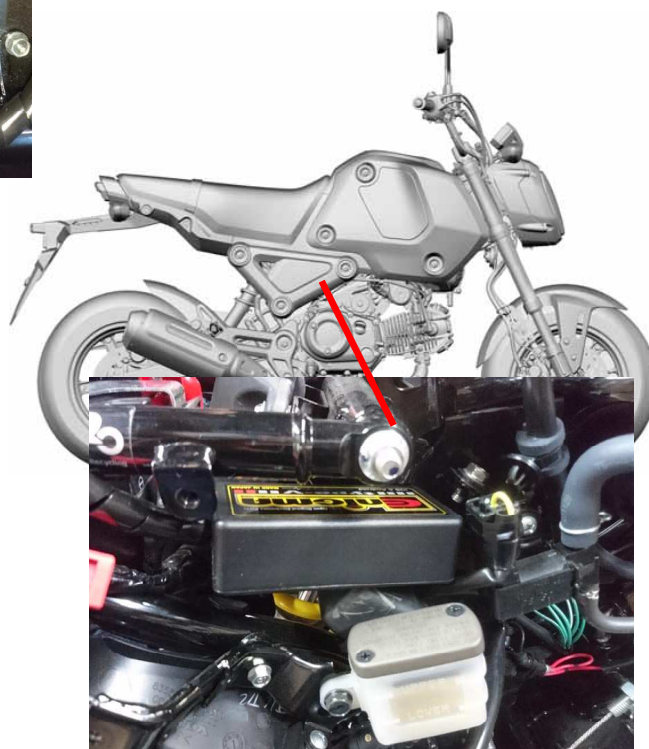
RTF type.

In the space behind the battery under the seat

Example of installing ECU and ENIGMA.



RTF type ECU installation



Example of ENIGMA mounted inside the right side cowl

In the case of the discrete wire type ENIGMA type-V, Make an **interrupt connection** from the ENIGMA type-V wiring to the wiring on the coupler side.

(An interrupt connection can made without cutting but by making a branch in the normal connection)

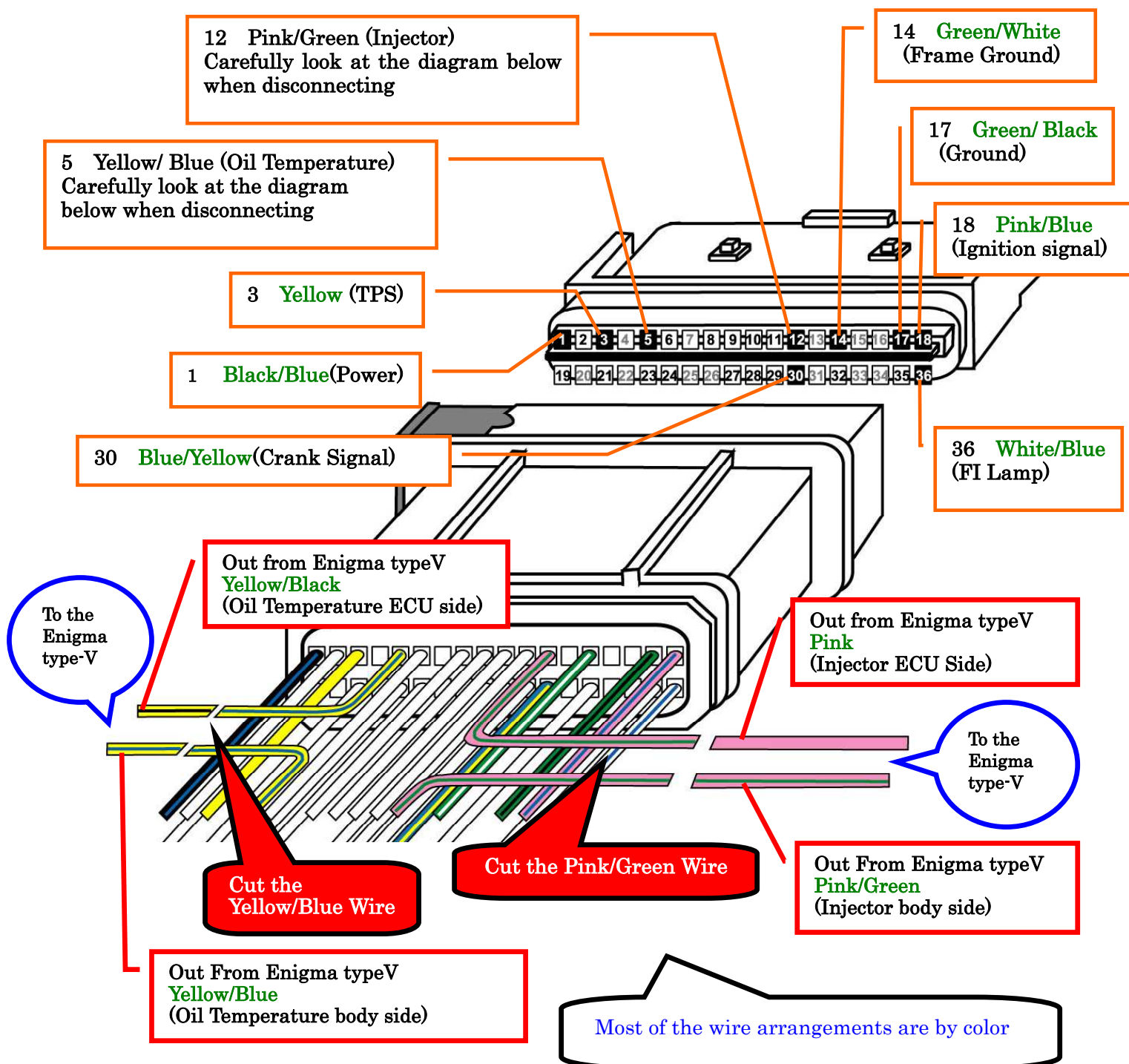
Do not use an electro tap on the interrupt wiring connection. It causes many connection issues that are problematic to the operation of the ENIGMA type-V. (Use solder or the like for improved reliability.)

If you use the RTF type, remove the coupler which is connected to the ECU, please connect the coupler that has come out from ENIGMA type-V RTF to the ECU and the vehicle body side. Please make sure that the lock sound is a "click".

The wires from the ENIGMA type-V will be the fundamentally the same, or similar to that of the wires it will connect to from the bike. Please carefully follow the diagram below when making the connection. There are a total of 11 wires.

- The purple cable is a service cable and is not to be connected to the ECU.
- The White wire is a pit lane switch service and is not to be connected to the ECU.
- By cutting the No.12 Pin (Pink / Green) wire of ECU (Injecttor), the bike vehicle body side wiring from the ENIGMA type-V connect the Pink / Green wire. Connect the Pink wire the ECU side.
Since there is a polarity to the connection, please check the figure below carefully to make sure that the connection is correct.
- Both the No.17 Pin and the No.35 Pin are Green/ Black wire.
- Both the No.10 Pin and the No.36 Pin are White/Blue wire.
- By cutting the No.5 Pin (Yellow/ Blue) wire of ECU (Oil Temperature), the bike vehicle body side wiring from the ENIGMA type-V connect the Yellow/ Blue wire. Connect the Yellow/Black wire the ECU side.
- In order to prevent the reporting water from entering into the ENIGMA inside from the base of the wiring from the ENIGMA type-V , it is recommended that you install in the lower wiring side in the vertical the ENIGMA type-V.

We assume that it will be installed under the rear carrier, and the wiring from the ENIGMA type-V is a little longer.



ECU terminal connected 9wires 1, 3, 5, 12, 14, 17, 18, 30, 36. Please confirm the picture.

The purple line is the service output line. The ENIGMA type-V will output 5V each crank rotation. Most commercially available digital tachometers are supported. Exact values will be displayed if these cables are connected. They are useful to various applications. Do not short-circuit by taping when there is no need.

The limiter has not been canceled after the wiring connection is complete. It can be easily canceled by communicating with the Enigma type-V operating software on a smartphone or PC.

Please use the ENIGMA type-V dedicated app for the iOS/Android version of the app.
Download the **GROM (2BJ-JC92)** dedicated ENIGMA type-V app from the model selection screen in the app.
Other Vehicle dedicated apps cannot be used.

Please use the **GROM (2BJ-JC92)** dedicated ENIGMA type-V PCsoftware.
Other Vehicle, Other ENIGMA dedicated PCsoftwares, cannot be used.

The Enigma type-V operating software can be downloaded free from our website.
<http://www.dilts-japan.com>

Installation of the pit lane limiter switch

"White wire" that has come out from ENIGMA type-V is the wiring for the pit lane limiter switch installation. Pit lane limiter to the rotation of the constant engine speed to control the speed only when the external switch ON

You control. Do those who want to use this feature by performing the following tasks.

In general, to buy a handle mounting switch, which is commercially available, it should be placed in easy-to-use position.

(If you are installing to handle and place easy to operate location does not interfere with operation)

Switch is common thing that cuts in the "OFF" position to connect with the "ON" position.

Switch is not suitable to be connected only when you press. be careful.

Connect the White line the installation of the switch is out of the ENIGMA type-V when finished.

Connect the White line to one of the terminals of the switch. The other is connected to ensure that "body earth".

The most reliable of is to connect to the negative battery. Circuit will be burned down and unavailable when connecting to the positive wrong. Never done.

This completes the installation of pit lane limiter switch with more work

When you do not want to use the pit lane limiter function, please tip of the wire is insulated with tape so as not to short against the metal part.