



# Technical Service Bulletin

**TSB # - 00018\_R1**  
**Date - 08/10/16**

MOTORCYCLES

Routing	Norton UK	General Manager	Service Manager	Technician	Warranty manager	Spares Manager
Initial here	S Marshall					

*N.B This TSB assumes the technician performing it has a basic understanding of the 961cc Norton Commando Motorcycle, if unsure about anything in this TSB please contact Norton Motorcycles UK factory.*

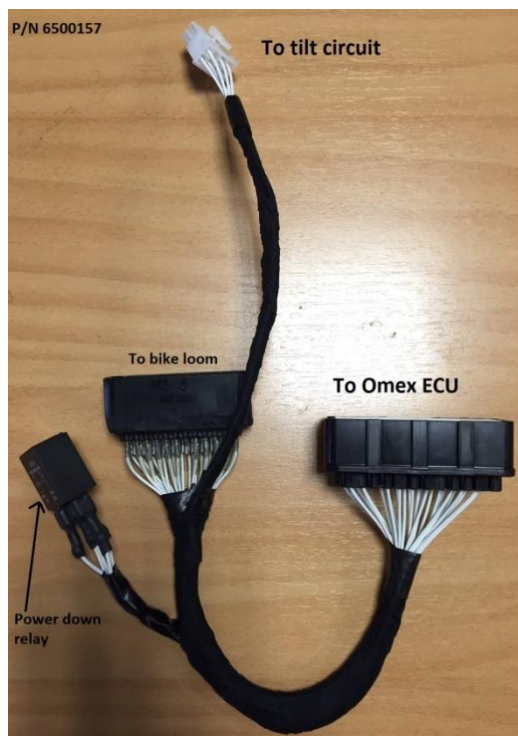
## TSB Title

- Replacement of SC ECU (P/N 6500073) with Omex ECU (P/N 6500045)

## TSB Relates to Model(s)

- Commando 961 Dual Seat only, manufactured between Mid 2012 and Dec 2015

## Definition of Terms



1 : Conversion Loom



2: ECU difference

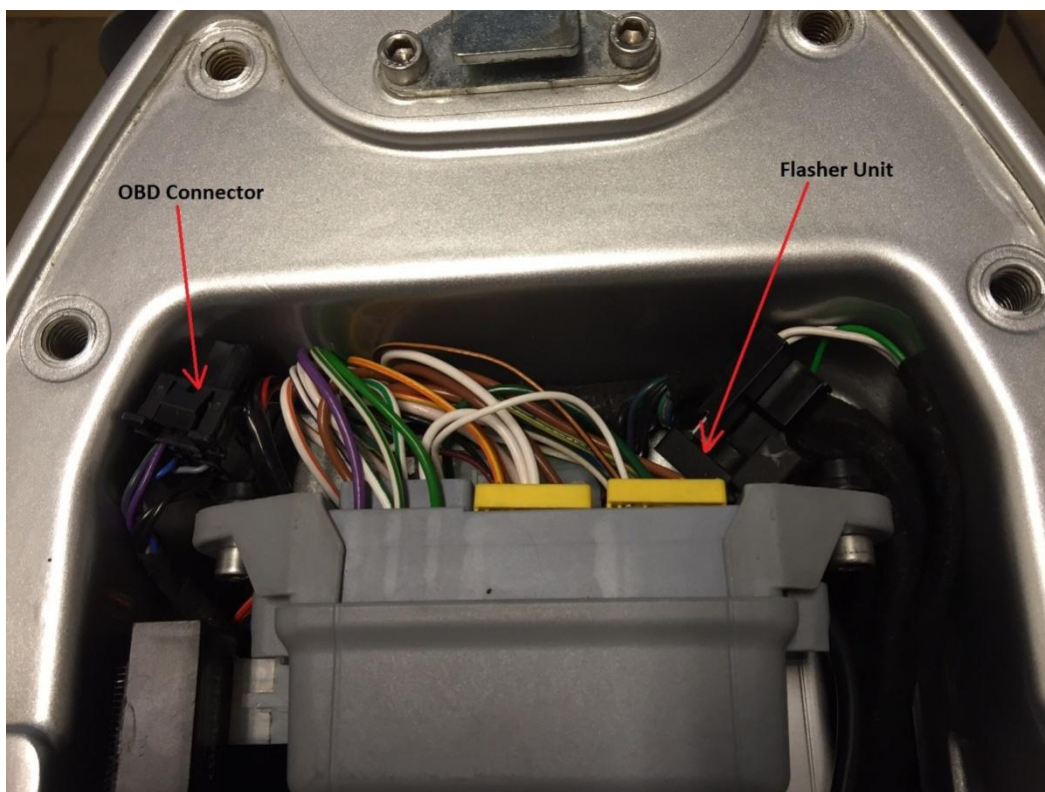
## Procedure

**Alert!** -- Disconnect battery before disconnecting and reconnecting ECU's.

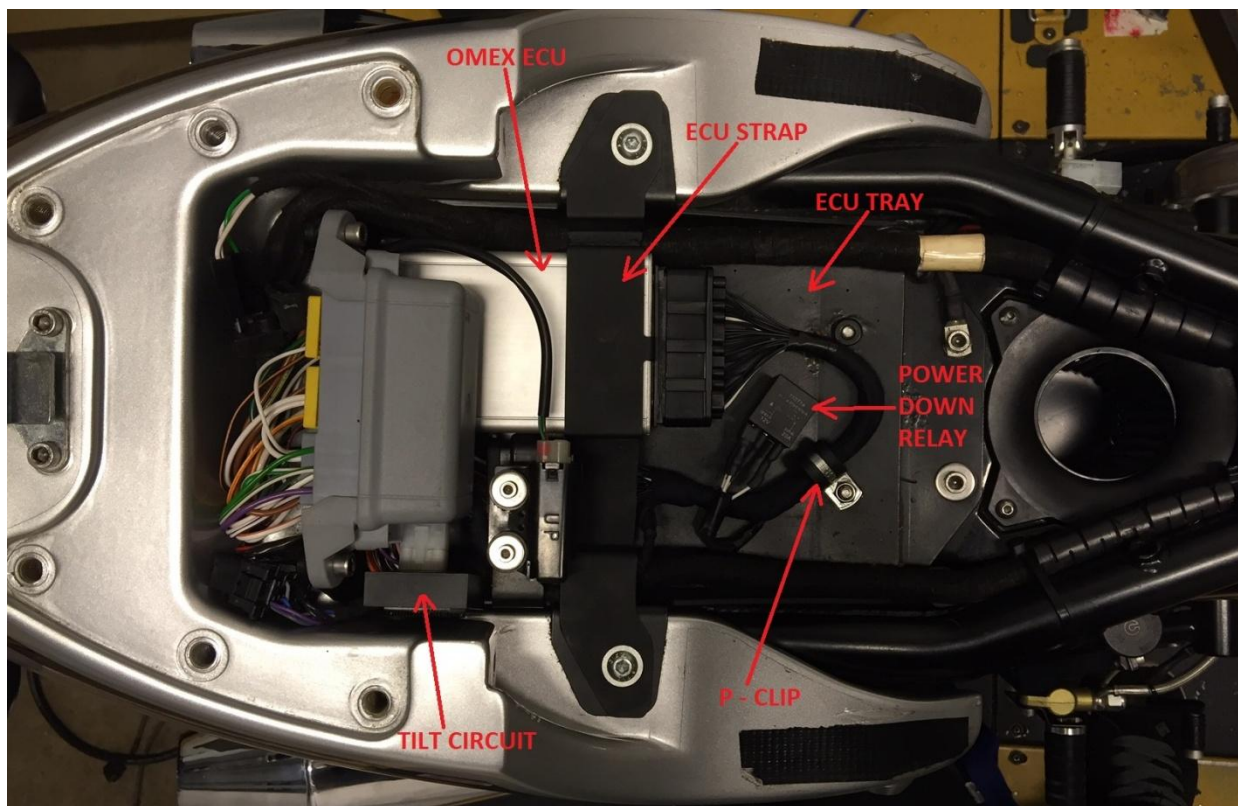
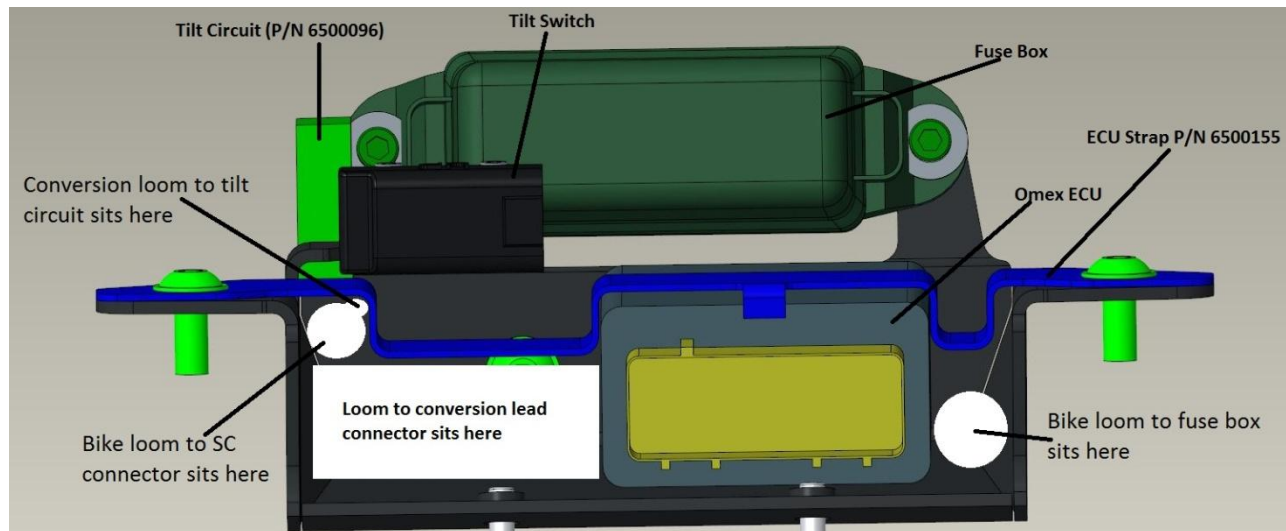
1. Remove rider seat and pillion seat.
2. Remove fuel tank and disconnect wires from earth terminal.
3. Remove ECU strap and separate indicator flasher from strap. Strap is no longer required.

4. Disconnect SC ECU (P/N 6500073) from harness by gently levering up locking tab on the connector. SC ECU no longer required (please return to Norton Motorcycles UK)
5. Replace large indicator flasher unit with smaller unit (P/N 6500065) , place smaller unit in L/H rear corner of the tail unit. Also relocate OBD port to R/H rear corner of the tail unit. The OBD port is now redundant and the large indicator flasher unit is also no longer required.

**\*\*\*\*\* WARNING : OBD PORT CONTAINS LIVE WIRE TO BATTERY 12V TERMINAL, IF DISCONNECTED ENSURE WIRE IS PROPERLY INSULATED. \*\*\*\*\***



6. Take conversion loom (P/N 6500157) and connect together the Omex ECU (P/N 6500045), the bike loom and the tilt circuit (P/N 6500096).
7. Re connect battery earth terminal.
8. Follow instructions in TSB 00017 to update the ECU with the correct calibration to suit the bike and exhausts.
9. Using ECU strap (P/N 6500155) secure in place the Omex ECU and conversion lead to loom connector as per pictures below. Be careful not to place loom against sharp edges that could rub through insulation and cause short circuit. Dual lock the loom to conversion lead connector onto the ECU tray.
10. Secure tilt circuit with dual lock to the side wall of the dual seat tail unit as shown in below pictures.





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11. Replace M6 x 16mm cap head bolt with M6 x 25mm bolt then secure conversion loom with P clip using a nylock nut to hold in place the P clip (shown in above picture).
12. Dual lock the power down relay to the ECU tray to secure in place (shown in above picture).
13. Refit fuel tank (ensuring fuel line is also reconnected) and cycle the ignition key on to off to on again twice, with a 10 second pause between off and on. This will allow the idle air motor to reset to its new position.
14. Start the bike and check for correct operation.
15. Refit pillion seat and rider seat
16. It is advised at this point that a short test ride should be undertaken to ensure correct function of the newly installed ECU.

**\*\*\*\* END OF TSB \*\*\*\***