



Stock ECU conversion to race kit ECU

All ECU conversion includes a custom map for track and race use and the activation of all available functions of the genuine race kit ECU: traction control, engine brake, quick-shifter, fuel and ignition maps, pit-limiter, and so on. All converted ECUs can work with the OEM wire-harness, keeping street functions*.

Honda

CBR 600 2007-2013

Fuel and ignition advance maps
2nd injector ratio
Max rev-limiter up to 16300 (only with our softw)
Pit-lane limiter
Idle regulation
OEM Steering damper adjustable
Quick-shifter (fixed cut-times)

CBR 1000 2008 (can be upgraded to 2009)

Fuel and ignition advance maps
Maps Selector
Traction control (with speed sensor)
Anti-spin (no speed sensor needed)
Max rev-limiter (+1000 rpm)
Pit-lane limiter
Gear ratio
OEM steering dumper adjustable
Quick-shifter full control on injection and ignition for each gear

CBR 1000 2006-07

Fuel and ignition advance maps
2nd injector ratio
Pit-lane limiter
OEM Steering damper adjustable
Quick-shifter (fixed cut-times)

CBR 1000 2009-2015

Fuel and ignition advance maps
Maps Selector
Traction control (with speed sensor)
Anti-spin (no speed sensor needed)
Front-up control setting
Engine brake control for each gear
Max rev-limiter (+1000 rpm)
Pit-lane limiter
Gear ratio
OEM steering dumper adjustable
Quick-shifter full control by injection and ignition cut times for each gear

Yamaha

R1 2001-2006

R6 2003-2005

Fuel and ignition advance maps
Quick-shifter (fixed cut-times)
Superstock and Superbike base maps
Fi and Ig maps are adjustable by the dash menu.

R1 2007-2016

R6 2006-2016

Fuel and ignition advance maps
Blipper function for auto down-shift
2 maps selector
Engine brake control for each gear
Traction control (available for R1> 09 with 2012 ecu)
Electronic idle regulation
Max rev-limiter (+1000 rpm)
Pit-lane limiter
Gear ratio
Quick-shifter cut times for each gear
ETV throttle opening control
Ram-air correction
Variable intake stack opening adjustable
Superstock and Superbike base maps.

BMW

S1000RR 2009-16

Fuel and ignition advance maps
DTC traction control (tyre radius, grip level, torque control, etc)
4 adjustable modes for DTC, 100% of the engine power
Full power in all engine modes (Slick, Rain, etc)
Pit-lane limiter
Quick-shifter (fixed cut-times)
Speed of shift assistant
Only for >2012:
Launch control
Engine brake
DTC fine tuning
Electronic suspension fine control (HP4).

Suzuki

GSXR 600 750 1000

Fuel and ignition advance maps
2 fuel and advance maps selector
2 maps for each gear setting
Engine brake control for each gear
Traction control (available for k7-k14 1000)
Max rev-limiter (+1000 rpm)
Pit-lane limiter
Gear ratio
Quick-shifter cut times for each gear.

Kawasaki

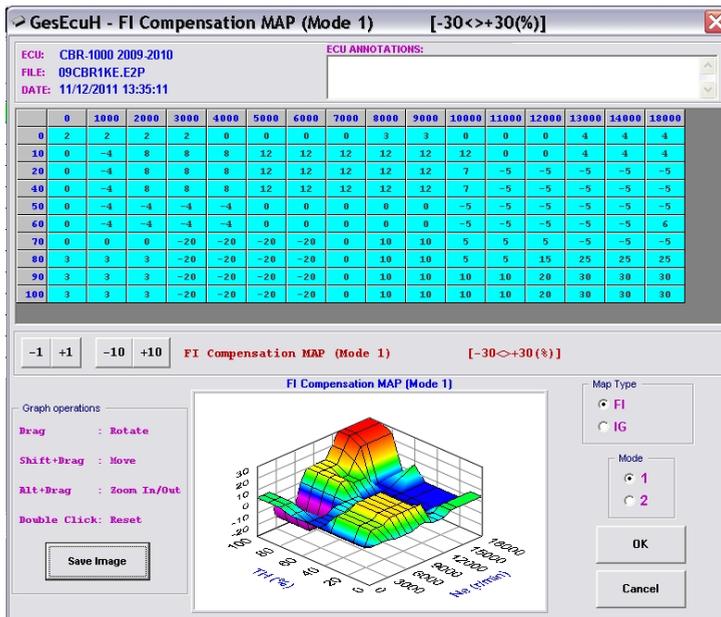
ZX6 2007-2015

ZX10 2008-2015

Fuel and ignition advance maps
Comp. map for acceleration
Comp. map for sub-throttle opening
2nd injector ratio
Pit-lane limiter
Traction control (available for zx10)
Launch control (zx10 >2011)
Engine brake (zx10 >2011)
Gear ratio
Quick-shifter cut times for each gear.

USB cable Leads and Softwares

USB cables and softwares are available for all race kit ECUs. All functions of genuine race kit ECUs* on hand! In addition, we have developed specific softwares which improve new adjusting possibilities. Max rev limiter, advance ignition degrees, fuel map correction or steering dumper adjusting functions are now enhanced and available also for some models which do not include these functions.



IFiTeC Electronic Quick-Shifter

Our electronic quick-shifters are top-quality sensors with an excellent functioning, very high precision and sensibility. The QS can be directly connected to all genuine or stock-converted race kit ECUs, as well as supplemental ignition modules.

They are completely made in CNC Ergal (alloy 7075) with rod in inox steel or titanium. The switch function is made by a very reliable inductive sensor which needs 12v power supply. They are extremely sensitive but at the same time very precise, thanks to the contrast spring pre-load. They are specifically built for 600 and 1000 models with specific calibration to achieve a perfect functioning in each bike.

No sensitivity adjusts are required, just ready to go with a perfect shifting.

The inductive sensor is life-guaranteed; in addition, all spare parts are available. In case of severe crashes, damaged parts can be replaced with no need to buy a whole new shifter.

Our QS is the first choice of many team like the Orelac team in world SSP championship, the Kawasaki Racing Palmeto Team, (2014 SuperStock1000 Champions with Kenny Noyes), Team LaGlisse, CEV champions in STK1000 with Carmelo Morales, the QMMF Qatar Federation Racing Team in the World Endurance Championship and CEV, among others.



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RACING ECU TECHNOLOGY

