



## Desmosedici RR electronics package – Magneti Marelli SRT / MDU

### CS8000 – Plug ‘n’ play professional race electronics kit for the Ducati Desmosedici RR

Competition Systems Ltd have developed a ‘bolt on’ set of race electronics specifically for the Desmosedici RR. Each kit comes complete with all of the hardware, wiring, adaptors and software to make this possible, without any need to modify the bike or alter the wiring.

- LCD race display with lap timing
- Professional race proven traction control with handle bar mounted push buttons to change the TC-level
- Launch control
- Anti-wheelie
- Pit lane speed limiter
- Internal data logger with professional software
- Closed loop ‘wide band’ lambda control for each engine bank.
- Plug ‘n’ play installation
- Pre-mapped and ready to race
- Full access software to allow for further engine or bike modification
- Quick shifter with retard and cut
- Pre-loaded with ‘ready to race’ maps

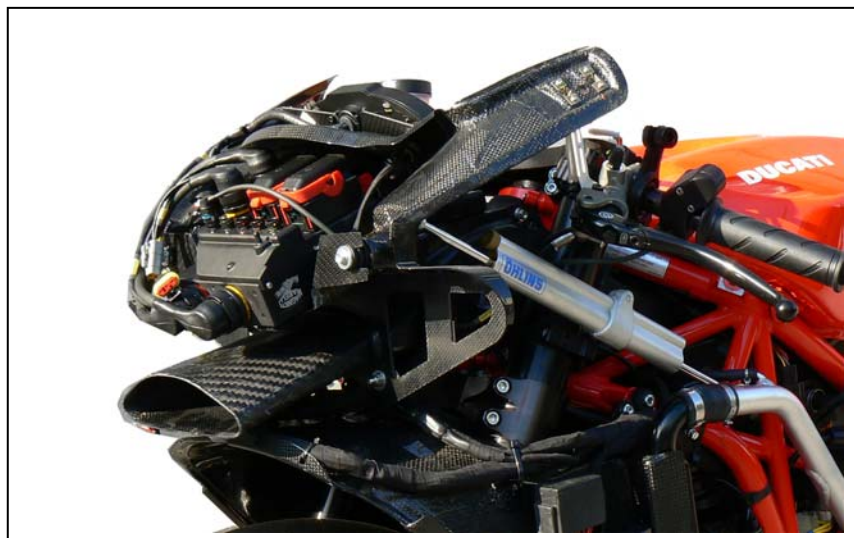
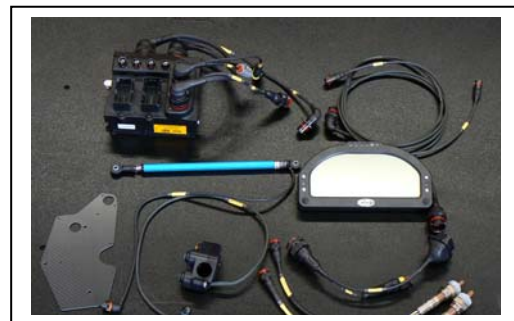
The **Magneti Marelli SRT** engine control unit with integral data logger is at the heart of this system coupled with the **Marelli MDU-020** dashboard display.

Each system we produce is not only fully mapped, it has a well developed and race proven traction, launch and wheelie control system as standard.

Electronics of this level are notoriously complex both to install and operate, but we have made this easy with a set of ‘plug in’ wiring adaptors, hardware mounting kit and pre-defined (but adjustable) software settings.

No parts of the original bike are damaged or modified\* during the installation process to ensure that all can be returned to original factory specification at a later date.

(\*Except lambda bosses which are welded into the exhaust pipes.)





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	<b>CS8000</b>
Magneti Marelli SRT ECU and MDU020 display panel	•
Magneti Marelli MDU020 digital race display	•
Magneti Marelli system software – Vision 5 / Wintax 4 / Axon	•
Wiring adaptor + integral TC accelerometer + pressure sensor	•
Adaptor wiring – re-uses the stock loom as seen in the picture above	•
Fork position sensor	•
2 x Wide band lambda for permanent closed loop control	•
Handlebar switches for Traction control and Pit lane speed limiter	•
Mounting bracket kit for sensors	•
Front speed sensor & mount bracket + pick up bobbins	•
PC cable – Ethernet	•
Lap timing transmitter wiring for / 2D / Motec / Pi / Marelli / Aim / MTA / Marelli	•
Quick shift switch and link rod kit – Push (standard) or Pull (race) pattern	•
Shock position sensor	Optional
Front brake pressure sensor	Optional
Rear brake pressure sensor	Optional
GPS circuit mapping module with lap timer	Optional
Drive by wire system	Optional
<b>System pricing excluding vat &amp; delivery</b>	<b>£9500</b>

**Optional system parts**

Shock sensor and mount kit .....	£280
Rear brake pressure sensor kit – Front mount for thumb brake systems .....	£295
Rear brake pressure sensor kit – Rear mount for standard systems, including extension wiring.....	£385
GPS system for circuit mapping - includes wiring & antenna (can be used for lap timing also) .....	£650
MTA - Infra red lap time system including pit wall transmitter & receiver .....	£650
Drive by wire system to provide programmable control of Engine braking, Idle speed, cold start, down shift 'blipper' . Kit including all brackets, sensors and additional wiring .....	£5500

**Work required fitting this system.**

1. Remove the headlight assembly and replace with the carbon shelf which supports the new electronics
2. Remove the standard ECU and dashboard
3. Remove the left hand
4. Weld two lambda bosses into the exhaust pipes
5. Fit the new hardware using the brackets supplied in this kit
6. Install the software on your PC
7. Calibrate the throttle and start the engine

**Notes:**

1. This system may only be fitted to track bikes that do not require the headlights or turn signal controls. These are removed during the installation of this equipment
2. Tyre / rim size calibration is fully adjustable by the user
3. Please let us know the type of exhaust system you are using at the time of ordering.
4. When using this equipment the immobiliser system is not needed and the ignition key switch can be replaced with a standard off/on type toggle switch if required.
5. No wiring is modified during the installation of this equipment.
6. All normal starting functions are retained as well as side stand warning.



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### \*\* Installation & support

Even though we supply very good base settings, which are race proven, each bike has fundamental differences. Changes in tyres, rims, shock & fork settings, engine characteristics, track surface and rider style are only a few of the variables which may demand adjustments to the traction maps to achieve perfection & fast lap times.

Within the installation & support costs the user will receive training on all of the following:

- System structure and overview of hardware
- Mapping techniques – how to get the best from your engine
- Traction control system – how it works & how to program it
- Launch control - how it works & how to program it
- System mapping & closed loop control
- Calibration & control of system inputs & outputs
- Use of all software applications and PC setup
- Data analysis techniques

This course is estimated at 3-4 days and will require the bike to be fully installed with the new hardware prior to the visit, and have a dyno available for part of the demonstrations if mapping training is required. A track day is also essential for developing a custom TC setup.

Following the course, full technical back up is available for the system via Email or telephone.

The support cost is fully inclusive of our time, flights, and accommodation expenses.

Installation support –

UK.....	£1500
Europe .....	£2000
USA.....	£3000
Rest of world.....	£3500

All prices quoted exclude vat (if applicable) and delivery costs

Systems also available for CBR1000 / GSXR 1000 / ZX10 / R6 etc – We will also undertake to design and build systems such as this for any race or track bike.

Contact details for this product:

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