

X-TRE Power Box

Operation Manual

Model XT-K01

For use with the following Kawasaki motorcycles:

ZX-6R (2007-08), **ZX-10R** (2008-09)

1. Operation

The unit is fully functional after installation. It will improve throttle response and acceleration. As such, using this product is not allowed on public roads.

X-TRE retains the function of the in-dash factory gear position indicator. The module automatically turns off the mapping in Neutral for smooth idle operation.

The unit is fully compatible with other electronics and performance modifications. However, the box works best if the secondary throttle plates are NOT removed from the bike.

1.1. Reviewing the TRE mode in use

- Put your gearbox in 1st gear
- Have the ignition key in OFF position, and wait at least 5 seconds
- Turn ignition ON
- The gear indicator will show the map in use ([], [5] or [6]) for a few seconds, then it will return to normal operation.

1.2. Programming TRE mode

- Put your gearbox in 4th, 5th or 6th gear, depending on which mapping you'd like to set as per the table below:

Gearbox position	TRE mode (mapping)	Description
4	Neutral	<i>For future use</i>
5	5	Softer setting for ZX-6R / ZX-10R
6	6	Normal setting for ZX-6R / ZX-10R

- Have the ignition key in OFF position, and wait at least 5 seconds
- Turn ignition ON
- The gear indicator will show the new map ([], [5] or [6]) for a few seconds, then it will blink once. The setting is stored, and the gear indicator will work normally.

You can try either setting and see which works best for your bike and for you.

The unit retains the setting when the battery is removed or disconnected.

1.3. Restoring factory condition

- Disconnect the 4p plug from the X-TRE box, and connect the jumper-plug supplied to the harness connector.
- Disconnect the 2p plugs from the box, and connect them together on the bike.
- You can now remove the box from the bike, factory condition is restored.

2. Warranty

The X-TRE is built to last: all leads are protected against reverse voltage, short circuits and high energy transients. Only high quality components have been used, and the epoxy layer construction gives extreme protection for the internal parts from shocks, vibrations and water.

To ensure trouble-free operation from the start, all units have been extensively tested prior to shipment. For this reason, please make sure you followed the install steps properly, and refer to the troubleshooting guide before you report a problem.

Our dealers are offering a 30-day money-back guarantee on HealTech products, thus you will get your money back if the product does not fulfill your expectations. *(All parts must be returned in original condition for full refund.)*

Furthermore the product is covered by our 2-year replacement warranty from the date of purchase.

Web: www.x-tre.net

Email: support@healtech-electronics.com

X-TRE Power Box

XT-K01 Installation Manual for Kawasaki ZX-6R (2007-09)

Disclaimer: Do not attempt to install the product if you don't have basic mechanical skills. HealTech Electronics Ltd. and its distributors shall not be liable for any loss or damage caused by improper installation.

Package content:

- X-TRE Power Box
- Wiring harness
- Yellow butt connectors, gel-filled (2 pcs)
- Red tap connector, gel-filled
- 2p plug adapter set
- 4p jumper-plug
- Cable ties (2+1 pcs)
- Velcro strips
- HealTech stickers (2+2 pcs)
- Installation Manual (2 pcs) + Operation Manual

1. Make sure ignition key is in OFF position.
2. Remove the seat, raise and support the fuel tank.
3. Locate the **6-pole Black** coupler under the fuel tank (*shown on the right*).
4. Lift the release tang and disconnect the coupler. You may need a flat head screwdriver to get the coupler apart.



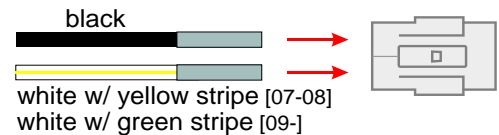
5. Hold the **Smaller 6p** (male) plug facing you, with the lock pin on top. Release two terminals out of the six:
 - *White with Yellow stripe [2007-08] / White with Green stripe [2009-]*
 - *Black*

To release a terminal, raise the plastic lock pin above the metal contact with a small flat head screwdriver or needle. Then, pull out the wire GENTLY from the back.

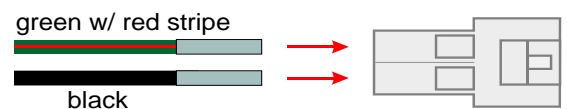
6. Hold the **Larger 6p** (female) plug facing you, with the lock pin on top. Release two terminals out of the six:
 - *Green with Red stripe*
 - *Black*

To release a terminal, raise the plastic lock pin above the metal contact with a small flat head screwdriver or needle. Then, pull out the wire GENTLY from the back.

7. Insert the **Black** and **White/Yellow** leads into the smaller white **2p male** plug (supplied) through the back until they click into place.



8. Insert the **Green/Red** and **Black** leads into the larger white **2p female** plug (supplied) through the back until they click into place.



9. Reconnect the 6-pole Black connector.
10. Connect the X-TRE box connectors to the 2-pole white plugs you installed.
11. Locate the **ECU wiring harness** under the seat, under the starter relay. First, pull out the starter relay from its mounting bracket. It is right behind the battery, near the positive battery terminal. Now you can see the ECU wiring harness covered by black sleeve (tape).
12. Peel off about 5 cm (2") from the black sleeve (tape) around the wires.
13. Locate the Brown/Red wire (**Brown with thin Red stripe**) among the ECU wires.
14. Cut the **Brown/Red** wire, about halfway, so you'll have at least 2 cm (0.8") wire left at both sides.

15. Use one **Yellow butt connector** supplied to splice the XTRE **Black/Green** wire (also labeled "to ECM") to the B/R wire end, which goes to the ECU box.

Usage: With clear side up, insert the two unstripped wires all the way, and depress the connector with your fingers. Then, press down the yellow cap with pliers. Remove the excess gel around the connector with dry cloth. Visually inspect the splice, and confirm the yellow cap is completely down.

16. Same way, use the other Yellow butt connector to splice the XTRE **Black/White** wire to the B/R wire end, which is at the main wiring harness side.

17. Secure the wires with cable ties near the Yellow connectors, to make sure the wires will not be pulled out accidentally.

18. Route the XTRE harness to the box and connect the 4p plug. Do not bend the cable near the 4p plug.

19. Connect the XTRE Red wire to a switched +12V wire as follows: Locate the **2-pole Natural color plug** next to the 6p Black connector. It has a *Brown* and a *Blue* wire.

Use the **Red wire tap** to splice the **XTRE Red** wire to the **Brown** wire.

Usage: Place unstripped run wire (Brown wire) inside run channel. Close side cover until latched. Insert unstripped tap wire (XTRE Red wire) completely and check its position. Insert the blade (u-contact) and press down by finger pressure. Then, depress the u-contact with pliers. Close hinged top cover until latched. Remove the excess gel around the connector with dry cloth.

If you can't do the splice, connect the Red wire directly to the battery positive terminal (*in this case, disconnect the wire if you don't intend to ride the bike for over 4 weeks, otherwise, you may need to charge the battery*).

20. Test the in-dash Gear Indicator operation.

21. If the GI works normally, secure the XTRE box with the supplied Velcro strips, and secure the box and cables with cable ties.

Otherwise, check your installation and check the quality of the splices.

22. Mount the starter relay, install the fuel tank and seat.

X-TRE Power Box

XT-K01 Installation Manual for Kawasaki ZX-10R (2008-09)

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Package content:

- X-TRE Power Box
- Wiring harness
- Yellow butt connectors, gel-filled (2 pcs)
- Red tap connector, gel-filled
- 2p plug adapter set
- 4p jumper-plug
- Cable ties (2+1 pcs)
- Velcro strips
- HealTech stickers (2+2 pcs)
- Installation Manual (2 pcs) + Operation Manual

1. Make sure ignition key is in OFF position.
2. Remove the seat and fuel tank.
3. Locate the **10-pole Grey** coupler (*shown on the right*).



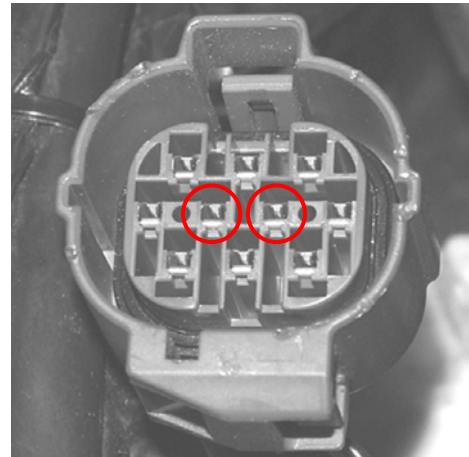
4. Depress the release tang (*you can see it on the left side of the picture on the right*) and disconnect the coupler. You may need a flat head screwdriver to get the coupler apart.
5. Remove the **white pin protectors** from BOTH plugs by using a screwdriver, as shown on the right. Note the orientation of the pin protectors.



6. Release and remove the MIDDLE two pins from BOTH plugs.

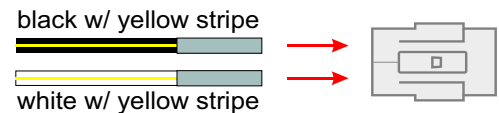
To release a pin, move the pin forward with a small screwdriver then GENTLY push down. When the pin is released, pull out the wire gently from the back.

You may need to peel back some of the black tape to completely remove the two pins.

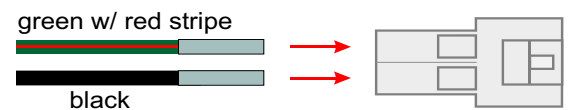


7. Re-install the white pin protectors in both plugs.

8. Insert the **Black/Yellow** and **White/Yellow** leads into the smaller white **2-pole male** plug (supplied) through the back until they click into place.



9. Insert the **Green/Red** and **Black** leads into the larger white **2-pole female** plug (supplied) through the back until they click into place.



10. Reconnect the 10-pole grey connector.

11. Connect the X-TRE box connectors to the 2-pole white plugs you installed.

12. Locate the ECU box at the tail section of the bike. It is under the relay box, which has three large gray connectors. The ECU has two large connectors, a black and a gray.

13. Locate the Brown/Red wire (**Brown with thin Red stripe**) in the **Gray** ECU connector.

If you look into the connector from the back (wire side), this wire is in the **Top Row, 2nd wire from right to left.**

14. Peel off about 2 cm (0.8") from the black sleeve (tape) around the wires. You may disconnect the ECU plug to have more space around the wires.

15. Cut the **Brown/Red** wire, about 4 cm (1.6") away from the connector.
16. Use one **Yellow butt connector** supplied to splice the XTRE **Black/Green** wire (also labeled "to ECM") to the B/R wire end, which goes to the ECU connector.

Usage: With clear side up, insert the two unstripped wires all the way, and depress the connector with your fingers. Then, press down the yellow cap with pliers. Remove the excess gel around the connector with dry cloth. Visually inspect the splice, and confirm the yellow cap is completely down.
17. Same way, use the other Yellow butt connector to splice the XTRE **Black/White** wire to the B/R wire end, which is at the main wiring harness side.
18. Secure the wires with cable ties near the Yellow connectors, to make sure the wires will not be pulled out accidentally.
19. If you disconnected the ECU connector, re-connect it now.
20. Route the XTRE harness to the box and connect the 4p plug. Do not bend the cable near the 4p plug.
21. Connect the XTRE Red wire to a switched +12V wire as follows: Locate the **2-pole Natural color plug** in the black dust boot, under the fuel tank, under the starter relay. It has a *Brown* and a *Blue* wire.

Use the **Red wire tap** to splice the **XTRE Red** wire to the **Brown** wire.

Usage: Place unstripped run wire (Brown wire) inside run channel. Close side cover until latched. Insert unstripped tap wire (XTRE Red wire) completely and check its position. Insert the blade (u-contact) and press down by finger pressure. Then, depress the u-contact with pliers. Close hinged top cover until latched. Remove the excess gel around the connector with dry cloth.

If you can't do the splice, connect the Red wire directly to the battery positive terminal (*in this case, disconnect the wire if you don't intend to ride the bike for over 4 weeks, otherwise, you may need to charge the battery*).
22. Test the in-dash Gear Indicator operation.
23. If the GI works normally, secure the XTRE box with the supplied Velcro strips, and secure the box and cables with cable ties.
24. Install the fuel tank and seat.