

It's simple to delete the o2 sensor input. You just follow the wire from the sensor, up to the wiring harness. Unplug the wire and plug in the delete. Your check engine light WILL come on every once in a while when the bike first starts moving. You just shut the bike off until it goes away. Then re-start and it's gone. This will happen more than once. There is nothing wrong.

Please note, that some bikes, for some reason, get the engine code flashing for awhile when you do this. The 2020 bikes don't seem to, but the 2021 and 23 bikes do. IT WILL go away after awhile. It's just the ecu trying to figure things out.

**PLEASE NOTE:** When you first start the bike with this plug, and move forward, the engine light will come on. You turn the bike off and wait for the code to quit flashing, and then it won't come back on

**ALSO:** This does nothing to add fuel when the bike is above 6000 rpm and/or 50% throttle. If you have opened up the exhaust flow and intake flow, by removing the reeds, you will need our R3 programmer to add fuel in the higher rpm ranges, or your bike WILL be running lean enough to CAUSE DAMAGE.

**ALSO:** Programmers from other companies may add so much fuel in the bottom end, that along with the O2 delete, it may be too rich. Hopefully not, but jus keep in mind.

On the 2020 and 22 model KTM EXCF / XCFW and Husqvarna FE amd FE-S models, they have an O2 sensor. The purpose of it, is to control the air / fuel mixture from idle up to 6000 rpm, where it is in what is called "closed loop" mode.

This simply mean that the O2 sensor sends a signal back to the ecu, letting the ecu know how the air/ fuel ratio is burning. The ecu wants to see the ratio of 14.7 parts air to 1 part fuel, while in the "closed loop" mode. This lets the bike comply with EPA standards. After 6000 rpm, the bike goes into the "open loop" mode. This means the sensor no longer factors into the air/ fuel ratio and the bike runs at the ratio that is pre set in the ECU. Which is still 14.7 :1 with the stock exhaust and the restrictive reeds in the intake tract.

So what we are doing here, is eliminating this O2 sensor, which can give the bike a lot more fuel below 6000 rpm ( where the government knows you spend most of your riding time ). And we eliminate it by unplugging the O2 sensor from the wiring harness, and plugging the specially designed O2 sensor eliminator you see above.

What matters here, is that really matters is we've spent the time, doing the research to find the right resistors to go in there, so that you richen up your bike from the 14.7 :1 to an area of around 13.4 :1 from idle to 6000rpm. That's a big jump. That's right there in the ballpark of the perfect ratio. And it's easily available with the BDSB plug

