

# **BMW K100 RT-RS-LT -2 valve wiring diagram, using a k1100 motronic for a complete Airbox/Maf sensor delete.**

Using a Motronic v2.1 (OEM number: 13611464479)

this wiring set-up also applies to a Motronic V2.2 (OEM number: 13611464717) however wiring might have different colouring

NOTE: Make sure you have an ECU with the corresponding engine wiring loom, these are not interchangeable.

Required replacements (must):

Lamda Sensor (oil temp sensor) for a 4v,

Throttle body + temp sensor, Throttle position sensor and throttle cable

ECU (see oem numbers above) and the wiring loom

Ignition Coils and Coil cables for a 4 valve bike, USE the 2V sparkplugs, they might need a plug screw cap.

Furthermore there are several options when it comes to setting up the wiring for the engine wiring harness which allows you to choose between using relays, or solely connecting all wires to the motogadget.

2 in particular stand out:

The fuelpump relay and the motronic relay.

When using the fuel pump relay (see below) the blue brown wire is required, feeding it from the battery etc..

Whereas you can "sacrifice" AUX 2 slot 1 and 2 for the fuel pump because it needs more than 12v.

the motronic relay also requires a connection to the battery (pin 30),

Coils plus trigger to output 87, Ground to 85, Ignition to 86.

Or coils and trigger can be connected to the ignition output of the unit

Relays may look more "clean" but do take up more space.

My personal advice is to keep using the fan relay.

