

2021-2022 WR450F w/GYTR Competition ECU & GYTR CCU

Standard Exhaust (w/baffle removed)

		Fuel						Ignition			
		30	15	5	0			40	20	10	0
TH (%)	30	1	0	0	0	TH (%)	40	1	0	0	0
	15	0	1	1	1		20	0	0	0	0
	5	-2	-1	1	1		10	1	0	0	0
	0	-3	-2	-1	1		0	2	2	0	0
		2500	5000	6500	8000			2000	5000	7000	8000
		r/min						r/min			

- Low to mid RPM controllability
- Low torque feeling
- Smoother power character, low – high RPM
- Longer pulling high RPM

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Smooth Power Feeling

		Fuel						Ignition			
		80	60	40	20			80	60	40	20
TH (%)	80	2	2	2	1	TH (%)	80	-3	-3	-3	-4
	60	2	2	2	3		60	-3	-4	-4	-4
	40	2	2	2	3		40	-3	-4	-4	-4
	20	2	2	2	2		20	-3	-3	-3	-3
		2500	5000	8000	10000			2500	5000	8000	10000
		r/min						r/min			

- Low to mid RPM controllability
- Controllability in slippery conditions
- Wide power feeling

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MX Power Feel

		Fuel			
		4000	5500	7000	9500
TH (%)	80	-1	-1	0	0
	60	-1	-1	0	0
	40	-1	-1	-1	0
	20	0	0	-1	-1
		<i>r/min</i>			

		Ignition			
		4000	6000	8000	9500
TH (%)	80	2	3	3	3
	60	2	2	2	2
	40	2	2	2	2
	20	2	2	2	2
		<i>r/min</i>			

- Stronger pulling low – mid
- Low RPM power feeling