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# CRACK Buell Motorcycles - Ecm SPY Setup UPD

i had been searching for a new motorcycle for the last three years. i am a true gear head and have owned bikes since i was 16 years old. i put my motorcycle riding to the test and was skeptical how a non-power bike would handle the hills around clarks summit, pa. i then found the 2008 buell ulysses and fell in love. there is a reason why the 2008 ulysses models are the top of it's class with regards to power, handling and comfort. the new ulysses models has something for everyone and that is why it is called the ulysses, there is something for everyone. i have ridden my new gixxer for about a week now and it has proven to be a very fun bike to ride. i have done some r&r and street riding with it. it is so light that i can get comfortable in the seat and it has the power to go where ever i want to go, it just comes alive. the maintenance that i have had has been great. both times i have gone to clearwater to let them know i had a problem, it was fixed without hesitation and i never had to leave the dealership to get it fixed. after a month of riding, the final products were as good as the ones i ordered and i cant be happier that i found kissell. i will be coming back to get another bike when they have it in for a service and will be referring them to all of my friends who are in the market for a new bike. great customer service, great dealership, great product, i couldnt be happier. this was an experiment, and a fun one too. the bike is just like a street bike, but with all the comfort of a coupe. the trick seems to be driving to the left and not to the right. i had the bike down hill for a while now. the bike has got the power, but runs like a scooby. the little scooby is eager to run and makes you feel like there's nothing between you and the road. there's plenty of power to go around, and you may just be holding the reins right at the moment of truth. the throttle is very responsive; i'd like to see more horses under the hood. this thing does not hesitate to go, and does so with a laugh, without a whimper. the brakes are strong and feed back consistently. the motor is quiet for such a hard hitting 1, the only noise being the wind and tires.

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first off, the rebound adjusters as outlined in the setup section, and back the compression adjusters out to no more than the middle of their range. this will give a starting point to work from, and get rebound damping in the ballpark. dialing in the rebound more accurately can be accomplished by riding the bike over a rough section of pavement; the suspension should not pack down (too stiff), nor should the bike be wallowy like a cadillac (too soft). riding the bike repeatedly over the same road after making small changes to the damping adjusters is a good way to distinguish between the characteristics and determine a good setting. once the rebound is set properly, the compression damping can be fine-tuned according to the setup section. once again, make small changes between test sessions over the same road to feel and compare the different settings. the buell spy is a great instrument with lots of features for the serious enthusiast. this being said, it can be difficult to get your hands on one so you can really take advantage of all the features. this is where i had an advantage over the dealer. the dealer gave me an ecm and i was supposed to buy it. the problem was i didnt buy it. instead i opted for the ecm spy and i am very happy with it. this is the ecm spy in all it's glory. the ecm spy has a built in display that shows all the air data you can get out of your bike in one screen. if you dont know what i am talking about. my name is stephen and i'm from edmonton, alberta. i bought a 2008 bmw gsa from kissell motor sport of northbrook. when i took delivery of the bike, i started to read the owners manual and i found out that my bike was equipped with a backlit lcd speedometer and odometer. in my country, we have a metric system so the odometer was in kilometers and the speedometer was in miles. i was surprised when i saw this because i always thought that in all bmw motorcycles the odometer and speedometer are always in miles. i told josh that i needed to switch the odometer and the speedometer from miles to kilometers. he told me that he was surprised too because until 2018 that option was available on every bike. he promised me to work on it. it looks that the canadian bikes have the same issue, but in that case vice-versa. it doesn't make sense but it is real. after two months asking for help in motorrad-spain, motorrad-usa, motorrad-germany, etc, without any update from them, josh called me and says i'm pretty sure i have some great news. munich got back to us and sent us what they call a new vo (vehicle order). they said that with this new vo, that we will be able to convert your bike from us to metric. he did it, he committed with me and he kept his word. this is my personal experience with this amazing team and i would like to share with all of you. drive safe and enjoy the two-wheel!!! 5ec8ef588b

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