

Electronic Jet Kit™ Instructions

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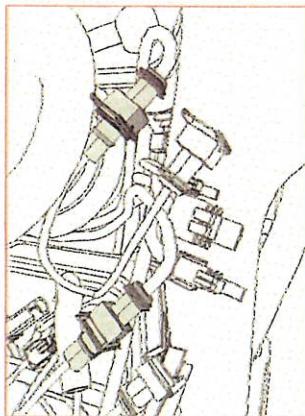


Figure 21

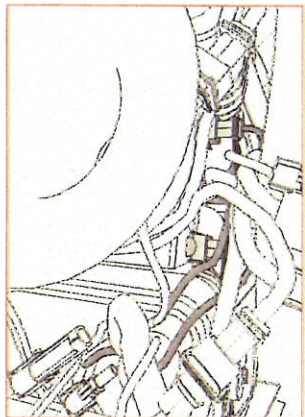


Figure 22

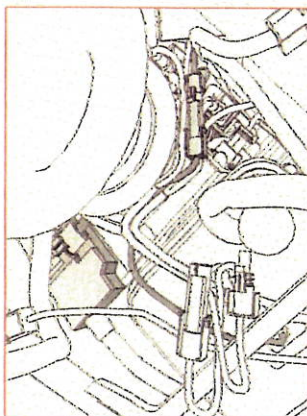


Figure 23

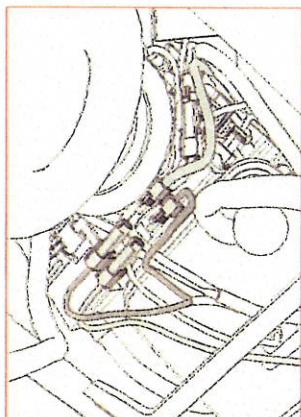


Figure 24

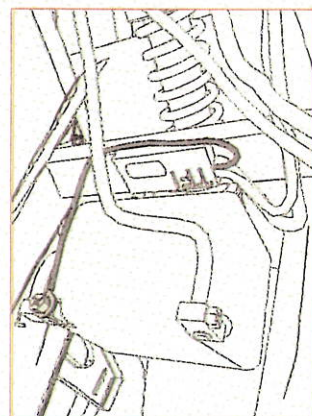


Figure 25

2-Year Unlimited Mileage Warranty

Techlusion warrants that this product carries a warranty for 2 years from date of purchase against original defects in materials and workmanship. Should this product fail to perform for either of the above reasons, Techlusion will repair or replace it with an equivalent product at no charge, except for postage, to the original retail purchaser.

Important Information

To obtain the benefits of this warranty, the retail purchaser must send the product with proof of purchase and postage prepaid to:

Dobeck Performance
401 Jackrabbit Lane Belgrade, MT 59714

Phone 877-764-3337 or email info@techlusion.com

Dobeck Performance
401 Jackrabbit Lane Belgrade, MT 59714
Phone: 877-764-3337
Fax: 406-388-2455
E-mail: info@techlusion.com
Site: www.dobeckperformance.com

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Thank you for choosing the Techlusion Electronic Jet Kit, the TFI. The TFI is usable for both early and late model fuel injected Buell's. Due to the differences between early and late models some of the install pics might not fully represent your model, they are strictly universal guidelines.

This product is a perfect fit for stock bikes with all exhaust and intake mods. It is also capable of handling the fuel needs of cubic inch kits, light cams, and a variety of head porting.

This is an Electronic Jet Kit. Like jet kits in the past, the more you modify, the more responsibility you take in getting your fuel curve right. Going to Dobeckperformance.com will help you obtain better high horsepower tuning.

TOOLS REQUIRED

- This is about a 60-minute install time.
- The tools required to disconnect the negative terminal of the battery.
- The tools required to remove your seat.
- The tools required to remove your air box cover.



Some vehicles modifications with Techlusion Inc. products must not be used on public roads and in some cases may be restricted to close course competition. Those products not identified as US EPA legal are intended for off-road or marine applications only. Not intended for use on emission controlled vehicles.

Dobeck Performance
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11/21/2006 2:58 PM



1. Remove seat and tank shell. (Figure 2)
2. Disconnect tank vent hose at the frame. (Figure 3,4)
3. Lift exhaust power valve from airbox lid and set aside. No need to disconnect it. (Figure 5)
4. Undo the clips and remove the airbox lid and filter. (Figure 6)
5. Remove the 4 screws that attach the airbox floor. (Figure 7)
6. Beginning at the intake snorkel, work the snorkel flange through the airbox floor, slowly lifting the airbox floor as you go. (Figure 8)
7. Do the same with the flange on the velocity stack. Push both crankcase vent hoses through the airbox floor. Reach under the airbox floor and disconnect the IAT sensor connector. It has a push to release type lock. (Figure 9)
8. Locate the O2 sensor connector. Remove the cable tie and open the connector (Figure 10,11). Locate the engine temp sensor lead. It has a single fabric covered lead and emerges from the chimney on the rear head. Follow this lead and disconnect it at the single bullet type connector. (Figure 12,13)
9. Disconnect the ignition coil lead. Lift the harness away from the throttle body, cutting any remaining cable ties as you go, and lay the harness over the right side of the frame. (Figure 14,15)
10. From the right side of the bike, look between the frame and the throttle body. Pull the harness you just freed up away from the throttle body. You will see a connector in the center, cable tied to the throttle body. Below that, on each intake port, you will see the injector connectors (Figure 16). The fussy part... Using long handled needle nose pliers, depress the locks on the sides of the connectors, and pull them off (Figure 17). Do not pull by the wiring. The connectors come off easily once they are unlocked. Pull the injector leads up through the top. The rear lead should be tagged "Injector Rear". (Figure 18)
11. Feed the TFI harness through the opening in the body as shown. (Figure 19)
12. Feed the harness back through the front of the opening, and route as shown. (Figure 20)
13. Connect the TFI harness to the injector leads paying attention to the color code. Install the TFI injector connectors on their respective injectors. The connectors install with the wire bail facing down and should "click" when locked on the injector. (Figure 21,22)
14. Place the harnesses back into their original position reconnecting the coil and engine temp sensor (Figure 23). Connect the TFI O2 leads to the stock connectors and cable tie (Figure 24). Leave the IAT sensor lead free. Cable tie the TFI harnesses to the frame. This will keep them off of the rocker box cover.
15. Work any slack in the TFI harness back to the seat well area. Lube the breather hoses, velocity stack and snorkel flanges with spray silicone or liquid soap. Place the airbox floor over the velocity stack and reconnect the IAT sensor. Push the breather hoses through the airbox floor. Carefully work the velocity stack flange through the airbox floor. Do the same with the snorkel. Install the retaining screws in the airbox floor, air filter and lid. Replace the power valve servo and reconnect the tank vent hose.
16. Locate the TFI as shown with the supplied Velcro. Connect the single black TFI lead to the battery ground. (Figure 25)
17. With the rubber plug removed from the TFI, turn the motorcycle key switch to the "ON" position. As the bikes electrical system goes through initial start up mode you might see LED's flashing on the TFI for a few seconds then go out, this is normal.
18. Start the motorcycle. The green LED should now be on steady and the yellow will flash rapidly for about 15 seconds, and then go out. All LED's might flash at idle this is normal. This means the bike is idling just below our starting RPM in the software. If just the green or red LEDs continue flashing after startup please refer to the "TFI" section in the troubleshooting guide.

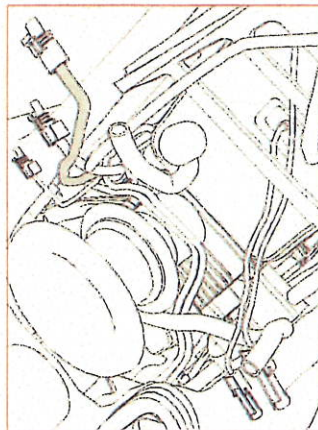


Figure 15

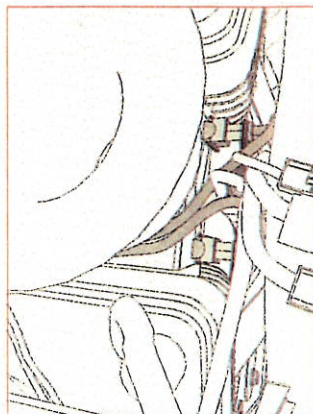


Figure 16

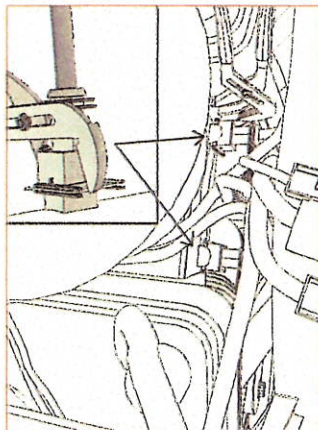


Figure 17

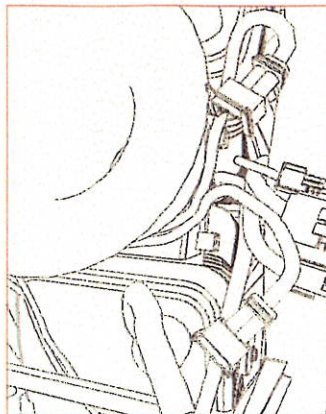


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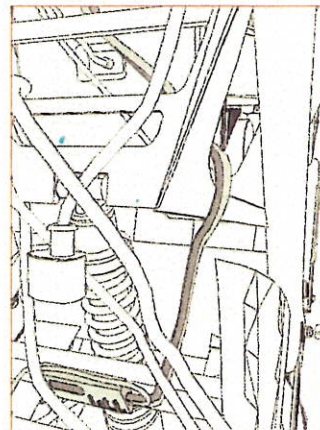


Figure 19

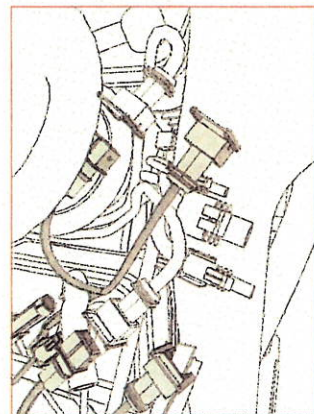


Figure 20

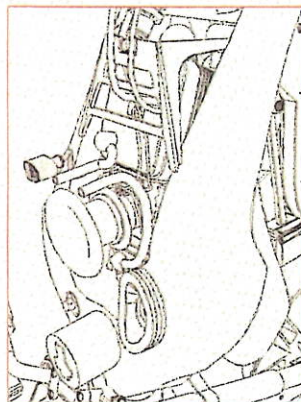


Figure 9

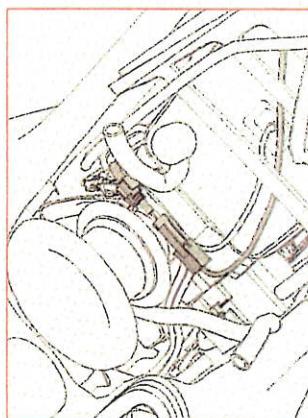


Figure 11

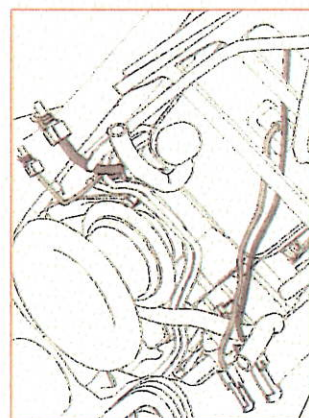


Figure 13

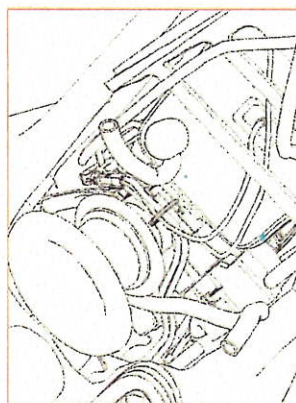


Figure 10

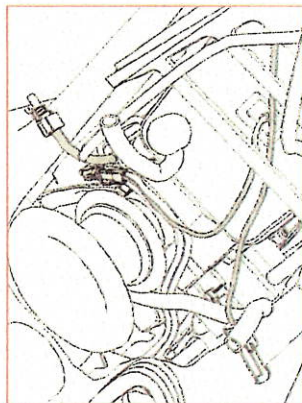


Figure 12

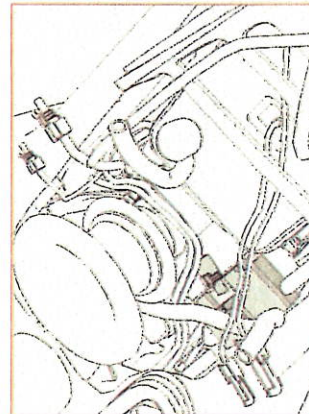


Figure 14



Green Fuel Pot: (functions like a fuel mixture screw on a carburetor)

Adjusts for the motorcycle's fuel requirements for cold start, deceleration and everything outside of closed loop cruise.

Yellow Fuel Pot: (functions like an accelerator pump on a carburetor)

This fuel adjustment adds fuel into the fuel map whenever the throttle is opened rapidly. This pot needs to be adjusted from test riding, by performing brisk roll-ons in a specific gear, and by always starting at the exact same rpm. Try one clock position increases between roll-on tests until you can't feel any more improvement, and then go back to the last setting that improvement was noticed. Some models won't require as much fuel as others, so while increasing the yellow by one clock position increments if the motorcycle starts to decrease in throttle response, then turn the yellow back one and a half clock positions.

Red Fuel Pot: (functions like a main jet on a carburetor)

This fuel adjustment adds fuel under large load conditions and is generally required when either air intake or quality exhaust system changes occur. This addition happens automatically using our unique load sensing technology, and similar to the road test procedure listed above in yellow fuel, test riding while increasing red fuel will find an optimum setting.

Cruise Pot:

This feature allows the tuner to target a percentage of fuel during normal closed loop operation. The closed loop systems on motorcycles targets a signal from the o2 sensor. The cruise pot adjustment coupled with our unique programming gives the tuner the ability to add fuel during cruise without the closed loop system targeting a signal and trying to pull the fuel back out. Countless hours of testing resulted in the suggested setting that comes in the instructions, in some cases where the volumetric efficiency has been increased by various engine modifications the need to target a slightly different percentage of fuel may be needed, this is where the range of cruise adjustment may be needed.

Troubleshooting

TFI

If the green LED is flashing by itself there is an incomplete connection with the injector connectors with the yellow & white leads from the TFI. If the red LED is, there is an incomplete connection with the injector connectors with green & gray leads from the TFI. Please confirm that the connectors and wires are firmly in place.

Motorcycle

(Order from most common to least common)

1. Engine not fully warmed up.
2. A vacuum leak on the intake.
3. High lift cams affecting map at light loads and low RPMs.
4. The loss of TPS and ECU sync.
5. Cylinder head temp sensor malfunction.



Problem poor mileage

Solution:

1. Check your green pot settings. In the hundreds of installs performed, we have never gone beyond the 4:00 settings. Try backing down the settings slightly.

If you still have mileage issues call tech support at 877-764-3337.

FULL THROTTLE

Simply add or subtract fuel with the red light pot to determine if the problem is better or worse. This lets the engine dictate additional adjustments or call tech support at 877-764-3337.

Buell- All Fuel injected models

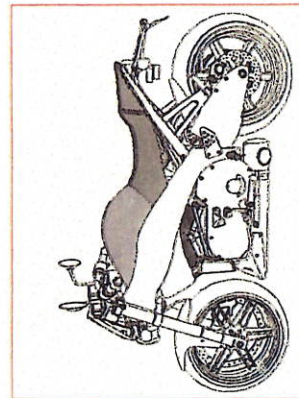
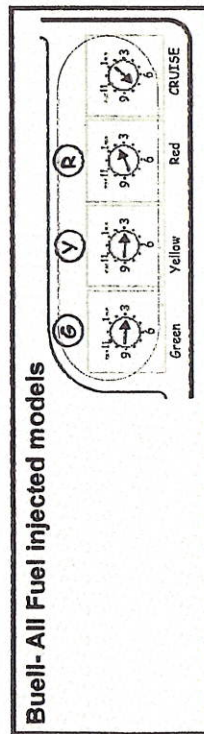


Figure 1

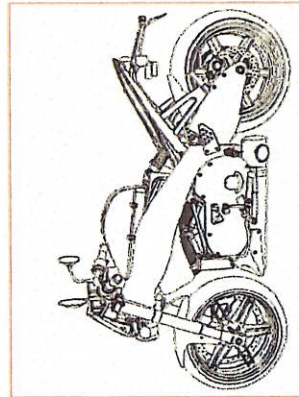


Figure 2

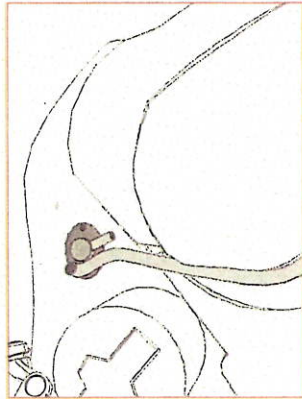


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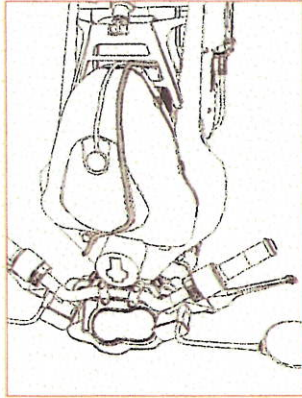


Figure 4

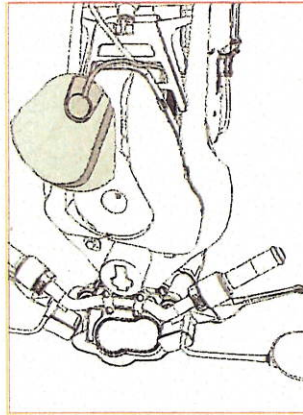


Figure 5

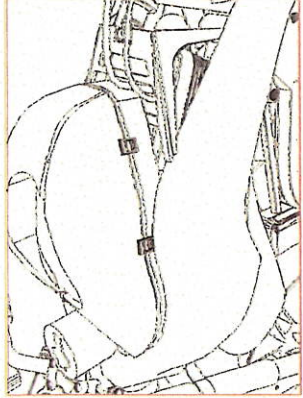


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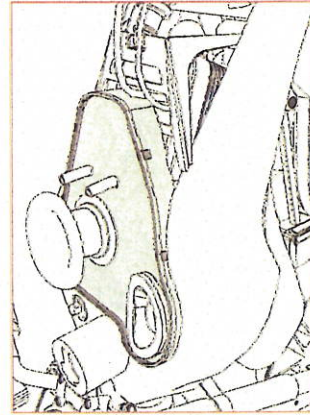


Figure 7

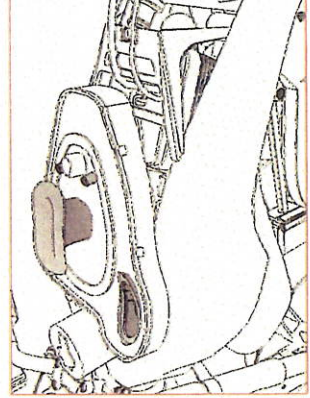


Figure 8