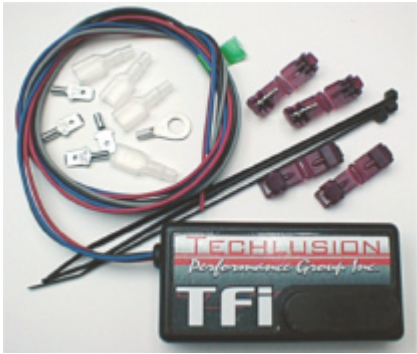


Electronic Jet Kit? Instructions



**Thank you for choosing the Techclusion Electronic Jet Kit, the TFI. The TFI is usable with Harley V-Rod and Japanese Cruiser, and it will also work with a variety of twins such as Victory's, Ducati and most other twins.**

**This technology interfaces with your fuel injected bikes. The result is injection with carb tuning logic. Giving you the equivalent of enriching the pilot jet and mixture screw, (pot under the green light) raising the needle, (pot under the yellow light) and then install a larger main jet, (pot under the red light).**

**Due to the wide variety of applications we try to be very generic with our instructions, so if you need further assistance with an install call technical support at 877-764-3337 or see our web site at [dobeckperformance.com](http://dobeckperformance.com).**

**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. If you find that your modification requires you to max out our pot adjustment, contact us and we can get you a custom chip.**

**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](http://dobeckperformance.com) will better help you in high horsepower tuning.**

**TOOLS REQUIRED**

**☞☞ This is about a 15-minute install time.**

**☞☞ The tools required to remove your seat, side cover and bags if it applies to your bike.**

**☞☞ You will then require a 10 mm wrench for the negative battery terminal.**

**☞☞ A needle nose pliers, for grabbing the wires and clamping the T-Tap.**

**☞☞ A wire stripper with crimp, for attaching the wire terminals.**

**☞☞ And last but not least a small screwdriver.**





1. **Determine a location for the TFI box. Once the TFI location has been established, layout and cut the wires to length.**
2. **Locate the switch power lead. We try most often to use the tail light switch power. If you locate the tail light connector we give you the color of the power wire within that connector. (Check the base settings page). Our information covers the most common application. If your bike does not appear try our web site for additional information at [dobeckperformance.com](http://dobeckperformance.com)**
3. **The black wire from our box is the ground. Again you have flexibility. You might choose the negative side of the battery. Or a common grounding lug, which your stock wire harness is using. Use the ring terminal for the ground, supplied in the kit. You may cut a section out of the ring out, allowing you to slip the terminal under the bolt.**
4. **Turn the key on and check for a flashing green LED. If yes, go to step 5. If you have no flashing green LED, re-check power and ground wiring.**
5. **Start the bike. The green LED should now be on steady and the yellow will flash rapidly for about 15 seconds, and then go out. If the green or red LEDs continue flashing after startup, an injector wiring error is indicated. If the green LED is flashing re-check the blue wire from the TFI is connected to the proper wire of your bikes stock harness. If the red LED is flashing re-check the gray wire from the TFI is connected to the proper wire of your bikes stock harness. **MAKE SURE you have the correct wires selected in the stock harness. DO NOT PROCEED UNLESS YOU HAVE A STEADY GREEN LED.****



## Tuning

We suggest that you set your pots to the setting that best matches your bikes modification. Further adjustments can be made by first having your bike fully warmed up. Then with a screwdriver in hand, locate the green light and the pot right below it. Raise the RPM up to a high idle or about 1800-RPM if you have a Tach. Once there, slowly turn the green pot clockwise from the 1:00 position (or off) until you achieve the highest RPM and smoothest running sound (just like you would if you had a mixture screw on a carburetor). You should find that the best setting is between 2:30 and 4:30.

Next locate the yellow light and the pot below it. This pot adjustment acts as an accelerator pump adjustment. Anytime you see the light on, it means that this pot is adding fuel. You will notice that you can take the RPM slowly up to 3000-4000 in neutral and see no yellow light. But whack the throttle wide open quickly and you see the yellow light come on. Try to add as much as you can until the bike says it is too much then back off two clock positions. This yellow pot adds most of its fuel below 4000 RPM and full throttle acceleration.

The red light pot is your for main jet. It adds about 5 points of a main jet for every clock position. Example: one clock position is the same as 170 to 175 main jet. All we can say about setting up this pot is use the base setting that comes closest to your bikes modifications. Then use the same method you used, setting up your carbureted bikes. Good Luck

## Troubleshooting

### Problems

First it is important that you understand that all modern day fuel injected bikes have a big advantage over carbureted bikes. Fuel injected bikes all have the same exact fuel curve and is corrected everyday by the on board weather station. Which means your bikes fuel map is either ideal or it needs a little. Just like jet kits did for you for years. If you find that anything you do with the pots make it worse, stop and check these possibilities:

1. Engine not fully warmed up.
2. A vacuum leak on the intake.
3. The loss of TPS and ECU sync.
4. Cylinder head temp sensor malfunction.  
(Order from most common to less common)



### **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.**
- 2. The RPM pot is adjusted too low. Make sure it's at least at the 4:00 setting, this means the main comes in at around 4000 rpm.  
Make sure your engine passes the 1800-RPM test at the beginning of the troubleshooting chapter.**

**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.**

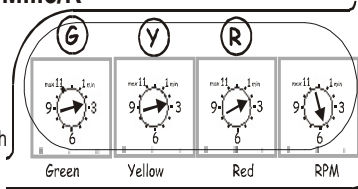
Some vehicles modifications with Techlusion Inc. products must not be used on public roads and in some cases may be restricted to close course competition. Those products not identified as US EPA legal are intended for off-road or marine applications only. Not intended for use ON emission controlled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

# Electronic Jet Kit? Instructions



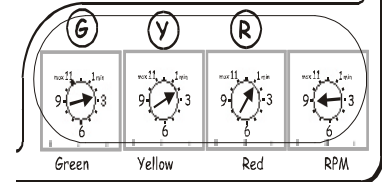
## Aprilia 2000-03 RSV1000 Mille/R

Injector Wires  
 Brown/Red  
 Grey/Red  
 Power Wire  
 Green - At the rear brake light switch



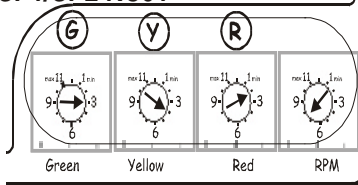
## Kawasaki 2000-02 VN1500 Classic & Nomad

Injector Wires  
 Blue/Red  
 Blue/Green  
 Power Wire  
 Red - From the tail light



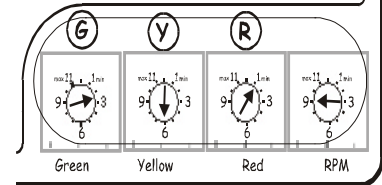
## Honda 2000-04 VTR1000 SP1/SP2 RC51

Injector Wires  
 Pink/Green  
 Pink/Yellow  
 Power Wire  
 Brown - From the tail light



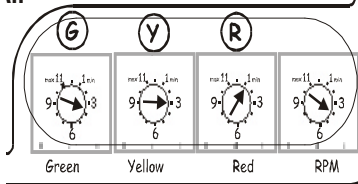
## Kawasaki 2002-05 Mean Streak

Injector Wires  
 Blue/Red  
 Blue/Green  
 Power Wire  
 Red - From the tail light



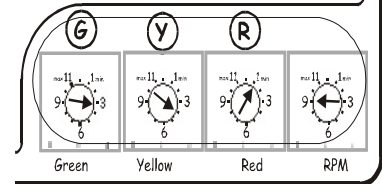
## Honda 2002-04 VTX1800 All

Injector Wires  
 Pink/Blue  
 Pink/Yellow  
 Power Wire  
 Brown - From the tail light



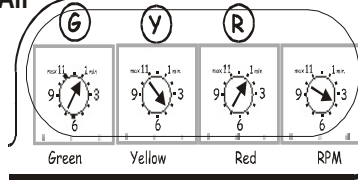
## Kawasaki 2003-04 VN1600 Classic

Injector Wires  
 Blue/Red  
 Blue/Green  
 Power Wire  
 Red - From the tail light



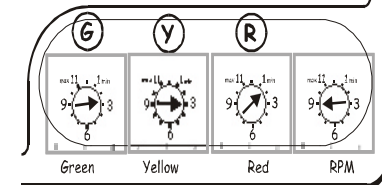
## Honda 2002-04 VTX1800 All with O2 Sensor

Injector Wires  
 Pink/Blue  
 Pink/Yellow  
 Power Wire  
 Brown - From the tail light  
 Alternate Setup: With the O2 sensor disconnected (this will cause the FI light to stay on) this bike can be setup just like the non O2 sensor models.



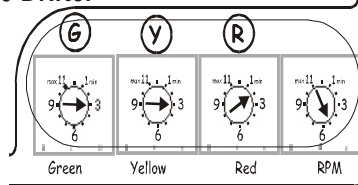
## Kawasaki 2004 VN2000

Injector Wires  
 Blue/Red  
 Blue/Green  
 Power Wire  
 Red - From the tail light



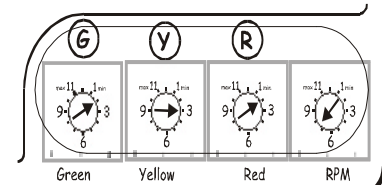
## Kawasaki 1999-03 VN1500 Drifter

Injector Wires  
 Blue/Red  
 Blue/Green  
 Power Wire  
 Red/Blue - From R/H Fuse panel



## Polaris 1999-01 Victory

Injector Wires  
 White/Blue  
 White/Purple  
 Power Wire  
 Brown - From the tail light



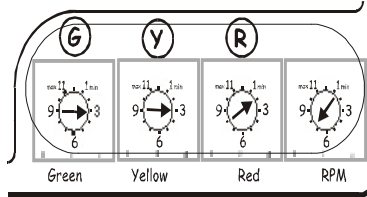
# Electronic Jet Kit? Instructions



TFI1025bV9

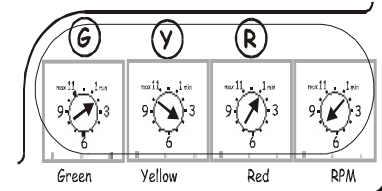
## Polaris 2002-03 Victory

Injector Wires  
White/Blue  
White/Purple  
Power Wire  
Brown - From tail light



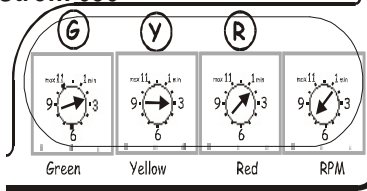
## Suzuki 1997-2001 TL 1000S

Injector Wires  
Green/White  
Green/Black  
Power Wire  
Brown - From tail light



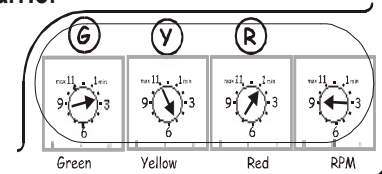
## Suzuki 2003-04 SV 650/V-Strom 650

Injector Wires  
Grey/White  
Grey/Black  
Power Wire  
Brown - From tail light



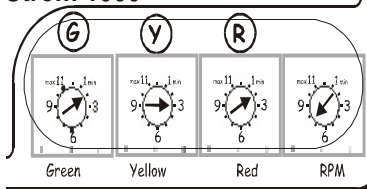
## Yamaha 2002-03 Road Warrior

Injector Wires  
Light Blue  
Grey  
Power Wire  
Blue - From the tail light



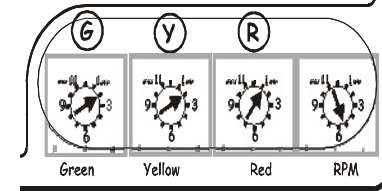
## Suzuki 2003-04 SV1000/V-Strom 1000

Injector Wires  
Grey/White  
Grey/Black  
Power Wire  
Brown - From tail light



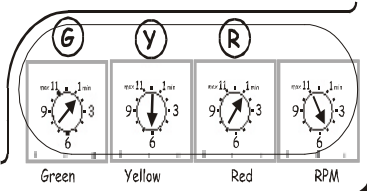
## Yamaha 2002 TDM900

Injector Wires  
Red/Blue  
Green/Blue  
Power Wire  
Red - Wire at the ECU



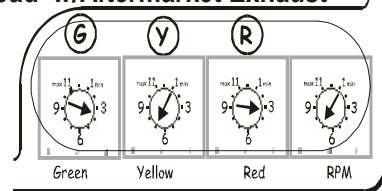
## Suzuki 2002-03 DL1000

Injector Wires  
Grey/White  
Grey/Black  
Power Wire  
Brown - From tail light



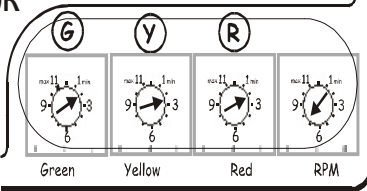
## Harley V-Rod - No Download w/Aftermarket Exhaust

Injector Wires  
White/Yellow  
Green/Gray  
Power Wire  
Grey wire from the Data Port



## Suzuki 1998-2002 TL 1000R

Injector Wires  
Green/White  
Green/Black  
Power Wire  
Brown - From tail light  
Because the TL1000R only fires the secondary injectors at high rpm the TFI box must be connected to the wires for the primary injector for each cylinder.



## Harley V-Rod - #1 Download w/Aftermarket Exhaust

Injector Wires  
White/Yellow  
Green/Gray  
Power Wire  
Grey wire from the Data Port

