Congratulations on your purchase of this Dynatek product. Please take a moment to read these instructions completely before installing the FI controller. The installation will only take a few minutes, but proper setup for your specific bike will take longer.

### Parts List

- FI Controller
- Installation Guide
- Wire tap
- Wire ties
- Velcro® Strip
- Alcohol Swab
**STEP 1**

Tools required: 5mm Hex wrench, 10mm socket, pliers

Lift the seat. Remove the airbox cover. Unplug the sensor at the front of the airbox. Undo the 8 clamps on the airbox, and remove the lid. There are 3 clamps on each side, 1 at the front and 1 at the rear. Remove the air filter. Using the 5mm Hex wrench, remove the 3 bolts at the base of both of the air horns inside the airbox.

**STEP 2**

Use the pliers to loosen the clamp on the breather hose that goes from the airbox to the rear cylinder head. Remove the breather hose. Lift and remove the airbox.

**STEP 3**

Place FI Controller (FIC) on battery. Route wiring harness down left side of bike. On the FIC harness, locate the black wire with with the ring terminal. This needs to be grounded to the bolt that is on the front cylinder head. Use a wire tie to secure the FIC harness to the stock wiring harness.
**STEP 4**

From the right side of the bike, unplug the fuel injector connectors. Pull the harness down so it is out of the way. Note that there is a label on them for "FRONT" and "REAR" cylinder.

**STEP 5**

Take the FIC harness, and feed it under the throttle bodies, then through to the right side of the bike. On the FIC harness, find the 2 connectors with the orange wire. Plug these into the front injector harness, and then into the front injector. The yellow wire with the green stripe on the stock harness should connect to the red wire on the FIC harness.

**STEP 6**

On the FIC harness, find the 2 connectors with yellow wire. Connect these to the rear injector harness, then to the rear injector. Once all of the injector wires are connected, gently pull the extra slack in the harness back through the left side of the bike. The yellow wire with the green stripe on the stock harness should connect to the red wire on the FIC harness.
STEP 7

Unplug the Throttle Position Sensor (TPS) connector from the throttle body on the front cylinder. If there is a black wire loom over the 3 wires to the TPS, remove this loom.

STEP 8

Locate the red wire tap supplied in the kit. Crimp the wire tap onto the grey wire with the purple stripe on the TPS connector. It is at position “C” on the TPS connector. Plug the TPS connector back into the throttle body. Plug the grey wire from the FIC harness into the wire tap on the TPS connector.

STEP 9

Reinstall airbox and breather hose. Reinstall airbox lid. Reconnect temp sensor at front of airbox. Reinstall airbox cover, and seat.
Controls

The FI Controller is preprogrammed with 4 base fuel curves. The curves are selected using the switch labeled BASE. These curves adjust fuel delivery based on throttle position and RPM, providing the right amount of fuel under all conditions. The 4 fuel curves correspond to varying levels of performance modifications. The levels of modification are broken down into the following groups.

**Base Curve 1** - Slipon exhaust or full exhaust. No crossover pipes, Stock crossovers removed. Stock or aftermarket air filter. Stock ECU.

**Base Curve 2** - Slipon exhaust or full exhaust. Stock or aftermarket crossover pipes. Stock or aftermarket air filter. Stock ECU.

**Base Curve 3** - Engine mods(big bore kits, cams). Full exhaust systems and aftermarket air filters. Stock ECU.

The fourth curve has all of the fuel adjustment values zeroed out. This curve is selected by moving the rotary switch to any position other than Base 1, Base 2 or Base 3. This curve is useful for those wanting to just modify the fuel delivery with the potentiometer adjustment, without having any other adjustments.

In addition to the 4 curves, there are 3 potentiometers that allow you to fine tune the curve you select. These potentiometers allow you to adjust the fuel curve from +20% to -20% in 3 different RPM ranges. The RPM ranges are:

- **LOW** Idle - 3000 RPM
- **MID** 3000 - 6000 RPM
- **HIGH** 6000 - 9000 RPM

To add fuel, turn the potentiometer clockwise. To subtract fuel, turn the potentiometer counterclockwise. With the potentiometer pointed straight up at the thick tick mark (towards the Dynatek logo), that is 0% adjustment. Fully counterclockwise is -20%, and fully clockwise is +20%. Adjusting the potentiometer between these points will result in adding or subtracting an amount of fuel proportional to how far the knob was moved from zero.

Calibration

To select the right curve, start by making sure that all 3 of the RPM pots are set to zero adjustment. Then select the base curve which corresponds to the bikes level of modification. This should make the bike run better at all RPMs. The AF ratio if measured on a dyno should be much smoother throughout the RPM range than without the FI Controller. If it feels worse or the AF ratio gets too lean at any RPM compared to stock, try a different curve.

Once you have selected the correct curve, then you can fine tune any problems with the map by using the potentiometers. With the arrows on the pot straight up and down, the pots are at 0% adjustment. To add more fuel, turn the pots clockwise. To subtract fuel, turn the pots counterclockwise. Do not attempt to adjust while riding!

To compensate for stage 1 ECU, use the RPM based pots. Lean out the LOW and MID by 5%-10%.

Troubleshooting

If the STATUS LED does not come on when the ignition is switched on, there is no power to the FI Controller. Make sure that you have the ground hooked up properly either directly to the battery ground, or to a lug on the frame that is grounded.

If the LED comes on, but does not run on one or both cylinders, double check all connections at the injector, making sure the connectors are seated properly.