

## User Manual

# 2002-2005 Honda VTX1800

*Part Number DFCM-1*

**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

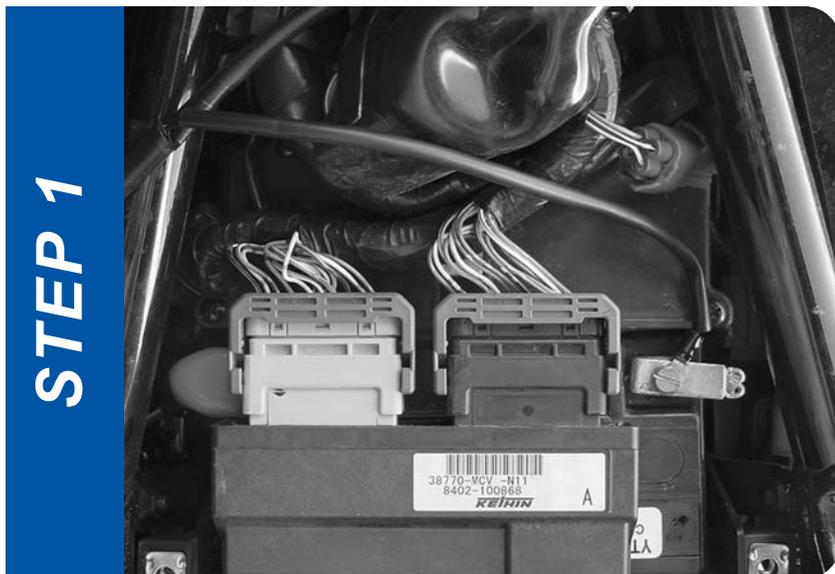


# FI CONTROLLER

## STEP 1

Remove the seat and airbox assembly. Move the ECU out of the way. Remove the battery cover.

Connect the FIC ground to the battery ground.



## STEP 2

Reinstall the battery cover, and reinstall the ECU. Using the supplied velcro, mount the FIC.



## STEP 3

Route the wiring harness from the FIC under the tank and through the frame.



## STEP 4

Unplug the harness from the stock injectors. Make sure to keep track of which connector is for the front injector.



## STEP 5

On the FIC harness, find the connector pair that has the orange wires. Plug one side of it into the stock harness for the front injector. Plug the other side of this harness into the stock injector. Repeat this step for the rear cylinder and the other FIC injector harness.



## STEP 6

The Throttle Position Sensor (TPS) is located on the front side of the throttle bodies, behind the airbox. Unplug this connector.



## STEP 7

On the TPS harness, locate the red wire that has a yellow stripe. Using the supplied wire tap, tap into that wire. Make sure that the tap is on the wire securely. Connect the grey wire from the FIC harness to this connector.

Reinstall the seat and airbox assembly.



# DYNATEK

*dyna performance electronics*

## 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** - Stock exhaust and stock or aftermarket air filter.

**Base Curve 2** - Slipon exhaust and aftermarket air filters.

**Base Curve 3** - Full exhaust systems and aftermarket air filters.

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 - 2000 RPM  
**MID** 2000 - 4000 RPM  
**HIGH** 4000 - 6000 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!

For models equipped with an oxygen sensor, you will need to purchase an O2 sensor bypass (Dyna part # 1109011). California "C" models will require one O2 sensor bypass, and California "Retro" models will require two O2 sensor bypass kits.

## 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.



**For Tech Support: 800.928.3962**