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.
STEP 1

Remove the seat. Locate the ground strap that goes from the battery negative terminal, to the frame. Unbolt this at the frame, add the FI Controller ground wire (black wire with ring terminal) to this bolt, and reinstall the bolt.

STEP 2

Mount the FI Controller in the proper location.

STEP 3

Remove the fuel tank. Route the wiring harness from the FI Controller under the tank and through the frame.
**STEP 4**

Locate the 4 wire harness connector that goes to the stock injectors. Unplug this connector.

**STEP 5**

Plug the FI Controller connector into the stock injector harness.

**STEP 6**

The Throttle Position Sensor (TPS) is located on the right side of the throttle body, behind the airbox. Unplug this connector.
STEP 7

On the TPS harness, locate the yellow wire. 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 FI Controller harness to this connector.

Reinstall the tank 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 - Stock exhaust and stock or aftermarket air filter.

Base Curve 2 - Slipon exhaust and full exhausts with baffles, with aftermarket air filter.

Base Curve 3 - 2 into 1 exhaust systems and full exhaust systems without baffles, with aftermarket air filter.

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 bike’s 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!

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.