

Electronic Jet Kit™ Instructions



Inst Kit 2

All Stock - No Downloads

Injector Wires
White/Yellow
Green/Grey
Power Wire
Orange/White - From tail light

Stage 3 Motor - No Download 80+ Horsepower

Injector Wires
White/Yellow
Green/Grey
Power Wire
Orange/White - From tail light

Aftermarket Air Cleaner, Exhaust - No Downloads

Injector Wires
White/Yellow
Green/Grey
Power Wire
Orange/White - From tail light

Stage 3 Motor - #2 Download 80+ Horsepower

Injector Wires
White/Yellow
Green/Grey
Power Wire
Orange/White - From tail light

Aftermarket #1 Download - Air Cleaner, Exhaust

Injector Wires
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Green/Grey
Power Wire
Orange/White - From tail light

Stage 2 Motor - No download 95 cu.in., Cams, Exhaust

Injector Wires
White/Yellow
Green/Grey
Power Wire
Orange/White - From tail light

Stage 2 Motor - #2 Download 95 cu.in., Cams, Exhaust

Injector Wires
White/Yellow
Green/Grey
Power Wire
Orange/White - From tail light

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Thank you for choosing the Techfusion Electronic Jet Kit, the TFI. The TFI is usable for both early and late model fuel injected Harley Davidsons.

It will also work with or without Harley Davidson's Screamin Eagle downloads.

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 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.



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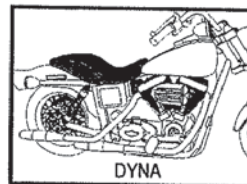
Electronic Jet Kit™ Instructions



1. Determine a location for the TFI box. Suggested locations are as follows: Touring- Behind the RH frame sidecover or under the seat. Softail and Dyna- under seat. Check the illustrations below for recommended locations. **NOTE: ON SOFTAIL MODELS- DO NOT LOCATE THE TFI CONTROL UNIT IN-BETWEEN THE BATTERY AND THE OIL TANK. HEAT FROM THE OIL TANK WILL DAMAGE THE CONTROL UNIT.** Once the TFI location has been established, layout and cut the wires to length. (See figures 1,2,&3)
2. Locate the orange/white wire at the tail-light plug assembly. The connector is located at the top front of the rear fender. Install a T-tap connector to the orange/white wire and connect the red lead from the TFI to this T-tap, using the supplied crimp on spade connector and insulator. Be sure to install the insulator **BEFORE** you crimp the spade connector to the TFI lead. (See figure 3 for Touring and Softail, or Dyna tech tip.)
3. Loosen the ground hardware at the battery and crimp the ring terminal to the black lead from the TFI. Install the ring terminal to the negative (ground) side of the battery. Feel free to cut a section out of the ring terminal to allow this connector to slip over the bolt without completely removing it. Tighten the ground connection.
4. Locate the ECU. Find the illustration below that best represents your bike. In the ECU harness, locate the white/yellow and the dark-green/grey wires. Attach T-taps to these leads as shown in the illustrations. Connect the corresponding leads from the TFI to these T-taps using insulators and spades as before. (See Touring fig. 2, Softail fig 3, or Dyna Tech Tip.)
5. Turn the key on and check for a flashing green LED. If yes, go to step 6. If you have no flashing green LED, re-check power and ground wiring.
6. 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. Re-check the yellow/white and green/grey wiring. **MAKE SURE** you have the correct wires selected in the stock harness. **YOU MUST HAVE A STEADY GREEN LIGHT, IF NOT PLEASE REFER TO THE "TFI" PORTION OF THE TROUBLESHOOTING GUIDE.**

Dyna Tech Tip: To gain access to power (Dyna figure 2) and injector wires (Dyna figures 4 & 5) you must cut zip ties (highlighted yellow) and pull necessary harnesses out from under frame (under seat).

Electronic Jet Kit™ Instructions



DYNA

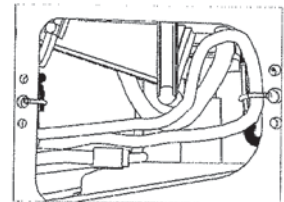


Figure 1

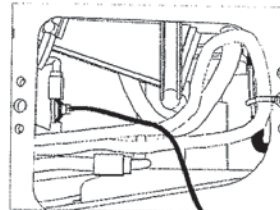


Figure 2

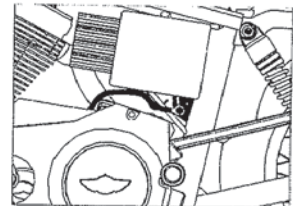


Figure 3

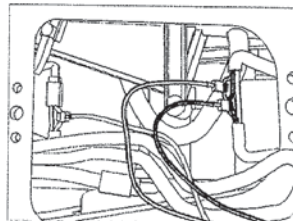


Figure 4

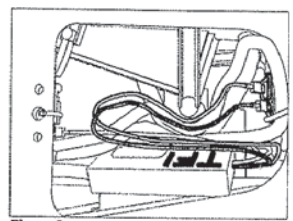


Figure 5

Electronic Jet Kit™ Instructions



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 Techfusion Inc. products must not be used on public roads and in some cases may be restricted to closed course competitions. 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.

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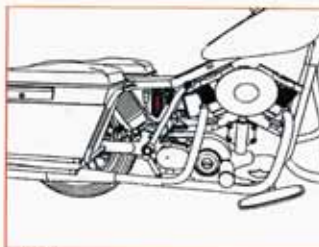


Figure 1



Figure 2

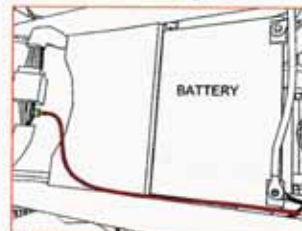
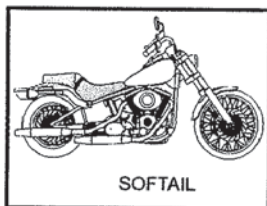


Figure 3

Electronic Jet Kit™ Instructions



SOFTAIL

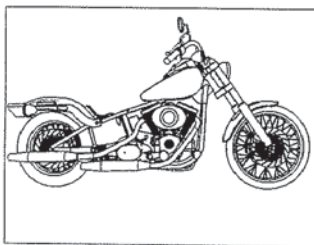


Figure 1

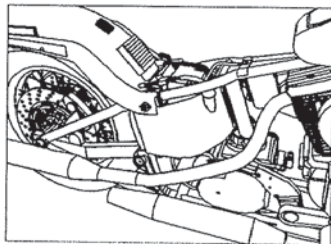


Figure 2

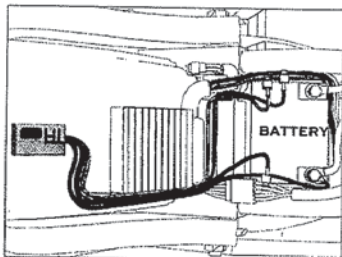


Figure 3

Electronic Jet Kit™ Instructions



Tuning

So, with our box on and the bike fully warmed up, with a screwdriver in hand, locate the green light and the pot directly 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 4:00. If you slowly turn on the green pot and the engine does not accept any more fuel (RPMs drop when adding fuel) then you have one or more of these problems. (see troubleshooting Motorcycle)

Next locate the yellow light and the pot directly 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 in neutral and see no yellow light. By whacking the throttle wide open quickly you should 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.

Locate the red light and the pot directly below it. This is your main jet. It adds about 5 points of a main jet for every clock position. For example, one clock position is the same as 170 to 175 main jet. All we can say about setting up this pot is to use the base setting that comes closest to your bike's modifications. Then use the same method you used, in setting up your carbureted bikes. Good Luck.

Troubleshooting

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. Cylinder head temp sensor malfunction.

TFI

If the green light is flashing after the bike is started (it is normal for the green light to flash when the motorcycle is key on but not running), the white/yellow stripe TFi wire is on the wrong colored wire at the T-tap connector or the crimp connection at the T-tap or blade connector isn't solid. The red light flashing tells that a green/grey stripe wire connection is incomplete. The red light error checking will not function if the green light is also flashing, so correct the white/yellow stripe wire first. There is also a flashing yellow feature that stays on for a period of time at start-up, indicating the delay in acceleration fuel for factory cold start operation. This is normal and should end between 5 and 20 seconds.