

## Items Supplied >

- 1 – Fi2000CL Fuel Injection Module
- 3 – Zip Ties 6"

## Application(s) >

HARLEY ROCKER CLOSED LOOP  
2008-2011

## Instruction Manual >

92-1611CL

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**Read all instructions carefully and completely before installing your new Fi2000 module. It is recommended that a qualified mechanic or technician install this product.**

1. Unbolt the seat and remove the plastic battery cover. Disconnect the positive and negative battery terminals and remove battery from motorcycle.
2. Remove the rear gas tank cover nut. Unbolt the front gas tank bolt, nut and washers. Remove the rear tank nut located underneath the tank cover. Prop the rear of the gas tank up approximately 2". **Note:** Do not put strain on the fuel lines connected to the bottom/front portion of the gas tank. Also be careful not to scratch the paint in this area.
3. Under the gas tank locate the factory female connector on each fuel injector. Depress the clip on the connector and pull the connector free and move it out of the way. **Note:** A pair of needle nose pliers and a long flat blade screwdriver helps with this job. See Figure 1.
4. Lay the Fi2000 module in the area underneath the seat, but do not attach it to the motorcycle. Route the injector wire harness forward up the right side of the frame backbone and under the plastic wiring cover.
5. Attach the Fi2000 module's forward female injector plug, to the front injector. Take the original female H.D. connector and insert the corresponding Fi2000 male connector into it. See Figure 1.
6. Attach the Fi2000 module's shorter rear female injector plug, onto the rear injector. Then take the original female H.D. connector and insert the corresponding male Fi2000 connector into it. See Figure 1. Make sure all connectors are routed and tucked away to prevent chaffing on the engine.
7. To install the rear O<sub>2</sub> sensor harness remove the plastic push rivet located under the battery. See Figure 2. This will release the O<sub>2</sub> sensor connector under the oil tank. Unplug the factory O<sub>2</sub> connector.
8. Route the two Fi2000 O<sub>2</sub> sensor harnesses down to the oil tank through the opening on the right side of the battery tray. Using the shorter Fi2000 O<sub>2</sub> sensor harness connect the corresponding male and female connectors with the stock rear O<sub>2</sub> sensor connectors. Reinstall the plastic push rivet removed in Step 7 into the original location.
9. Route the longer Fi2000 O<sub>2</sub> sensor harness down and forward along the right frame rail. Follow the factory harness to the front of motorcycle where the voltage regulator is mounted.
10. Remove the 2 Allen bolts that secure the voltage regulator bracket to the frame, and remove the rectangular cover over the top of this bracket. Ease the voltage regulator forward just enough to access the front O<sub>2</sub> connector. Unplug the connector and then plug the Fi2000 female connector into the original H.D. male connector and Fi2000 male into the corresponding H.D. female connector. Replace these connectors into the voltage regulator bracket using the stock wiring clips and re-assemble onto the bike, making sure the Fi2000 wire exits the bottom/right corner of the cover just like the original wire was routed. See Figure 4 for connector and wiring placement.

**\* For California riders we offer Air Resources Board approved Fi2000 ARB units with Executive Order number D-633-2. All other Fi2000 models are not legal for street use in California.**

11. Using the supplied zip ties secure the front O<sub>2</sub> wiring harness to the stock wiring harness and frame rail in (3) locations. See Figure 5.
12. Reinstall the battery to the stock location and connect the Fi2000 ground wire to the negative post along with the other accessory wires. Connect the battery terminals to their appropriate posts. See Figure 3.
13. Before re-installing the gas tank and seat verify your connections. Remove the door from the Fi2000 box to expose the LED's. **NOTE:** The Fi2000 base pot settings come preset from the factory for the Rocker, shown in Figure 4. Verify the wire connections by (1) turning the ignition on, prior to starting, and see if all three LED's are on steady then cycle off after a few seconds. If you have no light, your ground connection (BLACK wire) has not made proper contact or your front injector connection is not complete. (2) After achieving a steady light from all three LED's, start the motorcycle, wait 15 seconds and let it idle, the green light should now be the only LED on. If all three LED's are still on after start up, verify you have attached the injector connectors correctly. Reattach the door when finished. Note: Make sure the ignition is turned off before changing any connection.
14. Place the Fi2000 box on the left side between the battery and frame. See Figure 3.
15. Reinstall the fuel tank and seat in the opposite order they were removed, as well as the regulator and cover. Be sure all hardware is tightened to factory specifications.

## ADVANCED TUNING

Your Fi2000 fuel injection module has been tested and preset for best function and rideability on a motorcycle with aftermarket air cleaner and an aftermarket performance exhaust. The Fi2000 does however, have 3 important adjustments that allow you to tune the module for optimum performance, especially if you have performed other changes to your motorcycle. These adjustments also allow you to resolve drivability issues if our stock settings are not exactly right for your bike. Make sure your motorcycle is up to normal operating temperature (15 minutes of riding should be sufficient) before making any adjustments. Remove the door to expose the pots shown in Figure 6.

**GREEN LED POT (left pot)** - With the Closed Loop function of this module you do not need to adjust this setting, leave it at 1.0. Without a closed loop system this adjustment would affect idle and cruise fuel. If you had cruising issues, this is where you would try a different setting. Generally, surging and uneven running while cruising is a lean fuel condition, so adding a small increase in fuel by turning this adjustment clockwise with a small flat blade screwdriver a 1/2 of a position would help. The bike would need to be Test-driven to feel an improvement and only the setting would need to be increased until the surge went away. Also, backfiring or popping on trailing throttle is generally a lean symptom (or an exhaust gasket leak). The same small increases as above would be tried just until the backfiring would disappear.

**YELLOW LED POT (middle pot)** - this adjustment affects acceleration and power fuel. If you have a hesitation or bogging on acceleration, this is where you would try a different setting. Aftermarket air cleaner assemblies generally lean out fuel mixtures, so try small clockwise increases as above until a smooth acceleration returns.

**RED LED POT (right pot)** - this adjustment is the top end or power fuel adjustment. Just like the main jet in a carburetor, it starts to control fuel, as you demand maximum power from your bike and takes over completely above 4000 R.P.M. As performance gains are added to your motorcycle, such as big bore kits, camshafts, flowed cylinder heads, etc., each component will increase the fuel demand of the system. With the red pot turned to its maximum (10) position, the Fi2000 will cope with nearly 100 R.W. horsepower. An all-stock motor will only require a 2 position. You can generally, if you are using quality performance engine upgrades, in a sensible combination equate the numbers evenly from 2 up to 10 based on horsepower gains.

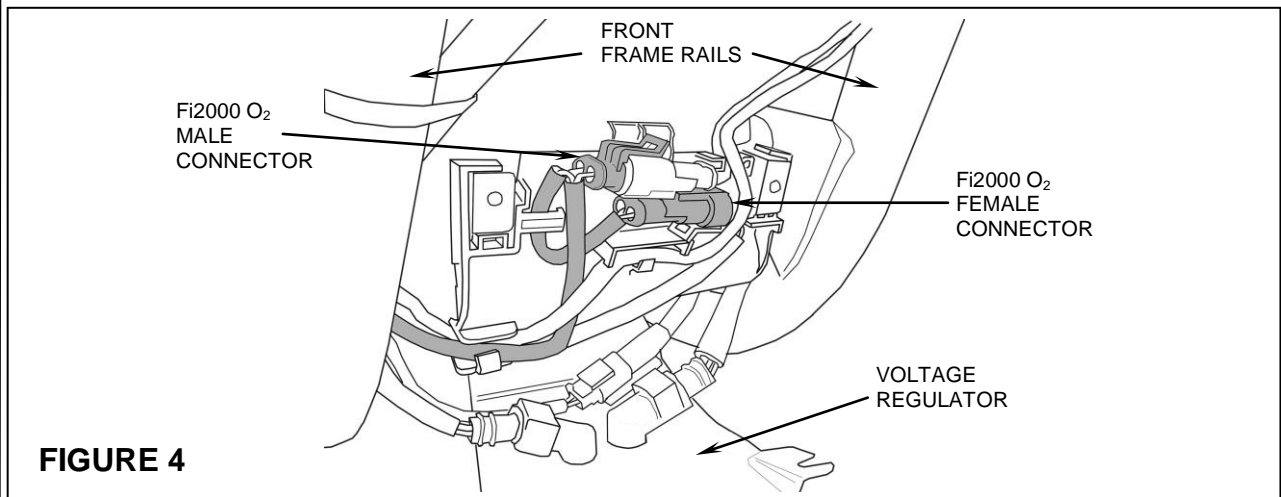
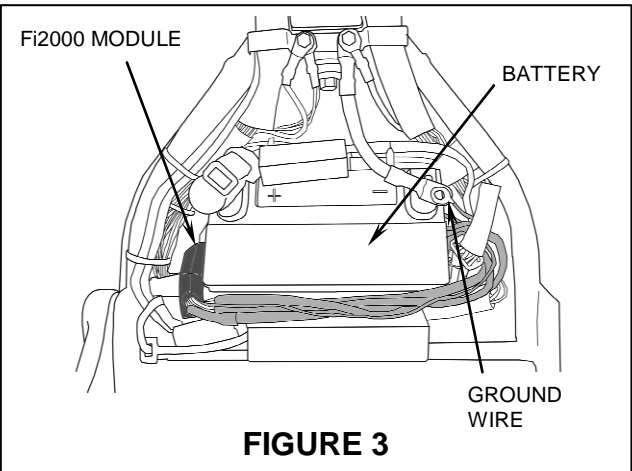
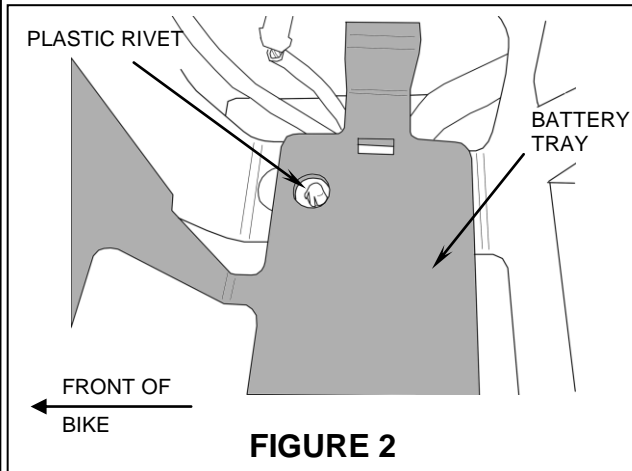
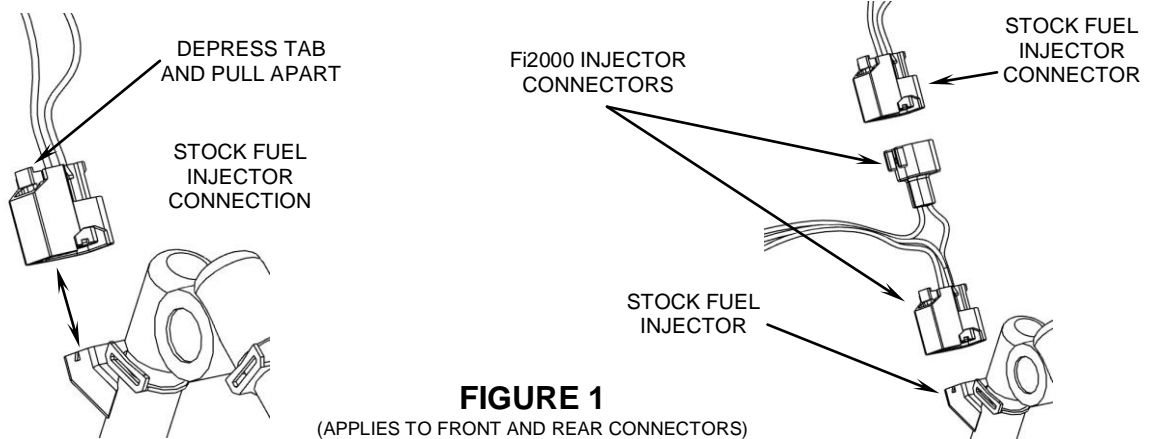
## TUNING NOTES

Typically 2 into 1 exhaust systems require one additional position, on the yellow and red pots, over slip-ons or staggered duals.

On high performance motors, slip-on mufflers do not flow well enough and create fuel setting problems and detonation. The installation of a complete exhaust system is recommended.

## TROUBLE SHOOTING

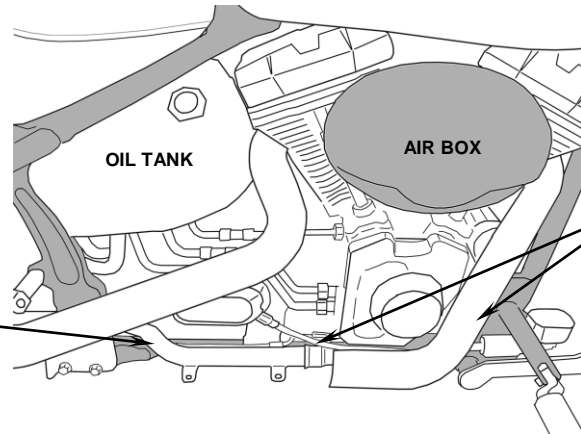
If you have any problems refer to Step 13 in the main body of the instructions.



RIGHT SIDE VIEW OF  
MOTORCYCLE

STOCK MUFFLERS  
BODIES REMOVED FOR  
CLARITY

ZIPTIE LOCATION  
APPROX. AS SHOWN



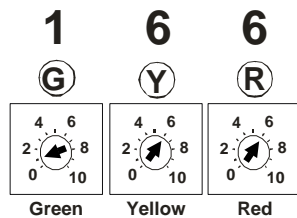
ZIPTIE LOCATIONS  
APPROX. AS SHOWN

**FIGURE 5**

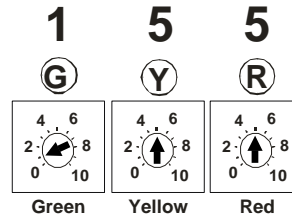
**FIGURE 6**

Fi2000 Default pot setting

**Aftermarket Air Cleaner, Exhaust  
Default Pot Settings:**



**All Stock  
Default Pot Settings:**



Tech Support <https://fi2000.com>