

Items Supplied >

- 1 – Fi2000R Fuel Injection Module
- 2 – Zip Ties

Application(s) >

HARLEY V-Rod 02-07

Instruction Manual >

92-1601R

Page 1 of 4

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. Remove the gas tank cover by unscrewing the one dzus fastener under the seat, at the back of the cover, then lift the cover clear.
2. Lay the Fi2000 module in place, but do not attach it to the motorcycle, and run the wiring harness over the radiator cap neck and drop the wires down inside the right frame rail (see figure 1).
3. Locate the factory connector on each fuel injector (see figure 2 and 3). Depress the wire clip on the rear injector and pull the connector free and move out of way. Now remove the front connector out of the way. The wires are clearly marked as to front and rear cylinder. **Note:** A pair of needle nose pliers and a long flat blade screwdriver helps with this job.
4. Attach the Fi2000 module's forward injector plug, with the gray and red wires, onto the front injector. Then take the original HD front connector and insert the corresponding Fi2000 connector, with the brown and red wires, into it. Any extra wire and connection you just made place down and under the rear injector. (see figure 2)
5. Attach the Fi2000 module's rear injector plug, with the blue and red wires, onto the rear injector. Then take the original HD rear connector and insert the corresponding Fi2000 connector, with the green and red wires, into it. (see figure 3)
6. Route the wires from the Fi2000 next to the black coolant pipe using the zip ties so that the wires stays clear of the throttle linkage.
7. Raise the fuse box and attach the black wire to the bolt shown in figure 4. Reinstall fuse box.
8. Before re-installing the gas tank cover, verify your connections. Remove the door from the Fi2000 box to expose the LED's. Verify the wire connections by (1) turning the ignition on, prior to starting, and see if all three LED's are on steady. 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.
9. Remove the backing from the Velcro and attach the Fi2000 to the air box base as shown in fig 1.
10. Reattach the gas tank cover and seat.

*** 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.**

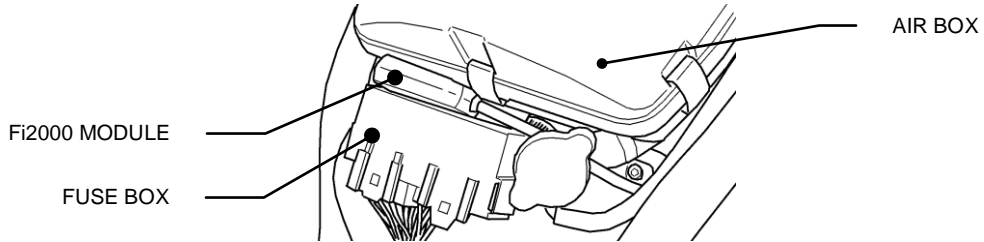


FIGURE 1

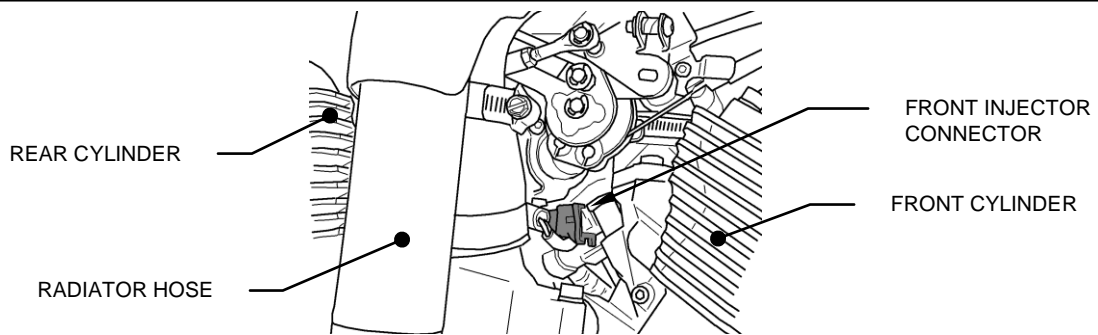


FIGURE 2

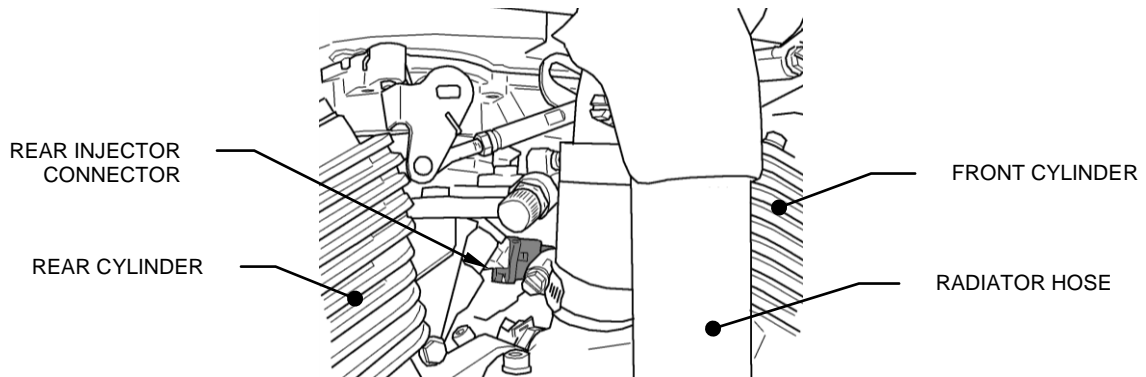


FIGURE 3

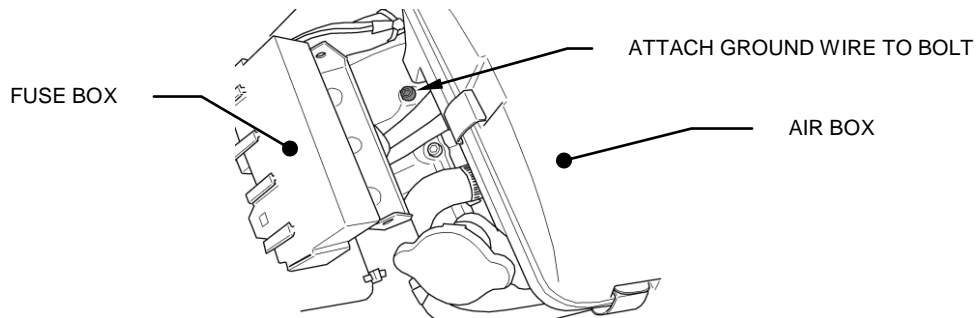


FIGURE 4

ADVANCED TUNING

Your Fi2000 fuel injection module has been tested and preset for best function and rideability on a stock motorcycle with 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 5.

GREEN LED POT (left pot) - this adjustment affects idle and cruise fuel. If you have cruising issues, this is where you would try a different setting. Generally, surging and uneven running while cruising is a lean fuel condition, so try adding a small increase in fuel by turning the adjustment clockwise with a small flat blade screwdriver a 1/2 of a position. Test drive the bike to feel an improvement and only increase the setting until the surge goes away. Also, backfiring or popping on trailing throttle is generally a lean symptom (or an exhaust gasket leak). Try the same small increases as above just until the backfiring goes away.

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 7000 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. 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 on up based on horsepower gains.

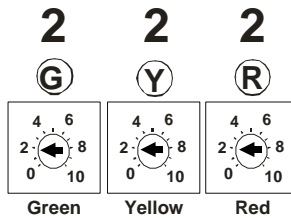
TROUBLE SHOOTING

If you have any problems refer to note 8 in the main body of the instructions.

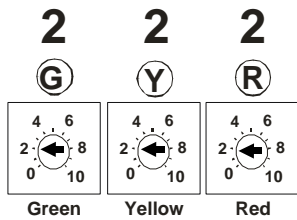
Tech Support <https://fi2000.com>

FIGURE 5
Fi2000 Default pot setting

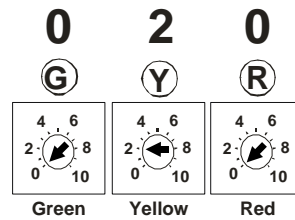
**All Stock
No Download**
Default Pot Settings:



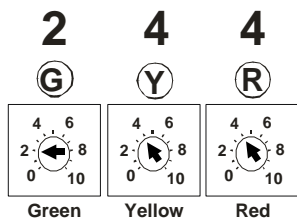
**Slip-Ons
No Download**
Default Pot Settings:



**Slip-Ons
With Download**
Default Pot Settings:



**2 into 1 Exhaust
No Download**
Default Pot Settings:



**2 into 1 Exhaust
With Download**
Default Pot Settings:

