

Items Supplied >

- 1 – Fi2000 Fuel Injection Module
- 4 – T-Tap Connectors (1 spare)
- 2 – Zip Ties

Application(s) >

KAWASAKI VULCAN 1500 DRIFTER 99-05

Instruction Manual >

92-0945T

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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. Remove the seat by unbolting the two hex bolts attaching the seat.
2. Remove the right side panel by unscrewing the phillips head screw attaching the panel.
3. Remove the battery cross brace by unbolting the phillips screw. See **FIGURE 1**.
4. Locate the ECU next to the battery and lift it straight up and out to locate the BLUE w/RED stripe wire and the BLUE w/GREEN stripe wire on the harness going to the white connector for the ECU. Attach a t-tap connector to each of these wires about an inch from the connector on the ECU. See **FIGURE 1**.
5. Plug the Fi2000 module's BLUE w/RED stripe and BLUE w/GREEN stripe wires to the corresponding ECU wires with the t-tap connectors and replace the ECU to its original location. Route the wires as shown in **FIGURE 1**. **Note:** Make sure not to attach the t-tap connectors closer than 1" to the stock ECU connector.
6. Locate the RED w/BLUE stripe wire in the wiring loom on the right side of the motorcycle where the side cover was (the wire comes out of the fuse box) Attach a supplied t-tap connector on that wire. Refer to **FIGURE 1**.
7. Route the Fi2000's RED w/BLUE stripe wire behind the right frame rail and attach it to the t-tap connector installed in step 6 and the BLACK wire to the negative post of the battery. Refer to **FIGURE 1**.
8. Remove the backing from the Velcro and attach the Fi2000 module vertically at the back left corner just in front of the frame cross member as shown in **FIGURE 1**. Make sure the module is low enough to clear the seat.
9. Reinstall the battery cross brace and phillips screw making sure not to pinch any wires between the battery and brace.
10. Before re-installing the seat and side cover, verify your connections. Remove the door from the Fi2000 box to expose the LEDs. Verify the wire connections by turning the ignition on, prior to starting, and see if all three LEDs are on steady. If you have no light, either your ground connection (BLACK wire) is not solid or, (more likely) your RED w/BLUE stripe wire connection is incorrect. You have either tapped on the wrong wire or the tap has not made contact.
11. After achieving a steady light from all three LEDs, start the motorcycle and let it idle. While the bike is idling all three LEDs should be on steady. When the RPMs go above 1500 the yellow and red LEDs will turn off and the green LED will stay on steady. To check this, wait at least 10 seconds after starting the engine and then raise the engine speed to 1500-2000RPMs. If the green LED is the only LED on steady, then all connections have been made correctly.

*** 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.**

12. If all three LEDs stay on when the RPMs are above 1500, your BLUE w/RED stripe wire connection is incorrect; if all three LED's are flashing, your BLUE w/GREEN stripe wire connection is wrong. Again verify correct color and tap contact. Reattach the door when finished. **Note:** Make sure the ignition is turned off before changing any connections.
13. Re-install the seat and side cover with the stock hardware.

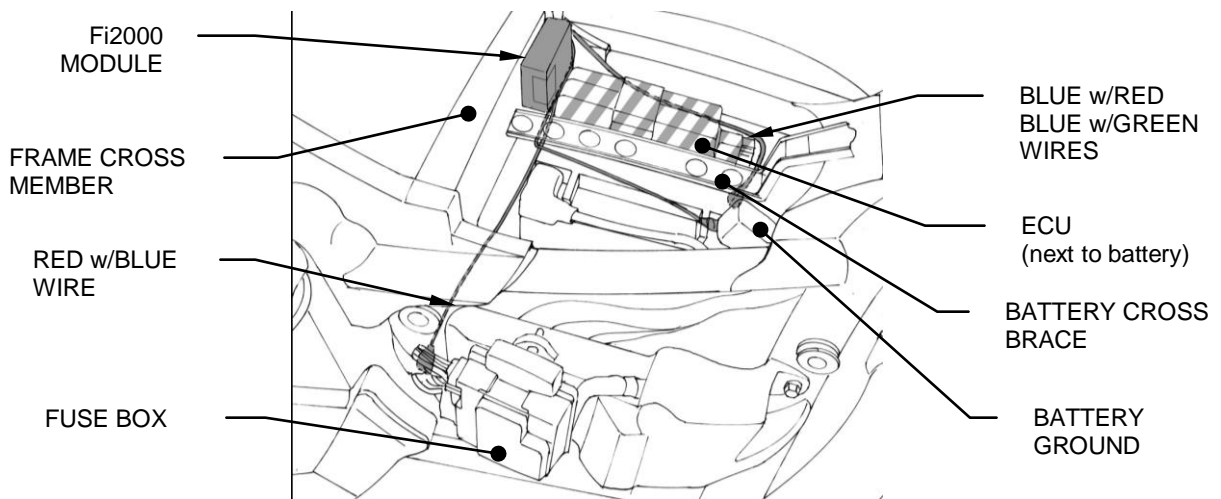


FIGURE 1

Injector Wires: Blue/Red and Blue/Green

Power Wire: Red/Blue (fuse panel)

Default Pot Settings:

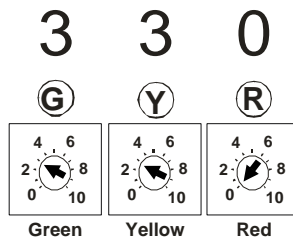


FIGURE 2

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 cover to expose the pots shown in **FIGURE 2**.

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 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 pot controls the top end (power) fuel. On most bikes the factory gets the top end fuel right, as emissions testing is not done there and most exhausts by themselves won't dramatically change that requirement. Hi-Flow air cleaner assemblies, especially those that remove a lot of restriction, can significantly alter the high R.P.M. demand for fuel. This is where you would use the red led pot. Starting at the 3 position, to be safe, test ride the motorcycle up to redline and adjust the pot until you feel the best performance.

TROUBLE SHOOTING

If you have any problems refer to note 10-12 in the main body of these instructions.

Tech Support <https://fi2000.com>