

## Items Supplied >

- 1 – Fi2000R Fuel Injection Module
- 2 – Zip Ties, (1): 3/32" x 6"; & (1): 3/16" x 8"
- 3 – Velcro Strip

## Application(s) >

- Suzuki Boulevard C50 05-09
- Suzuki Boulevard M50 05-09

## Instruction Manual >

92-1826R

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**Read all instructions carefully and completely before installing your new Fi2000R module. It is recommended that a qualified mechanic or technician install this product. Before installing the Fi2000R it is recommended that the gas tank be low on fuel.**

1. Remove both seats; remove the fuel tank console. Next, remove the fuel tank by removing the bolts and lifting the tank enough to gain access to the white wire connectors and dry brake fuel line. Unplug the wire connectors by pressing the tabs inwards. Disconnect the dry brake fuel line by depressing the two gray tabs.
2. Loosen the clamp on the air intake boot just enough to release the boot from the throttle body assembly to lift upwards. The boot does not have to be fully removed.
3. Temporarily position the Fi2000R module by the battery, and route the wire harness forward underneath the starter solenoid cable and into the notch in plastic cover, (Fig.1.) Continue routing the harness under the frame at the rear of the fuel tank, and continue it up past the left side of the throttle body assembly.
4. Push the air intake boot to the right to gain access to the front fuel injector. Release the black injector connector by squeezing the two side tabs inward and pulling it away at the same time, (Fig. 2.) Now connect the forward Fi2000R matching connector to the injector and then connect the original connector to the corresponding Fi2000R connector. Replace the air boot and tighten the clamp.
5. Locate the rear injector on the throttle body housing and repeat the procedure in Step 4. When finished, make sure the wire harness does not foul any throttle cable linkage. Zip tie the harness as indicated in, (Fig. 3.) Reinstall the fuel tank by reconnecting the white wire connectors and dry brake fuel line to the fuel tank.
6. Connect the Fi2000R ground wire (black), to the negative post of the battery and attach the Fi2000R module to the top of the plastic panel with the supplied Velcro, (Fig. 1.) Before reinstalling the seats verify all connections are made properly.
7. Remove the door from the Fi2000R module to expose the LED's. Verify the wire connections by (1) turning on the ignition while watching the 3 LED's. They will all light up for a few seconds, then go off. This is correct. If you don't see lights, make sure the side stand is up, bike is in neutral, clutch is in and handle bar engine switch is set to run. If you still have no lights, re-check that all connectors are fully engaged and the ground wire is connected correctly.--(Continued next page)

**\* 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.**

- 7 Cont. (2) After achieving a steady light from all three LED's, start the motorcycle; 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 access door when finished and install seat. **Note:** Make sure the ignition is turned off before changing any connection.

## ADVANCED TUNING

The Fi2000R has the ability to efficiently tune the EFI system on your motorcycle for slip-on or full exhaust systems. It comes pre-set from the factory for popular brand name slip-on mufflers. Both dyno testing and on-road exhaust gas analysis have been used to develop the best base settings for drivability and power.

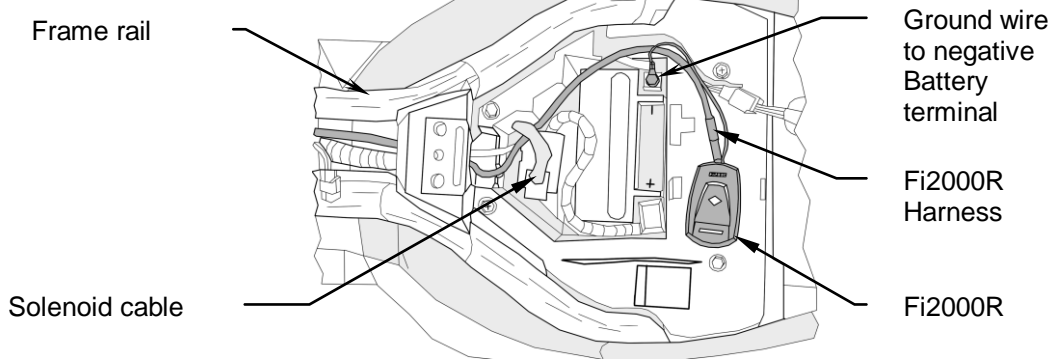
Not all slip-on mufflers flow exactly the same. Some eliminate power valves and others don't. Some are made with street baffles, other with race or competition baffles. Full exhaust systems offer even greater variation in construction, features and performance. The Fi2000R has the ability to tune the EFI system on your motorcycle to any of these exhausts by applying a logical and systematic approach to altering the base settings supplied with your Fi2000R. These suggestions should be followed step by step and help you achieve success.

### **\*\* Only attempt adjustments on a fully warmed motor \*\***

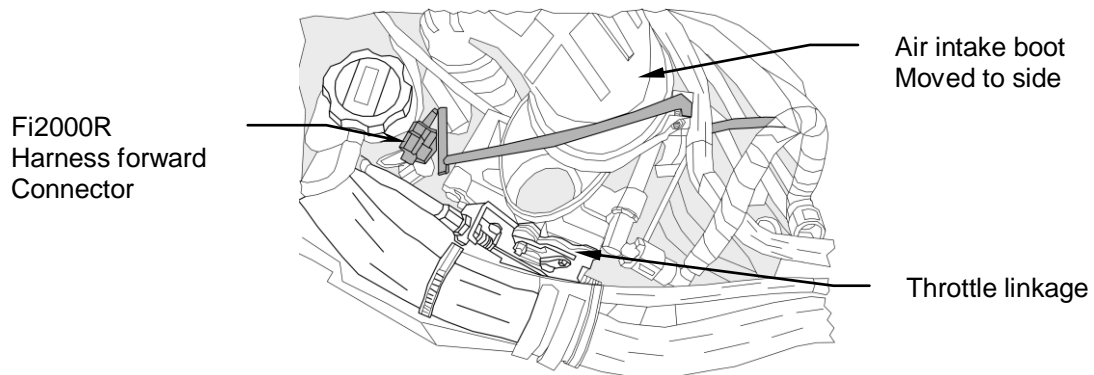
1. Start with the base setting, even if you have a full exhaust system. Adjust and test only ONE adjustment pot at a time until you are happy with the result.
2. Start with the left hand or green light pot. This adjustment works either from idle or above idle (varies with bike) to a R.P.M. of about 5000 (also varies with bike) while the bike is driven at a steady throttle or slowly increasing throttle. This is the cruise range and is where the emissions leanness creates issues like choppy on-off throttle application, surging, and backfiring on trailing throttle.
3. Turn this pot back to zero, and make one position increases until you feel the best performance in this range. Do this test a few times to make sure you have it right.
4. The middle or yellow pot is an engine load- triggered fuel adding adjustment. A rapid increase of the throttle at any R.P.M. will add additional fuel and as long as that predetermined load is present, fuel will continue. As engine loads increase in higher gears the acceleration fuel will stay on longer and be more effective. Starting with the base setting, test ride the motorcycle in 4<sup>th</sup> or 5<sup>th</sup> gear and perform moderately fast roll-on throttle from a repeating standard R.P.M. or speed. Increase the pot one position at a time and stop as soon as you don't feel any improvement.
5. The right hand or red pot is for the fuel setting required when the engine is maximizing its R.P.M. and power delivery. This pot is similar to the main jet in a carburetor. It will take a combination of a minimum R.P.M. and a predetermined amount of engine load to initiate this fuel. The straightaway on a racetrack or an inertia dyno are the best places to set this pot. Full exhaust systems of high quality construction increase flow characteristics and will increase fuel demands over our base settings. Also, air filters specifically designed for higher than stock airflow can create need for higher fuel setting. Try an additional one-position pot setting at a time.
6. Camshaft changes or major air box modifications can alter an engine's volumetric efficiency and create a greater demand on the engine's fuel system than the Fi2000R may have the ability to adjust for.

## **TROUBLE SHOOTING Tech Support <https://fi2000.com>**

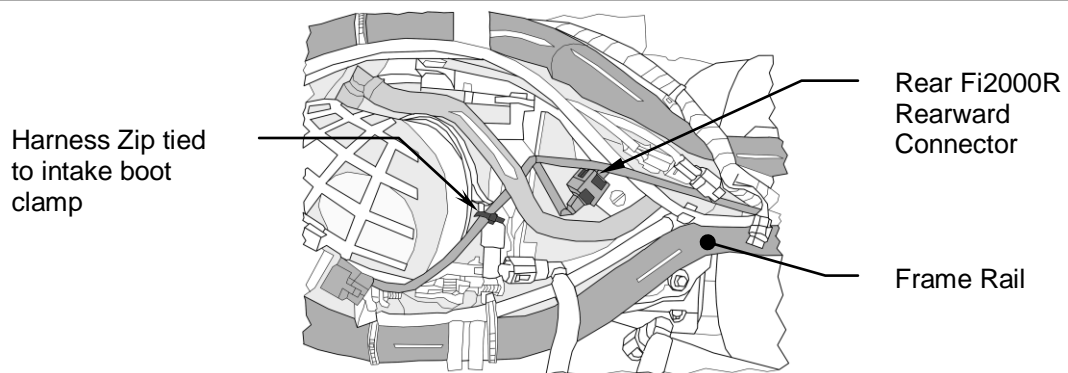
If you have any problems refer to Step 7 in the installation body of these instructions.



**FIGURE 1**



**FIGURE 2**



**FIGURE 3**

(Fuel tank removed for access to injector connector locations)

Default Pot Settings:

3.5 5 3.5

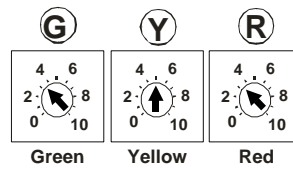


FIGURE 4