

Items Supplied >

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

Application(s) >

SUZUKI BOULEVARD C90 05-09

Instruction Manual >

92-0840T

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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. Open the gas tank filler lid on the instrument panel.
2. Inside this area, remove the 2 upper left allen head bolts and washers and the one lower left allen bolt and washer.
3. Remove the one allen bolt from the very front left instrument console.
4. Remove the allen bolt on the left steering neck cover and then remove the cover by swinging it out from the bottom and pulling it away.
5. Remove the complete left side of the "gas tank" shell by carefully pulling away and down from the instrument console. This exposes the ECU and other electrical components.
6. Locate the Orange w/White wire coming from the starter solenoid (see Figure 1) and attach a t-tap to that wire. **Note:** Make sure not to attach the t-tap connectors closer than 1" to any connector.
7. Locate the Gray w/Black stripe wire and the Gray w/White stripe wire on the lower ECU plug (see Figure 1). Put a t-tap on each wire. **Note:** Make sure not to attach the t-tap connectors closer than 1" to the ECU connector.
8. Attach the black wire from the Fi2000 to the rear M10 bolt holding the horn bracket to the frame. Retighten that bolt and then Velcro the Fi2000 to the flat surface of the ECU (see Figure 1).
9. Plug the Fi2000 module's ORANGE w/WHITE wire to the corresponding starter solenoid wire with the t-tap connectors installed in step 6.
10. Plug the Fi2000 module's GRAY w/WHITE stripe and GRAY w/BLACK stripe wires to the corresponding ECU wires with the t-tap connectors installed in step 7.
11. Before re-installing the side 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. They will all light up for a few seconds, and then go off. This is correct. If there are no lights visible, make sure the side stand (kickstand) is up, bike is in neutral, clutch is in and handle bar engine switch is set to run. If there is no light, either the ground connection (BLACK wire) is not complete or, (more likely) the ORANGE w/WHITE wire connection is incorrect. Either the wrong wire has been tapped or proper contact between the t-tap connector and wire has not been made. -- (Continued to 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.**

11. Cont. (2) After achieving a steady light from all three LED's, start the motorcycle 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, the GRAY w/WHITE stripe wire connection is incorrect; if all three LED's are flashing, the GRAY w/BLACK 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.
12. Re-install the gas tank shell and steering neck cover with original hardware.

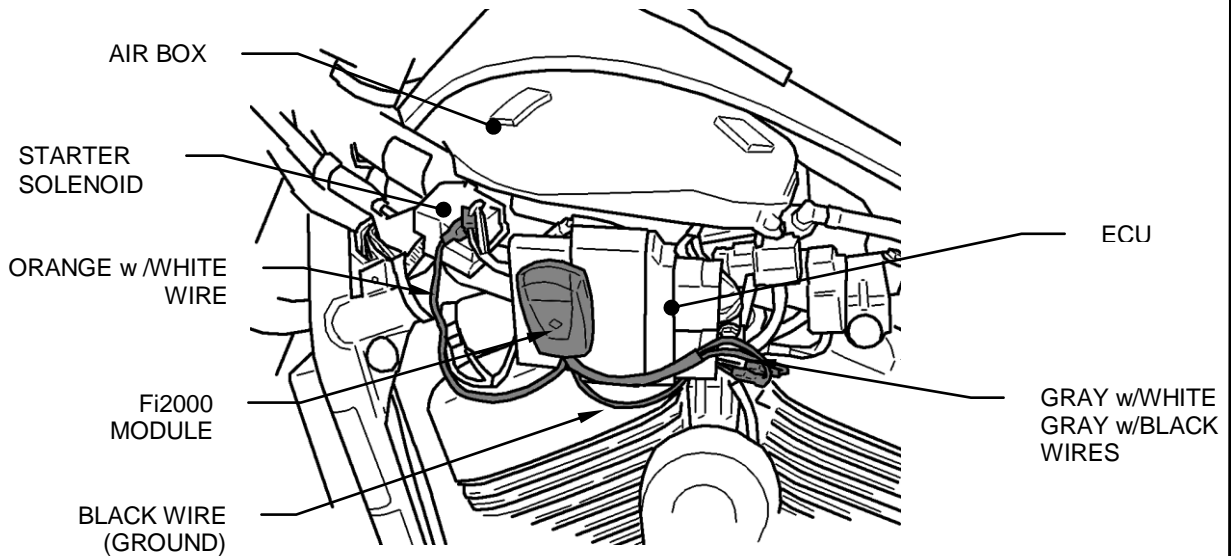


FIGURE 1

Injector Wires: Gray w/White and Gray
Power Wire: Orange w/White
Default Pot Settings:

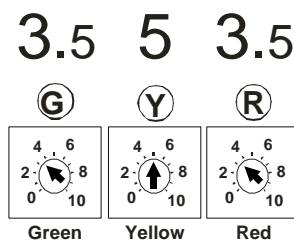


FIGURE 2

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 the 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 3.5 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 11 in the main body of these instructions.

Tech Support <https://fi2000.com>