Fi2000®

Items Supplied >

1 – Fi2000CL Fuel Injection Module
1 – Zip Tie, (1): 3/16" x 8"
1 – Velcro Strip

Application(s) >

YAMAHA ROADLINER	2006-2014
YAMAHA STRATOLINER	2006-2014
CLOSED LOOP	

Instruction Manual > **92-1773CL**

Read all instructions carefully and completely before installing your new Fi2000 module.
It is recommended that a qualified mechanic or technician install this product.
Before installing the Fi2000 it is recommended that the fuel tank be low on fuel.

1. Remove the seat, and the chrome right hand cover from the engine. Remove the two dome head nuts holding the rear of the fuel tank on. If the motorcycle is being worked on in a motorcycle stand, it will be necessary to gain extra clearance when lifting the rear of the fuel tank for installation of the Fi2000 wire harness. To do this, remove the decorative trim from the front of the fuel tank, to prevent from damaging it. It may also be necessary to remove the button head socket screws securing the instrument bezel / gauge cluster, so it maybe removed for clearance at the front of the fuel tank.
2. Position the Fi2000 on top of the ECU (under the seat) and feed the fuel injector wire harness under the front seat bracket, then feed the harness forward underneath the rear fuel tank mounting bracket. Lift up the fuel tank just enough to slip the wire harness under the rear of the fuel tank, make sure the harness does not get pinched between the fuel tank and the frame as the tank is lowered down, see Figure 1. Zip-tie the harness to the other harnesses under the tank.
3. Feed the remaining portion of the wire harness forward and down through the coil bracket opening, see Figure 2. Locate the white Roadliner 6-pin connector behind the coil-mounting bracket; disconnect this connector.
4. Plug the Fi2000 connectors into the corresponding 6 pin connectors that were previously unplugged in Step 3. Reinstall the chrome right side cover.
5. Remove the socket head screw securing the O_2 sensor harness and bracket to engine case on the right side of the motorcycle, see Figure 3, unplug the stock male and female connectors, and route the Fi2000 O_2 connectors to this location and insert into corresponding connectors. The routing of the harness will need to be from the under seat area, to behind the oil tank and down to this area where the connectors are. It may be necessary to pull the harnesses outward to assemble once routed down behind the oil tank, then reposition behind the frame rail and reattach the mounting bracket to the case and tighten to proper factory torque specification.
6. Using the supplied Velcro pads, place the module in the position shown, in Figure 4. Attach the black ground wire from the Fi2000 to the 5 mm allen head bolt securing the battery ground wire, see Figure 4. Before reinstalling the seat, verify connections.

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. Remove the door from the Fi2000 module to expose the LED's. **NOTE:** The Fi2000CL base pot settings come preset from the factory for the Roadliner / Stratoliner, shown in (Figure. 5.) Verify the wire connections by turning the ignition on, prior to starting, and see if all three LEDs are on steady for a few seconds, and then go off. This is correct. If there are no lights visible, make sure the side stand is up, bike is in neutral, clutch is in and handlebar engine switch is set to run. If there are still no lights visible, re-check that all connectors are fully engaged and the ground wire is connected correctly.
8. 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.
9. If all three LED's are still on after start up verify the injector connectors are correctly attached. Reattach the access door when finished and install remaining components. **NOTE:** Make sure the ignition is turned off before changing any connection.

ADVANCED TUNING

Your Fi2000 fuel injection module has been tested and preset for best function and rideabilty 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 5.

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.

TROUBLE SHOOTING Tech Support https://fi2000.com

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

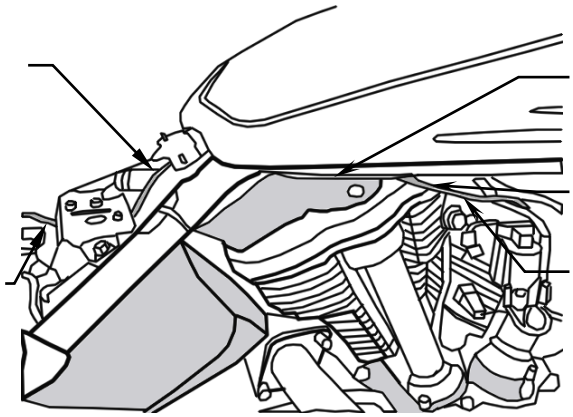

FIGURE 1

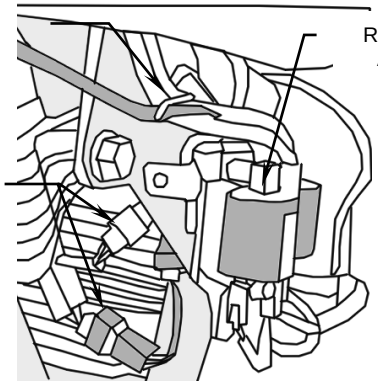

FIGURE 2

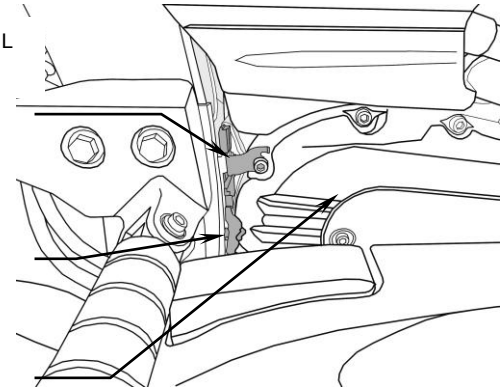

FIGURE 3

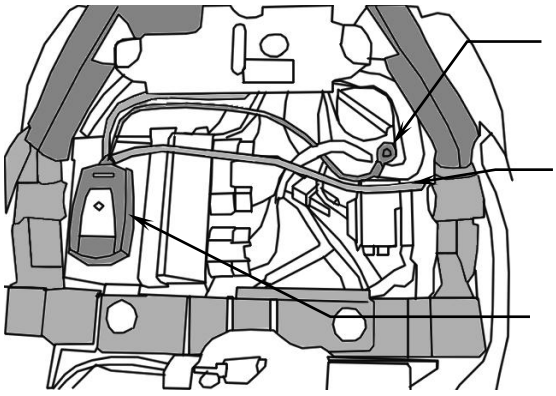

FIGURE 4

Default Pot Settings:

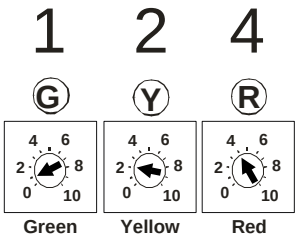

FIGURE 5