



INSTALLATION

WILD THINGS FUEL INJECTION CONTROLLER 9218

BY DOBECK PERFORMANCE

FITS: HONDA—'02-UP VTX1800; KAWASAKI—'99-UP VN1500/VN1600/VN2000 (ALL EFI MODELS); SUZUKI—'04-UP 1600 MARAUDER/BOULEVARD M95; VICTORY—'98-UP ALL MODELS; YAMAHA—'02-UP ROAD STAR WARRIOR

Thank you for choosing the Wild Things Fuel Injection Controller. The Wild Things Fuel Injection Controller is usable with most V-Twin Japanese Cruisers, and it will also work with a variety of twins such as Victory, Ducati etc.

This technology interfaces with your fuel injected bikes. The result is injection with carb tuning logic. Giving you the equivalent of enriching the pilot jet and mixture screw, (pot under the green light) raising the needle, (pot under the yellow light) and then install a larger main jet, (pot under the red light).

Due to the wide variety of applications we try to be very generic with our instructions, so if you need further assistance with an install call tech support at 715-247-2983 or email at techsupport@kuryakyn.com.

This product is a perfect fit for stock bikes with all exhaust and intake mods. It is also, capable of handling the fuel needs of cubic inch kits, light cams, and a variety of head porting. If you find that your modification requires you to max out our pot adjustment, contact us and we will put you in contact with Dobeck Performance to determine if you need a custom chip.

This is an Electronic Jet Kit. Like jet kits in the past the more you modify the more responsibility you take in getting your fuel curve right.

TOOLS SUGGESTED

10mm Wrench, Needle Nose Pliers, Wire Stripper with Crimp, Small Screwdriver

PROCEDURE

STEP 1 Determine a location for the Wild Things Module. Once the Wild Things Module location has been established, layout and cut the wires to length.

STEP 2 Locate the switch power lead. We try most often to use the tail light switch power. If you locate the tail light connector we give you the color of the power wire within that connector. (Check the base settings page). Our information covers the most common application.

STEP 3 The black wire from the Module is the ground. Again you have flexibility. You might choose the negative side of the battery. Or a common grounding lug, which your stock wire harness is using. Use the ring terminal for the ground, supplied in the kit. You may cut a section out of the ring out, allowing you to slip the terminal under the bolt.

STEP 4 Locate the ECU. In the ECU harness, locate the injector wires and attach T-taps to these leads as shown in the illustrations on the suggested settings page. Connect the blue and gray leads from the TFI to these T-taps using insulators and spades as before, also, it does not matter which of the blue or gray leads attach to the injector leads.

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CUSTOMER SERVICE

877.370.3604 (toll free)

INSTALLATION QUESTIONS

techsupport@kuryakyn.com
or call 715.247.2983

LIMITED WARRANTY

Kuryakyn warrants that any Kuryakyn products sold hereunder, shall be free of defects in materials and workmanship for a period of one (1) year from the date of purchase by the consumer excepting the following provisions:

- Kuryakyn shall have no obligation in the event the customer is unable to provide a receipt showing the date the customer purchased the product(s).

- The product must be properly installed, maintained and operated under normal conditions.

- Kuryakyn makes no warranty, expressed or implied, with respect to any gold plated products.

- Kuryakyn shall not be liable for any consequential and incidental damages, including labor and paint, resulting from failure of a Kuryakyn product, failure to deliver, delay in delivery, delivery in nonconforming condition, or for any breach of contract or duty between Kuryakyn and a customer.

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ABOUT OUR CATALOG

You'll find all our innovations for H-D, GL and Metric Cruisers in our annual catalogs. Order online today—select the "CATALOGS" icon. Each Kuryakyn™ product comes with a Proof-of-Purchase good for a complimentary catalog. Details in packaging.

Be sure to ask your local dealer about other Kuryakyn products, the motorcycle parts and accessories designed for riders by riders.

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STEP 5 Turn the key on and check for a flashing green LED. If yes, go to STEP 6. If you have no flashing green LED, re-check power and ground wiring.

STEP 6 Start the bike. This unit is programmed to not add fuel at idle, this will cause all the LED's to flash at idle, this is normal. If just the green or red LED's continue flashing after startup, an injector wiring error is indicated. If the green LED is flashing re-check the blue wire from the TFI is connected to the proper wire of your bikes stock harness. If the red LED is flashing re-check the gray wire from the TFI is connected to the proper wire of your bikes stock harness. Make sure you have the correct wires selected in the stock harness.

TUNING

We suggest that you set your pots to the setting that best matches your bikes modification. Further adjustments can be made by first having your bike fully warmed up. Then with a screwdriver in hand, locate the green light and the pot right below it. Raise the RPM up to a high idle or about 1800-RPM if you have a Tach. Once there, slowly turn the green pot clockwise from the 1:00 position (or off) until you achieve the highest RPM and smoothest running sound (just like you would if you had a mixture screw on a carburetor). You should find that the best setting is between 2:30 and 4:30.

Next locate the yellow light and the pot below it. This pot adjustment acts as an accelerator pump adjustment. Anytime you see the light on, it means that this pot is adding fuel. You will notice that you can take the RPM slowly up to 3000-4000 in neutral and see no yellow light. But whack the throttle wide open quickly and you see the yellow light come on. Try to add as much as you can until the bike says it is too much then back off two clock positions. This yellow pot adds most of its fuel below 4000 RPM and full throttle acceleration.

The red light pot is your for main jet. It adds about 5 points of a main jet for every clock position. Example: one clock position is the same as 170 to 175 main jet. All we can say about setting up this pot is use the base setting that comes closest to your bikes modifications. Then use the same method you used, setting up your carbureted bikes.

TROUBLESHOOTING

First it is important that you understand that all modern day fuel injected bikes have a big advantage over carbureted bikes. Fuel injected bikes all have the same exact fuel curve and is corrected everyday by the on board weather station. Which means your bikes fuel map is either ideal or it needs a little. Just like jet kits did for you for years. If you find that anything you do with the pots make it worse, stop and check these possibilities:

1. Engine not fully warmed up.
2. A vacuum leak on the intake.
3. The loss of TPS and ECU sync.
4. Cylinder head temp sensor malfunction.

• POOR MILEAGE

Solution:

1. Check your green pot settings. In the hundreds of installs performed, we have never gone beyond the 4:00 settings. Try backing down the settings slightly.

2. The RPM pot is adjusted too low. Make sure it's at least at the 4:00 setting, this means the main comes in at around 4000 rpm.

Make sure your engine passes the 1800-RPM test at the beginning of the troubleshooting section.

If you still have mileage issues call tech support.

• FULL THROTTLE

Simply add or subtract fuel with the red light pot to determine if the problem is better or worse. This lets the engine dictate additional adjustments or call tech support.

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FIG.1

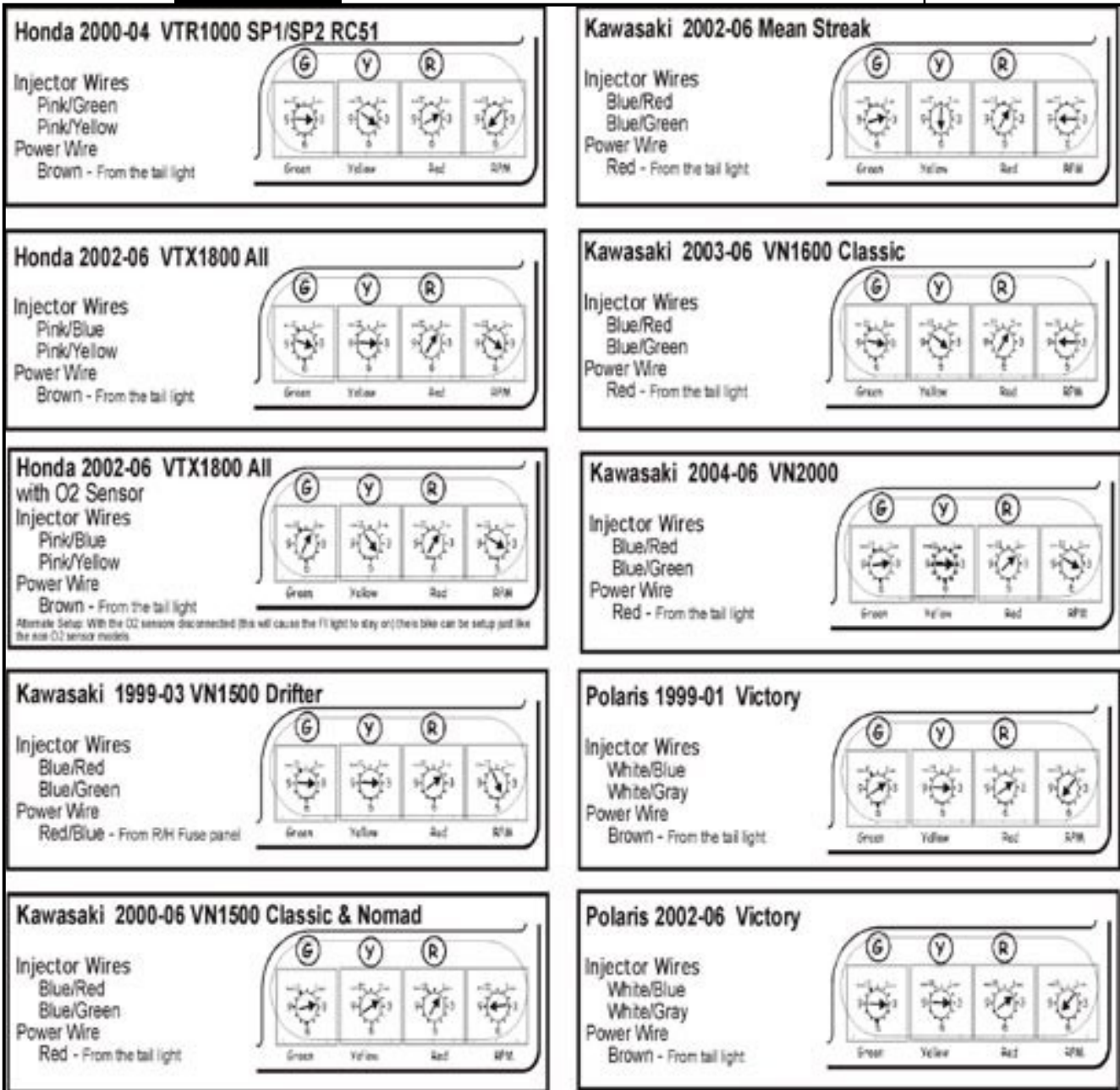


FIG.2

