

Items Supplied >

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

Application(s) >

VTX1800F 05-08

Instruction Manual >

92-0651

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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 rider and passenger seat as an assembly by removing the two button head screws from the rider seat and the hex bolt from the passenger seat.
2. Remove the right side panel.
3. Locate the BROWN wire in the wiring loom on the right side of the motorcycle where the side cover was (the wire comes out of the translucent boot) Attach a supplied t-tap connector on that wire. Refer to figure 1
4. Place the CORBA Fi2000 module on top of the factory ECU towards the center and the rear. Refer to figure 1
5. Feed the BROWN and BLACK Fi2000 module wires down from the top, behind the side frame rail. Refer to figure 1
6. Attach the Fi2000 BROWN wire to the t-tap connector on the BROWN wire and then attach the ring connector on the BLACK wire to the M10 bolt directly above that connection. Refer to figure 1
7. On the front right side of the factory ECU find the PINK w/BLUE stripe and PINK w/YELLOW stripe wires coming out of the ECU. Attach the t-tap connectors to each of those two wires and then plug the corresponding colored wires from the Fi2000 to each of those t-tap connectors. Refer to figure 1.
Note: Make sure not to attach the t-tap connectors closer than 1" to the stock ECU connector.
8. Remove the backing from the Velcro and attach the Cobra module to the top of the ECU (see fig 1).
9. Before re-installing the seat and 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. If you have no light, either your ground connection (BLACK wire) is not solid or, (more likely) your BROWN wire connection is incorrect. You have either tapped on the wrong wire or the tap has not made contact. (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, your PINK w/BLUE stripe wire connection is incorrect; if all three LED's are flashing, your PINK w/YELLOW stripe wire connection is wrong. Again verify correct color and tap contact. Reattach the door when finished. **Note:** Make sure the ignition is turn off before changing any connection.
10. Re-install the seat and side cover.

Note: If your motorcycle came equipped with an O2 sensor in the stock exhaust and you have installed a Cobra exhaust system you will need to install a Cobra O2 sensor removal kit part number 92-1100.

** Cobra recommends you always wear a helmet while riding. Please never operate your motorcycle while under the influence of alcohol and/or drugs. Enjoy the new look of your motorcycle and please ride safely.*

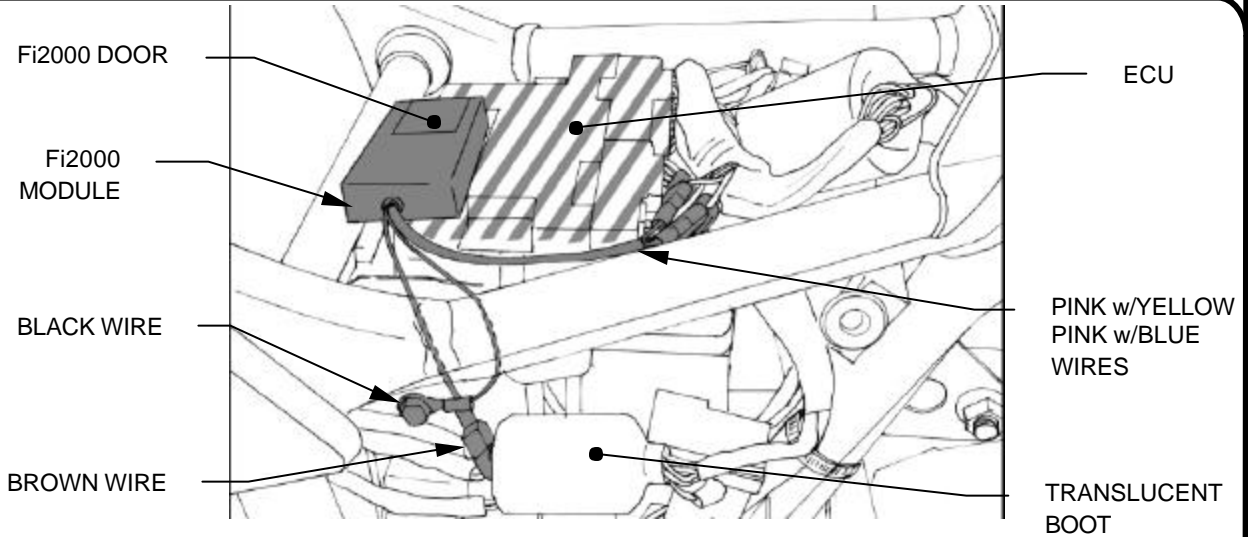


FIGURE 1

Injector Wires: Pink/Blue and Pink/Yellow

Power Wire: Brown (tail light)

Default Pot Settings:

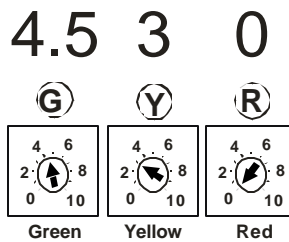


FIGURE 2

ADVANCED TUNING

Your Cobra Fi2000 fuel injection module has been tested and preset for best function and rideability on a stock motorcycle with a Cobra 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 9 in the main body of the instructions.