

Items Supplied >

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

Application(s) >

- Suzuki Boulevard C50 05-08
- Suzuki Boulevard M50 05-08

Instruction Manual >

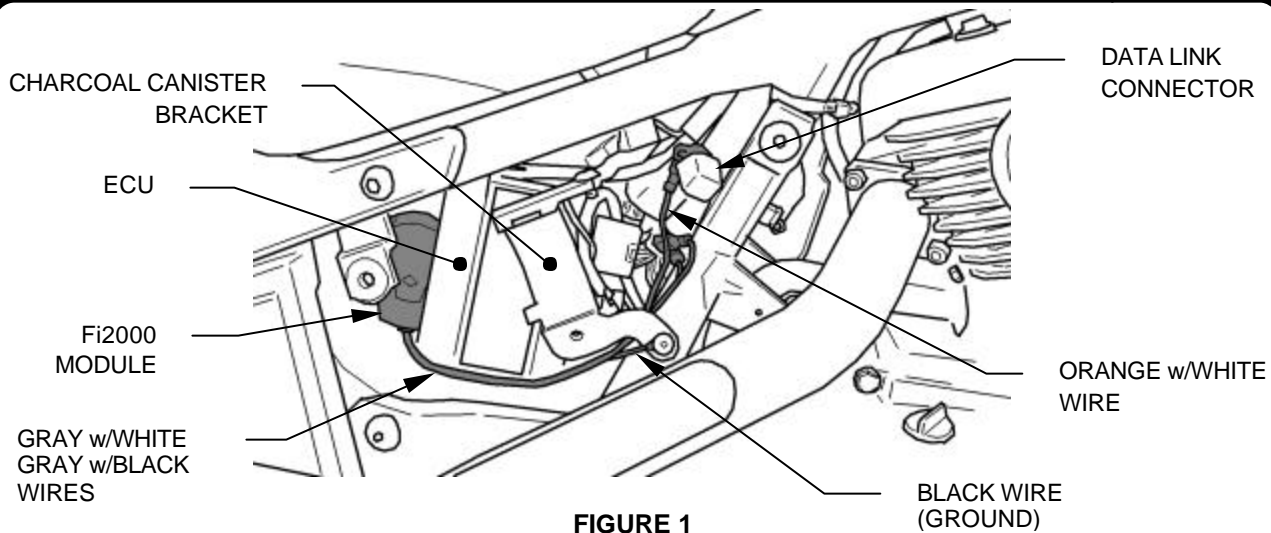
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Page 1 of 3

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 ride side cover by removing the allen bolt that attaches it.
2. If equipped with a charcoal canister, move it out of the way but don't disconnect it.
3. On the upper ECU plug find the GRAY w/WHITE stripe wire and the GRAY w/BLACK stripe wire and attach T-taps to them (see figure 1). **Note:** Make sure not to attach the t-tap connectors closer than 1" to the ECU connector.
4. Just above the ECU you will find a data link connector (see figure 1), which is white with a black rubber cap protecting it. Attach a t-tap to the ORANGE w/WHITE stripe wire at that connector. **Note:** Make sure not to attach the t-tap connectors closer than 1" to the data link plug.
5. Velcro the Fi2000 to the flat surface on the battery box that can be seen behind the ECU (see figure 1). Attach the Fi2000 ground wire to the lower allen head bolt holding the charcoal canister bracket (see figure 1).
6. Plug the Fi2000 module's GRAY w/WHITE stripe and GRAY w/BLACK stripe wires to the corresponding ECU wires with t-tap connectors installed in step 3.
7. Plug the Fi2000 module's ORANGE w/WHITE wire to the corresponding data link plug wire with the t-tap connectors installed in step 4.
8. 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. If you have no light, either your ground connection (BLACK wire) is not solid or, (more likely) your ORANGE w/WHITE 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 GRAY w/WHITE stripe wire connection is incorrect; if all three LED's are flashing, your 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 turn off before changing any connection.
9. Re-install the side cover and hex bolts.

*** 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.**



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

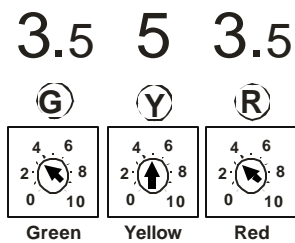


FIGURE 2

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 3.5 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 8 in the main body of these instructions.