

## Items Supplied >

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

## Application(s) >

KAWASAKI VN1500 CLASSIC

## Instruction Manual >

92-0940

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 seat by unbolting the two hex bolts attaching the seat.
2. Remove the battery cross brace by unscrewing the phillips head screw and unattaching the fuse box from the brace. See figure 1.
3. Locate the ECU next to the battery and lift it straight up and out to locate the BLUE w/RED stripe wire and the BLUE w/GREEN stripe wire on the harness going to the ECU. Attach a t-tap connector to each of these wires about an inch from the connector on the ECU. See figure 1
4. Plug the Fi2000 module's BLUE w/RED stripe and BLUE w/GREEN stripe wires to the corresponding ECU wires with the t-tap connectors and replace the ECU to its original location. Make sure to route the wires so they do not get pinched by the seat when installed. See figure 1.  
**Note:** Make sure not to attach the t-tap connectors closer than 1" to the stock ECU connector.
5. Reinstall the battery cross brace, phillips head screw and fuse holder.
6. Locate the RED wire at the tail light harness plug (the wire harness goes through the grommet in the rear fender). and attach a t-tap connector there. See figure 1.
7. Attach the Fi2000 module's RED wire to the t-tap connector installed in step 6 and the BLACK wire to the negative post of the battery. Make sure to route the wires so they do not get pinched by the seat when installed as shown in figure 1
8. Remove the backing from the Velcro and attach the Cobra module on the rear fender between the two grommets as shown in figure 1.
9. Before re-installing the seat, 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 RED 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 BLUE w/RED stripe wire connection is incorrect; if all three LED's are flashing, your BLUE w/GREEN 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 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.**

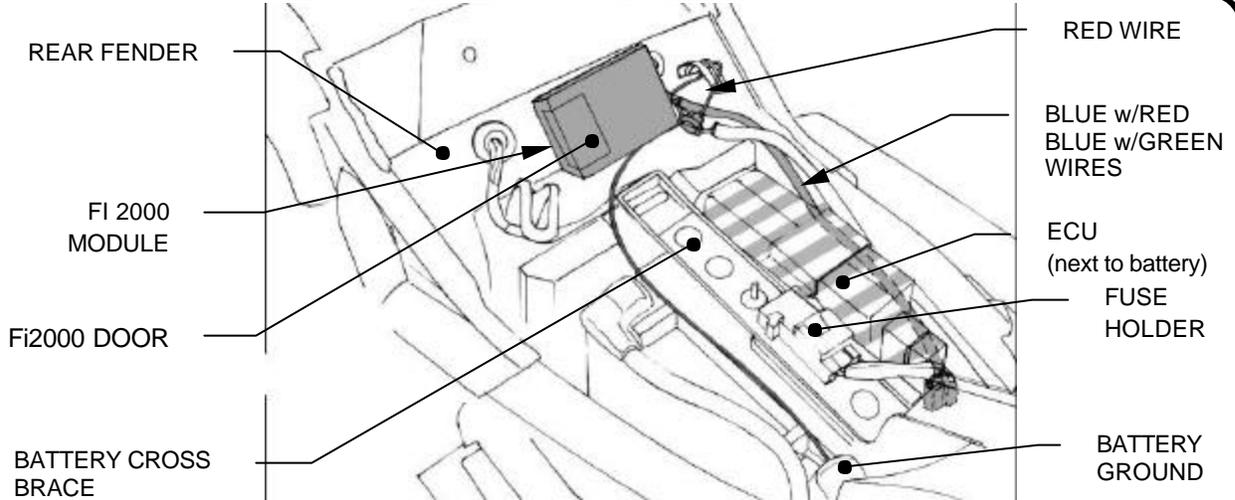


FIGURE 1

**Injector Wires:** Blue/Red and Blue/Green  
**Power Wire:** Red (tail light)  
**Default Pot Settings:**

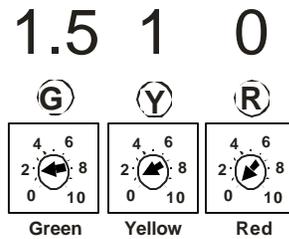


FIGURE 2

## ADVANCED TUNING

Your Cobra Fi2000 fuel injection module has been tested and preset for best function and drivability 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 these instructions.