

TFI Installations Instructions

Patent Numbers: 7,000,599 & 7,124,742

Part #: TFI-1015ST / 950111015

Honda: 2001-06 CBR600F4I/ 2003-08 CBR600RR

Kawasaki: 2003-08 ZX6RR/ 2003-06 ZX636/
2004-08 Z750

Suzuki: 2001-09 GSXR600/ 2006-09 GSR600/ 1998-
2009 GSXR750

Yamaha: 2003-09 R6, R6S



2 – Year Unlimited Mileage Warranty

Dobeck Performance warrants that this product carries a warranty for 2 years from date of purchase against original defects in materials and workmanship. Should this product fail to perform for either of the above reasons, Dobeck Performance will repair or replace it with an equivalent product at no charge, except for postage, to the original retail purchaser.

*** * Important * * Important * ***

To obtain the benefits of this warranty, the retail purchaser must send the product with proof of purchase and postage prepaid to:

**157 Progressive
Belgrade, MT 59714
PH: 877-764-3337
FAX: 406-388-2455
Email: info@techlusion.com
<http://www.dobeckperformance.com>**

Thank you for choosing the Techlusion Electronic Jet Kit.

This product is a great fit for stock bikes with 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.

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.

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 technical support at 877-764-3337 or visit our web site at:
<http://www.dobeckperformance.com>

NOTE: If your model is equipped with a O2 sensor in the exhaust, you will need to disable it or leave the first dial (green) at the 1:00 o'clock position. Any questions please call our tech support: 877-764-3337

INSTALLATION PREP:

Required tools to remove the seat, side panel and chrome ignition coil cover

KIT CONTENTS:

- (1) Fuel Controller
- (1) Set of Installation Instructions
- (1) Velcro Strip
- (3) Zip-ties

INSTALLATION

(During the install or tuning please call for any or all help, we can't help if you don't call.)

1. Before installing the TFI you must first disconnect the negative lead from the battery.
2. Determine a location for the TFI box, we recommend under seat, or behind a side cover.
3. Locate a switched power lead. We recommend taillight power source. All other power sources "MUST" be carefully considered to avoid any damage to bike or TFI. Locate the power wire and attach T-tap to the lead as described on the recommended settings page. Cut the red wire (TFI) to length, slide insulator onto red wire (TFI) then crimp the spade connector onto red wire (TFI). Now connect the red wire (TFI) to the T-tap. Our information covers the most common applications. If your bike does not appear try our web site for additional applications or try calling tech support.
4. Locate ECU. In the ECU harness, locate the injector wires as described in the illustrations on the recommended settings page, then attach T-taps to those leads. Connect the blue and gray leads (TFI) to the T-taps using insulators and spades as before. It does not matter which order the blue or gray leads attach to the injector leads as long as they are the leads described on the recommended settings page.
5. Locate grounding point. We recommend the negative side of the battery, or a common grounding lug, that the stock wire harness is using. Crimp the ring terminal supplied with the TFI to the black wire (TFI). You may cut a section of the ring out, allowing the terminal to slide around the bolt without removing it.
6. Be sure to check the wires are not in direct contact with any sharp edges, exhaust and/or other objects, which could result in long term wear and/or damage.
7. Connect the TFI ground lead to the negative terminal of the battery along with the factory ground lead.
8. Turn the key on and check for a flashing green LED. If yes, go to step 9. If no flashing green LED, re-check/confirm connections then retry and/or call tech support.
9. Start the motorcycle. The green LED should now be on steady and the yellow will flash rapidly for up to 15 seconds, and then go out. If the green or red LED is "FLASHING" by itself (See troubleshooting TFI).

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 Motorcycle 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 1:30 and 3:30.

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 for your main jet. It adds about 3 jet sizes per clock position. For example: One clock position is the same as 170 to a 185 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.

The RPM switch controls when the red light comes on. The more you turn it from the one 'o clock position the higher the RPM before the red turns on.

TROUBLESHOOTING:

Problems:

First it is important that you understand that all modern day fuel injected Motorcycle's have a big advantage over carbureted Motorcycle's. Fuel injected Motorcycle's all have the same exact fuel curve and is corrected everyday by the on board weather station. Which means your Motorcycle 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.

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 at 877-764-3337.

Honda 2001-06 CBR600F4i*

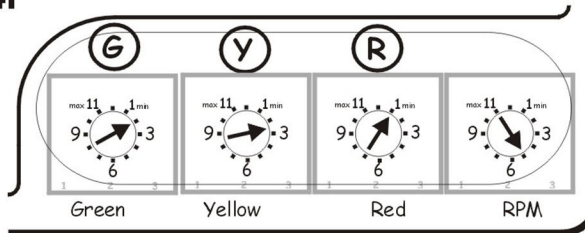
Injector Wires

Pink/Green Pink/Black
Pink/Yellow Pink/Blue

Power Wire

Brown/Black-From tail light "ONLY"

*:o2 sensor not present,
disconnected or bypassed



Honda 2003-07 CBR600RR*

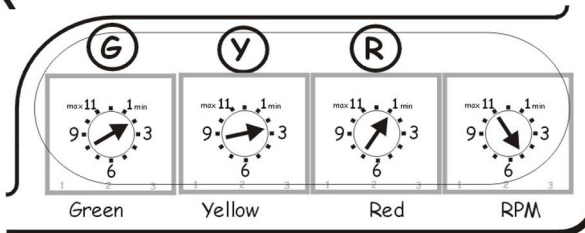
Injector Wires

Pink/Green Pink/Black
Pink/Yellow Pink/Blue

Power Wire

Brown/White-From tail light "ONLY"

*:o2 sensor not present,
disconnected or bypassed



Kawasaki 2003-09 ZX6RR*

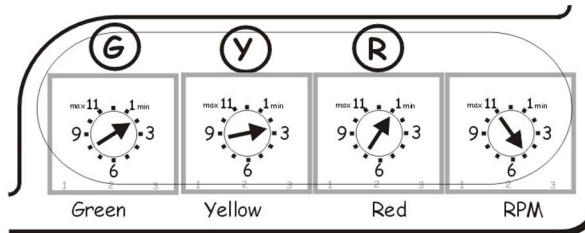
Injector Wires

Blue/Green Blue/Black
Blue/Yellow Blue/Red

Power Wire

Red-From tail light "ONLY"

*:o2 sensor not present,
disconnected or bypassed



Kawasaki 2003-06 ZX636*

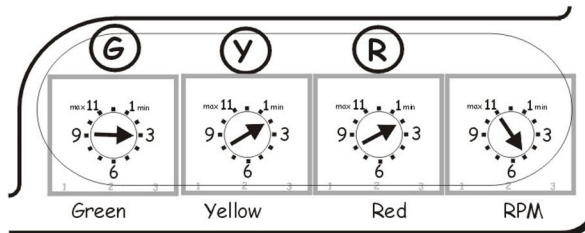
Injector Wires

Blue/Green Blue/Black
Blue/Yellow Blue/Red

Power Wire

Red - From tail light "ONLY"

*:o2 sensor not present,
disconnected or bypassed



Kawasaki 2004-09 Z750*

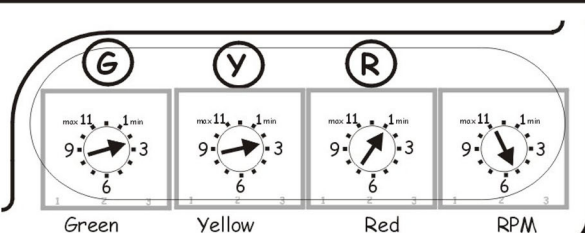
Injector Wires

Blue/Green Blue/Black
Blue/Yellow Blue/Red

Power Wire

Red - From tail light "ONLY"

*:o2 sensor not present,
disconnected or bypassed



Suzuki 2001-09 GSXR600*

Injector Wires

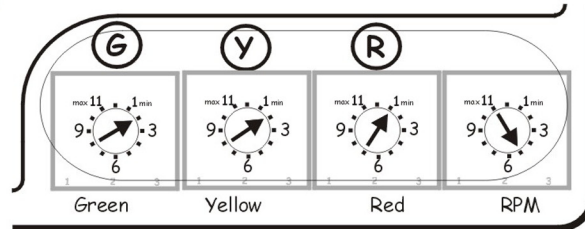
Grey/White Grey/Yellow

Grey/Black Grey/Red

Power Wire

Grey - From tail light "ONLY"

*:o2 sensor not present,
disconnected or bypassed



Suzuki 1998-09 GSXR750*

Injector Wires

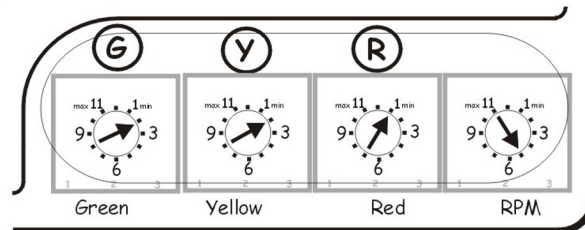
Grey/White Grey/Yellow

Grey/Black Grey/Red

Power Wire

Grey - From tail light "ONLY"

*:o2 sensor not present,
disconnected or bypassed



Suzuki 2000-09 GSXR750*

Injector Wires

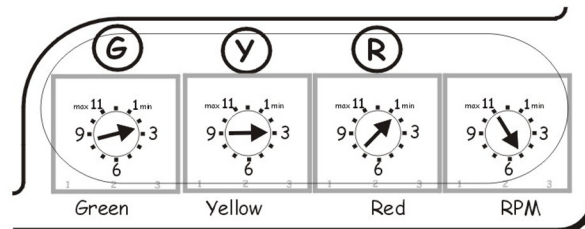
Grey/White Grey/Yellow

Grey/Black Grey/Red

Power Wire

Grey - From tail light "ONLY"

*:o2 sensor not present,
disconnected or bypassed



Yamaha 2003-09 R6/R6S*

Injector Wires

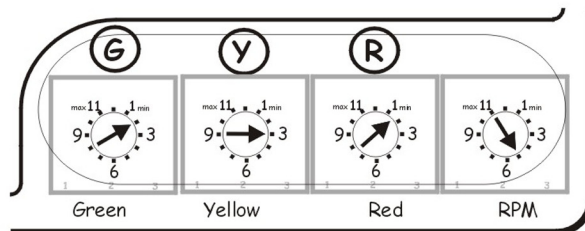
Blue/Black Green/Black

Orange/Black Red/Black

Power Wire

Blue/Red-From tail light "ONLY"

*:o2 sensor not present,
disconnected or bypassed





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**Dobeck Performance
157 Progressive Dr.
Belgrade, MT 59714**