

Electronic Jet Kit™ Instructions

Ducati



Thank you for choosing the Techlusion Electronic Jet Kit, the TFI. The TFI is usable for fuel injected Ducati's 2005 and older .**

This product is a perfect 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. Going to www.dobeckperformance.com will help you obtain better high horsepower tuning.

**** : Testastretta models may require assistance through your local dealership for install**

TOOLS REQUIRED



- **This is about a 60-minute install time for non-Testastretta models. ****
- **The tools needed to disconnect the negative terminal of the battery.**
- **The tools needed to remove your seat, fuel tank and/or side cover (if necessary).**
- **The tools needed to gain access to the injectors (located at/or near the throttle bodies on the intake).**
- **Last but not least a small screwdriver.**



**** : Due to the complexity of the Testastretta models install time may be longer**



1. **Before installing the TFI you must first disconnect the negative lead from the battery.**
2. **Determine a location for the TFI unit. Suggested locations are as follows: Under the seat or behind a side cover.**
3. **The TFI comes with a harness with injector connectors that match the factory injector connectors. **There is no order to hook up the TFI harness to the factory harness just make sure the original factory connector goes to its' original cylinder.****
4. **Locate the factory fuel injectors (see owners manual if you are not sure).**
5. **Disconnect the factory injector connectors from the fuel injectors and replace with the TFI injector connectors from the TFI unit, basically unhook the factory injector connector and plug the matching TFI connector (female) to the injector and then connect the factory injector connector to the TFI connector that simulates the injector (male). It does not matter which harness from the TFI hooking up to each cylinder. **It is a good idea to make sure there is a little slack in the harness to prevent engine vibration from damaging/breaking a wire on the connectors.****
6. **Connect the TFI ground lead to the negative terminal of the battery along with the factory ground lead.**
7. **With the rubber plug removed from the TFI, turn the motorcycle key switch to the “ON” position. As the bikes electrical system goes through initial start up mode you might see LED's flashing on the TFI, this is normal.**
8. **Start the motorcycle. This unit is programmed to not add fuel at idle, this will cause all the LED's to flash at idle, and this is normal. By just raising the engine rpm above 1300 rpm the green led should be steady.**



Tuning

Green light pot(1st): Is an air fuel mixture screw adjustment. So, with our box on and the bike fully warmed up, 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 2000 RPM. 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 should be between 2:30 and 4:00. If you slowly turn on the green pot and the engine does not accept any more fuel (RPMs drop when adding fuel) then you may have one or more of these problems. (See troubleshooting **Motorcycle**)

Yellow light pot(2nd): Is 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 in neutral and see no yellow light. By whacking the throttle wide open quickly you should 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.

Red light pot(3rd): Is your main jet. It adds about 5 points of a main jet for every clock position. For example, one clock position is the same as 170 to 175 main jet. All we can say about setting up this pot is to use the base setting that comes closest to your bike's modifications. Then use the same method you used, in setting up your carbureted bikes or refer to the (Full Throttle) section. Good Luck.

RPM switch pot(4th): All Harley/ Metric V-twins/Metric Triples. Sets the rpm that the green and yellow fuel turns off and the red (main jet) turns on. This adjustment is achieved by setting the pot to about 70% of redline (for 900 Monster redline is 8250 and 5775 is 70% of redline) which would be between 5:45 and 6:00 o'clock. Verify this setting by revving the bike in neutral and watching for the green and yellow light to go out at the chosen rpm.

Troubleshooting

Problems

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. Nothing is leaner than a stock fuel injection map, 1800 RPMs in neutral. So with our box on and the bike fully warmed up, if you slowly turn on the green pot and the engine does not accept any more fuel (RPMs drop when adding fuel) then you have one or more of these problems. Solution:

1. Engine not fully warmed up.
2. A vacuum leak on the intake.
3. High lift cams affecting map at light loads and low RPMS.
4. The loss of TPS and ECU sync. Cylinder head temp sensor malfunction.

(Order from most common to least common)



Problem 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 6:00 setting, this means the main comes in at around 6000 rpm.
Make sure your engine passes the 1800-RPM test at the beginning of the troubleshooting chapter.**

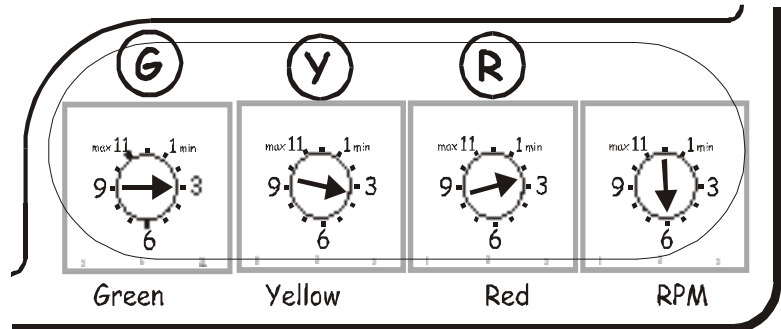
If you still have mileage issues call tech support at 877-764-3337

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.



Ducati



Some vehicles modifications with Techlusion Inc. products must not be used on public roads and in some cases may be restricted to close course competition. Those products not identified as US EPA legal are intended for off-road or marine applications only. Not intended for use ON emission controlled vehicles.



2-year Unlimited Mileage Warranty

Techlusion 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, Techlusion will repair or replace it with an equivalent product at no charge, except for postage, to the original retail purchaser.

*****IMPORTANT*****

To obtain the benefits of this warranty, the retail purchaser must first call 1-877-764-3337 to obtain a Return Authorization Number, then send the product with proof of purchase and postage prepaid to:

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