

TFI Installations Instructions

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

Part #: TFI-1049ST / 950111049

2008-12 Victory All Models



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 first call 877-764-3337 to obtain a Return Authorization number, then 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. The TFI is usable for all 2008-09 Victory Models.

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

KIT CONTENTS:

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

INSTALLATION- Vision Models

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

1. You must first disconnect the negative lead from the battery before installing the TFI.
2. Determine a location for the TFI. Suggested locations are as follows: Under the rear console cover, in front of the seat.
3. Making sure that your motorcycle is cold; remove rear console cover, seat, side covers and coil cover. As per OEM service manual.
4. Run the TFI injector leads up the left side of frame/air box with the OEM harness to the injectors.
5. The TFI comes with a male and female injector connector for each injector. Disconnect the OEM injector connector from the rear injector and replace it with the female injector connector from the TFI then plug the male connector of the TFI into the OEM injector connector. Repeat this for the front injector. When installed properly the TFI will be connected in-between the OEM injector and the OEM injector connector.

Note: the injector leads are not front or rear specific and can be hooked up either way.

6. The O2 sensors need to be unplugged and the harness securely fastened to the frame with zip ties provided.

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.

7. Using zip ties secure all wire leads and connectors away from the exhaust system, any sharp edges and places that can cause wear over time.
8. Replace the coil, side covers and fuel tank (Making sure that all mounting bolts are in place and fuel connections are correct.
9. Run the TFI ground wire back to the ECM, connect the ground wire to the same location as the ECM ground wire on one of the ECM mounting bolts.

TUNING:

We suggest that you set your pots to the setting that best matches your motorcycle's 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 motorcycles.

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:

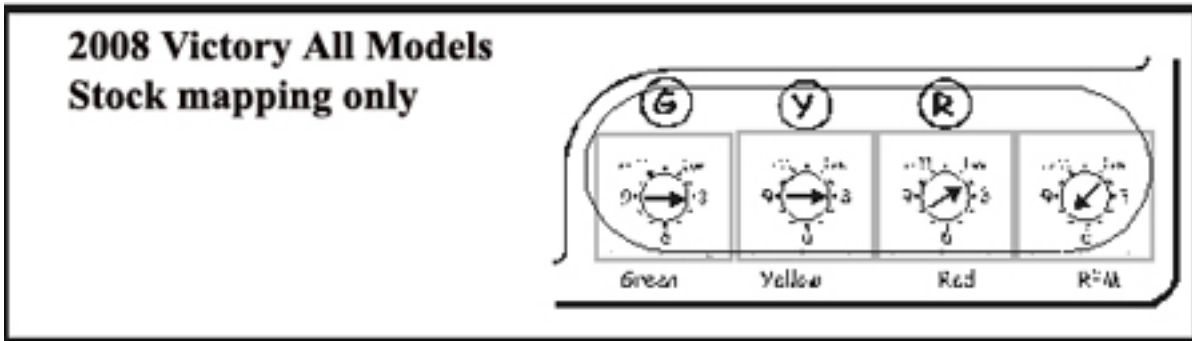
First it is important that you understand that all modern day fuel injected Motorcycles have a big advantage over carbureted Motorcycles. Fuel injected Motorcycles all have the same exact fuel curve that is corrected continuously by the on board weather station. Which means your Motorcycle fuel map is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

BASE SETTINGS:



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

Some vehicles modifications with the Dobeck 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.