



INSTALLATION

WILD THINGS FUEL INJECTION CONTROLLER 9217

BY DOBECK PERFORMANCE

FITS: '02-UP V-ROD

Thank you for choosing the Wild Things Electronic Jet Kit. This unit is designed for use with all '02-up V-Rod's.

This product is a perfect fit for stock bikes with all 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.

IMPORTANT

This product is intended for off road or closed course competition. This unit is not intended for use on emission controlled vehicles.

TOOLS SUGGESTED

The tools required to disconnect the negative terminal of the battery; the tools required to remove your seat; the tools required to remove your air box cover, a small screwdriver

PROCEDURE AVERAGE TIME: 60-90 MINUTES

V-ROD INSTALL

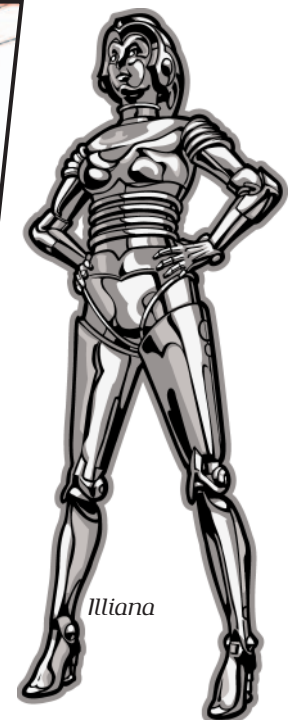
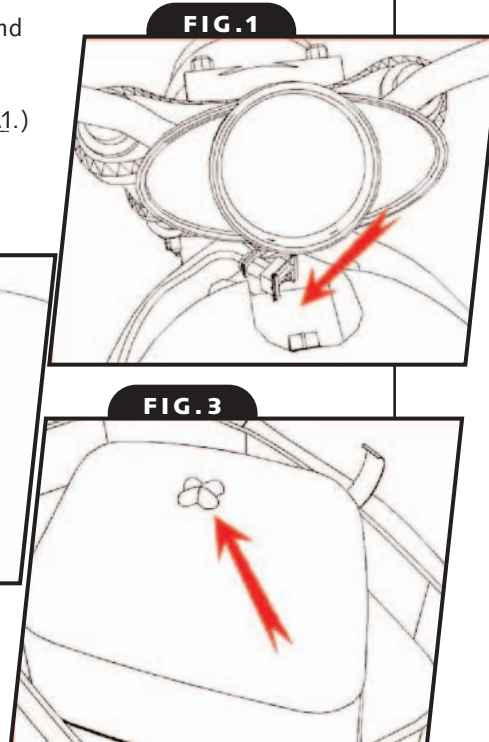
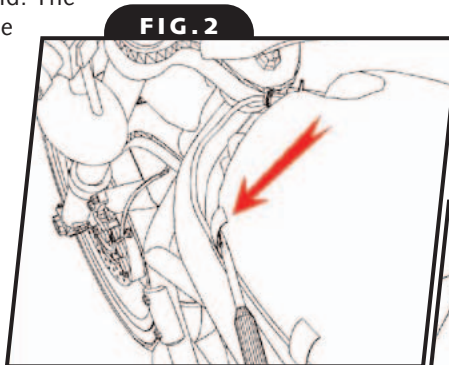
STEP 1 Remove the tank shell, left front frame cover and the horn assembly.

STEP 2 Locate and disconnect the IAT sensor. (See FIG.1.)

STEP 3 Use a screwdriver to disengage the 8 clips retaining the airbox lid. The front clip is not visible and must be reached from the right side. (See FIG.2.)

STEP 4 Remove the plastic nut, air filter cover and filter. (See FIG.3.)

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CUSTOMER SERVICE
877.370.3604 (toll free)

INSTALLATION QUESTIONS
techsupport@kuryakyn.com
or call 715.247.2983

WARRANTY

Kuryakyn™ warrants that any Kuryakyn product sold hereunder, if properly installed, maintained and operated under normal conditions, shall be free from any defects in materials and workmanship for a period of one (1) year from the date the Kuryakyn products are sold to the customer.

CONSEQUENTIAL DAMAGES:
Kuryakyn shall not be liable for any consequential or incidental damages.

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Be sure to ask your local dealer about other Kuryakyn products, the motorcycle parts and accessories designed for riders by riders.

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STEP 5 Loosen and remove the rear cylinder crankcase breather hose at the head cover. (See FIG.4.)

STEP 6 Pull the breather hose from the fitting inside the airbox. Slide the large O-rings up the stacks to access the stack mounting screws. (The O-rings retain the screws should they become loose.) Remove the 6 screws and the velocity stacks. (See FIG.5.)

STEP 7 Disengage the front crankcase breather hose and remove the airbox floor. There is no clamp on this hose. (See FIG.6.)

STEP 8 View from right, stock. (See FIG.7.)

FIG.4

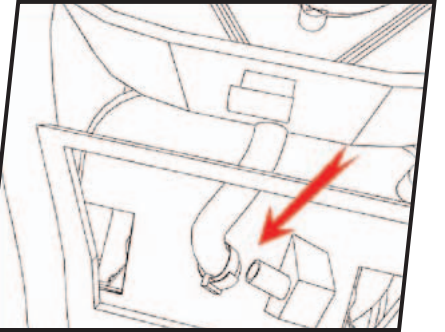


FIG.5

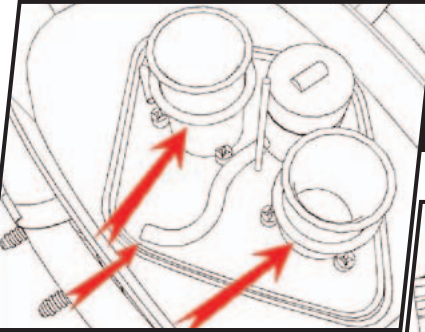


FIG.6

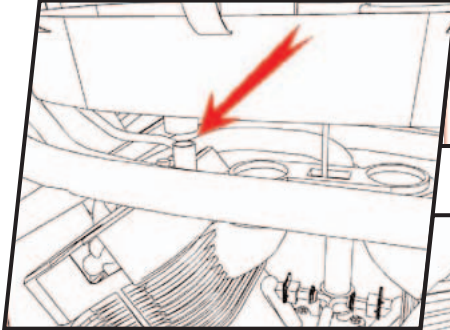


FIG.7

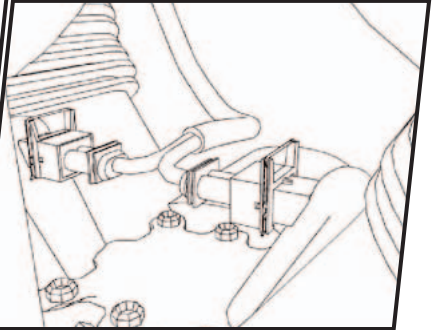


FIG.8

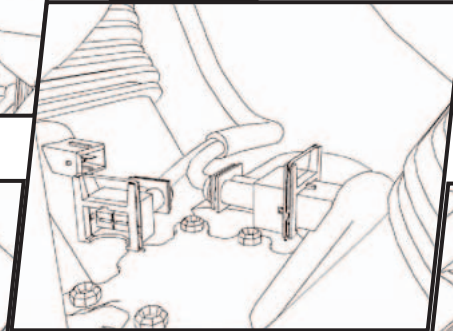


FIG.9



FIG.10

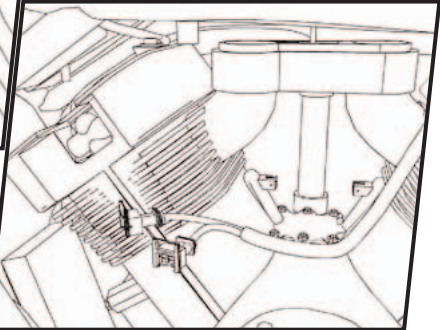
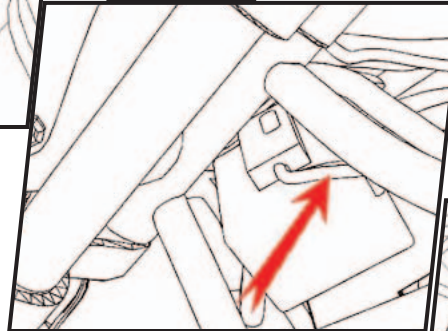


FIG.11

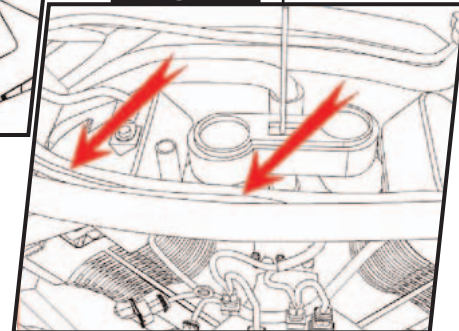


STEP 9 View from right. Depress the locking bails and remove the injector connectors. Rear first, then front. Do not pull the wires. (See FIG.8 and FIG.9.)

STEP 10 Feed the injector harness out the left side. (See FIG.10.)

STEP 11 Route the Wild Things harness as shown. The Wild Things wiring should be between the frame and the OEM harness that goes over the battery negative. (See FIG.11.)

FIG.12



STEP 12 Continue pulling the Wild Things harness through, routing it on top of the main (plastic braid covered) harness. Route the connectors inside the frame, down through the engine V and out where the stock injector harness is. (See FIG.12.)

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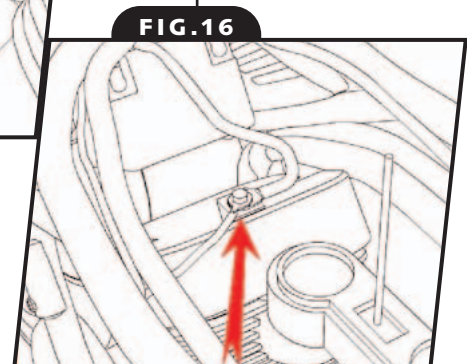
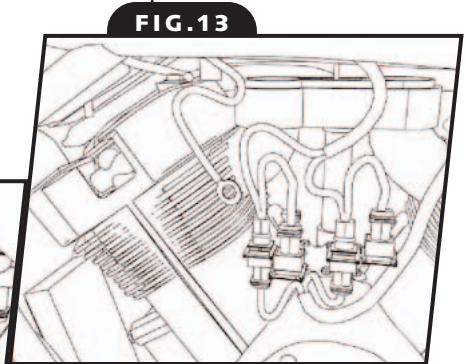
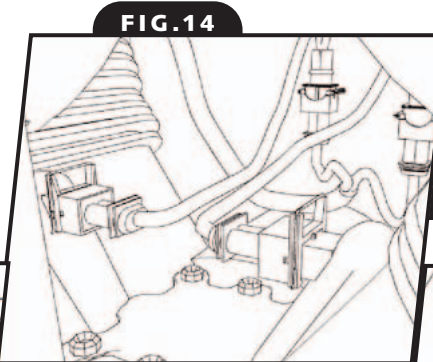
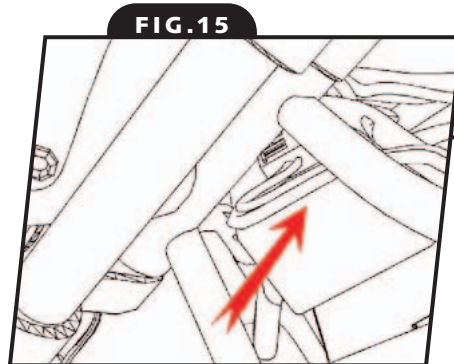
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STEP 13 Connect the Wild Things harness to the stock harness. Pay attention to the color-coding. It is essential the connectors be installed properly at the front and rear injectors. (See FIG.13.)

STEP 14 Feed the Wild Things injector connectors under the throttle body and connect them to their respective injectors. Install the horn. (See FIG.14.)

STEP 15 Pull any excess slack in the Wild Things harness back to the front. (See FIG.15.)

STEP 16 Connect the Wild Things ground wire to the battery negative cable as shown (See FIG.16.) Cable tie the Wild Things harness and ground lead to the main wiring harness.



Reinstall the airbox floor, crankcase breathers, velocity stacks, O-rings, air filter assembly and airbox lid. Make sure you reconnect the IAT sensor.

STEP 17 Use the Velcro provided to mount the Wild Things Module to the top of the battery.

TUNING

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 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 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 have one or more of these problems. (see troubleshooting Motorcycle)

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 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.

The red light pot 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. Good Luck.

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TROUBLESHOOTING

WILD THINGS MODULE

If the green LED is flashing by itself there is an incomplete connection with the injector connectors with the yellow & white leads from the Wild Things Module. If the red LED is flashing, there is an incomplete connection with the injector connectors with green & gray leads from the Wild Things Module. Please confirm that the connectors and wires are firmly in place.

MOTORCYCLE

(Order from most common to least common)

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.
5. Cylinder head temp sensor malfunction.

PROBLEM POOR MILEAGE

Solution:

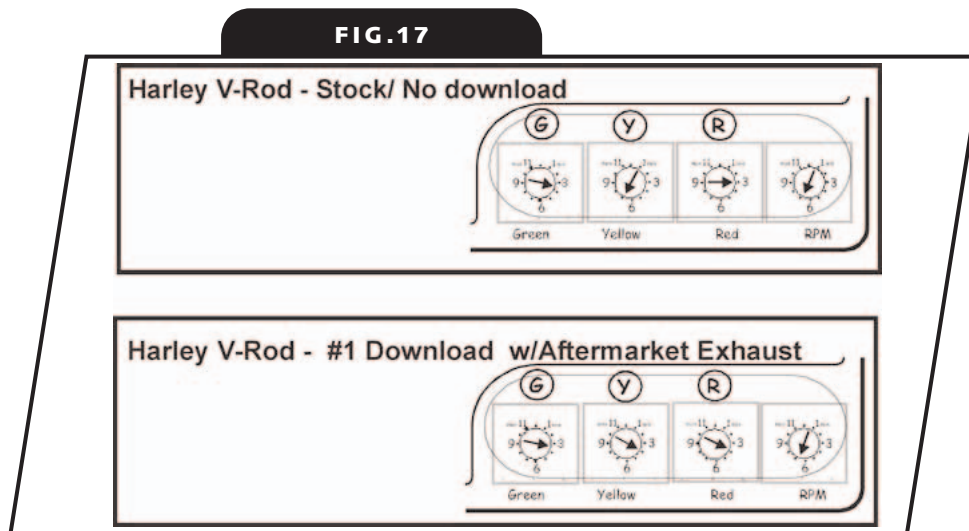
1. Check your green pot settings. In the hundreds of installs performed, we have never gone beyond the 4:00 settings. Try backing down the settings slightly.
2. The RPM pot is adjusted too low. Make sure it's at least at the 7:00 setting, this means the main comes in at around 6800 rpm. Make sure your engine passes the 1800 rpm test at the beginning of the troubleshooting section.

If you still have mileage issues call Tech Support at 715-247-2983.

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 715-247-2983.

Ride On!



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