

Items Supplied >

- 1 – Fi2000R Fuel Injection Module
- 2 – Zip Ties

Application(s) >

SUZUKI GSX1300R 01-Up
(Does not work on 98-00 models)

Instruction Manual >

92-5105

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Read all instructions carefully and completely before installing your new Fi2000R module. It is recommended that a qualified mechanic or technician install this product.

1. Remove the rider seat by removing the two button head screws from the frame, then remove the 2 front gas tank bolts and tilt it up using the supplied Suzuki prop rod to hold it in the up position.
2. Place Fi2000R module temporarily in the battery area and run the wire harness up the right side of the bike just inside the main frame rail (see figure 1 & 2).
3. Unplug the top of the crankcase breather hose from the airbox (see figure 1). Then by squeezing on both sides of the factory injector connectors, pull each connector away from the injector. Starting on the left side of the motorcycle insert the connector furthest from the Fi2000R into the left injector wire connector. Then attach the next connector on the Fi2000R into the left injector. Repeat this step for all connectors. The connector closest to the Fi2000R will connect to the right most injector on the motorcycle. You may have to squeeze the locking tabs on the connector to ensure you have this connection firmly seated.
4. Ziptie the wire harness to the stock ground cable under the fuel tank, route the harness just to the right of the battery and then velcro the Fi2000R module on top of the ECU (see figure 2). Attach the Fi2000R ground cable to the NEGATIVE post of the battery. Reconnect the crankcase breather hose to the airbox.
5. Before re-installing the gas tank and seat, verify your connections. Remove the door from the Fi2000R module to expose the LED's. Verify the wire connections by (1) turning on the ignition while watching the 3 LED's. They will all light up for a few seconds, then go off. This is correct. If you don't see lights, make sure the sidestand is up, bike is in neutral, clutch is in and handle bar engine switched is set to run. If you still have no lights, re-check that all connectors are fully engaged and the ground wire is connected correctly. (2) After achieving a steady light from all three LED's, start the motorcycle the green light should now be the only LED on. If all three LED's are still on after start up, verify you have attached the injector connectors correctly. Reattach the access door when finished. **Note:** Make sure the ignition is turn off before changing any connection.
6. Lower the gas tank back into position and tighten the bolts. Replace the rider seat with the stock hardware.

** 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.*

ADVANCED TUNING

The Fi2000R has the ability to efficiently tune the EFI system on your motorcycle for slip-on or full exhaust systems. It comes pre-set from the factory for popular brand name slip-on mufflers. Both dyno testing and on-road exhaust gas analysis have been used to develop the best base settings for drivability and power.

Not all slip-on mufflers flow exactly the same. Some eliminate power valves and others don't. Some are made with street baffles, other with race or competition baffles. Full exhaust systems offer even greater variation in construction, features and performance. The Fi2000R has the ability to tune the EFI system on your motorcycle to any of these exhausts by applying a logical and systematic approach to altering the base settings supplied with your Fi2000R. These suggestions should be followed step by step and help you achieve success.

**** Only attempt adjustments on a fully warmed motor ****

1. Start with the base setting, even if you have a full exhaust system. Adjust and test only ONE adjustment pot at a time until you are happy with the result.
2. Start with the left hand or green light pot. This adjustment works either from idle or above idle (varies with bike) to a R.P.M.. of about 5000 (also varies with bike) while the bike is driven at a steady throttle or slowly increasing throttle. This is the cruise range and is where the emissions leanness creates issues like choppy on-off throttle application, surging, and backfiring on trailing throttle.
3. Turn this pot back to zero, and make one position increases until you feel the best performance in this range. Do this test a few times to make sure you have it right.
4. The middle or yellow pot is an engine load- triggered fuel adding adjustment. A rapid increase of the throttle at any R.P.M. will add additional fuel and as long as that predetermined load is present, fuel will continue. As engine loads increase in higher gears the acceleration fuel will stay on longer and be more effective. Starting with the base setting, test ride the motorcycle in 4th or 5th gear and perform moderately fast roll-on throttle from a repeating standard R.P.M. or speed. Increase the pot one position at a time and stop as soon as you don't feel any improvement.
5. The right hand or red pot is for the fuel setting required when the engine is maximizing its R.P.M. and power delivery. This pot is similar to the main jet in a carburetor. It will take a combination of a minimum R.P.M. and a predetermined amount of engine load to initiate this fuel. The straightaway on a racetrack or an inertia dyno are the best places to set this pot. Full exhaust systems of high quality construction increase flow characteristics and will increase fuel demands over our base settings. Also, air filters specifically designed for higher than stock airflow can create need for higher fuel setting. Try an additional one-position pot setting at a time.
6. Camshaft changes or major air box modifications can alter an engine's volumetric efficiency and create a greater demand on the engine's fuel system than the Fi2000R may have the ability to adjust for.

TROUBLE SHOOTING

If you have any problems refer to note 5 in the main body of these instructions.

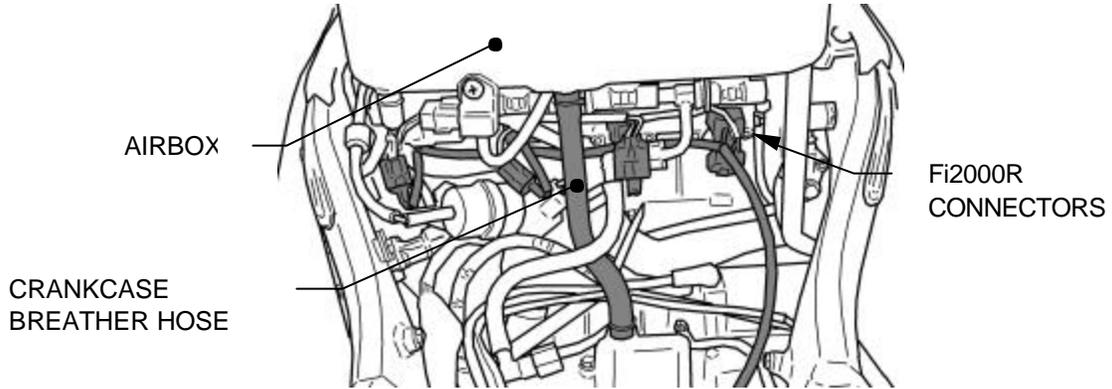


FIGURE 1

(THE GAS TANK IS REMOVED FOR CLARITY, DO NOT REMOVE THE TANK)

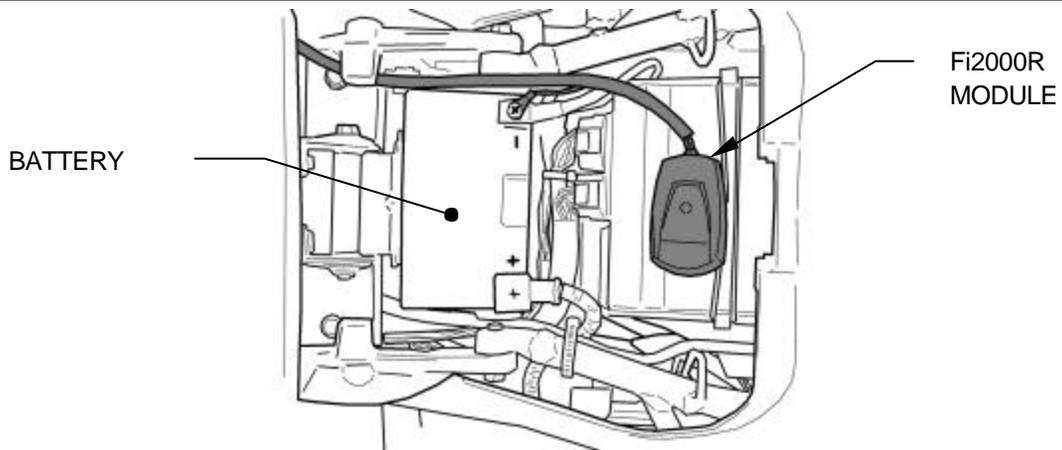
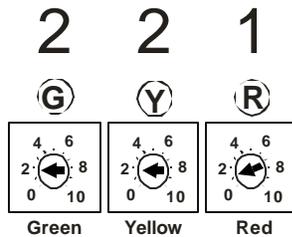


FIGURE 2

Slip-On Pot Settings: (Default)



Complete Exhaust Settings:

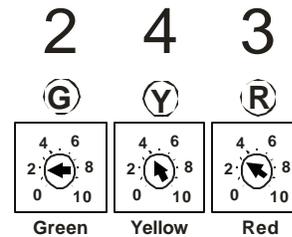


FIGURE 3