

## Electronic Jet Kit™ Instructions



Thank you for choosing the Techlusion Electronic Jet Kit for your KFX 450, the TFI. The TFI is usable only for the following models:

- Kawasaki KFX 450

Thank you for choosing the TFI for your Kawasaki KFX 450. This technology interfaces with your fuel injected ATV. The result is injection with carb tuning logic.

This product is a perfect fit for stock ATV's. It is also, capable of handling the fuel needs of pipes and air intakes. 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.

### INSTALLATION PREP

- Install Time: 30 minutes
- Required Tools for: 10mm wrench or socket  
8mm wrench or socket  
#3 phillips screwdriver

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### INSTALLATION

#### KFX 450 Installation Instructions

1. Remove the seat.
2. Remove the 2 screws that hold the side covers to fuel tank. Remove the 2 bolts at the rear of the fuel tank. This allows the rear of the fuel tank to be raised up enough to install the TFI.
3. A Good location for the TFI is in the tail section. Route the wiring harness from the TFI towards the throttle body. Route the harness underneath the cross member of the subframe.
4. Now unplug the stock injector connector from the injector. *This connection is under the rear of the fuel tank.* Now plug the TFI injector connector into the injector, next plug the stock injector connector into the black TFI connector.
5. Remove the bolt that secures the stock ground wire to the frame. Attach the ground wire from the TFI to this location.
6. Remove the 4 bolts that hold the tool kit in place.
7. Using the supplied velcro secure the TFI to the rear fender.
8. Reinstall the tool kit.
9. Reinstall the screws and bolts for the fuel tank.
10. Start the ATV. The green LED should now be on steady and the yellow will flash rapidly for about 15 seconds, and then go out. If the green or red LEDs continue flashing after startup, an injector wiring error is indicated. Re-check the wire's from the TFI and make sure they are connected to the proper wire of your ATV's stock harness. **MAKE SURE** you have the correct wires selected in the stock harness. **DO NOT PROCEED UNLESS YOU HAVE A STEADY GREEN LED.**

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### 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 ATV 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. In testing we have found that 10:00 o'clock is a very good starting point for the 4<sup>th</sup> pot.

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### Troubleshooting

#### Problems

First it is important that you understand that all modern day fuel injected ATV's have a big advantage over carbureted ATV's. Fuel injected ATV's all have the same exact fuel curve and is corrected everyday by the on board weather station. Which means your ATV 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.
3. High lift cams affecting map at light loads and low RPMS.

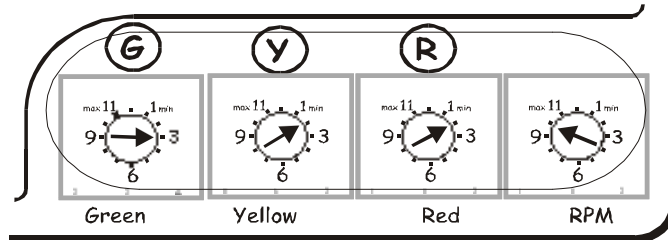
### Full Throttle

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.

Electronic Jet Kit™ Instructions



Aftermarket Exhaust  
High Flow Intake



**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**