

## Items Supplied >

- 1 – Fi2000 Fuel Injection Module
- 4 – T-Tap Connectors (1 spare)
- 2 – Zip Ties

## Application(s) >

YAMAHA WARRIOR 02-Up

## Instruction Manual >

92-0772

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**Read all instructions carefully and completely before installing your new Fi2000 module. It is recommended that a qualified mechanic or technician install this product.**

1. Remove the seat.
2. Remove the splash shield and unstrap the ECU.
3. Fold the factory ECU out of the way to locate the BLUE tail light wire coming out of the translucent connector and attach a t-tap connector to that wire. Attach the BLUE wire from the Cobra module to that t-tap connector.
4. Route the black wire from the Cobra module to the negative post of the battery as shown in figure 1.
5. Replace the ECU and strap.
6. Find the BRIGHT GREEN and LIGHT GREY wires coming out of the ECU and attach a t-tap connector to each of these wires. Now connect the corresponding colored wires from the Cobra module to each of the t-tap connectors. See figure 1. **Note:** Make sure not to attach the t-tap connectors closer than 1" to the stock ECU connector.
7. Remove the backing from the Velcro and attach the Cobra module vertically on the frame cross member over the starter solenoid as shown in figure 1.
8. Before re-installing the splash shield and seat, verify your connections. Remove the door from the Fi2000 box to expose the LED's. Verify the wire connections by (1) turning the ignition on, prior to starting, and see if all three LED's are on steady. If you have no light, either your ground connection (BLACK wire) is not solid or, (more likely) your BLUE wire connection is incorrect. You have either tapped on the wrong wire or the tap has not made contact. (2) After achieving a steady light from all three LED's, start the motorcycle and let it idle, the green light should now be the only LED on. If all three LED's are still on after start up, your BRIGHT GREEN stripe wire connection is incorrect; if all three LED's are flashing, your LIGHT GREY stripe wire connection is wrong. Again verify correct color and tap contact. Reattach the door when finished. **Note:** Make sure the ignition is turn off before changing any connection.
9. Re-install the splash shield and seat.

**\* 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.**

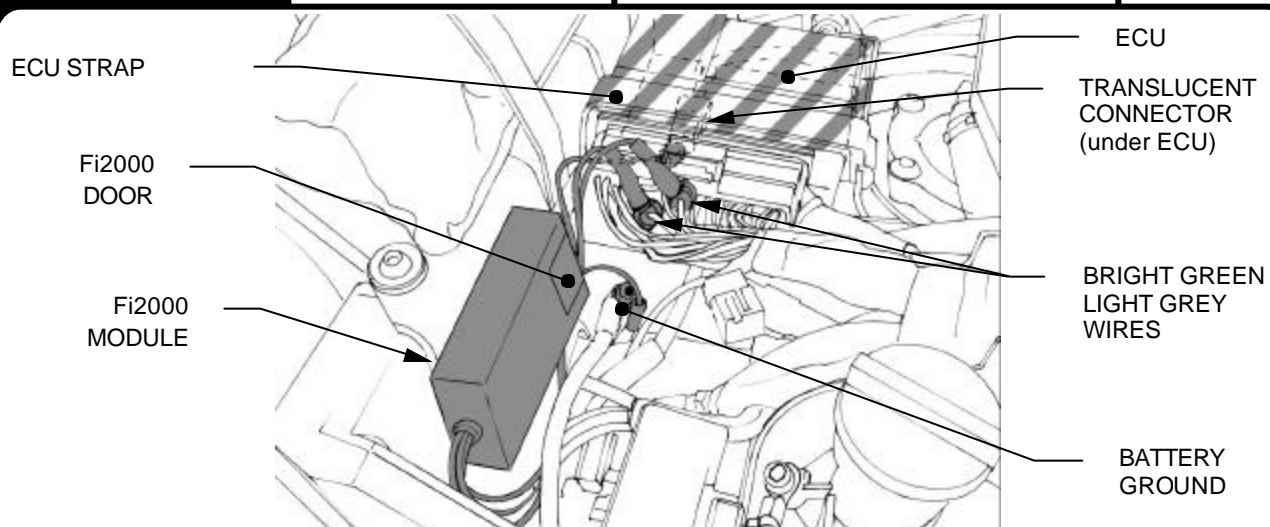


FIGURE 1

**Injector Wires:** Bright Green and Light Grey  
**Power Wire:** Blue  
**Default Pot Settings:**

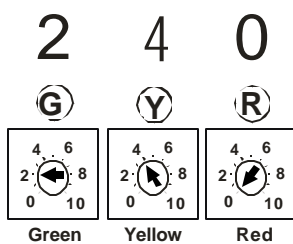


FIGURE 2

## ADVANCED TUNING

Your Cobra Fi2000 fuel injection module has been tested and preset for best function and drivability on a stock motorcycle with a Cobra exhaust. The Fi2000 does however, have 3 important adjustments that allow you to tune the module for optimum performance, especially if you have performed other changes to your motorcycle. These adjustments also allow you to resolve drivability issues if our stock settings are not exactly right for your bike. Make sure your motorcycle is up to normal operating temperature (15 minutes of riding should be sufficient) before making any adjustments. Remove the door to expose the pots shown in figure 2.

**GREEN LED POT (left pot)** - this adjustment affects idle and cruise fuel. If you have cruising issues, this is where you would try a different setting. Generally, surging and uneven running while cruising is a lean fuel condition, so try adding a small increase in fuel by turning the adjustment clockwise with a small flat blade screwdriver a 1/2 position. Test drive the bike to feel an improvement and only increase the setting until the surge goes away. Also, backfiring or popping on trailing throttle is generally a lean symptom (or an exhaust gasket leak). Try the same small increases as above just until the backfiring goes away.

**YELLOW LED POT (middle pot)** - this adjustment affects acceleration and power fuel. If you have a hesitation or bogging on acceleration, this is where you would try a different setting. Aftermarket air cleaner assemblies generally lean out fuel mixtures, so try small clockwise increases as above until a smooth acceleration returns.

**RED LED POT (right pot)** - this pot controls the top end (power) fuel. On most bikes the factory gets the top end fuel right, as emissions testing is not done there and most exhausts by themselves won't dramatically change that requirement. Hi-Flow air cleaner assemblies, especially those that remove a lot of restriction, can significantly alter the high R.P.M. demand for fuel. This is where you would use the red led pot. Starting at the 3 position, to be safe, test ride the motorcycle up to redline and adjust the pot until you feel the best performance.

## TROUBLE SHOOTING

If you have any problems refer to note 8 in the main body of these instructions.