

THUNDER MAX

EFI made simple.

**Part # 309-460 for 2001-2010 Softail®,
2002-2007 Touring, & 2007-2009 XL**

Thank you for purchasing a ThunderMax ECM!
Please read through the following instructions before beginning the installation procedure. Following these instructions will ensure that the ECM is installed and setup properly for optimal results. If you have any problems or questions, please refer to the TMaxII Tuning .pdf Manual, included on the CD (Help Menu) with this package. **Record serial number NOW on your warranty card, and below for your records!**

Serial # TMRM _____

All Models - Oxygen Sensor Installation Tips

ThunderMax kit includes robust Wide-Band oxygen sensors that report data from every cylinder combustion event to the ThunderMax ECM for automatic air/fuel corrections. These sensors replace the factory supplied narrow-band sensors first used on 2007-2010 bikes and in most cases are direct bolt-in replacements. 2001-2006 models will require the addition of 18mm sensor bungs to the exhaust header pipes if yours don't currently have them installed. Installation of the wide band sensors into most bung-equipped headpipes presents no clearance problems; however, some pipe brands may require exhaust pipe modification or sensor bung relocation for interference-free installation. The sensors must mount freely without contacting surrounding components. **If this is not possible, do not attempt to bend or modify the sensor in any way as it is a sensitive electronic component and will be damaged if you do.** Modify the pipe if required for clearance. Weld-in bungs are available for exhaust systems not equipped with bungs or if current bungs present clearance issues. Bungs should be located no more than 3-4" from the head/pipe connection (for ideal location, refer to the 2007 factory location). Weld-in bungs are available in straight or angled style from many industry sources; see video installation link on page 8. After installation, route the sensor harness away from the engine and along the frame when possible, above the lowest frame point to avoid the possibility of dragging ground during operation. **Avoid routing harnesses where engine movement or sharp edges can contact and cut into the harnesses or connector plugs.** Tie

Installation / Setup Guide

Please Note: This product is Legal in California only for racing vehicles which may never be used upon a highway. The user shall determine suitability of the product for his or her use. Installation and use on a pollution-controlled vehicle constitutes tampering under the U.S. EPA guidelines and can lead to substantial fines. Review your application and check your local laws before installing.

the harnesses to the frame or existing component harnesses, taking care to avoid contact with any vibrating component that may chaff the sheathing or wires. Some disassembly of bike components may be required for best harness routing. **Remove any previously installed ancillary tuning device including oxygen sensor eliminators that may be plugged into the factory oxygen sensor harness.**

Step 1 Insert the TMaxII CD into your computer. TMaxII will automatically open the InstallShield Wizard when the computer finds the CD-Rom. Follow the instructions and install the software on your computer.



All Models - A packet of dielectric grease is included with your ThunderMax. When installing the ECM, apply the provided dielectric grease to the inside lip of the ThunderMax ECM to ensure the rubber weather seal does not bind during installation and across the clear case on the 36 pin ECM connector. Spread the grease across all of the female terminal openings, making sure the grease penetrates openings. This grease will greatly improve vital conductivity between the ThunderMax and the 36 pin connector.



Also apply dielectric grease to the ThunderMax oxygen sensor harness connector terminals for improved conductivity, and to the outer housing to prevent binding upon installation to the ECM.



Step 2 - Module Installation - Softail® Models

(Skip ahead for other models)

FX/FLST-A: Remove the seat to access the factory Electronic Control Module (ECM). Slide the fuse box to the left to release it from the plastic bracket. Open the fuse box and remove the main fuse.



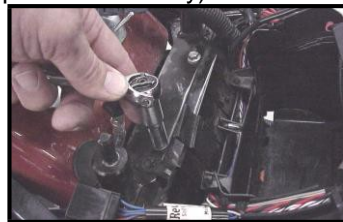
FX/FLST-B: Remove the battery cables (negative first) and remove battery from the motorcycle. **Remove any previously installed ancillary tuning device including oxygen sensor eliminators that may be plugged into the factory oxygen sensor harness.**



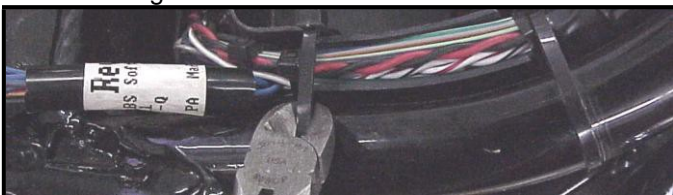
FX/FLST-C: Remove the (4) mounting nuts holding the factory ECM in place and lift the ECM from the mounting bracket. Depress the latch on the main connector and remove the factory ECM from the wiring harness.



FX/FLST-D: Unplug the tail light harness connector plug. Remove the (2) bolts holding the steel fuse box mounting bracket (and seat support for FLSTSB models; temporarily remove the support bracket only).



FX/FLST-E: Clip the right rear wire tie holding the harness trough to the frame as shown.



FX/FLST-F: Lift the steel fuse box mounting bracket to expose the rear of the plastic battery tray / wiring caddy. Firmly push the caddy forward to create space needed to feed the "Front" ThunderMax oxygen sensor harness (shown in yellow) connector through the opening between the frame and the caddy, exiting behind the right wing of the oil tank.

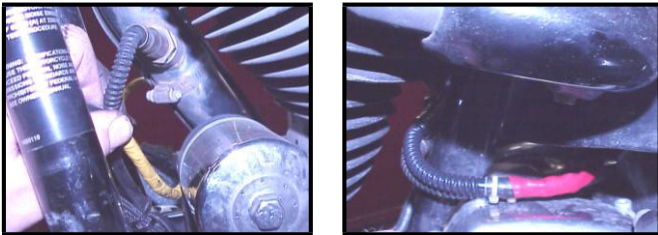


FX/FLST-G: Install the ThunderMax ECM onto the ECM caddy studs without nuts; insert the oxygen harness connector into the ECM with the imprinted "ThunderMax" logo facing up. Tighten the (2) Phillips connector screws. Lift ECM and install main 36-pin connector, ensuring it is fully seated and latched. Replace ECM onto studs.

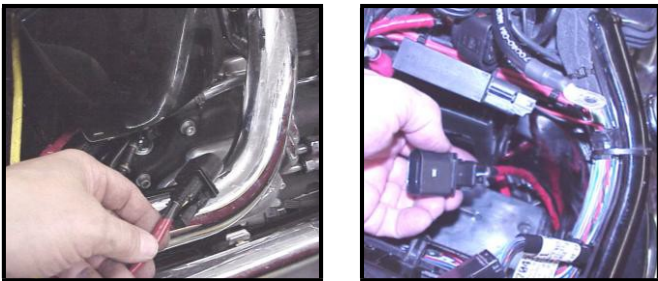


FX/FLST-H: Unplug and remove factory oxygen sensors from exhaust if equipped (rear sensor plug located under oil tank). Rubber caps are included to cap off the factory

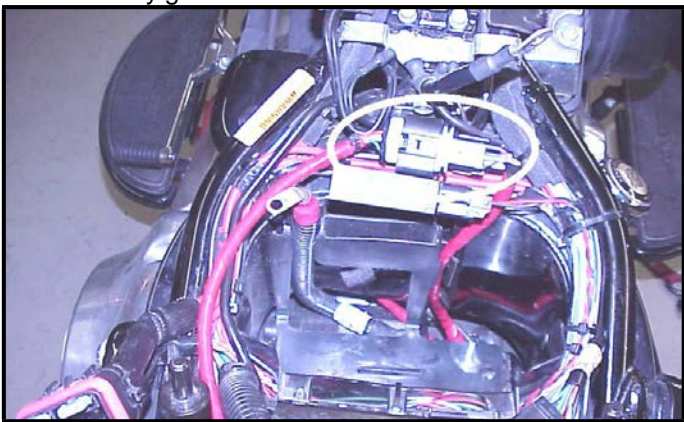
harnesses. Install both ThunderMax oxygen sensors into exhaust pipes and tighten.



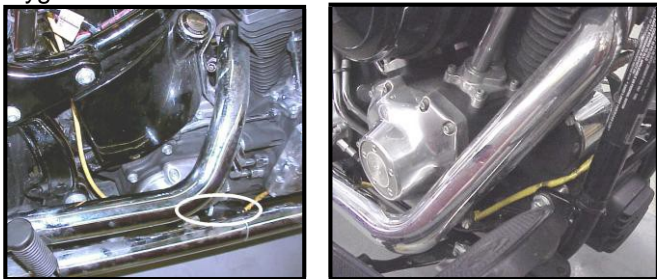
FX/FLST-I: Route rear sensor harness under oil tank, feeding connector plug up through opening in the right front bottom of the battery cavity in the oil tank.



FX/FLST-J: Position rear oxygen sensor harness connector on top of oil tank, just forward of the battery under battery ground cable as shown.

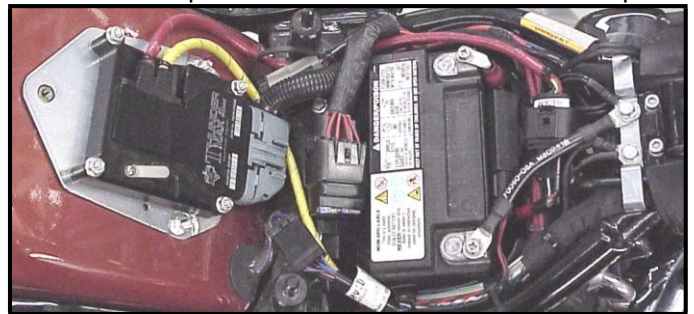


FX/FLST-K: Route front oxygen sensor harness behind and under transmission with connector plug just under the engine/transmission mounting boss; connect to front oxygen sensor.



FX/FLST-L: Securely tie all harnesses to the frame and/or other harnesses. Avoid routing harnesses where engine movement, sharp edges, exhaust systems or hot engine components can contact and cut into the harnesses or connector plugs. Be aware that swingarm movement at full suspension compression reduces the clearance opening at the rear of the oil tank where the front oxygen sensor harness is routed (tie harness inboard of swingarm).

FX/FLST-M: Install steel fuse box mounting bracket (with seat support for FLSTSB models). Install the (4) ECM mounting nuts, plug in the tail light harness plug, re-install the battery (positive cable first). **Re-install the main fuse.** Replace the fuse box cap and attach the fuse box to the plastic fuse box bracket. Move to Step 3.



Step 2 - Module Installation - Touring Models

Remove any previously installed ancillary tuning device including oxygen sensor eliminators that may be plugged into the factory oxygen sensor harness.

FL-A Remove the factory oxygen sensors (if equipped) and install supplied Wide-Band sensors into exhaust pipes. Rubber caps are included to cap off the factory oxygen harness connectors on 2007 models.



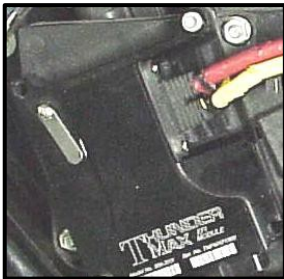
FL-B: Remove the right saddlebag and side cover from the bike. Locate the fuse box that contains the ECM fuse, remove fuse labeled "ECM POWER". Depress tab on main ECM harness plug and unplug the ECM wiring harness from the factory ECM.



FL-C: Remove the factory ECM from the motorcycle, the ECM is held to the electrical caddy by socket head cap screws. The screws have a locking agent on them and can be difficult to remove.

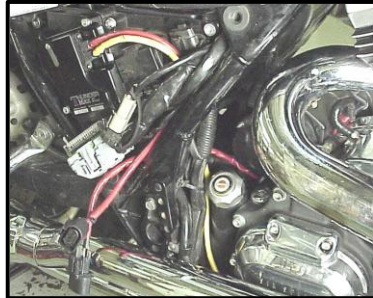
Work the screws back and forth slowly to break them loose. If the screw and brass threaded insert turn together in the plastic, use a socket on an electric or air impact driver to spin them as a unit; the heat generated will release the thread glue.

FL-D: Route the AutoTune harnesses through the frame opening behind the transmission before positioning the ECM for installation.

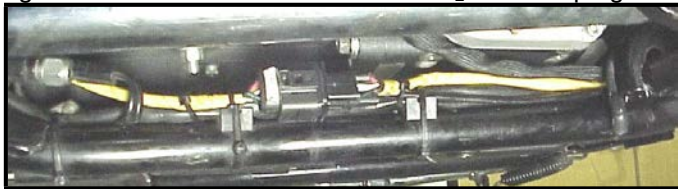


FL-E: Insert the greased oxygen harness connector into the ECM with the imprinted "ThunderMax" logo facing up. Tighten the (2) Phillips connector screws. Install the ThunderMax ECM to the ECM caddy using original screws.

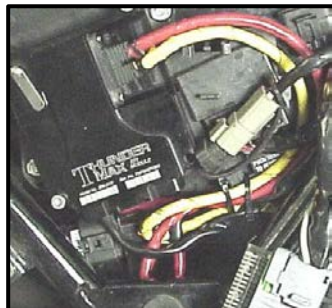
FL-F: Route oxygen sensor lead from rear pipe under starter and through frame opening behind transmission; connect to 'rear' ECM O₂ harness plug. Route front harness through frame opening and behind oil filler spout. Position connector along lower frame rail between engine and transmission.



FL-G: Route oxygen sensor lead from front pipe along right frame rail and connect to 'front' O₂ harness plug.

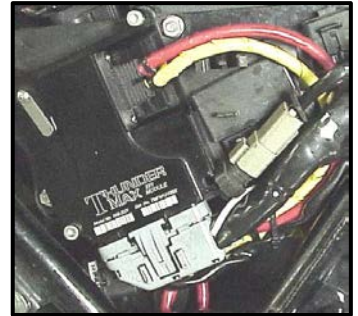


Securely tie all harnesses to the frame and/or other harnesses with supplied wire ties. Avoid sharp turns while routing harnesses and avoid areas where engine movement, sharp edges, exhaust systems or hot engine components can contact and cut into the harnesses or connector plugs. Bundle excess



harness together and tie to ECM caddy where it will be unaffected by swingarm movement and other moving components.

FL-H: Connect the greased 36-pin ECM connector to the ThunderMax ECM. **Re-install the ECM fuse** and secure the fuse box back into position on the ECM caddy. Move to Step 3.



Step 2 - Module Installation – 07-09XL Models

Remove any previously installed ancillary tuning device including oxygen sensor eliminators that may be plugged into the factory oxygen sensor harness.

XL-A Remove the factory oxygen sensors and install supplied Wide-Band sensors into exhaust pipes. Rubber caps are included to cap off the factory oxygen sensor harness connectors.



XL-B Remove the left side cover, locate and remove the ECM Power fuse. Remove the seat, unplug and remove the factory ECM. Feed the ThunderMax oxygen

sensor harness and 12-pin ECM connector between the battery and frame as shown.

XL-C Insert the greased oxygen harness connector into the ECM with the imprinted "ThunderMax" logo facing up; tighten the (2) Phillips connector screws. Connect the greased 36-pin ECM connector to the ThunderMax ECM and install the ThunderMax to the ECM caddy. **Re-install the ECM fuse.**



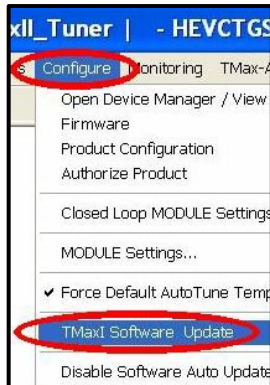
XL-D Route the front oxygen sensor lead along the left front frame tube to under the fuel tank as shown. Route the front ECM O₂ harness from



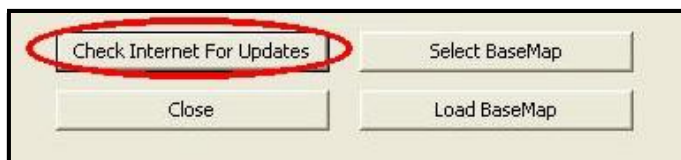
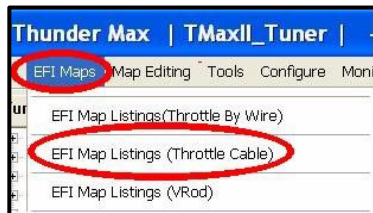
the battery area along the frame backbone under the left side of the fuel tank and connect to the sensor. Connect the rear sensor lead to the rear ECM O₂ harness and carefully bundle the excess harness and attach to the frame backbone above the starter. Securely tie all harnesses to the frame and/or other harnesses with supplied wire ties. Avoid sharp turns while routing harnesses and avoid areas where engine movement, sharp edges, exhaust systems or hot engine components can contact and cut into the harnesses or connector plugs. Move to Step 3.

Step 3 – Choosing and Installing a Map

Now it's time to turn your attention back to your computer. Open your TMaxII Tuner software (there is no need to link to the module at this time). To ensure you are working with the latest version of TMaxII Tuner software and have the most up-to-date selection of base maps, it is suggested that you establish an Internet connection and click **[Configure]** on the tool bar, then **[TMax Software Update]** and follow the prompts.



After uploading new software (if found), next click **[EFI Maps]** **[EFI Map Listings (Throttle Cable)]**, double-click any map; when the Base Map Name Encoding window appears, click the **[Check Internet For Updates]** button and follow the prompts. Close window after updating.



Loading Interface Drivers and VIN Number

Next, the TMaxII Tuner software for the ThunderMax EFI systems contains the correct Windows® drivers required for USB interface with the ECM. Connect the USB cable to the specific port on your PC that the driver will be configured to, and the



ThunderMax ECM connection port located under the retainer plate (loosen retainer screw, rotate retainer plate and open rubber weather seal). Open the TMaxII Tuner software and turn the bike's ignition and handlebar switches to the on/run positions. Follow the prompt instructions for installing the driver.

Next, go to the menu bar and select **[Tuning Maps]** **[Module Configuration]** **[Module Service Data]**. Under the Module Information tab, click **[Edit VIN/SRN]** and enter your motorcycle's serial number (CAPITAL LETTERS ONLY), click **[OK]** then **[Close]**. Turn off ignition when finished. Once your software, map databases and USB driver are verified as up-to-date, go to selecting and loading your base map.

Selecting A Base Map File from the Database

The TMaxII Tuner EFI Map Database will help you chose a Base Map for your application. To open the Map Database, select from the toolbar **[EFI Maps]** **[EFI Map Listings (Throttle Cable)]**.



Item...	Manufacturer	EngineType	Family	Stock HD TC
506	HarleyDavidson	1100	TwinCam A&B	Stock H
590	HarleyDavidson	1030	TwinCam A&B	Stock H
591	HarleyDavidson	1030	TwinCam A&B	101 Y& 500
592	HarleyDavidson	1030	TwinCam A&B	101 Y& 500
593	HarleyDavidson	1030	TwinCam A&B	101 Y& 500
594	HarleyDavidson	1030	TwinCam A&B	Stock H
595	HarleyDavidson	1030	TwinCam A&B	101 Y& 500
596	HarleyDavidson	1030	TwinCam A&B	Stock H
597	HarleyDavidson	1030	TwinCam A&B	101 Y& 500
598	HarleyDavidson	1030	TwinCam A&B	101 Y& 500
603	HarleyDavidson	1030	TwinCam A&B	101 Y& 500
604	HarleyDavidson	1030	TwinCam A&B	101 Y& 500
605	HarleyDavidson	1030	TwinCam A&B	101 Y& 500
607	HarleyDavidson	950	TwinCam A&B	Stock H
609	HarleyDavidson	950	TwinCam A&B	Stock H
608	HarleyDavidson	950	TwinCam A&B	Stock H
610	HarleyDavidson	950	TwinCam A&B	Stock H
611	HarleyDavidson	950	TwinCam A&B	Stock H
612	HarleyDavidson	950	TwinCam A&B	Stock H
613	HarleyDavidson	950	TwinCam A&B	Stock H
614	HarleyDavidson	950	TwinCam A&B	Stock H
615	HarleyDavidson	950	TwinCam A&B	Stock H
616	HarleyDavidson	950	TwinCam A&B	Stock HD TC
617	HarleyDavidson	950	TwinCam A&B	Stock H
618	HarleyDavidson	950	TwinCam A&B	Stock H

Available base maps will be shown (if the **[Show All Maps]** button at the lower left of the screen is highlighted, click it to clear any filtered maps so all maps will be shown).

You will now be able to select the closest Base Map for your engine combination. Please read the following section on Key Elements before proceeding; this will help you quickly narrow down the selection of available Base Maps and find the right one for your application.

Base Map “Key Elements”

The reason for selecting a Base Map by “Key Elements” is to find the closest Base Map match available for your combination, identified by the most critical components. These include:

Engine Size. A correct match to the engine’s stroke is more important than an exact match of engine displacement. Stroke and cam timing influence engine pumping pressures. The correct shape of spark curves in the base map will be best matched by engine stroke.

Throttle Body / Injector Size. Choose the throttle body and injectors being used for your application (most applications will be “stock” unless performance parts have been installed).

Camshaft. Many popular short duration aftermarket cams (less than 240° intake duration) perform well when using a stock-cam base map. With broader timing cams (more than 240° intake duration) you may find that choosing a base map calibration developed for an aftermarket cam to be a better choice.

Exhaust System Design. There is no need for concern if an exact *brand* match does not appear in the Base Map library. Simply select the Base Map with the closest *style* of exhaust system (Slip-ons, 2:1, True Duals). Choosing the closest style will yield excellent results. Group your exhaust system in one of the following three categories:

Factory Head Pipe with Crossover: Dual exhaust systems with a cross over pipe that connects the front and rear exhaust pipes. Typically used with accessory slip-on mufflers. **Bikes with stock catalyst-equipped mufflers require maps designed for use with catalyst-equipped systems or damage to the catalyst can result.** ThunderMax maps for use with 96” and 103” internally stock engines are catalyst-safe maps.

2 into 1: Both head pipes converge into one collector.

True Dual Exhaust: 100% separate exhaust pipes.

ThunderMax’s AutoTune system allows you to choose a Base Map that isn’t an exact match of components and still have excellent results. Even if your combination isn’t listed, select the closest Map match and let the AutoTune create your custom Base Map while you ride. The closer the match that the Base Map is to your combination, the faster the system will achieve the desired AFR Targets. This simply means less time to establish and maintain a great tune. Once you have allowed the system to establish custom AFR fuel-flow adjustments, you can use the AutoMap function to create an all-new Base Map based upon the AutoTuned learned adjustments. To use the AutoMap feature, see the tuning manual for the procedure on how to create your custom base map using AutoMap.

Base Map File Browsing / Selection

With your Base Map Definitions window open, you may begin narrowing down the list of maps for your application. To sort the map files by a particular key element, left-click on the column heading to arrange the Base Maps in ‘key element’ alpha/numeric order. All of the columns can be sorted in this manner for filtering purposes. Filter the maps to identify the base map that best matches your application by following these steps:

First (in order of importance) place your cursor over the ‘**Family**’ heading and left-click to change the sort order of that column. Place your mouse pointer over you bike’s family match and right-click to filter out no-match applications from the list. **Tip -** Notice that the [**Show All Maps**] button at the bottom left is now selectable. At any time if you want to return to the complete library listing, select the [**Show All Maps**] button and you will start over with all Base Map Files displayed.

Item	Manufacturer	EngineType	Family	Throttle	Exhaust
842	HarleyDavidson	96ci	TwinCam A&B	Stock HD TC 06-07 all, 108-up FX (25° Inj)	True Dual FL Headpipe
843	HarleyDavidson	96ci	TwinCam A&B	Stock HD TC 06-07 all, 108-up FX (25° Inj)	Stock HD FXD Head Pipe

Second, right-click the engine size under ‘**Engine Type**’ that matches your engine. All maps that do not match your selection will be filtered from the screen.

Item	Manufacturer	EngineType	Family	Throttle	Exhaust
842	HarleyDavidson	96ci	TwinCam A&B	Stock HD TC 06-07 all, 108-up FX (25° Inj)	True Dual FL Headpipe
843	HarleyDavidson	96ci	TwinCam A&B	Stock HD TC 06-07 all, 108-up FX (25° Inj)	Stock HD FXD Head Pipe

Third, place your cursor over the ‘**Throttle**’ column and right click your match (injector size is more important than throttle body size if you have to choose).

Item	Manufacturer	EngineType	Family	Throttle	Exhaust
842	HarleyDavidson	96ci	TwinCam A&B	Stock HD TC 06-07 all, 108-up FX (25° Inj)	True Dual FL Headpipe
843	HarleyDavidson	96ci	TwinCam A&B	Stock HD TC 06-07 all, 108-up FX (25° Inj)	Stock HD FXD Head Pipe

Fourth, right-click the ‘**Cam**’ that closest matches your application.

Muffler	AirCleaner	Cam	Cylinderhead	Piston
Slip-on Mufflers	H-Flow/2.75" Deep	Stock	HD TC 2006-up Stock	Stock Piston
Stock HD Mufflers	Stock	Stock	HD TC 2006-up Stock	Stock Piston

Fifth, right click the ‘**Exhaust**’ that closest matches your application.

Item	Manufacturer	EngineType	Family	Throttle	Exhaust
842	HarleyDavidson	96ci	TwinCam A&B	Stock HD TC 06-07 all, 108-up FX (25° Inj)	True Dual FL Headpipe
843	HarleyDavidson	96ci	TwinCam A&B	Stock HD TC 06-07 all, 108-up FX (25° Inj)	Stock HD FXD Head Pipe

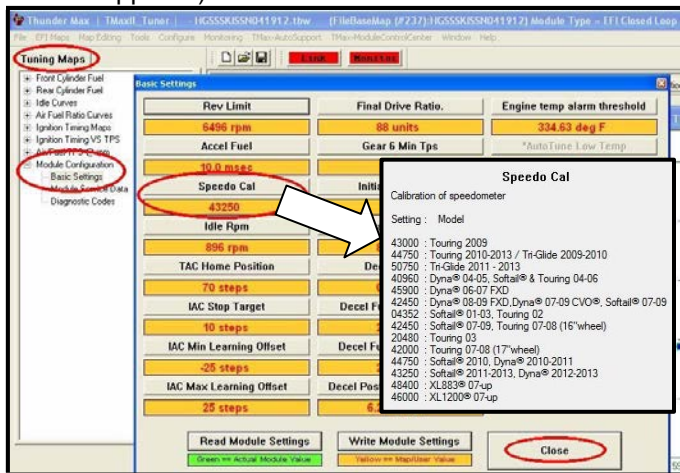
Keep right-clicking the application columns until you have located the best map match (in the case of identical maps, choose the latest date). Highlight the map you’ve chosen (left-click; blue bar indicates selected map) and click the [**Close**] button.

Step 4 This brings you to the ‘Base Map Name Encoding’ page, from which you can review the map parameters. Once verified, click the [**Load BaseMap**] button to load the map into the software.

Note - If you're still unsure of which Base Map to select, please email the specifications of your Key Elements to Support@Thunder-Max.com. Please title the email "Base Map Selection" for a faster response.



Step 5 Next, go to the [Tuning Maps] Tree and click the [+] sign next to [Module Configuration] to reveal the [Basic Settings] command. Open the Basic Settings window and click the [Speedo Cal] button (list window appears).



Verify that the Speedometer Calibration is set for your year and model motorcycle based on the chart. If it is, click [Cancel]; if it is not, enter the correct value and click [OK], then [Close] the Basic Settings window.

Step 6 Now that the Base Map is loaded into the TMaxII Tuner software; you must 'Write' (transfer) the Base Map to your ThunderMax ECM. With the communication cable connected, linking to the module is now automatically performed with the TMaxII Tuner software when the handle bar and key switch are in the on/run positions. The red [Link] button turns green to indicate a successful link.

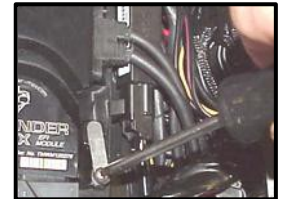
Once linked, from the toolbar, click [File] [Write Module Maps and Settings], answer [OK] to the message that informs you that you are about to overwrite the current map in the module; the transfer bar appears during the map load. Once the Base Map has been written to the module, clear any active Diagnostic Code readings and Learned Fuel Adjustments that may have been created during the live module testing session that each ThunderMax module must pass. While linked, from the Tuning Tree select [Module Configuration] [Diagnostic Codes]. When the Diagnostic Codes window appears, select [Clear Diagnostic Codes]. After completing this step, proceed to Map Editing menu on

the tool bar and select [Clear "Learned Fuel Adjustments (CLP OFFSET)"]. These steps ensure you will be starting with a "clean slate" Base Map.

IMPORTANT STEP BEFORE STARTING

Step 7 - Initialization Procedure

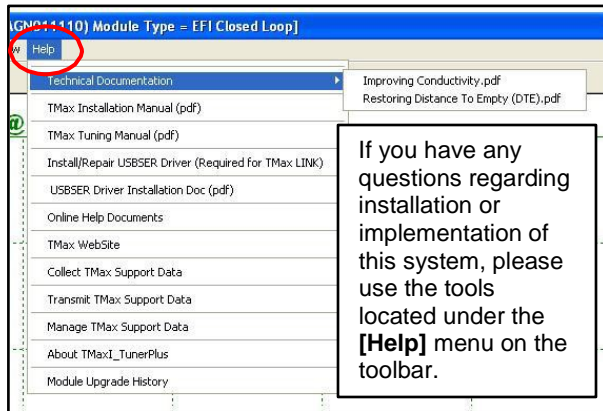
This procedure allows the ThunderMax to "learn" the "home" position for the Idle Air Control (IAC) motor. This is the only setting within the system that is not retained during 12 volt power interruption. It is required only for new module installation, or when interruption of 12v power takes place. Example: battery change, removal of maxi fuse, etc. Turn the ignition switch on and the handlebar rocker switch to run (without starting the engine) for 30 seconds, uninterrupted. Cycle the ignition switch off for 30 seconds (time it) and then back on for 30 seconds. Repeat the 30 on / 30 off cycles three times; after the 3rd off cycle, start the engine. Let the motorcycle idle on its own for 15 seconds. Cycle the ignition off, then restart the motorcycle; normal idle speed should be attained depending on engine temperature. Warm-up cycle will have slightly elevated idle speed (approximately 1200 rpm) until engine reaches operating temperature. To disconnect from the PC, click the Unlink button (turns to red), remove the USB cable and snap the weather seal plug into the USB cable port. Position the retainer plate over the weather seal and tighten the retainer plate screw.



If during this process you encounter wandering or unstable idle, the map selected may not be the best match for your application, or a mechanical problem may be present on your motorcycle. Please contact Product Support (from your toolbar, select [TMax AutoSupport] [Collect TMax Support Data] and follow the prompts (Internet connection required). This process copies your map and adjustments and automatically transmits the data to Product Support for evaluation.

Congratulations! You have successfully installed and set up your ThunderMax ECM. Now it's time to ride the bike and let ThunderMax optimize your EFI system! Several riding sessions that allow the engine to reach normal operating temperature should be completed with as much variation in terrain and RPM as possible. During this process, the IAC virtual stops are further refined and your air/fuel ratio is automatically adjusted to the map's targets. Your ThunderMax customizes your map based on your engine, ambient conditions and your riding habits. Once several sessions have been logged, link to your ThunderMax and select [TMax Module Control Center] for an automatic analysis of the adjustments that have been made, and follow prompts for further action if more optimization is suggested.

Need Help?



We have included many easy-to-use features for supporting and enriching your ThunderMax experience. A full tuning manual, links to online support documents and sites as well as the ability for you to easily attach a map or recorded engine monitoring log to an email directly to our support department are found here.

Special Note for International Model Bikes with Active Exhaust Enabled: *If your bike is equipped with a working Active Exhaust Valve, you must unplug the active exhaust harness before linking to the module, as the AEV circuitry conflicts with the communication stream. You can re-connect the harness after unlinking. If the stock exhaust has been changed, disregard this step. ThunderMax does not support active exhaust.*

TIPS AND GENERAL INFORMATION

- **Enter your VIN (motorcycle serial number)** into your module as described in Step 3 to allow your ThunderMax to be compatible with H-D®'s Digital Tech as well as certain H-D® add-ons such as accessory speedometers.
- **System Updates are available** through TMaxII with an internet connection. Software, Firmware and Map updates can be downloaded; dealers, tuners and end users should check frequently for updates.
- **TMax-ModuleControlCenter** provides a snapshot of AutoTuned fuel flow adjustments, RPM time logs in increments of 100 RPM's, engine temperature logs and diagnostic codes. Valuable information about the condition of your tune and how you ride. **AutoMap**, located within the **[TMax-ModuleControlCenter]**, creates a custom base map based on AutoTuned fuel flow adjustments. Create a custom base map with just a few clicks!
- **International (non-US) model notes –** ThunderMax does not support active intake/exhaust functions.
- **When the TMaxII program is opened,** it will automatically retrieve and open the last map that was open.
- **AFR Correction vs. Engine Temperature** page is used to adjust warm-up AFR's. If the engine requires more fuel during warm-up (start to 200°), use this function to adjust. See TMaxII Tuning Manual for procedures.
- **Air/Fuel-TPS @ RPM** These pages reflect desired targets of AFR to throttle position at every 256 RPM. Example: if you desire a leaner mixture for added fuel economy then you can easily enhance multi-tiered AFR targets at specific throttle positions and RPM's that will be learned during closed loop processing. When these pages are open, you can view the target AFR by clicking on a dot and tapping the space bar to view the target at a specific throttle position for that RPM. Use arrow keys to raise/lower targets.
- **Interrupting 12v power** to the module (battery service/replacement) requires system to be re-initialized (**Step 7**). Check battery terminal tightness as part of routine service (like during oil changes); avoid stacking accessory power leads onto main battery cables. If equipped with dual battery post ports, connect accessories separately.
- **When a new map is installed** any existing learned fuel adjustments need to be cleared **[Map Editing] [Clear Learned Fuel Adjustments]**. Linking or editing an existing map within the module does not require above steps.
- **Fuel Pressure Should Be Checked** during periodic service; this is also the first thing to check should you experience sudden or gradual decreasing performance. For any EFI system to operate properly, your fuel system should build and maintain 55-62 PSI of fuel pressure; your dealer can perform this simple test quickly.
- **Save your edited maps** to your hard drive using the **[Save As]** command. Document the changes in **[Map Notes]** located under **[EFI Maps]** on the toolbar. These notes are stored with the saved map; remember to edit them when making changes for future reference.
- **Oxygen Sensor Care:** Items that can damage or shorten the life of your sensors:
 - Leaded fuel – Race fuel or fuel additive (i.e. octane boost)
 - Oil deposits from oil consumption problems, Excessive moisture exposure
 - Excessive (extreme) heatThere is no warranty on sensors. Replacement P/N is 309-355.

Scan with smart phone for exhaust bung installation video --->

