

Please follow these instructions for chip installations and TPS adjustments:

1. Remove the seat and side covers
2. Disconnect the negative terminal on the battery
3. Take the computer out of the bike by removing the red retainer clip loose and by disconnecting the computer. HINT- leave the computer in place while disconnecting it – its easier - CAUTION – ground yourself and try not to touch any of the male pins {these are generally very hardy units and such precautions are not always used –BUT – better be safe than sorry}
4. Unscrew the computer box
5. Remove the I-C board by unscrewing the two screws that are plainly visible. These are generally torque-head screws.
6. On the back of the board is the chip – use a chip extractor to remove the chip. If you do not have an extractor – use a thin knife or screw driver to gently pry up and out the old chip
7. My chips are new and the prongs need to be bent inwards just a little. Rest the chip prongs on a flat table and gently bend one side of the prongs inward. Roll the chip over and gently do the same to the other side
8. Make sure the notch on the chip aligns with the printed notch on the I-C board. Make sure the prongs are going into their holes. Gently shove it in.
9. Re-assemble the computer and install it. Re-connect the wiring harness. Re-connect the battery
10. Start the bike and go for a warm up ride

### **TPS Adjustment**

1. Once the bike is warmed up, bring it in to your work area and turn a fan onto the front of the bike to provide cooling.
2. There is a small wiring harness on the computer with 5 male pins in the plug. On the backside of the plug (where the wires go into the plug) are the wiring letters – A.B.C.D.E.
3. Ignition switch OFF.
4. Using a wire with alligator clips on each end – connect pins B and E THUS SHORTING these two pins. CAUTION – do not short any other pins – insulated alligator clips are your best bet.
5. Turn the key on and start the warm bike.
6. NOTE – the odometer should be occasionally flashing, "Check engine". This means you are now in the CALIBRATE MODE. Wait one minute for the rich cold start program to work
7. Go to the left side of the bike and under the gas tank is the idle screw. Use a long #2 Phillips screw driver.
8. Reduce the RPM by going counter clockwise to about 750 RPM. NOTE – go slowly and in small increments. This counter clockwise turn is actually making it richer. Try not to let the motor stall. All we're doing is feeling for a range of settings. If the motor stalls – go clockwise just a little to re-start – wait one minute for the rich cold start program to work.
9. Now slowly and incrementally turn the idle screw clockwise, thus leaning the motor. Turn a little – count to 5 – turn a little count to 5. It takes the computer a moment to catch up with the new voltage you are setting.
10. Suddenly the motor is going to sound 'happy'. This should occur around 875 to 950 rpm very even firing pulses, smooth running, and low engine noise. STOP turning clockwise right there.
11. Now turn counterclockwise 1/16th to 1/8th of a turn.
12. Disconnect B E while the bike is running. Insure the odometer reads mileage and the "check engine" quit flashing. This means you are OUT OF THE CALIBRATE MODE.
13. Now go back to the idle screw and go clockwise to 1000 rpm
14. You should now have easier starts – do 35 MPH in 5th gear – smoother drivability – powerful roll-ons – less engine chatter.