

V THUNDER INJECTION OVERDRIVE Installation & Operation Manual

Part # VTE2600P (1995-96 F.I. Models)
Part # VTE2700P (1997 F.I. Models)

Part #VT128A

Caution: This product is not intended for any use that alters or disables emission devices installed as original equipment and required by law in California and elsewhere.

NOTE: Refer to the OE service manual for sensor and injector locations on the Induction Module Assembly and elsewhere.

Installation: VTE2600P

1. Remove the seat.
2. Locate the mating 6 pin connector that connects the ECM harness to the sensor harness, slide connector off frame rivet and uncouple them.
3. Locate the mating 12 pin connector that connects the ECM harness to the sensor harness, slide connector off frame rivet and uncouple them.
4. Install the Injection Overdrive unit in-line, mating the 6 pin plug and receptacle on the ECM side, and the 6 pin plug and receptacle on the Sensor side; then mating the 12 pin plug and receptacle on the ECM side, and the 12 pin plug and receptacle on the Sensor side.
5. Attach the single purple lead on the Injection Overdrive Unit to the negative post on the battery for ground.
6. Set switch to desired selection (see Table 1).
7. Lay the Injection Overdrive unit in the frame cavity and replace the seat.

VTE2700P

1. Remove the air cleaner assembly. (The OE backplate assembly will not be reused. Use the V Thunder air cleaner adapter (VTZ1750-06) instead.
2. Remove the bolts on the rear of the fuel tank and loosen the bolt on the front of the fuel tank.
3. Lift rear of gas tank up and away from frame to allow access to fuel injectors and prop tank up with something nonabrasive.
4. Remove idle actuator connector (for easier access to front injector).
5. Remove front and rear injector connectors by depressing retaining clip firmly and pushing up evenly.
6. Install Injection Overdrive "injector connector" marked "F1" onto front injector, and install the connector marked "R1" onto the rear injector.
7. Connect Injection Overdrive "injector mating connector" marked "F2" with original OE injector connector marked "F".
8. Connect Injection Overdrive "injector mating connector" marked "R2" with original OE injector connector marked "R".
9. Reconnect idle actuator connector.

10. Remove the "TPS" connector (left side front, facing induction module) and connect it to the Injection Overdrive mating connector marked "TPS1".
11. Connect Injection Overdrive TPS connector marked "TPS2" to TPS sensor.
12. Bolt Injection Overdrive to the back lower left side of the V Thunder air cleaner adapter (VTZ1750-06) with the two supplied bolts.
13. Select the proper Injection Overdrive switch setting based on engine configuration (see Table 1).
14. Install air cleaner backplate adapter to the induction module and heads using the OE hardware.
15. Install OE air cleaner filter, cover and hardware.

Operation:

Both the VTE2600P & the VTE2700P operate in the same manner. On the front of either unit, located in the upper left hand corner are a LED light and a rotary switch. When the LED is lit, it signifies that the microprocessor is functioning properly. The rotary switch is marked with letters ranging from A to F and numbers ranging from 0 to 9.

Using the small supplied screwdriver, turn the arrow to point at the number that represents the combination of parts that have been installed on the motorcycle. (See Table 1)

WARNING:

DO NOT substitute cams. The V Thunder cam specified in the chart must be used for proper operation.

TABLE 1

0 = Stock configuration

1 = Stock motor with low restriction exhaust.

2 = Stock motor with low restriction air cleaner.

3 = Stock motor with low restriction air cleaner, and low restriction exhaust.

4 = Low restriction exhaust, low restriction air cleaner and V-Thunder EVL-2015 cam.

5 = Low restriction exhaust, low restriction air cleaner and V-Thunder EVL-2015 cam, with mild headwork.

6 thru 9 = Not in use.

A thru F = Not in use.

LIMITED WARRANTY

This V Thunder product is covered by a limited warranty that it is free from defects in material and workmanship, and against excessive wear for a period of one year. V Thunder's obligation under this warranty is limited to the repair or replacement of its product only, and it is not responsible for incidental and consequential damages, property damage or personal injury damages to the extent permitted by law. (Some states do not allow warranty limitation, so the above may not apply to you). There is absolutely no warranty on any parts used in racing applications, or on products that have been physically altered, improperly installed or maintained, used in improper applications, abused or not used in conjunction with the proper parts. To make a warranty claim, you must return the product freight prepaid to:

V Thunder, 3406 Democrat Rd., Memphis, TN 38118 • 1-800-967-1066

V THUNDER INJECTION OVERDRIVE Installation & Operation Manual

Part # VTE2600P (1995-96 F.I. Models)

Part #VT128A

Part # VTE2700P (1997 F.I. Models)

Caution: This product is not intended for any use that alters or disables emission devices installed as original equipment and required by law in California and elsewhere.

NOTE: Refer to the OE service manual for sensor and injector locations on the Induction Module Assembly and elsewhere.

Installation:

VTE2600P

1. Remove the seat.
2. Locate the mating 6 pin connector that connects the ECM harness to the sensor harness, slide connector off frame rivet and uncouple them.
3. Locate the mating 12 pin connector that connects the ECM harness to the sensor harness, slide connector off frame rivet and uncouple them.
4. Install the Injection Overdrive unit in-line, mating the 6 pin plug and receptacle on the ECM side, and the 6 pin plug and receptacle on the Sensor side; then mating the 12 pin plug and receptacle on the ECM side, and the 12 pin plug and receptacle on the Sensor side.
5. Attach the single purple lead on the Injection Overdrive Unit to the negative post on the battery for ground.
6. Set switch to desired selection (see Table 1).
7. Lay the Injection Overdrive unit in the frame cavity and replace the seat.

VTE2700P

1. Remove the air cleaner assembly. (The OE backplate assembly will not be reused. Use the V Thunder air cleaner adapter (VTZ1750-06) instead.
2. Remove the bolts on the rear of the fuel tank and loosen the bolt on the front of the fuel tank.
3. Lift rear of gas tank up and away from frame to allow access to fuel injectors and prop tank up with something nonabrasive.
4. Remove idle actuator connector (for easier access to front injector).
5. Remove front and rear injector connectors by depressing retaining clip firmly and pushing up evenly.
6. Install Injection Overdrive "injector connector" marked "F1" onto front injector, and install the connector marked "R1" onto the rear injector.
7. Connect Injection Overdrive "injector mating connector" marked "F2" with original OE injector connector marked "F".
8. Connect Injection Overdrive "injector mating connector" marked "R2" with original OE injector connector marked "R".
9. Reconnect idle actuator connector.

10. Remove the "TPS" connector (left side front, facing induction module) and connect it to the Injection Overdrive mating connector marked "TPS1".
11. Connect Injection Overdrive TPS connector marked "TPS2" to TPS sensor.
12. Bolt Injection Overdrive to the back lower left side of the V Thunder air cleaner adapter (VTZ1750-06) with the two supplied bolts.
13. Select the proper Injection Overdrive switch setting based on engine configuration (see Table 1).
14. Install air cleaner backplate adapter to the induction module and heads using the OE hardware.
15. Install OE air cleaner filter, cover and hardware.

Operation:

Both the VTE2600P & the VTE2700P operate in the same manner. On the front of either unit, located in the upper left hand corner are a LED light and a rotary switch. When the LED is lit, it signifies that the microprocessor is functioning properly. The rotary switch is marked with letters ranging from A to F and numbers ranging from 0 to 9.

Using the small supplied screwdriver, turn the arrow to point at the number that represents the combination of parts that have been installed on the motorcycle. (See Table 1)

WARNING:

DO NOT substitute cams. The V Thunder cam specified in the chart must be used for proper operation.

TABLE 1

0 = Stock configuration

1 = Stock motor with low restriction exhaust.

2 = Stock motor with low restriction air cleaner.

3 = Stock motor with low restriction air cleaner, and low restriction exhaust.

4 = Low restriction exhaust, low restriction air cleaner and V-Thunder EVL-2015 cam.

5 = Low restriction exhaust, low restriction air cleaner and V-Thunder EVL-2015 cam, with mild headwork.

6 thru 9 = Not in use.

A thru F = Not in use.

LIMITED WARRANTY

This V Thunder product is covered by a limited warranty that it is free from defects in material and workmanship, and against excessive wear for a period of one year. V Thunder's obligation under this warranty is limited to the repair or replacement of its product only, and it is not responsible for incidental and consequential damages, property damage or personal injury damages to the extent permitted by law. (Some states do not allow warranty limitation, so the above may not apply to you). There is absolutely no warranty on any parts used in racing applications, or on products that have been physically altered, improperly installed or maintained, used in improper applications, abused or not used in conjunction with the proper parts. To make a warranty claim, you must return the product freight prepaid to:

V Thunder, 3406 Democrat Rd., Memphis, TN 38118 • 1-800-967-1066

10. Remove the "TPS" connector (left side front, facing induction module) and connect it to the Injection Overdrive mating connector marked "TPS1".
11. Connect Injection Overdrive TPS connector marked "TPS2" to TPS sensor.
12. Bolt Injection Overdrive to the back lower left side of the V Thunder air cleaner adapter (VTZ1750-06) with the two supplied bolts.
13. Select the proper Injection Overdrive switch setting based on engine configuration (see Table 1).
14. Install air cleaner backplate adapter to the induction module and heads using the OE hardware.
15. Install OE air cleaner filter, cover and hardware.

Operation:

Both the VTE2600P & the VTE2700P operate in the same manner. On the front of either unit, located in the upper left hand corner are a LED light and a rotary switch. When the LED is lit, it signifies that the microprocessor is functioning properly. The rotary switch is marked with letters ranging from A to F and numbers ranging from 0 to 9.

Using the small supplied screwdriver, turn the arrow to point at the number that represents the combination of parts that have been installed on the motorcycle. (See Table 1)

WARNING:

DO NOT substitute cams. The V Thunder cam specified in the chart must be used for proper operation.

TABLE 1

0 = Stock configuration

1 = Stock motor with low restriction exhaust.

2 = Stock motor with low restriction air cleaner.

3 = Stock motor with low restriction air cleaner, and low restriction exhaust.

4 = Low restriction exhaust, low restriction air cleaner and V-Thunder EVL-2015 cam.

5 = Low restriction exhaust, low restriction air cleaner and V-Thunder EVL-2015 cam, with mild headwork.

6 thru 9 = Not in use.

A thru F = Not in use.

LIMITED WARRANTY

This V Thunder product is covered by a limited warranty that it is free from defects in material and workmanship, and against excessive wear for a period of one year. V Thunder's obligation under this warranty is limited to the repair or replacement of its product only, and it is not responsible for incidental and consequential damages, property damage or personal injury damages to the extent permitted by law. (Some states do not allow warranty limitation, so the above may not apply to you). There is absolutely no warranty on any parts used in racing applications, or on products that have been physically altered, improperly installed or maintained, used in improper applications, abused or not used in conjunction with the proper parts. To make a warranty claim, you must return the product freight prepaid to:

V Thunder, 3406 Democrat Rd., Memphis, TN 38118 • 1-800-967-1066

V THUNDER INJECTION OVERDRIVE Installation & Operation Manual

Part # VTE2600P (1995-96 F.I. Models)
Part # VTE2700P (1997 F.I. Models)

Part #VT128A

Caution: This product is not intended for any use that alters or disables emission devices installed as original equipment and required by law in California and elsewhere.

NOTE: Refer to the OE service manual for sensor and injector locations on the Induction Module Assembly and elsewhere.

Installation: VTE2600P

1. Remove the seat.
2. Locate the mating 6 pin connector that connects the ECM harness to the sensor harness, slide connector off frame rivet and uncouple them.
3. Locate the mating 12 pin connector that connects the ECM harness to the sensor harness, slide connector off frame rivet and uncouple them.
4. Install the Injection Overdrive unit in-line, mating the 6 pin plug and receptacle on the ECM side, and the 6 pin plug and receptacle on the Sensor side; then mating the 12 pin plug and receptacle on the ECM side, and the 12 pin plug and receptacle on the Sensor side.
5. Attach the single purple lead on the Injection Overdrive Unit to the negative post on the battery for ground.
6. Set switch to desired selection (see Table 1).
7. Lay the Injection Overdrive unit in the frame cavity and replace the seat.

VTE2700P

1. Remove the air cleaner assembly. (The OE backplate assembly will not be reused. Use the V Thunder air cleaner adapter (VTZ1750-06) instead.
2. Remove the bolts on the rear of the fuel tank and loosen the bolt on the front of the fuel tank.
3. Lift rear of gas tank up and away from frame to allow access to fuel injectors and prop tank up with something nonabrasive.
4. Remove idle actuator connector (for easier access to front injector).
5. Remove front and rear injector connectors by depressing retaining clip firmly and pushing up evenly.
6. Install Injection Overdrive "injector connector" marked "F1" onto front injector, and install the connector marked "R1" onto the rear injector.
7. Connect Injection Overdrive "injector mating connector" marked "F2" with original OE injector connector marked "F".
8. Connect Injection Overdrive "injector mating connector" marked "R2" with original OE injector connector marked "R".
9. Reconnect idle actuator connector.