

Fi2000

Fi2000 MODELS

All Fi2000 models function the same. The difference is in how they connect to the motorcycle: by using t-tap connectors.

Fi2000R: Installs with OEM factory

Fi2000 O₂: Installs with OEM factory connectors and includes connectors for exhaust system oxygen sensors

HIGH-SPEED DIAL

This is your main jet. Each numbered increment is the same as going up one main jet size starting with the stock size at zero.

MID-SPEED DIAL

This is the equivalent of the needle and clip position on a carburettor. Each two increments equals dropping the clip on a needle one position.

LOW-SPEED DIAL

This control functions just like the air mixture screw on a carburettor, controlling off-idle fuel demands.



THINK OF IT AS AN ELECTRONIC JET KIT

Every Fi2000 models comes preset for your specific brand and model of motorcycle. That means you should not have to touch the adjustment screws. However, with the thousands upon thousands of possible combinations of air filters, exhaust systems and engine modifications available we have built in a range of adjustments to ensure you can true the Fi2000 to make your bike run properly and at its full potential. We've also designed it to work just like a carburetor jet kit which by working with three adjustments can true just about any engine/exhaust combination. The Fi uses electronic versions of the air-mixture screw, the needle and clip, and the main jet to tune fuel-injection engines. And the instructions that come with each Fi have advanced turning tips should you need it. But if your bike is like 90% of all others you should be good to go right out of the box.



THE NEW Fi2000 O₂ WORKS WITH 2007 OXYGEN-SENSOR EQUIPPED EXHAUST SYSTEMS

Newer motorcycle engines utilize oxygen sensors and Closed-Loop technology which have a very lean air/fuel mixture setting from the factory. These settings can limit power and make the engines run hotter than earlier model year units. The Fi2000 O₂ digital fuel processor is designed to work with all exhaust systems (stock or aftermarket) equipped with oxygen sensors in place. It accurately adjusts the fuel-injected engine's air/fuel ratio in order for it to run properly. Best of all it works much like a carburettor jet kit with adjustments similar to the air-mixture screw, the needle and clip positions and the main jet.

- The Fi2000 range, increases horsepower and torque by optimizing stock lean air/fuel mixtures (helps cool the engine temps as well)
- Quick and simple installation with plug-and ride technology with OEM-style connectors.
- No confusing computer downloads to install.
- No expensive dyno testing required.
- Pre-configured from the factory for your make and model, but easy to adjust should your specific application need it.
- Improves overall rideability.
- Virtually eliminates backfiring on deceleration.

Fi2000 O₂

COBRA



JET KIT

This is probably the number-one question we get asked about our exhaust systems: "Do I have to change my jetting" And here's the answer: No matter what brand of aftermarket exhaust system you choose, you'd better be prepared to re-jet, and anyone who says otherwise is blowing smoke. At Cobra, though, we make it easy with jet kits tailored to each specific bike brand and model. When your jetting is off, it's more than just an annoyance. Your bike surges at cruise, backfires when slowing, is slow to warm up and returns poor throttle response. Just a few minutes with our jet kits will solve all of that, and you'll be rewarded with a bike that runs as good as it looks, and sounds even better.

JET KITS