

For Offroad Racing Only - Monster Fi turns your cruiser into a cooler running, more performance oriented set up.

Year: **Make:** **Model:** **Variant / Trim:** **Engine Size:**



Modifications & Comments:

(Circle Stage Option)

Stage 1: Optimizing Torque, Horsepower, Engine Heat, Exhaust Heat & Drivability.

Addressing Throttle Control, Throttle Response, Fuel Delivery, Ignition Timing, Torque Control, ECU Speed Limits, Rpm Limits, Gear Limits, Temp Limits, Torque Limits & Engine start up time. This option is for those wanting to save a little money or keeping stock exhaust to be quiet as possible. (no airbox sound vs Stage 2)

Stage 2: (Requires Airbox modification) Premium flash for everyone. Airbox modification gives better airflow with increased engine sound output. Colder air intake and fan cycle temperatures allow re-optimized protection limiting, ignition timing and fuel curves. Greater peak power. Extended low rpm torque range. Increased high rpm horsepower. This is the way it should come off the showroom floor.

- **1330cc requires user to send in their air filter lid with ecu.** (Except New Style 22+ with factory modded box)

- 1000cc requires user to follow instructions and remove specific air inlet parts.

Fuel Octane: Requires 91 octane pump fuel. 93-94 pump fuel can be used and will see automatic benefits as the ecu will self adjust. (ecu is very dynamic with well implemented use of oxygen sensors and knock sensors)

Note: 89 or 87 can be used in an emergency. If used, stay below 50% grip throttle and don't lug engine in a high gear with low rpm. Keep engine rpms higher (5000+rpm) only using low gears. The throttle opening should never outpace engine rpm (load engine). Cycle fuel tank before riding normal again. Always use 91+ on stage 2 setups.

Exhaust: Our mapping covers all combinations of exhaust. Stock, Cat Delete and/or Aftermarket Muffler. We find straight cat delete pipes are the best as baffle type (that look like a mini muffler) usually flow less then the stock cat!

Stage 1 - works good with stock exhaust and best with either one of a cat delete or a freeflow muffler.

(Using both a cat delete + freeflow muffler may loose bottom end Torque on some setups)

Stage 2 - works with stock exhaust but performs better and better the more the exhaust flows. Both a cat delete and a freeflow muffler work best. But any combination performs.

Clutch: For best clutch longevity and heat avoidance, a stock tuned engine should always be kept 3500rpm and above for 3rd-4th gear and 4000 rpm or above in 5th-6th gears. (Due to clutch lock up point and variable oil pressure)

With new found power of Monster Fi Tuning, this becomes even more important. Slipping clutches create heat, deteriorate the oil and wear the clutch plates prematurely. It is recommended to always keep engine 4000rpm and above in 3rd-4th gears and 4500rpm and above in 5th-6th gears. Should last a lifetime. (with proper oil changes)

Name, Number, Email & Return address:

Note: If outside of Canada. You must ship with **\$1** value and package description as **ECU Repair**. Otherwise, unnecessary & wrongful border charges would be applied. (which will be billed back to sender or packaged not accepted and returned to sender) Following proper instructions will always pass through problem free.

Be sure to use a tracked shipping method. Postal Service is recommended. UPS, Fedex, DHL, Purolator are fine.

Dealer Outlets listed on Monster Fi website here: <https://www.monsterfuelinjection.com/world-outlets>.

(Contact any dealer direct for shipping or visiting) Or for Main Office - Ship to:

Monster Fuel Injection
PO Box 508
9 Algoma St. E
Thessalon, ON
Canada, P0R 1L0
226-909-2029

Package Value = \$1
Package description = ECU Repair