TIER 1 TUNERS +CCT

FUEL SYSTEM MODIFICATIONS CAN POSE A FIRE HAZARD

Tier 1 Tuners recommends you do the following before installation:

Make sure motorcycle is on level ground. Have the kickstand fully engaged. Let the engine cool. The installation of your +CCT may commonly require the repositioning or removal of any or all of the following parts to gain suitable access to the fuel injector connector plugs: Seat, side covers, fuel tank, air filter, and fairings. If you are not confident in your ability, lack the tools to remove these parts, or are not aware of the proper safety protocols involved, please take your motorcycle to a local service shop for installation.

Thank you.

1: Find the OEM connector for each fuel Injector. Disengage locking tabs on either side. And pull to release the connector. **DO NOT PULL ON THE CONNECTORS BY THE WIRES** (A set of needle nose pliers or hemostats may help).

2: Attach +CCT's Injector connectors with the green wire and blue wire in between the front injector and stock injector connector. Next connect the connectors with the brown wire and grey wire between the rear injector and it's connector. Make sure there is an audible "click" from each connector when it is firmly seated.

3: Run the injector wiring harness up the right side of the motorcycle frame rail where ever it is convenient. Make sure to avoid any "hot spots" (heads, and exhaust areas) or "pinch points" (small areas between the tank and frame rail).

4: Tuck Harness between the frame rail and the OEM wiring harnesses.

5: Place your +CCT on the ECU, down in the ABS side cover, or any other location that is away from mechanical interference or heat sources and also allows the ground wire to easily reach the **NEGATIVE POST** on the battery.

6: Attach Ground wire to the **NEGATIVE POST** on battery.

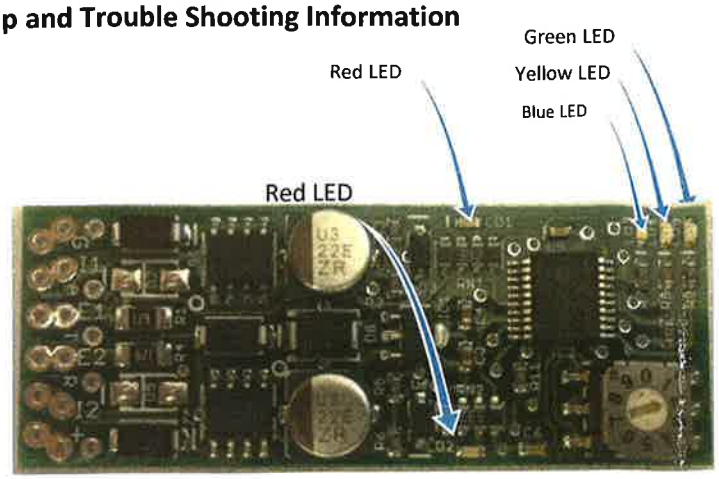
7: Verify the connections by turning on the key. Make sure the bikes kill switch is in the "run" position, then confirm that the +CCT's green light comes on when you first turn on the ignition switch.

8: Start motorcycle. If the bike does not start in a reasonable amount of time, **STOP TYRING** and go to troubleshooting. When started, make sure the bike fires on both cylinders. If both pipes are not getting hot at the head exhaust port area, **TURN THE BIKE OFF** and go to troubleshooting.

9: Once installation is verified. Reinstall or reposition parts (tank, side covers, seat, etc.) as necessary.

For: Stock fuel map or Indian downloads, or other flash downloads like PVCX or Diag4.

Setup and Trouble Shooting Information



Switch Number	CCT Enable	CCT Starting Fuel
0	Off	Off
1	Low	Minus
2 Mod Fuel	Low	No +/-
3 Stock Fuel	Low	Plus
4	Med	Minus
5	Med	No +/-
6	Med	Plus
7	Hi	Minus
8 Trike	Hi	No +/-
9	Hi	Plus

Note:

Use the Number 3 switch position, if your bike is running stock fuel without any other fuel modifications.

Use the Number 2 switch position, if your bike is running any modifications or custom fuel adjustments.

1) If the green LED does not come on when you first turn on the ignition switch, make sure the kill switch is in the run position and make sure the ground wire is attached to the negative battery post. If this is the case, disconnect and inspect the connectors on the front cylinder. One connector should contain the blue wire and the other should contain a green wire as well as a double red wire. (If the front cylinder injector connections do not have these color wires, read or reread "Step 2" on the first page.) Next inspect the male connector pins to make sure they are not bent inside the injector housing or the connector housing. If needed straighten pins and reconnect the connectors. If the green LED still fails to turn on, please *call customer service*.

2) If your motorcycle fails to start, perform the inspection procedure in step 1 on both the front and rear injector connections. If your engine still fails to start please *call customer service*.

3) If your engine starts but is only running on one of the cylinders, feel the head pipes and see which pipe is cool, then perform the inspection procedure in step 1 on the injector connections for the cylinder that was cool. If the bike fails to start and run on both cylinders, please *call customer service*.

Light Function

Red LEDs flash when the engine is idling and flash faster when RPMs increase showing ECU connection is good.

Green LED is On whenever the unit is powered.

Yellow LED flashes to show base map is too rich. Occasionally possible when using custom fuel maps.

Blue LED is On whenever Consecutive Cycle Tuning is enabled.

For: Stock fuel map or Indian downloads, or other flash downloads like PVCX or Diag4.

Yellow LED Flashing: when used with: HD RaceTuner, Dynojet Vision, or V&H Fuel Pak 3

A flashing yellow LED is a feature built into your +CCT unit to assist you if are using custom fuel maps from a HD Race Tuner, Dynojet Vision, or V&H Fuel Pak 3. IF YOU HAVE A POWER COMMANDER 3 OR 5 THIS IS THE WRONG PART NUMBER FOR YOU MOTORCYCLE.

To use this feature, drive your bike in your normal performance style. When you park the bike, do not shut the engine off. While the engine is still idling look at your +CCT unit. In the area of the green LED, if you do not see a yellow LED, great, you are done here. If you see a flashing yellow LED, then there may be a potential for better acceleration by decreasing the base fuel map. It is OK to ignore the yellow flashing LED; this feature is for people that have the ability to adjust their custom map and are looking for that little bit extra.

If you wish to further explore optimization of your fuel map you can save a copy of your current fuel map, then edit the cells in the 80% to 100% throttle position columns by decreasing their values (5% will usually be sufficient). If the yellow LED still flashes, please call customer service.

Switch Settings

Your +CCT unit only modifies fuel in performance mode operations. Some installations may have minor mileage or drivability issues. Your +CCT unit can select alternate settings to adapt for one or both of these issues. Just select the switch position for the combination you would like to try ***when the bike is not running.***

If mileage is decreased when actually cruising, try switch position "5" or "8" which will raise the AT ON switch setting allowing you to cruise at higher loads (faster or heavier). The additional acceleration provided by the +CCT may cause you to drive a bit more aggressively. Under more aggressive urban driving a 2 to 4 mpg drop in fuel mileage can be expected, but actual highway cruising should not be effected.

If there is a little hesitation when you first begin hard acceleration, the AT Start Fuel switch can be changed to the "LOW" settings switch position of 1,4, or 7. This issue rarely happens with a stock fuel map, but may occasionally happen when installed on motorcycles with custom fuel maps.

If you have an issue that is not similar to the two listed above, change the switch to the "0" switch position. This position turns all +CCT fuel modifications off. If you find the issue goes away on switch position "0", please contact our Customer Service Dept.

Customer Service: Phil@tier1tuners.com or 702-528-3495.

For: Stock fuel map or Indian downloads, or other flash downloads like PVCX or Diag4.