Target Tune

Installation and User Guide for:
2025+ Harley-Davidson Softail

2025-2026 FLFB Fat Boy 117
2025-2026 FXBB Street Bob 117
2025-2026 FXBR Breakout 117
2025-2026 FXLRS Low Rider S 117
2025-2026 FXLRST Low Rider ST 117
2025-2026 FLHC Heritage Classic 117

PARTS LIST

1	TARGET TUNE MODULE	2	O2 SENSOR BUNGS
3	8” CABLE TIES	2	18MM O2 SENSORS
2	DUAL LOCK STRIPS	2	O2 SENSOR CABLES
1	ALCOHOL SWAB		

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION

IMPORTANT NOTE

The Target Tune module requires the use of two (2) 18mm O2 sensors. If your bike's exhaust system does not have bungs pre-installed, bungs will have to be welded into the header pipes to use this module.

Your bike's ECU will need to be flashed by the Power Vision 3 or Power Vision 4 with a tune that enables Target Tune.

You must be using the latest C3 software to use Target Tune.

INTRODUCTION

At Dynojet, our mission is to make every ride the ultimate ride. Dynojet has evolved the OEM closed-loop, adaptive fuel control system on your Harley to meet the needs of performance enthusiasts.

Dynojet's Target Tune is an exciting product that can add a new dimension to your Harley-Davidson's® ECU. When paired with a Target Tune specific calibration flashed by a Power Vision, your ECU will run closed-loop fuel control based on wideband O2 sensors.

The Power Vision delivered calibration changes the coding in the ECU to "understand" the wideband signal (from Target Tune) and allows the ECU to accurately achieve the target AFR.

Key Features:

- Gives you improved performance from stock
- Fits 2025+ and newer Harley-Davidson Softail models
- Does not interfere with dealer diagnostic or service tools
- Includes OEM-style connectors for simple installation into factory O2 harness

For state of the art technical support, please visit https://www.dynojet.com/help-center.

INSTALLING THE TARGET TUNE

1 Find a location to mount the Target Tune module and secure it with the supplied Velcro. You can typically find a place next to the shock to mount it. Be sure to choose a location within the harnesses reach of the diagnostic connector and stock O2 sensor connectors. Be sure to clean the mounting surfaces thoroughly with the supplied alcohol swab.

2 Install both of the supplied 18mm wideband O2 sensors into the exhaust system. Refer to "O2 Sensor Bung Installation" on page 6 for guidelines if 18mm x 1.5 bungs need to be welded.

3 Connect an O2 sensor cable to the front cylinder O2 sensor and route harness along the frame or stock wiring harness going towards the Target Tune module.

4 Connect the other O2 sensor harness to the rear cylinder O2 sensor and route harness along the frame or stock wiring harness going towards the Target Tune module.

Note: Keep harnesses away from HOT and/or moving parts to prevent damage.

Note: If the supplied cables have different lengths, the longer cable should go to the front cylinder.

5 Connect the front cylinder O2 sensor harness to Target Tune module input #1 as shown.

6 Connect the rear cylinder O2 sensor harness to Target Tune module input #2 as shown.

Note: The harness can be cut to length if desired.

Note: To make inserting the wires into the module easier, first poke the hole with a paperclip or similar device.

Also tinning the bare wire ends with solder can help.

7 Locate and unplug the stock O2 sensor connections. You can trace the cables from the stock O2 sensors in the exhaust to these connectors.

8 Plug the connectors from the Target Tune into the stock O2 sensors connectors.

- Plug the Target Tune lead with the YELLOW/ORANGE wire into the FRONT cylinder stock O2 connector.
- Plug the Target Tune lead with the YELLOW/GREEN wire into the REAR cylinder stock O2 connector.

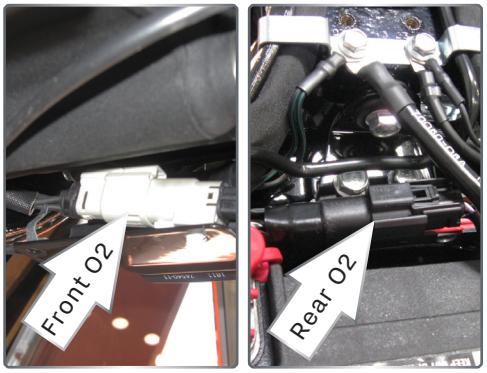
Note: The stock O2 sensors will no longer be connected to anything and can be removed from the exhaust if desired and if you have a way to plug the holes in the exhaust.

9 Tie up and secure any loose sections of the wiring with the supplied zip-ties and verify the wiring is free and clear of abrasion and heat sources.

Refer to "Cable Connections for Power Vision 3" on page 4.
Refer to "Cable Connections for Power Vision 4" on page 5.



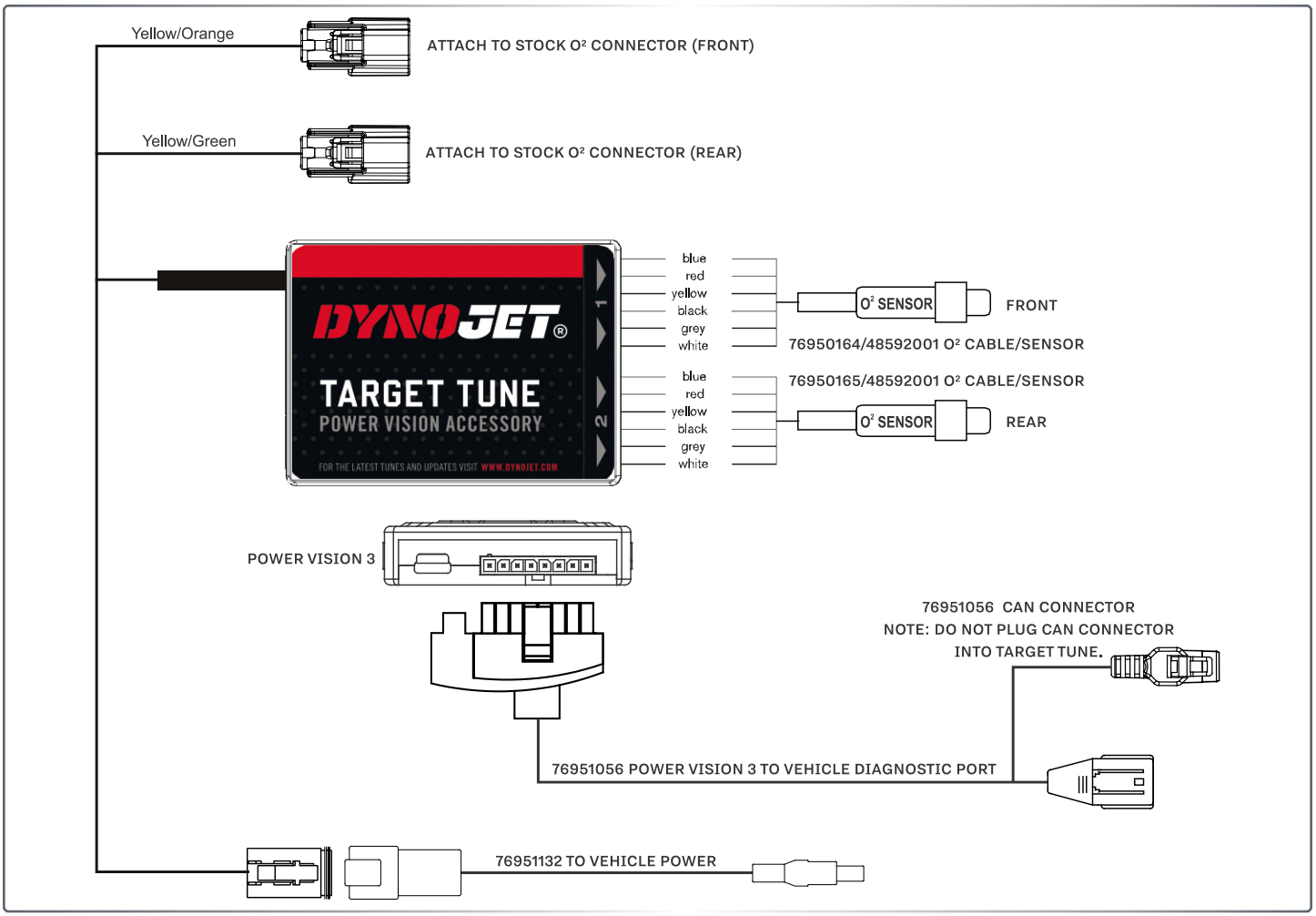
G26 Softail ECU Models
Next to the shock is typically a good mounting location.



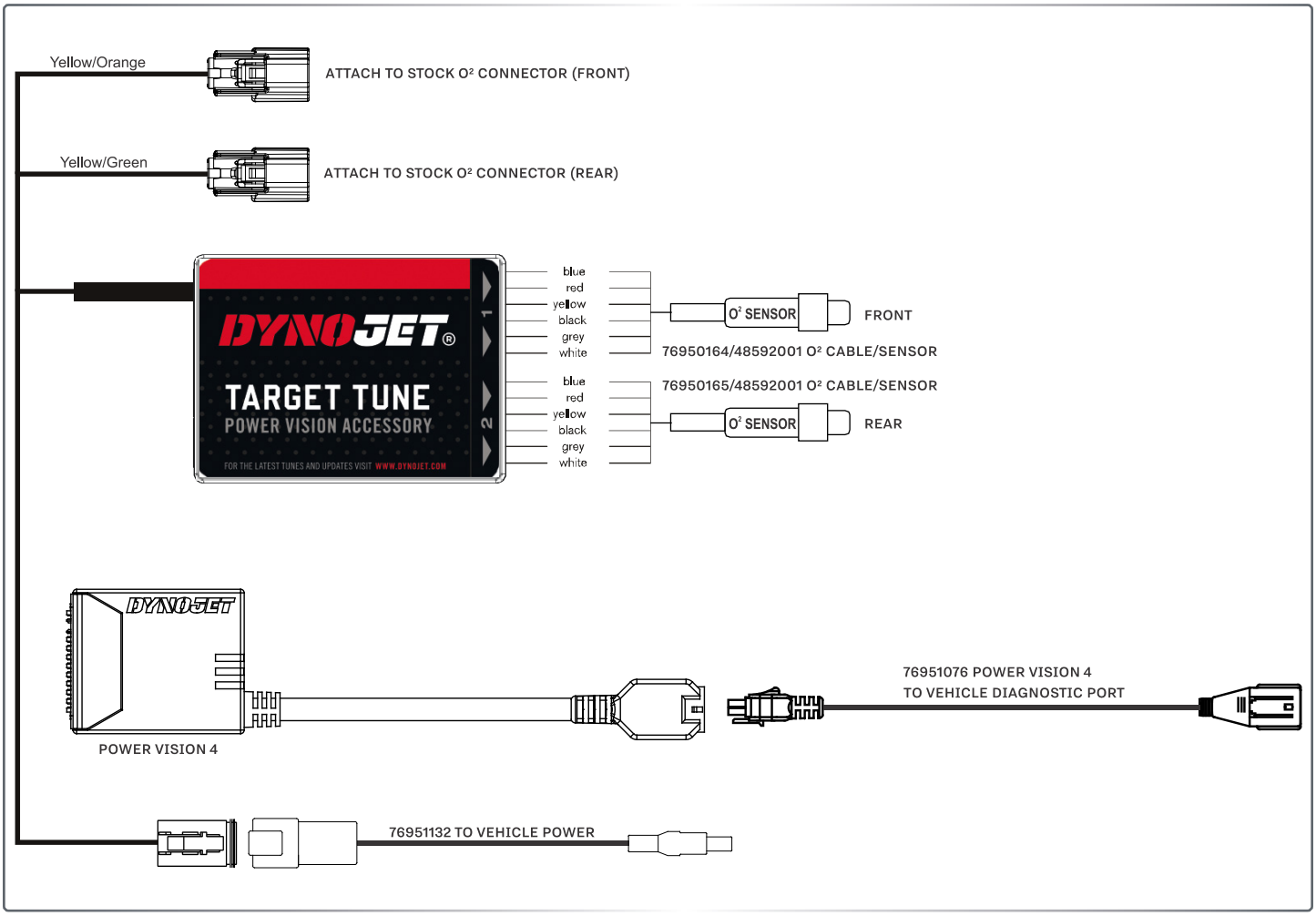
2025+ Softail Models
The stock O2 connectors for the front cylinder are found at the front of the engine near the voltage regulator. The stock O2 connectors for the rear cylinder are found under the seat near the battery.

CABLE CONNECTIONS FOR POWER VISION 3

Note: PV3 cable PN: 76951056 includes a CAN connector.
Make sure you do not connect the CAN connector to the Target Tune.

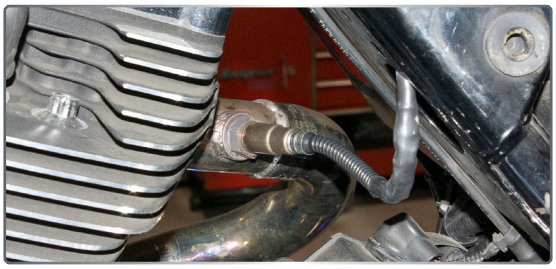


CABLE CONNECTIONS FOR POWER VISION 4

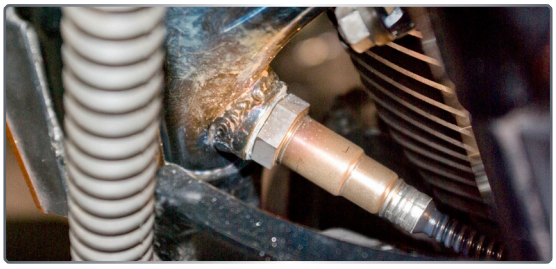


O2 SENSOR BUNG INSTALLATION

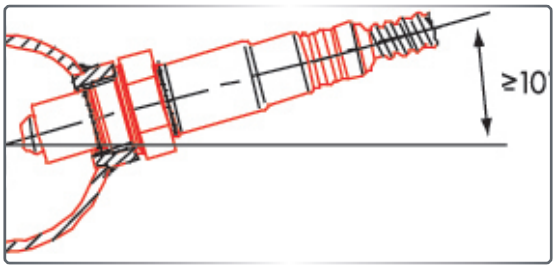
1 Find a suitable location to install the included M18 x 1.5mm bungs on the exhaust system.
Note: Suitable locations may vary depending on exhaust system.
2 Mount the bungs in a manner that reduces the risk of moisture contamination to the sensor, as condensation can build up in the exhaust system. Ideally, the sensor should be between the 10 o'clock and 2 o'clock position on the pipe. A 10° incline of the sensor above the horizon line should be considered a minimum.
3 Mark the pipe where bungs will be mounted.
Note: Adequate room will be needed for the sensor body and wiring.
4 Remove the exhaust system.
5 Drilling and welding of the exhaust system should be done by an experienced welder/fabricator.
6 Reinstall the exhaust system.



REAR LOCATION



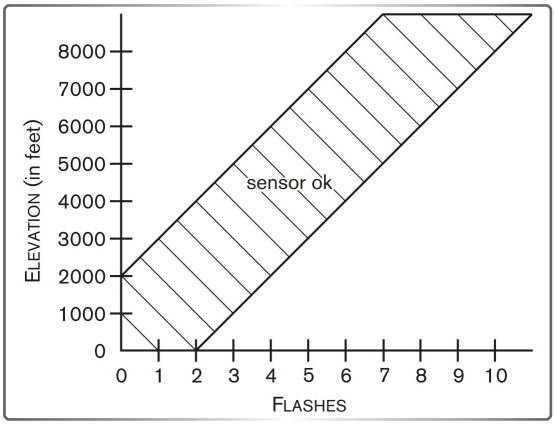
FRONT LOCATION



10° MINIMUM INCLINE

O2 SENSOR CONDITION TEST

The Target Tune kit has a built in function which allows you to test the sensor accuracy and condition.
1 Remove the sensors from the exhaust system and hold in ambient air.
2 Verify the Target Tune kit has been powered up for at least 1 minute and has a solid light.
3 Press and hold the function button on the front of the Target Tune kit for 3 seconds to initiate the test on sensor #1 and release the button once the light begins to blink rapidly.
4 The LED light will blink rapidly, pause for a moment, and then begin to flash a series of long blinks before going back to solid. (You may get zero blinks before going completely solid, which would indicate a perfect condition if at or near sea-level.)
5 Count the number of long blinks and refer to the chart.
6 Initiate the test a second time to get results for sensor #2.
7 Retest the sensors if there is any question as to the purity of the air during the test.



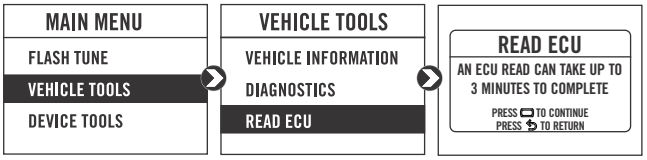
O2 SENSOR CONDITION TEST

READING THE ECU–POWER VISION 3

Use the following instructions to use the tune currently flashed to your ECU.

Note: You must first perform the one-time install found in your Power Vision 3 installation guide (P/N IPV3-15-04) before you can read the ECU.

1 Connect the Power Vision 3 to the vehicle diagnostic port.
2 Turn the key on.
3 Select **Vehicle Tools**>**Read ECU**. This process takes a few minutes.
4 Remove the Power Vision 3 from the bike and connect the Power Vision 3 to your computer using the included USB cable. The Power Vision 3 will automatically enter USB Mode.
5 Transfer the stock tune from the Power Vision 3 to your computer.
6 Email the tune to pv3hdtech@dynojet.com to get back a file which is Target Tune enabled.

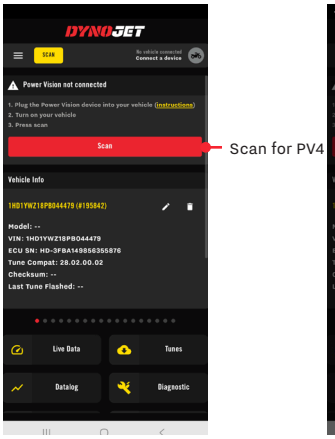


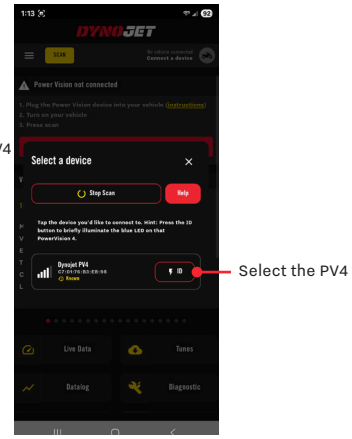
READING THE ECU–POWER VISION 4

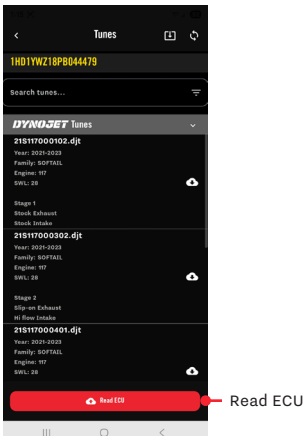
Use the following instructions to use the tune currently flashed to your ECU.

Note: The first time you connect to a vehicle you will need to perform a one-time ECU Prep Flash found in your Power Vision 4 installation guide (P/N IPV4-15-04) before you can read the ECU.

1 Connect the Power Vision 4 to the vehicle diagnostic port.
2 Turn the key on.
3 Open the Dynojet Power Vision 4 app.
4 Press **Scan**.
5 Select the Dynojet PV4.
6 Press **Tunes**.
7 Press **Read ECU**. This file will be uploaded to your Cloud account.







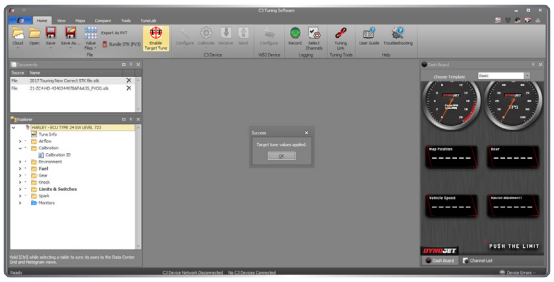
C3 SOFTWARE–ENABLE TARGET TUNE

Skip the wait and apply the Target Tune values right in C3 Tuning Software using Enable Target Tune.

1 Open C3 Tuning Software.
2 From the Home ribbon, click **Open**.
3 Browse to your .stk file.
4 Select the file and click **Open**.
5 Click **Enable Target Tune**.

Note: This feature is not available for all Harley-Davidson software levels.

6 If you are using the Power Vision 3, save your new file as a .djt.
7 Save this new file to your device.
8 Flash the new file to your bike.



C3 SOFTWARE–ENABLE TARGET TUNE

TRUTH IN PERFORMANCE

200 ARDEN DRIVE, BELGRADE, MT 59714 - 800-992-4993 - DYNOJET.COM
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