

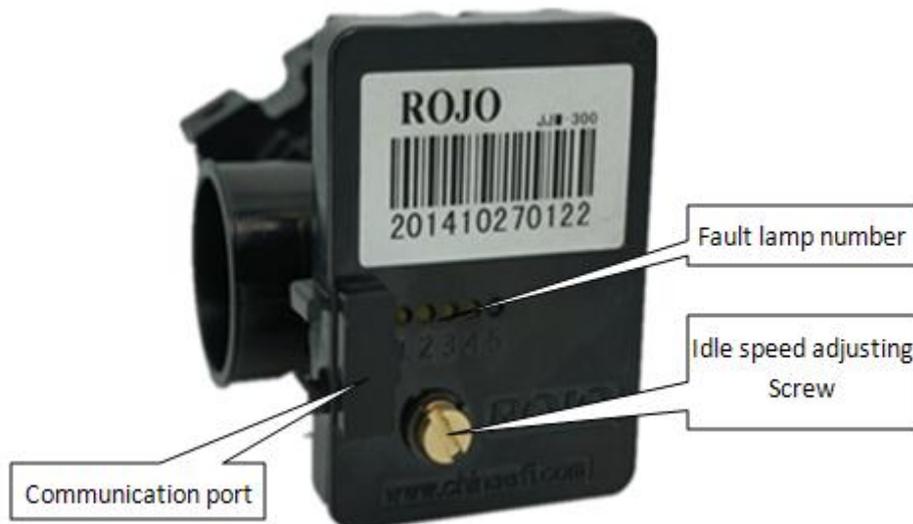
ROJO MOTORCYCLE EFI SYSTEM USER MANNUAL

Part 1: The basic principle of EFI

The basic principle of EFI system is the use of microcomputer (ECU) to realize the fuel injection and ignition for motorcycle. The injection process is realized by negative pressure pump, magnetic piston pump and fuel injector that Installed in the injector on the intake pipe .The ignition mechanism includes igniter, high pressure bag and spark plug. Compared with the traditional carburetor engine, has the following advantages: the trigger signal of magnetic motor to input to the ECU, and then by the ECU input to the igniter; ignition device is used by fixed angle igniter.

Part 2: The matters needing attention

- 1、 The connecting cable and the battery must be reliable, otherwise cause the EFI system is not working properly.



- 2、 After the new motorcycle running , for a small number of motorcycle due to friction small, idle speed over 1500 rpm. At this time, Can be adjusted clockwise idle speed adjustment screw hole (Figure 1), until can also stabilize at 1500 rpm the engine idling state.

3、 Regular maintenance:

In principle. every 3000 kilometers. the need to replace the fuel filter, but also can be observed through the fuel filter color to decide whether to replace it.

4、 Restore factory settings:

The EFI system has self-learning function, but in extreme cases, may occur since the learning error, this will cause the engine not working properly. At this point you can start the restore factory settings function: pull a throttle to maximum opening and maintain, and then open the key switch, continue to maintain the 10 seconds, release the accelerator, closed key switch, then the parameters of EFI system restore to factory set.

5、 If you encounter problems in the process of debugging, you can according to the attached self investigation:

- (1) Refer to Appendix 1 sound alarm that exclusion;
- (2) The fault lamp 2 ECU reference attachment to exclude;
- (3) Refer to Appendix 3 dashboard fault lamp instructions are excluded;

Appendix 1, Alarm sound explanation

In normal circumstances, open the key switch, pump vibrate sound for about 2 seconds, then stop. If appear after the interval of 1 seconds of "Da Da" sound, on behalf of the following fault investigation in accordance with the following order:

Case 1, The cylinder head or the intake air temperature sensor is loose or thread off.

Case 2, Throttle position sensor is loose, or thread off.

Case 3, A line of cylinder head or in the intake air temperature sensor and body or other line contact.

Case 4, The signal line of throttle position sensor and body or other line contact.

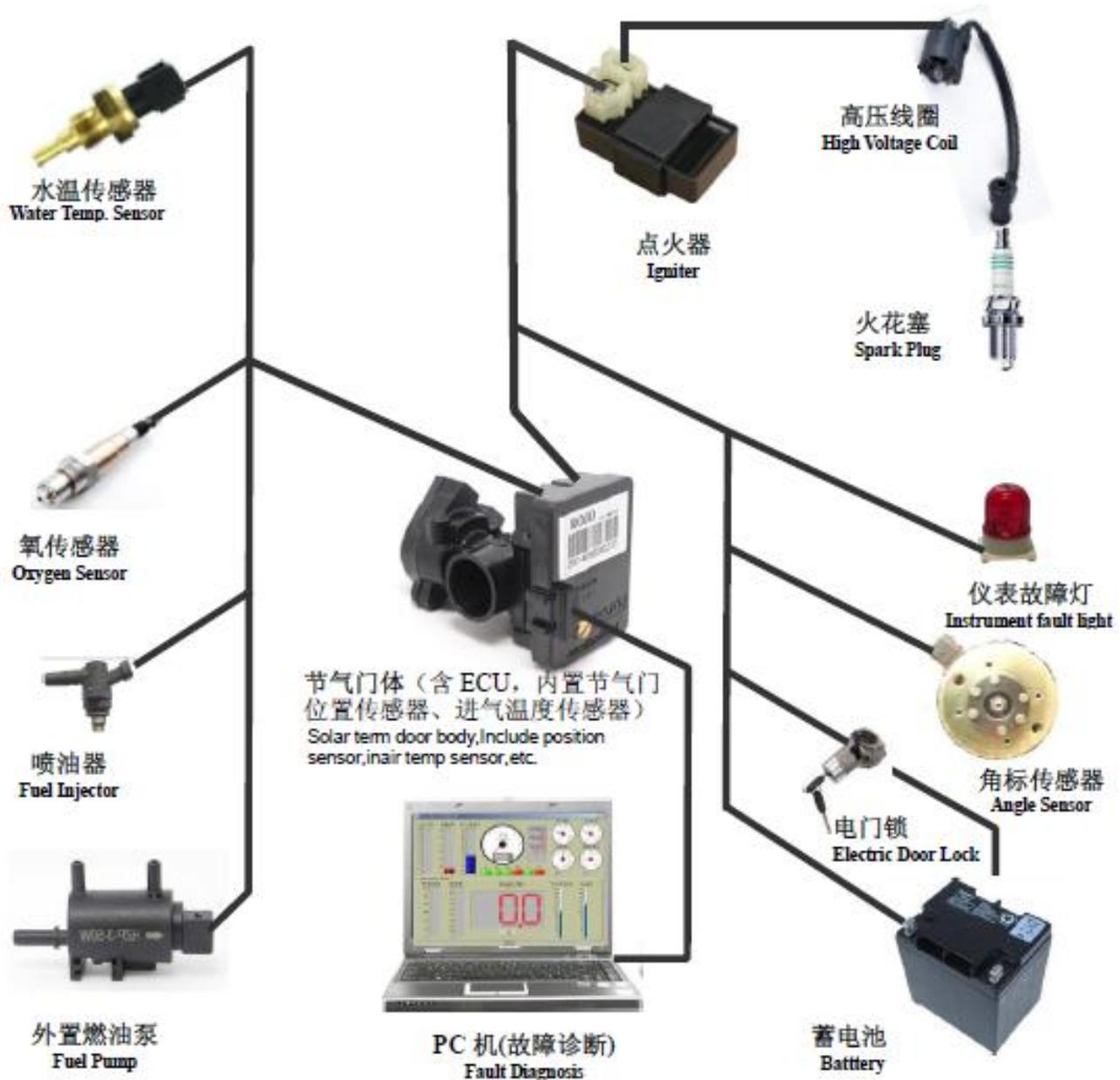
Appendix 2, Failure indicator shows (fault lamp number Figure 1)

Fault lamp number	Instructions	Normal ID	Abnormal ID
1	Oil pump drive signal	Flash once every two RPM engine; high speed can not identify the Flashing, but keep the lights	Often destroy, drive signal cannot reach the oil pump, the biggest possibility is the loose pump connector
2	Injector drive signal	Flash once every two RPM engine; high speed can not identify the Flashing, but keep the lights	Often destroy, drive signal cannot reach the injector, the biggest possibility is the loose injector connector
3	Ignition signal	Flash once every one RPM engine; high speed can not identify the Flashing, but keep the lights	Often destroy, indicating no ignition signal output, the biggest possibility is the angular calibration trigger signal cannot reach ECU
4	Oxygen sensor voltage	Alternate light and shade in the engine warm-up,, a second 1 - 3 times.	Often destroy, show that the engine can not be closed loop control
5	Power indicator light	In the electric door lock is opened, to keep the light	Often destroy, represents the power line is disconnect or ECU damage

Appendix 3, dashboard fault light shows

- 1、After startup, dashboard fault lights lit for 2 seconds, and then put out;
- 2、If the fault lamp can not be extinguished, or lighting the lamps in the engine working process, the existence of at least one of the shows that failures as follows: open or short circuit in the intake air temperature sensor, cylinderhead temperature sensor open circuit or short circuit, open or short circuit in the throttle position sensor.

Appendix 4, Electrical Fuel Injetor sytem shows



Remarks: Must replaced the filter every running 3000km, But must use special EFI filter.