

## TARGET TUNE OPERATION

When using our Target Tune accessory on a bike, installing the module is the first step. Next you will need to flash a tune to the bike that has been enabled for Target Tune operation. You will need to get this tune from Dynojet or an authorized tuning center.

Once this tune is flashed to the ECM, you should run a couple AutoTune Target Tune sessions to dial in the tune that was flashed. When you run the AutoTune session, be sure to select the Target Tune from the custom slot on the Power Vision. If you are running additional AutoTune sessions, be sure to select the resulting tune from the previous session. Next, be certain to select the correct AutoTune option, Dynojet Target Tune Wideband Kit.

The AutoTune process adjusts the VE tables in the tune. If you compare before and after tunes, you can see the changes that were made to the VE tables.

Once you have completed your AutoTune sessions, you can check the Target Tune operation by setting up gauges on the Power Vision. Target Tune uses a modified version of the bikes stock closed loop system. These changes are made to the trim tables in the tune. You cannot see the whole table, but can see the current spot. You would want to setup four gauges on the Power Vision,

**Front Closed Loop Integrator (CLI) Short Term Trims**

**Rear Closed Loop Integrator (CLI) Short Term Trims**

**Front Adaptive Fuel Factor (AFF) Long Term Trims**

**Rear Adaptive Fuel Factor (AFF) Long Term Trims**

These four fields will start out with a value of 100. Values less than 100 are removing fuel, values greater than 100 are adding fuel. The CLI values will be deleted every time the ignition is turned off. The AFF values will be maintained when the ignition is turned off. If these values never change, Target Tune is not working. These values should change once the bike goes into closed loop operation, which is a certain minimum engine temperature, and run time.

