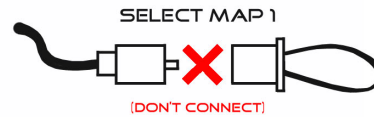


SELECTING MAP 1 & MAP 2

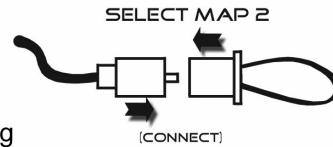
Mode #1: Open Map

This map is an open map just like map 2, mentioned to make corrections. If you want to select this map, then don't connect the jumper which comes with the unit.



Mode #2: Open Map

This is the default mode which the unit will be in from the factory. You select this mode by connecting the jumper.



DATA LINK / USP PROGRAMMER CABLE

If you ordered also the optional 32102-000-PGMA data link / USB programmer cable, then you are really able to use the full capacity from your PGM-FI Controller. With the tuning software for the PGM-FI controller, which you can download from the Yuminashi Direct Sales website, you are able to have full control over the entire RPM range, and ...each throttle position over the entire RPM range.



Like this, you can tune your bike for cruising speeds with your throttle open between 0% and 50% for fuel economy. You can tune your engine then for richer AFR ratio's between 50% and 100% wide open throttle.

****Keep in mind that the stock RPM limit will be gone as soon as you installed the PGM-FI Controller. Therefore we strongly recommend to tune your engine between 12.6 and 12.8:1 AFR ratio in the higher RPM region, at wide open throttle...**

USING OFF RUN / MAP SELECT SWITCH

With the the optional 35130-PGM-00 off run / map select switch you are able to switch between your both installed maps while you are driving! Like this you can make a tune for full power in map 1, and an optimal fuel economy tune in map 2.



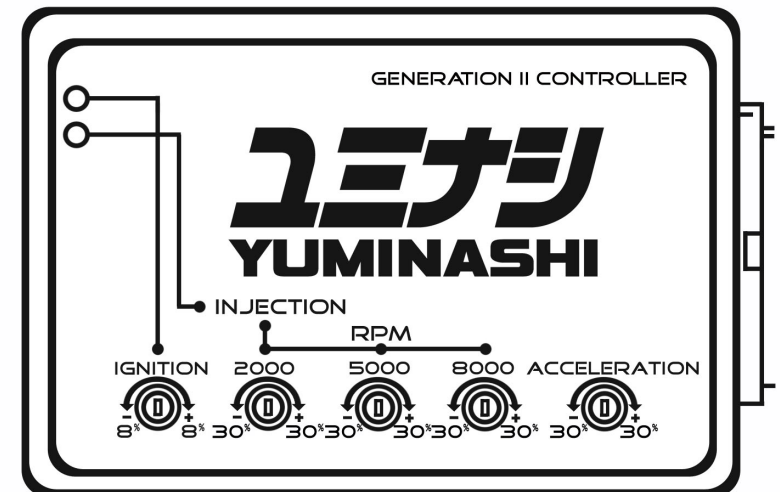
YUMINASHI

USER MANUAL

PGM-FI CONTROLLER 38772-KZR-000

FOR:

- CLICK125I (2012-2014) / CLICK125I LED (2015-)
- VARIO TECHNO 125 / VARIO ESP 125 (2015-)
- VARIO 150 ESP (2015-)



CLICK125i / VARIO 150 eSP



GENERATION II CONTROLLER

ユミナシ
YUMINASHI

IGNITION INJECTION RPM ACCELERATION

8" 8" 30" 30" 30" 30" 30" 30"

Detailed description: This is a technical diagram for the Yuminashi Generation II Controller. It features a large, stylized logo for 'YUMINASHI' in both Japanese and English. Below the logo is a horizontal line with several points marked by vertical lines. From left to right, these points are labeled: 'IGNITION', 'INJECTION', 'RPM', and 'ACCELERATION'. Below each label is a circular gauge with a needle. The gauges for 'IGNITION' and 'INJECTION' have markings at 8" and 30". The gauges for 'RPM' and 'ACCELERATION' have markings at 30" and 30". A vertical line on the left side of the diagram has two circles at the top, representing electrical connections, and a line that runs down to the 'IGNITION' gauge.

If you don't have data link cable 32102-000-PMGA, then you still can make ignition and injection corrections on the fly. For an accurate job we recommend you to install a O2 wideband gauge like the Innovate MTX-L wideband O2 gauge and a RPM meter.

A RPM meter (tachometer) can be easily installed by connecting the signal pickup wire from the tachometer together with the yellow "Coil In" wire from your PGM-FI Controller. Once you know your RPM's, and your AFR ratio on these RPM's, you will be able to make corrections over the entire power band to get optimal performance!... We recommend a 12.6:1 AFR ratio to 12.8:1 AFR at wide open throttle.

- ❖ With the manual corrections you are able to push the stock ECU ignition timing with +8%, or reduce them with -8%. If you have the PGM-FI data link cable, then you can decide where you want to have your ignition advance or reduction, based on your throttle position...
- ❖ With the 2000 RPM adjustment you are able to correct the injection volume between 2000 and 5000 RPM with +/- 30%.
- ❖ With the 5000 RPM adjustment you are able to correct the injection volume between 5001 and 8000 RPM with +/- 30%.
- ❖ With the 8000 RPM adjustment you are able to correct the injection volume in the +8000 RPM region which is for PCX the most important area to tune, here you make your results, and this in the field of acceleration and top speed!
If you have the Yuminashi Torque Control variator 22111-K35-001 V.2016 installed, then your RPM's will climb while accelerating from 0 until 8,550 RPM, and will drop back while decelerating to 7,900 RPM, to pick up again in a straight line until maximum RPM at top speed.
- ❖ The acceleration feature is comparable with a carburettor acceleration pump, and is used to add a bit of extra fuel the second the throttle is depressed, the harder, or rather faster you press it, the more fuel you will need to add, this is to stop the engine from missing from a sudden lean condition and the air rushes into the engine. Some will need more, some will need less. If you have a larger injector as stock, then you need less.