O2 Sensor Eliminator instruction guide

Many of today’s bikes now come standard with an oxygen sensor(s) in the exhaust system. The ECU is designed to read the Oxygen Sensor under certain conditions and temporarily change the air/fuel ratio. The closed loop circuit has a very limited operating range, which is only in effect while holding a steady speed. For example, on some models if you are above 2250 rpm and under 30% throttle position, the stock system (with or without the Power Commander) will gradually and temporarily lean out the air fuel ratio in an attempt to achieve an air/fuel ratio of 14.7:1 (stoichiometric). The Oxygen sensor(s) can be disconnected but this will trip the F.I. dash warning light. By installing the Dynojet Oxygen Sensor eliminator, the closed loop system is disabled and the F.I. light functions correctly.

NOTE: Do not modify this part in any way.

**Step 1:**
Locate the original O2 sensor. If you are removing the stock exhaust the sensor is screwed into the exhaust usually after the collector. Follow the wire to where it plugs into the wiring harness. If you have an aftermarket exhaust reference the service manual to where the sensor plugs into the wiring harness (this varies from one model to the other).

**Step 2:**
Unplug the O2 sensor from the wiring harness (Fig. A). This may already be done if you have an aftermarket exhaust.

**Step 3:**
Connect the O2 sensor eliminator into the stock wiring harness in place of the O2 sensor you just unplugged (Fig. B).

**NOTE:** On models where there are two O2 sensors, two O2 sensor eliminators need to be installed to keep the warning light from coming on.

Part number - 76423007