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## 2-Year Unlimited Mileage Warranty

GMan warrants that this product carries a warranty for 2 years from date of purchase against original defects in materials and workmanship. Should this product fail to perform for either of the above reasons, GMan will repair or replace it with an equivalent product at no charge, except for postage, to the original retail purchaser.

**\* \* Important \* \* Important \* \***

To obtain the benefits of this warranty, the retail purchaser must send the product with proof of purchase and postage prepaid to:

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GMI Part Number: PF-BLVN900

Patent #'s: 7,000,599 & 7,124,742/ Mfg. Part Number 9120143

## **BULLY INSTALLATION INSTRUCTIONS**

### **The *Bully* for Kawasaki Vulcan VN900 All – Current**

***GMan Bully is a Plug-n-Play Fuel Injection Controller with a very simple installation procedure.***

#### **Installation Procedure:**

1. Remove seat and/or seats, set aside.
2. Remove speedometer console, unplug electronics and gently lay in secure location.
3. Remove fuel tank by gently lifting rear of tank then unplug electrical and fuel line connections. Set tank aside.
4. Locate both FI Injector Plugs, disconnect electrical plug and insert the larger **Bully** plug in its place. Plug the stock electrical plug into corresponding smaller connector on the **Bully**. Perform this step for both Injectors remembering there is no left or right injector, both are the same.
5. Attach the **Black** ground wire from the **Bully** to the negative terminal of the battery. Any other ground location may or may not work properly. Extension of the ground wire may be required to reach the (-) battery terminal.
6. Choose the mounting location for your **Bully**. Typically mounting between the handlebar risers on top of the triple tree if there is room. Or on Handle Bars using the **Bully Holder**. If mounting the **Bully** where visible while riding, it's important to note it can be a distraction. Be safe!
7. Route the **Bully** wiring away from moving or hot parts, using zip ties to gently secure all wires.
8. Place fuel tank in front support brackets keeping rear of tank elevated while connecting electrical and fuel lines, then bolt down tank in proper location.
9. Re-plug center console electrical, then gently set in place and secure to top of tank, if required.
10. Set seats in place and re-secure properly.
11. Start your **Kawasaki Vulcan 900** noting the LED's will scroll for about 5 seconds letting you know the **Bully** is processing before showing 2-4 steady green lights depending on the idle speed.
12. The steady green lights are your approval to go riding. This is also the point where you can safely change settings after you have ridden and want to fine tune. Remember no matter what settings you change you can always go back to the lights as they were originally set.
13. **DO NOT PROCEED UNLESS YOU HAVE A STEADY GREEN LED.**

## To Change the Bully settings follow these steps:

To access each of the 6 Modes (**Green**, **Yellow**, **Red**, **Green/Blue**, **Yellow/Blue**, **Red/Blue**) simply start your bike, wait for the scrolling to stop then press the MODE button. The **Bully** comes pre-programmed for Stage 3 and should match those light settings. If you do not want Stage 3 you will need to change the settings using these steps so the lights match your desired mode.

## Each mode represents the following functions which will help with your tuning:

- Green Mode.** Fuel settings for idle/cruise and is represented by a flashing **Green** LED.
- Yellow Mode.** Fuel settings for acceleration and is represented by a flashing **Yellow** LED.
- Red Mode.** Fuel settings for full throttle and is represented by a flashing **Red** LED.
- Green/Blue Mode.** Adjusts what rpm the **Bully** comes on line. This adjustment is useful to determine if the **Bully** is affecting the performance of your bike at low speeds or idle.
- Yellow/Blue Mode.** Is the Load Based adjustment for the **Yellow** Fuel mode. Adjusting the **Yellow** LED to a higher number delays transition from **Green** to **Yellow** Fuel Mode. *(Delaying transition into the Yellow Fuel Mode can increase cruising fuel economy under steady throttle conditions)*
- Red/Blue Mode.** Is the Load Based adjustment for the **Red** Fuel mode. Adjusting the **Red** LED to a higher number delays transition from **Yellow** to **Red** Fuel Mode. *(Delaying transition into the Red Fuel Mode can reduce power during full throttle roll-ons, leaving this adjustment for the experienced dyno tuner only)*

## Adjustments:

Your **Bully** comes pre-adjusted to Stage 3 for the more open intake and after market exhaust setup. When making adjustments to the Bully it is recommend performing one change at a time and noting its effects on your ride/state of tune.

## To make changes to the Bully on a bike Running Lean or with Lean Surging issues follow these steps:

- With engine idling, push the center **Mode** button once. The Green light (*Green Mode*) should start flashing, if not push the mode button until only the flashing Green light appears.
- While the Green lights is flashing, push the (+) Right Button, adding fuel to the Green (Cruise) Circuit *(the target is to add enough fuel to stop the bike from it's lean condition, usually adding 1 light will do the job)*
- The **Bully** will reset itself to this new setting within five seconds of no button activity then the Green light will stop flashing. *(You can ride during the five second program acceptance period with no problem).*
- Go for a ride, noting if the lean condition is minimized or stops. If not, add ½ light more and retest until satisfied.

## Fuel Mileage Maximization: *(Fuel Mileage Increasing)*

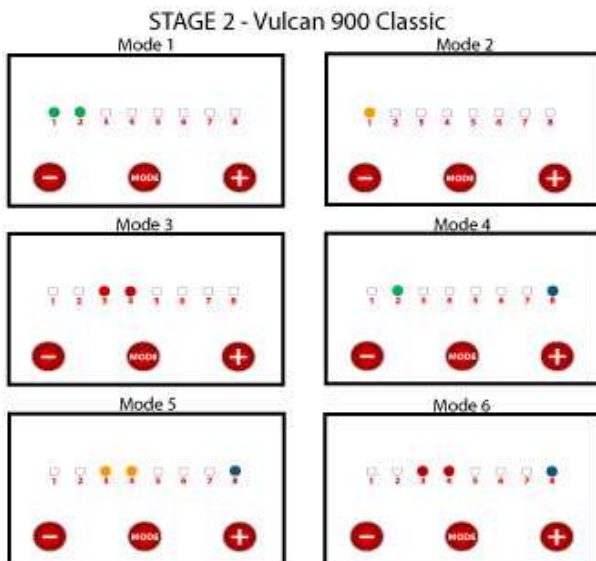
To adjust for Maximum Fuel Mileage make sure the **Green** LED's are displayed during your chosen reasonable cruising speed. If the **Yellow** light is showing while at constant cruise, adjust the **Yellow/Blue** Mode to a slightly higher **Yellow** LED setting *(Blue light does not adjust)*. This will move the cruising LED back to **Green** increasing fuel mileage at your desired cruising range, possibly decreasing power slightly. To regain power change the **Yellow/Blue** LEDs back to the previous setting when the cruise portion is complete.

## Helpful Information for Advanced Tuners:

- Familiarize yourself with how your bike feels running lean and rich so you know the difference so you can tune accordingly.
- Most bikes perform best on the edge of leanness and even though extra lean can net better fuel mileage it can also reduce performance, increase heat and shorten the bikes longevity.
- The Green, Yellow, Red Modes are Fuel Modes. Increasing/Decreasing LED's for these Modes changes the fuel used while in those modes.
- Green Mode should be considered Economy Mode, Yellow Accelerate Mode while Red is Wide Open.
- The Yellow/Blue & Red/Blue Modes are Load Based adjustments for transitioning between the Green to Yellow and Yellow to Red Fuel Modes respectively. Increasing the Y/B and R/B LED's increases required throttle pressures to transition into the next higher fuel mode.
- For improved mileage (*see info above*) at the higher sustained freeway speeds when the Yellow LED's are showing, select Yellow/Blue Mode and increase the Yellow LED light. This will delay the transition to the Accelerate Mode and move you into Green (cruise) Mode for better mileage.
- Remember to keep these instructions handy and if you get confused just restore the original light settings for your Stage and try again. It's that simple.
- Your light settings should never vary more than 1-2 LED's either way for your selected Stage.
- LED's during riding display pulse width. Pulse Width is basically how much fuel is being used. The more LED's that show means the more fuel being used at that time.

### Follow this chart for Stage 2 Settings:

(After Market Exhaust/Stock Air Filter/Intake Adapter Removed)



### Follow this chart for Stage 3 Settings:

(After Market Exhaust, Open Intake/Air Filter Setup)

