



## **DYNO-BLADE INSTALLATION**

### **GEN II**

- #1. When installing any GEN II *DYNO-BLADE* (DB) to any injector first remove the lower nozzle end O-Ring seal.
- #2. The injector should be clean & free of carbon. 600-1000 grit emery paper (or other fine grade) can be used to very lightly clean & smooth the injector nozzle tip end. Finish the cleaning process with an air blast and a dry cloth.
- #3. Mate the injector and the GEN II *DYNO-BLADE* by hand pressing the 2 parts together like installing a bullet into the chamber of a gun. When fully mated the injector electrical connector should be bottomed out in the slot provided for it on the DB.
- #4. Using the O-Ring seal lube provided cover both the DB lower seal and the upper OEM pressure seal with a layer of lube.
- #5. You should use the V-Twin fuel block provided by XCENTRICK. (NOTE: If you are using the OEM V-Twin fuel block you will need to modify it and the lock as detailed in the diagram below.)
- #6. **IMPORTANT:** When installing bladed injectors in most V-Twin engines, insert the blade portion into each injector mounting port on the manifold portion of the throttle body but do not fully press either one into the mounting port yet. Turn the electrical connectors approximately 75 degrees perpendicular to the engine so they are substantially facing towards you as you stand to the spark plug side of the motor. This arrangement should allow you to lift the bladed injectors more than half way out of the manifold mounting ports and manipulate just the inlet tip ends, but not the full O-Ring seals just yet, into the fuel block mounting ports. Now, pressing down on the fuel block all four mounting points should come together until both bladed injectors are in place. Rotate the injector electrical connectors back so they are in line with the engine. (NOTE: An alternative method is to install one *DYNO-BLADE* equipped injector into the rear cylinder manifold FI port but the other into the V-Twin fuel block & turn it 90 degrees from in-line with the port. Then work it into the FI port towards the rear injector until they come together.)
- #7. Install the fuel line into the fuel block.
- #8. Complete the installation using the indexing plate in the manner detailed in the diagram below.

**#9. WHEN TUNING ON A DYNAMOMETER IT IS IMPORTANT TO TEST THE BASELINE & DBs AS CLOSE TO REAL WORLD OPERATING TEMPERATURE AS POSSIBLE!** On V-Twin applications You can start with the *DYNO-BLADES* in the neutral position (in-line with port flow or center line on the DB) and then turn the injector connector about 10 degrees at a time toward the spark plug side of the engine. Keep doing this until the power numbers drop then work them all the way back until they rise and drop again. While there is no way to predict what the best angle will be for all diversely modified applications, testing has revealed that most V-Twin applications require a slight angle (Approx. 10-15 degrees) toward the spark plug side of the engine. On V-8s the optimal angle will usually fall within 10-20 degrees off center with not a significant difference as to direction although to the extent there is any bend in the port it is usually best to turn them in the direction of the bend. Keep in mind that *DYNO-BLADES* are not extremely sensitive to precise angle. An angle within 10 degrees of optimum will yield a substantial majority of the total gains to be had. That being said, the only way to get 100% of the available performance gains out of your *DYNO-BLADES* is to dyno tune.

**(NOTE: Do not force the injector connector to turn. If it feels stuck loosen the fuel block mounting screw and if need be completely remove the screw and the injectors should turn easily)**

Congratulations, you will now be among the first in the world to experience the first genuine breakthrough concept in bolt on engine performance in 30+ years. Let us know the results for your application.



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