

# RideMAXX

## A true wireless EFI tuner



story by Neil Taylor

photos by Marilyn Stemp

It seems the whole universe is going wireless, and that trend has made its way into the world of motorcycling, too. American Micro-Fuel Device Corp. (AMFD) offers a wireless EFI tuner called RideMAXX, and it's like no other system on the market today.

We had the opportunity to test the RideMAXX at Tilley Harley-Davidson in Statesville, North Carolina. AMFD reps Perienne deJaray and Chad Beau regard assisted in the install and demo of the product, but it turns out that their red-eye flight from Washington State wasn't necessary. The RideMAXX installs in minutes because it's a true plug-and-play system. Even custom mapping the unit was easy.

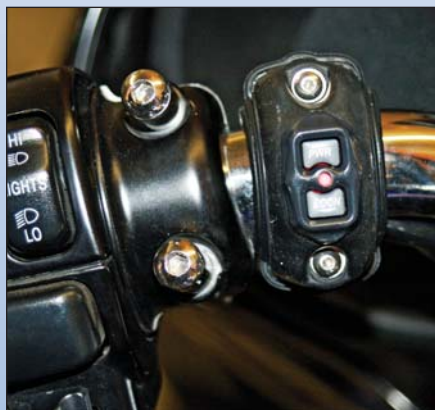
The concept of the RideMAXX is to offer on-the-fly adjustable fuel injection tuning. The RideMAXX itself consists of two pieces; the tuner, also called the FuelMaxx, which plugs directly into the bike's ECM, and the control switch, or the RideTuner, that attaches to the handlebar. The FuelMaxx plugs right into the bike's existing wiring harness, and two screws secure the RideTuner to the handlebar. Installation is that simple and there is no wiring required at all.

The tuner (FuelMaxx) installs in-line between the stock ECM and the wiring harness. There are three lights on the front—Power, Bluetooth active, and Switch—to let you know that electronic wizardry is going on inside. Besides the ECM connections there are no wires, ports, plugs, nothing. In fact, RideMAXX might make those features seem completely old-fashioned. Everything is done wirelessly, via a Bluetooth wireless connection. Installation is literally a 10-minute job.

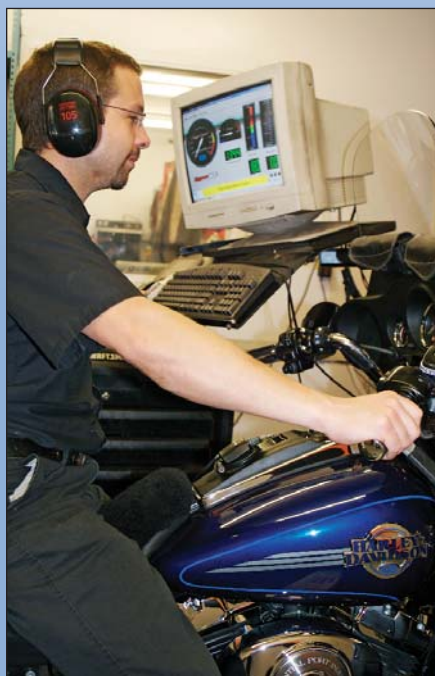
RideMAXX has three preset fuel configurations accessed via the battery-powered handlebar control switch: Power, Economy, and Automatic. The Power setting is calibrated to monitor the necessary fuel for up to a 10% increase in power. The Economy setting is designed to lean the fuel mixture to gain better fuel mileage. Now, manually switching back and forth between Power and Economy can get a little tiresome, so the middle button *continued*



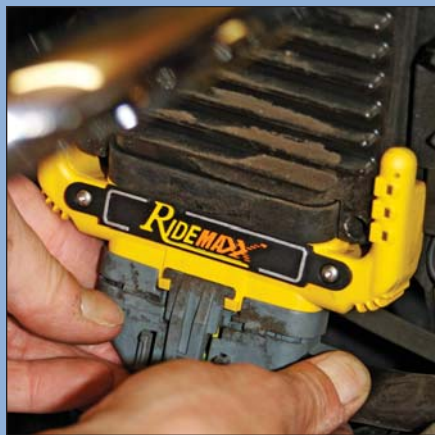
The RideMAXX is tiny. Weighing in at less than 3 ounces, it doesn't feel substantial enough to be a state-of-the-art fuel injection tuner. Ain't technology great?



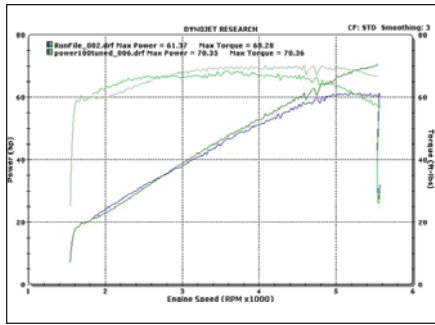
The handlebar-mounted control has two switches that allow you to change the operating mode and a color-coded LED indicator.



Custom mapping a RideMAXX is a breeze. Just connect wirelessly via Bluetooth. You don't even need to remove the seat or saddlebag. After over-correcting on my first pass, I hit my target air-fuel ratio on the second try.

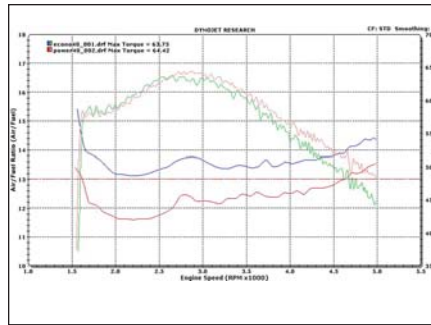


The RideMAXX just plugs into the bike's stock ECM and then the stock harness plugs into the RideMAXX. Total install time was approximately five minutes.



**The obligatory bone stock 06 bagger baseline and after the slip-on muffler/breather kit and RideMAXX” install. The RideMAXX is current set to Power, just where you want it when you’re doing wide-open dyno runs.**

position was designed as Automatic. As you might guess, this feature automatically adjusts the system to the economy mode when you’re cruising at low RPM or under low engine loads, and slips back into Power when the load increases or engine RPM jumps. Three settings, two buttons, one unit. It might get confusing except for the small LED nestled in between the “pwr” and “econ” buttons that glows



**This low load, partial throttle dyno run shows how with a push of a button you can switch between a more powerful air/fuel mixture, or a more fuel efficient one. The Automatic mode blends these two fuel settings based on engine load. Low load = Economy, High load = Power.**

red when in Economy mode, blue in Automatic, and green in Power. It makes the RideMAXX a rather ingenious and simple device for Twin Cam engines.

There are three different tuning options. The first and most basic, is the map that’s preloaded on the RideMAXX. It’s a basic “breather kit/muffler” power and economy fuel map.

The second option incorporates additional combination maps on the included installation CD. You can also access the latest maps at [americanmicrofuel.com](http://americanmicrofuel.com) for the most up-to-date calibrations.

But the third and most exciting option is that the RideMAXX can be custom-mapped on a dyno. Unfortunately we were only able to test a pre-production unit and the software wasn’t fully prepared yet, but even the pre-production features indicate that the tuning program is what’s really going to make the RideMAXX stand out. Fans of the Dynojet PowerCommander and Screamin’ Eagle Race Tuner can find something they like in the RideMAXX tuning software, too. The RideMAXX can be mapped either by RPM vs. throttle percentage or RPM vs. load (both cylinders at once, or each cylinder individually). And because the interface is wireless, you don’t have to remove a single part to access the tuner. Just connect wirelessly via Bluetooth and start tuning. The actual tuning process is



**Playing with the RideTuner buttons while riding produced noticeable results. While we were limited in the amount of time we had to test the RideMAXX real-world style, the Power and Economy settings produced noticeable running differences.**

very intuitive. I had never seen RideMAXX software before we began testing, and I was making accurate fuel changes after my second full-throttle pass. Tuning also takes place on the fly—make a change and it's instantly observable. The three riding modes (Power, Economy, and Automatic) are basically three separate maps. In my

(sometimes fevered) mind, an ambitious tuner could modify the three maps in any way he sees fit. For instance, you could install a nitrous oxide fuel map in place of the "economy" mode. This ability to create custom maps really opens the door to unconventional tuning.

But I digress. Because the RideMAXX uses Bluetooth technology, you can access real-time data and make fuel changes with a computer, hand-held PDA, or even a cell phone. Imagine, pulling off the road, checking engine data, then making a fuel adjustment with your cell phone! Adding Bluetooth technology to your existing non-wireless computer is cheap and easy, too. Many Bluetooth transmitters cost less than \$50, and installation is as easy as plugging into a USB port.

Although we only had a limited time to test this product (we just beat this issue's deadline), it didn't take long to realize that the RideMAXX is a fuel injection tuner that has basically created its own new category. Although it's a

high-tech tuner, it has its limitations. To keep the price reasonable, the initial RideMAXX offering is a fuel-only tuner. Not being able to adjust timing is definitely a limiting factor, but with a retail price of \$299.99, RideMAXX is priced similarly to much less capable tuners. Right now, RideMAXX is currently available for non-O2-equipped Delphi fuel-injected Touring ('02-'06) and Softail ('01-'06) Harley-Davidsons. Late-model O2-equipped models are soon to be released, along with tuners for Dyna, Sportster, and V-Rod models. AMFD has set the bar a rung or two higher in the world of EFI tuners. Just like a popular TV commercial says, the future is now. **■**

## Resource

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