

Electronic Jet Kit™ Instructions



Thank you for choosing the Techlusion Electronic Jet Kit for your Polaris Sportsman 500. This technology interfaces with your fuel injected ATV. The result is injection with carb tuning logic. Giving you the equivalent of enriching the pilot jet and mixture screw, (pot under the green light) raising the needle, (pot under the yellow light) and then install a larger main jet, (pot under the red light).

This product is a perfect fit for stock ATV's. It is also, capable of handling the fuel needs of pipes, air intakes. Just like jet kits in the past the more you modify the more responsibility you take in getting your fuel curve right. Going to dobeckperformance.com will better help you in high horsepower tuning.

Due to the wide variety of applications we try to be very generic with our instructions, so if you need further assistance with an install call technical support at 1- 877-764-3337 or see our web site at dobeckperformance.com.

TOOLS REQUIRED

- Small flat bladed screw driver
- 10mm wrench

Some vehicles modifications with Techlusion Inc. products must not be used on public roads and in some cases may be restricted to close course competition. Those products not identified as US EPA legal are intended for off-road or marine applications only. Not intended for use ON emission controlled vehicles.



Sportsman 500EFI Installation Instructions

- 1. Remove the seat.**
- 2. Locate the red spark plug cap and right behind that is a gray colored injector connector. (Fig 1)**
- 3. Remove the stock injector connector from the fuel injector.**
- 4. Plug the TFI's gray female connector to the injector. (Fig 2)**
- 5. Snap the TFI's black male connector to the stock gray connector you removed in step 3. (Fig 3)**
- 6. Now find a good chassis ground to attach the TFI ground lead to.**
- 7. For tuning purposes you may want to keep the TFI box where you can reach it but once you get things dialed in, route the Dobeck wire harness along the frame towards the front of the atv (Fig 4) and you may mount the TFI box near the the ECU with the supplied Velcro. (Fig 5) Just locate a good spot that is away from excessive heat and dirt.**
- 8. Start the ATV. The green LED should now be on steady and the yellow will flash rapidly for about 15 seconds, and then go out. If the green or red LEDs continue flashing after startup, an injector wiring error is indicated. Re-check the wire's from the TFI and make sure they are connected to the proper wire of your ATV's stock harness. MAKE SURE you have the correct wires selected in the stock harness. DO NOT PROCEED UNLESS YOU HAVE A STEADY GREEN LED.**
- 9. Once you have a steady green LED you can continue on to tuning your atv. Remember to secure the TFI's wire harness with zipties once tuning has been finalized**



Tuning

We suggest that you set your pots to the setting that best matches your bikes modification. Further adjustments can be made by first having your ATV fully warmed up. Then with a screwdriver in hand, locate the green light and the pot right below it. Raise the RPM up to a high idle or about 1800-RPM if you have a Tach. Once there, slowly turn the green pot clockwise from the 1:00 position (or off) until you achieve the highest RPM and smoothest running sound (just like you would if you had a mixture screw on a carburetor). You should find that the best setting is between 1:30 and 3:30.

Next locate the yellow light and the pot below it. This pot adjustment acts as an accelerator pump adjustment. Anytime you see a solid yellow light, it is adding fuel. Test ride your atv in (Low gear with the fwd in the off) and open the throttle rapidly and take notice of the rate of acceleration. Increase the yellow pot 1 clock position and repeat the acceleration test mentioned above. Keep turning up the setting until you feel there was no improvement and return to the last setting where you did notice an improvement.

The red light pot is for your main jet. For example: One clock position is the same as putting a larger main jet in a carburetor. All we can say about setting up this pot is use the base setting that comes closest to your bikes modifications. Then use the same method you used, when setting up your carbureted bikes.

The RPM switch controls when the red light comes on. The more you turn it from the one 'o clock position the higher the RPM before the red turns on. In all of the testing done the best place to start is at the 8:30 position.

Troubleshooting

First it is important that you understand that all modern day fuel injected ATV's have a big advantage over carbureted ATV's. Fuel injected ATV's all have the same exact fuel curve and is corrected everyday by the on board weather station. Which means your ATV fuel map is either ideal or it needs a little. Just like jet kits did for you for years. If you find that anything you do with the pots make it worse, stop and check these possibilities:

1. Engine not fully warmed up.
2. A vacuum leak on the intake.
3. Fouled spark plug.

If you have any problems or questions just call are tech support line 877-764-3337.

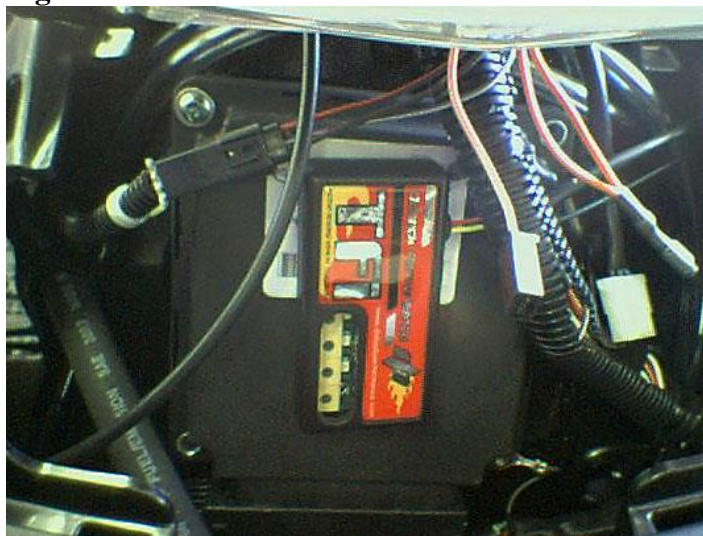
Figure 1



Figure 2



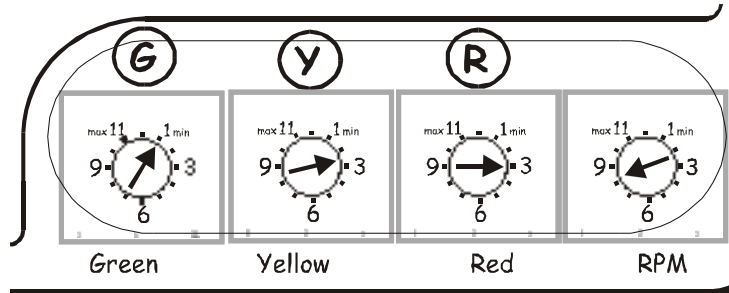
Figure 3



To view larger images please go to www.dobeckperformance.com



Polaris 500 Stock



2-year Unlimited Mileage Warranty

Techlusion 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, Techlusion will repair or replace it with an equivalent product at no charge, except for postage, to the original retail purchaser.

*****IMPORTANT*****

To obtain the benefits of this warranty, the retail purchaser must first call 1-877-764-3337 to obtain a Return Authorization Number, then send the product with proof of purchase and postage prepaid to:

**Dobeck Performance
157 Progressive Dr.
Belgrade, MT 59714**