Electronic Jet Kit™ Instructions

Thank you for choosing the Techlusion Electronic Jet Kit for your BRP ATV Outlander 1000/800/650/500 or Renegade 1000/800/650/500.

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).

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.

This product is a perfect fit for stock ATV's. It is also, capable of handling the fuel needs of pipes, air intakes, and a variety of head porting. If you find that your modification requires you to max out our pot adjustment, contact us.

This is an Electronic Jet Kit. 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.

TOOLS REQUIRED

- **This is about a 15-minute install time.**
- **You will then require a 10 mm wrench.**
- **And last but not least a small screwdriver.**

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.

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Electronic Jet Kit™ Instructions

Outlander ATV Installation Instructions

-Before installing this product be sure you have a basic understanding of certain components and features of your ATV. If you are not aware of where the factory electronic control module (ECU) and the battery are located, we seriously recommend that you have your dealership install this product. We have designed this product to be very consumer friendly, with easy hook-up and adjustment, but you are still working on very sophisticated equipment that requires at least basic mechanical knowledge.

1. **Before installing the TFI you must first disconnect the negative lead from the battery.**

2. **Remove the seat.**

3. **Remove the top plastic cover. (See Figure # 1)**

4. **Remove the RH side plastic cover. (See Figure # 2)**

   Tip: The best place to store the TFI box is under the speedometer plastic cover (see figure 9). The speedo/cover just slips off at this stage, find a good place to mount the box.

5. **Run the TFI wire harness alongside the stock injector wire harness and away from any moving or hot engine parts. Secure the TFI wire harness with zip-ties.**

6. **Locate the injectors (see figure # 3). For a close up of the front cylinder injector location (see figure #4). Do one injector at a time starting with the rear cylinder first. Unplug the stock connector from the injector (see Figure # 5). Plug the TFI connector onto the injector (see figure #6). Plug the TFI short pigtail connector into the stock connector that was on the injector (see figure # 7). Next do the same procedure for the front cylinder injector.**

7. **Attach the TFI ground wire. For a suggested location (See figure # 8).**

   NOTE: The bolt is plated and the part it secures is plastic, make sure you get a proper ground by checking with a continuity tester (See figure # 8).

8. **You can now reinstall all the plastic body parts and seat and reconnect the battery.**

9. **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.**

NOTE: Re check your wire routing and TFI box location and make certain that in no way the wires can come into contact with any moving parts or high heat source and that the TFI is mounted in a way as to not cause a handling problem with the machine.

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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 the light on, it means that this pot is adding fuel. You will notice that you can take the RPM slowly up to 3000-4000 in neutral and see no yellow light. But whack the throttle wide open quickly and you see the yellow light come on. Try to add as much as you can until the bike says it is too much then back off two clock positions. This yellow pot adds most of its fuel below 4000 RPM and full throttle acceleration.

The red light pot is for your main jet. It adds about 3 jet sizes per clock position. For example: One clock position is the same as 170 to a 185 main jet. 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, 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 is. A good place to start is 4:30

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Troubleshooting

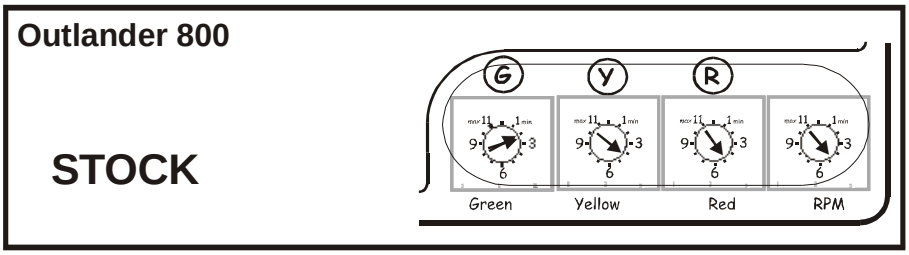
Problems

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 leaks on the intake and or exhaust.**
3. **High lift cams affecting map at light loads and low RPMS.**

FULL THROTTLE

Simply add or subtract fuel with the red light pot to determine if the problem is better or worse. This lets the engine dictate additional adjustments or call tech support at 877-764-3337.



Base Settings

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Outlander 800

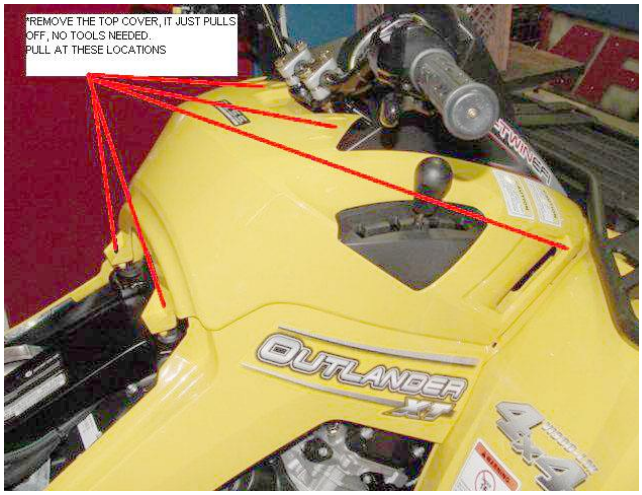

Figure 1

Figure 2

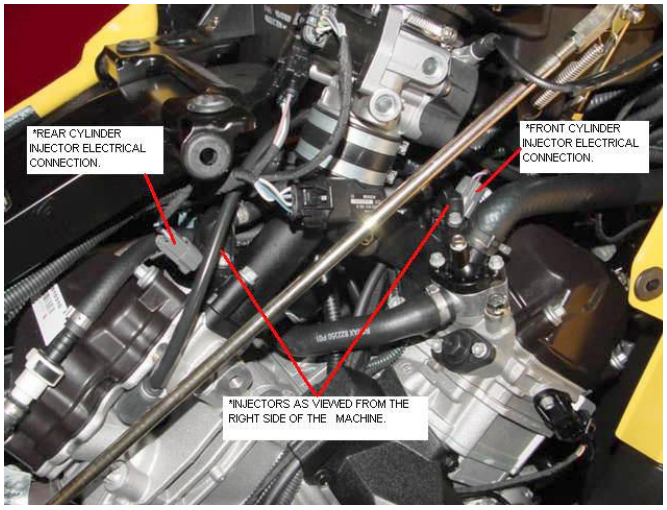

Figure 3

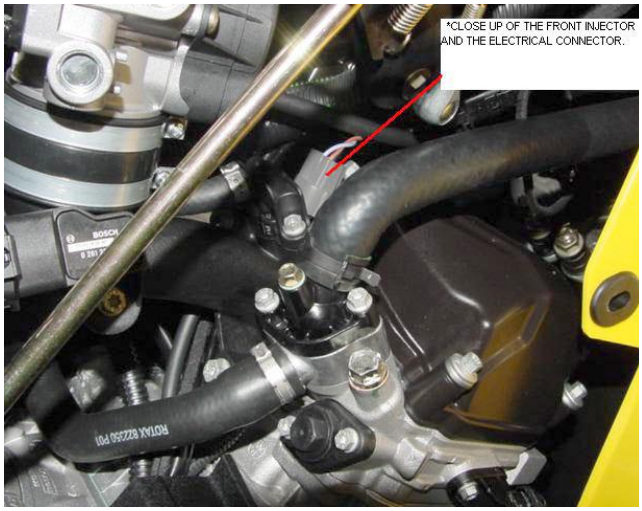

Figure 4

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

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Figure 5

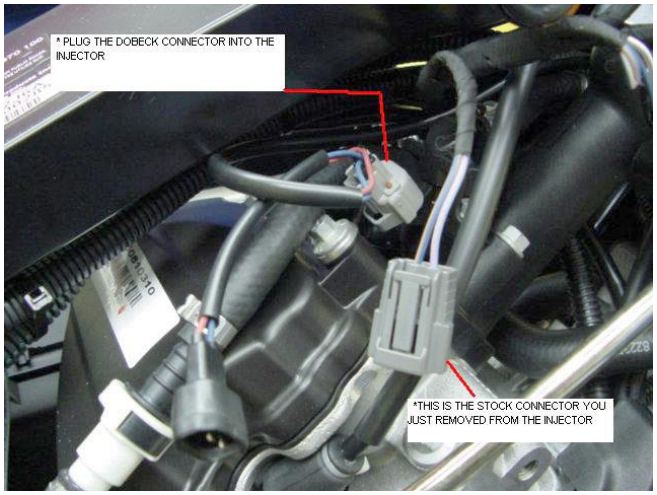

Figure 6

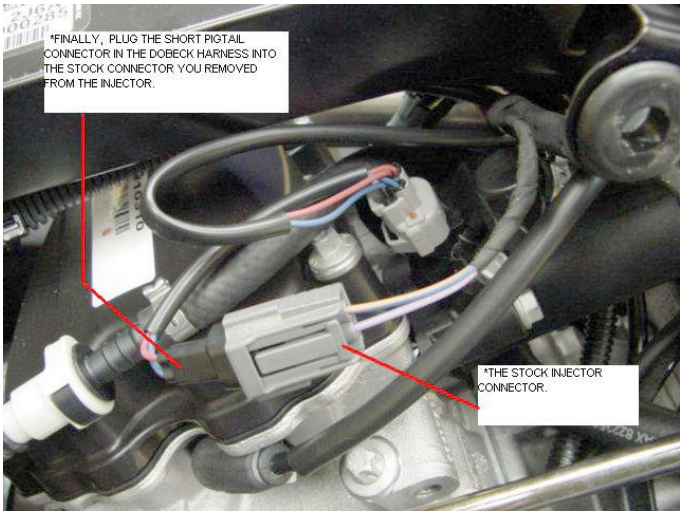

Figure7

Figure 8

Figure 9

2-year Unlimited Mileage Warranty

Techulsion 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 wih 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:

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