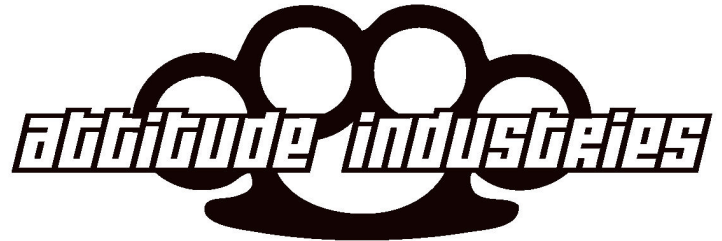


Electronic Jet Kit™ Instructions



Thank you for choosing the Attitude Jet Kit for your Artic Cat Snowmobile

Our technology interfaces with your fuel injected vehicle to allow EFI tuning based on carburetor tuning logic. Our product gives you the equivalent of enriching the pilot jet and mixture screw (green mode), raising the needle (yellow mode), and installing a larger main jet (red mode).

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 1-406-539-3015 or 1-801-794-9367 or see our web site at www.tunewithattitude.com.

This product is able to handle the fuel needs for your turbo up to 13lbs of boost on stock injectors, with a upgraded fuel pump. If your fuel curve needs to have changes please contact Attitude Industries. For higher boost applications use part #86005

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. In the event you fail to create a better tune-up, we suggest looking to our website at purelogictuning.com for some base settings and tuning help.

Some vehicle modifications with Attitude Industries products may NOT be permitted for use on public roads and in some cases may be restricted to closed course competition. Those products NOT identified as US EPA legal are intended for off road or marine applications only. Products are NOT intended for use on emission controlled vehicles.

Installation

- **This is about a 20-minute install time.**
- **Tools required: Basic wrench set**
- **Set of tweezers**





Installation

Note: LH and RH refers to the pin location from the back of the connector (see figure 1).

1. Locate the injectors shown in figure 5, 6 (for 6 and 700 M, F or crossfire you may see the TFI box showing solid Green light and flashing Red light and the sled sounds like its running on one cylinder, which means the box is not seeing an injector signal from one cylinder. What we have found is that Arctic Cat has switched its signal wire on just the PTO side for 2006. The easiest way to correct the problem is to switch the wires on the PTO side (Arctic Cat's Injector connector). **This should be a direct plug in for all 800 series sleds. Skip to #3 for 800 series sleds**
2. What you will see is on Cat's PTO connector the wire colors should be in this order (from the back): Green/Black LH and Green/Red RH. Unplug the factory injector connector off of the injectors. Next you need to remove the connector's pins by taking a small pick type tool and from the front of the connector gently pry up the pin's locking device (see figure 2) while at the same time gently pulling on the corresponding wire (see figure 3). Repeat on remaining pin. Then reinsert the Green/Red on the LH and Green/Black RH (see figure 4).
3. Now connect the Attitudes box yellow and white/yellow wired connector group to the sled's PTO injector. Repeat for remaining cylinder.
4. The two white connectors plug into the air temperature sensor.
5. Take the blue boost line and plug into your air box for its boost reference.
6. Place the black wire on the TFI box to a ground on the snowmobile Chassis.
7. The white wire is not used in the turbo application.
8. Find a good mounting location for the box. Try to find a spot away from excessive heat.
9. Start the snowmobile
10. You should have scrolling green lights, followed by a solid green light. This ensures all connectors are good

Trouble Shooting

If you do not see the LED lights scroll or go to a solid green light please check all connections. If the motor seems to run on one cylinder please call our tech lines or e-mail us. Some basic things to check for are the following.

1. Check your ground wire to insure that you have a good ground.
2. Check all connections and make sure that pins are properly seated and making good contact.
3. Make sure no wires have come loose, or been rubbed through.

If all the above seems ok please contact us at 1-406-539-3015 or e-mail us at support@tunewithattitude.com

Arctic Cat



Figure 1



Figure 2

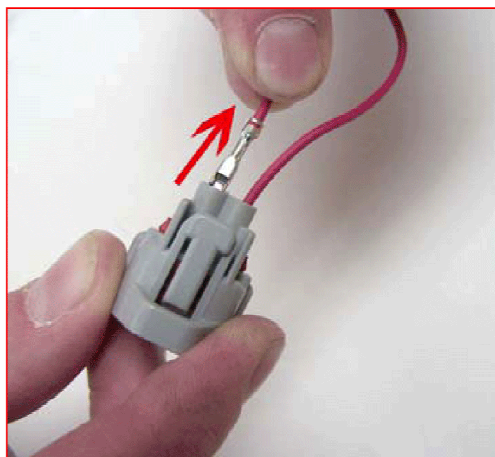


Figure 3

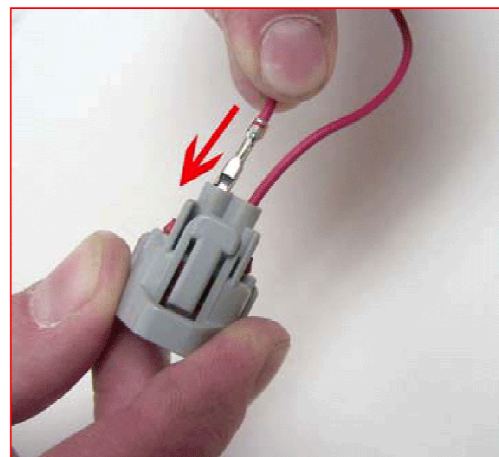


Figure 4



Figure 5



Figure 6



Tuning Tips

- 1. Start the vehicle.** If installed correctly the unit will begin its startup sequence where the LED's display a single green light scrolling back and forth for a couple of seconds. After the startup sequence a single green light should be displayed on the very left LED. With an improper installation the light display will consist of a flashing green light to the left and a flashing red light to the right. If this occurs then the unit is not receiving a proper injector signal. Recheck the wire connections for any defects. *(The flashing green and flashing red lights is common for a proper installation during deceleration because the stock fuel map shuts off the fuel injectors during this process.)*
- 2. At this point you are ready to adjust the unit to the base settings supplied with the unit.** The first thing to do is ensure the proper code was supplied by checking the six programmable features are available. To begin the process, press the **MODE** button. To enter each successive mode, just press the **MODE** button again.

3. Description of each mode and light representation:

Mode 1 - Green - Cruise fuel adjustment

Similar to adjusting pilot jet and mixture screw on carburetor vehicles. Decreasing the light value will add a lower amount of fuel. Increasing light value will add more fuel.

Mode 2 - Yellow - Acceleration fuel adjustment

Similar to raising or lowering the needle on carburetor vehicles. Decreasing the light value will add a lower amount of fuel. Increasing light value will add more fuel. (This mode will always be equal to or less then you green setting)

Mode 3 - Red - Full Throttle fuel adjustment

Similar to adjusting a main jet on a carburetor. Decreasing the light value will add a lower amount of fuel. Increasing light value will add more fuel.

Mode 4 - Green/Blue – Amount of fuel added per pound of boost

This is your main adjustment and does 80% of your tuning for your turbo. Use this mode to dial in your top end and use the first 3 modes for fine tuning.

Mode 5- Not Used

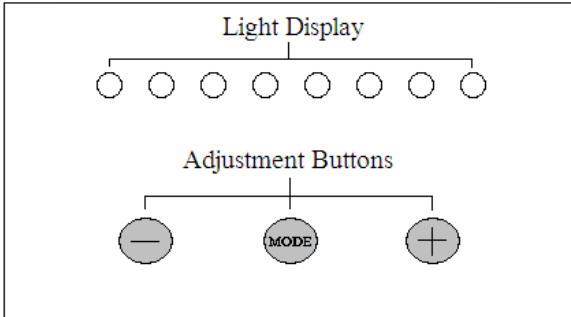
This feature will not light up in your box. It is not used in this application.

Mode 6 – Red/Blue – Full Throttle RPM switch point adjustment

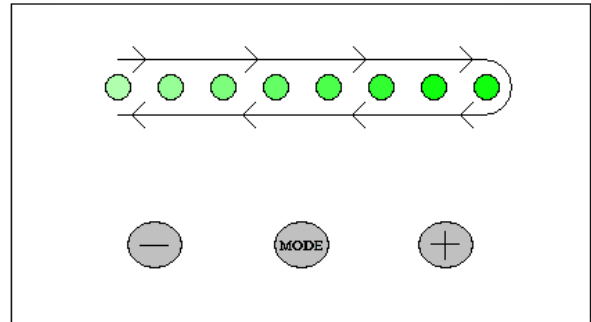
This function is the RPM switch point for when the full throttle fuel addition engages. Adjustment is necessary to mostly match different pipes or big bore kits which require different fueling needs. Decreasing the light value will cause the full throttle fuel to engage at a lower RPM. Increasing the light value will increase the RPM it engages.



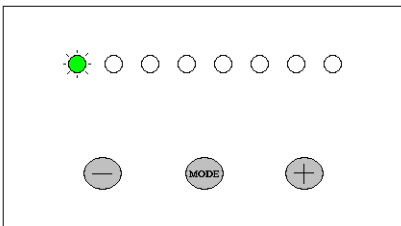
General Layout



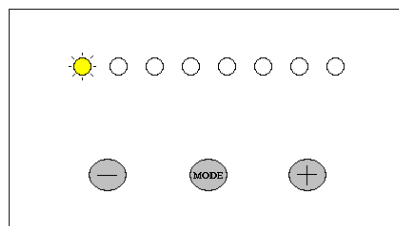
Start-Up Light Sequence



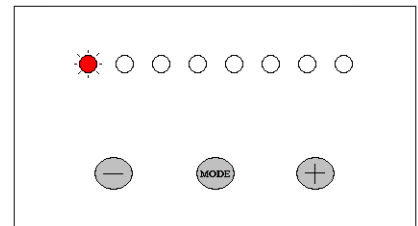
Mode 1 – Green



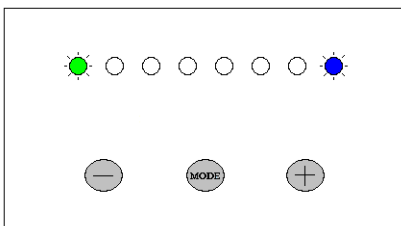
Mode 2 – Yellow



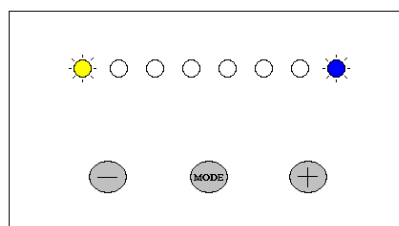
Mode 3 – Red



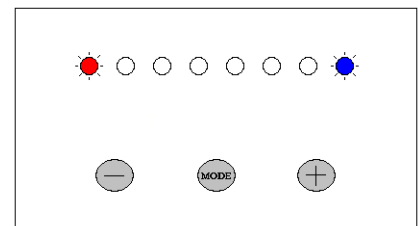
Mode 4 – Green / Blue



Mode 5 – Yellow / Blue



Mode 6 – Red / Blue





Tuning Tips

1. Use the green mode to gain drivability on the bottom end at cruising speeds. If you are seeing a rich idle you need to adjust the Fuel pressure reg.
2. Your yellow mode will always be equal to or less than your green.
3. Use the Green blue mode to tune your top end desired Air fuel or EGT. Then use your red to fine tune. It's better to rely on the green blue as much as possible and keeping you red at as low as number as possible to keep the sled moving with elevation and temp changes.
4. If you change in elevation or air temp and your sled seems to come out of tune. Turn your snowmobile OFF and then restart it. This will reset the Attitude Boost sensor and zero it out. This should bring your sled back in tune. Always do this first before trying to readjust your Attitude Box.
5. Always tune your EGT or Air fuel pulling on a hill. You will see your best result in tuning with doing so.
6. If you are looking for base settings please call the Vendor of your turbo kit or check out our base settings page on www.tunewithattitude.com