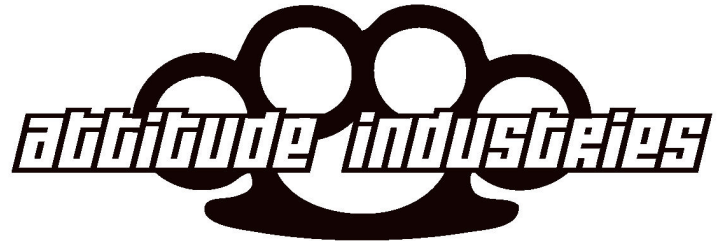


Electronic Jet Kit™ Instructions



Thank you for choosing the Attitude Jet Kit for your Artic Cat M, F 1000 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). We also allow you to subtract fuel (yellow/blue 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 see our web site at www.tunewithattitude.com.

This product is capable of handling the fuel needs for a number of aftermarket modifications including: pipes, air intakes, nitrous, big bores, and a variety of porting. If you find your modification requires even more fuel than allowed by this unit, contact our technical support and we can create a custom application.

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. For this installation it is easier to pull the pipe.
2. Unplug the OEM injector connectors from the injectors. Look on the inside of the injector and you will see a white cap on the inside. Remove the white cap with a small blade screw driver.
3. Once the white cap is removed you must use lift the little gray tabs that hold the metal connector inside what is left of the grey connector. A pick or something similar will work perfect for doing this. (see figure 2,3,4) You will be switching the connectors from OEM harness to the Gray connectors on the attitude box and than putting the Gray connects from the attitude box to the OEM harness.
4. You will than bend over the small dog ear tabs on the OEM harness(see figure 5)
5. Then put the OEM wire with either the yellow/red or green/red with in the LH pin location in the connector. Than put the yellow/black or green black wire in the RH pin location. You will need a small pair of needle noose pliers to push the wire into the connector. BE CAREFUL NOT TO DAMAGE THE WIRE IT IS A TIGHT FIT.
6. Next take the wires from the attitude box and put them into the OEM cat connector. If you look at the back of the connector you will see a number 1 and 2. Place the red wires in #1 and the other in #2.(see figure 6)
7. Make sure the wires are pushed in all the way in than push the white tab back in to hold the wires so they don't back out. I dab of glue on the back will also help hold them in.
8. The two white connectors plug into the air temperature sensor.
9. Place the black wire on the Attitude box to a ground on the snowmobile Chassis.
10. Find a good mounting location for the box. Try to find a spot away from excessive heat and moisture.
11. Start the snowmobile
12. 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 are 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 threw.

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

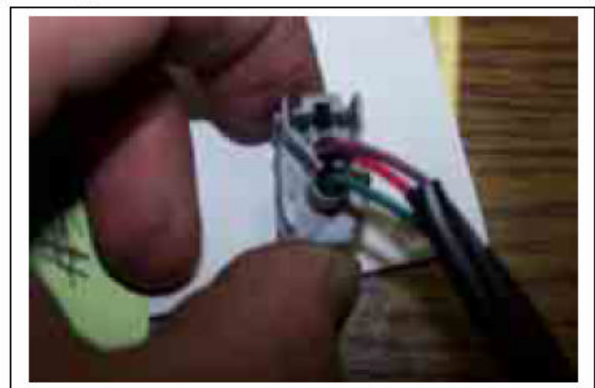


Figure 6



Tuning

- 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. Fuel in this mode starts to get added at clutch engagement.

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.

Mode 3 - Red - Full Throttle fuel adjustment

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

Mode 4 - Green/Blue - E-85 or nitrous fuel adjustment

This function controls the amount of fuel added for E-85 and nitrous applications.

Decreasing the light value will add a lower amount of fuel. Increasing light value will add more fuel.

Mode 5 - Yellow/Blue – Amount of Fuel to be pulled

This function is the pull fuel mode. It will do a strait fuel pull across the map.

TUNE THIS MODE WITH CAUTION!

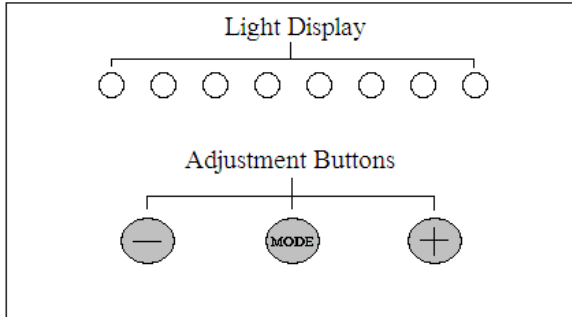
Mode 6 - Red/Blue – Full Throttle RPM switch point adjustment

This function is the RPM switch point for when the full throttle fuel addition engages.

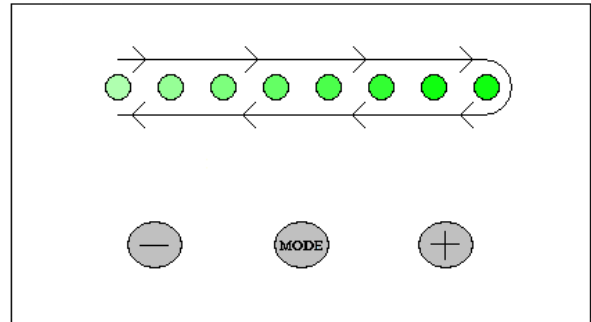
Adjustment is necessary to mostly match different pipes or big bore kits which require different fueling needs. Decreasing the light value will cause the full throttle fuel to engage at a lower RPM. Increasing the light value will increase the RPM it engages.



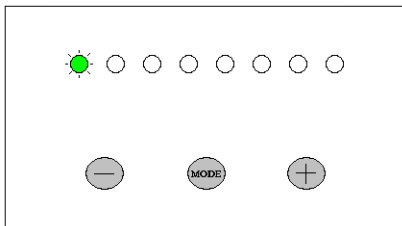
General Layout



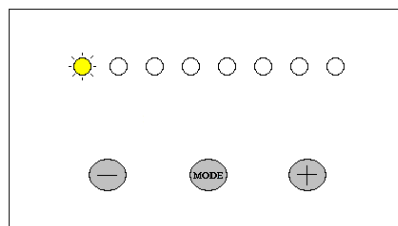
Start-Up Light Sequence



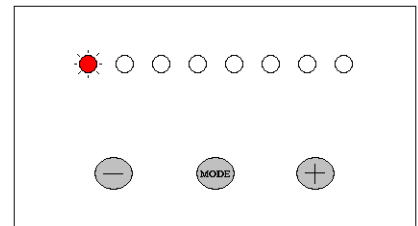
Mode 1 – Green



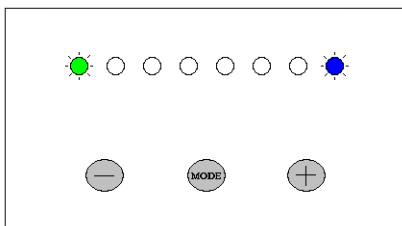
Mode 2 – Yellow



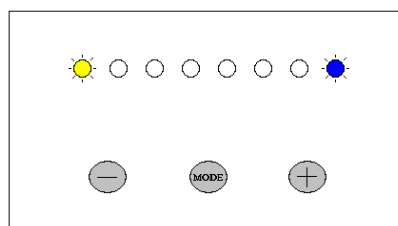
Mode 3 – Red



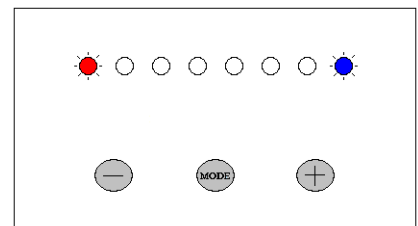
Mode 4 – Green / Blue



Mode 5 – Yellow / Blue



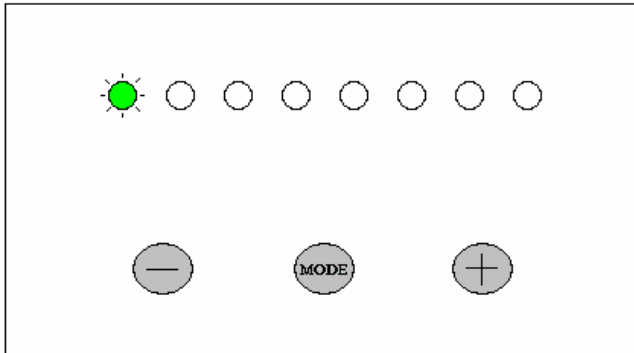
Mode 6 – Red / Blue



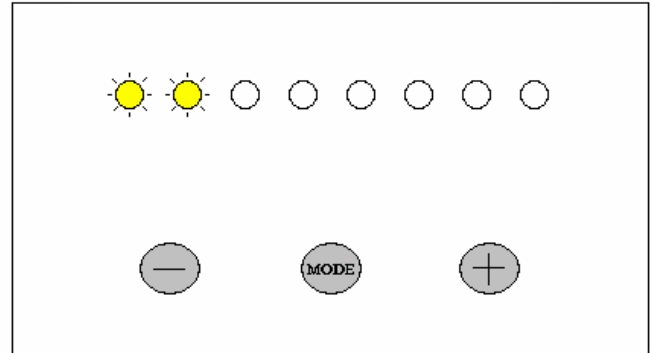


Stock Settings

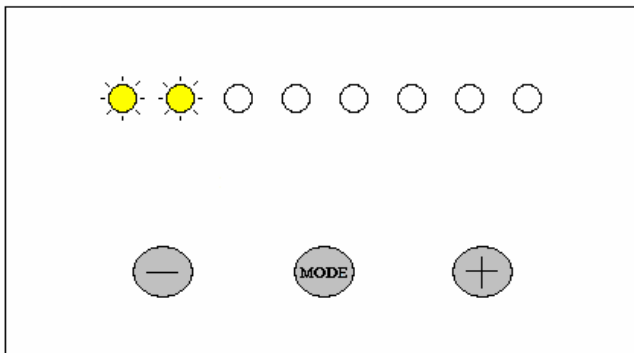
Green – 1



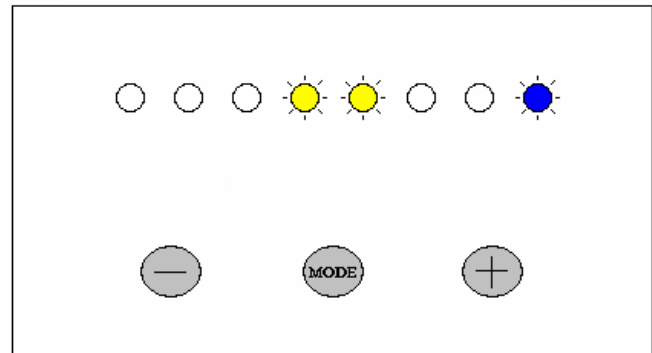
Yellow – 1.5



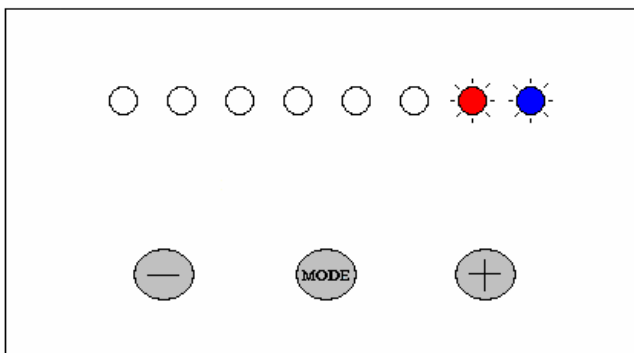
Red – 1.5



Yellow/Blue – 4.5



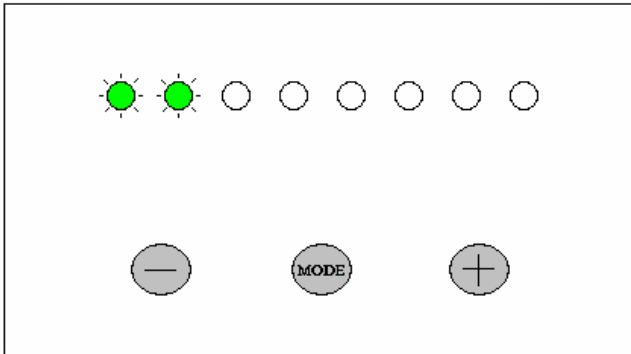
Red/Blue – 7



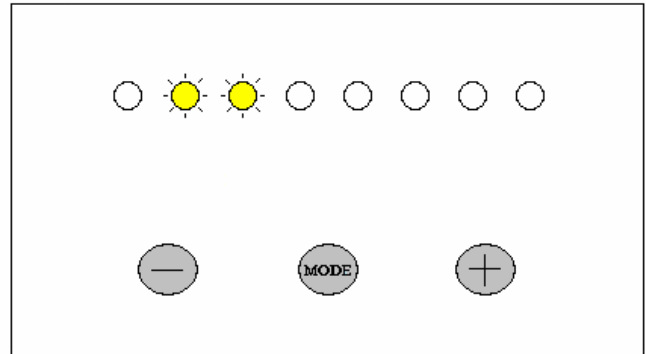


Settings for Can and Intake

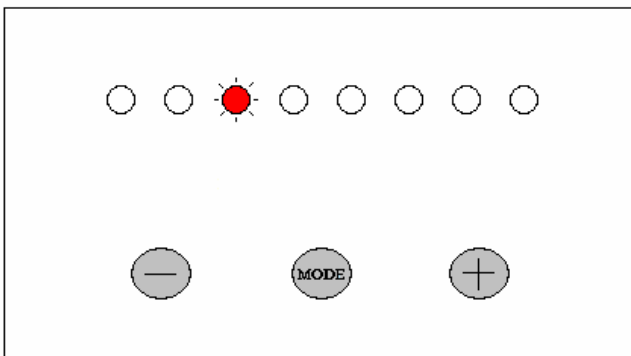
Green – 1.5



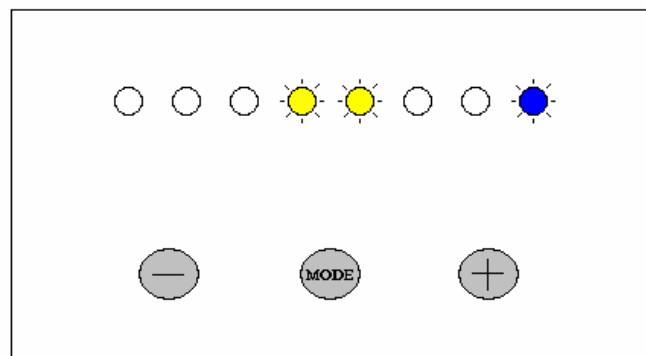
Yellow – 2.5



Red – 3



Yellow/Blue – 4.5



Red/Blue – 7

