

STAGE 5 PRO TUNER

INSTALLATION INSTRUCTIONS

PARTS LIST

- 1 Stage 5 Pro Tuner Module
- 1 USB Cable
- 1 Installation Guide
- 1 Velcro
- 1 Alcohol swab
- 1 O2 Optimizer
- 1 Posi-tap



**2014-2018
Polaris XP1000**

*** For Racing use only. Use of the Stage 5 Pro Tuner could void engine manufacturer warranty.

*** Use of the Stage 5 Pro Tuner should only be used with the corresponding Trinity performance parts. Using any other performance parts could damage the engine.

PLEASE READ ALL DIRECTIONS BEFORE STARTING INSTALLATION



STATUS Light

STATUS



LOW

MID

HIGH

MAP Select

LOW RPM Dial +/- 10

MID RPM Dial +/- 10

HIGH RPM Dial +/- 10

USB Port

Position	Note
Position 1	15-17 model - Trinity Stage 5 exhaust - Stock air filter
Position 2	2018 model - Trinity Stage 5 exhaust - Stock air filter
Position 3	empty

SELECTING THE MAP POSITION

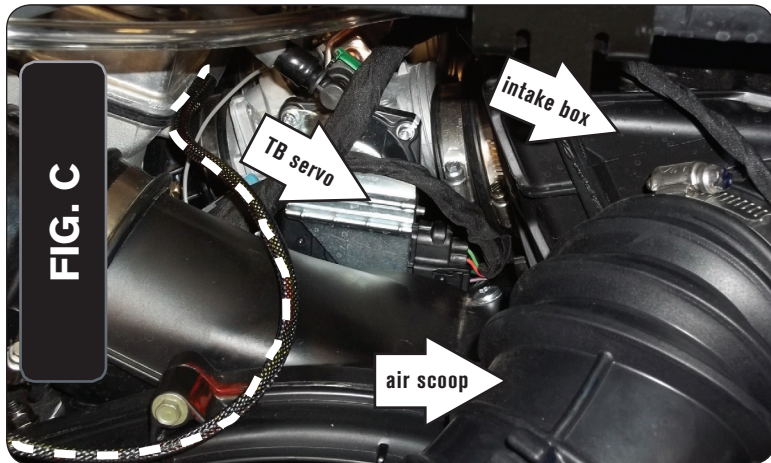
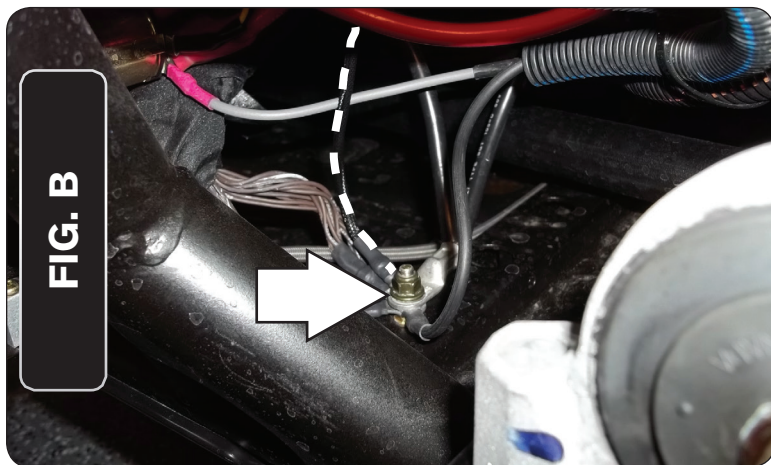
The Trinity controller comes loaded with maps preloaded into the unit. Using a #1 Phillips screwdriver, turn the map select dial to toggle between the loaded maps. Refer to the map position table for the maps included.

USING THE RPM RANGE DIALS

The Low, Mid, and High RPM Dials refer to the RPM range, in thirds, of your engine. Each dial allows +/- 10% fuel adjustment on top of what fuel changes are done in the map. With the dial facing straight up, there is no additional fuel change.

ex; If your redline was 9000rpm

- The low RPM dial will adjust 0-3000 RPM
- The mid RPM dial will adjust 3001-6000 RPM
- The high RPM dial will adjust 6001-redline



PART #TR-P116

- 1 Remove the driver's seat.
- 2 Remove the small plastic panel behind the driver's seat to access the ECU.
- 3 Remove the panel at the bottom of the cargo bed to access the top of the engine.
- 4 Feed the Pro tuner wiring harness through the hole in the firewall by the ECU.
- 5 Using the supplied velcro, secure the Pro tuner to the top of the ECU as shown in Figure A.

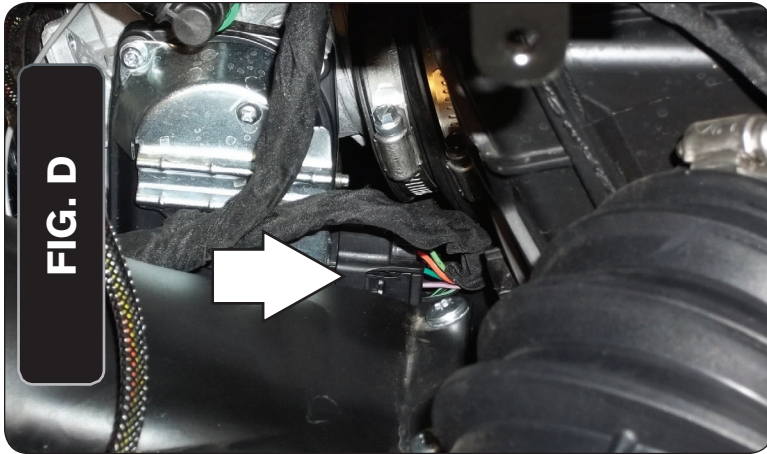
Make sure to clean both surfaces with the alcohol swab before attaching.

- 6 Route the Pro tuner ground wire with the ring lug to the common ground on the skid plate just below the ECU.

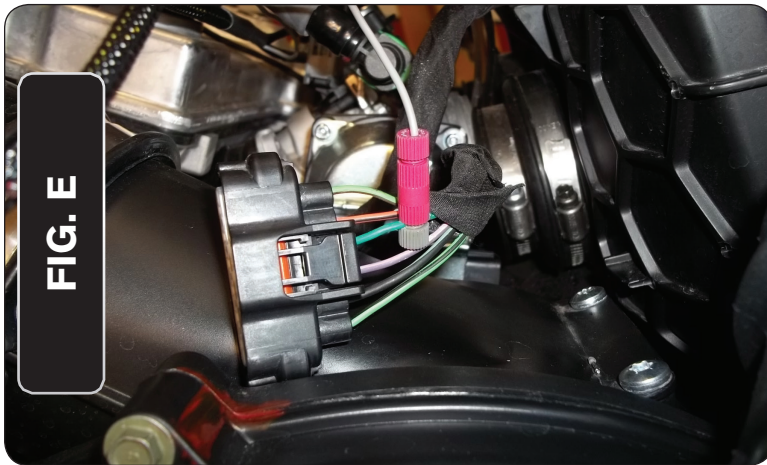
Make sure your harness is free and clear of rear suspension movement.

- 7 Route the ground wire around the front of the sway bar.
- 8 Attach the ground wire from the Pro tuner wiring harness with the ring lug to the common ground bolt as shown in Figure B.

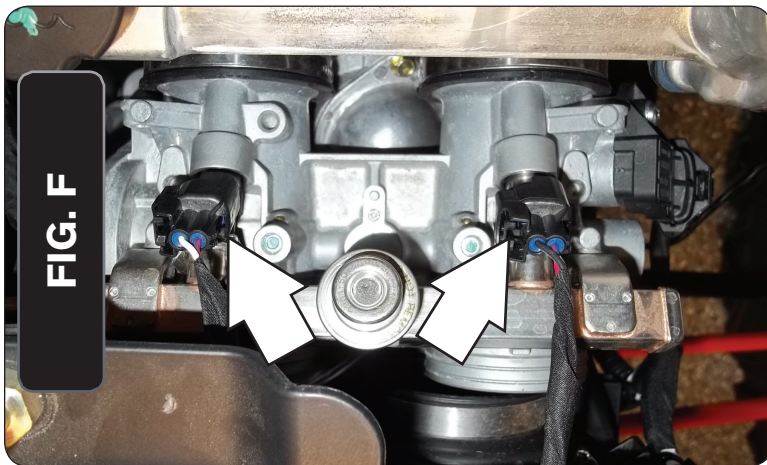
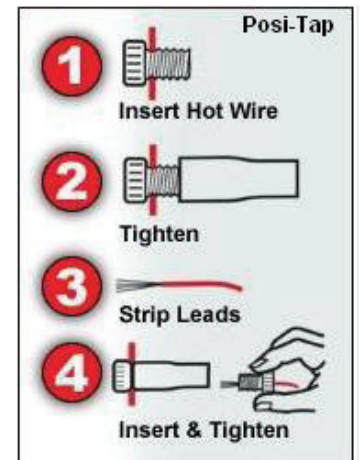
- 9 Remove the intake air scoop that runs along the left side of the engine.
 - 10 Loosen the intake box at the throttle bodies and remove the single bolt at the bottom of the box that secures it to the vehicle chassis. Loosen the intake box from the throttle bodies as shown in Figure C.
- This will give easier access to the electrical connector for the Throttle Body Servo.*
- 11 Continue routing the rest of the Pro tuner wiring harness across the top of the throttle bodies towards the right side of the engine.



- 12 Unplug the electrical connector for the throttle body servo on the left side of the throttle bodies as shown in Figure D.

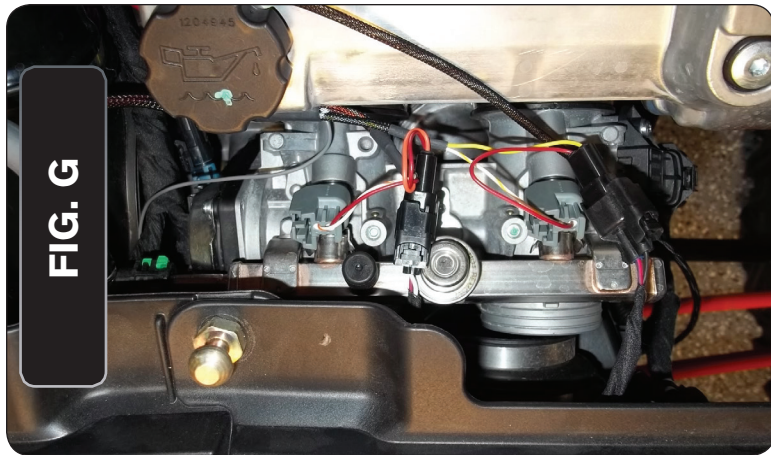


- 13 Using the supplied posi-tap, attach the single unterminated grey wire from the Pro tuner to the stock dark green wire on the Throttle Body Servo wiring harness as shown in Figure E.
- 14 Plug the stock connector back onto to the throttle body servo.

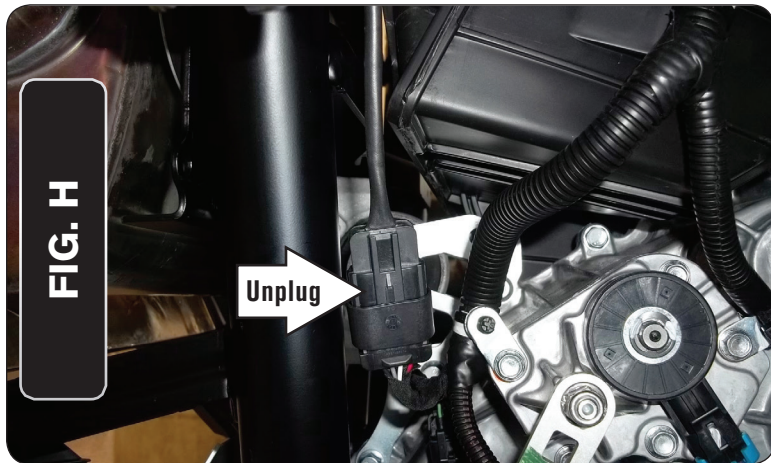


- 15 Unplug the stock wiring harness from both of the fuel injectors as shown in Figure F.

The fuel injectors are located at the top of the throttle bodies.



- 16 Attach the connectors from the Pro tuner with the orange colored wires to the #1 (left) cylinder injector and stock wiring harness.
- 17 Attach the connectors from the Pro tuner with the yellow colored wires to the #2 (right) cylinder injector and stock wiring harness as shown in Figure G.



STEP 18 IS ONLY FOR THE 2015-2017 MODELS.

- 18 Locate the stock O2 sensor in the exhaust. Unplug the stock wiring harness and plug the O2 Optimizer into the harness. The stock sensor will no longer be connected to anything and can be removed from the exhaust if desired.

For 2018 models leave the stock O2 sensor connected.

- 19 Reassemble the intake.
- 20 Reinstall the two panels and the driver's seat.