

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



**2016
Polaris XP1000 Turbo**

*** 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	Trinity Stage 5 exhaust - Stock air filter
Position 2	empty
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.

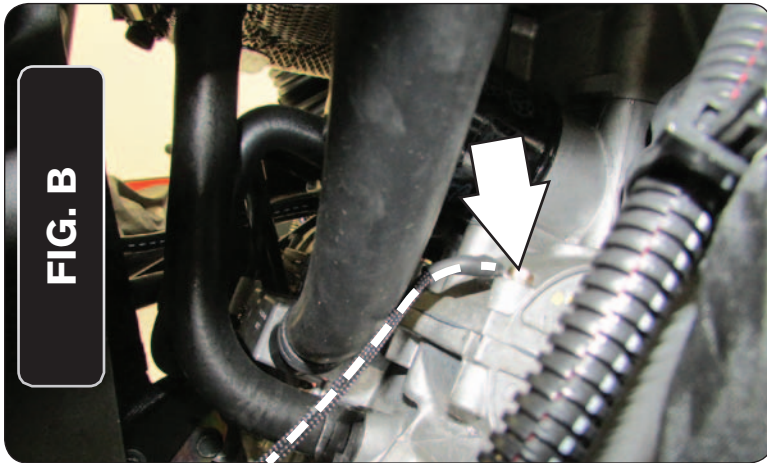
ex; If your redline was 9000rpm

- 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



- 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 forward left corner of the engine case.
- 7 Attach the ground wire from the Pro tuner wiring harness with the ring lug to the engine case bolt as shown in Figure B.



- 8 Unplug the stock wiring harness from the Throttle body servo (Fig.C).

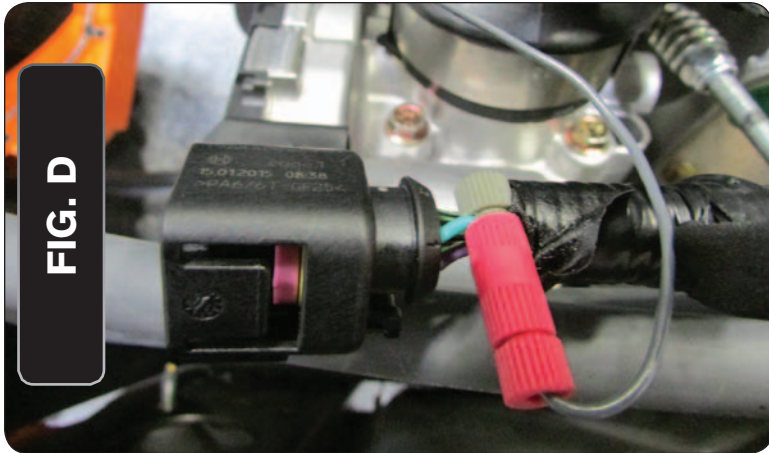


FIG. D

- 9 Use the supplied Posi-tap to attach the unterminated GREY wire to the stock DARK GREEN wire (pin position #1) of the throttle body connector (Fig. D).
- 10 Plug the stock connector back onto the the throttle body.

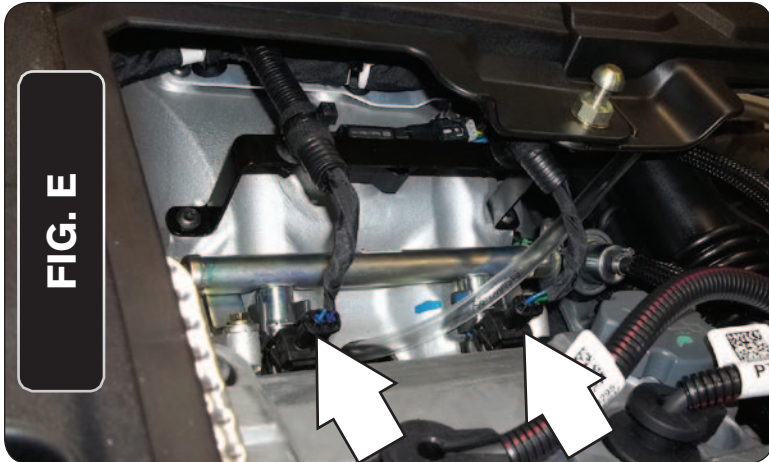
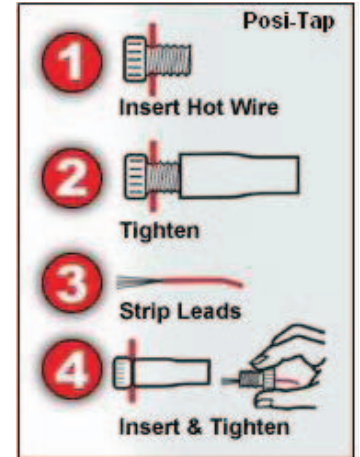


FIG. E

- 11 Unplug the stock wiring harness from each of the fuel injectors (Fig. E).

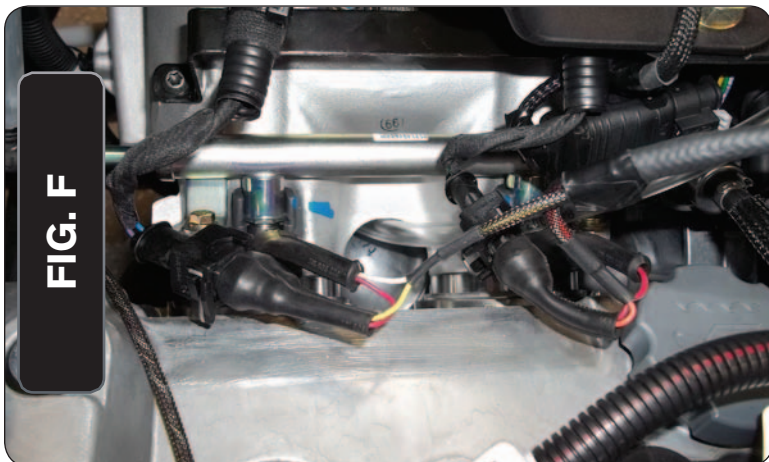
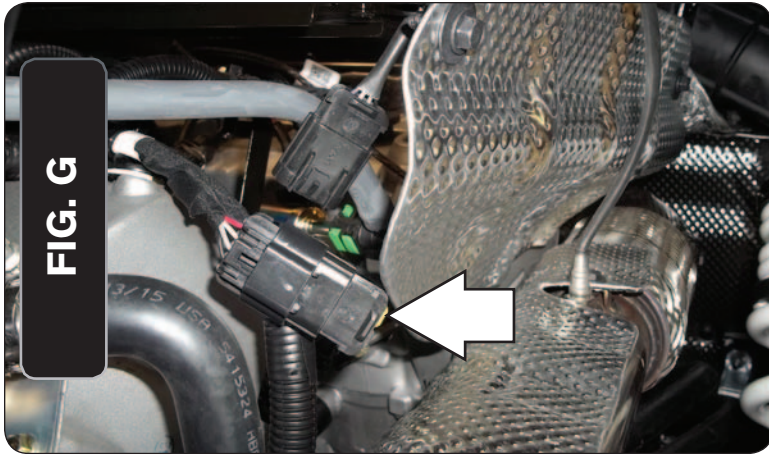


FIG. F

- 12 Plug the pair of connectors with ORANGE colored wires in-line of the left cylinder wiring harness and injector (Fig. F).
- 13 Plug the pair of connectors with YELLOW colored wires in-line of the right cylinder wiring harness and injector (Fig. F).

Note: *The Polarity of the cylinders only matters if you are doing an advanced cylinder mapping.*



- 14 Locate the stock O2 sensor connector.

You can follow the wires coming out of the exhaust to this connector

- 15 Unplug the stock O2 sensor and plug the supplied O2 Optimizer into the stock wiring harness (Fig. G).

The stock O2 sensor will no longer be connected to anything and can be removed from the exhaust if desired.

- 16 Reinstall the panels and seat.