



POLARIS PATRIOT BOOST

10979 HIGH FLOW AUXILIARY INTAKE INSTALLATION INSTRUCTIONS

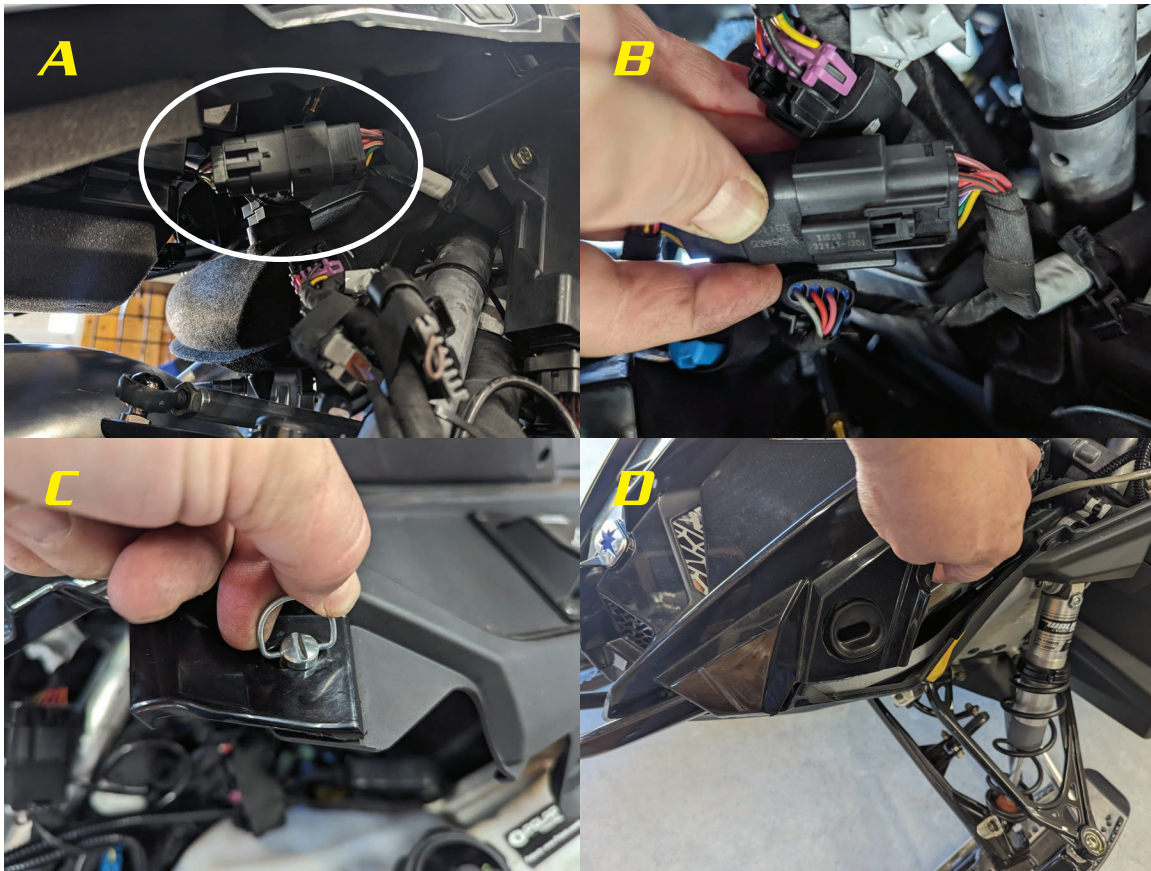


PLEASE READ ALL THE WAY THROUGH THE INSTRUCTIONS AND DISCLAIMER first and make sure you understand each step and have a good overall understanding before starting. If for some reason you do not understand any of the steps, please consult someone who can help and/or call us and we will help you and clarify. It does require some tools and it is recommended to use the tools we have specified to perform the step with the best possible outcome. You may choose to print this manual at full size or 2-6 pages per sheet or view online.

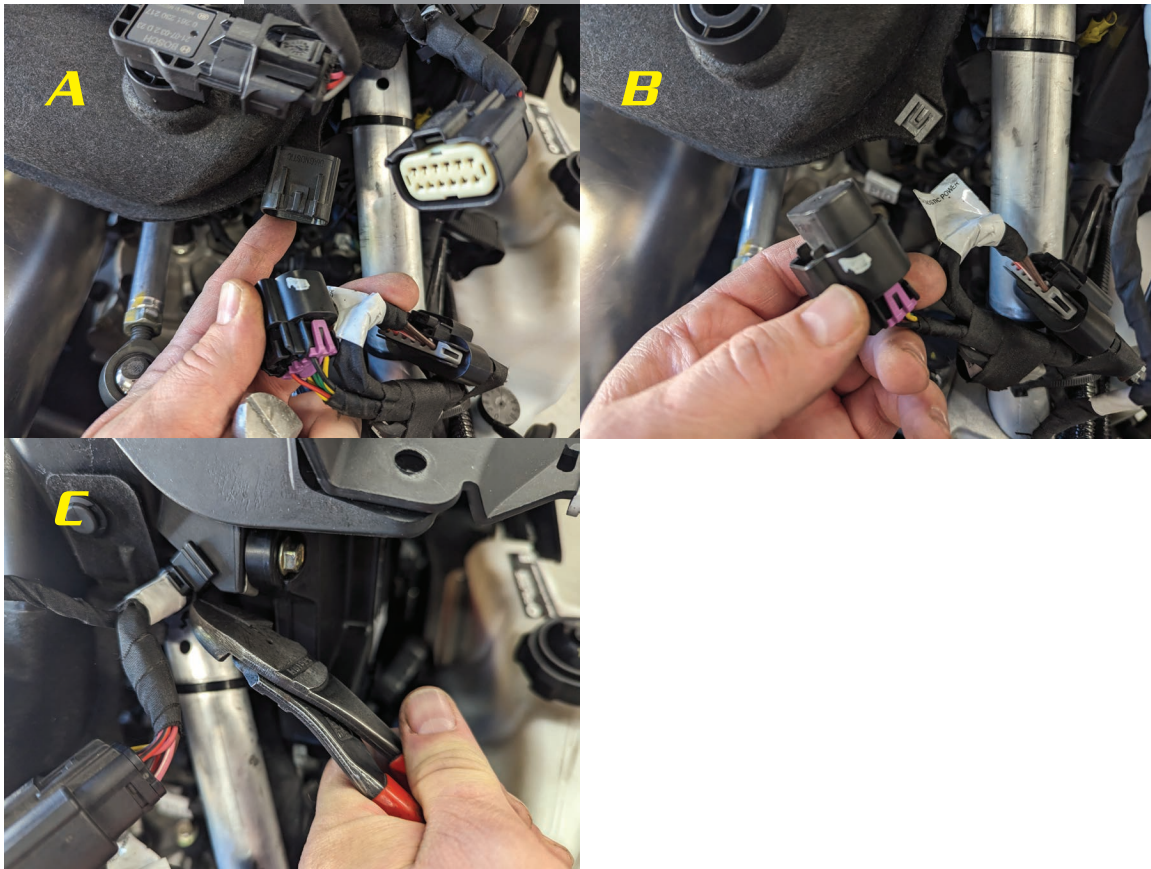
THESE INSTRUCTIONS ARE IN FULL COLOR AND MAY BE BEST VIEWED ON A DIGITAL DEVICE

Disclaimer

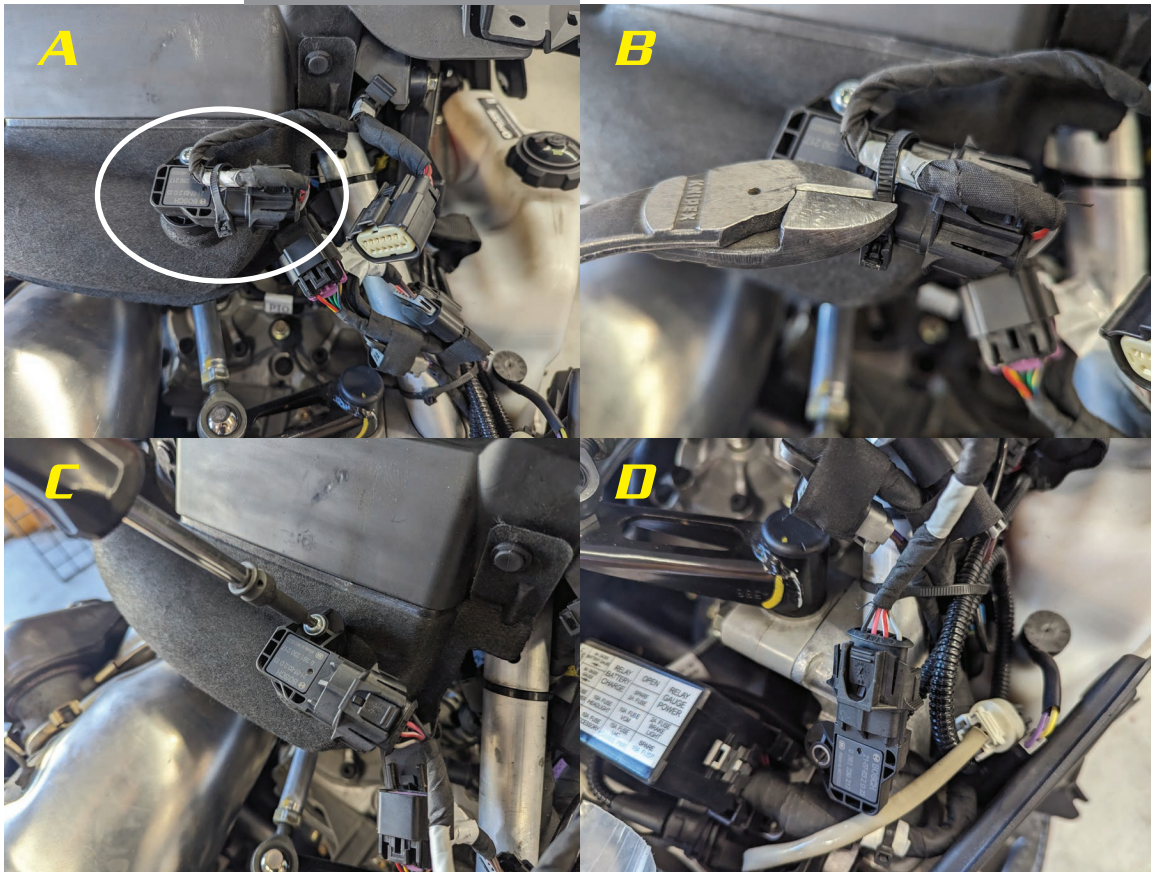
MTNTK Performance has gone to great lengths to ensure this product works correctly as a performance enhancer for your sled. MTNTK Performance will not be held responsible for any injuries to persons or property while using this product. This product and the skill in which it is installed can affect engine performance and handling characteristics of the snowmobile. MTNTK Performance will not be held responsible for any unforeseen circumstances related to safety concerns when using this product. Failure to follow the instructions listed above carefully can result in personal injury and damage to the snowmobile. This modification can also result in loss of control and change handling characteristics of the snowmobile. Installer and or operator take all responsibilities for any adverse results or issues that may arise after installing this product. Do not install this product if you are unwilling to take the responsibility for any adverse effects from performing a modification of this caliber to your vehicle.

**STEP 1****Remove Side Panels & Hood**

- Remove side panels.
- Locate hood electrical connection, depress lock tab and pull apart. (A,B)
- Unlock the 1/4 turn Dzus fasteners (C) on each side of the hood.
- Lift hood taking care to pull up on the panel surrounding the front panel lock (D)

**STEP 2**

- Locate the diagnostic connector termination point(A) and disconnect it. Remove the cap from its mounting tab and then place back onto the end of the connector (B) to protect it.
- Cut the wire tie that secures the electrical harness to the intake plenum/ecu mounting location. (C)

**STEP 3**

- Locate the atmospheric pressure sensor (A), cut the wire tie around the sensor.
- Remove the retaining screw (C) on the sensor and pull it out of the turbo intake tube assembly.
- Just let the sensor hang out of the way until reinstallation. (D)

**STEP 4**

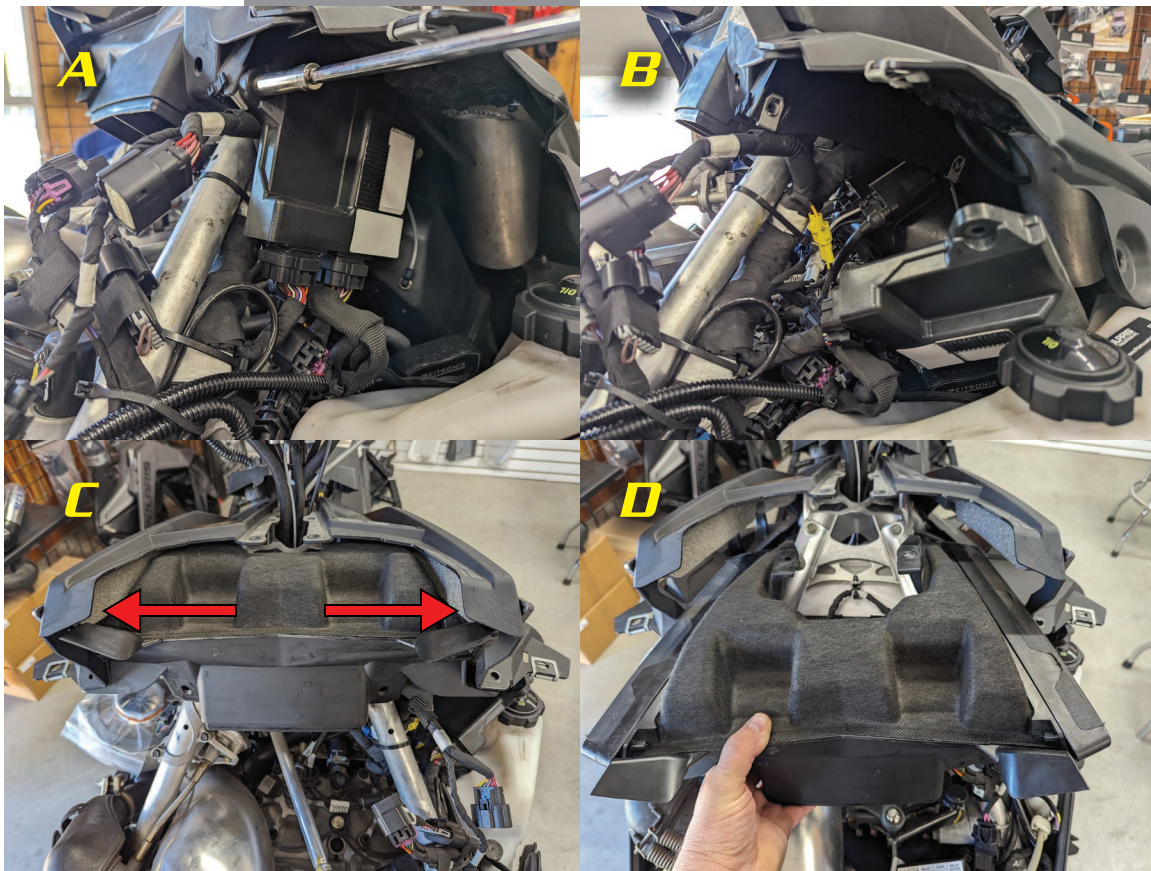
- Remove the plastic Tuflok rivets & the torx head screws from the locations shown in (A,C,D).
- Remove the belt change tool from the panel. (B)

**STEP 5**

- Remove the console closeoff panel (A) by pushing it closer to the steering post so the mount tabs will pass out of the mounting hole. (B)
- Use a suitable tool to remove the fill neck nut. (C, MTNTK Fuel Nut Tool works amazing in this spot!)
- By flexing the switch panel you can lift it over and off of the fuel tank fill neck. You don't need to remove any wires, just get it loose so it will not be causing problems in the next steps.

**STEP 6**

- Remove the (2) Tuflok plastic rivets securing the turbo intake tube assembly to the intake plenum. (A)
- Loosen and remove the hose clamp securing the intake tube to the turbo inlet. (B)
- Remove the intake tube, saving the clamp for reinstallation. (C)
- Place something over the turbo inlet! (D) If a foreign object falls into the turbo, it can at the very least cause yourself major work to retrieve the object. Worst case you don't know you dropped something and it causes total failure of turbo and/or engine.

**STEP 7**

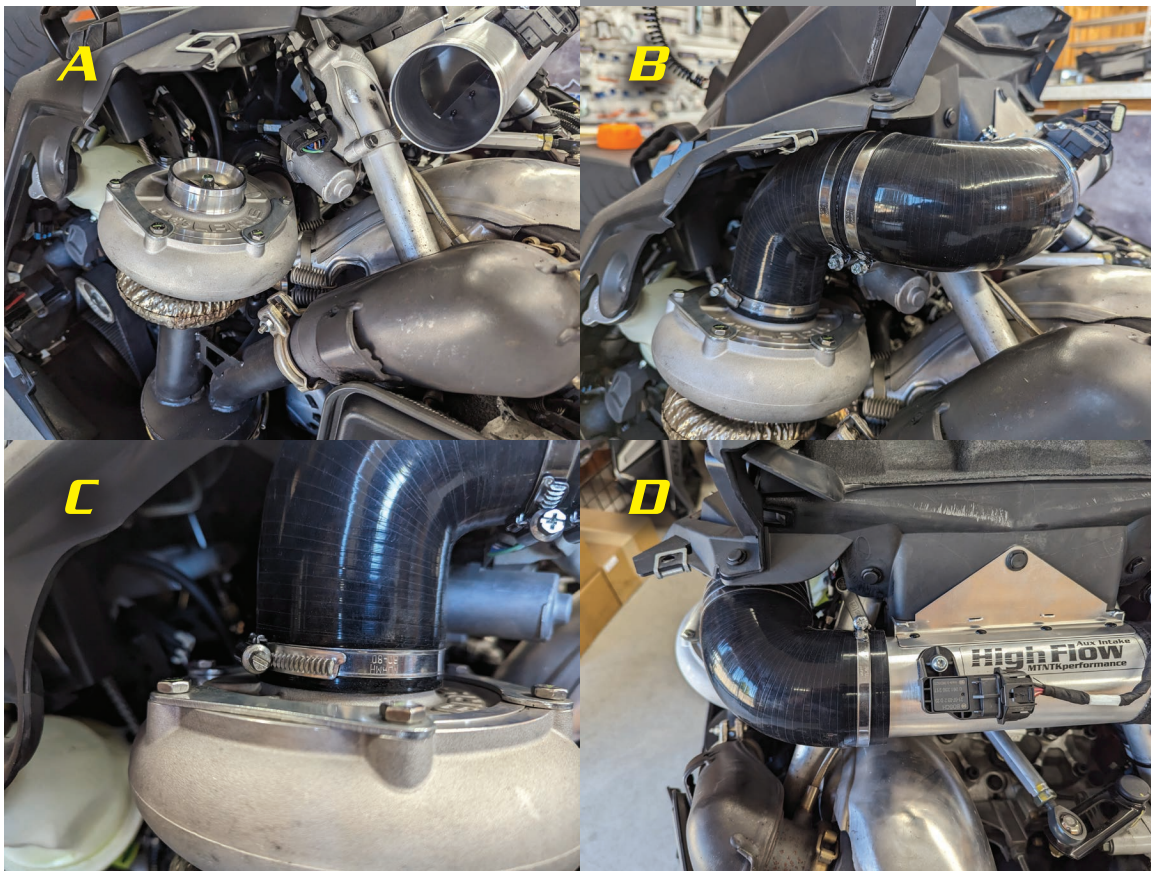
- Remove the two bolts securing the ECU (A) and carefully lay it down out of the way (B) No need to disconnect the electrical connections.
- Flex the two sides of the console over the intake vents (C) and remove the intake plenum by moving it forward. (D)

**STEP 8**

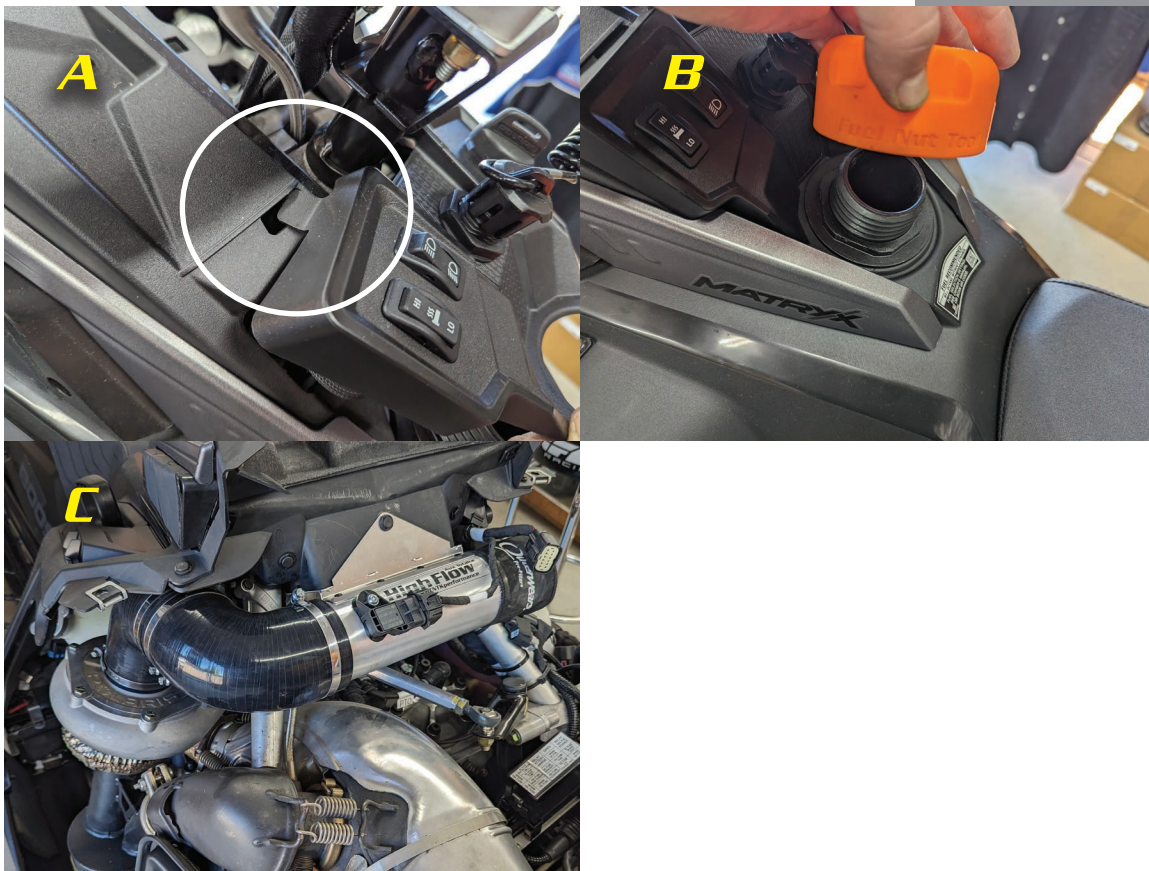
- Install the new High Flow Aux Intake assy fully onto the intake plenum ensuring the seal plate is flush to the plenum shelf. (A)
- While ensuring the intake assy is fully on, drill the holes (front and back) with a 5/16" drill bit through the plastic of the intake plenum.
- Remove the assy and fully clean out all debris from drilling. Failure to clean out the debris could result in turbocharger damage and/or engine damage.
- Re-install intake to plenum and insert the plastic Tuflok rivets (C,D). Install plenum/intake assy back onto the sled. Ensure the plenum is back in the correct location for reassembly.

**STEP 9**

- Carefully insert the pressure sensor into the new sensor mount and reuse the original mounting screw. Tighten until snug, over tightening could damage the mount.
- Reinstall the cable tie securing the harness to the plenum (B) that was removed in STEP 2 picture C.
- Secure the diagnostic connector to the frame. Try to position it so it will not have opportunity to rub against the prefilter sock.
- Insert the (2) provided Tuflok rivets into the original mounting holes to plug the openings.

**STEP 10**

- Remove the covering over the turbo and ensure there is nothing inside the intake. (A)
- Assemble the intake silicone using the aluminum connector between the elbows. Rotate the elbows until a good fit is obtained (B). The silicone should be fully on the turbo (C) and on the intake tube approximately 1". (D)
- Use the provided clamps to secure together, using the original clamp on the turbo. (C)

**STEP 11**

- Re-install all the components and panels removed during the install process. Ensure the console tabs are in the holes before inserting back over the fuel inlet. (A)
- Install the fuel inlet nut and tighten until snug. (B)
- Check the inlet prefilter and ensure it is on the tube fully and the elastic band is pulled up over the black buttons to secure it in place. The prefilter can be removed for cleaning or inspection, but the engine should never be operated without the prefilter in place. FOD (Foreign Object Damage) can occur to the turbocharger if a piece of debris (belt pieces, snow & ice, tree bark, etc) accidentally gets sucked into the intake. Check before each ride that the prefilter is securely in place.

**STEP 12**

Optional Steps

- We have found the hood wiring to be poorly positioned from the factory and rubs on the harness even stock. (A)
- Picture (A) shows how many sleds were sent from the factory.
- Picture (B) shows how we recommend drilling holes into the storage compartment and threading cable ties around the harness. This pulls the wires up tighter to the hood and prevents rubbing.
- Reinstall hood and check fit of the harness. Adjust as required.