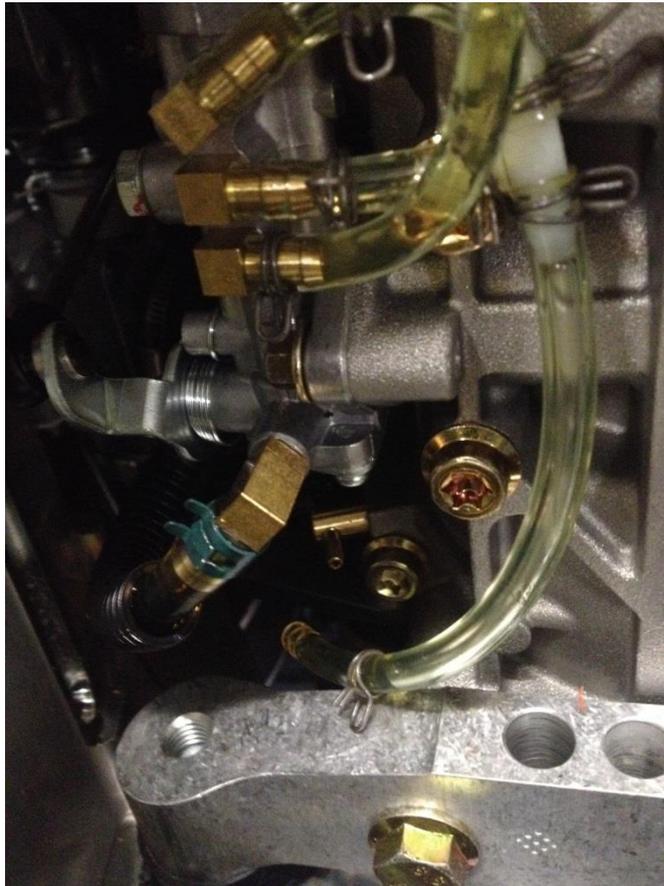




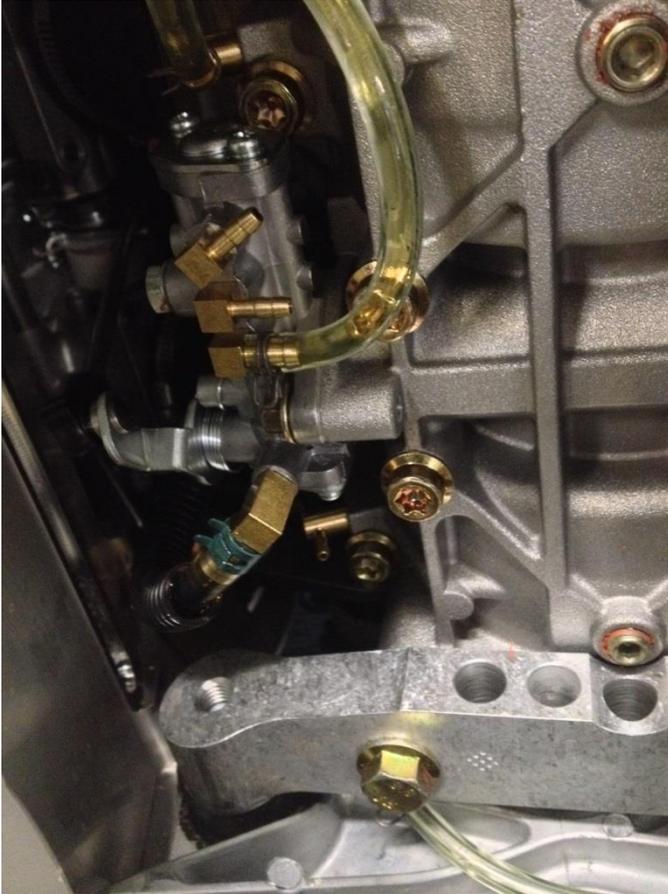
2011-2015 Polaris Turbo Oil Injection Installation

1. Tip the sled on its side.
2. Locate the Aluminum Plate that is riveted to the bulk head.
3. Using a 3/16th Drill Bit remove all the rivets that fasten the plate to the bulk head.
4. Use a small punch to ensure all rivets are fully removed.
5. Apply heat with a hand torch to soften the glue which secures the plate to the bulk heat.
6. Use a few flat head screw drivers and work the plate loose.
7. Fully Remove the Aluminum plate, do not bend or damage it as you will reuse the plate.



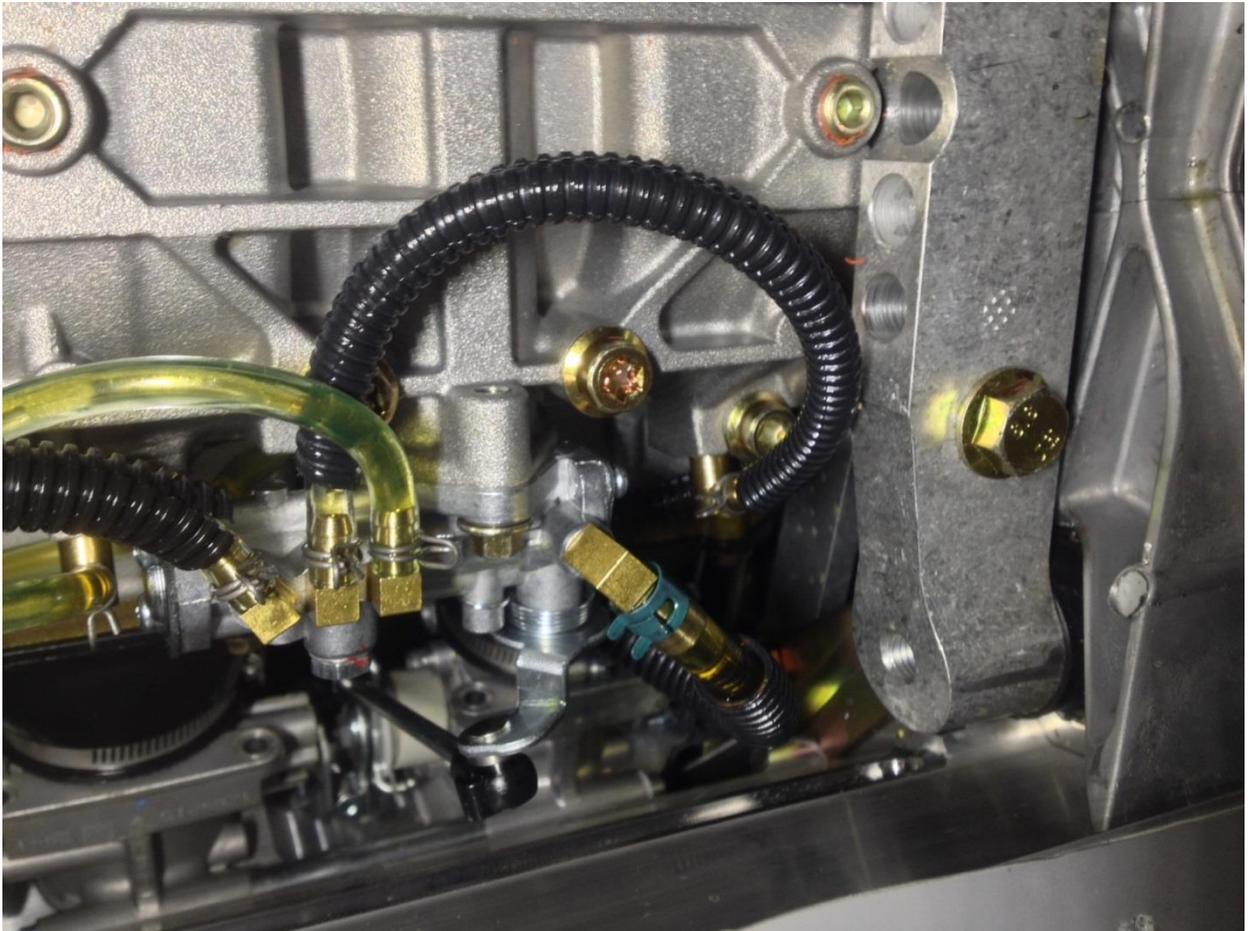
8. Notice the oil pump and lines. There are two oil pump ports that TEE together and go to one port on the crank case.

9. Remove the hoses from the two ports and crank case fitting.



10. Using a syringe fill the two supplied oil injection lines with Polaris VES oil. Also inject the turbocharger with 20ML of VES oil.
11. **Locate the supplied short oil injection hose. Fill the hose with oil and use two of the OEM hose clamps. Install one end of the hose to the crank case fitting, and the other end to the MIDDLE port on the oil pump. Make sure the Middle port connects back to**

the crank case. Also make sure there is no oil bubbles in the line.



12. Locate the end oil pump port. Using the supplied long oil injection hose with sleeve, Fill the line with oil. Install one end to the pump port, and the other end will connect to the turbocharger. Be sure to use the oem clamps on the hose to fasten it to the



fittings and ports.

- 13.** Once all the lines are connected, make sure all the rivet holes are clear, and remove all shavings from bulk head.
- 14.** Reinstall the aluminum plate to the bulk head, and fasten with rivets. You do not have to glue to plate back on. However we suggest using silicone to create a seal.
- 15.** Tip the sled back up.
- 16.** Hold the Oil injection linkage wide open. Using a long screw driver from the turbocharger side of the sled works great.
- 17.** Start the sled and allow the oil pump to work all the air bubbles out of the line and prime the turbocharger and crank case fitting.

Be sure you have all the lines primed and turbocharger prelubed before operating the snowmobile. Also make sure you have all the lines properly routed to the correct ports. Failure to do so can cause major damage to your engine and turbocharger. Middle



Port always goes back to the engine, End port always runs to turbocharger. The third port is not touched.