



## **STARTING PROCEDURE**

### **Prior to starting be sure and check the following:**

- Chain case full of oil and chain adjusted properly
- Intercooler bled of air
- All hose connections are tight & secure
- Electrical connections soldered and insulated (check toggle switches/gauges closely)
- No fuel leaks, and fuel filter has been replaced
- Fuel gauge is tight and not leaking
- Turbo filled with oil
- Throttle cable adjusted properly-not sticky or hanging up
- Race gas and oil mixed into the tank
- Toggle switch is spring loaded down or bleed orifice facing up
- Antifreeze filled to level
- Plug caps are tight and plugs gapped
- Primary clutch has been torqued
- Track adjusted properly to factory spec
- Check that the 90° boots have at least **3/8" to 1/2"** clearance from the jackshaft.
- **\*Boost line from intercooler to Dobeck box is secure with no rips or kinks (Make sure the wiring and boost line will not get damaged by the steering stop).**

### **After start up check the following:**

- Fuel pressure at 40-psi +/- 1psi
- Fuel control box goes to steady green with slight throttle
- Settings are entered into box according to tuning notes
- Power to the light on the boost gauge by switching toggle on and off
- Power to the O2 gauge
- Check engine light is not illuminated, if it is correct the issue before riding.

### **Prior to first ride perform the following:**

Due to the massive increase in horsepower, we recommend the following suspension adjustments;

- Drop approx 20 lbs of nitrogen out of the front shocks
- Drop nitrogen to 160 to 185 psi on the center shock
- Put limiter straps to middle hole ore above
- Add 20 lbs of nitrogen to the rear shock

Additional adjustments may be needed; the ones listed above are suggestions of where to start. If you still cannot get the suspension where you like it, you may need to re-valve your shocks or move suspension components towards the back to change the location of the scissor block. Call for details.

\*Your first test ride should be within 2 miles of your trailer to ensure proper set up is achieved. Before heading out, adjust the red setting on the fuel box 1/2 light higher and the green/blue setting 1 light higher.



By moving the settings, if there is a problem with the box the chances of engine damage will be lowered. Other things to check on the first test ride are:

- O2 readings
  - 14.0 to 15.0 in the green cruise mode-4500 to 5500 rpm
  - 13.5 to 14.5 in the yellow mode-5500 to 6500 rpm
  - 12.3 to 12.5 in the green/blue range under boost conditions
  - Adjust fuel control box to attain these numbers-refer to tuning notes
- Verify max boost level
  - Should be 8 to 10 psi or requested pre-set level.

Upon returning to trailer perform the following:

- Tip the sled on side and burp the intercooler for air
- Check for turbo bolts for tightness
- Adjust chain and track after 5 miles
- Look for leaks
- Write down fuel box settings
- Re-torque primary