

2011 800 DC-CFI Troubleshooting - Complete in sequence. Re-test after completing each section.

DOCUMENTATION

Customer Concern/Issue: _____

VIN: _____

Break-In Period Completed: YES___ NO___ If break-in period (1st full tank of pre-mix fuel) has not completed, finish break-in period prior to continuing troubleshooting.

Miles (km): _____ Engine Hours: _____

Fuel Type/Quality: Octane_____ Oxygenated/Ethanol Blended Y/N: _____

Fuel Tested for Water/Ethanol Content: (<http://www.fueltestkit.com>) YES___ NO___

Results: _____

Fuel Designator Resistor Plug Setting: ETHANOL PLUG___ PREMIUM PLUG___

Customer Concern Duplicated at Dealership: YES___ NO___

Check Engine Lamp and/or DET Displayed on Instrument Cluster: YES___ NO___

Elevation when problem occurs. _____ Elevation of primary operation_____

Installed Clutch Weights_____ Correct for current elevation unit is being operated at: Y___N___

DIGITAL WRENCH

Historic/Current Trouble Codes: _____, _____, _____, _____, _____, _____, _____, _____, _____

P1552 Trouble Code Historic/Current: YES___ NO___

-P1552 present = replace throttle lever pivot switch/slap switch and re-test. Issue Resolved? YES___ NO___

-Test function of throttle lever pivot switch function.

DET DTCs (P1336, P1337, P2336, P2337): YES___ NO___

DET trouble codes = replace fuel, and set fuel designator resistor to match fuel type and quality and re-test.

FUEL SYSTEM

Correct Fuel Designator Plug for Installed for Fuel in the fuel tank: YES___ NO___

Drive snowmobile using both fuel resistor plugs. Does condition improve or denigrate between the two resistor plugs?
YES___ NO___

Fuel Injector Color Code: YELLOW___ BLUE___ RED___

RE-TEST SNOWMOBILE BEFORE MOVING TO NEXT SECTION

IGNITION SYSTEM

Spark Plug Caps Fully Seated: YES___ NO___

Spark Plug Caps Secured Tightly to Wires: YES___ NO___ - If spark plug caps turn clockwise or are loose, remove caps, cut 1/4" off of wire ends, and then reattach. Screw caps on tightly.

Spark Plug Wires Properly Routed (Reference Service Manual, page 2.8): YES___ NO___

Spark Plug Terminals Worn/Damaged/Insulators Cracked: YES___ NO___

Do both spark plugs indicated a lean/rich condition: YES___ NO___

Does only one spark plug indicate a lean/rich condition: YES___ NO___

-If one plug is light tan in color while the other is white (lean condition) or black (rich condition), focus should be turned to the lean or rich cylinder and the individual components of that cylinder.

Fuel Injector Set Replaced: YES___ NO___

Note: When replacing fuel injectors, always match fuel injector color with original color code.

RE-TEST SNOWMOBILE BEFORE MOVING TO NEXT SECTION

ONCE PAGE 1 IS COMPLETED, RECORD ALL RESULTS IN YOUR ASK POLARIS CRM CASE. IF CONDITION STILL EXISTS, CONTINUE TO PAGE 2.

ELECTRICAL SYSTEM

Stator tested cold/warm: YES____ NO____

Wire harnesses inspected for loose connections, chaffed/broken wires, connectors fully seated, routings free of sharp objects or interference: YES____ NO____

TPS Idle Voltage: _____VDC (Specification = .94 VDC +/- .01)

Note: If the engine starts and idles and PERC reverse works, do not make any adjustments to the TPS whatsoever. TPS replacement and/or adjustment is only required if the TPS is found to be defective.

TPS Signal Display Graph Smooth w/no gaps/interruptions: YES____ NO____ If YES, inspect TPS wires and sensor.

TPS Condition Resolved: YES____ NO____

Fuel Injector Voltage @ Idle – Operating RPM: _____VDC (Specification) = 16 VDC

Air Temperature/Baro. Pressure = Current Environment: YES____ NO____

RE-TEST SNOWMOBILE BEFORE MOVING TO NEXT SECTION

PRIMARY/SECONDARY CLUTCHES

Drive Clutch Spring Broken, Sacked, Bent, or Coils not square: YES____ NO____

Spider Jam Nut/Spider Torque Tight: YES____ NO____

Drive Belt Condition Verified: YES____ NO____ Belt Glazed/Cord Pop-out/Hour-glassed: YES____ NO____

3211115 Belt Installed: YES____ NO____

Drive clutch weights installed for altitude snowmobile is ridden at: YES____ NO____

RE-TEST SNOWMOBILE BEFORE MOVING TO NEXT SECTION

VARIABLE EXHAUST SYSTEM

Gaskets Damaged/Plugged/Obstructing Vent Paths: YES____ NO____

EV Bases Plugged with Carbon/foreign material: YES____ NO____

Cap nuts installed/properly torqued: YES____ NO____

Bellows Damaged: YES____ NO____

Operation Tested: YES____ NO____

Solenoid Venting Operating Correctly: YES____ NO____

Signatures of Technicians that completed the list: _____

Date completed: _____