



# **Quantum Turbo by Solid**

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**Catalyst Instructions**

# Removal of plastics

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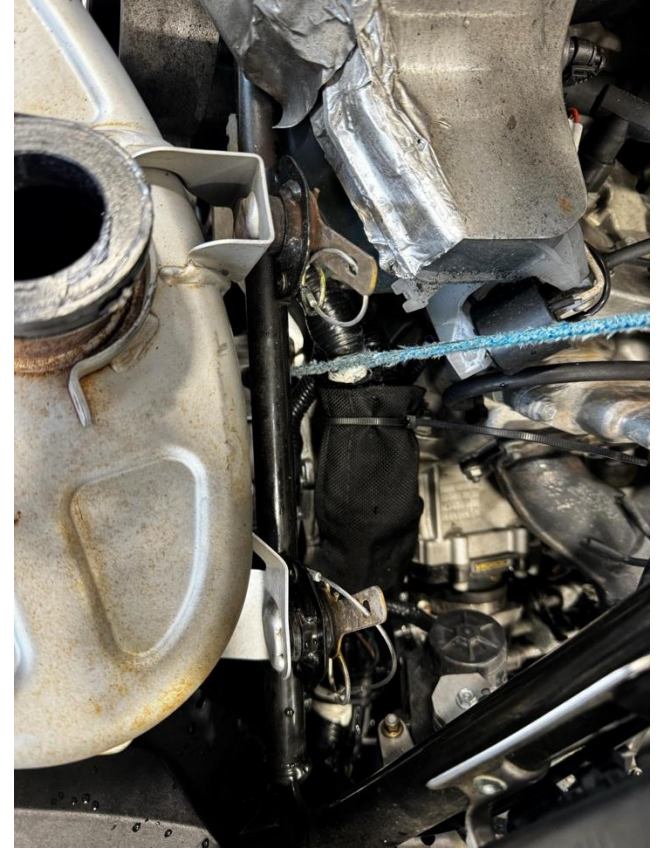
- **Remove both side panels and hood.**



# Remove pipe and muffler

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- **The pipe is held onto the y-pipe with (4) springs. Using a suitable spring puller, remove those. Next remove the spring from the pipe to the clutch guard, then the two springs connecting the pipe to the muffler.**
- **Using a 17mm wrench, remove the sensor from the pipe. If the sensor doesn't loosen, cut the zip ties and unplug the sensor on the chassis.**
- **Remove the muffler by pulling the two hair pins. Then remove the metal brackets from the cables and set aside.**
- **You will need the stock muffler rubber grommet from the bottom of the muffler and the stock exhaust donut gaskets.**



# Remove belt and clutches

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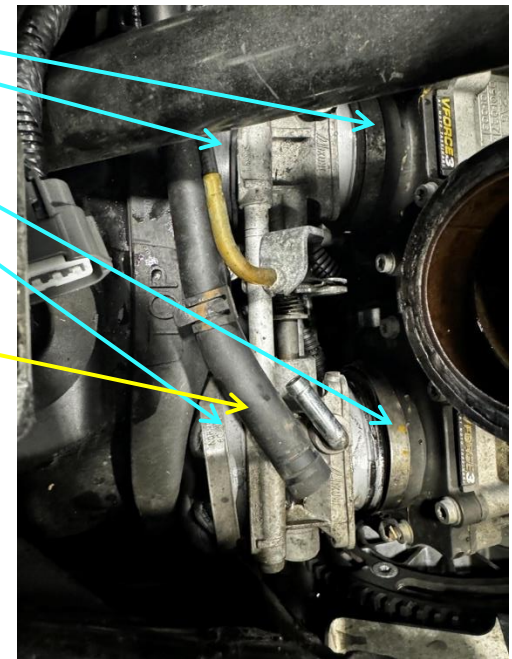
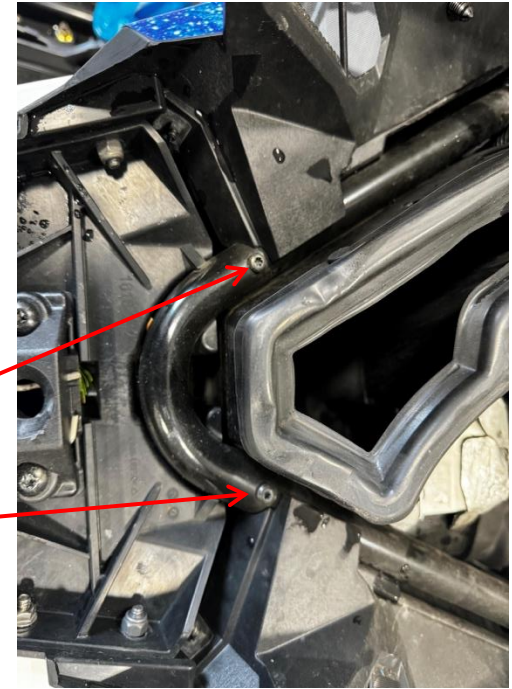
- **Using a 13mm socket and ratchet, loosen the bolt holding the secondary clutch on the jackshaft. While loosening, it will be necessary to hold the brake to keep the clutch from turning.**
- **Using a T60 Torx, remove the primary clutch bolt. Then, using a clutch puller, remove the drive clutch.**



# Air box removal

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- **Remove the stock air box. Using a T25 Torx, remove the two screws from the chassis to the air box.**
- **Loosen the (4) clamps on the throttle body and air box. Once loosened, use a blunt tipped prying device to work the rubber end off of air box and off of the throttle body. You will likely have to fold the rubber end up to get it between the air box and throttle body to remove it.**
- **Remove the (2) rubber hoses from the throttle body to the Idle Air Control and unplug connector. Using a T30 Torx, remove the (2) screws holding the IAC to the air box.**

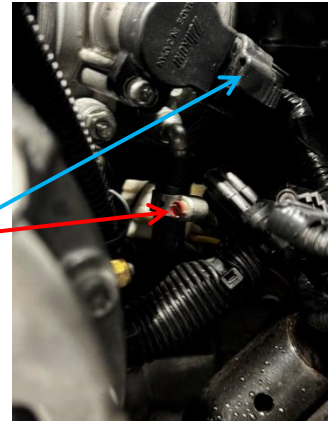
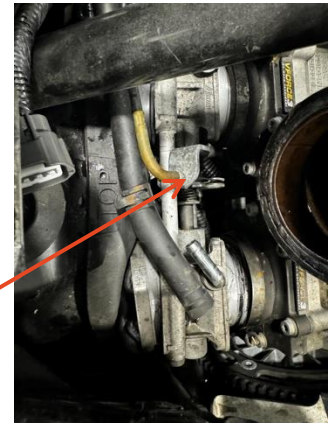


# Air Box Removal

## Cont.

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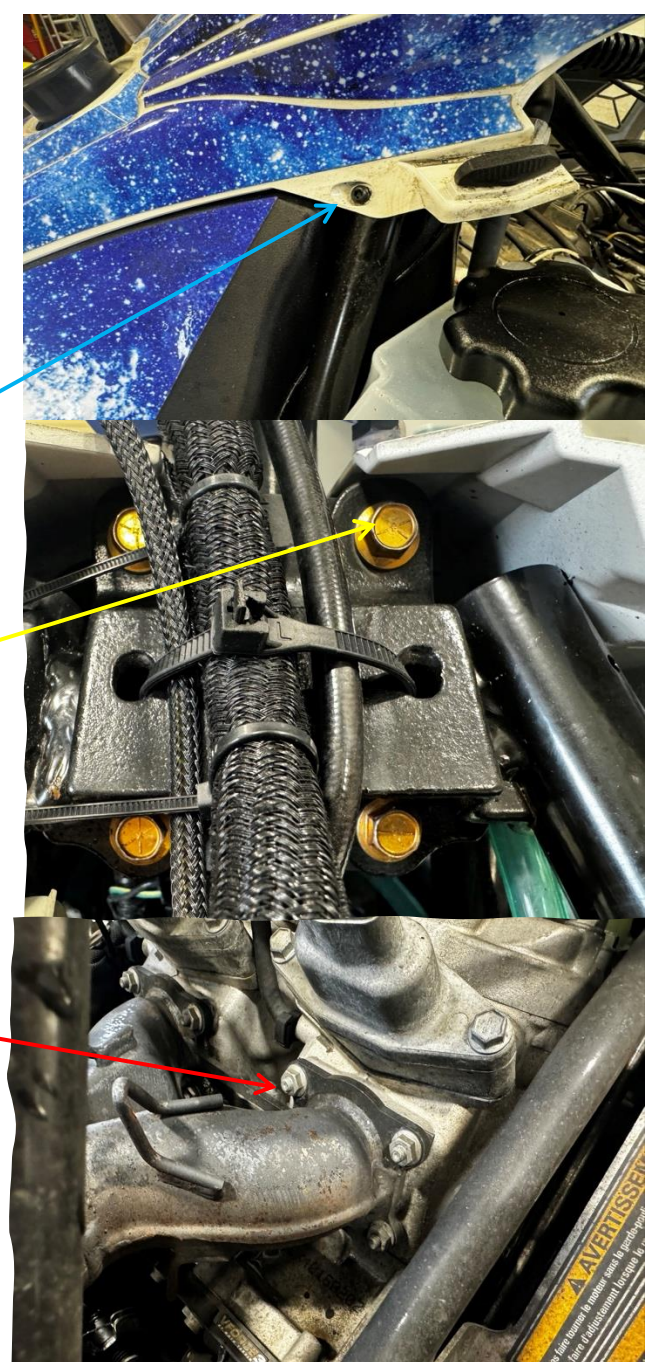
- **Remove throttle cable by loosening the 10mm jam nuts and slipping the cable out.**
- **Remove coolant lines from throttle body by loosening the hose clamps. Do not discard these clamps, as they are reused.**
- **Unplug TPS, and TMAP sensor. Remove the heat shield from air box by removing the (2) T25 screws. Set heat shield aside, it will get reused.**
- **Slide throttle body out of chassis on the mag side.**



# Air Box Removal Cont.

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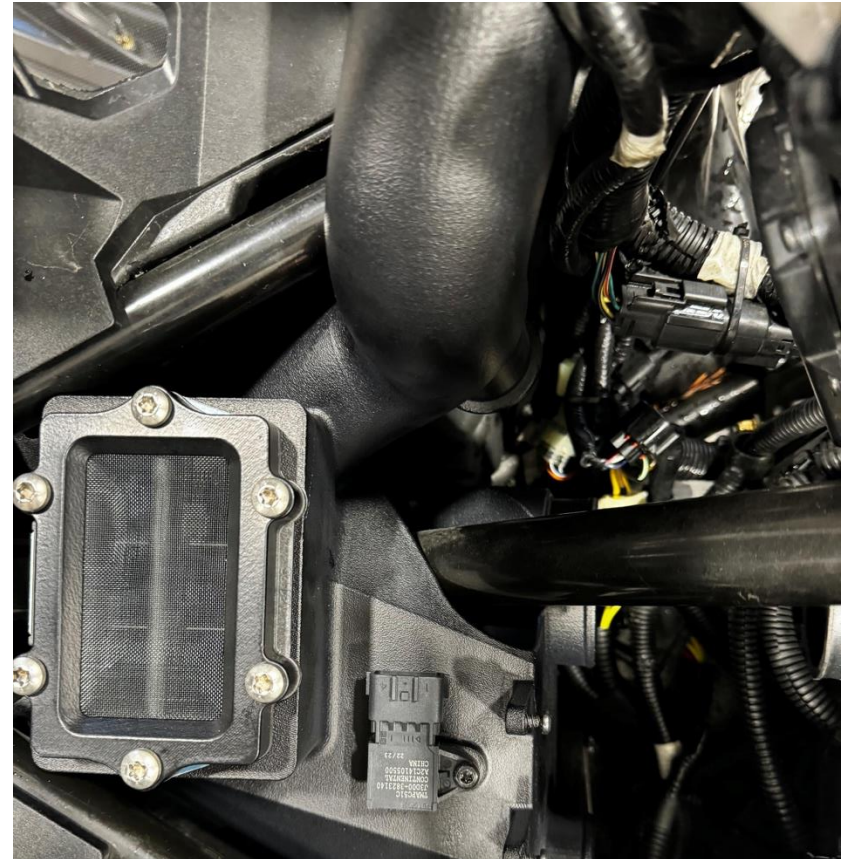
- **Remove the T25 and 8mm nut on the plastic shroud that covers the fuel tank. This will allow access to the nuts on the steering post bolts.**
- **Loosen the (4) 10mm nuts on the top of the steering post and remove bolts. This will allow steering post to move.**
- **Remove the y-pipe by removing the (8) 10mm nuts. Be careful with the gaskets. If gaskets rip, it's best to replace them. Use your best judgement but err on the side of caution.**
- **Remove Air box.**



# Install charge box

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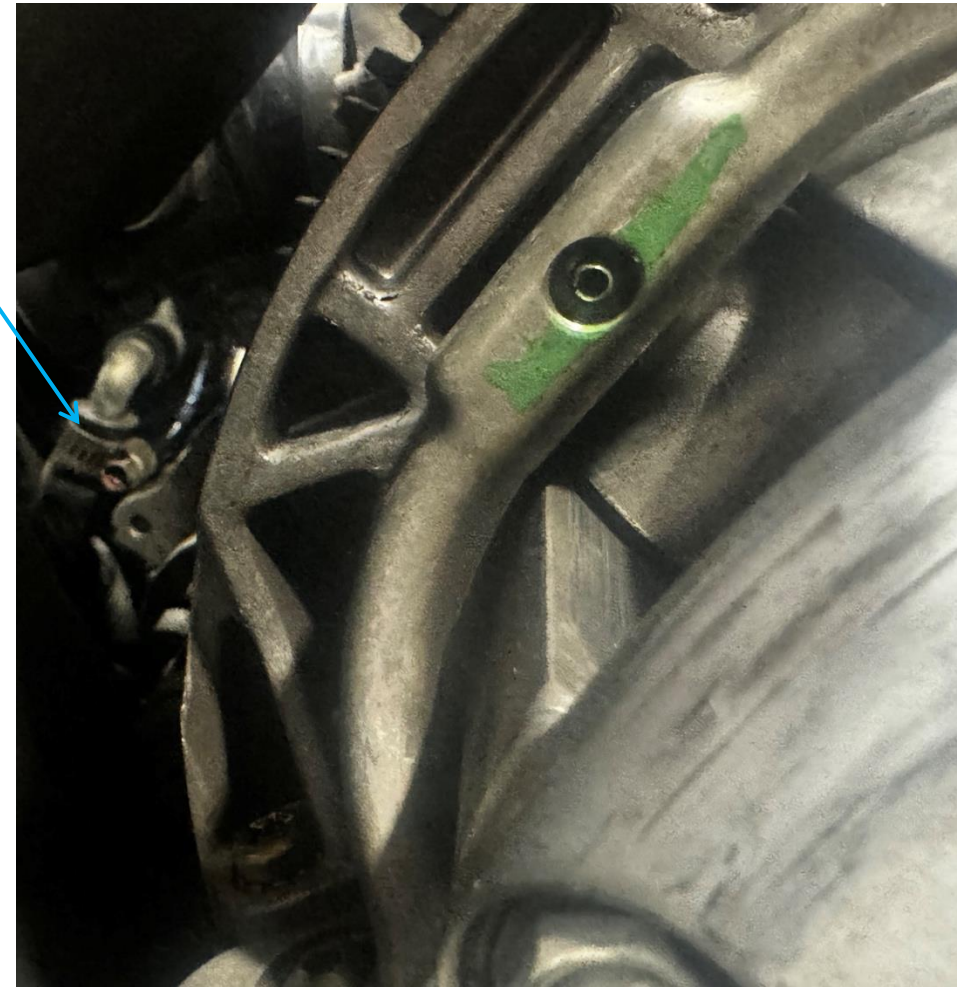
- **It is wise to inspect the reeds prior to installing the charge box. If reeds show signs of chipping/cracking, replace them. We have found the stock reeds hold up just as good or better than aftermarket reeds we have tested.**
- **Carefully slide the charge box into the chassis. The charge box is very sturdy, but don't force it into place, as you may cause damage.**
- **Once charge box is slid into chassis, reinstall throttle body. The throttle body will need to be installed into the reed boots first.**
- **Slide the provided hump connectors in between the charge box and throttle body. Use a blunt prying object (long Phillips screwdriver) to very carefully work the hump connectors on the charge box and throttle body. Do not use any oil to help slide the silicone connectors on, as this will make them prone to popping off under boost.**
- **Once connectors are on, use the provided clamps to tighten silicone to charge box and throttle body. Make sure these clamps are tight to prevent boost leaks.**
- **Install the provided rubber isolators between the charge box and the chassis in the front. It may be necessary to remove the front plastics to gain access to the nuts for the isolators.**



# Install coolant line

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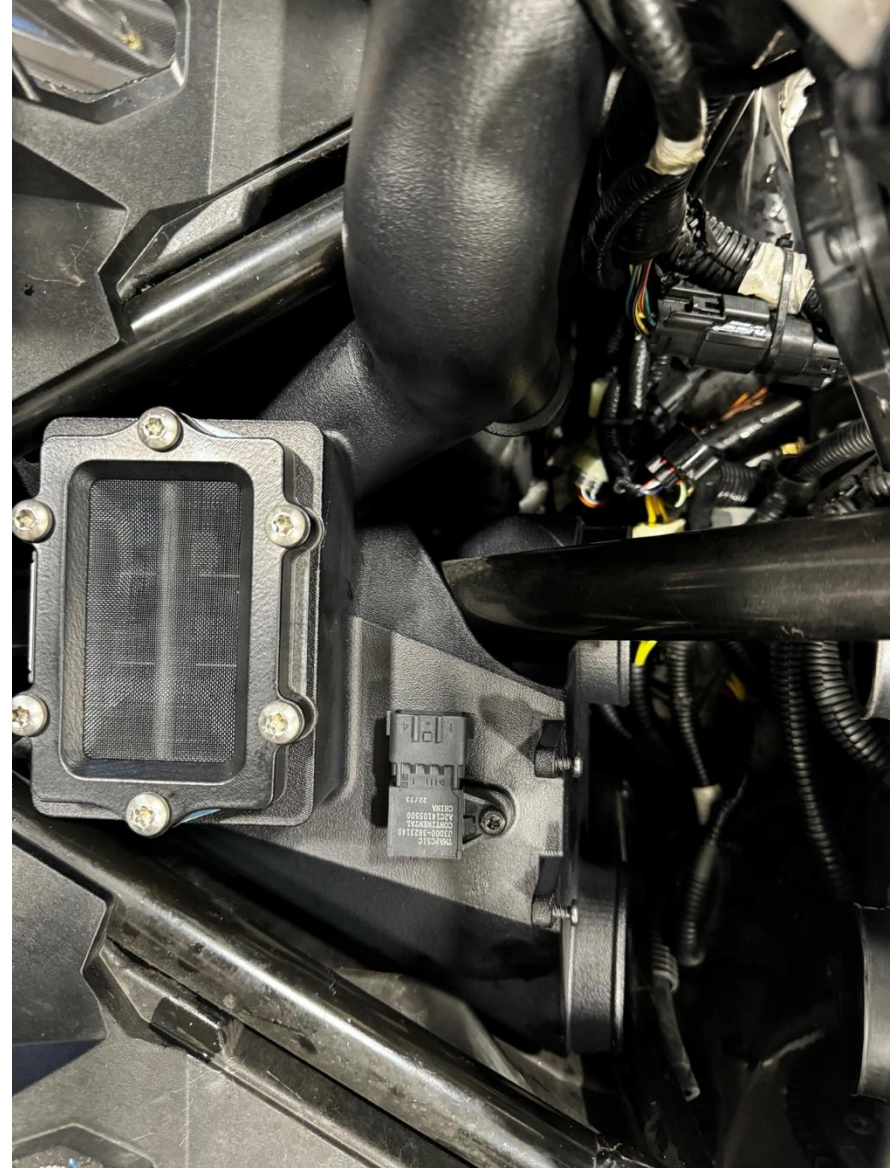
- **Install the PTO (clutch) side coolant line onto the throttle body. It is easiest to access this through the opening where the primary clutch is. The clutch should be off.**
- **Do not install the coolant line on the MAG side, as the turbo intercepts the line on this side.**
- **Plug in TPS sensor and connect the throttle cable.**



# Install TMAP Sensor

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- **Install the TMAP sensor and plug it in. Use the factory heat shield. You will have to install the heat shield upside down from the factory position and you may have to slightly bend the shield upward to get it to clear the charge box.**



# Install Blow-off Valve

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- **Install the BOV onto the charge box. Loosen the v-band clamp so the clamp slides over the end of the charge box. Place the rubber O-ring on the BOV and slide it into place, ensuring that the O-ring stays in place. While holding the BOV against the charge box, slide the v-band clamp over the BOV and tighten with a 3mm Allen.**
- **Install the provided vacuum line from two ports on the throttle body to the BOV port.**



# Install Y-Pipe

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- **Inspect the y-pipe gaskets. As mentioned earlier, if the gaskets are torn, it's best to replace them. Install y-pipe and tighten the (8) 10mm nuts. Make sure they get tight. We found it best to use our custom "Craftsman Grinder Series" wrench to fit.**
- **Install steering post bolts/nuts and tighten.**

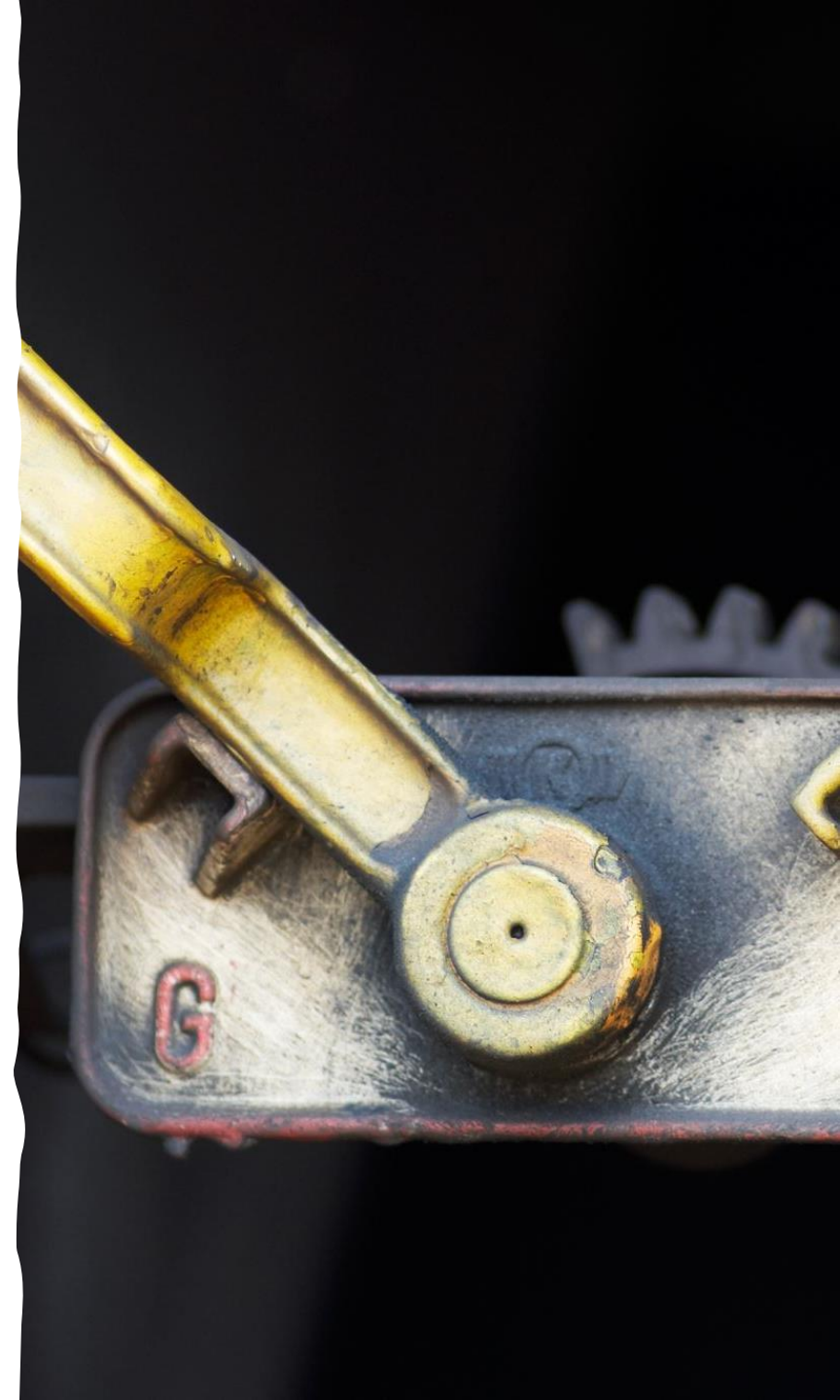
# Exhaust

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- **Using the provided aluminum template as a guide, use a hole saw to open the exhaust exit to allow the muffler to fit through. If you don't have a hole saw, you can use a Dremel with a grinding stone, or equivalent to remove excess material.**

# Oil Line Assembly

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- **To install the oil assembly, you will notice the short tube from the oil pump that feeds a black T. Remove this oil line from the pump and from the T. BE VERY CAREFUL, AS THE T IS NOT VERY STRONG.**
- **Install the hose in the center of the oiling assembly to the pump, and the hose from the top of the assembly to the T fitting.**
- **Use a zip tie to fasten the assembly to the belt drive case.**
- **Using a 9/16 and 5/8 wrench, tighten the braided line to the oil assembly.**



# Turbo Install

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- **Before setting turbo in the chassis, it will be easier to install the rear coolant fitting on the turbo. Reference the picture here to view the orientation of the fitting. Using an 18mm wrench, tighten the fitting on the center section.**
- **Install coolant line with the barbed fitting into the stock coolant line that was left off of the throttle body.**
- **Install the remaining coolant line onto the throttle body where the factory hose was removed.**
- **Using the 18mm wrench, tighten the fitting on the outside coolant line to the center section of turbo.**
- **Using the 9/16 wrench, tighten the oil line on the turbo.**
- **Reference the photographs to ensure the orientation of the lines are correct to avoid interference.**
- **Install factory rubber grommet on the bottom of turbo bracket and set turbo in chassis.**



# Install Pipe

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- **Install the pipe. Use the provided pipe springs. You may need to enlist the help of a friend (preferably not a pu\$\$y) to install the springs, as they are stout.**
- **Using the provided exhaust flange, install the pipe to the turbo inlet but do not tighten down.**
- **Once pipe is installed, you may need to loosen the v-band clamps on the turbo inlet pipes, and muffler to ensure the orientation of the components are fitted correctly.**
- **Once confirmed the fit is correct, tighten all clamps and exhaust flange bolts.**
- **Install exhaust sensor.**



# Fluids

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- **Before starting your machine, ensure that the coolant has been topped off and there is sufficient oil in the tank. If you fail to fill fluids, we are not responsible for your sled blowing up.**

# **Hood/Intake install**

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- **Using a T25, remove the screws securing the bottom plenum to the hood.**
- **Using a hole saw or equivalent, cut holes in the plenum to allow air to flow through.**
- **Reinstall bottom plenum.**

# Intake Continued

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- **Install the hood onto your machine and ensure that it is fitted in position it will be in once fully installed.**
- **Hold the intake piece on the bottom of the plenum and line it up to the turbo inlet. Using a marker, take your time and trace the intake piece on the bottom of the plenum.**
- **Remove hood and put on a stable surface. Using a razor knife or equivalent, cut the traced marking out.**
- **Using the supplied frog skin, tape and screws, install intake piece to bottom of plenum.**
- **Install hood.**

# Clutching

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- **Using clutch compression tools, disassemble the primary clutch and remove the factory weights and spring.**
- **Load the supplied SNYPR weights as follows: magnets 3/3. Install a tungsten to the tip, followed by a medium screw and two small screws.**
- **Install the supplied spring and reinstall cover.**
- **Using a compression tool, remove the (4) 4mm allen bolts from the Helix. Use the supplies spring and reinstall the factory helix. Make sure to use blue Loctite on the (4) bolts.**
- **Reinstall clutches on machine and tighten bolts to factory specs.**

# Flashing Tune

- Go to [www.c3.torquelink.com](http://www.c3.torquelink.com) and create an account. Once your account is created, you will need to verify your account in your email.
- Download the flashing application on your windows-based computer (sorry MAC users).
- Log into the portal with the same credentials you used to create the account above. You will need internet service to flash your sled.
- Once logged in, connect the Torque Link device to your computer via provided cable, then connect the provided cable from the flashing device to your sled. Then connect the power supply cable.
- You will see that the device is connected on the app on your computer. Select Arctic Cat device and click "connect". It will have a progress bar in red. If it fails to connect, check your wifi and cable connections and try again.
- Once the device is connected, it will show the tunes available to you to flash to your machine. Click on the tune you wish to flash and click "flash". It will have a red progress bar. If the tune fails to flash, check your wifi connection and cable connections and try again.
- Contact us prior to flashing your sled to ensure you have the most current tune.

