EVO Stack Notes

Congratulations on your purchase of a new EVO+ or EVO-A! Part of the winning combination with our newest line of EVO Fuel Injection are the adjustable stacks inside of the airbox. It is critical to make sure that the stacks have the correct tension, and to make sure that the stacks are operating the right way. Fortunately, this is a very easy process.

EVO Injections with Stock ECU

On EVO injections that are using a stock ECU, when the ignition is turned on, the stacks will raise (the nut on the stack motor will turn full rotation clockwise). When the engine is started and idling, the stacks will drop (full rotation counter-clockwise). If the stacks move in the opposite direction that they are supposed to, this indicates that the wires going to the from the stack controller to the stack motor are reversed. In this case, the orange and blue wires. In our experience, we have found that different year stack motors have different polarity requirements.

EVO Injections with PE3 Ignition System

On EVO injections that are using a PE3 ignition system, the stacks should be down at idle. If they are not, you must change the polarity of the wires coming from the stack controller going to the stack motor. In this case, those wires are orange/green and orange/red. In our experience, we have found that different year stack motors have different polarity requirements.

Stack Tension

When the stacks are fully raised, or fully dropped, there must be an adequate amount of tension on the stacks themselves. When the velocity stacks are raised, you would want to check the tension by pressing down on the stacks gently. If you press too hard, you can move the stacks out of adjustment. If you move the stacks out of adjustment, they can easily be re-tensioned. It is very rare that the stacks come out of adjustment, but we have occasionally seen instances on the engine dyno where stacks were not operating properly because the tension was out of specification.

To Reset Stack Tension

- *Loosen and remove the 1/16" allen set screw located on the lock collar on the stack arm assembly.*
- *Apply low strength threadlocker (preferably threadlocker pink) to the set screw and re-insert.*
- *Turn the nut on the stack motor by hand to the full counter-clockwise position.*
- *Now, turn the nut on the stack controller three-quarters to seven-eighths of a turn clockwise.*
- *Hold the velocity stacks down and re-tighten the 1/16" set screw.*
- *Re-check tension of the stack assembly.*

As with anything, if you need any assistance or have any questions don't hesitate to give us a call!

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