MC Xpress Turbo

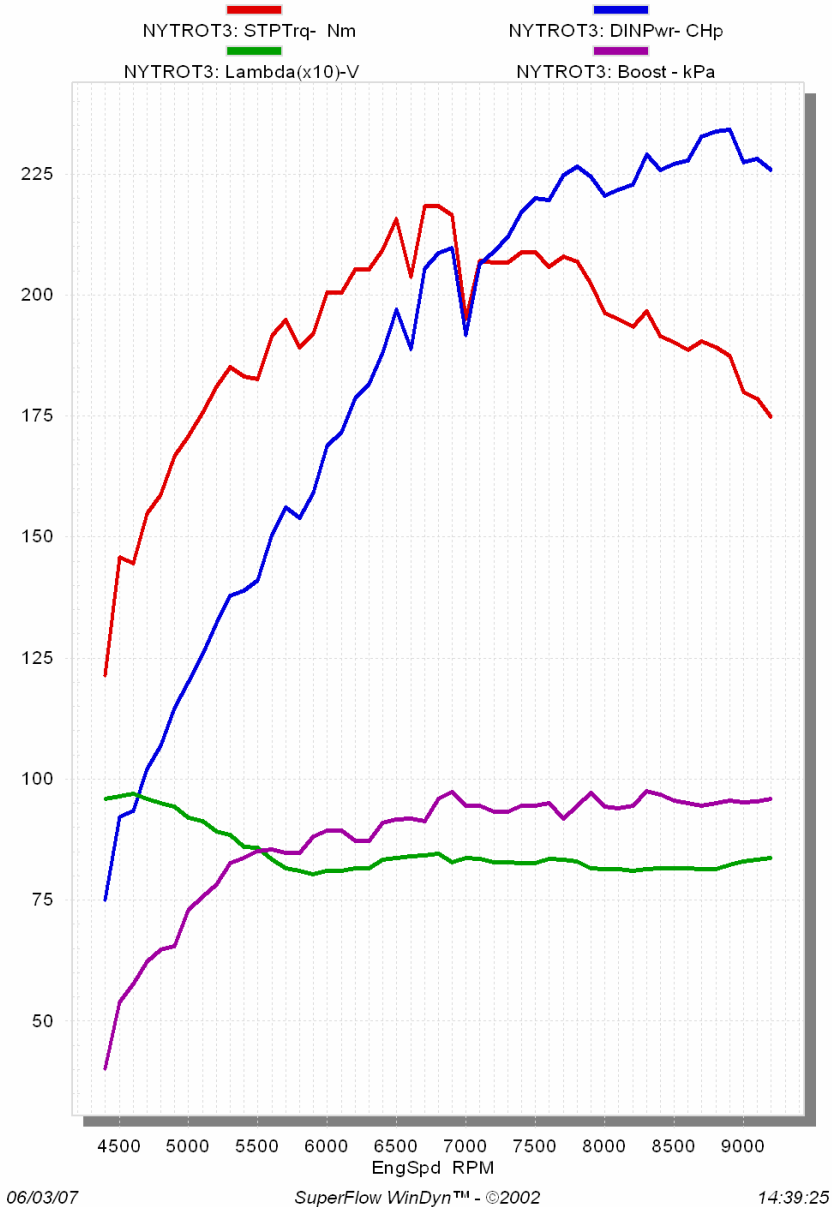
Yamaha Nytro FX Turbo Kit

Erik Marklund proudly shows the hard tested Nytro FX turbo

We have developed, built tested and decided how the new Nytro FX turbo kit shall look like. And we are very satisfied with the result. The Sled itself is easy to work with. The turbo kit is easier to fit and will probably take less time to install than any other of our Yamaha turbo kits. The power is over 230 hp at 0, 95 bar turbo pressure.

Corrected Torque and Power

NYTROT3,



06/03/07 *SuperFlow WinDyn™ - ©2002* *14:39:25*

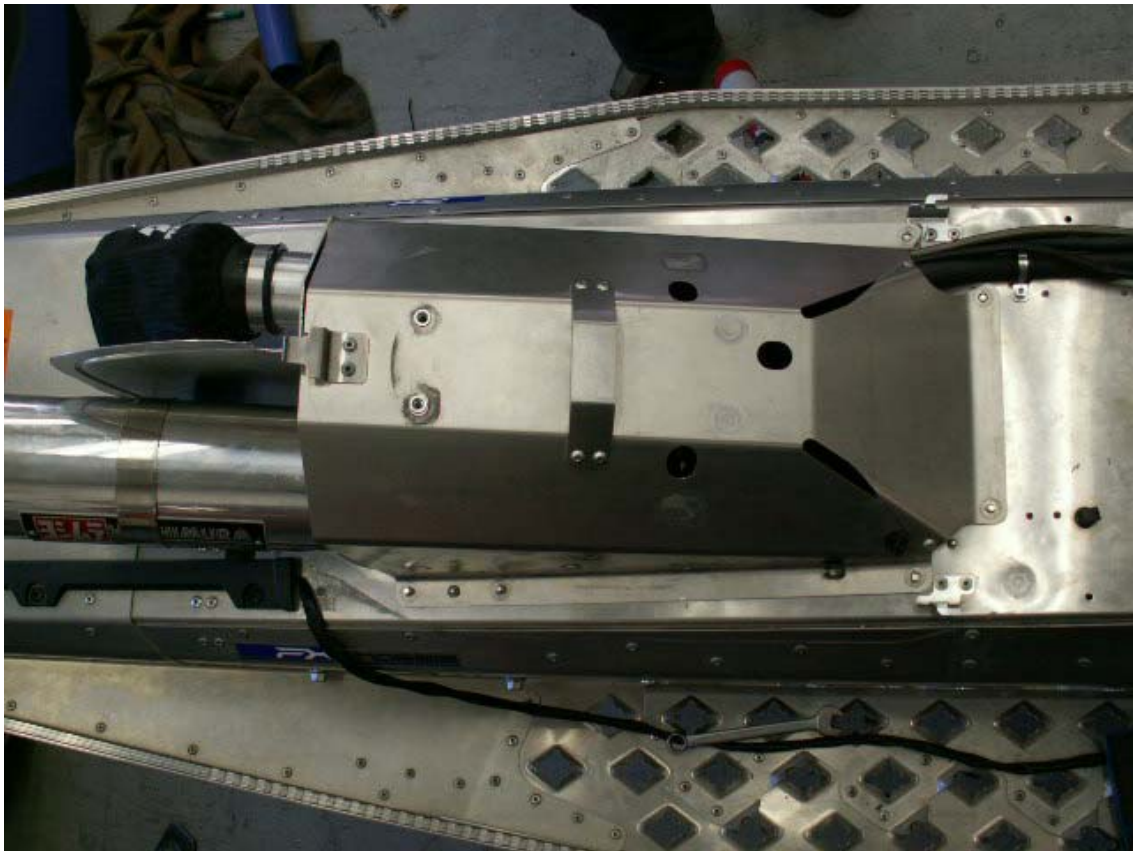
Nytro FX in the dyno.

The turbo starts to boost very early on the Nytro FX turbo. Compared to the RS turbo, it is a big difference. At 5000 rpm the turbo has more power than the maximum power on the stock prototype Nytro.

Both the air intake and the muffler are pointing backwards. The muffler can be made rather long. This makes the noise level low. After a lot of dyno tests with different turbos, we decided to use the same turbo as on the Apex turbo kits.

The Mitsubishi 16T turbo is extremely good. It starts to boost very early, the response is excellent and the top end power is the best on the market compared to all other turbos we tested. And it is the most reliable turbo you can find too.

The turbo is placed in the best position possible. The straight tubes out of the engine will keep the energy of the exhaust pulses. Yamahas perfect matched 3-1 extractor header pipe, and just after that the exhaust enters the turbine housing of the turbo. A pre-cooler for the hot compressed air is placed on the left side inside the tunnel to cool down the temperature and make the air-density higher. This makes better reliability of the engine and higher power at the same time. On the right side a stock water-cooler is placed on the MTX model Nytro.

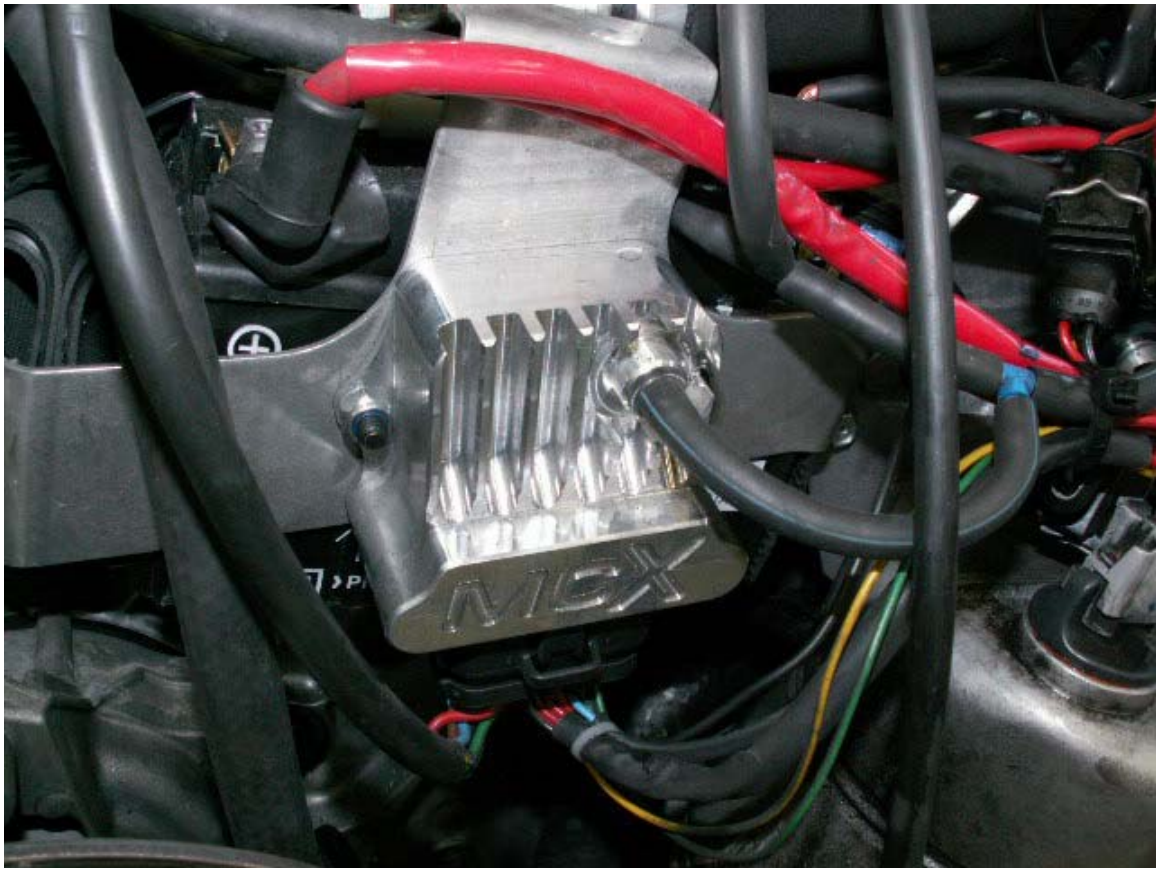


Everything fits under the stock heat shield.

The muffler shall be made a little shorter on the production model turbo kit. An aluminum shield is placed between the muffler and the air filter to protect moisture to be sucked in the filter. The filter can easily be placed more backwards / upwards if necessary in deep powder.

The turbo parts are easy to install. We lower the compression ratio as always with a thicker head gasket. This makes the engine reliable and you can use pump gas.
For more power than 235 hp, we recommend race gas. The injectors and the rest of the fuel system can handle up to about 275 hp.

The intercooler is placed in front of the engine. The extra injectors are integrated in the plenum. A blow off valve is installed on the plenum.



The MCX EFI-box controls both the fuel delivery in the external injectors and the turbo pressure to prevent the power to drop at higher altitudes.

Our MCX turbo oil return pump is used on the Nytro FX. The photo shows the pump installed on the RS engine.

The Nytro FX is very powerful. It lifts the skies higher and longer than the 260 hp Apex turbo. The acceleration is equal to the 260 hp Apex turbo. From the starting line the Nytro often is faster and then the Apex has a hard job to catch up.

In the beginning of the summer, we make the tests in the Swedish mountains above the Arctic Circle. It is very nice to drive snowmobile in the midnight sun in the middle of the night. We have also tested out clutch calibration that is working really well for turbo use. All that is needed is our MCX Nytro clutch weights and a shim under the spring.

Patrik is having fun with the Nytro.
This is the normal position you can expect on a Nytro FX turbo.