

MCX PRESS

- Supreme of the extreme

Ski-Doo 1200 turbo intercooler information

Proudly presents some info about our turbo kit to Ski Doo 1200 3 cylinder 4 stroke snowmobile.

Many people have been waiting on a competitive 4-stroke engine from the worlds biggest snowmobile manufacturer.

And many wants to convert it to a reliable, fuel efficient and gladly a quiet muscle sled to compete with the Yamaha turbos when we are talking performance.

The turbo kit we now started to produce will make this possible.



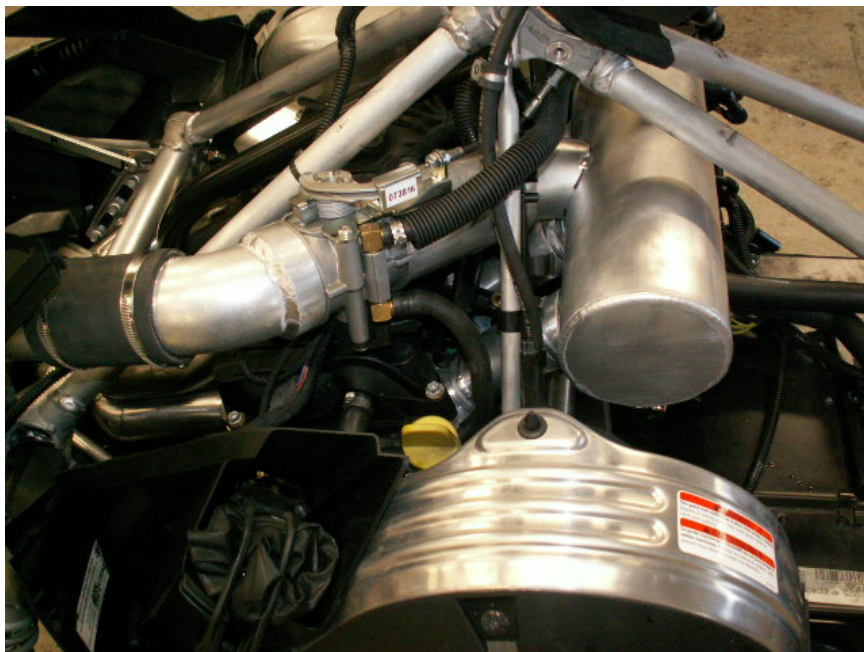
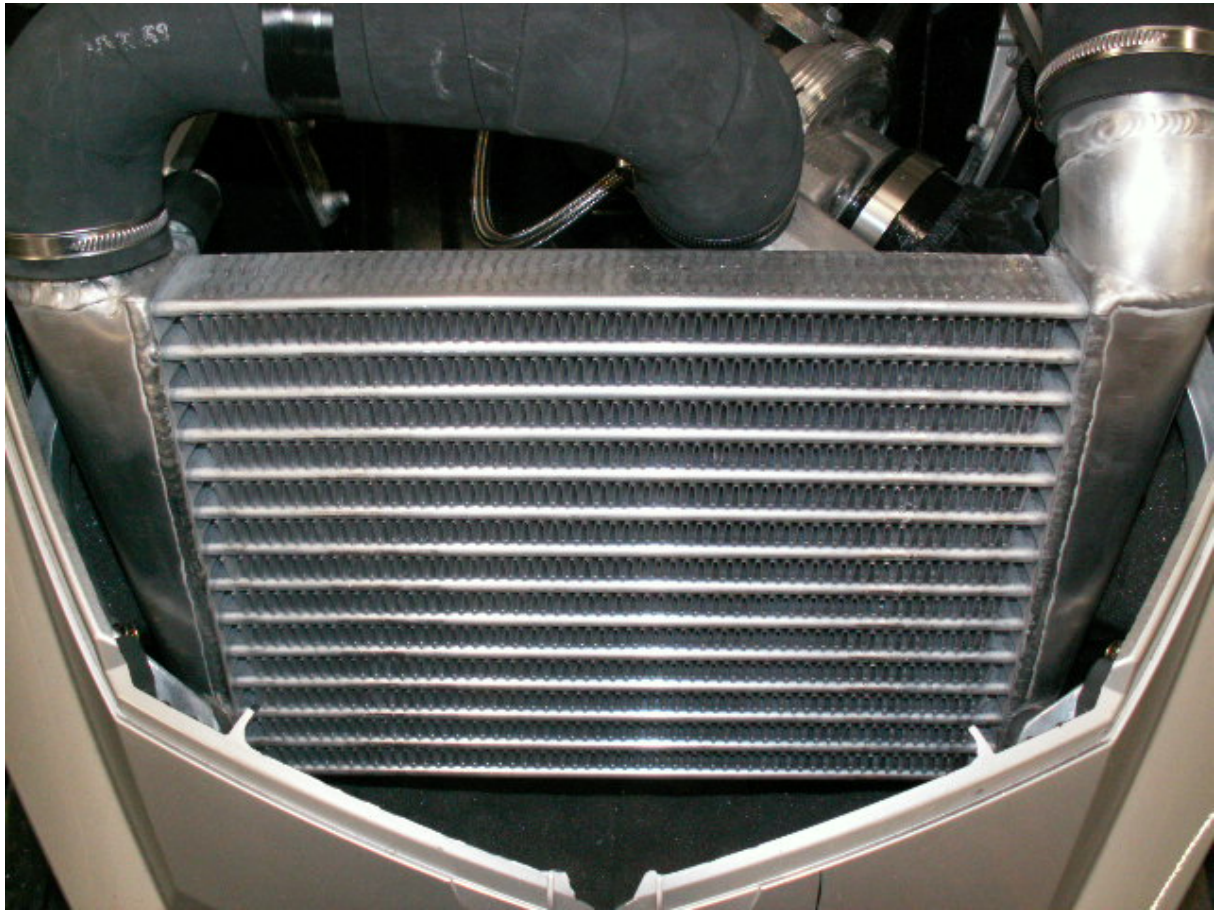
We use –in our opinion- the best turbo on the market for this application, the Mitsubishi TD04HL 16T with integrated both blow off valve and waste gate. Extremely efficient both consider power compared to turbo pressure and very fast response. And the most reliable turbo we found.

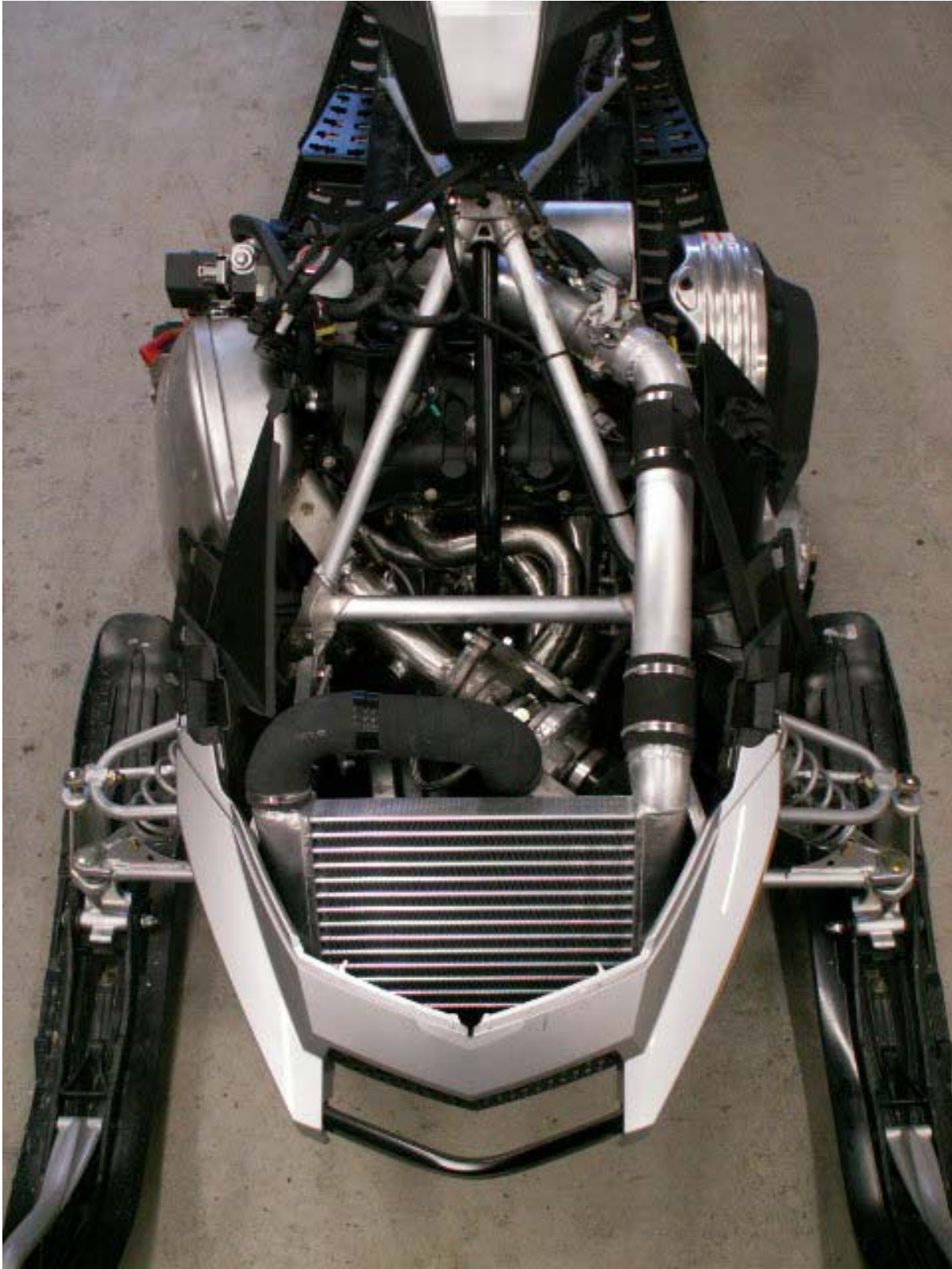


The space for the turbo parts is better then we are use to.
The stock exhaust header is not made for high performance.
We developed a new header with separate tubes all the way to the turbo.

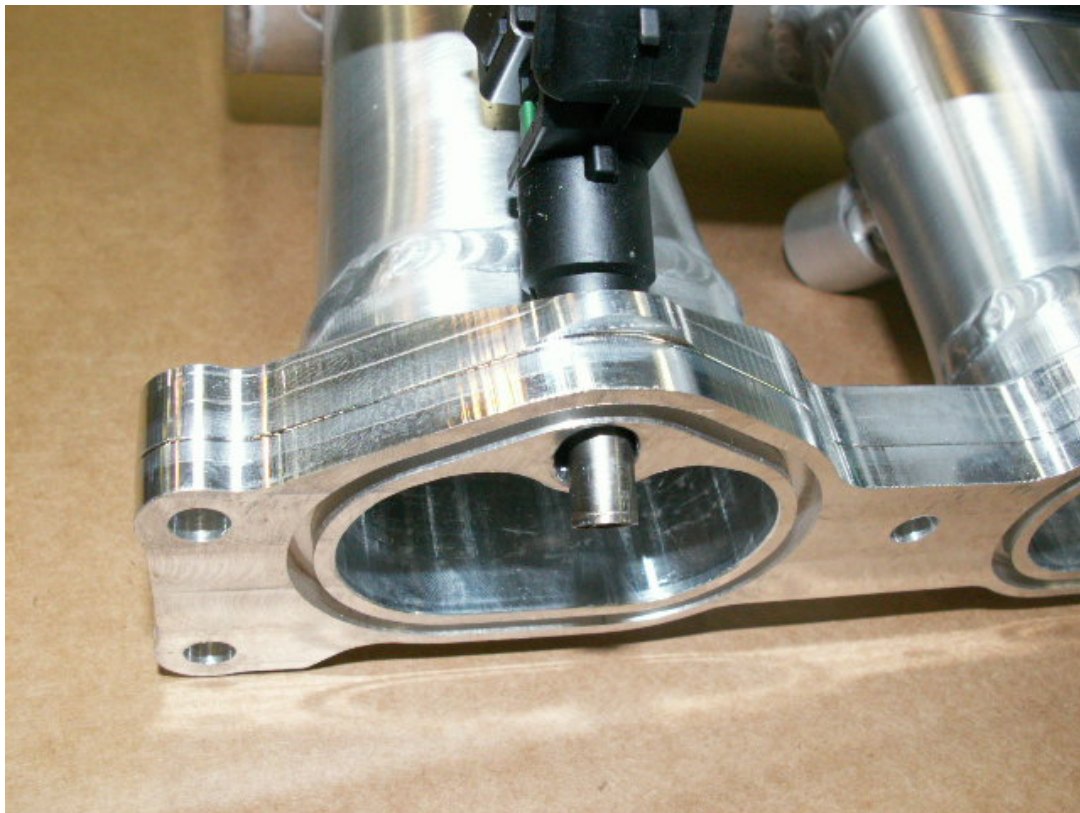


A big intercooler is placed in front of the sled.
The stock air intakes in the hood are big and will secure the air flow to the intercooler.

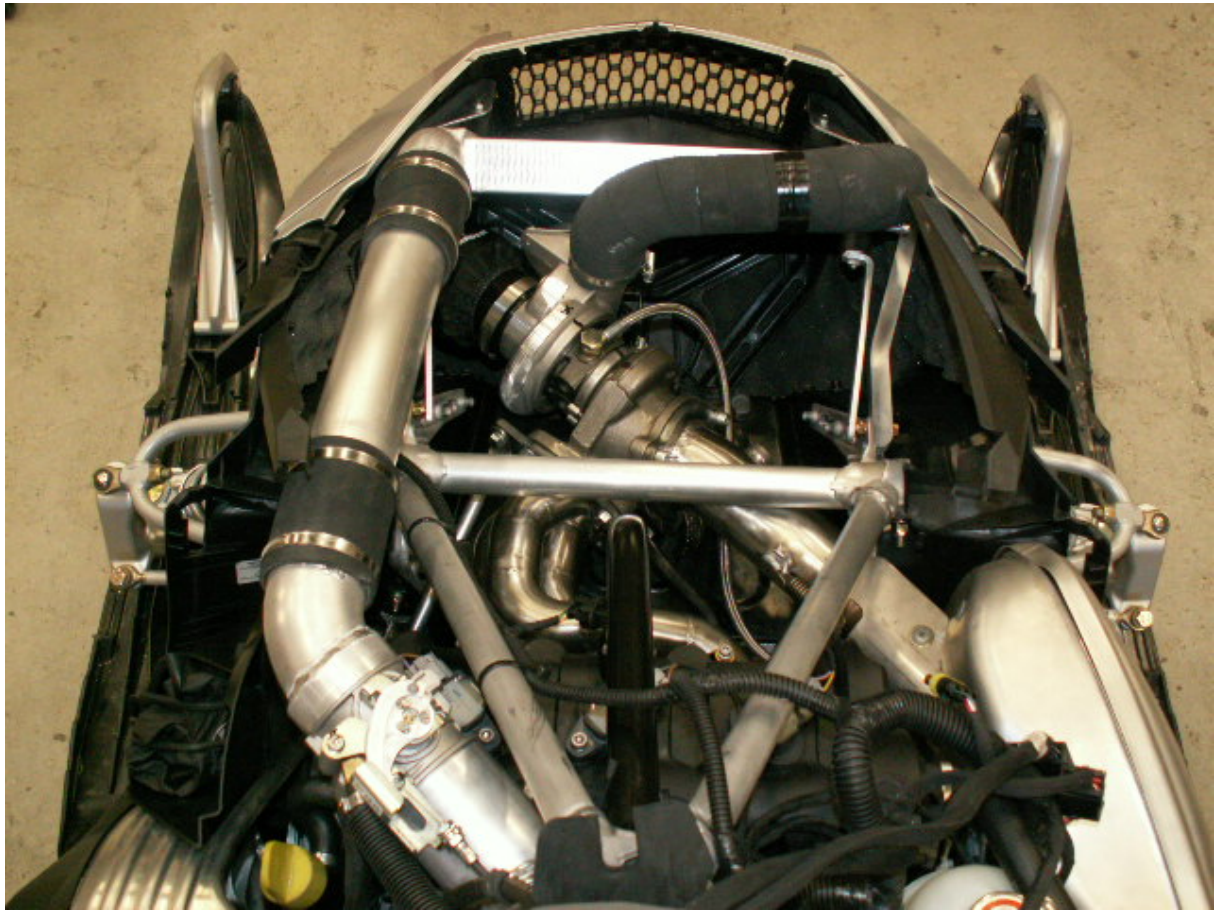




The stock air intake manifold is made in plastic.
During pressure test, it started to crack already at 1, 0 bar.
To avoid problems, we developed a new aluminium intake plenum with straighter inlet channels for higher performance.



CNC-milled flanges made from billet aluminium.



The power with turbo will be set to about 240 hp for normal trail use.
The compression will be lowered to maintain reliability with a thicker head gasket
Pump gas can be used.
We will use our own EFI-system with 3 extra injectors in the new alu-plenum.
The stock EFI-system will be left untouched and the external MCX EFI-system will start to deliver fuel so the air fuel ratio will stay perfect when the turbo produces pressure.
A sensor in the EFI-box feels the outside pressure and compensates the fuel curve for any altitude. It also compensates the turbo pressure to maintain the absolute pressure in the intake channel. The power will thanks to this be the same at any altitude up to at least 2500 meters. This is a great benefit with turbo applications.



The intelligent EFI-box and the TCV-valve that controls the turbo pressure.

We will test the sled on snow in the Swedish mountains as soon as possible to develop a proper clutch setup.
More info about our turbo kit to the Ski-Doo will follow later this summer on our web page.

