



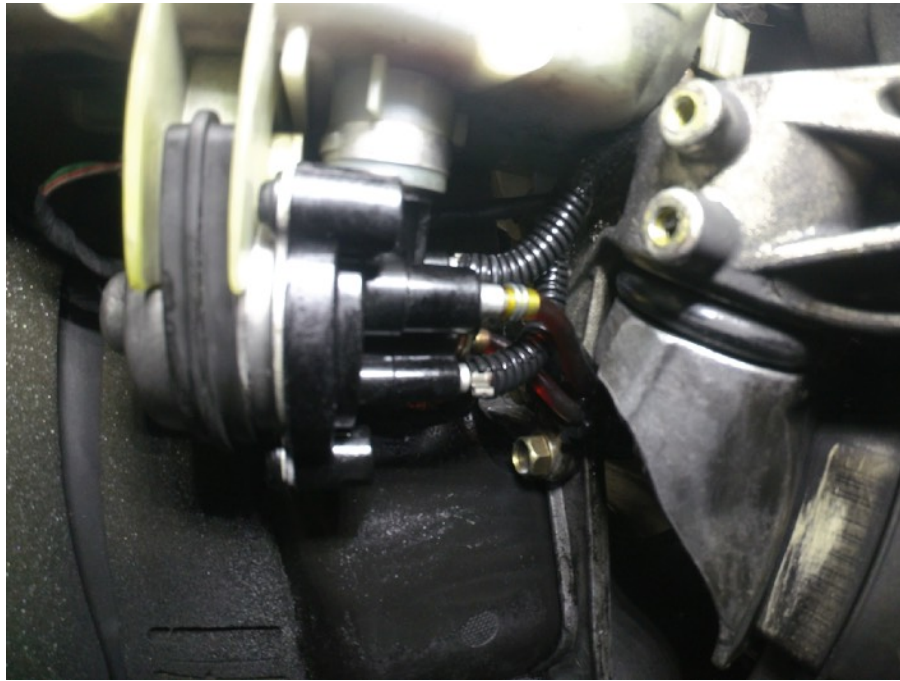
## SkiDoo Gen 4 850 Turbo Installation

Thanks for purchasing your new Silber Turbo Kit. Anytime during the installation process feel free to contact us by phone or email. We recommend professional installation of this product to ensure a trouble free experience.

[justin@Silberturbos.com](mailto:justin@Silberturbos.com)



Remove the oil pump guard. Then remove the two oil lines that feed the rave valves from the oil pump. They are fastened to the pump with the pinch clamps. A side cutter works good to cut them.



Install the supplied oil line TEE, put one oil line on each barb of the tee, and fasten with the supplied pinch clamps.





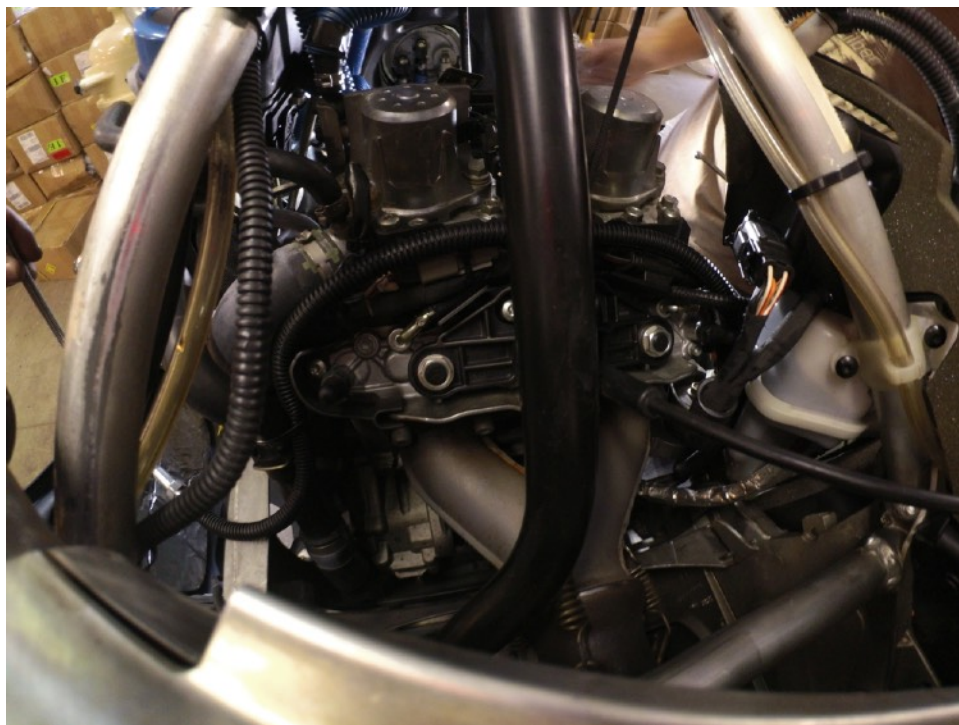
Once the oil lines are installed onto the TEE, use a syringe to inject two stroke oil and prime the lines. Use enough oil to get all the air bubbles out of the lines. Once the lines are full install the single end of the TEE onto the top port of the oil pump. Fasten with the supplied spring clamp.



Refer to the next pictures for the turbo oil line. Route the line over the top of the engine and fasten with zip ties.



Notice the line routed above the rave valves. Properly fasten these so they don't interfere with the operation of the rave valves.



Using a syringe prime the turbo oil line. Once primed install the line onto the lower port of the pump and fasten with the supplied spring clamp. **Make sure all the lines are filled before connecting them to the pump.**



Install the billet throttle body adapters onto the throttle bodies. Oil or grease the o rings to and easier installation. Then fasten with the supplied bolt and lock nuts.



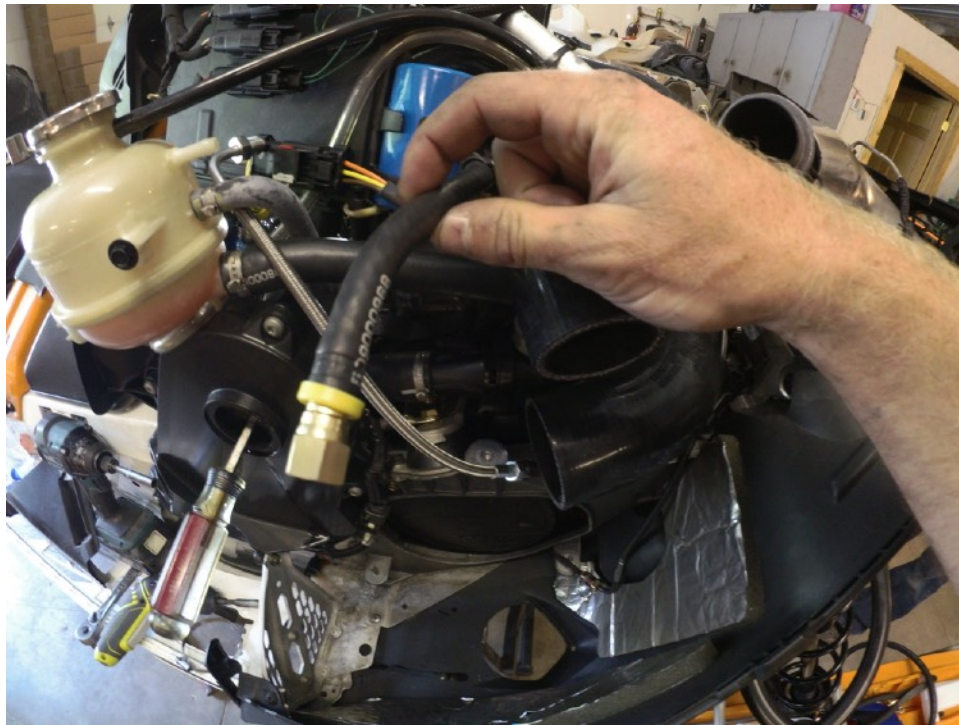
Install the Airbox on to the throttle body adapters. Be sure to secure all the hose clamps.



Route the Cold Air Intake Tube through the chassis. **Also notice the Reflective heat tape we install onto the frame bar. This will prevent the vent hoses from being melted. We highly suggest installing multiple layers of heat tape to prevent any damage.**



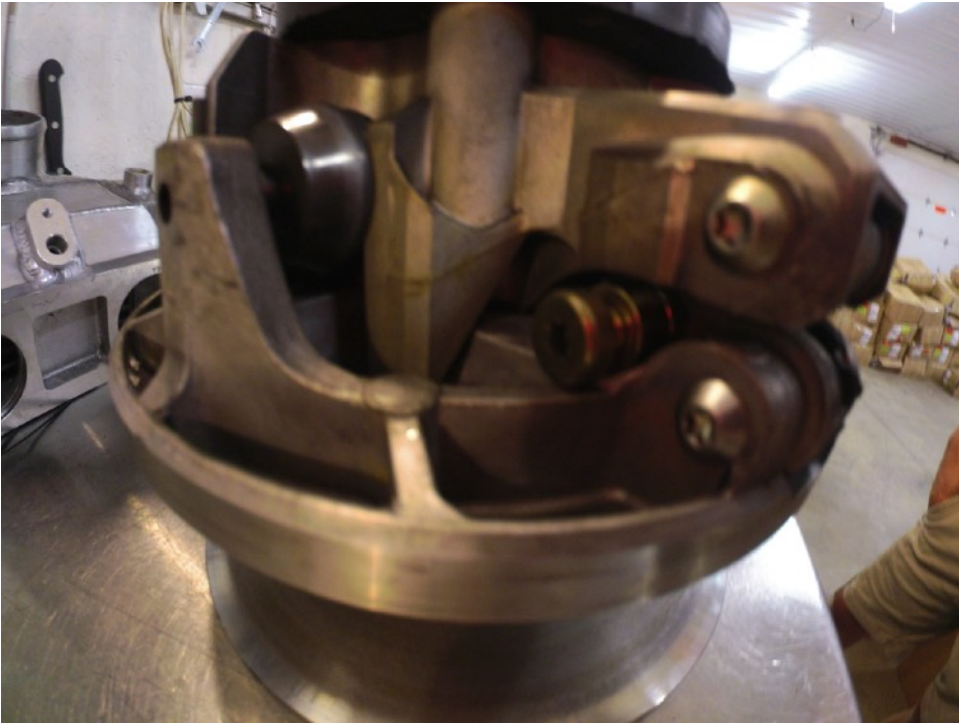
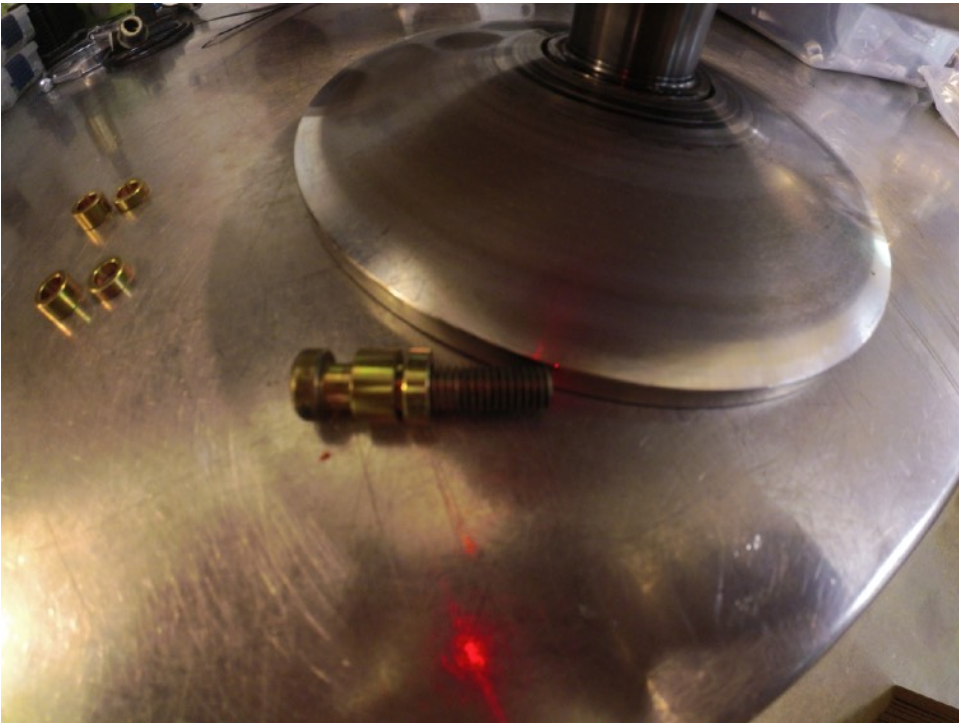
Install the Turbo Coolant lines. Remove the hose from the top of the coolant tank and install the supplied push lock fitting into the end of the hose. The coolant lines come installed onto your turbocharger assembly.



Install the long coolant hose onto the coolant tank, fasten with the supplied clamp.

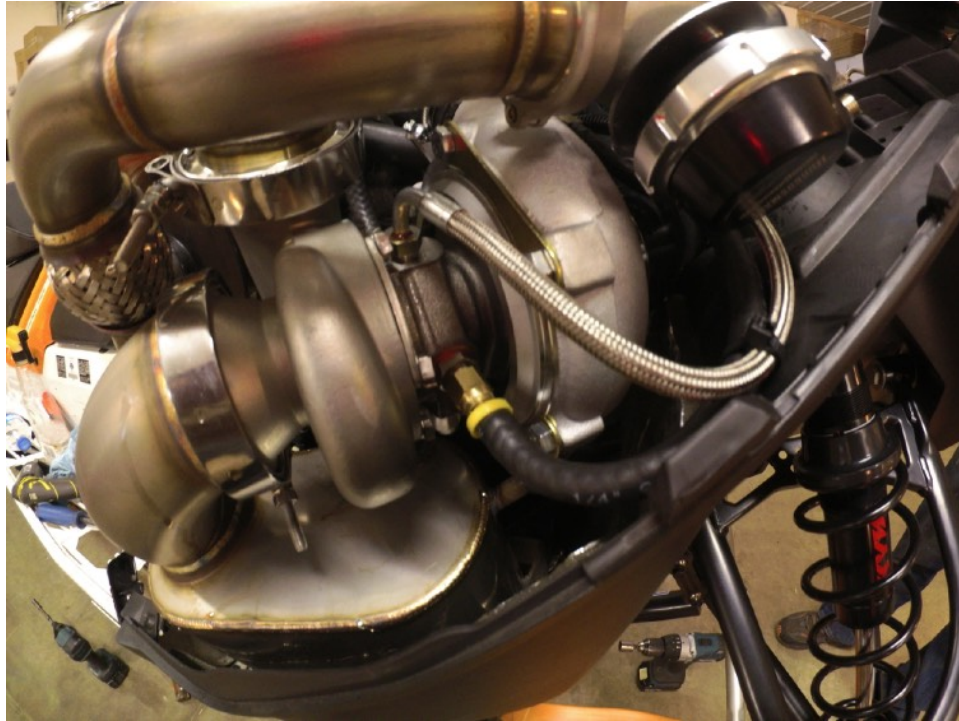


Install the pivot bolt washers into the primary clutch. Refer to our clutching chart for elevation and boost clutching guidance.





Time to install the turbocharger assembly. Remove the rubber grommets from the factory muffler and install them into the turbocharger muffler. Fit the assembly into the chassis and fasten with the muffler bolt. This is a good time to connect the coolant lines and oil line onto the turbocharger. **Pre lube the turbocharger with your syringe, inject 10 ML of two stroke oil into the turbocharger.**



Install the EGT probe into the new muffler.



Install the silicone charge tube onto the turbocharger and fasten with the supplied clamp.



Double spring the turbocharger to pipe using the supplied springs. **Also make sure every spring is doubled up on each tab. There are three tabs on the Y Pipe, each tab needs two springs.**



Install the charge tube onto the air box and fasten with the supplied clamp. Also locate the Map Sensor extension harness and clip it onto the map sensor located in the airbox.



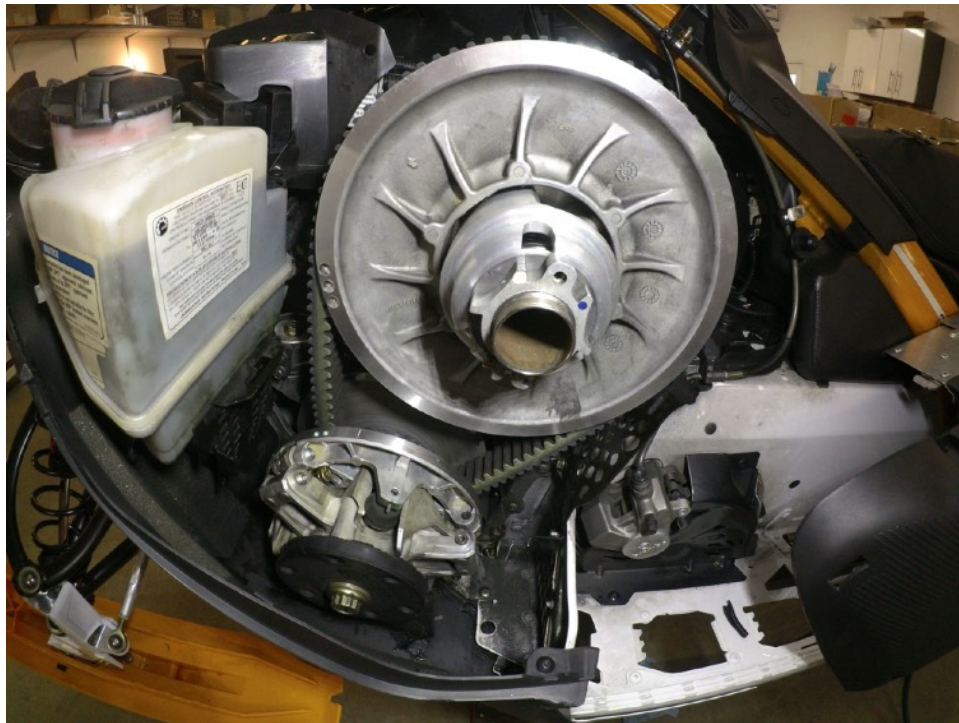
Connect the other end of the harness to the hood harness.



Install the supplied helix and secondary spring onto the secondary clutch.



Install the belt and check for proper belt deflection. Make sure to check your belt deflection after a few minutes of operation.



Reinstall the hood. Apply some grease or oil onto the hood intake allow the cold air intake to insert the hood easier.



Now is a good time to look over the sled. Check these things over one last time.

- Make sure exhaust springs are doubled up
- Oil lines are primed and turbocharger is primed with oil
- Coolant is topped off and coolant lines are tighten.
- Airbox clamps are tight
- EGT sensor is installed into the muffler and tighten.
- Map sensor extension wire is installed and connected to map sensor and hood harness.
- Clutches are torqued down and belt deflection set.

The turbocharger assembly comes with the 7 psi spring installed. The kit includes a 3 and 5 psi spring. You can use the 3 and 7 spring together to create 10 psi. **We suggest starting with the 5 psi spring for break in period of 100 miles.**

**Do not operate engine over 8000 RPM, severe engine damage can occur if the engine is ran above this rpm for extended amounts of time.**

Refer to the chart for Fuel mixture for boost levels and elevation. If you are unsure of your levels are quality of fuels opt to a richer mixture of Race fuel mixture.

	<b>3 PSI</b>	<b>5 PSI</b>	<b>7 PSI</b>	<b>10 PSI</b>
0-3000	70/30 Pump/Race	50/50 Pump/Race	30/70 Pump/Race	100% Race
3000-6000	91 + Pump	70/30 Pump/Race	50/50 Pump/Race	30/70 Pump/Race
6000- +	91 + Pump	91 + Pump	70/30 Pump/Race	50/50 Pump/Race

Refer to chart for clutching pivot bolt weight. Use this chart to for starting weight and fine tune on the snow. **DO NOT Operate OVER 8000 RPM!**

	<b>3 PSI</b>	<b>5 PSI</b>	<b>7 PSI</b>	<b>10 PSI</b>
<b>0-3000</b>	8 Grams	10 Grams	12 Grams	14 Grams
<b>3000-6000</b>	6 Grams	8 Grams	10 Grams	12 Grams
<b>6000 - +</b>	4 Grams	6 Grams	8 Grams	10 Grams

Feel free to contact us anytime and enjoy your new 850 Silber Turbo.