



Silber Axys Turbo Kit

Owner Manual

Proper Care & Feeding of your Silber Turbo powered Axys

The purpose of this document is to offer tips, pointers and general guidance as to how to best maintain and utilize your new boosted snowmobile. If looking for the installation guide, please reference our website. These are suggestions and starting points, not something etched in stone. Silber does not take any liability for misuses of this information.

Thanks for buying the most kickass snowmobile turbo kit on the market! There are a few key differences with the Silber kit, and we intend to highlight those here. Whether you are new to boost or have a number of seasons with boosted snowmobiles, we hope you find this guide useful.

Below you will find some **general tips, fueling suggestions and clutching info**

General Tips & Pointers

1. **Please let your sled come to operating temperature before putting load on the motor.** Yes, this includes loading and unloading. This is incredibly important to motor longevity and turbo reliability. If there is one takeaway from this guide, let that be it!
2. **Keep your clutches and belts clean.** If the belt is slipping, the turbo will not build boost properly and the sled will not run properly.
3. If your sled has been idling for extended periods of time, it will load up with fuel and possibly bog slightly upon cracking the throttle from a stand still. This is normal. Clear it out, keep riding! Stock sleds do this as well.
4. If your sled is not broken in (has less than 100 miles on it), **we suggest running double the amount of 100LL AV fuel.** Refer to our fueling chart (below) for more information.
5. Whatever oil you've been running through your sled, stick with it. Do not be alarmed when you go through additional oil compared to prior to the turbo kit. This is normal. **We turn the oil pump up to deal with the increase load of the turbo. A Silber exclusive feature.**

Fueling:

One of our most common questions is "how much boost can I run on pump gas". Well, that depends. As you go up in elevation, the air becomes less dense. This is why your sled runs so much stronger at sea

level compared to 11,000 feet. We suggest our riders error on the side of over octane, not under octane. The below table is a great starting point for determining the amount of boost you can run on various fuel mixes.

The percentages in the table below are percentages of 100LL aviation fuel. We like aviation fuel for a number of reasons, it works well in cold temps, is designed to be extremely stable for long periods of time and is consistent region to region.

		BOOST PRESSURE				
		3 PSI	5 PSI	7 PSI	10 PSI	12 PSI
ELEVATION	0-3000FT	30%	50%	75%	100%	100%
	3000-6000FT	15%	30%	50%	75%	100%
	6000-9000FT	0%	15%	30%	50%	75%
	9000-12000FT	0%	0%	15%	30%	50%

*****Always error on the side of too much octane!**

Clutching:

Like fueling, clutching too changes with boost pressure and elevation. By no means is clutching a hard science, what one rider may love, another may find difficult to ride. The clutching we include has given us the best track speed in the most diverse set of riding conditions encountered. With our turbo setup, target RPM is **8,300-8,500**. Depending on the clutch kit you received with your kit, you will be able to adjust your primary weights. To start, we suggest loading the weights equally, with only slightly more in the middle.

Polaris Primary Weight		BOOST				
		3PSI	5PSI	7PSI	10PSI	12PSI
	0-3000FT	76	78	80	82	84
ELEVATION	3000-6000FT	74	76	78	80	82
	6000-9000FT	72	74	76	78	80
	9000-12000FT	70	72	74	76	78

