Ski-Doo 850 Silber Troubleshooting Guide

If you feel your kit is not running correctly, this guide will help pinpoint the cause of the issue.

Problem: Sled not hitting RPM

Solution: Generally when the sled is not hitting RPM it is due to improper clutching, malfunctioning clutches, dirty clutches or a boost leak on the charged side of the turbo system.

- Verify clutches are working 100% properly and are clean.
- Consider a new belt if it looks worn or glazed
- Carefully examine the airbox and charge tube. Be sure there is absolutely no boost leak or deformation of the airbox.
- Consider utilizing epoxy to glue the silicone between the throttle body and to the airbox.
- Add an additional hose clamp from charge tube to air box. Be sure to not crush the plastic.

Problem: Sled seems to have a low end bog

Solution: This is generally due to dirty clutches, a worn belt, or improper clutching. Our turbo system and fueling map requires load on the motor to work properly. If the belt is slipping at engagement, the sled will over fuel and feel rich.

- Clean those clutches! Though its easy to do this on the sled, removal for inspection and a thorough cleaning is best. We suggest brake cleaner or rubbing alcohol, a 3M pad, paper towel and elbow grease.
- Verify the clutch ramps are functioning properly, and the spring in the primary is not broken
- Verify the exhaust system is not leaking. A leaking exhaust will cause the turbo to spool poorly and will load the system properly.
- Verify TPS is set properly. You will need BUDS to do this.
- Final step – verify reeds are in good condition. Reeds can cause an off idle stumble if cracked, chipped or warped.

Problem: Sled is detonating

- Ensure you are utilizing enough octane for a specific boost level. To verify if its octane related, add octane and go ride. If you do not det you know what the problem is. If you'd like to use a lesser octane going forward, lower boost.
- Ensure wastegate cap is installed properly. Be sure both closed ports are lined up right on top of one and other. Make sure cap is tight and vacuum line has no leaks.
- If below 3,000 feet, consider adding a boost gauge to verify boost
- Be sure you are not revving over 8100. If so, add weight.
- Consider gearing the sled up if you are maxing out weight on your clutches

Problem: Sled sputtering at mid to high RPM

- Verify reeds are not cracked. Unfortunately, Ski-Doo reeds fail relatively early (around 650 miles). We recommend Turbo Boyson reeds as they are much more robust. You only need the petals, not the entire cage. The slightest deformity or crack can cause this problem. Please look at your reeds carefully!
- Ensure you are not sucking in hot air. At times, we've seen sleds where the junction between intake tubes under the hood is not secure. This creates a situation where the sled is pulling in hot air from under the sled.
- Be sure the plugs are gapped properly (0.020) and indexed correctly.
- Verify there is no boost leak on the charged side of the system. If one overtightened the clamps on the airbox, the airbox can deform. We suggest utilizing epoxy for the silicone between the airbox and throttle bodies (on the airbox side) and adding an additional hose clamp to the charge tube airbox connection.
- Remove all foam from under the hood. Try and keep as much heat away from the motor as possible.
- Be sure you are not over-revving or the belt is not slipping. If the sled loses load under boost it will go rich.
- Verify fuel filter is clean. Consider replacement
- Verify fuel pump and injectors are working properly. In some 2018 model sleds, the PTO injector was notorious for failure.
- In some rare cases, an injector wiring harness is shorting out or malfunction. One good way to verify this is to give the harness a little tug. If wires appear lose or broken, replace.
- Ensure RAVE valves working properly.

If all else fails, give us a ring or drop us an email.