



NYTRO-Charger - Questions and answers

Q1. How much HP does the Nytro- Charger produce?

A. It produces progressively from 0-15 HP.

Q2. Why 0-15 HP?

A. The impeller is fixed on the secondary pulley, and not the engine. Its speed rises proportionally with the vehicles speed, and not with engine speed. At a stop, the impeller does not turn, and starts its movement as the snowmobile accelerates, thus producing its 15 HP at high speeds.

Q3. Can I install the kit myself?

A. Yes, if you are somewhat mechanically inclined. It's a relatively easy install, no modifications necessary, and all instructions will be on our web site. It's an approximate 2-1/2 hour install. Read over the instructions, and in case of any doubt, doesn't hesitate to call your local Yamaha dealer for a professional install.

Q4. How much top end speed will I gain?

A. There are hundreds of different conditions that influence speed. Hp does not always transform in top speed, but we have often seen a 3-7 MPH increase.

Q5. Why so little MPH increase for the 15 HP gain?

A. Increasing top speed does not only come from an increase in HP. Mechanical friction and wind resistance plays an enormous role and its force is exponential to speed. Ex. A 140 HP snowmobile that can attain 110 MPH; Modify the same machine to 215 HP and it may only attain 130 MPH. So in certain conditions, the extra 75HP can give you only 20 MPH.

Q6. Do I have to install a fuel programmer?

A. No. The Yamaha fuel injection system can read an intake pressure higher of what the system can produce. This sensor reads the increase in intake pressure and tells the ECU to add the correct amount of fuel and timing advance accordingly.

Q7. Should I change chain-case Gearing?

A. The stock gearing factory installed in your snowmobile is a little short for any top speed drivers. The HP increase depends totally on secondary pulley speed. So if you gear the snowmobile too fast, you automatically reduce secondary pulley speed, resulting in reducing HP as well. In conditions where it's easy to go fast, like roads or lake speed driving, we've sometimes seen little top speed difference, because with or without the Nytro Charger, both snowmobiles would fill the clutches in over-drive and top out in gear. In this particular condition, road or lake speed driving, you can gear your snowmobile faster, where you are sure to see maximum speed out of your secondary pulley.

Q8. What is the best Calibration for most conditions?

A. We've seen best results using a 22 or 23 tooth top gear when speed conditions are at its best. A more detailed calibration explanation will be included with the installation instructions.

Q9. Is it more complicated to replace a broke belt?

A. No. The air filter and impeller housing can be removed with no tools. From this point on, you change your belt following OEM specifications.

Q10. If the drive belt breaks, will it damage my Nytro Charger?

A. No. All major parts are installed on the outside of the secondary pulley so away from any flying damaged belts. The only 2 bracket supports that can receive belt sections are much more rugged than the OEM belt guard it-self.

Q11. What type of air filter is used? and how is fresh air controlled?

A. The air filter was designed by "outerwears". This membrane is very easy to remove and clean. A deflector is installed to isolate primary clutch section from the air intake section.

Q12. Is the Nytro Charger compatible with aftermarket parts such as exhaust systems, and/or fuel programmers?

A. We have not done any personal tests including aftermarket parts installed with the Nytro Charger. We built this system for stock snowmobiles too insure its good function and reliability. Aftermarket products can be compatible with our system as long as the install and tuning is done correctly, but we have no guaranty on the final results.