

Turbo 3 Clutch Weight Recommended Setup

RECOMMENDED MAGNET PLACEMENT BASED ON ENGINE SIZE AND ELEVATION START WITH HOLE 1 (CLOSEST TO THE PIN)				
ALL RECOMMENDED SETUPS ARE BASED ON 7 PSI OF BOOST				
ELEVATION	800	850	850 BOOST (P-85 CLUTCH CONVERSION)	9R (P-85 CLUTCH CONVERSION)
0 - 3000 FT	78 GRAMS 3-3-3	81 GRAMS 4-3-4	75 GRAMS 3-1-2	82 GRAMS 4-4-4
3000 - 6000 FT	76 GRAMS 3-1-3	79 GRAMS 3-3-3	75 GRAMS 3-1-2	80 GRAMS 4-3-3
6000 - 9000 FT	74 GRAMS 3-0-2	77 GRAMS 3-2-3	75 GRAMS 3-1-2	78 GRAMS 3-3-3
9000 - 11,000 FT	72 GRAMS 2-0-1	75 GRAMS 3-1-2	75 GRAMS 3-1-2	76 GRAMS 3-2-2

These are base line recommendations

You may need to add or subtract weight depending on your target RPM, snow conditions and any modifications you may have doneto the sled.

The base weight of a Turbo 3 Clutch Weight is 68 Grams, Turbo 3 Heavy base weight is 72 Grams

Magnets are approximately 1 gram Adding or subtracting 1 magnet will lower/raise peak rpm roughly 150 RPM

All recommended setups are based on 7 psi of boost, 1 psi of boost will typically change dutch setups by 1 gram, for example if running 7 psi

Of boost and 74g of weight, at 5 psi of boost it would run 72g of weight, and 3 psi would run 70g of weight

TURBO WEIGHTS:

The mass of the weight below the pin line (marked with Red) Acts against the rotational force of the clutch to hold the weight down in the pocket longer. If you imagine the weight rotating out of the pocket you can see the #1 hole will act first then the #3 hole and finally the #2 hole

With our weight configuration this added mass on the bottom of the weight is used to allow the turbo to spool up.

Magnets added to #1 hole will act the same as inserting a heavier weight, lowering engagement and increasing low rpm response

Magnets added to #2 hole will act to keep the weight in the pocket longer increasing engagement RPM.

Magnets added to #3 hole will slightly increase engagement RPM but also help belt bite once the clutch is shifted

