



- 35 HP Gain
- Supercharger
- Electronic Auto Adjusting Boost Commanded by a Raze Performance ECU via an Air Solenoid and a Push/Pull Style Valve
- It's Got A SUPERCHARGER!

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AFTER EXTENSIVE TESTING with turbo charging snow bikes, our conclusion is that the only way to create a linear power curve is by changing the cams in the motor. The cams in 450 dirt bike engines have a large overlap which works great for n/a motors, but they are the exact opposite for what you want in a turbo motor. We could get the bikes to act decent at lower altitudes, but the second we got them up top all the weak links would amplify exposing themselves. We didn't feel that customers would want to have to change out their cam shafts between summer and winter seasons, nor lose their stock or after-market exhaust systems. So after 100s of hours with 7 different custom turbo sizes that didn't work at elevation, we hit **control alt delete** to our snow bike turbo system and scratched the entire idea. But we have a reputation for being pretty relentless here at Raze Motorsports, so we went back to the drawing board and created the very first Altitude Boost Compensating Snow Bike Supercharger Kit.

King Kong Kit Features:

Billet Flywheel Cover — We include a new billet flywheel cover that has a support bearing and seal for the drive shaft that attaches to the end of the crank shaft that drives the supercharger.

Billet Supercharger Bracket — Our billet bracket bolts to the snout of the flywheel cover, holds the pro charger, and mounts solid to the stock engine mounts.

ProCharger Supercharger — A name brand with a reputation of exceptional quality and performance — the reason we chose this as our key component. The supplied pulleys pushing this supercharger to 17lbs makes a sound at full throttle that will make your spine tingle.

Electronic Boost Control — This is a two piece system. We use a dual acting air actuator commanded by our ECU that directs air pressure to a push/pull style air recirculation valve similar to what you would see on a supercar. Depending on air density, altitude,

temperature, etc. the engine can't always handle 17lbs of boost in all environments. So the ECU monitors all conditions targeting that perfect 90–100 HP mark at all times. Riding a snow bike equipped with our King Kong kit on a cold dry day in Minnesota the ECU might only command 3-4 lbs. A warm day at the top of Cooke City, Montana the ECU might be commanding full boost as long as the IAT isn't hot. The ECU has full capabilities of commanding 0 boost, such as in an overheat situation; or 17 lbs. if needed to get it done.

Bosch Fuel Injector — A larger Bosch injector is supplied. It's not a Chinese look-alike that the after-market performance world is so used to seeing. This is a real deal authentic Bosch part.

Setback Foot Pegs & Shift Lever — The supercharger pulley encroaches on the shift lever. Moving the foot pegs and shifter back ½" is a must.

Cover — A cover to keep the snow and water out of the supercharger pulley system.

Dual Map Switch — A handlebar mounted switch toggles between race/cruise mode.

Run Any Exhaust System — You can run any exhaust system you want. You will just have to weld in the supplied O2 bung so the ECU can auto adjust for your system.

Extremely Fast and Easy Install — The Raze King Kong kit uses basic tools and is very easy to install.

