UNIVERSITY OF MINNESOTA DULUTH



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Tuning

- Fuel Mileage/Horsepower
 - 700cc 2-Stroke Engine
 - Higher Horsepower to Weight Ratio
 - SDI in the crankcase and cylinders
- Fuel TuningEGT Gauges



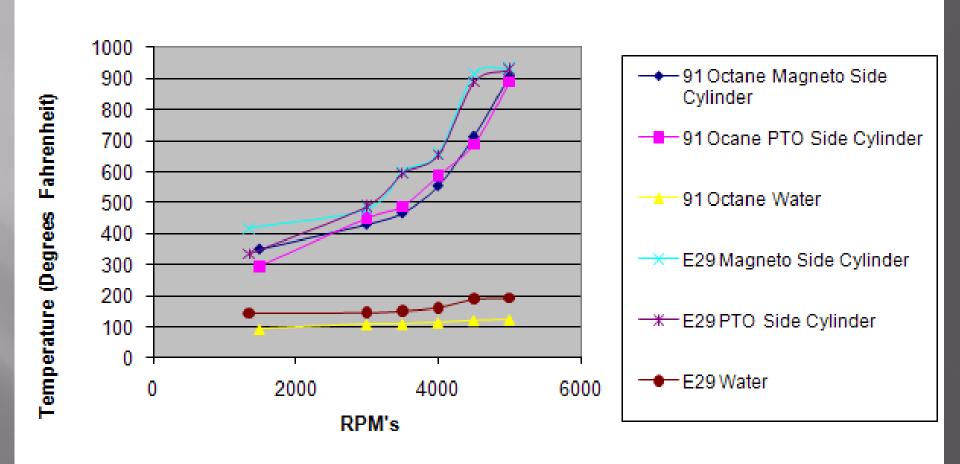
Dynojet Fuel Controller



91 Octane Operation				
	RPM	Magneto	PTO Sid	Water
Idle	1500	350	295	93
	3000	430	450	109
	3500	467	488	110
	4000	555	587	115
	4500	715	689	122
	5000	910	890	125

E29 Operating Temp					
	RPM		Magneto	PTO Sid	Water
Idle		1350	418	335	144
		3000	480	489	146
		3500	600	595	151
		4000	660	655	162
		4500	915	889	190
		5000	935	930	194

RPM vs. Operating Temperatures



Emissions

- Oxidation Catalytic Converter
 - Magnaflow
 - Robust
 - Designed for high temp lean combustion
 - Reduce Hydrocarbons
 - Reduce Carbon Monoxide
 - Converts to Carbon Dioxide and Water Vapor



Ethanol

- Why E20 to E29 fuel?
 - Increased fuel mileage
 - Decreased tailpipe emissions
- Blending of fuel for testing
 - Ratios of 91 Octane with E85

91 Octane			
5 Gallons of E20			
	Gallons		
% 91 Octane	4.3333		
% E85	0.6667		
Resultant Octane	93.53346		

5 Gallons of E24.5		
	Gallons	
% 91 Octane	4.03325	
% E85	0.96675	
Resultant Octane	94.67365	

5 Gallons of E29		
	Gallons	
% 91 Octane	3.7333	
% E85	1.2667	
Resultant Octane	95.81346	

Noise Reduction

Catalytic Converter

Adds sound dampening capabilities to the exhaust system



Rubber Skirting

 Baffle the sound emitted by the moving components of the rear suspension and track



Suspension

- Suspension Tuning
 - Trail Riding
 - Lengthened Front Limiter Strap
 - Rear Suspension Springs Set At Medium Stiffness
 - Front Shocks Set More Stiff Than Stock

Safety Modifications

- Rear Snow Flap
- Traction Control

Clutch Cover

Kill Switch/Disconnect Tether

MSRP

	2000 Palaria IO 700	2000 Polovio 10 700 UNAD Edition	
	2008 Polaris IQ 700	2008 Polaris IQ 700 UMD Edition	Modification Prices
MSRP	\$9090.00	\$9648.98	
Features :	Liberty 700 Cleanfire Engine	Liberty 700 Cleanfire Engine	
	Perc Reverse	Perc Reverse	
	15 x 121 x 1 HackSaw Track	15 x 121 x 1 HackSaw Track	
	P-85 Drive Clutch with LWT Team Driven Clutch	P-85 Drive Clutch with LWT Team Driven Clutch	
		Catalytic Converter	\$ 90.00
		Studs and Carbides	\$ 169.99
		Tunnel Skirts	\$ 50.00
		Accel Fuel Pump	\$ 139.99

Future Efforts

- Exhaust Re-Routing
 - Keep catalyst
 - Replace existing canister.
- Seat Suspension
- Obstacles to take into account when designing:
 - Gas tank
 - Geometry of the seat
- Reduce drag in the drive train

Constraints

- All the time put into working on the snowmobile is completely voluntary (noncredited from the university)
- Received our competition snowmobile late
 November
- Wait time on manufacturer parts
- Limited budget

Conclusion

- Environmentally friendly
- Improved ride ability
- Lower noise levels
- Preserve the sport of snowmobiling
- Snowmobiles in national parks.
- The 2010 UMD Bulldogs redesigned a 2008 Polaris IQ 700 to be a more efficient, quiet, and pleasant riding trail snowmobile while operating on fuel in the range of 20% to 29% ethanol.

Acknowledgements

- Polaris
- Voyager Snowmobile Club
- UMD Facilities
- UMD Student Association
- IEEE
- Two Harbors Ford
- TH Auto Body
- Woody's
- International Voyageurs Snowmobile Club
- Swenson College of Science and Engineering
- Team Leader: Dr Stanley Burns
- All of the SAE Clean Snowmobile Challenge Sponsors

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