

Superclass

1.2L VVT 12 VALVE



DESIGNED BY WIND*

Alpina SNOWMOBILES

Superclass

1.2L VVT 12 VALVE 130 H.P. INJECTION

LADIES AND GENTLEMAN, WE PRESENT "OUR HER BEAUTY", THE SUPERCLASS 1.2L VVT 12-valve

Twenty years on Alpina Snowmobiles is proud to announce the birth of the third series of Superclass Snowmobiles, the 'Superclass 1.2L VVT 12-valve', that slots into the Alpina line-up just beneath the larger Sherpa 1,6 TI-VCT 16-valve. The design has been dramatically changed and improved keeping in mind some basic concepts; the new Superclass must satisfy the requirements of those seeking:

- a multi-utility / multi-task machine;
- strength, performances and quality superior to any other existing utility snowmobile or ATV;
- ease of operation and handling make the 'Superclass 1.2L VVT 12-valve' an ideal sled for sports, off-track and boondocking;
- a high level of comfort for touring;
- a reasonable price and low operating cost.

With the hindsight of Alpina's 20 years of experience, our engineers have added the touch of good Italian design and good taste on the most advanced technology available. With the 'Superclass 1.2L VVT 12-valve' our team has 'raised the bar' much higher.



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Superclass 1.2L VVT 12 VALVE

FIRST IMPRESSION MATTERS

The racy lines and the stunning design are the fruit of the best Italian tradition and passion that manifests itself in cars, motorbikes and everything pleasing to the eye. The longer, contoured, two-level seat offers the driver and passenger a natural position for long trips. Driving comfort is assured by the seating position and the adjustable heated grips and the heated seat. Protection from wind and cold is provided by a large windshield and by the body side wings and you will enjoy the heating vents that will keep you warm with a hot air stream. The engine and transmission quietness, smoothness, and absence of vibrations will pleasantly surprise you. The exhaust? Exceptionally clean... and directed rearward between the tracks, to the rear of the unit. You will appreciate the progressive steering that is precise and effective in every snow condition, while the exclusive nitrogen gas filled front and rear suspensions provide comfort that will make you forget you are sitting on a utility vehicle.

After a quick look over the complete and comprehensive digital instrument panel and your hand over the transmission shift lever, you are ready to start your working day. All the controls are at your fingertips, the handlebar switches are derived from the Sherpa series. The LED daylight lamp located on the "nose" of the 'Superclass 1.2L VVT 12-valve' is always on and a dual halogen head-light can light up your working area in the darkness.

But don't get deceived by so much refinement and comfort; it conceals a strong and pure work-horse underneath.



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F-250 TRACK MAKING SYSTEM

When Alpina releases a new machine, you can bet it's something innovative and never imagined before. The new F-250 and F-180 systems are designed for professional users, and currently no snowcats, nor groomers for snowmobile can boast the same features. Look at details, and compare performances. Don't be surprised to see, in the next years, a radical change in snow-grooming technologies. Just don't forget that this change has already started yesterday with Alpina.

F-250 is the last generation device for snow-grooming and track-making, developed for the Superclass and the Sherpa snowmobiles. The three configurations available, (A) without track-setters, (B) with 1 track-setter, (C) with 2 track-setters, offer an effective and convenient outfit for the preparation of ski trails for both classic and skating technique, pedestrian trails, sleigh trails, and small alpine ski slopes. The grooming / tracking quality is very close to the one achieved by snow-cats, yet with a much lower purchase cost and running cost.

MAIN FEATURES:

- Full electric operation - no hydraulic devices
- Skating-lane renovator with 112 spring-mounted knives; electric control for raising / lowering
- 2.5 mt. (1.8 mt. for the F-180 model) skating-lane finisher, with urethane flexible combs
- Classic track-setter with gas-spring pre-load; electric control for raising / lowering
- Track-shoes with progressive compaction profile
- Track-setters arms can be shifted to set tracks from left to right on the trail.
- Control keyboard installed on the Sherpa-dashboard, with can-bus technology
- Control keyboard can activate up to 4 auxiliary devices (work-lights, stroboscopic beacon, etc.)

ADVANTAGES:

- Grooming the skating-lane and sets classic-tracks at one time
- Easily sets classic-tracks following the "ideal-line"
- Possibility to prepare the track even with low snow conditions, without damaging the ground
- Smooth operation, no sudden changes of the track-line on the curves, no torn or ripped tracks when steering
- Low cost of purchase - great operation economy - ease of maintenance

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HEART AND MUSCLES (AND BONES)

There's nothing to compare with the 'Superclass 1.2L VVT 12-valve'. Open the hood, it lifts by itself thanks to the gas spring strut, and you will discover a 100% brand new technology.

The 1.2 Litre, 3-cylinder 4-stroke engine, with an incredible flat-curve torque from the low-end to the high-end, is the ideal power-train for the Superclass. This is achieved thanks to the 12-valves with Variable Valve Timing working in conjunction with the state-of-the-art engine management computer. Smooth running and with good fuel economy, the engine is complete with catalytic converter and dual oxygen sensors in conformity to Euro-5 road emissions. With a huge radiator fitted with a powerful two-speed electric fan, the cooling system can handle any condition. The twist-grip control communicates (fly by wire) to the intelligent throttle the requested power, while the automatic transmission self-adapts to the load condition, no matter if you are pulling a huge load or if you just want to dart out into the powder. The new generation transmission, with Hi-Lo ranges, plus Neutral and Reverse, has a smooth and precise shifting. Designed for maximum strength, with an all gear power train (chain-less), it is the only snowmobile transmission with pressure lubrication via a mechanical pump. Thanks to the low-inertia of the power train, the 'Superclass 1.2L VVT 12-valve' boasts a greater acceleration. The oversized brake disc rotor is controlled by powerful hydraulic and mechanical calipers, derived from the Sherpa series; even on the steepest slopes full control is assured.

The well balanced output drive-shafts spin noiselessly and without vibrations. In addition to the high comfort offered by the special nitrogen gas cartridge mono-shock absorbers, the new exclusive Alpina Track Suspension 3, introduces a new feature unknown on any other existing snowmobile; that is the track's variable angle of attack. Thanks to this innovation, the suspension self-adapts to any type of snow and surface, always offering the optimum traction and control. And all this abundance of technology is built onto the new revolutionary steel frame designed for the 'Superclass 1.2L VVT 12-valve', featuring a reduced weight and an incredible torsional strength.



Superclass 1.2L VVT 12-VALVE



DEFINITELY, WHAT YOU WILL NEVER FIND IN ANOTHER SNOWMOBILE LIKE THE ALPINA 'Superclass 1.2L VVT 12-valve':

- 3-cyl. 4-stroke 12-valve engine with variable valve timing
- Exhaust catalyst with 2 oxygen probes - Road Euro 5 conformity
- Engine diagnostic possible with inexpensive standard OBD tools
- New heavy duty transmission with pressure lubrication
- Dual 500mm + 500mm tracks
- Backward rear exhaust muffler
- Exclusive mono-shock suspension with self-adjusting angle of attack
- New X-tra long travel front suspensions with double wishbone and nitrogen shock's
- Wiring harness ready for ADCN system (for groomers and extra devices)
- Oversize 50Ah automotive battery
- 960 Watt alternator
- Engine hood with hydraulic/gas spring lifter

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Superclass 12L VVT 12 VALVE

THE RIGHT TOOLS FOR YOUR JOB

You may or may not be satisfied with your previous experience on other snowmobiles. In any case, if you are switching to a new Superclass you are going to discover a whole new world, and an easier way to work. Like a Swiss Army Knife, the Superclass has everything to satisfy your work needs. The "nose" is equipped with brackets for the installation of a winch and a brush-guard. The frame is already equipped with wires from the engine compartment to the tail, ready for extra work-lights and groomers. As an option, the Superclass can be equipped with the Alpina ADCN system that, from a keyboard on the hand-bar, the driver can control a groomer with up to 3 actuators, and 4 more outputs to control separately work-lights, flasher beacon, siren, etc. All through 3-only wires! The large rear cargo area has removable rails, and can be easily transformed into a flatbed cargo platform to accommodate every type of load. The rearend is equipped with: standard pintle hitch, 2" receiver. As an option, it can also be fitted with a removable ball hitch and up to 2 electric power rear sockets for groomers and for other electric powered devices, as well as R.O.P.S. and a kit with 2 extra seats. There are really no limits to the number of possible tasks for the new Superclass.



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Superclass 121 YK13ATKE

Engine emissions conformity	Automotive EURO-5 / EPA
Type	3-Cylinder in-line DOHC / VVT
Cycle	4-stroke
Displacement	1200 cc.
Number of valves	12
Cylinders block / head	aluminum
Fuel delivery system	Indirect Multipoint Injection System with Electronic Throttle Control (DbW)
Ignition system	electronic
Cooling system	liquid with front radiator and electric-fan (two-speed)
Engine pre-heater (electric)	on request
Recommended fuel type	unleaded gasoline (RON/MON 95/85)
Lubrication	forced
Electric starter	standard
Exhaust system	3-way exhaust converter catalyst with dual lambda-probe and remote muffler
Max. power @ 5750 rpm	82 ps
Max. torque @ 2750 rpm	85 lb-ft / 115 nm
Drive pulley	3-mass centrifugal clutch
Driven pulley	torque-sensing with rollers and variable-angle helix
Gear transmission	AP+2 with Direct Drive System (chainless)
Forward-gears	2 (Low range / High range)
Reverse / Neutral gear	standard / standard
Tracks	hi-traction profile
Number of tracks	2-Twin
Track carrying structure	polyester fabric and cord / rubber
Track-length (in./mm.)	156 / 3968
Track-width (in./mm.)	20+20 / 500+500 Twin
Lug-height (in./mm.)	1.25 / 32
Tracks suspension type / Rear travel (in./mm.)	self-leveling ATSS-3 / 7.65 / 195
Steering	composite plastic-skis with extra-wide HD-PE skin
Wear bars	carbide
Front suspensions type / travel (in./mm.)	dual A-arm independent suspension with spring shock-absorber / 9.45 / 240
Handlebar	adjustable steel handlebar
Brake system (in./mm.)	disc brake Ø 10.5 / 266
Service brake	hydraulic caliper self adjusting
Parking / Emergency brake	mechanical caliper self adjusting
Electric system	12 V. with hi-output alternator (960 Watts)
Battery	50 Amp/h with enhanced start-power
Headlight / Parking-light	dual-headlight with 2 halogen bulbs 55 W. (H11) / LED parking-light
Tail-light / Stop-light	mini LED 0.19/1.38 W.
Engine temperature gauge	standard
Electronic engine hourmeter	standard
Electronic tachometer	standard
Electronic speedometer with total and trip odometer	standard
Fuel-level gauge	standard
Check panel	standard
Electric controls on the handlebar	standard
Electric grips heater	standard (adjustable)
Saddle with electric heater	standard (adjustable)
Backrest	on request
Big-size windshield	standard
Pintle-hitch	standard
2" receiver-bar	standard
Frame	steel frame MIG welded w/anticorrosion Epox-Acrylic coating and polyester paint
Overall length (in./mm.)	124.5 / 3155
Overall width (in./mm.)	54.5 / 1385
Load platform capacity (in./mm.)	46.5x15/ 1188x380
Est. dry-weight (lbs./kg.)	1210 / 550
Fuel tank capacity (US-Gallons/Liters)	12 / 45

Alpina reserves the right to change specifications at any time without incurring obligations.



SUPERCLASS, A MILESTONE IN THE HISTORY OF SNOWMOBILES

In 1996 Alpina Snowmobiles named its new twin-tracked utility snowmobile, the "Superclass". The Alpina Superclass was to remain a milestone in market surveys for over 20 years. Notwithstanding its unusually large size (two tracks 500mm + 500mm width), the outstanding features of this dual-track snowmobile were: a lightweight frame, an incredible ability to ride over deep snow, and an exceptional towing capacity. In addition to these features, the Superclass was reasonably priced and has always remained a pure utility snowmobile, with a pleasing look designed with a flare and style in the classical Italian manner. For many years the Superclass has been the foundation/base on which Alpina has developed an impressive number of innovations never seen before on the international snowmobile market:

- The Superclass introduced a comfortable motorbike-style riding position, in later years dubbed a "rider-forward position";
- The Superclass carried up to 5 persons;
- The Superclass Mark-2 introduced in 1999 a 3-speed forward transmission, with High / Low / Extra-Low, Neutral and Reverse gears as standard;
- The Superclass was one of the first two-stroke engines with electronic fuel injection;
- The Superclass was made available with an incredible number of options, like ROPS, hand-guards, different sizes of windshield and other accessories dedicated to professional users.

Through the years, the Superclass has remained an up-to-date machine, and has been "surpassed" only by the bigger sisters' Sherpa series, designed for the most rugged, tough and demanding tasks.

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ALPINA SNOWMOBILES
1996-2016
20th ANNIVERSARY

PROUDLY MADE



IN ITALY

Superclass
dual-track snowmobiles

Sherpa
dual-track snowmobiles

Transalp
towing sleds

F-250
xc-ski trail groomer

D-180
trail groomer

SRK
rescuing kit