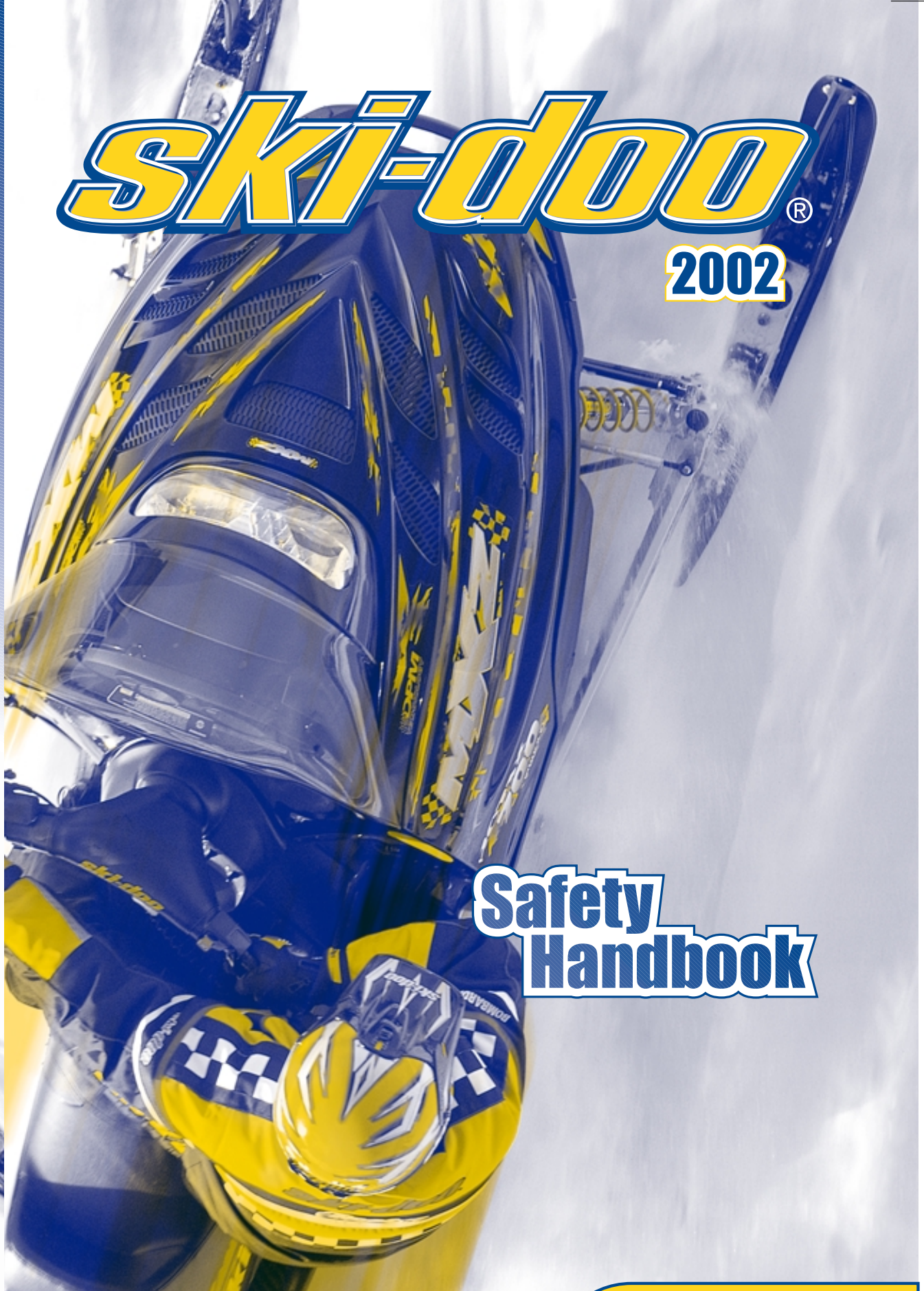
ski-doo®

2002



Safety Handbook

⚠ WARNING

Read this guide thoroughly.
It contains important safety information.

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SNOWMOBILE SAFETY HANDBOOK

⚠ WARNING

The information contained in this *Safety Handbook* is supplemental to that covered in the *Operator's Guide* provided with your new SKI-DOO snowmobile. Both the guide and this handbook should be used in conjunction.

All content should be interpreted by the reader as a WARNING which if not followed may result in serious personal injury including the possibility of death.

After reading, please keep this handbook and *Operator's Guide* with the snowmobile. If the snowmobile is resold, please give the handbook and the guide to the new owner for his awareness. An extra copy of the handbook or *Operator's Guide* are available from your SKI-DOO snowmobile dealer at no charge.

This Snowmobile *Safety Handbook* is dedicated to safer snowmobiling.

FOREWORD

SAFE RIDING IS SMART SLEDDING!

Basic training is required for the safe operation of any snowmobile. Study your *Operator's Guide* paying particular attention to cautions and warnings. Join your local snowmobile club: its social activities and trail systems are planned for both fun and safety. Obtain basic instructions from your snowmobile dealer, friend, fellow club member or enroll in your state or provincial safety training program.

Know the law regarding snowmobiles and be aware of the liability, property damage and insurance laws relating to your equipment.

Know your snowmobile and treat it with the respect and care due of any power driven machine. Common sense, proper handling and routine maintenance will result in safer and enjoyable use. Check your machine before each ride.

If you are a parent, you must be the judge of your child's capability to understand, to operate and to control a snowmobile. Warn against speeding, over confidence and carelessness. Never let children snowmobile unsupervised.

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(MDD2002-001 GM)

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Snowmobiles are used in many areas and in many snow conditions. Not all models perform the same in similar conditions. Always consult your snowmobile dealer when selecting the snowmobile model for your particular needs and uses.

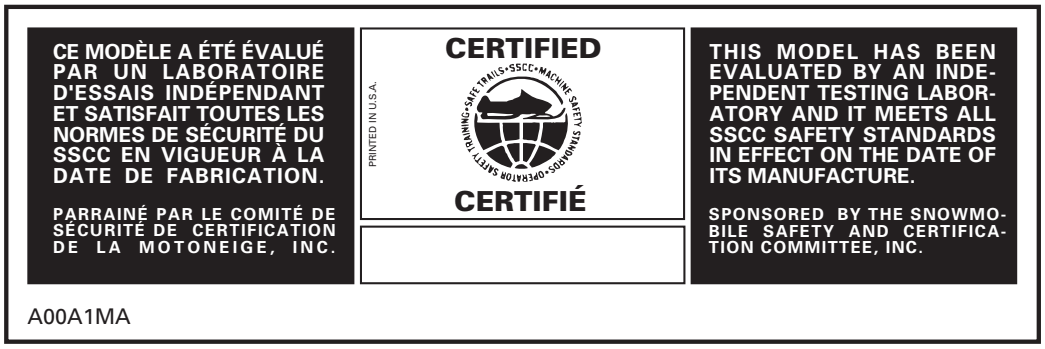
Injury or death may result to the snowmobile operator, passenger or bystander if the snowmobile is used in risky conditions which are beyond the driver's, passenger's or snowmobile's capabilities or intended use.

Remember, promotional material which may depict risky use are done so under ideal conditions and using professional drivers.

SAFETY LABELING

Safety standards for snowmobiles have been adopted by the Snowmobile Safety and Certification Committee of which Bombardier is a proud participating member. Assurance that your snowmobile meets these standards is easily checked by locating the Certification Label on a right vertical portion of the vehicle.

This label signifies that an independent testing laboratory has verified compliance with the SSCC safety standards. Other important labels on the vehicle are WARNING or CAUTION labels relating to maintenance and/or snowmobile operation. Ensure all such labeling is retained on the vehicle and its content is followed by vehicle operators and/or passenger.



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SNOWMOBILE CONTROLS



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Steering — The steering handlebar assembly controls the direction of travel of the snowmobile. As the handlebar is rotated to right or left, the skis are turned in the direction of intended travel. Proper shifting of your body weight helps in turning. Occasionally check your steering system to be sure its movement is unrestricted.

Throttle — The function of the throttle control, which is located on the right side of the handlebar, is to regulate the speed of your snowmobile. When the spring-loaded lever is depressed, gasoline and air enters the engine and permits it to speed up. When the pressure is released from the throttle lever, the engine returns to idle speed and the snowmobile will slow and come to a stop.

Brake — The brake control, located on the left side of the handlebar, operates the brake mechanism on the drive train. The system is activated by applying steady pressure to the control lever which slows down or stops the snowmobile. The amount of pressure applied determines how quickly the snowmobile slows down or stops.

Emergency stop switch — All snowmobiles are equipped with an emergency stop switch so the operator has a convenient and alternate system that will provide instantaneous interruption of the engine ignition system. This stops the engine immediately. The switch is readily accessible for activation by the operator's right hand from the normal steering position.

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Switches — An ignition switch allows electrical current to start or stop the engine. It is key operated and has at least two positions. If your snowmobile is equipped with an electric starter, the switch will have a third or "start" position that activates the starter mechanism. It is spring loaded to return the key to the "on" position when released. A switch is also provided to use either the high or low beam headlight as desired.

Starters — Snowmobiles are equipped with a manual rewind starter or an electric starter. All snowmobiles are equipped in such a way that they can be started in case of failure of either the manual recoil starter or the electric start mechanism.

OTHER SAFETY FEATURES

Check your snowmobile *Operator's Guide* for other features that may be on your particular snowmobile model. Do not operate your snowmobile unless all its safety features are in place and in good working order.

Lights — Headlight, taillight and brake light are standard equipment. Be sure lights are clear of dirt, slush or snow and are in good working order.

Shields and guards — Your snowmobile is provided with a number of shields and guards. Leave these in place on your vehicle as they are designed to keep clothing and hands out of moving parts and away from hot components. Never attempt to make adjustments to any moving part while the engine is running.

Windshield — Windshields provide operator comfort, as well as protection by deflecting wind and snow away from the operator.

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GENERAL MAINTENANCE

The maintenance and care you give your snowmobile contributes significantly to the fun and safety of your snowmobiling adventures. Your snowmobile should be given a thorough check periodically and a general check before each ride. Always follow the maintenance schedules and procedures specified in the *SKI-DOO Operator's Guide*.

PARTS AND TOOLS

Every snowmobiler should carry at least the following basic parts and tools that can help him and others in an emergency:

- *Operator's Guide*
- Spark plugs and wrench
- Friction tape
- Drive belt
- Starter rope
- Light bulbs
- Tool kit (including at least pliers, screwdriver, adjustable wrench)
- Knife
- Flashlight

Include other items depending on the length and time of your ride.

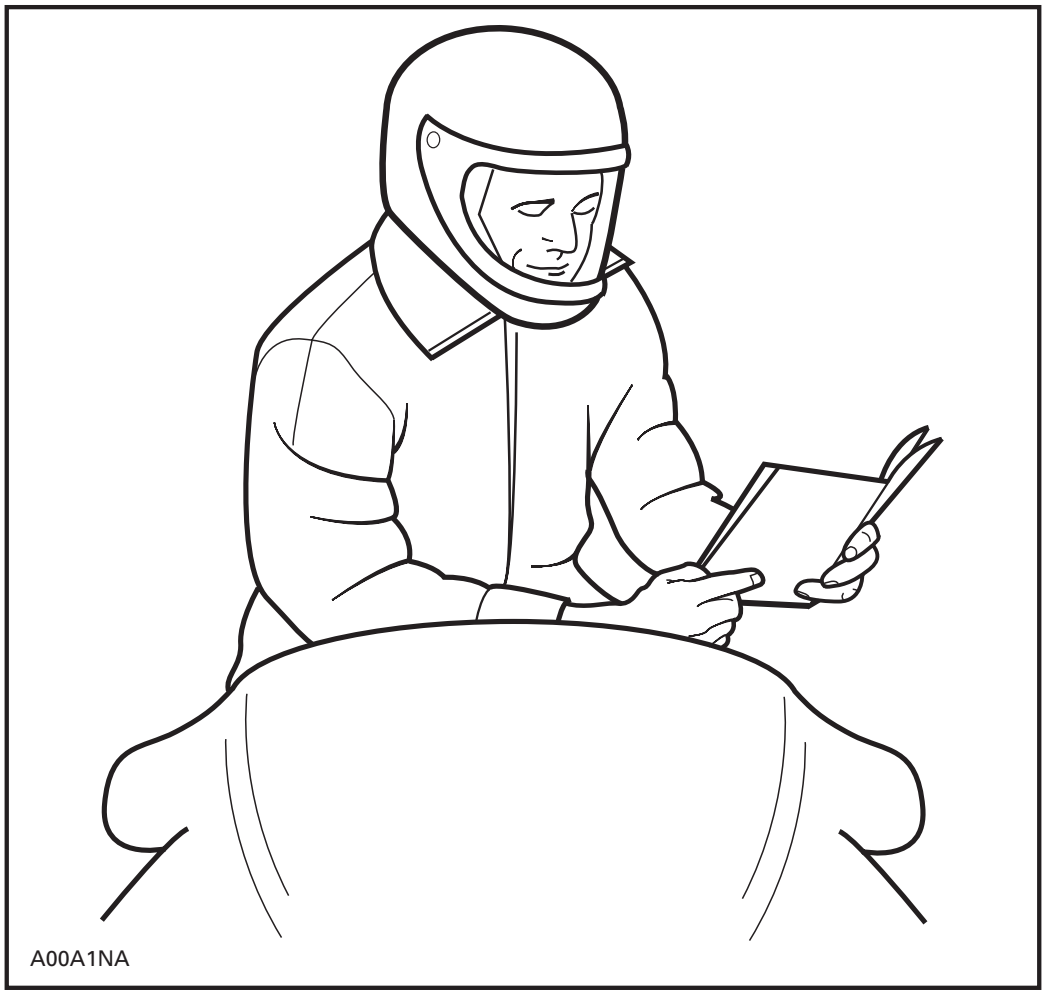
FUELING PRECAUTIONS

Never add fuel while your snowmobile engine is operating. Gasoline fumes are explosive and are heavier than air. They can be ignited by a pilot light in a furnace or hot water heater in a utility room, basement or garage. Be familiar with laws pertaining to fuel storage. Do not light any matches or smoke while filling the tank and never check fuel with a lite match. A full tank exposed to higher temperatures could result in an overflow. Always wipe off any gas or oil spills and remove any debris which may collect under the cab.

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A WORD TO ALL SNOWMOBILERS

Everyone is a beginner the first time he sits behind the controls of a snowmobile regardless of previous experience in driving an automobile, a motorcycle or a motorboat. The safe use of your snowmobile is dependent on many conditions such as visibility, speed, weather, environment, traffic, vehicle condition and the condition of the driver.



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You are responsible for proper operation of your vehicle as well as training those whom you allow to ride or drive. There may be noticeable handling and performance differences from one snowmobile to the next.

A snowmobile is relatively simple to operate but like any other vehicle or mechanical equipment, it can be hazardous if you or a passenger are the least bit reckless, thoughtless or inattentive.

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BEFORE YOU START

Always make a pre-start inspection BEFORE you turn on the ignition.

Throttle — Operate the throttle two or three times before you turn on the ignition. Does it return freely to the idle or closed position?

Brake controls — Test your brake control as you did the throttle.

Visual inspection — Inspect the entire vehicle for loose or worn parts. Make certain hood is fastened. Remove any snow and ice buildup from lights, windshield and running boards.

Fuel/Oil — Do you have enough?

Steering — Be certain the handlebar works freely and turns both ways. There should be no excessive play in the steering linkage or connections to the skis. Remove accumulated ice and snow from underneath the hood.

Drive belt — Check for excessive wear.

Track — Be sure it turns freely and is free of ice, snow or other foreign objects. The track should be "cleared" with the engine shut off. Personal injury will result if contact is made with a rotating track, or if someone is hit by snow, ice or other debris being thrown by the track.

Check weather forecast: Will you be warm enough?

Make certain your snowmobile is pointed away from people or objects before you start it. No one is to be standing in front of or in back of the snowmobile.

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HOW TO START

Never attempt to start the engine unless the throttle returns to its normal or idle position. Verify this **before** starting. Keep hands off of throttle when actually starting.

- Connect tether cord and attach it to your clothing.
- If the vehicle is so equipped, verify position of the gear change lever.
- Turn the ignition key to the ON position.
- Engage choke or press the primer only if the engine is cold.
- Turn key or pull starter handle.
- Allow engine to warm before operating at full throttle.

While the engine is warming, check the headlight, high and low beams; taillight and brake light; then press the emergency switch to be certain it will stop the engine. Before restarting your snowmobile, recheck the throttle control and be sure the vehicle is headed away from people or objects. Now re-start your engine again.

CAUTION: Make sure parking brake is fully disengaged before operating the snowmobile. Otherwise, brake system may overheat leading to sudden loss of brakes and/or fire.

HOW TO STOP

Before riding your snowmobile, you should understand how to stop it. This is done by releasing the throttle and gradually depressing the brake lever on the left side of the handlebar and then turning the ignition key to the "off" position. In an emergency, you may stop your vehicle by pressing the emergency stop switch located near the throttle control and applying the brake. Remember, a snowmobile cannot "stop on a dime". Braking characteristics vary with deep snow, packed snow or ice. If the track is locked during hard braking, skidding may result.

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HOW TO RIDE

Your riding position and balance are the two basic principles of making your snowmobile go where you want it to. When turning on the side of a hill, you and your passenger must be ready to shift body weight to help it turn in the desired direction. Driver and passenger must never assist by place their feet outside of the vehicle. Experience will teach you how much lean to put into turns at different speeds and how much you will have to lean into a slope to maintain proper balance.

Generally, the riding position for best balance and control is sitting. However, the posting, kneeling or standing positions are also used under certain conditions.

The beginning driver should become familiar with the snowmobile through practice on a level area at slow speeds before venturing afield.

SITTING

Feet on the running boards, body midway back on seat is an ideal position when operating the snowmobile over familiar, smooth terrain. Knees and hips should remain flexible to absorb shocks.



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POSTING

A semi-sitting position with the body off the seat and the feet under the body in a sort of squatting posture, thus allowing the legs to absorb the shocks when traveling over uneven terrain. Avoid quick stops.



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KNEELING

This position is achieved by placing one foot firmly on the running board and the opposite knee on the seat. Avoid quick stops.



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STANDING

Place both feet on the running boards. Knees should be flexed to absorb the shock from surface bumps. This is an effective position to see better and to shift weight as conditions dictate. Avoid quick stop.



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TERRAIN/RIDING VARIATIONS

GROOMED TRAIL

On a maintained trail, sitting is the most preferred riding position. Do not race and, above all, keep to the right hand side of the trail. Be prepared for the unexpected. Observe all trail signs. Do not zigzag from one side of the trail to the other.

UNGROOMED TRAIL

Unless there has been a fresh snowfall you can expect "washboard" and snowdrift conditions. Taken at excessive speeds, such conditions can be physically harmful. Slow down. Hold on the handlebar and assume a posting position. Feet should be under the body assuming a crouched position to absorb any jarring effect. On longer stretches of "washboard" trails, the kneeling position of one knee on the seat can be adopted. This provides a certain amount of comfort, while at the same time keeps the body loose and capable of vehicle control. Beware of hidden rocks or tree stumps partially hidden by a recent snowfall.

DEEP SNOW

In deep "powder" snow, your vehicle could begin to "bog" down. If this occurs, turn in as wide an arc as possible and look for a firmer base. If you do get "bogged", and it happens to everyone, do not spin your track as this makes the vehicle sink deeper. Instead, turn the engine off, get off and move the vehicle rear onto new snow. Then tramp a clear path ahead of the vehicle. A few feet will generally suffice. Restart the engine. Assume the standing position and rock the vehicle gently as you steadily and slowly apply the throttle. Depending on whether the front or rear end of the vehicle is sinking, your feet should be placed on the opposing end of the running boards. Never place foreign material beneath the track for support. Do not allow anyone to stand in front of, or to the rear of, the snowmobile with the engine running. Stay away from the track. Personal injury will result if contact is made with the revolving track.

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FROZEN WATER

Traveling frozen lakes and rivers can be fatal. Avoid waterways. If you are in a unfamiliar area, ask the local authorities or residents about the ice condition, inlets, outlets, springs, fast moving currents or other hazards. Never attempt to operate your snowmobile on ice that may be too weak to support you and the vehicle. Operating a snowmobile on ice or icy surfaces can be very dangerous if you do not observe certain precautions. The very nature of ice is foreign to good control of a snowmobile or any vehicle. Traction for starting, turning or stopping is much less than that on snow. Thus, these distances can be multiplied manifold. Steering is minimal, and uncontrolled spins are an ever present danger. When operating on ice, drive slowly with caution. Allow yourself plenty of room for stopping and turning. This is especially true at night.

HARD PACKED SNOW

Don't underestimate hard packed snow. It can be difficult to negotiate as both skis and track do not have as much traction. Best advice is to slow down and avoid rapid acceleration, turning or braking.

UPHILL

There are two types of hills you can encounter — the open hill on which there are few trees, cliffs or other obstacles, and a hill that can only be climbed directly. On an open hill, the approach is to climb it by side hilling or slaloming. Approach at an angle. Adopt a kneeling position. Keep your weight on the uphill side at all times. Maintain a steady, safe speed. Continue as far as you can in this direction, then switch to an opposite hill angle and riding position.

A direct climb could also present problems. Assume the standing position, accelerate before you start the climb and then reduce throttle pressure to prevent track slippage.

In either case, vehicle speed should be as fast as the incline demands. Always slow down as you reach the crest. If you cannot proceed further, don't spin your track. Turn the engine off, free the skis by pulling them out and downhill, place the rear of the snowmobile uphill restart the engine and ease it out with slow even throttle pressure. Position yourself to avoid tipping over, then descend.

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DOWNHILL

Downhill driving requires that you have full control of your vehicle at all times. On steeper hills, keep your center of gravity low and both hands on the handlebar. Maintain slight throttle pressure and allow the machine to run downhill with the engine operating. If a higher than safe speed is reached, slow down by braking but apply the brake with frequent light pressure. Never jam the brake and lock the track.

SIDE HILL

When crossing a side hill or traversing up or downhill, certain procedures must be followed. All riders should lean towards the slope as required for stability. The preferred operating positions are the kneeling position, with the knee of the down hill leg on the seat and the foot of the uphill leg on the running board, or the posting position. Be prepared to shift your weight quickly as needed. Side hills and steep slopes are not recommended for a beginner or a novice snowmobiler.

SLUSH

Always check for slush before starting across any lake or river. If dark spots appear in your tracks, get off the ice immediately. Slush should be avoided at all times. Ice and water can be thrown rearward into the path of a following snowmobile. Getting a vehicle out of a slush area is strenuous and in some cases, impossible.

FOG OR WHITEOUTS

On land or water, fog or visibility-limiting snow can form. If you have to proceed into the fog or heavy snow, do so slowly with your lights on and watch intently for hazards. If you are not sure of your way, do not proceed. Keep a safe distance behind other snowmobilers to improve visibility and reaction time.

UNFAMILIAR TERRITORY

Whenever you enter an area that is new to you, drive with extreme caution. Go slow enough to recognize potential hazards such as fences or fence posts, brooks crossing your path, rocks, sudden dips, guy wires and countless other obstacles which could result in a termination of your snowmobile ride. Even when following existing tracks, be cautious. Travel at a speed so you can see what is around the next bend or over the top of the hill.

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BRIGHT SUNSHINE

Bright sunny days can produce different problems. The glare from sun and snow may blind you to the extent that you cannot easily distinguish ravines, ditches or other obstacles. Goggles with colored lenses should always be worn under these conditions.

UNSEEN OBSTRUCTION

There may be obstructions hidden beneath the snow. Driving off established trails and in the woods requires reduced speed and increased vigilance. Driving too fast in an area can make even minor obstacles very hazardous. Even hitting a small rock or stump could throw your snowmobile out of control and cause injury to its riders. Stay on established trails to reduce your exposure to hazards. Be safe, slow down and enjoy the scenery.

HIDDEN WIRES

Always be on the lookout for hidden wires, especially in areas that may have been farmed at one time or another. Too many accidents have been caused by running into wires in the fields, guy wires next to poles and roads, and into chains and wires used as road closures. Slow speeds are a must.

OBSTACLES AND JUMPING

Unplanned jumps of snowdrifts, snowplow ridges, culverts or indistinguishable objects can be dangerous. You can avoid them by wearing the proper color lenses or face shields and by operating at a lower speed.

Jumping a snowmobile is an unsafe and dangerous practice. However, if the trail does suddenly drop away from you, crouch (stand) towards the rear of the vehicle and keep the skis up and straight ahead. Apply partial throttle and brace yourself for the impact. Knees must be flexed to act as shock absorbers.

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TURNING

Depending on terrain conditions, there are two preferred ways to turn or corner a snowmobile. For most snow surfaces, "body english" is the key to turning. Leaning towards the inside of the turn and positioning body weight on the inside foot will create a "banking" condition beneath the track. By adopting this position and positioning yourself as far forward as possible, weight will be transferred to the inside ski.

On occasion, you will find that the only way to turn the vehicle about in deep snow is to pull the snowmobile around. Do not over-exert yourself. Get assistance. Remember to always lift from the knees.



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ROAD CROSSING

In some cases, you will be approaching the road from a ditch or snowbank. Choose a place where you know you can climb without difficulty. Use the standing position and proceed with only as much speed needed to crest the bank. Stop completely at the top of the bank and wait for all traffic to clear. Judge the drop to the roadway. Cross the road at a 90° angle. If you encounter another snowbank on the opposite side, position your feet near the rear of the vehicle. Remember, your snowmobile is not designed to operate on bare pavement and steering on this type of surface is more difficult.

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RAILROAD CROSSING

Never ride on railroad tracks. It is illegal. Railroad tracks and railroad rights-of-way are private property. A snowmobile is no match for a train. When crossing a railroad track, stop, look and listen.

NIGHT RIDES

The amount of natural and artificial light at a given time can effect your ability to see or to be seen. Nighttime snowmobiling is delightful. It can be a unique experience if you acknowledge your reduced visibility. Before you start, make certain your lights are clean and working properly. Drive at speeds that will allow you to stop in time when you see an unknown or dangerous object ahead. Stay on established trails and **never** operate in unfamiliar territory. Avoid rivers and lakes. Guy wires, barbed wire fences, cabled road entrances and other objects such as tree limbs are difficult to see at night. Never drive alone. Always carry a flashlight. Keep away from residential areas and respect the right of others to sleep.

SAFARI RIDING

Before starting out, designate a "trail boss" to lead the party and another person to follow-up. Ensure that all members of the party are aware of the proposed route and destination. Make certain that you are carrying all necessary tools and equipment and that you have sufficient fuel to complete the trip. Never overtake the trail boss or, for that matter, any other snowmobile. Use down-the-line hand signals to indicate hazards or intent of direction change. Assist others whenever necessary.

Whenever a number of snowmobiles are together, it is important to keep a safe distance between each. Always maintain a safe interval and allow sufficient stopping distance. Don't be a tailgater. Know the position of the machine ahead.

SIGNALS

If you intend to stop, raise either hand straight above your head. A left turn is indicated by extending your left hand straight out in the proper direction. For right turns, extend the left arm and raise the hand to a vertical position so it forms a right angle at the elbow. Every snowmobiler should relay any signal to the ones behind.

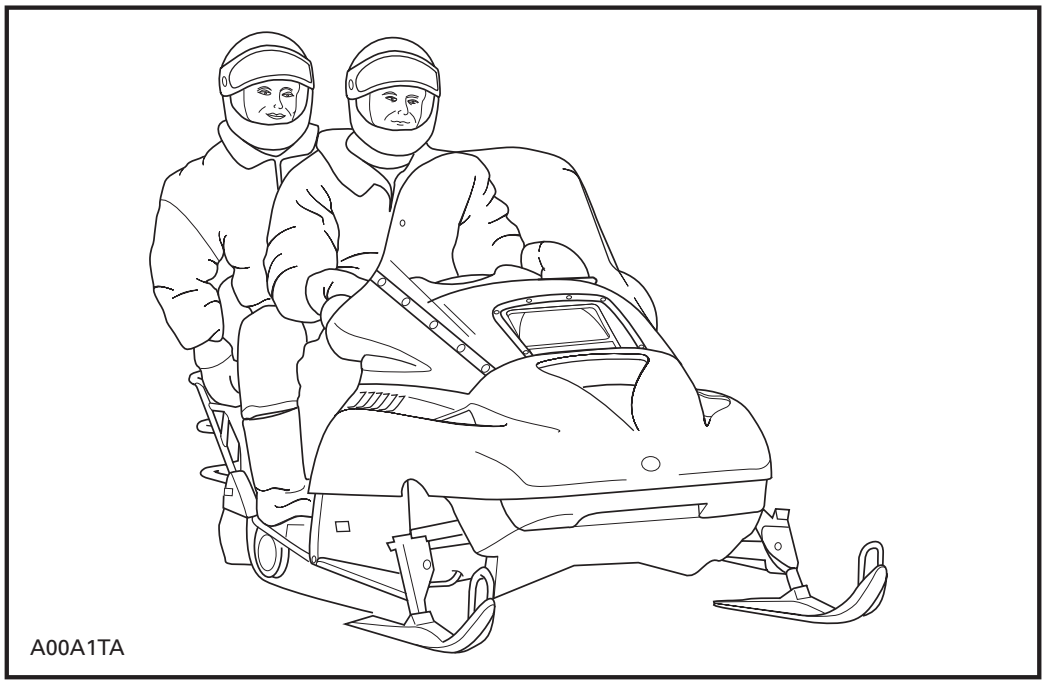
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CARRYING A PASSENGER

If your snowmobile is so designed and you are carrying a passenger, you should inform him of snowmobiling basics. Make sure that you instruct your passenger to maintain a firm grasp of the passenger strap or grips. Never carry more than one passenger. Overloading is dangerous and the machine is not designed for it. Since "body english" is limited and you see more of the trail ahead than your passenger, slow down. An unforeseen bump can leave you passengerless. Remind your passenger to lean into the turn with you, without causing the vehicle to topple. Be extremely careful, go more slowly and check the passenger frequently.

Use extra caution and go more slowly with young passengers. Check frequently to make certain the child has a firm grip and is properly positioned with his feet on the running boards. Smooth starting and stopping are required. You have the benefit of knowing before you start as well as the additional support of your grip on the handlebar.

Your passenger has to rely on your careful and safe operation of the vehicle. Use moderate speeds. Warn passengers of side hills, bumps, branches, etc. Also, be certain that your passenger is warm enough. Stop and check exposed flesh occasionally.


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TRAIL STOPS

Whenever possible, pull off the trail when you stop. This will reduce the hazard to other snowmobilers using the trail.

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TRAILS AND SIGNS

Trail signs are used to control, direct or regulate the use of snowmobiles on trails. Become familiar with all signs used in the area where you are snowmobiling.

TRANSPORTING AND TOWING

Tilt bed trailers can easily be equipped with a winch mechanism to afford maximum safety in loading. Simple as it may seem, never drive your snowmobile onto a tilt bed trailer or any other kind of trailer or vehicle. Many serious accidents have resulted from driving up and over a trailer. Anchor your vehicle securely, front and rear, even on short hauls. Be certain all equipment is securely fastened. Cover your snowmobile when trailering to prevent road grime causing damage. Make sure the snowmobile fuel shut off valve is closed.

Be certain your trailer meets state or provincial requirement. Ensure the hitch and safety chains are secure and the brake, turn indicators and clearance lights all function.

Use a rigid tow bar when pulling a tow sled behind your snowmobile. Have all passengers get out of a sled and walk across roads. Each towed vehicle should have reflectorized material on each side and on the rear.

HOW TO DRESS

Proper snowmobile clothing should be worn. It should be comfortable and not too tight. Always check the weather forecast before you go on a ride. Dress for the coldest weather expected. Thermal underwear next to the skin also provides an important layer of insulation.

Approved helmets are recommended at all times. They provide both warmth and reduce injury. A stocking type cap and face mask should always be carried or worn. Goggles or a face shield which attaches to the helmet are indispensable.

Hands should be protected by a pair of snowmobile gloves or mitts which have sufficient insulation and permit use of thumbs and fingers for operation of controls.

Rubber bottom boots with either a nylon or a leather top, with removable felt liners are best suited for snowmobiling.

You should keep yourself as dry as possible when snowmobiling. When you come indoors, take your snowmobile suit and boots off and make certain they dry properly.

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LAWS AND REGULATIONS

Federal, state, provincial and local government agencies have enacted laws and regulations pertaining to the safe use and operation of snowmobiles. It is your responsibility as a snowmobiler to learn and obey these laws and regulations. Respect and observance will result in safer snowmobiling for all.

SUMMARY OF ACCIDENT PREVENTION PRACTICES

⚠ Snowmobiling at night can be a delightful experience but because of reduced visibility, be extra cautious. Avoid unfamiliar terrain and be sure your lights are working. Always carry a flashlight and spare bulbs.

⚠ Do not leave your keys in the ignition switch, it presents an invitation to thieves and a danger to young children.

⚠ Nature is wonderful but don't let it distract your attention from driving. If you want to truly appreciate winter's scenery, stop your snowmobile on the side of the trail so that **you** don't become a hazard to others.

⚠ Fences represent a very serious threat for both you and your snowmobile. Give a wide berth to telephone poles or posts.

⚠ Hidden wires unseen from a distance can cause serious accidents. Obtain reflective tape or markings to identify hazardous wires near your trail.

⚠ Overhead branches can cause driver distraction, cut faces and even cause eye damage. Always wear an approved safety helmet, eye protection and a face shield. This also applies to your passenger.

⚠ Smoking while refueling or while checking the fuel level can be dangerous. All fuel gives off fumes. If you do smoke, do so away from the snowmobile.

⚠ Although the snow on the ground measures several inches and even feet in depth, dry grasses — in certain areas — may extend above snow level. Remove any such accumulation from track, engine and gas tank areas.

⚠ Be aware of inherent risks associated with riding off trails, such as avalanche and other natural or man made hazards or obstacles.

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⚠ Avoid road traveling. If you must do so and it is permitted, reduce speed. The snowmobile is not designed to operate or turn on paving. When crossing a road, make a full stop, then look carefully in both directions before crossing at a 90° angle. Be wary of parked vehicles.

⚠ Tailgating another snowmobile should be avoided. If the snowmobile in front of you slows for any reason, its driver and passenger could be harmed through your neglect. Maintain a safe stopping distance between you and the snowmobile in front of you. Depending on the terrain condition, stopping may require a little more space than you think. Play it safe. Be prepared to use evasive driving.



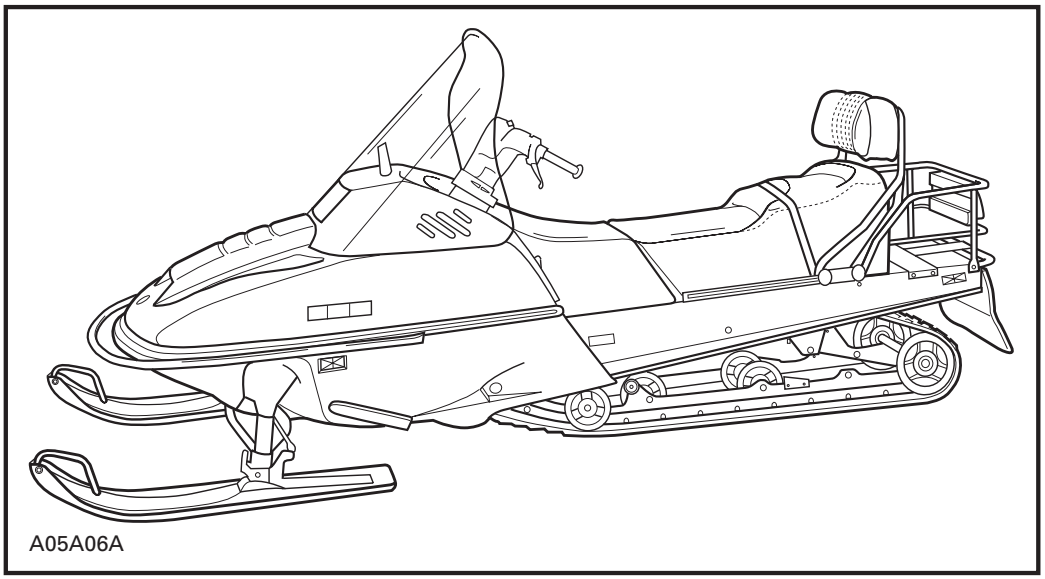
⚠ Make certain you check the throttle movement prior to starting the snowmobile to ascertain that the throttle cable is properly operational. If not, turn off the machine by pushing the emergency stop switch, pulling the tether cord or by turning off the ignition. Correct the problem before the snowmobile is operated. Be prepared to immediately respond should a throttle malfunction occur.

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⚠ Always show a new operator how to start and stop the vehicle. Indicate the correct riding positions and, above all else, only allow him to operate the snowmobile in a restricted flat area — at least until he is completely familiar with its operation. If there is a local snowmobile operator's training course existing, have him enroll. Make sure he is dressed properly for the weather with no long scarves or loose fitting apparel that could get caught in moving parts. Make sure his feet are on the running boards and that he maintains a firm grasp of the passenger strap or grips.

⚠ Never have the engine running while the hood is open. Even at idle, a snowmobile engine is turning around 1,800 revolutions per minute. Always turn off the ignition before opening the hood for any reason.

⚠ Never remove any original equipment from your snowmobile. Each vehicle has many safety features built in. Such features include various guards and consoles, plus reflective materials and warning labels.


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⚠ Venturing out alone with your snowmobile could also be hazardous. You could run out of fuel, have an accident, or damage your snowmobile. Remember, your snowmobile is capable of traveling further in half an hour than you may be able to walk in a day. Use the "buddy system". Always ride with a friend or member of your snowmobile club. Even then, tell someone where you are going and the approximate time you plan to return.

⚠ Meadows sometimes have low areas where waters accumulate and freeze over in winter. This ice is usually glare ice. Attempting to turn or brake on this surface could cause your vehicle to spin out of control. Never brake or attempt speeding or turning on glare ice. If you do happen to travel over such a condition, reduce speed by carefully releasing the throttle.

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⚠ Never "jump" your snowmobile. This should be left to professional stunt men. Don't show off. Be responsible.

⚠ **Stay sober.** Safe riders don't ride under the influence of alcohol or drugs. Drinking and driving demonstrates a most irresponsible attitude not only to others but to yourself. Legislators and the population in general don't tolerate it for good reason and Ski-Doo doesn't either!

⚠ Wildlife compliments your snowmobiling day. Snowmobile tracks provide firm ground over which animals can travel from area to area. Do not violate this privilege by chasing or harassing wildlife. Fatigue and exhaustion can lead to death. Avoid areas posted for the protection or feeding of wildlife.

⚠ If you happen to be fortunate enough to see an animal, stop your snowmobile and observe quietly.

⚠ Excessive speeding can be fatal. In many cases, you cannot react or respond quickly enough to the unexpected. Ride at a speed which is suitable to the trail and weather conditions. If a maximum speed is posted, observe it.

⚠ A poorly maintained snowmobile itself can be a potential hazard. Excessively worn components could render the vehicle completely inoperative. Keep the snowmobile in good working condition at all times. Follow your daily, weekly and monthly routine maintenance and lubrication procedures as detailed in your *Operator's Guide*. Consult a snowmobile dealer or acquire a shop manual and proper tools and equipment if other repairs or service is required.

⚠ Raising the rear of your snowmobile while the engine is running could cause snow, ice or debris to be thrown back at an observer. Never raise the rear of the vehicle while the engine is running. To clear or inspect the track, stop the engine, tilt the vehicle on its side and remove blockage with a piece of wood or branch. Never allow anyone near a rotating snowmobile track. Do not stud the track!

⚠ While on safari, do not "gun" the throttle. Snow and ice can be thrown back into the path of a following snowmobile. In addition, when "gunning" the throttle, the vehicle digs into and leaves an irregular snow surface for others.

⚠ Safaris are both fun and enjoyable but don't show off or overtake others in the group. A less experienced operator might try to do the same as you and fail. When riding with others, limit your abilities to the experience of others.

⚠ Always cover your snowmobile when leaving it overnight or during extended periods of inactivity. This will protect from freezing as well as retain appearance.

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⚠ The guidelines that we support are not designed to limit your snowmobiling fun, but to preserve the beautiful freedom that you can experience only on a snowmobile! These guidelines will keep snowmobilers healthy, happy and able to introduce others to what they know and enjoy about their favorite winter pastime. So, the next time you hit the trails on a cool, crisp and clear winter day, we ask you to remember that you are paving the way for the future of our sport. Help us lead it down the right path! From all of us at Ski-Doo, thank you for doing your share.

ENVIRONMENT

There is nothing more exhilarating than snowmobiling. Venturing onto snowmobile trails that criss-cross the wild areas of the U.S. and Canada is an exciting and healthy winter sport. However, as the number of people using these recreational parks increases, so does the potential for damage to the environment. Abuse of land, facilities and resources inevitably leads to restrictions and closures of both private and public land.

In essence, the greatest threat to our sport, is all around us. Which leaves us with one logical choice. When we snowmobile, we must always ride responsibly.

The vast majority respect the law and the environment. Each of us must set an example for those who are new to the sport, young and old alike.

It is in every one's best interest to tread lightly into our recreational areas. Because, in the long run, to protect the sport we must preserve the environment.

Recognizing the importance of this issue and the need for snowmobilers to do their share in preserving areas that make it possible to enjoy our sport, Ski-Doo has developed the "Light Treading Is Smart Sledding" campaign for snowmobilers.

Light Treading refers to more than the thread of our tracks. It's a statement of concern, respect and willingness to take the lead and take action. It applies to the environment in general, its proper care and maintenance, its natural inhabitants and all enthusiasts and the public at large who enjoy the great outdoors. With this theme, we invite all snowmobilers to remember that respecting the environment is not only critical to the future of our industry but to future generations.

Light Treading in no way suggests you should curb your appetite for snowmobiling fun! It simply means tread with respect!

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JUST WHAT IS LIGHT TREADING?

The fundamental objective of Light Treading is one of respect for where and how you ride a snowmobile. You're a light treader when you follow the principles below.

Become informed. Obtain maps, regulations and other information from the Forest Service or from other public land agencies. Learn the rules and follow them and that goes for speed limits, too!

Avoid running over young trees, shrubs, and grasses and don't cut wood. On flatlands or areas where trail riding is popular, it's important to ride only where authorized. Remember, there is a link between protecting your environment and your own safety.

Respect wildlife and be particularly sensitive of animals that are rearing young or suffering from food shortage. Stress can sap scarce energy reserves. Refrain from riding in areas where only animals are intended to tread!

Obey gate closures and regulatory signs and remember, light treaders don't litter!

Stay out of wilderness areas. They're closed to all vehicles. Know where the boundaries are.

Obtain permission to travel across private land. Respect the rights of landowners and other people's privacy. Remember, snowmobile technology has lowered the noise factor considerably, but you still shouldn't rev your engines where quiet "is the order of the day".

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WHY IS LIGHT TREADING SMART

Snowmobilers know all too well the efforts that have been made throughout the sport's history to enjoy access to areas where people can snowmobile safely and responsibly. This effort continues today, as strong as ever.

Respecting the areas where we ride... wherever they may be... is the only way to insure their future enjoyment. That's one major reason why we know you'll agree that Light Treading Is Smart Sledding! And there are more.

Enjoying the opportunity to see winter and all its natural majestic wonders, is an experience cherished by snowmobilers. Light Treading will preserve this opportunity and will make it possible for us to expose others to the beauty of winter and the unique thrill of our sport! Light Treading will help our sport to grow!

Finally, Light Treading is the sign of a smart snowmobiler. You don't have to leave big tracks or careen through a virgin forest to show you can ride. So whether you're driving a high performance Ski-Doo Formula Mach 1 a sporty Safari or any other make or model, show you know what you're doing. Show you know how to send snow flying and make tracks with a light touch!





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CHANGE OF ADDRESS ☐ **CHANGE OF OWNERSHIP** ☐

VEHICLE IDENTIFICATION NUMBER

OLD ADDRESS
OR PREVIOUS OWNER:

NAME

NO STREET APT.

CITY STATE/PROVINCE ZIP/POSTAL CODE

NEW ADDRESS
OR NEW OWNER:

NAME

NO STREET APT.

CITY STATE/PROVINCE ZIP/POSTAL CODE

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