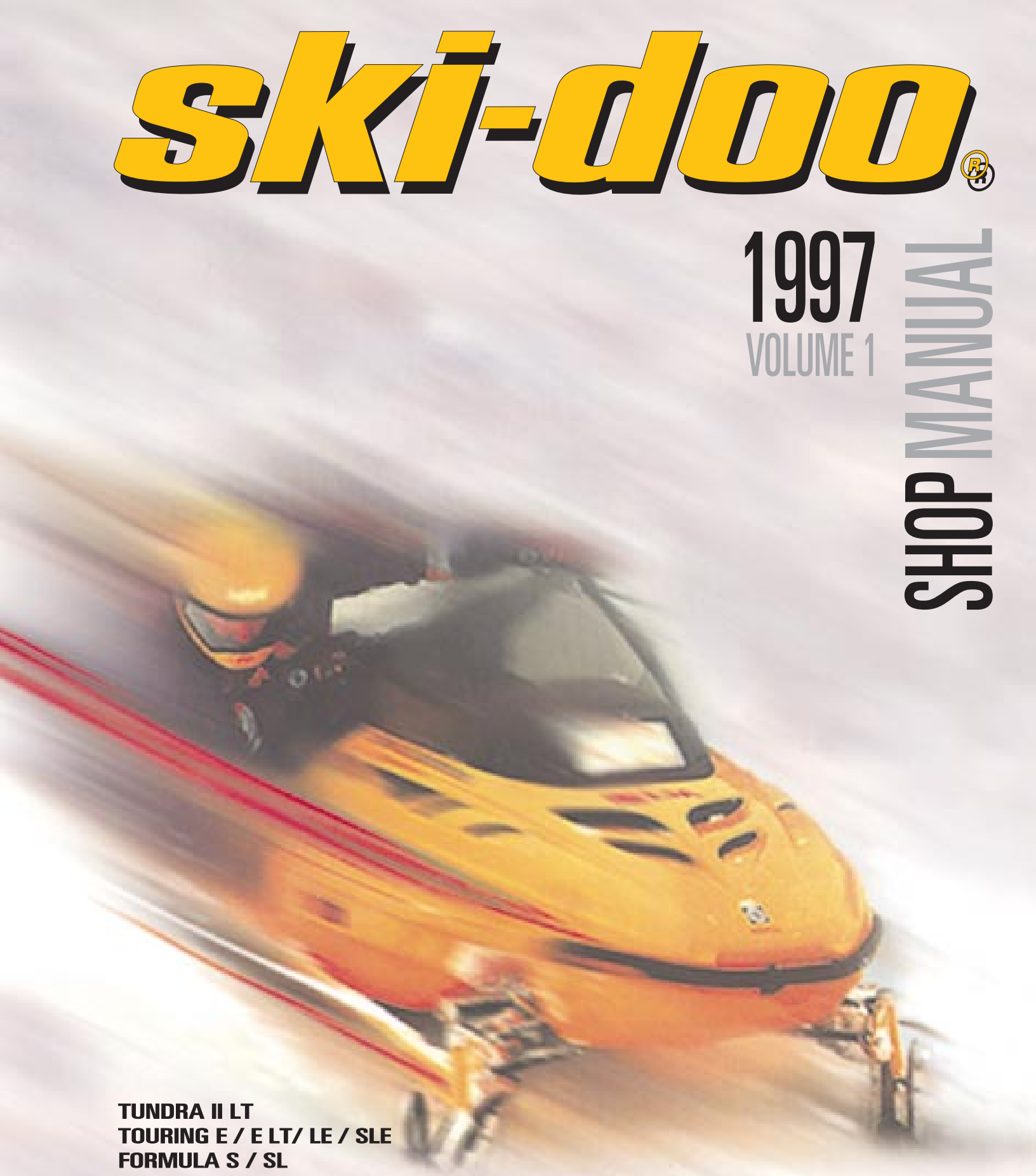
ski-doo®

1997

VOLUME 1

SHOP MANUAL



TUNDRA II LT
TOURING E / E LT/ LE / SLE
FORMULA S / SL
SKANDIC 380 / 500

484 0647 00

ski-doo®

1997
Shop Manual

VOLUME 1

TUNDRA II LT
TOURING E / LE / LE LT / SLE
FORMULA S / SL
SKANDIC 380 / 500



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SAFETY NOTICE

This manual has been prepared as a guide to correctly service and repair some 1997 Ski-Doo snowmobiles. See model list on next page.

This edition was primarily published to be used by snowmobile mechanics who are already familiar with all service procedures relating to Bombardier made snowmobiles.

Please note that the instructions will apply only if proper hand tools and special service tools are used.

This shop manual uses technical terms which may be slightly different from the ones used in parts catalog.

It is understood that this manual may be translated into another language. In the event of any discrepancy, the English version shall prevail.

The content depicts parts and / or procedures applicable to the particular product at its time of manufacture. It does not include dealer modifications, whether authorized or not by Bombardier, after manufacturing the product.

In addition, the sole purpose of the illustrations throughout the manual, is to assist identification of the general configuration of the parts. They are not to be interpreted as technical drawings or exact replicas of the parts.

The use of Bombardier parts is most strongly recommended when considering replacement of any component. Dealer and / or distributor assistance should be sought in case of doubt.

The engines and the corresponding components identified in this document should not be utilized on product(s) other than those mentioned in this document.

Torque wrench tightening specifications must be strictly adhered to. Locking devices (ex. : locking tab, elastic stop nut, etc.) must be installed or replaced with new ones, where specified. If the efficiency of a locking device is impaired, it must be renewed.

This manual emphasizes particular information denoted by the wording and symbols ;

◆ **WARNING : Identifies an instruction which, if not followed, could cause serious personal injury including possibility of death.**

▼ **CAUTION : Denotes an instruction which, if not followed, could severely damage vehicle components.**

○ **NOTE :** Indicates supplementary information needed to fully complete an instruction.

Although the mere reading of such information does not eliminate the hazard, your understanding of the information will promote its correct use. Always use common shop safety practice.

This information relates to the preparation and use of Bombardier snowmobiles and has been utilized safely and effectively by Bombardier Inc.. However, Bombardier Inc. disclaims liability for all damages and / or injuries resulting from the improper use of the contents. We strongly recommend that any services be carried out and / or verified by a highly skilled professional mechanic. It is understood that certain modifications may render use of the vehicle illegal under existing federal, provincial and state regulations.

INTRODUCTION

This *Shop Manual VOLUME 1* covers the following Bombardier made 1997 snowmobiles :

MODELS	MODEL NUMBER
TUNDRA* II LT	3266
TUNDRA* II LT (Europe)	3267
SKANDIC* 380 (Canada)	1120
SKANDIC* 380 (U.S.)	1120
SKANDIC* 380 (Europe)	1122
SKANDIC* 500 (Canada)	1117
SKANDIC* 500 (U.S.)	1118
SKANDIC* 500 (Europe)	1119
TOURING* E (Canada)	1115
TOURING* E LT (Canada)	1116
TOURING* E LT (Europe)	1186
TOURING* LE (Canada)	1112
TOURING* LE (U.S.)	1113
TOURING* LE (Europe)	1114
TOURING* SLE (Canada)	1110
TOURING* SLE (U.S.)	1111
FORMULA* S (Canada)	1108
FORMULA* S (Europe)	1109
FORMULA* SL (Canada)	1106
FORMULA* SL (U.S.)	1107

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LIST OF MODELS GROUPED BY COMMUN CHASSIS

S-Series consists of :

Touring E / LE / LE LT / SLE

Skandic 380 / 500

Formula S / SL

S-SERIES

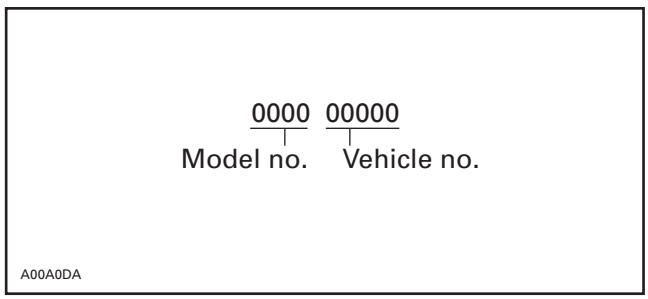


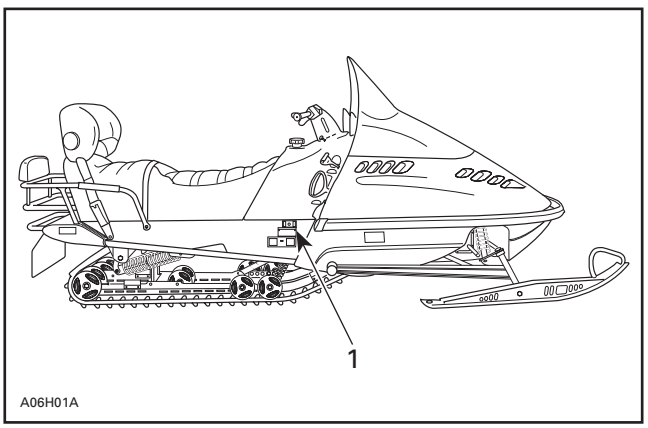
A03A02A

TYPICAL

Each vehicle has its particular vehicle serial number

Serial Number Meaning :



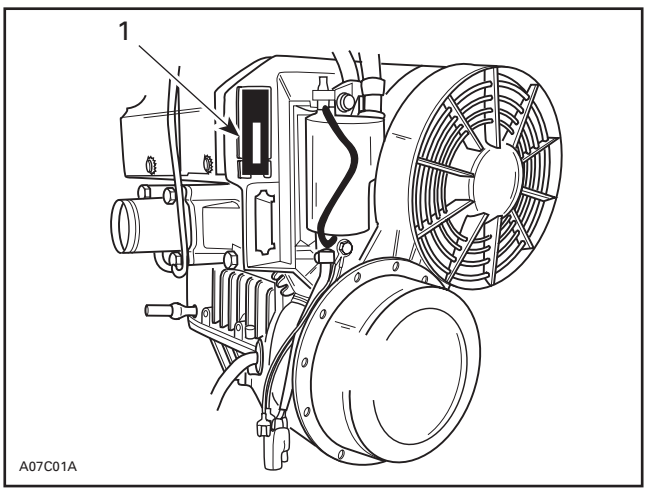


TYPICAL

1. Vehicle serial number

The engine also has a serial number.

Fan-Cooled Engines



1. Engine serial number

ARRANGEMENT OF THE MANUAL

The manual is divided into 10 major sections :

01 LUBRICATION AND MAINTENANCE
02 TROUBLESHOOTING
03 ENGINE
04 TRANSMISSION
05 ELECTRICAL
06 REAR SUSPENSION
07 STEERING / FRONT SUSPENSION
08 BODY / FRAME
09 TECHNICAL DATA
ANNEXES

Each section is divided in various sub-sections, and again, each sub-section has one or more division.

This *Shop Manual* uses technical terms wich may be slightly different from the ones in the parts catalog.

TYPICAL PAGE

Page heading indicates section and sub-section detailed.

Sub-section title indicates beginning of the sub-section.

Italic sub-title above exploded view indicate pertaining models.

Exploded view assists you in identifying parts and related positions.

Drop represents a liquid product to be applied to a surface. In this case Loctite 271 to screw threads.

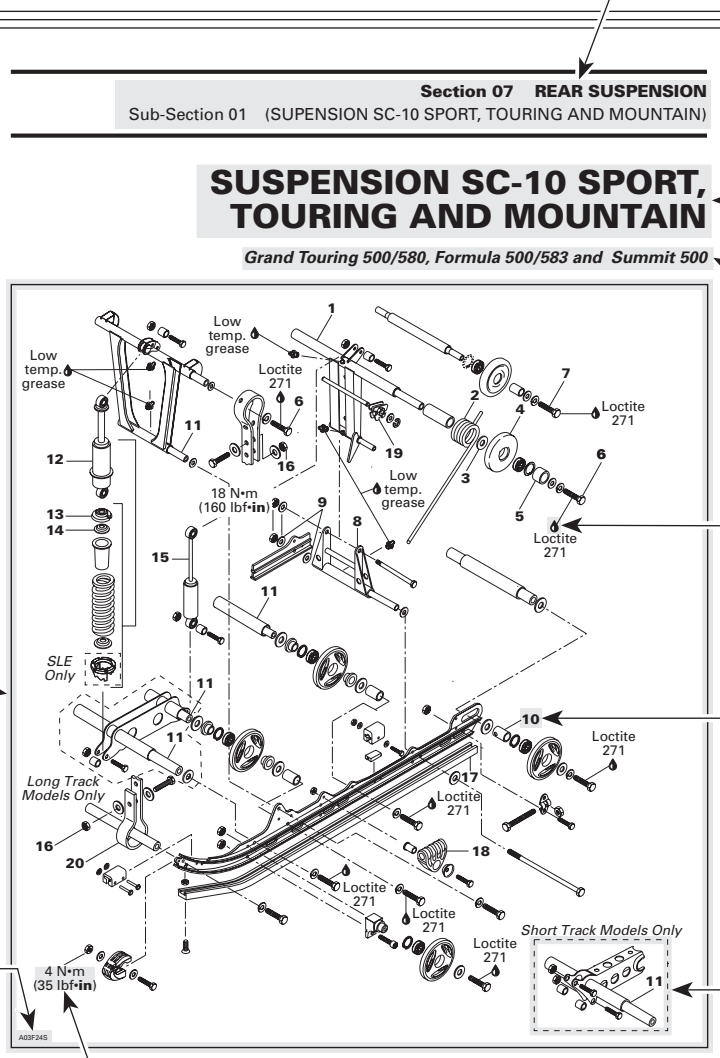
Bold face number indicates special procedure concerning this part.

Illustration number for publishing process.

Dotted box contains parts of a particular model in this case the short track models only.

Tightening torque nearby fastener. In this case, nut must be torqued to 4 N•m or 35 lbf•**in**.

Page numbering system:
07: REAR SUSPENSION section
01: SUSPENSION SC-10 SPORT, TOURING AND MOUNTAIN sub-section
1: First page of this sub-section



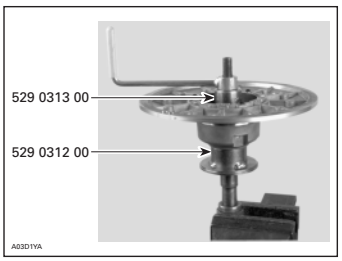
▼ CAUTION

Pay attention to torque specifications. Some of these are in lbf•**in** instead of lbf•ft. Use appropriate torque wrench.

A01A1QS

TYPICAL PAGE

Turn puller handle and sliding half at once to extract the bushing.



IMPORTANT: Large bushing retaining screws and washers must be removed before small bushing installation.

Coat bushing outside diameter with Loctite 609 (P/N 413 7031 00).

Install bushing as following photo.

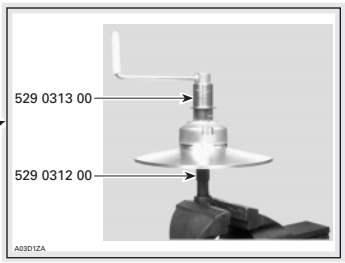


Illustration always follows text to which it pertains.

ASSEMBLY

Came Slider Shoe

When replacing slider shoes **no. 4**, always install a new set (3 shoes) to maintain equal pressure on the cam.

Assemble driven pulley components by reversing the disassembly procedure.

Sub-title indicates a particular procedure for the named part.

Cam

Coat cam **no. 18** interior with anti-seize lubricant.

Number: Following part name refers to exploded view at beginning of sub-section.

INSTALLATION

Title indicates main procedure to be carried-out.

Countershaft

▼ CAUTION

Always apply anti-seize lubricant (P/N 413 7010 00) on the countershaft before final pulley installation.

F-Series and S-Series Only

Italic bold face type setting indicates a particular procedure concerning a model.

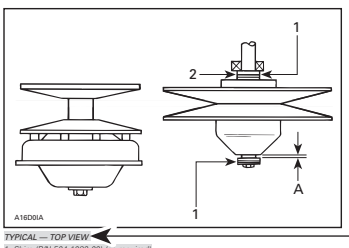
Should installation procedure be required, refer to BRAKE 05-05 then look for **Brake Disc and Countershaft Bearing Adjustment**.

Reinstall the pulley on the countershaft by reversing the removal procedure.

All Models

Italic bold face setting in this case indicates that particular procedure for F and S-series is finished, so from this point, all models are concerned.

Check end play of driven pulley on countershaft by pushing pulley towards outer housing so that the inner shims (P/N 504 1082 00) contact it. Measure end play at the mounting screw end between shim(s) and puley. See illustration.



TYPICAL — TOP VIEW

1. Shim (P/N 504 1082 00) (as required)
2.Contact
A. 0 to 1 mm (0 to 3/64 in)

"TYPICAL" caption indicates a general view which does not represent full detail.
"TOP VIEW" caption helps you in understanding illustration.

Call-outs for above illustration.

Torque retaining screw **no. 13** to 25 N•m (18 lbf•ft).

ADJUSTMENT

Refer to PULLEY DISTANCE AND ALIGNMENT 05-04 to adjust pulley distance. Adjust drive belt height between pulley halves to obtain specified belt deflection.

Reference to look up a certain section and sub-section (PULLEY DISTANCE AND ALIGNMENT 05-04). In this case it concerns pulleys adjustment.

A01A1RS

GENERAL INFORMATION

The information and component / system descriptions contained in this manual are correct at time of publication. Bombardier Inc. however, maintains a policy of continuous improvement of its products without imposing upon itself any obligation to install them on products previously manufactured.

Due to late changes, it may have some diferences between the manufactured product and the description and / or specifications in this document.

Bombardier Inc. reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring obligation.

USEFUL PUBLICATIONS

Refer to *Parts Catalogs* to order the right parts.

PARTS CATALOG	
MODELS	P / N
TUNDRA II LT	480 1422 00
FORMULA S FORMULA SL	480 1428 00
SKANDIC 380 SKANDIC 500	480 1423 00
TOURING E / LT TOURING LE TOURING SLE	480 1402 00

Use *Tools and Accessories Catalog* to order the tools you need.

1994 TOOLS AND ACCESSORIES (P / N 480 1343 00).

Use *Specification Booklet* to find rapidly the right specs.

1990-1997 SPECIFICATION BOOKLET (P / N 480 1420 00).

ILLUSTRATIONS AND PROCEDURES

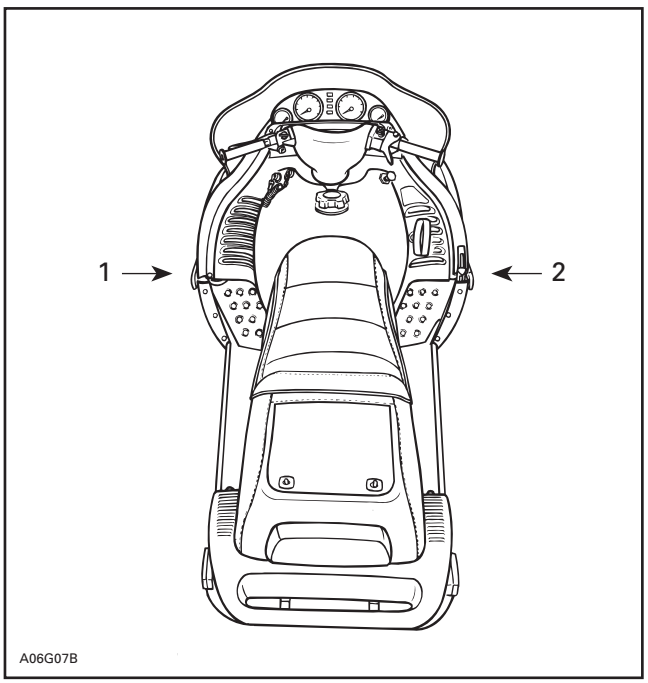
Illustrations and photos show the typical construction of the different assemblies and, in all cases, may not reproduce the full detail or exact shape of the parts shown, however, they represent parts which have the same or a similar function.

▼ CAUTION : Most components of those vehicles are built with parts dimensioned in the metric system. Most fasteners are metric and must not be replaced by customary fasteners or vice versa. Mismatched or incorrect fasteners could cause damage to the vehicle or possible personal injury.

As many of the procedures in this manual are interrelated, we suggest, that before undertaking any task, you read and thoroughly understand the entire section or sub-section in which the procedure is contained.

A number of procedures throughout the book require the use of special tools. Before commencing any procedure, be sure that you have on hand all the tools required, or approved equivalents.

The use of RIGHT and LEFT indications in the text, always refers to driving position (when sitting on vehicle).



TYPICAL

1. Left
2. Right

TIGHTENING TORQUES

Tighten fasteners to torque mentioned in exploded views and text. When they are not specified refer to following table.

N•m	FASTENER SIZE (8.8)	Lbf•**in**
1		9
2	**M4**	18
3	M4	27
4	**M5**	35
5		44
6		53
7		62
8	M6	71
9	M6	80
10	**M6**	89
11	M6	97
12	M6	106
13		115
14		124
15		133
16		142
17		150
18		159
19		168

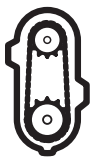
N•m	FASTENER SIZE (8.8)	Lbf•ft
20		15
21	M8	15
22	M8	16
23	**M8**	17
24	M8	18
25	M8	18
26		19
27		20
28		21
29		21
30		22
31		23
32		24
33		24
34		25
35		26
36		27
37		27
38		28

N•m	FASTENER SIZE (8.8)	Lbf•ft
39		29
40		30
41		30
42		31
43	M10	32
44	M10	32
45	M10	33
46	M10	34
47	M10	35
48	**M10**	35
49	M10	36
50	M10	37
51	M10	38
52	M10	38
53	M10	39
54		40
55		41
56		41
57		42
58		43
59		44
60		44
61		45
62		46
63		46
64		47
65		48
66		49
67		49
68		50
69		51
70		52
71		52
72		53
73		54
74		55
75		55
76	M12	56
77	M12	57
78	M12	58
79	M12	58
80	**M12**	59
81	M12	60
82	M12	60
83	M12	61

N•m	FASTENER SIZE (8.8)	Lbf•ft
84	M12	62
85		63
86		63
87		64
88		65
89		66
90		66
91		67
92		68
93		69
94		69
95		70
96		71
97		72
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112		83
113		83
114		84
115		85
116		86
117		86
118		87
119		88
120		89
121	M14	89
122	M14	90
123	M14	91
124	M14	91
125	M14	92
126	M14	93
127	M14	94
128	M14	94
129	M14	95
130	M14	96
131	M14	97
132	M14	97
133	M14	98
134	M14	99
135	**M14**	100
136	M14	100
137	M14	101
138	M14	102
139	M14	103
140	M14	103
141	M14	104
142	M14	105
143	M14	105
144	M14	106
145	M14	107
146	M14	108
147	M14	108
148	M14	109
149	M14	110
150	M14	111

TIGHTENING TORQUES FOR 8.8 GRADE BOLTS AND NUTS

LUBRICATION AND MAINTENANCE CHART

		①	②	③	④	⑤	⑥	REFER TO
	Starting Rope Condition						✔	—
	Engine Head Nuts	✔			✔			Appropriate section : See Top End
	Engine Mount Nuts	✔			✔			Appropriate section : See ENGINE REMOVAL
	Exhaust System	✔		✔				Appropriate section : See ENGINE REMOVAL
	Engine Lubrication					✔		This section no. 1
	Cooling System Condition	✔			✔			Sub-section 03-07
	Coolant Replacement (Except Fan Cooled)						✔	Not applicable
	Condition of Seals						✔	Sub-sections 03-02 and 03-03
	Injection Oil Filter Condition			✔				Sub-section 03-06
	Injection Oil Filter Replacement						✔	Sub-section 03-06
	Oil Injection Pump Adjustment	✔			✔			Sub-section 03-06
	Fuel Stabilizer					✔		This section no. 2
	Fuel Filter Replacement						✔	This section no. 3
	Fuel Lines and Connections	✔					✔	Sub-section 03-10
	Carburetor Adjustment	✔			✔			Sub-section 03-09
	Throttle Cable Inspection	✔			✔		✔	Sub-section 03-10
	Air Filter Cleaning			✔				This section no. 4
	Drive Belt Condition	✔	✔					This section no. 5
	Condition of Drive and Driven Pulleys	✔		✔		✔		Sub-sections 04-03 and 04-04
	Cleaning of Drive and Driven Pulleys						✔	Sub-sections 04-03 and 04-04
	Retorquing of Drive Pulley Screw	✔						Sub-section 04-03
	Driven Pulley Preload	✔			✔			Sub-section 04-04
	Brake Condition	✔	✔					Sub-section 04-06
	Brake Adjustment			✔				Sub-section 04-06
	Lubrication of Ratchet Wheel or Fluid Change						✔	Sub-section 04-06
	Drive Chain Tension	✔		✔				Sub-sections 04-07 and 04-08
	Countershaft Lubrication (S and F Series)	✔		✔		✔		Sub-section 04-06
	Chaincase / Gearbox Oil Level	✔		✔		✔		Sub-sections 04-07 and 04-08
	Chaincase / Gearbox Oil Change					✔		Sub-sections 04-07 and 04-08
	Lubrication of drive axle bearing	✔		✔		✔		Sub-section 06-04
	Handlebar Bolts. Retorque to 26 N•m (19 lbf•ft)	✔						Sub-section 07-02
	Steering and Front Suspension Mechanism	✔		✔		✔		Sub-sections 07-02 and 07-03
	Wear and Condition of Skis and Runners	✔	✔					Sub-section 07-03
	Steering and Ski Leg Camber Adjustment	✔		✔				Sub-section 07-02

		①	②	③	④	⑤	⑥	**REFER TO**
	Suspension Adjustments	AS REQUIRED						Section 06 : See appropriate sub-section and *Operator's Guide*
	Suspension Lubrication			✔		✔		Section 06 : See appropriate sub-section
	Suspension Condition	✔			✔			Section 06 : See appropriate sub-section
	Suspension Stopper Strap Condition				✔			Section 06 : See appropriate sub-section
	Track Condition	✔		✔				Sub-section 06-05
	Track Tension and Alignment	✔	AS REQUIRED					Sub-section 06-05
	Spark Plugs*	✔						Sub-section 05-04
	Engine Timing	✔					✔	Sub-section 05-03
	Battery Condition	✔		✔		✔		Sub-section 05-05
	Headlight Beam Aiming				✔			Sub-section 08-02
	Wiring Harnesses, Cables and Lines	✔		✔				Sub-section 08-02
	Operation of Lighting System (HI / LO Beam, Brake Light, etc.) Test Operation of Emergency Cut-Out Switch and Tether Cut-Out Switch	✔	✔			✔		*Operator's Guide*
	Rags in Air Intake and Exhaust System					✔	✔	This section no. 6
	Engine Compartment	✔		✔				This section no. 7
	General Inspection	✔		✔		✔		This section no. 8

* Before installing new spark plugs at pre-season preparation, it is suggested to burn excess storage oil by starting the engine with the old spark plugs. Only perform this operation in a well ventilated area.

① 10-HOUR OR 500 km (300 mi) INSPECTION (To be performed by dealer)

② WEEKLY OR EVERY 240 km (150 mi)

③ MONTHLY OR EVERY 800 km (500 mi)

④ ONCE A YEAR OR EVERY 3200 km (2000 mi)

⑤ STORAGE (To be performed by dealer)

⑥ PRE-SEASON PREPARATION (To be performed by dealer)

NO. 1 ENGINE LUBRICATION

Engine internal parts must be lubricated to protect them from possible rust formation during the storage period.

To perform the storage procedures, proceed as follows :

Start the engine and allow it to run at idle speed until the engine reaches its operating temperature.

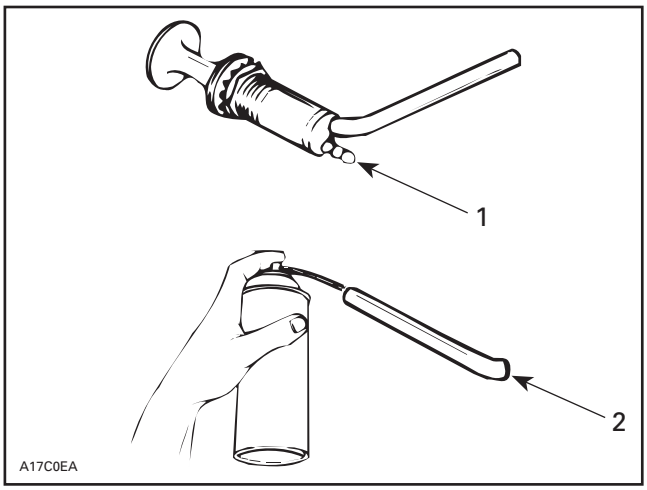
◆ WARNING : Ensure the track is free of all particles which could be thrown out while it is rotating. Keep hands, tools, feet and clothing clear of track. Ensure no one is standing in close proximity to the vehicle.

Stop the engine.

Models With a Primer

To prevent fuel from draining, primer button should be pushed all the way in.

Disconnect the outlet primer hose from the primer valve (straight coupling).



1. Straight coupling
2. To intake manifold

Insert storage oil (P / N 496 0141 00) nozzle into primer outlet hose.

Models With a Choke

Remove air silencers to spray storage oil into each carburetor bore.

All Models

Restart engine and run at idle speed.

Inject storage oil until the engine stalls or until a sufficient quantity of oil has entered the engine (approximately half a can).

With the engine stopped, remove the spark plug and spray storage oil (P / N 496 0141 00) into each cylinder.

Crank slowly 2 or 3 revolutions to lubricate cylinders.

Reinstall the spark plugs and the outlet primer hose or air silencers.

◆ WARNING : This procedure must only be performed in a well ventilated area. Do not run engine during storage period.

NO. 2 FUEL STABILIZER

A fuel stabilizer (P / N 413 4086 00) can be added in fuel tank to prevent fuel deterioration and avoid draining fuel system for storage. Follow manufacturer's instructions for proper use.

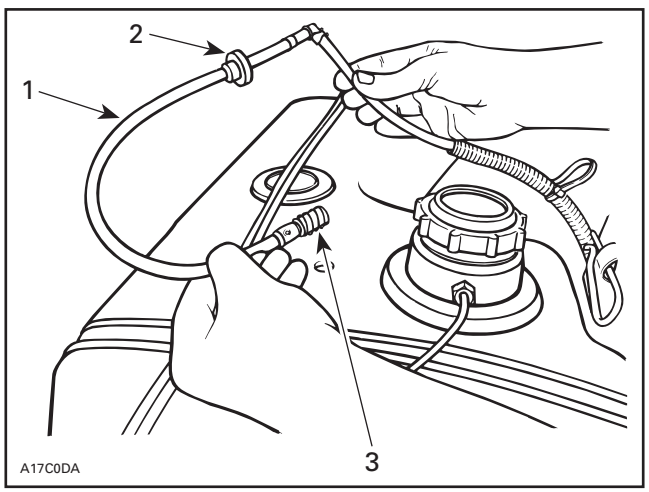
If above fuel stabilizer is not used, drain fuel system including fuel tank and carburetor(s).

▼ CAUTION : Fuel stabilizer should be added prior engine lubrication to ensure carburetor(s) protection against varnish deposit.

NO. 3 FUEL FILTER REPLACEMENT

Drain fuel tank.

Remove fuel line grommet from fuel tank and pull out inlet fuel line from tank.



TYPICAL

1. Inlet fuel line
2. Position of grommet when installing
3. Fuel filter

Replace fuel filter. To facilitate the fuel line installation, slide grommet on fuel line about 50 mm (2 in) away from elbow then install grommet on fuel tank and push elbow through grommet.

NO. 4 AIR FILTER CLEANING

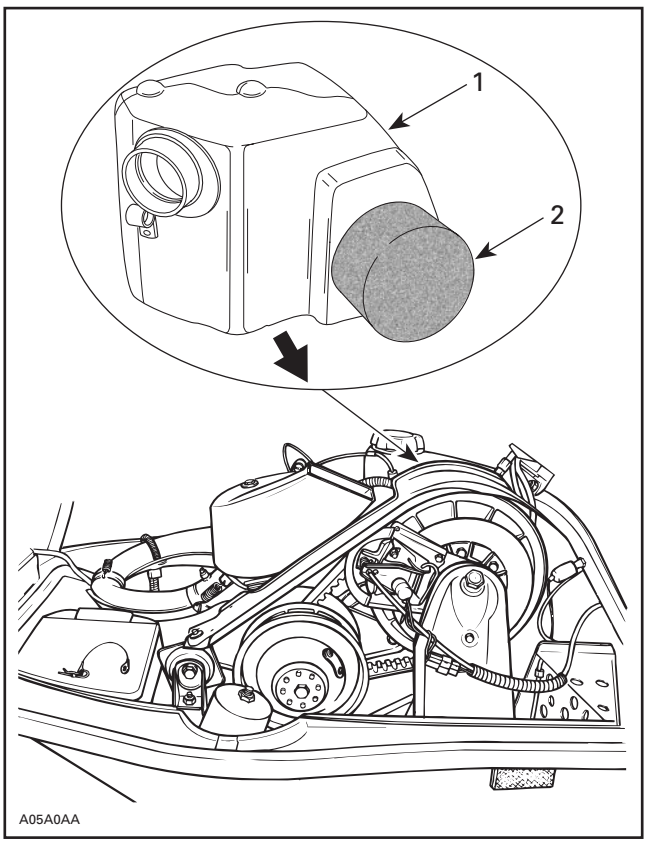
Check that the air box is clean and dry then properly reinstall the filter.

▼CAUTION : These snowmobiles have been calibrated with the filter installed. Operating the snowmobile without it may cause engine damage.

Tundra II LT

Air filter is located on lower side portion of air intake silencer. Lift hood and remove belt guard. Gently pull air filter sideward.

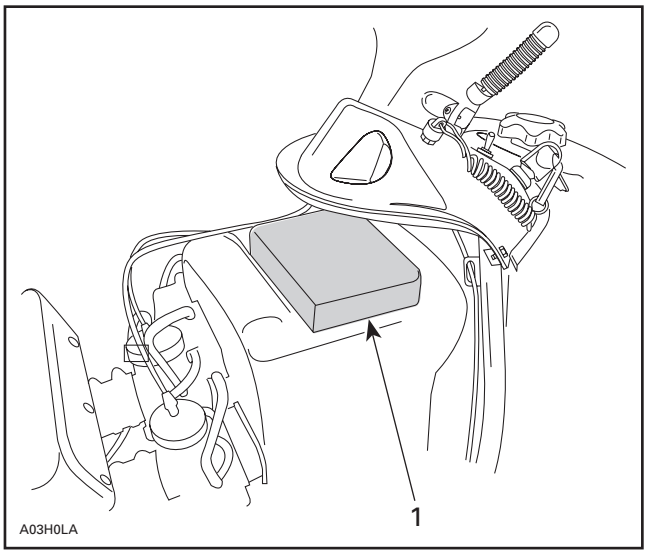
Ensure it is clean and dry. Shake snow out. Clean with a solvent and dry as necessary.



1. Intake silencer
2. Air filter

S-Series

Lift hood and remove air filter from air intake silencer.



TYPICAL
1. Filter

To clean the filter, shake the snow out of it then, dry it out.

NO. 5 DRIVE BELT CONDITION

Inspect belt for cracks, fraying or abnormal wear (uneven wear, wear on one side, missing cogs, cracked fabric). If abnormal wear is noted, probable cause could be pulley misalignment, excessive RPM with frozen track, fast starts without warm-up period, burred or rusty sheave, oil on belt or distorted spare belt.

Check the drive belt width. Replace the drive belt if width is less than the minimum width recommended in DRIVE BELT 04-02.

NO. 6 RAGS IN AIR INTAKE AND EXHAUST SYSTEM

At storage preparation, block air intake hole and exhaust system hole using clean rags.

Remove those rags at pre-season preparation.

NO. 7 ENGINE COMPARTMENT

Keep clean of grass, twigs, cloth, etc. These are combustible under certain conditions.

NO. 8 GENERAL INSPECTION

Remove any dirt or rust.

To clean the entire vehicle, use only flannel clothes or Kimtowels® wipers no. 58-380 from Kimberly-Clark.

▼ CAUTION : It is necessary to use flannel cloths or "Kimtowels" wipers on windshield and hood to avoid damaging further surfaces to clean.

To clean the entire vehicle, including metallic parts with a thick coat of grease, use "Endust" imported by Bristol Myers, available at hardware stores or supermarkets.

To clean the entire vehicle, including metallic parts with a thin coat of grease, use "Simple Green" from Sunshine Makers Inc., available at hardware stores or at automotive parts retailer.

To remove scratches on windshield or hood : Start with "Slip Streamer Motorcycle Windshield Heavy Duty Scratch, Remover". Finish with "Slip Streamer Motorcycle Cleaner and Polish".

○ NOTE : The latest product may be use alone if only light scratches are noticeable.

▼ CAUTION : Never clean plastic parts or hood with strong detergent, degreasing agent, paint thinner, acetone, products containing chlorine, etc.

Inspect the hood and repair any damage. Touch up all metal spots where paint has been scratched off. Spray all metal parts including shock chromed rods with Bombardier Lube (P / N 293 6000 06). Wax the hood and the painted portion of the frame for better protection.

○ NOTE : Apply wax on glossy finish only. Protect the vehicle with a cover to prevent dust accumulation during storage.

▼ CAUTION : The snowmobile has to be stored in a cool and dry place and covered with an opaque tarpaulin This will prevent sun rays and grime from affecting plastic components and vehicle finish.

ENGINE **02-02-1**

FUEL AND OIL SYSTEMS **02-03-1**

TRANSMISSION AND BRAKE SYSTEMS **02-04-1**
TRANSMISSION **02-04-1**
BRAKE SYSTEM **02-04-7**
MECHANICAL BRAKE 02-04-7
HYDRAULIC BRAKE 02-04-7
MECHANICAL AND HYDRAULIC BRAKES 02-04-8

ELECTRICAL SYSTEM **02-05-1**

SUSPENSION SYSTEM AND TRACK **02-06-1**

ENGINE

The following chart is provided to help in diagnosing the probable source of troubles. It should be used as a guideline. Some causes or corrections may not apply to a specific model.

SYMPTOM	**ENGINE BACKFIRES.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check spark plug(s).** a. Carbon accumulation caused by defective spark plug(s). *Clean carbon accumulation and replace spark plug(s).*
	2. Check cooling system. a. Loose fan belt. *Adjust or replace fan belt (refer to TECHNICAL DATA 09).* b. Low antifreeze level. *Adjust antifreeze level. Then check clamps or hoses.* c. Defective tank cap. *Replace cap.* d. Air in system. *Bleed system.*
	3. Check ignition timing. a. Timing is too advanced. *Set timing according to specifications (refer to TECHNICAL DATA 09).*

SYMPTOM	ENGINE SUDDENLY TURNS OFF.
CONDITION	NORMAL USE.
Test / Inspection	**1. Perform engine leak test. Refer to engine leak verification flow chart. Check possible piston seizure.** a. Damaged gasket and / or seal. *Replace defective parts.*
	2. "Four-corner" seizure of piston(s). a. Accelerating too fast when engine is cold. Piston expands faster than cylinder. *Replace piston(s). Ask driver to refer to warm-up procedure in Operator's Guide.*
	3. Piston(s) seizure on exhaust side (color on piston dome is correct). a. Kinked fuel tank vent tube. *Relocate fuel tank vent tube.* b. Leaks at fuel line connections or damaged fuel lines. *Replace defective lines.* c. Fuel does not flow through carburetor(s) (plastic particles in needle area and / or varnish formation in carburetor(s)). *Clean carburetor(s).* d. Spark plug heat range is too warm. *Install spark plug(s) with appropriate heat range (refer to TECHNICAL DATA 09).* e. Improper ignition timing. *Adjust according to specifications (refer to TECHNICAL DATA 09).* f. Restriction in exhaust system. *Replace.* g. Compression ratio is too high. *Install genuine parts.* h. Carburetor calibration is too lean. *Adjust according to specifications (refer to TECHNICAL DATA 09).* i. Improper rotary valve timing or improper valve. *Adjust according to specifications (refer to TECHNICAL DATA 09) and / or install Bombardier's recommended rotary valve.* j. Poor quality oil. *Use Bombardier Rotax oil.* k. Leaks at air intake silencer. *Replace air intake silencer grommets.*

	4. Melted and / or perforated piston dome ; melted section at ring end gap. a. When piston reaches TDC, mixture is ignited by heated areas in combustion chamber. This situation is due to an incomplete combustion of a poor quality oil. *Clean residue accumulation in combustion chamber and replace piston(s). Use Bombardier Rotax oil.* b. Spark plug heat range is too high. *Install recommended spark plug(s) (refer to TECHNICAL DATA 09).* c. Ignition timing is too advanced. *Adjust according to specifications (refer to TECHNICAL DATA 09).* d. Inadequate fuel quality. *Use appropriate fuel.* e. Carburetion is too lean. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	5. Seized piston all around the circumference (dry surface). a. Lack of oil, damaged oil line or defective injection pump. *Replace defective part(s).*
	6. Grooves on intake side of piston only. a. Oil film eliminated by water (snow infiltration in engine). *Replace piston(s) and check if intake system leaks.*
	7. Piston color is dark due to seizure on intake and exhaust sides. a. Broken or loose fan belt. *Replace fan belt or adjust its tension (refer to TECHNICAL DATA 09).* b. Cooling system leaks and lowers coolant level. *Tighten clamps or replace defective parts. Add antifreeze in cooling system until appropriate level is reached.* c. Accumulation of foreign particles in needle and / or main jet area. *Clean carburetor(s).*
	8. Cracked or broken piston(s). a. Cracked or broken piston(s) due to excessive piston / cylinder clearance or engine overreving. *Replace piston(s). Check piston / cylinder clearance (refer to TECHNICAL DATA 09). Adjust drive pulley according to specifications (refer to TECHNICAL DATA 09) and / or clean pulley sheaves if they are contaminated with greasy particles.*
SYMPTOM	**PISTON RING AND CYLINDER SURFACES ARE GROOVED.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check oil quality.** a. Poor oil quality. *Use Bombardier Rotax oil.*
	2. Check injection pump and its hoses. a. Inadequate injection pump adjustment and / or defective hoses. *Adjust pump according to specifications (refer to ENGINE 03) and / or replace hoses.*

SYMPTOM	ENGINE DOES NOT OFFER MAXIMUM POWER AND / OR DOES NOT REACH MAXIMUM OPERATING RPM.
CONDITION	NORMAL USE.
Test / Inspection	**1. Check spark plug condition.** a.Fouled spark plug(s). *Replace.*
	2. Check if there is water in fuel. a.There is water in fuel. *Drain fuel system, then fill it with appropriate fuel.*
	3. Check items listed in "Engine runs out of fuel" (refer to fuel and oil system sub-section 02).
	4. Check carburetor adjustments and cleanliness. a.Inadequate carburetor adjustments or dirt accumulation. *Adjust according to specifications (refer to TECHNICAL DATA 09) or clean.*
	5. Check drive belt. a.Worn belt. *Replace belt if width is 3 mm (1/8") less than nominal dimension (refer to TECHNICAL DATA 09).*
	6. Check track adjustment. a.Too much tension and / or improper alignment. *Align track and adjust its tension to specifications (refer to TECHNICAL DATA 09).*
	7. Check drive pulley. a.Improper calibration screw adjustments (TRA pulley) and / or worn bushing(s). *Adjust according to specifications (refer to TECHNICAL DATA 09) and / or replace bushing(s).*
	8. Check driven pulley. a.Worn bushing and / or spring tension. *Replace spring and / or adjust its tension according to specifications (refer to TECHNICAL DATA 09).*
	9. Check exhaust system. a.Restriction. *Replace.*
	10. Check ignition timing. a.Decrease in power due to retarded ignition. *Adjust according to specification (refer to TECHNICAL DATA 09).*
	11. Check engine compression. a.Worn piston(s) and ring(s). *Replace (refer to TECHNICAL DATA 09 for specification).*
	12. Check engine cooling system. a.Engine overheats. Improper fan belt tension. *Adjust fan belt (refer to TECHNICAL DATA 09).* b.Antifreeze level is low, cap fails to pressurize system or air circulates through lines. *Adjust level, replace cap or bleed cooling system.*

SYMPTOM	**ENGINE DETONATION AT MAXIMUM RPM.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check which type of fuel is used.** a. Octane number is too low and / or alcohol level is too high. *Use recommended fuel type.*
	2. Check spark plug type. a. Improper spark plug heat range. *Install recommended spark plug(s) (refer to TECHNICAL DATA 09).*
	3. Check exhaust system. a. Too much restriction. *Replace.*
	4. Check ignition timing. a. Timing is too advanced. *Adjust according to specification (refer to TECHNICAL DATA 09).*
	5. Check carburetion. a. Fouled and / or improper carburetor components. *Clean or replace according to specification (refer to TECHNICAL DATA 09).*
	6. Check compression ratio and squish area. a. Compression ratio is too high. *Install genuine parts.*
SYMPTOM	**ENGINE TURNS OVER BUT FAILS TO START.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check switches.** a. Ignition switch, emergency cut-out switch or tether switch is in the OFF position. *Place all switches in the RUN or ON position.*
	2. Check fuel level. a. Mixture not rich enough to start cold engine. *Check fuel tank level and use primer.*
	3. Check spark plug. a. Defective spark plug (no spark). *Replace spark plug(s).*
	4. Check amount of fuel on spark plug. a. Flooded engine (spark plug wet when removed). *Do not overprime. Remove wet spark plug(s), turn ignition switch to OFF and crank engine several times. Install clean dry spark plug. Start engine following usual starting procedure.*
	5. Check fuel lines. a. No fuel to the engine (spark plug dry when removed). *Check fuel tank level ; turn fuel valve on if applicable ; check fuel filter, replace if clogged ; check condition of fuel and impulse lines and their connections.*
	6. Check engine compression. a. Insufficient engine compression. *Replace defective part(s) (ex. : piston(s), ring(s), etc.).*

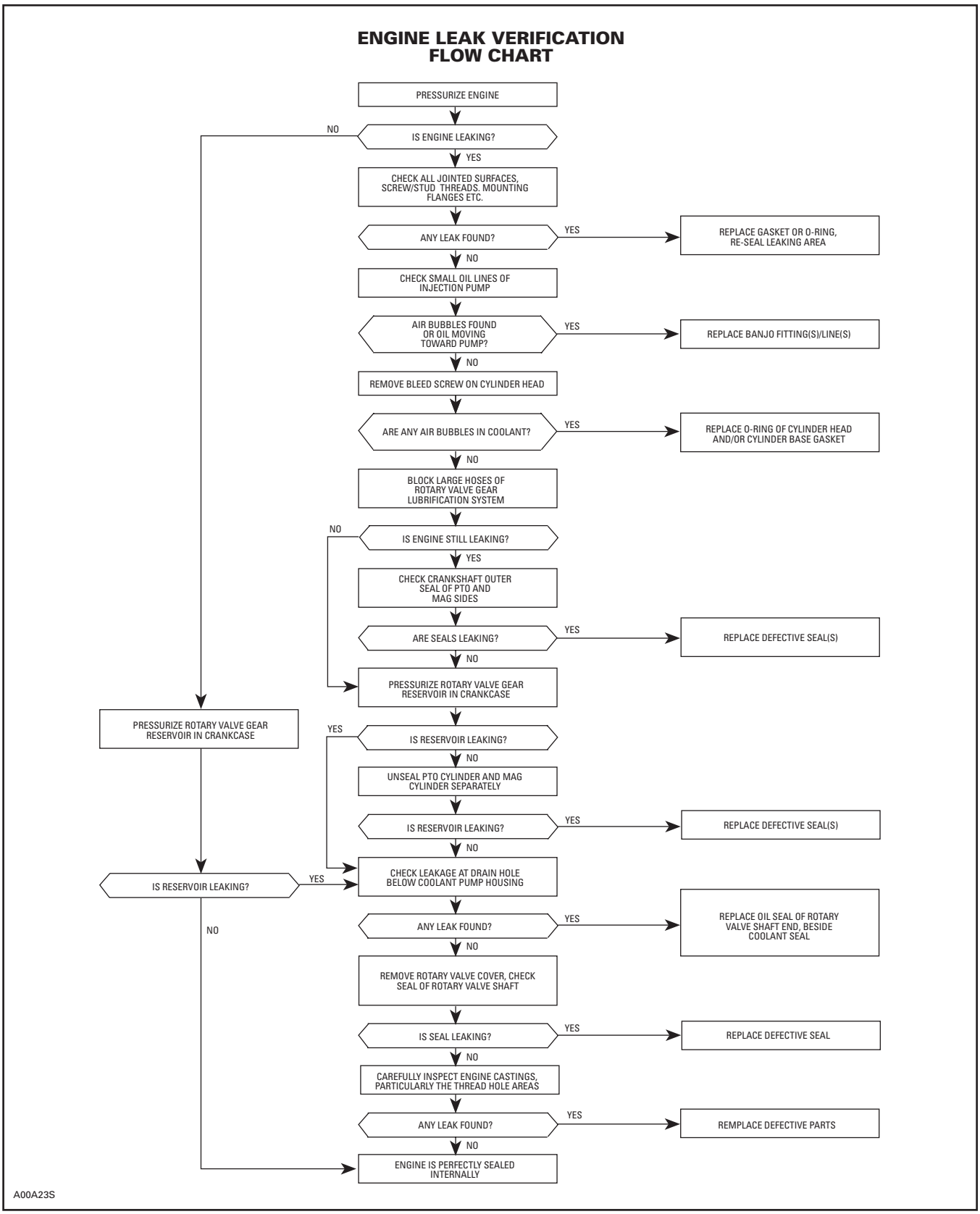
SYMPTOM	**IRREGULAR ENGINE IDLE.**
CONDITION	NORMAL USE AFTER ENGINE WARM UP.
Test / Inspection	**1. Check primer.** a. Fuel leaks at primer nipple which is mounted to carburetor. *Replace.*
	2. Check choke. a) Choke plunger may be partially opened. *Readjust.*
	3. Check carburetor adapter. a. Air enters through a crack. *Replace.*
	4. Check air screw position. a. Inadequate fuel / air mixture. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	5. Check ignition system trigger coil air gap. a. Air gap is too large. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	6. Check dimension of pilot jet. a. Inadequate fuel / air mixture. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	7. Perform engine leak test. a. Leaking gaskets allow air to enter in engine. *Replace defective parts.*
SYMPTOM	**HIGH ENGINE OPERATING TEMPERATURE.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check temperature gauge sensor.** a. False reading. *Replace.*
	2. Check fan belt. a. Belt slides because it is too loose. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	3. Verify antifreeze level and check if there is air infiltration in the system or if there are leaks in gasket areas. a. Low antifreeze level or air in system. *Add antifreeze until recommended level is reached, bleed system and / or tighten clamps at fitting.*
	4. Check if antifreeze flows through system properly. a. Foreign particles and / or broken coolant pump impeller. *Clean cooling system and / or replace coolant pump impeller.*
	5. Check thermostat. a. Thermostat reacts slowly or not at all. *Replace.*

	6. Check antifreeze concentration. a.Antifreeze concentration is too high. *Adjust concentration according to Bombardier's recommendations.*
	7. Check tank cap. a.Cap does not hold pressure. *Replace.*
	8. Check carburetion. a.Improperly adjusted or inadequate carburetor components. *Adjust according to specifications (refer to TECHNICAL DATA 09) or replace inadequate component(s).*
	9. Check cylinder head gaskets. a.Worn gaskets. *Replace.*
	10. Check ignition timing. a.Ignition timing is too advanced. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	11. Check if there are leaks at air intake silencer and / or engine crankcase. a.Leak(s). *Repair or replace.*
	12. Check condition and heat range of spark plug(s). a.Melted spark plug tip or inadequate heat range. *Replace.*
SYMPTOM	**ENGINE EQUIPPED WITH "RAVE" VALVE DOES NOT REACH ITS FULL OPERATING RPM (500 TO 1000 RPM SLOWER).**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check "RAVE" valve pistons.** a.Valve piston(s) is (are) too far out. *Screw valve piston(s) to bottom.*
	2. Check "RAVE" valve stems. a.Bent "RAVE" valve stem(s). *Replace.*
	3. Check "RAVE" valves. a.Jamed valve(s). *Clean.*
	4. Check tension of "RAVE" springs. a.Inadequate spring tension. *Replace.*
	5. Check "RAVE" pressure holes. a.Clogged holes. *Clean.*
	6. Check clamps or sleeves. a.Damaged clamp(s) or sleeve(s). *Replace.*

SYMPTOM	**ENGINE EQUIPPED WITH "RAVE". ENGINE HESITATES AT MID-SPEED AND REACHES MAXIMUM PERFORMANCE ONLY AFTER A WHILE.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check "RAVE" valve spring(s).** a. Spring tension is too weak or spring(s) is (are) broken. *Replace.*
	2. Check "RAVE" valve cover red adjustment screws. a. Adjustment screw(s) is (are) too loose. *Fully tighten.*
	3. Check "RAVE" valve movement ("RAVE" movement indicator P/N 861 7258 00). a. Valve(s) is (are) stuck in open position. *Clean.*
SYMPTOM	**REWIND STARTER ROPE DOES NOT REWIND.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check rewind spring.** a. Broken spring. *Replace spring.*
SYMPTOM	**REWIND STARTER PAWL DOES NOT ENGAGE.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check stopper spring.** a. Broken stopper spring. *Replace.*
	2. Check pawl and pawl lock. a. Pawl and pawl lock have stuck together because of heat. *Replace.*
	3. Check pawl and rope sheave. a. Pawl and rope sheave have stuck together because of heat. *Replace.*

SYMPTOM	**ENGINE PINGING.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check fuel lines.** a. Bent fuel lines (preventing fuel from flowing through). *Relocate or replace fuel lines.*
	2. Check if carburetor(s) is (are) clean. a. Dirt prevents fuel from flowing through. *Clean.*
	3. Check ignition timing. a. Timing is too advanced. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	4. Check compression ratio. a. Compression ratio is too high. *Replace inadequate part(s) to obtain manufacturer's recommended compression ratio or use a higher grade fuel.*
SYMPTOM	**ENGINE GENERATES A LOT OF VIBRATIONS.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check engine supports.** a. Loose broken supports or interference between support(s) and chassis. *Retighten to specification (refer to TECHNICAL DATA 09) or replace.*
	2. Check drive pulley (refer to : vibrations coming from drive pulley).
	3. Check carburetor synchronization. a. Throttle slide heights are adjusted differently and / or throttle slide openings are unsynchronized. *Adjust throttle slide heights and throttle cable.*

Engine Leak Verification Flow Chart



FUEL AND OIL SYSTEMS

The following chart is provided to help in diagnosing the probable source of troubles. It should be used as a guideline. Some causes or corrections may not apply to a specific model.

SYMPTOM	**HIGH FUEL CONSUMPTION (OR RICH MIXTURE).**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check fuel tank.** a. Perforated fuel tank. *Replace fuel tank.*
	2. Check fuel pump reservoir and carburetor fittings. a. Leaking fittings. *Replace defective part.*
	3. Check primer. a. Fuel flows through primer while engine runs. *Replace primer.*
	4. Check float height in carburetor(s). a. Fuel level is too high in float bowl(s). *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	5. Check needle valve. a. Foreign particles prevent needle valve(s) from closing and / or worn seating area. *Clean or replace needle valve(s), then clean seating area.*
	6. Check H.A.C. system. a. Connection to atmosphere is plugged. *Clean.* b. Leakage in H.A.C. to carburetor tube. *Replace.* c. Leak in H.A.C. sealed chamber. *Replace.* d. H.A.C. frozen. *Replace.*
SYMPTOM	**FUEL LEAKS IN ENGINE BASE WHEN ENGINE IS STOPPED.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check items 3, 4 and 5 of "High fuel consumption".**
	2. Check fuel pump diaphragm. a. Cracked diaphragm. *Replace.*

SYMPTOM	**ENGINE LACKS POWER OR STALLS AT HIGH RPM.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check fuel tank vent hose.** a. Kinked or clogged hose. *Relocate or replace.*
	2. Check fuel filter. a. Clogged filter. *Replace.*
	3. Check fuel lines. a. Kinked or clogged lines. *Relocate or replace.*
	4. Check fuel pump flow. a. Dried diaphragm. *Replace.*
	5. Check if carburetor(s) is (are) clean. a. Varnish. *Clean.*
SYMPTOM	**HIGH INJECTION OIL CONSUMPTION.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check oil injection pump adjustment.** a. Oil injection pump adjusted too rich. *Adjust.*
	2. Check injection oil lines and their fitting. a. Leaking lines and / or cover. *Replace defective part(s).*
	3. Check injection pump cover gasket. a. Worn gasket. *Replace.*
	4. Pressurize crankcase rotary valve gear reservoir. a. Leaking gasket(s). *Replace gasket(s).*

SYMPTOM	ENGINE RUNS OUT OF FUEL (OR LEAN MIXTURE).
CONDITION	NORMAL USE.
Test / Inspection	**1. Check fuel filter ball located in fuel tank. Ball must move freely.** a. Corrosion due to oxidation at installation. *Replace fuel filter.*
	2. Check if lines are perforated or kinked and make sure they do not leak at fittings. a. Lines are too big for their fittings or are improperly rooted. *Replace or properly relocate lines.*
	3. Check fuel pump outlet flow. a. Dirt clogging fuel pump lines or torn membrane. *Clean or replace fuel pump.*
	4. Check carburetor needle valve(s). a. Dirt (varnish, foreign particle) clogging fuel line inlets. *Clean.*
	5. Check main jet. a. Dirt (varnish, foreign particle) accumulation at main jet. *Clean.*
	6. Check float height in carburetor bowl(s). a. Running out of fuel at high speed because float height is too low. *Adjust float lever height according to specification.*
	7. Check H.A.C. system. a. Plugged hole in air jet inlet. *Clean.* b. H.A.C. frozen. *Replace.*

TRANSMISSION AND BRAKE SYSTEMS

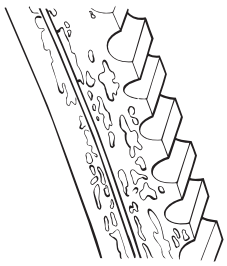
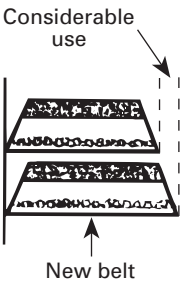
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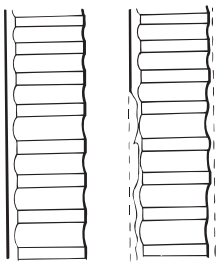
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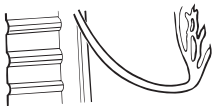
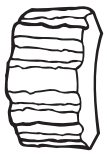
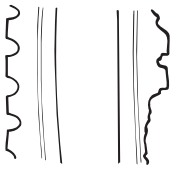
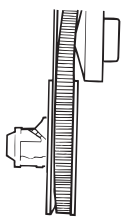
SYMPTOM	**THE SNOWMOBILE ACCELERATES SLOWLY, ESPECIALLY WHEN IT IS STOPPED.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check drive belt condition.** a. Belt is too narrow (drive belt engagement is higher in drive pulley). *Replace belt if width is 3 mm (1/8") less than a new one (refer to TECHNICAL DATA 09).*
	2. Check distance between pulleys and / or drive belt deflection. a. Distance is too small between pulleys or deflection is too high (drive belt engagement is higher in drive pulley). *Adjust distance between pulleys and / or drive belt deflection according to specifications (refer to TECHNICAL DATA 09).*
	3. Check driven pulley sliding half play. a. Jammed sliding half. *Replace.*
	4. Check spring tension of driven pulley sliding half. a. Sliding half rotation is accelerated when spring tension is too weak. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	5. Refer to "Vibrations originating from driven pulley" and check items listed.
	6. Check drive pulley spring tension. a. Spring tension is too weak. *Replace.*
SYMPTOM	**ENGINE MAXIMUM RPM IS TOO HIGH AND TOP SPEED IS NOT REACHED.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check items 1, 2 and 3 of "The snowmobile accelerates slowly, especially when it is stopped".**
	2. Check driven pulley spring tension. a. Spring tension is to stiff. *Adjust according to specification (refer to TECHNICAL DATA 09).*
	3. Check position of the calibration screws. (TRA drive pulley) a. Selected numbers are too high. *Adjust according to specification (refer to TECHNICAL DATA 09).*
	4. Refer to "Vibrations originating from driven pulley" and check items listed.

SYMPTOM	**LOOSENESS IS FELT IN DRIVE SYSTEM WHEN ACCELERATING / DECELERATING.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check drive chain tension.** a. Drive chain is too loose. *Adjust.*
	2. Check play of driven pulley Woodruff key (aluminum frame models) a. Worn Woodruff key or keyway. *Replace.*
SYMPTOM	**VIBRATIONS ORIGINATING FROM DRIVEN PULLEY.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check drive belt.** a. Belt width is uneven at many places. *Replace (refer to TECHNICAL DATA 09 for the part number).*
	2. Check tightening torque of drive pulley screw. a. Moving governor cup. *Retighten bolt.*
	3. Spring cover bolts. a. Spring cover moves and restrains sliding half movement. *Retighten bolts.*
	4. Check spring cover (TRA TYPE) and / or outer half bushings. a. Excessive gap between bushings and inner half shaft, thus restraining sliding half movements. *Replace bushing(s).*
	5. Check sliding half slider shoes. a. Worn slider shoes. *Replace.*
SYMPTOM	**VIBRATIONS ORIGINATING FROM DRIVEN PULLEY.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check sliding half play.** a. Sliding half runout. *Replace sliding half bushing.*
	2. Check sliding half and fixed half straightness. a. Sliding half / fixed half runout. *Replace.*
	3. Check cam slider shoes. a. One or two slider shoes out of three are broken. *Replace.*

SYMPTOM	**PULLEYS DO NOT DOWN SHIFT PROPERLY.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check driven pulley spring tension.** a. Spring tension is too weak. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	2. Refer to "Vibrations coming from driven pulley" and check items listed.
	3. Check drive pulley bushings (cleanliness, wear, etc.). a. Bushings stick to fixed half pulley shaft. *Clean or replace.*
	4. Check driven pulley spring tension. a. Spring tension is too weak. *Replace.*
SYMPTOM	**IT IS DIFFICULT TO ENGAGE TRANSMISSION IN FORWARD OR REVERSE GEAR.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check position of gear shift lever adjustment screw.** a. Improper adjustment. *Adjust according to specifications (refer to TRANSMISSION 04).*
SYMPTOM	**UNEVEN BELT WEAR ON ONE SIDE ONLY.**
CONDITION	NORMAL USE.
Test / Inspection  A00D09Y	**1. Check tightening torque of engine mount bolts.** a. Loose engine mount. *Tighten engine mount nuts / bolts equally.*
	2. Check pulley alignment. a. Pulley misalignment. *Align pulleys.*
	3. Check drive belt contact area on pulleys. a. Rough or scratched pulley surfaces. *Repair or replace pulley half.*
	4. Check driven pulley sliding half play. a. Driven pulley bushing worn. *Replace bushing.*

SYMPTOM	**BELT GLAZED EXCESSIVELY OR HAVING BAKED APPEARANCE.**
CONDITION	NORMAL USE.
Test / Inspection  A00D0AY	**1. Check if drive pulley bushings are worn.** a. Insufficient pressure on belt sides. *Replace bushing.* **2. Check condition of drive pulley fixed half shaft.** a. Rusted drive or driven pulley shafts. *Clean shaft with fine steel woof and lubricate with low temperature grease (If applicable only).* **3. Check if pulley halves are clean.** a. Oil on pulley surfaces. *Clean pulley halves.* **4. Check pulley calibration.** a. Improper pulley calibration. *Calibrate according to specification.*
SYMPTOM	**BELT WORN EXCESSIVELY IN TOP WIDTH.**
CONDITION	NORMAL USE.
Test / Inspection  A00D0BY	**1. Check drive pulley.** a. Excessive slippage due to irregular outward actuation movement of drive pulley. *Carry out drive pulley inspection.* **2. Check drive belt identification number.** a. Improper belt angle. (wrong type of belt). *Replace belt with an appropriate drive belt.* **3. Check drive belt width.** a. Considerable use. *Replace belt if 3 mm (1/8") less than recommended width (see TECHNICAL DATA 09).*

SYMPTOM	**BELT WORN NARROW IN ONE SECTION.**
CONDITION	NORMAL USE.
Test / Inspection  A00D0CY	**1. Check if parking brake is released.** a. Parking brake is engaged. *Release parking brake.* **2. Check track tension / alignment.** a. Frozen or too tight track. *Liberate track from ice or check track tension and alignment.* **3. Check drive pulley.** a. Drive pulley not functionning properly. *Repair or replace drive pulley.* **4. Check idle speed.** a. Engine idle speed too high. *Adjust according to specification.* **5. Check drive belt length.** a. Incorrect belt length. *Replace belt with an appropriate drive belt (refer to TECHNICAL DATA 09).* **6. Check distance between pulleys.** a. Incorrect pulley distance. *Readjust according to specification.* **7. Check belt deflection.** a. Deflection is too small. *Adjust according to specification.*
SYMPTOM	**BELT SIDES WORN CONCAVE.**
CONDITION	NORMAL USE.
Test / Inspection  A00D0DY	**1. Check pulley half surfaces.** a. Rough or scratched pulley half surfaces. *Repair or replace.* **2. Check drive belt identification number.** a. Unspecified type of belt. *Replace belt with an appropriate drive belt (refer to TECHNICAL DATA 09).*
SYMPTOM	**BELT DISINTEGRATION.**
CONDITION	NORMAL USE.
Test / Inspection  A00DOEY	**1. Check drive belt identification number.** a. Excessive belt speed. *Using unspecified type of belt. Replace belt with proper type of belt (refer to TECHNICAL DATA 09).* **2. Check if pulley halves are clean.** a. Oil on pulley surfaces. *Clean pulley surfaces with fine emery cloth and wipe clean using Loctite Saftety Solvent (P / N 413 7082 00) and a cloth.*

SYMPTOM	**BELT EDGE CORD BREAKAGE.**
CONDITION	NORMAL USE.
Test / Inspection  A00D0FY	**1. Check pulley alignment.** a. Pulley misalignment. *Align pulley according to specifications (refer to TECHNICAL DATA 09).*
SYMPTOM	**FLEX CRACKS BETWEEN COGS.**
CONDITION	NORMAL USE.
Test / Inspection  A00D0GY	**1. Check drive belt condition.** a. Considerable use, belt wearing out. *Replace.*
SYMPTOM	**SHEARED COGS, COMPRESSION SECTION FRACTURED OR TORN.**
CONDITION	NORMAL USE.
Test / Inspection  A00D0HY	**1. Check drive belt rotational direction.** a. Improper belt installation. *Replace.*
	2. Check if drive belt rubs against components. a. Belt rubbing on stationary object. *Relocate components.*
	3. Check drive pulley. a. Violent engagement of drive pulley. *Check drive pulley engagement speed, drive pulley bushings and components.*
SYMPTOM	**BELT "FLIP-OVER" AT HIGH SPEED.**
CONDITION	NORMAL USE.
Test / Inspection  A00D0IY	**1. Check pulley alignment.** a. Pulley misalignment. *Align pulley according to specifications (refer to TECHNICAL DATA 09).*
	2. Check drive belt identification number. a. Using unspecified type of belt. *Replace belt with an appropriate drive belt.*

BRAKE SYSTEM

MECHANICAL BRAKE

SYMPTOM	**BRAKE DOES NOT ADJUST AUTOMATICALLY.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check ratchet wheel spring.** a. Broken ratchet wheel tag. *Replace.*
	2. Check mobile pad stud. a. Stud rotates in pad. *Replace.*
SYMPTOM	**BRAKE HANDLE DOES NOT RETURN COMPLETELY.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check brake return spring.** a. Broken return spring. *Replace.*
	2. Check if brake cable moves freely in its housing. a. Brake cable movement is limited due to oxidation or dirt accumulation. *Replace.*
	3. Check distance between brake lever and caliper. a. Distance is too wide. *Adjust according to specifications (refer to TRANSMISSION 04).*

HYDRAULIC BRAKE

SYMPTOM	**SPONGY BRAKE CONDITION.**
CONDITION	NORMAL USE.
Test / Inspection	*Replace brake fluid and bleed system. If problem still occurs, replace master cylinder.*
SYMPTOM	**BRAKE FLUID LEAKING.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check for loosen hose connectors.** *Retighten.*
	2. Check for damaged hose, master cylinder and caliper. *Replace part(s) and check for proper mounting.*

MECHANICAL AND HYDRAULIC BRAKES

SYMPTOM	**BRAKE SYSTEM IS NOISY.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check brake pad thickness.** a. Pads are worn up to wear warner. *Replace.*

ELECTRICAL SYSTEM

The following chart is provided to help in diagnosing the probable source of troubles. It should be used as a guideline. Some causes or corrections may not apply to a specific model.

SYMPTOM	**STARTER DOES NOT TURN.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check fuse.** a. Burnt fuse. *Check wiring condition and replace fuse.*
	2. Check continuity of starter switch contact points. a. Poor contact of starter switch contact points. *Repair or replace switch.*
	3. Check continuity between starter switch and solenoid. a. Open circuit between starter switch and solenoid switch. *Repair.*
SYMPTOM	**STARTER TURNS ; BUT DOES NOT CRANK THE ENGINE.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check battery capacity.** a. Shorted battery cell(s). *Replace.*
	2. Check battery charge. a. Weak battery. *Recharge.*
	3. Check wire connection. a. Inadequate connection (too much resistance). *Clean and reconnect.*
	4. Check solenoid switch contact disc. a. Burnt or poor contact of solenoid switch contact disc. *Replace solenoid switch.*
	5. Check continuity of solenoid switch pull-in winding. a. Open circuit of solenoid switch pull-in winding. *Replace solenoid switch.*
	6. Check continuity of solenoid switch hold-in winding. a. Open circuit of solenoid switch hold-in winding. *Replace solenoid switch.*
	7. Check brushes. a. Poor contact of brushes. *Replace brushes.*
	8. Check commutator. a. Burnt commutator. *Turn commutator in lathe.*

	9. Check height of commutator mica. a.Commutator mica too high. *Undercut mica.*
	10. Check field coil resistance. a.Shorted field coil. *Repair or replace yoke.*
	11. Check armature resistance. a.Shorted armature. *Repair or replace armature.*
	12. Check tension of brush springs. a.Weak brush spring tension. *Replace springs.*
	13. Check yoke assembly magnets. a.Weak magnets. *Replace yoke assembly.*
	14. Check if bushings are worn. a.Worn bushings. *Replace bushings.*
SYMPTOM	**STARTER TURNS, BUT OVERRUNNING CLUTCH PINION DOES NOT MESH WITH RING GEAR.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check clutch pinion gear.** a.Worn clutch pinion gear. *Replace clutch.*
	2. Check clutch. a.Defective clutch. *Replace clutch.*
	3. Check movement of clutch on splines. a.Poor movement of clutch on splines. *Clean and correct.*
	4. Check clutch bushing. a.Worn clutch bushing. *Replace clutch.*
	5. Check starter bushings. a.Worn starter bushing(s). *Replace bushing(s).*
	6. Check ring gear. a.Worn ring gear. *Replace ring gear.*

SYMPTOM	**ELECTRIC STARTER KEEPS TURNING WHEN ENGINE IS STARTED.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check clutch.** a. Jammed clutch pinion gear. *Replace or clean.*
	2. Check movement of clutch on splines. a. Clutch is stuck on splines. *Clean.*
	3. Check ignition switch. a. Ignition switch does not return to its ON position or is short-circuited. *Adjust retaining screw or replace switch.*
	4. Check solenoid. a. Shorted solenoid switch winding(s). *Replace solenoid switch.*
	5. Check solenoid switch contacts. a. Melted solenoid switch contacts. *Replace solenoid switch.*
	6. Check starter switch. a. Starter switch returns poorly. *Replace ignition switch.*
SYMPTOM	**NOISE OCCURENCE WHEN STARTING ENGINE.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check if ring gear is well mounted to drive pulley inner half.** a. Loose and / or broken bolts. *Retighten bolts using thread locker or replace ring gear and drive pulley inner half.*
SYMPTOM	**ELECTRIC STARTER SOMETIMES DOES NOT WORK WHEN TURNING IGNITION SWITCH.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check battery cables and starter wires.** a. Corroded and / or loose connection(s). *Clean and / or retighten.*
	2. Check fuse. a. Oxidized fuse. *Clean.*
	3. Check wiring harness connections. a. Oxidized connections. *Clean or replace defective terminals.*

	4. Check ignition switch. a. Defective contacts in ignition switch. *Replace.*
	5. Check solenoid of electric starter. a. Shorted solenoid wiring harness or eroded contact washer. *Replace.*
SYMPTOM	**HEADLAMP NOT LIGHTING.**
CONDITION	WHITE BULB.
Test / Inspection	**1. Check bulb.** a. Gas leak. *Replace bulb.*
CONDITION	BROKEN ELEMENT.
Test / Inspection	**1. Check for loose headlamp housing and bulb socket.** a. Vibration problem. *Tighten headlamp mounting screws. Lock bulb in socket. Replace bulb.*
CONDITION	MELTED FILAMENT (ENDS OF ELEMENT HOLDER) AND BLACK BULB.
Test / Inspection	**1. Check voltage at headlamp at different speeds. It must not be above 15 VAC.** NOTE : If quartz halogen bulb is involved, ensure that proper voltage regulator is installed. a. Excessive voltage in lighting circuit. *Replace voltage regulator and ensure proper grounding. Retest.*
SYMPTOM	**HEADLAMP DIMING.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check voltage at headlamp at different speeds. It must not be below 11 VAC.** a. Insufficient voltage in lighting circuit. *Replace voltage regulator and retest.*
	2. Visually inspect wiring harness for damaged and / or melted wires and / or bad wire terminal crimping and / or connections. a. Heating, rotating or sharp part in contact with harness. Improper harness routing. *Repair / replace damaged wires and / or terminals. Reroute harness where necessary.*
	3. On manual start models : Verify regulator ground. a. Rusted or loose retaining screws. *Clean, apply lithium grease (LMZ1) and firmly tighten screws.*
	4. Verify if there is an interconnection between AC and DC current. a. Faulty installation of optional equipment. *Find optional equipment connected directly to DC ground (BK wire or chassis) or to any DC hot wire (RD, RD / BL). Disconnect and reconnect to AC current (YL and YL / BK wires).*

	5. Verify of optional electric accessories are overloading the magneto / generator. a. Excessive electrical load to magneto / generator. *Reduce the electrical load by removing excess accessories. Reconnect as recommended by manufacturer.*
	6. Hot Grips brand : Verify if they were connected in parallel by mistake. a. Excessive electrical load to magneto / generator. *Reconnect as recommended by manufacturer.*
	7. Bombardier heating grips : Verify if the return wires of the elements were grounded to the chassis by mistake. a. Faulty installation of optional equipment. *Reconnect as recommended by manufacturer.*
	8. Verify if heating grips installation overloads the magneto / generator capacity. a. Excessive electrical load to magneto / generator. *Reduce the electrical load by removing accessories.*
SYMPTOM	**FALSE FUEL AND / OR TEMPERATURE GAUGE READINGS.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Verify if gauge was connected on DC current by mistake (in case of optional installation).** a. Faulty installation of optional equipment. *Find optional wires connected directly to DC ground (BK wire to chassis) or to any DC hot wire (RD, RD / BL). Disconnect and reconnect to AC current (YL and YL / BK wires).*
	2. Verify sender unit for free movement and / or correct arm position. a. Defective or damaged part. *Correct or replace sender unit.*
	3. Verify sender unit / gauge wiring harness condition. a. Heating, rotating or sharp part in contact with harness. Improper harness routing. *Replace or repair damaged wires. Reroute where necessary.*

SYMPTOM	**ENGINES DOES NOT START – NO SPARK AT SPARK PLUG.**
CONDITION	AT ENGINE CRANKING.
Test / Inspection	**1. Verify spark plug condition.** a. Defective, improperly set, worn-out, fouled. *Identify source of problem and correct. Replace spark plug.*
	2. Verify spark plug cap resistance with an ohmmeter. a. Defective part. *Replace cap.*
	3. Verify if problem originated from electrical system wiring harness and / or accessories and / or ignition cut-out switches by unplugging the 4-wire connectors between the magneto / generator and the vehicle wiring harness. Check condition of connectors. a. Heating, rotating or sharp part in contact with harness. Improper harness routing. Defective switch(es). Corroded connector terminals. *Replace or repair damaged wires. Reroute where necessary. Replace defective switch(es). Clean terminals and apply silicone dielectric grease.*
	4. Verify trigger coil resistance with an ohmmeter and connector condition. a. Defective coil. Corroded connector terminals. *Replace defective coil. Clean terminals and apply silicone dielectric grease.*
	5. Verify condition of ignition coil. a. Mechanically damaged part. Vibration problem. Electrically damaged part. *Tighten mounting screws. Replace ignition coil.*
	6. Verify condition of ignition generator coils. a. Mechanically damaged part. Vibration problem. Electrically damaged part. *Tighten mounting screws. Replace coils.*
	7. Verify CDI (Capacitor discharge ignition) module. a. Mechanically damaged part. Vibration problem. Electrically damaged part. *Tighten mounting screws. Replace CDI module, retest and verify ignition timing.*
SYMPTOM	**ENGINE STALLS.**
CONDITION	AT LOW SPEED.
Test / Inspection	**1. Verify items 4, 5 and 6 above.**
SYMPTOM	**IRREGULAR ENGINE SPEED.**
CONDITION	AT HIGH SPEED.
Test / Inspection	**1. Verify items 4, 5 and 6 above.**
CONDITION	AT LOW SPEED.
Test / Inspection	**1. Verify items 4 and 5 above and trigger coil / flywheel protrusion air-gap.** a. Air-gap too large. *Readjust air-gap.*

SYMPTOM	**ENGINE IS MISFIRING – ERRATIC SPARK AT SPARK PLUG.**
CONDITION	RIDING ON WET SNOW.
Test / Inspection	**1. Verify if spark plug wires and / or spark plug cap seals are sealing-out moisture.** a. Defective wires and / or seals. *Replace defective part.*
	2. Verify if ignition system wiring harness connectors are in good condition and / or are sealing-out moisture. a. Loose connectors, corroded terminals or defective parts. *Clean terminals and apply silicone dielectric grease. Replace defective parts.*
CONDITION	NORMAL USE.
Test / Inspection	**1. Verify misfiring by observing flash of stroboscopic timing light ; unplug connectors between magneto / generator and vehicle wiring harness to isolate problem. Check condition of connectors.** a. Defective spark plug and / or cables / caps. Defective electrical system wiring harness and / or accessories and / ignition cut-out switches. Condition of connector terminals. *Replace defective parts and / or repair damaged wires. Replace defective switch(es). Clean terminals and apply silicone dielectric grease.*
CONDITION	RIDING IN DEEP AND THICK SNOW.
Test / Inspection	**1. Perform all verifications outlined under "Engine does not start – no spark at spark plug".**
	2. Verify spark plug(s). Proceed with spark plug analysis in order to identify source of problem. a. Defective and / or worn spark plug(s) and / or cable(s) and / or cap(s). *Replace defective part(s). Proceed with ignition system testing procedures. Perform engine analysis.*

SYMPTOM	**FOULED (BLACK) SPARK PLUG TIP.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check carburetor(s).** a. Carburetion is too rich. *Adjust according to specifications (refer to TECHNCAL DATA 09).*
	2. Check injection oil consumption. a. Injection pump flow is too high. *Adjust according to specification or replace.*
	3. Check oil quality. a. Poor oil quality that creates deposits. *Use Bombardier oil.*
	4. Check engine compression. a. Leaking piston ring(s). *Replace.*
SYMPTOM	**SPARK PLUG TIP(S) IS (ARE) LIGHT GREY.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Refer to "Engine slows down or stops at high RPM" and check items listed.**
	2. Check spark plug heat range. a. Spark plug heat range is too high. *Replace by Bombardier's recommended spark plug (refer to TECHNCAL DATA 09).*
	3. Check if air intake silencer leaks. a. Air surplus coming from opening(s) located between halves. *Seal.*
	4. Check carburetor adapter collars. a. Loose collar(s). *Tighten.*
	5. Check carburetor adapter(s). a. Cracked or deformed adapter(s). *Replace.*
SYMPTOM	**BRAKE LIGHT REMAINS ON.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check if bulb is properly installed.** a. Bulb is not installed correctly (contact elements are reversed). *Install bulb correctly.*
	2. Check brake switch. a. Switch contact remains closed. *Adjust brake cable or brake switch.*

SYMPTOM	**REAR LIGHT BULB FLASHES.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check bulb tightness in housing.** a. Looseness at bulb contact elements. *Install bulb correctly.*
	2. Check if rear light is properly connected. a. Connector housing is partially connected. *Install connector housing properly.*
	3. Check continuity of wires. a. Corroded terminals and / or broken wires. *Replace terminal(s) or crimp defective wires.*
SYMPTOM	**TACHOMETER DOES NOT WORK.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check fuse.** a. Burnt fuse. *Replace.*
	2. Check continuity of wires. a. Corroded terminals and / or broken wires. *Replace terminal(s) or crimp defective wires.*

SUSPENSION SYSTEM AND TRACK

The following chart is provided to help in diagnosing the probable source of troubles. It should be used as a guideline. Some causes or corrections may not apply to a specific model.

SYMPTOM	**REAR SUSPENSION BOTTOMS OUT.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check rear spring preload or rear arm spring preload.** a. Spring tension is too low. *Increase rear arm spring preload.*
SYMPTOM	**SLIDER SHOES WEAR OUT PREMATURELY.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check track tension.** a. Pressure is too great on slider shoes. *Adjust according to specifications (refer to TEHNICAL DATA 09). Replace defective parts.*
SYMPTOM	**TRACK CLEATS BECOME BLUE.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check track tension.** a. Pressure is too great on cleats. *Adjust according to specifications (refer to TEHNICAL DATA 09).*
	2. Check slider shoes and / or suspension retaining screws. a. Worn slider shoes or lost retaining screws. *Replace defective parts and / or tighten loose screws.*
SYMPTOM	**NOISE OR VIBRATIONS ORIGINATING FROM THE TRACK.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check slide suspension retaining bolts.** a. Missing bolt(s) allowing movement of certain components which in turn interfere with track rotation. *Replace missing bolt(s).*
	2. Check condition of idler wheel(s). a. Idle wheel rubber is damaged. *Replace.*
	3. Check guide cleats. a. Top portion of guide cleat(s) is bent. *Replace.*
	4. Check sprockets. a. One or various teeth of drive shaft sprockets are broken. *Replace sprocket(s).*
	5. Check track rods and / or internal traction teeth. a. One or various track rods and / or teeth are broken. *Replace track.*

SYMPTOM	**DERAILING TRACK.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check track tension.** a. Track is too loose. *Adjust.*
	2. Check if track and slider shoes are properly aligned. a. Improper alignment. *Adjust.*
SYMPTOM	**REAR SUSPENSION IS LOW OR TOO STIFF.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check track tension.** a. Track is too tight. *Adjust.*
	2. Check if axles are properly lubricated. a. Improper lubrication and / or contaminated grease (sticky oil sludge). *Clean and / or lubricate.*
	3. Check rear spring preload. a. Insufficient preload. *Increase preload using shock adjustment cams.*
SYMPTOM	**WHEN HANDLEBAR IS TURNED, SNOWMOBILE UNDERSTEERS.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check ski runner condition.** a. Worn ski runners. *Replace.*
	2. Check tension of front spring adjustment cams. a. Insufficient ski pressure on the ground. *Increase spring preload.*
	3. Check if front arm stopper strap is too long. a. Insufficient ski pressure on the ground. *Shorten stopper strap.*
	4. Check front arm spring tension. a. Insufficient ski pressure on the ground. *Slacken spring tension.*

SYMPTOM	**HANDLE BAR IS DIFFICULT TO TURN.**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check position of front spring adjustment cams.** a. More pressure on the ground when cam increases spring preload. *Reduce front spring preload.*
	2. Check position of stopper strap. a. More weight when stopper strap is short. *Lengthen front arm stopper strap.*
	3. Check position of front arm shock adjustment cam(s). a. When spring tension is weak, more weight is transferred to the skis. *Increase spring preload.*
	4. Check condition of ball joints. a. Corrosion restrains movement. *Lubricate or replace.*
	5. Check swing arm camber (liquid cooled models). a. Too much ski leg inclination. *Adjust camber to 0° ± .5°.*
SYMPTOM	**THE SNOWMOBILE IS UNSTABLE (IT MOVES FROM LEFT TO RIGHT AND VICE VERSA).**
CONDITION	NORMAL USE.
Test / Inspection	**1. Check ski runner condition.** a. Worn or bent ski runners. *Replace ski runners.*
	2. Check ski alignment. a. Improper ski alignment. *Align skis in order to obtain proper toe-out (opening) (to adjust, refer to STEERING SYSTEM 07).*
	3. Check if bushings are too loose in steering system. a. Bushings are too loose. *Replace.*

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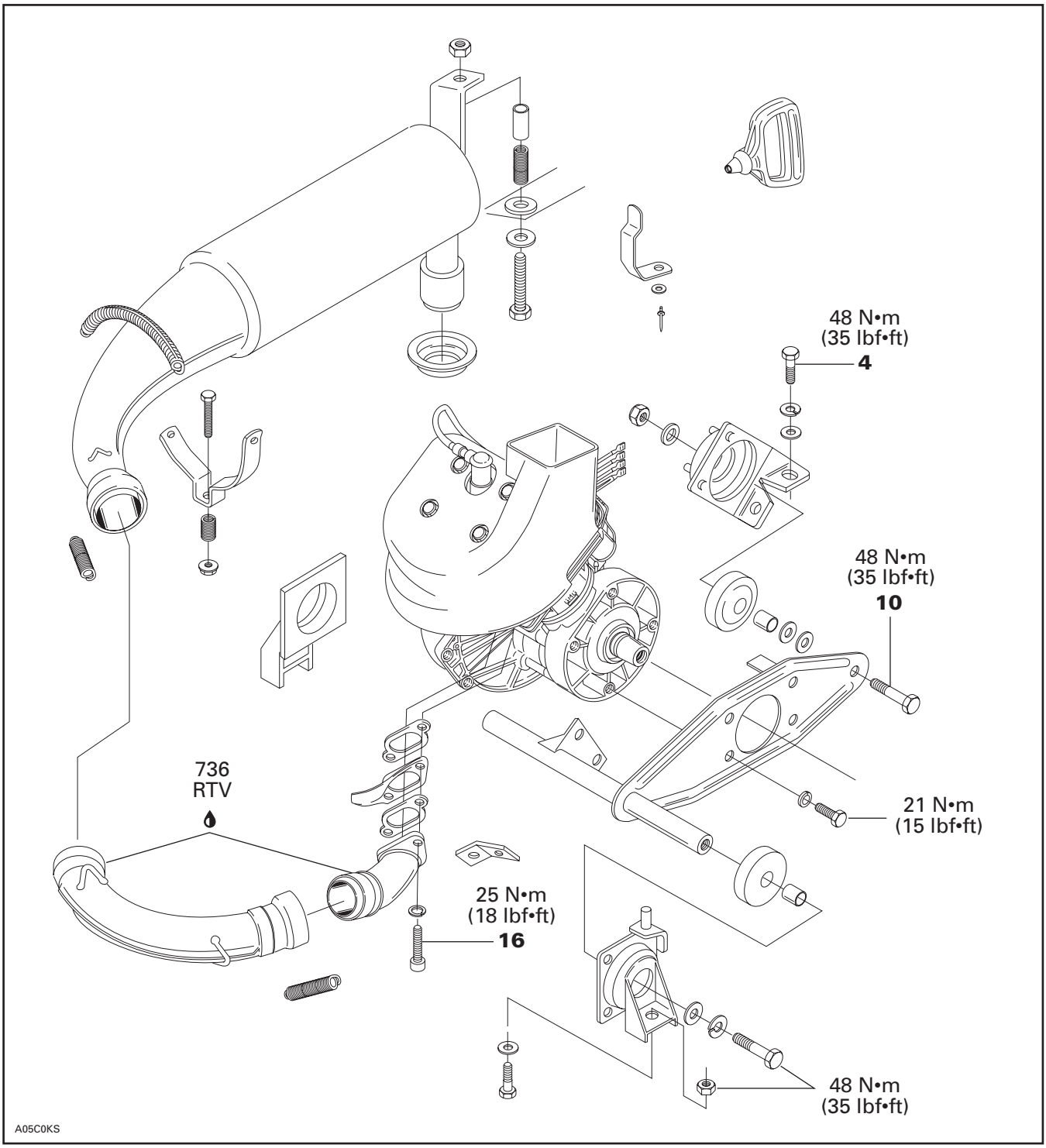
REWIND STARTER 03-08-1
REMOVAL 03-08-3
DISASSEMBLY 03-08-3
ASSEMBLY 03-08-3
INSTALLATION 03-08-4

CARBURETOR AND FUEL PUMP 03-09-1
REMOVAL 03-09-2
CLEANING AND INSPECTION 03-09-2
IDENTIFICATION 03-09-2
DISASSEMBLY AND ASSEMBLY 03-09-2
CARBURETOR FLOAT LEVEL ADJUSTMENT 03-09-3
INSTALLATION 03-09-4
CARBURETOR ADJUSTMENTS 03-09-5
PRELIMINARY IDLE SPEED ADJUSTMENT 03-09-7
IDLE SPEED FINAL ADJUSTMENT 03-09-7
CHOKE 03-09-8
FUEL PUMP 03-09-9
REMOVAL 03-09-10
PUMP VERIFICATION 03-09-10
DISASSEMBLY 03-09-10
CLEANING AND INSPECTION 03-09-10
ASSEMBLY 03-09-11
INSTALLATION 03-09-11

FUEL TANK AND THROTTLE CABLE 03-10-1

277 ENGINE TYPE

ENGINE REMOVAL AND INSTALLATION



REMOVAL FROM VEHICLE

Remove or disconnect the following then lift engine from vehicle :

– belt guard
– drive belt
– muffler
– carburetor
– oil injection pump cable
– oil injection inlet fitting
– impulse line
– electrical connectors
– hood retaining cable
– engine mount nuts

ENGINE SUPPORT AND MUFFLER DISASSEMBLY AND ASSEMBLY

Torque the manifold screws **no. 16** to 25 N•m (18 lbf•ft).

Torque the engine support screws **nos. 4** and **10** to 48 N•m (35 lbf•ft).

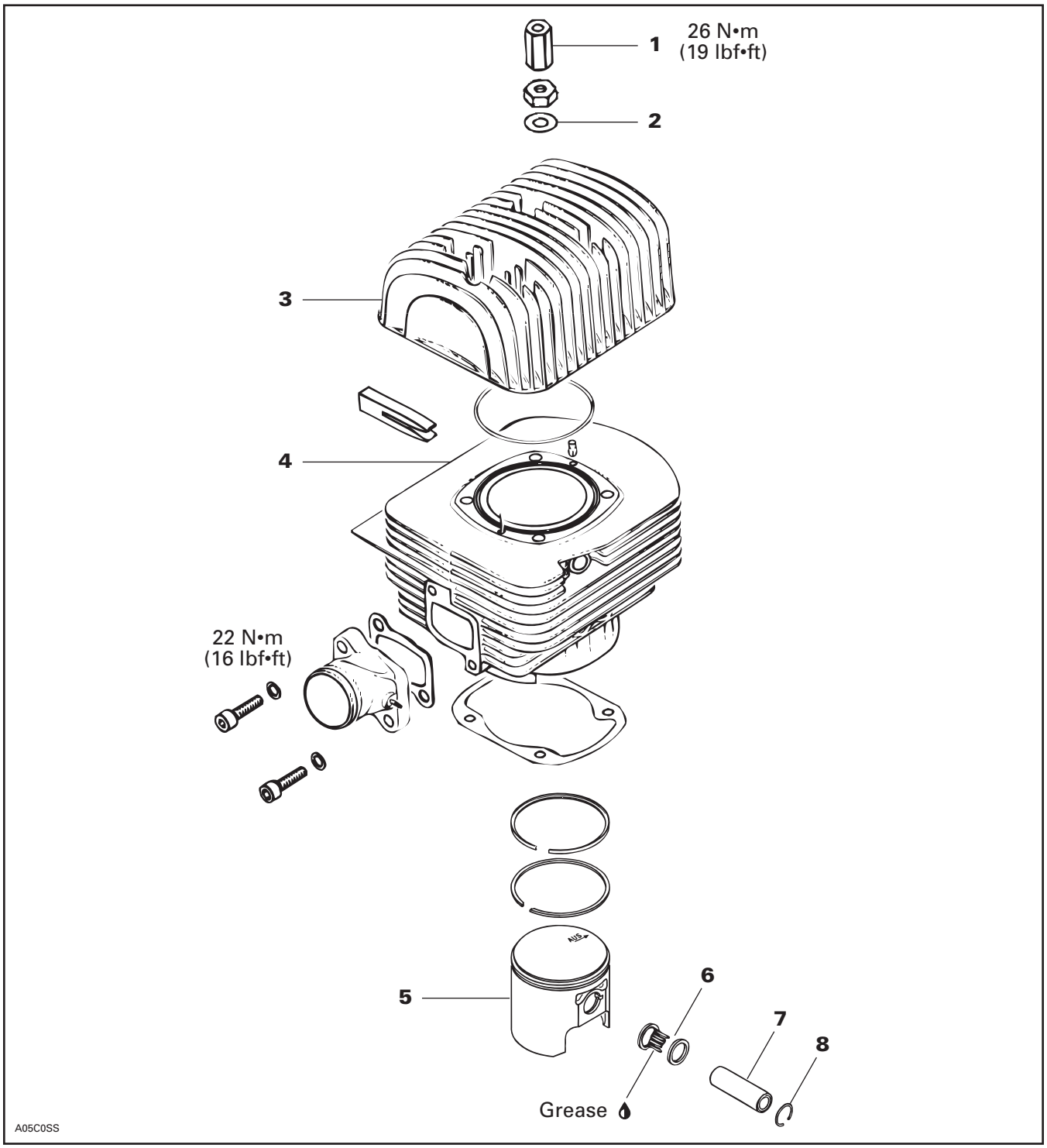
Torque the engine mount screws to 21 N•m (15 lbf•ft).

INSTALLATION ON VEHICLE

To install engine on vehicle, reverse removal procedure. However, pay attention to the following :

– Check tightness of engine mount nuts, and drive pulley screw.
– After throttle cable installation, check maximum throttle slide opening.
– Check pulley alignment and drive belt tension.
– Should a light exhaust leak is experienced at muffler ball joint, Dow Corning sealer no. 736 RTV (P / N 413 7092 00) can be used.

TOP END



TROUBLESHOOTING

Before completely disassemble engine, check airtightness. Refer to LEAK TEST AND ENGINE DIMENSION MEASUREMENT 03-04.

NOTE : The following procedures can be done without removing the engine from chassis.

TOP END REMOVAL (without removing engine from chassis)

Remove the following then lift cylinder head **no. 3** and cylinder **no. 4** :

- belt guard
- carburetor
- exhaust system
- spark plug
- oil injection inlet
- fan cowl and hood cable
- cylinder head nuts **no. 1** and washers **no. 2**

CLEANING

Discard all gaskets.

Clean all metal components in a non-ferrous metal cleaner.

Scrape off carbon formation from cylinder exhaust port, cylinder head and piston dome using a wooden spatula.

NOTE : The letters "AUS" (over an arrow on the piston dome) must be visible after cleaning.

Clean the piston ring grooves with a groove cleaner tool, or with a piece of broken ring.

DISASSEMBLY

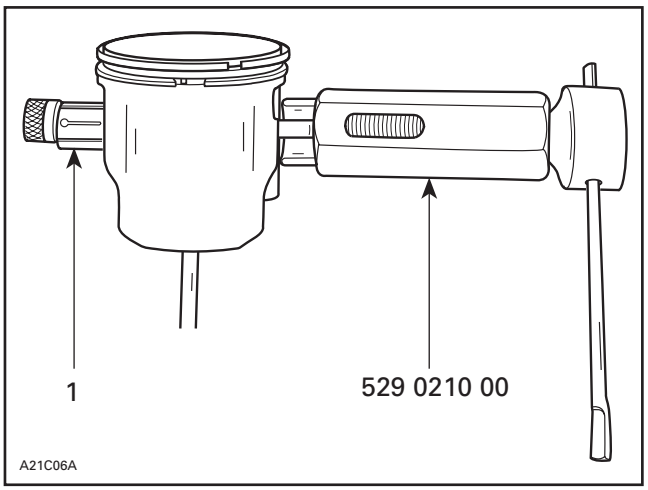
5, Piston

On this engine, piston pin needle bearing **no. 6** is mounted without a cage.

Use piston pin puller (P / N 529 0210 00) along with expansion sleeve and locating sleeve.

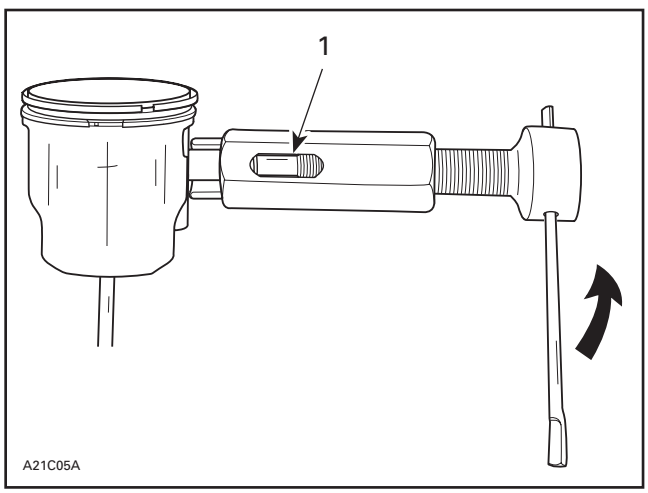
Place a clean cloth or rubber pad (P / N 529 0234 00) over crankcase to prevent circlips **no. 8** from falling into crankcase. Then with a pointed tool inserted in piston notch, remove circlips from piston **no. 5**.

Insert piston pin puller (P / N 529 0210 00) then install expansion sleeve over puller rod.



1. Expansion sleeve

Pull out piston pin **no. 7** by unscrewing puller until first thread of puller rod aligns with 277 mark.

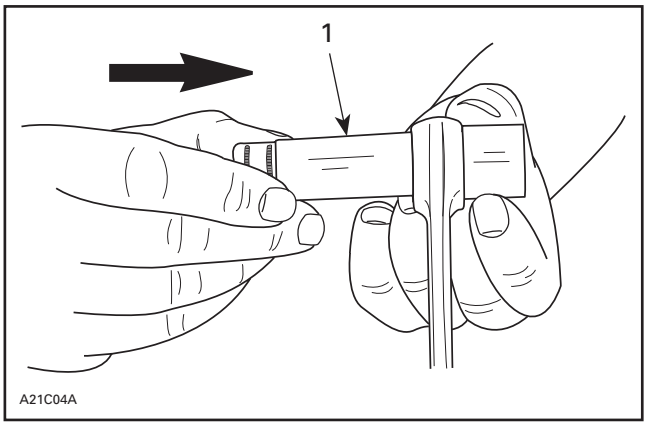


1. 277 mark on puller

Screw in puller in order to remove it from piston.

Remove piston from connecting rod.

Install locating sleeve. Then push needle bearings along with thrust washers using a 21 mm (.826 in) diameter pusher.



1. Pusher 21mm (.826 in)

NOTE : 0.25 and 0.5 mm oversize pistons and rings are available if necessary.

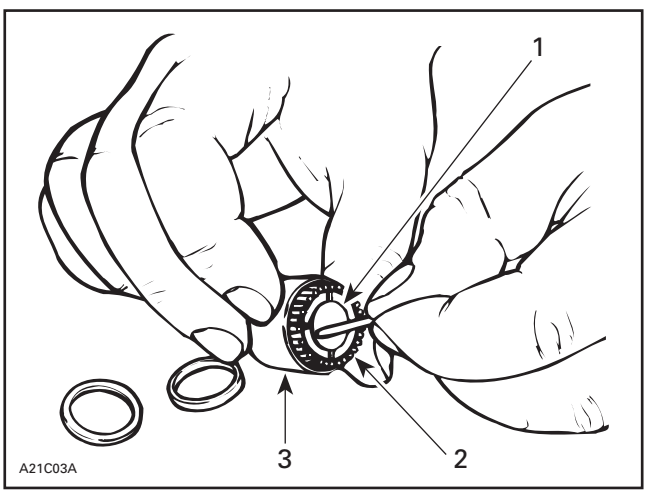
Use a locking tie to fasten all needles and thrust washers along with sleeves.

INSPECTION

Refer to LEAK TEST AND ENGINE DIMENSIONS MEASUREMENT 03-04.

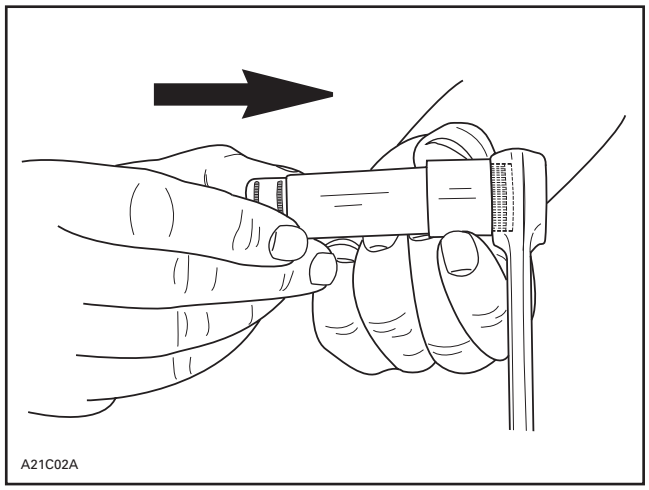
ASSEMBLY

When reinstalling original needle bearings, make sure that 31 needles are inserted between expansion sleeve and locating sleeve.

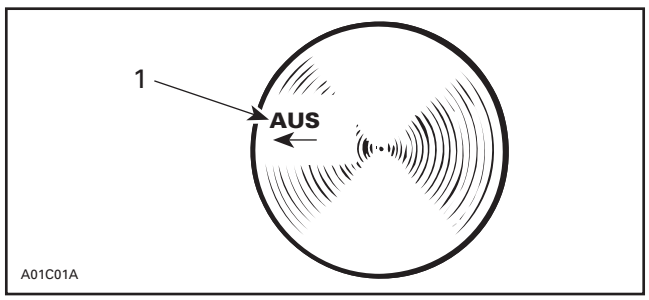


1. Expansion sleeve
2. 31 needles
3. Locating sleeves

– Grease thrust washers and install them on each end of needles.
– Using a 21 mm (.826 in) diameter pusher, insert needles into connecting rod.

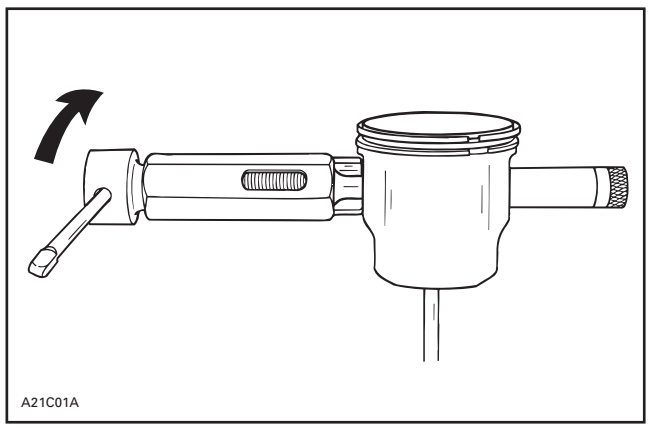


Mount piston over connecting rod with the letters "AUS" (over an arrow on the piston dome) facing in the direction of exhaust port.



1. Exhaust

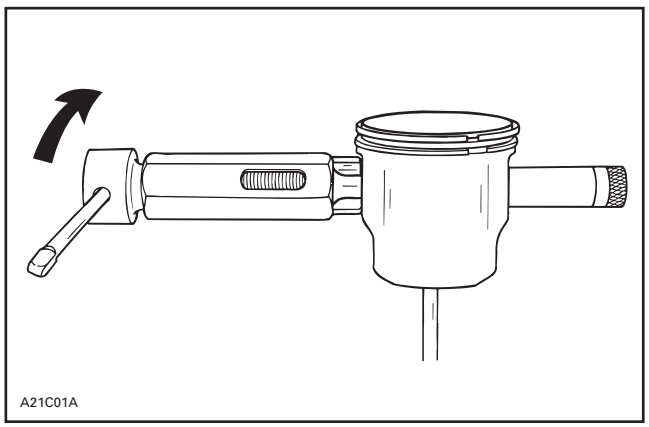
Install piston pin puller (P / N 529 0210 00) and turn handle until piston pin is correctly positioned in piston.



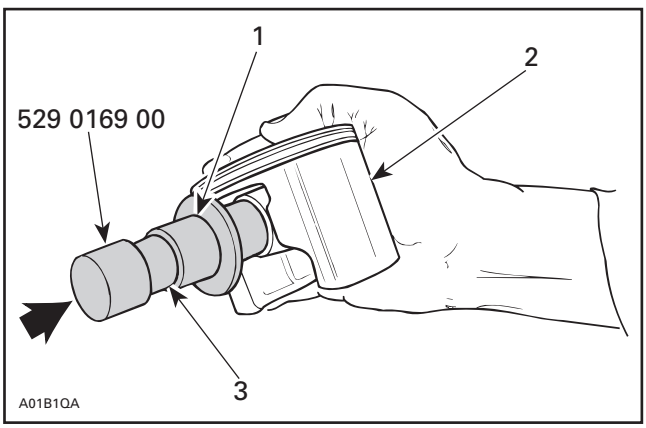
Remove piston pin puller and expansion sleeve.

When installing new needle bearing, insert needles with thrust washers. Instead of expansion sleeve, needles are held in place by 2 inner plastic cage halves.

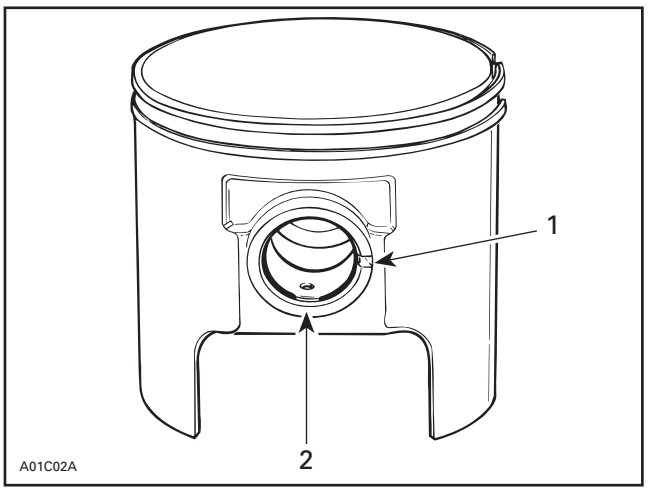
Use piston pin puller (P / N 529 0210 00) to insert piston pin. Plastic halves should come off piston. If not, pull them using a long nose pliers.



To minimize the effect of acceleration forces on circlip, install each circlip so the circlip break is at 6 o'clock as illustrated. Use piston circlip installer (P / N 529 0169 00).



1. Place circlip in
2. Restrain
3. Oil



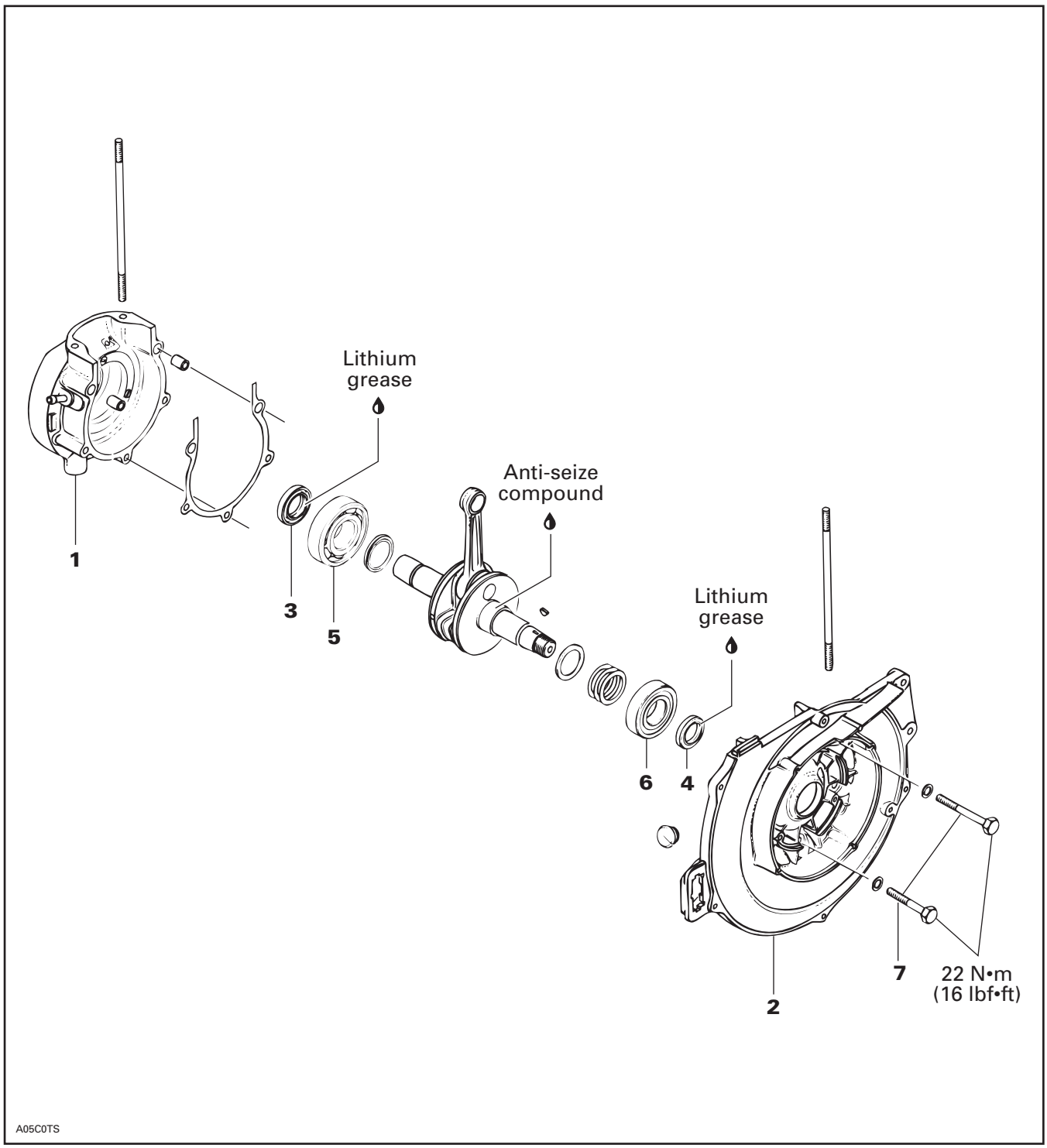
1. Piston notch
2. Circlip break

▼CAUTION : Circlips must not move freely in the groove after installation. If so, replace them.

Before inserting piston in the cylinder, lubricate the cylinder with new injection oil or equivalent.

Position cylinder head on cylinder with fins in line with crankshaft center line. Cross torque retaining nuts to 26 N•m (19 lbf•ft) for 277 engine type.

BOTTOM END


Lithium grease
Anti-seize compound
Lithium grease
1
3
5
6
4
2
7
22 N•m (16 lbf•ft)
A05C0TS

NOTE : Engine must be removed from chassis to perform the following procedures.

CLEANING

Discard all oil seals and gaskets.

Clean all metal components in a non-ferrous metal cleaner.

DISASSEMBLY

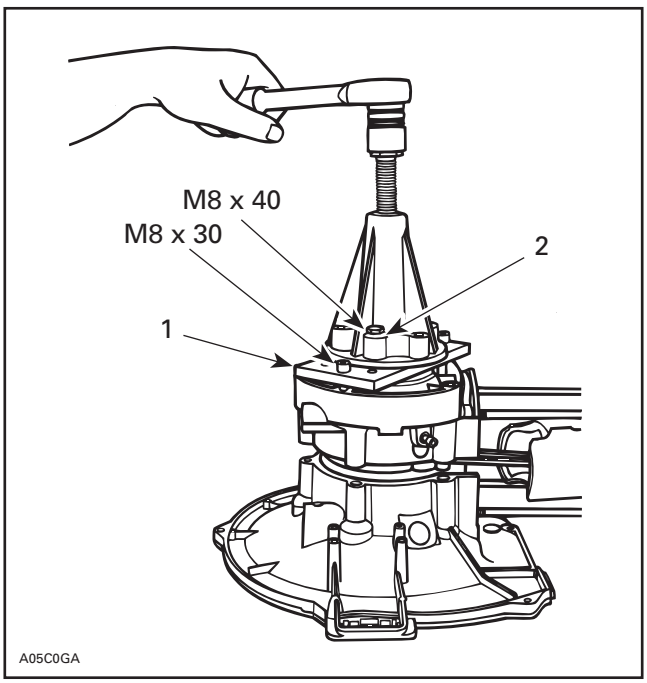
General

To remove drive pulley, refer to DRIVE PULLEY 04-03.

To remove magneto, refer to MAGNETO 03-05.

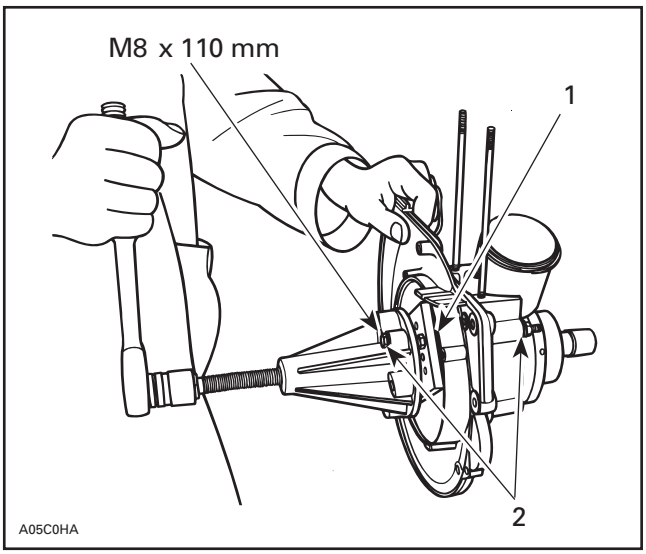
2,6, Crankcase Half

Heat to 110-120°C (230-248°F) all around bearing seat on PTO side. Install puller (P / N 420 8762 98) to plate (P / N 529 0249 00) with washer under screw heads and extract PTO side crankcase half **no. 1**.



1. Plate
2. Flat washer

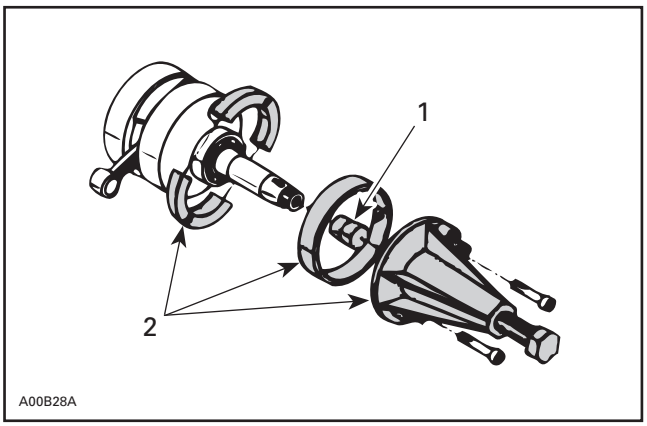
Heat to 110-120°C (230-248°F) all around bearing seat on MAG side. Install puller with plate, long bolts M8 x 110 mm and flat washers. Extract MAG side crankcase half **no. 2**.



1. Plate
2. Flat washers

To remove seals **nos. 3** and **4**, push from outside the crankcase towards the inside.

To remove bearings **nos. 5** and **6** from crankshaft use a protective cap and special puller as illustrated.



1. Protective cap
2. Special puller

INSPECTION

Refer to ENGINE DIMENSIONS MEASUREMENT 03-04.

ASSEMBLY

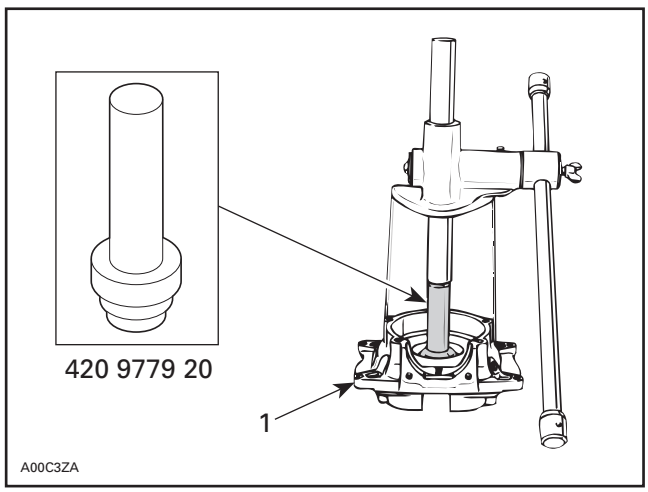
Smear anti-seize lubricant (P / N 413 7010 00) on part of crankshaft where bearing fits.

Prior to installation, place bearings into an oil container and heat the oil to 75°C (167°F) for 5 to 10 min. This will expand bearings and ease installation.

Install bearings with groove outward.

NOTE : Crankshaft end play requires adjustment only when crankshaft and / or crankcase is replaced. Prior to magneto side bearing installation, determine crankshaft end play and install required shim(s) on crankshaft extension. For the crankshaft end play adjustment procedure, refer to LEAK TEST AND ENGINE DIMENSION MEASUREMENT 03-04.

To install new seal **nos. 3** and **4** into crankcase use oil seal pusher (P / N 420 9779 20).



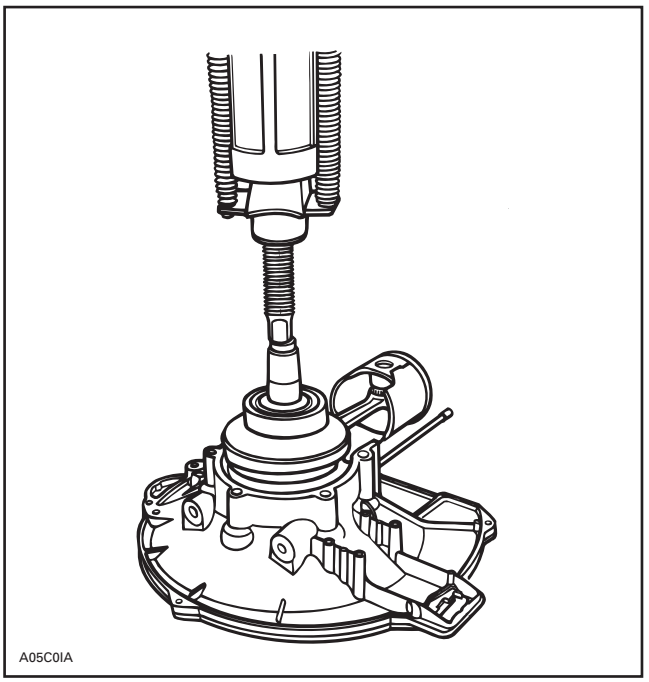
1. Crankcase half

Prior to crankcase adjoining, install a protector sleeve on each crankshaft extension to prevent oil seal damage. Apply a light coat of lithium grease on seal lip. Spray some new injection oil on all moving parts of the crankshaft.

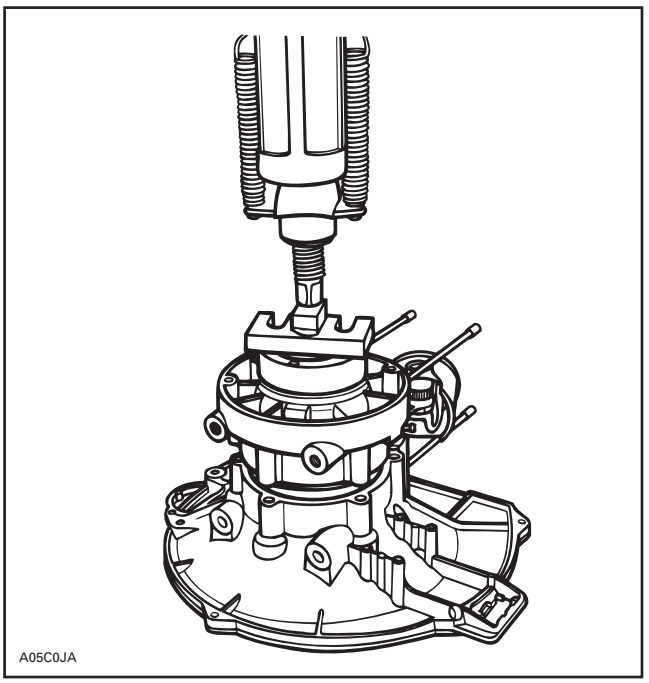
Install crankshaft seals with pusher (P / N 420 2778 75) for MAG side seal **no. 4** and (P / N 420 8766 60) for PTO side seal **no. 3**.

CAUTION : To ensure appropriate crankshaft bearing lubrication, seal outer surface must be pressed on seal crankcase shoulder.

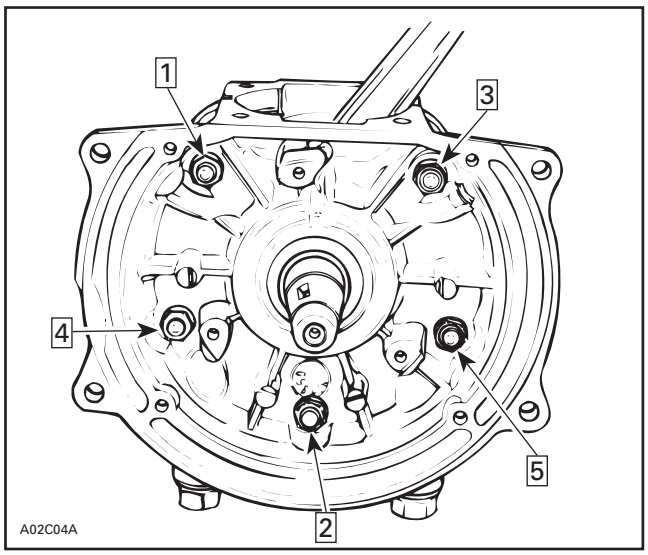
Using a press, install crankshaft into MAG side crankcase half.



Press down PTO side crankcase half onto crankshaft using appropriate spacer(s).



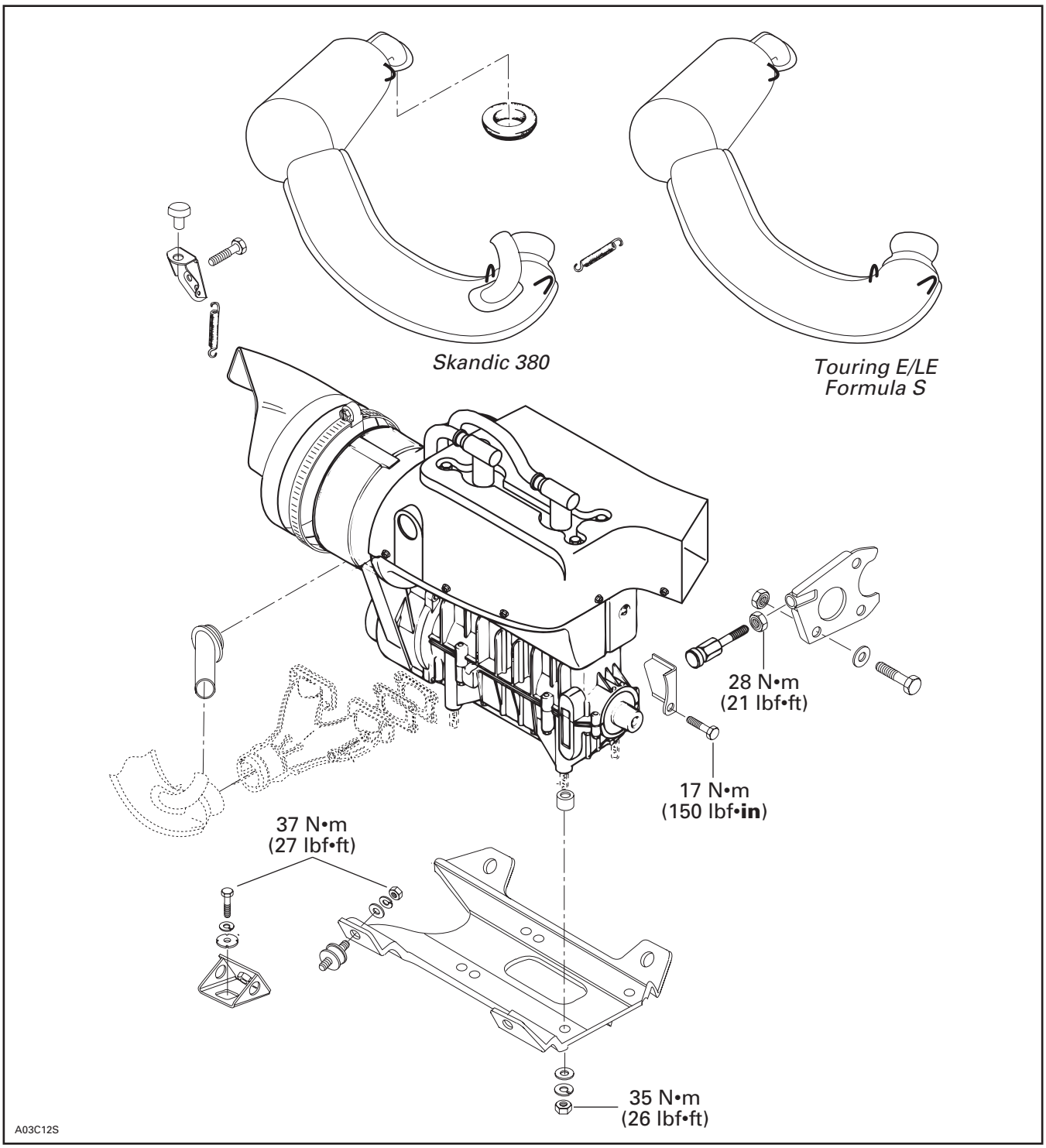
Torque the screws **no. 7** to 22 N•m (16 lbf•ft) following illustrated sequence.



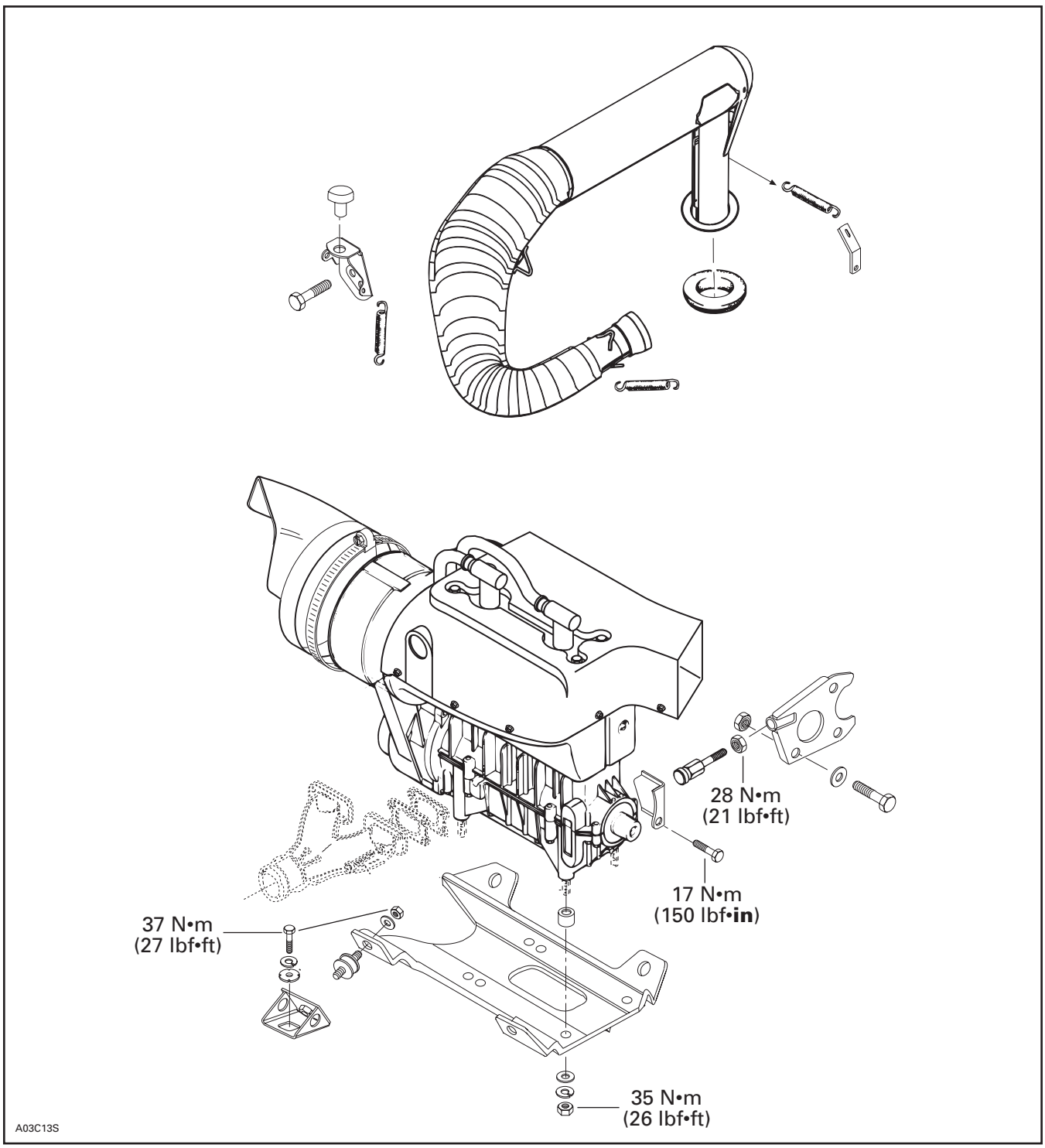
377, 443 AND 503 ENGINE TYPES

ENGINE REMOVAL AND INSTALLATION

377 and 443 Engine Types



503 Engine Type



PARTS FLAT RATE

ENGINE REMOVAL AND INSTALLATION

Disconnect or remove the following :

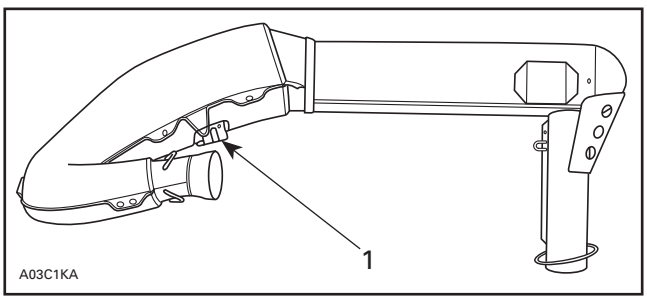
◆ WARNING : Before disconnecting any electrical wire in starter system always first disconnect the BLACK negative battery cable (on electric starting models).

- negative cable from battery (on electric starting models)
- belt guard
- drive belt
- drive pulley using appropriate puller, refer to 04-03 DRIVE PULLEY
- air silencer and carburetors
- impulse line from engine crankcase
- 4-connector housing
- exhaust pipe and exhaust cooling hose on so equipped models
- oil pump inlet tube and plug it
- oil pump cable

TUNED PIPE IDENTIFICATION

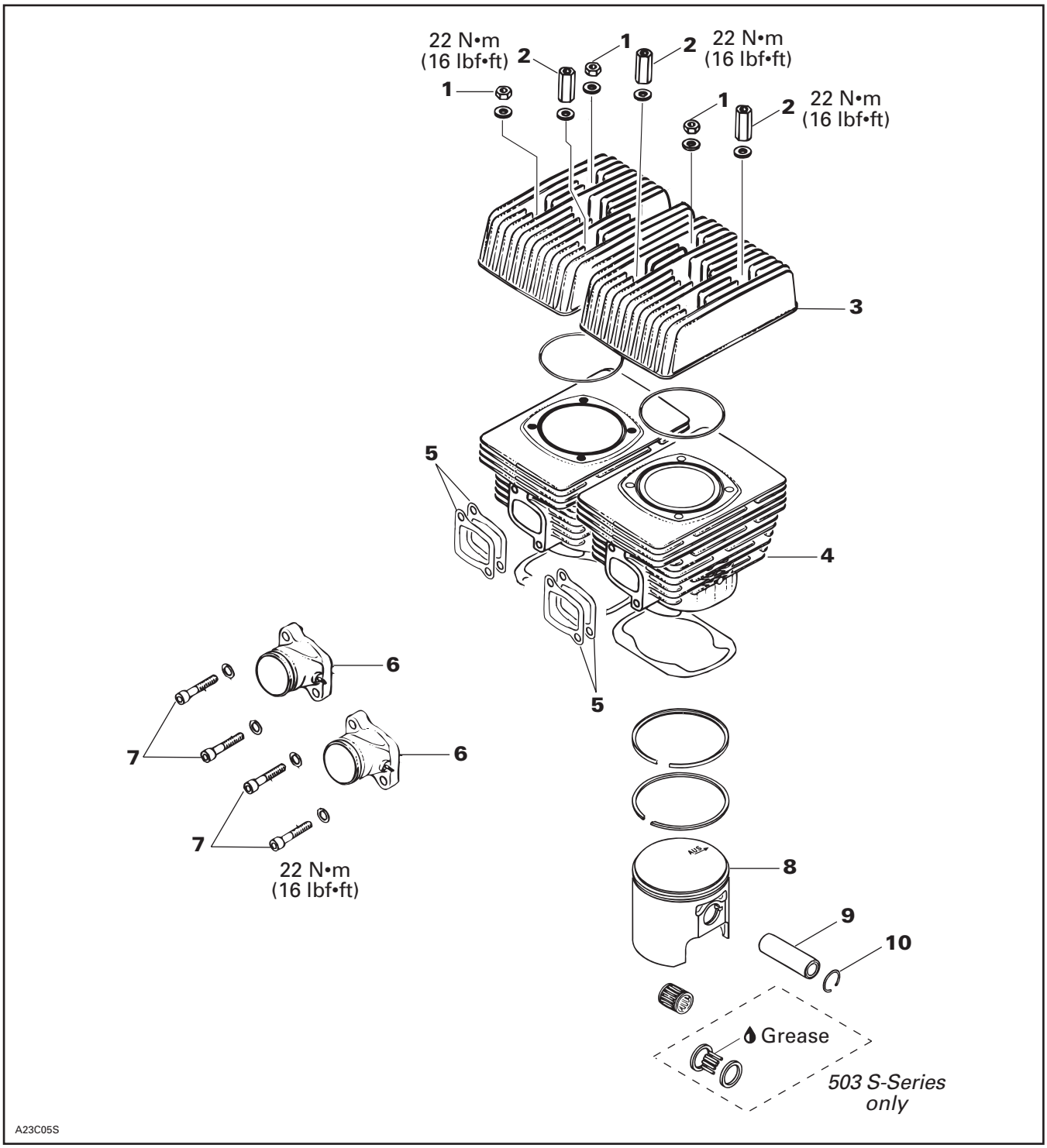
This part is identified on welded support.

Second number sequence of P / N is stamped on part.



1. Identification : 0467 for 514 0467 00

TOP END



PARTS FLAT RATE

NOTE : The following procedures can be done without removing the engine from chassis.

CLEANING

Discard all gaskets. Use Gasket Remover (P / N 413 7085 00) to clean mating surfaces.

Clean all metal components in a non-ferrous metal cleaner.

Scrape off carbon formation from cylinder exhaust port, cylinder head and piston dome using a wooden spatula.

NOTE : The letters "AUS" and arrow on the piston dome must be visible after cleaning.

Clean the piston ring grooves with a groove cleaner tool, or with a piece of broken ring.

DISASSEMBLY

Remove top fan cowl, intake sockets and lower fan cowl.

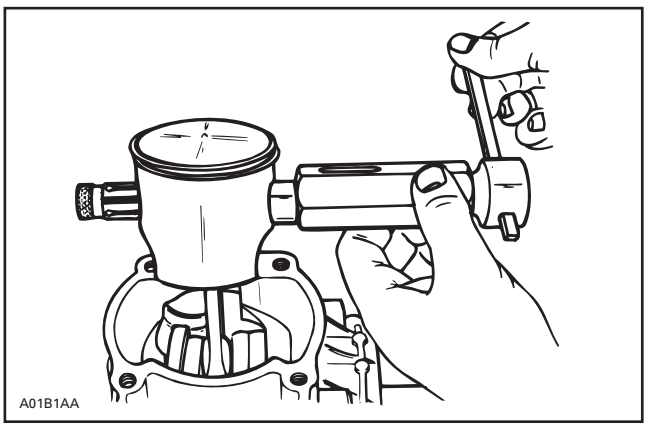
Remove cylinder heads.

All Engines Except 503

Place a clean cloth over crankcase to prevent circlips no. 10 from falling into crankcase. Then with a pointed tool inserted in piston notch, remove circlip from piston no. 8.

To remove piston pin no. 9, use piston pin puller (P / N 529 0210 00) as follows :

– Fully screw puller handle.
– Insert puller end into piston pin.
– Screw (LH threads) extracting nut.
– Hold puller firmly and rotate puller handle counterclockwise to pull piston pin.



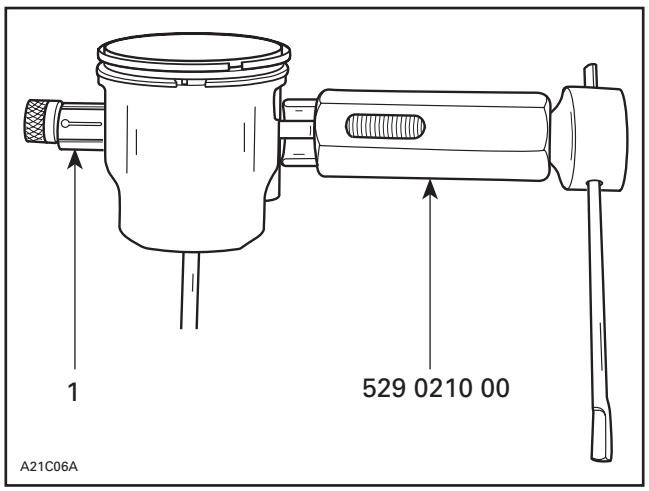
NOTE : The PTO cylinder or fan housing have to be removed to give access to MAG piston pin with the puller.

503 Engine

On these 503 engines, piston pin needle bearing is mounted without a cage.

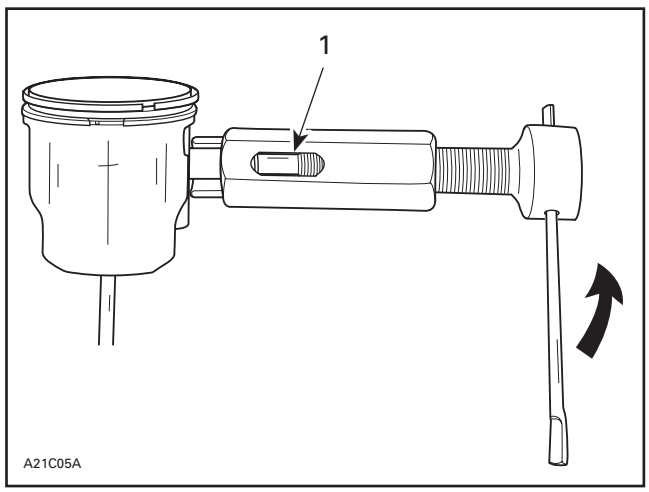
Use piston pin puller (P / N 529 0210 00) along with expansion sleeve and locating sleeve.

– Place a clean cloth or rubber pad (P / N 529 0234 00) over crankcase to prevent circlips from falling into crankcase. Then with a pointed tool inserted in piston notch, remove piston circlip on side where piston pin puller will be inserted.
– Insert piston pin puller (P / N 529 0210 00) then install expansion sleeve over puller rod.



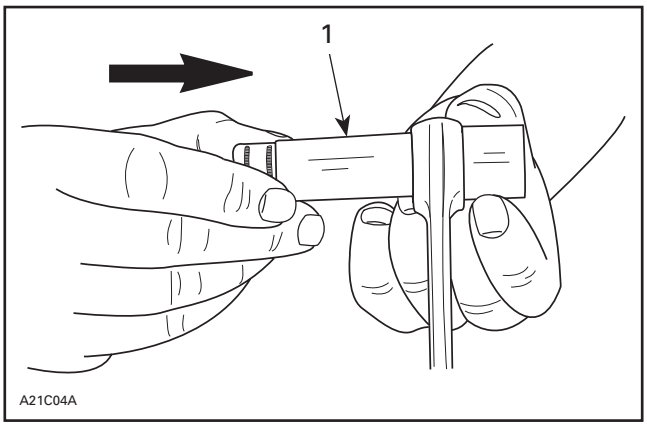
1. Expansion sleeve

– Pull out piston pin by unscrewing puller until first thread of puller rod aligns with 503 mark.



1. 503 mark on puller

– Screw in puller in order to remove it from piston.
– Remove piston from connecting rod.
– Install locating sleeve. Then push needle bearings along with thrust washers using a 21 mm (.826 in) diameter pusher.



1. Pusher 21 mm (.826)

NOTE : 0.25 and 0.5 mm oversized piston and rings are available if necessary.

Use a locking tie to fasten all needles and thrust washers along with sleeves.

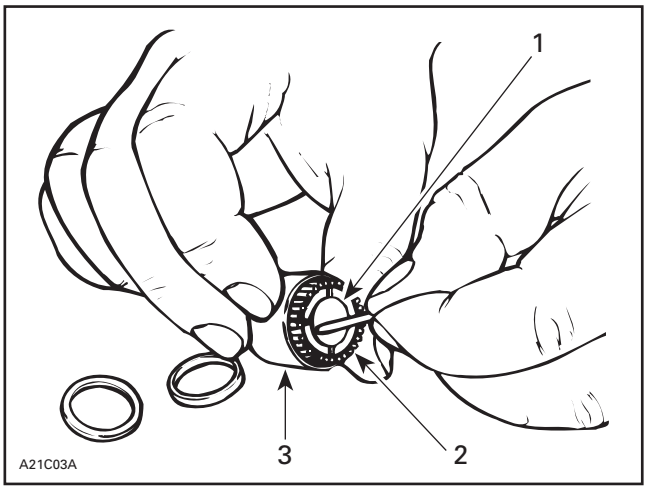
INSPECTION

Refer to ENGINE DIMENSIONS MEASUREMENT 03-04.

ASSEMBLY

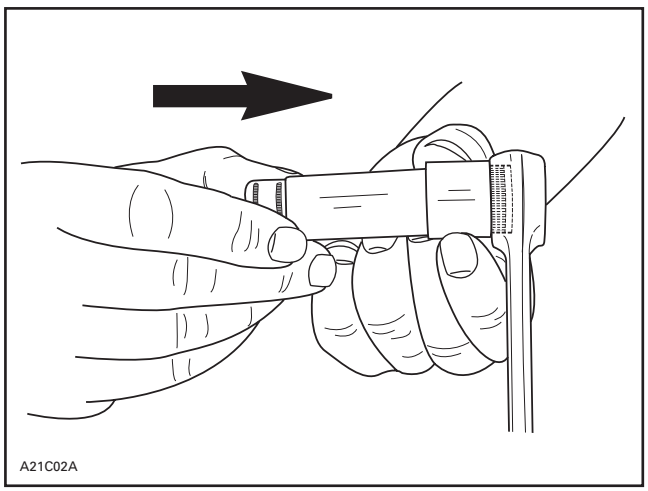
503 Engine

When reinstalling original needle bearings, make sure that 31 needles are inserted between expansion sleeve and locating sleeve.

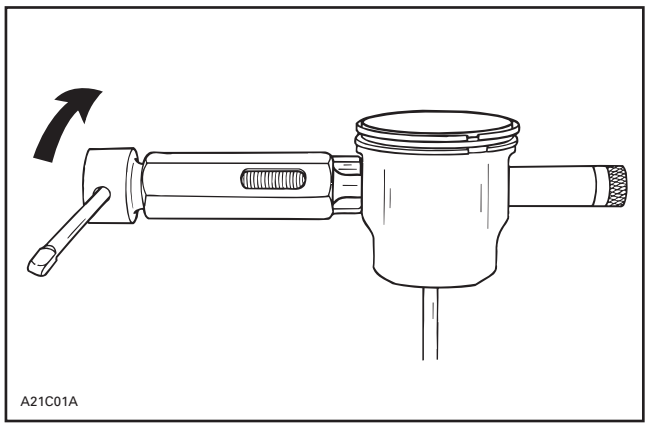


1. Expansion sleeve
2. 31 needles
3. Locating sleeve

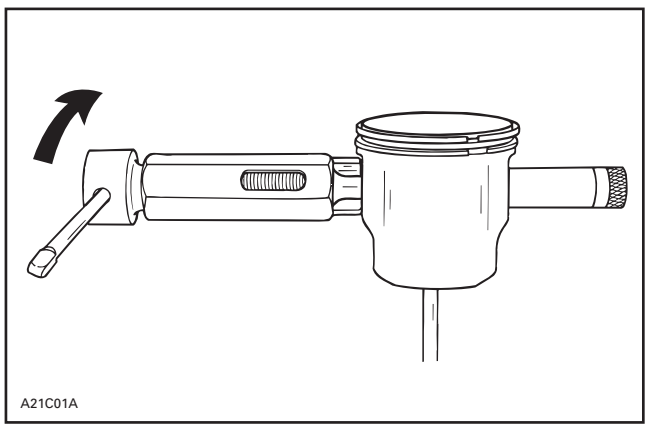
– Grease thrust washers and install them on each end of needles.
– Using a 21 mm (.826 in) diameter pusher, insert needles into connecting rod.



– Mount piston over connecting rod with the letters "AUS" (over an arrow on the piston dome) facing in the direction of exhaust port (see illustration below).
– Install piston pin puller (P / N 529 0210 00) and turn handle until piston pin is correctly positionned in piston.

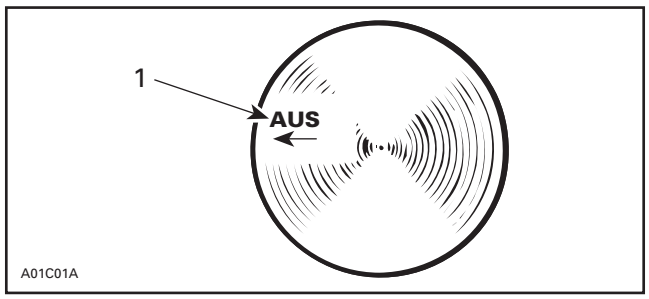


– Remove piston pin puller and expansion sleeve.
– Install circlips as described below.
– When installing new needle bearing, insert needles with thrust washers. Instead of expansion sleeve, needles are held in place by 2 inner plastic cage halves.
– Use piston pin puller (P / N 529 0210 00) to insert piston pin. Plastic halves should come off piston. If not, pull them out using long nose pliers.



– Install circlips as described below.

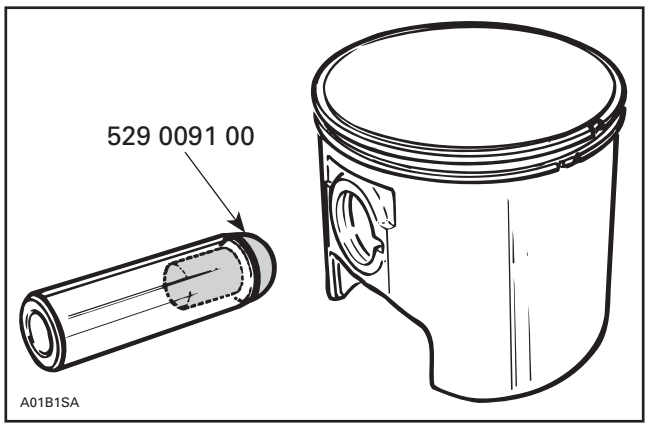
At assembly, place the pistons over the connecting rods with the letters "AUS" (over an arrow on the piston dome) facing in the direction of the exhaust port.



1. Exhaust

All Engines Except 503

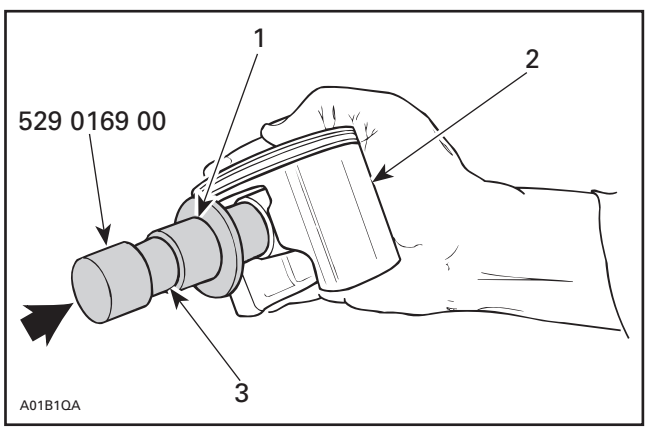
To center the piston pin with the connecting rod bearing, use centering tool (P / N 529 0091 00).



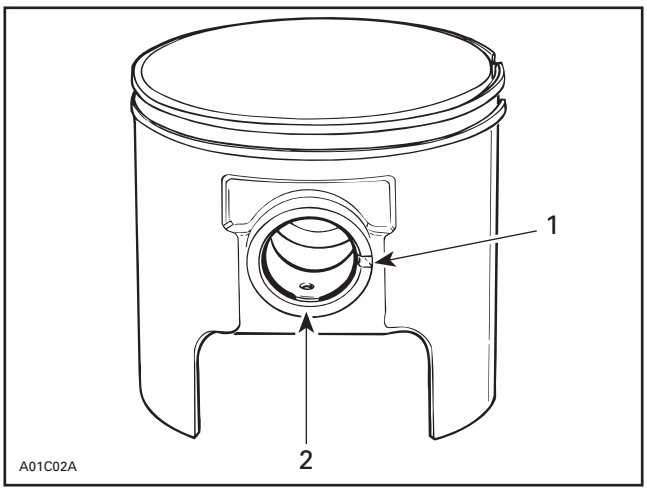
NOTE : The circlip on the opposite side can be installed before pin installation, the tool will easily go out.

All Models

To minimize the effect of acceleration forces on circlip, install each circlip so the circlip break is at 6 o'clock as illustrated. Use piston circlip installer (P / N 529 0169 00).



1. Place circlip in
2. Restrain
3. Oil



1. Piston notch
2. Circlip break at 6 o'clock

▼CAUTION : Circlips must not move freely in the groove after installation. If so, replace them.

NOTE : Be sure to restore the chamfer around all cylinder sleeve port openings.

Before inserting piston in cylinder **no. 4**, lubricate the cylinder with new injection oil or equivalent.

Install proper ring compressor on piston assembly.

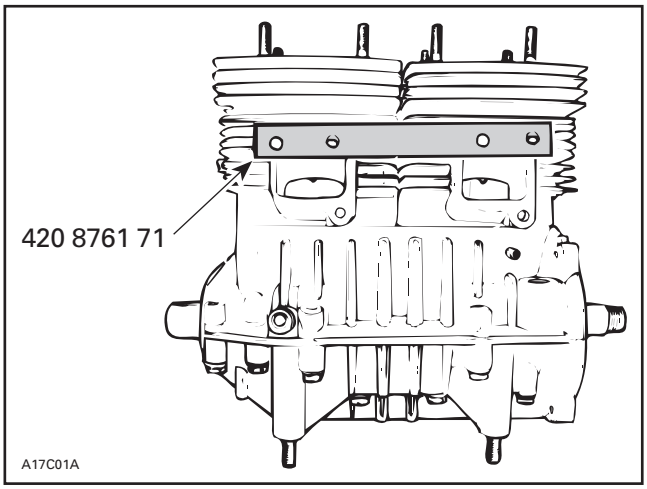
ENGINE TYPE	RING COMPRESSOR P / N
377	420 8760 90
503	420 8769 70

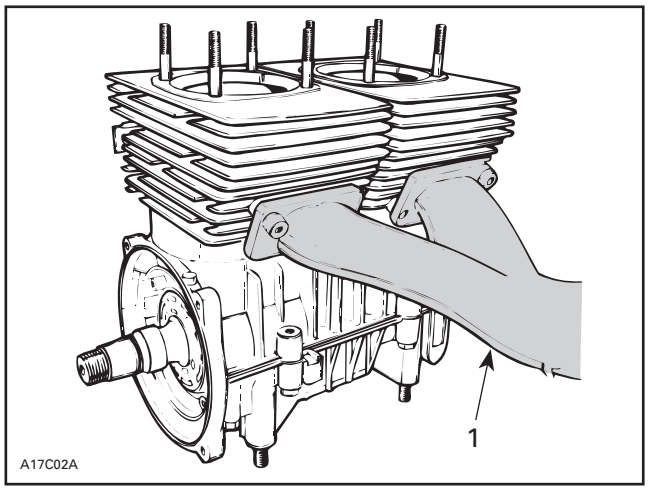
NOTE : The ring compressor will not fit on over size pistons.

Check flatness of intake sockets **no. 6**. Refer to ENGINE DIMENSION MEASUREMENT 03-04 and look for **checking surface flatness**.

At cylinder **no. 4** and / or cylinder head **no. 3** installation, use aligning tool or exhaust manifold itself to ensure sealing of intake manifold and exhaust before tightening cylinder head nuts.

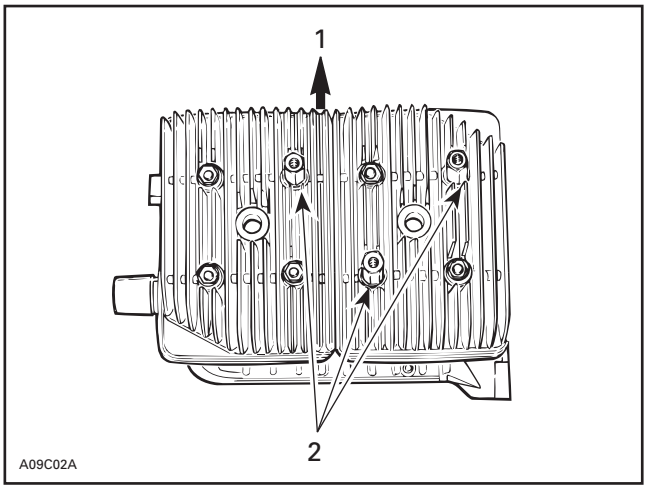
ENGINE TYPE	ALIGNING TOOL P / N
377, 443 and 503	420 8761 71





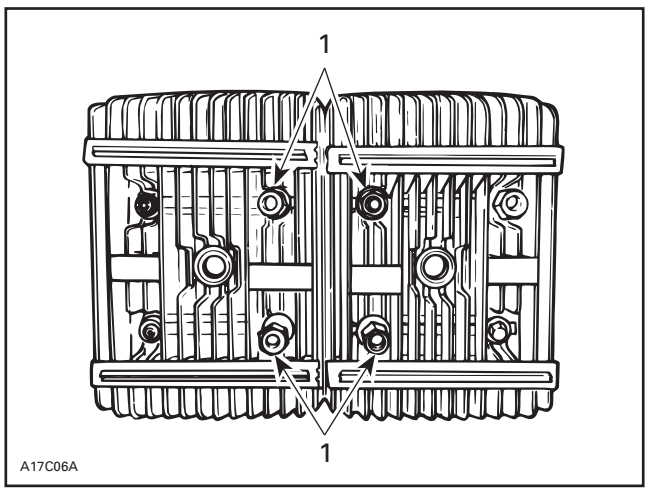
1. Or use exhaust manifold to align cylinders

Position distance nuts **no. 2** as illustrated.



377 ENGINE TYPE

1. *Exhaust*
2. *Distance nuts*



503 ENGINE TYPE

1. *Distance nuts*

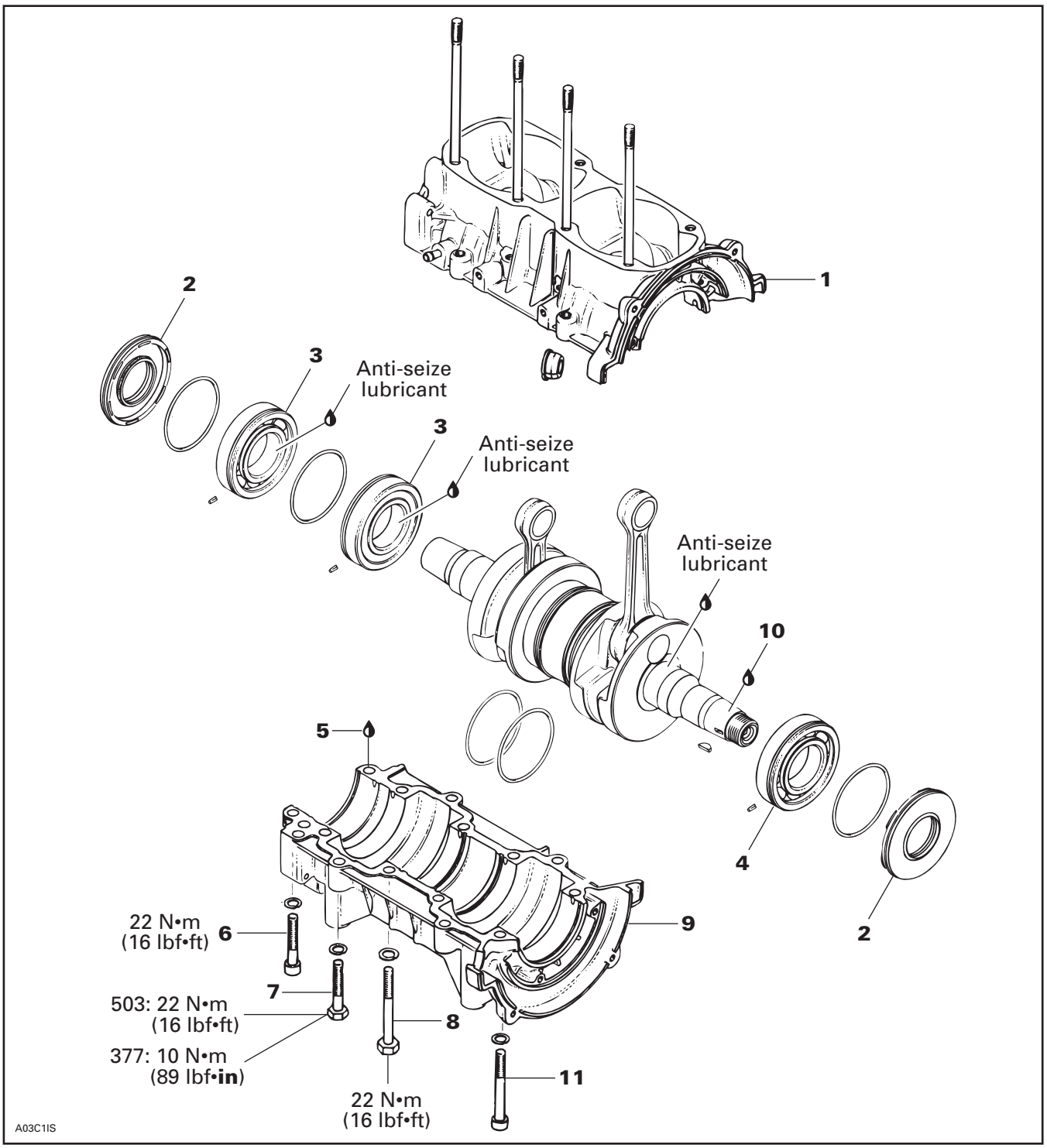
Cross torque cylinder head nuts **nos. 1** and **2** to 22 N•m (16 lbf•ft) ; torque each cylinder head individually.

Install armature plate, fan housing and then air deflector.

Install a gasket on each side of the air deflector.

Torque intake socket bolts to 22 N•m (16 lbf•ft).

BOTTOM END



PARTS FLAT RATE

NOTE : Engine must be removed from chassis to perform the following procedures.

Remove engine from chassis.

Remove fan guard, rewind starter, starting pulley, trigger coil wire from 4-connector housing, magneto flywheel then fan housing.

Remove stator plate.

CLEANING

Discard all seals, gaskets and O-rings.

Clean all metal components in a non-ferrous metal cleaner. Use gasket remover (P / N 413 7085 00) accordingly.

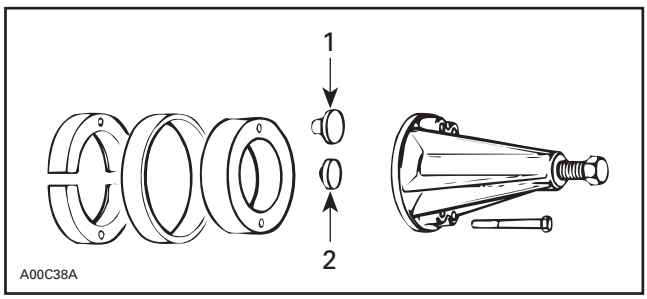
Remove all trace of Loctite 242 from crankshaft taper.

Remove old sealant from crankcase mating surfaces with Bombardier gasket remover (P / N 413 7085 00).

CAUTION : Never use a sharp object to scrape away old sealant as score marks incurred are detrimental to crankcase sealing.

DISASSEMBLY

To remove bearings **nos. 3** and **4** from crankshaft, use a protective cap and a special puller, as illustrated.



1. PTO side
2. MAG side

INSPECTION

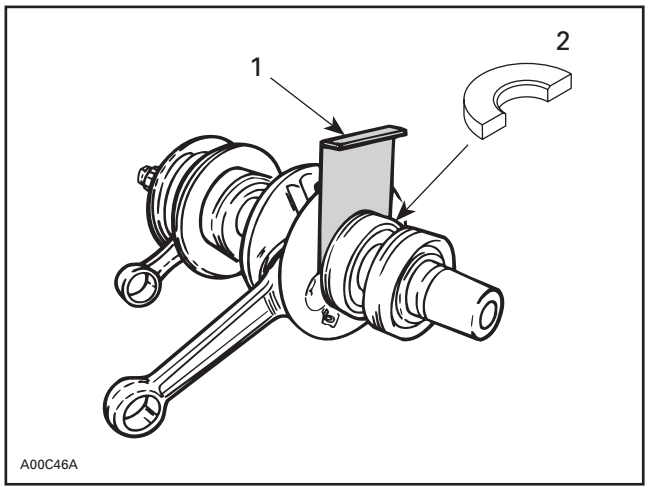
Refer to ENGINE DIMENSIONS MEASUREMENT 03-04.

ASSEMBLY

Smear anti-seize lubricant (P / N 413 7010 00) on part of crankshaft where bearing fits.

To check proper clearance between bearing **no. 3** and counterweight, use feeler gauge (P / N 420 8766 20).

Mount second bearing with distance gauge (P / N 420 8768 22) for 377 and 443 and (P / N 420 8768 24) for 503 for proper positioning.



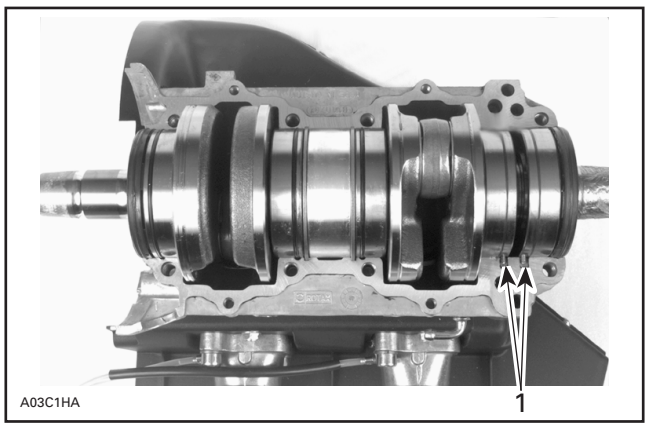
1. Feeler gauge
2. Distance gauge

Prior to installation, place bearings into an oil container filled with oil heated to 75°C (167°F).

This will expand bearings and ease installation. Install bearings with groove as per exploded view.

Bearings are pressed on crankshaft until they rest against radius. These radius maintain the gap needed for bearings lubrication.

When installing crankshaft, position drive pins **no. 10** as illustrated.

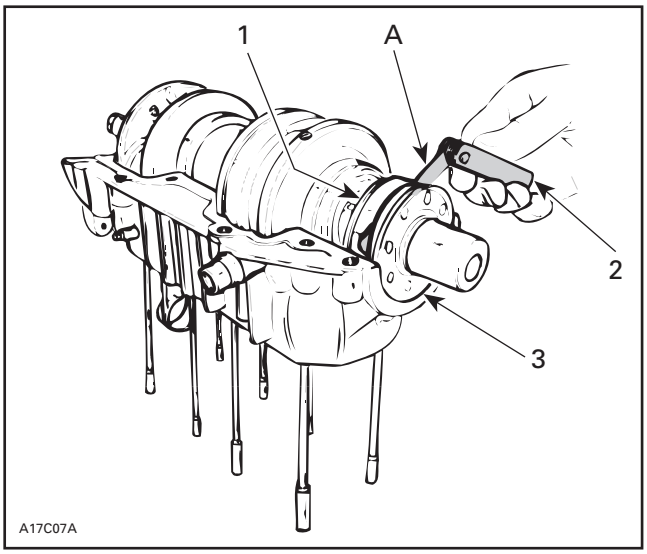


1. Drive pins

At seal **no. 2** assembly, apply a light coat of lithium grease on seal lip.

For bearing lubrication purpose, a gap of 1.0 mm (.040 in) must be maintained between seals and bearings.

When installing plain oil seals (seal without locating ring or without spacing legs), ensure to maintain 1.0 mm (.040 in) gap.



1. Bearing
2. Feeler gauge
3. Plain oil seal
A. 1 mm (.040 in)

Crankcase halves **nos. 1** and **9** are factory matched and therefore, are not interchangeable as single halves.

Prior to joining of crankcase halves, spray some new injection oil (or equivalent) on all moving parts of the crankshaft. Spray Primer N (P / N 413 7081 00) on one of mating surfaces. Let it dry for 10 to 20 minutes.

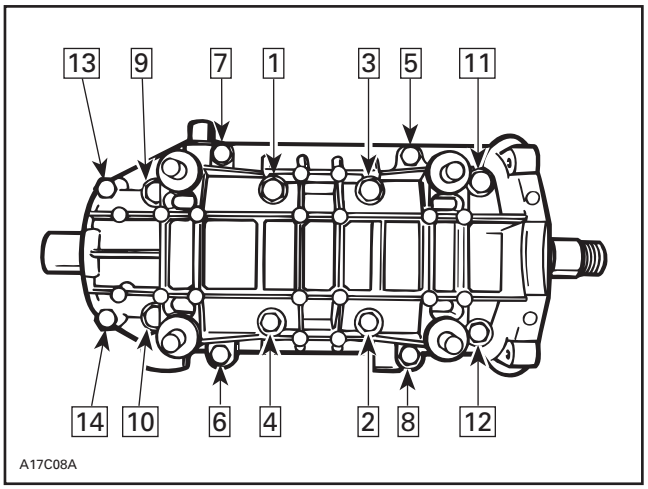
Apply paste gasket (P / N 413 7027 00) **no. 5** on the other mating surface.

NOTE : Primer N allows Loctite 515 to fully cure on aluminum surfaces. It increases filling capacity and reduce curing time.

Position the crankcase halves together and tighten bolts by hand then install and tighten armature plate on magneto side to correctly align the crankcase halves.

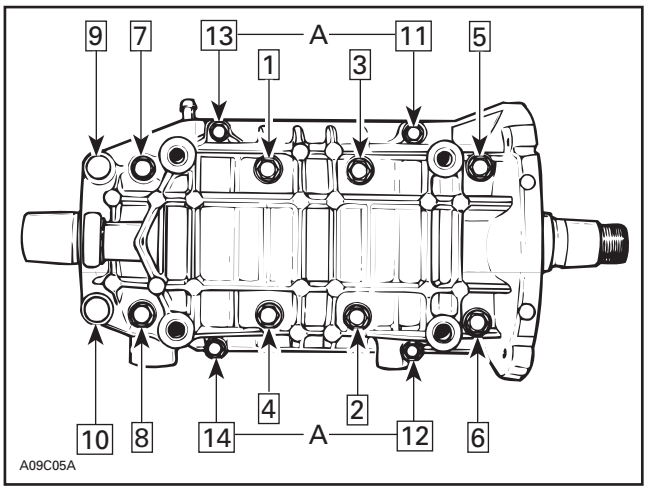
503 Engine Type

Torque screws **nos. 6, 7, 8** and **11** to 22 N•m (16 lbf•ft) following illustrated sequence.



377 and 443 Engines

Torque screws to proper torque in the following sequence.



*A. 10 N•m (89 lbf•**in**)*
All the other screws are torqued to 21 N•m (15 lbf•ft)

All Engines

To install magneto, refer to CDI MAGNETO 03-05.

LEAK TEST AND ENGINE DIMENSION MEASUREMENT

LEAK TEST

The following gives verification procedures for liquid cooled engines though it also applies to fan cooled engines. For FC engines, do not consider information pertaining to coolant system and crankcase rotary valve gear reservoir / components.

On twin-cylinder engines, each cylinder can not be verified individually due to leakage from one cylinder to the other through rotary valve (except on engines with separate intake manifolds). Besides, on FC engines, leak will occur through labyrinth sleeve in center of crankshaft.

PREPARATION

1. Remove tuned pipe / muffler and exhaust manifold.
2. Install plug(s) over exhaust flange(s). Tighten with previously removed screws.
3. On engines with RAVE system, remove RAVE valves and install plugs over flanges. Tighten with previously removed screws.
4. Remove carburetor(s).
5. Insert plug(s) in intake rubber boot(s). Tighten with clamps already there.
6. Using a hose pincher(s) (P / N 529 0099 00), block impulse hose(s).

NOTE : Do not block large hoses of rotary valve gear lubrication system.

7. Install air pump on any valve of exhaust plug.

NOTE : If necessary, lubricate air pump piston with mild soap.

CAUTION : Using hydrocarbon lubricant (such as engine oil) will damage rubber seal of pump piston.

8. Rotate crankshaft so that piston goes to B.D.C. (Bottom Dead Center) on side where the pump is installed. This will open exhaust port.
9. Activate pump and pressurize engine to 34 kPa (5 PSI). Do not exceed this pressure.
10. Engine must stand this pressure during 3 minutes. If pressure drops before 3 minutes, check tester kit by spraying a soapy solution on pump piston, all plugs and fittings.
    - –If tester kit is leaking, bubbles will indicate where leak comes from.
    - –If tester kit is not leaking, check engine as per following procedure.

PROCEDURE

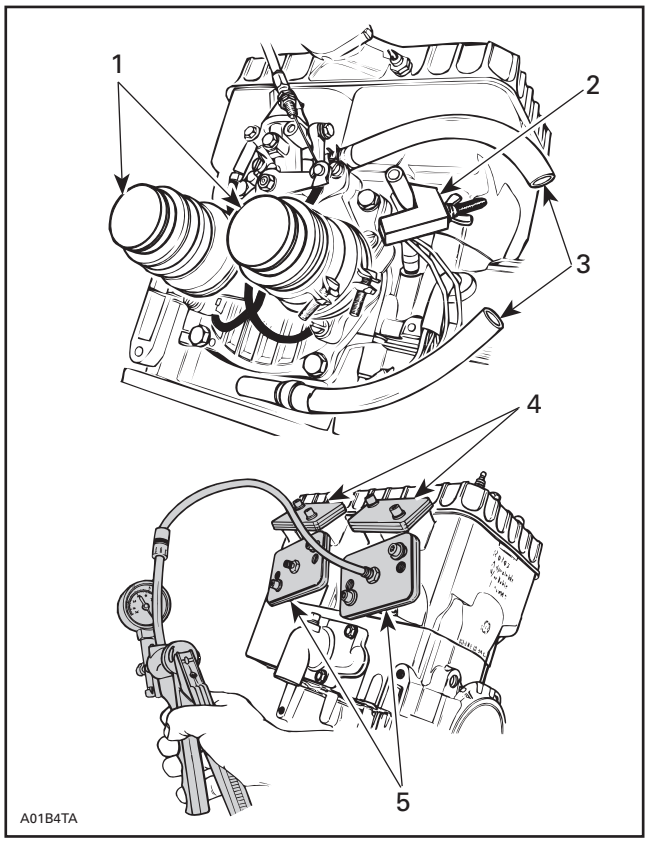
NOTE : A flow chart has been prepared as a visual reference. See last page of sub-section ENGINE 03-01.

Using flow chart and following text, pressurize area to be tested and spray soapy solution at the indicated location.

TEST PRESSURE : 34kPa (5 PSI)
for 3 minutes

- –If there is a leak at the tested location, it is recommended to continue testing next items before overhauling engine. There is a possibility of more than one leak.
- –If there is no leak at the tested location, continue pumping to maintain pressure and continue with next items until leak is found.

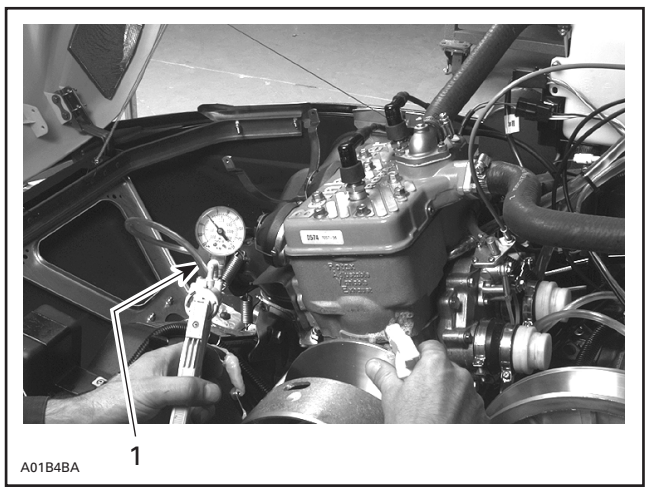
Engine



TYPICAL

1. *Blocked intake flanges*
2. *Blocked impulse fitting*
3. *Open ends (if applicable)*
4. *Blocked RAVE valve flanges (if applicable)*
5. *Blocked exhaust flanges*

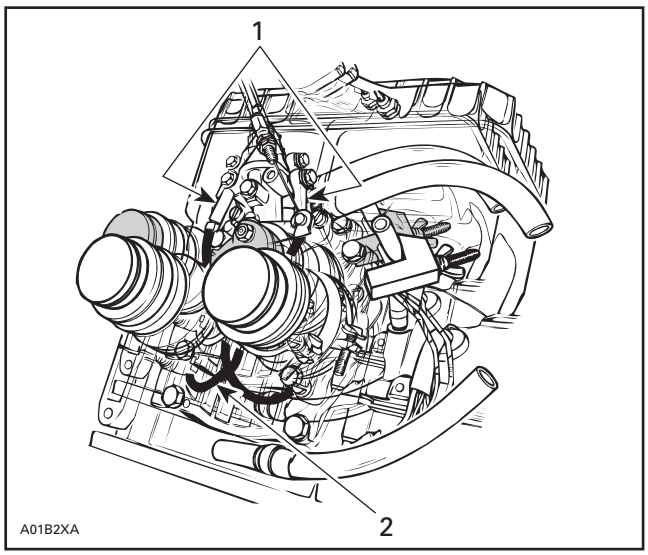
When exhaust manifold is installed, use rubber plug. (In this case it is not necessary to move piston to B.D.C.).



1. *Rubber Plug*

Check the following :

1. All jointed surfaces and screw / stud threads of engine :
   - spark plug base, insulator
   - cylinder head
   - cylinder base
   - crankcase halves (joint)
   - rotary valve cover
   - oil injection pump mounting flange (O-ring, seal)
   - coolant pump housing
   - bleed screws / plugs
2. Small injection oil lines coming from pump.



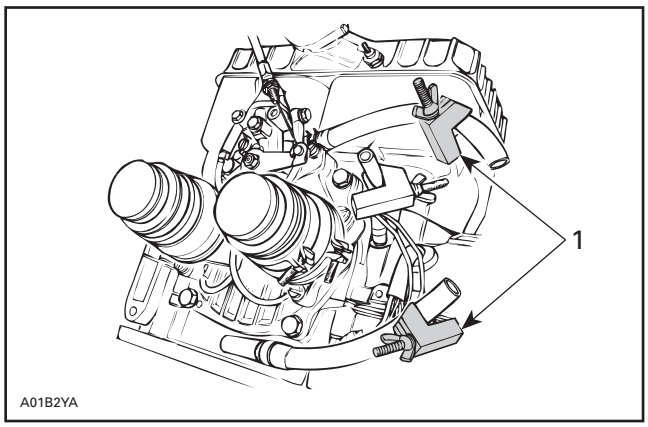
1. *Banjo fittings*
2. *Small injection oil lines*

Check for air bubbles or oil column going toward pump. It indicates defective check valve in banjo fitting (or lines).

3. Remove cooling system cap.

Check for air bubbles in antifreeze. It indicates defective cylinder head O-ring or cylinder base gasket.

4. Block both hoses of rotary valve gear lubrication system with hose pinchers.



1. Block both hoses

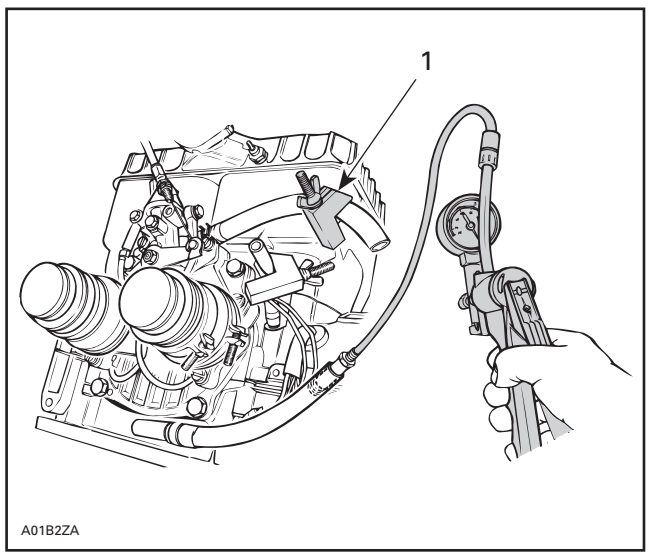
If leakage stops, ignore remaining items and check crankcase rotary valve gear reservoir as per **Crankcase Rotary Valve Gear Reservoir** of this section.

5. Remove clutch then check crankshaft outer seal.
6. Remove rewind starter and magneto system then check crankshaft outer seal.
7. Check crankcase rotary valve gear reservoir.

Crankcase Rotary Valve Gear Reservoir

Block one hose of rotary valve gear lubrication system with a hose pincher and install an adapter in remaining hose.

Install air pump on adapter and pressurize as before.

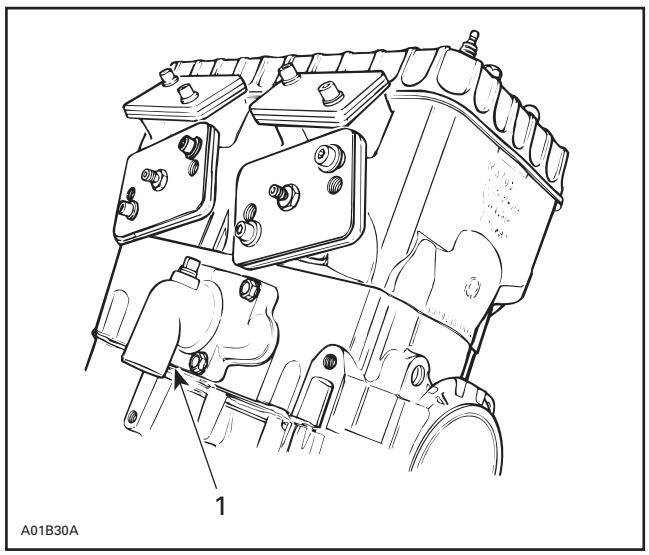


1. Blocked hose

1. Remove a spark plug or any plug of leak tester kit on PTO side.

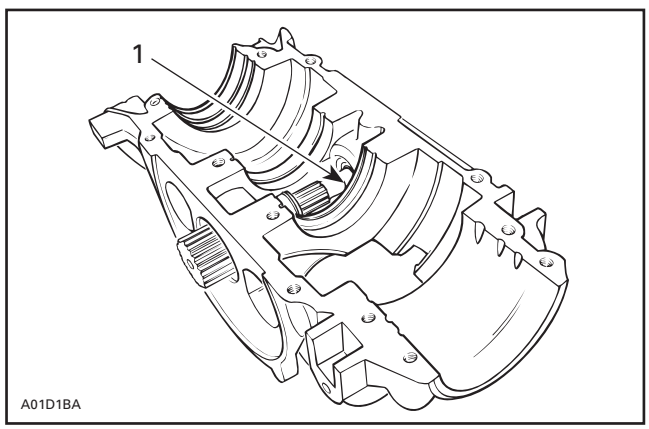
   If pressure drops, it indicates defective crankshaft inner seal on PTO side.
2. Remove a spark plug or any plug of leak tester kit on MAG side.

   If pressure drops, it indicates defective crankshaft inner seal on MAG side.
3. Check drain hole below coolant pump housing with soapy water.



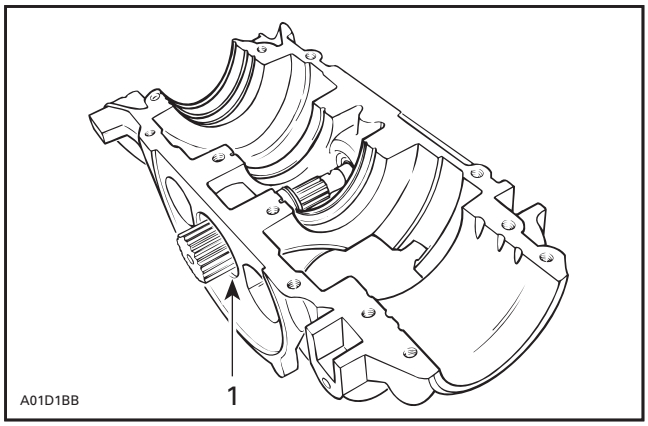
1. Drain hole

If there is a leak, it indicates defective seal of rotary valve shaft (oil seal beside coolant seal).



1. Oil seal

4. Remove rotary valve cover and check for leak of rotary valve seal with soapy water.



1. Seal

5. If leak still persists, it indicates a defective casting somewhere in engine.

   Disassemble engine and carefully check for defects in castings. Pay attention to tapped holes which may go through engine sealed area and thus leading to leakage.

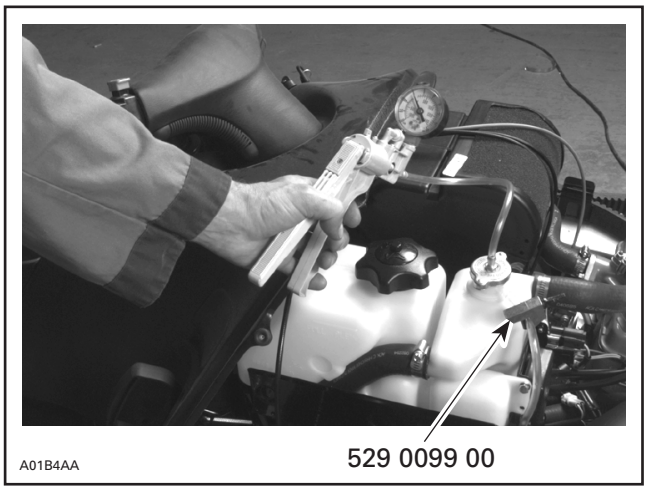
FINALIZING REASSEMBLY

After reassembling engine, always recheck for leakage.

COOLING SYSTEM LEAK TEST

Install special plug (radiator cap) (P/N 529 0214 00) and hose pincher (P/N 529 0099 00) on overflow hose. Pressurize all system through coolant reservoir to 15 PSI.

Check all hoses and cylinder/base for coolant leaks. Spray a soap/water solution and look for presence of air bubbles.



TYPICAL

ENGINE DIMENSION MEASUREMENT

This section covers all engine types.

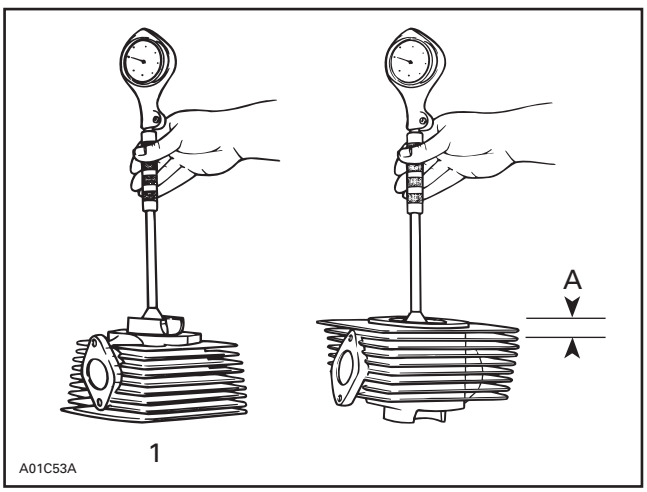
CYLINDER TAPER

ENGINE TYPE	MAXIMUM
All	0.08 mm (.003 in)

Compare cylinder diameter 16 mm (5/8 in) from top of cylinder to just below its intake port area.

On rotary valve engines, measure just below auxiliary transfer port, facing exhaust port. If the difference exceeds the specified dimension the cylinder should be rebored and honed or should be replaced.

NOTE : Be sure to restore the chamfer around all cylinder sleeve port openings.



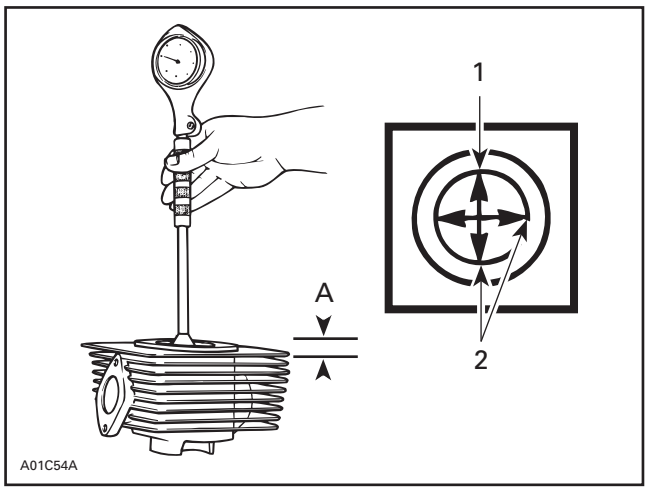
1. Below the intake port
A. 16 mm (5/8 in) from top

CYLINDER OUT OF ROUND

ENGINE TYPE	MAXIMUM
All	0.05 mm (.002 in)

Measuring 16 mm (5/8 in) from top of cylinder with a cylinder gauge, check if the cylinder out of round is more than the specified dimension. If larger, cylinder should be rebored and honed or should be replaced.

NOTE : Be sure to restore the chamfer around all cylinder sleeve port openings.



1. Piston pin position
2. Measures to be compared
A. 16 mm (5/8 in)

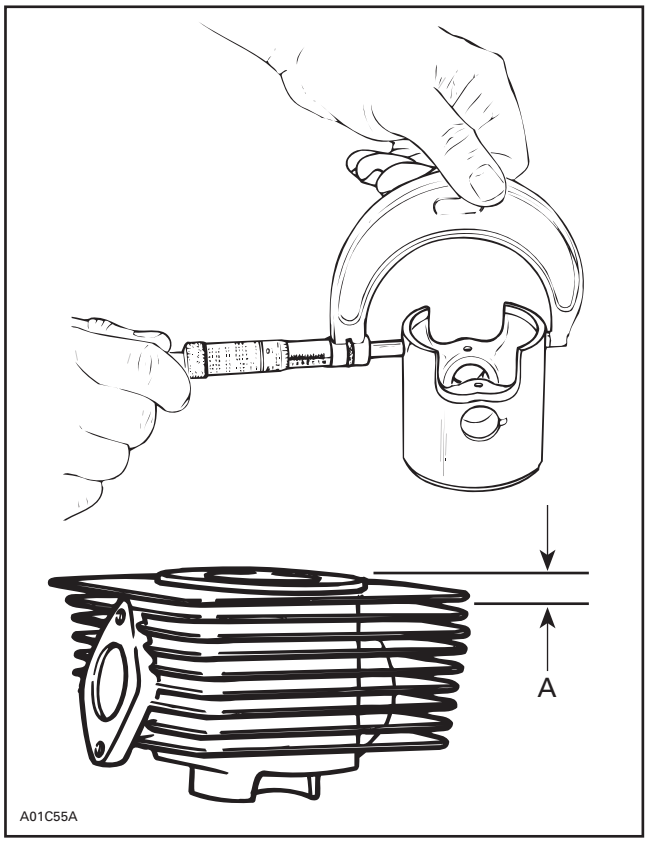
CYLINDER / PISTON CLEARANCE

Measurement (used parts)

Check cylinder taper and out-of-round as described above before proceeding with piston / cylinder clearance.

To accurately determine piston to cylinder clearance, the piston should be measured under the axis hole and 90° to piston pin axis. Find the biggest diameter.

The cylinder should be measured 16 mm (5/8 in) below its top edge. Find the smallest diameter.



A. 16 mm (5/8 in)

The difference between these 2 measurements should be within specified tolerance. Refer to TECHNICAL DATA 09-02.

Measurement (fitting new parts)

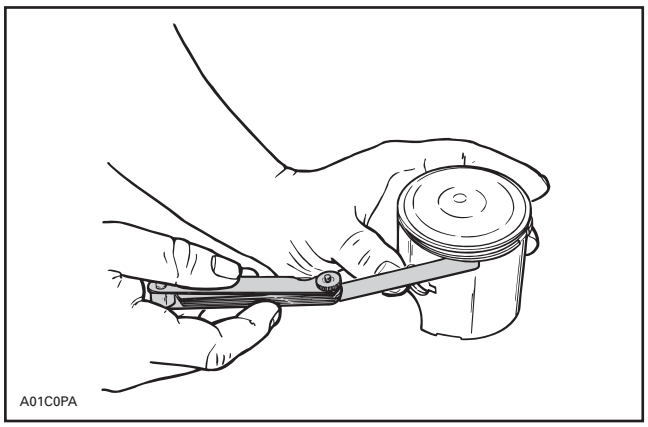
With an inside micrometer, measure cylinder diameter above the exhaust port.

With a micrometer, measure the piston diameter perpendicularly (90°) to piston axis and 3 mm (1/8 in) above bottom edge.

The difference of both measurements is the clearance.

RING / PISTON GROOVE CLEARANCE

Using a feeler gauge check clearance between rectangular ring and groove. Replace piston. If clearance exceeds specified tolerance. Refer to TECHNICAL DATA 09-02.

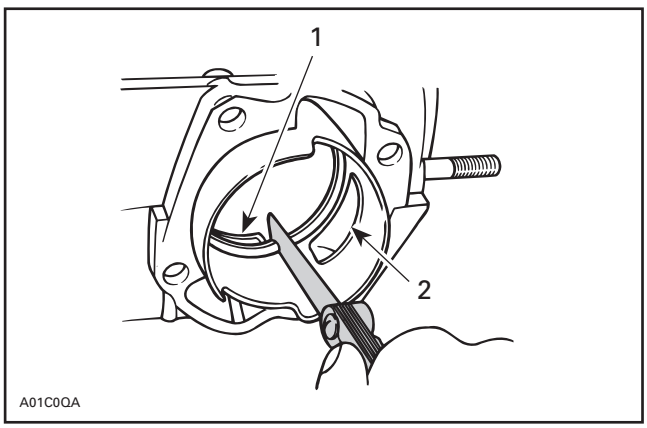


RING END GAP

Position ring half way between transfer ports and intake port. On rotary valve engines, position ring just below transfer ports.

NOTE : In order to correctly position the ring in the cylinder, use piston as a pusher.

Using a feeler gauge, check ring end gap. Replace ring. If gap exceeds specified tolerance, refer to TECHNICAL DATA 09-02.



1. Transfer port
2. Intake port

CRANKSHAFT DEFLECTION

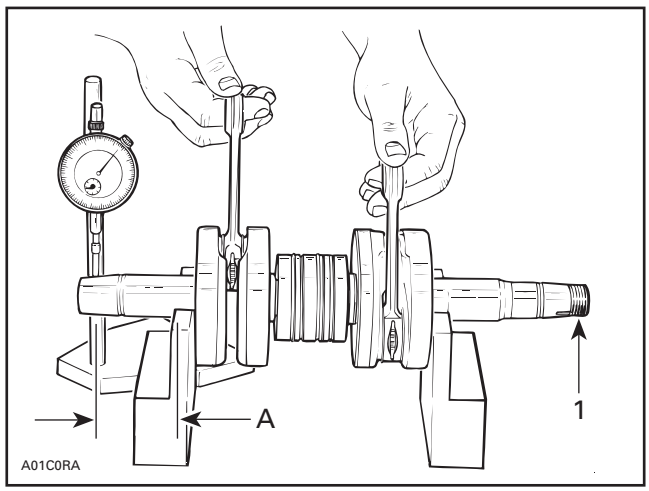
Crankshaft deflection is measured with a dial indicator.

Measuring (In Engine)

First, check deflection with crankshaft in engine. If deflection exceeds the specified tolerance, recheck deflection using V-shaped blocks to determine the defective part(s). See below.

Measuring (On bench)

Once engine is disassembled, check crankshaft deflection on V-shaped blocks. If deflection exceeds the specified tolerance, it can be worn bearings or a bent crankshaft. Remove crankshaft bearings and check deflection again on V-shaped blocks to determine the defective part(s). See measurement A in following illustration.



TYPICAL

1. Measure at mid point between the key and the first thread
A. See table below

Crankshaft Deflection on PTO Side

ENGINE TYPE	DISTANCE A mm (in)	MAXIMUM ON PTO SIDE mm (in)
377, 443	75.5 (2.972)	0.05 (.002)
503	82.5 (3.248)	0.06 (.002)

Crankshaft Deflection on MAG Side

ENGINE TYPE	MAXIMUM ON MAG SIDE mm (in)
All	0.03 (.001)

Crankshaft Deflection in Center of Crankshaft

ENGINE TYPE	MAXIMUM IN CENTER OF CRANKSHAFT
All	0.08 mm (.0031 in)

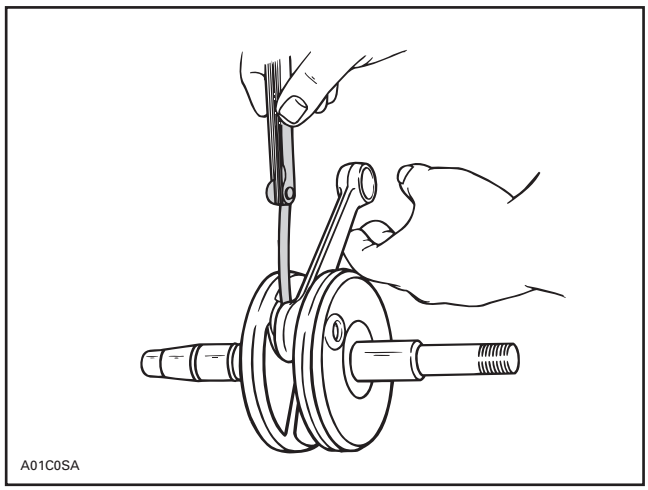
NOTE : Crankshaft deflection can not be correctly measured between centers of a lathe.

If the deflection exceeds the specified tolerance, crankshaft should be repaired or replaced.

CONNECTING ROD BIG END AXIAL PLAY

ENGINE TYPE	NEW PARTS MIN. – MAX.	WEAR LIMIT
277, 377 443 and 503	0.20 – 0.53 mm (.008 – .021 in)	1.00 mm (.039 in)

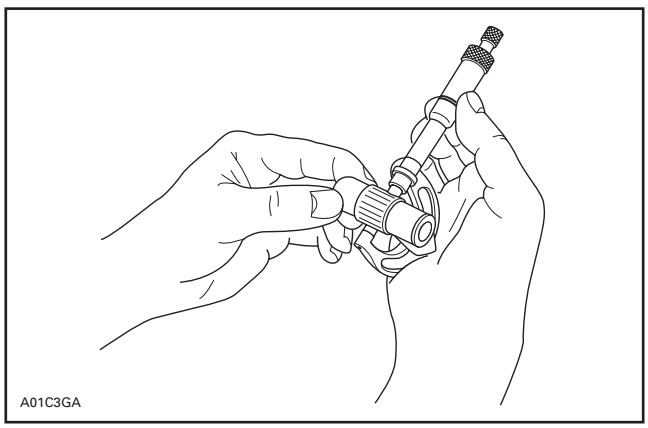
Using a feeler gauge, measure distance between thrust washer and crankshaft counterweight. If the distance exceeds specified tolerance, repair or replace the crankshaft.

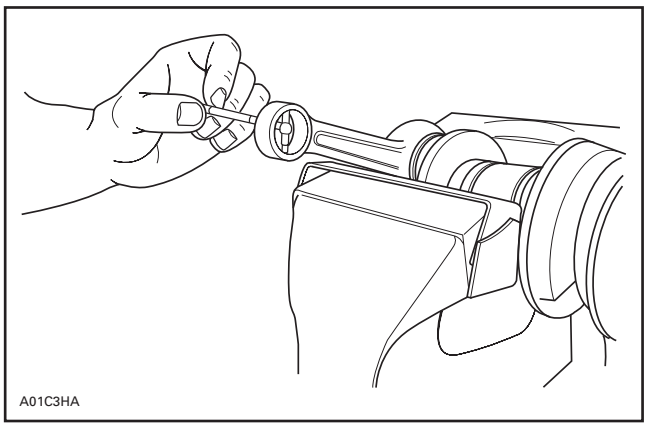


TYPICAL

CONNECTING ROD / PISTON PIN CLEARANCE

Measure piston pin with its needle bearing. Compare to inside diameter of connecting rod.





ENGINE TYPE	NEW PARTS MIN. - MAX.	WEAR LIMIT
All	0.03-0.012 mm (.0001-.0005 in)	0.015 mm (.0006 in)

CONNECTING ROD / CRANKPIN CLEARANCE

ENGINE TYPE	NEW PARTS MIN. – MAX.	WEAR LIMIT
277	0.020 – 0.030 mm (.0008 – .0012 in)	0.05 mm (.0020 in)
377, 443 and 503	0.020 – 0.033 mm (.0008 – .0013 in)	

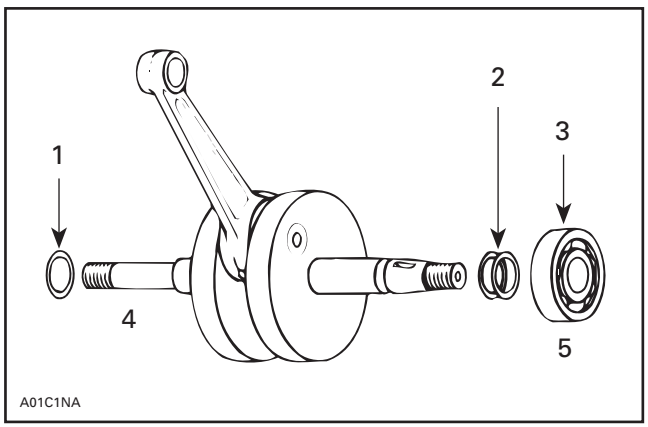
CRANKSHAFT END-PLAY

277 Engine Type

ENGINE TYPE	MINIMUM	MAXIMUM
277	0.10 mm (.004 in)	.030 mm (.012 in)

Adjustment

Crankshaft end-play is adjusted with shims located between crankshaft and magneto side bearing.



1. Distance ring
2. Shim location
3. Bearing
4. PTO
5. MAG

▼ CAUTION : Always install end-play adjustment shims on the magneto side between bearing and crankshaft counterweight.

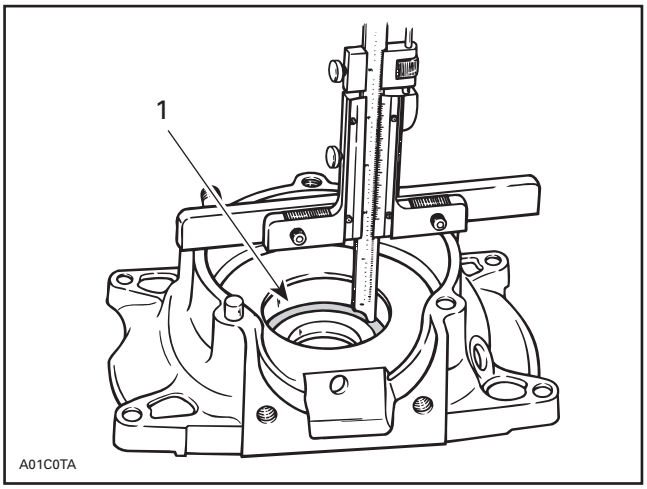
The following is required for the adjustment procedure :

– adjustment shims (refer to parts catalog)
  thicknesses available : 0.10 mm (.004 in)
  0.20 mm (.008 in)
  0.30 mm (.012 in)
  0.50 mm (.020 in)
  1.00 mm (.040 in)
– micrometer
– caliper

Total shim thickness needed for the end-play adjustment is determined with the following procedure :

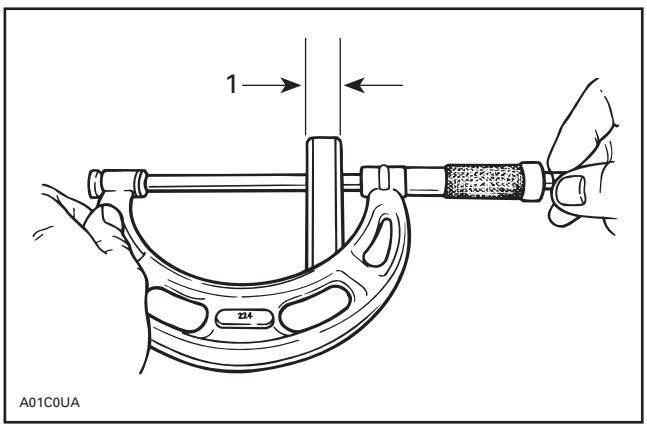
a. Measure crankcase halves as illustrated (M_1 and M_2).

   A standard compressed crankcase gasket will have a 0.30 mm (.012 in) thickness (M_3). **Add these measurements to obtain dimension A.**



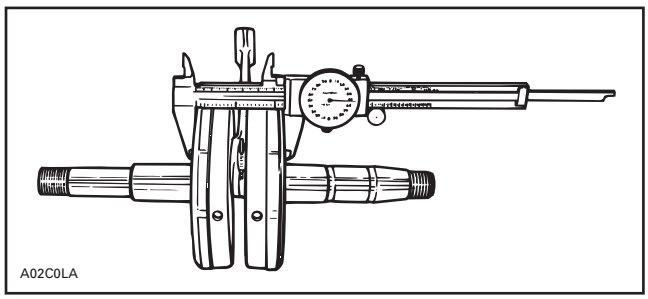
MEASURING M_1 AND M_2
1. Bearing seat

b. Measure the thickness of each bearing (M_4 and M_5).



MEASURING M_4 AND M_5
1. Bearing thickness

c. Measure distance between bearing shoulders on crankshaft (M_6).



MEASURING M_6

d. Measure the distance ring (M_7) and adjustment shims thickness (M_8). **Add these measurements to obtain dimension B.**

e. From dimension A, subtract dimension B.

The result is the actual crankshaft end-play that must be within specification.

If the result is over specification, add adjustment shim(s) to reach this specification.

If the result is under specification, remove adjustment shim(s) to reach this specification.

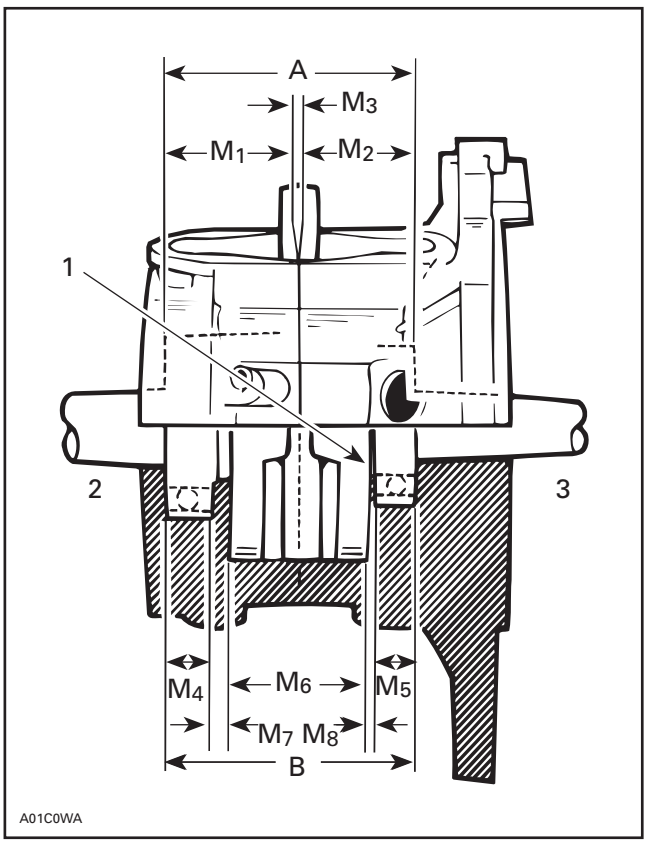
To Summarize

A = $M_1 + M_2 + M_3$

B = $M_4 + M_5 + M_6 + M_7 + M_8$

A – B = Actual end-play that must be within specification.

M_8 is the dimension that must be adjusted to obtain the specified crankshaft end-play.



1. End-play is adjusted with shims
2. PTO
3. MAG

377, 443, 503 Engine Types

End-play is not adjustable but it should be between 0.10 – 0.30 mm (.004 – .012 in).

CHECKING SURFACE FLATNESS

Intake manifold, intake manifold cover, rotary valve cover can be checked for perfectly mating surfaces.

Lay part on a surface plate (marble, mirror or thick glass plate).

Holding down one end of part, try pushing down the other end.

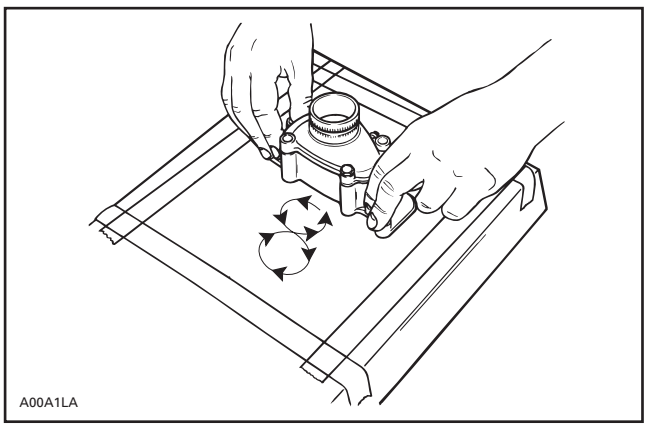
If any play is felt, part must be rectified.

RECTIFYING SURFACES

Stick a fine sand paper sheet on the surface plate then lightly oil the sand paper.

Rub manifold mating surface on sand paper using 8-figure movements.

Sand until mating surface is perfectly straight.



CHECKING CRANKSHAFT ALIGNMENT

Install a degree wheel (P / N 414 3529 00) on crankshaft end.

Remove both spark plugs.

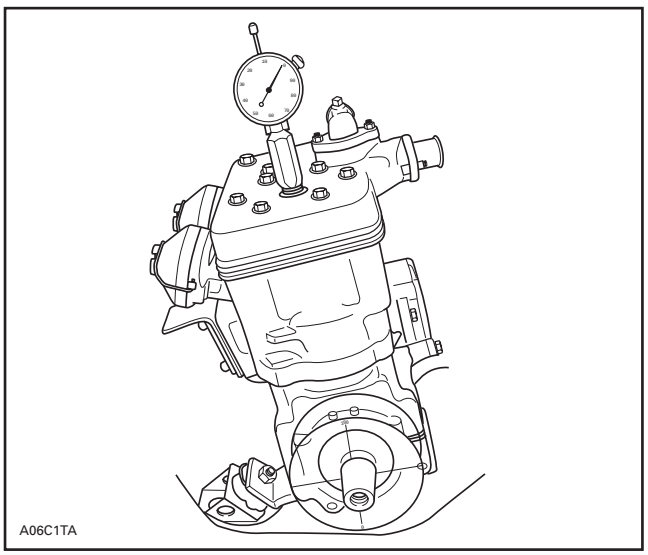
Install a TDC gauge (P/N 414 1047 00) in spark plug hole on MAG side.

Bring MAG piston at top dead center.

Rotate degree wheel (not crankshaft) so that 360° mark aligns with center of crankcase. Scribe a mark on crankcase.

Remove TDC gauge and install it on PTO side.

Bring PTO piston to top dead center.



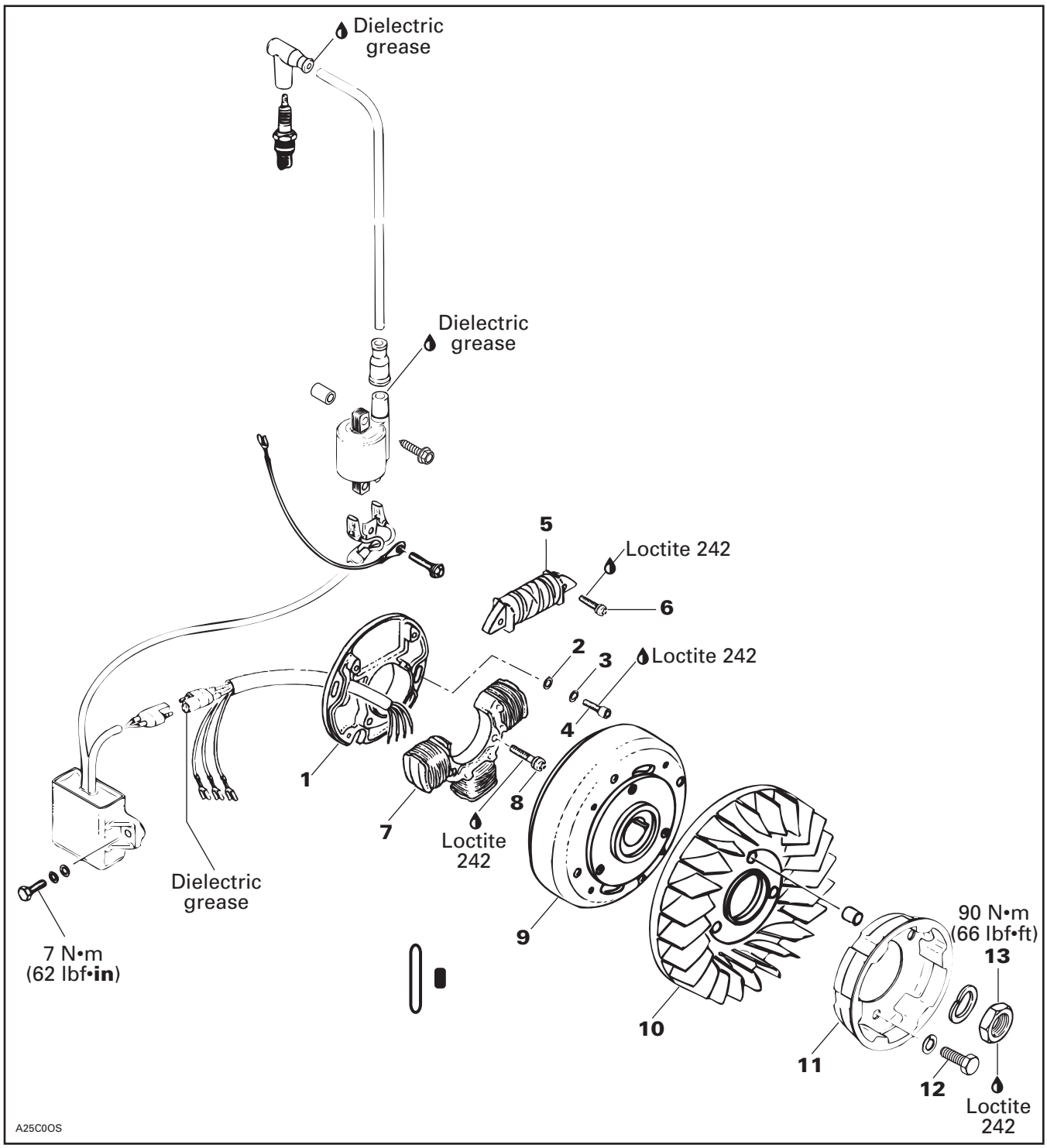
Interval between cylinders must be exactly 180°.

Any other reading indicates a misaligned (twisted) crankshaft.

CDI SYSTEM

NIPPONDENSO IGNITION SYSTEM WITH SINGLE GENERATING COIL

277 Engine



NOTE : The following procedures can be done without removing the engine from chassis.

CLEANING

Clean all metal components in a non-ferrous metal cleaner.

CAUTION : Clean armature and magneto using only a clean cloth.

DISASSEMBLY

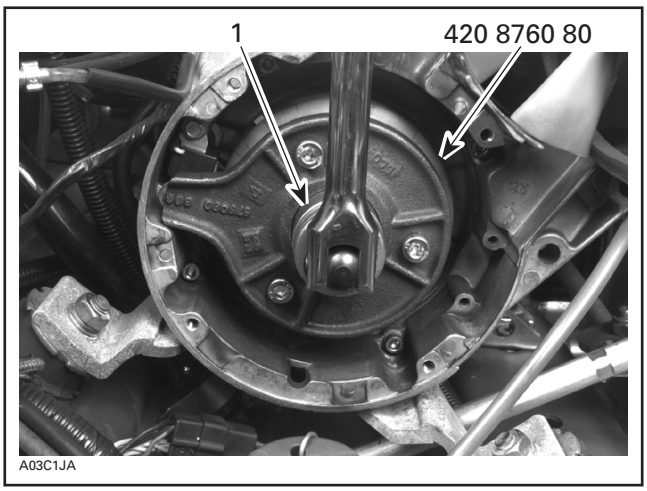
To gain access to magneto assembly, remove the following parts as needed on different engines :

– tuned pipe and muffler
– oil injection pump mounting plate from rewind starter
– rewind starter
– starting pulley **no. 10** and fan **no. 11**

To remove magneto flywheel retaining nut **no. 13**, install puller ring (P / N 420 8760 80) and M8 x 20 screws.

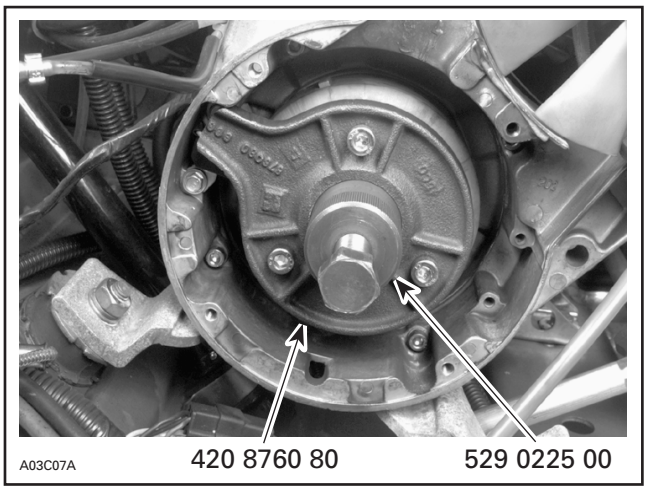
– Remove magneto flywheel nut, using a 30 mm socket machined to 40 mm (1.580 in) outside diameter by 16 mm (5/8 in) long.

NOTE : To correctly remove a threadlocked fastener it is first necessary to tap on the fastener to break threadlocker bond. This will eliminate the possibility of thread breakage.



TYPICAL
1. 30 mm socket

To remove magneto flywheel **no. 9**, install the magneto puller (P / N 529 0225 00).



TYPICAL

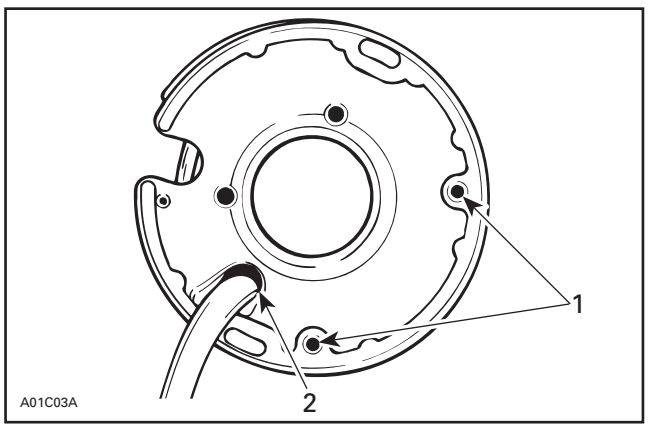
– Tighten puller bolt and at same time, tap on bolt head using a hammer to release magneto flywheel from its taper.

NOTE : Before disassembling armature plate, indexing marks should be scribed to facilitate reassembly.

REPAIR

To replace generator coil **no. 2** :

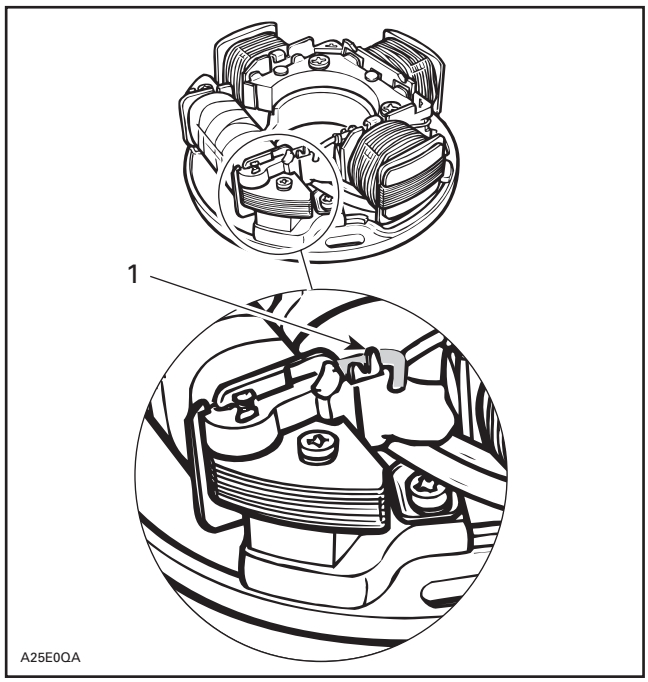
– Heat the armature plate to 93°C (200°F) around the screw holes to break the threadlocker bond.



1. Heat
2. Protect harness from flame

CAUTION : Protect harness from flame.

– Remove screws.
– Uncrimp and unsolder BLACK/RED wire from coil terminal.

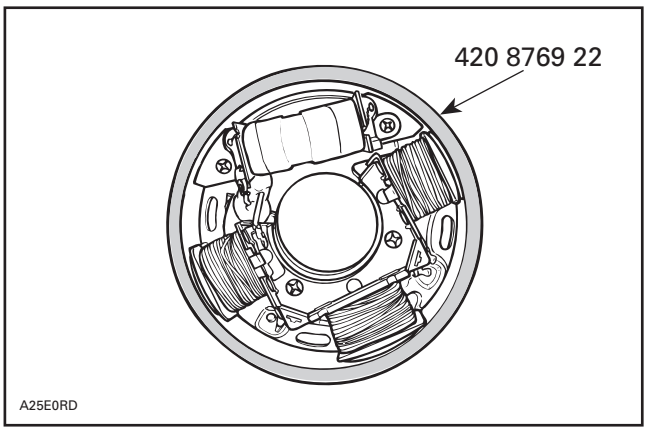


1. Uncrimp and unsolder wire here

– Strip end of old wire then crimp and solder on new coil.

Apply Loctite 242 (blue) to screws **nos. 6** and **8** then install the new coil on armature plate.

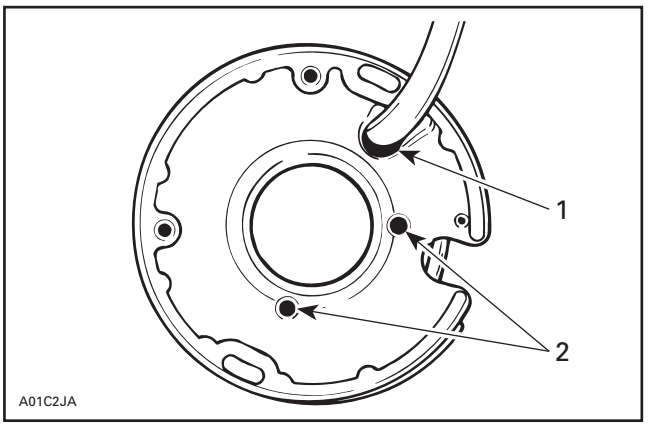
Use magneto coil centering tool (P/N 420 8769 22) and install it so that it fits around armature plate before tightening screws.



▼CAUTION : Before reinstalling the magneto, remove the loose epoxy from harness.

To replace lighting generator coil **no. 7** :

– Heat the armature plate to 93°C (200°F) around the screw holes to break the threadlocker bond.



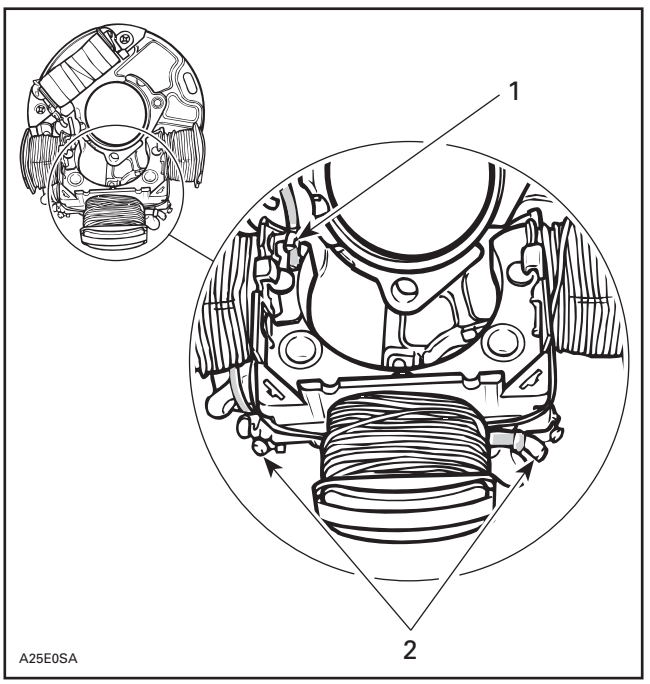
1. Protect harness from flame
2. Heat

▼CAUTION : Protect harness from flame.

– Remove screws.

– Uncrimp and unsolder YELLOW and YELLOW/BLACK wires from coil terminals.

– Uncrimp and unsolder ground wire (BLACK) from coil core.

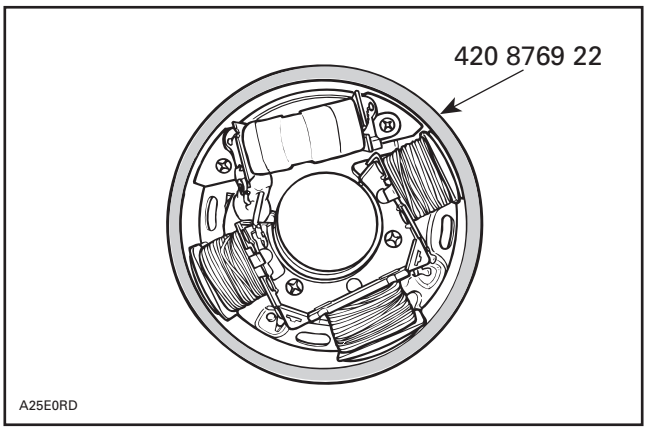


1. Uncrimp and unsolder ground wire (BLACK) here
2. Uncrimp and unsolder YELLOW and YELLOW/BLACK wires here

– Position new coil, crimp and solder all wires.

– Prior to assembly, apply Loctite 242 (blue).

Use magneto coil centering tool (P / N 420 8769 22) and install it so that it fits around armature plate before tightening screws.



▼CAUTION : Before reinstalling magneto, remove the loose epoxy from harness.

ASSEMBLY

Position the armature plate **no. 1** on the crankcase, aligning the marks on both parts.

Put a drop of Loctite 242 (blue) on screw threads and tighten.

Clean crankshaft extension (taper).

Apply Loctite 242 (blue) on taper.

Position Woodruff key, magneto flywheel **no. 9** and lock washer **no. 12** on crankshaft.

Clean nut threads and apply Loctite 242 (blue) before tightening nut **no. 13**.

Torque nut to 90 N•m (66 lbf•ft).

At reassembly coat all electric connections with silicone dielectric grease (P / N 413 7017 00) to prevent corrosion or moisture penetration.

▼CAUTION : Do not use silicone "sealant", this product will corrode contacts.

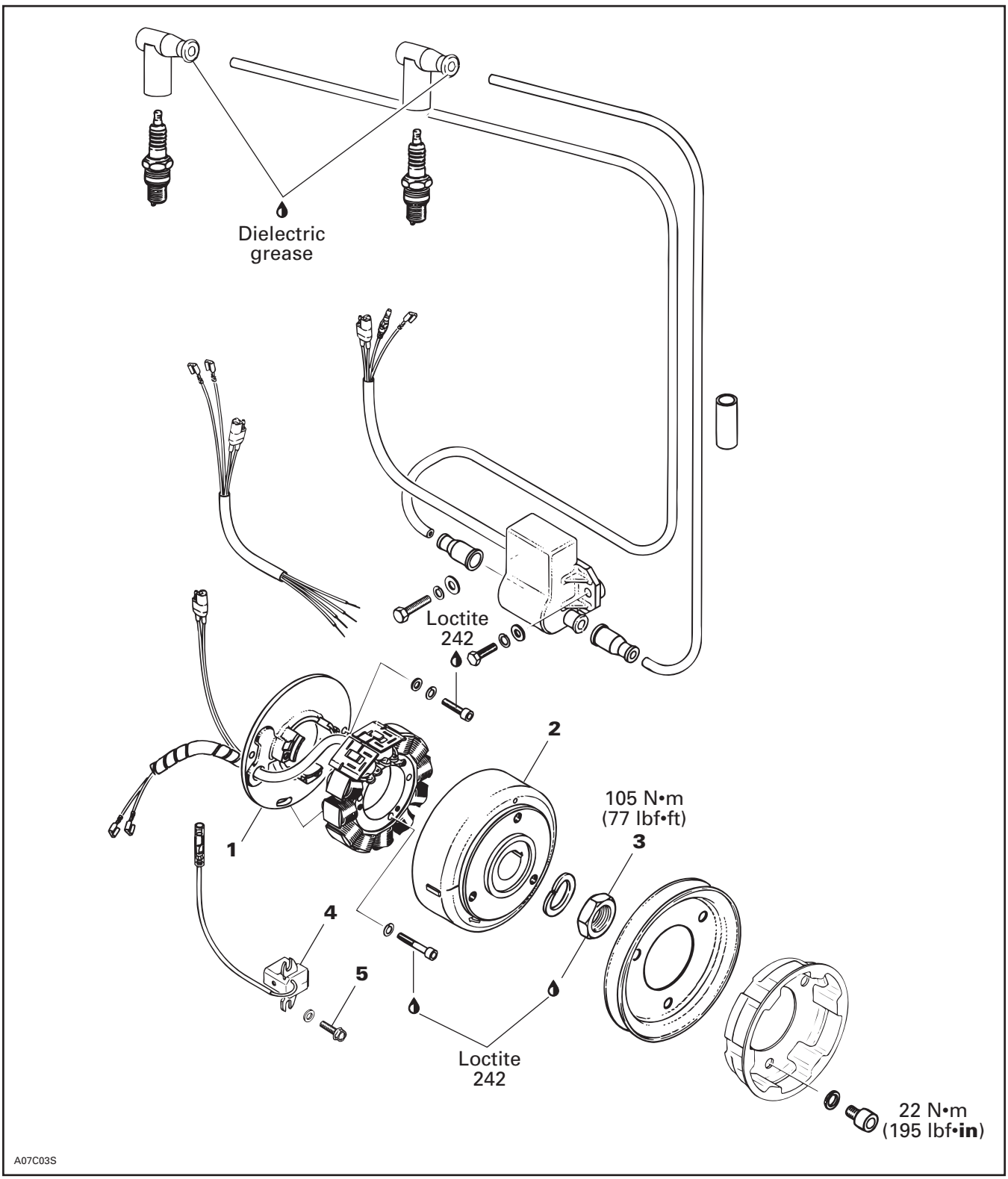
Reinstall fan and starting pulley. Make sure yellow fin of fan is aligned with timing hole when piston is at TDC.

Ignition Timing

Check ignition timing as described in IGNITION TIMING 05-03.

DUCATI IGNITION SYSTEM

377, 443 and 503 Engines



NOTE : The following procedures can be done without removing the engine from chassis.

CLEANING

Clean all metal components in a non-ferrous metal cleaner.

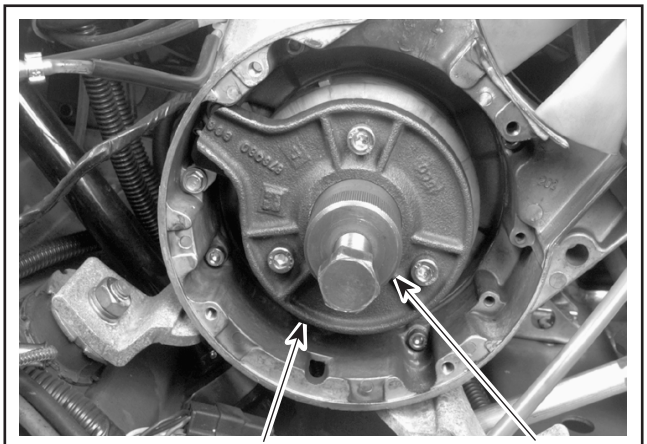
CAUTION : Clean armature and magneto using only a clean cloth.

DISASSEMBLY

To gain access to magneto assembly, remove the following parts as needed on different engines :

– tuned pipe and muffler
– oil injection pump mounting plate from rewind starter
– rewind starter
– starting and V-belt pulleys

NOTE : Before disassembling armature plate, indexing marks should be scribed to facilitate reassembly.



To remove magneto flywheel retaining nut no. 3, install puller ring (P/N 420 8760 80) and M8 x 20 screws.

– Remove magneto flywheel nut, using a 30 mm socket machined to 40 mm (1.580 in) outside diameter by 16 mm (5/8 in) long.

NOTE : To correctly remove a threadlocked fastener it is first necessary to tap on the fastener to break threadlocker bond. This will eliminate the possibility of thread breakage.

To remove magneto flywheel no. 2, install the magneto puller (P/N 529 0225 00).

– Tighten puller bolt and at the same time, tap on bolt head using a hammer to release magneto flywheel from its taper.

REPAIR

To replace generator coil no. 1 :

– Heat the armature plate to 93°C (200°F) around the screw holes to break the threadlocker bond.

To replace trigger coil no. 4:

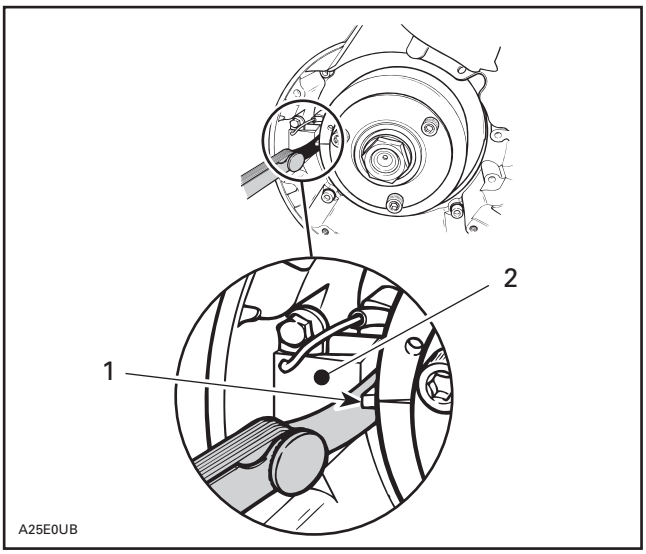
– Disconnect trigger coil wire (RED).
– Remove grommet from crankcase where trigger coil wire exits magneto housing.
– Remove retaining screws no. 9.
– Remove trigger coil and carefully pull wire.
– Install new trigger coil and other parts removed.

Adjustment

Whenever the trigger coil or the magneto flywheel is removed or replaced, the air-gap between the trigger coil and the flywheel protrusion must be checked and adjusted. The purpose of this adjustment is to obtain the minimum clearance between these parts – without touching at any RPM – so that the trigger coil produces its proper electrical output. Ignition timing must also be checked.

Proceed as follows :

1. Rotate flywheel so that one protrusion aligns with trigger coil.
2. Using a feeler gauge of 0.45 mm (.018 in) to 0.55 mm (.022 in) thick, check air-gap between center pole of trigger coil and flywheel protrusion.
3. If necessary, adjust by slackening retaining screws and moving trigger coil toward or away of protrusion.
4. Retighten screws and recheck air-gap.



ADJUSTING TRIGGER COIL AIR-GAP

1. *Flywheel protrusion*
2. *Trigger coil*

To replace armature :

– Disconnect the 2-wire connector (GREEN and WHITE wires).
– Disconnect YELLOW/BLACK and YELLOW wires.
– Remove grommet from crankcase where magneto harness exits magneto housing.
– Remove armature plate retaining screws.
– Remove armature plate with armature and carefully pull wires.
– Install new parts and other parts removed.

ASSEMBLY

Clean crankshaft extension (taper).

Apply Loctite 242 (blue) on taper.

Position Woodruff key, flywheel and lock washer on crankshaft.

Clean nut threads and apply Loctite 242 (blue) before tightening nut to 105 N•m (77 lbf•ft).

At reassembly coat all electric connections with silicone dielectric grease (P / N 413 7017 00) to prevent corrosion or moisture penetration.

▼ CAUTION : Do not use silicone "sealant", this product will corrode contacts.

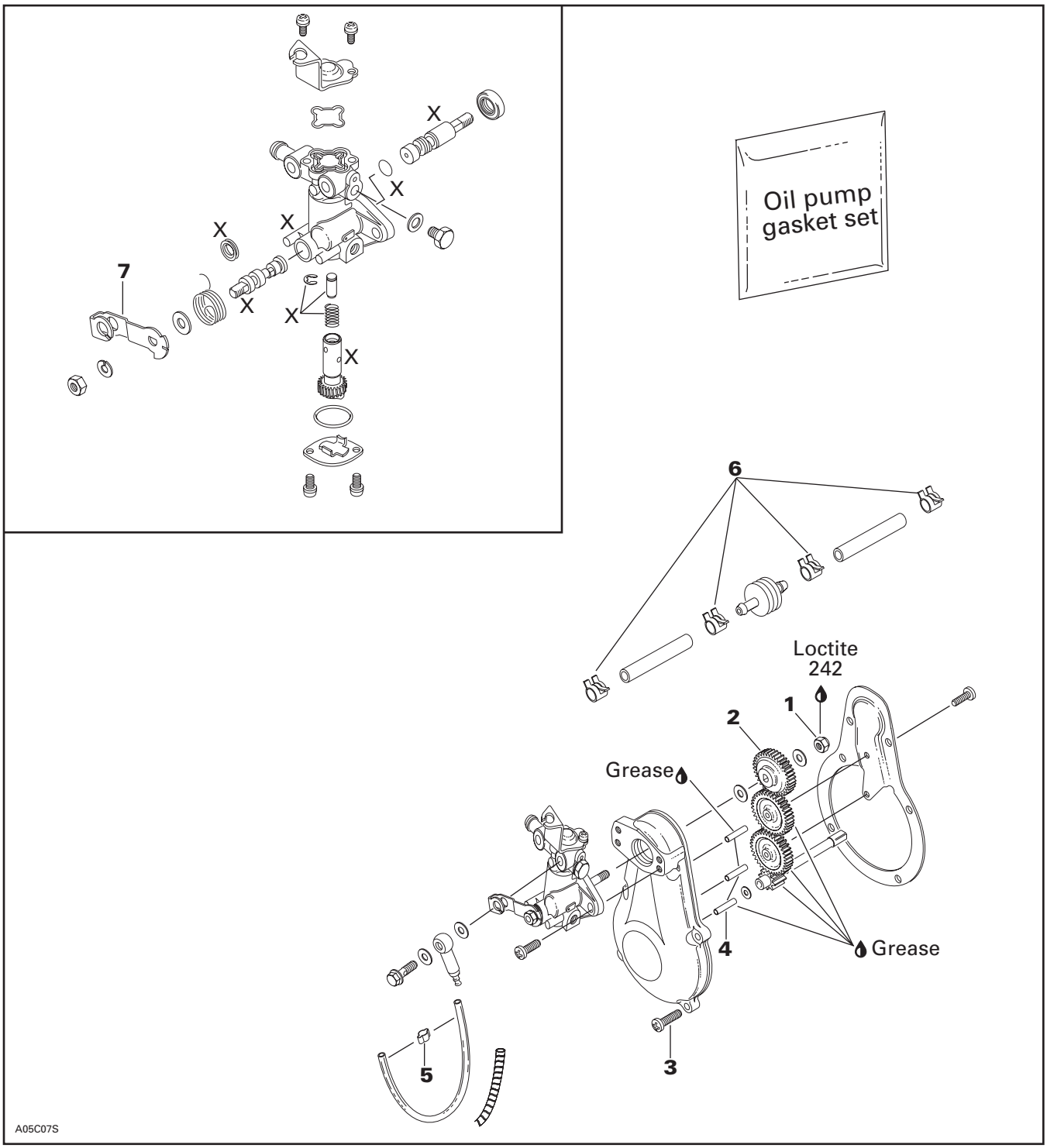
Ignition Timing

Check as described in IGNITION TIMING 05-03.

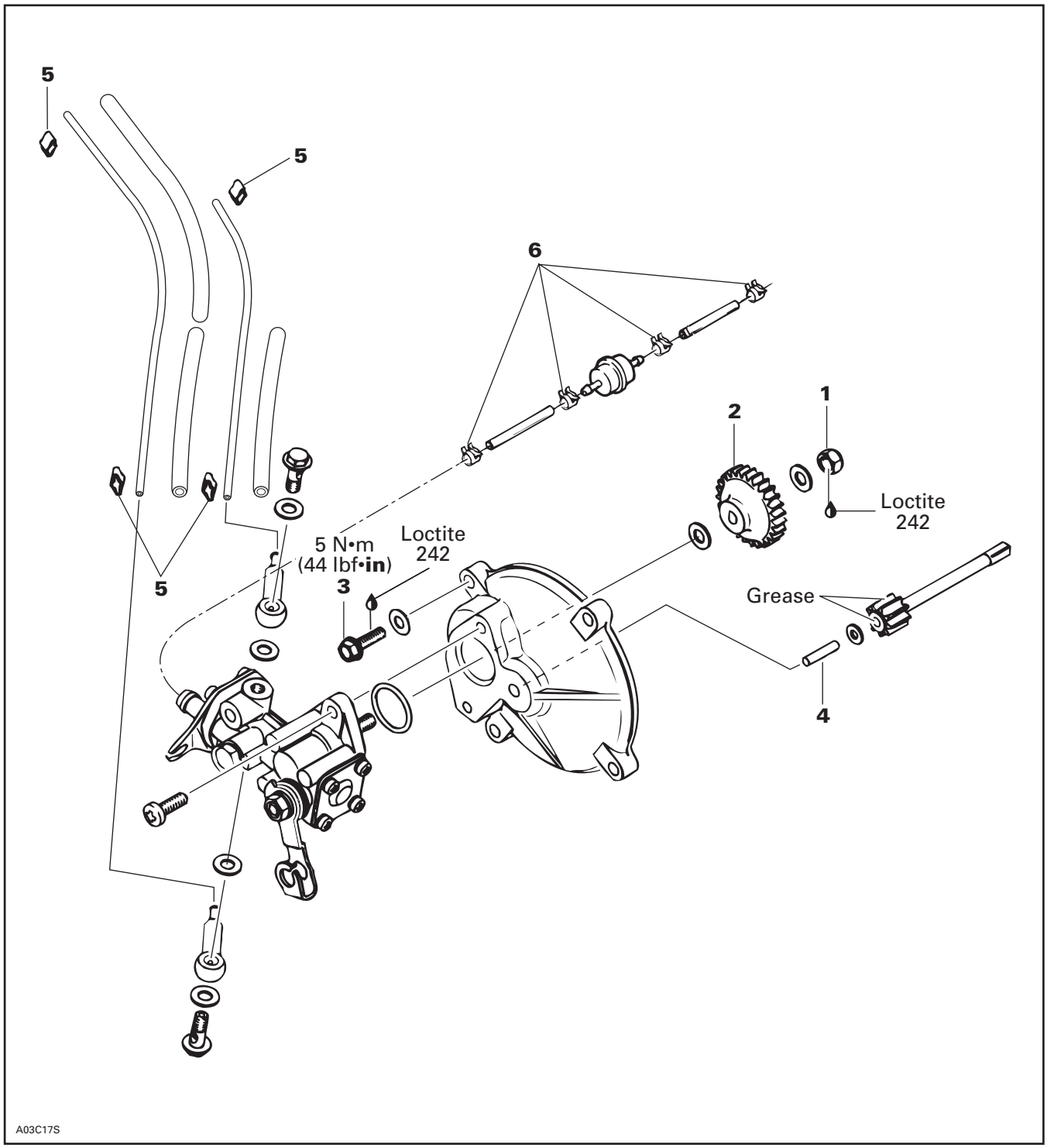
OIL INJECTION SYSTEM

OIL INJECTION PUMP

277 Engine



377, 443 and 503 Engines



PARTS FLAT RATE

OIL PUMP IDENTIFICATION

Different engines need different pumps. See identification on pump lever **no. 7**.

▼CAUTION : Always mount proper pump on engine.

ENGINE TYPE	OIL PUMP IDENTIFICATION
277	135 T
377	L4
443	E4
503	E4

○NOTE : The following procedures can be done without removing the engine from chassis.

CLEANING

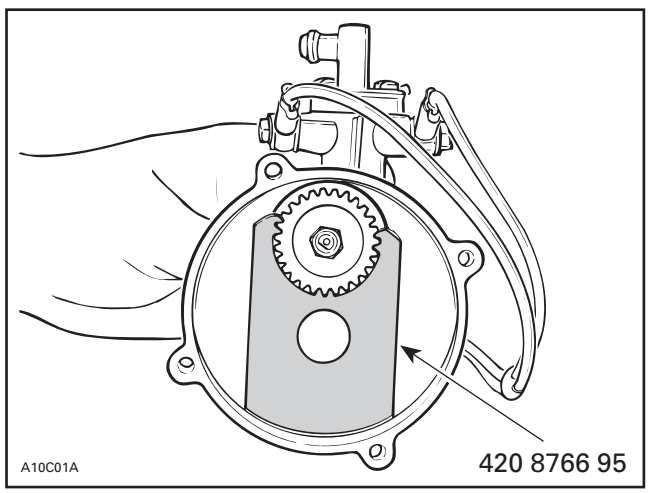
Clean all metal components in a non-ferrous metal cleaner.

DISASSEMBLY

○NOTE : Some oil pump components are not available as single parts.

To remove gear retaining nut **no. 1**, first extract the needle roller **no. 4** with pliers then lock gear **no. 2** in place using the following gear holder :

ENGINE TYPE	TOOL P / N
377 / 443 / 503	420 8766 95



ASSEMBLY

At gear **no. 2** assembly, apply a light coat of low temperature grease (P / N 413 7061 00) on gear teeth.

The needle roller **no. 4** must be engaged as deep as possible in the pump mounting flange.

Always check for spring clips **no. 5** and clamps **no. 6** tightness.

Torque screws **no. 3** to 5 N•m (44 lbf•**in**).

Make sure cable barrel is well seated in oil pump lever.

Secure barrel with plastic washer and circlip.

Verify cable and oil pump lever operation.

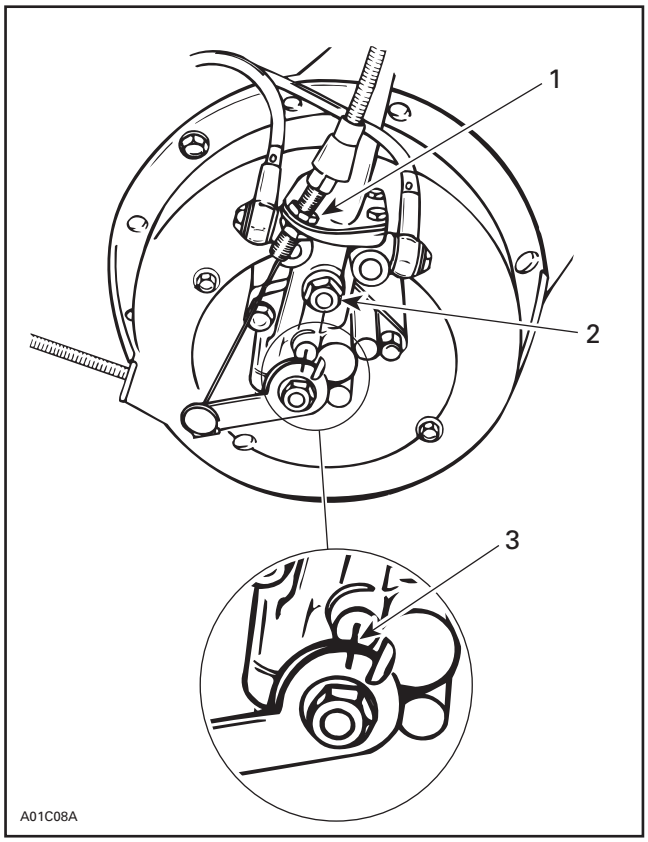
ADJUSTMENT

Prior to adjusting the pump, make sure all carburetor adjustments are completed.

Synchronizing Pump with Carburetor :

Eliminate the throttle cable free-play by pressing the throttle lever until a light resistance is felt, then hold in place. The aligning marks on the pump casting and on the lever must align. If not, loosen the adjuster nut and adjust accordingly.

Retighten the adjuster nut.



TYPICAL

1. *Adjuster nuts*
2. *Bleeder screw*
3. *Marks must align*

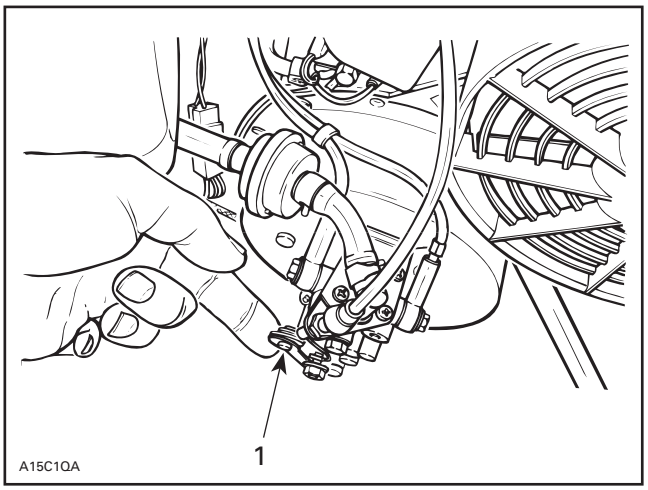
▼CAUTION : Proper oil injection pump adjustment is very important. Any delay in the opening of the pump can result in serious engine damage.

To Bleed Oil Lines :

All oil lines should be full of oil. If required, bleed the main oil line (between tank and pump) by loosening the bleeder screw until all air has escaped from the line.

Make sure the tank is sufficiently filled.

Check the small oil lines (between pump and intake manifold). If required, fill the lines by running the engine at idle speed while holding the pump lever in fully open position.



TYPICAL — ENGINE AT IDLE

1. *Fully open position*

◆WARNING : Ensure not to operate carburetor throttle mechanism. Secure the rear of the vehicle on a stand.

CHECKING OPERATION

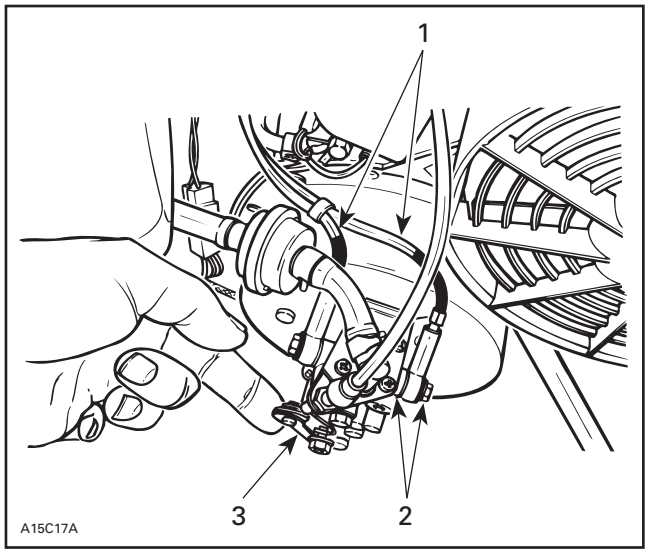
On Vehicle

○NOTE : Main oil line must be full of oil. See bleeding procedure above.

Lift rear of vehicle and support with a mechanical stand. Unbolt banjo fittings from pump. Start engine and stop it as soon as it fires.

Check that oil level in small oil lines is passed banjo fittings end by about 25 mm (1 in) (this will be indicated by a clear section of small oil lines of about 25 mm (1 in)). Repeat the procedure until this condition is attained.

Reconnect banjo fittings with a washers on each side, start engine and run at idle while holding the pump lever in fully open position. Oil columns must advance into small oil lines.



TYPICAL — ENGINE AT IDLE

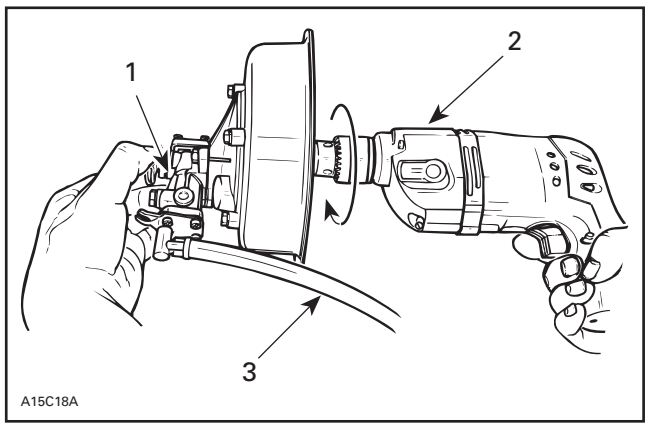
1. *Oil columns advancing*
2. *Washer on each side*
3. *Fully open position*

If not, remove pump assembly and check the pump gear and drive shaft (if applicable) for defects, replace as necessary. Test pump as describes below.

NOTE : Through normal use, oil level must not drop in small tubes. If oil drops, verify check valve operation in banjo fittings. Replace as necessary.

Oil Pump Test Bench

Connect a hose filled with injection oil to main line fitting. Insert other hose end in an injection oil container. Using a counterclockwise rotating drill rotate pump shaft. Oil must drip from outer holes while holding lever in a fully open position. If not replace pump.



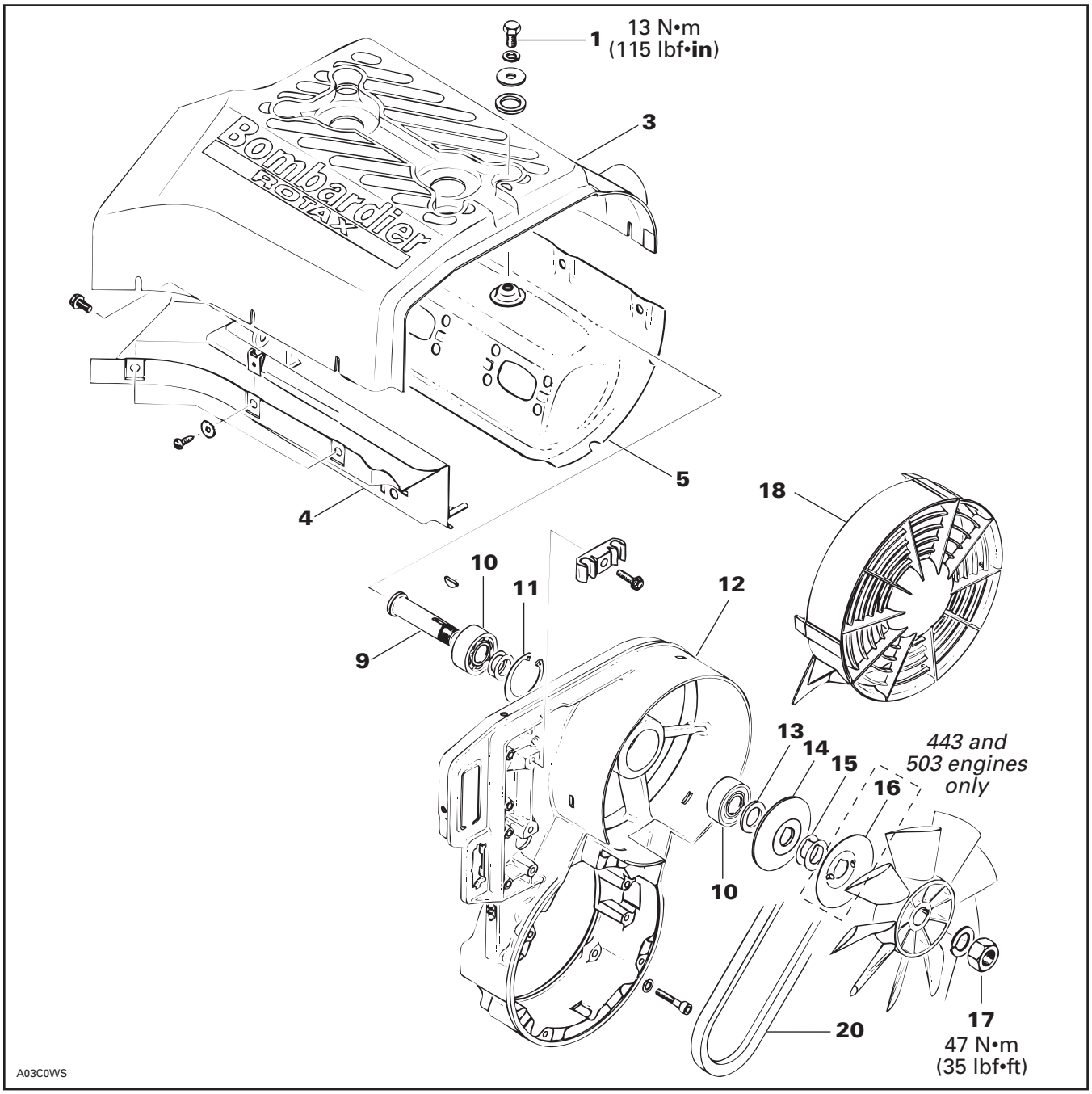
TYPICAL

1. *Fully open position*
2. *Counterclockwise rotating drill*
3. *Main line*

AXIAL FAN COOLING SYSTEM

NOTE : For 277 engine radial fan cooling system, refer to 277 engine type 03-02.

377, 443 and 503 Engines



NOTE : The following procedures can be done without removing engine from chassis.

REMOVAL

NOTE : To facilitate further disassembly, fan nut may be removed before removing fan housing.

Remove rewind starter, starting pulley, trigger coil wire from 4-connector housing then fan housing ass'y.

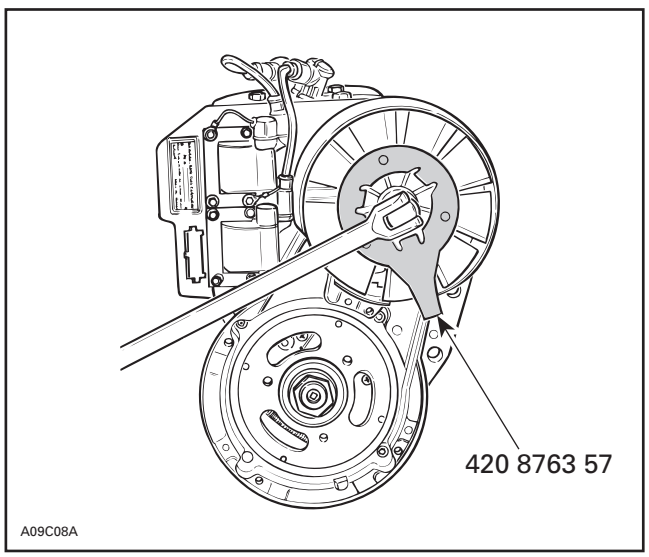
CLEANING

Clean all metal components in a non-ferrous metal cleaner.

DISASSEMBLY AND ASSEMBLY

Remove fan protector.

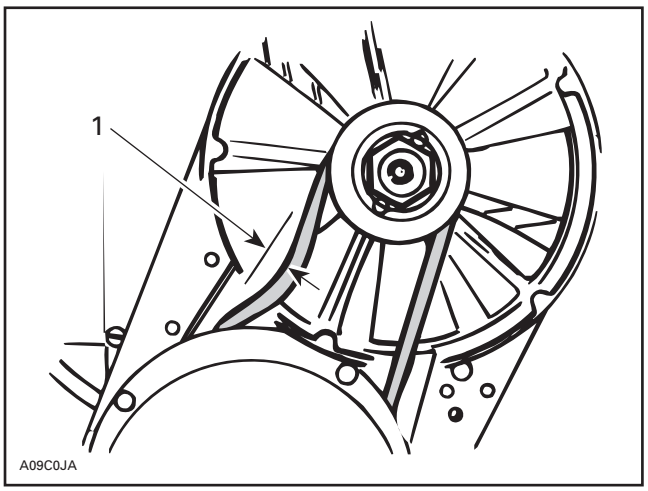
To remove or install fan pulley retaining nut **no. 17**, lock fan pulley with special holder wrench (P / N 420 8763 57). At assembly, torque nut to 65 N•m (48 lbf•ft).



TYPICAL

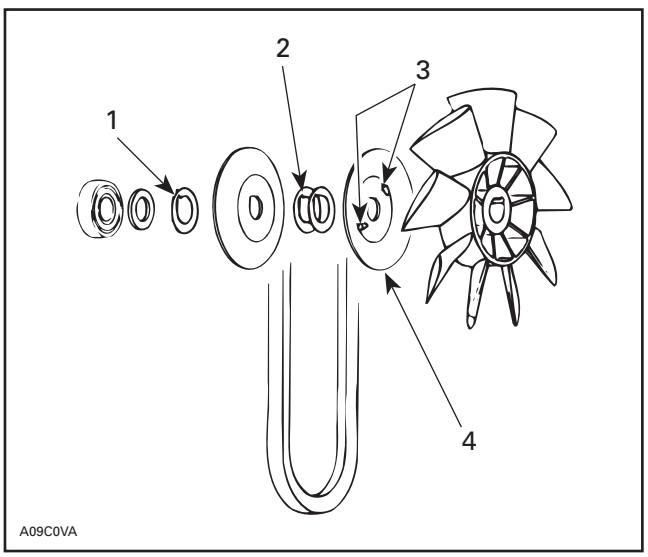
Fan belt deflection must be as specified when applying the proper force midway between pulleys.

ENGINE TYPE	BELT DEFLECTION	FORCE APPLIED
377, 443	8.5 mm (11/32 in)	5 kg (11 lb)
503	9.5 mm (3/8 in)	



1. Deflection

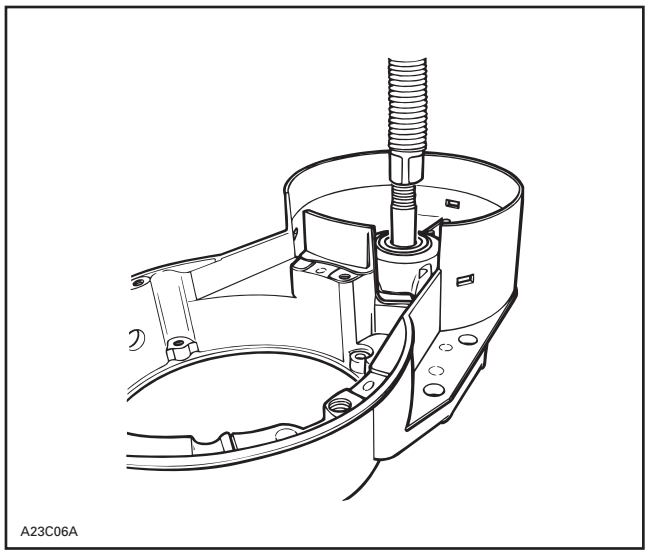
To adjust tension, add or remove shim(s) **no. 15** between pulley halves **nos. 14** and **16**. Install excess shim(s) between distance sleeve **no. 13** and half pulley **no. 14** (housing side).



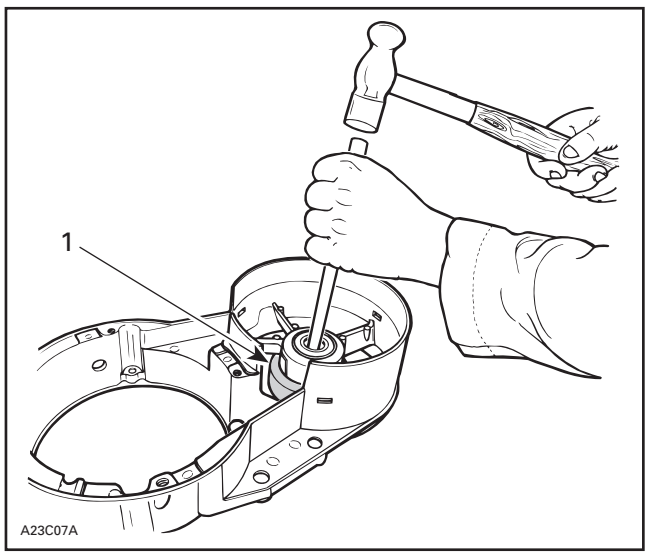
1. Unused shim(s) here
2. Adjust here
3. Positioning noses
4. Some engines only

Some engines have a separate metal pulley half instead of using back of fan as pulley half. On first mentioned engines, select pulley halves so that the one with 2 positioning noses will be on fan side. Ensure to insert these noses into fan notches.

Using a press, drive the fan shaft **no. 9** out.



Support fan housing **no. 12** with a ring. With a punch, working all around bearing **no. 10** inner race, drive bearing out of fan housing. Keep shims for installation.



1. Ring supporting fan housing

Remove circlip **no. 11** then remaining bearing.

To install, press one bearing in place then install circlip and shims. Press the other bearing from opposite side until it is flush with housing. Press fan shaft from engine side of fan housing. Check for free rolling action.

At assembly, apply a light coat of Loctite 242 (blue) on screw **no. 1** threads.

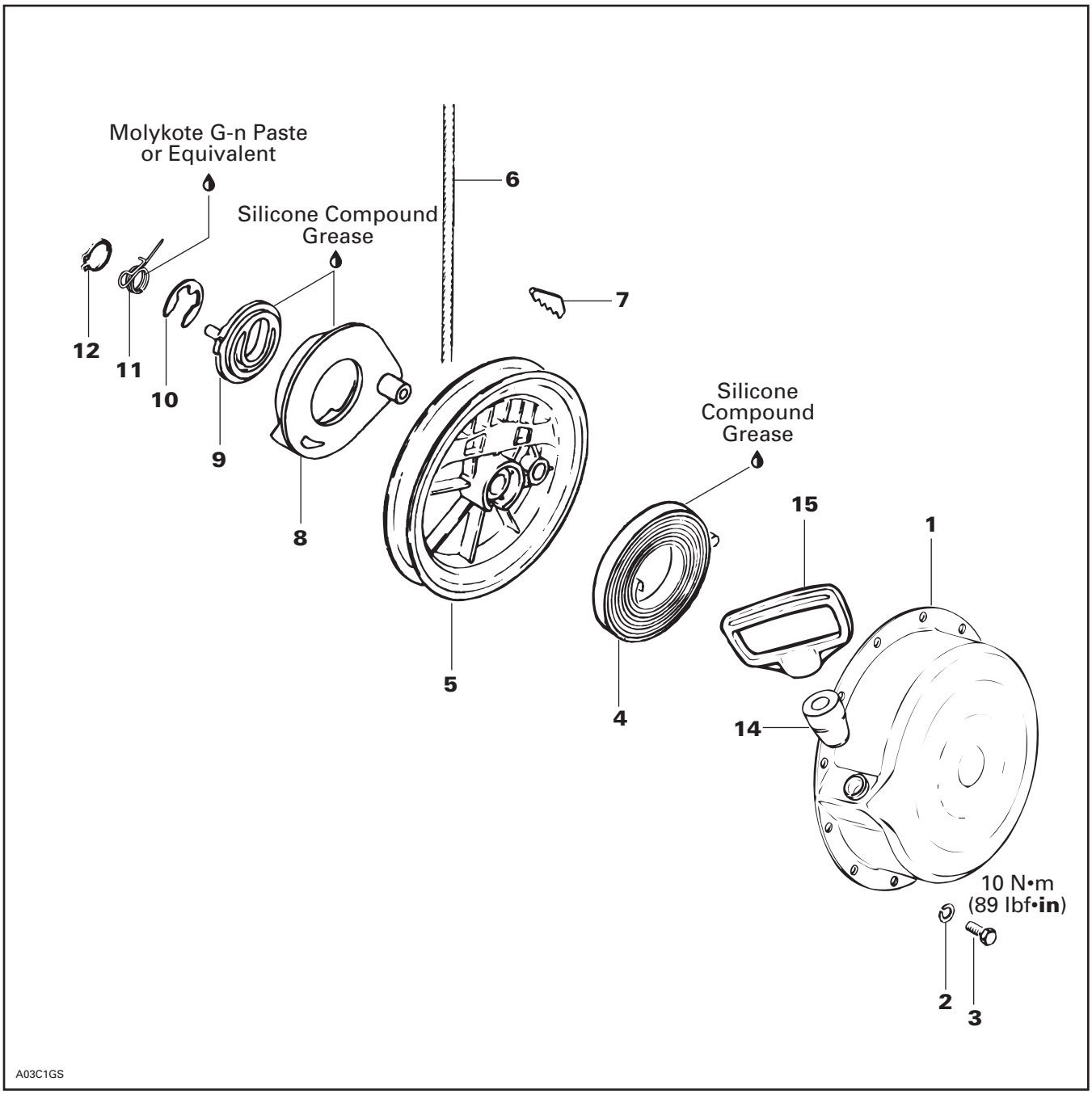
A gasket must be placed on both sides (inner and outer) of intake and exhaust holes of cylinder cowl **nos. 4** and **5**.

Reinstall fan protector **no. 18** properly.

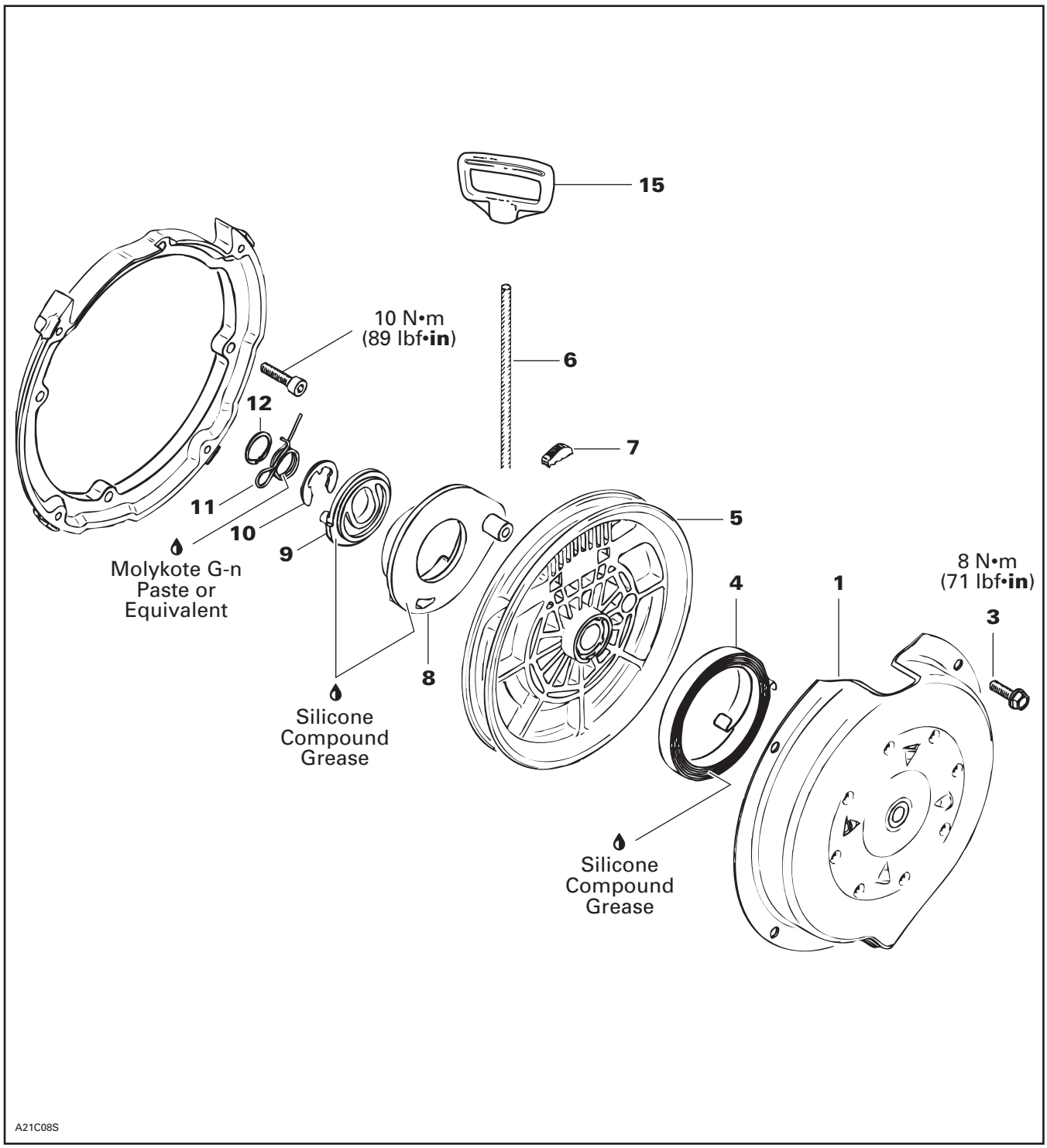
◆ **WARNING : Always reinstall fan protector after servicing.**

REWIND STARTER

277, 377, 443 and 503 Touring SLE



503 Skandic 500 and Formula SL



PARTS FLAT RATE

REMOVAL

Using a small screwdriver, extract rope knot from starter grip **no. 15**. Cut rope close to knot. Tie a knot near starter.

Remove screws **no. 3** and washers **no. 2** securing rewind starter **no. 1** to engine then remove rewind starter.

On fan cooled models with oil injection pump remove pump from rewind starter cover.

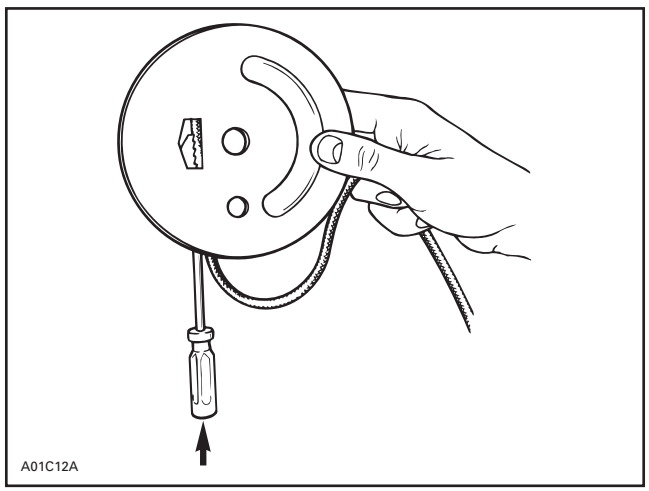
DISASSEMBLY

To remove rope from rewind starter mechanism :

– First remove locking ring **no. 12**, locking spring **no. 11**, circlip **no. 10**, pawl lock **no. 9** and pawl **no. 8**.

– Remove sheave **no. 5** from starter housing **no. 1**.

– Disengage key **no. 7** and pull out rope **no. 6**.

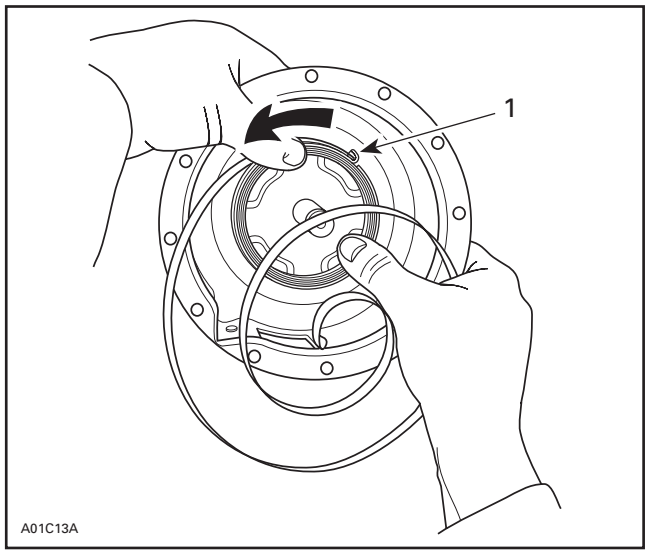


GENTLY TAP ON KEY

ASSEMBLY

At assembly, position spring **no. 4** outer end into spring guide notch then wind the spring counterclockwise into guide.

◆ **WARNING : Since the spring is tightly wound inside the guide it may fly out when rewind is handled. Always handle with care.**



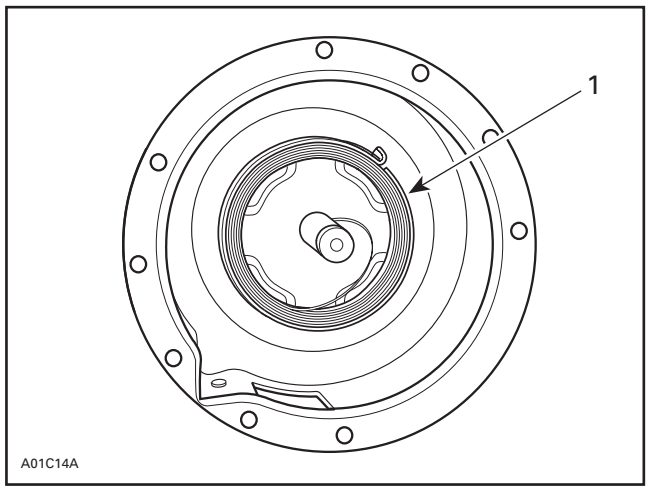
1. Outer end into guide notch

○ NOTE : Due to dust accumulation, rewind starter must be periodically cleaned, inspected and relubricated.

▼ **CAUTION : It is of the utmost importance that the rewind starter spring(s) be lubricated periodically using specific lubricants. Otherwise, rewind starter component life will be shortened and / or rewind starter will not operate properly under very cold temperatures.**

Lubricate spring assembly with silicone compound grease (P / N 420 8970 61) and position into starter housing as illustrated.

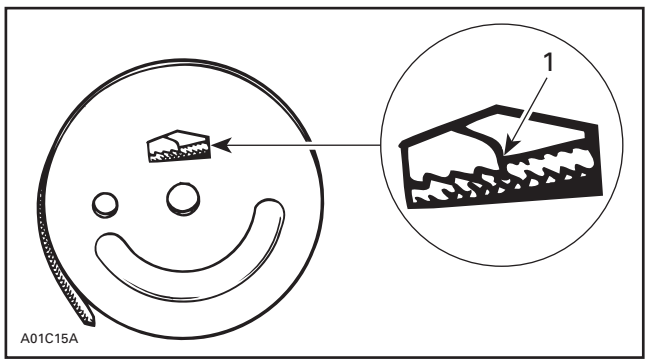
▼ **CAUTION : This lubricant must NOT be used on rewind starter locking spring as it does not stay on under vibration.**



1. Grease inside spring guide

▼CAUTION : The use of standard multi-purpose grease could result in rewind starter malfunction.

To install a new rope **no. 6** : insert rope into sheave **no. 5** orifice and lock it with the key **no. 7** as illustrated.



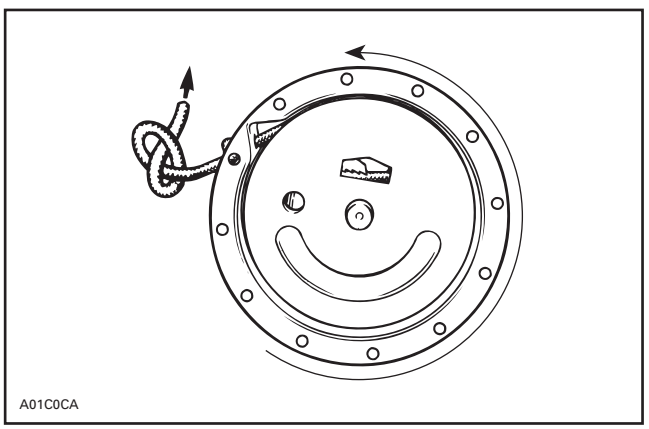
1. Push to lock

To adjust rope tension :

Wind rope on sheave and place rope sheave into starter housing making sure that the sheave hub notch engages in the rewind spring hook.

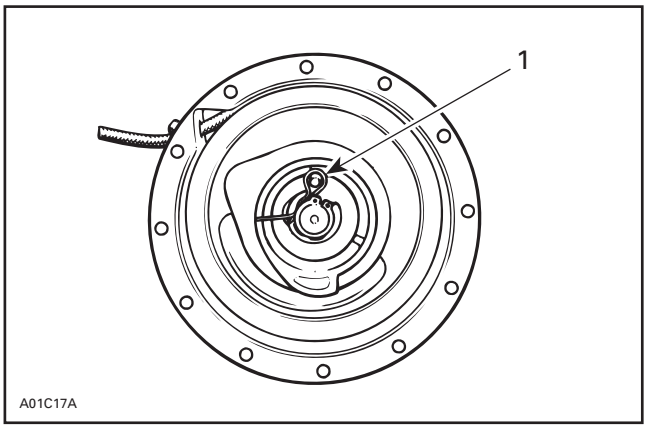
Rotate the sheave counterclockwise until rope end is accessible through starter housing orifice.

Pull the rope out of the starter housing and temporarily make a knot to hold it. One turn preload will give 7 turns of tension when fully extended.



Position pawl **no. 8**, pawl lock **no. 9** and circlip **no. 10**.

Install locking spring **no. 11** and lubricate with MOLYKOTE G-n paste from Dow Corning® or equivalent.



1. Spring coated with MOLYKOTE G-n paste

Install locking ring.

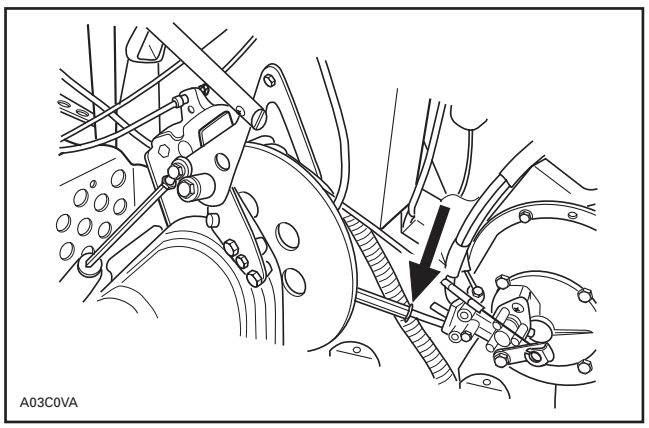
▼CAUTION : This lubricant must NOT be used on rewind springs as it does not stay on when dry.

INSTALLATION

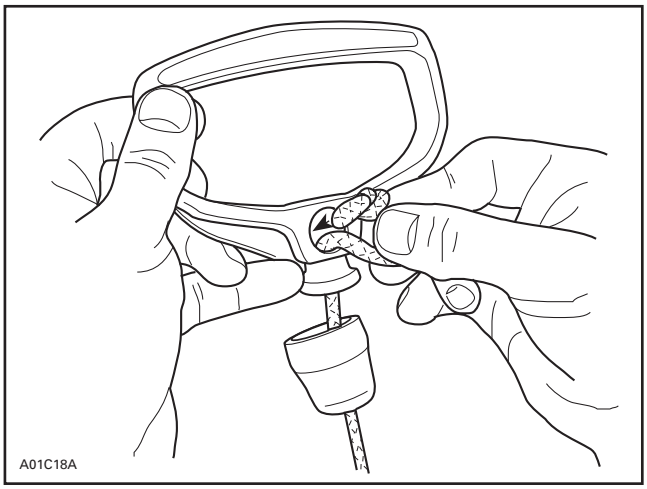
On fan cooled models with oil injection pump, reinstall oil pump on rewind starter assembly.

Reinstall rewind starter assembly on engine.

Thread starter rope **no. 6** through rope guide when applicable.

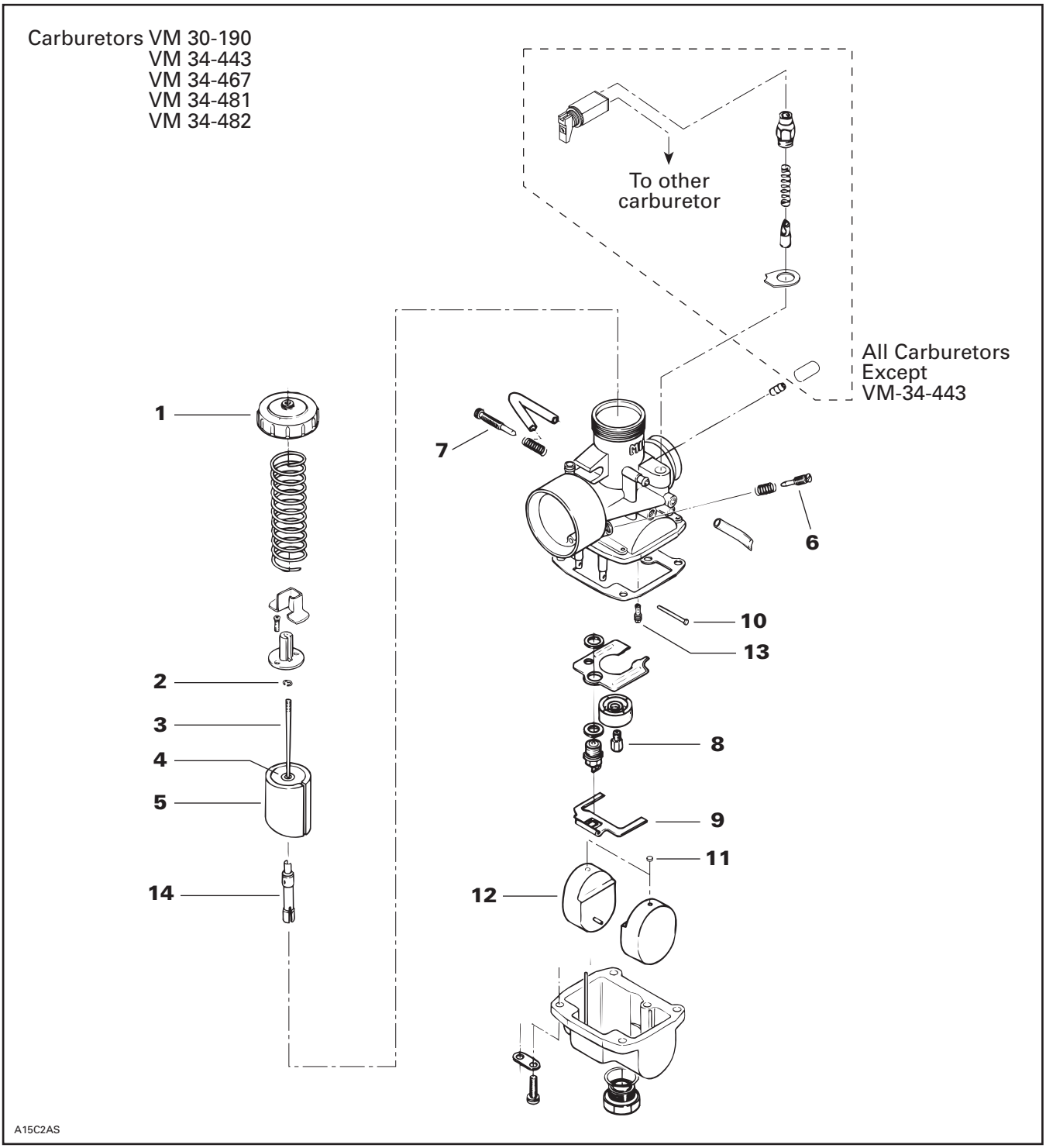


Prior to installing starter grip **no. 15** on new rope, it is first necessary to fuse the rope end with a lit match. pass rope through rubber buffer **no. 14** and starter grip and tie a knot in the rope end. fuse the knot with a lit match then insert rope end down and pull the starter grip over the knot.



TYPICAL

CARBURETOR AND FUEL PUMP



REMOVAL

Remove air silencer(s). For S-Series, see BATTERY 05-05.

Disconnect fuel inlet line.

Disconnect primer line from carburetor on some models.

Disconnect choke cable on some models.

Unscrew carburetor cover **no. 1** then pull out throttle slide **no. 5** from carburetor.

◆ **WARNING : Exercise care when handling throttle slide. Scratches incurred may cause throttle slide to stick open in operation.**

Disconnect throttle cable from throttle slide.

Untighten rubber flange clamps then remove carburetor from engine.

CLEANING AND INSPECTION

The entire carburetor should be cleaned with a general solvent and dried with compressed air before disassembly.

▼ **CAUTION : Heavy duty carburetor cleaner may be harmful to the float material and to the rubber parts, O-rings, etc. Therefore, it is recommended to remove those parts prior to cleaning.**

Carburetor body and jets should be cleaned in a carburetor cleaner following manufacturer's instructions.

◆ **WARNING : Solvent with a low flash point such as gasoline, naphtha, benzol, etc., should not be used as they are flammable and explosive.**

Check inlet needle tip condition. If worn, the inlet needle and seat must be replaced as a matched set.

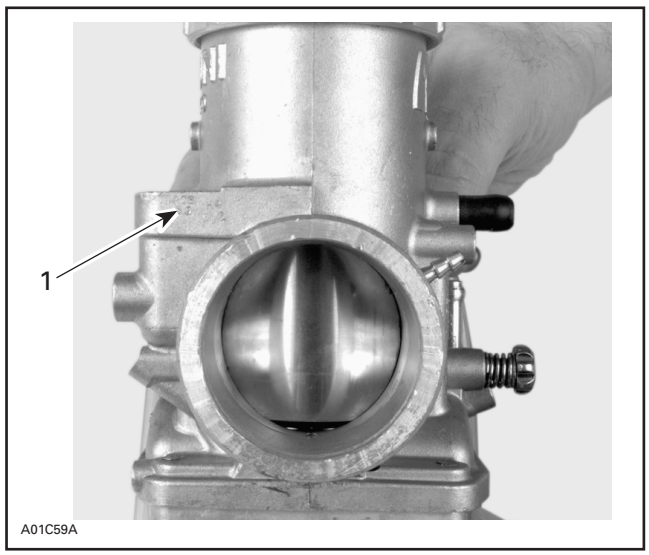
○ NOTE : Install needle valve for snowmobile carburetor only. It is designed to operate with a fuel pump system.

Check throttle slide for wear. Replace as necessary.

Check idle speed screw straightness. Replace as necessary.

IDENTIFICATION

All carburetors are identified on their body.



1. Identification : 34-482

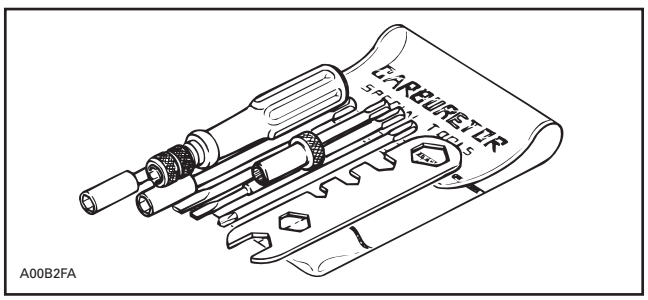
Check for fuel inside float **no. 12**.

If fuel is noticed :

– Check cap **no. 11** for fuel tightness ; replace as necessary.
– Check float for cracks or other damage affecting fuel tightness; replace as necessary.

DISASSEMBLY AND ASSEMBLY

○ NOTE : To ease the carburetor disassembly and assembly procedures it is recommended to use carburetor tool kit (P / N 404 1120 00).



2,3, E-clip and Needle

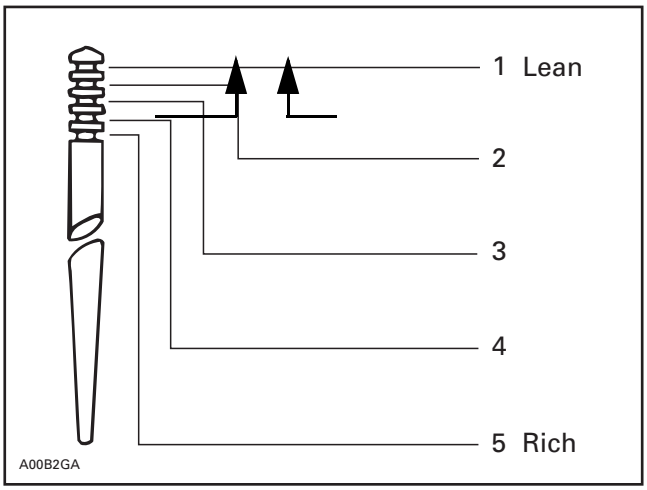
Remove screws from needle retaining plate to withdraw the needle.

The position of the needle in the throttle slide is adjustable by means of an E-clip inserted into 1 of 5 grooves located on the upper part of the needle. Position 1 (at top) is the leanest, 5 (at bottom) the richest.

NOTE : The last digit of the needle identification number gives the recommended position of the E-clip **from the top** of the needle.

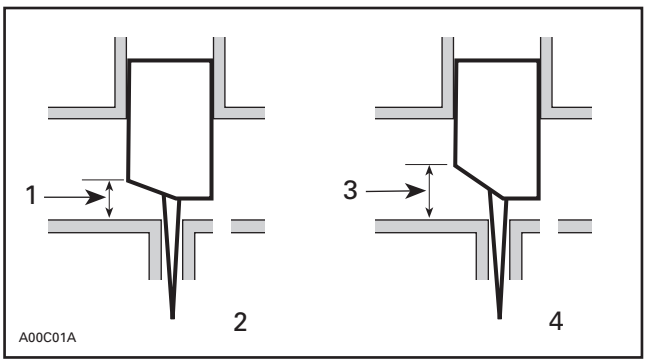
Example : 6DH4-3

Needle identification	Recommended position. of the E-clip **from top**



CLIP POSITIONS

The size of the throttle slide cut-away affects the fuel mixture between 1/8 to 1/2 throttle opening.



1. *Low cut-away (high air speed)*
2. *Rich mixture*
3. *High cut-away (low air speed)*
4. *Lean mixture*

8, Main Jet

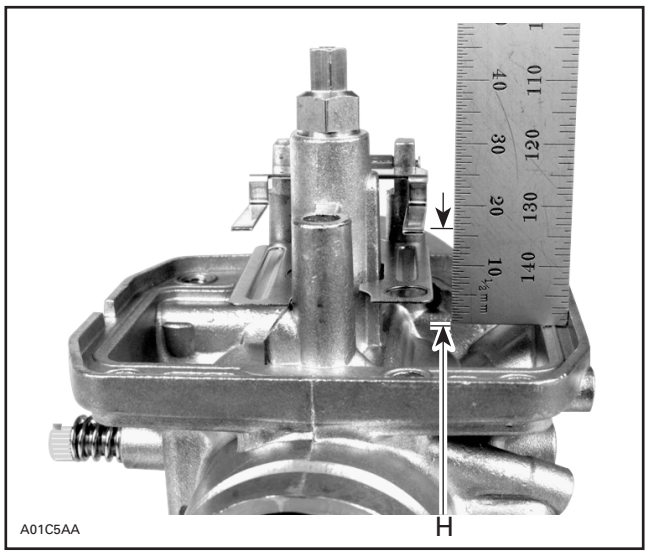
The main jet installed in the carburetor has been selected for a temperature of -20°C (0°F) at sea level. Different jetting can be installed to suit temperature and / or altitude changes. Always check spark plug tip and / or piston dome color to find out correct jetting.

CARBURETOR FLOAT LEVEL ADJUSTMENT

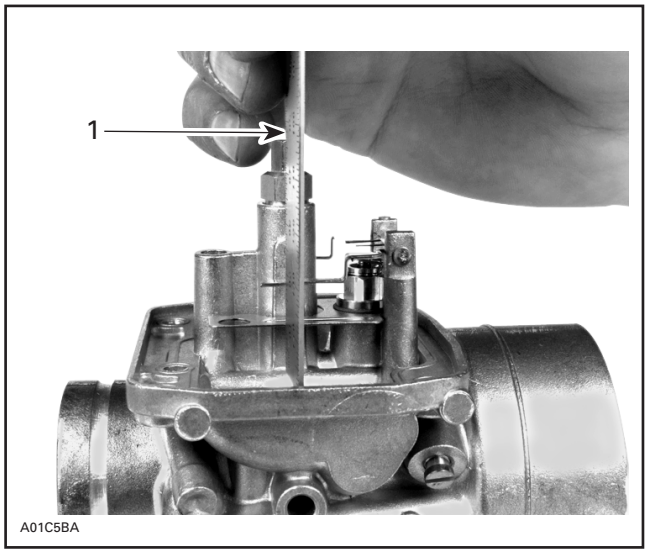
9,10, Float Arm and Float Arm Pin

Correct fuel level in float chamber is vital toward maximum engine efficiency. To check for correct float level proceed as follows :

– Make sure that float arm is symetric — not distored.
– Remove float bowl and gasket from carburetor.
– With carburetor chamber upside-down on a level surface, measure height H between bowl seat and top edge of float arm. Keep ruler perfectly vertical and in line with main jet hole.



TYPICAL
H : Float height

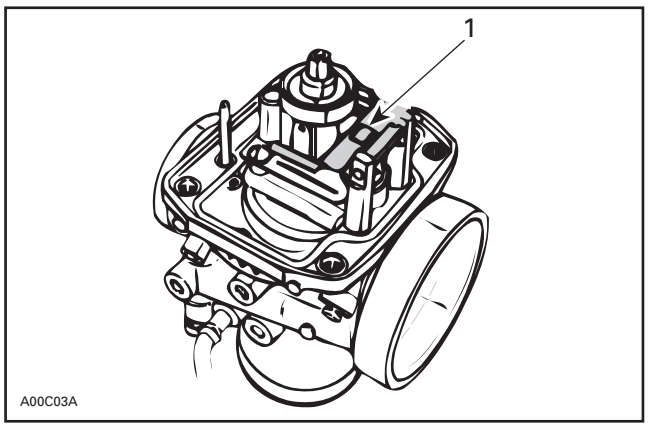


1. Ruler vertical and in line with main jet

CARBURETOR MODEL	FLOAT HEIGHT H	
	± 1 mm	(± .040 in)
VM 30 VM 34	23.9	(.941)

To Adjust Height H :

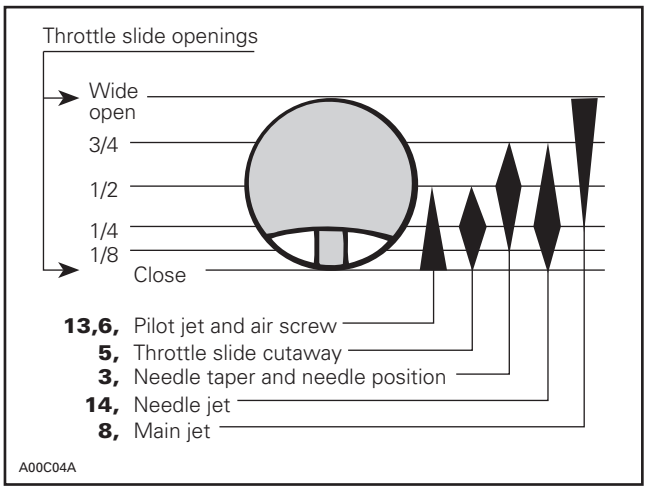
– Bend the contact tab of float arm until the specified height is reached.



1. Contact tab

The following illustration shows the part of the carburetor which begins and stops to function at different throttle slide openings.

Note that the wider part of symbol corresponds to the opening mostly affected. For instance, throttle slide cut-away begins to function at closed position but it is most effective at 1/4 opening and decreases up to 1/2 opening.



VIEW FROM AIR INTAKE OPENING

NOTE : For fine tuning refer to TECHNICAL DATA 09 and to SPARK PLUG 05-03.

NOTE : For high altitude regions, the High Altitude Technical Data Booklet (P / N 484 0648 00 and 484 0545 00 for binder) gives information about calibration according to altitude and temperature.

INSTALLATION

CAUTION : Never allow throttle slide(s) to snap shut.

To install carburetor on engine, inverse removal procedure.

However, pay attention to the following :

– Inspect throttle cable and housing prior to installation.

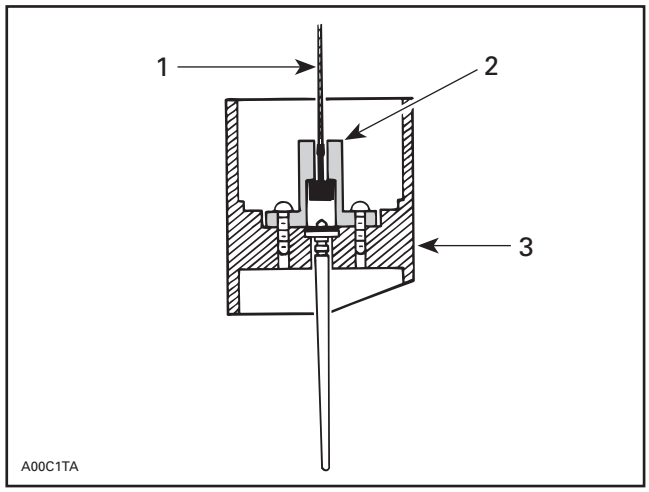
On applicable models, make sure to align tab of carburetor and air intake silencer (if applicable) with notch of adaptor(s). On applicable models, install adaptor with up mark facing up.

CAUTION : The rubber flange must be checked for cracks and/or damage. At assembly, the flange must be perfectly matched with the air intake manifold or severe engine damage will occur.

Install clamps in a way that their tightening bolts are staggered — not aligned.

Hook throttle cable into the needle retainer plate.

NOTE : Do not obstruct hole in throttle slide when installing needle retaining plate. This is important to allow air escaping through and thus allowing a quick response.

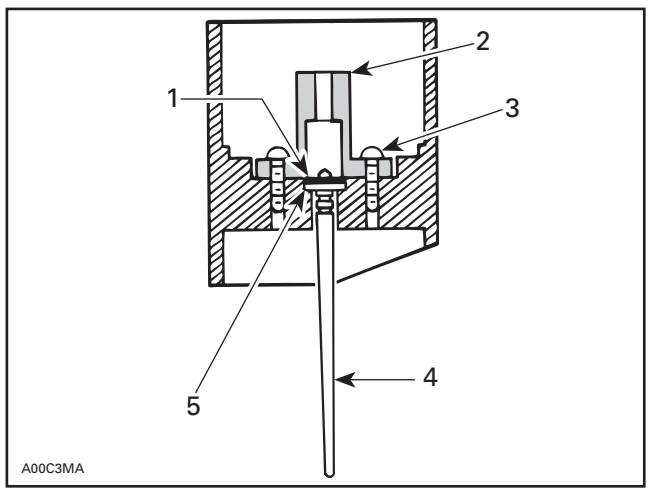


CENTER POST TYPE

1. *Throttle cable*
2. *Needle retaining plate*
3. *Throttle slide*

Make sure the nylon packing **no. 4** is installed on all applicable throttle slides.

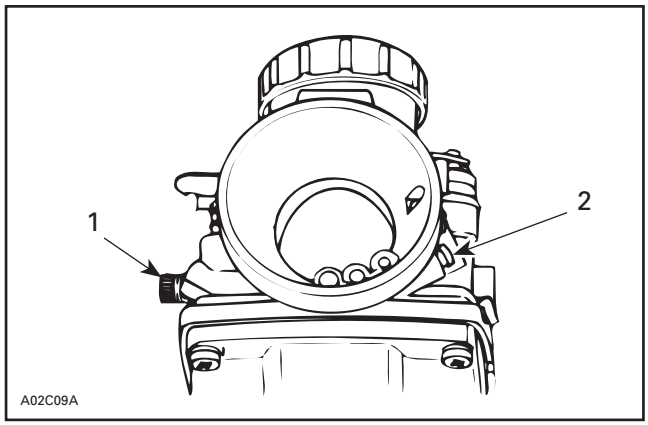
▼ CAUTION : Serious engine damage can occur if this notice is disregarded.



CENTER POST TYPE

1. *E-clip*
2. *Needle retaining plate*
3. *Screw*
4. *Needle*
5. *Nylon packing*

CARBURETOR ADJUSTMENTS



1. *Idle speed screw*
2. *Air screw*

6, Air Screw Adjustment

Completely close the **air screw** (until a slight seating resistance is felt) then back off as specified.

Turning screw in clockwise enrichners mixture and conversely, turning it out counterclockwise leans mixture.

Refer to TECHNICAL DATA section 09 for the specifications.

Carburetor Synchronization

Twin Carburetor Models Only

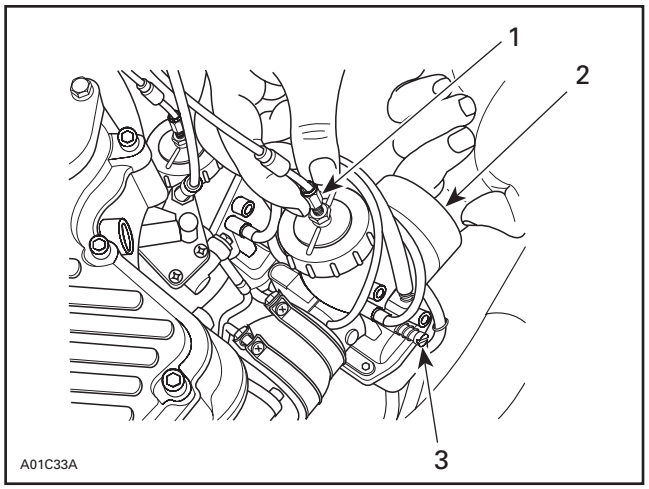
Both carburetor slides must start to open at the same time.

Completely unscrew idle speed screw on both carburetors.

Unlock cable adjustment lock nut then screw in adjuster until throttle slide bottoms out. Proceed the same for both carburetors.

Unscrew cable adjuster to eliminate all cable play but without raising throttle slide. Proceed with care on both carburetors then tighten jam nuts. Both carburetor slide must start to open at the same time, depress throttle lever to check it and turn cable adjuster as required.

Check throttle slide position at wide open throttle. Throttle slide must be flush or 1 mm (.040 in) lower than carburetor **outlet** bore. At that same position, check that throttle slide does not contact carburetor cover. Turn cable adjuster and recheck synchronization.



TYPICAL

1. *Screw in and out until no cable free play exists*
2. *Check that throttle side does not move*
3. *Idle speed screw completely unscrewed*

▼CAUTION : If the throttle slide rests against the carburetor cover at full throttle opening, this will create too much strain and may damage the throttle cable or other components in throttle mechanism.

Throttle Slide Adjustment

All Models

◆WARNING : Ensure the engine is turned OFF, prior to performing the throttle slide adjustment.

For maximum performance, correct carburetor throttle slide adjustment is critical.

The following method should be used with engine turned off :

– **Idle speed** screw must be completely unscrewed. It must not contact throttle slide.

Turn the **idle speed** screw clockwise until it contacts the throttle slide then continue turning 2 additional turns.

Twin Carburetor Models Only

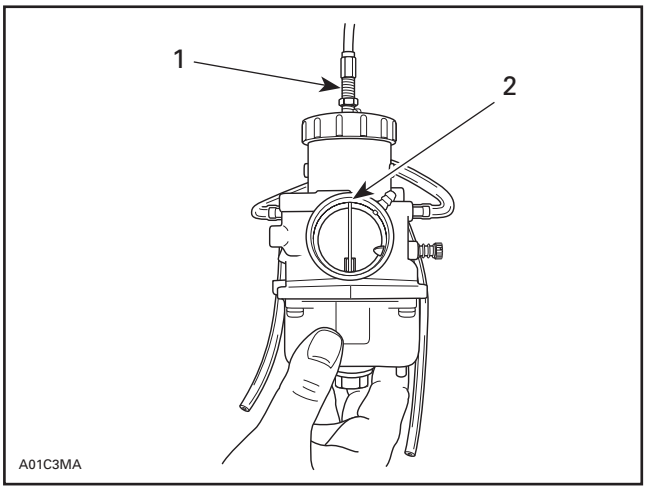
Repeat on the other one. This will ensure identical throttle slide preliminary idle setting. Recheck carburetor synchronization. Adjust idle by turning both idle speed screws of the same amount.

▼CAUTION : On twin carburetor models, make sure both carburetors start to operate simultaneously. Beside do not interchange carburetors, the jetting may be different on each side. A red dot is printed on one carburetor and on the engine. Match the carburetor and the engine dots when applicable.

▼CAUTION : On oil injection models, the oil injection pump adjustment must be checked each time carburetor is adjusted. Refer to OIL INJECTION SYSTEM 03-06.

All Models

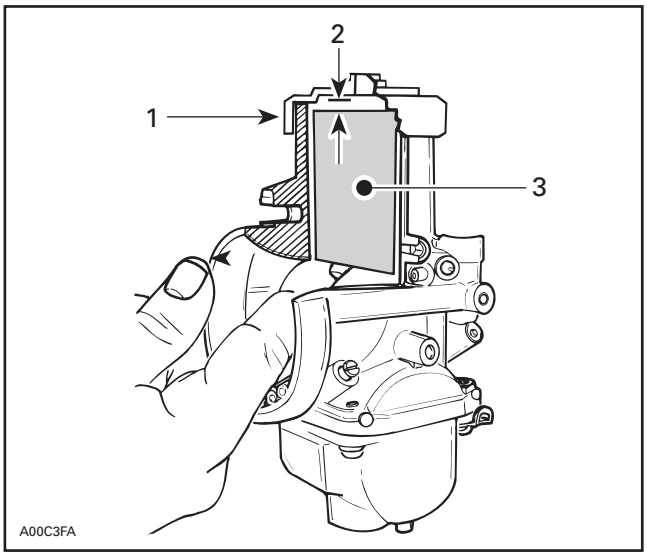
Throttle slide must be flush or 1.0 mm (.040 in) lower than the top of carburetor **oulet** bore (engine side).



THROTTLE LEVER AGAINST HANDLE GRIP

1. *Throttle cable adjuster*
2. *Throttle slide flush or 1.0 mm (.040 in) lower than carburetor oulet bore (engine side)*

Once carburetor adjustment is performed, check that **with the throttle lever fully depressed**, there is a free play between the carburetor cover and top of throttle slide.



THROTTLE LEVER AGAINST HANDLE GRIP

1. *Cover*
2. *Free play*
3. *Throttle slide*

◆ WARNING : This gap is very important. If the throttle slide rests against the carburetor cover at full throttle opening, this will create too much strain and may damage the throttle cable or other components in throttle mechanism.

On twin-carburetor models : Recheck carburetor synchronization.

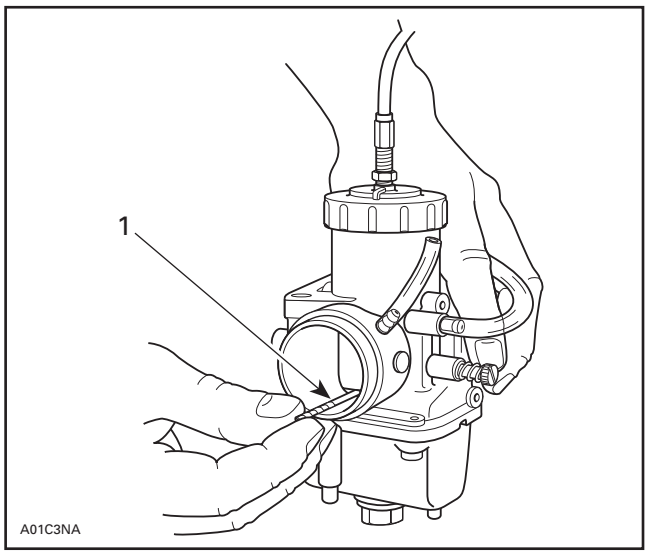
▼ CAUTION : On oil injection models, the oil injection pump adjustment must be checked each time carburetor is adjusted. Refer to OIL INJECTION SYSTEM 03-06.

PRELIMINARY IDLE SPEED ADJUSTMENT

Adjust throttle slide height (see table) by turning idle speed screw **no. 7**.

Final adjustment (engine running at idle speed) should be within 1/2 turn of idle speed screw from preliminary adjustment.

Models	Throttle Slide height mm (in)
Tundra II LT, Skandic 380, Touring E / LE / SLE, Formula S, Alpine II	1.3 (.051)
Touring SLE, Skandic 500, Formula SL	1.5 (.059)
Touring LE	1.6 (.063)



TYPICAL

1. *Drill bit used as gauge for throttle slide height*

IDLE SPEED FINAL ADJUSTMENT

7, Idle Speed Screw

Start engine and allow it to warm then adjust idle speed to specifications by turning **idle speed** screw clockwise to increase engine speed or counterclockwise to decrease it.

○ NOTE : On twin-carburetor models : Turn adjustment screw the same amount to keep carburetors synchronized.

Refer to TECHNICAL DATA 09 for the specifications.

▼ CAUTION : Do not attempt to set the idle speed by using the air screw. Severe engine damage can occur.

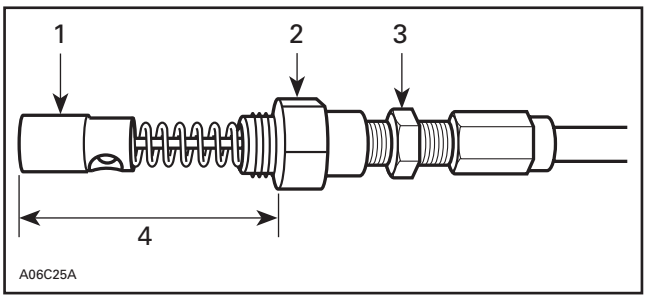
CHOKE

Touring E / E LT / LE / SLE, Skandic 380 / 500 and Formula SL

Choke Plunger Adjustment

Adjust cable length to obtain the following plunger / adaptor distance. Retighten lock nut.

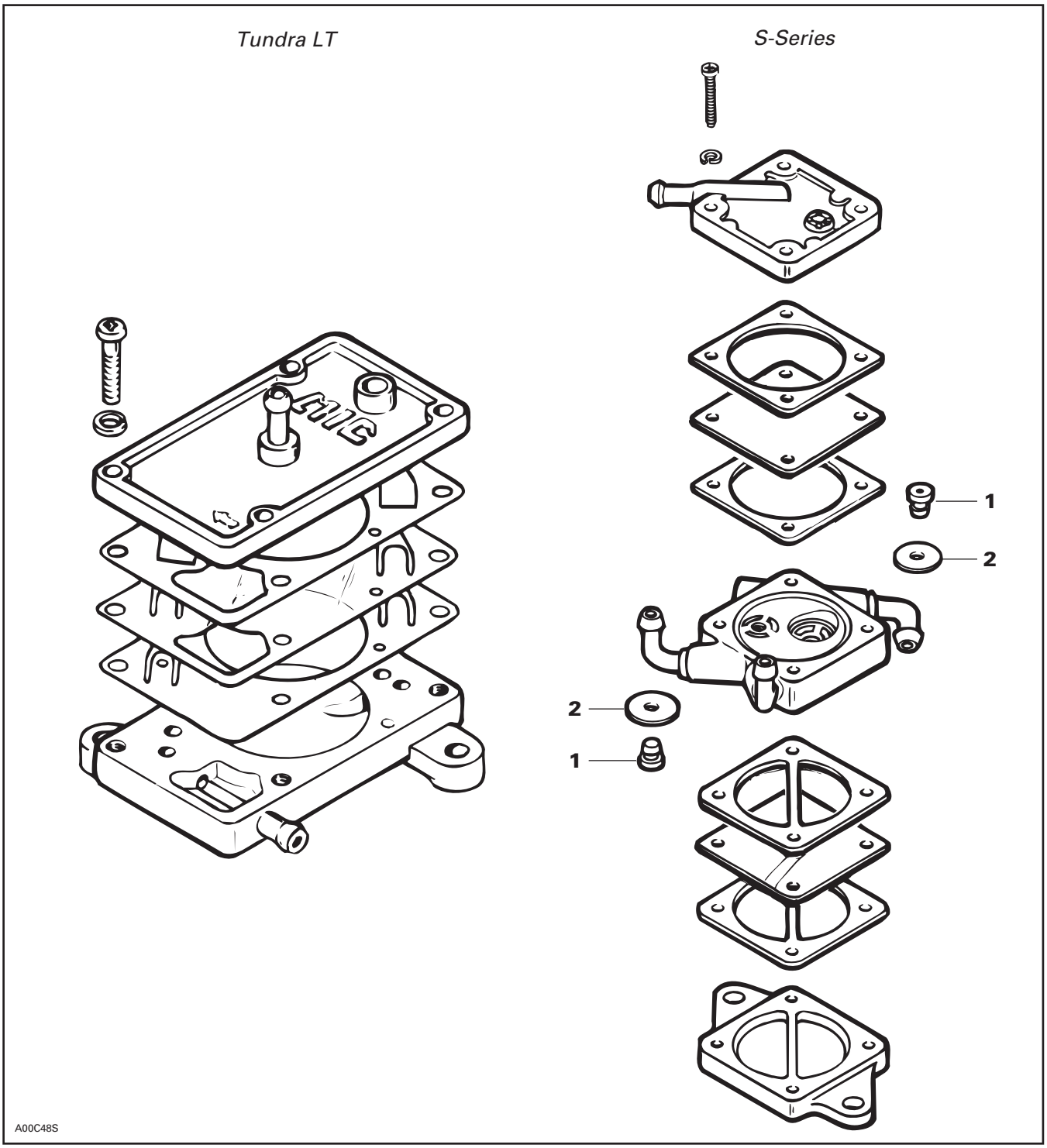
CARBURETOR	PLUNGER / ADAPTOR DISTANCE ± 0.3 mm (± .012 in)
PTO	32.5 (1.280)
MAG	31.3 (1.232)



1. Plunger
2. Adaptor
3. Lock nut
4. Distance

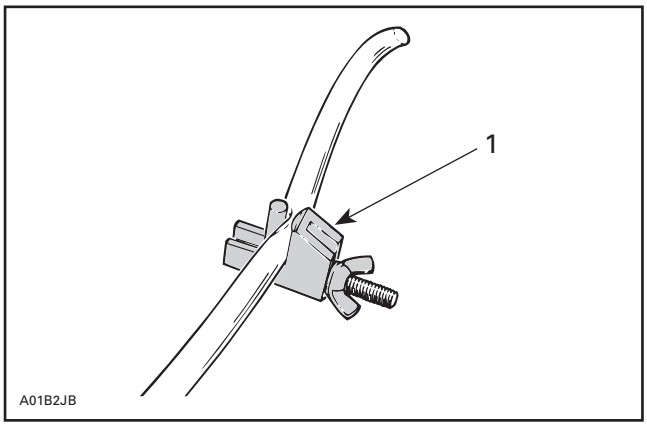
The above adjustment can be easily checked with a service tool which is not available at time of printing.

FUEL PUMP



REMOVAL

Install a hose pincher (P / N 529 0099 00) on fuel supply line close to pump inlet.

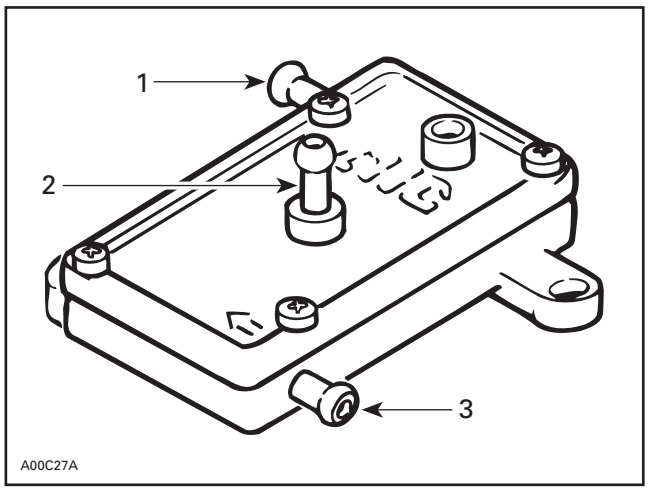


1. Hose pincher (P / N 529 0099 00)

Disconnect fuel outlet line(s).

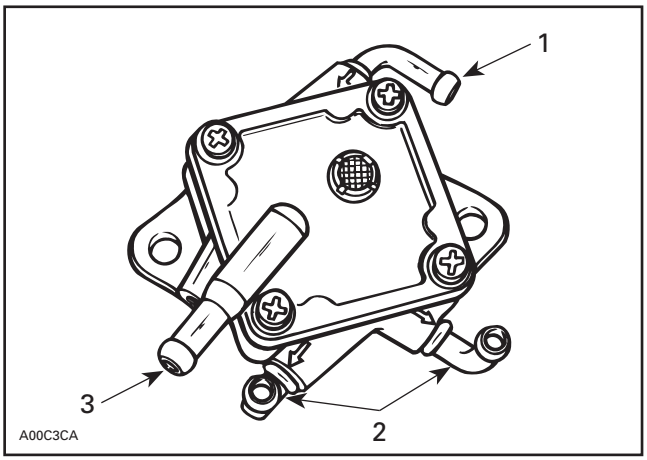
Disconnect impulse line.

Remove screws (or nuts if applicable) securing fuel pump.



LOW-SUPPLY FUEL PUMP WITH SINGLE OUTLET

1. Fuel outlet line
2. Impulse line
3. Fuel inlet line



HIGH-SUPPLY FUEL PUMP WITH TWIN OUTLETS

1. Inlet
2. Outlets
3. Impulse

PUMP VERIFICATION

Check fuel pump valves operation as follows :

Connect a clean plastic tubing to the inlet nipple and alternately apply pressure and vacuum with pump of leak test kit. The inlet valve should release with pressure and hold under vacuum.

Repeat the same procedure at the outlet nipple. This time the outlet valve should hold with pressure and release under vacuum.

NOTE : On model fitted with 2 outlets, plug 1 outlet with finger while checking outlet valve.

Check impulse diaphragm and gasket on high-supply fuel pump with twin outlets as follows :

Connect a clean plastic tubing to the impulse nipple and plug vent hole on top cover. Either apply pressure or vacuum. The diaphragm / gasket must not leak.

DISASSEMBLY

1,2, Grommet and Valve (high-supply pump with twin outlets only)

Do not disassemble valves unless replacement is necessary.

CLEANING AND INSPECTION

The entire pump should be cleaned with general purpose solvent before disassembly.

Fuel pump components should be cleaned in general purpose solvent and dried with compressed air.

◆ WARNING : Solvent with a low flash point such as gasoline, naphtha, benzol, etc., should not be used as each is flammable and explosive.

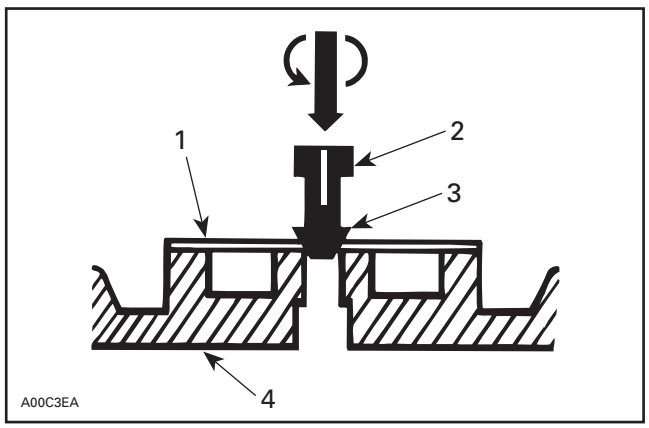
Inspect diaphragm. The pumping area should be free of holes, tears or imperfections. Replace as needed.

High-supply pump with twin outlets : Thoroughly clean filter on top cover. Replace filter if necessary.

ASSEMBLY

To install a new valve, proceed as follows :

– Place new valve flat on its seat.
– Slightly oil taper tip of grommet.
– Push grommet with a rotational movement until it crosses its housing.



1. Valve
2. Grommet
3. Lubricate tip
4. Pump body

When assembling pump, ensure to properly position stages together. Refer to previous illustrations if necessary.

INSTALLATION

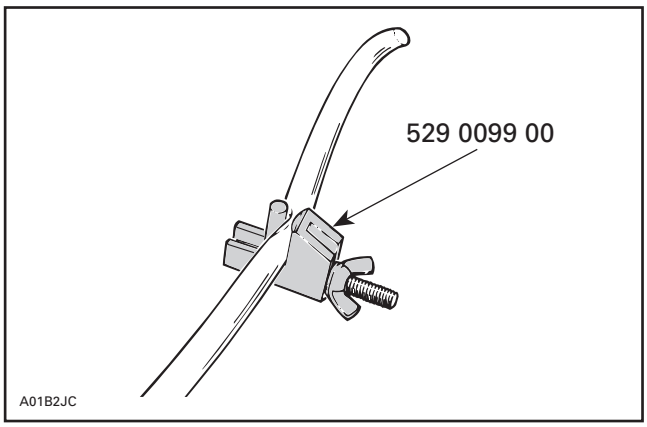
To install, inverse removal procedure.

◆ WARNING : Pressure test to ensure there is no leak in fuel system.

FUEL TANK AND THROTTLE CABLE

Fuel Tank Lines

◆ WARNING : When draining a fuel tank or when-ever a fuel line is disconnected, obstruct line with a hose pincher (P/N 529 0099 00) or equivalent device. Fuel is flammable and explosive under certain conditions. Ensure work area is well ventilated. Do not smoke or allow open flames or sparks in the vicinity.



Impulse / Fuel Lines Spring Clips

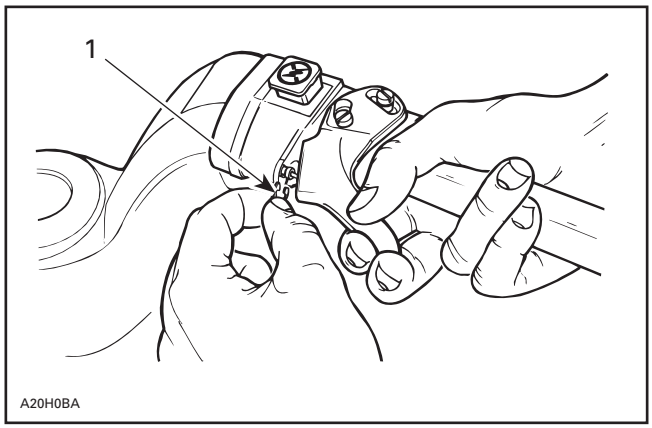
Always reposition spring clips after any repair to prevent possible leaks.

Throttle Cable Circlip at Handlebar

Put silicone grease (P/N 413 7017 00) around cable barrel. Locate circlip as per illustration.

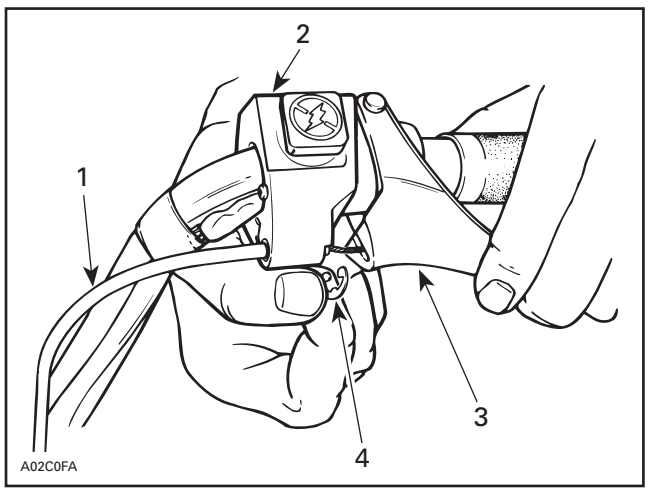
◆ WARNING : If this procedure is disregarded, throttle might be half-open at normally closed position and the engine will speed up when starting.

Models with Easy Action Throttle Lever



TYPICAL
1. Circlip

Other Models

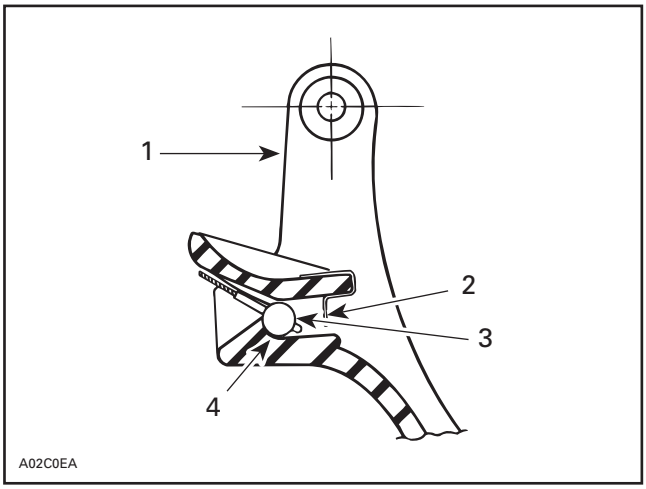


1. Throttle cable housing
2. Throttle handle housing
3. Throttle handle
4. Circlip

Throttle Cable Retainer

Tundra II LT Models

The retainer must be pushed on the throttle handle tab until it sits properly.



1. Throttle handle
2. Retainer
3. Cable barrel
4. Silicone grease

Adjust throttle cable as specified in CARBURETOR AND FUEL PUMP 03-09.

Throttle Cable Routing

▼CAUTION : Check that throttle cable is routed away from sharp, edges, hot or vibrating parts. When turning steering while engine is running, idle speed must not vary.

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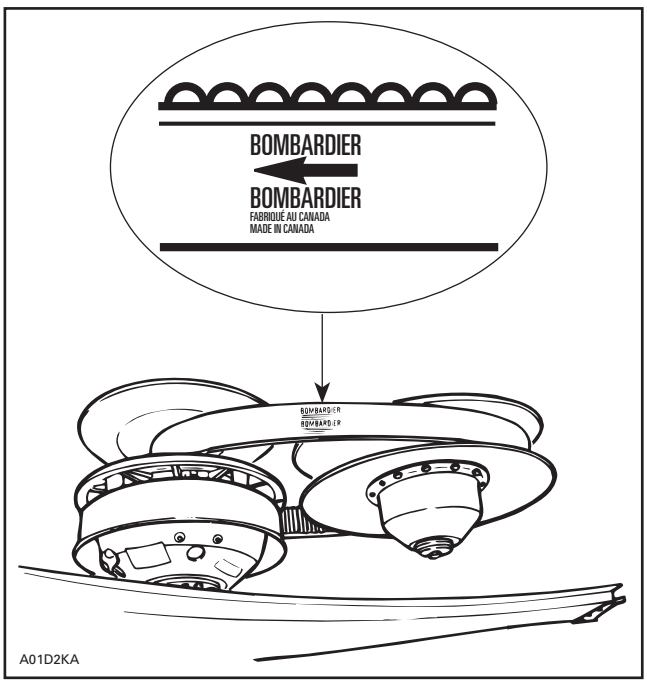
DRIVE BELT

1997 APPLICATION CHART

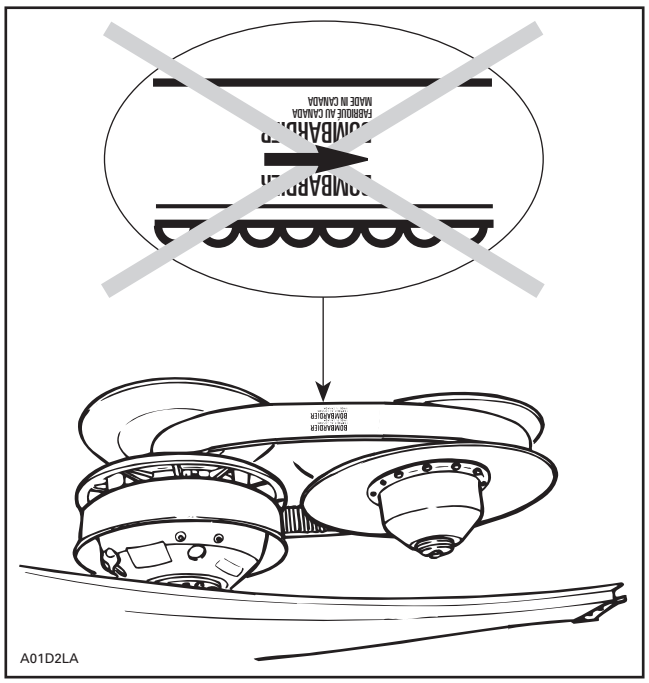
MODEL	PART NUMBER	WIDTH (NEW) ± 0.25 mm (.010 in)	MINIMUM WIDTH (WEAR LIMIT)
TUNDRA II LT	414 8276 00	33.3 mm (1-5/16'')	30 mm (1-3/16'')
S-SERIES	415 0606 00	34.3 mm (1-27/64'')	32 mm (1-1/4'')

ROTATION DIRECTION

The maximum drive belt life span is obtained when the drive belt is installed as shown. This will ensure that correct direction of rotation is respected.



CORRECT



INCORRECT

NOTE : For used drive belt, mark and reinstall in the same position.

DRIVE BELT DEFLECTION MEASUREMENT

NOTE : The drive belt deflection measurement must be performed each time a new drive belt is installed.

NOTE : To obtain an accurate drive belt deflection measurement, it is suggested to allow a break-in period of 50 km (30 mi).

Before checking the belt deflection, ensure vehicle has the proper belt (Refer to the application chart).

Adjust pulley distance and alignment. Refer to 04-05 PULLEY DISTANCE AND ALIGNMENT.

To obtain maximum vehicle performance, the belt tension must be adjusted according to specifications shown in the accompanying chart.

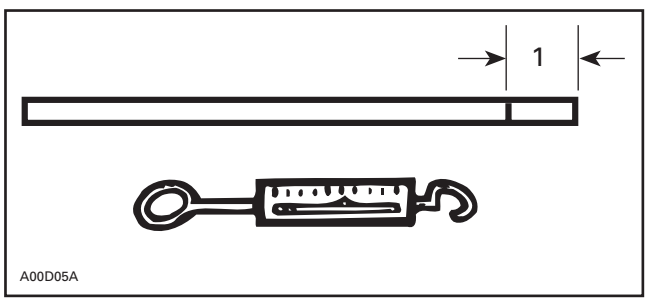
MODEL	DEFLECTION mm (in)	FORCE kg (lb)	HEIGHT† OVER DRIVEN PULLEY
Tundra II LT	32 ± 5 (1-1/4 ± 13/64)	5(11)	0 - 1.5 mm (0 - 1/16'')
S-Series	32 ± 5 (1-1/4 ± 13/64)	11.3 (25)	0 - 1.5 mm (0 - 1/16'')

†For reference only

To Check Tension

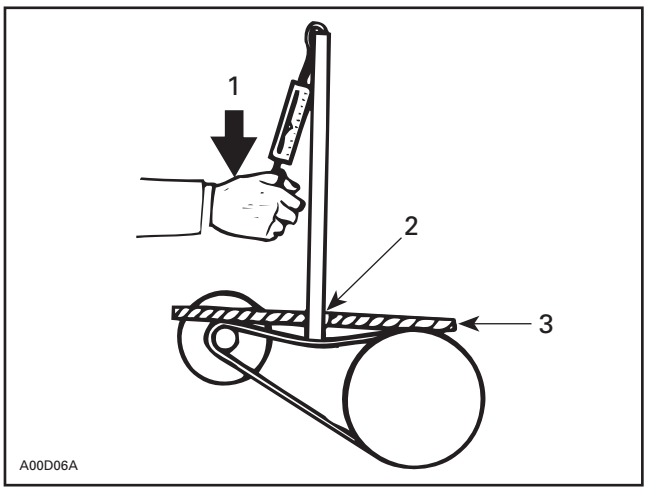
Position a reference rule on drive belt.

Wooden Stick and Spring Scale Method :



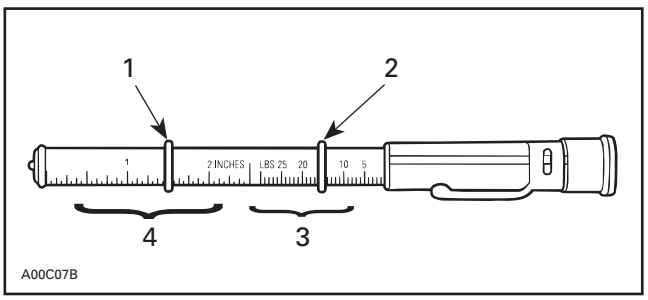
1. Mark specified deflection

Using spring scale and stick, apply specified force on drive belt halfway between pulleys as shown.



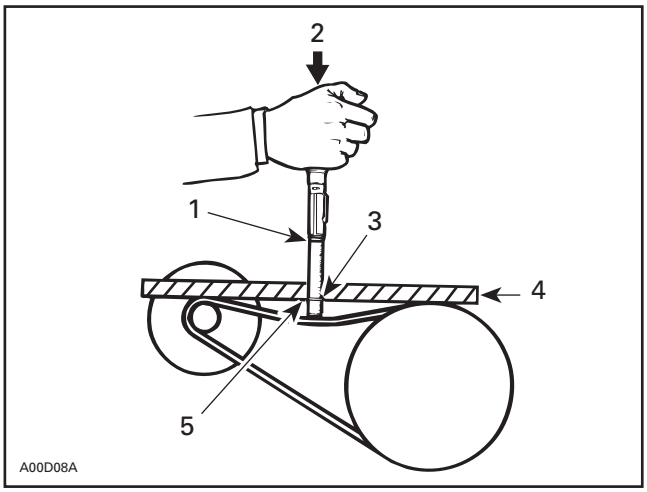
1. Read deflection here
2. Reference rule
3. Force

Or use the belt tension tester (P / N 414 3482 00).



1. Lower O-ring
2. Upper O-ring
3. Force (Read Down)
4. Deflection (Read Up)

1. Slide lower O-ring of deflection scale to specified measure.
2. Slide upper O-ring to zero on the force scale.
3. Apply pressure until lower O-ring is flush with edge of rule and read force on the upper scale at top edge of O-ring.

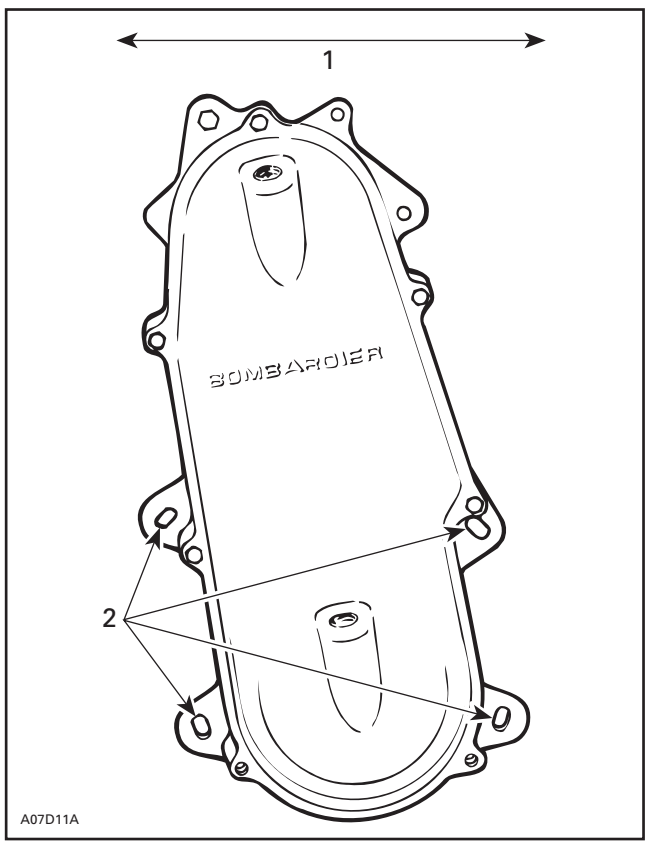


1. *Upper O-ring*
2. *Force*
3. *Lower O-ring*
4. *Reference rule*
5. *Deflection*

DEFLECTION ADJUSTMENT

Tundra II LT

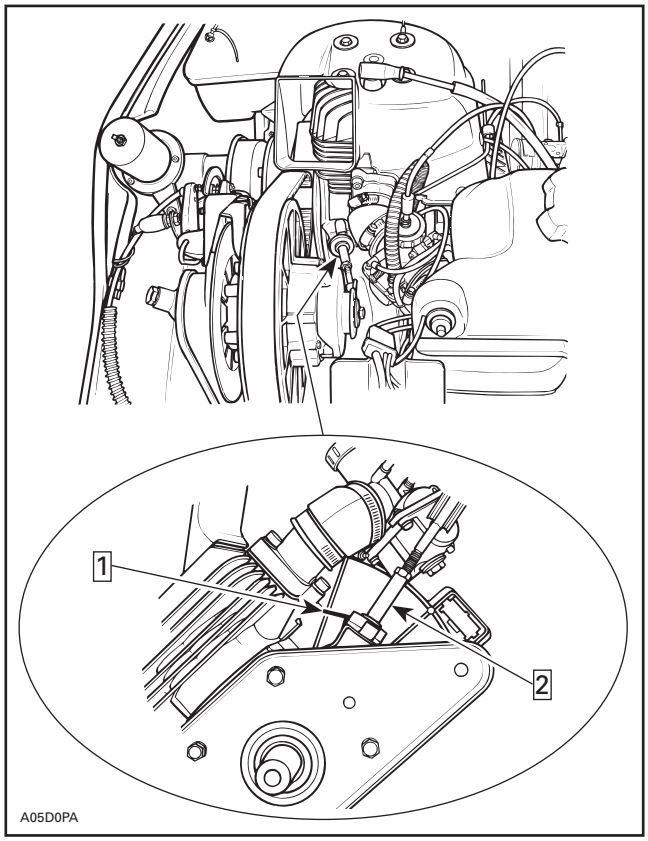
Drive belt deflection is adjusted by moving chaincase.



TYPICAL

1. *Movement*
2. *Retaining nuts*

To do so, loosen the 4 chaincase retaining nuts, unlock and raise driven pulley support.



TUNDRA II LT
Step 1 : Push and hold
Step 2 : Raise support

Adjust pulley distance according to specification, refer to PULLEY DISTANCE AND ALIGNMENT 04-05 and measure drive belt deflection. Readjust pulley distance if required, then tighten the 4 nuts. Adjust driven pulley support and lock it to engine.

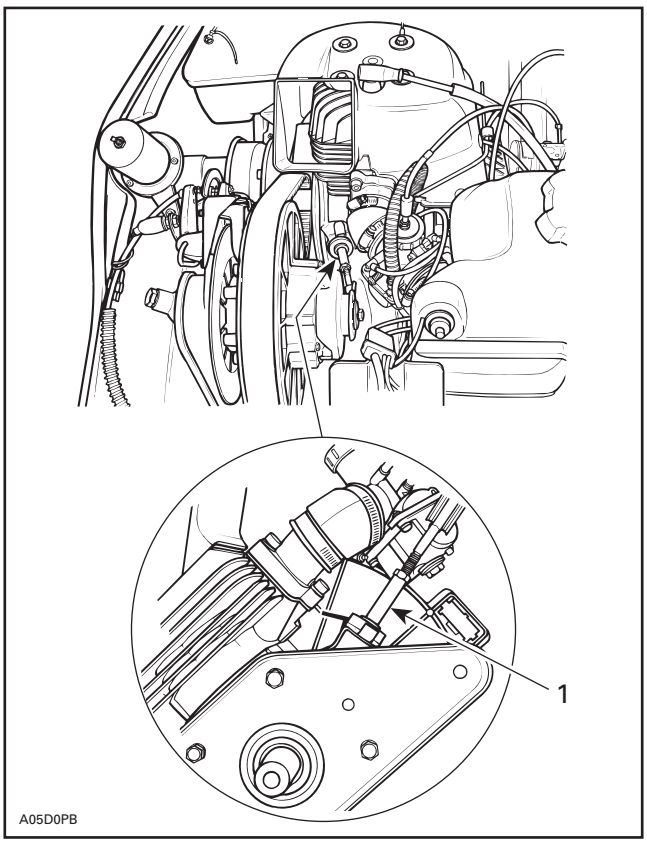
S-Series

Adjust pulley distance according to specification, refer to PULLEY DISTANCE AND ALIGNMENT 04-05, then adjust drive belt deflection using Allen screws, as shown.

To increase deflection : turn Allen screws clockwise.

To decrease deflection : turn Allen screws counterclockwise.

NOTE : Turn Allen screws 1/4 turn at a time, then rotate driven pulley to allow drive belt to settle in pulley. Check deflection, repeat as required.



TUNDRA II LT

1. Raise

Adjust pulley distance according to specification, refer to PULLEY DISTANCE AND ALIGNMENT 04-05 and measure drive belt deflection. Readjust pulley distance if required, then tighten the 4 nuts. Adjust driven pulley support and lock it to engine.

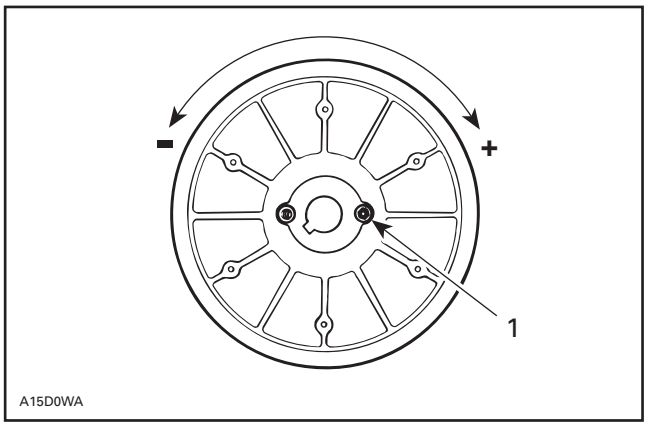
S-Series

Adjust pulley distance according to specification, refer to PULLEY DISTANCE AND ALIGNMENT 04-05, then adjust drive belt deflection using Allen screws, as shown.

To increase deflection : turn Allen screws clockwise.

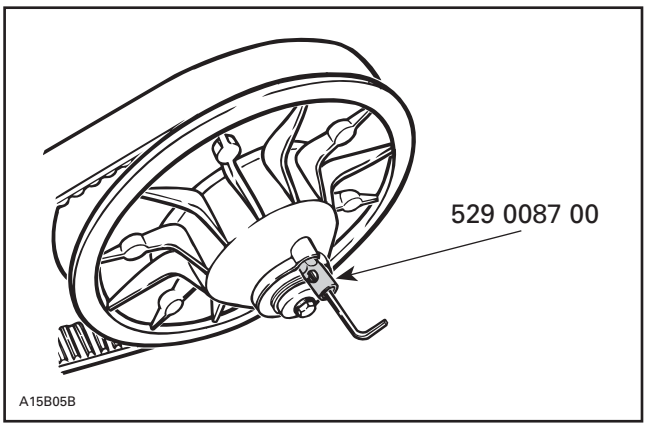
To decrease deflection : turn Allen screws counterclockwise.

NOTE : Turn Allen screws 1/4 turn at a time, then rotate driven pulley to allow drive belt to settle in pulley. Check deflection, repeat as required.



1. Allen screw with jam nut

Allen screws should be restrained while tightening jam nut to prevent throwing adjustment out. Use drive belt tension adjuster (P / N 529 0087 00).



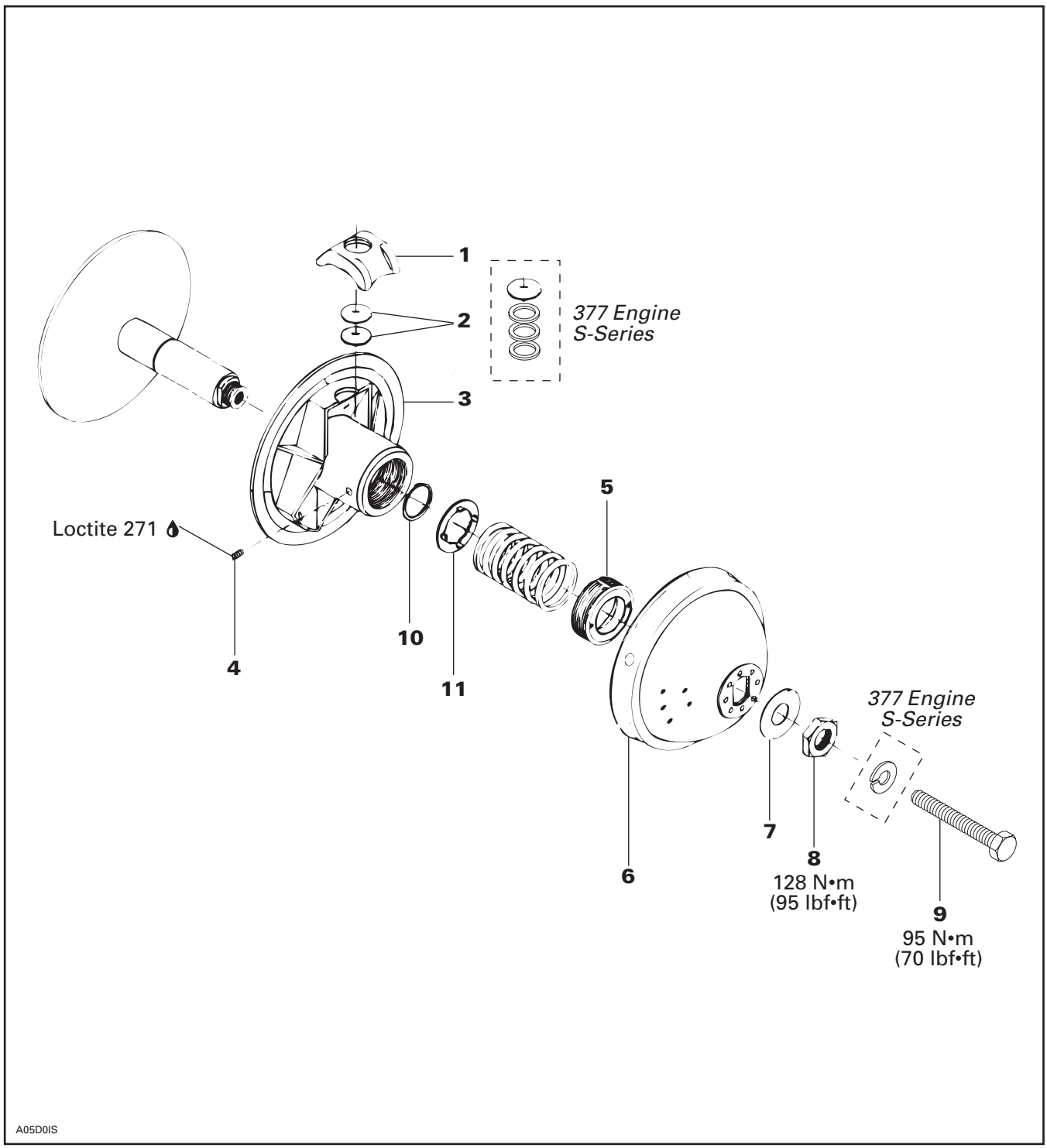
Restrain Allen screws with the wrench and tighten nut with the socket using socket handle provided in tool box.

DRIVE PULLEY

BOMBARDIER LITE

NOTE : This is a lubrication free drive pulley.

Tundra II LT and 377 Engine S-Series



GENERAL

Some drive pulley components (return spring, calibration disk) can be changed to improve vehicle performance in high altitude regions. The High Altitude Technical Data booklet (P / N 484 0648 00 and 484 0545 00 for binder) gives information about calibration according to altitude.

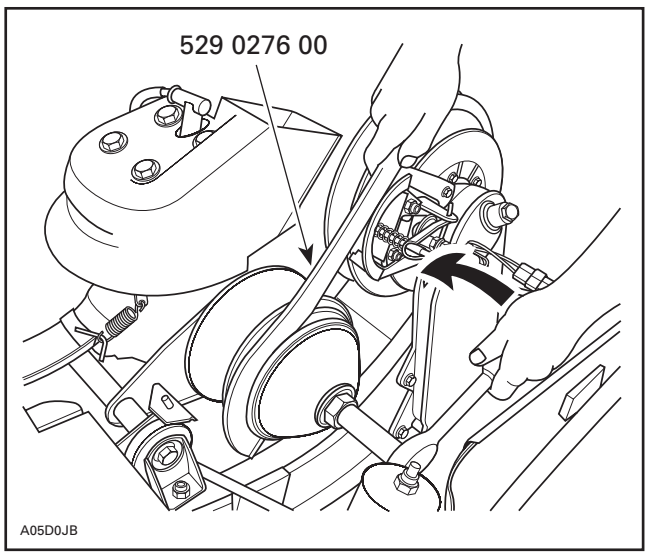
▼CAUTION : Such modifications should only be performed by experience mechanics since they can greatly affect vehicle performance.

◆WARNING : Any drive pulley repairs must be performed by an authorized Bombardier snowmobile dealer, or other such qualified person. Sub-component installation and assembly tolerances require strict adherence to procedures detailed.

REMOVAL

○NOTE : If disassembling drive pulley, first straighten tab washer **no. 7** then untighten nut **no. 8**.

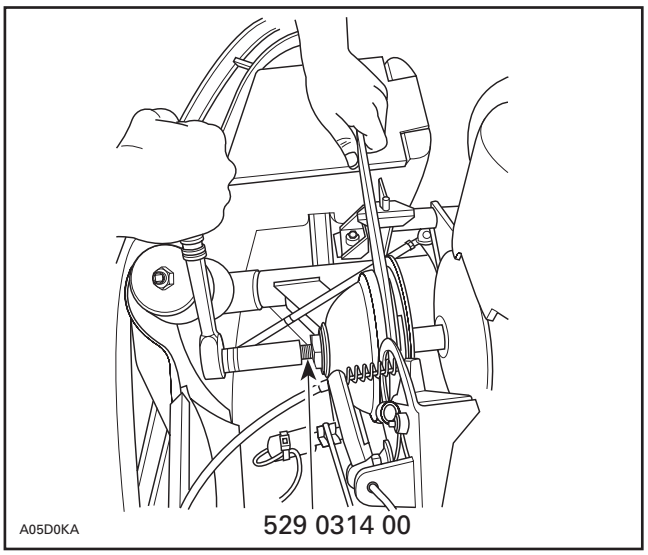
Use clutch holder (P / N 529 0276 00).



TYPICAL

Remove retaining screw **no. 9**.

Insert drive pulley puller (P / N 529 0314 00) then remove drive pulley.



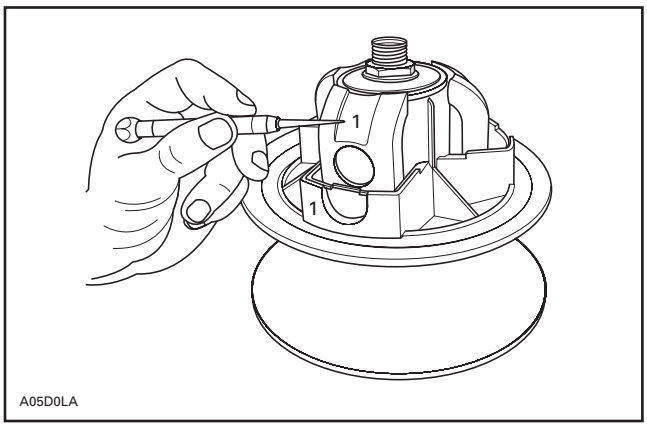
TYPICAL

DISASSEMBLY

Unscrew nut. Remove tab washer.

Mark governor cup **no. 6** and sliding half **no. 3** for proper indexing at reassembly.

Identify blocks **no. 1** and their respective positive positions for reassembly.



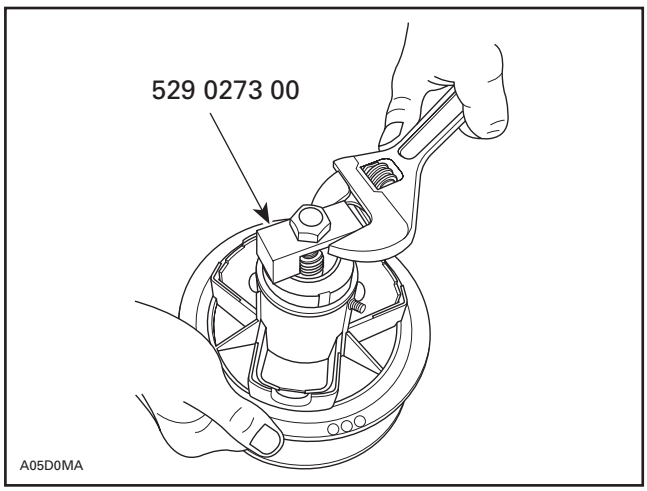
1. Identify

2, Nylon Threaded Plug

These are calibration parts. Refer to TECHNICAL DATA 09-03.

Unscrew set screw **no. 4** then use spring cover tool (P / N 529 0273 00) to unscrew spring cover **no. 5**.

Mount tool in a vise for cover hand-unscrewing.



Remove washer **no. 10** then circlip **no. 11**.

CLEANING

Clean pulley faces and shaft with fine steel wool and clean dry clutch. Clean sliding half bushing with clean dry cloth.

INSPECTION

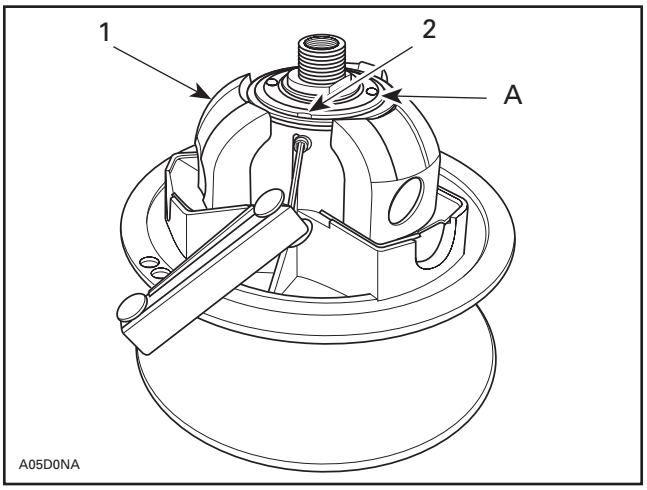
Check sliding half for excessive lateral play and fixed half shaft for scratches. Replace as required.

ASSEMBLY

Install circlip **no. 11** then washer **no. 10**.

Make sure to install blocks at their original position and with their curved end toward governor cup.

Screw spring cover to 2 to 3 mm (1/16 to 1/8 in) down below sliding half end. Apply Loctite 271 on screw threads. Install set screw aligned with spring cover slot.



1. Curved end
2. Spring cover slot
A. 2 to 3 mm (1/16 to 1/8 in)

Tighten nut **no. 8** to 128 N•m (95 lbf•ft).

INSTALLATION

Torque screw to 90 to 100 N•m (66 to 74 lbf•ft).

Install drive belt and belt guard.

Raise and block the rear of the vehicle and support it with a mechanical stand.

◆ **WARNING : Ensure that the track is free of particles which could be thrown out while track is rotating. Keep hands, tools, feet and clothing clear of track. Ensure nobody is standing near the vehicle.**

Accelerate the vehicle at low speed (maximum 30 km/h (20 MPH)) and apply the brake, repeat 5 times.

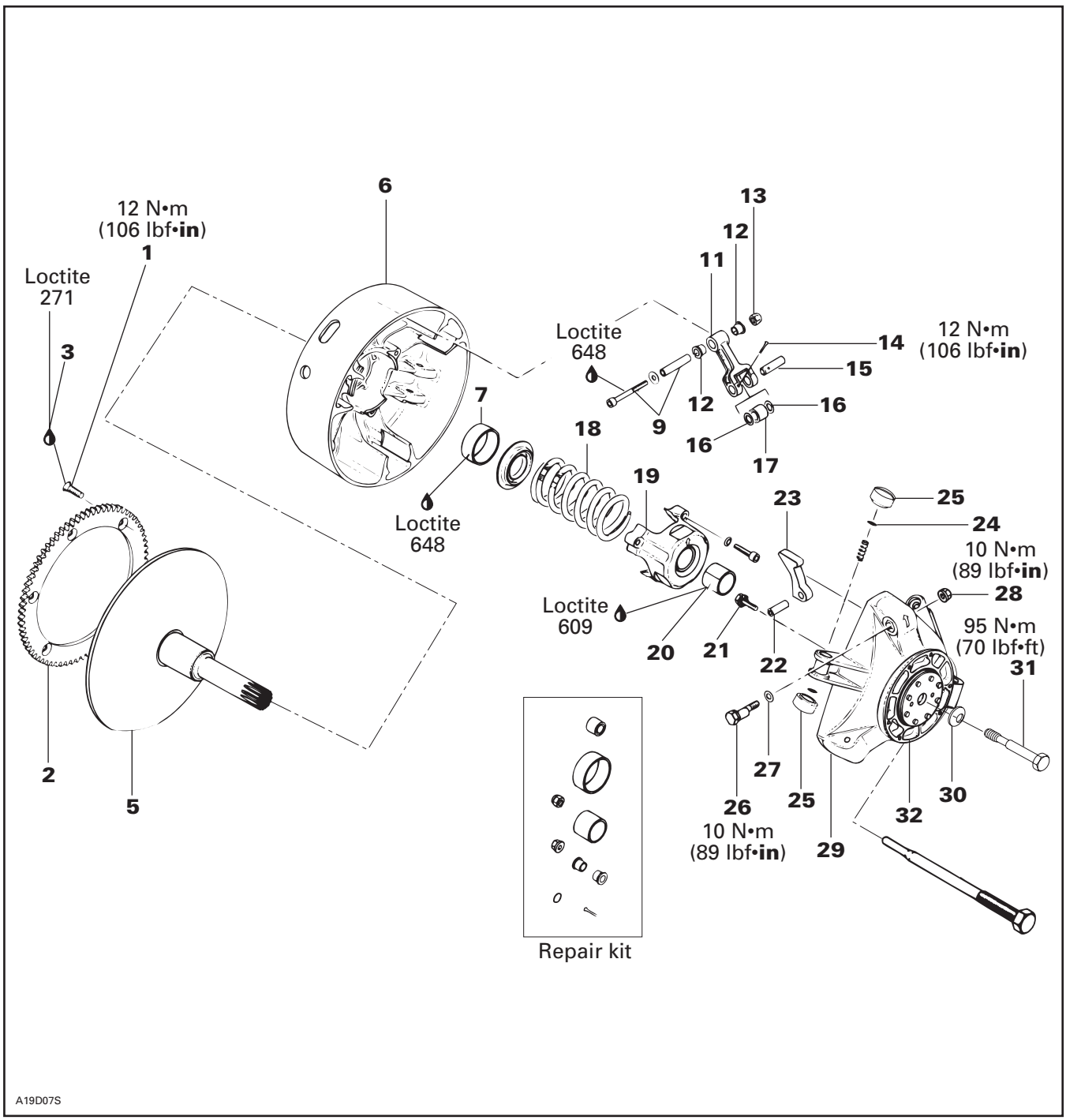
Recheck the torque of 90 to 100 N•m (66 to 74 lbf•ft).

◆ **WARNING : After 10 hours of operation the transmission system of the vehicle must be inspected to ensure the retaining screw is properly torqued.**

TRA

All Models

NOTE : This is a lubrication free drive pulley.



GENERAL

Some drive pulley components (return spring, ramp) can be changed to improve vehicle performance in high altitude regions. The High Altitude Technical Data booklet (P / N 484 0624 00 and 484 0545 00 for binder) gives information about calibration according to altitude.

▼CAUTION : Such modifications should only be performed by experienced mechanics since they can greatly affect vehicle performance. Verify spring specifications before installation. Do not only refer to the spring color code.

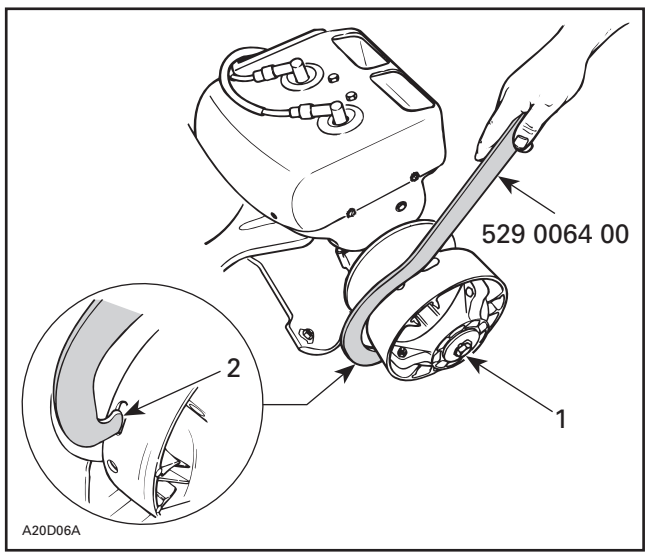
○ NOTE : TRA clutch stands for Total Range Adjustable clutch.

◆WARNING : Any drive pulley repairs must be performed by an authorized Bombardier snowmobile dealer, or other such qualified person. Sub-component installation and assembly tolerances require strict adherence to procedures detailed.

REMOVAL

30,31, Conical Spring Washer and Screw

Use clutch holder (P / N 529 0064 00).



TYPICAL

1. *Retaining screw*
2. *Insert in any slot*

○ NOTE : Sliding half can be removed while fixed half remains on crankshaft.

◆WARNING : Never use any type of impact wrench at drive pulley removal and installation.

Remove retaining screw.

To remove drive pulley ass'y and / or fixed half from engine, use puller (P / N 529 0079 00).

▼CAUTION : These pulleys have metric threads. Do not use imperial threads puller. Always tighten puller by hand to ensure that the drive pulley have the same type of threads (metric vs imperial) prior to fully tighten.

To Remove Drive Pulley Ass'y :

Retain drive pulley with clutch holder.

Install puller in pulley shaft then tighten.

DISASSEMBLY

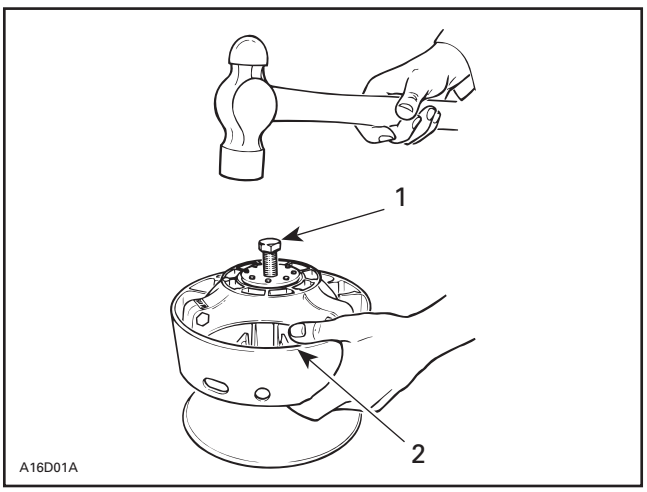
1,2, Screw and Ring Gear

▼CAUTION : Retaining screws must be heated before disassembly.

5,6, Fixed and Sliding Half

▼CAUTION : Do not tap on governor cup.

Screw puller into fixed half shaft about 13 mm (1/2 in). Raise drive pulley and hold it by the sliding half while knocking on puller head to disengage fixed half.



1. *Puller*
2. *Holding sliding half*

○ NOTE : No components marking is required before disassembling this drive pulley since it has factory mark and arrows as indexing reference.

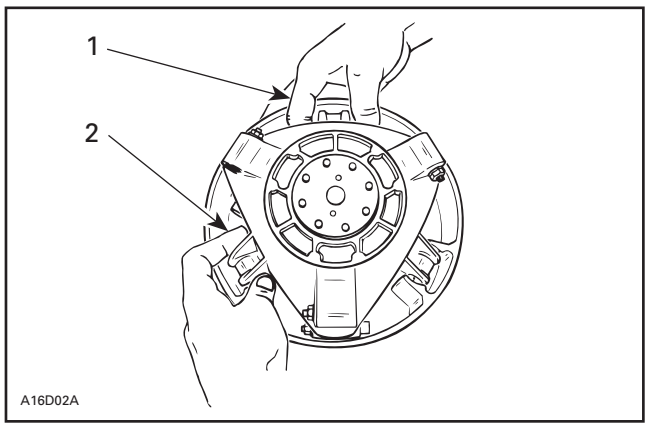
25,29, Slider Shoe and Governor Cup

Carefully lift governor cup until slider shoes come at their highest position into guides.

Hold a slider shoe set then carefully lift its housing and remove them. Proceed the same way for other housings lifting one at a time.

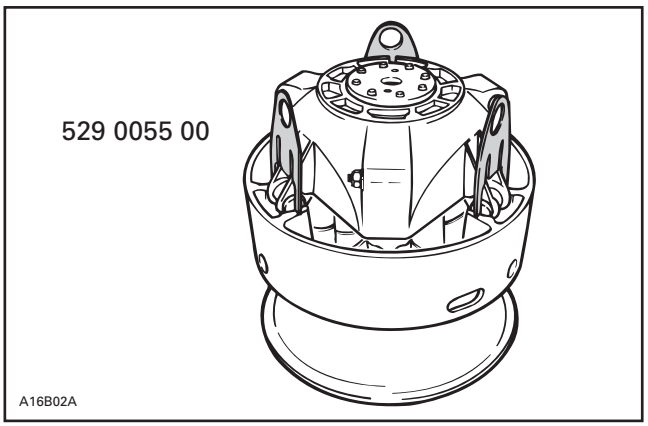
32, Cushion Drive

▼CAUTION : Do not disassemble cushion drive. Governor cup and cushion drive are factory balanced as an assembly.



1. Hold slider shoes
2. Lift one housing at a time

○NOTE : To ease disassembly, forks (P / N 529 0055 00) should be used to hold slider shoes prior to removing governor cup.

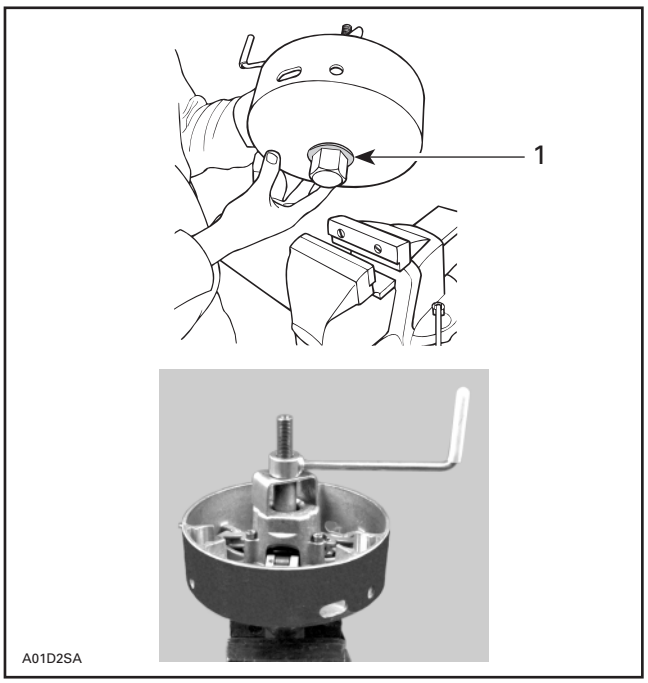


19, Spring Cover Ass'y

It is pushed by clutch spring pressure.

◆WARNING : Clutch spring is very strong. Never attempt to remove spring cover without the recommended tools.

Use spring compressor (P / N 529 0151 00).



1. Washer must be here

Install tools as shown. Remove 3 Allen screws retaining spring cover then unscrew compressor.

CLEANING

5,6, Fixed and Sliding Half

Clean pulley faces and shaft with fine steel wool and dry cloth.

5, Fixed Half and Crankshaft End

Parts must be at room temperature before cleaning.

Using a paper towel with cleaning solvent (P / N 413 7082 00), clean crankshaft tapered end and the taper inside the fixed half of the drive pulley, crankshaft threads and retaining screw threads.

◆WARNING : This procedure must be performed in a well ventilated area.

▼CAUTION : Avoid contact between cleaner and crankshaft seal because damage may occur.

Remove all harden oil deposits that have baked on crankshaft and pulley tapered surfaces with coarse or medium steel wool and / or sand paper no. 600.

▼CAUTION : Do not use any other type of abrasive.

Reclean mounting surfaces with paper towel and cleaning solvent (P / N 413 7082 00).

Wipe off the mounting surfaces with a clean, dry paper towel.

▼CAUTION : Mounting surfaces must be free of any oil, cleaner or towel residue.

7,20, Bushing

Only use petrol base cleaner when cleaning bushings.

▼CAUTION : Do not use acetone to clean bushing.

INSPECTION

Drive pulley should be inspected annually.

16,17, Thrust Washer and Roller

Check roller for roundness of external diameter. Check thrust washer for thickness wear. Replace as required.

▼CAUTION : Ensure rollers are in good condition. Replace as required.

9,12, Fitting Bolt Ass'y and Flanged Bushing

Check for wear, replace as required. When installing old style flanged bushing (made of black plastic), use a size "O" (letter) drill bit to ream inside diameter.

24,25, O-ring and Slider Shoe

Check if O-rings are cracked, cut or crushed. Replace as required.

Check slider shoes for wear. Replace if groove is not apparent on top.

5,29, Fixed Half and Governor Cup

Inspect splines and free play between both parts. Maximum free-play is 0.5 mm (.020 in) measured at calibration screw radius. Replace if required.

7,20, Sliding Half and Spring Cover Kahrlon Bushing

Visually inspect kahrlon coating. Replace if worn.

Sliding Half Bushing Replacement

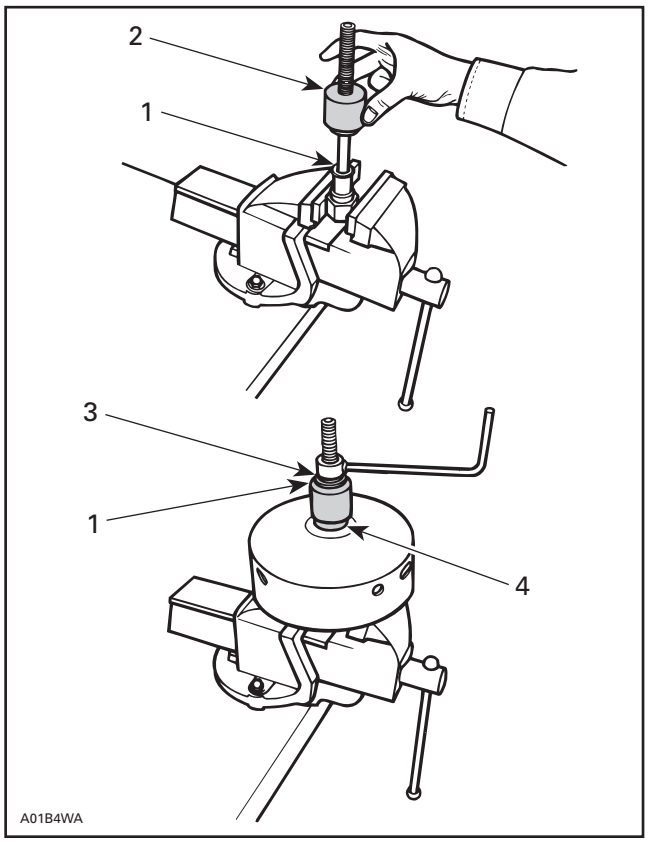
Use a suitable pusher to remove the old bushing. Clean sliding half with ethyl alcohol.

▼CAUTION : Bushing must be bonded with retaining compound (P / N 413 7031 00) then flared to prevent displacement in sliding half.

To flare bushing, use spring compressor (P / N 529 0151 00) and appropriate flare tools.

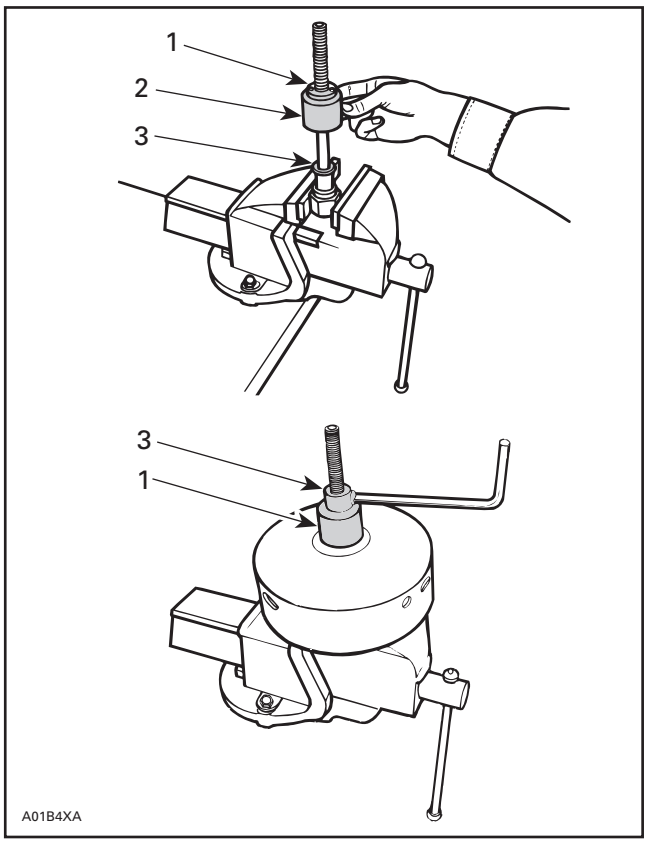
FLARE TOOL	STAMPED LETTER	P / N
INTERIOR	C	529 0184 00
EXTERIOR	C	529 0185 00

Apply retaining compound (P / N 413 7031 00) outside of bushing then insert into its housing making sure there is the same distance both sides.

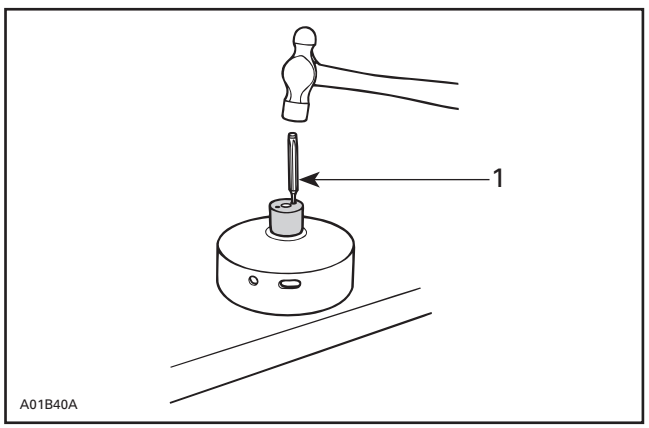


1. Washer
2. Flat surface
3. Flaring side
4. Bushing

Then flare bushing.

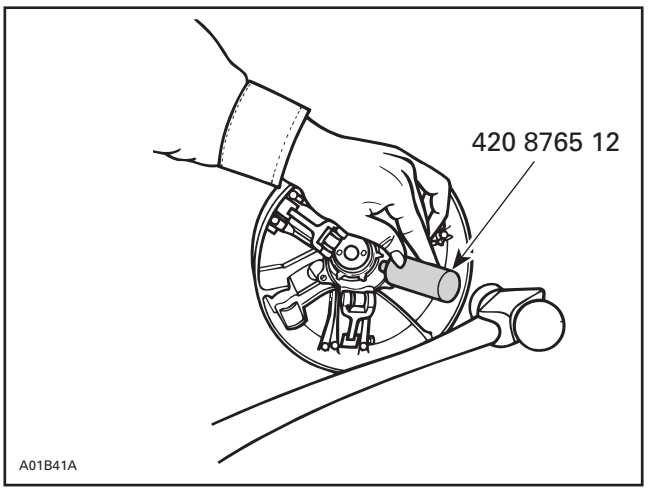


1. *Flaring side*
2. *Tool with holes*
3. *Washer*



TOOL REMOVAL

1. *Strike in holes alternately*



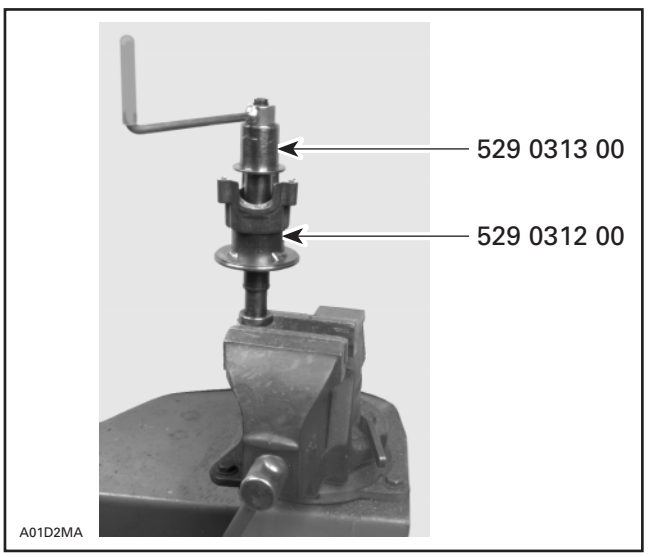
TOOL REMOVAL

▼CAUTION : Do not install sliding half on a vise to remove remaining tool.

Spring Cover Bushing Replacement

Under normal use there is no need to replace this bushing.

Use tools (P / N 529 0313 00 and 529 0312 00) to remove old bushing.

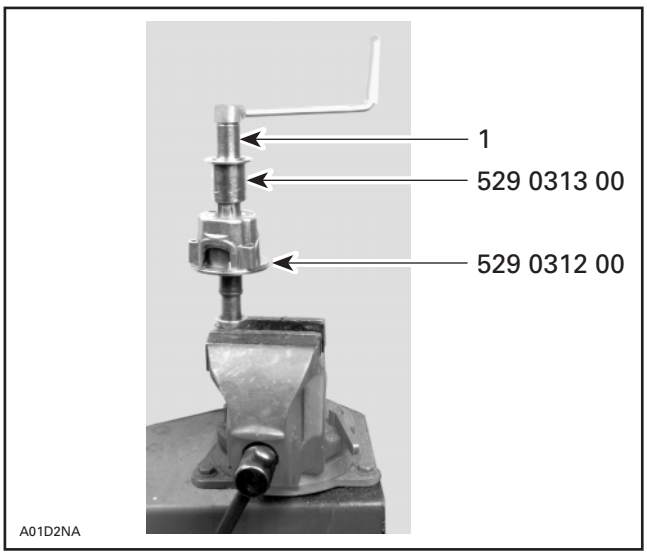


▼CAUTION : Bushing must be bonded with retaining compound.

Apply retaining compound outside of bushing then press it down to counterbore from sliding half side. Use spring compressor (P / N 529 0151 00) and appropriate flare tools.

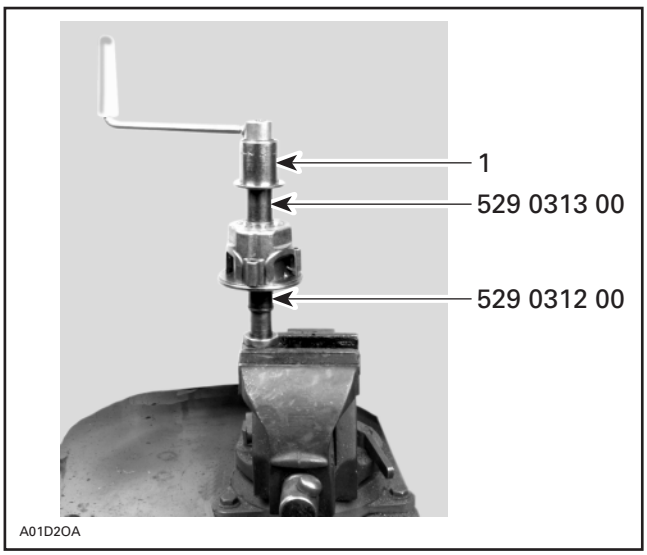
▼CAUTION : Insert bushing from sliding half side (inner) of spring cover.

Start driving bushing into spring cover.



1. Note upper tool side

Press bushing.



1. Note upper tool side.

ASSEMBLY

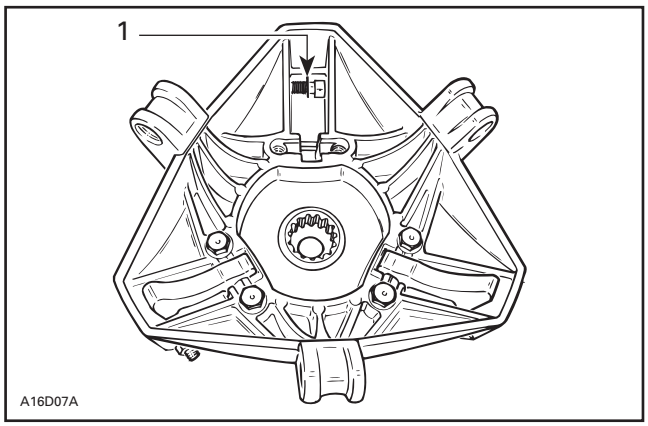
NOTE : This drive pulley is lubrication free. Do not lubricate any component.

1,2,3, Screw, Ring Gear and Loctite 271

Apply Loctite 271 (P / N 413 7029 00) on threads and under head then torque to 15 N•m (133 lbf•**in**).

26,27,28, Calibration Screw, Washer and Locking Nut

When installing calibration screw, make sure to install washer as shown.



1. Washer

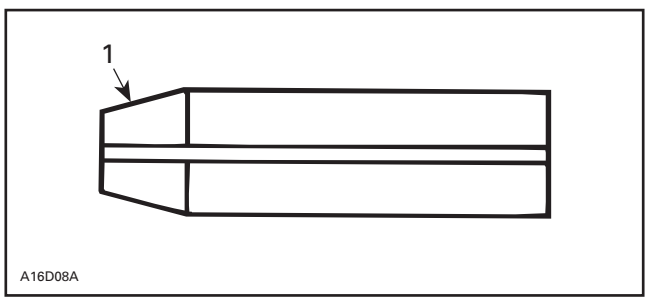
Torque locking nut to 10 N•m (89 lbf•**in**).

15, Pin

Always use the same type of pin as originally installed when servicing. Different types have different weights for calibration purpose. Refer to TECHNICAL DATA 09-03.

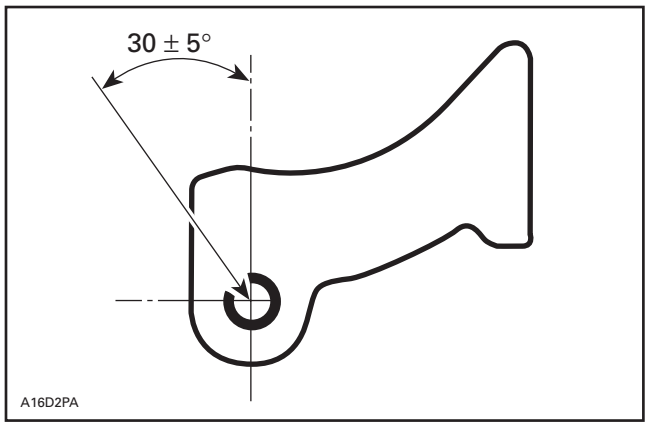
21,22,23, Ramp, Dowel Tube and Screw

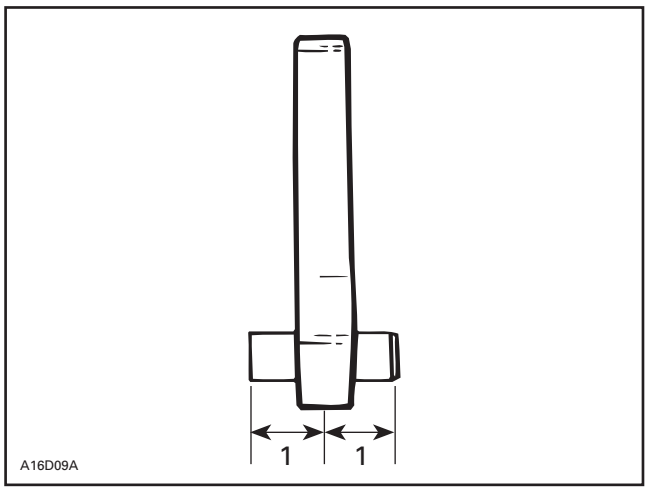
Insert dowel tube from chamfered side. Make sure ramp is centered on dowel tube.



1. Chamfered side

Position dowel tube split at the illustrated angle.





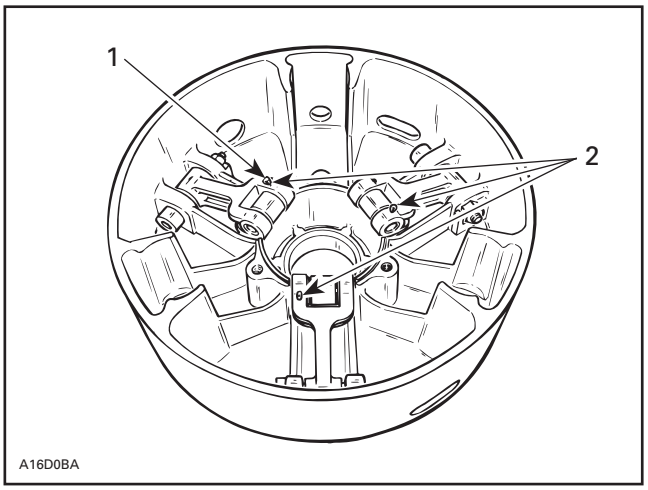
1. Equal distance

Torque screws to 10 N•m (89 lbf•**in**).

9,11,13,14, Screw, Lever Ass'y, Nut and Cotter Pin

Always install lever assemblies so that cotter pins are at the shown side. Besides install cotter pin head on top when lever is sat at bottom of sliding half. Bend cotter pin ends to sit perfectly against lever.

◆ WARNING : Whenever replacing centrifugal levers, always replace all 3 at the same time. Otherwise, clutch misbalancing will occur because of levers difference.



1. Head on top
2. All on the same side

▼ CAUTION : Lever assemblies must be installed so that cotter pins are on the same side.

Torque nuts to 12 N•m (106 lbf•**in**).

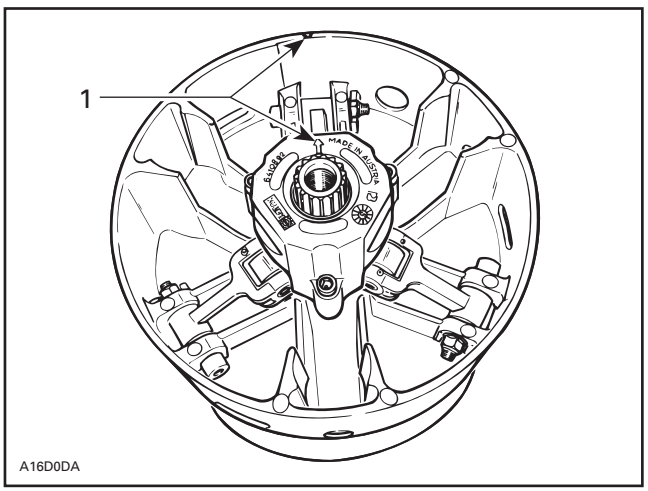
▼ CAUTION : Lever ass'y and rollers must move easily after installation.

5,6,18,19, Fixed Half, Sliding Half, Spring, Spring Cover and Screw

To install spring cover, use spring compressor (P / N 529 0151 00).

Assemble fixed and sliding halves. Note that fixed halves have different cone angle. Match cone angle with crankshaft.

Lift sliding half against spring cover and align spring cover arrow with sliding half mark.

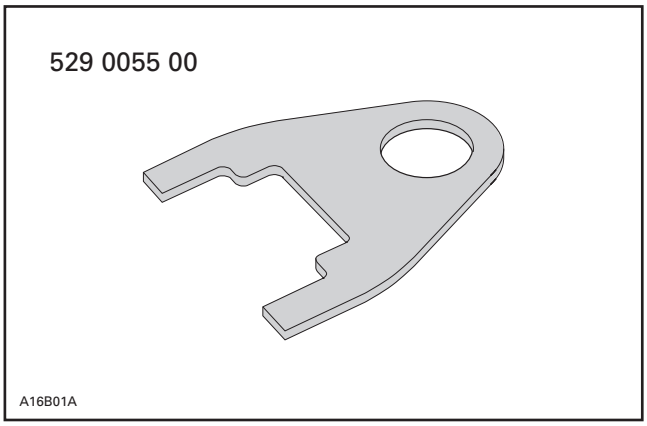


1. Align

Install and torque screws to 10 N•m (89 lbf•**in**).

6,25,29, Sliding Half, Slider Shoe and Governor Cup

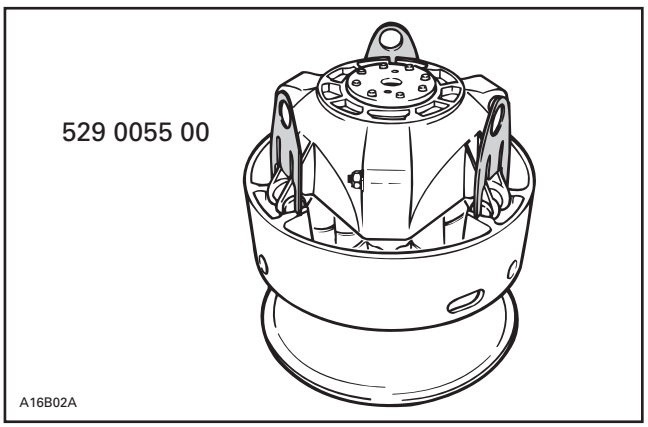
To install governor cup, use following tool :



Insert spring and slider shoes into governor cup so that groove in each slider shoe is vertical to properly slide in guides.

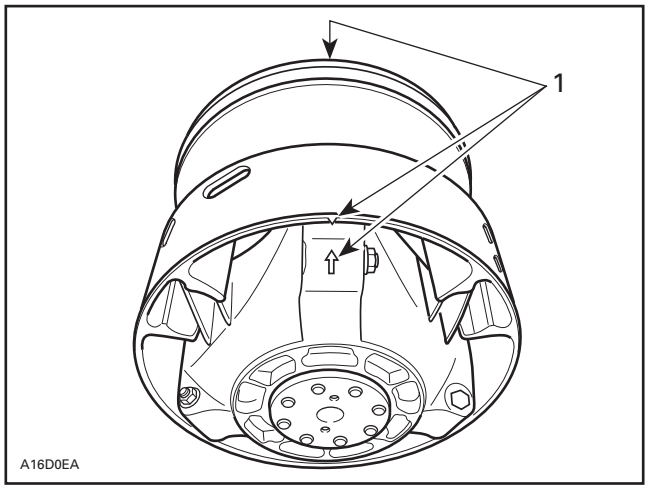
▼CAUTION : Make sure O-rings are installed on slider shoes and their grooves are positioned vertically.

Install fork (P / N 529 0055 00) into slider shoe grooves to maintain them for governor cup installation. Proceed on 3 set of slider shoes.



Make sure to align governor cup arrow with sliding half and fixed half mark.

○ NOTE : If fixed half has no mark, align governor cup mark with segment no. 1 of inner half. Segments are identified on engine side.



1. Align

Carefully slide governor cup into sliding half. Align mark of governor cup with mark of fixed half.

Remove forks and push governor cup so that its splines engage with fixed half shaft splines.

▼CAUTION : Make sure splines of both parts are fully engaged.

INSTALLATION

◆WARNING : Do not apply anti-seize or any lubricant on crankshaft and drive pulley tapers.

◆WARNING : Never use any type of impact wrench at drive pulley removal and installation.

Clean mounting surfaces as described in CLEANING above.

Drive Pulley Ass'y

The installation procedure must be strictly adhered to as follows.

Lock crankshaft in position as explained in removal procedure.

Install drive pulley on crankshaft extension.

Install conical washer with its concave side towards drive pulley then install screw.

◆WARNING : Never substitute lock washer and / or screw with jobber ones. Always use Bombardier genuine parts for this particular case.

Torque screw to 90 to 100 N•m (66 to 74 lbf•ft).

Install drive belt and belt guard.

Raise and block the rear of the vehicle and support it with a mechanical stand.

◆ WARNING : Ensure that the track is free of particles which could be thrown out while track is rotating. Keep hands, tools, feet and clothing clear of track. Ensure nobody is standing near the vehicle.

Accelerate the vehicle at low speed (maximum 30 km / h (20 MPH) and apply the brake, repeat 5 times.

Recheck the torque of 90 to 100 N•m (66 to 74 lbf•ft).

◆ WARNING : After 10 hours of operation the transmission system of the vehicle must be inspected to ensure the retaining screw is properly torqued.

DRIVE PULLEY ADJUSTMENT

The drive pulley is factory calibrated to transmit maximum engine power at a predefined RPM. Factors such as ambient temperature, altitude or surface condition may vary this critical engine RPM thus affecting snowmobile efficiency.

This adjustable drive pulley allows setting maximum engine RPM in the vehicle to maintain maximum power.

Calibration screws should be adjusted so that actual maximum engine RPM in vehicle matches with the maximum horsepower RPM given in TECHNICAL DATA 09.

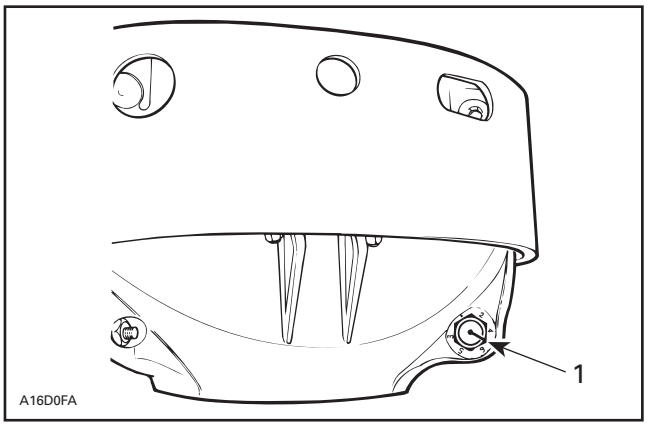
○ NOTE : Use precision digital tachometer for engine RPM adjustment.

○ NOTE : The adjustment has an effect on high RPM only.

To adjust, modify ramp end position by turning calibration screws.

26,28,29, Calibration Screw, Locking Nut and Governor Cup

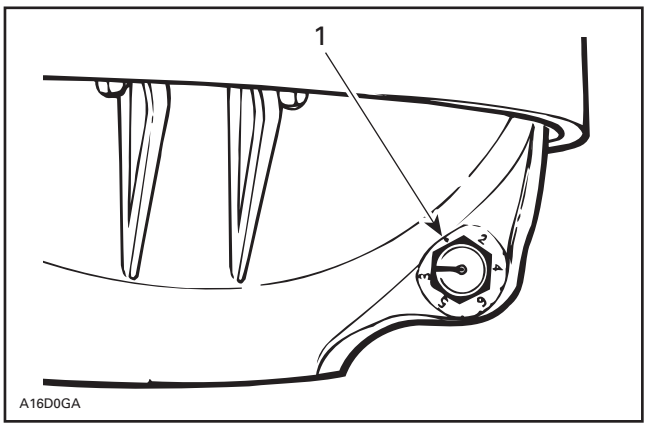
Calibration screw has a notch on top of its head.



1. Notch

Governor cup has 6 positions numbered 2 to 6. Note that in position 1 the number is substituted by a dot (due to its location on casting).

See TECHNICAL DATA 09-03 for original setting.



1. Position 1 (not numbered)

Each number modifies maximum engine RPM by about 200 RPM.

Lower numbers decrease engine RPM in steps of 200 RPM and higher numbers increase it in steps of 200 RPM.

Example :

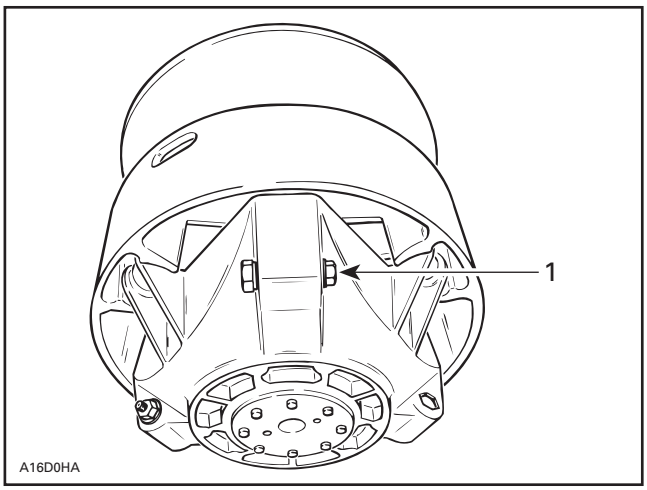
Calibration screw is set at position 4 and is changed to position 6. So maximum engine RPM is increased of 400 RPM.

To Adjust :

Just loosen locking nut enough to pull calibration screw **partially** out and adjust to desired position. Do not completely remove the locking nut. Torque locking nuts to 10 N•m (89 lbf•**in**).

▼ CAUTION : Do not completely remove calibration screw or its inside washer will fall off.

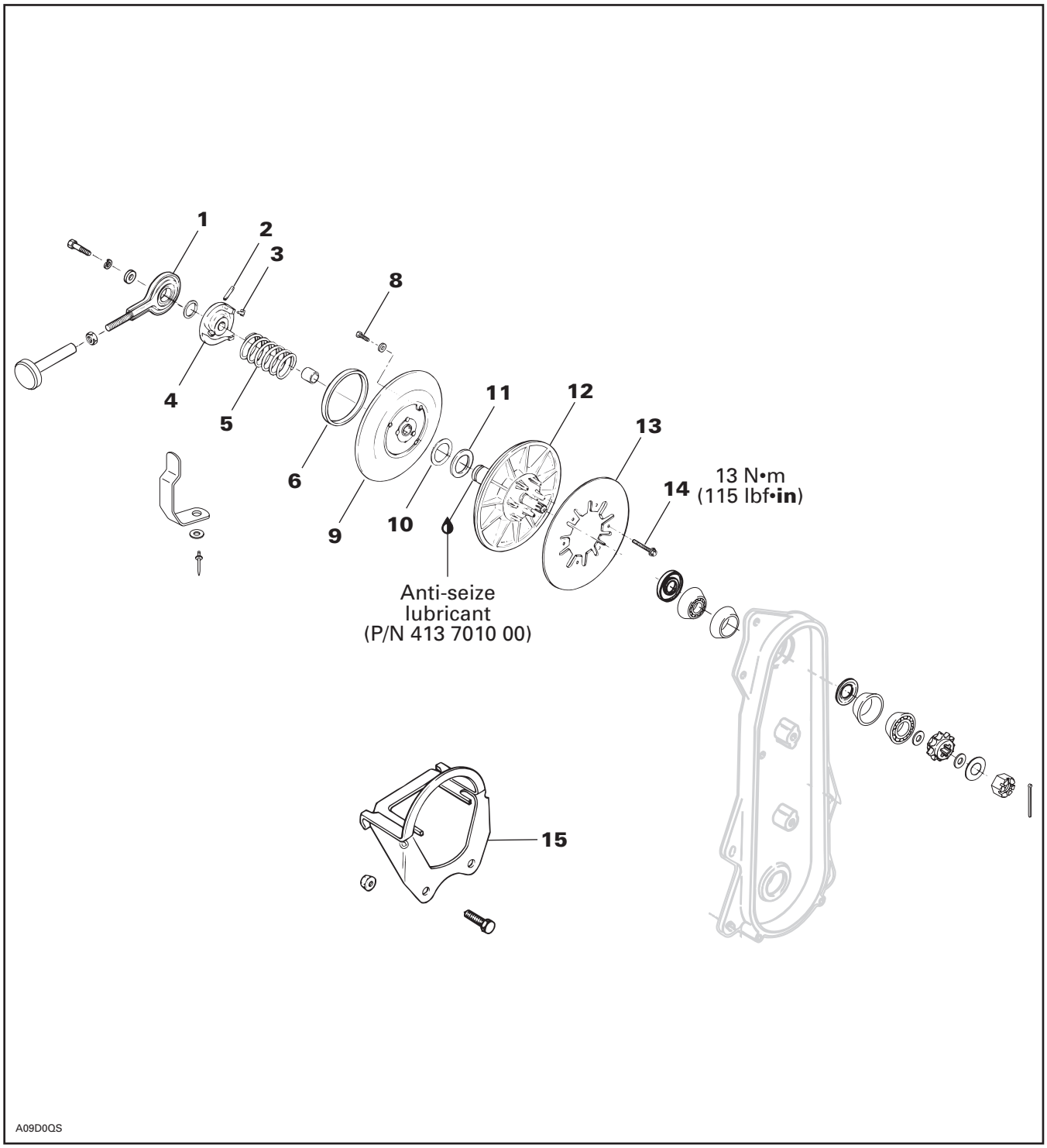
▼CAUTION : Always adjust all 3 calibration screws and make sure they are all set at the same number.



1. Loosen just enough to permit rotating of calibration screw

DRIVEN PULLEY

Tundra II LT



NOTE : Driven pulley components (support, cam, shoes, etc.) can be serviced without removing the whole driven pulley from chaincase. Refer to the following procedures but neither remove brake caliper nor open chaincase for those cases.

REMOVAL

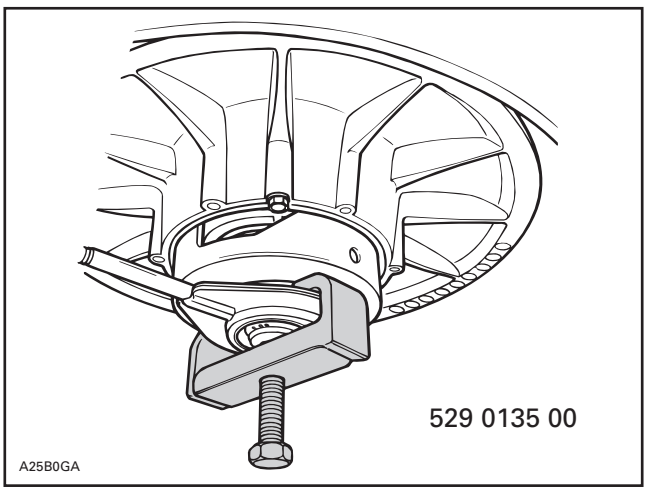
To remove driven pulley from chaincase, follow this procedure.

Remove belt guard and drive belt from vehicle.

Remove brake support **no. 13** from chaincase with brake ass'y.

Free countershaft support **no. 1** from support clamp.

To remove driven pulley support use support puller (P / N 529 0135 00).



Chaincase

Open chaincase and drain oil. Unlock and remove upper sprocket.

The following is required to have enough space to remove driven pulley from chaincase :

Slacken upper retaining screws of steering column.

Disconnect carburetor boots from intake manifold and air intake silencer.

Disconnect impulse hose from engine.

Disconnect oil injection supply line at injection pump and plug line to prevent draining.

Remove screws retaining rear engine support to chassis.

Tip engine forward just enough to allow driven pulley removal from chaincase. Block in this position.

NOTE : In some cases, chaincase retaining screws might have to be slackened to allow pivoting of chaincase. In this case, note position of alignment shims. Besides, air intake silencer and oil injection reservoir might have to be slightly moved to get enough space to pull driven pulley.

DISASSEMBLY

Chaincase and Driven Pulley

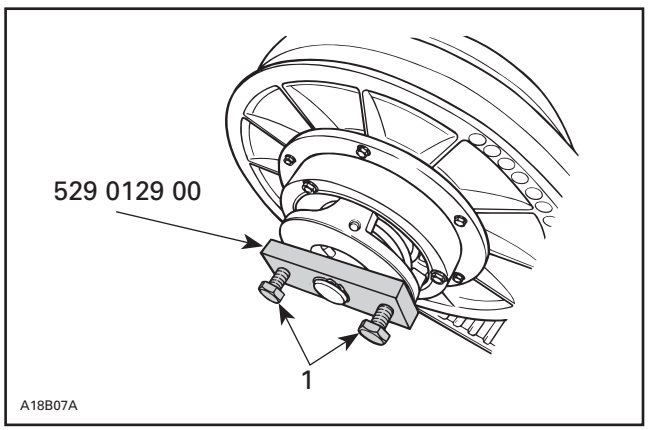
Remove bearing cone.

Knock driven pulley shaft with a plastic hammer and pull driven pulley out.

Remove support **no. 1** using a suitable puller.

Remove roll pin **no. 2** and slide outer cam **no. 4** out of pulley shaft.

Install tool (P / N 529 0129 00), reinstall washer, lock washer and screw. Tighten tool screws alternately then remove roll pin.

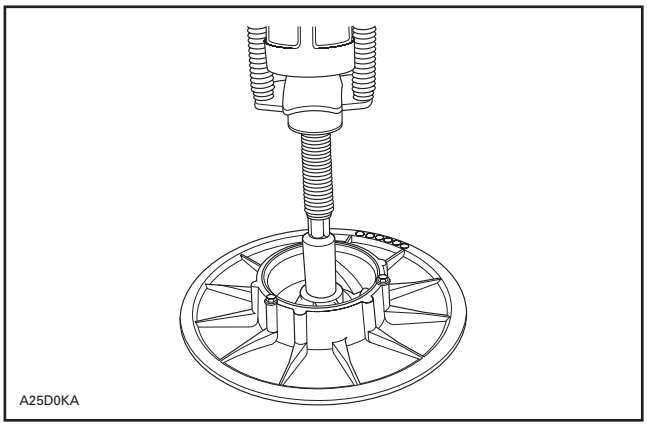


1. Tighten alternately

Note spring original setting (adjusting hole in sliding half).

6,9, Sliding Half Bushing and Bushing

To disassemble a worn bushing (small), use a press and a suitable pusher.



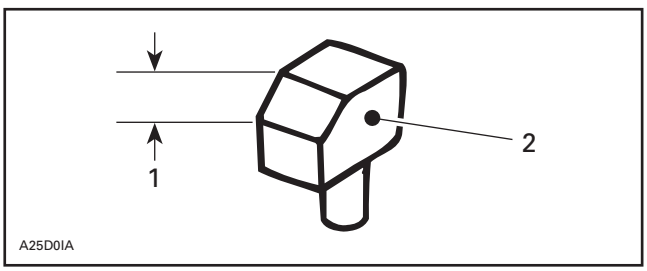
TYPICAL

Remove 3 screws and washers and pry large bushing out.

INSPECTION

3, Slider Shoe

Check cam slider shoes for wear. Replace when inside edge of cam slider shoe slope is worn to 1 mm (.039 in) or less.

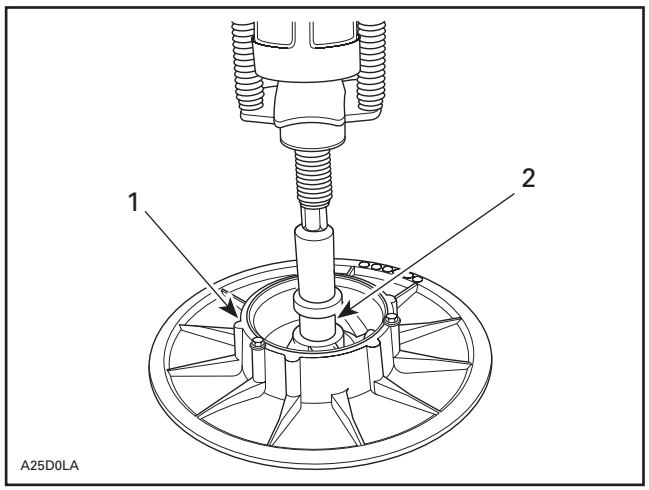


1. *Measure length of slider shoe slope*
2. *Sliding pulley side*

ASSEMBLY

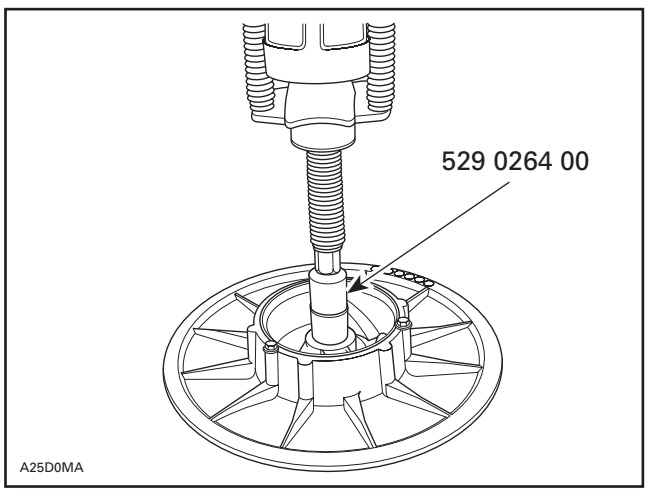
6, Sliding Half Bushing

Clean mounting surfaces with Loctite Safety Solvent. Using a press and a suitable pusher, install bushing as illustrated.



1. *Install bushing from this side of sliding half*
2. *Bushing*

After bushing installation, try fixed half shaft inside bushing. If it is too tight, use burnishing bar (P / N 529 0264 00) then retry. If it is still too tight, use burnishing bar with oil on it.



8,9, Screw and Bushing

Align notches with screw positions and press down. Torque screws to 5 N•m (44 lbf•**in**).

3, Slider Shoe

When replacing slider shoes, always install a new set (3 shoes) to maintain equal pressure on cam.

12, Fixed Half Shaft

Thoroughly clean the fixed half shaft. Remove rust with no. 320 grit sand paper.

Apply a light film of anti-seize lubricant (P / N 413 7010 00) on the shaft. Always wipe off surplus.

NOTE : Activate the sliding half several times to distribute lubricant over full length of shaft. Be careful that lubricant does not get on inner halves of pulley.

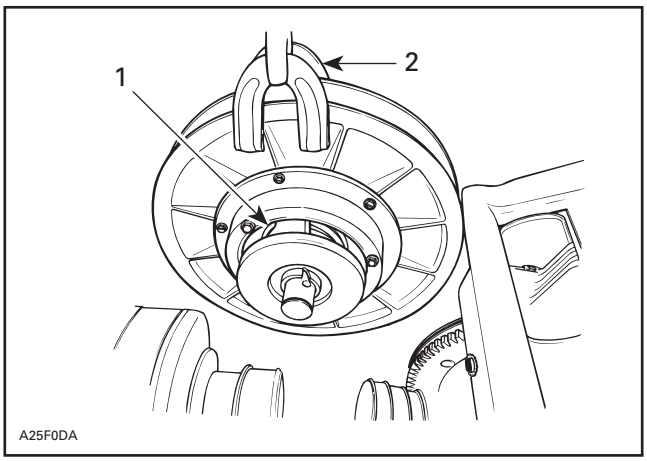
13,14, Brake Disc and Screw

Install brake disc on fixed half and torque screws to 13 N•m (115 lbf•**in**).

Assemble driven pulley components by reversing the disassembly procedure.

2,4,5, Roll Pin, Outer Cam and Spring

One of its ramps facing upwards, hold sliding half with welding clamps. Install spring into sliding half at its original setting (previously noted adjusting hole). Insert other spring end in outer cam and turn clockwise until a slider shoe corresponds with the ramp facing upwards. Push cam all the way in then install roll pin coated with anti-seize lubricant (P / N 413 7010 00).



TYPICAL

1. *A ramp facing upwards*
2. *Welding clamp*

INSTALLATION

Driven Pulley and Chaincase

Install a new upper chaincase oil seal and a new chaincase cover seal.

Reinstall the driven pulley on vehicle by reversing the removal procedure.

NOTE : If chaincase screws have been slackened, chaincase can be reinstalled to its initial position by securing driven pulley support before tightening chaincase retaining screws. Make sure to install alignment shims as noted at removal.

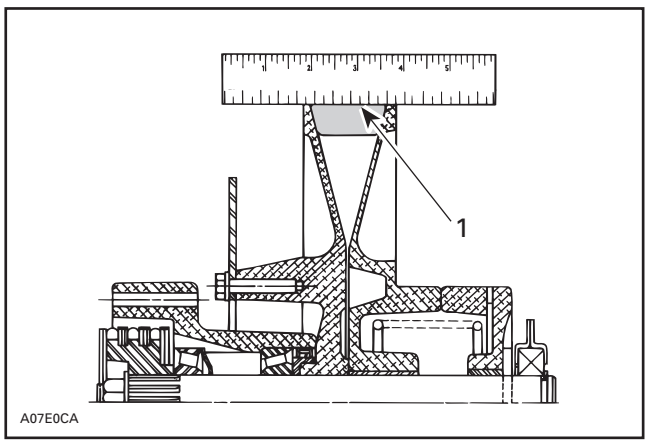
CAUTION : Bleed oil injection pump on models that have had their injection oil supply line removed. Refer to INJECTION OIL SYSTEM 03-06.

ADJUSTMENT

10,11, Shim

NOTE : The following adjustment must be performed with a new drive belt.

For best performance, particularly at starting, top of drive belt should be flush with top of driven pulley halves.



TYPICAL

1. *Belt flush with the top of the pulley halves*

Shim(s) no. 10 and no. 11 provide belt height adjustment between pulley halves. Adding shims will lower the belt in driven pulley, while removing shims will raise the belt. Adjust properly.

5, Spring

Spring Torsional Pre-Load

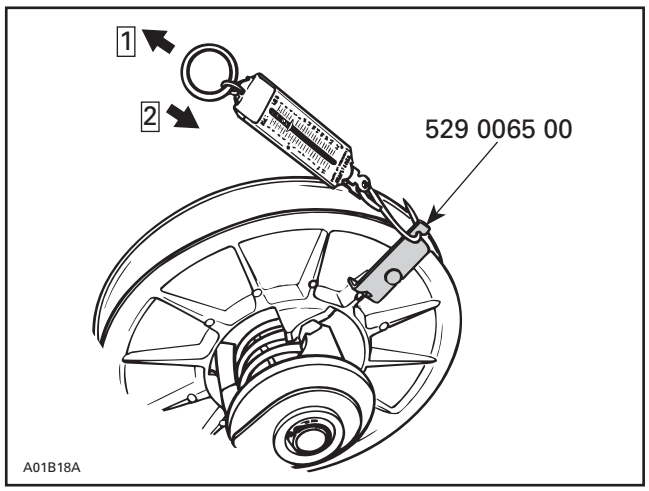
To check spring pre-load adjustment, use spring scale hook (P / N 529 0065 00) and a spring scale.

Install the hook on the sliding half, making sure the spring scale is perpendicular to the pulley axle.

Take a measurement when opening driven pulley and another one when driven pulley begins to close after a rotation of 10 mm (3/8 in). Spring pre-load is the average measurement between these 2.

$$\frac{1^{st}\text{ measurement (when opening)} + 2^{nd}\text{ measurement (when closing)}}{2} = \text{Spring pre-load}$$

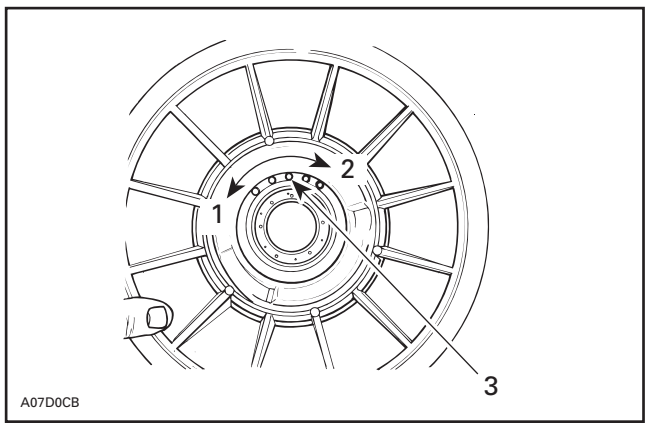
$$\text{Example : } \frac{3.8\text{ kg (8.4 lb) (when opening)} + 3.4\text{ kg (7.9 lb) (when closing)}}{2} = \text{3.6 kg (8 lb) Actual spring pre-load}$$



TYPICAL
Step 1 : 1st measurement
Step 2 : 2nd measurement

Spring pre-load should be as TECHNICAL DATA section 09.

To adjust spring pre-load relocate spring end in sliding pulley, moving it clockwise to decrease the pre-load and counterclockwise to increase it.



1. Decrease
2. Adjusting holes
3. Increase

NOTE : Always recheck torsional pre-load after adjusting.

Chaincase

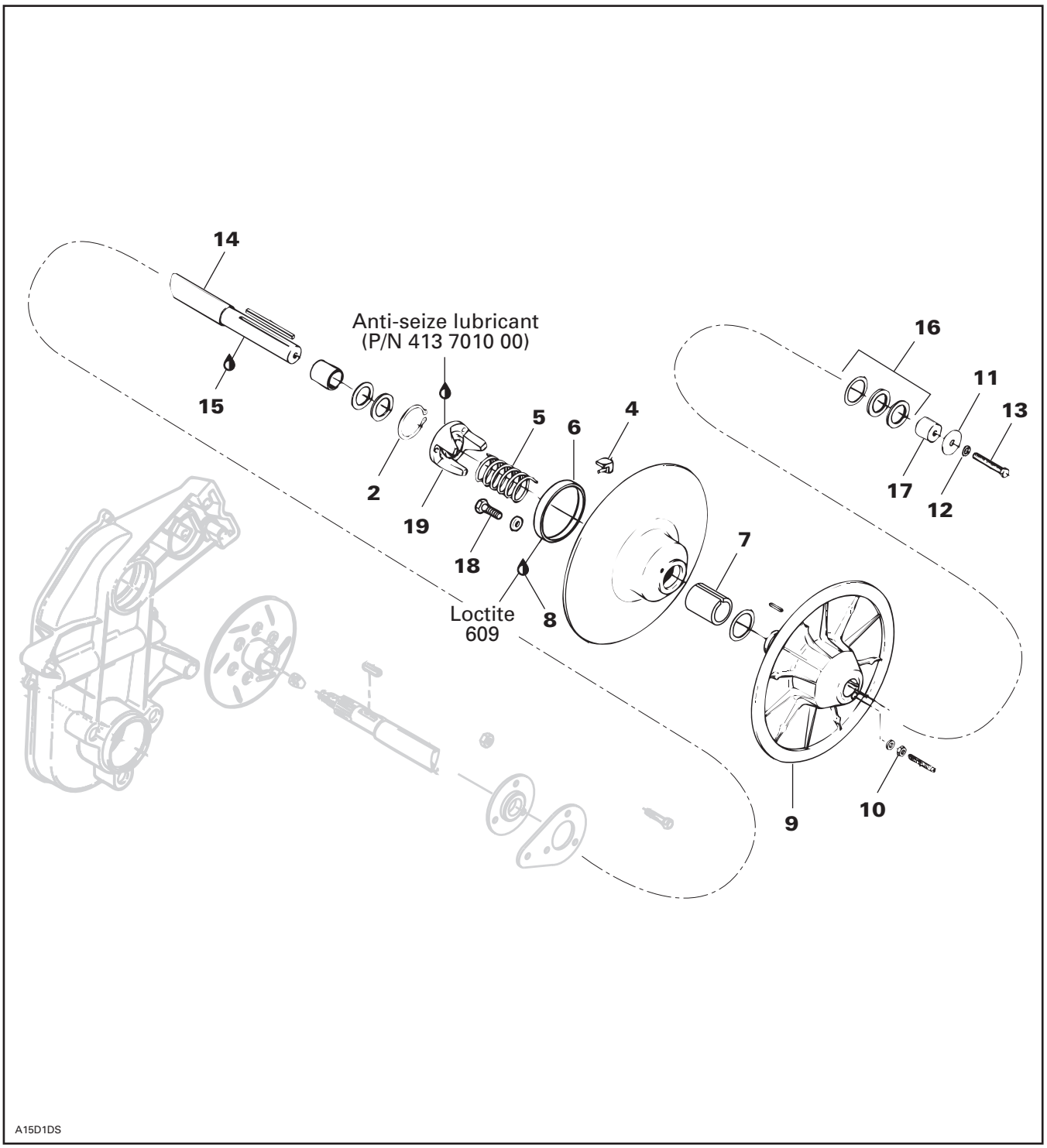
Check oil level and refill as required. Refer to CHAINCASE 04-07.

Pulley Alignment and Drive Belt Deflection

Refer to PULLEY DISTANCE AND ALIGNMENT 04-05 and DRIVE BELT 04-02 to perform adjustments.

CAUTION : Drive belt and pulley adjustments must always be checked whenever pulleys have been removed, replaced or disassembled.

S-Series



PARTS FLAT RATE

REMOVAL

Remove belt guard and drive belt from vehicle.

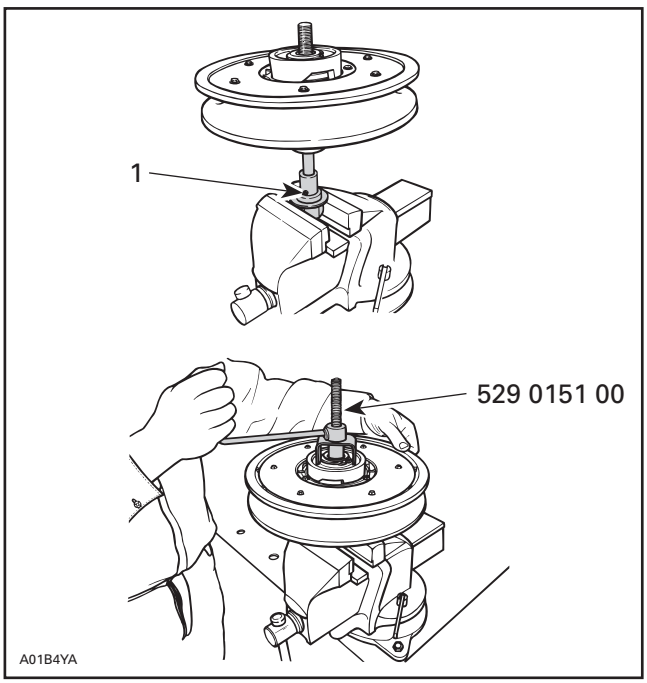
Remove the cap screw **no. 13**, lock washer **no. 12**, washer **no. 11**, extension **no. 17** and shims **no. 16** then pull the driven pulley from the countershaft.

14, Countershaft

Should countershaft **no. 14** removal be required, refer to BRAKE 04-06 then look for **Countershaft and Brake Disc Removal**.

DISASSEMBLY

Use spring compressor (P / N 529 0151 00).



TYPICAL

1. Insert this pin in keyway

Remove snap ring **no. 2** to disassemble the outer cam and the 2 pulley halves.

◆ WARNING : Driven pulley cam is spring loaded, use above mentioned tool.

CLEANING

6,7, Large Bushing and Small Bushing

During break-in period (about 10 hours of use), teflon from bushing moves to cam or shaft surface. A teflon over teflon running condition occurs, leading to low friction. So it is normal to see gray teflon deposit on cam or shaft. Do not remove that deposit, it is not dust.

When a dust deposit has to be removed from the cam or the shaft, use dry cloth to avoid removing transferred teflon.

Pulley Half Cleaning

Use Loctite Safety Solvent (P / N 413 7082 00).

INSPECTION

6,7, Bushings

Check for cracks, scratch and for free movement when assembled to fixed half.

Using a dial bore gauge measure bushing diameter. Measuring point must be at least 5 mm (1/4 in) from bushing edge.

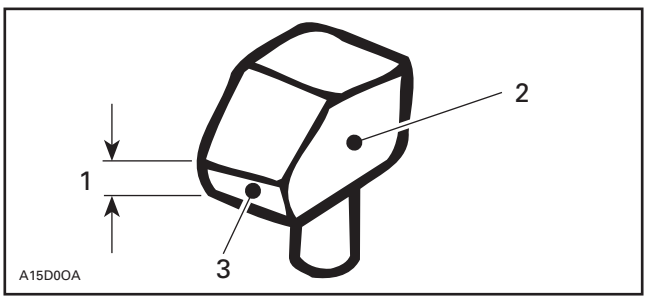


Replace bushing(s) if worn more than specified.

DRIVEN PULLEY BUSHING WEAR LIMIT mm (in)	
Small bushing	38.30 (1.508)
Large bushing	89.15 (3.510)

4, Slider Shoe

Check cam slider shoes for wear. Replace when inside edge of cam slider shoe slope base is worn to 1 mm (.039 in) or less.



1. Measure thickness of slope base here
2. Sliding pulley side
3. Slope base

Bushing Replacement

Large Bushing

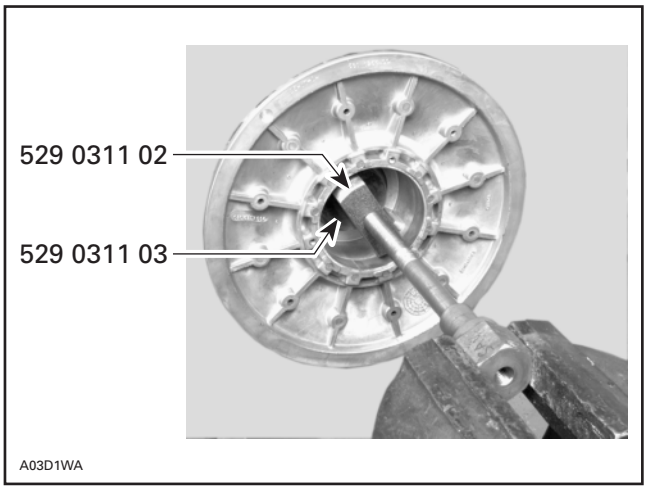
Remove Allen screws if applicable. Heat to break Loctite bond.

Remove all 3 slider shoes.



Install support plate (P / N 529 0311 03) inside sliding half.

Place puller (P / N 529 0311 02) below bushing.

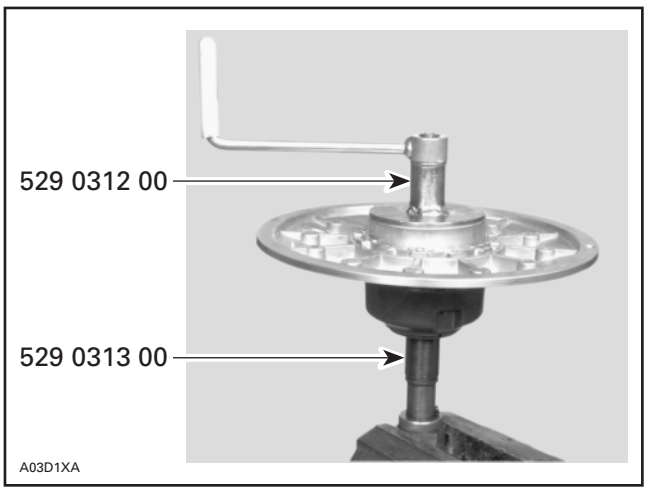


Mount puller screw head in a vise.

Turn pulley half by hand to extract old bushing.

Before bushing installation, file sliding half bore to remove burrs from crimping areas.

Coat bushing outside diameter with Loctite 609 (P / N 413 7031 00). Place new bushing on sliding half and slightly tap to engage squarely the bushing in the sliding. Use tools (P / N 529 0312 00 and 529 0313 00) to install bushing.



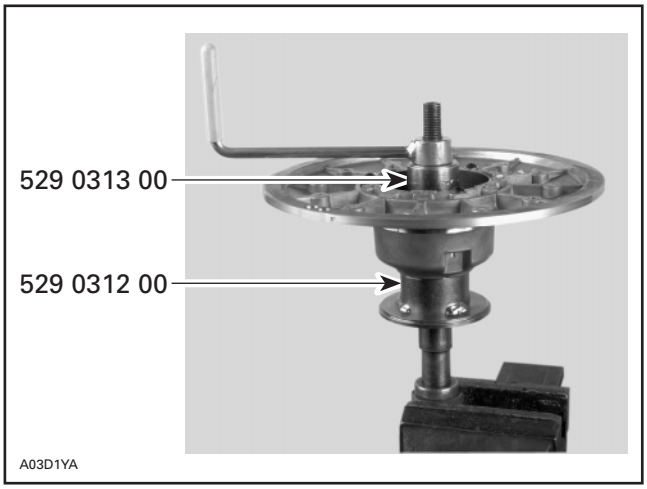
Small Bushing

NOTE : Following procedure can be done with a press using the same tools.

Install puller in a vise.

Heat bushing area.

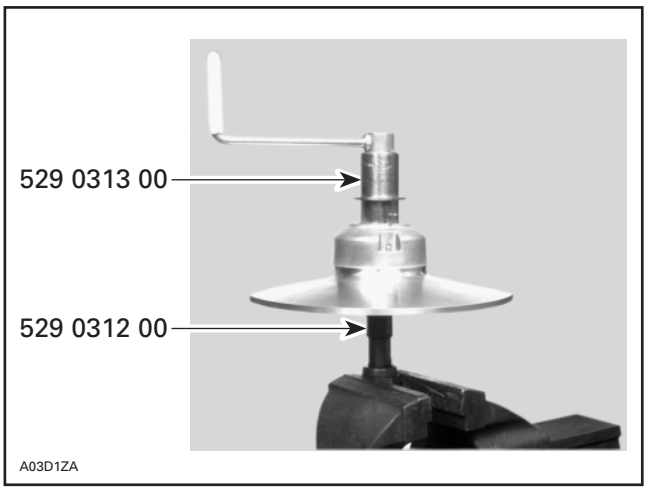
Turn puller handle and sliding half at once to extract the bushing.



IMPORTANT : Large bushing retaining screws and washers must be removed before small bushing installation.

Coat bushing outside diameter with Loctite 609 (P / N 413 7031 00).

Install bushing as following photo.



ASSEMBLY

4, Cam Slider Shoe

When replacing slider shoes, always install a new set (3 shoes) to maintain equal pressure on the cam.

Assemble driven pulley components by reversing the disassembly procedure.

19, Cam

Coat cam interior with anti-seize lubricant.

INSTALLATION

14,15, Countershaft and Anti-seize Lubricant

▼CAUTION : Always apply anti-seize lubricant (P / N 413 7010 00) on the countershaft before final pulley installation.

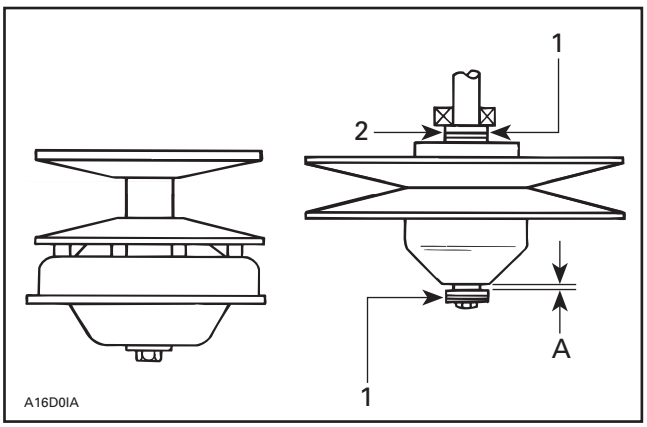
F-Series and S-Series Only

Should installation procedure be required, refer to BRAKE 04-06 then look for **Brake Disc** and **Countershaft Bearing Adjustment**.

Reinstall the pulley on the countershaft by reversing the removal procedure.

All Models

Check end play of driven pulley on countershaft by pushing pulley towards outer housing so that the inner shims (P / N 504 1082 00) contact it. Measure end play at the mounting screw end between shim(s) and pulley. See illustration.



TYPICAL — TOP VIEW

1. *Shim (P / N 504 1082 00) (as required)*
2. *Contact*

A. 0 to 1 mm (0 to 3/64 in)

13, Pulley Retaining Screw

Torque to 25 N•m (18 lbf•ft).

ADJUSTMENT

Refer to PULLEY DISTANCE AND ALIGNMENT 04-05 to adjust pulley distance. Adjust drive belt height between pulley halves to obtain specified belt deflection.

5, Spring

Spring Torsional Pre-Load

To check spring pre-load adjustment, use spring scale hook (P / N 529 0065 00) and a spring scale.

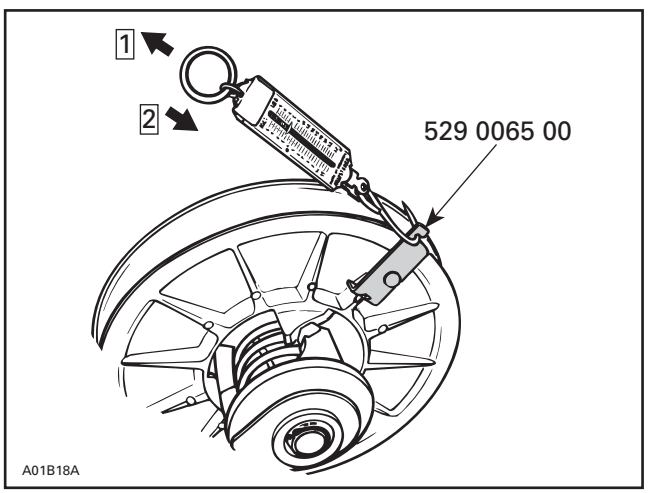
Remove drive belt.

Install the hook on the sliding half. Preventing fixed half from turning, pull sliding half with the spring scale perpendicularly with pulley axle.

Take 1st measurement when sliding half begins to turn. Rotate sliding half to 10 mm (3/8 in) of rotation. Hold fish scale at this position. Slowly release tension from fish scale and take 2nd measurement when sliding half begins to return. Spring pre-load is the average measurement between these 2.

$$\frac{\text{1st measurement (when opening)} + \text{2nd measurement (when closing)}}{2} = \text{Spring pre-load}$$

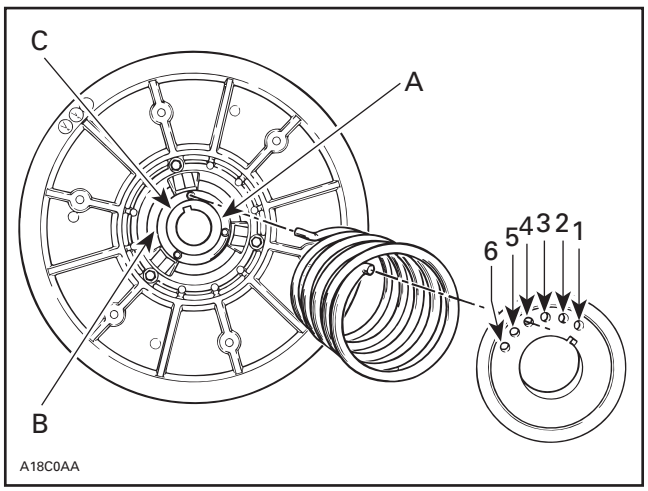
$$\text{Example : } \frac{\text{3.8 kg (8.4 lb) (when opening)} + \text{3.4 kg (7.5 lb) (when closing)}}{2} = \text{3.6 kg (8 lb) Actual spring pre-load}$$



TYPICAL
Step 1 : 1st measurement
Step 2 : 2nd measurement

To adjust spring pre-load, relocate spring end in cam, moving it clockwise to increase the pre-load and counterclockwise to decrease it. Refer to TECHNICAL DATA 09-03.

NOTE : If spring pre-load can not be adjusted, try to relocate the other end of spring in sliding pulley (holes A, B, C).



Letters and numbers shown in illustration are actual letters and numbers embossed on parts

NOTE : Always recheck torsional pre-load after adjusting.

Pulley Alignment and Drive Belt Deflection

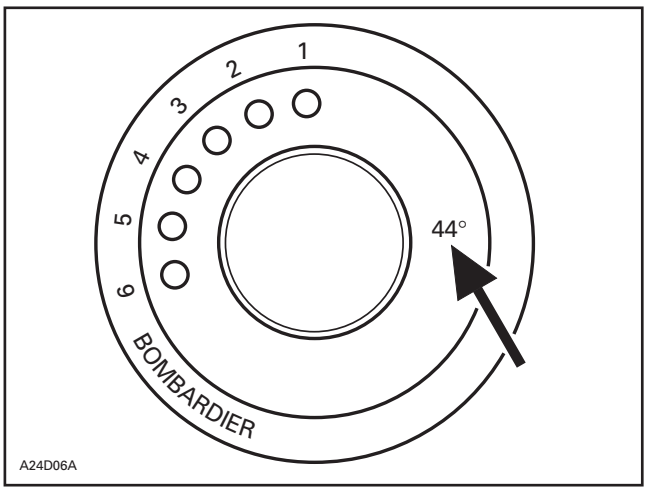
Refer to PULLEY DISTANCE AND ALIGNMENT 04-05 and DRIVE BELT 04-02 to perform adjustments.

CAUTION : Drive belt and pulley adjustments must always be checked whenever pulleys have been removed, replaced or disassembled.

3, Outer Cam

Make sure to install proper cam. Refer to TECHNICAL DATA 09-03.

Cam angle is identified on cam.



NOTE : For high altitude regions, the High Altitude Technical Data Booklet (P / N 484 0648 00 and 484 0545 00 for binder) gives information about calibration according to altitude.

PULLEY DISTANCE AND ALIGNMENT

GENERAL

The pulley distance we will refer to in this section, is the space separating the drive and driven pulley outside diameters (Z measurement).

This basic distance is provided as an assembly guide and indicates the dimensions between which satisfactory belt deflection will be obtained.

Both pulley distance adjustment and pulley alignment must be carried out to ensure the highest efficiency of the transmission system. Furthermore, optimum drive belt operation and minimal wear will be obtained only with proper pulley alignment.

▼ CAUTION : Before checking pulley adjustment, the rear suspension must be mounted on the vehicle and track tension / alignment must be done. Always check pulley adjustment after suspension is adjusted.

◆ WARNING : Failure to correctly perform pulley alignment may cause the vehicle to creep forward at idle.

All pulley alignment specifications refer to :

X = Distance between straight bar and drive pulley fixed half edge, **measured between pulleys**.

Y = Distance between straight bar and drive pulley fixed half edge, **measured at the end of straight bar**.

Z = Distance between outside diameter of pulleys.

GENERAL PROCEDURE

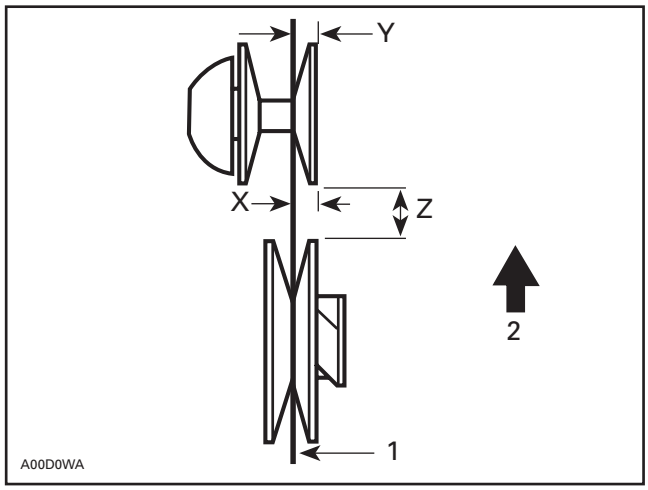
Remove belt guard and drive belt.

By turning and pushing the sliding half, open the driven pulley. Insert a straight bar 9.5 mm (.375 in) square, 48 cm (19 in) long or the proper alignment template into the opened driven pulley.

Measuring Procedure

Using Straight Bar :

Always measure distances X and Y from the farther straight bar side (including its thickness to the fixed half edge.)



1. Straight bar
2. Front of vehicle

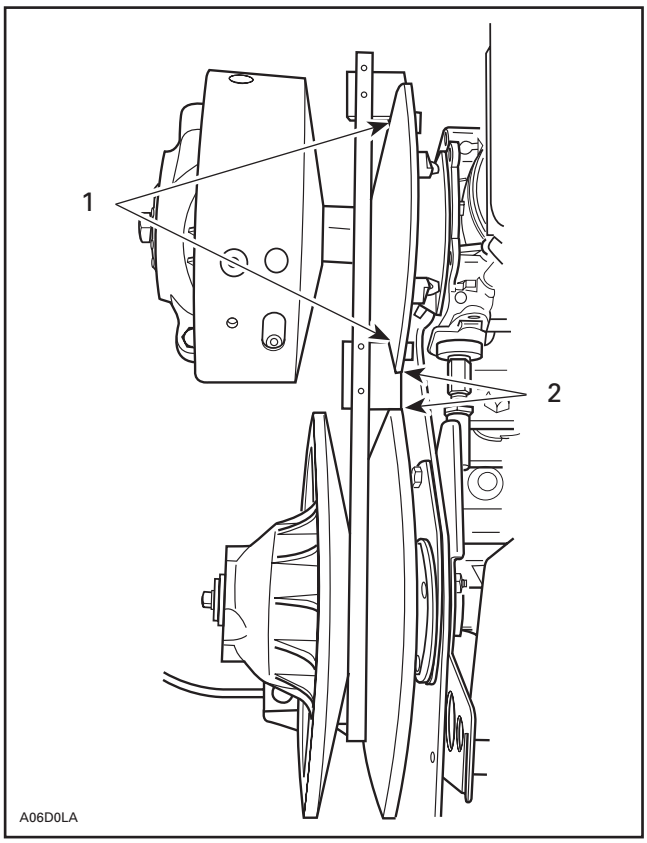
The distance Y **must** exceed distance X to compensate for the twist due to the engine torque.

Nominal Value Procedure and Quick Alignment and Distance Check

Alignment template tabs must fully contact fixed half of drive pulley.

Pulley distance is correct when tab contacts both pulley halves.

Refer to below chart for proper alignment template.

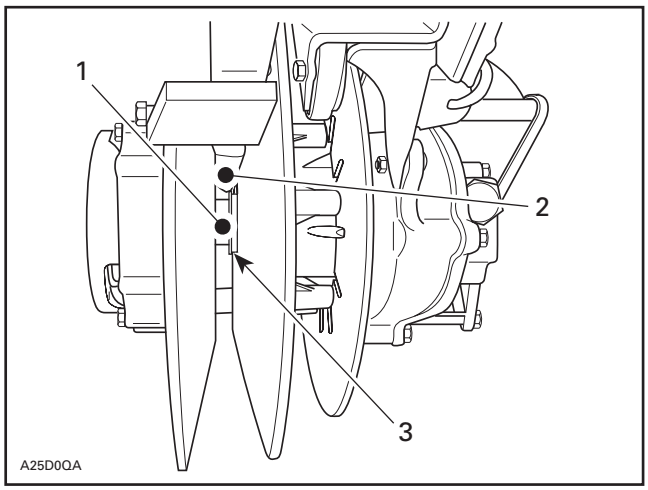


TYPICAL

1. *Contact (alignment)*
2. *Contact (distance)*

Tundra II LT Only

Bottom of alignment template must not seat on shaft nor fixed half shoulder and shim(s).



TYPICAL

1. *Shaft*
2. *Alignment template*
3. *Fixed half shoulder and shim(s)*

Drive Belt Deflection

NOTE : When pulley distance and alignment are adjusted to specifications, refer to DRIVE BELT 04-02 to adjust drive belt deflection.

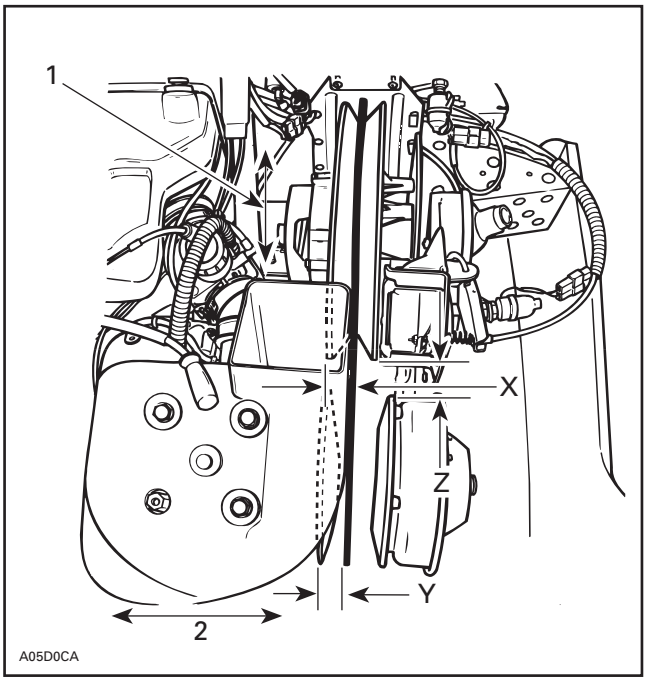
CAUTION : This section deals mainly with adjustment procedures. For complete assembly requirements, refer to the proper ENGINE or TRANSMISSION installation section.

PULLEY ALIGNMENT AND DISTANCE SPECIFICATIONS CHART

MODEL	PULLEY DISTANCE	OFFSET		ALIGNMENT TEMPLATE
	Z	X	Y-X	①
	+ 0, – 1 mm (+ 0, – 0.040 in)	± 0.50 mm (0.020 in)	± 0.5 mm (0.020 in)	P / N
Tundra II LT	37.0 (1.460)	36.0 (1.420)	0 to 1.5 mm (0 to 0.060 in)	529 0269 00
Bombardier Lite Equipped S-Series	25.0 (0.984)	33.4 (1.315)	1.0 (0.040)	529 0300 00
TRA Equipped S-Series	16.5 (0.650)	35.0 (1.380)	1.5 (0.060)	529 0267 00

① Alignment templates have been made according to pulley alignment nominal values. However, they do not take into account allowed tolerances for alignment specifications. They are used as GO / NO GO gauges for quick alignment and pulley distance check and as templates to reach alignment nominal values.

Tundra II LT



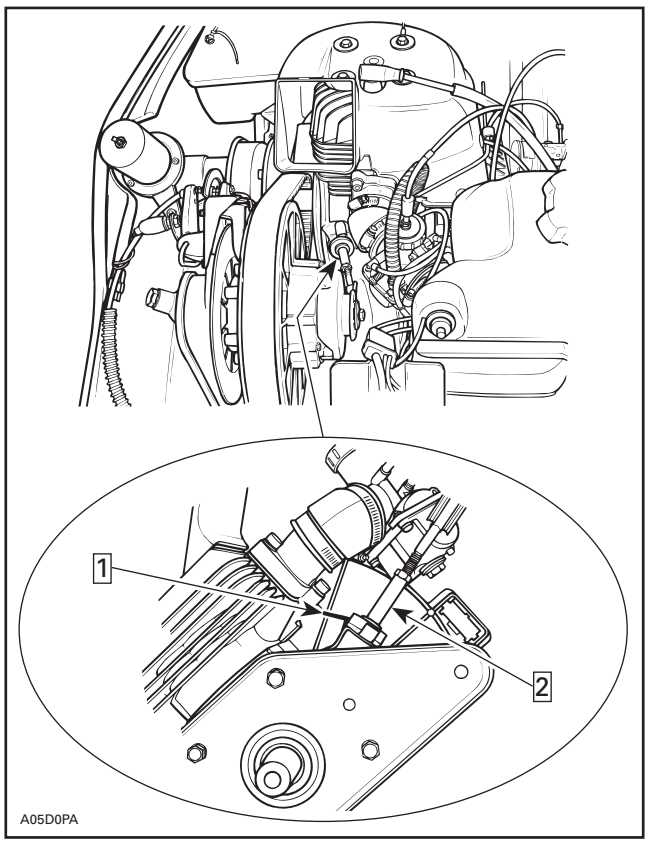
1. Driven pulley movement
2. Engine movement

▼ CAUTION : The rear suspension must be mounted on the vehicle and track tension and alignment must be done to provide the right frame width.

Pulley Distance Adjustment Method

Slacken the 4 chaincase retaining bolts, unlock and raise pulley support.

Move chaincase to obtain specific adjustment and adjust driven pulley support length accordingly (light contact).

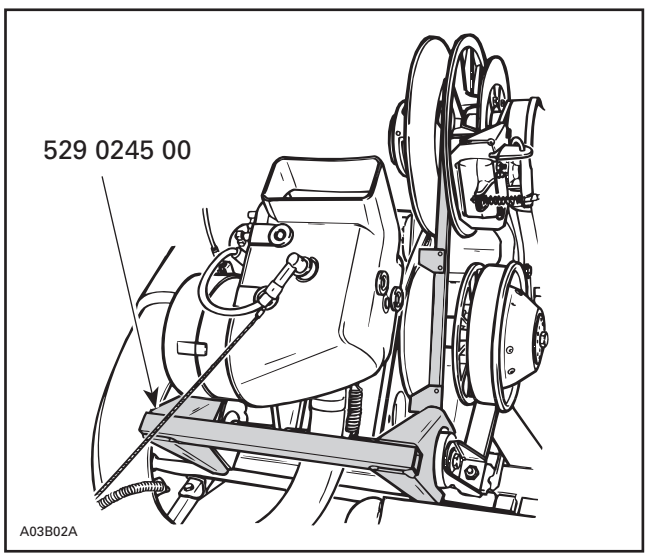


Step 1 : Push and hold
Step 2 : Raise support

Pulley Alignment Method

Engine Movement

Slacken the support retaining bolts and install engine support positioner (P / N 529 0245 00) to keep from altering distance between both supports.



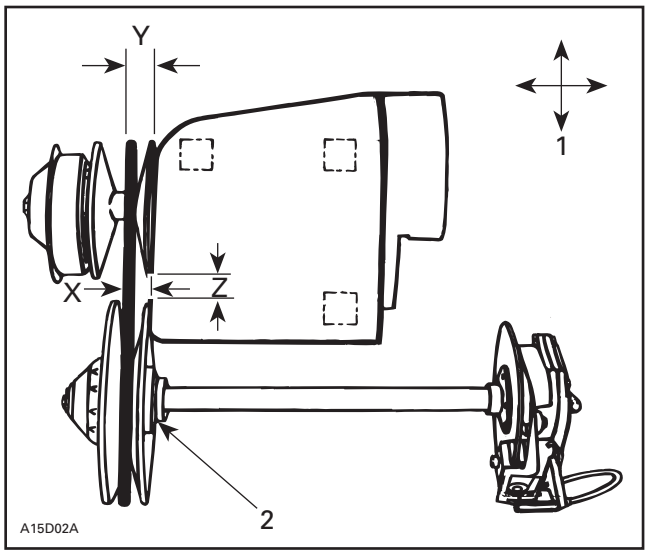
TYPICAL

Move the engine to obtain specified pulley alignment, torque engine support bolts to 55 N•m (41 lbf•ft) and remove engine support positioner.

Driven Pulley Movement

Shims can be mounted between chaincase and frame. Use shim (P / N 504 0398 00), 0.53 mm (.021 in) thick.

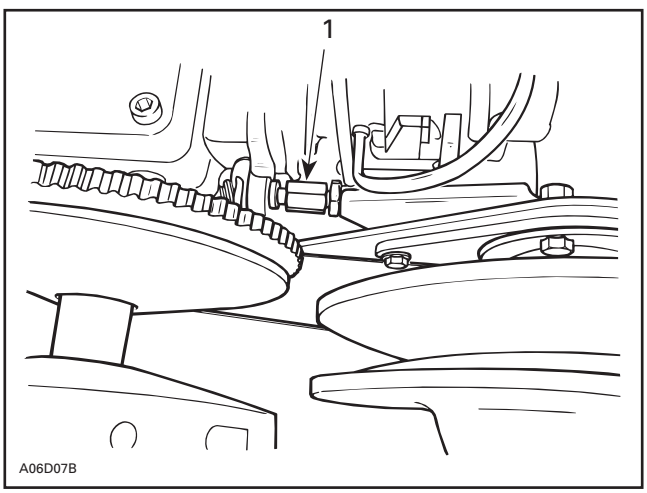
S-Series



TYPICAL

1. *Engine movement*
2. *Contact*

NOTE : Prior to performing pulley adjustment, loosen torque rod nut to allow engine movement. Engine supports have tendency to stick to frame, work engine loose prior to aligning.



1. *Loosen*

Pulley Distance Adjustment Method

Engine Movement

The engine support has slotted mounting holes. Move engine to obtain specified distance between pulleys.

Pulley Alignment Method

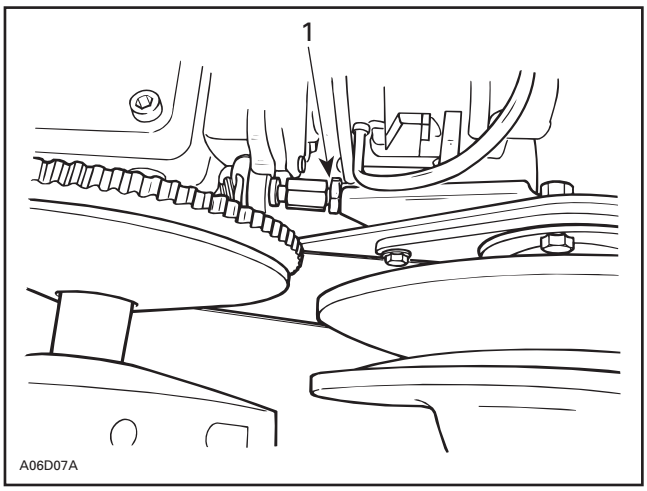
Driven Pulley Movement

When engine slotted mounting holes do not allow to set proper pulley offset X, adjust with shims (P / N 504 1082 00) between pulley and countershaft bearing support (pulley pushed toward brake disc).

Engine Movement

Loosen the 4 bolts retaining engine support to the frame. Position engine to obtain the specified alignment.

NOTE : After alignment, adjust torque rod so it slightly contacts stopper plate. Do not over tighten, it will disalign pulleys.

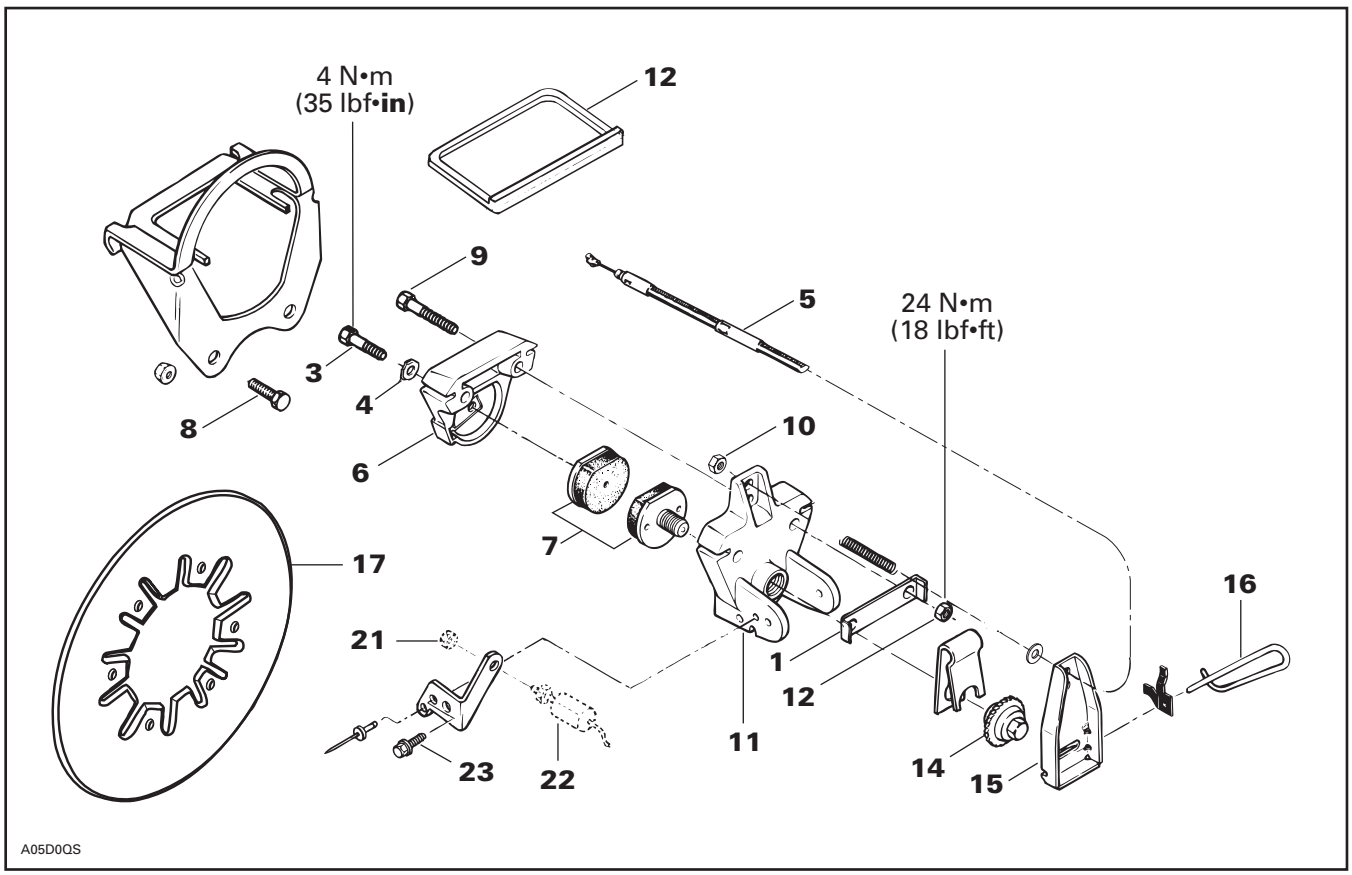


1. *Retighten*

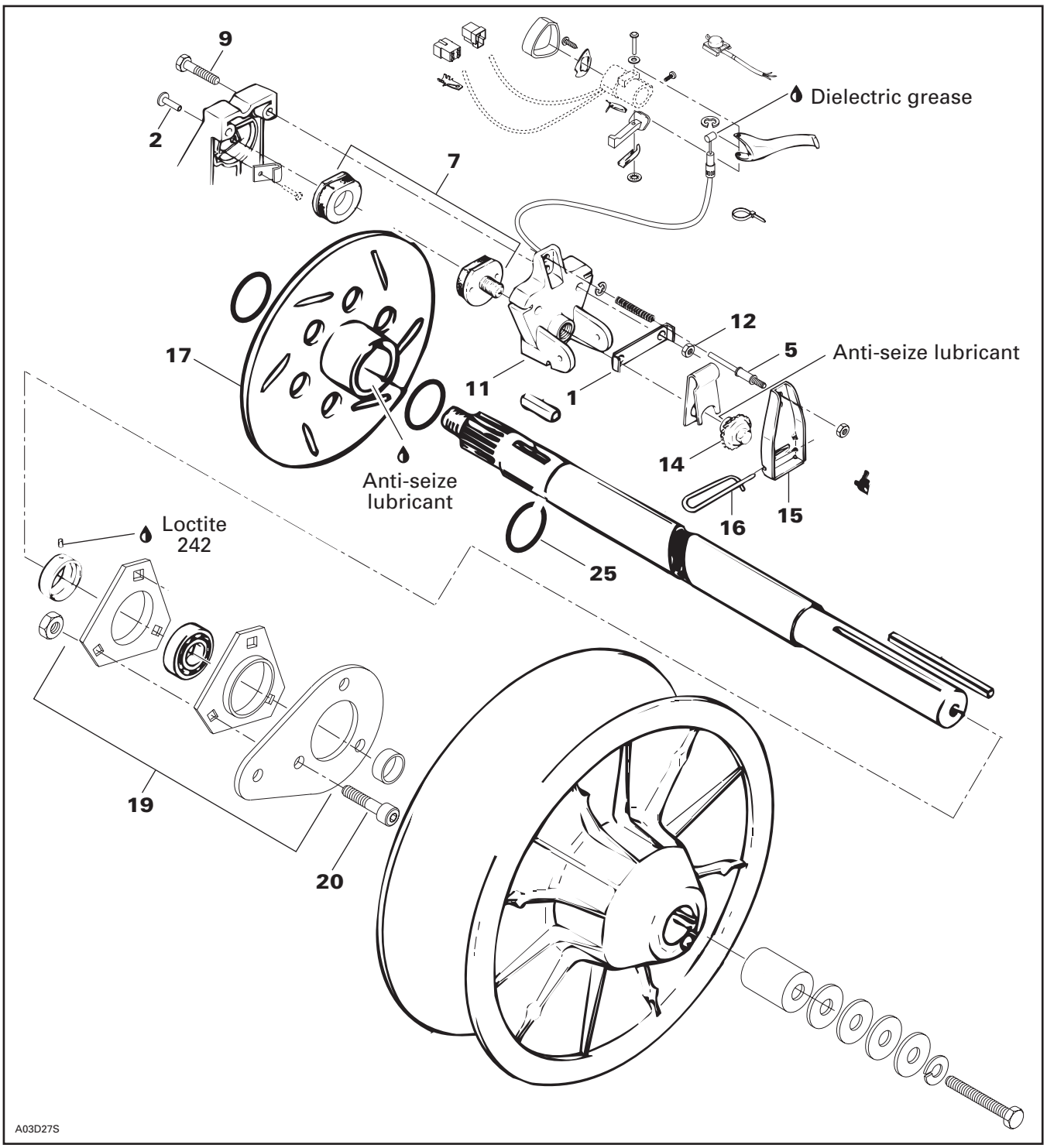
BRAKE

MECHANICAL DISC BRAKE

Tundra II LT



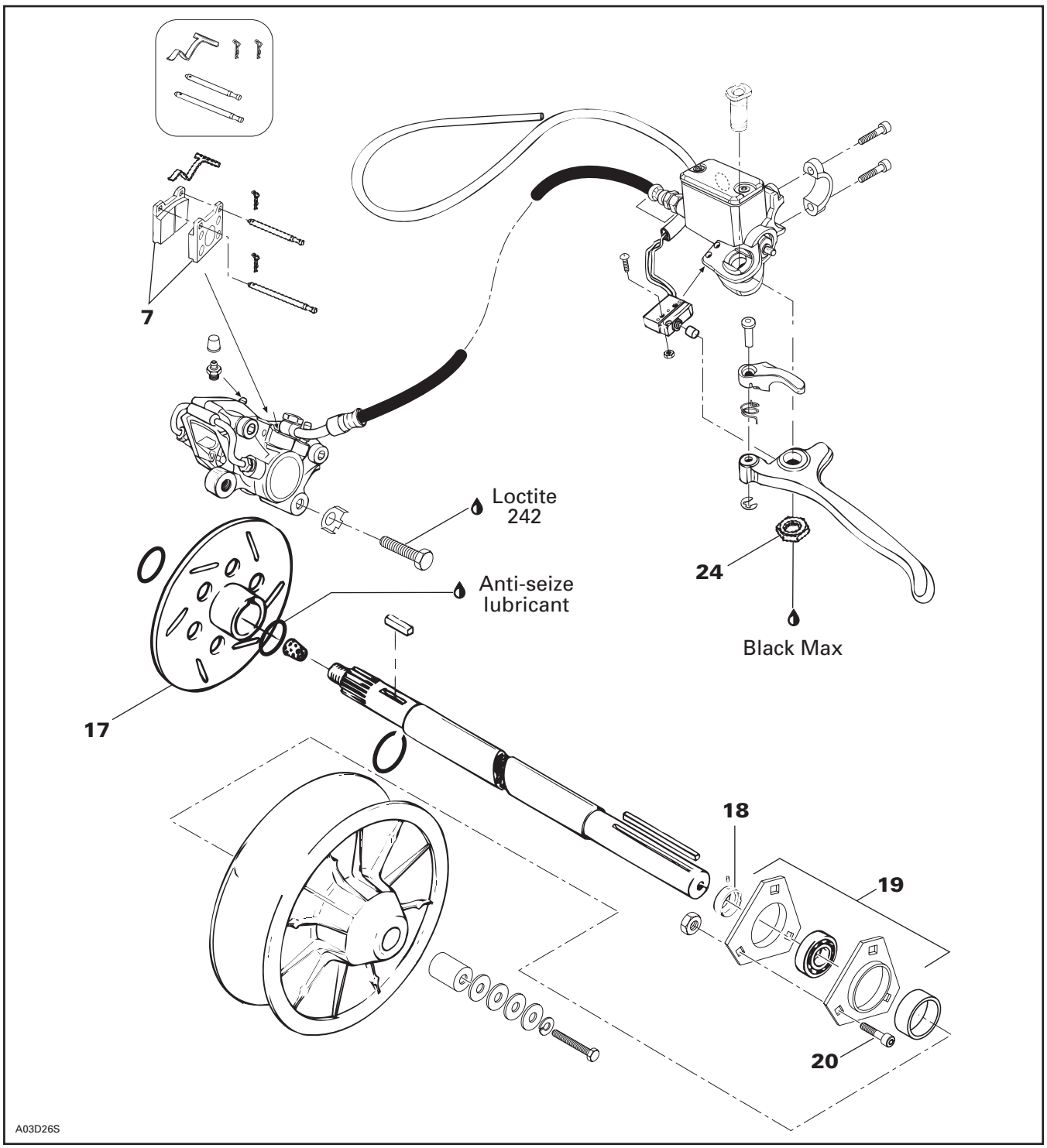
Formula S, Touring E / E LT and Skandic 380 / 500



PARTS FLAT RATE

HYDRAULIC DISC BRAKE

Touring LE / SLE, Formula SL



REMOVAL

Tundra II LT

The split caliper type brake should be removed from chaincase as an assembly. Proceed as follows :

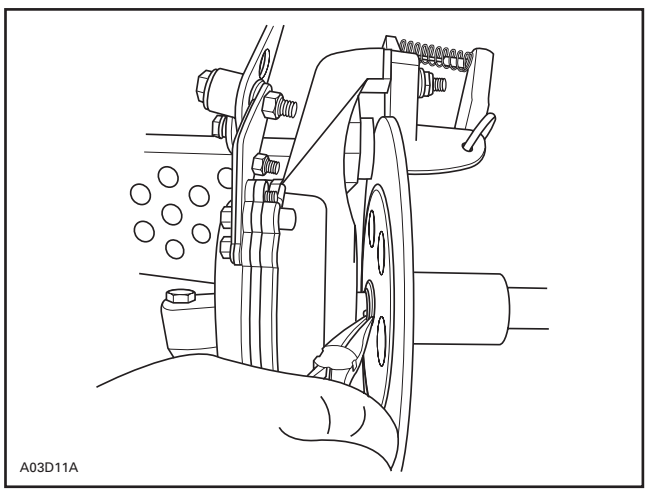
– Remove belt guard.
– Disconnect brake cable.
– Remove bolts **no. 8** securing brake support to chaincase.
– Slide brake caliper ass'y out of brake support.
– To remove brake disc, refer to DRIVEN PULLEY 04-04.

BRAKE DISC REMOVAL

S-Series with Mechanical Brake

Brake disc can be withdraw without removing caliper. Proceed as follows :

– Remove belt guard, belt and driven pulley.
– Remove air silencer.
– Unbolt bearing support from chassis.
– Open chaincase and remove upper sprocket.
– Pull countershaft toward driven pulley side to gain access to clip **no. 25**.
– Remove clip **no. 25** on countershaft.

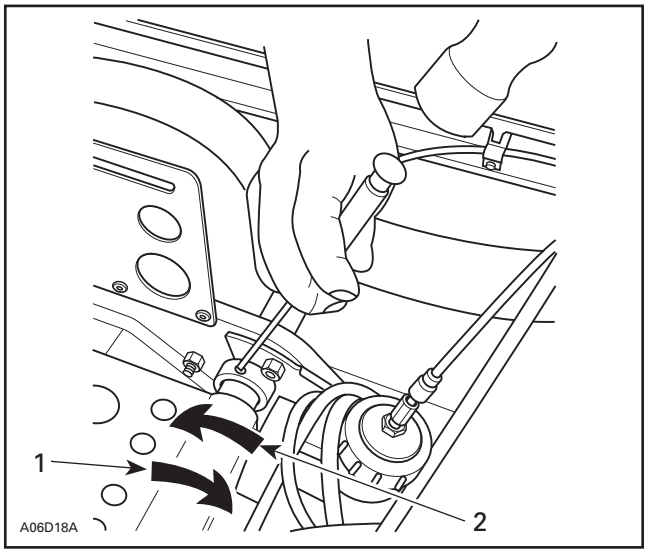


– Pull countershaft toward driven pulley side tofree from chaincase and disc.
– Remove disc.

COUNTERSHAFT REMOVAL

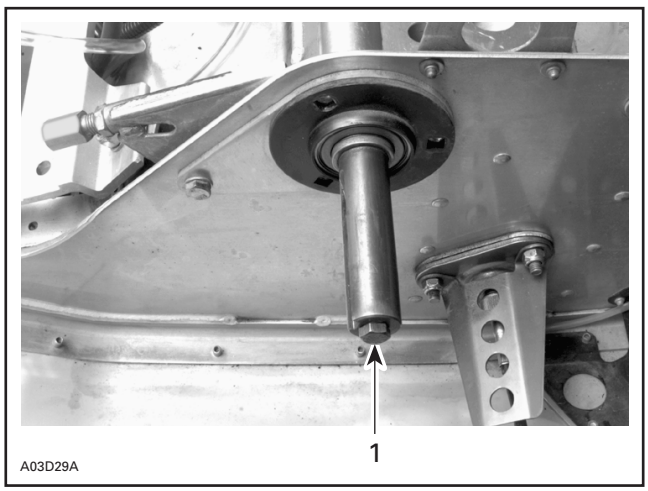
S-Series with Mechanical Brake

Proceed the same as for brake disc removal but unlock bearing collar on driven pulley side.



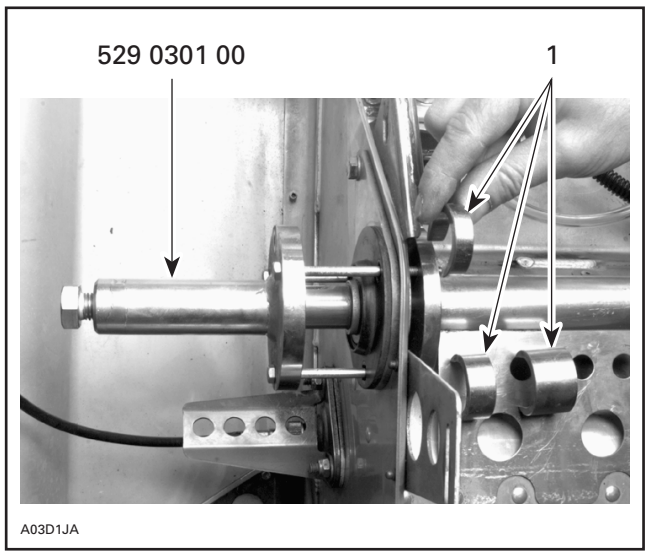
1. Lock
2. Unlock

Unbolt bearing support then install screw on countershaft.



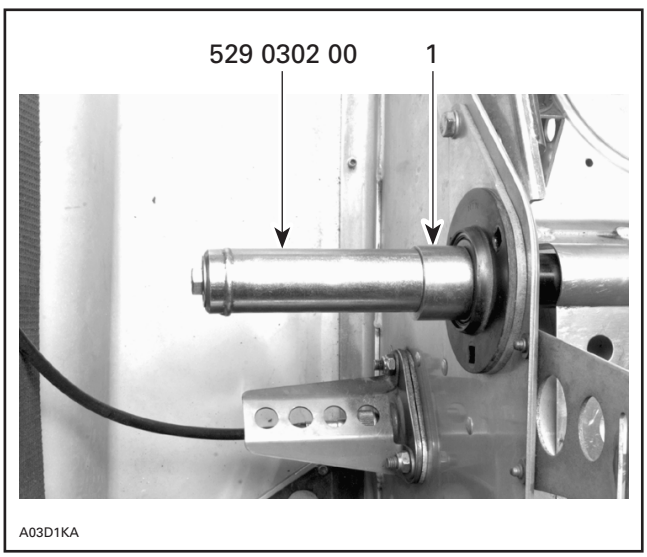
1. Screw

Push bearing to driven pulley side out of countershaft, using remover (P / N 529 0301 00). Begin with only the remover then add a spacer of different width as the bearing comes out.



1. Spacers

To install bearing on countershaft, use installer (P / N 529 0302 00) and spacer(s) from remover as required.



1. Spacer

COUNTERSHAFT AND BRAKE DISC REMOVAL

S-Series with Hydraulic Brake

– Remove muffler.
– Refer to CHAINCASE 04-07 in order to remove chaincase cover.
– Remove upper sprocket castellated nut.
– Remove belt guard, drive belt and driven pulley referring to DRIVEN PULLEY 04-04.
– Slacken set screw and unlock collar **no. 18** if bearing is needed to be disassembled. See above S-Series illustration and procedure.
– Remove 3 retaining screws **no. 20** from countershaft bearing housing.
– Unbolt oil reservoir support to make room for countershaft or brake disc removal.
– Pull countershaft toward driven pulley side to gain access to clip **no. 25**.
– Remove clip **no. 25** on countershaft.
– Pull countershaft toward driven pulley side to free from chaincase. Withdraw countershaft toward chaincase.
– Remove connecting pipe between tuned pipe and after muffler.
– Disconnect brake line from caliper and plug it.
– Unbolt caliper from chaincase.
– Remove brake disc from countershaft.

DISASSEMBLY

7,15,16,23, Brake Pad, Brake Lever, Pin and Screw

All Models with Mechanical Brake

Pull pin out off caliper and remove lever.

On Tundra II LT, remove self-tapping screw. Unscrew ratchet wheel in order to remove moving pad.

Remove fixed pad.

S-Series with Mechanical Brake

Fixed pad is riveted to chaincase on these models. Caliper must be split to remove moving pad. To removed fixed pad, drill out its rivet then pry disc in order to free fixed pad.

All Models with Hydraulic Brake

Only brake pads are available as spare parts. If caliper or master cylinder are damaged, replace each of them as an assembly.

CLEANING

Clean all metal components in a general purpose solvent. Thoroughly dry all components before assembling.

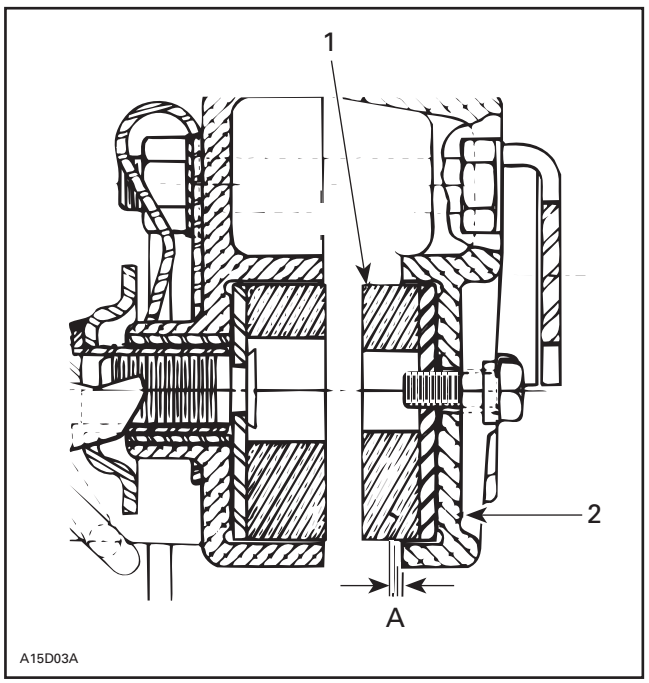
▼ CAUTION : Do not clean brake pads in solvent. Soiled brake pads must be replaced by new ones.

INSPECTION

7, Brake Pad Thickness

Brake pads must be replaced when **fixed** pad projects only 1 mm (1/32 in) from caliper.

▼ CAUTION : Brake pads must always be replaced in pairs.



TYPICAL

1. *Fixed pad*
2. *Inner caliper*

A. 1 mm (1/32 in) minimum

Brake Disc

Check for scoring, cracking or heat discoloration, replace as required. Refer to DRIVEN PULLEY 04-04 for replacement procedures on Tundra II LT.

▼ CAUTION : Brake disc should never be machined.

ASSEMBLY

14, Ratchet Wheel

Apply low temperature grease (P / N 413 7061 00) on threads and spring seat prior to installing. Fully tighten then back off one turn.

16, Pin

Install so that it can only be removed upward. Lock it in the caliper casting notch.

7, Fixed Brake Pad

Tundra II LT

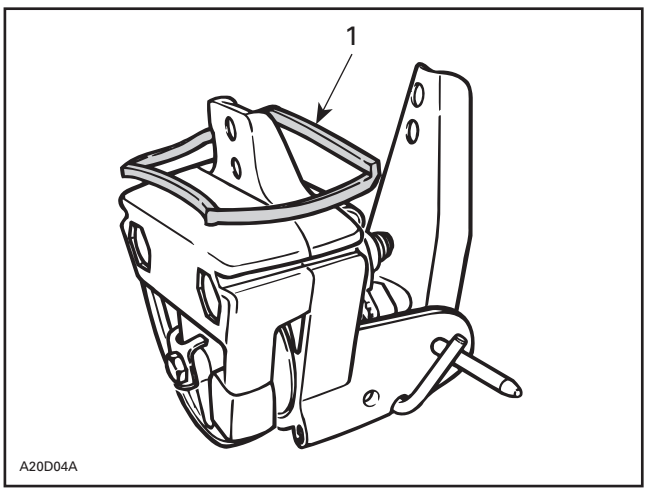
Torque screw **no. 3** to 4 N•m (35 lbf•**in**). Bend locking tab **no. 4** over a flat of screw head.

1,6,11,12, Locking Tab, Inner, Outer Caliper and Nut

Tundra II LT

Assemble both caliper halves. Insert bolts **no. 9**, locking tab **no. 20**, then nuts. Torque nuts to 24 N•m (18 lbf•ft). Caliper half side slots must align to allow proper sliding in brake support. Bend locking tab over a flat of each nut.

Install rubber slider **no. 12** lubricated with shortening (cooking fat) into side slots of caliper. It must be installed so that the raised edge is upward and on the same side of nuts as shown.



1. Raised edge upward and same side of nuts

▼ CAUTION : Positioning of rubber slider is important to avoid the possibility of damage against locking tab edges.

INSTALLATION

To install brake, reverse removal procedure paying attention to the following.

◆ WARNING : Avoid getting oil on brake pads. Do not lubricate or apply antirust or antifreeze solution in brake cable.

17, Brake Disc

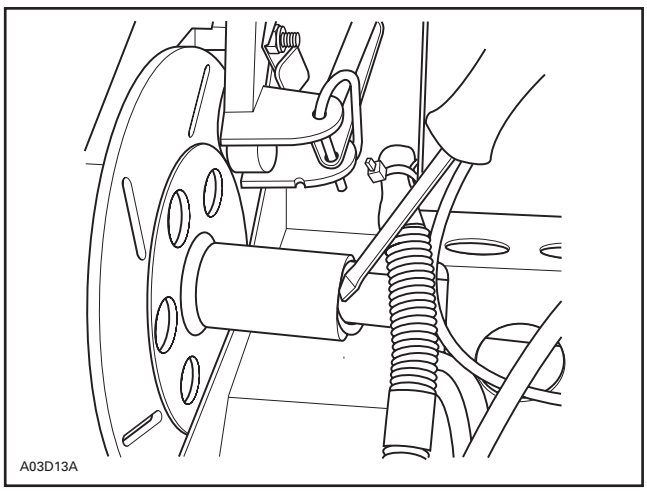
S-Series

The brake disc must be floating on countershaft for efficient operation of brake.

Apply anti-seize lubricant (P / N 413 7010 00) on shaft and check that disc slides freely.

The disc hub exceeds the disc more from one side than from the other. Install disc with the longer exceeding portion toward driven pulley.

Push O-rings inside disc hub.



Countershaft Bearing Adjustment

S-Series

Insert countershaft (with brake disc) from chaincase side through countershaft support (driven pulley side), then insert into chaincase.

Install countershaft bearing **no. 19** and ensure that countershaft is properly aligned, then tighten 3 retaining screws.

NOTE : A misaligned countershaft will result in difficulty to center the bearing in its support.

Refer to DRIVE AXLE 06-04 then look **Chaincase Perpendicularity Adjustment.**

Torque castellated nut of upper sprocket to 53 N•m (39 lbf•ft).

CAUTION : Upper sprocket castellated nut must be tightened **before** adjusting bearing collar.

Slide collar **no. 18** towards bearing and turn, by hand, to engage the eccentric. This should require about a quarter turn.

Turn collar in direction of countershaft rotation until collar and inner race lock together.

Insert a punch into collar hole and strike sharply in the same direction to lock firmly.

Apply Loctite 242 (P / N 413 7030 00) on set screw threads, then tighten.

Close chaincase referring to CHAINCASE 04-07.

1,11,12, Locking Tab, Outer Caliper and Nut

S-Series

Install caliper retaining bolts.

Assemble outer caliper. Install locking tab then nuts. Torque nuts to 24 N•m (18 lbf•ft). Bend locking tab over a flat of each nut.

5,10, Brake Cable and Nut

Insert brake cable into upper hole in brake lever and caliper. Install nut and tighten until a few threads exceed.

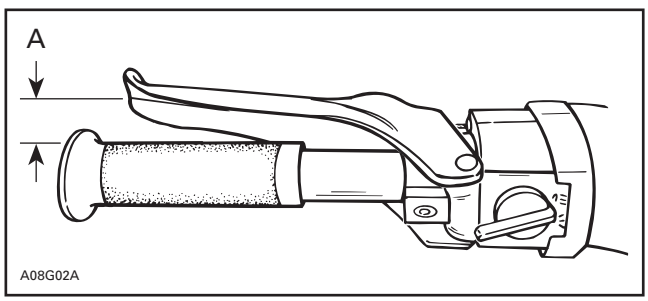
WARNING : At least 3 threads must exceed the elastic stop nut.

ADJUSTMENT

Brake

Models with Mechanical Brake

Fully depress brake handle several times to obtain 13 mm (1/2 in) between brake handle and handlebar grip when brake is fully applied.



A. 13 mm (1/2 in)

Should this adjustment be unattainable, retighten nut **no. 10** as needed.

Models with Hydraulic Brake

Change brake fluid once a year.

Bleed brake system as follows :

Keep sufficient DOT 4 (DOT 3 for normal use) brake fluid in reservoir at all times.

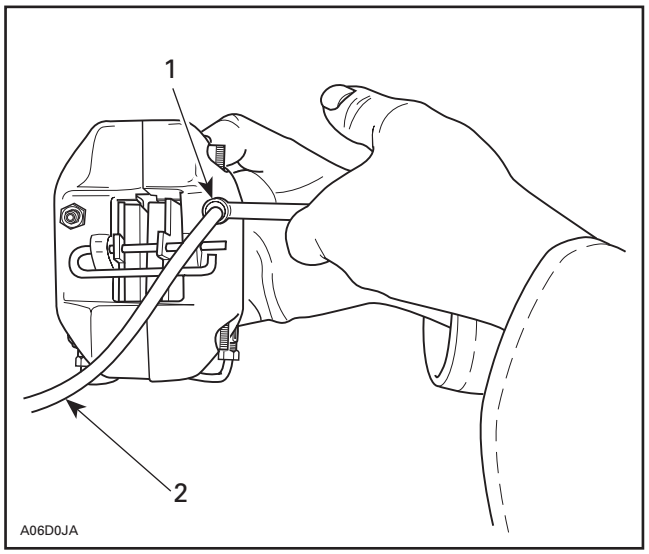
CAUTION : Use only DOT 4 brake fluid for heavy duty or racing applications.

Install a hose on left side bleeder. Route this hose to a container.

Pump a few times brake lever and while holding brake lever depressed, open bleeder and check for air to escape.

Repeat with the same bleeder until no air appears in hose.

Proceed the same way with the right side bleeder.



1. Open bleeder
2. Clear hose to catch used brake fluid

Brake Light

Models with Mechanical Brake Except Tundra II LT

Brake light should light up before brake pads touch brake disc. To adjust, unscrew nut no. 10 until brake light goes on.

◆ WARNING : At least one full thread must exceed the elastic stop nut.

Check brake adjustment as described above.

○ NOTE : If brake light adjustment is unattainable while respecting brake adjustment, ratchet wheel may be too far out. If so, tighten ratchet wheel.

Tundra II LT

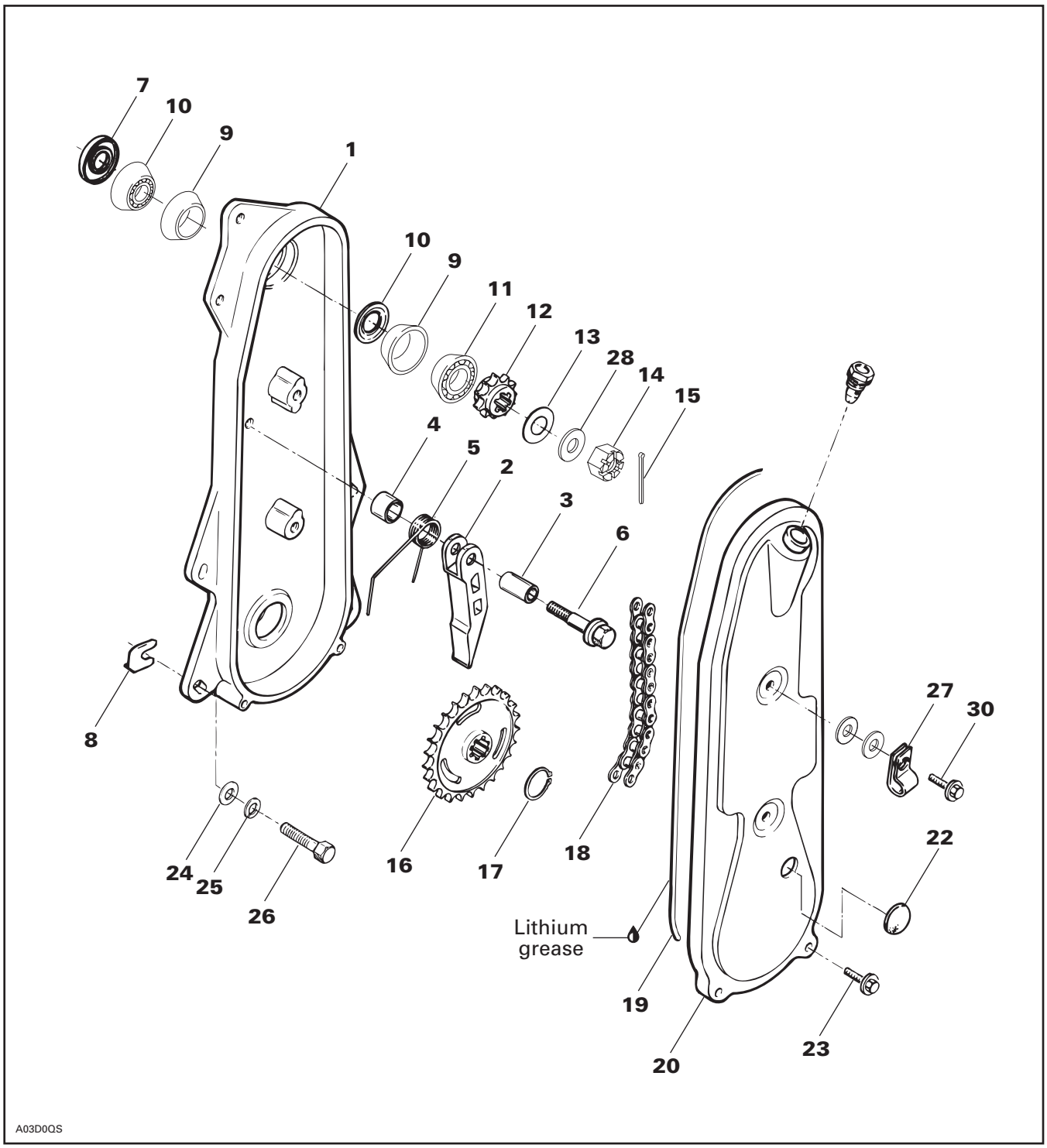
Brake light should light up before brake pads touch brake disc. To adjust, unlock nut no. 21 and turn brake switch no. 22 accordingly. Lock in position by tightening nut no. 21.

Models with Hydraulic Brake

There is no adjustment on these models. Check that switch is securely installed.

CHAINCASE

Tundra II LT

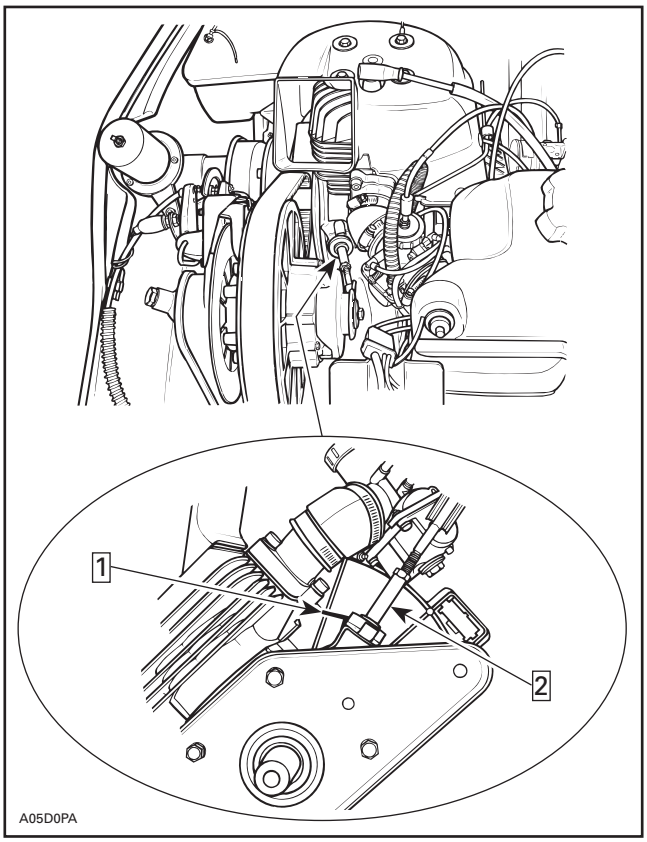


REMOVAL

Chaincase and driven pulley can be removed from the vehicle as an assembly.

Remove belt guard and drive belt.

Unlock and raise driven pulley support.



Step 1 : Push and hold
Step 2 : Raise support

NOTE : On electric starting model, disconnect and remove battery from its rack.

CAUTION : Be careful not to ground positive terminal with the chassis. Always disconnect BLACK negative cable first.

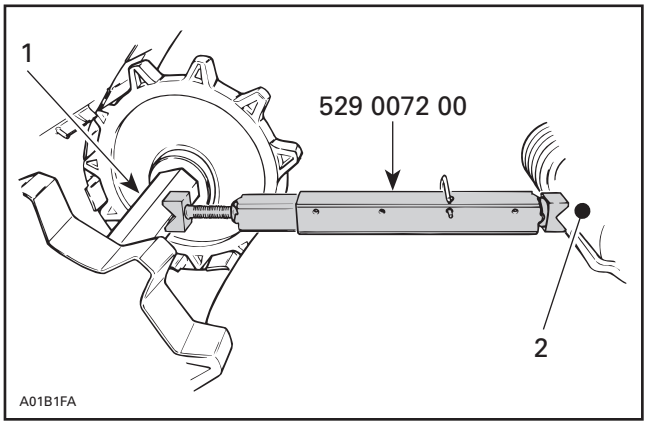
Remove chaincase cover **no. 21** and drain oil.

Pry out drive axle from chaincase.

Unscrew the nut **no. 14** on the upper sprocket **no. 12** and remove circlip **no. 17** on the bottom one **no. 16**. Remove chain tensioner assembly **nos. 2** to **6**, then simultaneously remove chain **no. 18** and both sprockets.

Remove the 4 cap screws **no. 26** securing chaincase to frame. Save alignment shims **no. 8** for installation.

Release track tension, use drive axle holder (P / N 529 0072 00).



1. Drive axle
2. Suspension cross shaft

Chaincase and Driven Pulley Assembly

Using 2 large screwdrivers inserted between chaincase and frame, pry complete assembly from vehicle.

DISASSEMBLY

Disassemble driven pulley from chaincase. Refer to DRIVEN PULLEY 04-04.

INSPECTION

Visually inspect the chain for cracked, damaged or missing link rollers. Check for defective bearings, sprockets and worn chain tensioner components.

WARNING : If chain deflection is greater than 38 mm (1.5 in) (without chain tensioner), replace chain and check condition of sprockets.

GEAR RATIO MODIFICATION

For particular applications, the number of teeth of the sprockets can be increased or decreased on lower and upper sprockets.

Available lower sprocket : 27 teeth

Available upper sprockets : 11, 12, 15 teeth

Available chains : 62, 64 links

The chain length may be affected depending the combination of lower / upper sprockets as follows :

GEAR RATIO / CHAIN LENGTH CHART		
GEAR RATIO	CHAIN LENGTH (LINKS)	STANDARD ON
11 / 27*	62	OPT.
14 / 25	62	Tundra II LT

OPT. = Optional

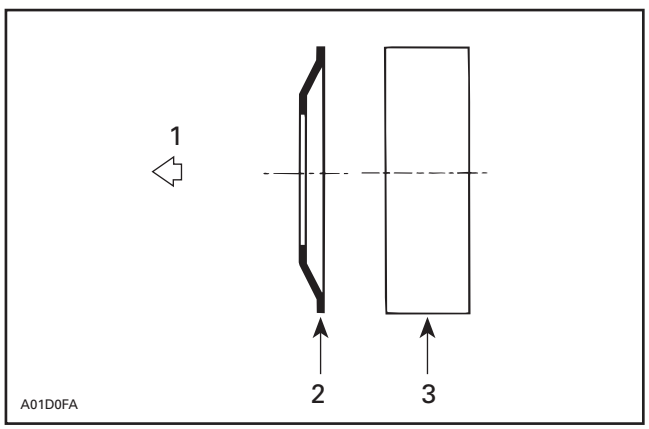
* Chaincase protector **no. 8** is mandatory with this sprocket.

▼ **CAUTION : Such modifications should only be performed by experienced mechanics since they can greatly affect vehicle performance.**

○ NOTE : For high altitude regions, the High Altitude Technical Booklet (P / N 484 0648 00 and P / N 484 0545 00 for binder) gives information about calibration according to altitude.

ASSEMBLY

Position oil deflector ring **no. 10** then sit bearing in chaincase aperture. Install spacer then the other bearing.



1. Toward chaincase
2. Oil deflector
3. Bearing

1, Oil Seal

Using an appropriate pusher, press new oil seal **no. 7** into chaincase hub. Oil seal must sit flush with case hub edge.

INSTALLATION

Reverse removal procedure. Pay particular attention to the following :

Torque castellated nut **no. 7** to 14 N•m (124 lbf•**in**), slacken then retorque to 0.5-2.5 N•m (5-22 lbf•**in**).

In case of a vehicle equipped with an 11 teeth sprocket, check the wear of protectors **no. 8**. Replace if required.

Grease new gasket **no. 20** with petroleum jelly, or other suitable product, and install gasket making sure gasket it does not shift from its correct position. Tighten bolts evenly.

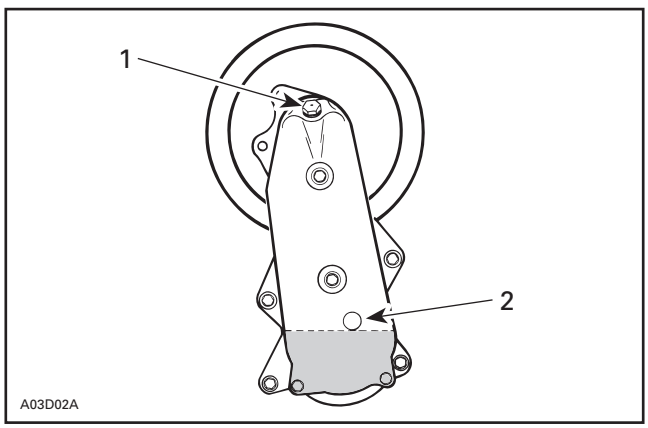
○ NOTE : Bottom pan has an emboss below chaincase housing to ease installation.

23, Chaincase Oil

Remove filler cap and pour 200 mL (7 fl. oz) of chaincase oil (P / N 413 8019 00) into chaincase.

○ NOTE : Chaincase oil capacity is 200 mL (7 fl. oz).

Check the oil level by removing the chaincase oil level plug.



1. Filler cap
2. Oil level plug

The oil should be leveled with the bottom of the oil level orifice.

Reinstall battery and connect cables on electric starting model.

▼ **CAUTION : Always connect positive RED cable first to prevent sparks.**

ADJUSTMENT

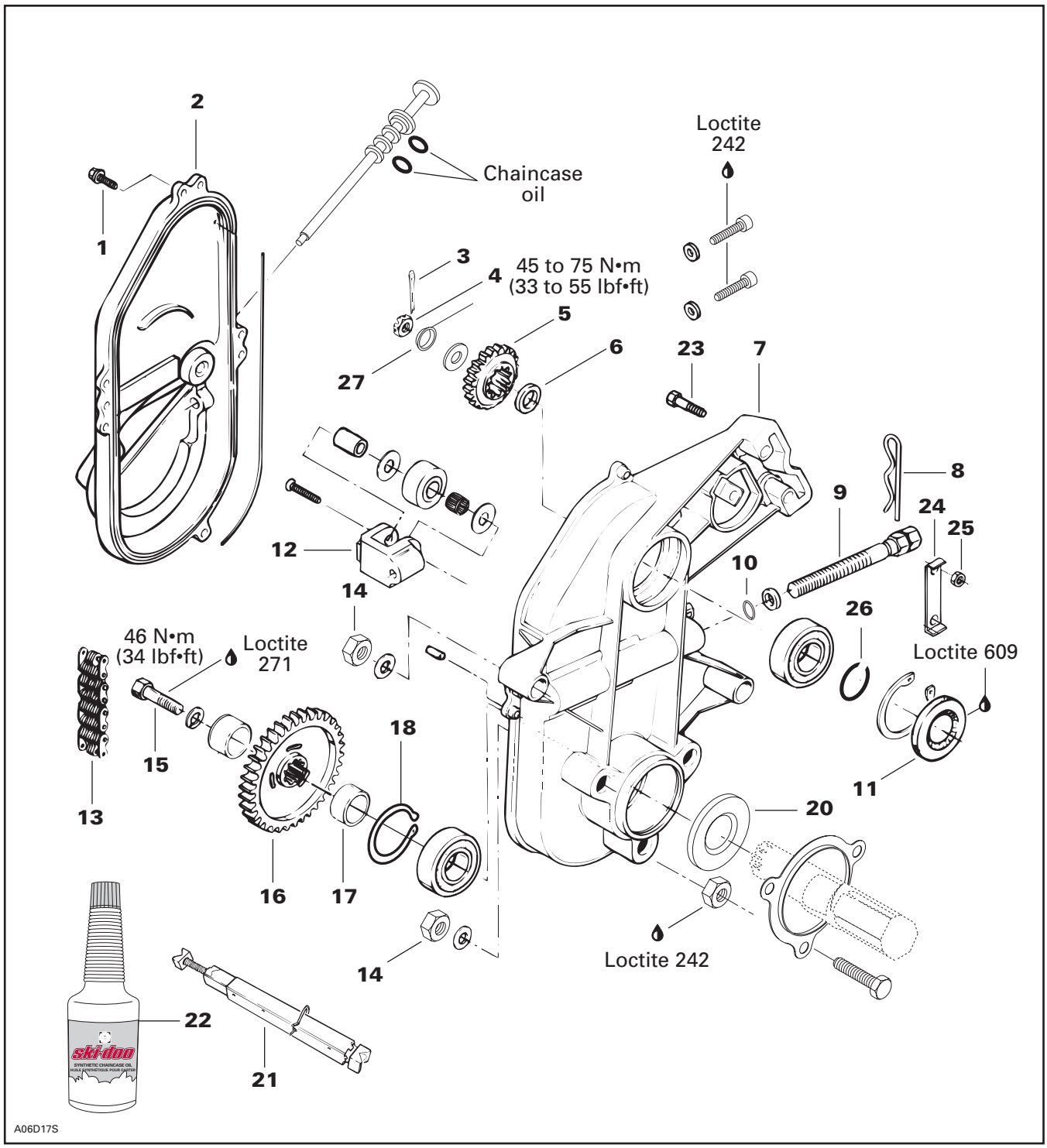
Pulley Alignment

Refer to PULLEY DISTANCE AND ALIGNMENT 04-05.

Track Tension and Alignment

Refer to TRACK 06-05.

S-Series Without Reverse Gear



REMOVAL

To remove chaincase proceed as follows.

Remove tuned exhaust pipe and muffler.

◆ WARNING : Never remove exhaust components when engine is hot.

Remove hair pin **no. 18**. Release drive chain tension by unscrewing tensioner adjustment screw.

Drain oil by removing chaincase cover **no. 2**.

3,4,5,6,13,16,17, Cotter Pin, Nut, Sprocket, Shim and Drive Chain

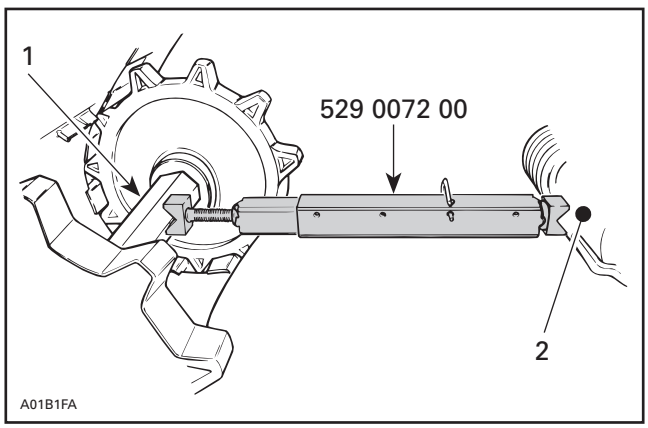
Remove cotter pin **no. 3**, nut **no. 4**, washer **no. 27** retaining upper sprocket **no. 5** and screw **no. 15** retaining lower sprocket **no. 16**. Pull sprockets and drive chain simultaneously. Remove shims **nos. 6** and **17**.

○ NOTE : Should countershaft removal be required, refer to BRAKE 04-06 then look for **Brake disc**.

Remove 5 nuts **no. 14**. Three nuts are behind the lower sprocket.

Unfold locking tab **no. 24**, unscrew nuts **no. 25** then remove caliper retaining screws **no. 23**.

Release track tension, use drive axle holder **no. 21** (P / N 529 0072 00).



TYPICAL

1. Drive axle
2. Suspension cross shaft

Pry out drive axle oil seal **no. 20** from chaincase.

Pull chaincase from drive axle and countershaft.

Using 2 large screwdrivers inserted between chaincase **no. 7** and frame, pry complete assembly from vehicle.

INSPECTION

Visually inspect the chain for cracked, damaged or missing links. Check for worn or defective bearings, sprockets and chain tensioner components.

◆ WARNING : If chain deflection is greater than 38 mm (1.5 in) (without chain tensioner), replace chain and check condition of sprockets.

GEAR RATIO MODIFICATION

For particular applications, the number of teeth of the sprockets can be increased or decreased on lower and upper sprockets.

Refer to TECHNICAL DATA 09-03 for gear ratios.

▼ CAUTION : Gear ratio modifications should only be performed by experienced mechanics since they can greatly affect vehicle performance.

○ NOTE : For high altitude regions, the High Altitude Technical Booklet (P / N 484 0648 00 and P / N 484 0545 00 for binder) gives information about calibration according to altitude.

INSTALLATION

Reverse removal procedure and pay attention to the following. Replace oil seals, gaskets and O-rings.

Refer to DRIVE AXLE 06-04 for drive axle axial play adjustment.

11, Oil Seal

Clean chaincase bore with Loctite Safety Solvent (P / N 413 708200) then apply Loctite 609 to oil seal mounting surface (outside).

Using an appropriate pusher, press the oil seal into chaincase hub. Oil seal must fit flush with the chaincase edge.

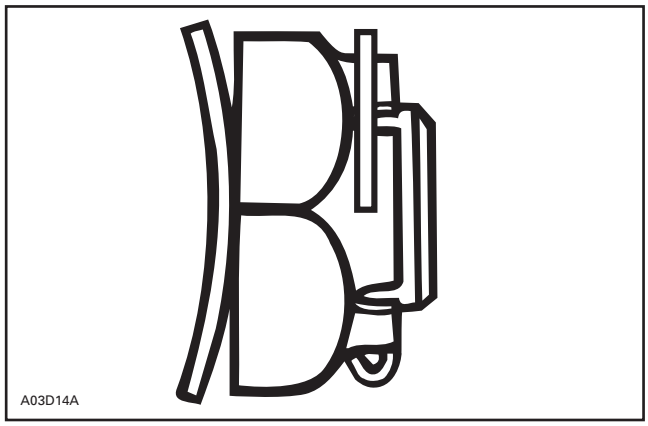
○ NOTE : Should installation procedure for countershaft be required, refer to BRAKE 04-06 then look for **Brake disc and Countershaft bearing adjustment.**

5,16, Sprockets

Position the sprockets with the writing facing the chaincase cover.

27, Conical Spring Washer

Install washer with its concave side towards drive pulley.



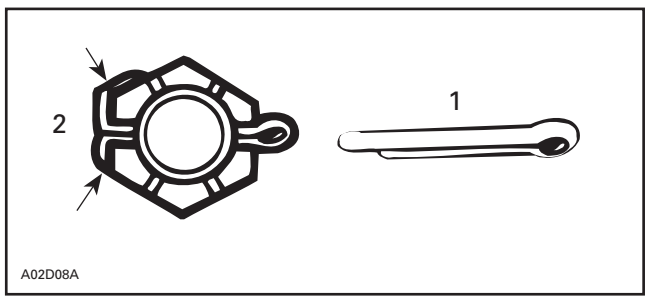
4, Upper Sprocket Castellated Nut

Torque to 45 to 90 N•m (33 to 66 lbf•ft).

Install new cotter pin in the position shown.

▼ CAUTION : When removing a cotter pin always replace with a new one.

▼ CAUTION : Cotter pin will rub on chaincase cover if installed otherwise.



1. New
2. Fold cotter pin over castellated nut flats only

18, Circlip

▼ CAUTION : It is of the utmost importance to install the circlip otherwise damage to the chaincase components may occur.

DRIVE CHAIN ADJUSTMENT

10, O-ring

Replace O-ring **no. 10** on tensioner adjustment screw. Fully tighten tensioner adjustment screw **by hand**, then back off only far enough for hair pin to engage in locking hole.

This initial adjustment should provide 3-5 mm (1/8-13/64 in) free-play when measured at the outer circumference of the brake disc.

▼ CAUTION : Free-play must not exceed 5 mm (13/64 in), readjust if necessary.

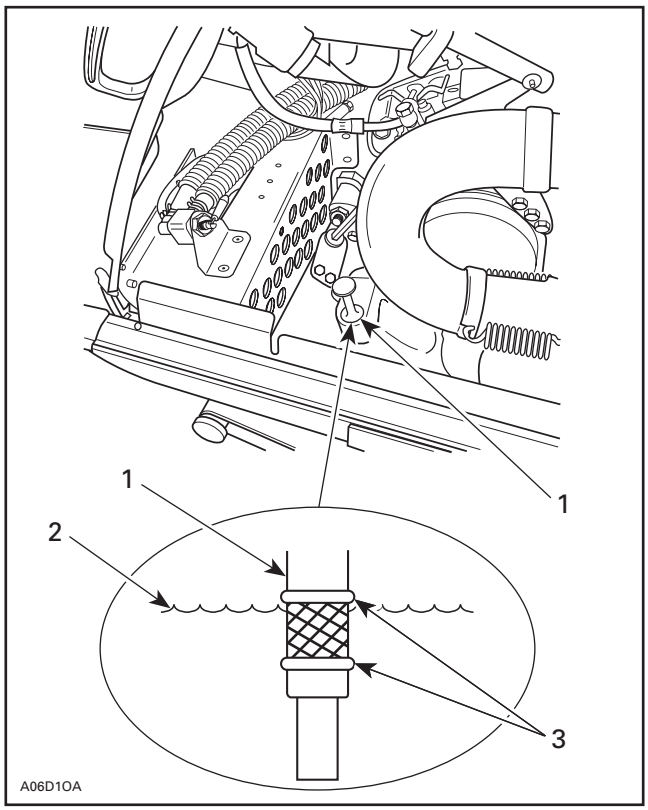
◆ WARNING : If the specified free-play is not reached with the tensioner screw fully tightened, replace chain and check the condition of sprockets.

22, Chaincase Oil

Pour 250 mL (8.5 fl. oz) of chaincase oil (P / N 413 8019 00) into chaincase.

○ NOTE : Chaincase oil capacity is 250 mL (8.5 fl. oz).

Check oil level with the dipstick **unscrewed** then add if required.



TYPICAL

1. Dipstick
2. Oil level
3. Level between marks

○ NOTE : Chaincase must be in its proper position when checking oil level.

ADJUSTMENT

Pulley Alignment

Refer to PULLEY DISTANCE AND ALIGNMENT 04-04.

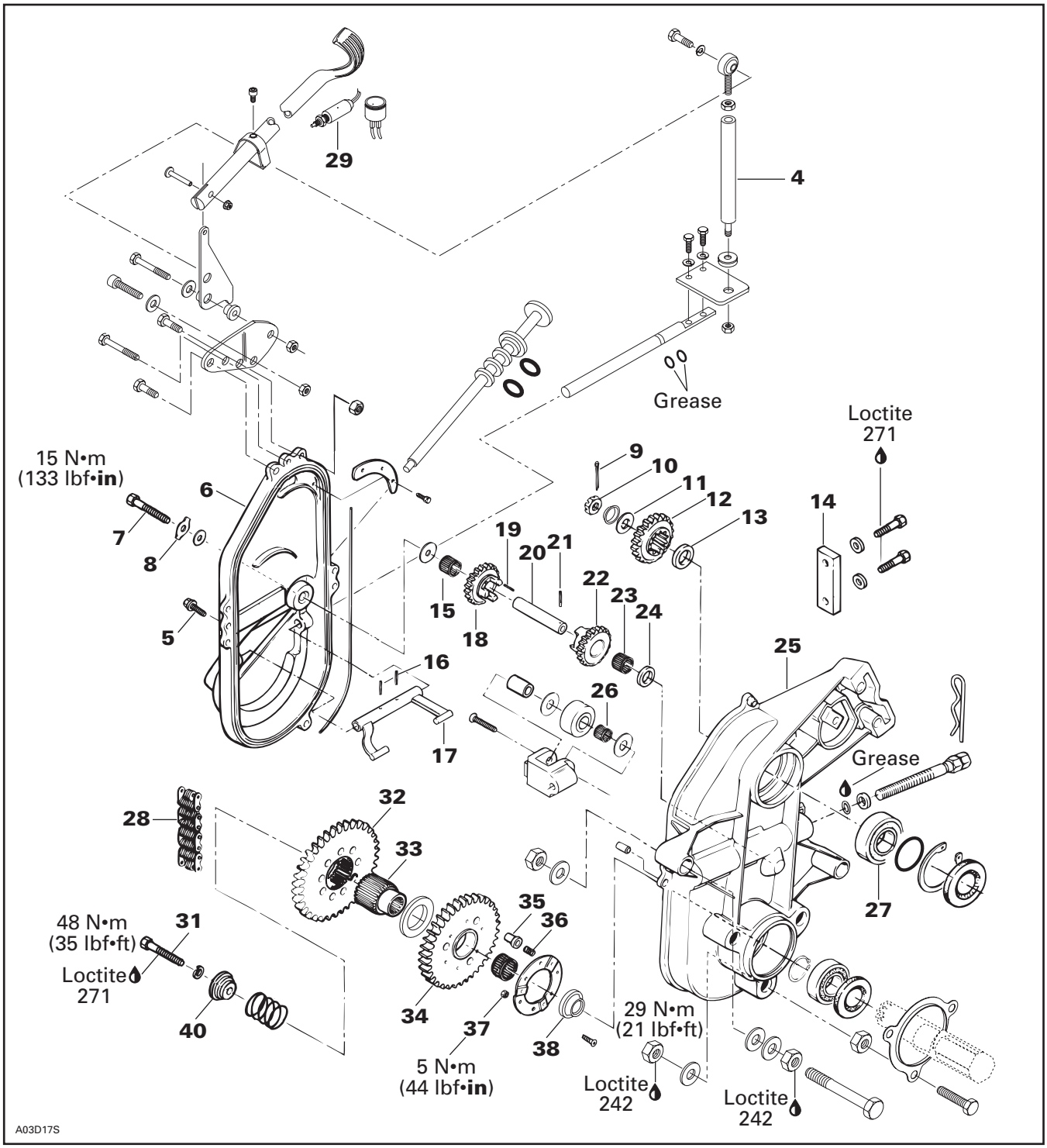
Track Tension and Alignment

Refer to TRACK 06-05.

GEARBOX

2-SPEED GEARBOX

Touring SLE and Skandic 380 / 500

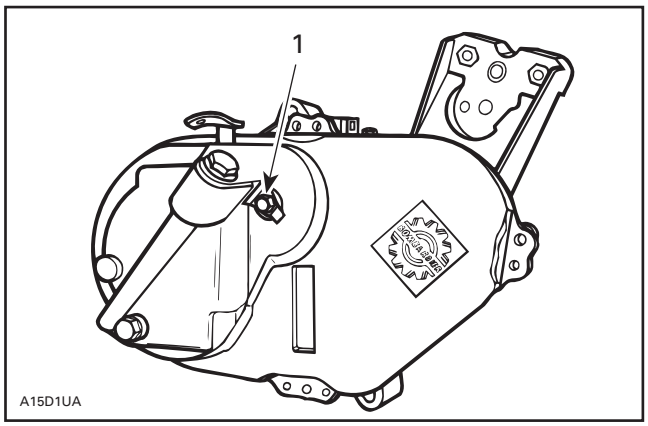


DISASSEMBLY

NOTE : It is possible to see the sliding gear in motion through oil gauge hole.

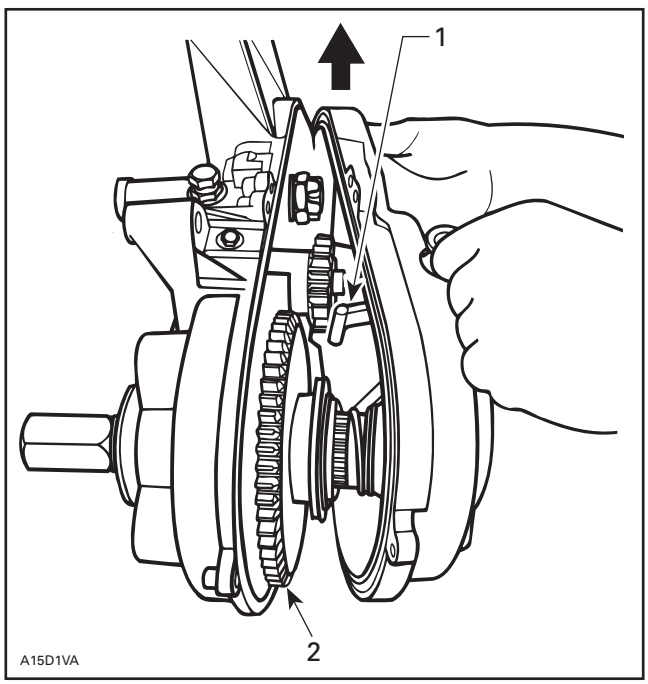
Unbolt gear shift linkage from shifter.

Unscrew cover screws **no. 5** as well as reverse axle screw **no. 7**.



1. Reverse axle screw

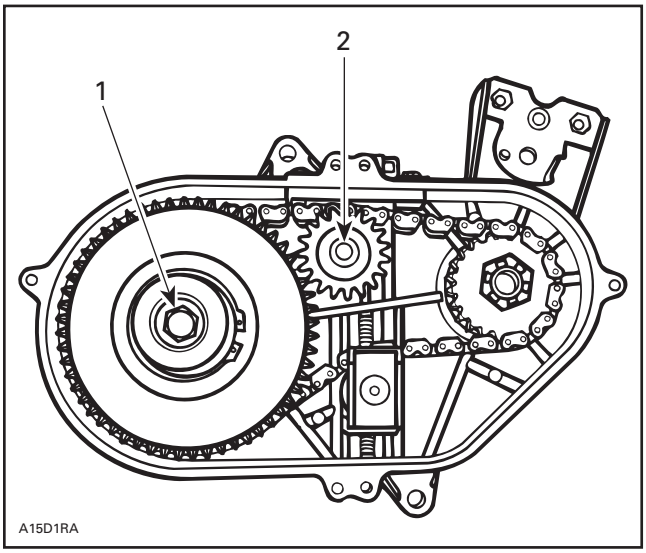
Separate cover **no. 6** from housing and move it toward the front in order to disengage fork from sliding gear.



1. Fork
2. Sliding gear

Slacken chain tension, unscrew sliding gear retaining screw **no. 31**, then remove sliding gear **no. 32**.

First remove 19-tooth reverse gear **no. 18** and then remove reverse axle **no. 20**.



1. Sliding gear screw
2. Reverse axle

Remove coupling shaft **no. 33**, 44-tooth sprocket **no. 34**, spacer **no. 38** and chain **no. 28**.

First unscrew castellated nut **no. 10**, then remove 22-tooth sprocket **no. 12**.

Force 2 spring pins **no. 16** out to disengage fork **no. 17** from its axle.

INSPECTION

14, Chain Slider

Replace slider if maximum wear is 1.0 mm (.039 in) at contact point.

Bearings

Check bearing condition. There must be no discoloration, missing rollers, broken cages, etc.

Sprockets and Gears

Check teeth.

ASSEMBLY

Reinstall drive shaft.

Reinstall gearbox housing.

NOTE : Adjustment screw can only be installed when housing is removed.

Do not reuse removed oil seals. Replace them by new ones.

Install drive axle with track then bearing and circlip in chaincase bore. Install spacer **no. 38** with its large outer diameter against sprocket, 44-tooth sprocket **no. 34**, coupling shaft **no. 33**, cap **no. 40** and screw **no. 31**.

Place a 25 cm (10-inch) rule against sprockets. Maximum allowable offset is 1 mm (.040 in).

a. If upper sprocket is too far in, possible causes are :

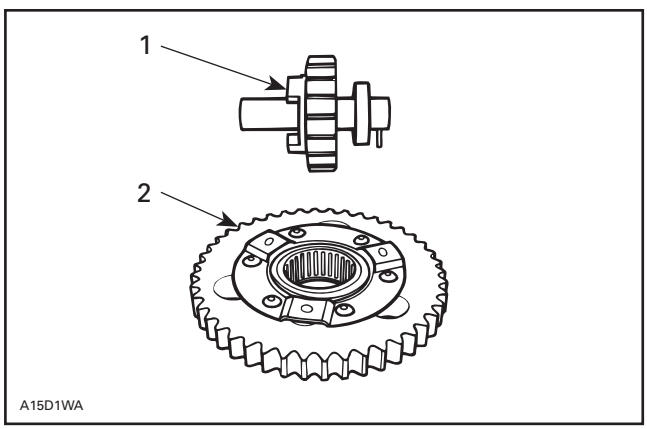
   1. Countershaft bearing on driven pulley side may be too far in. To check, pull out bearing using countershaft bearing remover (P / N 529 0301 00) then recheck sprocket alignment. Use bearing installer (P / N 529 0302 00) to reposition bearing. Bearing housing (triangle) must be against frame without preload.
   2. Add shim(s) between chaincase and frame and reposition bearing on driven pulley side accordingly.

b. If upper sprocket is too far out, check :

   If there are too many shims between chaincase and frame. Remove shims accordingly and reposition bearing on driven pulley side.

Press needle bearing in 44-tooth sprocket. Assemble drive pins **no. 35** and their spring **no. 36** on 44-tooth sprocket. Tighten nut **no. 37** to 5 N•m (44 lbf•**in**) in a criss-cross sequence.

Insert spring pin **no. 21** in reverse axle up to inside diameter. Press needle bearing in 19-tooth sprocket. Install ring **no. 24** and 19-tooth sprocket on reverse axle.



1. Reverse axle ass'y
2. Sliding gear ass'y

Install shim **no. 13**, 22-tooth sprocket (drive) **no. 12** and washer **no. 11** then tighten castellated nut **no. 10** and conical spring washer. Secure with a new cotter pin.

Install chain **no. 28**, 44-tooth sprocket **no. 34** and its spacer **no. 38**. Spacer's large outer diameter must be against sprocket. Insert coupling shaft **no. 32** in 44-tooth sprocket.

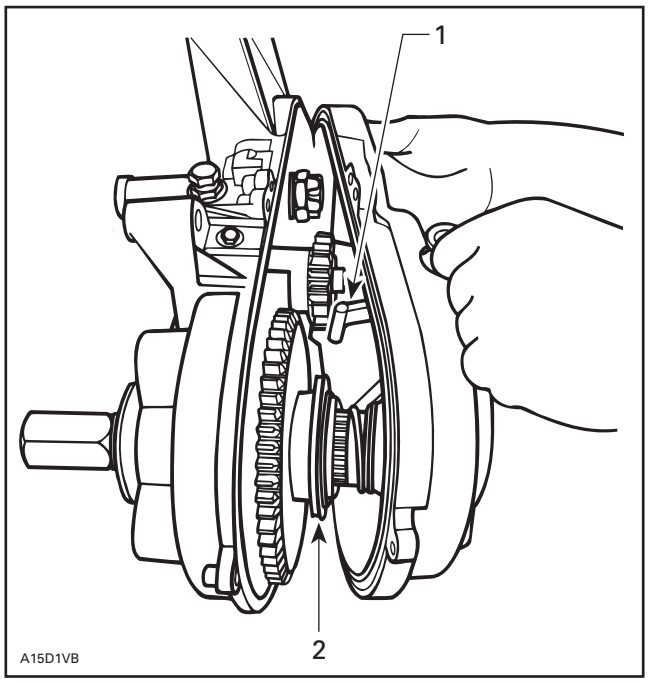
Install needle bearing **no. 15** (wider one) in reverse gear **no. 18**.

Install reverse axle **no. 20** (assembly) making sure to properly position spring pin in housing slot. Install alignment rod **no. 19**, reverse gear **no. 18** and spacer **no. 24**. Drive sprocket hole and driven gear hole must be aligned to insert alignment rod.

Mount chain tensioner (assembly) to adjustment screw already fixed to gearbox. Assemble fork **no. 17** to axle using spring pins **no. 16**. Apply grease on O-rings.

6, Cover

Join cover (assembly) to housing. Make sure fork tabs are behind sliding sprocket thrust washer.



1. Fork tabs
2. Thrust washer

▼ CAUTION : Gearbox cover must completely lay against housing.

5,7,8, Screws and Locking Tab

Tighten screws in a criss-cross sequence starting with the one above reverse axle. Install reverse axle screw and bend locking tab against screw head flat. Bolt shift linkage to shifter.

ADJUSTMENT

28, Chain

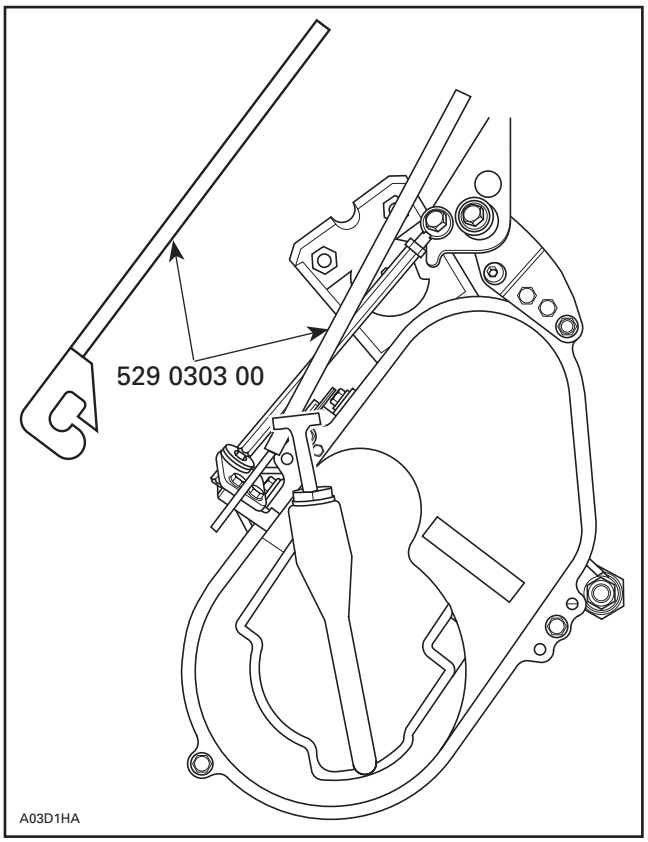
Fully tighten adjustment screw by hand, then back off only far enough for hair pin to engage in locking hole.

4, Gear Shift Linkage

1. Check proper fit of handle in console.
2. Shift into reverse gear.

NOTE : If it is impossible to shift into reverse gear, shorten tie-rod and try again. If it is still impossible, check if the fork engages in the sliding gear or disassemble the cover to inspect components.

3. Completely slacken ball joint lock nut on the gear shift linkage.
4. Using tool (P / N 529 0303 00) to push and hold down tie-rod plate to make sure transmission is in reverse gear. Pull shifter handle in reverse position making sure all slack is removed. Lengthen tie-rod until it contacts the rubber washer then add an additional turn.

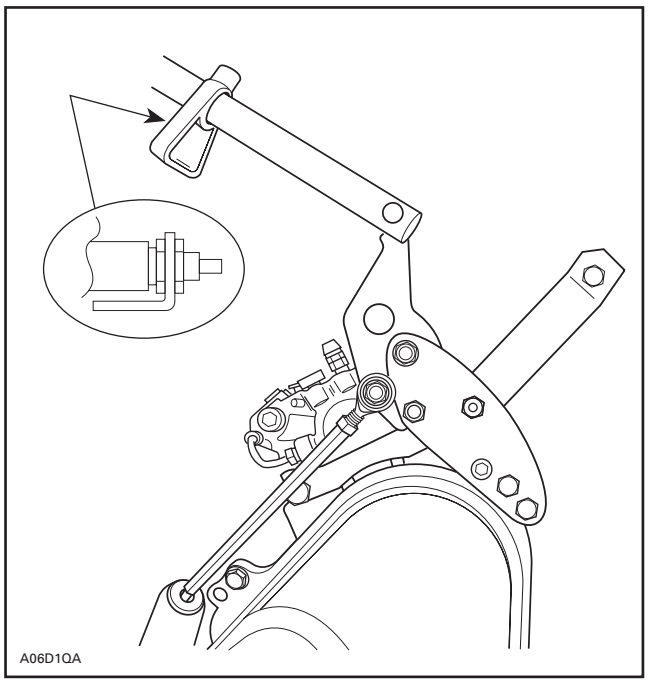


NOTE : It is normal to feel a light friction when shifting into gear.

5. Statically test transmission operation in forward and reverse positions.
6. Hold linkage and tighten ball joint jam nut.

29, Alarm Switch

Adjust backup alarm so that it sounds when transmission is in reverse gear while engine is running.



OIL CHANGE

Place a container under bottom pan (gearbox side).

Unbolt gear shift linkage from fork axle. Unbolt and remove cover by separating it from housing and by moving it toward the front in order to release fork from sliding sprocket.

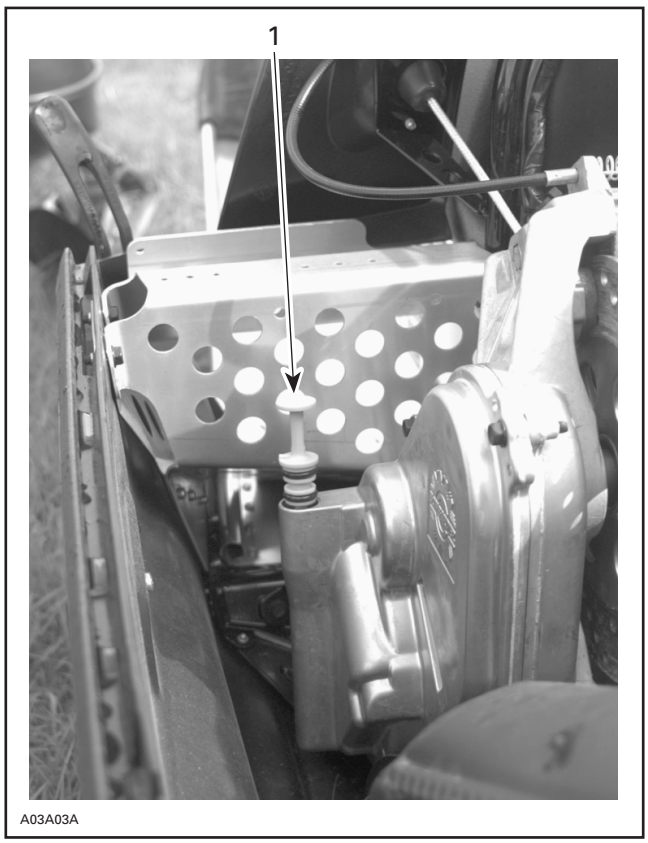
Clean cover interior.

NOTE : It is normal to find metallic particles stuck to dipstick magnet. If bigger pieces of metal are found, disassemble and check all parts.

Reinstall cover as previously described during assembly.

Fill housing with chaincase oil (P / N 413 8019 00). Oil capacity is 250 mL (8.5 oz).

Check oil level with dipstick. With dipstick unscrewed, oil level must be between MIN. and MAX. marks.



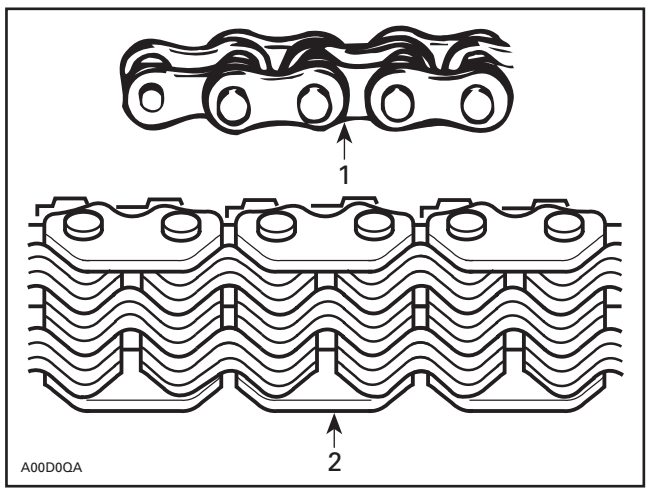
1. Dipstick

Shifter can be put in reverse position to ease removal of dipstick.

DRIVE CHAIN

GENERAL

Bombardier drive chains exist in 2 types, for proper use refer to TECHNICAL DATA 09-03.



1. 1/2 in single
2. 3/8 in silent chain

SILENT CHAIN

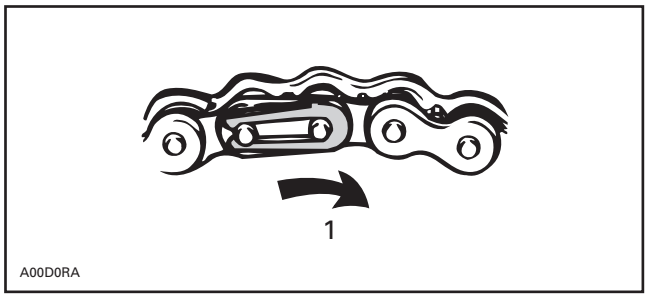
For 1997 there are 2 types of silent chain. One is 11-plate wide and the other (stronger) is 13-plate wide. Do not interchange sprockets. Fit chain on sprockets to make sure using right ones according to width. Refer to TECHNICAL DATA 09-03.

NOTE : No work (separation, lengthening) can be done on the silent chain type.

CHAIN ATTACHMENT

When joining chain ends, the open end of the circlip must be on opposite side of chain rotation. The circlip should also be facing the outer side of chaincase.

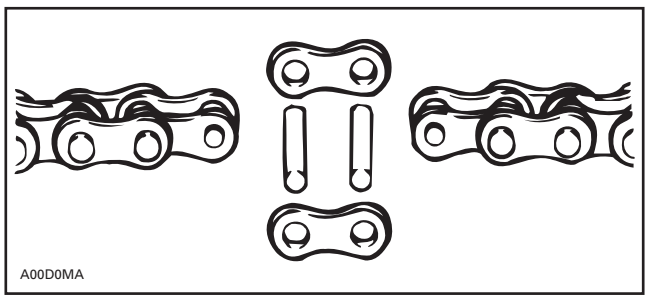
WARNING : Always ensure that the connecting link circlip is in good condition and is properly secured.



TYPICAL
1. Rotation

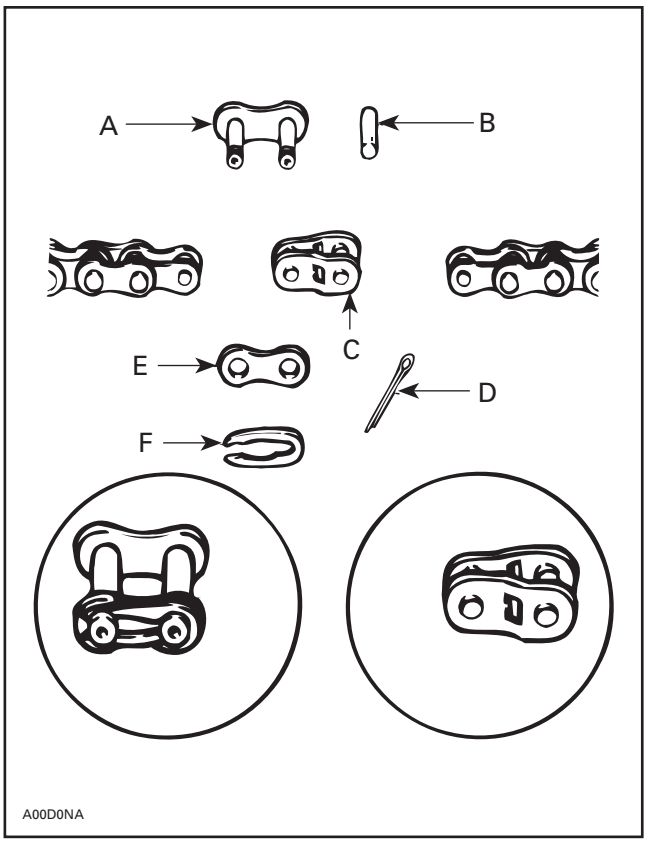
CHAIN SEPARATION

When separating an endless chain, always use a chain bearing pin extractor. Also, make sure to remove one complete link.



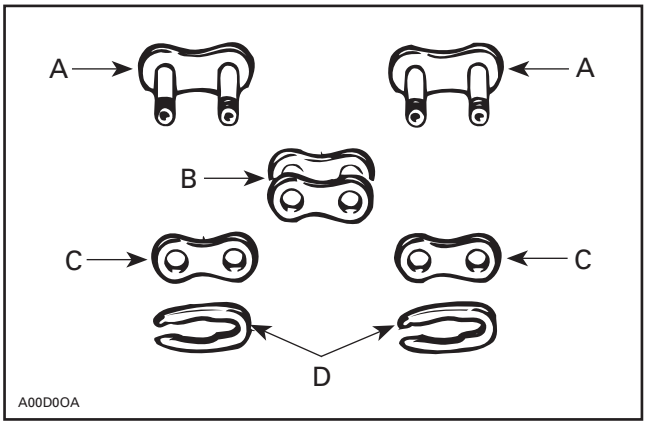
NOTE : Chain connecting link should only be used to lengthen or shorten a chain when changing the number of teeth of sprocket(s). A stretched chain must never be shortened because the chain pitch has changed (increased) and will not properly match the sprocket pitch, causing premature wear.

NOTE : Refer to TECHNICAL DATA 09-03, for chain length according to gear ratio of each specific vehicle.



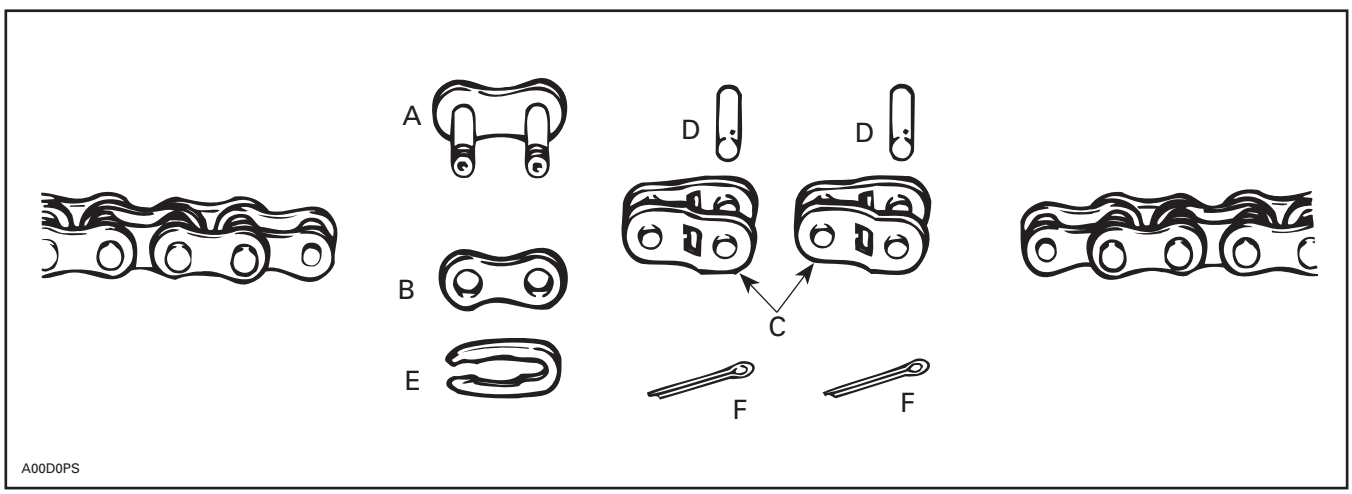
LENGTHENING 1/2 LINK

A. Connecting link
B. Link pin
C. Cranked link
D. Cotter pin
E. Outer link
F. Circlip



LENGTHENING 1 LINK

A. Connecting link
B. Inner link
C. Outer link
D. Circlip



LENGTHENING 1-1/2 LINK

A. Connecting link
B. Outer link
C. Cranked link
D. Link pin
E. Circlip
F. Cotter pin

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WIRING DIAGRAMS

MODEL	WIRING DIAGRAM PAGE	HEADLIGHT (watt)	TAILLIGHT (watt)	ELECTRICAL SYSTEM OUTPUT (watt)
Tundra II LT	Annex 1	60/55 hal.	8/27	160
Formula S / SL, Skandic 380 / 500	Annex 2	60/55 hal.	8/27	240
Touring E / E LT / LE / SLE	Annex 3	60/55 hal.	8/27	240

hal. = halogen

CHART CODES

Wiring Color Code

The first color of a wire is the main color, second color is the stripe.

Example: YL/BK is a YELLOW wire with a BLACK stripe.

COLOR CODE	
BK – BLACK WH – WHITE RD – RED BL – BLUE YL – YELLOW	GN – GREEN GY – GREY VI – VIOLET OR – ORANGE BR – BROWN

Following table shows wire colors related to electrical circuits.

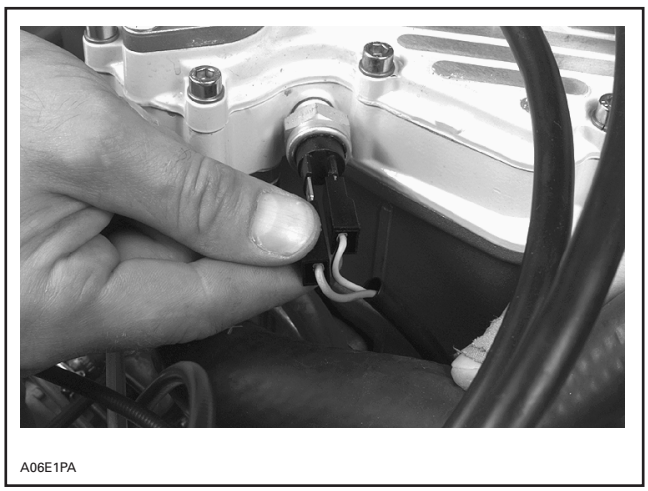
WIRE COLORS	ELECTRICAL CIRCUIT	ADDITIONAL INFORMATION
BLACK / YELLOW	ENGINE SHUT OFF – Key switch – Tether cord switch – Emergency switch	Must be grounded to stop engine.
BLACK (small)	Ground for shut off	
BLACK (Big)	Ground for starter (–)	
YELLOW YELLOW / BLACK	12 volts (A.C.)	If shorted, magneto stops producing electricity.
RED	12 volts (D.C.) (+) For starter motor	
RED / GREEN	12 volts (D.C.) (+) For starter solenoid	
RED / BLUE	12 volts (D.C.) (+) Rectifier output	
GREY	12 volts (A.C.) High beam	Current returns by YELLOW / BLACK wire connected to headlamp.
VIOLET / GREY	12 volts (A.C.) Low beam	
WHITE	12 volts (A.C.) Brake light	Current returns by YELLOW / BLACK wire connected to taillight.
WHITE / RED	12 volts (A.C.) Low oil level	Current returns by YELLOW / BLACK wire connected to oil level sensor.
BLUE	12 volts (A.C.) Fuel level indicator	Current returns by YELLOW wire connected to fuel level sensor.
ORANGE	12 volts (A.C.) Heated grips (max.)	Current returns by YELLOW / BLACK wire connected to heating elements.
ORANGE / VIOLET	12 volts (A.C.) Heated grips (min.)	
BROWN	12 volts (A.C.) Heated throttle lever (max.)	
BROWN / YELLOW	12 volts (A.C.) Heated throttle lever (min.)	
GREEN	12 volts (A.C.) Temperature gauge	Current returns by YELLOW wire connected to sensor.
VIOLET	12 volts (A.C.) Engine overheating light.	

Connector Location

Connectors on wiring diagrams carry the letter C followed by a number. Use this code with wiring diagram legend to find connector location on vehicle.

UNPLUGING CONNECTORS

Always unplug connectors by pulling on housing not on wire.

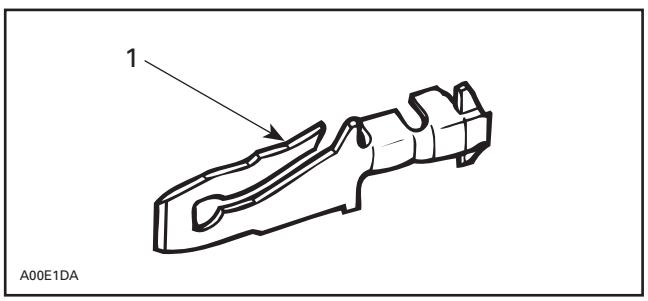


TYPICAL

TAB AND RECEPTACLE CONNECTORS REMOVAL

Tab Connector

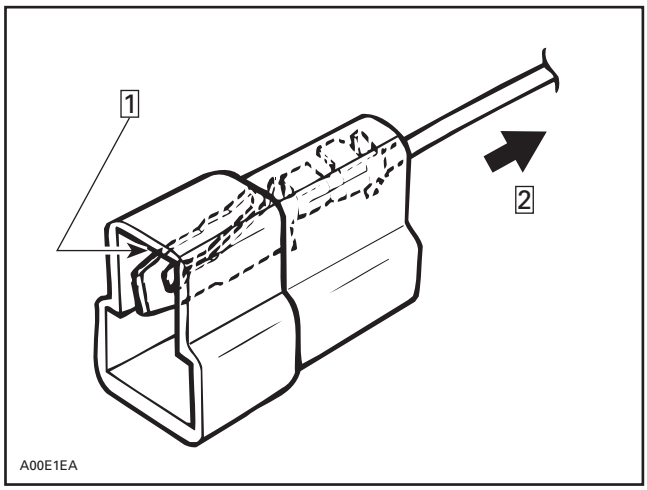
It is locked in its housing by a spring tab on its side. Removal is done by squeezing this tab.



TAB CONNECTOR
1. Locking tab

To remove:

– Insert a screwdriver or Snap-on TT 600-5 from opposite side of wire and pry locking tab.
– While holding locking tab pried, pull connector toward wire side.

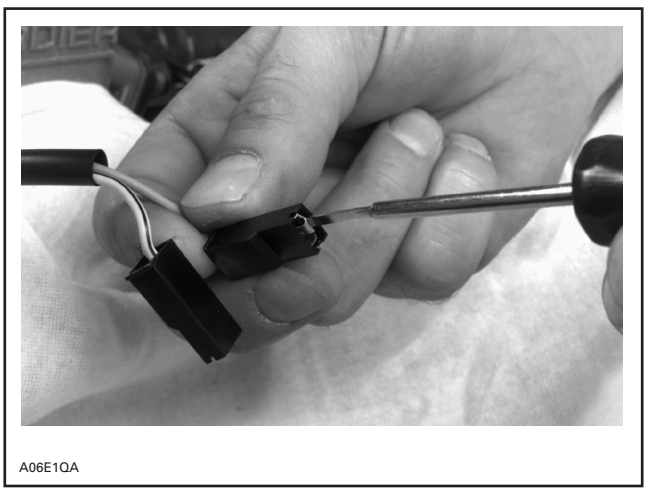


Step 1 : Pull this side
Step 2 : Insert screwdriver here

Locking Receptacle Connector

To remove:

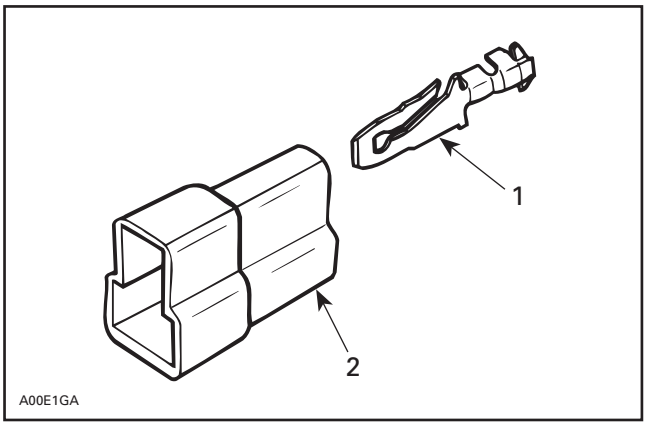
– Insert tool Snap-on TT 600-5 in access opening then pull housing toward wire side.



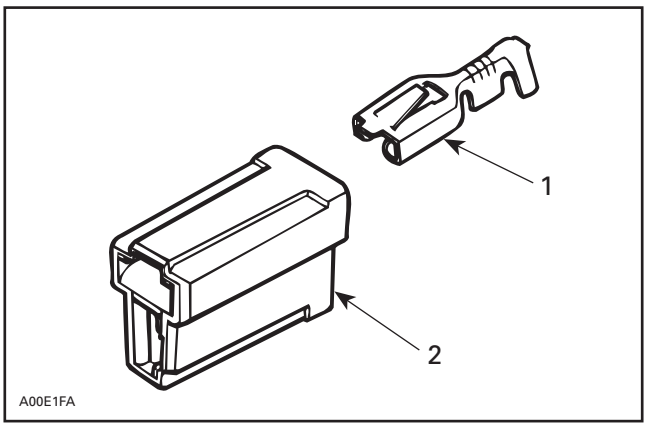
TAB AND RECEPTACLE CONNECTORS INSTALLATION

Prior to installing, make sure locking tab is sufficiently lifted to properly lock.

Insert tab and receptacle connectors in their respective housings as shown in following illustrations. Push sufficiently so that they snap. Try pulling wire to ensure they are properly locked.



1. Tab
2. Housing



TYPICAL
1. Receptacle
2. Housing

ACCESSORIES INSTALLATION

On all **electric start models:** The direct current (DC) utilizes the snowmobile frame as ground "wire" while all alternating current (AC) consumers (lights, heated grips, fuel gauge, etc.) utilize a separate ground wire.

Never interconnect AC and DC grounds as an AC voltage drop will result. When installing accessories on **any** snowmobile, connect their wires directly to the YELLOW and YELLOW / BLACK lighting coil wires.

Even if **manual start models** have an AC ground to the chassis (on voltage regulator), all accessories utilize a ground wire isolated from chassis. When an electric starter kit is installed, the voltage regulator and its ground wire are replaced by a voltage rectifier / regulator unit permitting a completely isolated AC circuit.

◆ **WARNING : Never secure electrical wires / cables with fuel lines. Keep wires away from any rotating, moving, heating, vibrating or sharp edge. Use proper fastening devices as required.**

IGNITION TIMING

NIPPONDENSO CDI SYSTEM (WITHOUT TRIGGER COIL)

277 Engine Type

The 277 engine type uses a single coil ignition system. Refer to CDI SYSTEM 03-05 for more informations.

This section is mainly divided in 2 parts, the first one using a Top Dead Center gauge to verify the magneto flywheel timing mark position. The second one using a stroboscopic timing light to check ignition timing.

Flywheel timing mark position verification is required to:

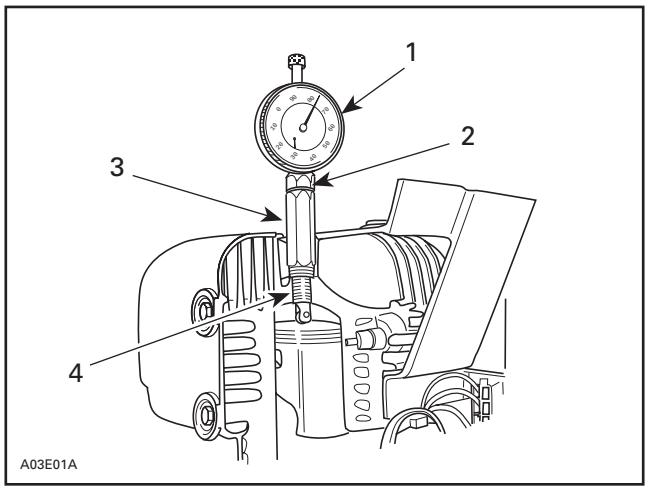
1. Troubleshoot a missing or broken magneto flywheel Woodruff key.
2. Troubleshoot a magneto flywheel corresponding to a different engine type.
3. Scribe the timing mark on a new service magneto flywheel.

Always verify magneto flywheel timing mark position before checking ignition timing.

Verifying Magneto Flywheel Timing Mark Position.

1. Disconnect spark plug wire and remove spark plug.
2. Install and adjust TDC gauge on engine as follows:

– Rotate magneto flywheel clockwise until piston is just Before Top Dead Center.



1. Outer ring
2. Adaptor lock nut
3. Roller lock nut
4. Adaptor

– Loosen adaptor lock nut then holding gauge with dial face toward magneto, screw adaptor in spark plug hole.

– Slide gauge far enough into adaptor to obtain a reading then finger tighten adaptor lock nut.

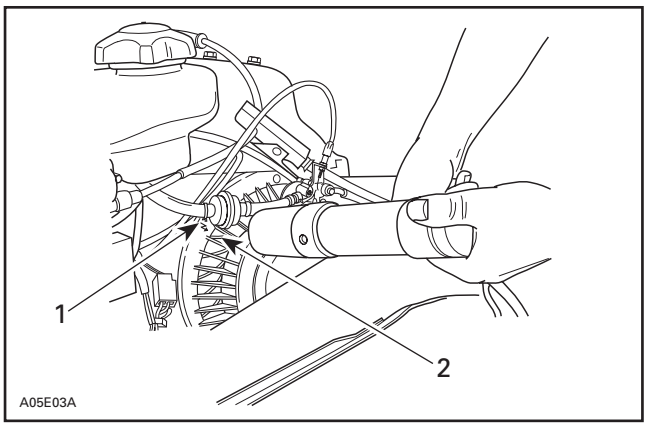
– Rotate magneto flywheel clockwise until piston is at Top Dead Center.

– Unlock outer ring of dial and turn it until "0" (zero) on dial aligns with pointer.

– Lock outer ring in position.

3. From this point, rotate magneto flywheel back 1/4 turn then rotate it clockwise to reach the specified position. Refer to TECHNICAL DATA 09-02.

Check if yellow fin aligns with mark on fan cowl.



1. Fan cowl timing mark
2. Yellow fin

If marks do not align, there is something wrong with fan mounting. Check Woodruff key and fan.

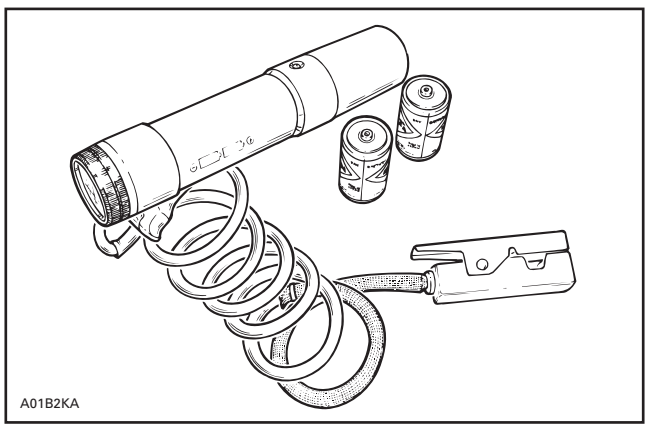
▼ CAUTION : Always check the timing with a stroboscopic timing light at 6000 RPM after the marks have been checked.

Checking Ignition Timing

○ NOTE : To perform this procedure we strongly recommend a stroboscopic timing light which is able to exceed 6000 RPM.

To check ignition timing, use a timing light (P/N 529 0092 00).

○ NOTE : This timing light is battery powered (2 alkaline batteries, type C) and therefore needs no auxiliary power supply. If a different timing light requiring auxiliary power supply is used on manual start models, use a separate battery to power timing light.

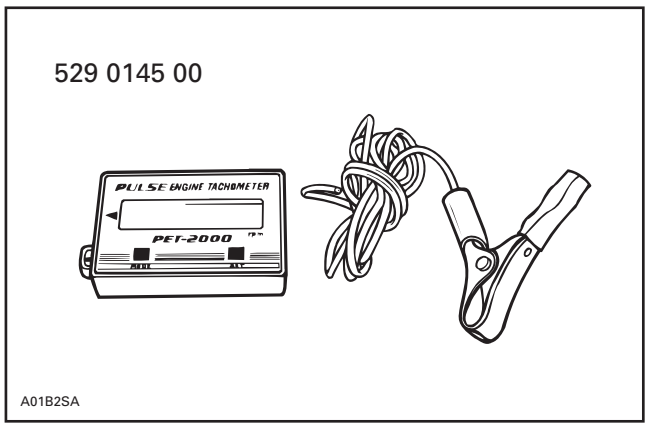


TIMING LIGHT (P/N 529 0092 00)

The ignition components are affected by temperature variation, therefore, timing must be checked when engine is cold, after idling for a MAXIMUM of 20 seconds.

○ NOTE : On applicable models, turn heating grips off prior to checking ignition timing.

1. Connect timing light pick-up to the spark plug lead. Use a digital induction type tachometer (P/N 529 0145 00).

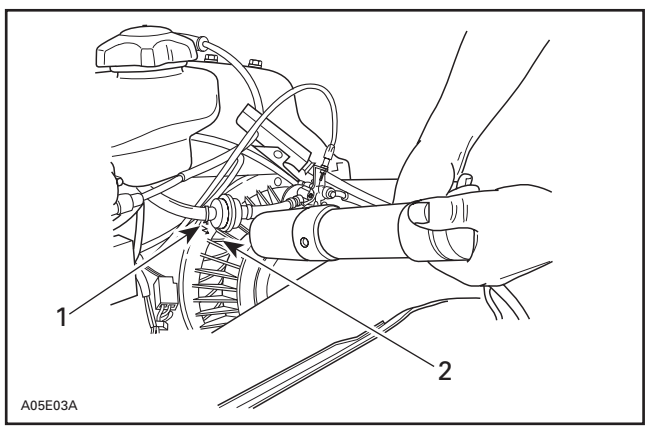


TACHOMETER (P/N 529 0145 00)

Connect tachometer wire to spark plug wire or aim tachometer toward spark plug wire without using any connection wire.

◆ WARNING : Place ski tips against a wall, raise rear of vehicle on a stand so that track does not contact the ground. Do not allow anyone in front or behind the vehicle while engine is running. Keep clear of track and do not wear loose clothing which can get caught in moving parts.

2. Start the engine and point timing light straight in line with the fan cowl timing mark. Bring engine to 6000 RPM for a brief instant.



1. Fan cowl timing mark
2. Yellow fin

3. Check if the yellow fin aligns with the fan cowl timing mark. Tolerance is 1°.

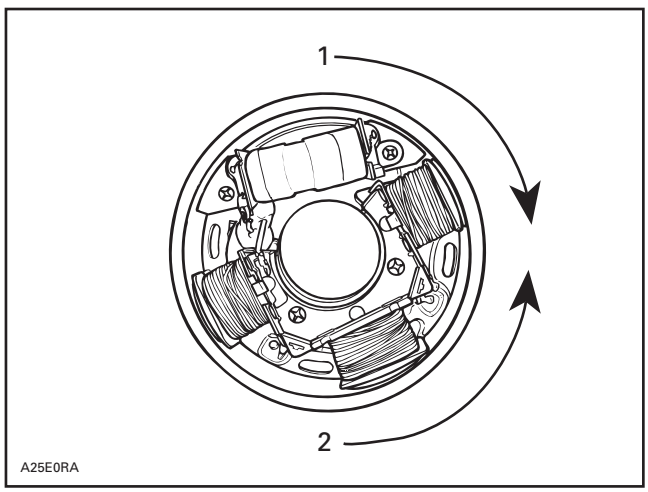
NOTE : On the NIPPONDENSO ignition system, timing advance decreases as engine speed increases. When marks are aligned at 6000 RPM, spark occurrence is still Before Top Dead Center.

If the yellow fin aligns with the fan cowl timing mark, timing is correct.

If timing adjustment is required, rewind starter and starter pulley have to be removed. For removal procedure, refer to CDI SYSTEM 03-05.

IGNITION TIMING ADJUSTMENT

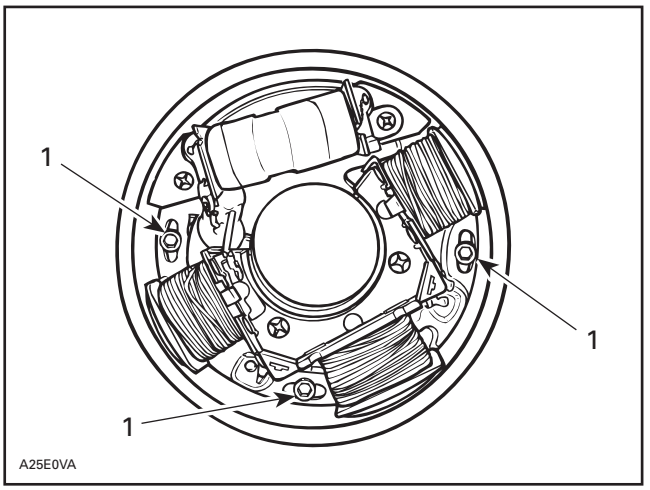
Timing is performed by moving armature plate, clockwise to retard spark occurrence, counterclockwise to advance.



TYPICAL

1. *To retard*
2. *To advance*

To adjust, loosen 3 armature plate retaining screws and lightly rotate armature plate in proper direction.

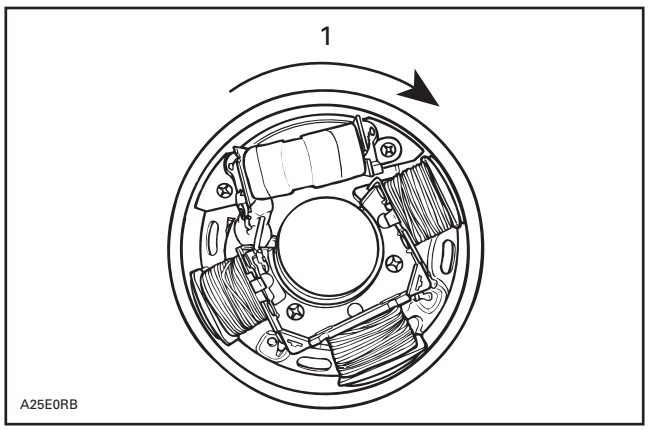


1. *Retaining screws*

Refer to the difference between the fan cowl timing mark and the yellow fin to determine the amount of rotation.

When the yellow fin is on **left** side of fan cowl timing mark, it indicates too **advanced** timing.

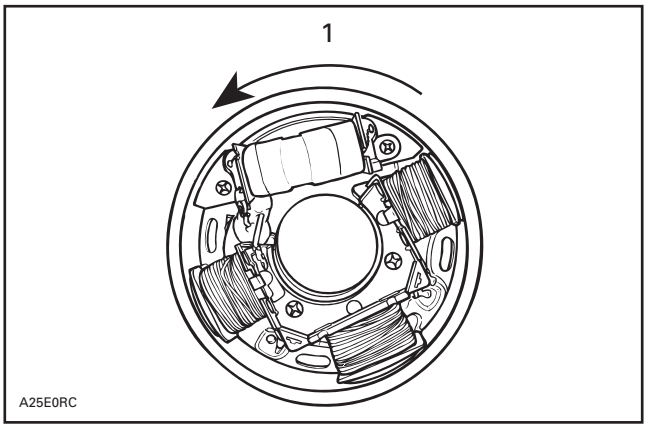
In this case, turn armature plate clockwise.



1. *Turn clockwise to retard*

When the yellow fin is on **right** side of fan cowl timing mark, it indicates **retarded timing**.

In this case, turn armature plate counterclockwise.



1. Turn counterclockwise to advance

After adjustment, tighten armature plate retaining screws.

▼CAUTION : Make sure armature plate screws are well secured. Armature plate screws must have medium strength thread-locker (P/N 413 7030 00) applied before tightening.

Reinstall removed parts.

Recheck ignition timing (make sure engine is cold).

DUCATI CDI SYSTEM

377, 443 and 503 Engine Types

Proper ignition timing is determined by trigger coil position.

If for any reason, ignition timing accuracy is suspected, it can be verified as follows.

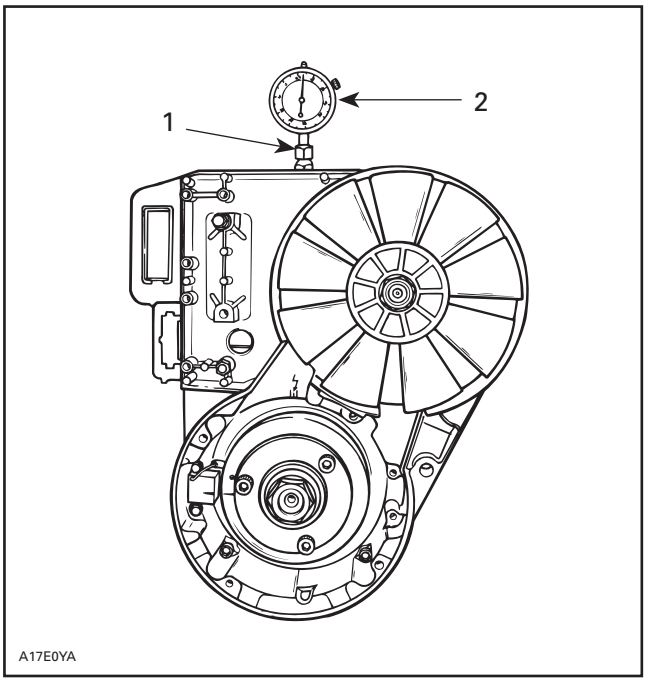
Verifying Magneto Flywheel Timing Mark Position

Prior to checking the timing, it may be necessary to verify the position of the timing mark on the magneto flywheel, for the following reasons:

1. To detect a missing or broken magneto flywheel Woodruff key which would allow a change of timing to occur, with eventual break down of the engine.
2. To correctly locate and mark a timing mark on a new service magneto flywheel.
3. To verify the correct location of the factory timing mark.
4. To detect a wrong magneto flywheel.

To verify the position of the timing mark on the magneto flywheel, proceed as follows:

1. Clean the area around the spark plugs, and remove them.
2. Remove the rewind starter from the engine.
3. Install the TDC gauge in the spark plug hole, (magneto/generator side) and adjust as follows:
   a. Position the magneto flywheel at approximately TDC.



INSTALLATION OF TDC GAUGE

1. Gauge on MAG side cylinder
2. Adaptor lock nut

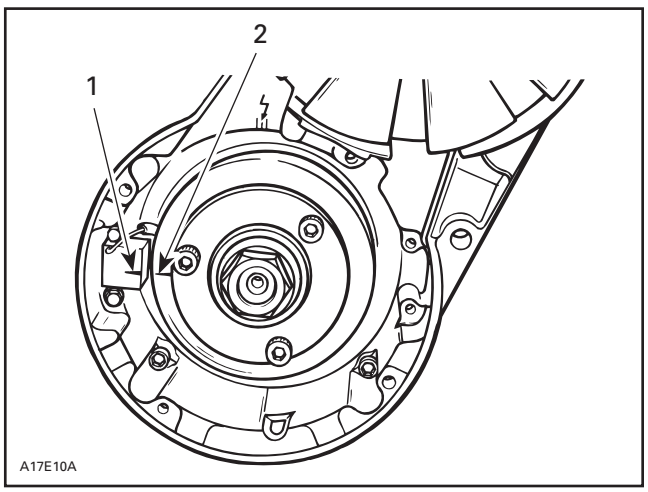
   b. Assemble the gauge to the adaptor and tighten the roller lock nut. Do not tighten the adaptor lock nut.
   c. Screw the adaptor into the spark plug hole and tighten to prevent movement in the plug hole.
   d. Position the dial face toward the magneto/generator. Move the gauge down until the needle just begins to move, then move down a further 5 or 6 mm (approximately 1/4 in). Tighten adaptor lock nut by hand.
4. Locate the piston TDC position as follows :
   a. Slowly rotate the magneto flywheel back and forth across TDC while observing the needle. Note that the needle stops moving only as the piston is changing direction.
   b. Rotate the dial face so that "0" is in line with the needle when it stops moving.
   c. Again, slowly rotate the magneto flywheel back and forth across TDC and adjust the dial face to "0", until the needle always stops exactly at "0" before changing direction.
   d. "0" now indicates exact TDC.
5. Verify the position of the timing mark on the magneto flywheel as follows :

NOTE : When checking timing, certain procedures require that the magneto flywheel be turned in a clockwise direction, viewed facing the magneto/generator. If it is necessary to turn back (counterclockwise) for any reason, rotate the magneto flywheel at least one-quarter turn counterclockwise, and then rotate it clockwise. The last magneto flywheel movement when making a critical check must always be in a clockwise direction, to ensure that the slack in engine moving parts is taken-up.

a. Rotate the magneto flywheel counterclockwise, one-quarter turn then carefully rotate it clockwise until the needle indicates the specified measurement. Refer to 09-02 TECHNICAL DATA.

b. Verify that the magneto flywheel mark perfectly aligns with the mark on the trigger coil, refer to illustration.

c. If the marks do not align, check magneto flywheel and trigger coil part numbers and check Woodruff key condition. If all parts are the appropriate ones and if Woodruff key is in good condition, continue the procedure.



1. Trigger coil mark
2. Magneto flywheel mark

NOTE : These marks cannot be used to check dynamic (with engine running) ignition timing with a timing light: a new mark must be scribed on magneto flywheel for this purpose.

6. Scribe a new mark on magneto flywheel as follows.

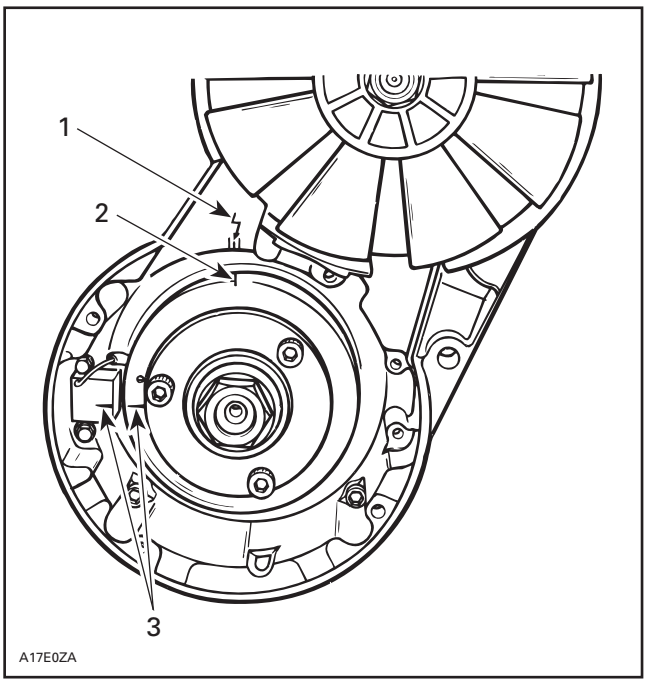
a. Remove the fan cover from the engine.

b. Maintain magneto flywheel so that previous marks remain aligned.

c. Scribe or punch a mark on magneto flywheel so that it perfectly aligns with the arrow on crankcase, refer to illustration. This new timing mark should be used for future timing checks (dynamic timing).

d. Reinstall rewind starter.

e. Check the timing with a timing light.



1. Crankcase arrow
2. Scribe a mark here
3. Maintain verified timing marks aligned (static timing)

Checking Ignition Timing

Use timing light (P/N 529 0092 00).

To check the ignition timing, refer to illustration and proceed as follows:

NOTE : Engine should be cold when checking timing. Do not idle engine for more than 20 seconds and make checks quickly.

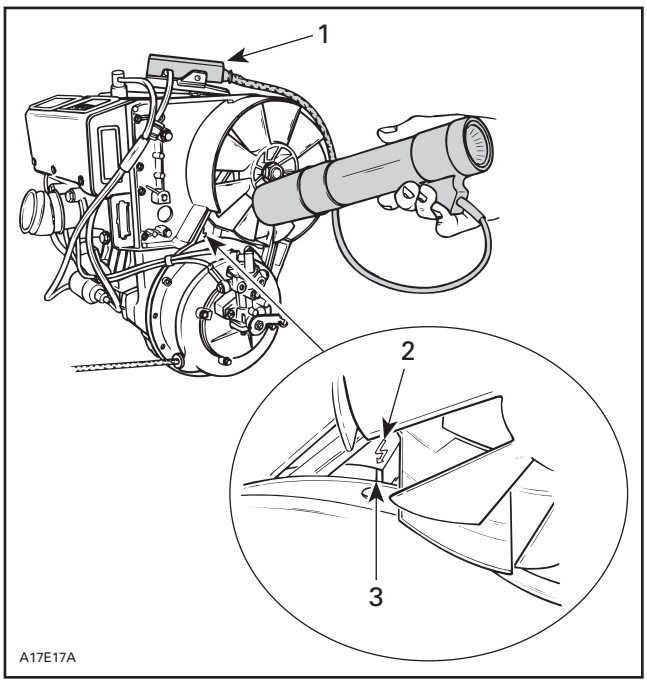
◆ **WARNING : Place ski tips against a wall, raise rear of vehicle on a stand, so that track does not contact the ground. Do not allow anyone in front of or behind the vehicle while engine is running. Keep clear of track and do not wear loose clothing which can get caught in moving parts.**

1. Connect the timing light pick-up to a spark plug cable and the power connections to the battery.

NOTE : To avoid an incorrect reading due to parallax, view the magneto flywheel and the crankcase timing marks in a straight line.

2. Start the engine and raise the engine speed at least to 2000 RPM while observing the timing marks, refer to illustration. The magneto flywheel mark scribed previously and the crankcase arrow should be perfectly aligned. If the marks do not align, a faulty trigger coil (check proper grounding of coil) or a faulty CDI module could be the cause : substitute one part at a time and recheck timing marks (check connectors condition prior to substituting any part).

NOTE : Ignition timing may be verified when engine speed is anywhere within 2000-6000 RPM.



CHECKING IGNITION TIMING

1. *Timing light pick-up on MAG side*
2. *Crankcase arrow*
3. *Magneto flywheel mark*

3. Install parts which were removed.

SPARK PLUGS

NGK SPARK PLUG

All Models

NGK SPARK PLUG NUMBERING SYSTEM

Bombardier is using the NGK spark plug type on most of the 1997 snowmobile models.

The heat range identification system is :

High number ⟶ hot plug

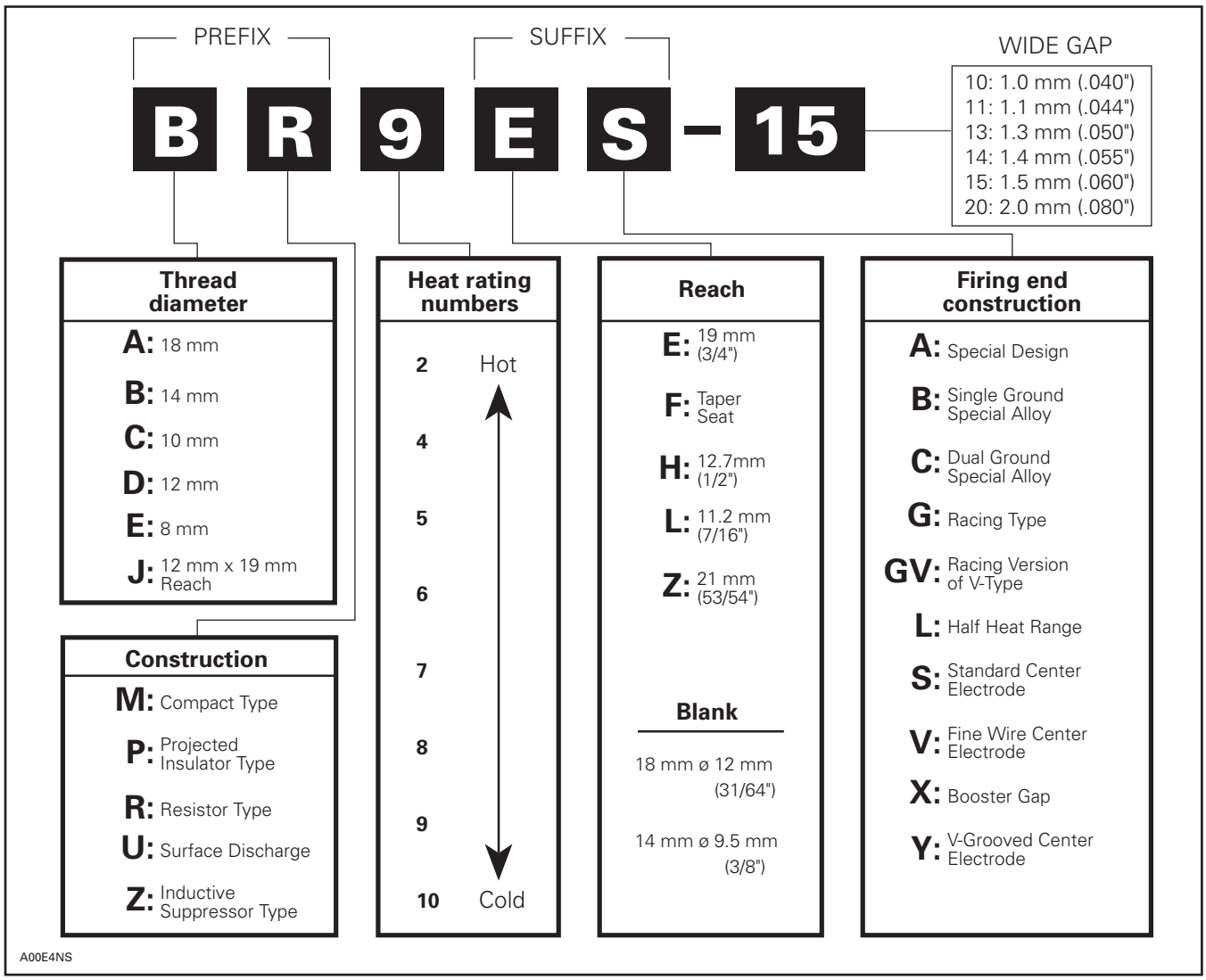
Low number ⟶ cold plug

1997 REFERENCE CHART

NGK spark plugs used on 1997 Bombardier snowmobiles covered in this manual:

– BR9ES

DESIGN SYMBOLS USED IN NGK SPARK PLUGS



CROSSCUTS AND GAP STYLES OF SPARK PLUGS



Standard Type | Projected Insulator Type | Taper Seat Type | V-Type | Surface Discharge Type

A01E1PS

DISASSEMBLY

First unscrew the spark plug 1 turn.

Clean the spark plug and cylinder head with pressurize air then completely unscrew.

◆ WARNING : Whenever using compressed air, always wear protective eye wear.

HEAT RANGE

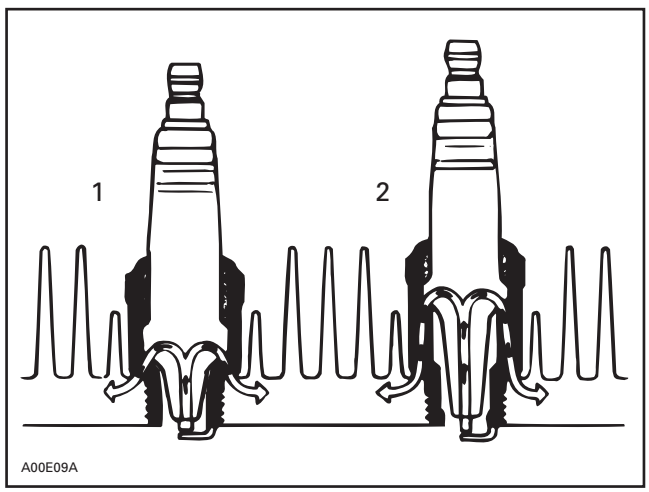
The proper operating temperature or heat range of the spark plugs is determined by the spark plug ability to dissipate the heat generated by combustion.

The longer the heat path between the electrode tip to the plug shell, the hotter the spark plug operating temperature will be – and inversely, the shorter the heat path, the colder the operating temperature will be.

A "cold" type plug has a relatively short insulator nose and transfers heat very rapidly into the cylinder head.

Such a plug is used in heavy duty or continuous high speed operation to avoid overheating.

The "hot" type plug has a longer insulator nose and transfers heat more slowly away from its firing end. It runs hotter and burns off combustion deposits which might tend to foul the plug during prolonged idle or low speed operation.



1. Cold
2. Hot

▼ CAUTION : Severe engine damage might occur if a wrong heat range plug is used.

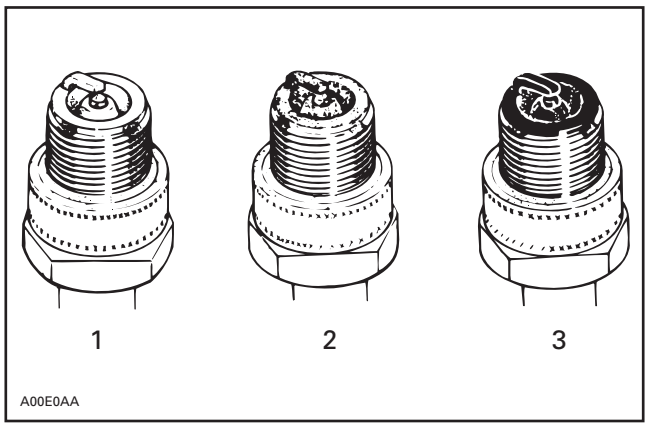
A too "hot" plug will result in overheating and preignition, etc.

A too "cold" plug will result in fouling (shorting the spark plug) or may create carbon build up which can heat up red-hot and cause pre-ignition or detonation.

FOULING

Fouling of the spark plug is indicated by irregular running of the engine, decreased engine speed due to misfiring, reduced performance, and increased fuel consumption. This is due to a loss of compression. Other possible causes are: prolonged idling, or running on a too rich mixture due to a faulty carburetor adjustment or incorrect fuel and/or fuel mixing. The plug face of a fouled spark plug has either a dry coating of soot or an oily, glossy coating given by an excess either of oil or of oil with soot. Such coatings form a conductive connection between the center electrode and ground.

SPARK PLUG ANALYSIS



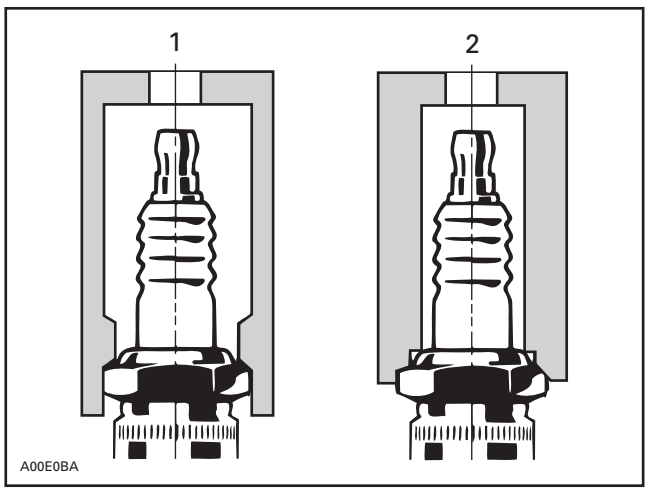
1. Overheated (light grey)
2. Normal (brownish)
3. Fouled (black)

The plug electrode (and piston dome) reveals the condition of the engine, operating condition, method of driving and fuel mixture. For this reason it is advisable to inspect the spark plug at regular intervals, examining the plug electrode and the piston dome.

SPARK PLUG INSTALLATION

Prior to installation make sure that contact surfaces of the cylinder head and spark plug are free of grime.

1. Using a wire feeler gauge, set electrode gap according to TECHNICAL DATA 09-02.
2. Apply anti-seize lubricant (P / N 413 7010 00) over the spark plug threads to prevent possible seizure.
3. Hand screw spark plug into cylinder head and tighten with a torque wrench and a proper socket.



1. Proper socket
2. Improper socket

SPARK PLUG TIGHTENING TORQUE

Models	Spark plugs	Torque N•m (lbf•ft)
All models	NGK	27 (20)

BATTERY

REMOVAL

All Models

◆ WARNING : Battery BLACK negative cable must always be disconnected first and connected last.

◆ WARNING : Never charge or boost battery while installed on vehicle.

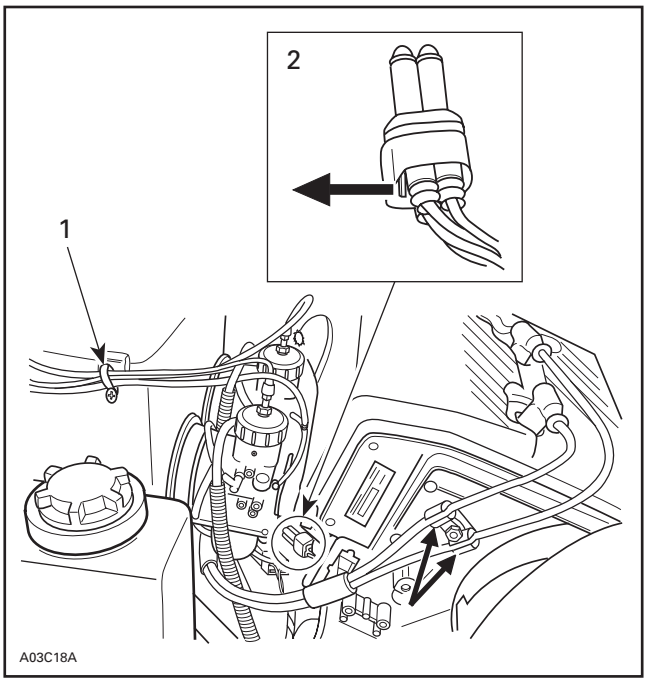
Remove belt guard.

Unfasten spark plug cables from fan housing. Unplug spark plug caps.

Remove throttle cable attachment from air silencer.

Unplug CDI box harness connector.

Slacken collar on carburetor adaptors. Remove air silencer. CDI box will come along with.

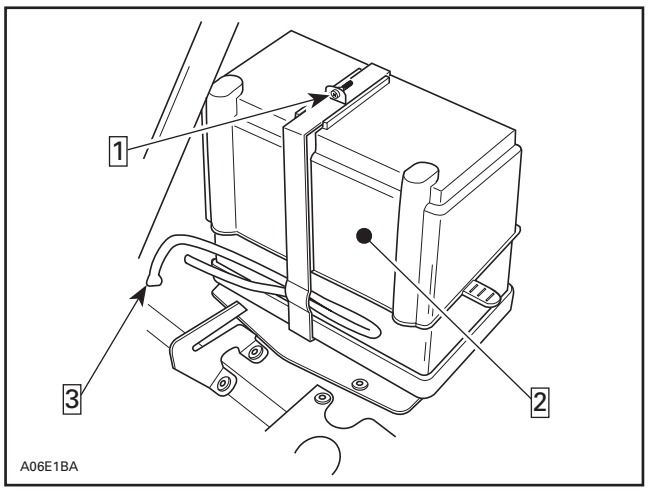


1. Attachment
2. CDI box harness connector

Unfasten retaining strips.

Open strips and lift battery protective boot.

Remove vent tube.



Step 1 : Unfasten and open
Step 2 : Lift protective boot
Step 3 : Remove vent tube

All Models

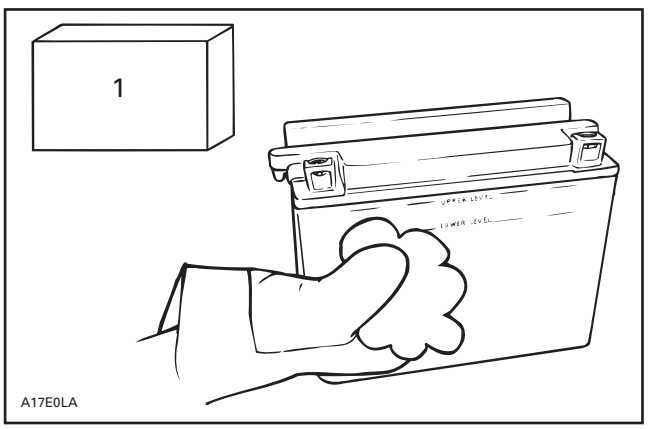
Withdraw battery from vehicle being careful not lean it so that electrolyte flows out of vent tube.

▼ CAUTION : Should any electrolyte spillage occur, immediately wash off with a solution of baking soda and water to prevent damage to vehicle components.

CLEANING

Clean the battery, battery casing, vent tube, caps, cables and battery posts using a solution of baking soda and water.

▼ CAUTION : Do not allow cleaning solution to enter battery interior since it will destroy the electrolyte.



1. Baking soda

Remove corrosion from battery cable terminals and battery posts using a firm wire brush.

INSPECTION

Visually inspect battery casing for cracks or other possible damage. If casting is damaged, replace battery and thoroughly clean battery tray and close area with water and baking soda.

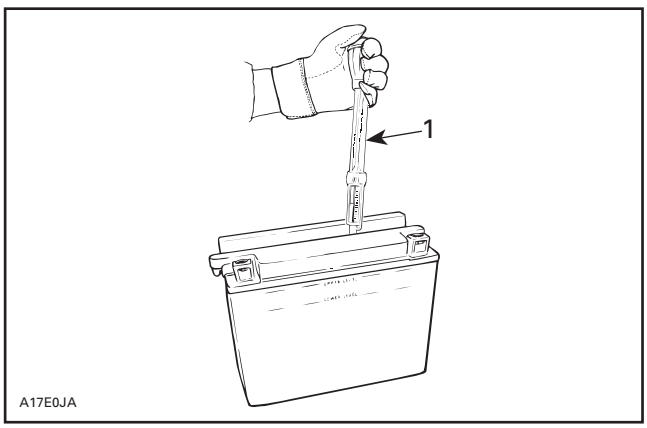
◆ **WARNING : Should the battery casing be damaged, wear a suitable pair of non-absorbent gloves when removing the battery by hand.**

Inspect battery posts for security of mounting.

Inspect for cracked or damaged battery caps, replace defective caps.

◆ **WARNING : Battery caps do not have vent holes. Make sure that vent tube is not obstructed.**

HYDROMETER TEST



1. Specific gravity 1.260

A hydrometer measures the charge of a battery in terms of specific gravity of the electrolyte. Most hydrometers give a true reading at 27°C (80°F).

In order to obtain correct readings, adjust the initial reading by **adding** .004 points to the hydrometer readings for each 5.5°C (10°F) **above 27°C (80°F)** and by **subtracting** .004 point for every 5.5°C (10°F) **below 27°C (80°F)**.

This chart will be useful to find the correct reading.

ELECTROLYTE TEMPERATURE		OPERATION TO PERFORM		
°C	°F			
38 32	100 90	add	.008 .004	to the reading
27	**80**	**correct reading**		
21 16 10 4 –1 –7 –12 –18 –23 –29 –34 –40	70 60 50 40 30 20 10 0 –10 –20 –30 –40	subtract	.004 .008 .012 .016 .020 .024 .028 .032 .036 .040 .044 .048	from the reading

EXAMPLE NO. 1
Temperature below 27°C (80°F):
Hydrometer Reading:1.250
Electrolyte temperature: –7°C (20°F)
Subtract .024 Sp. Gr.
Corrected Sp. Gr. is 1.226

EXAMPLE NO. 2
Temperature above 27°C (80°F):
Hydrometer Reading:1.235
Electrolyte temperature: 38°C (100°F)
Add .008 Sp. Gr.
Corrected Sp. Gr. is 1.243

▼ **CAUTION : Do not install a partially charged battery on a snowmobile since the casing might crack at freezing temperature. The following chart shows the freezing point of the electrolyte in relation to the charge of the battery.**

Temperature-corrected Specific Gravity	Battery Charge	Freezing Point of Electrolyte	
1.260	Fully Charged	-59°C	(-74°F)
1.230	3/4 Charged	-40°C	(-40°F)
1.200	1/2 Charged	-27°C	(-16°F)
1.170	1/4 Charged	-18°C	(0°F)
1.110	Discharged	-7°C	(+19F)

BATTERY STORAGE

Disconnect and remove battery from the vehicle.

Check electrolyte level in each cell, add distilled water up to upper level line.

▼ CAUTION : Do not overfill.

The battery must always be stored in fully charged condition. If required, charge until specific gravity of 1.260 is obtained.

▼ CAUTION : Battery electrolyte temperature must not exceed 50°C (122°F). The casing should not feel hot.

Clean battery terminals and cable connections using a wire brush. Apply a light coat of dielectric grease (P / N 413 7017 00) or petroleum jelly on terminals.

Clean battery casing and caps using a solution of baking soda and water. Do not allow cleaning solution to enter battery, otherwise it will destroy the electrolyte. Rinse battery with clear water and dry well using a clean cloth.

Store battery on a wooden shelf in a cool dry place. Such conditions reduce self-discharging and keep fluid evaporation to a minimum.

During the storage period, recheck electrolyte level and specific gravity readings at least every 40 days. As necessary, keep the battery at its upper level line and near full charge as possible (trickle charge).

ACTIVATION OF NEW BATTERY

◆ WARNING : Never charge or boost battery while installed on vehicle.

▼ CAUTION : Prior to charging the battery, always remove it from the vehicle to prevent electrolyte spillage.

A new battery is factory fresh dry charged. For storage purposes, it is fitted with a temporary sealing tube.

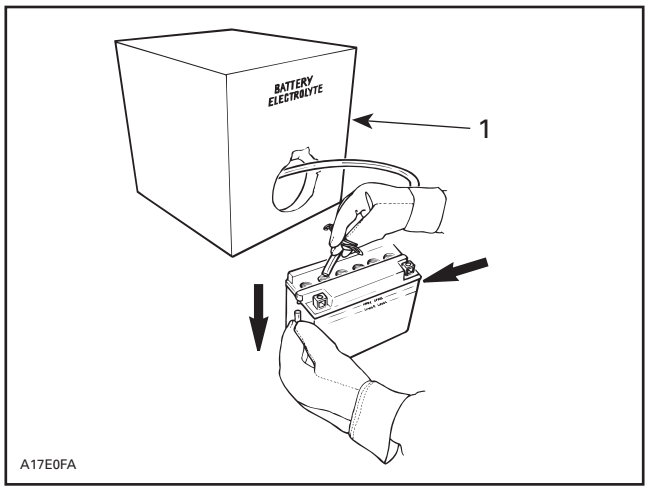
Do not remove the sealing tube or loosen battery caps unless activation is desired.

In case of accidental premature removal of caps or sealing tube, battery should be given a full charge.

Perform the following operations anytime a new battery is to be installed.

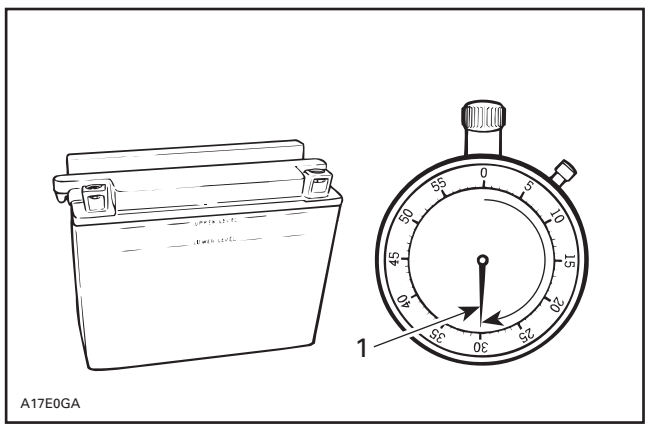
1. Remove the sealing tube from the vent elbow. Install vent tube, included in the battery kit, to battery elbow.

◆ WARNING : Failure to remove the sealing tube could result in an explosion.



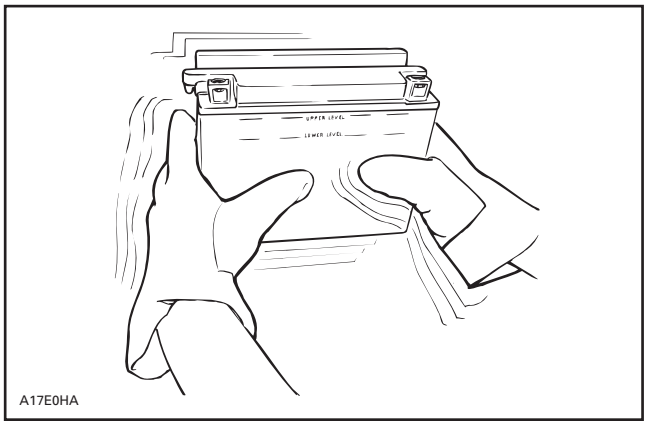
1. Battery electrolyte

2. Remove caps and fill battery to UPPER LEVEL line with electrolyte (specific gravity: 1.260 at 20°C (68°F)).
3. Allow the battery to stand for 30 minutes MINIMUM so that electrolyte soak through battery cells.

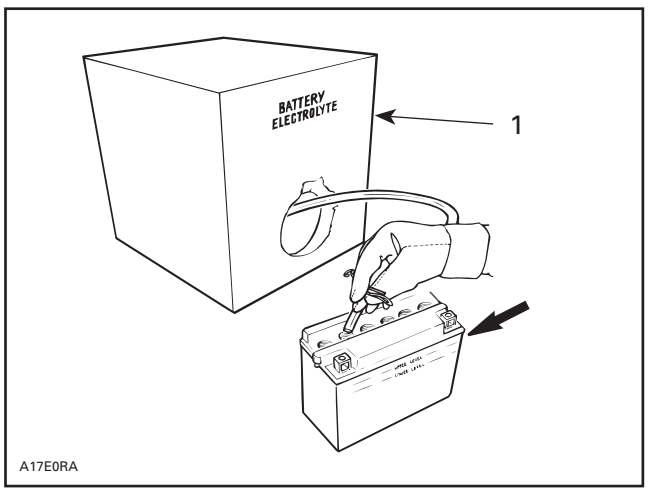


1. 30 minutes

4. Allow gas bubbles to escape by lightly shaking battery by hand.

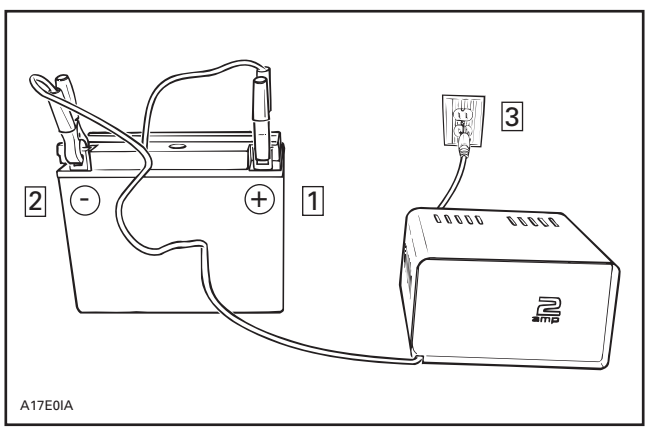


5. Readjust the electrolyte level to the UPPER LEVEL line.



1. Battery electrolyte

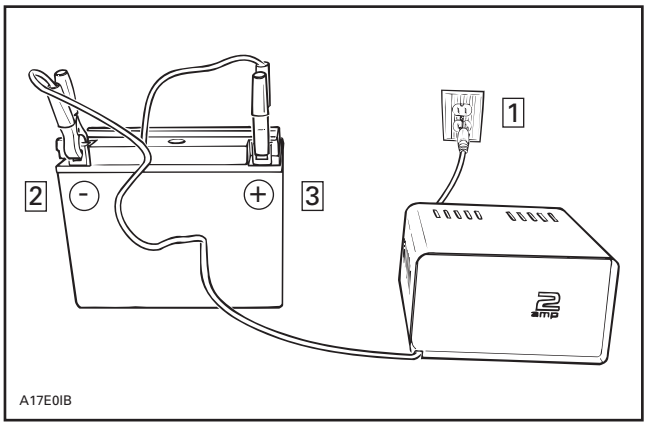
6. Connect a 2 A battery charger for 10 to 20 hours.



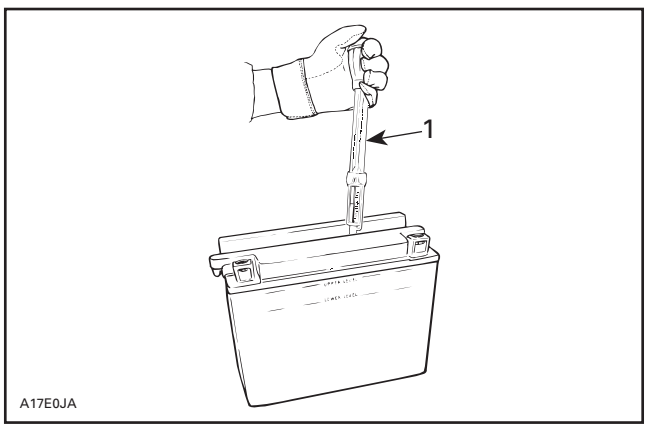
▼ CAUTION : If charging rate raises higher than 2.4 A reduce it immediately. If cell temperature rises higher than 50°C (122°F) (if the casing feels hot) discontinue charging temporarily or reduce the charging rate.

◆ WARNING : Gases given off by a battery being charged are highly explosive. Always charge in a well ventilated area. Keep battery away from cigarettes or open flames. Always turn battery charger off prior to disconnecting cables. Otherwise a spark will occur and battery might explode.

7. Disconnect battery charger.

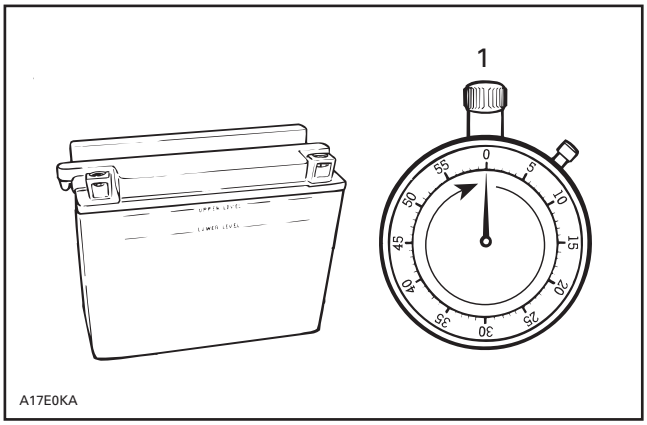


8. Test battery state of charge. Use a hydrometer.



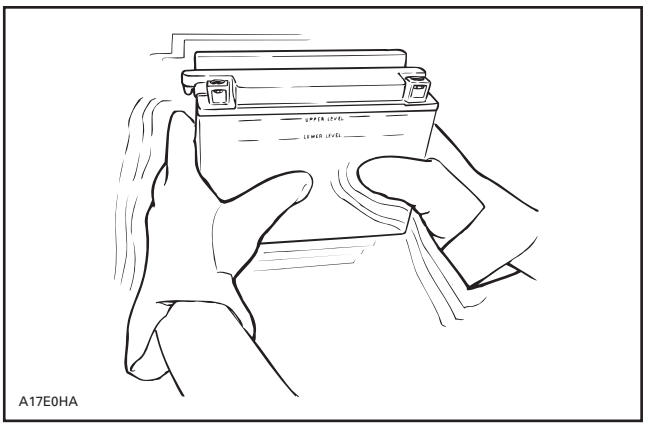
1. Specific gravity 1.260

9.Let battery settles for one hour.

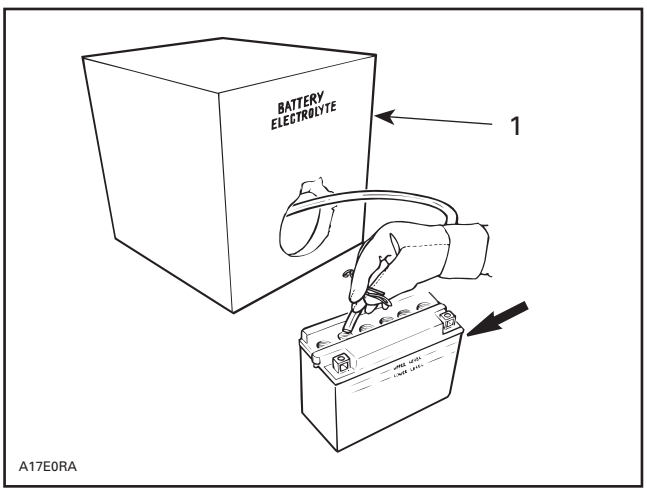


1. 60 minutes

10. Allow gas bubbles to escape by lightly shake battery.

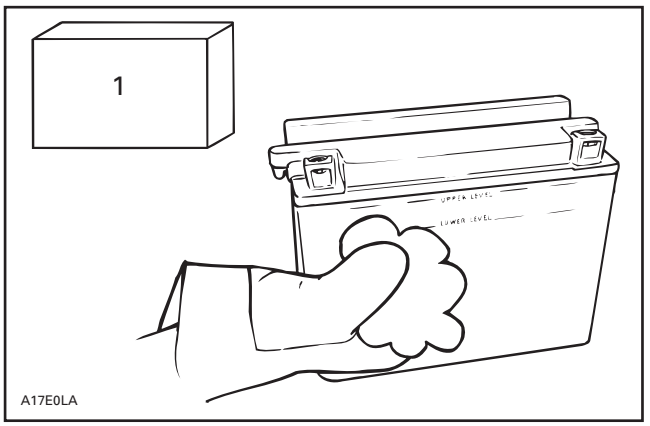


11. Readjust electrolyte level.



1. Battery electrolyte

12. Reinstall caps and clean any electrolyte spillage using a solution of baking soda and water.



1. Baking soda

▼ CAUTION : Do not allow cleaning solution to enter battery interior since it will destroy the electrolyte.

○ NOTE : It is recommended to verify the battery charge once a month. If necessary, fully charge battery.

SERVICING

Electrolyte Level

Since a battery has been activated (see above), add distilled water to top up electrolyte.

TIPS FOR CHARGING A USED BATTERY

▼ CAUTION : Prior to charging the battery, always remove it from the vehicle to prevent electrolyte spillage.

For best results, battery should be charged when the electrolyte and the plates are at room temperature. A battery that is cold may not accept current for several hours after charging begun.

Do not charge frozen battery. If the battery charge is very low, the battery may freeze. If it is suspected to be frozen, keep it in a heated area for about two hours before charging.

◆ WARNING : Do not place battery near open flame.

The time required to charge a battery will vary depending some factors such as:

– Battery temperature: The charging time is increased as the temperature goes down. The current accepted by a cold battery will remain low. As the battery warms up, it will accept a higher rate of charge.

– State of charge: Because the electrolyte is nearly pure water in a completely discharged battery, it cannot accept current as well as electrolyte. This is the reason the battery will not accept current when the charging cycle first begins. As the battery remains on the charger, the current from the charger causes the electrolytic acid content to rise which makes the electrolyte a better conductor and then, the battery will accept a higher charging rate.

– Type of charger: Battery chargers vary in the amount of voltage and current that they can supply. Therefore, the time required for the battery to begin accepting measurable current will also vary.

Charging a Very Flat or Completely Discharged Battery:

Unless this procedure is properly followed, a good battery may be needlessly replaced.

– Measure the voltage at the battery posts with an accurate voltmeter. If it is below 10 volts, the battery will accept current at very low rate, in term of milliamperes, because electrolyte is nearly pure water as explained above. It could be some time before the charging rate increases. Such low current flow may not be detectable on some charger ammeters and the battery will seem not to accept any charge.

– Only for this particular case, set the charger to a high rate.

NOTE : Some chargers have a polarity protection feature which prevents charging unless the charger leads are connected to the correct battery terminals. A completely discharged battery may not have enough voltage to activate this circuitry, even though the leads are connected properly. This will make it appear that the battery will not accept a charge. Follow the charger manufacturer's instruction telling how to bypass or override this circuitry so that the charger will turn on and charge a low-voltage battery.

– Since the battery chargers vary in the amount of voltage and current they provide, the time required for the battery to accept measurable charger current might be up to approximately 10 hours or more.

– If the charging current is not up to a measurable amount at the end of about 10 hours, the battery should be replaced.

– If the charging current is measurable before the end or at the end of about 10 hours, the battery is good and charging should be completed in the normal manner as specified in **Activation of a new battery**.

– It is recommended that any battery recharged by this procedure be load tested prior to returning it to service.

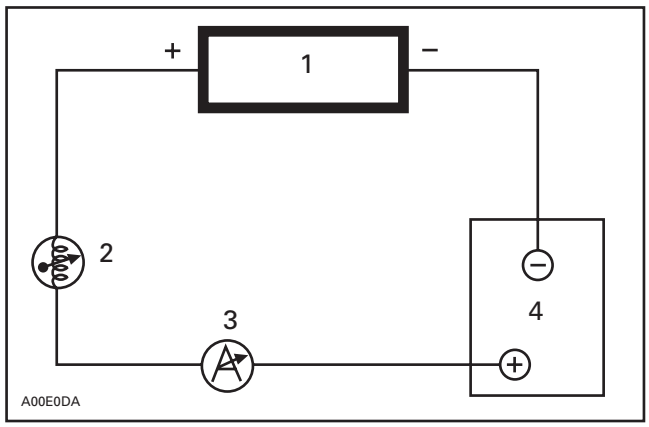
BATTERY CHARGING EQUIPMENT

The battery charger should have an adjustable charging rate. Variable adjustment is preferred, but a unit which can be adjusted in small increments is acceptable.

The battery charger must be equipped with an ammeter capable of accurately measuring current of less than one ampere.

If the present charger is not adjustable to the proper current values, a rheostat can be connected in series with the battery to provide adjustment. 12 Ohm, 50 watt rheostat, such as OHMITE – 0314 or MALLORY 50K 12P, are available from electronic parts supply shops and they are suitable for use with most chargers if the peak current is to be held below 2 amps.

If you need an accurate ammeter, we recommend the use of : SHURITE – 5202 (0 to 3 amps) or – 5203 (0 to 5 amps) available from electronic parts supply shops.



1. Charger
2. Rheostat 12Ω 50W
3. Ammeter
4. Battery

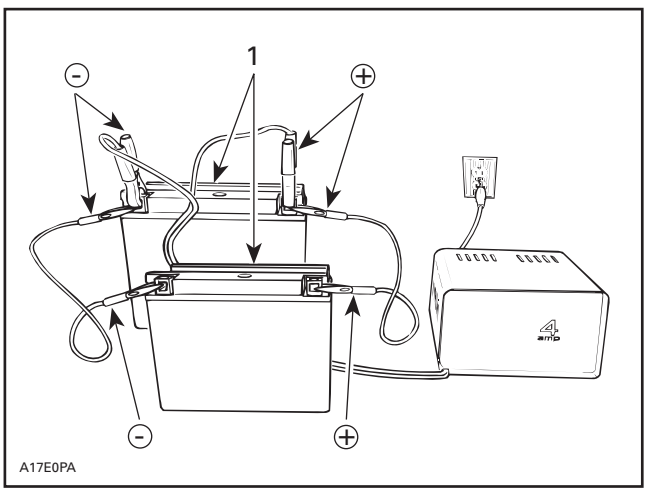
For a service application and a permanent installation, both ammeter and rheostat can be built into a small box adjacent to your charger.

▼ CAUTION : Adequate ventilation MUST be provided to cool the rheostat.

Charging 2 or More Batteries at a Time

Connect all positives together and use a charger with a capacity (rated) equal to : number of battery to be charged multiply by 2 A.

For example: charging five batteries at a time requires a 10 A rated charger (5 × 2 A = 10 A).



TYPICAL
1. 2 batteries = 4 A

INSTALLATION OF BATTERY

Ensure vent tube is properly installed on battery elbow.

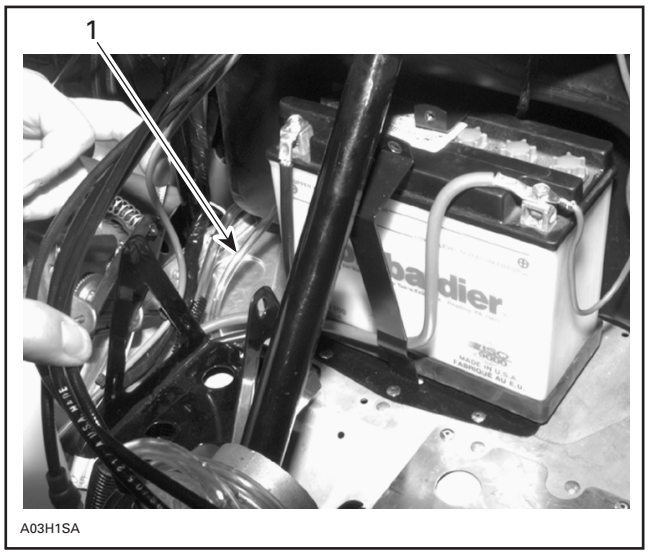
Connect vent tube to vehicle fitting on front frame.

Route RED positive cable behind retaining strip and connect it to positive battery terminal. Connect RED wire (coming from ignition switch).

Connect BLACK negative cable LAST.

▼ CAUTION : Negative battery terminal should always be disconnected FIRST and reconnected LAST.

Apply silicone dielectric grease (P / N 413 7017 00) on battery posts and connectors.



BATTERY CONNECTION
1. Vent tube on fitting

Ensure that vent tube is not kinked or blocked then install protective boot over battery.

Close and fasten retaining strips.

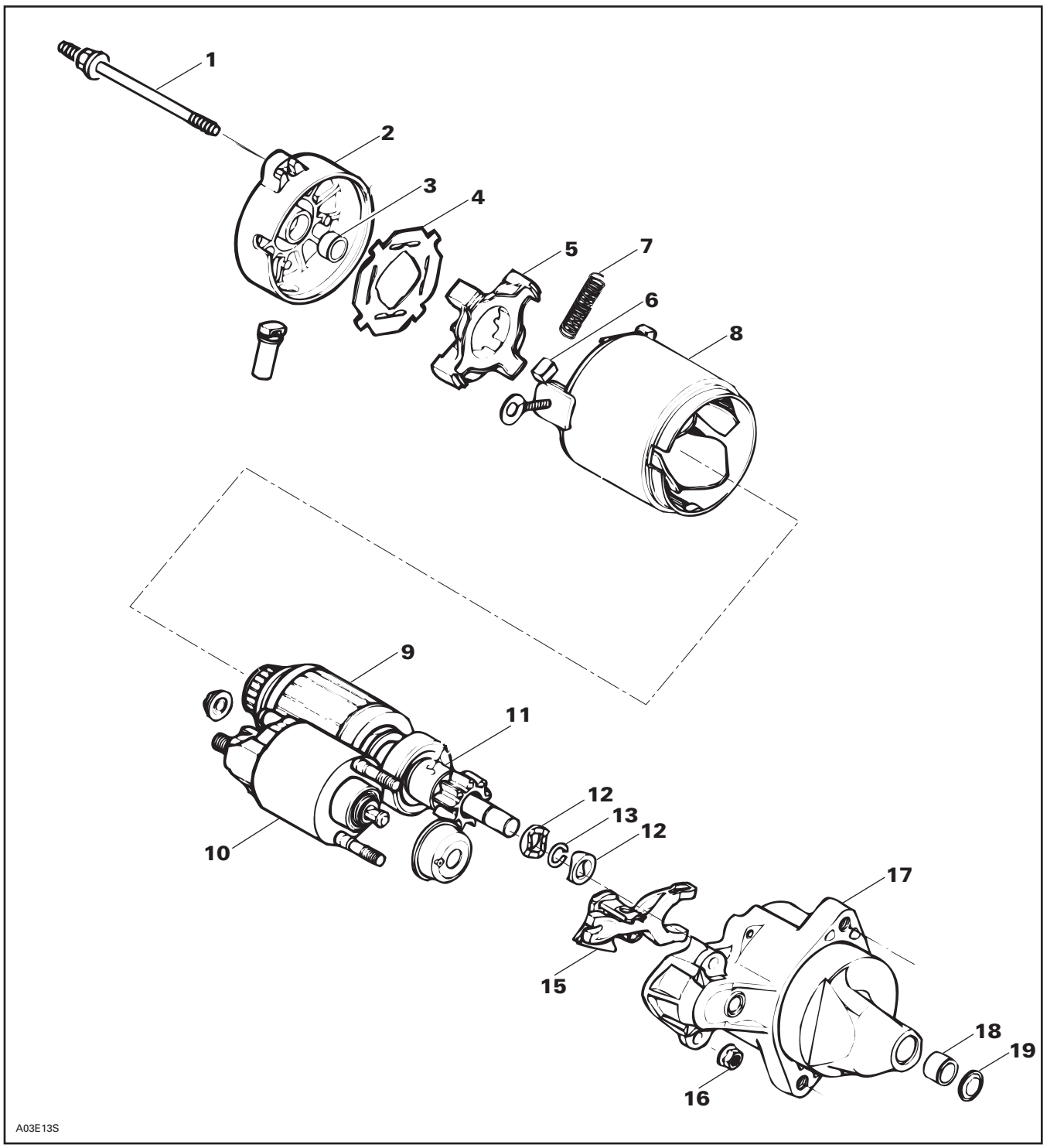
Reinstall air silencer.

Fasten spark plug cables to fan housing.

Reinstall throttle cable to air silencer. See removal illustration.

ELECTRIC STARTER

S-Series with Electric Starting



REMOVAL

– Disconnect BLACK ground cable from battery.
– Disconnect RED positive cable from battery.

◆ WARNING : Always disconnect ground cable first and connect last.

– Disconnect RED cable and RED / GREEN wire from starter solenoid switch.
– Remove starter from engine.

DISASSEMBLY

Disconnect bare wire linking starter and solenoid.

Remove nuts no. 16 then solenoid switch no. 10 by lifting and pulling to disengage from drive lever no. 15.

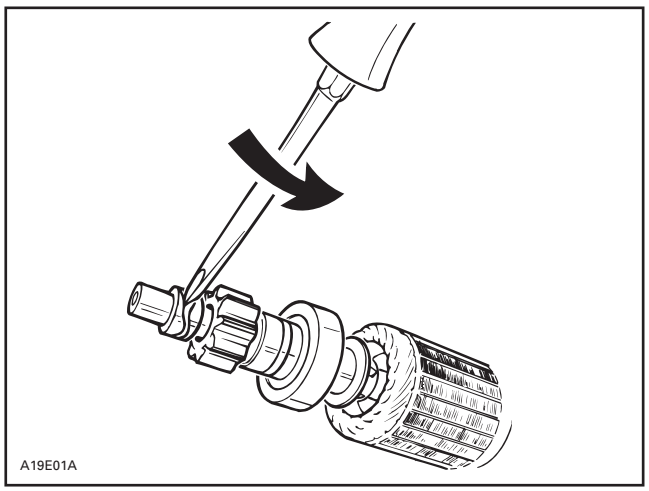
Unscrew starter longer screws no. 1 then pull yoke no. 8 with end frame no. 2 to separate from drive housing no. 17.

Pull armature no. 9 with drive lever no. 15.

Remove insulator no. 4 then brush springs no. 7 being careful not to lose them since they will be projected out.

Pull brush holder no. 5 from yoke no. 8.

Insert blade of a small screwdriver between stop collars.



Twist screwdriver to separate stop collars no. 12 thus giving access to circlip no. 13.

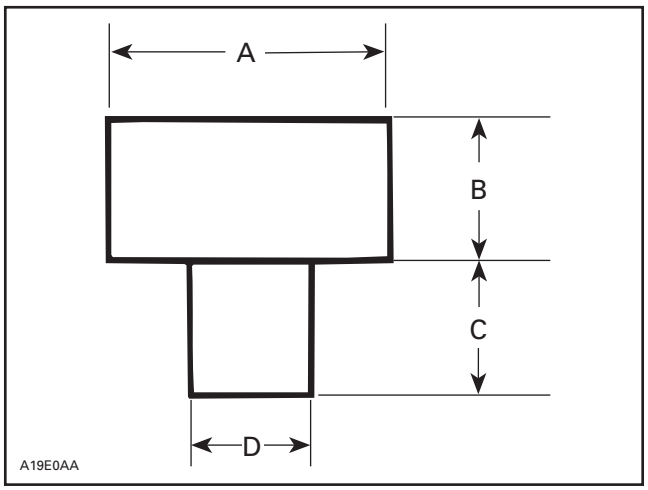
Remove outer collar, circlip then inner collar.

Remove overrunning clutch no. 11.

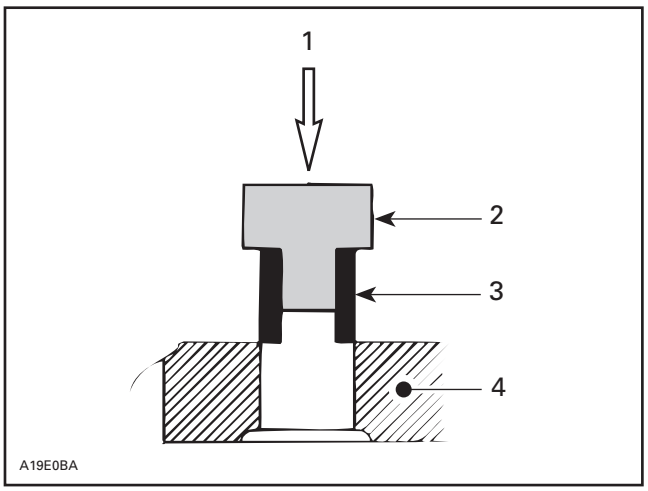
Check the wear on bushing no. 18 by measuring the amount of radial play between the armature shaft and the bushing.

The radial play should not exceed 0.20 mm (0.008 in). If greater, replace the bushing. To replace, press out the old one toward bushing cover and press in a new one with a bushing pusher. The correct size of the bushing pusher to use is given on next illustration.

▼ CAUTION : Support drive housing adequately to prevent damage when pressing bushing.

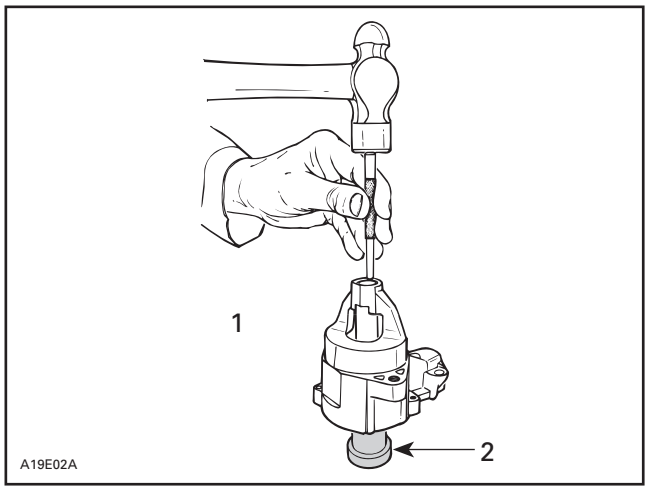


BUSHING PUSHER
A. 16 mm (5/8 in) dia.
B. 13 mm (1/2 in)
C. 11 mm (7/16 in)
D. 11 mm (.433 in)



1. Press-in
2. Bushing pusher
3. Bushing
4. Drive housing

Install bushing cover no. 19 then, using a punch, stake bushing cover in place.



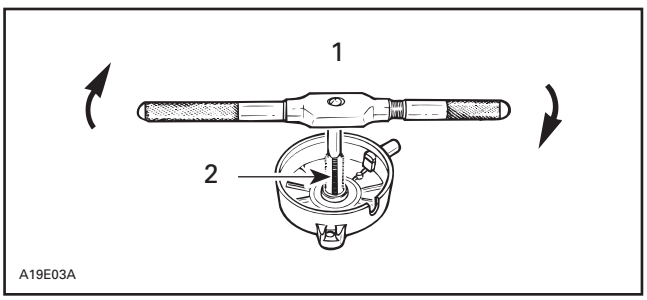
1. Stake bushing cover
2. Support

3, Bushing (end frame)

Check the wear on bushing **no. 3** by measuring the amount of radial play between the armature shaft and the bushing.

The radial play should not exceed 0.20 mm (.008 in). If greater, replace bushing as follows :

Using a 12 mm tap, cut threads into bushing so that the tap contacts the end frame. Continue to rotate tap until the bushing comes free.



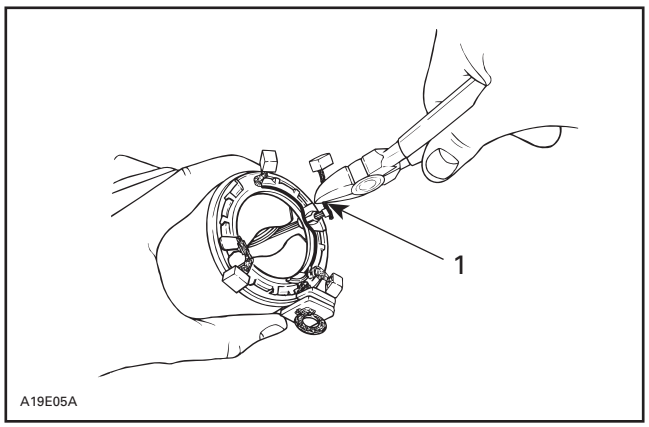
1. Turn until bushing goes out
2. 12 mm tap

To install new bushing, use the same bushing pusher as for drive housing bushing installation.

6, Brush

To replace brush **no. 6**, proceed as follows :

Cut brush wire close to connector at the welded portion.



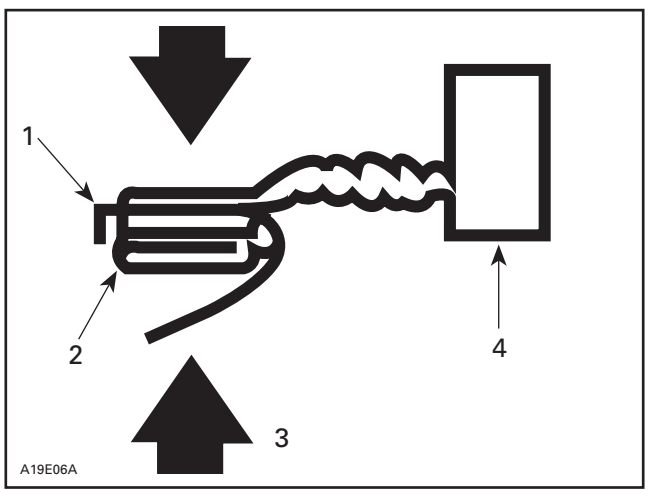
1. Cut close to connector

Remove burrs with a file on the remaining welded portion.

▼ CAUTION : Be careful not to damage plastic portion of yoke.

Place spare brush plate edge against yoke connector edge (welded portion).

Crimp plate over yoke connector with a pair of pliers.



1. Plate edge
2. Yoke connector
3. Crimp
4. Spare brush

Solder the crimped portion.

▼ CAUTION : Do not overheat and quickly perform soldering to prevent solder from flowing to the brush through the wire. Preferably use a heat sink.

CLEANING AND INSPECTION

Refer to the end of this sub-section.

ASSEMBLY

Prior to assembling, coat sliding surfaces and moving parts on armature shaft splines, overrunning clutch, solenoid switch plunger, drive lever and bushings with G.E. Versilube G 321 (P / N 413 7040 00) lubricant.

Proceed as follows for assembling.

Secure drive housing in a vise.

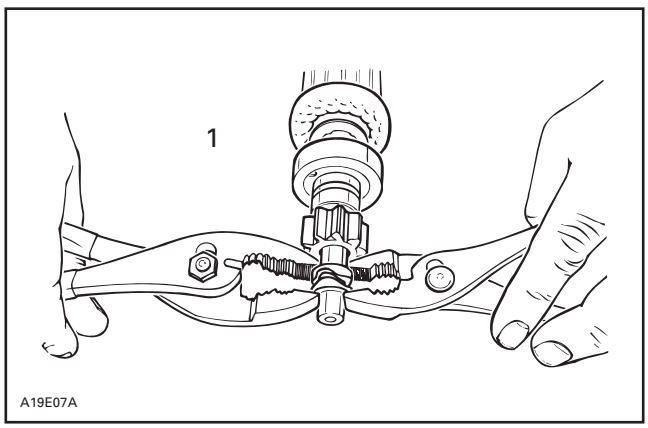
▼ CAUTION : Do not overtighten since housing might be damaged.

Install overrunning clutch onto armature shaft. Insert **inner** collar onto shaft. Install a new circlip.

▼ CAUTION : Always install a new circlip when servicing.

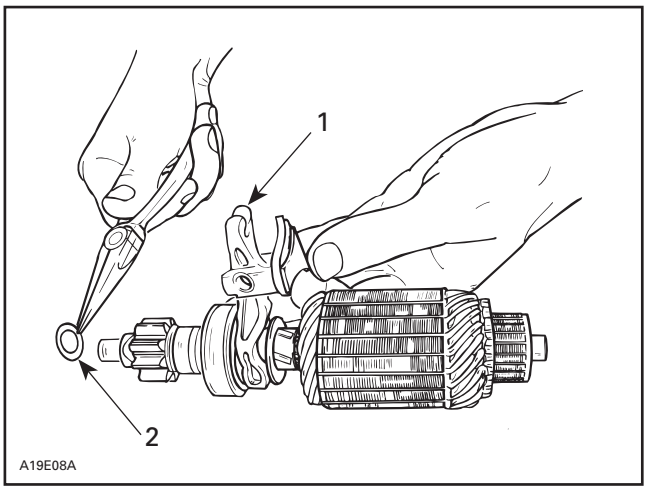
Insert **outer** collar being careful to match protrusions with notches of collars.

Using a pair of pliers on each side of stop collars, squeeze evenly until collars sit over circlip.



1. Squeeze evenly

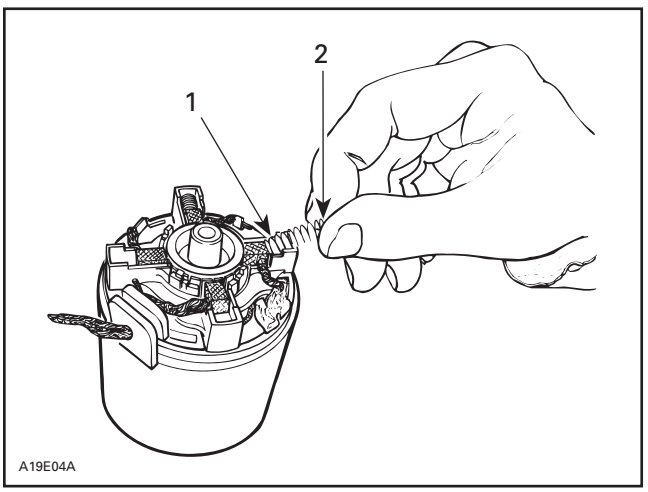
Install thrust washer against outer stop collar. Place drive lever onto overrunning clutch then insert into drive housing.



1. Install on overrunning clutch
2. Install thrust washer

Slide yoke over armature.

Install brush holder then brushes in their housings. Insert springs as follows : place one end of spring against brush, compress, then push the other end of spring onto its housing. Repeat for remaining springs.



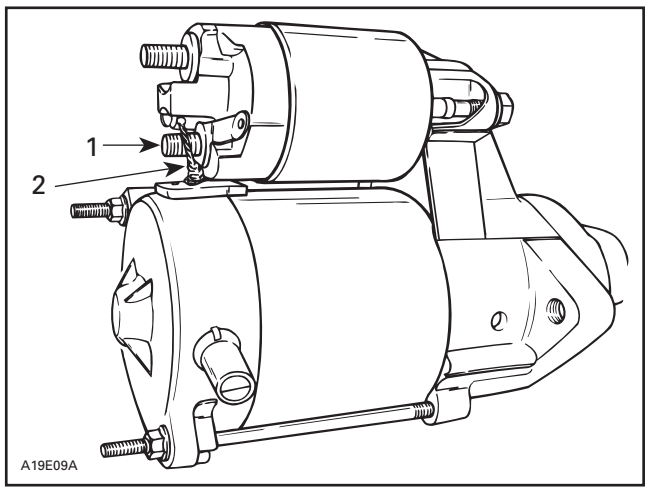
1. This end first
2. Push this end to complete

Secure insulator over brushes and springs. Properly install end frame and tighten screws.

Insert solenoid plunger inside of drive lever fork and secure to drive housing.

Connect starter bare wire to solenoid.

○ NOTE : Connect this wire on the **shorter** solenoid stud.



1. Shorter stud
2. Bare wire

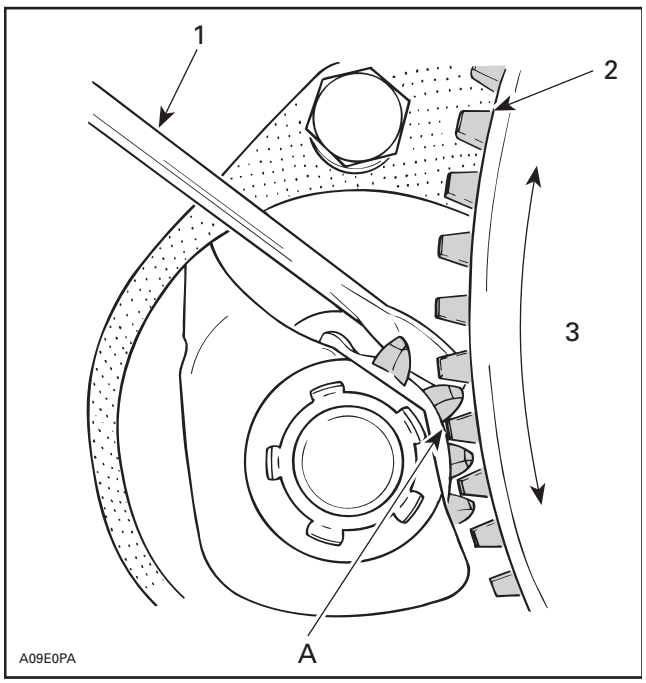
INSTALLATION

Make sure that starter and engine mating surfaces are free of grime. Serious trouble may arise if starter is not properly aligned.

Install starter.

NOTE : Check proper engaging depth of starter pinion teeth to ring gear teeth (see illustration). Install hardened washers (P / N 503 0079 00) between engine and starter supports accordingly.

CAUTION : All starter bracket fasteners must be secured with Loctite 271 (P / N 413 7074 00).



1. Screwdriver pulling starter pinion
2. Ring gear
3. No excessive backlash
A. 0.5 to 1.5 mm (.020 to .060 in)

Connect the RED battery cable and the red wire to the large terminal of the solenoid. Connect RED / GREEN wire to small terminal of solenoid.

Connect BLACK cable to battery.

WARNING : Always disconnect ground cable first and connect last.

CLEANING AND INSPECTION

CLEANING

▼ CAUTION : Armature starter yoke ass'y and drive unit assembly must not be immersed in cleaning solvent.

Clean brushes and holder with a clean cloth soaked in solvent. Brushes must be dried thoroughly with a clean cloth.

Blow brush holder clean using compressed air.

◆ WARNING : Always wear safety goggles when using compressed air.

Remove dirt, oil or grease from commutator using a clean cloth soaked in suitable solvent. Dry well using a clean, dry cloth.

Clean engine starter gear teeth and drive unit (clutch).

○ NOTE : Bushings must not be cleaned with grease dissolving agents.

Immerse all metal components in cleaning solution. Dry using a clean, dry cloth.

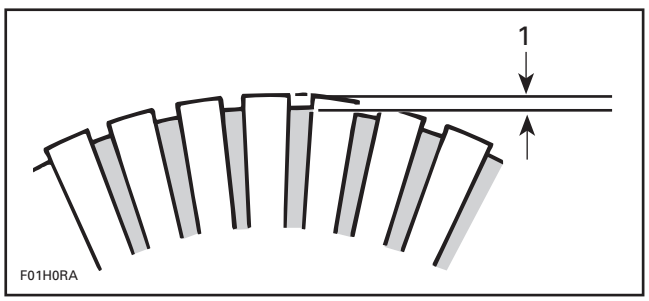
INSPECTION

Armature

○ NOTE : An ohmmeter may be used for the following testing procedures, except for the one concerning the shorted windings in the armature.

Check the commutator for roughness, burnt or scored surface. If necessary, turn the commutator on a lathe, enough to remove grime only.

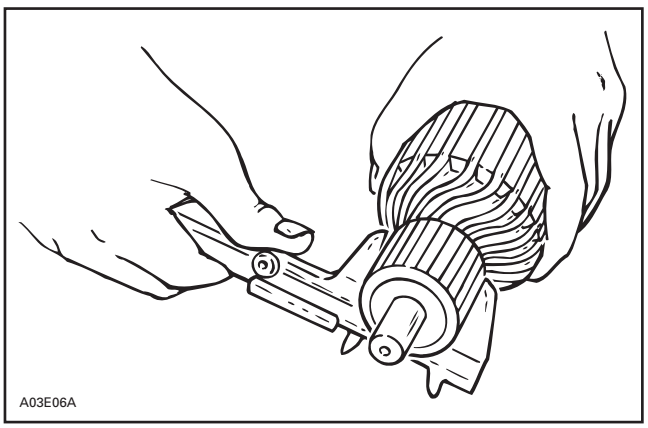
Check the commutator for mica depth. If the depth is less than 0.20 mm (0.008 in), undercut the mica. Be sure that no burrs are left and no copper dust remains between the segments after the undercutting operation is completed.



1. Commutator undercut 0.20 mm (.008 in)

Check the commutator out-of-round condition with V Blocks and an indicator. If the commutator out-of-round is more than 0.40 mm (.016 in), the commutator should be turned on a lathe.

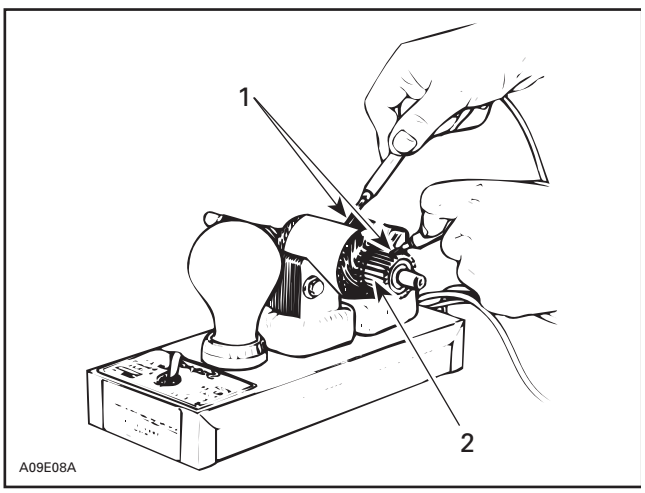
Check commutator outer diameter. If less than specified value, replace.



MODEL	WEAR LIMIT
S-Series	27 mm (1.063 in)

Test for Ground Circuit in the Armature :

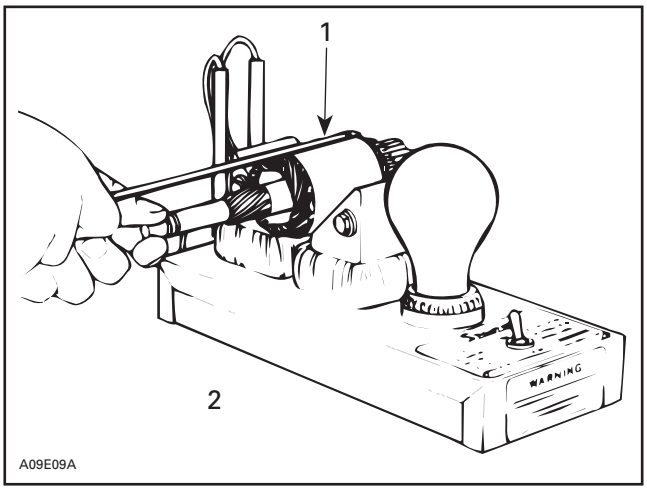
Use growler test probes. Check between armature core and the commutator bars. If growler lamp turns on, bars are grounded. Replace armature if so.



1. Test probes
2. Commutator bars

Test Armature for Shorted Winding :

When the armature is rotated in the growler with a steel strip (hack-saw blade) held above it, the strip will vibrate over that area of the armature which has short circuit. Replace armature if so.



1. Steel strip (hack-saw blade)
2. Growler

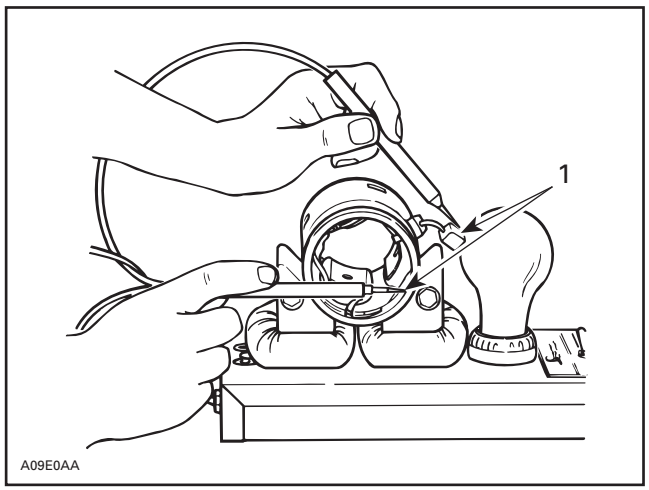
Test the Armature for Open Circuit :

Use growler test probes. Place one test probe on a commutator bar and the other test probe on the neighboring bar. Repeat this operation for all bars, moving one test probe at a time. If the growler lamp does not turn on, the armature circuit between these two bars is opened. The armature should be replaced or repaired; open circuits most often occur at the commutator riser where coils are soldered. (Burnt commutator bars are usually an indication of an open-circuit armature coil.)

Field Windings and Brushes

Test the Field Winding for Open Circuit

Use growler test probes. Place one test probe on the negative brush and the other test probe on the yoke. If growler lamp does not turn on, the field winding has an open-circuit. The yoke has to be repaired or replaced.



1. Test probes

Check the dynamic brake winding for open circuit by placing one test probe on the positive brush and the other probe on the negative brush.

If growler lamp does not turn on, the winding circuit is open-circuit and the yoke has to be repaired or replaced.

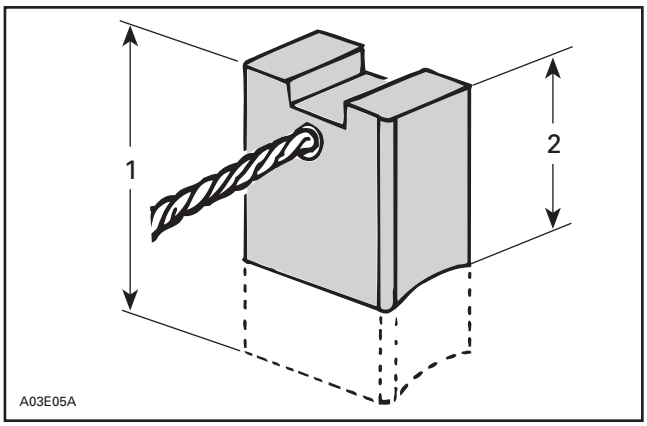
Brush Holder

Check the brush holder for insulation using growler test probes. Place one test probe on the insulated brush holder and the other test probe on the brush holder plate. If the growler lamp turns on, the brush holder has to be repaired or replaced.

Brush Length

Measure brush length. If less than the specified value, replace them.

MODEL	LENGTH	
	New	Wear limit
S-Series	10 mm (.400 in)	6 mm (.236 in)



TYPICAL

1. New
2. Wear limit

Overrunning Clutch

The pinion of the overrunning clutch should turn smoothly in the clockwise direction, and should not slip in a counterclockwise direction. If defective, replace.

Check the pinion teeth for wear and damage. If defective, replace.

SOLENOID SWITCH

Inspect connections and clean as necessary. Solenoid switch condition can be checked with an ohmmeter. Install test probes on large connectors of solenoid when it is activated (+ on RED / GREEN wire and – on solenoid body).

IMPORTANT : No current must be present on large cables when using ohmmeter, otherwise meter could be damaged.

TESTING PROCEDURE

GENERAL

Two types of ignition systems are found on ROTAX engines covered by this manual ; both are Capacitor Discharge Ignition (CDI) systems. The following chart gives the engine types with their implemented system.

ENGINE TYPE	IGNITION SYSTEM	CHARGING SYSTEM OUTPUT
277	①NIPPONDENSO (CDI) SINGLE COIL	160
377, 443 and 503	②DUCATI (ADC)	240

CDI System Identification

Nippondenso

The NIPPONDENSO CDI system has a separate ignition coil which is mounted on fan housing.

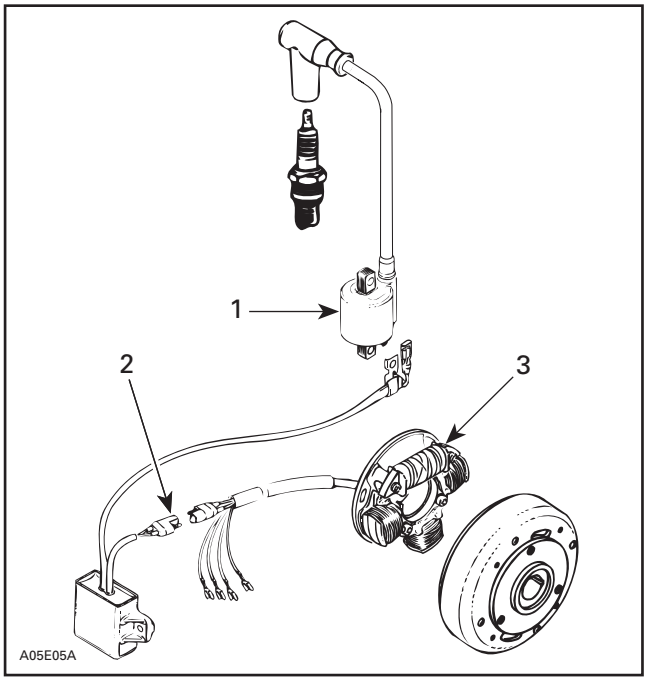
Ignition module is connected to a single ignition generator coil via a 2-wire connector (BLACK and BLACK / RED wires).

277 Engine

Ignition module stamped P / N : 070000-1960

Ignition coil stamped P / N : 129700-2480

Flywheel stamped P / N : 032700-4380



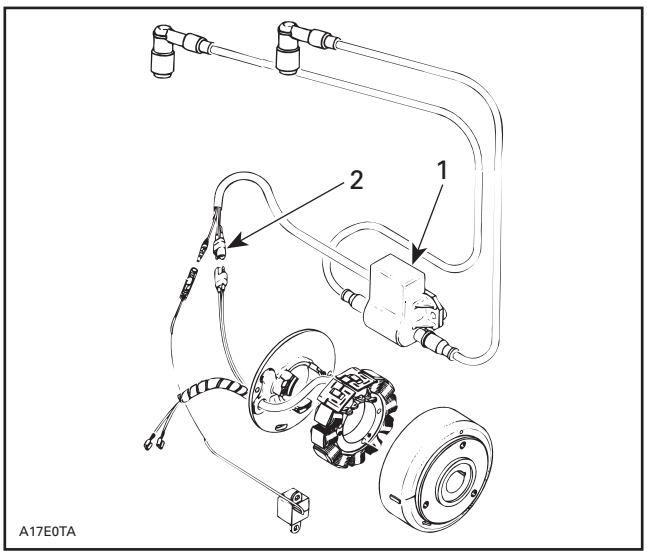
① *NIPPONDENSO CDI SINGLE COIL SYSTEM*

1. *Separate ignition coil mounted on fan housing*
2. *Two-wire connector (BLACK and BLACK / RED wires)*
3. *Single ignition generator coil*

Ducati

The DUCATI CDI system has a combined ignition module / ignition coil which are mounted on air silencer, below carburetor(s).

Ignition module is connected to the ignition generator coils via a 4-wire connector (GREEN and WHITE wires).



② *DUCATI CDI SYSTEM*

1. *Combined ignition module / ignition coil mounted on air silencer below carburetors*
2. *4-wire connector*

Ignition System Testing Sequence

When dealing with ignition problems, the following items should be verified in this order.

Nippondenso

1. Spark occurrence / spark plug condition.
2. Electrical connections.
3. Engine stop / tether cord switches.
4. Ignition coil output.
5. Ignition module output.
6. Magneto output (ignition generator coil).

▼ CAUTION : Whenever replacing a component in ignition system, check ignition timing.

Ducati

1. Spark occurrence / spark plug condition.
2. Electrical connections.
3. Engine stop / tether cord switches.
4. Trigger coil output.
5. Magneto output (ignition generator coil).
6. Ignition coil output.
7. Ignition module.

All Systems

The first 2 items can be checked with known automotive equipment and other items as follows.

Engine Stop / Tether Cut-Out Switches Verification

Engine Stop Switch

Unplug stop switch connector from main harness then using an ohmmeter, connect test probes to BLACK / YELLOW and BLACK wires.

Measure resistance, it must be an open circuit in its operating position and close to 0 ohm when depressed.

Tether Cut-Out Switch

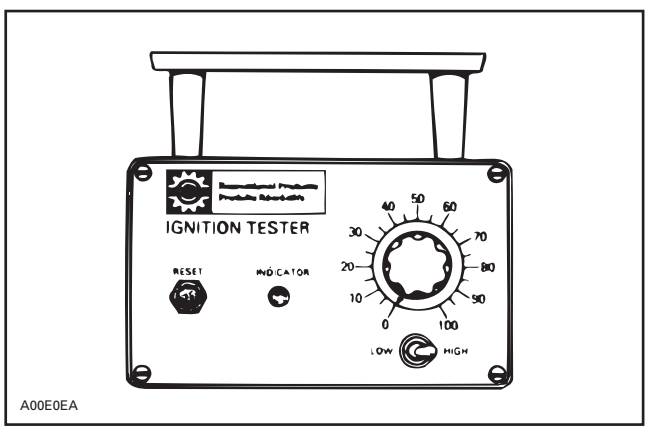
Unplug tether cut-out switch connector from main harness then using an ohmmeter, connect test probes to BLACK / YELLOW and BLACK wires.

Measure resistance, it must be an open circuit when cap is over switch and close to 0 ohm when removed.

Magneto System Verification

System verification can be performed using the Bombardier ignition tester (P / N 419 0033 00), a digital ohmmeter or by substituting parts.

USE OF BOMBARDIER IGNITION TESTER



○ NOTE : For more information about operating and maintenance of the tester, refer to its instruction manual.

Test Condition

All tests are performed on the vehicle at cranking speed

Vigorous manual cranking against compression causes the flywheel to snap over, raising the output higher than by cranking without compression, therefore, do not remove spark plug.

Test values listed are taken against compression.

Always crank vigorously as in actual starting.

Always proceed in the following order :

1. Connect tester P and N clip leads as illustrated for each specific test.
2. Follow test procedure sequence.
3. After every test that lights the indicator lamp, reset the indicator circuit by depressing the reset button.

Analysis of Test Results

Indicator Lamp Lights at Specific Setting

Output is as specified. Test results should repeat 3 times. If readings do not repeat, output is erratic and cause should be investigated (loose connections or components etc.).

Indicator Lamp Lights at Lower Setting

This indicates that the output is less than that designed to operate in a satisfactory manner. However, before coming to the conclusion of a faulty condition, be certain that correct engine cranking conditions were met before condemning the tested part.

Indicator Lamp Does Not Light

One component is defective. Proceed as instructed to find defective component.

Intermittent Ignition Problems

In dealing with intermittent problems there is no easy diagnosis. For example, problems that occur only at normal engine operating temperature have to be tested under similar conditions.

In most cases of temperature and / or vibration failure, only parts replacement can solve the problem as most of these failures return to normal when engine is not running.

Multiple Problems

There is always the possibility of more than one faulty part. If after a component has been replaced, the problem still persists, carefully repeat the complete test procedure to find the other faulty part.

NIPPONDENSO CDI SYSTEM TESTING

(Applicable to 277 Engine Type)

NOTE : Ensure ignition cut-out switches are properly working and they are in the ON position prior to performing the following tests.

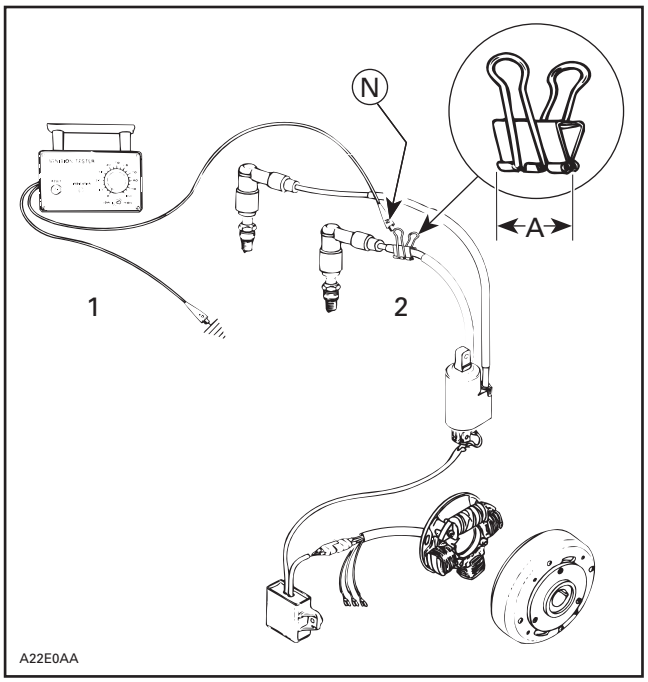
WARNING : To prevent powerful electric shocks while cranking engine, do not touch neither electronic ignition components (ignition coil, high tension wire, wire harness, etc.) nor tester leads.

IGNITION COIL OUTPUT

A paper clip of approximately 20 mm (3/4 in) will be used as a test adapter for the following test.

1. Clip the test adapter around spark plug cable close to the spark plug.
2. Connect tester wires then set switch and dial as follows :

Tester wires	Component wires	Tester switch position	Tester dial position
N	Tester adapter (paper clip) on spark plug cable	LOW	45
P	Engine ground		



TYPICAL

1. Engine ground
2. MAG side
A. 20 mm (3/4 in)

3. Crank engine and observe indicator.

NOTE : If engine starts, allow it to idle while observing indicator. Then, shut engine off.

4. Push reset button and repeat step 3 twice.

Results :

a. **Indicator lamp lights :** Ignition system is OK.

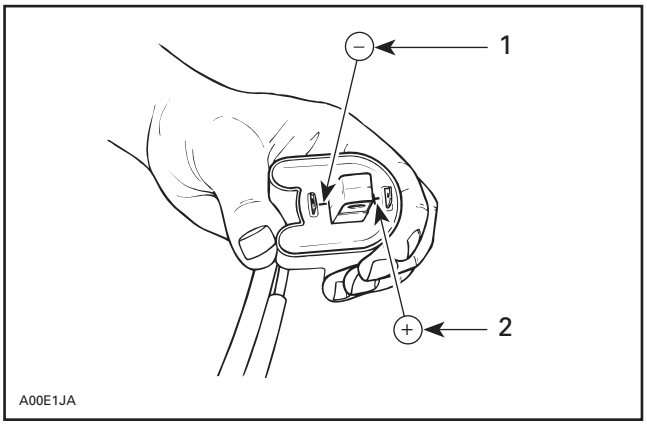
b. **Indicator lamp does not light on one or both cylinder :** Proceed to following tests.

IGNITION MODULE OUTPUT

1. Disconnect both connectors at ignition coil.

   At installation, secure with new locking ties.

2. Connect an ignition coil (known as being in good condition) to the spark plug.
3. Connect CDI module to replacement ignition coil paying attention to connect the WHITE / BLUE wire to the positive (+) terminal and the BLACK wire to the negative (–) terminal.

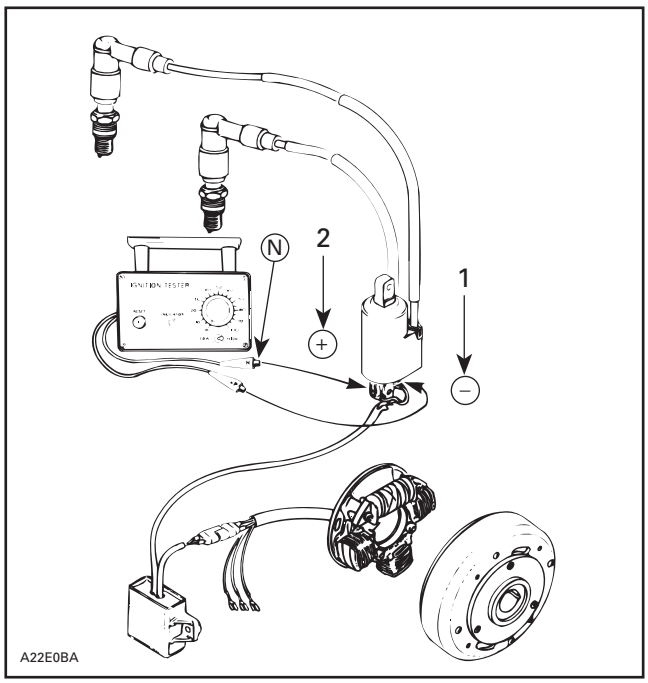


1. Black
2. White / Blue

4. Slip plastic protectors out of coil terminals.
5. Connect tester wires to coil terminals then set switch and dial as follows :

NOTE : If necessary use jumper wires from coil terminals to tester wires.

Tester wires	Component wires	Tester switch position	Tester dial position
N	WHITE / BLUE wire (+) of ignition coil	HIGH	55
P	BLACK wire (–) of ignition coil		



TYPICAL
1. Black
2. White / Blue

6. Crank engine and observe indicator.
7. Push reset button and repeat step 6 twice.

Results :

a. **Indicator lamp lights :** Ignition module output is up to specifications. The problem is a faulty ignition coil.

b. **Indicator lamp does not light :** Proceed to following test. If magneto output tests good, the problem is a faulty ignition module.

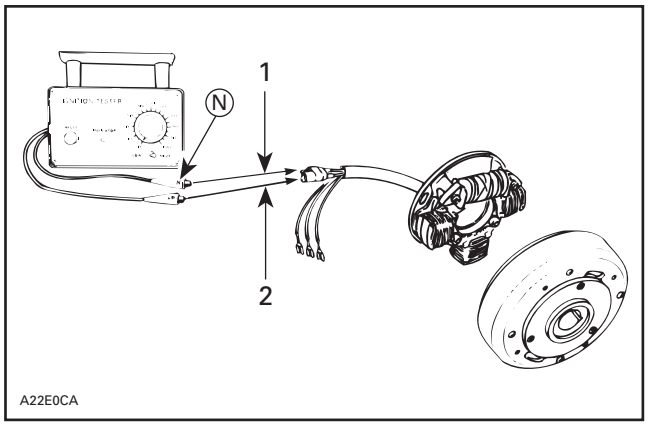
MAGNETO OUTPUT
(Ignition Generator Coil)

1. Disconnect the 2-wire connector between ignition module and magneto harness.

   At installation, secure with new locking ties.

2. Connect tester wires then set switch and dial as follows :

Tester wires	Component wires	Tester switch position	Tester dial position
N	BLACK / RED wire of magneto harness	LOW	85
P	BLACK wire of magneto harness		



1. Black / Red
2. Black

3. Crank engine and observe indicator.
4. Push reset button and repeat step 3 twice.

Results :

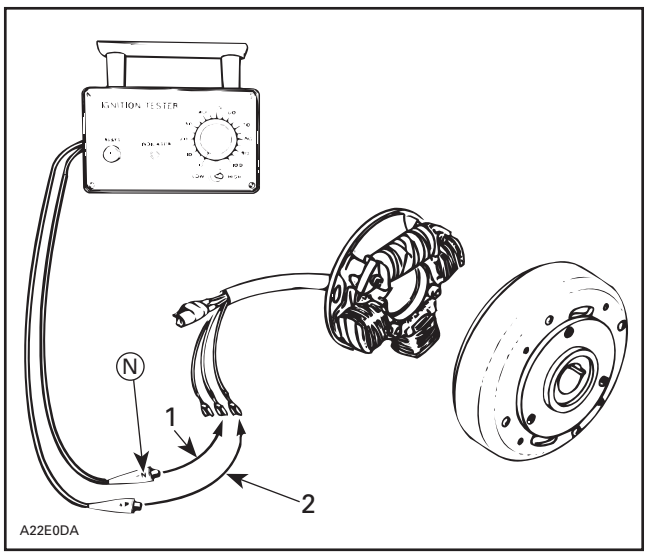
a. **Indicator lamp lights :** Ignition generator coil output is up to specifications.
b. **Indicator lamp does not light :** The problem is a faulty ignition generator coil.

LIGHTING GENERATOR COIL OUTPUT

NOTE : The lighting generator coil is not part of the ignition system. It is a separate system that supplies current to the lighting system and AC-powered devices. However it can be tested with the same tester.

1. Disconnect wiring harness junction block at engine (the one with YELLOW and YELLOW / BLACK wires).
2. Connect tester wires then set switch and dial as follows :

Tester wires	Component wires	Tester switch position	Tester dial position
N	YELLOW wire of magneto harness	LOW	70
P	YELLOW / BLACK wire of magneto harness		



TYPICAL
1. Yellow
2. Yellow / Black

3. Crank engine and observe indicator.
4. Push reset button and repeat step 3 twice.

Results :

a. **Indicator lamp lights :** Lighting generator coil output is up to specifications.
b. **Indicator lamp does not light :** Lighting generator coil is faulty.

SUMMARY TABLE

Test to perform	Tester wires	Component wires	Switch	Dial
Ignition coil output	N	Test adapter on MAG spark plug cable	LOW	45
	P	Engine ground		
Ignition module output	N	WHITE / BLUE wire (+) of ignition coil	HIGH	55
	P	BLACK wire (–) of ignition coil		
Magneto output (ignition generator coil)	N	BLACK / RED wire of magneto harness	LOW	85
	P	BLACK wire of magneto harness		
Lighting generator coil output	N	YELLOW wire of magneto harness	LOW	70
	P	YELLOW wire of magneto harness		

RESISTANCE MEASUREMENTS

As an alternate method, magneto system components can be checked with a digital ohmmeter.

NOTE : All resistance measurements must be performed with parts at room temperature (approx. 20°C (68°F)). Temperature greatly affects resistance measurements.

Disconnect connectors at ignition coil and magneto junction. Measure resistance between each terminal. Refer to the following table for values and wire colors.

NOTE : An ignition coil with good resistance measurement can still be faulty. Voltage leak can occur at high voltage level which is not detectable with an ohmmeter.

PART NAME		WIRE COLOR*	RESISTANCE OHM	REMARKS
MAGNETO	Ignition generator coil	BK with BK / RD	40 - 76	No display change means open circuit.
	Lighting generator coil	YL with YL / BK	0.05 - 0.6	
IGNITION COIL	Primary winding	BK with WH / BL	0.11 - 0.21 (applicable to 277 engine type only)	
			0.34 - 0.62 (applicable to 503 Alpine II engine only)	
	Secondary winding (spark plug cap removed)	BR with high tension wire (applicable to 277 engine type only)	4.9 - 7.5 K (4900 - 7500)	
		End of each high tension wire	9 - 15 K (9000 - 15000)	
	Insulation	WH / BL with core	∞Ω	Display showing zero (0) means short circuit.
		WH / BL with high tension wire		
SPARK PLUG CAP	Spark plug cap	—	4.5 - 5.5 K	

∞ : Infinity (extremely large number)

*

COLOR CODE	
BK – BLACK	GN – GREEN
WH – WHITE	GY – GREY
RD – RED	VI – VIOLET
BL – BLUE	OR – ORANGE
YL – YELLOW	BR – BROWN

DUCATI CDI SYSTEM TESTING
(Applicable to 377, 443 and 503 Engine Types)

NOTE : Ensure ignition cut-out switches are properly working and they are in the ON position prior to performing the following tests.

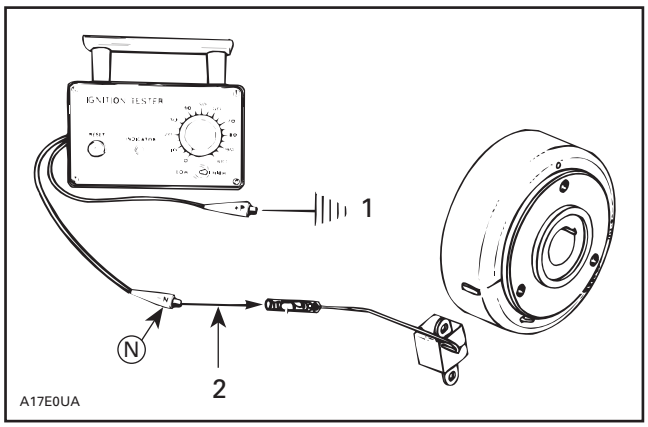
WARNING : To prevent powerful electric shocks while cranking engine, do not touch neither electronic ignition components (ignition coil, high tension wire, wire harness, etc.) nor tester leads.

TRIGGER COIL OUTPUT

1. Disconnect the 4-wire connector at ignition module.
2. Connect tester wires then set switch and dial as follows :

Tester wires	Component wires	Tester switch position	Tester dial position
N	RED / WHITE wire of trigger coil	LOW	45
P	Engine ground		

3. Crank engine and observe indicator.
4. Push reset button and repeat step 3 twice.



1. Engine ground
2. White / Red

Results :

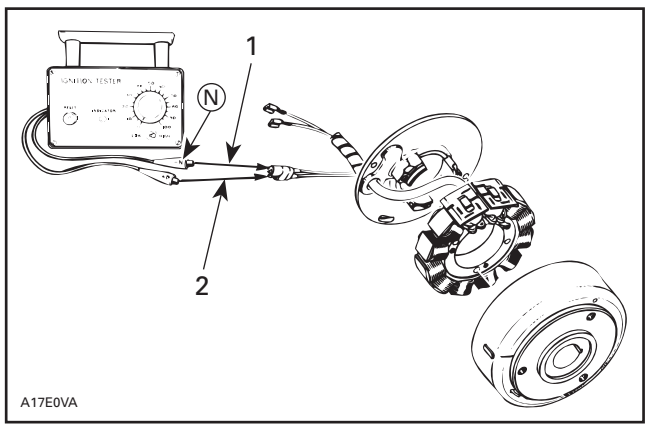
a. **Indicator lamp lights :** Trigger coil output is up to specifications.

b. **Indicator lamp does not light :** The problem is a faulty trigger coil or bad grounding.

MAGNETO OUTPUT
(Ignition Generator Coil)

1. Disconnect the 4-wire connector between ignition module and magneto harness.
2. Connect tester wires then set switch and dial as follows :

Tester wires	Component wires	Tester switch position	Tester dial position
N	GREEN wire of magneto harness	LOW	80
P	WHITE wire of magneto harness		



1. Green
2. White

3. Crank engine and observe indicator.
4. Push reset button and repeat step 3 twice.

Results :

a. **Indicator lamp lights :** Ignition generator coil output up to specifications.

b. **Indicator lamp does not light :** The problem is a faulty ignition generator.

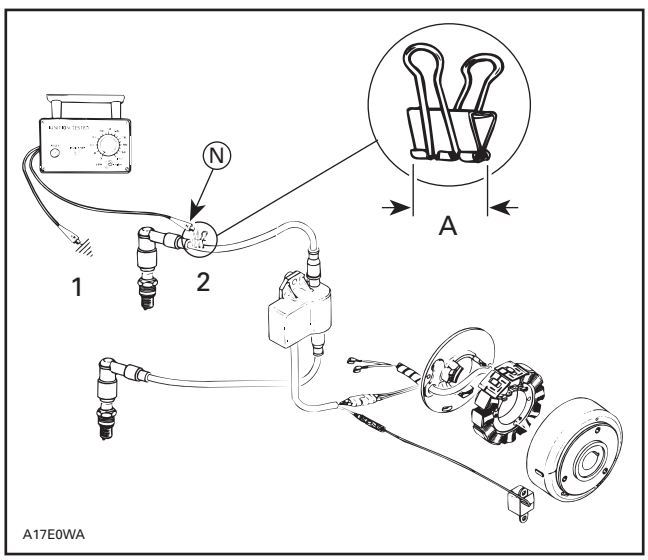
IGNITION COIL OUTPUT

A paper clip of approximately 20 mm (3/4 in) will be used as a test adapter for the following test.

1. Clip the test adapter around spark plug cable close to MAG side spark plug.
2. Connect tester wires then set switch and dial as follows :

Tester wires	Component wires	Tester switch position	Tester dial position
N	Test adapter (paper clip) on spark plug cable	LOW	70
P	Engine ground		

NOTE : Different reading occurs if N tester wire is connected to PTO side spark plug cable.



1. Engine ground
2. MAG side
A. 20 mm (3/4 in)

3. Crank engine and observe indicator.

NOTE : If engine starts, allow it to idle while observing indicator. Then, shut engine off.

4. Push reset button and repeat step 3 twice.

Results :

a. **Indicator lamp lights :** Ignition system is OK.

b. **Indicator lamp does not light on one or both cylinder :** The problem is a faulty ignition coil / module.

IGNITION MODULE

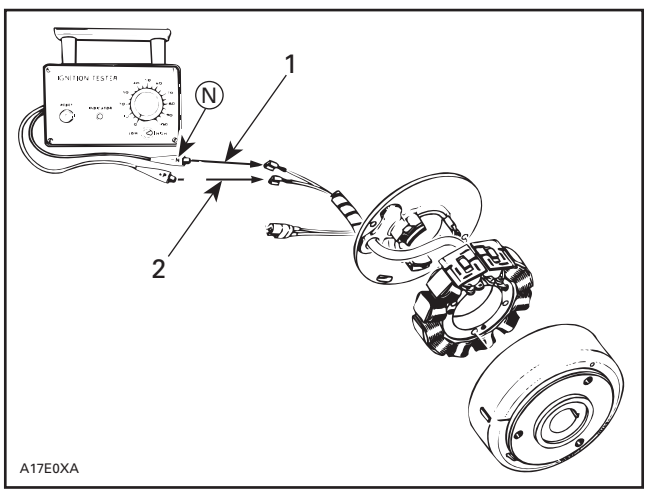
Ignition module can not be tested with the Bombardier ignition tester. When other components test good, the module is probably faulty. Try a new module.

LIGHTING GENERATOR COIL OUTPUT

NOTE : The lighting generator coil is not part of the ignition system. It is a separate system that supplies current to the lighting system and AC-powered devices. However it can be tested with the same tester.

1. Disconnect wiring harness junction block at engine (the one with YELLOW and YELLOW / BLACK wires).
2. Connect tester wires then set switch and dial as follows :

Tester wires	Component wires	Tester switch position	Tester dial position
N	YELLOW wire of magneto harness	LOW	80
P	YELLOW / BLACK wire of magneto harness		



1. Yellow
2. Yellow / Black

3. Crank engine and observe indicator.
4. Push reset button and repeat step 3 twice.

Results :

a. **Indicator lamp lights :** Lighting generator coil output is up to specifications.

b. **Indicator lamp does not light :** Lighting generator coil is faulty.

SUMMARY TABLE

Test to perform	Tester wires	Component wires	Switch	Dial
Trigger coil output	N	RED wire of trigger coil	LOW	45
	P	Engine ground		
Magneto output (ignition generator coil)	N	GREEN wire of magneto harness	LOW	80
	P	WHITE wire of magneto harness		
Ignition coil output	N	Test adapter on MAG spark plug cable	LOW	70
	P	Engine ground		
Lighting generator coil output	N	YELLOW wire of magneto harness	LOW	80
	P	YELLOW / BLACK wire of magneto harness		

RESISTANCE MEASUREMENTS

As an alternate method, magneto system components can be checked with a digital ohmmeter.

NOTE : All resistance measurements must be performed with parts at room temperature (approx. 20°C (68°F)). Temperature greatly affects resistance measurements.

Disconnect connector at ignition coil and magneto junction. Measure resistance between each terminal. Refer to the following table for values and wire colors.

NOTE : An ignition coil with good resistance measurement can still be faulty. Voltage leak can occur at high voltage level which is not detectable with an ohmmeter.

PART NAME		WIRE COLOR*	RESISTANCE OHM	REMARKS
MAGNETO	Trigger coil	RD with engine ground	140 - 180	No display change means open circuit.
	Ignition generator coil	WH with GN	230 - 330	
	Lighting generator coil	YL with YL / BK	0.23 - 0.28	
IGNITION COIL	Secondary winding ① (spark plug cap removed)	End of each high tension wire	5.1 - 6.3 K (5100 - 6300)	
SPARK PLUG CAP	Spark plug cap	—	4.5 - 5.5 K	Display showing zero (0) means short circuit.

① The primary winding of ignition coil can be measured because there is no external connection.

*

COLOR CODE	
BK – BLACK	GN – GREEN
WH – WHITE	GY – GREY
RD – RED	VI – VIOLET
BL – BLUE	OR – ORANGE
YL – YELLOW	BR – BROWN

VOLTAGE REGULATOR INSPECTION

A faulty voltage regulator is often responsible for frequent burned bulbs.

▼ CAUTION : Never run an engine with a faulty or inoperative voltage regulator. This could damage the DUCATI CDI module.

TESTING PROCEDURE

The regulator ground must be checked to ensure the circuit is complete. If necessary, connect a good ground wire from the regulator to the engine.

A) Quick Test Without Voltmeter

▼ CAUTION : Do not perform this test on engines that have a DUCATI CDI system.

If a voltmeter is not available, a visual test can be performed with satisfactory results.

Disconnect **all** lights and electric equipment.

While engine is running, disconnect and connect regulator connector several times checking for a spark.

A spark on regulator terminal indicates a good and working regulator.

B) Voltmeter Test

○ NOTE : Use a voltmeter able to read alternating current (AC). For accurate reading, use a RMS voltmeter.

Connect a wire of the voltmeter to YELLOW / BLACK wire.

Connect the other wire of the voltmeter to YELLOW wire.

Lift the rear of vehicle and support with a mechanical stand.

Start the engine at an idle without opening the throttle.

◆ WARNING : Ensure the track is free of particles which might be thrown out while track is rotating. Keep hands, tools, feet and clothing clear of track. Ensure no-one is standing in close proximity to the vehicle.

Slowly open the throttle and accelerate the engine to increase the RPM.

If the meter reads over 15 volts, the regulator is defective and must be replaced.

▼ CAUTION : Do not increase the RPM so the voltage exceeds 15 V as the bulb(s) will burn.

○ NOTE : Whatever the voltmeter type used (peak voltage or RMS) the voltage must not exceed 15 V (a defective regulator will allow voltage to exceed 15 V as engine RPM is increased).

INSPECTION OF AC CIRCUIT ISOLATION

All Electric Start Models

If AC circuit is not isolated from frame, headlamp beam will weaken.

INSPECTION

Disconnect regulator / rectifier.

Connect one digital ohmmeter probe (needle ohmmeter will not offer enough precision) to frame and other probe to YELLOW or YELLOW / BLACK magneto wires.

Measured resistance must be infinite. If such is not the case, it means there is a connection between AC circuit and DC circuit.

Disconnect one accessory at the time to identify the faulty circuit.

INSPECTION OF HEATING ELEMENTS

All measurements must be performed at 21°C (70°F).

Throttle Lever Heating Element

Resistance Measurement

HIGH INTENSITY	YELLOW / BLACK wire BROWN wire	1.96 to 3.64 ohms
LOW INTENSITY	YELLOW / BLACK wire BROWN / YELLOW wire	8.05 to 14.95 ohms

Current Measurement

HIGH INTENSITY	BROWN wire	0.23 Amp. minimum
LOW INTENSITY	BROWN / YELLOW wire	0.13 Amp. minimum

Handlebar Grip Heating Element

HIGH INTENSITY	YELLOW / BLACK wire ORANGE wire	8.73 to 10.67 ohms
LOW INTENSITY	YELLOW / BLACK wire ORANGE / VIOLET wire	17.7 to 20.7 ohms

TORQUE REACTION SUSPENSION **06-02-1**
COMPONENT REMOVAL 06-02-2
REMOVAL 06-02-2
DISASSEMBLY AND ASSEMBLY 06-02-2
INSPECTION 06-02-3
RIDE ADJUSTMENT 06-02-3
LUBRICATION 06-02-6

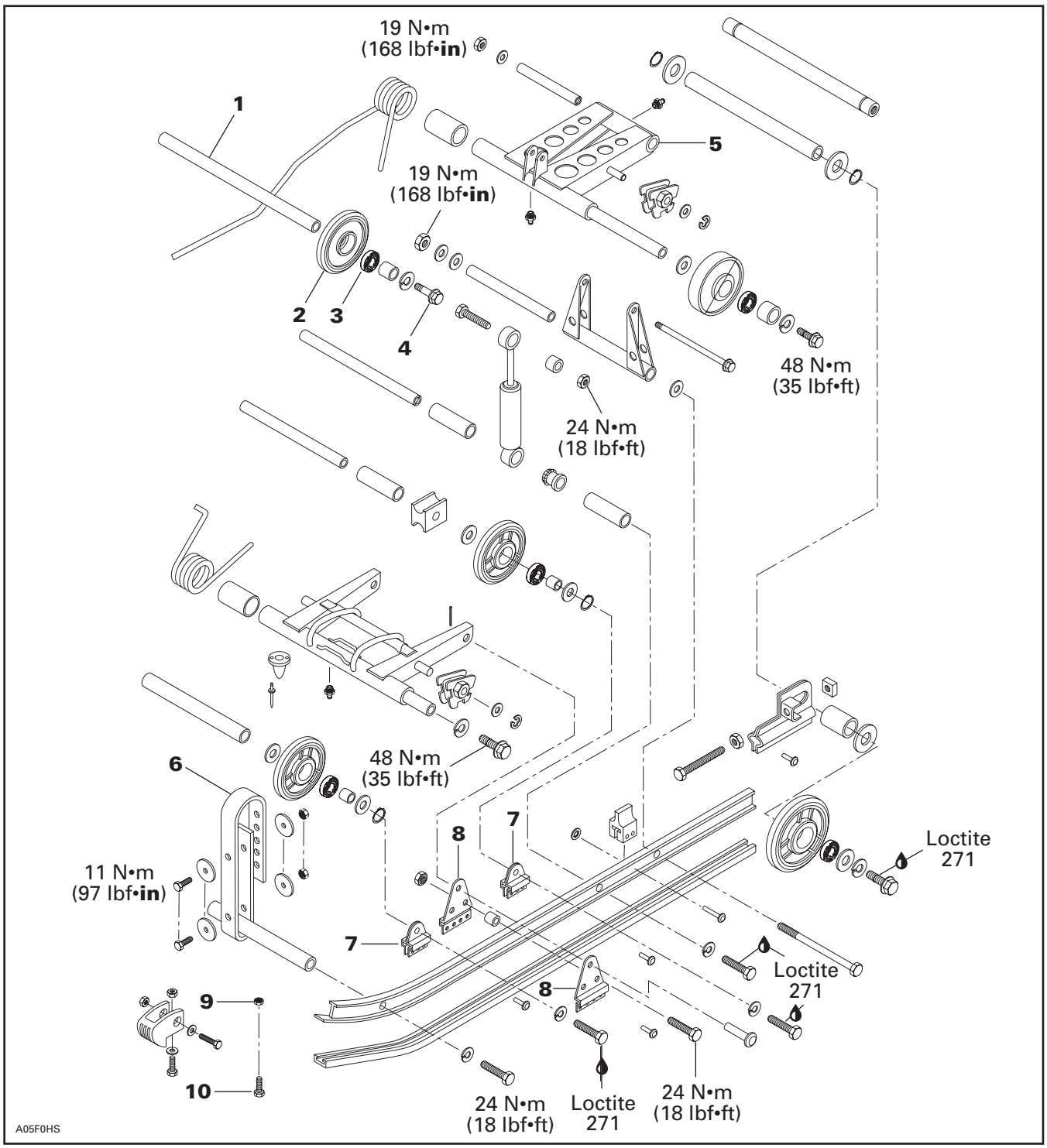
SC-10 SPORT AND TOURING SUSPENSION **06-03-1**
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REMOVAL 06-03-2
DISASSEMBLY AND ASSEMBLY 06-03-3
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DRIVE AXLE **06-04-1**
REMOVAL 06-04-2
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TRACK **06-05-1**
TRACK TYPE APPLICATION 06-05-1
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INSPECTION 06-05-1
REMOVAL 06-05-1
INSTALLATION 06-05-1
TRACK CLEAT 06-05-4

TORQUE REACTION SUSPENSION

Tundra II LT



COMPONENT REMOVAL

Lift rear of vehicle and support it off the ground.

5, Rear Arm

Release spring tension. Unfasten shock from rear arm. Remove 3 screws retaining rear arm.

REMOVAL

NOTE : To prevent cross shaft from turning when unscrewing screws assembled with threadlocker, proceed as follows :

– Loosen one screw then retighten.
– Remove the other screw.
– Remove the first one.

1,2,3,4, Cross Shaft, Idler Wheel, Spacer and Screw

Remove idler wheel ass'y.

Lift rear of vehicle and support it off the ground.

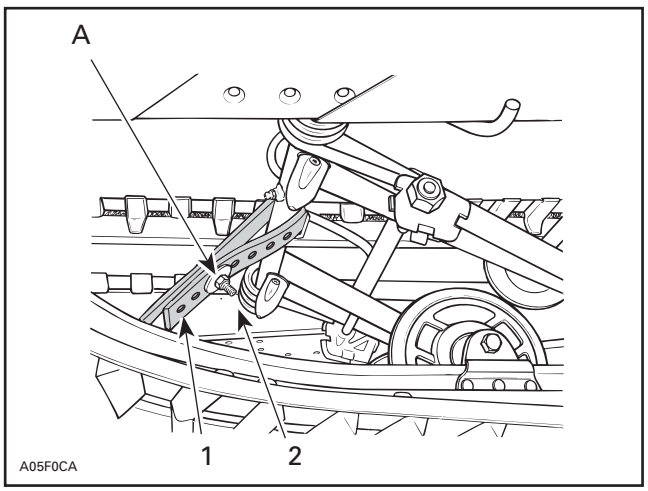
Unscrew 4 screws retaining front arm and rear arm to frame.

Remove suspension.

DISASSEMBLY AND ASSEMBLY

6, Stopper Strap

Inspect strap for wear or cracks, bolt and nut for tightness. If loose, inspect hole for deformation. Replace as required. Make sure it is attached through the 3rd hole from the end. Torque nut to 11 N•m (97 lbf•**in**).

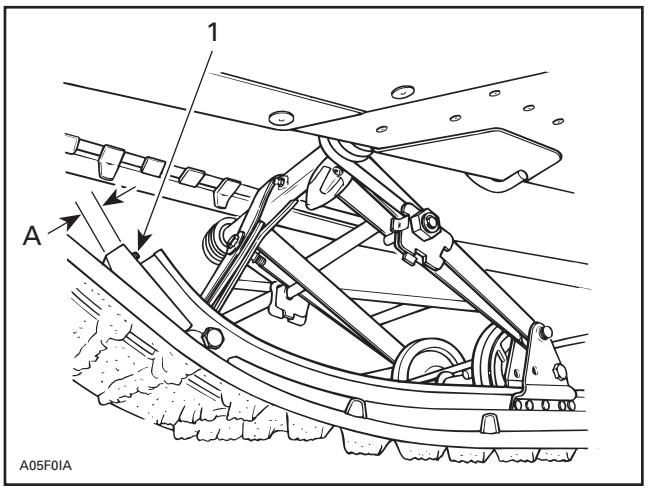


1. 1st hole
2. 3rd hole
*A. 11 N•m (97 lbf•**in**)*

9,10,12, Nut, Slotted Screw and Slider Shoe

To replace a worn shoe, remove the front screw and stop nut, then slide the shoe rearward out of the runner.

NOTE : Slider shoe minimum thickness : 10 mm (25/64 in).



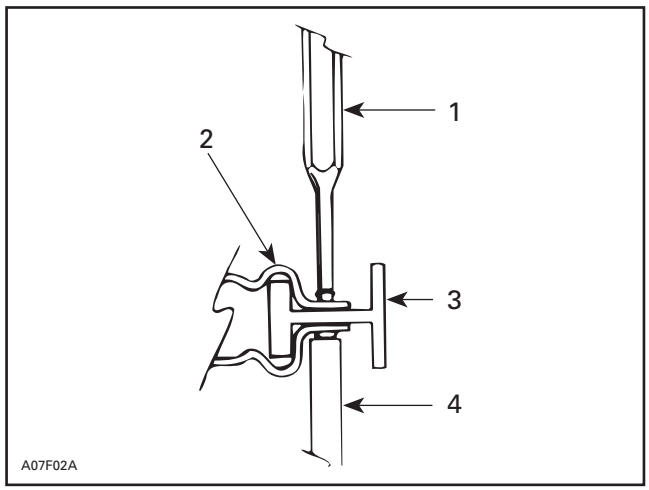
1. Front screw and nut
A. 10 mm (25/64 in)

CAUTION : Slider shoes must always be replaced in pairs.

7,8, Support and Front Arm Support

To remove rivets securing the supports, cut rivet heads off using a cold chisel.

At assembly, position the rivet head toward the outside of the assembly. Support the rivet head against a metal block, as shown, and use a flat head punch to secure the rivet in place.



1. Flat head punch
2. Support
3. Runner
4. Metal block

NOTE : Rivets can be substituted with 3/16 in x 3/4 in long screws and flanged elastic stop nuts. Always position screw head outside the assembly.

INSPECTION

Shock Absorber

Refer to SUSPENSION AND SKI SYSTEM 07-03 for shock inspection.

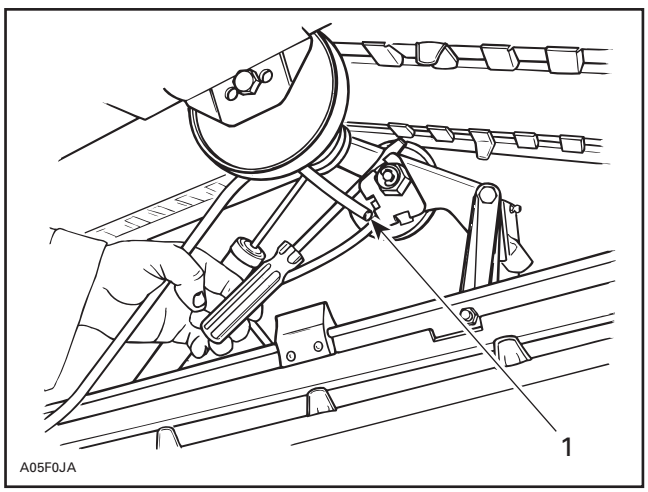
INSTALLATION

Release rear spring tension then install assembled suspension into track with front portion first.

Insert rear portion of suspension into track.

Bolt suspension to tunnel.

Pry rear spring end onto cam.



1. Spring end

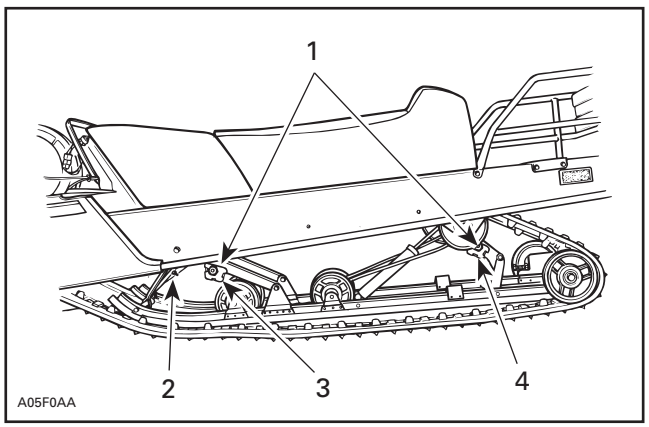
Adjust track tension / alignment. Refer to TRACK 06-05.

RIDE ADJUSTMENT

The front portion of rear suspension is adjustable for surface condition and steering effects.

The stopper strap is adjustable for vehicle weight transfer control.

The rear portion of rear suspension is adjustable for driver's weight.



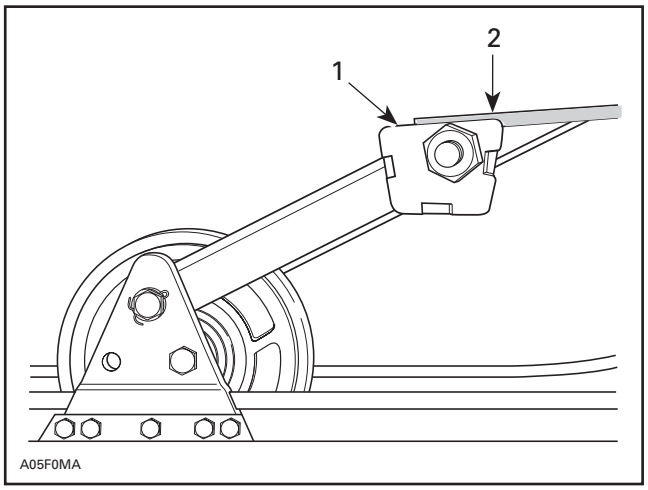
1. Driver's weight
2. Stopper strap for weight transfer
3. Steering effect/surface condition
4. Adjustment cams

Choice of suspension adjustments depends on carrying load, driver's weight, personal preference, riding speed and field condition.

Slight suspension bottoming occurring under the worst riding conditions indicates a good choice of spring preload.

To adjust rear suspension adjustment cams, use special key supplied in vehicle tool box.

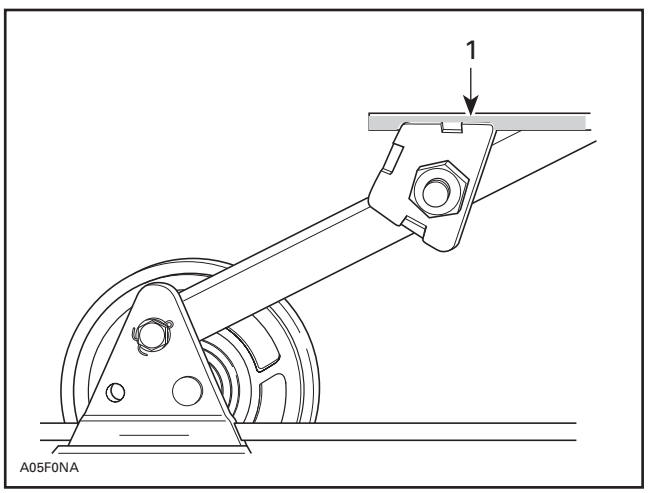
Turning adjustment cam moves edges of cam supporting spring rod. The softest adjustment is reached when the supporting edge of cam is the closest to hexagonal portion of cam.



SOFTEST ADJUSTMENT

1. *Supporting edge closest to hexagonal*
2. *Spring*

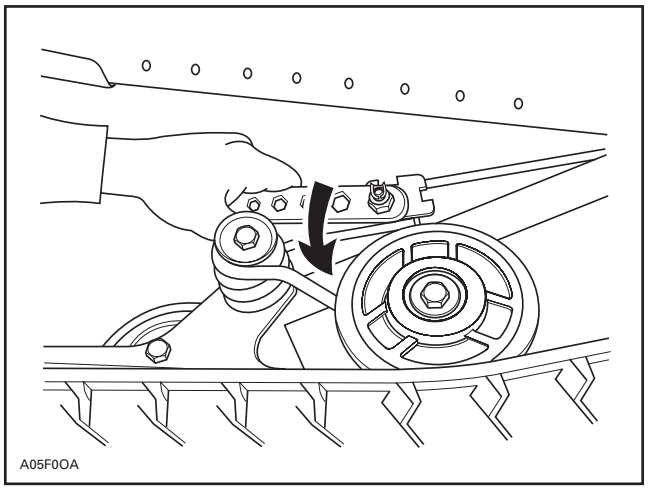
The stiffest adjustment is reached when the supporting edge of cam is the farthest to hexagonal portion of cam.



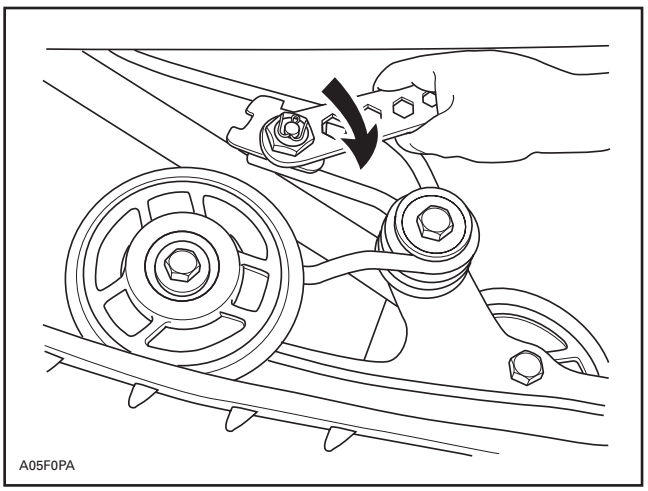
STIFFEST ADJUSTMENT

1. *Supporting edge farthest to hexagonal*

▼ CAUTION : Always turn the left side adjustment cams in a clockwise direction and the right side cams in a counterclockwise direction. Left and right adjustment cams must always be set at the same position.



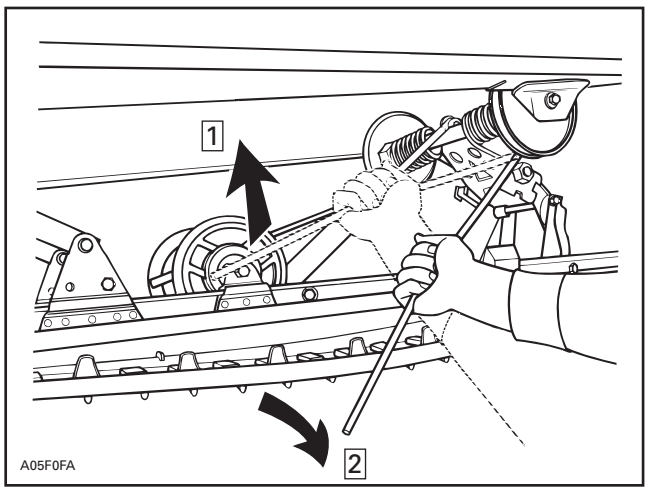
RH SIDE



LH SIDE

○ NOTE : To quickly change rear cam position without using any tool :

– Lay vehicle on its side.
– Unhook rear spring by hand from lower idler wheel.



– Turn adjustment cam by hand to the desired position.
– Reinstall spring on its support making sure that it sits in the groove of support.

Stopper Strap

The function of the stopper strap is to control the transfer of vehicle weight during acceleration and to control track lead angle.

The longer the belt, the more the weight will be transferred to the track to provide a better traction. The shorter the belt, the lesser the weight transferred to the track, thus maintaining a more positive steering.

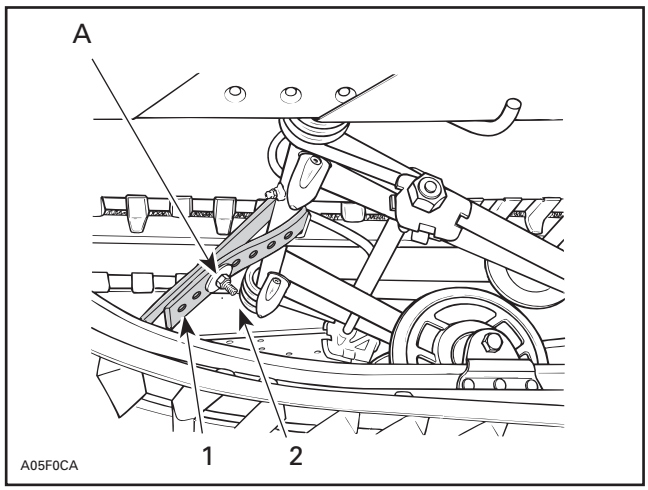
The longer the belt, the greater will be the track lead angle. A shorter belt will reduce track lead angle which may help when negotiating a particular snow condition.

Adjusting holes on the stopper strap allow to adjust it according to driver's requirements, field and / or snow conditions.

▼ CAUTION : Whenever stopper strap length is changed, track tension must be readjusted to prevent any possibility of operating vehicle with a too loose or too tight track tension.

For normal use, locate bolt through 3rd hole from strap end.

◆ WARNING : Always torque the nut to 11 N•m (97 lbf•in). Replace strap if worn or torn.



1. 1st hole
2. 3rd hole
A. 11 N•m (97 lbf•in)

NOTE : When towing a load, it is suggested to adjust stopper strap to its shortest length, soften front springs of rear suspension and stiffen rear springs. These adjustment will improve steering ability.

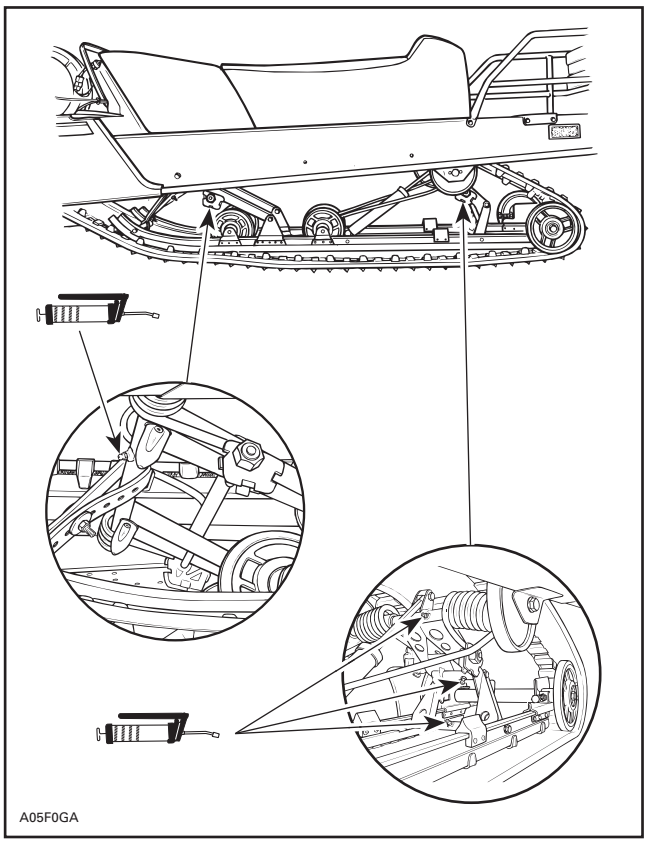
Deep Snow Operation

When operating the vehicle in deep snow, it may be necessary to change position of adjustment cams, stopper strap and / or driver's riding position, to change the angle at which the track rides on the snow. Operator's familiarly with the various adjustments as well as snow conditions will dictate the most efficient combination.

LUBRICATION

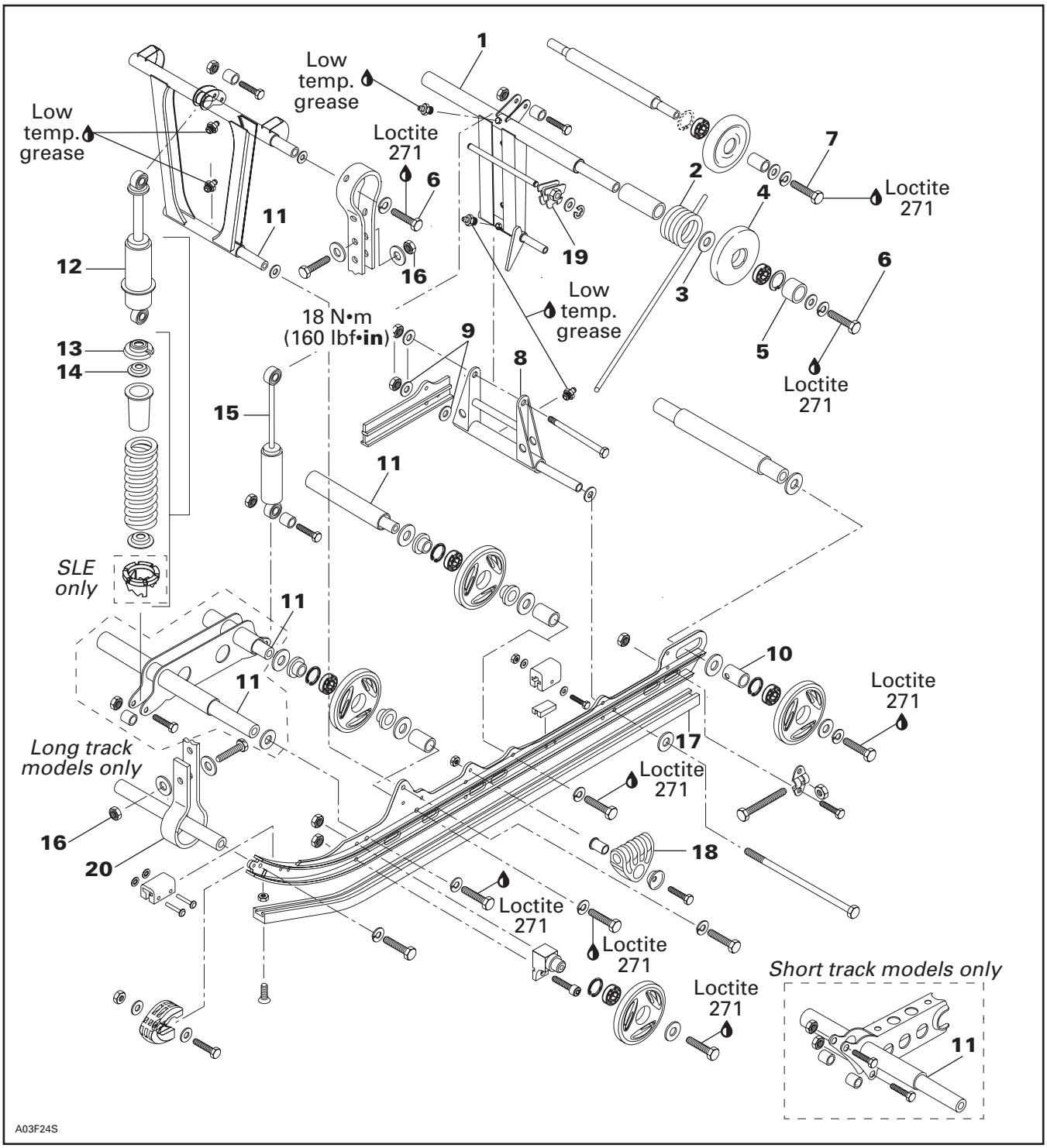
Lubricate front and rear arms at grease fittings using low temperature grease (P / N 413 7061 00).

NOTE : There are 4 grease fittings.



SC-10 SPORT AND TOURING SUSPENSION

S-Series



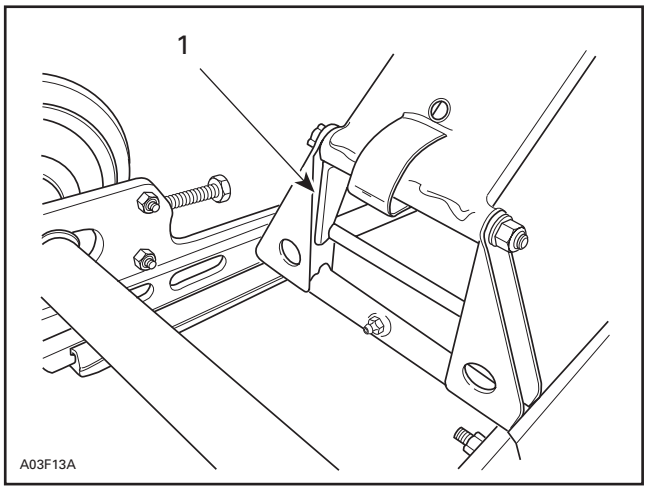
COMPONENT REMOVAL AND INSTALLATION

Lift rear of vehicle and support it off the ground.

1, Rear Arm

Release spring tension by unfastening spring support. Unfasten shock from rear arm. Remove 3 screws retaining rear arm.

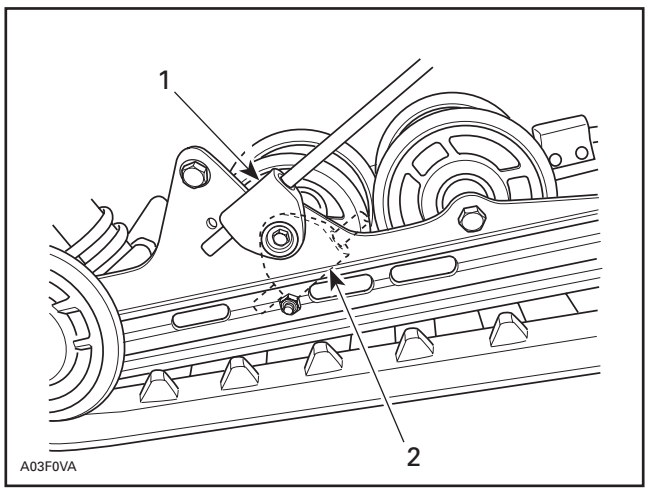
At installation, rear arm stroke limiter must be behind shackle.



1. Stroke limiter on rear side

18, Spring Support

▼ CAUTION : To avoid track damage, spring supports must be mounted upward.



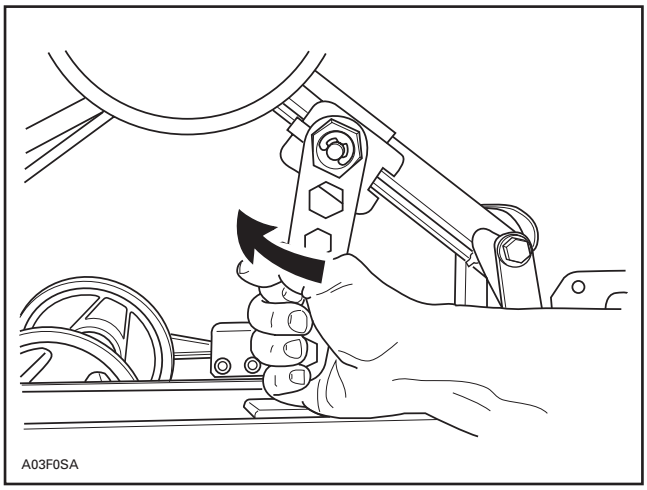
RIGHT SIDE SHOWN

1. Right position : upward
2. Wrong position

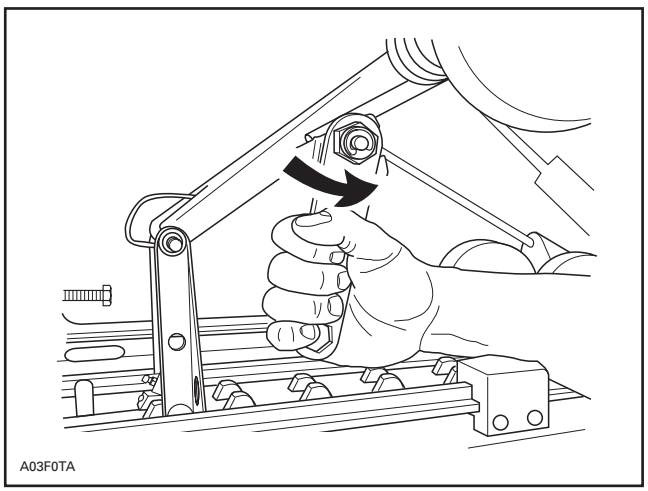
REMOVAL

19, Cam

Decrease spring preload by turning LH cam clockwise and RH cam counterclockwise.



LH SIDE SHOWN



RH SIDE SHOWN

Lift rear of vehicle and support it off the ground. Block suspension in place.

2,3,4,5,6,18, Spring, Washer, Idler Wheel, Spacer, Screw and Spring Support

Unbolt spring support from runner while retaining spring end. Move spring end rearward to completely release spring preload. Proceed with the other side.

Unscrew both rear arm screws.

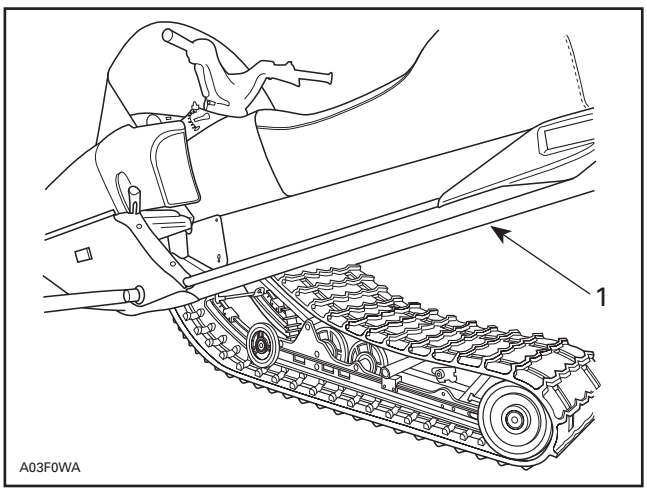
NOTE : To prevent cross shaft from turning when unscrewing screws assembled with threadlocker, proceed as follows :

– Knock on screw head and / or heat to break threadlocker bond.
– Loosen one screw then retighten.
– Remove the opposite screw.
– Remove the first one.

7, Screw

Unscrew center idler wheel axle from tunnel then remove.

Lift rear of vehicle until spacers, idler wheels, washers and springs can be removed.



1. Lift rear of vehicle

6, Screw

Remove both screws retaining front arm to tunnel.

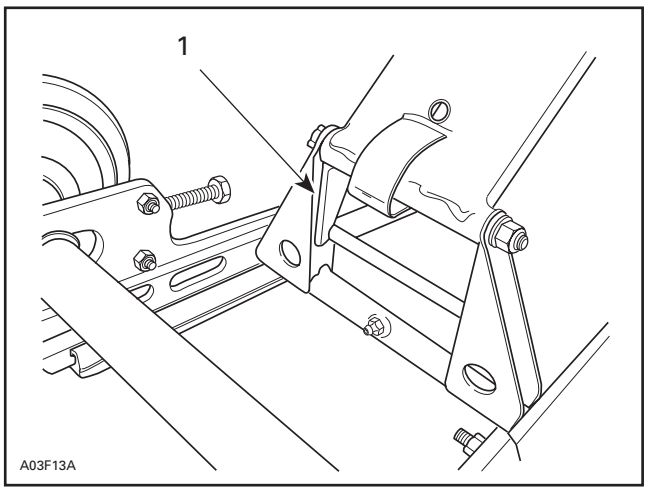
Remove suspension.

DISASSEMBLY AND ASSEMBLY

Inspect track thoroughly before reinstalling suspension. Refer to 06-05 TRACK.

1, Rear Arm

At installation, rear arm stroke limiter must be on rear side.



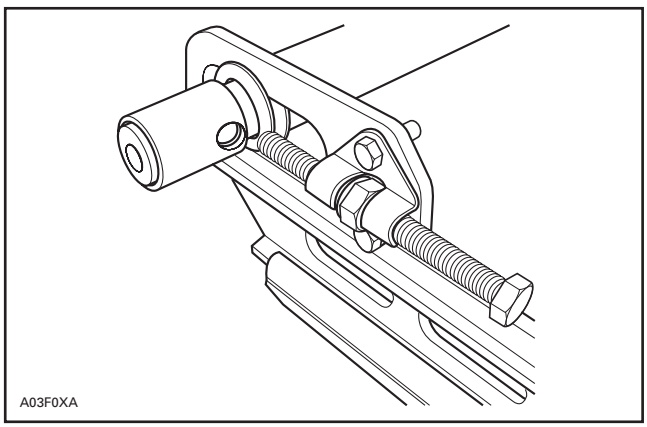
1. Stroke limiter on rear side

8,9, Pivot Arm and Flat Washer

At installation pivot arm grease fitting must face rearward. Small washer must be against nut. Large washers must be inside rails on both side.

10, Outer Bushing

At installation, hole must face adjustment screw.



11, Axle

Note position of axles at disassembly. Axles with a paint stripe serve as idler wheel axles. These are more precise than those used as pivot axles. Idler wheel axles can be used as pivot axles but the opposite is not true.

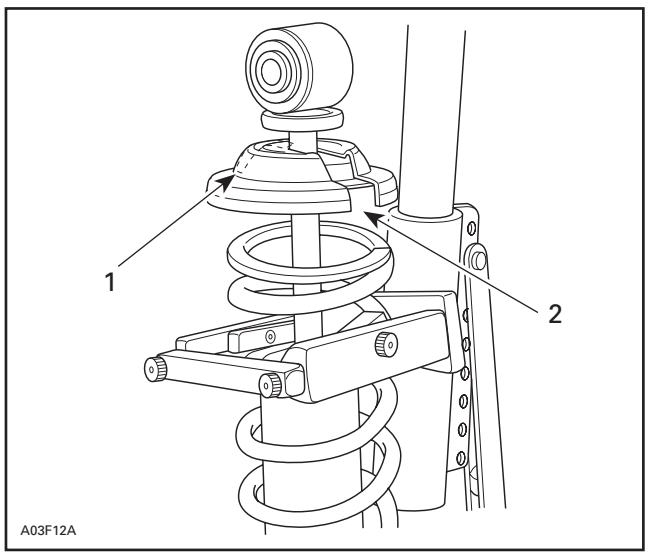
12,13,14, Front Shock, Spring Stopper and Cap

Use shock spring remover (P / N 529 0271 00) in a vise. Mount shock in it and turn shock so that spring coils matched spring compressor.

Close and lock bar. Adjust handle horizontal by changing position of clevis pin.

Push down on handle until il locks. Remove spring stopper and cap then release handle.

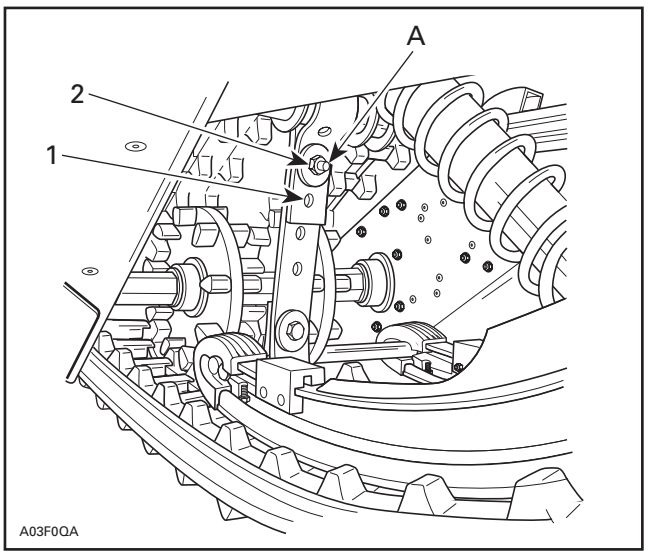
At installation, cap opening must be 180° from spring stopper opening.



1. Spring stopper opening
2. Cap opening

20, Stopper Strap

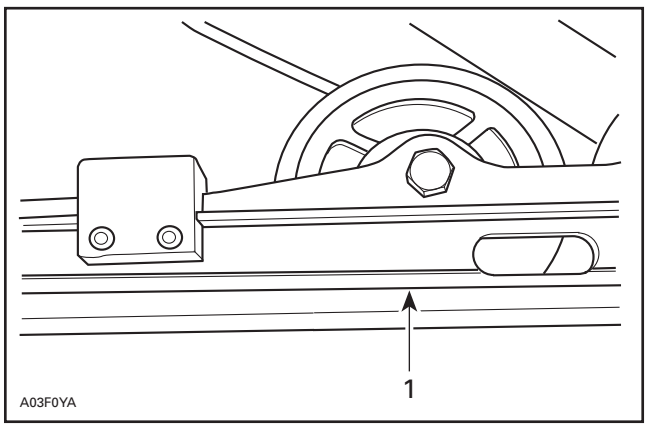
Inspect strap for wear or cracks, bolt and nut for tightness. If loose, inspect hole for deformation. Replace as required. Make sure it is attached through the 2nd hole from the end. Torque nut to 11 N•m (97 lbf•**in**).



1. 1st hole
2. 2nd hole
*A. 11 N•m (97 lbf•**in**)*

17, Slider Shoe

Replace slider shoes when it is worn to the line.



1. Wear limit line

CAUTION : Slider shoes must always be replaced in pairs.

INSPECTION

Shock Absorber

Refer to SUSPENSION AND SKI SYSTEM 07-03 then look for **Shock Inspection**.

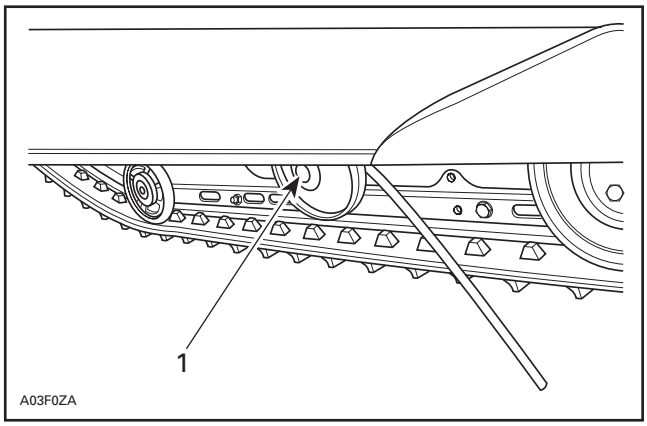
INSTALLATION

Do not install rear spring yet. Install assembled suspension into track with front portion first.

Insert rear portion of suspension into track.

2,3,4,5,6 Spring, Washer, Idler Wheel, Spacer and Screw

On each side, install rear spring, washer, idler wheel, spacer then bolt that axle to tunnel.

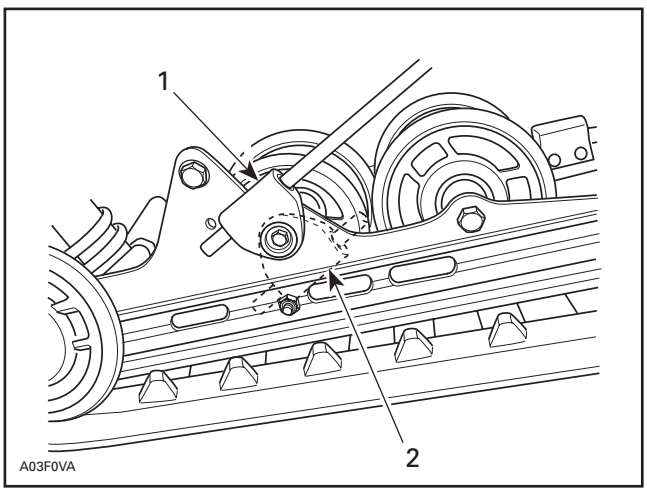


1. Spacer

18, Spring Support

Install spring supports to rails.

CAUTION : To avoid track damage, spring supports must be mounted upward.



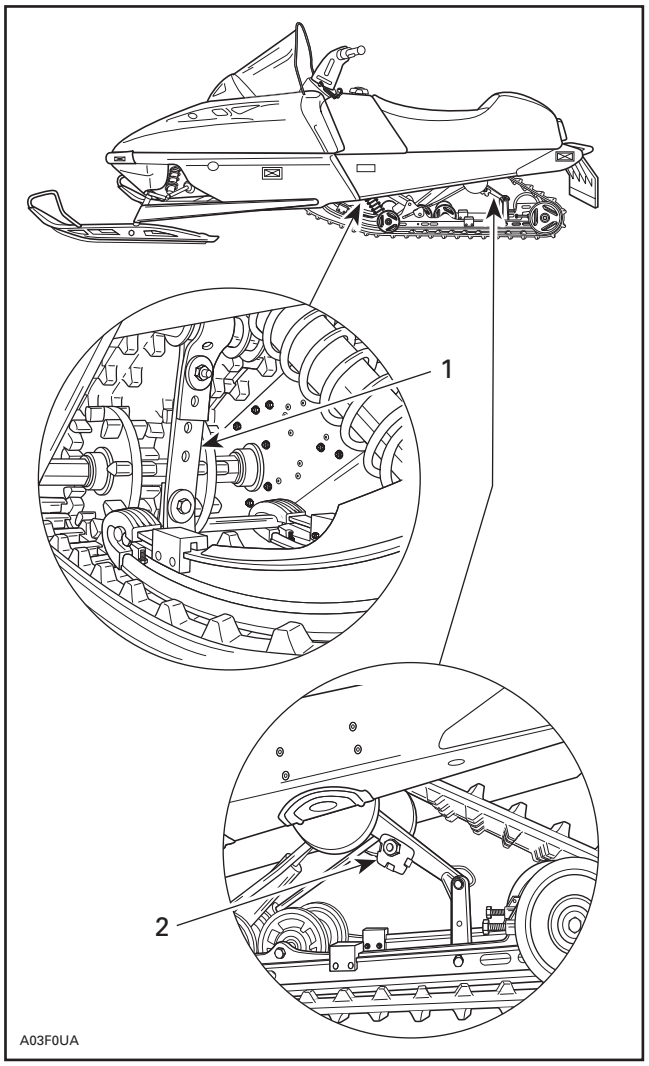
RIGHT SIDE SHOWN

1. Right position : upward
2. Wrong position

RIDE ADJUSTMENT

The stopper strap is adjustable for vehicle weight transfer control.

The rear portion of rear suspension is adjustable for driver's weight.



1. Stopper strap for weight transfer
2. Driver's weight

Choice of suspension adjustments depends on carrying load, driver's weight, personal preference, riding speed and field condition.

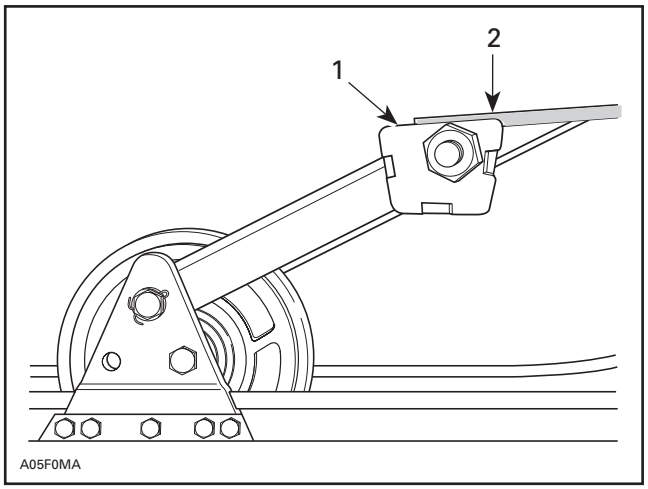
Rear Suspension Setting Table

Cam position	Soft → Heavy
Operator's weight	Light → High
Riding speed	Low → High
Field condition	Flat → Bumpy

Slight suspension bottoming occurring under the worst riding conditions indicates a good choice of springs preload.

To adjust rear suspension adjustment cams, use multi wrench supplied in vehicle tool box.

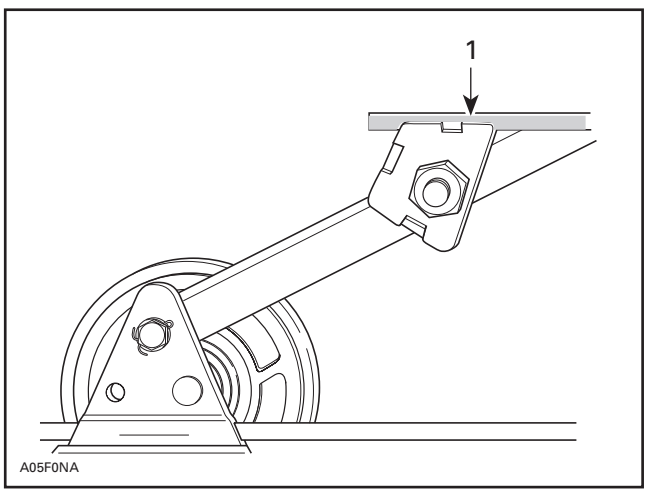
Turning adjustment cam moves edges of cam supporting spring rod. The softest adjustment is reached when the supporting edge of cam is the closest to hexagonal portion of cam.



SOFTEST ADJUSTMENT

1. *Supporting edge **closest** to hexagonal*
2. *Spring*

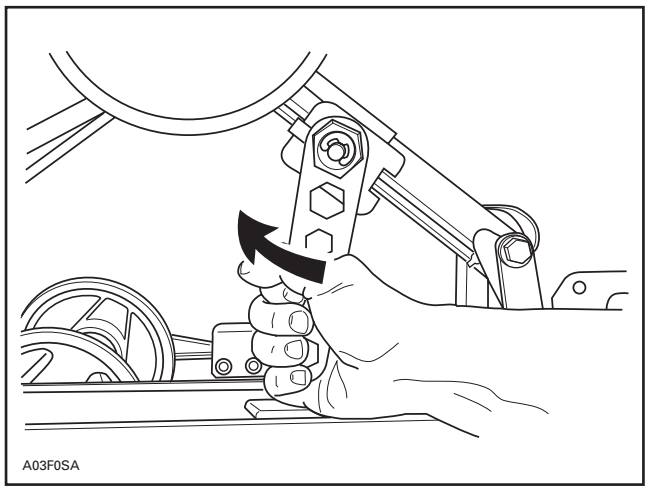
The stiffest adjustment is reached when the supporting edge of cam is the farthest to hexagonal portion of cam.



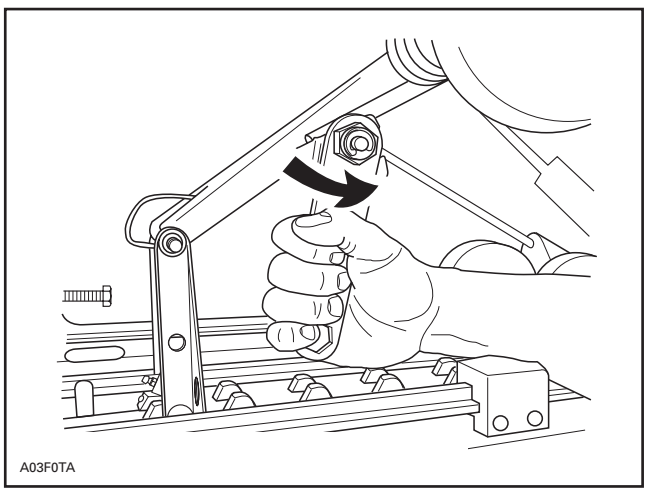
STIFFEST ADJUSTMENT

1. *Supporting edge **farthest** to hexagonal*

▼CAUTION : Always turn the left side adjustment cams in a clockwise direction and the right side cams in a counterclockwise direction. Left and right adjustment cams must always be set at the same position.



LH SIDE SHOWN



RH SIDE SHOWN

Stopper Strap

The function of the stopper strap is to control the transfer of vehicle weight during acceleration and to control track lead angle.

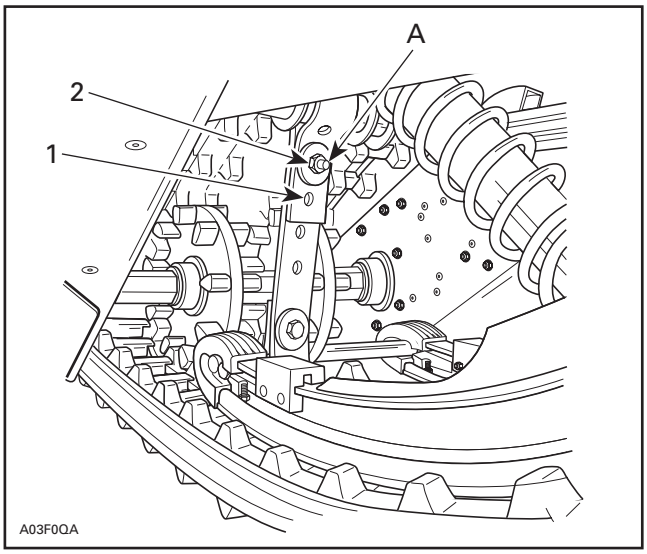
The longer the belt, the more the weight will be transferred to the track to provide a better traction. The shorter the belt, the lesser the weight transferred to the track, thus maintaining a more positive steering.

The longer the belt, the greater will be the track lead angle. A shorter belt will reduce track lead angle which may help when negotiating a particular snow condition.

Adjusting holes on the stopper strap allow to adjust it according to driver's requirements, field and / or snow conditions.

▼ CAUTION : Whenever stopper strap length is changed, track tension must be readjusted to prevent any possibility of operating vehicle with a too loose or too tight track tension.

For normal use, locate bolt through 2nd hole from strap end.



1. 1st hole
2. 2nd hole
*A. 11 N•m (97 lbf•**in**)*

◆ WARNING : Always torque the nut to 11 N•m (97 lbf•**in**). Replace strap if worn or torn.

○ NOTE : When towing a load, it is suggested to adjust stopper strap to a shorter length and stiffen rear springs. These adjustment will improve steering ability.

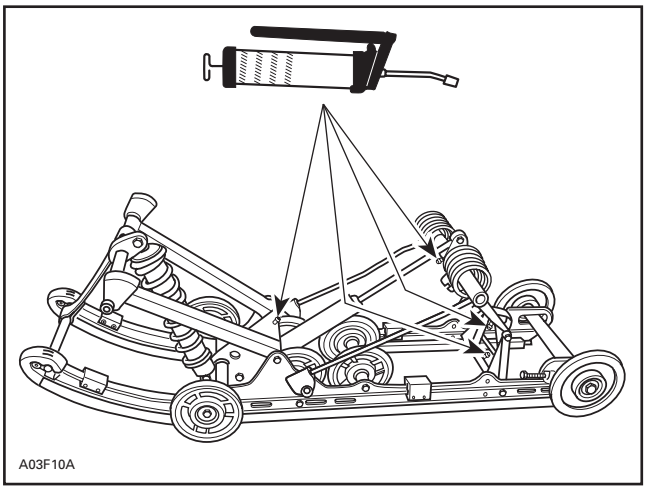
Deep Snow Operation

When operating the vehicle in deep snow, it may be necessary to change position of adjustment cams, stopper strap and / or driver's riding position, to change the angle at which the track rides on the snow. Operator's familiarly with the various adjustments as well as snow conditions will dictate the most efficient combination.

LUBRICATION

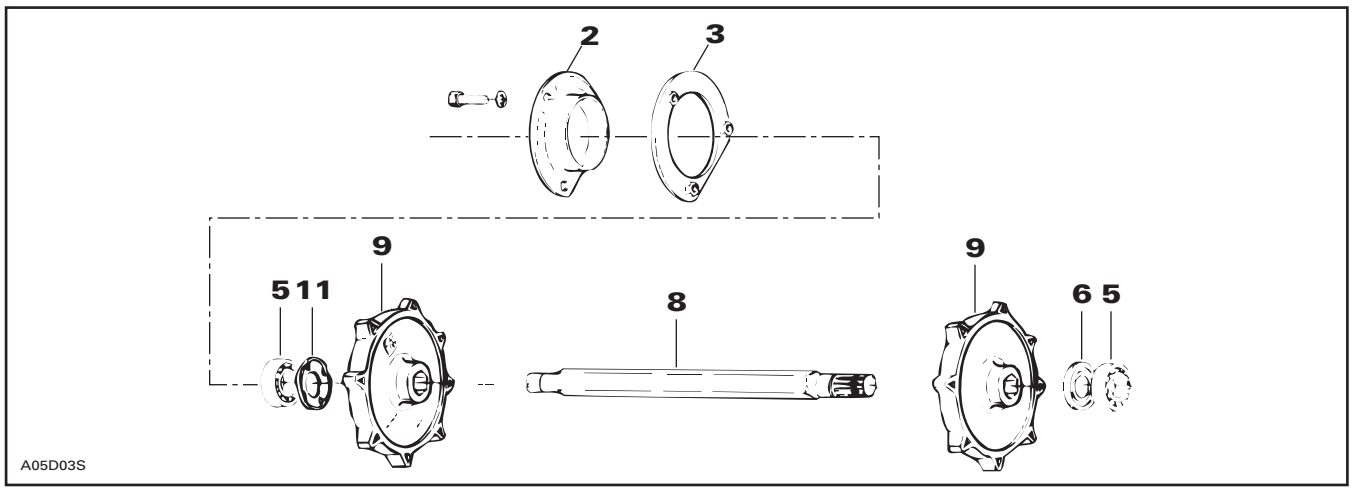
Lubricate front and rear arms at grease fittings using low temperature grease (P / N 413 7061 00).

○ NOTE : There are 4 grease fittings.

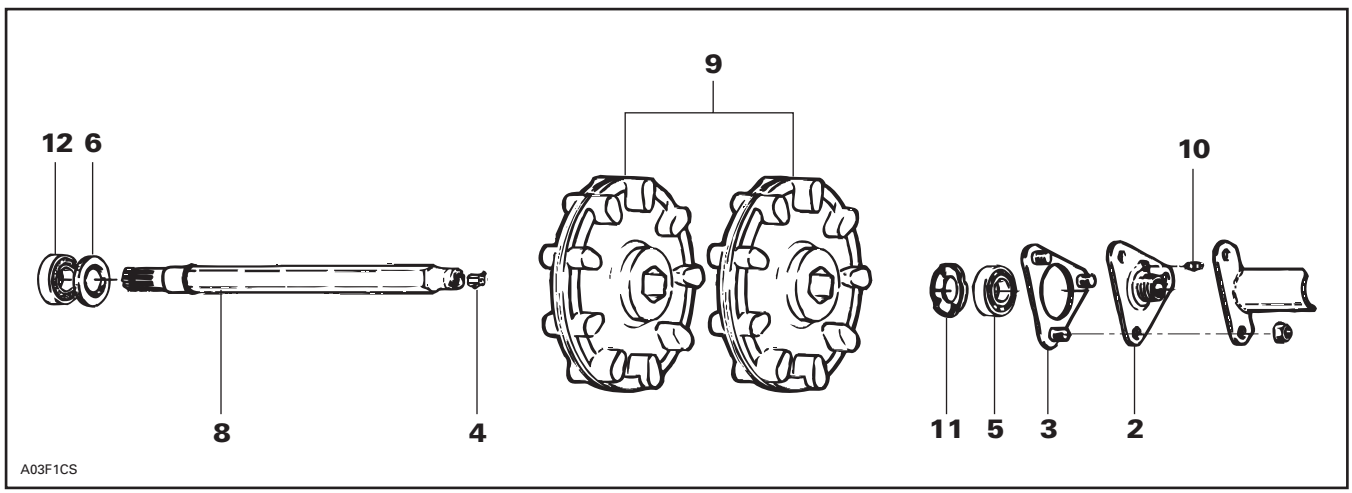


DRIVE AXLE

Tundra II LT



S-Series



REMOVAL

All Models

Drain oil from chaincase or gearbox. Remove chaincase cover and release drive chain tension (if applicable).

Raise and block rear of vehicle off the ground.

Remove suspension. (Refer to REAR SUSPENSION 06).

2,6, End Bearing Housing and Seal

NOTE : If applicable, remove muffler, battery and its support. If vehicle is equipped with a speedometer, remove angle drive unit and coupling cable if necessary.

On all S-Series, remove chaincase cover, chain and sprocket then circlip and bearing on drive axle.

Pry oil seals from chaincase and end bearing housing (if applicable).

Unlock sprocket from drive axle and remove with its spacer (if applicable).

8,9, Drive Axle and Sprocket

Release drive axle sprocket from track and at the same time, pulling the drive axle towards the end bearing housing side.

Remove drive axle from vehicle.

DISASSEMBLY

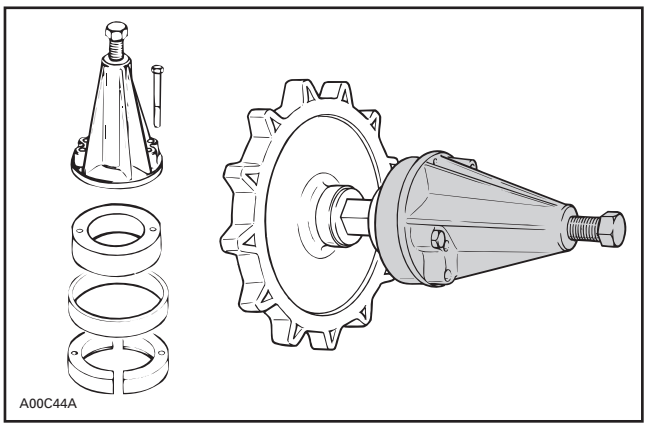
4, Speedometer Drive Insert

All Models

Remove speedometer drive insert (if applicable).

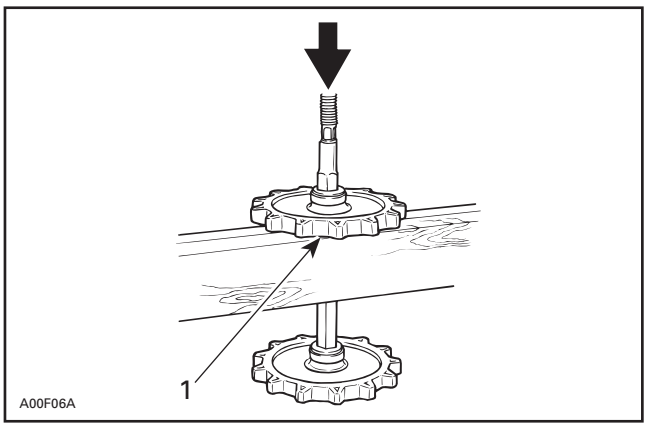
5,12, Bearing

To remove bearings, use puller assembly, ring and half rings as illustrated.



9,13, Sprocket and Half-Sprocket

To remove press fit sprockets, use a press and a suitable support as illustrated.



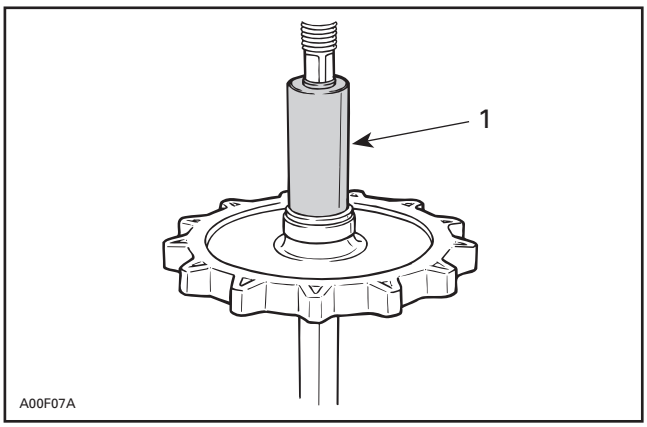
1. Support sprocket near hub

NOTE : Two different types of sprocket press fit can be found. Ensure to replace ring reinforced sprockets with the same type.

ASSEMBLY

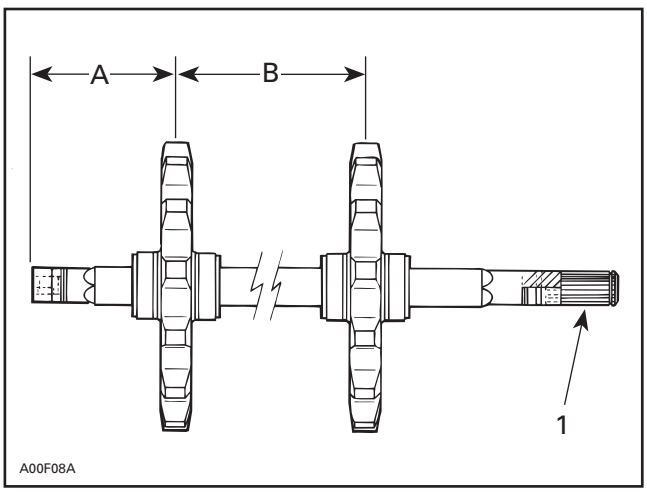
8,9,13, Drive Axle and Sprocket

To assemble press fit sprockets, use a press and a suitable pipe as illustrated. Sprockets must be assembled according to the following dimensions.



1. Pipe

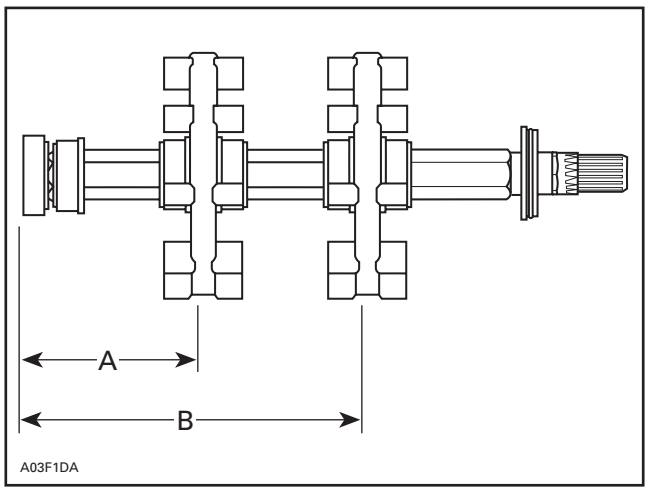
Tundra II LT



TYPICAL
1. Chaincase side

APPLICABLE MODEL	A mm (in)	B mm (in)
Tundra II LT	83 (3-17/64)	242 (9-17/32)

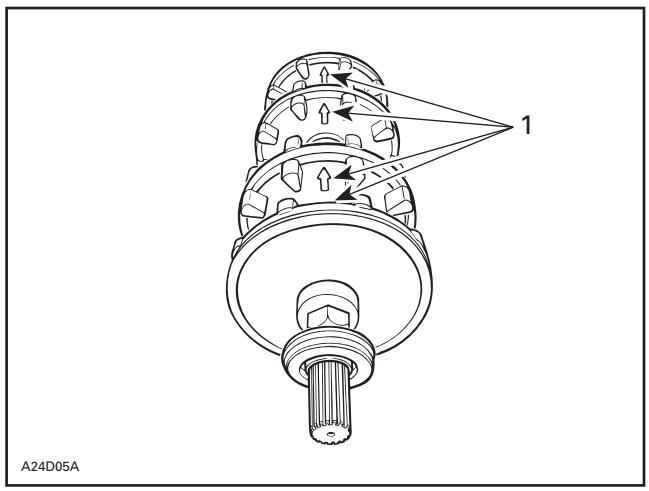
S-Series



A. 155.4 mm (6-1/8 in)
B. 278.4 mm (10-31/32 in)

All Models

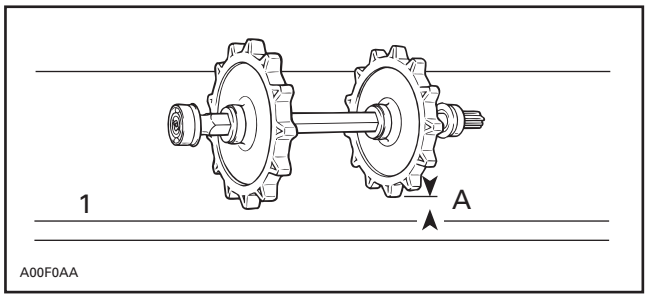
Ensure to align indexing marks of each sprocket when assembling.



TYPICAL
1. Indexing marks aligned

The maximum desynchronization for the sprockets is 1.5 mm (1/16 in).

To check this tolerance, place axle assembly on a plane surface and measure the gap between sprocket tooth and surface.

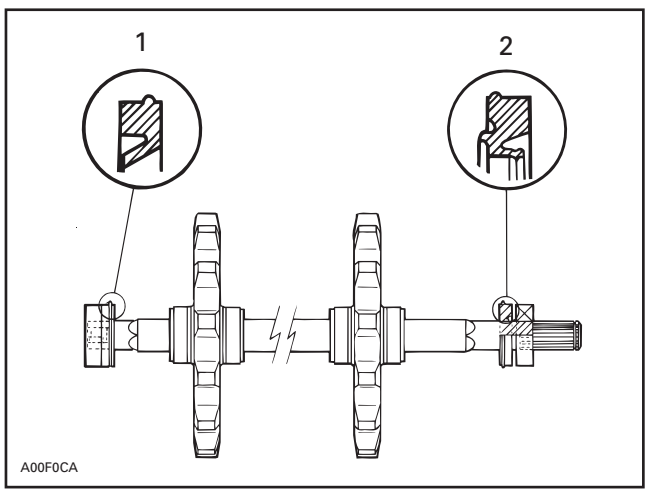


1. Plane surface
A. 1.5 mm (1/16 in) MAXIMUM

CAUTION : The same sprocket must not be pressed twice on the axle. If synchronization is found to be defective, use a new sprocket.

6,8, Drive Axle and Seal

When assembling drive axle, always position a new seal on each end of drive axle (chaincase side only on Tundra II LT). Locate seal lip as illustrated.



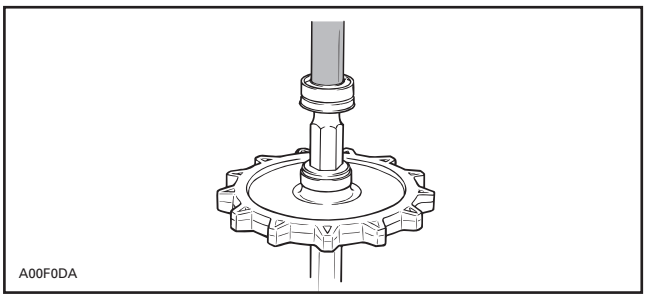
1. Grease seal type
2. Oil seal type

11, Bearing Protector

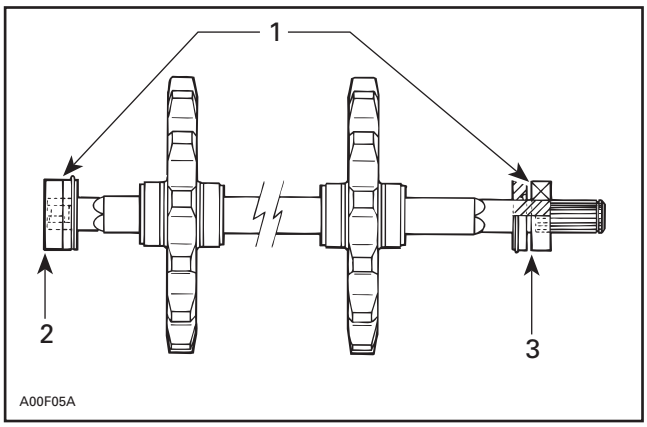
At assembly, flat side of bearing protector must be against bearing.

5,12, Bearing

Always push bearing by inner race.



The bearing on the splined side of axle must be pushed until it is seated on shaft shoulder. The end bearing housing bearing must be flush with end of drive axle. Each bearing must have its shield facing the sprocket.



1. Bearing shield on this side
2. Flush with drive axle
3. Seated on shaft shoulder

AXIAL PLAY

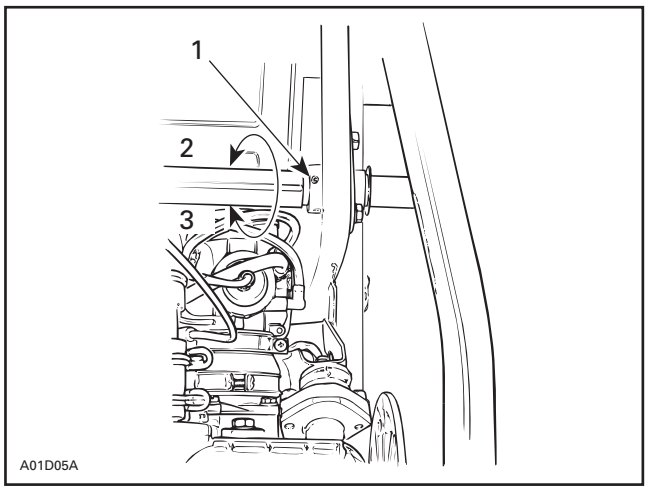
S-Series

Ensure there is no deformation of the sheet metal around the end bearing housing. Straighten as required.

Before attempting to adjust the drive axle axial play, check the chaincase perpendicularity as follows :

CHAINCASE PERPENDICULARITY ADJUSTMENT

– Remove driven pulley.
– Slacken bearing collar set screw and working from the driven pulley side, turn bearing collar clockwise.

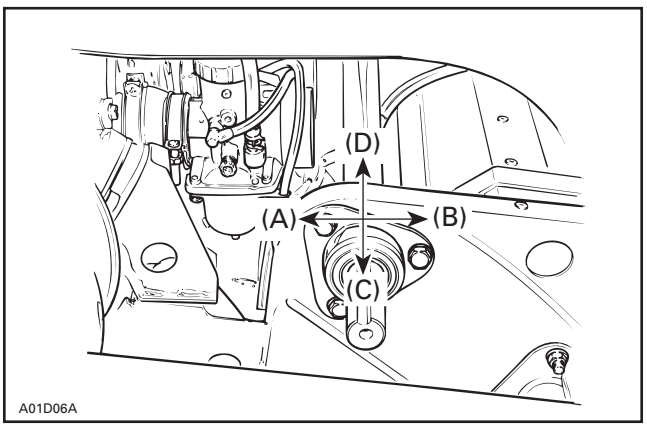


TYPICAL

1. Set screw
2. Slacken
3. Tighten

– Extract bearing from its support.

Wrong chaincase perpendicularity will make it difficult to correctly install the bearing in its support due to the countershaft and support misalignment.



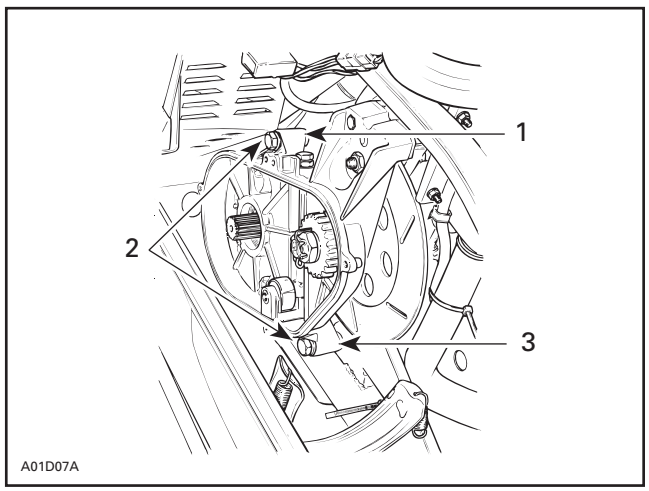
TYPICAL

– Add shim(s) (P / N 504 0398 00) between chaincase and frame to obtain easy bearing installation.

▼ CAUTION : When installing one shim or more between chaincase and frame, secure with 50 mm long screws.

	BEARING POSITION			
	(A) TOWARD FRONT OF VEHICLE	(B) TOWARD REAR OF VEHICLE	(C) TOWARD BOTTOM OF VEHICLE	(D) TOWARD TOP OF VEHICLE
SHIM LOCATION	LOWER	UPPER	UPPER	LOWER

This chart can be use as a "starting point" to correct the chaincase perpendicularity.

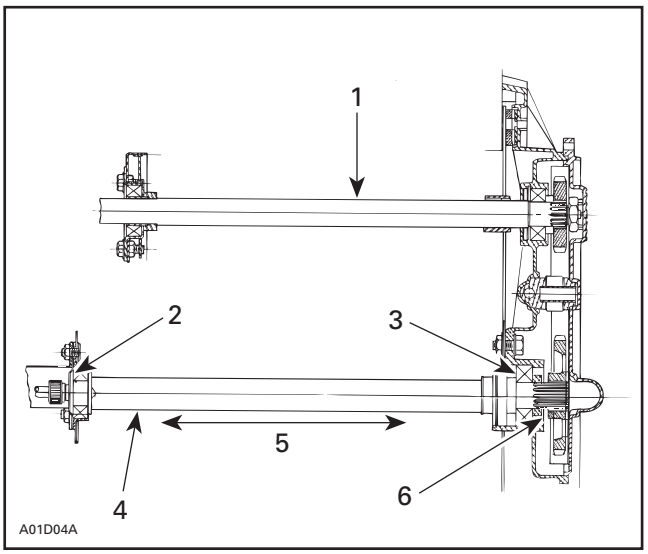


TYPICAL

1. Upper shim location
2. Lower shim location
3. 50 mm long screws when installing one shim or more

– Do not reinstall the driven pulley at this time.

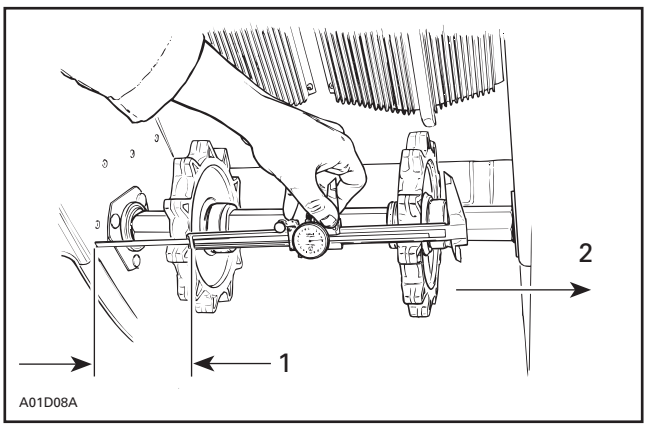
AXIAL PLAY ADJUSTMENT



TOP VIEW

1. *Countershaft*
2. *Shim position on end bearing housing side*
3. *Shim position on chaincase side*
4. *Drive axle*
5. *Axial play*
6. *Shim between sprocket and spacer*

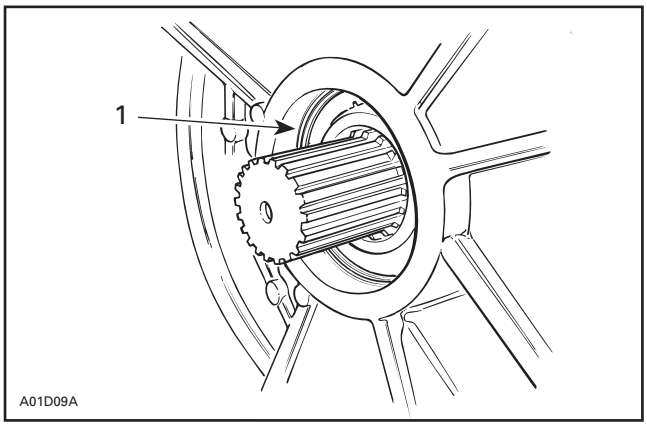
– Push the drive axle toward chaincase and take note of the distance between the sprocket and tunnel.



TYPICAL

1. *Distance between sprocket and tunnel*
2. *Drive axle pushed toward chaincase*

▼ CAUTION : Be sure drive axle bearing makes full contact all around the shoulder of the bearing bore.



1. *No gap all around*

– Pull drive axle toward the end bearing housing and take note of the measurement between sprocket and tunnel.

The drive axle axial play is the difference between these 2 measurements.

– Repeat this procedure 2 or 3 times to obtain an accurate measurement.

The allowable drive axle axial play is 0 to 1.5 mm (0 to .060 in).

The drive axle axial play, as calculated above, should be within the allowable axial play, add shim(s) accordingly.

– Remove drive axle, install required shim(s) as per the **shim position** chart, reinstall drive axle without the suspension and track.

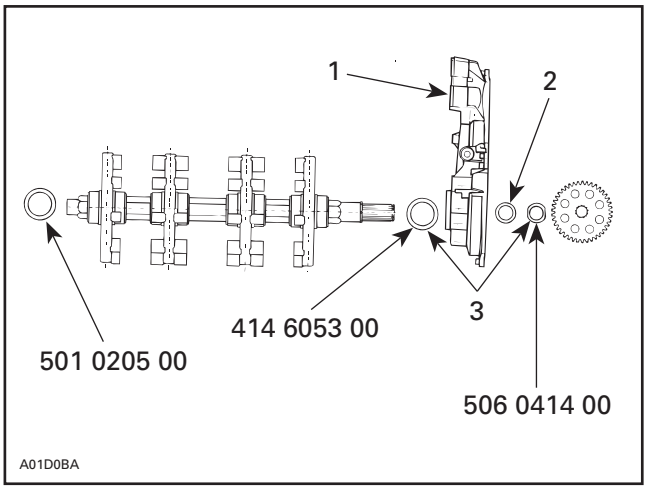
SHIM POSITION

Shim position is important to maintain proper sprocket alignment.

▼ CAUTION : Install shim(s) following the pattern shown in the chart.

	SHIM POSITION AND QUANTITY	
SHIM(S) REQUIRED	END BEARING HOUSING SIDE	CHAINCASE SIDE
1	1	
2	1	1
3	2	1

When installing shims between the chaincase and the drive axle bearing, there must be same quantity of shims between the drive chain sprocket and spacer.

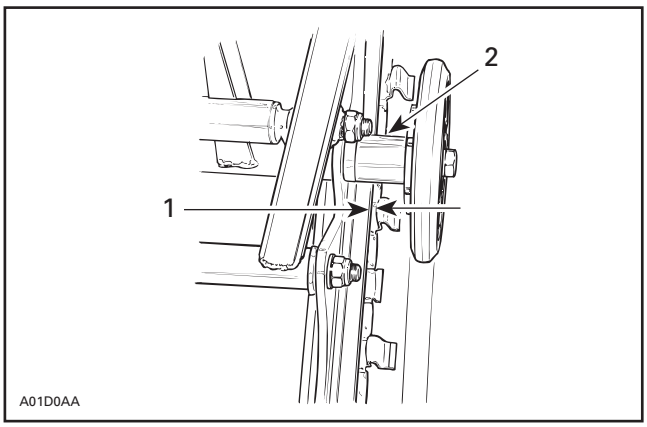


1. Chaincase
2. Spacer
3. Same quantity

– Double-check drive axle axial play as described above.
– Modify total shim thickness as required.
– Reinstall track and suspension. Adjust track tension and alignment.

NOTE : Center the track suspension to ensure that the alignment check made in the next step is accurate.

– To center, grasp the track suspension and move it sideways, left and right. Position the track suspension at the midpoint of its sideways movement.
– Check track front alignment by measuring the gap, on each side between guide cleat and the slider shoe, behind the suspension front axle as shown.



1. Distance between guide cleat and slider shoe
2. Suspension front axle

If the difference between each side exceeds 3 mm (1/8 in), redistribute drive axle shims as follows :

DIFFERENCE BETWEEN EACH SIDE	DRIVE AXLE SHIM REDISTRIBUTION
3 to 4.5 mm (1/8 to 3/16 in)	Remove 1 shim from larger gap side. Add 1 shim on smaller gap side.
4.5 to 6 mm (3/16 to 1/4 in)	Remove 2 shims from larger gap side. Add 2 shims on smaller gap side.

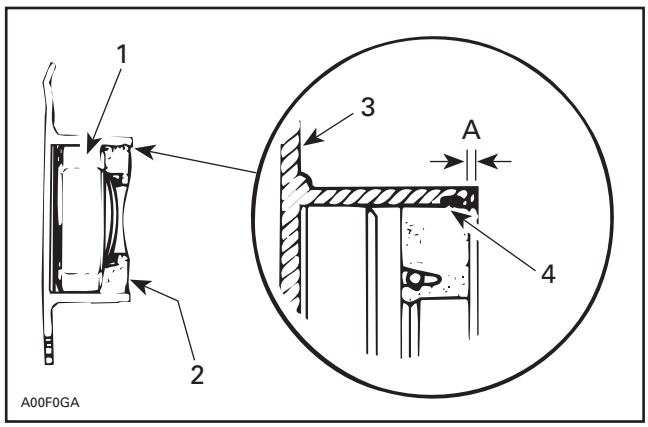
INSTALLATION

4, Speedometer Drive Insert

If the drive axle to be installed is a new part and the vehicle is equipped with a speedometer, a correct size speedometer drive insert must be installed into the axle end. Ensure that insert is flush with end of axle.

Position drive axle assembly into location. Install end bearing housing. Install spacer (if applicable) between bearing and lower chaincase sprocket.

Install chaincase and position seals (if applicable), making sure that a gap of approximately 2 mm (1/16 in) exists between end of bearing housing and each seal.



SIDE VIEW

1. Bearing
2. Seal
3. Housing
4. Seal lip
A. 2 mm approx.

3, Retainer Ring

Make sure that welded nuts are toward inside of tunnel.

Lock drive axle sprocket with a circlip.

Reinstall the chaincase cover (if applicable).

Refill with chaincase oil.

Install the suspension. Refer to TRACK 06-05 and adjust track tension and carry out track alignment procedure.

LUBRICATION

15, Grease Fitting

Lubricate end housing bearing with low temperature grease (P / N 413 7061 00).

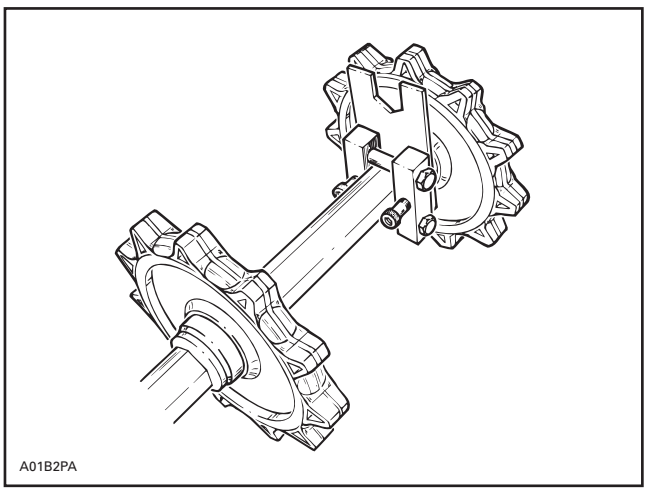
ADJUSTMENT

Sprocket / Track Alignment

▼CAUTION : Do not temper with sprocket / track alignment if frame or suspension is damaged.

Sprockets might be repositioned to fit track holes (lugs on S-Series) without removing drive axle.

Use drive axle sprocket adjuster kit (P / N 861 7257 00).



TYPICAL

TRACK

TRACK TYPE APPLICATION

Refer to TECHNICAL DATA 09-03.

GENERAL

This section gives guidelines for track removal. Some components require more detailed disassembly procedures. In these particular cases, refer to the pertaining section in this manual.

INSPECTION

Visually inspect track for :

– cuts and abnormal wear
– broken rods
– broken or missing track cleats

If track is damaged or rods are broken, replace track. For damaged or missing cleats, replace by new ones, using cleat remover (P / N 529 0082 00) for Tundra II LT (P / N 529 0287 00) for all other models. Use large-cleat installer (P / N 529 0288 00) or small-cleat installer (P / N 529 0085 00).

◆ WARNING : Do not operate a snowmobile with a cut, torn or damaged track.

REMOVAL

Tundra II LT

Remove the following items :

– chaincase cover, sprockets, chain
– muffler
– upper center idler ass'y
– suspension
– end bearing housing
– drive axle seal
– drive axle (outwards from end bearing housing)
– track

S-Series

Remove the following items :

– speedometer cable
– muffler
– chaincase cover
– suspension
– drive axle seal
– end bearing housing
– sprockets and chain
– drive axle (toward end bearing housing)
– track

INSTALLATION

All Models

Reverse the removal procedure.

○ NOTE : When installing the track, respect rotation direction indicated by an arrow on track thread.

Check sprocket / track alignment as described in DRIVE AXLE 06-04.

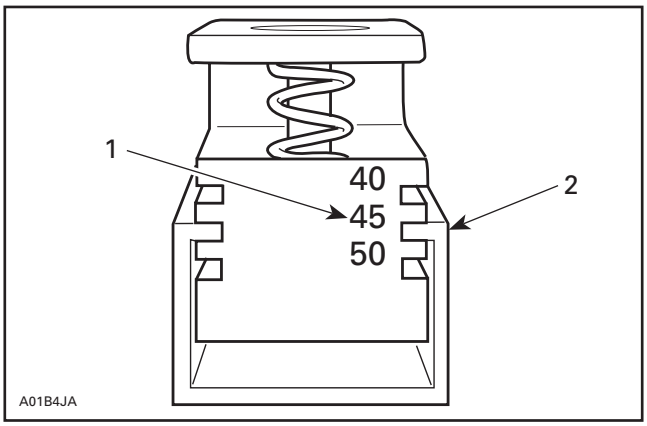
Track Tension and Alignment

Track tension and alignment are interrelated. Do not adjust one without checking the other. Track tension procedure must be carried out prior to track alignment.

Tension

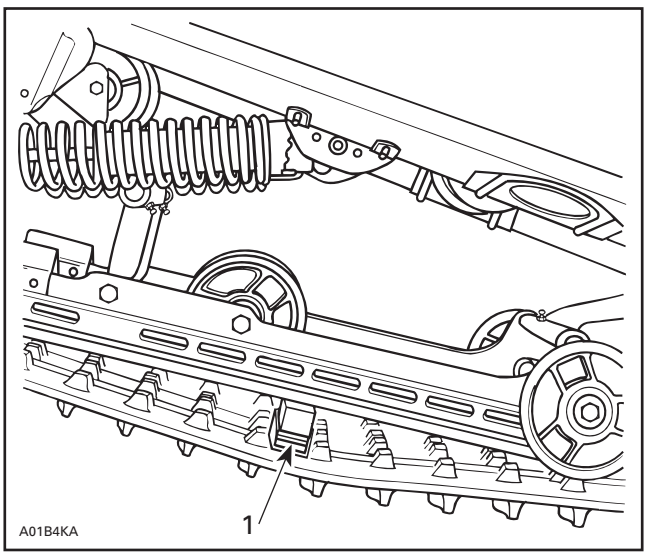
Lift the rear of vehicle and support with a mechanical stand. Allow the slide to extend normally. Check the gap half-way between front and rear idler wheels. Measure between slider shoe and bottom inside of track.

When using the track tension gauge (P / N 529 0215 00), slide U shape extrusion to proper deflection.



1. Example 45 mm
2. Extrusion

Insert pre-setted gauge between slider shoe and track. Allow gauge to settle by forcing track up and down. Track tension is as specified when edge of gauge reaches line.

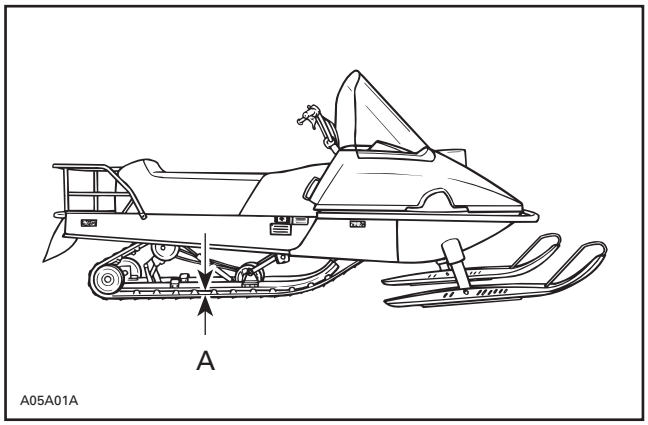


TYPICAL
1. Line

NOTE : Lightly oil track tension gauge center pin to avoid sticking.

Tundra II LT

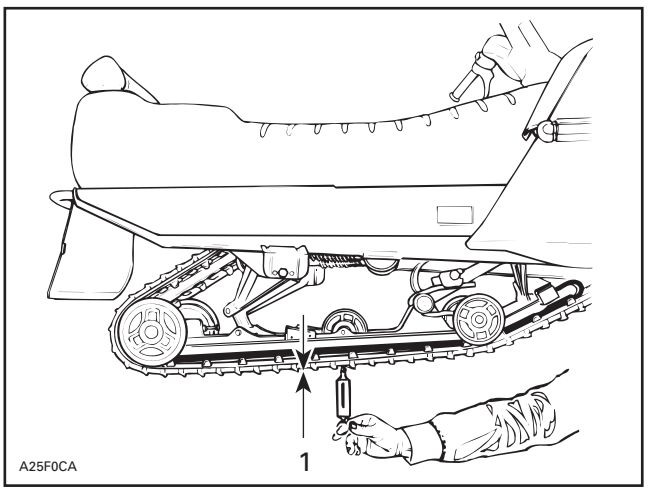
35 to 45 mm (1-3/8 to 1-25/32 in) when exerting a downward pull of 7.3 kg (16 lb).



A. 35 to 45 mm (1-3/8 to 1-25/32 in)

S-Series

40 to 55 mm (1-9/16 to 2-5/32 in) when exerting a downward pull of 7.3 kg (16 lb).

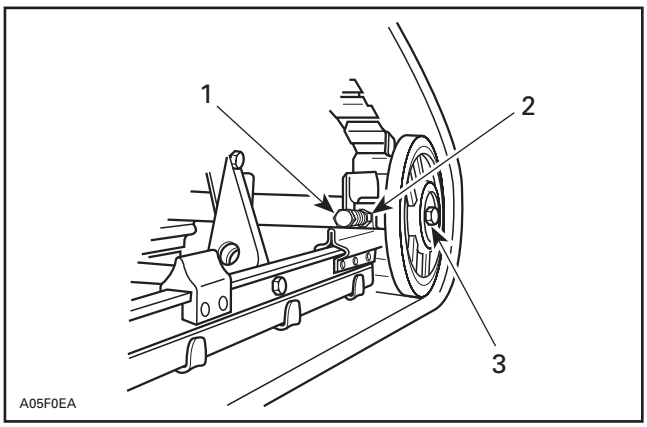


TYPICAL
1. 40 to 55 mm (1-9/16 to 2-5/32 in) with 7.3 kg (16 lb)

All Models

▼ CAUTION : Too much tension will result in power loss and excessive stress on suspension components. If too loose, the track will have a tendency to thump.

To adjust, loosen the rear idler wheel retaining screws (one side only on Tundra II LT and S-Series) and the adjuster bolt lock nut ; then loosen or tighten the adjuster bolts located on the inner side of the rear idler wheels.



TYPICAL

1. *Adjuster bolt*
2. *Lock nut (except S-Series)*
3. *Retaining screw*

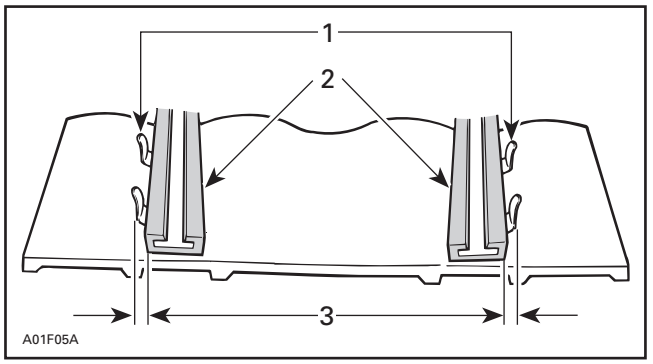
Alignment

◆ WARNING : Before checking track tension, ensure that the track is free of all particles which could be thrown out while it is rotating. Keep hands, tools, feet and clothing clear of track. Ensure no one is standing in close proximity to the vehicle.

All Models

With rear of vehicle supported off the ground, start engine and allow the track to rotate **slowly**.

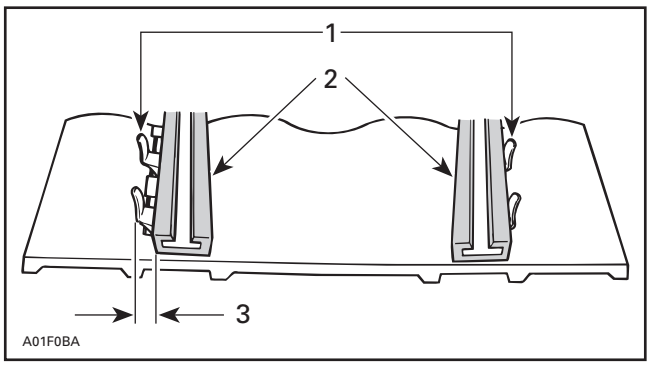
Check that the track is well centered ; equal distance on both sides between edges of track guides and slider shoes.



1. *Guides*
2. *Slider shoes*
3. *Equal distance*

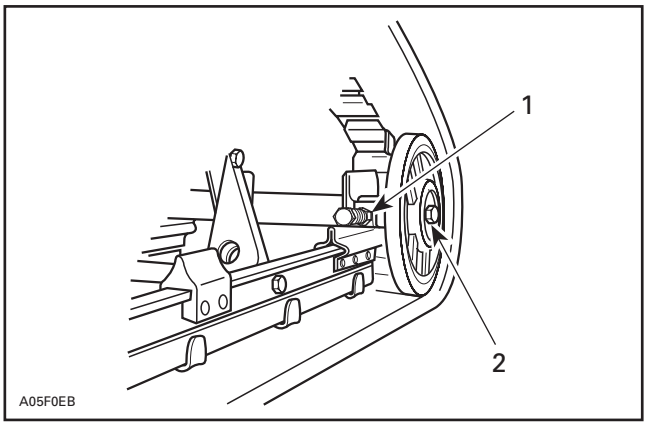
◆ WARNING : Before checking track alignment, ensure that the track is free of all particles which could be thrown out while track is rotating. Keep hands, tools, feet and clothing clear of track.

To correct, stop engine then loosen the lock nuts and tighten the adjuster bolt on side where guides are farthest to slide. Tighten lock nuts and recheck alignment.



1. *Guides*
2. *Slider shoes*
3. *Tighten on this side*

Tighten lock nuts and the idler wheel retaining screws.



TYPICAL

1. *Retighten (except S-Series)*
2. *Retighten*

Restart engine, rotate track **slowly** and recheck alignment.

TRACK CLEAT

Removal

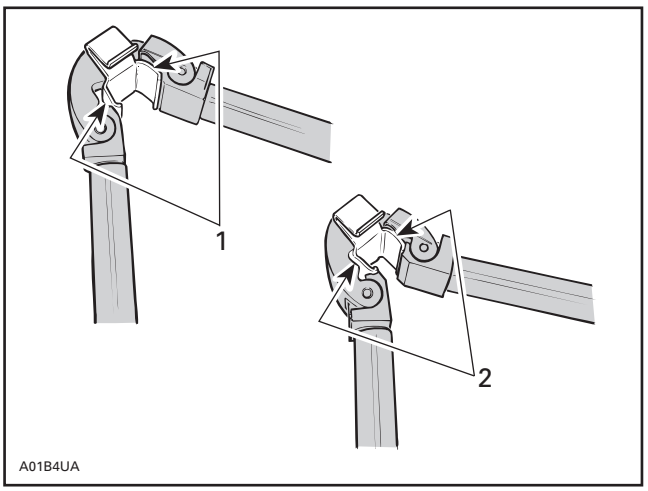
– Raise rear of vehicle off the ground and lift snow guard then rotate track to expose a cleat to be replaced.

– Using track cleat remover (P / N 529 0082 00) for Tundra II LT. Use (P / N 529 0087 00) for all other models.

Installation

NOTE : Keep the same pitch between guide cleats.

– Place new cleat in position and using small track cleat installer (P / N 529 0085 00) or large cleat installer (P / N 529 0288 00) bend cleat then push tabs into rubber.



TYPICAL

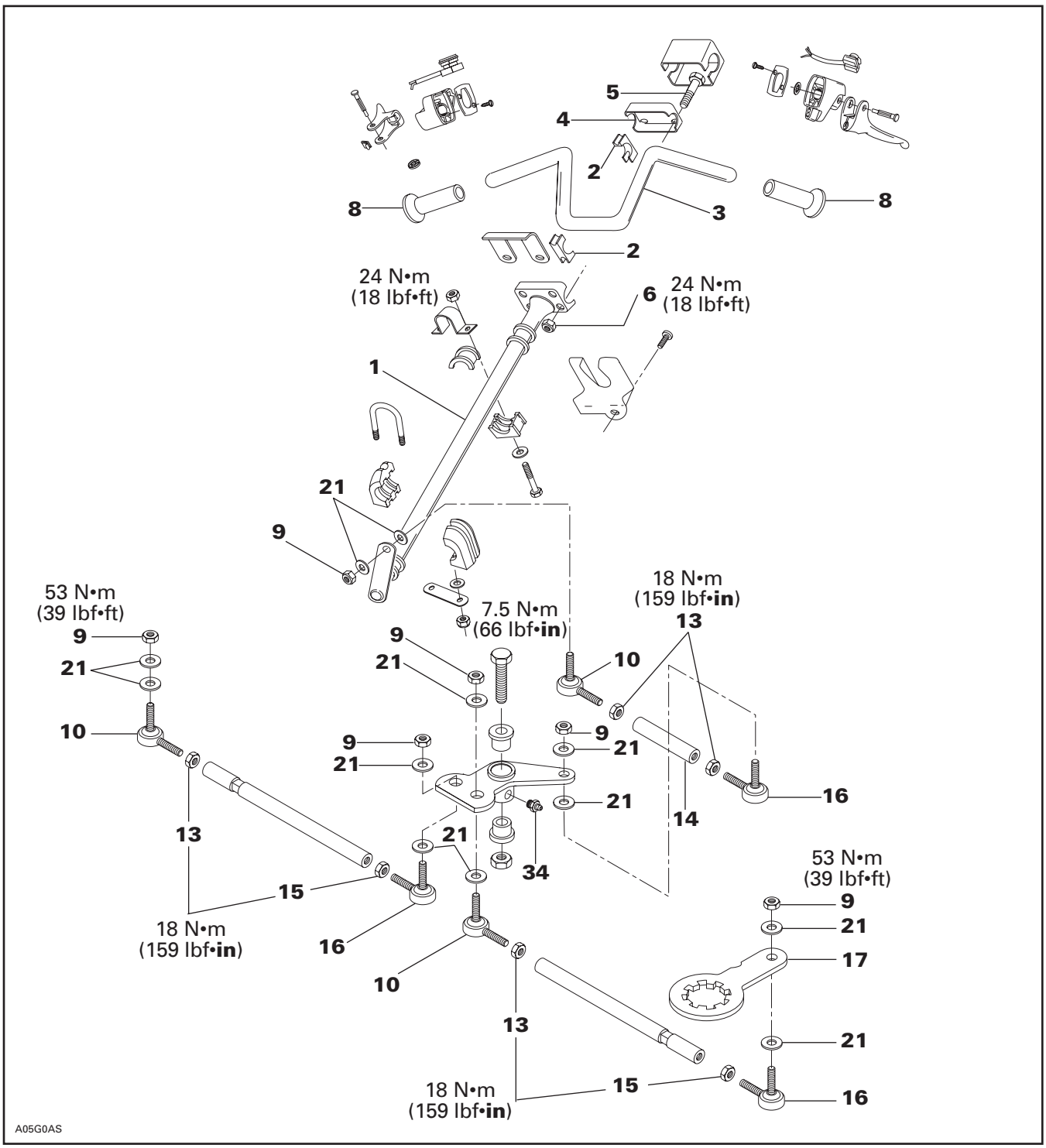
1. *First step*
2. *Second step (to push tabs into rubber)*

STEERING SYSTEM **07-02-1**
INSPECTION 07-02-3
DISASSEMBLY AND ASSEMBLY 07-02-3
INSPECTION 07-02-3
ADJUSTABLE HANDLEBAR 07-02-5
STEERING ADJUSTMENT (SKIS) 07-02-5
LUBRICATION 07-02-9

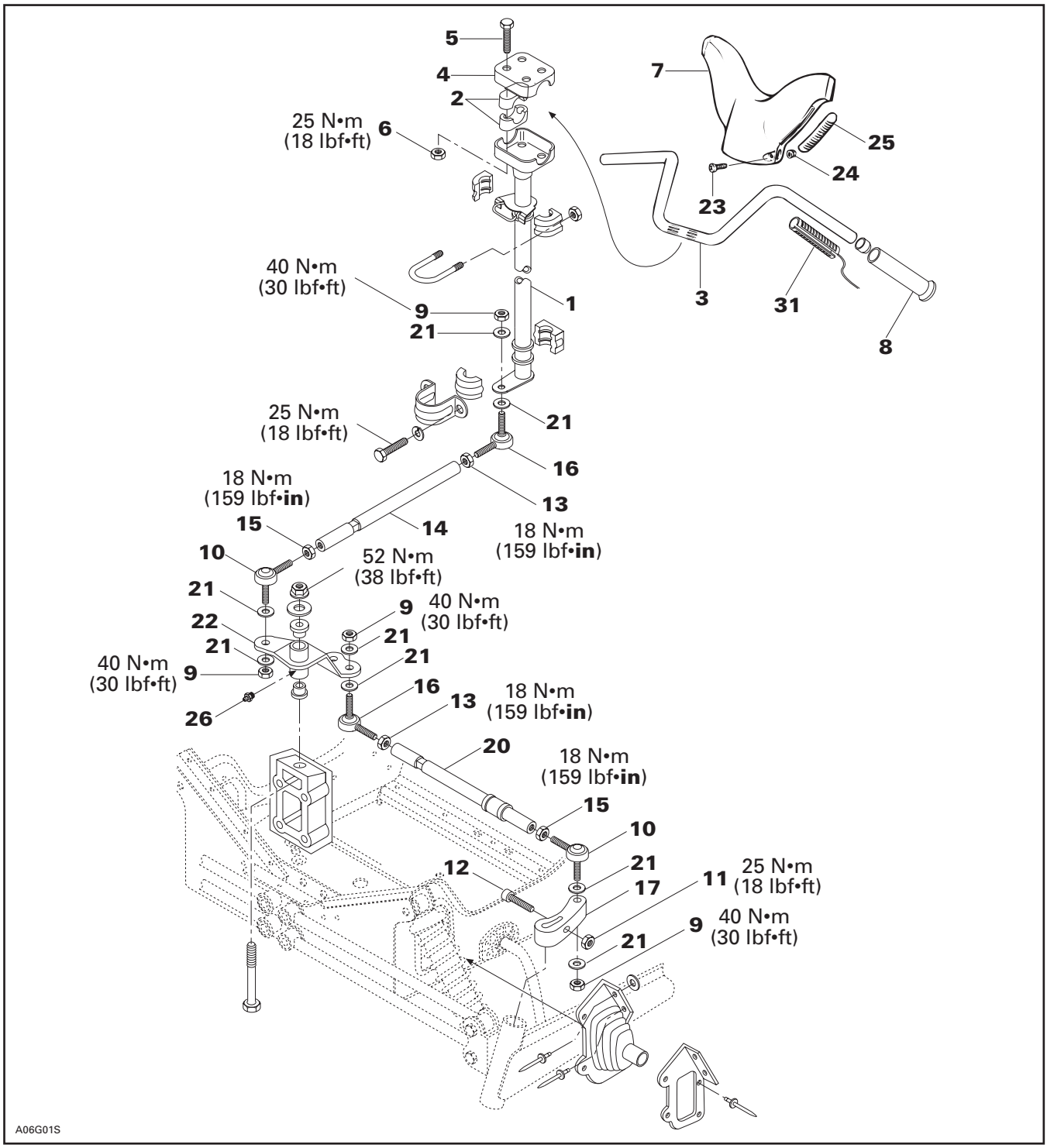
SUSPENSION AND SKI SYSTEM **07-03-1**
ON-VEHICLE COMPONENT REMOVAL 07-03-2
DISASSEMBLY 07-03-2
INSPECTION 07-03-3
INSTALLATION 07-03-3
DISASSEMBLY 07-03-6
INSPECTION 07-03-7
INSTALLATION 07-03-7

STEERING SYSTEM

Tundra II LT



S-Series



PARTS FLAT RATE

INSPECTION

Check skis and runner shoes for wear, replace as necessary (see section 08-03).

17,36, Steering Arm and Ski Leg

Make sure steering arm and ski leg splines interlock (if applicable).

◆ **WARNING : All parts having worn splines have to be changed by new ones.**

Check general condition of steering system.

Check general condition of steering system components for wear and replace if necessary.

DISASSEMBLY AND ASSEMBLY

8, Grip

Grips can be removed and installed without any damage by injecting compressed air into the handlebar or by heating them with a heat gun.

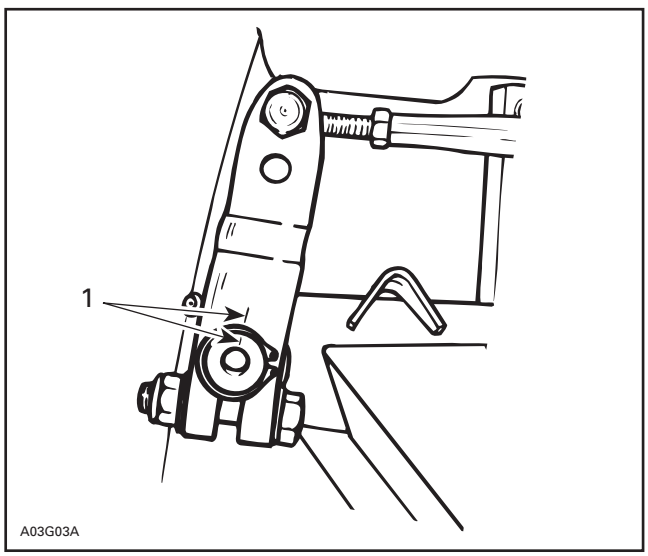
1, Steering Column

Remove steering pad then handlebar ass'y.

Detach short tie rod from steering column working under engine. On S-Series remove air intake silencer and carburetor(s) to gain access.

17, Steering Arm

To maintain correct steering geometry when reassembling, punch mark the steering arm and ski leg before removal.



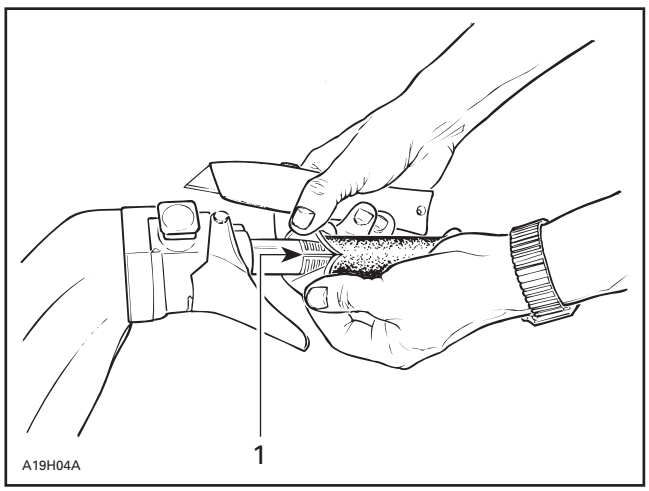
TYPICAL

1. Punch marks

31, Heating Grip Element

On vehicle equipped with heating grips, grips might be unremovable as explained earlier, in this case, carefully proceed as follows to prevent damaging heating elements.

Locate the grip heater wires inside handlebar ; look through end of grip. Start cutting grip exactly opposite heater wires and immediately peel open to locate gap in heating element, as shown.



1. Gap in heating element opposite wires

Continue cutting along gap and remove grip. If required, slowly peel heating element from handlebar and remove.

To install, stick heating element to handlebar making sure wires do not interfere with operation of accelerator or brake handle.

◆ **WARNING : Never use lubricants (e.g. soap, grease, etc.) to install handlebar grip, use instead a mix of soap and water. Mix 40 parts of water with one part of dish washing soap (recommended: Ultra Joy, Sunlight or Palmolive).**

Insert new grip with a rubber mallet. Heat grip with a heater gun or a spot light to facilitate installation.

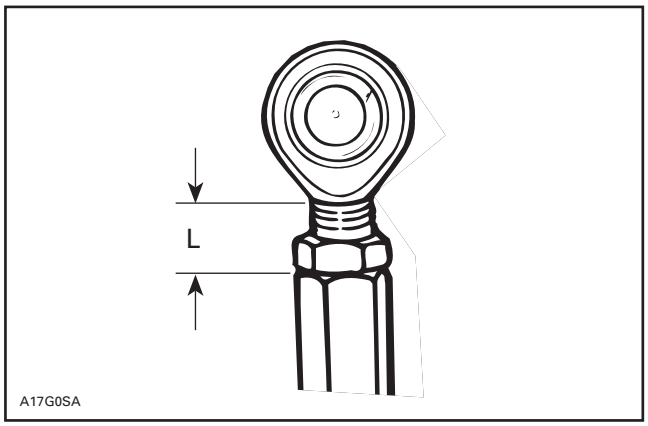
INSPECTION

To verify heating elements refer to TESTING PROCEDURE 05-07.

10,16, Ball Joint (Left Hand and Right Hand Treads)

Inspect ball joint ends for wear or looseness, if excessive, replace.

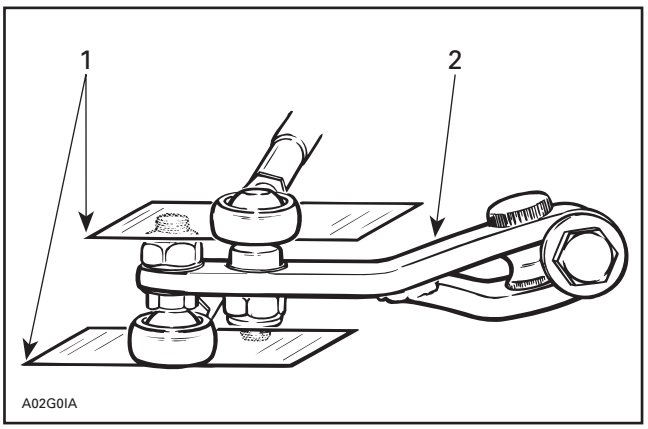
Screw threaded end of ball joint into tie rod. The maximum external threaded length not engaged in tie rod must not exceed the value L in the following chart :



TYPICAL

MODEL	L	
	mm	(in)
All models	20	(25/32)

The cut-off section of the tie rod end must run parallel with the horizontal line of the steering arm when assembled on vehicle. The ball joint should be restrained when tightening tie rod end lock nut. For torque specifications see specific exploded view.

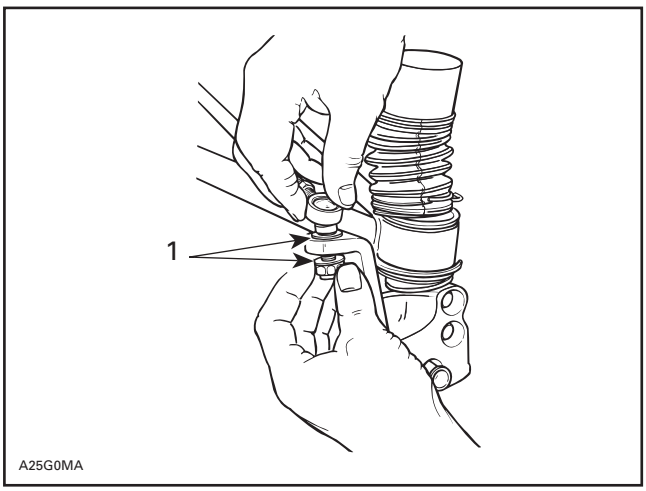


TYPICAL
1. *Steering arm*
2. *Parallel with steering arm*

◆ WARNING : The cut off section of the ball joint must run parallel with the steering arm. When tightening lock nuts, restrain ball joint with appropriate size wrench. Ensure not too many threads are kept outside of the tie rod according to the thread length chart.

21, Hardened Washer

Install a hardened washer on each side.

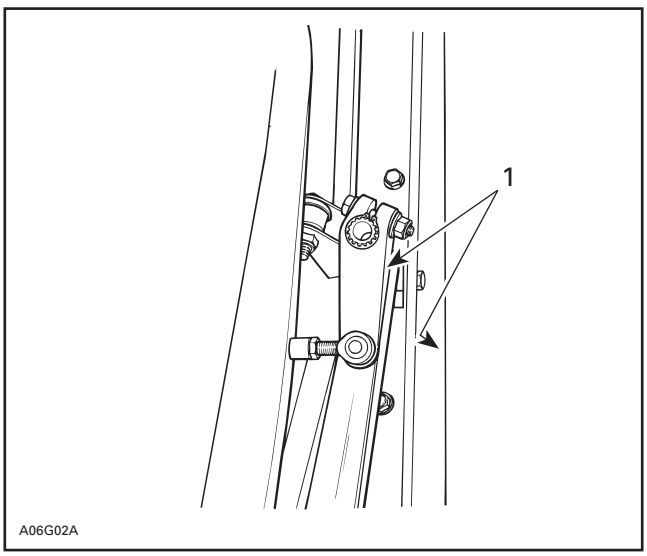


TYPICAL
1. *Hardened washers*

17,36, Steering Arm

The steering arm angles should be equal on both sides when skis are parallel with vehicle.

Steering arm must run parallel to ski.



1. *Parallel*

9,13,15, Ball Joint Nut and Jam Nut

Tighten ball joint jam nuts to specified torque (see illustration).

11,12, Steering Arm Nut and Bolt

Tighten steering arm nuts to specified torque (see illustration).

ADJUSTABLE HANDLEBAR

1,3, Steering Column and Handlebar

If applicable, remove the steering clamp and nuts holding the handlebar to the steering column. Tighten nuts to the specified torque (see illustration).

2,4,5,6, Handlebar Support, Steering Clamp, Bolt and Nut

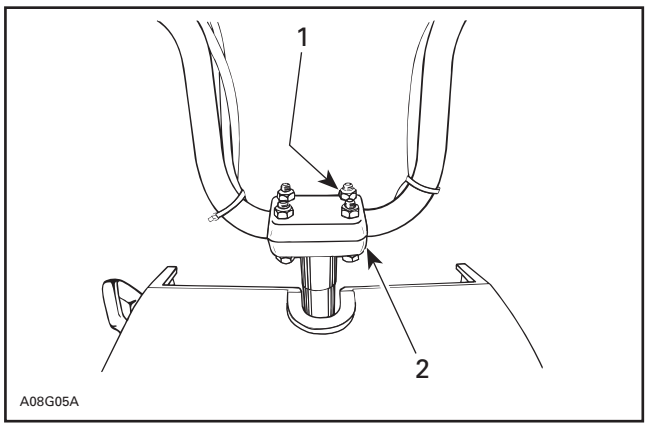
Install the four handlebar support, steering clamp, the four screws and nuts to the column, as illustrated.

See applicable exploded view for each model.

Adjust the steering handle to the desired position.

Lock the handle in place by tightening the four nuts to 26 N•m (19 lbf•ft).

▼CAUTION : Tighten the nuts equally in a criss-cross sequence and ensure there is an equal gap on each side of the clamps.



TYPICAL

1. *Torque 26 N•m (19 lbf•ft)*
2. *Equal gap all around*

◆WARNING : Avoid contact between the brake handle and the windshield by **NOT** adjusting the handlebar too high.

◆WARNING : Make sure that the steering pad and all controls are properly fixed to their normal location on the handlebar.

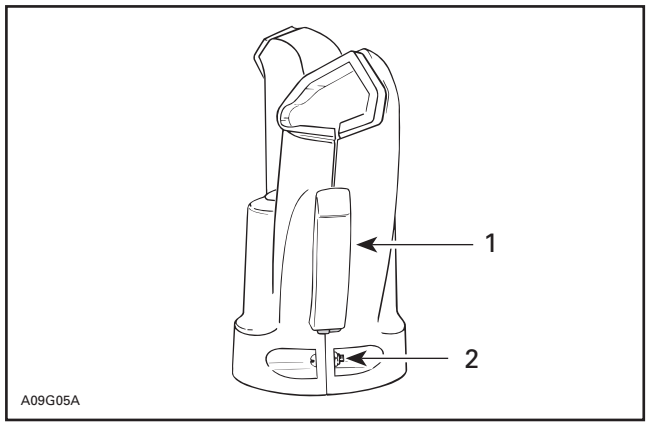
▼CAUTION : Plastic alloy components such as fuel tank, windshield, controls, etc. can be cleaned using mild detergents or isopropyl alcohol and a soft clean cloth. Never clean plastic parts with strong detergent, degreasing agent, paint thinner, acetone, etc. Do not apply isopropyl alcohol directly on decals.

7,23,24,25, Steering Pad, Bolt, Nut and Rubber Attachment

▼CAUTION : Prior to installation, perform handlebar adjustment.

Properly fit the steering pad to the handlebar. Assemble using the two rubber attachments, nuts and bolts.

◆WARNING : Make sure that the steering pad and all controls are properly fixed to their normal location on the handlebar.



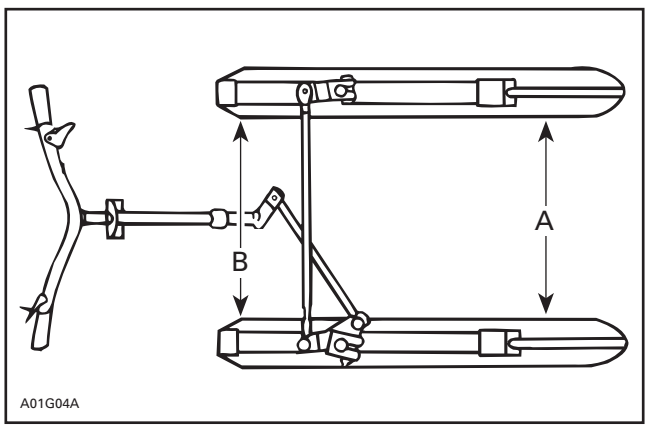
1. *Rubber attachment*
2. *Nut and bolt*

STEERING ADJUSTMENT (SKIS)

Definitions

TOE-OUT:

A difference in measurement between front edge A and rear edge B of skis as viewed from top side of suspension system. It is adjustable.



CAMBER:

A specific inward or outward tilt angle of ski leg compared to a vertical line when viewing vehicle from front. **This angle is not adjustable on these models.**

Adjustments

TOE-OUT

Tundra II LT

Adjustments should be performed following this sequence:

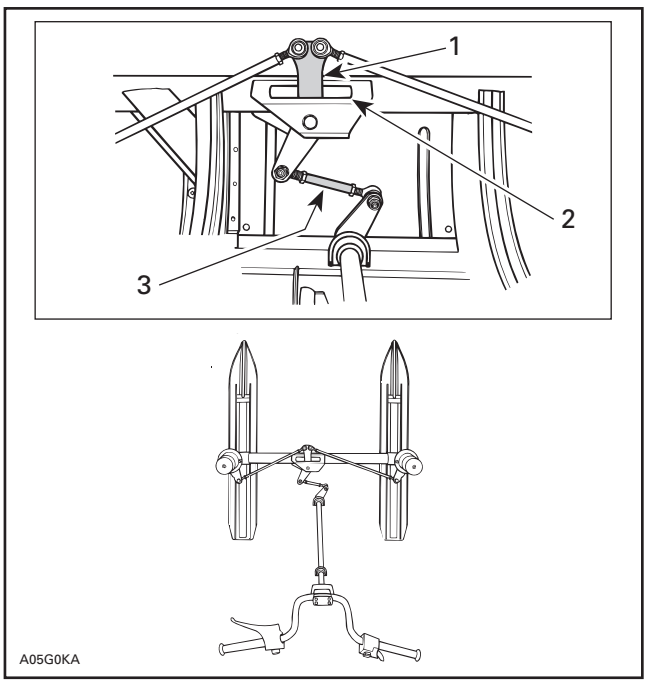
– Pivot arm centering/horizontal handlebar.

– Set toe-out.

PIVOT ARM CENTERING/HORIZONTAL HANDLEBAR

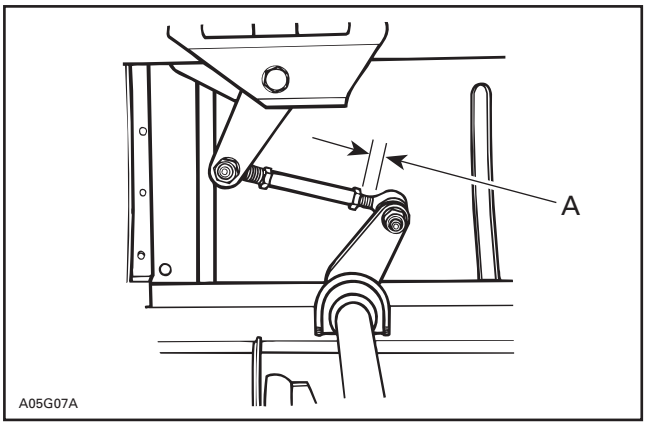
Turn handlebar until pivot arm is well centered in slot of its bracket.

Check if handlebar is horizontal. To adjust, loosen lock nuts of short tie rod and turn it accordingly.



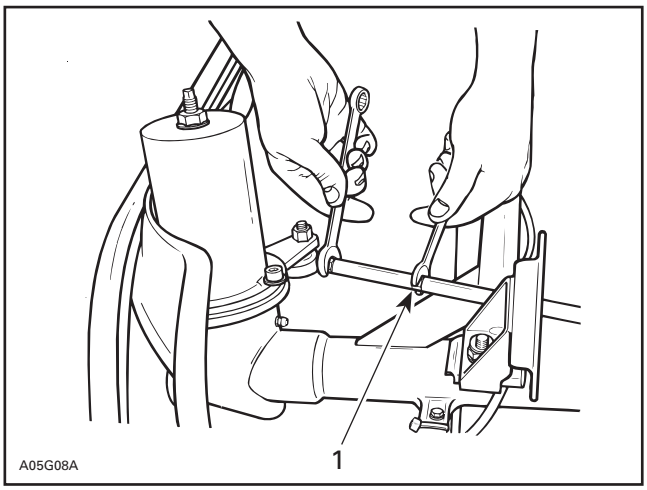
1. Pivot arm centered in slot
2. Slot
3. Turn to adjust

◆ WARNING : Maximum ball joint external threaded length not engaged in the tie rod end must not exceed 15 mm (19/32 in). Torque lock nut to 20 N•m (15 lbf•ft).



A. 15 mm (19/32 in) max.

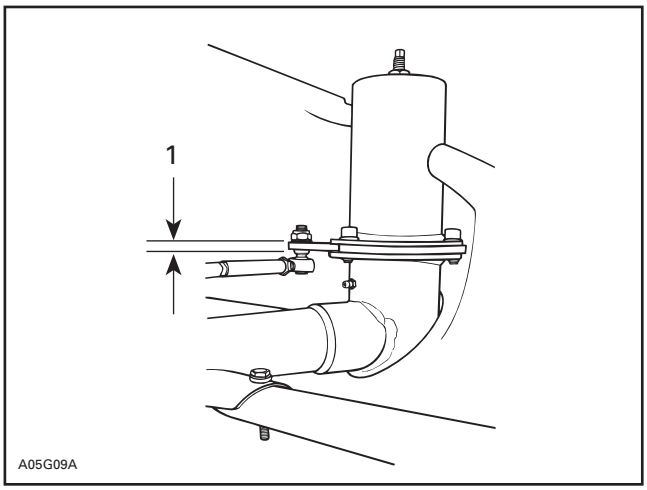
Restrain tie rod while firmly retighten nuts so that ball joint sockets run parallel with steering arm and pivot arm.



LONG TIE ROD SHOWN

1. Restrain tie rod to tighten lock nuts

◆ WARNING : Ball joint sockets must run parallel with steering arm and pivot arm. Tie rod must be restrained when tightening lock nuts.



LONG TIE ROD SHOWN
1. Ball joint parallel with arm

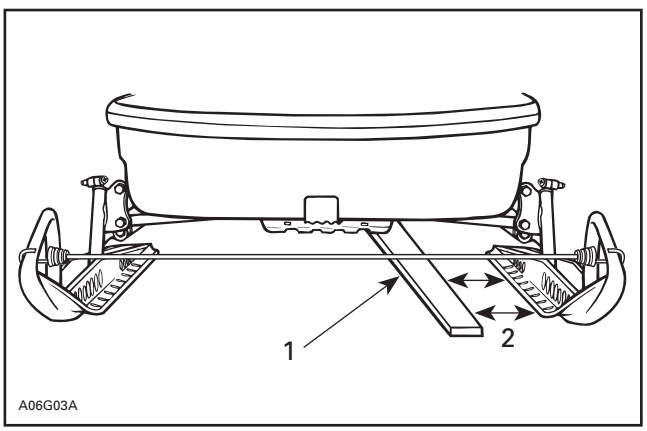
Ensure that pivot arm is still centered and check ski toe-out.

TOE-OUT

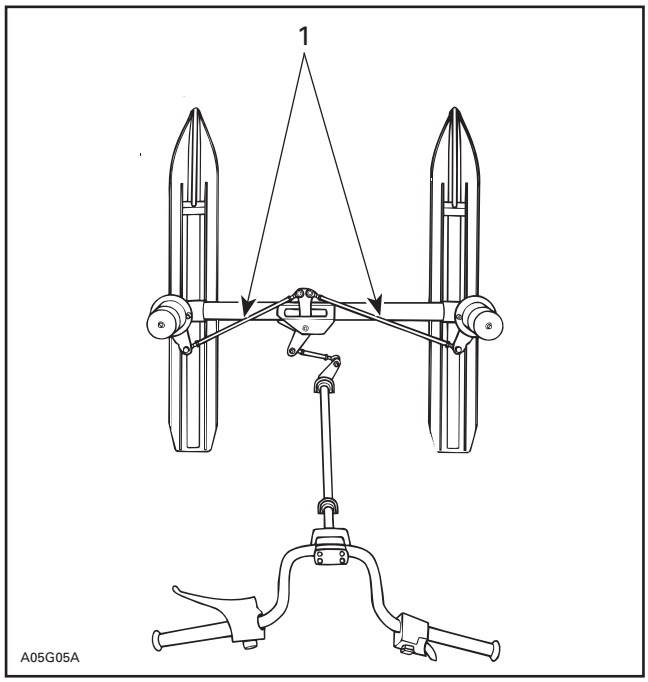
Loosen lock nuts of long tie rods and turn each tie rod so that skis are in a straight ahead position. To adjust toe-out, slightly turn both tie rods exactly the same amount.

Check external threaded length not engaged and firmly retighten nuts as specified above.

NOTE : To make sure skis are in straight-ahead position, place a straight edge against pre-adjusted track and measure distance between front and rear of skis and straight edge. Distances should be equal. After ski toe-out adjustment, distance at front of ski must be 3.0 mm (1/8 in) more than at rear on both sides for a total toe-out of 6 mm (1/4 in).



TYPICAL
1. 3.0 mm (1/8 in) more at front than at rear
2. Straight edge



1. Turn to adjust

DSA S-Series

Adjustments should be performed following this sequence :

– Pivot arm centering.
– Check for horizontal handlebar.
– Set toe-out.

DSA System

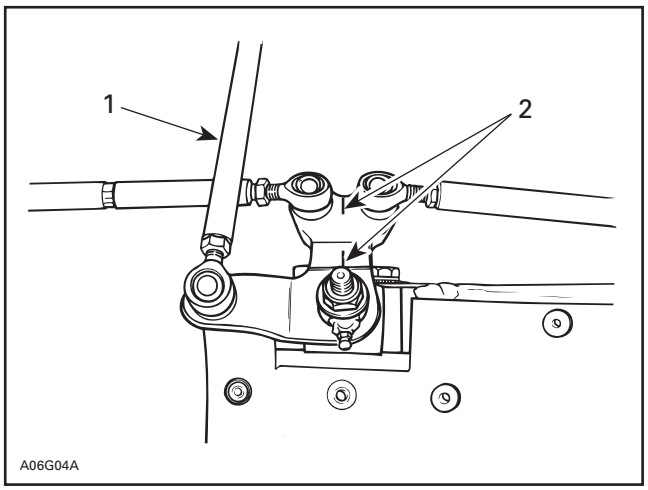
PIVOT ARM CENTERING

WARNING : Do not attempt to adjust skis straight ahead position by turning ball joint on tie rod no. 14.

13,14,22, Jam Nut, Tie Rod and Pivot Arm

With handlebar in straight position, center of pivot arm must be in line with end of bolt. Loosen jam nuts on tie rod no. 14 (LH threads on steering column end) and turn tie rod accordingly. Tighten jam nuts to 18 N•m (159 lbf•**in**).

WARNING : Never lengthen tie rod so that threated portion of ball joint exceeds 20 mm (25/32 in).



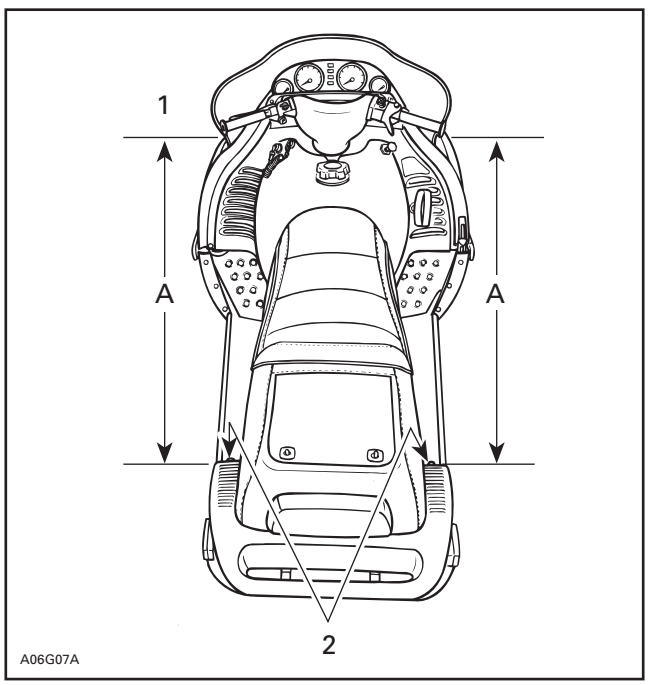
DSA

1. Tie rod ***no. 14***
2. Center of pivot arm in line with bolt and

HANDLEBAR AND SKI TOE-OUT

Check that handlebar is horizontal when skis are in straight ahead position by measuring from the extremities of the grips to the rear most edge of the tunnel, as shown.

NOTE : The reference point must be the same relative to each side.



TYPICAL

1. Equal distance A on each side
2. Same reference point (rivet)

Adjustment is performed by adjusting length of left and right tie rods **no. 20**.

WARNING : Do not attempt to adjust skis straight ahead position by turning ball joint on tie rod **no. 14.**

Procedure :

– Loosen jam nuts **no. 13** and **no. 15** of both tie rods **no. 20**.
– Turn the tie rod on one side to shorten its length.
– Lengthen the other one by turning it exactly the same amount, so that toe-out is not changed.

WARNING : Never lengthen tie rod so that threated portion of ball joint exceeds 20 mm (25/32 in).

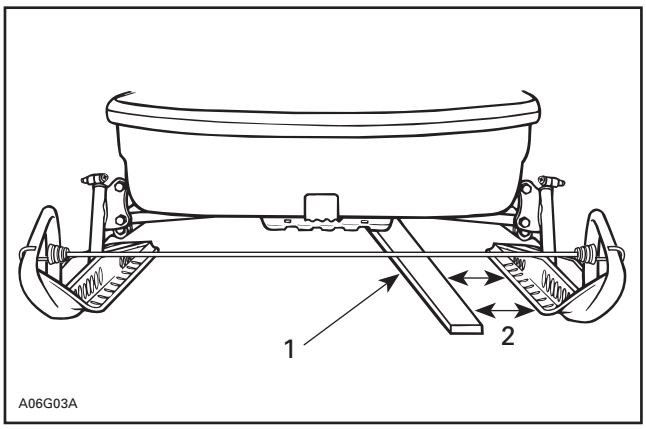
– Close front of skis manually to take all slack from steering mechanism.

NOTE : A rubber cord must be hooked in front of skis to keep them closed.

Toe-out is 0 mm (0 in) when skis are in a straight-ahead position and the front of vehicle is lifted off the ground.

NOTE : To make sure skis are in a straight-ahead position, place a straight edge against pre-adjusted track and measure the distance between front and rear of skis and straight edge. Distances should be equal. After the ski toe-out adjustment, distance must be equal.

To reduce tolerance when measuring, set one ski to proper toe-out then measure from that ski to the opposite ski.



TYPICAL

1. Straight edge
2. Measure here

LUBRICATION

◆ WARNING : Do not lubricate throttle and/or brake cable, housing and spring coupler bolts.

Grease Fitting and Ski Leg

Use low temperature grease only (P/N 413 7061 00).

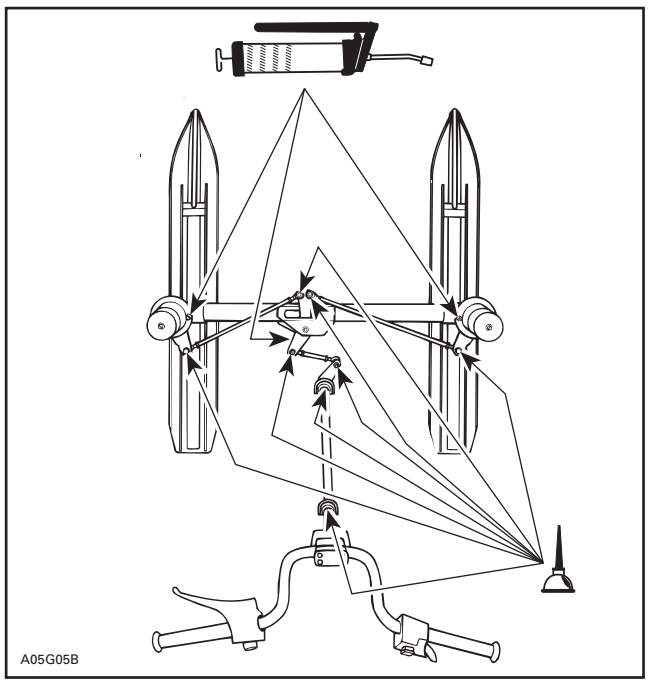
Tundra II LT

Lubricate front suspension posts and pivot arm at grease fittings. Pump five strokes of grease gun on each post.

○ NOTE : There are three grease fittings.

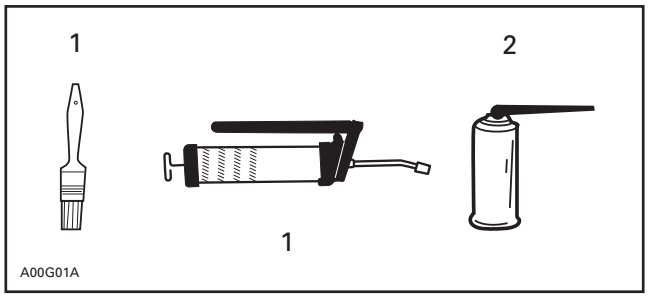
Oil ball joints and steering column bushings.

○ NOTE : There are 8 lubrication points.



Other grease fittings require low temperature grease (P/N 413 7061 00) injected with a grease gun.

The following symbols will be used to show what type of lubricant should be used at the suitable locations.



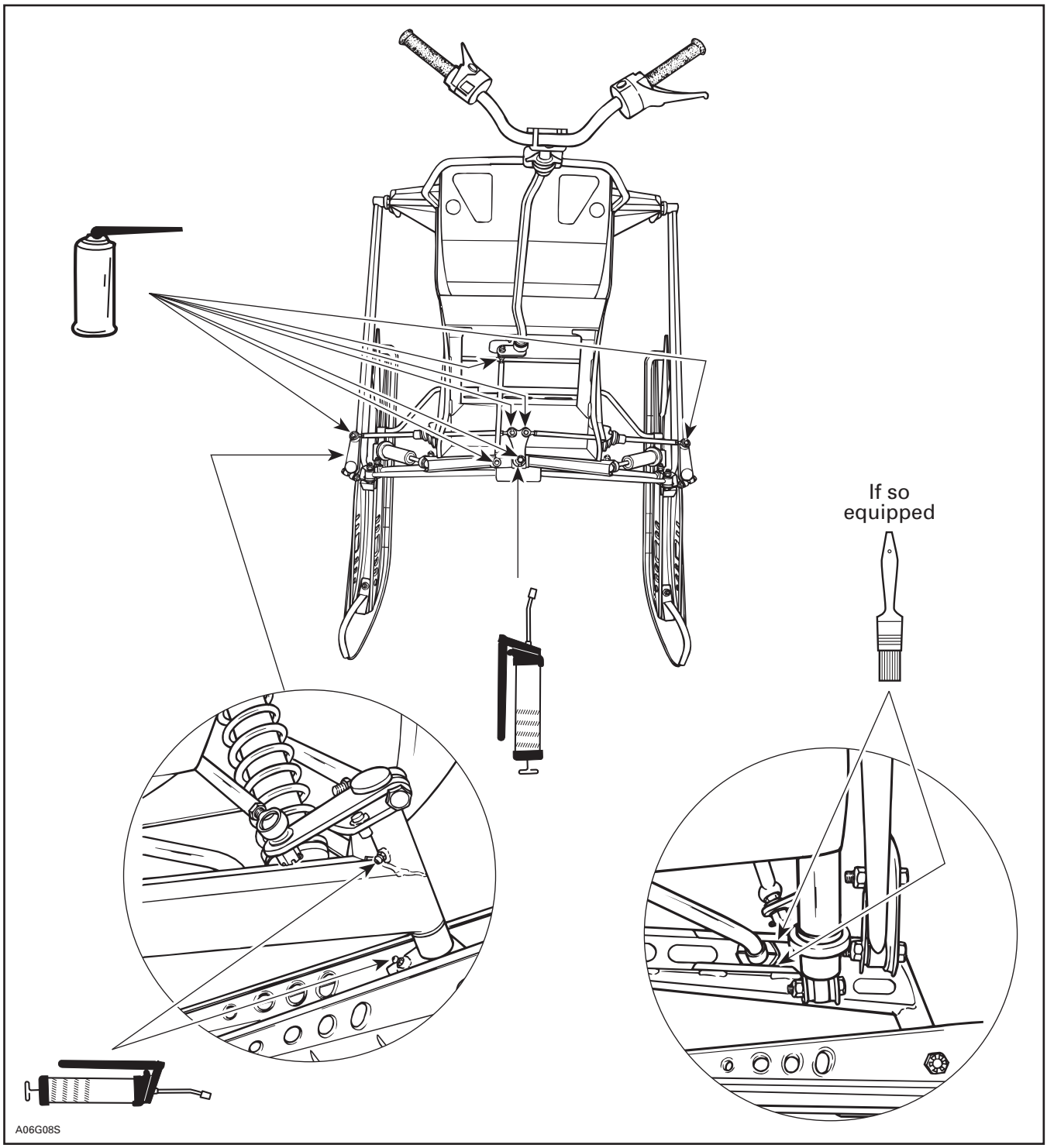
1. Low temperature grease
2. Chain lube or WD-40

Lubricate :

S-Series

– Steering column.
– Upper and lower control arms drop link and tie rod ends.
– Grease ski legs, ski pivots and idler arm.
– Coat stabilizer sliders with grease, and oil their ball joints if so equipped.

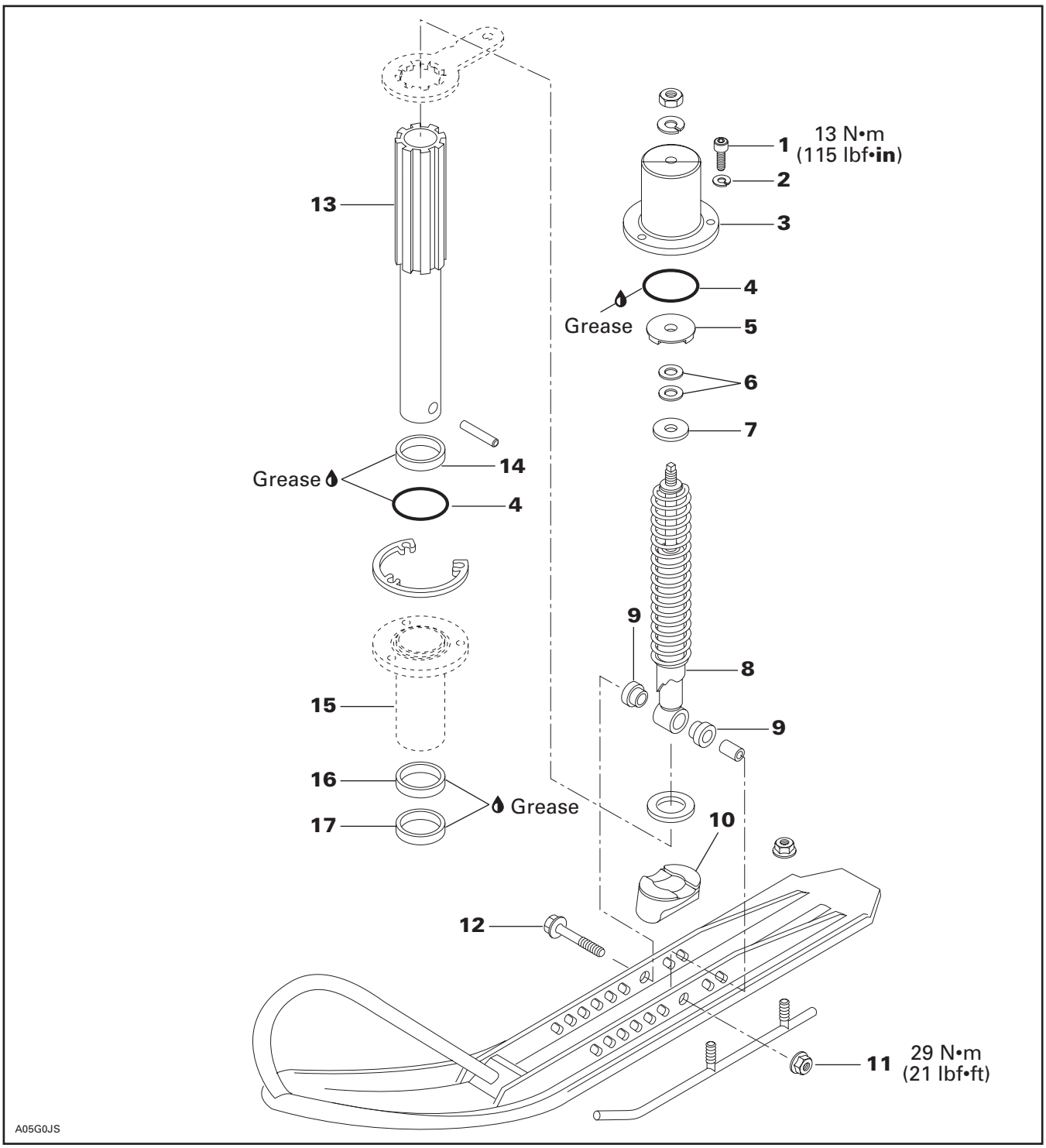
S-Series



PARTS FLAT RATE

SUSPENSION AND SKI SYSTEM

Tundra II LT

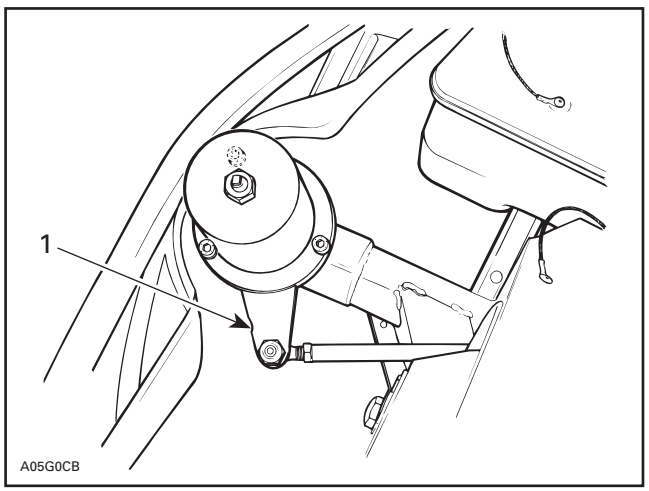


ON-VEHICLE COMPONENT REMOVAL

8, Shock

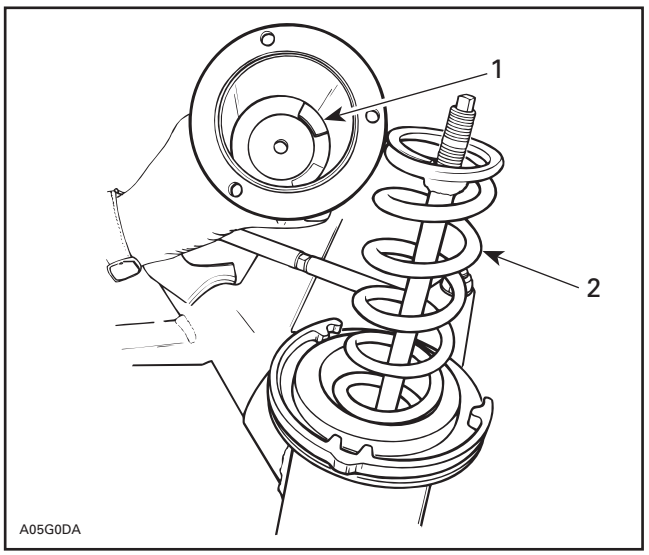
Lift front of vehicle and support off the ground.

Unscrew shock piston pin nut then remove washer. Unscrew 3 Allen screws retaining cover **no. 3**, then remove stopper **no. 5**, washers **no. 6**, washer **no. 7**.



1. Allen screws

NOTE : These washers and stopper can be wedged in cover.



1. Washers and stopper wedged in cover
2. Spring

Pull out spring then check shock as described below in **inspection**.

Suspension Free Operation

Remove cover and check for free movement of ski leg by lifting end of ski.

DISASSEMBLY

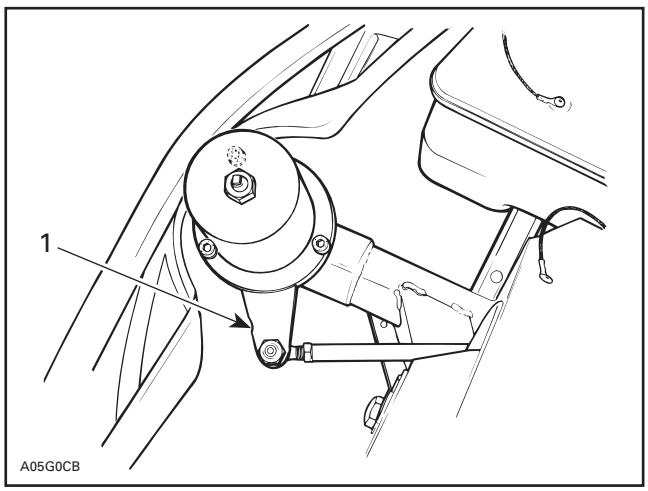
Lift front of vehicle and support off the ground.

1,2,3,5,6,7,9,11,12, Bolt, Lock Washer, Cover, Stopper, Bushing and Nut

Remove ski bolt, nut, bushings and ski.

Unscrew shock piston pin nut then remove washer. Shock with spring will fall off the ski leg.

Unscrew 3 Allen screws retaining cover, then remove stopper and washers.

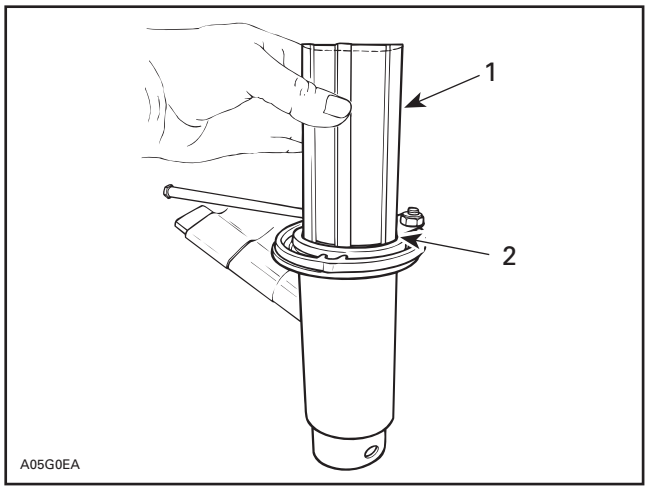


1. Allen screws

NOTE : These washers and stopper can be wedged in cover.

4,13,14,16,17, O-ring, Ski Leg, Bushing and Seal

Pull up ski leg. Steering arm will not interfere.



1. Pull up ski leg
2. Steering arm in place

Remove seal and O-rings. Drive out bushing if worn out.

INSPECTION

13, Ski Leg

Check straightness of ski leg. Check for scored or scratched surface. Replace as required.

5, Stopper

Check condition of stopper. Replace it when deteriorated.

Grease Fitting

Ensure that grease fittings are not clogged.

10, Stopper

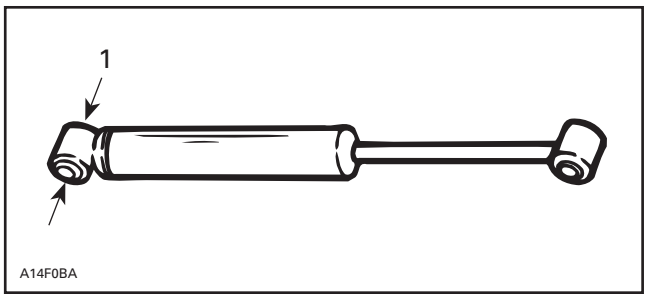
Check stopper for crack or deterioration. Replace as required.

13, Ski Leg

Check that splines on ski leg and steering arm interlock properly with no excessive free play. Renew as necessary.

8, Shock Absorber

Secure the shock body end in a vise.



1. Clamp

CAUTION : Do not clamp directly on shock body.

Examine each shock for leaks. Extend and compress the piston several times over its entire stroke checking that it moves smoothly and with uniform resistance.

Pay attention to the following conditions that will denote a defective shock :

– A skip or a hang back when reversing stroke at mid travel.
– Seizing or binding condition except at extreme end of either stroke.
– Oil leakage.
– A gurgling noise, after completing one full compression and extension stroke.

Renew if any faults are present.

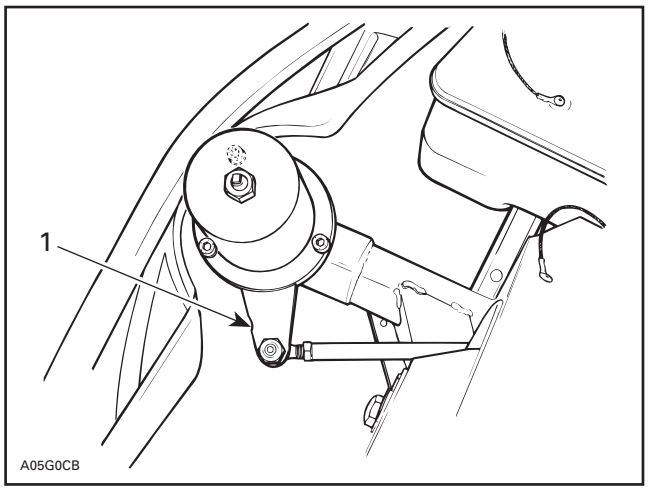
INSTALLATION

For assembly, reverse the disassembly procedure. However, pay attention to the following.

Apply low temperature grease (P / N 413 7061 00) as illustrated in exploded view above.

Tighten nuts and screws to proper torque as mentioned in exploded view.

Steering arm notch must face outside of vehicle.

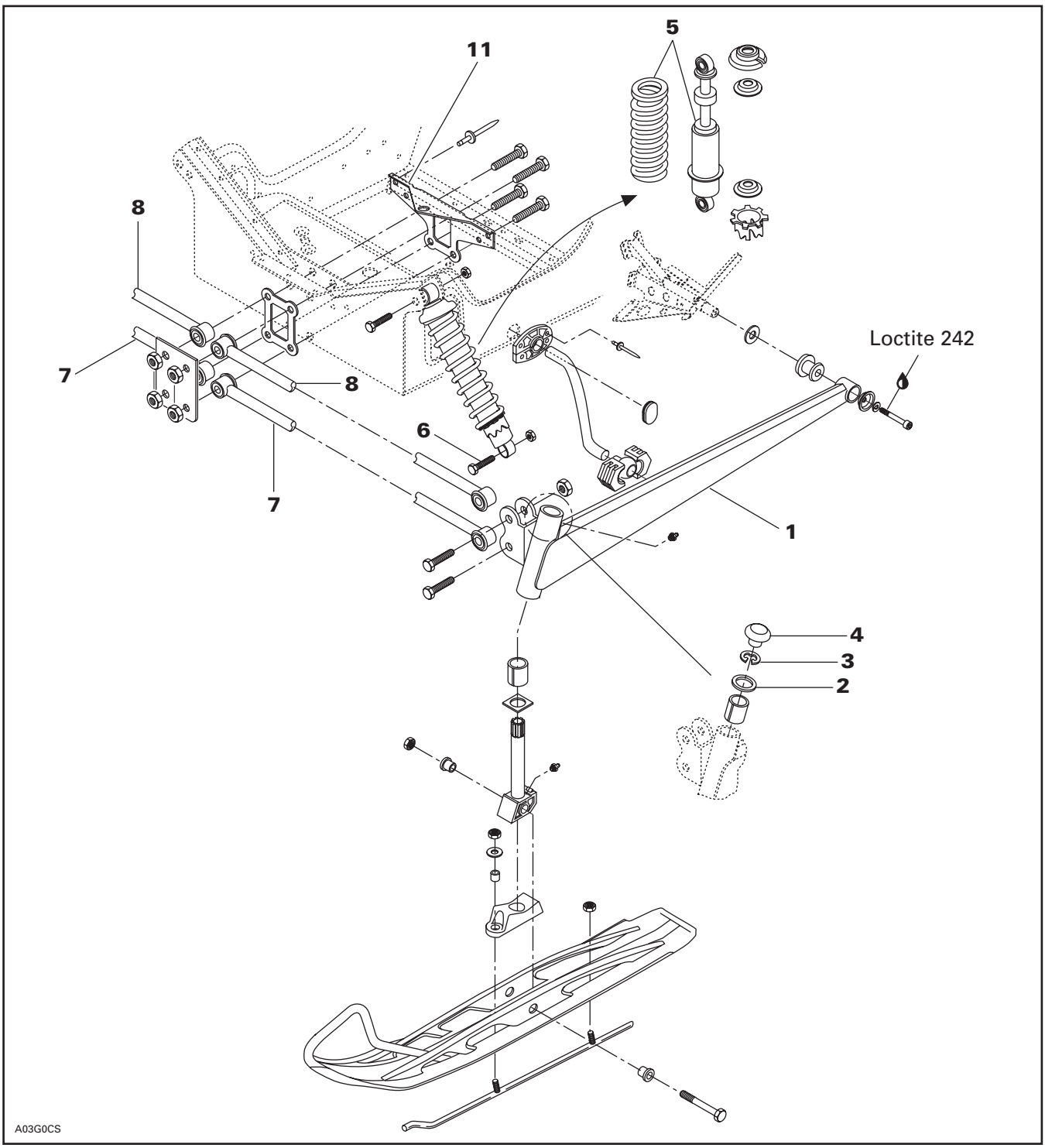


1. Recess facing outside

16,17, Seal

Install seal before reinstalling ski leg.

S-Series

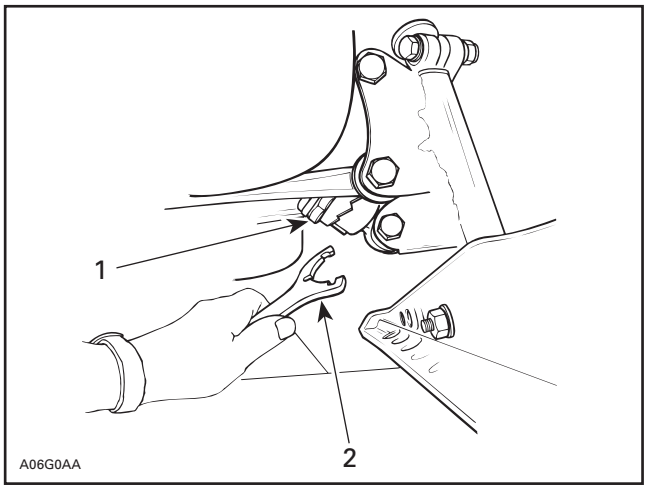


DISASSEMBLY

5, Shock

Lift front of vehicle and support it off the ground.

On models so equipped reduce spring preload by turning adjusting ring accordingly with special key in vehicle tool box.



1. Shock cam
2. Special key

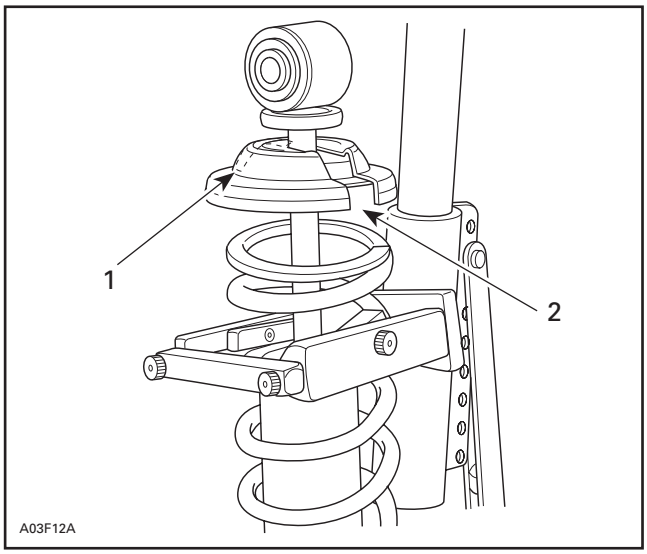
Remove lower bolt then upper bolt of shock.

For shock spring disassembly, use shock spring remover (P / N 529 0271 00) in a vise. Mount shock in it and turn shock so that spring coils matched spring compressor.

Close and lock bar. Adjust handle horizontal by changing position of clevis pin.

Push down on handle until il locks. Remove spring stopper and cap then release handle.

At installation, cap opening must be 180° from spring stopper opening.



1. Spring stopper opening
2. Cap opening

1, Swing Arm

Lift front of vehicle and support it off the ground.

Unbolt ski.

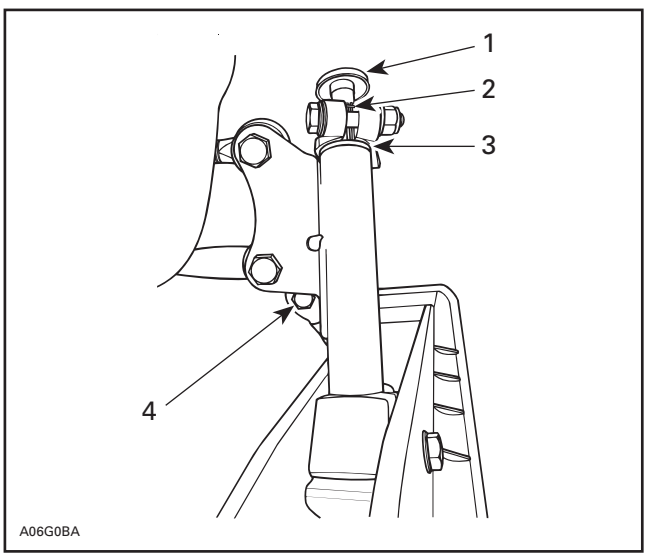
Remove cap, circlip then slacken steering arm bolt and pull up steering arm. Note shim positions. Ski leg may fall off from swing arm.

Unbolt lower end of shock from swing arm.

Unbolt half arms and tie rods.

Unbolt rear of swing arm from frame.

Pull swing arm off the vehicle. Stabilizer bar will disengage ball joint at swing arm inside rails.



*1. Cap **no. 4***
*2. Circlip **no. 3***
*3. Shims **no. 2***
*4. Bolt retaining lower end of shock **no. 6***

INSPECTION

Check all rubber cushions for crack and wear. Replace as required.

Check straightness of splines and proper interlocking with steering arm. Replace as required.

Check for straightness of swing arm. Replace as required.

Check if grease fittings are not clogged.

Check proper action of sliding blocks in swing arm.

Check skis and runners for wear, replace as necessary.

Check condition of ski stopper. Replace it when deteriorated.

To check condition of shock on all S-Series models except Touring SLE, refer to Tundra shock inspection.

On Touring SLE gas bag shock can be inspected as follows :

Because of gas pressure, strong resistance is felt when compressing shock. When released, the shock will extend unassisted. Renew as required.

If suspecting an internal gas leak between oil chamber and gas chamber, check shock as follows :

Install shock in a vise clamping on its bottom eyelet with its rod upward.

Let it stand for 5 minutes.

Completely push down the shock rod then release.

Rod must comes out at a steady speed. If speed suddenly increases particulary at end of extension, replace shock.

If suspecting a frozen gas shock proceed as follows :

Place shock in a freezer (temperature below 0°C (32°F)) for 4 hours.

Push down on rod and note its resistance, compare to a new shock. If shock is frozen it will be more difficult to compress than for the new one.

INSTALLATION

For assembly, reverse the disassembly procedure. However, pay attention to the following.

Apply low temperature grease (P / N 413 7061 00) to ski leg components.

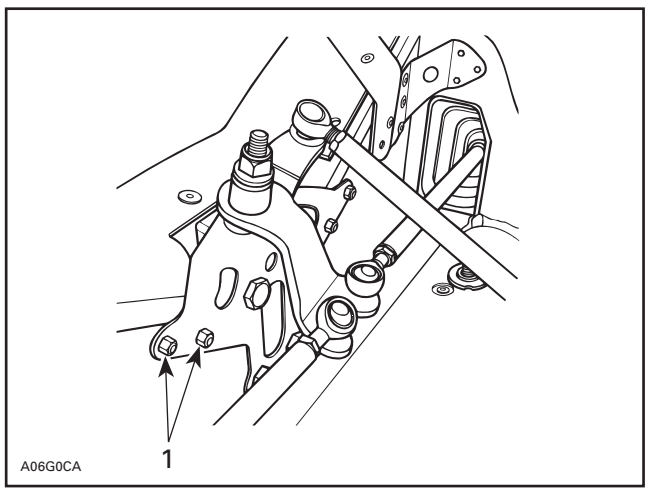
Tighten nuts and screws to proper torque as mentioned in exploded view.

7,8, Upper Half Arm and Tie Rod

Position half arms and tie rods horizontally before tightening nuts.

9,10,11, Bolt, Nut and Link Plate

Attach link plate to frame with additional nuts and bolts, if applicable.



SOME MODELS

1. Nuts and bolts

BODY **08-02-1**
INSTALLATION AND ADJUSTMENT **08-02-1**
HEADLAMP BEAM AIMING 08-02-1
BULB REPLACEMENT 08-02-1
DECAL 08-02-2
WINDSHIELD INSTALLATION 08-02-2
BELT GUARD 08-02-2
WIRING HARNESS 08-02-2
CABLES 08-02-2
PIPING 08-02-2
PLASTIC MAINTENANCE AND REPAIR **08-02-3**
MAINTENANCE 08-02-3
REPAIR 08-02-3
MATERIAL REPAIR PROCEDURE 08-02-4
REPAIR PROCEDURE FOR R.I.M. POLYURETHANE 08-02-4

FRAME **08-03-1**
FRAME CLEANING 08-03-1
FRAME WELDING 08-03-1
FRAME COMPONENT REPLACEMENT 08-03-1

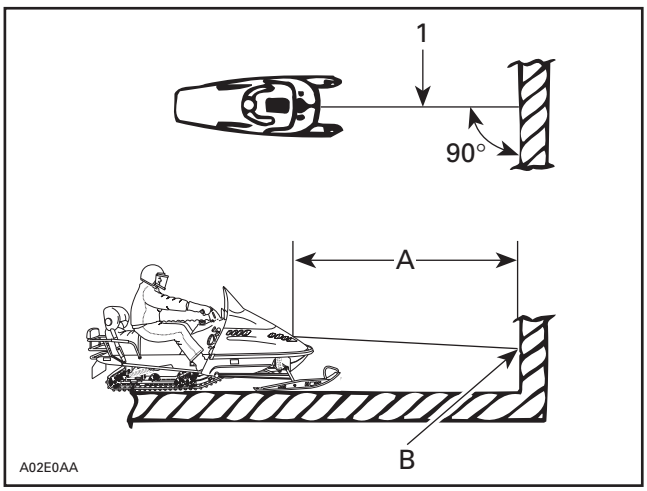
BODY

INSTALLATION AND ADJUSTMENT

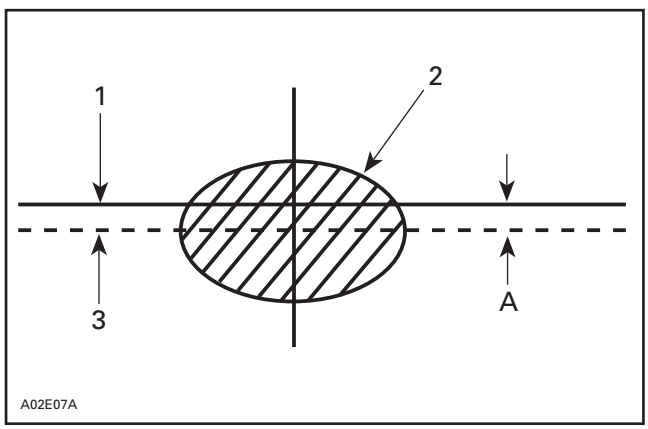
HEADLAMP BEAM AIMING

Beam aiming is correct when center of high beam is 25 mm (1 in) below the headlamp horizontal center line, scribed on a test surface, 381 cm (12 ft 6 in) away.

Measure headlamp center distance from ground. Scribe a line at this height on test surface (wall or screen). Light beam center should be 25 mm (1 in) below scribed line.



1. Headlamp center line
A. 381 cm (12 ft 6 in)
B. 25 mm (1 in) below headlamp center



1. Headlamp horizontal center line
2. Light beam (high beam) (projected on the wall)
3. Light beam center
A. 25 mm (1 in)

Required Conditions

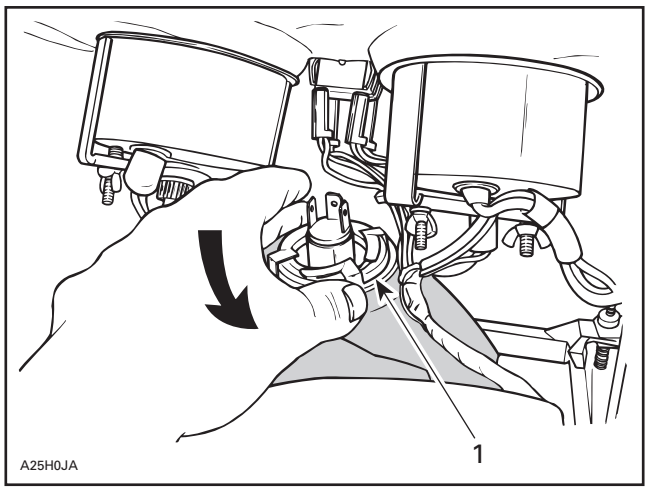
Place the vehicle on a flat surface perpendicular to test surface (wall or screen) and 381 cm (12 ft 6 in) away from it.

Rider or equivalent weight must be on the vehicle.

Select high beam.

BULB REPLACEMENT

If headlamp bulb is burnt, tilt cab and unplug the connector from the headlamp. Remove the rubber boot and unfasten the bulb retainer clips or locking ring.



TYPICAL
1. Locking ring

Detach the bulb and replace. If the taillight bulb is burnt, expose the bulb by removing red plastic lens. To remove, unscrew the 2 retaining screws. Verify all lights after replacement.

▼ CAUTION : Never touch glass portion of an halogen bulb with bare fingers, as it shortens its operating life. If by mistake glass is touched, clean it with isopropyl alcohol which will not leave a film on the bulb.

DECAL

To remove a decal ; heat old decal with a heat gun and peel off slowly.

Using isopropyl alcohol, clean the surface and dry thoroughly.

Apply liquid soap to new decal and carefully position the decal. Using a sponge or a squeegee, remove the air bubbles and surplus water working from the center toward the edges. Allow to air dry.

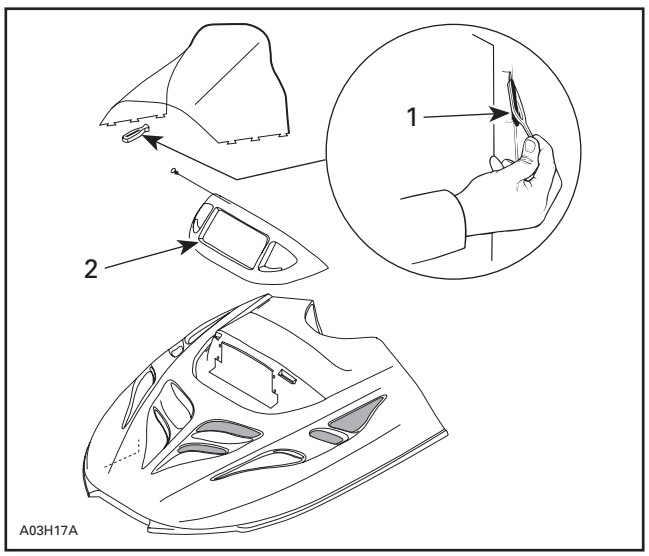
▼ CAUTION : Do not apply isopropyl alcohol or solvant directly on decals.

WINDSHIELD INSTALLATION

When peeling off the protective film some polyethylene particles may remain on the windshield. A soft clean cloth moistened with naphtha (camping equipment fuel) will easily remove the remaining particles.

◆ WARNING : Naphtha is flammable and explosive under certain conditions. Always manipulate in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity.

Position the windshield on the hood then push it down until the tabs are fully inserted into the hood slots. Lock the windshield tabs in position using latches as shown.



S-SERIES

1. Latch
2. Temporary remove headlamp molding for windshield installation

BELT GUARD

Disassembly and Assembly

○ NOTE : For additional information (ex. : exploded view) refer to the correspondent parts catalog.

◆ WARNING : Engine should be running only with belt guard and / or pulley guard well secured in place.

Inspection

Check belt guard mounting bosses, clips and retainers for wear.

○ NOTE : Belt guards are purposely made slightly oversize to maintain tension on their clips and retainers preventing undue noise and vibration. It is important that this tension be maintained when reassembling.

WIRING HARNESS

◆ WARNING : Ensure all terminals are properly crimped on the wires and that all connector housings are properly fastened. Keep wires away from any rotating, moving, heating and vibrating parts. Use proper fastening devices as required.

CABLES

◆ WARNING : Before installation, ensure that all cables are in perfect condition. Properly install the cable ends and secure them in place. Pay attention to route them properly, away from any rotating, moving, heating, or vibrating parts.

PIPING

◆ WARNING : Always ensure that the fuel, vent, primer, impulse, injection oil and rotary valve oil lines are properly fixed to their connectors, that they are not perforated or kinked and that they are properly routed away from any rotating, moving, heating or vibrating parts. Also check for leaks. Replace if required.

○ NOTE : Refer to proper *Parts Catalog* to find suitable clip part numbers.

PLASTIC MAINTENANCE AND REPAIR

MAINTENANCE

Clean the vehicle thoroughly, removing all dirt and grease accumulation.

To clean use a soft clean cloth and either soapy water or isopropyl alcohol.

To remove grease, oil or glue use isopropyl alcohol.

▼ CAUTION : Do not apply isopropyl alcohol or acetone directly on decals.

▼ CAUTION : The following products **must not** be used to clean or wax any of the plastic components used on the vehicles :

- gasoline
- brake fluid
- kerosene
- diesel fuel
- lighter fluid
- varsol
- naphtha
- acetone
- strong detergents
- abrasive cleaners
- waxes containing an abrasive or a cleaning agent in their formula

▼ CAUTION : Clean R.I.M. Metton® with isopropyl alcohol **only**. **Never** use cleaners or products containing **chlorine**.

Apply wax on glossy finish only. Protect the vehicle with a cover to prevent dust accumulation during storage.

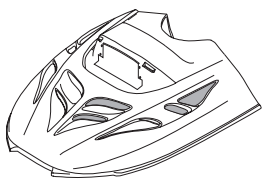
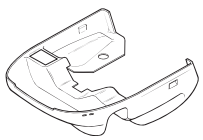
▼ CAUTION : If for some reason the snowmobile has to be stored outside it is preferable to cover it with an opaque tarpaulin. This will prevent the sun rays from affecting the plastic components and the vehicle finish.

REPAIR

The very first step before repairing plastic materials is to find out exactly which type of material is involved. Refer to following chart.

▼ CAUTION : Consult chart and repair kit instructions carefully, some repair products are not compatible with certain plastics.

◆ WARNING : Polycarbonate windshields must **never** be repaired by welding or otherwise.

PART	MODEL	REPAIRABLE	IRREPARABLE
		R.I.M. POLYURETHANE	POLYETHYLENE
HOOD  A03H0ZJ	Tundra II LT		
	S-Series		
BOTTOM PAN  A06H1AJ	Tundra II LT		
	S-Series		

MATERIAL REPAIR PROCEDURE

R.I.M. polyurethane is light colored (tan) on the inside with a smooth surface.

◆ WARNING : Material should be repaired and repainted in a well ventilated area only.

▼ CAUTION : Clean R.I.M. with isopropyl alcohol or Crest Hi-Solv product. **Never** use cleaners or products that contain **chlorine**.

▼ CAUTION : R.I.M. should never be exposed to temperatures exceeding 93°C (200°F).

○ NOTE : When working on a R.I.M. surface, never use a grinder or a high revolution tool such as an air or electric buffer. Use of such tools could overheat material and liberate agents in it thus causing a bad adhesion.

REPAIR PROCEDURE FOR R.I.M. POLYURETHANE

Small Scratches

– Sand and scuff area.
– Feather out edges.
– Paint with a matching acrylic auto touch-up paint.

Deep Scratches

– Sand and scuff area.
– Make a V groove using a knife or a rough round file.
– Clean surface with isopropyl alcohol or Crest Hi-Solv stock no. AH-S product.
– Cover with TP-E epoxy mixed in equal quantities.
– Heat the surface with a heater lamp placed at 38 cm (15 in) for a period of 15 minutes.
– Sand the repair using a smooth dry sand paper.
– Use the same product if a final finish is required.
– Clean surface with Crest Hi-Solv product.
– Apply a flexible primer such as Crest Prima Flex stock no. AP-F.
– Wait 10 minutes.
– Repaint (air dry during 72 hours (approximately)).

Large Crack

– Sand and scuff outside and inside area by exceeding it 31.7 mm (1-1/4 in) on each side and 12.7 mm (1/2 in) at each end.
– Make a V groove (appr. 90°) on both sides of hood using a knife or a rough round file.
– Enlarge the crack to 2.4 mm (3/32 in) – 3.2 mm (1/8 in) using a sharp knife.
– Clean outside and inside surface with isopropyl alcohol or Crest Hi-Solv product.
– Repair inside surface first.
– Cover inside area with Crest TP-E epoxy.
– Apply a 50 mm × 30 mm (2 in × 1-1/4 in) patch. If no room for the patch, use tape.
– Cover exterior surface with same product. Damaged area should be slightly higher.
– Heat surface with a heater lamp placed at 38 mm (15 in) for a period of 15 minutes.
– Sand outside repair using a smooth dry sand paper.
– Use same product if a final finish is required.
– Apply a flexible primer.
– Wait 10 minutes.
– Repaint (air dry during 72 hours approximately).

○ NOTE : R.I.M. material is high static plastics, painting must be done in a dust free area such as a paint booth.

CREST MAIN OFFICE AND MANUFACTURING PLANT	
CREST INDUSTRIES, INC. 3841 13th Street Wyandotte, Michigan 48192	Phone : 313-283-4100 Toll Free : 1-800-822-4100 Fax : 1-800-344-4461 Fax : 313-283-4461

Crest products used in R.I.M. repair procedure are available from following locations :

DISTRIBUTOR WAREHOUSE LOCATIONS

UNITED STATES		CANADA
CREST EAST COAST, INC. P.O. Box 550 1109 Industrial Parkway Brick, New Jersey 08723 Phone : 908-458-9000 Fax : 908-458-5753 CREST PRODUCTS, INC. *Shipping Address :* 125 Production Drive Yorktown, Virginia 23693 Phone : 804-599-6572 Virginia : 1-800-572-5025 Outstate : 1-800-368-5033 Fax : 804-599-6630 *Mailing Address :* P.O. Box 2018 Grafton, Virginia 23692 CREST INDUSTRIES SOUTHEAST, INC. *Shipping Address :* 4300 Glen Haven Drive Decatur, Georgia 30035 Phone : 404-288-4658 Toll Free : 1-800-552-0876 Fax : 404-288-4658 *Mailing Address :* P.O. Box 254 Decatur, Georgia 30031	CREST INDUSTRIES, INC. (CREST MID-WEST) 231 Larkin Williams Ind. Court St. Louis, Missouri 63026 Phone : 314-349-4800 Toll Free : 1-800-733-2737 Fax : 314-349-4888 Toll Free Fax : 1-800-776-2737 **CREST MID WEST** **Regional Branch Warehouses** CREST INDUSTRIES, INC. P.O. Box 635 Mountain Home, Arkansas 72653 Phone : 501-491-5583 Toll Free : 1-800-733-2737 CREST INDUSTRIES, INC. 4200 Jackson Street, Unit 9 Denver, Colorado 80216 Phone : 303-320-3900 Toll Free : 1-800-733-2737 Fax : 303-320-6509 REM-CO DISTRIBUTING, INC. 5625 S. Adams Tacoma, Washington 98409 Phone : 206-474-5414 Toll Free : 1-800-735-7224 Fax : 206-474-7339	J2 PRODUCTS A Division of Sawill Ltd. 54 Audia Court, Unit 2A Concord, Ontario, L4K 3N4 *Phone :* Toronto : 416-665-1404 Concord : 905-669-9410 Montréal : 514-655-6505 *Fax :* Concord : 905-669-9419 Montréal : 514-655-6505 WHEEL-IN AUTOMOTIVE SUPPLY *Shipping Address :* # 1, 3911A Brandon St. S.E. Calgary, Alberta, T2G 4A7 Office : 403-287-0775 *Mailing Address :* P.O. Box 40036 929-42nd Avenue S.E. Calgary, Alberta, T2G 5G5

FRAME

FRAME CLEANING

NOTE : For aluminum frames use only aluminum cleaner and follow instructions on container. (Dursol cleaner or equivalent).

Clean frame and tunnel with appropriate cleaners and rinse with high pressure hose.

Touch up all metal spots where paint has been scratched off. Spray all bare metal parts of vehicle with metal protector.

Seat Cleaning

For all models, it is recommend to clean the seat with a solution of **warm soapy water**, using a soft clean cloth.

CAUTION : Avoid use of harsh detergents such as strong soaps, degreasing solvents, abrasive cleaners, paint thinners, etc. that may cause damage to the seat cover.

FRAME WELDING

Steel Frame :

– electric welding

– amperage : 70-110 A

– voltage : 20-24 V

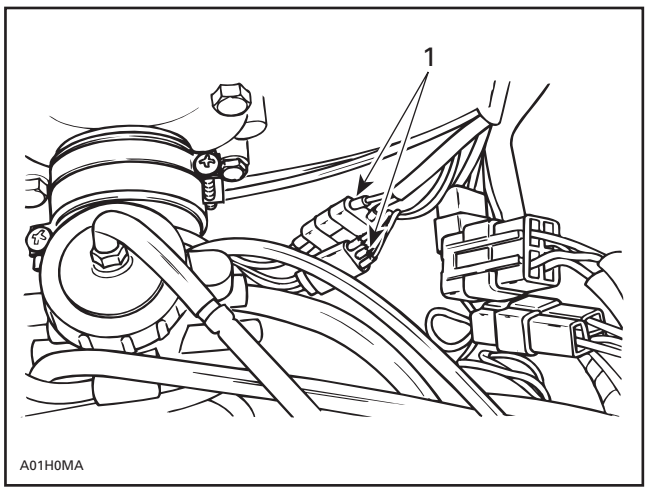
– rod : E-7014 (3/32 in)

Aluminum Frame : (refer to specialized welding shop)

– argon-oxygen / acetylene welding

– rod : ER-4043 (3/32 in)

CAUTION : Before performing electrical welding anywhere on the vehicle, unplug the multiple connector at the electronic box. On models equipped with a battery, also unplug the negative cable. This will protect the electronic box and battery against damage caused by flowing current when welding.



TYPICAL

1. Unplug before electrical welding

CAUTION : If welding is to be done near plastic material, it is recommended to either remove the part from the area or to protect it with aluminum foil to prevent damage.

FRAME COMPONENT REPLACEMENT

S-series

Drilling Procedure

When drilling self-piercing rivets, use Supertanium™ drill bit (P / N 529 0318 00), available in a 5 mm (3/16 in) size and shipped in packs of 2.

For proper drilling instructions and to prevent premature wear, follow the procedure below.

Always use a variable speed electric drill.

It is not necessary to center punch the rivet head, simply center the drill bit on the rivet and drill.

Maintain a slow to medium speed at all times when drilling. The proper speed is attained when a constant chip is ejected.

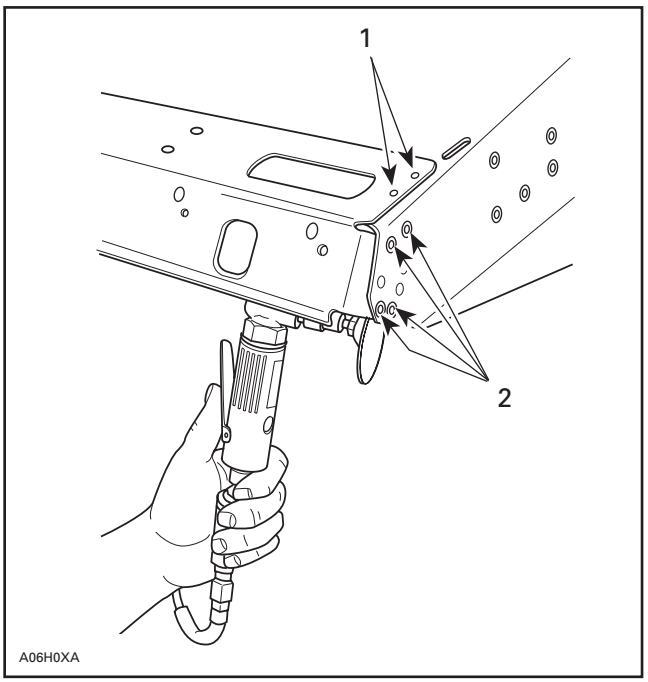
NOTE : To increase bit life, use Bombardier synthetic chaincase oil (P / N 413 8033 00) as a cutting oil.

CAUTION : High speed drilling will cause excessive heat which may destroy the cutting edge of the bit, therefore avoid using pneumatic drills.

Grinding Procedure

Rear Cap

Grind rivet heads from top of rear cap and underneath for side retaining rivets.



1. Rivets heads ground
2. Rivets to be ground from underneath

To remove rivet, strike with a punch from rivet head side.

Make a chamfer from underneath on all 4 corner holes.

TECHNICAL DATA

SI* METRIC INFORMATION GUIDE

BASE UNITS

DESCRIPTION	UNIT	SYMBOL
length	meter	m
mass	kilogram	kg
force	newton	N
liquid	liter	L
temperature	Celsius	°C
pressure	kilopascal	kPa
torque	newton•meter	N•m
speed	kilometer per hour	km/h

PREFIXES

PREFIX	SYMBOL	MEANING	VALUE
kilo	k	one thousand	1 000
centi	c	one hundredth	0.01
milli	m	one thousandth	0.001
micro	µ	one millionth	0.000001

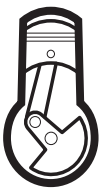
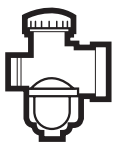
CONVERSION FACTORS

TO CONVERT	TO †	MULTIPLY BY
in	mm	25.4
in	cm	2.54
in^2	cm^2	6.45
in^3	cm^3	16.39
ft	m	0.3
oz	g	28.35
lb	kg	0.45
lbf	N	4.4
lbf•**in**	N•m	0.11
lbf•ft	N•m	1.36
lbf•ft	lbf•**in**	12
PSI (lbf/in^2)	kPa	6.89
imp. oz	U.S. oz	0.96
imp. oz	mL	28.41
imp. gal	U.S. gal	1.2
imp. gal	L	4.55
U.S. oz	mL	29.57
U.S. gal	L	3.79
MPH	km/h	1.61
Fahrenheit	Celsius	(°F – 32) ÷ 1.8
Celsius	Fahrenheit	(°C × 1.8) + 32

*The international system of units abbreviates SI in all languages.

†To obtain the inverse sequence, divide by the given factor. To convert ''mm'' to ''in'', divide by 25.4.

NOTE : Conversion factors are rounded off to 2 decimals for easier use.

	VEHICLE MODEL			TUNDRA II LT	TOURING E, TOURING E LT, SKANDIC 380, FORMULA S	TOURING LE	TOURING SLE, SKANDIC 500, FORMULA SL
	ENGINE TYPE			**277**	**377**	**443**	**503**
	Number of Cylinders			1	2	2	2
	Bore		mm (in)	72.00 (2.835)	62.00 (2.441)	67.5 (2.66)	72.00 (2.835)
	Stroke		mm (in)	66.00 (2.598)	61.00 (2.402)	61.00 (2.402)	61.00 (2.402)
	Displacement		cm^3 (in^3)	268.70 (16.40)	368.30 (22.48)	436.6 (26.64)	496.70 (30.31)
	Compression Ratio (corrected)			6.70	6.80	6.4	6.20
	Maximum Power Engine Speed ①		± 100 RPM	6900	6900	7000	7100
	Piston Ring Type		1st / 2nd	ST / R	ST / R	ST / R	ST / R
	Ring End Gap	(new)	mm (in)	0.2 (.008)	0.2 (.008)	0.2 (.008)	0.2 (.008)
		(wear limit)	mm (in)	1.0 (.039)	1.0 (.039)	1.0 (.039)	1.0 (.039)
	Ring / Piston Groove Clearance	(new)	mm (in)	0.04 (.0016)	0.04 (.0016)	0.04 (.0016)	0.04 (.0016)
		(wear limit)	mm (in)	0.2 (.008)	0.2 (.008)	0.2 (.008)	0.2 (.008)
	Piston / Cylinder Wall Clearance	(new)	mm (in)	0.070 (.0028)	0.060 (.0024)	0.060 (.0024)	0.090 (.0035)
		(wear limit)	mm (in)	0.2 (.008)	0.2 (.008)	0.2 (.008)	0.2 (.008)
	Connecting Rod Big End Axial Play	(new)	mm (in)	0.20 (.0079)	0.20 (.0079)	0.20 (.0079)	0.2 (.0079)
		(wear limit)	mm (in)	1.0 (.0394)	1.0 (.0394)	1.0 (.0394)	1.0 (.0394)
	Maximum Crankshaft End-play ⑤		mm (in)	0.3 (.0118)	0.3 (.0118)	0.3 (.0118)	0.3 (.0118)
	Maximum Crankshaft Deflection		mm (in)	0.08 (.0031)	0.08 (.0031)	0.08 (.0031)	0.08 (.0031)
	Rotary Valve Timing ②		Opening Closing	N.A.	N.A.	N.A.	N.A.
	Magneto Generator Output		W	160	240	240	240
	Ignition Type			CDI	CDI	CDI	CDI
	Spark Plug Make and Type			NGK BR9ES	NGK BR9ES	NGK BR9ES	NGK BR9ES
	Spark Plug Gap		mm (in)	0.45 (.018)	0.45 (.018)	0.45 (.018)	0.45 (.018)
	Ignition Timing BTDC ③		mm (in)	2.52 (.099)	1.68 (.066)	1.68 (.066)	1.66 (.065)
	Generating Coil ⑦		Low Speed : Ω	40 – 76	N.A.	N.A.	N.A.
			High Speed : Ω	N.A.	230 – 330	230 – 330	230 – 330
	Lighting Coil ⑦		Ω	0.05 – 0.6	0.23 – 0.28	0.23 – 0.28	0.23 – 0.28
	High Tension Coil ⑦	Primary	Ω	0.11 – 0.21	N.A.	N.A.	N.A.
		Secondary	kΩ	4.9 – 7.5	5.1 – 6.3	5.1 – 6.3	5.1 – 6.3
	Carburetor Type		PTO / MAG	VM 34-443	2 x VM 30-190	2 x VM 34-467	VM 34-481 / 482
	Main Jet		PTO / MAG	190	140 / 140	180 / 180	180 / 170
	Needle Jet			159 O-8	159 P-0	159 P-1	159 P-0
	Pilot Jet			40	40	40	40
	Needle Identification – Clip Position			6DH4-2	6DP9-3	6DH2-3	6DH2-3
	Slide Cut-away			2.5	2.5	2.5	2.5
	Float Adjustment		± 1 mm (± 0.40 in)	23.9 (.94)	23.9 (.94)	23.9 (.94)	23.9 (.94)
	Air Screw Adjustment		± 1/16 turn	1	1-1/4	1-1/4	1-7/8
	Idle Speed RPM		± 200 RPM	1200	1650	1650	1650
	Gas Type / Pump Octane number			Unleaded / 87	Unleaded / 87	Unleaded / 87	Unleaded / 87
	Gas / Oil Ratio			Injection	Injection	Injection	Injection
	Type			Radial Fan	Axial Fan	Axial Fan	Axial Fan
	Axial Fan Belt Adjustment	Deflection	mm in	N.A.	8 – 9 (.31 – .35)	8 – 9 (.31 – .35)	9 – 10 (.35 – .39)
		Force ④	kg (lbf)	N.A.	5 (11)	5 (11)	5 (11)
	Thermostat Opening Temperature		°C (°F)	N.A.	N.A.	N.A.	N.A.
	Radiator Cap Opening Pressure		kPa (PSI)	N.A.	N.A.	N.A.	N.A.
	ENGINE COLD Nm (lbf•ft)	Drive Pulley Retaining Screw ⑥		95 (70)	95 (70)	95 (70)	95 (70)
		Exhaust Manifold Nuts or Bolts		25 (18)	22 (16)	22 (16)	22 (16)
		Magneto Ring Nut		90 (66)	105 (77)	105 (77)	105 (77)
		Crankcase Nuts or Screws	M6 M8	— 22 (16)	10 (7) 22 (16)	10 (7) 22 (16)	— 22 (16)
		Crankcase / Engine Support Nuts or Screws		21 (15)	38 (28)	38 (28)	38 (28)
		Cylinder Head Nuts		26 (19)	22 (16)	22 (16)	22 (16)
		Crankcase / Cylinder Nuts or Screws		N.A.	N.A.	N.A.	N.A.
		Axial Fan Shaft Nut		N.A.	50 (37)	50 (37)	50 (37)

VEHICLE MODEL				TUNDRA II LT	TOURING E, FORMULA S	TOURING E LT
ENGINE TYPE				**277**	**377**	**377**
Chain Drive Ratio				14/25	21/44	21/44
Chain	Pitch		in	1/2	3/8	3/8
	Type / Links Qty / Plates Qty			Single / 62	Silent / 72 / 11	Silent / 72 / 11
Drive Pulley	Type of Drive Pulley			Bombardier Lite	Bombardier Lite	Bombardier Lite
	Ramp Identification			N.A.	N.A.	N.A.
	Calibration Screw Position or Calibration Disc Quantity ⑤			2C	1W	1W
	Spring Color			Turquoise	Red / Blue	Yellow / Green
	Spring Length		± 1.5 mm (± 0.060 in)	85.3 (3.36)	102 (4.02)	82 (3.23)
	Clutch Engagement		± 200 RPM	3100	3100	2900
Driven Pulley Spring Preload Cam Angle			±0.7 kg (±1.5 lb) degree	3.6 (7.9) 37.8°	4.8 (10.6) 44°	4.8 (10.6) 44°
Pulley Distance Z			(+0, –1) mm ((+0, –1/32) in)	37 (1-29/64)	25.5 (1)	25.5 (1)
Offset	X		± 0.4 mm (± 1/64 in)	36 (1-27/64)	33.4 (1-5/16)	33.4 (1-5/16)
	Y – X		MIN. MAX.	– 0 (– 0.000) + 1.5 (+ 0.059)	+ 0.5 (+ 0.020) + 1.5 (+ 0.059)	+ 0.5 (+ 0.020) + 1.5 (+ 0.059)
Drive Belt Part Number (P / N)				414 8276 00	415 0606 00	415 0606 00
Drive Belt Width (new) ①			mm (in)	33.3 (1-5/16)	34.7 (1-3/8)	34.7 (1-3/8)
Drive Belt Adjustment		Deflection	± 5 mm (± 13/64 in)	32 (1-1/4)	32 (1-1/4)	32 (1-1/4)
		Force ②	kg (lbf)	6.8 (15)	11.3 (25)	11.3 (25)
Track	Width		cm (in)	38.1 (15)	38.1 (15)	38.1 (15)
	Length		cm (in)	354 (139)	307 (121)	345 (136)
	Adjustment	Deflection	mm (in)	35 – 45 (1-3/8 – 1-3/4)	40 – 55 (1-9/16 – 2-5/32)	40 – 55 (1-9/16 – 2-5/32)
		Force ③	kg (lbf)	7.3 (16)	7.3 (16)	7.3 (16)
Suspension Type		Track		Torque Reaction Slide	Slide	Slide
		Ski		Telescopic Strut	DSA	DSA
Length			cm (in)	284.5 (112)	272.5 (107.3)	292 (115)
Width			cm (in)	95.3 (37.5)	115.6 (45.5)	115.6 (45.5)
Height			cm (in)	114 (44.9)	Touring : 122 (48.0) Formula : 112 (44.1)	122 (48.0)
Ski Stance			cm (in)	81.3 (32.0)	101.6 (40)	101.6 (40)
Mass (dry)			kg (lb)	171 (377)	Touring : 204 (449) Formula : 195 (430)	205 (452)
Ground Contact Area			cm^2 (in^2)	7864 (1219)	6503 (1008)	7227 (1120)
Ground Contact Pressure			kPa (PSI)	2.13 (.309)	Touring : 3.08 (.447) Formula : 2.94 (.426)	2.78 (.403)
Frame Material				Steel	Aluminum	Aluminum
Bottom Pan Material				Polyethylene High Density	Polyethylene	Polyethylene
Cab Material				Polyethylene High Density	RRIM Polyurethane	RRIM Polyurethane
Battery			V (A•h)	N.A.	Touring : 12 (22) Formula : N.A.	12 (22)
Headlight			W	H4 60/55	H4 60/55	H4 60/55
Taillight and Stoplight			W	8/27	8/27	8/27
Tachometer and Speedometer Bulb			W	N.A.	5	5
Fuel and Temperature Gauge Bulb			W	N.A.	N.A.	N.A.
Fuse	Starter Solenoid		A	N.A.	Touring : 30 Formula : N.A.	30
	Tachometer		A	N.A.	N.A.	N.A.
Fuel Tank			L (U.S. gal)	26 (6.9)	40 (10.6)	40 (10.6)
Chaincase / Gearbox			mL (U.S. oz)	250 (8.5)	250 (8.5)	250 (8.5)
Cooling System			L (U.S. oz)	N.A.	N.A.	N.A.
Injection Oil Reservoir			L (U.S. oz)	1.9 (64)	2.55 (86)	2.55 (86)

VEHICLE MODEL				TOURING LE	SKANDIC 380	TOURING SLE, SKANDIC 500	FORMULA SL
ENGINE TYPE				**443**	**377**	**503**	**503**
Chain Drive Ratio				21/44	21/44	21/44	22/44
Chain	Pitch		in	3/8	3/8	3/8	3/8
	Type / Links Qty / Plates Qty			Silent / 72 / 11	Silent / 72 / 11	Silent / 72 / 11	Silent / 72 / 11
Drive Pulley	Type of Drive Pulley			TRA	Bombardier Lite	TRAC	TRAC
	Ramp Identification			227 ④	N.A.	284 ④	284 ④
	Calibration Screw Position or Calibration Disc Quantity ⑤			4	1W	4	3
	Spring Color			Yellow / Violet	Yellow / Green	Red / Yellow	Blue / Yellow
	Spring Length		± 1.5 mm (± 0.060 in)	88.4 (3.48)	82 (3.23)	87.9 (3.46)	115.1 (4.53)
	Clutch Engagement		± 200 RPM	3100	2900	3000	3600
Driven Pulley Spring Preload Cam Angle			± 0.7 kg (± 1.5 lb) degree	4.8 (10.6) 44°	4.8 (10.6) 44°	4.8 (10.6) 44°	4.8 (10.6) 44°
Pulley Distance Z			(+0, –1) mm ((+0, –1/32) in)	16.5 (21/32)	25.5 (1)	16.5 (21/32)	16.5 (21/32)
Offset	X		± 0.4 mm (± 1/64 in)	35.0 (1-3/8)	33.4 (1-5/16)	35.0 (1-3/8)	35.0 (1-3/8)
	Y – X		MIN. MAX.	+ 1 (+ 0.039) + 2 (+ 0.079)	+ 0.5 (+ 0.020) + 1.5 (+ 0.059)	+ 1 (+ 0.039) + 2 (+ 0.079)	+ 1 (+ 0.039) + 2 (+ 0.079)
Drive Belt Part Number (P / N)				415 0606 00	415 0606 00	415 0606 00	415 0606 00
Drive Belt Width (new) ①			mm (in)	34.7 (1-3/8)	34.7 (1-3/8)	34.7 (1-3/8)	34.7 (1-3/8)
Drive Belt Adjustment		Deflection	± 5 mm (± 13/64 in)	32 (1-1/4)	32 (1-1/4)	32 (1-1/4)	32 (1-1/4)
		Force ②	kg (lbf)	11.3 (25)	11.3 (25)	11.3 (25)	11.3 (25)
Track	Width		cm (in)	38.1 (15)	38.1 (15)	38.1 (15)	38.1 (15)
	Length		cm (in)	345 (136)	345 (136)	345 (136)	307 (121)
	Adjustment	Deflection	mm (in)	40 – 55 (1-9/16 – 2-5/32)	40 – 55 (1-9/16 – 2-5/32)	40 – 55 (1-9/16 – 2-5/32)	40 – 55 (1-9/16 – 2-5/32)
		Force ③	kg (lbf)	7.3 (16)	7.3 (16)	7.3 (16)	7.3 (16)
Suspension Type		Track		Slide	Slide	Slide	Slide
		Ski		DSA	DSA	DSA	DSA
Length			cm (in)	292 (115)	294 (115.7)	Touring : 292 (115) Skandic : 294 (115.7)	272.5 (107.3)
Width			cm (in)	115.6 (45.5)	108 (42.5)	Touring : 120.7 (47.5) Skandic : 108 (42.5)	120.7 (47.5)
Height			cm (in)	122 (48.0)	122 (48.0)	122 (48.0)	112 (44.1)
Ski Stance			cm (in)	101.6 (40)	94 (37)	Touring : 106.7 (42) Skandic : 94 (37)	106.7 (42)
Mass (dry)			kg (lb)	208 (457)	214 (471)	Touring : 224 (493) Skandic : 221 (486)	202 (445)
Ground Contact Area			cm^2 (in^2)	7227 (1120)	7227 (1120)	7227 (1120)	6503 (1008)
Ground Contact Pressure			kPa (PSI)	2.82 (.409)	2.90 (.421)	Touring : 3.04 (.441) Skandic : 3.06 (.435)	3.05 (.442)
Frame Material				Aluminum	Aluminum	Aluminum	Aluminum
Bottom Pan Material				Polyethylene	Polyethylene	Polyethylene	Polyethylene
Cab Material				RRIM Polyurethane	RRIM Polyurethane	RRIM Polyurethane	RRIM Polyurethane
Battery			V (A•h)	12 (22)	N.A.	Touring : 12 (22) Skandic : N.A.	N.A.
Headlight			W	H4 60/55	H4 60/55	H4 60/55	H4 60/55
Taillight and Stoplight			W	8/27	8/27	8/27	8/27
Tachometer and Speedometer Bulb			W	2 x 3	2 x 3	2 x 3	2 x 3
Fuel and Temperature Gauge Bulb			W	N.A.	N.A.	N.A.	N.A.
Fuse	Starter Solenoid		A	30	N.A.	Touring : 30 Skandic : N.A.	N.A.
	Tachometer		A	N.A	N.A.	N.A.	N.A.
Fuel Tank			L (U.S. gal)	40 (10.6)	40 (10.6)	40 (10.6)	40 (10.6)
Chaincase / Gearbox			mL (U.S. oz)	250 (8.5)	250 (8.5)	250 (8.5)	250 (8.5)
Cooling System			L (U.S. oz)	N.A.	N.A.	N.A.	N.A.
Injection Oil Reservoir			L (U.S. oz)	2.55 (86)	2.55 (86)	2.55 (86)	2.55 (86)

ENGINE TECHNICAL DATA LEGEND

BP : Breaker Points
BTDC : Before Top Dead Center
CDI : Capacitor Discharge Ignition
CTR : Center
K : Kilo (x 1000)
MAG : Magneto Side
N.A. : Not Applicable
PTO : Power Take Off Side
R : Rectangular
ST : Semi-trapez
µ : Micro (÷ 1 000 000)

① The maximum horsepower RPM is applicable on the vehicle. It may be different under certain circumstances and BOMBARDIER INC. reserves the right to modify it without obligation.

② Rotary valve to crankcase clearance : 0.27 – 0.48 mm (.011 – .019 in).

③ At 6000 RPM (engine cold) with headlamp turned on.

④ Force applied midway between pulleys to obtain specified deflection.

⑤ Crankshaft end-play is not adjustable on these models except Tundra II LT. Specification is given for verification purposes only.

⑥ Drive pulley retaining screw : torque to 90 to 100 N•m (66 to 74 lbf•ft), install drive belt, accelerate the vehicle at low speed (maximum 30 km/h (20 MPH)) and apply the brake ; repeat 5 times. Recheck the torque of 90 to 100 N•m (66 to 74 lbf•ft).

⑦ All resistance measurements must be performed with parts at room temperature (approx. 20°C (68°F)). Temperature greatly affects resistance measurements.

VEHICLE TECHNICAL DATA LEGEND

DSA : Direct Shock Action
RRIM : Reinforced Reaction Injection Molding
TRA : Total Range Adjustable drive pulley
N.A. : Not Applicable

① Minimum allowable width may not be less than 3.0 mm (1/8 in) of new drive belt.

② Force applied midway between pulleys to obtain specified deflection.

③ Force or downward pull applied to track to obtain specified tension deflection.

④ Lever with roller pin P/N 417 0043 03 (Hollow).

⑤ 2C : 2 Caps
1W : 1 Washer

Bombardier SERVICE PUBLICATIONS REPORT

Publication title and year _____ Page_____

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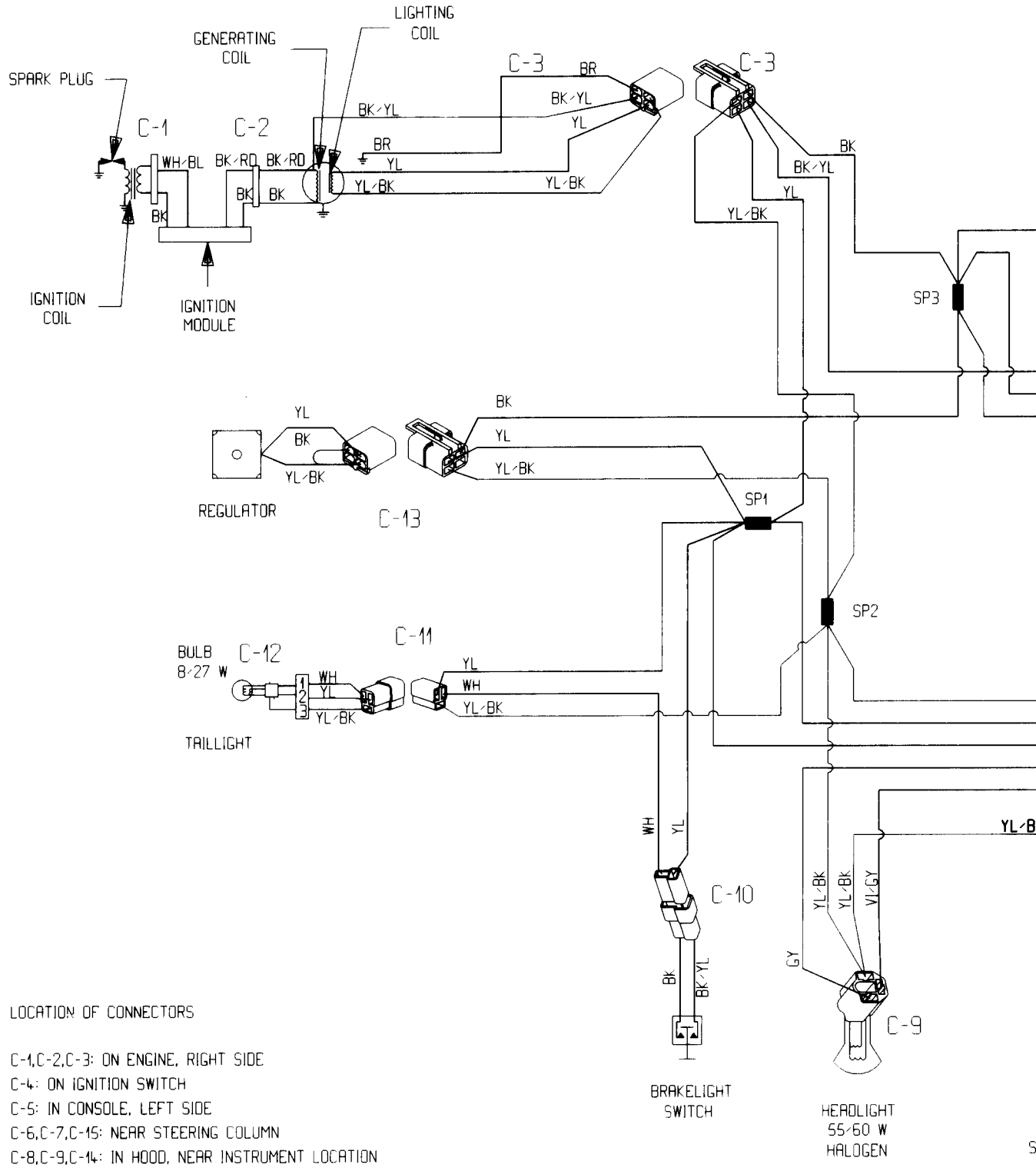
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ANNEX 1 TUNDRA II LT

TUNDRA LT '97

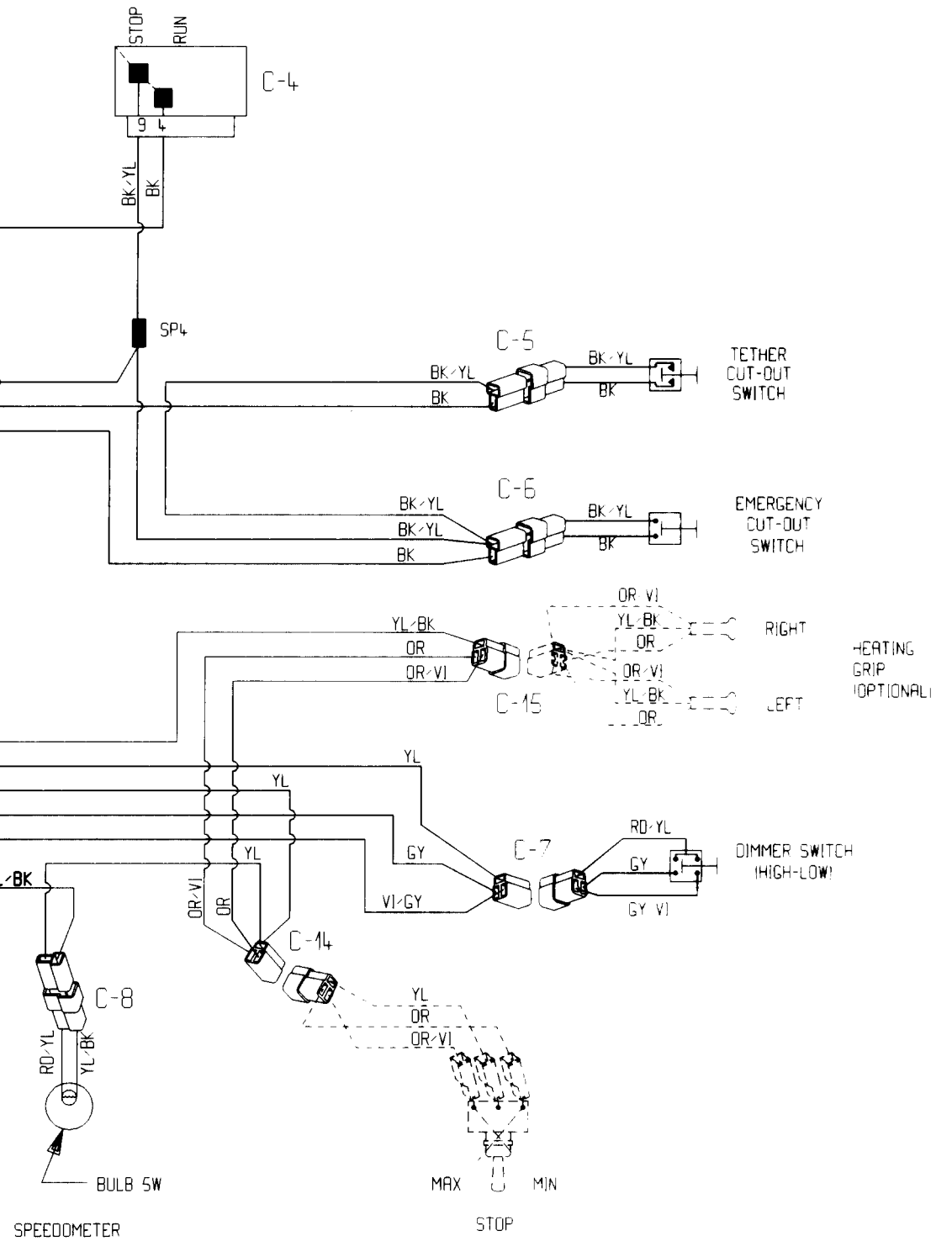


LOCATION OF CONNECTORS

C-1,C-2,C-3: ON ENGINE, RIGHT SIDE
C-4: ON IGNITION SWITCH
C-5: IN CONSOLE, LEFT SIDE
C-6,C-7,C-15: NEAR STEERING COLUMN
C-8,C-9,C-14: IN HOOD, NEAR INSTRUMENT LOCATION
C-10: NEAR DRIVEN PULLEY
C-11: BETWEEN SEAT AND FUEL TANK
C-12: ON TAILLIGHT
C-13: NEAR REGULATOR

WARNING :

ENSURE ALL TERMINALS ARE PROPERLY CRIMPED ON THE WIRES AND ALL CONNECTOR HOUSINGS ARE PROPERLY FASTENED.

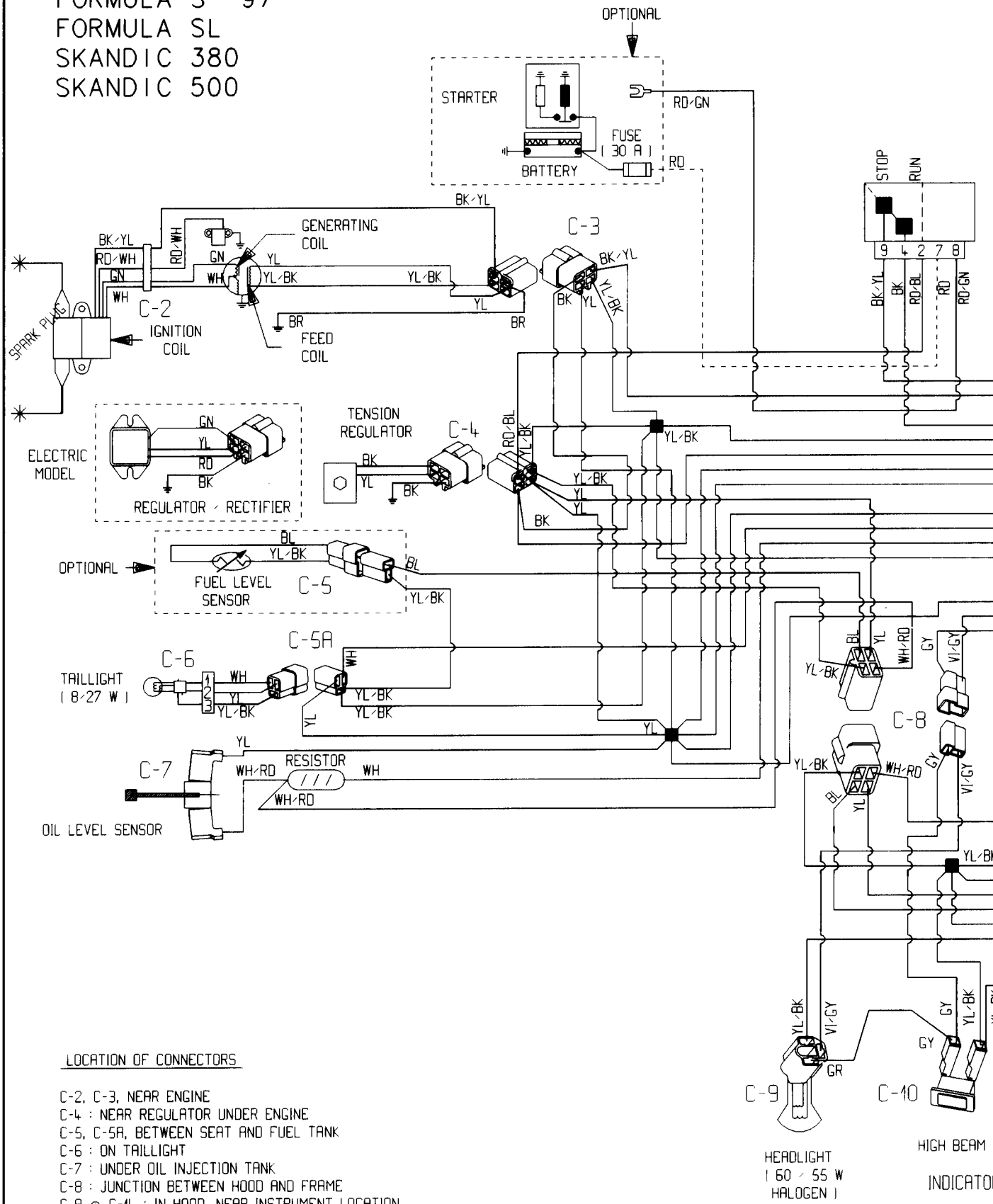


COLOR CODE	
BK - BLACK	GN - GREEN
WH - WHITE	GY - GREY
RD - RED	VI - VIOLET
BL - BLUE	OR - ORANGE
YL - YELLOW	BR - BROWN

ANNEX 2

FORMULA S / SL
SKANDIC 380 / 500

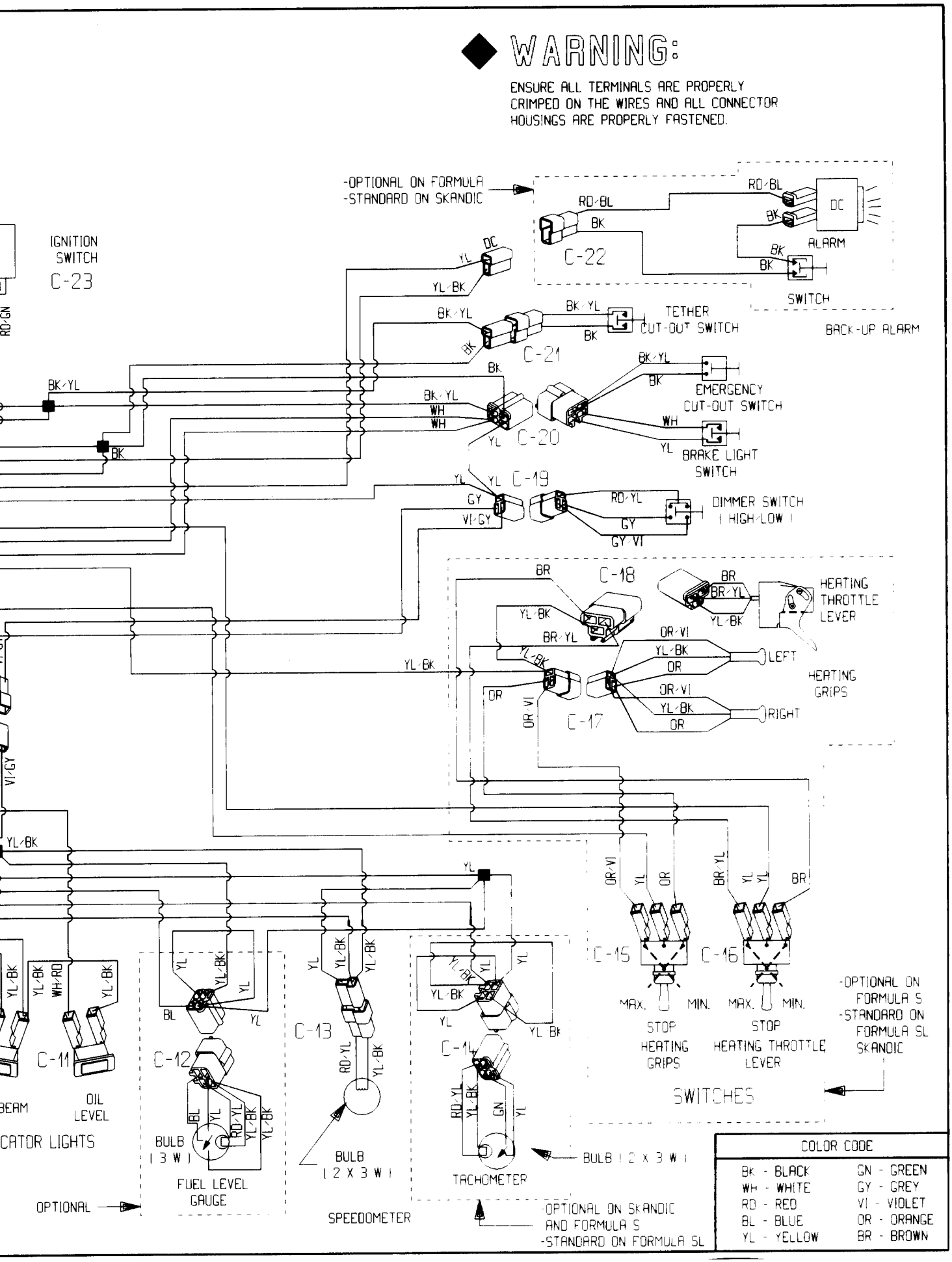
FORMULA S '97
FORMULA SL
SKANDIC 380
SKANDIC 500



LOCATION OF CONNECTORS

C-2, C-3, NEAR ENGINE
C-4 : NEAR REGULATOR UNDER ENGINE
C-5, C-5A, BETWEEN SEAT AND FUEL TANK
C-6 : ON TAILLIGHT
C-7 : UNDER OIL INJECTION TANK
C-8 : JUNCTION BETWEEN HOOD AND FRAME
C-9 @ C-14 : IN HOOD, NEAR INSTRUMENT LOCATION
C-15 @ C-21 : NEAR STEERING COLUMN, UNDER CONSOLE
C-22 : ABOVE CHAINCASE
C-23 : ON IGNITION SWITCH

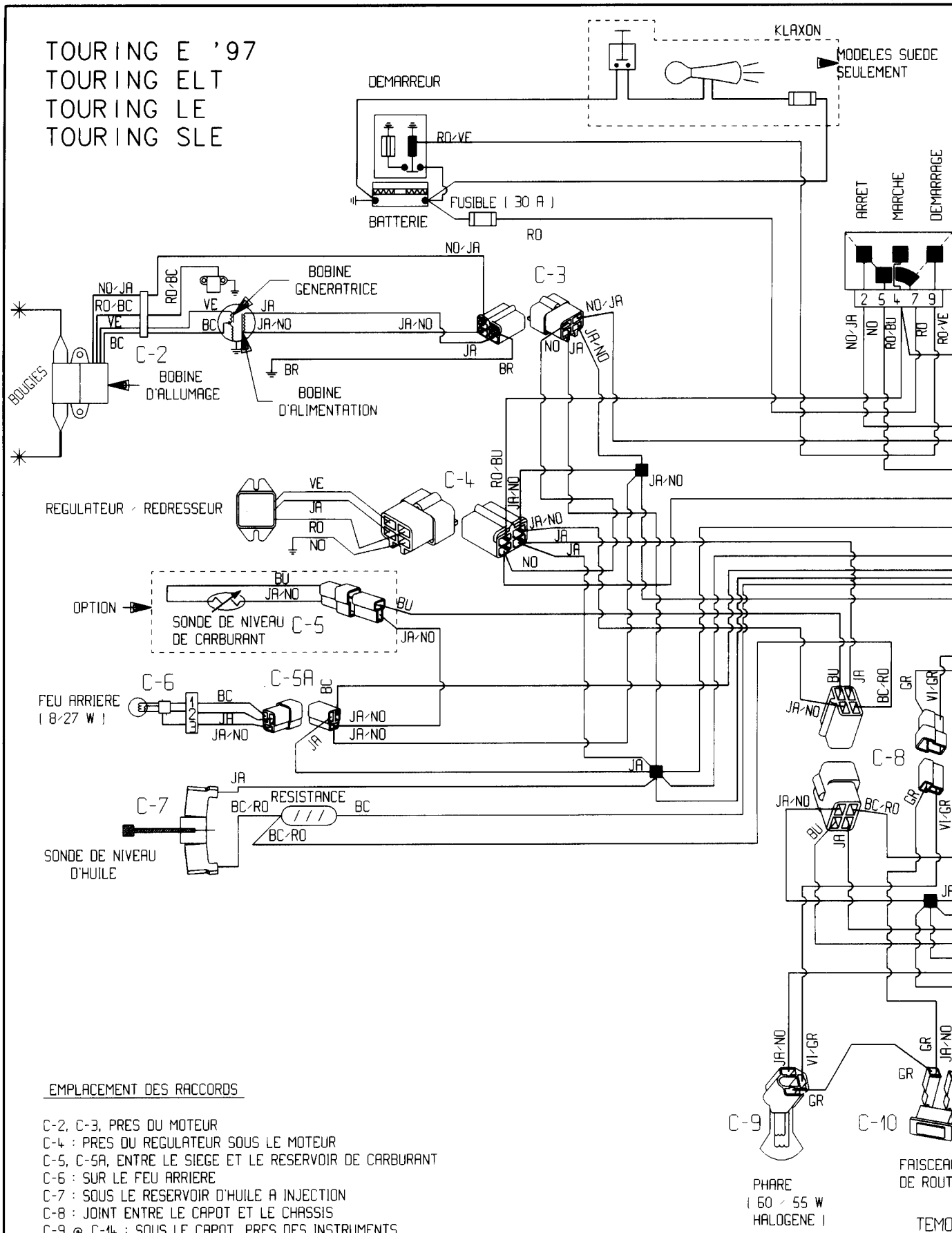
■ = WELDED JOINT


WARNING:
ENSURE ALL TERMINALS ARE PROPERLY CRIMPED ON THE WIRES AND ALL CONNECTOR HOUSINGS ARE PROPERLY FASTENED.
-OPTIONAL ON FORMULA
-STANDARD ON SKANDIC
C-22
RD/BL
BK
DC
ALARM
SWITCH
BACK-UP ALARM
IGNITION SWITCH
C-23
C-21
TETHER CUT-OUT SWITCH
C-20
EMERGENCY CUT-OUT SWITCH
BRAKE LIGHT SWITCH
C-19
DIMMER SWITCH (HIGH/LOW)
C-18
HEATING THROTTLE LEVER
C-17
LEFT
RIGHT
HEATING GRIPS
C-15
C-16
MAX.
MIN.
STOP HEATING GRIPS
STOP HEATING THROTTLE LEVER
SWITCHES
-OPTIONAL ON FORMULA S
-STANDARD ON FORMULA SL
SKANDIC
C-11
OIL LEVEL
C-12
C-13
C-14
BULB (3 W)
FUEL LEVEL GAUGE
BULB (2 X 3 W)
SPEEDOMETER
TACHOMETER
BULB (2 X 3 W)
OPTIONAL
-OPTIONAL ON SKANDIC AND FORMULA S
-STANDARD ON FORMULA SL
COLOR CODE
BK - BLACK
WH - WHITE
RD - RED
BL - BLUE
YL - YELLOW
GN - GREEN
GY - GREY
VI - VIOLET
OR - ORANGE
BR - BROWN

ANNEX 3

TOURING E / E LT
TOURING LE / SLE

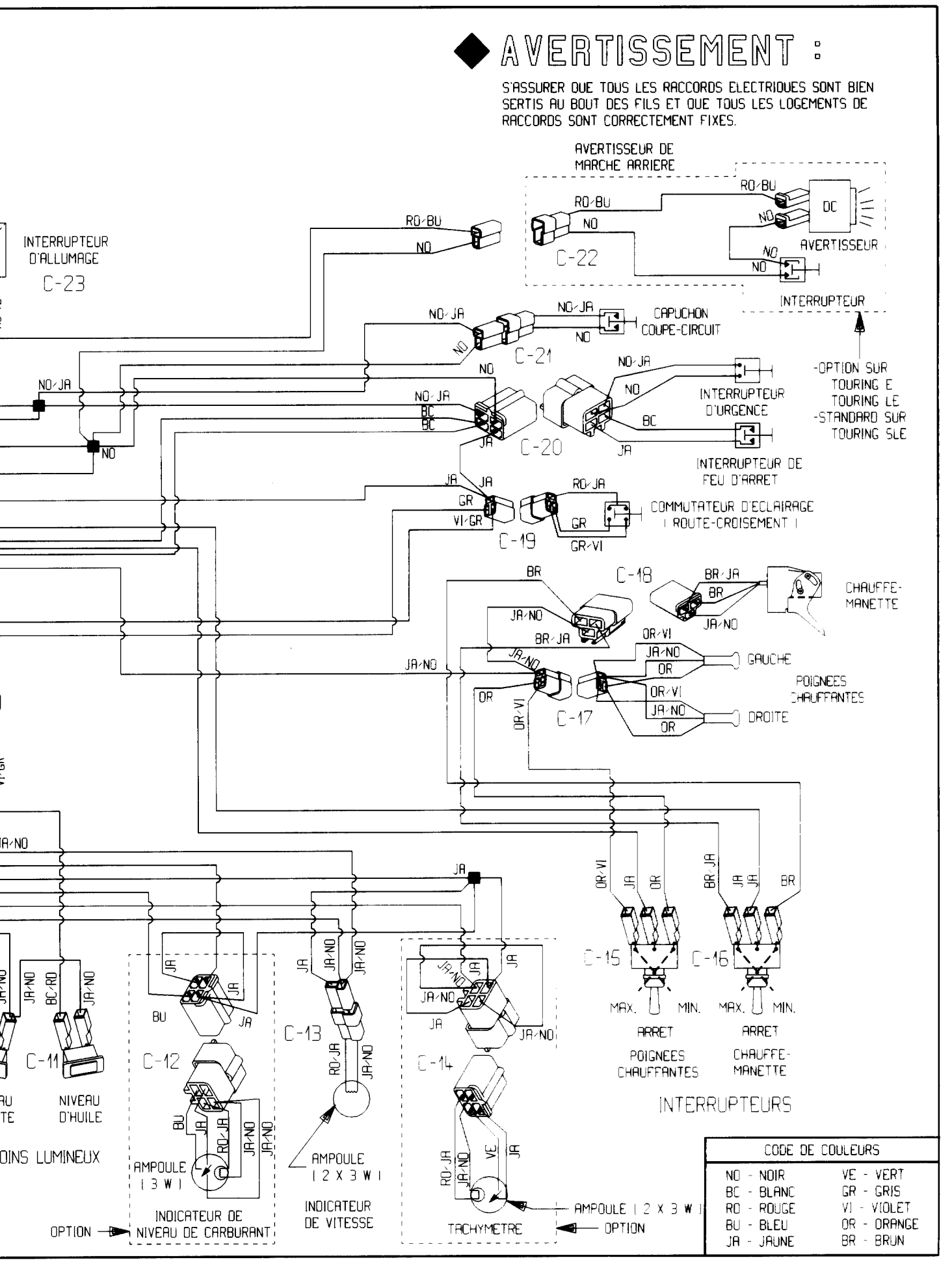
TOURING E '97
TOURING ELT
TOURING LE
TOURING SLE



EMPLACEMENT DES RACCORDS

C-2, C-3, PRES DU MOTEUR
C-4 : PRES DU REGULATEUR SOUS LE MOTEUR
C-5, C-5A, ENTRE LE SIEGE ET LE RESERVOIR DE CARBURANT
C-6 : SUR LE FEU ARRIERE
C-7 : SOUS LE RESERVOIR D'HUILE A INJECTION
C-8 : JOINT ENTRE LE CAPOT ET LE CHASSIS
C-9 @ C-14 : SOUS LE CAPOT, PRES DES INSTRUMENTS
C-15 @ C-21 : PRES DE LA COLONNE DE DIR. SOUS TABLEAU-BORD
C-22 : AU DESSUS DU CARTER DE CHAINE
C-23 : SUR L'INTERRUPTEUR D'ALLUMAGE

■ = JOINT SOUDE

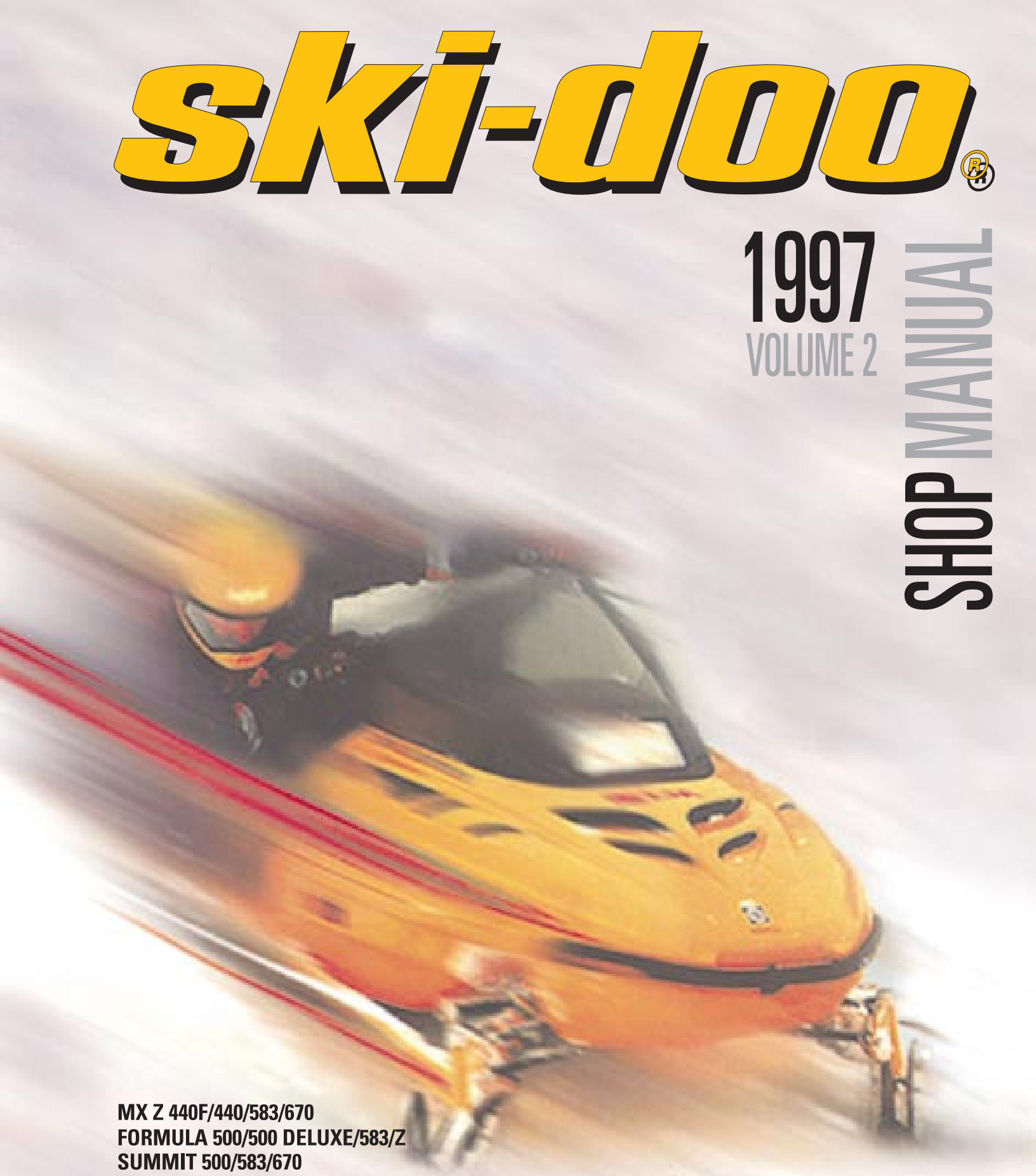

AVERTISSEMENT :
S'ASSURER QUE TOUS LES RACCORDS ELECTRIQUES SONT BIEN SERTIS AU BOUT DES FILS ET QUE TOUS LES LOGEMENTS DE RACCORDS SONT CORRECTEMENT FIXES.
AVERTISSEUR DE MARCHE ARRIERE
C-22
AVERTISSEUR
INTERRUPTEUR
INTERRUPTEUR D'ALLUMAGE
C-23
C-21
CAPUCHON COUPE-CIRCUIT
-OPTION SUR TOURING E TOURING LE -STANDARD SUR TOURING SLE
C-20
INTERRUPTEUR D'URGENCE
INTERRUPTEUR DE FEU D'ARRET
C-19
COMMUTATEUR D'ECLAIRAGE (ROUTE-CROISEMENT)
C-18
CHAUFFE-MANETTE
C-17
GAUCHE
DROITE
POIGNEES CHAUFFANTES
C-15
C-16
MAX.
MIN.
ARRET
POIGNEES CHAUFFANTES
CHAUFFE-MANETTE
INTERRUPTEURS
C-11
NIVEAU D'HUILE
C-12
C-13
C-14
AMPOULE (3 W)
AMPOULE (2 X 3 W)
INDICATEUR DE NIVEAU DE CARBURANT
INDICATEUR DE VITESSE
TACHYMETRE
OPTION
CODE DE COULEURS
NO - NOIR
BC - BLANC
RO - ROUGE
BU - BLEU
JA - JAUNE
VE - VERT
GR - GRIS
VI - VIOLET
OR - ORANGE
BR - BRUN

ski-doo®

1997

VOLUME 2

SHOP MANUAL



MX Z 440F/440/583/670
FORMULA 500/500 DELUXE/583/Z
SUMMIT 500/583/670
GRAND TOURING 500/583
SKANDIC WT/SWT/WT LC

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1997
Shop Manual

VOLUME 2

MX Z 440F/440/583/670

FORMULA 500/500 DELUXE/583/Z

SUMMIT 500/583/670

GRAND TOURING 500/583

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ANNEX (Wiring Diagrams)			

SAFETY NOTICE

This manual has been prepared as a guide to correctly service and repair some 1997 Ski-Doo snowmobiles. See model list on next page.

This edition was primarily published to be used by snowmobile mechanics who are already familiar with all service procedures relating to Bombardier made snowmobiles.

Please note that the instructions will apply only if proper hand tools and special service tools are used.

This *shop manual* uses technical terms which may be slightly different from the ones used in *parts catalog*.

It is understood that this manual may be translated into another language. In the event of any discrepancy, the English version shall prevail.

The content depicts parts and/or procedures applicable to the particular product at its time of manufacture. It does not include dealer modifications, whether authorized or not by Bombardier, after manufacturing the product.

In addition, the sole purpose of the illustrations throughout the manual, is to assist identification of the general configuration of the parts. They are not to be interpreted as technical drawings or exact replicas of the parts.

The use of Bombardier parts is most strongly recommended when considering replacement of any component. Dealer and/or distributor assistance should be sought in case of doubt.

The engines and the corresponding components identified in this document should not be utilized on product(s) other than those mentioned in this document.

Torque wrench tightening specifications must be strictly adhered to. Locking devices (ex.: locking tab, elastic stop nut, etc.) must be installed or replaced with new ones, where specified. If the efficiency of a locking device is impaired, it must be renewed.

This manual emphasizes particular information denoted by the wording and symbols;

◆ WARNING

Identifies an instruction which, if not followed, could cause serious personal injury including possibility of death.

▼ CAUTION

Denotes an instruction which, if not followed, could severely damage vehicle components.

NOTE: Indicates supplementary information needed to fully complete an instruction.

Although the mere reading of such information does not eliminate the hazard, your understanding of the information will promote its correct use. Always use common shop safety practice.

This information relates to the preparation and use of Bombardier snowmobiles and has been utilized safely and effectively by Bombardier Inc. However, Bombardier Inc. disclaims liability for all damages and/or injuries resulting from the improper use of the contents. We strongly recommend that any services be carried out and/or verified by a highly skilled professional mechanic. It is understood that certain modifications may render use of the vehicle illegal under existing federal, provincial and state regulations.

1997 BOMBARDIER SNOWMOBILES SHOP MANUAL

INTRODUCTION

This *Shop Manual* volume 2 covers the following Bombardier made 1997 snowmobiles:

MODELS	MODEL NUMBER
MX Z 440F (Canada)	1171
MX Z 440F (U.S.)	1172
MX Z 440F (Europe)	1173
MX Z 440 (Canada)	1168
MX Z 440 (U.S.)	1169
MX Z 440 (Europe)	1170
MX Z 583 (Canada)	1174
MX Z 583 (U.S.)	1175
MX Z 583 (Europe)	1176
MX Z 670 (Canada)	1193
MX Z 670 (U.S.)	1194
MX Z 670 (Europe)	1195
FORMULA* 500 (Canada)	1138
FORMULA* 500 (U.S.)	1139
FORMULA* 500 (Europe)	1140
FORMULA* 500 DELUXE (Canada)	1191
FORMULA* 500 DELUXE (U.S.)	1192
FORMULA* 583 (Canada)	1141
FORMULA* 583 (U.S.)	1142
FORMULA* Z (Canada)	1145
FORMULA* Z (U.S.)	1146

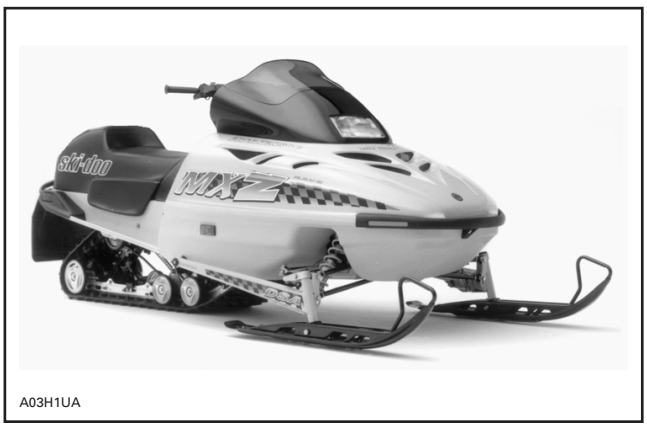
MODELS	MODEL NUMBER
SUMMIT 500 (Canada)	1157
SUMMIT 500 (U.S.)	1158
SUMMIT 583 (Canada)	1159
SUMMIT 583 (U.S.)	1160
SUMMIT 583 (Europe)	1161
SUMMIT 670 (Canada)	1162
SUMMIT 670 (U.S.)	1163
GRAND TOURING 500 (Canada)	1123
GRAND TOURING 500 (U.S.)	1124
GRAND TOURING 500 (Europe)	1125
GRAND TOURING 583 (Canada)	1126
GRAND TOURING 583 (U.S.)	1127
GRAND TOURING 583 (Europe)	1128
SKANDIC* WT (Canada)	1134
SKANDIC* WT (U.S.)	1135
SKANDIC* SWT (Canada)	1136
SKANDIC* SWT (U.S.)	1137
SKANDIC* WT LC (Canada)	1132
SKANDIC* WT LC (U.S.)	1133

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LIST OF MODELS GROUPED BY COMMUN CHASSIS

S-Series consists of:

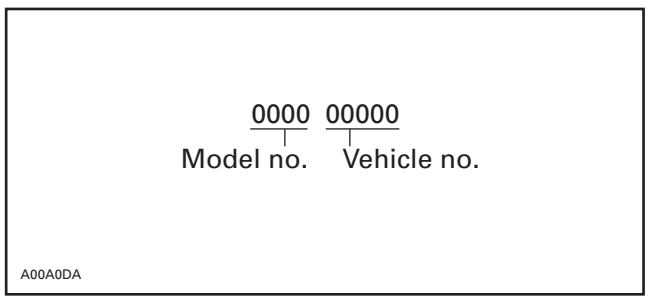
MX Z 440F/440/583/670
FORMULA 500/500 DELUXE/583/Z
SUMMIT 500/583/670
GRAND TOURING 500/583

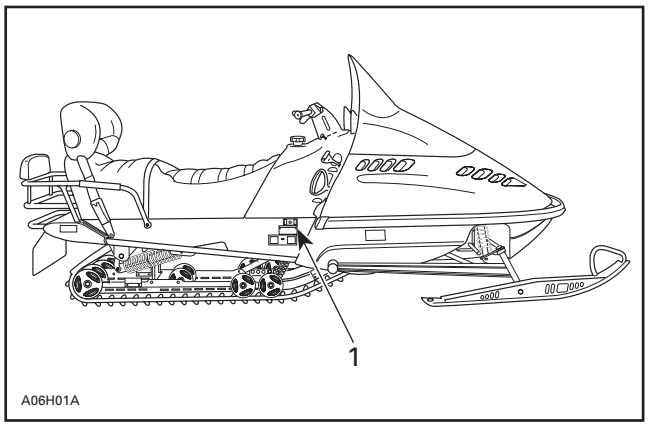


TYPICAL — S-SERIES

Each vehicle has its particular vehicle serial number

Serial Number Meaning:



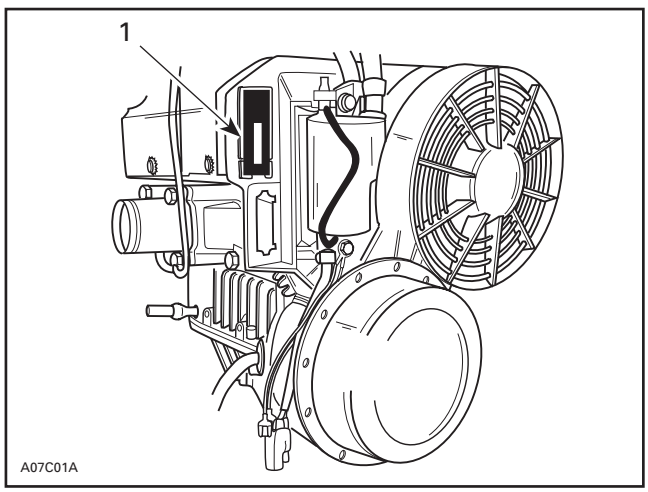


TYPICAL

1. Vehicle serial number

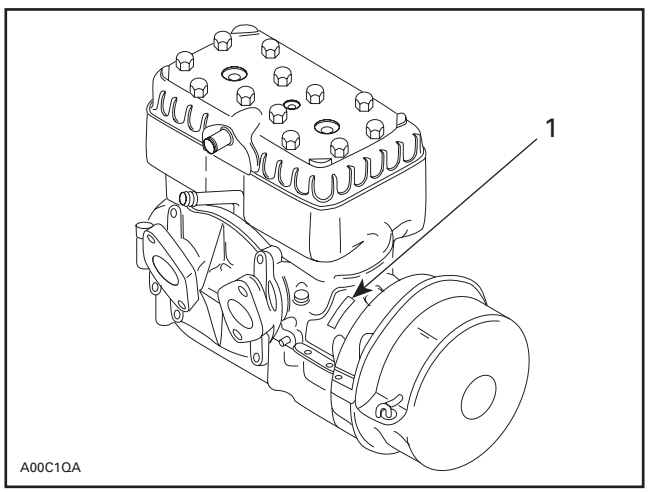
The engine also has a serial number.

Fan-Cooled Engines



1. Engine serial number

Liquid-Cooled Engines



1. Engine serial number

ARRANGEMENT OF THE MANUAL

The manual is divided into 09 major sections:

01 LUBRICATION AND MAINTENANCE

02 TROUBLESHOOTING

03 ENGINE

04 TRANSMISSION

05 ELECTRICAL

06 REAR SUSPENSION

07 STEERING/FRONT SUSPENSION

08 BODY/FRAME

09 TECHNICAL DATA

ANNEXES

Each section is divided in various sub-sections, and again, each sub-section has one or more division.

This *Shop Manual* uses technical terms wich may be slightly different from the ones in the parts catalog.

TYPICAL PAGE

Page heading indicates section and sub-section detailed.

Sub-section title indicates beginning of the sub-section.

Italic sub-title above exploded view indicate pertaining models.

Exploded view assists you in identifying parts and related positions.

Drop represents a liquid product to be applied to a surface. In this case Loctite 271 to screw threads.

Bold face number indicates special procedure concerning this part.

Illustration number for publishing process.

Dotted box contains parts of a particular model in this case the short track models only.

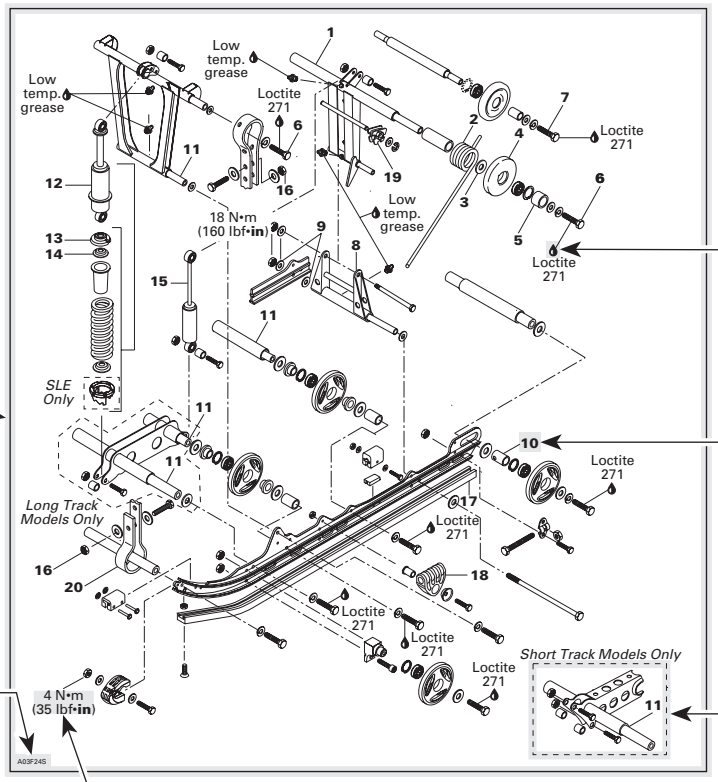
Tightening torque nearby fastener. In this case, nut must be torqued to 4 N•m or 35 lbf•**in**.

Page numbering system:
07: REAR SUSPENSION section
01: SUSPENSION SC-10 SPORT, TOURING AND MOUNTAIN sub-section
1: First page of this sub-section

Section 07 REAR SUSPENSION
Sub-Section 01 (SUPENSION SC-10 SPORT, TOURING AND MOUNTAIN)

SUSPENSION SC-10 SPORT, TOURING AND MOUNTAIN

Grand Touring 500/580, Formula 500/583 and Summit 500



07-01-1

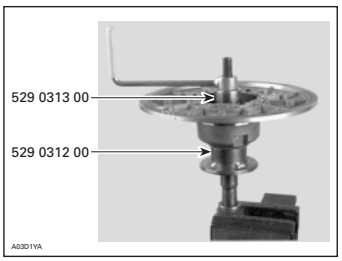
▼ CAUTION

Pay attention to torque specifications. Some of these are in lbf•**in** instead of lbf•ft. Use appropriate torque wrench.

A01A1QS

TYPICAL PAGE

Turn puller handle and sliding half at once to extract the bushing.



IMPORTANT: Large bushing retaining screws and washers must be removed before small bushing installation.

Coat bushing outside diameter with Loctite 609 (P/N 413 7031 00).

Install bushing as following photo.

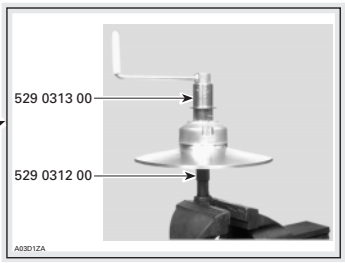


Illustration always follows text to which it pertains.

ASSEMBLY

Came Slider Shoe

When replacing slider shoes **no. 4**, always install a new set (3 shoes) to maintain equal pressure on the cam.

Assemble driven pulley components by reversing the disassembly procedure.

Sub-title indicates a particular procedure for the named part.

Cam

Coat cam **no. 18** interior with anti-seize lubricant.

Number: Following part name refers to exploded view at beginning of sub-section.

INSTALLATION

Title indicates main procedure to be carried-out.

Countershaft

▼ CAUTION

Always apply anti-seize lubricant (P/N 413 7010 00) on the countershaft before final pulley installation.

F-Series and S-Series Only

Italic bold face type setting indicates a particular procedure concerning a model.

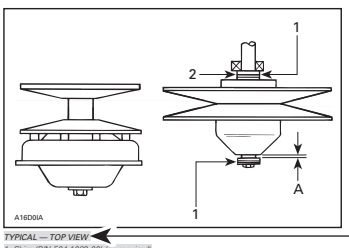
Should installation procedure be required, refer to BRAKE 05-05 then look for **Brake Disc and Countershaft Bearing Adjustment**.

Reinstall the pulley on the countershaft by reversing the removal procedure.

All Models

Italic bold face setting in this case indicates that particular procedure for F and S-series is finished, so from this point, all models are concerned.

Check end play of driven pulley on countershaft by pushing pulley towards outer housing so that the inner shims (P/N 504 1082 00) contact it. Measure end play at the mounting screw end between shim(s) and puley. See illustration.



TYPICAL — TOP VIEW

1. Shim (P/N 504 1082 00) (as required)
2.Contact
A. 0 to 1 mm (0 to 3/64 in)

"TYPICAL" caption indicates a general view which does not represent full detail.
"TOP VIEW" caption helps you in understanding illustration.

Call-outs for above illustration.

Torque retaining screw **no. 13** to 25 N•m (18 lbf•ft).

ADJUSTMENT

Refer to PULLEY DISTANCE AND ALIGNMENT 05-04 to adjust pulley distance. Adjust drive belt height between pulley halves to obtain specified belt deflection.

Reference to look up a certain section and sub-section (PULLEY DISTANCE AND ALIGNMENT 05-04). In this case it concerns pulleys adjustment.

A01A1RS

GENERAL INFORMATION

The information and component/system descriptions contained in this manual are correct at time of publication. Bombardier Inc. however, maintains a policy of continuous improvement of its products without imposing upon itself any obligation to install them on products previously manufactured.

Due to late changes, it may have some diferences between the manufactured product and the description and/or specifications in this document.

Bombardier Inc. reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring obligation.

USEFUL PUBLICATIONS

Refer to *Parts Catalogs* to order the right parts.

PARTS CATALOG	
MODELS	P/N
MX Z 440F MX Z 583 MX Z 670	480 1431 00
MX Z 440	480 1430 00
FORMULA 500 FORMULA 500 DELUXE FORMULA Z FORMULA 583	480 1429 00
SUMMIT 500 SUMMIT 583 SUMMIT 670	480 1427 00
GRAND TOURING 500 GRAND TOURING 583	480 1425 00
SKANDIC WT SKANDIC SWT SKANDIC WT LC	480 1433 00

Use *Tools and Accessories Catalog* to order the tools you need.

1994 TOOLS AND ACCESSORIES (P/N 480 1343 00).

Use *Specification Booklet* to find rapidly the right specs.

1990-1997 SPECIFICATION BOOKLET (P/N 480 1420 00).

ILLUSTRATIONS AND PROCEDURES

Illustrations and photos show the typical construction of the different assemblies and, in all cases, may not reproduce the full detail or exact shape of the parts shown, however, they represent parts which have the same or a similar function.

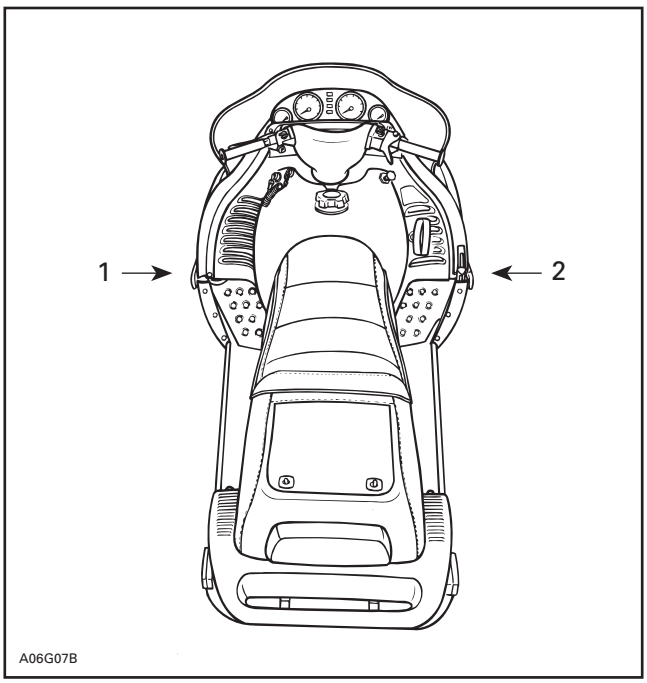
▼ CAUTION

Most components of those vehicles are built with parts dimensioned in the metric system. Most fasteners are metric and must not be replaced by customary fasteners or vice versa. Mismatched or incorrect fasteners could cause damage to the vehicle or possible personal injury.

As many of the procedures in this manual are interrelated, we suggest, that before undertaking any task, you read and thoroughly understand the entire section or sub-section in which the procedure is contained.

A number of procedures throughout the book require the use of special tools. Before commencing any procedure, be sure that you have on hand all the tools required, or approved equivalents.

The use of RIGHT and LEFT indications in the text, always refers to driving position (when sitting on vehicle).



TYPICAL
1. Left
2. Right

TIGHTENING TORQUES

Tighten fasteners to torque mentioned in exploded views and text. When they are not specified refer to following table.

N•m	FASTENER SIZE (8.8)	Lbf•**in**
1		9
2	**M4**	18
3	M4	27
4	**M5**	35
5		44
6		53
7		62
8	M6	71
9	M6	80
10	**M6**	89
11	M6	97
12	M6	106
13		115
14		124
15		133
16		142
17		150
18		159
19		168

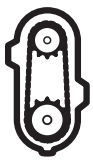
N•m	FASTENER SIZE (8.8)	Lbf•ft
20		15
21	M8	15
22	M8	16
23	**M8**	17
24	M8	18
25	M8	18
26		19
27		20
28		21
29		21
30		22
31		23
32		24
33		24
34		25
35		26
36		27
37		27
38		28
39		29
40		30
41		30
42		31
43	M10	32
44	M10	32
45	M10	33
46	M10	34
47	M10	35
48	**M10**	35
49	M10	36
50	M10	37
51	M10	38
52	M10	38
53	M10	39
54		40
55		41
56		41
57		42
58		43
59		44
60		44
61		45
62		46
63		46
64		47

N•m	FASTENER SIZE (8.8)	Lbf•ft
65		48
66		49
67		49
68		50
69		51
70		52
71		52
72		53
73		54
74		55
75		55
76	M12	56
77	M12	57
78	M12	58
79	M12	58
80	**M12**	59
81	M12	60
82	M12	60
83	M12	61
84	M12	62
85		63
86		63
87		64
88		65
89		66
90		66
91		67
92		68
93		69
94		69
95		70
96		71
97		72
98		72
99		73
100		74
101		74
102		75
103		76
104		77
105		77
106		78
107		79
108		80
109		80

N•m	FASTENER SIZE (8.8)	Lbf•ft
110		81
111		82
112		83
113		83
114		84
115		85
116		86
117		86
118		87
119		88
120		89
121	M14	89
122	M14	90
123	M14	91
124	M14	91
125	M14	92
126	M14	93
127	M14	94
128	M14	94
129	M14	95
130	M14	96
131	M14	97
132	M14	97
133	M14	98
134	M14	99
135	**M14**	100
136	M14	100
137	M14	101
138	M14	102
139	M14	103
140	M14	103
141	M14	104
142	M14	105
143	M14	105
144	M14	106
145	M14	107
146	M14	108
147	M14	108
148	M14	109
149	M14	110
150	M14	111

TIGHTENING TORQUES FOR 8.8 GRADE BOLTS AND NUTS

LUBRICATION AND MAINTENANCE CHART

		①	②	③	④	⑤	⑥	REFER TO
	Starting Rope Condition						✔	—
	Engine Head Nuts	✔			✔			Appropriate section: See Top End
	Engine Mount Nuts	✔			✔			Appropriate section: See ENGINE REMOVAL
	Exhaust System	✔		✔				Appropriate section: See ENGINE REMOVAL
	Engine Lubrication					✔		This section no. 1
	Cooling System Condition	✔			✔			Sub-sections 03-07 and 03-08
	Coolant Replacement (Except Fan Cooled)						✔	Sub-section 03-08
	Condition of Seals						✔	Sub-sections 03-02 and 03-03
	Injection Oil Filter Condition			✔				Sub-section 03-06
	Injection Oil Filter Replacement						✔	Sub-section 03-06
	Oil Injection Pump Adjustment	✔			✔			Sub-section 03-06
	Fuel Stabilizer					✔		This section no. 2
	Fuel Filter Replacement						✔	This section no. 3
	Fuel Lines and Connections	✔					✔	Sub-section 03-12
	Carburetor Adjustment	✔			✔			Sub-section 03-11
	Throttle Cable Inspection	✔			✔		✔	Sub-section 03-12
	Air Filter Cleaning			✔				This section no. 4
	Drive Belt Condition	✔	✔					This section no. 5
	Condition of Drive and Driven Pulleys	✔		✔		✔		Sub-sections 04-03 and 04-04
	Cleaning of Drive and Driven Pulleys						✔	Sub-sections 04-03 and 04-04
	Retorquing of Drive Pulley Screw	✔						Sub-section 04-03
	Driven Pulley Preload	✔			✔			Sub-section 04-04
	Brake Condition	✔	✔					Sub-section 04-06
	Brake Adjustment			✔				Sub-section 04-06
	Lubrication of Ratchet Wheel or Fluid Change						✔	Sub-section 04-06
	Drive Chain Tension	✔		✔				Sub-sections 04-07 and 04-08
	Countershaft Lubrication (S and F Series)	✔		✔		✔		Sub-section 04-06
	Chaincase/Gearbox Oil Level	✔		✔		✔		Sub-sections 04-07 and 04-08
	Chaincase/Gearbox Oil Change	✔1				✔		Sub-sections 04-07 and 04-08
	Lubrication of drive axle bearing	✔		✔		✔		Sub-section 06-04
	Handlebar Bolts. Retorque to 26 N•m (19 lbf•ft)	✔						Sub-section 07-02
	Steering and Front Suspension Mechanism	✔		✔		✔		Sub-sections 07-02 and 07-03
	Wear and Condition of Skis and Runners	✔	✔					Sub-section 07-03
	Steering and Ski Leg Camber Adjustment	✔		✔				Sub-section 07-02

		①	②	③	④	⑤	⑥	**REFER TO**
	Suspension Adjustments	AS REQUIRED						Section 06: See appropriate sub-section and *Operator's Guide*
	Suspension Lubrication			✔2		✔		Section 06: See appropriate sub-section
	Suspension Condition	✔			✔			Section 06: See appropriate sub-section
	Suspension Stopper Strap Condition				✔			Section 06: See appropriate sub-section
	Track Condition	✔		✔				Sub-section 06-05
	Track Tension and Alignment	✔	AS REQUIRED					Sub-section 06-05
	Spark Plugs*	✔						Sub-section 05-04
	Engine Timing	✔					✔	Sub-section 05-03
	Battery Condition	✔		✔		✔		Sub-section 05-05
	Headlight Beam Aiming				✔			Sub-section 08-02
	Wiring Harnesses, Cables and Lines	✔		✔				Sub-section 08-02
	Operation of Lighting System (HI/LO Beam, Brake Light, etc.) Test Operation of Emergency Cut-Out Switch and Tether Cut-Out Switch	✔	✔			✔		*Operator's Guide*
	Rags in Air Intake and Exhaust System					✔	✔	This section no. 6
	Engine Compartment	✔		✔				This section no. 7
	General Inspection	✔		✔		✔		This section no. 8

* Before installing new spark plugs at pre-season preparation, it is suggested to burn excess storage oil by starting the engine with the old spark plugs. Only perform this operation in a well ventilated area.

① 10-HOUR OR 500 km (300 mi) INSPECTION (To be performed by dealer)

② WEEKLY OR EVERY 240 km (150 mi)

③ MONTHLY OR EVERY 800 km (500 mi)

④ ONCE A YEAR OR EVERY 3200 km (2000 mi)

⑤ STORAGE (To be performed by dealer)

⑥ PRE-SEASON PREPARATION (To be performed by dealer)

1. Change oil at 10-hour inspection for Skandic WT/SWT/WT LC
2. Apply anti-seize lubricant (P/N 413 7010 00) on ACM rod every 10 hours or 500 km (300 mi).

NO. 1 ENGINE LUBRICATION

Engine internal parts must be lubricated to protect them from possible rust formation during the storage period.

To perform the storage procedures, proceed as follows:

Start the engine and allow it to run at idle speed until the engine reaches its operating temperature.

◆ WARNING

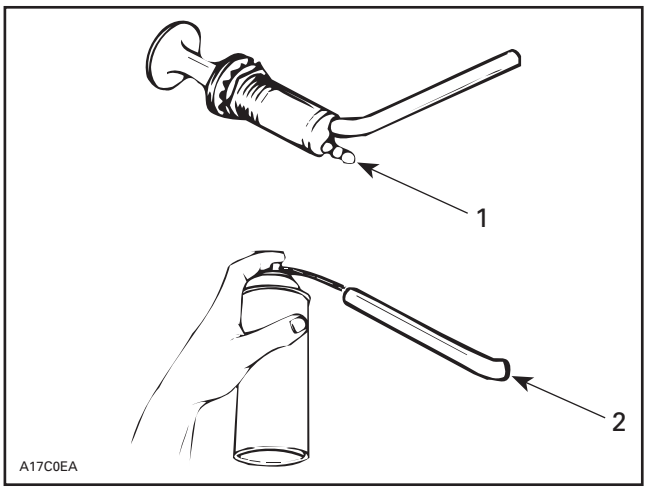
Ensure the track is free of all particles which could be thrown out while it is rotating. Keep hands, tools, feet and clothing clear of track. Ensure no one is standing in close proximity to the vehicle.

Stop the engine.

Models with a Primer

To prevent fuel from draining, primer button should be pushed all the way in.

Disconnect the outlet primer hose from the primer valve (straight coupling).



1. Straight coupling
2. To intake manifold

Insert storage oil (P/N 496 0141 00) nozzle into primer outlet hose.

Models with a Choke

Remove air silencers to spray storage oil into each carburetor bore.

All Models

Restart engine and run at idle speed.

Inject storage oil until the engine stalls or until a sufficient quantity of oil has entered the engine (approximately half a can).

With the engine stopped, remove the spark plug and spray storage oil (P/N 496 0141 00) into each cylinder.

Crank slowly 2 or 3 revolutions to lubricate cylinders.

Reinstall the spark plugs and the outlet primer hose or air silencers.

◆ WARNING

This procedure must only be performed in a well ventilated area. Do not run engine during storage period.

NO. 2 FUEL STABILIZER

A fuel stabilizer (P/N 413 4086 00) can be added in fuel tank to prevent fuel deterioration and avoid draining fuel system for storage. Follow manufacturer's instructions for proper use.

If above fuel stabilizer is not used, drain fuel system including fuel tank and carburetor(s).

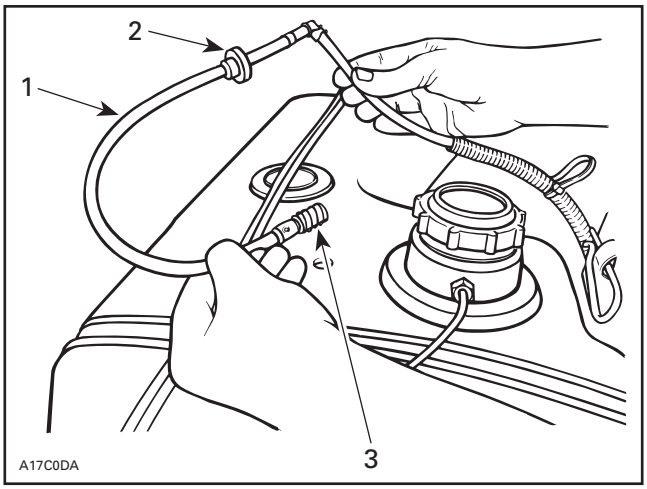
▼ CAUTION

Fuel stabilizer should be added prior engine lubrication to ensure carburetor(s) protection against varnish deposit.

NO. 3 FUEL FILTER REPLACEMENT

Drain fuel tank.

Remove fuel line grommet from fuel tank and pull out inlet fuel line from tank.



TYPICAL

1. *Inlet fuel line*
2. *Position of grommet when installing*
3. *Fuel filter*

Replace fuel filter. To facilitate the fuel line installation, slide grommet on fuel line about 50 mm (2 in) away from elbow then install grommet on fuel tank and push elbow through grommet.

NO. 4 AIR FILTER CLEANING

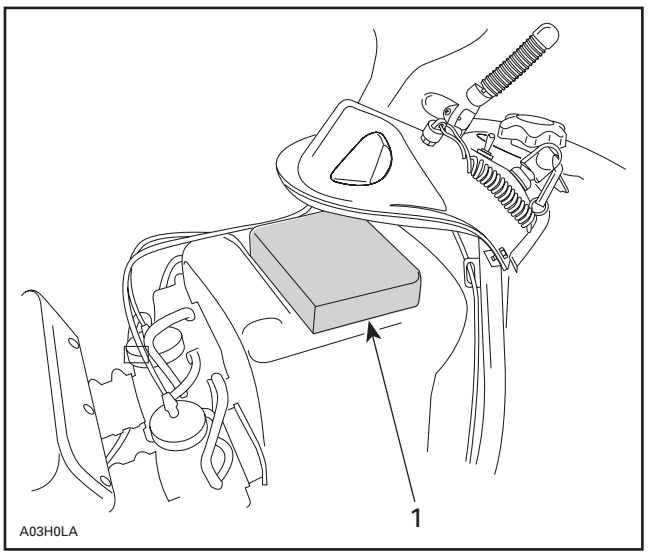
Check that the air box is clean and dry then properly reinstall the filter.

▼ CAUTION

These snowmobiles have been calibrated with the filter installed. Operating the snowmobile without it may cause engine damage.

S-Series

Lift hood and remove air filter from air intake silencer.



TYPICAL

1. *Filter*

To clean the filter, shake the snow out of it then, dry it out.

NO. 5 DRIVE BELT CONDITION

Inspect belt for cracks, fraying or abnormal wear (uneven wear, wear on one side, missing cogs, cracked fabric). If abnormal wear is noted, probable cause could be pulley misalignment, excessive RPM with frozen track, fast starts without warm-up period, burred or rusty sheave, oil on belt or distorted spare belt.

Check the drive belt width. Replace the drive belt if width is less than the minimum width recommended in DRIVE BELT 04-02.

NO. 6 RAGS IN AIR INTAKE AND EXHAUST SYSTEM

At storage preparation, block air intake hole and exhaust system hole using clean rags.

Remove those rags at pre-season preparation.

NO. 7 ENGINE COMPARTMENT

Keep clean of grass, twigs, cloth, etc. These are combustible under certain conditions.

NO. 8 GENERAL INSPECTION

Remove any dirt or rust.

To clean the entire vehicle, use only flannel clothes or Kimtowels® wipers no. 58-380 from Kimberly-Clark.

▼ CAUTION

It is necessary to use flannel cloths or "Kimtowels" wipers on windshield and hood to avoid damaging further surfaces to clean.

To clean the entire vehicle, including metallic parts with a **thick** coat of grease, use "Endust" imported by Bristol Myers, available at hardware stores or supermarkets.

To clean the entire vehicle, including metallic parts with a **thin** coat of grease, use "Simple Green" from Sunshine Makers Inc., available at hardware stores or at automotive parts retailer.

To remove scratches on windshield or hood: Start with "Slip Streamer Motorcycle Windshield Heavy Duty Scratch, Remover". Finish with "Slip Streamer Motorcycle Cleaner and Polish".

○ NOTE: The latest product may be use alone if only light scratches are noticeable.

▼ CAUTION

Never clean plastic parts or hood with strong detergent, degreasing agent, paint thinner, acetone, products containing chlorine, etc.

Inspect the hood and repair any damage. Touch up all metal spots where paint has been scratched off. Spray all metal parts including shock chromed rods with Bombardier Lube (P/N 293 6000 06). Wax the hood and the painted portion of the frame for better protection.

○ NOTE: Apply wax on glossy finish only. Protect the vehicle with a cover to prevent dust accumulation during storage.

▼ CAUTION

The snowmobile has to be stored in a cool and dry place and covered with an opaque tarpaulin This will prevent sun rays and grime from affecting plastic components and vehicle finish.

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ENGINE

The following chart is provided to help in diagnosing the probable source of troubles. It should be used as a guideline. Some causes or corrections may not apply to a specific model.

SYMPTOM	ENGINE BACKFIRES
CONDITION	NORMAL USE
Test/Inspection	**1. Check spark plug(s).** a.Carbon accumulation caused by defective spark plug(s). *Clean carbon accumulation and replace spark plug(s).*
	2. Check cooling system. a.Loose fan belt. *Adjust or replace fan belt (refer to TECHNICAL DATA 09).* b.Low antifreeze level. *Adjust antifreeze level. Then check clamps or hoses.* c.Defective tank cap. *Replace cap.* d.Air in system. *Bleed system.*
	3. Check ignition timing. a.Timing is too advanced. *Set timing according to specifications (refer to TECHNICAL DATA 09).*

SYMPTOM	ENGINE SUDDENLY TURNS OFF
CONDITION	NORMAL USE
Test/Inspection	**1. Perform engine leak test. Refer to engine leak verification flow chart. Check possible piston seizure.** a.Damaged gasket and/or seal. *Replace defective parts.*
	2. "Four-corner" seizure of piston(s). a.Accelerating too fast when engine is cold. Piston expands faster than cylinder. *Replace piston(s). Ask driver to refer to warm-up procedure in Operator's Guide.*
	3. Piston(s) seizure on exhaust side (color on piston dome is correct). a.Kinked fuel tank vent tube. *Relocate fuel tank vent tube.* b.Leaks at fuel line connections or damaged fuel lines. *Replace defective lines.* c.Fuel does not flow through carburetor(s) (plastic particles in needle area and/or varnish formation in carburetor(s)). *Clean carburetor(s).* d.Spark plug heat range is too warm. *Install spark plug(s) with appropriate heat range (refer to TECHNICAL DATA 09).* e.Improper ignition timing. *Adjust according to specifications (refer to TECHNICAL DATA 09).* f.Restriction in exhaust system. *Replace.* g.Compression ratio is too high. *Install genuine parts.* h.Carburetor calibration is too lean. *Adjust according to specifications (refer to TECHNICAL DATA 09).* i. Improper rotary valve timing or improper valve. *Adjust according to specifications (refer to TECHNICAL DATA 09) and/or install Bombardier's recommended rotary valve.* j. Poor quality oil. *Use Bombardier Rotax oil.* k.Leaks at air intake silencer. *Replace air intake silencer grommets.*

	4. Melted and/or perforated piston dome; melted section at ring end gap. a.When piston reaches TDC, mixture is ignited by heated areas in combustion chamber. This situation is due to an incomplete combustion of a poor quality oil. *Clean residue accumulation in combustion chamber and replace piston(s). Use Bombardier Rotax oil.* b.Spark plug heat range is too high. *Install recommended spark plug(s) (refer to TECHNICAL DATA 09).* c.Ignition timing is too advanced. *Adjust according to specifications (refer to TECHNICAL DATA 09).* d.Inadequate fuel quality. *Use appropriate fuel.* e.Carburetion is too lean. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	5. Seized piston all around the circumference (dry surface). a.Lack of oil, damaged oil line or defective injection pump. *Replace defective part(s).*
	6. Grooves on intake side of piston only. a.Oil film eliminated by water (snow infiltration in engine). *Replace piston(s) and check if intake system leaks.*
	7. Piston color is dark due to seizure on intake and exhaust sides. a.Broken or loose fan belt. *Replace fan belt or adjust its tension (refer to TECHNICAL DATA 09).* b.Cooling system leaks and lowers coolant level. *Tighten clamps or replace defective parts. Add antifreeze in cooling system until appropriate level is reached.* c.Accumulation of foreign particles in needle and/or main jet area. *Clean carburetor(s).*
	8. Cracked or broken piston(s). a.Cracked or broken piston(s) due to excessive piston/cylinder clearance or engine overreving. *Replace piston(s). Check piston/cylinder clearance (refer to TECHNICAL DATA 09).* *Adjust drive pulley according to specifications (refer to TECHNICAL DATA 09) and/or clean pulley sheaves if they are contaminated with greasy particles.*

SYMPTOM	PISTON RING AND CYLINDER SURFACES ARE GROOVED
CONDITION	NORMAL USE
Test/Inspection	**1. Check oil quality.** a.Poor oil quality. *Use Bombardier Rotax oil.*
	2. Check injection pump and its hoses. a.Inadequate injection pump adjustment and/or defective hoses. *Adjust pump according to specifications (refer to ENGINE 03) and/or replace hoses.*

SYMPTOM	ENGINE DOES NOT OFFER MAXIMUM POWER AND/OR DOES NOT REACH MAXIMUM OPERATING RPM
CONDITION	NORMAL USE
Test/Inspection	**1. Check spark plug condition.** a.Fouled spark plug(s). *Replace.*
	2. Check if there is water in fuel. a.There is water in fuel. *Drain fuel system, then fill it with appropriate fuel.*
	3. Check items listed in "Engine runs out of fuel" (refer to fuel and oil system sub-section 02).
	4. Check carburetor adjustments and cleanliness. a.Inadequate carburetor adjustments or dirt accumulation. *Adjust according to specifications (refer to TECHNICAL DATA 09) or clean.*
	5. Check drive belt. a.Worn belt. *Replace belt if width is 3 mm (1/8") less than nominal dimension (refer to TECHNICAL DATA 09).*
	6. Check track adjustment. a.Too much tension and/or improper alignment. *Align track and adjust its tension to specifications (refer to TECHNICAL DATA 09).*
	7. Check drive pulley. a.Improper calibration screw adjustments (TRA pulley) and/or worn bushing(s). *Adjust according to specifications (refer to TECHNICAL DATA 09) and/or replace bushing(s).*

	8. Check driven pulley. a.Worn bushing and/or spring tension. *Replace spring and/or adjust its tension according to specifications (refer to TECHNICAL DATA 09).*
	9. Check exhaust system. a.Restriction. *Replace.*
	10. Check ignition timing. a.Decrease in power due to retarded ignition. *Adjust according to specification (refer to TECHNICAL DATA 09).*
	11. Check engine compression. a.Worn piston(s) and ring(s). *Replace (refer to TECHNICAL DATA 09 for specification).*
	12. Check engine cooling system. a.Engine overheats. Improper fan belt tension. *Adjust fan belt (refer to TECHNICAL DATA 09).* b.Antifreeze level is low, cap fails to pressurize system or air circulates through lines. *Adjust level, replace cap or bleed cooling system.*

SYMPTOM	**ENGINE DETONATION AT MAXIMUM RPM**
CONDITION	NORMAL USE
Test/Inspection	**1. Check which type of fuel is used.** a.Octane number is too low and/or alcohol level is too high. *Use recommended fuel type.*
	2. Check spark plug type. a.Improper spark plug heat range. *Install recommended spark plug(s) (refer to TECHNICAL DATA 09).*
	3. Check exhaust system. a.Too much restriction. *Replace.*
	4. Check ignition timing. a.Timing is too advanced. *Adjust according to specification (refer to TECHNICAL DATA 09).*
	5. Check carburetion. a.Fouled and/or improper carburetor components. *Clean or replace according to specification (refer to TECHNICAL DATA 09).*
	6. Check compression ratio and squish area. a.Compression ratio is too high. *Install genuine parts.*

SYMPTOM	ENGINE TURNS OVER BUT FAILS TO START
CONDITION	NORMAL USE
Test/Inspection	**1. Check switches.** a.Ignition switch, emergency cut-out switch or tether switch is in the OFF position. *Place all switches in the RUN or ON position.*
	2. Check fuel level. a.Mixture not rich enough to start cold engine. *Check fuel tank level and use primer.*
	3. Check spark plug. a.Defective spark plug (no spark). *Replace spark plug(s).*
	4. Check amount of fuel on spark plug. a.Flooded engine (spark plug wet when removed). *Do not overprime. Remove wet spark plug(s), turn ignition switch to OFF and crank engine several times. Install clean dry spark plug. Start engine following usual starting procedure.*
	5. Check fuel lines. a.No fuel to the engine (spark plug dry when removed). *Check fuel tank level; turn fuel valve on if applicable; check fuel filter, replace if clogged; check condition of fuel and impulse lines and their connections.*
	6. Check engine compression. a.Insufficient engine compression. *Replace defective part(s) (ex.: piston(s), ring(s), etc.).*

SYMPTOM	IRREGULAR ENGINE IDLE
CONDITION	NORMAL USE AFTER ENGINE WARM UP
Test/Inspection	**1. Check primer.** a.Fuel leaks at primer nipple which is mounted to carburetor. *Replace.*
	2. Check choke. a.Choke plunger may be partially opened. *Readjust.*
	3. Check carburetor adapter. a.Air enters through a crack. *Replace.*
	4. Check air screw position. a.Inadequate fuel/air mixture. *Adjust according to specifications (refer to TECHNICAL DATA 09).*

	5. Check ignition system trigger coil air gap. a.Air gap is too large. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	6. Check dimension of pilot jet. a.Inadequate fuel/air mixture. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	7. Perform engine leak test. *(Refer to LEAK TEST AND ENGINE DIMENSION MEASUREMENT 03-04).* a.Leaking gaskets allow air to enter in engine. *Replace defective parts.*

SYMPTOM	**HIGH ENGINE OPERATING TEMPERATURE**
CONDITION	NORMAL USE
Test/Inspection	**1. Check temperature gauge sensor.** a.False reading. *Replace.*
	2. Check fan belt. a.Belt slides because it is too loose. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	3. Verify antifreeze level and check if there is air infiltration in the system or if there are leaks in gasket areas. a.Low antifreeze level or air in system. *Add antifreeze until recommended level is reached, bleed system and/or tighten clamps at fitting.*
	4. Check if antifreeze flows through system properly. a.Foreign particles and/or broken coolant pump impeller. *Clean cooling system and/or replace coolant pump impeller.*
	5. Check thermostat. a.Thermostat reacts slowly or not at all. *Replace.*
	6. Check antifreeze concentration. a.Antifreeze concentration is too high. *Adjust concentration according to Bombardier's recommendations.*
	7. Check tank cap. a.Cap does not hold pressure. *Replace.*

	8. Check carburetion. a.Improperly adjusted or inadequate carburetor components. *Adjust according to specifications (refer to TECHNICAL DATA 09) or replace inadequate component(s).*
	9. Check cylinder head gaskets. a.Worn gaskets. *Replace.*
	10. Check ignition timing. a.Ignition timing is too advanced. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	11. Check if there are leaks at air intake silencer and/or engine crankcase. a.Leak(s). *Repair or replace.*
	12. Check condition and heat range of spark plug(s). a.Melted spark plug tip or inadequate heat range. *Replace.*

SYMPTOM	**ENGINE EQUIPPED WITH "RAVE" VALVE DOES NOT REACH ITS FULL OPERATING RPM (500 TO 1000 RPM SLOWER)**
CONDITION	NORMAL USE
Test/Inspection	**1. Check "RAVE" valve pistons.** a.Valve piston(s) is (are) too far out. *Screw valve piston(s) to bottom.*
	2. Check "RAVE" valve stems. a.Bent "RAVE" valve stem(s). *Replace.*
	3. Check "RAVE" valves. a.Jammed valve(s). *Clean.*
	4. Check tension of "RAVE" springs. a.Inadequate spring tension. *Replace.*
	5. Check "RAVE" pressure holes. a.Clogged holes. *Clean.*
	6. Check clamps or sleeves. a.Damaged clamp(s) or sleeve(s). *Replace.*

SYMPTOM	ENGINE EQUIPPED WITH "RAVE". ENGINE HESITATES AT MID-SPEED AND REACHES MAXIMUM PERFORMANCE ONLY AFTER A WHILE
CONDITION	NORMAL USE
Test/Inspection	**1. Check "RAVE" valve spring(s).** a.Spring tension is too weak or spring(s) is (are) broken. *Replace.*
	2. Check "RAVE" valve cover red adjustment screws. a.Adjustment screw(s) is (are) too loose. *Fully tighten.*
	3. Check "RAVE" valve movement ("RAVE" movement indicator P/N 861 7258 00). a.Valve(s) is (are) stuck in open position. *Clean.*

SYMPTOM	REWIND STARTER ROPE DOES NOT REWIND
CONDITION	NORMAL USE
Test/Inspection	**1. Check rewind spring.** a.Broken spring. *Replace spring.*

SYMPTOM	REWIND STARTER PAWL DOES NOT ENGAGE
CONDITION	NORMAL USE
Test/Inspection	**1. Check stopper spring.** a.Broken stopper spring. *Replace.*
	2. Check pawl and pawl lock. a.Pawl and pawl lock have stuck together because of heat. *Replace.*
	3. Check pawl and rope sheave. a.Pawl and rope sheave have stuck together because of heat. *Replace.*

SYMPTOM	ENGINE PINGING
CONDITION	NORMAL USE
Test/Inspection	**1. Check fuel lines.** a.Bent fuel lines (preventing fuel from flowing through). *Relocate or replace fuel lines.*
	2. Check if carburetor(s) is (are) clean. a.Dirt prevents fuel from flowing through. *Clean.*
	3. Check ignition timing. a.Timing is too advanced. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	4. Check compression ratio. a.Compression ratio is too high. *Replace inadequate part(s) to obtain manufacturer's recommended compression ratio or use a higher grade fuel.*

SYMPTOM	ENGINE GENERATES A LOT OF VIBRATIONS
CONDITION	NORMAL USE
Test/Inspection	**1. Check engine supports.** a.Loose broken supports or interference between support(s) and chassis. *Retighten to specification (refer to TECHNICAL DATA 09) or replace.*
	2. Check drive pulley (refer to: vibrations coming from drive pulley).
	3. Check carburetor synchronization. a.Throttle slide heights are adjusted differently and/or throttle slide openings are unsynchronized. *Adjust throttle slide heights and throttle cable.*

FUEL AND OIL SYSTEMS

The following chart is provided to help in diagnosing the probable source of troubles. It should be used as a guideline. Some causes or corrections may not apply to a specific model.

SYMPTOM	HIGH FUEL CONSUMPTION (OR RICH MIXTURE)
CONDITION	NORMAL USE
Test/Inspection	**1. Check fuel tank.** a.Perforated fuel tank. *Replace fuel tank.*
	2. Check fuel pump reservoir and carburetor fittings. a.Leaking fittings. *Replace defective part.*
	3. Check primer. a.Fuel flows through primer while engine runs. *Replace primer.*
	4. Check float height in carburetor(s). a.Fuel level is too high in float bowl(s). *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	5. Check needle valve. a.Foreign particles prevent needle valve(s) from closing and/or worn seating area. *Clean or replace needle valve(s), then clean seating area.*
	6. Check H.A.C. system. a.Connection to atmosphere is plugged. *Clean.* b.Leakage in H.A.C. to carburetor tube. *Replace.* c.Leak in H.A.C. sealed chamber. *Replace.* d.H.A.C. frozen. *Replace.*

SYMPTOM	FUEL LEAKS IN ENGINE BASE WHEN ENGINE IS STOPPED
CONDITION	NORMAL USE
Test/Inspection	**1. Check items 3, 4 and 5 of "High fuel consumption".**
	2. Check fuel pump diaphragm. a.Cracked diaphragm. *Replace.*

SYMPTOM	ENGINE LACKS POWER OR STALLS AT HIGH RPM
CONDITION	NORMAL USE
Test/Inspection	**1. Check fuel tank vent hose.** a.Kinked or clogged hose. *Relocate or replace.*
	2. Check fuel filter. a.Clogged filter. *Replace.*
	3. Check fuel lines. a.Kinked or clogged lines. *Relocate or replace.*
	4. Check fuel pump flow. a.Dried diaphragm. *Replace.*
	5. Check if carburetor(s) is (are) clean. a.Varnish. *Clean.*

SYMPTOM	HIGH INJECTION OIL CONSUMPTION
CONDITION	NORMAL USE
Test/Inspection	**1. Check oil injection pump adjustment.** a.Oil injection pump adjusted too rich. *Adjust.*
	2. Check injection oil lines and their fitting. a.Leaking lines and/or cover. *Replace defective part(s).*
	3. Check injection pump cover gasket. a.Worn gasket. *Replace.*
	4. Pressurize crankcase rotary valve gear reservoir. a.Leaking gasket(s). *Replace gasket(s).*

SYMPTOM	ENGINE RUNS OUT OF FUEL (OR LEAN MIXTURE)
CONDITION	NORMAL USE
Test/Inspection	**1. Check fuel filter ball located in fuel tank. Ball must move freely.** a.Corrosion due to oxidation at installation. *Replace fuel filter.*
	2. Check if lines are perforated or kinked and make sure they do not leak at fittings. a.Lines are too big for their fittings or are improperly rooted. *Replace or properly relocate lines.*
	3. Check fuel pump outlet flow. a.Dirt clogging fuel pump lines or torn membrane. *Clean or replace fuel pump.*
	4. Check carburetor needle valve(s). a.Dirt (varnish, foreign particle) clogging fuel line inlets. *Clean.*
	5. Check main jet. a.Dirt (varnish, foreign particle) accumulation at main jet. *Clean.*
	6. Check float height in carburetor bowl(s). a.Running out of fuel at high speed because float height is too low. *Adjust float lever height according to specification.*
	7. Check H.A.C. system. a.Plugged hole in air jet inlet. *Clean.* b.H.A.C. frozen. *Replace.*

TRANSMISSION AND BRAKE SYSTEMS

The following charts are provided to help in diagnosing the probable source of troubles. It should be used as a guideline. Some causes or corrections may not apply to a specific model.

TRANSMISSION

SYMPTOM	THE SNOWMOBILE ACCELERATES SLOWLY, ESPECIALLY WHEN IT IS STOPPED
CONDITION	NORMAL USE
Test/Inspection	**1. Check drive belt condition.** a.Belt is too narrow (drive belt engagement is higher in drive pulley). *Replace belt if width is 3 mm (1/8") less than a new one (refer to TECHNICAL DATA 09).*
	2. Check distance between pulleys and/or drive belt deflection. a.Distance is too small between pulleys or deflection is too high (drive belt engagement is higher in drive pulley). *Adjust distance between pulleys and/or drive belt deflection according to specifications (refer to TECHNICAL DATA 09).*
	3. Check driven pulley sliding half play. a.Jammed sliding half. *Replace.*
	4. Check spring tension of driven pulley sliding half. a.Sliding half rotation is accelerated when spring tension is too weak. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	5. Refer to "Vibrations originating from driven pulley" and check items listed.
	6. Check drive pulley spring tension. a.Spring tension is too weak. *Replace.*

SYMPTOM	ENGINE MAXIMUM RPM IS TOO HIGH AND TOP SPEED IS NOT REACHED
CONDITION	NORMAL USE
Test/Inspection	**1. Check items 1, 2 and 3 of "The snowmobile accelerates slowly, especially when it is stopped".**
	2. Check driven pulley spring tension. a.Spring tension is to stiff. *Adjust according to specification (refer to TECHNICAL DATA 09).*
	3. Check position of the calibration screws. (TRA drive pulley). a.Selected numbers are too high. *Adjust according to specification (refer to TECHNICAL DATA 09).*
	4. Refer to "Vibrations originating from driven pulley" and check items listed.

SYMPTOM	LOOSENESS IS FELT IN DRIVE SYSTEM WHEN ACCELERATING/DECELERATING
CONDITION	NORMAL USE
Test/Inspection	**1. Check drive chain tension.** a.Drive chain is too loose. *Adjust.*
	2. Check play of driven pulley Woodruff key (aluminum frame models). a.Worn Woodruff key or keyway. *Replace.*

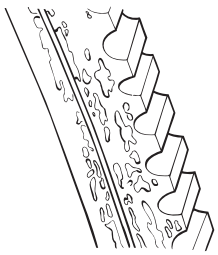
SYMPTOM	VIBRATIONS ORIGINATING FROM DRIVEN PULLEY
CONDITION	NORMAL USE
Test/Inspection	**1. Check drive belt.** a.Belt width is uneven at many places. *Replace (refer to TECHNICAL DATA 09 for the part number).*
	2. Check tightening torque of drive pulley screw. a.Moving governor cup. *Retighten bolt.*
	3. Spring cover bolts. a.Spring cover moves and restrains sliding half movement. *Retighten bolts.*
	4. Check spring cover (TRA TYPE) and/or outer half bushings. a.Excessive gap between bushings and inner half shaft, thus restraining sliding half movements. *Replace bushing(s).*
	5. Check sliding half slider shoes. a.Worn slider shoes. *Replace.*

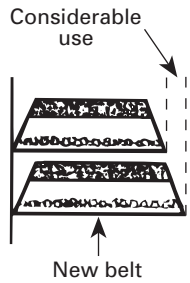
SYMPTOM	VIBRATIONS ORIGINATING FROM DRIVEN PULLEY
CONDITION	NORMAL USE
Test/Inspection	**1. Check sliding half play.** a.Sliding half runout. *Replace sliding half bushing.*
	2. Check sliding half and fixed half straightness. a.Sliding half/fixed half runout. *Replace.*
	3. Check cam slider shoes. a.One or two slider shoes out of three are broken. *Replace.*

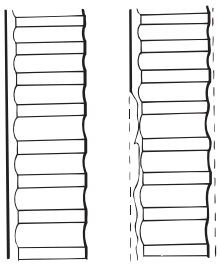
SYMPTOM	PULLEYS DO NOT DOWN SHIFT PROPERLY
CONDITION	NORMAL USE
Test/Inspection	**1. Check driven pulley spring tension.** a.Spring tension is too weak. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	2. Refer to "Vibrations coming from driven pulley" and check items listed.
	3. Check drive pulley bushings (cleanliness, wear, etc.). a.Bushings stick to fixed half pulley shaft. *Clean or replace.*
	4. Check driven pulley spring tension. a.Spring tension is too weak. *Replace.*

SYMPTOM	IT IS DIFFICULT TO ENGAGE TRANSMISSION IN FORWARD OR REVERSE GEAR
CONDITION	NORMAL USE
Test/Inspection	**1. Check position of gear shift lever adjustment screw.** a.Improper adjustment. *Adjust according to specifications (refer to TRANSMISSION 04).*

SYMPTOM	UNEVEN BELT WEAR ON ONE SIDE ONLY
CONDITION	NORMAL USE
Test/Inspection  A00D09Y	**1. Check tightening torque of engine mount bolts.** a.Loose engine mount. *Tighten engine mount nuts/bolts equally.*
	2. Check pulley alignment. a.Pulley misalignment. Align pulleys.
	3. Check drive belt contact area on pulleys. a.Rough or scratched pulley surfaces. Repair or replace pulley half.
	4. Check driven pulley sliding half play. a.Driven pulley bushing worn. Replace bushing.

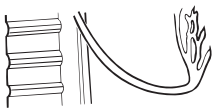
SYMPTOM	BELT GLAZED EXCESSIVELY OR HAVING BAKED APPEARANCE
CONDITION	NORMAL USE
Test/Inspection  A00D0AY	**1. Check if drive pulley bushings are worn.** a.Insufficient pressure on belt sides. *Replace bushing.*
	2. Check condition of drive pulley fixed half shaft. a.Rusted drive or driven pulley shafts. *Clean shaft with fine steel woof and lubricate with low temperature grease (If applicable only).*
	3. Check if pulley halves are clean. a.Oil on pulley surfaces. *Clean pulley halves.*
	4. Check pulley calibration. a.Improper pulley calibration. *Calibrate according to specification.*

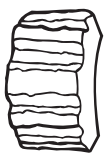
SYMPTOM	BELT WORN EXCESSIVELY IN TOP WIDTH
CONDITION	NORMAL USE
Test/Inspection  A00D0BY	**1. Check drive pulley.** a.Excessive slippage due to irregular outward actuation movement of drive pulley. *Carry out drive pulley inspection.*
	2. Check drive belt identification number. a.Improper belt angle. (wrong type of belt). *Replace belt with an appropriate drive belt.*
	3. Check drive belt width. a.Considerable use. *Replace belt if 3 mm (1/8") less than recommended width (see TECHNICAL DATA 09).*

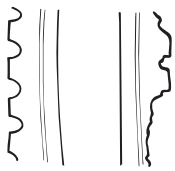
SYMPTOM	BELT WORN NARROW IN ONE SECTION
CONDITION	NORMAL USE
Test/Inspection  A00D0CY	**1. Check if parking brake is released.** a.Parking brake is engaged. *Release parking brake.*
	2. Check track tension/alignment. a.Frozen or too tight track. *Liberate track from ice or check track tension and alignment.*
	3. Check drive pulley. a.Drive pulley not functionning properly. *Repair or replace drive pulley.*
	4. Check idle speed. a.Engine idle speed too high. *Adjust according to specification.*
	5. Check drive belt length. a.Incorrect belt length. *Replace belt with an appropriate drive belt (refer to TECHNICAL DATA 09).*
	6. Check distance between pulleys. a.Incorrect pulley distance. *Readjust according to specification.*
	7. Check belt deflection. a.Deflection is too small. *Adjust according to specification.*

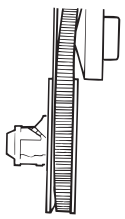
SYMPTOM	BELT SIDES WORN CONCAVE
CONDITION	NORMAL USE
Test/Inspection  A00D0DY	**1. Check pulley half surfaces.** a.Rough or scratched pulley half surfaces. *Repair or replace.*
	2. Check drive belt identification number. a.Unspecified type of belt. *Replace belt with an appropriate drive belt (refer to TECHNICAL DATA 09).*

SYMPTOM	BELT DISINTEGRATION
CONDITION	NORMAL USE
Test/Inspection  A00DOEY	**1. Check drive belt identification number.** a.Excessive belt speed. *Using unspecified type of belt. Replace belt with proper type of belt (refer to TECHNICAL DATA 09).*
	2. Check if pulley halves are clean. a.Oil on pulley surfaces. *Clean pulley surfaces with fine emery cloth and wipe clean using Loctite Saftety Solvent (P/N 413 7082 00) and a cloth.*

SYMPTOM	BELT EDGE CORD BREAKAGE
CONDITION	NORMAL USE
Test/Inspection  A00DOFY	**1. Check pulley alignment.** a.Pulley misalignment. *Align pulley according to specifications (refer to TECHNICAL DATA 09).*

SYMPTOM	FLEX CRACKS BETWEEN COGS
CONDITION	NORMAL USE
Test/Inspection  A00D0GY	**1. Check drive belt condition.** a.Considerable use, belt wearing out. *Replace.*

SYMPTOM	SHEARED COGS, COMPRESSION SECTION FRACTURED OR TORN
CONDITION	NORMAL USE
Test/Inspection  A00D0HY	**1. Check drive belt rotational direction.** a.Improper belt installation. *Replace.*
	2. Check if drive belt rubs against components. a.Belt rubbing on stationary object. *Relocate components.*
	3. Check drive pulley. a.Violent engagement of drive pulley. *Check drive pulley engagement speed, drive pulley bushings and components.*

SYMPTOM	BELT "FLIP-OVER" AT HIGH SPEED
CONDITION	NORMAL USE
Test/Inspection  A00D0IY	**1. Check pulley alignment.** a.Pulley misalignment. *Align pulley according to specifications (refer to TECHNICAL DATA 09).*
	2. Check drive belt identification number. a.Using unspecified type of belt. *Replace belt with an appropriate drive belt.*

BRAKE SYSTEM

MECHANICAL BRAKE

SYMPTOM	BRAKE DOES NOT ADJUST AUTOMATICALLY
CONDITION	NORMAL USE
Test/Inspection	**1. Check ratchet wheel spring.** a.Broken ratchet wheel tag. *Replace.*
	2. Check mobile pad stud. a.Stud rotates in pad. *Replace.*

SYMPTOM	BRAKE HANDLE DOES NOT RETURN COMPLETELY
CONDITION	NORMAL USE
Test/Inspection	**1. Check brake return spring.** a.Broken return spring. *Replace.*
	2. Check if brake cable moves freely in its housing. a.Brake cable movement is limited due to oxidation or dirt accumulation. *Replace.*
	3. Check distance between brake lever and caliper. a.Distance is too wide. *Adjust according to specifications (refer to TRANSMISSION 04).*

HYDRAULIC BRAKE

SYMPTOM	**SPONGY BRAKE CONDITION**
CONDITION	NORMAL USE
Test/Inspection	*Replace brake fluid and bleed system. If problem still occurs, replace master cylinder.*

SYMPTOM	**BRAKE FLUID LEAKING**
CONDITION	NORMAL USE
Test/Inspection	**1. Check for loosen hose connectors.** *Retighten.*
	2. Check for damaged hose, master cylinder and caliper. *Replace part(s) and check for proper mounting.*

MECHANICAL AND HYDRAULIC BRAKES

SYMPTOM	**BRAKE SYSTEM IS NOISY**
CONDITION	NORMAL USE
Test/Inspection	**1. Check brake pad thickness.** a.Pads are worn up to wear warner. *Replace.*

ELECTRICAL SYSTEM

The following chart is provided to help in diagnosing the probable source of troubles. It should be used as a guideline. Some causes or corrections may not apply to a specific model.

SYMPTOM	**STARTER DOES NOT TURN**
CONDITION	NORMAL USE
Test/Inspection	**1. Check fuse.** a.Burnt fuse. *Check wiring condition and replace fuse.*
	2. Check continuity of starter switch contact points. a.Poor contact of starter switch contact points. *Repair or replace switch.*
	3. Check continuity between starter switch and solenoid. a.Open circuit between starter switch and solenoid switch. *Repair.*

SYMPTOM	**STARTER TURNS; BUT DOES NOT CRANK THE ENGINE**
CONDITION	NORMAL USE
Test/Inspection	**1. Check battery capacity.** a.Shorted battery cell(s). *Replace.*
	2. Check battery charge. a.Weak battery. *Recharge.*
	3. Check wire connection. a.Inadequate connection (too much resistance). *Clean and reconnect.*
	4. Check solenoid switch contact disc. a.Burnt or poor contact of solenoid switch contact disc. *Replace solenoid switch.*
	5. Check continuity of solenoid switch pull-in winding. a.Open circuit of solenoid switch pull-in winding. *Replace solenoid switch.*
	6. Check continuity of solenoid switch hold-in winding. a.Open circuit of solenoid switch hold-in winding. *Replace solenoid switch.*

	7. Check brushes. a.Poor contact of brushes. *Replace brushes.*
	8. Check commutator. a.Burnt commutator. *Turn commutator on lathe.*
	9. Check height of commutator mica. a.Commutator mica too high. *Undercut mica.*
	10. Check field coil resistance. a.Shorted field coil. *Repair or replace yoke.*
	11. Check armature resistance. a.Shorted armature. *Repair or replace armature.*
	12. Check tension of brush springs. a.Weak brush spring tension. *Replace springs.*
	13. Check yoke assembly magnets. a.Weak magnets. *Replace yoke assembly.*
	14. Check if bushings are worn. a.Worn bushings. *Replace bushings.*

SYMPTOM	**STARTER TURNS, BUT OVERRUNNING CLUTCH PINION DOES NOT MESH WITH RING GEAR**
CONDITION	NORMAL USE
Test/Inspection	**1. Check clutch pinion gear.** a.Worn clutch pinion gear. *Replace clutch.*
	2. Check clutch. a.Defective clutch. *Replace clutch.*
	3. Check movement of clutch on splines. a.Poor movement of clutch on splines. *Clean and correct.*

	4. Check clutch bushing. a.Worn clutch bushing. *Replace clutch.*
	5. Check starter bushing. a.Worn starter bushing(s). *Replace bushing(s).*
	6. Check ring gear. a.Worn ring gear. *Replace* ring gear.

SYMPTOM	**ELECTRIC STARTER KEEPS TURNING WHEN ENGINE IS STARTED**
CONDITION	NORMAL USE
Test/Inspection	**1. Check clutch.** a.Jammed clutch pinion gear. *Replace or clean.*
	2. Check movement of clutch on splines. a.Clutch is stuck on splines. *Clean.*
	3. Check ignition switch. a.Ignition switch does not return to its ON position or is short-circuited. *Adjust retaining screw or replace switch.*
	4. Check solenoid. a.Shorted solenoid switch winding(s). *Replace solenoid switch.*
	5. Check solenoid switch contacts. a.Melted solenoid switch contacts. *Replace solenoid switch.*
	6. Check starter switch. a.Starter switch returns poorly. *Replace ignition switch.*

SYMPTOM	**NOISE OCCURENCE WHEN STARTING ENGINE**
CONDITION	NORMAL USE
Test/Inspection	**1. Check if ring gear is well mounted to drive pulley inner half.** a.Loose and/or broken bolts. *Retighten bolts using threadlocker or replace ring gear and drive pulley inner half.*

SYMPTOM	ELECTRIC STARTER SOMETIMES DOES NOT WORK WHEN TURNING IGNITION SWITCH
CONDITION	NORMAL USE
Test/Inspection	**1. Check battery cables and starter wires.** a.Corroded and/or loose connection(s). *Clean and/or retighten.*
	2. Check fuse. a.Oxidized fuse. *Clean.*
	3. Check wiring harness connections. a.Oxidized connections. *Clean or replace defective terminals.*
	4. Check ignition switch. a.Defective contacts in ignition switch. *Replace.*
	5. Check solenoid of electric starter. a.Shorted solenoid wiring harness or eroded contact washer. *Replace.*

SYMPTOM	HEADLAMP NOT LIGHTING
CONDITION	WHITE BULB
Test/Inspection	**1. Check bulb.** a.Gas leak. *Replace bulb.*
CONDITION	BROKEN ELEMENT
Test/Inspection	**1. Check for loose headlamp housing and bulb socket.** a.Vibration problem. *Tighten headlamp mounting screws. Lock bulb in socket. Replace bulb.*
CONDITION	MELTED FILAMENT (ENDS OF ELEMENT HOLDER) AND BLACK BULB
Test/Inspection	**1. Check voltage at headlamp at different speeds. It must not be above 15 VAC.** NOTE: If quartz halogen bulb is involved, ensure that proper voltage regulator is installed. a.Excessive voltage in lighting circuit. *Replace voltage regulator and ensure proper grounding. Retest.*

SYMPTOM	HEADLAMP DIMING
CONDITION	NORMAL USE
Test/Inspection	**1. Check voltage at headlamp at different speeds. It must not be below 11 VAC.** a.Insufficient voltage in lighting circuit. *Replace voltage regulator and retest.*
	2. Visually inspect wiring harness for damaged and/or melted wires and/or bad wire terminal crimping and/or connections. a.Heating, rotating or sharp part in contact with harness. Improper harness routing. *Repair/replace damaged wires and/or terminals. Reroute harness where necessary.*
	3. On manual start models: Verify regulator ground. a.Rusted or loose retaining screws. *Clean, apply lithium grease (LMZ1) and firmly tighten screws.*
	4. Verify if there is an interconnection between AC and DC current. a.Faulty installation of optional equipment. *Find optional equipment connected directly to DC ground (BK wire or chassis) or to any DC hot wire (RD, RD/BL). Disconnect and reconnect to AC current (YL and YL/BK wires).*
	5. Verify if optional electric accessories are overloading the magneto/generator. a.Excessive electrical load to magneto/generator. *Reduce the electrical load by removing excess accessories. Reconnect as recommended by manufacturer.*
	6. Hot Grips brand: Verify if they were connected in parallel by mistake. a.Excessive electrical load to magneto/generator. *Reconnect as recommended by manufacturer.*
	7. Bombardier heating grips: Verify if the return wires of the elements were grounded to the chassis by mistake. a.Faulty installation of optional equipment. *Reconnect as recommended by manufacturer.*
	8. Verify if heating grips installation overloads the magneto/generator capacity. a.Excessive electrical load to magneto/generator. *Reduce the electrical load by removing accessories.*

SYMPTOM	FALSE FUEL AND/OR TEMPERATURE GAUGE READINGS
CONDITION	NORMAL USE
Test/Inspection	**1. Verify if gauge was connected on DC current by mistake (in case of optional installation).** a.Faulty installation of optional equipment. *Find optional wires connected directly to DC ground (BK wire to chassis) or to any DC hot wire (RD, RD/BL). Disconnect and reconnect to AC current (YL and YL/BK wires).*
	2. Verify sender unit for free movement and/or correct arm position. a.Defective or damaged part. *Correct or replace sender unit.*
	3. Verify sender unit/gauge wiring harness condition. a.Heating, rotating or sharp part in contact with harness. Improper harness routing. *Replace or repair damaged wires. Reroute where necessary.*

SYMPTOM	ENGINES DOES NOT START — NO SPARK AT SPARK PLUG
CONDITION	AT ENGINE CRANKING
Test/Inspection	**1. Verify spark plug condition.** a.Defective, improperly set, worn-out, fouled. *Identify source of problem and correct. Replace spark plug.*
	2. Verify spark plug cap resistance with an ohmmeter. a.Defective part. *Replace cap.*
	3. Verify if problem originated from electrical system wiring harness and/or accessories and/or ignition cut-out switches by unplugging the 4-wire connectors between the magneto/generator and the vehicle wiring harness. Check condition of connectors. a.Heating, rotating or sharp part in contact with harness. Improper harness routing. Defective switch(es). Corroded connector terminals. *Replace or repair damaged wires. Reroute where necessary. Replace defective switch(es). Clean terminals and apply silicone dielectric grease.*
	4. Verify trigger coil resistance with an ohmmeter and connector condition. a.Defective coil. Corroded connector terminals. *Replace defective coil. Clean terminals and apply silicone dielectric grease.*
	5. Verify condition of ignition coil. a.Mechanically damaged part. Vibration problem. Electrically damaged part. *Tighten mounting screws. Replace ignition coil.*

	6. Verify condition of ignition generator coils. a.Mechanically damaged part. Vibration problem. Electrically damaged part. *Tighten mounting screws. Replace coils.*
	7. Verify CDI (Capacitor discharge ignition) module. a.Mechanically damaged part. Vibration problem. Electrically damaged part. *Tighten mounting screws. Replace CDI module, retest and verify ignition timing.*

SYMPTOM	**ENGINE STALLS**
CONDITION	AT LOW SPEED
Test/Inspection	**1. Verify items 4, 5 and 6 above.**

SYMPTOM	**IRREGULAR ENGINE SPEED**
CONDITION	AT HIGH SPEED
Test/Inspection	**1. Verify items 4, 5 and 6 above.**
CONDITION	AT LOW SPEED
Test/Inspection	**1. Verify items 4 and 5 above and trigger coil/flywheel protrusion air-gap.** a.Air-gap too large. *Readjust air-gap.*

SYMPTOM	**ENGINE IS MISFIRING — ERRATIC SPARK AT SPARK PLUG**
CONDITION	RIDING ON WET SNOW
Test/Inspection	**1. Verify if spark plug wires and/or spark plug cap seals are sealing-out moisture.** a.Defective wires and/or seals. *Replace defective part.*
	2. Verify if ignition system wiring harness connectors are in good condition and/or are sealing-out moisture. a.Loose connectors, corroded terminals or defective parts. *Clean terminals and apply silicone dielectric grease. Replace defective parts.*
CONDITION	NORMAL USE
Test/Inspection	**1. Verify misfiring by observing flash of stroboscopic timing light; unplug connectors between magneto/generator and vehicle wiring harness to isolate problem. Check condition of connectors.** a.Defective spark plug and/or cables/caps. Defective electrical system wiring harness and/or accessories and/ignition cut-out switches. Condition of connector terminals. *Replace defective parts and/or repair damaged wires. Replace defective switch(es). Clean terminals and apply silicone dielectric grease.*

CONDITION	RIDING IN DEEP AND THICK SNOW
Test/Inspection	**1. Perform all verifications outlined under "Engine does not start–no spark at spark plug".**
	2. Verify spark plug(s). Proceed with spark plug analysis in order to identify source of problem. a.Defective and/or worn spark plug(s) and/or cable(s) and/or cap(s). *Replace defective part(s). Proceed with ignition system testing procedures. Perform engine analysis.*

SYMPTOM	**FOULED (BLACK) SPARK PLUG TIP**
CONDITION	NORMAL USE
Test/Inspection	**1. Check carburetor(s).** a.Carburetion is too rich. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	2. Check injection oil consumption. a.Injection pump flow is too high. *Adjust according to specification or replace.*
	3. Check oil quality. a.Poor oil quality that creates deposits. *Use Bombardier oil.*
	4. Check engine compression. a.Leaking piston ring(s). *Replace.*

SYMPTOM	**SPARK PLUG TIP(S) IS (ARE) LIGHT GREY**
CONDITION	NORMAL USE
Test/Inspection	**1. Refer to "Engine slows down or stops at high RPM" and check items listed.**
	2. Check spark plug heat range. a.Spark plug heat range is too high. *Replace by Bombardier's recommended spark plug (refer to TECHNICAL DATA 09).*
	3. Check if air intake silencer leaks. a.Air surplus coming from opening(s) located between halves. *Seal.*
	4. Check carburetor adapter collars. a.Loose collar(s). *Tighten.*
	5. Check carburetor adapter(s). a.Cracked or deformed adapter(s). *Replace.*

SYMPTOM	BRAKE LIGHT REMAINS ON
CONDITION	NORMAL USE
Test/Inspection	**1. Check if bulb is properly installed.** a.Bulb is not installed correctly (contact elements are reversed). *Install bulb correctly.*
	2. Check brake switch. a.Switch contact remains closed. *Adjust brake cable or brake switch.*

SYMPTOM	REAR LIGHT BULB FLASHES
CONDITION	NORMAL USE
Test/Inspection	**1. Check bulb tightness in housing.** a.Looseness at bulb contact elements. *Install bulb correctly.*
	2. Check if rear light is properly connected. a.Connector housing is partially connected. *Install connector housing properly.*
	3. Check continuity of wires. a.Corroded terminals and/or broken wires. *Replace terminal(s) or crimp defective wires.*

SYMPTOM	TACHOMETER DOES NOT WORK
CONDITION	NORMAL USE
Test/Inspection	**1. Check continuity of wires.** a.Corroded terminals and/or broken wires. *Replace terminal(s) or crimp defective wires.*

SUSPENSION SYSTEM AND TRACK

The following chart is provided to help in diagnosing the probable source of troubles. It should be used as a guideline. Some causes or corrections may not apply to a specific model.

SYMPTOM	REAR SUSPENSION BOTTOMS OUT
CONDITION	NORMAL USE
Test/Inspection	**1. Check rear spring preload or rear arm spring preload.** a.Spring tension is too low. *Increase rear arm spring preload.*

SYMPTOM	SLIDER SHOES WEAR OUT PREMATURELY
CONDITION	NORMAL USE
Test/Inspection	**1. Check track tension.** a.Pressure is too great on slider shoes. *Adjust according to specifications (refer to TEHNICAL DATA 09). Replace defective parts.*

SYMPTOM	TRACK CLEATS BECOME BLUE
CONDITION	NORMAL USE
Test/Inspection	**1. Check track tension.** a.Pressure is too great on cleats. *Adjust according to specifications (refer to TEHNICAL DATA 09).*
	2. Check slider shoes and/or suspension retaining screws. a.Worn slider shoes or lost retaining screws. *Replace defective parts and/or tighten loose screws.*

SYMPTOM	NOISE OR VIBRATIONS ORIGINATING FROM THE TRACK
CONDITION	NORMAL USE
Test/Inspection	**1. Check slide suspension retaining bolts.** a.Missing bolt(s) allowing movement of certain components which in turn interfere with track rotation. *Replace missing bolt(s).*
	2. Check condition of idler wheel(s). a.Idle wheel rubber is damaged. *Replace.*
	3. Check guide cleats. a.Top portion of guide cleat(s) is bent. *Replace.*
	4. Check sprockets. a.One or various teeth of drive shaft sprockets are broken. *Replace sprocket(s).*

	5. Check track rods and/or internal traction teeth. a.One or various track rods and/or teeth are broken. *Replace track.*

SYMPTOM	**DERAILING TRACK**
CONDITION	NORMAL USE
Test/Inspection	**1. Check track tension.** a.Track is too loose. *Adjust.*
	2. Check if track and slider shoes are properly aligned. a.Improper alignment. *Adjust.*

SYMPTOM	**REAR SUSPENSION IS LOW OR TOO STIFF**
CONDITION	NORMAL USE
Test/Inspection	**1. Check track tension.** a.Track is too tight. *Adjust.*
	2. Check if axles are properly lubricated. a.Improper lubrication and/or contaminated grease (sticky oil sludge). *Clean and/or lubricate.*
	3. Check rear spring preload. a.Insufficient preload. *Increase preload using shock adjustment cams.*

SYMPTOM	**WHEN HANDLEBAR IS TURNED, SNOWMOBILE UNDERSTEERS**
CONDITION	NORMAL USE
Test/Inspection	**1. Check ski runner condition.** a.Worn ski runners. *Replace.*
	2. Check tension of front spring adjustment cams. a.Insufficient ski pressure on the ground. *Increase spring preload.*
	3. Check if front arm stopper strap is too long. a.Insufficient ski pressure on the ground. *Shorten stopper strap.*
	4. Check front arm spring tension. a.Insufficient ski pressure on the ground. *Slacken spring tension.*

SYMPTOM	HANDLE BAR IS DIFFICULT TO TURN
CONDITION	NORMAL USE
Test/Inspection	**1. Check position of front spring adjustment cams.** a.More pressure on the ground when cam increases spring preload. *Reduce front spring preload.*
	2. Check position of stopper strap. a.More weight when stopper strap is short. *Lengthen front arm stopper strap.*
	3. Check position of front arm shock adjustment cam(s). a.When spring tension is weak, more weight is transferred to the skis. *Increase spring preload.*
	4. Check condition of ball joints. a.Corrosion restrains movement. *Lubricate or replace.*
	5. Check swing arm camber (liquid cooled models). a.Too much ski leg inclination. *Adjust camber to 0° ± .5°.*

SYMPTOM	THE SNOWMOBILE IS UNSTABLE (IT MOVES FROM LEFT TO RIGHT AND VICE VERSA)
CONDITION	NORMAL USE
Test/Inspection	**1. Check ski runner condition.** a.Worn or bent ski runners. *Replace ski runners.*
	2. Check ski alignment. a.Improper ski alignment. *Align skis in order to obtain proper toe-out (opening) (to adjust, refer to STEERING SYSTEM 07).*
	3. Check if bushings are too loose in steering system. a.Bushings are too loose. *Replace.*

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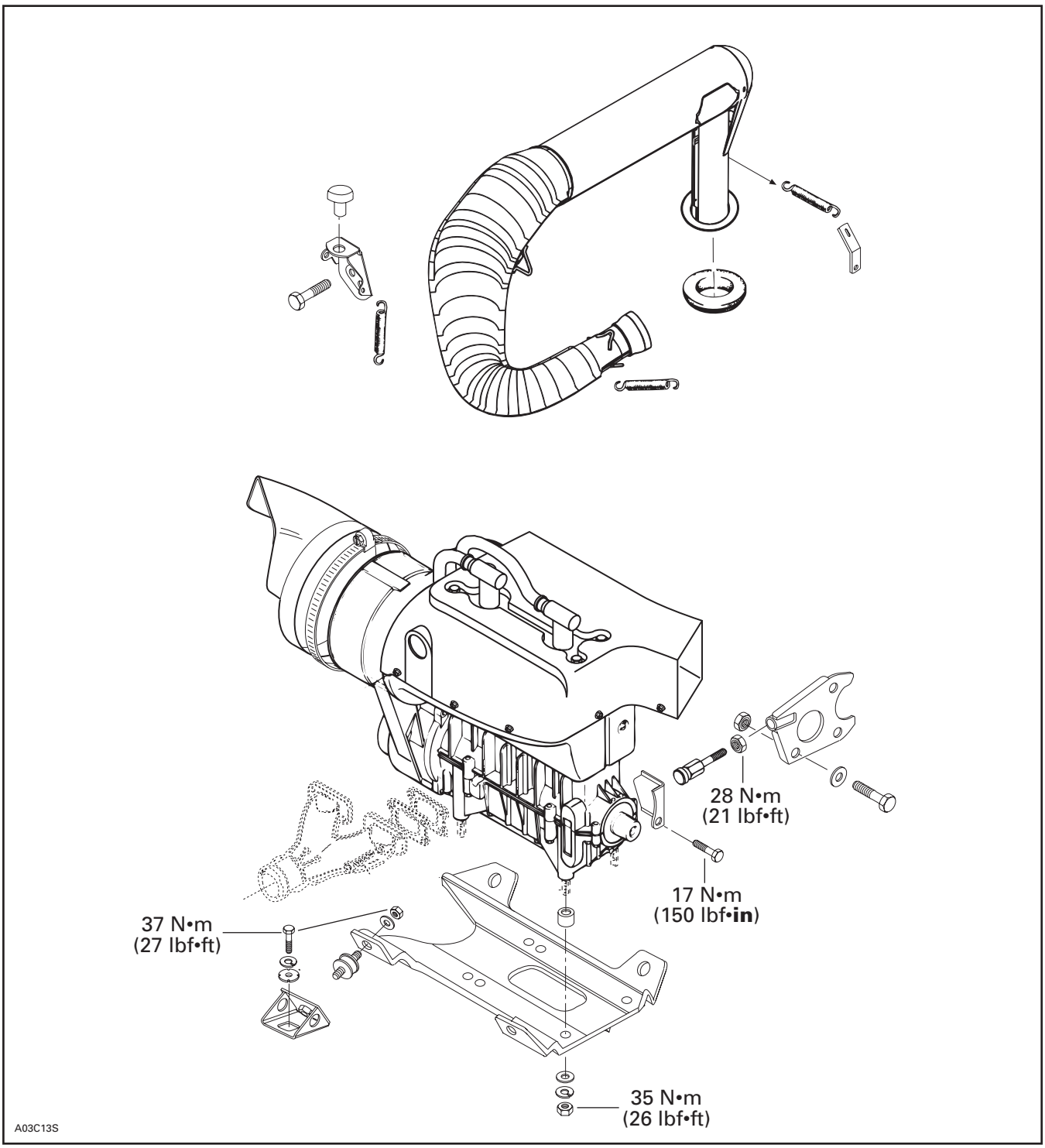
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443 AND 503 ENGINE TYPES

ENGINE REMOVAL AND INSTALLATION

443 Engine Type



ENGINE REMOVAL AND INSTALLATION

Disconnect or remove the following:

◆ WARNING

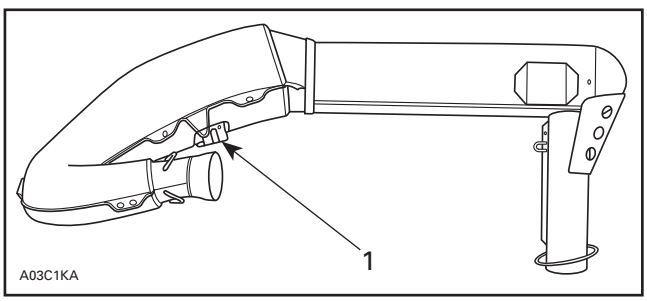
Before disconnecting any electrical wire in starter system always first disconnect the BLACK negative battery cable (on electric starting models).

- negative cable from battery (on electric starting models)
- belt guard
- drive belt
- drive pulley using appropriate puller, refer to 04-03 DRIVE PULLEY
- air silencer and carburetors
- impulse line from engine crankcase
- 4-connector housing
- exhaust pipe and exhaust cooling hose on so equipped models
- oil pump inlet tube and plug it
- oil pump cable
- rewind cable: tie a knot near rewind housing and remove starting grip

TUNED PIPE IDENTIFICATION

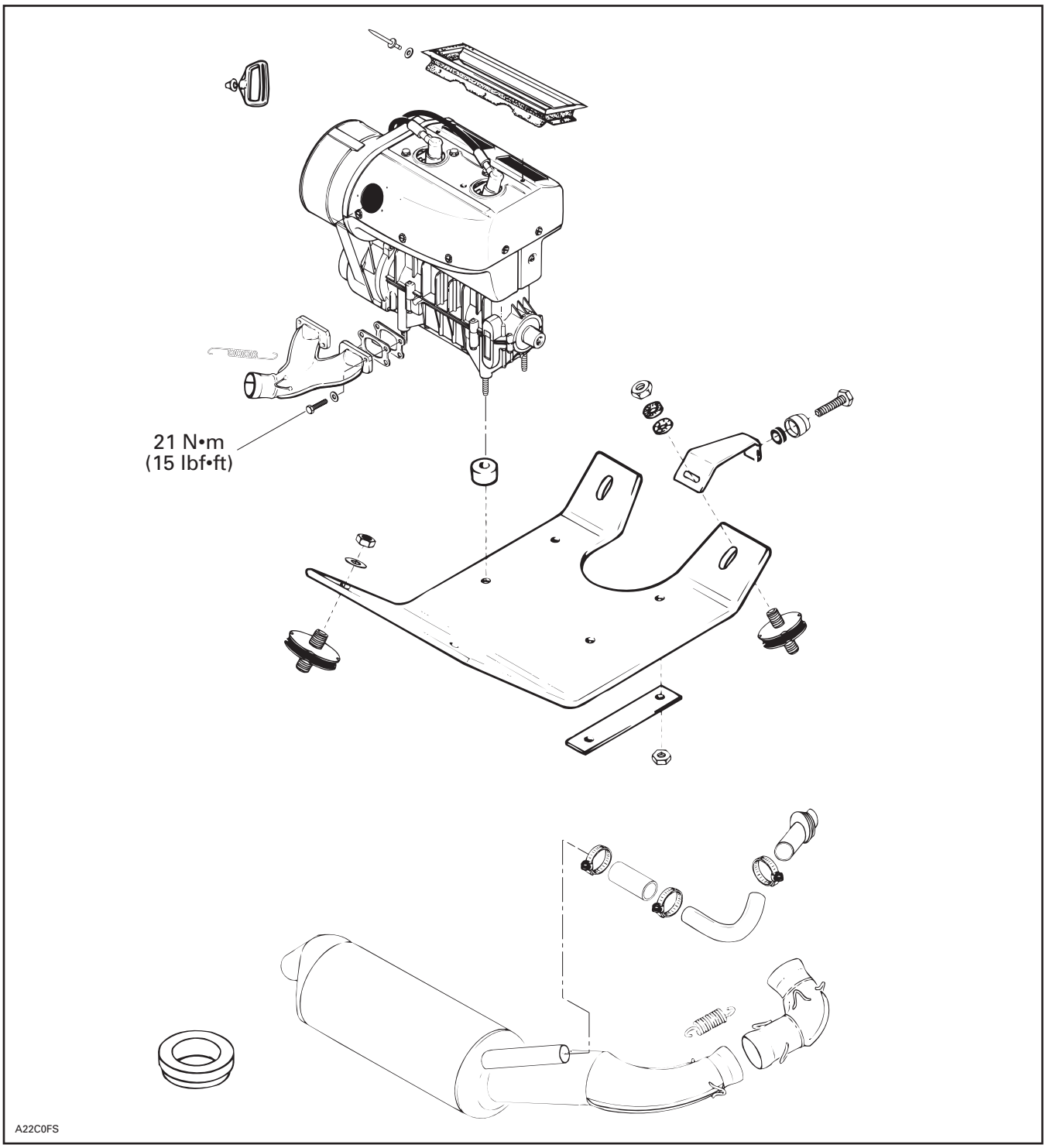
This part is identified on welded support.

Second number sequence of P/N is stamped on part.



1. Identification: 0464 for 514 0464 00

Skandic WT/SWT 503 Engine Type



ENGINE REMOVAL AND INSTALLATION

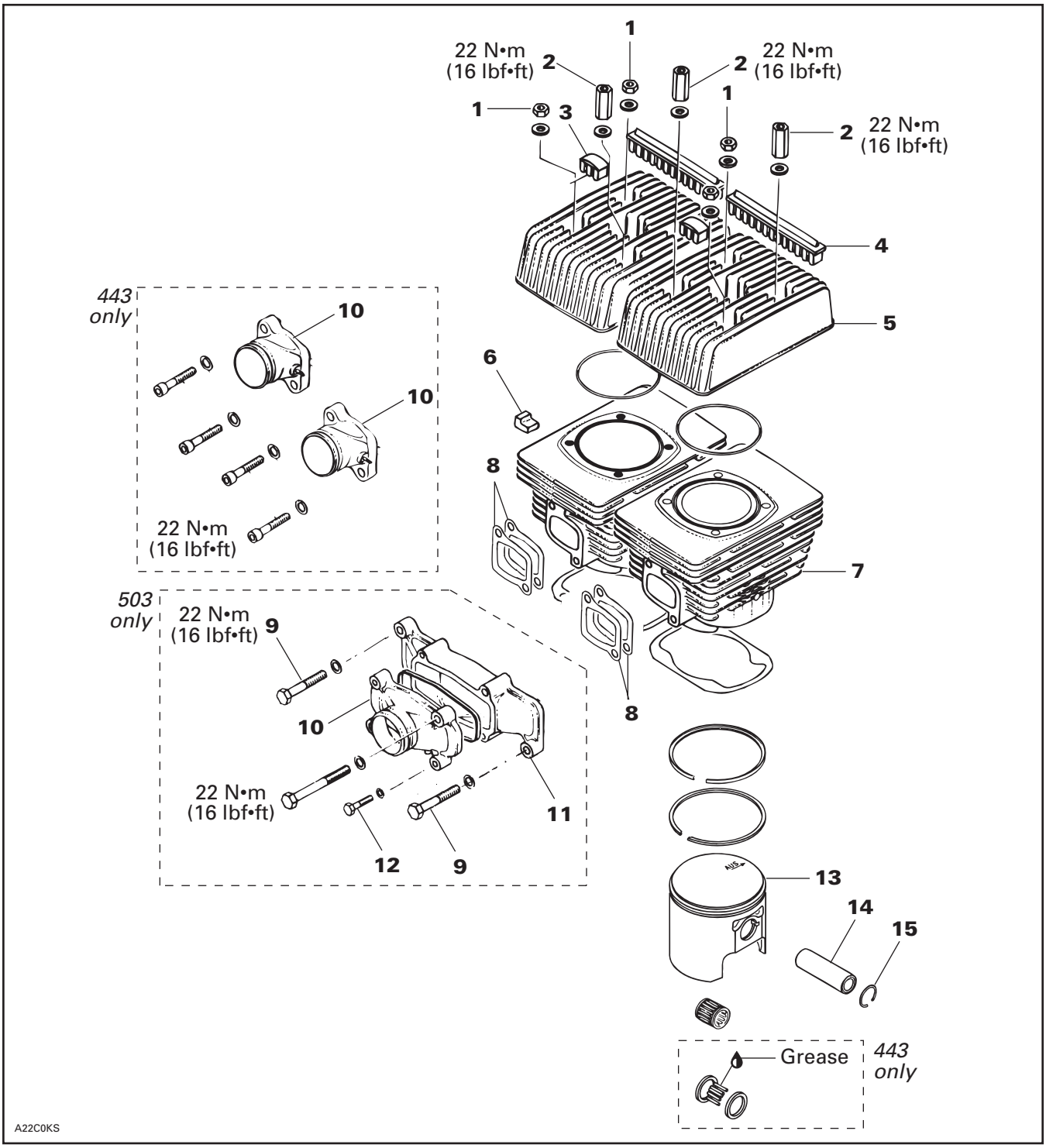
Disconnect or remove the following:

◆ WARNING

Before disconnecting any electrical wire in starter system always first disconnect the BLACK negative battery cable (on electric starting models).

- negative cable from battery
- Positive cable and wire from starter then from engine
- belt guard
- drive belt
- drive pulley using appropriate puller, refer to 04-03 DRIVE PULLEY
- air silencer and carburetor
- impulse line from engine crankcase
- 4-connector housing
- exhaust pipe and exhaust cooling hose
- oil pump inlet tube and plug it
- oil pump cable
- rewind cable: tie a knot near rewind housing and remove starting grip

TOP END


1
22 N•m
(16 lbf•ft)
2
2
22 N•m
(16 lbf•ft)
1
3
1
2
22 N•m
(16 lbf•ft)
4
5
6
443
only
10
10
8
22 N•m
(16 lbf•ft)
7
503
only
22 N•m
(16 lbf•ft)
9
10
8
22 N•m
(16 lbf•ft)
11
12
9
13
14
15
Grease
443
only
A22C0KS

NOTE: The following procedures can be done without removing the engine from chassis.

CLEANING

Discard all gaskets. Use Gasket Remover (P/N 413 7085 00) to clean mating surfaces.

Clean all metal components in a non-ferrous metal cleaner.

Scrape off carbon formation from cylinder exhaust port, cylinder head and piston dome using a wooden spatula.

NOTE: The letters "AUS" and arrow on the piston dome must be visible after cleaning.

Clean the piston ring grooves with a groove cleaner tool, or with a piece of broken ring.

DISASSEMBLY

Remove top fan cowl, intake sockets and lower fan cowl.

Remove cylinder heads.

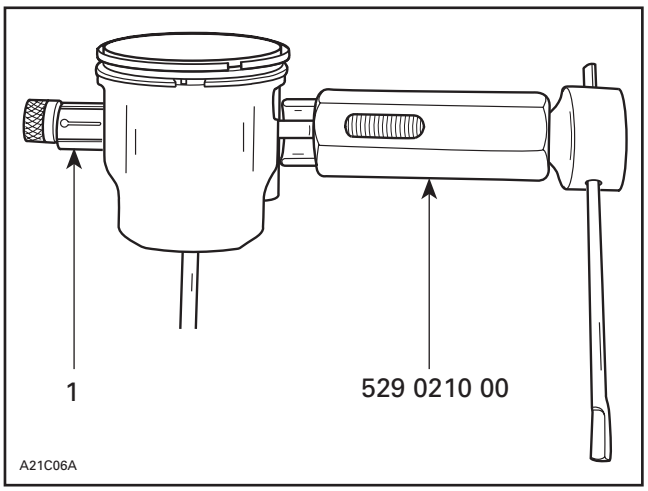
443 Engine

On this 443 engine, piston pin needle bearing is mounted without a cage.

Use piston pin puller (P/N 529 0210 00) along with expansion sleeve and locating sleeve.

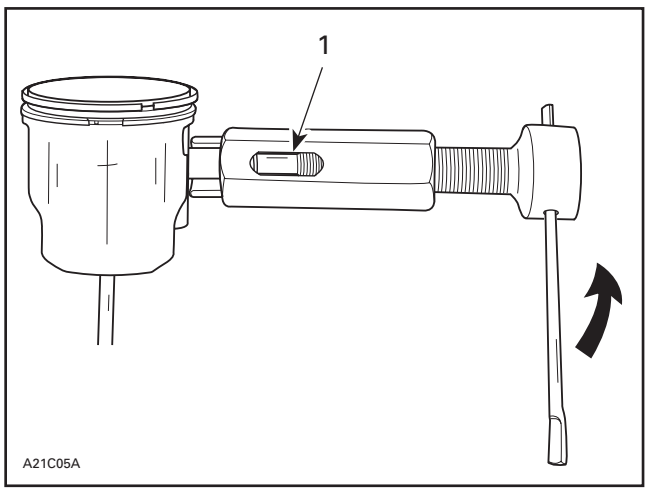
– Place a clean cloth or rubber pad (P/N 529 0234 00) over crankcase to prevent circlips **no. 15** from falling into crankcase. Then with a pointed tool inserted in piston **no. 13** notch, remove piston circlip on side where piston pin **no. 14** puller will be inserted.

– Insert piston pin puller (P/N 529 0210 00) then install expansion sleeve over puller rod.



1. Expansion sleeve

– Pull out piston pin by unscrewing puller until first thread of puller rod aligns with 503 mark.

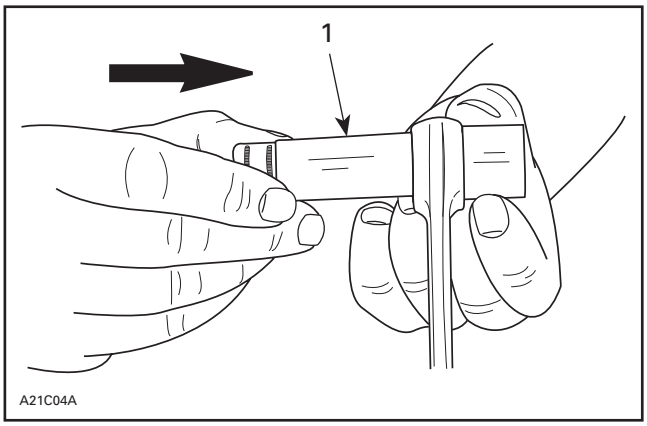


1. 503 mark on puller

– Screw in puller in order to remove it from piston.

– Remove piston from connecting rod.

– Install locating sleeve. Then push needle bearings along with thrust washers using a 21 mm (.826 in) diameter pusher.



1. Pusher 21 mm (.826 in)

Use a locking tie to fasten all needles and thrust washers along with sleeves.

NOTE: The PTO cylinder or fan housing have to be removed to give access to MAG piston pin with the puller.

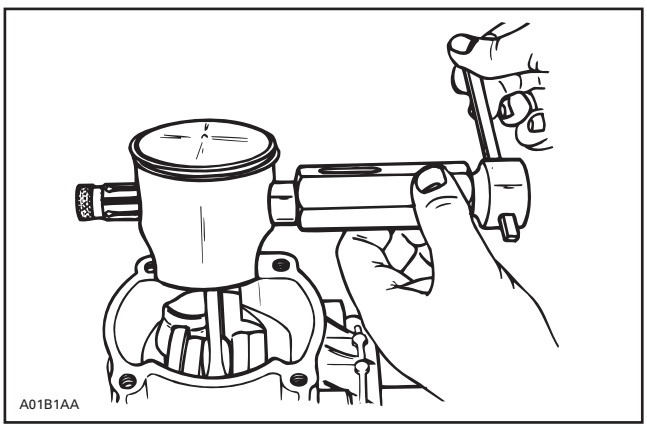
NOTE: 0.25 and 0.5 mm oversized piston and rings are available if necessary.

503 Engine

Place a clean cloth over crankcase to prevent circlips no. 15 from falling into crankcase. Then with a pointed tool inserted in piston notch, remove circlip from piston no. 13.

To remove piston pin no. 14, use piston pin puller (P/N 529 0210 00) as follows:

– Fully screw puller handle.
– Insert puller end into piston pin.
– Screw (LH threads) extracting nut.
– Hold puller firmly and rotate puller handle counterclockwise to pull piston pin.



NOTE: The PTO cylinder or fan housing have to be removed to give access to MAG piston pin with the puller.

NOTE: 0.25 and 0.5 mm oversized piston and rings are available if necessary.

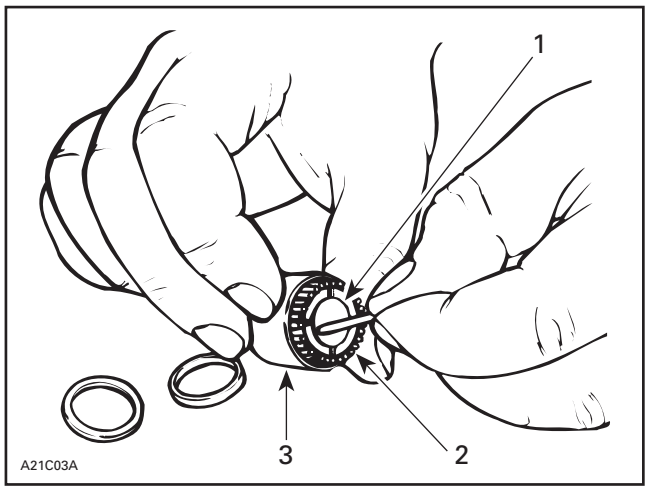
INSPECTION

Refer to ENGINE DIMENSIONS MEASUREMENT 03-04.

ASSEMBLY

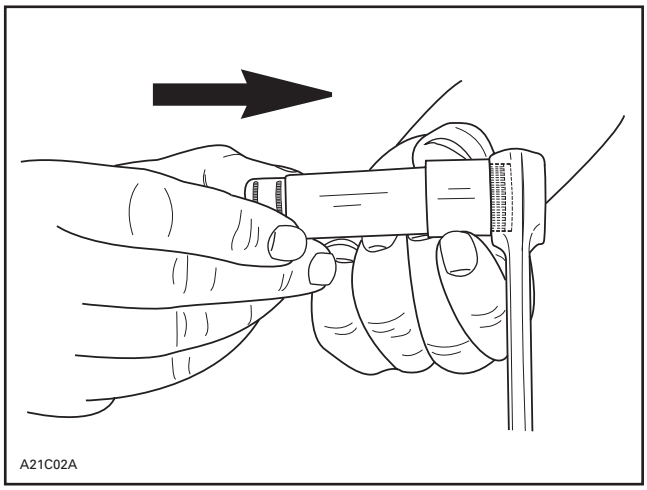
443 Engine

When reinstalling original needle bearings, make sure that 31 needles are inserted between expansion sleeve and locating sleeve.

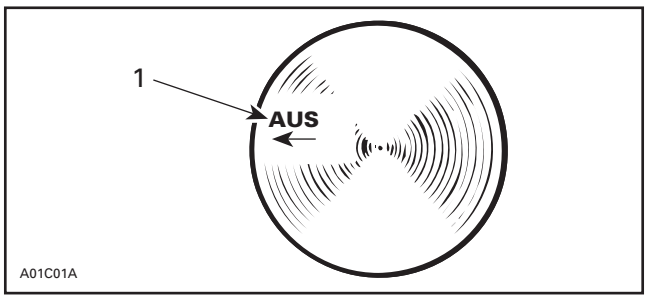


1. Expansion sleeve
2. 31 needles
3. Locating sleeve

– Grease thrust washers and install them on each end of needles.
– Using a 21 mm (.826 in) diameter pusher, insert needles into connecting rod.

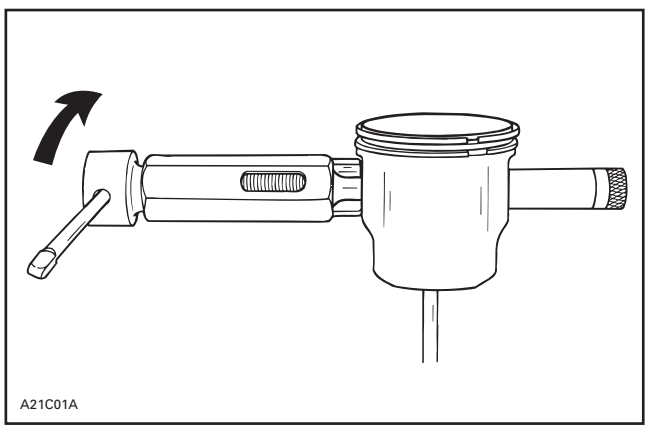


– Mount piston over connecting rod with the letters "AUS" (over an arrow on the piston dome) facing in the direction of exhaust port.



1. Exhaust

– Install piston pin puller (P/N 529 0210 00) and turn handle until piston pin is correctly positioned in piston.

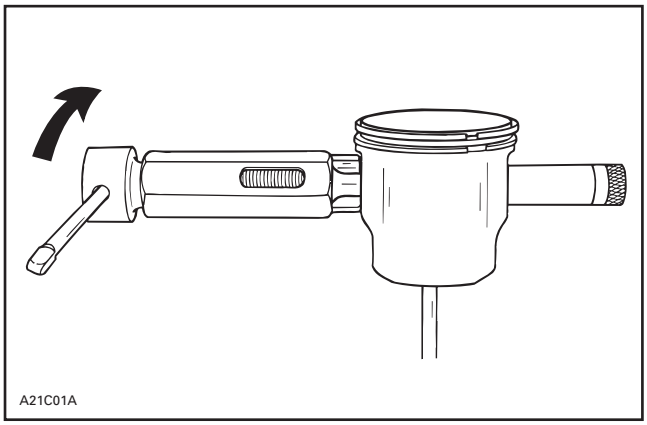


– Remove piston pin puller and expansion sleeve.

– Install circlips as described below.

– When installing new needle bearing, insert needles with thrust washers. Instead of expansion sleeve, needles are held in place by 2 inner plastic cage halves.

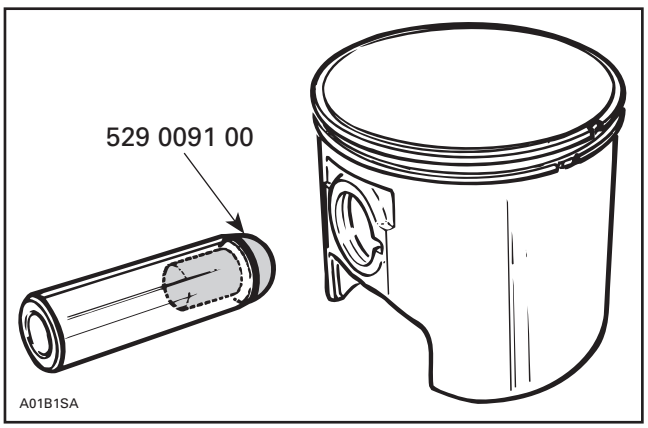
– Use piston pin puller (P/N 529 0210 00) to insert piston pin. Plastic halves should come off piston. If not, pull them out using long nose pliers.



– Install circlips as described below.

503 Engine

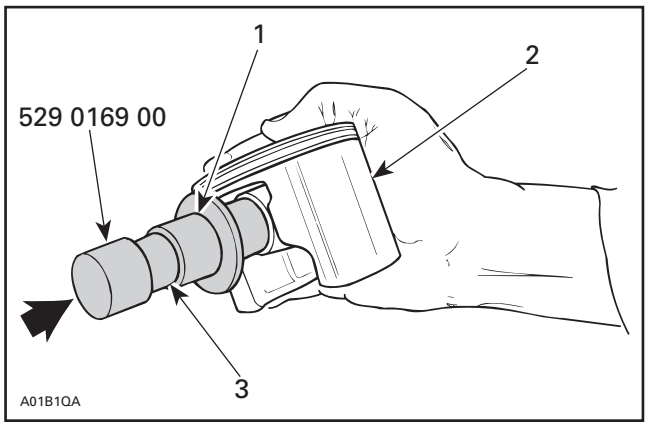
To center the piston pin with the connecting rod bearing, use centering tool (P/N 529 0091 00).



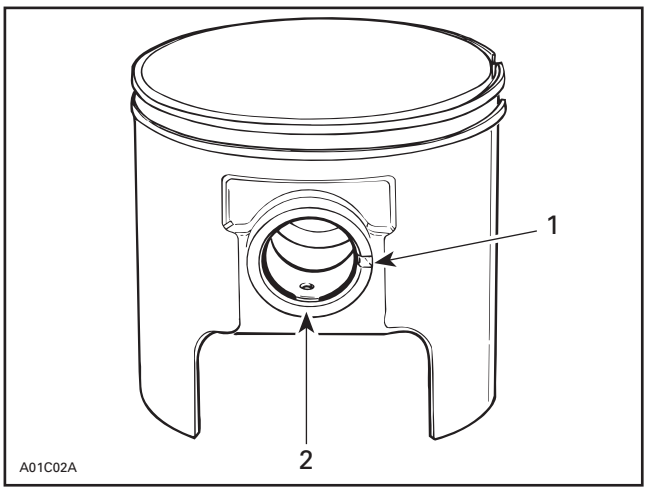
NOTE: The circlip on the opposite side can be installed before pin installation, the tool will easily go out.

All Engines

To minimize the effect of acceleration forces on circlip, install each circlip so the circlip break is at 6 o'clock as illustrated. Use piston circlip installer (P/N 529 0086 00).



1. Place circlip in
2. Restrain
3. Oil



1. Piston notch
2. Circlip break at 6 o'clock

▼ CAUTION

Circlips must not move freely in the groove after installation. If so, replace them.

NOTE: Be sure to restore the chamfer around all cylinder sleeve port openings.

Before inserting piston in cylinder no. 7, lubricate the cylinder with new injection oil or equivalent.

Install proper ring compressor on piston assembly.

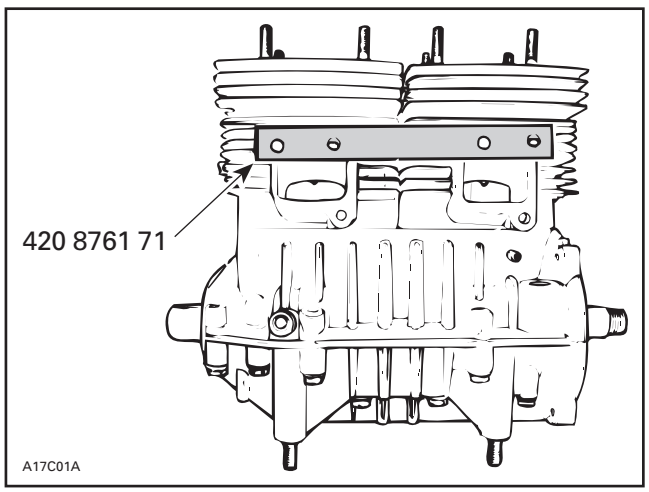
ENGINE TYPE	RING COMPRESSOR P/N
443	420 8760 90
503	420 8769 70

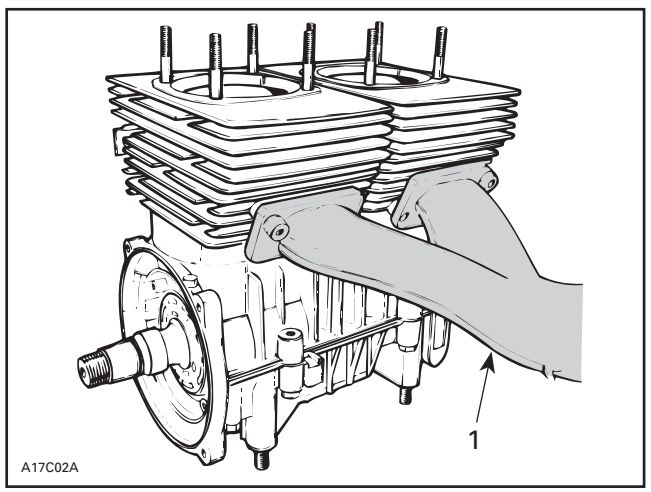
NOTE: The ring compressor will not fit on over size pistons.

Check flatness of intake sockets no. 10. Refer to ENGINE DIMENSION MEASUREMENT 03-04 and look for **checking surface flatness**.

At cylinder no. 7 and/or cylinder head no. 5 installation, use aligning tool or exhaust manifold itself to ensure sealing of intake manifold and exhaust before tightening cylinder head nuts.

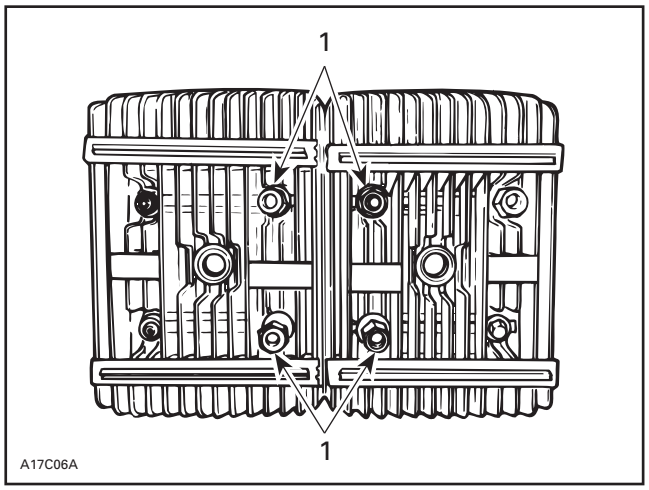
ENGINE TYPE	ALIGNING TOOL P/N
443 and 503	420 8761 71





1. Or use exhaust manifold to align cylinders

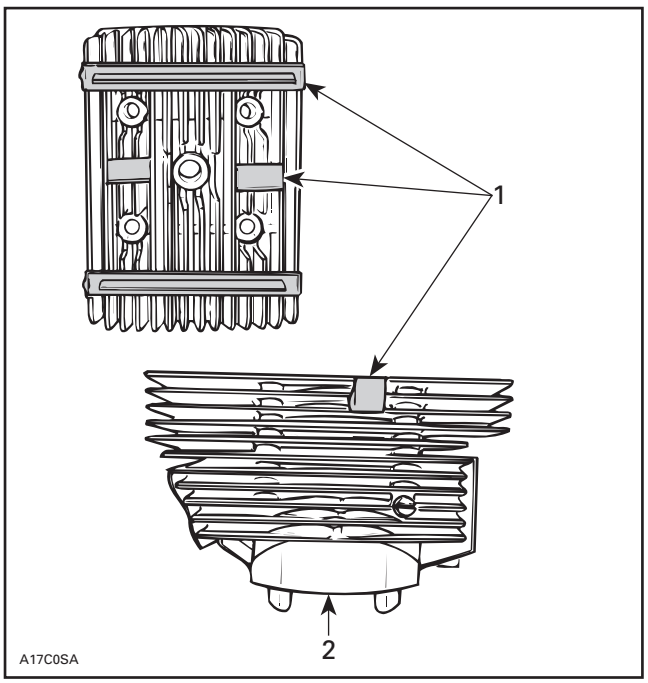
Position distance nuts **no. 2** as illustrated.



1. Distance nuts

Cross torque cylinder head nuts **nos. 1** and **2** to 22 N•m (16 lbf•ft); torque each cylinder head individually.

For proper position of noise dampers **nos. 3, 4** and **6**, refer to the following illustrations.



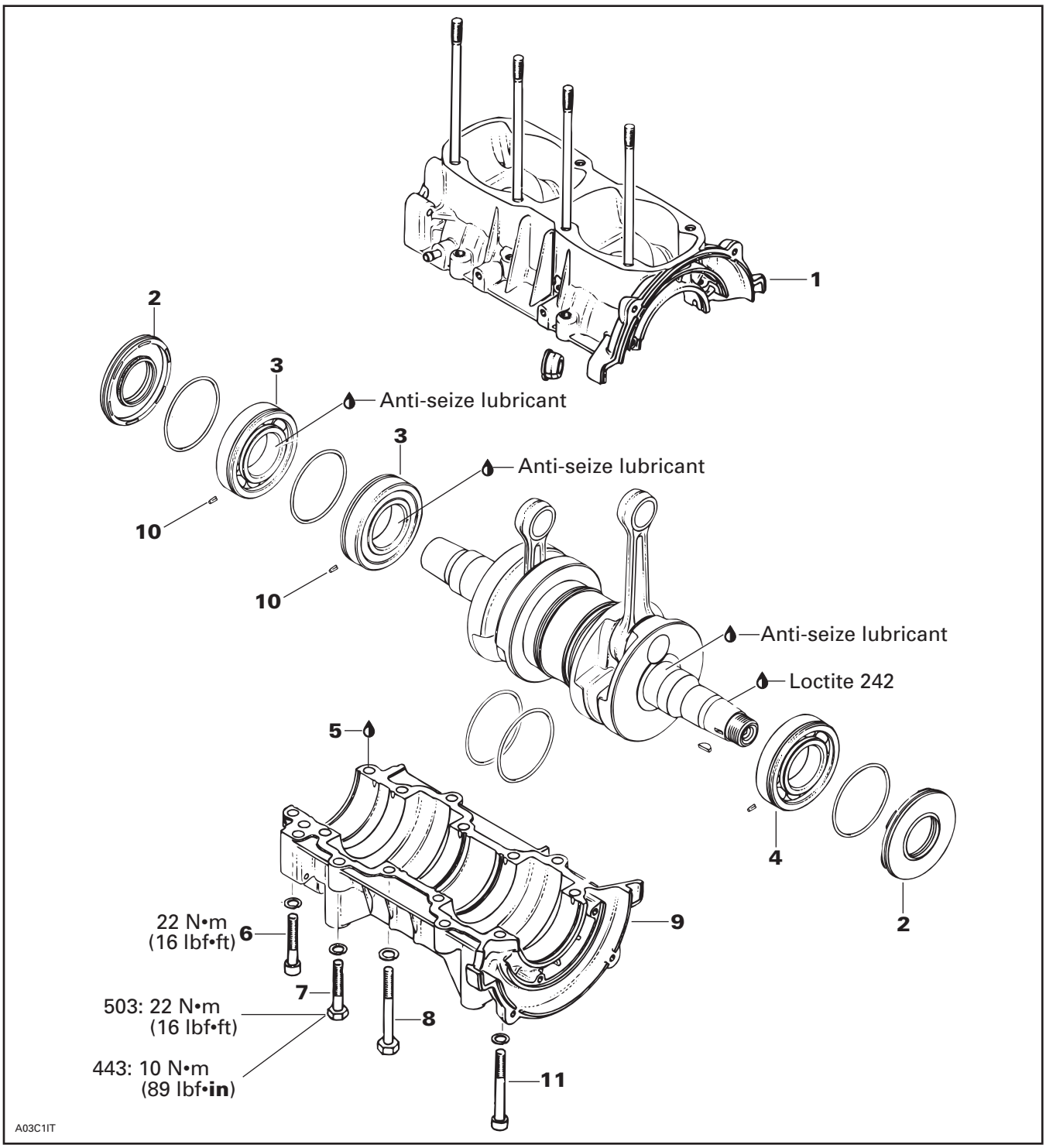
1. Noise dampers
2. PTO side cylinder

Install armature plate, fan housing and then air deflector.

Install a gasket on each side of the air deflector.

Torque intake socket bolts to 22 N•m (16 lbf•ft).

BOTTOM END


1
2
3
Anti-seize lubricant
3
Anti-seize lubricant
10
10
Anti-seize lubricant
Loctite 242
5
4
2
9
22 N•m
(16 lbf•ft)
6
7
503: 22 N•m
(16 lbf•ft)
8
443: 10 N•m
(89 lbf•in)
11
A03C1IT

NOTE: Engine must be removed from chassis to perform the following procedures.

Remove engine from chassis.

Remove fan guard, rewind starter, starting pulley, trigger coil wire from 4-connector housing, magneto flywheel then fan housing.

Remove stator plate.

CLEANING

Discard all seals, gaskets and O-rings.

Clean all metal components in a non-ferrous metal cleaner. Use gasket remover (P/N 413 7085 00) accordingly.

Remove all trace of Loctite 242 from crankshaft taper.

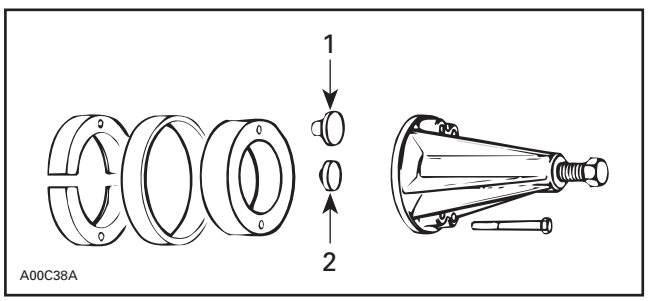
Remove old sealant from crankcase mating surfaces with Bombardier gasket remover (P/N 413 7085 00).

▼ CAUTION

Never use a sharp object to scrape away old sealant as score marks incurred are detrimental to crankcase sealing.

DISASSEMBLY

To remove bearings **nos. 3** and **4** from crankshaft, use a protective cap and a special puller, as illustrated.



1. PTO side
2. MAG side

INSPECTION

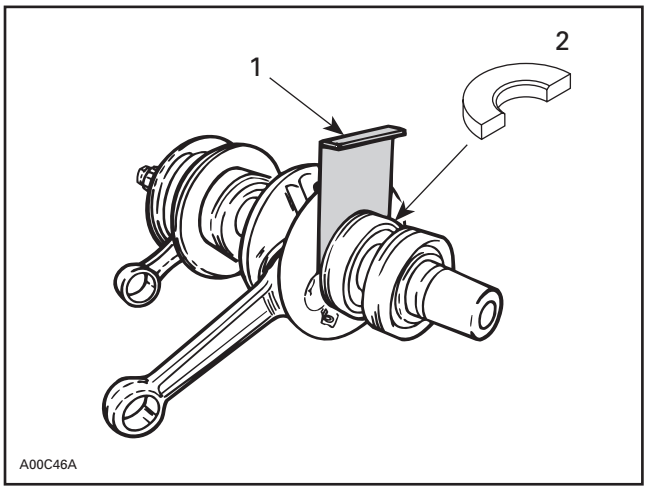
Refer to ENGINE DIMENSIONS MEASUREMENT 03-04.

ASSEMBLY

Smear anti-seize lubricant (P/N 413 7010 00) on part of crankshaft where bearing fits.

To check proper clearance between bearing **no. 3** and counterweight, use feeler gauge (P/N 420 8766 20).

Mount second bearing with distance gauge (P/N 420 8768 22) for 443 engine and (P/N 420 8768 24) for 503 engine for proper positioning.



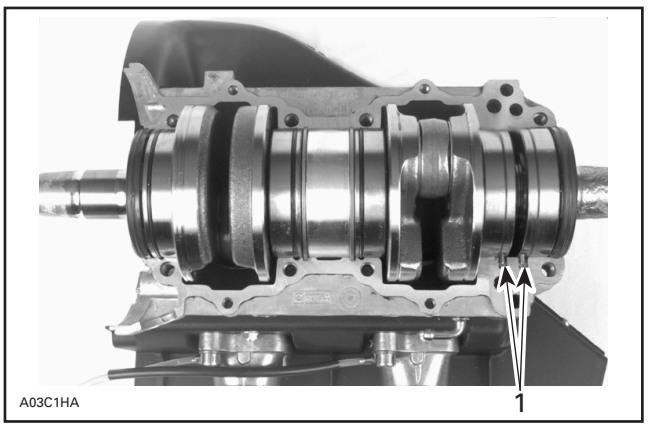
1. Feeler gauge
2. Distance gauge

Prior to installation, place bearings into an oil container filled with oil heated to 75°C (167°F).

This will expand bearings and ease installation. Install bearings with groove as per exploded view.

Bearings are pressed on crankshaft until they rest against radius. These radius maintain the gap needed for bearings lubrication.

When installing crankshaft, position drive pins **no. 10** as illustrated.

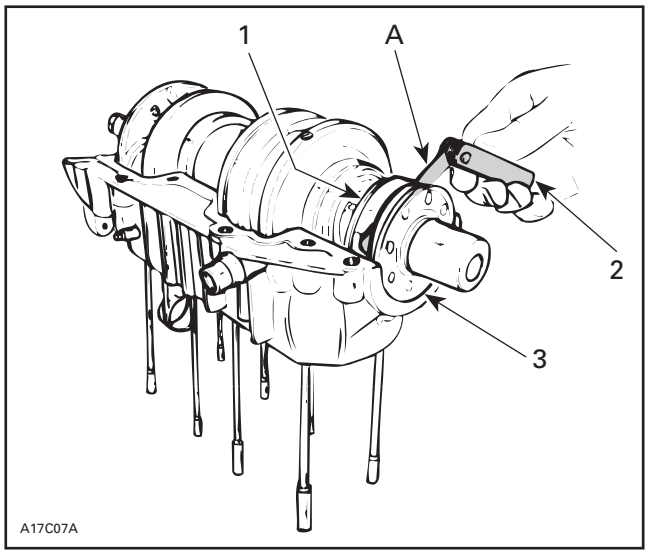


1. Drive pins

At seal **no. 2** assembly, apply a light coat of lithium grease on seal lip.

For bearing lubrication purpose, a gap of 1.0 mm (.040 in) must be maintained between seals and bearings.

When installing plain oil seals (seal without locating ring or without spacing legs), ensure to maintain 1.0 mm (.040 in) gap.



1. Bearing
2. Feeler gauge
3. Plain oil seal
A. 1 mm (.040 in)

Crankcase halves **nos. 1** and **9** are factory matched and therefore, are not interchangeable as single halves.

Prior to joining of crankcase halves, spray some new injection oil (or equivalent) on all moving parts of the crankshaft. Spray Primer N (P/N 413 7081 00) on one of mating surfaces. Let it dry for 10 to 20 minutes.

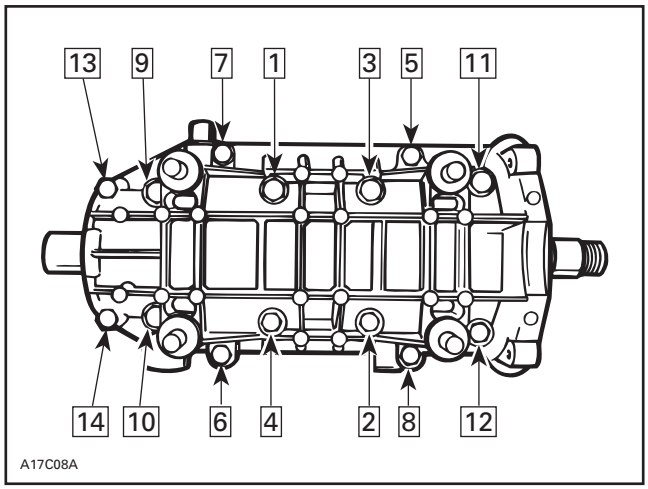
Apply paste gasket (P/N 413 7027 00) **no. 5** on the other mating surface.

NOTE: Primer N allows Loctite 515 to fully cure on aluminum surfaces. It increases filling capacity and reduces curing time.

Position the crankcase halves together and tighten bolts by hand then install and tighten armature plate on magneto side to correctly align the crankcase halves.

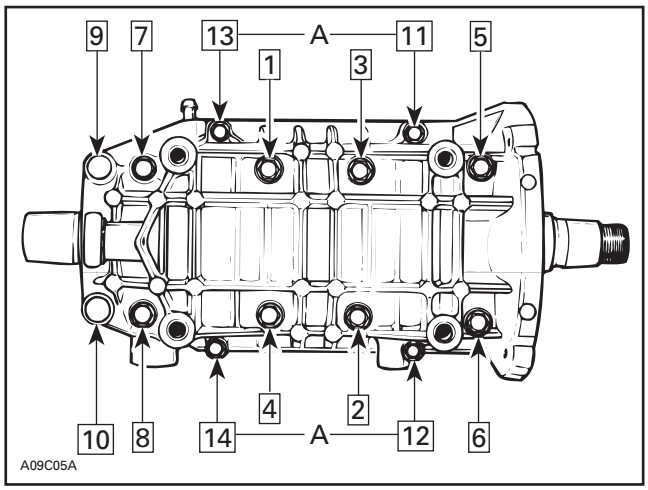
503 Engine

Torque screws **nos. 6, 7, 8** and **11** to 22 N•m (16 lbf•ft) following illustrated sequence.



443 Engine

Torque screws to proper torque in the following sequence.



*A. 10 N•m (89 lbf•**in**)*
All the other screws are torqued to 21 N•m (15 lbf•ft)

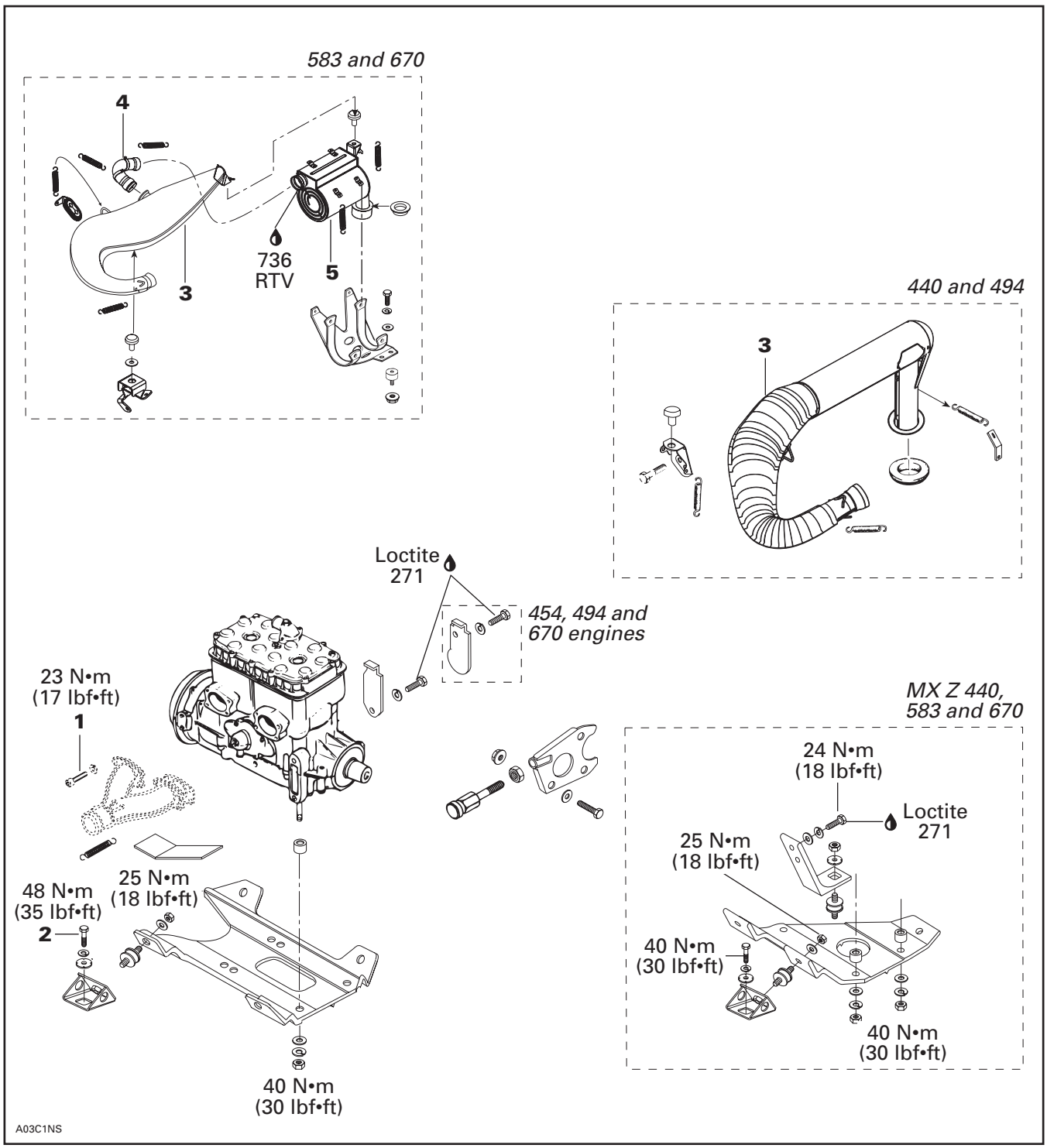
All Engines

To install magneto, refer to CDI MAGNETO 03-05.

454, 494, 583 AND 670 ENGINE TYPES

ENGINE SUPPORT AND MUFFLER

All Models



REMOVAL FROM VEHICLE

Disconnect or remove the following from vehicle.

– air intake silencer
– belt guard and drive belt
– drive pulley
– carburetors and throttle cable at oil injection pump
– impulse line, oil supply line and rotary valve shaft lubrication hoses then plug all these hoses
– ignition coils and ignition module
– temperature sensor connector, 4 circuit connector, 3 circuit connector and black/yellow wire
– drain the cooling system and disconnect hoses from the engine. Refer to COOLING SYSTEM 03-08
– 4 screws retaining support to frame

ENGINE SUPPORT AND MUFFLER DISASSEMBLY AND ASSEMBLY

1,2, Manifold Screw and Engine Support Screw

Torque the engine support screws to 48 N•m (35 lbf•ft).

Torque the manifold screws to 23 N•m (17 lbf•ft).

INSTALLATION ON VEHICLE

To install engine on vehicle, reverse removal procedure. However, pay attention to the following:

– Check tightness of engine rubber mount nuts. Torque to 25 N•m (18 lbf•ft).
– After throttle cable installation, check carburetor maximum throttle opening and oil injection pump adjustment.
– Check pulley alignment and drive belt tension.

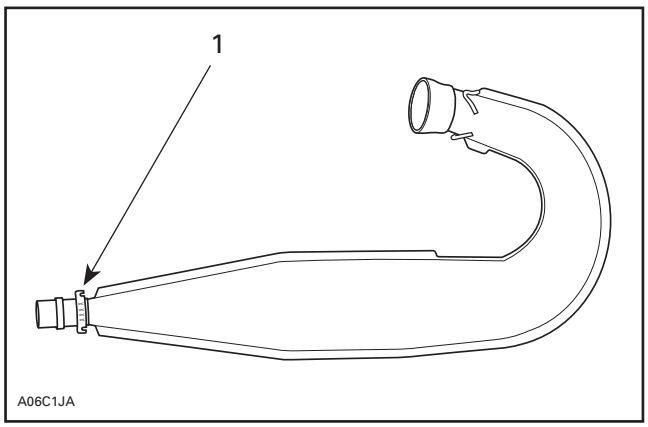
▼ CAUTION

A red dot is printed on one carburetor and on oil pump mounting flange. Match the marked carburetor to the side marked on the oil pump mounting flange (magneto side). This is required because of the different jettings.

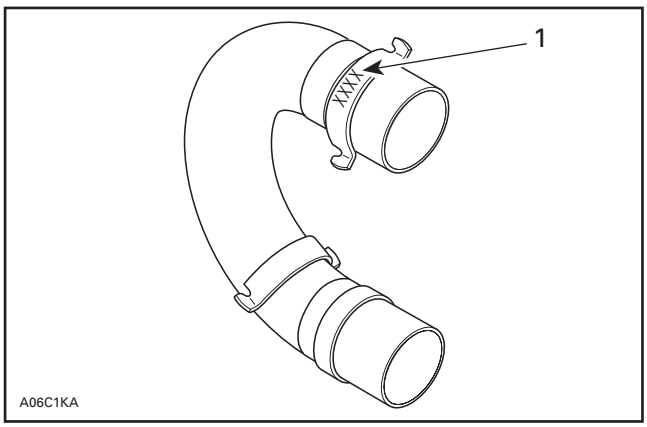
3,4,5, Tuned Pipe, Tail Pipe and Muffler

These parts are identified on welded hook.

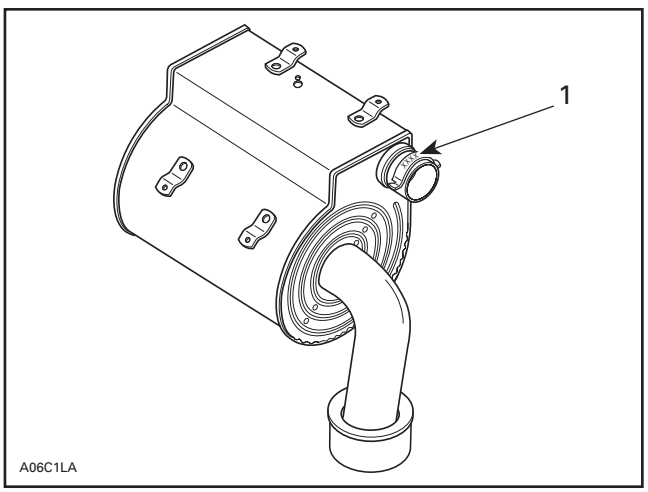
Second number sequence of P/N is stamped on part.



1. Example: 0392 for 514 0392 00



1. Number sequence

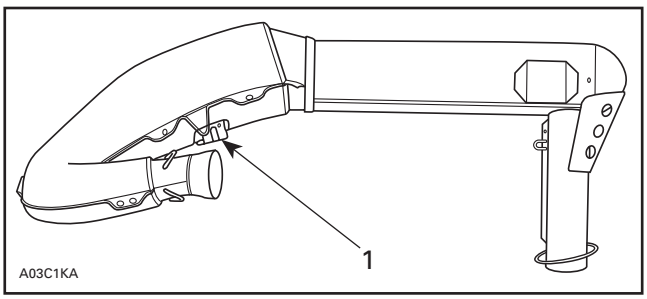


1. Number sequence

3, Tuned Muffler

This part is identified on welded support.

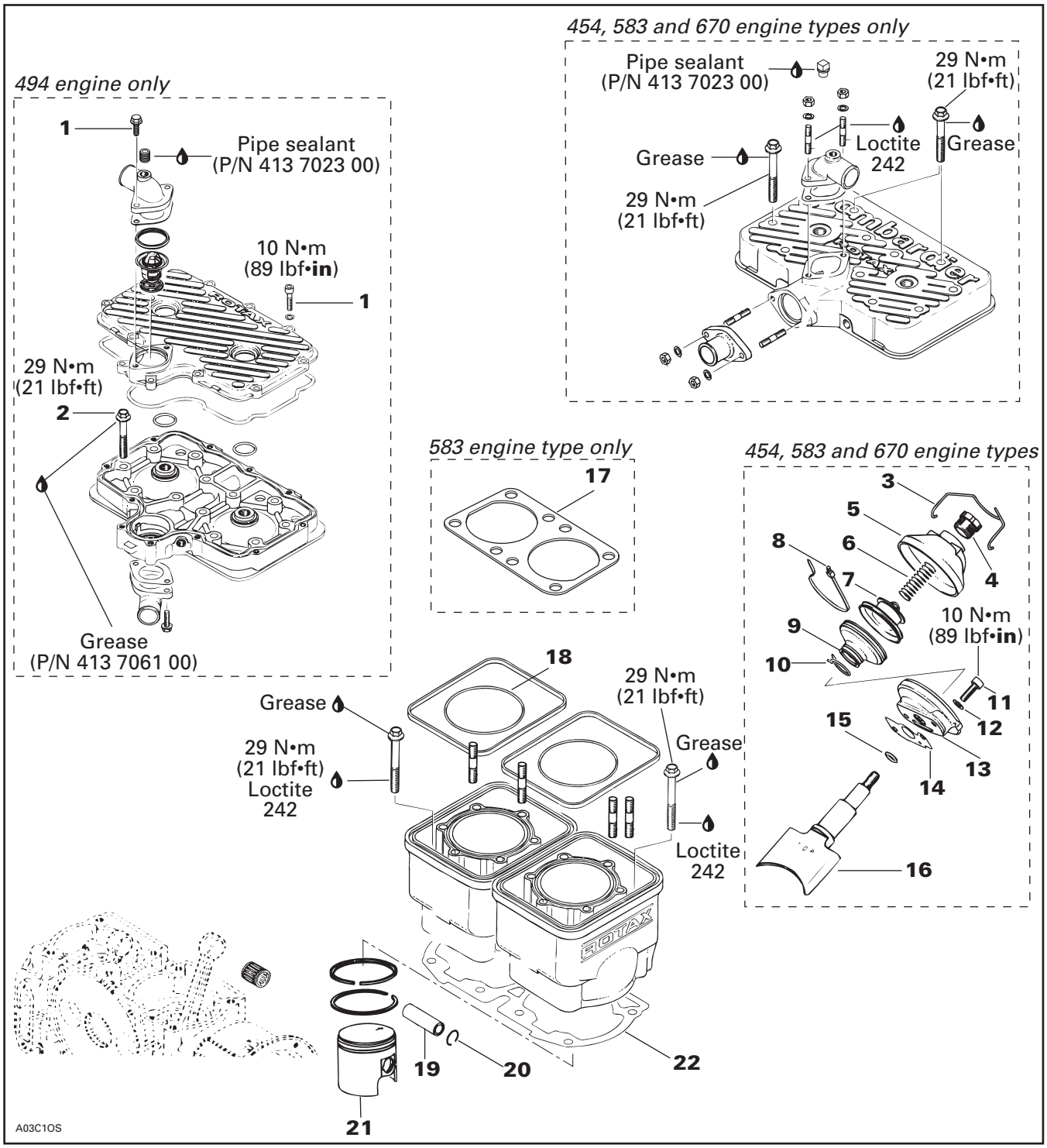
Second number sequence of P/N is stamped on part.



1. Identification

– Should a light exhaust leak be experienced at any ball joints, Dow Corning sealer no. 736 RTV (P/N 413 7092 00) can be used.

TOP END



PARTS FLAT RATE

NOTE: The following procedures can be done without removing the engine from chassis.

CLEANING

Discard all gaskets and O-rings.

Clean all metal components in a non-ferrous metal cleaner.

Scrape off carbon formation from cylinder exhaust port, cylinder head and piston dome using a wooden spatula.

NOTE: The letters "AUS" (over an arrow on the piston dome) must be visible after cleaning.

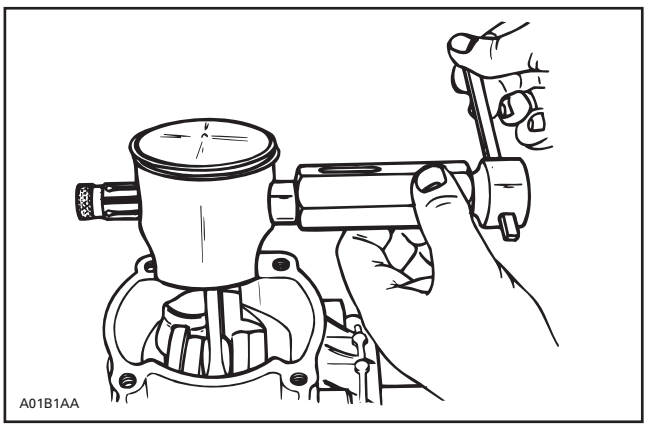
Clean the piston ring groove with a groove cleaner tool, or with a piece of broken ring.

DISASSEMBLY

Place a clean cloth over crankcase then with a pointed tool inserted in piston notch, remove circlip **no. 20** from piston **no. 21**.

To remove piston pin **no. 19**, use piston pin puller (P/N 529 0290 00) as follows:

- Fully screw puller handle.
- Insert puller end into piston pin.
- Install adaptor (P/N 529 0236 00) then screw extracting nut (LH threads).
- Hold puller firmly and rotate puller handle counterclockwise to pull piston pin.



NOTE: 0.25 mm oversize piston and rings are available if necessary except for 454 engine.

RAVE System

NOTE: RAVE stands for Rotax Adjustable Variable Exhaust.

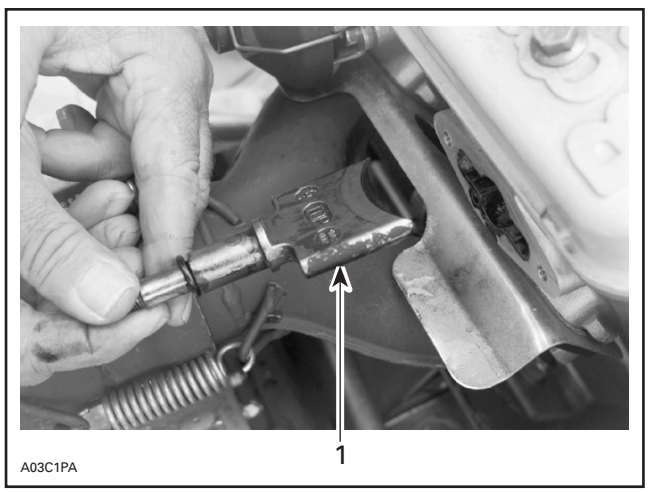
Remove spring clip **no. 3**, cover **no. 5** and spring **no. 6**.

Cut clamp **no. 8** (remove spring on 454) and unscrew valve piston **no. 7**.

Spread clamp **no. 10** (except 454) and remove bellows **no. 9**.

Remove cylindrical screws **no. 11** and their washers **no. 12** then valve rod housing **no. 13**.

Pull out exhaust valve **no. 16**.



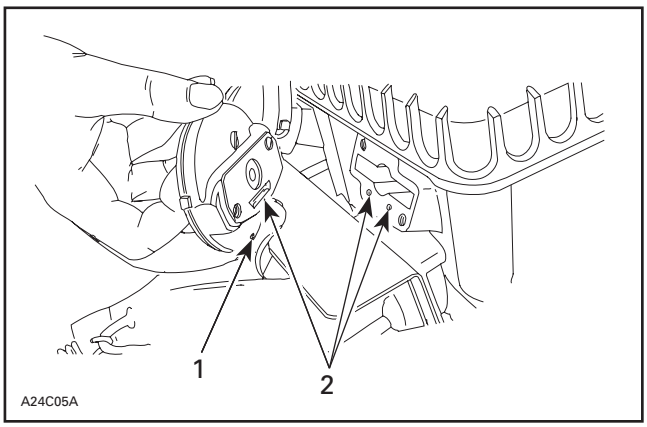
1. Exhaust valve

INSPECTION

Refer to ENGINE DIMENSIONS MEASUREMENT 03-04.

RAVE System

Check valve rod housing and cylinder for clogged passages.



TYPICAL

1. Draining hole
2. Passages

NOTE: Oil dripping from draining hole indicates a loosen clamp or damaged bellows.

Check for cracked, dried or perforated bellows no. 9.

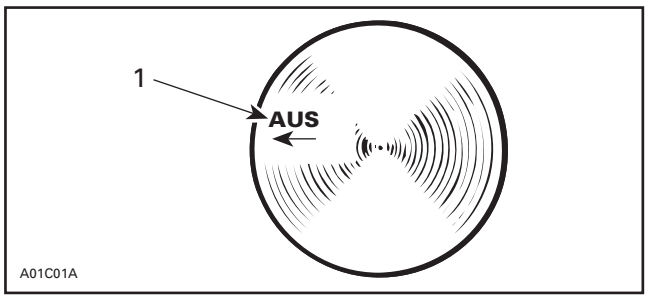
6, Spring

ENGINE TYPE	SPRING P/N	WIRE DIA.	FREE LENGTH	PRELOAD IN N (LBF) AT COMPRESSED LENGTH
		mm (in)	mm (in)	OF 14.7 mm (.579 in)
454	420 2399 45	1.0 (.039)	48.5 (1-29/32)	0.0203 (.00455)
583 and 670	420 2399 48	1.0 (.039)	38.0 (1-1/2)	0.0163 (.00365)

Make sure both springs installed on the engine have same characteristics.

ASSEMBLY

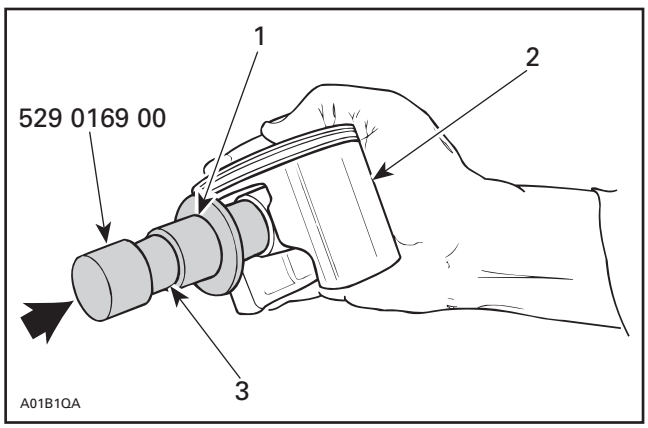
At assembly, place the pistons over the connecting rods with the letters "AUS" (over an arrow on the piston dome) facing in direction of the exhaust port.



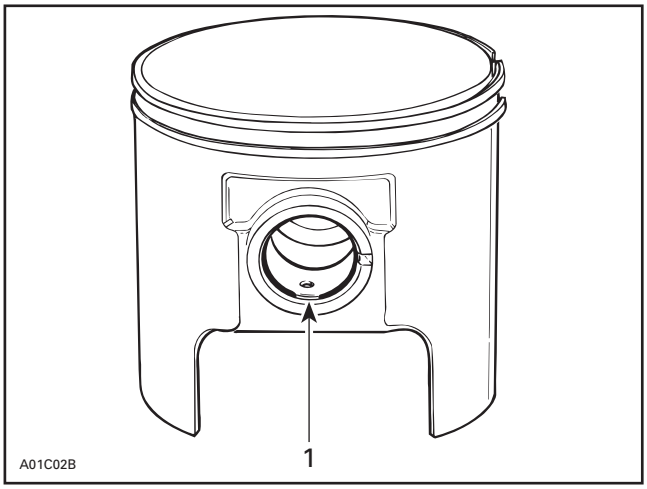
1. Exhaust

Use piston pin puller (P/N 529 0210 00) to ease piston pin installation.

To minimize the effect of acceleration forces on circlip, install each circlip so the circlip break is at 6 o'clock as illustrated. Use piston circlip installer (P/N 529 0169 00) for all engines except 670 and (P/N 290 8770 16) for 670 engine.



1. Place circlip in
2. Restrain
3. Oil



TYPICAL
1. Circlip break

▼ CAUTION

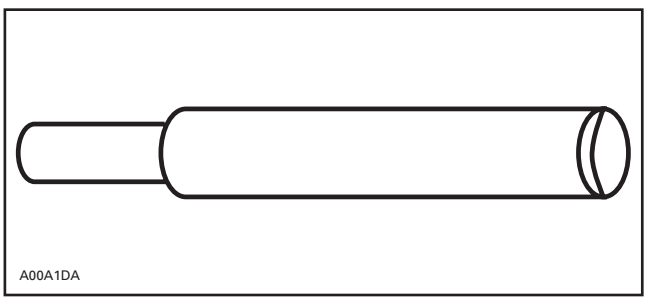
Circlips must not move freely after installation if so, replace them.

22, Cylinder

494 Only

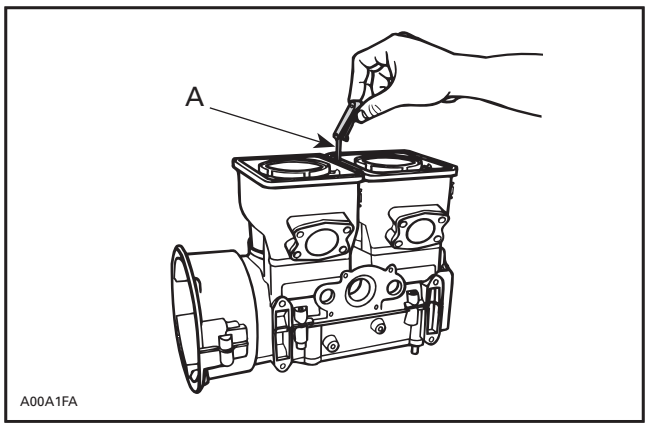
To avoid pinching or cutting of O-ring **no. 18** between cylinder and cylinder head, it is necessary to use a special tool and to proceed as follows:

Use aligning pin (P/N 529 0189 00).



NOTE: Neither exhaust manifold nor cylinder aligning tools (flat bars) must be installed on exhaust flanges to perform this procedure.

1. Place a 0.43 mm (.017 in) feeler gauge between cylinders and slide it back and forth to have the good spacing along cylinders.

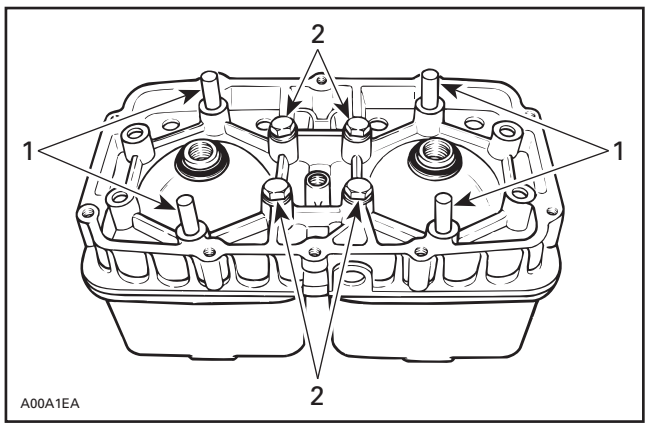


A. 0.43 mm (.017 in) feeler gauge

2. Apply Loctite 242 to screw threads. Properly torque cylinders screws.
3. Lay down cylinder head and insert aligning pins in holes as shown.

NOTE: If pins can not be inserted in cylinder head holes, enlarge them with a 8.75 mm (11/32 in) drill bit.

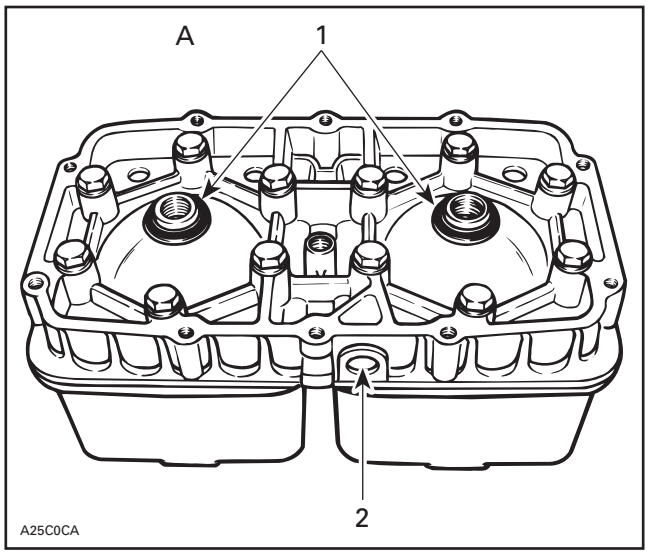
4. Install 4 screws in center holes. Torque to 10 N•m (89 lbf•**in**).



1. Pins
2. Screws

5. Remove pins and install remaining screws.
6. Tighten all screws in recommended above sequence and torque as specified.

Position O-rings over cylinders then install cylinder head with its temperature sensor hole on rotary valve side. Install and torque screws to 29 N•m (21 lbf•ft) as per following illustrated sequence. Make sure to install O-rings around spark plug holes.

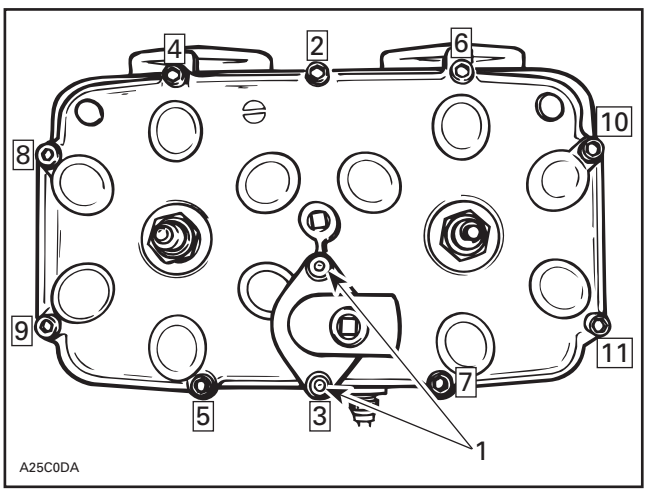


TYPICAL

1. O-rings
2. Temperature sensor hole
A. Torque to 29 N•m (21 lbf•ft)

1, Screw

Torque cylinder head cover screws to 10 N•m (90 lbf•**in**) as per following illustrated sequence.

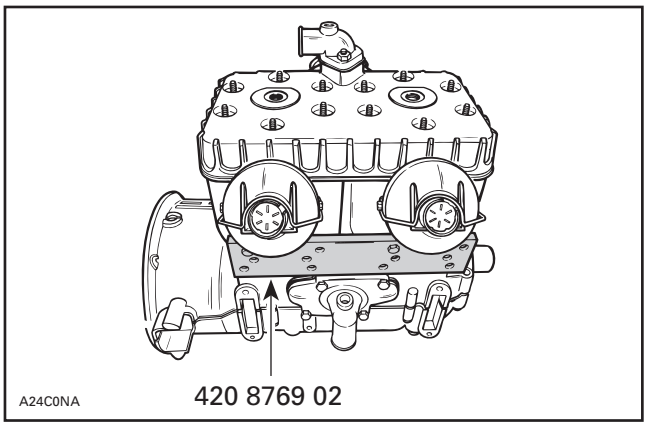


TYPICAL

1. Longer screws

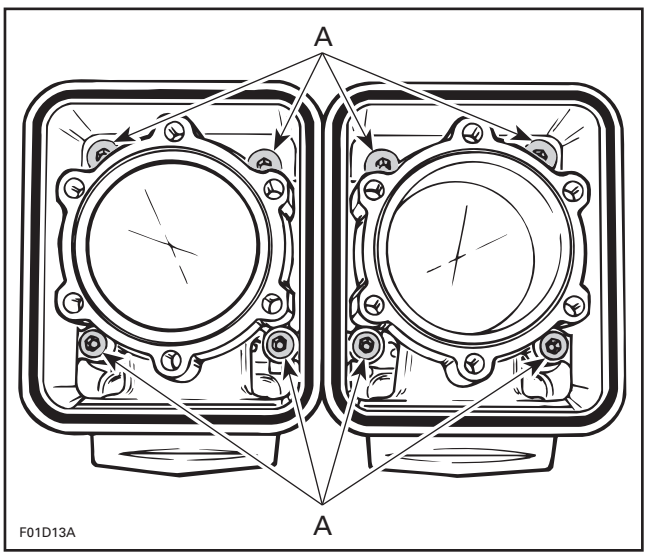
454, 583 and 670 Only

When reassembling the cylinders to the crankcase, it is important to have them properly aligned so that the cylinder head holes will match up with the studs. Cylinder head itself can be used to align the cylinders. Prior to torquing crankcase/cylinder nuts, install exhaust manifold to properly align exhaust flanges or use exhaust flange aligning tool (P/N 420 8769 02).



Apply Loctite 242 (P/N 413 7030 00) on cylinder screw threads.

Install and torque screws in a criss-cross sequence for each cylinder to 29 N•m (21 lbf•ft). For 454 and 670 engines longer screws go on exhaust side.



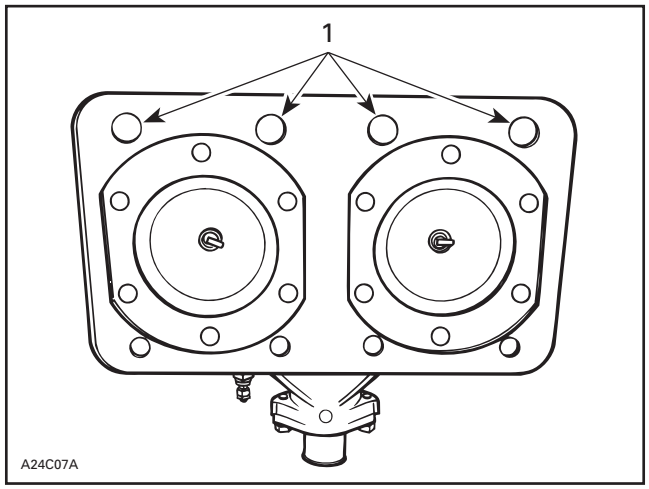
TYPICAL

A. Torque screws to 29 N•m (21 lbf•ft)

17, Gasket

583 Only

Install gasket with its larger holes on exhaust side.



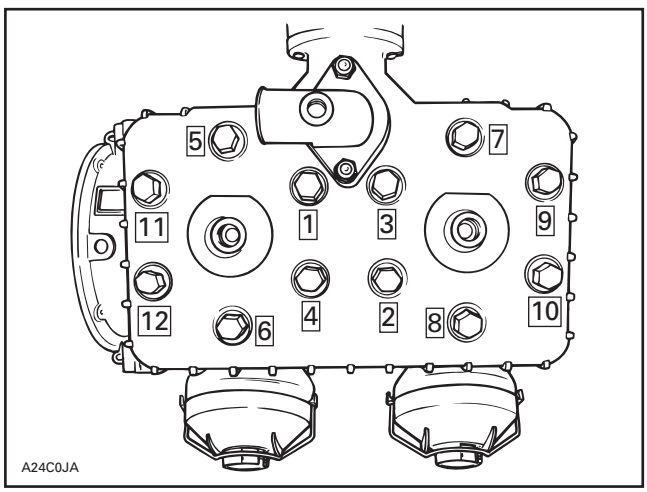
EXHAUST SIDE
1. Larger holes

All Models

2, Cylinder Head Screw

ENGINE TYPE	CYLINDER HEAD SCREWS TIGHTENING TORQUE
454, 494, 583 and 670	29 N•m (21 lbf•ft) Apply grease under screw head

Torque cylinder head screws following illustrated sequence. On 583 and 670 engines longer screws go on intake side.

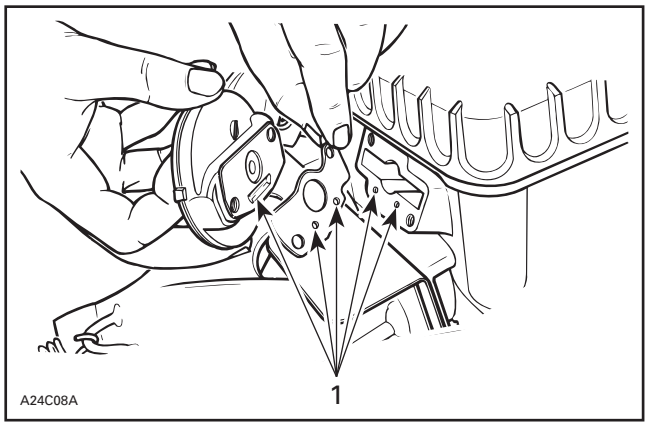


Torque screws **no. 1** to 10 N•m (90 lbf•**in**).

RAVE SYSTEM

Install exhaust valve in cylinder with its mention TOP upward (see illustration at removal).

Install gasket and valve rod housing with their passages toward bottom.



1. Passages

Torque cylindrical screws to 10 N•m (90 lbf•**in**). Check free sliding action of valve.

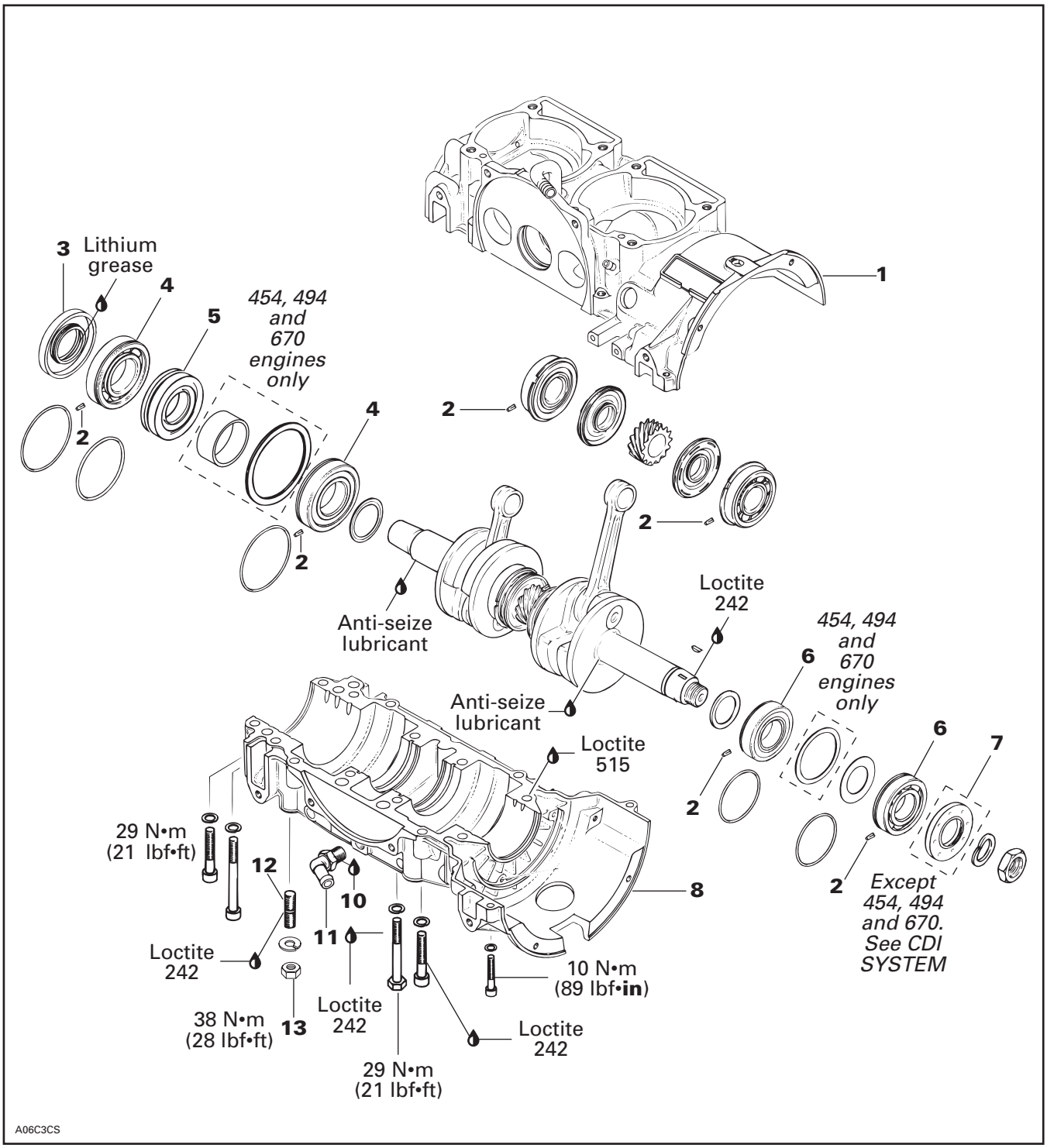
Install bellows over valve rod housing groove and secure with a clamp. 454 engine has no clamp.

Screw by hand valve piston on valve rod until it bottoms.

Secure bellows to valve piston with a clamp (spring on 454 engine.)

Install spring, cover and spring clip. Turn adjustment screw by hand until it bottoms.

BOTTOM END



TYPICAL

PARTS FLAT RATE

NOTE: Engine must be removed from chassis to perform the following procedures.

CLEANING

Discard all oil seals, gaskets, O-rings and sealing rings.

Clean all metal components in a non-ferrous metal cleaner. Use gasket remover (P/N 413 7085 00) accordingly.

Remove all trace of Loctite from crankshaft taper.

Remove old paste gasket from crankcase mating surfaces with Bombardier gasket remover (P/N 413 7085 00).

▼ CAUTION

Never use a sharp object to scrape away old sealant as score marks incurred are detrimental to crankcase sealing.

DISASSEMBLY

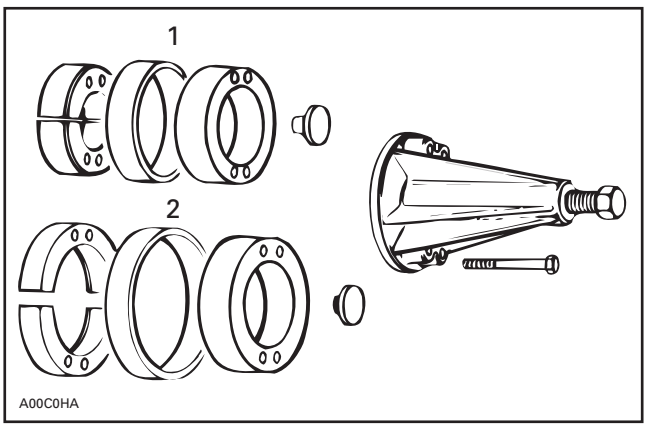
General

To remove drive pulley, refer to DRIVE PULLEY 04-03.

To remove magneto, refer to CDI MAGNETO 03-05.

2,4,6,9, Crankshaft Bearing

To remove bearings from crankshaft, use a protective cap and special puller, as illustrated.



1. PTO side
2. MAG side

INSPECTION

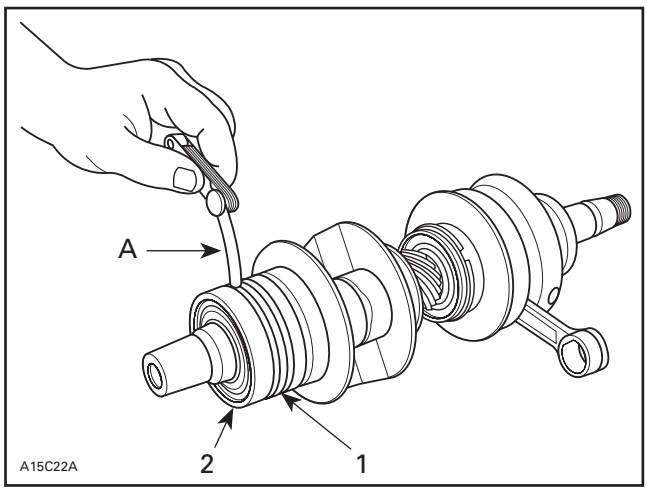
Refer to ENGINE DIMENSIONS MEASUREMENT 03-04.

ASSEMBLY

2,4,5,6,9, Crankshaft Bearing and Labyrinth Sleeve

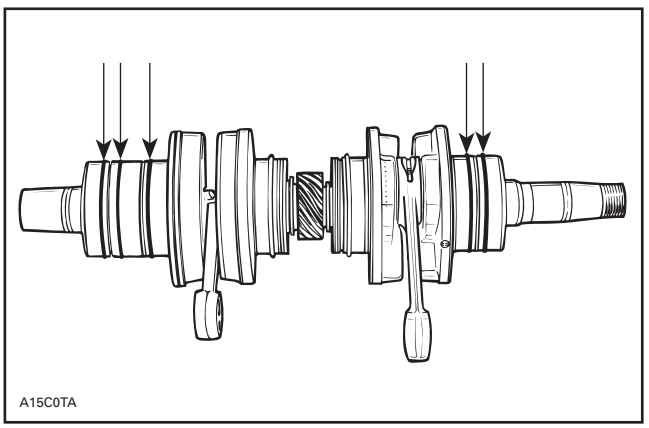
Smear anti-seize lubricant (P/N 413 7010 00) on part of crankshaft where bearing fits.

Prior to installation, place bearings into an oil container filled with oil previously heated to 75°C (167°F). This will expand bearing and ease installation. Install bearings and labyrinth sleeve with groove as per the following illustration. Keep a 0.3 mm (.012 in) gap between outer bearing and labyrinth sleeve.



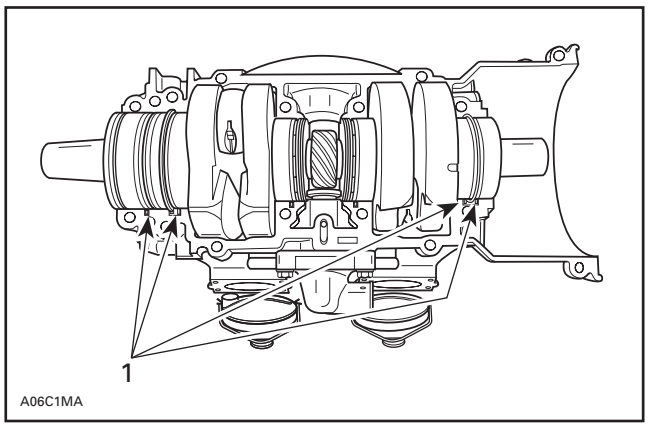
1. Labyrinth sleeve
2. Outer bearing
A. 0.3 mm (.012 in)

Install O-rings as illustrated.



ALL ENGINES EXCEPT 454 AND 670

Install bearing drive pins **no. 2** as illustrated.



454 AND 670 ENGINES — EXHAUST SIDE
1. Drive pins

▼ CAUTION

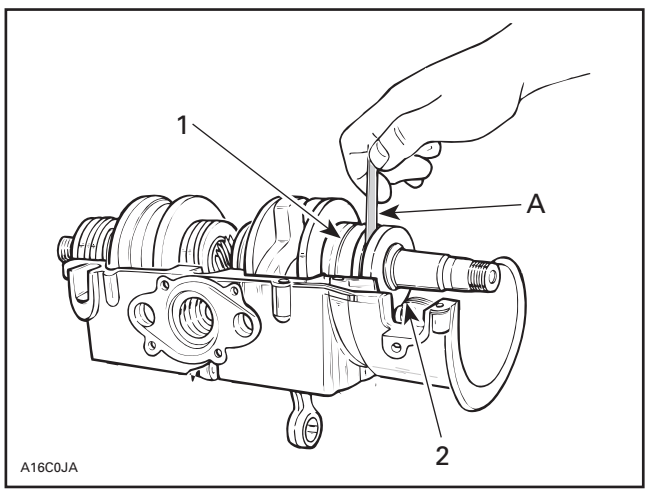
Make sure drive pins of bearings are on exhaust side of crankcase for proper seating in recesses.

3,7, Seal

At seal assembly, apply a light coat of lithium grease on seal lips.

For bearing lubrication purpose, a gap of 1.0 mm (.040 in) must be maintained between seals and bearings.

When installing plain oil seals (seal without locating ring or without spacing legs), ensure to maintain a 1.0 mm (.040 in) gap. For seals with spacing legs, install them against the bearing.



1. Bearing
2. Oil seal
A. 1 mm (.040 in)

1,8, Upper Crankcase and Lower Crankcase

Crankcase halves are factory matched and therefore, are not interchangeable or available as single halves.

Prior to joining of crankcase halves, spray some new injection oil (or equivalent) on all moving parts of the crankshaft. Spray Primer N (P/N 413 7081 00) on one of mating surfaces. Let it dry for 10 to 20 minutes.

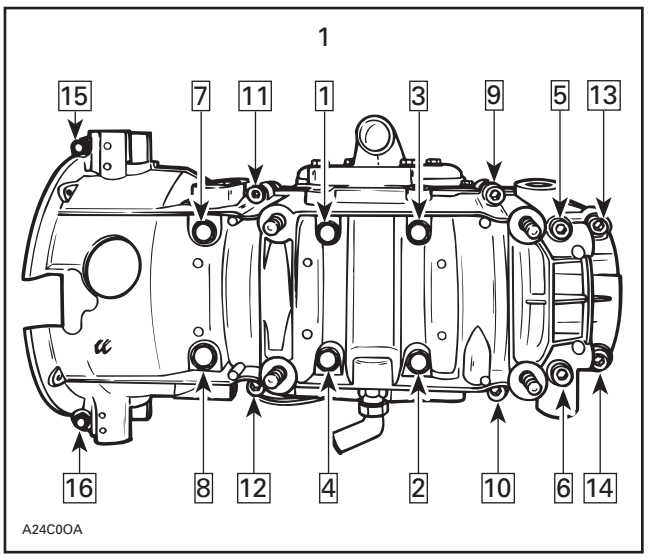
Apply paste gasket (P/N 413 7027 00) **no. 5** on the other mating surface.

NOTE: Primer N allows Loctite 515 to fully cure on aluminum surfaces. It increases filling capacity and reduces curing time.

▼ CAUTION

Before joining crankcase halves be sure that crankshaft rotary valve gear is well engaged with rotary valve shaft gear.

Position the crankcase halves together and tighten screws by hand then install and tighten armature plate on magneto side to correctly align crankcase halves. Apply Loctite 242 on screw threads and under head. Torque screws as specified following illustrated sequence.



1. Follow sequence shown 1 to 14: Torque to 29 N•m (21 lbf•ft)
*15 and 16: Torque to 10 N•m (90 lbf•**in**)*

NOTE: Torque the 2 smaller screws (15 and 16) on magneto side to 10 N•m (90 lbf•**in**).

Apply pipe sealant (P/N 413 7023 00) on threads prior to assembly angular tube **no. 11**.

At assembly on crankcase, apply medium strength threadlocker (P/N 413 7030 00) on stud threads **no. 12**.

Torque the crankcase/engine bracket nut **no. 13** to 38 N•m (28 lbf•ft).

To install magneto, refer to CDI MAGNETO 03-05.

LEAK TEST AND ENGINE DIMENSION MEASUREMENT

LEAK TEST

The following gives verification procedures for liquid cooled engines though it also applies to fan cooled engines. For FC engines, do not consider information pertaining to coolant system and crankcase rotary valve gear reservoir/components.

On twin-cylinder engines, each cylinder can not be verified individually due to leakage from one cylinder to the other through rotary valve (except on engines with separate intake manifolds). Besides, on FC engines, leak will occur through labyrinth sleeve in center of crankshaft.

PREPARATION

1. Remove tuned pipe/muffler and exhaust manifold.
2. Install plug(s) over exhaust flange(s). Tighten with previously removed screws.
3. On engines with RAVE system, remove RAVE valves and install plugs over flanges. Tighten with previously removed screws.
4. Remove carburetor(s).
5. Insert plug(s) in intake rubber boot(s). Tighten with clamps already there.
6. Using a hose pincher(s) (P/N 529 0099 00), block impulse hose(s).

NOTE: Do not block large hoses of rotary valve gear lubrication system.

7. Install air pump on any valve of exhaust plug.

NOTE: If necessary, lubricate air pump piston with mild soap.

▼ CAUTION

Using hydrocarbon lubricant (such as engine oil) will damage rubber seal of pump piston.

8. Rotate crankshaft so that piston goes to B.D.C. (Bottom Dead Center) on side where the pump is installed. This will open exhaust port.
9. Activate pump and pressurize engine to 34 kPa (5 PSI). Do not exceed this pressure.
10. Engine must stand this pressure during 3 minutes. If pressure drops before 3 minutes, check tester kit by spraying a soapy solution on pump piston, all plugs and fittings.
    - –If tester kit is leaking, bubbles will indicate where leak comes from.
    - –If tester kit is not leaking, check engine as per following procedure.

PROCEDURE

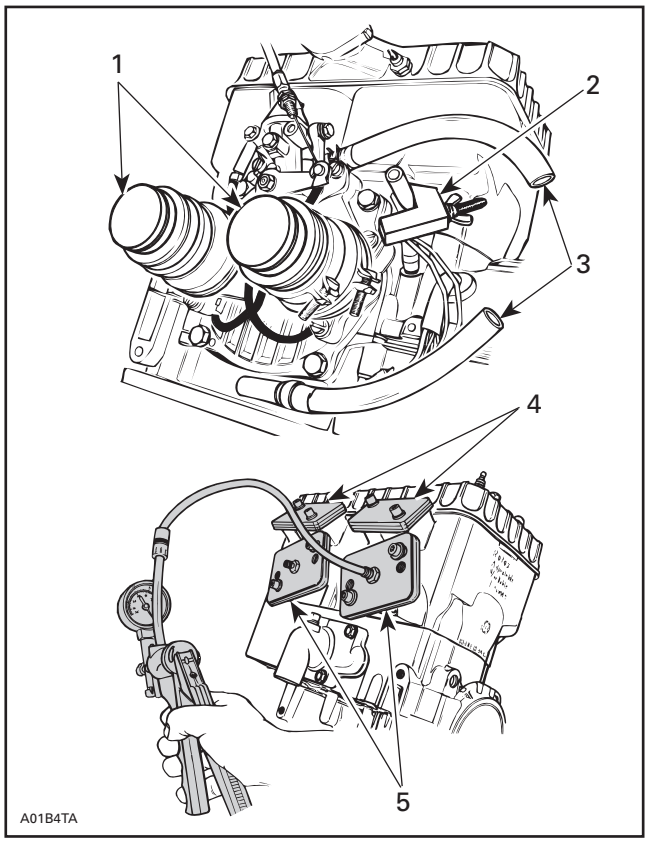
NOTE: A flow chart has been prepared as a visual reference. See pages of this chapter.

Using flow chart and following text, pressurize area to be tested and spray soapy solution at the indicated location.

TEST PRESSURE: 34kPa (5 PSI) for 3 minutes

- If there is a leak at the tested location, it is recommended to continue testing next items before overhauling engine. There is a possibility of more than one leak.
- If there is no leak at the tested location, continue pumping to maintain pressure and continue with next items until leak is found.

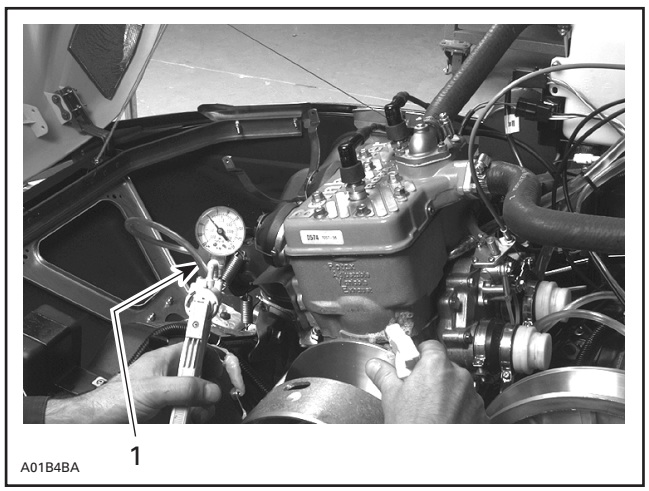
Engine



TYPICAL

1. *Blocked intake flanges*
2. *Blocked impulse fitting*
3. *Open ends (if applicable)*
4. *Blocked RAVE valve flanges (if applicable)*
5. *Blocked exhaust flanges*

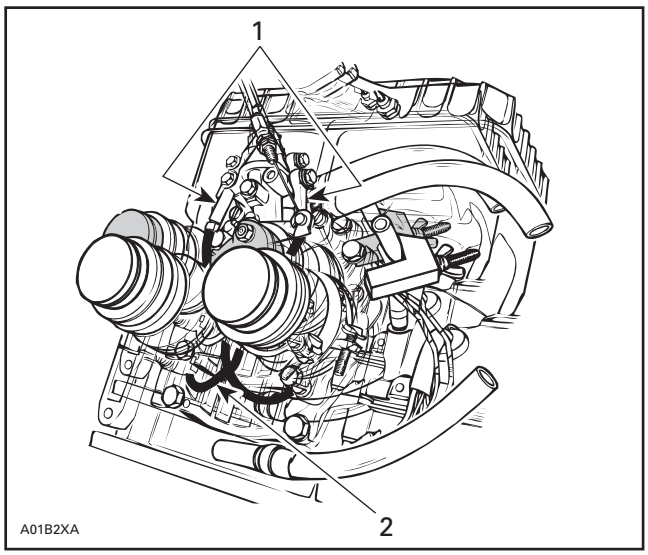
When exhaust manifold is installed, use rubber plug. (In this case it is not necessary to move piston to B.D.C.).



1. *Rubber Plug*

Check the following:

1. All jointed surfaces and screw/stud threads of engine:
   - spark plug base, insulator
   - cylinder head
   - cylinder base
   - crankcase halves (joint)
   - rotary valve cover
   - oil injection pump mounting flange (O-ring, seal)
   - coolant pump housing
   - bleed screws/plugs
2. Small injection oil lines coming from pump.



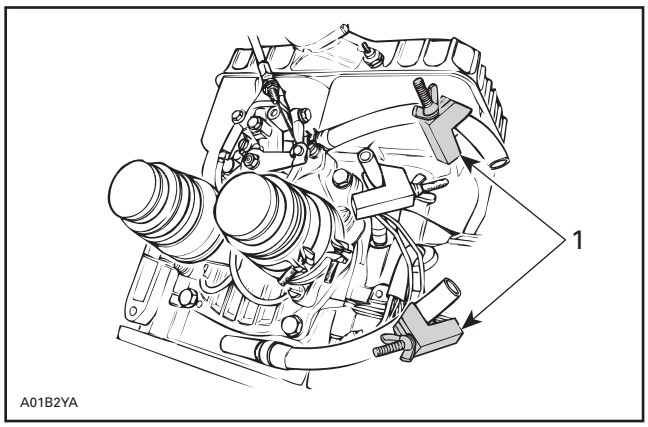
1. *Banjo fittings*
2. *Small injection oil lines*

Check for air bubbles or oil column going toward pump. It indicates defective check valve in banjo fitting (or lines).

3. Remove cooling system cap.

Check for air bubbles in antifreeze. It indicates defective cylinder head O-ring or cylinder base gasket.

4. Block both hoses of rotary valve gear lubrication system with hose pinchers.



1. Block both hoses

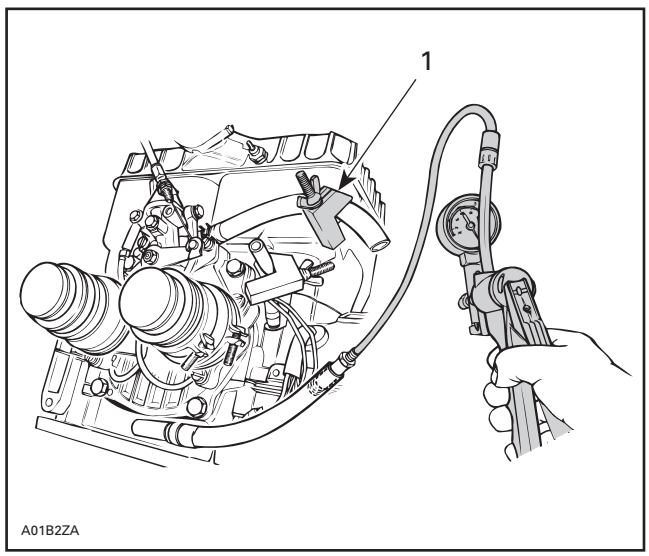
If leakage stops, ignore remaining items and check crankcase rotary valve gear reservoir as per **Crankcase Rotary Valve Gear Reservoir** of this section.

5. Remove clutch then check crankshaft outer seal.
6. Remove rewind starter and magneto system then check crankshaft outer seal.
7. Check crankcase rotary valve gear reservoir.

Crankcase Rotary Valve Gear Reservoir

Block one hose of rotary valve gear lubrication system with a hose pincher and install an adapter in remaining hose.

Install air pump on adapter and pressurize as before.

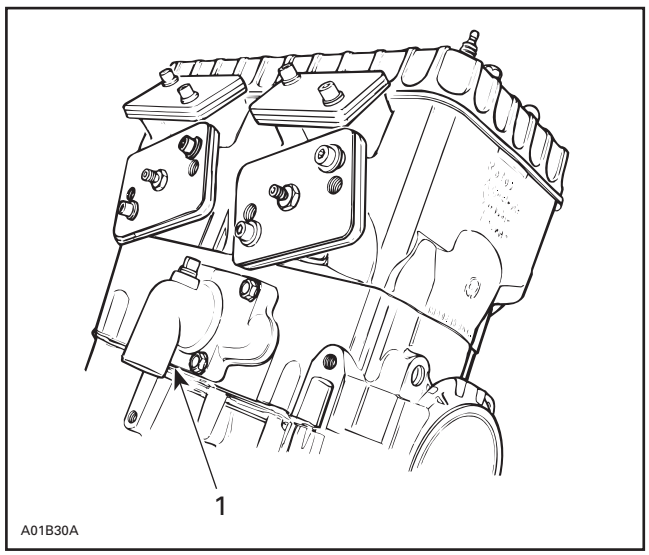


1. Blocked hose

1. Remove a spark plug or any plug of leak tester kit on PTO side.

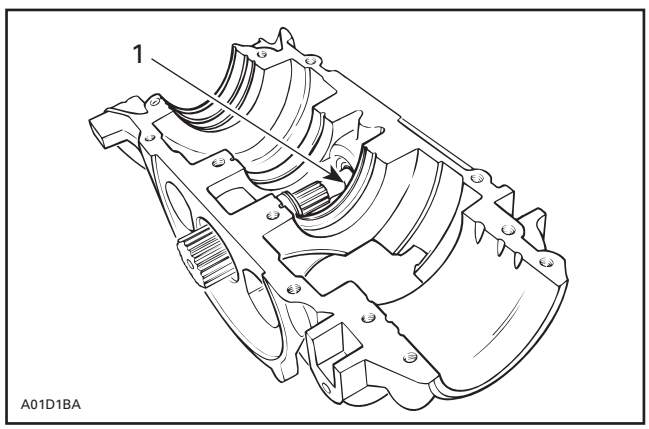
   If pressure drops, it indicates defective crankshaft inner seal on PTO side.
2. Remove a spark plug or any plug of leak tester kit on MAG side.

   If pressure drops, it indicates defective crankshaft inner seal on MAG side.
3. Check drain hole below coolant pump housing with soapy water.



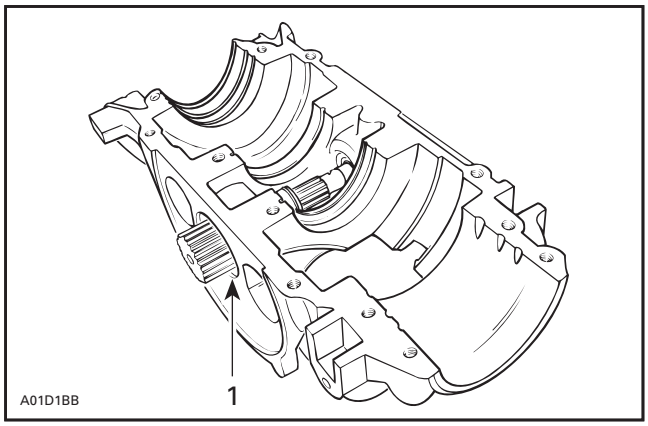
1. Drain hole

If there is a leak, it indicates defective seal of rotary valve shaft (oil seal beside coolant seal).



1. Oil seal

4. Remove rotary valve cover and check for leak of rotary valve seal with soapy water.



1. Seal

5. If leak still persists, it indicates a defective casting somewhere in engine.

   Disassemble engine and carefully check for defects in castings. Pay attention to tapped holes which may go through engine sealed area and thus leading to leakage.

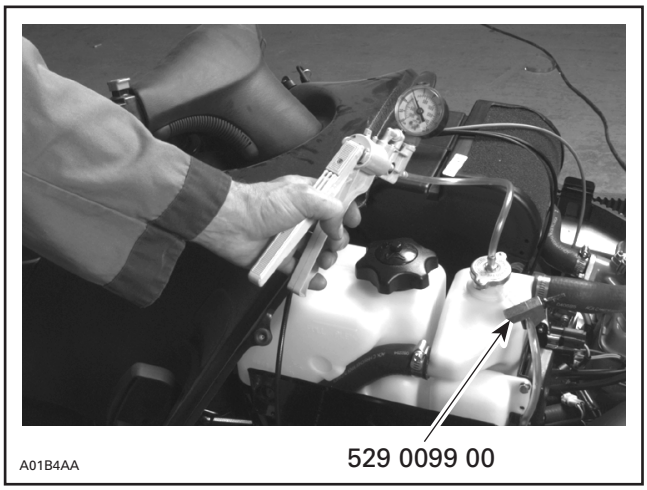
FINALIZING REASSEMBLY

After reassembling engine, always recheck for leakage.

COOLING SYSTEM LEAK TEST

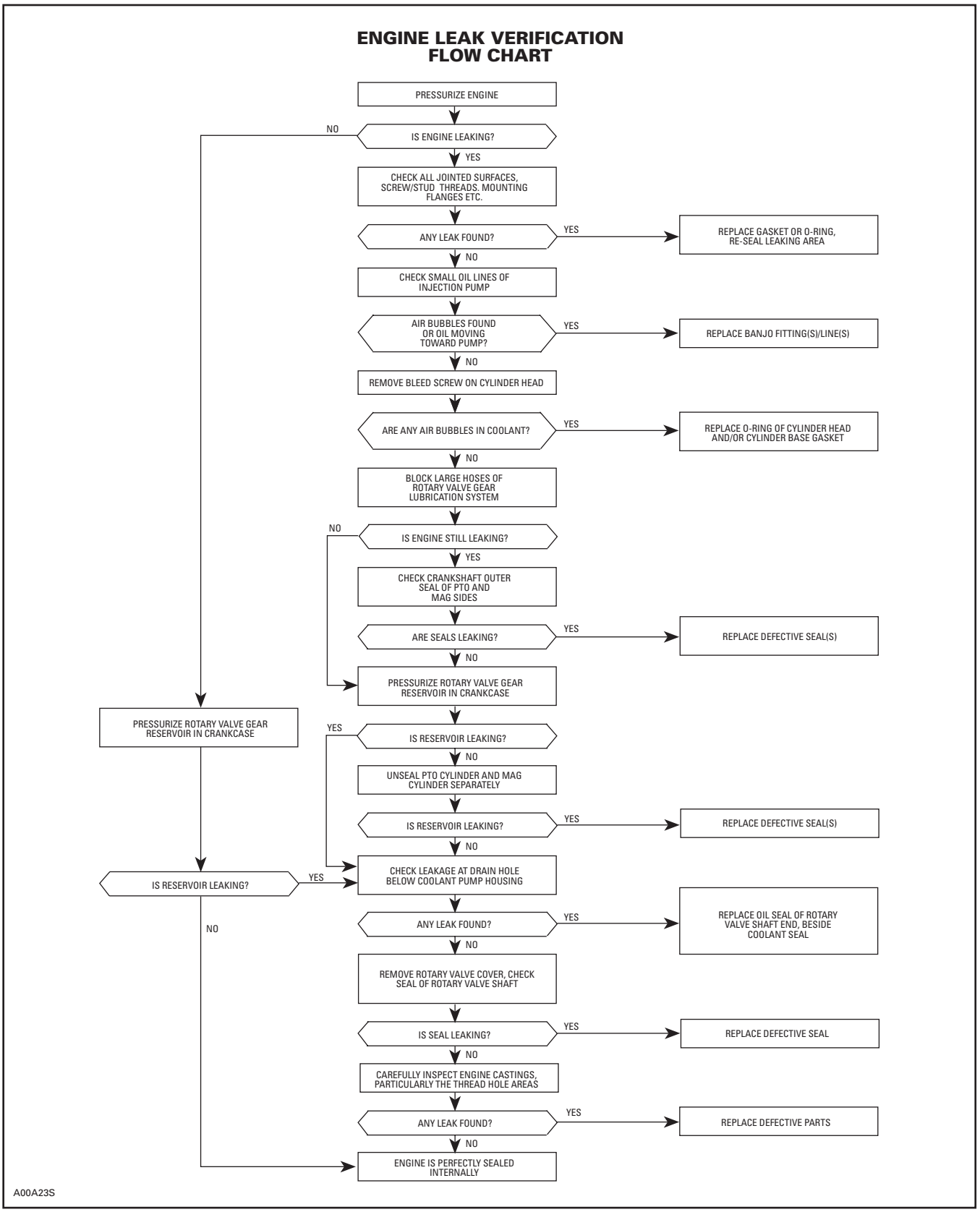
Install special plug (radiator cap) (P/N 529 0214 00) and hose pincher (P/N 529 0099 00) on overflow hose. Pressurize all system through coolant reservoir to 15 PSI.

Check all hoses and cylinder/base for coolant leaks. Spray a soap/water solution and look for presence of air bubbles.



TYPICAL

ENGINE LEAK VERIFICATION FLOW CHART



ENGINE DIMENSION MEASUREMENT

This section covers all engine types.

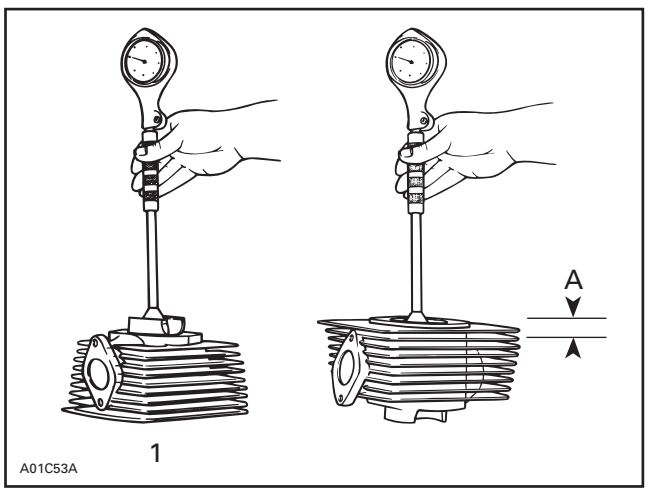
CYLINDER TAPER

ENGINE TYPE	MAXIMUM
All	0.08 mm (.003 in)

Compare cylinder diameter 16 mm (5/8 in) from top of cylinder to just below its intake port area.

On rotary valve engines, measure just below auxiliary transfer port, facing exhaust port. If the difference exceeds the specified dimension the cylinder should be rebored and honed or should be replaced.

NOTE: Be sure to restore the chamfer around all cylinder sleeve port openings.



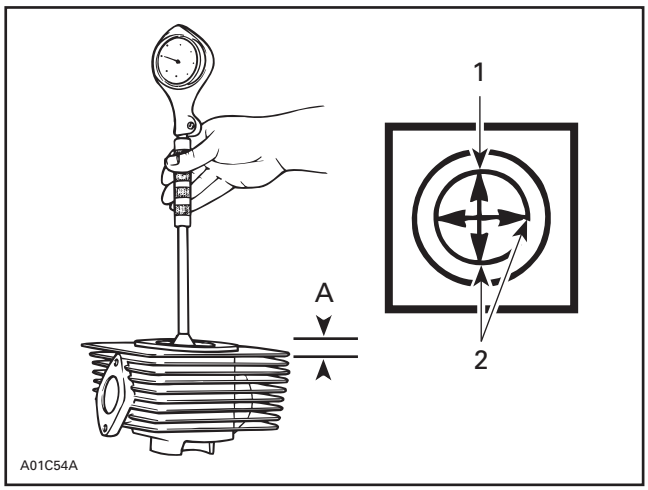
1. Below the intake port
A. 16 mm (5/8 in) from top

CYLINDER OUT OF ROUND

ENGINE TYPE	MAXIMUM
All	0.05 mm (.002 in)

Measuring 16 mm (5/8 in) from top of cylinder with a cylinder gauge, check if the cylinder out of round is more than the specified dimension. If larger, cylinder should be rebored and honed or should be replaced.

NOTE: Be sure to restore the chamfer around all cylinder sleeve port openings.



1. Piston pin position
2. Measures to be compared
A. 16 mm (5/8 in)

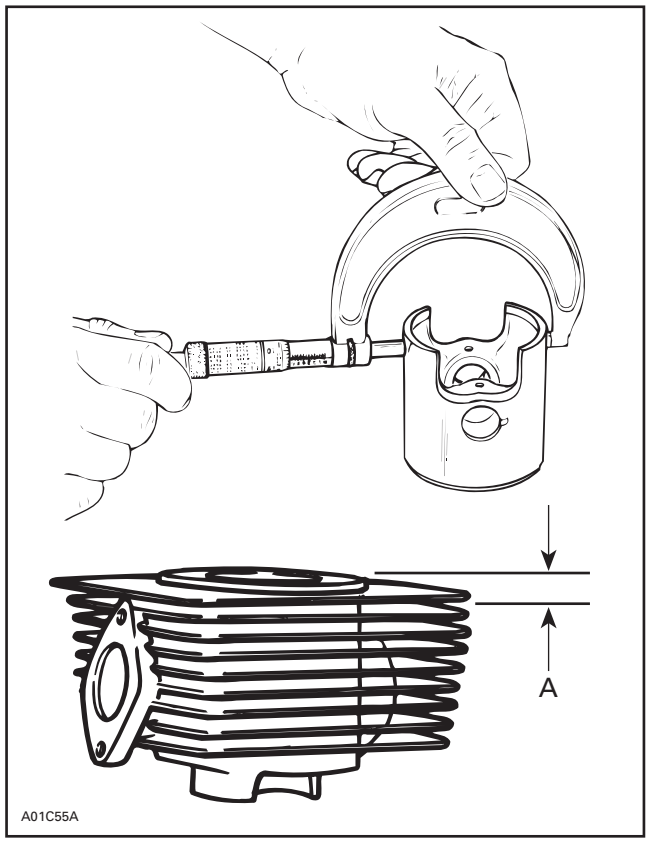
CYLINDER/PISTON CLEARANCE

Measurement (used parts)

Check cylinder taper and out-of-round as described above before proceeding with piston/cylinder clearance.

To accurately determine piston to cylinder clearance, the piston should be measured under the axis hole and 90° to piston pin axis. Find the biggest diameter.

The cylinder should be measured 16 mm (5/8 in) below its top edge. Find the smallest diameter.



A. 16 mm (5/8 in)

The difference between these 2 measurements should be within specified tolerance. Refer to TECHNICAL DATA 09-02.

Measurement (fitting new parts)

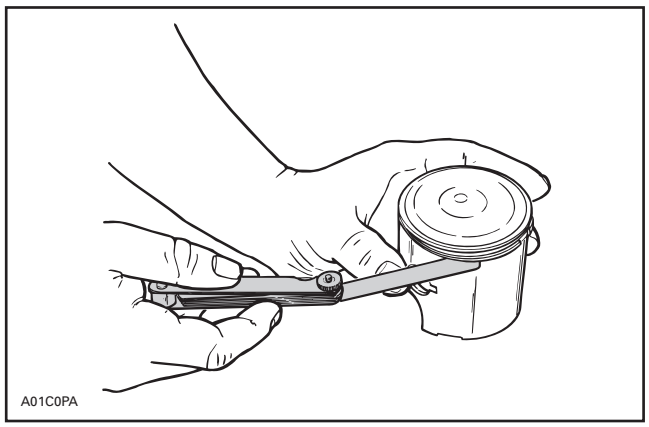
With an inside micrometer, measure cylinder diameter above the exhaust port.

With a micrometer, measure the piston diameter perpendicularly (90°) to piston axis and 3 mm (1/8 in) above bottom edge.

The difference of both measurements is the clearance.

RING/PISTON GROOVE CLEARANCE

Using a feeler gauge check clearance between rectangular ring and groove. Replace piston. If clearance exceeds specified tolerance. Refer to TECHNICAL DATA 09-02.

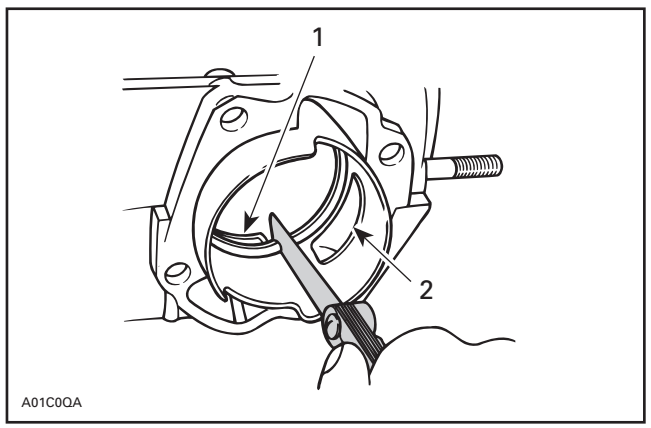


RING END GAP

Position ring half way between transfer ports and intake port. On rotary valve engines, position ring just below transfer ports.

NOTE: In order to correctly position the ring in the cylinder, use piston as a pusher.

Using a feeler gauge, check ring end gap. Replace ring. If gap exceeds specified tolerance, refer to TECHNICAL DATA 09-02.



1. Transfer port
2. Intake port

CRANKSHAFT DEFLECTION

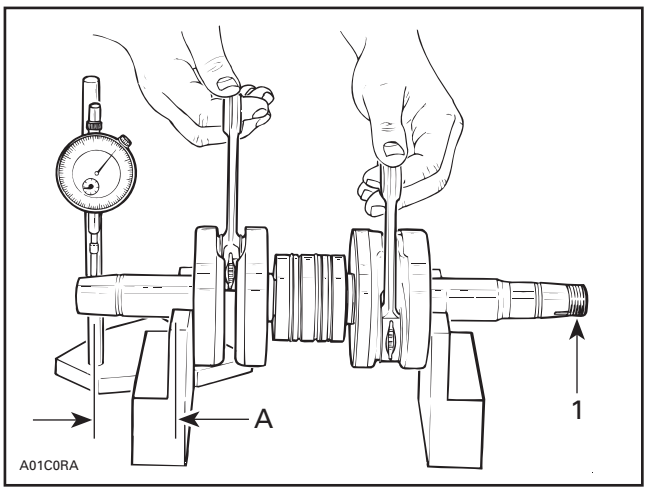
Crankshaft deflection is measured with a dial indicator.

Measuring (in engine)

First, check deflection with crankshaft in engine. If deflection exceeds the specified tolerance, recheck deflection using V-shaped blocks to determine the defective part(s). See below.

Measuring (on bench)

Once engine is disassembled, check crankshaft deflection on V-shaped blocks. If deflection exceeds the specified tolerance, it can be worn bearings or a bent crankshaft. Remove crankshaft bearings and check deflection again on V-shaped blocks to determine the defective part(s). See measurement A in following illustration.



TYPICAL

1. Measure at mid point between the key and the first thread
A. See table below

Crankshaft Deflection on PTO Side

ENGINE TYPE	DISTANCE A mm (in)	MAXIMUM ON PTO SIDE mm (in)
443	75.5 (2.972)	0.05 (.002)
454, 494 and 583	86 (3.386)	0.06 (.002)
503	82.5 (3.248)	
670	100 (3.937)	

Crankshaft Deflection on MAG Side

ENGINE TYPE	MAXIMUM ON MAG SIDE mm (in)
All	0.03 (.001)

Crankshaft Deflection in Center of Crankshaft

ENGINE TYPE	MAXIMUM IN CENTER OF CRANKSHAFT
All	0.08 mm (.0031 in)

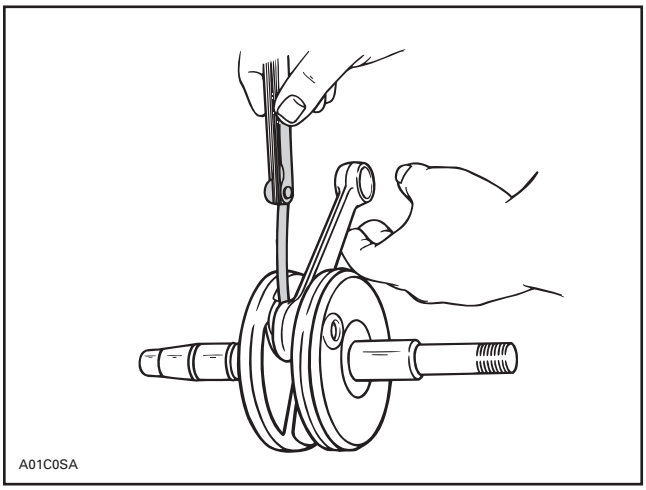
NOTE: Crankshaft deflection can not be correctly measured between centers of a lathe.

If the deflection exceeds the specified tolerance, crankshaft should be repaired or replaced.

CONNECTING ROD BIG END AXIAL PLAY

ENGINE TYPE	NEW PARTS MIN. – MAX.	WEAR LIMIT
443 and 503	0.20 – 0.53 mm (.008 – .021 in)	1.00 mm (.039 in)
454, 494, 583 and 670	0.40 – 0.75 mm (.016 – .029 in)	1.20 mm (.047 in)

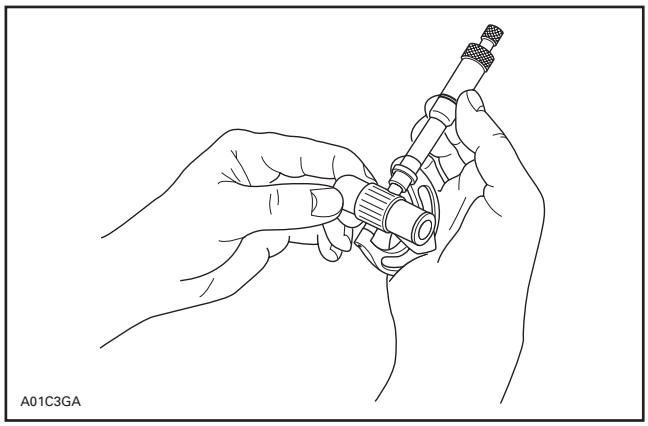
Using a feeler gauge, measure distance between thrust washer and crankshaft counterweight. If the distance exceeds specified tolerance, repair or replace the crankshaft.

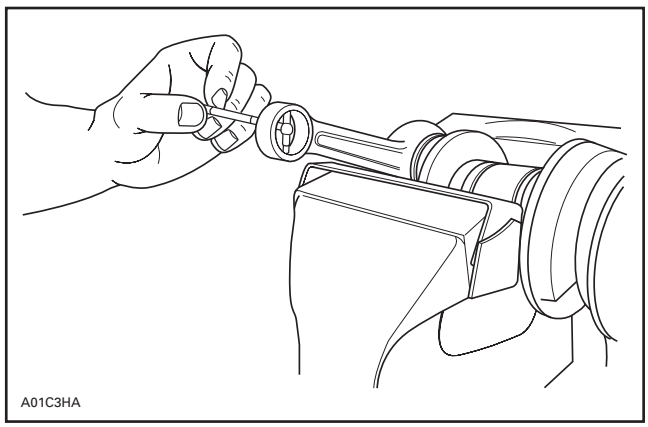


TYPICAL

CONNECTING ROD/PISTON PIN CLEARANCE

Measure piston pin with its needle bearing. Compare to inside diameter of connecting rod.





ENGINE TYPE	NEW PARTS MIN. - MAX.	WEAR LIMIT
All	0.03-0.012 mm (.0001-.0005 in)	0.015 mm (.0006 in)

CONNECTING ROD/CRANKPIN CLEARANCE

ENGINE TYPE	NEW PARTS MIN. – MAX.	WEAR LIMIT
443 and 503	0.020 – 0.033 mm (.0008 – .0013 in)	0.05 mm (.0020 in)
454, 494, 583 and 670	0.038 – 0.050 mm (.0015 – .0020 in)	0.06 mm (.0024 in)

CRANKSHAFT END-PLAY

443, 454, 494, 503 and 670 Engine Types

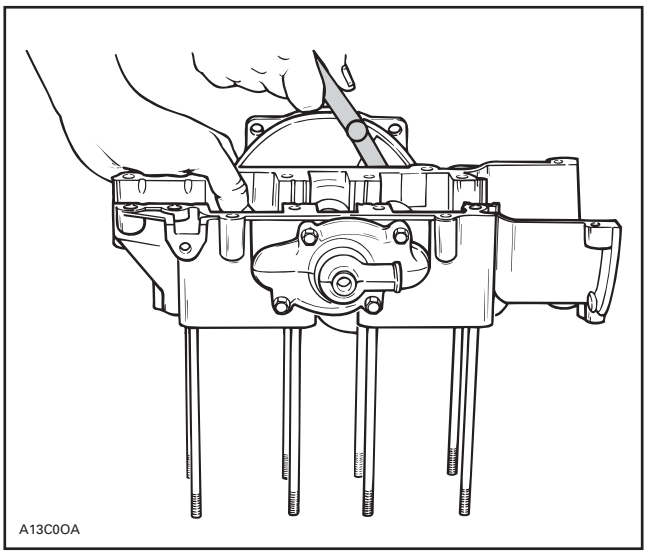
End-play is not adjustable but it should be between 0.10 – 0.30 mm (.004 – .012 in).

CRANKCASE/ROTARY VALVE GAP

ENGINE TYPE	MINIMUM	MAXIMUM
Liquid cooled engines	0.27 mm (0.011 in)	0.40 mm (0.016 in)

First Method

To measure this gap use a feeler gauge inserted between rotary valve and upper crankcase with the rotary valve cover in place without its O-ring. Check the most surface as possible. Follow the same procedure with the lower crankcase.



TYPICAL

The gap can be measured with the engine installed on vehicle. Use 45° bent blade feeler gauge (Snap-On FB300A) inserted through intake socket of valve cover.

If gap is under tolerances, rotary valve cover can be refaced to increase clearance.

If gap is over tolerances, cover replacement may be necessary. Check if surfaces on crankcase halves are damaged, replacement wear plate is available.

Second Method

Remove rotary valve cover and its O-ring.

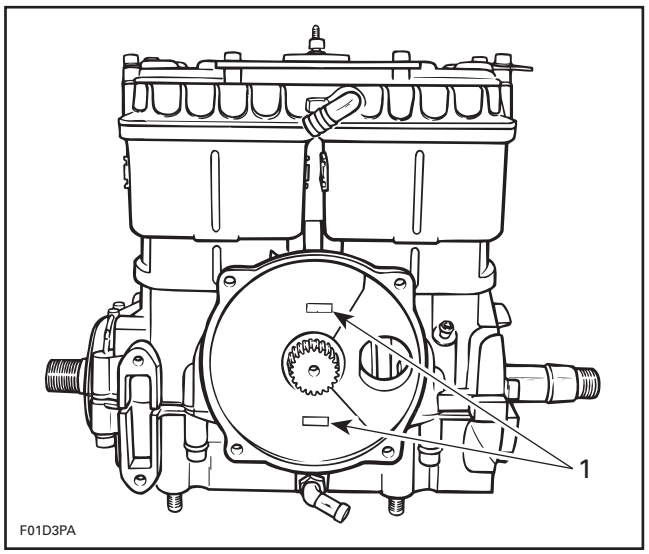
Use the following type of solder:

– rosin core
– diameter: 0.5 mm (0.020 in)
– electronic application (available at electronic stores)

Install 2 short pieces (13 mm (1/2 in) long) of solder directly on rotary valve, one above and one below rotary valve gear. Apply grease to hold solder in position.

Reinstall cover in place WITHOUT its O-ring and torque screws to 20 N•m (15 lbf•ft).

Remove cover then clean and measure compressed solder thickness, it must be within the specified tolerance.



TYPICAL
1. Solder

CHECKING SURFACE FLATNESS

Intake manifold, intake manifold cover, rotary valve cover can be checked for perfectly mating surfaces.

Lay part on a surface plate (marble, mirror or thick glass plate).

Holding down one end of part, try pushing down the other end.

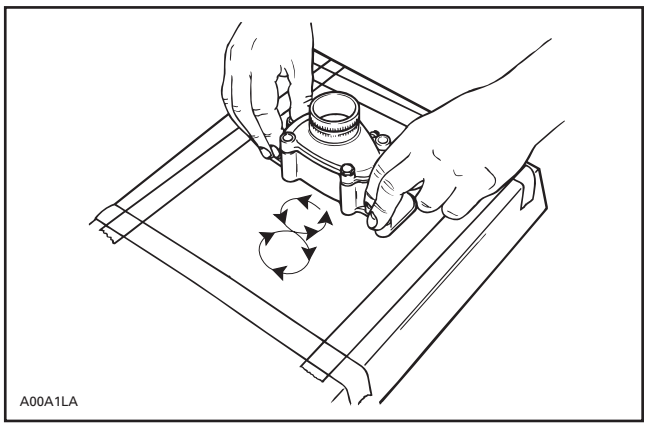
If any play is felt, part must be rectified.

RECTIFYING SURFACES

Stick a fine sand paper sheet on the surface plate then lightly oil the sand paper.

Rub manifold mating surface on sand paper using 8-figure movements.

Sand until mating surface is perfectly straight.



CHECKING CRANKSHAFT ALIGNMENT

Install a degree wheel (P/N 414 3529 00) on crankshaft end.

Remove both spark plugs.

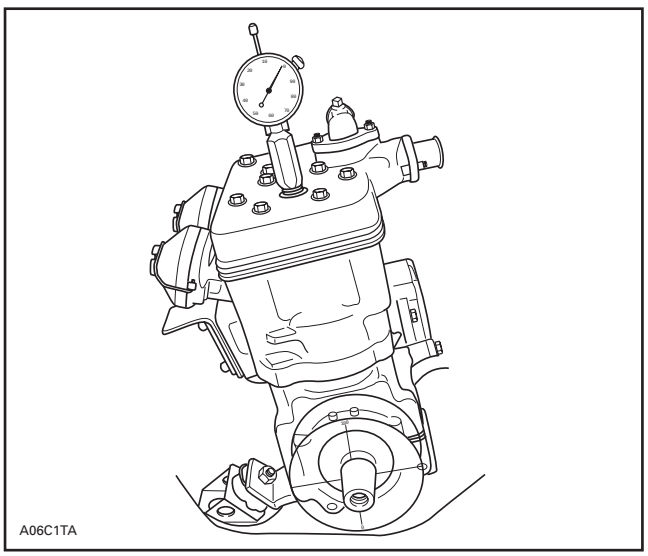
Install a TDC gauge (P/N 414 1047 00) in spark plug hole on MAG side.

Bring MAG piston at top dead center.

Rotate degree wheel (not crankshaft) so that 360° mark aligns with center of crankcase. Scribe a mark on crankcase.

Remove TDC gauge and install it on PTO side.

Bring PTO piston to top dead center.



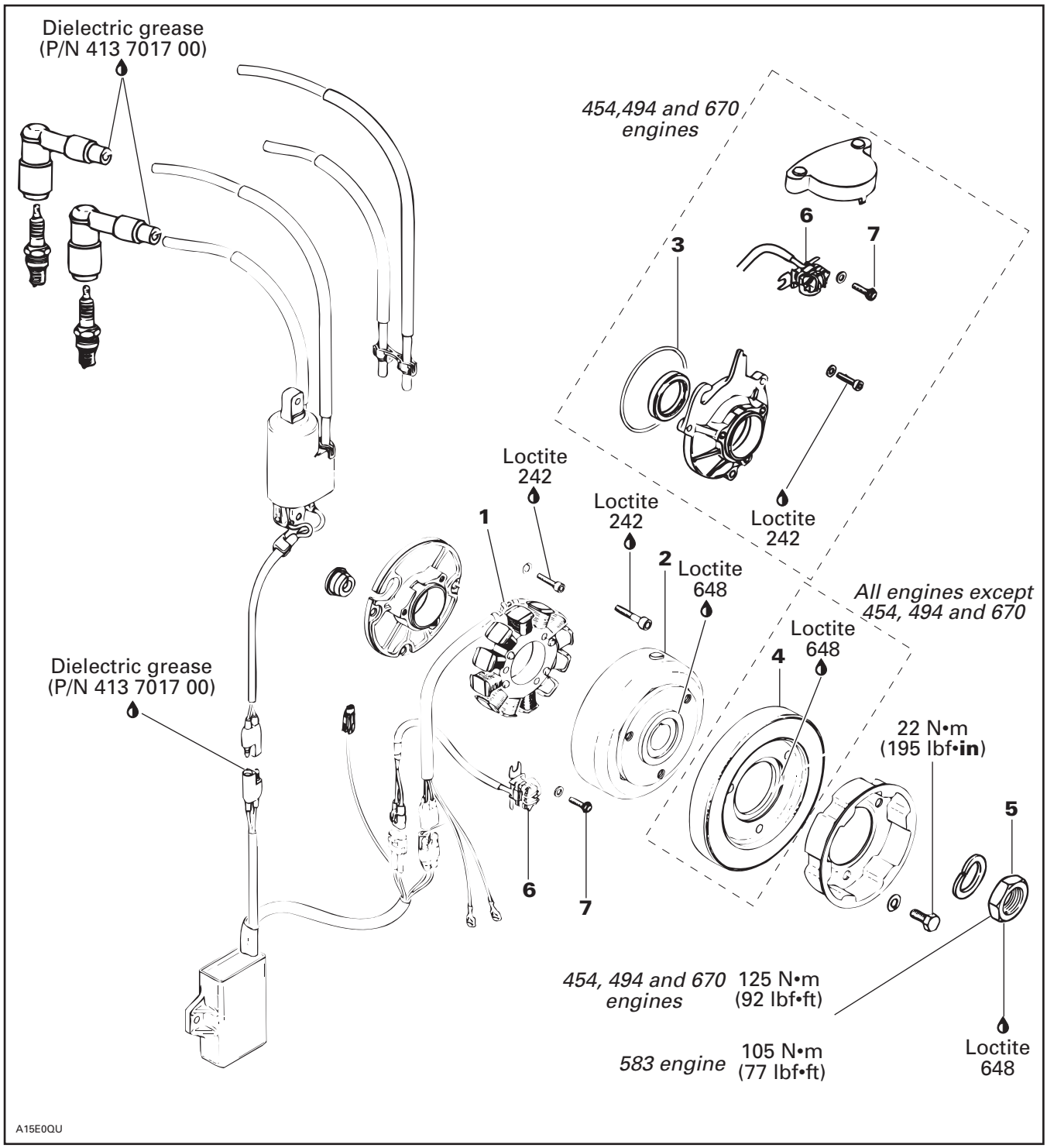
Interval between cylinders must be exactly 180°.

Any other reading indicates a misaligned (twisted) crankshaft.

CDI SYSTEM

NIPPONDENSO TRIGGER COIL IGNITION SYSTEM

454, 494, 583, and 670 Engines



NOTE: The following procedures can be done without removing the engine from chassis. To facilitate magneto removal, hold drive pulley with tool (P/N 529 0276 00).

CDI means Capacitor Discharge System.

CLEANING

Clean all metal components in a non-ferrous metal cleaner.

▼ CAUTION

Clean stator and magneto using only a clean cloth.

DISASSEMBLY

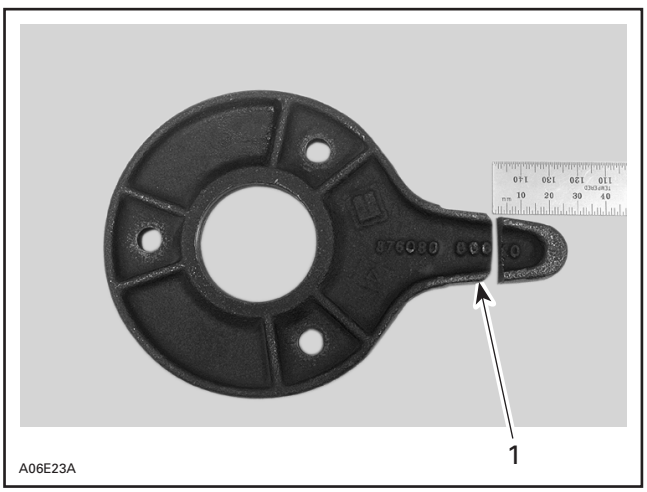
2,5, Magneto and Magneto Flywheel Nut

To gain access to magneto assembly, remove the following parts as needed on different engines:

– muffler
– rewind starter
– starting pulley

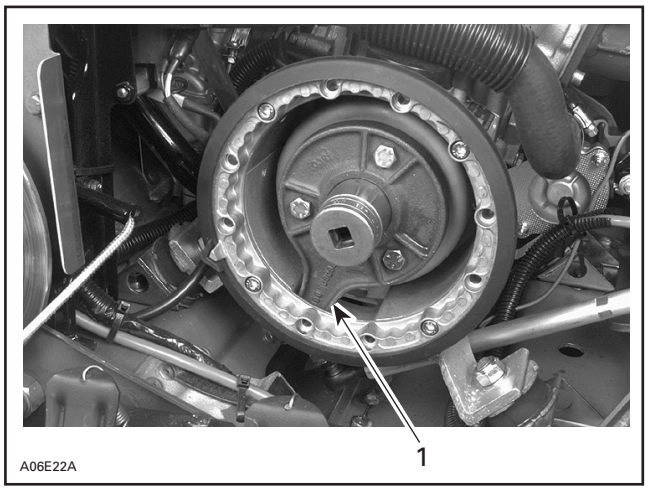
To remove magneto flywheel retaining nut:

Use magneto puller ring (P/N 420 8760 80) modified as shown.



1. Cut by 25 mm (1 in)

Install puller with its tab in magneto housing opening.



TYPICAL

1. Tab in magneto housing opening

– Remove magneto flywheel nut, using a 30 mm socket machined to 40 mm (1.580 in) outside diameter by 16 mm (5/8 in) long.

NOTE: To correctly remove a threadlocked fastener it is first necessary to tap on the fastener to break threadlocker bond. This will eliminate the possibility of thread breakage.

To remove magneto flywheel, install the puller (P/N 529 0225 00).

– Tighten puller bolt and at the same time, tap on bolt head using a hammer to release magneto flywheel from its taper.

4, Hydro Damper Ass'y

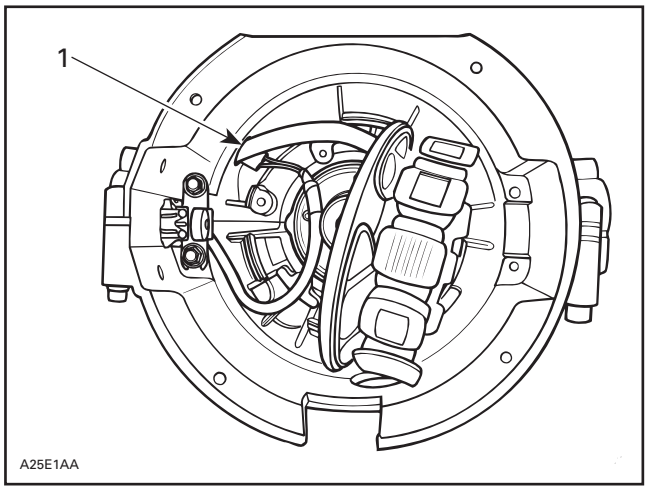
Check for oil leaks and for noisy ring inside. Replaced it in both cases.

6,7, Trigger Coil and Screw

Magneto and stator plate must be removed before trigger coil removal.

To replace trigger coil:

– Disconnect trigger coil connector housing.
– Remove grommet from crankcase where trigger coil wire exits magneto housing.
– Remove retaining screws.
– Remove trigger coil and carefully pull wires.
– Thread magneto harness through crankcase hole before trigger coil harness.



1. Magneto harness through crankcase hole

– Install new trigger coil and other parts removed.

Adjustment

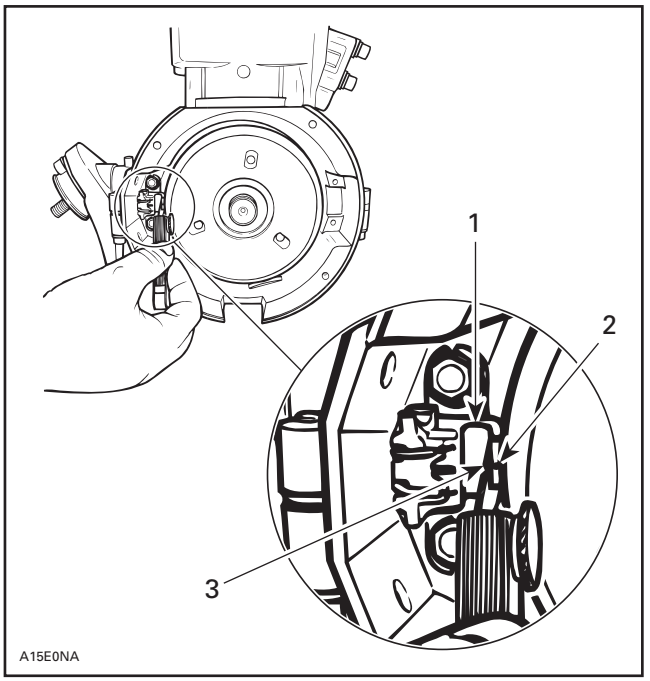
Whenever the trigger coil or the magneto flywheel is removed or replaced, the air-gap between the trigger coil and the flywheel protrusion must be checked and adjusted. The purpose of this adjustment is to obtain the minimum clearance between these parts — without touching at any RPM — so that the trigger coil produces its proper electrical output. Ignition timing must also be checked. Refer to IGNITION TIMING 05-03 then look for **Checking Ignition Timing**.

▼ CAUTION

Each time trigger coil air-gap is adjusted, ignition timing must be checked.

Proceed as follows:

1. Rotate flywheel so that the protrusion aligns with trigger coil.
2. Using a feeler gauge of 0.75 mm (.030 in) min. 0.55 mm (.022 in) and max. 1.45 mm (.057 in) thick, check air-gap between center pole of trigger coil and flywheel protrusion.
3. If necessary, adjust by slackening retaining screws and moving trigger coil toward or away of protrusion.
4. Retighten screws and recheck air-gap.



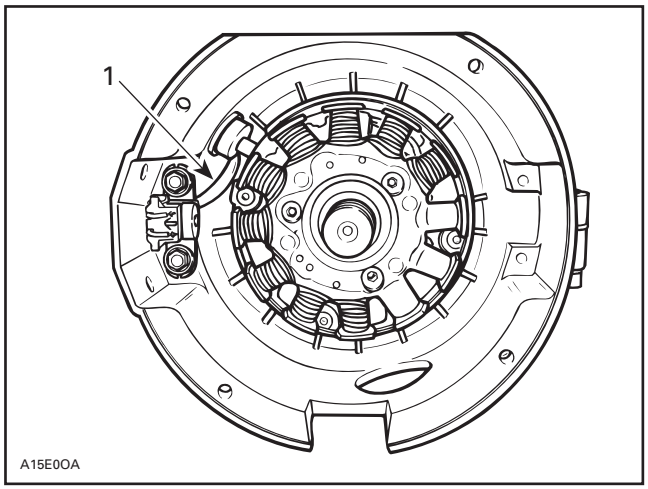
ADJUSTING TRIGGER COIL AIR-GAP

1. Trigger coil
2. Flywheel protrusion
3. Measure at center pole of trigger coil 0.75 mm (.030 in)

1, Stator

To replace stator:

– Disconnect the 3-wire connector (BLACK, RED and BLACK/RED wires).
– Disconnect both YELLOW wires.
– Remove grommet from crankcase where magneto harness exits magneto housing.
– Remove stator plate retaining screws.
– Remove stator plate with stator and carefully pull wires.
– Install new parts and other parts removed taking care not to squeeze trigger coil harness.

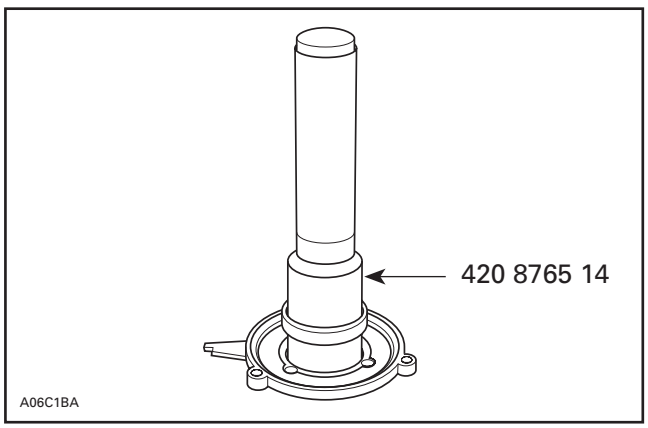


1. Trigger coil harness

ASSEMBLY

3, Oil Seal

Use pusher (P/N 420 8765 14) to install oil seal into stator.



2,5, Magneto Flywheel and Nut

Clean crankshaft extension (taper) and apply Loctite 242 (blue) on taper, then position Woodruff key, flywheel and lock washer on crankshaft.

Clean nut threads and apply Loctite 242 (blue) then tighten nut 125 N•m (92 lbf•ft) for 454, 494 and 670 engines. Tighten nut to 105 N•m (77 lbf•ft) for 583 engine.

At reassembly coat all electric connections with silicone dielectric grease (P/N 413 7017 00) to prevent corrosion or moisture penetration.

▼ CAUTION

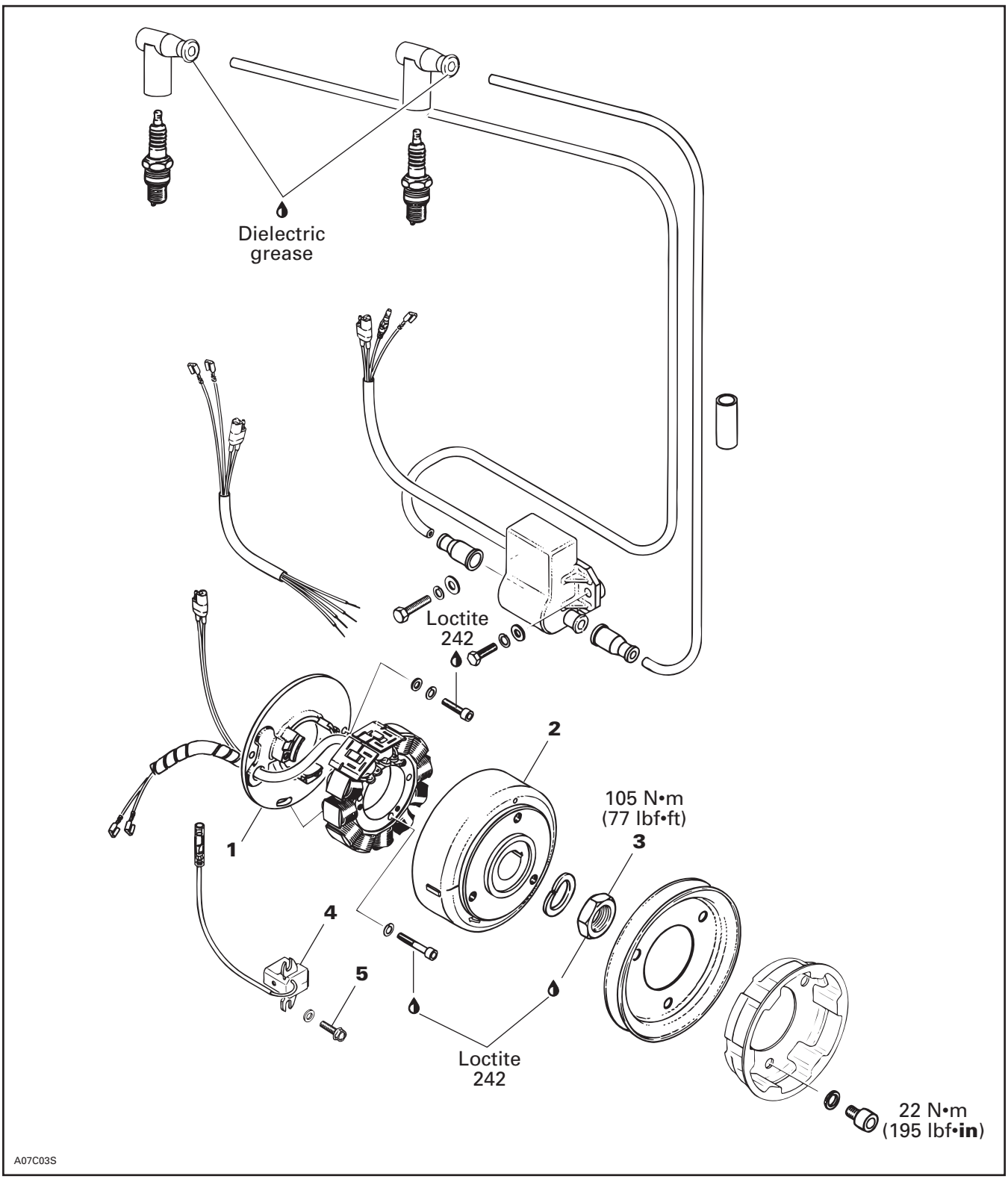
Do not use silicone "sealant", this product will corrode contacts.

Ignition Timing

Check as described in IGNITION TIMING 05-03.

DUCATI IGNITION SYSTEM

443 and 503 Engines



NOTE: The following procedures can be done without removing the engine from chassis.

CLEANING

Clean all metal components in a non-ferrous metal cleaner.

▼ CAUTION

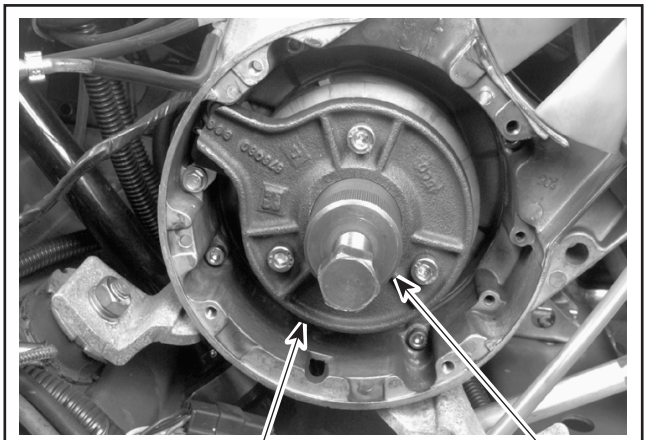
Clean armature and magneto using only a clean cloth.

DISASSEMBLY

To gain access to magneto assembly, remove the following parts as needed on different engines:

– tuned pipe and muffler
– oil injection pump mounting plate from rewind starter
– rewind starter
– starting and V-belt pulleys

NOTE: Before disassembling armature plate, indexing marks should be scribed to facilitate reassembly.



To remove magneto flywheel retaining nut no. 3, install puller ring (P/N 420 8760 80) and M8 x 20 screws.

– Remove magneto flywheel nut, using a 30 mm socket machined to 40 mm (1.580 in) outside diameter by 16 mm (5/8 in) long.

NOTE: To correctly remove a threadlocked fastener it is first necessary to tap on the fastener to break threadlocker bond. This will eliminate the possibility of thread breakage.

To remove magneto flywheel no. 2, install the magneto puller (P/N 529 0225 00).

– Tighten puller bolt and at the same time, tap on bolt head using a hammer to release magneto flywheel from its taper.

REPAIR

To replace generator coil no. 1:

– Heat the armature plate to 93°C (200°F) around the screw holes to break the threadlocker bond.

To replace trigger coil no. 4:

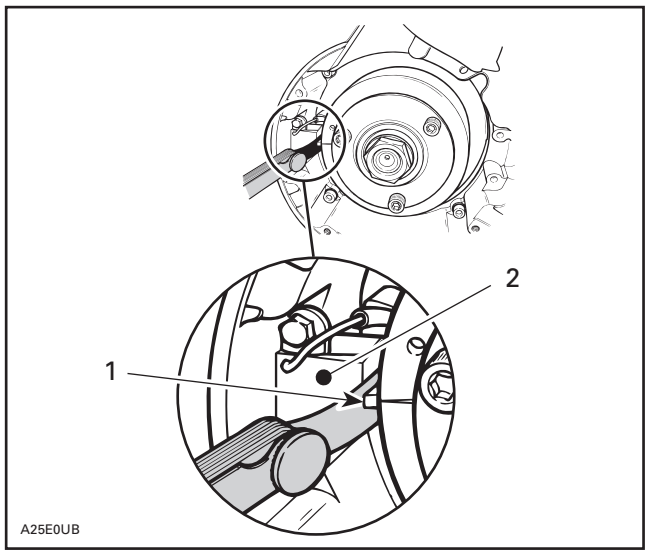
– Disconnect trigger coil wire (RED).
– Remove grommet from crankcase where trigger coil wire exits magneto housing.
– Remove retaining screws no. 9.
– Remove trigger coil and carefully pull wire.
– Install new trigger coil and other parts removed.

Adjustment

Whenever the trigger coil or the magneto flywheel is removed or replaced, the air-gap between the trigger coil and the flywheel protrusion must be checked and adjusted. The purpose of this adjustment is to obtain the minimum clearance between these parts — without touching at any RPM — so that the trigger coil produces its proper electrical output. Ignition timing must also be checked.

Proceed as follows:

1. Rotate flywheel so that one protrusion aligns with trigger coil.
2. Using a feeler gauge of 0.45 mm (.018 in) to 0.55 mm (.022 in) thick, check air-gap between center pole of trigger coil and flywheel protrusion.
3. If necessary, adjust by slackening retaining screws and moving trigger coil toward or away of protrusion.
4. Retighten screws and recheck air-gap.



ADJUSTING TRIGGER COIL AIR-GAP

1. *Flywheel protrusion*
2. *Trigger coil*

To replace armature:

– Disconnect the 2-wire connector (GREEN and WHITE wires).
– Disconnect YELLOW/BLACK and YELLOW wires.
– Remove grommet from crankcase where magneto harness exits magneto housing.
– Remove armature plate retaining screws.
– Remove armature plate with armature and carefully pull wires.
– Install new parts and other parts removed.

ASSEMBLY

Clean crankshaft extension (taper).

Apply Loctite 242 (blue) on taper.

Position Woodruff key, flywheel and lock washer on crankshaft.

Clean nut threads and apply Loctite 242 (blue) before tightening nut to 105 N•m (77 lbf•ft).

At reassembly coat all electric connections with silicone dielectric grease (P/N 413 7017 00) to prevent corrosion or moisture penetration.

▼ CAUTION

Do not use silicone "sealant", this product will corrode contacts.

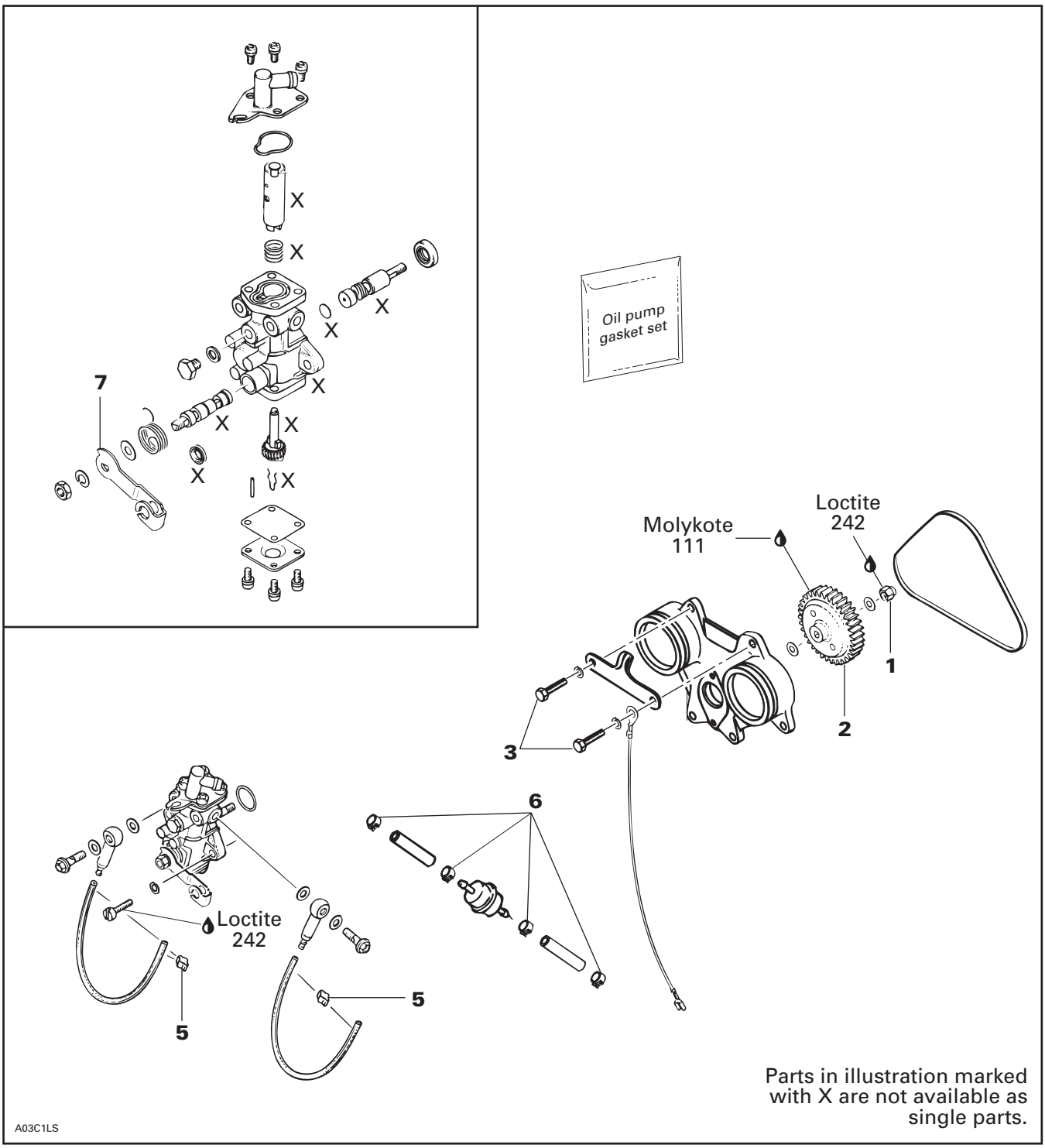
Ignition Timing

Check as described in IGNITION TIMING 05-03.

OIL INJECTION SYSTEM

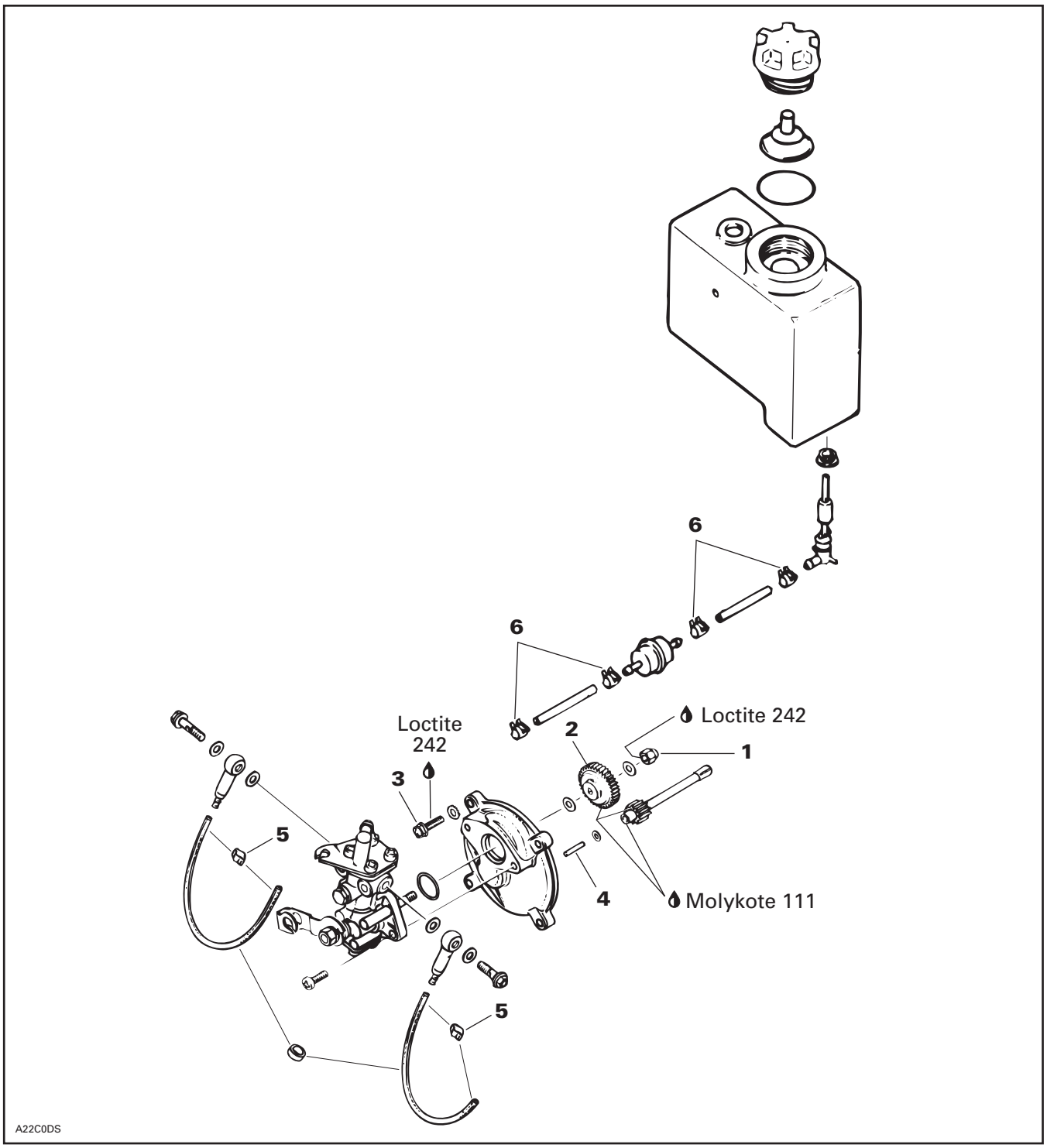
OIL INJECTION PUMP

454, 494, 583 and 670 Engines



Parts in illustration marked with X are not available as single parts.

443 and 503 Engines



PARTS FLAT RATE

OIL PUMP IDENTIFICATION

Different engines use different pumps. See identification on lever no. 7.

▼ CAUTION

Always mount proper pump on engine.

ENGINE TYPE	OIL PUMP IDENTIFICATION
443 MX Z	E4
454	N4
494 Skandic WT LC	N4
494 Formula	N4
503 Skandic WT/SWT	E4
583 GT	N6
583 MX Z	N6
583 Summit	N2
670 MX Z	N6
670 Summit	N6

NOTE: The following procedures can be done without removing the engine from chassis.

CLEANING

Clean all metal components in a non-ferrous metal cleaner.

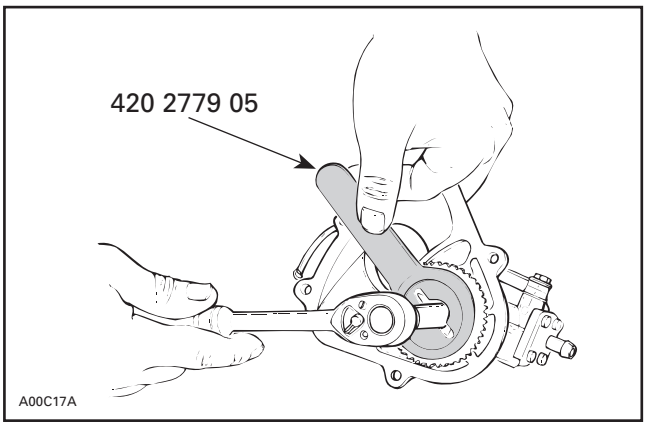
DISASSEMBLY

NOTE: Some oil pump components are not available as single parts.

1,2, Gear Retaining Nut and Oil Pump Gear

To remove gear retaining nut, first extract the needle roller with pliers then lock gear in place using one of the following gear holde:

ENGINE TYPE	TOOL P/N
443/454/494/503/583/670	420 2779 05



TYPICAL

ASSEMBLY

2, Oil Pump Gear

At gear assembly, apply a light coat of Molykote 111 (P/N 413 7070 00) on gear teeth.

4, Needle Roller (fan cooled engine only)

The needle roller must be engaged as deep as possible in the pump mounting flange.

5,6, Spring Clip and Clamp

Always check for spring clips and clamps tightness.

3, Screw

Torque to 9 N•m (80 lbf•**in**).

Make sure cable barrel is well seated in oil pump lever.

Secure barrel with plastic washer and circlip.

Verify cable and oil pump lever operation.

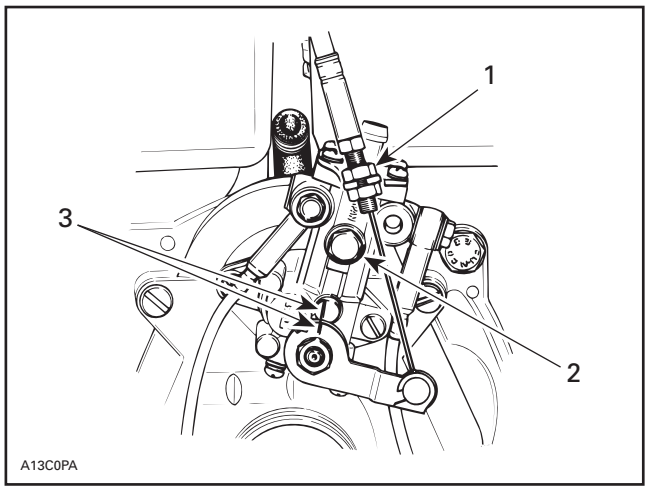
ADJUSTMENT

Prior to adjusting the pump, make sure all carburetor adjustments are completed.

Synchronizing Pump with Carburetor:

Eliminate the throttle cable free-play by pressing the throttle lever until a light resistance is felt, then hold in place. The aligning marks on the pump casting and on the lever must align. If not, loosen the adjuster nut and adjust accordingly.

Retighten the adjuster nut.



1. Adjuster nut
2. Bleeder screw
3. Marks in line

▼ CAUTION

Proper oil injection pump adjustment is very important. Any delay in the opening of the pump can result in serious engine damage.

To Bleed Oil Lines

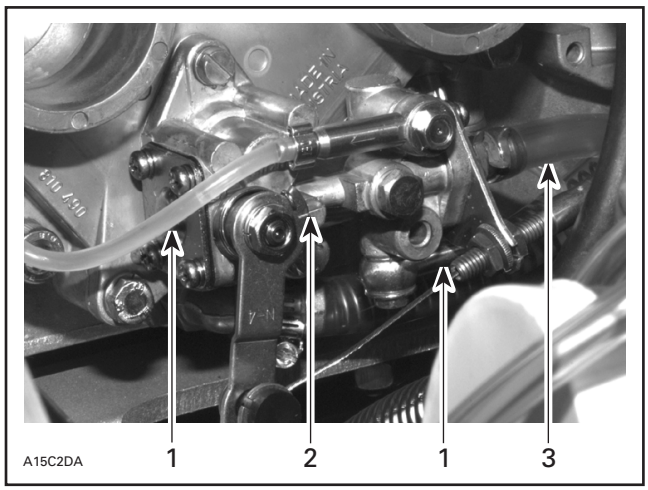
S-Series Only

Remove air silencer and move carburetors aside.

All Models

Bleed main oil line (between tank and pump) by loosening the bleeder screw until air has escaped from the line. Add injection oil as required.

Check also for proper pump lever adjustment. Marks must aligned when throttle lever is activated just enough to take all cable play.

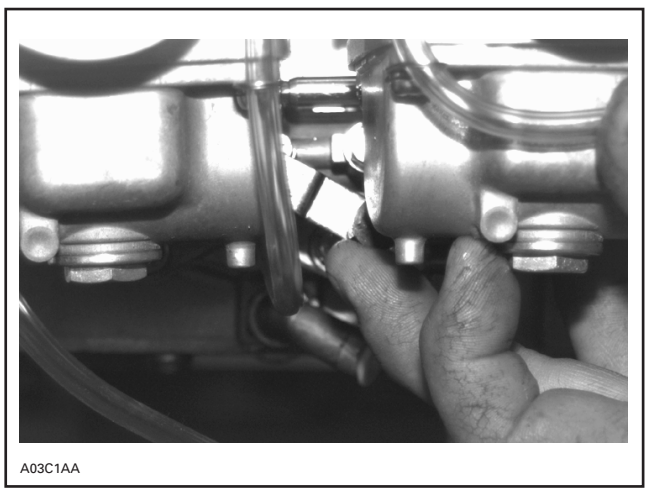


1. Small oil line
2. Marks aligned
3. Main oil line

Reinstall all parts except air silencer.

Bleed the small oil line between pump and intake manifold by running engine at idle while holding the pump lever in fully open position.

NOTE: If the air silencer has been reinstalled, make a J hook out of mechanical wire to lift the lever.



TYPICAL — ENGINE AT IDLE

S-Series Only

Reinstall air silencer.

◆ WARNING

Ensure not to operate carburetor throttle mechanism. Secure the rear of the vehicle on a stand.

CHECKING OPERATION

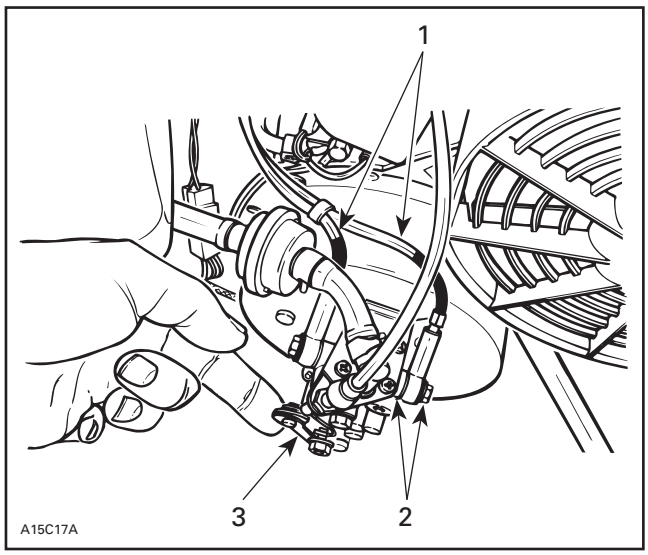
On Vehicle

NOTE: Main oil line must be full of oil. See bleeding procedure above.

Lift rear of vehicle and support with a mechanical stand. Unbolt banjo fittings from pump. Start engine and stop it as soon as it fires.

Check that oil level in small oil lines is passed banjo fittings end by about 25 mm (1 in) (this will be indicated by a clear section of small oil lines of about 25 mm (1 in)). Repeat the procedure until this condition is attained.

Reconnect banjo fittings with a washers on each side, start engine and run at idle while holding the pump lever in fully open position. Oil columns must advance into small oil lines.



TYPICAL — ENGINE AT IDLE

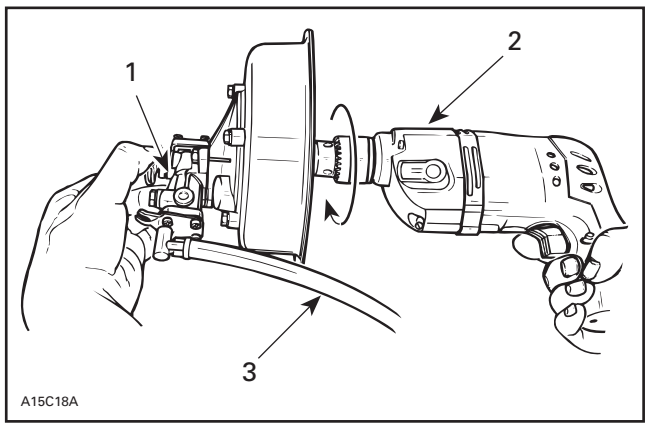
1. *Oil columns advancing*
2. *Washer on each side*
3. *Fully open position*

If not, remove pump assembly and check the pump gear and drive shaft (if applicable) for defects, replace as necessary. Test pump as describes below.

NOTE: Through normal use, oil level must not drop in small tubes. If oil drops, verify check valve operation in banjo fittings. For 599 engine check valve is integrated in injection nozzle. For 779 check valve is in oil line. Replace as necessary.

Oil Pump Test Bench

Connect a hose filled with injection oil to main line fitting. Insert other hose end in an injection oil container. Using a counterclockwise rotating drill rotate pump shaft. Oil must drip from outer holes while holding lever in a fully open position. If not replace pump.

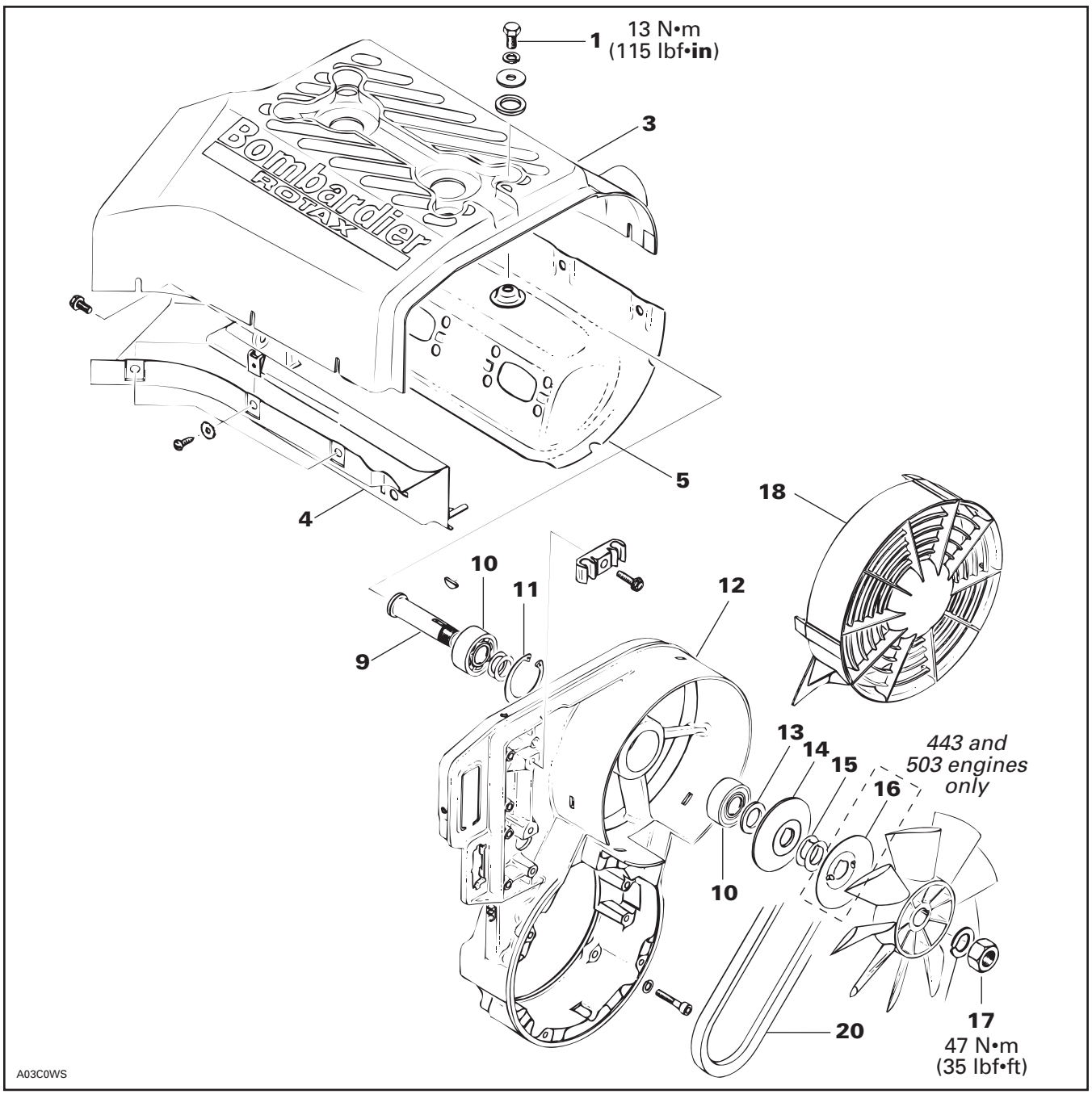


TYPICAL

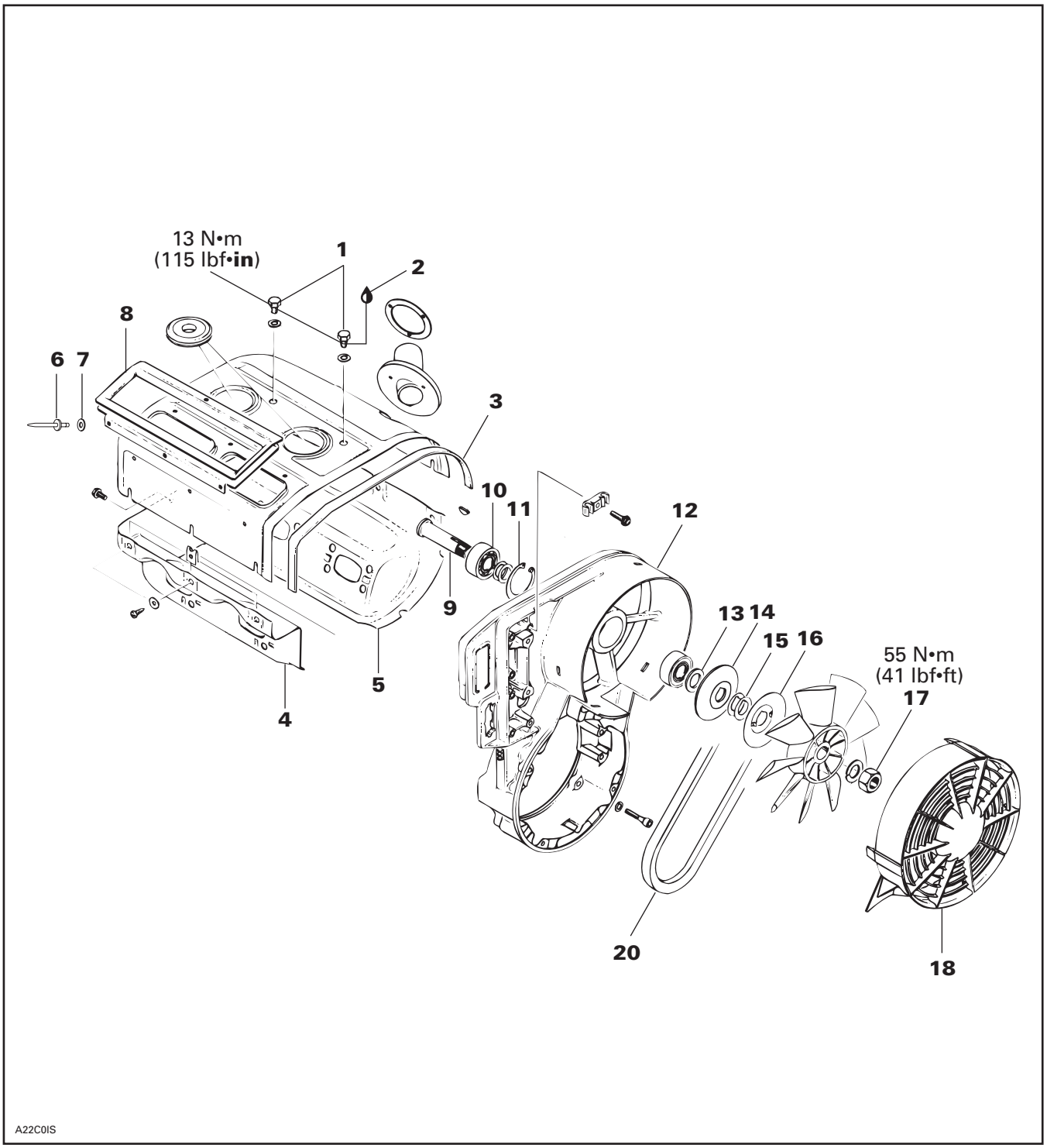
1. *Fully open position*
2. *Counterclockwise rotating drill*
3. *Main line*

AXIAL FAN COOLING SYSTEM

443 Engine



503 Engine



PARTS FLAT RATE

NOTE: The following procedures can be done without removing engine from chassis.

REMOVAL

NOTE: To facilitate further disassembly, fan nut may be removed before removing fan housing.

Remove rewind starter, starting pulley, trigger coil wire from 4-connector housing then fan housing ass'y.

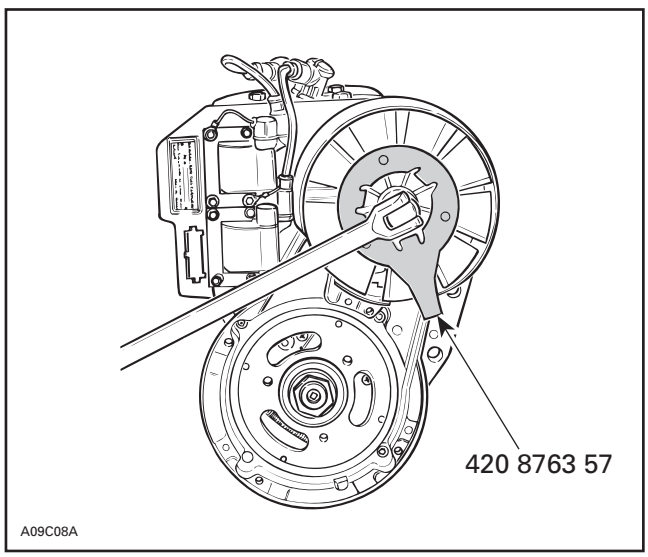
CLEANING

Clean all metal components in a non-ferrous metal cleaner.

DISASSEMBLY AND ASSEMBLY

Remove fan protector.

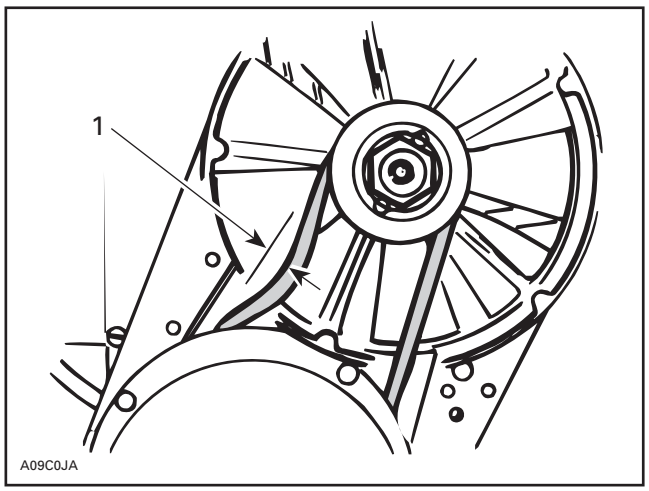
To remove or install fan pulley retaining nut **no. 17**, lock fan pulley with special holder wrench (P/N 420 8763 57). At assembly, torque nut to 65 N•m (48 lbf•ft).



TYPICAL

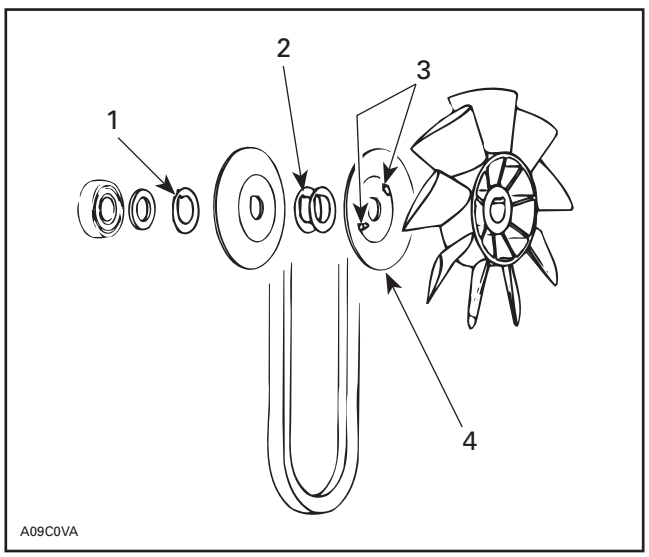
Fan belt deflection must be as specified when applying the proper force midway between pulleys.

ENGINE TYPE	BELT DEFLECTION	FORCE APPLIED
443	8.5 mm (11/32 in)	5 kg (11 lb)
503	9.5 mm (3/8 in)	



1. Deflection

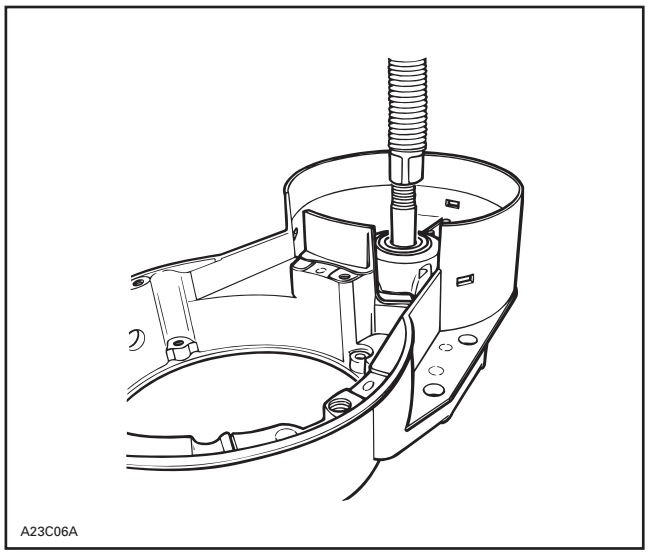
To adjust tension, add or remove shim(s) **no. 15** between pulley halves **nos. 14** and **16**. Install excess shim(s) between distance sleeve **no. 13** and half pulley **no. 14** (housing side).



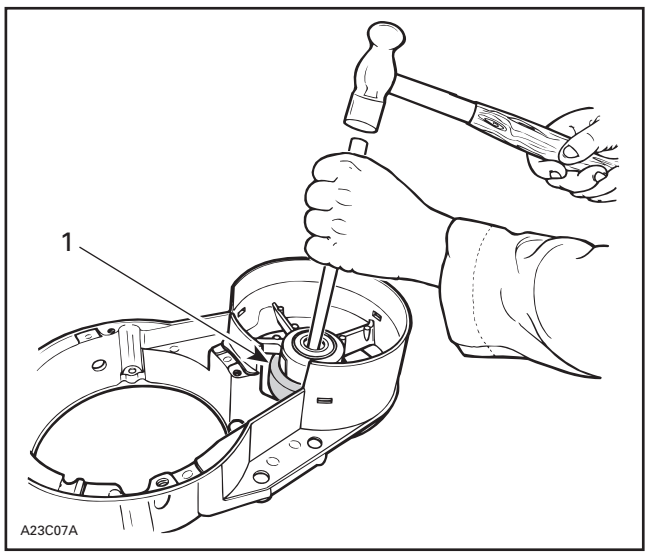
1. Unused shim(s) here
2. Adjust here
3. Positioning noses
4. Some engines only

Some engines have a separate metal pulley half instead of using back of fan as pulley half. On first mentioned engines, select pulley halves so that the one with 2 positioning noses will be on fan side. Ensure to insert these noses into fan notches.

Using a press, drive the fan shaft **no. 9** out.



Support fan housing **no. 12** with a ring. With a punch, working all around bearing **no. 10** inner race, drive bearing out of fan housing. Keep shims for installation.



1. Ring supporting fan housing

Remove circlip **no. 11** then remaining bearing.

To install, press one bearing in place then install circlip and shims. Press the other bearing from opposite side until it is flush with housing. Press fan shaft from engine side of fan housing. Check for free rolling action.

At assembly, apply a light coat of Loctite 242 (blue) on screw **no. 1** threads.

A gasket must be placed on both sides (inner and outer) of intake and exhaust holes of cylinder cowl **nos. 4** and **5**.

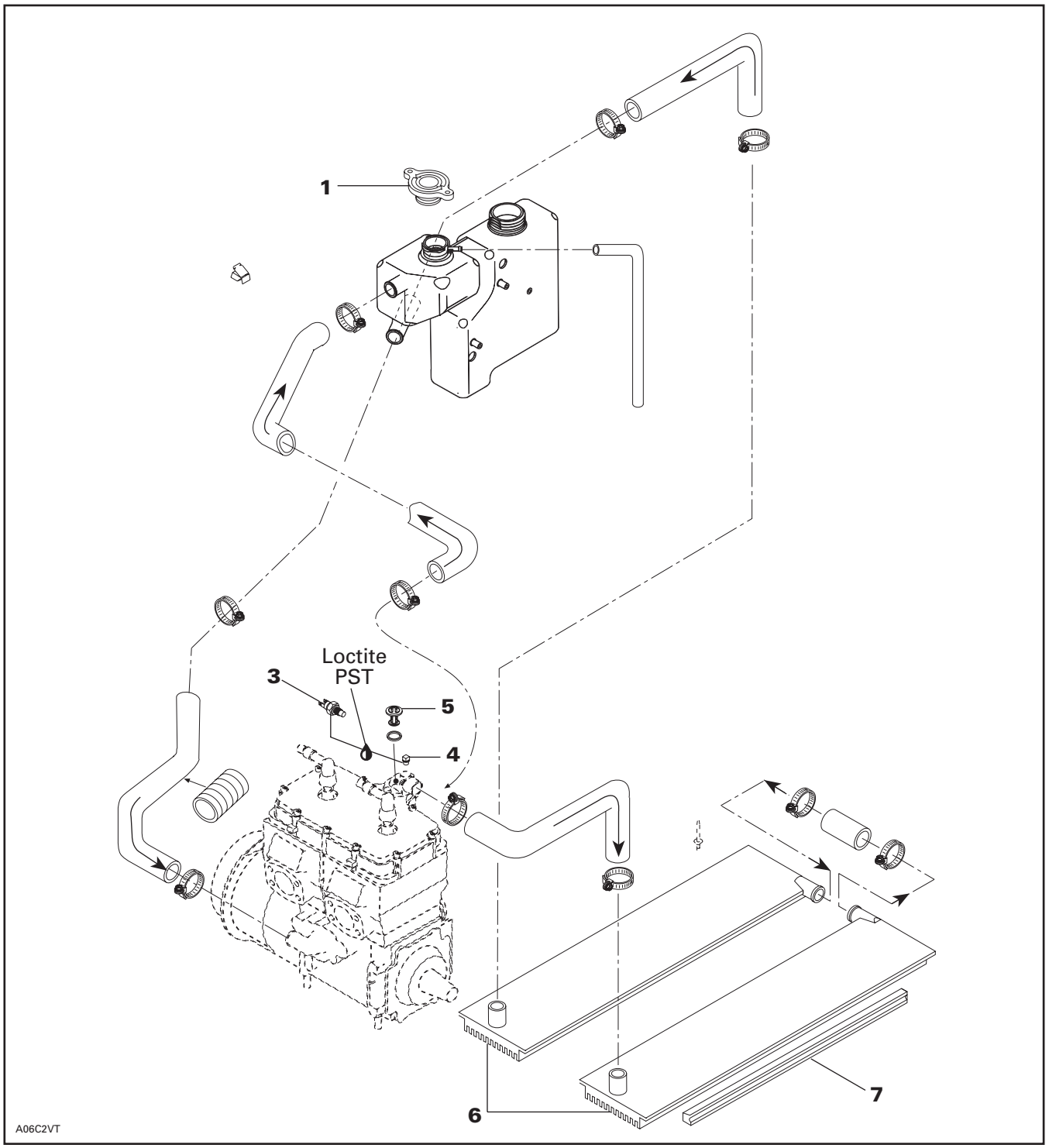
Reinstall fan protector **no. 18** properly.

◆ WARNING

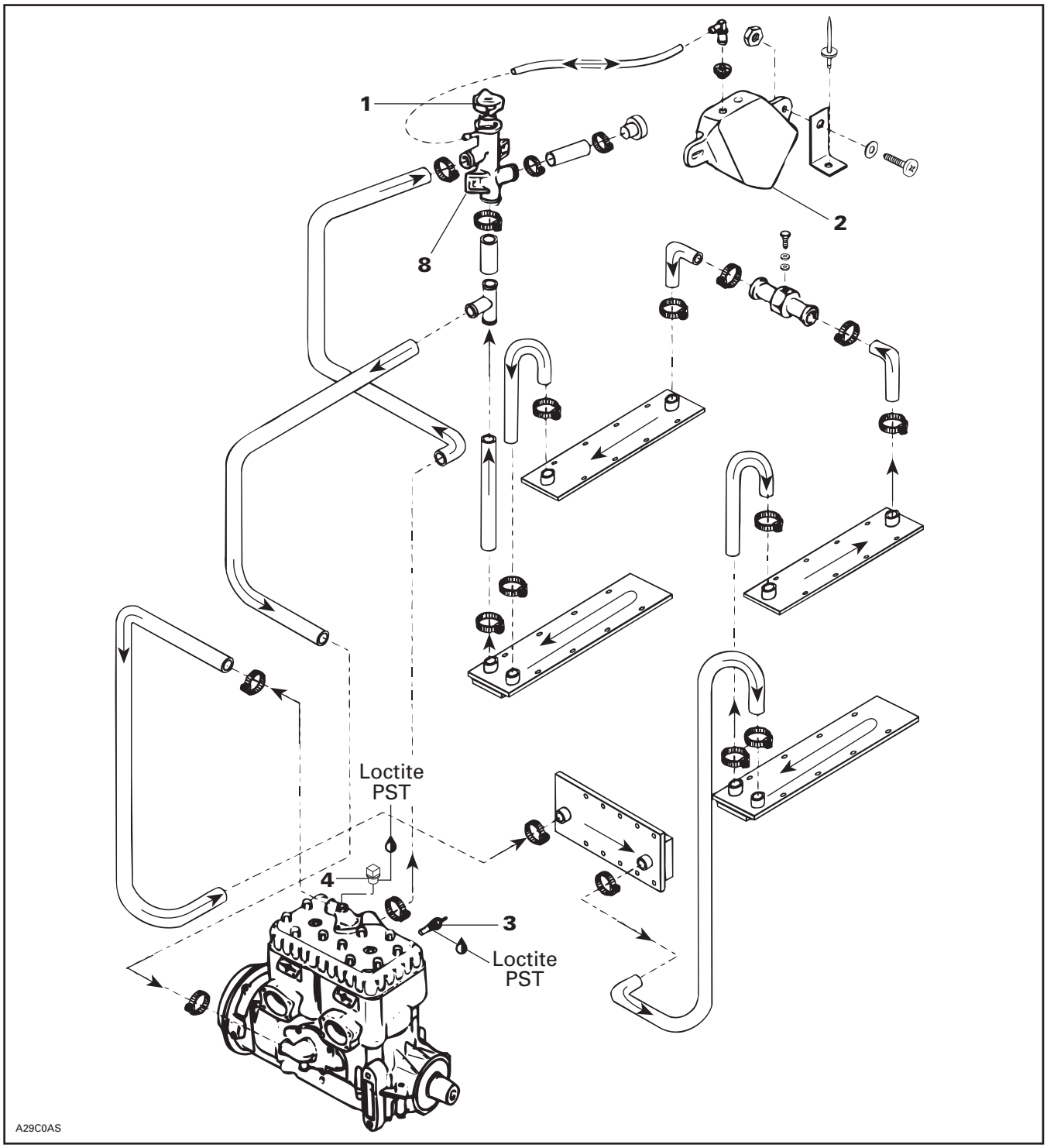
Always reinstall fan protector after servicing.

LIQUID COOLING SYSTEM

All S-Series Engines



Skandic WT LC



PARTS FLAT RATE

INSPECTION

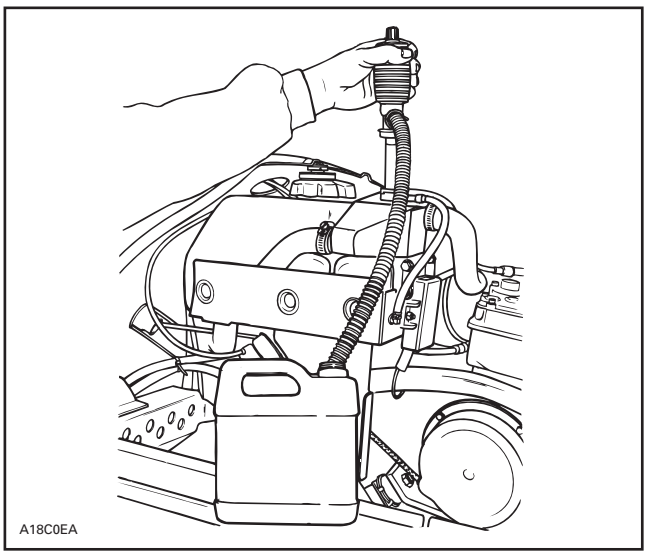
Check general condition of hoses and clamp tightness.

DRAINING THE SYSTEM

◆ WARNING

Never drain or refill the cooling system when engine is hot.

To drain the cooling system, siphon the coolant mixture from the coolant tank. Use a primer pump with a plastic hose inserted as deep as possible into the lower hose.



TYPICAL

When the coolant level is low enough, lift the rear of vehicle to drain the radiators.

DISASSEMBLY AND ASSEMBLY

3,4, Sender and Plug

Apply thread sealant on sender and plug to avoid leaks.

1, Pressure Cap

Check if the cap pressurizes the system. If not, install a new 90 kPa (13 PSI) cap, (do not exceed this pressure).

6,7, Radiator and Radiator Protector

Insert radiator protector into radiator C-rail and crimp C-rail at both ends. Refer to FRAME 09-02 for radiator removal.

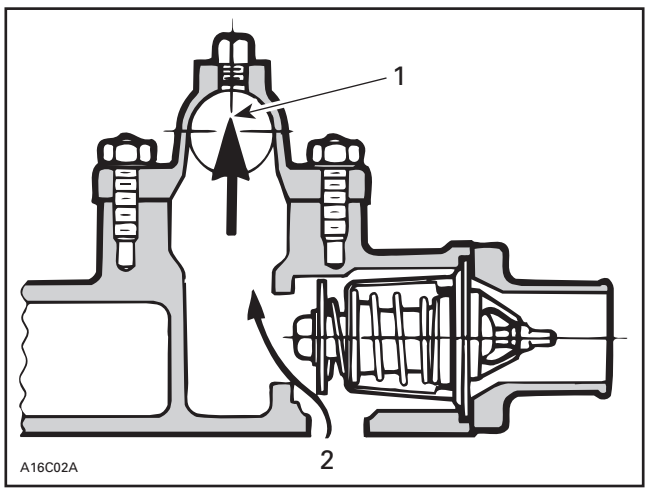
5, Thermostat

To check thermostat, put in water and heat water. Thermostat should open when water temperature reaches the following degree.

ENGINE	TEMPERATURE
454, 494, 583 and 670	42°C (108°F)

On 454, 494, 583 and 670 engines, the thermostat is a double action type.

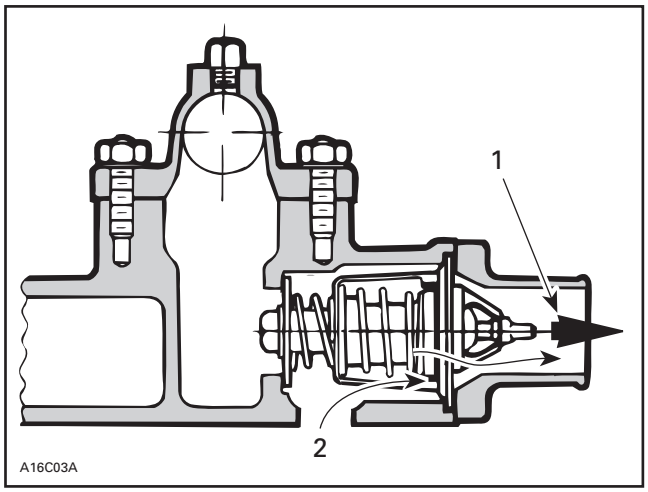
a. Its function is to give faster warm up of the engine by controlling a circuit; water pump — engine — coolant tank. This is done by bypassing the radiator circuit.



CLOSED THERMOSTAT, COLD ENGINE

1. *To reservoir*
2. *From cylinders*

b. When the liquid is warmed enough, the thermostat opens the circuit, water pump — engine — radiators coolant tank to keep the liquid at the desired temperature. (See the diagram of the exploded view).



OPEN THERMOSTAT, WARM ENGINE

1. *To radiators*
2. *From cylinders*

These 2 functions have the advantage of preventing a massive entry of cold water into the engine.

2, Overflow Coolant Tank

Skandic WT LC Only

The coolant expands as the temperature (up to 90 – 100°C (195 – 212°F)) and pressure rise in the system. When the limiting system working pressure (cap) is reached (90 kPa (13 PSI)), the pressure relief valve in the pressure cap is lifted from its seat and allows coolant to flow through the overflow hose into the overflow coolant tank.

When the system temperature drops, the coolant contracts in volume and the pressure in the system is reduced. The coolant in the overflow coolant tank will then flow back into the filling neck no. 8 through the vacuum relief valve in the pressure cap.

COOLING SYSTEM REFILLING PROCEDURE

Recommended Coolant

Use a blend of 60% antifreeze with 40% water. Do not reinstall pressure cap.

▼ CAUTION

To prevent rust formation or freezing condition, always replenish the system with 60% antifreeze and 40% water. Pure antifreeze without water freezes. Always use ethyl-glycol antifreeze containing corrosion inhibitors specifically recommended for aluminum engines.

System Capacity

Refer to TECHNICAL DATA 09-03.

Refilling Procedure

S-Series

With vehicle on a flat surface, engine cold, refill coolant tank up to cold level mark. Wait a few minutes then refill to mark. Install pressure cap. Run engine until thermostat opens then stop engine. Refill up to mark.

To make sure coolant flows through radiators, touch them by hand. They must feel warm.

Reinstall pressure cap.

When engine has completely cooled down, recheck coolant level in coolant tank and top up if necessary.

Check coolant concentration (freezing point) with proper tester.

Skandic WT LC

Open cap and fill filler neck no. 8 completely.

Tilt seat and unscrew bleeding screw on top of connecting hose. Coolant must flow. Refill through filler neck no. 8 as necessary.

Reinstall bleeding screw.

Proceed the same for bleeding screw on thermostat housing.

Start engine and let it warm until thermostat opens.

To make sure coolant flows through radiators, touch them by hand. They must feel warm.

Turn engine off. Let it cool down for 15 to 20 minutes.

Open cap and refill filler neck completely.

Start engine and let it idle. Do not race engine.

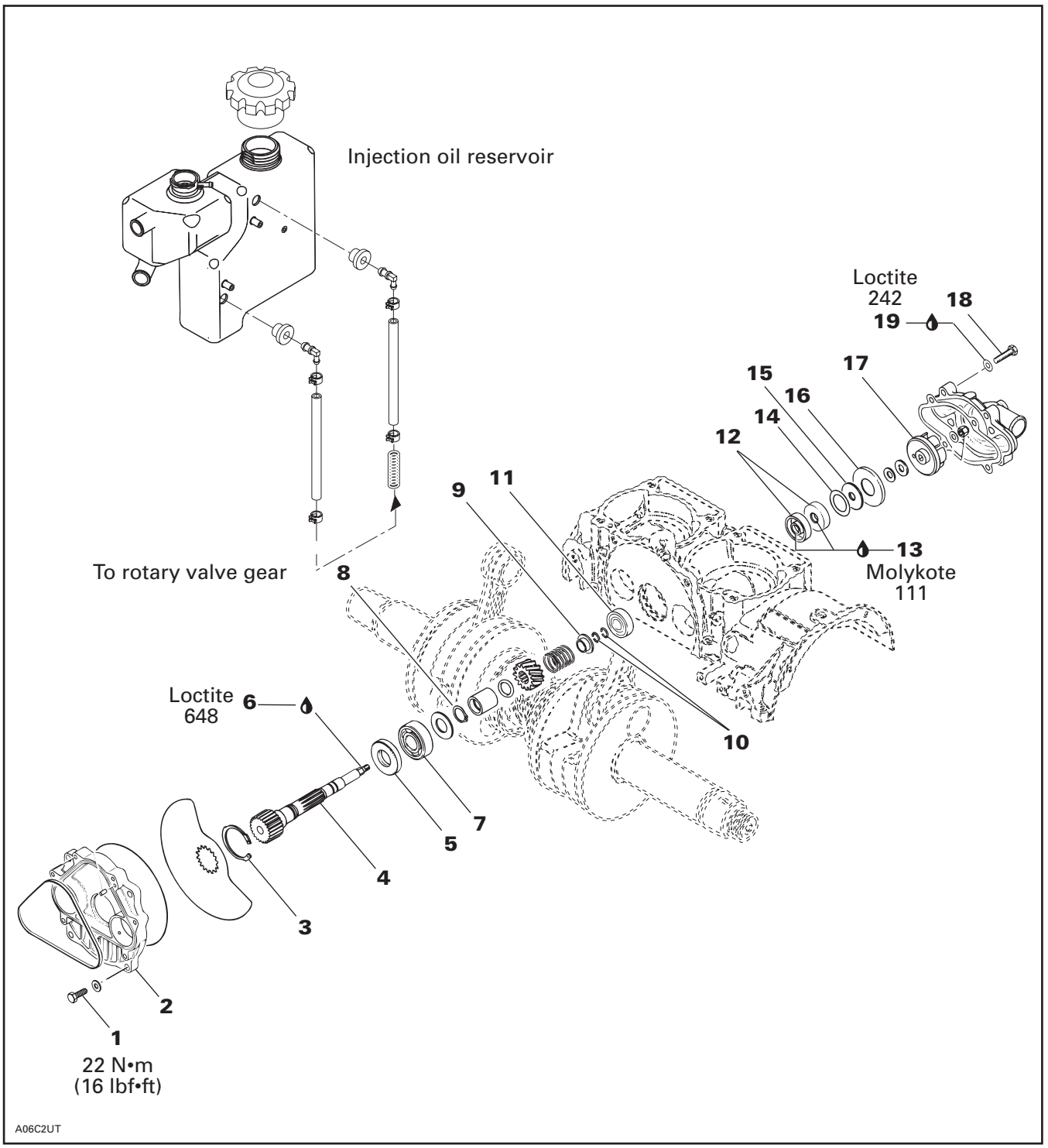
If coolant level gets down, add more coolant in filler neck.

Turn off engine and close cap.

IMPORTANT: After first drive let engine completely cool down. Check that coolant level is at top of filler neck. Add coolant as necessary. This is to ensure that coolant circulation from and back to overflow coolant tank works properly. Overflow coolant tank should be half full when engine is cold.

ROTARY VALVE, COOLANT PUMP AND RESERVOIR

454, 494, 583 and 670 Engines



TYPICAL

NOTE: Some verifications can be performed with engine in vehicle. Refer to ENGINE DIMENSION MEASUREMENT 03-04.

GENERAL

Engine must be removed from vehicle to work on rotary valve shaft/components. Refer to **Removal and installation** of appropriate engine for procedures.

Bottom end must be opened to remove rotary valve shaft.

CLEANING

Discard all seals and O-rings.

Clean all metal components in a non-ferrous metal cleaner.

DISASSEMBLY

1,2, Screw and Rotary Valve Cover

NOTE: Before removing rotary valve, check valve timing as described in **Rotary valve timing** at the end of this sub-section.

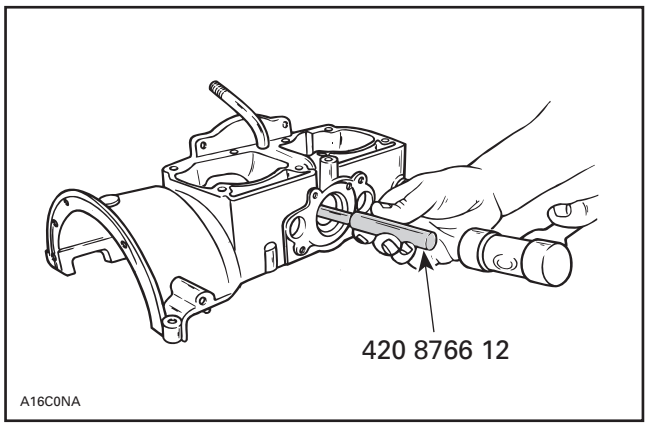
Unscrew 4 retaining screws and withdraw rotary valve cover and valve.

3,17, Circlip and Pump Impeller

▼ CAUTION

Bottom end must be opened to remove rotary valve shaft.

To remove rotary valve shaft assembly from crankcase, first remove coolant pump impeller and circlip on valve side. Using the suitable pusher (P/N 420 8766 12) and a fiber hammer, push shaft assembly.

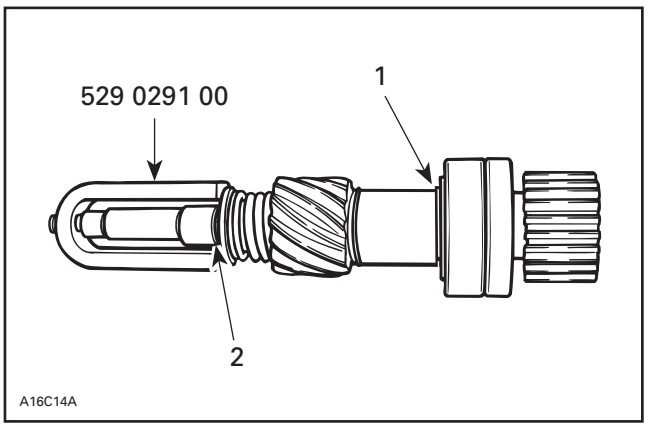


▼ CAUTION

To prevent damage to the end of the rotary valve shaft, use pusher (P/N 420 8766 12).

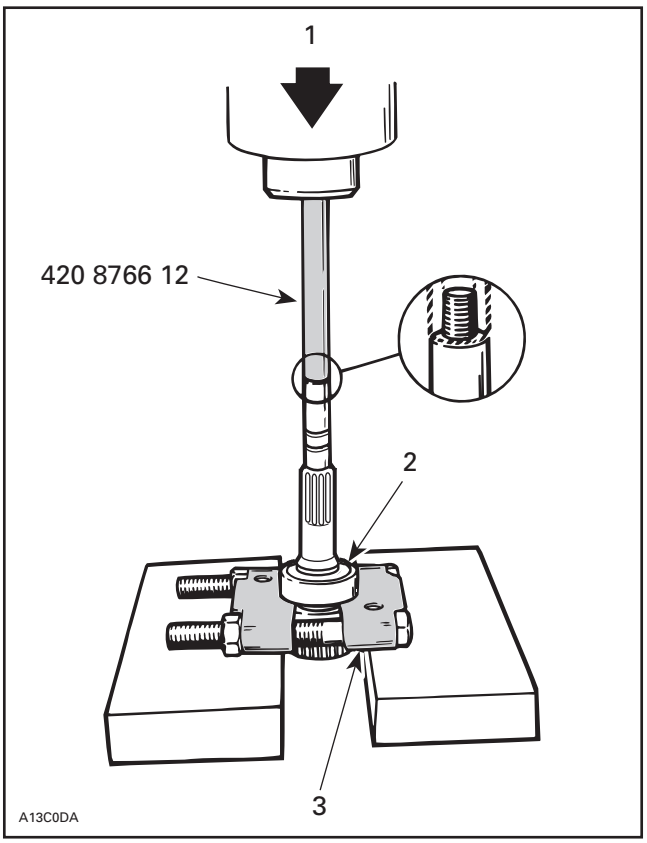
8,9,10, Circlip and Spring Retaining Cup

If it is necessary to disassemble components of rotary valve shaft assembly, compress spring retaining cup with rotary valve circlip tool (P/N 529 0291 00) in order to remove circlip. Remove gear and distance sleeve then external circlip.



1. External circlip
2. Circlip

To remove bearing, use a bearing puller (ex.: Snap-on no. CJ 950) and pusher (P/N 420 8766 12) as illustrated.



1. Press
2. Bearing
3. Bearing puller. Ex.: Snap-on no. CJ 950

▼ CAUTION

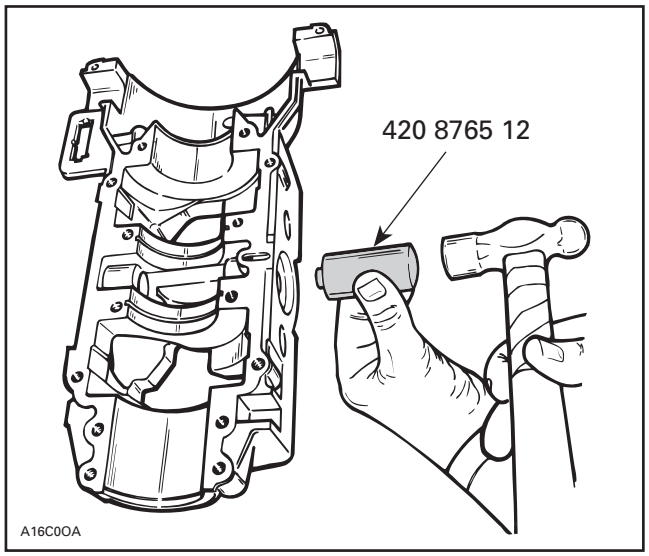
Ensure that the rotary valve shaft is perfectly perpendicular with the press tip or damage will occur.

14,15,16, Shim, Rubber Washer and Support Plate

Pry support plate out of crankcase and remove rubber washer and shim.

11,12,14,15, Bearing 6201 and Seal

To remove bearing 6201 (the smallest one), seals and rubber washer, use seal pusher (P/N 420 8765 12).



INSPECTION

Inspect rotary valve cover for warpage. Small deformation can be corrected by surfacing with fine sand paper on a surface plate. Surface part against oiled sand paper.

Inspect bearings. Check for scoring, pitting, chipping or other evidence of wear. Make sure plastic cage (on bigger bearing) is not melted. Rotate them and make sure they turn smoothly.

Check for presence of brass fillings in gear housing.

Visually check gear wear pattern. It should be even on tooth length all around. Otherwise it could indicate a bent shaft; check deflection. Replace gear if damaged.

Refer to ENGINE DIMENSION MEASUREMENT 03-04.

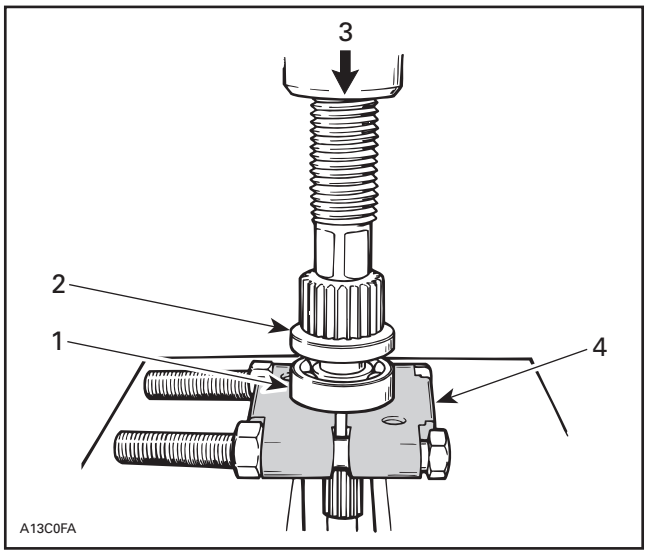
ASSEMBLY

Assembly is essentially the reverse of disassembly procedures. However pay particular attention to the following.

4,5,7, Rotary Valve Shaft, Seal and Bearing 6203

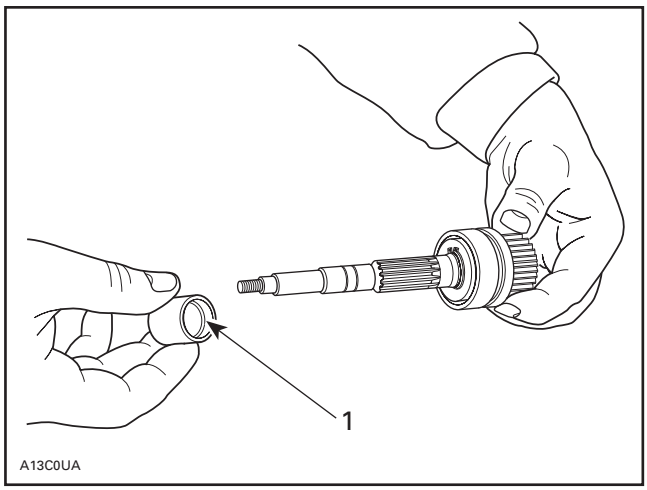
At assembly apply lithium grease on seal lips. Position the seal with shielded portion against splines of shaft.

Install bearing as illustrated.



1. Bearing
2. Shielded portion of seal here
3. Press
4. Bearing puller. Ex.: Snap-on no. CJ 950

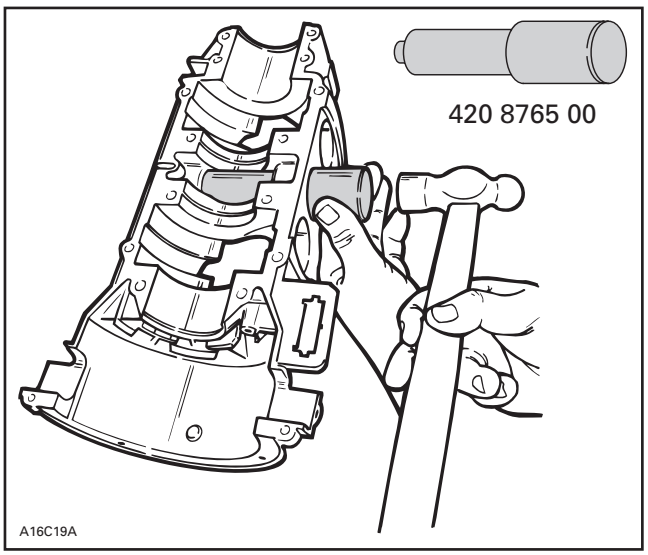
Install distance sleeve with its counterbore first.



1. Counterbore first

11, Bearing 6201

To install bearing 6201 use bearing pusher (P/N 420 8765 00).



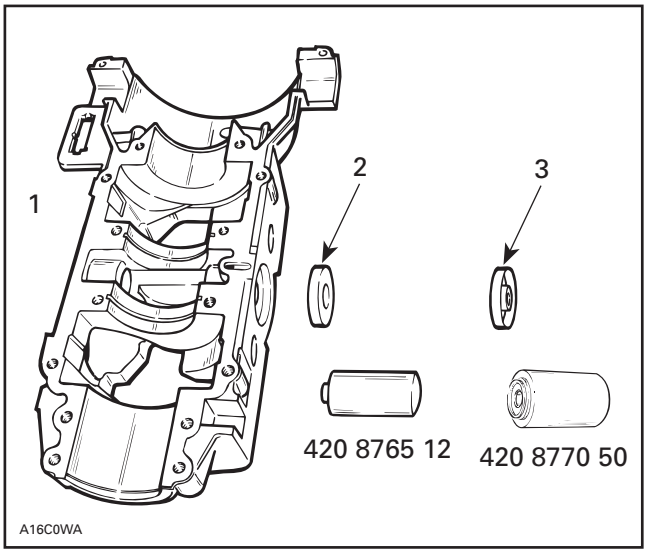
NOTE: Bearing shielded side must be facing rotary valve.

Refer to **Rotary valve timing** at the end of this sub-section to properly install gear on rotary valve shaft.

12,13,14,15, Seals, Shim, Rubber Washer and Molykote Grease

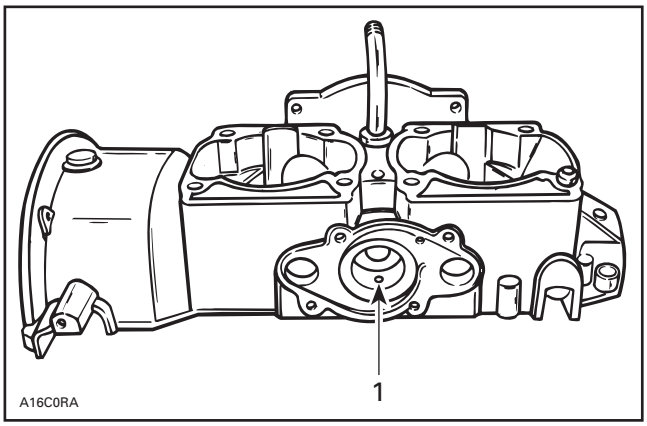
To install seals on water pump side proceed as follows:

– Apply Molykote 111 (P/N 413 7070 00) on lip both seals.
– Position **oil seal** shielded portion towards pump impeller. Drive in place with a seal pusher (P/N 420 8765 12).
– Position **coolant seal** shielded portion towards rotary valve. Drive in place with the rotary valve shaft seal pusher (P/N 420 8770 50).



1. Rotary valve side
2. Oil seal
3. Coolant seal

Make sure not to obstruct draining hole. Position seals so that hole is between them.



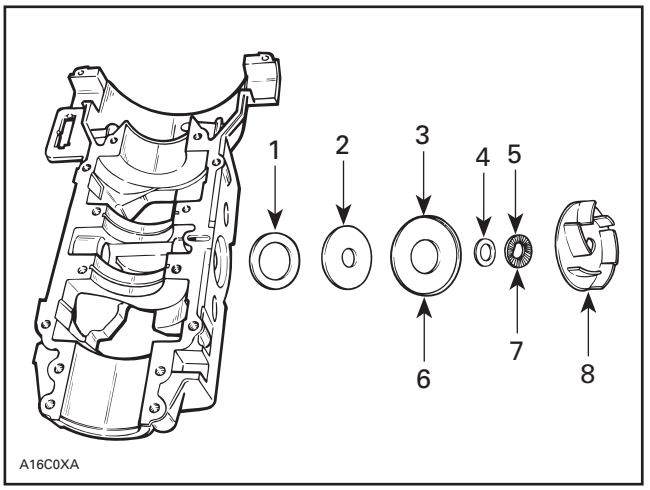
1. Draining hole

▼ CAUTION

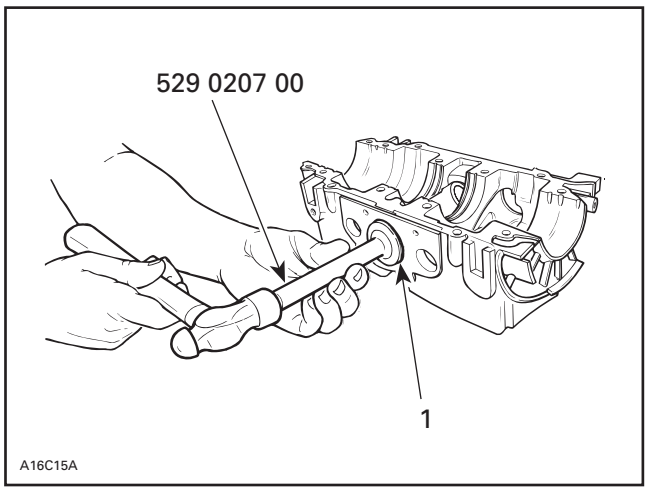
Failure to position the seals as specified may cause the seal spring to be corroded by coolant. Severe damage may occur if these notices are disregarded.

NOTE: The draining hole is used to detect seal malfunction. If you notice oil or coolant at the exit of the draining hole, this means that oil seal or coolant seal leaks.

– Install large shim and pack space with Molykote 111 (P/N 413 7070 00).
– Install rubber washer then support plate with its flange towards pump impeller. Use impeller support plate pusher (P/N 529 0207 00) for proper installation.
– Install small thrust washer then friction washer positioning its grooves against pump impeller.

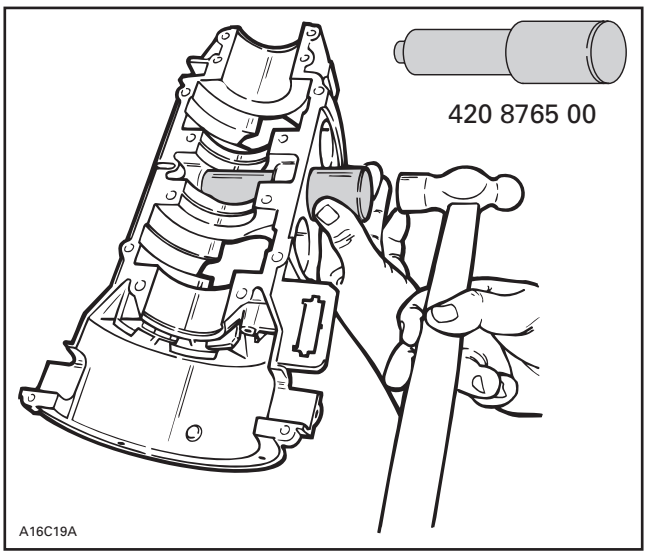


1. Large shim
2. Rubber washer
3. Support plate
4. Small thrust washer
5. Friction washer
6. Flange this side
7. Grooves this side
8. Pump impeller



1. Support plate

NOTE: After seals installation, check if the water pump end bearing is correctly positioned with bearing pusher (P/N 420 8765 00).



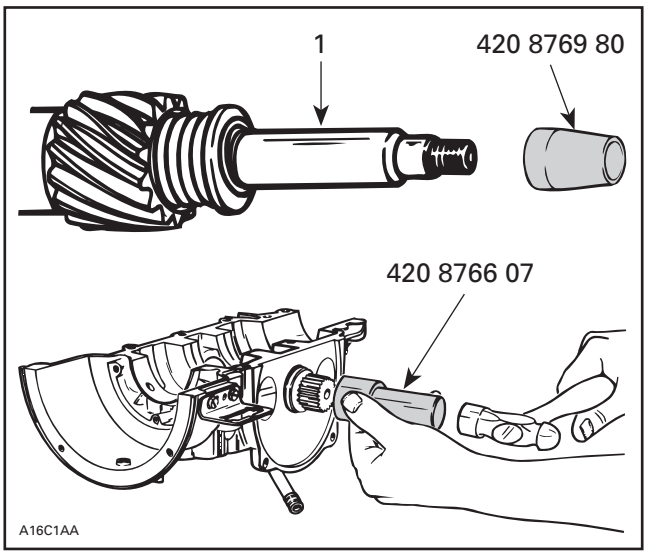
4,6, Rotary Valve Shaft and Loctite 648

▼ CAUTION

Crankcase halves must be separated and crankshaft must not be present to install rotary valve shaft ass'y in crankcase.

To install rotary valve shaft proceed as follows with the suitable tools:

– rotary valve seal pusher (P/N 420 8766 07)
– seal protector sleeve (P/N 420 8769 80)



1. Rotary valve shaft

Apply Loctite 648 (P/N 420 8997 88) on shaft threads.

18,19, Pump Housing Bolt and Loctite 242 (Blue)

Apply Loctite 242 (blue) on bolt threads.

Rotary Valve

The rotary valve controls the opening and closing of the inlet ports. Therefore its efficiency will depend on the precision of its installation.

IDENTIFICATION OF THE ROTARY VALVE

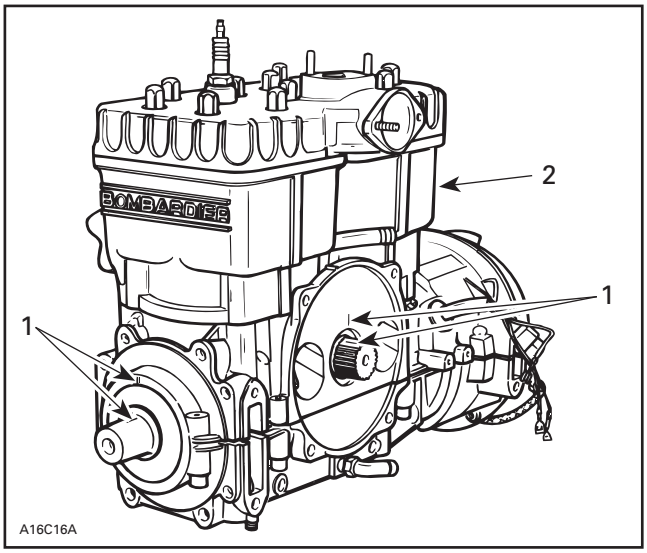
There is no identification code on the valve. To find out the duration, place an angle finder on the valve and measure the valve cut-out angle.

Engine Type	Rotary Valve P/N 420 924 XXX	Valve Duration (Cut-out Angle) °
454	502	159
494	509	147
583 MX Z, GT and Formula 583/Z	502	159
583 Summit	509	147
670	500	164

ROTARY VALVE TIMING

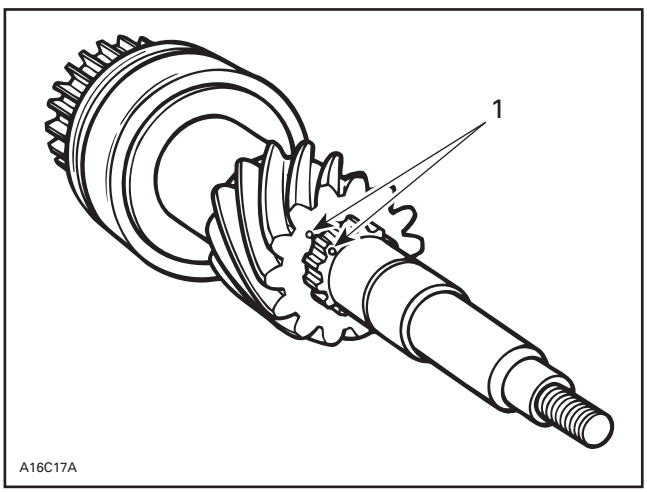
At disassembly, before removing rotary valve, note original rotary valve timing: it may be out of specifications by 1 to 4 degrees of retard or advance. To do so bring MAG piston to TDC and scribe a mark on crankshaft end at top (12 o'clock) and also on upper crankcase half.

Mark position of rotary valve shaft gear in relation to upper crankcase.



1. Mark here
2. MAG piston at TDC

After removing rotary valve shaft but before disassembling, mark brass gear in relation to shaft.



1. Mark here

These marks will be useful to time rotary valve exactly to the specifications.

NOTE: Tolerance of rotary valve timing is ± 5 degrees.

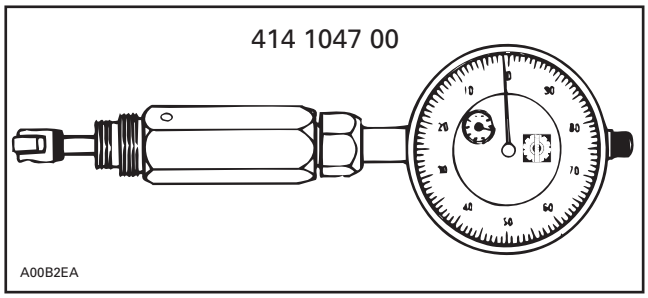
When the same crankcase is reassembled, the first timing method is to be followed. However since replacement crankcases do not have timing marks (ridge), the second method is required. Take note that the second method is more accurate and may be used any time.

Installation

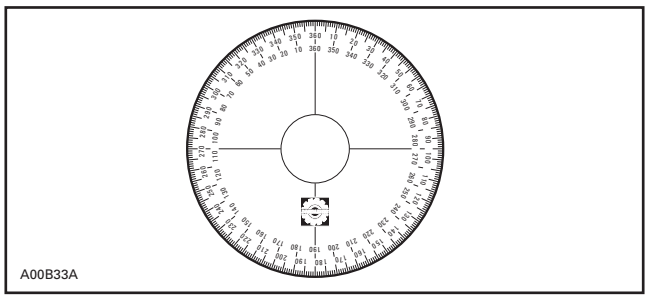
To correctly install rotary valve, proceed as follows:

– Turning crankshaft, bring **MAGneto side** piston to Top Dead Center.

Use a dial indicator (P/N 414 1047 00).



A degree wheel (P/N 414 3529 00) is required to measure rotary valve opening and closing angles in relation with **MAGneto side** piston. Degree wheel will be installed on rotary valve shaft for measurements.



Rotary valve must be set as specified in TECHNICAL DATA 09.

For the following instructions, use these specifications as example:

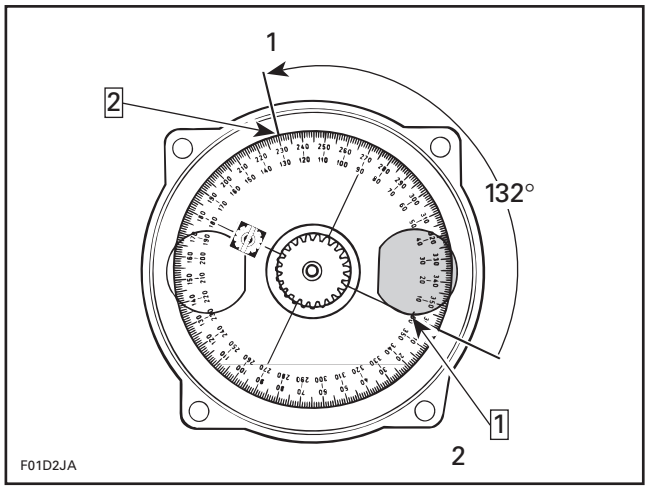
OPENING: 132° BTDC

CLOSING: 52° BTDC

Proceed as follows:

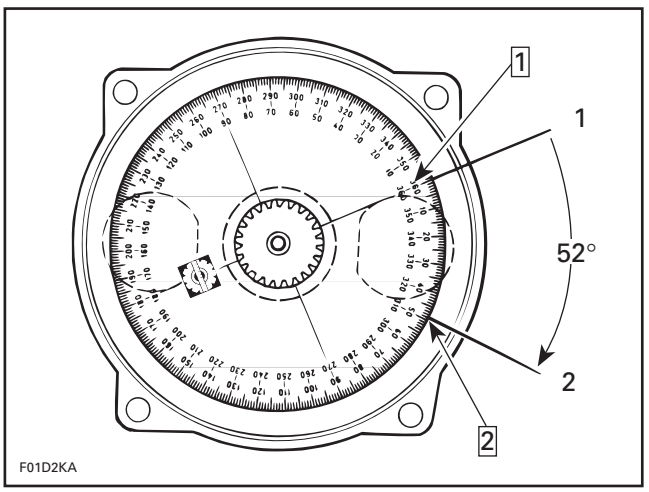
– Turning crankshaft, bring **MAGneto side** piston to Top Dead Center as done before with a crankcase having a ridge.

– For opening mark, first align 360° line of degree wheel with BOTTOM of **MAGneto side** inlet port. Then, find 132° line on degree wheel and mark crankcase at this point.



Step 1: Align 360° line of degree wheel here
Step 2: Find 132° on degree wheel and mark here
1. *Opening mark*
2. *Bottom of **MAGneto** inlet port*

– For **closing** mark, first align 360° line of degree wheel with TOP of **MAGneto side** inlet port. Then, find 52° line on degree wheel and mark crankcase at this point.



Step 1: Align 360° line of degree wheel here

Step 2: Find 52° on degree wheel and mark here
1. *Top of **MAGneto** inlet port*
2. *Closing mark*

– Position rotary valve on shaft splines to have edges as close as possible to marks.

NOTE: Rotary valve is asymmetrical. Therefore, try turning it inside out then reinstall on splines to determine best installation position.

Apply injection oil on rotary valve before closing rotary valve cover.

To Time Rotary Valve Exactly to Specifications

NOTE: If desynchronization (out of spec.) is unknown, install rotary valve to determine it before proceeding with the following.

First Method

Turn crankshaft to bring **MAG** piston to TDC. Scribed marks of crankshaft and upper crankcase must align. These marks were scribed to determine desynchronization.

Install brass gear on rotary valve shaft with its marked spline 4 positions (splines) away for one degree of desynchronization. Turn in the opposite direction of desynchronization. For instance, a rotary valve is retarded by 2.5°, turn brass gear by 10 splines counterclockwise.

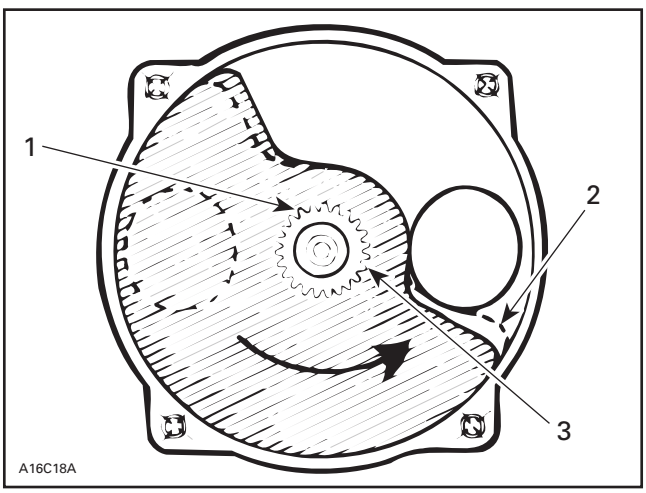
Second Method

Turn crankshaft to bring **MAG** piston to TDC. Scribed marks of crankshaft and upper crankcase must aligned. These marks were scribed while determinating desynchronization.

For each degree of desynchronization, rotary valve shaft should be turned in the opposite direction by about 5 splines on the rotary valve gear.

Note position of rotary valve gear mark when brass gear disengages worm gear of crankshaft at removal of rotary valve shaft. From this position, turn shaft accordingly then reinstall.

For instance, take a valve advanced by 2°.



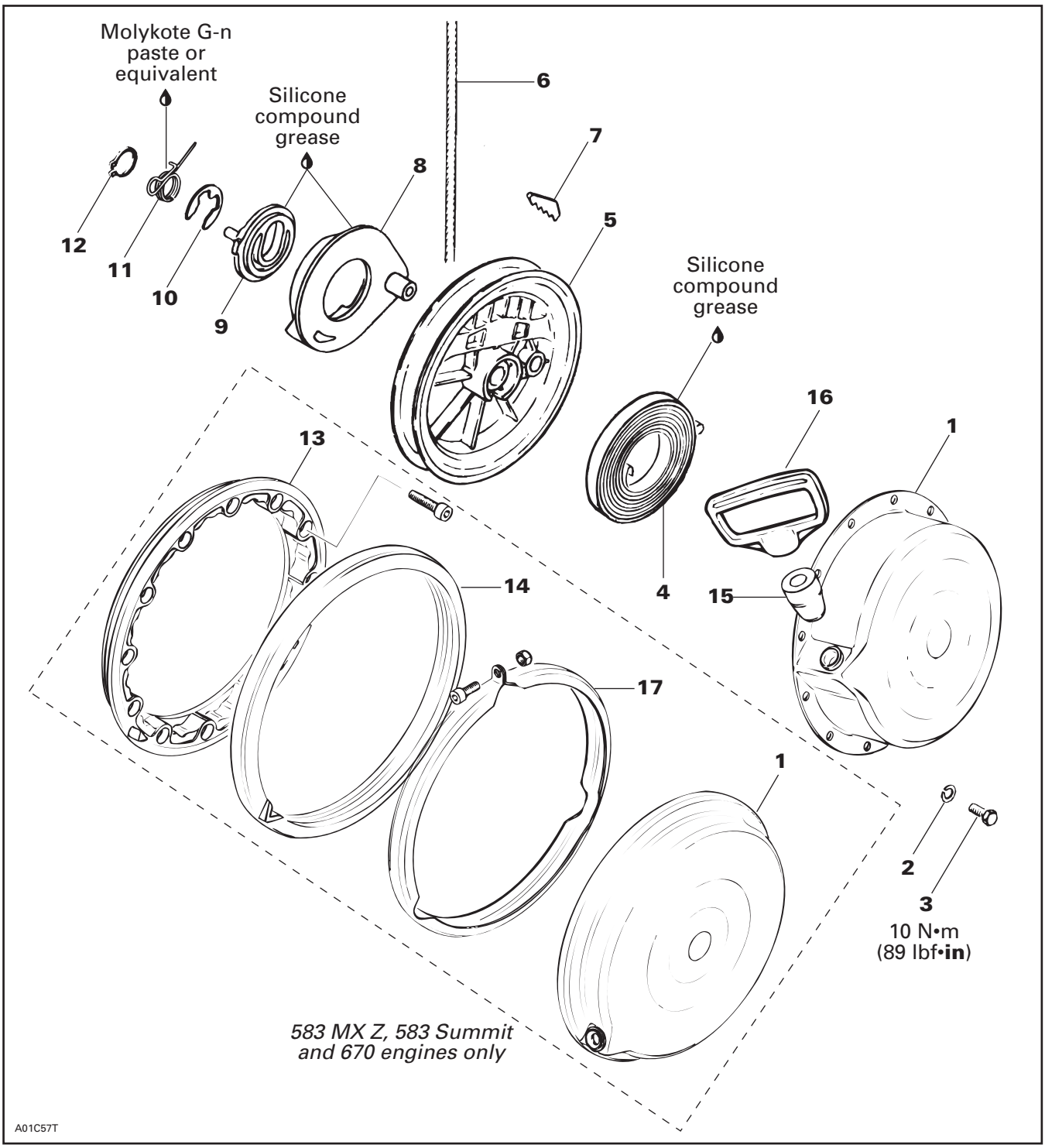
1. *Position of mark when brass gear disengages worm gear*
2. *Advanced by 2°*
3. *Position of mark before installation (about 10 splines from original position)*

1,2, Screw and Rotary Valve Cover

Install O-ring and cover then torque screws to 22 N•m (16 lbf•ft) in a criss-cross sequence.

REWIND STARTER

All Models



TYPICAL

REMOVAL

Using a small screwdriver, extract rope knot from starter grip **no. 16**. Cut rope close to knot. Tie a knot near starter.

Remove screws **no. 3** and washers **no. 2** securing rewind starter **no. 1** to engine then remove rewind starter.

On fan cooled models with oil injection pump remove pump from rewind starter cover.

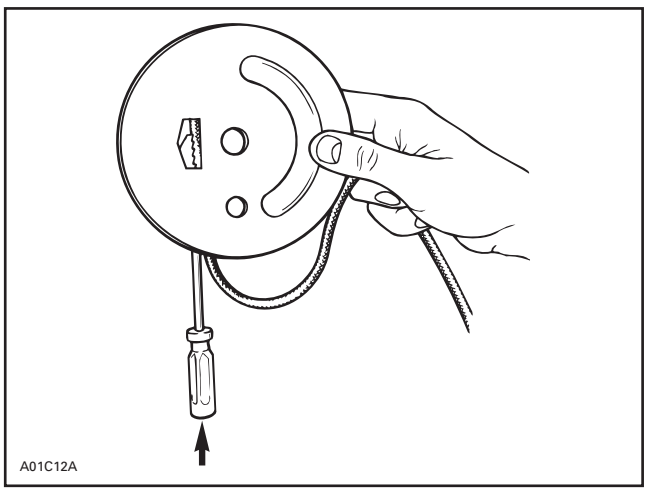
DISASSEMBLY

To remove rope from rewind starter mechanism:

– First remove locking ring **no. 12**, locking spring **no. 11**, circlip **no. 10**, pawl lock **no. 9** and pawl **no. 8**.

– Remove sheave **no. 5** from starter housing **no. 1**.

– Disengage key **no. 7** and pull out rope **no. 6**.



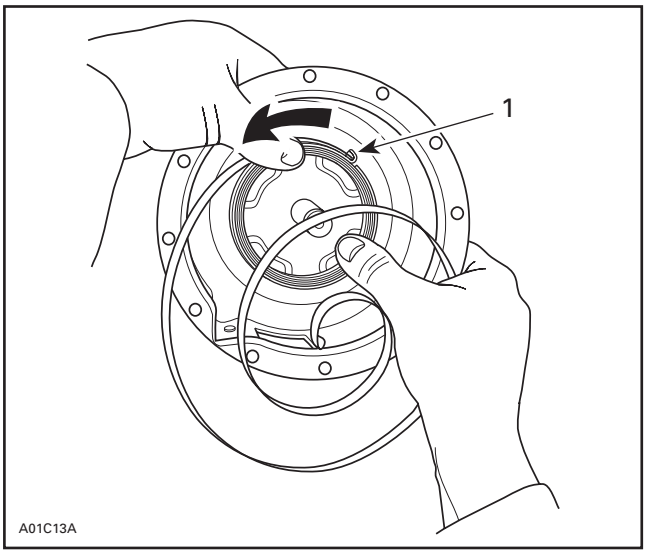
GENTLY TAP ON KEY

ASSEMBLY

At assembly, position spring **no. 4** outer end into spring guide notch then wind the spring counterclockwise into guide.

◆ WARNING

Since the spring is tightly wound inside the guide it may fly out when rewind is handled. Always handle with care.



1. Outer end into guide notch

NOTE: Due to dust accumulation, rewind starter must be periodically cleaned, inspected and relubricated.

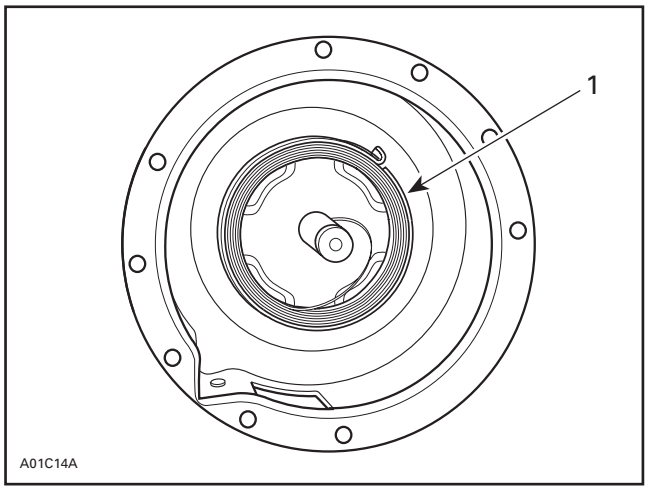
▼ CAUTION

It is of the utmost importance that the rewind starter spring(s) be lubricated periodically using specific lubricants. Otherwise, rewind starter component life will be shortened and/or rewind starter will not operate properly under very cold temperatures.

Lubricate spring assembly with silicone compound grease (P/N 420 8970 61) and position into starter housing as illustrated.

▼ CAUTION

This lubricant must NOT be used on rewind starter locking spring as it does not stay on under vibration.

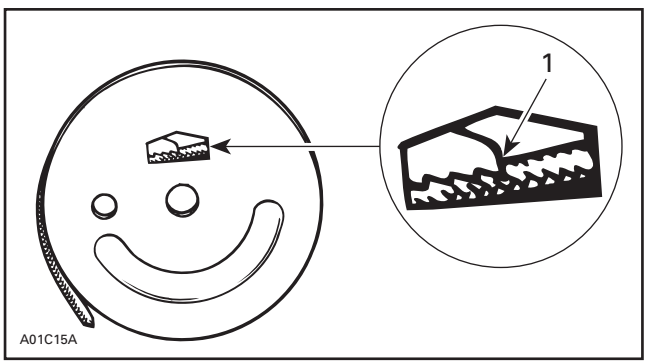


1. Grease inside spring guide

▼ CAUTION

The use of standard multi-purpose grease could result in rewind starter malfunction.

To install a new rope **no. 6**: insert rope into sheave **no. 5** orifice and lock it with the key **no. 7** as illustrated.



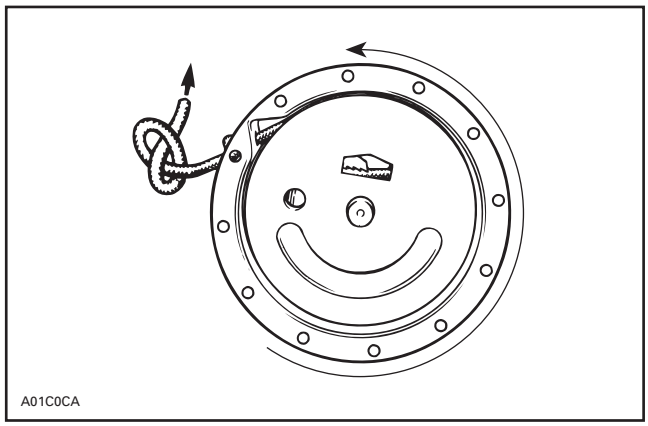
1. Push to lock

To adjust rope tension:

Wind rope on sheave and place rope sheave into starter housing making sure that the sheave hub notch engages in the rewind spring hook.

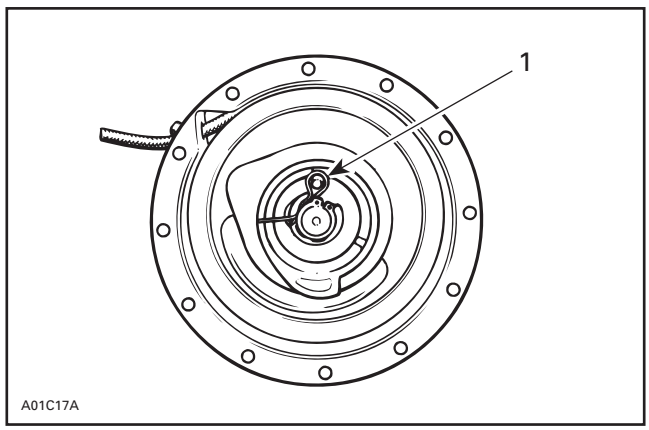
Rotate the sheave counterclockwise until rope end is accessible through starter housing orifice.

Pull the rope out of the starter housing and temporarily make a knot to hold it. One turn preload will give 7 turns of tension when fully extended.



Position pawl **no. 8**, pawl lock **no. 9** and circlip **no. 10**.

Install locking spring **no. 11** and lubricate with MOLYKOTE G-n paste from Dow Corning® or equivalent.



1. Spring coated with MOLYKOTE G-n paste

Install locking ring.

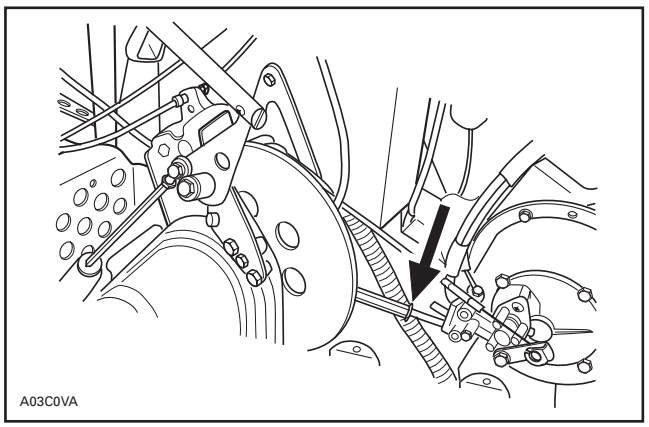
▼ CAUTION

This lubricant must NOT be used on rewind springs as it does not stay on when dry.

INSTALLATION

On fan cooled models with oil injection pump, re-install oil pump on rewind starter assembly.

Thread starter rope **no. 6** through rope guide when applicable.

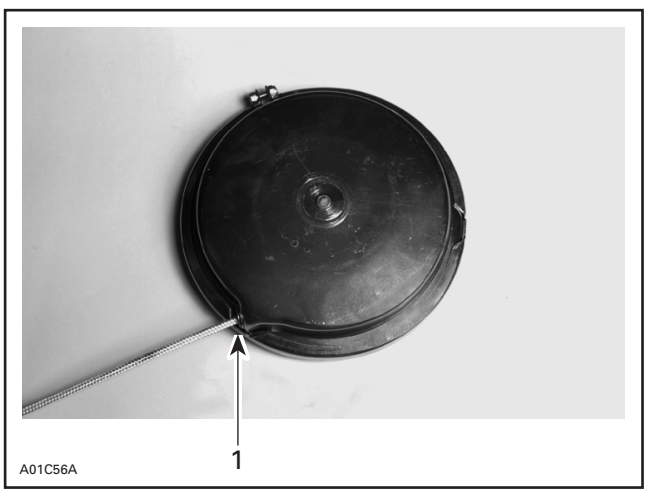


All Engines Except 583 MX Z, 583 Summit and 670

Reinstall rewind starter assembly on engine.

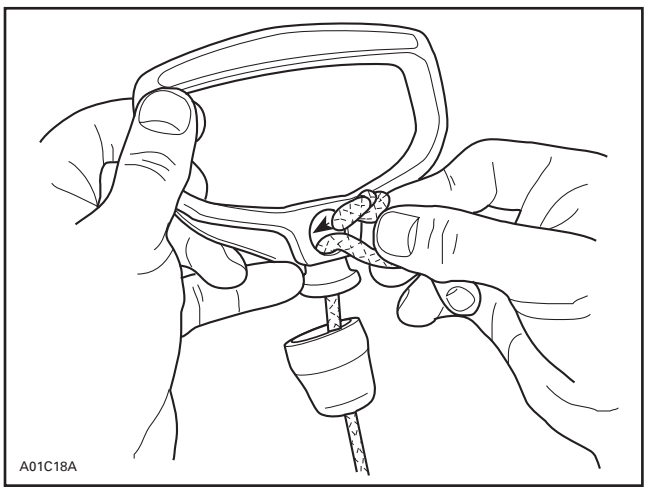
583 MX Z, 583 Summit and 670 Only

Install rewind starter on damper ring matching notches and embosses.



1. Notch

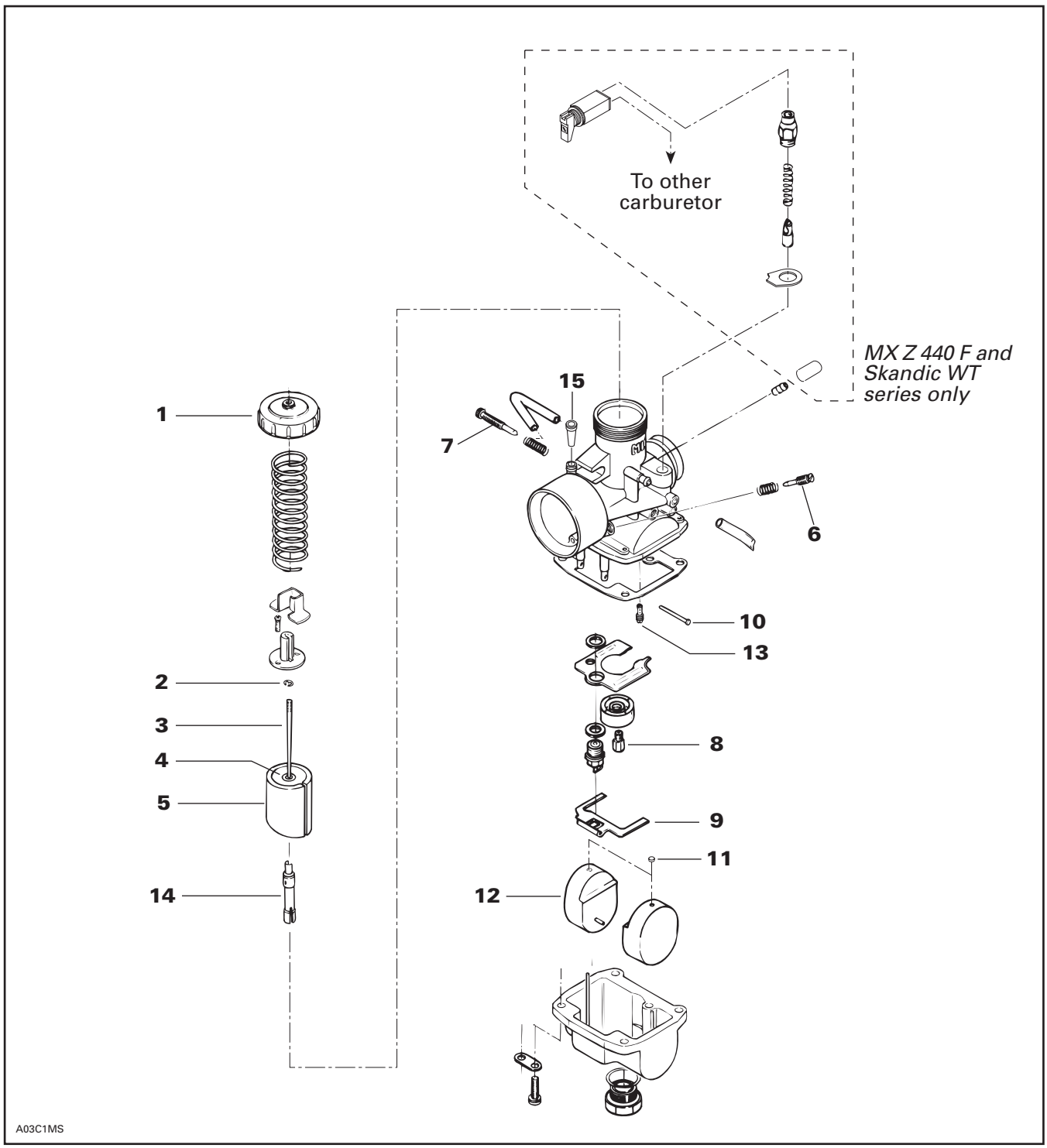
Prior to installing starter grip **no. 16** on new rope, it is first necessary to fuse the rope end with a lit match. pass rope through rubber buffer **no. 15** and starter grip and tie a knot in the rope end. fuse the knot with a lit match then insert rope end down and pull the starter grip over the knot.



TYPICAL

CARBURETOR AND FUEL PUMP

All Models



REMOVAL

Remove air silencer(s). Refer to BATTERY 05-05.

Disconnect fuel inlet line.

Disconnect primer line from carburetor on some models.

Disconnect choke cable on some models.

Unscrew carburetor cover **no. 1** then pull out throttle slide **no. 5** from carburetor.

◆ WARNING

Exercise care when handling throttle slide. Scratches incurred may cause throttle slide to stick open in operation.

Disconnect throttle cable from throttle slide.

Untighten rubber flange clamps then remove carburetor from engine.

CLEANING AND INSPECTION

The entire carburetor should be cleaned with a general solvent and dried with compressed air before disassembly.

▼ CAUTION

Heavy duty carburetor cleaner may be harmful to the float material and to the rubber parts, O-rings, etc. Therefore, it is recommended to remove those parts prior to cleaning.

Carburetor body and jets should be cleaned in a carburetor cleaner following manufacturer's instructions.

◆ WARNING

Solvent with a low flash point such as gasoline, naphtha, benzol, etc., should not be used as they are flammable and explosive.

15, Filter

Check for clogged filter. Clean or replace as required.

Check inlet needle tip condition. If worn, the inlet needle and seat must be replaced as a matched set.

NOTE: Install needle valve for snowmobile carburetor only. It is designed to operate with a fuel pump system.

Check throttle slide for wear. Replace as necessary.

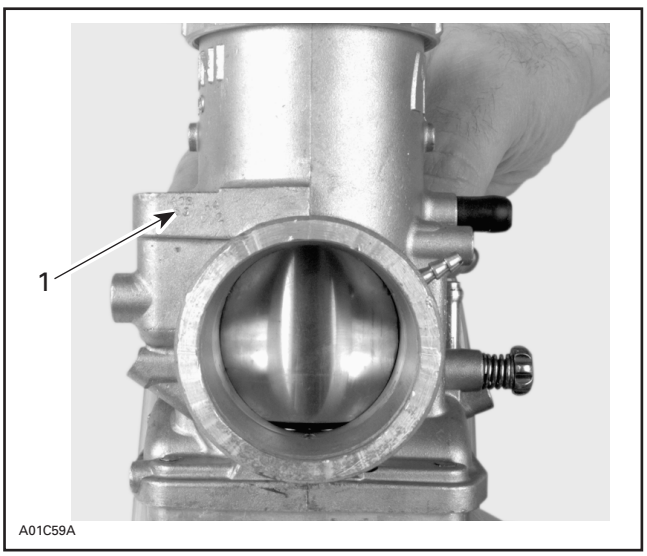
Check idle speed screw straightness. Replace as necessary.

Check for fuel soaked into float **no. 12;** replace as necessary.

Check float for cracks or other damages affecting free movement; replace as necessary.

IDENTIFICATION

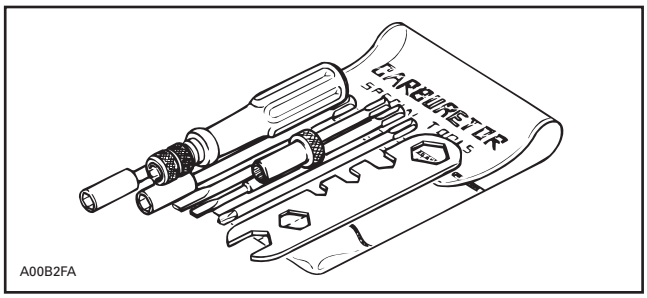
All carburetors are identified on their body.



1. Identification: 34-482

DISASSEMBLY AND ASSEMBLY

NOTE: To ease the carburetor disassembly and assembly procedures it is recommended to use carburetor tool kit (P/N 404 1120 00).



2,3, E-clip and Needle

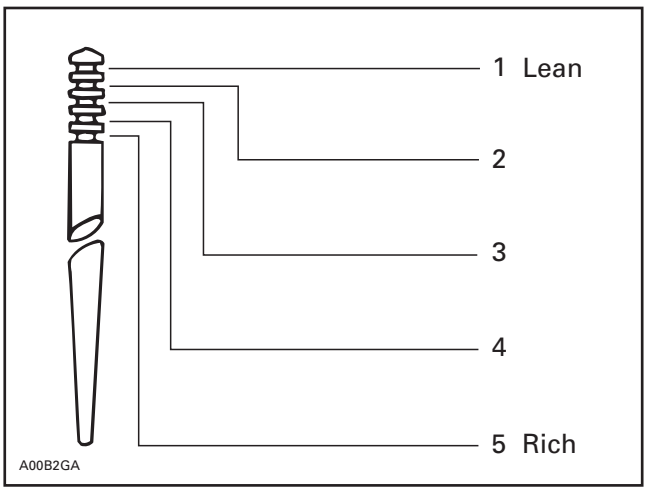
Remove screws from needle retaining plate to withdraw the needle.

The position of the needle in the throttle slide is adjustable by means of an E-clip inserted into 1 of 5 grooves located on the upper part of the needle. Position 1 (at top) is the leanest, 5 (at bottom) the richest.

NOTE: The last digit of the needle identification number gives the recommended position of the E-clip **from the top** of the needle.

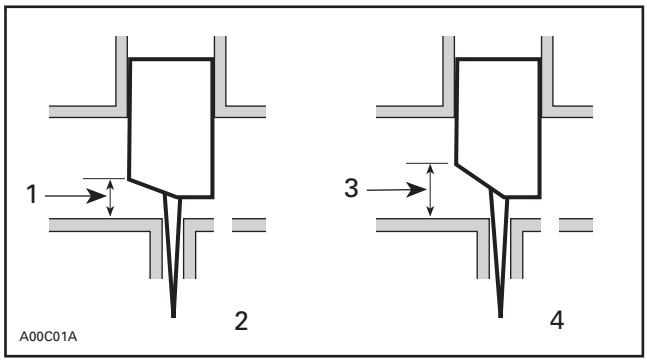
Example: 6DH4-3

Needle identification — Recommended position. of the E-clip **from top**



CLIP POSITIONS

The size of the throttle slide cut-away affects the fuel mixture between 1/8 to 1/2 throttle opening.



1. *Low cut-away low*
2. *Rich mixture*
3. *High cut-away high*
4. *Lean mixture*

8, Main Jet

The main jet installed in the carburetor has been selected for a temperature of -20°C (0°F) at sea level. Different jetting can be installed to suit temperature and/or altitude changes. Always check spark plug tip and/or piston dome color to find out correct jetting.

CARBURETOR FLOAT LEVEL ADJUSTMENT

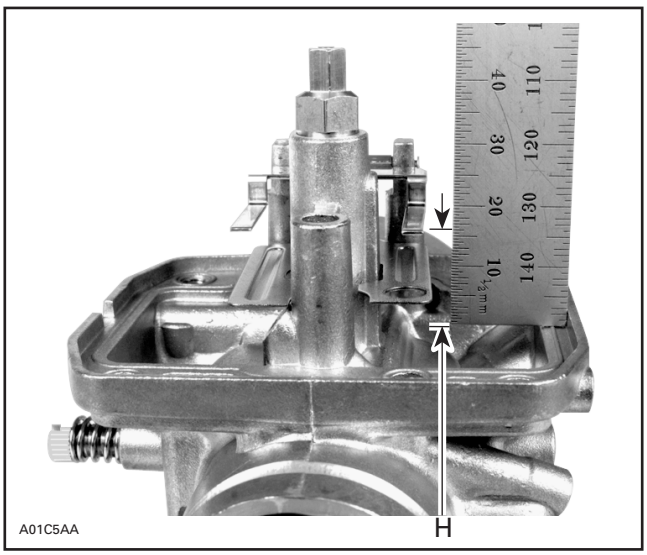
9,10, Float Arm and Float Arm Pin

Correct fuel level in float chamber is vital toward maximum engine efficiency. To check for correct float level proceed as follows:

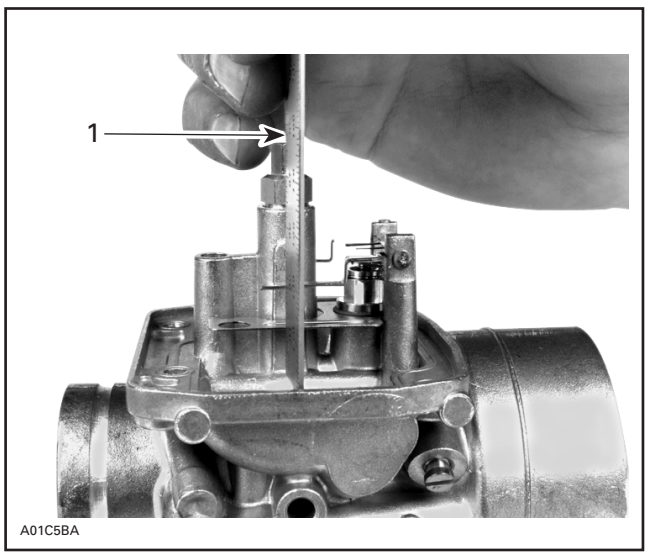
– Make sure that float arm is symetric — not distored.

– Remove float bowl and gasket from carburetor.

– With carburetor chamber upside-down on a level surface, measure height H between bowl seat and **top** edge of float arm. Keep ruler perfectly vertical and in line with main jet hole.



TYPICAL
H: Float height

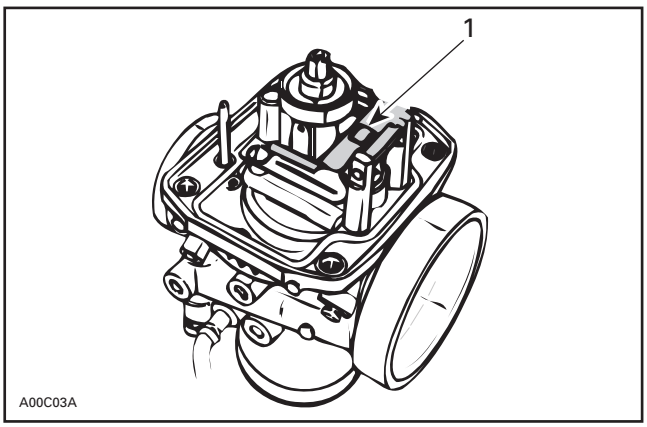


1. Ruler vertical and in line with main jet

CARBURETOR MODEL	FLOAT HEIGHT H ± 1 mm	(± .040 in)
MX Z 440 F	23.9	(.941)
MX Z 440	23.9	(.941)
MX Z 583	18.1	(.713)
MX Z 670	18.1	(.713)
Formula 500/500 DL	18.1	(.713)
Formula 583	18.1	(.713)
Formula Z	18.1	(.713)
Summit 500	18.1	(.713)
Summit 583	18.1	(.713)
Summit 670	18.1	(.713)
Grand Touring 500	18.1	(.713)
Grand Touring 583	18.1	(.713)
Skandic WT/SWT	23.9	(.941)
Skandic WT LC	23.9	(.941)

To Adjust Height H:

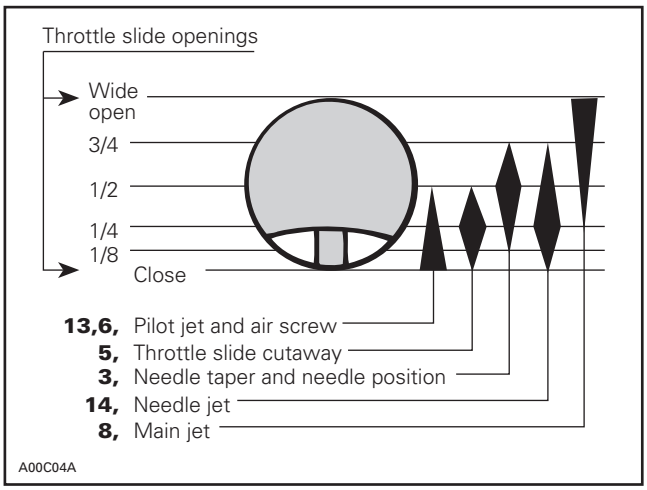
– Bend the contact tab of float arm until the specified height is reached.



1. Contact tab

The following illustration shows the part of the carburetor which begins and stops to function at different throttle slide openings.

Note that the wider part of symbol corresponds to the opening mostly affected. For instance, throttle slide cut-away begins to function at closed position but it is most effective at 1/4 opening and decreases up to 1/2 opening.



VIEW FROM AIR INTAKE OPENING

NOTE: For fine tuning refer to TECHNICAL DATA 09 and to SPARK PLUG 05-03.

NOTE: For high altitude regions, the High Altitude Technical Data Booklet (P/N 484 0648 00 and 484 0545 00 for binder) gives information about calibration according to altitude and temperature.

INSTALLATION

▼ CAUTION

Never allow throttle slide(s) to snap shut.

To install carburetor on engine, inverse removal procedure.

However, pay attention to the following:

– Inspect throttle cable and housing prior to installation.

On applicable models, make sure to align tab of carburetor and air intake silencer (if applicable) with notch of adaptor(s). On applicable models, install adaptor with up mark facing up.

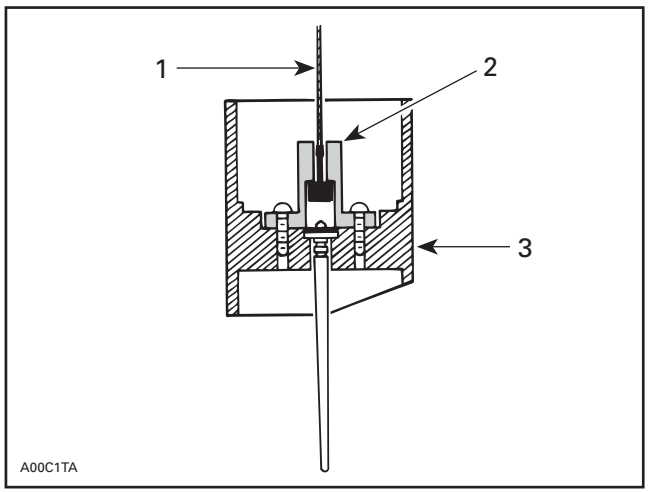
▼ CAUTION

The rubber flange must be checked for cracks and/or damage. At assembly, the flange must be perfectly matched with the air intake manifold or severe engine damage will occur.

Install clamps in a way that their tightening bolts are staggered — not aligned.

Hook throttle cable into the needle retainer plate.

NOTE: Do not obstruct hole in throttle slide when installing needle retaining plate. This is important to allow air escaping through and thus allowing a quick response.



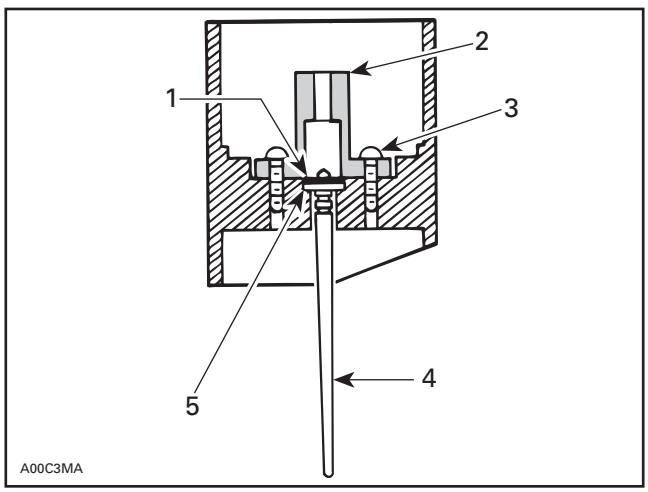
CENTER POST TYPE

1. *Throttle cable*
2. *Needle retaining plate*
3. *Throttle slide*

Make sure the nylon packing **no. 4** is installed on all applicable throttle slides.

▼ CAUTION

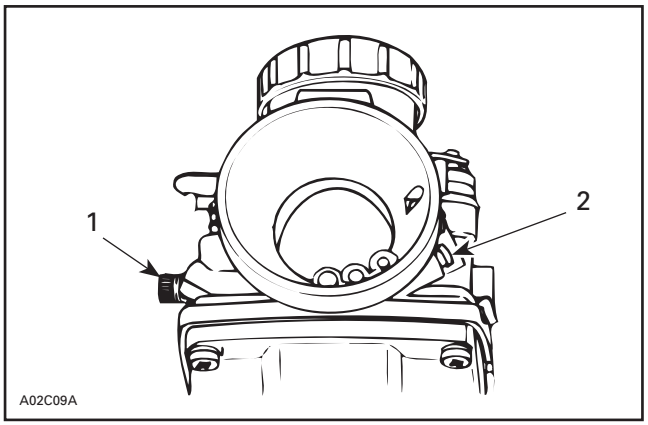
Serious engine damage can occur if this notice is disregarded.



CENTER POST TYPE

1. *E-clip*
2. *Needle retaining plate*
3. *Screw*
4. *Needle*
5. *Nylon packing*

CARBURETOR ADJUSTMENTS



1. Idle speed screw
2. Air screw

6, Air Screw Adjustment

Completely close the **air screw** (until a slight seating resistance is felt) then back off as specified.

Turning screw in clockwise enrichners mixture and conversely, turning it out counterclockwise leans mixture.

Refer to TECHNICAL DATA 09 for the specifications.

Carburetor Synchronization

Twin Carburetor Models Only

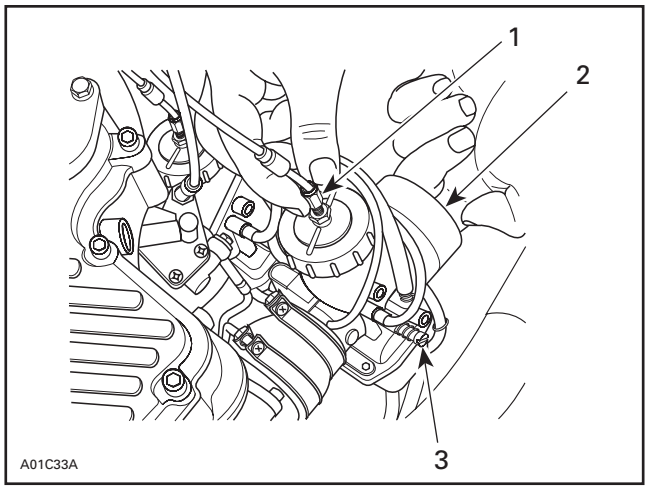
Both carburetor slides must start to open at the same time.

Completely unscrew idle speed screw on both carburetors.

Unlock cable adjustment lock nut then screw in adjuster until throttle slide bottoms out. Proceed the same for both carburetors.

Unscrew cable adjuster to eliminate all cable play but without raising throttle slide. Proceed with care on both carburetors then tighten jam nuts. Both carburetor slide must start to open at the same time, depress throttle lever to check it and turn cable adjuster as required.

Check throttle slide position at wide open throttle. Throttle slide must be flush or 1 mm (.040 in) lower than carburetor **outlet** bore. At that same position, check that throttle slide does not contact carburetor cover. Turn cable adjuster and recheck synchronization.



TYPICAL

1. Screw in and out until no cable free play exists
2. Check that throttle side does not move
3. Idle speed screw completely unscrewed

▼ CAUTION

If the throttle slide rests against the carburetor cover at full throttle opening, this will create too much strain and may damage the throttle cable or other components in throttle mechanism.

Throttle Slide Adjustment

All Models

◆ WARNING

Ensure the engine is turned OFF, prior to performing the throttle slide adjustment

For maximum performance, correct carburetor throttle slide adjustment is critical.

The following method should be used with engine turned off:

– **Idle speed** screw must be completely unscrewed. It must not contact throttle slide.

Turn the **idle speed** screw clockwise until it contacts the throttle slide then continue turning 2 additional turns.

Twin Carburetor Models Only

Repeat on the other one. This will ensure identical throttle slide preliminary idle setting. Recheck carburetor synchronization. Adjust idle by turning both idle speed screws of the same amount.

▼ CAUTION

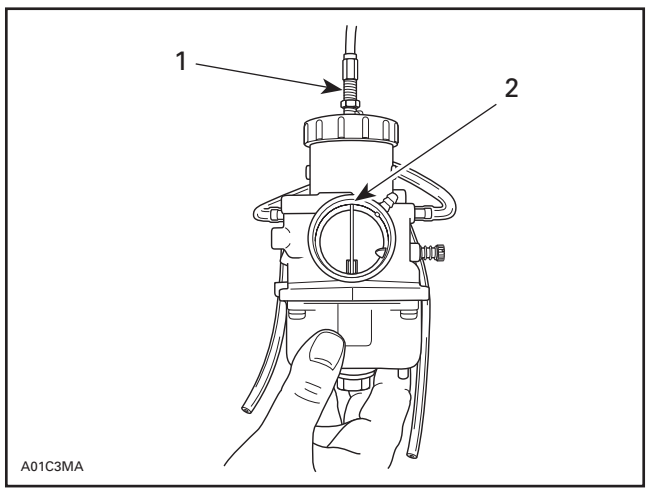
On twin carburetor models, make sure both carburetors start to operate simultaneously. Beside do not interchange carburetors, the jetting may be different on each side. A red dot is printed on one carburetor and on the engine. Match the carburetor and the engine dots when applicable.

▼ CAUTION

On oil injection models, the oil injection pump adjustment must be checked each time carburetor is adjusted. Refer to OIL INJECTION SYSTEM 03-06.

All Models

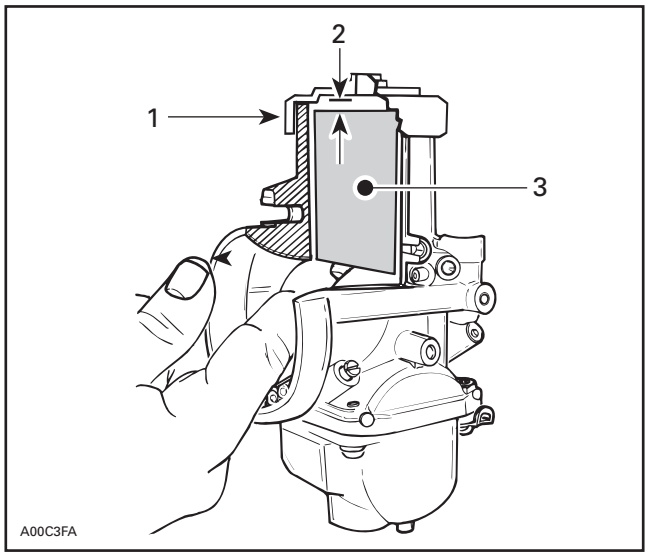
Throttle slide must be flush or 1.0 mm (.040 in) lower than the top of carburetor **oulet** bore (engine side).



THROTTLE LEVER AGAINST HANDLE GRIP

1. *Throttle cable adjuster*
2. *Throttle slide flush or 1.0 mm (.040 in) lower than carburetor oulet bore (engine side)*

Once carburetor adjustment is performed, check that **with the throttle lever fully depressed**, there is a free play between the carburetor cover and top of throttle slide.



THROTTLE LEVER AGAINST HANDLE GRIP

1. *Cover*
2. *Free play*
3. *Throttle slide*

◆ WARNING

This gap is very important. If the throttle slide rests against the carburetor cover at full throttle opening, this will create too much strain and may damage the throttle cable or other components in throttle mechanism.

On twin-carburetor models: Recheck carburetor synchronization.

▼ CAUTION

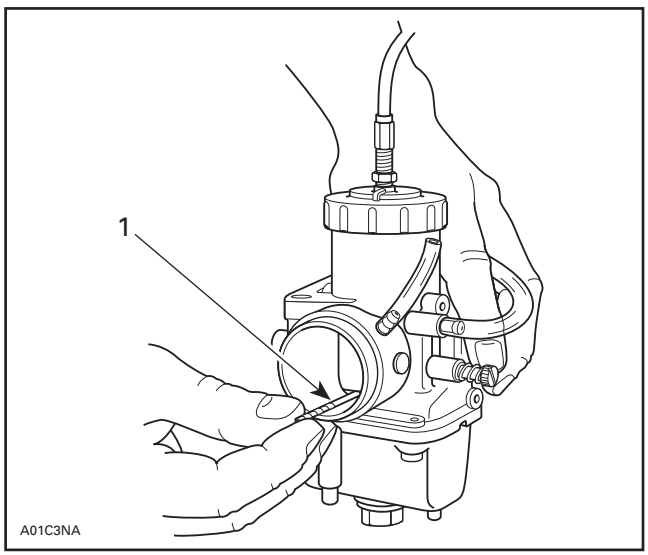
On oil injection models, the oil injection pump adjustment must be checked each time carburetor is adjusted. Refer to OIL INJECTION SYSTEM 03-06.

PRELIMINARY IDLE SPEED ADJUSTMENT

Adjust throttle slide height (see table) by turning idle speed screw **no. 7**.

Final adjustment (engine running at idle speed) should be within 1/2 turn of idle speed screw from preliminary adjustment.

Models	Throttle Slide Height mm (in)
MX Z 440 F	1.5 (.059)
MX Z 440	1.8 (.071)
MX Z 583	2.0 (.078)
MX Z 670	2.1 (.083)
Formula 500/500 DL	1.8 (.071)
Formula 583	2.0 (.078)
Formula Z	2.0 (.078)
Summit 500	2.0 (.078)
Summit 583	2.3 (.090)
Summit 670	2.3 (.090)
Grand Touring 500	1.8 (.071)
Grand Touring 583	2.0 (.078)
Skandic WT/SWT	1.3 (.051)
Skandic WT LC	1.5 (.059)



TYPICAL

1. Drill bit used as gauge for throttle slide height

IDLE SPEED FINAL ADJUSTMENT

7, Idle Speed Screw

Start engine and allow it to warm then adjust idle speed to specifications by turning **idle speed** screw clockwise to increase engine speed or counterclockwise to decrease it.

NOTE: On twin-carburetor models: Turn adjustment screw the same amount to keep carburetors synchronized.

Refer to TECHNICAL DATA 09 for the specifications.

▼ CAUTION

Do not attempt to set the idle speed by using the air screw. Severe engine damage can occur.

CHOKE

MX Z 440F and Skandic WT/SWT/WT LC

Choke Plunger Adjustment

Adjust cable length to obtain a slight contact between plunger and tool (P/N 529 0321 00). Retighten lock nut.

HAC SYSTEM

Summit Only

HAC (High Altitude Compensator) is a maintenance free device.

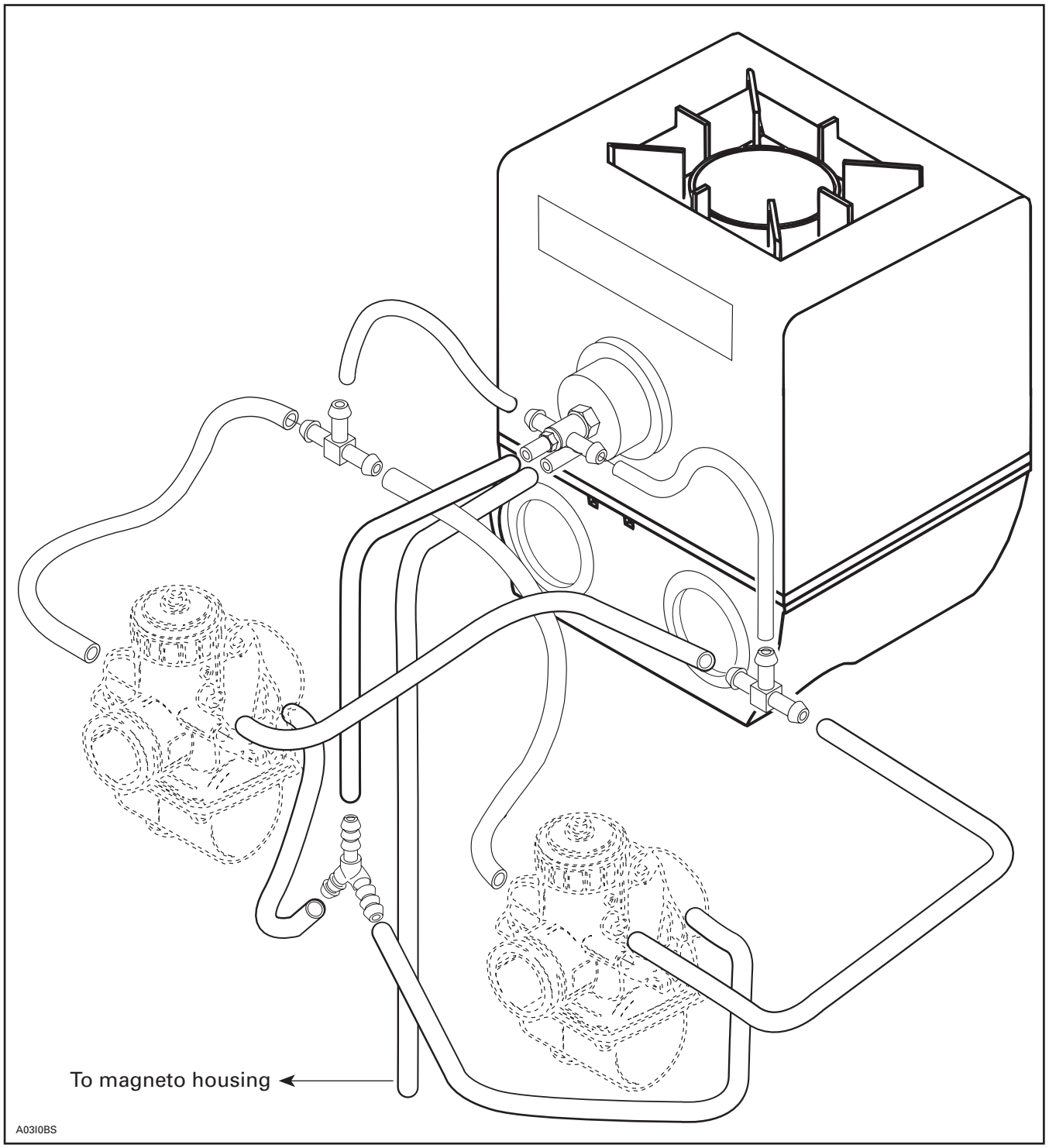
No adjustment and verification can be done on HAC.

If HAC is suspected to be faulty, replace it and check for improvement.

Hoses connected to HAC must not be altered in length or size. Check for kinked or loose hoses. Tighten or replace as necessary. See below illustrations for routing.

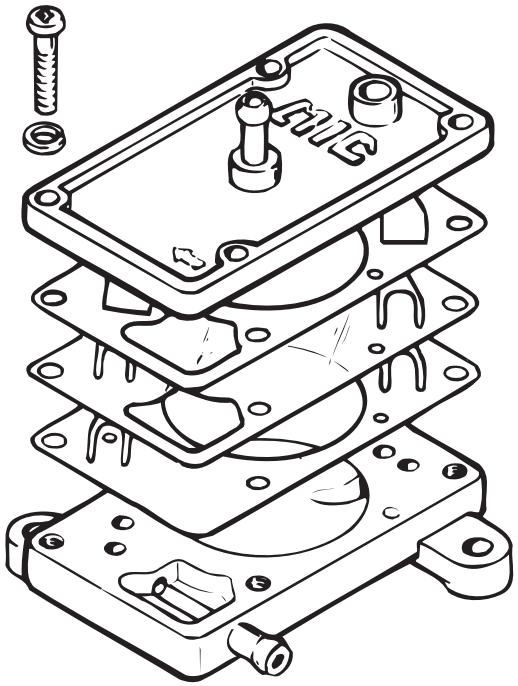
Nut holding T-fitting must be torqued to 6 N•m (53 lbf•**in**).

HAC SYSTEM

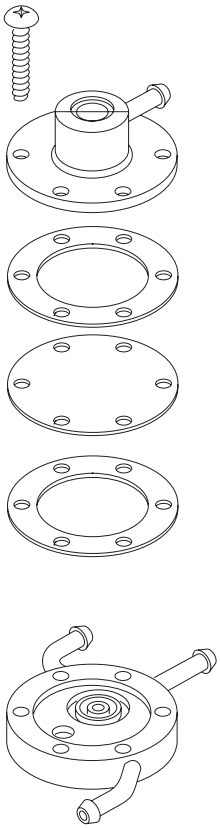


FUEL PUMP

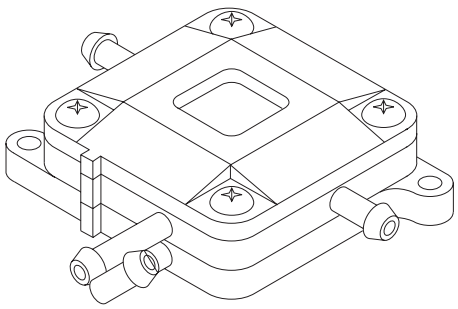
443/503 engines

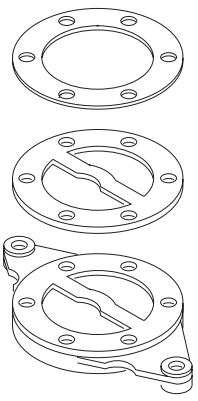


454 engine



583, 599, 670 and 779 engines



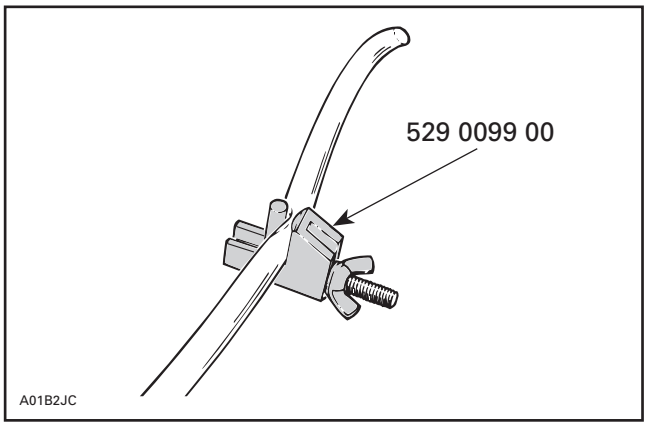


A06C39T

PARTS FLAT RATE

REMOVAL

Install a hose pincer (P/N 529 0099 00) on fuel supply line close to pump inlet.



Disconnect fuel outlet line(s).

Disconnect impulse line.

Remove screws securing fuel pump.

PUMP VERIFICATION

Check fuel pump valves operation as follows:

Connect a clean plastic tubing to the inlet nipple and alternately apply pressure and vacuum with pump of leak test kit. The inlet valve should release with pressure and hold under vacuum.

Repeat the same procedure at the outlet nipple. This time the outlet valve should hold with pressure and release under vacuum.

NOTE: On model fitted with 2 outlets, plug 1 outlet with finger while checking outlet valve.

Check impulse diaphragm and gasket on high-supply fuel pump with twin outlets as follows:

Connect a clean plastic tubing to the impulse nipple and plug vent hole on top cover. Either apply pressure or vacuum. The diaphragm/gasket must not leak.

CLEANING AND INSPECTION

The entire pump should be cleaned with general purpose solvent before disassembly.

Fuel pump components should be cleaned in general purpose solvent and dried with compressed air.

◆ WARNING

Solvent with a low flash point such as gasoline, naphtha, benzol, etc., should not be used as each is flammable and explosive.

Inspect diaphragm. The pumping area should be free of holes, tears or imperfections. Replace as needed.

High-supply pump with twin outlets: Thoroughly clean filter on top cover. Replace pump if too dirty.

INSTALLATION

To install, inverse removal procedure.

◆ WARNING

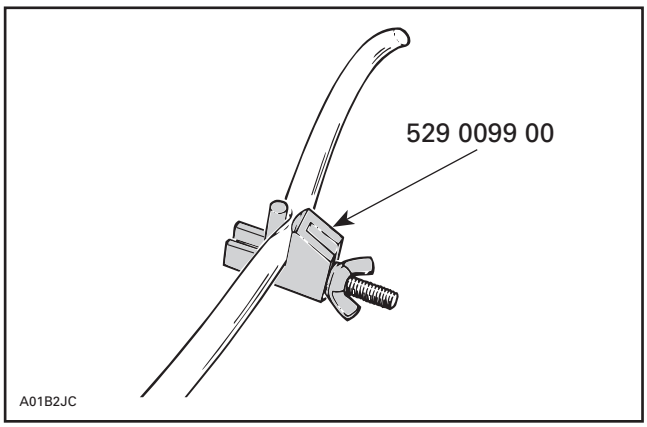
Pressure test to ensure there is no leak in fuel system.

FUEL TANK AND THROTTLE CABLE

Fuel Tank Lines

◆ WARNING

When draining a fuel tank or whenever a fuel line is disconnected, obstruct line with a hose pincher (P/N 529 0099 00) or equivalent device. Fuel is flammable and explosive under certain conditions. Ensure work area is well ventilated. Do not smoke or allow open flames or sparks in the vicinity.



Impulse/Fuel Lines Spring Clips (all models)

Always reposition spring clips after any repair to prevent possible leaks.

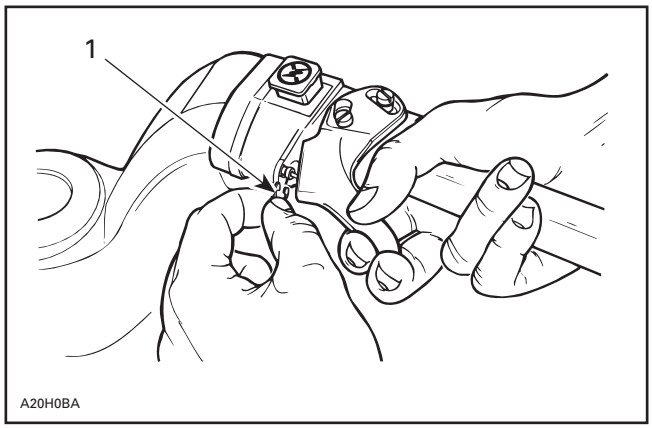
Throttle Cable Circlip at Handlebar (all models)

Put silicone grease (P/N 413 7017 00) around cable barrel. Locate circlip as per illustration.

◆ WARNING

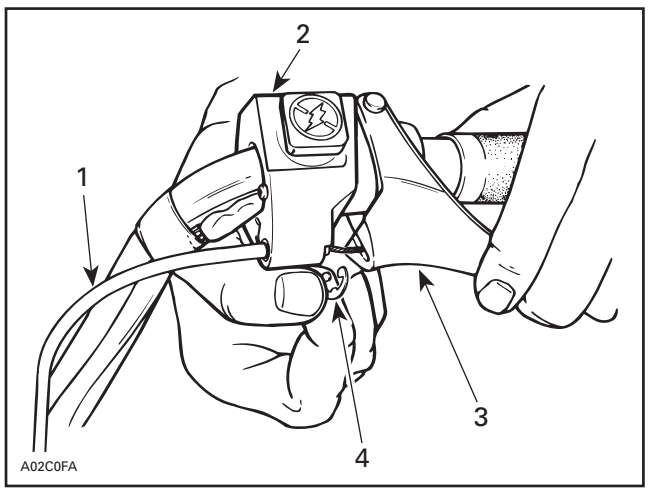
If this procedure is disregarded, throttle might be half-open at normally closed position and the engine will speed up when starting.

Models with Easy Action Throttle Lever



TYPICAL
1. Circlip

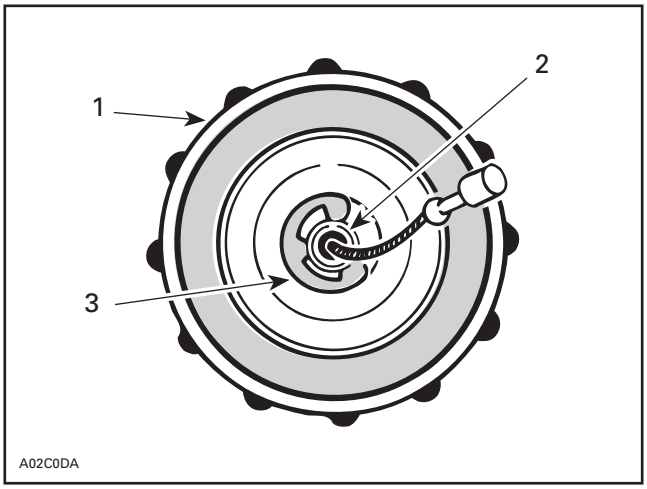
Other Models



TYPICAL
1. Throttle cable housing
2. Throttle handle housing
3. Throttle handle
4. Circlip

Throttle Cable O-ring and Retaining Ring at Carburetor (some models)

Locate O-ring outside of carburetor cover and retaining ring inside.



1. Carburetor cover
2. Throttle cable housing
3. Retaining ring

Adjust throttle cable as specified in CARBURETOR AND FUEL PUMP 03-11.

Throttle Cable Routing

▼ CAUTION

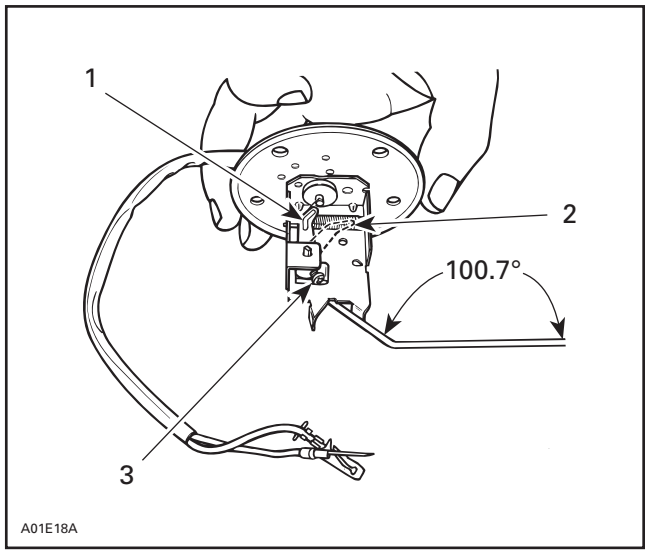
Check that throttle cable is routed away from sharp, edges, hot or vibrating parts. When turning steering while engine is running, idle speed must not vary.

Fuel Level Sensor

Grand Touring 500/583 and Formula Z

INSPECTION

Visually inspect the condition of connectors and wiring throughout the circuit. Connections must be clean and tight, and wiring free of damage. Repair as necessary. Use silicone dielectric grease to prevent corrosion at the connectors. Operate the engine to see if the problem has been corrected. If not, remove fuel level sensor from fuel tank and check rod angle (100.7°), resistance at full position (3 ± 2 Ω) and resistance at empty position (110 ± 7 Ω).



1. Full position (3 ± 2 Ω)
2. Empty position (110 ± 7 Ω)
3. Loosen to adjust

FUSE REPLACEMENT

A 0.25 ampere fuse protects fuel level sensor circuitry. Remove seat to gain access.

Fuel Level Sensor Screws

Grand Touring 500/583 and Formula Z

Torque fuel level sensor retaining screws to 1 N•m (8 lbf•**in**) in the sequence shown and then to 2.5 N•m (22 lbf•**in**), using the same sequence.

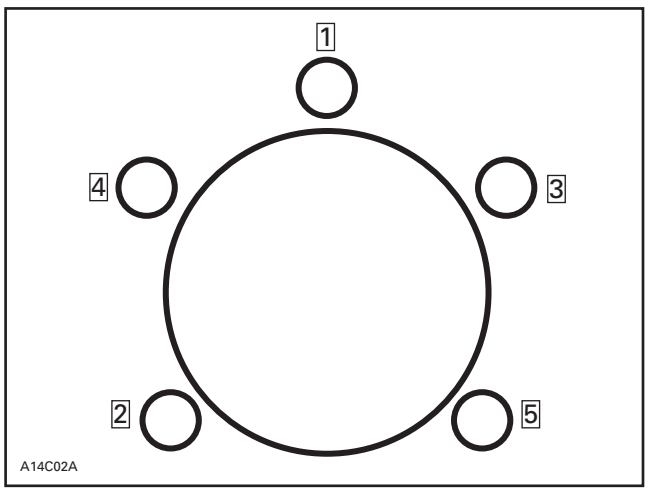


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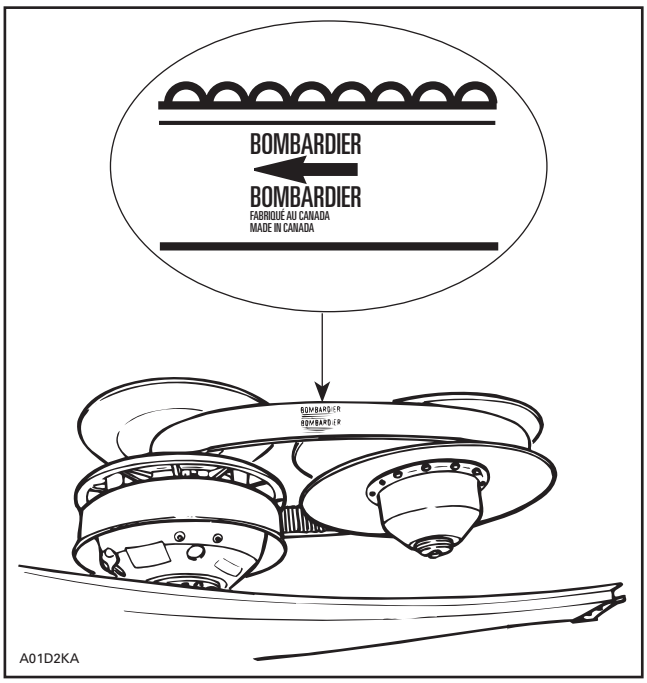
DRIVE BELT

1997 APPLICATION CHART

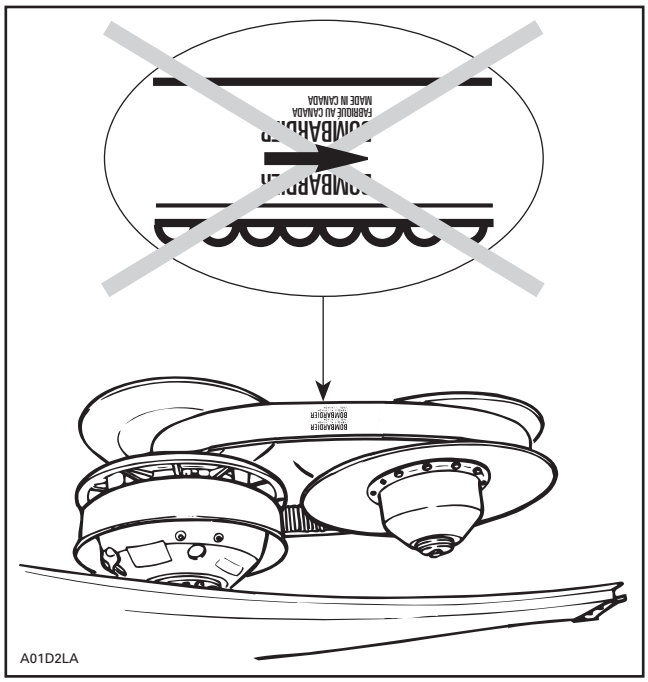
MODEL	PART NUMBER	WIDTH (NEW) ± 0.25 mm (.010 in)	MINIMUM WIDTH (WEAR LIMIT)
SUMMIT 583/670 AND MX Z 670	415 0603 00	35 mm (1-3/8'')	33 mm (1-19/64'')
SUMMIT 500, GRAND TOURING 500/583, FORMULA 500/500DL/583/Z AND MX Z 440/583	415 8607 00	34.7 mm (1-23/64'')	32.3 mm (1-17/64'')
SKANDIC WT/SWT/WT LC	414 6338 00	34.6 mm (1-23/64'')	32 mm (1-1/4'')
MX Z 440F	415 0606 00	34.7 mm (1-23/64'')	32.3 mm (1-17/64'')

ROTATION DIRECTION

The maximum drive belt life span is obtained when the drive belt is installed as shown. This will ensure that correct direction of rotation is respected.



CORRECT



INCORRECT

NOTE: For used drive belt, mark and reinstall in the same position.

DRIVE BELT DEFLECTION MEASUREMENT

NOTE: The drive belt deflection measurement must be performed each time a new drive belt is installed.

NOTE: To obtain an accurate drive belt deflection measurement, it is suggested to allow a break-in period of 50 km (30 mi).

Before checking the belt deflection, ensure vehicle has the proper belt (Refer to the application chart).

Adjust pulley distance and alignment. Refer to 04-05 PULLEY DISTANCE AND ALIGNMENT.

To obtain maximum vehicle performance, the belt tension must be adjusted according to specifications shown in the accompanying chart.

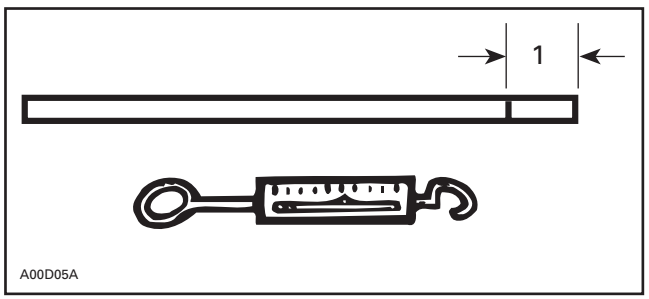
MODEL	DEFLECTION mm (in)	FORCE kg (lb)	HEIGHT† OVER DRIVEN PULLEY
All Models	32 ± 5 (1-1/4 ± 13/64)	11.3 (25)	0 - 1.5 mm (0 - 1/16'')

†FOR REFERENCE ONLY

To Check Tension

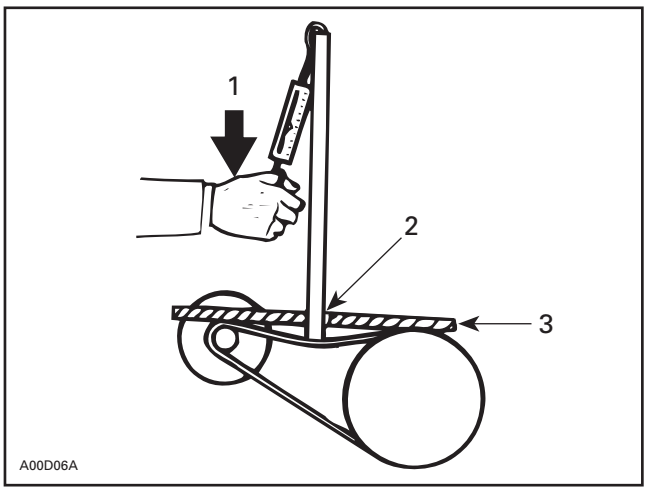
Position a reference rule on drive belt.

Wooden Stick and Spring Scale Method:



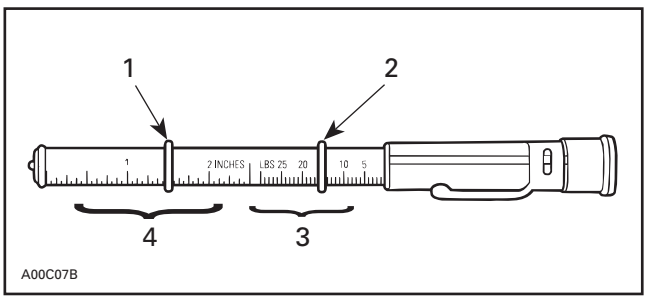
1. Mark specified deflection

Using spring scale and stick, apply specified force on drive belt halfway between pulleys as shown.



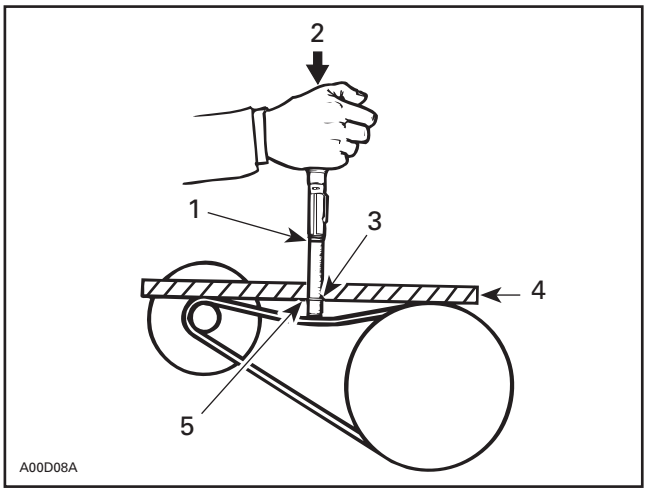
1. Force
2. Read deflection here
3. Reference rule

Or use the belt tension tester (P/N 414 3482 00).



1. Lower O-ring
2. Upper O-ring
3. Force (Read Down)
4. Deflection (Read Up)

1. Slide lower O-ring of deflection scale to specified measure.
2. Slide upper O-ring to zero on the force scale.
3. Apply pressure until lower O-ring is flush with edge of rule and read force on the upper scale at top edge of O-ring.



1. Upper O-ring
2. Force
3. Lower O-ring
4. Reference rule
5. Deflection

DEFLECTION ADJUSTMENT

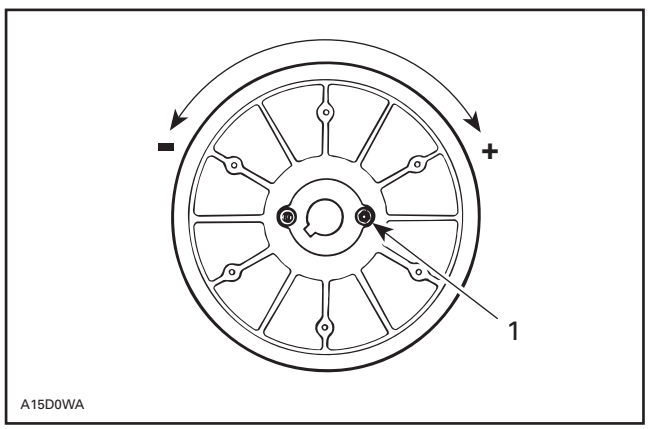
S-Series

Adjust pulley distance according to specification, refer to PULLEY DISTANCE AND ALIGNMENT 04-05, then adjust drive belt deflection using Allen screws, as shown.

To increase deflection: turn Allen screws clockwise.

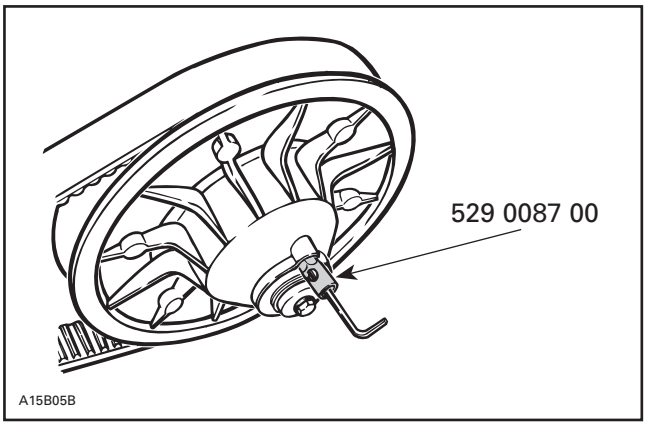
To decrease deflection: turn Allen screws counterclockwise.

NOTE: Turn Allen screws 1/4 turn at a time, then rotate driven pulley to allow drive belt to settle in pulley. Check deflection, repeat as required.



1. Allen screw with jam nut

Allen screws should be restrained while tightening jam nut to prevent throwing adjustment out. Use drive belt tension adjuster (P/N 529 0087 00).



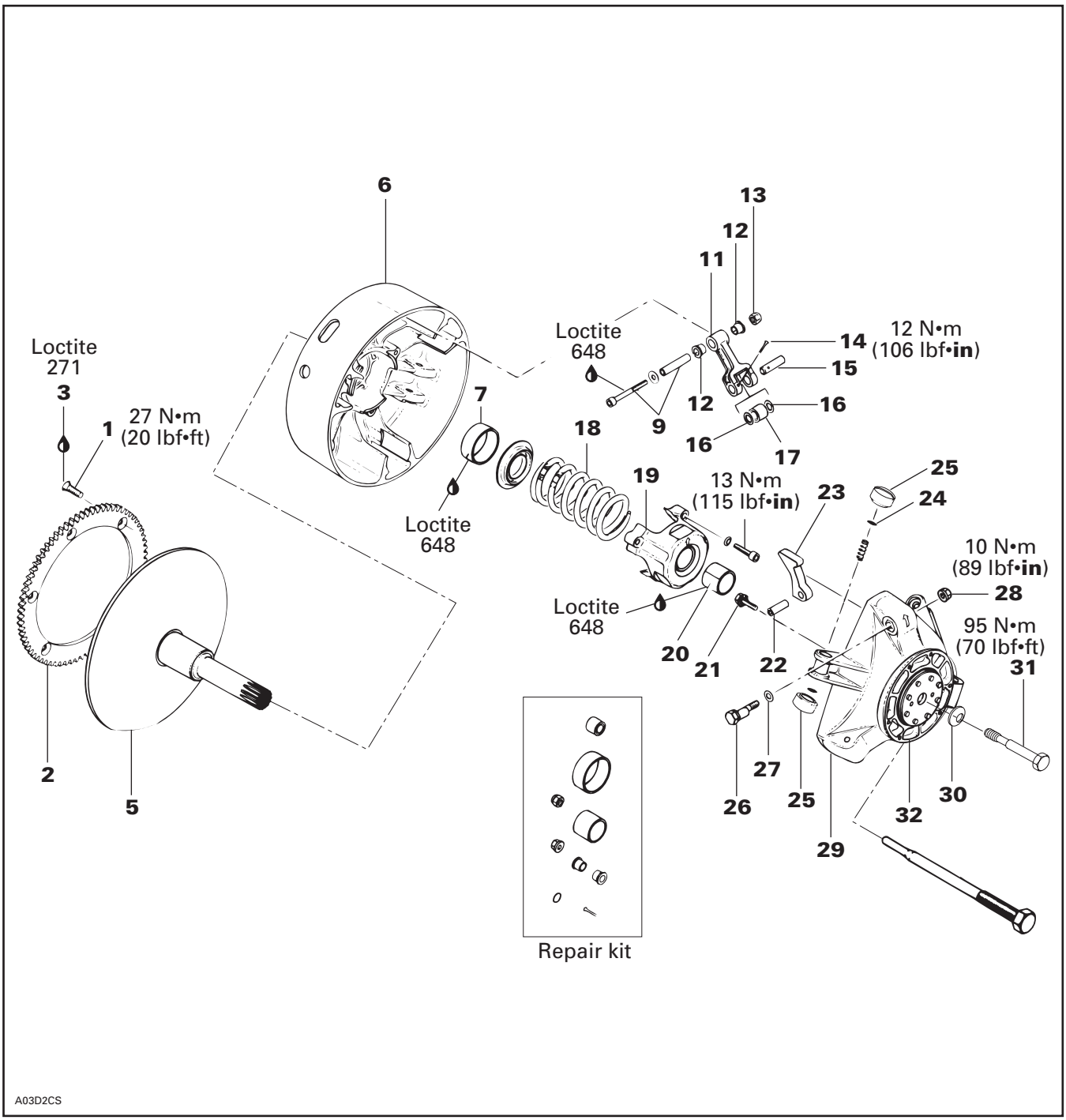
Restrain Allen screws with the wrench and tighten nut with the socket using socket handle provided in tool box.

DRIVE PULLEY

TRA

All Models

NOTE: This is a lubrication free drive pulley.



GENERAL

Some drive pulley components (return spring, ramp) can be changed to improve vehicle performance in high altitude regions. The High Altitude Technical Data booklet (P/N 484 0648 00 and 484 0545 00 for binder) gives information about calibration according to altitude.

▼ CAUTION

Such modifications should only be performed by experienced mechanics since they can greatly affect vehicle performance. Verify spring specifications before installation. Do not only refer to the spring color code.

NOTE: TRA clutch stands for Total Range Adjustable clutch.

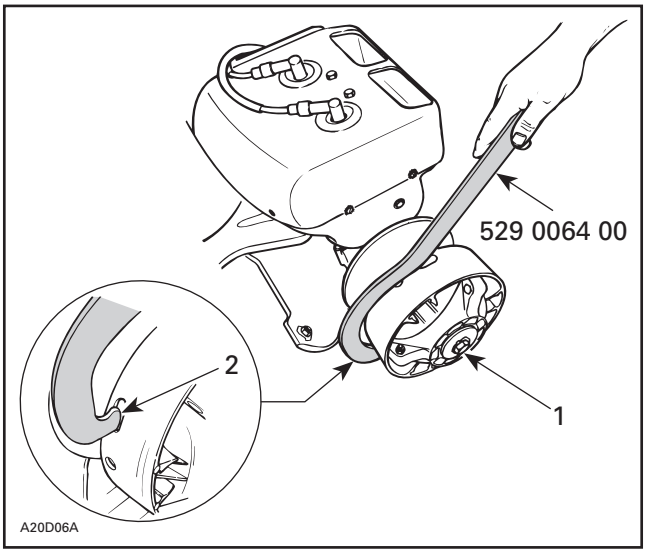
◆ WARNING

Any drive pulley repairs must be performed by an authorized Bombardier snowmobile dealer, or other such qualified person. Subcomponent installation and assembly tolerances require strict adherence to procedures detailed.

REMOVAL

30,31, Conical Spring Washer and Screw

Use clutch holder (P/N 529 0064 00).



TYPICAL

1. *Retaining screw*
2. *Insert in any slot*

NOTE: Sliding half can be removed while fixed half remains on crankshaft.

◆ WARNING

Never use any type of impact wrench at drive pulley removal and installation.

Remove retaining screw.

To remove drive pulley ass'y and/or fixed half from engine, use puller (P/N 529 0079 00) for 443, 503 and 583 engines. Use puller (P/N 529 0224 00) for 454, 494 and 670 engines.

▼ CAUTION

These pulleys have metric threads. Do not use imperial threads puller. Always tighten puller by hand to ensure that the drive pulley have the same type of threads (metric vs imperial) prior to fully tighten.

To Remove Drive Pulley Ass'y:

Retain drive pulley with clutch holder.

Install puller in pulley shaft then tighten.

DISASSEMBLY

1,2, Screw and Ring Gear

▼ CAUTION

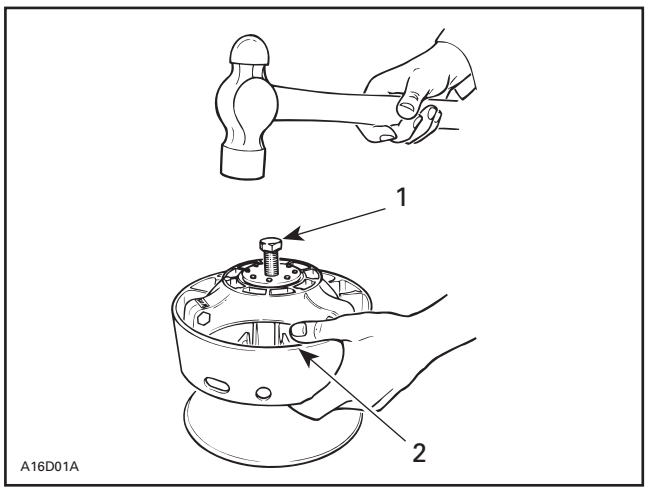
Retaining screws must be heated before disassembly.

5,6, Fixed and Sliding Half

▼ CAUTION

Do not tap on governor cup.

Screw puller into fixed half shaft about 13 mm (1/2 in). Raise drive pulley and hold it by the sliding half while knocking on puller head to disengage fixed half.



1. Puller
2. Holding sliding half

NOTE: No components marking is required before disassembling this drive pulley since it has factory mark and arrows as indexing reference.

25,29, Slider Shoe and Governor Cup

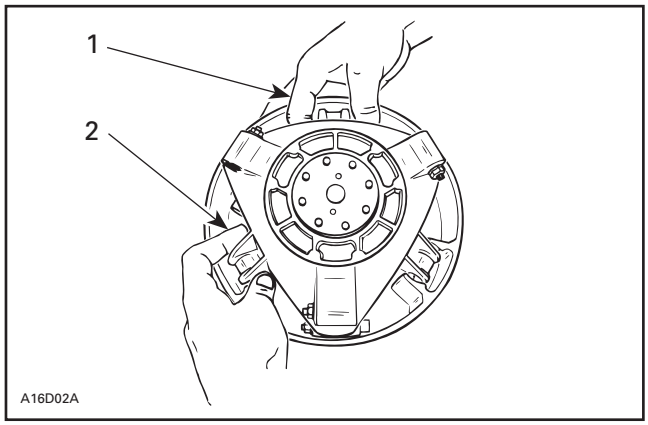
Carefully lift governor cup until slider shoes come at their highest position into guides.

Hold a slider shoe set then carefully lift its housing and remove them. Proceed the same way for other housings lifting one at a time.

32, Cushion Drive

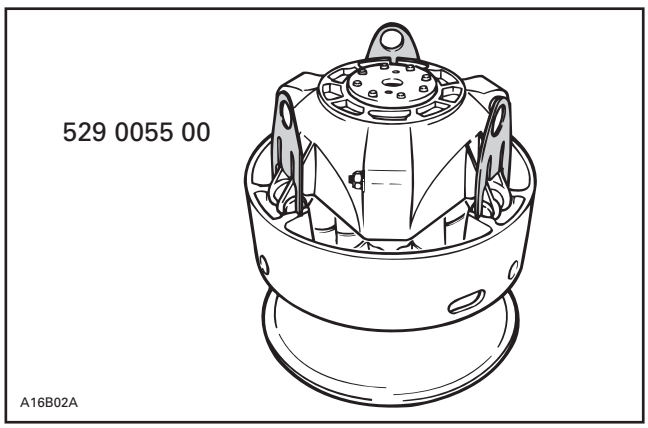
▼ CAUTION

Do not disassemble cushion drive. Governor cup and cushion drive are factory balanced as an assembly.



1. Hold slider shoes
2. Lift one housing at a time

NOTE: To ease disassembly, forks (P/N 529 0055 00) should be used to hold slider shoes prior to removing governor cup.



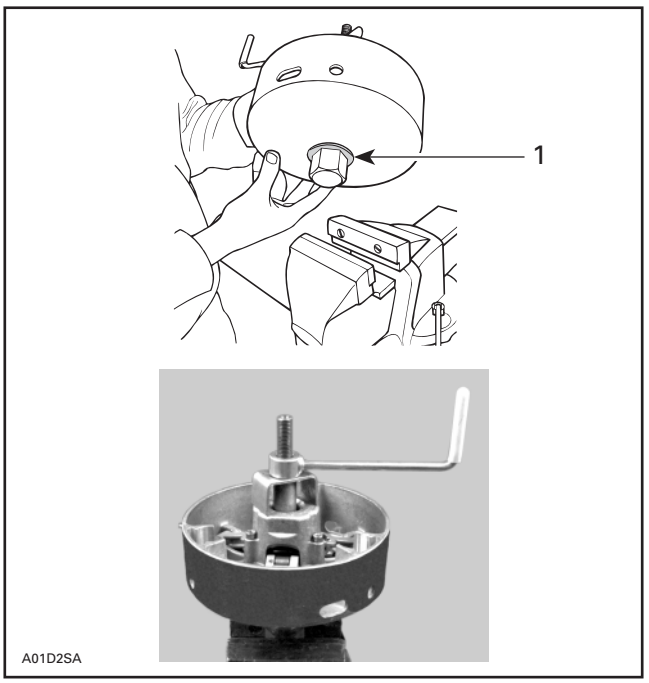
19, Spring Cover Ass'y

It is pushed by clutch spring pressure.

◆ WARNING

Clutch spring is very strong. Never attempt to remove spring cover without the recommended tools.

Use spring compressor (P/N 529 0151 00).



1. Washer must be here

Install tools as shown. Remove 3 Allen screws retaining spring cover then unscrew compressor.

CLEANING

5,6, Fixed and Sliding Half

Clean pulley faces and shaft with fine steel wool and dry cloth.

5, Fixed Half and Crankshaft End

Parts must be at room temperature before cleaning.

Using a paper towel with cleaning solvent (P/N 413 7082 00), clean crankshaft tapered end and the taper inside the fixed half of the drive pulley, crankshaft threads and retaining screw threads.

◆ WARNING

This procedure must be performed in a well ventilated area.

▼ CAUTION

Avoid contact between cleaner and crankshaft seal because damage may occur.

Remove all harden oil deposits that have baked on crankshaft and pulley tapered surfaces with coarse or medium steel wool and/or sand paper no. 600.

▼ CAUTION

Do not use any other type of abrasive.

Reclean mounting surfaces with paper towel and cleaning solvent (P/N 413 7082 00).

Wipe off the mounting surfaces with a clean, dry paper towel.

▼ CAUTION

Mounting surfaces must be free of any oil, cleaner or towel residue.

7,20, Bushing

Only use petrol base cleaner when cleaning bushings.

▼ CAUTION

Do not use acetone to clean bushing.

INSPECTION

Drive pulley should be inspected annually.

16,17, Thrust Washer and Roller

Check roller for roundness of external diameter. Check thrust washer for thickness wear. Replace as required.

▼ CAUTION

Ensure rollers are in good condition. Replace as required.

9,12, Fitting Bolt Ass'y and Flanged Bushing

Check for wear, replace as required. When installing old style flanged bushing (made of black plastic), use a size "O" (letter) drill bit to ream inside diameter.

24,25, O-ring and Slider Shoe

Check if O-rings are cracked, cut or crushed. Replace as required.

Check slider shoes for wear. Replace if groove is not apparent on top.

5,29, Fixed Half and Governor Cup

Inspect splines and free play between both parts. Maximum free-play is 0.5 mm (.020 in) measured at calibration screw radius. Replace if required.

7,20, Sliding Half and Spring Cover Bushing

Visually inspect coating. Replace if worn.

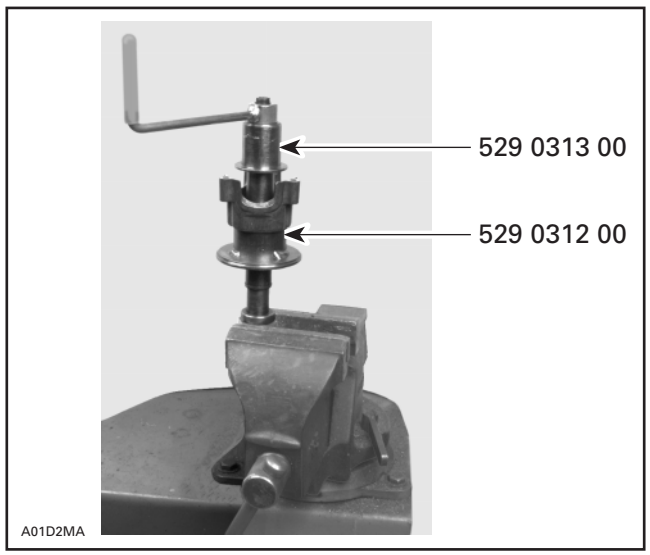
Sliding Half Bushing Replacement

These bushings can be replaced using tools which are not available at time of printing.

Spring Cover Bushing Replacement

Under normal use there is no need to replace this bushing.

Use tools (P/N 529 0313 00 and 529 0312 00) to remove old bushing.



▼ CAUTION

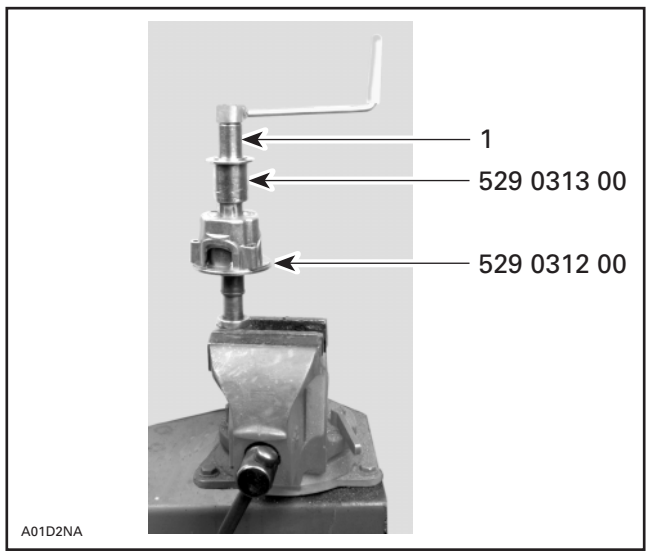
Bushing must be bonded with retaining compound.

Apply retaining compound Loctite 648 outside of bushing then press it down to counterbore from outside end. Use spring compressor (P/N 529 0151 00) and appropriate tools.

▼ CAUTION

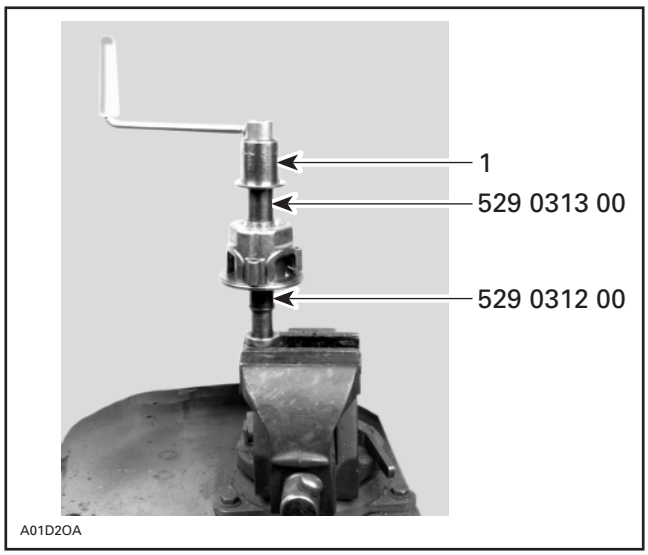
Insert bushing from outside (governor side) of spring cover.

Start driving bushing into spring cover.



1. Note upper tool side

Press bushing.



1. Note upper tool side.

ASSEMBLY

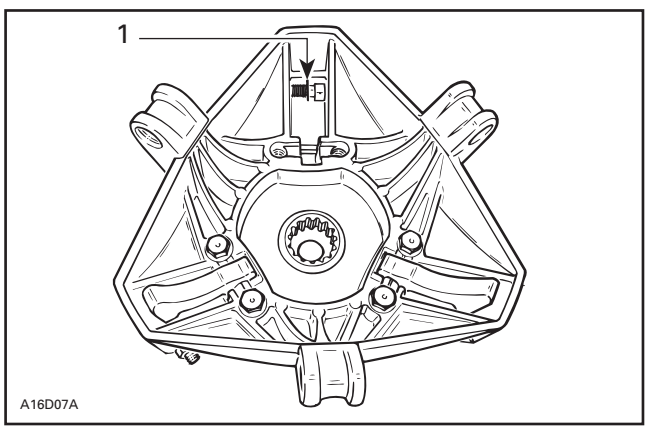
NOTE: This drive pulley is lubrication free. **Do not lubricate** any component.

1,2,3, Screw, Ring Gear and Loctite 271

Apply Loctite 271 (P/N 413 7029 00) on threads and then torque to 27 N•m (20 lbf•ft).

26,27,28, Calibration Screw, Washer and Locking Nut

When installing calibration screw, make sure to install washer as shown.



1. Washer

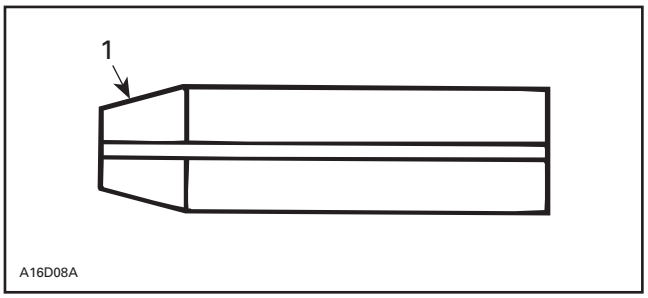
Torque locking nut to 10 N•m (89 lbf•**in**).

15, Pin

Always use the same type of pin as originally installed when servicing. Different types have different weights for calibration purpose. Refer to TECHNICAL DATA 09-03.

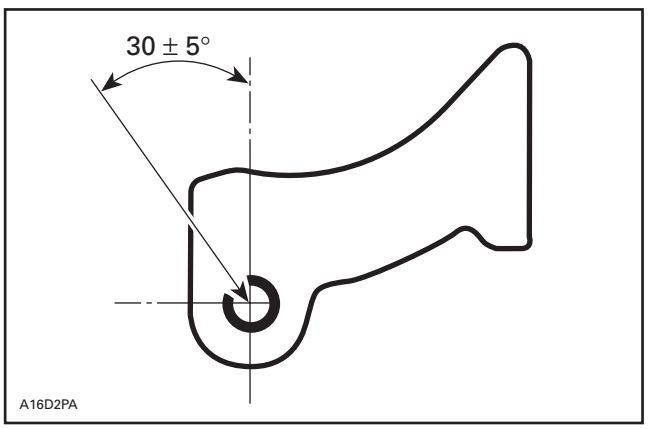
21,22,23, Ramp, Dowel Tube and Screw

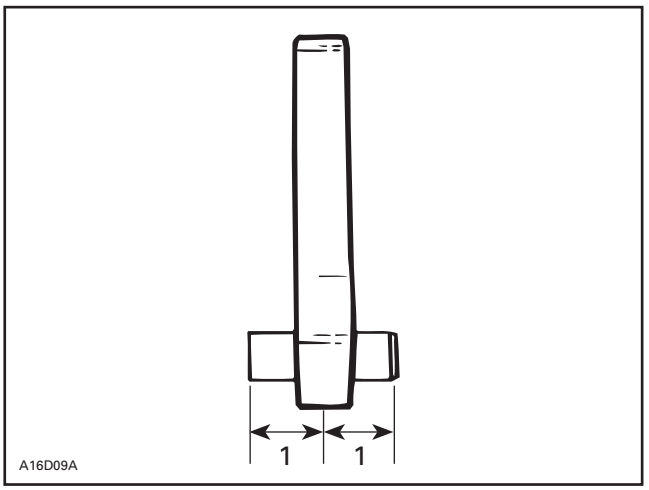
Insert dowel tube from chamfered side. Make sure ramp is centered on dowel tube.



1. Chamfered side

Position dowel tube split at the illustrated angle.





1. Equal distance

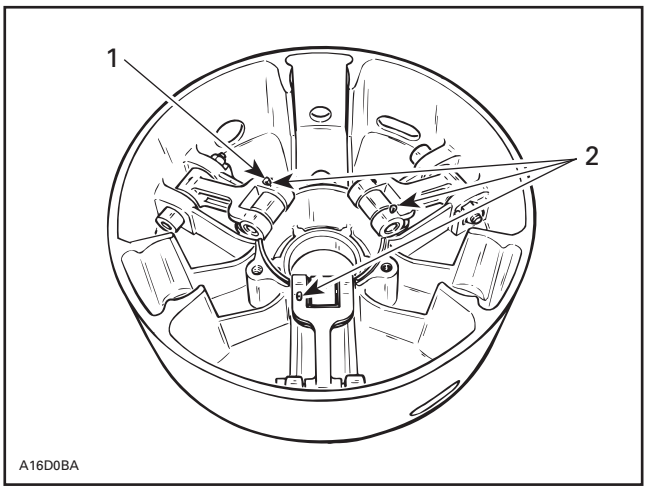
Torque screws to 10 N•m (89 lbf•**in**).

9,11,13,14, Screw, Lever Ass'y, Nut and Cotter Pin

Always install lever assemblies so that cotter pins are at the shown side. Besides install cotter pin head on top when lever is sat at bottom of sliding half. Bend cotter pin ends to sit perfectly against lever.

◆ WARNING

Whenever replacing centrifugal levers, always replace all 3 at the same time. Otherwise, clutch misbalancing will occur because of levers difference.



1. Head on top
2. All on the same side

▼ CAUTION

Lever assemblies must be installed so that cotter pins are on the same side.

Torque nuts to 12 N•m (106 lbf•**in**).

▼ CAUTION

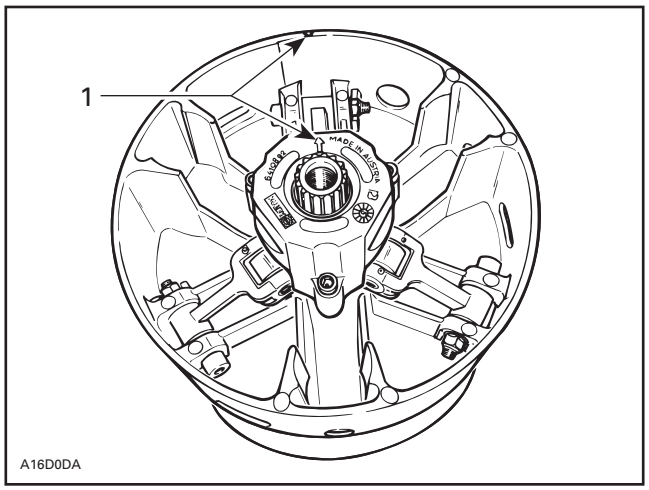
Lever ass'y and rollers must move easily after installation.

5,6,18,19, Fixed Half, Sliding Half, Spring, Spring Cover and Screw

To install spring cover, use spring compressor (P/N 529 0151 00).

Assemble fixed and sliding halves. Note that fixed halves have different cone angle. Match cone angle with crankshaft.

Lift sliding half against spring cover and align spring cover arrow with sliding half mark.

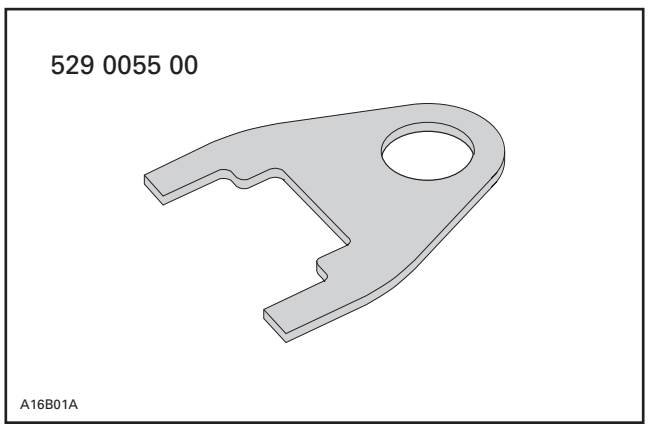


1. Align

Install and torque screws to 13 N•m (115 lbf•**in**).

6,25,29, Sliding Half, Slider Shoe and Governor Cup

To install governor cup, use following tool:

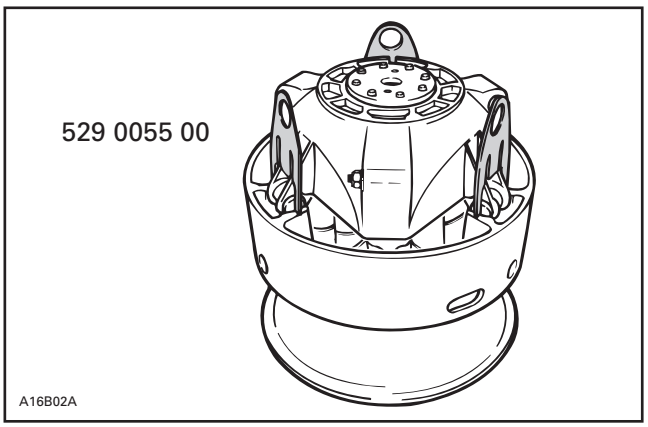


Insert spring and slider shoes into governor cup so that groove in each slider shoe is vertical to properly slide in guides.

▼ CAUTION

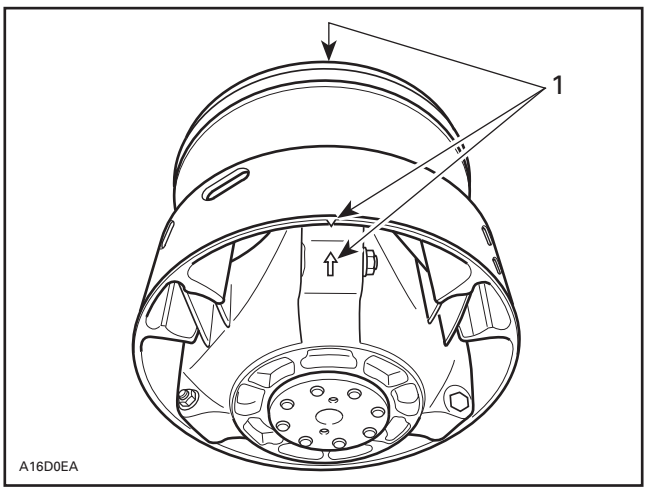
Make sure O-rings are installed on slider shoes and their grooves are positioned vertically.

Install fork (P/N 529 0055 00) into slider shoe grooves to maintain them for governor cup installation. Proceed on 3 set of slider shoes.



Make sure to align governor cup arrow with sliding half and fixed half mark.

NOTE: If fixed half has no mark, align governor cup mark with segment no. 1 of inner half. Segments are identified on engine side.



1. Align

Carefully slide governor cup into sliding half. Align mark of governor cup with mark of fixed half.

Remove forks and push governor cup so that its splines engage with fixed half shaft splines.

▼ CAUTION

Make sure splines of both parts are fully engaged.

INSTALLATION

◆ WARNING

Do not apply anti-seize or any lubricant on crankshaft and drive pulley tapers.

◆ WARNING

Never use any type of impact wrench at drive pulley removal and installation.

Clean mounting surfaces as described in CLEANING above.

Drive Pulley Ass'y

The installation procedure must be strictly adhered to as follows.

Install drive pulley on crankshaft extension.

Install conical washer with its concave side towards drive pulley then install screw.

◆ WARNING

Never substitute lock washer and/or screw with jobber ones. Always use Bombardier genuine parts for this particular case.

Use clutch holder. See removal procedure.

Torque screw to 90 to 100 N•m (66 to 74 lbf•ft).

Install drive belt and belt guard.

Raise and block the rear of the vehicle and support it with a mechanical stand.

◆ WARNING

Ensure that the track is free of particles which could be thrown out while track is rotating. Keep hands, tools, feet and clothing clear of track. Ensure nobody is standing near the vehicle.

Accelerate the vehicle at low speed (maximum 30 km/h (20 MPH) and apply the brake, repeat 5 times.

Recheck the torque of 90 to 100 N•m (66 to 74 lbf•ft).

◆ WARNING

After 10 hours of operation the transmission system of the vehicle must be inspected to ensure the retaining screw is properly torqued.

DRIVE PULLEY ADJUSTMENT

The drive pulley is factory calibrated to transmit maximum engine power at a predefined RPM. Factors such as ambient temperature, altitude or surface condition may vary this critical engine RPM thus affecting snowmobile efficiency.

This adjustable drive pulley allows setting maximum engine RPM in the vehicle to maintain maximum power.

Calibration screws should be adjusted so that actual maximum engine RPM in vehicle matches with the maximum horsepower RPM given in TECHNICAL DATA 09-02.

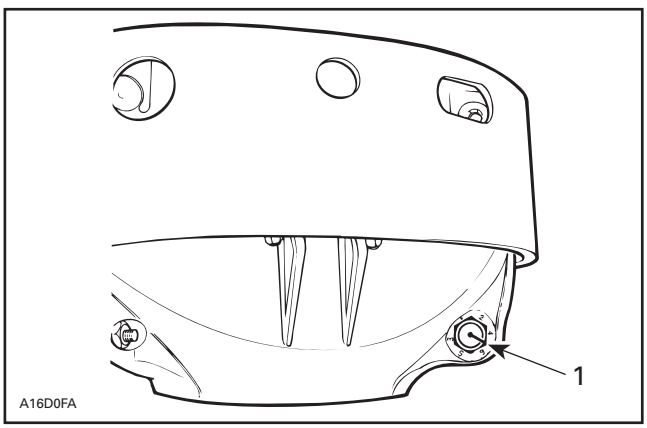
NOTE: Use precision digital tachometer for engine RPM adjustment.

NOTE: The adjustment has an effect on high RPM only.

To adjust, modify ramp end position by turning calibration screws.

26,28,29, Calibration Screw, Locking Nut and Governor Cup

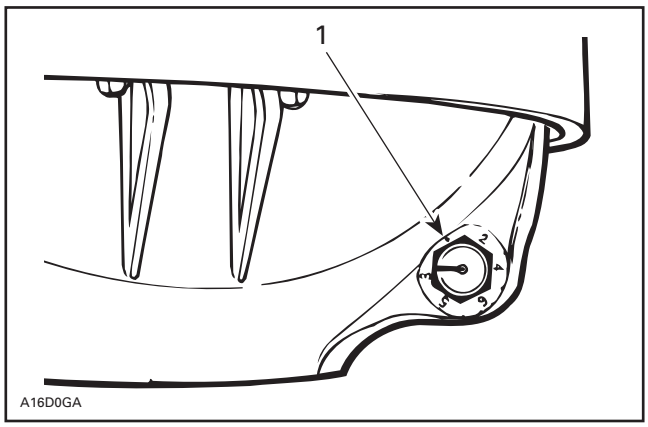
Calibration screw has a notch on top of its head.



1. Notch

Governor cup has 6 positions numbered 2 to 6. Note that in position 1 there is no stamped number (due to its location on casting).

See TECHNICAL DATA 09-03 for original setting.



1. Position 1 (not numbered)

Each number modifies maximum engine RPM by about 200 RPM.

Lower numbers decrease engine RPM in steps of 200 RPM and higher numbers increase it in steps of 200 RPM.

Example:

Calibration screw is set at position 3 and is changed to position 5. So maximum engine RPM is increased by about 400 RPM.

To Adjust:

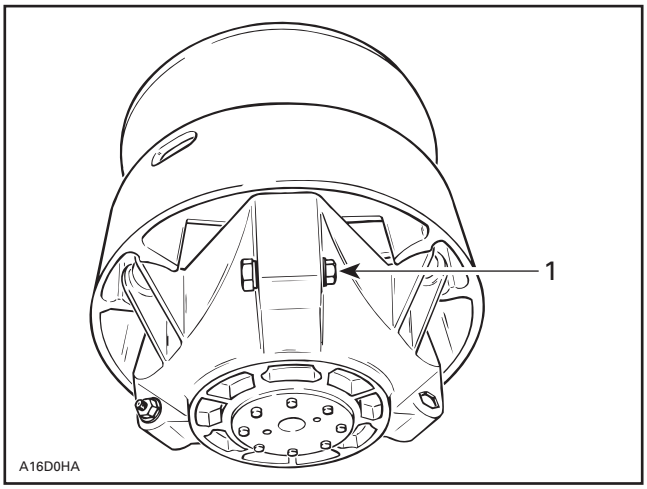
Just loosen locking nut enough to pull calibration screw **partially** out and adjust to desired position. Do not completely remove the locking nut. Torque locking nuts to 10 N•m (89 lbf•**in**).

▼ CAUTION

Do not completely remove calibration screw or its inside washer will fall off.

▼ CAUTION

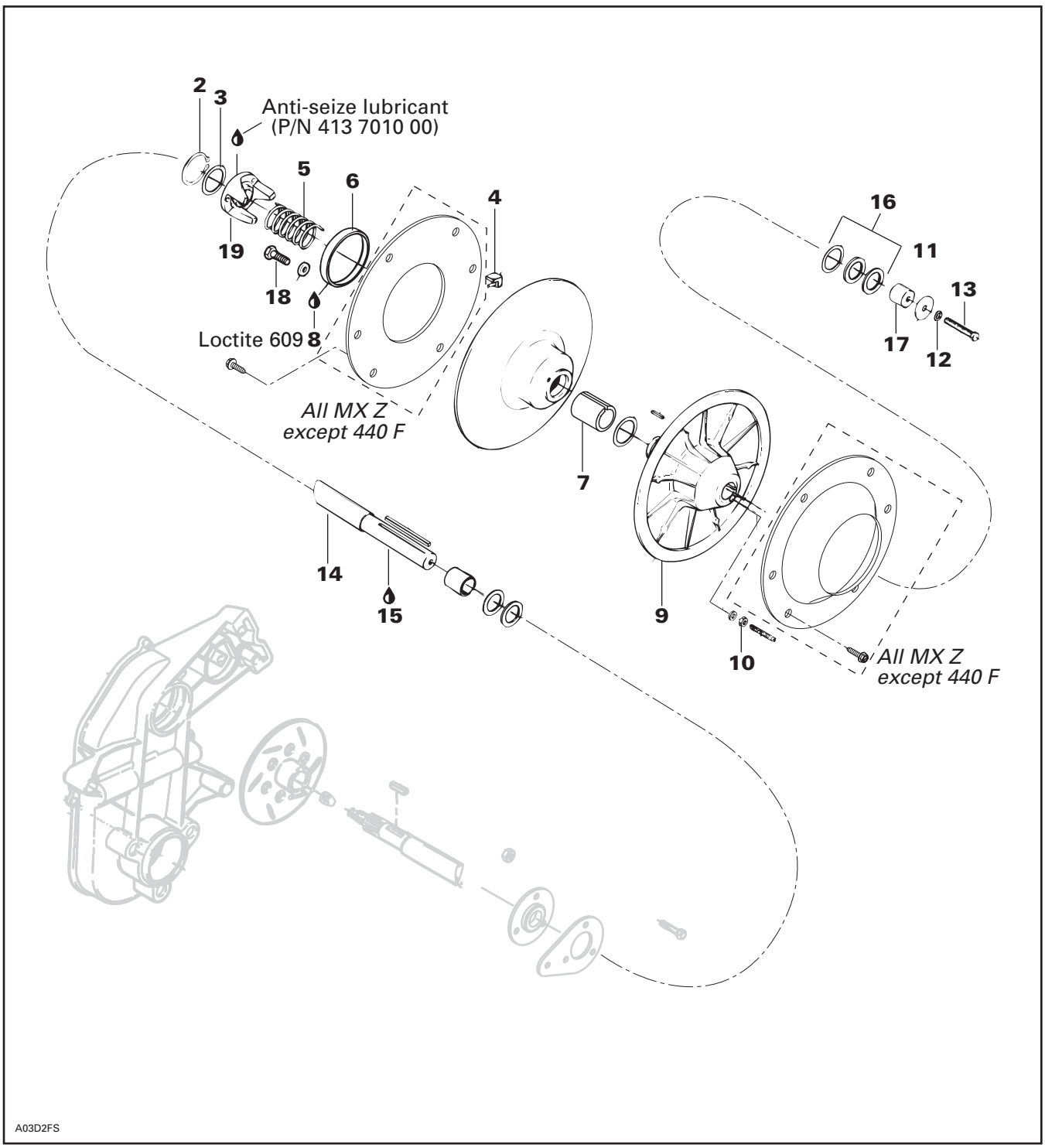
Always adjust all 3 calibration screws and make sure they are all set at the same number.



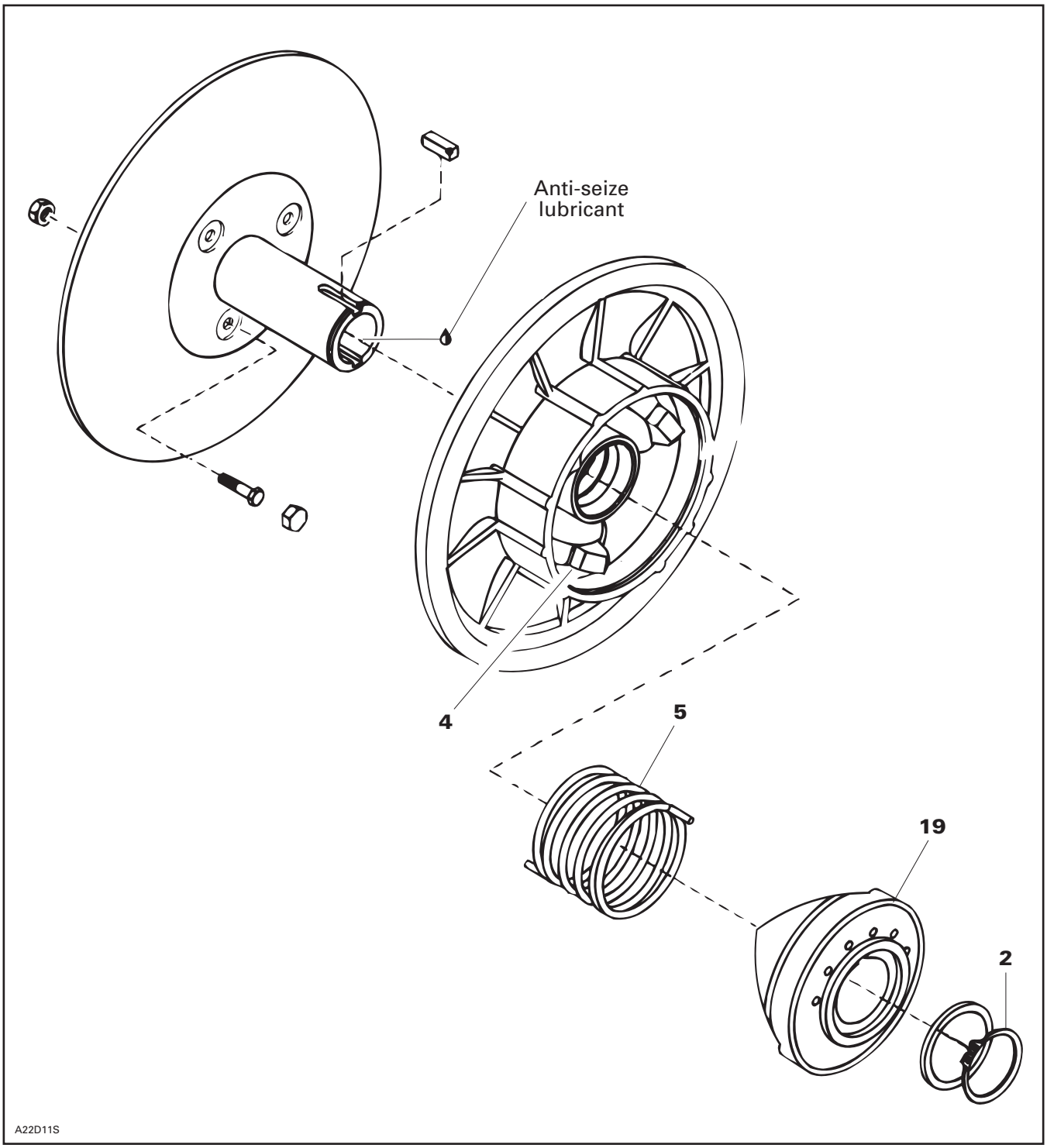
1. Loosen just enough to permit rotating of calibration screw

DRIVEN PULLEY

S-Series



Skandic WT/SWT/WT LC



PARTS FLAT RATE

REMOVAL

Remove belt guard and drive belt from vehicle.

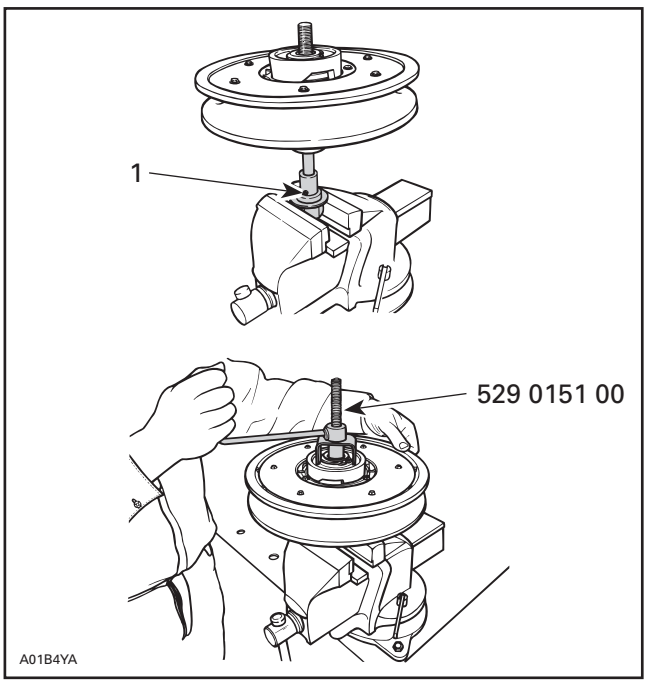
Remove the cap screw **no. 13**, lock washer **no. 12**, washer **no. 11**, extension **no. 17** and shims **no. 16** then pull the driven pulley from the countershaft.

14, Countershaft

Should countershaft **no. 14** removal be required, refer to BRAKE 04-06 then look for **Countershaft and Brake Disc Removal**.

DISASSEMBLY

Use spring compressor (P/N 529 0151 00).



TYPICAL

1. Insert this pin in keyway

Remove snap ring **no. 2** and washer **no. 3** to disassemble the outer cam and the 2 pulley halves.

◆ WARNING

Driven pulley cam is spring loaded, use above mentioned tool.

CLEANING

6,7, Large Bushing and Small Bushing

During break-in period (about 10 hours of use), teflon from bushing moves to cam or shaft surface. A teflon over teflon running condition occurs, leading to low friction. So it is normal to see gray teflon deposit on cam or shaft. Do not remove that deposit, it is not dust.

When a dust deposit has to be removed from the cam or the shaft, use dry cloth to avoid removing transferred teflon.

Pulley Half Cleaning

Use Loctite Safety Solvent (P/N 413 7082 00).

INSPECTION

6,7, Bushings

Check for cracks, scratch and for free movement when assembled to fixed half.

Using a dial bore gauge measure bushing diameter. Measuring point must be at least 5 mm (1/4 in) from bushing edge.

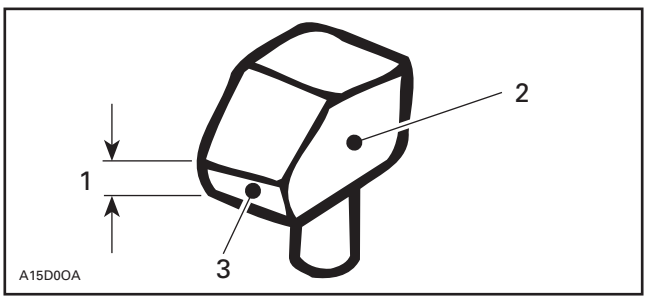


Replace bushing(s) if worn more than specified.

DRIVEN PULLEY BUSHING WEAR LIMIT mm (in)	
Small bushing	38.30 (1.508)
Large bushing	89.15 (3.510)

4, Slider Shoe

Check cam slider shoes for wear. Replace when inside edge of cam slider shoe slope base is worn to 1 mm (.039 in) or less.



1. Measure thickness of slope base here
2. Sliding pulley side
3. Slope base

Bushing Replacement

Large Bushing

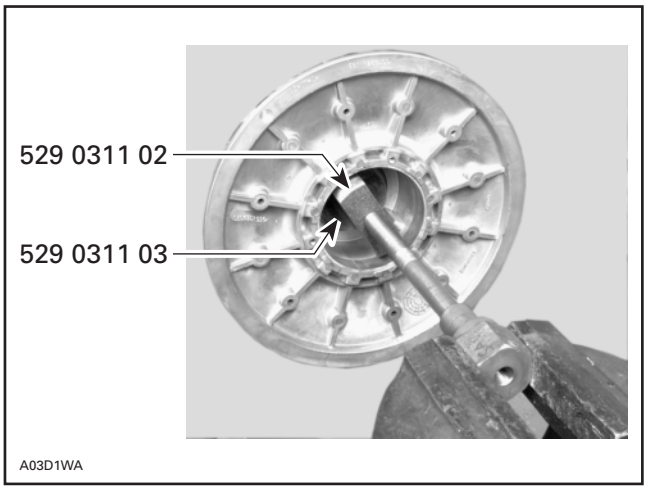
Remove Allen screws if applicable. Heat to break Loctite bond.

Remove all 3 slider shoes.



Install support plate (P/N 529 0311 03) inside sliding half.

Place puller (P/N 529 0311 02) below bushing.

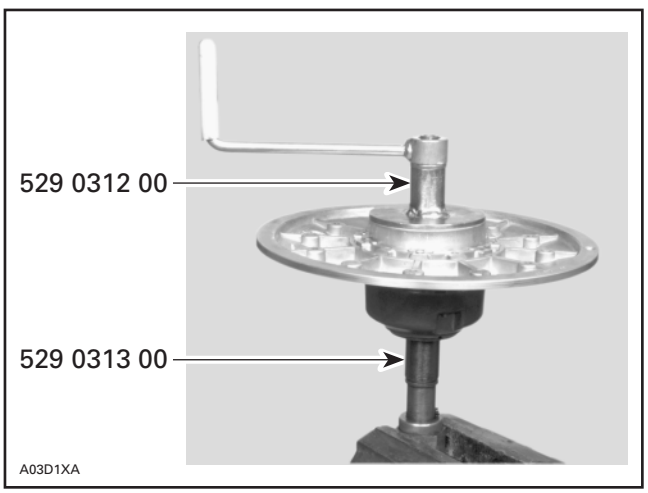


Mount puller screw head in a vise.

Turn pulley half by hand to extract old bushing.

Before bushing installation, file sliding half bore to remove burrs from crimping areas.

Coat bushing outside diameter with Loctite 609 (P/N 413 7031 00). Place new bushing on sliding half and slightly tap to engage squarely the bushing in the sliding. Use tools (P/N 529 0312 00 and 529 0313 00) to install bushing.



Install 3 Allen screws **no. 18** and washers supplied with the new bushing.

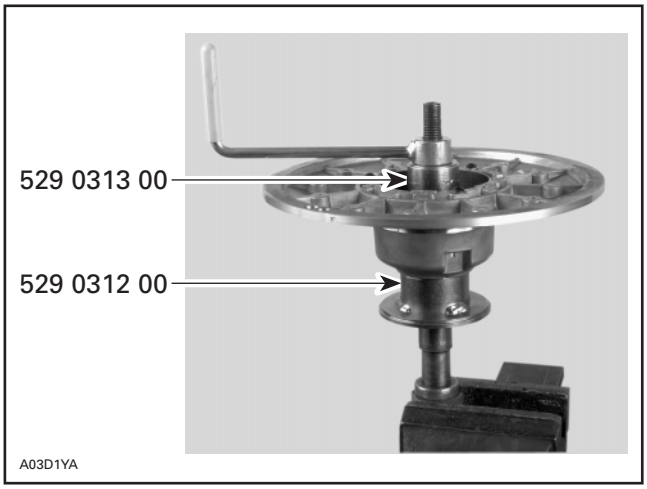
Small Bushing

NOTE: Following procedure can be done with a press using the same tools.

Install puller in a vise.

Heat bushing area.

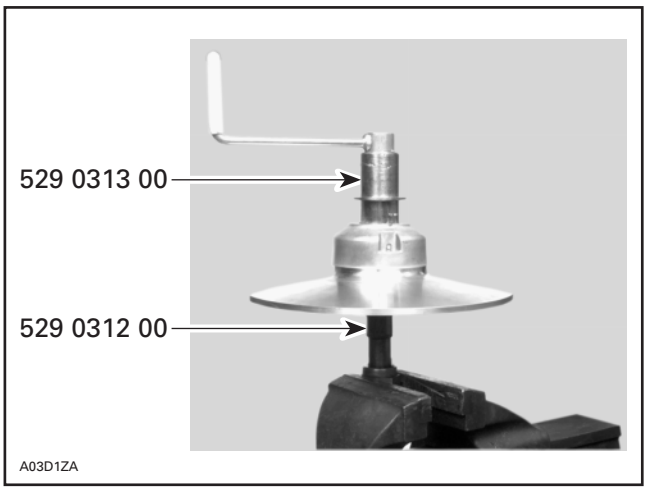
Turn puller handle and sliding half at once to extract the bushing.



IMPORTANT: Large bushing retaining screws and washers must be removed before small bushing installation.

Coat bushing outside diameter with Loctite 609 (P/N 413 7031 00).

Install bushing as following photo.



ASSEMBLY

4, Cam Slider Shoe

When replacing slider shoes, always install a new set (3 shoes) to maintain equal pressure on the cam.

Assemble driven pulley components by reversing the disassembly procedure.

19, Cam

Coat cam interior with anti-seize lubricant.

INSTALLATION

14,15, Countershaft and Anti-seize Lubricant

▼ CAUTION

Always apply anti-seize lubricant (P/N 413 7010 00) on the countershaft before final pulley installation.

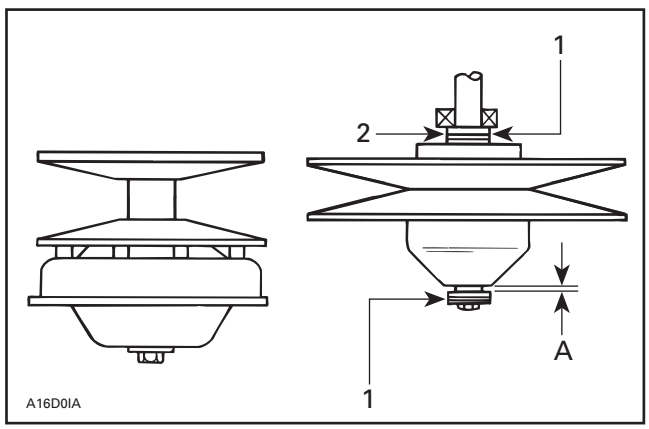
F-Series and S-Series Only

Should installation procedure be required, refer to BRAKE 04-06 then look for **Brake Disc** and **Countershaft Bearing Adjustment**.

Reinstall the pulley on the countershaft by reversing the removal procedure.

All Models

Check end play of driven pulley on countershaft by pushing pulley towards outer housing so that the inner shims (P/N 504 1082 00) contact it. Measure end play at the mounting screw end between shim(s) and pulley. See illustration.



TYPICAL — TOP VIEW

1. Shim (P/N 504 1082 00) (as required)
2. Contact
A. 0 to 1 mm (0 to 3/64 in)

13, Pulley Retaining Screw

Torque to 25 N•m (18 lbf•ft).

ADJUSTMENT

Refer to PULLEY DISTANCE AND ALIGNMENT 04-05 to adjust pulley distance. Adjust drive belt height in driven pulley to obtain specified belt deflection.

5, Spring

General

It is usual to experience spring setting during breaking period of a new spring. The factory spring preload is slightly higher to compensate for spring setting. Specifications in TECHNICAL DATA 09-03 are applicable after break-in period (about 10 hours of use.)

Spring Torsional Pre-Load

To check spring pre-load adjustment, use spring scale hook (P/N 529 0065 00) and a spring scale.

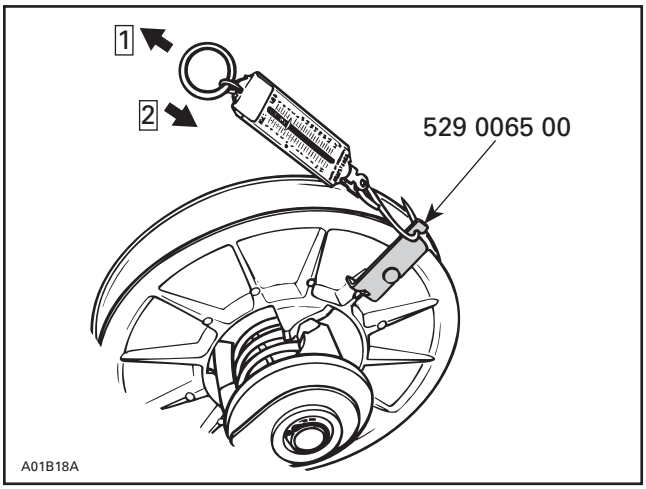
Remove drive belt.

Install the hook on the sliding half. Preventing fixed half from turning, pull sliding half with the spring scale perpendicularly with pulley axle.

Take 1st measurement when sliding half begins to turn. Rotate sliding half to 10 mm (3/8 in) of rotation. Hold fish scale at this position. Slowly release tension from fish scale and take 2nd measurement when sliding half begins to return. Spring pre-load is the average measurement between these 2.

$$\frac{\text{1st measurement (when opening)} + \text{2nd measurement (when closing)}}{2} = \text{Spring pre-load}$$

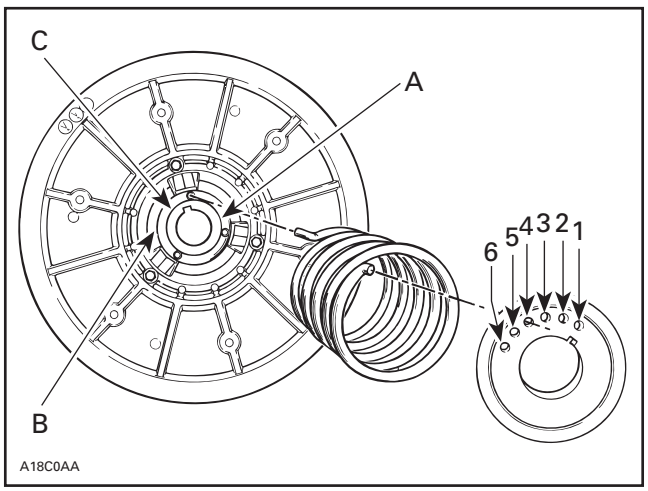
Example: $\frac{\text{3.8 kg (8.4 lb) (when opening)} + \text{3.4 kg (7.5 lb) (when closing)}}{2} = \text{3.6 kg (8 lb) Actual spring pre-load}$



TYPICAL
Step 1 : 1st measurement
Step 2 : 2nd measurement

To adjust spring pre-load, relocate spring end in cam, moving it clockwise to increase the pre-load and counterclockwise to decrease it. Refer to TECHNICAL DATA 09-03.

NOTE: If spring pre-load can not be adjusted, try to relocate the other end of spring in sliding pulley (holes A, B, C).



Letters and numbers shown in illustration are actual letters and numbers embossed on parts

NOTE: Always recheck torsional pre-load after adjusting.

Pulley Alignment and Drive Belt Deflection

Refer to PULLEY DISTANCE AND ALIGNMENT 04-05 and DRIVE BELT 04-02 to perform adjustments.

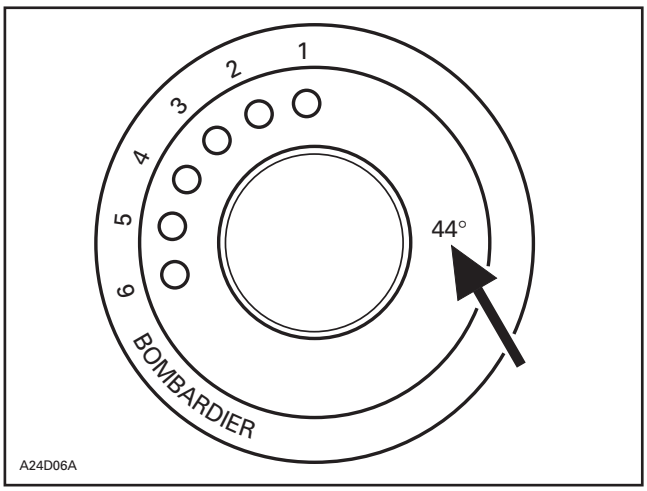
▼ CAUTION

Drive belt and pulley adjustments must always be checked whenever pulleys have been removed, replaced or disassembled.

3, Outer Cam

Make sure to install proper cam. Refer to TECHNICAL DATA 09-03.

Cam angle is identified on cam.



NOTE: For high altitude regions, the High Altitude Technical Data Booklet (P/N 484 0648 00 and 484 0545 00 for binder) gives information about calibration according to altitude.

PULLEY DISTANCE AND ALIGNMENT

GENERAL

The pulley distance we will refer to in this section, is the space separating the drive and driven pulley outside diameters (Z measurement).

This basic distance is provided as an assembly guide and indicates the dimensions between which satisfactory belt deflection will be obtained.

Both pulley distance adjustment and pulley alignment must be carried out to ensure the highest efficiency of the transmission system. Furthermore, optimum drive belt operation and minimal wear will be obtained only with proper pulley alignment.

▼ CAUTION

Before checking pulley adjustment, the rear suspension must be mounted on the vehicle and track tension/alignment must be done. Always check pulley adjustment after suspension is adjusted.

◆ WARNING

Failure to correctly perform pulley alignment may cause the vehicle to creep forward at idle.

All pulley alignment specifications refer to:

X = Distance between straight bar and drive pulley fixed half edge, **measured between pulleys**.

Y = Distance between straight bar and drive pulley fixed half edge, **measured at the end of straight bar**.

Z = Distance between outside diameter of pulleys.

GENERAL PROCEDURE

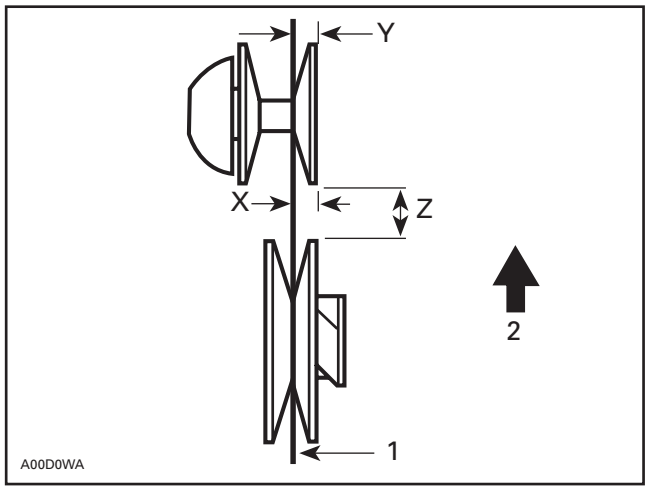
Remove belt guard and drive belt.

By turning and pushing the sliding half, open the driven pulley. Insert a straight bar 9.5 mm (.375 in) square, 48 cm (19 in) long or the proper alignment template into the opened driven pulley.

Measuring Procedure

Using Straight Bar:

Always measure distances X and Y from the farther straight bar side (including its thickness to the fixed half edge.)



1. Straight bar
2. Front of vehicle

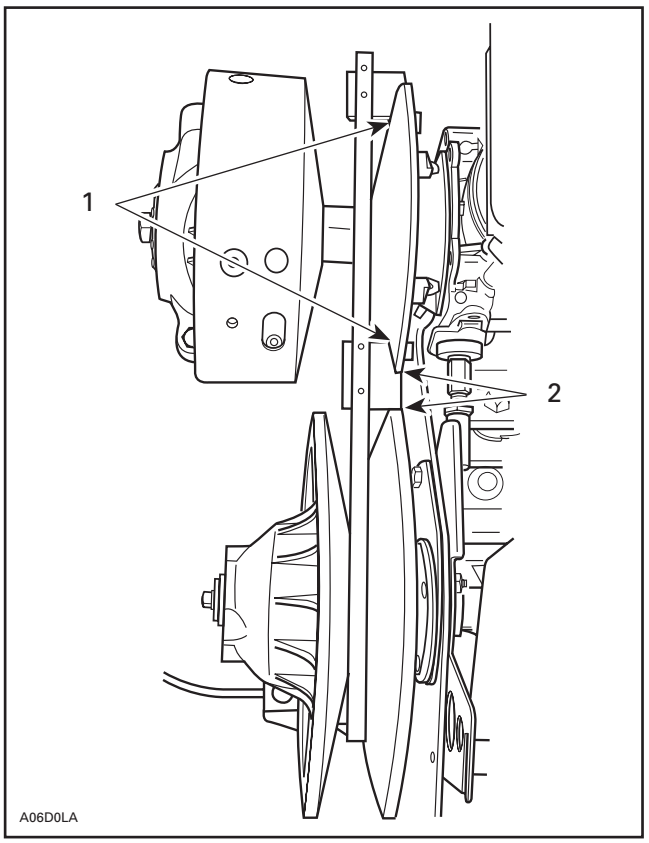
The distance Y **must** exceed distance X to compensate for the twist due to the engine torque.

Nominal Value Procedure and Quick Alignment and Distance Check

Alignment template tabs must fully contact fixed half of drive pulley.

Pulley distance is correct when tab contacts both pulley halves.

Refer to below chart for proper alignment template.



TYPICAL
1. *Contact (alignment)*
2. *Contact (distance)*

Drive Belt Deflection

NOTE: When pulley distance and alignment are adjusted to specifications, refer to DRIVE BELT 04-02 to adjust drive belt deflection.

▼ CAUTION

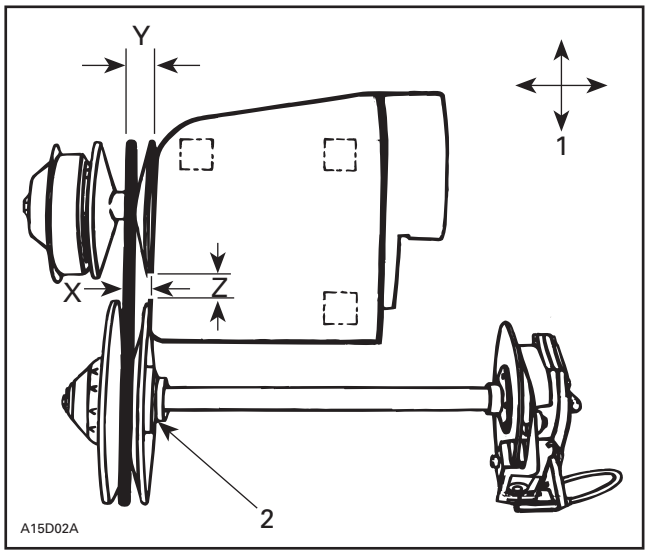
This section deals mainly with adjustment procedures. For complete assembly requirements, refer to the proper ENGINE or TRANSMISSION installation section.

PULLEY ALIGNMENT AND DISTANCE SPECIFICATIONS CHART

MODEL	PULLEY DISTANCE	OFFSET		ALIGNMENT TEMPLATE
	Z	X	Y-X	①
	+ 0, – 1 mm (+ 0, – 0.040 in)	± 0.50 mm (0.020 in)	± 0.5 mm (0.020 in)	P/N
TRA Equipped S-Series	16.5 (0.650)	35.0 (1.380)	1.5 (0.060)	529 0267 00
Skandic WT/SWT/WT LC	32.75 (1.289)	36.25 (1.427)	1.5 (0.060)	529 0310 00

① Alignment templates have been made according to pulley alignment nominal values. However, they do not take into account allowed tolerances for alignment specifications. They are used as GO/NO GO gauges for quick alignment and pulley distance check and as templates to reach alignment nominal values.

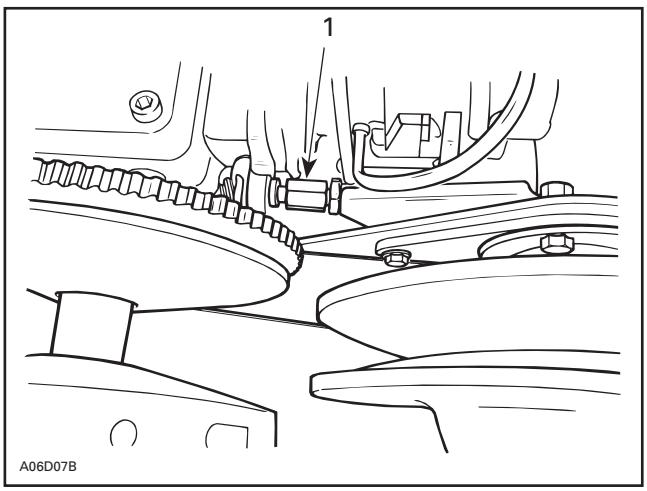
S-Series



TYPICAL

1. Engine movement
2. Contact

NOTE: Prior to performing pulley adjustment, loosen torque rod nut to allow engine movement. Engine supports have tendency to stick to frame, work engine loose prior to aligning.



1. Loosen

Pulley Distance Adjustment Method

Engine Movement

The engine support has slotted mounting holes. Move engine to obtain specified distance between pulleys.

Pulley Alignment Method

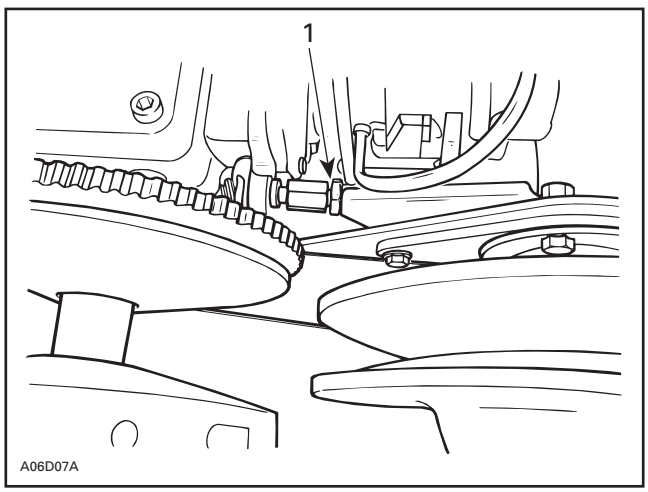
Driven Pulley Movement

When engine slotted mounting holes do not allow to set proper pulley offset X, adjust with shims (P/N 504 1082 00) between pulley and countershaft bearing support (pulley pushed toward brake disc).

Engine Movement

Loosen the 4 bolts retaining engine support to the frame. Position engine to obtain the specified alignment.

NOTE: After alignment, adjust torque rod so it slightly contacts stopper plate. Do not over tighten, it will disalign pulleys.

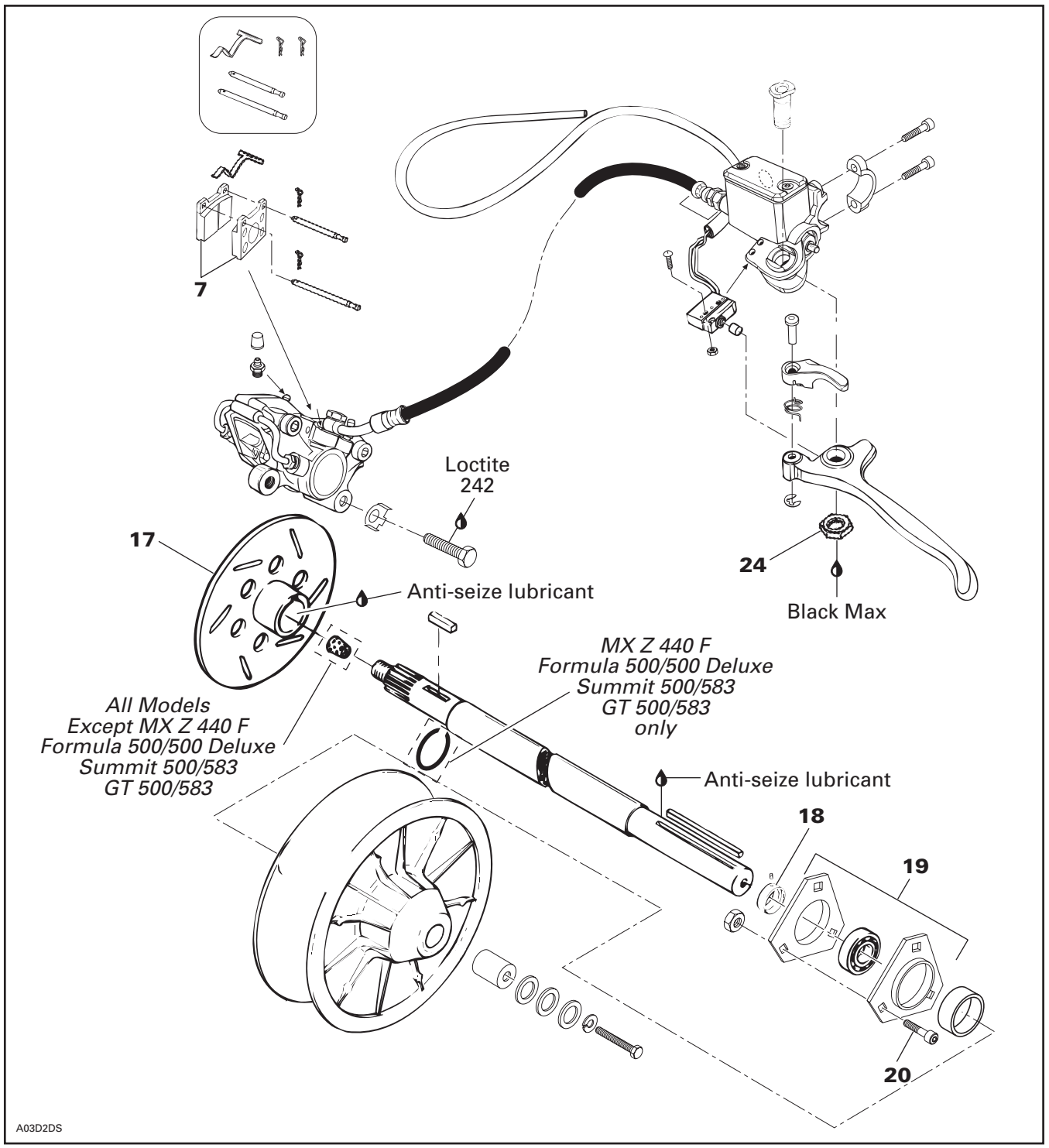


1. Retighten

BRAKE

HYDRAULIC DISC BRAKE

S-Series



REMOVAL

BRAKE DISC REMOVAL

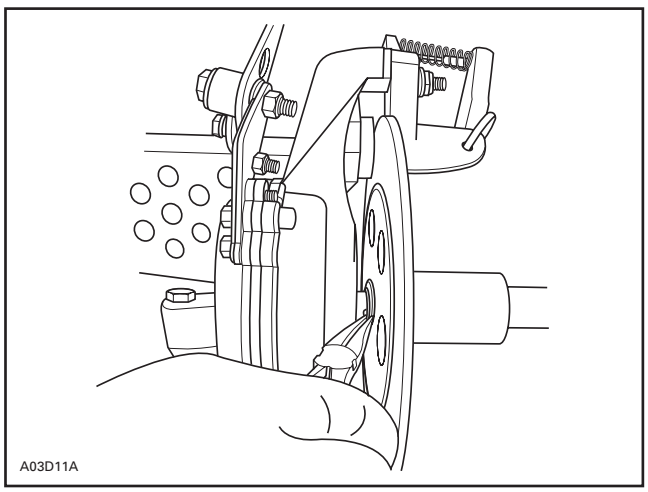
S-Series

Brake disc can be withdraw without removing caliper. Proceed as follows:

– Remove belt guard, belt and driven pulley.
– Remove air silencer.
– Unbolt bearing support no. 19 from chassis.
– Open chaincase and remove upper sprocket.

MX Z 440 F, Formula 500/500 Deluxe, Summit 500/583 and GT 500/583 Only

– Pull countershaft toward driven pulley side to gain access to clip no. 25.
– Remove clip no. 25 on countershaft.

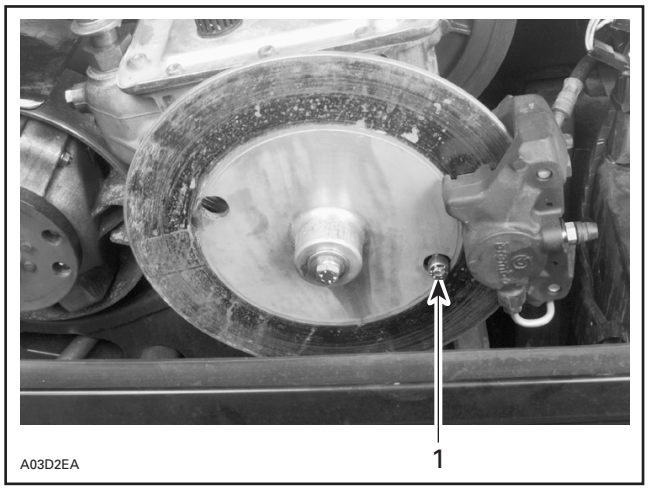


S-Series

– Pull countershaft toward driven pulley side to free from chaincase and disc.
– Remove disc.

Skandic WT/SWT/WT LC

– Remove caliper by unscrewing M6 Allen screws through disc hole.



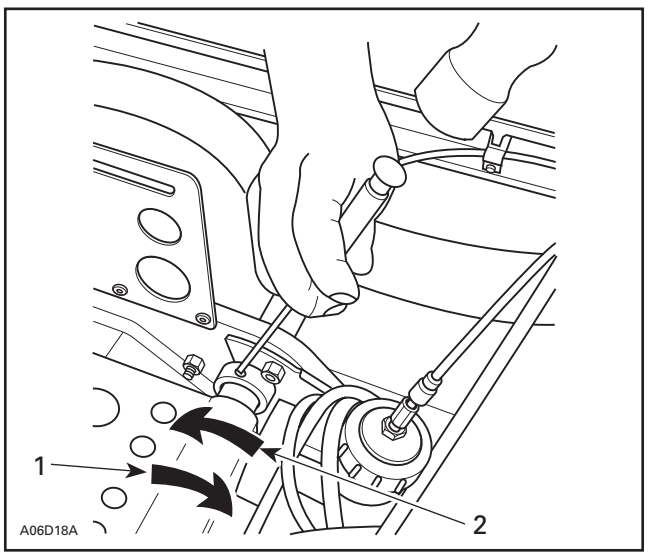
1. Allen screw through disc hole

– Unbolt disc.

COUNTERSHAFT REMOVAL

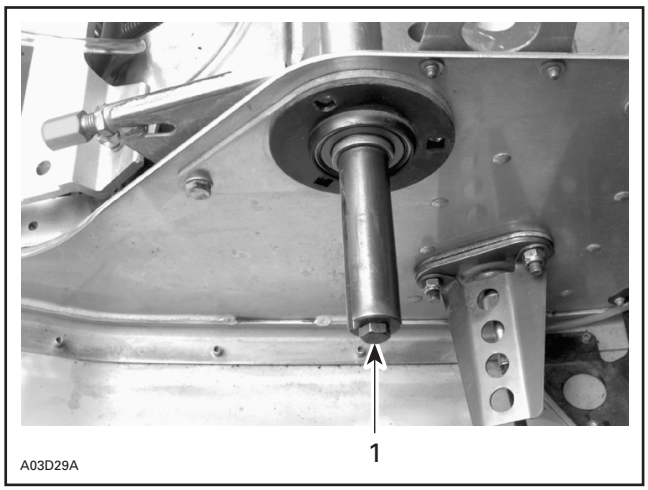
S-Series

Proceed the same as for brake disc removal but unlock bearing collar no. 18 on driven pulley side.



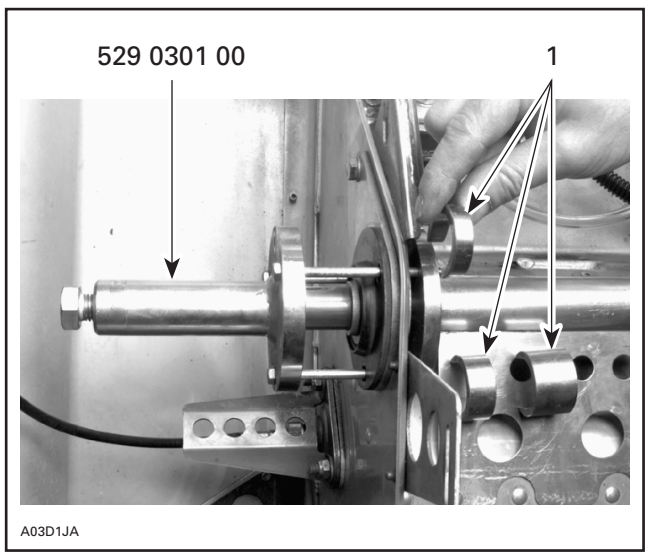
1. Lock
2. Unlock

Unbolt bearing support no. 19 then install screw on countershaft.



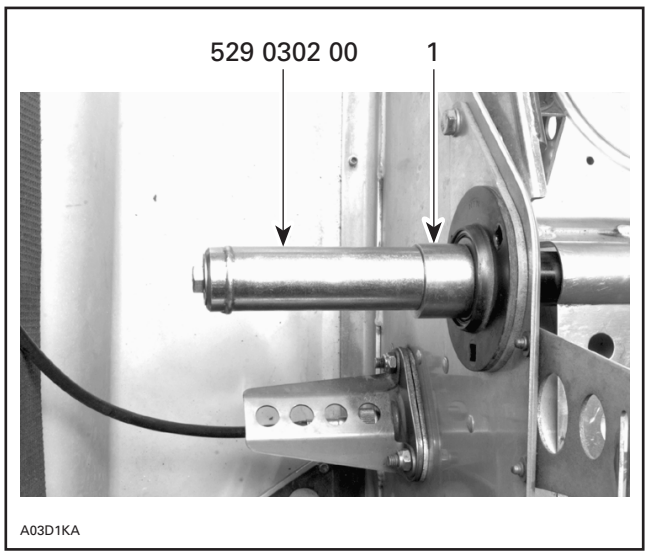
1. Screw

Pull bearing to driven pulley side out of countershaft, using remover (P/N 529 0301 00). Begin with only the remover then add a spacer of different width as the bearing comes out.



1. Spacers

To install bearing on countershaft, use installer (P/N 529 0302 00) and spacer(s) from remover as required.



1. Spacer

DISASSEMBLY

Only brake pads are available as spare parts. If caliper or master cylinder are damaged, replace each of them as an assembly.

CLEANING

Clean all metal components in a general purpose solvent. Thoroughly dry all components before assembling.

▼ CAUTION

Do not clean brake pads in solvent. Soiled brake pads must be replaced by new ones.

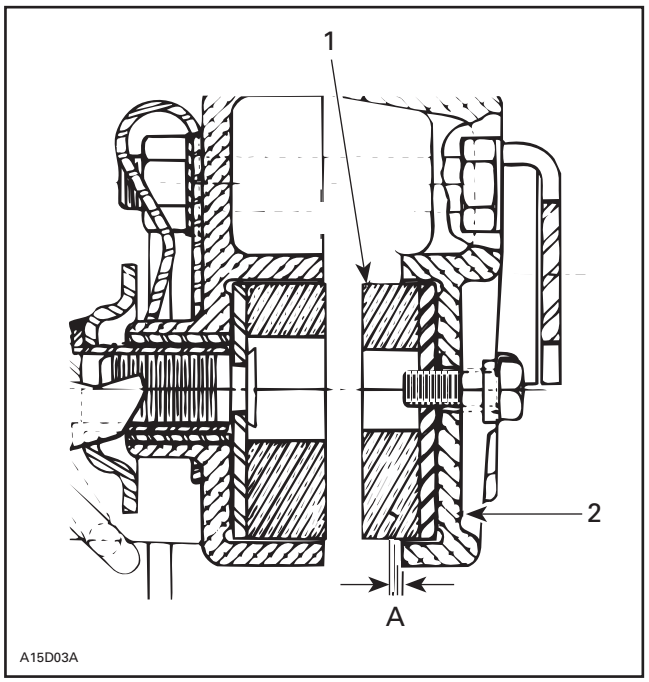
INSPECTION

7, Brake Pad

Brake pads must be replaced when lining is 1 mm (1/32 in) thick or less.

▼ CAUTION

Brake pads must always be replaced in pairs.



TYPICAL
1. *Fixed pad*
2. *Inner caliper*

A. 1 mm (1/32 in) minimum

17, Brake Disc

Check for scoring, cracking or heat discoloration, replace as required.

▼ CAUTION

Brake disc should never be machined.

ASSEMBLY

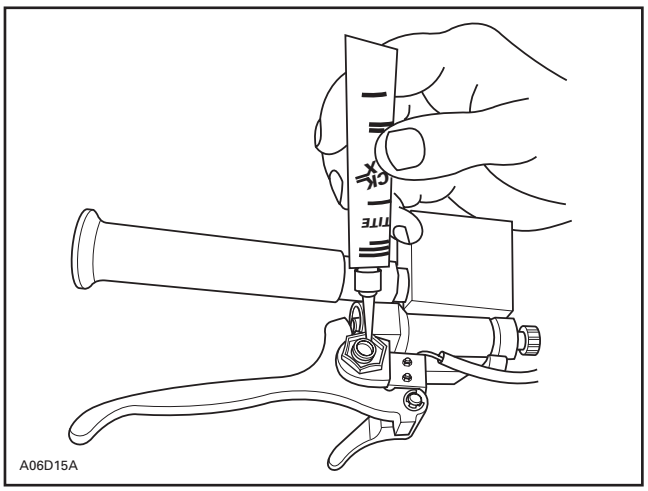
24, Brake Lever Lock Nut

◆ WARNING

Always install a new nut when servicing.

Tighten nut to 3.0 N•m (27 lbf•**in**). Check free movement of brake lever.

Apply Loctite Black Max Gel (Loctite item no. 18398) over nut and on bolt threads.



INSTALLATION

To install brake, reverse removal procedure paying attention to the following.

◆ WARNING

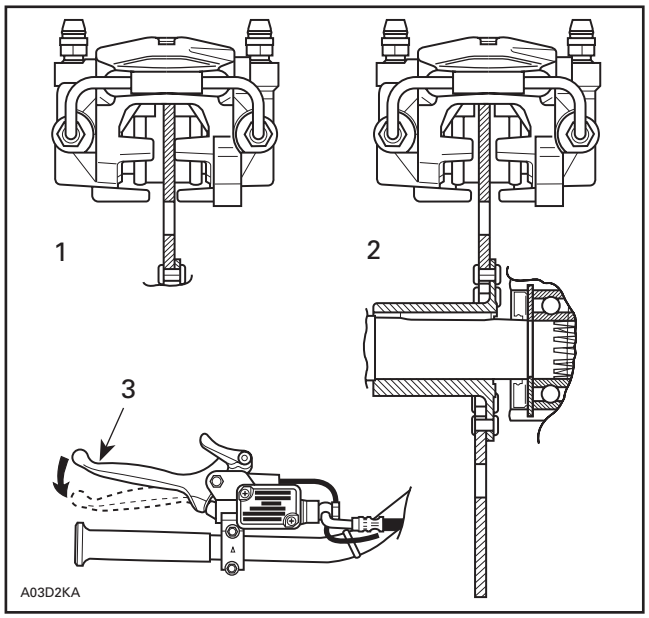
Avoid getting oil on brake pads. Do not lubricate or apply antirust or antifreeze solution in brake cable.

7, Brake Pad

All Models with Hydraulic Brake

After brake pads installation, brake disc must be centered in caliper. Apply brake then check for proper brake disc positioning.

Push on appropriate caliper piston in order to move pad inward allowing proper brake disc positioning.



1. Brake disc not centered
2. Brake disc centered
3. Apply brake before checking

Apply brake then recheck.

17, Brake Disc

S-Series

Apply anti-seize lubricant (P/N 413 7010 00) on shaft.

The disc hub exceeds the disc more from one side than from the other. Install disc with the longer exceeding portion toward driven pulley.

Skandic WT/SWT/WT LC

See photo of removal procedure for proper disc mounting position.

ADJUSTMENT

Countershaft Bearing

S-Series

Insert countershaft (with brake disc) from chaincase side through countershaft support (driven pulley side), then insert into chaincase.

Install countershaft bearing **no. 19** and ensure that countershaft is properly aligned, then tighten 3 retaining screws.

NOTE: A misaligned countershaft will result in difficulty to center the bearing in its support.

Refer to DRIVE AXLE 06-04 then look **Chaincase Perpendicularity Adjustment.**

Torque castellated nut of upper sprocket to 53 N•m (39 lbf•ft).

▼ CAUTION

Upper sprocket castellated nut must be tightened before adjusting bearing collar.

Slide collar **no. 18** towards bearing and turn, by hand, to engage the eccentric. This should require about a quarter turn.

Turn collar in direction of countershaft rotation until collar and inner race lock together.

Insert a punch into collar hole and strike sharply in the same direction to lock firmly.

Apply Loctite 242 (P/N 413 7030 00) on set screw threads, then tighten.

Close chaincase referring to CHAINCASE 04-07.

BLEEDING

Change brake fluid once a year.

Bleed brake system as follows:

Keep sufficient DOT 4 (DOT 3 for normal use) brake fluid in reservoir at all times.

▼ CAUTION

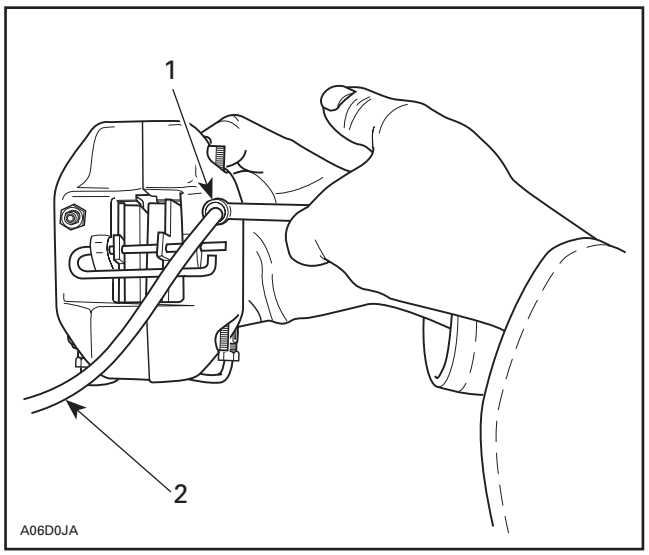
Use only DOT 4 brake fluid for heavy duty or racing applications.

Install a hose on left side bleeder. Route this hose to a container.

Pump a few times brake lever and while holding brake lever depressed, open bleeder and check for air to escape.

Repeat with the same bleeder until no air appears in hose.

Proceed the same way with the right side bleeder.



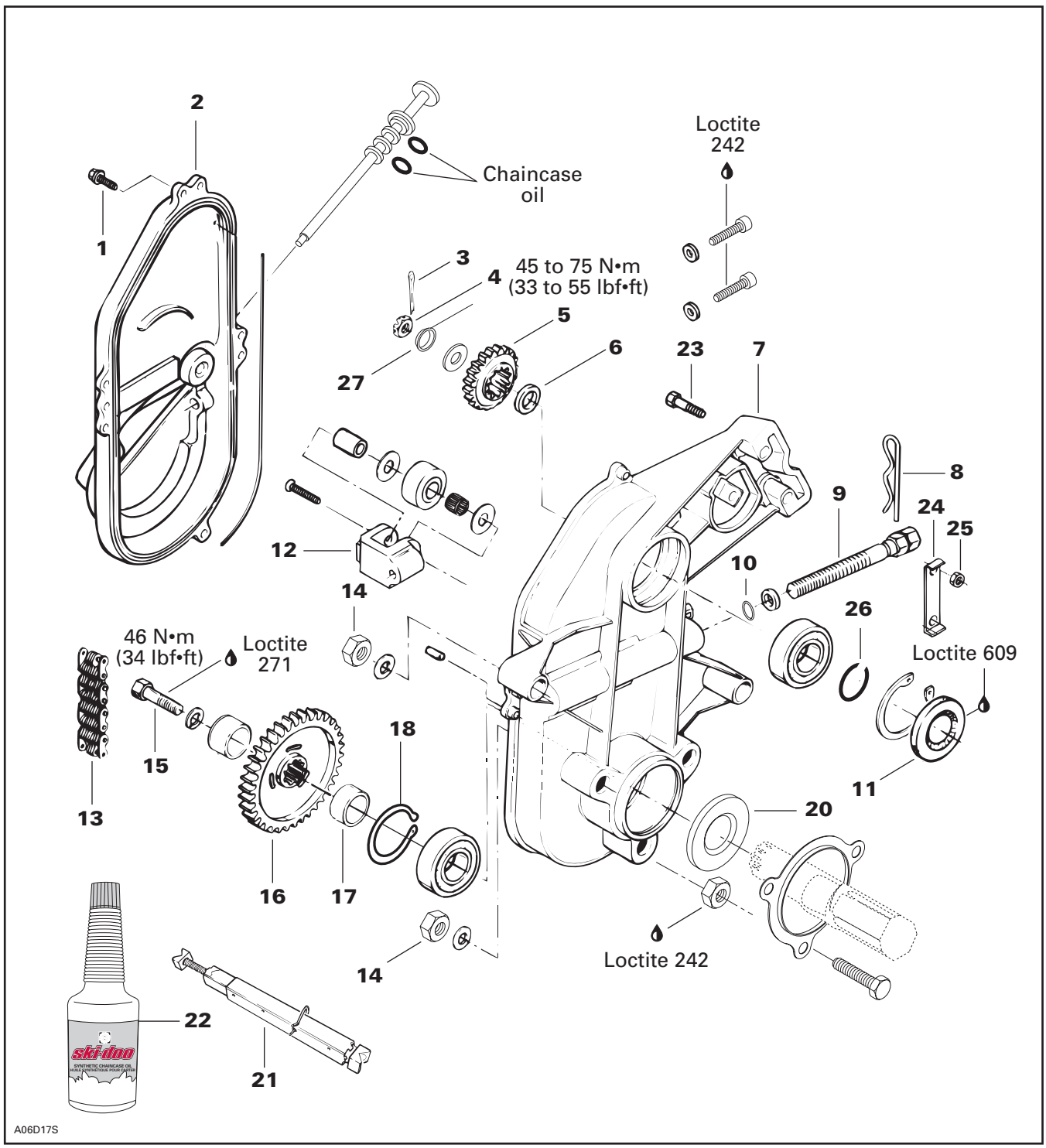
1. Open bleeder
2. Clear hose to catch used brake fluid

Brake Light

There is no adjustment on these models. Check that switch is securely installed.

CHAINCASE

S-Series Without Reverse Gear



REMOVAL

To remove chaincase proceed as follows.

Remove tuned exhaust pipe and muffler.

◆ WARNING

Never remove exhaust components when engine is hot.

Remove hair pin **no. 18**. Release drive chain tension by unscrewing tensioner adjustment screw.

Drain oil by removing chaincase cover **no. 2**.

3,4,5,6,13,16,17, Cotter Pin, Nut, Sprocket, Shim and Drive Chain

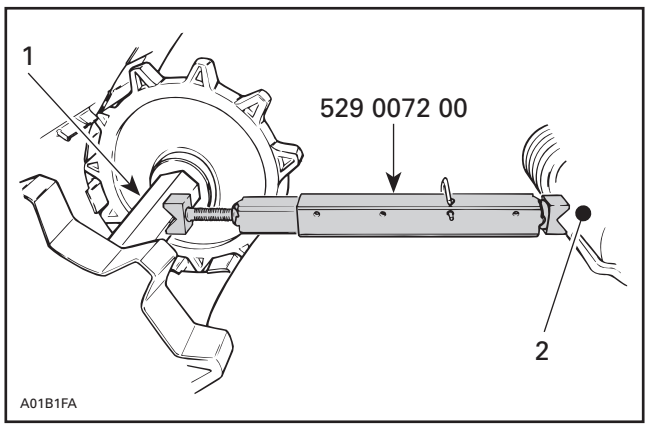
Remove cotter pin **no. 3**, nut **no. 4**, washer **no. 27** retaining upper sprocket **no. 5** and screw **no. 15** retaining lower sprocket **no. 16**. Pull sprockets and drive chain simultaneously. Remove shims **nos. 6** and **17**.

NOTE: Should countershaft removal be required, refer to BRAKE 04-06 then look for **Brake disc**.

Remove 5 nuts **no. 14**. Three nuts are behind the lower sprocket.

Unfold locking tab **no. 24**, unscrew nuts **no. 25** then remove caliper retaining screws **no. 23**.

Release track tension, use drive axle holder **no. 21** (P/N 529 0072 00).



TYPICAL

1. *Drive axle*
2. *Suspension cross shaft*

Pry out drive axle oil seal **no. 20** from chaincase.

Pull chaincase from drive axle and countershaft.

Using 2 large screwdrivers inserted between chaincase **no. 7** and frame, pry complete assembly from vehicle.

INSPECTION

Visually inspect the chain for cracked, damaged or missing links. Check for worn or defective bearings, sprockets and chain tensioner components.

◆ WARNING

If chain deflection is greater than 38 mm (1.5 in) (without chain tensioner), replace chain and check condition of sprockets.

GEAR RATIO MODIFICATION

For particular applications, the number of teeth of the sprockets can be increased or decreased on lower and upper sprockets.

Refer to TECHNICAL DATA 09-03 for gear ratios.

▼ CAUTION

Gear ratio modifications should only be performed by experienced mechanics since they can greatly affect vehicle performance.

NOTE: For high altitude regions, the High Altitude Technical Booklet (P/N 484 0648 00 and P/N 484 0545 00 for binder) gives information about calibration according to altitude.

INSTALLATION

Reverse removal procedure and pay attention to the following. Replace oil seals, gaskets and O-rings.

Refer to DRIVE AXLE 06-04 for drive axle axial play adjustment.

11, Oil Seal

Clean chaincase bore with Loctite Safety Solvent (P/N 413 708200) then apply Loctite 609 to oil seal mounting surface (outside).

Using an appropriate pusher, press the oil seal into chaincase hub. Oil seal must fit flush with the chaincase edge.

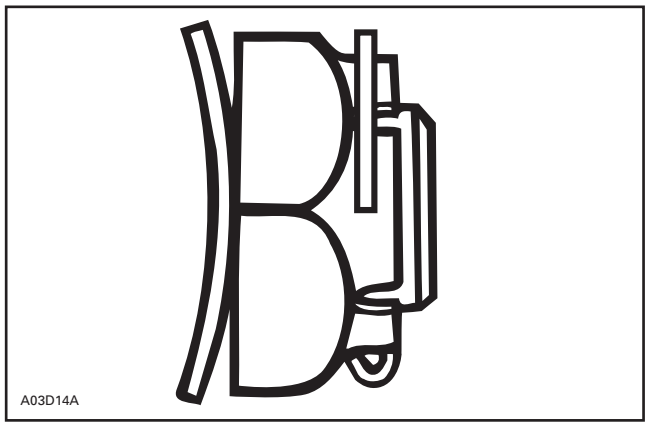
NOTE: Should installation procedure for countershaft be required, refer to BRAKE 04-06 then look for **Brake disc and Countershaft bearing adjustment.**

5,16, Sprockets

Position the sprockets with the writing facing the chaincase cover.

27, Conical Spring Washer

Install washer with its concave side towards drive pulley.



4, Upper Sprocket Castellated Nut

Torque to 45 to 90 N•m (33 to 66 lbf•ft).

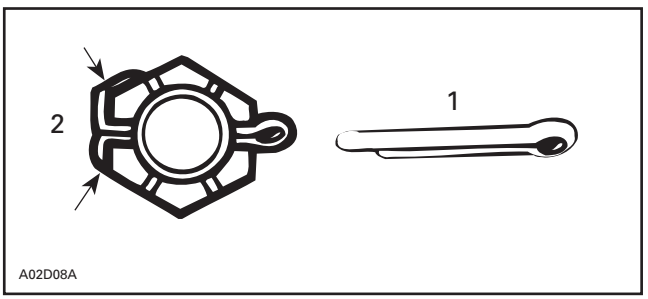
Install new cotter pin in the position shown.

▼ CAUTION

When removing a cotter pin always replace with a new one.

▼ CAUTION

Cotter pin will rub on chaincase cover if installed otherwise.



1. New
2. Fold cotter pin over castellated nut flats only

18, Circlip

▼ CAUTION

It is of the utmost importance to install the circlip otherwise damage to the chaincase components may occur.

DRIVE CHAIN ADJUSTMENT

NOTE: Brake disc key must be in good condition before checking chain free play.

10, O-ring

Replace O-ring **no. 10** on tensioner adjustment screw. Fully tighten tensioner adjustment screw **by hand**, then back off only far enough for hair pin to engage in locking hole.

This initial adjustment should provide 3-5 mm (1/8-13/64 in) free-play when measured at the outer circumference of the brake disc.

▼ CAUTION

Free-play must not exceed 5 mm (13/64 in), readjust if necessary.

◆ WARNING

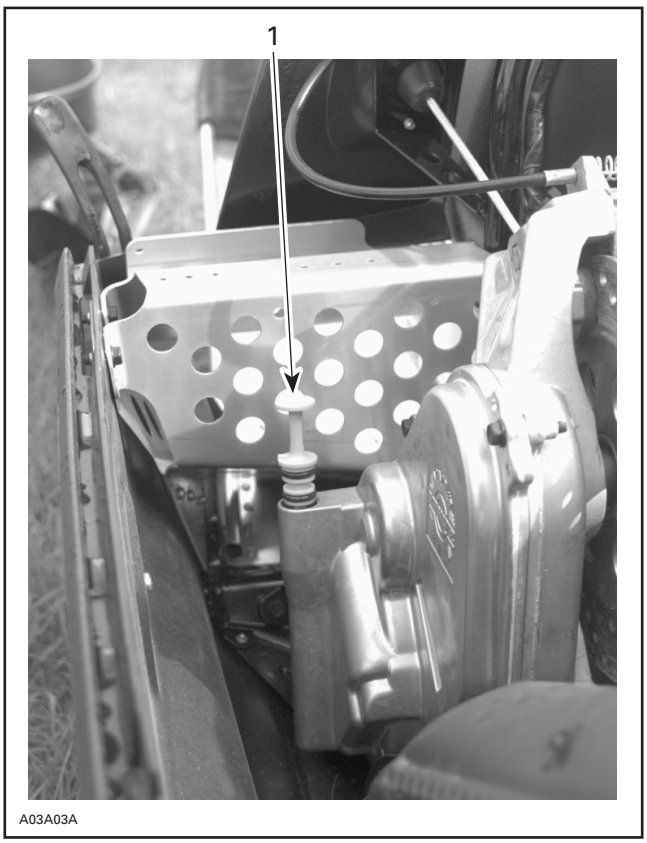
If the specified free-play is not reached with the tensioner screw fully tightened, replace chain and check the condition of sprockets.

22, Chaincase Oil

Pour 250 mL (8.5 fl. oz) of synthetic chaincase oil (P/N 413 8033 00) into chaincase.

NOTE: Chaincase oil capacity is 250 mL (8.5 fl. oz).

Check oil level with the dipstick then add if required. Remove metal particles from magnet.



TYPICAL
1. Dipstick

NOTE: Chaincase must be in its proper position when checking oil level.

ADJUSTMENT

Pulley Alignment

Refer to PULLEY DISTANCE AND ALIGNMENT 04-05.

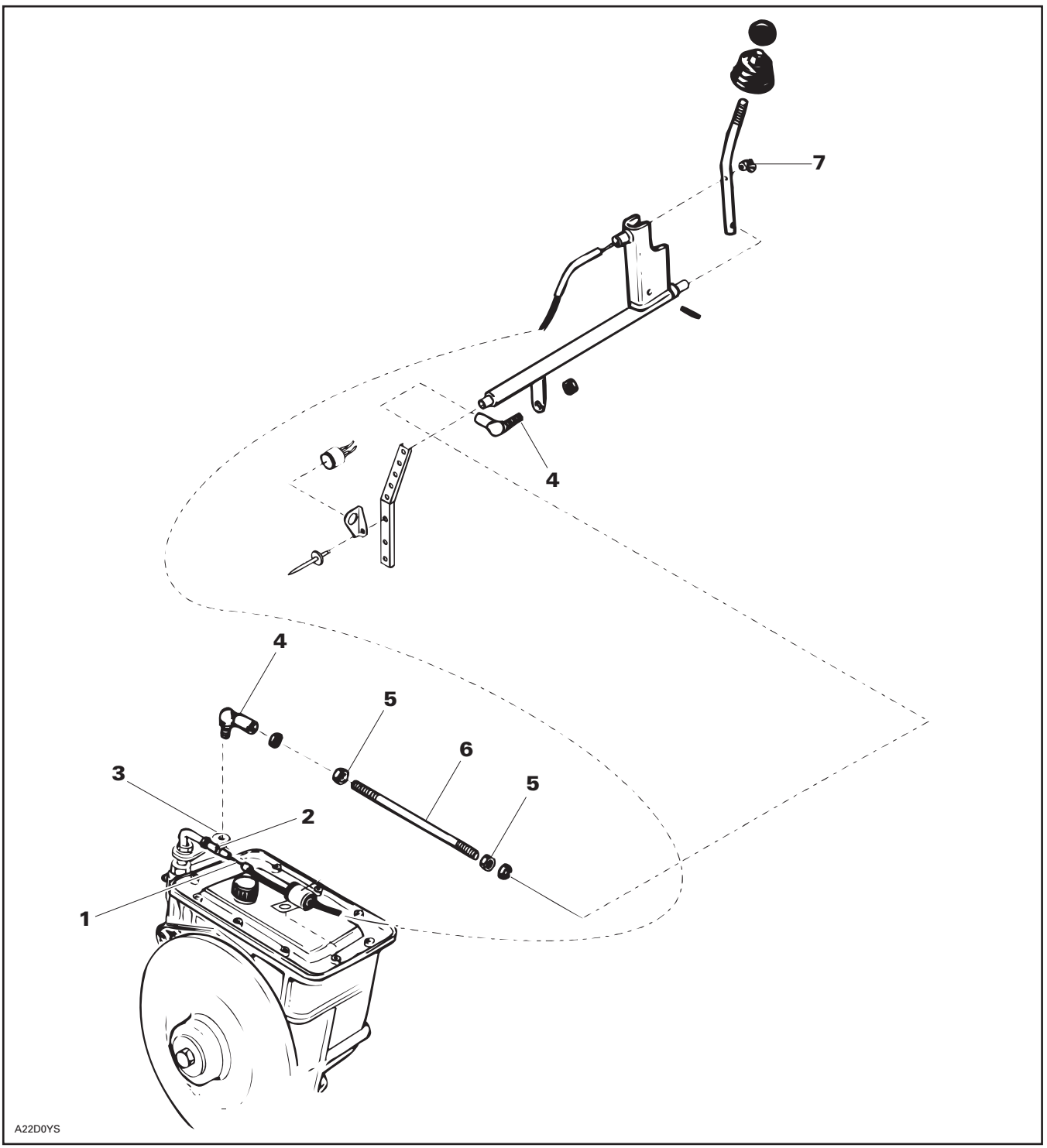
Track Tension and Alignment

Refer to TRACK 06-05.

GEARBOX

3-SPEED GEARBOX (SHIFTER MECHANISM)

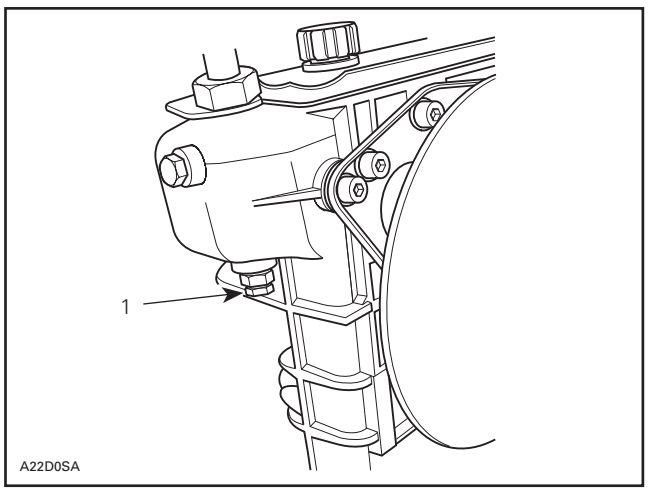
Skandic WT/WT LC



REMOVAL

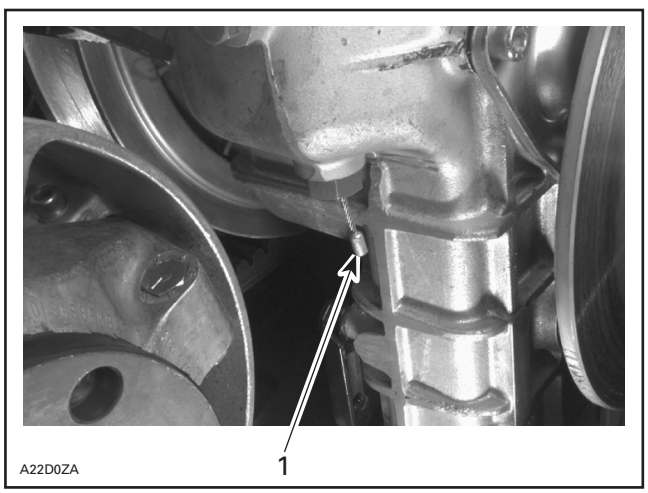
1,2, Cable and Cable Housing

Remove screw from underneath top portion of transmission. Remove cable barrel from shifter: see last photo.



1. Remove this screw

Pull out cable from underneath top portion of transmission.



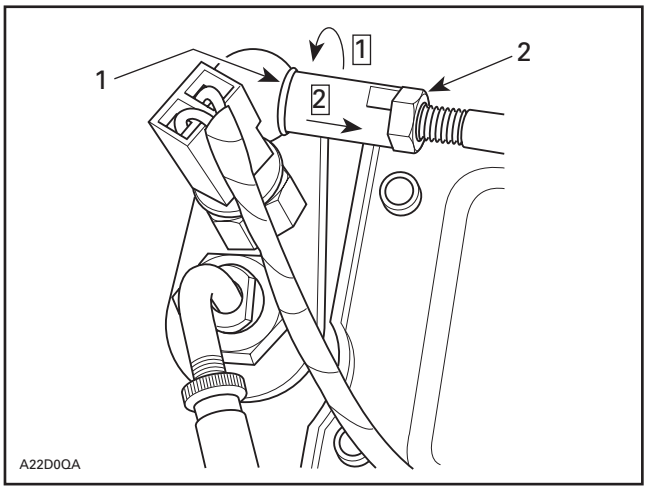
1. Cable

ADJUSTMENT

6, Tie Rod

Loosen tie rod lock nut. Remove clip.

Unfasten tie rod end.



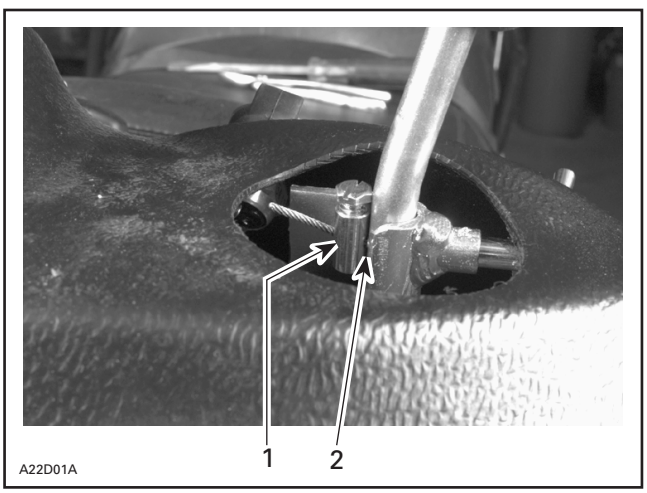
1. Clip
2. Lock nut

Adjust tie rod length in a way that gear shift lever does not contact console. Check 2nd gear position. Retighten ball joint lock nuts.

1, Cable

With gear shift lever in neutral position, there should be no cable free play.

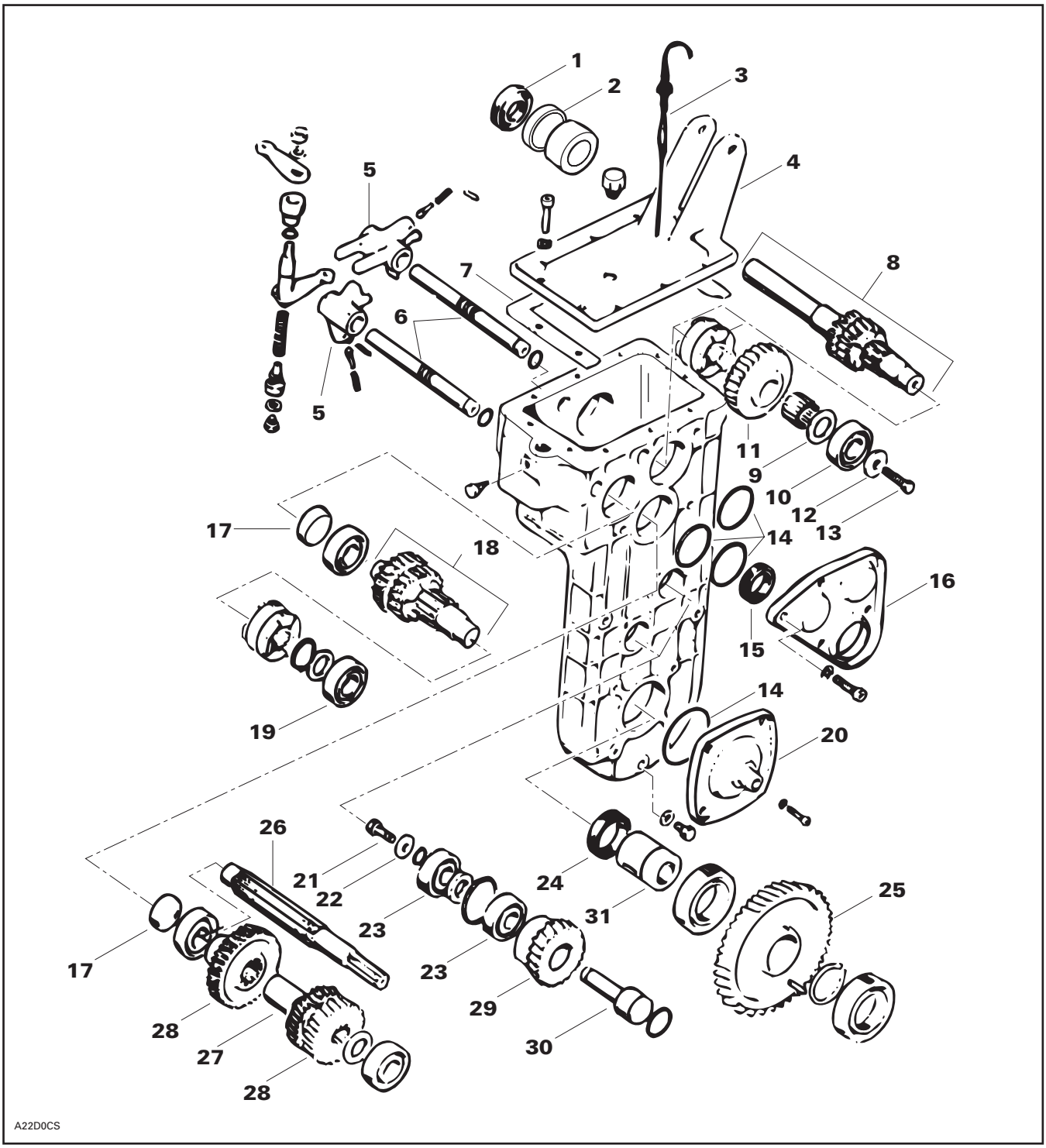
Adjust reverse lock out cable by cable housing adjuster **no. 2**. If more adjustment is needed, slacken or tighten cable barrel accordingly.



1. Cable barrel
2. No free play

3-SPEED GEARBOX

Skandic WT/SWT/WT LC



REMOVAL

Remove brake disc and driven pulley. Unfasten shifting rod and cable. See above CABLE REMOVAL.

Remove rear suspension.

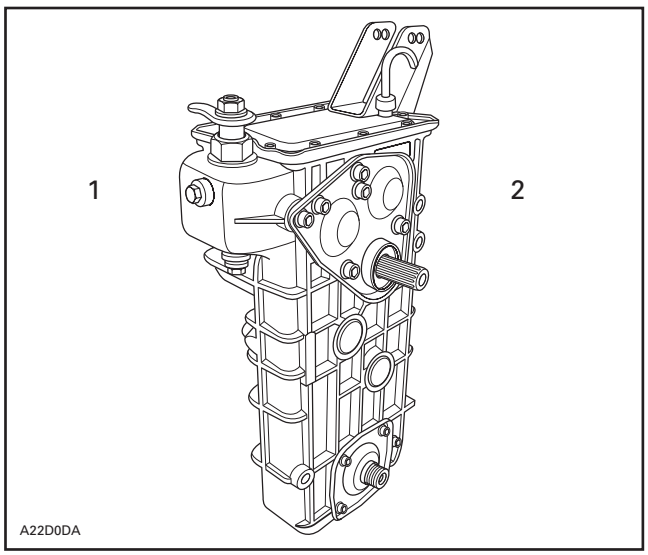
Remove angle drive and square pin.

Remove RH end bearing then push drive axle toward right side.

Unbolt gearbox from chassis.

DISASSEMBLY

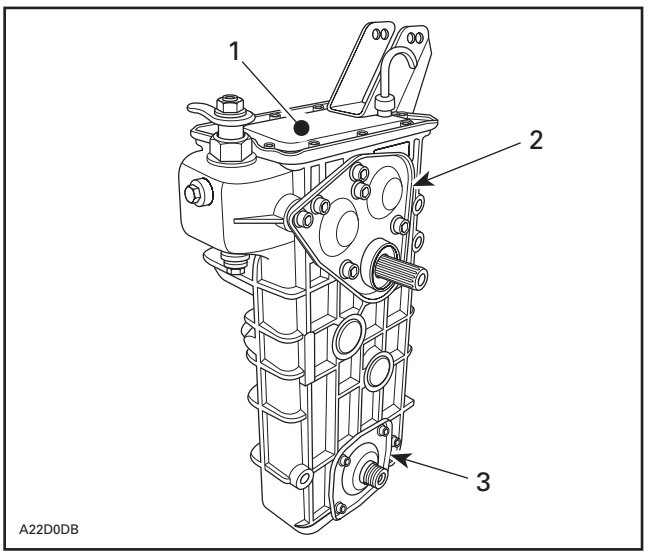
For the following procedure, right hand side refers to driven pulley side and left hand side to brake disc side.



1. RH side driven pulley side
2. LH side brake disc side

3,4,7,14,16,20, Dipstick, Top Cover, Gasket, O-ring, Upper Side Cover and Lower Side Cover

Remove dipstick. Unfasten top cover, upper side cover and lower side cover from gearbox housing.

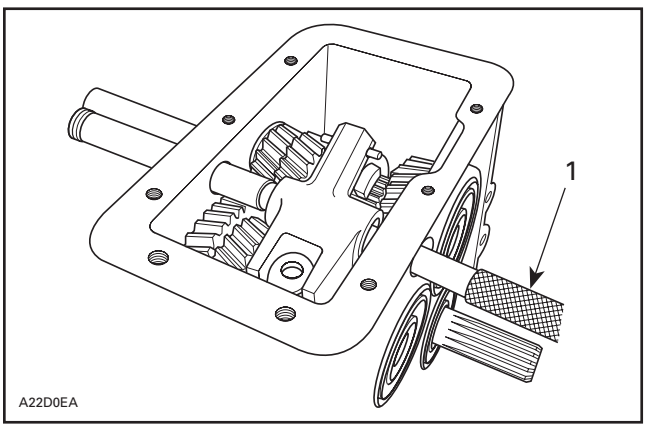


1. Top cover
2. Upper side cover
3. Lower side cover

Discard O-rings and top gasket.

5,6, Fork and Fork Axle

Using a pusher, drive out from LH side both fork axles starting with top one. Remove forks.



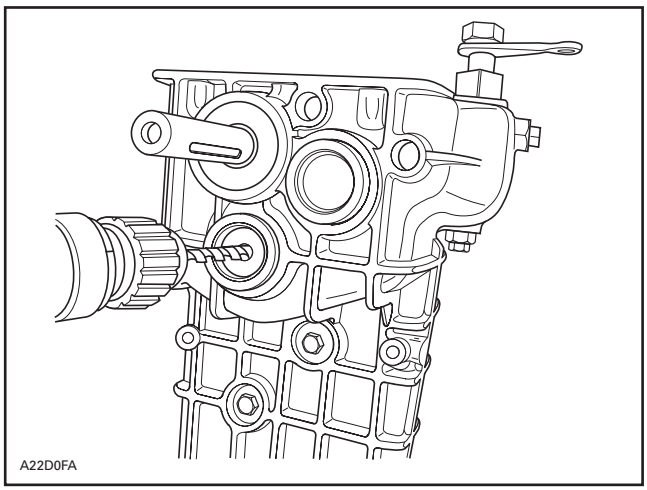
1. Pusher

12,13, Washer and Screw

Remove screw and washer from driven pulley shaft end.

17, Plug

Drill a 10 mm (3/8 in) dia. hole through brake shaft plug.



18,19,26,27,28, Reverse Shaft, LH Side Bearing, Brake Shaft, Sleeve and Gear

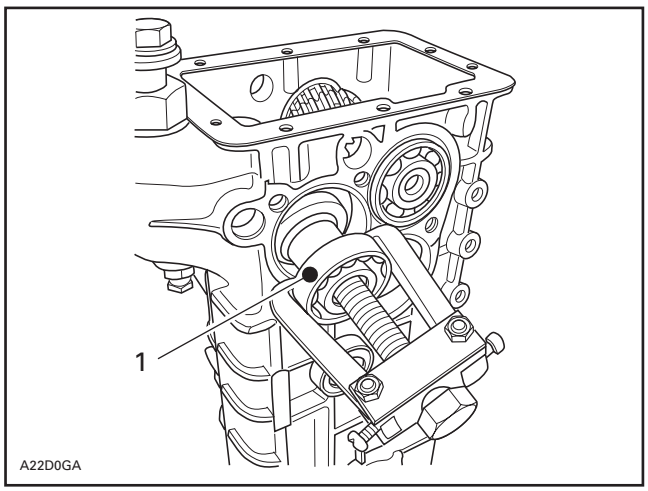
Drive brake shaft out of gearbox housing.

Remove sleeve.

NOTE: Brake shaft gears remain in gearbox housing.

Proceed the same for reverse shaft plug.

Drive reverse shaft out until its LH side bearing is free. Use a puller to extract this bearing.



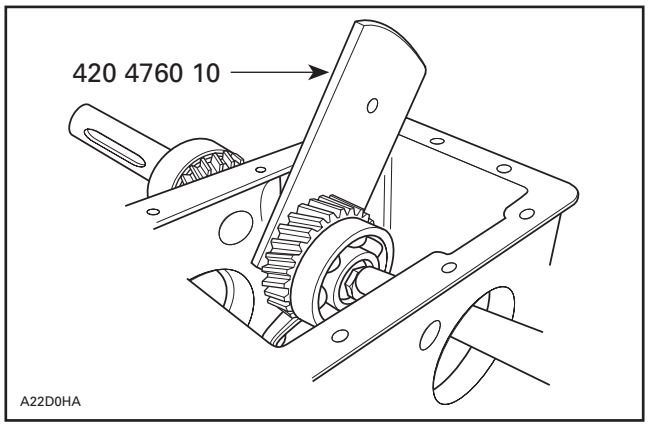
1. Extract reverse shaft LH side bearing

Remove reverse shaft from gearbox housing. Remove brake shaft gears.

1,2,8,9, Oil Seal, Circlip, Driven Pulley Shaft and Shim

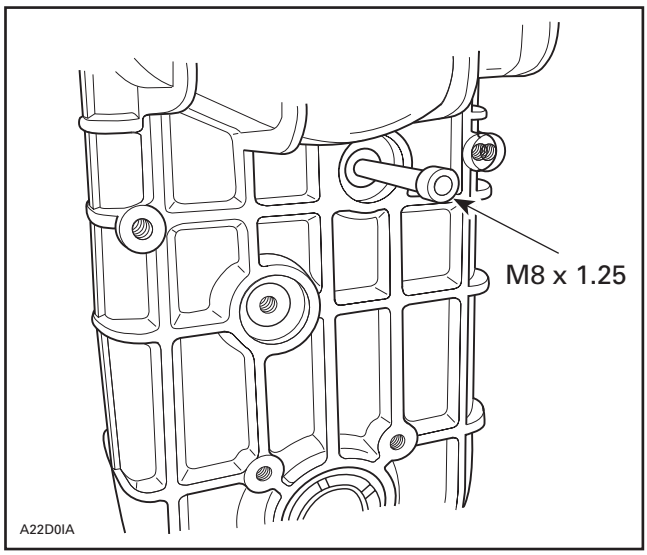
Pry oil seal out of gearbox housing. Remove snap ring.

Drive out driven pulley shaft. Use alignment tool (P/N 420 4760 10) as a supporting plate to extract last gear and bearing. Spacer will fall into gearbox housing.



21,22,29,30, Screw, Washer, Intermediate Gear and Intermediate Axle

Remove screws and washers from both intermediate axles. Fasten a long M8 x 1.25 screw in axle end then drive it out, beginning with top one.



Remove intermediate gears.

Do not disassemble bearings of intermediate gears needlessly.

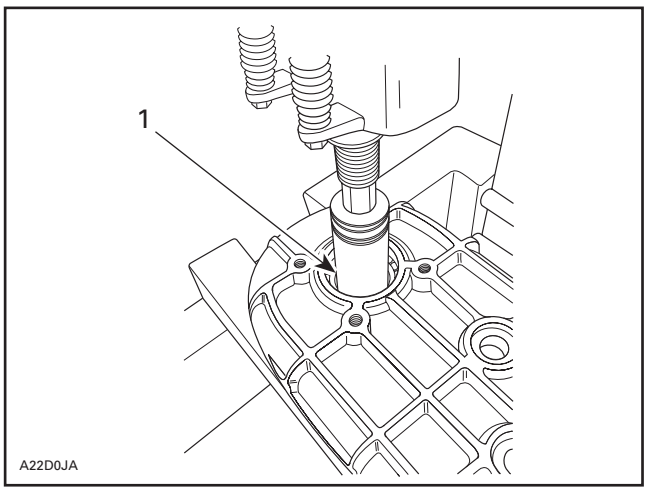
24,25, Bottom Seal and Lower Gear

Pry out bottom seal from gearbox housing.

Using a press, drive out lower gear from left side.

▼ CAUTION

Do not push against inner bearing race.



1. Push against gear shoulder

INSPECTION

Check bearing condition. There must be no discoloration, missing rollers or balls, broken cages, etc.

Check sprocket teeth.

ASSEMBLY

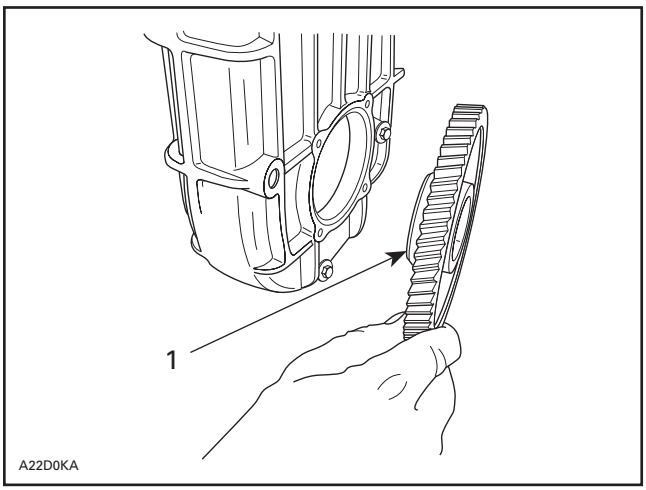
Reverse disassembly procedure, paying attention to the following:

31, Output Shaft

Install output shaft with its hollow side (no splines) on RH side.

25,29, Lower Gear and Intermediate Gear

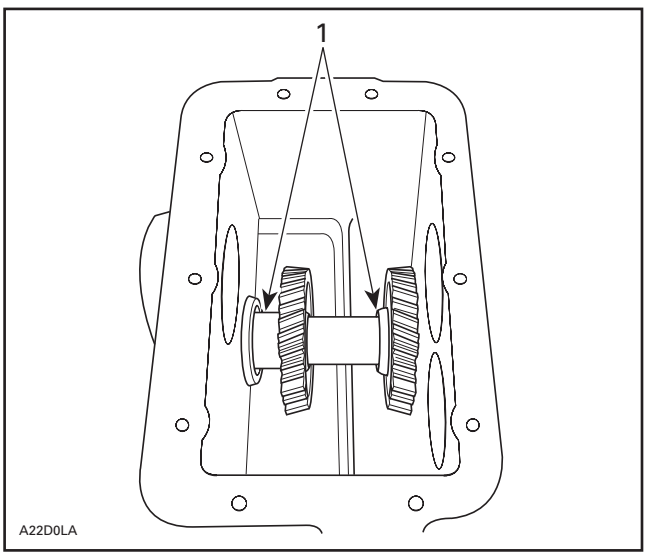
Install all gears with their shoulder towards RH side.



1. Gear shoulder towards RH side

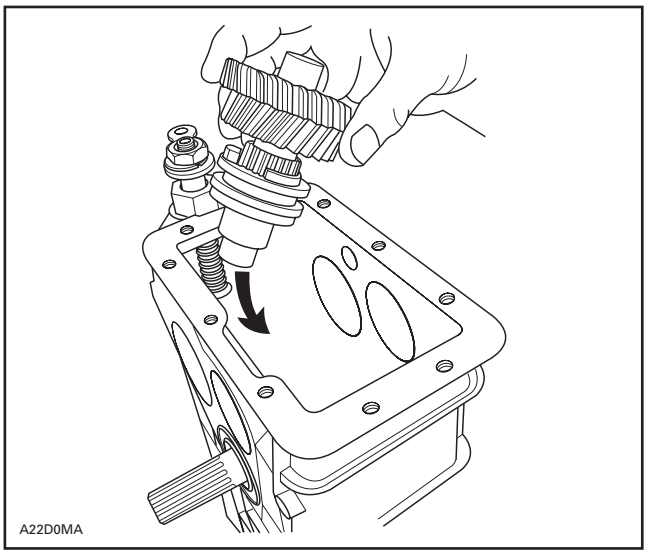
18,19,26,27,28, Reverse Shaft, LH Side Bearing, Brake Shaft, Sleeve and Gear

Install brake shaft taking care that gear shoulders face RH side.



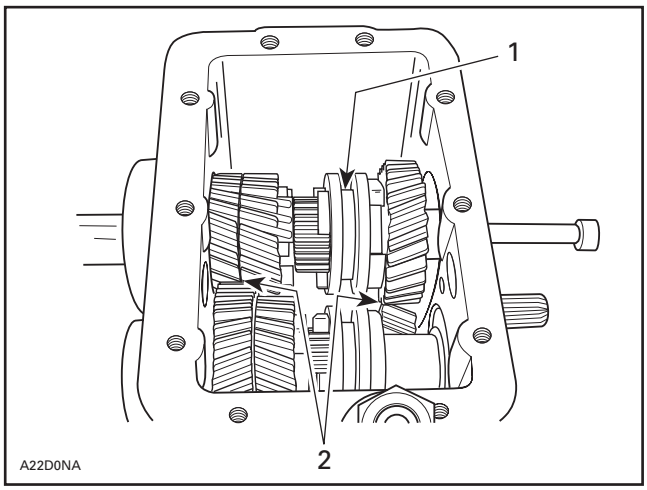
1. Gear shoulders face RH side

Install reverse shaft, its smaller end first.



Install shim and bearing on LH side.

Install driven pulley shaft, sliding sleeve then gear. Turn brake shaft during installation and check that gears mesh.

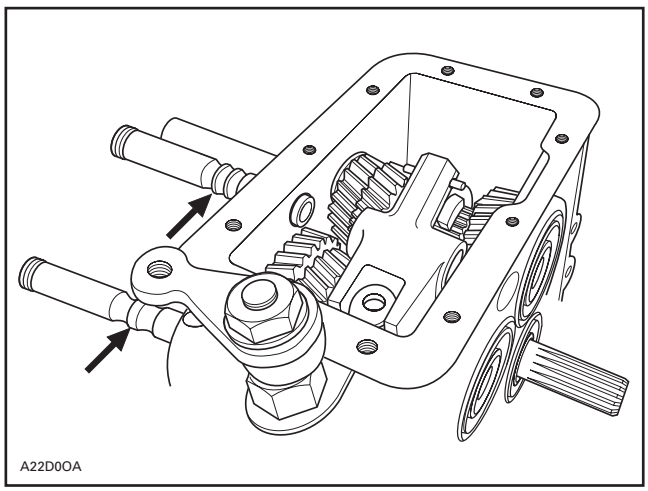


1. Sliding sleeve
2. Gears mesh

Install shim, bearing and circlip.

5,6, Fork and Fork Axle

Mount forks and fork axles using a screwdriver to hold index ball. See illustration for fork axle positions.

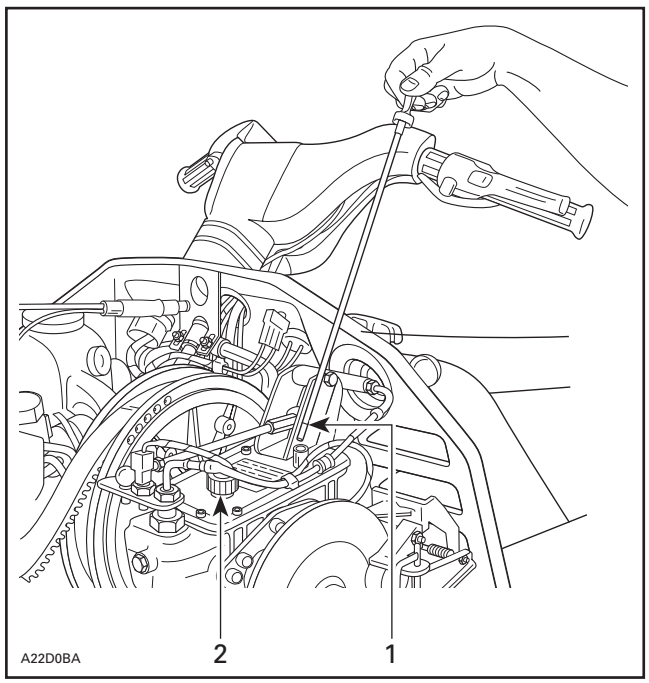


INSTALLATION

Reverse removal procedure. Check pulley alignment.

OIL LEVEL

To check, pull dipstick. Oil should reach level mark.



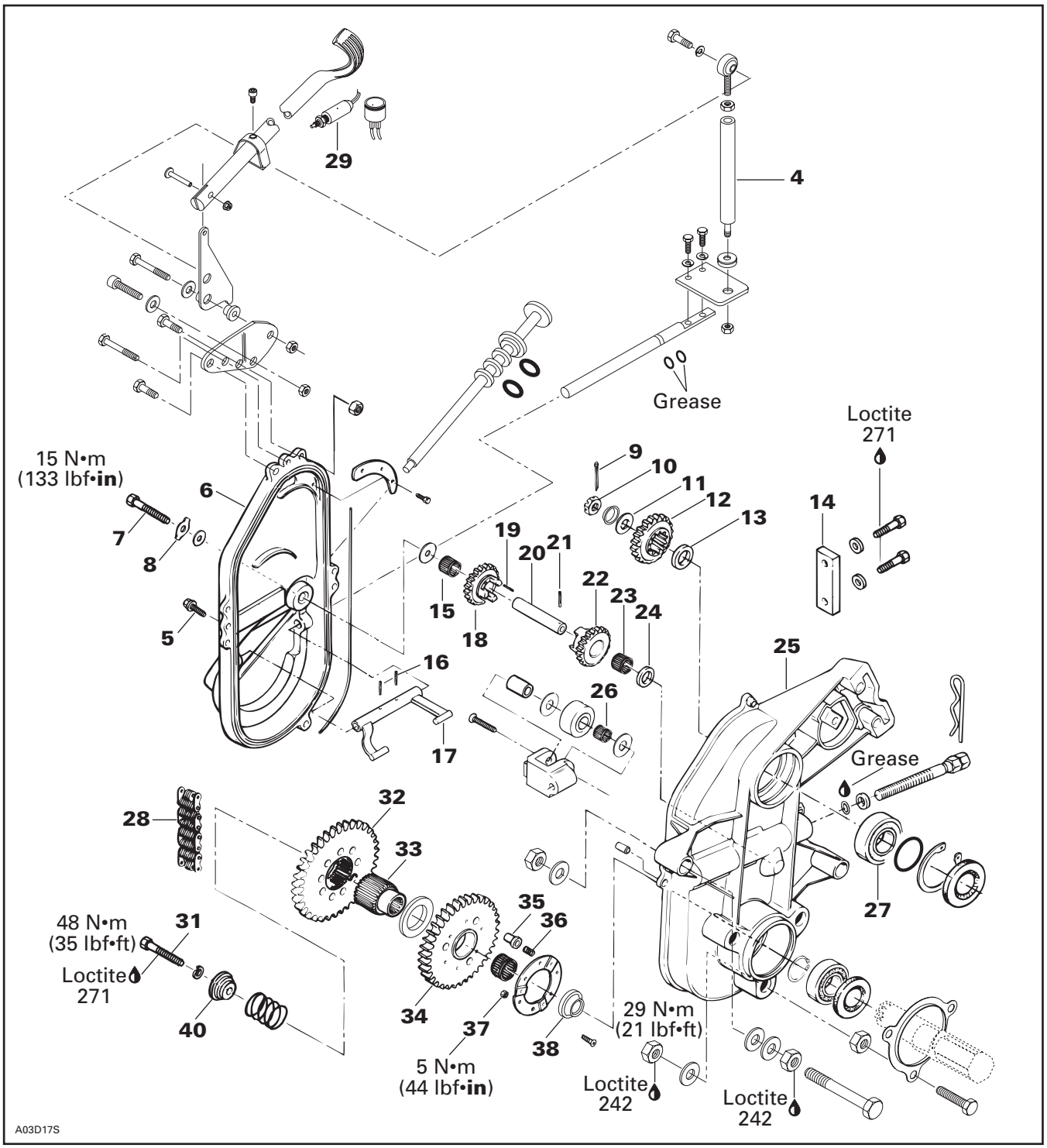
TYPICAL

1. Level mark
2. Filler plug

To fill, remove filler plug from top of transmission. Refill as required using Bombardier synthetic chaincase oil (P/N 413 8028 00).

2-SPEED GEARBOX

Grand Touring 500/583



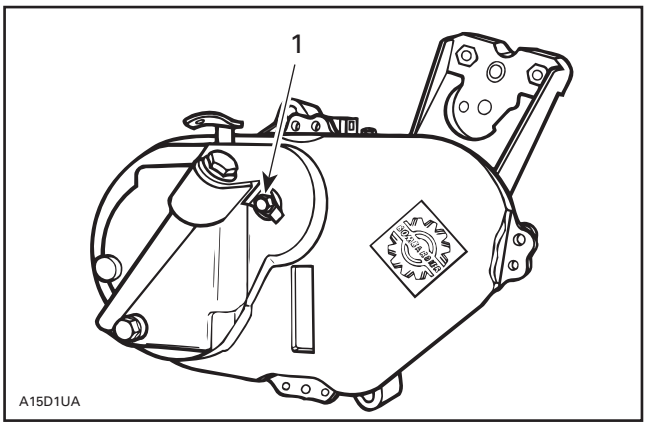
PARTS FLAT RATE

DISASSEMBLY

NOTE: It is possible to see the sliding gear in motion through oil gauge hole.

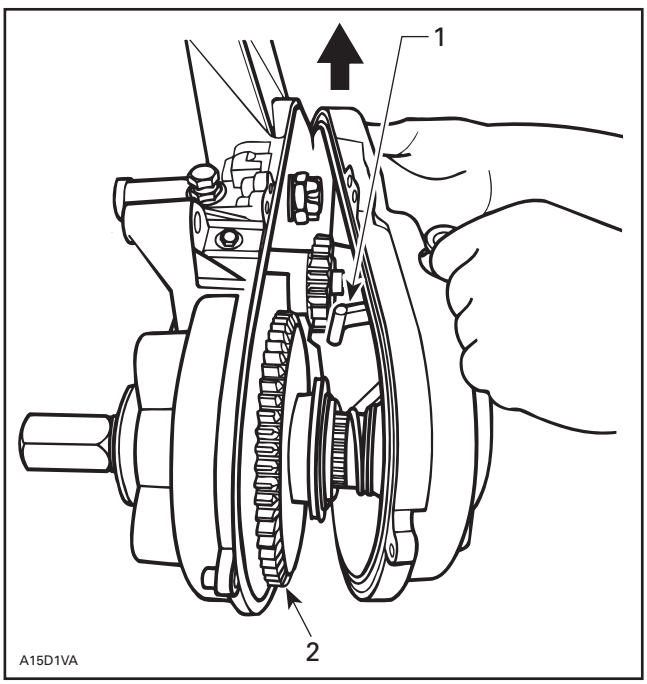
Unbolt gear shift linkage from shifter.

Unscrew cover screws **no. 5** as well as reverse axle screw **no. 7**.



1. Reverse axle screw

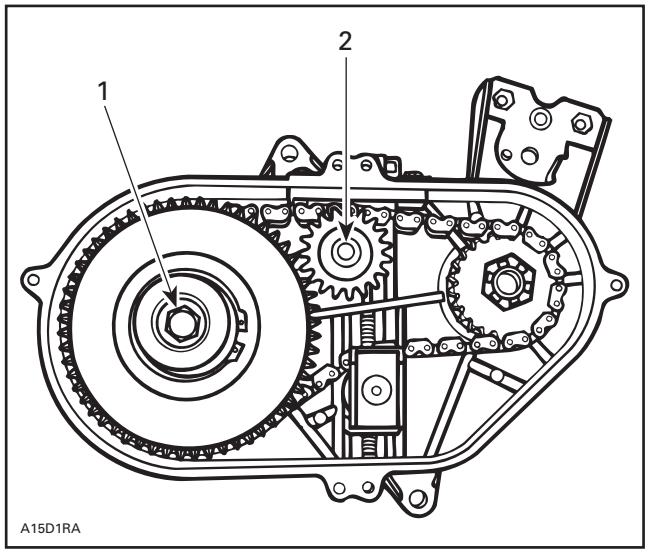
Separate cover **no. 6** from housing and move it toward the front in order to disengage fork from sliding gear.



1. Fork
2. Sliding gear

Slacken chain tension, unscrew sliding gear retaining screw **no. 31**, then remove sliding gear **no. 32**.

First remove 19-tooth reverse gear **no. 18** and then remove reverse axle **no. 20**.



1. Sliding gear screw
2. Reverse axle

Remove coupling shaft **no. 33**, 44-tooth sprocket **no. 34**, spacer **no. 38** and chain **no. 28**.

First unscrew castellated nut **no. 10**, then remove 22-tooth sprocket **no. 12**.

Force 2 spring pins **no. 16** out to disengage fork **no. 17** from its axle.

INSPECTION

14, Chain Slider

Replace slider if maximum wear is 1.0 mm (.039 in) at contact point.

Bearings

Check bearing condition. There must be no discoloration, missing rollers, broken cages, etc.

Sprockets and Gears

Check teeth.

ASSEMBLY

Reinstall drive shaft.

Reinstall gearbox housing.

NOTE: Adjustment screw can only be installed when housing is removed.

Do not reuse removed oil seals. Replace them by new ones.

Install drive axle with track then bearing and circlip in chaincase bore. Install spacer **no. 38** with its large outer diameter against sprocket, 44-tooth sprocket **no. 34**, coupling shaft **no. 33**, cap **no. 40** and screw **no. 31**.

Place a 25 cm (10-inch) rule against sprockets. Maximum allowable offset is 1 mm (.040 in).

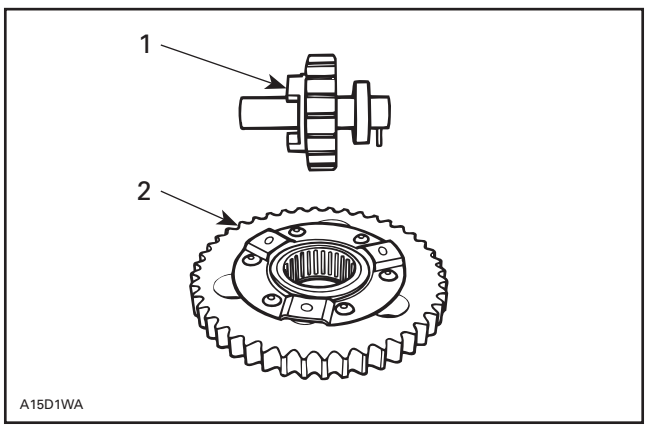
a. If upper sprocket is too far in, possible causes are:
   1. Countershaft bearing on driven pulley side may be too far in. To check, pull out bearing using countershaft bearing remover (P/N 529 0301 00) then recheck sprocket alignment. Use bearing installer (P/N 529 0302 00) to reposition bearing. Bearing housing (triangle) must be against frame without preload.
   2. Add shim(s) between chaincase and frame and reposition bearing on driven pulley side accordingly.

b. If upper sprocket is too far out, check:

   If there are too many shims between chaincase and frame. Remove shims accordingly and reposition bearing on driven pulley side.

Press needle bearing in 44-tooth sprocket. Assemble drive pins **no. 35** and their spring **no. 36** on 44-tooth sprocket. Tighten nut **no. 37** to 5 N•m (44 lbf•**in**) in a criss-cross sequence.

Insert spring pin **no. 21** in reverse axle up to inside diameter. Press needle bearing in 19-tooth sprocket. Install ring **no. 24** and 19-tooth sprocket on reverse axle.



1. Reverse axle ass'y
2. Sliding gear ass'y

Install shim **no. 13**, 22-tooth sprocket (drive) **no. 12** and washer **no. 11** then tighten castellated nut **no. 10** and conical spring washer. Secure with a new cotter pin.

Install chain **no. 28**, 44-tooth sprocket **no. 34** and its spacer **no. 38**. Spacer's large outer diameter must be against sprocket. Insert coupling shaft **no. 32** in 44-tooth sprocket.

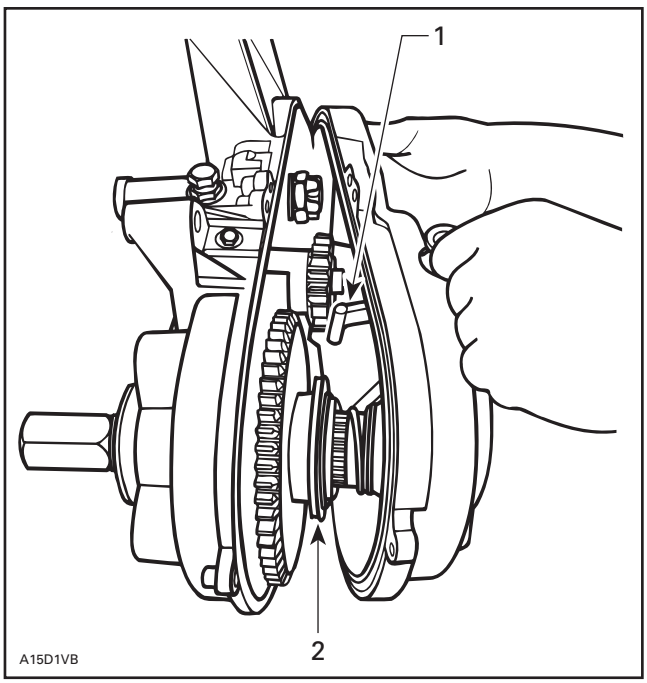
Install needle bearing **no. 15** (wider one) in reverse gear **no. 18**.

Install reverse axle **no. 20** (assembly) making sure to properly position spring pin in housing slot. Install alignment rod **no. 19**, reverse gear **no. 18** and spacer **no. 24**. Drive sprocket hole and driven gear hole must be aligned to insert alignment rod.

Mount chain tensioner (assembly) to adjustment screw already fixed to gearbox. Assemble fork **no. 17** to axle using spring pins **no. 16**. Apply grease on O-rings.

6, Cover

Join cover (assembly) to housing. Make sure fork tabs are behind sliding sprocket thrust washer.



1. Fork tabs
2. Thrust washer

▼ CAUTION

Gearbox cover must completely lay against housing.

5,7,8, Screws and Locking Tab

Tighten screws in a criss-cross sequence starting with the one above reverse axle. Install reverse axle screw and bend locking tab against screw head flat. Bolt shift linkage to shifter.

ADJUSTMENT

28, Chain

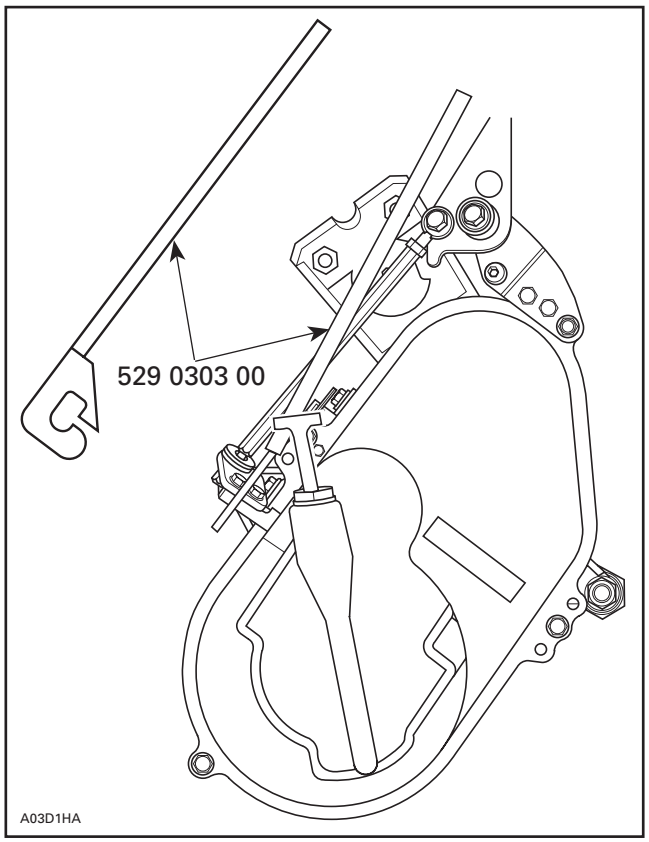
Fully tighten adjustment screw by hand, then back off only far enough for hair pin to engage in locking hole.

4, Gear Shift Linkage

1. Check proper fit of handle in console.
2. Shift into reverse gear.

NOTE: If it is impossible to shift into reverse gear, shorten tie-rod and try again. If it is still impossible, check if the fork engages in the sliding gear or disassemble the cover to inspect components.

3. Completely slacken ball joint lock nut on the gear shift linkage.
4. Using tool (P/N 529 0303 00) to push and hold down tie-rod plate to make sure transmission is in reverse gear. Pull shifter handle in reverse position making sure all slack is removed. Lengthen tie-rod until it contacts the rubber washer then add an additional turn.

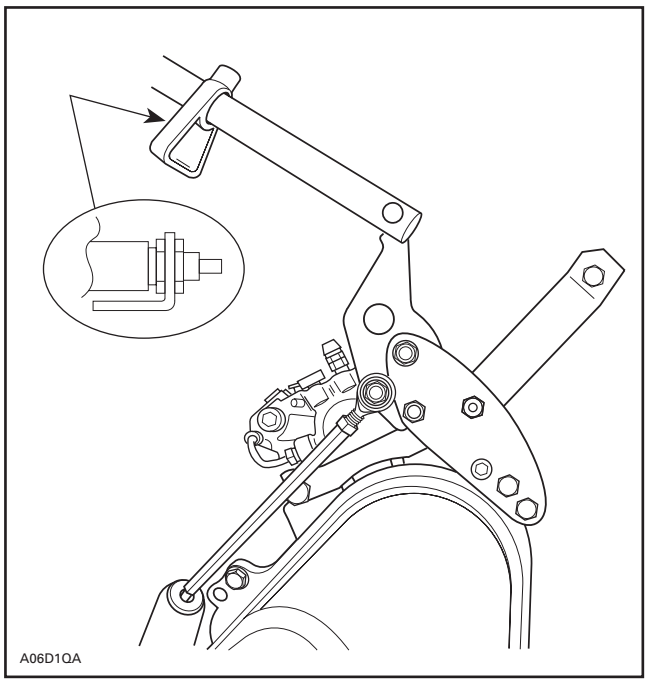


NOTE: It is normal to feel a light friction when shifting into gear.

5. Statically test transmission operation in forward and reverse positions.
6. Hold linkage and tighten ball joint jam nut.

29, Alarm Switch

Adjust backup alarm so that it sounds when transmission is in reverse gear while engine is running.



OIL CHANGE

Place a container under bottom pan (gearbox side).

Unbolt gear shift linkage from fork axle. Unbolt and remove cover by separating it from housing and by moving it toward the front in order to release fork from sliding sprocket.

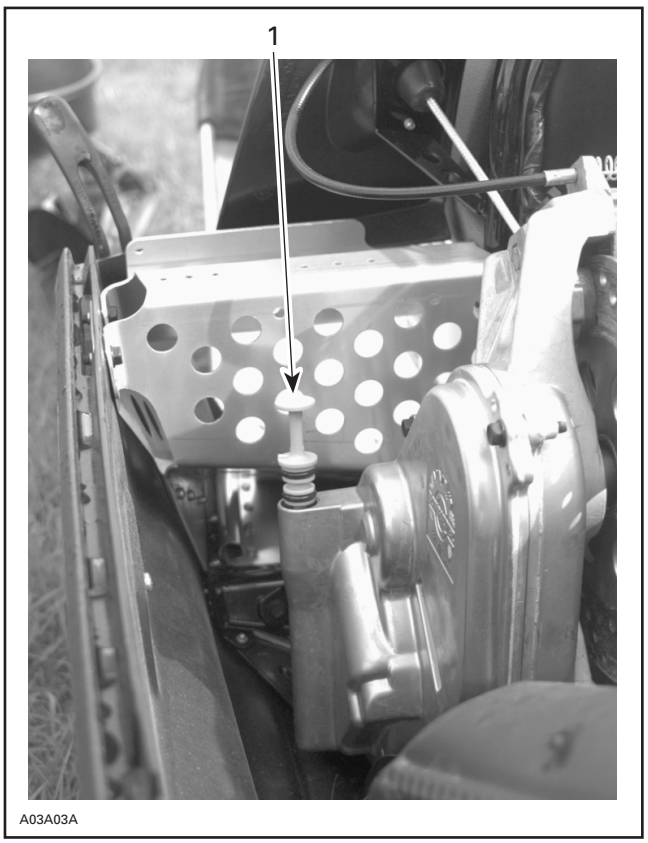
Clean cover interior.

NOTE: It is normal to find metallic particles stuck to dipstick magnet. If bigger pieces of metal are found, disassemble and check all parts.

Reinstall cover as previously described during assembly.

Fill housing with chaincase oil (P/N 413 8019 00). Oil capacity is 250 mL (8.5 oz).

Check oil level with dipstick. With dipstick unscrewed, oil level must be between MIN. and MAX. marks.



1. Dipstick

Shifter can be put in reverse position to ease removal of dipstick.

DRIVE CHAIN

SILENT CHAIN

For 1997 there are 2 types of silent chain. One is 11-plate wide and the other (stronger) is 13-plate wide. Do not interchange sprockets. Fit chain on sprockets to make sure using right ones according to width. Refer to TECHNICAL DATA 09-03.

NOTE: No work (separation, lengthening) can be done on the silent chain type.

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WIRING DIAGRAMS

MODEL	WIRING DIAGRAM PAGE	HEADLIGHT (watt)	TAILLIGHT (watt)	ELECTRICAL SYSTEM OUTPUT (watt)
MX Z 440 F	Annex 1	60/55 hal.	8/27	240
MX Z 440/583/670	Annex 2	60/55 hal.	8/27	220
Formula 500 DELUXE	Annex 3	60/55 hal.	8/27	220
Formula 500/583 Summit 500/583/670	Annex 4	60/55 hal.	8/27	220
Formula Z	Annex 5	60/55 hal.	8/27	220
Grand Touring 550/583	Annex 6	60/55 hal.	8/27	220
Skandic WT/SWT	Annex 7	60/55 hal.	8/27	240
Skandic WT LC	Annex 8	60/55 hal.	8/27	240

hal. = halogen

CHART CODES

Wiring Color Code

The first color of a wire is the main color, second color is the stripe.

Example: YL/BK is a YELLOW wire with a BLACK stripe.

COLOR CODE	
BK — BLACK WH — WHITE RD — RED BL — BLUE YL — YELLOW	GN — GREEN GY — GREY VI — VIOLET OR — ORANGE BR — BROWN

Following table shows wire colors related to electrical circuits.

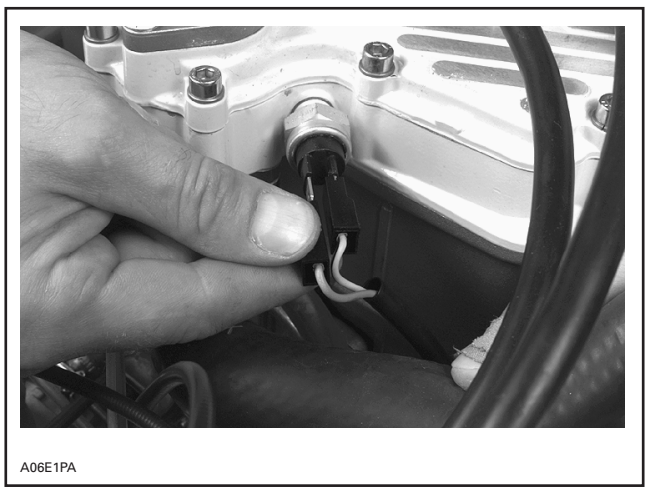
WIRE COLORS	ELECTRICAL CIRCUIT	ADDITIONAL INFORMATION
BLACK/YELLOW	ENGINE SHUT OFF – Key switch – Tether cord switch – Emergency switch	Must be grounded to stop engine.
BLACK (small)	Ground for shut off	
BLACK (Big)	Ground for starter (–)	
YELLOW YELLOW/BLACK	12 volts (A.C.)	If shorted, magneto stops producing electricity.
RED	12 volts (D.C.) (+) For starter motor	
RED/GREEN	12 volts (D.C.) (+) For starter solenoid	
RED/BLUE	12 volts (D.C.) (+) Rectifier output	
GREY	12 volts (A.C.) High beam	Current returns by YELLOW/BLACK wire connected to headlamp.
VIOLET/GREY	12 volts (A.C.) Low beam	
WHITE	12 volts (A.C.) Brake light	Current returns by YELLOW/BLACK wire connected to taillight.
WHITE/RED	12 volts (A.C.) Low oil level	Current returns by YELLOW/BLACK wire connected to oil level sensor.
BLUE	12 volts (A.C.) Fuel level indicator	Current returns by YELLOW wire connected to fuel level sensor.
ORANGE	12 volts (A.C.) Heated grips (max.)	Current returns by YELLOW/BLACK wire connected to heating elements.
ORANGE/VIOLET	12 volts (A.C.) Heated grips (min.)	
BROWN	12 volts (A.C.) Heated throttle lever (max.)	
BROWN/YELLOW	12 volts (A.C.) Heated throttle lever (min.)	
GREEN	12 volts (A.C.) Temperature gauge	Current returns by YELLOW wire connected to sensor.
VIOLET	12 volts (A.C.) Engine overheating light.	

Connector Location

Connectors on wiring diagrams carry the letter C followed by a number. Use this code with wiring diagram legend to find connector location on vehicle.

UNPLUGING CONNECTORS

Always unplug connectors by pulling on housing not on wire.

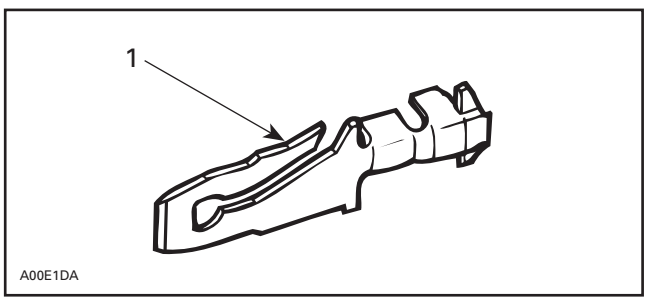


TYPICAL

TAB AND RECEPTACLE CONNECTORS REMOVAL

Tab Connector

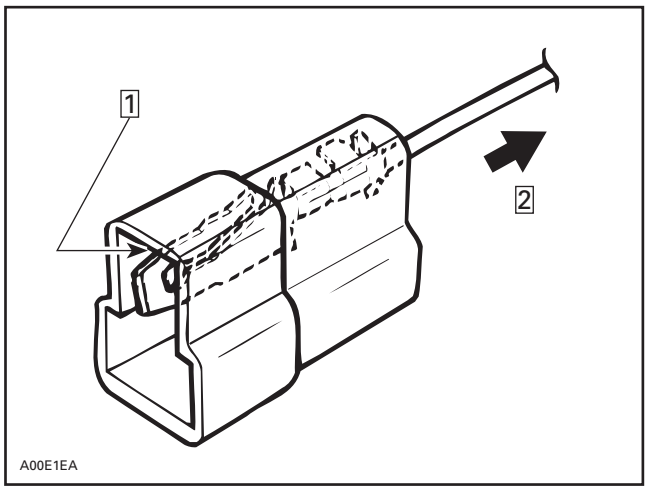
It is locked in its housing by a spring tab on its side. Removal is done by squeezing this tab.



TAB CONNECTOR
1. Locking tab

To remove:

– Insert a screwdriver or Snap-on TT 600-5 from opposite side of wire and pry locking tab.
– While holding locking tab pried, pull connector toward wire side.

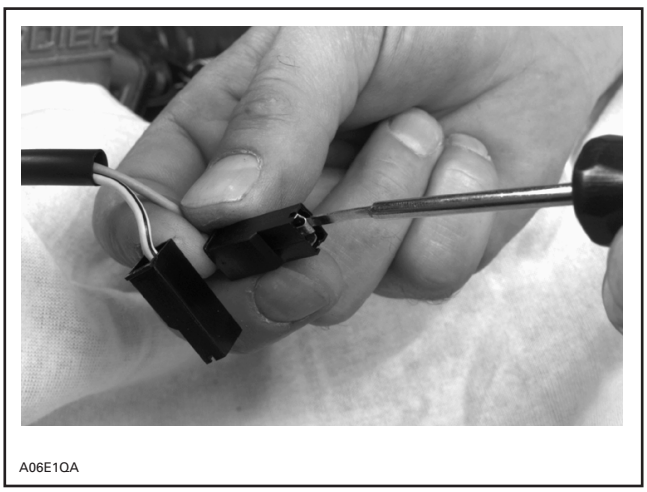


Step 1: Insert screwdriver here
Step 2: Pull this side

Locking Receptacle Connector

To remove:

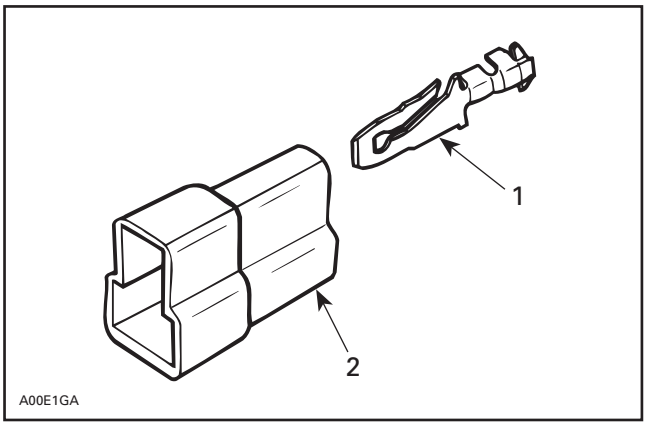
– Insert tool Snap-on TT 600-5 in access opening then pull housing toward wire side.



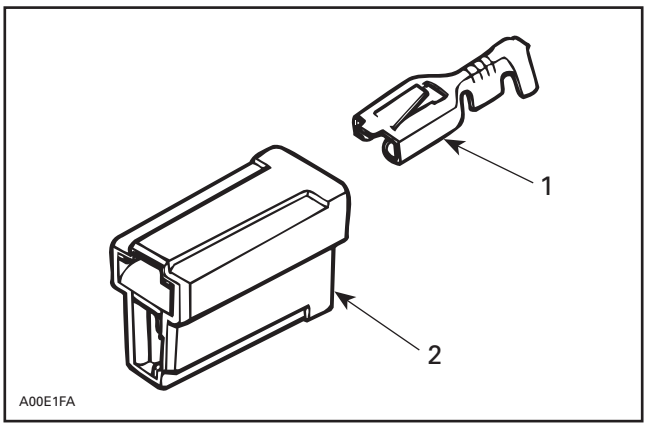
TAB AND RECEPTACLE CONNECTORS INSTALLATION

Prior to installing, make sure locking tab is sufficiently lifted to properly lock.

Insert tab and receptacle connectors in their respective housings as shown in following illustrations. Push sufficiently so that they snap. Try pulling wire to ensure they are properly locked.



1. Tab
2. Housing



TYPICAL
1. Receptacle
2. Housing

ACCESSORIES INSTALLATION

On all **electric start models:** The direct current (DC) utilizes the snowmobile frame as ground "wire" while all alternating current (AC) consumers (lights, heated grips, fuel gauge, etc.) utilize a separate ground wire.

Never interconnect AC and DC grounds as an AC voltage drop will result. When installing accessories on **any** snowmobile, connect their wires directly to the YELLOW and YELLOW/BLACK lighting coil wires.

Even if **manual start models** have an AC ground to the chassis (on voltage regulator), all accessories utilize a ground wire isolated from chassis. When an electric starter kit is installed, the voltage regulator and its ground wire are replaced by a voltage rectifier/regulator unit permitting a completely isolated AC circuit.

◆ WARNING

Never secure electrical wires/cables with fuel lines. Keep wires away from any rotating, moving, heating, vibrating or sharp edge. Use proper fastening devices as required.

IGNITION TIMING

DUCATI CDI SYSTEM

443 and 503 Engine Types

Proper ignition timing is determined by trigger coil position.

If for any reason, ignition timing accuracy is suspected, it can be checked as follows.

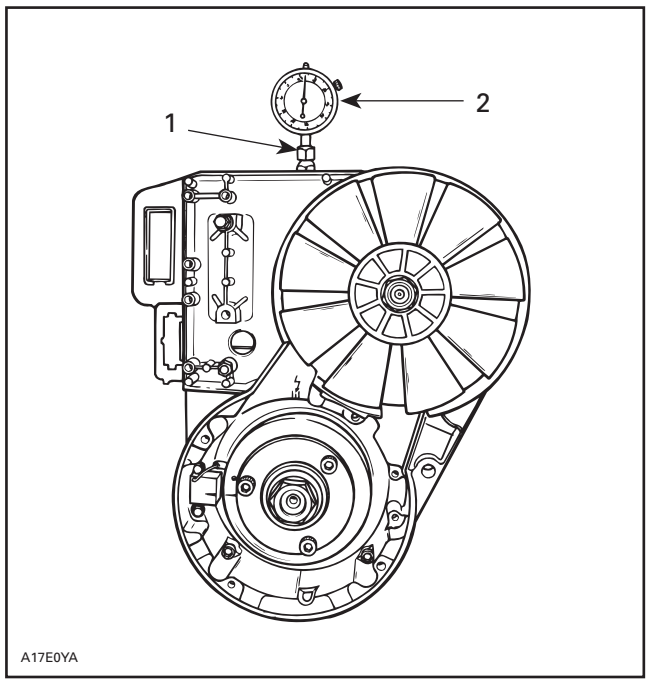
Verifying Magneto Flywheel Timing Mark Position

Prior to checking the timing, it may be necessary to verify the position of the timing mark on the magneto flywheel, for the following reasons:

1. To detect a missing or broken magneto flywheel Woodruff key which would allow a change of timing to occur, with eventual break down of the engine.
2. To correctly locate and mark a timing mark on a new service magneto flywheel.
3. To verify the correct location of the factory timing mark.
4. To detect a wrong magneto flywheel.

To verify the position of the timing mark on the magneto flywheel, proceed as follows:

1. Clean the area around the spark plugs, and remove them.
2. Remove the rewind starter from the engine.
3. Install the TDC gauge in the spark plug hole, (magneto/generator side) and adjust as follows:
   a. Position the magneto flywheel at approximately TDC.



INSTALLATION OF TDC GAUGE

1. Adaptor lock nut
2. Gauge on MAG side cylinder

   b. Assemble the gauge to the adaptor and tighten the roller lock nut. Do not tighten the adaptor lock nut.
   c. Screw the adaptor into the spark plug hole and tighten to prevent movement in the plug hole.
   d. Position the dial face toward the magneto/generator. Move the gauge down until the needle just begins to move, then move down a further 5 or 6 mm (approximately 1/4 in). Tighten adaptor lock nut by hand.
4. Locate the piston TDC position as follows:
   a. Slowly rotate the magneto flywheel back and forth across TDC while observing the needle. Note that the needle stops moving only as the piston is changing direction.
   b. Rotate the dial face so that "0" is in line with the needle when it stops moving.
   c. Again, slowly rotate the magneto flywheel back and forth across TDC and adjust the dial face to "0", until the needle always stops exactly at "0" before changing direction.

d. "0" now indicates exact TDC.

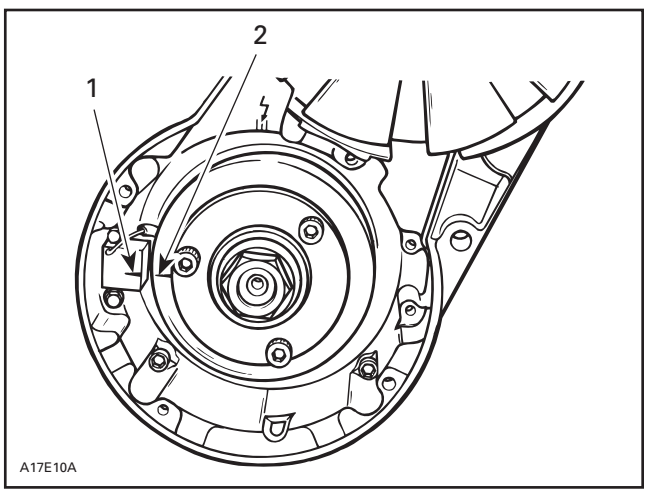
5. Verify the position of the timing mark on the magneto flywheel as follows:

NOTE: When checking timing, certain procedures require that the magneto flywheel be turned in a clockwise direction, viewed facing the magneto/generator. If it is necessary to turn back (counterclockwise) for any reason, rotate the magneto flywheel at least one-quarter turn counterclockwise, and then rotate it clockwise. The last magneto flywheel movement when making a critical check must always be in a clockwise direction, to ensure that the slack in engine moving parts is taken-up.

a. Rotate the magneto flywheel counterclockwise, one-quarter turn then carefully rotate it clockwise until the needle indicates the specified measurement. Refer to TECHNICAL DATA 09-02.

b. Verify that the magneto flywheel mark perfectly aligns with the mark on the trigger coil, refer to illustration.

c. If the marks do not align, check magneto flywheel and trigger coil part numbers and check Woodruff key condition. If all parts are the appropriate ones and if Woodruff key is in good condition, continue the procedure.



1. Trigger coil mark
2. Magneto flywheel mark

NOTE: These marks cannot be used to check dynamic (with engine running) ignition timing with a timing light: a new mark must be scribed on magneto flywheel for this purpose.

6. Scribe a new mark on magneto flywheel as follows.

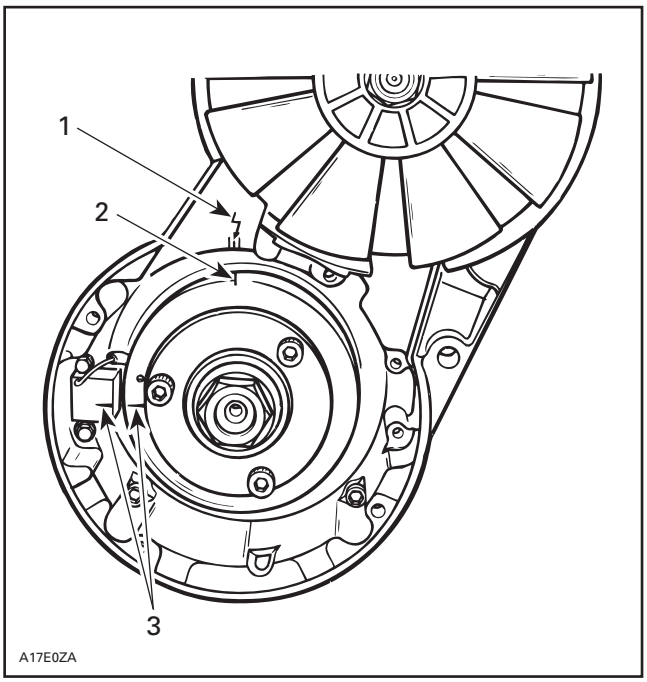
a. Remove the fan cover from the engine.

b. Maintain magneto flywheel so that previous marks remain aligned.

c. Scribe or punch a mark on magneto flywheel so that it perfectly aligns with the arrow on crankcase, refer to illustration. This new timing mark should be used for future timing checks (dynamic timing).

d. Reinstall rewind starter.

e. Check the timing with a timing light.



1. Crankcase arrow
2. Scribe a mark here
3. Maintain verified timing marks aligned (static timing)

Checking Ignition Timing

Use timing light (P/N 529 0319 00).

To check the ignition timing, refer to illustration and proceed as follows:

NOTE: Engine should be cold when checking timing. Do not idle engine for more than 20 seconds and make checks quickly.

◆ WARNING

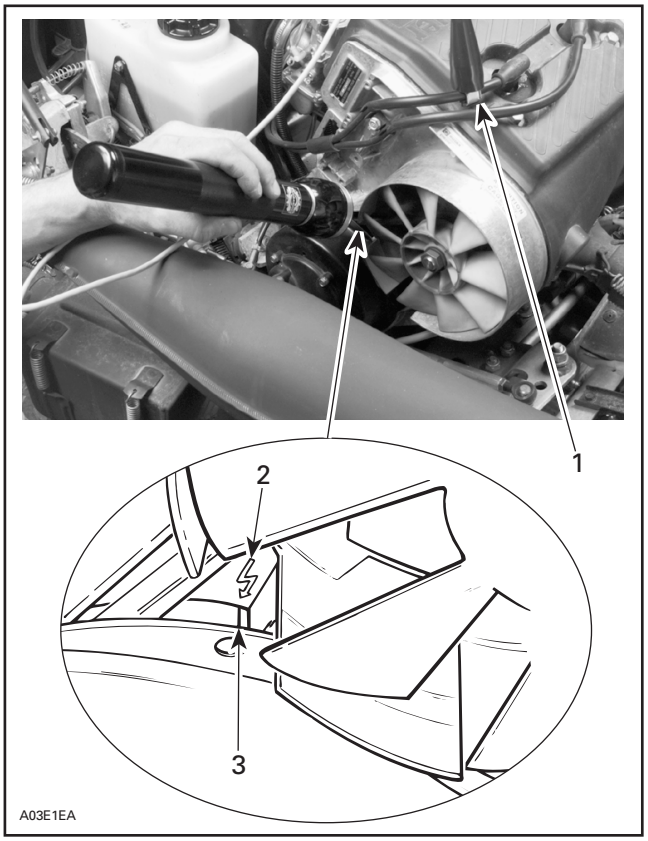
Place ski tips against a wall, raise rear of vehicle on a stand, so that track does not contact the ground. Do not allow anyone in front of or behind the vehicle while engine is running. Keep clear of track and do not wear loose clothing which can get caught in moving parts.

1. Connect the timing light pick-up to a spark plug cable and the power connections to the battery.

NOTE: To avoid an incorrect reading due to parallax, view the magneto flywheel and the crankcase timing marks in a straight line.

2. Start the engine and raise the engine speed at least to 2000 RPM while observing the timing marks, refer to illustration. The magneto flywheel mark scribed previously and the crankcase arrow should be perfectly aligned. If the marks do not align, a faulty trigger coil (check proper grounding of coil) or a faulty CDI module could be the cause: substitute one part at a time and recheck timing marks (check connectors condition prior to substituting any part).

NOTE: Ignition timing may be verified when engine speed is anywhere within 2000-6000 RPM.



CHECKING IGNITION TIMING

1. *Timing light pick-up on MAG side*
2. *Crankcase arrow*
3. *Magneto flywheel mark*

3. Install parts which were removed.

NIPPONDENSO TRIGGER COIL SYSTEM

454, 494, 583, and 670 Engine Types

Ignition timing is adjusted by movement of trigger coil. On 583 engine raising position of trigger coil retards ignition. Lowering position of trigger advances ignition. On 454, 494 and 670 engines, moving trigger coil to right retards ignition and moving to left advances ignition.

▼ CAUTION

Each time ignition timing is adjusted by moving trigger coil, air-gap must be adjusted.

Refer to CDI MAGNETO 04-05 then look for **Trigger Coil Adjustment** after adjusting ignition timing.

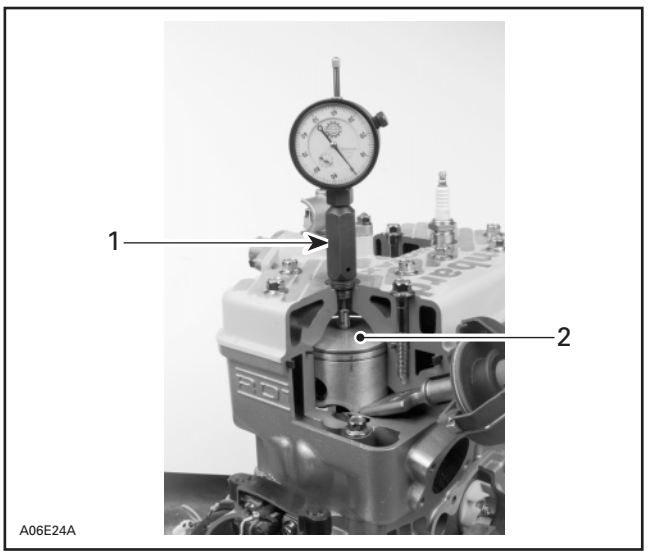
Verifying Magneto Flywheel Timing Mark Position

Prior to checking the timing, it may be necessary to verify the position of the timing mark on the magneto flywheel, for the following reasons:

1. To detect a missing or broken magneto flywheel Woodruff key which would allow a change of timing to occur, with eventual break down of the engine.
2. To correctly locate and mark a timing mark on a new service magneto flywheel.
3. To verify the correct location of the factory timing mark.
4. To detect a wrong magneto flywheel.

To verify the position of the timing mark on the magneto flywheel or to scribe a timing mark, proceed as follows:

1. Clean the area around the spark plugs, and remove them.
2. Remove the rewind starter from the engine.
3. Install the TDC gauge in the spark plug hole, (magneto side) and adjust as follows:
   a. Position the magneto flywheel at approximately TDC.



TYPICAL
1. TDC gauge on MAG side
2. MAG side piston at TDC

   b. Assemble the gauge to the adaptor and tighten the roller lock nut. Do not tighten the adaptor lock nut.
   c. Screw the adaptor into the spark plug hole and tighten to prevent movement in the plug hole.
   d. Position the dial face toward the magneto. Move the gauge down until the needle just begins to move, then move down a further 5 or 6 mm (approximately 1/4 in). Tighten adaptor lock nut by hand.
4. Locate the piston TDC position as follows:
   a. Slowly rotate the magneto flywheel back and forth across TDC while observing the needle. Note that the needle stops moving only as the piston is changing direction.
   b. Rotate the dial face so that "0" is in line with the needle when it stops moving.
   c. Again, slowly rotate the magneto flywheel back and forth across TDC and adjust the dial face to "0", until the needle always stops exactly at "0" before changing direction.
   d. "0" now indicates exact TDC.

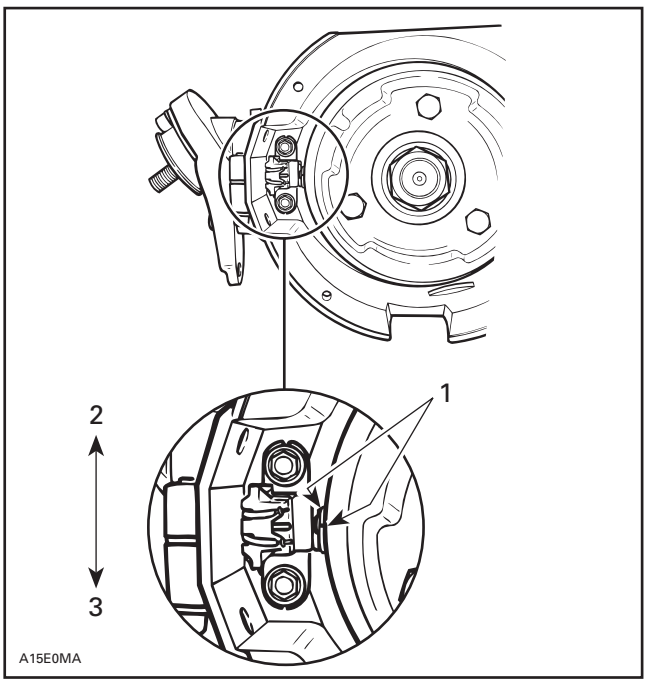
5. Verify the position of the timing mark on the magneto flywheel as follows:

NOTE: When checking timing, certain procedures require that the magneto flywheel be turned in a clockwise direction, viewed facing the magneto. If it is necessary to turn back (counterclockwise) for any reason, rotate the magneto flywheel at least one-quarter turn counterclockwise, and then rotate it clockwise. The last magneto flywheel movement when making a critical check must always be in a clockwise direction, to ensure that the slack in engine moving parts is taken-up.

a. Rotate the magneto flywheel counterclockwise, one-quarter turn then carefully rotate it clockwise until the needle indicates the specified measurement, indicated in TECHNICAL DATA 09-02.

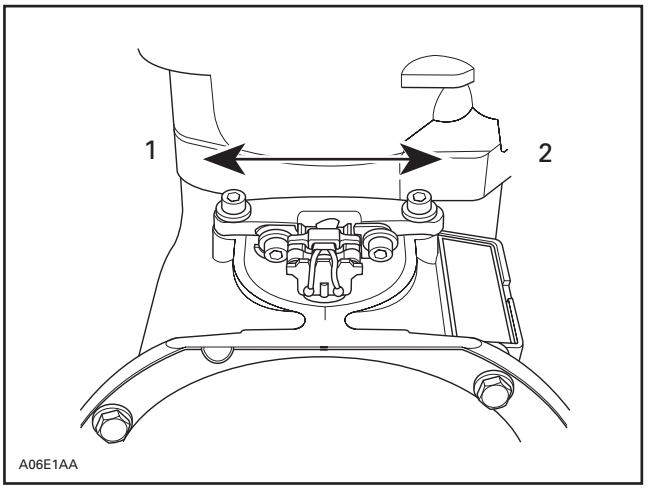
b. Make sure that the dot **located on the side of** the magneto flywheel protrusion perfectly aligns with center of trigger coil core, refer to illustration.

c. If the marks do not align, loosen trigger coil screws and move trigger coil to align dot with center of trigger coil core.



583 ENGINE

1. *Dot aligned with center of trigger coil core*
2. *Retard*
3. *Advance*



454, 494 AND 670 ENGINES

1. *Advance*
2. *Retard*

NOTE: These marks can not be used to check dynamic (with engine running) ignition timing with a timing light: an other mark is scribed on magneto flywheel or damper for this purpose. When flywheel protrusion dot aligns with center of trigger coil core, flywheel mark and crankcase center mark must be aligned.

Checking Ignition Timing

Use timing light (P/N 529 0319 00).

To check the ignition timing, refer to illustration and proceed as follows:

NOTE: Engine should be cold when checking timing. Do not idle engine for more than 20 seconds and make checks quickly.

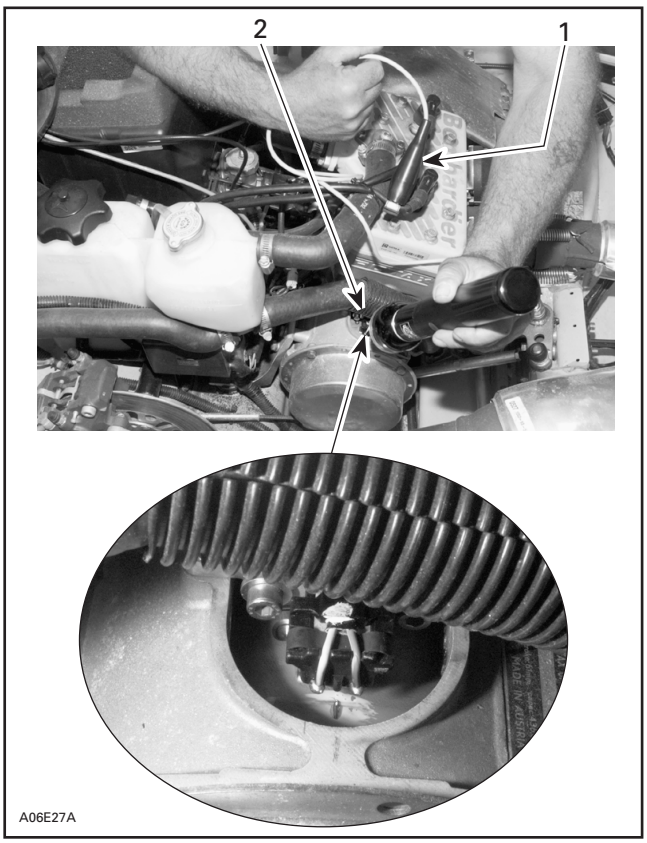
◆ WARNING

Place ski tips against a wall, raise rear of vehicle on a stand, so that track does not contact the ground. Do not allow anyone in front of or behind the vehicle while engine is running. Keep clear of track and do not wear loose clothing which can get caught in moving parts.

1. Connect the timing light pick-up to a spark plug cable and the power connections to the battery.

NOTE: To avoid an incorrect reading due to parallax, view the magneto flywheel and the crankcase timing marks in a straight line.

2. Start the engine and point timing light straight in line with the crankcase timing mark. Bring engine to 6000 RPM for a brief instant.



TYPICAL

1. *Timing light pick-up on MAG side*
2. *Timing inspection hole*

The magneto/damper mark must be aligned with center mark. If not, move trigger coil as explained above and recheck ignition timing. Tolerance is ± 1°.

If the marks still do not align, a faulty trigger coil (check proper grounding of coil) or a faulty CDI module could be the cause: substitute one part at a time and recheck timing marks (check connectors condition prior to substituting any part).

SPARK PLUGS

NGK SPARK PLUG

All Models

NGK SPARK PLUG NUMBERING SYSTEM

Bombardier is using the NGK spark plug type on most of the 1997 snowmobile models.

The heat range identification system is:

High number ⟶ hot plug

Low number ⟶ cold plug

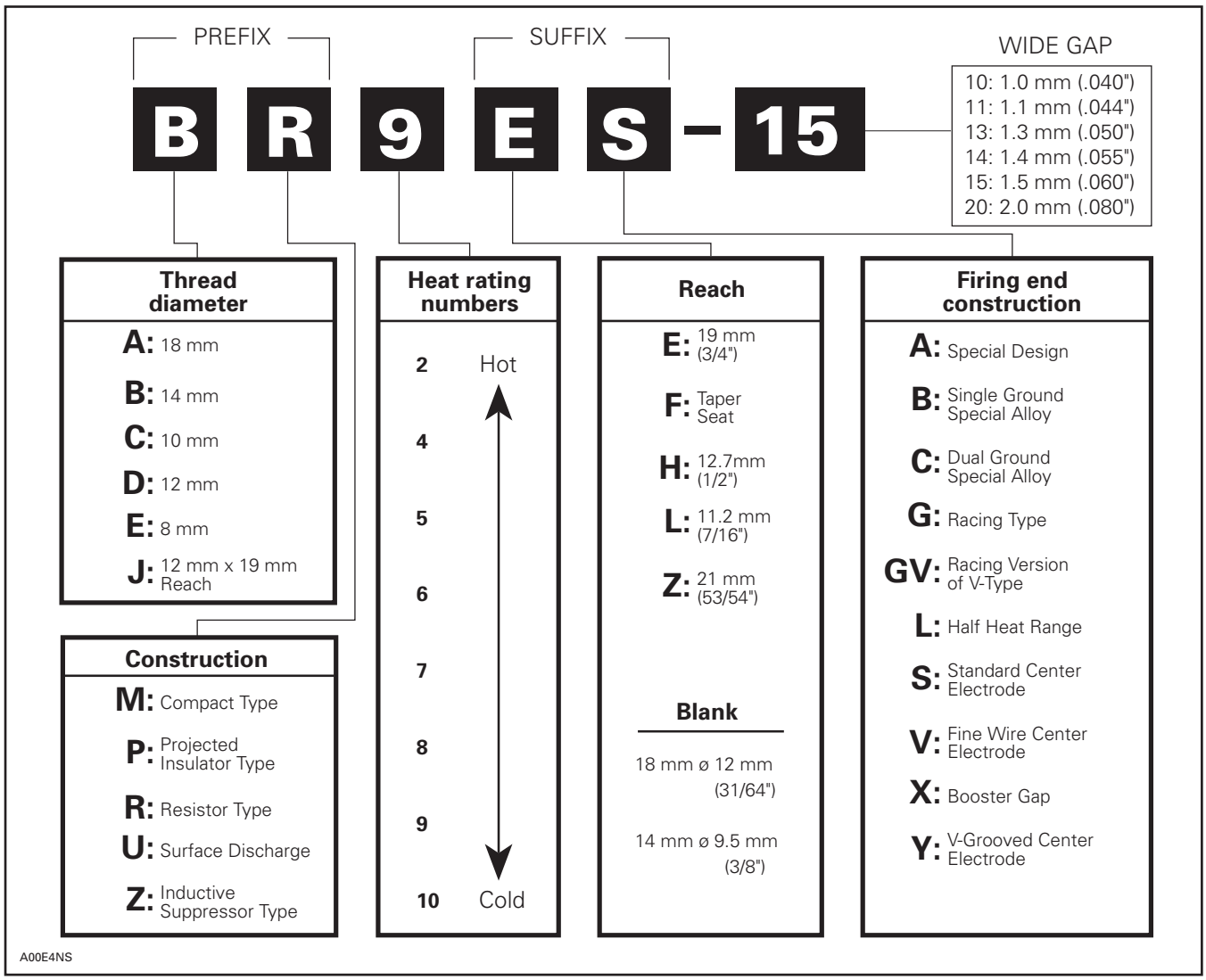
1997 REFERENCE CHART

NGK spark plugs used on 1997 Bombardier snowmobiles covered in this manual:

– BR8ES

– BR9ES

DESIGN SYMBOLS USED IN NGK SPARK PLUGS



CROSSCUTS AND GAP STYLES OF SPARK PLUGS



Standard Type | Projected Insulator Type | Taper Seat Type | V-Type | Surface Discharge Type

A01E1PS

DISASSEMBLY

First unscrew the spark plug 1 turn.

Clean the spark plug and cylinder head with pressurize air then completely unscrew.

◆ WARNING

Whenever using compressed air, always wear protective eye wear.

HEAT RANGE

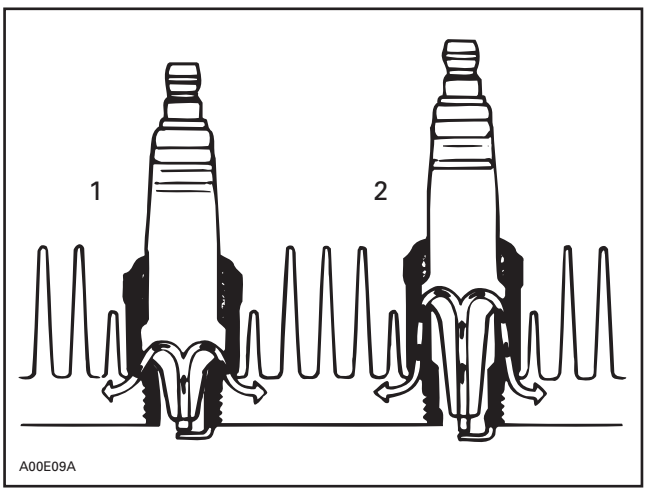
The proper operating temperature or heat range of the spark plugs is determined by the spark plug ability to dissipate the heat generated by combustion.

The longer the heat path between the electrode tip to the plug shell, the hotter the spark plug operating temperature will be — and inversely, the shorter the heat path, the colder the operating temperature will be.

A "cold" type plug has a relatively short insulator nose and transfers heat very rapidly into the cylinder head.

Such a plug is used in heavy duty or continuous high speed operation to avoid overheating.

The "hot" type plug has a longer insulator nose and transfers heat more slowly away from its firing end. It runs hotter and burns off combustion deposits which might tend to foul the plug during prolonged idle or low speed operation.



1. Cold
2. Hot

▼ CAUTION

Severe engine damage might occur if a wrong heat range plug is used.

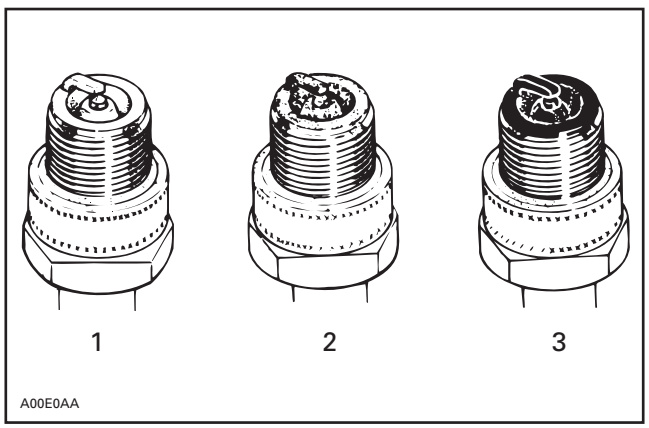
A too "hot" plug will result in overheating and pre-ignition, etc.

A too "cold" plug will result in fouling (shorting the spark plug) or may create carbon build up which can heat up red-hot and cause pre-ignition or detonation.

FOULING

Fouling of the spark plug is indicated by irregular running of the engine, decreased engine speed due to misfiring, reduced performance, and increased fuel consumption. This is due to a loss of compression. Other possible causes are: prolonged idling, or running on a too rich mixture due to a faulty carburetor adjustment or incorrect fuel and/or fuel mixing. The plug face of a fouled spark plug has either a dry coating of soot or an oily, glossy coating given by an excess either of oil or of oil with soot. Such coatings form a conductive connection between the center electrode and ground.

SPARK PLUG ANALYSIS



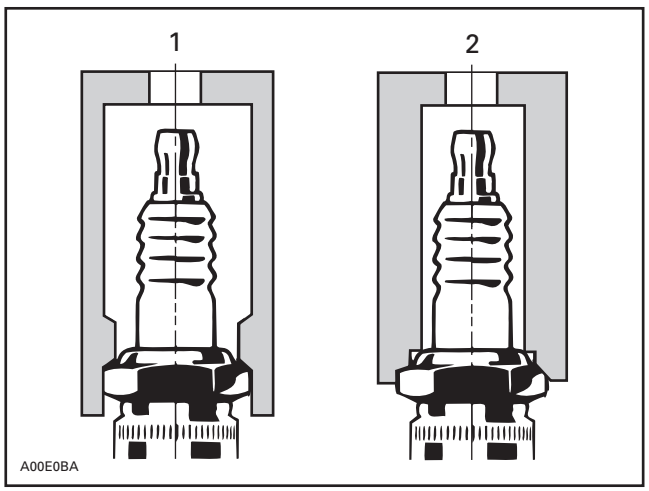
1. Overheated (light grey)
2. Normal (brownish)
3. Fouled (black)

The plug electrode (and piston dome) reveals the condition of the engine, operating condition, method of driving and fuel mixture. For this reason it is advisable to inspect the spark plug at regular intervals, examining the plug electrode and the piston dome.

SPARK PLUG INSTALLATION

Prior to installation make sure that contact surfaces of the cylinder head and spark plug are free of grime.

1. Using a wire feeler gauge, set electrode gap according to TECHNICAL DATA 09-02.
2. Apply anti-seize lubricant (P/N 413 7010 00) over the spark plug threads to prevent possible seizure.
3. Hand screw spark plug into cylinder head and tighten with a torque wrench and a proper socket.



1. Proper socket
2. Improper socket

SPARK PLUG TIGHTENING TORQUE

Models	Spark plugs	Torque N•m (lbf•ft)
All models	NGK	27 (20)

BATTERY

REMOVAL

All Models

◆ WARNING

Battery BLACK negative cable must always be disconnected first and connected last.

◆ WARNING

Never charge or boost battery while installed on vehicle.

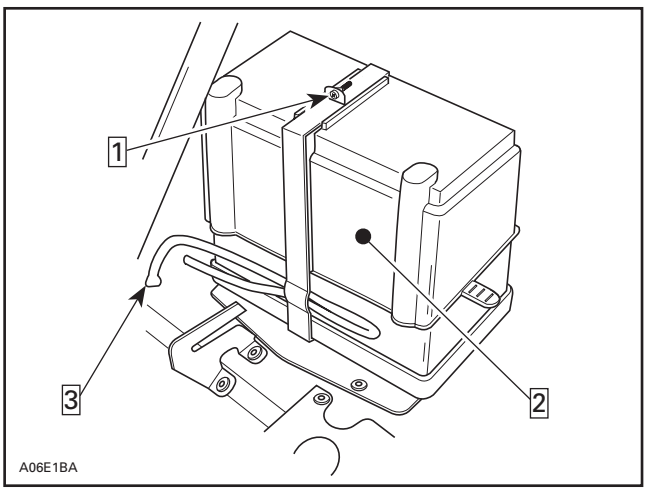
S-Series

Remove air silencer.

Unfasten retaining strips.

Open strips and lift battery protective boot.

Remove vent tube.

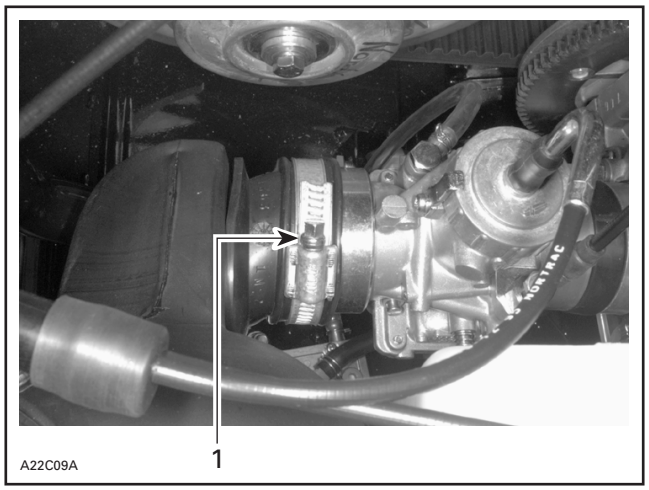


Step 1 : Unfasten and open
Step 2 : Lift protective boot
Step 3 : Remove vent tube

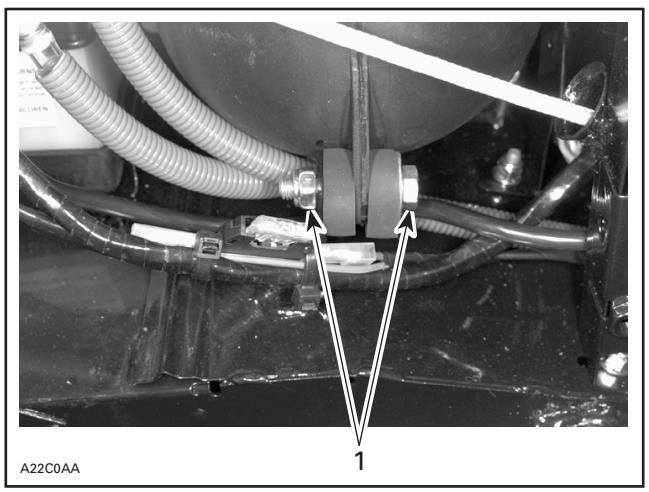
On all models, a special vented rivet is fixed to the chassis in order to plug the vented tube from the battery

Skandic WT

Remove air intake silencer.

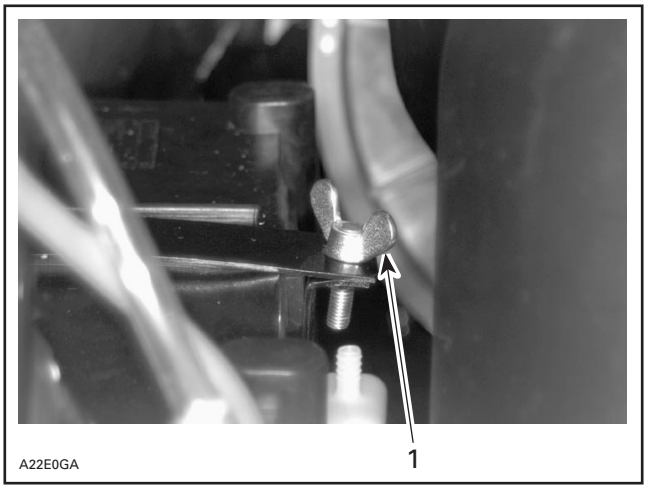


1. Loosen clamp



1. Remove bolt and lock nut

Unfasten battery brackets and remove battery.



1. Wing screw

Skandic SWT

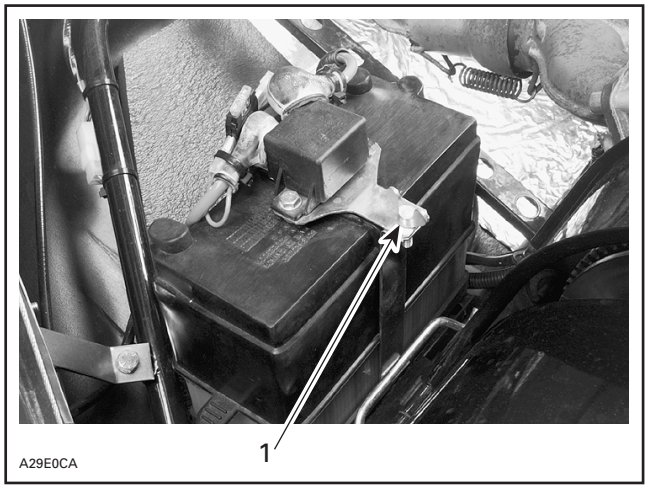
Remove battery bracket and remove battery from vehicle.



Skandic WT LC

Unscrew wing screw and remove bracket with solenoid.

Remove battery cover and remove battery from vehicle.



1. Wing screw

All Models

Withdraw battery from vehicle being careful not lean it so that electrolyte flows out of vent tube.

▼ CAUTION

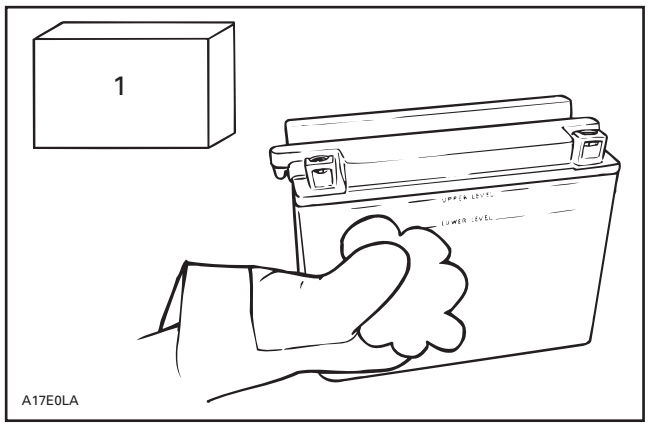
Should any electrolyte spillage occur, immediately wash off with a solution of baking soda and water to prevent damage to vehicle components.

CLEANING

Clean the battery, battery casing, vent tube, caps, cables and battery posts using a solution of baking soda and water.

▼ CAUTION

Do not allow cleaning solution to enter battery interior since it will destroy the electrolyte.



1. Baking soda

Remove corrosion from battery cable terminals and battery posts using a firm wire brush.

INSPECTION

Visually inspect battery casing for cracks or other possible damage. If casting is damaged, replace battery and thoroughly clean battery tray and close area with water and baking soda.

◆ WARNING

Should the battery casing be damaged, wear a suitable pair of non-absorbent gloves when removing the battery by hand.

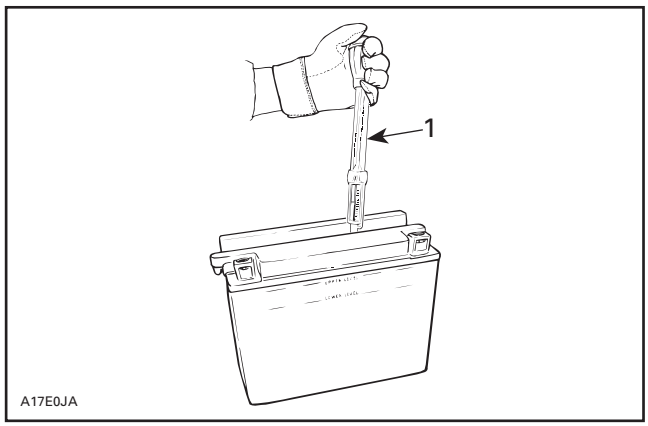
Inspect battery posts for security of mounting.

Inspect for cracked or damaged battery caps, replace defective caps.

◆ WARNING

Battery caps do not have vent holes. Make sure that vent tube is not obstructed.

HYDROMETER TEST



1. Specific gravity 1.260

A hydrometer measures the charge of a battery in terms of specific gravity of the electrolyte. Most hydrometers give a true reading at 27°C (80°F).

In order to obtain correct readings, adjust the initial reading by **adding** .004 points to the hydrometer readings for each 5.5°C (10°F) **above 27°C (80°F)** and by **subtracting** .004 point for every 5.5°C (10°F) **below 27°C (80°F)**.

This chart will be useful to find the correct reading.

ELECTROLYTE TEMPERATURE		OPERATION TO PERFORM		
°C	°F			
38 32	100 90	add	.008 .004	to the reading
27	**80**	**correct reading**		
21 16 10 4 –1 –7 –12 –18 –23 –29 –34 –40	70 60 50 40 30 20 10 0 –10 –20 –30 –40	subtract	.004 .008 .012 .016 .020 .024 .028 .032 .036 .040 .044 .048	from the reading

EXAMPLE NO. 1
Temperature below 27°C (80°):
Hydrometer Reading:1.250
Electrolyte temperature: –7°C (20°F)
Subtract .024 Sp. Gr.
Corrected Sp. Gr. is 1.226

EXAMPLE NO. 2
Temperature above 27°C (80°F):
Hydrometer Reading:1.235
Electrolyte temperature: 38°C (100°F)
Add .008 Sp. Gr.
Corrected Sp. Gr. is 1.243.

▼ CAUTION

Do not install a partially charged battery on a snowmobile since the casing might crack at freezing temperature. The following chart shows the freezing point of the electrolyte in relation to the charge of the battery.

Temperature-corrected Specific Gravity	Battery Charge	Freezing Point of Electrolyte	
1.260	Fully Charged	-59°C	(-74°F)
1.230	3/4 Charged	-40°C	(-40°F)
1.200	1/2 Charged	-27°C	(-16°F)
1.170	1/4 Charged	-18°C	(0°F)
1.110	Discharged	-7°C	(+19F)

BATTERY STORAGE

Disconnect and remove battery from the vehicle.

Check electrolyte level in each cell, add distilled water up to upper level line.

▼ CAUTION

Do not overfill.

The battery must always be stored in fully charged condition. If required, charge until specific gravity of 1.260 is obtained.

▼ CAUTION

Battery electrolyte temperature must not exceed 50°C (122°F). The casing should not feel hot.

Clean battery terminals and cable connections using a wire brush. Apply a light coat of dielectric grease (P/N 413 7017 00) or petroleum jelly on terminals.

Clean battery casing and caps using a solution of baking soda and water. Do not allow cleaning solution to enter battery, otherwise it will destroy the electrolyte. Rinse battery with clear water and dry well using a clean cloth.

Store battery on a wooden shelf in a cool dry place. Such conditions reduce self-discharging and keep fluid evaporation to a minimum.

During the storage period, recheck electrolyte level and specific gravity readings at least every 40 days. As necessary, keep the battery at its upper level line and near full charge as possible (trickle charge).

ACTIVATION OF NEW BATTERY

◆ WARNING

Never charge or boost battery while installed on vehicle.

▼ CAUTION

Prior to charging the battery, always remove it from the vehicle to prevent electrolyte spillage.

A new battery is factory fresh dry charged. For storage purposes, it is fitted with a temporary sealing tube.

Do not remove the sealing tube or loosen battery caps unless activation is desired.

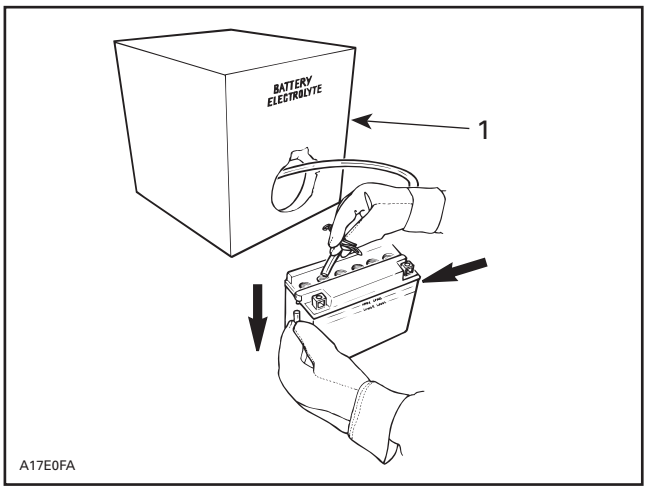
In case of accidental premature removal of caps or sealing tube, battery should be given a full charge.

Perform the following operations anytime a new battery is to be installed.

1. Remove the sealing tube from the vent elbow. Install vent tube, included in the battery kit, to battery elbow.

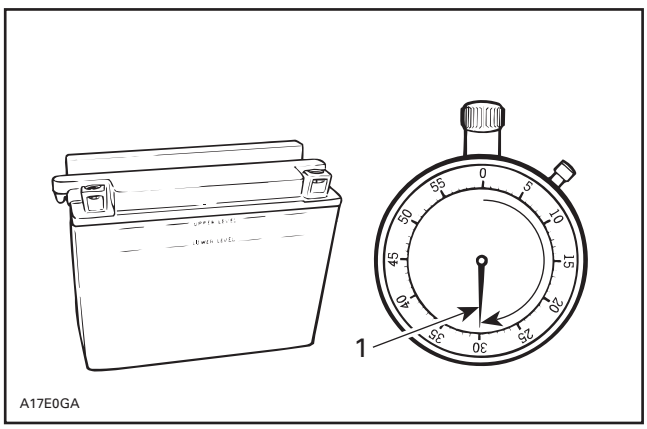
◆ WARNING

Failure to remove the sealing tube could result in an explosion.



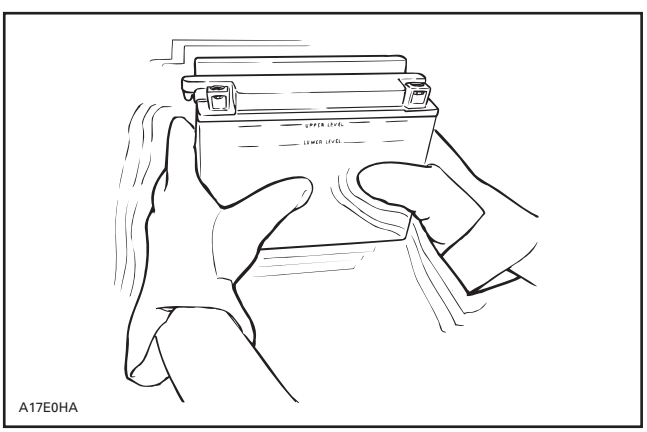
1. Battery electrolyte

2. Remove caps and fill battery to UPPER LEVEL line with electrolyte (specific gravity: 1.260 at 20°C (68°F)).
3. Allow the battery to stand for 30 minutes MINIMUM so that electrolyte soak through battery cells.

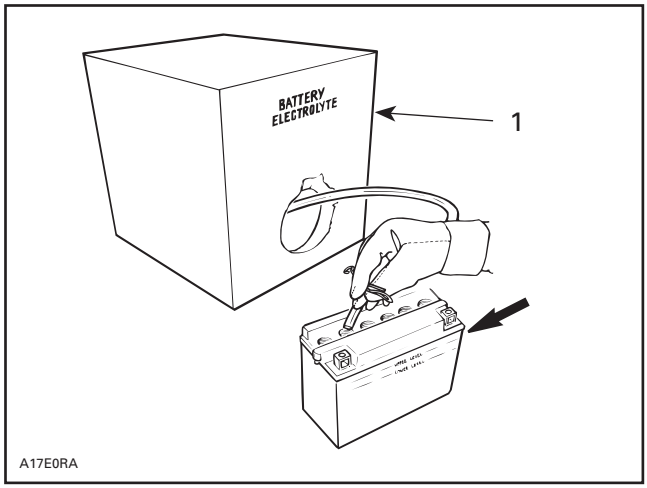


1. 30 minutes

4. Allow gas bubbles to escape by lightly shaking battery by hand.

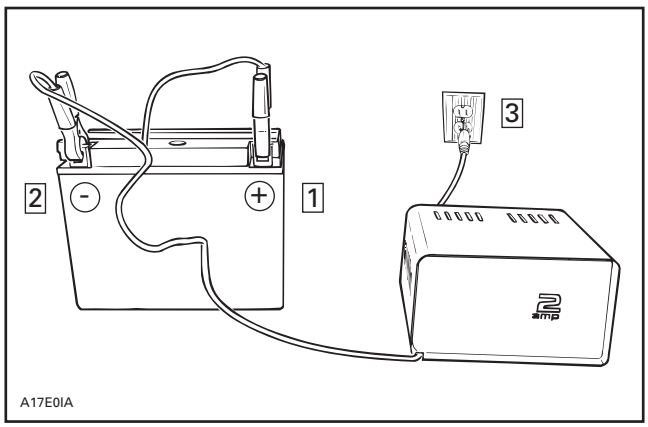


5. Readjust the electrolyte level to the UPPER LEVEL line.



1. Battery electrolyte

6. Connect a 2 A battery charger for 10 to 20 hours.



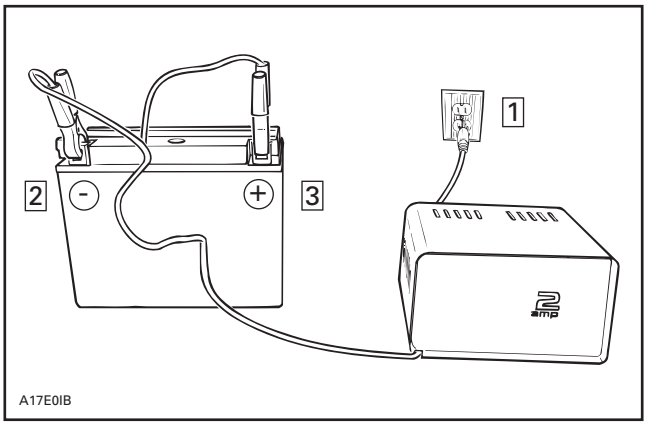
▼ CAUTION

If charging rate raises higher than 2.4 A reduce it immediately. If cell temperature rises higher than 50°C (122°F) (if the casing feels hot) discontinue charging temporarily or reduce the charging rate.

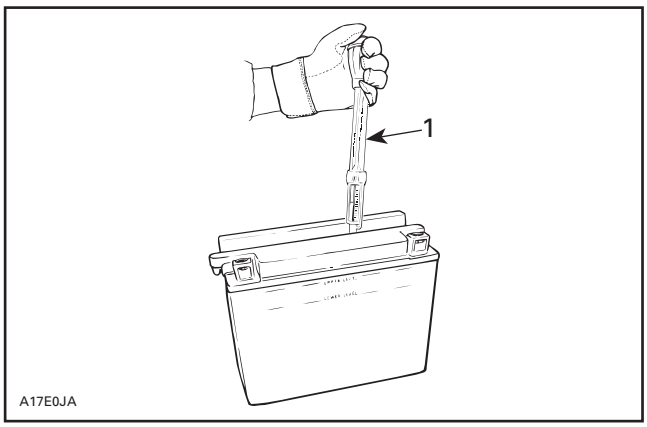
◆ WARNING

Gases given off by a battery being charged are highly explosive. Always charge in a well ventilated area. Keep battery away from cigarettes or open flames. Always turn battery charger off prior to disconnecting cables. Otherwise a spark will occur and battery might explode.

7. Disconnect battery charger.

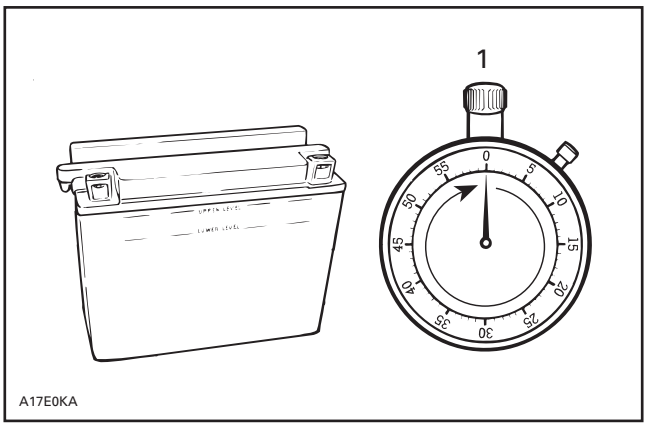


8. Test battery state of charge. Use a hydrometer.



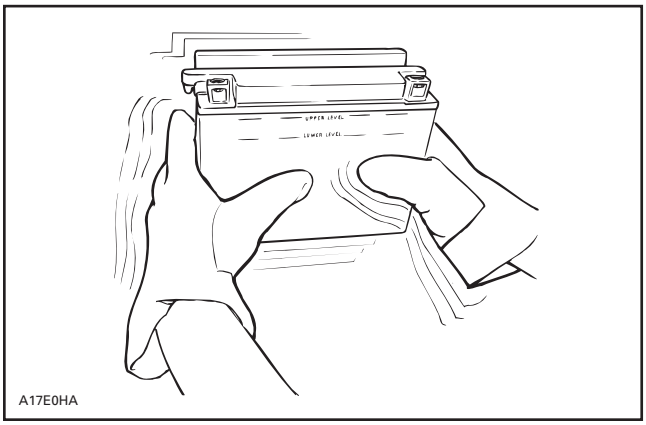
1. Specific gravity 1.260

9. Let battery settles for one hour.

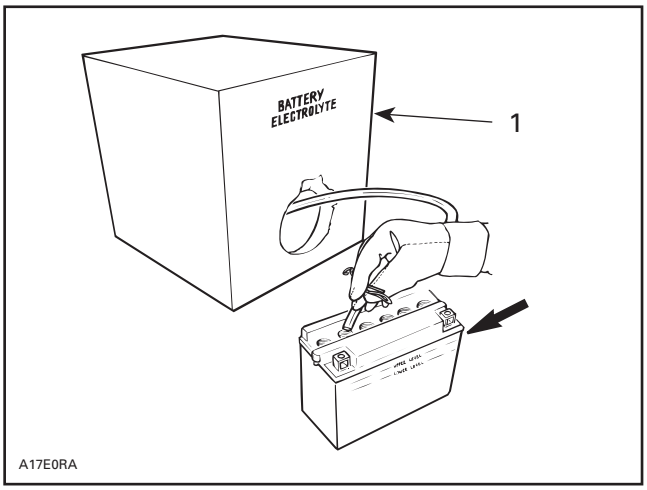


1. 60 minutes

10. Allow gas bubbles to escape by lightly shake battery.

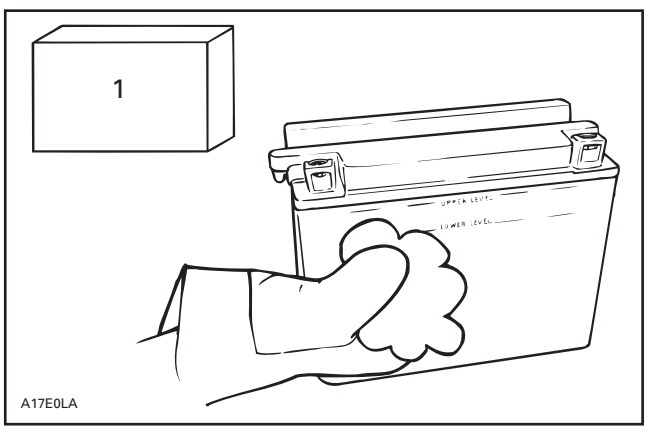


11. Readjust electrolyte level.



1. Battery electrolyte

12. Reinstall caps and clean any electrolyte spillage using a solution of baking soda and water.



1. Baking soda

▼ CAUTION

Do not allow cleaning solution to enter battery interior since it will destroy the electrolyte.

NOTE: It is recommended to verify the battery charge once a month. If necessary, fully charge battery.

SERVICING

Electrolyte Level

Since a battery has been activated (see above), add distilled water to top up electrolyte.

TIPS FOR CHARGING A USED BATTERY

▼ CAUTION

Prior to charging the battery, always remove it from the vehicle to prevent electrolyte spillage.

For best results, battery should be charged when the electrolyte and the plates are at room temperature. A battery that is cold may not accept current for several hours after charging begun.

Do not charge frozen battery. If the battery charge is very low, the battery may freeze. If it is suspected to be frozen, keep it in a heated area for about two hours before charging.

◆ WARNING

Do not place battery near open flame.

The time required to charge a battery will vary depending some factors such as:

– Battery temperature: The charging time is increased as the temperature goes down. The current accepted by a cold battery will remain low. As the battery warms up, it will accept a higher rate of charge.
– State of charge: Because the electrolyte is nearly pure water in a completely discharged battery, it cannot accept current as well as electrolyte. This is the reason the battery will not accept current when the charging cycle first begins. As the battery remains on the charger, the current from the charger causes the electrolytic acid content to rise which makes the electrolyte a better conductor and then, the battery will accept a higher charging rate.
– Type of charger: Battery chargers vary in the amount of voltage and current that they can supply. Therefore, the time required for the battery to begin accepting measurable current will also vary.

Charging a Very Flat or Completely Discharged Battery:

Unless this procedure is properly followed, a good battery may be needlessly replaced.

– Measure the voltage at the battery posts with an accurate voltmeter. If it is below 10 volts, the battery will accept current at very low rate, in term of milliamperes, because electrolyte is nearly pure water as explained above. It could be some time before the charging rate increases. Such low current flow may not be detectable on some charger ammeters and the battery will seem not to accept any charge.
– Only for this particular case, set the charger to a high rate.

NOTE: Some chargers have a polarity protection feature which prevents charging unless the charger leads are connected to the correct battery terminals. A completely discharged battery may not have enough voltage to activate this circuitry, even though the leads are connected properly. This will make it appear that the battery will not accept a charge. Follow the charger manufacturer's instruction telling how to bypass or override this circuitry so that the charger will turn on and charge a low-voltage battery.

– Since the battery chargers vary in the amount of voltage and current they provide, the time required for the battery to accept measurable charger current might be up to approximately 10 hours or more.
– If the charging current is not up to a measurable amount at the end of about 10 hours, the battery should be replaced.

– If the charging current is measurable before the end or at the end of about 10 hours, the battery is good and charging should be completed in the normal manner as specified in **Activation of a new battery**.
– It is recommended that any battery recharged by this procedure be load tested prior to returning it to service.

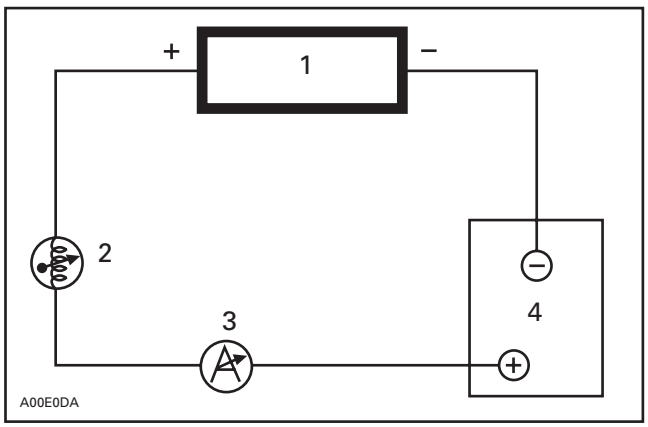
BATTERY CHARGING EQUIPMENT

The battery charger should have an adjustable charging rate. Variable adjustment is preferred, but a unit which can be adjusted in small increments is acceptable.

The battery charger must be equipped with an ammeter capable of accurately measuring current of less than one ampere.

If the present charger is not adjustable to the proper current values, a rheostat can be connected in series with the battery to provide adjustment. 12 Ohm, 50 watt rheostat, such as OHMITE — 0314 or MALLORY 50K 12P, are available from electronic parts supply shops and they are suitable for use with most chargers if the peak current is to be held below 2 amps.

If you need an accurate ammeter, we recommend the use of: SHURITE — 5202 (0 to 3 amps) or — 5203 (0 to 5 amps) available from electronic parts supply shops.



1. Charger
2. Rheostat 12Ω 50W
3. Ammeter
4. Battery

For a service application and a permanent installation, both ammeter and rheostat can be built into a small box adjacent to your charger.

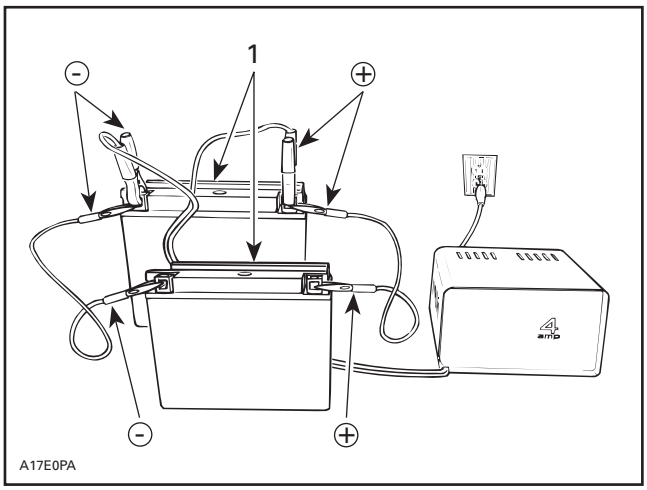
▼ CAUTION

Adequate ventilation MUST be provided to cool the rheostat.

Charging 2 or More Batteries at a Time

Connect all positives together and use a charger with a capacity (rated) equal to: number of battery to be charged multiply by 2 A.

For example: charging five batteries at a time requires a 10 A rated charger (5 × 2 A = 10 A).



TYPICAL
1. 2 batteries = 4 A

INSTALLATION OF BATTERY

Ensure vent tube is properly installed on battery elbow.

Connect vent tube to vehicle fitting on front frame.

Route RED positive cable behind retaining strip and connect it to positive battery terminal. Connect RED wire (coming from ignition switch).

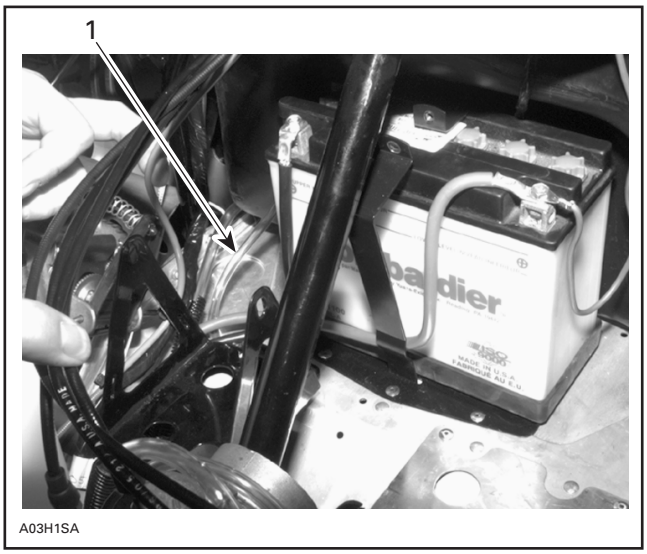
Connect BLACK negative cable LAST.

▼ CAUTION

Negative battery terminal should always be disconnected FIRST and reconnected LAST.

Apply silicone dielectric grease (P/N 413 7017 00) on battery posts and connectors.

S-Series

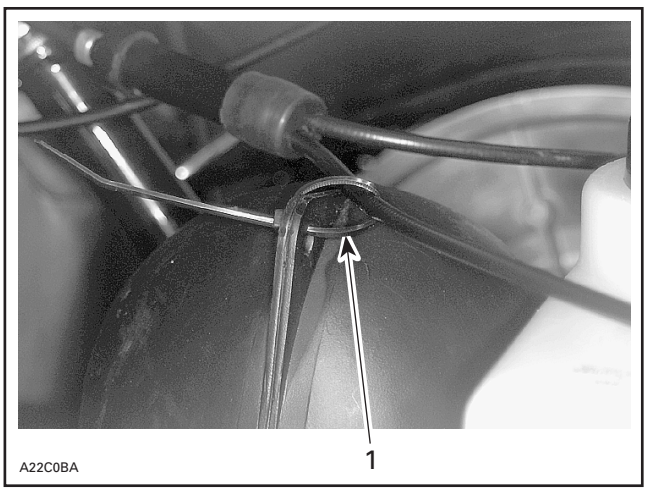


BATTERY CONNECTION — S-SERIES

1. Vent tube on fitting

Skandic WT/SWT/WT LC

See photos in removal procedures for proper battery installation.



AIR SILENCER INSTALLATION — SKANDIC WT

1. Locking tie

All Models

Ensure that vent tube is not kinked or blocked then install protective boot over battery.

Close and fasten retaining strips.

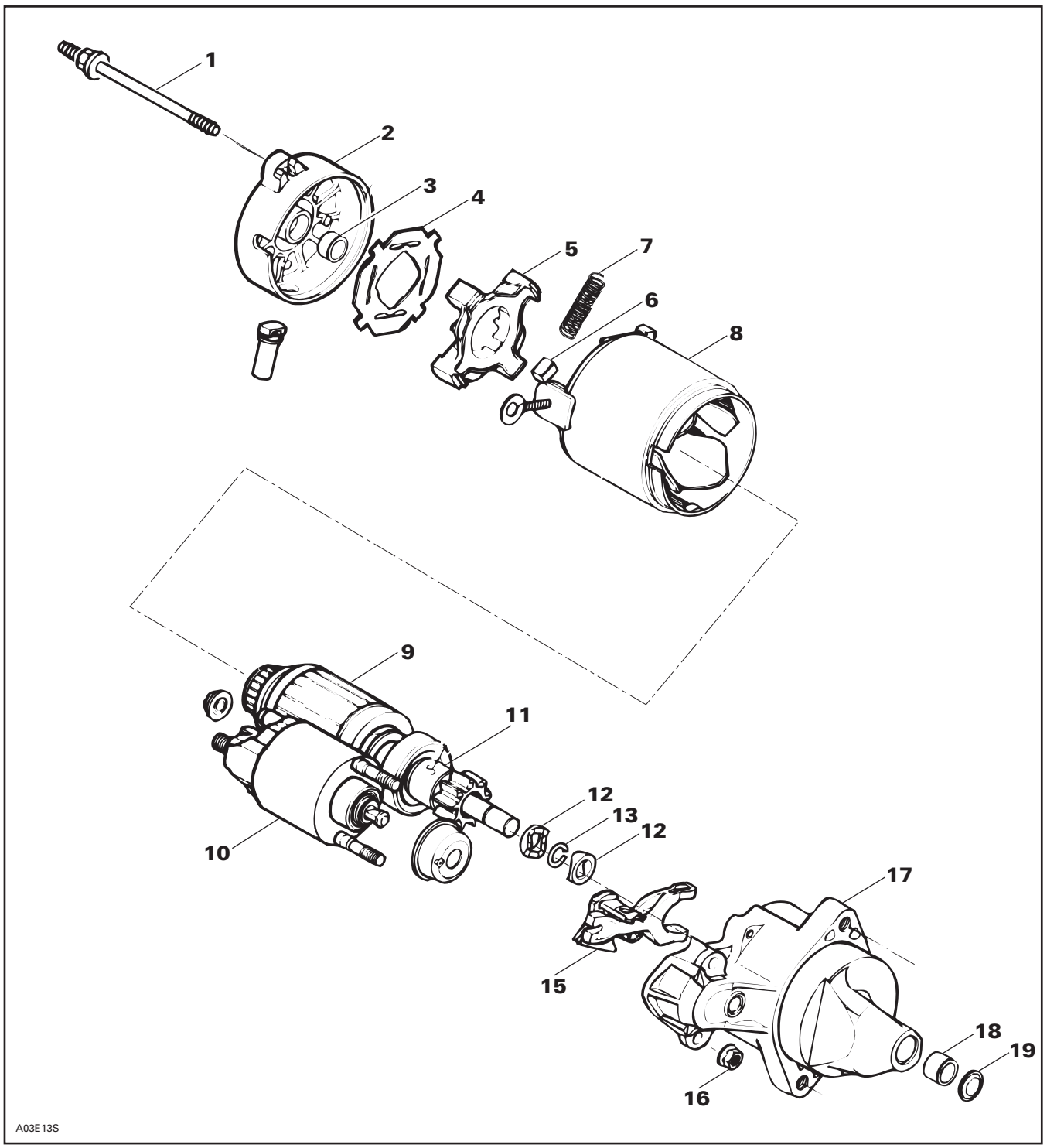
Reinstall air silencer.

Fasten spark plug cables to fan housing.

Reinstall throttle cable to air silencer. See removal illustration.

ELECTRIC STARTER

S-Series with Electric Starting and Skandic WT/SWT



REMOVAL

– Disconnect BLACK ground cable from battery.
– Disconnect RED positive cable from battery.

◆ WARNING

Always disconnect ground cable first and connect last.

– Disconnect RED cable and RED/GREEN wire from starter solenoid switch.
– Remove starter from engine.

DISASSEMBLY

Disconnect bare wire linking starter and solenoid.

Remove nuts **no. 16** then solenoid switch **no. 10** by lifting and pulling to disengage from drive lever **no. 15**.

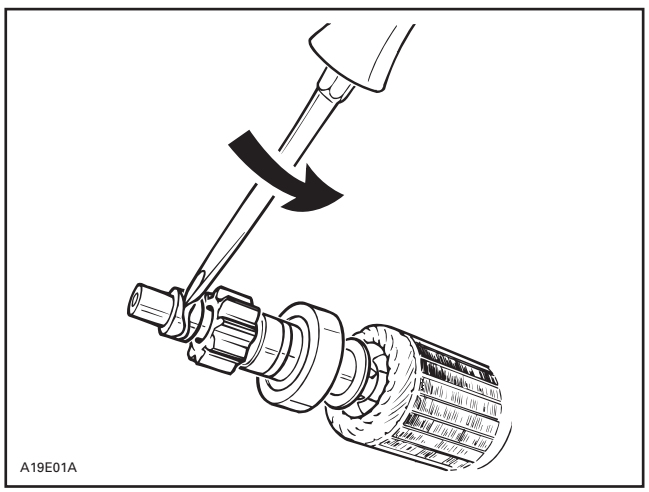
Unscrew starter longer screws **no. 1** then pull yoke **no. 8** with end frame **no. 2** to separate from drive housing **no. 17**.

Pull armature **no. 9** with drive lever **no. 15**.

Remove insulator **no. 4** then brush springs **no. 7** being careful not to lose them since they will be projected out.

Pull brush holder **no. 5** from yoke **no. 8**.

Insert blade of a small screwdriver between stop collars.



Twist screwdriver to separate stop collars **no. 12** thus giving access to circlip **no. 13**.

Remove outer collar, circlip then inner collar.

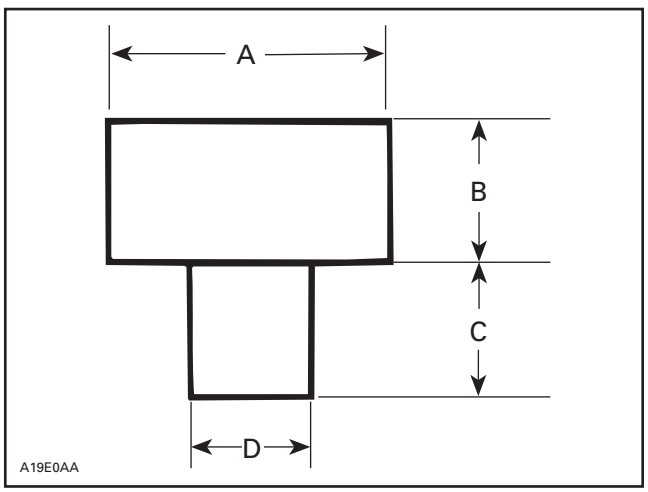
Remove overrunning clutch **no. 11**.

Check the wear on bushing **no. 18** by measuring the amount of radial play between the armature shaft and the bushing.

The radial play should not exceed 0.20 mm (0.008 in). If greater, replace the bushing. To replace, press out the old one toward bushing cover and press in a new one with a bushing pusher. The correct size of the bushing pusher to use is given on next illustration.

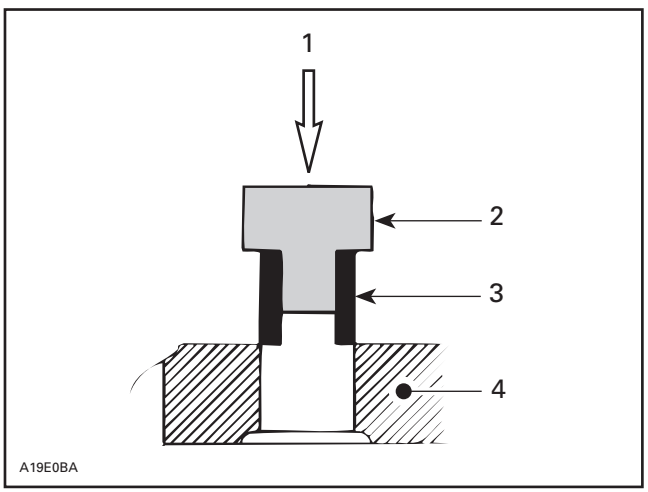
▼ CAUTION

Support drive housing adequately to prevent damage when pressing bushing.



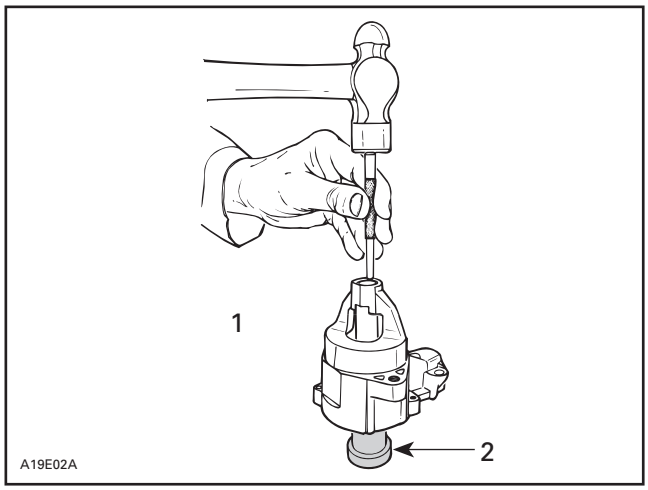
BUSHING PUSHER

A. 16 mm (5/8 in) dia.
B. 13 mm (1/2 in)
C. 11 mm (7/16 in)
D. 11.0 mm (.433 in)



1. Press-in
2. Bushing pusher
3. Bushing
4. Drive housing

Install bushing cover **no. 19** then, using a punch, stake bushing cover in place.



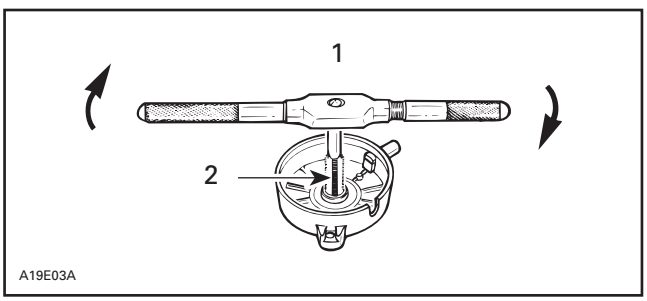
1. Stake bushing cover
2. Support

3, Bushing (end frame)

Check the wear on bushing **no. 3** by measuring the amount of radial play between the armature shaft and the bushing.

The radial play should not exceed 0.20 mm (.008 in). If greater, replace bushing as follows:

Using a 12 mm tap, cut threads into bushing so that the tap contacts the end frame. Continue to rotate tap until the bushing comes free.



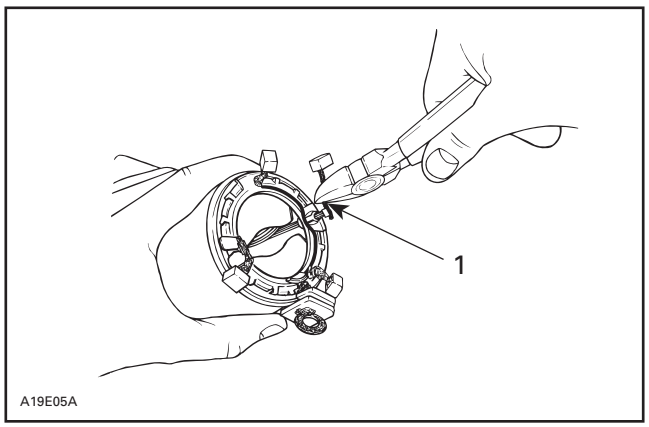
1. Turn until bushing goes out
2. 12 mm tap

To install new bushing, use the same bushing pusher as for drive housing bushing installation.

6, Brush

To replace brush **no. 6**, proceed as follows:

Cut brush wire close to connector at the welded portion.



1. Cut close to connector

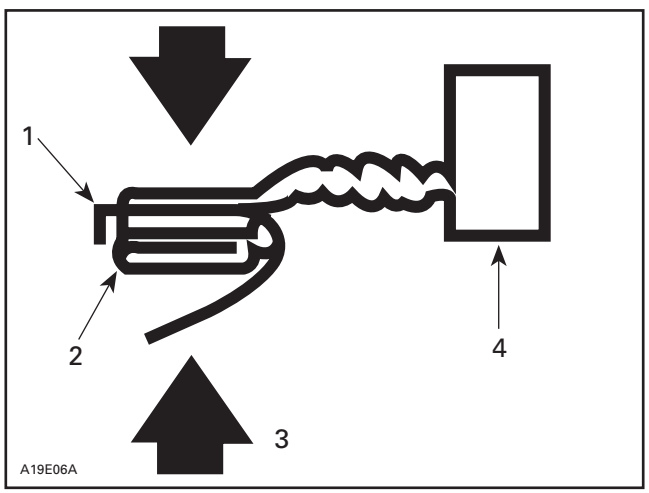
Remove burrs with a file on the remaining welded portion.

▼ CAUTION

Be careful not to damage plastic portion of yoke.

Place spare brush plate edge against yoke connector edge (welded portion).

Crimp plate over yoke connector with a pair of pliers.



1. Plate edge
2. Yoke connector
3. Crimp
4. Spare brush

Solder the crimped portion.

▼ CAUTION

Do not overheat and quickly perform soldering to prevent solder from flowing to the brush through the wire. Preferably use a heat sink.

CLEANING AND INSPECTION

Refer to the end of this sub-section.

ASSEMBLY

Prior to assembling, coat sliding surfaces and moving parts on armature shaft splines, overrunning clutch, solenoid switch plunger, drive lever and bushings with G.E. Versilube G 321 (P/N 413 7040 00) lubricant.

Proceed as follows for assembling.

Secure drive housing in a vise.

▼ CAUTION

Do not overtighten since housing might be damaged.

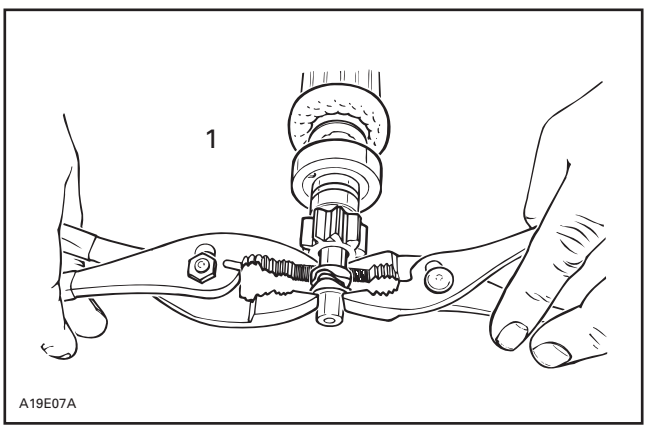
Install overrunning clutch onto armature shaft. Insert **inner** collar onto shaft. Install a new circlip.

▼ CAUTION

Always install a new circlip when servicing.

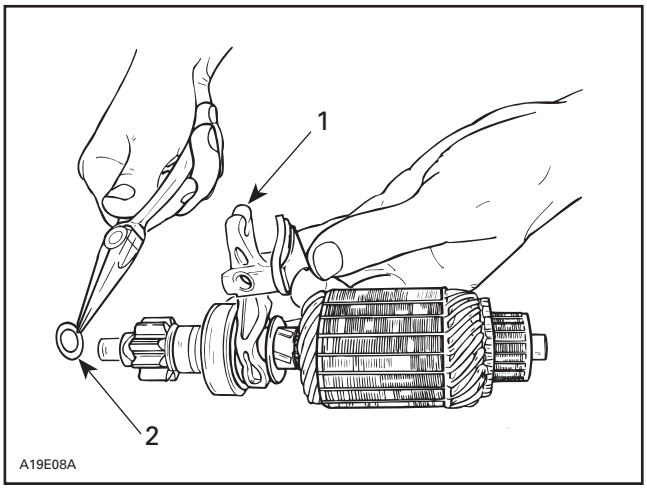
Insert **outer** collar being careful to match protrusions with notches of collars.

Using a pair of pliers on each side of stop collars, squeeze evenly until collars sit over circlip.



1. Squeeze evenly

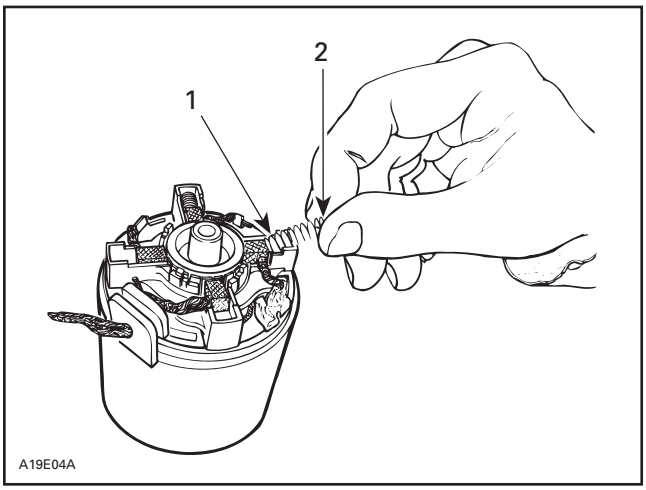
Install thrust washer against outer stop collar. Place drive lever onto overrunning clutch then insert into drive housing.



1. Install on overrunning clutch
2. Install thrust washer

Slide yoke over armature.

Install brush holder then brushes in their housings. Insert springs as follows: place one end of spring against brush, compress, then push the other end of spring onto its housing. Repeat for remaining springs.



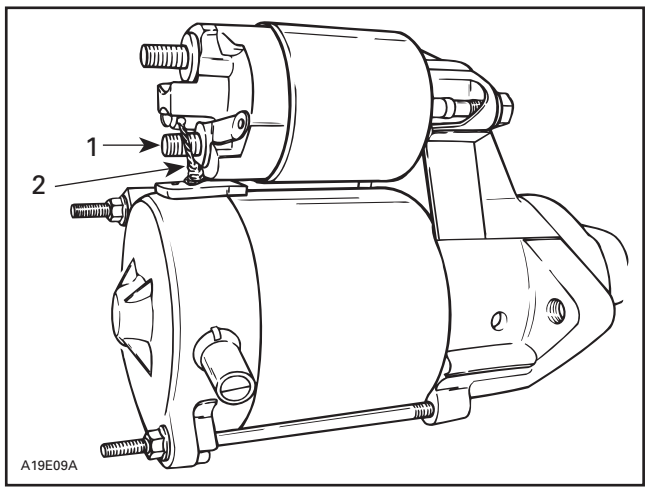
1. This end first
2. Push this end to complete

Secure insulator over brushes and springs. Properly install end frame and tighten screws.

Insert solenoid plunger inside of drive lever fork and secure to drive housing.

Connect starter bare wire to solenoid.

NOTE: Connect this wire on the **shorter** solenoid stud.



1. Shorter stud
2. Bare wire

INSTALLATION

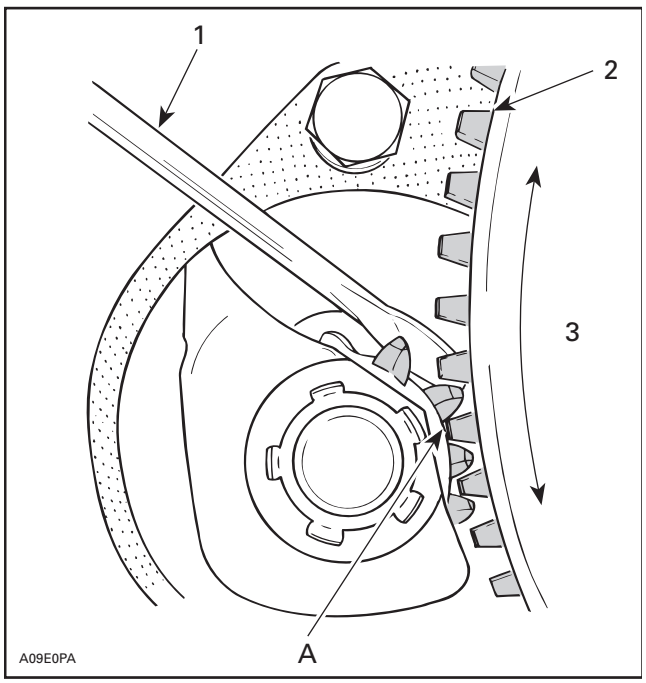
Make sure that starter and engine mating surfaces are free of grime. Serious trouble may arise if starter is not properly aligned.

Install starter.

NOTE: Check proper engaging depth of starter pinion teeth to ring gear teeth (see illustration). Install hardened washers (P/N 503 0079 00) between engine and starter supports accordingly.

▼ CAUTION

All starter bracket fasteners must be secured with Loctite 271 (P/N 413 7074 00).



1. Screwdriver pulling starter pinion
2. Ring gear
3. No excessive backlash
A. 0.5 to 1.5 mm (.020 to .060 in)

Connect the RED battery cable and the red wire to the large terminal of the solenoid. Connect RED/GREEN wire to small terminal of solenoid.

Connect BLACK cable to battery.

◆ WARNING

Always disconnect ground cable first and connect last.

CLEANING AND INSPECTION

CLEANING

▼ CAUTION

Armature starter yoke ass'y and drive unit assembly must not be immersed in cleaning solvent.

Clean brushes and holder with a clean cloth soaked in solvent. Brushes must be dried thoroughly with a clean cloth.

Blow brush holder clean using compressed air.

◆ WARNING

Always wear safety goggles when using compressed air.

Remove dirt, oil or grease from commutator using a clean cloth soaked in suitable solvent. Dry well using a clean, dry cloth.

Clean engine starter gear teeth and drive unit (clutch).

NOTE: Bushings must not be cleaned with grease dissolving agents.

Immerse all metal components in cleaning solution. Dry using a clean, dry cloth.

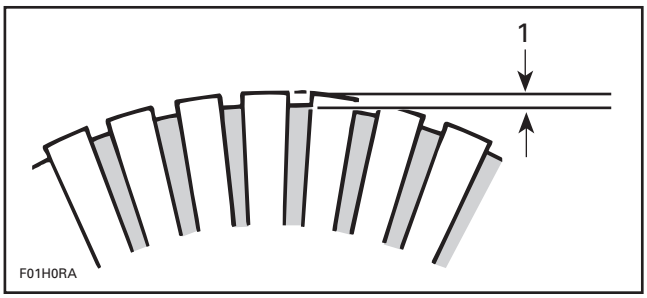
INSPECTION

Armature

NOTE: An ohmmeter may be used for the following testing procedures, except for the one concerning the shorted windings in the armature.

Check the commutator for roughness, burnt or scored surface. If necessary, turn the commutator on a lathe, enough to remove grime only.

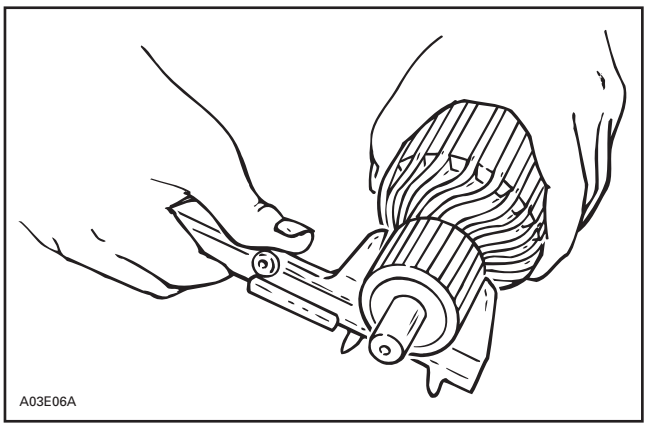
Check the commutator for mica depth. If the depth is less than 0.20 mm (0.008 in), undercut the mica. Be sure that no burrs are left and no copper dust remains between the segments after the undercutting operation is completed.



1. Commutator undercut 0.20 mm (.008 in)

Check the commutator out-of-round condition with V Blocks and an indicator. If the commutator out-of-round is more than 0.40 mm (.016 in), the commutator should be turned on a lathe.

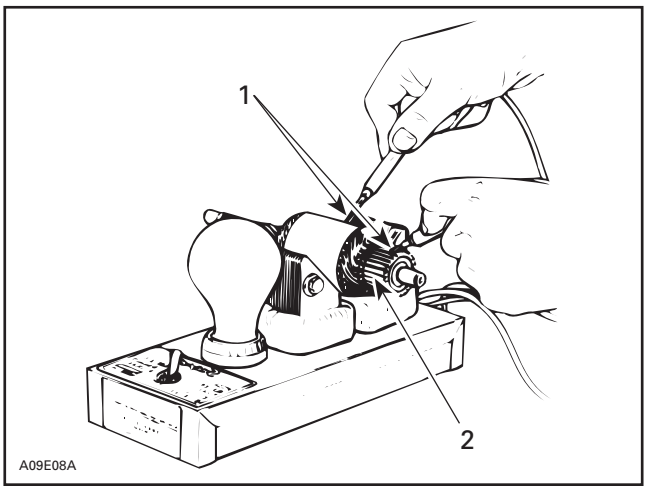
Check commutator outer diameter. If less than specified value, replace.



MODEL	WEAR LIMIT
S-Series	27 mm (1.063 in)

Test for Ground Circuit in the Armature:

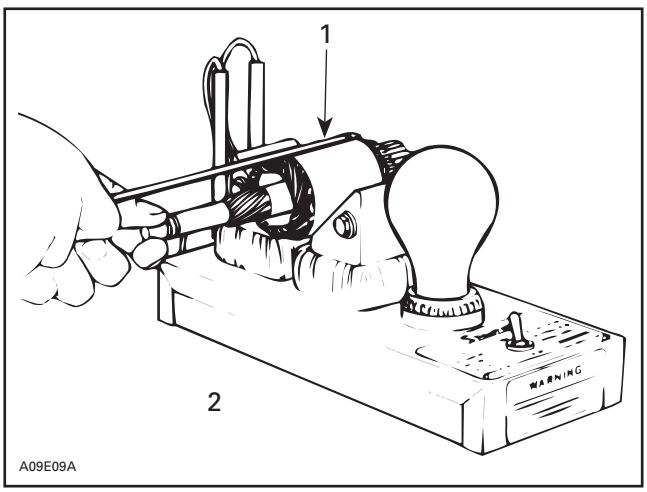
Use growler test probes. Check between armature core and the commutator bars. If growler lamp turns on, bars are grounded. Replace armature if so.



1. Test probes
2. Commutator bars

Test Armature for Shorted Winding:

When the armature is rotated in the growler with a steel strip (hack-saw blade) held above it, the strip will vibrate over that area of the armature which has short circuit. Replace armature if so.



1. Steel strip (hack-saw blade)
2. Growler

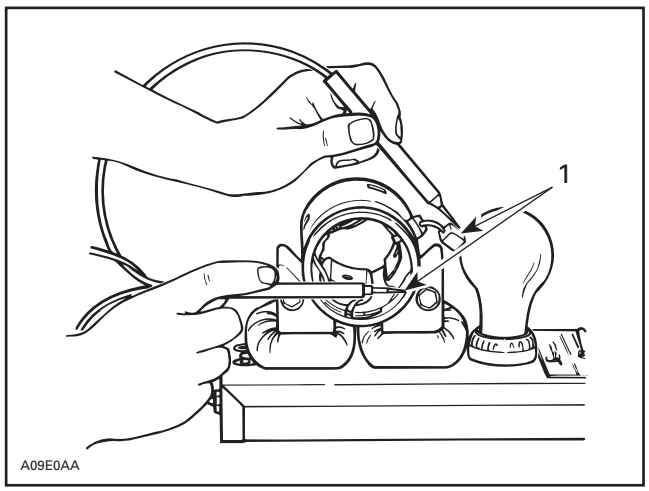
Test the Armature for Open Circuit:

Use growler test probes. Place one test probe on a commutator bar and the other test probe on the neighboring bar. Repeat this operation for all bars, moving one test probe at a time. If the growler lamp does not turn on, the armature circuit between these two bars is opened. The armature should be replaced or repaired; open circuits most often occur at the commutator riser where coils are soldered. (Burnt commutator bars are usually an indication of an open-circuit armature coil.)

Field Windings and Brushes

Test the Field Winding for Open Circuit:

Use growler test probes. Place one test probe on the negative brush and the other test probe on the yoke. If growler lamp does not turn on, the field winding has an open-circuit. The yoke has to be repaired or replaced.



1. Test probes

Check the dynamic brake winding for open circuit by placing one test probe on the positive brush and the other probe on the negative brush.

If growler lamp does not turn on, the winding circuit is open-circuit and the yoke has to be repaired or replaced.

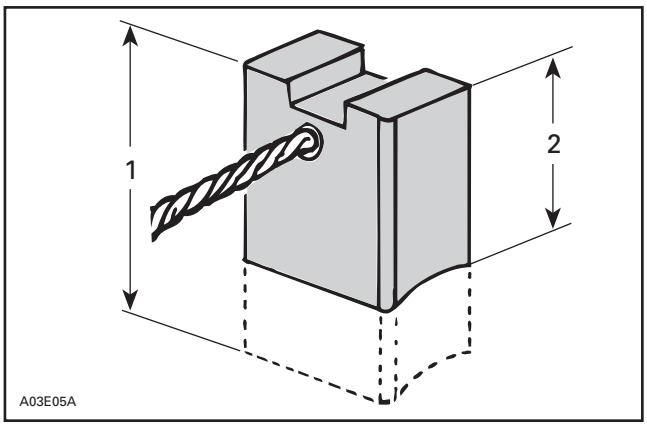
Brush Holder

Check the brush holder for insulation using growler test probes. Place one test probe on the insulated brush holder and the other test probe on the brush holder plate. If the growler lamp turns on, the brush holder has to be repaired or replaced.

Brush Length

Measure brush length. If less than the specified value, replace them.

MODEL	LENGTH	
	New	Wear limit
S-Series Skandic WT/SWT	10 mm (.400 in)	6 mm (.236 in)



TYPICAL

1. New
2. Wear limit

Overrunning Clutch

The pinion of the overrunning clutch should turn smoothly in the clockwise direction, and should not slip in a counterclockwise direction. If defective, replace.

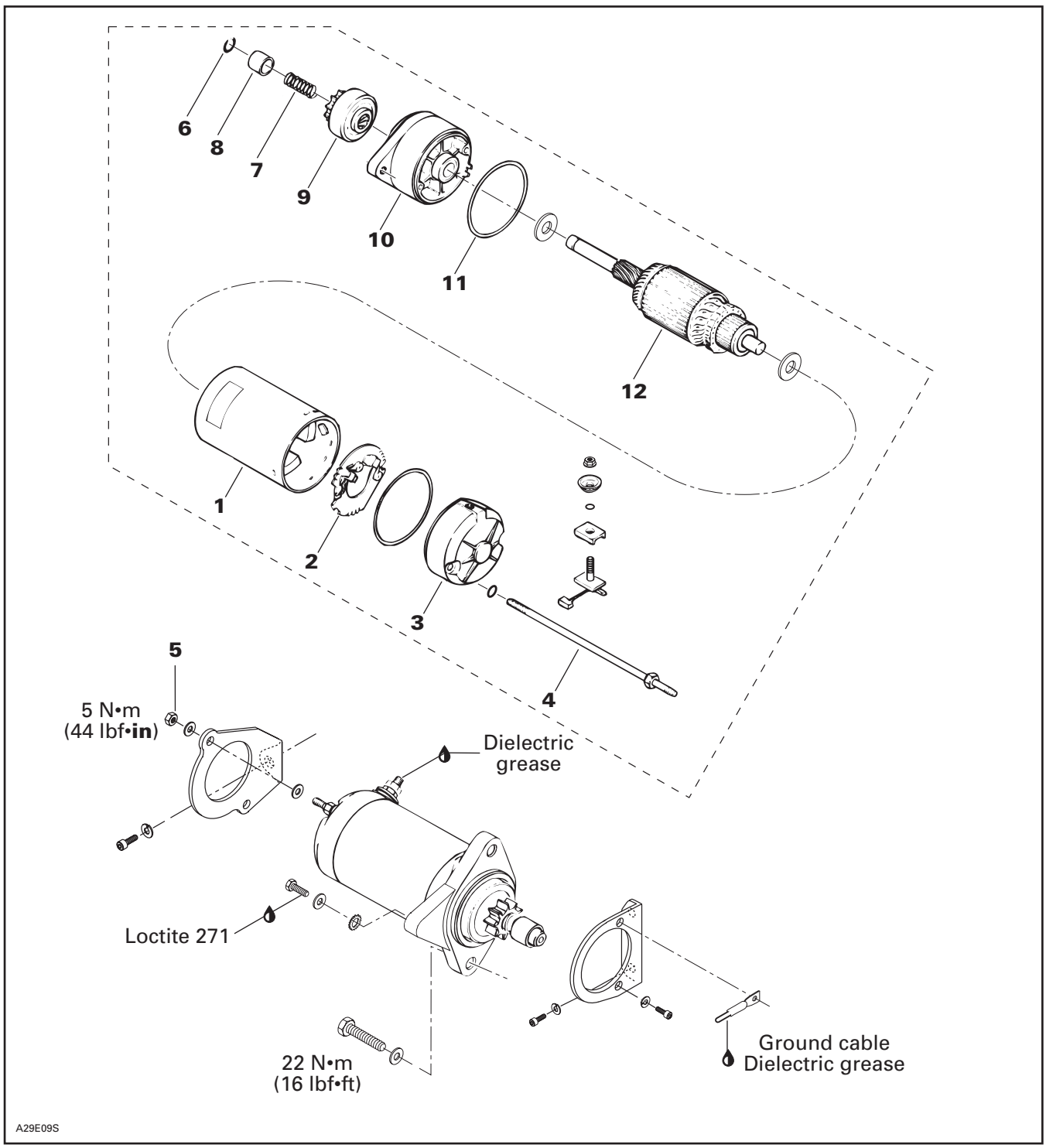
Check the pinion teeth for wear and damage. If defective, replace.

SOLENOID SWITCH

Inspect connections and clean as necessary. Solenoid switch condition can be checked with an ohmmeter. Install test probes on large connectors of solenoid when it is activated (+ on RED/GREEN wire and — on solenoid body).

IMPORTANT: No current must be present on large cables when using ohmmeter, otherwise meter could be damaged.

Skandic WT LC



STARTER REMOVAL

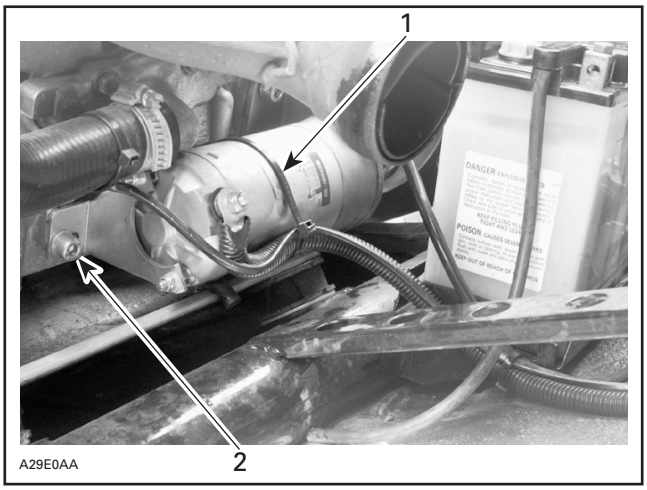
Disconnect BLACK cable ground connection from battery.

◆ WARNING

Always disconnect ground cable first and reconnect last.

Remove tuned pipe.

Cut locking tie retaining cable to starter.



1. Locking tie
2. Allen screw

Unplug positive cable from starter.

Unfasten Allen screw from rear of starter.

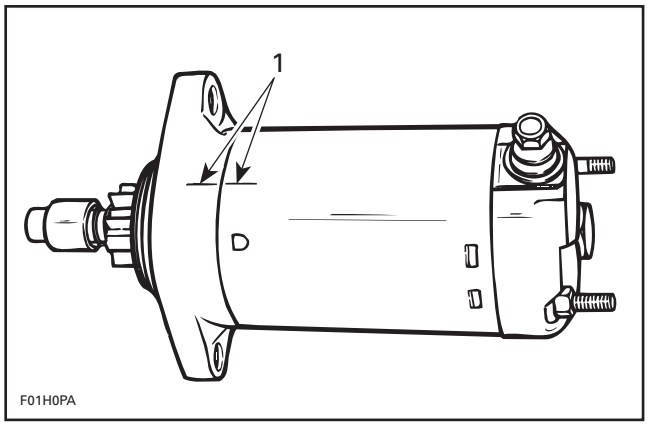
Remove 2 screws from front of starter. Top screw also retains positive cable.

Remove starter.

STARTER DISASSEMBLY

1,2,3,4,5, Yoke, Brush Holder, End Frame, Through Bolt and Nut

Before disassembling, trace index marks on yoke and clutch housing to ease further assembly.



TYPICAL
1. Trace indexing marks

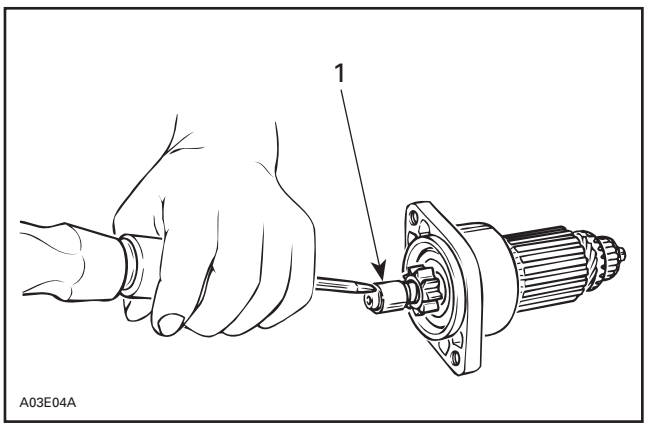
Remove starter support nuts then through bolts. Separate end frame from yoke assembly. Withdraw yoke assembly from armature.

Brush holder can be removed from end frame by unscrewing nut retaining terminal.

Check that the radial play between the armature shaft and end frame is not greater than 0.20 mm (.008 in). Replace end frame if so.

6,7,8, Circlip, Spring and Pinion Stop Collar

Tap the pinion stop collar using a screwdriver. Remove circlip. Disassemble pinion stop collar and spring.



1. Pinion stop collar

9,10,11,12, Clutch Ass'y, Housing, O-ring and Armature

Turn assembly clockwise to remove it from armature assembly.

Pull housing from armature.

CLEANING

▼ CAUTION

Yoke ass'y and drive unit assembly must not be immersed in cleaning solvent.

Discard all O-rings and gasket.

Clean brushes and holders with a clean cloth soaked in solvent. Brushes must be dried thoroughly with a clean cloth.

Blow brush holders clean using compressed air.

◆ WARNING

Always wear safety glasses when using compressed air.

Remove dirt, oil or grease from commutator using a clean cloth soaked in suitable solvent. Dry well using a clean, dry cloth.

Clean engine ring gear teeth and drive unit (clutch).

NOTE: Bushings must not be cleaned with grease dissolving agents.

Immerse all metal components in cleaning solution. Dry using a clean, dry cloth.

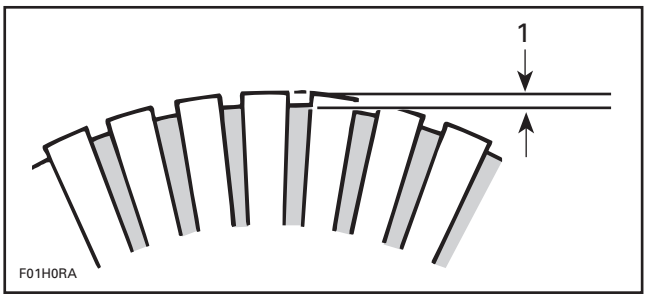
PARTS INSPECTION

Armature

NOTE: An ohmmeter may be used for the following testing procedures, except for the one concerning shorted windings in armature.

Check commutator for roughness, burnt or scored surface. If necessary, turn commutator on a lathe, enough to resurface only.

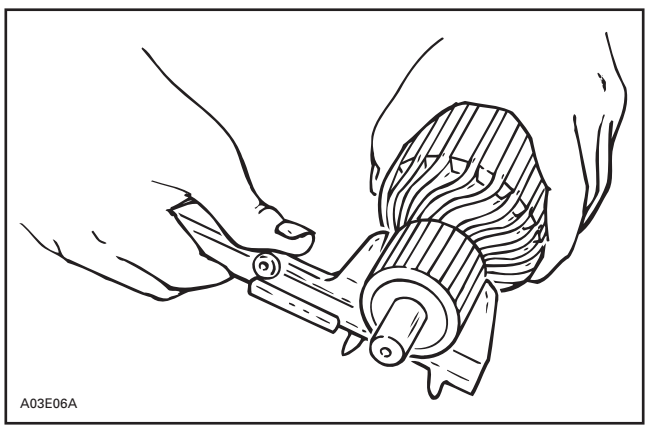
Check commutator for mica depth. If depth is less than 0.20 mm (.008 in), undercut mica. Be sure that no burrs are left and no copper dust remains between segments after undercutting operation is completed.



1. Commutator undercut 0.20 mm (.008 in)

Check commutator out of round condition with V-shaped blocks and an indicator. If commutator out of round is more than 0.40 mm (.016 in), commutator should be turned on a lathe.

Check commutator outer diameter. If less than 27 mm (1.063 in), replace.



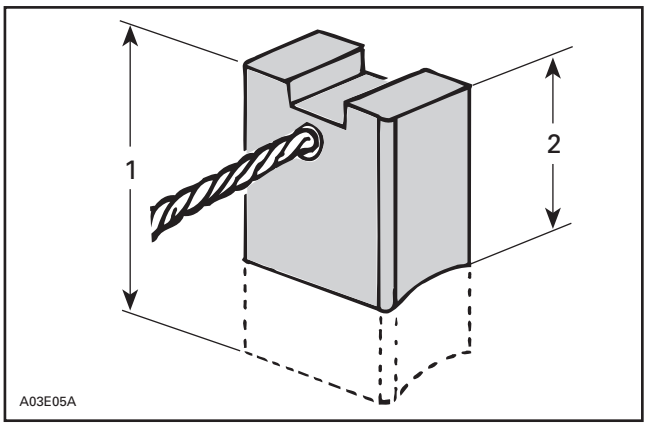
Brush Holder

Check brush holder for insulation using an ohmmeter. Place one test probe on insulated brush holder and the other test probe on brush holder plate. If continuity is found, brush holder has to be repaired or replaced.

Brush Length

Measure brush length. If less than 8.5 mm (.335 in), replace them.

NOTE: New brush length is 12 mm (.472 in).



1. New
2. Wear limit, 8.5 mm (.335 in)

Overrunning Clutch

Pinion of overrunning clutch should turn smoothly in clockwise direction, and should not slip in a counterclockwise direction. If defective, replace.

Check pinion teeth for wear and damage. If defective, replace.

NOTE: Always check engine ring gear teeth for wear and damage. If defective replace ring gear. Refer to DRIVE PULLEY 04-03.

STARTER ASSEMBLY

Reverse the order of disassembly to reassemble starter. However, attention should be paid to the following operations.

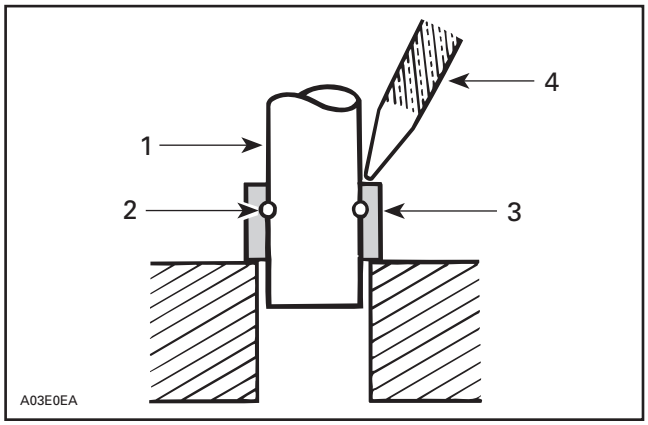
Prior to assembling, coat sliding surfaces on armature shaft splines, overrunning clutch and bushing with G.E. Versilube G 341 M or ESSO Beacon 325 lubricant or equivalent.

Apply motor oil on metal bushings.

6,8, Circlip and Pinion Stop Collar

After placing stop collar on armature shaft, fit circlip into armature shaft, then make sure that it is properly secured.

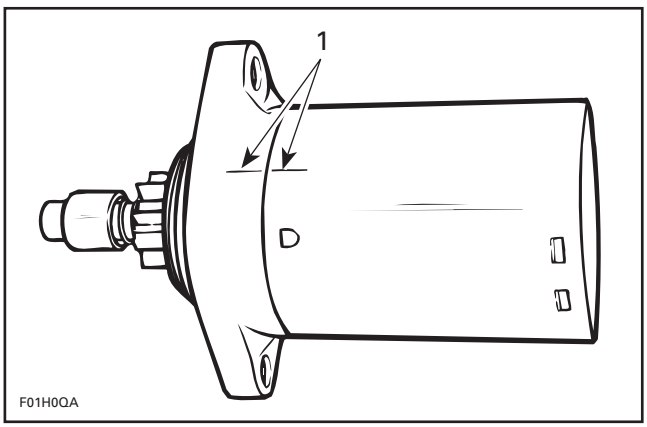
Slide stop collar over circlip and secure in place by punching it at 2 or 3 places.



1. Armature shaft
2. Circlip
3. Pinion stop collar
4. Punch

1,10, Housing and Yoke Ass'y

Align previously traced indexing marks.

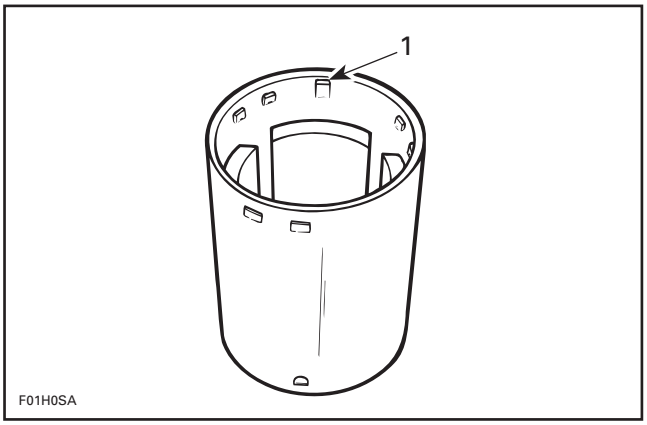


TYPICAL
1. Align marks

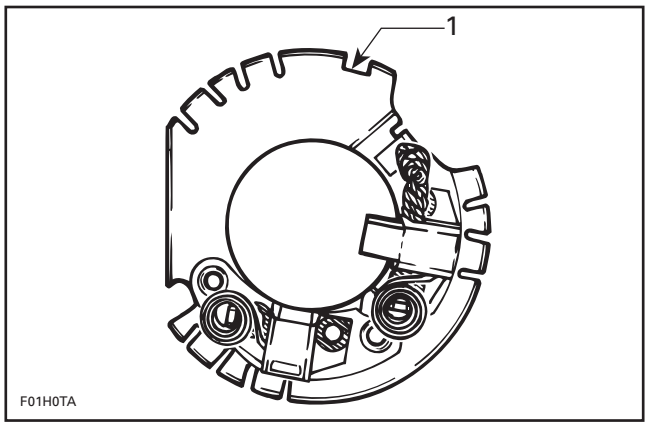
1,3,4, Yoke Ass'y, End Frame and Through Bolt

Open brushes and slide over commutator.

Align end frame locating notch with yoke locating protrusion and properly sit brush holder into yoke.

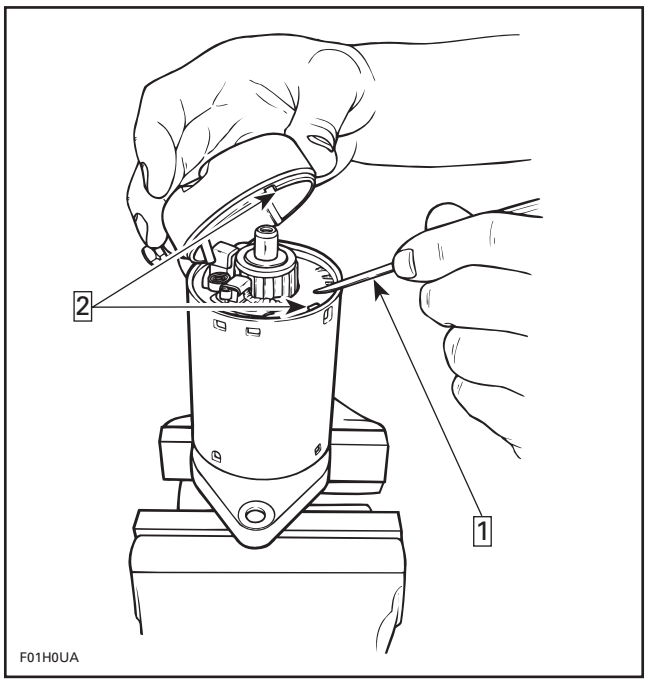


1. Locating protrusion is the higher one



1. Brush holder locating notch

To ease end frame installation, retain brush holder with a small screwdriver while installing end frame.



Step 1 : Retaining brush holder with a screwdriver
Step 2 : Align here

Align end frame notch with brush holder notch/ yoke protrusion.

▼ CAUTION

Make sure end frame fits perfectly on yoke.

STARTER INSTALLATION

Installation is essentially the reverse of removal procedure. However, pay particular attention to the following.

Make sure that starter and engine mating surfaces are free of debris. Serious trouble may arise if starter is not properly aligned.

◆ WARNING

Always connect RED positive cable first then BLACK negative cable last. Whenever connecting the RED positive cable to the starter motor make sure the battery cables are disconnected to prevent electric shock.

TESTING PROCEDURE

GENERAL

The following chart gives the engine types with their implemented system.

ENGINE TYPE	IGNITION SYSTEM	CHARGING SYSTEM OUTPUT
454, 494, 583 and 670	① NIPPONDENSO (CDI) TRIGGER COIL	220
443 and 503	② DUCATI (CDI)	240

CDI System Identification

Nippondenso

The NIPPONDENSO CDI system has a separate ignition coil which is mounted on the reservoir cluster.

1. Ignition module is connected to the ignition generator coil via a 3-wire connector (RED, BLACK/RED and BLACK wires).

583 Engine

Ignition module stamped P/N: 070000-2421

Ignition coil stamped P/N: 129700-2982

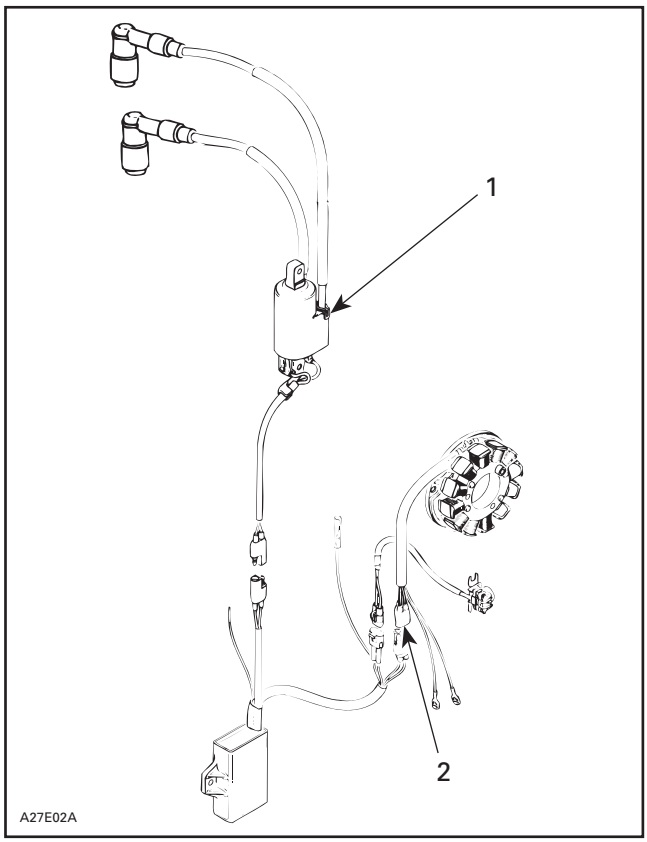
Flywheel stamped P/N: 032000-7860

454, 494 and 670 Engines

Ignition module stamped P/N: 070000-2421

Ignition coil stamped P/N: 129700-2982

Flywheel stamped P/N: 032700-5900



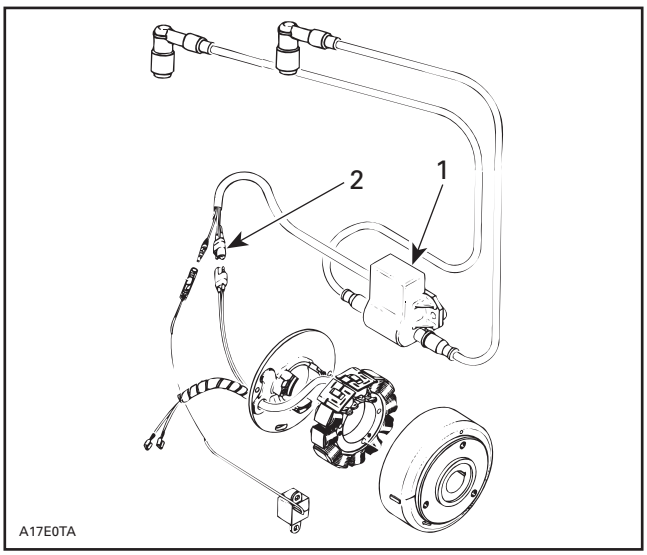
① *NIPPONDENSO CDI TRIGGER COIL SYSTEM*

1. Separate ignition coil mounted on reservoir cluster
2. Three-wire connector (RED, BLACK/RED and BLACK)

Ducati

The DUCATI CDI system has a combined ignition module/ignition coil which are mounted on oil reservoir support.

2. Ignition module is connected to the ignition generator coils via a 2-wire connector (GREEN and WHITE wires).



② *DUCATI CDI SYSTEM*

1. *Combined ignition module/ignition coil mounted on air silencer below carburetor*
2. *Two-wire connector (GREEN/WHITE wires)*

Ignition System Testing Sequence

When dealing with ignition problems, the following items should be verified in this order.

Nippondenso

1. Spark occurrence/spark plug condition.
2. Electrical connections.
3. Engine stop/tether cord switches.
4. Ignition coil output.
5. Ignition module output.
6. Magneto output (ignition generator coil).

▼ CAUTION

Whenever replacing a component in ignition system, check ignition timing.

Ducati

1. Spark occurence/spark plug condition.
2. Electrical connections.
3. Engine stop/tether crod switches.
4. Trigger coil output.
5. Magneto output (ignition generator coil).
6. Ignition coil output.
7. Ignition module.

All Systems

The first 2 items can be checked with known automotive equipment and other items as follows.

Engine Stop/Tether Cut-Out Switches Verification

Engine Stop Switch

Unplug stop switch connector from main harness then using an ohmmeter, connect test probes to BLACK/YELLOW and BLACK wires.

Measure resistance, it must be an open circuit in its operating position and close to 0 ohm when depressed.

Tether Cut-Out Switch

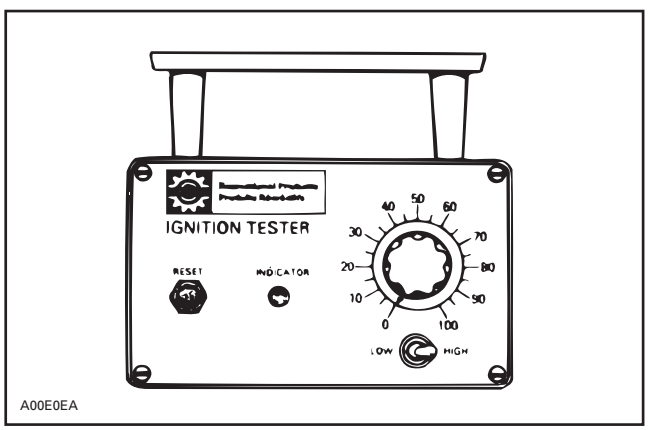
Unplug tether cut-out switch connector from main harness then using an ohmmeter, connect test probes to BLACK/YELLOW and BLACK wires.

Measure resistance, it must be an open circuit when cap is over switch and close to 0 ohm when removed.

Magneto System Verification

System verification can be performed using the Bombardier ignition tester (P/N 419 0033 00), a digital ohmmeter or by substituting parts.

USE OF BOMBARDIER IGNITION TESTER



NOTE: For more information about operating and maintenance of the tester, refer to its instruction manual.

Test Condition

All Tests are Performed on the Vehicle at Cranking Speed

Vigorous manual cranking against compression causes the flywheel to snap over, raising the output higher than by cranking without compression, therefore, do not remove spark plug.

Test Values Listed are Taken Against Compression

Always crank vigorously as in actual starting.

Always proceed in the following order:

1. Connect tester P and N clip leads as illustrated for each specific test.
2. Follow test procedure sequence.
3. After every test that lights the indicator lamp, reset the indicator circuit by depressing the reset button.

Analysis of Test Results

Indicator Lamp Lights at Specific Setting

Output is as specified. Test results should repeat 3 times. If readings do not repeat, output is erratic and cause should be investigated (loose connections or components etc.).

Indicator Lamp Lights at Lower Setting

This indicates that the output is less than that designed to operate in a satisfactory manner. However, before coming to the conclusion of a faulty condition, be certain that correct engine cranking conditions were met before condemning the tested part.

Indicator Lamp Does Not Light

One component is defective. Proceed as instructed to find defective component.

Intermittent Ignition Problems

In dealing with intermittent problems there is no easy diagnosis. For example, problems that occur only at normal engine operating temperature have to be tested under similar conditions.

In most cases of temperature and/or vibration failure, only parts replacement can solve the problem as most of these failures return to normal when engine is not running.

Multiple Problems

There is always the possibility of more than one faulty part. If after a component has been replaced, the problem still persists, carefully repeat the complete test procedure to find the other faulty part.

NIPPONDENSO CDI TRIGGER COIL SYSTEM TESTING

Applicable to 454, 494, 583 and 670 Engine Types

NOTE: Ensure ignition cut-out switches are properly working and they are in the ON position prior to performing the following tests.

◆ WARNING

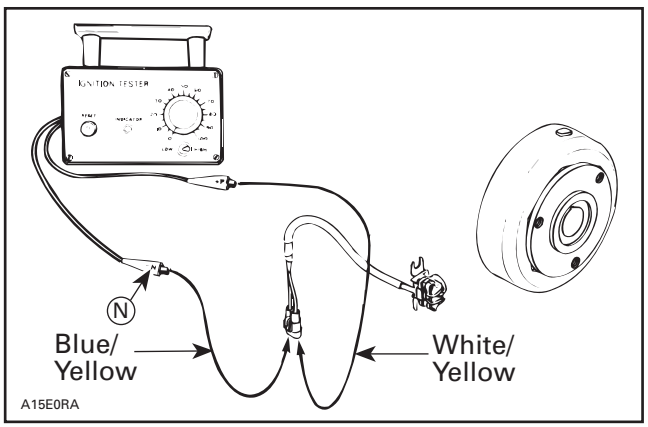
To prevent powerful electric shocks while cranking engine, do not touch neither electronic ignition components (ignition coil, high tension wire, wire harness, etc.) nor tester leads.

TRIGGER COIL OUTPUT

1. Disconnect connector housing of trigger coil at ignition module.
2. Connect tester wires then set switch and dial as follows:

Tester wires	Component wires	Tester switch position	Tester dial position
N	BLUE/YELLOW wire of trigger coil	LOW	15
P	WHITE/YELLOW wire of trigger coil		

3. Crank engine and observe indicator.
4. Push reset button and repeat step 3 twice.



TYPICAL

Results:

a. **Indicator lamp lights:** Trigger coil output is up to specifications.

b. **Indicator lamp does not light:** The problem is a faulty trigger coil or bad grounding.

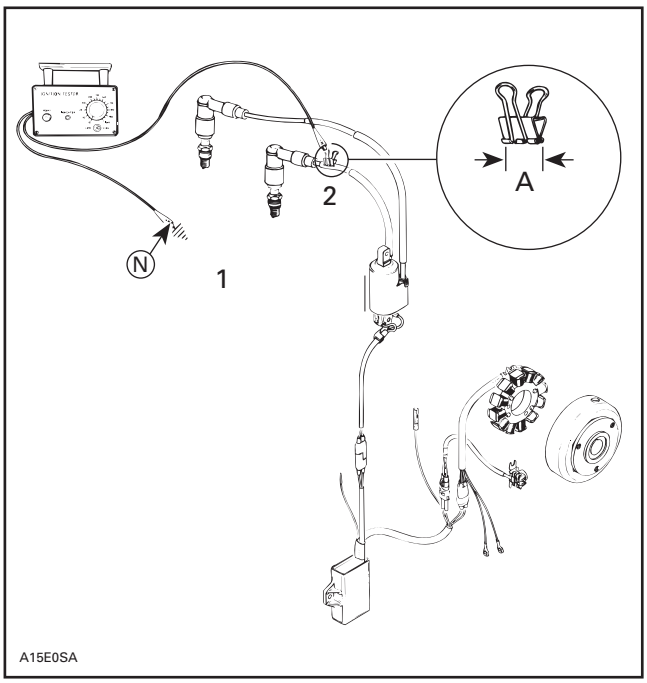
IGNITION COIL OUTPUT

A paper clip of approximately 20 mm (3/4 in) will be used as a test adapter for the following test.

1. Install the test adapter to spark plug cable close to MAG side spark plug.
2. Connect tester wires then set switch and dial as follows:

Tester wires	Component wires	Tester switch position	Tester dial position
N	Engine ground	LOW	45
P	Test adapter (paper clip) spark plug cable		

NOTE: Different reading occurs if N tester wire is connected to PTO or MAG side spark plug cable.



TYPICAL
1. Engine ground
2. MAG side
A. 20 mm (3/4 in)

3. Crank engine and observe indicator.

NOTE: If engine starts, allow it to idle while observing indicator. Then, shut engine off.

4. Push reset button and repeat step 3 twice.

Results:

a. **Indicator lamp lights:** Ignition system is OK.

b. **Indicator lamp does not light on one or both cylinder:** Proceed to following tests.

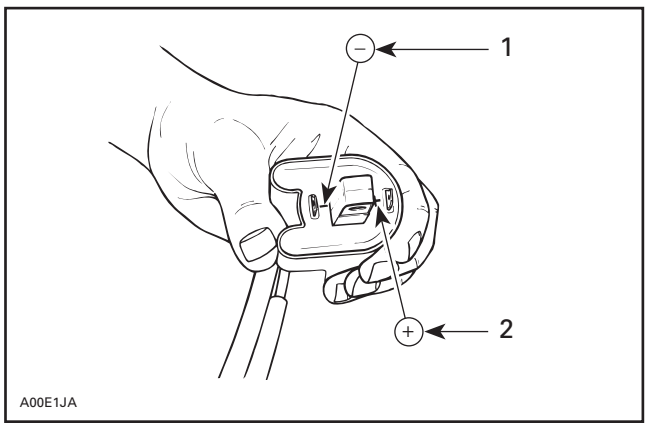
IGNITION MODULE

1. Disconnect both connectors at ignition coil.

At assembly, secure with new locking ties.

2. Connect an ignition coil (known as being in good condition) to the spark plug(s).

3. Connect CDI module to replacement ignition coil paying attention to connect the WHITE/BLUE wire to the positive (+) terminal and the BLACK wire to the negative (–) terminal.



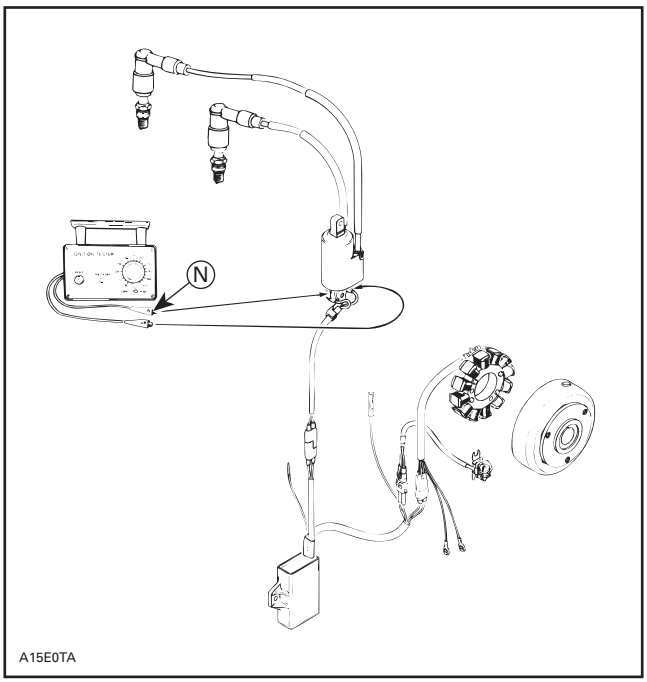
1. Black
2. White/Blue

4. Slip plastic protectors out of coil terminals.

5. Connect tester wires to coil terminals then set switch and dial as follows:

NOTE: If necessary use jumper wires from coil terminals to tester wires.

Tester wires	Component wires	Tester switch position	Tester dial position
N	WHITE/BLUE wire (+) of ignition coil	LOW	85
P	BLACK wire (–) of ignition coil		



TYPICAL

6. Crank engine and observe indicator.
7. Push reset button and repeat step 6 twice.

Results:

a. **Indicator lamp lights:** Ignition module output is up to specifications. The problem is a faulty ignition coil.

b. **Indicator lamp does not light:** Proceed to following test. If magneto output tests good, the problem is a faulty ignition module.

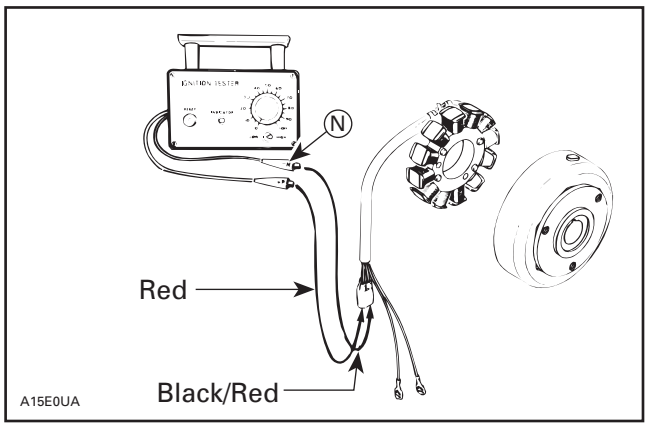
MAGNETO OUTPUT (IGNITION GENERATOR COIL)

1. Disconnect the 3-wire connector between ignition module and magneto harness.

   At installation, secure with new locking ties.

2. Connect tester wires then set switch and dial as follows:

Tester wires	Component wires	Tester switch position	Tester dial position
N	RED wire of magneto harness	LOW	85
P	BLACK/RED wire of magneto harness		



TYPICAL

3. Crank engine and observe indicator.
4. Push reset button and repeat step 3 twice.

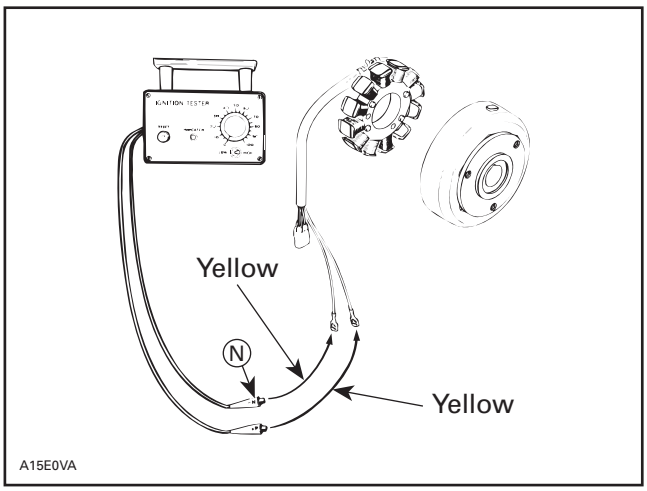
LIGHTING GENERATOR COIL OUTPUT

NOTE: The lighting generator coil is not part of the ignition system. It is a separate system that supplies current to the lighting system and AC-powered devices. However it can be tested with the same tester.

1. Disconnect wiring harness junction block at engine (the one with YELLOW wires).

2. Connect tester wires then set switch and dial as follows:

Tester wires	Component wires	Tester switch position	Tester dial position
N	YELLOW wire of magneto harness	LOW	75
P	YELLOW wire of magneto harness		



3. Crank engine and observe indicator.
4. Push reset button and repeat step 3 twice.

Results:

a. **Indicator lamp lights:** Lighting generator coil output is up to specifications.

b. **Indicator lamp does not light:** Lighting generator coil is faulty.

SUMMARY TABLE

Test to perform	Tester wires	Components wires	Switch	Dial
Trigger coil output	N	BLUE/YELLOW wire of trigger coil	LOW	15
	P	WHITE/YELLOW wire of trigger coil		
Ignition coil output	N	Engine ground	LOW	45
	P	Test adapter on MAG spark plug cable		
Ignition module output	N	WHITE/BLUE wire (+) of ignition coil	LOW	85
	P	BLACK wire (–) of ignition coil		
Magneto output (ignition generator coil)	N	RED wire of magneto harness	LOW	85
	P	BLACK/RED wire of magneto harness		
Lighting generator coil output	N	YELLOW wire of magneto harness	LOW	75
	P	YELLOW wire of magneto harness		

RESISTANCE MEASUREMENTS

As an alternate method, magneto system components can be checked with a digital ohmmeter.

NOTE: All resistance measurements must be performed with parts at room temperature (approx. 20°C (68°F)). Temperature greatly affects resistance measurements.

Disconnect connector at ignition coil and magneto junction. Measure resistance between each terminal. Refer to the following table for values and wire colors.

NOTE: An ignition coil with good resistance measurement can still be faulty. Voltage leak can occur at high voltage level which is not detectable with an ohmmeter.

	PART NAME	WIRE COLOR*	RESISTANCE OHM	REMARKS
MAGNETO	Trigger coil	BL/YL with WH/YL	190 - 300	No display change means open circuit.
	Ignition generator coil	RD with BK/RD	10 - 17	
	Lighting generator coil	YL with YL	0.20 - 0.35	
IGNITION COIL	Primary winding	BK with WH/BL	0.3 - 0.7	
	Secondary winding (spark plug cap remove)	End of each high tension wire	8 - 16 K (8000 - 16000)	Dis play showing zero (0) means short circuit.
	Insulation	WH/BL with core	∞Ω	
		WH/BL with high tension wire		
SPARK PLUG CAP	Spark plug cap	—	4.5 - 5.5 K	

∞: Infinity (extremely large number)

*

COLOR CODE	
BK — BLACK	GN — GREEN
WH — WHITE	GY — GREY
RD — RED	VI — VIOLET
BL — BLUE	OR — ORANGE
YL — YELLOW	BR — BROWN

DUCATI CDI SYSTEM TESTING
(Applicable to 443 and 503 Engine Types)

NOTE: Ensure ignition cut-out switches are properly working and they are in the ON position prior to performing the following tests.

◆ WARNING

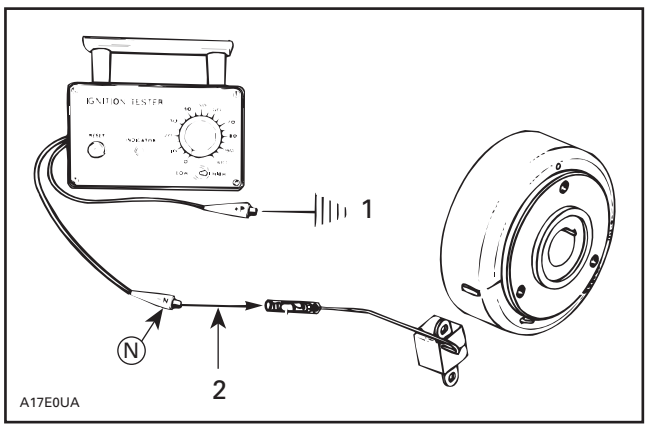
To prevent powerful electric shocks while cranking engine, do not touch neither electronic ignition components (ignition coil, high tension wire, wire harness, etc.) nor tester leads.

TRIGGER COIL OUTPUT

1. Disconnect the connector of RED wire at ignition module.
2. Connect tester wires then set switch and dial as follows:

Tester wires	Component wires	Tester switch position	Tester dial position
N	WHITE/RED wire of trigger coil	LOW	45
P	Engine ground		

3. Crank engine and observe indicator.
4. Push reset button and repeat step 3 twice.



1. Engine ground
2. White/Red

Results:

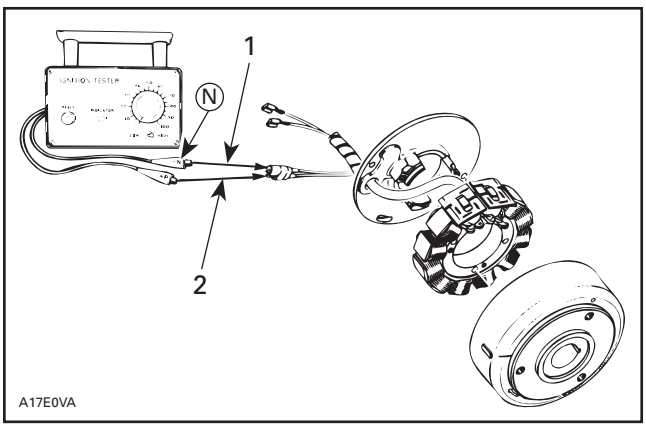
a. **Indicator lamp lights:** Trigger coil output is up to specifications.

b. **Indicator lamp does not light:** The problem is a faulty trigger coil or bad grounding.

MAGNETO OUTPUT
(Ignition Generator Coil)

1. Disconnect the 2-wire connector between ignition module and magneto harness.
2. Connect tester wires then set switch and dial as follows:

Tester wires	Component wires	Tester switch position	Tester dial position
N	GREEN wire of magneto harness	LOW	80
P	WHITE wire of magneto harness		



1. Green
2. White

3. Crank engine and observe indicator.
4. Push reset button and repeat step 3 twice.

Results:

a. **Indicator lamp lights:** Ignition generator coil output up to specifications.

b. **Indicator lamp does not light:** The problem is a faulty ignition generator.

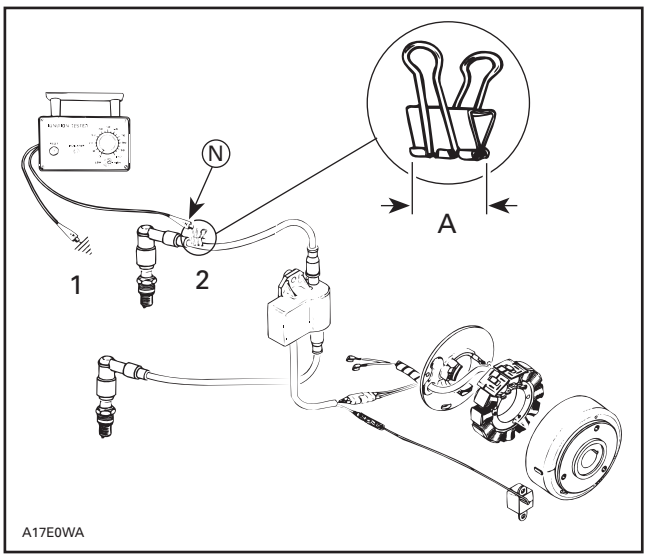
IGNITION COIL OUTPUT

A paper clip of approximately 20 mm (3/4 in) will be used as a test adapter for the following test.

1. Clip the test adapter around spark plug cable close to MAG side spark plug.
2. Connect tester wires then set switch and dial as follows:

Tester wires	Component wires	Tester switch position	Tester dial position
N	Test adapter (paper clip) on spark plug cable	LOW	80
P	Engine ground		

NOTE: Different reading occurs if N tester wire is connected to PTO side spark plug cable.



1. Engine ground
2. MAG side
A. 20 mm (3/4 in)

3. Crank engine and observe indicator.

NOTE: If engine starts, allow it to idle while observing indicator. Then, shut engine off.

4. Push reset button and repeat step 3 twice.

Results:

a. **Indicator lamp lights:** Ignition system is OK.

b. **Indicator lamp does not light on one or both cylinder:** The problem is a faulty ignition coil/module.

IGNITION MODULE

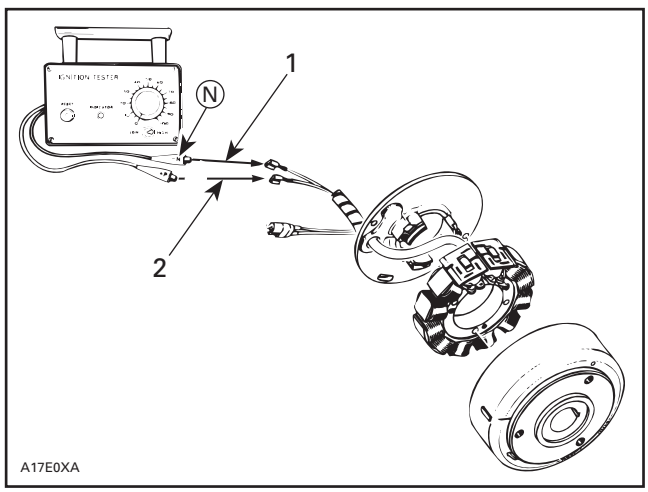
Ignition module can not be tested with the Bombardier ignition tester. When other components test good, the module is probably faulty. Try a new module.

LIGHTING GENERATOR COIL OUTPUT

NOTE: The lighting generator coil is not part of the ignition system. It is a separate system that supplies current to the lighting system and AC-powered devices. However it can be tested with the same tester.

1. Disconnect wiring harness junction block at engine (the one with YELLOW and YELLOW wires).
2. Connect tester wires then set switch and dial as follows:

Tester wires	Component wires	Tester switch position	Tester dial position
N	YELLOW wire of magneto harness	LOW	80
P	YELLOW wire of magneto harness		



1. Yellow
2. Yellow

3. Crank engine and observe indicator.
4. Push reset button and repeat step 3 twice.

Results:

a. **Indicator lamp lights:** Lighting generator coil output is up to specifications.

b. **Indicator lamp does not light:** Lighting generator coil is faulty.

SUMMARY TABLE

Test to perform	Tester wires	Component wires	Switch	Dial
Trigger coil output	N	WHITE/RED wire of trigger coil	LOW	45
	P	Engine ground		
Magneto output (ignition generator coil)	N	GREEN wire of magneto harness	LOW	80
	P	WHITE wire of magneto harness		
Ignition coil output	N	Test adapter on MAG spark plug cable	LOW	70
	P	Engine ground		
Lighting generator coil output	N	YELLOW wire of magneto harness	LOW	80
	P	YELLOW wire of magneto harness		

RESISTANCE MEASUREMENTS

As an alternate method, magneto system components can be checked with a digital ohmmeter.

NOTE: All resistance measurements must be performed with parts at room temperature (approx. 20°C (68°F)). Temperature greatly affects resistance measurements.

Disconnect connector at ignition coil and magneto junction. Measure resistance between each terminal. Refer to the following table for values and wire colors.

NOTE: An ignition coil with good resistance measurement can still be faulty. Voltage leak can occur at high voltage level which is not detectable with an ohmmeter.

	PART NAME	WIRE COLOR*	RESISTANCE OHM	REMARKS
MAGNETO	Trigger coil	RD with engine ground	140 - 180	No display change means open circuit.
	Ignition generator coil	WH with GN	230 - 330	
	Lighting generator coil	YL with YL	0.23 - 0.28	
IGNITION COIL	Secondary winding ① (spark plug cap removed)	End of each high tension wire	5.1 - 6.3 K (5100 - 6300)	Display showing zero (0) means short circuit.
SPARK PLUG CAP	Spark plug cap	—	4.5 - 5.5 K	

①: The primary winding of ignition coil can not be measures because there is no external connection.

*

COLOR CODE	
BK — BLACK	GN — GREEN
WH — WHITE	GY — GREY
RD — RED	VI — VIOLET
BL — BLUE	OR — ORANGE
YL — YELLOW	BR — BROWN

VOLTAGE REGULATOR INSPECTION

A faulty voltage regulator is often responsible for frequent burned bulbs.

▼ CAUTION

Never run an engine with a faulty or inoperative voltage regulator. This could damage the DUCATI CDI module.

TESTING PROCEDURE

The regulator ground must be checked to ensure the circuit is complete. If necessary, connect a good ground wire from the regulator to the engine.

A) Quick Test Without Voltmeter

▼ CAUTION

Do not perform this test on engines that have a DUCATI CDI system.

If a voltmeter is not available, a visual test can be performed with satisfactory results.

Disconnect **all** lights and electric equipment.

While engine is running, disconnect and connect regulator connector several times checking for a spark.

A spark on regulator terminal indicates a good and working regulator.

B) Voltmeter Test

NOTE: Use a voltmeter able to read alternating current (AC). For accurate reading, use a RMS voltmeter.

Connect a wire of the voltmeter to a BLACK/YELLOW wire.

Connect the other wire of the voltmeter to a YELLOW wire.

Lift the rear of vehicle and support with a mechanical stand.

Start the engine at an idle without opening the throttle.

◆ WARNING

Ensure the track is free of particles which might be thrown out while track is rotating. Keep hands, tools, feet and clothing clear of track. Ensure no-one is standing in close proximity to the vehicle.

Slowly open the throttle and accelerate the engine to increase the RPM.

If the meter reads over 15 volts, the regulator is defective and must be replaced.

▼ CAUTION

Do not increase the RPM so the voltage exceeds 15 V as the bulb(s) will burn.

NOTE: Whatever the voltmeter type used (peak voltage or RMS) the voltage must not exceed 15 V (a defective regulator will allow voltage to exceed 15 V as engine RPM is increased).

INSPECTION OF AC CIRCUIT ISOLATION

All Electric Start Models

If AC circuit is not isolated from frame, headlamp beam will weaken.

INSPECTION

Disconnect regulator/rectifier.

Connect one digital ohmmeter probe (needle ohmmeter will not offer enough precision) to frame and other probe to one of 2 yellow magneto wires.

Measured resistance must be infinite. If such is not the case, it means there is a connection between AC circuit and DC circuit.

Disconnect one accessory at the time to identify the faulty circuit.

INSPECTION OF HEATING ELEMENTS

All Models Except Skandic WT/SWT/WT LC

All measurements must be performed at 21°C (70°F).

Throttle Lever Heating Element

Resistance Measurement

HIGH INTENSITY	YELLOW/BLACK wire BROWN wire	1.96 to 3.64 ohms
LOW INTENSITY	YELLOW/BLACK wire BROWN/YELLOW wire	8.05 to 14.95 ohms

Current Measurement

HIGH INTENSITY	BROWN wire	0.23 Amp. minimum
LOW INTENSITY	BROWN/YELLOW wire	0.13 Amp. minimum

Handlebar Grip Heating Element

Resistance Measurement

HIGH INTENSITY	YELLOW/BLACK wire ORANGE wire	8.73 to ① 10.67 ohms
LOW INTENSITY	YELLOW/BLACK wire ORANGE/VIOLET wire	17.7 to ① 20.7 ohms

Skandic WT/SWT/WT LC

Throttle Lever Heating Element

Resistance Measurement

BLACK wire BLACK wire	48 ohms

Handlebar Grip and Heating Element

Resistance Measurement

BLACK wire BLACK wire	9.6 ohms ①

① When measuring resistance at terminals the actual value will be half the measurement in table. The reason for that is the elements are connected in parallel. Therefore the total resistance is half the resistance of one element.

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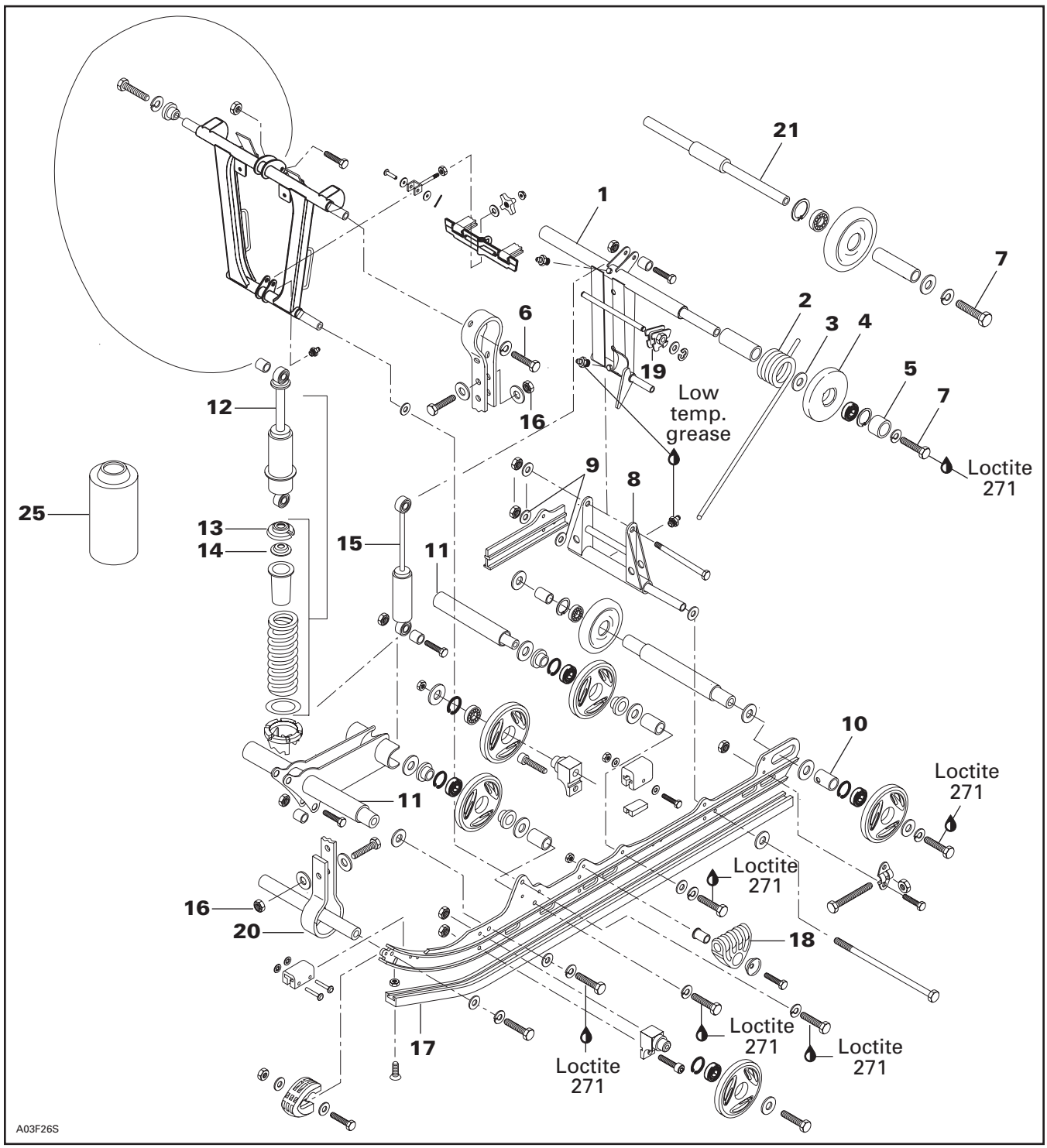
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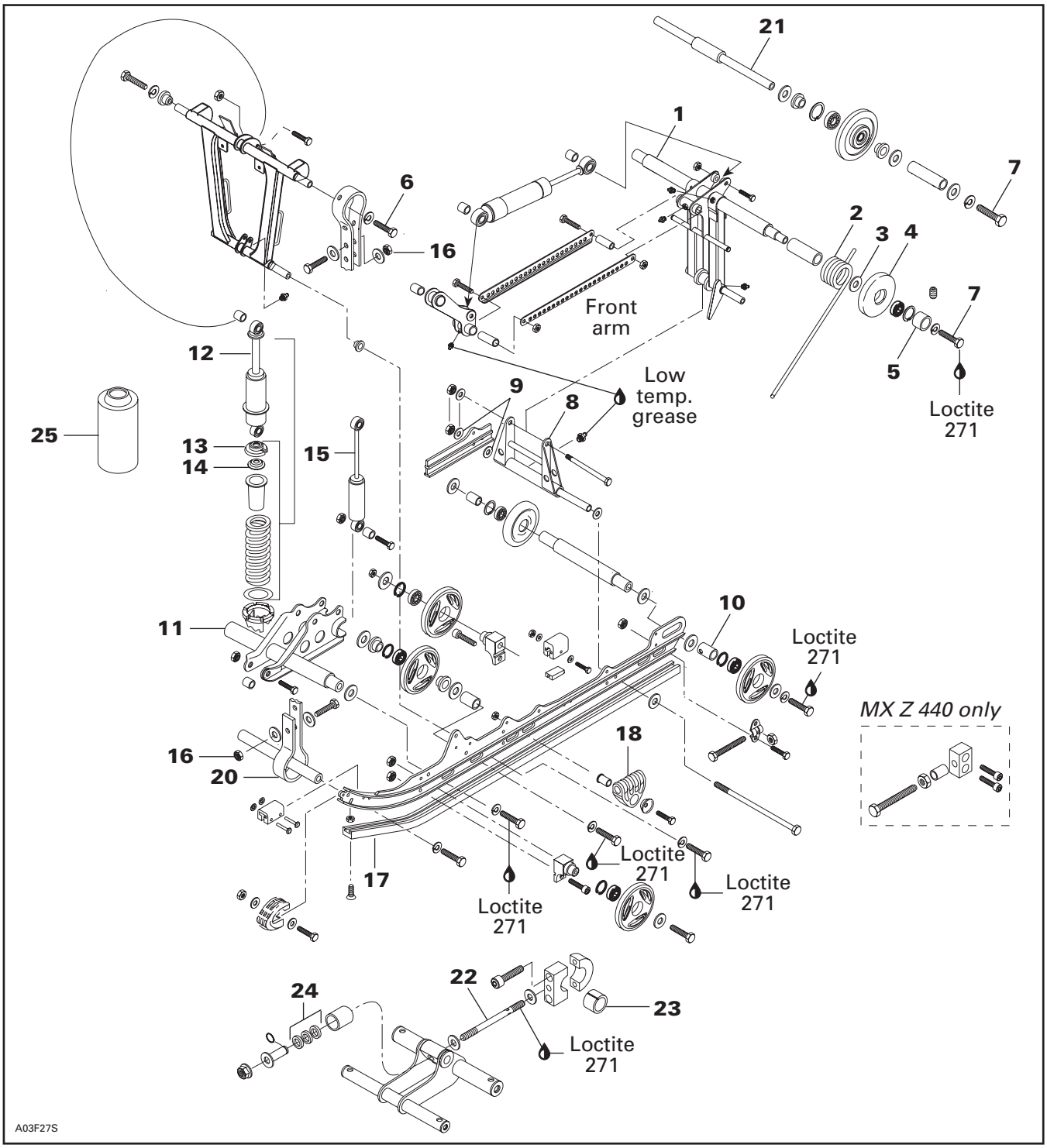
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SC-10 SUSPENSIONS (ALL VERSIONS)

SC-10 Sport on MX Z 440 F, Formula 500/500 DELUXE/583

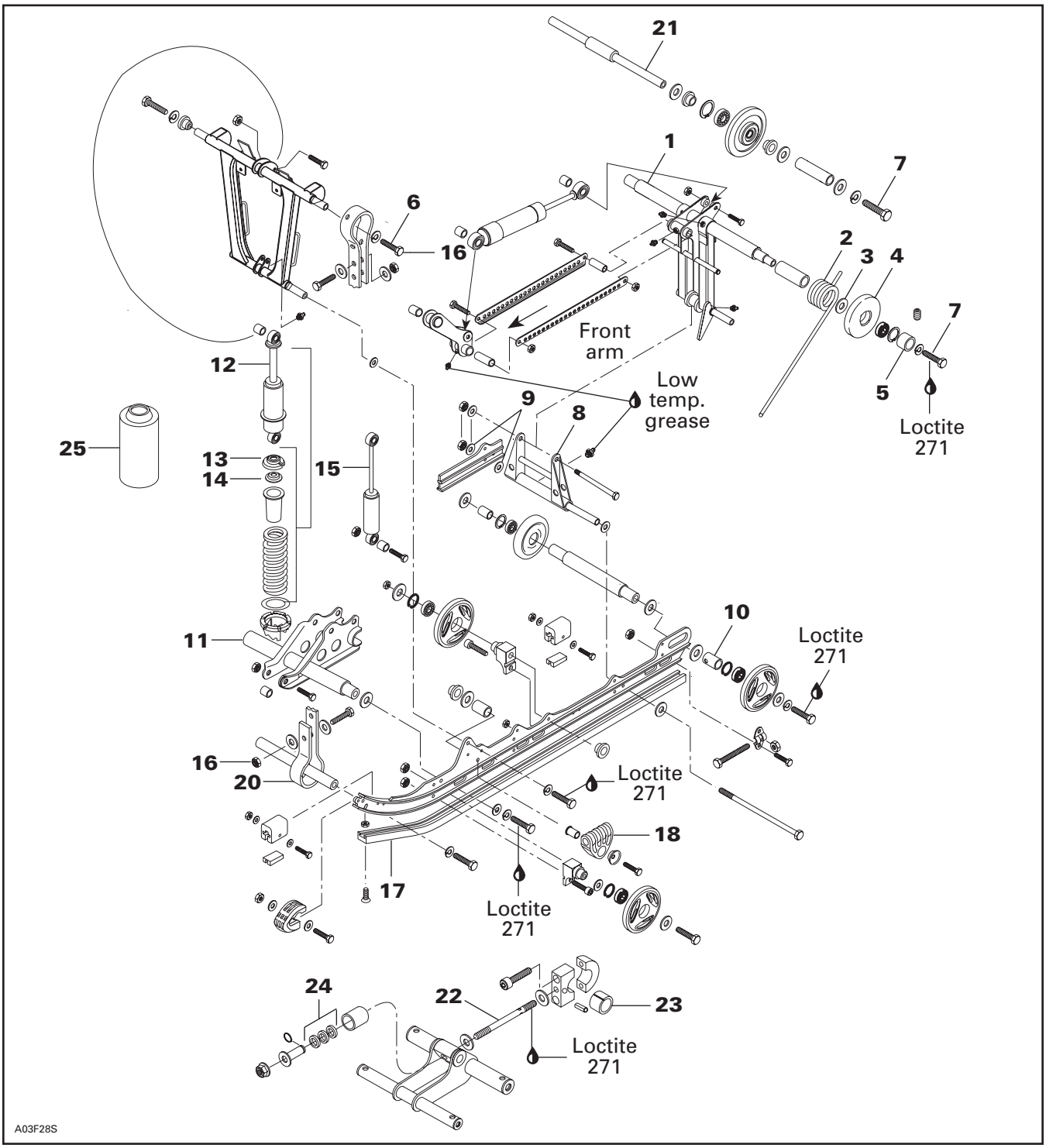


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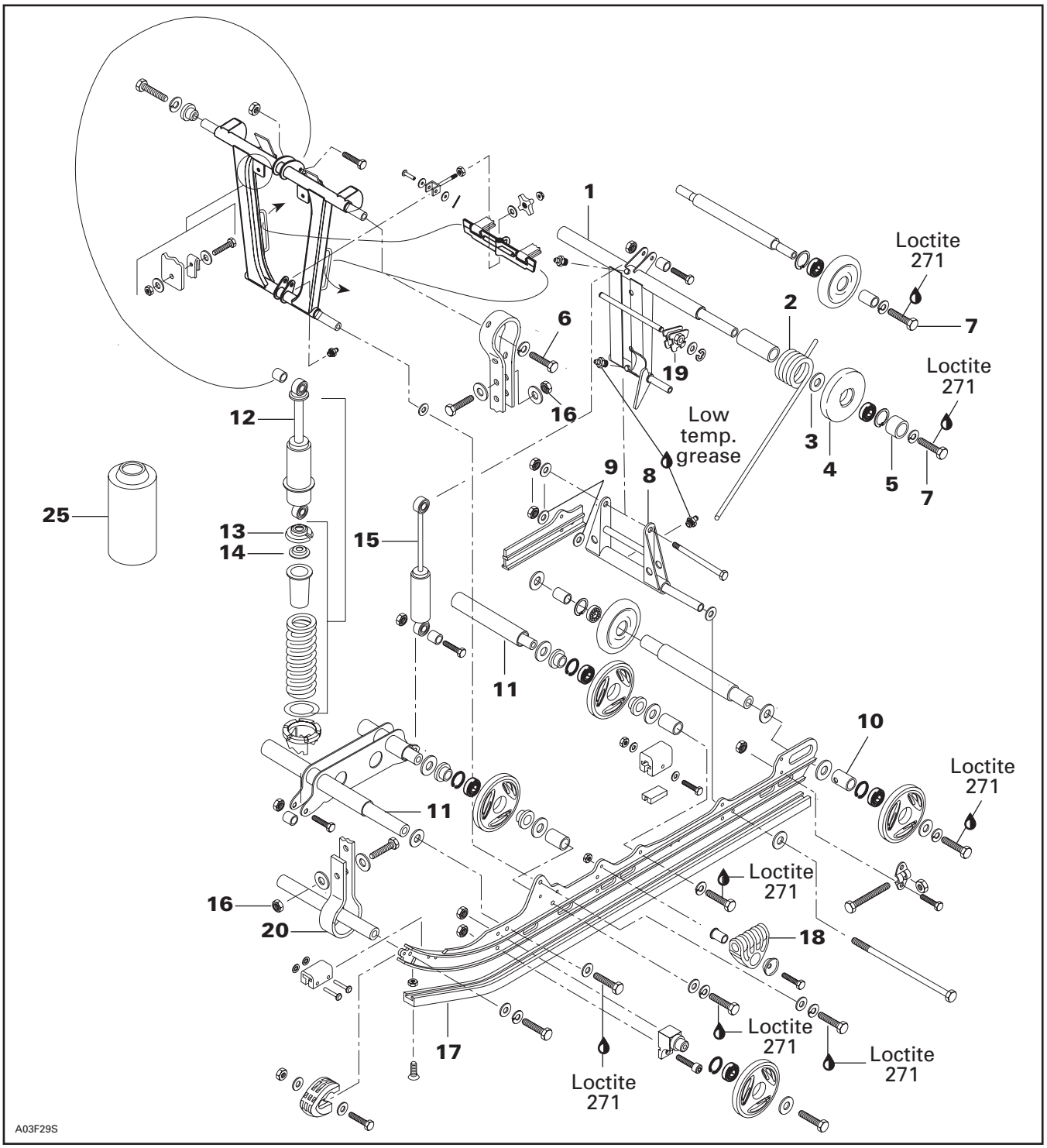


PARTS FLAT RATE

SC-10 High-performance on Formula Z and Grand Touring 583

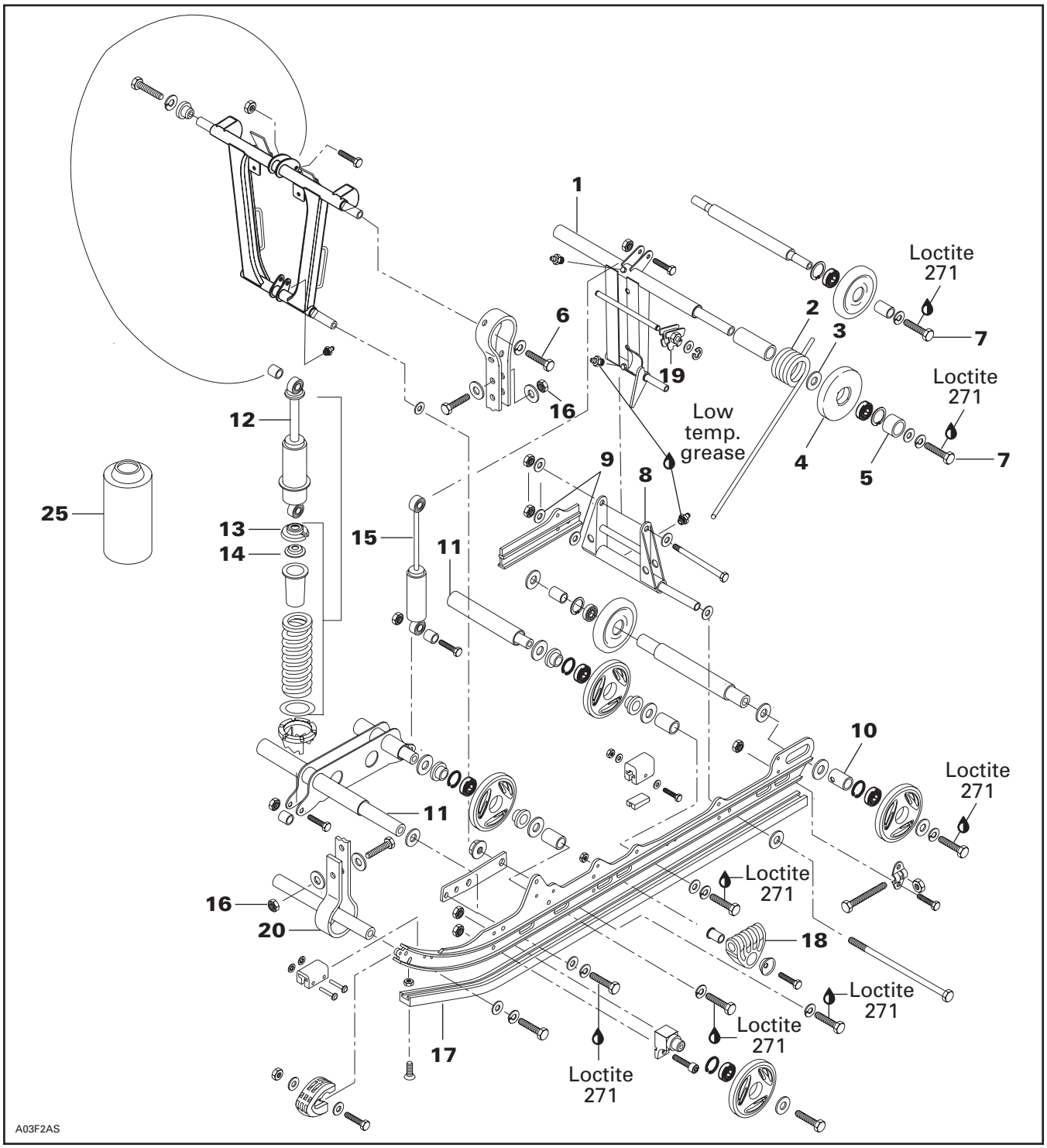


SC-10 Mountain on Summit 500/583/670



PARTS FLAT RATE

SC-10 Touring on Grand Touring 500



COMPONENT REMOVAL AND INSTALLATION

Lift rear of vehicle and support it off the ground.

21, Rear Axle

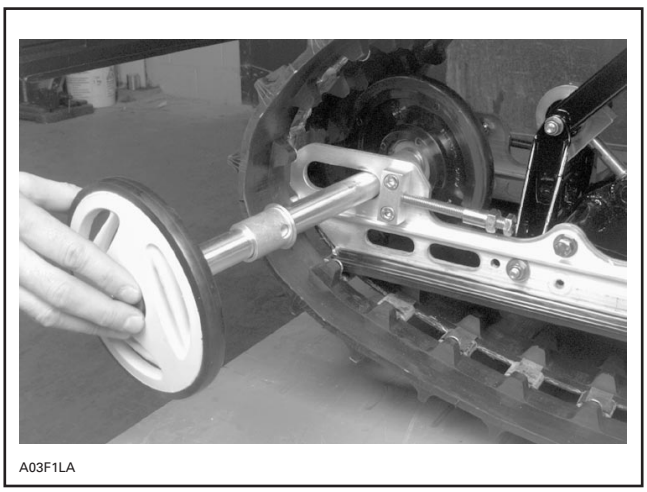
Completely loosen track tension.

Unscrew one rear idler wheel screw.

Pull out rear axle from opposite side of offset inner wheel. Proceed on either sides for models with 4 wheels on rear axle.

At assembly, temporary loosen rear shackle lower pivot nut and ACM (Acceleration and Control Modulator) support rear bolt.

Align spacer hole with adjusting bolt.



TYPICAL

SC-10 HP and XC

22, Threaded Rod

NOTE: Do not disassemble threaded rod ass'y needlessly.

Lift rear of vehicle.

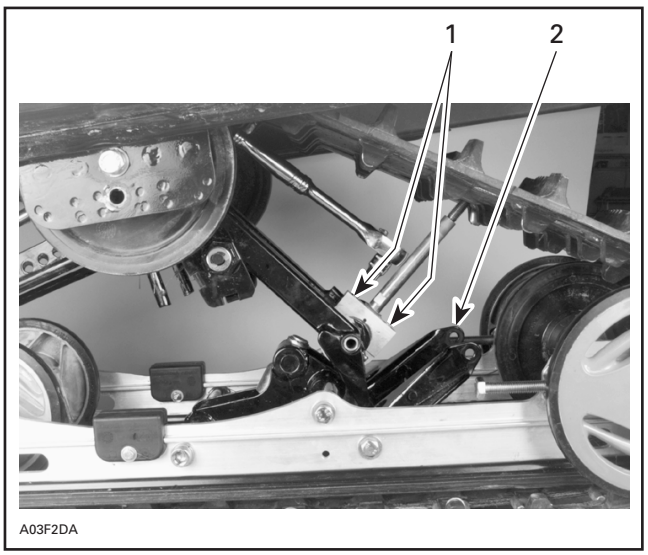
Unhook rear springs.

Unscrew threaded rod nut.

Remove through bolt from shackle.

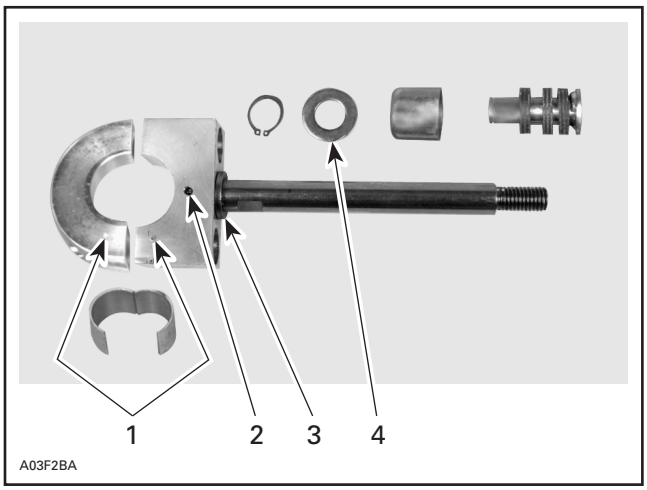
Swing shackle rearward.

Collapse suspension in order to disengage threaded rod from its support.



1. Block ass'y Allen screw
2. Schackle

Unscrew block ass'y Allen screws



1. Marks
2. Roll pin
3. Smaller washer
4. Larger washer

23, Cushion

Separate pivot block.

Remove cushion.

Apply lithium grease on cushion at reassembly.

At assembly, match marked side of both pivot blocks.

When cup is disassembled, it may be too difficult to install circlip before reinstalling this assembly. Install all parts and the circlip loosely around threaded rod. Compress rear of vehicle or lift the front to easily install circlip in its groove.

25, ACM Support

Remove threaded rod ass'y. Loosen rear axle screw on one side and rear shackle screws.

Unbolt MCA support and remove it.

Remove cup.

15, Rear Shock

Lift rear of vehicle.

Slightly turn adjusting cam to expose spring end. Using spring installer (P/N 529 0050 00), remove left spring from adjusting cam.



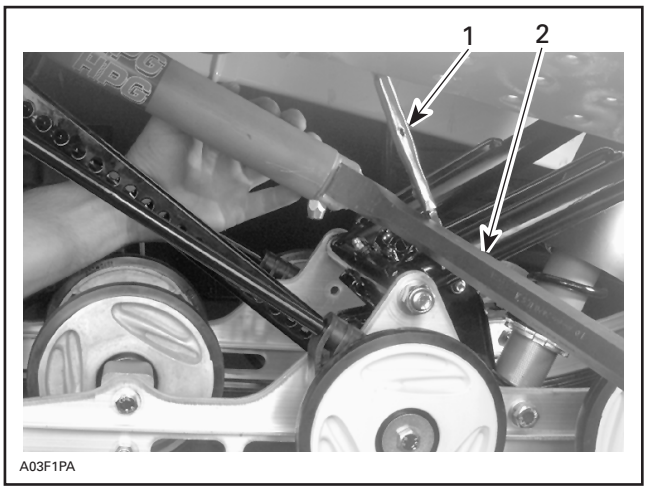
Remove nut on top end of shock.

Remove nut on bottom end of shock. Pry up shock bottom end to ease removing bolt (gas shock only). See installation illustration below.

Installation is reverse of removal procedure. To easily compress gas shock absorber, use a pry bar and locking pliers as a stopper.

▼ CAUTION

Take care not to damage grease fitting.



1. Locking pliers
2. Pry bar

All Models

12, Front Shock

Unfasten one end of stopper strap.

Unbolt shock and remove it.

MX Z 440 Only

At installation, Schrader valve must face rearward and rubber boot opening forward.

All Models

2, Rear Spring

Remove spring ends from adjusting cams.

Unbolt rear arm top axle from chassis.

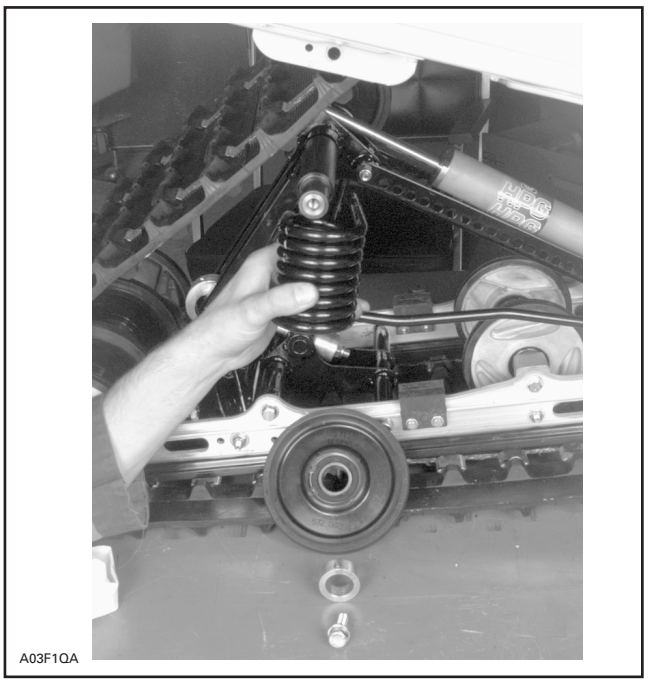
All Liquid Cooled Models

Unscrew set screws from locking ring at each end of top axle.

All Models

Remove locking rings (spacers on fan cooled models) and top idler wheels.

Remove springs.



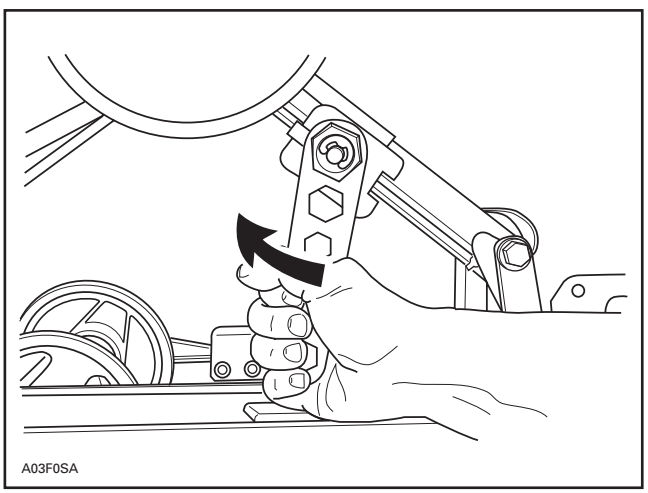
TYPICAL

At reassembly, wheel circlip must face outward.

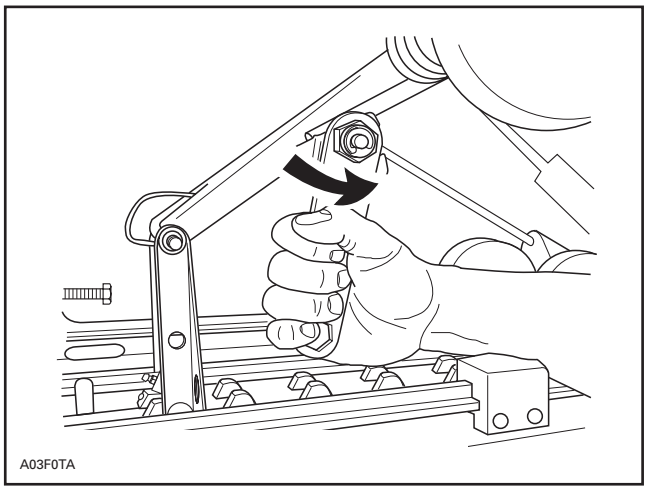
REMOVAL

19, Cam

Decrease spring preload by turning LH cam clockwise and RH cam counterclockwise.



LH SIDE SHOWN



RH SIDE SHOWN

Lift rear of vehicle and support it off the ground.

Loosen track tension.

7, Screw

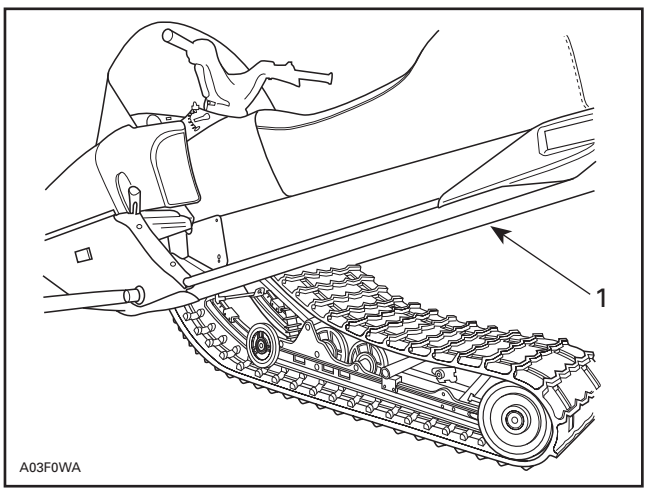
Unscrew rear arm top axle from chassis.

NOTE: To prevent axle from turning when unscrewing screws assembled with threadlocker, proceed as follows:

- Knock on screw head and/or heat to break threadlocker bond.
- Loosen one screw then retighten.
- Remove the opposite screw.
- Remove the first one.

Unscrew center idler wheel axle from tunnel then remove.

Lift rear of vehicle at least 1 m (3 ft).



1. At least 1 m (3 ft)

6, Screw

Remove both screws retaining front arm to tunnel.

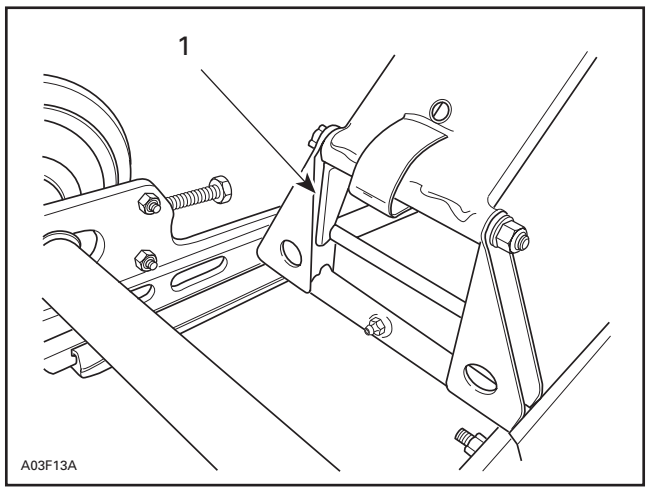
Remove suspension.

DISASSEMBLY AND ASSEMBLY

Inspect track thoroughly before reinstalling suspension. Refer to TRACK 06-05.

1, Rear Arm

At installation, rear arm stroke limiter must be on rear side.



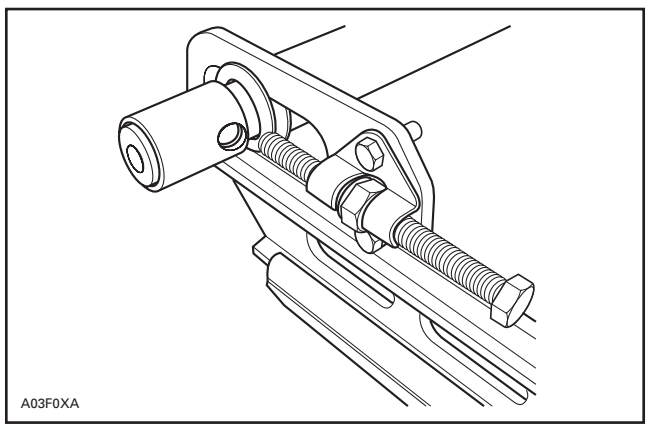
1. Stroke limiter on rear side

8,9, Pivot Arm and Flat Washer

At installation pivot arm grease fitting must face rearward.

10, Outer Bushing

At installation, hole must face adjustment screw.



11, Axle

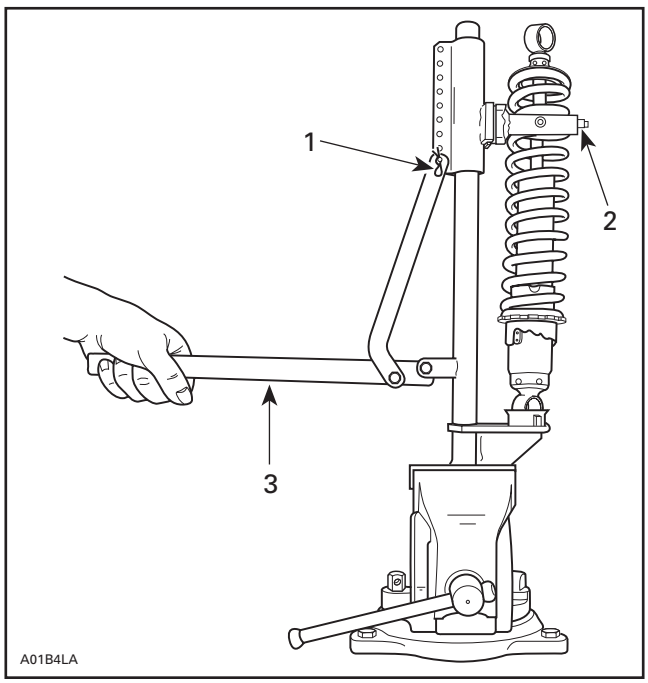
Note position of axles at disassembly. Axles with a paint stripe serve as idler wheel axles. These are more precise than those used as pivot axles. Idler wheel axles can be used as pivot axles but the opposite is not true.

12,13,14, Front Shock, Spring Stopper and Cap

Use shock spring remover (P/N 529 0271 00) in a vise. Mount shock in it and turn shock so that spring coils matched spring compressor.

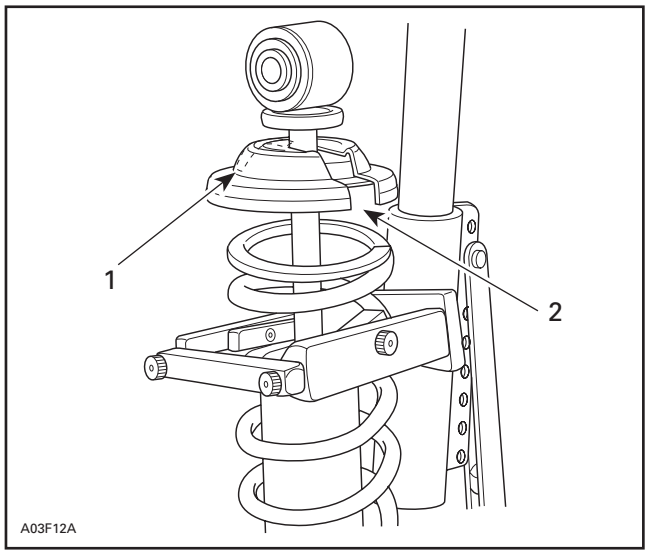
Close and lock bar. Adjust handle horizontal by changing position of clevis pin.

Push down on handle until it locks. Remove spring stopper and cap then release handle.



1. Clevis pin
2. Bar
3. Handle horizontal

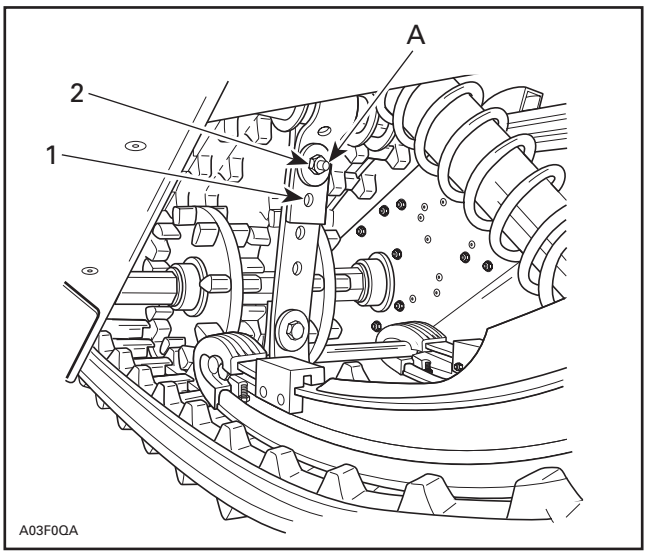
At installation, cap opening must be 180° from spring stopper opening.



1. Cap opening
2. Spring stopper opening

20, Stopper Strap

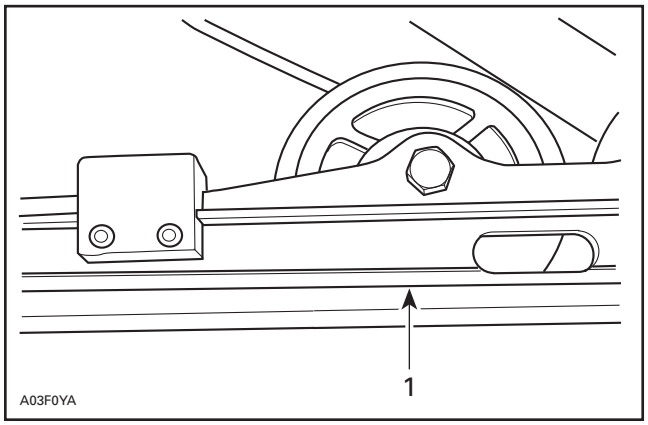
Inspect strap for wear or cracks, bolt and nut for tightness. If loose, inspect hole for deformation. Replace as required. Make sure it is attached through proper hole from the end. Refer to TECHNICAL DATA 09-03. Torque nut to 11 N•m (97 lbf•**in**).



1. 1st hole
2. 2nd hole
*A. 11 N•m (97 lbf•**in**)*

17, Slider Shoe

Replace slider shoes when it is worn to the line.



1. Wear limit line

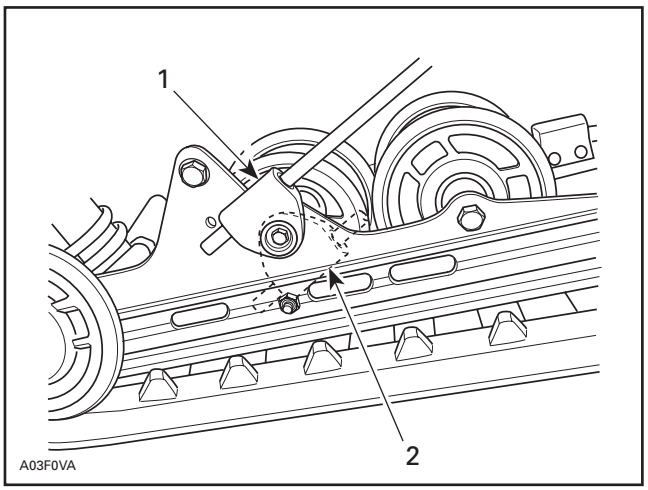
▼ CAUTION

Slider shoes must always be replaced in pairs.

18, Spring Support

▼ CAUTION

To avoid track damage, spring supports must be mounted upward.



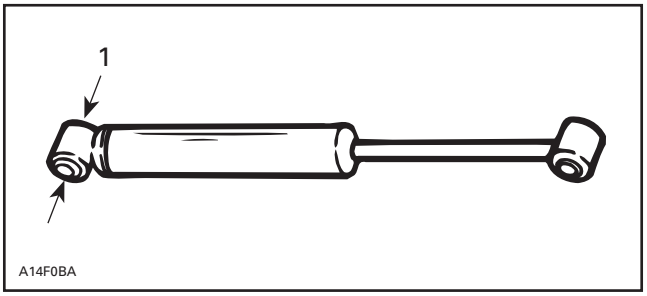
RIGHT SIDE SHOWN
1. Right position: upward
2. Wrong position

SHOCK ABSORBER INSPECTION

All Models Equipped with Hydraulic Shock

NOTE: Hydraulic shocks are black or dark gray painted.

Secure the shock body end in a vise with its rod upward.



1. Clamp

▼ CAUTION

Do not clamp directly on shock body.

Examine each shock for leaks. Extend and compress the piston several times over its entire stroke. Check that it moves smoothly and with uniform resistance with its rod upward.

Pay attention to the following conditions that will denote a defective shock:

– A skip or a hang back when reversing stroke at mid travel.
– Seizing or binding condition except at extreme end of either stroke.
– Oil leakage.
– A gurgling noise, after completing one full compression and extension stroke.

Renew if any faults are present.

All Models Equipped with Gas Pressurized Shock

NOTE: Gas pressurized shocks are light gray painted.

Gas shock can be inspected as follows:

Because of gas pressure, strong resistance is felt when compressing shock. When released, the shock will extend unassisted. Renew as required.

If suspecting an internal gas leak between oil chamber and gas chamber, check shock as follows:

Install shock in a vise clamping on its bottom eyelet with its rod upward.

Let it stand for 5 minutes.

Completely push down the shock rod then release. Rod must comes out at a steady speed. If speed suddenly increases particularly at end of extension, replace shock.

If suspecting a frozen gas shock proceed as follows:

Place shock in a freezer (temperature below 0°C (32°F)) for 4 hours.

Push down on rod and note its resistance, compare to a new shock. If shock is frozen it will be much more difficult to compress than for the new one.

SHOCK ABSORBER SERVICING

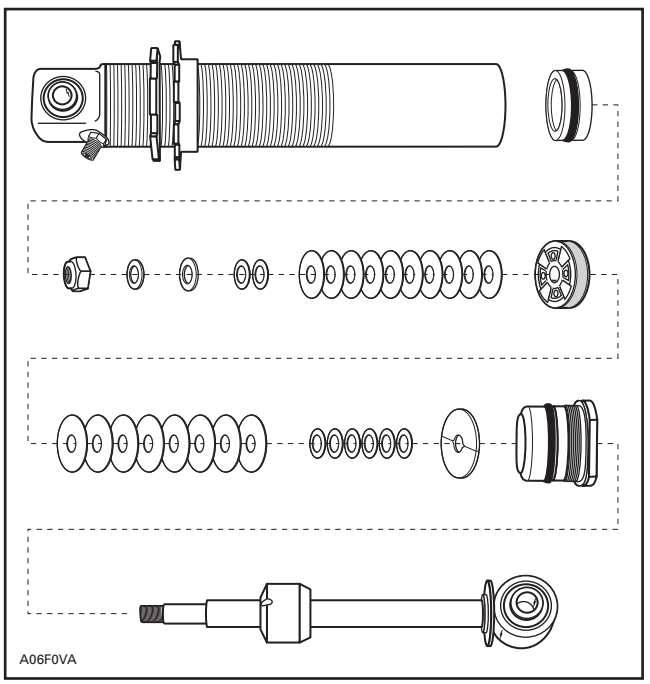
HPG, T/A (Take Apart) Shock Servicing

MX Z 440 Only

This damper is completely rebuildable. It offers the options of replacing valves or revalving and/or the option of replacing seals (should it be needed).

Although the adjustments are internal, rather than external as in the MVA, the rider is able to select the exact damping adjustment required for his/her riding style.

Bombardier offers 2 valving adjustment options through normal parts channels. A standard setting with each damper (either from parts or on the snowmobile) and a cross country setting, which will offer a stiffer or harder ride for high speed riding or racing.

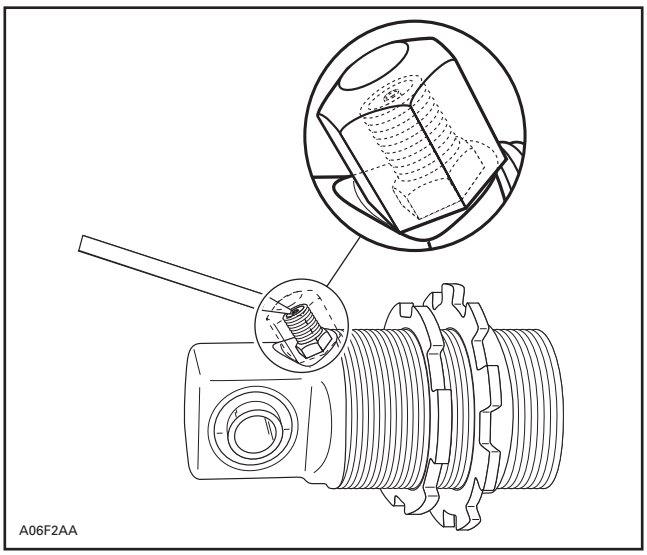


Disassembly and Assembly

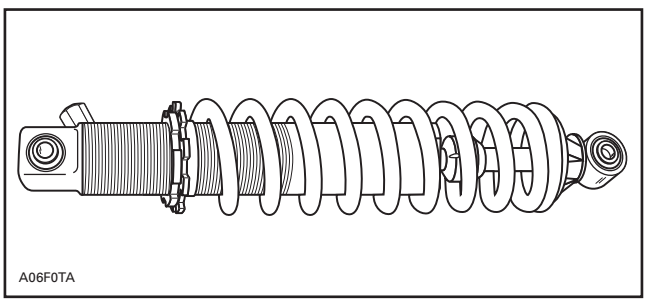
Release N_2 (nitrogen) pressure from the damper Schrader valve.

◆ WARNING

Nitrogen gas is under extreme pressure. Use caution when releasing this gas volume. Protective eye wear should be used.



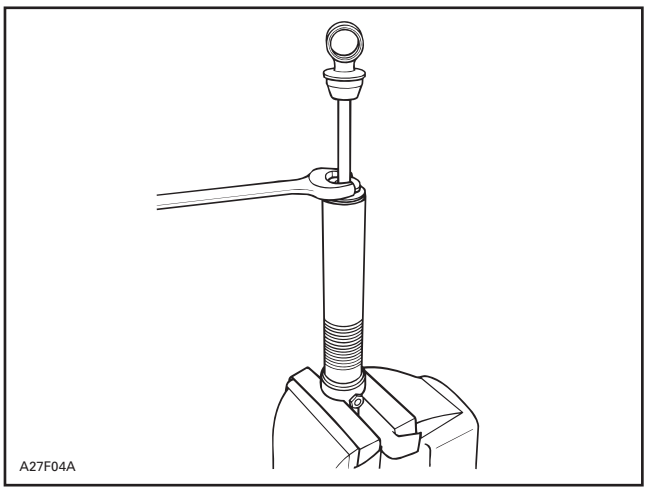
Use tools (P/N 861 7439 00) to remove damper spring by unthreading spring pre-load rings, then removing spring retainer.



TYPICAL

Holding damper assembly in bench vise, unthread seal assembly from damper body using a 32 mm (1.25 in) spanner wrench. This assembly uses a right hand thread.

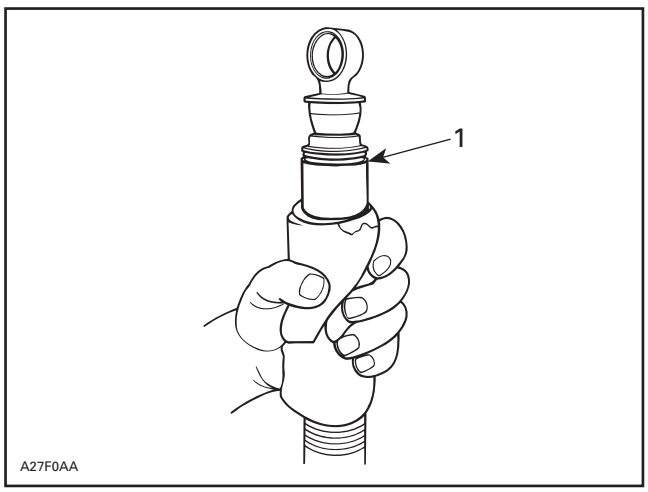
NOTE: Before unscrewing pre-load rings, mark position for reinstallation. For factory adjustment refer to the end of this section.



TYPICAL

With the seal assembly removed, slowly lift and remove damper rod assembly from the damper body.

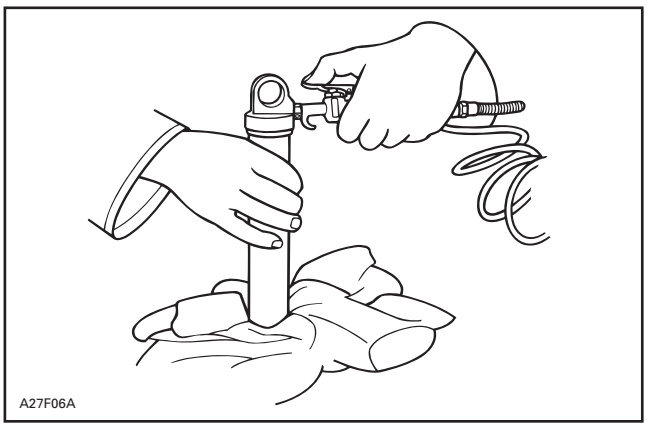
NOTE: Remove damper rod assembly slowly to reduce oil spillage and prevent piston seal damage by damper body threads. Wrap the damper body with a shop cloth to capture possible overflow oil while removing the damper piston.



1. Oil flows

Discard old oil into storage container. Never reuse damper oil during shock rebuild.

Remove Schrader valve core. Using compressed air pressure, carefully remove floating piston from damper body. Hold shop cloth over damper body opening to catch released floating piston. Allow room for floating piston to leave damper body.



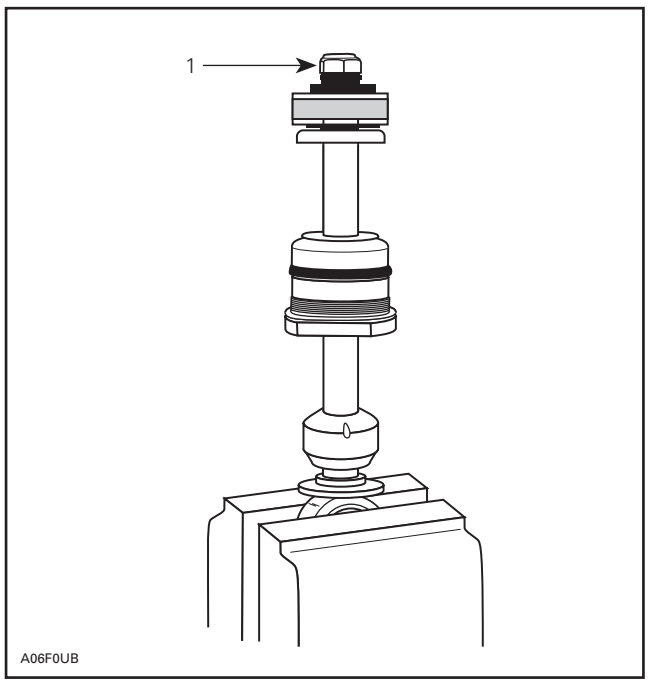
TYPICAL

◆ WARNING

Whenever using compressed air, use an O.S.H.A. approved air gun and wear protective eye wear.

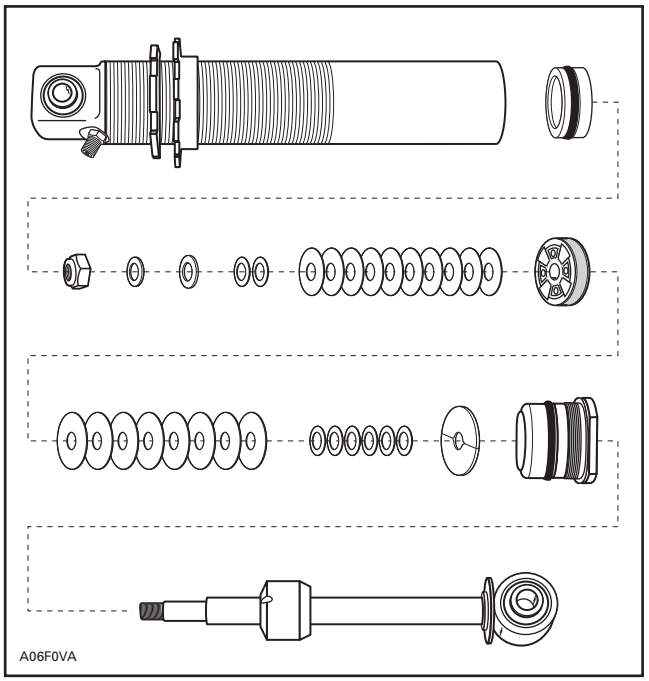
Thoroughly clean, with a typical cleaning solution, and blow dry using low pressure air. Carefully inspect the damper body for any imperfections or signs of wear in the damper bore. Replace damper body if wear is identified.

Holding the damper rod assembly in a bench vise, begin piston and valve removal.



*1. Damper shaft nut torque 11-13 N•m (96-108 lbf•**in**)*

Always arrange parts removed in the sequence of disassembly.



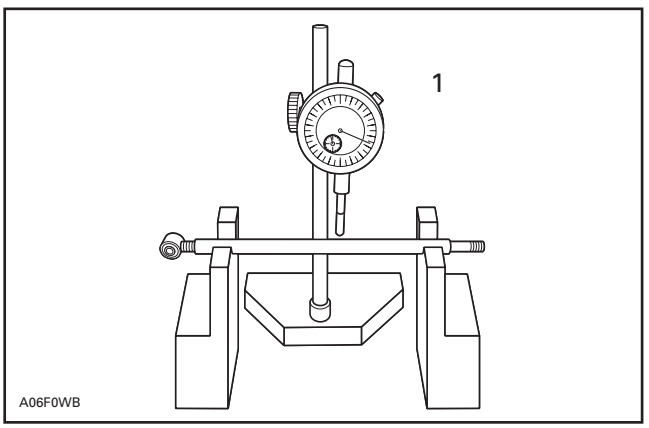
NOTE: As a general rule we suggest replacing the damper rod lock-nut after 4 rebuilds to ensure good locking friction.

NOTE: If revalving is to be done, it is imperative that you identify the original shim pack (size and number of shims). The seal carrier need not be removed if only revalving is to be done.

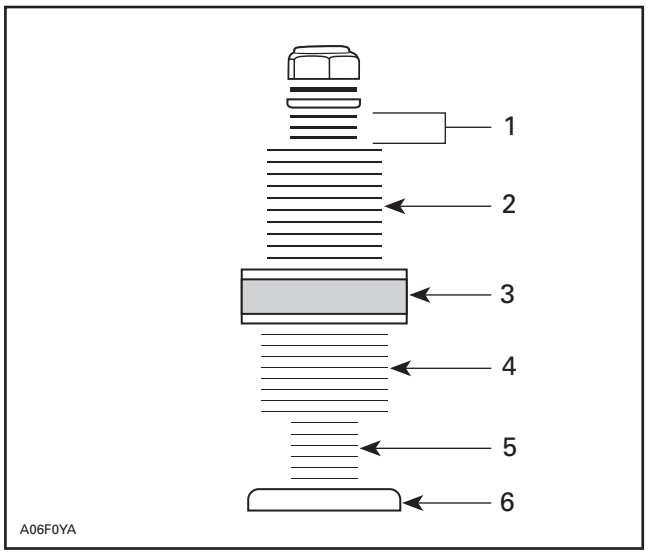
Shims can be measured by using a vernier caliper or a micrometer.

The damper rod is constructed of a plated shaft design. This damper shaft must be inspected for any visible wear on the surface of the damper rod.

Another check that must be completed if damper seal leakage has been noticed, is damper rod "run-out". This damper rod must not exceed .025 mm (.001 in).



1. Maximum deflection 0.025 mm (.001 in)



NOTE: The following reference numbers are referring to above illustration.

After the new or replacement shim pack has been selected, reassemble in the reverse order of disassembly. Torque piston nut **no. 1** to 11-13 N•m (96-108 lbf•**in**).

▼ CAUTION

The damper rod nut no. 1 can only be reused 4 times, then, must be replaced. Do not substitute this part for non — O.E.M.

Washer (s) **no. 2** are used as required to allow adequate threads for damper rod nut.

Install valve stopper **no. 3** with its round edge down.

NOTE: Rebound shim stack **no. 4** must not reach into threads of damper shaft. Washer **no. 2** under damper shaft nut is used to prevent damper shaft nut from bottoming on shock rod shoulder.

Rebound damping options from Bombardier include a x-country kit.

Rebound

Approximately 0.203 mm (.008 in) clearance **no. 4** must be allowed between shim stack **no. 5** and valve stopper **no. 3**.

Whenever tuning for more rebound damping always use 26 mm (1.02 in) shims against piston to properly close piston orifice holes. More thin shims will offer less damping than a few thick shims of the same overall thickness.

Tuning for less damping it is important to remember, never use less than 3 × 26 mm (1.02 in) shims against piston. This will guard against fatigue breakage.

Piston **no. 6** options include 4 pistons, 0, 2, 4, 6, slits for rebound damping bleeds. These bleed slits will offer a damping variation to the function of the shims.

Compression

Whenever tuning for more compression damping always use 30 mm (1.18 in) shims **no. 7** against piston to properly close piston orifice holes. Two thin shims will offer less damping than one thick shims of the equal thickness.

Tuning for less damping it is important to remember, never use less than 3 shims against piston. This will guard against fatigue breakage.

One 0.114 mm spacer washers **no. 8** minimum (2 or more recommended) should always be used between shim stack and valve stopper washer. This will allow needed room for the valve shims to function.

Compression valve stop **no. 9** must have slots facing shim stack.

General Information

Over damping is a common error by suspension tuners. When operating an over-damped snowmobile, you will experience a packing of the suspension. The over-damping will not allow the suspension to recycle to full extension after an obstacle compresses the suspension. This situation will eventually bottom the suspension (pack up) and not allow it to cycle properly.

Under damping can result in insufficient or uncontrolled damping. This condition would allow the damper to move freely (unrestricted) in both directions. The most noticeable symptom will be a bouncing of the snowmobile when encountering bumps.

NOTE: Careful inspection of the damping shims should be completed. Any bent shims must be replaced to insure redamping (valving) will be in perfect order.

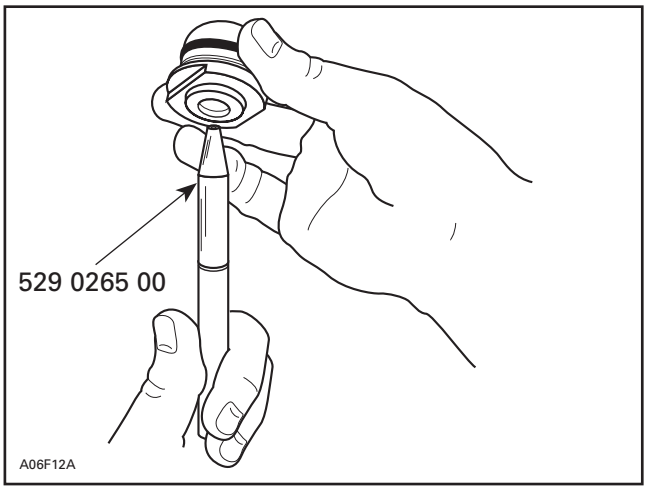
Under damping symptoms can be mistaken for an aerated shock due to low gas pressure. Although it is exceptional, the gas pressure should be checked.

If the seal carrier assembly is replaced, use seal pilot (P/N 529 0265 00) to guide seal over damper shaft. Lubricate seal carrier guide pilot before use.

▼ CAUTION

Failure to use seal pilot will result in seal damage.

Reassemble damper rod assembly, using care to properly assemble shim packs as required for your damping needs.

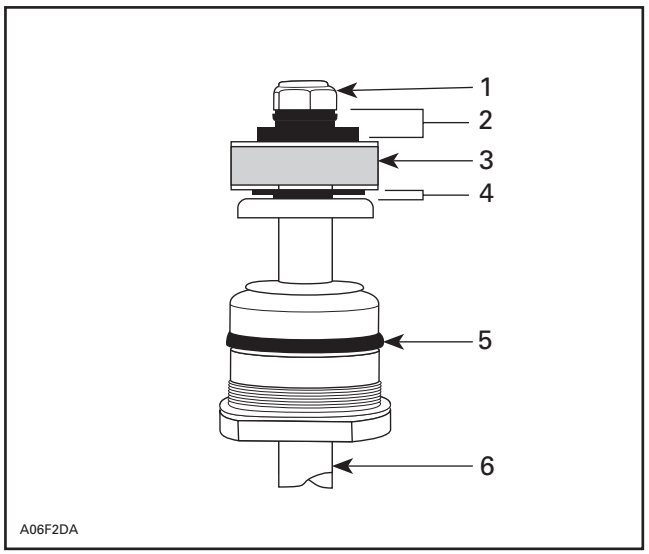


SHIM EQUIVALENCE FOR SAME DIAMETER			
THICKNESS mm	SHIM QUANTITY		
0.114	11	5.6	2.4
0.152	4.7	2.4	1
0.203	2	1	
0.254	1		

	FRONT		
	QTY	D mm (in)	Thick mm (in)
Spacer	1	12 mm (0.472 in)	0.023 mm (0.008 in)
Extension shims	5	26 mm (1.020 in)	0.203 mm (0.008 in)
Piston slit	4		
Compression shims	8	30 mm (1.180 in)	0.152 mm (0.006 in)
Spacer	2	15 mm (0.590)	0.114 mm (0.0045 in)

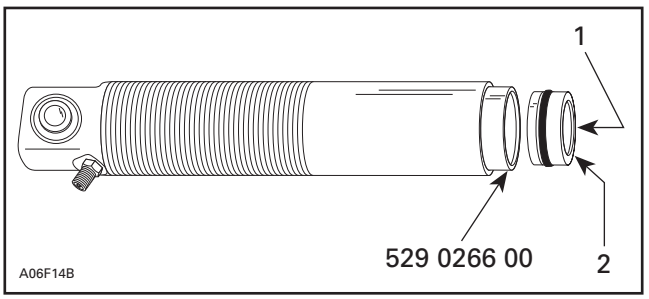
	CENTER		
	QTY	D mm (in)	Thick mm (in)
Spacer	1	12 mm (0.472 in)	0.023 mm (0.008 in)
Extension shims	8	26 mm (1.020 in)	0.152 mm (0.006 in)
Piston slit	4		
Compression shims	10	30 mm (1.180 in)	0.203 mm (0.008 in)
Spacer	3	16 mm (0.630)	0.203 mm (0.008 in)

	REAR		
	QTY	D mm (in)	Thick mm (in)
Spacer	1	15 mm (0.590 in)	0.023 mm (0.008 in)
Extension shims	10	26 mm (1.02 in)	0.152 mm (0.006 in)
Piston slit	2		
Compression shims	7	30 mm (1.180 in)	0.203 mm (0.008 in)
Spacer	3	15 mm (0.590)	0.203 mm (0.008 in)



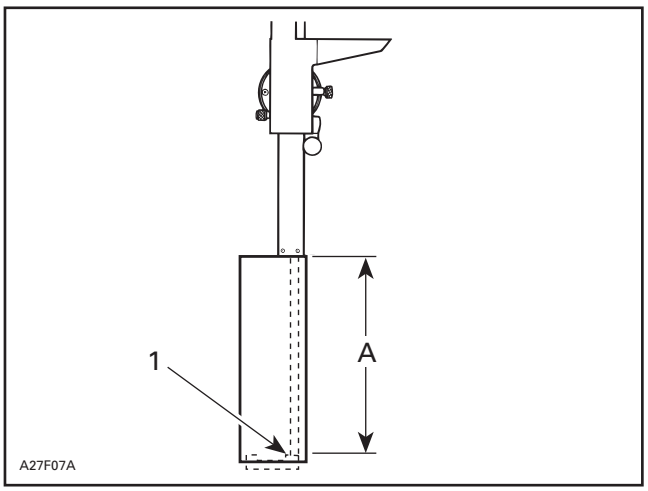
*1. Damper nut torqued to 11-13 N•m (96-108 lbf•**in**)*
2. Rebound shim pack
3. Piston
4. Compression shim pack
5. O-ring visual inspection seal carrier assembly
6. Damper rod

Reinstall floating piston into damper body. Use molybdenum disulfide grease (example: molykote GN paste (P/N 413 7037 00) to ease O-ring past damper body threads with floating piston guide (P/N 529 0266 00).



1. Push (slowly) by hand
2. Hollow side of floating piston must face rod side

NOTE: Lubricate inside of piston guide with molykote GN paste (P/N 413 7037 00).



1. Top of the piston
A. Required distance

Install floating piston to depth of 151 mm (5.94 in) for front damper, 190 mm (7.48 in) for rear damper and 141 mm (5.55 in) for center damper. Measure from the top edge of the damper body.

NOTE: If the floating piston is installed too far into the damper body, light air pressure through Schrader valve (with core removed) will move piston outward.

◆ WARNING

Whenever using compressed air exercise extreme caution, cover damper opening with shop cloth to reduce chance of possible injury.

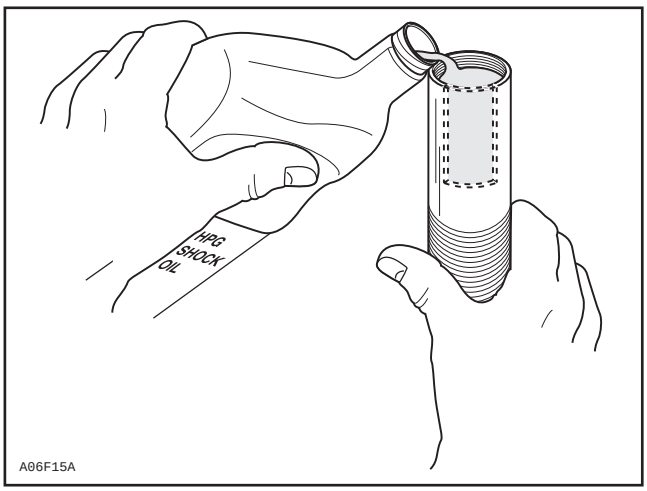
▼ CAUTION

Moisture laden compressed air will contaminate the gas chamber and rust floating piston.

◆ WARNING

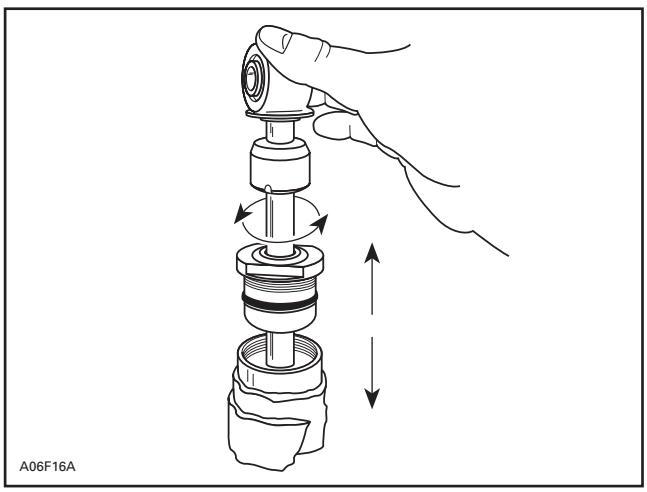
Always wear protective eye wear whenever using compressed air.

Replace shock oil with Bombardier HPG shock oil, (P/N 413 7094 00), to approximately 10 mm (.393 in), from the base of seal carrier threads.



NOTE: Reinstall Schrader valve core before next step.

Install damper rod assembly into the damper body. Lightly oil damper piston seal ring with shock oil to ease installation.



Seal carrier should be installed close to piston assembly. Careful inspection of damper oil capacity is required to insure that no air is in damper body during assembly.

NOTE: Some shock oil will overflow when installing damper for assembly. Wrap damper with shop cloth to catch possible overflow oil.

▼ CAUTION

Use care when passing piston into damper body at damper body threads.

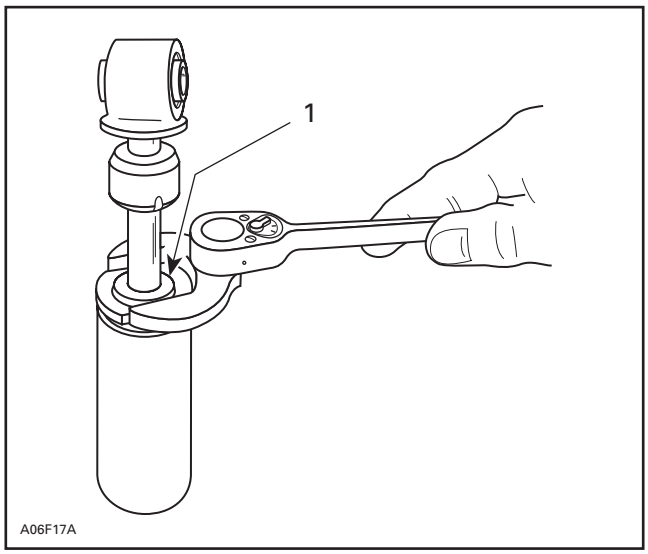
Slight oscillation of damper rod may be required to allow piston to enter damper body bore.

Slowly push piston into damper body. Slight up and down movement may be required to allow all air to pass through piston assembly.

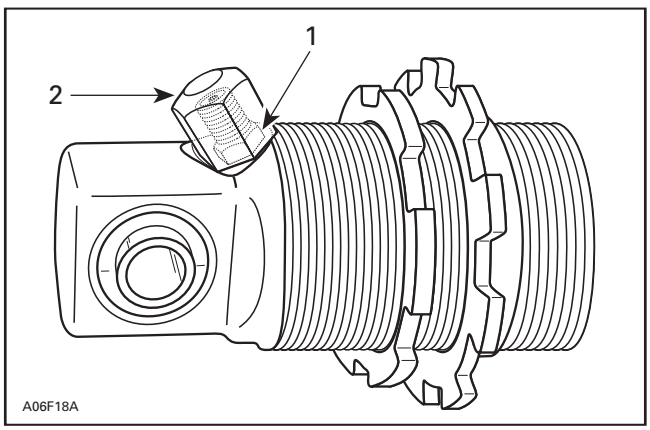
NOTE: Fast installation of the damper rod may displace the floating piston from its original position. This must not occur if the damper is expected to perform as designed.

With damper rod piston into oil volume, re-top damper oil volume. Oil level should be to damper body thread base.

Seal carrier assembly can now be threaded into damper body. This should be done slowly to allow weapage of shock oil from body while installing.



1. Torque seal carrier to 88-98 N•m (64-72 lbf•ft)



*1. Schrader valve 1.5-2 N•m (13-17 lbf•**in**)*
*2. Schrader cap 5-6.5 N•m (44-57 lbf•**in**)*

Gas Pressure Adjustment

Nitrogen (N_2) can now be added to damper body. Reinstall Schrader valve.

Preset your pressure regulator to 2070 kPa (300 PSI) nitrogen (N_2), this gas pressure will restore the correct pressure for your damper.

▼ CAUTION

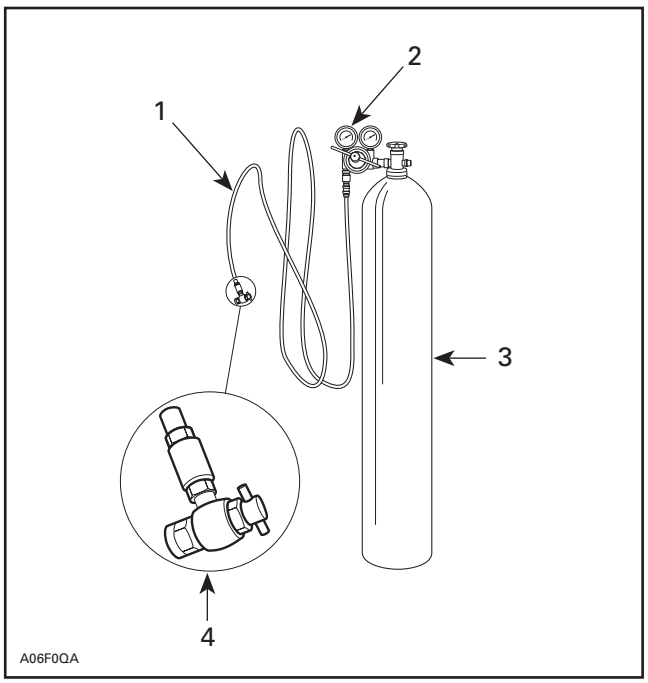
Do not exceed the recommended pressure values.

◆ WARNING

Whenever working with high pressure gas, use eye wear protection. Never direct gas pressure toward anybody.

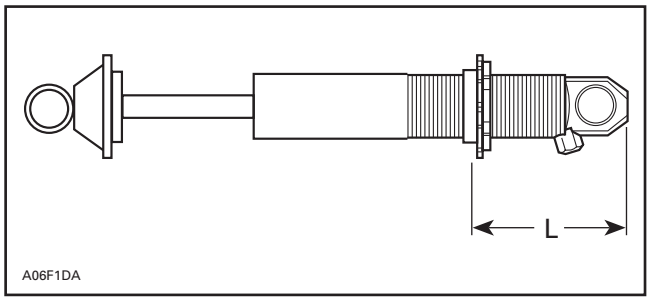
NOTE: Carefully inspect damper for gas or oil leaks. Any leaks must be corrected before continuing.

Damper gas pressure can be confirmed by using a pressure gauge available through your local industrial gas supplier.



1. Automotive type air pressure hose
2. Two stage regulator, delivery pressure range 2070 KPa (300 PSI)
3. High pressure cylinder filled with industrial grade nitrogen
4. Valve tip

Reinstall damper spring retainer, then your spring. Next, thread the spring pre-load rings up to the spring. Set pre-load according to recommended spring length specifications. Your damper is now ready for reinstallation to your snowmobile.



L: FRONT = 76 mm (3 in)
CENTER = 70 mm (2-3/4 in)

Miscellaneous Information

– Never substitute the nitrogen gas fill for another gas product. The nitrogen gas has been selected because of its inert qualities. As well as being a dry gas (moisture free), it will not contaminate the gas chamber portion of the damper.

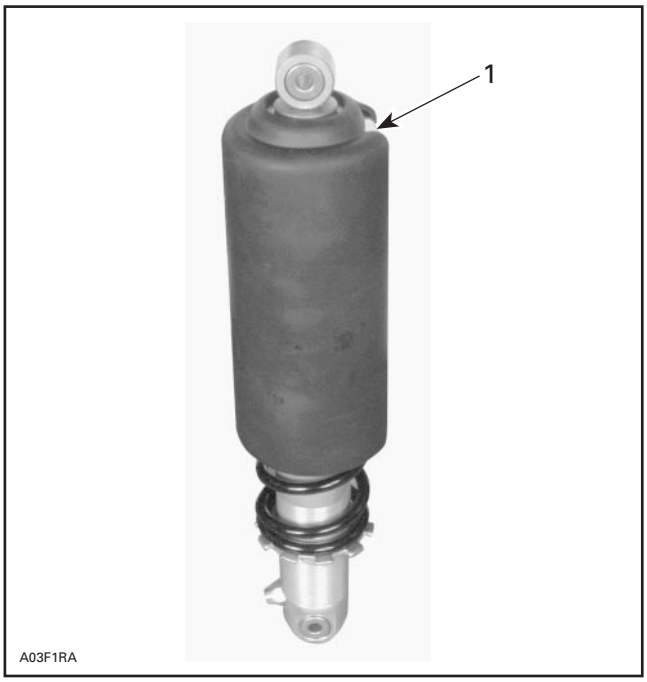
– When selecting shim stacks, 2 thin shims of equal thickness to one thick shim will offer less resistance than one thick shim. Refer to SHIM EQUIVALENCE FOR SAME DIAMETER table above.

– Whenever building a rebound shim stack, always use 26 mm (1.02 in) diameter shims against the piston. No less than 3 shims should be used in any valve stack to prevent bending or breakage. Approximately .203 mm (.008 in) clearance should be allowed between shim stack and valve stopper washer.

– Whenever building a compression shim stack, always use 30 mm (1.181 in) diameter shims against the piston. No less than 3 shims should be used in any valve stack to prevent bending or breakage. One .114 mm spacer washer minimum (2 or more recommended) should be used between shim stack and valve stopper.

25, Protector

At assembly, mount protector with its notch toward front.



1. Notch

INSTALLATION

Install assembled suspension into track with front portion first.

Insert rear portion of suspension into track.

Bolt front arm, rear arm then center top idler wheel axle.

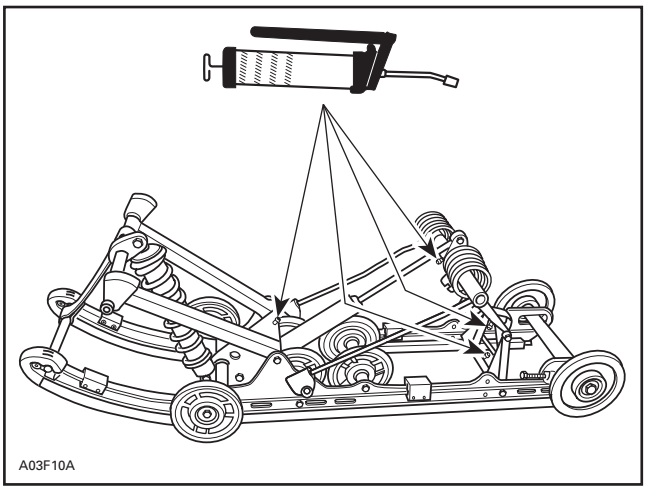
Adjust track tension.

RIDE ADJUSTMENT

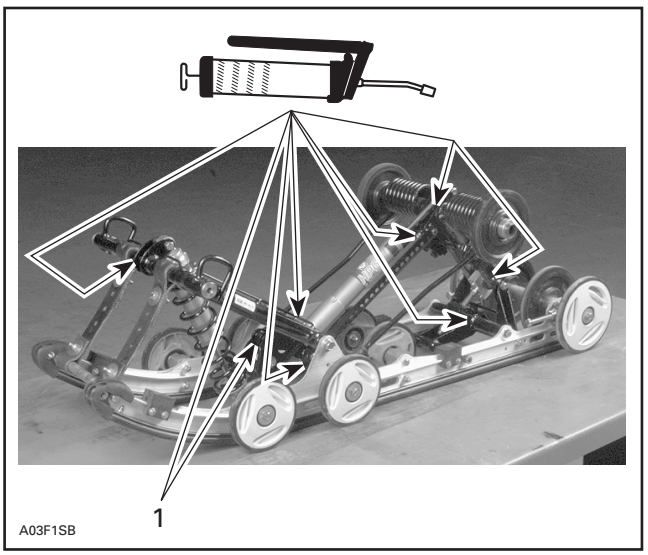
Refer to *Operator's Guide*.

LUBRICATION

Lubricate front and rear arms at grease fittings using low temperature grease (P/N 413 7061 00).



SC-10 SPORT, MOUNTAIN AND TOURING: 4 GREASE FITTING

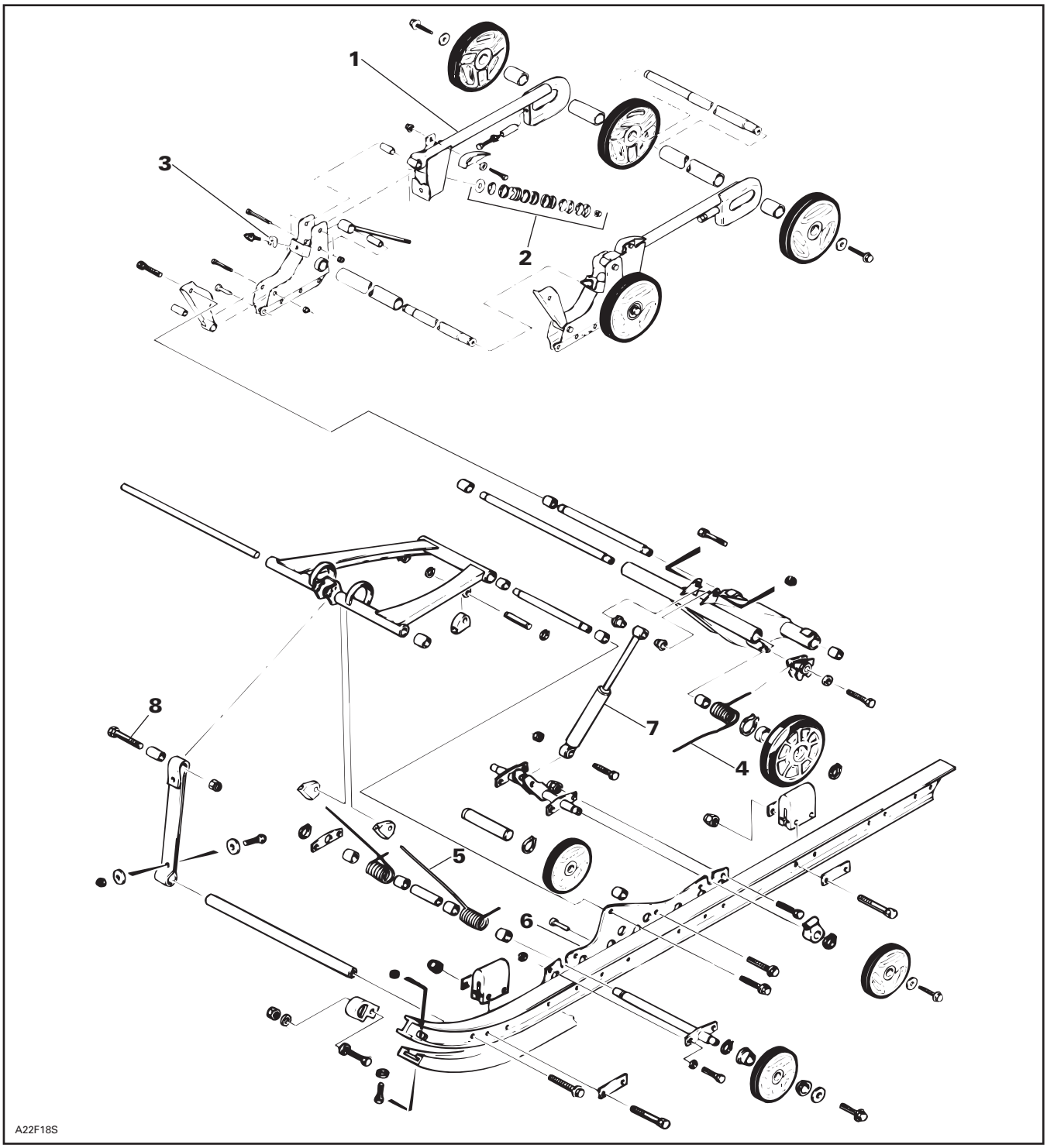


SC-10 XC AND HP: 7 GREASE FITTINGS

1. Only the GT 583 has this 8th grease fitting

SKANDIC WT SUSPENSION

Skandic WT/SWT/WT LC



REMOVAL

Release track tension.

Lift rear of vehicle and support it off the ground.

Unbolt front arm then rear arm.

NOTE: To prevent cross shaft from turning when unscrewing screws assembled with threadlocker, proceed as follows:

– Knock on screw head to break threadlocker bond.
– Loosen one screw then retighten.
– Remove the opposite screw.
– Remove the first one.

Remove suspension ass'y.



A22F1EA

DISASSEMBLY AND ASSEMBLY

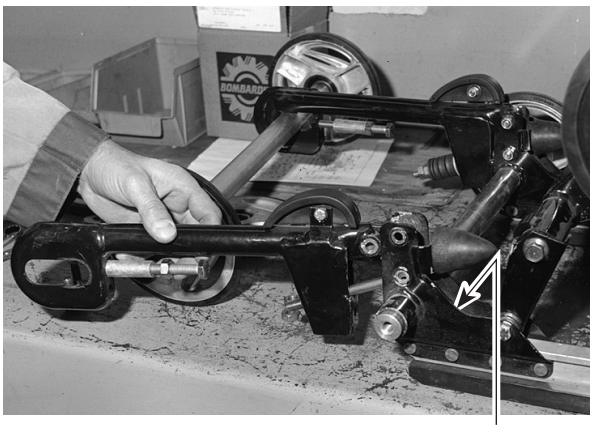
1, Extension

Remove nuts and conical washers from the eye bolt adjuster. Remove bolt retaining eye bolt adjuster to support.

Remove rear idler wheel on appropriate side.

Remove idler wheel from support.

Unbolt extension from its support.

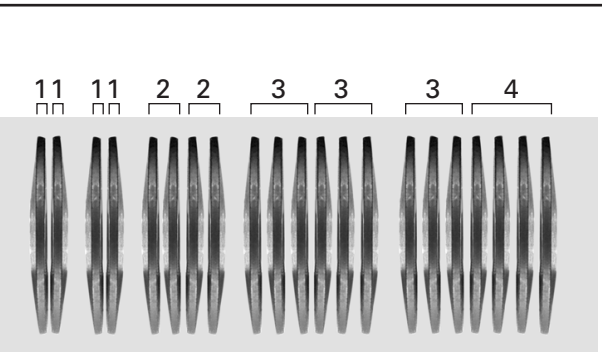


A22F19A

1. Support

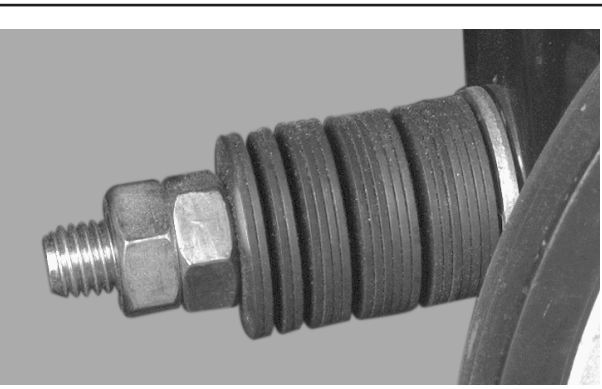
2, Conical Washer

At installation, position conical washers as shown.



A22F1AA

WASHER QUANTITY AND MOUNTING POSITION



A22F1BA

Tighten nut 3/4 turn after contacting washers for better deep snow performance. Maximum pre-load is 3 turns after nut touching washers. This last adjustment is for trail riding with or without a load and for pulling a load.

4, Rear Spring

Remove top idler wheels.

Unscrew one end of shock.

Remove spring.

5, Front Spring

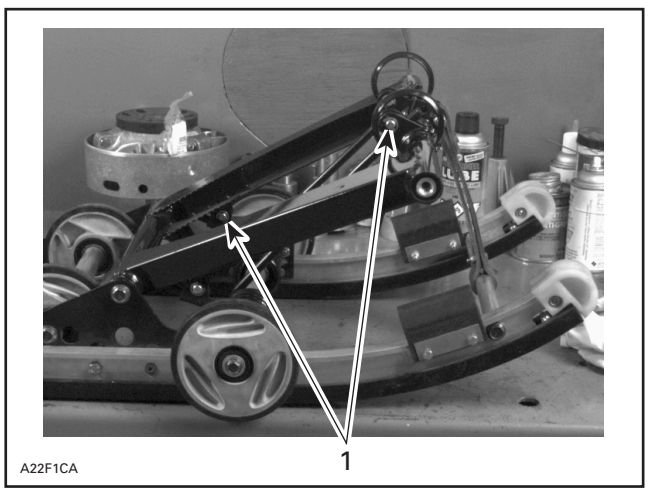
Remove circlips retaining spring support to top and bottom of front arm.

Holding spring end, remove lock pin of top spring support then bottom support lock pin.

Unbolt front idler wheel axle.

Remove idler wheel on side where axle retaining plate is not welded.

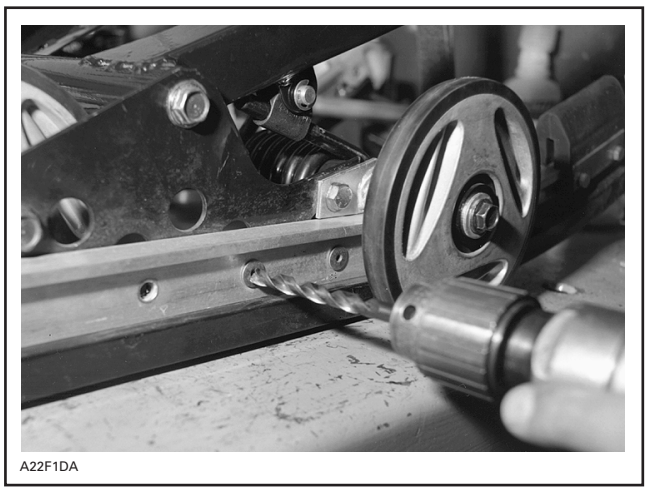
Remove springs.



1. Circlips

6, Support Plate

Drill rivets to remove support plate. Use a 8 mm (21/64 in) drill bit.



Rivets can be substitued by M8 x 20 bolts and nuts.

8, Stopper Strap Bolt

Install it in center hole of front arm.

3, Horse-Shoe Washer

For deep snow riding, do not install washer nor rubber stoppers.

For trail riding with passenger and/or weight, install 1 washer under each rubber stoppers.

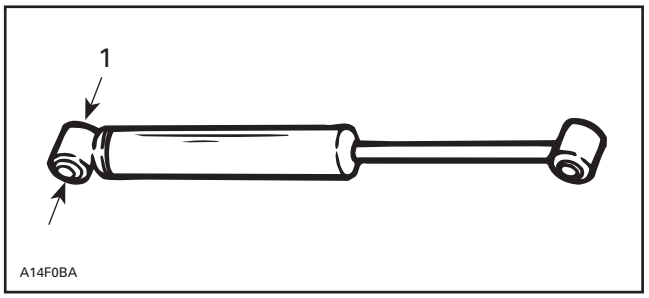
For trail riding with heavy load and/or pulling a load, use 2 washers under each rubber stoppers.

7, Shock

Install shock with its rod upward.

SHOCK ABSORBER SERVICING

Secure the shock body end in a vise.



TYPICAL

1. Clamp

▼ CAUTION

Do not clamp directly on shock body.

Examine each shock for leaks. Extend and compress the piston several times over its entire stroke then check that it moves smoothly and with uniform resistance.

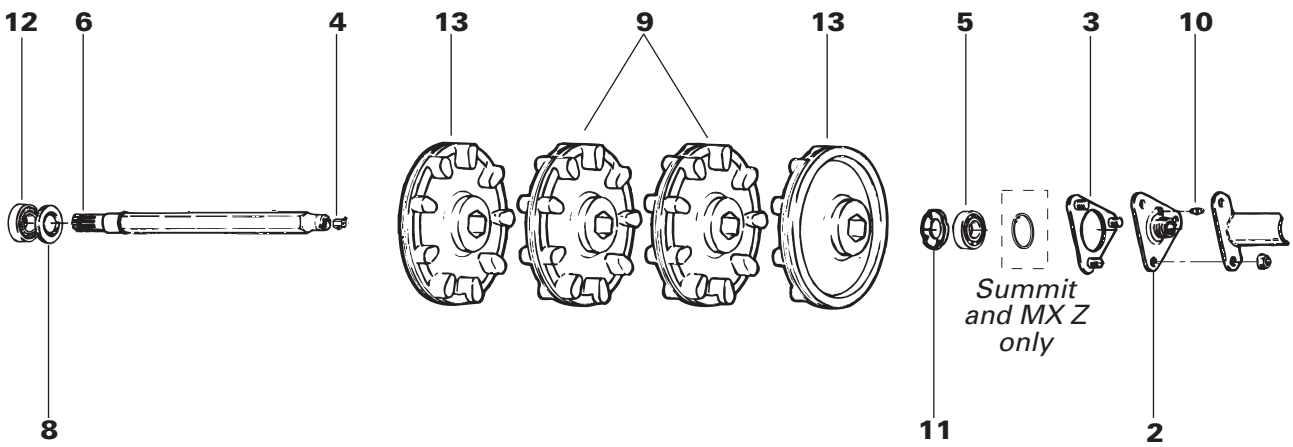
Pay attention to the following conditions that will denote a faulty shock:

– A skip or a hang back when reversing stroke at mid travel.
– Seizing or binding condition except at extreme ends of stroke.
– Oil leakage.
– A gurgling noise, after completing one full compression and extension stroke.

Renew if any fault is present.

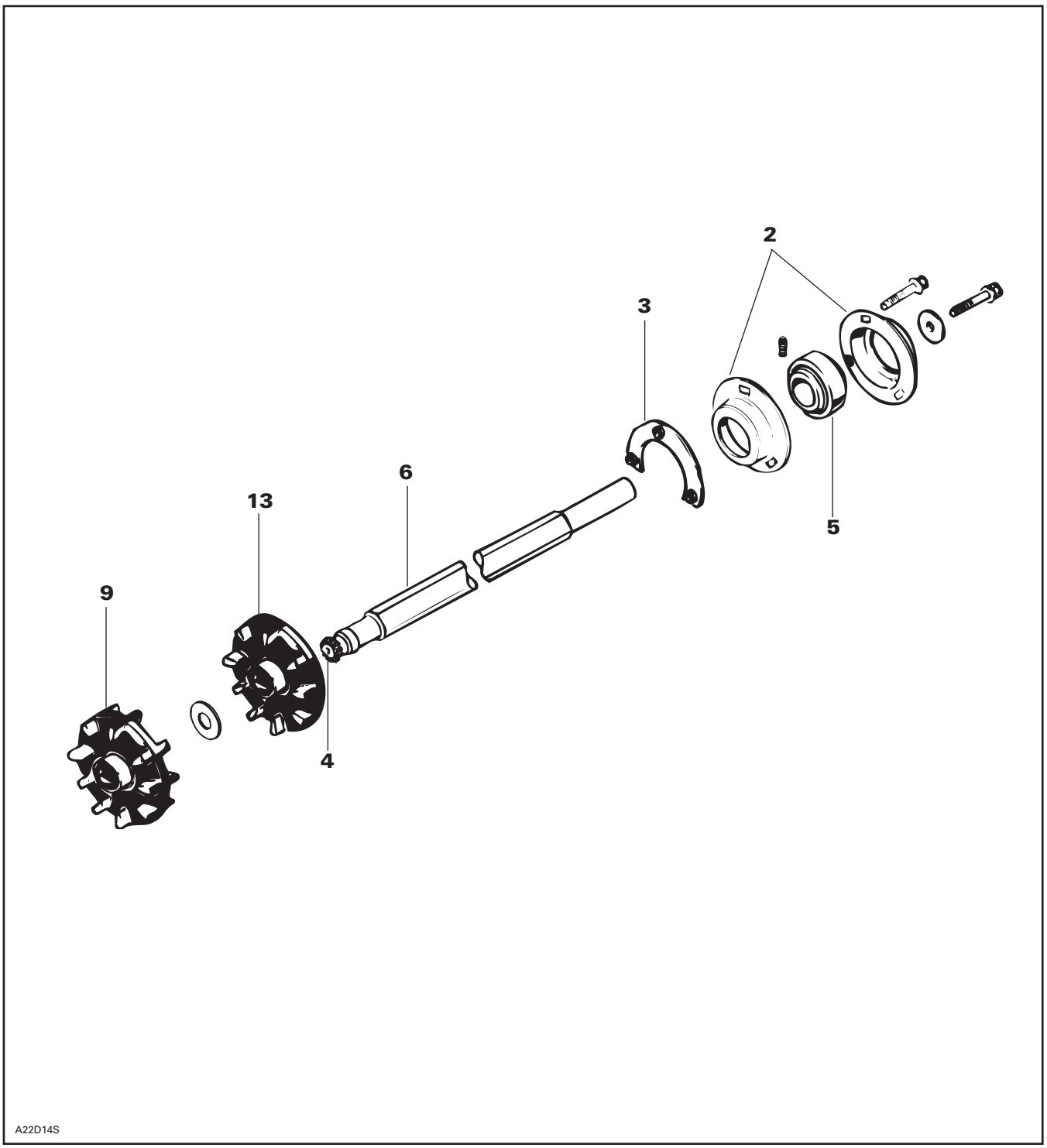
DRIVE AXLE

S-Series



A03D20S

Skandic WT



PARTS FLAT RATE

REMOVAL

All Models Except Skandic WT/SWT/WT LC

Drain oil from chaincase or gearbox. Release drive chain tension. Remove chaincase cover.

Raise and block rear of vehicle off the ground.

Remove suspension. Refer to SC-10 SUSPENSION 06-02.

2,8, End Bearing Housing and Seal

Remove angle drive unit and coupling cable. On Summit and MX Z, remove circlip from drive axle.

Remove chain and sprocket then circlip and bearing from drive axle.

Pry oil seals from chaincase and end bearing housing.

6,9,13, Drive Axle and Sprocket

Release drive axle sprocket from track and at the same time, pulling the drive axle towards the end bearing housing side.

Remove drive axle from vehicle.

Skandic WT/SWT/WT LC Only

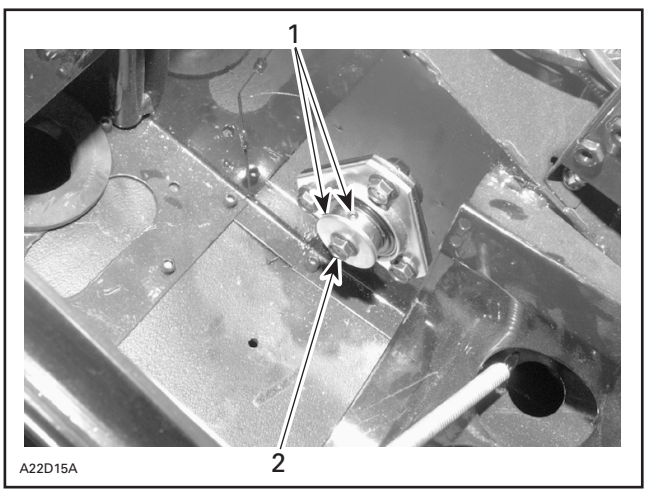
Drain gearbox.

Raise and block rear of vehicle off the ground.

Remove suspension. Refer to SKANDIC WT SUSPENSION 06-03.

Remove muffler. Unfasten screw from drive axle end. Loosen both Allen screws from end bearing.

Remove 3 screws retaining end bearing then remove inner plate.

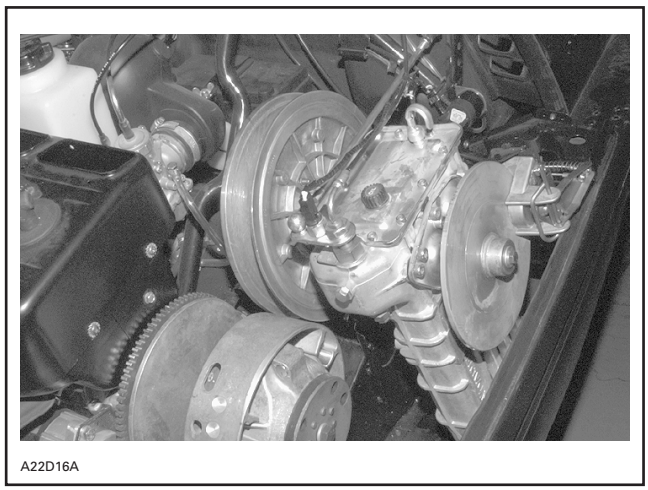


1. Allen screws
2. Screw

Remove angle drive and square pin from bottom of gearbox.

Remove belt guard and belt.

Loosen gearbox retaining screws then move gearbox sideway. Do not remove brake mechanism nor driven pulley.



Remove drive axle.

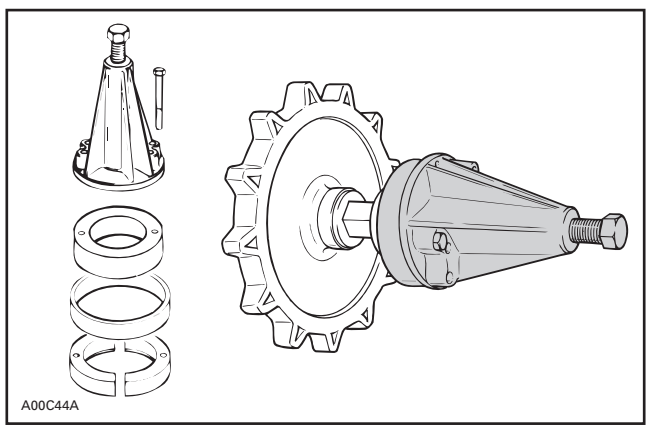
DISASSEMBLY

4, Speedometer Drive Insert

Remove speedometer drive insert.

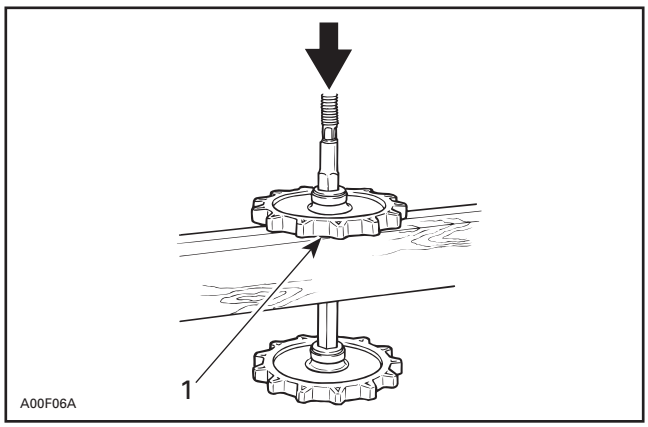
5,12, Bearing

To remove bearings, use puller assembly, ring and half rings as illustrated.



9,13, Sprocket and Half-Sprocket

To remove press fit sprockets, use a press and a suitable support as illustrated.



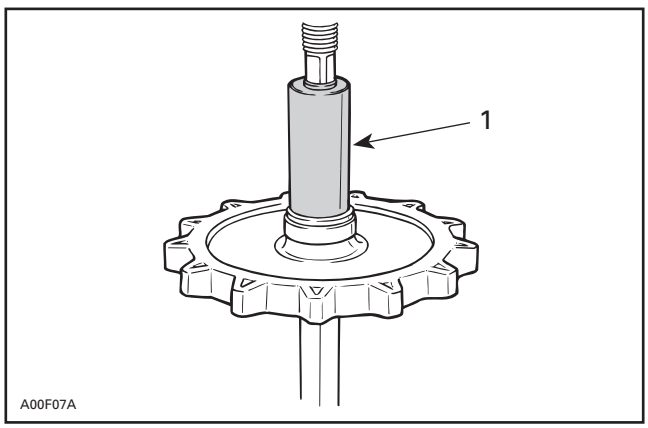
TYPICAL
1. Support sprocket near hub

NOTE: Two different types of sprocket press fit can be found. Ensure to replace ring reinforced sprockets with the same type.

ASSEMBLY

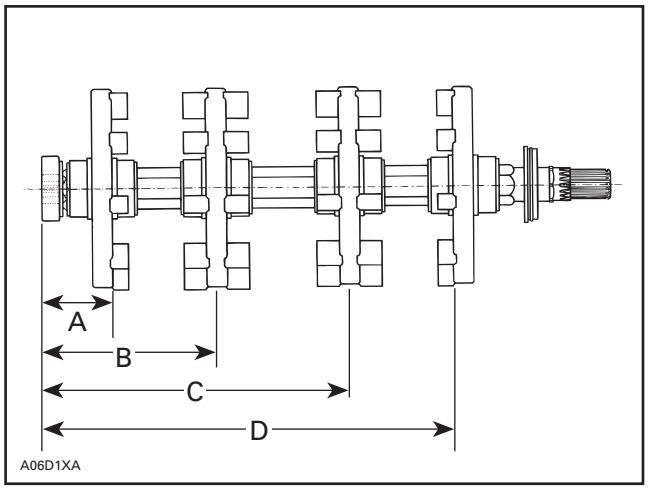
8,9,13, Drive Axle and Sprocket

To assemble press fit sprockets, use a press and a suitable pipe as illustrated. Sprockets must be assembled according to the following dimensions.



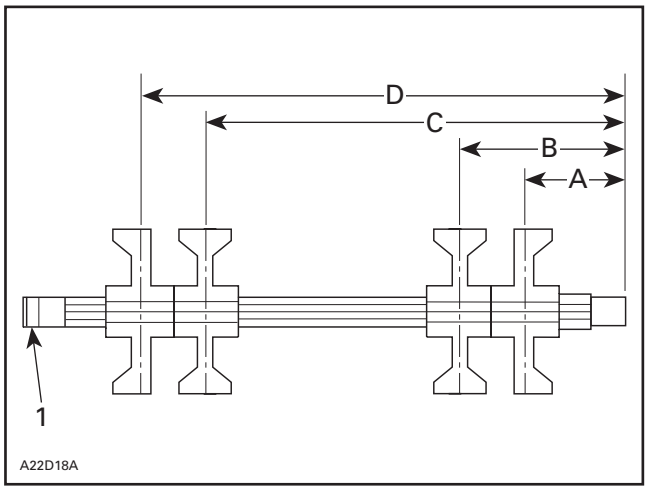
1. Pipe

S-Series



A. 65.8 mm (2-19/32 in)
B. 159.3 mm (6-17/64 in)
C. 282.3 mm (11-7/64 in)
D. 375.8 mm (14-51/64 in)

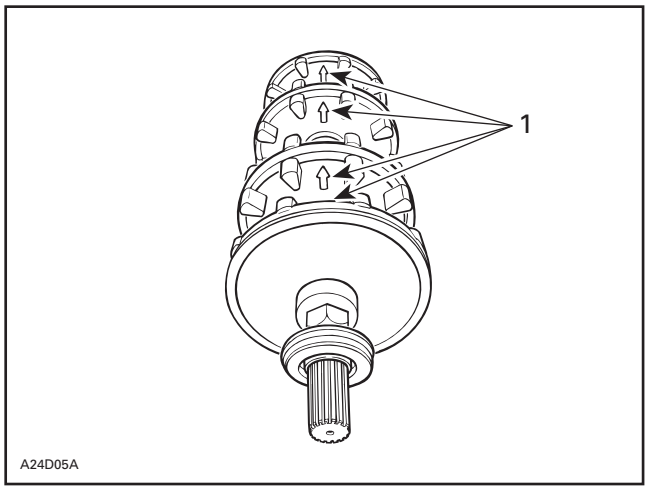
Skandic WT/SWT/WT LC



1. Gearbox side
A. 93 mm (3-21/32 in)
B. 156.5 mm (6-5/32 in)
C. 398.5 mm (15-11/16 in)
D. 462 mm (18-3/16 in)

All Models

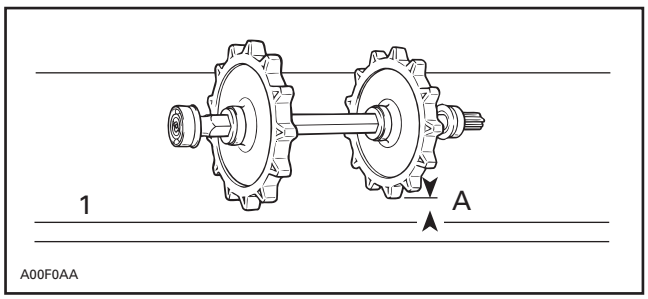
Ensure to align indexing marks of each sprocket when assembling.



TYPICAL
1. Indexing marks aligned

The maximum desynchronization for the sprockets is 1.5 mm (1/16 in).

To check this tolerance, place axle assembly on a plane surface and measure the gap between sprocket tooth and surface.



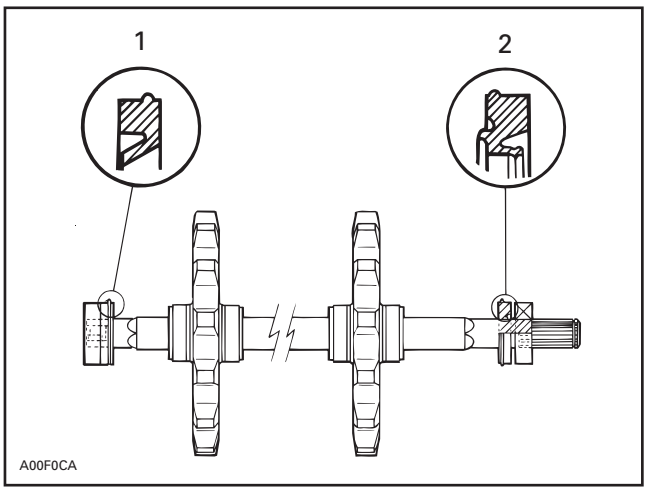
1. Plane surface
A. 1.5 mm (1/16 in) MAXIMUM

▼ CAUTION

The same sprocket must not be pressed twice on the axle. If synchronization is found to be defective, use a new sprocket.

6,8, Drive Axle and Seal

When assembling drive axle, always position a new seal on each end of drive axle (if applicable). Locate seal lip as illustrated.



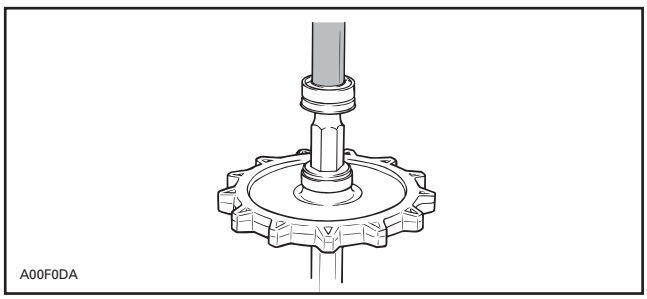
1. Grease seal type
2. Oil seal type

11, Bearing Protector

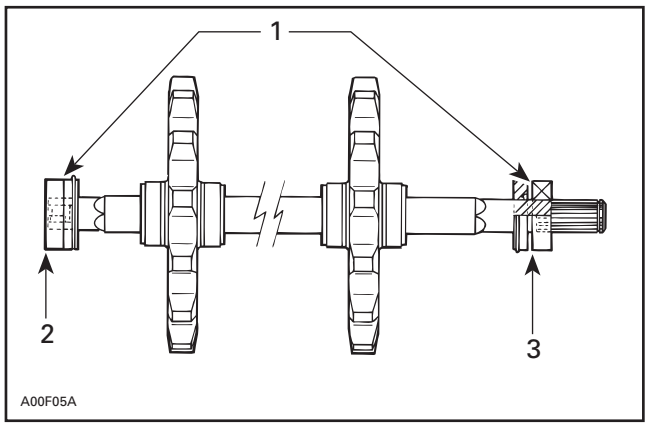
At assembly, flat side of bearing protector must be against bearing.

5,12, Bearing

Always push bearing by inner race.



The bearing on the splined side of axle must be pushed until it is seated on shaft shoulder. The end bearing housing bearing must be flush with end of drive axle. Each bearing must have its shield facing the sprocket.



1. Bearing shield on this side
2. Flush with drive axle
3. Seated on shaft shoulder

AXIAL PLAY

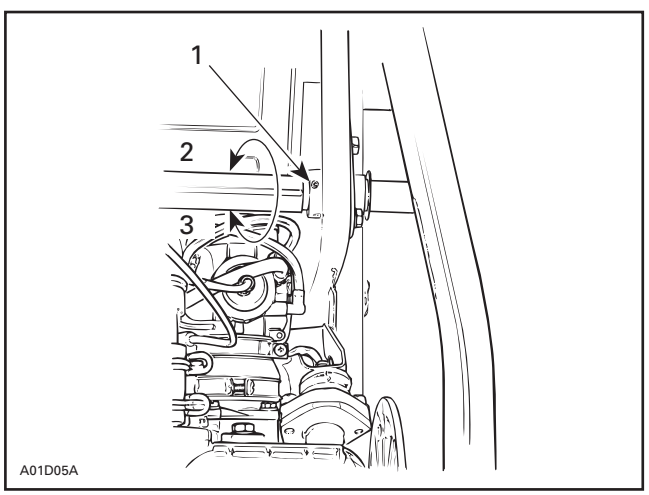
S-Series

Ensure there is no deformation of the sheet metal around the end bearing housing. Straighten as required.

Before attempting to adjust the drive axle axial play, check the chaincase perpendicularity as follows:

CHAINCASE PERPENDICULARITY ADJUSTMENT

– Remove driven pulley.
– Slacken bearing collar set screw and working from the driven pulley side, turn bearing collar clockwise.

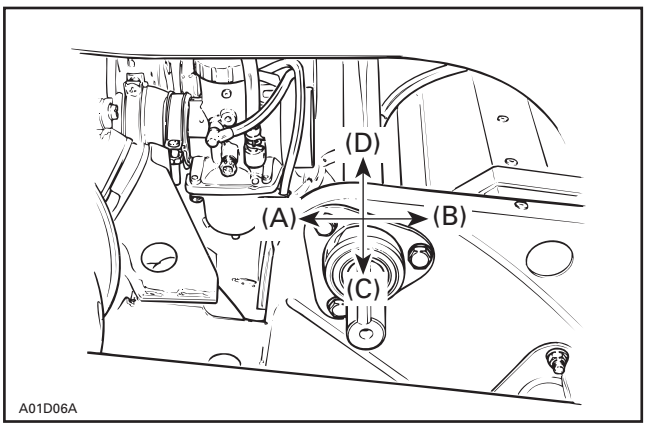


TYPICAL

1. Set screw
2. Slacken
3. Tighten

– Extract bearing from its support.

Wrong chaincase perpendicularity will make it difficult to correctly install the bearing in its support due to the countershaft and support misalignment.



TYPICAL

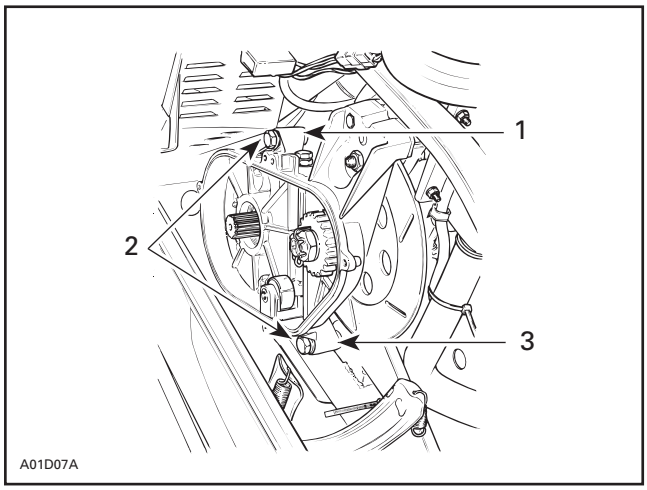
– Add shim(s) (P/N 504 0398 00) between chaincase and frame to obtain easy bearing installation.

▼ CAUTION

When installing one shim or more between chaincase and frame, secure with 50 mm long screws.

	BEARING POSITION			
	(A) TOWARD FRONT OF VEHICLE	(B) TOWARD REAR OF VEHICLE	(C) TOWARD BOTTOM OF VEHICLE	(D) TOWARD TOP OF VEHICLE
SHIM LOCATION	LOWER	UPPER	UPPER	LOWER

This chart can be use as a "starting point" to correct the chaincase perpendicularity.

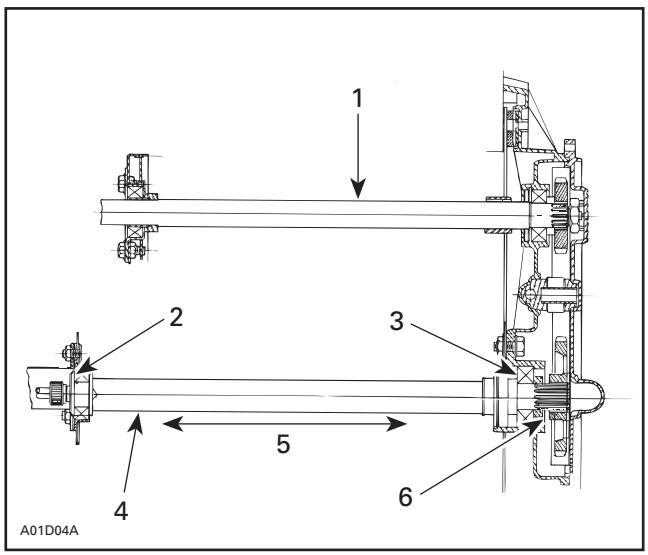


TYPICAL

1. *Upper shim location*
2. *50 mm long screws when installing one shim or more*
3. *Lower shim location*

– Do not reinstall the driven pulley at this time.

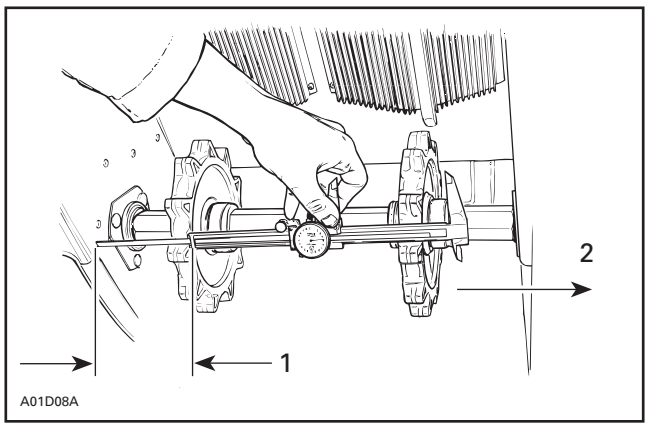
AXIAL PLAY ADJUSTMENT



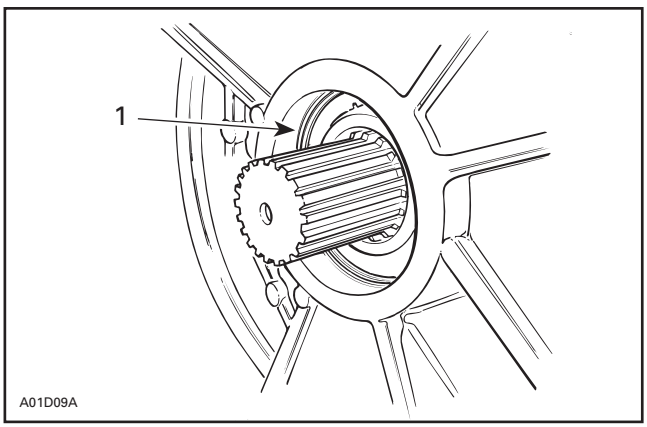
TOP VIEW

1. *Countershaft*
2. *Shim position on end bearing housing side*
3. *Shim position on chaincase side*
4. *Drive axle*
5. *Axial play*
6. *Shim between sprocket and spacer*

– Push the drive axle toward chaincase and take note of the distance between the sprocket and tunnel.



1. *Distance between sprocket and tunnel*
2. *Drive axle pushed toward chaincase*



1. *No gap all around*

– Pull drive axle toward the end bearing housing and take note of the measurement between sprocket and tunnel.

The drive axle axial play is the difference between these 2 measurements.

– Repeat this procedure 2 or 3 times to obtain an accurate measurement.

The allowable drive axle axial play is 0 to 1.5 mm (0 to .060 in).

The drive axle axial play, as calculated above, should be within the allowable axial play, add shim(s) accordingly.

– Remove drive axle, install required shim(s) as per the **shim position** chart, reinstall drive axle without the suspension and track.

SHIM POSITION

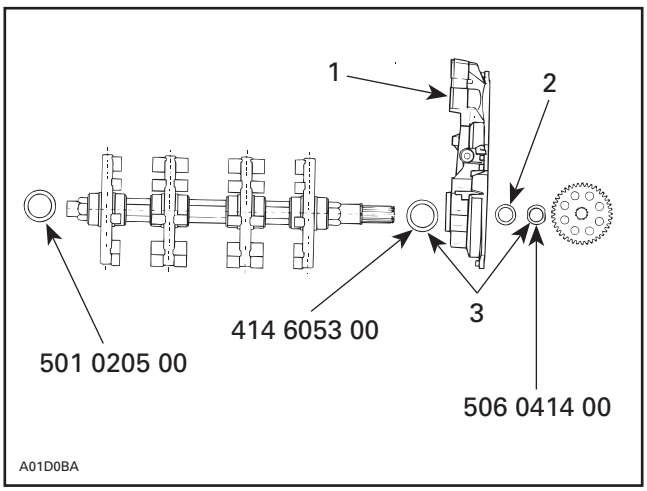
Shim position is important to maintain proper sprocket alignment.

▼ CAUTION

Install shim(s) following the pattern shown in the chart.

SHIM(S) REQUIRED	SHIM POSITION AND QUANTITY	
	END BEARING HOUSING SIDE	CHAINCASE SIDE
1	1	
2	1	1
3	2	1

When installing shims between the chaincase and the drive axle bearing, there must be same quantity of shims between the drive chain sprocket and spacer.

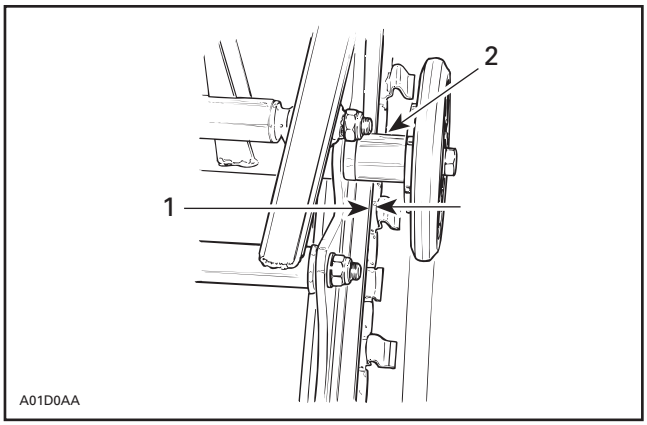


1. Chaincase
2. Spacer
3. Same quantity

– Doublecheck drive axle axial play as described above.
– Modify total shim thickness as required.
– Reinstall track and suspension. Adjust track tension and alignment.

NOTE: Center the track suspension to ensure that the alignment check made in the next step is accurate.

– To center, grasp the track suspension and move it sideways, left and right. Position the track suspension at the midpoint of its sideways movement.
– Check track front alignment by measuring the gap, on each side between guide cleat and the slider shoe, behind the suspension front axle as shown.



1. Distance between guide cleat and slider shoe
2. Suspension front axle

If the difference between each side exceeds 3 mm (1/8 in), redistribute drive axle shims as follows:

DIFFERENCE BETWEEN EACH SIDE	DRIVE AXLE SHIM REDISTRIBUTION
3 to 4.5 mm (1/8 to 3/16 in)	Remove 1 shim from larger gap side. Add 1 shim on smaller gap side.
4.5 to 6 mm (3/16 to 1/4 in)	Remove 2 shims from larger gap side. Add 2 shims on smaller gap side.

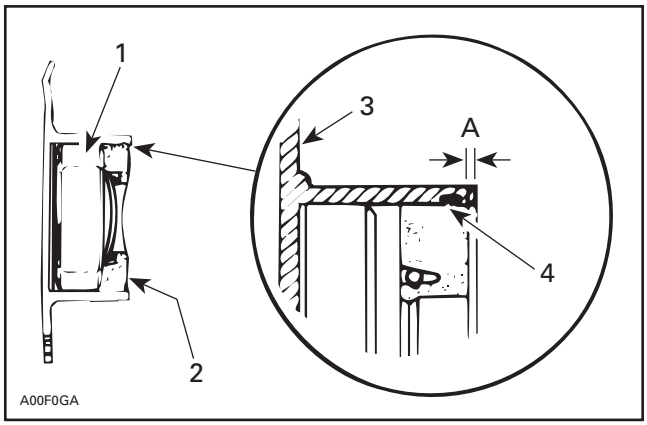
INSTALLATION

4, Speedometer Drive Insert

If the drive axle to be installed is a new part and the vehicle is equipped with a speedometer, a correct size speedometer drive insert must be installed into the axle end. Ensure that insert is flush with end of axle.

Position drive axle assembly into location. Install end bearing housing. Install spacer (if applicable) between bearing and lower chaincase sprocket.

Install chaincase and position seals (if applicable), making sure that a gap of approximately 2 mm (1/16 in) exists between end of bearing housing and each seal.



SIDE VIEW

1. *Bearing*
2. *Seal*
3. *Housing*
4. *Seal lip*

A. 2 mm approx.

3, Retainer Ring

Make sure that welded nuts are toward inside of tunnel.

Lock drive axle sprocket with a circlip.

Reinstall the chaincase cover.

Refill with chaincase oil. Refer to TECHNICAL DATA 09-03.

Install the suspension. Refer to TRACK 06-05 and adjust track tension and carry out track alignment procedure.

LUBRICATION

15, Grease Fitting

Lubricate end housing bearing with low temperature grease (P/N 413 7061 00).

ADJUSTMENT

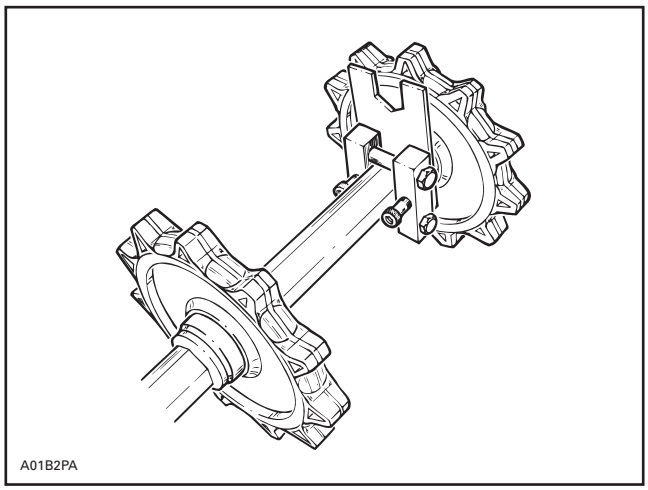
Sprocket/Track Alignment

▼ CAUTION

Do not temper with sprocket/track alignment if frame or suspension is damaged.

Sprockets might be repositioned to fit lugs without removing drive axle.

Use drive axle sprocket adjuster kit (P/N 861 7257 00).



TYPICAL

TRACK

TRACK TYPE APPLICATION

Refer to TECHNICAL DATA section 09-03.

GENERAL

This section gives guidelines for track removal. Some components require more detailed disassembly procedures. In these particular cases, refer to the pertaining section in this manual.

INSPECTION

Visually inspect track for:

– cuts and abnormal wear
– broken rods
– broken or missing track cleats

If track is damaged or rods are broken, replace track. For damaged or missing cleats, replace by new ones, using cleat remover (P/N 529 0287 00). Use small-cleat installer (P/N 529 0085 00).

◆ WARNING

Do not operate a snowmobile with a cut, torn or damaged track.

REMOVAL

S-Series

Remove the following parts:

– speedometer cable
– muffler
– chaincase cover
– suspension
– drive axle seal
– end bearing housing
– sprockets and chain
– drive axle (toward end bearing housing)
– track

Skandic WT/SWT/WT LC

Remove the following parts:

– rear suspension
– muffler
– RH drive axle end bearing
– angle drive and square pin

Move transmission sideway. Do not remove brake mechanism nor driven pulley. Refer to SKANDIC WT SUSPENSION 06-03.

Remove drive axle then track.

INSTALLATION

All Models

Reverse the removal procedure.

NOTE: When installing the track, respect rotation direction indicated by an arrow on track thread.

Check sprocket/track alignment as described in DRIVE AXLE 06-04.

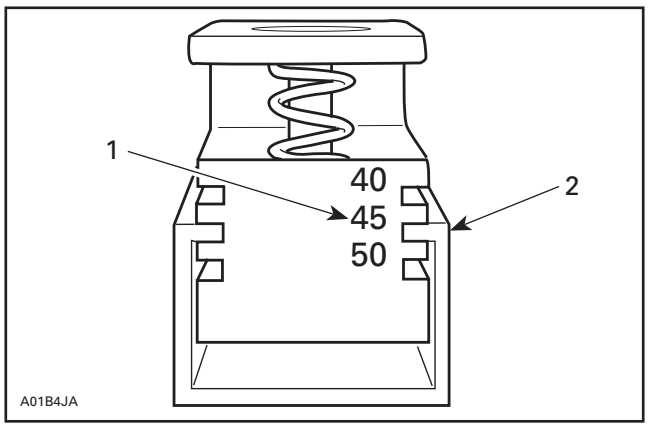
Track Tension and Alignment

Track tension and alignment are inter-related. Do not adjust one without checking the other. Track tension procedure must be carried out prior to track alignment.

Tension

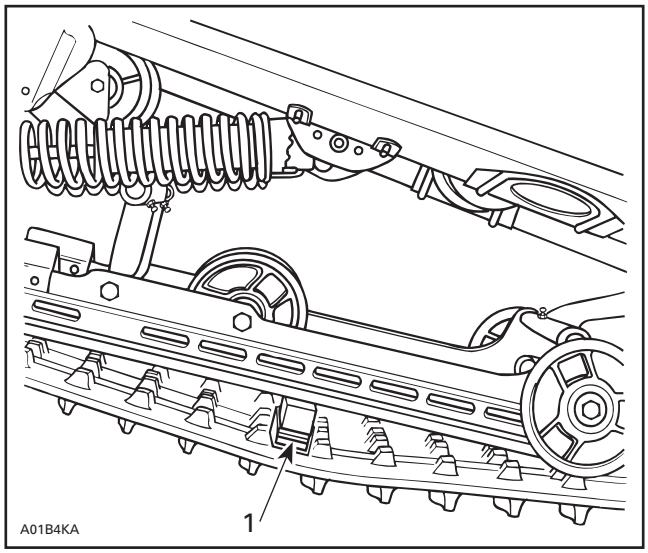
Lift the rear of vehicle and support with a mechanical stand. Allow the slide to extend normally. Check the gap half-way between front and rear idler wheels. Measure between slider shoe and bottom inside of track.

When using the track tension gauge (P/N 529 0215 00), slide U shape extrusion to proper deflection.



1. Example: 45 mm
2. Extrusion

Insert pre-setted gauge between slider shoe and track. Allow gauge to settle by forcing track up and down. Track tension is as specified when edge of gauge reaches lign.



TYPICAL
1. Lign

NOTE: Lightly oil track tension gauge center pin to avoid sticking.

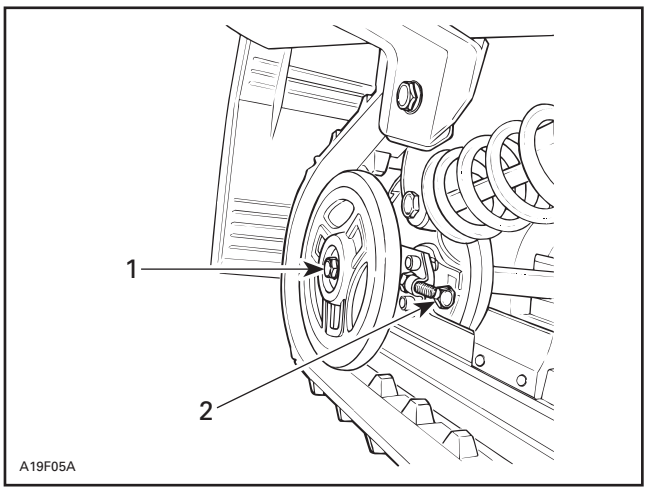
All Models

45 to 50 mm (1-25/32 to 1-31/32 in) when exerting a downward pull of 7.3 kg (16 lb).

▼ CAUTION

Too much tension will result in power loss and excessive stress on suspension components. If too loose, the track will have a tendency to thump.

To adjust, loosen the rear idler wheel retaining screws then loosen or tighten the adjuster bolts located on the inner side of the rear idler wheels.



TYPICAL
1. Retaining screw
2. Adjuster bolt

Alignment

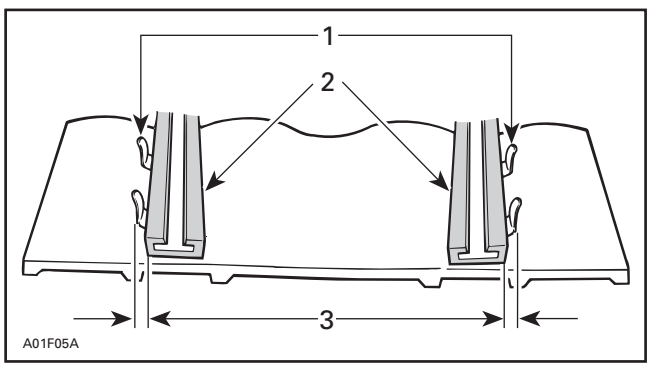
◆ WARNING

Before checking track tension, ensure that the track is free of all particles which could be thrown out while it is rotating. Keep hands, tools, feet and clothing clear of track. Ensure no one is standing in close proximity to the vehicle.

All Models

With rear of vehicle supported off the ground, start engine and allow the track to rotate **slowly**.

Check that the track is well centered; equal distance on both sides between edges of track guides and slider shoes.

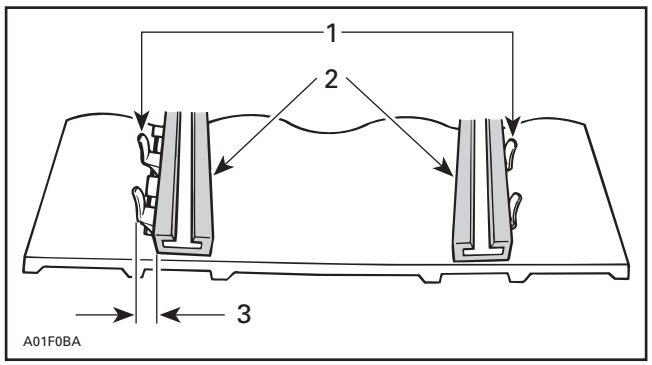


1. Guides
2. Slider shoes
3. Equal distance

◆ WARNING

Before checking track alignment, ensure that the track is free of all particles which could be thrown out while track is rotating. Keep hands, tools, feet and clothing clear of track.

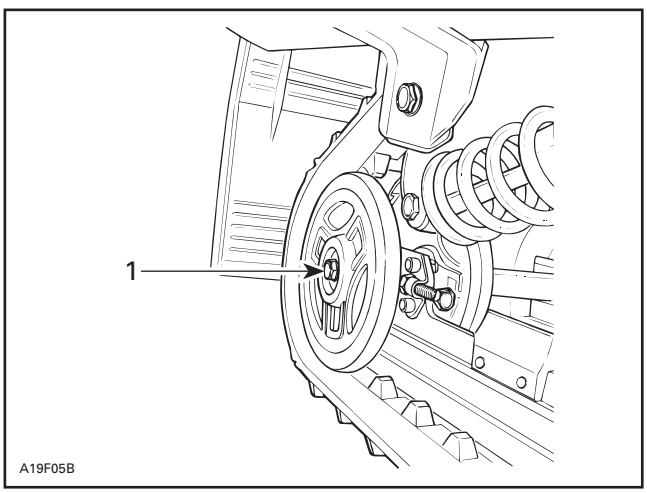
To correct, stop engine then tighten the adjuster bolt on side where guides are farthest to slide. Re-check alignment.



1. Guides
2. Slider shoes
3. Tighten on this side

NOTE: Torque retaining screw to 48 N•m (35 lbf•ft) after adjustment.

Tighten the idler wheel retaining screws.



TYPICAL
1. Retighten

Restart engine, rotate track **slowly** and recheck alignment.

Track Cleat

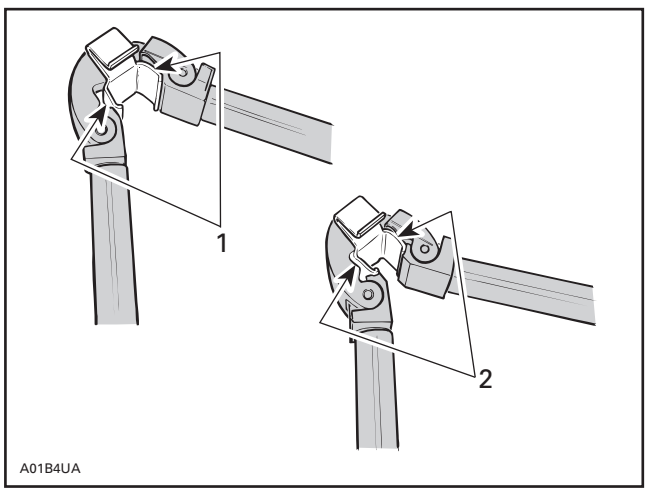
Removal

– Raise rear of vehicle off the ground and lift snowguard then rotate track to expose a cleat to be replaced.
– Using track cleat remover (P/N 529 0087 00) for all models.

Installation

NOTE: Keep the same pitch between guide cleats.

– Place new cleat in position and using small track cleat installer (P/N 529 0085 00) bend cleat then push tabs into rubber.



TYPICAL
1. First step
2. Second step (to push tabs into rubber)

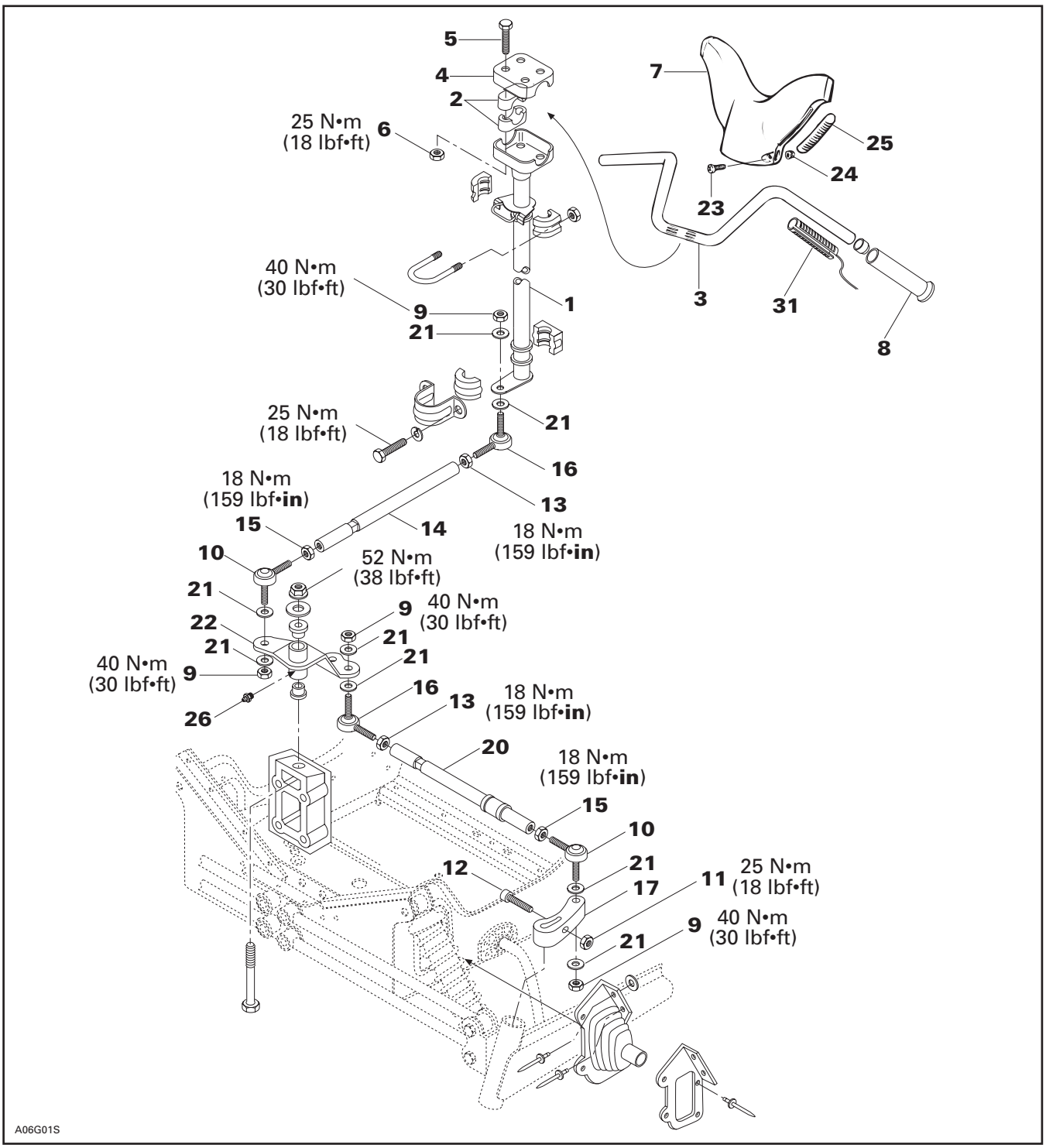
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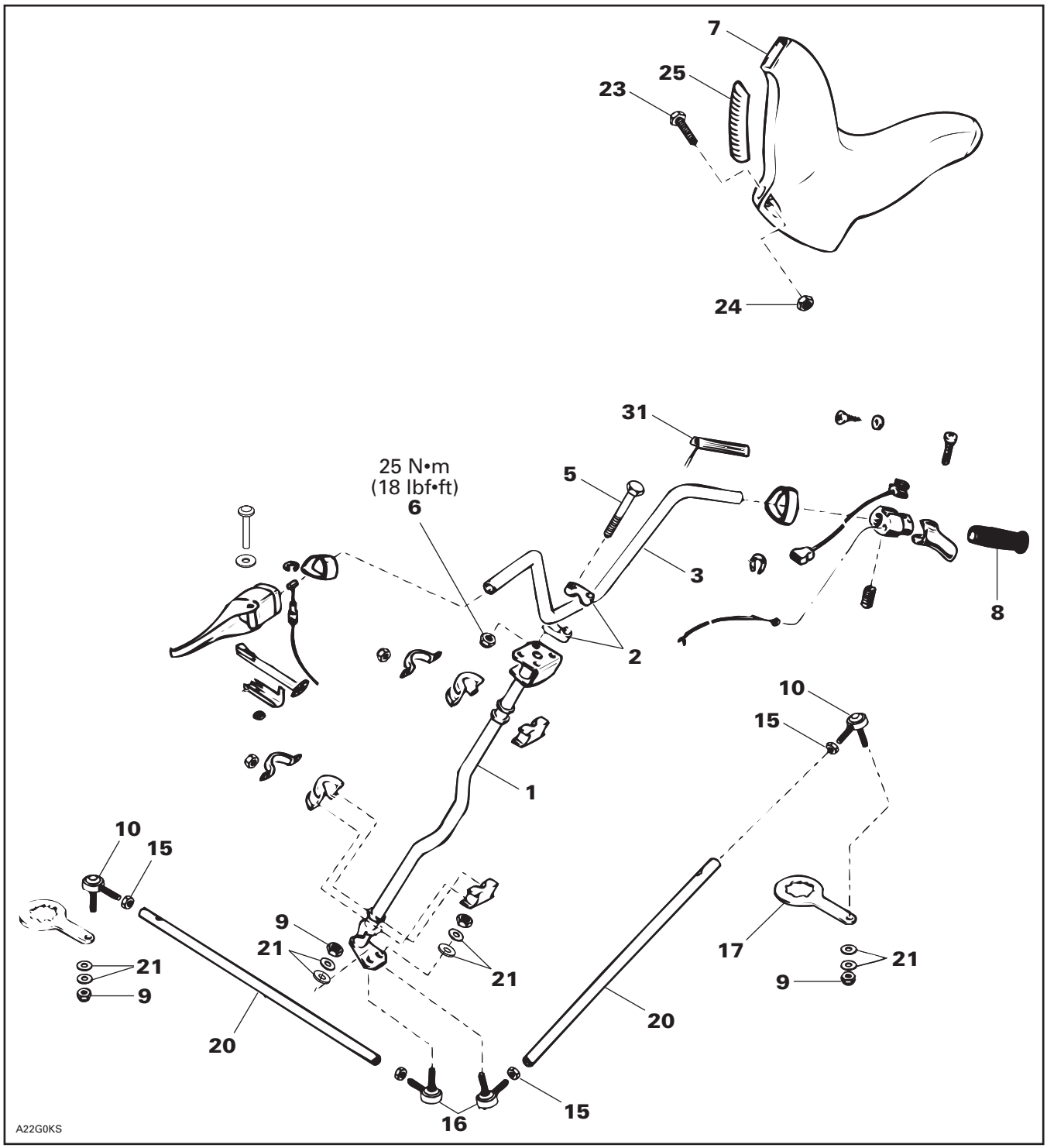
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STEERING SYSTEM

S-Series



Skandic WT



PARTS FLAT RATE

INSPECTION

Check skis and runner shoes for wear, replace as necessary. (See section 07-03).

17, Steering Arm and Ski Leg

Make sure steering arm and ski leg splines interlock.

◆ WARNING

Any parts having worn splines have to be replaces with new ones.

Check the general condition of the steering system components for wear. Replace if necessary.

DISASSEMBLY AND ASSEMBLY

8, Grip

Grips can be removed and installed without any damage by injecting compressed air into the handlebar or by heating them with a heat gun.

1, Steering Column

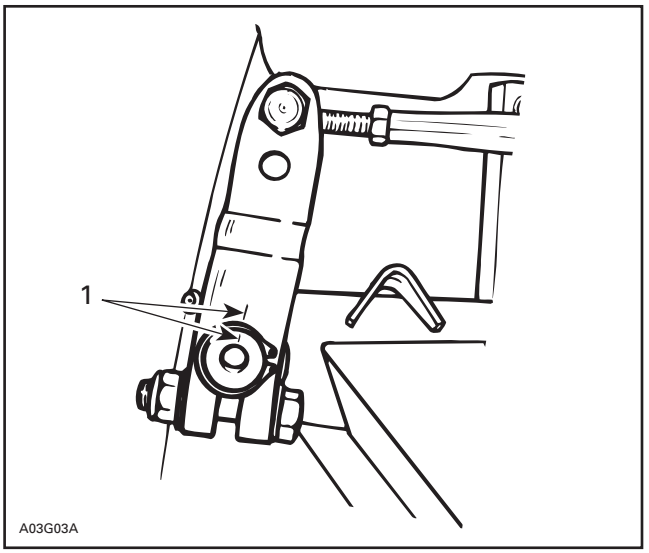
Remove steering pad then handlebar ass'y.

To gain access remove the air intake silencer and carburetor(s).

Detach the short tie rod (under the engine) from the steering column.

17, Steering Arm

To maintain correct steering geometry for reassembling, punch mark the steering arm and ski leg before disassembly.



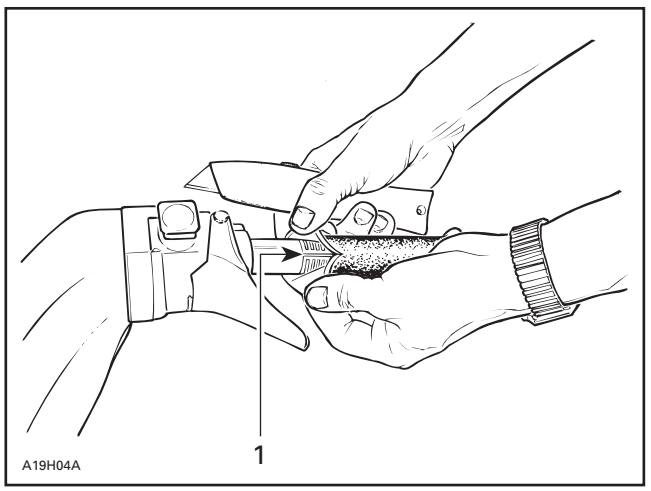
TYPICAL

1. Punch marks

31, Heating Grip Element

On vehicles is equipped with heating, the grips, might be unremovable as explained above, in this case, carefully proceed as follows to prevent damaging the heating elements.

Locate the element wires inside the handlebar; look through end of grip. Start cutting the grip exactly opposite the element wires and immediately peel it open to locate the gap in the heating element, as shown.



1. Gap in the heating element opposite the wires

Continue cutting along the gap and remove the grip. If required, slowly peel heating element from handlebar and remove it.

To install, stick the heating element to the handlebar making sure the wires do not interfere with operation of the accelerator or brake handle.

◆ WARNING

Never use lubricants (e.g. soap, only grease, etc.) to install the handlebar grip, use a mix of soap and water. Mix 40 parts of water with one part of dish washing soap (recommended: Ultra Joy, Sunlight or Palmolive).

Heat the grip with a heater gun or a spot light to ease installation. Insert new grip with a rubber mallet.

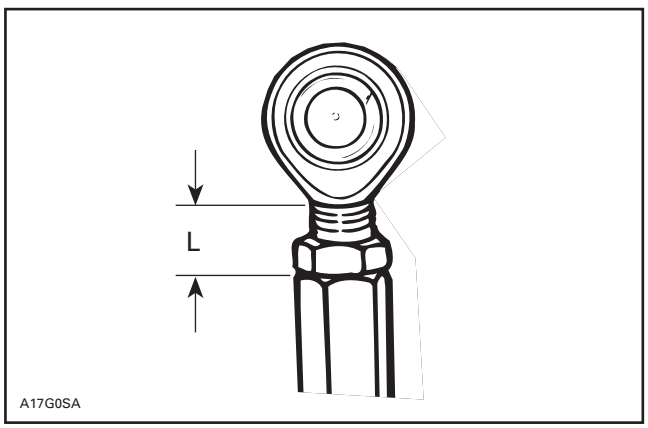
INSPECTION

Refer to TESTING PROCEDURE 05-07.

10,16, Ball Joint (Left Hand and Right Hand Threads)

Inspect ball joint ends for wear or looseness, if excessive, replace them.

Screw threaded end of the ball joint into the tie rod. The maximum external threaded length not engaged in the tie rod must not exceed the value **L** in the following thread length chart:

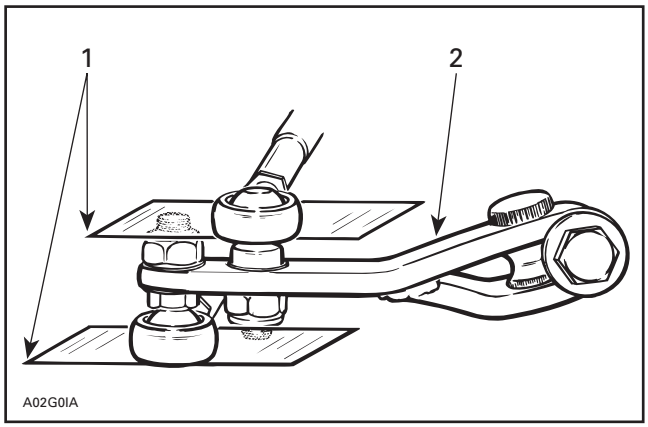


TYPICAL

MODEL	L	
	mm	(in)
All	20	(25/32)

The ball joint should be restrained when tightening the tie rod end lock nut. Align it so the tie rod end is parallel to the steering arm when assembled on the vehicle, refer to the following illustration.

For proper torque specifications refer to the specific exploded view for the vehicle being serviced.



TYPICAL

1. Parallel with steering arm
2. Steering arm

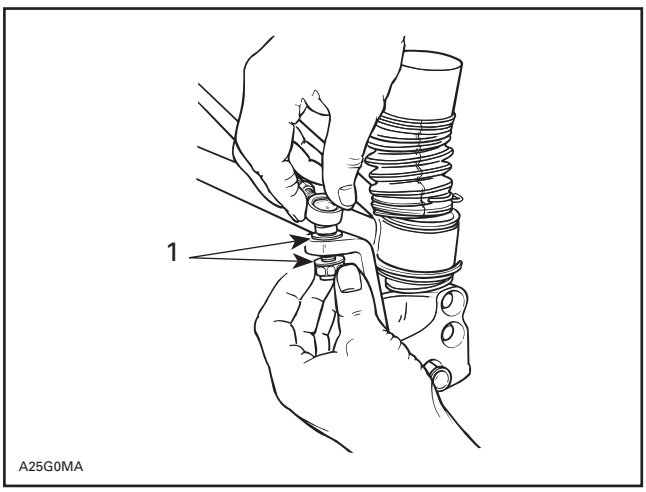
◆ WARNING

The cut off section of the ball joint must run parallel with the steering arm. When tightening lock nuts, restrain ball joint with appropriate size wrench. Ensure not too many threads are kept outside of the tie rod according to the thread length chart.

21, Hardened Washer

All Models Except Skandic WT

Install a hardened washer on each side of the arm.

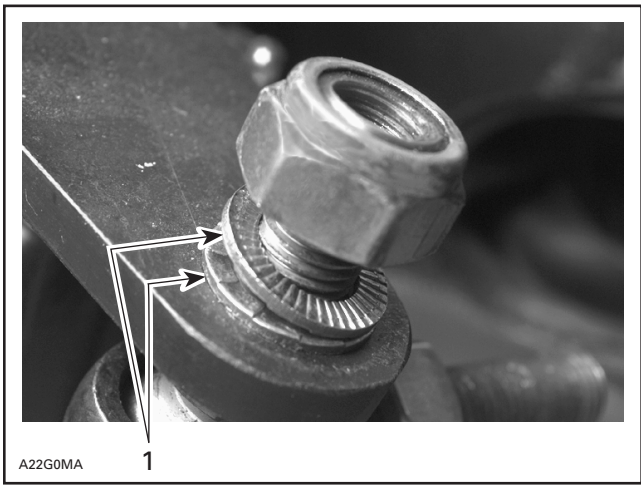


TYPICAL

1. Hardened washers

Skandic WT Only

Install special washers (locking disks) with teeth facing each others.



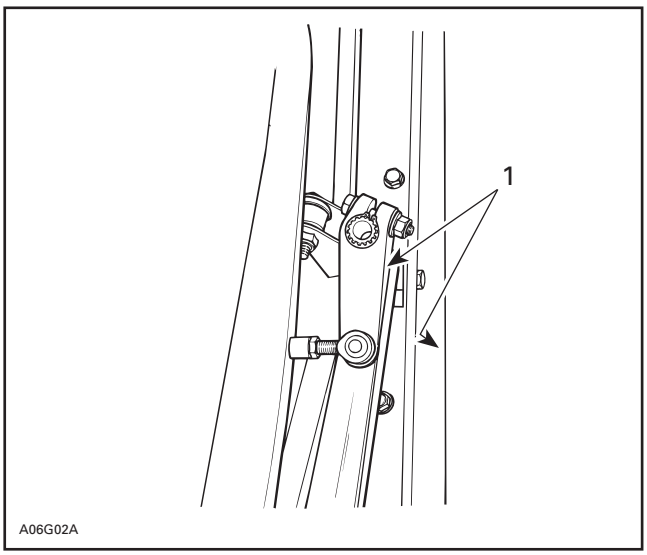
1. Large teeth

All Models Except Skandic WT

17, Steering Arm

The steering arm angles should be equal on both sides when skis are parallel with vehicle.

Steering arm must run parallel to ski.

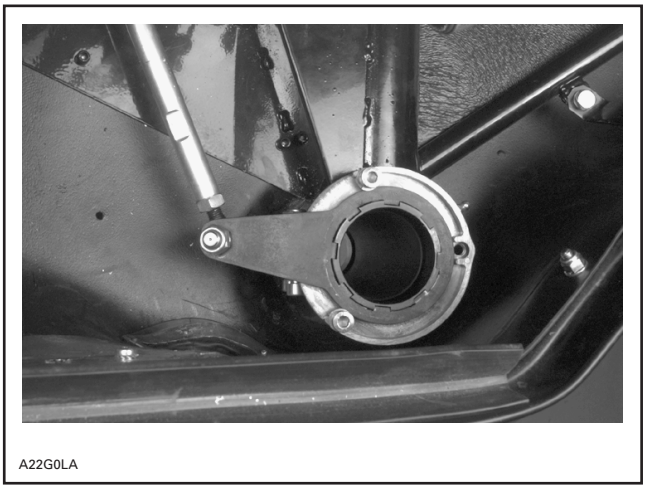


TYPICAL
1. Parallel

Tighten the steering arm pinch bolt to the torque specified in the exploded view.

Skandic WT Only

Install steering arm at mid-travel position when handlebar is facing straight ahead.

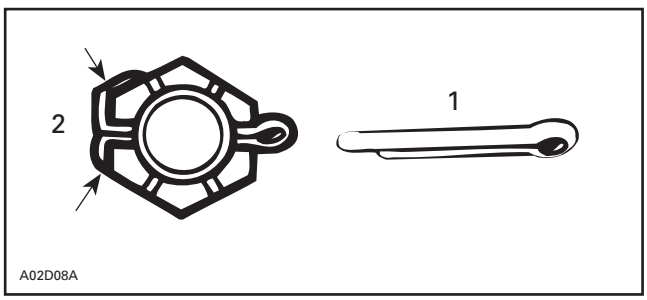


9,13,15, Ball Joint Nut and Jam Nut

Tighten ball joint, nuts and jam nuts to specified torque (see exploded view).

9, Vehicles with a Castle Nut

After proper torque has been applied to the ball joint nut, insert a cotter pin through the hole in the tie rod end bending the ends around the nut as shown in the following illustration.



1. New
2. Fold cotter pin over castellated nut flats only

11,12, Steering Arm Nut and Bolt

Tighten steering arm nuts to specified torque (see exploded view).

ADJUSTABLE HANDLEBAR

1,3, Steering Column and Handlebar

If applicable, remove the steering clamp and nuts holding the handlebar to the steering column.

2,4,5,6, Handlebar Support, Steering Clamp, Bolt and Nut

Install the handlebar support, steering clamp, the 4 screws and nuts to the column, as illustrated.

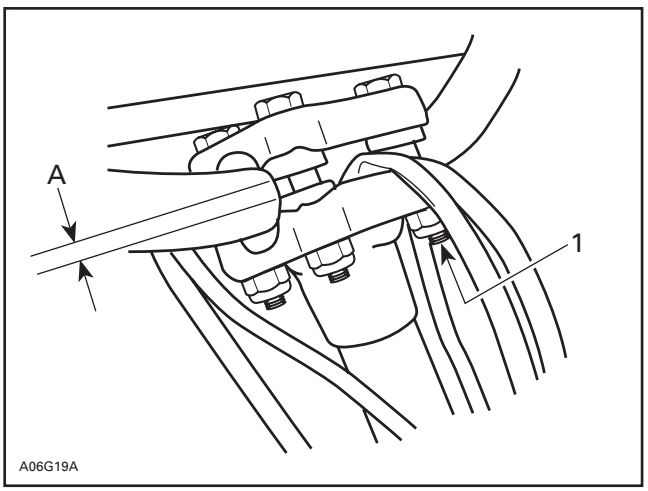
See applicable exploded view for each model.

Adjust the steering handlebar to the desired position.

Lock the handlebar in place by tightening the 4 nuts as specified in the illustrations.

▼ CAUTION

Tighten the nuts equally in a criss-cross sequence and ensure there is an equal gap on each side of the clamps.



TYPICAL

1. Torque to 26 N•m (19 lbf•ft)
A. Equal gap all around

◆ WARNING

Avoid contact between the brake handle and the windshield by NOT adjusting the handlebar too high.

◆ WARNING

Make sure that the steering pad and all controls are properly fixed to their normal location on the handlebar.

7,23,24,25, Steering Pad, Bolt, Nut and Rubber Attachment

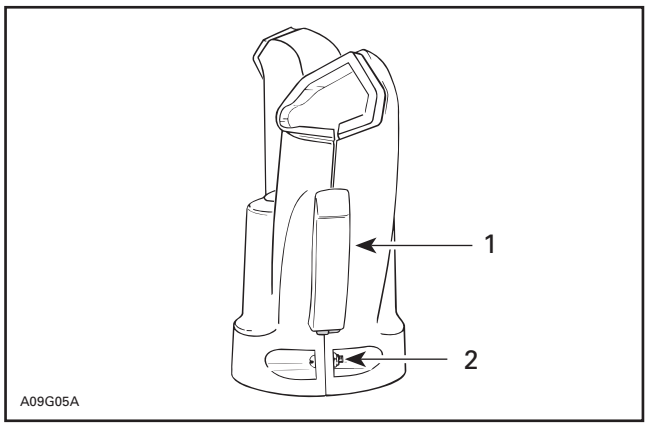
▼ CAUTION

Prior to installation, perform handlebar adjustment.

Properly fit the steering pad to the handlebar. Assemble using the 2 rubber attachments, nuts and bolts where applicable.

◆ WARNING

Make sure that the steering pad and all controls are properly fixed to their normal location on the handlebar.



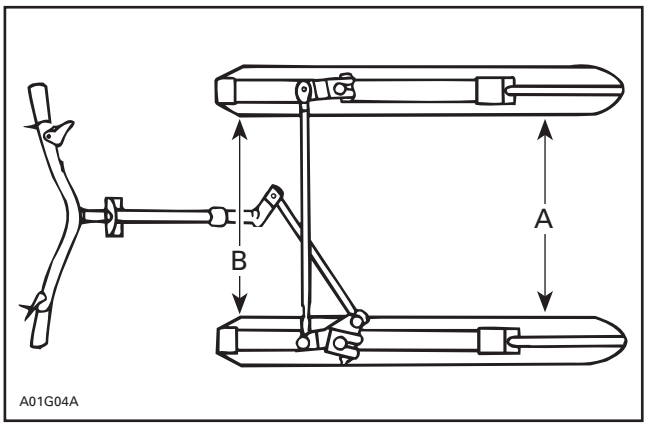
1. Rubber attachment
2. Nut and bolt (where applicable)

STEERING ADJUSTMENT (SKIS)

Definitions

TOE-OUT:

A difference measured between the front edge of the skis "A" and rear edge "B" as viewed from the top. It is adjustable.



CAMBER:

A specific inward or outward tilt angle of ski leg compared to a vertical line when viewing the vehicle from front. **This angle is adjustable on some models only.**

Adjustments

S-Series

Adjustments should be performed following this sequence:

– Pivot arm centering.
– Set camber angle (some models).
– Check for a horizontal handlebar.
– Set toe-out.

DSA System

PIVOT ARM CENTERING

◆ WARNING

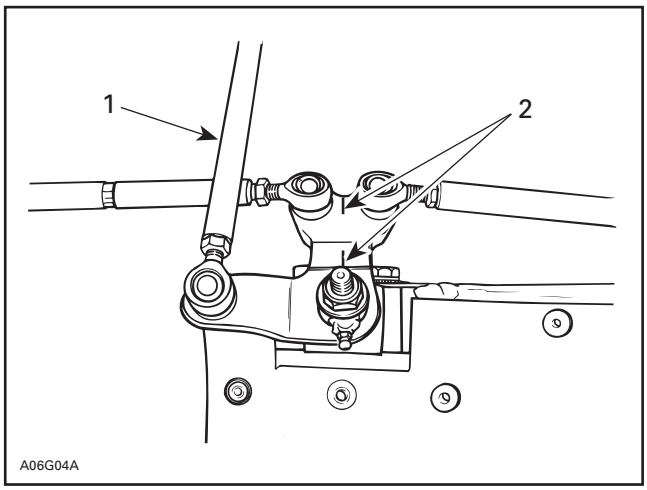
Do not attempt to adjust straight ahead ski position by turning the ball joint on tie rod no.14.

13,14,15,22, Jam Nut, Tie Rod and Pivot Arm

With handlebar in straight ahead position, the center of the pivot arm must be in line with the end of the bolt. Loosen the jam nuts on tie rod **no. 14** (LH threads on steering column end) and turn tie rod accordingly. Align and retighten the jam nuts to 18 N•m (159 lbf•**in**).

◆ WARNING

Never lengthen tie rod so that threaded portion of ball joint exceeds 20 mm (25/32 in).



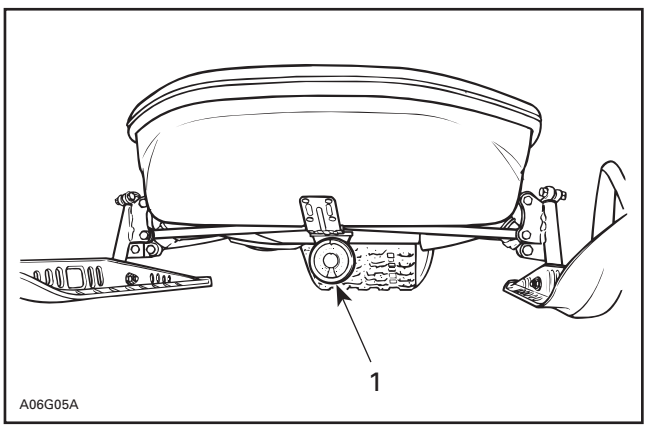
*1. Tie rod **no. 14***
2. Center of pivot arm in line with bolt end

CAMBER

NOTE: On vehicles without adjustable radius arms (**no. 7**) the camber is not adjustable.

NOTE: Identical adjustments are required on both sides of the vehicle.

– Make sure the vehicle is leveled by placing an angle finder under the main frame member as shown on the following illustration.



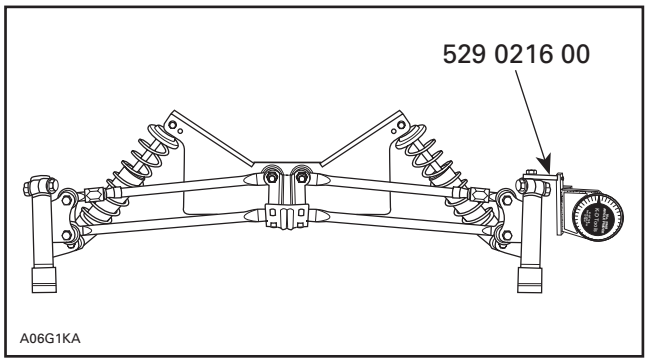
1. Angle finder

Using special tool (P/N 529 0216 00) mounted to the ski leg position the angle finder on the tool as shown in the following illustration. An alternate location for the angle finder if the special tool is not available is the outside of the ski leg housing.

Adjust the camber to 0° ± 0.5°.

▼ CAUTION

Angle finder must sit square against swing arm. Positioning angle finder against weld bead or decal may result in false reading.



TYPICAL — DSA CAMBER ADJUSTMENT SET-UP

Adjusting

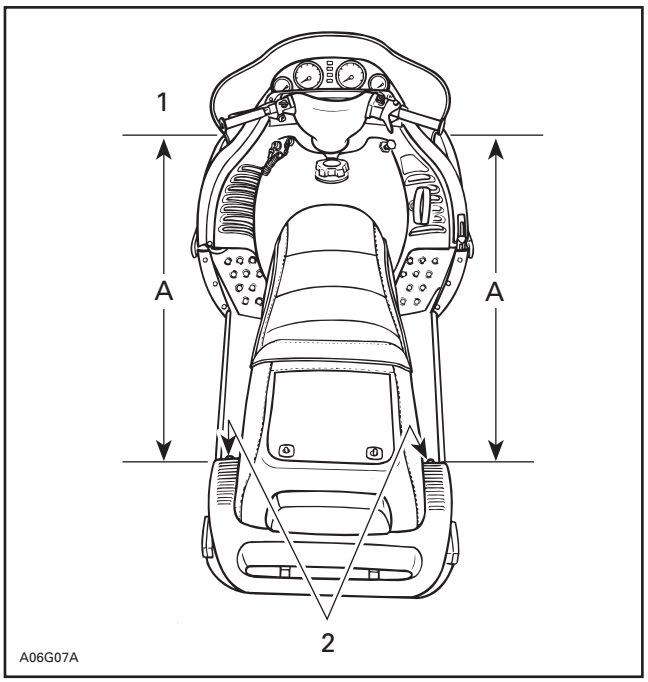
– Loosen lock nut on both lower control arms.

– Unbolt both upper control arms at ski leg housing. Turn tie rod half turn at a time to obtain a vertical ski leg (0° 0.5°). Bolt upper control arms.

HANDLEBAR AND SKI TOE-OUT

Check that handlebar is horizontal when skis are in straight ahead position by measuring from the extremities of the grips to the rearmost edge of the tunnel, as shown.

NOTE: The reference point must be the same relative to each side.



TYPICAL

1. Equal distance A on each side
2. Same reference point (rivet)

Adjustment is performed by adjusting length of left and right tie rods **no. 20**.

◆ WARNING

Do not attempt to adjust skis straight ahead position by turning ball joint on tie rod no. 14.

Procedure:

– Loosen jam nuts **no. 13** and **no. 15** of both tie rods **no. 20**.

– Turn the tie rod on one side to shorten its length.

– Lengthen the other one by turning it exactly the same amount, so that toe-out is not changed.

◆ WARNING

Never lengthen tie rod so that threated portion of ball joint exceeds 20 mm (25/32 in).

– Close front of skis manually to take all slack from steering mechanism.

NOTE: A rubber cord must be hooked in front of skis to keep them closed.

Skandic WT Only

– Skis should have a toe-out of 10 mm (3/8 in) when they are in a straight-ahead position and the vehicle is resting on the ground.

NOTE: To make sure skis are in a straight-ahead position, place a straight edge against pre-adjusted track and measure the distance between front and rear of skis and straight edge. Distances should be equal. After the ski toe-out adjustment, distance at front of ski must be 5 mm (3/16 in) more than at rear on both sides for a total toe-out of 10 mm (3/8 in).

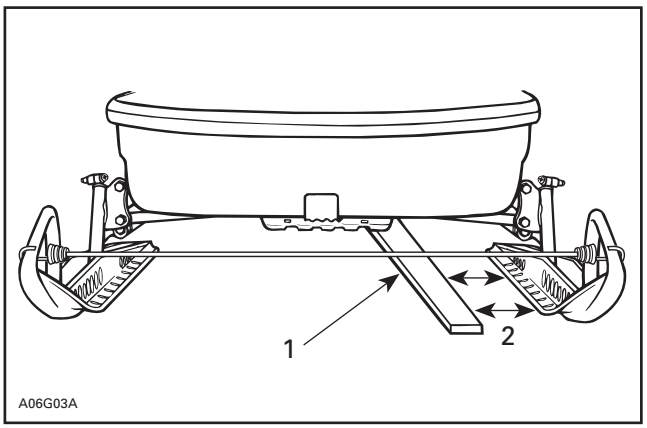
S-Series

Toe-out is 0 mm (0 in) when skis are in a straight-ahead position and the front of vehicle is lifted off the ground.

NOTE: To make sure skis are in a straight-ahead position, place a straight edge against pre-adjusted track and measure the distance between front and rear of skis and straight edge. Distances should be equal. After the ski toe-out adjustment, distance must be equal.

All Models

To reduce tolerance when measuring, set one ski to proper toe-out then measure from that ski to the opposite ski.



TYPICAL

1. *Straight edge*
2. *Measure here*

LUBRICATION

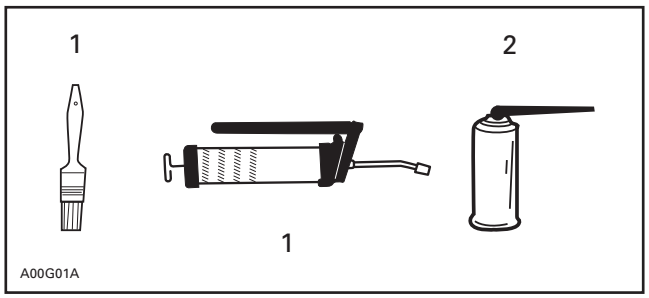
◆ WARNING

Do not lubricate throttle and/or brake cable, housing and spring coupler bolts.

26, Grease Fittings

Only use low temperature grease (P/N 413 7061 00).

The following symbols will be used to show what type of lubricant should be used at the suitable locations.



1. *Low temperature grease*
2. *Penetrating lubricant (P/N 293 6000 16)*

Lubricate:

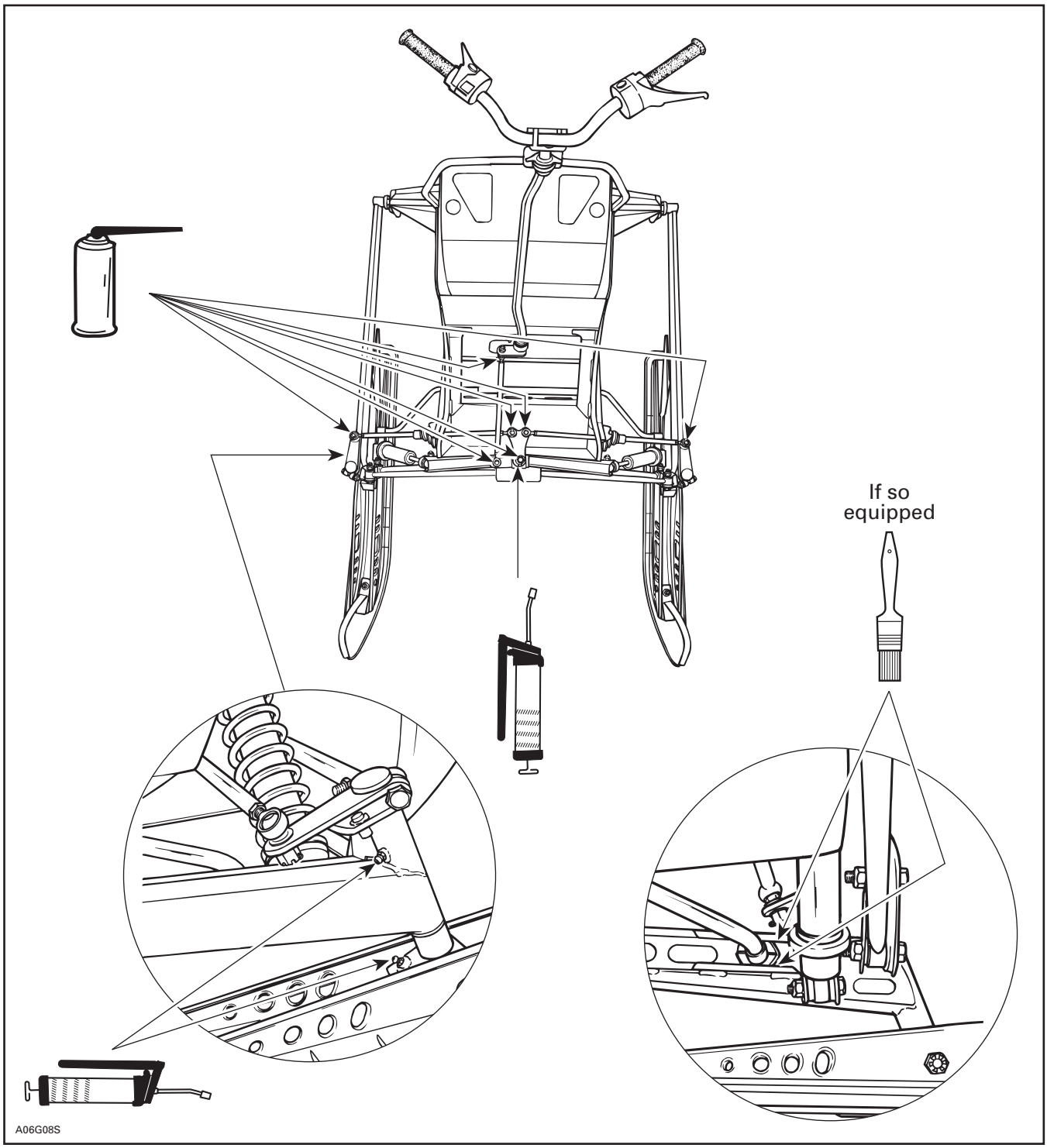
– Steering column.

– Upper and lower control arms drop link and tie rod ends.

– Grease ski legs, ski pivots and idler arm.

– Coat stabilizer sliders with grease, and oil their ball joints if so equipped.

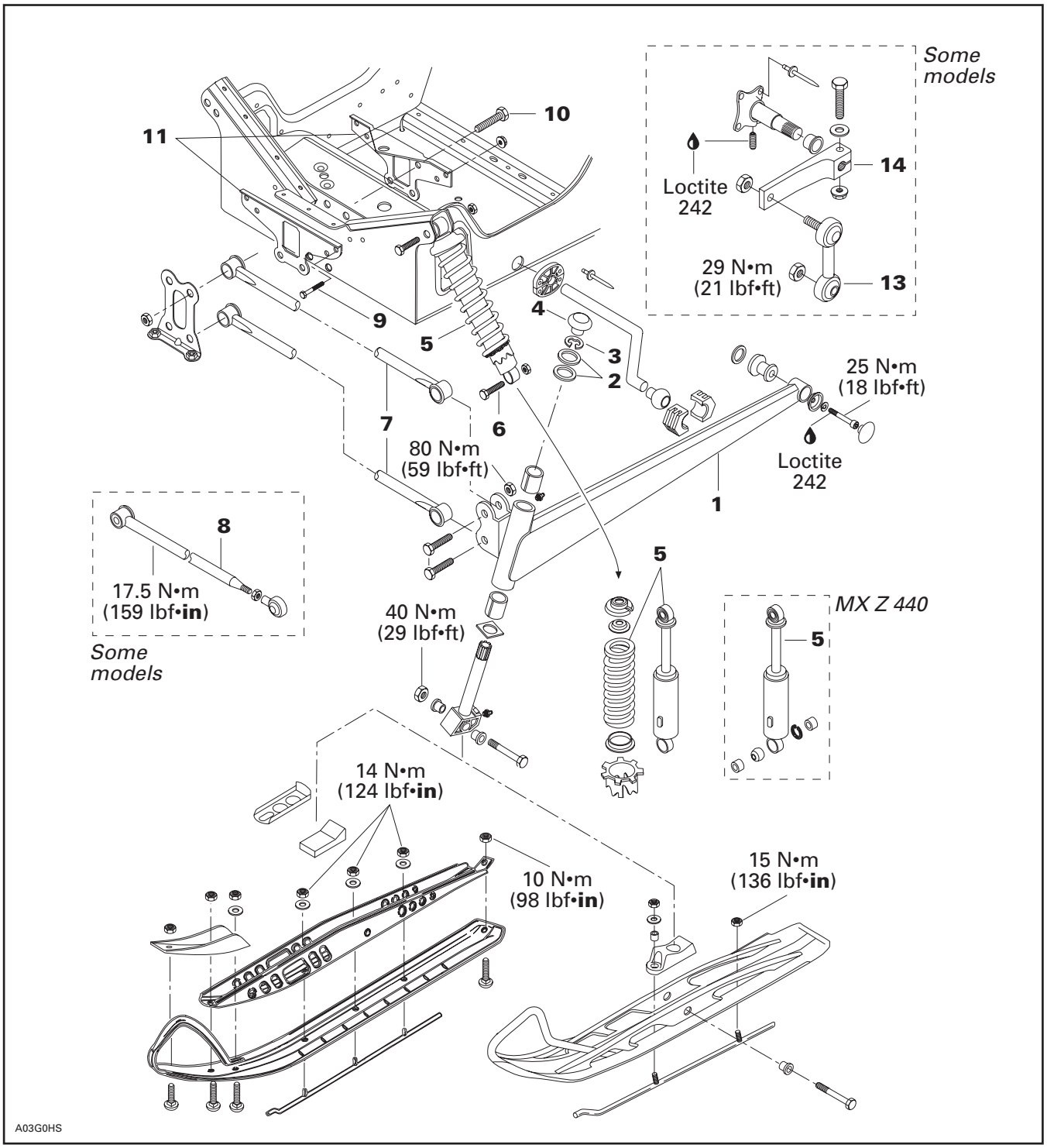
S-Series



PARTS FLAT RATE

SUSPENSION AND SKI SYSTEM

S-Series

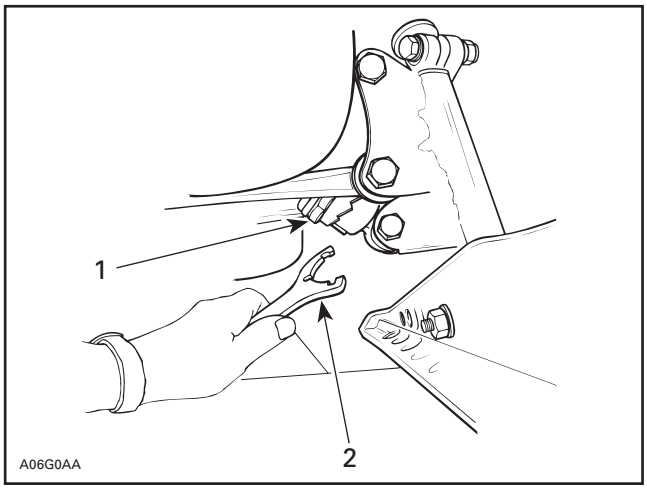


DISASSEMBLY

5, Shock

Lift front of vehicle and support it off the ground.

Reduce spring preload by turning adjusting ring accordingly with the adjustment wrench in vehicle tool box.



1. Shock cam
2. Adjustment wrench

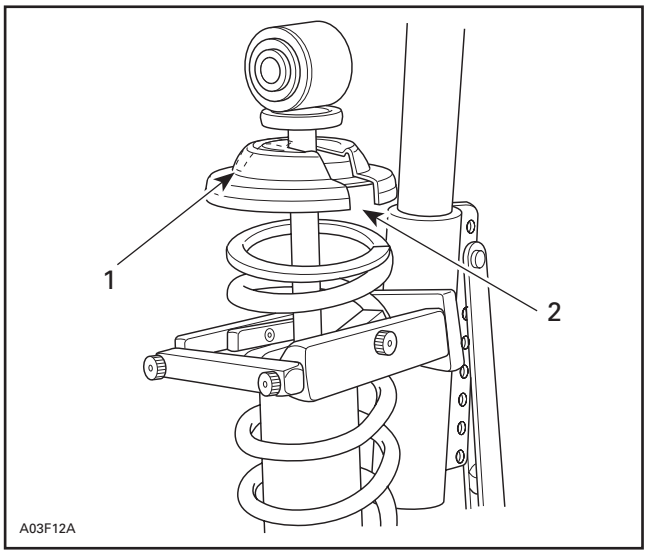
Remove lower bolt then upper bolt of shock.

For shock spring disassembly use shock spring remover (P/N 529 0271 00) in a vise. Mount shock in it and turn shock so that spring coils matched spring compressor.

Close and lock the bar. Adjust the handle horizontal position by changing the position of the clevis pin.

Push down on the handle until it locks. Remove spring stopper and cap then release handle.

When installing the cap opening must be 180° from the spring stopper opening.



1. Cap opening
2. Spring stopper opening

1, Swing Arm

Lift front of vehicle and support it off the ground.

Remove cap, circlip then slacken steering arm bolt and pull up steering arm. Note shim positions. Ski leg may fall off from swing arm.

Unbolt lower end of shock from swing arm.

Unbolt radius rod.

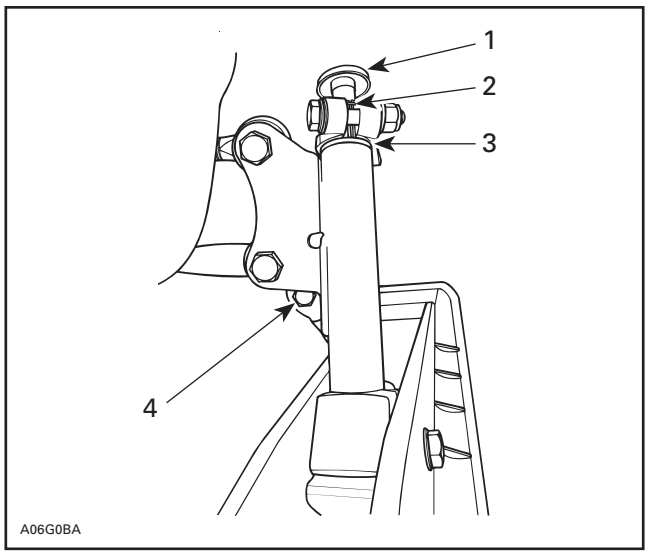
14, Lever

Models with Adjustable Stabilizer Bar

Unbolt tie rod no. 13 ball joint from swing arm, do not change stabilizer adjustments at this time.

Unbolt rear of swing arm from frame.

Pull swing arm off the vehicle. Stabilizer bar will disengage ball joint at swing arm inside rails.



1. *Cap* ***no. 4***
2. *Circlip* ***no. 3***
3. *Shims* ***no. 2***
4. *Bolt retaining lower end of shock* ***no. 6***

INSPECTION

Check all rubber cushions for crack and wear. Replace as required.

Check straightness of splines and proper interlocking with steering arm. Replace as required.

Check for straightness of swing arm. Replace as required.

Check for clogged grease fittings. Clean or replace as required.

Check for proper action of sliding blocks in swing arm.

Check skis and runners for wear, replace as necessary.

Check condition of ski stopper. Replace it when deteriorated.

To check condition of shock, refer to SC-10 SUSPENSIONS 06-02 then look for **Shock Absorber Inspection**.

INSTALLATION

For assembly, reverse the disassembly procedure. However, pay attention to the following.

Apply low temperature grease (P/N 413 7061 00) to ski leg components.

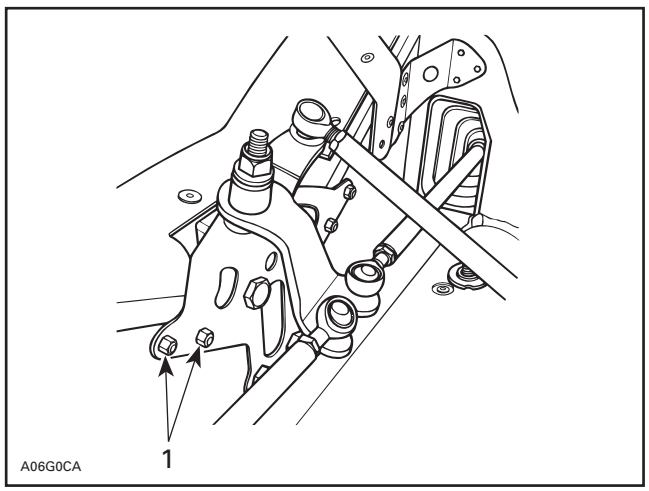
Tighten nuts and screws to proper torque as mentioned in exploded view.

7,8, Upper and Lower Half Arms

Position half arms and tie rods horizontally before tightening nuts.

9,10,11, Bolt, Nut and Link Plate

Attach link plate to frame with additional nuts and bolts, if applicable.

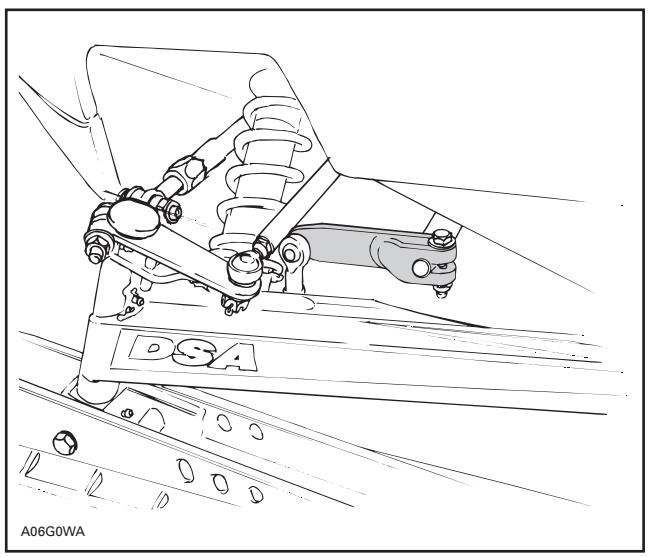


SOME MODELS

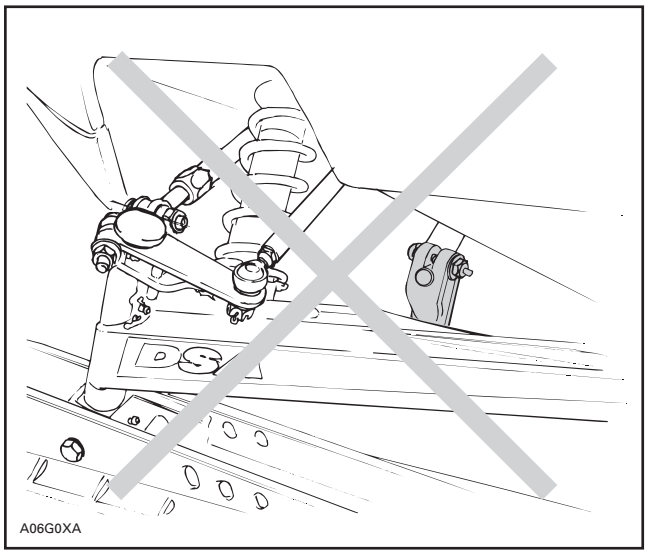
1. *Nuts and bolts*

13,14, Tie Rod and Lever

Install levers on both sides at same angle (about horizontal).

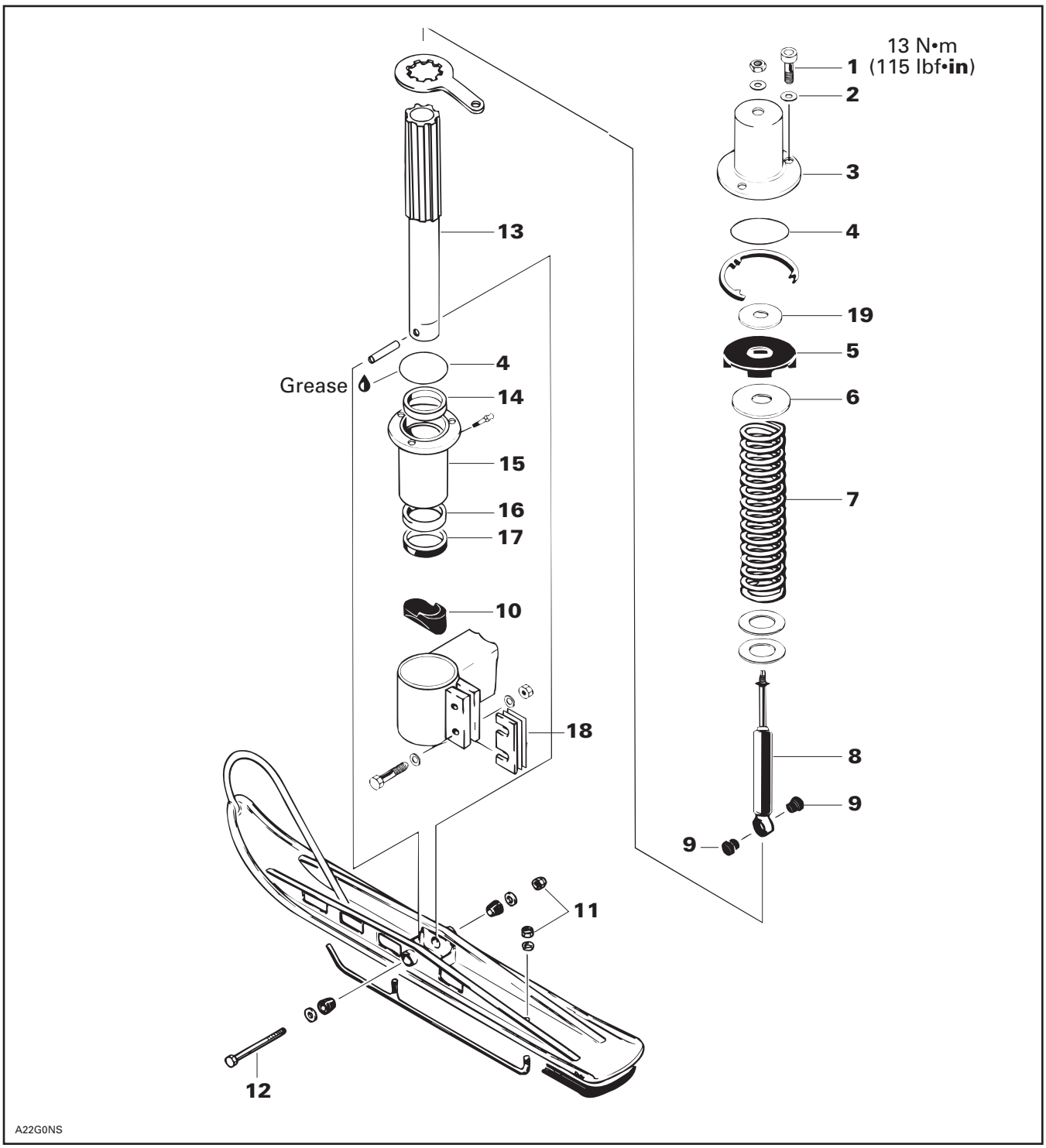


TYPICAL



WRONG POSITION

Skandic WT


13 N•m
(115 lbf•in)
1
2
3
4
19
5
6
7
8
9
9
13
4
Grease
14
15
16
17
10
18
11
12
A22G0NS

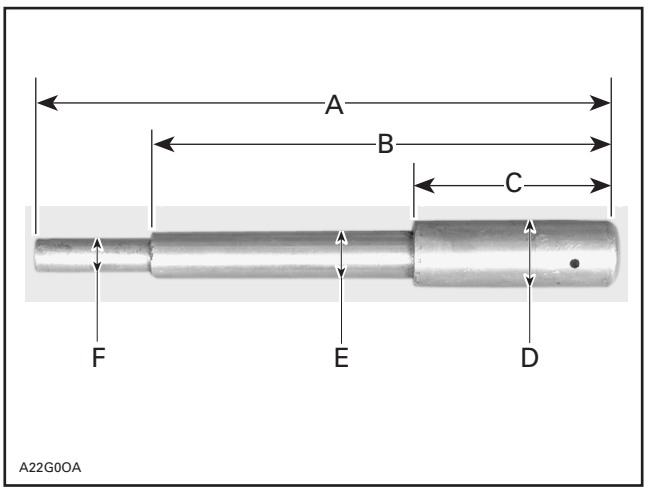
ON-VEHICLE COMPONENT VERIFICATION

8, Shock

Lift front of vehicle and support off the ground.

Remove ski bolt and nut.

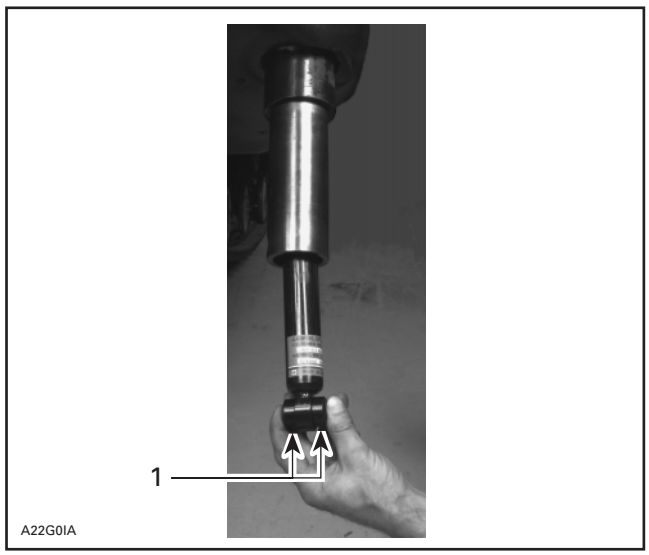
Remove steel bushing from ski using a pusher. See pusher dimensions below.



A. 220 mm (8.66 in)
B. 180 mm (7.09 in)
C. 70 mm (2.75 in)
D. 25 mm (1.0 in)
E. 15 mm (.59 in)
F. 9 mm (.35 in)



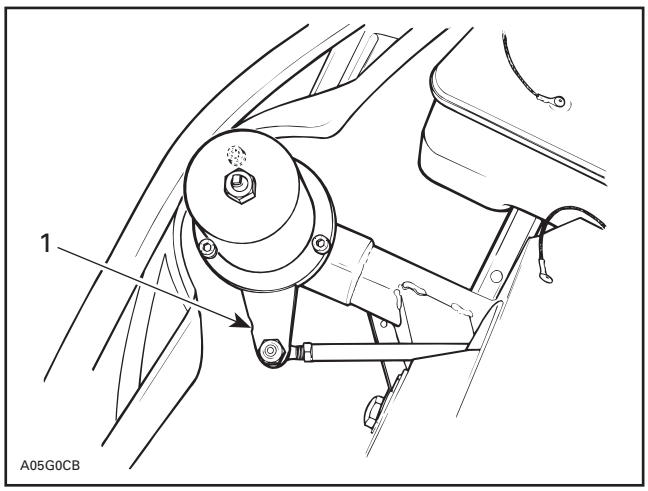
Unfasten rod nut then pull out shock from bottom. Check shock as described below in **inspection**. At installation, make sure bushings are in place.



1. Bushings

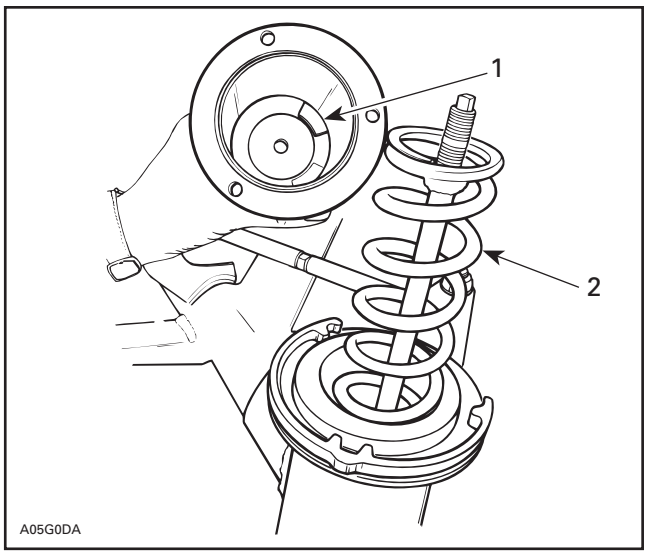
7, Spring

Unscrew shock piston pin nut then remove washer. Unscrew 3 Allen screws retaining cover **no. 3**, then remove stopper **no. 5**, washers **no. 6**, washer **no. 19**.



1. Allen screws

NOTE: These washers and stopper can be wedged in cover.



1. Washers and stopper wedged in cover
2. Spring

Pull out spring.

Suspension Free Operation

Remove cover and check for free movement of ski leg by lifting end of ski.

DISASSEMBLY

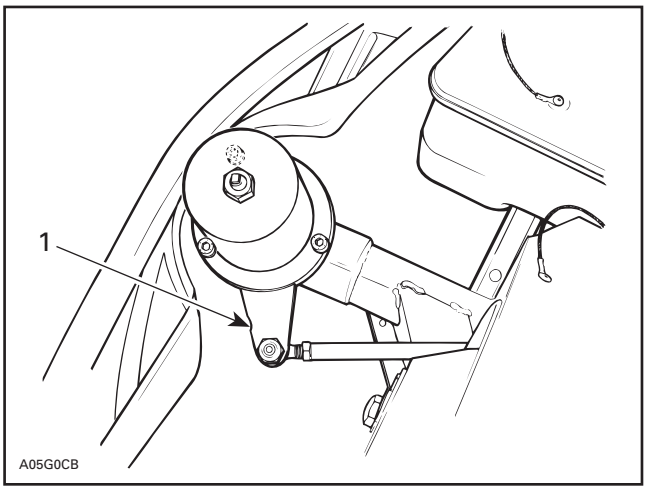
Lift front of vehicle and support off the ground.

1,2,3,5,6,9,11,12, Bolt, Lock Washer, Cover, Stopper, Bushing and Nut

Remove ski bolt, nut, bushings and ski.

Unscrew shock piston pin nut then remove washer. Shock will fall off the ski leg.

Unscrew 3 Allen screws retaining cover, then remove stopper and washers.

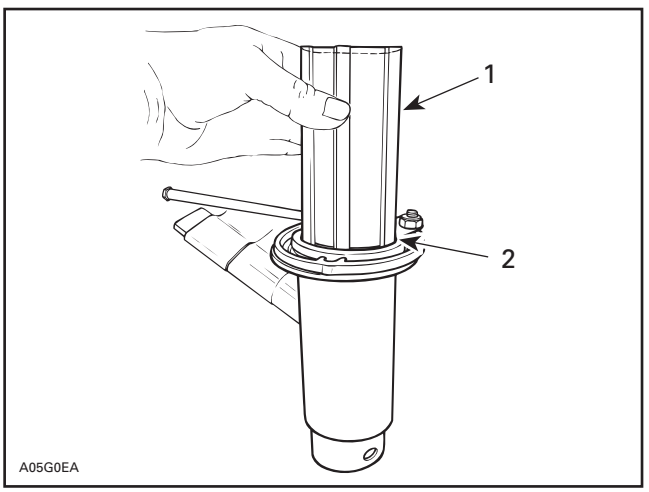


1. Allen screws

NOTE: These washers and stopper can be wedged in cap.

4,13,14,16,17, O-ring, Ski Leg, Bushing and Seal

Pull up ski leg. Steering arm will not interfere.



1. Pull up ski leg
2. Steering arm in place

Remove seal and O-rings. Drive out bushing if worn out.

15, Leg Housing

Unbolt leg housing. Keep shim(s) **no. 18** for further installation. Using a pry bar spread clamp and pull up leg housing.



TYPICAL

INSPECTION

13, Ski Leg

Check straightness of ski leg. Check for scored or scratched surface. Replace as required.

5, Stopper

Check condition of stopper. Replace it when deteriorated.

Grease Fitting

Ensure that grease fittings are not clogged.

10, Stopper

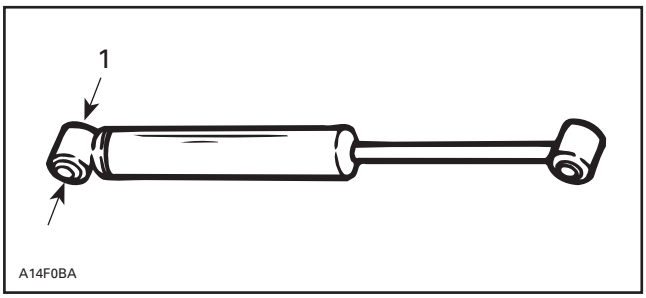
Check stopper for crack or deterioration. Replace as required.

13, Ski Leg

Check that splines on ski leg and steering arm interlock properly with no excessive free play. Renew as necessary.

8, Shock Absorber

Secure the shock body end in a vise with its rod upward.



1. Clamp

▼ CAUTION

Do not clamp directly on shock body.

Examine each shock for leaks. Extend and compress the piston several times over its entire stroke with its rod upward. Check that it moves smoothly and with uniform resistance.

Pay attention to the following conditions that will denote a defective shock:

– A skip or a hang back when reversing stroke at mid travel.
– Seizing or binding condition except at extreme end of either stroke.
– Oil leakage.
– A gurgling noise, after completing one full compression and extension stroke.

Renew if any faults are present.

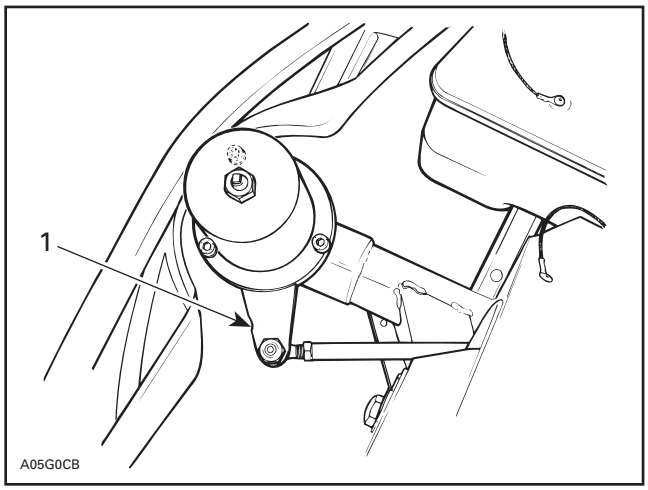
INSTALLATION

For assembly, reverse the disassembly procedure. However, pay attention to the following.

Apply low temperature grease (P/N 413 7061 00) as illustrated in exploded view above.

Tighten nuts and screws to proper torque as mentioned in exploded view.

Steering arm with the bent angle toward the bottom.



TYPICAL

1. Bent angle toward the bottom

16,17, Seal

Install seal before reinstalling ski leg.

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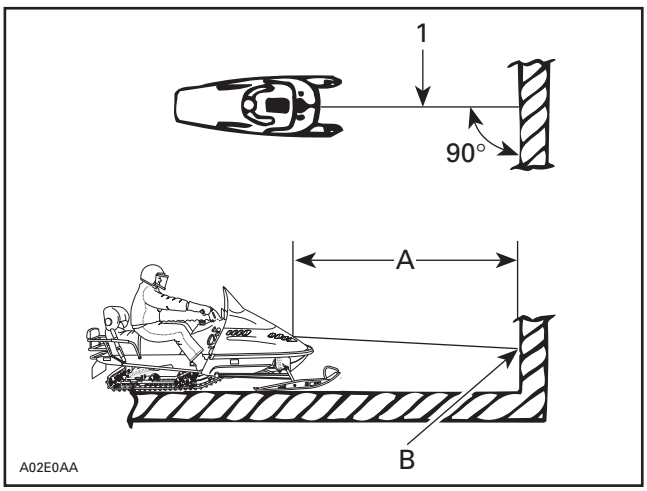
BODY

INSTALLATION AND ADJUSTMENT

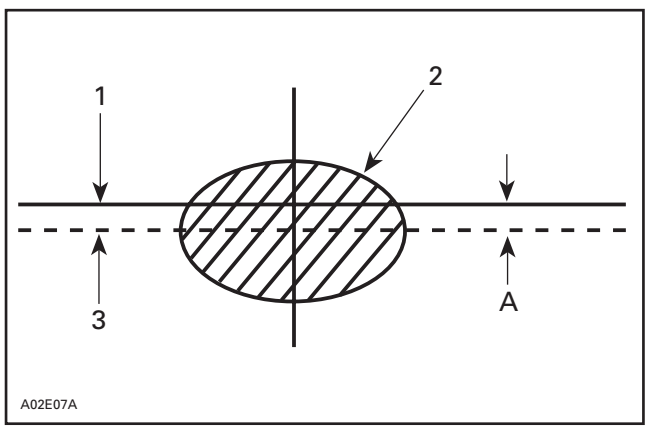
HEADLAMP BEAM AIMING

Beam aiming is correct when center of high beam is 25 mm (1 in) below the headlamp horizontal center line, scribed on a test surface, 381 cm (12 ft 6 in) away.

Measure headlamp center distance from ground. Scribe a line at this height on test surface (wall or screen). Light beam center should be 25 mm (1 in) below scribed line.



1. Headlamp center line
A. 381 cm (12 ft 6 in)
B. 25 mm (1 in) below center line



1. Headlamp horizontal
2. Light beam (high beam) (projected on the wall)
3. Light beam center
A. 25 mm (1 in)

Required Conditions

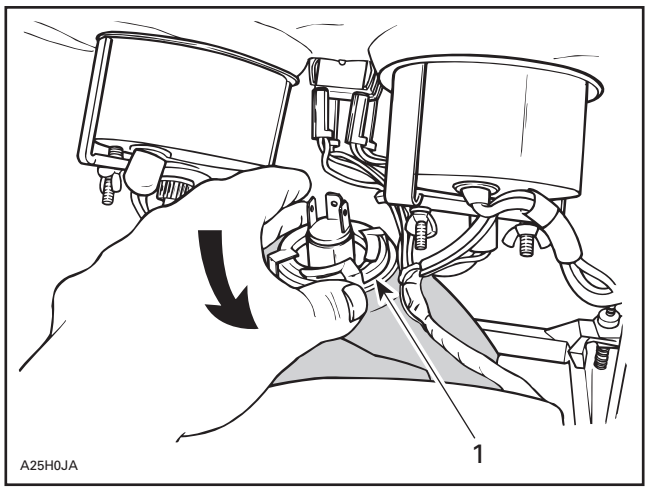
Place the vehicle on a flat surface perpendicular to test surface (wall or screen) and 381 cm (12 ft 6 in) away from it.

Rider or equivalent weight must be on the vehicle.

Select **high** beam.

BULB REPLACEMENT

If headlamp bulb is burnt, tilt cab and unplug the connector from the headlamp. Remove the rubber boot and unfasten the bulb retainer clips or locking ring.



TYPICAL
1. Locking ring

Replace bulb. If the taillight bulb is burnt, expose the bulb by removing red plastic lens. To remove, unscrew the 2 retaining screws. Verify all lights after replacement.

▼ CAUTION

Never touch glass portion of an halogen bulb with bare fingers, as it shortens its operating life. If by mistake glass is touched, clean it with isopropyl alcohol which will not leave a film on the bulb.

DECAL

To remove a decal; heat old decal with a heat gun and peel off slowly.

Using isopropyl alcohol, clean the surface and dry thoroughly.

Apply liquid soap to new decal and carefully position the decal. Using a sponge or a squeegee, remove the air bubbles and surplus water working from the center toward the edges. Allow to air dry.

▼ CAUTION

Do not apply isopropyl alcohol or solvent directly on decals.

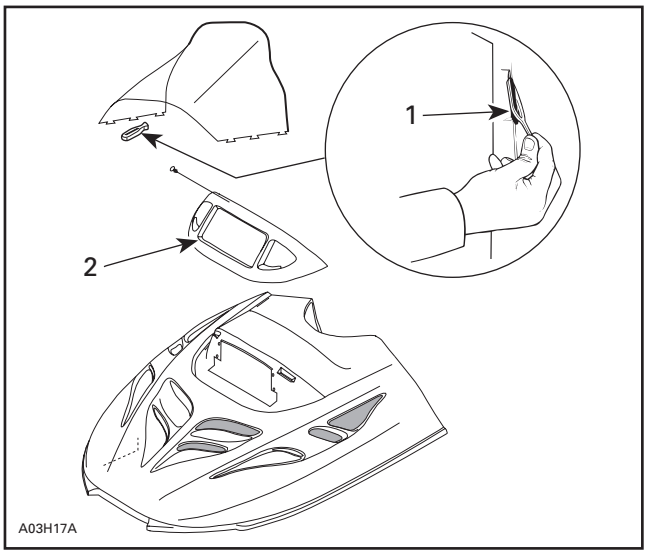
WINDSHIELD INSTALLATION

When peeling off the protective film some polyethylene particles may remain on the windshield. A soft clean cloth moistened with naphtha (camping equipment fuel) will easily remove the remaining particles.

◆ WARNING

Naphtha is flammable and explosive under certain conditions. Always manipulate in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity.

Position the windshield on the hood then push it down until the tabs are fully inserted into the hood slots. Lock the windshield tabs in position using latches as shown.

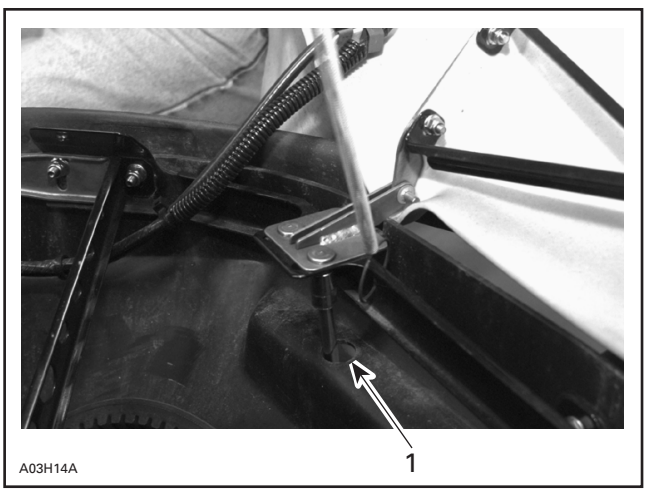


S-SERIES
1. *Latch*
2. *Temporary remove headlamp molding for windshield installation*

HOOD

S-Series

Working from within engine compartment, remove exterior nuts retaining both hinges. Then, close hood and remove interior nuts through the access holes.



1. *Access hole*

At installation, loosely install nuts, close hood then adjust before tightening interior nuts through access holes.

BELT GUARD

Disassembly and Assembly

NOTE: For additional information (ex.: exploded view) refer to the correspondent parts catalog.

◆ WARNING

Engine should be running only with belt guard and/or pulley guard well secured in place.

Inspection

All Models

Check belt guard and/or pulley guard mounting bosses, clips and retainers for wear.

WIRING HARNESS

◆ WARNING

Ensure all terminals are properly crimped on the wires and that all connector housings are properly fastened. Keep wires away from any rotating, moving, heating and vibrating parts. Use proper fastening devices as required.

CABLES

◆ WARNING

Before installation, ensure that all cables are in perfect condition. Properly install the cable ends and secure them in place. Pay attention to route them properly, away from any rotating, moving, heating, or vibrating parts.

PIPING

◆ WARNING

Always ensure that the fuel, vent, primer, impulse, injection oil and rotary valve oil lines are properly fixed to their connectors, that they are not perforated or kinked and that they are properly routed away from any rotating, moving, heating or vibrating parts. Also check for leaks. Replace if required.

NOTE: Refer to proper *Parts Catalog* to find suitable clip part numbers.

PLASTIC MAINTENANCE AND REPAIR

MAINTENANCE

Clean the vehicle thoroughly, removing all dirt and grease accumulation.

To clean use a soft clean cloth and either soapy water or isopropyl alcohol.

To remove grease, oil or glue use isopropyl alcohol.

▼ CAUTION

Do not apply isopropyl alcohol or acetone directly on decals.

▼ CAUTION

The following products must not be used to clean or wax any of the plastic components used on the vehicles:

- gasoline
- brake fluid
- kerosene
- diesel fuel
- lighter fluid
- varsol
- naphtha
- acetone
- strong detergents
- abrasive cleaners
- waxes containing an abrasive or a cleaning agent in their formula

▼ CAUTION

Clean R.I.M. Metton® with isopropyl alcohol only. Never use cleaners or products containing chlorine.

Apply wax on glossy finish only. Protect the vehicle with a cover to prevent dust accumulation during storage.

▼ CAUTION

If for some reason the snowmobile has to be stored outside it is preferable to cover it with an opaque tarpaulin. This will prevent the sun rays from affecting the plastic components and the vehicle finish.

REPAIR

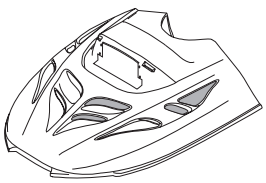
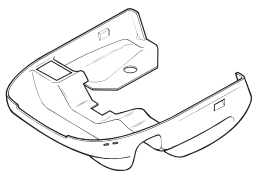
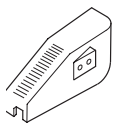
The very first step before repairing plastic materials is to find out exactly which type of material is involved. Refer to following chart.

▼ CAUTION

Consult chart and repair kit instructions carefully, some repair products are not compatible with certain plastics.

◆ WARNING

Polycarbonate windshields must never be repaired by welding or otherwise.

		REPAIRABLE		
PART	MODEL	FIBERGLASS	R.I.M. URETHANE	POLYETHYLENE
HOOD  A06H194	Skandic WT/SWT/WT LC	■		
	S-Series		■	
BOTTOM PAN  A06H1A4	Skandic WT/SWT/WT LC S-Series			■
SIDE PANEL AND REAR MOLDING  A06H1B4	S-Series			■

MATERIAL REPAIR PROCEDURE

Fiberglass

This material is repairable and repaintable, using any one of several kits available on the market.

R.I.M. Urethane

R.I.M. Urethane is light colored (tan) on the inside with a smooth surface.

◆ WARNING

Material should be repaired and repainted in a well ventilated area only.

▼ CAUTION

Clean R.I.M. with isopropyl alcohol or Crest Hi-Solv product. **Never** use cleaners or products that contain **chlorine**.

▼ CAUTION

R.I.M. should never be exposed to temperatures exceeding 93°C (200°F).

NOTE: When working on a R.I.M. surface, never use a grinder or a high revolution tool such as an air or electric buffer. Use of such tools could overheat material and liberate agents in it thus causing a bad adhesion.

REPAIR PROCEDURE FOR R.I.M. URETHANE

Small Scratches

- Sand and scuff area.
- Feather out edges.
- Paint with a matching acrylic auto touch-up paint.

Deep Scratches

- Sand and scuff area.
- Make a V groove using a knife or a rough round file.
- Clean surface with isopropyl alcohol or Crest Hi-Solv stock no. AH-S product.
- Cover with TP-E epoxy mixed in equal quantities.
- Heat the surface with a heater lamp placed at 38 cm (15 in) for a period of 15 minutes.
- Sand the repair using a smooth dry sand paper.
- Use the same product if a final finish is required.
- Clean surface with Crest Hi-Solv product.
- Apply a flexible primer such as Crest Prima Flex stock no. AP-F.
- Wait 10 minutes.
- Repaint (air dry during 72 hours (approximately)).

Large Crack

- Sand and scuff outside and inside area by exceeding it 31.7 mm (1-1/4 in) on each side and 12.7 mm (1/2 in) at each end.
- Make a V groove (appr. 90°) on both sides of hood using a knife or a rough round file.
- Enlarge the crack to 2.4 mm (3/32 in) – 3.2 mm (1/8 in) using a sharp knife.
- Clean outside and inside surface with isopropyl alcohol or Crest Hi-Solv product.
- Repair inside surface first.
- Cover inside area with Crest TP-E epoxy.
- Apply a 50 mm × 30 mm (2 in × 1-1/4 in) patch. If no room for the patch, use tape.
- Cover exterior surface with same product. Damaged area should be slightly higher.
- Heat surface with a heater lamp placed at 38 mm (15 in) for a period of 15 minutes.
- Sand outside repair using a smooth dry sand paper.
- Use same product if a final finish is required.
- Apply a flexible primer.
- Wait 10 minutes.
- Repaint (air dry during 72 hours approximately).

NOTE: Both R.I.M. materials are high static plastics, painting must be done in a dust free area such as a paint booth.

CREST MAIN OFFICE AND MANUFACTURING PLANT	
CREST INDUSTRIES, INC. 3841 13th Street Wyandotte, Michigan 48192	Phone: 313-283-4100 Toll Free: 1-800-822-4100 Fax: 1-800-344-4461 Fax: 313-283-4461

Crest products used in R.I.M. repair procedure are available from following locations:

DISTRIBUTOR WAREHOUSE LOCATIONS

UNITED STATES

CREST EAST COAST, INC.

P.O. Box 550
1109 Industrial Parkway
Brick, New Jersey 08723
Phone: 908-458-9000
Fax: 908-458-5753

CREST PRODUCTS, INC.

Shipping Address:
125 Production Drive
Yorktown, Virginia 23693
Phone: 804-599-6572
Virginia: 1-800-572-5025
Outstate: 1-800-368-5033
Fax: 804-599-6630

Mailing Address:
P.O. Box 2018
Grafton, Virginia 23692

CREST INDUSTRIES SOUTHEAST, INC.

Shipping Address:
4300 Glen Haven Drive
Decatur, Georgia 30035
Phone: 404-288-4658
Toll Free: 1-800-552-0876
Fax: 404-288-4658

Mailing Address:
P.O. Box 254
Decatur, Georgia 30031

CREST INDUSTRIES, INC.
(CREST MID-WEST)

231 Larkin Williams Ind. Court
St. Louis, Missouri 63026
Phone: 314-349-4800
Toll Free: 1-800-733-2737
Fax: 314-349-4888
Toll Free Fax: 1-800-776-2737

CREST MID WEST
Regional Branch Warehouses

CREST INDUSTRIES, INC.
P.O. Box 635
Mountain Home, Arkansas 72653
Phone: 501-491-5583
Toll Free: 1-800-733-2737

4200 Jackson Street, Unit 9
Denver, Colorado 80216
Phone: 303-320-3900
Toll Free: 1-800-733-2737
Fax: 303-320-6509

REM-CO DISTRIBUTING, INC.

5625 S. Adams
Tacoma, Washington 98409
Phone: 206-474-5414
Toll Free: 1-800-735-7224
Fax: 206-474-7339

CANADA

J2 PRODUCTS
A Division of Sawill Ltd.

54 Audia Court, Unit 2A
Concord, Ontario, L4K 3N4

Phone:
Toronto: 416-665-1404
Concord: 905-669-9410
Montréal: 514-655-6505

Fax:
Concord: 905-669-9419
Montréal: 514-655-6505

WHEEL-IN AUTOMOTIVE SUPPLY

Shipping Address:
1, 3911A Brandon St. S.E.
Calgary, Alberta, T2G 4A7

Office: 403-287-0775

Mailing Address:
P.O. Box 40036
929-42nd Avenue S.E.
Calgary, Alberta, T2G 5G5

FRAME

FRAME CLEANING

NOTE: For aluminum frames use only aluminum cleaner and follow instructions on container. (Dursol cleaner or equivalent).

Clean frame and tunnel with appropriate cleaners and rinse with high pressure hose.

Touch up all metal spots where paint has been scratched off. Spray all bare metal parts of vehicle with metal protector.

Seat Cleaning

For all models, it is recommend to clean the seat with a solution of **warm soapy water**, using a soft clean cloth.

▼ CAUTION

Avoid use of harsh detergents such as strong soaps, degreasing solvents, abrasive cleaners, paint thinners, etc. that may cause damage to the seat cover.

FRAME WELDING

Steel Frame:

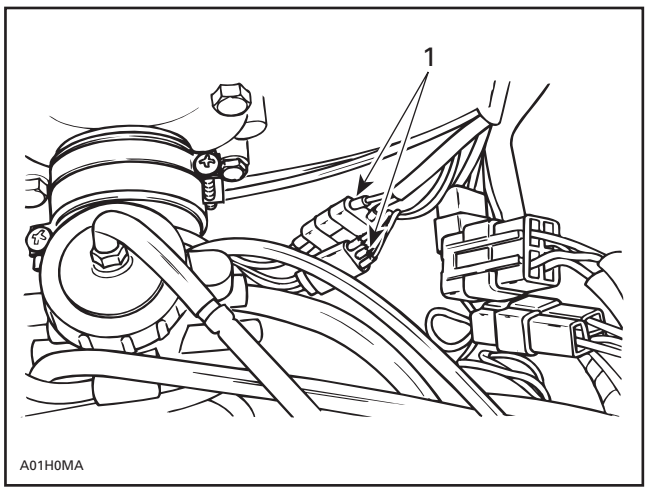
– electric welding
– amperage: 70-110 A
– voltage: 20-24 V
– rod: E-7014 (3/32 in)

Aluminum Frame: (refer to specialized welding shop)

– argon-oxygen/acetylene welding
– rod: ER-4043 (3/32 in)

▼ CAUTION

Before performing electrical welding anywhere on the vehicle, unplug the multiple connector at the electronic box. On models equipped with a battery, also unplug the negative cable. This will protect the electronic box and battery against damage caused by flowing current when welding.



TYPICAL
1. Unplug before electrical welding

▼ CAUTION

If welding is to be done near plastic material, it is recommended to either remove the part from the area or to protect it with aluminum foil to prevent damage.

FRAME COMPONENT REPLACEMENT

S-Series

Drilling Procedure

When drilling self-piercing rivets, use Supertanium™ drill bit (P/N 529 0318 00), available in a 5 mm (3/16 in) size and shipped in packs of 2.

For proper drilling instructions and to prevent premature wear, follow the procedure below.

Always use a variable speed electric drill.

It is not necessary to center punch the rivet head, simply center the drill bit on the rivet and drill.

Maintain a slow to medium speed at all times when drilling. The proper speed is attained when a constant chip is ejected.

NOTE: To increase bit life, use Bombardier synthetic chaincase oil (P/N 413 8033 00) as a cutting oil.

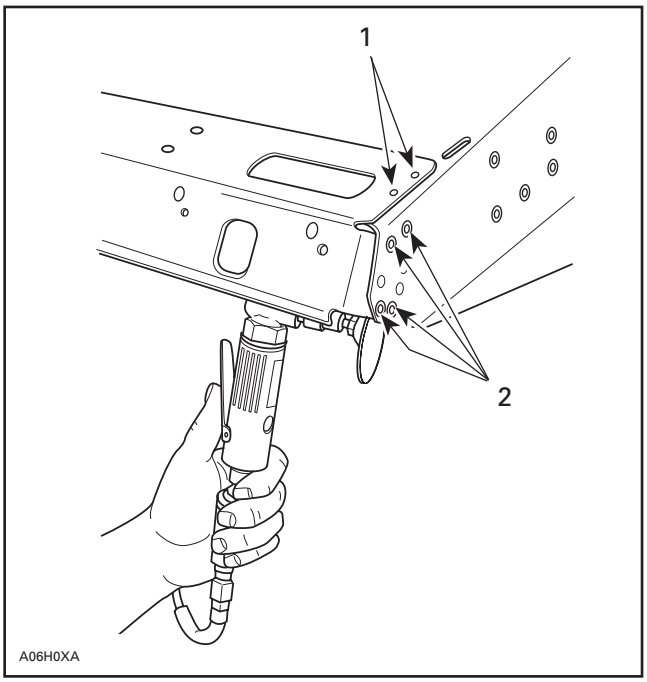
▼ CAUTION

High speed drilling will cause excessive heat which may destroy the cutting edge of the bit, therefore avoid using pneumatic drills.

Grinding Procedure

Rear Cap

Grind rivet heads from top of rear cap and underneath for side retaining rivets.



1. Rivets heads ground
2. Rivets to be ground from underneath

To remove rivet, strike with a punch from rivet head side.

Make a chamfer from underneath on all 4 corner holes.

TECHNICAL DATA

SI* METRIC INFORMATION GUIDE

BASE UNITS

DESCRIPTION	UNIT	SYMBOL
length	meter	m
mass	kilogram	kg
force	newton	N
liquid	liter	L
temperature	Celsius	°C
pressure	kilopascal	kPa
torque	newton•meter	N•m
speed	kilometer per hour	km/h

PREFIXES

PREFIX	SYMBOL	MEANING	VALUE
kilo	k	one thousand	1 000
centi	c	one hundredth	0.01
milli	m	one thousandth	0.001
micro	µ	one millionth	0.000001

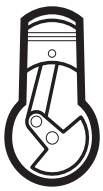
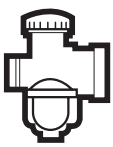
CONVERSION FACTORS

TO CONVERT	TO †	MULTIPLY BY
in	mm	25.4
in	cm	2.54
in^2	cm^2	6.45
in^3	cm^3	16.39
ft	m	0.3
oz	g	28.35
lb	kg	0.45
lbf	N	4.4
lbf•**in**	N•m	0.11
lbf•ft	N•m	1.36
lbf•ft	lbf•**in**	12
PSI (lbf/in^2)	kPa	6.89
imp. oz	U.S. oz	0.96
imp. oz	mL	28.41
imp. gal	U.S. gal	1.2
imp. gal	L	4.55
U.S. oz	mL	29.57
U.S. gal	L	3.79
MPH	km/h	1.61
Fahrenheit	Celsius	(°F – 32) ÷ 1.8
Celsius	Fahrenheit	(°C × 1.8) + 32

*The international system of units abbreviates SI in all languages.

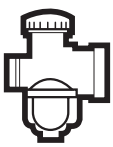
†To obtain the inverse sequence, divide by the given factor. To convert ''mm'' to ''in'', divide by 25.4.

NOTE: Conversion factors are rounded off to 2 decimals for easier use.

	VEHICLE MODEL			MX Z 440 F	MX Z 440	MX Z 583	MX Z 670
	ENGINE TYPE			**443**	**454**	**583**	**670**
	Number of Cylinders			2	2	2	2
	Bore		mm (in)	67.5 (2.6575)	67.5 (2.6575)	76.0 (2.992)	78.0 (3.071)
	Stroke		mm (in)	61.0 (2.402)	61.0 (2.402)	64.0 (2.520)	70.0 (2.760)
	Displacement		cm^3 (in^3)	436.6 (26.64)	436.6 (26.6)	580.7 (35.44)	668.97 (40.82)
	Compression Ratio (corrected)			6.4	6.6	6.7	6.2
	Maximum Power Engine Speed ①		± 100 RPM	7000	8000	7900	7700
	Piston Ring Type		$1^{st}/2^{nd}$	ST/R	ST/R	ST/N.A.	ST/R
	Ring End Gap	new wear limit	mm (in) mm (in)	0.2 (.008) 1.0 (.039)	0.25 (.010) 1.0 (.040)	0.25 (.010) 1.0 (.040)	0.25 (.010) 1.0 (.040)
	Ring/Piston Groove Clearance	new wear limit	mm (in) mm (in)	0.04 (.0016) 0.2 (.008)	0.04 (.0016) 0.2 (.0079)	0.04 (.0016) 0.2 (.0079)	0.04 (.0016) 0.2 (.0079)
	Piston/Cylinder Wall Clearance	new wear limit	mm (in) mm (in)	0.06 (.0024) 0.2 (.008)	0.1 (.0039) 0.15 (.0059)	0.11 (.0043) 0.15 (.0059)	0.08 (.0031) 0.15 (.0059)
	Connecting Rod Big End Axial Play	new wear limit	mm (in) mm (in)	0.2 (.0079) 1.0 (.0394)	0.39 (.0154) 1.2 (.0472)	0.39 (.0156) 1.2 (.0472)	0.39 (.0156) 1.2 (.0472)
	Maximum Crankshaft End-play ②		mm (in)	0.3 (.0118)	0.3 (.0118)	0.3 (.012)	0.3 (.012)
	Maximum Crankshaft Deflection		mm (in)	0.08 (.0031)	0.08 (.0031)	0.08 (.0032)	0.08 (.0032)
	Rotary Valve Timing ③ and P/N 420 924 XXX		Opening Closing	N.A.	146° – 65° 502	140° – 71° 502	145° – 71° 500
	Magneto Generator Output		W	240	220	220	220
	Ignition Type			CDI	CDI	CDI	CDI
	Spark Plug Make and Type			NGK BR9ES	NGK BR9ES	NGK BR9ES	NGK BR9ES
	Spark Plug Gap		mm (in)	0.45 (.018)	0.45 (.018)	0.45 (.018)	0.45 (.018)
	Ignition Timing BTDC ④		mm (in)	1.68 (.066)	1.48 (.058)	1.75 (.069)	1.75 (.069)
	Trigger Coil ⑤		Ω	140 – 180	190 – 300	190 – 300	190 – 300
	Generating Coil ⑤		Ω	230 – 330	10 – 17	10 – 17	10 – 17
	Lighting Coil ⑤		Ω	0.23 – 0.28	0.2 – 0.35	0.2 – 0.35	0.2 – 0.35
	High Tension Coil ⑤	Primary Secondary	Ω kΩ	N.A. 5.1 – 6.3	0.3 – 0.7 8 – 16	0.3 – 0.7 8 – 16	0.3 – 0.7 8 – 16
	Carburetor Type		PTO/MAG	VM 34-479/480	VM 34-492/493	VM 40 92/93	VM 40 94/95
	Main Jet		PTO/MAG	205/195	240/210	280/260	300/270
	Needle Jet			159 P-0	159 P-8	224-AA2	224 AA-2
	Pilot Jet			35	40	60	60
	Needle Identification – Clip Position			6DH2-3	6FJ43-2	7ECY1-3	7EDY1-3
	Slide Cut-away			2.5	2.5	2.5	2.5
	Float Adjustment		± 1 mm (± .040 in)	23.9 (.94)	23.9 (.94)	18.1 (.71)	18.1 (.71)
	Air Screw Adjustment		± 1/16 Turn	1-1/2	0.5	2	2.25
	Idle Speed RPM		± 200 RPM	1650	1700	1800	1700
	Gas Type/Pump Octane Number			Unleaded/87	Unleaded/87	Unleaded/87	Unleaded/87
	Gas/Oil Ratio			Injection	Injection	Injection	Injection
	Type			Axial Fan	Liquid	Liquid	Liquid
	Axial Fan Belt Adjustment	Deflection ⑥ Force	mm (in) kg (lbf)	8 – 9 (.31 – .35) 5 (11)	N.A. N.A.	N.A. N.A.	N.A. N.A.
	Thermostat Opening Temperature		°C (°F)	N.A.	42 (108)	42 (108)	42 (108)
	Radiator Cap Opening Pressure		kPa (PSI)	N.A.	90 (13)	90 (13)	90 (13)
	**ENGINE COLD N•m (lb•ft)**	Drive Pulley Retaining Screw		⑦	⑦	⑦	⑦
		Exhaust Manifold Nuts or Bolts		22 (16)	23 (17)	23 (17)	23 (17)
		Magneto Ring Nut		105 (77)	125 (92)	125 (92)	125 (92)
		Crankcase Nuts or Screws	M6 M8	10 (7) 22 (16)	9 (6.5) 29 (21)	9 (6.5) 29 (21)	9 (6.5) 29 (21)
		Crankcase/Engine Support Nuts or Screws		38 (28)	40 (29)	40 (29)	40 (29)
		Cylinder Head Nuts		22 (16)	29 (21)	29 (21)	29 (21)
		Crankcase/Cylinder Nuts or Screws		N.A.	29 (21)	29 (21)	29 (21)
		Axial Fan Shaft Nut		50 (37)	N.A.	N.A.	N.A.

	VEHICLE MODEL			FORMULA 500	FORMULA 500 DELUXE	FORMULA 583	FORMULA Z
	ENGINE TYPE			**494**	**454**	**583**	**583**
	Number of Cylinders			2	2	2	2
	Bore		mm (in)	69.5 (2.736)	69.5 (2.736)	76.0 (2.992)	76.0 (2.992)
	Stroke		mm (in)	65.8 (2.59)	65.8 (2.59)	64.0 (2.52)	64.0 (2.52)
	Displacement		cm^3 (in^3)	499.3 (30.47)	499.3 (30.47)	580.7 (35.44)	580.7 (35.44)
	Compression Ratio (corrected)			6.8	6.8	6.7	6.7
	Maximum Power Engine Speed ①		± 100 RPM	7750	7750	7900	7900
	Piston Ring Type		1st/2nd	ST/R	ST/R	ST/N.A.	ST/N.A.
	Ring End Gap	new wear limit	mm (in) mm (in)	0.25 (.010) 1.0 (.040)	0.25 (.010) 1.0 (.040)	0.25 (.010) 1.0 (.040)	0.25 (.010) 1.0 (.040)
	Ring/Piston Groove Clearance	new wear limit	mm (in) mm (in)	0.04 (.0016) 0.2 (.008)	0.04 (.0016) 0.2 (.008)	0.04 (.0016) 0.2 (.008)	0.04 (.0016) 0.2 (.008)
	Piston/Cylinder Wall Clearance	new wear limit	mm (in) mm (in)	0.11 (.0043) 0.15 (.006)	0.11 (.0043) 0.15 (.006)	0.11 (.0043) 0.15 (.006)	0.11 (.0043) 0.15 (.0059)
	Connecting Rod Big End Axial Play	new wear limit	mm (in) mm (in)	0.39 (.0156) 1.2 (.048)	0.39 (.0156) 1.2 (.048)	0.39 (.0156) 1.2 (.048)	0.39 (.0156) 1.2 (.048)
	Maximum Crankshaft End-play ②		mm (in)	0.3 (.0120)	0.3 (.0120)	0.3 (.012)	0.3 (.012)
	Maximum Crankshaft Deflection		mm (in)	0.08 (.0032)	0.08 (.0032)	0.08 (.0032)	0.08 (.0032)
	Rotary Valve Timing ③ and P/N 420 924 XXX		Opening Closing	135° – 64° 509	135° – 64° 509	140° – 71° 502	140° – 71° 502
	Magneto Generator Output		W	220	220	220	220
	Ignition Type			CDI	CDI	CDI	CDI
	Spark Plug Make and Type			NGK BR9ES	NGK BR9ES	NGK BR9ES	NGK BR9ES
	Spark Plug Gap		mm (in)	0.45 (.018)	0.45 (.018)	0.45 (.018)	0.45 (.018)
	Ignition Timing BTDC ④		mm (in)	1.81 (.071)	1.81 (.071)	1.75 (.069)	1.75 (.069)
	Trigger Coil ⑤		Ω	190 – 300	190 – 300	190 – 300	190 – 300
	Generating Coil ⑤		Ω	10 – 17	10 – 17	10 – 17	10 – 17
	Lighting Coil ⑤		Ω	0.20 – 0.35	0.20 – 0.35	0.20 – 0.35	0.20 – 0.35
	High Tension Coil ⑤	Primary	Ω	0.3 – 0.7	0.3 – 0.7	0.3 – 0.7	0.3 – 07
		Secondary	kΩ	8 – 16	8 – 16	8 – 16	8 – 16
	Carburetor Type		PTO/MAG	VM 38 345/346	VM 38 345/346	VM 38 349/350	VM 40 88/89
	Main Jet		PTO/MAG	310/290	310/290	280/270	280/260
	Needle Jet			480-P3	480-P3	480-Q6	224 AA-2
	Pilot Jet			50	50	50	60
	Needle Identification – Clip Position			6FEY1-3	6FEY1-3	6BGY15-4	7ECY1-3
	Slide Cut-away			2.5	2.5	2.5	2.5
	Float Adjustment		± 1 mm (± .040 in)	18.1 (.71)	18.1 (.71)	18.1 (.71)	18.1 (.71)
	Air Screw Adjustment		± 1/16 Turn	1.5	1.5	2.25	2.25
	Idle Speed RPM		± 200 RPM	1800	1800	1800	1800
	Gas Type/Pump Octane Number			Unleaded/87	Unleaded/87	Unleaded/87	Unleaded/87
	Gas/Oil Ratio			Injection	Injection	Injection	Injection
	Type			Liquid	Liquid	Liquid	Liquid
	Axial Fan Belt Adjustment	Deflection ⑥	mm (in)	N.A.	N.A.	N.A.	N.A.
		Force	kg (lbf)	N.A.	N.A.	N.A.	N.A.
	Thermostat Opening Temperature		°C (°F)	42 (108)	42 (108)	42 (108)	42 (108)
	Radiator Cap Opening Pressure		kPa (PSI)	90 (13)	90 (13)	90 (13)	90 (13)
	ENGINE COLD N•m (lb•ft)	Drive Pulley Retaining Screw		⑦	⑦	⑦	⑦
		Exhaust Manifold Nuts or Bolts		23 (17)	23 (17)	23 (17)	23 (17)
		Magneto Ring Nut		125 (92)	125 (92)	125 (92)	125 (92)
		Crankcase Nuts or Screws	M6 M8	9 (6.5) 29 (21)	9 (6.5) 29 (21)	9 (6.5) 23 (17)	9 (6.5) 23 (17)
		Crankcase/Engine Support Nuts or Screws		40 (29)	40 (29)	40 (29)	40 (29)
		Cylinder Head Nuts		29 (21)	29 (21)	29 (21)	29 (21)
		Crankcase/Cylinder Nuts or Screws		29 (21)	29 (21)	29 (21)	29 (21)
		Axial Fan Shaft Nut		N.A.	N.A.	N.A.	N.A.

	VEHICLE MODEL			SUMMIT 500	SUMMIT 583	SUMMIT 670	GRAND TOURING 500
	ENGINE TYPE			**494**	**583**	**670**	**494**
	Number of Cylinders			2	2	2	2
	Bore		mm (in)	69.5 (2.736)	76.0 (2.992)	78.0 (3.071)	69.5 (2.736)
	Stroke		mm (in)	65.8 (2.59)	64.0 (2.520)	70.0 (2.760)	65.8 (2.59)
	Displacement		cm^3 (in^3)	499.3 (30.47)	580.7 (35.44)	668.97 (40.82)	499.3 (30.47)
	Compression Ratio (corrected)			6.8	6.7	6.2	6.8
	Maximum Power Engine Speed ①		± 100 RPM	7750	7800	7700	7800
	Piston Ring Type		1st/2nd	ST/R	ST/N.A.	ST/R	ST/R
	Ring End Gap	new wear limit	mm (in) mm (in)	0.25 (.010) 1.0 (.040)	0.25 (.010) 1.0 (.040)	0.25 (.0098) 1.0 (.0394)	0.25 (.010) 1.0 (.040)
	Ring/Piston Groove Clearance	new wear limit	mm (in) mm (in)	0.04 (.0016) 0.2 (.008)	0.04 (.0016) 0.2 (.0079)	0.04 (.0016) 0.2 (.0079)	0.04 (.0016) 0.2 (.0079)
	Piston/Cylinder Wall Clearance	new wear limit	mm (in) mm (in)	0.11 (.0043) 0.15 (.006)	0.05 (.0020) 0.15 (.0059)	0.08 (.0031) 0.15 (.0059)	0.11 (.0043) 0.15 (.006)
	Connecting Rod Big End Axial Play	new wear limit	mm (in) mm (in)	0.39 (.0156) 1.2 (.048)	0.39 (.0154) 1.2 (.0472)	0.39 (.0154) 1.2 (.0472)	0.39 (.0154) 1.2 (.048)
	Maximum Crankshaft End-play ②		mm (in)	0.3 (.012)	0.3 (.0118)	0.3 (.0118)	0.3 (.012)
	Maximum Crankshaft Deflection		mm (in)	0.08 (.0032)	0.08 (.0031)	0.08 (.0031)	0.08 (.0032)
	Rotary Valve Timing ③ and P/N 420 924 XXX		Opening Closing	135° – 64° 509	135° – 64° 509	145° – 71° 500	135° – 64° 509
	Magneto Generator Output		W	220	220	220	220
	Ignition Type			CDI	CDI	CDI	CDI
	Spark Plug Make and Type			NGK BR9ES	NGK BR9ES	NGK BR9ES	NGK BR9ES
	Spark Plug Gap		mm (in)	0.45 (.018)	0.45 (.018)	0.45 (.018)	0.45 (.018)
	Ignition Timing BTDC ④		mm (in)	1.81 (.071)	1.75 (.069)	1.93 (.076)	1.81 (.071)
	Trigger Coil ⑤		Ω	190 – 300	190 – 300	190 – 300	190 – 300
	Generating Coil ⑤		Ω	10 – 17	10 – 17	10 – 17	10 – 17
	Lighting Coil ⑤		Ω	0.20 – 0.35	0.20 – 0.35	0.20 – 0.35	0.20 – 0.35
	High Tension Coil ⑤	Primary Secondary	Ω kΩ	0.3 – 0.7 8 – 16	0.3 – 0.7 8 – 16	0.3 – 0.7 8 – 16	0.3 – 0.7 8 – 16
	Carburetor Type		PTO/MAG	VM 38 (HAC) 363/364	VM 38 (HAC) 365/366	VM 40 (HAC) 90/91	VM 38 347/348
	Main Jet		PTO/MAG	400/380	340/330	380/370	330/310
	Needle Jet			480-Q0	480 Q-6	224 AA-4	480-P4
	Pilot Jet			75	75	75	50
	Needle Identification – Clip Position			6FEY1-3	6BGY15-4	7DPI1-3	6FEY1-3
	Slide Cut-away			2.5	2.5	2.5	2.5
	Float Adjustment		± 1 mm (± .040 in)	18.1 (.71)	18.1 (.71)	18.1 (.71)	18.1 (.71)
	Air Screw Adjustment		± 1/16 Turn	2.0	2.25	2.25	1.125
	Idle Speed RPM		± 200 RPM	1800	1900	1900	1800
	Gas Type/Pump Octane Number			Unleaded/87	Unleaded/87	Unleaded/87	Unleaded/87
	Gas/Oil Ratio			Injection	Injection	Injection	Injection
	Type			Liquid	Liquid	Liquid	Liquid
	Axial Fan Belt Adjustment	Deflection ⑥ Force	mm (in) kg (lbf)	N.A. N.A.	N.A. N.A.	N.A. N.A.	N.A. N.A.
	Thermostat Opening Temperature		°C (°F)	42 (108)	42 (108)	42 (108)	42 (108)
	Radiator Cap Opening Pressure		kPa (PSI)	90 (13)	90 (13)	90 (13)	90 (13)
	ENGINE COLD N•m (lb•ft)	Drive Pulley Retaining Screw		⑦	⑦	⑦	④
		Exhaust Manifold Nuts or Bolts		23 (17)	23 (17)	23 (17)	23 (17)
		Magneto Ring Nut		125 (92)	125 (92)	125 (92)	100 (74)
		Crankcase Nuts or Screws	M6 M8	9 (6.5) 29 (21)	9 (6.5) 29 (21)	9 (6.5) 29 (21)	9 (6.5) 23 (17)
		Crankcase/Engine Support Nuts or Screws		40 (29)	40 (29)	40 (29)	40 (29)
		Cylinder Head Nuts		29 (21)	29 (21)	29 (21)	29 (21)
		Crankcase/Cylinder Nuts or Screws		29 (21)	29 (21)	29 (21)	29 (21)
		Axial Fan Shaft Nut		N.A.	N.A.	N.A.	N.A.

	VEHICLE MODEL			GRAND TOURING 583	SKANDIC WT/SWT	SKANDIC WT LC
	ENGINE TYPE			**583**	**503**	**494**
	Number of Cylinders			2	2	2
	Bore		mm (in)	76.0 (2.992)	72.0 (2.835)	69.5 (2.736)
	Stroke		mm (in)	64.0 (2.52)	61.0 (2.402)	65.8 (2.59)
	Displacement		cm^3 (in^3)	580.7 (35.44)	496.7 (30.31)	499.3 (30.47)
	Compression Ratio (corrected)			6.7	6.2	6.8
	Maximum Power Engine Speed ①		± 100 RPM	7900	6500	6800
	Piston Ring Type		1st/2nd	ST/N.A.	ST/R	ST/R
	Ring End Gap	new wear limit	mm (in) mm (in)	0.25 (.010) 1.0 (.040)	0.2 (.0079) 1.0 (.0394)	0.25 (.010) 1.0 (.040)
	Ring/Piston Groove Clearance	new wear limit	mm (in) mm (in)	0.04 (.0016) 0.2 (.0079)	0.04 (.0016) 0.2 (.0079)	0.04 (.0016) 0.2 (.0079)
	Piston/Cylinder Wall Clearance	new wear limit	mm (in) mm (in)	0.11 (.0045) 0.15 (.0059)	0.9 (.0035) 0.2 (.0079)	0.11 (.0043) 0.15 (.006)
	Connecting Rod Big End Axial Play	new wear limit	mm (in) mm (in)	0.39 (.0154) 1.2 (.0480)	0.2 (.0079) 1.0 (.0394)	0.39 (.0154) 1.2 (.048)
	Maximum Crankshaft End-play ②		mm (in)	0.3 (.0120)	0.3 (.0118)	0.3 (.012)
	Maximum Crankshaft Deflection		mm (in)	0.08 (.0032)	0.08 (.0031)	0.08 (.0032)
	Rotary Valve Timing ③ and P/N 420 924 XXX		Opening Closing	140° – 71° 502	N.A.	148° – 52° 509
	Magneto Generator Output		W	220	240	220
	Ignition Type			CDI	CDI	CDI
	Spark Plug Make and Type			NGK BR9ES	NGK BR8ES	NGK BR9ES
	Spark Plug Gap		mm (in)	0.45 (.018)	0.45 (.018)	0.45 (.018)
	Ignition Timing BTDC ④		mm (in)	1.75 (.069)	1.66 (.065)	1.81 (.071)
	Trigger Coil ⑤		Ω	190 – 300	140 – 180	190 – 300
	Generating Coil ⑤		Ω	10 – 17	230 – 330	10 – 17
	Lighting Coil ⑤		Ω	0.2 – 0.35	0.23 – 0.28	0.20 – 0.35
	High Tension Coil ⑤	Primary	Ω	0.3 – 0.7	N.A.	0.3 – 0.7
		Secondary	kΩ	8 – 16	5.1 – 6.3	8 – 16
	Carburetor Type		PTO/MAG	VM 38 349/350	VM 32	VM 34
	Main Jet		PTO/MAG	280/270	230	260/280
	Needle Jet			480-Q6	159 O-0	159-P0
	Pilot Jet			50	25	30
	Needle Identification – Clip Position			6FEY1-3	6DH8-4	6DH4-3
	Slide Cut-away			2.5	3.0	2.0
	Float Adjustment		± 1 mm (± .040 in)	18.1 (.71)	23.9 (.94)	23.9 (.94)
	Air Screw Adjustment		± 1/16 Turn	1.125	1.5	PTO 1.0/MAG 0.75
	Idle Speed RPM		± 200 RPM	1800	1650	1900
	Gas Type/Pump Octane Number			Unleaded/87	Unleaded/87	Unleaded/87
	Gas/Oil Ratio			Injection	Injection	Injection
	Type			Liquid	Axial Fan	Liquid
	Axial Fan Belt Adjustment	Deflection ⑥	mm (in)	N.A.	9 – 10 (.35 – .39)	N.A.
		Force	kg (lbf)	N.A.	5 (11)	N.A.
	Thermostat Opening Temperature		°C (°F)	42 (108)	N.A.	42 (108)
	Radiator Cap Opening Pressure		kPa (PSI)	90 (13)	N.A.	90 (13)
	**ENGINE COLD N•m (lb•ft)**	Drive Pulley Retaining Screw		④	⑦	⑦
		Exhaust Manifold Nuts or Bolts		23 (17)	22 (16)	22 (16)
		Magneto Ring Nut		125 (92)	105 (77)	125 (92)
		Crankcase Nuts or Screws	M6 M8	9 (6.5) 23 (17)	— 22 (16)	9 (6.5) 21 (16)
		Crankcase/Engine Support Nuts or Screws		40 (29)	39 (29)	40 (29)
		Cylinder Head Nuts		29 (21)	22 (16)	29 (21)
		Crankcase/Cylinder Nuts or Screws		29 (21)	N.A.	29 (21)
		Axial Fan Shaft Nut		N.A.	48 (35)	N.A.

VEHICLE MODEL				MX Z 440 F	MX Z 440	MX Z 583	MX Z 670
ENGINE TYPE				**443**	**454**	**583**	**670**
Chain Drive Ratio				22/44	23/44	25/44	26/44
Chain	Pitch		in	3/8	3/8	3/8	3/8
	Type/Links Qty/Plates Qty			Silent/72/11	Silent 72 – 13	Silent 74 – 13	Silent 74 – 13
Drive Pulley	Type of Drive Pulley			TRA	TRAC	TRAC	TRAC
	Ramp Identification			289 ⑤	283 ⑤	286 ⑤	286 ⑥
	Calibration Screw Position or Calibration Disc Quantity ⑤			3	3	3	3
	Spring Color			Blue/Green	Pink/White	Green/Blue	Violet/Yellow
	Spring Length		± 1.5 mm (± 0.060 in)	105.7 (4.16)	124.5 (4.9)	147.4 (5.80)	157.9 (6.22)
	Clutch Engagement		± 200 RPM	3800	4400	4400	3800
Driven Pulley Spring Preload Cam Angle			± 0.7 kg (±1.5 lb) degree	6.1 (13.4) 47°	7.0 (15.4) 44°	7.0 (15.4) 50°	5.4 – 6.8 (11.9 – 15.0) 50°
Pulley Distance Z			(+ 0, –1) mm ((+ 0, –1/32) in)	16.5 (21/32)	16.5 (21/32)	16.5 (21/32)	16.5 (21/32)
Offset	X		± 0.4 mm (± 1/64 in)	35.0 (1-3/8)	35.0 (1-3/8)	35.0 (1-3/8)	35.0 (1-3/8)
	Y – X	MIN. – MAX.	mm (in)	+ 1 (+ 0.039) + 2 (+ 0.079)	1.0 – 2.0 (0.039 – 0.079)	1.0 – 2.0 (0.039 – 0.079)	1.0 – 2.0 (0.039 – 0.079)
Drive Belt Part Number (P/N)				414 0606 00	414 8607 00	414 8607 00	414 9182 00
Drive Belt Width (new) ①			mm (in)	34.7 (1-3/8)	34.9 (1-3/8)	34.9 (1-3/8)	35.2 (1-3/8)
Drive Belt Adjustment		Deflection	± 5 mm (± 13/64 in)	32 (1-1/4)	32 (1-1/4)	32 (1-1/4)	32 (1-1/4)
		Force ②	kg (lbf)	11.3 (25)	11.3 (25)	11.3 (25)	11.3 (25)
Track	Width		cm (in)	38.1 (15)	38.1 (15.0)	38.1 (15.0)	38.1 (15.0)
	Length		cm (in)	307 (121)	307 (121)	307 (121)	307 (121)
	Adjustment	Deflection	mm (in)	40 – 55 (1-9/16 – 2-5/32)	40 – 55 (1-9/16 – 2-5/32)	35 – 40 (1-3/8 – 1-3/4)	35 – 40 (1-3/8 – 1-3/4)
		Force ③	kg (lbf)	7.3 (16)	7.3 (16)	7.3 (16)	7.3 (16)
Suspension Type		Track		SC10 Sport	SC10 XC	SC10 XC	SC10 XC
		Ski		DSA	DSA	DSA	DSA
Length			cm (in)	272.5 (107.3)	272.5 (107.3)	272.5 (107.3)	272.5 (107.3)
Width			cm (in)	114.3 (45.0)	116.9 (46.0)	116.9 (46.0)	117.2 (46.1)
Height			cm (in)	108 (42.5)	108 (42.5)	108 (42.5)	108 (42.5)
Ski Stance			cm (in)	101.6 (40)	104.5 (41.0)	104 (41.0)	104.5 (41.0)
Mass (dry)			kg (lb)	201 (442)	220 (485)	228 (502)	228 (502)
Ground Contact Area			cm^2 (in^2)	6629 (1028)	6629 (1028)	6629 (1028)	6629 (1028)
Ground Contact Pressure			kPa (PSI)	2.97 (.437)	3.26 (.473)	3.37 (.489)	3.37 (.489)
Frame Material				Aluminum	Aluminum	Aluminum	Aluminum
Bottom Pan Material				Polyethylene	Impact Copolymer	Impact Copolymer	Impact Copolymer
Cab Material				RRIM Polyurethane	RRIM Polyurethane	RRIM Polyurethane	RRIM Polyurethane
Battery			V (A•h)	N.A.	N.A.	N.A.	N.A.
Headlight			W	H4 60/55	H4 60/55	H4 60/55	H4 60/55
Taillight and Stoplight			W	8/27	8/27	8/27	8/27
Tachometer and Speedometer Buld			W	2 x 3	2 x 3	2 x 3	2 x 3
Fuel and Temperature Gauge Buld			W	N.A.	N.A.	N.A.	N.A.
Fuse	Starter Solenoid		A	N.A.	N.A.	N.A.	N.A.
	Tachometer		A	N.A.	N.A.	N.A.	N.A.
Fuel Tank			L (U.S. gal)	37 (9.8)	37.0 (9.8)	37.0 (9.8)	37.0 (9.8)
Chaincase/Gearbox			mL (U.S. oz)	250 (8.5)	250 (8.5)	250 (8.5)	250 (8.5)
Cooling System			L (U.S. oz)	N.A.	4.7 (159)	4.7 (159)	4.7 (159)
Injection Oil Reservoir			L (U.S. oz)	2.55 (86)	2.8 (95)	2.8 (95)	2.8 (95)

	VEHICLE MODEL				FORMULA 500	FORMULA 500 DELUXE	FORMULA 583	FORMULA Z
	ENGINE TYPE				**494**	**494**	**583**	**583**
	Chain Drive Ratio				23/44	23/44	25/44	25/44
	Chain	Pitch		in	3/8	3/8	3/8	3/8
		Type/Links Qty/Plates Qty			Silent 72-11	Silent 72-11	Silent 74-11	Silent 74-13
	Drive Pulley	Type of Drive Pulley			TRAC	TRAC	TRAC	TRAC
		Ramp Identification			281 ⑤	281 ⑤	286 ⑤	286 ⑤
		Calibration Screw Position or Calibration Disc Quantity ⑤			3	3	3	3
		Spring Color			Violet/Green	Violet/Green	Violet/Blue	Violet/Blue
		Spring Length		± 1.5 mm (± 0.060 in)	133.5 (5.27)	133.5 (5.27)	114.6 (4.51)	114.6 (4.51)
		Clutch Engagement		± 200 RPM	4200	4200	4100	4100
	Driven Pulley Spring Preload Cam Angle			± 0.7 kg (±1.5 lb) degree	7.0 (15.4) 50°	7.0 (15.4) 50°	7.0 (15.4) 50°	7.0 (15.4) 50°
	Pulley Distance Z			(+ 0, –1) mm ((+ 0, –1/32) in)	16.5 (21/32)	16.5 (21/32)	16.5 (21/32)	16.5 (21/32)
	Offset	X		± 0.4 mm (± 1/64 in)	35.0 (1-3/8)	35.0 (1-3/8)	35.0 (1-3/8)	35.0 (1-3/8)
		Y – X	MIN. – MAX.	mm (in)	1.0 – 2.0 (0.039 – 0.079)	1.0 – 2.0 (0.039 – 0.079)	1.0 – 2.0 (0.039 – 0.079)	1.0 – 2.0 (0.039 – 0.079)
	Drive Belt Part Number (P/N)				414 8607 00	414 8607 00	414 8607 00	414 8607 00
	Drive Belt Width (new) ①			mm (in)	34.90 (1-3/8)	34.90 (1-3/8)	34.90 (1-3/8)	34.90 (1-3/8)
	Drive Belt Adjustment		Deflection	± 5 mm (± 13/64 in)	32 (1-1/4)	32 (1-1/4)	32 (1-1/4)	32 (1-1/4)
			Force ②	kg (lbf)	6.8 (15)	6.8 (15)	6.8 (15)	11.3 (25)
	Track	Width		cm (in)	38.1 (15.0)	38.1 (15.0)	38.1 (15.0)	38.1 (15.0)
		Length		cm (in)	307 (121)	307 (121)	307 (121)	307 (121)
		Adjustment	Deflection	mm (in)	40 – 55 (1-9/16 – 1-11/64)	40 – 55 (1-9/16 – 1-11/64)	30 – 40 (1-9/16 – 1-3/4)	35 – 40 (1-3/8 – 1-3/4)
			Force ③	kg (lbf)	7.3 (16)	7.3 (16)	7.3 (16)	7.3 (16)
	Suspension Type		Track		SC-10 Sport	SC-10 Sport	SC-10 Sport	SC10 HP
			Ski		DSA	DSA	DSA	DSA
	Length			cm (in)	272.5 (107.3)	272.5 (107.3)	272.5 (107.3)	272.5 (107.3)
	Width			cm (in)	120.7 (47.5)	120.7 (47.5)	120.7 (47.5)	120.7 (47.5)
	Height			cm (in)	108 (42.5)	112 (44)	108 (42.5)	108 (42.5)
	Ski Stance			cm (in)	106.7 (42.0)	106.7 (42.0)	106.7 (42.0)	106.7 (42)
	Mass (dry)			kg (lb)	212 (467)	228 (502)	223 (491)	227 (499)
	Ground Contact Area			cm^2 (in^2)	6793 (1053)	6503 (1008)	6793.4 (1053)	6793 (1053)
	Ground Contact Pressure			kPa (PSI)	3.06 (.444)	3.29 (.477)	3.22 (.467)	3.28 (.476)
	Frame Material				Aluminum	Aluminum	Aluminum	Aluminum
	Bottom Pan Material				Impact Copolymer	Impact Copolymer	Impact Copolymer	Impact Copolymer
	Cab Material				RRIM	RRIM	RRIM	RRIM Polyurethane
	Battery			V (A•h)	N.A.	12 (22)	N.A.	N.A.
	Headlight			W	H4 60/55	H4 60/55	H4 60/55	H4 60/55
	Taillight and Stoplight			W	8/27	8/27	8/27	8/27
	Tachometer and Speedometer Buld			W	2 x 3	2 x 3	2 x 3	2 x 3
	Fuel and Temperature Gauge Buld			W	N.A.	N.A.	N.A.	3/3
	Fuse	Starter Solenoid		A	N.A.	30	N.A.	N.A.
		Tachometer		A	N.A.	N.A.	N.A.	N.A.
	Fuel Tank			L (U.S. gal)	40 (10.6)	40 (10.6)	40 (10.6)	40 (10.6)
	Chaincase/Gearbox			mL (U.S. oz)	250 (8.5)	250 (8.5)	250 (8.5)	250 (8.5)
	Cooling System			L (U.S. oz)	4.7 (159)	4.7 (159)	4.7 (159)	4.7 (159)
	Injection Oil Reservoir			L (U.S. oz)	2.8 (94.7)	2.8 (94.7)	2.8 (94.7)	2.8 (95)

VEHICLE MODEL				SUMMIT 500	SUMMIT 583	SUMMIT 670	GRAND TOURING 500
ENGINE TYPE				**494**	**583**	**670**	**494**
Chain Drive Ratio				22/44	22/44	23/44	23/44
Chain	Pitch		in	3/8	3/8	3/8	3/8
	Type/Links Qty/Plates Qty			Silent 72-11	Silent 72-13	Silent 72-13	Silent 72-11
Drive Pulley	Type of Drive Pulley			TRAC	TRAC	TRAC	TRAC
	Ramp Identification			287 ⑤	285 ⑤	286 ⑤	228 ⑥
	Calibration Screw Position or Calibration Disc Quantity ⑤			5	5	5	3
	Spring Color			Pink/White	Green/Blue	Violet/Yellow	Violet/Violet
	Spring Length		± 1.5 mm (± 0.060 in)	124.5 (4.90)	147.4 (5.80)	157.9 (6.22)	107 (4.21)
	Clutch Engagement		± 200 RPM	4800	4500	4100	3500
Driven Pulley Spring Preload Cam Angle			± 0.7 kg (±1.5 lb) degree	7.0 (15.4) 50°	7.0 (15.4) 50°	7.0 (15.4) 50°	7.0 (15.4) 44°
Pulley Distance Z			(+ 0, –1) mm ((+ 0, –1/32) in)	16.5 (21/32)	16.5 (21/32)	16.5 (21/32)	16.5 (21/32)
Offset	X		± 0.4 mm (± 1/64 in)	35.0 (1-3/8)	35.0 (1-3/8)	35.0 (1-3/8)	35.0 (1-3/8)
	Y – X	MIN. – MAX.	mm (in)	1.0 – 2.0 (0.039 – 0.079)	1.0 – 2.0 (0.039 – 0.079)	1.0 – 2.0 (0.039 – 0.079)	1.0 – 2.0 (0.039 – 0.079)
Drive Belt Part Number (P/N)				415 8607 00	415 0603 00	415 0603 00	414 8607 00
Drive Belt Width (new) ①			mm (in)	34.7 (1-3/8)	35.0 (1-3/8)	35.0 (1-3/8)	34.90 (1-3/8)
Drive Belt Adjustment		Deflection	± 5 mm (± 13/64 in)	32 (1-1/4)	32 (1-1/4)	32 (1-1/4)	32 (1-1/4)
		Force ②	kg (lbf)	11.3 (25)	11.3 (25)	11.3 (25)	11.3 (25)
Track	Width		cm (in)	38.1 (15.0)	38.1 (15.0)	38.1 (15.0)	38.1 (15.0)
	Length		cm (in)	345.5 (136)	345.5 (136)	345.5 (136)	345.5 (136)
	Adjustment	Deflection	mm (in)	45 – 50 (1-3/4 – 1-31/32)	45 – 50 (1-3/4 – 1-31/32)	45 – 50 (1-3/4 – 1-31/32)	40 – 55 (1-9/16 – 2-5/32)
		Force ③	kg (lbf)	7.3 (16)	7.3 (16)	7.3 (16)	7.3 (16)
Suspension Type		Track		SC-10 Mountain	SC-10 Mountain	SC-10 Mountain	SC-10 Touring
		Ski		DSA	DSA	DSA	DSA
Length			cm (in)	291.9 (114.9)	291.9 (114.9)	291.9 (114.9)	291.9 (114.9)
Width			cm (in)	108 (42.5)	108 (42.5)	108 (42.5)	120.7 (47.5)
Height			cm (in)	108 (42.5)	108 (42.5)	108 (42.5)	122 (48)
Ski Stance			cm (in)	94 (37)	94 (37)	94 (37)	106.7 (42.0)
Mass (dry)			kg (lb)	225 (494)	231 (508)	233 (513)	245 (539)
Ground Contact Area			cm^2 (in^2)	7479.2 (1159.2)	7479.2 (1159.2)	7227.2 (1120.2)	7479.2 (1159.3)
Ground Contact Pressure			kPa (PSI)	2.95 (.428)	3.03 (.439)	3.06 (.444)	3.21 (.465)
Frame Material				Aluminum	Aluminum	Aluminum	Aluminum
Bottom Pan Material				Impact Copolymer	Impact Copolymer	Impact Copolymer	Impact Copolymer
Cab Material				RRIM	RRIM	RRIM	RRIM
Battery			V (A•h)	N.A.	N.A.	12 (22)	12 (22)
Headlight			W	H4 60/55	H4 60/55	H4 60/55	H4 60/55
Taillight and Stoplight			W	8/27	8/27	8/27	8/27
Tachometer and Speedometer Buld			W	2 x 3	2 x 3	2 x 3	2 x 3
Fuel and Temperature Gauge Buld			W	N.A.	N.A.	N.A.	3
Fuse	Starter Solenoid		A	N.A.	N.A.	N.A.	30
	Tachometer		A	N.A.	N.A.	N.A.	N.A.
Fuel Tank			L (U.S. gal)	40 (10.6)	40 (10.6)	40 (10.6)	40 (10.6)
Chaincase/Gearbox			mL (U.S. oz)	250 (8.5)	250 (8.5)	250 (8.5)	250 (8.5)
Cooling System			L (U.S. oz)	5.0 (169)	5.0 (169)	5.0 (169)	5.0 (169)
Injection Oil Reservoir			L (U.S. oz)	2.8 (94.7)	2.8 (94.7)	2.8 (94.7)	2.8 (94.7)

	VEHICLE MODEL				GRAND TOURING 583	SKANDIC WT	SKANDIC SWT	SKANDIC WT LC
	ENGINE TYPE				**583**	**503**	**503**	**494**
	Chain Drive Ratio				23/44	N.A.	N.A.	N.A.
	Chain	Pitch		in	3/8	N.A.	N.A.	N.A.
		Type/Links Qty/Plates Qty			Silent 72-13	N.A.	N.A.	N.A.
	Drive Pulley	Type of Drive Pulley			TRAC	TRAC	TRAC	TRAC
		Ramp Identification			285 ⑤	146 ⑤	146 ⑤	146 ⑤
		Calibration Screw Position or Calibration Disc Quantity ⑤			3	3	4	2
		Spring Color			Blue/Blue	Blue/Violet	Red/Yellow	Blue/Orange
		Spring Length		± 1.5 mm (± 0.060 in)	99.6 (3.929)	96.6 (3.80)	87.9 (3.46)	132.6 (5.22)
		Clutch Engagement		± 200 RPM	3800	3300	2900	3400
	Driven Pulley Spring Preload Cam Angle			± 0.7 kg (±1.5 lb) degree	6.1 (13.45) 47°	7 (15.4) 40°	6 (13.2) 40°	7 (15.4) 40°
	Pulley Distance Z			(+ 0, –1) mm ((+ 0, –1/32) in)	16.5 (21/32)	32.75 (1-19/64)	32.75 (1-19/64)	32.75 (1-19/64)
	Offset	X		± 0.4 mm (± 1/64 in)	35.0 (1-3/8)	36.25 (1-27/64)	36.25 (1-27/64)	36.25 (1-27/64)
		Y – X	MIN. – MAX.	mm (in)	1.0 – 2.0 (0.039 – 0.079)	1.0 – 2.0 (0.039 – 0.079)	1.0 – 2.0 (0.039 – 0.079)	1.0 – 2.0 (0.039 – 0.079)
	Drive Belt Part Number (P/N)				414 8607 00	414 6338 00	414 6338 00	414 6338 00
	Drive Belt Width (new) ①			mm (in)	34.90 (1-3/8)	34.60 (1-3/8)	34.60 (1-3/8)	34.60 (1-3/8)
	Drive Belt Adjustment		Deflection	± 5 mm (± 13/64 in)	32 (1-1/4)	32 (1-1/4)	32 (1-1/4)	32 (1-1/4)
			Force ②	kg (lbf)	11.3 (25)	11.3 (25)	11.3 (25)	11.3 (25)
	Track	Width		cm (in)	38.1 (15.0)	50.0 (19.7)	60.0 (23.6)	50.0 (19.7)
		Length		cm (in)	345.5 (136)	394 (155.1)	394 (155.1)	394 (155.1)
		Adjustment	Deflection	mm (in)	40 – 55 (1-9/16 – 2-5/32)	40 – 50 (1-9/16 – 1-31/32)	40 – 50 (1-9/16 – 1-31/32)	40 – 50 (1-9/16 – 1-31/32)
			Force ③	kg (lbf)	7.3 (16)	7.3 (16)	7.3 (16)	7.3 (16)
	Suspension Type		Track		SC-10 Touring	Skandic WT	Skandic WT	Skandic WT
			Ski		DSA	Telescopic Strut	Telescopic Strut	Telescopic Strut
	Length			cm (in)	291.9 (114.9)	302.0 (118.9)	315.0 (124.0)	302.0 (118.9)
	Width			cm (in)	120 (47.5)	104.5 (41.1)	110.0 (43.3)	104.5 (41.1)
	Height			cm (in)	122 (48)	122 (48)	122 (48)	122 (48)
	Ski Stance			cm (in)	106.7 (42.0)	90.0 (35.4)	90.0 (35.4)	90.0 (35.4)
	Mass (dry)			kg (lb)	251 (553)	259 (569)	275 (605)	295 (627)
	Ground Contact Area			cm^2 (in^2)	7479.2 (1159.3)	10792.5 (1672.8)	13986 (2167.8)	12335 (1911.9)
	Ground Contact Pressure			kPa (PSI)	3.29 (.477)	3.29 (.477)	1.93 (.280)	2.27 (.329)
	Frame Material				Aluminum	Steel	Steel	Steel
	Bottom Pan Material				Impact Copolymer	HD Polyethylene	HD Polyethylene	HD Polyethylene
	Cab Material				RRIM	Fiberglass	Fiberglass	Fiberglass
	Battery			V (A•h)	12 (22)	12 (22)	12 (22)	12 (22)
	Headlight			W	H4 60/55	H4 60/55	H4 60/55	H4 60/55
	Taillight and Stoplight			W	8/27	8/27	8/27	8/27
	Tachometer and Speedometer Buld			W	2 x 3	2 x 3	2 x 3	2 x 3
	Fuel and Temperature Gauge Buld			W	3	N.A.	N.A.	N.A.
	Fuse	Starter Solenoid		A	30	30	30	30
		Tachometer		A	N.A.	N.A.	N.A.	N.A.
	Fuel Tank			L (U.S. gal)	40 (10.6)	40 (10.6)	40 (10.6)	40 (10.6)
	Chaincase/Gearbox			mL (U.S. oz)	250 (8.5)	500 (17)	500 (17)	500 (17)
	Cooling System			L (U.S. oz)	5.0 (169)	N.A.	N.A.	N.A.
	Injection Oil Reservoir			L (U.S. oz)	2.8 (94.7)	2.55 (86)	2.55 (86)	2.55 (86)

ENGINE LEGEND

BTDC: Before Top Dead Center
CDI: Capacitor Discharge Ignition
CTR: Center
K: Kilo (× 1000)
MAG: Magneto Side
N.A.: Not Applicable
PTO: Power Take Off Side
R: Rectangular
ST: Semi-trapez

① The maximum horsepower RPM is applicable on the vehicle. It may be different under certain circumstances and BOMBARDIER INC. reserves the right to modify it without obligation.

② Crankshaft end-play is not adjustable on these models. Specification is given for verification purposes only.

③ Rotary valve to crankcase clearance: 0.27 – 0.48 mm (.011 – .019 in).

④ At 6000 RPM (engine cold) with headlamp turned on.

⑤ All resistance measurements must be performed with parts at room temperature (approx. 20°C (68°F)). Temperature greatly affects resistance measurements.

⑥ Force applied midway between pulleys to obtain specified tension deflection.

⑦ Drive pulley retaining screw: torque to 90 to 100 N•m (66 to 74 lbf•ft), install drive belt, accelerate the vehicle at low speed (maximum 30 km / h (20 MPH)) and apply the brake; repeat 5 times. Recheck the torque of 90 to 100 N•m (66 to 74 lbf•ft).

VEHICLE LEGEND

DSA: Direct Shock Action
RRIM: Reinforced Reaction Injection Molding
TRAC: Total Range Adjustable Clutch
N.A.: Not Applicable

① Minimum allowable width may not be less than 3.0 mm (1/8 in) of new drive belt.

② Force applied midway between pulleys to obtain specified tension deflection.

③ Force or downward pull applied to track to obtain specified tension deflection.

④ Coolant mixture: 60% antifreeze/40% water.

⑤ Lever with roller pin P/N 417 0043 03 (hollow).

⑥ Lever with roller pin P/N 417 0043 04 (solid).

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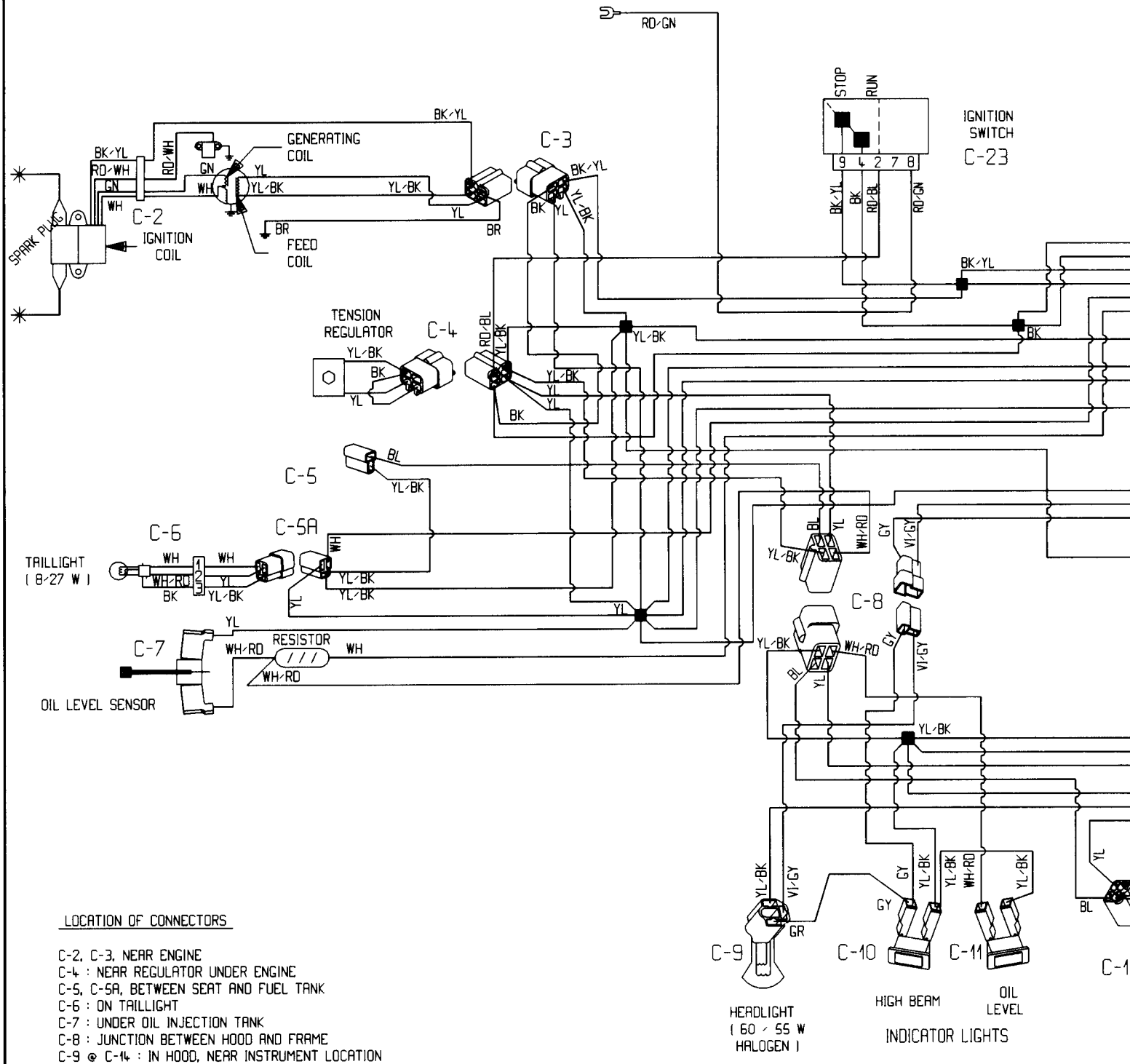
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ANNEX 1 MX Z 440 F

Following table shows wire colors related to electrical circuits.

WIRE COLORS	ELECTRICAL CIRCUIT	ADDITIONAL INFORMATION
BLACK/YELLOW	ENGINE SHUT OFF – Key switch – Tether cord switch – Emergency switch	Must be grounded to stop engine.
BLACK (small)	Ground for shut off	
BLACK (Big)	Ground for starter (–)	
YELLOW YELLOW/BLACK	12 volts (A.C.)	If shorted, magneto stops producing electricity.
RED	12 volts (D.C.) (+) For starter motor	
RED/GREEN	12 volts (D.C.) (+) For starter solenoid	
RED/BLUE	12 volts (D.C.) (+) Rectifier output	
GREY	12 volts (A.C.) High beam	Current returns by YELLOW/BLACK wire connected to headlamp.
VIOLET/GREY	12 volts (A.C.) Low beam	
WHITE	12 volts (A.C.) Brake light	Current returns by YELLOW/BLACK wire connected to taillight.
WHITE/RED	12 volts (A.C.) Low oil level	Current returns by YELLOW/BLACK wire connected to oil level sensor.
BLUE	12 volts (A.C.) Fuel level indicator	Current returns by YELLOW wire connected to fuel level sensor.
ORANGE	12 volts (A.C.) Heated grips (max.)	Current returns by YELLOW/BLACK wire connected to heating elements.
ORANGE/VIOLET	12 volts (A.C.) Heated grips (min.)	
BROWN	12 volts (A.C.) Heated throttle lever (max.)	
BROWN/YELLOW	12 volts (A.C.) Heated throttle lever (min.)	
GREEN	12 volts (A.C.) Temperature gauge	Current returns by YELLOW wire connected to sensor.
VIOLET	12 volts (A.C.) Engine overheating light.	

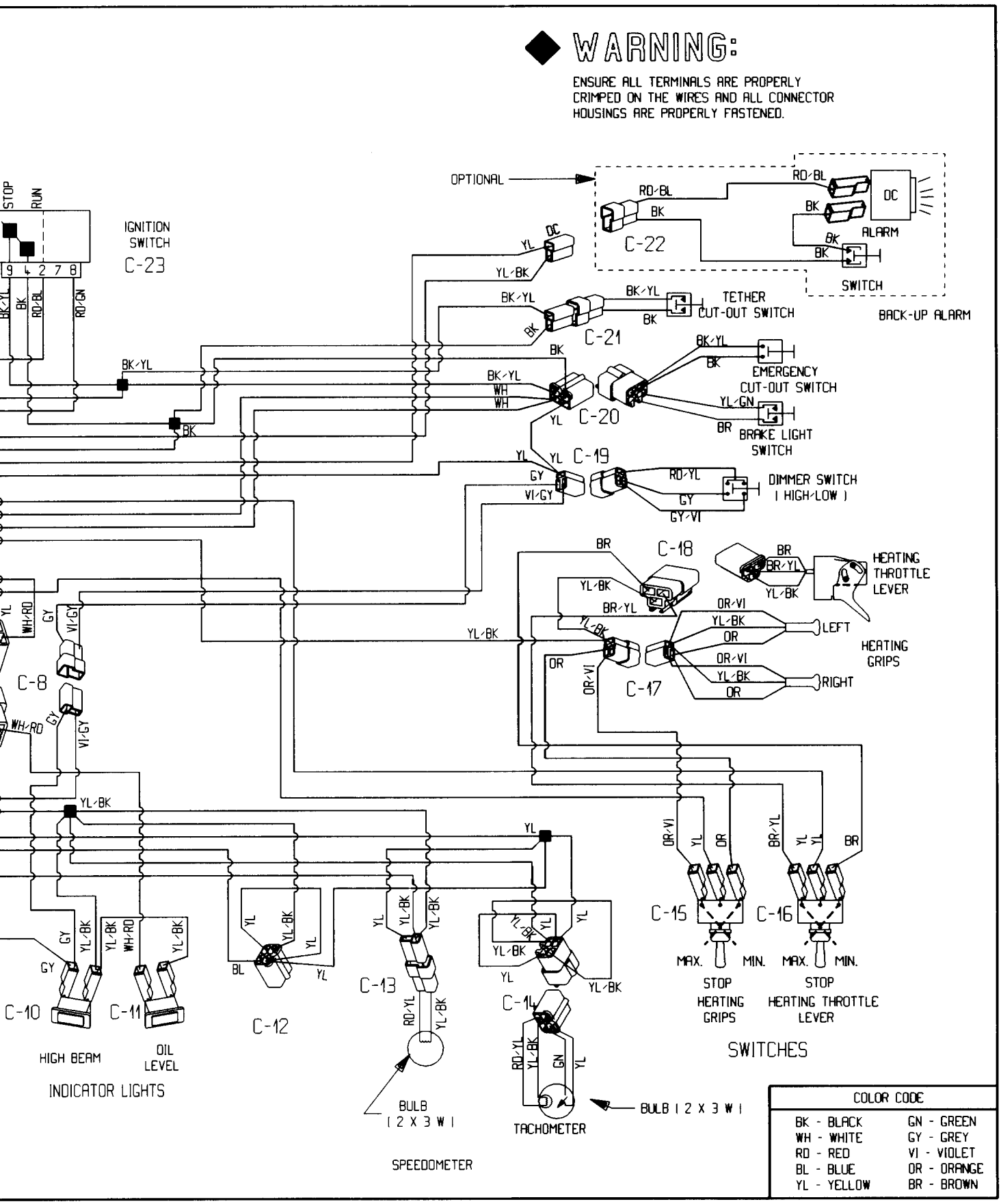
MXZ 440 F '97



LOCATION OF CONNECTORS

C-2, C-3, NEAR ENGINE
C-4 : NEAR REGULATOR UNDER ENGINE
C-5, C-5A, BETWEEN SEAT AND FUEL TANK
C-6 : ON TAILLIGHT
C-7 : UNDER OIL INJECTION TANK
C-8 : JUNCTION BETWEEN HOOD AND FRAME
C-9 @ C-14 : IN HOOD, NEAR INSTRUMENT LOCATION
C-15 @ C-21 : NEAR STEERING COLUMN, UNDER CONSOLE
C-22 : ABOVE CHAINCASE
C-23 : ON IGNITION SWITCH

■ = WELDED JOINT

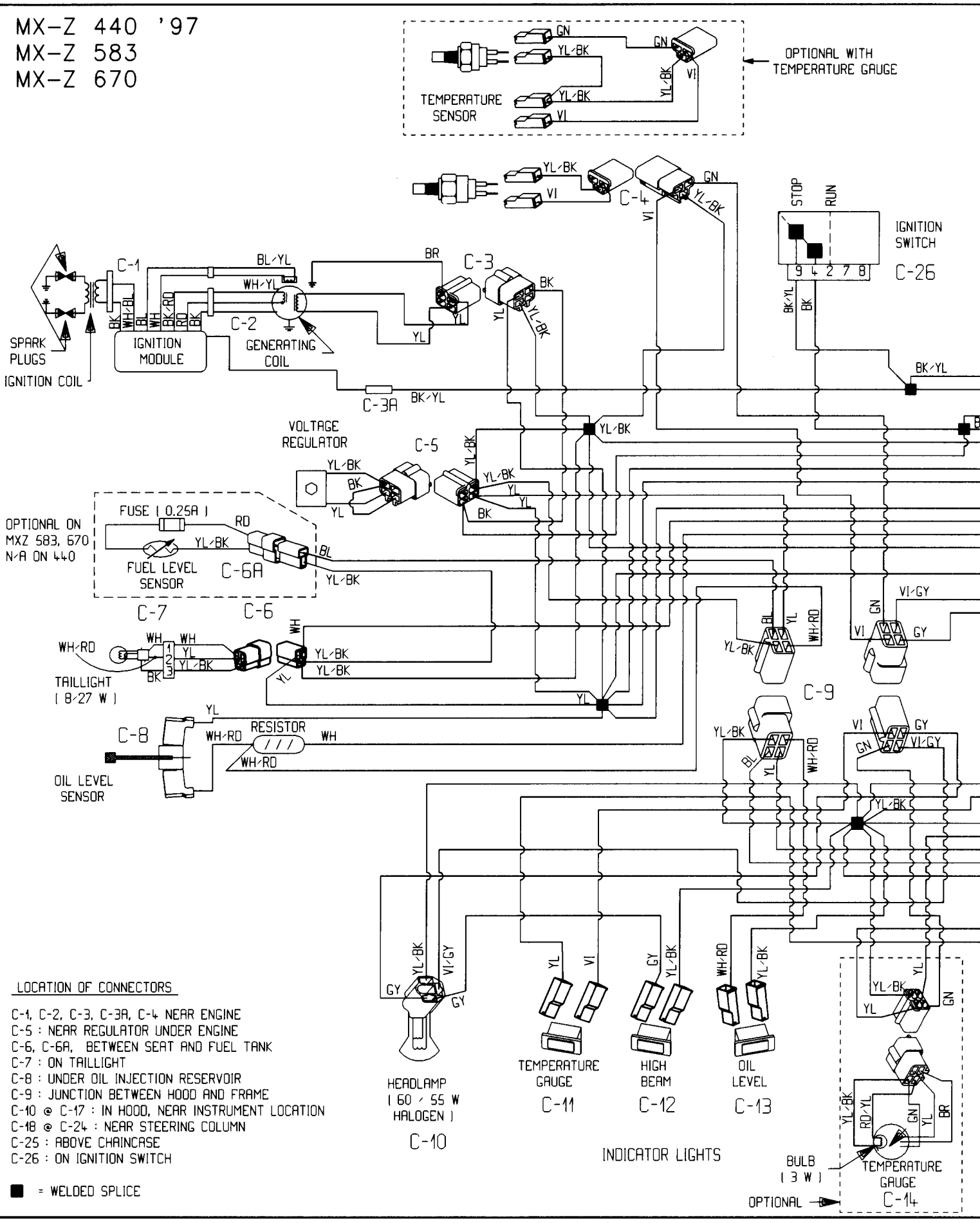

WARNING:
ENSURE ALL TERMINALS ARE PROPERLY CRIMPED ON THE WIRES AND ALL CONNECTOR HOUSINGS ARE PROPERLY FASTENED.
OPTIONAL
RD/BL
BK
DC
ALARM
SWITCH
C-22
BACK-UP ALARM
STOP
RUN
IGNITION SWITCH
C-23
9 4 2 7 8
BK/YL
RD/BL
RD/GN
YL
YL/BK
BK/YL
BK
TETHER CUT-OUT SWITCH
C-21
BK/YL
WH
YL
C-20
EMERGENCY CUT-OUT SWITCH
YL/GN
BR
BRAKE LIGHT SWITCH
C-19
GY
VI/GY
RD/YL
GY/VI
DIMMER SWITCH (HIGH/LOW)
C-18
BR
BR/YL
HEATING THROTTLE LEVER
OR/VI
OR
LEFT
RIGHT
HEATING GRIPS
C-17
C-8
WH/RD
C-10
C-11
C-12
C-13
C-14
C-15
C-16
MAX.
MIN.
STOP HEATING GRIPS
STOP HEATING THROTTLE LEVER
SWITCHES
HIGH BEAM
OIL LEVEL
INDICATOR LIGHTS
BULB (2 X 3 W)
SPEEDOMETER
TACHOMETER
BULB (2 X 3 W)
COLOR CODE
BK - BLACK
WH - WHITE
RD - RED
BL - BLUE
YL - YELLOW
GN - GREEN
GY - GREY
VI - VIOLET
OR - ORANGE
BR - BROWN

ANNEX 2 MX Z 440/583/670

Following table shows wire colors related to electrical circuits.

WIRE COLORS	ELECTRICAL CIRCUIT	ADDITIONAL INFORMATION
BLACK/YELLOW	ENGINE SHUT OFF – Key switch – Tether cord switch – Emergency switch	Must be grounded to stop engine.
BLACK (small)	Ground for shut off	
BLACK (Big)	Ground for starter (–)	
YELLOW YELLOW/BLACK	12 volts (A.C.)	If shorted, magneto stops producing electricity.
RED	12 volts (D.C.) (+) For starter motor	
RED/GREEN	12 volts (D.C.) (+) For starter solenoid	
RED/BLUE	12 volts (D.C.) (+) Rectifier output	
GREY	12 volts (A.C.) High beam	Current returns by YELLOW/BLACK wire connected to headlamp.
VIOLET/GREY	12 volts (A.C.) Low beam	
WHITE	12 volts (A.C.) Brake light	Current returns by YELLOW/BLACK wire connected to taillight.
WHITE/RED	12 volts (A.C.) Low oil level	Current returns by YELLOW/BLACK wire connected to oil level sensor.
BLUE	12 volts (A.C.) Fuel level indicator	Current returns by YELLOW wire connected to fuel level sensor.
ORANGE	12 volts (A.C.) Heated grips (max.)	Current returns by YELLOW/BLACK wire connected to heating elements.
ORANGE/VIOLET	12 volts (A.C.) Heated grips (min.)	
BROWN	12 volts (A.C.) Heated throttle lever (max.)	
BROWN/YELLOW	12 volts (A.C.) Heated throttle lever (min.)	
GREEN	12 volts (A.C.) Temperature gauge	Current returns by YELLOW wire connected to sensor.
VIOLET	12 volts (A.C.) Engine overheating light.	

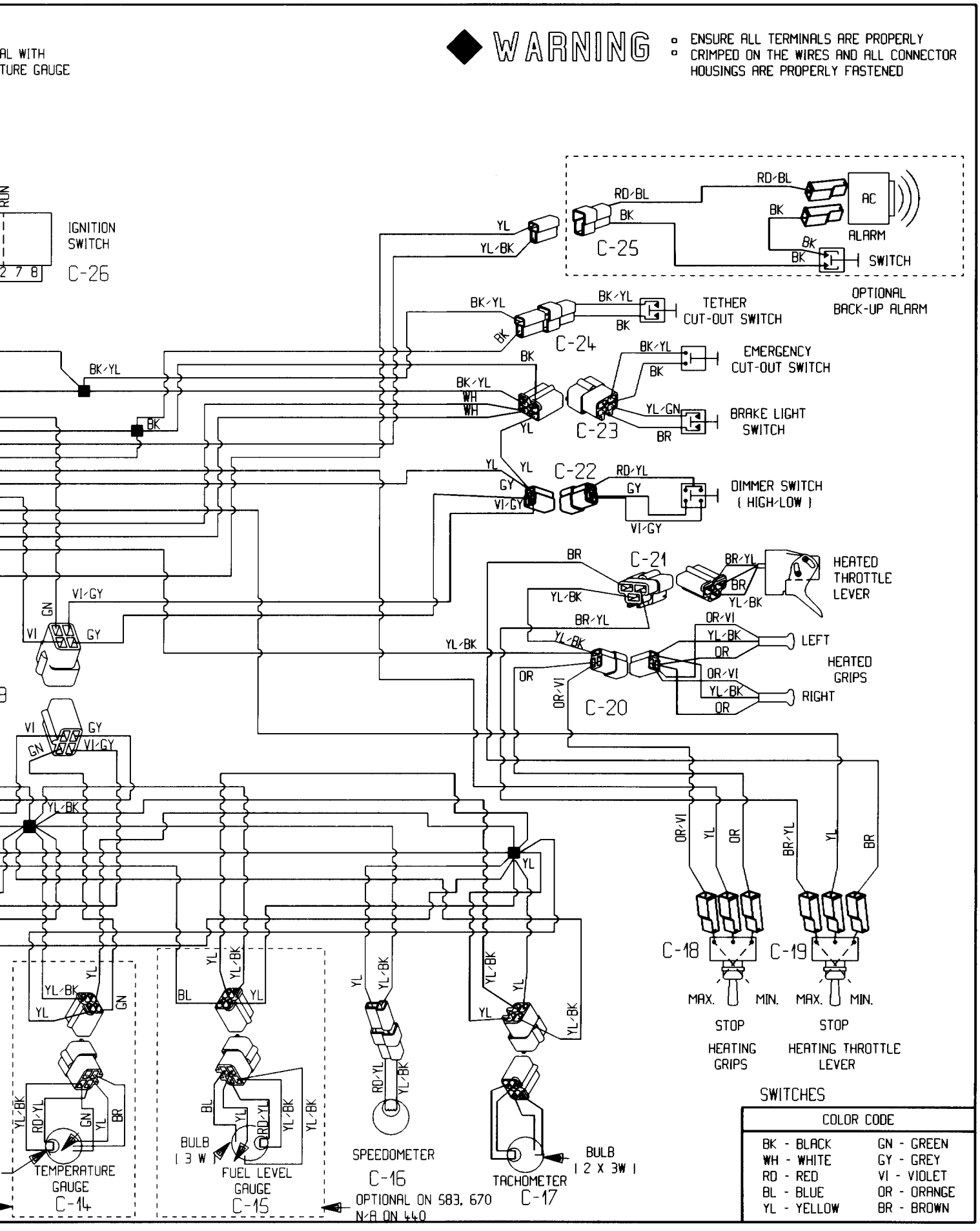
MX-Z 440 '97
MX-Z 583
MX-Z 670



LOCATION OF CONNECTORS

C-1, C-2, C-3, C-3A, C-4 NEAR ENGINE
C-5 : NEAR REGULATOR UNDER ENGINE
C-6, C-6A, BETWEEN SEAT AND FUEL TANK
C-7 : ON TAILLIGHT
C-8 : UNDER OIL INJECTION RESERVOIR
C-9 : JUNCTION BETWEEN HOOD AND FRAME
C-10 @ C-17 : IN HOOD, NEAR INSTRUMENT LOCATION
C-18 @ C-24 : NEAR STEERING COLUMN
C-25 : ABOVE CHAINCASE
C-26 : ON IGNITION SWITCH

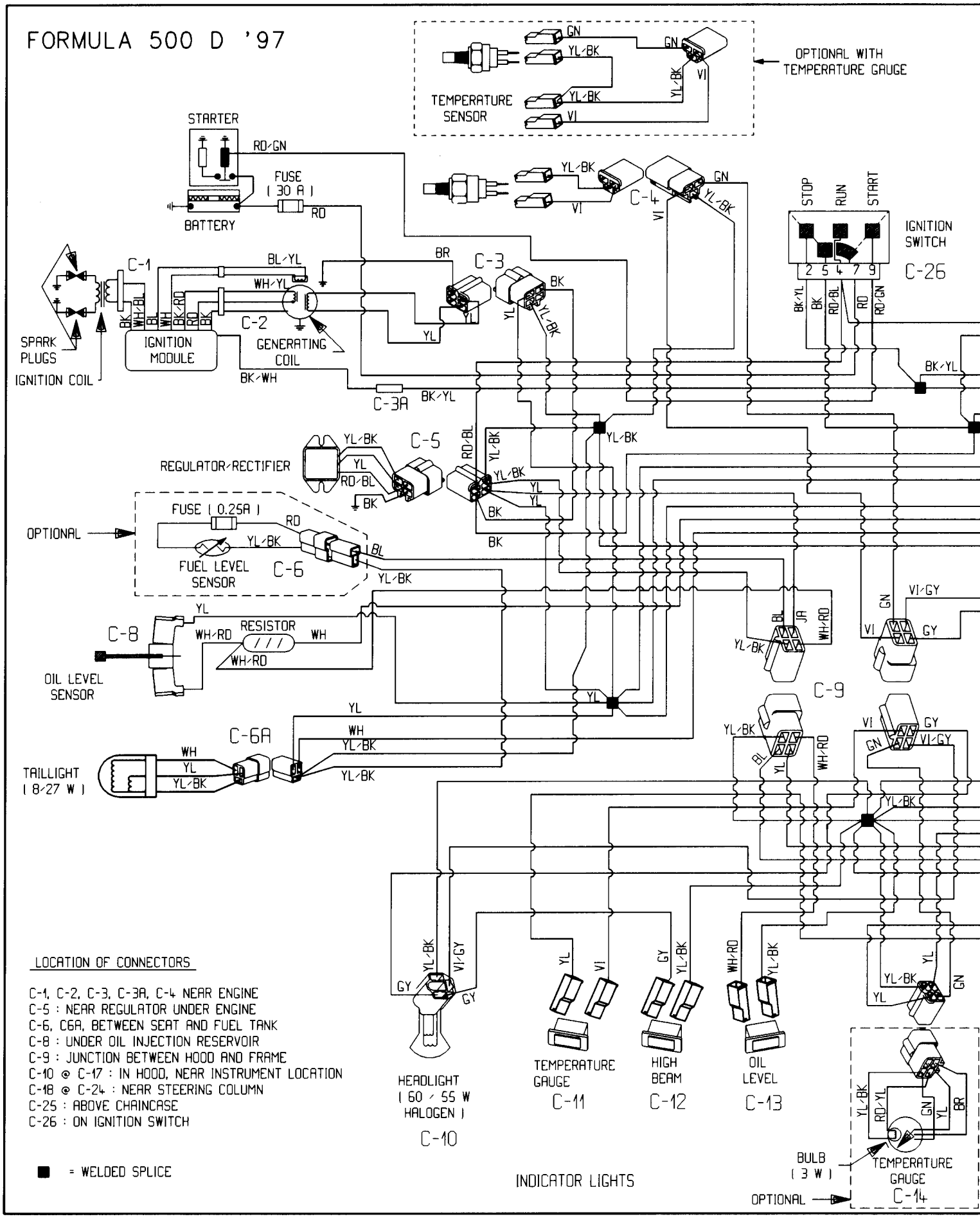
■ = WELDED SPLICE

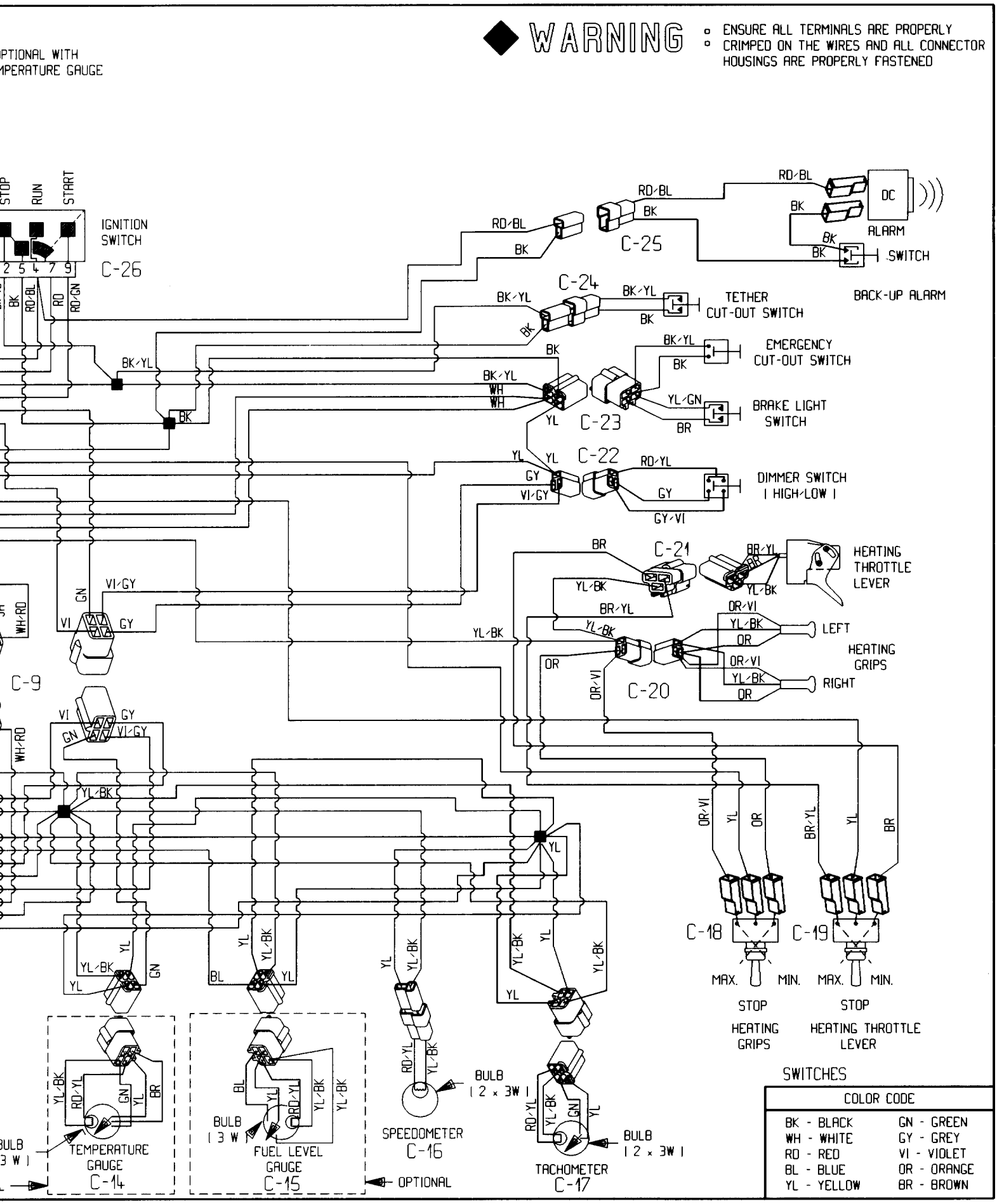

AL WITH
TURE GAUGE
WARNING
ENSURE ALL TERMINALS ARE PROPERLY CRIMPED ON THE WIRES AND ALL CONNECTOR HOUSINGS ARE PROPERLY FASTENED
RUN
IGNITION SWITCH
C-26
C-25
RD/BL
BK
AC
ALARM
SWITCH
OPTIONAL BACK-UP ALARM
C-24
TETHER CUT-OUT SWITCH
EMERGENCY CUT-OUT SWITCH
C-23
BRAKE LIGHT SWITCH
C-22
DIMMER SWITCH (HIGH/LOW)
C-21
HEATED THROTTLE LEVER
C-20
HEATED GRIPS
LEFT
RIGHT
C-18
C-19
MAX.
MIN.
STOP
HEATING GRIPS
HEATING THROTTLE LEVER
SWITCHES
COLOR CODE
BK - BLACK
WH - WHITE
RD - RED
BL - BLUE
YL - YELLOW
GN - GREEN
GY - GREY
VI - VIOLET
OR - ORANGE
BR - BROWN
TEMPERATURE GAUGE
C-14
BULB (3 W)
FUEL LEVEL GAUGE
C-15
SPEEDOMETER
C-16
OPTIONAL ON 583, 670
N/A ON 440
TACHOMETER
C-17
BULB (2 X 3W)

ANNEX 3 FORMULA 500 DELUXE

Following table shows wire colors related to electrical circuits.

WIRE COLORS	ELECTRICAL CIRCUIT	ADDITIONAL INFORMATION
BLACK/YELLOW	ENGINE SHUT OFF – Key switch – Tether cord switch – Emergency switch	Must be grounded to stop engine.
BLACK (small)	Ground for shut off	
BLACK (Big)	Ground for starter (–)	
YELLOW YELLOW/BLACK	12 volts (A.C.)	If shorted, magneto stops producing electricity.
RED	12 volts (D.C.) (+) For starter motor	
RED/GREEN	12 volts (D.C.) (+) For starter solenoid	
RED/BLUE	12 volts (D.C.) (+) Rectifier output	
GREY	12 volts (A.C.) High beam	Current returns by YELLOW/BLACK wire connected to headlamp.
VIOLET/GREY	12 volts (A.C.) Low beam	
WHITE	12 volts (A.C.) Brake light	Current returns by YELLOW/BLACK wire connected to taillight.
WHITE/RED	12 volts (A.C.) Low oil level	Current returns by YELLOW/BLACK wire connected to oil level sensor.
BLUE	12 volts (A.C.) Fuel level indicator	Current returns by YELLOW wire connected to fuel level sensor.
ORANGE	12 volts (A.C.) Heated grips (max.)	Current returns by YELLOW/BLACK wire connected to heating elements.
ORANGE/VIOLET	12 volts (A.C.) Heated grips (min.)	
BROWN	12 volts (A.C.) Heated throttle lever (max.)	
BROWN/YELLOW	12 volts (A.C.) Heated throttle lever (min.)	
GREEN	12 volts (A.C.) Temperature gauge	Current returns by YELLOW wire connected to sensor.
VIOLET	12 volts (A.C.) Engine overheating light.	


FORMULA 500 D '97
OPTIONAL WITH TEMPERATURE GAUGE
TEMPERATURE SENSOR
STARTER
BATTERY
FUSE (30 A)
RD/GN
RD
C-1
C-2
C-3
C-3A
C-4
C-5
C-6
C-6A
C-8
C-9
C-10
C-11
C-12
C-13
C-14
C-26
SPARK PLUGS
IGNITION COIL
IGNITION MODULE
GENERATING COIL
REGULATOR/RECTIFIER
FUSE (0.25A)
FUEL LEVEL SENSOR
OPTIONAL
RESISTOR
OIL LEVEL SENSOR
TAILLIGHT (8/27 W)
IGNITION SWITCH
STOP
RUN
START
HEADLIGHT (60 / 55 W HALOGEN)
TEMPERATURE GAUGE
HIGH BEAM
OIL LEVEL
INDICATOR LIGHTS
BULB (3 W)
LOCATION OF CONNECTORS
C-1, C-2, C-3, C-3A, C-4 NEAR ENGINE
C-5 : NEAR REGULATOR UNDER ENGINE
C-6, C6A, BETWEEN SEAT AND FUEL TANK
C-8 : UNDER OIL INJECTION RESERVOIR
C-9 : JUNCTION BETWEEN HOOD AND FRAME
C-10 @ C-17 : IN HOOD, NEAR INSTRUMENT LOCATION
C-18 @ C-24 : NEAR STEERING COLUMN
C-25 : ABOVE CHAINCASE
C-26 : ON IGNITION SWITCH
■ = WELDED SPLICE


WARNING
ENSURE ALL TERMINALS ARE PROPERLY CRIMPED ON THE WIRES AND ALL CONNECTOR HOUSINGS ARE PROPERLY FASTENED
PTIONAL WITH MPERATURE GAUGE
STOP
RUN
START
IGNITION SWITCH
C-26
2 5 4 7 9
BK
RD/BL
RD
RD/GN
BK/YL
BK
RD/BL
BK
C-25
DC
ALARM
SWITCH
BACK-UP ALARM
C-24
BK/YL
TETHER CUT-OUT SWITCH
EMERGENCY CUT-OUT SWITCH
C-23
YL/GN
BR
BRAKE LIGHT SWITCH
C-22
RD/YL
GY
VI/GY
GY/VI
DIMMER SWITCH (HIGH/LOW)
C-21
BR
BR/YL
YL/BK
HEATING THROTTLE LEVER
C-20
OR/VI
OR
LEFT
RIGHT
HEATING GRIPS
C-9
VI
GY
GN
WH/RD
C-18
C-19
MAX.
MIN.
STOP
HEATING GRIPS
HEATING THROTTLE LEVER
BULB (3 W)
TEMPERATURE GAUGE
C-14
FUEL LEVEL GAUGE
C-15
SPEEDOMETER
C-16
BULB (2 x 3W)
TACHOMETER
C-17
OPTIONAL
SWITCHES
COLOR CODE
BK - BLACK
WH - WHITE
RD - RED
BL - BLUE
YL - YELLOW
GN - GREEN
GY - GREY
VI - VIOLET
OR - ORANGE
BR - BROWN

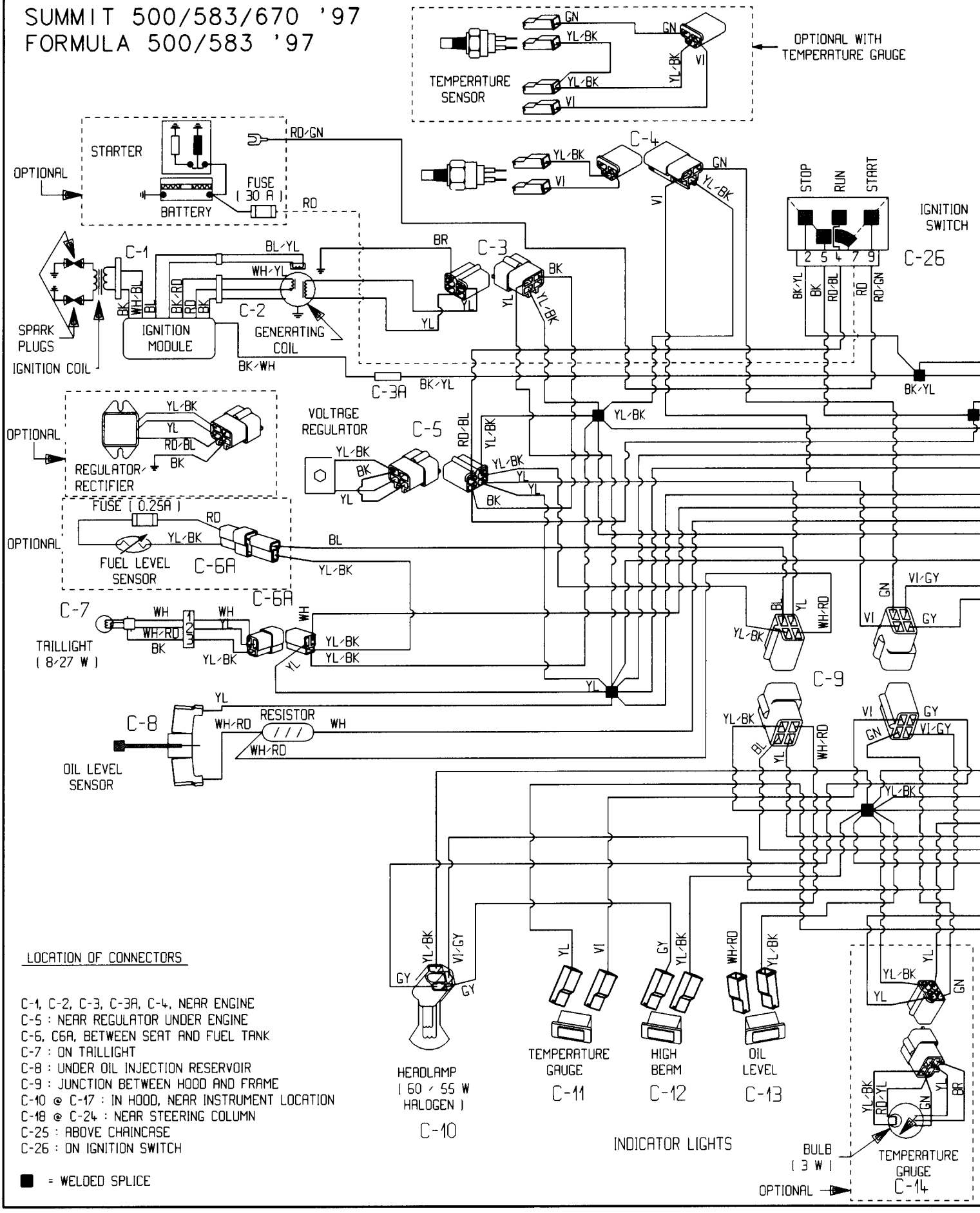
ANNEX 4

FORMULA 500/583
SUMMIT 500/583/670

Following table shows wire colors related to electrical circuits.

WIRE COLORS	ELECTRICAL CIRCUIT	ADDITIONAL INFORMATION
BLACK/YELLOW	ENGINE SHUT OFF – Key switch – Tether cord switch – Emergency switch	Must be grounded to stop engine.
BLACK (small)	Ground for shut off	
BLACK (Big)	Ground for starter (–)	
YELLOW YELLOW/BLACK	12 volts (A.C.)	If shorted, magneto stops producing electricity.
RED	12 volts (D.C.) (+) For starter motor	
RED/GREEN	12 volts (D.C.) (+) For starter solenoid	
RED/BLUE	12 volts (D.C.) (+) Rectifier output	
GREY	12 volts (A.C.) High beam	Current returns by YELLOW/BLACK wire connected to headlamp.
VIOLET/GREY	12 volts (A.C.) Low beam	
WHITE	12 volts (A.C.) Brake light	Current returns by YELLOW/BLACK wire connected to taillight.
WHITE/RED	12 volts (A.C.) Low oil level	Current returns by YELLOW/BLACK wire connected to oil level sensor.
BLUE	12 volts (A.C.) Fuel level indicator	Current returns by YELLOW wire connected to fuel level sensor.
ORANGE	12 volts (A.C.) Heated grips (max.)	Current returns by YELLOW/BLACK wire connected to heating elements.
ORANGE/VIOLET	12 volts (A.C.) Heated grips (min.)	
BROWN	12 volts (A.C.) Heated throttle lever (max.)	
BROWN/YELLOW	12 volts (A.C.) Heated throttle lever (min.)	
GREEN	12 volts (A.C.) Temperature gauge	Current returns by YELLOW wire connected to sensor.
VIOLET	12 volts (A.C.) Engine overheating light.	

SUMMIT 500/583/670 '97
FORMULA 500/583 '97



LOCATION OF CONNECTORS

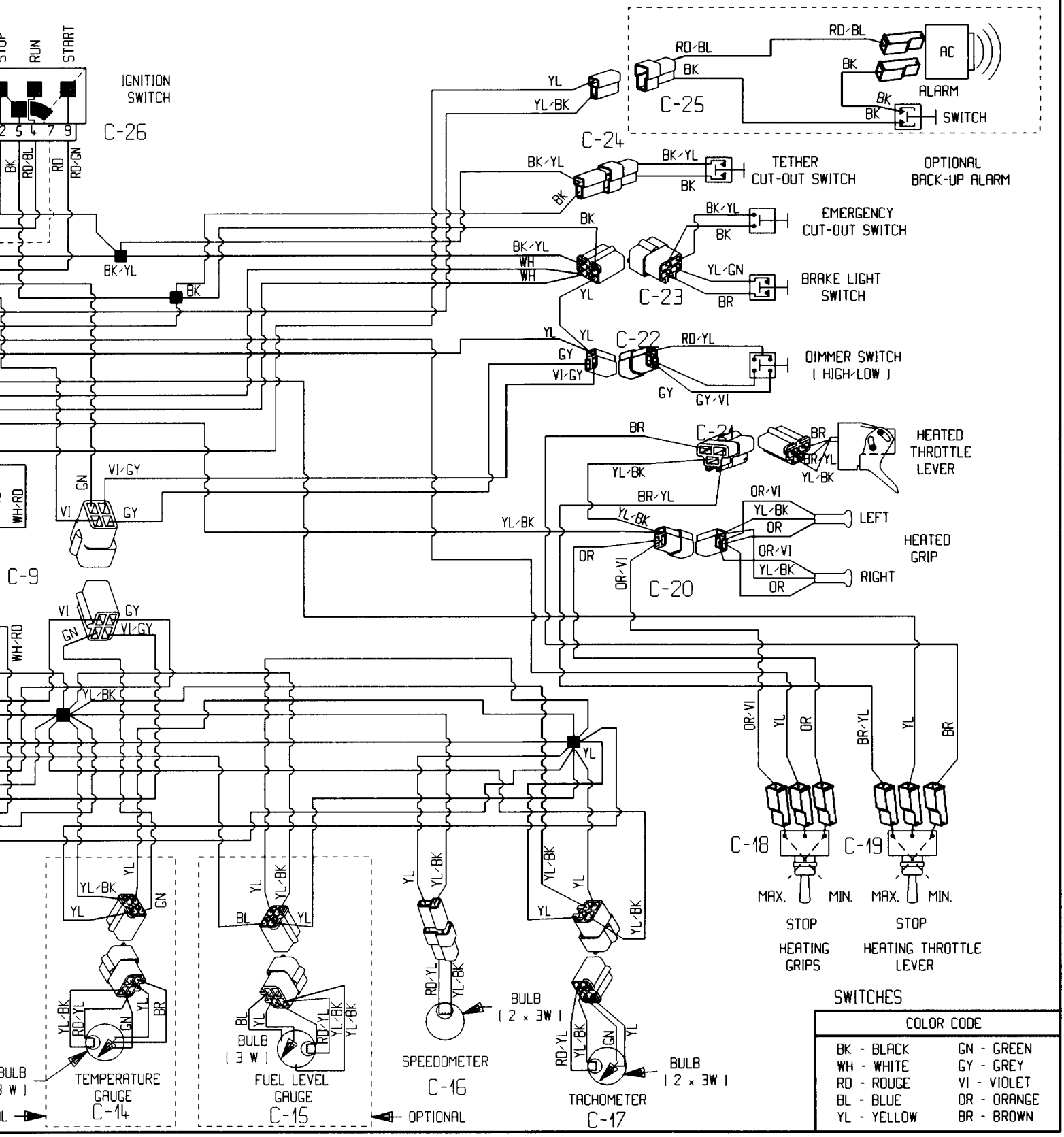
C-1, C-2, C-3, C-3A, C-4, NEAR ENGINE
C-5 : NEAR REGULATOR UNDER ENGINE
C-6, C6A, BETWEEN SEAT AND FUEL TANK
C-7 : ON TAILLIGHT
C-8 : UNDER OIL INJECTION RESERVOIR
C-9 : JUNCTION BETWEEN HOOD AND FRAME
C-10 @ C-17 : IN HOOD, NEAR INSTRUMENT LOCATION
C-18 @ C-24 : NEAR STEERING COLUMN
C-25 : ABOVE CHAINCASE
C-26 : ON IGNITION SWITCH

■ = WELDED SPLICE

PTIONAL WITH
PERATURE GAUGE

◆ WARNING :

ENSURE ALL TERMINALS ARE PROPERLY CRIMPED ON THE WIRES AND ALL CONNECTOR HOUSINGS ARE PROPERLY FASTENED.

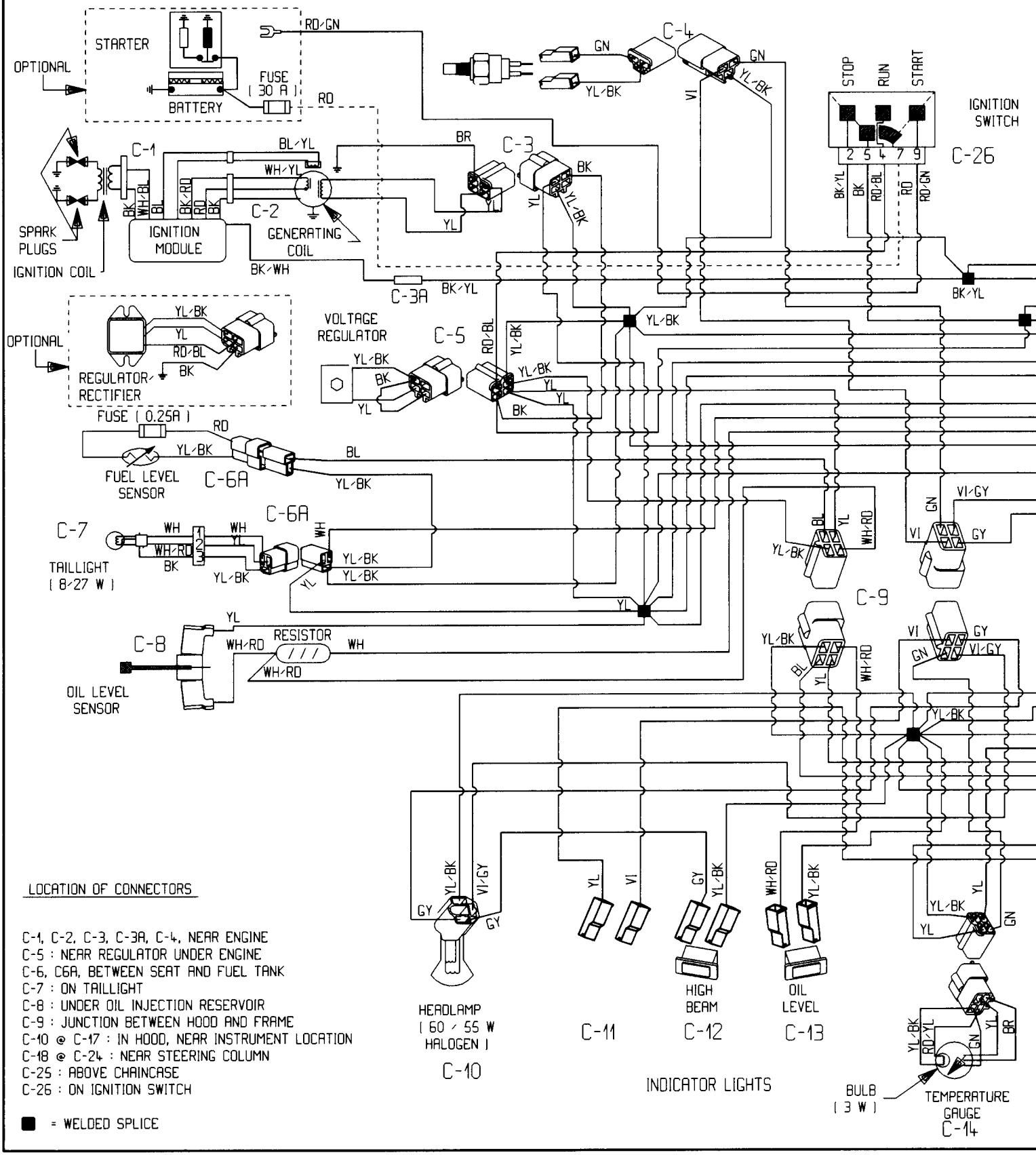


ANNEX 5 FORMULA Z

Following table shows wire colors related to electrical circuits.

WIRE COLORS	ELECTRICAL CIRCUIT	ADDITIONAL INFORMATION
BLACK/YELLOW	ENGINE SHUT OFF – Key switch – Tether cord switch – Emergency switch	Must be grounded to stop engine.
BLACK (small)	Ground for shut off	
BLACK (Big)	Ground for starter (–)	
YELLOW YELLOW/BLACK	12 volts (A.C.)	If shorted, magneto stops producing electricity.
RED	12 volts (D.C.) (+) For starter motor	
RED/GREEN	12 volts (D.C.) (+) For starter solenoid	
RED/BLUE	12 volts (D.C.) (+) Rectifier output	
GREY	12 volts (A.C.) High beam	Current returns by YELLOW/BLACK wire connected to headlamp.
VIOLET/GREY	12 volts (A.C.) Low beam	
WHITE	12 volts (A.C.) Brake light	Current returns by YELLOW/BLACK wire connected to taillight.
WHITE/RED	12 volts (A.C.) Low oil level	Current returns by YELLOW/BLACK wire connected to oil level sensor.
BLUE	12 volts (A.C.) Fuel level indicator	Current returns by YELLOW wire connected to fuel level sensor.
ORANGE	12 volts (A.C.) Heated grips (max.)	Current returns by YELLOW/BLACK wire connected to heating elements.
ORANGE/VIOLET	12 volts (A.C.) Heated grips (min.)	
BROWN	12 volts (A.C.) Heated throttle lever (max.)	
BROWN/YELLOW	12 volts (A.C.) Heated throttle lever (min.)	
GREEN	12 volts (A.C.) Temperature gauge	Current returns by YELLOW wire connected to sensor.
VIOLET	12 volts (A.C.) Engine overheating light.	

FORMULA Z '97



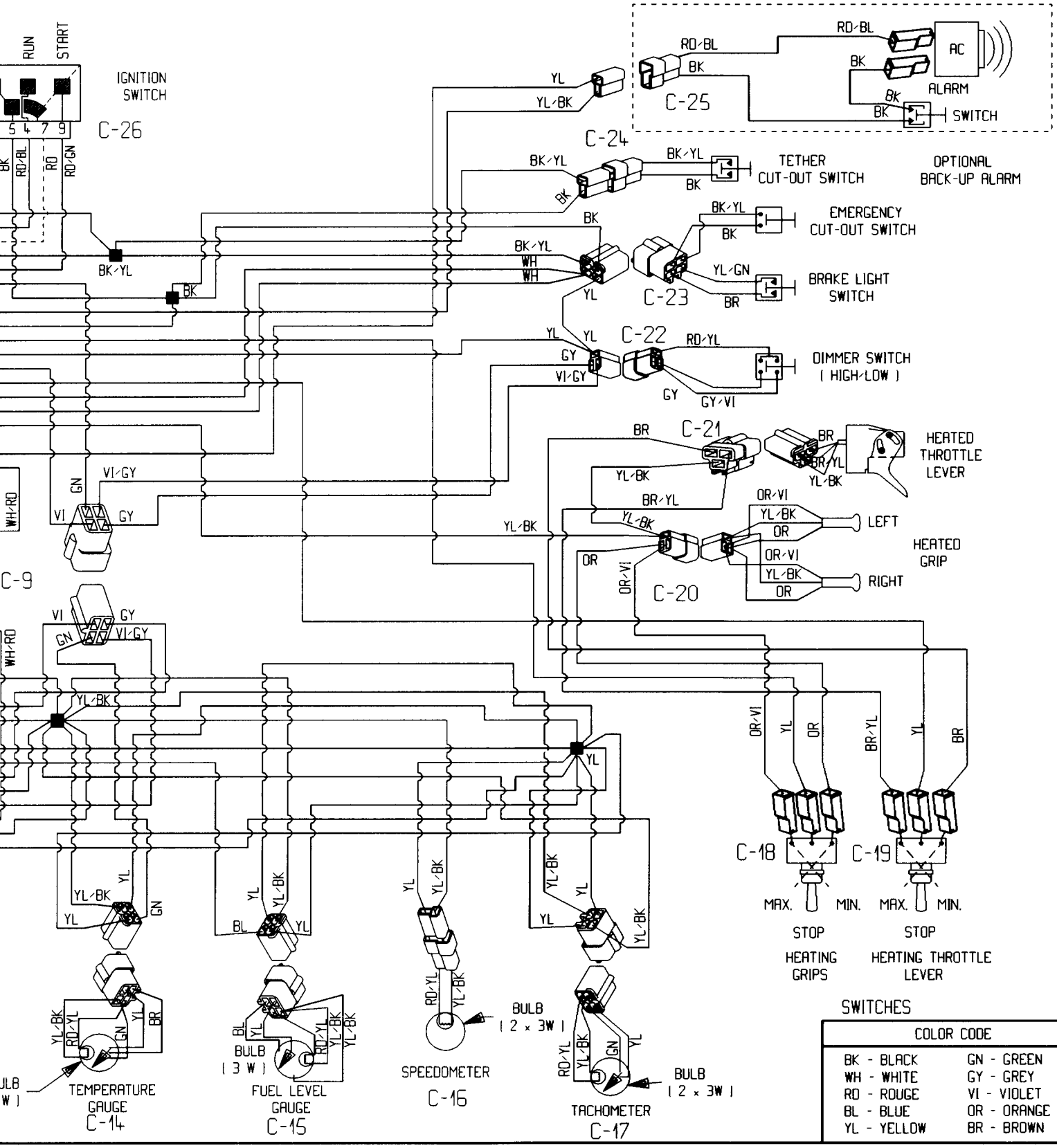
LOCATION OF CONNECTORS

C-1, C-2, C-3, C-3A, C-4, NEAR ENGINE
C-5 : NEAR REGULATOR UNDER ENGINE
C-6, C6A, BETWEEN SEAT AND FUEL TANK
C-7 : ON TAILLIGHT
C-8 : UNDER OIL INJECTION RESERVOIR
C-9 : JUNCTION BETWEEN HOOD AND FRAME
C-10 @ C-17 : IN HOOD, NEAR INSTRUMENT LOCATION
C-18 @ C-24 : NEAR STEERING COLUMN
C-25 : ABOVE CHAINCASE
C-26 : ON IGNITION SWITCH

■ = WELDED SPLICE

◆ WARNING :

ENSURE ALL TERMINALS ARE PROPERLY CRIMPED ON THE WIRES AND ALL CONNECTOR HOUSINGS ARE PROPERLY FASTENED.



SWITCHES

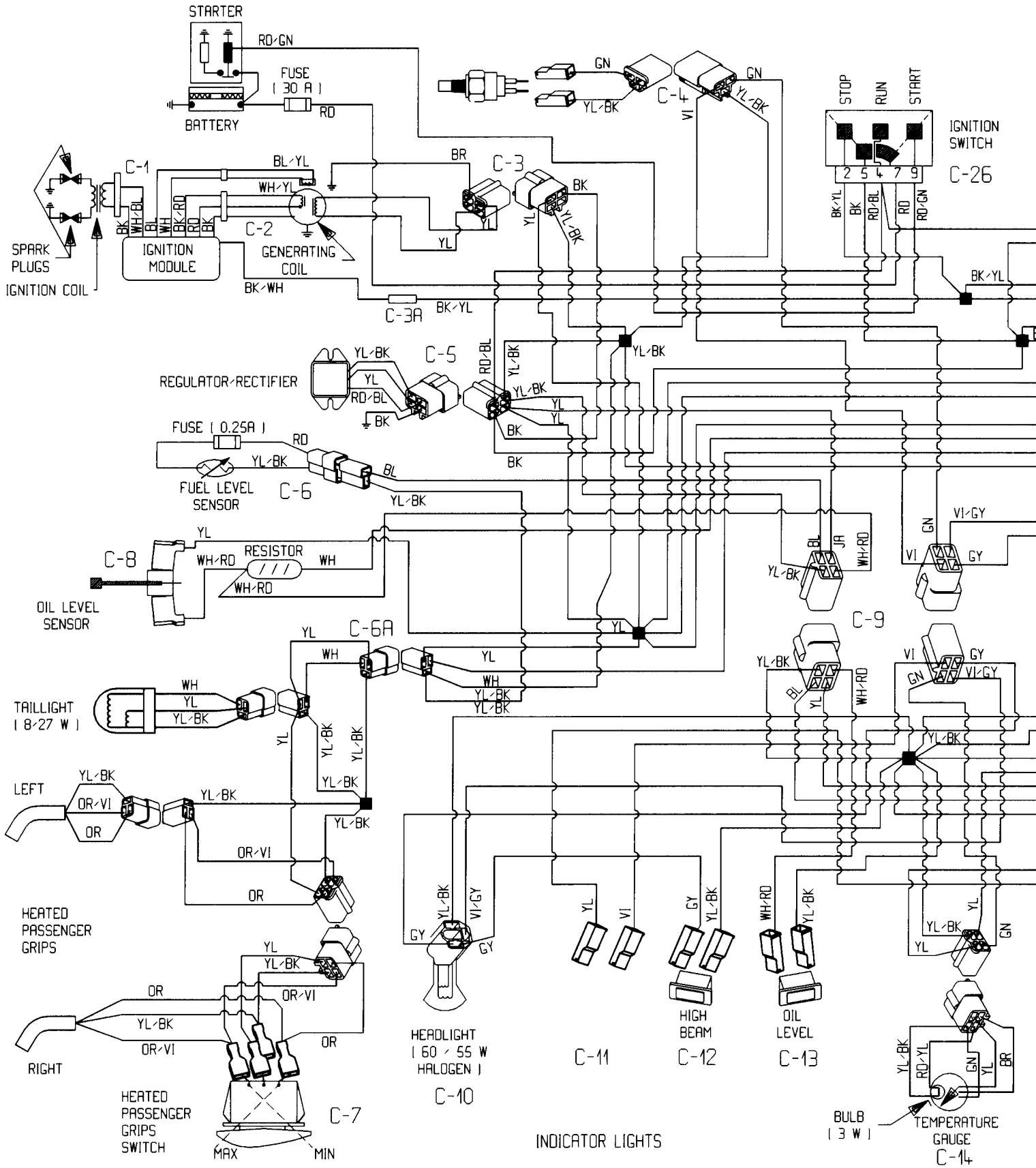
COLOR CODE	
BK - BLACK	GN - GREEN
WH - WHITE	GY - GREY
RD - ROUGE	VI - VIOLET
BL - BLUE	OR - ORANGE
YL - YELLOW	BR - BROWN

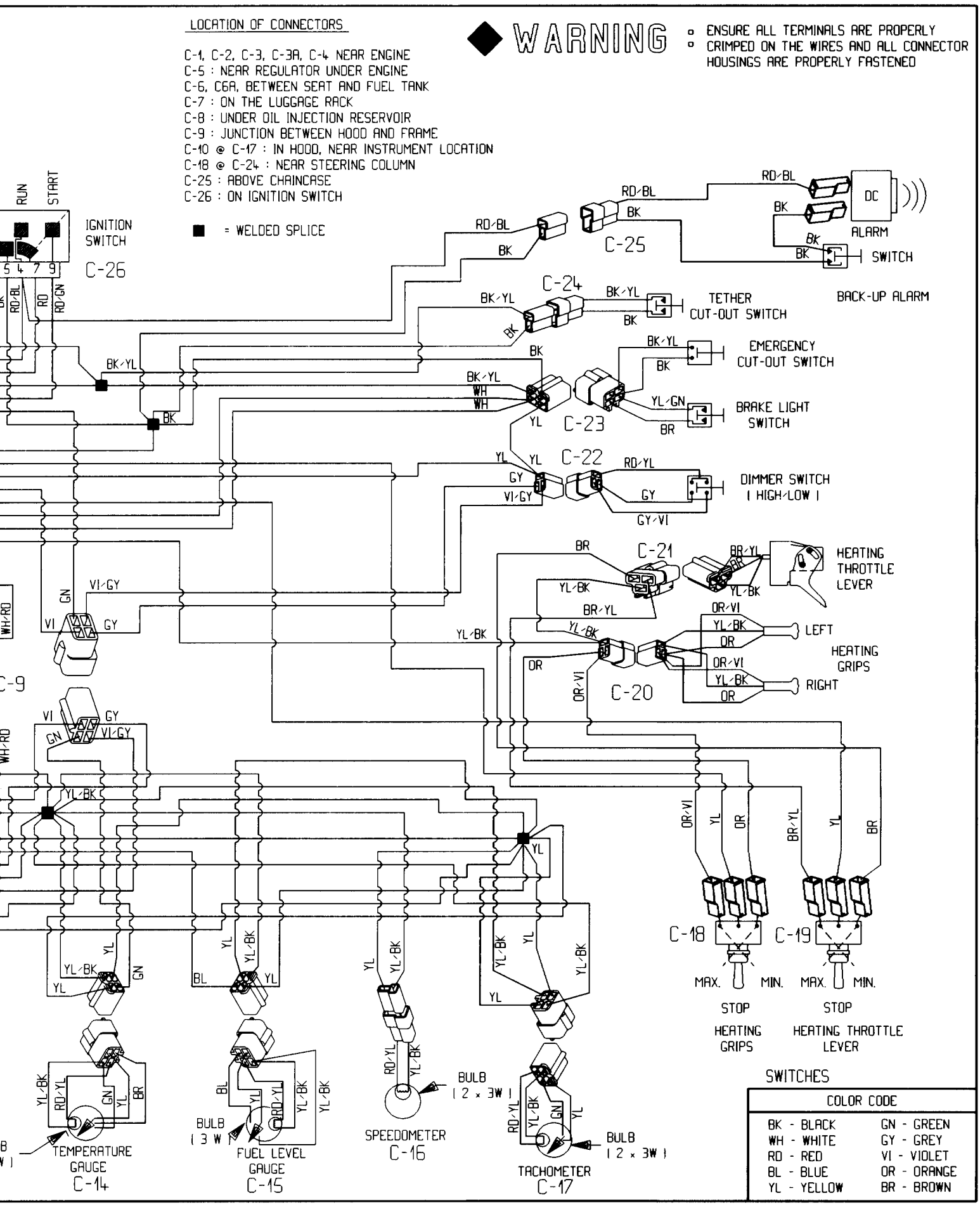
ANNEX 6 GRAND TOURING 500/583

Following table shows wire colors related to electrical circuits.

WIRE COLORS	ELECTRICAL CIRCUIT	ADDITIONAL INFORMATION
BLACK/YELLOW	ENGINE SHUT OFF – Key switch – Tether cord switch – Emergency switch	Must be grounded to stop engine.
BLACK (small)	Ground for shut off	
BLACK (Big)	Ground for starter (–)	
YELLOW YELLOW/BLACK	12 volts (A.C.)	If shorted, magneto stops producing electricity.
RED	12 volts (D.C.) (+) For starter motor	
RED/GREEN	12 volts (D.C.) (+) For starter solenoid	
RED/BLUE	12 volts (D.C.) (+) Rectifier output	
GREY	12 volts (A.C.) High beam	Current returns by YELLOW/BLACK wire connected to headlamp.
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WHITE	12 volts (A.C.) Brake light	Current returns by YELLOW/BLACK wire connected to taillight.
WHITE/RED	12 volts (A.C.) Low oil level	Current returns by YELLOW/BLACK wire connected to oil level sensor.
BLUE	12 volts (A.C.) Fuel level indicator	Current returns by YELLOW wire connected to fuel level sensor.
ORANGE	12 volts (A.C.) Heated grips (max.)	Current returns by YELLOW/BLACK wire connected to heating elements.
ORANGE/VIOLET	12 volts (A.C.) Heated grips (min.)	
BROWN	12 volts (A.C.) Heated throttle lever (max.)	
BROWN/YELLOW	12 volts (A.C.) Heated throttle lever (min.)	
GREEN	12 volts (A.C.) Temperature gauge	Current returns by YELLOW wire connected to sensor.
VIOLET	12 volts (A.C.) Engine overheating light.	

GRAND-TOURING 500 '97
GRAND-TOURING 583 '97

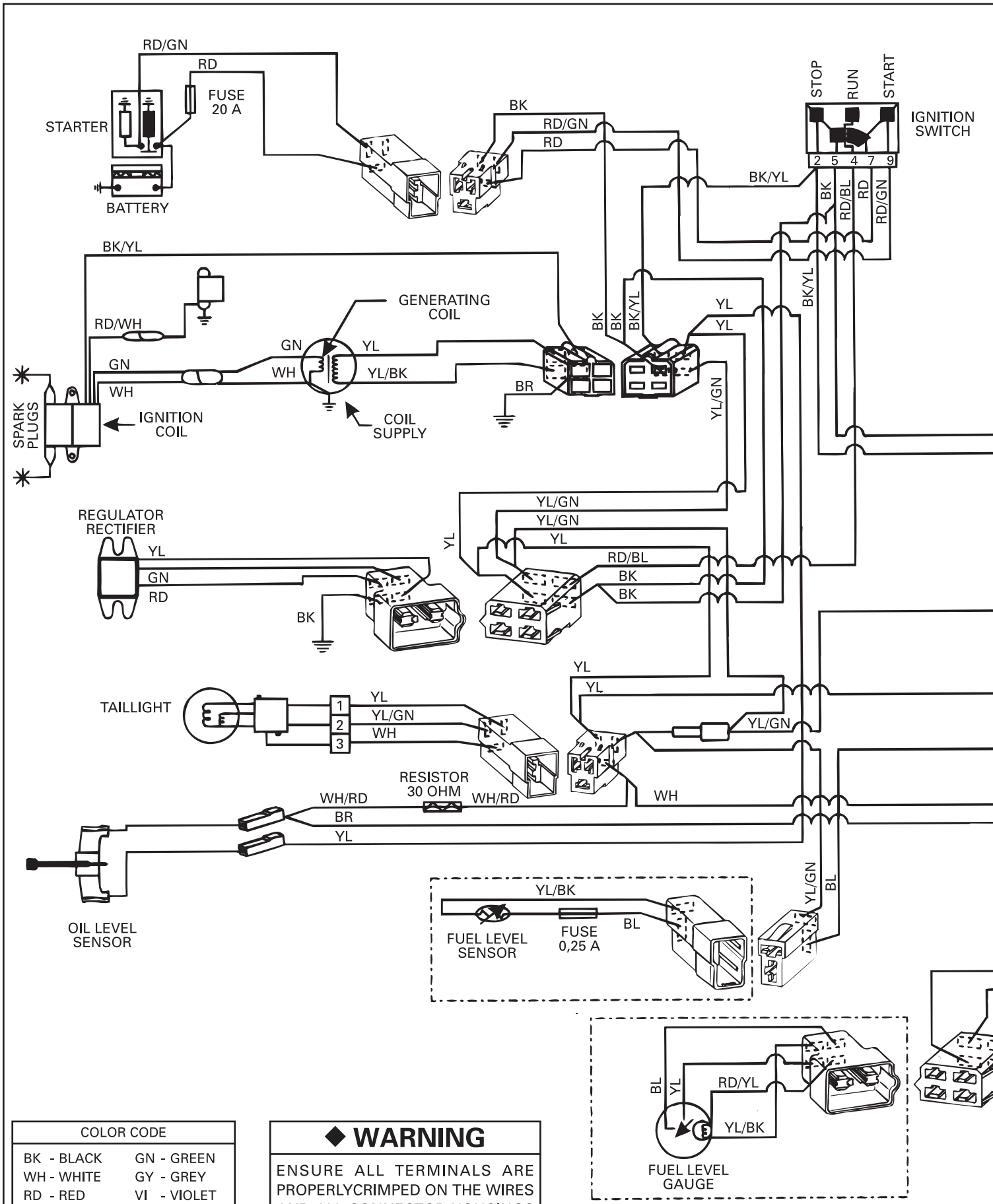



LOCATION OF CONNECTORS
C-1, C-2, C-3, C-3A, C-4 NEAR ENGINE
C-5 : NEAR REGULATOR UNDER ENGINE
C-6, C6A, BETWEEN SEAT AND FUEL TANK
C-7 : ON THE LUGGAGE RACK
C-8 : UNDER OIL INJECTION RESERVOIR
C-9 : JUNCTION BETWEEN HOOD AND FRAME
C-10 @ C-17 : IN HOOD, NEAR INSTRUMENT LOCATION
C-18 @ C-24 : NEAR STEERING COLUMN
C-25 : ABOVE CHAINCASE
C-26 : ON IGNITION SWITCH
■ = WELDED SPLICE
WARNING
ENSURE ALL TERMINALS ARE PROPERLY CRIMPED ON THE WIRES AND ALL CONNECTOR HOUSINGS ARE PROPERLY FASTENED
RUN
START
IGNITION SWITCH
C-26
C-25
DC
ALARM
SWITCH
BACK-UP ALARM
C-24
TETHER CUT-OUT SWITCH
EMERGENCY CUT-OUT SWITCH
C-23
BRAKE LIGHT SWITCH
C-22
DIMMER SWITCH (HIGH/LOW)
C-21
HEATING THROTTLE LEVER
C-20
LEFT
RIGHT
HEATING GRIPS
C-9
C-18
C-19
MAX.
MIN.
STOP
HEATING GRIPS
HEATING THROTTLE LEVER
TEMPERATURE GAUGE
C-14
BULB (3 W)
FUEL LEVEL GAUGE
C-15
SPEEDOMETER
C-16
BULB (2 x 3W)
TACHOMETER
C-17
SWITCHES
COLOR CODE
BK - BLACK
WH - WHITE
RD - RED
BL - BLUE
YL - YELLOW
GN - GREEN
GY - GREY
VI - VIOLET
OR - ORANGE
BR - BROWN

ANNEX 7 SKANDIC WT/SWT

Following table shows wire colors related to electrical circuits.

WIRE COLORS	ELECTRICAL CIRCUIT	ADDITIONAL INFORMATION
BLACK/YELLOW	ENGINE SHUT OFF – Key switch – Tether cord switch – Emergency switch	Must be grounded to stop engine.
BLACK (small)	Ground for shut off	
BLACK (Big)	Ground for starter (–)	
YELLOW YELLOW/BLACK	12 volts (A.C.)	If shorted, magneto stops producing electricity.
RED	12 volts (D.C.) (+) For starter motor	
RED/GREEN	12 volts (D.C.) (+) For starter solenoid	
RED/BLUE	12 volts (D.C.) (+) Rectifier output	
GREY	12 volts (A.C.) High beam	Current returns by YELLOW/BLACK wire connected to headlamp.
VIOLET/GREY	12 volts (A.C.) Low beam	
WHITE	12 volts (A.C.) Brake light	Current returns by YELLOW/BLACK wire connected to taillight.
WHITE/RED	12 volts (A.C.) Low oil level	Current returns by YELLOW/BLACK wire connected to oil level sensor.
BLUE	12 volts (A.C.) Fuel level indicator	Current returns by YELLOW wire connected to fuel level sensor.
ORANGE	12 volts (A.C.) Heated grips (max.)	Current returns by YELLOW/BLACK wire connected to heating elements.
ORANGE/VIOLET	12 volts (A.C.) Heated grips (min.)	
BROWN	12 volts (A.C.) Heated throttle lever (max.)	
BROWN/YELLOW	12 volts (A.C.) Heated throttle lever (min.)	
GREEN	12 volts (A.C.) Temperature gauge	Current returns by YELLOW wire connected to sensor.
VIOLET	12 volts (A.C.) Engine overheating light.	

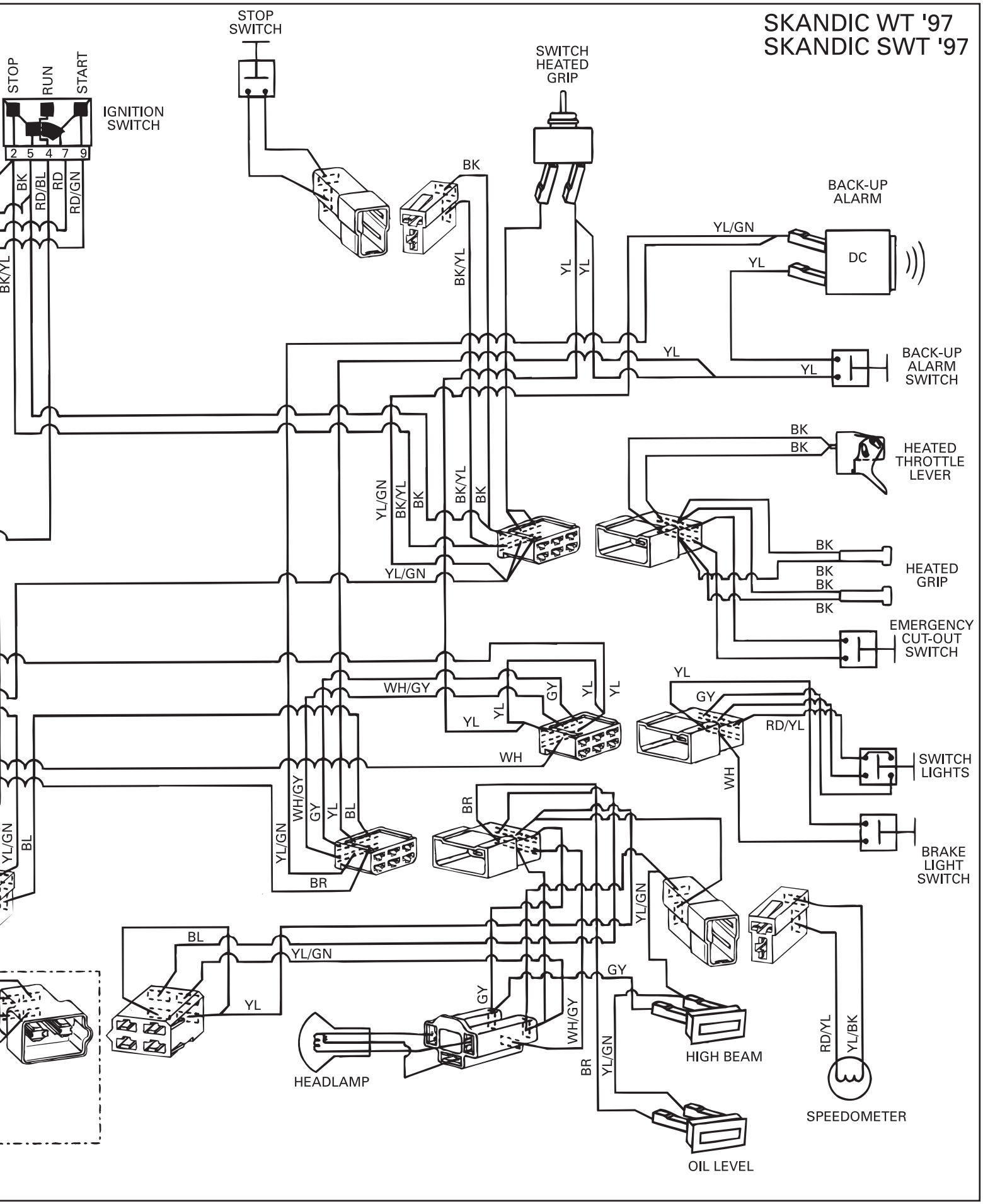


COLOR CODE	
BK - BLACK	GN - GREEN
WH - WHITE	GY - GREY
RD - RED	VI - VIOLET
BL - BLUE	OR - ORANGE
YL - YELLOW	BR - BROWN

◆ WARNING

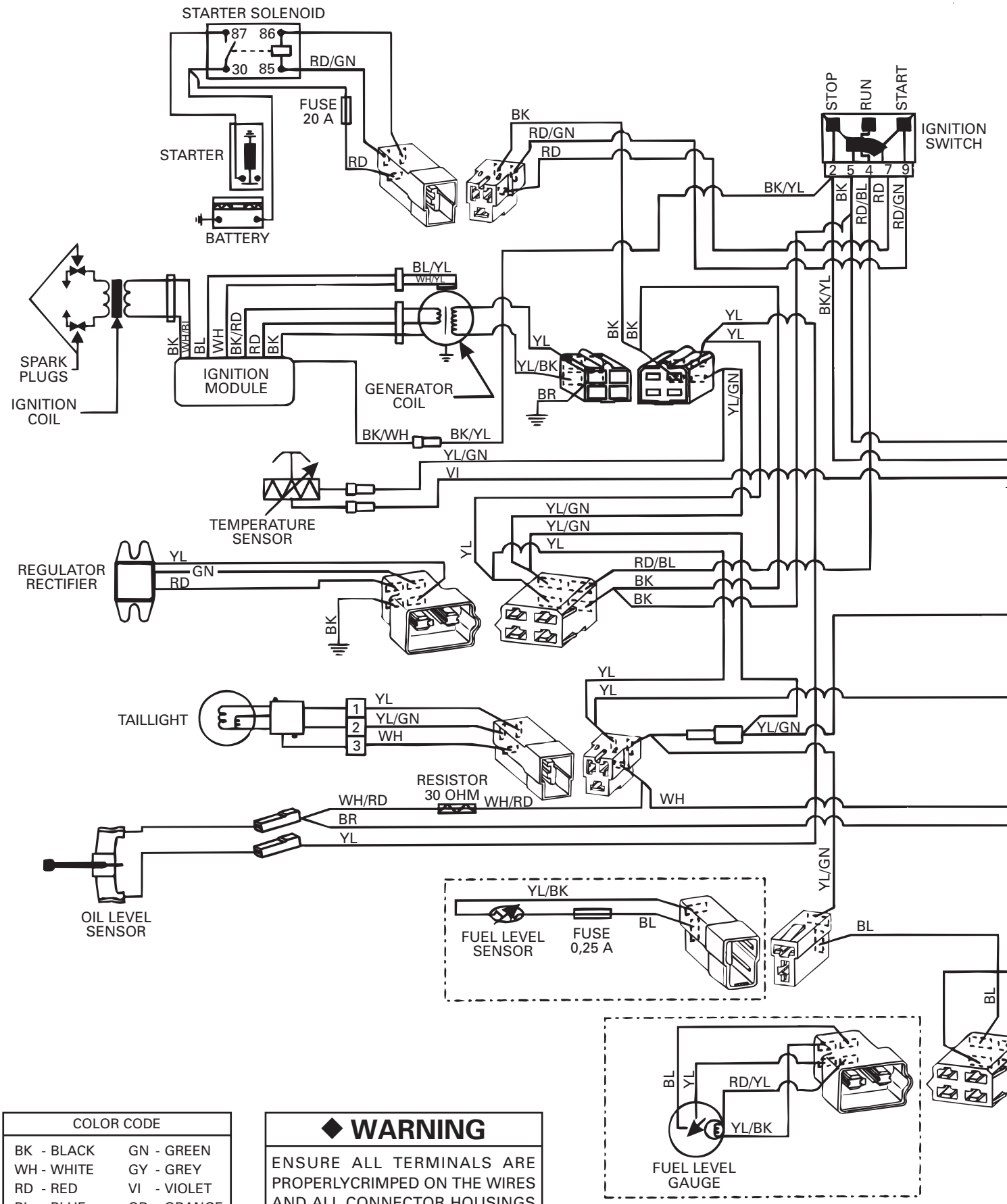
ENSURE ALL TERMINALS ARE PROPERLYCRIMPED ON THE WIRES AND ALL CONNECTOR HOUSINGS ARE PROPERLY FASTENED.

SKANDIC WT '97
SKANDIC SWT '97



ANNEX 8 SKANDIC WT LC

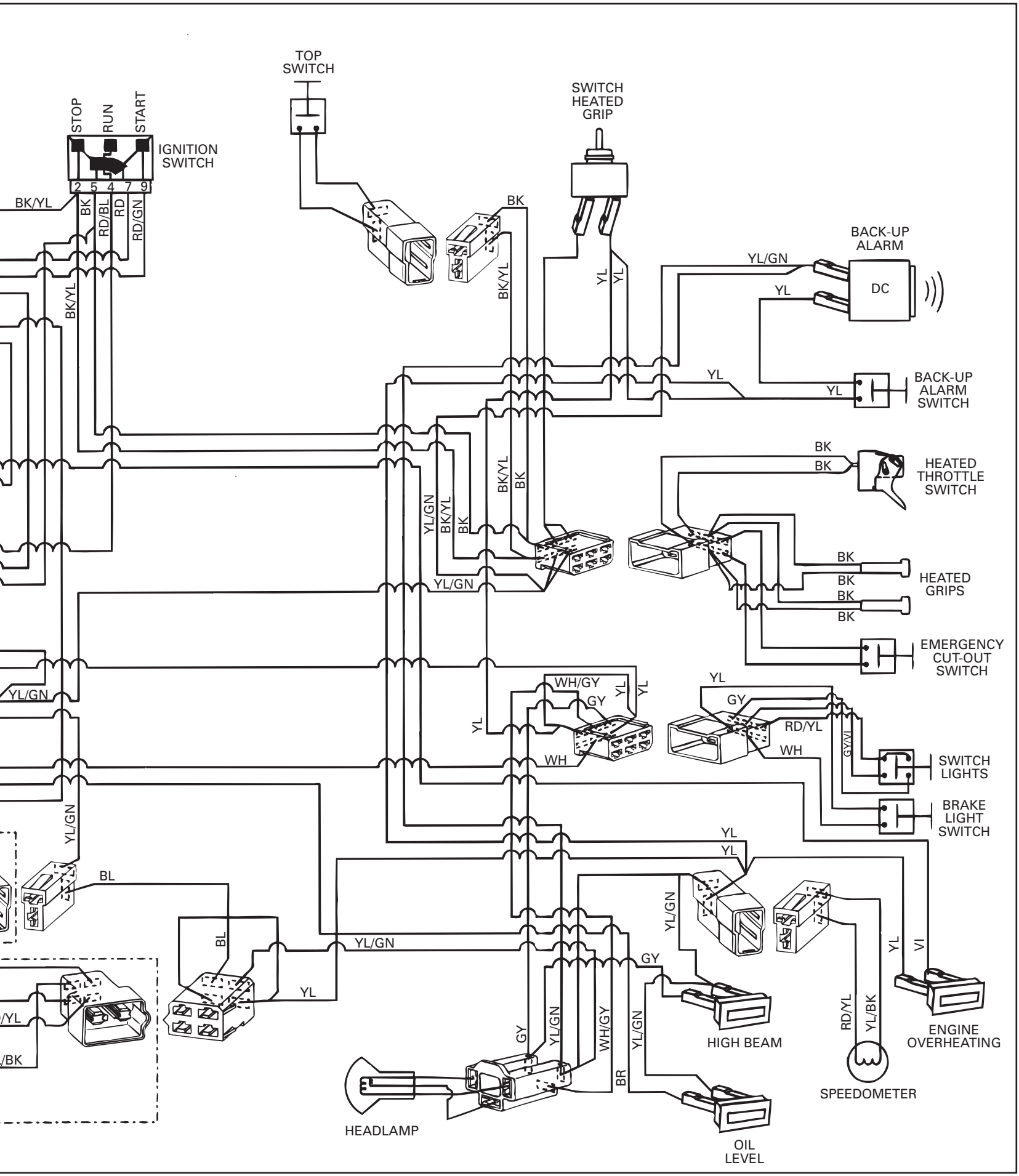
SKANDIC WT LC '97



COLOR CODE	
BK - BLACK	GN - GREEN
WH - WHITE	GY - GREY
RD - RED	VI - VIOLET
BL - BLUE	OR - ORANGE
YL - YELLOW	BR - BROWN

◆ WARNING

ENSURE ALL TERMINALS ARE PROPERLYCRIMPED ON THE WIRES AND ALL CONNECTOR HOUSINGS ARE PROPERLY FASTENED.

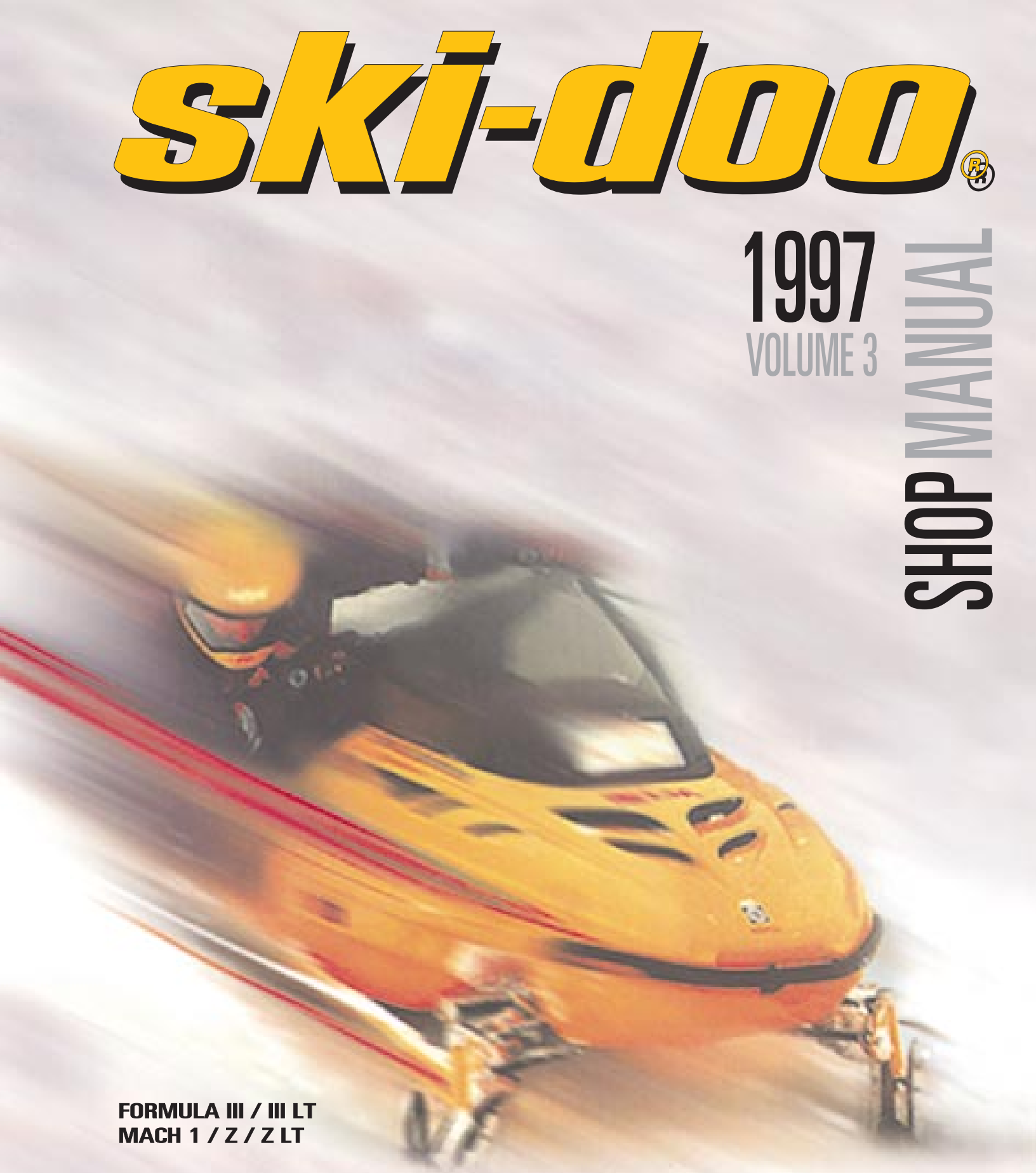

TOP SWITCH
SWITCH HEATED GRIP
STOP
RUN
START
IGNITION SWITCH
2 5 4 7 9
BK/YL
BK
RD/BL
RD
RD/GN
BK/YL
BK
BK/YL
YL
YL
BACK-UP ALARM
YL/GN
YL
DC
YL
YL
BACK-UP ALARM SWITCH
BK
BK
HEATED THROTTLE SWITCH
YL/GN
BK/YL
BK
BK/YL
BK
YL/GN
BK
BK
BK
BK
HEATED GRIPS
EMERGENCY CUT-OUT SWITCH
YL/GN
WH/GY
GY
YL
YL
YL
WH
YL
GY
RD/YL
WH
GY/VI
SWITCH LIGHTS
BRAKE LIGHT SWITCH
YL/GN
BL
YL
YL
YL/GN
BL
YL/GN
YL
GY
YL/GN
WH/GY
YL/GN
BR
GY
HIGH BEAM
RD/YL
YL/BK
YL
VI
ENGINE OVERHEATING
SPEEDOMETER
HEADLAMP
OIL LEVEL

ski-doo®

1997

VOLUME 3

SHOP MANUAL



FORMULA III / III LT
MACH 1 / Z / Z LT

484 0647 02

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1997
Shop Manual

VOLUME 3

FORMULA III/III LT

MACH 1/Z/Z LT



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		02 – Engines	09-02-1
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SAFETY NOTICE

This manual has been prepared as a guide to correctly service and repair some 1997 Ski-Doo snowmobiles. See model list on next page.

This edition was primarily published to be used by snowmobile mechanics who are already familiar with all service procedures relating to Bombardier made snowmobiles.

Please note that the instructions will apply only if proper hand tools and special service tools are used.

This *Shop Manual* uses technical terms which may be slightly different from the ones used in *Parts Catalog*.

It is understood that this manual may be translated into another language. In the event of any discrepancy, the English version shall prevail.

The content depicts parts and/or procedures applicable to the particular product at its time of manufacture. It does not include dealer modifications, whether authorized or not by Bombardier, after manufacturing the product.

In addition, the sole purpose of the illustrations throughout the manual, is to assist identification of the general configuration of the parts. They are not to be interpreted as technical drawings or exact replicas of the parts.

The use of Bombardier parts is most strongly recommended when considering replacement of any component. Dealer and/or distributor assistance should be sought in case of doubt.

The engines and the corresponding components identified in this document should not be utilized on product(s) other than those mentioned in this document.

Torque wrench tightening specifications must be strictly adhered to. Locking devices (ex.: locking tab, elastic stop nut, etc.) must be installed or replaced with new ones, when damaged. If the efficiency of a locking device is impaired, it must be renewed.

This manual emphasizes particular information denoted by the wording and symbols;

◆ WARNING

Identifies an instruction which, if not followed, could cause serious personal injury including possibility of death.

▼ CAUTION

Denotes an instruction which, if not followed, could severely damage vehicle components.

NOTE: Indicates supplementary information needed to fully complete an instruction.

Although the mere reading of such information does not eliminate the hazard, your understanding of the information will promote its correct use. Always use common shop safety practice.

This information relates to the preparation and use of Bombardier snowmobiles and has been utilized safely and effectively by Bombardier Inc. However, Bombardier Inc. disclaims liability for all damages and/or injuries resulting from the improper use of the contents. We strongly recommend that any services be carried out and/or verified by a highly skilled professional mechanic. It is understood that certain modifications may render use of the vehicle illegal under existing federal, provincial and state regulations.

INTRODUCTION

This *Shop Manual VOLUME 3* covers the following Bombardier made 1997 snowmobiles:

MODELS	MODEL NUMBER
FORMULA* III (CANADA)	1148
FORMULA* III (U.S.)	1149
FORMULA* III (EUROPE)	1150
FORMULA* III LT (CANADA)	1151
FORMULA* III LT (U.S.)	1152
FORMULA* III LT (EUROPE)	1153
MACH* 1 (CANADA)	1177
MACH* 1 (U.S.)	1178
MACH* 1 (EUROPE)	1179
MACH* Z (CANADA)	1180
MACH* Z (U.S.)	1181
MACH* Z (EUROPE)	1182
MACH* Z LT (CANADA)	1183
MACH* Z LT (U.S.)	1184
MACH* Z LT (EUROPE)	1185

*Trademarks of Bombardier Inc.

LIST OF MODELS GROUPED BY COMMUN CHASSIS

F-Series consists of:

FORMULA III/III LT
MACH 1/Z/Z LT

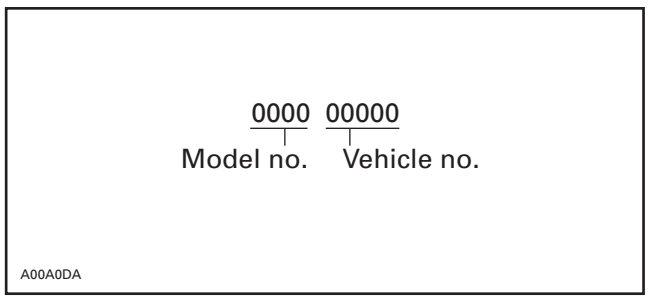


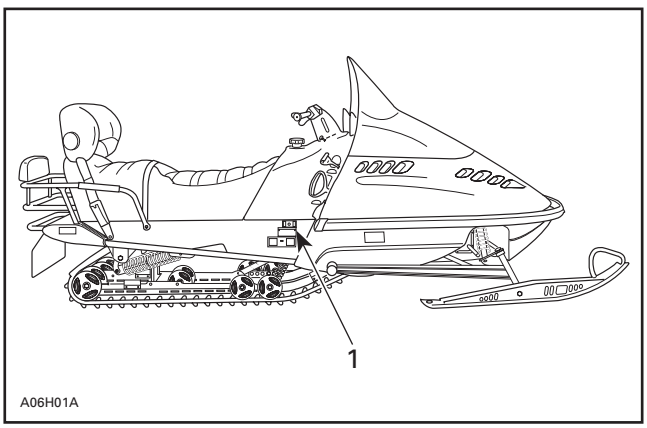
A06A09A

TYPICAL — F-SERIES

Each vehicle has its particular vehicle serial number

Serial Number Meaning:



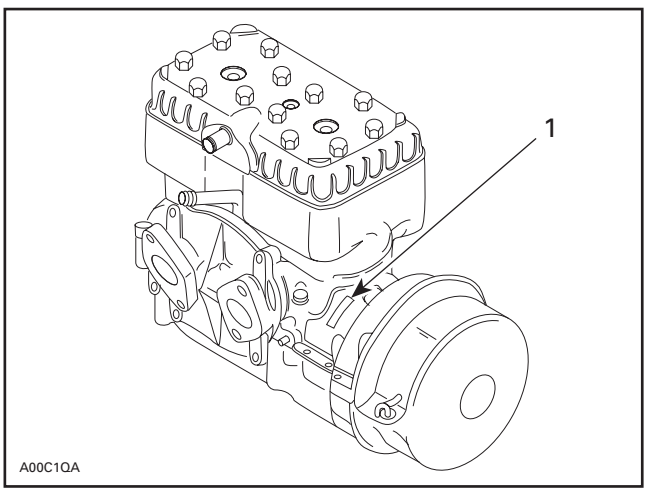


TYPICAL

1. Vehicle serial number

The engine also has a serial number.

Liquid-Cooled Engines



1. Engine serial number

ARRANGEMENT OF THE MANUAL

The manual is divided into 09 major sections:

01 LUBRICATION AND MAINTENANCE

02 TROUBLESHOOTING

03 ENGINE

04 TRANSMISSION

05 ELECTRICAL

06 REAR SUSPENSION

07 STEERING/FRONT SUSPENSION

08 BODY/FRAME

09 TECHNICAL DATA

ANNEXES

Each section is divided in various sub-sections, and again, each sub-section has one or more division.

This *Shop Manual* uses technical terms wich may be slightly different from the ones in the parts catalog.

TYPICAL PAGE

Page heading indicates section and sub-section detailed.

Sub-section title indicates beginning of the sub-section.

Italic sub-title above exploded view indicate pertaining models.

Exploded view assists you in identifying parts and related positions.

Drop represents a liquid product to be applied to a surface. In this case Loctite 271 to screw threads.

Bold face number indicates special procedure concerning this part.

Illustration number for publishing process.

Dotted box contains parts of a particular model in this case the short track models only.

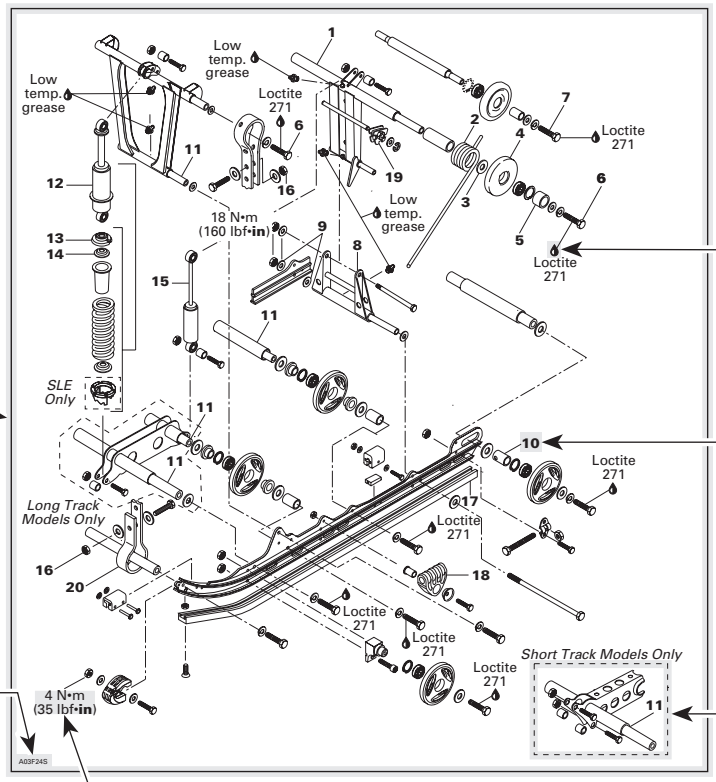
Tightening torque nearby fastener. In this case, nut must be torqued to 4 N•m or 35 lbf•**in**.

Page numbering system:
07: REAR SUSPENSION section
01: SUSPENSION SC-10 SPORT, TOURING AND MOUNTAIN sub-section
1: First page of this sub-section

Section 07 REAR SUSPENSION
Sub-Section 01 (SUPENSION SC-10 SPORT, TOURING AND MOUNTAIN)

SUSPENSION SC-10 SPORT, TOURING AND MOUNTAIN

Grand Touring 500/580, Formula 500/583 and Summit 500



07-01-1

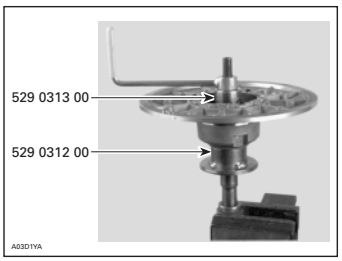
▼ CAUTION

Pay attention to torque specifications. Some of these are in lbf•**in** instead of lbf•ft. Use appropriate torque wrench.

A01A1QS

TYPICAL PAGE

Turn puller handle and sliding half at once to extract the bushing.



IMPORTANT: Large bushing retaining screws and washers must be removed before small bushing installation.

Coat bushing outside diameter with Loctite 609 (P/N 413 7031 00).

Install bushing as following photo.

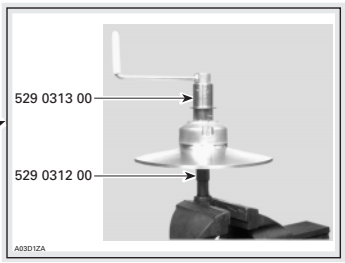


Illustration always follows text to which it pertains.

ASSEMBLY

Came Slider Shoe

When replacing slider shoes **no. 4**, always install a new set (3 shoes) to maintain equal pressure on the cam.

Assemble driven pulley components by reversing the disassembly procedure.

Sub-title indicates a particular procedure for the named part.

Cam

Coat cam **no. 18** interior with anti-seize lubricant.

Number: Following part name refers to exploded view at beginning of sub-section.

INSTALLATION

Title indicates main procedure to be carried-out.

Countershaft

▼ CAUTION

Always apply anti-seize lubricant (P/N 413 7010 00) on the countershaft before final pulley installation.

F-Series and S-Series Only

Italic bold face type setting indicates a particular procedure concerning a model.

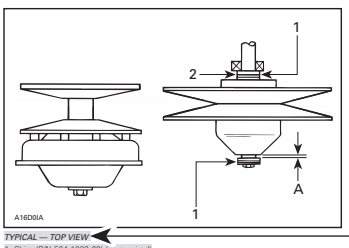
Should installation procedure be required, refer to BRAKE 05-05 then look for **Brake Disc and Countershaft Bearing Adjustment**.

Reinstall the pulley on the countershaft by reversing the removal procedure.

All Models

Italic bold face setting in this case indicates that particular procedure for F and S-series is finished, so from this point, all models are concerned.

Check end play of driven pulley on countershaft by pushing pulley towards outer housing so that the inner shims (P/N 504 1082 00) contact it. Measure end play at the mounting screw end between shim(s) and puley. See illustration.



TYPICAL — TOP VIEW

"TYPICAL" caption indicates a general view which does not represent full detail. "TOP VIEW" caption helps you in understanding illustration.

1. Shim (P/N 504 1082 00) (as required)
2.Contact
A. 0 to 1 mm (0 to 3/64 in)

Call-outs for above illustration.

Torque retaining screw **no. 13** to 25 N•m (18 lbf•ft).

ADJUSTMENT

Refer to PULLEY DISTANCE AND ALIGNMENT 05-04 to adjust pulley distance. Adjust drive belt height between pulley halves to obtain specified belt deflection.

Reference to look up a certain section and sub-section (PULLEY DISTANCE AND ALIGNMENT 05-04). In this case it concerns pulleys adjustment.

A01A1RS

GENERAL INFORMATION

The information and component/system descriptions contained in this manual are correct at time of publication. Bombardier Inc. however, maintains a policy of continuous improvement of its products without imposing upon itself any obligation to install them on products previously manufactured.

Due to late changes, it may have some differences between the manufactured product and the description and/or specifications in this document.

Bombardier Inc. reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring obligation.

USEFUL PUBLICATIONS

Refer to *Parts Catalogs* to order the right parts.

PARTS CATALOG	
MODELS	P/N
FORMULA III/III LT MACH 1/Z/Z LT	480 1432 00

Use *Tools and Accessories Catalog* to order the tools you need.

1994 TOOLS, SERVICE PRODUCTS, OPTION & ACCESSORIES (P/N 480 1343 00).

Use *Specification Booklet* to find rapidly the right specs.

1990-1997 SPECIFICATION BOOKLET (P/N 480 1420 00).

ILLUSTRATIONS AND PROCEDURES

Illustrations and photos show the typical construction of the different assemblies and, in all cases, may not reproduce the full detail or exact shape of the parts shown, however, they represent parts which have the same or a similar function.

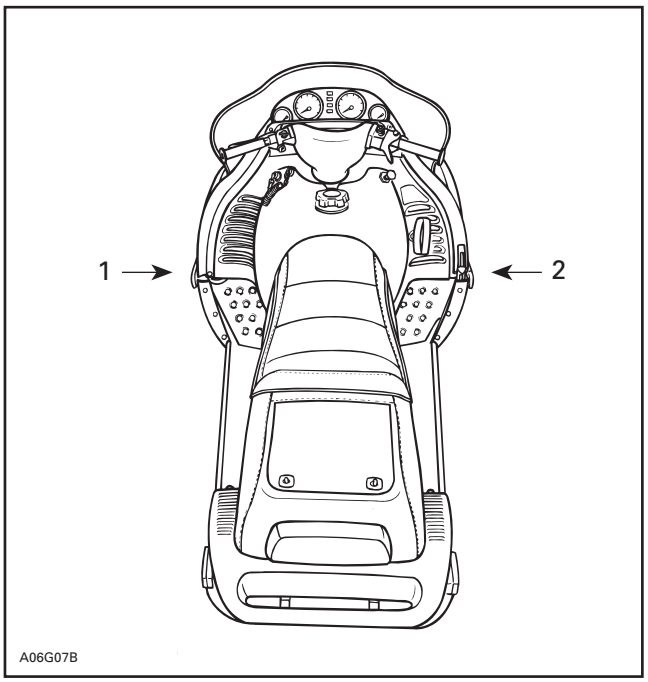
▼ CAUTION

Most components of those vehicles are built with parts dimensioned in the metric system. Most fasteners are metric and must not be replaced by customary fasteners or vice versa. Mismatched or incorrect fasteners could cause damage to the vehicle or possible personal injury.

As many of the procedures in this manual are interrelated, we suggest, that before undertaking any task, you read and thoroughly understand the entire section or sub-section in which the procedure is contained.

A number of procedures throughout the book require the use of special tools. Before commencing any procedure, be sure that you have on hand all the tools required, or approved equivalents.

The use of RIGHT and LEFT indications in the text, always refers to driving position (when sitting on vehicle).



TYPICAL

1. Left
2. Right

TIGHTENING TORQUES

Tighten fasteners to torque mentioned in exploded views and text. When they are not specified refer to following table.

N•m	FASTENER SIZE (8.8)	Lbf•**in**
1		9
2	**M4**	18
3	M4	27
4	**M5**	35
5		44
6		53
7		62
8	M6	71
9	M6	80
10	**M6**	89
11	M6	97
12	M6	106
13		115
14		124
15		133
16		142
17		150
18		159
19		168

N•m	FASTENER SIZE (8.8)	Lbf•ft
20		15
21	M8	15
22	M8	16
23	**M8**	17
24	M8	18
25	M8	18
26		19
27		20
28		21
29		21
30		22
31		23
32		24
33		24
34		25
35		26
36		27
37		27
38		28

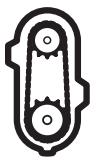
N•m	FASTENER SIZE (8.8)	Lbf•ft
39		29
40		30
41		30
42		31
43	M10	32
44	M10	32
45	M10	33
46	M10	34
47	M10	35
48	**M10**	35
49	M10	36
50	M10	37
51	M10	38
52	M10	38
53	M10	39
54		40
55		41
56		41
57		42
58		43
59		44
60		44
61		45
62		46
63		46
64		47
65		48
66		49
67		49
68		50
69		51
70		52
71		52
72		53
73		54
74		55
75		55
76	M12	56
77	M12	57
78	M12	58
79	M12	58
80	**M12**	59
81	M12	60
82	M12	60
83	M12	61

N•m	FASTENER SIZE (8.8)	Lbf•ft
84	M12	62
85		63
86		63
87		64
88		65
89		66
90		66
91		67
92		68
93		69
94		69
95		70
96		71
97		72
98		72
99		73
100		74
101		74
102		75
103		76
104		77
105		77
106		78
107		79
108		80
109		80
110		81
111		82
112		83
113		83
114		84
115		85
116		86
117		86
118		87
119		88
120		89
121	M14	89
122	M14	90
123	M14	91
124	M14	91
125	M14	92
126	M14	93
127	M14	94
128	M14	94

N•m	FASTENER SIZE (8.8)	Lbf•ft
129	M14	95
130	M14	96
131	M14	97
132	M14	97
133	M14	98
134	M14	99
135	**M14**	100
136	M14	100
137	M14	101
138	M14	102
139	M14	103
140	M14	103
141	M14	104
142	M14	105
143	M14	105
144	M14	106
145	M14	107
146	M14	108
147	M14	108
148	M14	109
149	M14	110
150	M14	111

TIGHTENING TORQUES FOR 8.8 GRADE BOLTS AND NUTS

LUBRIFICATION AND MAINTENANCE CHART

		①	②	③	④	⑤	⑥	REFER TO
	Starting Rope Condition						✔	—
	Engine Head Nuts	✔			✔			Appropriate section: See Top End
	Engine Mount Nuts	✔			✔			Appropriate section: See ENGINE REMOVAL
	Exhaust System	✔		✔				Appropriate section: See ENGINE REMOVAL
	Engine Lubrication					✔		This section no. 1
	Cooling System Condition	✔			✔			Sub-section 03-06
	Coolant Replacement (Except Fan Cooled)						✔	Sub-section 03-06
	Condition of Seals						✔	Sub-section 03-02
	Injection Oil Filter Condition			✔				Sub-section 03-05
	Injection Oil Filter Replacement						✔	Sub-section 03-05
	Oil Injection Pump Adjustment	✔			✔			Sub-section 03-05
	Fuel Stabilizer					✔		This section no. 2
	Fuel Filter Replacement						✔	This section no. 3
	Fuel Lines and Connections	✔					✔	Sub-section 03-09
	Carburetor Adjustment	✔			✔			Sub-section 03-08
	Throttle Cable Inspection	✔			✔		✔	Sub-section 03-09
	Air Filter Cleaning			✔				This section no. 4
	Drive Belt Condition	✔	✔					This section no. 5
	Condition of Drive and Driven Pulleys	✔		✔		✔		Sub-sections 04-03 and 04-04
	Cleaning of Drive and Driven Pulleys						✔	Sub-sections 04-03 and 04-04
	Retorquing of Drive Pulley Screw	✔						Sub-section 04-03
	Driven Pulley Preload	✔			✔			Sub-section 04-04
	Brake Condition	✔	✔					Sub-section 04-06
	Brake Adjustment			✔				Sub-section 04-06
	Lubrication of Ratchet Wheel or Fluid Change						✔	Sub-section 04-06
	Drive Chain Tension	✔		✔				Sub-section 04-07
	Countershaft Lubrication (S and F Series)	✔		✔		✔		Sub-section 04-06
	Chaincase/Gearbox Oil Level	✔		✔		✔		Sub-section 04-07
	Chaincase/Gearbox Oil Change	✔1				✔		Sub-section 04-07
	Lubrication of drive axle bearing	✔		✔		✔		Sub-section 06-04
	Handlebar Bolts. Retorque to 26 N•m (19 lbf•ft)	✔						Sub-section 07-02
	Steering and Front Suspension Mechanism	✔		✔		✔		Sub-sections 07-02 and 07-03
	Wear and Condition of Skis and Runners	✔	✔					Sub-section 07-03
	Steering and Ski Leg Camber Adjustment	✔		✔				Sub-section 07-02

		①	②	③	④	⑤	⑥	**REFER TO**
	Suspension Adjustments	AS REQUIRED						Section 06: See appropriate sub-section and *Operator's Guide*
	Suspension Lubrication			✔2		✔		Section 06: See appropriate sub-section
	Suspension Condition	✔			✔			Section 06: See appropriate sub-section
	Suspension Stopper Strap Condition				✔			Section 06: See appropriate sub-section
	Track Condition	✔		✔				Sub-section 06-04
	Track Tension and Alignment	✔	AS REQUIRED					Sub-section 06-04
	Spark Plugs*	✔						Sub-section 05-04
	Engine Timing	✔					✔	Sub-section 05-03
	Battery Condition	✔		✔		✔		Not applicable
	Headlight Beam Aiming				✔			Sub-section 08-02
	Wiring Harnesses, Cables and Lines	✔		✔				Sub-section 08-02
	Operation of Lighting System (HI/LO Beam, Brake Light, etc.) Test Operation of Emergency Cut-Out Switch and Tether Cut-Out Switch	✔	✔			✔		*Operator's Guide*
	Rags in Air Intake and Exhaust System					✔	✔	This section no. 6
	Engine Compartment	✔		✔				This section no. 7
	General Inspection	✔		✔		✔		This section no. 8

* Before installing new spark plugs at pre-season preparation, it is suggested to burn excess storage oil by starting the engine with the old spark plugs. Only perform this operation in a well ventilated area.

① 10-HOUR OR 500 km (300 mi) INSPECTION (To be performed by dealer)

② WEEKLY OR EVERY 240 km (150 mi)

③ MONTHLY OR EVERY 800 km (500 mi)

④ ONCE A YEAR OR EVERY 3200 km (2000 mi)

⑤ STORAGE (To be performed by dealer)

⑥ PRE-SEASON PREPARATION (To be performed by dealer)

1. Change oil at 10-hour inspection for Skandic WT/SWT/WT LC
2. Apply anti-seize lubricant (P/N 413 7010 00) on ACM rod every 10 hours or 500 km (300 mi).

NO. 1 ENGINE LUBRICATION

Engine internal parts must be lubricated to protect them from possible rust formation during the storage period.

To perform the storage procedures, proceed as follows:

Start the engine and allow it to run at idle speed until the engine reaches its operating temperature.

◆ WARNING

Ensure the track is free of all particles which could be thrown out while it is rotating. Keep hands, tools, feet and clothing clear of track. Ensure no one is standing in close proximity to the vehicle.

Stop the engine.

Remove air silencers to spray storage oil into each carburetor bore.

Restart engine and run at idle speed.

Inject storage oil until the engine stalls or until a sufficient quantity of oil has entered the engine (approximately half a can).

With the engine stopped, remove the spark plug and spray storage oil (P/N 496 0141 00) into each cylinder.

Crank slowly 2 or 3 revolutions to lubricate cylinders.

Reinstall the spark plugs and the outlet primer hose or air silencers.

◆ WARNING

This procedure must only be performed in a well ventilated area. Do not run engine during storage period.

NO. 2 FUEL STABILIZER

A fuel stabilizer (P/N 413 4086 00) can be added in fuel tank to prevent fuel deterioration and avoid draining fuel system for storage. Follow manufacturer's instructions for proper use.

If above fuel stabilizer is not used, drain fuel system including fuel tank and carburetor(s).

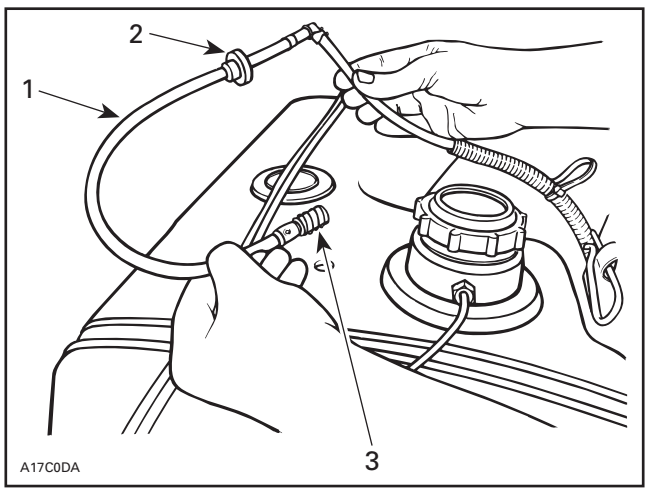
▼ CAUTION

Fuel stabilizer should be added prior engine lubrication to ensure carburetor(s) protection against varnish deposit.

NO. 3 FUEL FILTER REPLACEMENT

Drain fuel tank.

Remove fuel line grommet from fuel tank and pull out inlet fuel line from tank.



TYPICAL

1. *Inlet fuel line*
2. *Position of grommet when installing*
3. *Fuel filter*

Replace fuel filter. To facilitate the fuel line installation, slide grommet on fuel line about 50 mm (2 in) away from elbow then install grommet on fuel tank and push elbow through grommet.

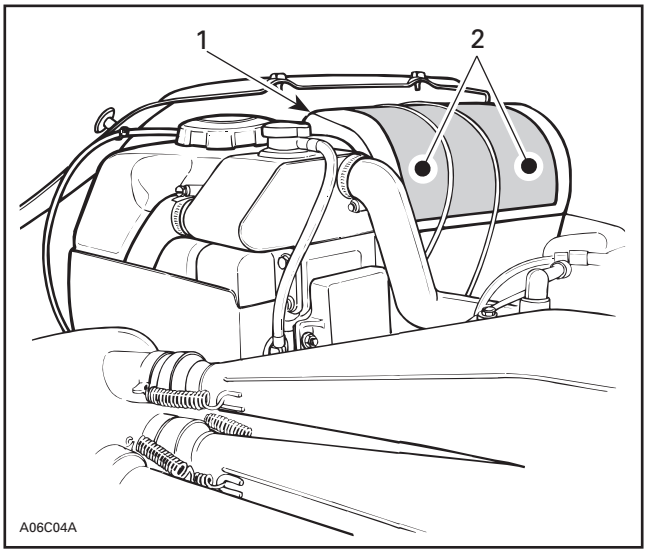
NO. 4 AIR FILTER CLEANING

Check that the air box is clean and dry then properly reinstall the filter.

▼ CAUTION

These snowmobiles have been calibrated with the filter installed. Operating the snowmobile without it may cause engine damage.

Lift hood and remove air filters from air intake silencer.



TYPICAL
1. *Air intake silencer*
2. *Air filters*

To clean a filter, shake the snow out of it then, dry it out.

NO. 5 DRIVE BELT CONDITION

Inspect belt for cracks, fraying or abnormal wear (uneven wear, wear on one side, missing cogs, cracked fabric). If abnormal wear is noted, probable cause could be pulley misalignment, excessive RPM with frozen track, fast starts without warm-up period, burred or rusty sheave, oil on belt or distorted spare belt.

Check the drive belt width. Replace the drive belt if width is less than the minimum width recommended in DRIVE BELT 04-02.

NO. 6 RAGS IN AIR INTAKE AND EXHAUST SYSTEM

At storage preparation, block air intake hole and exhaust system hole using clean rags.

Remove those rags at pre-season preparation.

NO. 7 ENGINE COMPARTMENT

Keep clean of grass, twigs, cloth, etc. These are combustible under certain conditions.

NO. 8 GENERAL INSPECTION

Remove any dirt or rust.

To clean the entire vehicle, use only flannel clothes or Kimtowels® wipers no. 58-380 from Kimberly-Clark.

▼ CAUTION

It is necessary to use flannel cloths or "Kimtowels" wipers on windshield and hood to avoid damaging further surfaces to clean.

To clean the entire vehicle, including metallic parts with a **thick** coat of grease, use "Endust" imported by Bristol Myers, available at hardware stores or supermarkets.

To clean the entire vehicle, including metallic parts with a **thin** coat of grease, use "Simple Green" from Sunshine Makers Inc., available at hardware stores or at automotive parts retailer.

To remove scratches on windshield or hood: Start with "Slip Streamer Motorcycle Windshield Heavy Duty Scratch, Remover". Finish with "Slip Streamer Motorcycle Cleaner and Polish".

NOTE: The latest product may be use alone if only light scratches are noticeable.

▼ CAUTION

Never clean plastic parts or hood with strong detergent, degreasing agent, paint thinner, acetone, products containing chlorine, etc.

Inspect the hood and repair any damage. Touch up all metal spots where paint has been scratched off. Spray all metal parts including shock chromed rods with Bombardier Lube (P/N 293 6000 06). Wax the hood and the painted portion of the frame for better protection.

NOTE: Apply wax on glossy finish only. Protect the vehicle with a cover to prevent dust accumulation during storage.

▼ CAUTION

The snowmobile has to be stored in a cool and dry place and covered with an opaque tarpaulin This will prevent sun rays and grime from affecting plastic components and vehicle finish.

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ENGINE

The following chart is provided to help in diagnosing the probable source of troubles. It should be used as a guideline. Some causes or corrections may not apply to a specific model.

SYMPTOM	ENGINE BACKFIRES
CONDITION	NORMAL USE
Test/Inspection	**1. Check spark plug(s).** a.Carbon accumulation caused by defective spark plug(s). *Clean carbon accumulation and replace spark plug(s).*
	2. Check cooling system. a.Loose fan belt. *Adjust or replace fan belt (refer to TECHNICAL DATA 09).* b.Low antifreeze level. *Adjust antifreeze level. Then check clamps or hoses.* c.Defective tank cap or thermostat. *Replace.* d.Air in system. *Bleed system.*
	3. Check ignition timing. a.Timing is too advanced. *Set timing according to specifications (refer to TECHNICAL DATA 09).*

SYMPTOM	ENGINE SUDDENLY TURNS OFF
CONDITION	NORMAL USE
Test/Inspection	**1. Perform engine leak test. Refer to engine leak verification flow chart. Check possible piston seizure.** a.Damaged gasket and/or seal. *Replace defective parts.*
	2. "Four-corner" seizure of piston(s). a.Accelerating too fast when engine is cold. Piston expands faster than cylinder. *Replace piston(s). Ask driver to refer to warm-up procedure in Operator's Guide.*
	3. Piston(s) seizure on exhaust side (color on piston dome is correct). a.Kinked fuel tank vent tube. *Relocate fuel tank vent tube.* b.Leaks at fuel line connections or damaged fuel lines. *Replace defective lines.* c.Fuel does not flow through carburetor(s) (plastic particles in needle area and/or varnish formation in carburetor(s)). *Clean carburetor(s).* d.Spark plug heat range is too warm. *Install spark plug(s) with appropriate heat range (refer to TECHNICAL DATA 09).* e.Improper ignition timing. *Adjust according to specifications (refer to TECHNICAL DATA 09).* f.Restriction in exhaust system. *Replace.* g.Compression ratio is too high. *Install genuine parts.* h.Carburetor calibration is too lean. *Adjust according to specifications (refer to TECHNICAL DATA 09).* i. Improper rotary valve timing or improper valve. *Adjust according to specifications (refer to TECHNICAL DATA 09) and/or install Bombardier's recommended rotary valve.* j. Poor quality oil. *Use Bombardier Rotax oil.* k.Leaks at air intake silencer. *Replace air intake silencer grommets.*

	4. Melted and/or perforated piston dome; melted section at ring end gap. a.When piston reaches TDC, mixture is ignited by heated areas in combustion chamber. This situation is due to an incomplete combustion of a poor quality oil. *Clean residue accumulation in combustion chamber and replace piston(s). Use Bombardier Rotax oil.* b.Spark plug heat range is too high. *Install recommended spark plug(s) (refer to TECHNICAL DATA 09).* c.Ignition timing is too advanced. *Adjust according to specifications (refer to TECHNICAL DATA 09).* d.Inadequate fuel quality. *Use appropriate fuel.* e.Carburetion is too lean. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	5. Seized piston all around the circumference (dry surface). a.Lack of oil, damaged oil line or defective injection pump. *Replace defective part(s).*
	6. Grooves on intake side of piston only. a.Oil film eliminated by water (snow infiltration in engine). *Replace piston(s) and check if intake system leaks.*
	7. Piston color is dark due to seizure on intake and exhaust sides. a.Broken or loose fan belt. *Replace fan belt or adjust its tension (refer to TECHNICAL DATA 09).* b.Cooling system leaks and lowers coolant level. *Tighten clamps or replace defective parts. Add antifreeze in cooling system until appropriate level is reached.* c.Accumulation of foreign particles in needle and/or main jet area. *Clean carburetor(s).*
	8. Cracked or broken piston(s). a.Cracked or broken piston(s) due to excessive piston/cylinder clearance or engine overreving. *Replace piston(s). Check piston/cylinder clearance (refer to TECHNICAL DATA 09).* *Adjust drive pulley according to specifications (refer to TECHNICAL DATA 09) and/or clean pulley sheaves if they are contaminated with greasy particles.*

SYMPTOM	PISTON RING AND CYLINDER SURFACES ARE GROOVED
CONDITION	NORMAL USE
Test/Inspection	**1. Check oil quality.** a.Poor oil quality. *Use Bombardier Rotax oil.*
	2. Check injection pump and its hoses. a.Inadequate injection pump adjustment and/or defective hoses. *Adjust pump according to specifications (refer to ENGINE 03) and/or replace hoses.*

SYMPTOM	ENGINE DOES NOT OFFER MAXIMUM POWER AND/OR DOES NOT REACH MAXIMUM OPERATING RPM
CONDITION	NORMAL USE
Test/Inspection	**1. Check spark plug condition.** a.Fouled spark plug(s). *Replace.*
	2. Check if there is water in fuel. a.There is water in fuel. *Drain fuel system, then fill it with appropriate fuel.*
	3. Check items listed in "Engine runs out of fuel" (refer to fuel and oil system sub-section 02).
	4. Check carburetor adjustments and cleanliness. a.Inadequate carburetor adjustments or dirt accumulation. *Adjust according to specifications (refer to TECHNICAL DATA 09) or clean.*
	5. Check drive belt. a.Worn belt. *Replace belt if width is 3 mm (1/8") less than nominal dimension (refer to TECHNICAL DATA 09).*
	6. Check track adjustment. a.Too much tension and/or improper alignment. *Align track and adjust its tension to specifications (refer to TECHNICAL DATA 09).*
	7. Check drive pulley. a.Improper calibration screw adjustments (TRA pulley) and/or worn bushing(s). *Adjust according to specifications (refer to TECHNICAL DATA 09) and/or replace bushing(s).*

	8. Check driven pulley. a.Worn bushing and/or spring tension. *Replace spring and/or adjust its tension according to specifications (refer to TECHNICAL DATA 09).*
	9. Check exhaust system. a.Restriction. *Replace.*
	10. Check ignition timing. a.Decrease in power due to retarded ignition. *Adjust according to specification (refer to TECHNICAL DATA 09).*
	11. Check engine compression. a.Worn piston(s) and ring(s). *Replace (refer to TECHNICAL DATA 09 for specification).*
	12. Check engine cooling system. a.Engine overheats. Improper fan belt tension. *Adjust fan belt (refer to TECHNICAL DATA 09).* b.Antifreeze level is low, cap fails to pressurize system or air circulates through lines. *Adjust level, replace cap or bleed cooling system.*

SYMPTOM	**ENGINE DETONATION AT MAXIMUM RPM**
CONDITION	NORMAL USE
Test/Inspection	**1. Check which type of fuel is used.** a.Octane number is too low and/or alcohol level is too high. *Use recommended fuel type.*
	2. Check spark plug type. a.Improper spark plug heat range. *Install recommended spark plug(s) (refer to TECHNICAL DATA 09).*
	3. Check exhaust system. a.Too much restriction. *Replace.*
	4. Check ignition timing. a.Timing is too advanced. *Adjust according to specification (refer to TECHNICAL DATA 09).*
	5. Check carburetion. a.Fouled and/or improper carburetor components. *Clean or replace according to specification (refer to TECHNICAL DATA 09).*
	6. Check compression ratio and squish area. a.Compression ratio is too high. *Install genuine parts.*

SYMPTOM	ENGINE TURNS OVER BUT FAILS TO START
CONDITION	NORMAL USE
Test/Inspection	**1. Check switches.** a.Ignition switch, emergency cut-out switch or tether switch is in the OFF position. *Place all switches in the RUN or ON position.*
	2. Check fuel level. a.Mixture not rich enough to start cold engine. *Check fuel tank level and use primer.*
	3. Check spark plug. a.Defective spark plug (no spark). *Replace spark plug(s).*
	4. Check amount of fuel on spark plug. a.Flooded engine (spark plug wet when removed). *Do not overprime. Remove wet spark plug(s), turn ignition switch to OFF and crank engine several times. Install clean dry spark plug. Start engine following usual starting procedure.*
	5. Check fuel lines. a.No fuel to the engine (spark plug dry when removed). *Check fuel tank level; turn fuel valve on if applicable; check fuel filter, replace if clogged; check condition of fuel and impulse lines and their connections.*
	6. Check engine compression. a.Insufficient engine compression. *Replace defective part(s) (ex.: piston(s), ring(s), etc.).*

SYMPTOM	IRREGULAR ENGINE IDLE
CONDITION	NORMAL USE AFTER ENGINE WARM UP
Test/Inspection	**1. Check primer.** a.Fuel leaks at primer nipple which is mounted to carburetor. *Replace.*
	2. Check choke. a.Choke plunger may be partially opened. *Readjust.*
	3. Check carburetor adapter. a.Air enters through a crack. *Replace.*
	4. Check air screw position. a.Inadequate fuel/air mixture. *Adjust according to specifications (refer to TECHNICAL DATA 09).*

	5. Check ignition system trigger coil air gap. a.Air gap is too large. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	6. Check dimension of pilot jet. a.Inadequate fuel/air mixture. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	7. Perform engine leak test. (Refer to LEAK TEST AND ENGINE DIMENSION MEASUREMENT 03-03). a.Leaking gaskets allow air to enter in engine. *Replace defective parts.*

SYMPTOM	**HIGH ENGINE OPERATING TEMPERATURE**
CONDITION	NORMAL USE
Test/Inspection	**1. Check temperature gauge sensor.** a.False reading. *Replace.*
	2. Check fan belt. a.Belt slides because it is too loose. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	3. Verify antifreeze level and check if there is air infiltration in the system or if there are leaks in gasket areas. a.Low antifreeze level or air in system. b. *Add antifreeze until recommended level is reached, bleed system and/or tighten clamps at fitting.*
	4. Check if antifreeze flows through system properly. a.Foreign particles and/or broken coolant pump impeller. *Clean cooling system and/or replace coolant pump impeller.*
	5. Check thermostat. a.Thermostat reacts slowly or not at all. *Replace.*
	6. Check antifreeze concentration. a.Antifreeze concentration is too high. *Adjust concentration according to Bombardier's recommendations.*
	7. Check tank cap. a.Cap does not hold pressure. *Replace.*

	8. Check carburetion. a.Improperly adjusted or inadequate carburetor components. *Adjust according to specifications (refer to TECHNICAL DATA 09) or replace inadequate component(s).*
	9. Check cylinder head gaskets. a.Worn gaskets. *Replace.*
	10. Check ignition timing. a.Ignition timing is too advanced. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	11. Check if there are leaks at air intake silencer and/or engine crankcase. a.Leak(s). *Repair or replace.*
	12. Check condition and heat range of spark plug(s). a.Melted spark plug tip or inadequate heat range. *Replace.*

SYMPTOM	**ENGINE EQUIPPED WITH "RAVE" VALVE DOES NOT REACH ITS FULL OPERATING RPM (500 TO 1000 RPM SLOWER)**
CONDITION	NORMAL USE
Test/Inspection	**1. Check "RAVE" valve pistons.** a.Valve piston(s) is (are) too far out. *Screw valve piston(s) to bottom.*
	2. Check "RAVE" valve stems. a.Bent "RAVE" valve stem(s). *Replace.*
	3. Check "RAVE" valves. a.Jammed valve(s). *Clean.*
	4. Check tension of "RAVE" springs. a.Inadequate spring tension. *Replace.*
	5. Check "RAVE" pressure holes. a.Clogged holes. *Clean.*
	6. Check clamps or sleeves. a.Damaged clamp(s) or sleeve(s). *Replace.*

SYMPTOM	ENGINE EQUIPPED WITH "RAVE". ENGINE HESITATES AT MID-SPEED AND REACHES MAXIMUM PERFORMANCE ONLY AFTER A WHILE
CONDITION	NORMAL USE
Test/Inspection	**1. Check "RAVE" valve spring(s).** a.Spring tension is too weak or spring(s) is (are) broken. *Replace.*
	2. Check "RAVE" valve cover red adjustment screws. a.Adjustment screw(s) is (are) too loose. *Fully tighten.*
	3. Check "RAVE" valve movement ("RAVE" movement indicator P/N 861 7258 00). a.Valve(s) is (are) stuck in open position. *Clean.*

SYMPTOM	REWIND STARTER ROPE DOES NOT REWIND
CONDITION	NORMAL USE
Test/Inspection	**1. Check rewind spring.** a.Broken spring. *Replace spring.*

SYMPTOM	REWIND STARTER PAWL DOES NOT ENGAGE
CONDITION	NORMAL USE
Test/Inspection	**1. Check stopper spring.** a.Broken stopper spring. *Replace.*
	2. Check pawl and pawl lock. a.Pawl and pawl lock have stuck together because of heat. *Replace and use recommended greases.*
	3. Check pawl and rope sheave. a.Pawl and rope sheave have stuck together because of heat. *Replace.*

SYMPTOM	ENGINE PINGING
CONDITION	NORMAL USE
Test/Inspection	**1. Check fuel lines.** a.Bent fuel lines (preventing fuel from flowing through). *Relocate or replace fuel lines.*
	2. Check if carburetor(s) is (are) clean. a.Dirt prevents fuel from flowing through. *Clean.*
	3. Check ignition timing. a.Timing is too advanced. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	4. Check compression ratio. a.Compression ratio is too high. *Replace inadequate part(s) to obtain manufacturer's recommended compression ratio or use a higher grade fuel.*

SYMPTOM	ENGINE GENERATES A LOT OF VIBRATIONS
CONDITION	NORMAL USE
Test/Inspection	**1. Check engine supports.** a.Loose broken supports or interference between support(s) and chassis. *Retighten to specification (refer to TECHNICAL DATA 09) or replace.*
	2. Check drive pulley (refer to: vibrations coming from drive pulley).
	3. Check carburetor synchronization. a.Throttle slide heights are adjusted differently and/or throttle slide openings are unsynchronized. *Adjust throttle slide heights and throttle cable.*

FUEL AND OIL SYSTEMS

The following chart is provided to help in diagnosing the probable source of troubles. It should be used as a guideline. Some causes or corrections may not apply to a specific model.

SYMPTOM	HIGH FUEL CONSUMPTION (OR RICH MIXTURE)
CONDITION	NORMAL USE
Test/Inspection	**1. Check fuel tank.** a.Perforated fuel tank. *Replace fuel tank.*
	2. Check fuel pump reservoir and carburetor fittings. a.Leaking fittings. *Replace defective part.*
	3. Check primer. a.Fuel flows through primer while engine runs. *Replace primer.*
	4. Check float height in carburetor(s). a.Fuel level is too high in float bowl(s). *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	5. Check needle valve. a.Foreign particles prevent needle valve(s) from closing and/or worn seating area. *Clean or replace needle valve(s), then clean seating area.*
	6. Check H.A.C. system. a.Connection to atmosphere is plugged. *Clean.* b.Leakage in H.A.C. to carburetor tube. *Replace.* c.Leak in H.A.C. sealed chamber. *Replace.* d.H.A.C. frozen. *Replace.*

SYMPTOM	FUEL LEAKS IN ENGINE BASE WHEN ENGINE IS STOPPED
CONDITION	NORMAL USE
Test/Inspection	**1. Check items 3, 4 and 5 of "High fuel consumption".**
	2. Check fuel pump diaphragm. a.Cracked diaphragm. *Replace.*

SYMPTOM	ENGINE LACKS POWER OR STALLS AT HIGH RPM
CONDITION	NORMAL USE
Test/Inspection	**1. Check fuel tank vent hose.** a.Kinked or clogged hose. *Relocate or replace.*
	2. Check fuel filter. a.Clogged filter. *Replace.*
	3. Check fuel lines. a.Kinked or clogged lines. *Relocate or replace.*
	4. Check fuel pump flow. a.Dried diaphragm. *Replace.*
	5. Check if carburetor(s) is (are) clean. a.Varnish. *Clean.*

SYMPTOM	HIGH INJECTION OIL CONSUMPTION
CONDITION	NORMAL USE
Test/Inspection	**1. Check oil injection pump adjustment.** a.Oil injection pump adjusted too rich. *Adjust.*
	2. Check injection oil lines and their fitting. a.Leaking lines and/or cover. *Replace defective part(s).*
	3. Check injection pump cover gasket. a.Worn gasket. *Replace.*
	4. Pressurize crankcase rotary valve gear reservoir. a.Leaking gasket(s). *Replace gasket(s).*

SYMPTOM	ENGINE RUNS OUT OF FUEL (OR LEAN MIXTURE)
CONDITION	NORMAL USE
Test/Inspection	**1. Check fuel filter ball located in fuel tank. Ball must move freely.** a.Corrosion due to oxidation at installation. *Replace fuel filter.*
	2. Check if lines are perforated or kinked and make sure they do not leak at fittings. a.Lines are too big for their fittings or are improperly rooted. *Replace or properly relocate lines.*
	3. Check fuel pump outlet flow. a.Dirt clogging fuel pump lines or torn membrane. *Clean or replace fuel pump.*
	4. Check carburetor needle valve(s). a.Dirt (varnish, foreign particle) clogging fue.1 b.I line inlets. *Clean.*
	5. Check main jet. a.Dirt (varnish, foreign particle) accumulation at main jet. *Clean.*
	6. Check float height in carburetor bowl(s). a.Running out of fuel at high speed because float height is too low. *Adjust float lever height according to specification.*
	7. Check H.A.C. system. a.Plugged hole in air jet inlet. *Clean.* b.H.A.C. frozen. *Replace.*

TRANSMISSION AND BRAKE SYSTEMS

The following charts are provided to help in diagnosing the probable source of troubles. It should be used as a guideline. Some causes or corrections may not apply to a specific model.

TRANSMISSION

SYMPTOM	THE SNOWMOBILE ACCELERATES SLOWLY, ESPECIALLY WHEN IT IS STOPPED
CONDITION	NORMAL USE
Test/Inspection	**1. Check drive belt condition.** a.Belt is too narrow (drive belt engagement is higher in drive pulley). *Replace belt if width is 3 mm (1/8") less than a new one (refer to TECHNICAL DATA 09).*
	2. Check distance between pulleys and/or drive belt deflection. a.Distance is too small between pulleys or deflection is too high (drive belt engagement is higher in drive pulley). *Adjust distance between pulleys and/or drive belt deflection according to specifications (refer to TECHNICAL DATA 09).*
	3. Check driven pulley sliding half play. a.Jammed sliding half. *Replace.*
	4. Check spring tension of driven pulley sliding half. a.Sliding half rotation is accelerated when spring tension is too weak. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	5. Refer to "Vibrations originating from driven pulley" and check items listed.
	6. Check drive pulley spring tension. a.Spring tension is too weak. *Replace.*

SYMPTOM	ENGINE MAXIMUM RPM IS TOO HIGH AND TOP SPEED IS NOT REACHED
CONDITION	NORMAL USE
Test/Inspection	**1. Check items 1, 2 and 3 of "The snowmobile accelerates slowly, especially when it is stopped".**
	2. Check driven pulley spring tension. a.Spring tension is to stiff. *Adjust according to specification (refer to TECHNICAL DATA 09).*
	3. Check position of the calibration screws. (TRA drive pulley). a.Selected numbers are too high. *Adjust according to specification (refer to TECHNICAL DATA 09).*
	4. Refer to "Vibrations originating from driven pulley" and check items listed.

SYMPTOM	LOOSENESS IS FELT IN DRIVE SYSTEM WHEN ACCELERATING/DECELERATING
CONDITION	NORMAL USE
Test/Inspection	**1. Check drive chain tension.** a.Drive chain is too loose. *Adjust.*
	2. Check play of driven pulley key (aluminum frame models). a.Worn key or keyway. *Replace.*

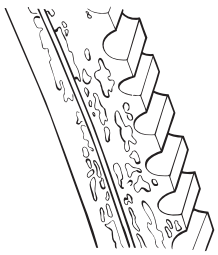
SYMPTOM	VIBRATIONS ORIGINATING FROM DRIVEN PULLEY
CONDITION	NORMAL USE
Test/Inspection	**1. Check drive belt.** a.Belt width is uneven at many places. *Replace (refer to TECHNICAL DATA 09 for the part number).*
	2. Check tightening torque of drive pulley screw. a.Moving governor cup. *Retighten bolt.*
	3. Spring cover bolts. a.Spring cover moves and restrains sliding half movement. *Retighten bolts.*
	4. Check spring cover (TRA TYPE) and/or outer half bushings. a.Excessive gap between bushings and inner half shaft, thus restraining sliding half movements. *Replace bushing(s).*
	5. Check sliding half slider shoes. a.Worn slider shoes. *Replace.*

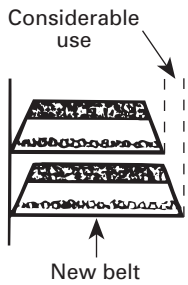
SYMPTOM	VIBRATIONS ORIGINATING FROM DRIVEN PULLEY
CONDITION	NORMAL USE
Test/Inspection	**1. Check sliding half play.** a.Sliding half runout. *Replace sliding half bushing.*
	2. Check sliding half and fixed half straightness. a.Sliding half/fixed half runout. *Replace.*
	3. Check cam slider shoes. a.One or two slider shoes out of three are broken. *Replace.*

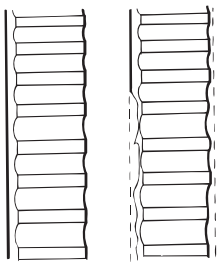
SYMPTOM	PULLEYS DO NOT DOWN SHIFT PROPERLY
CONDITION	NORMAL USE
Test/Inspection	**1. Check driven pulley spring tension.** a.Spring tension is too weak. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	2. Refer to "Vibrations coming from driven pulley" and check items listed.
	3. Check drive pulley bushings (cleanliness, wear, etc.). a.Bushings stick to fixed half pulley shaft. *Clean or replace.*
	4. Check driven pulley spring tension. a.Spring tension is too weak. *Replace.*

SYMPTOM	IT IS DIFFICULT TO ENGAGE TRANSMISSION IN FORWARD OR REVERSE GEAR
CONDITION	NORMAL USE
Test/Inspection	**1. Check position of gear shift lever adjustment screw.** a.Improper adjustment. *Adjust according to specifications (refer to TRANSMISSION 04).*

SYMPTOM	UNEVEN BELT WEAR ON ONE SIDE ONLY
CONDITION	NORMAL USE
Test/Inspection  A00D09Y	**1. Check tightening torque of engine mount bolts.** a.Loose engine mount. *Tighten engine mount nuts/bolts equally.*
	2. Check pulley alignment. a.Pulley misalignment. Align pulleys.
	3. Check drive belt contact area on pulleys. a.Rough or scratched pulley surfaces. Repair or replace pulley half.
	4. Check driven pulley sliding half play. a.Driven pulley bushing worn. Replace bushing.

SYMPTOM	BELT GLAZED EXCESSIVELY OR HAVING BAKED APPEARANCE
CONDITION	NORMAL USE
Test/Inspection  A00D0AY	**1. Check if drive pulley bushings are worn.** a.Insufficient pressure on belt sides. *Replace bushing.*
	2. Check condition of drive pulley fixed half shaft. a.Rusted drive or driven pulley shafts. *Clean shaft with fine steel woof and lubricate with anti-seize lubricant (If applicable only).*
	3. Check if pulley halves are clean. a.Oil on pulley surfaces. *Clean pulley halves.*
	4. Check pulley calibration. a.Improper pulley calibration. *Calibrate according to specification.*

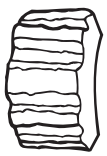
SYMPTOM	BELT WORN EXCESSIVELY IN TOP WIDTH
CONDITION	NORMAL USE
Test/Inspection  A00D0BY	**1. Check drive pulley.** a.Excessive slippage due to irregular outward actuation movement of drive pulley. *Carry out drive pulley inspection.*
	2. Check drive belt identification number. a.Improper belt angle. (wrong type of belt). *Replace belt with an appropriate drive belt.*
	3. Check drive belt width. a.Considerable use. *Replace belt if 3 mm (1/8") less than recommended width (refer to TECHNICAL DATA 09).*

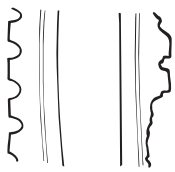
SYMPTOM	BELT WORN NARROW IN ONE SECTION
CONDITION	NORMAL USE
Test/Inspection  A00D0CY	**1. Check if parking brake is released.** a.Parking brake is engaged. *Release parking brake.* **2. Check track tension/alignment.** a.Frozen or too tight track. *Liberate track from ice or check track tension and alignment.* **3. Check drive pulley.** a.Drive pulley not functioning properly. *Repair or replace drive pulley.* **4. Check idle speed.** a.Engine idle speed too high. *Adjust according to specification.* **5. Check drive belt length.** a.Incorrect belt length. *Replace belt with an appropriate drive belt (refer to TECHNICAL DATA 09).* **6. Check distance between pulleys.** a.Incorrect pulley distance. *Readjust according to specification.* **7. Check belt deflection.** a.Deflection is too small. *Adjust according to specification.*

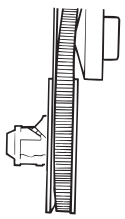
SYMPTOM	BELT SIDES WORN CONCAVE
CONDITION	NORMAL USE
Test/Inspection  A00D0DY	**1. Check pulley half surfaces.** a.Rough or scratched pulley half surfaces. *Repair or replace.* **2. Check drive belt identification number.** a.Unspecified type of belt. *Replace belt with an appropriate drive belt (refer to TECHNICAL DATA 09).*

SYMPTOM	BELT DISINTEGRATION
CONDITION	NORMAL USE
Test/Inspection  A00D0EY	**1. Check drive belt identification number.** a.Excessive belt speed. *Using unspecified type of belt. Replace belt with proper type of belt (refer to TECHNICAL DATA 09).* **2. Check if pulley halves are clean.** a.Oil on pulley surfaces. *Clean pulley surfaces with fine emery cloth and wipe clean using Loctite Safety Solvent (P/N 413 7082 00) and a cloth.*

SYMPTOM	BELT EDGE CORD BREAKAGE
CONDITION	NORMAL USE
Test/Inspection  A00D0FY	**1. Check pulley alignment.** a.Pulley misalignment. *Align pulley according to specifications (refer to TECHNICAL DATA 09).*

SYMPTOM	FLEX CRACKS BETWEEN COGS
CONDITION	NORMAL USE
Test/Inspection  A00D0GY	**1. Check drive belt condition.** a.Considerable use, belt wearing out. *Replace.*

SYMPTOM	SHEARED COGS, COMPRESSION SECTION FRACTURED OR TORN
CONDITION	NORMAL USE
Test/Inspection  A00D0HY	**1. Check drive belt rotational direction.** a.Improper belt installation. *Replace.* **2. Check if drive belt rubs against components.** a.Belt rubbing on stationary object. *Relocate components.* **3. Check drive pulley.** a.Violent engagement of drive pulley. *Check drive pulley engagement speed, drive pulley bushings and components.*

SYMPTOM	BELT "FLIP-OVER" AT HIGH SPEED
CONDITION	NORMAL USE
Test/Inspection  A00D0IY	**1. Check pulley alignment.** a.Pulley misalignment. *Align pulley according to specifications (refer to TECHNICAL DATA 09).*
	2. Check drive belt identification number. a.Using unspecified type of belt. *Replace belt with an appropriate drive belt.*

BRAKE SYSTEM

MECHANICAL BRAKE

SYMPTOM	BRAKE DOES NOT ADJUST AUTOMATICALLY
CONDITION	NORMAL USE
Test/Inspection	**1. Check ratchet wheel spring.** a.Broken ratchet wheel tag. *Replace.*
	2. Check mobile pad stud. a.Stud rotates in pad. *Replace.*

SYMPTOM	BRAKE HANDLE DOES NOT RETURN COMPLETELY
CONDITION	NORMAL USE
Test/Inspection	**1. Check brake return spring.** a.Broken return spring. *Replace.*
	2. Check if brake cable moves freely in its housing. a.Brake cable movement is limited due to oxidation or dirt accumulation. *Replace.*
	3. Check distance between brake lever and caliper. a.Distance is too wide. *Adjust according to specifications (refer to TRANSMISSION 04).*

HYDRAULIC BRAKE

SYMPTOM	**SPONGY BRAKE CONDITION**
CONDITION	NORMAL USE
Test/Inspection	*Replace brake fluid and bleed system. If problem still occurs, replace master cylinder.*

SYMPTOM	**BRAKE FLUID LEAKING**
CONDITION	NORMAL USE
Test/Inspection	**1. Check for loosen hose connectors.** *Retighten.*
	2. Check for damaged hose, master cylinder and caliper. *Replace part(s) and check for proper mounting.*

MECHANICAL AND HYDRAULIC BRAKES

SYMPTOM	**BRAKE SYSTEM IS NOISY**
CONDITION	NORMAL USE
Test/Inspection	**1. Check brake pad thickness.** a.Pads are worn up to wear warner. *Replace.*

ELECTRICAL SYSTEM

The following chart is provided to help in diagnosing the probable source of troubles. It should be used as a guideline. Some causes or corrections may not apply to a specific model.

SYMPTOM	**STARTER DOES NOT TURN**
CONDITION	NORMAL USE
Test/Inspection	**1. Check fuse.** a.Burnt fuse. *Check wiring condition and replace fuse.*
	2. Check continuity of starter switch contact points. a.Poor contact of starter switch contact points. *Repair or replace switch.*
	3. Check continuity between starter switch and solenoid. a.Open circuit between starter switch and solenoid switch. *Repair.*

SYMPTOM	**STARTER TURNS; BUT DOES NOT CRANK THE ENGINE**
CONDITION	NORMAL USE
Test/Inspection	**1. Check battery capacity.** a.Shorted battery cell(s). *Replace.*
	2. Check battery charge. a.Weak battery. *Recharge.*
	3. Check wire connection. a.Inadequate connection (too much resistance). *Clean and reconnect.*
	4. Check solenoid switch contact disc. a.Burnt or poor contact of solenoid switch contact disc. *Replace solenoid switch.*
	5. Check continuity of solenoid switch pull-in winding. a.Open circuit of solenoid switch pull-in winding. *Replace solenoid switch.*
	6. Check continuity of solenoid switch hold-in winding. a.Open circuit of solenoid switch hold-in winding. *Replace solenoid switch.*

	7. Check brushes. a.Poor contact of brushes. *Replace brushes.*
	8. Check commutator. a.Burnt commutator. *Turn commutator on lathe.*
	9. Check height of commutator mica. a.Commutator mica too high. *Undercut mica.*
	10. Check field coil resistance. a.Shorted field coil. *Repair or replace yoke.*
	11. Check armature resistance. a.Shorted armature. *Repair or replace armature.*
	12. Check tension of brush springs. a.Weak brush spring tension. *Replace springs.*
	13. Check yoke assembly magnets. a.Weak magnets. *Replace yoke assembly.*
	14. Check if bushings are worn. a.Worn bushings. *Replace bushings.*

SYMPTOM	**STARTER TURNS, BUT OVERRUNNING CLUTCH PINION DOES NOT MESH WITH RING GEAR**
CONDITION	NORMAL USE
Test/Inspection	**1. Check clutch pinion gear.** a.Worn clutch pinion gear. *Replace clutch.*
	2. Check clutch. a.Defective clutch. *Replace clutch.*
	3. Check movement of clutch on splines. a.Poor movement of clutch on splines. *Clean and correct.*

	4. Check clutch bushing. a.Worn clutch bushing. *Replace clutch.*
	5. Check starter bushing. a.Worn starter bushing(s). *Replace bushing(s).*
	6. Check ring gear. a.Worn ring gear. *Replace* ring gear.

SYMPTOM	**ELECTRIC STARTER KEEPS TURNING WHEN ENGINE IS STARTED**
CONDITION	NORMAL USE
Test/Inspection	**1. Check clutch.** a.Jammed clutch pinion gear. *Replace or clean.*
	2. Check movement of clutch on splines. a.Clutch is stuck on splines. *Clean.*
	3. Check ignition switch. a.Ignition switch does not return to its ON position or is short-circuited. *Adjust retaining screw or replace switch.*
	4. Check solenoid. a.Shorted solenoid switch winding(s). *Replace solenoid switch.*
	5. Check solenoid switch contacts. a.Melted solenoid switch contacts. *Replace solenoid switch.*
	6. Check starter switch. a.Starter switch returns poorly. *Replace ignition switch.*

SYMPTOM	**NOISE OCCURENCE WHEN STARTING ENGINE**
CONDITION	NORMAL USE
Test/Inspection	**1. Check if ring gear is well mounted to drive pulley inner half.** a.Loose and/or broken bolts. *Retighten bolts using threadlocker or replace ring gear and drive pulley inner half.*

SYMPTOM	ELECTRIC STARTER SOMETIMES DOES NOT WORK WHEN TURNING IGNITION SWITCH
CONDITION	NORMAL USE
Test/Inspection	**1. Check battery cables and starter wires.** a.Corroded and/or loose connection(s). *Clean and/or retighten.*
	2. Check fuse. a.Oxidized fuse. *Clean.*
	3. Check wiring harness connections. a.Oxidized connections. *Clean or replace defective terminals.*
	4. Check ignition switch. a.Defective contacts in ignition switch. *Replace.*
	5. Check solenoid of electric starter. a.Shorted solenoid wiring harness or eroded contact washer. *Replace.*

SYMPTOM	HEADLAMP NOT LIGHTING
CONDITION	WHITE BULB
Test/Inspection	**1. Check bulb.** a.Gas leak. *Replace bulb.*
CONDITION	BROKEN ELEMENT
Test/Inspection	**1. Check for loose headlamp housing and bulb socket.** a.Vibration problem. *Tighten headlamp mounting screws. Lock bulb in socket. Replace bulb.*
CONDITION	MELTED FILAMENT (ENDS OF ELEMENT HOLDER) AND BLACK BULB
Test/Inspection	**1. Check voltage at headlamp at different speeds. It must not be above 15 VAC.** NOTE: If quartz halogen bulb is involved, ensure that proper voltage regulator is installed. a.Excessive voltage in lighting circuit. *Replace voltage regulator and ensure proper grounding. Retest.*

SYMPTOM	HEADLAMP DIMING
CONDITION	NORMAL USE
Test/Inspection	**1. Check voltage at headlamp at different speeds. It must not be below 11 VAC.** a.Insufficient voltage in lighting circuit. *Replace voltage regulator and retest.*
	2. Visually inspect wiring harness for damaged and/or melted wires and/or bad wire terminal crimping and/or connections. a.Heating, rotating or sharp part in contact with harness. Improper harness routing. *Repair/replace damaged wires and/or terminals. Reroute harness where necessary.*
	3. On manual start models: Verify regulator ground. a.Rusted or loose retaining screws. *Clean, apply lithium grease (LMZ1) and firmly tighten screws.*
	4. Verify if there is an interconnection between AC and DC current. a.Faulty installation of optional equipment. *Find optional equipment connected directly to DC ground (BK wire or chassis) or to any DC hot wire (RD, RD/BL). Disconnect and reconnect to AC current (YL and YL/BK wires).*
	5. Verify if optional electric accessories are overloading the magneto/generator. a.Excessive electrical load to magneto/generator. *Reduce the electrical load by removing excess accessories. Reconnect as recommended by manufacturer.*
	6. Hot Grips brand: Verify if they were connected in parallel by mistake. a.Excessive electrical load to magneto/generator. *Reconnect as recommended by manufacturer.*
	7. Bombardier heating grips: Verify if the return wires of the elements were grounded to the chassis by mistake. a.Faulty installation of optional equipment. *Reconnect as recommended by manufacturer.*
	8. Verify if heating grips installation overloads the magneto/generator capacity. a.Excessive electrical load to magneto/generator. *Reduce the electrical load by removing accessories.*

SYMPTOM	FALSE FUEL AND/OR TEMPERATURE GAUGE READINGS
CONDITION	NORMAL USE
Test/Inspection	**1. Verify if gauge was connected on DC current by mistake (in case of optional installation).** a.Faulty installation of optional equipment. *Find optional wires connected directly to DC ground (BK wire to chassis) or to any DC hot wire (RD, RD/BL). Disconnect and reconnect to AC current (YL and YL/BK wires).*
	2. Verify sender unit for free movement and/or correct arm position. a.Defective or damaged part. *Correct or replace sender unit.*
	3. Verify sender unit/gauge wiring harness condition. a.Heating, rotating or sharp part in contact with harness. Improper harness routing. *Replace or repair damaged wires. Reroute where necessary.*

SYMPTOM	ENGINES DOES NOT START — NO SPARK AT SPARK PLUG
CONDITION	AT ENGINE CRANKING
Test/Inspection	**1. Verify spark plug condition.** a.Defective, improperly set, worn-out, fouled. *Identify source of problem and correct. Replace spark plug.*
	2. Verify spark plug cap resistance with an ohmmeter. a.Defective part. *Replace cap.*
	3. Verify if problem originated from electrical system wiring harness and/or accessories and/or ignition cut-out switches by unplugging the 4-wire connectors between the magneto/generator and the vehicle wiring harness. Check condition of connectors. a.Heating, rotating or sharp part in contact with harness. Improper harness routing. Defective switch(es). Corroded connector terminals. *Replace or repair damaged wires. Reroute where necessary. Replace defective switch(es). Clean terminals and apply silicone dielectric grease.*
	4. Verify trigger coil resistance with an ohmmeter and connector condition. a.Defective coil. Corroded connector terminals. *Replace defective coil. Clean terminals and apply silicone dielectric grease.*
	5. Verify condition of ignition coil. a.Mechanically damaged part. Vibration problem. Electrically damaged part. *Tighten mounting screws. Replace ignition coil.*

	6. Verify condition of ignition generator coils. a.Mechanically damaged part. Vibration problem. Electrically damaged part. *Tighten mounting screws. Replace coils.*
	7. Verify CDI (Capacitor discharge ignition) module. a.Mechanically damaged part. Vibration problem. Electrically damaged part. *Tighten mounting screws. Replace CDI module, retest and verify ignition timing.*

SYMPTOM	**ENGINE STALLS**
CONDITION	AT LOW SPEED
Test/Inspection	**1. Verify items 4, 5 and 6 above.**

SYMPTOM	**IRREGULAR ENGINE SPEED**
CONDITION	AT HIGH SPEED
Test/Inspection	**1. Verify items 4, 5 and 6 above.**
CONDITION	AT LOW SPEED
Test/Inspection	**1. Verify items 4 and 5 above and trigger coil/flywheel protrusion air-gap.** a. Air-gap too large. *Readjust air-gap.*

SYMPTOM	**ENGINE IS MISFIRING — ERRATIC SPARK AT SPARK PLUG**
CONDITION	RIDING ON WET SNOW
Test/Inspection	**1. Verify if spark plug wires and/or spark plug cap seals are sealing-out moisture.** a.Defective wires and/or seals. *Replace defective part.*
	2. Verify if ignition system wiring harness connectors are in good condition and/or are sealing-out moisture. a.Loose connectors, corroded terminals or defective parts. *Clean terminals and apply silicone dielectric grease. Replace defective parts.*
CONDITION	NORMAL USE
Test/Inspection	**1. Verify misfiring by observing flash of stroboscopic timing light; unplug connectors between magneto/generator and vehicle wiring harness to isolate problem. Check condition of connectors.** a.Defective spark plug and/or cables/caps. Defective electrical system wiring harness and/or accessories and/ignition cut-out switches. Condition of connector terminals. *Replace defective parts and/or repair damaged wires. Replace defective switch(es). Clean terminals and apply silicone dielectric grease.*

CONDITION	RIDING IN DEEP AND THICK SNOW
Test/Inspection	**1. Perform all verifications outlined under "Engine does not start — no spark at spark plug".**
	2. Verify spark plug(s). Proceed with spark plug analysis in order to identify source of problem. a.Defective and/or worn spark plug(s) and/or cable(s) and/or cap(s). *Replace defective part(s). Proceed with ignition system testing procedures. Perform engine analysis.*

SYMPTOM	**FOULED (BLACK) SPARK PLUG TIP**
CONDITION	NORMAL USE
Test/Inspection	**1. Check carburetor(s).** a.Carburetion is too rich. *Adjust according to specifications (refer to TECHNICAL DATA 09).*
	2. Check injection oil consumption. a.Injection pump flow is too high. *Adjust according to specification or replace.*
	3. Check oil quality. a.Poor oil quality that creates deposits. *Use Bombardier oil.*
	4. Check engine compression. a.Leaking piston ring(s). *Replace.*

SYMPTOM	**SPARK PLUG TIP(S) IS (ARE) LIGHT GREY**
CONDITION	NORMAL USE
Test/Inspection	**1. Refer to "Engine slows down or stops at high RPM" and check items listed.**
	2. Check spark plug heat range. a.Spark plug heat range is too high. *Replace by Bombardier's recommended spark plug (refer to TECHNICAL DATA 09).*
	3. Check if air intake silencer leaks. a.Air surplus coming from opening(s) located between halves. *Seal.*
	4. Check carburetor adapter collars. a.Loose collar(s). *Tighten.*
	5. Check carburetor adapter(s). a.Cracked or deformed adapter(s). *Replace.*

SYMPTOM	BRAKE LIGHT REMAINS ON
CONDITION	NORMAL USE
Test/Inspection	**1. Check if bulb is properly installed.** a.Bulb is not installed correctly (contact elements are reversed). *Install bulb correctly.*
	2. Check brake switch. a.Switch contact remains closed. *Adjust brake cable or brake switch.*

SYMPTOM	REAR LIGHT BULB FLASHES
CONDITION	NORMAL USE
Test/Inspection	**1. Check bulb tightness in housing.** a.Looseness at bulb contact elements. *Install bulb correctly.*
	2. Check if rear light is properly connected. a.Connector housing is partially connected. *Install connector housing properly.*
	3. Check continuity of wires. a.Corroded terminals and/or broken wires. *Replace terminal(s) or crimp defective wires.*

SYMPTOM	TACHOMETER DOES NOT WORK
CONDITION	NORMAL USE
Test/Inspection	**1. Check continuity of wires.** a.Corroded terminals and/or broken wires. *Replace terminal(s) or crimp defective wires.*

SUSPENSION SYSTEM AND TRACK

The following chart is provided to help in diagnosing the probable source of troubles. It should be used as a guideline. Some causes or corrections may not apply to a specific model.

SYMPTOM	REAR SUSPENSION BOTTOMS OUT
CONDITION	NORMAL USE
Test/Inspection	**1. Check rear spring preload or rear arm spring preload.** a.Spring tension is too low. *Increase rear arm spring preload.*

SYMPTOM	SLIDER SHOES WEAR OUT PREMATURELY
CONDITION	NORMAL USE
Test/Inspection	**1. Check track tension.** a.Pressure is too great on slider shoes. *Adjust according to specifications (refer to TEHNICAL DATA 09). Replace defective parts.*

SYMPTOM	TRACK CLEATS BECOME BLUE
CONDITION	NORMAL USE
Test/Inspection	**1. Check track tension.** a.Pressure is too great on cleats. *Adjust according to specifications (refer to TEHNICAL DATA 09).*
	2. Check slider shoes and/or suspension retaining screws. a.Worn slider shoes or lost retaining screws. *Replace defective parts and/or tighten loose screws.*

SYMPTOM	NOISE OR VIBRATIONS ORIGINATING FROM THE TRACK
CONDITION	NORMAL USE
Test/Inspection	**1. Check slide suspension retaining bolts.** a.Missing bolt(s) allowing movement of certain components which in turn interfere with track rotation. *Replace missing bolt(s).*
	2. Check condition of idler wheel(s). a.Idle wheel rubber is damaged. *Replace.*
	3. Check guide cleats. a.Top portion of guide cleat(s) is bent. *Replace.*
	4. Check sprockets. a.One or various teeth of drive shaft sprockets are broken. *Replace sprocket(s).*

	5. Check track rods and/or internal traction teeth. a.One or various track rods and/or teeth are broken. *Replace track.*

SYMPTOM	**DERAILING TRACK**
CONDITION	NORMAL USE
Test/Inspection	**1. Check track tension.** a.Track is too loose. *Adjust.*
	2. Check if track and slider shoes are properly aligned. a.Improper alignment. *Adjust.*

SYMPTOM	**REAR SUSPENSION IS LOW OR TOO STIFF**
CONDITION	NORMAL USE
Test/Inspection	**1. Check track tension.** a.Track is too tight. *Adjust.*
	2. Check if axles are properly lubricated. a.Improper lubrication and/or contaminated grease (sticky oil sludge). *Clean and/or lubricate.*
	3. Check rear spring preload. a.Insufficient preload. *Increase preload using shock adjustment cams.*

SYMPTOM	**WHEN HANDLEBAR IS TURNED, SNOWMOBILE UNDERSTEERS**
CONDITION	NORMAL USE
Test/Inspection	**1. Check ski runner condition.** a.Worn ski runners. *Replace.*
	2. Check tension of front spring adjustment cams. a. Insufficient ski pressure on the ground. *Increase spring preload.*
	3. Check if front arm stopper strap is too long. a.Insufficient ski pressure on the ground. *Shorten stopper strap.*
	4. Check front arm spring tension. a.Insufficient ski pressure on the ground. *Slacken spring tension.*

SYMPTOM	HANDLE BAR IS DIFFICULT TO TURN
CONDITION	NORMAL USE
Test/Inspection	**1. Check position of front spring adjustment cams.** a.More pressure on the ground when cam increases spring preload. *Reduce front spring preload.*
	2. Check position of stopper strap. a.More weight when stopper strap is short. *Lengthen front arm stopper strap.*
	3. Check position of front arm shock adjustment cam(s). a.When spring tension is weak, more weight is transferred to the skis. *Increase spring preload.*
	4. Check condition of ball joints. a.Corrosion restrains movement. *Lubricate or replace.*
	5. Check swing arm camber (liquid cooled models). a.Too much ski leg inclination. *Adjust camber to 0° ± .5°.*

SYMPTOM	THE SNOWMOBILE IS UNSTABLE (IT MOVES FROM LEFT TO RIGHT AND VICE VERSA)
CONDITION	NORMAL USE
Test/Inspection	**1. Check ski runner condition.** a.Worn or bent ski runners. *Replace ski runners.*
	2. Check ski alignment. a.Improper ski alignment. *Align skis in order to obtain proper toe-out (opening) (to adjust, refer to STEERING SYSTEM 07).*
	3. Check if bushings are too loose in steering system. a.Bushings are too loose. *Replace.*

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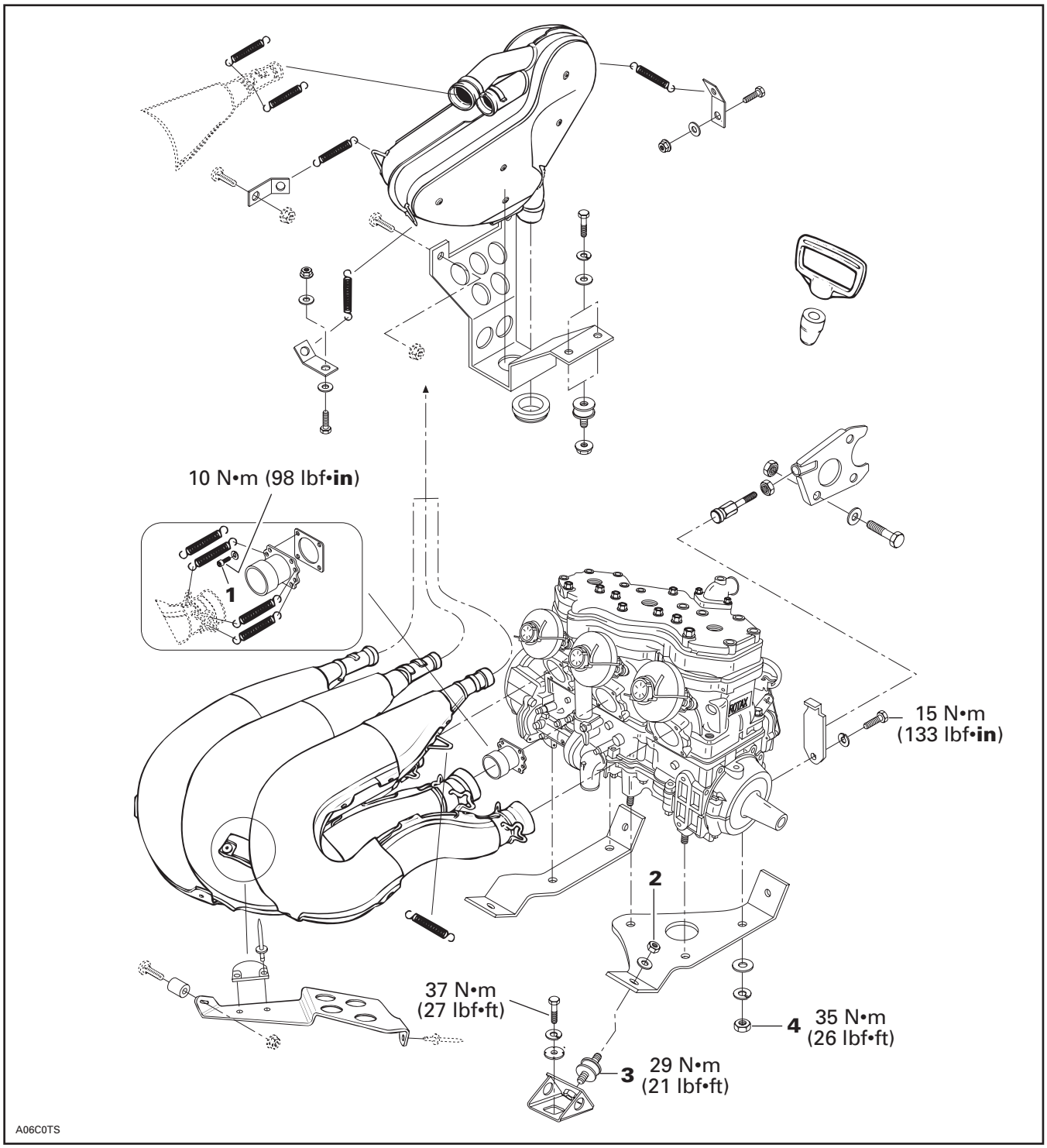
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599, 699 AND 809 ENGINE TYPES

ENGINE REMOVAL AND INSTALLATION

All Models



REMOVAL FROM VEHICLE

Remove or unplug the following then lift off engine from engine compartment.

NOTE: 3-cylinder engine is more heavy then a 2 cylinder engine. It weights about 45 kg (100 lb). Use of a hoist is recommended.

– belt guard
– drive belt
– drive pulley
– air intake silencers
– carburetors
– exhaust pipes
– after muffler
– wiring connections
– coolant
– rewind starter
– CDI box from accessory support
– oil injection inlet line at oil injection pump
– coolant hoses
– engine support screws
– engine stopper (left rear of engine)
– impulse lines from engine

1,2,3,4, Engine Support Nut and Manifold Screw

Torque the engine/support nuts to 35 N•m (26 lbf•ft).

Torque rubber mount/support bracket to 29 N•m (21 lbf•ft).

Torque rubber mount/support nuts to 37 N•m (27 lbf•ft).

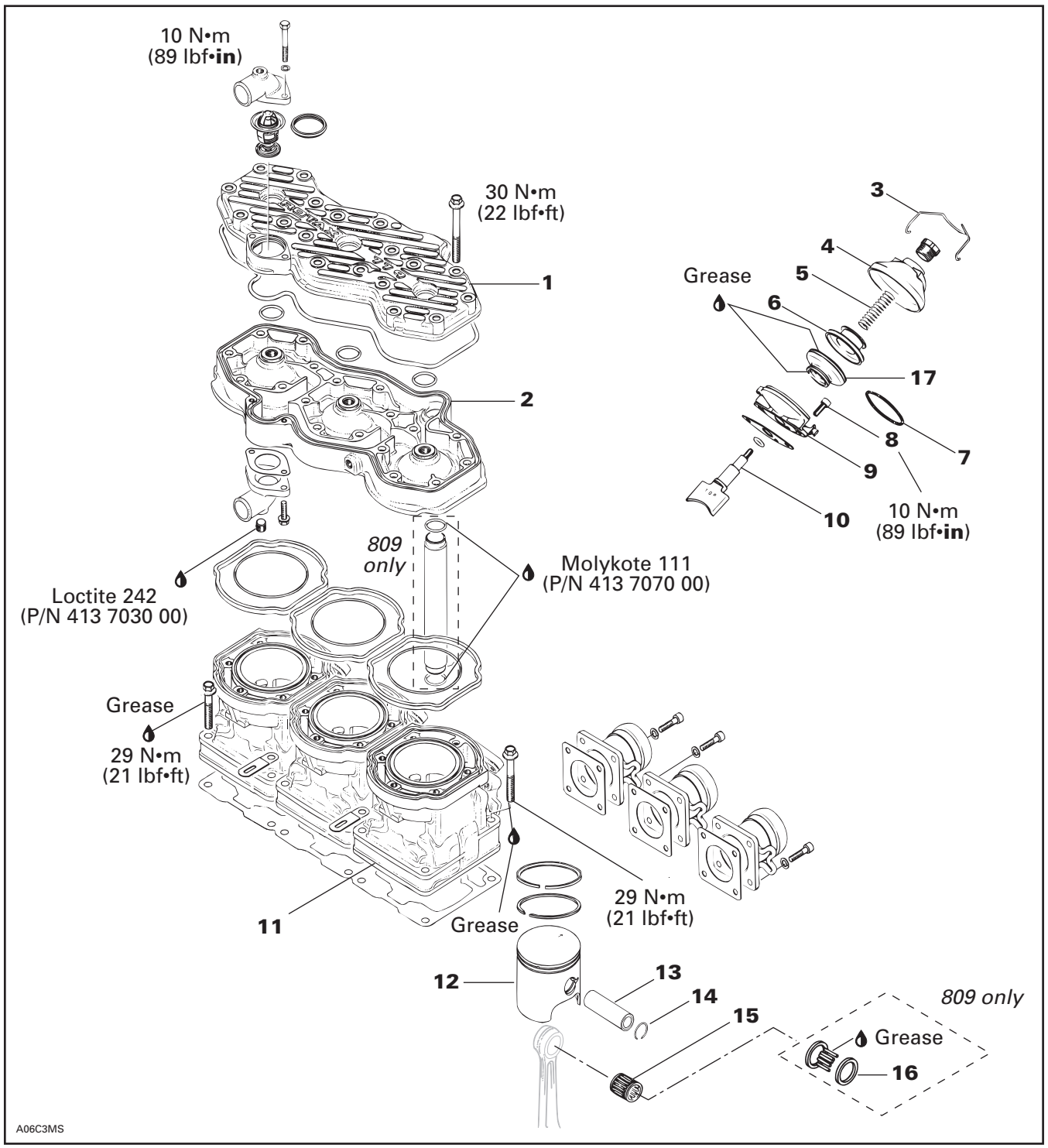
Torque manifold screws to 10 N•m (89 lbf•**in**).

INSTALLATION ON VEHICLE

To install engine on vehicle, reverse removal procedure. However, pay attention, to all appropriate component/system reinstallation procedures described throughout this *Shop Manual* and to the following:

– After throttle cable installation, check carburetor maximum throttle opening and oil injection pump adjustment.
– Check pulley alignment and drive belt tension.
– Should as light exhaust leak be experienced at muffler ball joint, Dow Corning sealer no. 736 RTV (P/N 413 7092 00) can be used.

TOP END


10 N•m
(89 lbf•in)
30 N•m
(22 lbf•ft)
1
2
3
4
5
Grease
6
17
8
7
9
10
10 N•m
(89 lbf•in)
809
only
Molykote 111
(P/N 413 7070 00)
Loctite 242
(P/N 413 7030 00)
Grease
29 N•m
(21 lbf•ft)
11
Grease
29 N•m
(21 lbf•ft)
12
13
14
15
809 only
Grease
16
A06C3MS

COMPONENT REMOVAL

Most engine components can be removed with engine on vehicle such as:

- cylinder head
- piston(s)
- cylinder(s)
- rewind starter
- oil pump
- water pump
- magneto flywheel
- rave valve(s)

CLEANING

Discard all gaskets and O-rings.

Clean all metal components in a non-ferrous metal cleaner.

Scrape off carbon formation from cylinder exhaust port cylinder head and piston dome using a wooden spatula.

NOTE: The letters ''AUS'' (over an arrow on the piston dome) must be visible after cleaning.

Clean the piston ring groove with a groove cleaner tool or with a piece of broken ring.

DISASSEMBLY

12, Piston

599 and 699 Engines

Place a clean cloth over crankcase then with a pointed tool inserted in piston notch, remove circlip **no. 14** from piston **no. 12**.

Use piston pin puller (P/N 529 0210 00).

Unscrew puller in order to remove piston pin **no. 14** and cage bearing **no. 15** from piston.

Remove piston from connecting rod.

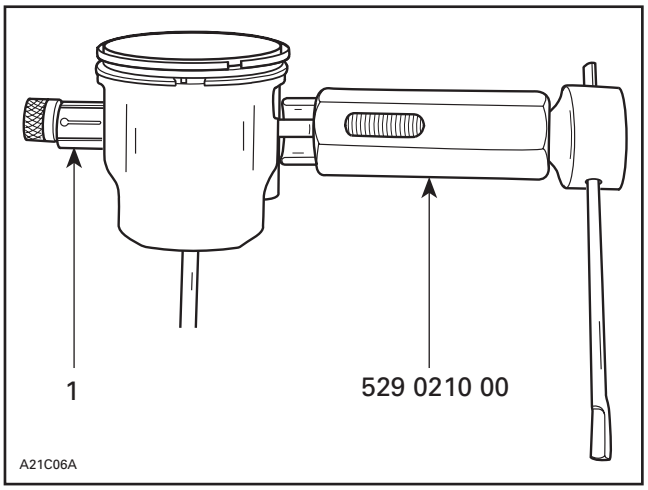
809 Engine

On this engine, piston pin needle bearing **no. 16** is mounted without a cage.

Use piston pin puller (P/N 529 0210 00) along with expansion sleeve and locating sleeve.

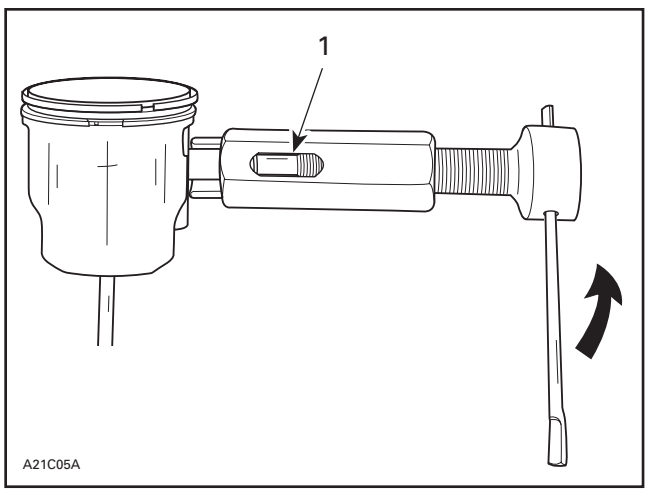
Place a clean cloth or rubber pad (P/N 529 0234 00) over crankcase to prevent circlips **no. 14** from falling into crankcase. Then with a pointed tool inserted in piston notch, remove circlips from piston **no. 12**.

Insert piston pin puller (P/N 529 0210 00) then install expansion sleeve over puller rod.



1. Expansion sleeve

Pull out piston pin **no. 13** by unscrewing puller until first thread of puller rod aligns with the mark.

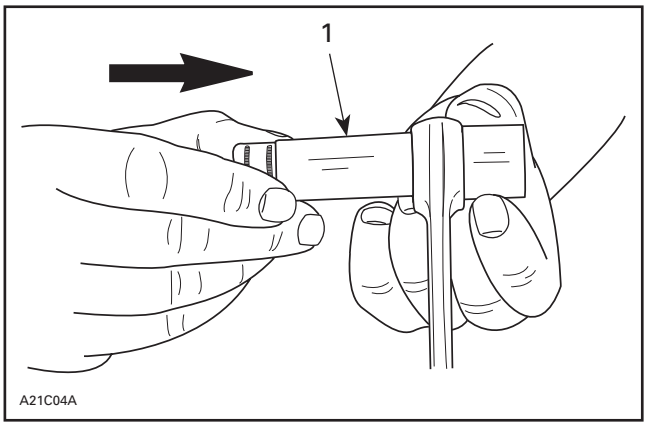


1. Mark on puller

Screw in puller in order to remove it from piston.

Remove piston from connecting rod.

Install locating sleeve. Then push needle bearings along with thrust washers using a 21 mm (.826 in) diameter pusher.



1. Pusher 21mm (.826 in)

RAVE System

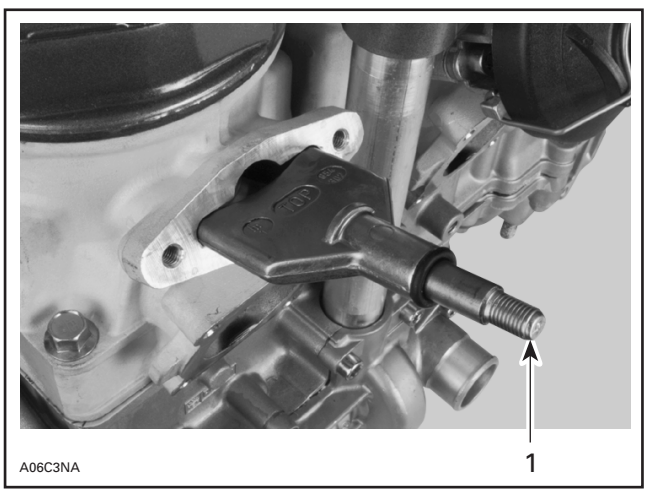
NOTE: RAVE stands for Rotax Adjustable Variable Exhaust.

Remove spring clip **no. 3**, cover **no. 4** and spring **no. 5**.

Remove spring **no. 7** then unscrew valve piston **no. 6**.

Remove cylindrical screws **no. 8** then valve rod housing **no. 9**.

Pull out exhaust valve **no. 10**.



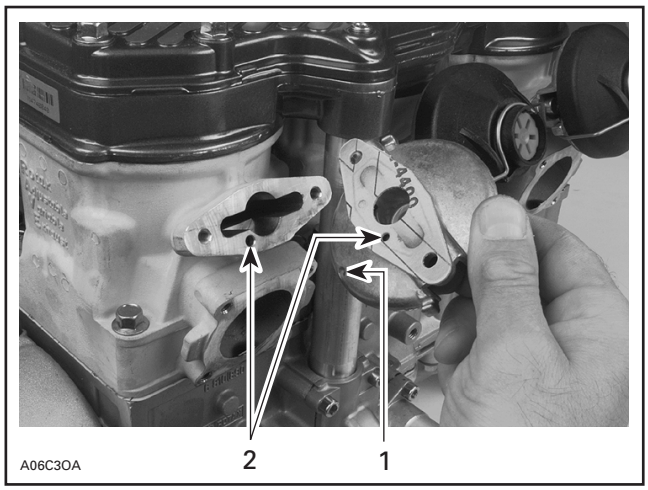
1. Exhaust valve

INSPECTION

NOTE: Refer to LEAK TEST AND ENGINE DIMENSIONS MEASUREMENT 03-03.

RAVE System

Check valve rod housing and cylinder for clogged passages.



1. Draining hole
2. Passages

NOTE: Oil dripping from draining hole indicates a loosen clamp or damaged bellows.

17, Bellows

Check for cracked, dried or perforated bellows.

5, Spring

ENGINE TYPE	SPRING P/N	WIRE DIA. mm (in)	FREE LENGTH mm (in)	PRELOAD IN N (LBF) AT COMPRESSED LENGTH OF 14.7 mm (.579 in)
599	420 2399 40	0.8 (.031)	48.5 (1.91)	0.0100 (.00224)
699 and 809	420 2399 44	0.9 (.031)	48.5 (1.91)	0.0169 (.0038)

ASSEMBLY

RAVE System

Install rave valve with its mention top as illustrated in the removal photo. Tighten red cap screw to bottom.

11,12, Cylinder and Piston

NOTE: Be sure to restore the chamfer around all cylinder sleeve port openings.

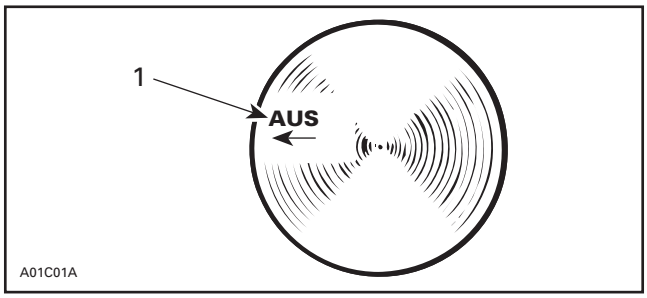
Before inserting piston in cylinder, lubricate the cylinder with new injection oil or equivalent.

1,2,11, Cylinder Head Cover, Cylinder Head and Cylinder

Check flatness of part sealing surfaces.

Refer to LEAK TEST AND ENGINE DIMENSION MEASUREMENT 03-03 and look for Checking Surface Flatness.

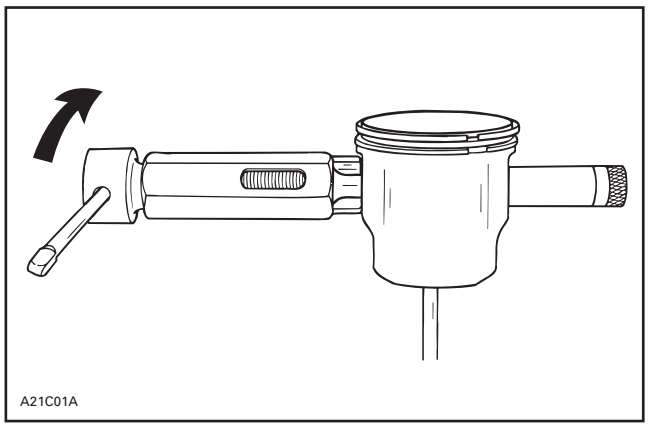
– Mount piston over connecting rod with the letters "AUS" (over an arrow on the piston dome) facing in the direction of exhaust port (see illustration below).



1. Exhaust

599 and 699 Engines

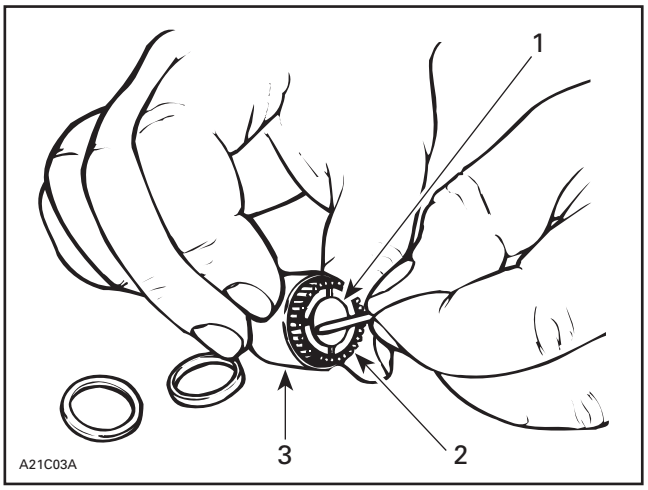
– Install piston pin puller (P/N 529 0210 00) and turn handle until piston pin is correctly positioned in piston.



– Remove piston pin puller.

809 Engine

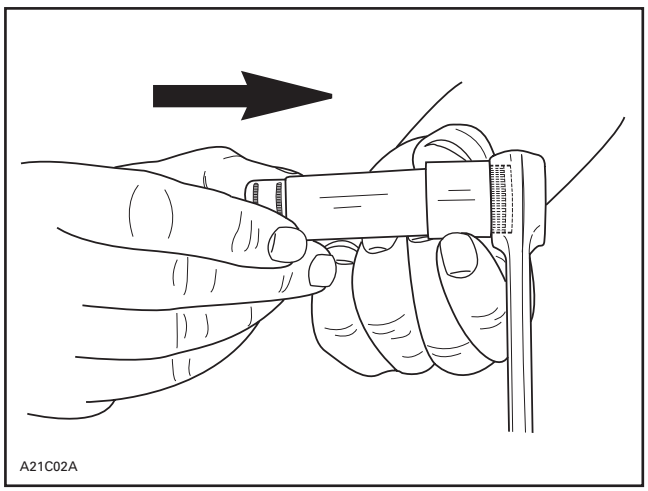
When reinstalling original needle bearings, make sure that 31 needles are inserted between expansion sleeve and locating sleeve.



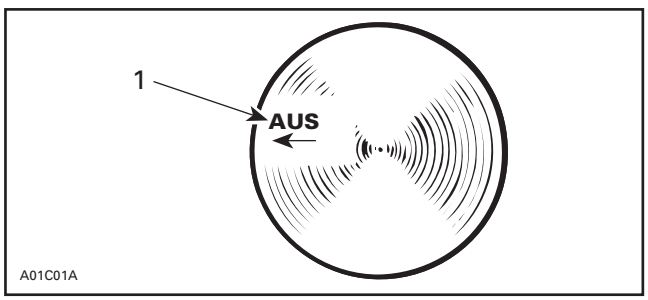
1. Expansion sleeve
2. 31 needles
3. Locating sleeves

– Grease thrust washers and install them on each end of needles.

– Using a 21 mm (.826 in) diameter pusher, insert needles into connecting rod.

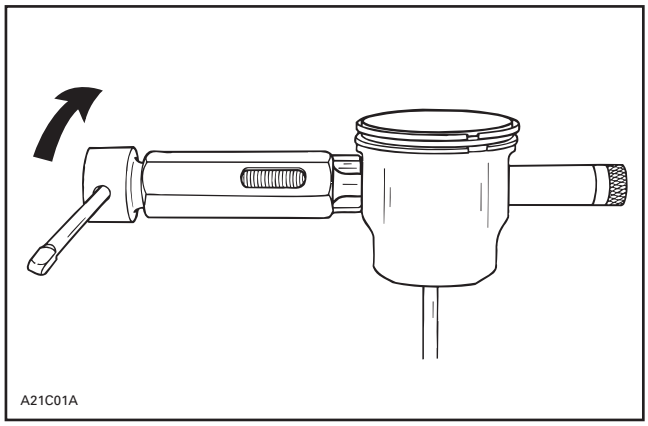


Mount piston over connecting rod with the letters "AUS" (over an arrow on the piston dome) facing in the direction of exhaust port.



1. Exhaust

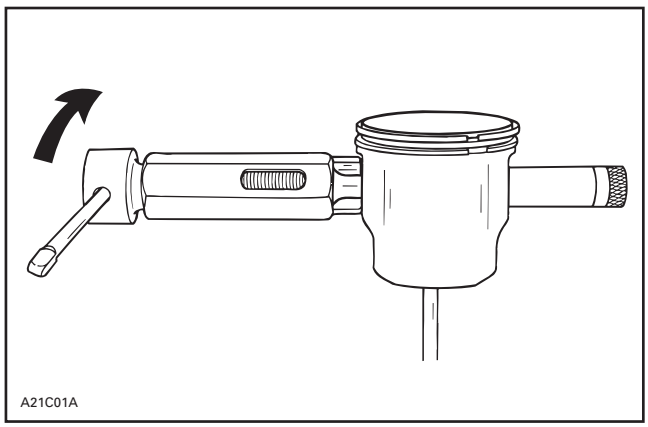
Install piston pin puller (P/N 529 0210 00) and turn handle until piston pin is correctly positioned in piston.



Remove piston pin puller and expansion sleeve.

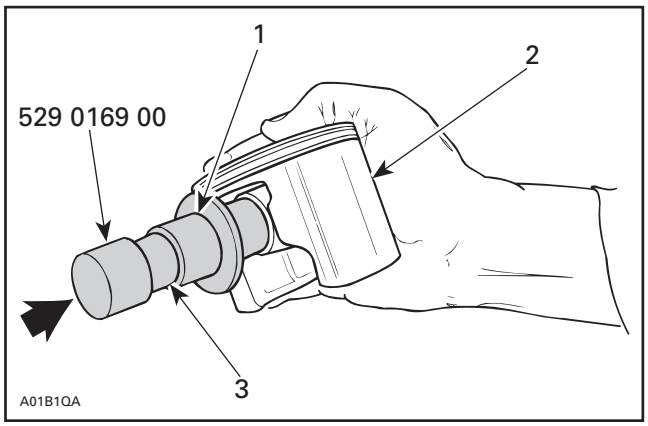
When installing new needle bearing, insert needles with thrust washers. Instead of expansion sleeve, needles are held in place by 2 inner plastic cage halves.

Use piston pin puller (P/N 529 0210 00) to insert piston pin. Plastic halves should come off piston. If not, pull them using long nose pliers.



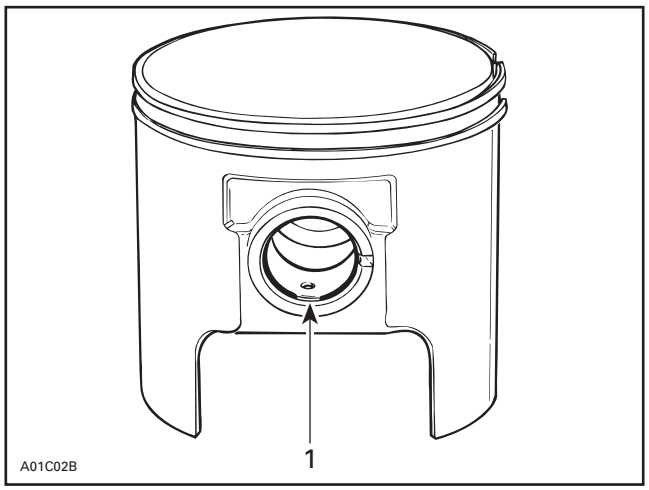
All Engines

To minimize the effect of acceleration forces on circlip, install each circlip so the circlip break is at 6 o'clock as illustrated. Use piston circlip installer (P/N 529 0169 00).



TYPICAL

1. *Place circlip in*
2. *Restrain*
3. *Oil*



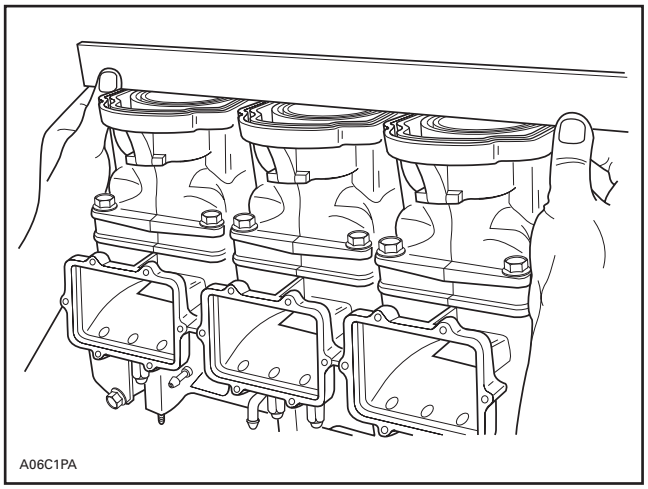
TYPICAL

1. *Circlip break*

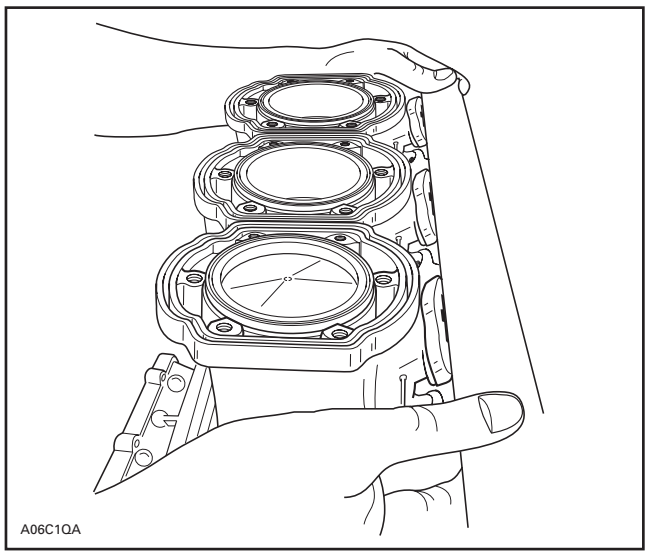
▼ CAUTION

Circlips must not move freely after installation if so, replace them.

Install cylinders and check for same height.



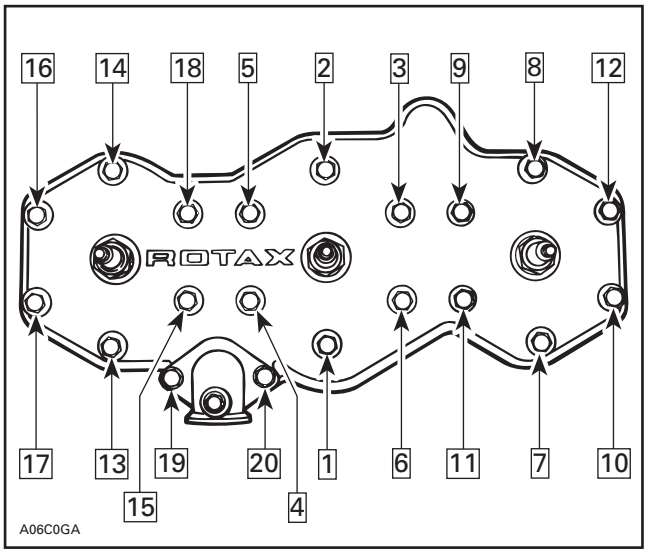
Also check for proper cylinder alignment.



At assembly, torque cylinder head screws in the following illustrated sequence. Tightening torques are:

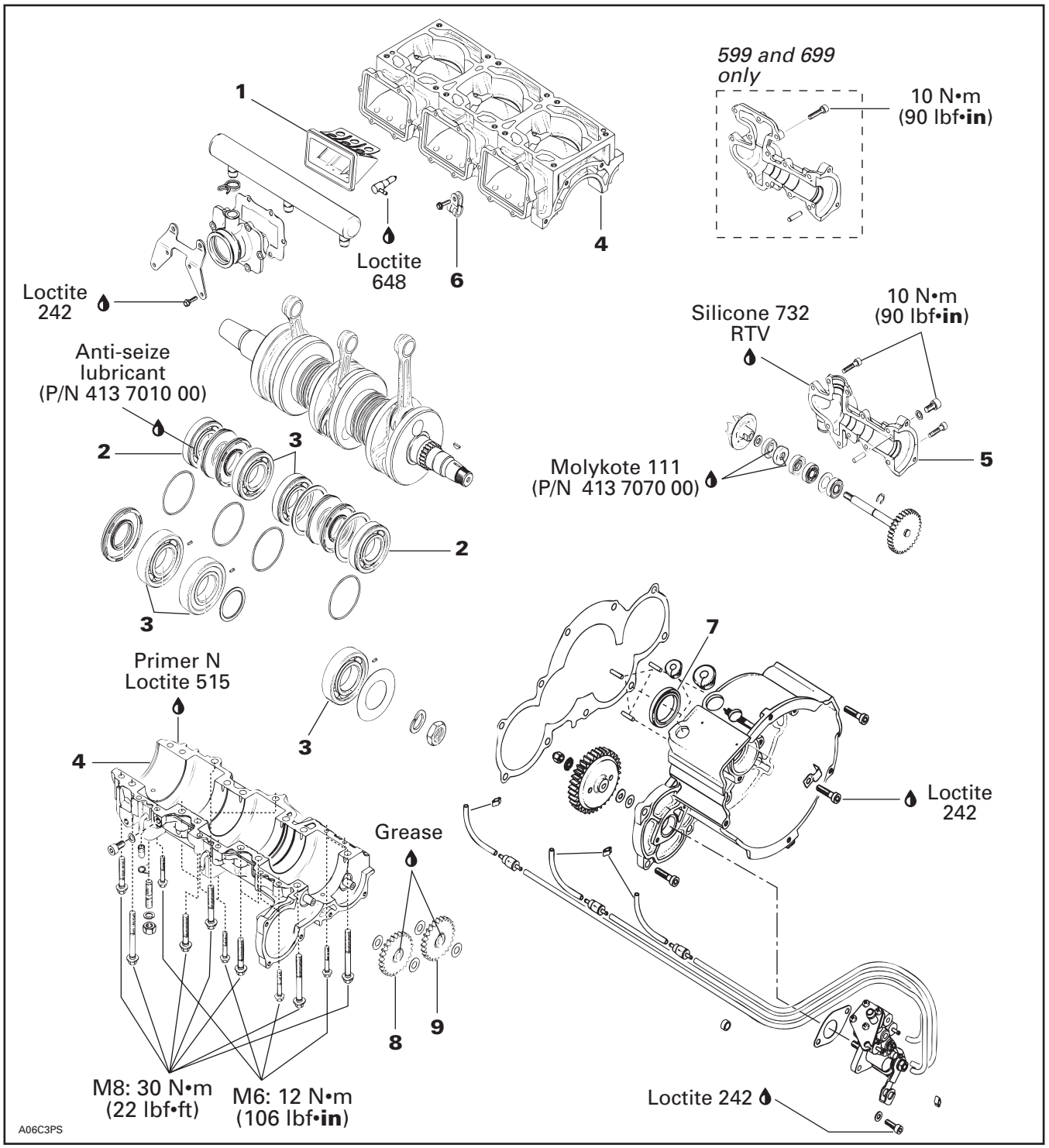
M6 screws: 12 N•m (106 lbf•**in**)

M8 screws: 30 N•m (22 lbf•ft)



TYPICAL

BOTTOM END


1
Loctite 648
6
4
599 and 699 only
10 N•m (90 lbf•in)
Loctite 242
Anti-seize lubricant (P/N 413 7010 00)
2
3
2
3
Silicone 732 RTV
10 N•m (90 lbf•in)
Molykote 111 (P/N 413 7070 00)
5
7
Primer N Loctite 515
4
3
Grease
8
9
Loctite 242
M8: 30 N•m (22 lbf•ft)
M6: 12 N•m (106 lbf•in)
Loctite 242
A06C3PS

NOTE: Engine must be removed from chassis to perform the following procedures.

CLEANING

Discard all oil seals, gaskets, O-rings and sealing rings.

Clean all metal components in a non-ferrous metal cleaner. Use gasket remover (P/N 413 7085 00) accordingly.

Remove old paste gasket from crankcase mating surfaces with Bombardier gasket remover (P/N 413 7085 00).

▼ CAUTION

Never use a sharp object to scrape away old sealant as score marks incurred are detrimental to crankcase sealing.

DISASSEMBLY

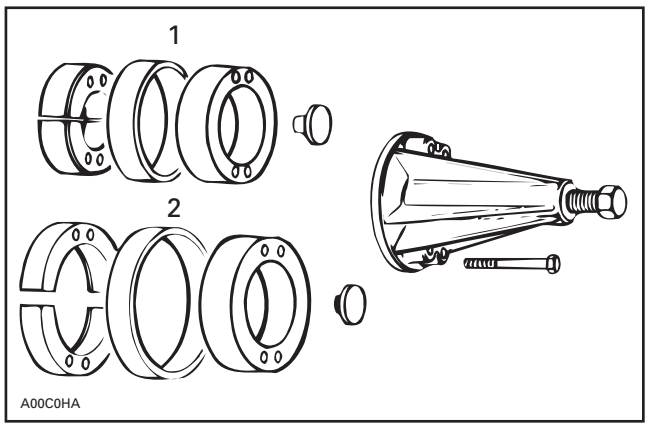
General

To remove drive pulley, refer to DRIVE PULLEY 04-03.

To remove magneto, refer to CDI MAGNETO 03-04.

2,3, Crankshaft Bearing

To remove bearings from crankshaft, use a protective cap and special puller, as illustrated.



1. *PTO side*
2. *MAG side*

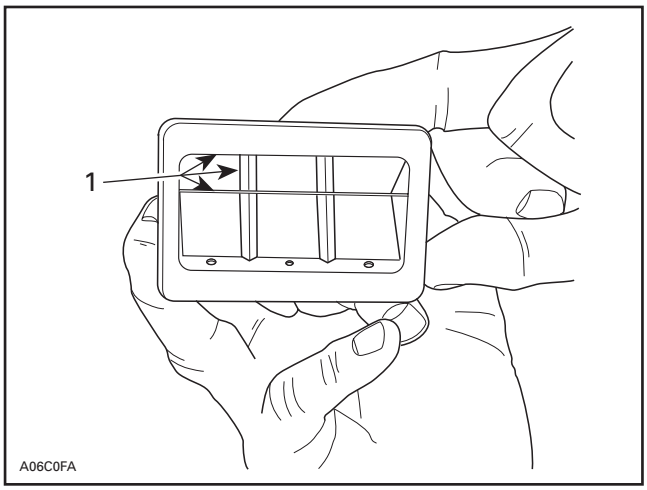
INSPECTION

NOTE: Refer to LEAK TEST AND ENGINE DIMENSIONS MEASUREMENT 03-03.

1, Reed Valve

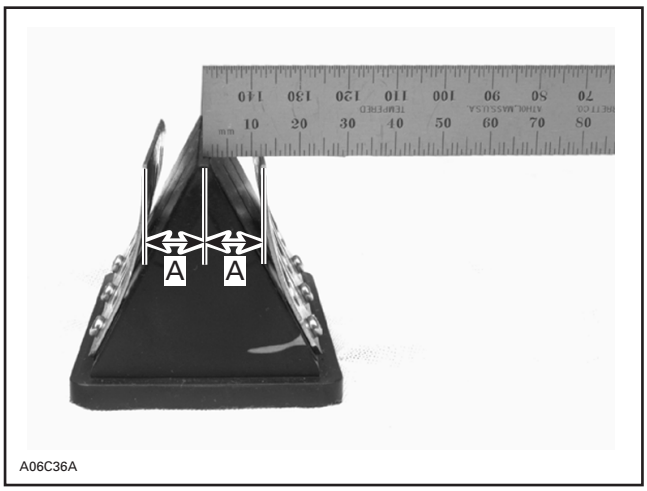
With blade stopper removed, check reed valve for proper tightness. There must be no play between blade and valve body when exerting a finger pressure on blade at blade stopper location.

In case of a play, turn blade up side down and recheck. If there is still a play, replace blade and/or valve body.



1. *No play*

Check blade stopper distance from center of reed valve block.



TYPICAL

A. *599 Engine: 14 ± 0.25 mm (.551 ± .010 in)*
699 Engine: 12 ± 0.25 mm (.472 ± .010 in)
809 Engine: 12 ± 0.25 mm (.472 ± .010 in)

Bent blade stopper as required to obtain the proper distance.

ASSEMBLY

2,3, Crankshaft Bearing, Anti-seize Lubricant and Labyrinth Sleeve

Smear anti-seize lubricant (P/N 413 7010 00) on part of crankshaft where bearing fits.

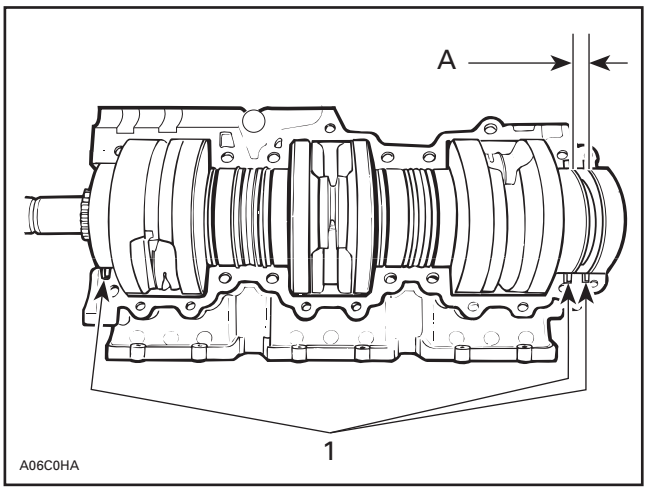
Prior to installation, place bearings into an oil container filled with oil previously heated to 75°C (167°F). This will expand bearing and ease installation.

809 Engine Only

Last PTO bearing is 8 mm (5/16 in) from inner bearing.

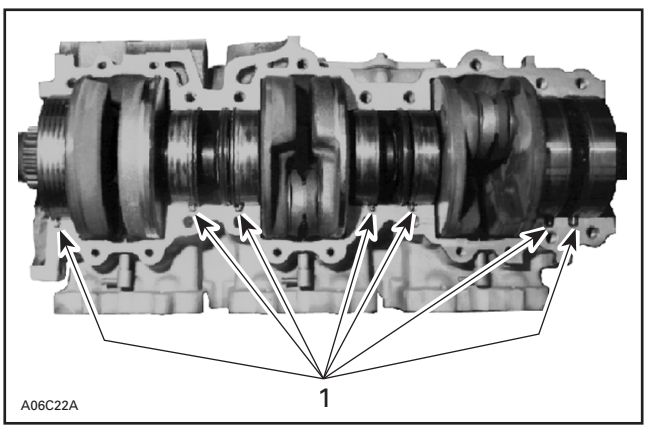
4, Crankcase

At crankshaft installation, position drive pins as illustrated.



809 ENGINE

1. Drive pins
A. 8 mm (5/16 in)



599 AND 699 ENGINES

1. Drive pins

Crankcase halves no. 4 and water pump housing are factory matched and therefore, are not interchangeable as single halves.

Prior to joining of crankcase halves, spray some new injection oil (or equivalent) on all moving parts of the crankshaft. Spray Primer N (P/N 413 7081 00) on one of mating surfaces. Let it dry for 10 to 20 minutes.

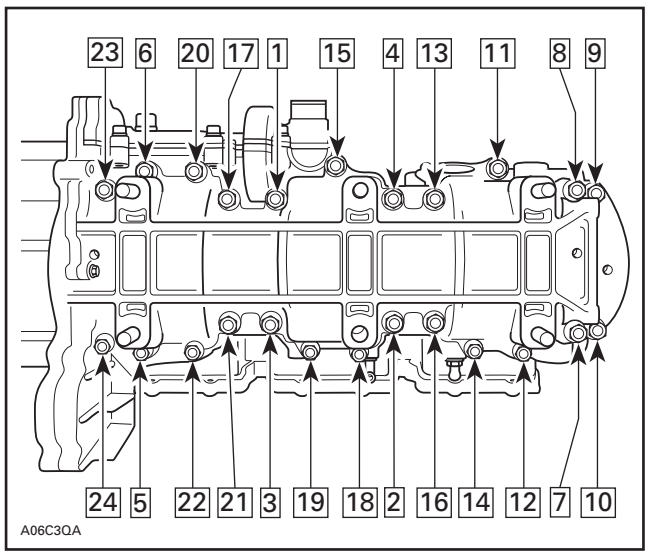
Apply paste gasket (P/N 413 7027 00) on the other mating surface.

NOTE: Primer N allows Loctite 515 to fully cure on aluminum surfaces. It increases filling capacity and reduce curing time.

Torque crankcase screws in the following illustrated sequence. Tightening torques are:

M6 screws: 12 N•m (106 lbf•**in**)

M8 screws: 30 N•m (22 lbf•ft)

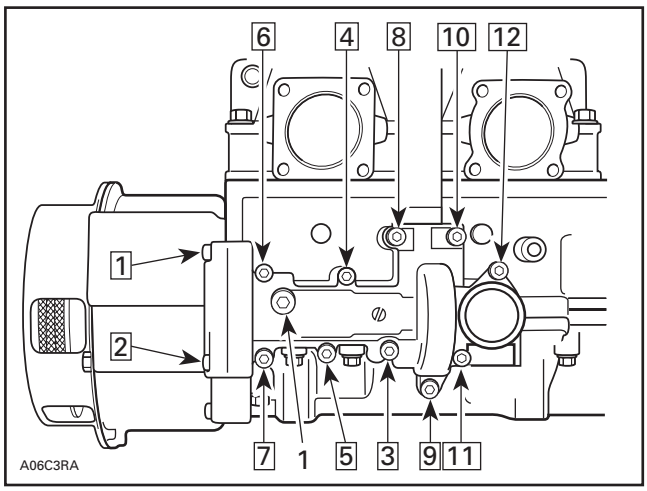


TYPICAL

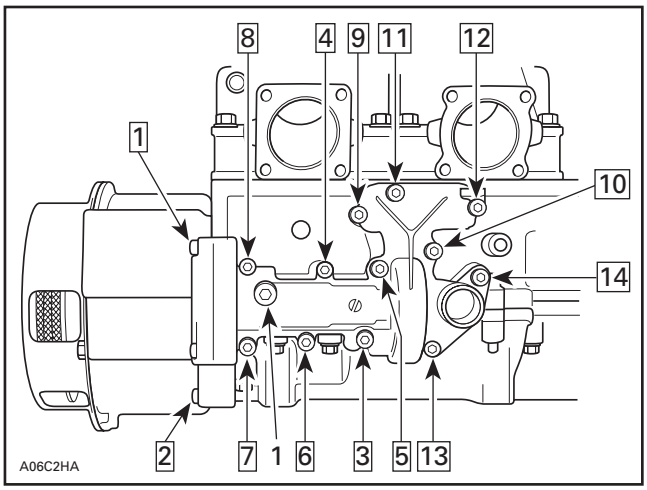
5, Water Pump Housing

Apply silicone 732 RTV on sealing surface.

Tighten water pump housing screws to 10 N•m (90 lbf•**in**) following sequence as illustrated.



809 ENGINE
1. *Oil level plug*



599 AND 699 ENGINES
1. *Oil level plug*

Add chaincase synthetic oil (P/N 413 8028 00) into water pump housing until oil level reach bottom of plug hole. See above illustration. Total capacity is about 14 cc (.47 US oz).

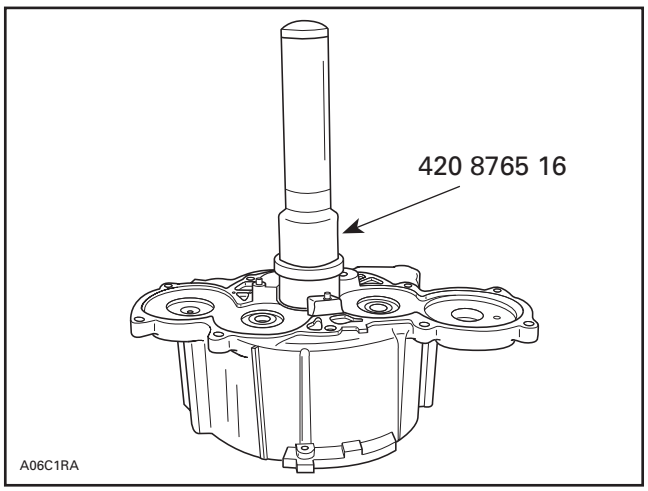
This oil addition is needed only when servicing water pump. During normal engine operation, this oil can flow through engine. After that fuel/oil mixture will lubricate water pump bearings by scavenging.

6, Screw

Apply Loctite 242 on screw threads. Install the screw retaining oil line clip first. If experiencing leaks at carburetor adaptor, use primer N and Loctite 515 on sealing surfaces of crankcase and adaptor.

7, Seal

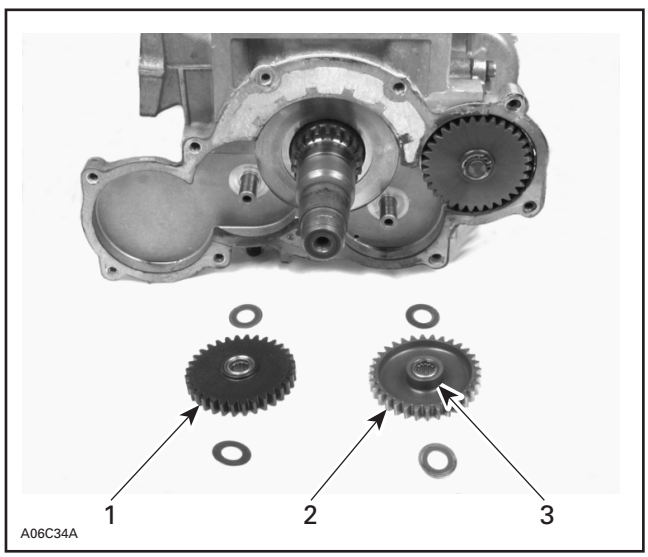
Install seal using pusher (P/N 420 8765 16).



8,9, Plastic Gear and Steel Gear

Apply grease to needle bearing of each gear.

Install plastic gear on oil pump side. Steel gear goes on water side, its shoulder first.



1. *Plastic gear*
2. *Steel gear*
3. *Shoulder facing crankcase*

LEAK TEST AND ENGINE DIMENSION MEASUREMENT

LEAK TEST

The following gives verification procedures for liquid cooled engines though it also applies to fan cooled engines. For FC engines, do not consider information pertaining to coolant system and crankcase rotary valve gear reservoir/components.

On twin-cylinder engines, each cylinder can not be verified individually due to leakage from one cylinder to the other through rotary valve (except on engines with separate intake manifolds). Besides, on FC engines, leak will occur through labyrinth sleeve in center of crankshaft.

On three-cylinder engines, each cylinder can be verified individually.

PREPARATION

1. Remove tuned pipe/muffler and exhaust manifold.
2. Install plug(s) over exhaust flange(s). Tighten with previously removed screws.
3. On engines with RAVE system, remove RAVE valves and install plugs over flanges. Tighten with previously removed screws.
4. Remove carburetor(s).
5. Insert plug(s) in intake rubber boot(s). Tighten with clamps already there.
6. Using a hose pincher(s) (P/N 529 0099 00), block impulse hose(s).

NOTE: Do not block large hoses of rotary valve gear lubrication system.

7. Install air pump on any valve of exhaust plug.

NOTE: If necessary, lubricate air pump piston with mild soap.

▼ CAUTION

Using hydrocarbon lubricant (such as engine oil) will damage rubber seal of pump piston.

8. Rotate crankshaft so that piston goes to B.D.C. (Bottom Dead Center) on side where the pump is installed. This will open exhaust port.
9. Activate pump and pressurize engine to 34 kPa (5 PSI). Do not exceed this pressure.
10. Engine must stand this pressure during 3 minutes. If pressure drops before 3 minutes, check tester kit by spraying a soapy solution on pump piston, all plugs and fittings.
    - –If tester kit is leaking, bubbles will indicate where leak comes from.
    - –If tester kit is not leaking, check engine as per following procedure.

PROCEDURE

NOTE: A flow chart has been prepared as a visual reference. See last page of this chapter.

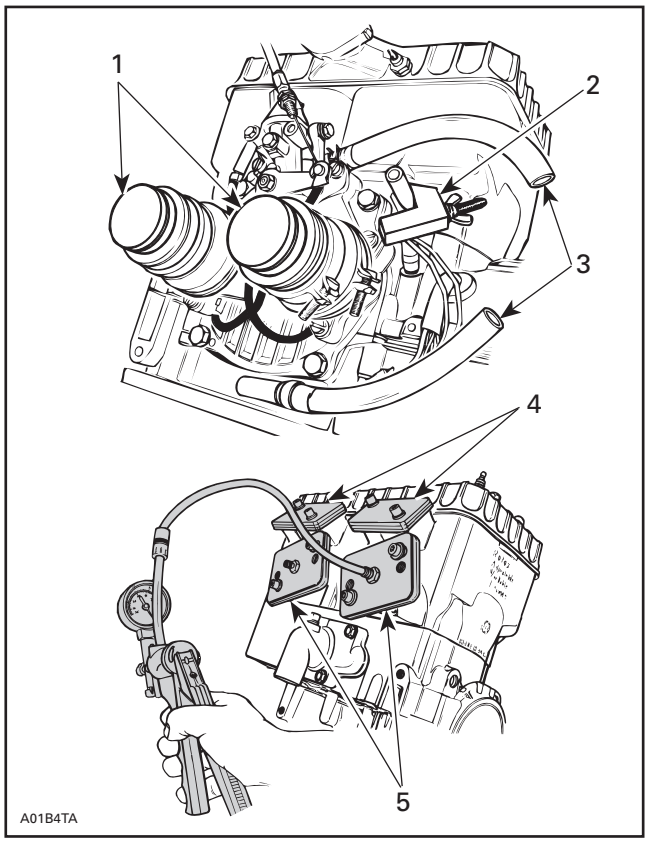
Using flow chart and following text, pressurize area to be tested and spray soapy solution at the indicated location.

TEST PRESSURE: 34kPa (5 PSI)
for 3 minutes

– If there is a leak at the tested location, it is recommended to continue testing next items before overhauling engine. There is a possibility of more than one leak.

– If there is no leak at the tested location, continue pumping to maintain pressure and continue with next items until leak is found.

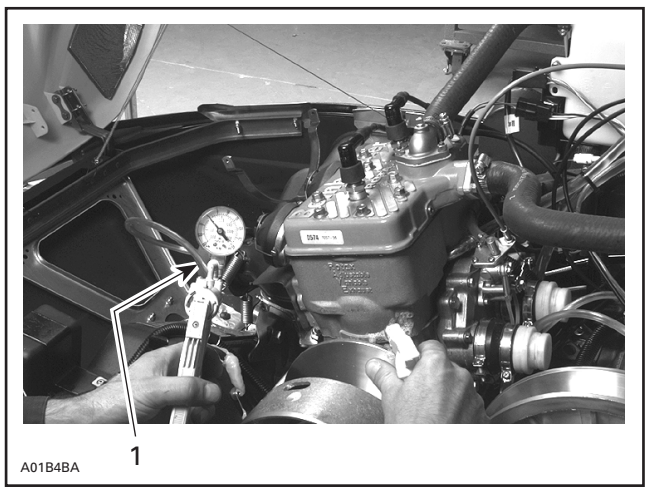
Engine



TYPICAL

1. *Blocked intake flanges*
2. *Blocked impulse fitting*
3. *Open ends (if applicable)*
4. *Blocked RAVE valve flanges (if applicable)*
5. *Blocked exhaust flanges*

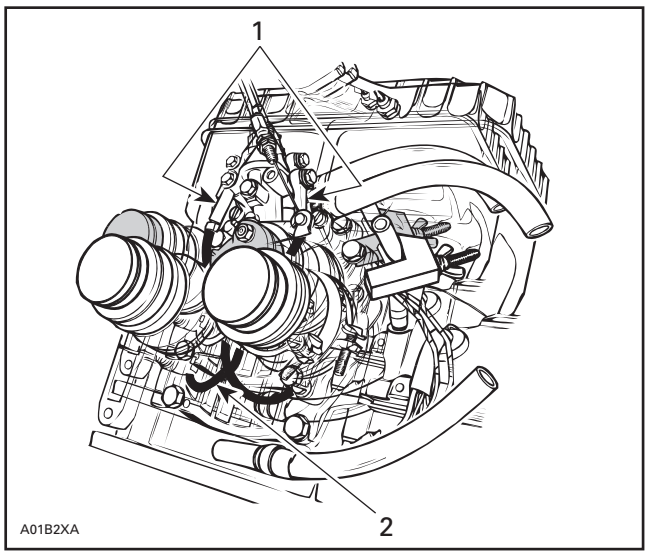
When exhaust manifold is installed, use rubber plug. (In this case it is not necessary to move piston to B.D.C.).



1. *Rubber Plug*

Check the following:

1. All jointed surfaces and screw/stud threads of engine:
   - spark plug base, insulator
   - cylinder head
   - cylinder base
   - crankcase halves (joint)
   - rotary valve cover
   - oil injection pump mounting flange (O-ring, seal)
   - coolant pump housing
   - bleed screws/plugs
2. Small injection oil lines coming from pump.



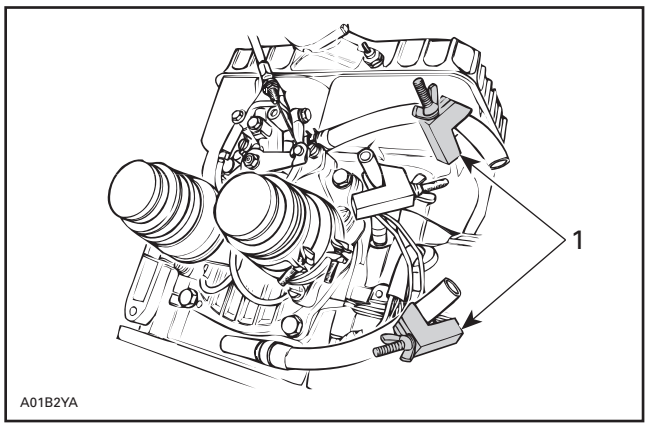
1. *Banjo fittings*
2. *Small injection oil lines*

Check for air bubbles or oil column going toward pump. It indicates defective check valve in banjo fitting (or lines).

3. Remove cooling system cap.

Check for air bubbles in antifreeze. It indicates defective cylinder head O-ring or cylinder base gasket.

4. Block both hoses of rotary valve gear lubrication system with hose pinchers.



1. Block both hoses

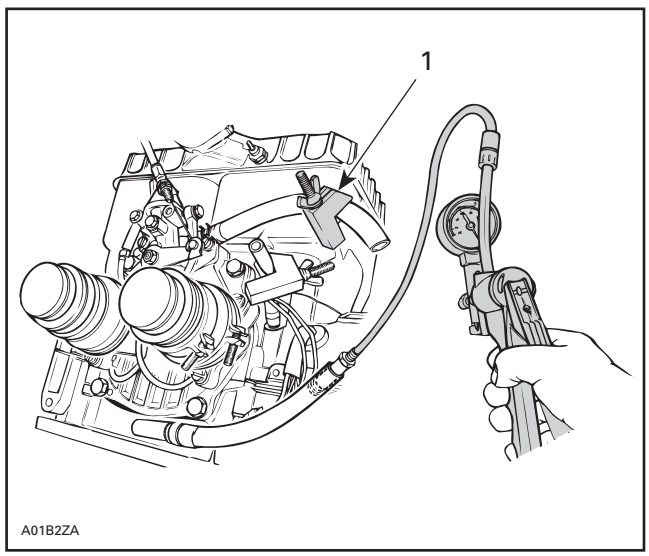
If leakage stops, ignore remaining items and check crankcase rotary valve gear reservoir as per **Crankcase Rotary Valve Gear Reservoir** of this section.

5. Remove clutch then check crankshaft outer seal.
6. Remove rewind starter and magneto system then check crankshaft outer seal.
7. Check crankcase rotary valve gear reservoir.

Crankcase Rotary Valve Gear Reservoir

Block one hose of rotary valve gear lubrication system with a hose pincher and install an adapter in remaining hose.

Install air pump on adapter and pressurize as before.

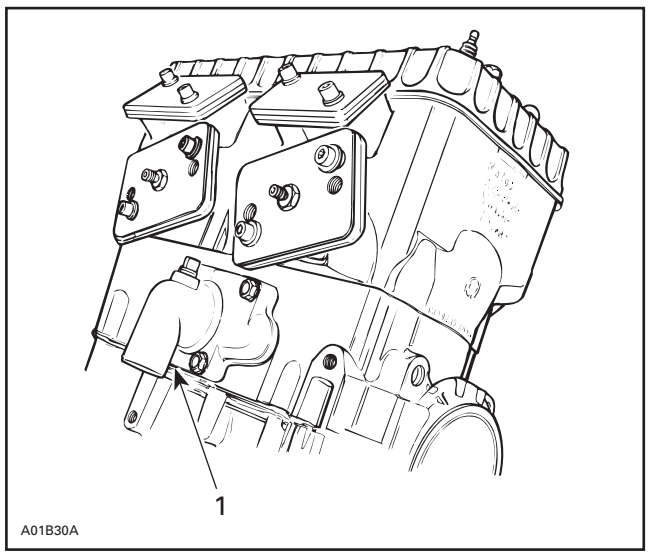


1. Blocked hose

1. Remove a spark plug or any plug of leak tester kit on PTO side.

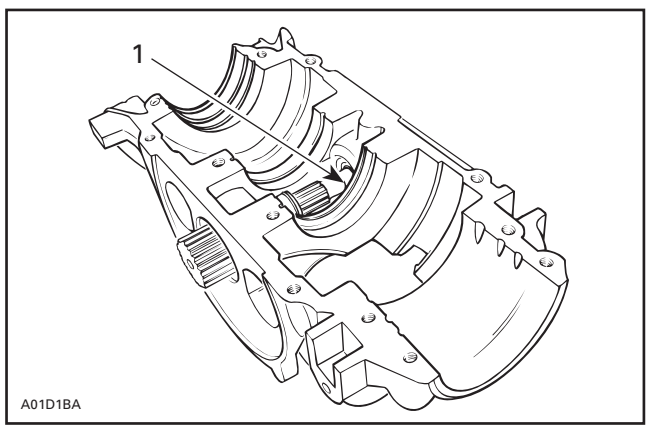
   If pressure drops, it indicates defective crankshaft inner seal on PTO side.
2. Remove a spark plug or any plug of leak tester kit on MAG side.

   If pressure drops, it indicates defective crankshaft inner seal on MAG side.
3. Check drain hole below coolant pump housing with soapy water.



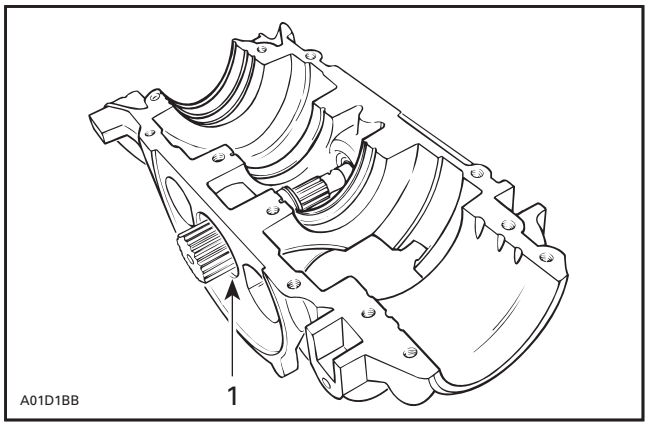
1. Drain hole

If there is a leak, it indicates defective seal of rotary valve shaft (oil seal beside coolant seal).



1. Oil seal

4. Remove rotary valve cover and check for leak of rotary valve seal with soapy water.



1. Seal

5. If leak still persists, it indicates a defective casting somewhere in engine.

   Disassemble engine and carefully check for defects in castings. Pay attention to tapped holes which may go through engine sealed area and thus leading to leakage.

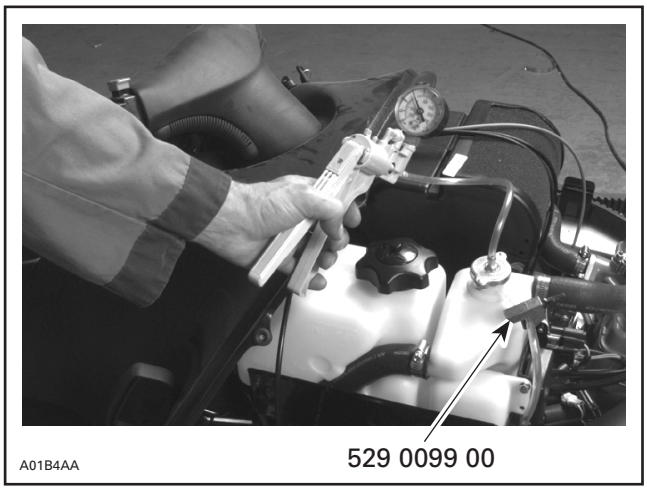
FINALIZING REASSEMBLY

After reassembling engine, always recheck for leakage.

COOLING SYSTEM LEAK TEST

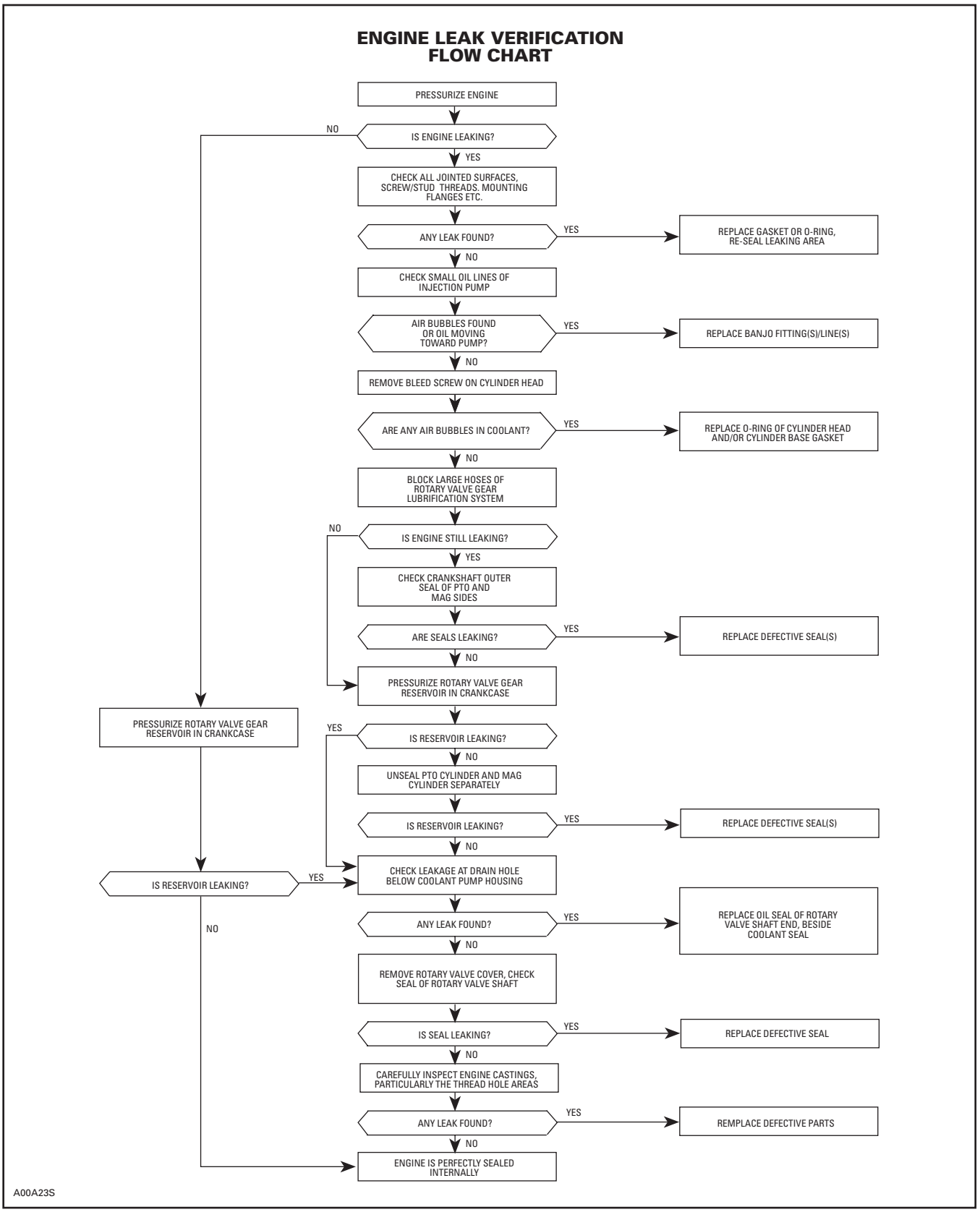
Install special plug (radiator cap) (P/N 529 0214 00) and hose pincher (P/N 529 0099 00) on overflow hose. Pressurize all system through coolant reservoir to 15 PSI.

Check all hoses and cylinder/base for coolant leaks. Spray a soap/water solution and look for presence of air bubbles.



TYPICAL

ENGINE LEAK VERIFICATION FLOW CHART



ENGINE DIMENSION MEASUREMENT

This section covers all engine types.

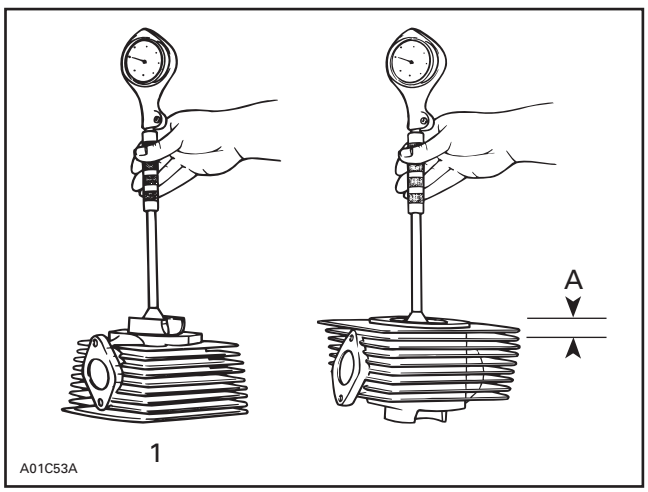
CYLINDER TAPER

ENGINE TYPE	MAXIMUM
All	0.08 mm (.003 in)

Compare cylinder diameter 16 mm (5/8 in) from top of cylinder to just below its intake port area.

On rotary valve engines, measure just below auxiliary transfer port, facing exhaust port. If the difference exceeds the specified dimension the cylinder should be rebored and honed or should be replaced.

NOTE: Be sure to restore the chamfer around all cylinder sleeve port openings.



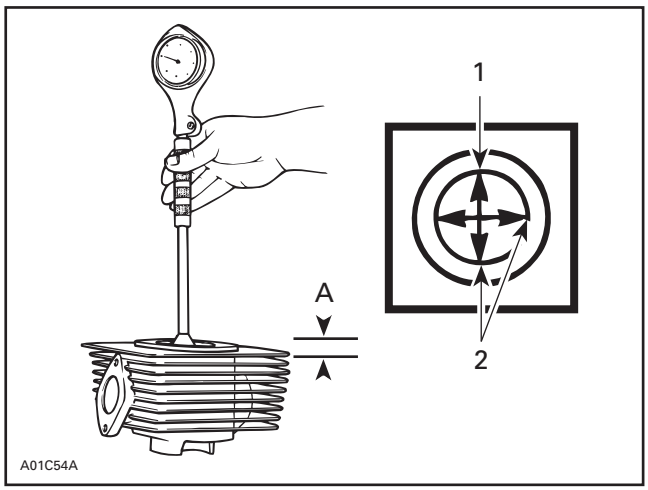
1. Below the intake port
A. 16 mm (5/8 in) from top

CYLINDER OUT OF ROUND

ENGINE TYPE	MAXIMUM
All	0.05 mm (.002 in)

Measuring 16 mm (5/8 in) from top of cylinder with a cylinder gauge, check if the cylinder out of round is more than the specified dimension. If larger, cylinder should be rebored and honed or should be replaced.

NOTE: Be sure to restore the chamfer around all cylinder sleeve port openings.



1. Piston pin position
2. Measures to be compared
A. 16 mm (5/8 in)

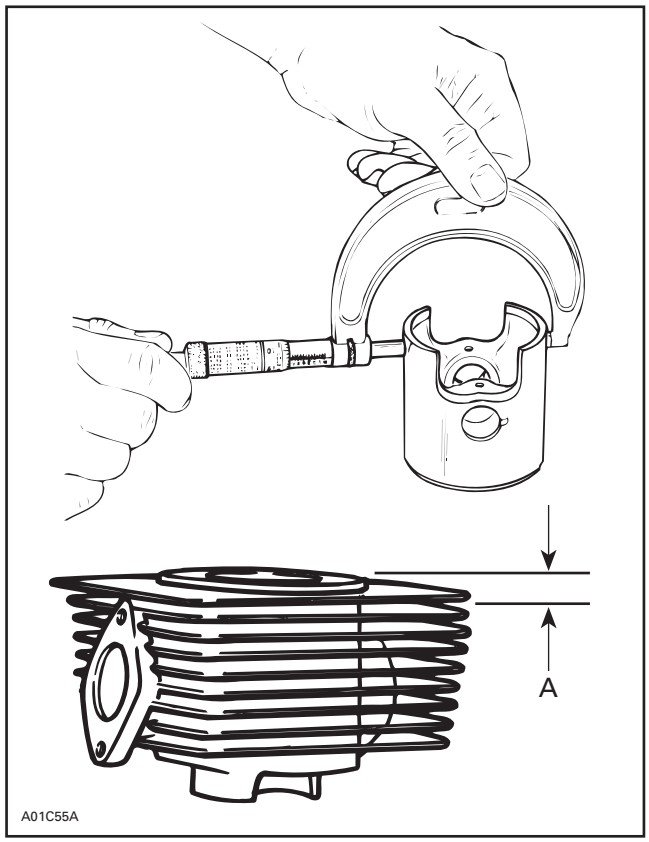
CYLINDER/PISTON CLEARANCE

Measurement (used parts)

Check cylinder taper and out-of-round as described above before proceeding with piston/cylinder clearance.

To accurately determine piston to cylinder clearance, the piston should be measured under the axis hole and 90° to piston pin axis. Find the biggest diameter.

The cylinder should be measured 16 mm (5/8 in) below its top edge. Find the smallest diameter.



A. 16 mm (5/8 in)

The difference between these 2 measurements should be within specified tolerance. Refer to TECHNICAL DATA 09-02.

Measurement (fitting new parts)

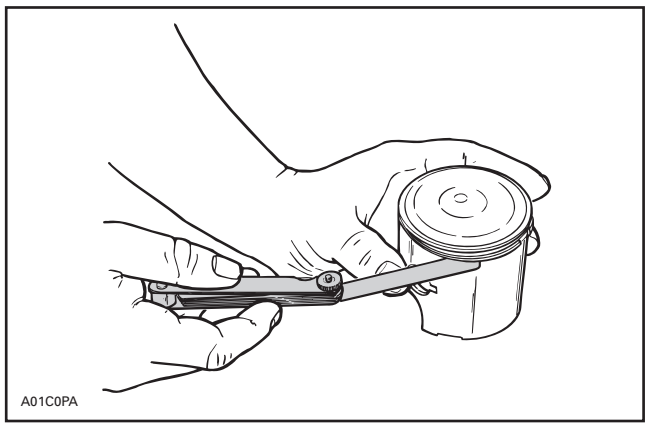
With an inside micrometer, measure cylinder diameter above the exhaust port.

With a micrometer, measure the piston diameter perpendicularly (90°) to piston axis and 3 mm (1/8 in) above bottom edge.

The difference of both measurements is the clearance.

RING/PISTON GROOVE CLEARANCE

Using a feeler gauge check clearance between rectangular ring and groove. Replace piston. If clearance exceeds specified tolerance. Refer to TECHNICAL DATA 09-02.

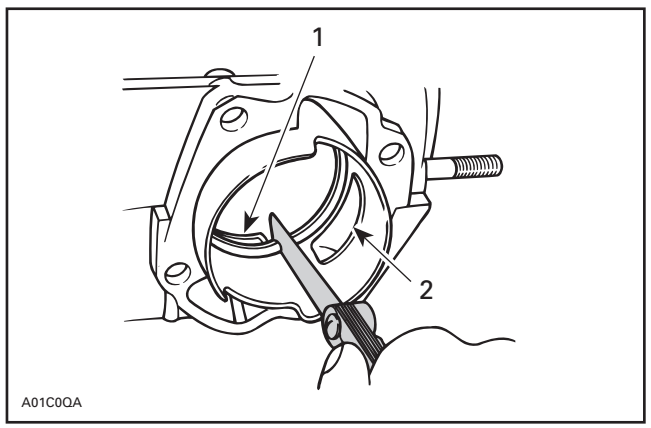


RING END GAP

Position ring half way between transfer ports and intake port. On rotary valve engines, position ring just below transfer ports.

NOTE: In order to correctly position the ring in the cylinder, use piston as a pusher.

Using a feeler gauge, check ring end gap. Replace ring. If gap exceeds specified tolerance, refer to TECHNICAL DATA 09-02.



1. Transfer port
2. Intake port

CRANKSHAFT DEFLECTION

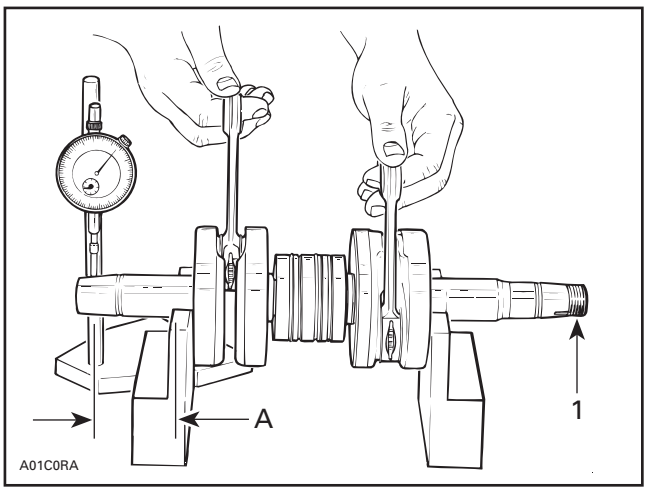
Crankshaft deflection is measured with a dial indicator.

Measuring (in engine)

First, check deflection with crankshaft in engine. If deflection exceeds the specified tolerance, recheck deflection using V-shaped blocks to determine the defective part(s). See below.

Measuring (on bench)

Once engine is disassembled, check crankshaft deflection on V-shaped blocks. If deflection exceeds the specified tolerance, it can be worn bearings or a bent crankshaft. Remove crankshaft bearings and check deflection again on V-shaped blocks to determine the defective part(s). See measurement A in following illustration.



TYPICAL

1. Measure at mid point between the key and the first thread
A. See table below

Crankshaft Deflection on PTO Side

ENGINE TYPE	DISTANCE A mm (in)	MAXIMUM ON PTO SIDE mm (in)
All	94.5 (3.720)	0.03 (.0012)

Crankshaft Deflection on MAG Side

ENGINE TYPE	MAXIMUM ON MAG SIDE mm (in)
All	0.05 (.002)

Crankshaft Deflection in Center of Crankshaft

ENGINE TYPE	MAXIMUM IN CENTER OF CRANKSHAFT
All	0.08 mm (.0031 in)

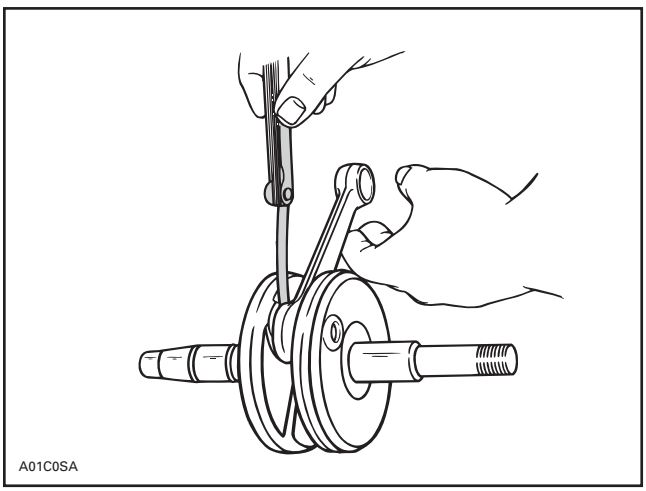
NOTE: Crankshaft deflection can not be correctly measured between centers of a lathe.

If the deflection exceeds the specified tolerance, crankshaft should be repaired or replaced.

CONNECTING ROD BIG END AXIAL PLAY

ENGINE TYPE	NEW PARTS MIN. – MAX.	WEAR LIMIT
All	0.40 – 0.75 mm (.016 – .029 in)	1.20 mm (.047 in)

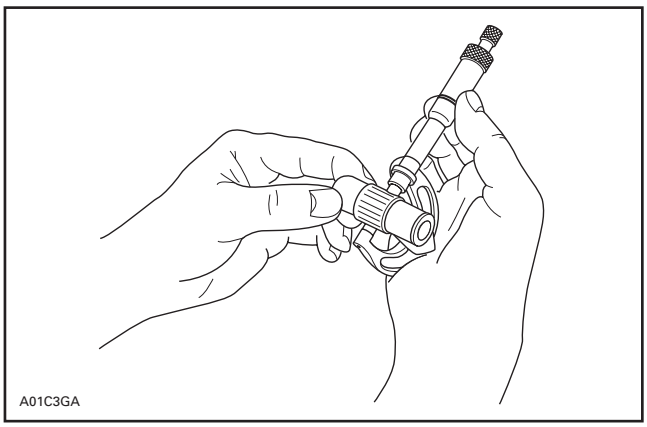
Using a feeler gauge, measure distance between thrust washer and crankshaft counterweight. If the distance exceeds specified tolerance, repair or replace the crankshaft.

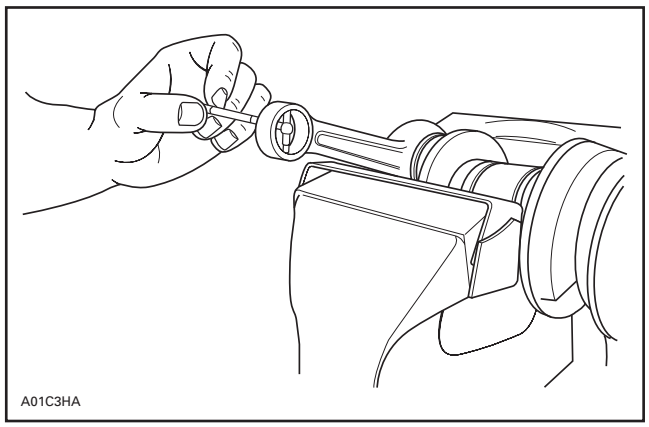


TYPICAL

CONNECTING ROD/PISTON PIN CLEARANCE

Measure piston pin with its needle bearing. Compare to inside diameter of connecting rod.





ENGINE TYPE	NEW PARTS MIN. – MAX.	WEAR LIMIT
All	0.03 – 0.012 mm (.0001 – .0005 in)	0.015 mm (.0006 in)

CONNECTING ROD/CRANKPIN CLEARANCE

ENGINE TYPE	NEW PARTS MIN. – MAX.	WEAR LIMIT
599 and 699	0.024 – 0.038 mm (.0009 – .0015 in)	0.06 mm (.0024 in)
809	0.020 – 0.033 mm (.0008 – .0013 in)	

CRANKSHAFT END-PLAY

All Engine Types

End-play is not adjustable but it should be between 0.10 – 0.30 mm (.004 – .012 in).

CHECKING SURFACE FLATNESS

Intake manifold, intake manifold cover, rotary valve cover can be checked for perfectly mating surfaces.

Lay part on a surface plate (marble, mirror or thick glass plate).

Holding down one end of part, try pushing down the other end.

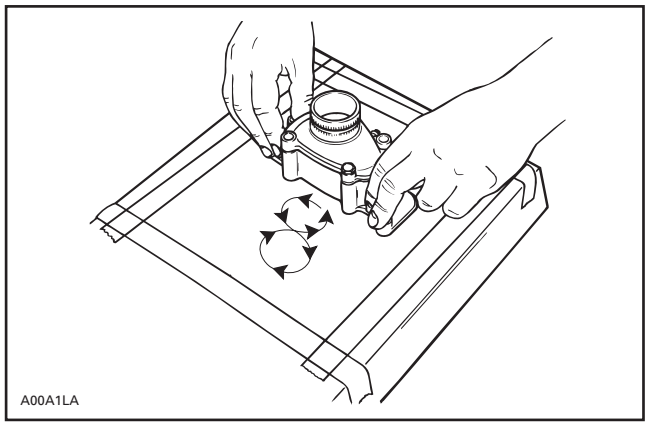
If any play is felt, part must be rectified.

RECTIFYING SURFACES

Stick a fine sand paper sheet on the surface plate then lightly oil the sand paper.

Rub manifold mating surface on sand paper using 8-figure movements.

Sand until mating surface is perfectly straight.



CHECKING CRANKSHAFT ALIGNMENT

Install a degree wheel (P/N 414 3529 00) on crankshaft end.

Remove all spark plugs.

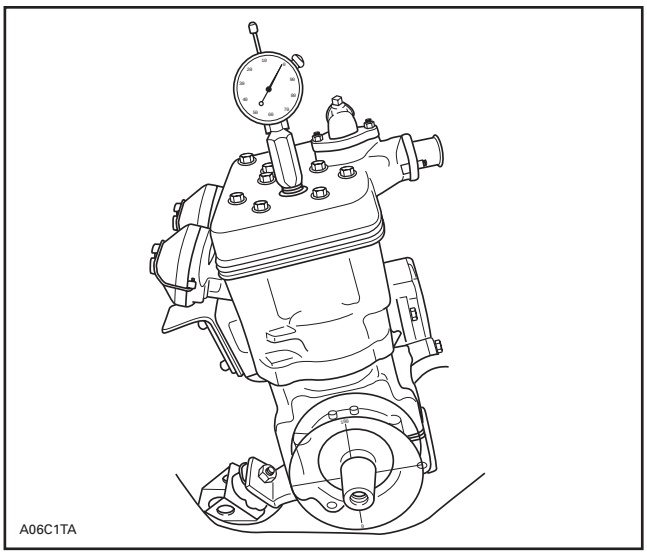
Install a TDC gauge (P/N 414 1047 00) in spark plug hole on MAG side.

Bring MAG piston at top dead center.

Rotate degree wheel (not crankshaft) so that 360° mark aligns with center of crankcase. Scribe a mark on crankcase.

Remove TDC gauge and install it on center cylinder.

Bring center piston to top dead center. Degree will rotate with crankshaft.



Interval between cylinders must be exactly 120°.

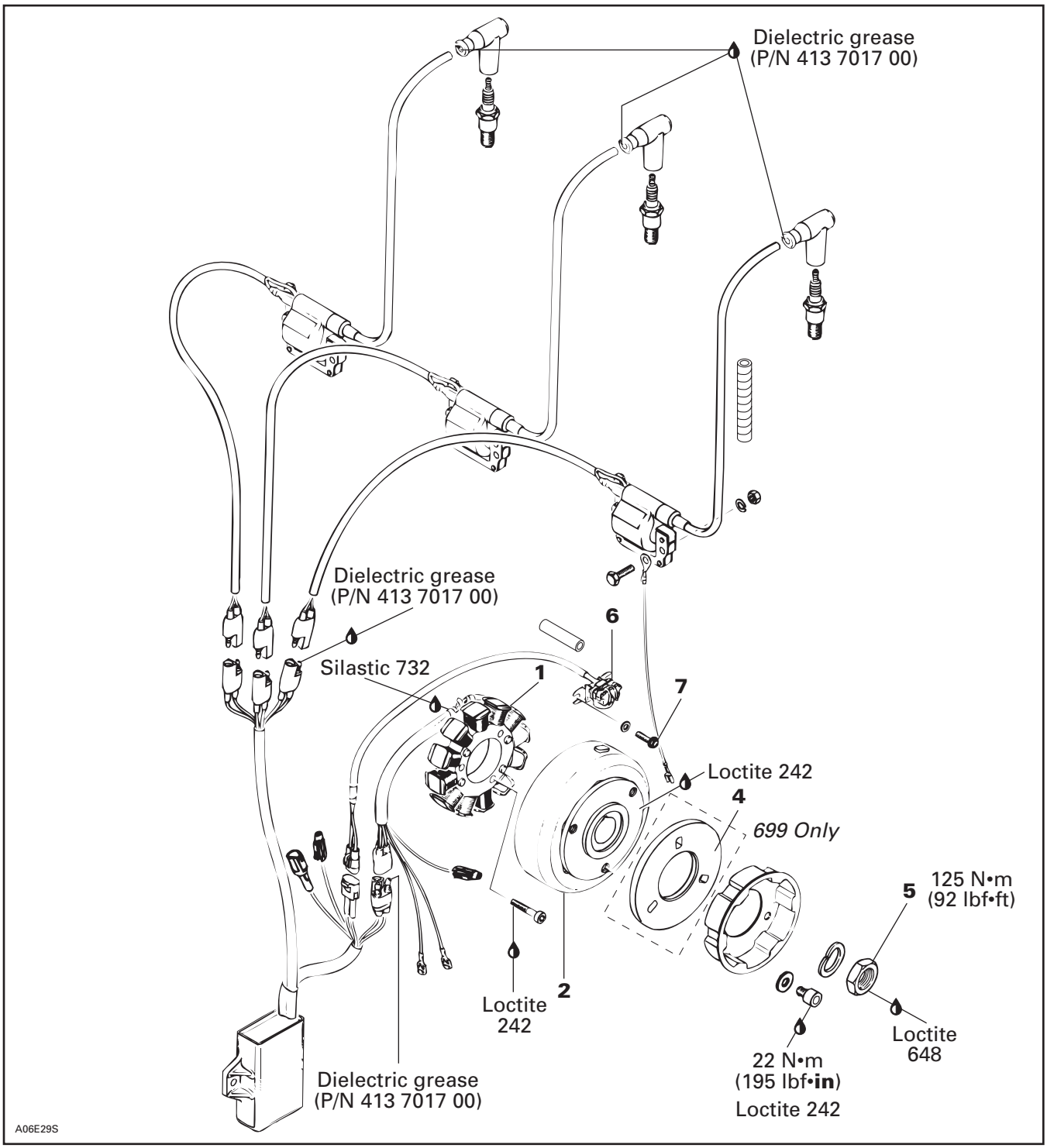
Proceed the same for MAG side piston.

Any other reading indicates a misaligned (twisted) crankshaft.

CDI SYSTEM

NIPPONDENSO TRIGGER COIL IGNITION SYSTEM

599, 699 and 809 Engines



NOTE: The following procedures can be done without removing the engine from chassis. To facilitate magneto removal, hold drive pulley with tool (P/N 529 0276 00).

CDI means Capacitor Discharge System.

CLEANING

Clean all metal components in a non-ferrous metal cleaner.

▼ CAUTION

Clean stator and magneto using only a clean cloth.

DISASSEMBLY

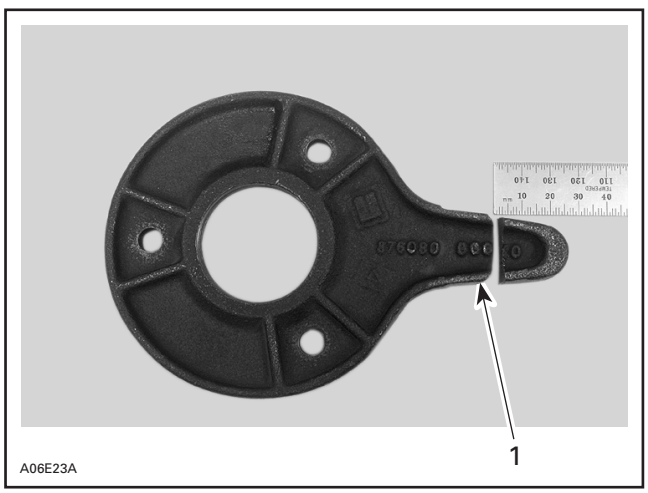
2,5, Magneto and Magneto Flywheel Nut

To gain access to magneto assembly, remove the following parts as needed on different engines:

– tuned pipes and muffler
– rewind starter
– starting pulley
– flywheel no. 4 on 699 engine (mark position before removal)

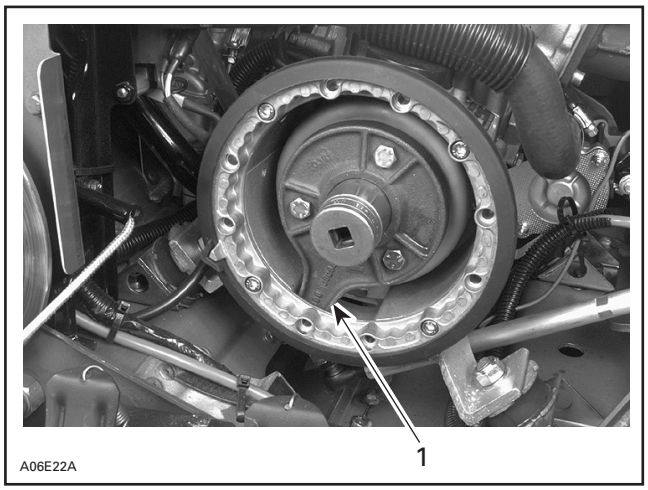
To remove magneto flywheel retaining nut:

Use magneto puller ring (P/N 420 8760 80) modified as shown.



1. Cut by 25 mm (1 in)

Install puller with its tab in magneto housing opening.



TYPICAL
1. Tab in magneto housing opening

– Remove magneto flywheel nut, using a 30 mm socket machined to 40 mm (1.580 in) outside diameter by 16 mm (5/8 in) long.

NOTE: To correctly remove a threadlocked fastener it is first necessary to tap on the fastener to break threadlocker bond. This will eliminate the possibility of thread breakage.

To remove magneto flywheel, install the puller (P/N 529 0225 00).

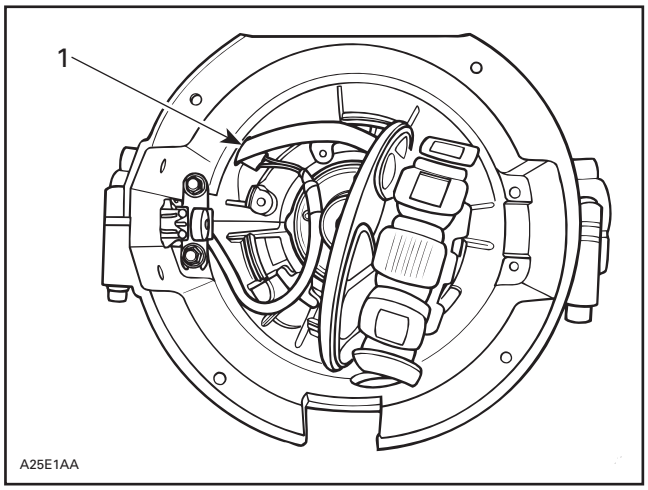
– Tighten puller bolt and at the same time, tap on bolt head using a hammer to release magneto flywheel from its taper.

6,7, Trigger Coil and Screw

Magneto and stator plate must be removed before trigger coil removal.

To replace trigger coil:

– Disconnect trigger coil connector housing.
– Remove grommet from crankcase where trigger coil wire exits magneto housing.
– Remove retaining screws.
– Remove trigger coil and carefully pull wires.
– Thread magneto harness through crankcase hole before trigger coil harness.



1. Magneto harness through crankcase hole

– Install new trigger coil and other parts removed.

Adjustment

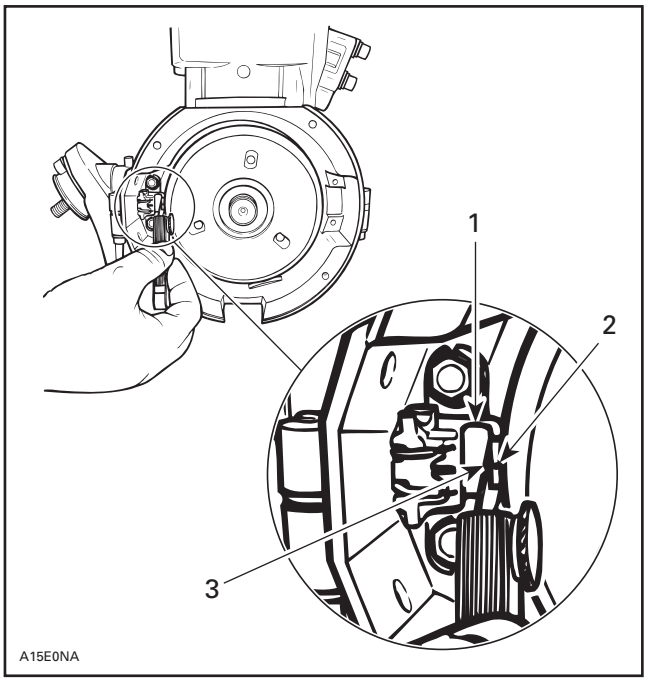
Whenever the trigger coil or the magneto flywheel is removed or replaced, the air-gap between the trigger coil and the flywheel protrusion must be checked and adjusted. The purpose of this adjustment is to obtain the minimum clearance between these parts — without touching at any RPM — so that the trigger coil produces its proper electrical output. Ignition timing must also be checked. Refer to IGNITION TIMING 05-03 then look for **Checking Ignition Timing**.

▼ CAUTION

Each time trigger coil air-gap is adjusted, ignition timing must be checked.

Proceed as follows:

1. Rotate flywheel so that the protrusion aligns with trigger coil.
2. Using a feeler gauge of 0.75 mm (.030 in) min. 0.55 mm (.022 in) and max. 1.45 mm (.057 in) thick, check air-gap between center pole of trigger coil and flywheel protrusion.
3. If necessary, adjust by slackening retaining screws and moving trigger coil toward or away of protrusion.
4. Retighten screws and recheck air-gap.



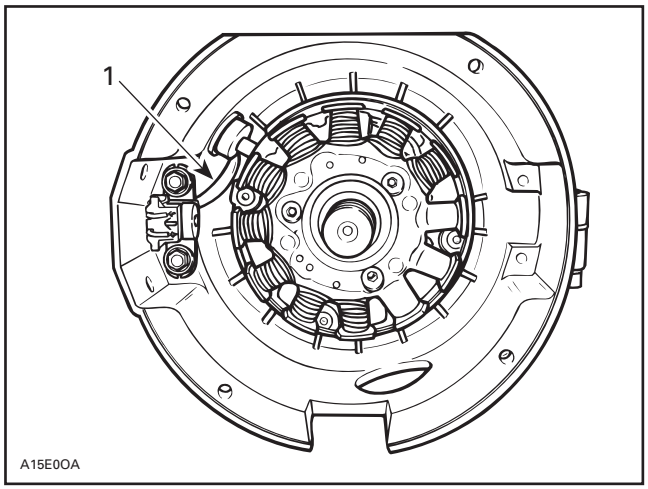
ADJUSTING TRIGGER COIL AIR-GAP

1. Trigger coil
2. Flywheel protrusion
3. Measure at center pole of trigger coil 0.75 mm (.030 in)

1, Stator

To replace stator:

– Disconnect the 3-wire connector (BLACK, RED and BLACK/RED wires).
– Disconnect both YELLOW wires.
– Remove grommet from crankcase where magneto harness exits magneto housing.
– Remove stator plate retaining screws.
– Remove stator plate with stator and carefully pull wires.
– Install new parts and other parts removed taking care not to squeeze trigger coil harness.

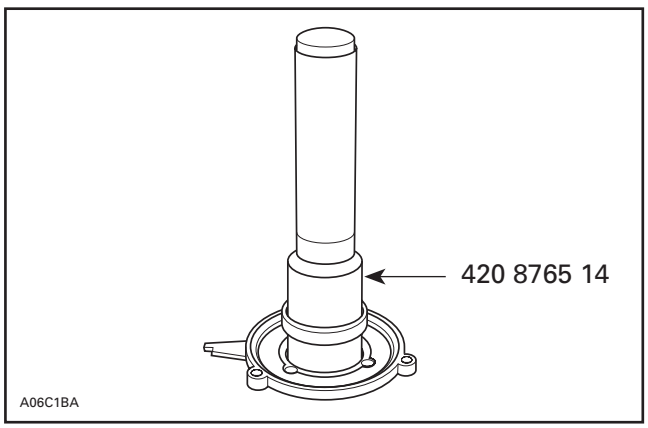


1. Trigger coil harness

ASSEMBLY

3, Oil Seal

Use pusher (P/N 420 8765 14) to install oil seal into stator.



2,5, Magneto Flywheel and Nut

Clean crankshaft extension (taper) and apply Loctite 242 (blue) on taper, then position Woodruff key, flywheel and lock washer on crankshaft.

Clean nut threads and apply Loctite 242 (blue) then tighten nut 125 N•m (92 lbf•ft).

At reassembly coat all electric connections with silicone dielectric grease (P/N 413 7017 00) to prevent corrosion or moisture penetration.

▼ CAUTION

Do not use silicone "sealant", this product will corrode contacts.

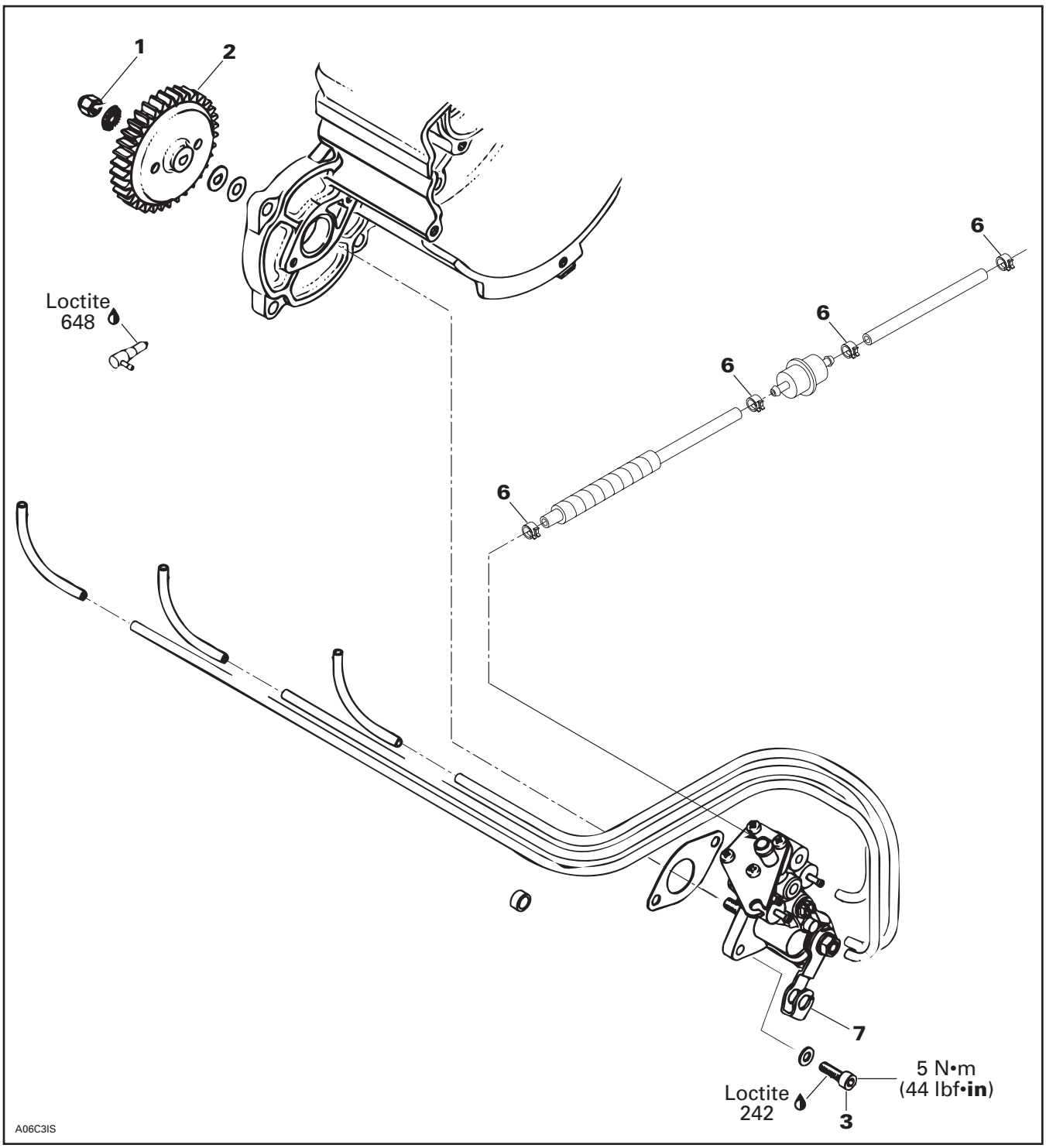
Ignition Timing

Check as described in IGNITION TIMING 05-03.

OIL INJECTION SYSTEM

OIL INJECTION PUMP

599, 699 and 809 Engines



OIL PUMP IDENTIFICATION

7, Pump Lever

Different engines need different pumps. Oil pumps are identified by their levers.

▼ CAUTION

Always mount proper pump on engine.

ENGINE TYPE	OIL PUMP IDENTIFICATION
599	04
699	07
809	03

NOTE: The following procedures can be done without removing the engine from chassis.

CLEANING

Clean all metal components in a non-ferrous metal cleaner.

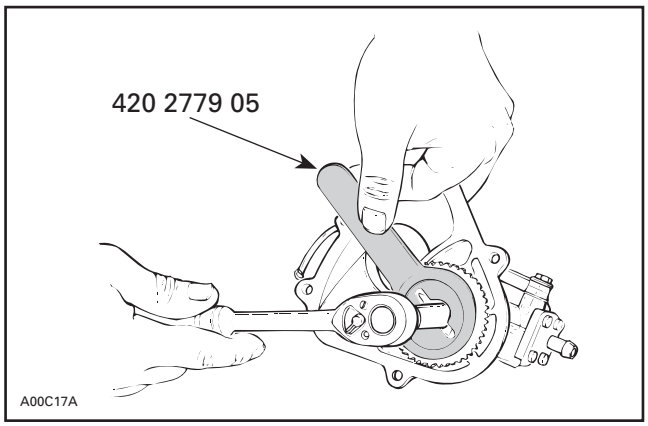
DISASSEMBLY

NOTE: Some oil pump components are not available as single parts.

1,2, Gear Retaining Nut and Oil Pump Gear

To remove gear retaining nut, first extract the needle roller with pliers then lock gear in place using one of the following gear holder.

ENGINE TYPE	TOOL P/N
599/699/809	420 2779 05



TYPICAL

ASSEMBLY

2, Oil Pump Gear

At gear assembly, apply a light coat of low temperature grease (P/N 413 7061 00) on gear teeth.

5,6, Spring Clip and Clamp

Always check for spring clips tightness.

3, Screw

Torque to 5 N•m (44 lbf•**in**).

Make sure cable barrel is well seated in oil pump lever.

Secure barrel with plastic washer and circlip.

Verify cable and oil pump lever operation.

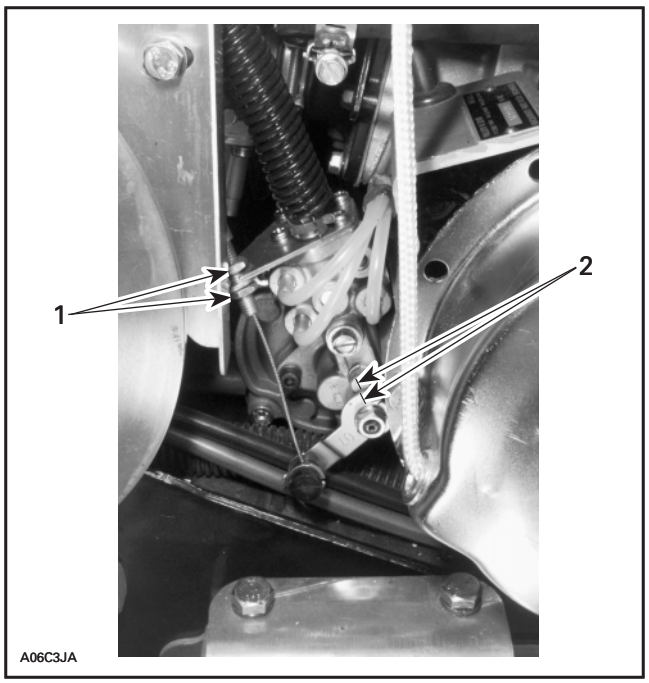
ADJUSTMENT

Prior to adjusting the pump, make sure all carburetor adjustments are completed.

Synchronizing Pump with Carburetor:

Eliminate the throttle cable free-play by pressing the throttle lever until a light resistance is felt, then hold in place. The aligning marks on the pump casting and on the lever must align. If not, loosen the adjuster nut and adjust accordingly.

Retighten the adjuster nut.



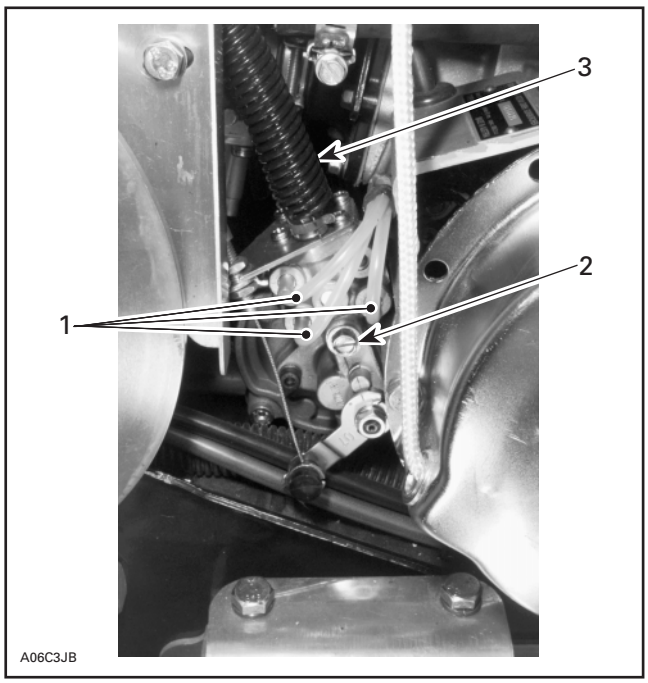
1. Adjuster nut
2. Marks in line

▼ CAUTION

Proper oil injection pump adjustment is very important. Any delay in the opening of the pump can result in serious engine damage.

To Bleed Oil Lines

Bleed main oil line (between tank and pump) by loosening the bleeder screw until air has escaped from the line. Add injection oil as required.



1. Small oil lines
2. Bleeder screw
3. Main oil line

Reinstall all parts.

Bleed the small oil line between pump and intake manifold by running engine at idle while holding the pump lever in fully open position.

NOTE: Make a J hook out of mechanical wire to lift the lever.



TYPICAL — ENGINE AT IDLE

◆ WARNING

Ensure not to operate carburetor throttle mechanism. Secure the rear of the vehicle on a stand.

CHECKING OPERATION

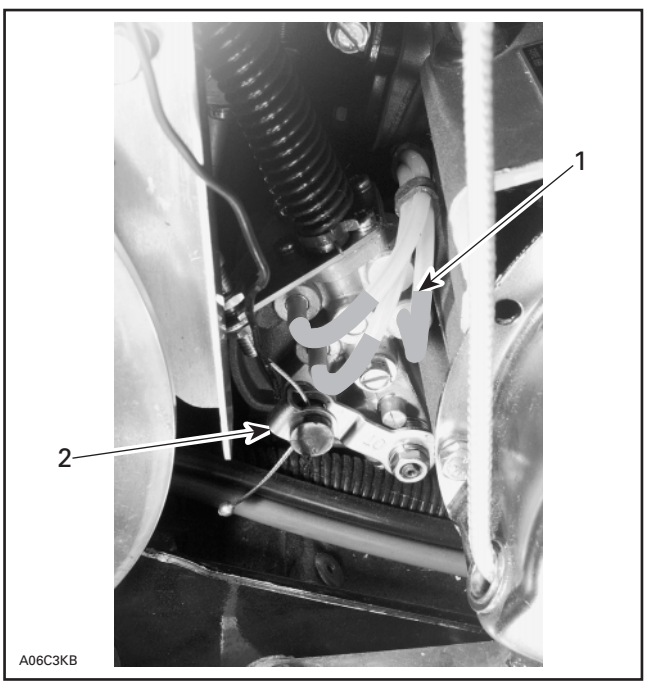
On Vehicle

NOTE: Main oil line must be full of oil. See bleeding procedure above.

Lift rear of vehicle and support with a mechanical stand. Unplug oil lines from pump. Start engine and stop it as soon as it fires.

Check that oil in small oil lines has been sucked up (this will be indicated by a clear section of small oil lines). Repeat the procedure until this condition is attained.

Reconnect small oil lines, start engine and run at idle while holding the pump lever in fully open position. Oil columns must advance into small oil lines.



TYPICAL — ENGINE AT IDLE

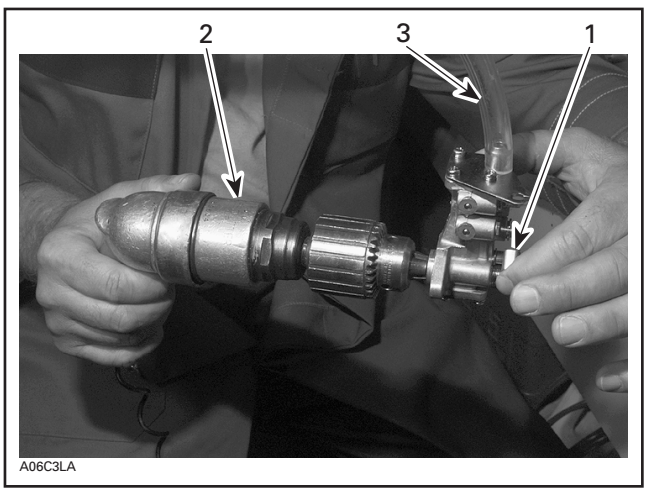
1. *Oil columns advancing*
2. *Fully open position*

If not, remove pump assembly and check the pump gear and drive shaft (if applicable) for defects, replace as necessary. Test pump as describes below.

NOTE: Through normal use, oil level must not drop in small tubes. If oil drops, verify check valve operation in injection nozzle. Replace as necessary.

Oil Pump Test Bench

Connect a hose filled with injection oil to main line fitting. Insert other hose end in an injection oil container. Using a clockwise rotating drill rotate pump shaft. Oil must drip from outer fittings while holding lever in a fully open position. If not replace pump.

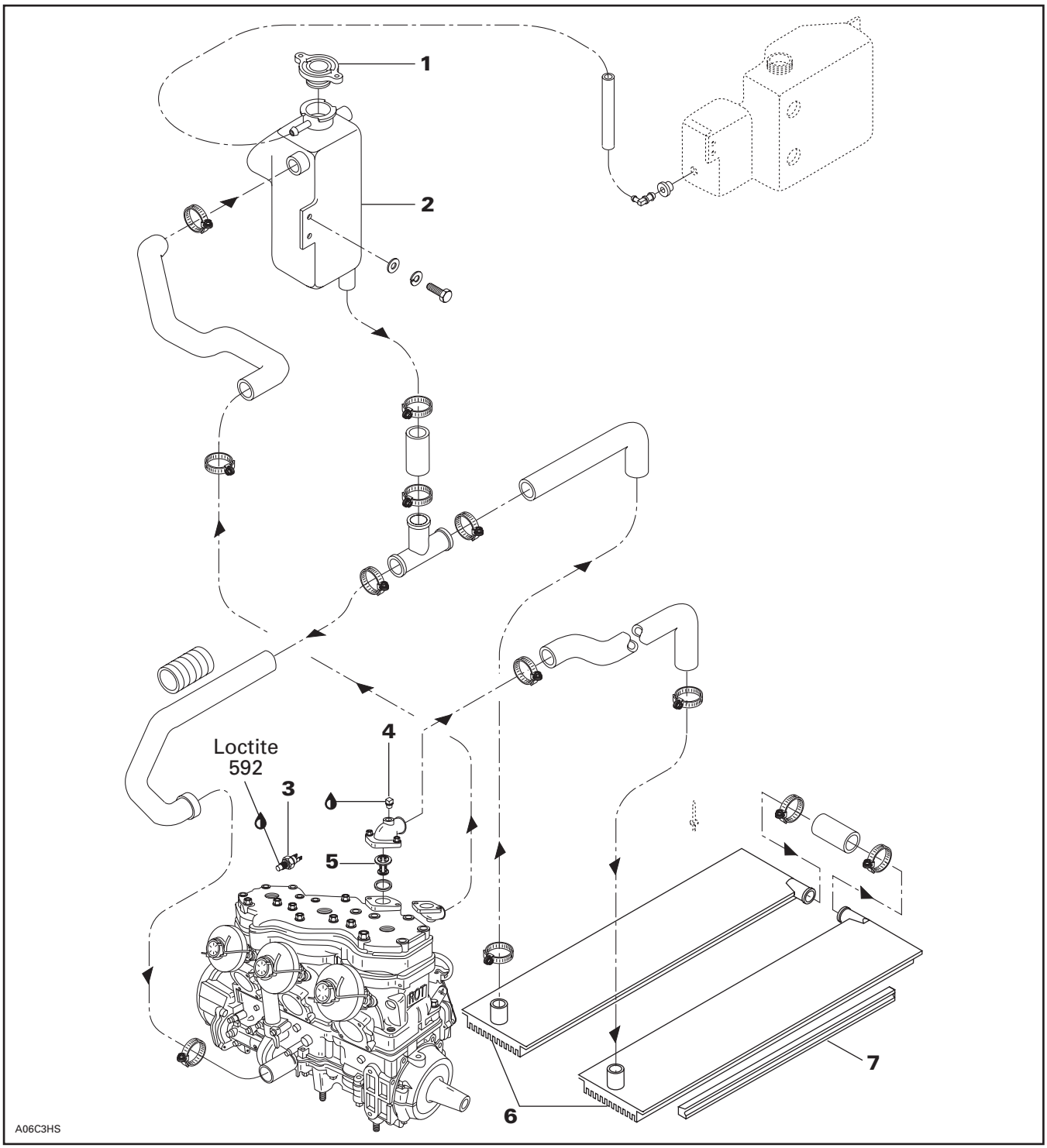


TYPICAL

1. *Fully open position*
2. *Clockwise rotating drill*
3. *Main line*

LIQUID COOLING SYSTEM

599, 699 and 809 Engines



INSPECTION

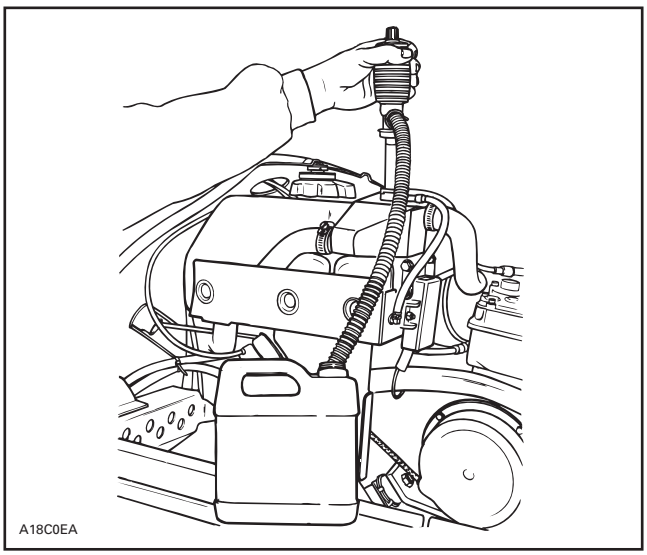
Check general condition of hoses and clamp tightness.

DRAINING THE SYSTEM

◆ WARNING

Never drain or refill the cooling system when engine is hot.

To drain the cooling system, siphon the coolant mixture from the coolant tank. Use a primer pump with a plastic hose inserted as deep as possible into the lower hose.



When the coolant level is low enough, lift the rear of vehicle to drain the radiators.

DISASSEMBLY AND ASSEMBLY

3,4, Sender and Plug

Apply thread sealant on sender and plug to avoid leaks.

1, Pressure Cap

Check if the cap pressurizes the system. If not, install a new 90 kPa (13 PSI) cap, (do not exceed this pressure).

6,7, Radiator and Radiator Protector

Insert radiator protector into radiator C-rail and crimp C-rail at both ends. Refer to FRAME 08-02 for radiator removal.

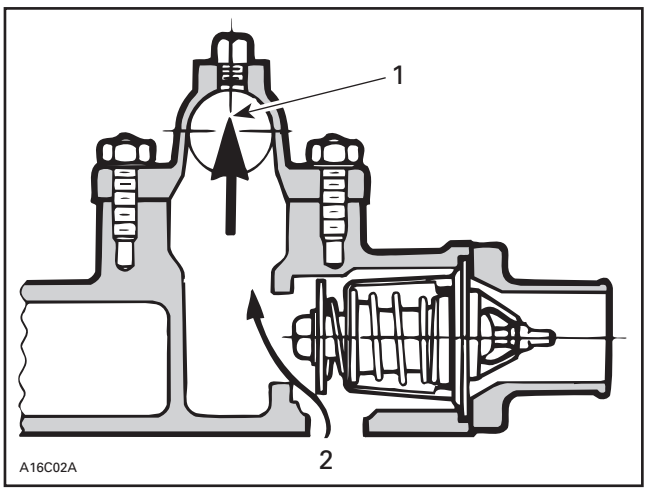
5, Thermostat

To check thermostat, put in water and heat water. Thermostat should open when water temperature reaches the following degree.

ENGINE	TEMPERATURE
All	42°C (108°F)

The thermostat is a double action type.

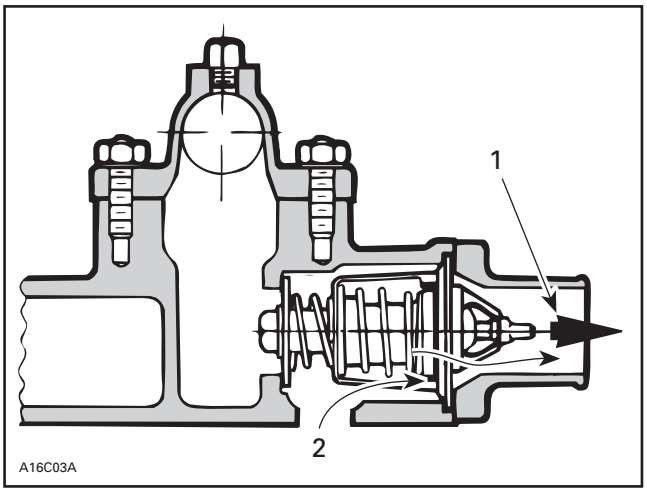
a. Its function is to give faster warm up of the engine by controlling a circuit; water pump — engine — coolant tank. This is done by bypassing the radiator circuit.



CLOSED THERMOSTAT AND COLD ENGINE

1. To reservoir
2. From cylinders

b. When the liquid is warmed enough, the thermostat opens the circuit, water pump — engine — radiators coolant tank to keep the liquid at the desired temperature. (See the diagram of the exploded view).



OPEN THERMOSTAT AND WARM ENGINE

1. To radiators
2. From cylinders

These 2 functions have the advantage of preventing a massive entry of cold water into the engine.

2, Coolant Tank

The coolant expands as the temperature (up to 90–100°C (195–212°F)) and pressure rise in the system. When the limiting system working pressure (cap) is reached (90 kPa (13 PSI)), the pressure relief valve in the pressure cap is lifted from its seat and allows coolant to flow through the overflow hose into the overflow coolant tank.

When the system temperature drops, the coolant contracts in volume and the pressure in the coolant tank is reduced. The coolant in the overflow coolant tank will then flow back into the coolant tank through the vacuum relief valve in the pressure cap.

COOLING SYSTEM REFILLING PROCEDURE

Recommended Coolant

Use a blend of 60% antifreeze with 40% water. Do not reinstall pressure cap.

▼ CAUTION

To prevent rust formation or freezing condition, always replenish the system with 60% antifreeze and 40% water. Pure antifreeze without water freezes. Always use ethyl-glycol antifreeze containing corrosion inhibitors specifically recommended for aluminum engines.

System Capacity

Refer to TECHNICAL DATA 09.

Refilling Procedure

With vehicle on a flat surface, engine cold, refill coolant tank up to cold level mark. Wait a few minutes then refill to mark. Install pressure cap. Run engine until thermostat opens then stop engine. Refill up to mark.

To make sure coolant flows through radiators, touch them by hand. They must feel warm.

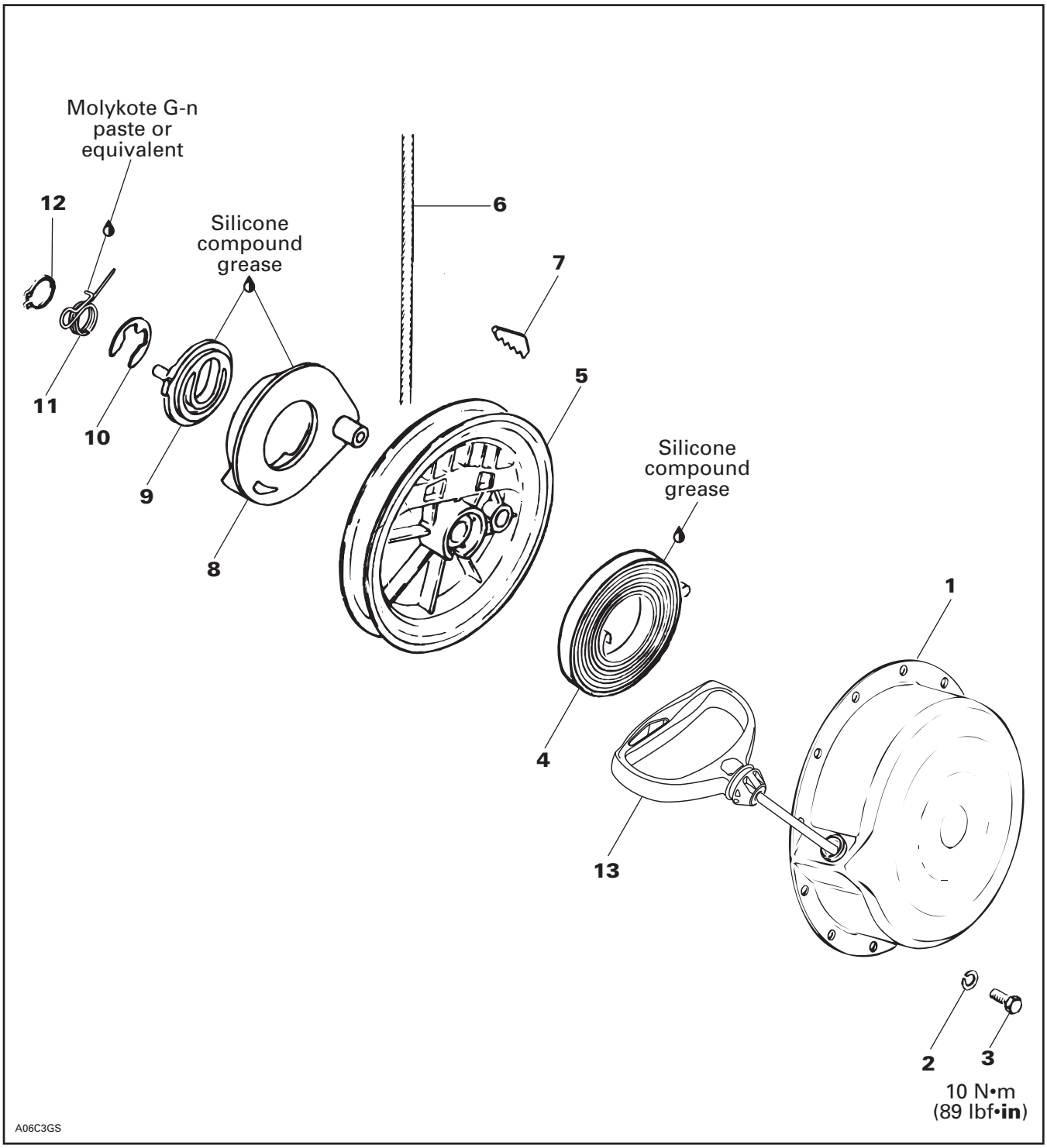
Reinstall pressure cap.

When engine has completely cooled down, recheck coolant level in coolant tank and top up if necessary.

Check coolant concentration (freezing point) with proper tester.

REWIND STARTER

All Models



REMOVAL

Using a small screwdriver, extract rope knot from starter grip **no. 13**. Cut rope close to knot. Tie a knot near starter.

Remove screws **no. 3** and washers **no. 2** securing rewind starter **no. 1** to engine then remove rewind starter.

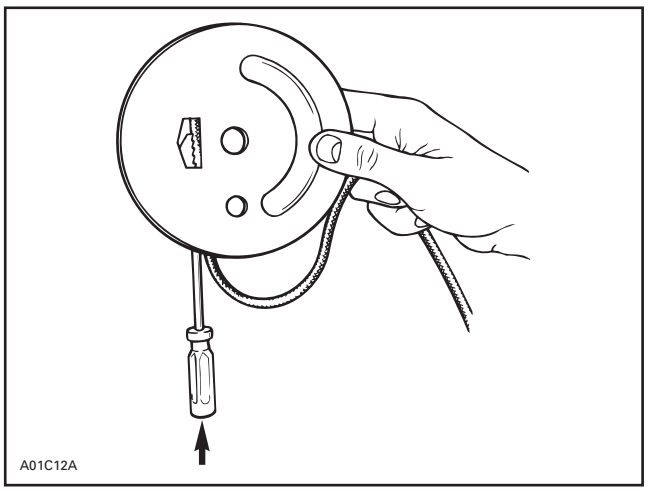
DISASSEMBLY

To remove rope from rewind starter mechanism:

– First remove locking ring **no. 12**, locking spring **no. 11**, circlip **no. 10**, pawl lock **no. 9** and pawl **no. 8**.

– Remove sheave **no. 5** from starter housing **no. 1**.

– Disengage key **no. 7** and pull out rope **no. 6**.



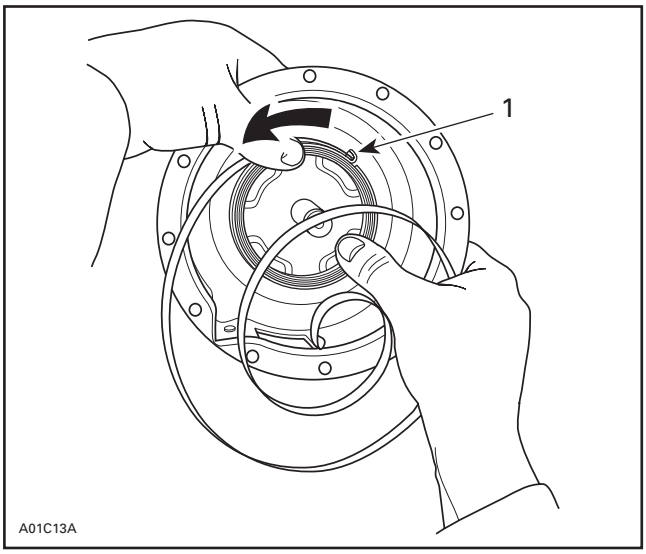
GENTLY TAP ON KEY

ASSEMBLY

At assembly, position spring **no. 4** outer end into spring guide notch then wind the spring counterclockwise into guide.

◆ WARNING

Since the spring is tightly wound inside the guide it may fly out when rewind is handled. Always handle with care.



1. Outer end into guide notch

NOTE: Due to dust accumulation, rewind starter must be periodically cleaned, inspected and relubricated.

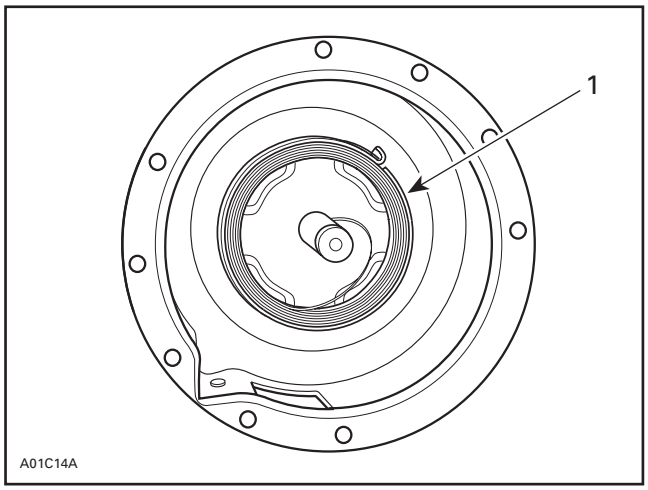
▼ CAUTION

It is of the utmost importance that the rewind starter spring(s) be lubricated periodically using specific lubricants. Otherwise, rewind starter component life will be shortened and/or rewind starter will not operate properly under very cold temperatures.

Lubricate spring assembly with silicone compound grease (P/N 420 8970 61) and position into starter housing as illustrated.

▼ CAUTION

This lubricant must NOT be used on rewind starter locking spring as it does not stay on under vibration.

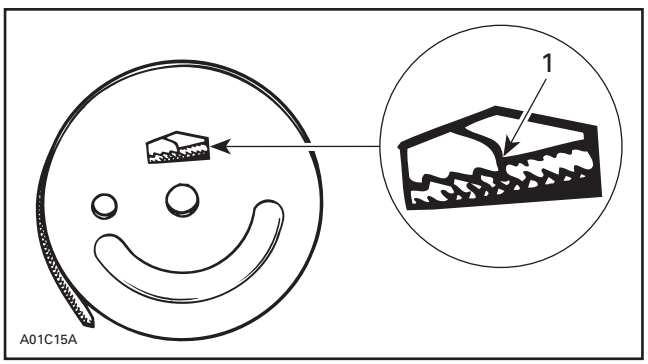


1. Grease inside spring guide

▼ CAUTION

The use of standard multi-purpose grease could result in rewind starter malfunction.

To install a new rope **no. 6**: insert rope into sheave **no. 5** orifice and lock it with the key **no. 7** as illustrated.



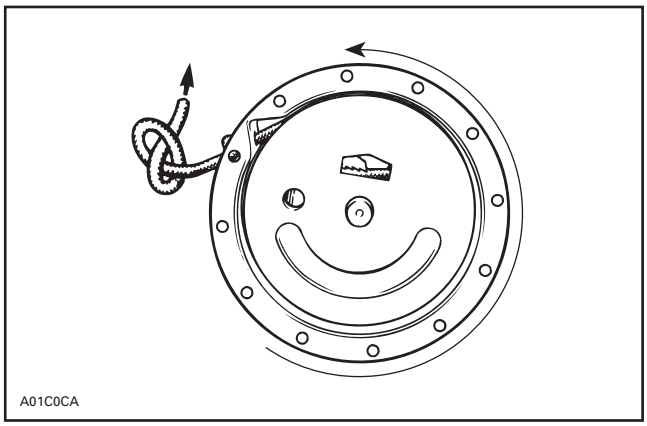
1. Push to lock

To adjust rope tension:

Wind rope on sheave and place rope sheave into starter housing making sure that the sheave hub notch engages in the rewind spring hook.

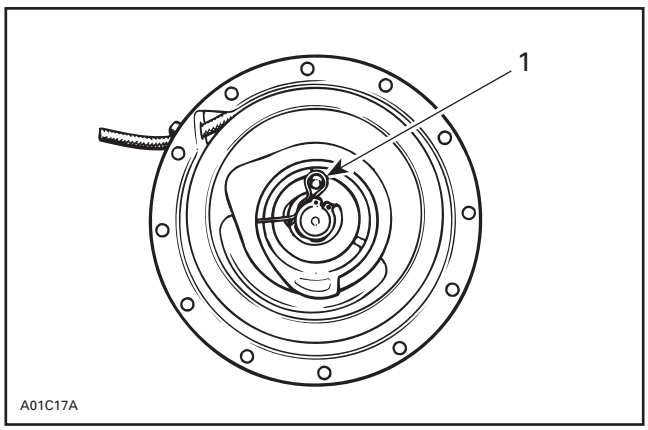
Rotate the sheave counterclockwise until rope end is accessible through starter housing orifice.

Pull the rope out of the starter housing and temporarily make a knot to hold it. One turn preload will give 7 turns of tension when fully extended.



Position pawl **no. 8**, pawl lock **no. 9** and circlip **no. 10**.

Install locking spring **no. 11** and lubricate with MOLYKOTE G-n paste from Dow Corning® or equivalent.



1. Spring coated with MOLYKOTE G-n paste

Install locking ring.

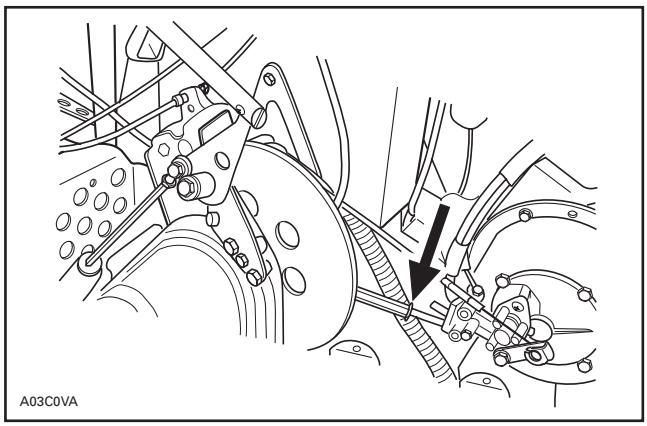
▼ CAUTION

This lubricant must NOT be used on rewind springs as it does not stay on when dry.

INSTALLATION

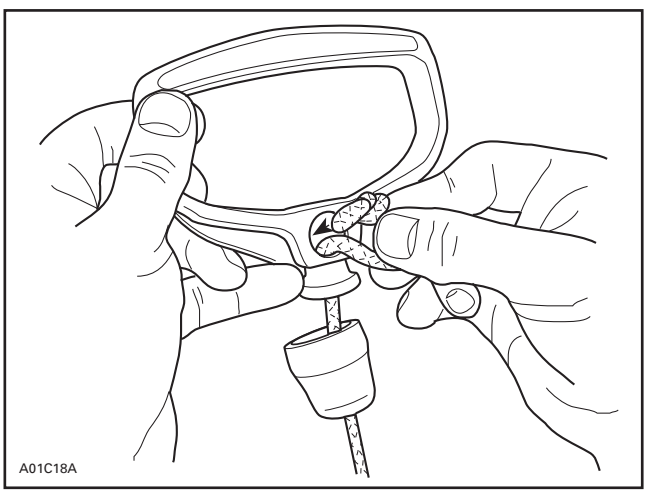
On fan cooled models with oil injection pump, re-install oil pump on rewind starter assembly.

Thread starter rope no. 6 through rope guide when applicable.



Reinstall rewind starter assembly on engine.

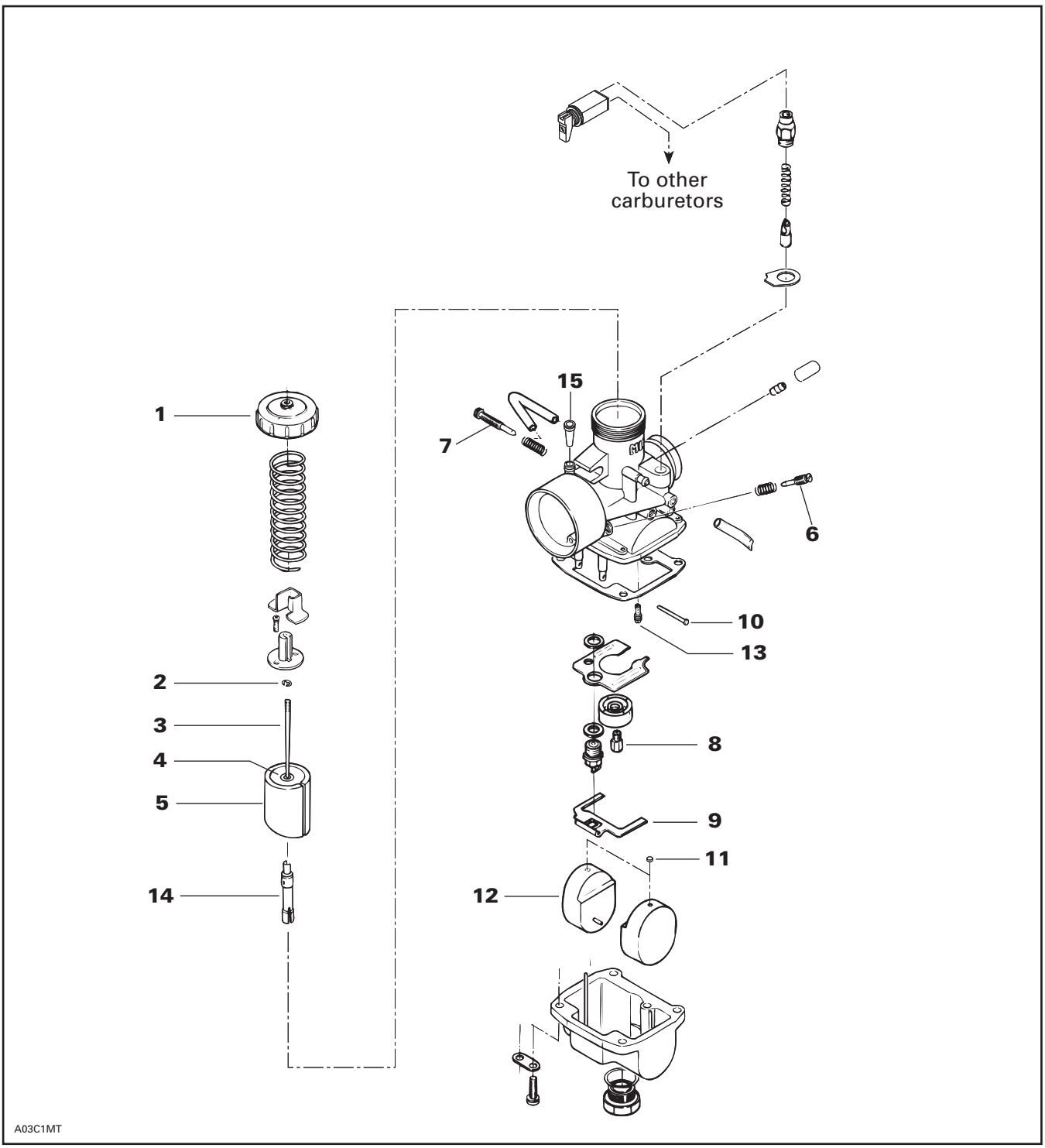
Prior to installing starter grip no. 13 on new rope, it is first necessary to fuse the rope end with a lit match. Pass rope through starter grip and tie a knot in the rope end. Fuse the knot with a lit match then insert rope end down and pull the starter grip over the knot.



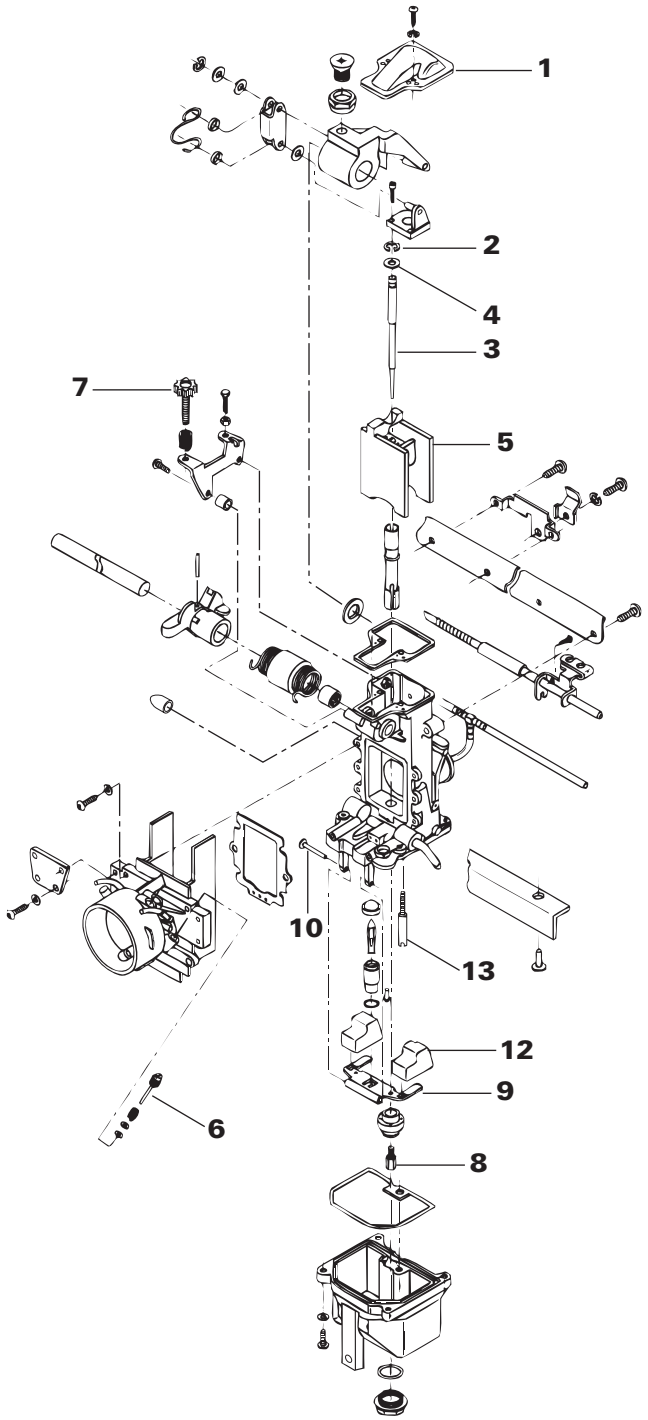
TYPICAL

CARBURETOR AND FUEL PUMP

Formula III/III LT and Mach 1



Carburetor TM 38 C159



A06C38T

PARTS FLAT RATE

REMOVAL

Remove air silencers. Disconnect fuel inlet lines.

Disconnect choke cable(s).

All Models Except Mach Z/Z LT

Unscrew carburetor cover **no. 1** then pull out throttle slide **no. 5** from carburetor.

◆ WARNING

Exercise care when handling throttle slide. Scratches incurred may cause throttle slide to stick open in operation.

Disconnect throttle cable from throttle slide.

Mach Z/Z LT

Disconnect throttle cable from throttle shaft.

All Models

Untighten rubber flange clamps then remove carburetor from engine.

CLEANING AND INSPECTION

The entire carburetor should be cleaned with a general solvent and dried with compressed air before disassembly.

▼ CAUTION

Heavy duty carburetor cleaner may be harmful to the float material and to the rubber parts, O-rings, etc. Therefore, it is recommended to remove those parts prior to cleaning.

Carburetor body and jets should be cleaned in a carburetor cleaner following manufacturer's instructions.

◆ WARNING

Solvent with a low flash point such as gasoline, naphtha, benzol, etc., should not be used as they are flammable and explosive.

15, Filter

Check for clogged filter. Clean or replace as required.

Check inlet needle tip condition. If worn, the inlet needle and seat must be replaced as a matched set.

NOTE: Install needle valve for snowmobile carburetor only. It is designed to operate with a fuel pump system.

Check throttle slide for wear. Replace as necessary.

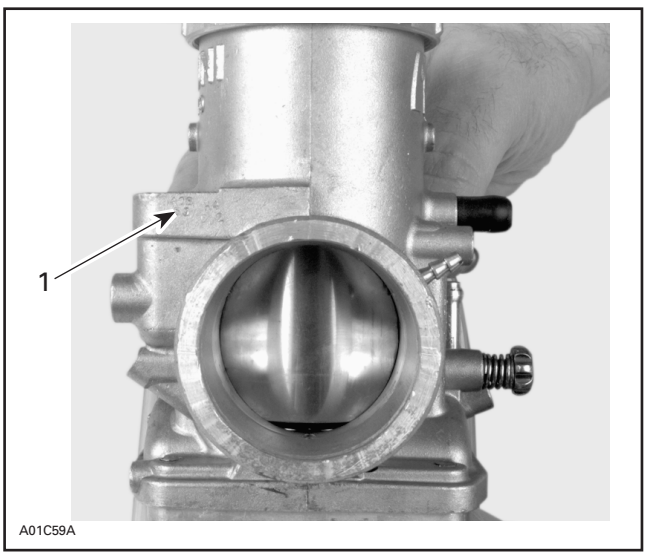
Check idle speed screw straightness. Replace as necessary.

Check for fuel soaked into float **no. 12**; replace as necessary.

Check float for cracks or other damages affecting free movement; replace as necessary.

IDENTIFICATION

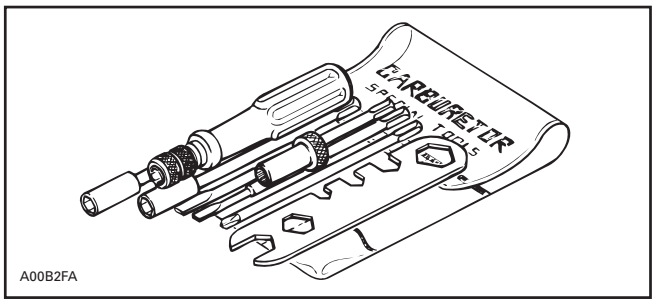
All carburetors are identified on their body.



1. Identification: 34-482

DISASSEMBLY AND ASSEMBLY

NOTE: To ease the carburetor disassembly and assembly procedures it is recommended to use carburetor tool kit (P/N 404 1120 00).



2,3, E-clip and Needle

All Models Except Mach Z/Z LT

Remove screws from needle retaining plate to withdraw the needle.

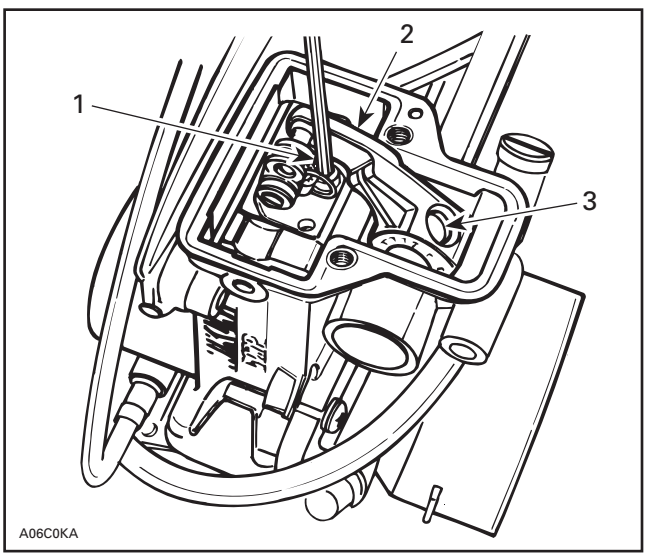
Mach Z/Z LT

To remove needle or to change its position or to remove throttle slide, remove caburetor cover.

Except for MAG side carburetor, unscrew locking screw and adjusting nut form throttle shaft.

Move arm aside just enough for unscrewing Allen screw retaining throttle slide.

For MAG side carburetor, raise throttle slide half way then unscrew Allen screws.



1. Allen screw
2. Arm moved aside
3. Locking screw and adjusting nut removed

All Models

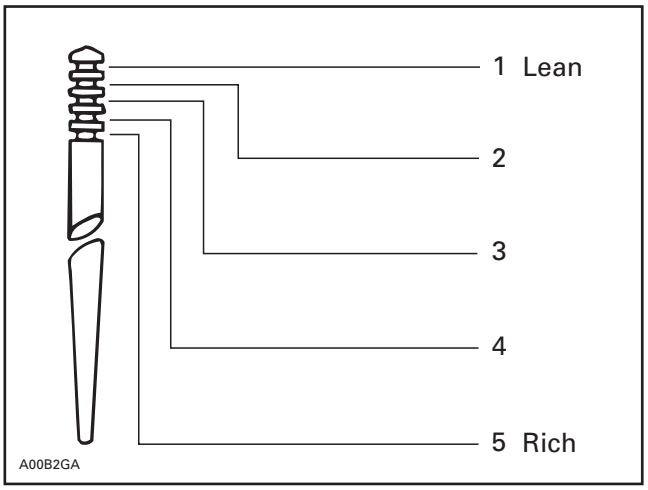
The position of the needle in the throttle slide is adjustable by means of an E-clip inserted into 1 of 5 grooves located on the upper part of the needle. Position 1 (at top) is the leanest, 5 (at bottom) the richest.

NOTE: The last digit of the needle identification number gives the recommended position of the E-clip **from the top** of the needle.

Example: 6DH4-3

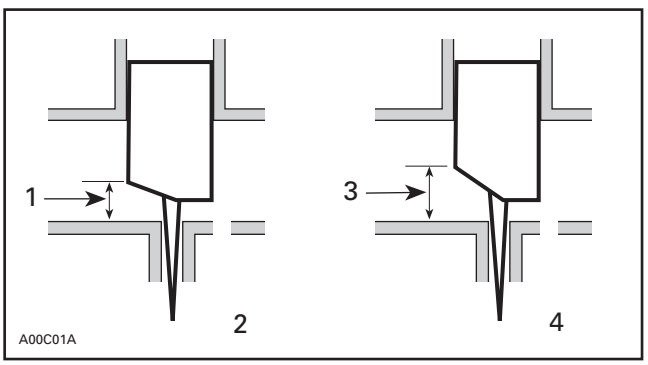
Needle identification

Recommended position. of the E-clip **from top**



CLIP POSITIONS

The size of the throttle slide cut-away affects the fuel mixture between 1/8 to 1/2 throttle opening.



1. Low cut-away low
2. Rich mixture
3. High cut-away high
4. Lean mixture

8, Main Jet

The main jet installed in the carburetor has been selected for a temperature of -20°C (0°F) at sea level. Different jetting can be installed to suit temperature and/or altitude changes. Always check spark plug tip and/or piston dome color to find out correct jetting.

CARBURETOR FLOAT LEVEL ADJUSTMENT

9,10, Float Arm and Float Arm Pin

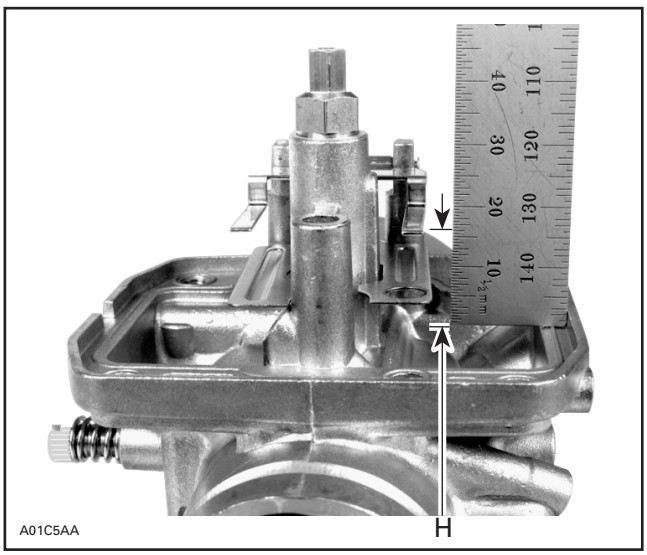
Correct fuel level in float chamber is vital toward maximum engine efficiency. To check for correct float level proceed as follows:

– Make sure that float arm is symetric — not distored.

– Remove float bowl and gasket from carburetor.

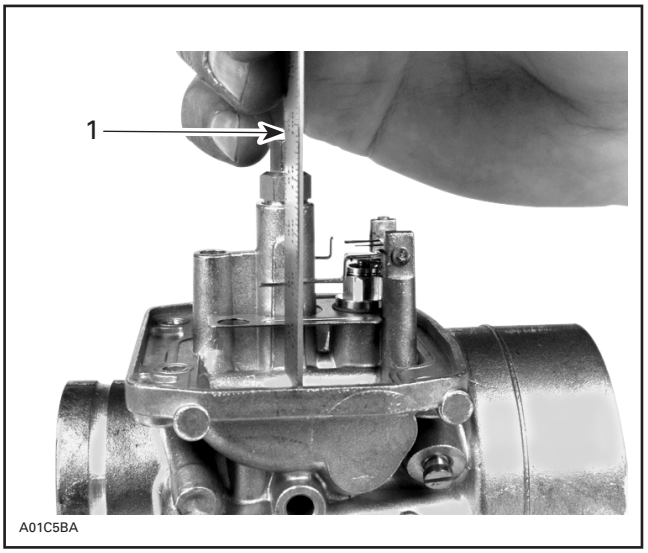
All Models Except Mach Z/Z LT

– With carburetor chamber upside-down on a level surface, measure height H between bowl seat and top edge of float arm. Keep ruler perfectly vertical and in line with main jet hole.



TYPICAL

H: Float height (including float arm thickness)



1. Ruler vertical and in line with main jet

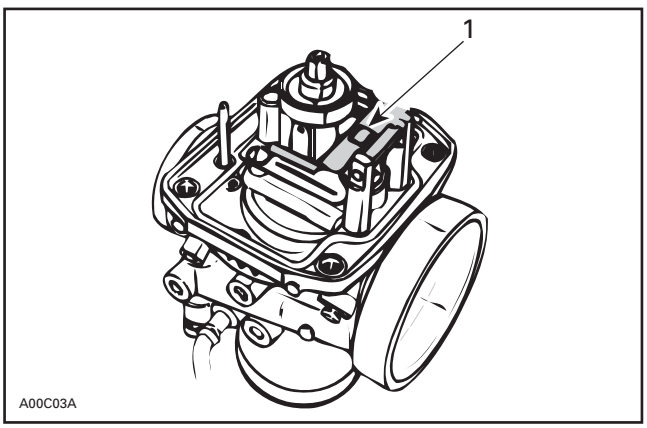
Mach Z/Z LT

Do not turn carburetor up side down. Measure-float arm height when it just touches needle valve without moving it.

CARBURETOR MODEL	FLOAT HEIGHT H	
	± 1 mm	(± .040 in)
Formula III/III LT	18.1	(.713)
Mach 1	18.1	(.713)
Mach Z/Z LT	20.0	(.787)

To Adjust Height H:

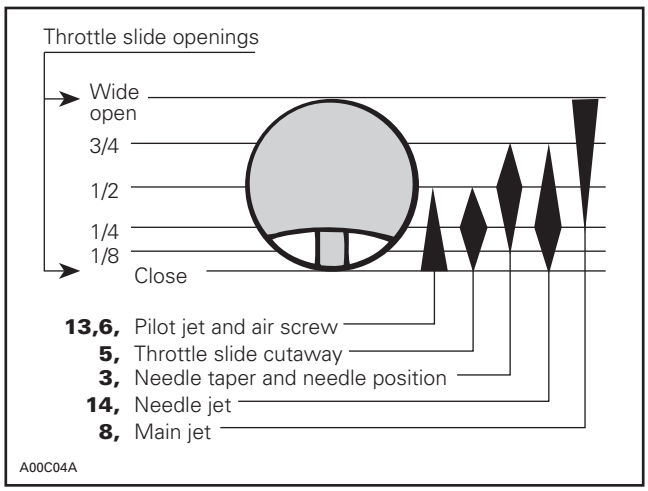
– Bend the contact tab of float arm until the specified height is reached.



1. Contact tab

The following illustration shows the part of the carburetor which begins and stops to function at different throttle slide openings.

Note that the wider part of symbol corresponds to the opening mostly affected. For instance, throttle slide cut-away begins to function at closed position but it is most effective at 1/4 opening and decreases up to 1/2 opening.



VIEW FROM AIR INTAKE OPENING

NOTE: For fine tuning refer to TECHNICAL DATA 09-02 and to SPARK PLUG 05-03.

NOTE: For high altitude regions, the *High Altitude Technical Data Booklet* (P/N 484 0648 00 and 484 0545 00 for binder) gives information about calibration according to altitude and temperature.

INSTALLATION

▼ CAUTION

Never allow throttle slide(s) to snap shut.

To install carburetor on engine, inverse removal procedure.

However, pay attention to the following:

– Inspect throttle cable and housing prior to installation.

On applicable models, make sure to align tab of carburetor and air intake silencer (if applicable) with notch of adaptor(s). On applicable models, install adaptor with up mark facing up.

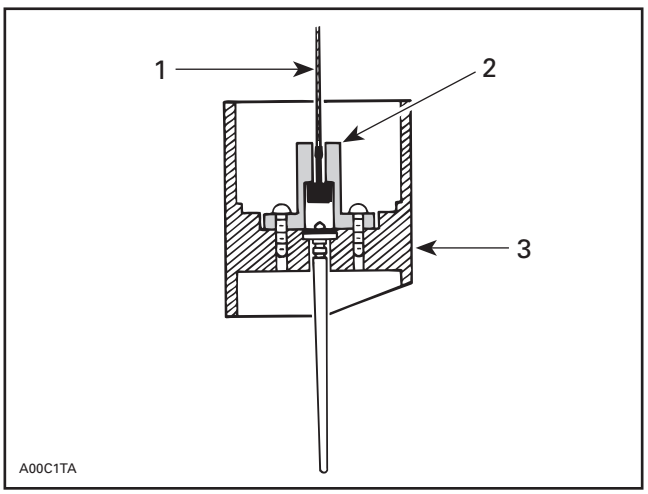
▼ CAUTION

The rubber flange must be checked for cracks and/or damage. At assembly, the flange must be perfectly matched with the air intake manifold or severe engine damage will occur. Beside do not interchange carburetors, the jetting may be different on each side. A red dot is printed on MAG carburetor (blue on PTO side) and on the high tension coil support. Match the carburetor and the support dots.

Install clamps in a way that their tightening bolts are staggered — not aligned.

Hook throttle cable into the needle retainer plate.

NOTE: Do not obstruct hole in throttle slide when installing needle retaining plate. This is important to allow air escaping through and thus allowing a quick response.



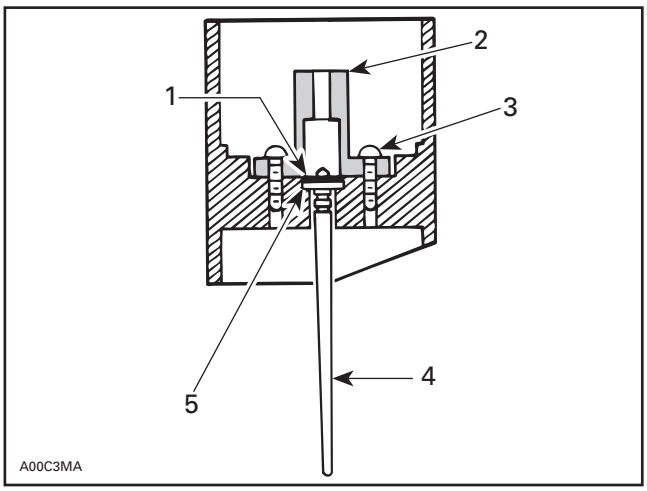
CENTER POST TYPE

1. *Throttle cable*
2. *Needle retaining plate*
3. *Throttle slide*

Make sure the nylon packing **no. 4** is installed on all applicable throttle slides.

▼ CAUTION

Serious engine damage can occur if this notice is disregarded.

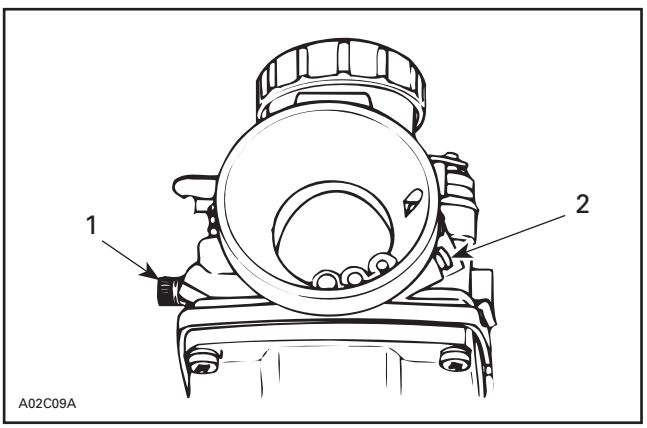


CENTER POST TYPE

1. *E-clip*
2. *Needle retaining plate*
3. *Screw*
4. *Needle*
5. *Nylon packing*

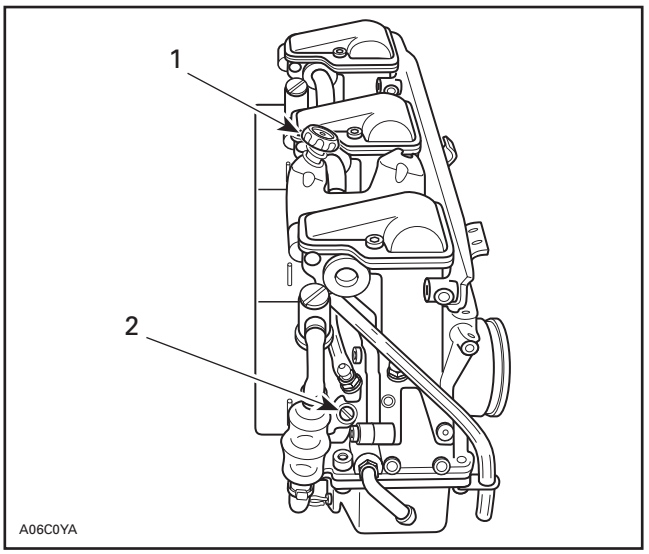
CARBURETOR ADJUSTMENTS

All Models Except Mach Z/Z LT



1. *Idle speed screw*
2. *Air screw*

Mach Z/Z LT



TYPICAL

1. *Idle speed screw*
2. *Air screw (on each carburetor)*

6, Air Screw Adjustment

All Models

Completely close the **air screw** (until a slight seating resistance is felt) then back off as specified.

Turning screw in clockwise enrichners mixture and conversely, turning it out counterclockwise leans mixture.

Refer to TECHNICAL DATA 09-02 for the specifications.

Carburetor Synchronization

All Models Except Mach Z/Z LT

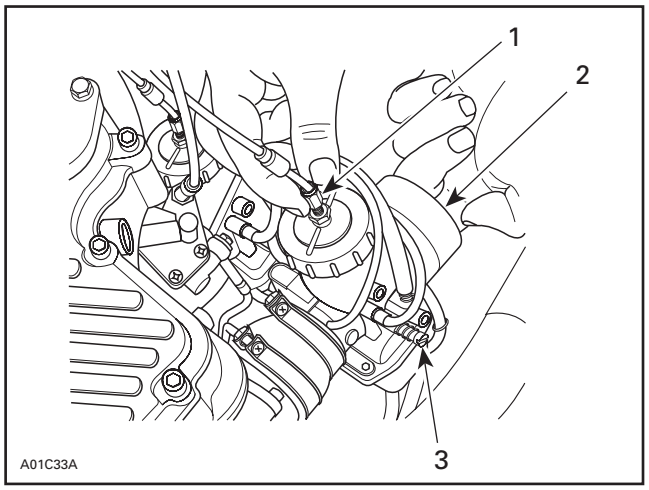
All carburetor slides must start to open at the same time.

Completely unscrew idle speed screw on all carburetors.

Unlock cable adjustment lock nut then screw in adjuster until throttle slide bottoms out. Proceed the same for all carburetors.

Unscrew cable adjuster to eliminate all cable play but without raising throttle slide. Proceed with care on all carburetors then tighten jam nuts. All carburetor slide must start to open at the same time, depress throttle lever to check it and turn cable adjuster as required.

Check throttle slide position at wide open throttle. Throttle slide must be flush or 1 mm (.040 in) lower than carburetor **outlet** bore. At that same position, check that throttle slide does not contact carburetor cover. Turn cable adjuster and recheck synchronization.



TYPICAL

1. *Screw in and out until no cable free play exists*
2. *Check that throttle side does not move*
3. *Idle speed screw completely unscrewed*

▼ CAUTION

If the throttle slide rests against the carburetor cover at full throttle opening, this will create too much strain and may damage the throttle cable or other components in throttle mechanism.

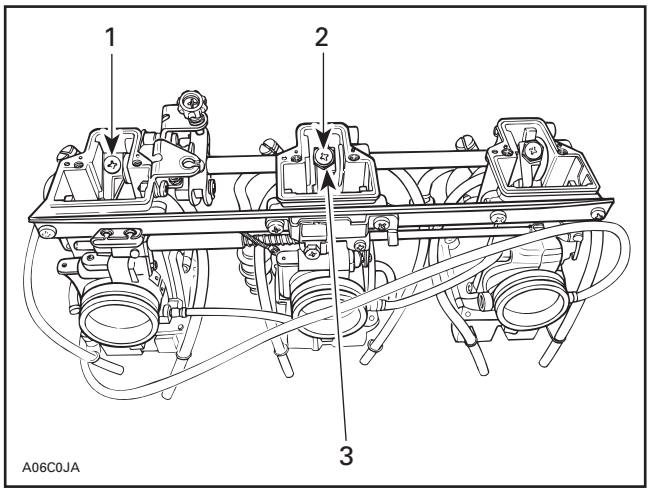
Mach Z/Z LT

All 3 carburetor slides must start to open at the same time.

Visually check for simultaneous opening.

To adjust, remove carburetor covers, loosen locking screws (except for MAG carb.) and turn adjusting nuts accordingly.

Tighten locking screws and recheck synchronization.

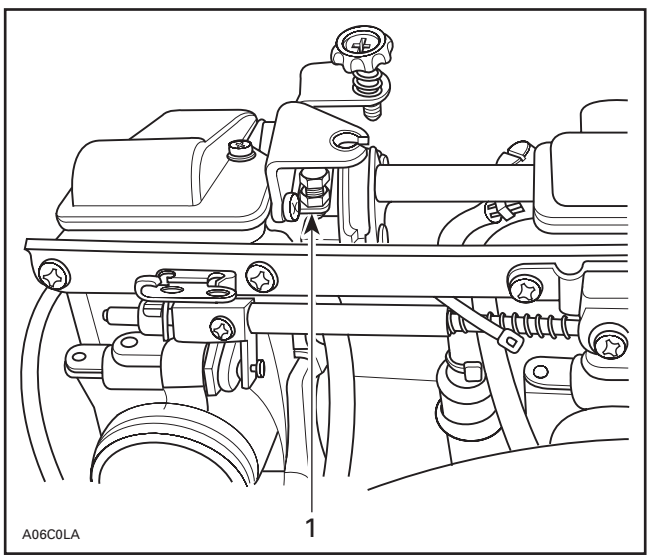


1. *No adjustment on MAG side carburetor*
2. *Locking screws*
3. *Adjusting nut*

NOTE: When using a vacuum gauge or a cylinder balancer or a Unisyn tool for checking carburetor synchronization, always remove 3 carburetor covers.

Full Throttle Adjustment

To avoid stress on throttle cable when throttle lever is against handlebar grip, stop screw must not contact stopper. There must be slight free play between stop screw and its stopper.



TYPICAL — FULL THROTTLE POSITION

1. *Free play between stop screw and its stopper*

Throttle Slide Adjustment

All Models Except Mach Z/Z LT

◆ WARNING

Ensure the engine is turned OFF, prior to performing the throttle slide adjustment.

For maximum performance, correct carburetor throttle slide adjustment is critical.

The following method should be used with engine turned off:

– Idle speed screw must be completely unscrewed. It must not contact throttle slide.

Turn the idle speed screw clockwise until it contacts the throttle slide then continue turning 2 additional turns.

Repeat on the other carburetors. This will ensure identical throttle slide preliminary idle setting. Recheck carburetor synchronization. Adjust idle by turning all idle speed screws of the same amount.

▼ CAUTION

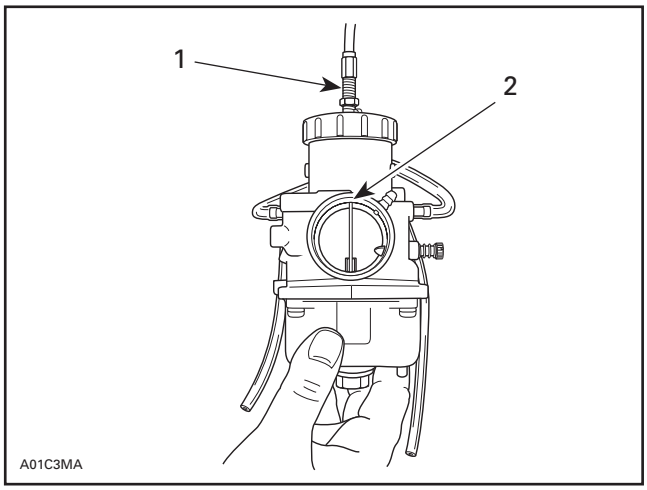
Make sure all carburetors start to operate simultaneously.

▼ CAUTION

The oil injection pump adjustment must be checked each time carburetor is adjusted. Refer to OIL INJECTION SYSTEM 03-05.

All Models Except Mach Z/Z LT

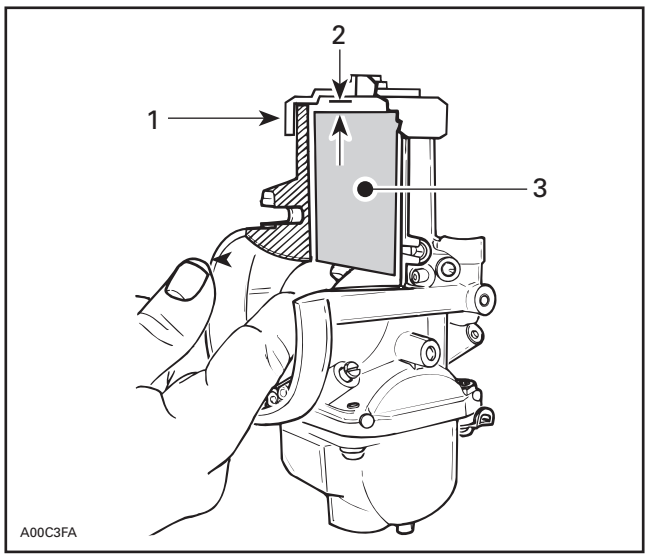
Throttle slide must be flush or 1.0 mm (.040 in) lower than the top of carburetor oulet bore (engine side).



THROTTLE LEVER AGAINST HANDLE GRIP

1. *Throttle cable adjuster*
2. *Throttle slide flush or 1.0 mm (.040 in) lower than carburetor oulet bore (engine side)*

Once carburetor adjustment is performed, check that **with the throttle lever fully depressed**, there is a free play between the carburetor cover and top of throttle slide.



THROTTLE LEVER AGAINST HANDLE GRIP

1. *Cover*
2. *Free play*
3. *Throttle slide*

◆ WARNING

This gap is very important. If the throttle slide rests against the carburetor cover at full throttle opening, this will create too much strain and may damage the throttle cable or other components in throttle mechanism.

Recheck carburetor synchronization.

▼ CAUTION

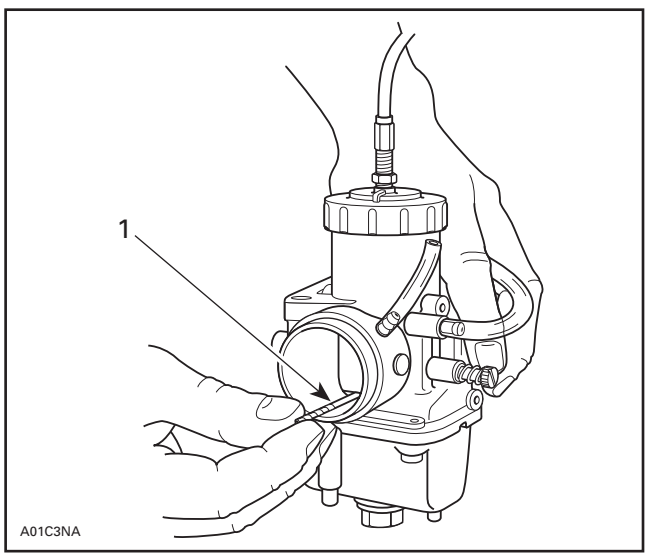
The oil injection pump adjustment must be checked each time carburetor is adjusted. Refer to OIL INJECTION SYSTEM 03-05.

PRELIMINARY IDLE SPEED ADJUSTMENT

Adjust throttle slide height (see table) by turning idle speed screw no. 7.

Final adjustment (engine running at idle speed) should be within 1/2 turn of idle speed screw from preliminary adjustment.

Models	Throttle Slide Height mm (in)
Formula III/III LT	1.2 (.047)
Mach 1	1.4 (.055)
Mach Z/Z LT	1.3 (.051)



TYPICAL
1. Drill bit used as gauge for throttle slide height

IDLE SPEED FINAL ADJUSTMENT

7, Idle Speed Screw

Start engine and allow it to warm then adjust idle speed to specifications by turning idle speed screw clockwise to increase engine speed or counterclockwise to decrease it.

NOTE: Turn adjustment screw the same amount on all carburetors to keep carburetors synchronized.

Refer to TECHNICAL DATA 09-02 for the specifications.

▼ CAUTION

Do not attempt to set the idle speed by using the air screw. Severe engine damage can occur.

CHOKE

All Models Except Mach Z/Z LT

Choke Plunger Adjustment

Set choke lever to fully open position.



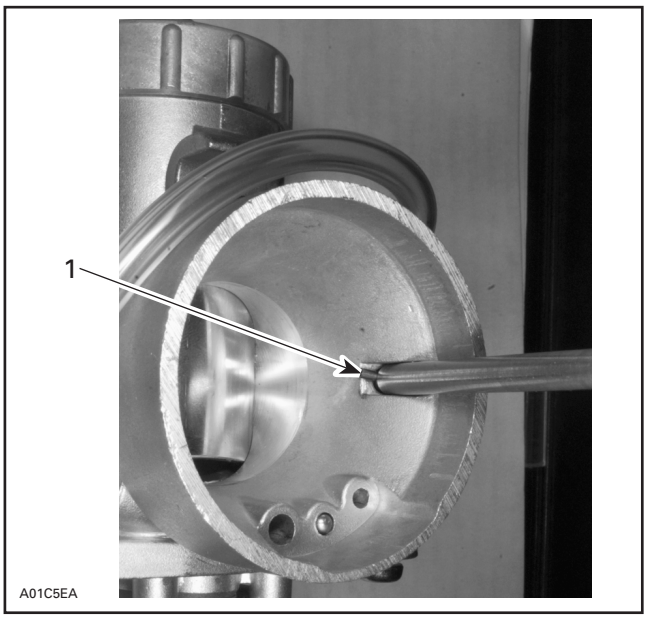
CHOKE LEVER — FULLY OPEN POSITION

Insert choke plunger tool into choke air inlet of each carburetor.

▼ CAUTION

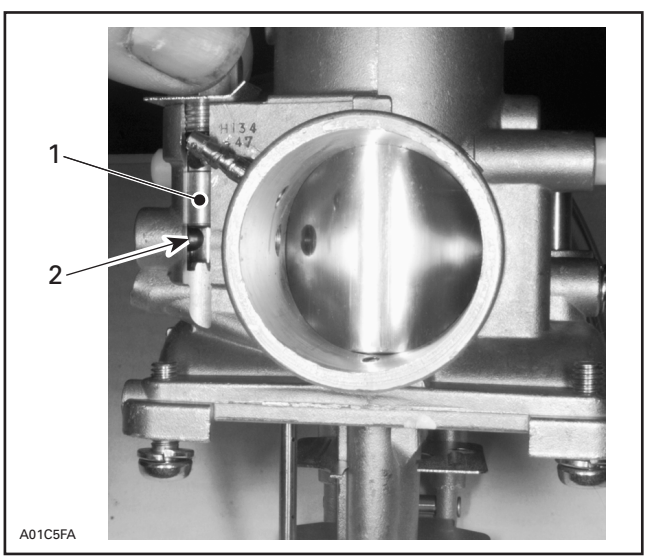
Make sure that tool stopper is properly lean on venturi recess. This will ensure that tool tip is properly seated under choke plunger, as shown on the next photos.

NOTE: Choke plunger tool can be used both sides depending on carburetor type. Use larger diameter for Mikuni 38 mm and smaller diameter for Mikuni 34 mm.



AIR SILENCER SIDE SHOWN

1. *Tool stopper properly leaned on venturi recess*

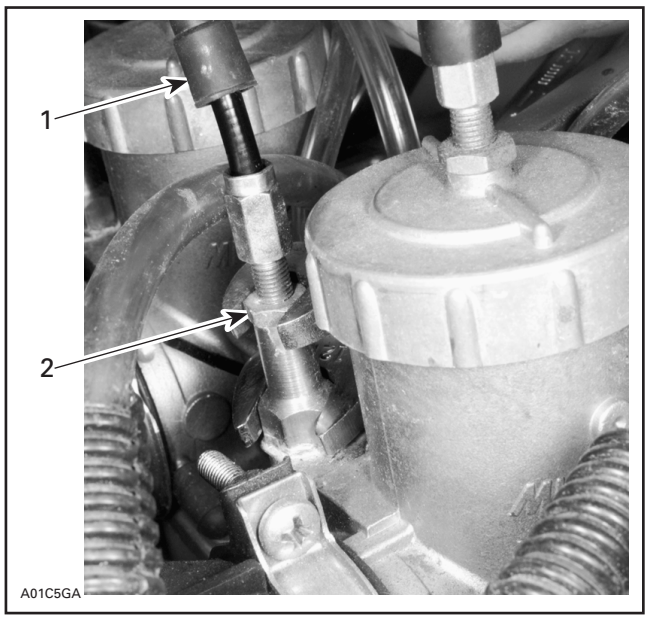


ENGINE SIDE SHOWN (CUTAWAY)

1. *Choke plunger*
2. *Tool properly seated under choke plunger*

If tool tip does not seat under choke plunger, adjust as follows:

Lift up protector cap and loosen choke cable lock nut, as shown in the next photo.

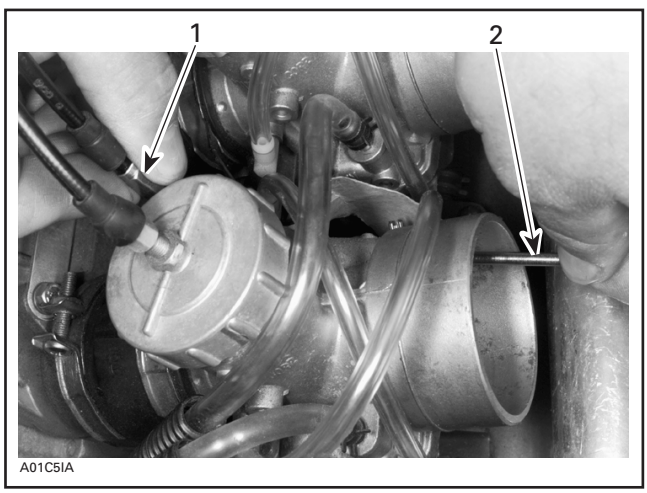


1. *Lift up protector cap*
2. *Loosen lock nut*

Set choke lever to fully open position.

Turn choke cable adjustment nut by hand until tool properly seats under choke plunger.

NOTE: A light pressure should be needed to positioned tool under plunger.



1. *Choke cable adjustment nut*
2. *Choke plunger tool*

Tighten choke cable lock nut and reinstall protector cap.

Set choke lever to close and open positions and ensure that tool properly seats under plunger **only** when lever is set to fully open position.

Set choke lever to close position and, by pulling and pushing choke lever, make sure there is no tension on cable (free play).



CHOKE LEVER — CLOSED POSITION

Mach Z/Z LT

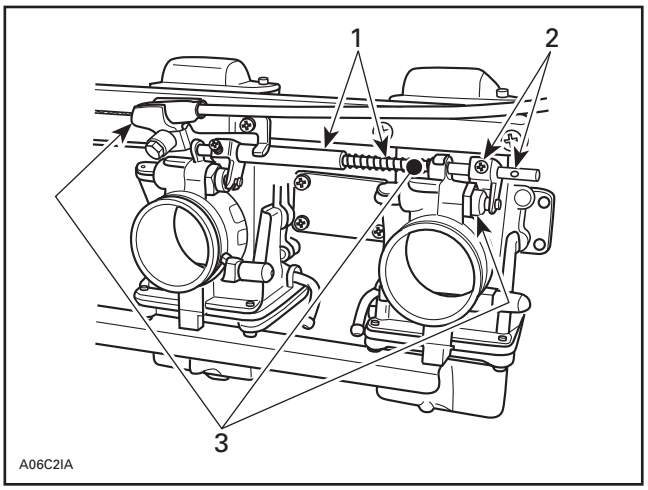
Choke Rod

Check for free movement of choke rod. If hard to slide, remove 3 plunger ferrules then choke rod.

Throughly clean choke rod and its mounting hole on each carburetor.

Remove plunger grommet from each carburetor. Fill the grommet interior with dielectric grease (P/N 413 7017 00). Reinstall the grommets.

Apply dielectric grease (P/N 413 7017 00) on choke rod and reinstall it with its retrun spring and spacer on PTO side. Make sure that ferrule screws align with each rod hole. Tighten screws to 2 N•m (18 lbf•**in).**



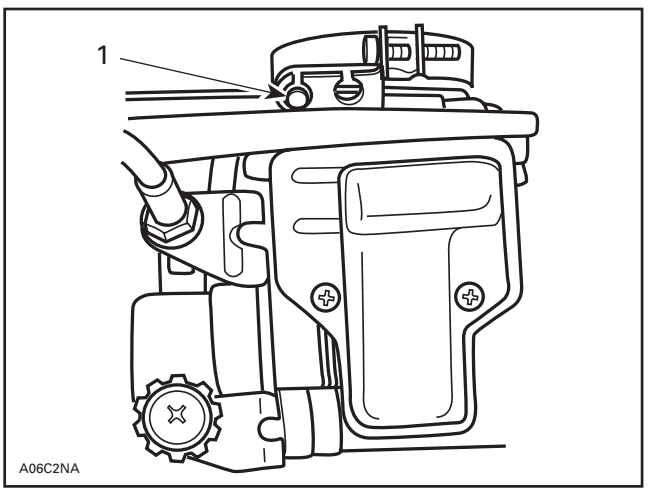
1. Spacer and spring on PTO side
2. Ferrule screw aligned with rod hole
3. Dielectric grease

Apply dielectric grease (P/N 413 7017 00) on cable housing end.

All 3 plungers must start to open at the same time. Bend ferrule end as required. Do not change position of ferrule on rod. Its screw must remain in line with choke rod hole.

Choke Cable Adjustment

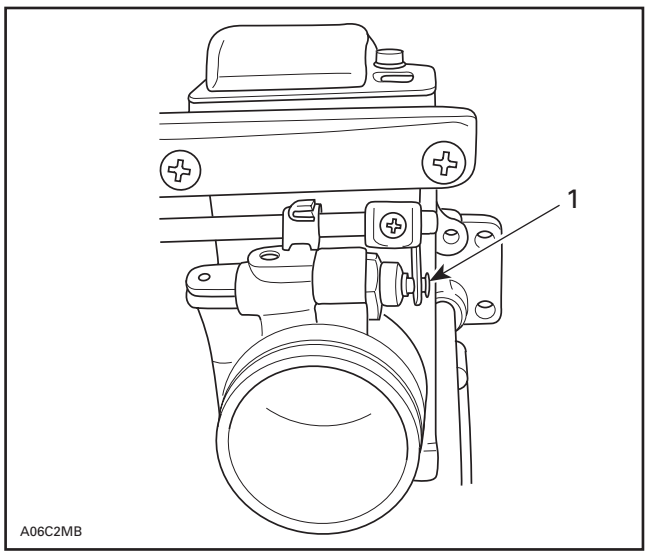
Choke cable barrel must be in left hole of sliding rod lever.



1. Cable barrel in left hole

Air intake silencer must be reinstalled and choke cable properly routed before finalizing adjustment.

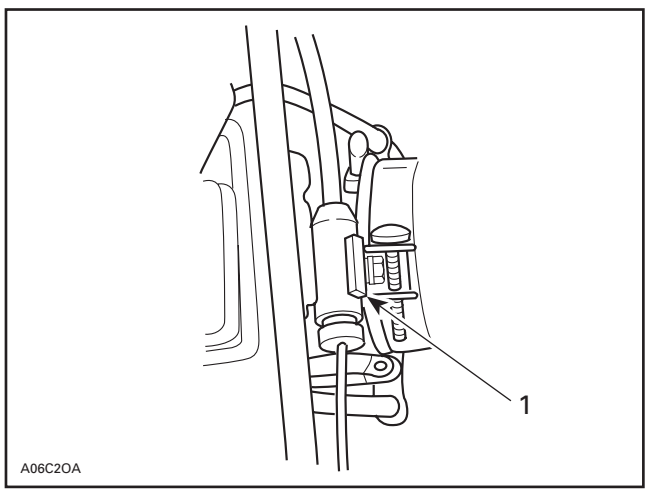
Adjust choke cable to obtain a maximum gap of approximately 0.3 mm (.012 in) between tab and plunger when choke lever is not activated.



1. 0.3 mm (.012 in) gap maximum

NOTE: If there is no gap between tab and plunger, a rich condition will occur and throttle response will be affected; if the gap is too great, the plunger stroke will be reduced causing poor cold engine starting.

If adjustment is required, loosen cable support on middle carburetor to change choke cable position.

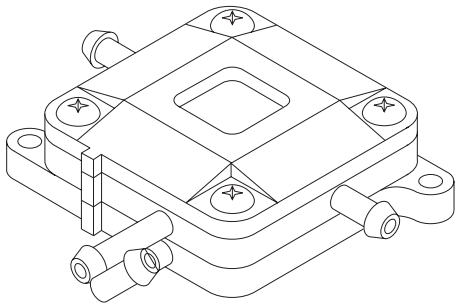


1. Choke cable support

After adjustment, retighten screw.

FUEL PUMP

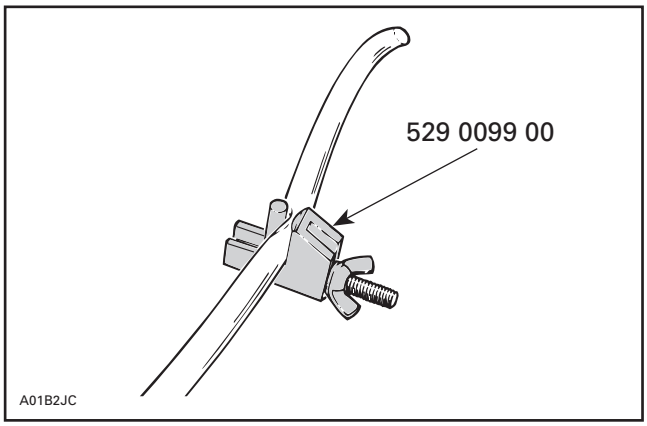
All Models



A06C3SS

REMOVAL

Install a hose pincer (P/N 529 0099 00) on fuel supply line close to pump inlet.



Disconnect fuel outlet line(s).

Disconnect impulse line.

Remove screws securing fuel pump.

PUMP VERIFICATION

Check fuel pump valves operation as follows:

Connect a clean plastic tubing to the inlet nipple and alternately apply pressure and vacuum with pump of leak test kit. The inlet valve should release with pressure and hold under vacuum.

Repeat the same procedure at the outlet nipple. This time the outlet valve should hold with pressure and release under vacuum.

NOTE: On model fitted with 2 outlets, plug 1 outlet with finger while checking outlet valve.

Check impulse diaphragm and gasket on high-supply fuel pump with twin outlets as follows:

Connect a clean plastic tubing to the impulse nipple and plug vent hole on top cover. Either apply pressure or vacuum. The diaphragm/gasket must not leak.

CLEANING AND INSPECTION

The entire pump should be cleaned with general purpose solvent before disassembly.

Fuel pump components should be cleaned in general purpose solvent and dried with compressed air.

◆ WARNING

Solvent with a low flash point such as gasoline, naphtha, benzol, etc., should not be used as each is flammable and explosive.

Inspect diaphragm. The pumping area should be free of holes, tears or imperfections. Replace as needed.

High-supply pump with twin outlets: Thoroughly clean filter on top cover. Replace pump if too dirty.

INSTALLATION

To install, inverse removal procedure.

◆ WARNING

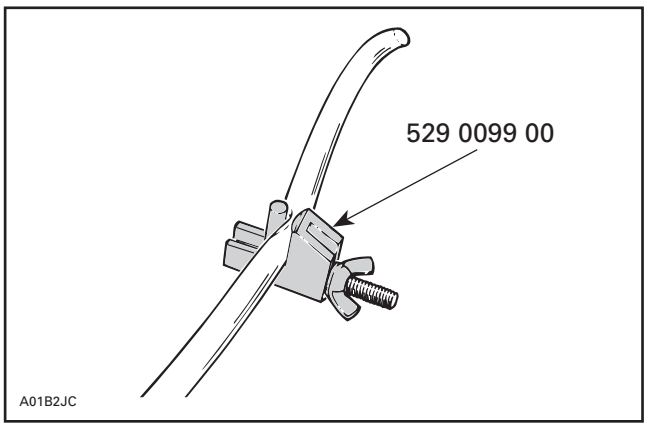
Pressure test to ensure there is no leak in fuel system.

FUEL TANK AND THROTTLE CABLE

Fuel Tank Lines

◆ WARNING

When draining a fuel tank or whenever a fuel line is disconnected, obstruct line with a hose pincher (P/N 529 0099 00) or equivalent device. Fuel is flammable and explosive under certain conditions. Ensure work area is well ventilated. Do not smoke or allow open flames or sparks in the vicinity.



Impulse/Fuel Lines Spring Clips (all models)

Always reposition spring clips after any repair to prevent possible leaks.

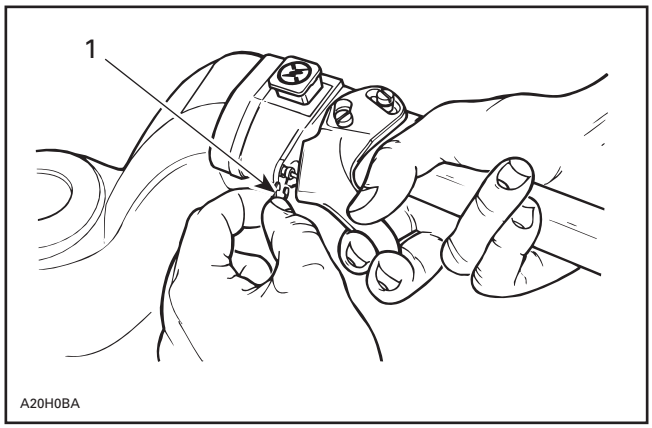
Throttle Cable Circlip at Handlebar (all models)

Put silicone grease (P/N 413 7017 00) around cable barrel. Locate circlip as per illustration.

◆ WARNING

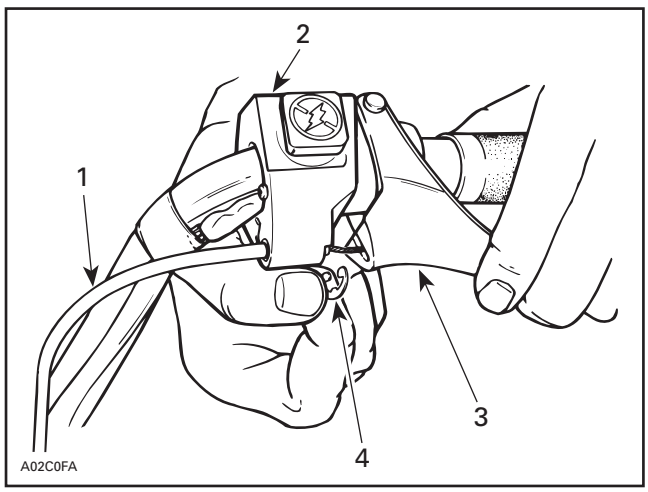
If this procedure is disregarded, throttle might be half-open at normally closed position and the engine will speed up when starting.

Models with Easy Action Throttle Lever



TYPICAL
1. Circlip

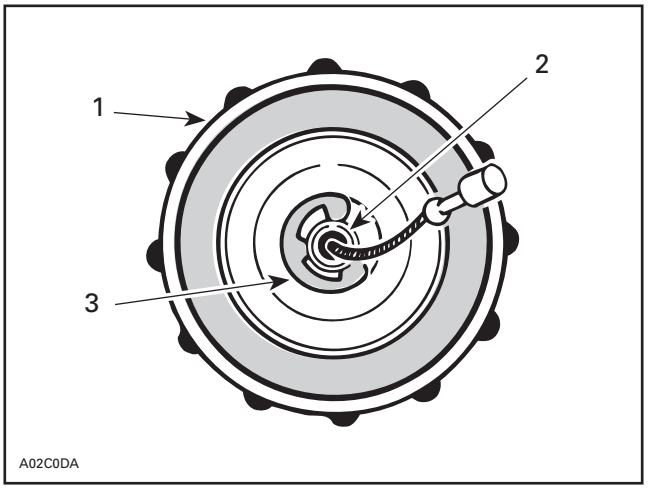
Other Models



TYPICAL
1. Throttle cable housing
2. Throttle handle housing
3. Throttle handle
4. Circlip

Throttle Cable O-ring and Retaining Ring at Carburetor (some models)

Locate O-ring outside of carburetor cover and retaining ring inside.



1. Carburetor cover
2. Throttle cable housing
3. Retaining ring

Adjust throttle cable as specified in CARBURETOR AND FUEL PUMP 03-08.

Throttle Cable Routing

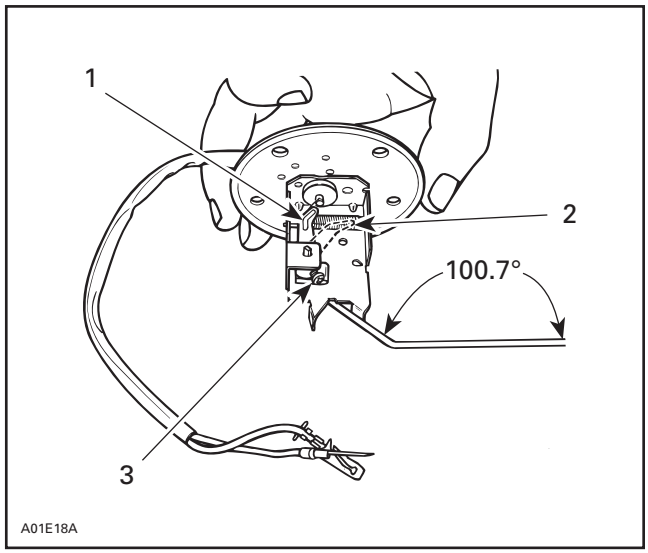
▼ CAUTION

Check that throttle cable is routed away from sharp edges, hot or vibrating parts. When turning steering while engine is running, idle speed must not vary.

Fuel Level Sensor

Inspection

Visually inspect the condition of connectors and wiring throughout the circuit. Connections must be clean and tight, and wiring free of damage. Repair as necessary. Use silicone dielectric grease to prevent corrosion at the connectors. Operate the engine to see if the problem has been corrected. If not, remove fuel level sensor from fuel tank and check rod angle (100.7°), resistance at full position (3 ± 2 Ω) and resistance at empty position (110 ± 7 Ω).



1. Full position (3 ± 2 Ω)
2. Empty position (110 ± 7 Ω)
3. Loosen to adjust

Fuse replacement

A 0.25 ampere fuse protects fuel level sensor circuitry. Remove seat to gain access.

Fuel Level Sensor Screws

Torque fuel level sensor retaining screws to 1 N•m (8 lbf•**in**) in the sequence shown and then to 2.5 N•m (22 lbf•**in**), using the same sequence.

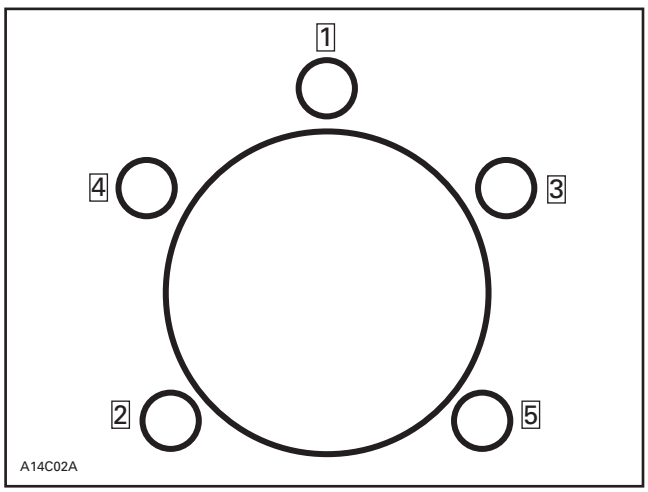


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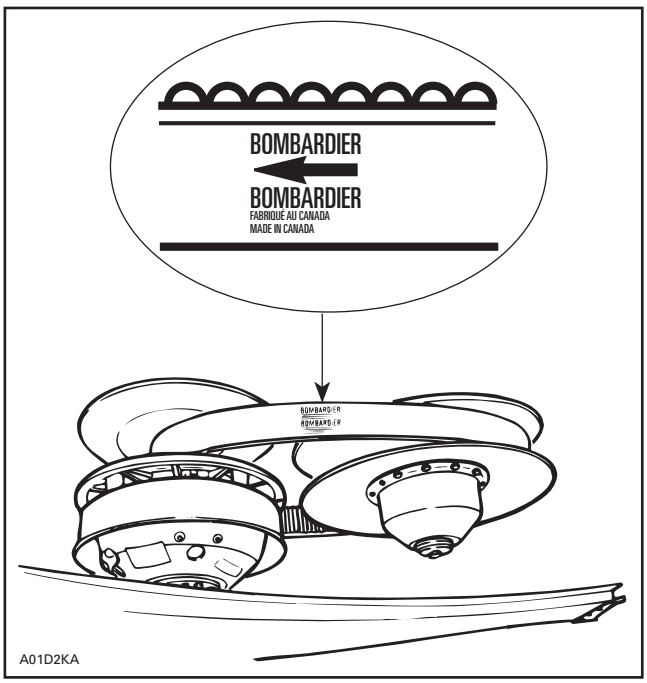
DRIVE BELT

1997 APPLICATION CHART

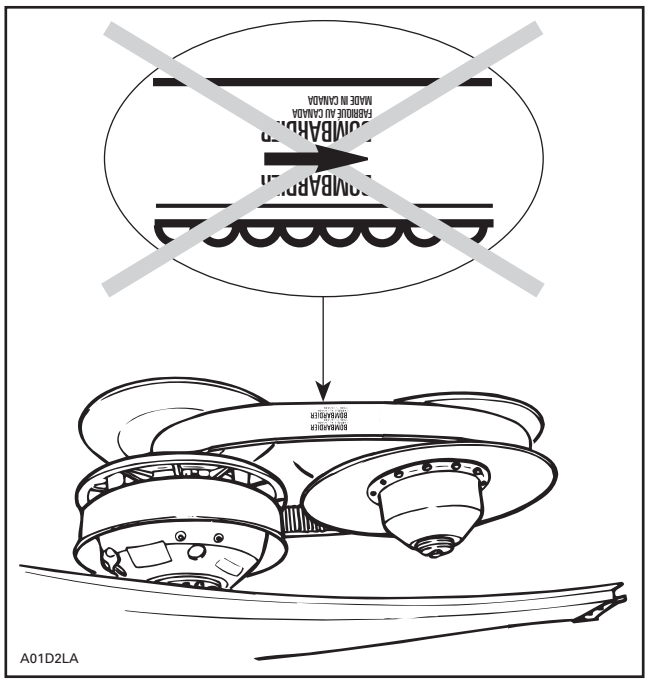
MODEL	PART NUMBER	WIDTH (NEW) ± 0.25 mm (.010 in)	MINIMUM WIDTH (WEAR LIMIT)
FORMULA III/III LT, MACH 1/Z/Z LT	415 0603 00	35 mm (1-3/8'')	33 mm (1-19/64'')

ROTATION DIRECTION

The maximum drive belt life span is obtained when the drive belt is installed as shown. This will ensure that correct direction of rotation is respected.



CORRECT



INCORRECT

NOTE: For used drive belt, mark and reinstall in the same position.

DRIVE BELT DEFLECTION MEASUREMENT

NOTE: The drive belt deflection measurement must be performed each time a new drive belt is installed.

NOTE: To obtain an accurate drive belt deflection measurement, it is suggested to allow a break-in period of 50 km (30 mi).

Before checking the belt deflection, ensure vehicle has the proper belt (Refer to the application chart).

Adjust pulley distance and alignment. Refer to PULLEY DISTANCE AND ALIGNMENT 04-05 .

To obtain maximum vehicle performance, the belt tension must be adjusted according to specifications shown in the accompanying chart.

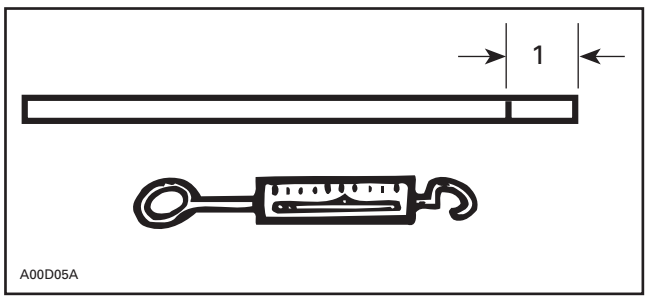
MODEL	DEFLECTION mm (in)	FORCE kg (lb)	HEIGHT† OVER DRIVEN PULLEY
All Models	32 ± 5 (1-1/4 ± 13/64)	11.3 (25)	0 - 1.5 mm (0 - 1/16'')

†FOR REFERENCE ONLY

To Check Tension

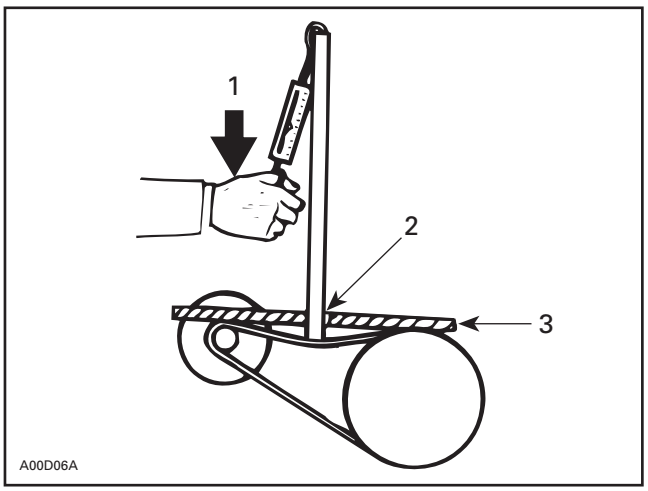
Position a reference rule on drive belt.

Wooden Stick and Spring Scale Method:



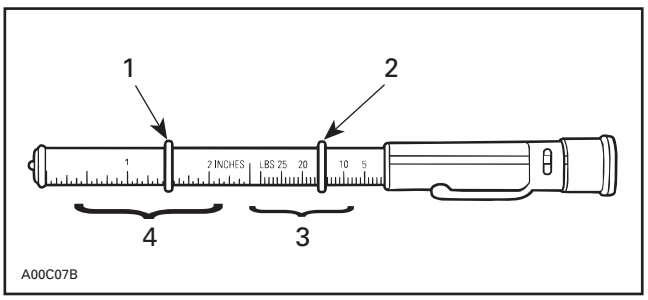
1. Mark specified deflection

Using spring scale and stick, apply specified force on drive belt halfway between pulleys as shown.



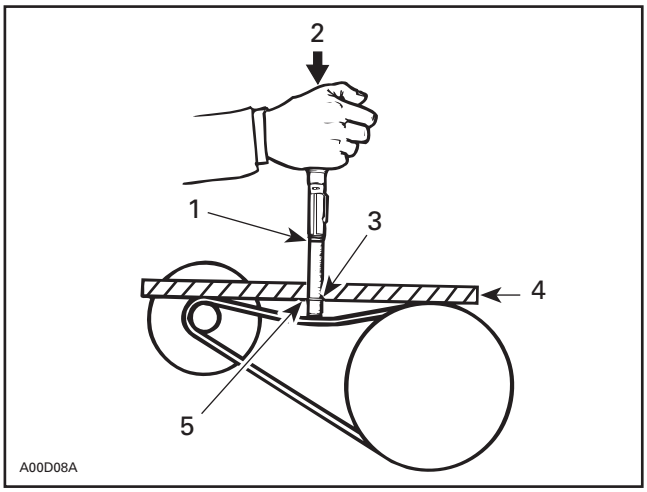
1. Force
2. Read deflection here
3. Reference rule

Or use the belt tension tester (P/N 414 3482 00).



1. Lower O-ring
2. Upper O-ring
3. Force (Read Down)
4. Deflection (Read Up)

1. Slide lower O-ring of deflection scale to specified measure.
2. Slide upper O-ring to zero on the force scale.
3. Apply pressure until lower O-ring is flush with edge of rule and read force on the upper scale at top edge of O-ring.



1. Upper O-ring
2. Force
3. Lower O-ring
4. Reference rule
5. Deflection

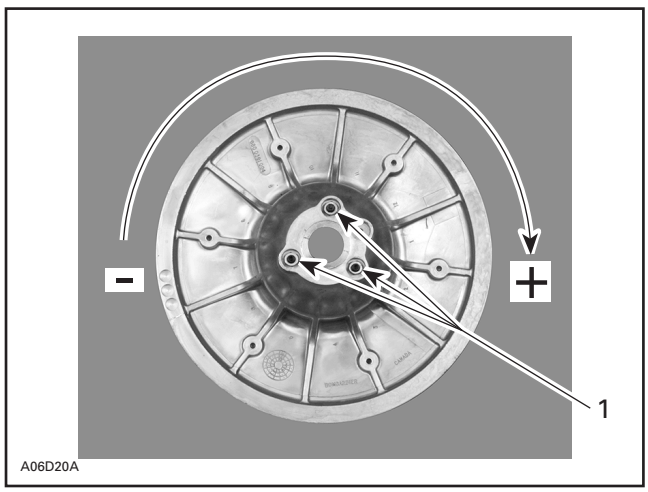
DEFLECTION ADJUSTMENT

Adjust pulley distance according to specification, refer to PULLEY DISTANCE AND ALIGNMENT 04-05, then adjust drive belt deflection using Allen screws, as shown.

To increase deflection: turn Allen screws clockwise.

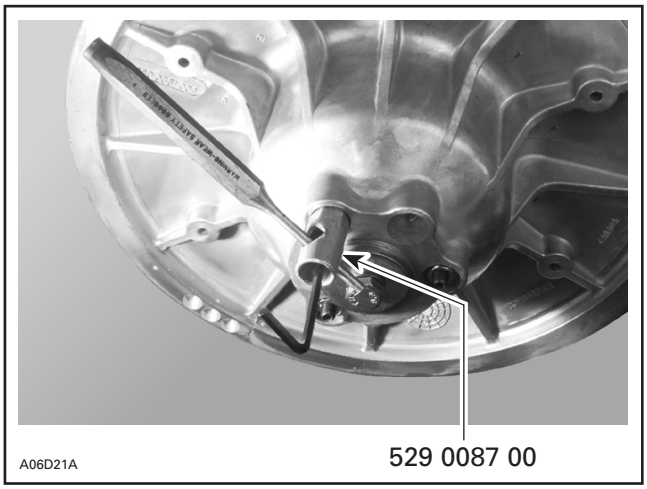
To decrease deflection: turn Allen screws counterclockwise.

NOTE: Turn Allen screws 1/4 turn at a time, then rotate driven pulley to allow drive belt to settle in pulley. Check deflection, repeat as required.



1. Allen screw with jam nut

Allen screws should be restrained while tightening jam nut to prevent throwing adjustment out. Use drive belt tension adjuster (P/N 529 0087 00).



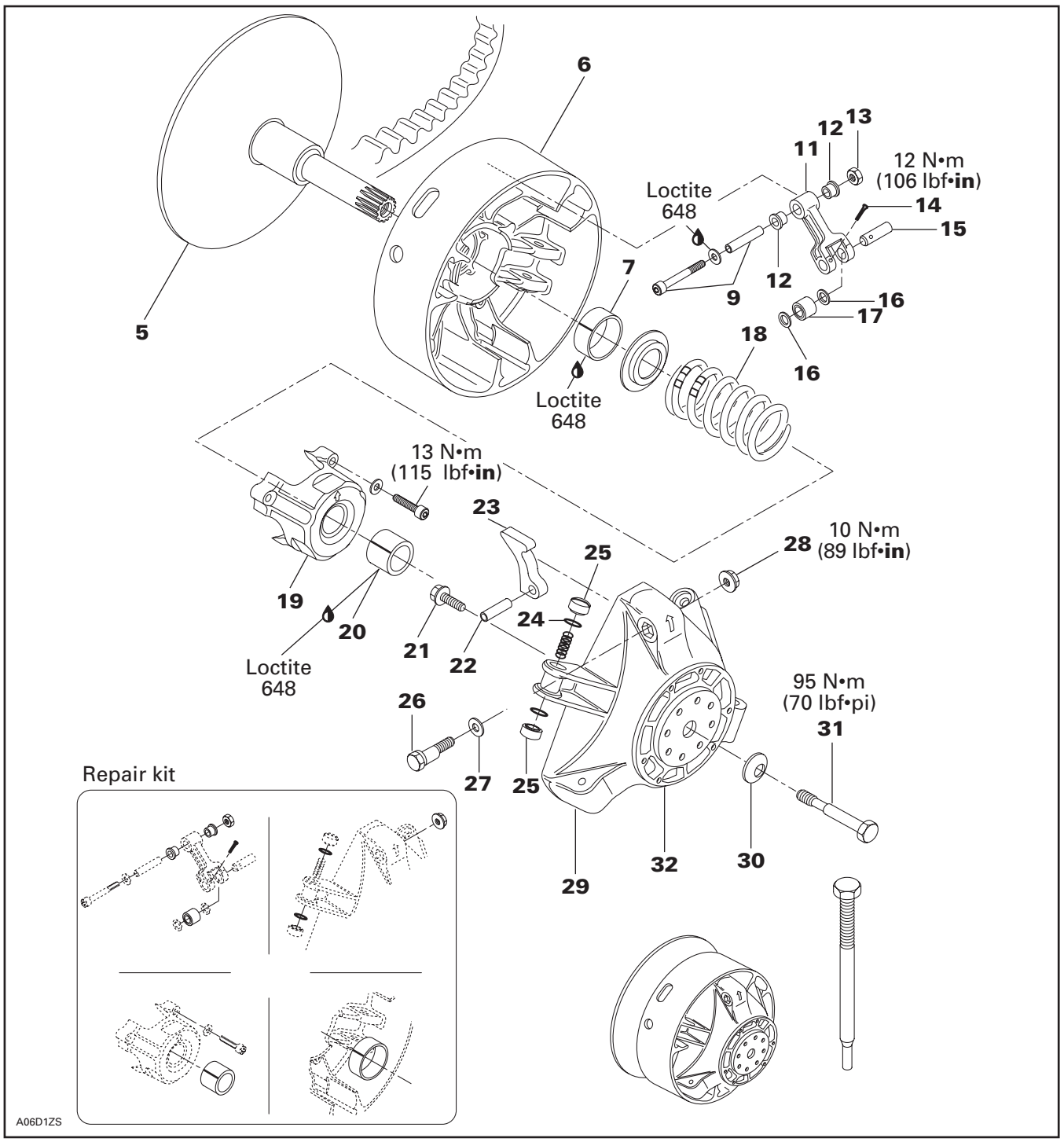
Restrain Allen screws with the wrench and tighten nut with the socket using socket handle provided in tool box.

DRIVE PULLEY

TRA

All Models

NOTE: This is a lubrication free drive pulley.



GENERAL

Some drive pulley components (return spring, ramp) can be changed to improve vehicle performance in high altitude regions. The *High Altitude Technical Data* booklet (P/N 484 0648 00 and 484 0545 00 for binder) gives information about calibration according to altitude.

▼ CAUTION

Such modifications should only be performed by experienced mechanics since they can greatly affect vehicle performance. Verify spring specifications before installation. Do not only refer to the spring color code.

NOTE: TRA clutch stands for Total Range Adjustable clutch.

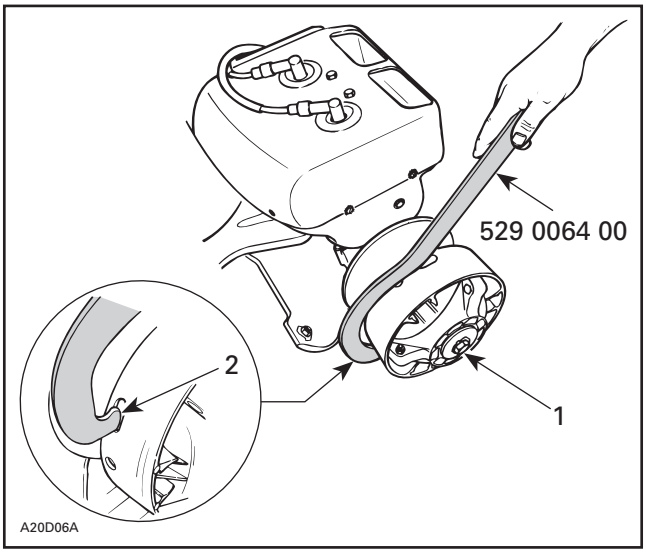
◆ WARNING

Any drive pulley repairs must be performed by an authorized Bombardier snowmobile dealer, or other such qualified person. Subcomponent installation and assembly tolerances require strict adherence to procedures detailed.

REMOVAL

30,31, Conical Spring Washer and Screw

Use clutch holder (P/N 529 0064 00).



TYPICAL

1. *Retaining screw*
2. *Insert in any slot*

NOTE: Sliding half can be removed while fixed half remains on crankshaft.

◆ WARNING

Never use any type of impact wrench at drive pulley removal and installation.

Remove retaining screw.

To remove drive pulley ass'y and/or fixed half from engine, use puller (P/N 529 0224 00).

▼ CAUTION

These pulleys have metric threads. Do not use imperial threads puller. Always tighten puller by hand to ensure that the drive pulley have the same type of threads (metric vs imperial) prior to fully tighten.

To Remove Drive Pulley Ass'y:

Retain drive pulley with clutch holder.

Install puller in pulley shaft then tighten.

DISASSEMBLY

1,2, Screw and Ring Gear

▼ CAUTION

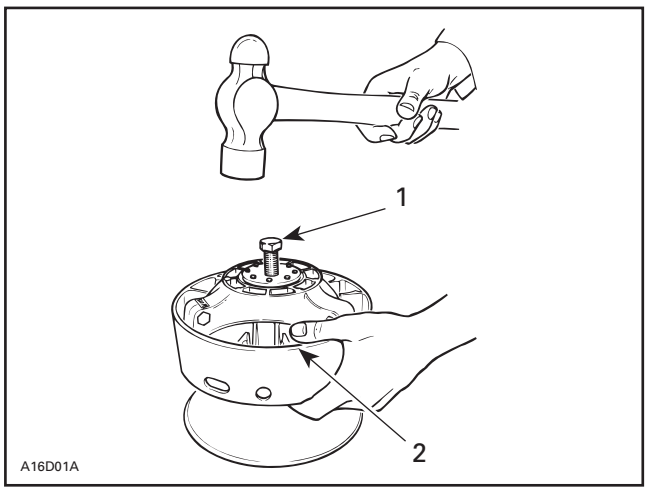
Retaining screws must be heated before disassembly.

5,6, Fixed and Sliding Half

▼ CAUTION

Do not tap on governor cup.

Screw puller into fixed half shaft about 13 mm (1/2 in). Raise drive pulley and hold it by the sliding half while knocking on puller head to disengage fixed half.



1. Puller
2. Holding sliding half

NOTE: No components marking is required before disassembling this drive pulley since it has factory mark and arrows as indexing reference.

25,29, Slider Shoe and Governor Cup

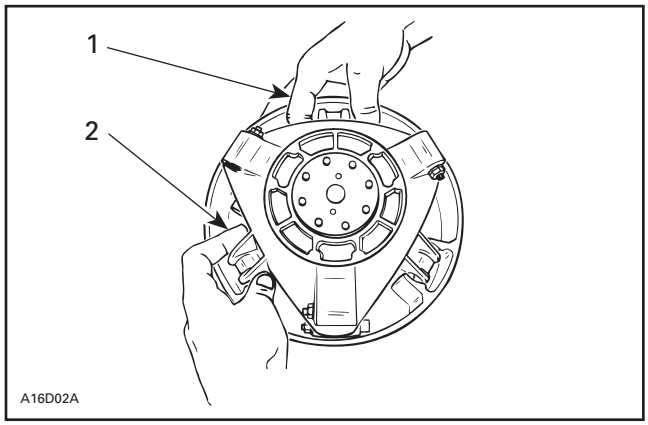
Carefully lift governor cup until slider shoes come at their highest position into guides.

Hold a slider shoe set then carefully lift its housing and remove them. Proceed the same way for other housings lifting one at a time.

32, Cushion Drive

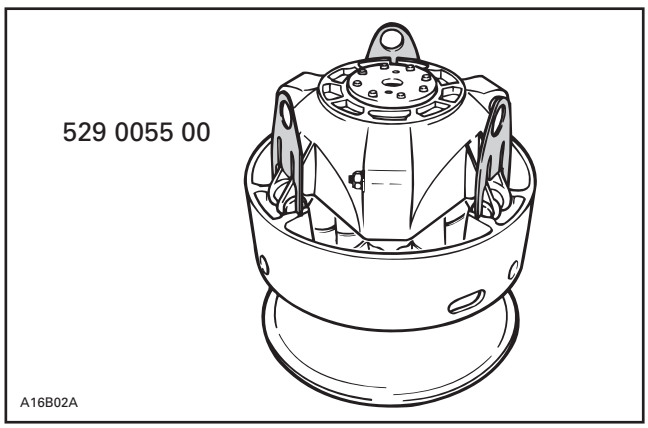
▼ CAUTION

Do not disassemble cushion drive. Governor cup and cushion drive are factory balanced as an assembly.



1. Hold slider shoes
2. Lift one housing at a time

NOTE: To ease disassembly, forks (P/N 529 0055 00) should be used to hold slider shoes prior to removing governor cup.



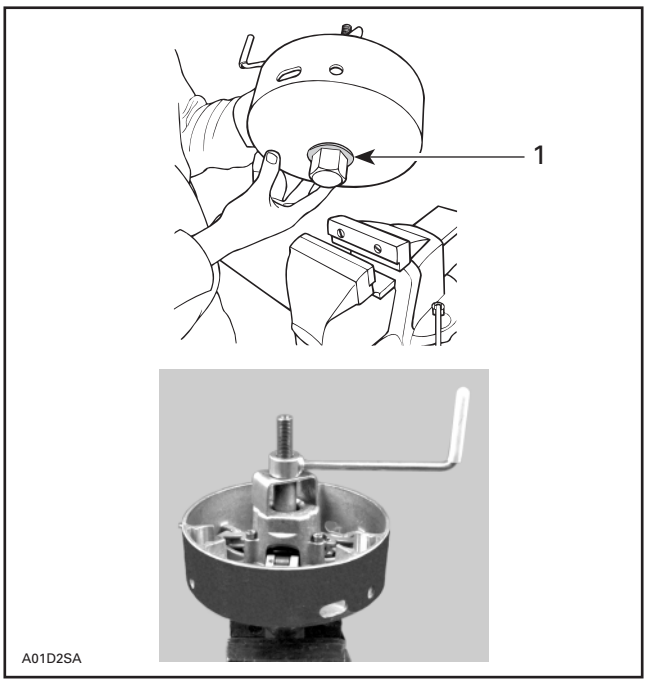
19, Spring Cover Ass'y

It is pushed by clutch spring pressure.

◆ WARNING

Clutch spring is very strong. Never attempt to remove spring cover without the recommended tools.

Use spring compressor (P/N 529 0151 00).



1. Washer must be here

Install tools as shown. Remove 3 Allen screws retaining spring cover then unscrew compressor.

CLEANING

5,6, Fixed and Sliding Half

Clean pulley faces and shaft with fine steel wool and dry cloth.

5, Fixed Half and Crankshaft End

Parts must be at room temperature before cleaning.

Using a paper towel with cleaning solvent (P/N 413 7082 00), clean crankshaft tapered end and the taper inside the fixed half of the drive pulley, crankshaft threads and retaining screw threads.

◆ WARNING

This procedure must be performed in a well ventilated area.

▼ CAUTION

Avoid contact between cleaner and crankshaft seal because damage may occur.

Remove all harden oil deposits that have baked on crankshaft and pulley tapered surfaces with coarse or medium steel wool and/or sand paper no. 600.

▼ CAUTION

Do not use any other type of abrasive.

Reclean mounting surfaces with paper towel and cleaning solvent (P/N 413 7082 00).

Wipe off the mounting surfaces with a clean, dry paper towel.

▼ CAUTION

Mounting surfaces must be free of any oil, cleaner or towel residue.

7,20, Bushing

Only use petrol base cleaner when cleaning bushings.

▼ CAUTION

Do not use acetone to clean bushing.

INSPECTION

Drive pulley should be inspected annually.

16,17, Thrust Washer and Roller

Check roller for roundness of external diameter. Check thrust washer for thickness wear. Replace as required.

▼ CAUTION

Ensure rollers are in good condition. Replace as required.

9,12, Fitting Bolt Ass'y and Flanged Bushing

Check for wear, replace as required. When installing old style flanged bushing (made of black plastic), use a size "O" (letter) drill bit to ream inside diameter.

24,25, O-ring and Slider Shoe

Check if O-rings are cracked, cut or crushed. Replace as required.

Check slider shoes for wear. Replace if groove is not apparent on top.

5,29, Fixed Half and Governor Cup

Inspect splines and free play between both parts. Maximum free-play is 0.5 mm (.020 in) measured at calibration screw radius. Replace if required.

7,20, Sliding Half and Spring Cover Bushing

Visually inspect coating. Replace if worn.

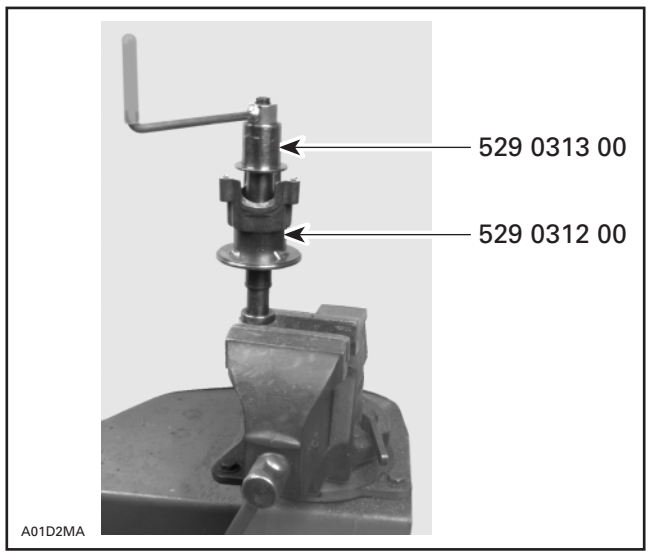
Sliding Half Bushing Replacement

These bushings can be replaced using tools which are not available at time of printing.

Spring Cover Bushing Replacement

Under normal use there is no need to replace this bushing.

Use tools (P/N 529 0313 00 and 529 0312 00) to remove old bushing.



▼ CAUTION

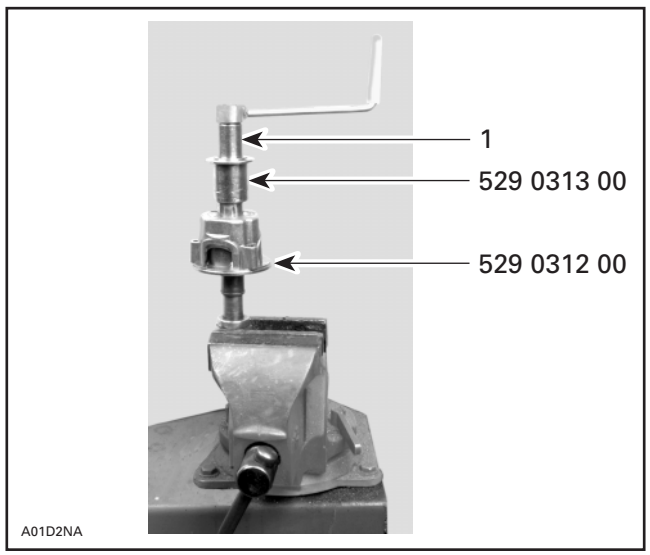
Bushing must be bonded with retaining compound.

Apply retaining compound Loctite 648 outside of bushing then press it down to counterbore from outside end. Use spring compressor (P/N 529 0151 00) and appropriate tools.

▼ CAUTION

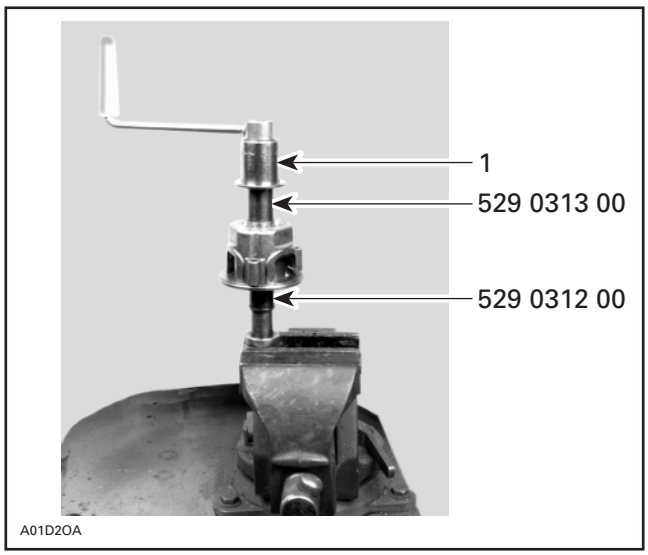
Insert bushing from outside (governor side) of spring cover.

Start driving bushing into spring cover.



1. Note upper tool side

Press bushing.



1. Note upper tool side.

ASSEMBLY

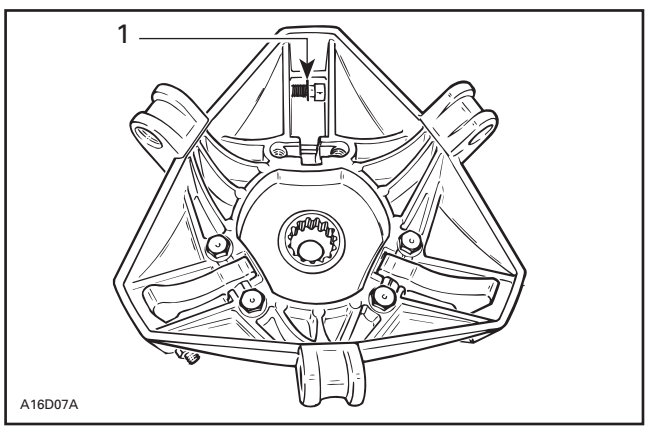
NOTE: This drive pulley is lubrication free. **Do not lubricate** any component.

1,2,3, Screw, Ring Gear and Loctite 271

Apply Loctite 271 (P/N 413 7029 00) on threads and then torque to 27 N•m (20 lbf•ft).

26,27,28, Calibration Screw, Washer and Locking Nut

When installing calibration screw, make sure to install washer as shown.



1. Washer

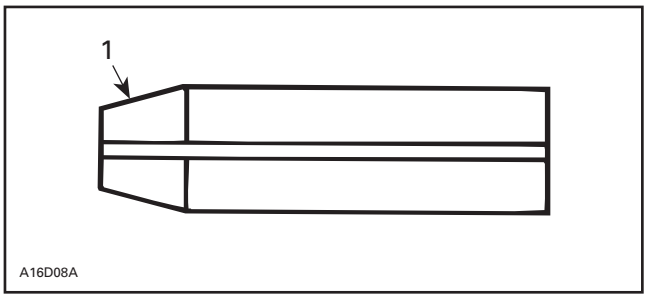
Torque locking nut to 10 N•m (89 lbf•**in**).

15, Pin

Always use the same type of pin as originally installed when servicing. Different types have different weights for calibration purpose. Refer to TECHNICAL DATA 09-03.

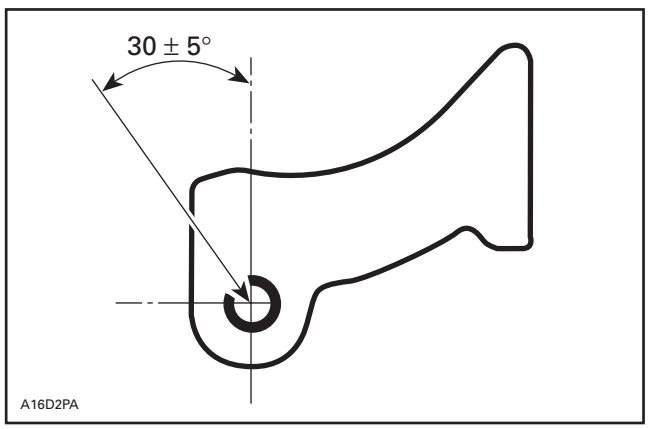
21,22,23, Ramp, Dowel Tube and Screw

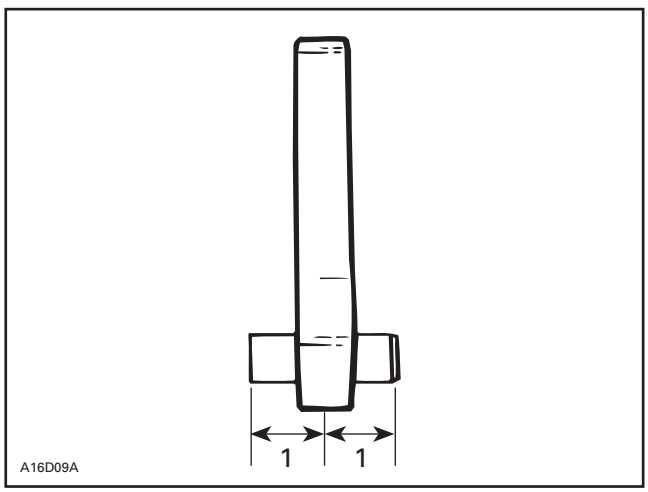
Insert dowel tube from chamfered side. Make sure ramp is centered on dowel tube.



1. Chamfered side

Position dowel tube split at the illustrated angle.





1. Equal distance

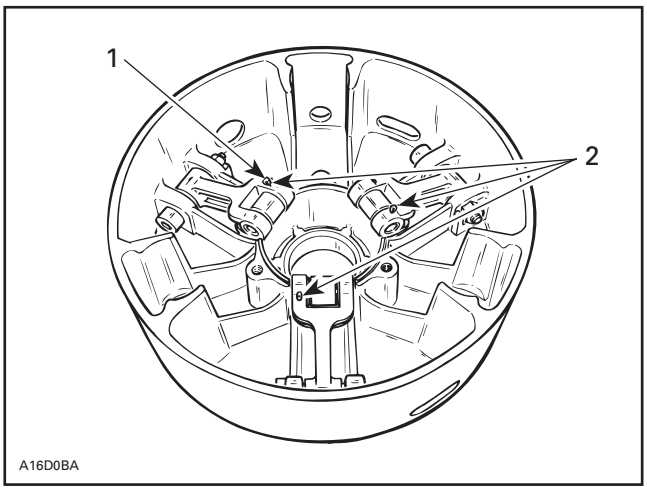
Torque screws to 10 N•m (89 lbf•**in**).

9,11,13,14, Screw, Lever Ass'y, Nut and Cotter Pin

Always install lever assemblies so that cotter pins are at the shown side. Besides install cotter pin head on top when lever is sat at bottom of sliding half. Bend cotter pin ends to sit perfectly against lever.

◆ WARNING

Whenever replacing centrifugal levers, always replace all 3 at the same time. Otherwise, clutch misbalancing will occur because of levers difference.



1. Head on top
2. All on the same side

▼ CAUTION

Lever assemblies must be installed so that cotter pins are on the same side.

Torque nuts to 12 N•m (106 lbf•**in**).

▼ CAUTION

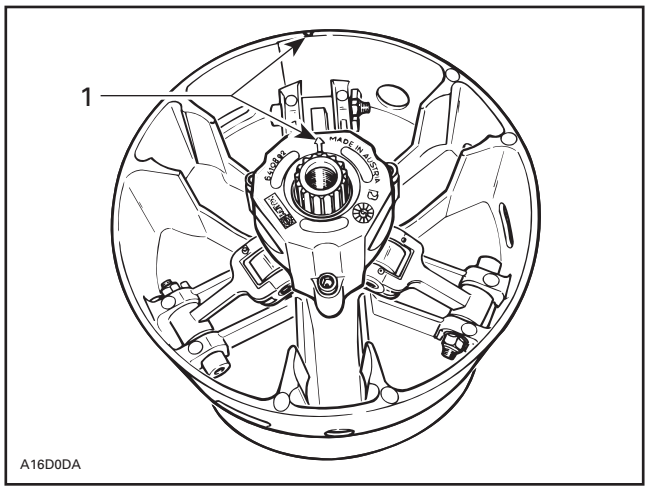
Lever ass'y and rollers must move easily after installation.

5,6,18,19, Fixed Half, Sliding Half, Spring, Spring Cover and Screw

To install spring cover, use spring compressor (P/N 529 0151 00).

Assemble fixed and sliding halves. Note that fixed halves have different cone angle. Match cone angle with crankshaft.

Lift sliding half against spring cover and align spring cover arrow with sliding half mark.

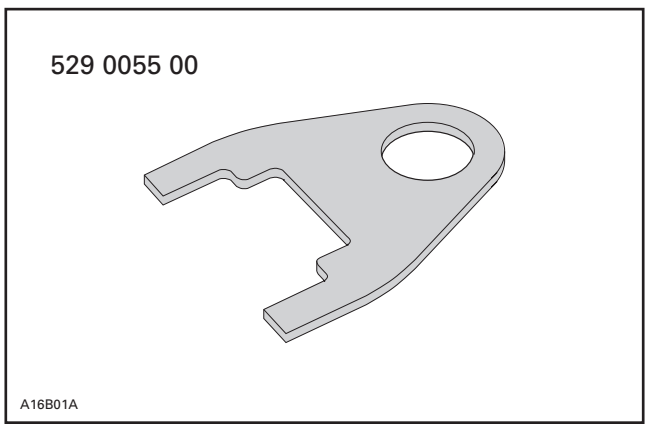


1. Align

Install and torque screws to 13 N•m (115 lbf•**in**).

6,25,29, Sliding Half, Slider Shoe and Governor Cup

To install governor cup, use following tool:

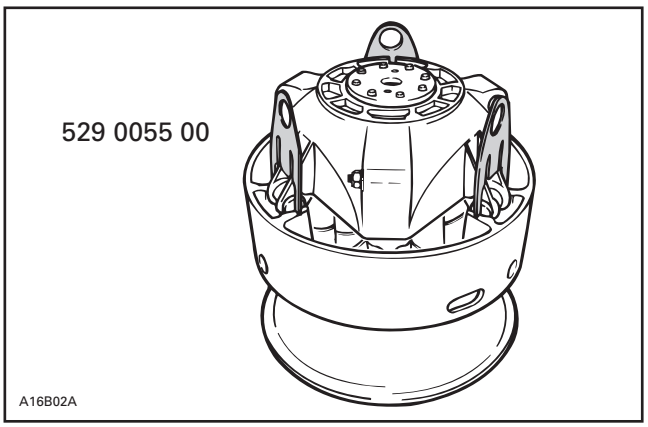


Insert spring and slider shoes into governor cup so that groove in each slider shoe is vertical to properly slide in guides.

▼ CAUTION

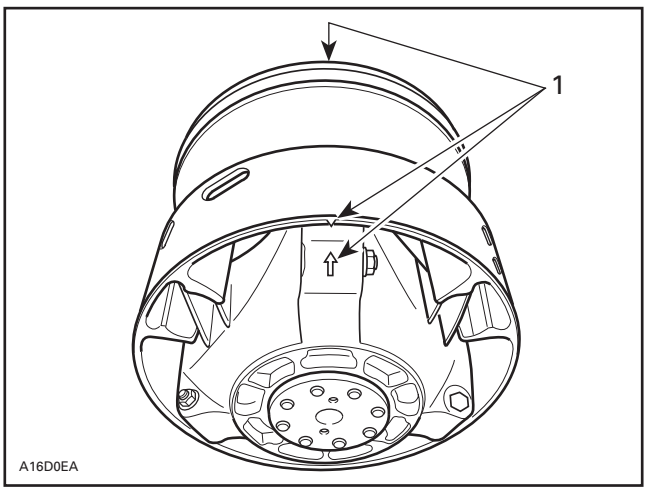
Make sure O-rings are installed on slider shoes and their grooves are positioned vertically.

Install fork (P/N 529 0055 00) into slider shoe grooves to maintain them for governor cup installation. Proceed on 3 set of slider shoes.



Make sure to align governor cup arrow with sliding half and fixed half mark.

NOTE: If fixed half has no mark, align governor cup mark with segment no. 1 of inner half. Segments are identified on engine side.



1. Align

Carefully slide governor cup into sliding half. Align mark of governor cup with mark of fixed half.

Remove forks and push governor cup so that its splines engage with fixed half shaft splines.

▼ CAUTION

Make sure splines of both parts are fully engaged.

INSTALLATION

◆ WARNING

Do not apply anti-seize or any lubricant on crankshaft and drive pulley tapers.

◆ WARNING

Never use any type of impact wrench at drive pulley removal and installation.

Clean mounting surfaces as described in CLEANING above.

Drive Pulley Ass'y

The installation procedure must be strictly adhered to as follows.

Install drive pulley on crankshaft extension.

Install conical washer with its concave side towards drive pulley then install screw.

◆ WARNING

Never substitute lock washer and/or screw with jobber ones. Always use Bombardier genuine parts for this particular case.

Use clutch holder. See removal procedure.

Torque screw to 90 to 100 N•m (66 to 74 lbf•ft).

Install drive belt and belt guard.

Raise and block the rear of the vehicle and support it with a mechanical stand.

◆ WARNING

Ensure that the track is free of particles which could be thrown out while track is rotating. Keep hands, tools, feet and clothing clear of track. Ensure nobody is standing near the vehicle.

Accelerate the vehicle at low speed (maximum 30 km/h (20 MPH)) and apply the brake, repeat 5 times.

Recheck the torque of 90 to 100 N•m (66 to 74 lbf•ft).

◆ WARNING

After 10 hours of operation the transmission system of the vehicle must be inspected to ensure the retaining screw is properly torqued.

DRIVE PULLEY ADJUSTMENT

The drive pulley is factory calibrated to transmit maximum engine power at a predefined RPM. Factors such as ambient temperature, altitude or surface condition may vary this critical engine RPM thus affecting snowmobile efficiency.

This adjustable drive pulley allows setting maximum engine RPM in the vehicle to maintain maximum power.

Calibration screws should be adjusted so that actual maximum engine RPM in vehicle matches with the maximum horsepower RPM given in TECHNICAL DATA 09-02.

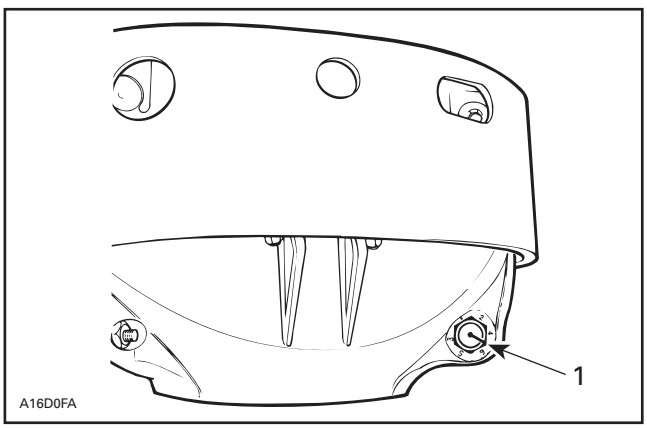
NOTE: Use precision digital tachometer for engine RPM adjustment.

NOTE: The adjustment has an effect on high RPM only.

To adjust, modify ramp end position by turning calibration screws.

26,28,29, Calibration Screw, Locking Nut and Governor Cup

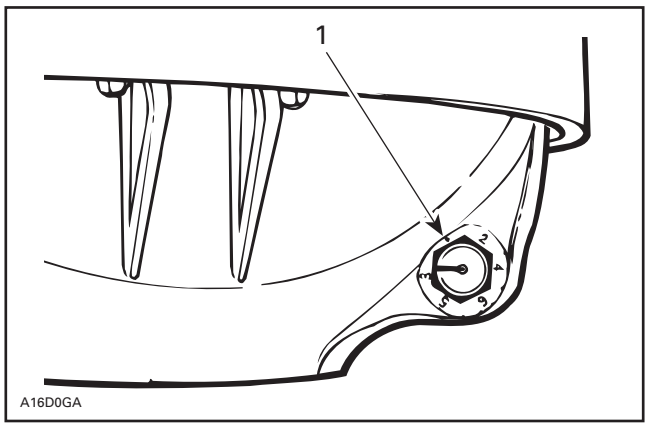
Calibration screw has a notch on top of its head.



1. Notch

Governor cup has 6 positions numbered 2 to 6. Note that in position 1 there is no stamped number (due to its location on casting).

See TECHNICAL DATA 09-03 for original setting.



1. Position 1 (not numbered)

Each number modifies maximum engine RPM by about 200 RPM.

Lower numbers decrease engine RPM in steps of 200 RPM and higher numbers increase it in steps of 200 RPM.

Example:

Calibration screw is set at position 3 and is changed to position 5. So maximum engine RPM is increased by about 400 RPM.

To Adjust:

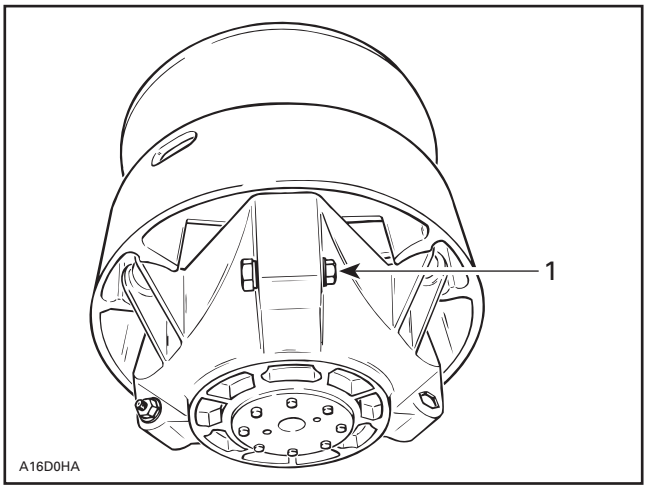
Just loosen locking nut enough to pull calibration screw **partially** out and adjust to desired position. Do not completely remove the locking nut. Torque locking nuts to 10 N•m (89 lbf•**in**).

▼ CAUTION

Do not completely remove calibration screw or its inside washer will fall off.

▼ CAUTION

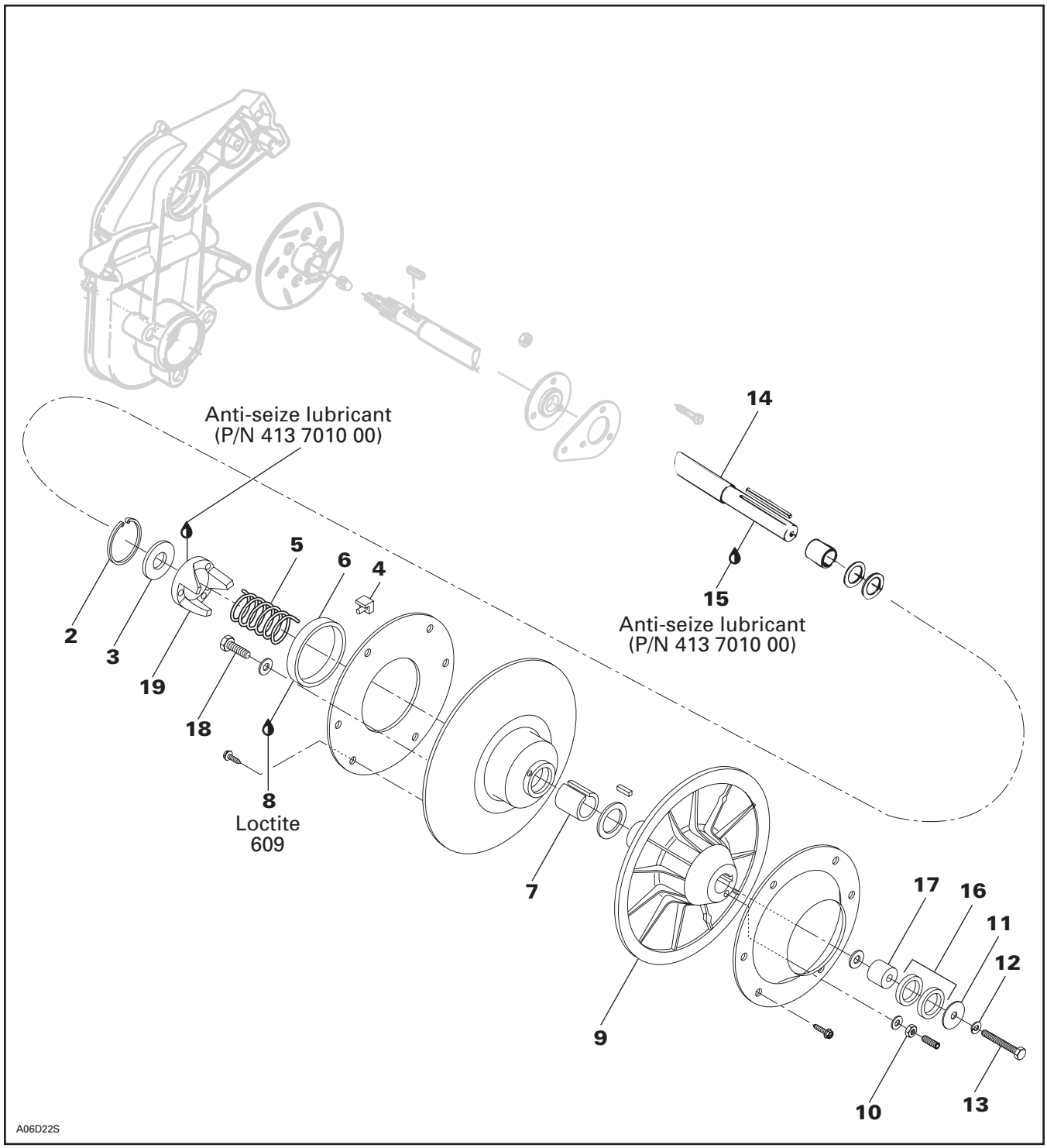
Always adjust all 3 calibration screws and make sure they are all set at the same number.



1. Loosen just enough to permit rotating of calibration screw

DRIVEN PULLEY

F-Series



REMOVAL

Remove belt guard and drive belt from vehicle.

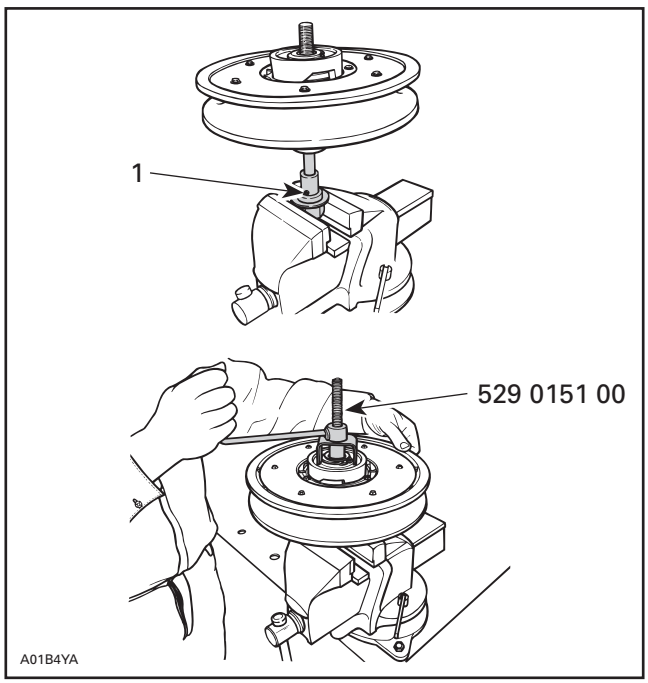
Remove the cap screw **no. 13**, lock washer **no. 12**, washer **no. 11**, extension **no. 17** and shims **no. 16** then pull the driven pulley from the countershaft.

14, Countershaft

Should countershaft **no. 14** removal be required, refer to BRAKE 04-06 then look for **Countershaft and Brake Disc Removal**.

DISASSEMBLY

Use spring compressor (P/N 529 0151 00).



TYPICAL

1. Insert this pin in keyway

Remove snap ring **no. 2** and washer **no. 3** to disassemble the outer cam and the 2 pulley halves.

◆ WARNING

Driven pulley cam is spring loaded, use above mentioned tool.

CLEANING

6,7, Large Bushing and Small Bushing

During break-in period (about 10 hours of use), teflon from bushing moves to cam or shaft surface. A teflon over teflon running condition occurs, leading to low friction. So it is normal to see gray teflon deposit on cam or shaft. Do not remove that deposit, it is not dust.

When a dust deposit has to be removed from the cam or the shaft, use dry cloth to avoid removing transferred teflon.

Pulley Half Cleaning

Use Loctite Safety Solvent (P/N 413 7082 00).

INSPECTION

6,7, Bushings

Check for cracks, scratch and for free movement when assembled to fixed half.

Using a dial bore gauge measure bushing diameter. Measuring point must be at least 5 mm (1/4 in) from bushing edge.

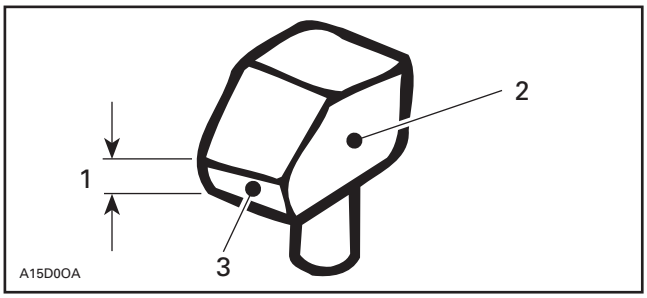


Replace bushing(s) if worn more than specified.

DRIVEN PULLEY BUSHING WEAR LIMIT mm (in)	
Small bushing	38.30 (1.508)
Large bushing	89.15 (3.510)

4, Slider Shoe

Check cam slider shoes for wear. Replace when inside edge of cam slider shoe slope base is worn to 1 mm (.039 in) or less.



1. Measure thickness of slope base here
2. Sliding pulley side
3. Slope base

Bushing Replacement

Large Bushing

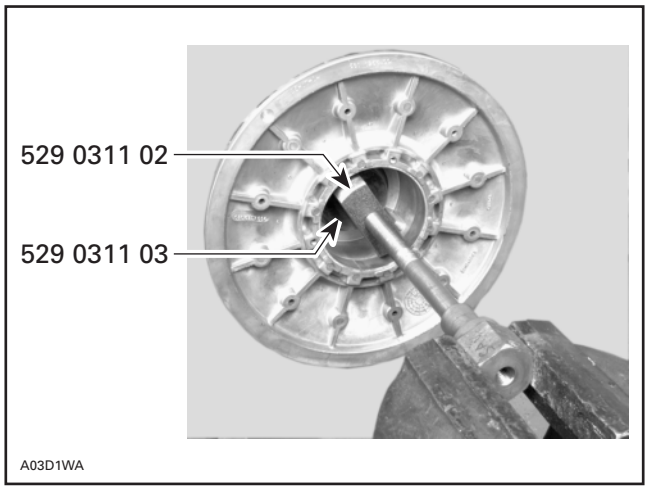
Remove Allen screws if applicable. Heat to break Loctite bond.

Remove all 3 slider shoes.



Install support plate (P/N 529 0311 03) inside sliding half.

Place puller (P/N 529 0311 02) below bushing.

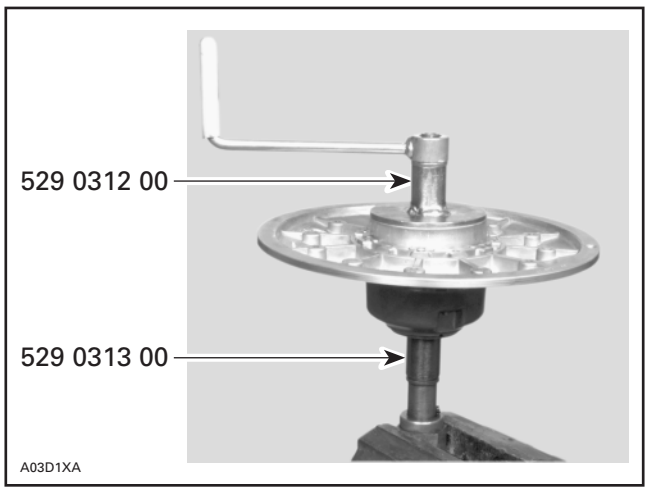


Mount puller screw head in a vise.

Turn pulley half by hand to extract old bushing.

Before bushing installation, file sliding half bore to remove burrs from crimping areas.

Coat bushing outside diameter with Loctite 609 (P/N 413 7031 00). Place new bushing on sliding half and slightly tap to engage squarely the bushing in the sliding. Use tools (P/N 529 0312 00 and 529 0313 00) to install bushing.



Install 3 Allen screws **no. 18** and washers supplied with the new bushing.

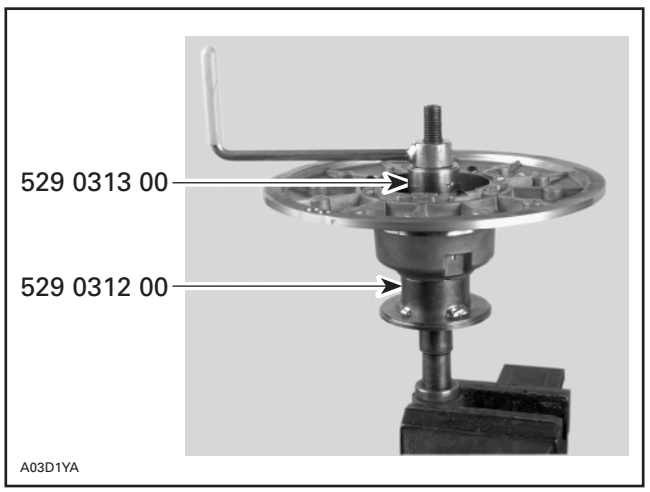
Small Bushing

NOTE: Following procedure can be done with a press using the same tools.

Install puller in a vise.

Heat bushing area.

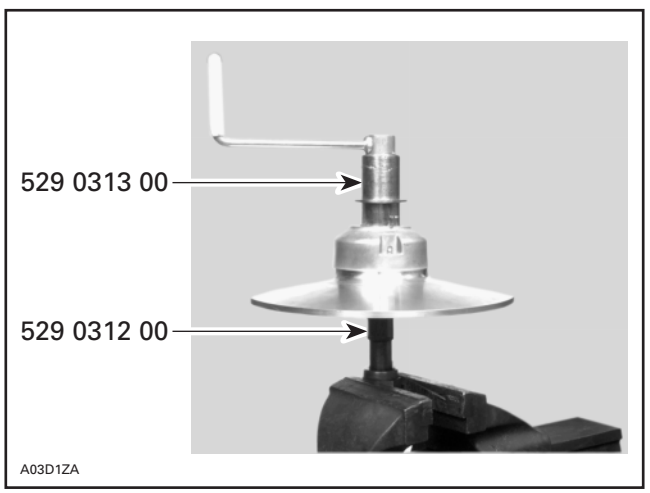
Turn puller handle and sliding half at once to extract the bushing.



IMPORTANT: Large bushing retaining screws and washers must be removed before small bushing installation.

Coat bushing outside diameter with Loctite 609 (P/N 413 7031 00).

Install bushing as following photo.



ASSEMBLY

4, Cam Slider Shoe

When replacing slider shoes, always install a new set (3 shoes) to maintain equal pressure on the cam.

Assemble driven pulley components by reversing the disassembly procedure.

19, Cam

Coat cam interior with anti-seize lubricant.

INSTALLATION

14,15, Countershaft and Anti-seize Lubricant

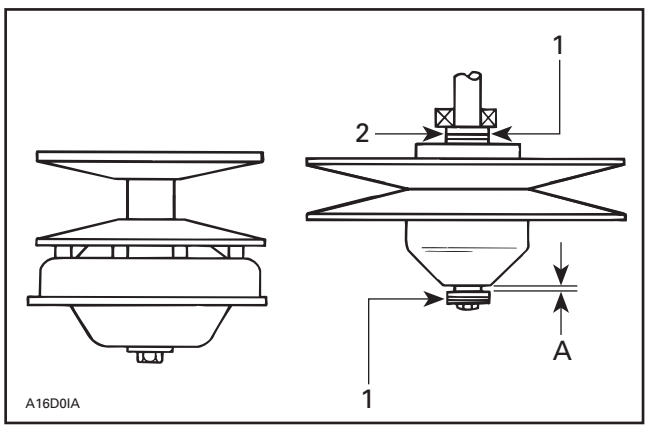
▼ CAUTION

Always apply anti-seize lubricant (P/N 413 7010 00) on the countershaft before final pulley installation.

Should installation procedure be required, refer to BRAKE 04-06 then look for **Brake Disc and Countershaft Bearing Adjustment.**

Reinstall the pulley on the countershaft by reversing the removal procedure.

Check end play of driven pulley on countershaft by pushing pulley towards outer housing so that the inner shims (P/N 504 1082 00) contact it. Measure end play at the mounting screw end between shim(s) and pulley. See illustration.



TYPICAL — TOP VIEW

1. Shim (P/N 504 1082 00) (as required)
2. Contact
A. 0 to 1 mm (0 to 3/64 in)

13, Pulley Retaining Screw

Torque to 25 N•m (18 lbf•ft).

ADJUSTMENT

Refer to PULLEY DISTANCE AND ALIGNMENT 04-05 to adjust pulley distance. Adjust drive belt height in driven pulley to obtain specified belt deflection.

5, Spring

General

It is usual to experience spring setting during breaking period of a new spring. The factory spring preload is slightly higher to compensate for spring setting. Specifications in TECHNICAL DATA 09-03 are applicable after break-in period (about 10 hours of use.)

Spring Torsional Pre-Load

To check spring pre-load adjustment, use spring scale hook (P/N 529 0065 00) and a spring scale.

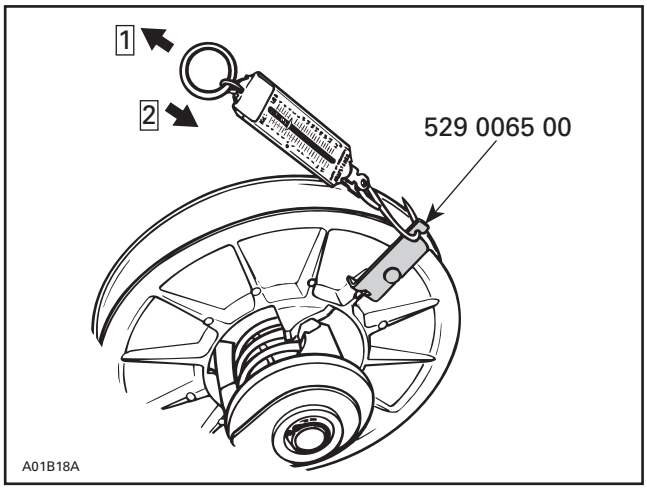
Remove drive belt.

Install the hook on the sliding half. Preventing fixed half from turning, pull sliding half with the spring scale perpendicularly with pulley axle.

Take 1st measurement when sliding half begins to turn. Rotate sliding half to 10 mm (3/8 in) of rotation. Hold fish scale at this position. Slowly release tension from fish scale and take 2nd measurement when sliding half begins to return. Spring pre-load is the average measurement between these 2.

$$\frac{\text{1st measurement (when opening)} + \text{2nd measurement (when closing)}}{2} = \text{Spring pre-load}$$

Example: $\frac{\text{3.8 kg (8.4 lb) (when opening)} + \text{3.4 kg (7.5 lb) (when closing)}}{2} = \text{3.6 kg (8 lb) Actual spring pre-load}$



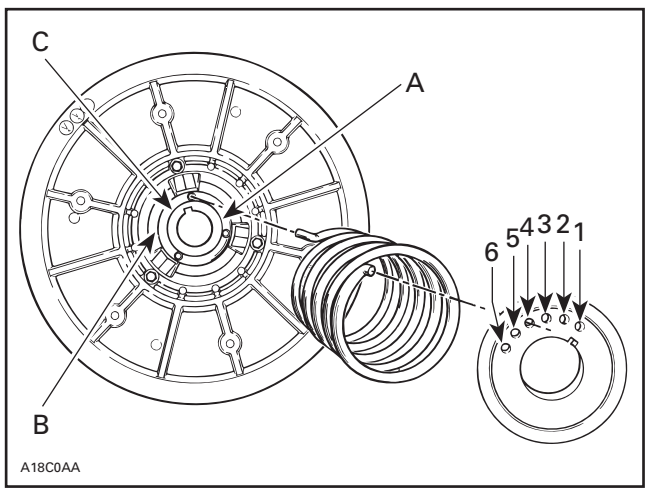
TYPICAL

Step 1 : 1st measurement

Step 2 : 2nd measurement

To adjust spring pre-load, relocate spring end in cam, moving it clockwise to increase the pre-load and counterclockwise to decrease it. Refer to TECHNICAL DATA 09-03.

NOTE: If spring pre-load can not be adjusted, try to relocate the other end of spring in sliding pulley (holes A, B, C).



Letters and numbers shown in illustration are actual letters and numbers embossed on parts

NOTE: Always recheck torsional pre-load after adjusting.

Pulley Alignment and Drive Belt Deflection

Refer to PULLEY DISTANCE AND ALIGNMENT 04-05 and DRIVE BELT 04-02 to perform adjustments.

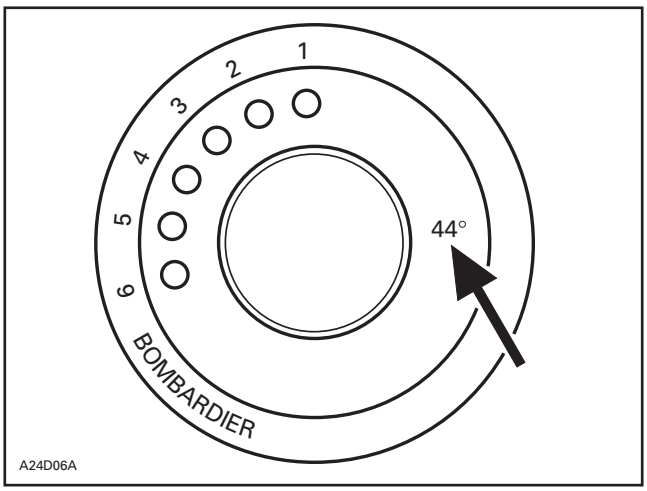
▼ CAUTION

Drive belt and pulley adjustments must always be checked whenever pulleys have been removed, replaced or disassembled.

3, Outer Cam

Make sure to install proper cam. Refer to TECHNICAL DATA 09-03.

Cam angle is identified on cam.



NOTE: For high altitude regions, the *High Altitude Technical Data Booklet* (P/N 484 0648 00 and 484 0545 00 for binder) gives information about calibration according to altitude.

PULLEY DISTANCE AND ALIGNMENT

GENERAL

The pulley distance we will refer to in this section, is the space separating the drive and driven pulley outside diameters (Z measurement).

This basic distance is provided as an assembly guide and indicates the dimensions between which satisfactory belt deflection will be obtained.

Both pulley distance adjustment and pulley alignment must be carried out to ensure the highest efficiency of the transmission system. Furthermore, optimum drive belt operation and minimal wear will be obtained only with proper pulley alignment.

▼ CAUTION

Before checking pulley adjustment, the rear suspension must be mounted on the vehicle and track tension/alignment must be done. Always check pulley adjustment after suspension is adjusted.

◆ WARNING

Failure to correctly perform pulley alignment may cause the vehicle to creep forward at idle.

All Pulley Alignment Specifications Refer to:

X = Distance between straight bar and drive pulley fixed half edge, **measured between pulleys**.

Y = Distance between straight bar and drive pulley fixed half edge, **measured at the end of straight bar**.

Z = Distance between outside diameter of pulleys.

GENERAL PROCEDURE

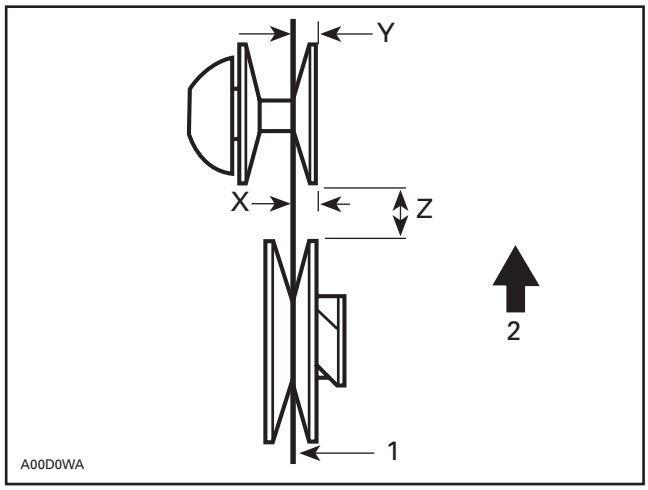
Remove belt guard and drive belt.

By turning and pushing the sliding half, open the driven pulley. Insert a straight bar 9.5 mm (.375 in) square, 48 cm (19 in) long or the proper alignment template into the opened driven pulley.

Measuring Procedure

Using Straight Bar:

Always measure distances X and Y from the farther straight bar side (including its thickness to the fixed half edge.)



1. Straight bar
2. Front of vehicle

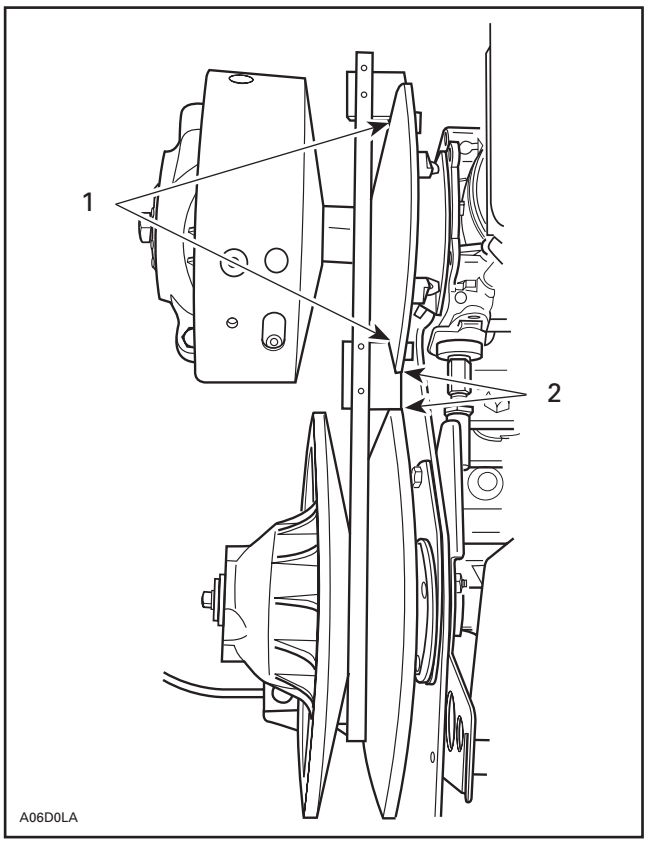
The distance Y **must** exceed distance X to compensate for the twist due to the engine torque.

Nominal Value Procedure and Quick Alignment and Distance Check

Alignment template tabs must fully contact fixed half of drive pulley.

Pulley distance is correct when tab contacts both pulley halves.

Refer to below chart for proper alignment template.



TYPICAL
1. *Contact (alignment)*
2. *Contact (distance)*

Drive Belt Deflection

NOTE: When pulley distance and alignment are adjusted to specifications, refer to DRIVE BELT 04-02 to adjust drive belt deflection.

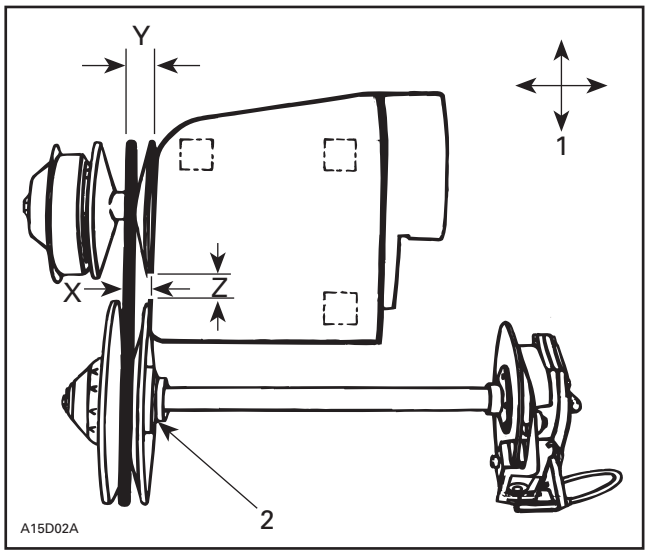
▼ CAUTION

This section deals mainly with adjustment procedures. For complete assembly requirements, refer to the proper ENGINE or TRANSMISSION installation section.

PULLEY ALIGNMENT AND DISTANCE SPECIFICATIONS CHART

MODEL	PULLEY DISTANCE	OFFSET		ALIGNMENT TEMPLATE
	Z	X	Y-X	①
	+ 0, – 1 mm (+ 0, – 0.040 in)	± 0.50 mm (0.020 in)	± 0.5 mm (0.020 in)	P/N
All	16.5 (0.650)	35.0 (1.380)	1.5 (0.060)	529 0267 00

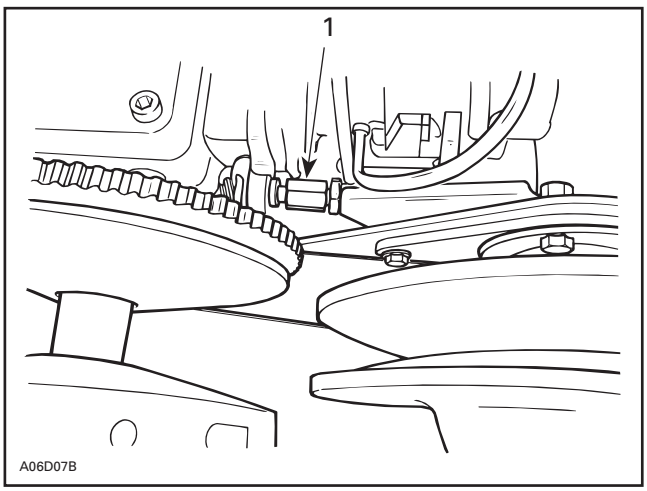
① Alignment templates have been made according to pulley alignment nominal values. However, they do not take into account allowed tolerances for alignment specifications. They are used as GO/NO GO gauges for quick alignment and pulley distance check and as templates to reach alignment nominal values.



TYPICAL

1. *Engine movement*
2. *Contact*

NOTE: Prior to performing pulley adjustment, loosen torque rod nut to allow engine movement. Engine supports have tendency to stick to frame, work engine loose prior to aligning.



1. *Loosen*

Pulley Distance Adjustment Method

Engine Movement

The engine support has slotted mounting holes. Move engine to obtain specified distance between pulleys.

Pulley Alignment Method

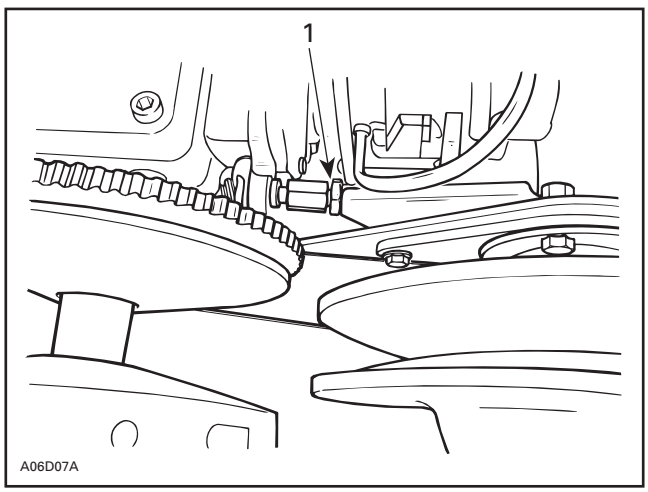
Driven Pulley Movement

When engine slotted mounting holes do not allow to set proper pulley offset X, adjust with shims (P/N 504 1082 00) between pulley and countershaft bearing support (pulley pushed toward brake disc).

Engine Movement

Loosen the 4 bolts retaining engine support to the frame. Position engine to obtain the specified alignment.

NOTE: After alignment, adjust torque rod so it slightly contacts stopper plate. Do not over tighten, it will disalign pulleys.

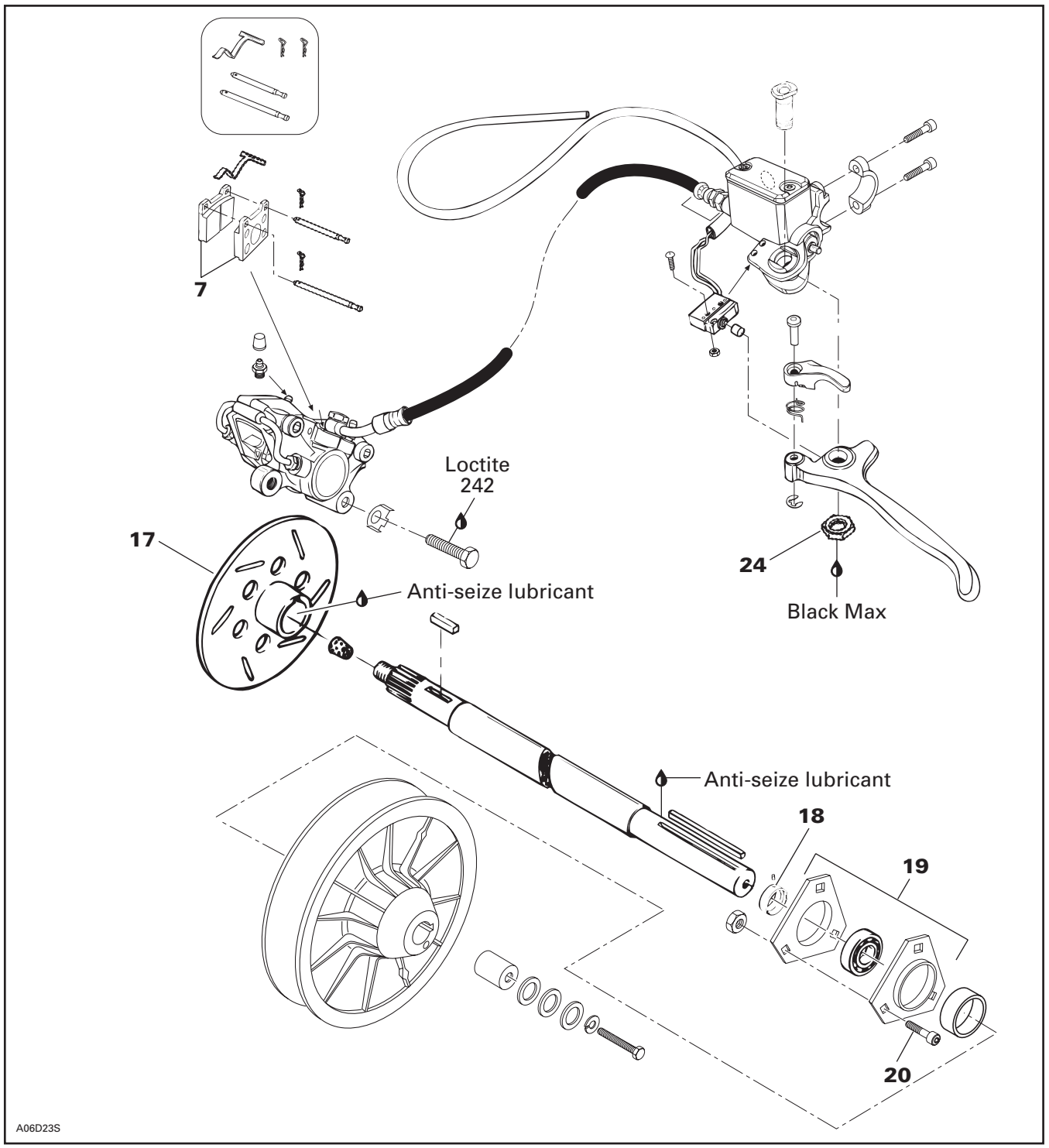


1. *Retighten*

BRAKE

HYDRAULIC DISC BRAKE

F-Series



REMOVAL

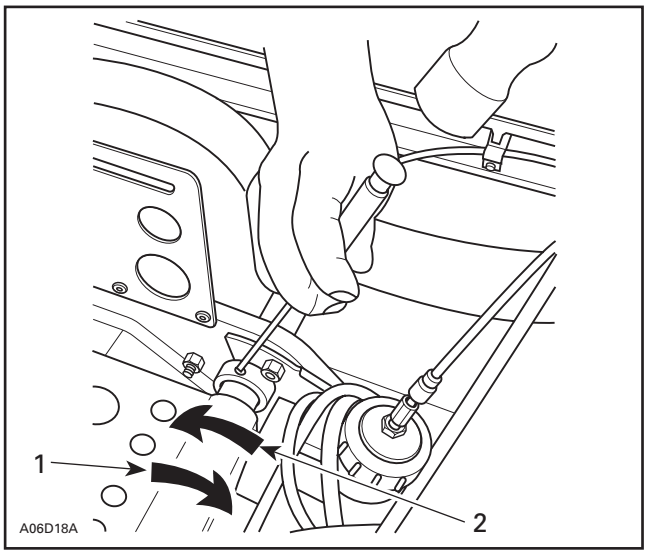
BRAKE DISC REMOVAL

Brake disc can be withdraw without removing caliper. Proceed as follows:

– Remove belt guard, belt and driven pulley.
– Remove air silencers.
– Unbolt bearing support **no. 19** from chassis.
– Open chaincase and remove upper sprocket.
– Pull countershaft toward driven pulley side to free from chaincase and disc.
– Remove disc.

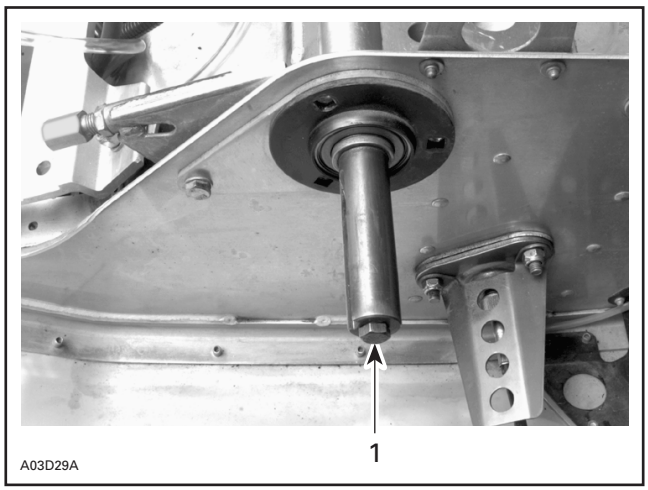
COUNTERSHAFT REMOVAL

Proceed the same as for brake disc removal but unlock bearing collar **no. 18** on driven pulley side.



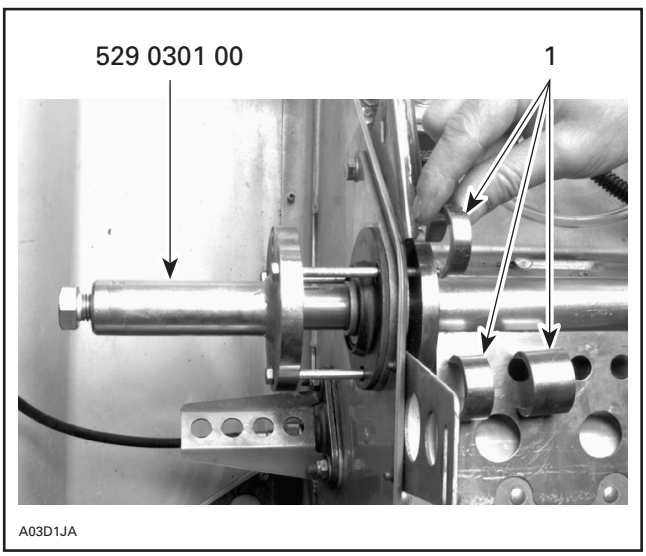
1. Lock
2. Unlock

Unbolt bearing support **no. 19** then install screw on countershaft.



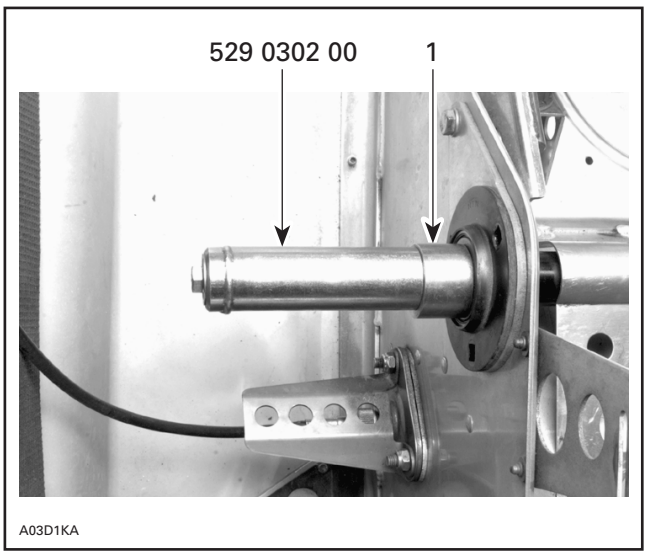
1. Screw

Pull bearing to driven pulley side out of countershaft, using remover (P/N 529 0301 00). Begin with only the remover then add a spacer of different width as the bearing comes out.



1. Spacers

To install bearing on countershaft, use installer (P/N 529 0302 00) and spacer(s) from remover as required.



1. Spacer

DISASSEMBLY

Only brake pads are available as spare parts. If caliper or master cylinder are damaged, replace each of them as an assembly.

CLEANING

Clean all metal components in a general purpose solvent. Thoroughly dry all components before assembling.

▼ CAUTION

Do not clean brake pads in solvent. Soiled brake pads must be replaced by new ones.

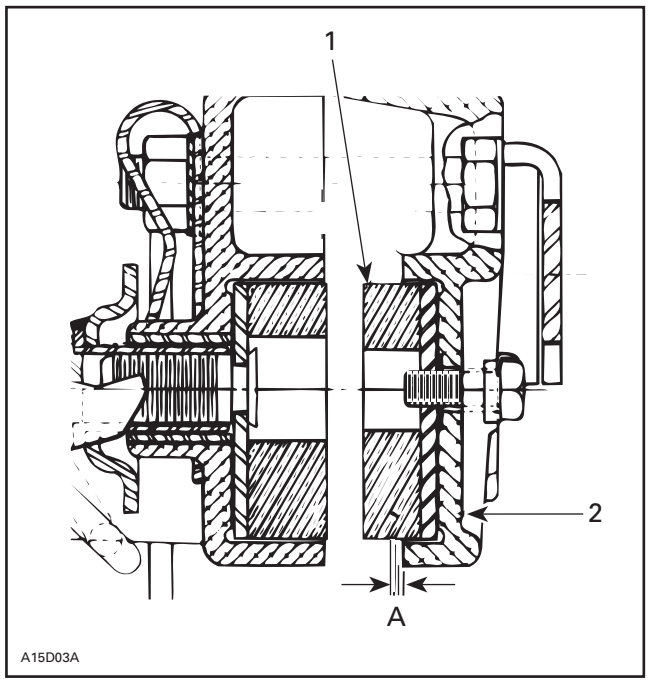
INSPECTION

7, Brake Pad

Brake pads must be replaced when lining is 1 mm (1/32 in) thick or less.

▼ CAUTION

Brake pads must always be replaced in pairs.



TYPICAL
1. Fixed pad
2. Inner caliper
A. 1 mm (1/32 in) minimum

17, Brake Disc

Check for scoring, cracking or bending, replace as required.

▼ CAUTION

Brake disc should never be machined.

ASSEMBLY

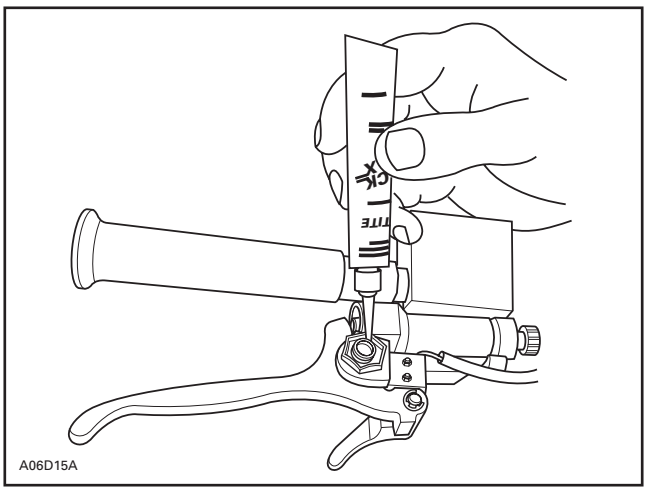
24, Brake Lever Lock Nut

◆ WARNING

Always install a new nut when servicing.

Tighten nut to 3.0 N•m (27 lbf•**in**). Check free movement of brake lever.

Apply Loctite Black Max Gel (Loctite item no. 18398) over nut and on bolt threads.



INSTALLATION

To install brake, reverse removal procedure paying attention to the following.

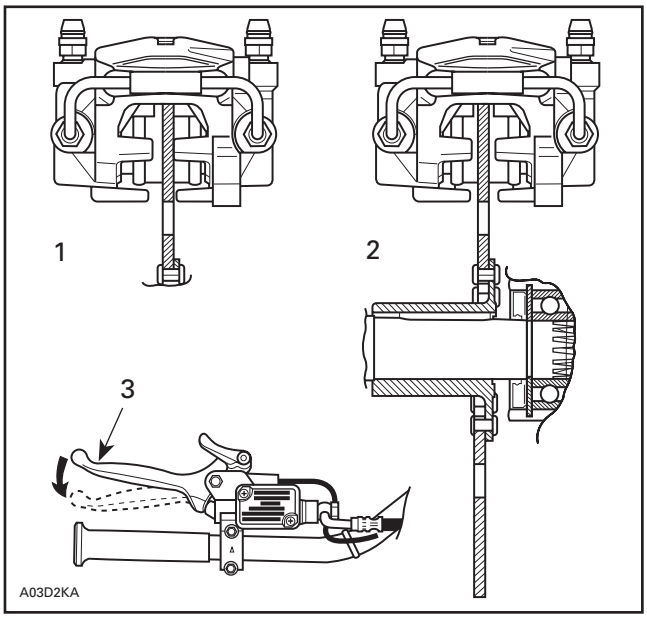
◆ WARNING

Avoid getting oil on brake pads.

7, Brake Pad

After brake pads installation, brake disc must be centered in caliper. Apply brake then check for proper brake disc positioning.

Push on appropriate caliper piston in order to move pad inward allowing proper brake disc positioning.



1. Brake disc not centered
2. Brake disc centered
3. Apply brake before checking

Apply brake then recheck.

17, Brake Disc

Apply anti-seize lubricant (P/N 413 7010 00) on shaft.

The disc hub exceeds the disc more from one side than from the other. Install disc with the longer exceeding portion toward driven pulley.

ADJUSTMENT

Countershaft Bearing

Insert countershaft (with brake disc) from chaincase side through countershaft support (driven pulley side), then insert into chaincase.

Install countershaft bearing **no. 19** and ensure that countershaft is properly aligned, then tighten 3 retaining screws.

NOTE: A misaligned countershaft will result in difficulty to center the bearing in its support.

Refer to DRIVE AXLE 06-03 then look **Chaincase Perpendicularity Adjustment.**

Torque castellated nut of upper sprocket to 53 N•m (39 lbf•ft).

▼ CAUTION

Upper sprocket castellated nut must be tightened **before** adjusting bearing collar.

Slide collar no. 18 towards bearing and turn, by hand, to engage the eccentric. This should require about a quarter turn.

Turn collar in direction of countershaft rotation until collar and inner race lock together.

Insert a punch into collar hole and strike sharply in the same direction to lock firmly.

Apply Loctite 242 (P/N 413 7030 00) on set screw threads, then tighten.

Close chaincase referring to CHAINCASE 04-07.

BLEEDING

Change brake fluid once a year.

Bleed brake system as follows:

Keep sufficient DOT 4 (DOT 3 for normal use) brake fluid in reservoir at all times.

▼ CAUTION

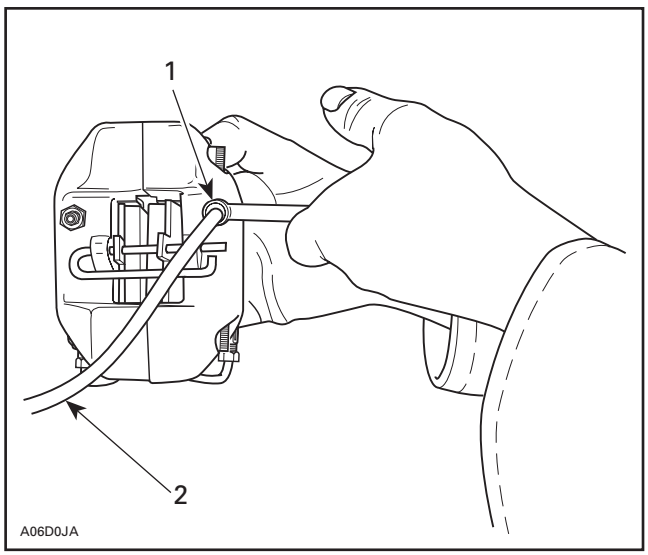
Use only DOT 4 brake fluid for heavy duty or racing applications.

Install a hose on left side bleeder. Route this hose to a container.

Pump a few times brake lever and while holding brake lever depressed, open bleeder and check for air to escape.

Repeat with the same bleeder until no air appears in hose.

Proceed the same way with the right side bleeder.



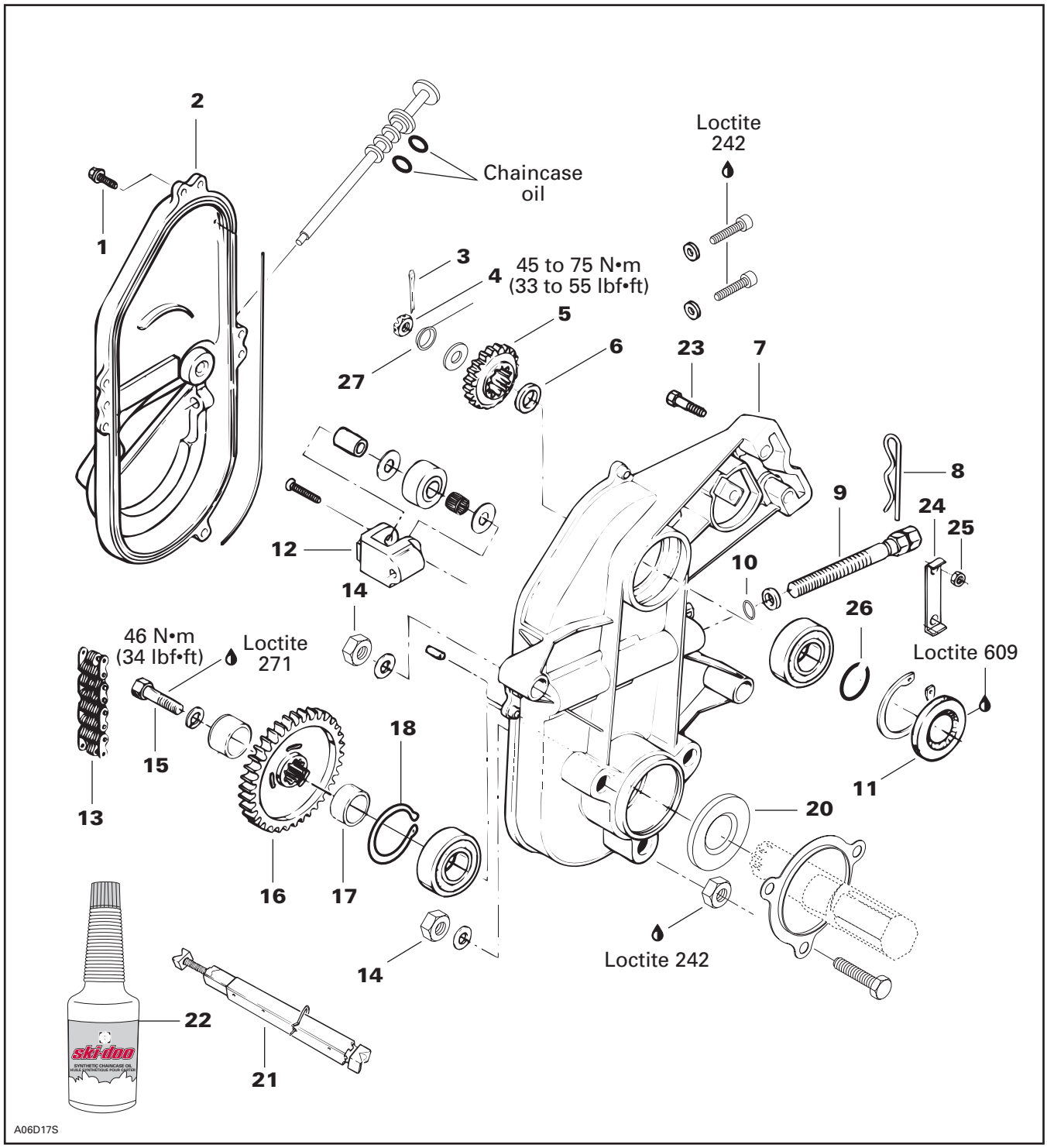
1. Open bleeder
2. Clear hose to catch used brake fluid

Brake Light

There is no adjustment on these models. Check that switch is securely installed.

CHAINCASE

F-Series



REMOVAL

To remove chaincase proceed as follows.

Remove tuned pipes and muffler.

◆ WARNING

Never remove exhaust components when engine is hot.

Remove hair pin **no. 18**. Release drive chain tension by unscrewing tensioner adjustment screw.

Drain oil by removing chaincase cover **no. 2**.

3,4,5,6,13,16,17, Cotter Pin, Nut, Sprocket, Shim and Drive Chain

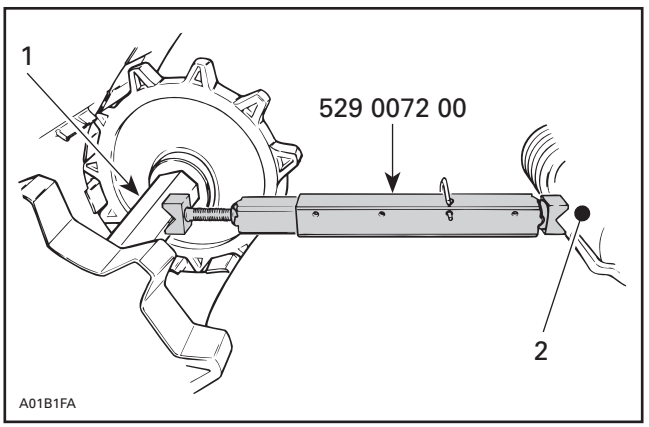
Remove cotter pin **no. 3**, nut **no. 4**, washer **no. 27** retaining upper sprocket **no. 5** and screw **no. 15** retaining lower sprocket **no. 16**. Pull sprockets and drive chain simultaneously. Remove shims **nos. 6** and **17**.

NOTE: Should countershaft removal be required, refer to BRAKE 04-06 then look for **Brake disc**.

Remove 5 nuts **no. 14**. Three nuts are behind the lower sprocket.

Unfold locking tab **no. 24**, unscrew nuts **no. 25** then remove caliper retaining screws **no. 23**.

Release track tension, use drive axle holder **no. 21** (P/N 529 0072 00).



TYPICAL

1. *Drive axle*
2. *Suspension cross shaft*

Pry out drive axle oil seal **no. 20** from chaincase.

Pull chaincase from drive axle and countershaft.

Using 2 large screwdrivers inserted between chaincase **no. 7** and frame, pry complete assembly from vehicle.

INSPECTION

Visually inspect the chain for cracked, damaged or missing links. Check for worn or defective bearings, sprockets and chain tensioner components.

◆ WARNING

If chain deflection is greater than 38 mm (1.5 in) (without chain tensioner), replace chain and check condition of sprockets.

GEAR RATIO MODIFICATION

For particular applications, the number of teeth of the sprockets can be increased or decreased on lower and upper sprockets.

Refer to TECHNICAL DATA 09-03 for gear ratios.

▼ CAUTION

Gear ratio modifications should only be performed by experienced mechanics since they can greatly affect vehicle performance.

NOTE: For high altitude regions, the *High Altitude Technical Booklet* (P/N 484 0648 00 and P/N 484 0545 00 for binder) gives information about calibration according to altitude.

INSTALLATION

Reverse removal procedure and pay attention to the following. Replace oil seals, gaskets and O-rings.

Refer to DRIVE AXLE 06-03 for drive axle axial play adjustment.

11, Oil Seal

Clean chaincase bore with Loctite Safety Solvent (P/N 413 7082 00) then apply Loctite 609 to oil seal mounting surface (outside).

Using an appropriate pusher, press the oil seal into chaincase hub. Oil seal must fit flush with the chaincase edge.

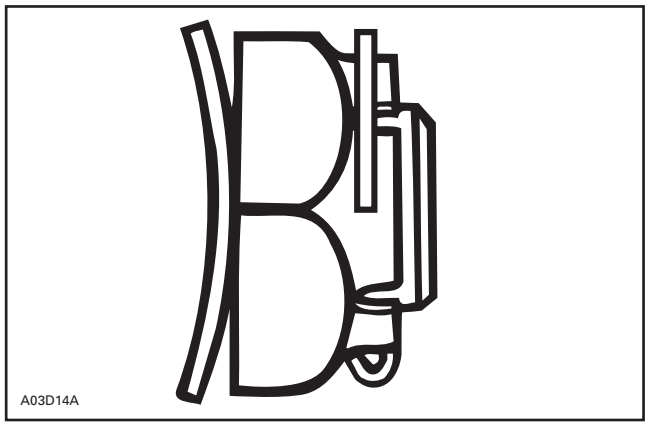
NOTE: Should installation procedure for countershaft be required, refer to BRAKE 04-06 then look for **Brake disc and Countershaft bearing adjustment.**

5,16, Sprockets

Position the sprockets with the writing facing the chaincase cover.

27, Conical Spring Washer

Install washer with its concave side towards drive pulley.



4, Upper Sprocket Castellated Nut

Torque to 45 to 90 N•m (33 to 66 lbf•ft).

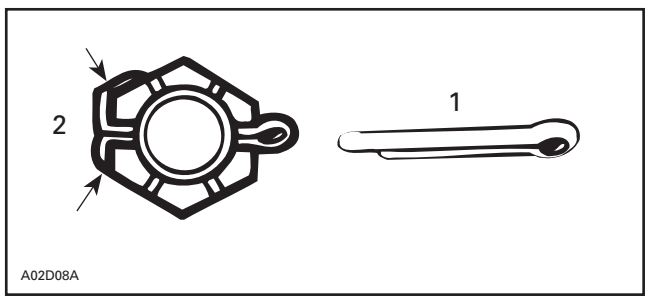
Install new cotter pin in the position shown.

▼ CAUTION

When removing a cotter pin always replace with a new one.

▼ CAUTION

Cotter pin will rub on chaincase cover if installed otherwise.



1. New
2. Fold cotter pin over castellated nut flats only

18, Circlip

▼ CAUTION

It is of the utmost importance to install the circlip otherwise damage to the chaincase components may occur.

DRIVE CHAIN ADJUSTMENT

NOTE: Brake disc key must be in good condition before checking chain free play.

10, O-ring

Replace O-ring **no. 10** on tensioner adjustment screw. Fully tighten tensioner adjustment screw **by hand**, then back off only far enough for hair pin to engage in locking hole.

This initial adjustment should provide 3-5 mm (1/8-13/64 in) free-play when measured at the outer circumference of the brake disc.

▼ CAUTION

Free-play must not exceed 5 mm (13/64 in), readjust if necessary.

◆ WARNING

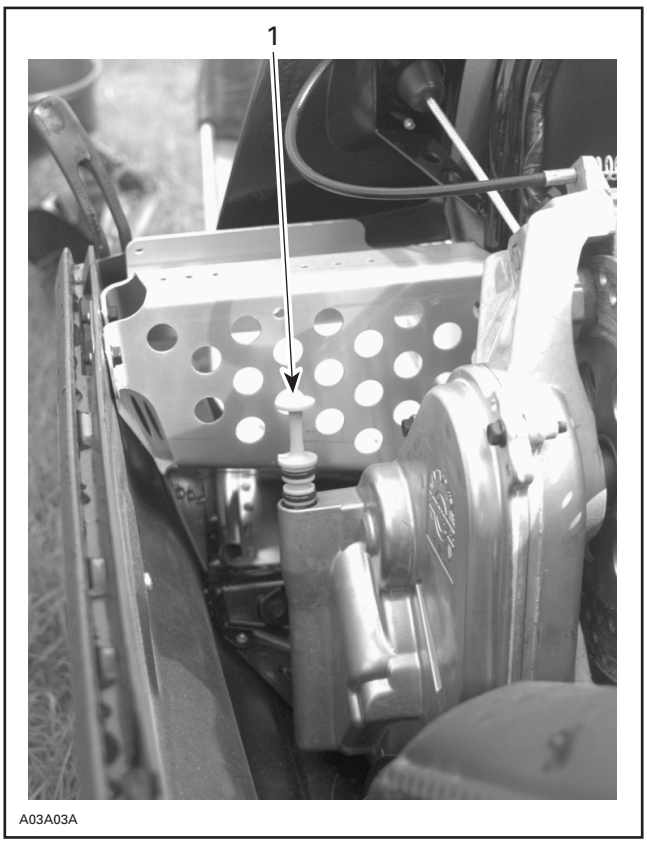
If the specified free-play is not reached with the tensioner screw fully tightened, replace chain and check the condition of sprockets.

22, Chaincase Oil

Pour 250 mL (8.5 fl. oz) of synthetic chaincase oil (P/N 413 8033 00) into chaincase.

NOTE: Chaincase oil capacity is 250 mL (8.5 fl. oz).

Check oil level with the dipstick then add if required. Remove metal particles from magnet.



TYPICAL
1. Dipstick

NOTE: Chaincase must be in its proper position when checking oil level.

ADJUSTMENT

Pulley Alignment

Refer to PULLEY DISTANCE AND ALIGNMENT 04-05.

Track Tension and Alignment

Refer to TRACK 06-04.

DRIVE CHAIN

SILENT CHAIN

For 1997 there are 2 types of silent chain. One is 11-plate wide and the other (stronger) is 13-plate wide. Do not interchange sprockets. Fit chain on sprockets to make sure using right ones according to width. Refer to TECHNICAL DATA 09-03.

NOTE: No work (separation, lengthening) can be done on the silent chain type.

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WIRING DIAGRAMS

MODEL	WIRING DIAGRAM PAGE	HEADLIGHT (watt)	TAILLIGHT (watt)	ELECTRICAL SYSTEM OUTPUT (watt)
Formula III/III LT Mach 1/Z/Z LT	Annex 1	60/55 hal.	8/27	220

hal. = halogen

CHART CODES

Wiring Color Code

The first color of a wire is the main color, second color is the stripe.

Example: YL/BK is a YELLOW wire with a BLACK stripe.

COLOR CODE	
BK — BLACK	GN — GREEN
WH — WHITE	GY — GREY
RD — RED	VI — VIOLET
BL — BLUE	OR — ORANGE
YL — YELLOW	BR — BROWN

Following table shows wire colors related to electrical circuits.

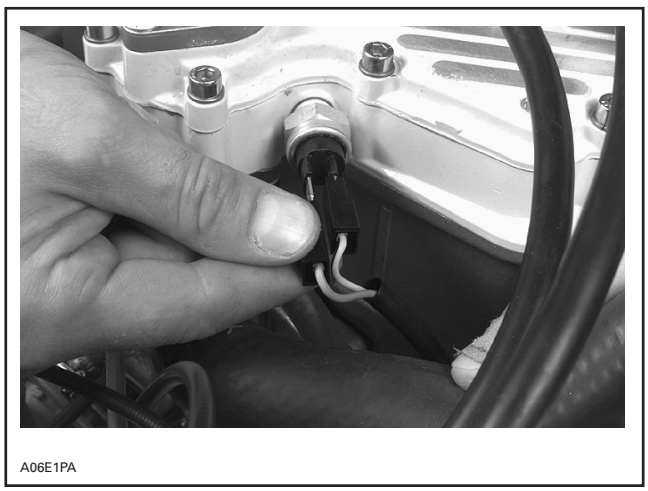
WIRE COLORS	ELECTRICAL CIRCUIT	ADDITIONAL INFORMATION
BLACK/YELLOW	ENGINE SHUT OFF – Key switch – Tether cord switch – Emergency switch	Must be grounded to stop engine.
BLACK (small)	Ground for shut off	
BLACK (Big)	Ground for starter (–)	
YELLOW YELLOW/BLACK	12 volts (A.C.)	If shorted, magneto stops producing electricity.
RED	12 volts (D.C.) (+) For starter motor	
RED/GREEN	12 volts (D.C.) (+) For starter solenoid	
RED/BLUE	12 volts (D.C.) (+) Rectifier output	
GREY	12 volts (A.C.) High beam	Current returns by YELLOW/BLACK wire connected to headlamp.
VIOLET/GREY	12 volts (A.C.) Low beam	
WHITE	12 volts (A.C.) Brake light	Current returns by YELLOW/BLACK wire connected to taillight.
WHITE/RED	12 volts (A.C.) Low oil level	Current returns by YELLOW/BLACK wire connected to oil level sensor.
BLUE	12 volts (A.C.) Fuel level indicator	Current returns by YELLOW wire connected to fuel level sensor.
ORANGE	12 volts (A.C.) Heated grips (max.)	Current returns by YELLOW/BLACK wire connected to heating elements.
ORANGE/VIOLET	12 volts (A.C.) Heated grips (min.)	
BROWN	12 volts (A.C.) Heated throttle lever (max.)	
BROWN/YELLOW	12 volts (A.C.) Heated throttle lever (min.)	
GREEN	12 volts (A.C.) Temperature gauge	Current returns by YELLOW wire connected to sensor.
VIOLET	12 volts (A.C.) Engine overheating light.	

Connector Location

Connectors on wiring diagrams carry the letter C followed by a number. Use this code with wiring diagram legend to find connector location on vehicle.

UNPLUGING CONNECTORS

Always unplug connectors by pulling on housing not on wire.

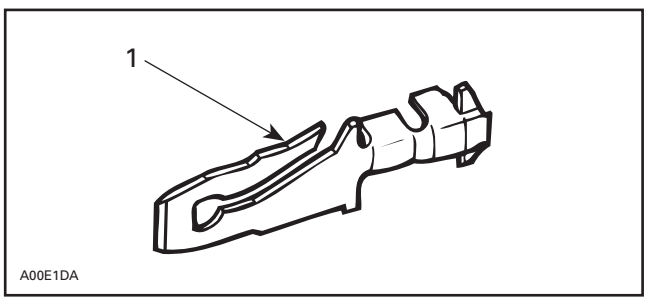


TYPICAL

TAB AND RECEPTACLE CONNECTORS REMOVAL

Tab Connector

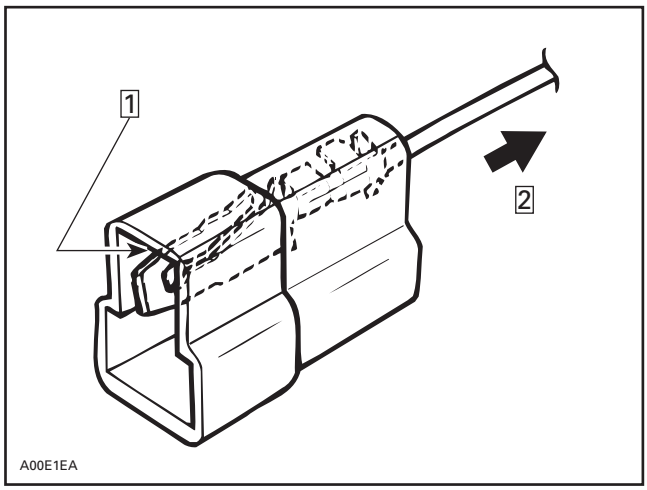
It is locked in its housing by a spring tab on its side. Removal is done by squeezing this tab.



TAB CONNECTOR
1. Locking tab

To remove:

– Insert a screwdriver or Snap-on TT 600-5 from opposite side of wire and pry locking tab.
– While holding locking tab pried, pull connector toward wire side.

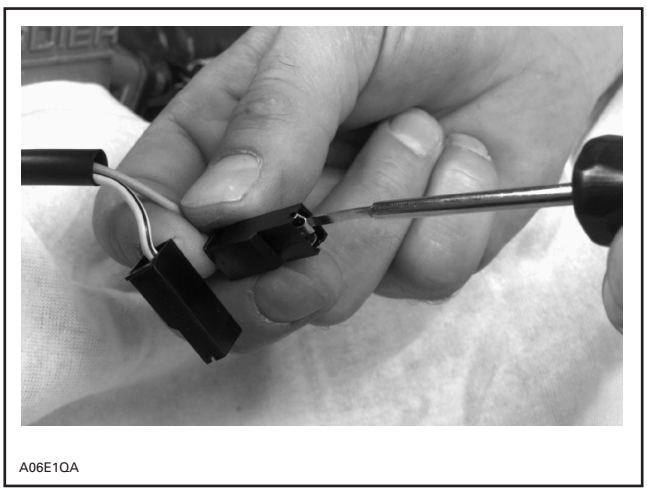


Step 1: Insert screwdriver here
Step 2: Pull this side

Locking Receptacle Connector

To remove:

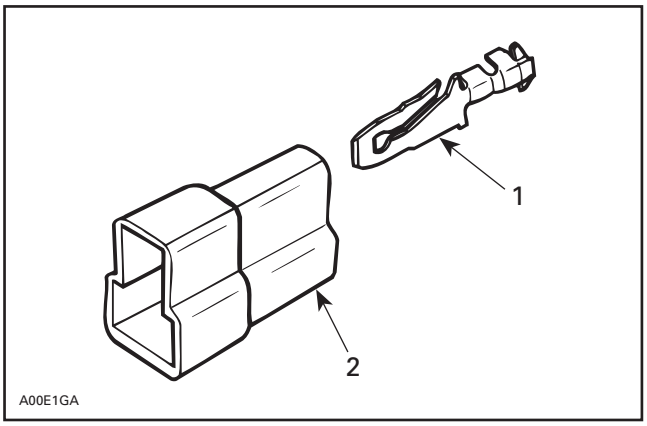
– Insert tool Snap-on TT 600-5 in access opening then pull housing toward wire side.



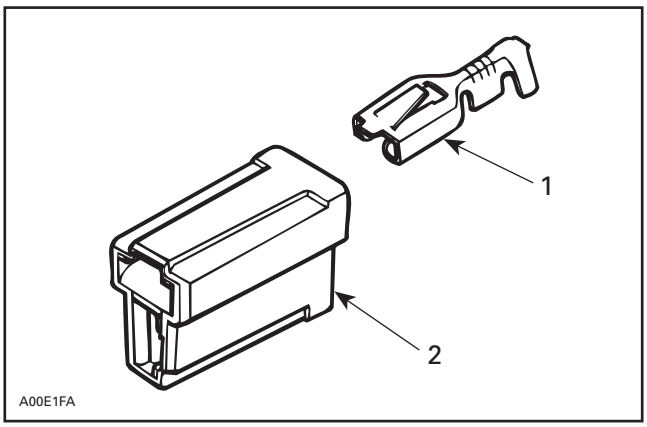
TAB AND RECEPTACLE CONNECTORS INSTALLATION

Prior to installing, make sure locking tab is sufficiently lifted to properly lock.

Insert tab and receptacle connectors in their respective housings as shown in following illustrations. Push sufficiently so that they snap. Try pulling wire to ensure they are properly locked.



1. Tab
2. Housing



TYPICAL
1. Receptacle
2. Housing

ACCESSORIES INSTALLATION

On all **electric start models:** The direct current (DC) utilizes the snowmobile frame as ground "wire" while all alternating current (AC) consumers (lights, heated grips, fuel gauge, etc.) utilize a separate ground wire.

Never interconnect AC and DC grounds as an AC voltage drop will result. When installing accessories on **any** snowmobile, connect their wires directly to the YELLOW and YELLOW/BLACK lighting coil wires.

Even if **manual start models** have an AC ground to the chassis (on voltage regulator), all accessories utilize a ground wire isolated from chassis. When an electric starter kit is installed, the voltage regulator and its ground wire are replaced by a voltage rectifier/regulator unit permitting a completely isolated AC circuit.

◆ WARNING

Never secure electrical wires/cables with fuel lines. Keep wires away from any rotating, moving, heating, vibrating or sharp edge. Use proper fastening devices as required.

IGNITION TIMING

NIPPONDENSO TRIGGER COIL SYSTEM

Ignition timing is adjusted by movement of trigger coil. Raising position of trigger coil retards ignition. Lowering position of trigger advances ignition.

▼ CAUTION

Each time ignition timing is adjusted by moving trigger coil, air-gap must be adjusted.

Refer to CDI MAGNETO 04-04 then look for **Trigger Coil Adjustment** after adjusting ignition timing.

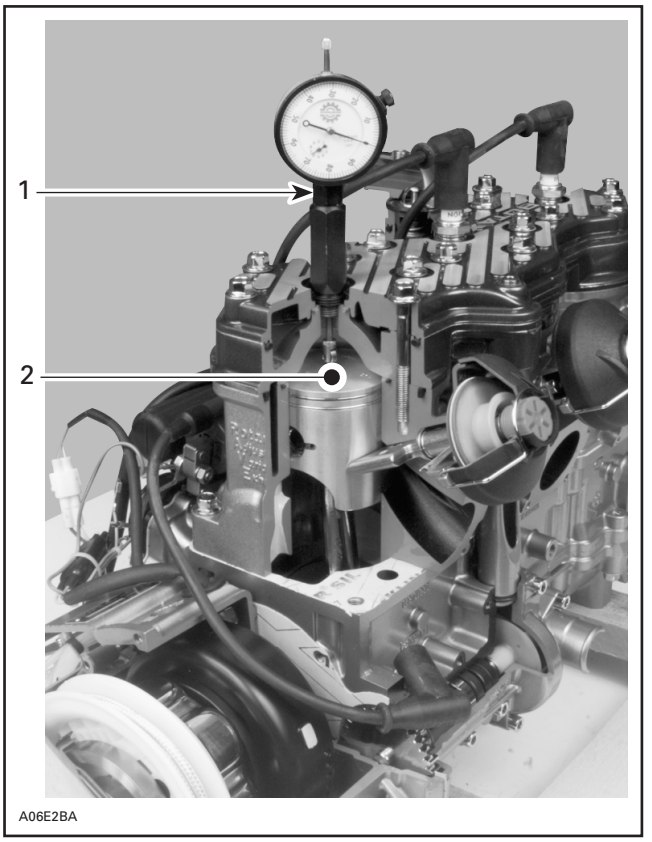
Verifying Magneto Flywheel Timing Mark Position

Prior to checking the timing, it may be necessary to verify the position of the timing mark on the magneto flywheel, for the following reasons:

1. To detect a missing or broken magneto flywheel Woodruff key which would allow a change of timing to occur, with eventual break down of the engine.
2. To correctly locate and mark a timing mark on a new service magneto flywheel.
3. To verify the correct location of the factory timing mark.
4. To detect a wrong magneto flywheel.

To verify the position of the timing mark on the magneto flywheel or to scribe a timing mark, proceed as follows:

1. Clean the area around the spark plugs, and remove them.
2. Remove the rewind starter from the engine.
3. Install the TDC gauge in the spark plug hole, (magneto side) and adjust as follows:
   a. Position the magneto flywheel at approximately TDC.



TYPICAL
1. TDC gauge on MAG side
2. MAG side piston at TDC

   b. Assemble the gauge to the adaptor and tighten the roller lock nut. Do not tighten the adaptor lock nut.
   c. Screw the adaptor into the spark plug hole and tighten to prevent movement in the plug hole.
   d. Position the dial face toward the magneto. Move the gauge down until the needle just begins to move, then move down a further 5 or 6 mm (approximately 1/4 in). Tighten adaptor lock nut by hand.
4. Locate the piston TDC position as follows:
   a. Slowly rotate the magneto flywheel back and forth across TDC while observing the needle. Note that the needle stops moving only as the piston is changing direction.

b. Rotate the dial face so that "0" is in line with the needle when it stops moving.

c. Again, slowly rotate the magneto flywheel back and forth across TDC and adjust the dial face to "0", until the needle always stops exactly at "0" before changing direction.

d. "0" now indicates exact TDC.

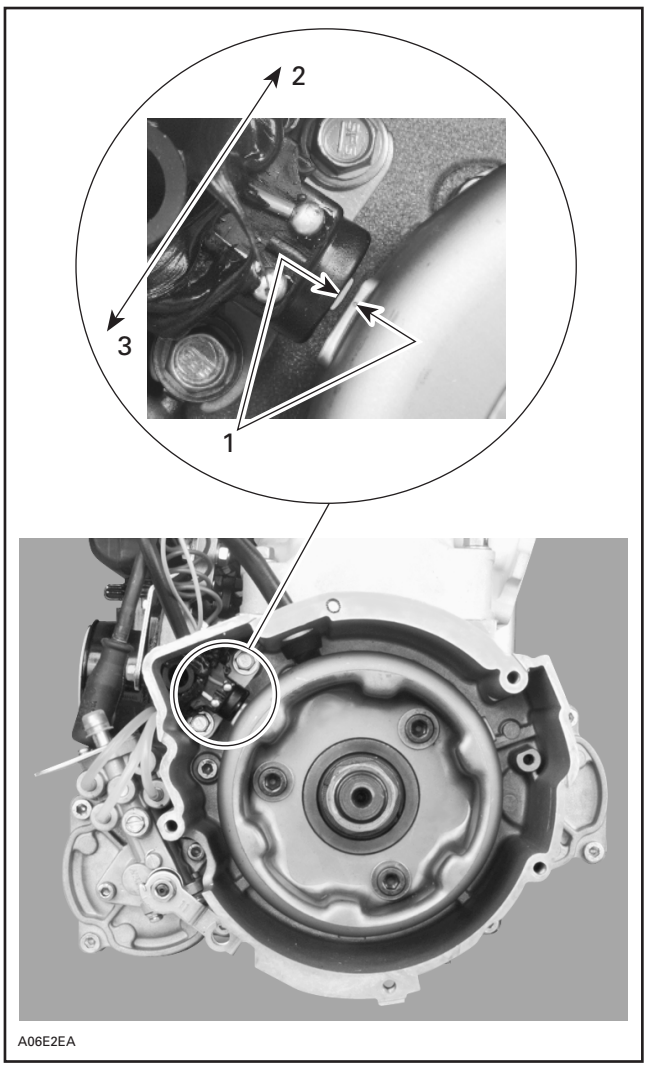
5. Verify the position of the timing mark on the magneto flywheel as follows:

NOTE: When checking timing, certain procedures require that the magneto flywheel be turned in a clockwise direction, viewed facing the magneto. If it is necessary to turn back (counterclockwise) for any reason, rotate the magneto flywheel at least one-quarter turn counterclockwise, and then rotate it clockwise. The last magneto flywheel movement when making a critical check must always be in a clockwise direction, to ensure that the slack in engine moving parts is taken-up.

a. Rotate the magneto flywheel counterclockwise, one-quarter turn then carefully rotate it clockwise until the needle indicates the specified measurement, indicated in TECHNICAL DATA 09-02.

b. Make sure that the dot **located on the side of** the magneto flywheel protrusion perfectly aligns with center of trigger coil core, refer to illustration.

c. If the marks do not align, loosen trigger coil screws and move trigger coil to align dot with center of trigger coil core.



1. Dot aligned with center of trigger coil core
2. Retard
3. Advance

NOTE: These marks can not be used to check dynamic (with engine running) ignition timing with a timing light: an other mark is scribed on magneto flywheel or damper for this purpose. When flywheel protrusion dot aligns with center of trigger coil core, flywheel mark and crankcase center mark must be aligned.

Checking Ignition Timing

Use timing light (P/N 529 0319 00).

To check the ignition timing, refer to illustration and proceed as follows:

NOTE: Engine should be cold when checking timing. Do not idle engine for more than 20 seconds and make checks quickly.

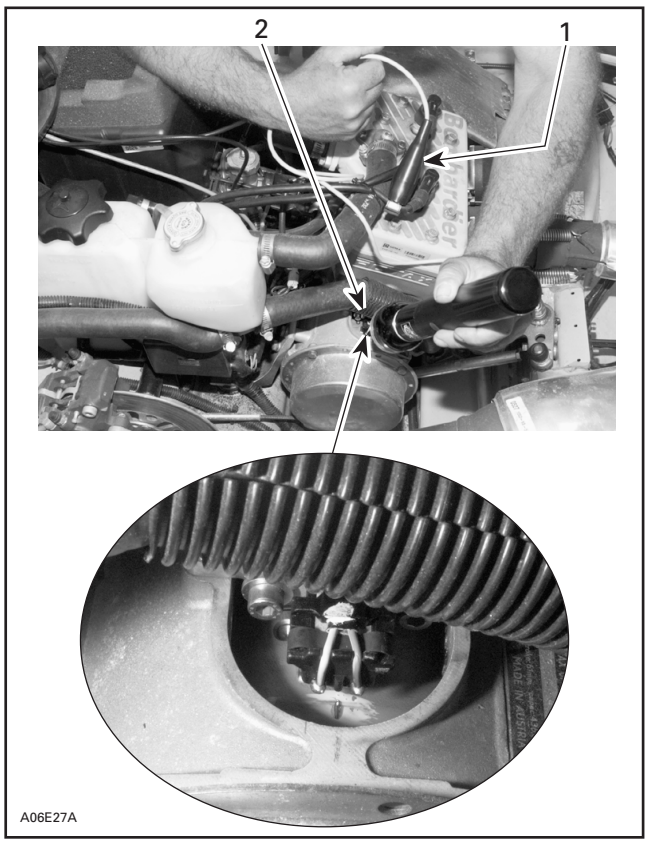
◆ WARNING

Place ski tips against a wall, raise rear of vehicle on a stand, so that track does not contact the ground. Do not allow anyone in front of or behind the vehicle while engine is running. Keep clear of track and do not wear loose clothing which can get caught in moving parts.

1. Connect the timing light pick-up to a spark plug cable and the power connections to the battery.

NOTE: To avoid an incorrect reading due to parallax, view the magneto flywheel and the crankcase timing marks in a straight line.

2. Start the engine and point timing light straight in line with the crankcase timing mark. Bring engine to 6000 RPM for a brief instant.



TYPICAL

1. *Timing light pick-up on MAG side*
2. *Timing inspection hole*

The magneto/damper mark must be aligned with center mark. If not, move trigger coil as explained above and recheck ignition timing. Tolerance is ± 1°.

If the marks still do not align, a faulty trigger coil (check proper grounding of coil) or a faulty CDI module could be the cause: substitute one part at a time and recheck timing marks (check connectors condition prior to substituting any part).

SPARK PLUGS

NGK SPARK PLUG

All Models

NGK SPARK PLUG NUMBERING SYSTEM

Bombardier is using the NGK spark plug type on most of the 1997 snowmobile models.

The heat range identification system is:

High number ⟶ hot plug

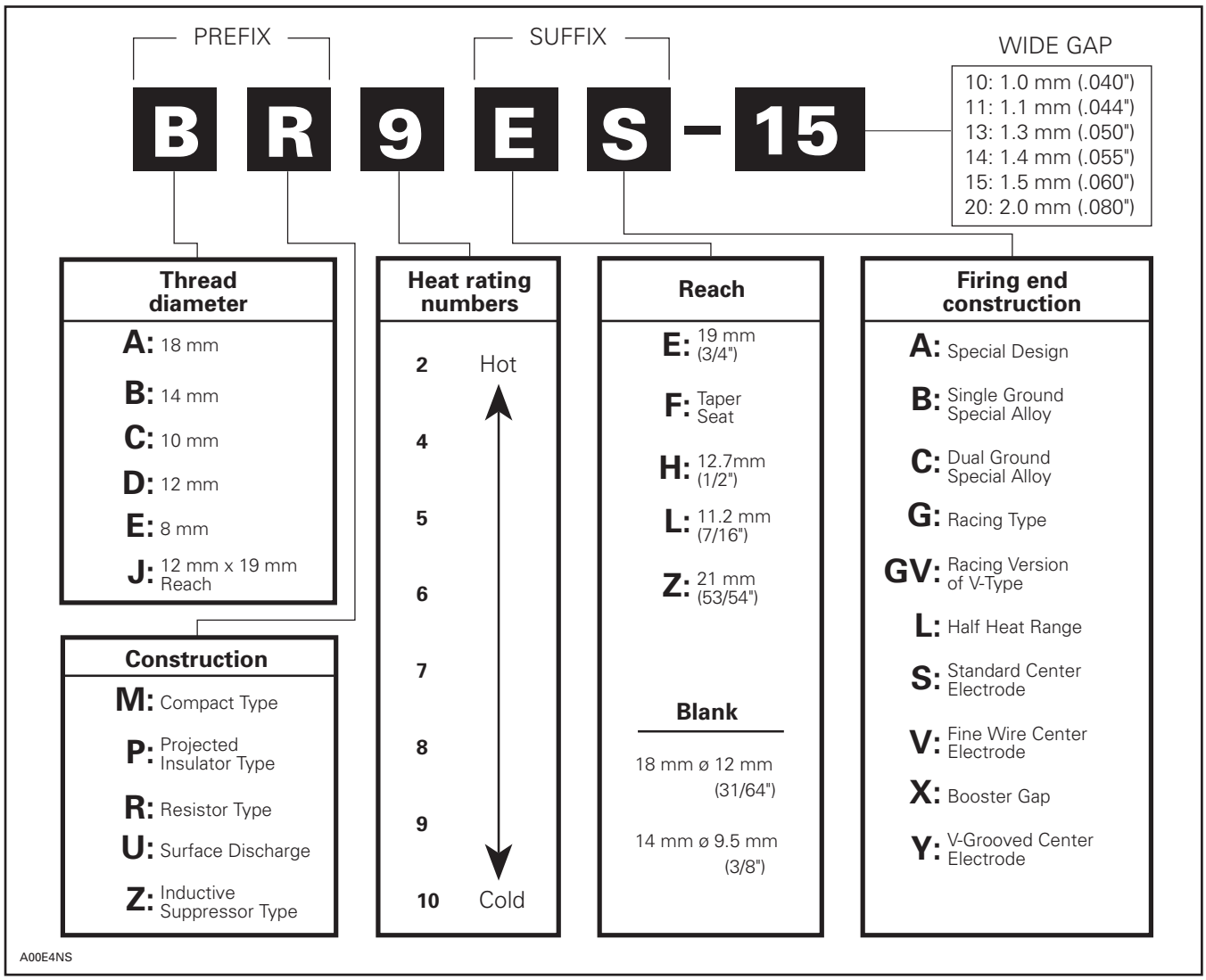
Low number ⟶ cold plug

1997 REFERENCE CHART

NGK spark plugs used on 1997 Bombardier snowmobiles covered in this manual:

– BR10ES

DESIGN SYMBOLS USED IN NGK SPARK PLUGS



CROSSCUTS AND GAP STYLES OF SPARK PLUGS



Standard Type | Projected Insulator Type | Taper Seat Type | V-Type | Surface Discharge Type

A01E1PS

DISASSEMBLY

First unscrew the spark plug 1 turn.

Clean the spark plug and cylinder head with pressurize air then completely unscrew.

◆ WARNING

Whenever using compressed air, always wear protective eye wear.

HEAT RANGE

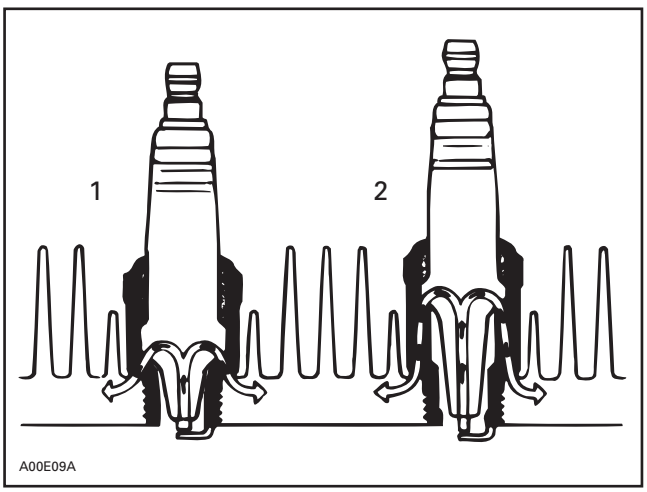
The proper operating temperature or heat range of the spark plugs is determined by the spark plug ability to dissipate the heat generated by combustion.

The longer the heat path between the electrode tip to the plug shell, the hotter the spark plug operating temperature will be — and inversely, the shorter the heat path, the colder the operating temperature will be.

A "cold" type plug has a relatively short insulator nose and transfers heat very rapidly into the cylinder head.

Such a plug is used in heavy duty or continuous high speed operation to avoid overheating.

The "hot" type plug has a longer insulator nose and transfers heat more slowly away from its firing end. It runs hotter and burns off combustion deposits which might tend to foul the plug during prolonged idle or low speed operation.



1. Cold
2. Hot

▼ CAUTION

Severe engine damage might occur if a wrong heat range plug is used.

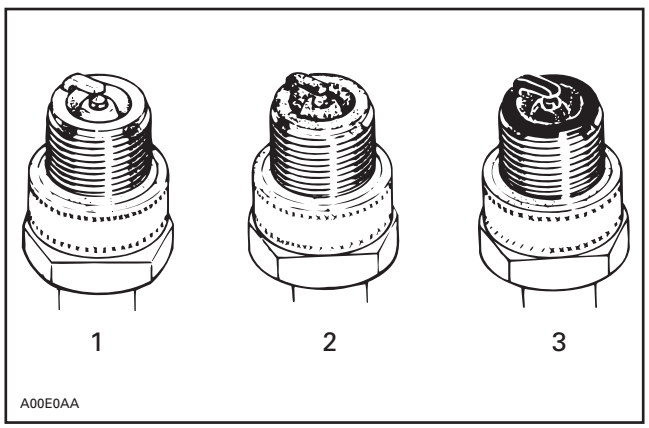
A too "hot" plug will result in overheating and pre-ignition, etc.

A too "cold" plug will result in fouling (shorting the spark plug) or may create carbon build up which can heat up red-hot and cause pre-ignition or detonation.

FOULING

Fouling of the spark plug is indicated by irregular running of the engine, decreased engine speed due to misfiring, reduced performance, and increased fuel consumption. This is due to a loss of compression. Other possible causes are: prolonged idling, or running on a too rich mixture due to a faulty carburetor adjustment or incorrect fuel and/or fuel mixing. The plug face of a fouled spark plug has either a dry coating of soot or an oily, glossy coating given by an excess either of oil or of oil with soot. Such coatings form a conductive connection between the center electrode and ground.

SPARK PLUG ANALYSIS



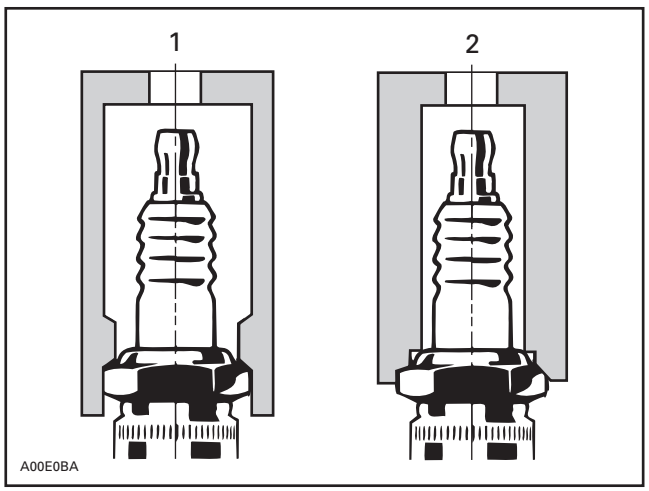
1. Overheated (light grey)
2. Normal (brownish)
3. Fouled (black)

The plug electrode (and piston dome) reveals the condition of the engine, operating condition, method of driving and fuel mixture. For this reason it is advisable to inspect the spark plug at regular intervals, examining the plug electrode and the piston dome.

SPARK PLUG INSTALLATION

Prior to installation make sure that contact surfaces of the cylinder head and spark plug are free of grime.

1. Using a wire feeler gauge, set electrode gap according to TECHNICAL DATA 09-02.
2. Apply anti-seize lubricant (P/N 413 7010 00) over the spark plug threads to prevent possible seizure.
3. Hand screw spark plug into cylinder head and tighten with a torque wrench and a proper socket.



1. Proper socket
2. Improper socket

SPARK PLUG TIGHTENING TORQUE

Models	Spark plugs	Torque N•m (lbf•ft)
All models	NGK	27 (20)

TESTING PROCEDURE

GENERAL

The following chart gives the engine types with their implemented system.

ENGINE TYPE	IGNITION SYSTEM	CHARGING SYSTEM OUTPUT
599, 699 and 809	① NIPPONDENSO (CDI) TRIGGER COIL	220

CDI System Identification

Nippondenso

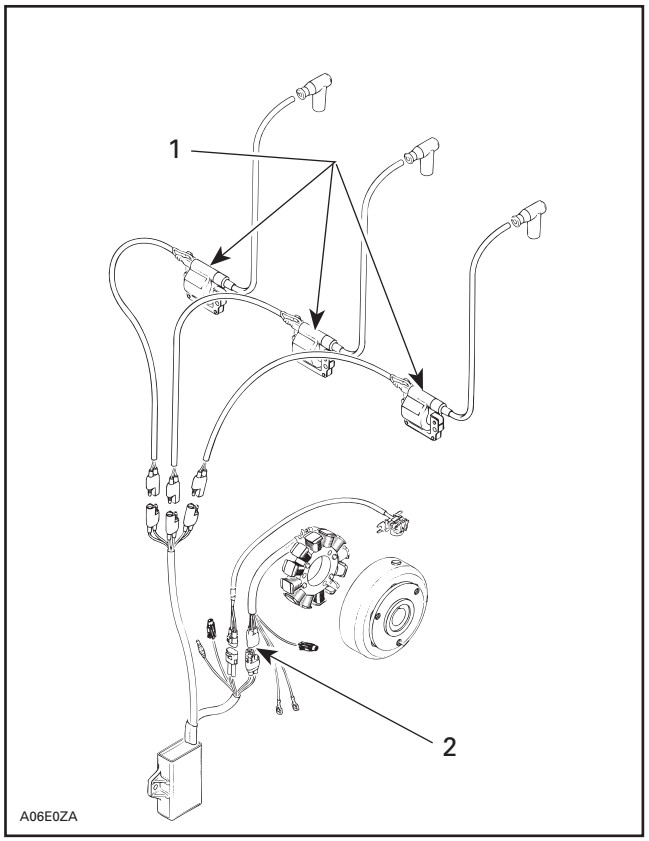
1. Ignition module is connected to the ignition generator coil via a 3-wire connector (BLACK/RED, WHITE and RED wires).

599, 699 and 809 Engines

Ignition module stamped P/N: 070000-2341

Ignition coil stamped P/N: 129700-2990 or 129700-2991

Flywheel stamped P/N: 032000-7902



① *NIPPONDENSO CDI TRIGGER COIL WITH 3 H.T. COILS*

1. *Separate high tension coils mounted on carburetor flanges*
2. *Three-wire connector (BLACK/RED, WHITE and RED)*

Ignition System Testing Sequence

When dealing with ignition problems, the following items should be verified in this order.

Nippondenso

1. Spark occurrence/spark plug condition.
2. Electrical connections.
3. Engine stop/tether cord switches.
4. Ignition coil output.
5. Ignition module output.
6. Magneto output (ignition generator coil).

▼ CAUTION

Whenever replacing a component in ignition system, check ignition timing.

The first 2 items can be checked with known automotive equipment and other items as follows.

Engine Stop/Tether Cut-Out Switches Verification

Engine Stop Switch

Unplug stop switch connector from main harness then using an ohmmeter, connect test probes to BLACK/YELLOW and BLACK wires.

Measure resistance, it must be an open circuit in its operating position and close to 0 ohm when depressed.

Tether Cut-Out Switch

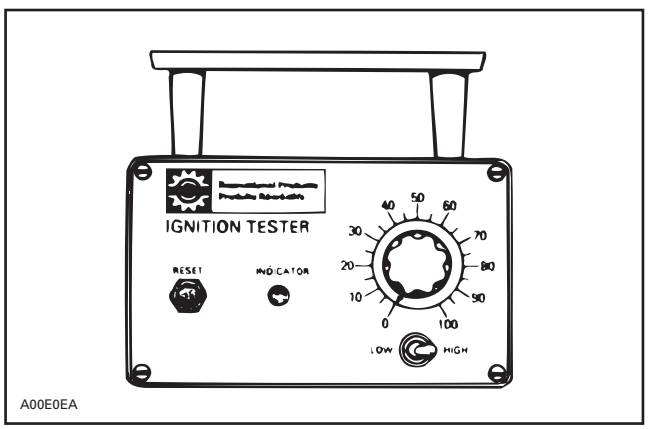
Unplug tether cut-out switch connector from main harness then using an ohmmeter, connect test probes to BLACK/YELLOW and BLACK wires.

Measure resistance, it must be an open circuit when cap is over switch and close to 0 ohm when removed.

Magneto System Verification

System verification can be performed using the Bombardier ignition tester (P/N 419 0033 00), a digital ohmmeter or by substituting parts.

USE OF BOMBARDIER IGNITION TESTER



NOTE: For more information about operating and maintenance of the tester, refer to its instruction manual.

Test Condition

All Tests are Performed on the Vehicle at Cranking Speed

Vigorous manual cranking against compression causes the flywheel to snap over, raising the output higher than by cranking without compression, therefore, do not remove spark plug.

Test Values Listed are Taken Against Compression

Always crank vigorously as in actual starting.

Always proceed in the following order:

1. Connect tester P and N clip leads as illustrated for each specific test.
2. Follow test procedure sequence.
3. After every test that lights the indicator lamp, **reset** the indicator circuit by depressing the reset button.

Analysis of Test Results

Indicator Lamp Lights at Specific Setting

Output is as specified. Test results should repeat 3 times. If readings do not repeat, output is erratic and cause should be investigated (loose connections or components etc.).

Indicator Lamp Lights at Lower Setting

This indicates that the output is less than that designed to operate in a satisfactory manner. However, before coming to the conclusion of a faulty condition, be certain that correct engine cranking conditions were met before condemning the tested part.

Indicator Lamp Does Not Light

One component is defective. Proceed as instructed to find defective component.

Intermittent Ignition Problems

In dealing with intermittent problems there is no easy diagnosis. For example, problems that occur only at normal engine operating temperature have to be tested under similar conditions.

In most cases of temperature and/or vibration failure, only parts replacement can solve the problem as most of these failures return to normal when engine is not running.

Multiple Problems

There is always the possibility of more than one faulty part. If after a component has been replaced, the problem still persists, carefully repeat the complete test procedure to find the other faulty part.

NIPPONDENSO CDI TRIGGER COIL SYSTEM TESTING

Applicable to 599, 699 and 809 Engine Types

NOTE: Ensure ignition cut-out switches are properly working and they are in the ON position prior to performing the following tests.

◆ WARNING

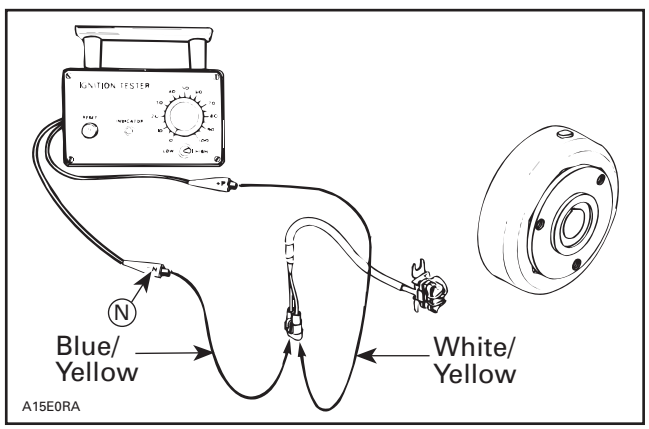
To prevent powerful electric shocks while cranking engine, do not touch neither electronic ignition components (ignition coil, high tension wire, wire harness, etc.) nor tester leads.

TRIGGER COIL OUTPUT

1. Disconnect connector housing of trigger coil at ignition module.
2. Connect tester wires then set switch and dial as follows:

Tester wires	Component wires	Tester switch position	Tester dial position
N	BLUE/YELLOW wire of trigger coil	LOW	15
P	WHITE/YELLOW wire of trigger coil		

3. Crank engine and observe indicator.
4. Push reset button and repeat step 3 twice.



TYPICAL

Results:

a. **Indicator lamp lights:** Trigger coil output is up to specifications.

b. **Indicator lamp does not light:** The problem is a faulty trigger coil or bad grounding.

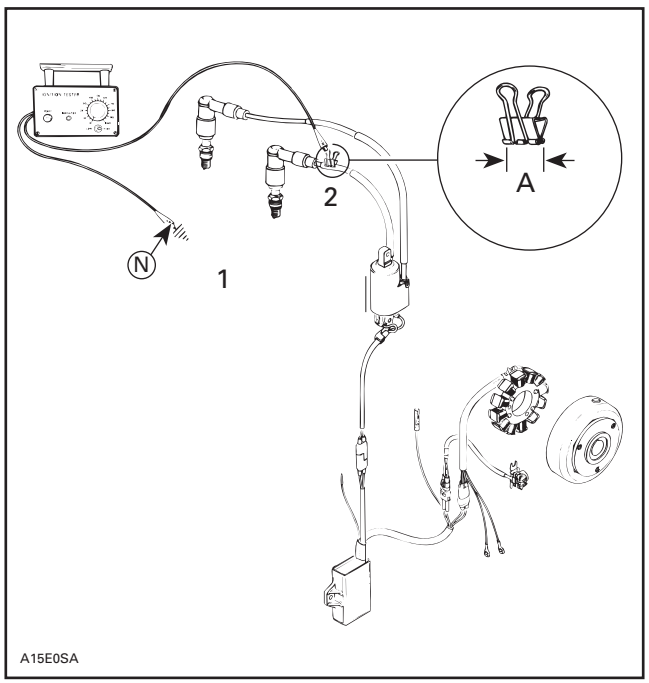
IGNITION COIL OUTPUT

A paper clip of approximately 20 mm (3/4 in) will be used as a test adapter for the following test.

1. Install the test adapter to spark plug cable close to MAG side spark plug.
2. Connect tester wires then set switch and dial as follows:

Tester wires	Component wires	Tester switch position	Tester dial position
N	Engine ground	LOW	45
P	Test adapter (paper clip) spark plug cable		

NOTE: Different reading occurs if N tester wire is connected to PTO or MAG side spark plug cable.



TYPICAL

1. Engine ground
2. MAG side
A. 20 mm (3/4 in)

3. Crank engine and observe indicator.

NOTE: If engine starts, allow it to idle while observing indicator. Then, shut engine off.

4. Push reset button and repeat step 3 twice.

Results:

a. **Indicator lamp lights:** Ignition system is OK.

b. **Indicator lamp does not light on one or both cylinder:** Proceed to following tests.

IGNITION MODULE

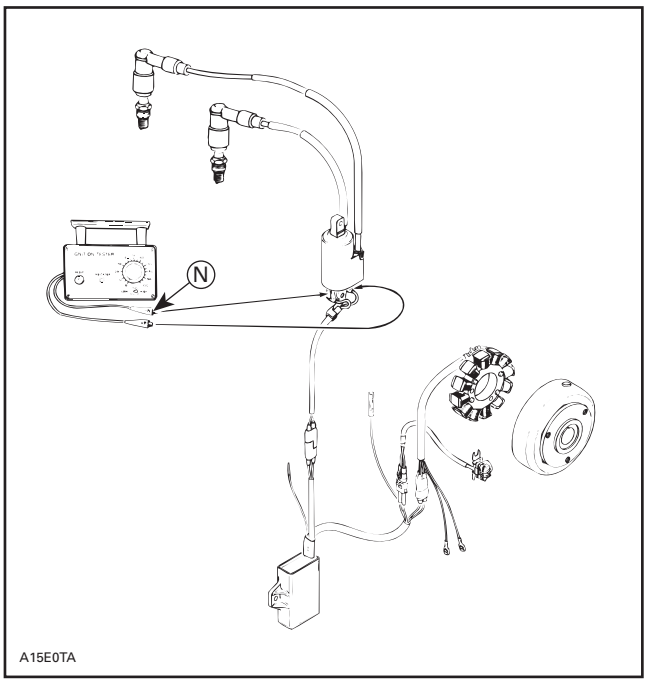
1. Disconnect connector at ignition coil.

At assembly, secure with new locking ties.

2. Connect an ignition coil (known as being in good condition) to the spark plug(s).
3. Connect CDI module to replacement ignition coil.
4. Slip plastic protector out of coil terminal.
5. Connect tester wires to coil terminals then set switch and dial as follows:

NOTE: If necessary use jumper wires from coil terminals to tester wires.

Tester wires	Component wires	Tester switch position	Tester dial position
N	WHITE/BLUE wire (+) of ignition coil	LOW	85
P	BLACK wire (–) of ignition coil		



TYPICAL

6. Crank engine and observe indicator.
7. Push reset button and repeat step 6 twice.

Results:

a. **Indicator lamp lights:** Ignition module output is up to specifications. The problem is a faulty ignition coil.

b. **Indicator lamp does not light:** Proceed to following test. If magneto output tests good, the problem is a faulty ignition module.

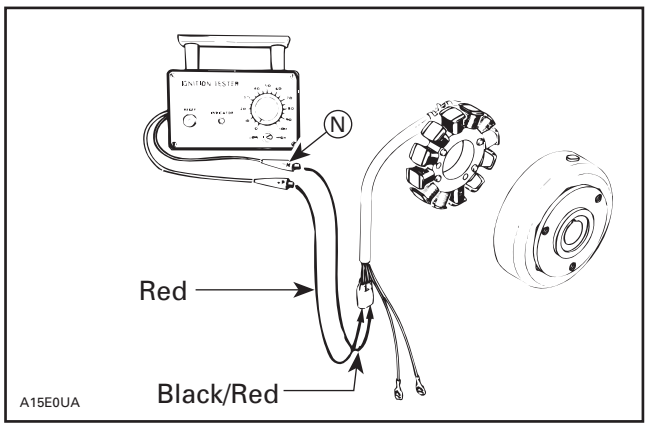
MAGNETO OUTPUT (IGNITION GENERATOR COIL)

1. Disconnect the 3-wire connector between ignition module and magneto harness.

   At installation, secure with new locking ties.

2. Connect tester wires then set switch and dial as follows:

Tester wires	Component wires	Tester switch position	Tester dial position
N	WHITE wire of magneto harness	LOW	75
P	BLACK / RED wire of magneto harness		
N	WHITE wire of magneto harness	LOW	85
P	RED wire of magneto harness		



TYPICAL

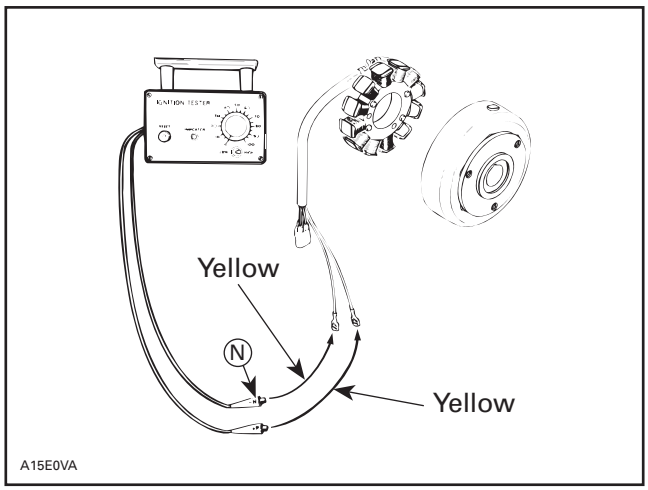
3. Crank engine and observe indicator.
4. Push reset button and repeat step 3 twice.

LIGHTING GENERATOR COIL OUTPUT

NOTE: The lighting generator coil is not part of the ignition system. It is a separate system that supplies current to the lighting system and AC-powered devices. However it can be tested with the same tester.

1. Disconnect wiring harness junction block at engine (the one with YELLOW wires).
2. Connect tester wires then set switch and dial as follows:

Tester wires	Component wires	Tester switch position	Tester dial position
N	YELLOW wire of magneto harness	LOW	75
P	YELLOW wire of magneto harness		



3. Crank engine and observe indicator.
4. Push reset button and repeat step 3 twice.

Results:

a. **Indicator lamp lights:** Lighting generator coil output is up to specifications.

b. **Indicator lamp does not light:** Lighting generator coil is faulty.

SUMMARY TABLE

Test to perform	Tester wires	Components wires	Switch	Dial
Trigger coil output	N	BLUE/YELLOW wire of trigger coil	LOW	15
	P	WHITE/YELLOW wire of trigger coil		
Ignition coil output	N	Engine ground	LOW	45
	P	Test adapter on MAG spark plug cable		
Ignition module output	N	WHITE/BLUE wire (+) of ignition coil	LOW	85
	P	BLACK wire (–) of ignition coil		
Magneto output (ignition generator coil)	N	WHITE wire of magneto harness	LOW	75
	P	BLACK / RED wire of magneto harness		
	N	WHITE wire of magneto harness	LOW	85
	P	RED wire of magneto harness		
Lighting generator coil output	N	YELLOW wire of magneto harness	LOW	75
	P	YELLOW wire of magneto harness		

RESISTANCE MEASUREMENTS

As an alternate method, magneto system components can be checked with a digital ohmmeter.

NOTE: All resistance measurements must be performed with parts at room temperature (borax. 20°C (68°F)). Temperature greatly affects resistance measurements.

Disconnect connector at ignition coil and magneto junction. Measure resistance between each terminal. Refer to the following table for values and wire colors.

NOTE: An ignition coil with good resistance measurement can still be faulty. Voltage leak can occur at high voltage level which is not detectable with an ohmmeter.

	PART NAME	WIRE COLOR*	RESISTANCE OHM	REMARKS
MAGNETO	Trigger coil	BL/YL with WH/YL	190 - 300	No display change means open circuit.
	Ignition generator coil — Low speed	WH with RD	49 - 75	
	Ignition generator coil — High speed	WH with BK / RD	2.8 - 4.3	
IGNITION COIL	Primary winding	BK with WH/BL	0.3 - 0.7	
	Secondary winding (spark plug cap remove)	End of each high tension wire	8 - 16 K (8000 - 16000)	
	Insulation	WH/BL with core	∞Ω	Display showing zero (0) means short circuit.
		WH/BL with high tension wire		
SPARK PLUG CAP	Spark plug cap	—	4.5 - 5.5 K	

∞: Infinity (extremely large number)

* COLOR CODE

BK — BLACK	GN — GREEN
WH — WHITE	GY — GREY
RD — RED	VI — VIOLET
BL — BLUE	OR — ORANGE
YL — YELLOW	BR — BROWN

VOLTAGE REGULATOR INSPECTION

A faulty voltage regulator is often responsible for frequent burned bulbs.

TESTING PROCEDURE

The regulator ground must be checked to ensure the circuit is complete. If necessary, connect a good ground wire from the regulator to the engine.

A) Quick Test Without Voltmeter

If a voltmeter is not available, a visual test can be performed with satisfactory results.

Disconnect **all** lights and electric equipment.

While engine is running, disconnect and connect regulator connector several times checking for a spark.

A spark on regulator terminal indicates a good and working regulator.

B) Voltmeter Test

NOTE: Use a voltmeter able to read alternating current (AC). For accurate reading, use a RMS voltmeter.

Connect a wire of the voltmeter to a YELLOW/BLACK wire.

Connect the other wire of the voltmeter to a YELLOW wire.

Lift the rear of vehicle and support with a mechanical stand.

Start the engine at an idle without opening the throttle.

◆ WARNING

Ensure the track is free of particles which might be thrown out while track is rotating. Keep hands, tools, feet and clothing clear of track. Ensure no-one is standing in close proximity to the vehicle.

Slowly open the throttle and accelerate the engine to increase the RPM.

If the meter reads over 15 volts, the regulator is defective and must be replaced.

▼ CAUTION

Do not increase the RPM so the voltage exceeds 15 V as the bulb(s) will burn.

NOTE: Whatever the voltmeter type used (peak voltage or RMS) the voltage must not exceed 15 V (a defective regulator will allow voltage to exceed 15 V as engine RPM is increased).

INSPECTION OF AC CIRCUIT ISOLATION

All Electric Start Models

If AC circuit is not isolated from frame, headlamp beam will weaken.

INSPECTION

Disconnect regulator/rectifier.

Connect one digital ohmmeter probe (needle ohmmeter will not offer enough precision) to frame and other probe to one of 2 yellow magneto wires.

Measured resistance must be infinite. If such is not the case, it means there is a connection between AC circuit and DC circuit.

Disconnect one accessory at the time to identify the faulty circuit.

INSPECTION OF HEATING ELEMENTS

All measurements must be performed at 21°C (70°F).

Throttle Lever Heating Element

Resistance Measurement

HIGH INTENSITY	YELLOW/BLACK wire BROWN wire	1.96 to 3.64 ohms
LOW INTENSITY	YELLOW/BLACK wire BROWN/YELLOW wire	8.05 to 14.95 ohms

Current Measurement

HIGH INTENSITY	BROWN wire	0.23 Amp. minimum
LOW INTENSITY	BROWN/YELLOW wire	0.13 Amp. minimum

Handlebar Grip Heating Element

Resistance Measurement

HIGH INTENSITY	YELLOW/BLACK wire ORANGE wire	8.73 to ① 10.67 ohms
LOW INTENSITY	YELLOW/BLACK wire ORANGE/VIOLET wire	17.7 to ① 20.7 ohms

① When measuring resistance at terminals the actual value will be half the measurement in table. The reason for that is the elements are connected in parallel. Therefore the total resistance is half the resistance of one element.

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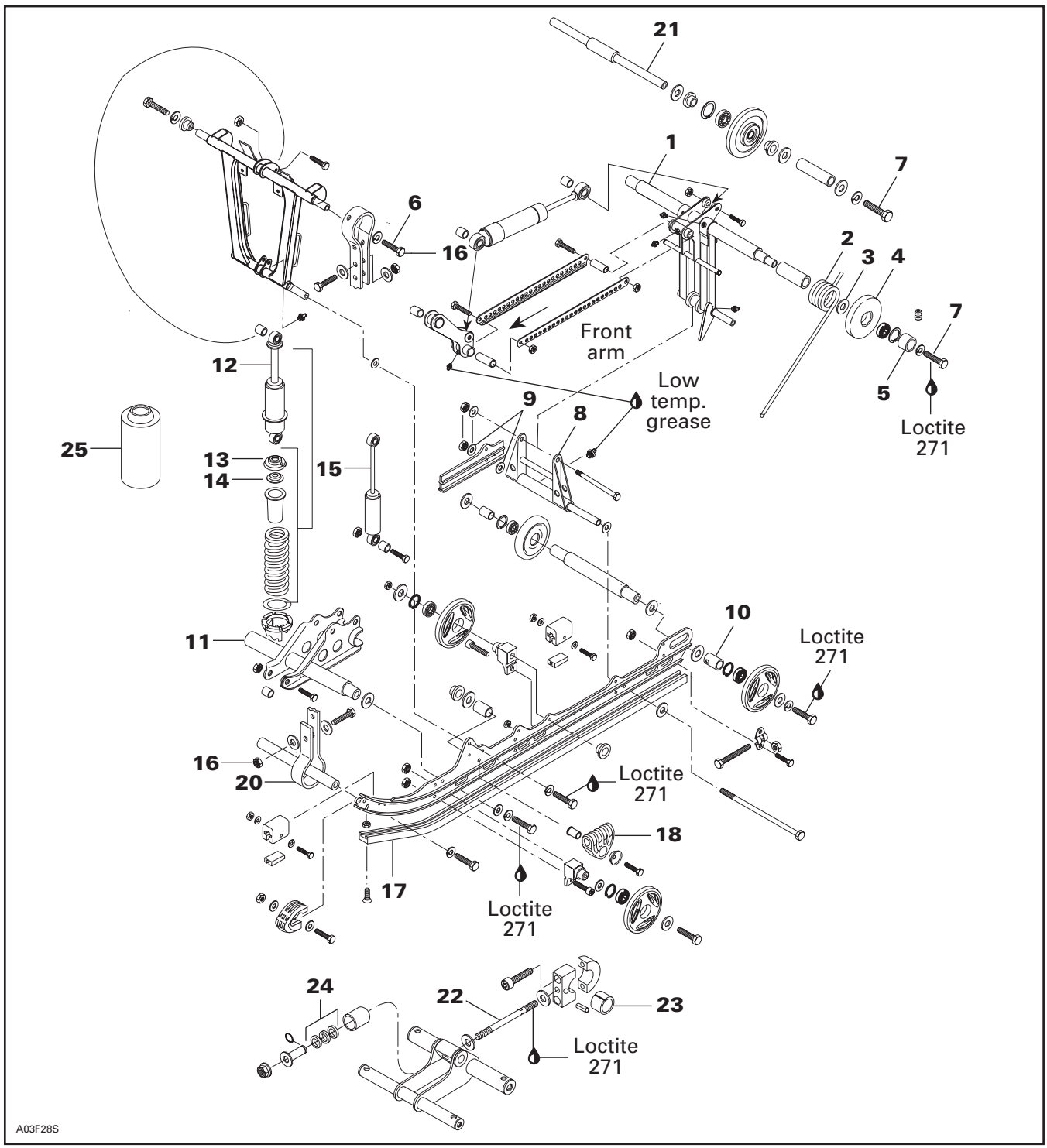
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SC-10 SUSPENSION (HP VERSION)

SC-10 High Performance on Formula III/III LT and Mach 1/Z/Z LT



COMPONENT REMOVAL AND INSTALLATION

Lift rear of vehicle and support it off the ground.

21, Rear Axle

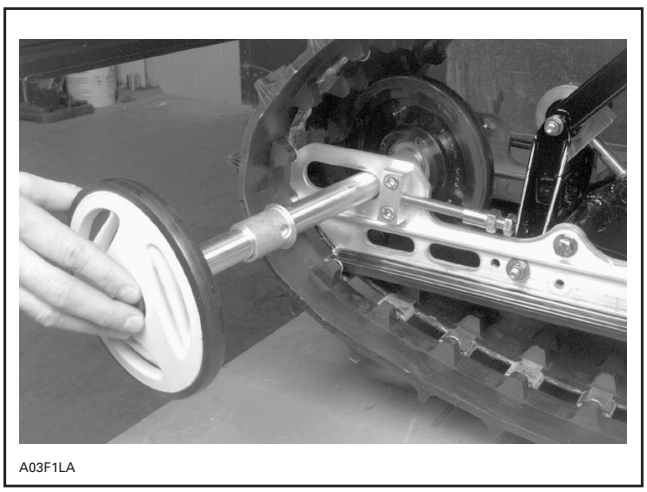
Completely loosen track tension.

Unscrew one rear idler wheel screw.

Pull out rear axle from opposite side of offset inner wheel. Proceed on either sides for models with 4 wheels on rear axle.

At assembly, temporary loosen rear shackle lower pivot nut and ACM (Acceleration and Control Modulator) support rear bolt.

Align spacer hole with adjusting bolt.



TYPICAL

22, Threaded Rod

NOTE: Do not disassemble threaded rod ass'y needlessly.

Lift rear of vehicle.

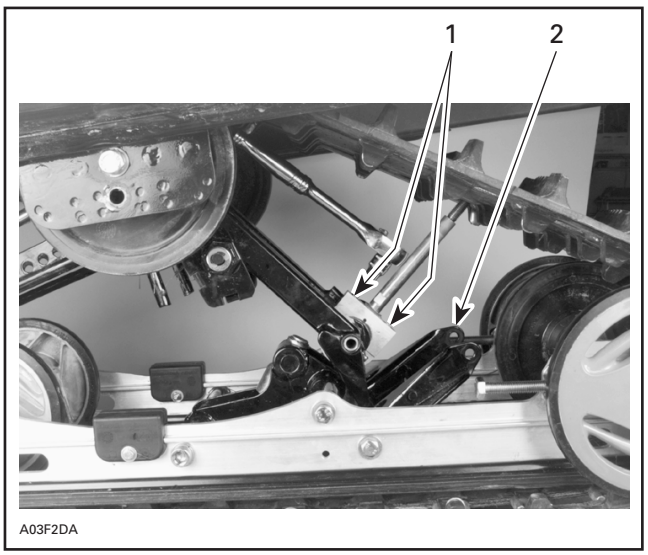
Unhook rear springs.

Unscrew threaded rod nut.

Remove through bolt from shackle.

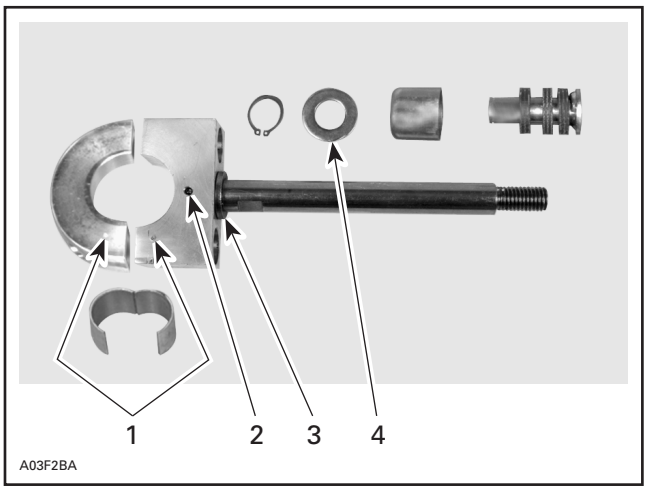
Swing shackle rearward.

Collapse suspension in order to disengage threaded rod from its support.



1. Block ass'y Allen screw
2. Schackle

Unscrew block ass'y Allen screws



1. Marks
2. Roll pin
3. Smaller washer
4. Larger washer

23, Cushion

Separate pivot block.

Remove cushion.

Apply lithium grease on cushion at reassembly.

At assembly, match marked side of both pivot blocks.

When cup is disassembled, it may be too difficult to install circlip before reinstalling this assembly. Install all parts and the circlip loosely around threaded rod. Compress rear of vehicle or lift the front to easily install circlip in its groove.

25, ACM Support

Remove threaded rod ass'y. Loosen rear axle screw on one side and rear shackle screws.

Unbolt ACM support and remove it.

Remove cup.

15, Rear Shock

Lift rear of vehicle.

Slightly turn adjusting cam to expose spring end. Using spring installer (P/N 529 0050 00), remove left spring from adjusting cam.



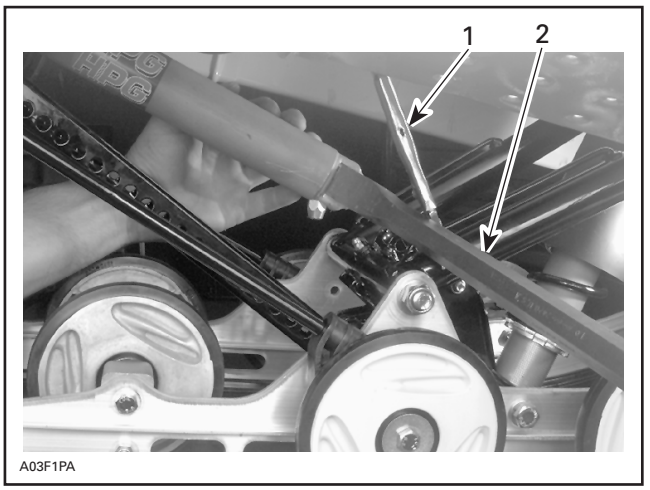
Remove nut on top end of shock.

Remove nut on bottom end of shock. Pry up shock bottom end to ease removing bolt (gas shock only). See installation illustration below.

Installation is reverse of removal procedure. To easily compress gas shock absorber, use a pry bar and locking pliers as a stopper.

▼ CAUTION

Take care not to damage grease fitting.



1. Locking pliers
2. Pry bar

12, Front Shock

Unfasten one end of stopper strap.

Unbolt shock and remove it.

2, Rear Spring

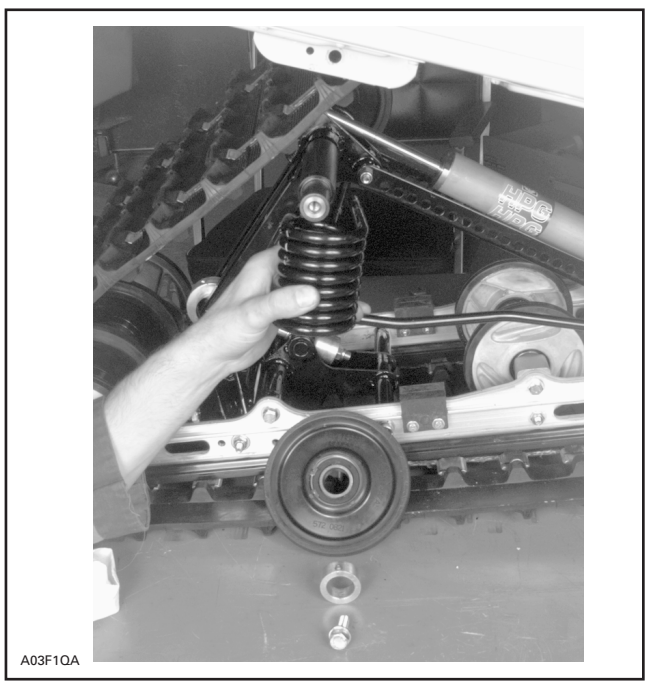
Remove spring ends from adjusting cams.

Unbolt rear arm top axle from chassis.

Unscrew set screws from locking ring at each end of top axle.

Remove locking rings and top idler wheels.

Remove springs.



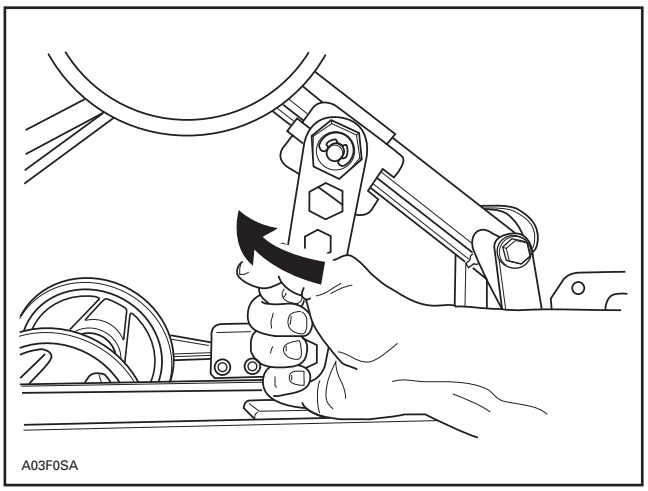
TYPICAL

At reassembly, wheel circlip must face outward.

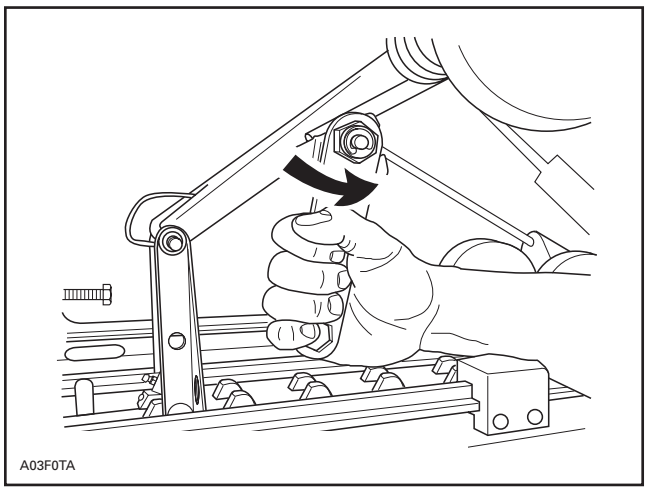
REMOVAL

19, Cam

Decrease spring preload by turning LH cam clockwise and RH cam counterclockwise.



LH SIDE SHOWN



RH SIDE SHOWN

Lift rear of vehicle and support it off the ground.

Loosen track tension.

7, Screw

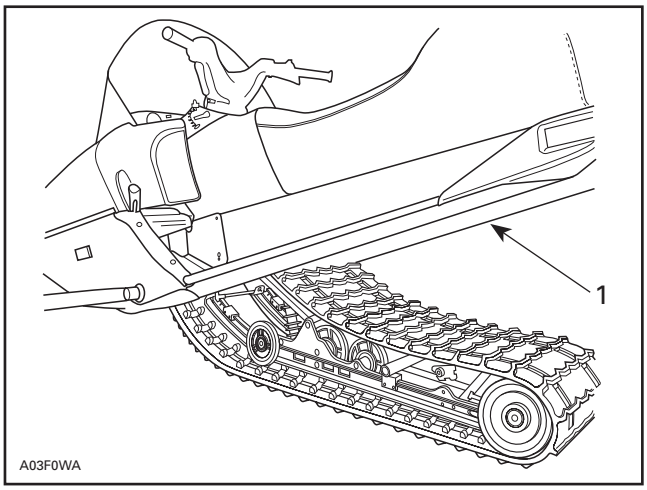
Unscrew rear arm top axle from chassis.

NOTE: To prevent axle from turning when unscrewing screws assembled with threadlocker, proceed as follows:

– Knock on screw head and/or heat to break threadlocker bond.
– Loosen one screw then retighten.
– Remove the opposite screw.
– Remove the first one.

Unscrew center idler wheel axle from tunnel then remove.

Lift rear of vehicle at least 1 m (3 ft).



1. At least 1 m (3 ft)

6, Screw

Remove both screws retaining front arm to tunnel.

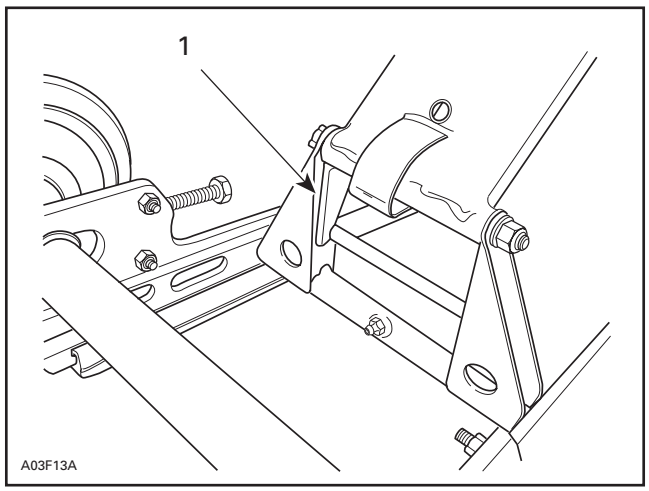
Remove suspension.

DISASSEMBLY AND ASSEMBLY

Inspect track thoroughly before reinstalling suspension. Refer to TRACK 06-04.

1, Rear Arm

At installation, rear arm stroke limiter must be on rear side.



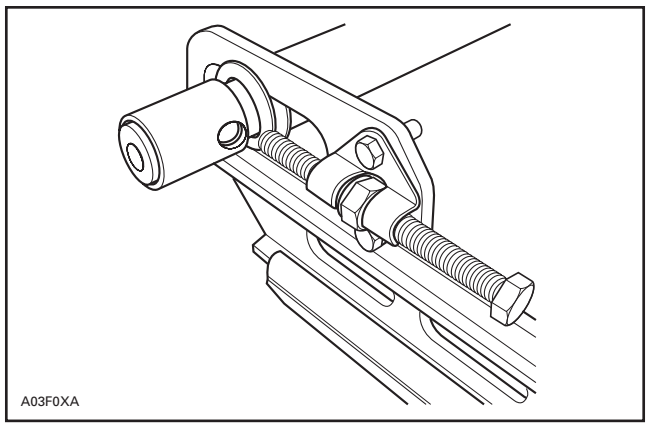
1. Stroke limiter on rear side

8,9, Pivot Arm and Flat Washer

At installation pivot arm grease fitting must face rearward.

10, Outer Bushing

At installation, hole must face adjustment screw.



11, Axle

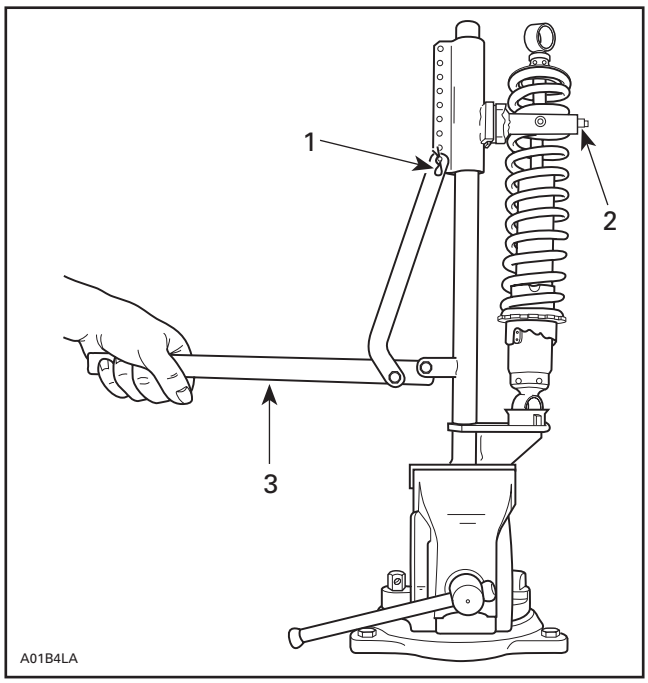
Note position of axles at disassembly. Axles with a paint stripe serve as idler wheel axles. These are more precise than those used as pivot axles. Idler wheel axles can be used as pivot axles but the opposite is not true.

12,13,14, Front Shock, Spring Stopper and Cap

Use shock spring remover (P/N 529 0271 00) in a vise. Mount shock in it and turn shock so that spring coils matched spring compressor.

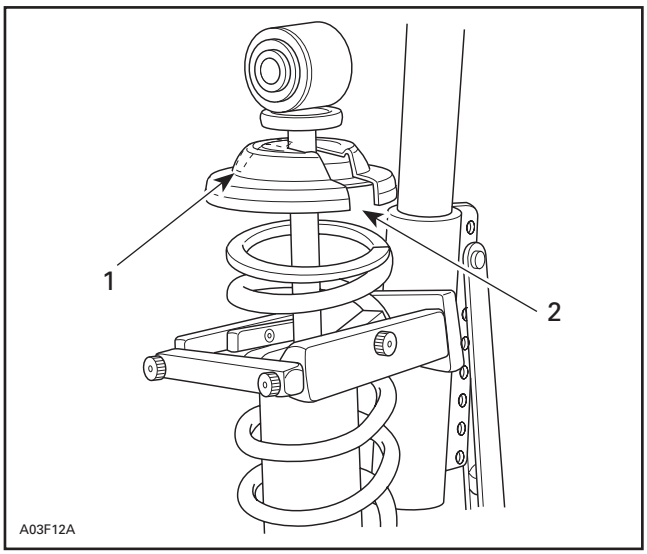
Close and lock bar. Adjust handle horizontal by changing position of clevis pin.

Push down on handle until it locks. Remove spring stopper and cap then release handle.



1. Clevis pin
2. Bar
3. Handle horizontal

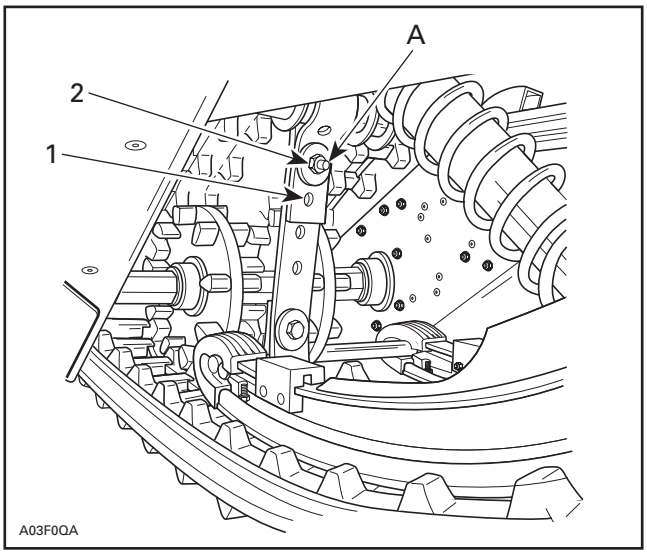
At installation, cap opening must be 180° from spring stopper opening.



1. Cap opening
2. Spring stopper opening

20, Stopper Strap

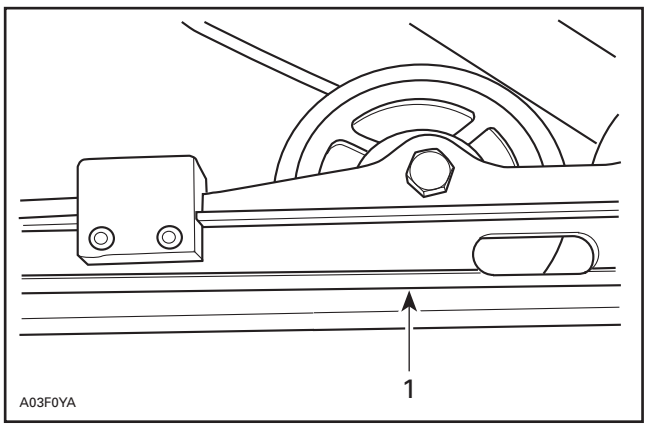
Inspect strap for wear or cracks, bolt and nut for tightness. If loose, inspect hole for deformation. Replace as required. Make sure it is attached through proper hole from the end. Refer to TECHNICAL DATA 09-03. Torque nut to 11 N•m (97 lbf•**in**).



1. 1st hole
2. 2nd hole
*A. 11 N•m (97 lbf•**in**)*

17, Slider Shoe

Replace slider shoes when it is worn to the line.



1. Wear limit line

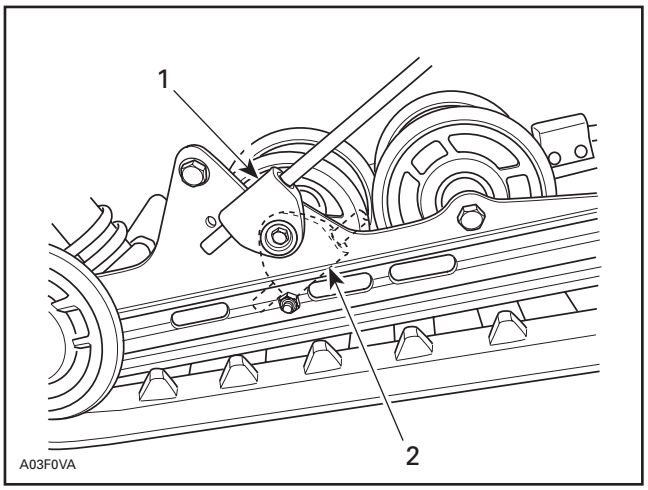
▼ CAUTION

Slider shoes must always be replaced in pairs.

18, Spring Support

▼ CAUTION

To avoid track damage, spring supports must be mounted upward.

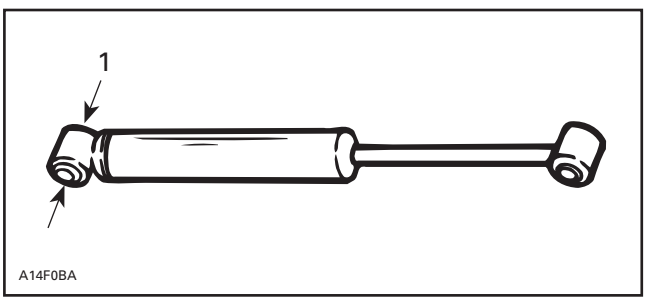


RIGHT SIDE SHOWN

1. Right position: upward
2. Wrong position

SHOCK ABSORBER INSPECTION

Secure the shock body end in a vise with its rod upward.



1. Clamp

▼ CAUTION

Do not clamp directly on shock body.

NOTE: Gas pressurized shocks are light gray painted.

Gas shock can be inspected as follows:

Because of gas pressure, strong resistance is felt when compressing shock. When released, the shock will extend unassisted. Renew as required.

If suspecting an internal gas leak between oil chamber and gas chamber, check shock as follows:

Install shock in a vise clamping on its bottom eyelet with its rod upward.

Let it stand for 5 minutes.

Completely push down the shock rod then release.

Rod must comes out at a steady speed. If speed suddenly increases particularly at end of extension, replace shock.

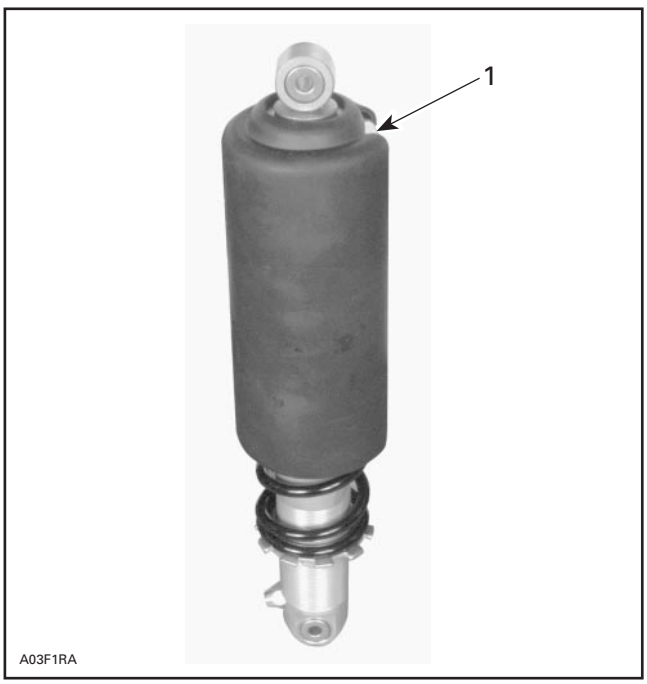
If suspecting a frozen gas shock proceed as follows:

Place shock in a freezer (temperature below 0°C (32°F)) for 4 hours.

Push down on rod and note its resistance, compare to a new shock. If shock is frozen it will be much more difficult to compress than for the new one.

25, Protector

At assembly, mount protector with its notch toward front.



1. Notch

INSTALLATION

Install assembled suspension into track with front portion first.

Insert rear portion of suspension into track.

Bolt front arm, rear arm then center top idler wheel axle.

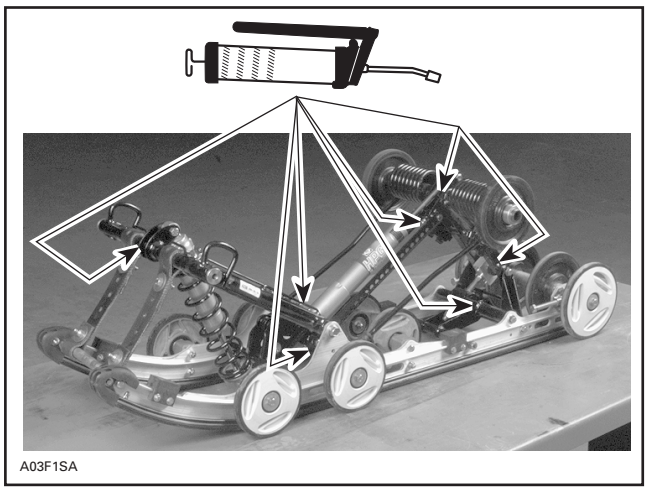
Adjust track tension.

RIDE ADJUSTMENT

Refer to *Operator's Guide*.

LUBRICATION

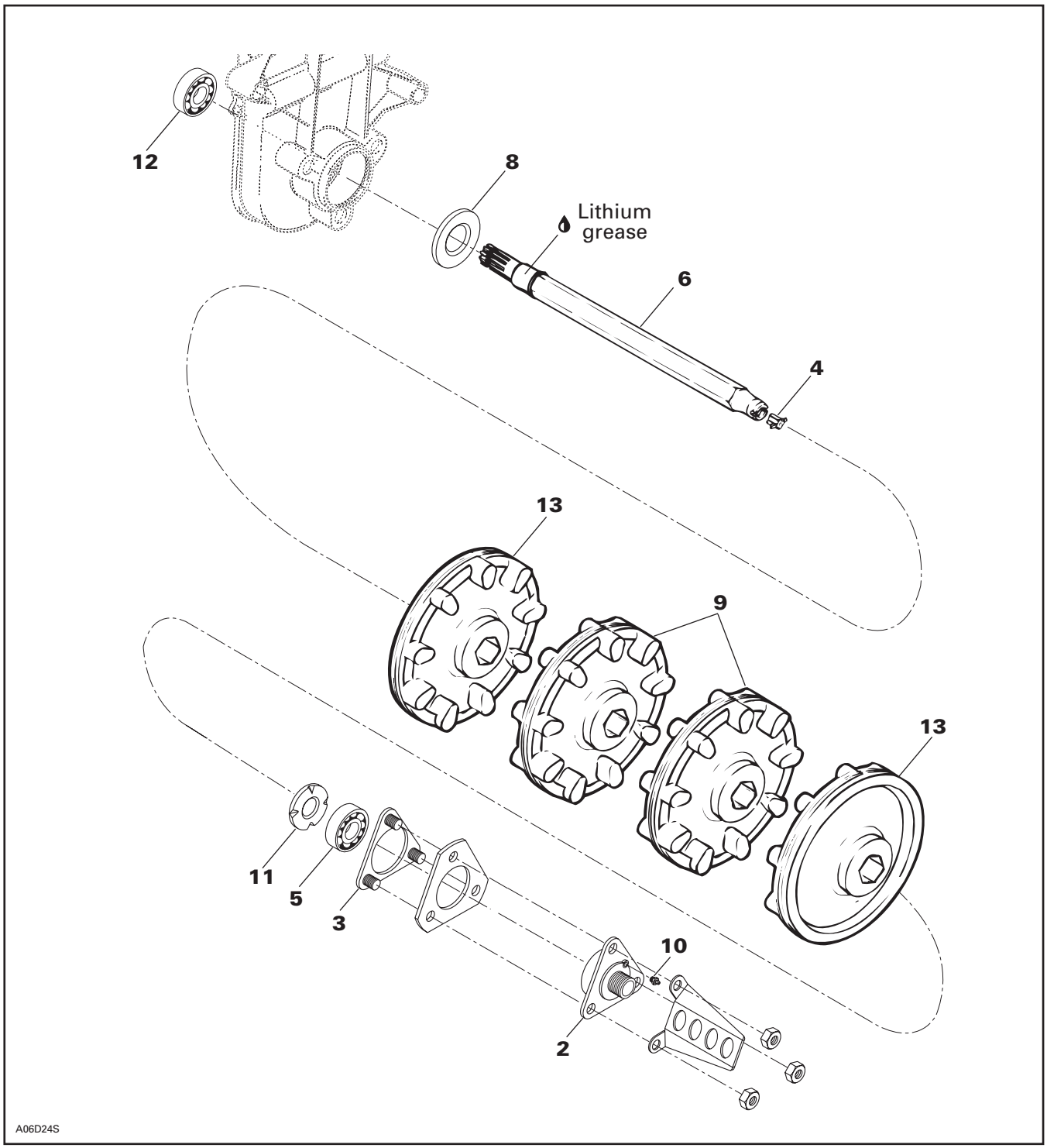
Lubricate front and rear arms at grease fittings using low temperature grease (P/N 413 7061 00).



SC-10 HP: 7 GREASE FITTINGS

DRIVE AXLE

F-Series



REMOVAL

Drain oil from chaincase. Release drive chain tension. Remove chaincase cover.

Raise and block rear of vehicle off the ground.

Remove suspension. Refer to SC-10 SUSPENSION 06-02.

2,8, End Bearing Housing and Seal

Remove angle drive unit and coupling cable.

Remove chain and sprocket then circlip and bearing from drive axle.

Pry oil seals from chaincase and end bearing housing.

6,9,13, Drive Axle and Sprocket

Release drive axle sprocket from track and at the same time, pulling the drive axle towards the end bearing housing side.

Remove drive axle from vehicle.

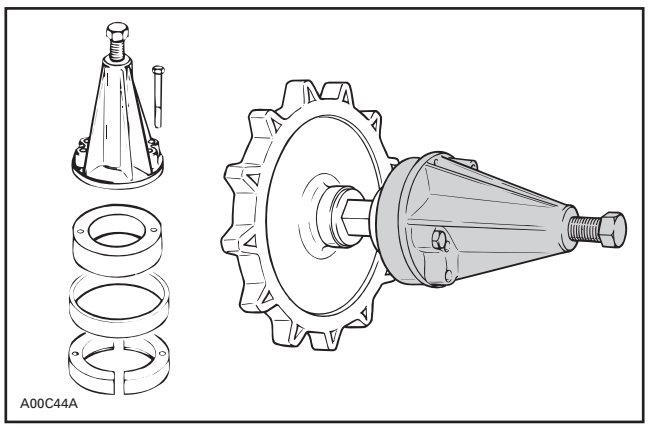
DISASSEMBLY

4, Speedometer Drive Insert

Remove speedometer drive insert.

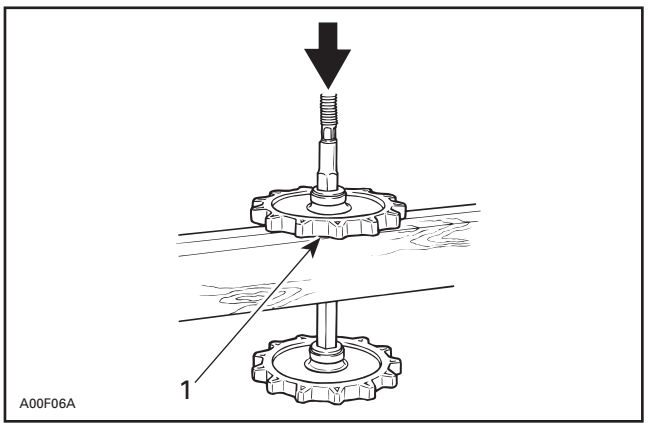
5,12, Bearing

To remove bearings, use puller assembly, ring and half rings as illustrated.



9,13, Sprocket and Half-Sprocket

To remove press fit sprockets, use a press and a suitable support as illustrated.



TYPICAL

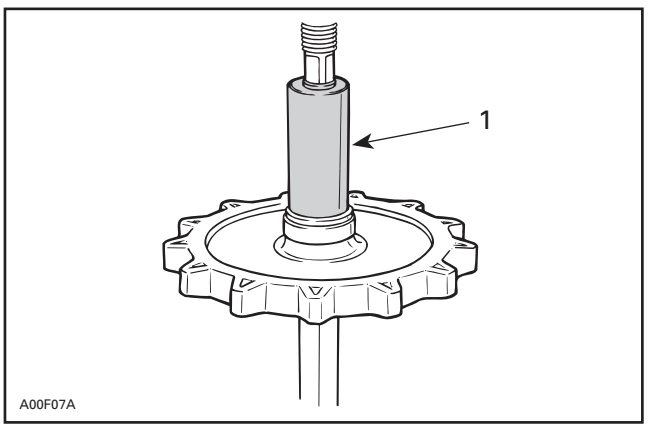
1. Support sprocket near hub

NOTE: Two different types of sprocket press fit can be found. Ensure to replace ring reinforced sprockets with the same type.

ASSEMBLY

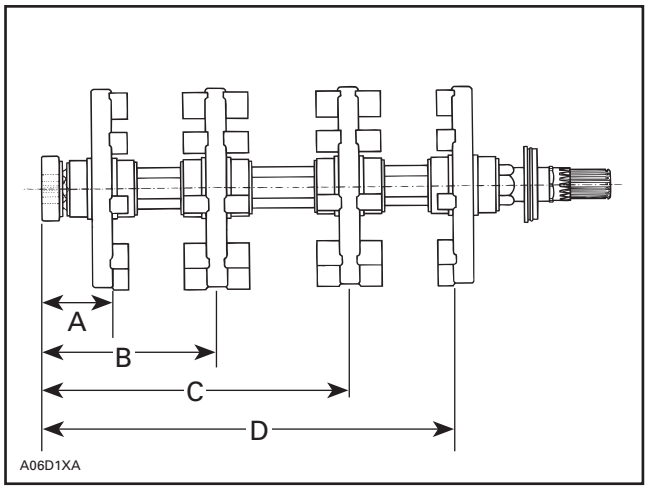
8,9,13, Drive Axle and Sprocket

To assemble press fit sprockets, use a press and a suitable pipe as illustrated. Sprockets must be assembled according to the following dimensions.



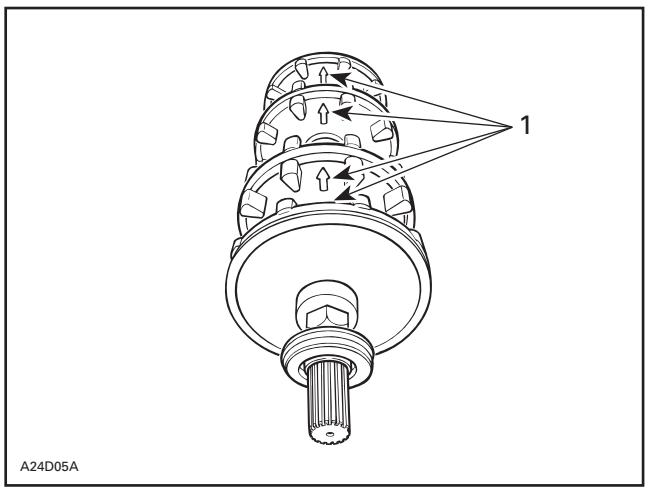
1. Pipe

F-Series



A. 65.8 mm (2-19/32 in)
B. 159.3 mm (6-17/64 in)
C. 282.3 mm (11-7/64 in)
D. 375.8 mm (14-51/64 in)

Ensure to align indexing marks of each sprocket when assembling.

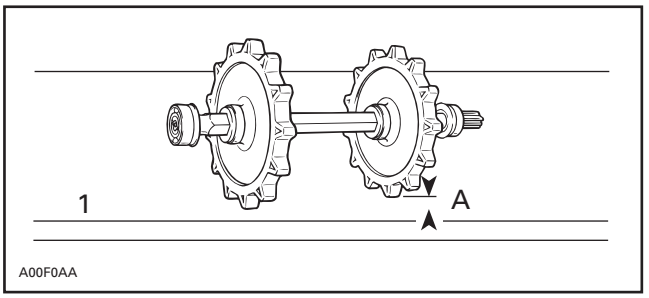


TYPICAL

1. Indexing marks aligned

The maximum desynchronization for the sprockets is 1.5 mm (1/16 in).

To check this tolerance, place axle assembly on a plane surface and measure the gap between sprocket tooth and surface.



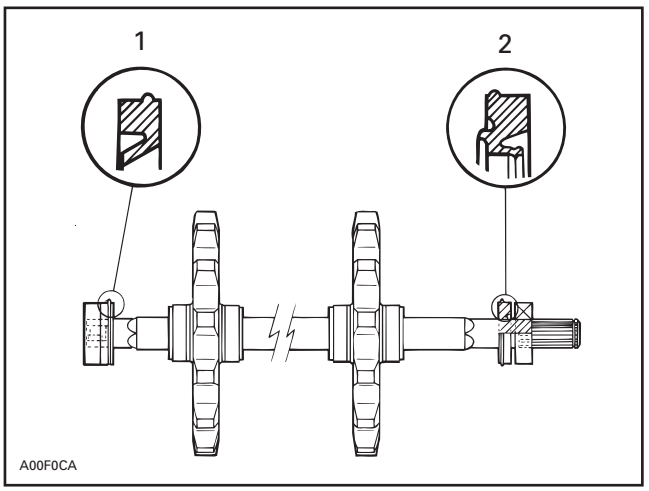
1. Plane surface
A. 1.5 mm (1/16 in) MAXIMUM

▼ CAUTION

The same sprocket must not be pressed twice on the axle. If synchronization is found to be defective, use a new sprocket.

6,8, Drive Axle and Seal

When assembling drive axle, always position a new seal on each end of drive axle (if applicable). Locate seal lip as illustrated.



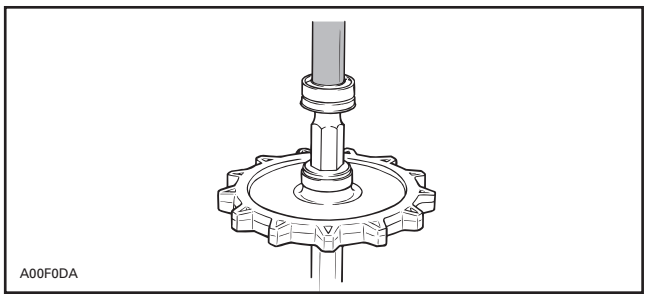
1. Grease seal type
2. Oil seal type

11, Bearing Protector

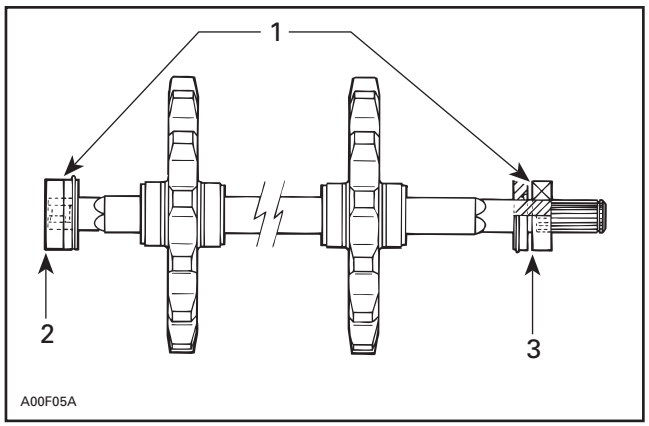
At assembly, flat side of bearing protector must be against bearing.

5,12, Bearing

Always push bearing by inner race.



The bearing on the splined side of axle must be pushed until it is seated on shaft shoulder. The end bearing housing bearing must be flush with end of drive axle. Each bearing must have its shield facing the sprocket.



1. Bearing shield on this side
2. Flush with drive axle
3. Seated on shaft shoulder

AXIAL PLAY

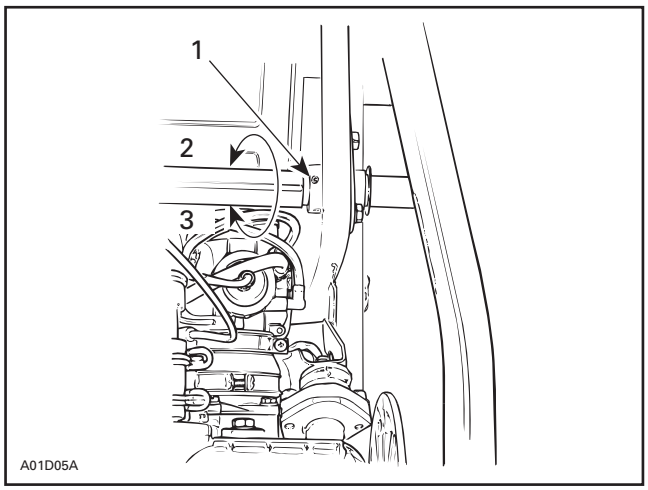
F-Series

Ensure there is no deformation of the sheet metal around the end bearing housing. Straighten as required.

Before attempting to adjust the drive axle axial play, check the chaincase perpendicularity as follows:

CHAINCASE PERPENDICULARITY ADJUSTMENT

– Remove driven pulley.
– Slacken bearing collar set screw and working from the driven pulley side, turn bearing collar clockwise.

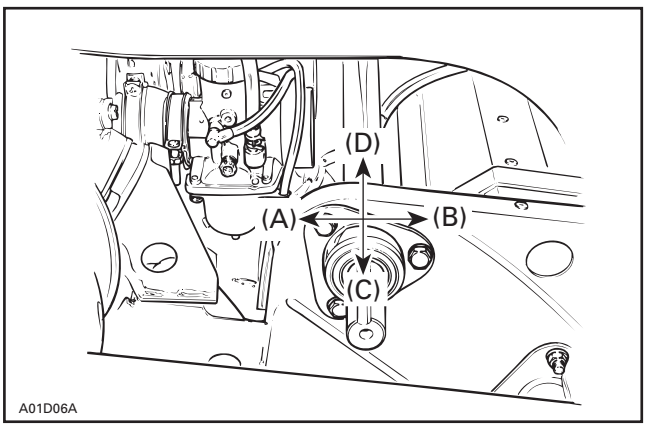


TYPICAL

1. Set screw
2. Slacken
3. Tighten

– Extract bearing from its support.

Wrong chaincase perpendicularity will make it difficult to correctly install the bearing in its support due to the countershaft and support misalignment.



TYPICAL

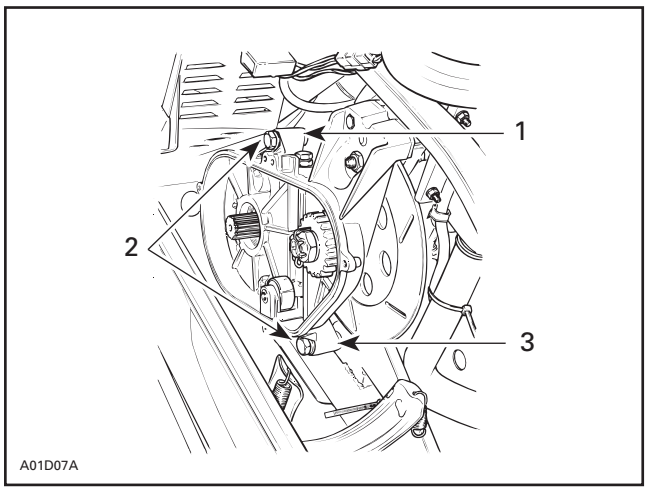
– Add shim(s) (P/N 504 0398 00) between chaincase and frame to obtain easy bearing installation.

▼ CAUTION

When installing one shim or more between chaincase and frame, secure with 50 mm long screws.

	BEARING POSITION			
	(A) TOWARD FRONT OF VEHICLE	(B) TOWARD REAR OF VEHICLE	(C) TOWARD BOTTOM OF VEHICLE	(D) TOWARD TOP OF VEHICLE
SHIM LOCATION	LOWER	UPPER	UPPER	LOWER

This chart can be use as a "starting point" to correct the chaincase perpendicularity.

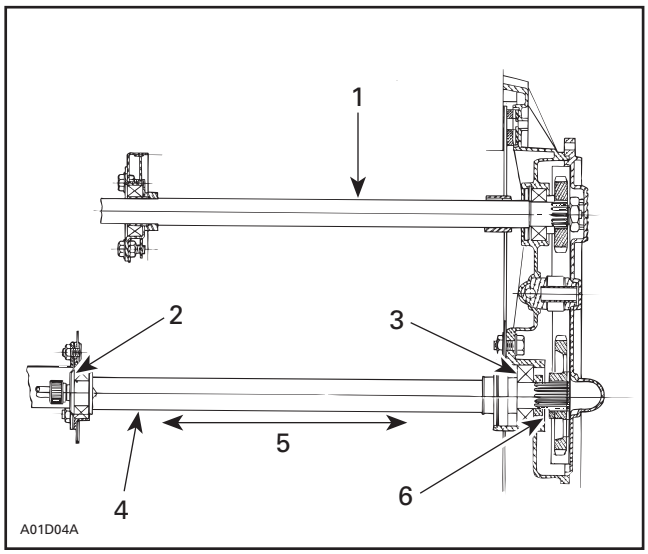


TYPICAL

1. *Upper shim location*
2. *50 mm long screws when installing one shim or more*
3. *Lower shim location*

– Do not reinstall the driven pulley at this time.

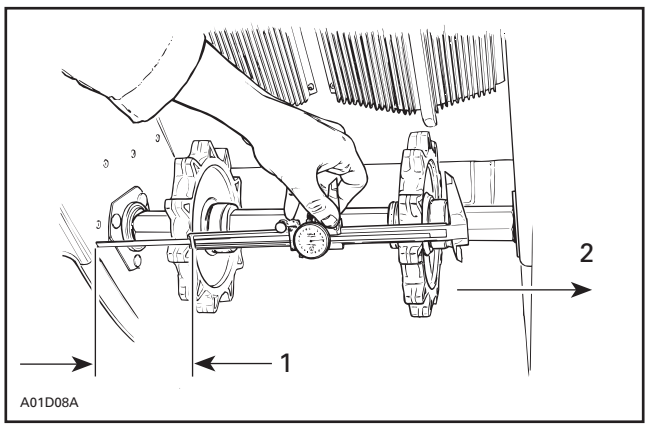
AXIAL PLAY ADJUSTMENT



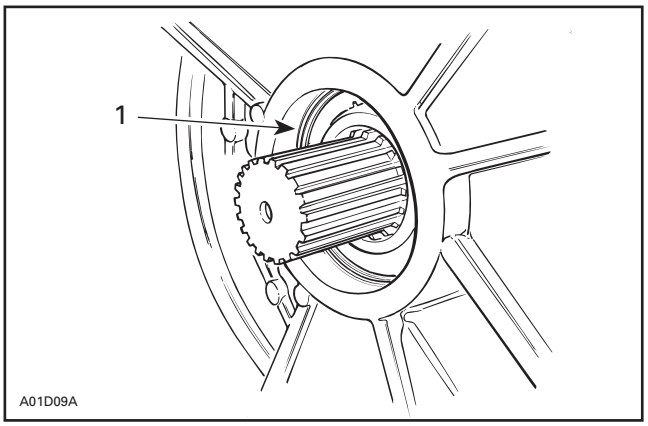
TOP VIEW

1. *Countershaft*
2. *Shim position on end bearing housing side*
3. *Shim position on chaincase side*
4. *Drive axle*
5. *Axial play*
6. *Shim between sprocket and spacer*

– Push the drive axle toward chaincase and take note of the distance between the sprocket and tunnel.



1. *Distance between sprocket and tunnel*
2. *Drive axle pushed toward chaincase*



1. No gap all around

– Pull drive axle toward the end bearing housing and take note of the measurement between sprocket and tunnel.

The drive axle axial play is the difference between these 2 measurements.

– Repeat this procedure 2 or 3 times to obtain an accurate measurement.

The allowable drive axle axial play is 0 to 1.5 mm (0 to .060 in).

The drive axle axial play, as calculated above, should be within the allowable axial play, add shim(s) accordingly.

– Remove drive axle, install required shim(s) as per the **shim position** chart, reinstall drive axle without the suspension and track.

SHIM POSITION

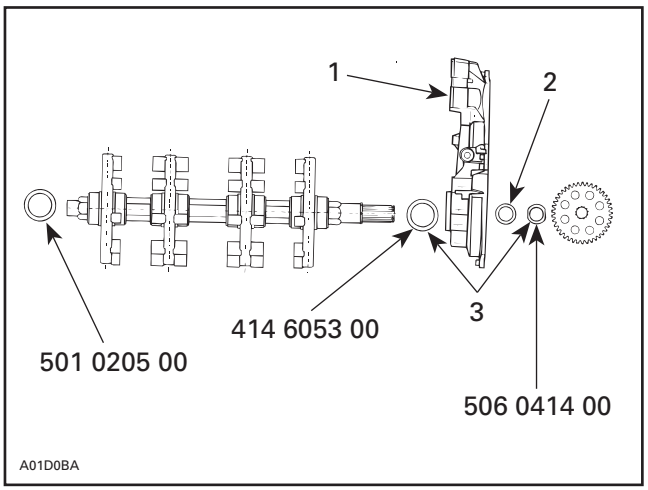
Shim position is important to maintain proper sprocket alignment.

▼ CAUTION

Install shim(s) following the pattern shown in the chart.

SHIM(S) REQUIRED	SHIM POSITION AND QUANTITY	
	END BEARING HOUSING SIDE	CHAINCASE SIDE
1	1	
2	1	1
3	2	1

When installing shims between the chaincase and the drive axle bearing, there must be same quantity of shims between the drive chain sprocket and spacer.



1. Chaincase
2. Spacer
3. Same quantity

– Doublecheck drive axle axial play as described above.

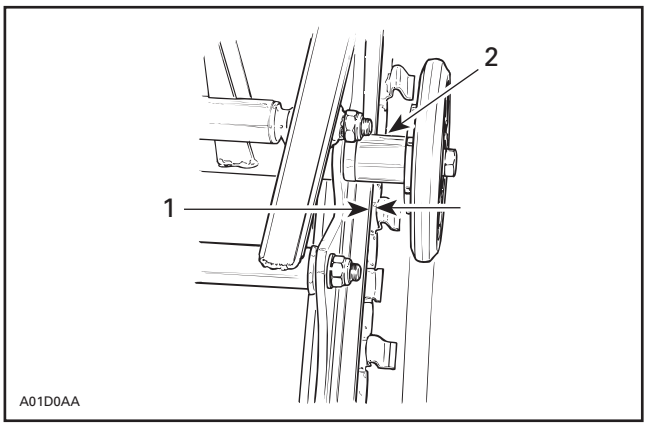
– Modify total shim thickness as required.

– Reinstall track and suspension. Adjust track tension and alignment.

NOTE: Center the track suspension to ensure that the alignment check made in the next step is accurate.

– To center, grasp the track suspension and move it sideways, left and right. Position the track suspension at the midpoint of its sideways movement.

– Check track front alignment by measuring the gap, on each side between guide cleat and the slider shoe, behind the suspension front axle as shown.



1. Distance between guide cleat and slider shoe
2. Suspension front axle

If the difference between each side exceeds 3 mm (1/8 in), redistribute drive axle shims as follows:

DIFFERENCE BETWEEN EACH SIDE	DRIVE AXLE SHIM REDISTRIBUTION
3 to 4.5 mm (1/8 to 3/16 in)	Remove 1 shim from larger gap side. Add 1 shim on smaller gap side.
4.5 to 6 mm (3/16 to 1/4 in)	Remove 2 shims from larger gap side. Add 2 shims on smaller gap side.

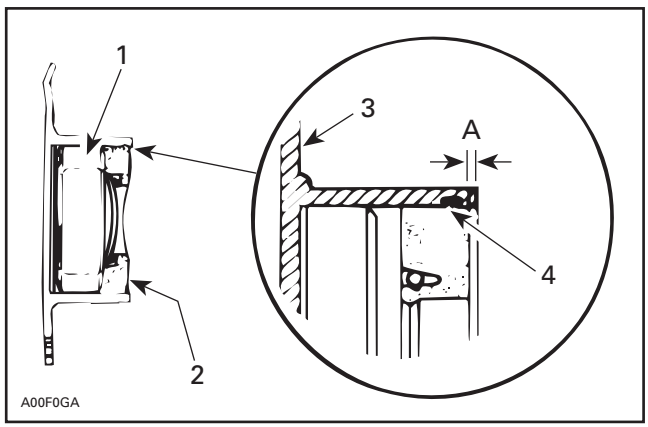
INSTALLATION

4, Speedometer Drive Insert

If the drive axle to be installed is a new part and the vehicle is equipped with a speedometer, a correct size speedometer drive insert must be installed into the axle end. Ensure that insert is flush with end of axle.

Position drive axle assembly into location. Install end bearing housing. Install spacer (if applicable) between bearing and lower chaincase sprocket.

Install chaincase and position seals (if applicable), making sure that a gap of approximately 2 mm (1/16 in) exists between end of bearing housing and each seal.



SIDE VIEW
1. Bearing
2. Seal
3. Housing
4. Seal lip
A. 2 mm approx.

3, Retainer Ring

Make sure that welded nuts are toward inside of tunnel.

Lock drive axle sprocket with a circlip.

Reinstall the chaincase cover.

Refill with chaincase oil. Refer to TECHNICAL DATA 09-03.

Install the suspension. Refer to TRACK 06-04 and adjust track tension and carry out track alignment procedure.

LUBRICATION

15, Grease Fitting

Lubricate end housing bearing with low temperature grease (P/N 413 7061 00).

ADJUSTMENT

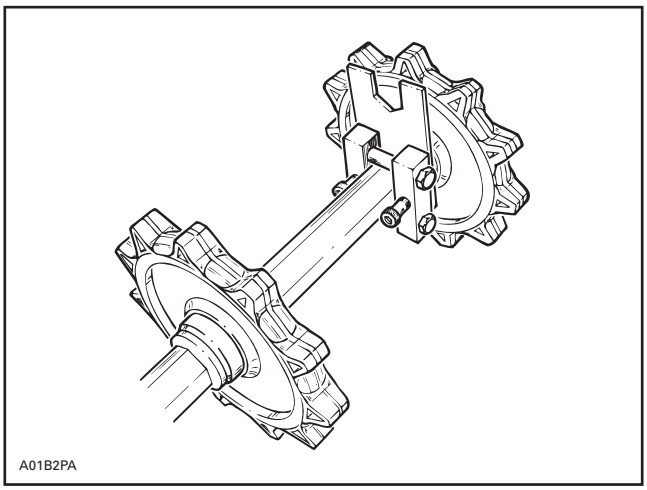
Sprocket/Track Alignment

▼ CAUTION

Do not temper with sprocket/track alignment if frame or suspension is damaged.

Sprockets might be repositioned to fit lugs without removing drive axle.

Use drive axle sprocket adjuster kit (P/N 861 7257 00).



TYPICAL

TRACK

TRACK TYPE APPLICATION

Refer to TECHNICAL DATA section 09-03.

GENERAL

This section gives guidelines for track removal. Some components require more detailed disassembly procedures. In these particular cases, refer to the pertaining section in this manual.

INSPECTION

Visually inspect track for:

– cuts and abnormal wear
– broken rods
– broken or missing track cleats

If track is damaged or rods are broken, replace track. For damaged or missing cleats, replace by new ones, using cleat remover (P/N 529 0287 00). Use small-cleat installer (P/N 529 0085 00).

◆ WARNING

Do not operate a snowmobile with a cut, torn or damaged track.

REMOVAL

F-Series

Remove the following parts:

– speedometer cable
– muffler
– chaincase cover
– suspension
– drive axle seal
– end bearing housing
– sprockets and chain
– drive axle (toward end bearing housing)
– track

INSTALLATION

Reverse the removal procedure.

NOTE: When installing the track, respect rotation direction indicated by an arrow on track thread.

Check sprocket/track alignment as described in DRIVE AXLE 06-03.

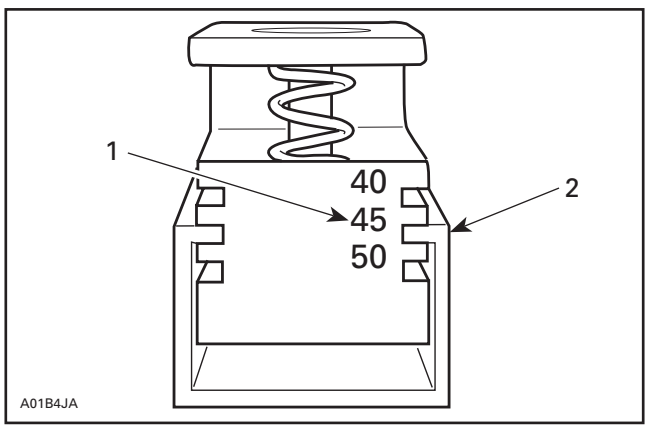
Track Tension and Alignment

Track tension and alignment are inter-related. Do not adjust one without checking the other. Track tension procedure must be carried out prior to track alignment.

Tension

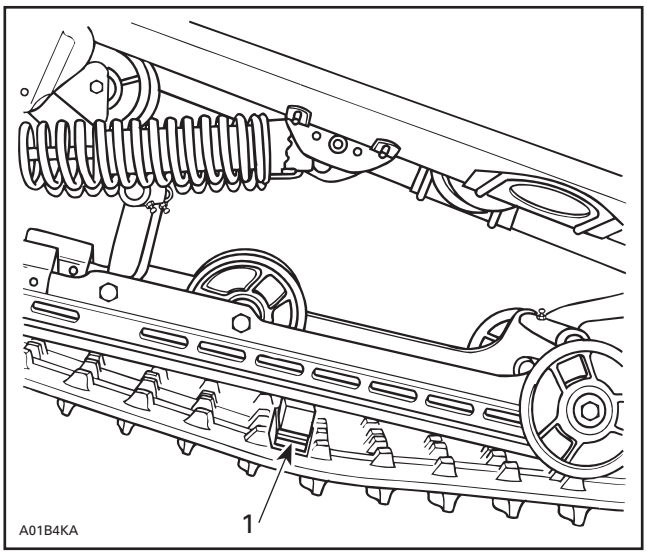
Lift the rear of vehicle and support with a mechanical stand. Allow the slide to extend normally. Check the gap half-way between front and rear idler wheels. Measure between slider shoe and bottom inside of track.

When using the track tension gauge (P/N 529 0215 00), slide U shape extrusion to proper deflection.



1. Example: 45 mm
2. Extrusion

Insert pre-setted gauge between slider shoe and track. Allow gauge to settle by forcing track up and down. Track tension is as specified when edge of gauge reaches lign.



TYPICAL
1. Lign

NOTE: Lightly oil track tension gauge center pin to avoid sticking.

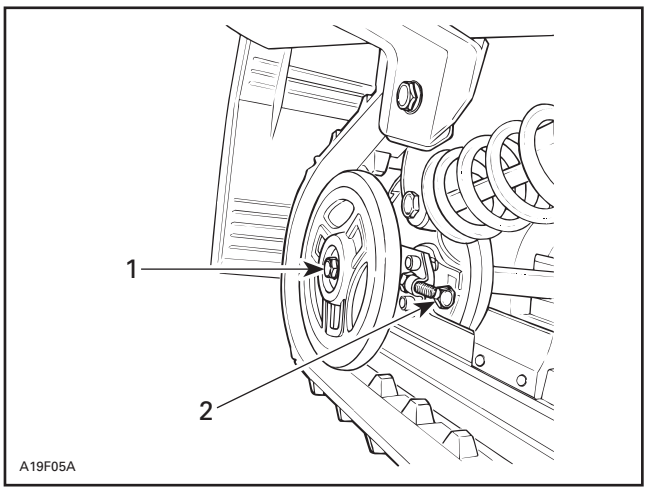
All Models

Refer to TECHNICAL DATA 09-03 for proper tension values.

▼ CAUTION

Too much tension will result in power loss and excessive stress on suspension components. If too loose, the track will have a tendency to thump.

To adjust, loosen the rear idler wheel retaining screws then loosen or tighten the adjuster bolts located on the inner side of the rear idler wheels.



TYPICAL
1. Retaining screw
2. Adjuster bolt

Alignment

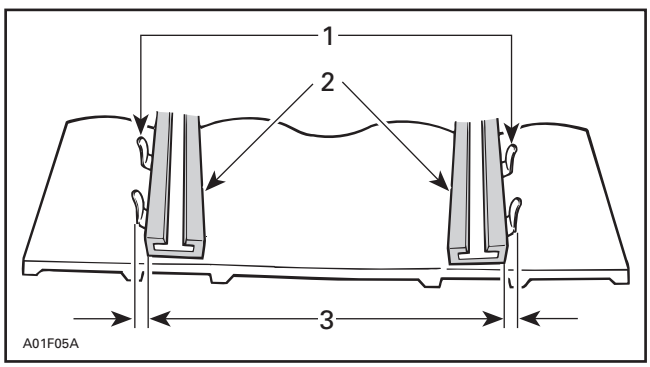
◆ WARNING

Before checking track tension, ensure that the track is free of all particles which could be thrown out while it is rotating. Keep hands, tools, feet and clothing clear of track. Ensure no one is standing in close proximity to the vehicle.

All Models

With rear of vehicle supported off the ground, start engine and allow the track to rotate **slowly**.

Check that the track is well centered; equal distance on both sides between edges of track guides and slider shoes.

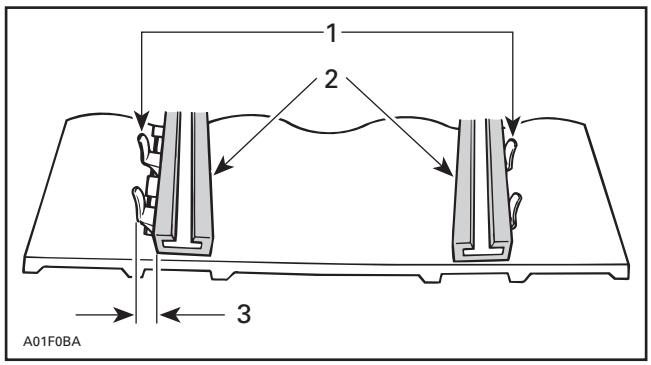


1. Guides
2. Slider shoes
3. Equal distance

◆ WARNING

Before checking track alignment, ensure that the track is free of all particles which could be thrown out while track is rotating. Keep hands, tools, feet and clothing clear of track.

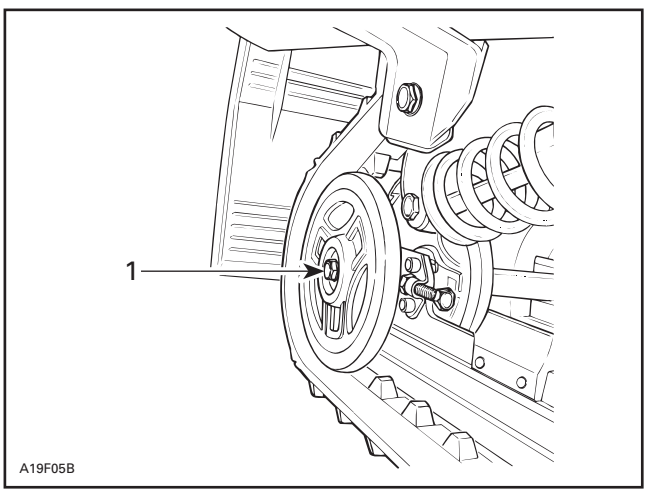
To correct, stop engine then tighten the adjuster bolt on side where guides are farthest to slide. Re-check alignment.



1. Guides
2. Slider shoes
3. Tighten on this side

NOTE: Torque retaining screw to 48 N•m (35 lbf•ft) after adjustment.

Tighten the idler wheel retaining screws.



TYPICAL
1. Retighten

Restart engine, rotate track **slowly** and recheck alignment.

Track Cleat

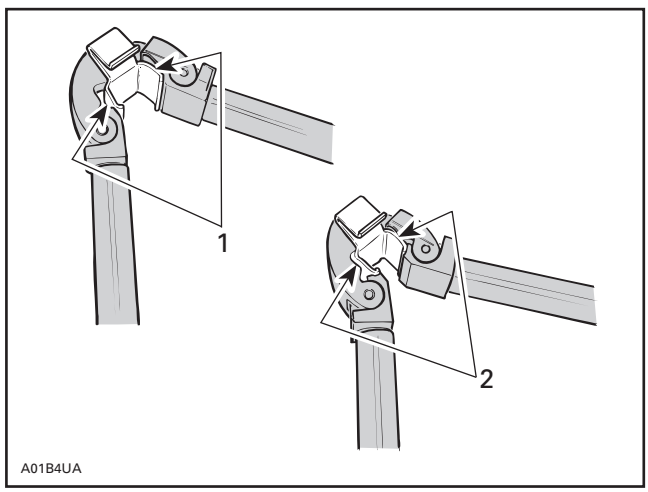
Removal

– Raise rear of vehicle off the ground and lift snowguard then rotate track to expose a cleat to be replaced.
– Using track cleat remover (P/N 529 0087 00) for all models.

Installation

NOTE: Keep the same pitch between guide cleats.

– Place new cleat in position and using small track cleat installer (P/N 529 0085 00) bend cleat then push tabs into rubber.



TYPICAL
1. First step
2. Second step (to push tabs into rubber)

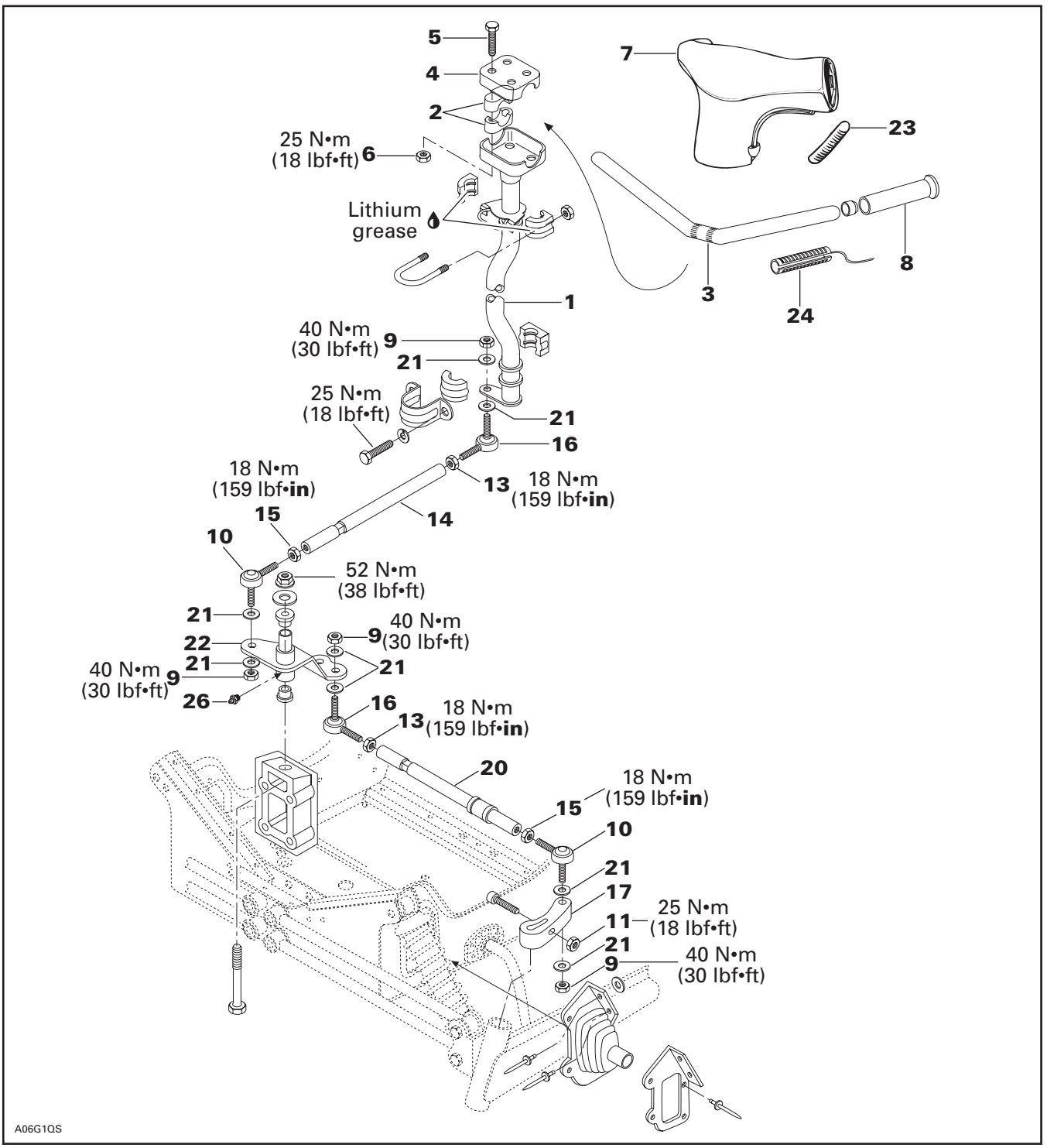
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INSTALLATION 07-03-3

STEERING SYSTEM

F-Series



INSPECTION

Check skis and runner shoes for wear, replace as necessary. (Refer to FRONT SUSPENSION 07-03).

17, Steering Arm and Ski Leg

Make sure steering arm and ski leg splines interlock.

◆ WARNING

Any parts having worn splines have to be replaces with new ones.

Check the general condition of the steering system components for wear. Replace if necessary.

DISASSEMBLY AND ASSEMBLY

8, Grip

Grips can be removed and installed without any damage by injecting compressed air into the handlebar or by heating them with a heat gun.

1, Steering Column

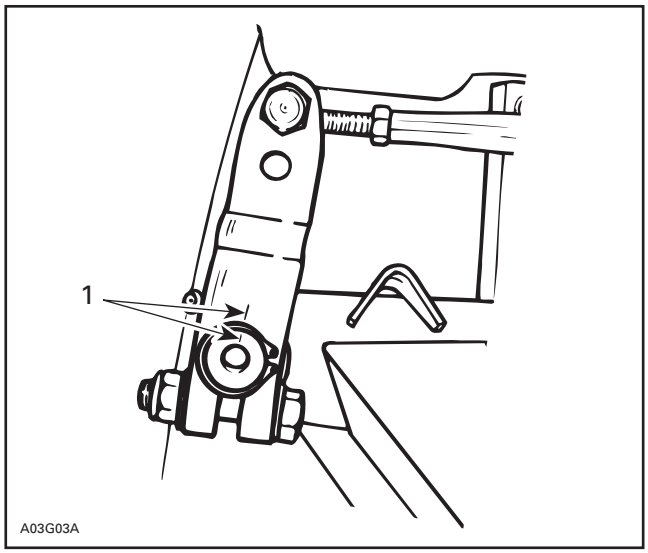
Remove steering pad then handlebar ass'y.

To gain access remove the air intake silencer and carburetors.

Detach the short tie rod (under the engine) from the steering column.

17, Steering Arm

To maintain correct steering geometry for reassembling, punch mark the steering arm and ski leg before disassembly.

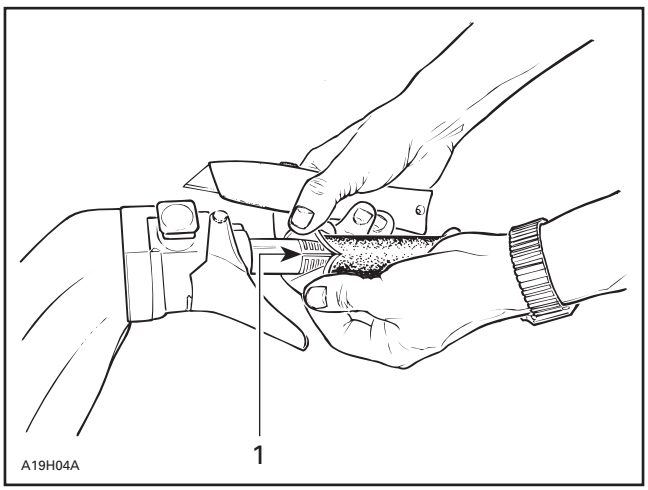


TYPICAL
1. Punch marks

24, Heating Grip Element

The grips might be unremovable as explained above, in this case, carefully proceed as follows to prevent damaging the heating elements.

Locate the element wires inside the handlebar; look through end of grip. Start cutting the grip exactly opposite the element wires and immediately peel it open to locate the gap in the heating element, as shown.



1. Gap in the heating element opposite the wires

Continue cutting along the gap and remove the grip. If required, slowly peel heating element from handlebar and remove it.

To install, stick the heating element to the handlebar making sure the wires do not interfere with operation of the accelerator or brake handle.

◆ WARNING

Never use lubricants (e.g. soap, only grease, etc.) to install the handlebar grip, use a mix of soap and water. Mix 40 parts of water with one part of dish washing soap (recommended: Ultra Joy, Sunlight or Palmolive).

Heat the grip with a heater gun or a spot light to ease installation. Insert new grip with a rubber mallet.

INSPECTION

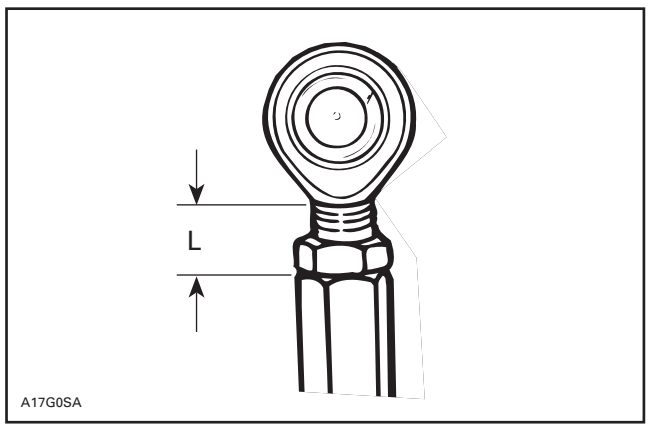
24, Heating Grip Element

Refer to TESTING PROCEDURE 05-06.

10,16, Ball Joint (Left Hand and Right Hand Threads)

Inspect ball joint ends for wear or looseness, if excessive, replace them.

Screw threaded end of the ball joint into the tie rod. The maximum external threaded length not engaged in the tie rod must not exceed the value L in the following thread length chart:

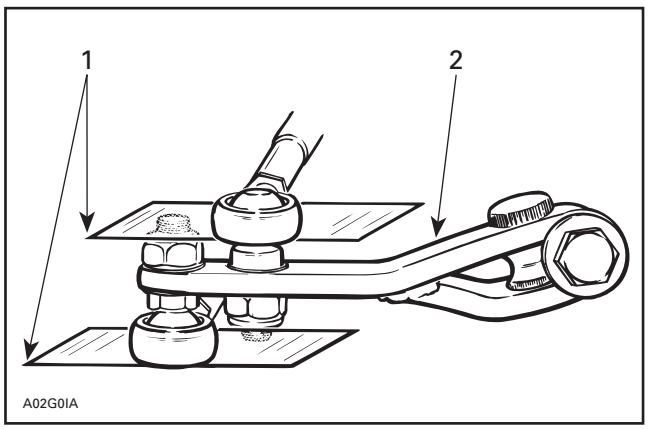


TYPICAL

MODEL	L	
	mm	(in)
All	20	(25/32)

The ball joint should be restrained when tightening the tie rod end lock nut. Align it so the tie rod end is parallel to the steering arm when assembled on the vehicle, refer to the following illustration.

For proper torque specifications refer to the specific exploded view for the vehicle being serviced.



TYPICAL

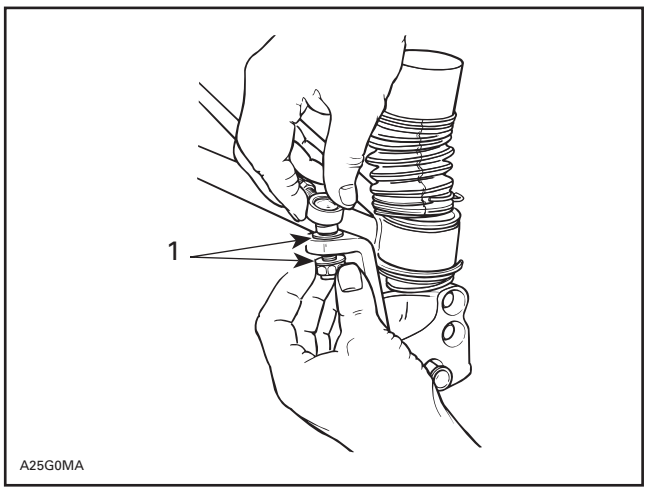
1. *Parallel with steering arm*
2. *Steering arm*

◆ WARNING

The cut off section of the ball joint must run parallel with the steering arm. When tightening lock nuts, restrain ball joint with appropriate size wrench. Ensure not too many threads are kept outside of the tie rod according to the thread length chart.

21, Hardened Washer

Install a hardened washer on each side of the arm.

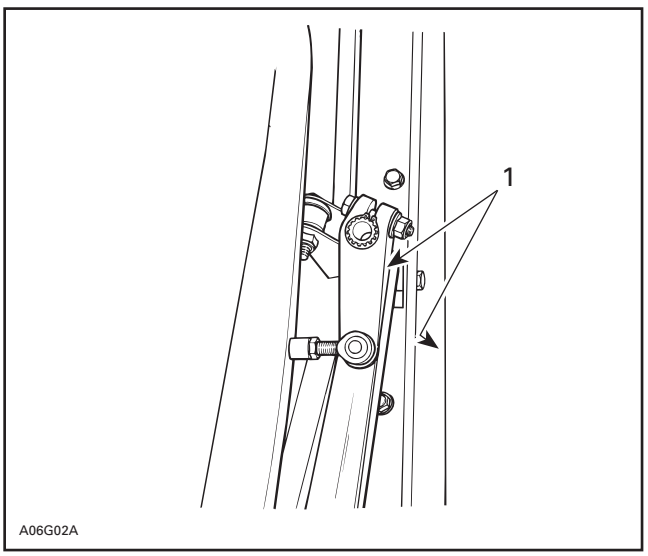


TYPICAL
1. Hardened washers

17, Steering Arm

The steering arm angles should be equal on both sides when skis are parallel with vehicle.

Steering arm must run parallel to ski.



TYPICAL
1. Parallel

Tighten the steering arm pinch bolt to the torque specified in the exploded view.

9,13,15, Ball Joint Nut and Jam Nut

Tighten ball joint, nuts and jam nuts to specified torque (see exploded view).

11,12, Steering Arm Nut and Bolt

Tighten steering arm nuts to specified torque (see exploded view).

ADJUSTABLE HANDLEBAR

1,3, Steering Column and Handlebar

If applicable, remove the steering clamp and nuts holding the handlebar to the steering column.

2,4,5,6, Handlebar Support, Steering Clamp, Bolt and Nut

Install the handlebar support, steering clamp, the 4 screws and nuts to the column, as illustrated.

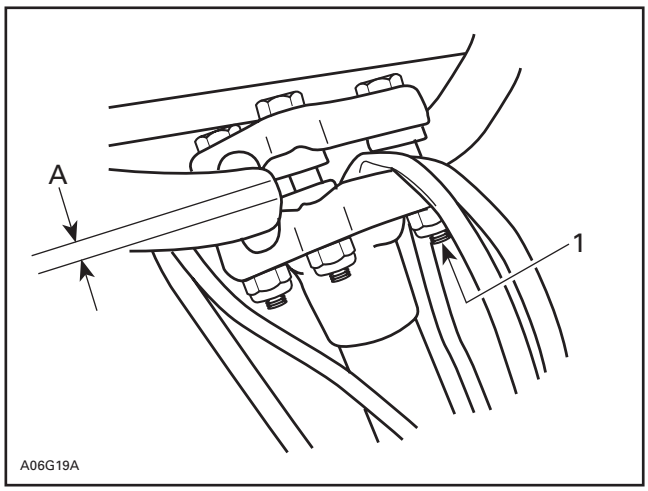
See applicable exploded view.

Adjust the steering handlebar to the desired position.

Lock the handlebar in place by tightening the 4 nuts as specified in the illustrations.

▼ CAUTION

Tighten the nuts equally in a criss-cross sequence and ensure there is an equal gap on each side of the clamps.



TYPICAL
1. Torque to 26 N•m (19 lbf•ft)
A. Equal gap all around

◆ WARNING

Avoid contact between the brake handle and the windshield by NOT adjusting the handlebar too high.

◆ WARNING

Make sure that the steering pad and all controls are properly fixed to their normal location on the handlebar.

7,23, Steering Pad and Rubber Attachment

▼ CAUTION

Prior to installation, perform handlebar adjustment.

Properly fit the steering pad to the handlebar. Assemble using the 2 rubber attachments.

◆ WARNING

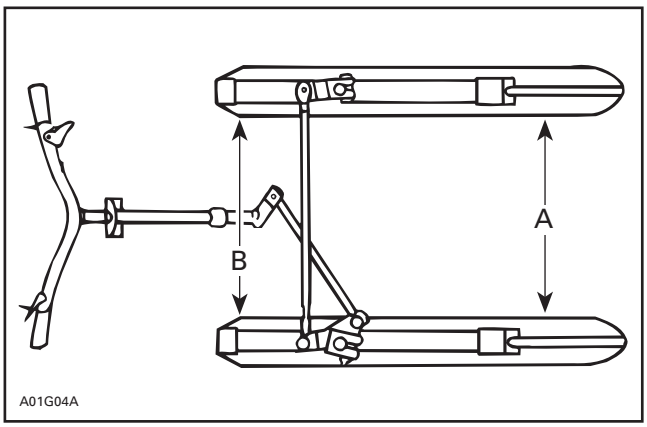
Make sure that the steering pad and all controls are properly fixed to their normal location on the handlebar.

STEERING ADJUSTMENT (SKIS)

Definitions

TOE-OUT:

A difference measured between the front edge of the skis "A" and rear edge "B" as viewed from the top. It is adjustable.



CAMBER:

A specific inward or outward tilt angle of ski leg compared to a vertical line when viewing the vehicle from front.

Adjustments

Adjustments should be performed following this sequence:

– Pivot arm centering.
– Set camber angle.
– Check for a horizontal handlebar.
– Set toe-out.

DSA System

PIVOT ARM CENTERING

◆ WARNING

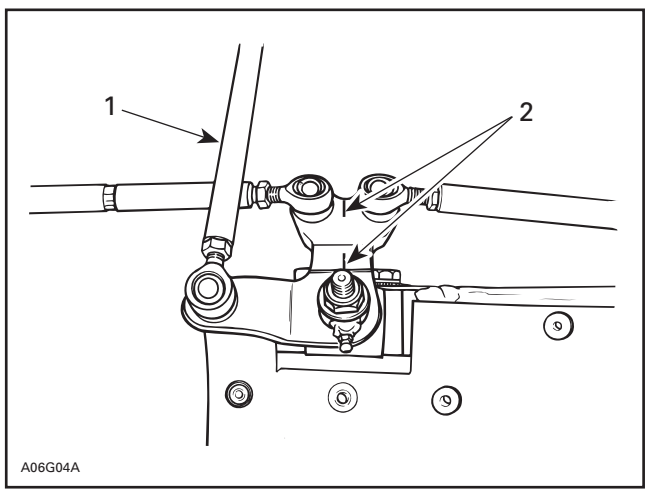
Do not attempt to adjust straight ahead ski position by turning the ball joint on tie rod **no.14**.

13,14,15,22, Jam Nut, Tie Rod and Pivot Arm

With handlebar in straight ahead position, the center of the pivot arm must be in line with the end of the bolt. Loosen the jam nuts on tie rod **no. 14** (LH threads on steering column end) and turn tie rod accordingly. Align and retighten the jam nuts to 18 N•m (159 lbf•**in**).

◆ WARNING

Never lengthen tie rod so that threaded portion of ball joint exceeds 20 mm (25/32 in).



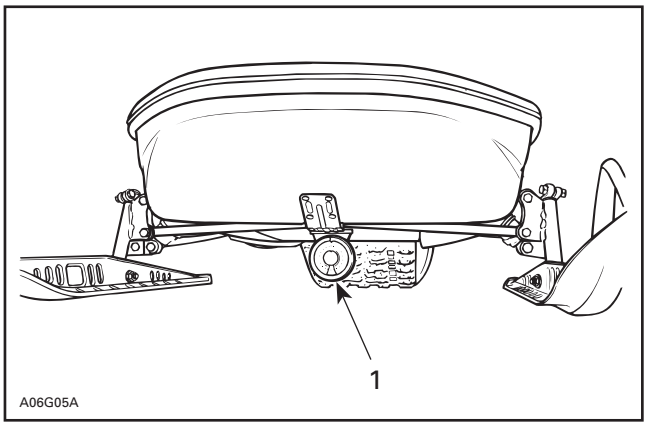
*1. Tie rod **no. 14***
2. Center of pivot arm in line with bolt end

CAMBER

NOTE: On vehicles without adjustable radius arms (no. 7) the camber is not adjustable.

NOTE: Identical adjustments are required on both sides of the vehicle.

– Make sure the vehicle is leveled by placing an angle finder under the main frame member as shown on the following illustration.



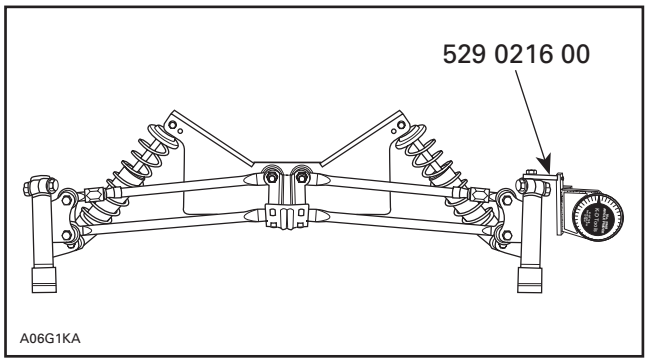
1. Angle finder

Using special tool (P/N 529 0216 00) mounted to the ski leg position the angle finder on the tool as shown in the following illustration. An alternate location for the angle finder if the special tool is not available is the outside of the ski leg housing.

Adjust the camber to 0° ± 0.5°.

▼ CAUTION

Angle finder must sit square against swing arm. Positioning angle finder against weld bead or decal may result in false reading.



TYPICAL — CAMBER ADJUSTMENT SET-UP

Adjusting

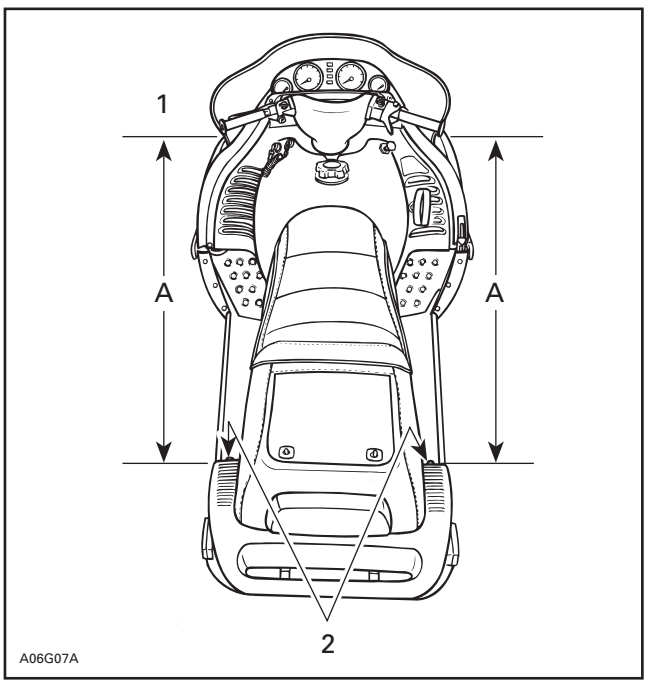
– Loosen lock nut on both lower control arms.

– Unbolt both upper control arms at ski leg housing. Turn tie rod half turn at a time to obtain a vertical ski leg (0° ± 0.5°). Bolt upper control arms.

HANDLEBAR AND SKI TOE-OUT

Check that handlebar is horizontal when skis are in straight ahead position by measuring from the extremities of the grips to the rearmost edge of the tunnel, as shown.

NOTE: The reference point must be the same relative to each side.



TYPICAL

1. Equal distance A on each side
2. Same reference point (rivet)

Adjustment is performed by adjusting length of left and right tie rods no. 20.

◆ WARNING

Do not attempt to adjust skis straight ahead position by turning ball joint on tie rod no. 14.

Procedure:

– Loosen jam nuts no. 13 and no. 15 of both tie rods no. 20.

– Turn the tie rod on one side to shorten its length.

– Lengthen the other one by turning it exactly the same amount, so that toe-out is not changed.

◆ WARNING

Never lengthen tie rod so that threaded portion of ball joint exceeds 20 mm (25/32 in).

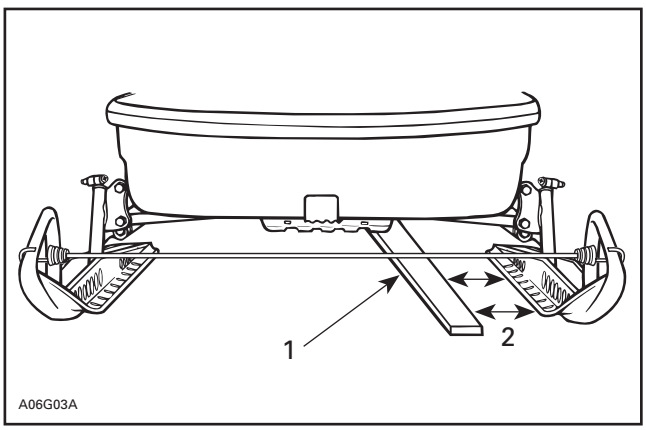
– Close front of skis manually to take all slack from steering mechanism.

NOTE: A rubber cord must be hooked in front of skis to keep them closed.

Toe-out is 0 mm (0 in) when skis are in a straight-ahead position and the front of vehicle is lifted off the ground.

NOTE: To make sure skis are in a straight-ahead position, place a straight edge against pre-adjusted track and measure the distance between front and rear of skis and straight edge. Distances should be equal. After the ski toe-out adjustment, distance must be equal.

To reduce tolerance when measuring, set one ski to proper toe-out then measure from that ski to the opposite ski.



TYPICAL

1. *Straight edge*
2. *Measure here*

LUBRICATION

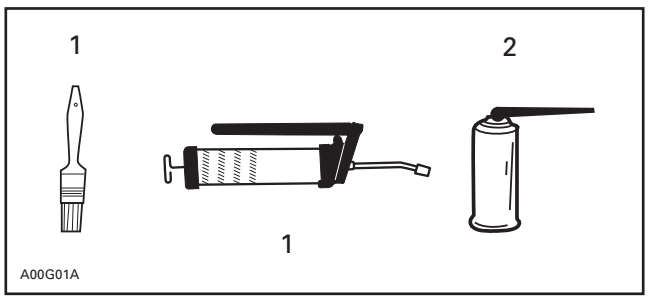
◆ WARNING

Do not lubricate throttle cable or housing.

26, Grease Fittings

Only use low temperature grease (P/N 413 7061 00).

The following symbols will be used to show what type of lubricant should be used at the suitable locations.



1. *Low temperature grease*
2. *Penetrating lubricant (P/N 293 6000 16)*

Lubricate:

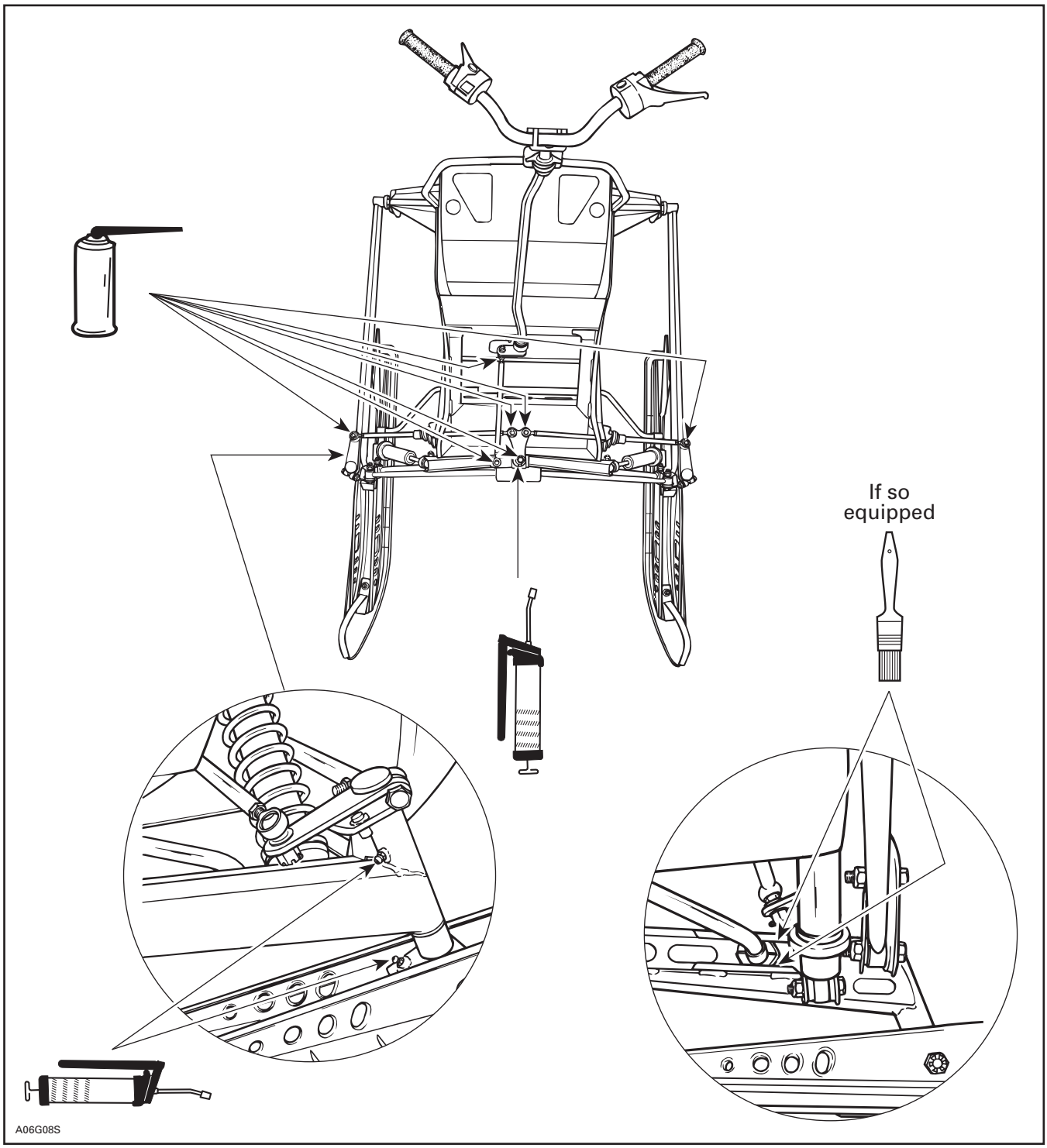
– Steering column.

– Upper and lower control arms drop link and tie rod ends.

– Grease ski legs, ski pivots and idler arm.

– Coat stabilizer sliders with grease, and oil their ball joints if so equipped.

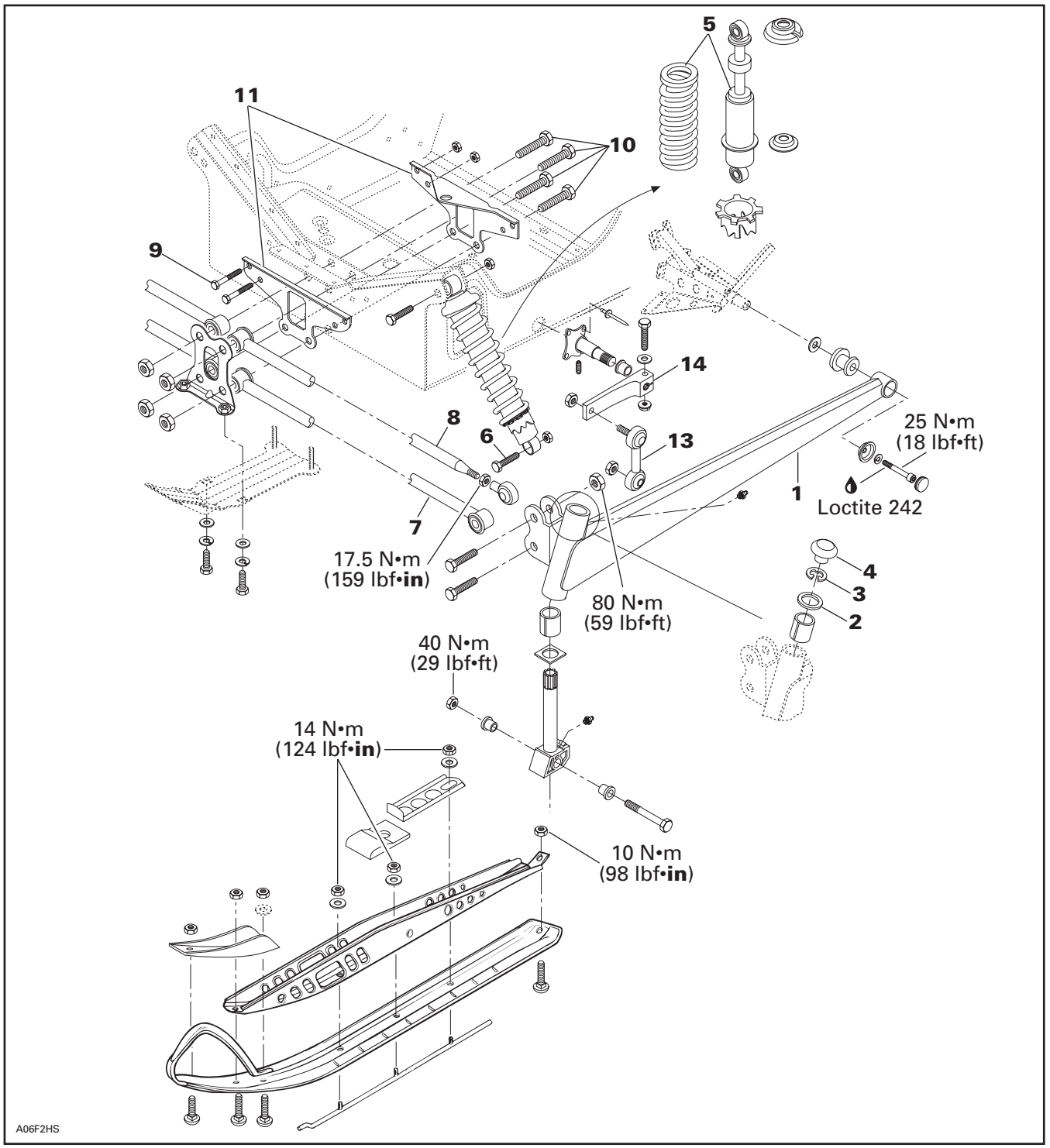
F-Series



PARTS FLAT RATE

SUSPENSION AND SKI SYSTEM

F-Series

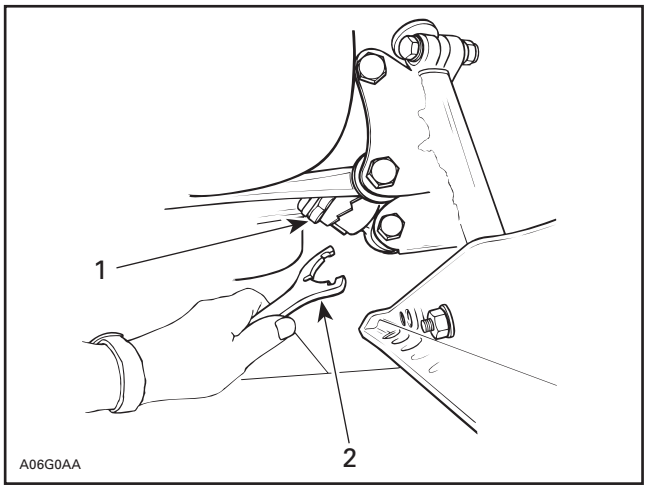


DISASSEMBLY

5, Shock

Lift front of vehicle and support it off the ground.

Reduce spring preload by turning adjusting ring accordingly with the adjustment wrench in vehicle tool box.



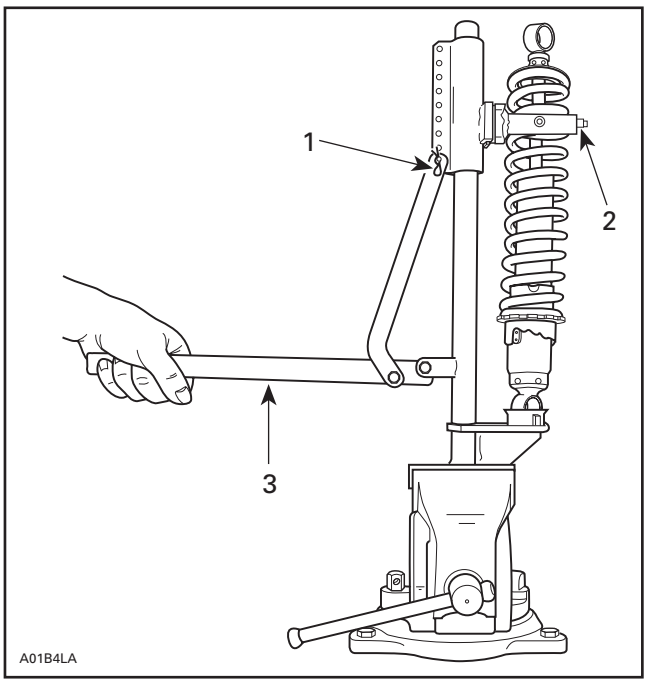
TYPICAL

1. *Shock cam*
2. *Adjustment wrench*

Remove lower bolt then upper bolt of shock.

For shock spring disassembly use shock spring remover (P/N 529 0271 00) in a vise. Mount shock in it and turn shock so that spring coils matched spring compressor.

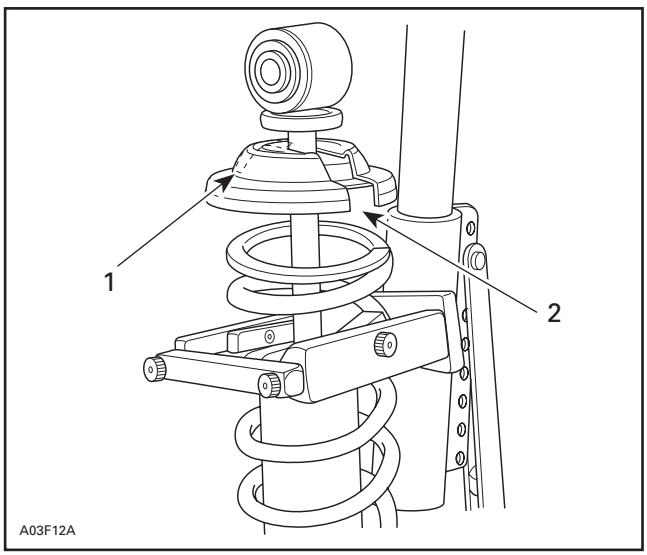
Close and lock the bar. Adjust the handle horizontal position by changing the position of the clevis pin.



1. *Clevis pin*
2. *Bar*
3. *Handle horizontal*

Push down on the handle until it locks. Remove spring stopper and cap then release handle.

When installing the cap opening must be 180° from the spring stopper opening.



1. *Cap opening*
2. *Spring stopper opening*

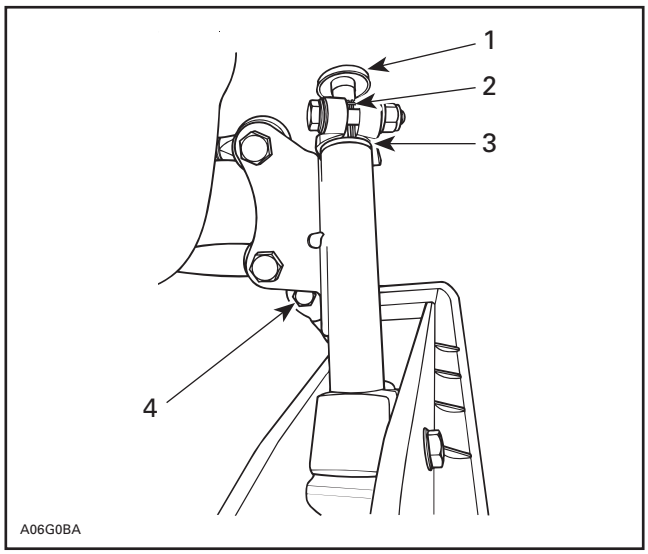
1, Swing Arm

Lift front of vehicle and support it off the ground.

Remove cap, circlip then loosen steering arm bolt and pull up steering arm. Note shim positions. Ski leg may fall off from swing arm.

Unbolt lower end of shock from swing arm.

Unbolt radius rod.



1. *Cap* ***no. 4***
2. *Circlip* ***no. 3***
3. *Shims* ***no. 2***
4. *Bolt retaining lower end of shock* ***no. 6***

14, Lever

Unbolt tie rod **no. 13** ball joint from swing arm, do not change stabilizer adjustments at this time.

Unbolt rear of swing arm from frame.

Pull swing arm off the vehicle. Stabilizer bar will disengage ball joint at swing arm inside rails.

INSPECTION

Check all rubber cushions for crack and wear. Replace as required.

Check straightness of splines and proper interlocking with steering arm. Replace as required.

Check for straightness of swing arm. Replace as required.

Check for clogged grease fittings. Clean or replace as required.

Check for proper action of sliding blocks in swing arm.

Check skis and runners for wear, replace as necessary.

Check condition of ski stopper. Replace it when deteriorated.

To check condition of shock, refer to SC-10 SUSPENSION 06-02 then look for **Shock Absorber Inspection**.

INSTALLATION

For assembly, reverse the disassembly procedure. However, pay attention to the following.

Apply low temperature grease (P/N 413 7061 00) to ski leg components.

Tighten nuts and screws to proper torque as mentioned in exploded view.

7,8, Upper and Lower Half Arms

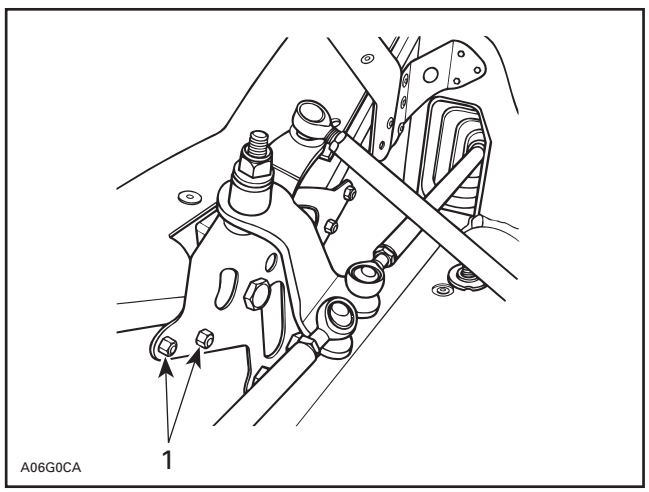
Position half arms and tie rods horizontally before tightening nuts.

8, Adjustable Half Arm

Refer to STEERING SYSTEM 07-02 for proper camber adjustment using these half arms.

9,10,11, Bolt, Nut and Link Plate

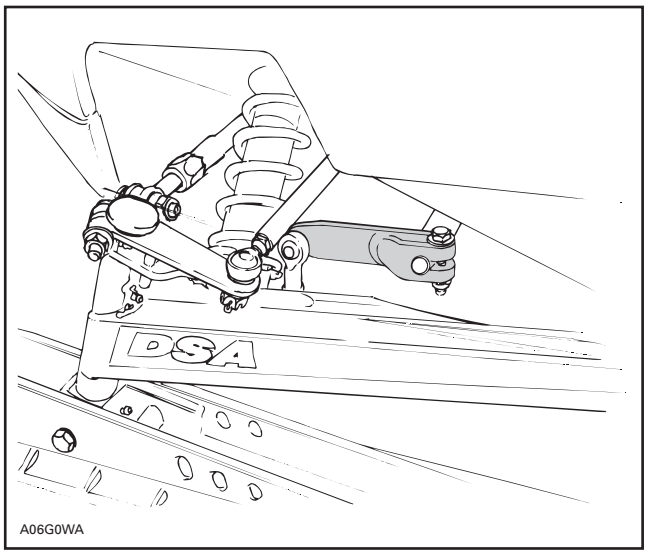
Attach link plate to frame with additional nuts and bolts.



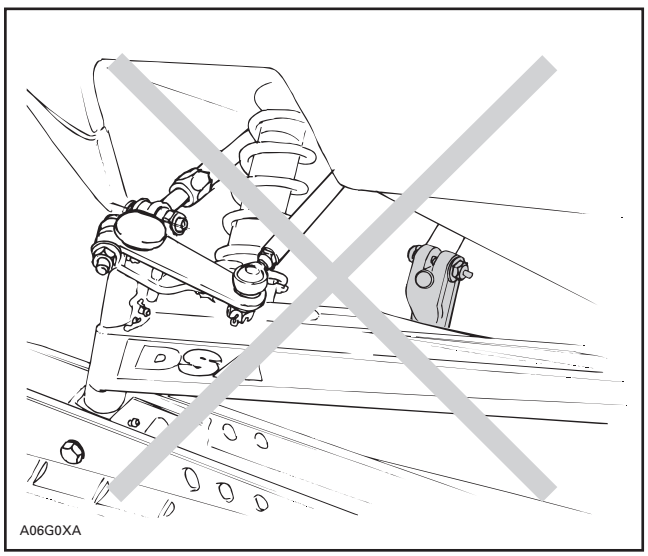
1. *Nuts and bolts*

13,14, Tie Rod and Lever

Install levers on both sides at same angle (about horizontal).



TYPICAL



WRONG POSITION

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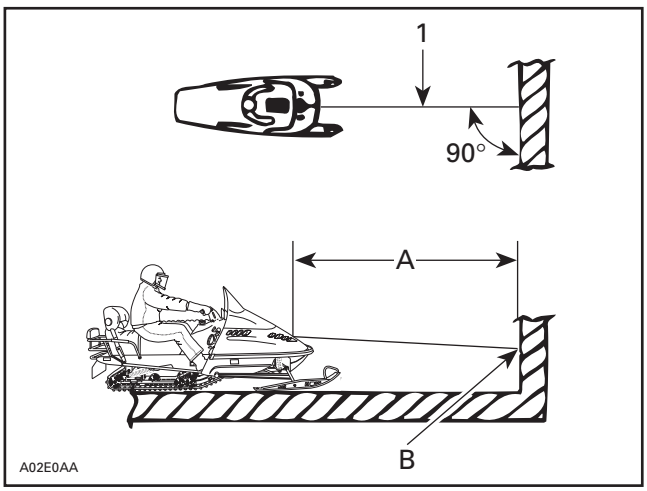
BODY

INSTALLATION AND ADJUSTMENT

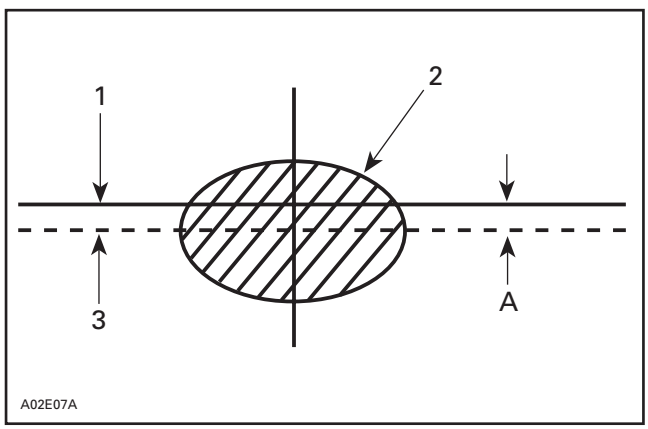
HEADLAMP BEAM AIMING

Beam aiming is correct when center of high beam is 25 mm (1 in) below the headlamp horizontal center line, scribed on a test surface, 381 cm (12 ft 6 in) away.

Measure headlamp center distance from ground. Scribe a line at this height on test surface (wall or screen). Light beam center should be 25 mm (1 in) below scribed line.



1. Headlamp center line
A. 381 cm (12 ft 6 in)
B. 25 mm (1 in) below center line



1. Headlamp horizontal
2. Light beam (high beam) (projected on the wall)
3. Light beam center
A. 25 mm (1 in)

Required Conditions

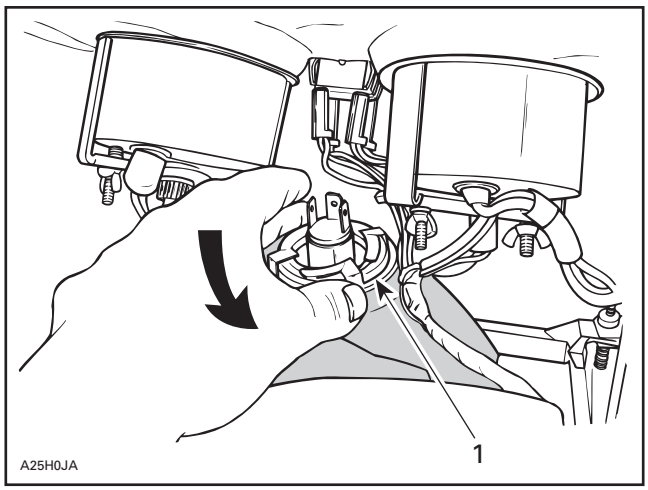
Place the vehicle on a flat surface perpendicular to test surface (wall or screen) and 381 cm (12 ft 6 in) away from it.

Rider or equivalent weight must be on the vehicle.

Select high beam.

BULB REPLACEMENT

If headlamp bulb is burnt, tilt cab and unplug the connector from the headlamp. Remove the rubber boot and unfasten the bulb retainer clips or locking ring.



TYPICAL
1. Locking ring

Replace bulb. If the taillight bulb is burnt, expose the bulb by removing red plastic lens. To remove, unscrew the 2 retaining screws. Verify all lights after replacement.

▼ CAUTION

Never touch glass portion of an halogen bulb with bare fingers, as it shortens its operating life. If by mistake glass is touched, clean it with isopropyl alcohol which will not leave a film on the bulb.

DECAL

To remove a decal; heat old decal with a heat gun and peel off slowly.

Using isopropyl alcohol, clean the surface and dry thoroughly.

Apply liquid soap to new decal and carefully position the decal. Using a sponge or a squeegee, remove the air bubbles and surplus water working from the center toward the edges. Allow to air dry.

▼ CAUTION

Do not apply isopropyl alcohol or solvent directly on decals.

WINDSHIELD INSTALLATION

When peeling off the protective film some polyethylene particles may remain on the windshield. A soft clean cloth moistened with naphtha (camping equipment fuel) will easily remove the remaining particles.

◆ WARNING

Naphtha is flammable and explosive under certain conditions. Always manipulate in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity.

Position the windshield on the hood then push it down until the tabs are fully inserted into the hood slots. Lock the windshield tabs in position.

HOOD

F Series

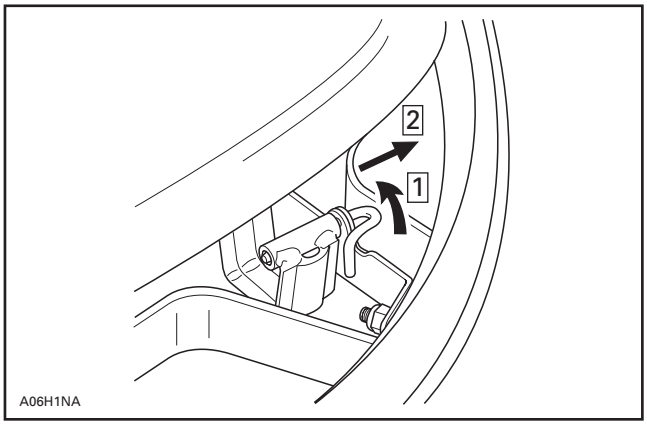
Unfasten speedometer cable, wiring harnesses then retaining cables.

Unbolt front molding and unclip it.

Close hood.

Remove molding.

Remove hinge pin.



At installation, half close hood to install front molding.

BELT GUARD

Disassembly and Assembly

NOTE: For additional information (ex.: exploded view) refer to the correspondent parts catalog.

◆ WARNING

Engine should be running only with belt guard and/or pulley guard well secured in place.

Inspection

Check belt guard and/or pulley guard mounting bosses, clips and retainers for wear.

WIRING HARNESS

◆ WARNING

Ensure all terminals are properly crimped on the wires and that all connector housings are properly fastened. Keep wires away from any rotating, moving, heating and vibrating parts. Use proper fastening devices as required.

CABLES

◆ WARNING

Before installation, ensure that all cables are in perfect condition. Properly install the cable ends and secure them in place. Pay attention to route them properly, away from any rotating, moving, heating, or vibrating parts.

PIPING

◆ WARNING

Always ensure that the fuel, vent, primer, impulse, injection oil and rotary valve oil lines are properly fixed to their connectors, that they are not perforated or kinked and that they are properly routed away from any rotating, moving, heating or vibrating parts. Also check for leaks. Replace if required.

NOTE: Refer to proper *Parts Catalog* to find suitable clip part numbers.

PLASTIC MAINTENANCE AND REPAIR

MAINTENANCE

Clean the vehicle thoroughly, removing all dirt and grease accumulation.

To clean use a soft clean cloth and either soapy water or isopropyl alcohol.

To remove grease, oil or glue use isopropyl alcohol.

▼ CAUTION

Do not apply isopropyl alcohol or acetone directly on decals.

▼ CAUTION

The following products must not be used to clean or wax any of the plastic components used on the vehicles:

- gasoline
- brake fluid
- kerosene
- diesel fuel
- lighter fluid
- varsol
- naphtha
- acetone
- strong detergents
- abrasive cleaners
- waxes containing an abrasive or a cleaning agent in their formula

▼ CAUTION

Clean R.I.M. Metton® with isopropyl alcohol only. Never use cleaners or products containing chlorine.

Apply wax on glossy finish only. Protect the vehicle with a cover to prevent dust accumulation during storage.

▼ CAUTION

If for some reason the snowmobile has to be stored outside it is preferable to cover it with an opaque tarpaulin. This will prevent the sun rays from affecting the plastic components and the vehicle finish.

REPAIR

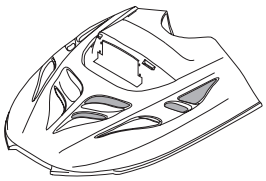
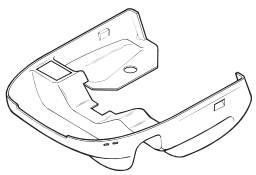
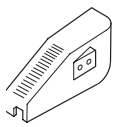
The very first step before repairing plastic materials is to find out exactly which type of material is involved. Refer to following chart.

▼ CAUTION

Consult chart and repair kit instructions carefully, some repair products are not compatible with certain plastics.

◆ WARNING

Polycarbonate windshields must never be repaired by welding or otherwise.

		REPAIRABLE		
PART	MODEL	FIBERGLASS	R.I.M. URETHANE	POLYETHYLENE
HOOD  A06H194	F-Series			
BOTTOM PAN  A06H1A4	F-Series			
SIDE PANEL AND REAR MOLDING  A06H1B4	F-Series			

MATERIAL REPAIR PROCEDURE

R.I.M. Urethane

R.I.M. Urethane is light colored (tan) on the inside with a smooth surface.

◆ WARNING

Material should be repaired and repainted in a well ventilated area only.

▼ CAUTION

Clean R.I.M. with isopropyl alcohol or Crest Hi-Solv product. **Never** use cleaners or products that contain **chlorine**.

▼ CAUTION

R.I.M. should never be exposed to temperatures exceeding 93°C (200°F).

NOTE: When working on a R.I.M. surface, never use a grinder or a high revolution tool such as an air or electric buffer. Use of such tools could overheat material and liberate agents in it thus causing a bad adhesion.

REPAIR PROCEDURE FOR R.I.M. URETHANE

Small Scratches

- Sand and scuff area.
- Feather out edges.
- Paint with a matching acrylic auto touch-up paint.

Deep Scratches

- Sand and scuff area.
- Make a V groove using a knife or a rough round file.
- Clean surface with isopropyl alcohol or Crest Hi-Solv stock no. AH-S product.
- Cover with TP-E epoxy mixed in equal quantities.
- Heat the surface with a heater lamp placed at 38 cm (15 in) for a period of 15 minutes.
- Sand the repair using a smooth dry sand paper.
- Use the same product if a final finish is required.
- Clean surface with Crest Hi-Solv product.
- Apply a flexible primer such as Crest Prima Flex stock no. AP-F.
- Wait 10 minutes.
- Repaint (air dry during 72 hours (approximately)).

Large Crack

- Sand and scuff outside and inside area by exceeding it 31.7 mm (1-1/4 in) on each side and 12.7 mm (1/2 in) at each end.
- Make a V groove (appr. 90°) on both sides of hood using a knife or a rough round file.
- Enlarge the crack to 2.4 mm (3/32 in) – 3.2 mm (1/8 in) using a sharp knife.
- Clean outside and inside surface with isopropyl alcohol or Crest Hi-Solv product.
- Repair inside surface first.
- Cover inside area with Crest TP-E epoxy.
- Apply a 50 mm × 30 mm (2 in × 1-1/4 in) patch. If no room for the patch, use tape.
- Cover exterior surface with same product. Damaged area should be slightly higher.
- Heat surface with a heater lamp placed at 38 mm (15 in) for a period of 15 minutes.
- Sand outside repair using a smooth dry sand paper.
- Use same product if a final finish is required.
- Apply a flexible primer.
- Wait 10 minutes.
- Repaint (air dry during 72 hours approximately).

NOTE: Both R.I.M. materials are high static plastics, painting must be done in a dust free area such as a paint booth.

CREST MAIN OFFICE AND MANUFACTURING PLANT	
CREST INDUSTRIES, INC. 3841 13th Street Wyandotte, Michigan 48192	Phone: 313-283-4100 Toll Free: 1-800-822-4100 Fax: 1-800-344-4461 Fax: 313-283-4461

Crest products used in R.I.M. repair procedure are available from following locations:

DISTRIBUTOR WAREHOUSE LOCATIONS

UNITED STATES

CREST EAST COAST, INC.

P.O. Box 550
1109 Industrial Parkway
Brick, New Jersey 08723
Phone: 908-458-9000
Fax: 908-458-5753

CREST PRODUCTS, INC.

Shipping Address:
125 Production Drive
Yorktown, Virginia 23693
Phone: 804-599-6572
Virginia: 1-800-572-5025
Outstate: 1-800-368-5033
Fax: 804-599-6630

Mailing Address:
P.O. Box 2018
Grafton, Virginia 23692

CREST INDUSTRIES SOUTHEAST, INC.

Shipping Address:
4300 Glen Haven Drive
Decatur, Georgia 30035
Phone: 404-288-4658
Toll Free: 1-800-552-0876
Fax: 404-288-4658

Mailing Address:
P.O. Box 254
Decatur, Georgia 30031

CREST INDUSTRIES, INC.
(CREST MID-WEST)

231 Larkin Williams Ind. Court
St. Louis, Missouri 63026
Phone: 314-349-4800
Toll Free: 1-800-733-2737
Fax: 314-349-4888
Toll Free Fax: 1-800-776-2737

CREST MID WEST
Regional Branch Warehouses

CREST INDUSTRIES, INC.
P.O. Box 635
Mountain Home, Arkansas 72653
Phone: 501-491-5583
Toll Free: 1-800-733-2737

4200 Jackson Street, Unit 9
Denver, Colorado 80216
Phone: 303-320-3900
Toll Free: 1-800-733-2737
Fax: 303-320-6509

REM-CO DISTRIBUTING, INC.

5625 S. Adams
Tacoma, Washington 98409
Phone: 206-474-5414
Toll Free: 1-800-735-7224
Fax: 206-474-7339

CANADA

J2 PRODUCTS
A Division of Sawill Ltd.

54 Audia Court, Unit 2A
Concord, Ontario, L4K 3N4

Phone:
Toronto: 416-665-1404
Concord: 905-669-9410
Montréal: 514-655-6505

Fax:
Concord: 905-669-9419
Montréal: 514-655-6505

WHEEL-IN AUTOMOTIVE SUPPLY

Shipping Address:
1, 3911A Brandon St. S.E.
Calgary, Alberta, T2G 4A7

Office: 403-287-0775

Mailing Address:
P.O. Box 40036
929-42nd Avenue S.E.
Calgary, Alberta, T2G 5G5

FRAME

FRAME CLEANING

NOTE: For aluminum frames use only aluminum cleaner and follow instructions on container. (Dursol cleaner or equivalent).

Clean frame and tunnel with appropriate cleaners and rinse with high pressure hose.

Touch up all metal spots where paint has been scratched off. Spray all bare metal parts of vehicle with metal protector.

Seat Cleaning

For all models, it is recommend to clean the seat with a solution of **warm soapy water**, using a soft clean cloth.

▼ CAUTION

Avoid use of harsh detergents such as strong soaps, degreasing solvents, abrasive cleaners, paint thinners, etc. that may cause damage to the seat cover.

FRAME WELDING

Steel Frame:

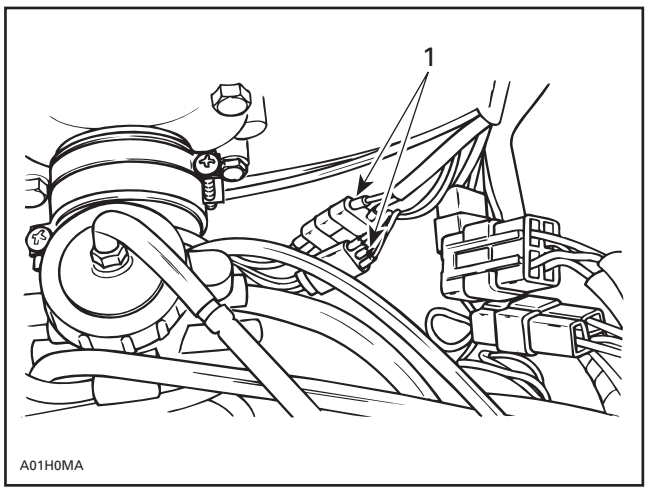
– electric welding
– amperage: 70-110 A
– voltage: 20-24 V
– rod: E-7014 (3/32 in)

Aluminum Frame: (refer to specialized welding shop)

– argon-oxygen/acetylene welding
– rod: ER-4043 (3/32 in)

▼ CAUTION

Before performing electrical welding anywhere on the vehicle, unplug the multiple connector at the electronic box. On models equipped with a battery, also unplug the negative cable. This will protect the electronic box and battery against damage caused by flowing current when welding.



TYPICAL

1. Unplug before electrical welding

▼ CAUTION

If welding is to be done near plastic material, it is recommended to either remove the part from the area or to protect it with aluminum foil to prevent damage.

FRAME COMPONENT REPLACEMENT

Drilling Procedure

When drilling self-piercing rivets, use Supertanium™ drill bit (P/N 529 0318 00), available in a 5 mm (3/16 in) size and shipped in packs of 2.

For proper drilling instructions and to prevent premature wear, follow the procedure below.

Always use a variable speed electric drill.

It is not necessary to center punch the rivet head, simply center the drill bit on the rivet and drill.

Maintain a slow to medium speed at all times when drilling. The proper speed is attained when a constant chip is ejected.

NOTE: To increase bit life, use Bombardier synthetic chaincase oil (P/N 413 8033 00) as a cutting oil.

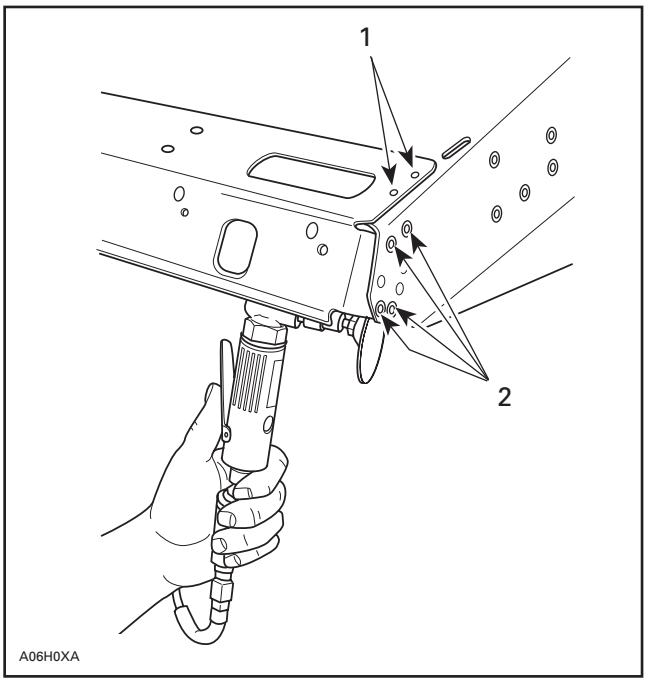
▼ CAUTION

High speed drilling will cause excessive heat which may destroy the cutting edge of the bit, therefore avoid using pneumatic drills.

Grinding Procedure

Rear Cap

Grind rivet heads from top of rear cap and underneath for side retaining rivets.



1. Rivets heads ground
2. Rivets to be ground from underneath

To remove rivet, strike with a punch from rivet head side.

Make a chamfer from underneath on all 4 corner holes.

TECHNICAL DATA

SI* METRIC INFORMATION GUIDE

BASE UNITS

DESCRIPTION	UNIT	SYMBOL
length	meter	m
mass	kilogram	kg
force	newton	N
liquid	liter	L
temperature	Celsius	°C
pressure	kilopascal	kPa
torque	newton•meter	N•m
speed	kilometer per hour	km/h

PREFIXES

PREFIX	SYMBOL	MEANING	VALUE
kilo	k	one thousand	1 000
centi	c	one hundredth	0.01
milli	m	one thousandth	0.001
micro	µ	one millionth	0.000001

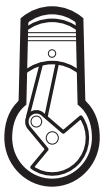
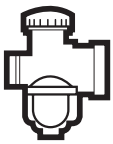
CONVERSION FACTORS

TO CONVERT	TO †	MULTIPLY BY
in	mm	25.4
in	cm	2.54
in^2	cm^2	6.45
in^3	cm^3	16.39
ft	m	0.3
oz	g	28.35
lb	kg	0.45
lbf	N	4.4
lbf•**in**	N•m	0.11
lbf•ft	N•m	1.36
lbf•ft	lbf•**in**	12
PSI (lbf/in^2)	kPa	6.89
imp. oz	U.S. oz	0.96
imp. oz	mL	28.41
imp. gal	U.S. gal	1.2
imp. gal	L	4.55
U.S. oz	mL	29.57
U.S. gal	L	3.79
MPH	km/h	1.61
Fahrenheit	Celsius	(°F – 32) ÷ 1.8
Celsius	Fahrenheit	(°C × 1.8) + 32

* The international system of units abbreviates SI in all languages.

† To obtain the inverse sequence, divide by the given factor. To convert ''mm'' to ''in'', divide by 25.4.

NOTE: Conversion factors are rounded off to 2 decimals for easier use.

	VEHICLE MODEL			FORMULA III/III LT	MACH 1	MACH Z/Z LT
	ENGINE TYPE			**599**	**699**	**809**
	Number of Cylinders			3	3	3
	Bore		mm (in)	67.5 (2.5394)	69.5 (2.7461)	70.5 (2.7756)
	Stroke		mm (in)	61.0 (2.402)	61.0 (2.402)	68.0 (2.677)
	Displacement		cm^3 (in^3)	597.94 (36.49)	699.2 (42.7)	796.3 (48.59)
	Compression Ratio (corrected)			6.8	6.8	6.8
	Maximum Power Engine Speed ①		± 100 RPM	8500	8500	8300
	Piston Ring Type		$1^{st}/2^{nd}$	ST/R	ST/R	ST/R
	Ring End Gap	new wear limit	mm (in) mm (in)	0.2 (.008) 1.0 (.039)	0.2 (.008) 1.0 (.039)	0.20 (.008) 1.0 (.039)
	Ring/Piston Groove Clearance	new wear limit	mm (in) mm (in)	0.03 (.0012) 0.2 (.008)	0.03 (.0012) 0.2 (.008)	0.03 (.0012) 0.2 (.008)
	Piston/Cylinder Wall Clearance	new wear limit	mm (in) mm (in)	0.07 (.0028) 0.15 (.0059)	0.10 (.0039) 0.15 (.0059)	0.11 (.0043) 0.15 (.0059)
	Connecting Rod Big End Axial Play	new wear limit	mm (in) mm (in)	0.39 (.0154) 1.2 (.0472)	0.39 (.0154) 1.2 (.0472)	0.31 (.0122) 1.2 (.0472)
	Maximum Crankshaft End-play ②		mm (in)	0.3 (.0118)	0.3 (.0118)	0.3 (.012)
	Maximum Crankshaft Deflection		mm (in)	0.08 (.0031)	0.08 (.0031)	0.08 (.0031)
	Rotary Valve Timing ③ and P/N 420 924 XXX		Opening Closing	N.A.	N.A.	N.A.
	Magneto Generator Output		W	220	220	220
	Ignition Type			CDI	CDI	CDI
	Spark Plug Make and Type			NGK BR10ES	NGK BR10ES	NGK BR10ES
	Spark Plug Gap		mm (in)	0.45 (.018)	0.45 (.018)	0.45 (.018)
	Ignition Timing BTDC ④		mm (in)	2.18 (.086)	2.18 (.086)	2.11 (.083)
	Trigger Coil ⑤		Ω	190 – 300	190 – 300	190 – 300
	Generating Coil ⑤	Low Speed	Ω	49 – 75	49 – 75	49 – 75
		High Speed	Ω	2.8 – 4.3	2.8 – 4.3	2.8 – 4.3
	Lighting Coil ⑤		Ω	0.20 – 0.35	0.20 – 0.35	0.20 – 0.35
	High Tension Coil ⑤	Primary	Ω	0.2 – 0.5	0.2 – 0.5	0.2 – 0.5
		Secondary	kΩ	6 – 13	6 – 13	6 – 13
	Carburetor Type		PTO/CTR/MAG	VM 36-176/177/178	VM 38-356/357/358	3 x TM 38-C159
	Main Jet		PTO/CTR/MAG	330/330/330	350/350/350	380/380/380
	Needle Jet			256 P-0	480 P-7	327 O-4
	Pilot Jet			50	50	50
	Needle Identification – Clip Position			6DEY4-3	6DEY2-4	8AGY1-41
	Slide Cut-away			2.5	2.5	2.0
	Float Adjustment		± 1 mm (± .040 in)	18.1 (.71)	18.1 (.71)	20.0 (.79)
	Air Screw Adjustment		± 1/16 Turn	1-1/2	2-1/4	4
	Idle Speed RPM		± 200 RPM	1900	1800	1800
	Gas Type/Pump Octane Number			Super Unleaded/91	Super Unleaded/91	Super Unleaded/91
	Gas/Oil Ratio			Injection	Injection	Injection
	Type			Liquid	Liquid	Liquid
	Axial Fan Belt Adjustment	Deflection ⑥	mm (in)	N.A.	N.A.	N.A.
		Force	kg (lbf)	N.A.	N.A.	N.A.
	Thermostat Opening Temperature		°C (°F)	42 (108)	42 (108)	42 (108)
	Radiator Cap Opening Pressure		kPa (PSI)	90 (13)	90 (13)	90 (13)
	**ENGINE COLD N•m (lb•ft)**	Drive Pulley Retaining Screw		⑦	⑦	⑦
		Exhaust Manifold Nuts or Bolts		9 (6.6)	9 (6.6)	9 (6.6)
		Magneto Ring Nut		125 (92)	125 (92)	125 (92)
		Crankcase Nuts or Screws	M6 M8	13 (9.5) 22 (16)	13 (9.5) 22 (16)	13 (9.5) 29 (21)
		Crankcase/Engine Support Nuts or Screws		13 (9.6)	13 (9.6)	13 (9.6)
		Cylinder Head Nuts		29 (21)	29 (21)	29 (21)
		Crankcase/Cylinder Nuts or Screws		29 (21)	29 (21)	29 (21)
		Axial Fan Shaft Nut		N.A.	N.A.	N.A.

	VEHICLE MODEL				FORMULA III	FORMULA III LT	MACH 1	MACH Z
	ENGINE TYPE				**599**	**599**	**699**	**809**
	Chain Drive Ratio				25/44	23/44	26/44	26/44
	Chain	Pitch		in	3/8	3/8	3/8	3/8
		Type/Links Qty/Plates Qty			Silent/74/13	Silent/72/13	Silent/74/13	Silent/74/13
	Drive Pulley	Type of Drive Pulley			TRA	TRA	TRAC	TRAC
		Ramp Identification			281 ⑥	281 ⑥	286 ⑥	286 ⑥
		Calibration Screw Position or Calibration Disc Quantity			4	4	4	3
		Spring Color			Pink/White	Pink/White	Pink/White	Green/Blue
		Spring Length		± 1.5 mm (± 0.060 in)	124.5 (4.90)	124.5 (4.90)	124.5 (4.90)	147.4 (5.80)
		Clutch Engagement		± 200 RPM	4500	4500	4500	4100
	Driven Pulley Spring Preload Cam Angle			± 0.7 kg (±1.5 lb) degree	7.0 (15.4) 50°	7.0 (15.4) 50°	7.0 (15.4) 47° – 50°	7.0 (15.4) 47° – 50°
	Pulley Distance Z			(+ 0, –1) mm ((+ 0, –1/32) in)	16.5 (21/32)	16.5 (21/32)	16.5 (21/32)	16.5 (21/32)
	Offset	X		± 0.4 mm (± 1/64 in)	35.0 (1-3/8)	35.0 (1-3/8)	35.0 (1-3/8)	35.0 (1-3/8)
		Y – X	MIN. – MAX.	mm (in)	1.0 – 2.0 (0.039 – 0.079)	1.0 – 2.0 (0.039 – 0.079)	1.0 – 2.0 (0.039 – 0.079)	1.0 – 2.0 (0.039 – 0.079)
	Drive Belt Part Number (P/N)				415 0603 00	415 0603 00	415 0603 00	415 0603 00
	Drive Belt Width (new) ①			mm (in)	35.0 (1-3/8)	35.0 (1-3/8)	35.0 (1-3/8)	35.0 (1-3/8)
	Drive Belt Adjustment		Deflection	± 5 mm (± 13/64 in)	32 (1-1/4)	32 (1-1/4)	32 (1-1/4)	32 (1-1/4)
			Force ②	kg (lbf)	11.3 (25)	11.3 (25)	11.3 (25)	11.3 (25)
	Track	Width		cm (in)	38.1 (15)	38.1 (15)	38.1 (15.0)	38.1 (15.0)
		Length		cm (in)	307 (121)	345.5 (136)	307 (121)	307 (121)
		Adjustment	Deflection	mm (in)	35 – 40 (1-3/8 – 1-9/16)	35 – 40 (1-3/8 – 1-9/16)	35 – 40 (1-3/8 – 1-3/4)	35 – 40 (1-3/8 – 1-3/4)
			Force ③	kg (lbf)	7.3 (16)	7.3 (16)	7.3 (16)	7.3 (16)
	Suspension Type		Track		SC10 HP	SC10 HP	SC10 HP	SC10 HP
			Ski		DSA	DSA	DSA	DSA
	Length			cm (in)	272.0 (107.1)	291.0 (114.6)	272.0 (107.1)	272.5 (107.3)
	Width			cm (in)	115.9 (45.6)	118.2 (46.5)	115.9 (45.6)	115.9 (45.6)
	Height			cm (in)	108 (42.5)	108 (42.5)	108 (42.5)	108 (42.5)
	Ski Stance			cm (in)	104.2 (41)	104.2 (41)	104.2 (41)	104.2 (41)
	Mass (dry)			kg (lb)	249 (548)	252 (554)	251 (552)	258 (568)
	Ground Contact Area			cm^2 (in^2)	6103 (946)	7549 (1170)	6103 (946)	6103 (946)
	Ground Contact Pressure			kPa (PSI)	4.00 (.580)	3.27 (.474)	4.03 (.584)	4.15 (.602)
	Frame Material				Aluminum	Aluminum	Aluminum	Aluminum
	Bottom Pan Material				Impact Copolymer	Impact Copolymer	Impact Copolymer	Impact Copolymer
	Hood Material				RRIM Polyurethane	RRIM Polyurethane	RRIM Polyurethane	RRIM Polyurethane
	Battery			V (A•h)	N.A.	N.A.	N.A.	N.A.
	Headlight			W	H4 60/55	H4 60/55	H4 60/55	H4 60/55
	Taillight and Stoplight			W	8/27	8/27	8/27	8/27
	Tachometer and Speedometer Bulb			W	2 x 3	2 x 3	2 x 3	2 x 3
	Fuel and Temperature Gauge Bulb			W	3/3	3/3	3/3	3/3
	Fuse	Starter Solenoid		A	N.A.	N.A.	N.A.	N.A.
		Tachometer		A	N.A.	N.A.	N.A.	N.A.
	Fuel Tank			L (U.S. gal)	42 (11.1)	42 (11.1)	42 (11.1)	42 (11.1)
	Chaincase/Gearbox			mL (U.S. oz)	250 (8.5)	250 (8.5)	250 (8.5)	250 (8.5)
	Cooling System ④			L (U.S. oz)	5.0 (169)	5.1 (172)	5.0 (169)	5.0 (169)
	Injection Oil Reservoir			L (U.S. oz)	4.1 (139)	4.1 (139)	4.1 (139)	4.1 (139)

	VEHICLE MODEL				**MACH Z LT**
	ENGINE TYPE				**809**
	Chain Drive Ratio				25/44
	Chain	Pitch		in	3/8
		Type/Links Qty/Plates Qty			Silent/74/13
	Drive Pulley	Type of Drive Pulley			TRAC
		Ramp Identification			286 ⑥
		Calibration Screw Position or Calibration Disc Quantity			3
		Spring Color			Green/Blue
		Spring Length		± 1.5 mm (± 0.060 in)	147.4 (5.80)
		Clutch Engagement		± 200 RPM	4100
	Driven Pulley Spring Preload			± 0.7 kg (±1.5 lb)	7.0 (15.4)
	Cam Angle			degree	47° – 50°
	Pulley Distance Z			(+ 0, –1) mm ((+ 0, –1/32) in)	16.5 (21/32)
	Offset	X		± 0.4 mm (± 1/64 in)	35.0 (1-3/8)
		Y – X	MIN. – MAX.	mm (in)	1.0 – 2.0 (0.039 – 0.079)
	Drive Belt Part Number (P/N)				415 0603 00
	Drive Belt Width (new) ①			mm (in)	35.0 (1-3/8)
	Drive Belt Adjustment		Deflection	± 5 mm (± 13/64 in)	32 (1-1/4)
			Force ②	kg (lbf)	11.3 (25)
	Track	Width		cm (in)	38.1 (15.0)
		Length		cm (in)	345.5 (136)
		Adjustment	Deflection	mm (in)	35 – 40 (1-3/8 – 1-3/4)
			Force ③	kg (lbf)	7.3 (16)
	Suspension Type		Track		SC10 HP
			Ski		DSA
	Length			cm (in)	291 (114.6)
	Width			cm (in)	118.2 (46.5)
	Height			cm (in)	108 (42.5)
	Ski Stance			cm (in)	104.2 (41)
	Mass (dry)			kg (lb)	261 (574)
	Ground Contact Area			cm^2 (in^2)	7549 (1170)
	Ground Contact Pressure			kPa (PSI)	3.39 (.492)
	Frame Material				Aluminum
	Bottom Pan Material				Impact Copolymer
	Hood Material				RRIM Polyurethane
	Battery			V (A•h)	N.A.
	Headlight			W	H4 60/55
	Taillight and Stoplight			W	8/27
	Tachometer and Speedometer Bulb			W	2 x 3
	Fuel and Temperature Gauge Bulb			W	3/3
	Fuse	Starter Solenoid		A	N.A.
		Tachometer		A	N.A.
	Fuel Tank			L (U.S. gal)	42 (11.1)
	Chaincase/Gearbox			mL (U.S. oz)	250 (8.5)
	Cooling System ④			L (U.S. oz)	5.1 (172)
	Injection Oil Reservoir			L (U.S. oz)	4.1 (139)

ENGINE LEGEND

BTDC: Before Top Dead Center
CDI: Capacitor Discharge Ignition
CTR: Center
K: Kilo (× 1000)
MAG: Magneto Side
N.A.: Not Applicable
PTO: Power Take Off Side
R: Rectangular
ST: Semi-trapez

① The maximum power engine speed is applicable on the vehicle. It may be different under certain circumstances and BOMBARDIER INC. reserves the right to modify it without obligation.

② Crankshaft end-play is not adjustable on these models. Specification is given for verification purposes only.

③ Rotary valve to crankcase clearance: 0.27 – 0.48 mm (.011 – .019 in).

④ At 6000 RPM (engine cold) with headlamp turned on.

⑤ All resistance measurements must be performed with parts at room temperature (approx. 20°C (68°F)). Temperature greatly affects resistance measurements.

⑥ Force applied midway between pulleys to obtain specified tension deflection.

⑦ Drive pulley retaining screw: torque to 90 to 100 N•m (66 to 74 lbf•ft), install drive belt, accelerate the vehicle at low speed (maximum 30 km / h (20 MPH)) and apply the brake; repeat 5 times. Recheck the torque of 90 to 100 N•m (66 to 74 lbf•ft).

VEHICLE LEGEND

DSA: Direct Shock Action
RRIM: Reinforced Reaction Injection Molding
TRAC: Total Range Adjustable Clutch
N.A.: Not Applicable

① Minimum allowable width may not be less than 2.0 mm (.080 in) of new drive belt.

② Force applied midway between pulleys to obtain specified tension deflection.

③ Force or downward pull applied to track to obtain specified tension deflection.

④ Coolant mixture: 60% antifreeze/40% water.

⑤ Lever with roller pin P/N 417 0043 03 (hollow).

⑥ Lever with roller pin P/N 417 0043 04 (solid).

WIRING DIAGRAM

MODEL	WIRING DIAGRAM PAGE	HEADLIGHT (watt)	TAILLIGHT (watt)	ELECTRICAL SYSTEM OUTPUT (watt)
Formula III/III LT Mach 1/Z/Z LT	Annex 1	60/55 hal.	8/27	220

hal. = halogen

CHART CODES

Wiring Color Code

The first color of a wire is the main color, second color is the stripe.

Example: YL/BK is a YELLOW wire with a BLACK stripe.

COLOR CODE	
BK — BLACK	GN — GREEN
WH — WHITE	GY — GREY
RD — RED	VI — VIOLET
BL — BLUE	OR — ORANGE
YL — YELLOW	BR — BROWN

ANNEX

Following table shows wire colors related to electrical circuits.

WIRE COLORS	ELECTRICAL CIRCUIT	ADDITIONAL INFORMATION
BLACK/YELLOW	ENGINE SHUT OFF – Key switch – Tether cord switch – Emergency switch	Must be grounded to stop engine.
BLACK (small)	Ground for shut off	
BLACK (Big)	Ground for starter (–)	
YELLOW YELLOW/BLACK	12 volts (A.C.)	If shorted, magneto stops producing electricity.
RED	12 volts (D.C.) (+) For starter motor	
RED/GREEN	12 volts (D.C.) (+) For starter solenoid	
RED/BLUE	12 volts (D.C.) (+) Rectifier output	
GREY	12 volts (A.C.) High beam	Current returns by YELLOW/BLACK wire connected to headlamp.
VIOLET/GREY	12 volts (A.C.) Low beam	
WHITE	12 volts (A.C.) Brake light	Current returns by YELLOW/BLACK wire connected to taillight.
WHITE/RED	12 volts (A.C.) Low oil level	Current returns by YELLOW/BLACK wire connected to oil level sensor.
BLUE	12 volts (A.C.) Fuel level indicator	Current returns by YELLOW wire connected to fuel level sensor.
ORANGE	12 volts (A.C.) Heated grips (max.)	Current returns by YELLOW/BLACK wire connected to heating elements.
ORANGE/VIOLET	12 volts (A.C.) Heated grips (min.)	
BROWN	12 volts (A.C.) Heated throttle lever (max.)	
BROWN/YELLOW	12 volts (A.C.) Heated throttle lever (min.)	
GREEN	12 volts (A.C.) Temperature gauge	Current returns by YELLOW wire connected to sensor.
VIOLET	12 volts (A.C.) Engine overheating light.	

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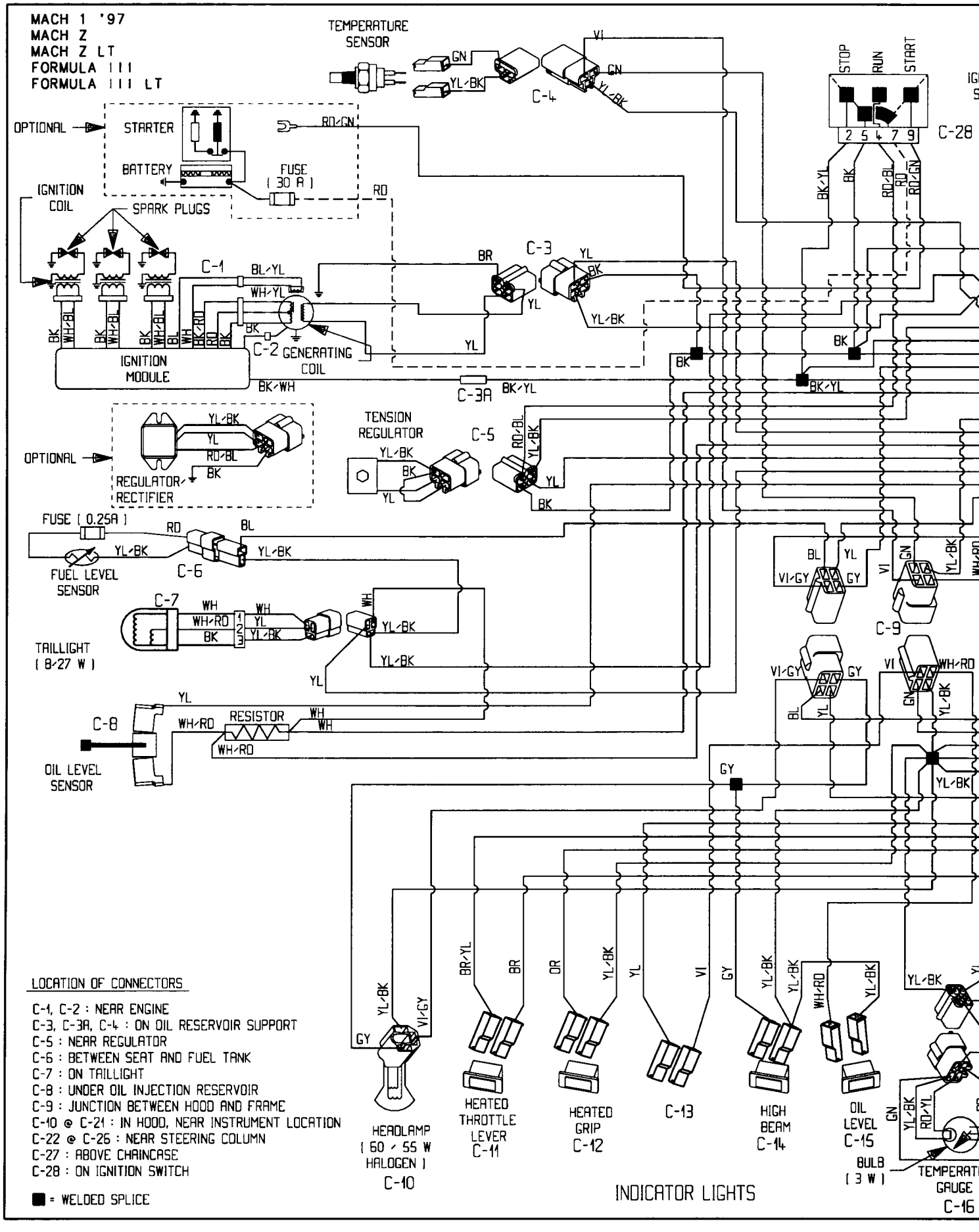
ANNEX

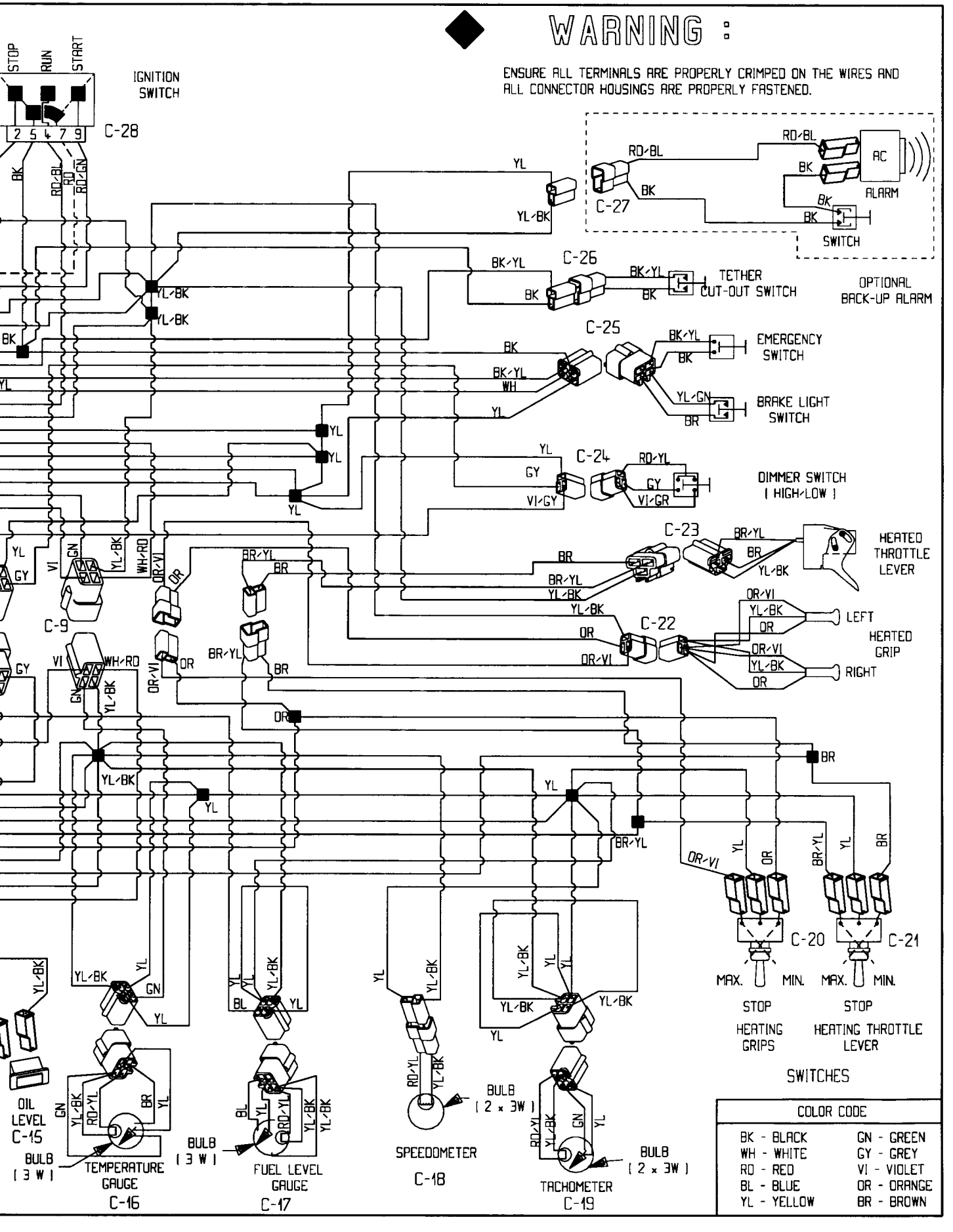
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BROWN/YELLOW	12 volts (A.C.) Heated throttle lever (min.)	
GREEN	12 volts (A.C.) Temperature gauge	Current returns by YELLOW wire connected to sensor.
VIOLET	12 volts (A.C.) Engine overheating light.	

ANNEX 1

FORMULA III/III LT
MACH 1/Z/Z LT

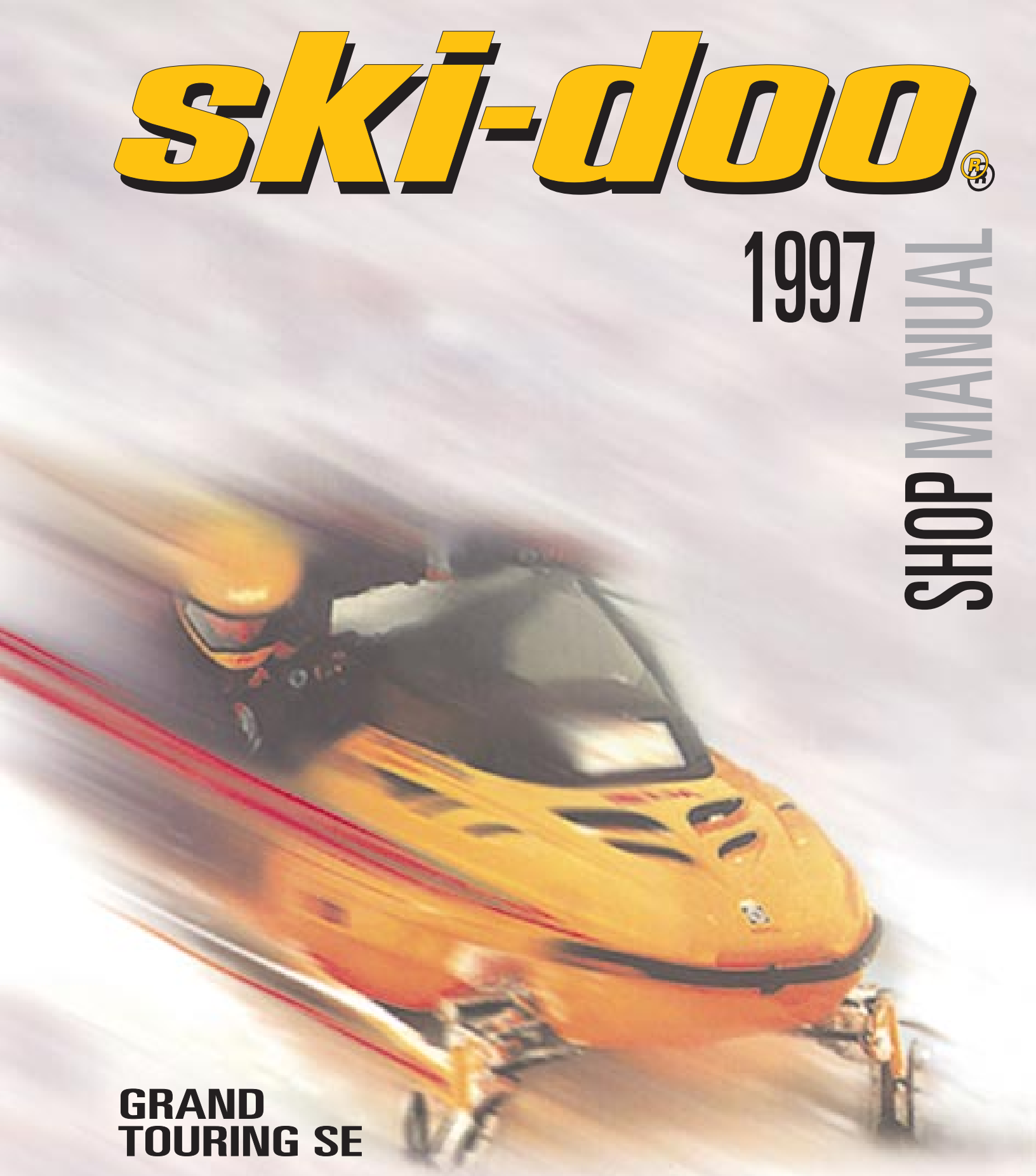

MACH 1 '97
MACH Z
MACH Z LT
FORMULA III
FORMULA III LT
TEMPERATURE SENSOR
C-4
OPTIONAL
STARTER
BATTERY
FUSE (30 A)
RD/GN
RD
IGNITION COIL
SPARK PLUGS
C-1
C-3
C-3A
C-2 GENERATING COIL
IGNITION MODULE
BK/WH
BK/YL
STOP
RUN
START
C-28
OPTIONAL
REGULATOR/ RECTIFIER
TENSION REGULATOR
C-5
FUSE (0.25A)
FUEL LEVEL SENSOR
C-6
C-7
TAILLIGHT (8/27 W)
C-8
RESISTOR
OIL LEVEL SENSOR
C-9
HEADLAMP (60 / 55 W HALOGEN)
C-10
HEATED THROTTLE LEVER
C-11
HEATED GRIP
C-12
C-13
HIGH BEAM
C-14
OIL LEVEL
C-15
BULB (3 W)
TEMPERATURE GAUGE
C-16
INDICATOR LIGHTS
LOCATION OF CONNECTORS
C-1, C-2 : NEAR ENGINE
C-3, C-3A, C-4 : ON OIL RESERVOIR SUPPORT
C-5 : NEAR REGULATOR
C-6 : BETWEEN SEAT AND FUEL TANK
C-7 : ON TAILLIGHT
C-8 : UNDER OIL INJECTION RESERVOIR
C-9 : JUNCTION BETWEEN HOOD AND FRAME
C-10 @ C-21 : IN HOOD, NEAR INSTRUMENT LOCATION
C-22 @ C-25 : NEAR STEERING COLUMN
C-27 : ABOVE CHAINCASE
C-28 : ON IGNITION SWITCH
■ = WELDED SPLICE


WARNING :
ENSURE ALL TERMINALS ARE PROPERLY CRIMPED ON THE WIRES AND ALL CONNECTOR HOUSINGS ARE PROPERLY FASTENED.
STOP
RUN
START
IGNITION SWITCH
C-28
2 5 4 7 9
C-27
AC
ALARM
SWITCH
C-26
TETHER CUT-OUT SWITCH
OPTIONAL BACK-UP ALARM
C-25
EMERGENCY SWITCH
BRAKE LIGHT SWITCH
C-24
DIMMER SWITCH (HIGH/LOW)
C-23
HEATED THROTTLE LEVER
C-22
LEFT HEATED GRIP
RIGHT
C-9
C-20
C-21
MAX.
MIN.
STOP HEATING GRIPS
STOP HEATING THROTTLE LEVER
SWITCHES
OIL LEVEL
C-15
BULB (3 W)
TEMPERATURE GAUGE
C-16
BULB (3 W)
FUEL LEVEL GAUGE
C-17
SPEEDOMETER
C-18
BULB (2 x 3W)
TACHOMETER
C-19
BULB (2 x 3W)
COLOR CODE
BK - BLACK
WH - WHITE
RD - RED
BL - BLUE
YL - YELLOW
GN - GREEN
GY - GREY
VI - VIOLET
OR - ORANGE
BR - BROWN

ski-doo®

1997

SHOP MANUAL



GRAND TOURING SE

SUPPLEMENT

484 0647 04

1997
Shop Manual Supplement

GRAND TOURING SE



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* Refer to *1997 Shop Manual volume 3* (P/N 484 0647 02)

** Refer to *1997 Shop Manual volume 2* (P/N 484 0647 01)

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* Refer to *1997 Shop Manual volume 3* (P/N 484 0647 02)

** Refer to *1997 Shop Manual volume 2* (P/N 484 0647 01)

SAFETY NOTICE

This manual has been prepared as a guide to correctly service and repair the 1997 Ski-Doo Grand Touring SE. See model list on next page.

This edition was primarily published to be used by snowmobile mechanics who are already familiar with all service procedures relating to Bombardier made snowmobiles.

Please note that the instructions will apply only if proper hand tools and special service tools are used.

This *Shop Manual Supplement* uses technical terms which may be slightly different from the ones used in *Parts Catalog*.

The content depicts parts and/or procedures applicable to the particular product at its time of manufacture. It does not include dealer modifications, whether authorized or not by Bombardier, after manufacturing the product.

In addition, the sole purpose of the illustrations throughout the manual, is to assist identification of the general configuration of the parts. They are not to be interpreted as technical drawings or exact replicas of the parts.

The use of Bombardier parts is most strongly recommended when considering replacement of any component. Dealer and/or distributor assistance should be sought in case of doubt.

The engines and the corresponding components identified in this document should not be utilized on product(s) other than those mentioned in this document.

Torque wrench tightening specifications must be strictly adhered to. Locking devices (ex.: locking tab, elastic stop nut, etc.) must be installed or replaced with new ones, when damaged. If the efficiency of a locking device is impaired, it must be renewed.

This manual emphasizes particular information denoted by the wording and symbols;

◆ WARNING

Identifies an instruction which, if not followed, could cause serious personal injury including possibility of death.

▼ CAUTION

Denotes an instruction which, if not followed, could severely damage vehicle components.

NOTE: Indicates supplementary information needed to fully complete an instruction.

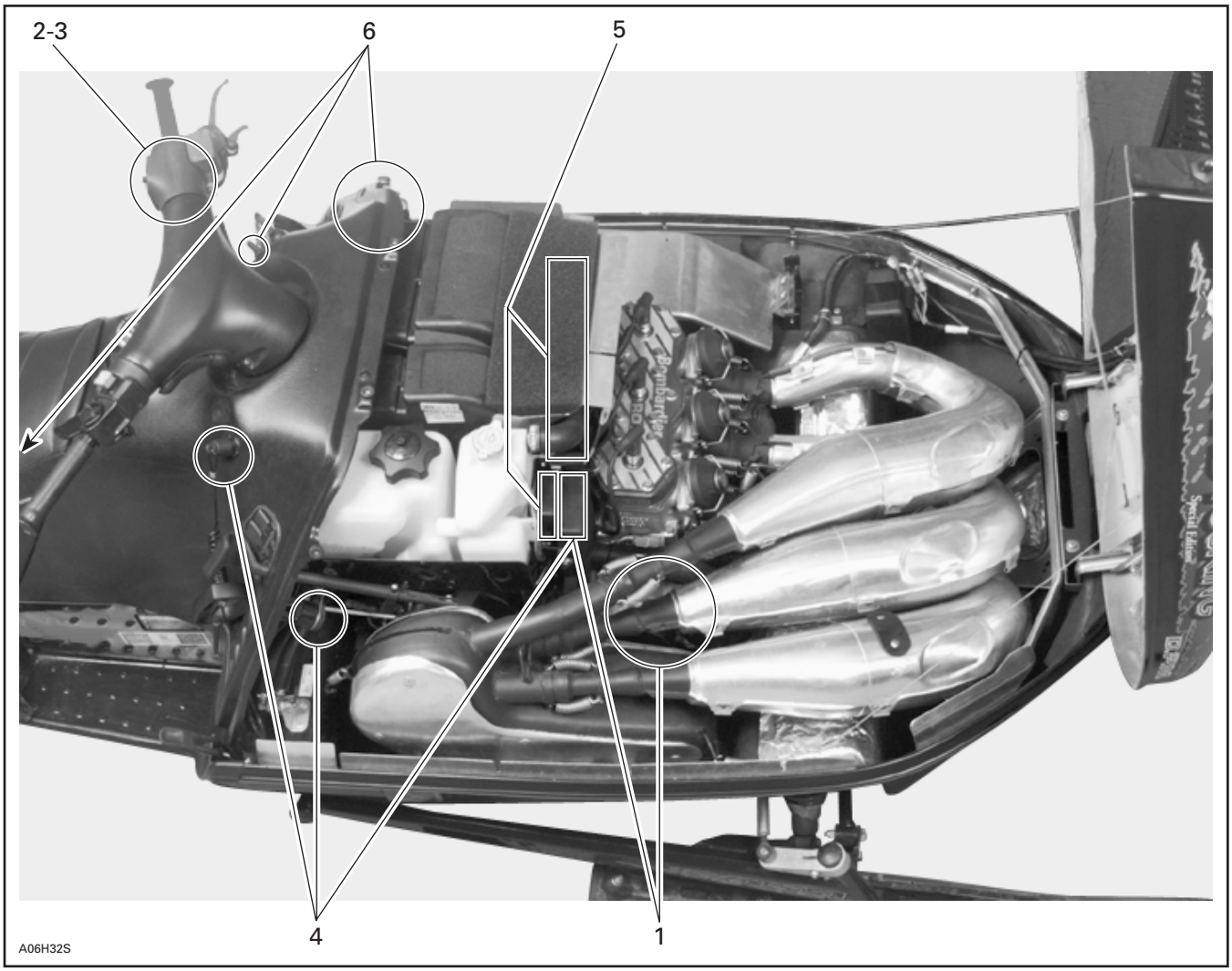
Although the mere reading of such information does not eliminate the hazard, your understanding of the information will promote its correct use. Always use common shop safety practice.

This information relates to the preparation and use of Bombardier snowmobiles and has been utilized safely and effectively by Bombardier Inc. However, Bombardier Inc. disclaims liability for all damages and/or injuries resulting from the improper use of the contents. We strongly recommend that any services be carried out and/or verified by a highly skilled professional mechanic. It is understood that certain modifications may render use of the vehicle illegal under existing federal, provincial and state regulations.

1997 GRAND TOURING SE
SHOP MANUAL SUPPLEMENT

INTRODUCTION

The 1997 Grand Touring SE comprises 6 new systems. The *1997 Shop Manual Supplement* describes how these systems operate as well as the procedures to test them.



1. *Magneto system*
2. *Heating elements switches system*
3. *Headlamp dimmer switch system*
4. *DESS*
5. *Digital performance management system (DPM)*
6. *Air suspension*

Troubleshooting tables (by system) can be found in section 02 of this supplement.

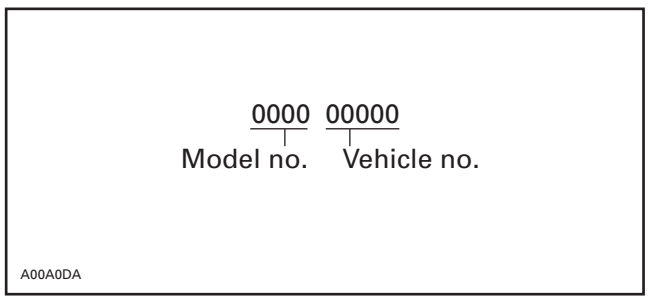
ABBREVIATION LIST

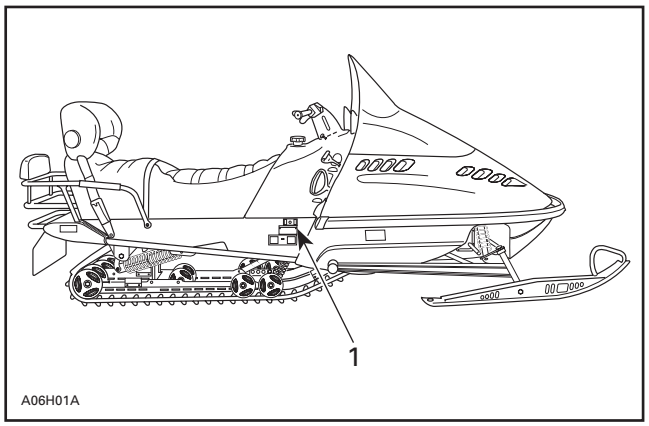
CDI Capacitor Discharge Ignition
DESS Digitally Encoded Security System
DPM Digital Performance Management
Hz Hertz (1 cycle per second)
PSI Pound per Square Inch
MAG Magneto (magneto side)
mbar millibar
MPEM Multi-Purpose Electronic Module
PTO Power Take Off (drive pulley side)
ROM Read Only Memory
RPM Revolutions Per Minute
VDC Volt Direct Current

MODELS	MODEL NUMBER
GRAND TOURING SE (CANADA)	1129
GRAND TOURING SE (U.S.).....	1130
GRAND TOURING SE (EUROPE)	1131

Each Vehicle has its Particular Vehicle Serial Number

Serial Number Meaning

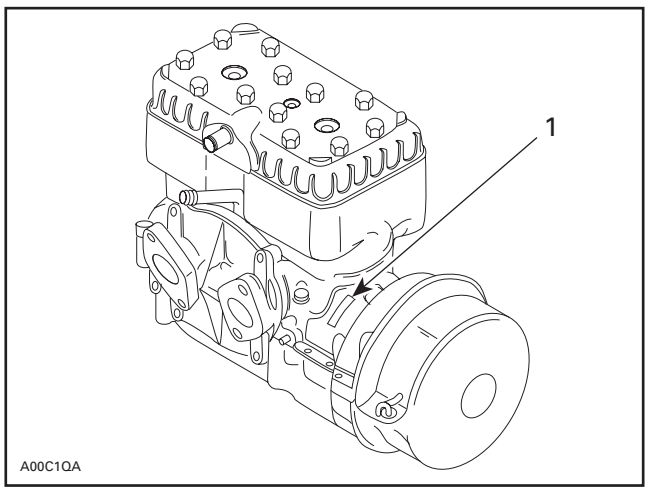




TYPICAL
1. Vehicle serial number

The engine also has a serial number.

Liquid-Cooled Engines



1. Engine serial number

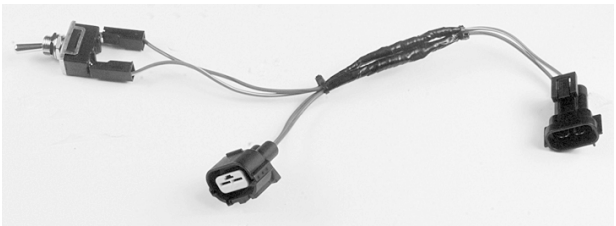
▼ CAUTION

Most components of those vehicles are built with parts dimensioned in the metric system. Most fasteners are metric and must not be replaced by customary fasteners or vice versa. Mismatched or incorrect fasteners could cause damage to the vehicle or possible personal injury.

TOOLS

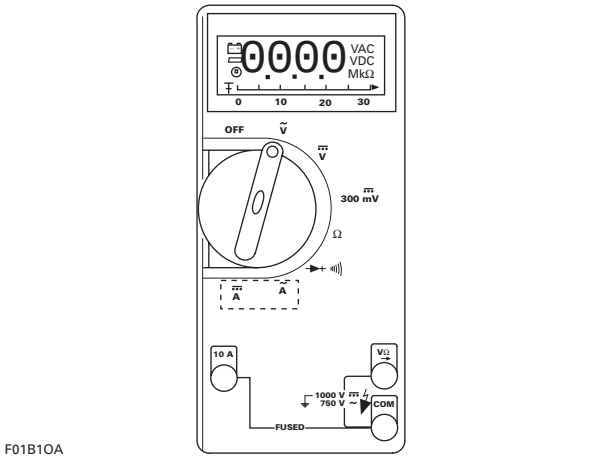


TYPICAL — ADAPTOR (P/N 529 0338 00)



BYPASS WIRES (P/N 529 0333 00)

These wires ensure continuity between the battery and loads without the engine running. All accessories are ON except for the buzzer.

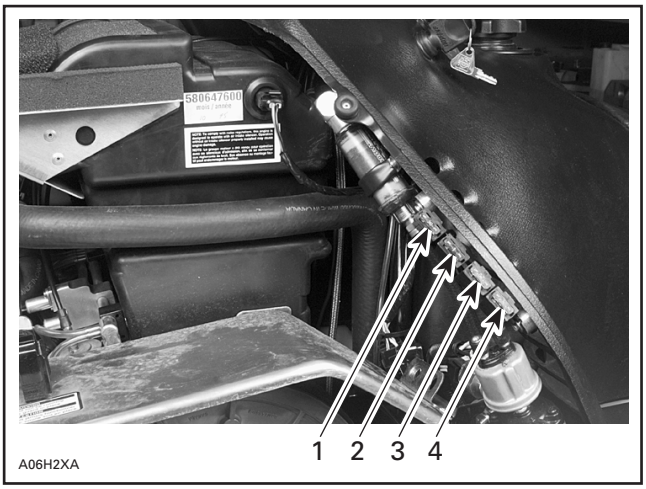


FLUKE MULTIMETER (P/N 529 0220 00)

TROUBLESHOOTING

ELECTRICAL SYSTEM

Always start by checking the fuse.



1. *Main including starter 30 A*
2. *Digital performance management 1 A*
3. *Compressor 20 A*
4. *All others except starter 20 A*

DESS SYSTEM (DIGITAL ENCODED SECURITY SYSTEM)

Always start by checking the fuse.

DIGITAL PERFORMANCE MANAGEMENT (DPM) SYSTEM

Always start by checking the fuse.

If the DPM seems to be defective, unplug fuse 1A while the engine is running. The carburation is now identical to that of carburetors without a DPM provided, of course, that all pipe fittings are tight and that solenoids are in good condition. None must be half-open.

AIR SUSPENSION SYSTEM

Always start by checking the fuse.

ELECTRICAL SYSTEM

360-WATT MAGNETO SYSTEM

COMPONENT LOCATION

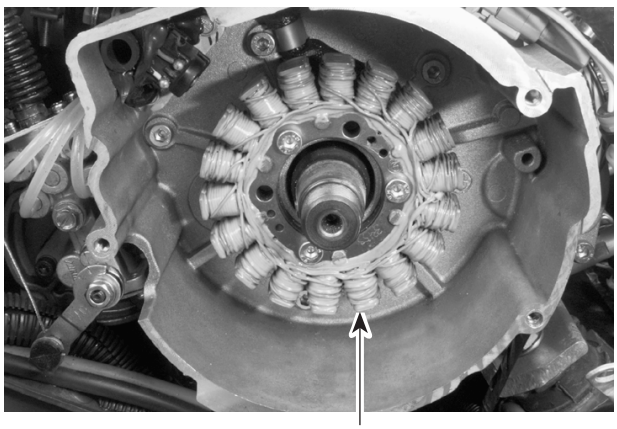
Refer to photos included with the electrical diagram.

THEORY AND OPERATION

Charging System

Lighting Coil

This 360-watt coil produces alternating current.



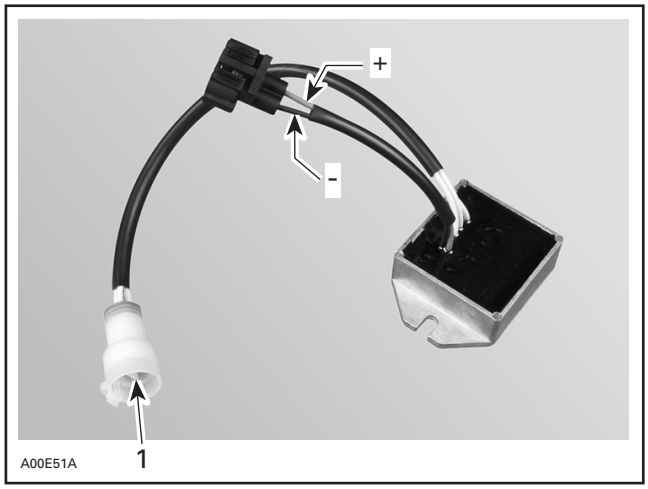
360-WATT MAGNETO
1. Triple coil (3-phase)

Regulator/Rectifier

First, the regulator/rectifier converts the alternating current of the magneto into direct current (DC).

It uses diode bridges allowing the alternating current to pass in one direction only.

The negative (-) wire (black) is connected to ground (regulator housing) and to the frame, while the positive wire is RED/BLUE.



+ Positive
- Negative
1. Magneto

All accessories are fed with direct current.

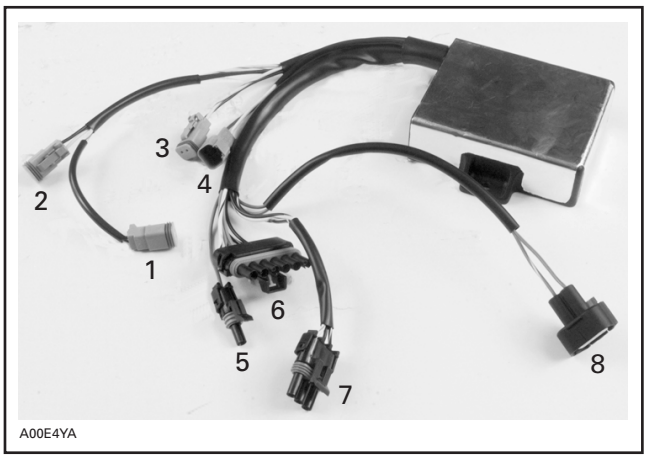
NOTE: The tachometer receives a very small portion of the alternating current through the WHITE/GREEN wire. The tachometer must detect a variable pulse (alternating current) to operate. Note that it is the only accessory fed with alternating current but operating on direct current.

After rectifying the magneto current, the regulator/rectifier limits the magneto voltage to 14.7 volts.

NOTE: In simpler terms, an electrical system producing 14.7 volts is called a 12-volt system.

Ignition System — MPEM Module (Multi-Purpose Electronic Module)

This module operates on direct current (12 VDC).

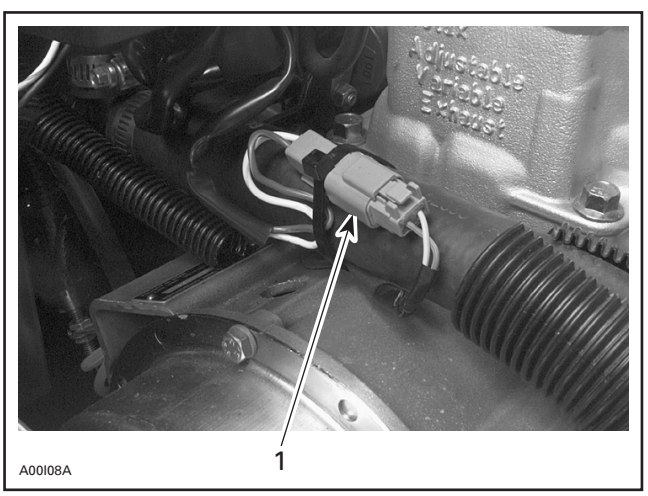


MPEM

1. *PTO high tension coil; 3-05 housing*
2. *CENTRE high tension coil; 3-04 housing*
3. *MAG high tension coil; 3-03 housing*
4. *Trigger coil; 2-03 housing*
5. *Positive supply; 2-03 housing*
6. *Ground, buzzer, warning light, signal to DPM, engine shut-off; 3-06 housing*
7. *DESS switch*
8. *Load breaker*

The 360-watt magneto has no ignition generator coil. All the ignition current comes from the magneto coil. A BLACK/YELLOW wire allows the engine to stop. Grounding this wire will short-circuit the ignition module.

Trigger coil pulses are sent to the module in order to ignite the spark plug at the right time.



1. *Trigger coil wires; 2-03 housing*

This device includes the DESS system. See section 3.

This module also activates the warning buzzer (reverse and DESS code).

Finally, the MPEM controls load supply (headlamp, taillight, dashboard gauges, heated components, etc.). If the key is left in the ON position without the engine running, the MPEM will not supply current to the loads, and this to prevent discharging of the battery. The MPEM will only allow the loads to be fed (20A fuse, through RED/YELLOW wire) if the engine revolution exceeds 800 RPM.

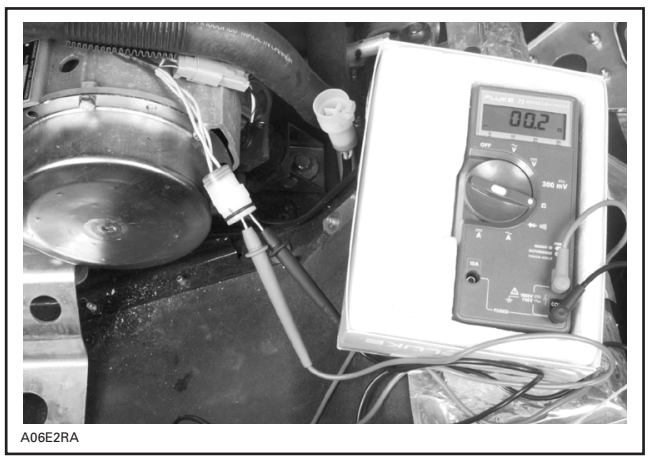
TESTING PROCEDURE

Magneto

Coil Testing

NOTE: The coil being triple, all 3 parts must be tested separately. Refer to the electrical diagram at the end of this supplement.

Connect an ohmmeter to the magneto YELLOW/YELLOW wires (2-04A, 2-04B and 2-04C).



The resistance must be as indicated in the following table. All 3 sections of the coil have the same resistance.

WIRES	RESISTANCE VALUES Ω
YELLOW and YELLOW	maximum 0.5

Coil Insulation Test

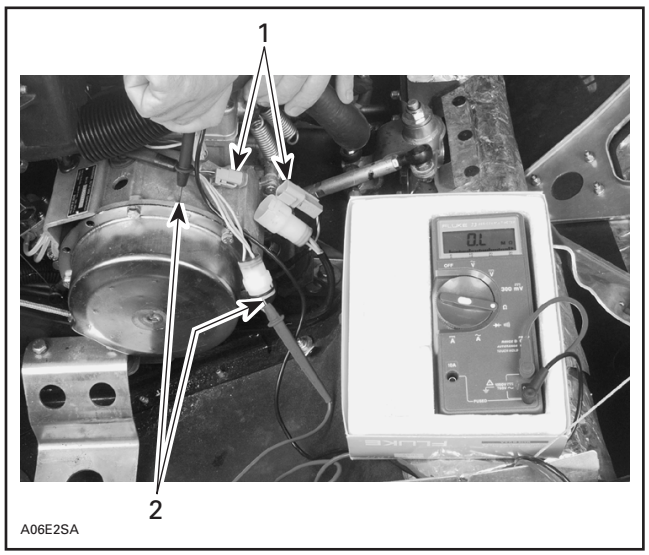
Disconnect 2-01 housing.

NOTE: Disconnect WHITE/GREEN wire (2-01-2) before testing coil insulation. Otherwise, the magneto coil remains connected to the tachometer and the reading will be false.

Disconnect 2-04 magneto outlet.

Connect an ohmmeter probe to ground and the other probe to each of the yellow wires.

There must be no continuity.



1. 2-01 housing disconnected
2. Ohmmeter probes

Voltage Regulator

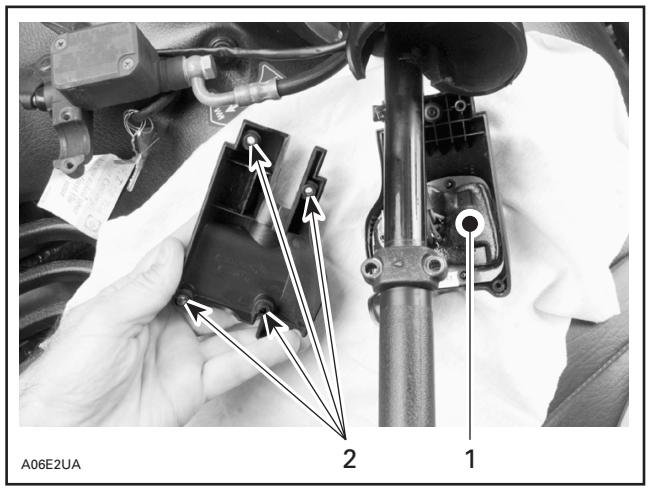
The battery must be at room temperature. Connect a DC voltmeter to the battery. Note voltage. If the battery is charged, the voltmeter shall indicate 12.5 ± 0.3 VDC.

Start the engine. The voltage must increase depending on engine speed.

HEATING ELEMENTS SWITCHES SYSTEM

COMPONENT LOCATION





1. Intensity control module
2. Screw location

THEORY AND OPERATION

Heating Elements Switches

These toggle switches allow selecting 5 different heating levels from the heating elements (heated grips and heated throttle).

Each time the engine is started, the lowest heating intensity is selected.

Press switch at the desired position. Clicking **+** to increases heating and clicking **-** decreases it.

When holding switch for more than about 1 second will increase to maximum intensity or OFF position according selected position.

Intensity Control Module

This module controls the current returning from heating elements. This module also controls the dimmer switch.

TESTING PROCEDURE

Intensity Control Module

If indicator lights are on, the module works. This module cannot be repaired. It must be replaced when defective.

Removal

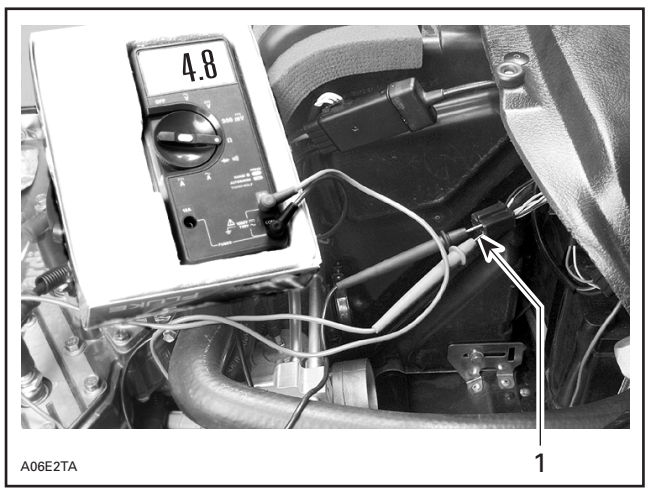
Remove brake master cylinder. See previous photo.

Unscrew the 4 screws holding the module to the handlebar.

Heating Elements

Measure element resistance.

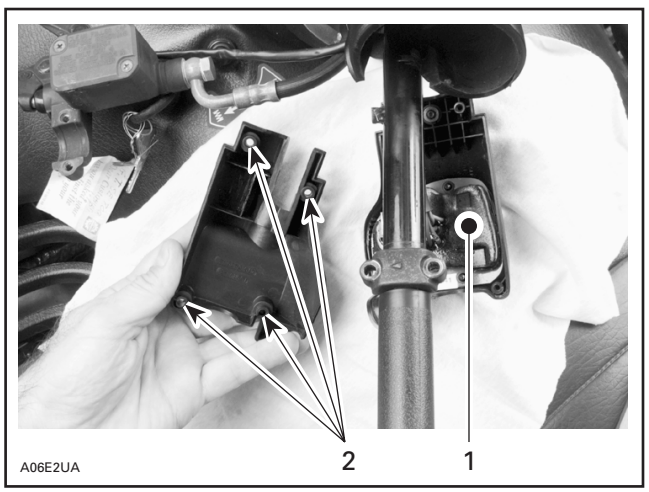
ELEMENTS	WIRES	RESISTANCE Ω
Handle (only one)	Wires of only one handle	9.7 ± 1
2 handles	YELLOW/BLACK and ORANGE (6-09A and 6-09D)	4.8 ± 1
Accelerator	YELLOW/BLACK and BROWN (6-09B and 6-09C)	72 ± 10



1. Probes to YL/BK and to OR wires (element side); 6-09 housing

DIMMER SWITCH SYSTEM

COMPONENT LOCATION



1. Intensity control module
2. Screw location

THEORY AND OPERATION

Dimmer Switch

The dimmer switch allows selection of headlamp beam.

NOTE: When holding switch for more than 1 second to dim light (from high to low beam), light will return to high beam position automatically after 10 seconds.

Intensity Control Module

This module controls the headlamp circuit ground.

TESTING PROCEDURE

This module cannot be repaired. Replace it when defective.

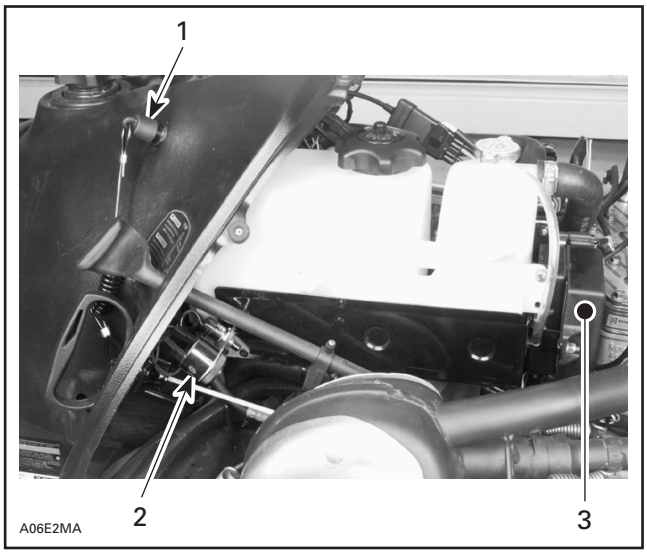
Removal

Remove brake master cylinder. See previous photo.

Unscrew the 4 screws holding the module to the handlebar.

DESS SYSTEM (Digitally Encoded Security System)

COMPONENT LOCATION



1. *Safety lanyard switch and cap*
2. *Buzzer*
3. *MPEM*

THEORY AND OPERATION

This system is a deterrent against theft. Dealer programmed, the tether cord provided with the snowmobile is the only one that allows engine to turn more than 2500 RPM. If a wrong tether cord is installed the engine can not reach engagement speed required to move vehicle.

The snowmobile micro-processor (MPEM) can be programmed to allow the use up to 8 tether cords.

After engine is started 2 beeps confirm that the micro-processor has recognized the tether cord. The vehicle can be normally driven.

A beep per 3 seconds and DESS pilot lamp blinking as same rate mean that a bad connection has been detected. Vehicle can not be driven.

To check for bad connection, remove tether cord make sure it is free of dirt or snow. Reinstall tether cord and restart engine. If a beep per 3 seconds still occurs verify tether cord switch.

A continuous beep and DESS pilot lamp blinking rapidly mean that a wrong tether cord is installed. Vehicle can not be driven.

Check that you have both good vehicle and tether cord.

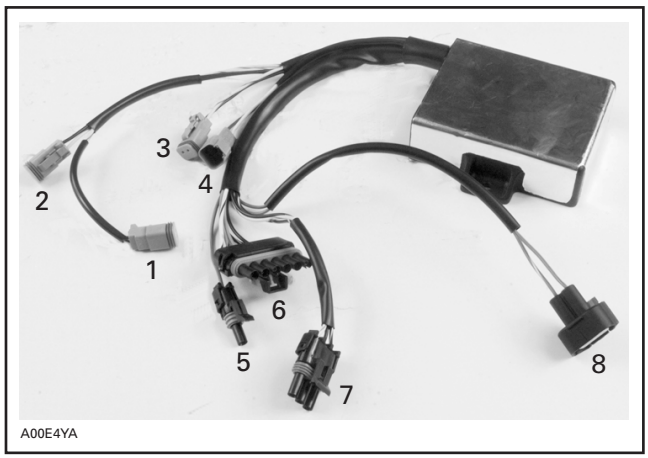
Multi-Purpose Electronic Module (MPEM)

NOTE: The module must be programmed in order to accept a tether cord.

This module cuts off the ignition at 2500 RPM in antitheft mode (wrong tether cord) or in case of a bad connection.

The module activates the indicator light and the alarm (depending on the antitheft mode).

It also activates the back-up alarm when required.



MPEM

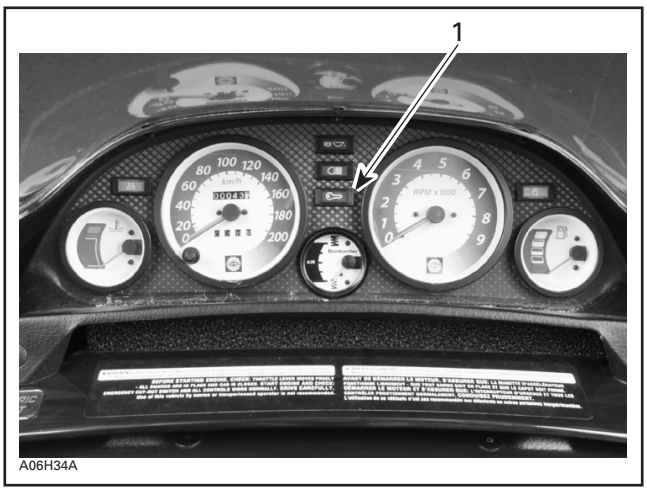
1. *PTO high-tension coil; 3-05 housing*
2. *CENTER high-tension coil;3-04 housing*
3. *MAG high-tension coil; 3-03 housing*
4. *Trigger coil; 2-03 housing*
5. *Positive supply; 2-03 housing*
6. *Ground, warning device, indicator light, DPM signal, engine shut-off; 3-06 housing*
7. *DESS switch*
8. *Load breaker*

DESS Indicator Light

This indicator light comes on when the DESS system is activated.

The indicator light blinks at the rate of once every 3 seconds to indicate a bad connection of the tether cord.

The indicator light blinks rapidly to indicate a wrong tether cord.



1. DESS indicator light

Buzzer

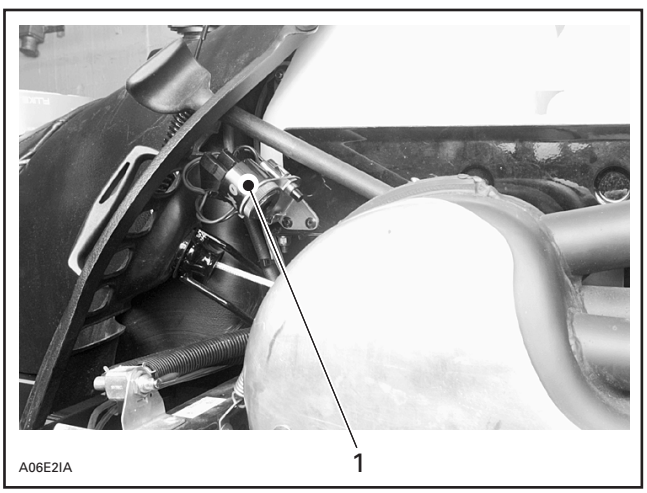
This buzzer comes on to indicate the DESS status.

The buzzer is heard twice to indicate that the proper tether cord has been connected. The engine can then be operated at full RPM.

The buzzer is heard once every 3 seconds to indicate a bad connection of the tether cord, and therefore, the engine revolution cannot exceed 2500 RPM.

The buzzer is heard continuously when connecting a wrong tether cord. It is then impossible to operate the engine at more than 2500 RPM.

When backing up, the buzzer is heard once every second.

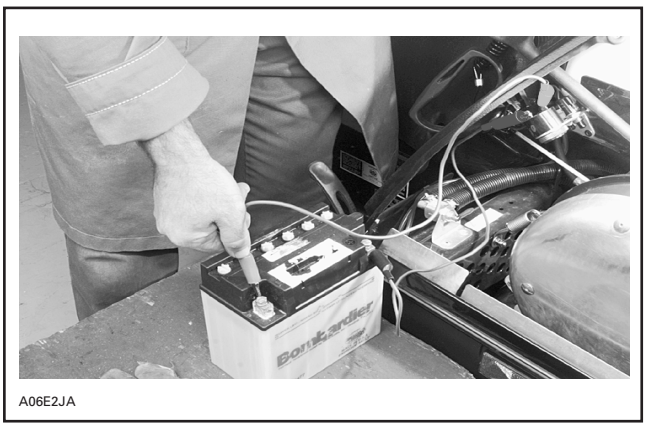


1. Buzzer

TESTING PROCEDURE

Buzzer

Unplug buzzer wires. Plug a battery in good operating condition to buzzer connectors. Observe polarity (the **+** and **-** signs are printed on the buzzer).



Replace the buzzer if it remains silent.

Buzzer Supply

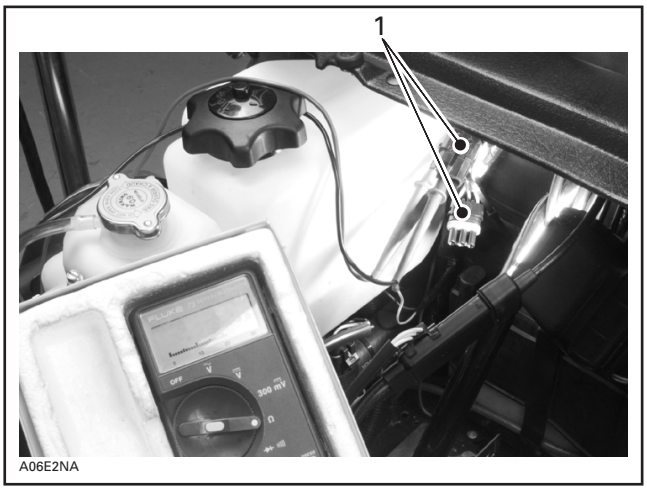
With the engine running, connect a jumper between ground and buzzer negative connector. The buzzer should then be heard. If not, check positive supply as follows. Plug the positive probe of a voltmeter to the buzzer RED/YELLOW wire (4-02) and the negative sensor to ground. The voltage must be the same as that of the battery. If not, check RED/YELLOW wire continuity.

If the positive supply is good, check BEIGE/BLACK wire leading to the MPEM. If this wire is good, replace MPEM and recheck.

Tether Cord Switch

Switch Continuity Check

Connect an ohmmeter to BLACK/GREEN (6-01B) and BLACK/WHITE wires (6-01C). Install a tether cord in good operating condition previously checked with programmer. Resistance must be equal to zero (0).



1. 6-01 housing

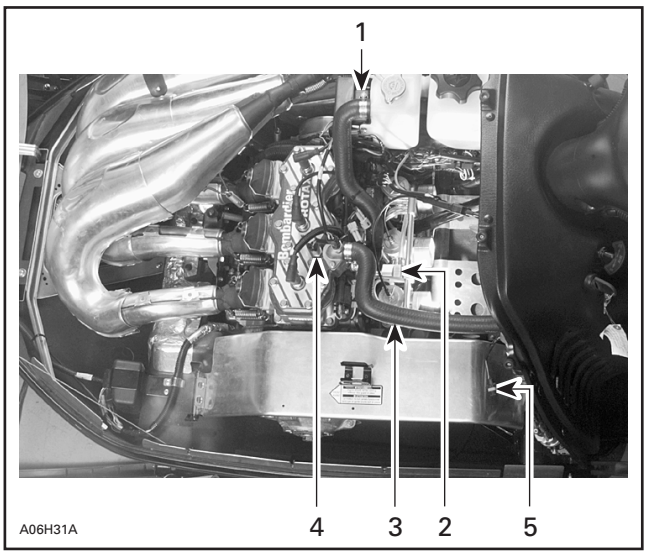
Switch Wire Continuity Check

Check continuity (null resistance) between switch center terminal and WHITE/GRAY wire (6-01A).

Check continuity (null resistance) between switch side ring and BLACK/GREEN wire connector (6-01B).

DIGITAL PERFORMANCE MANAGEMENT (DPM) SYSTEM

COMPONENT LOCATION



1. *DPM module*
2. *Manifold*
3. *Pump*
4. *Engine temperature sensor*
5. *Air temperature sensor*

THEORY AND OPERATION

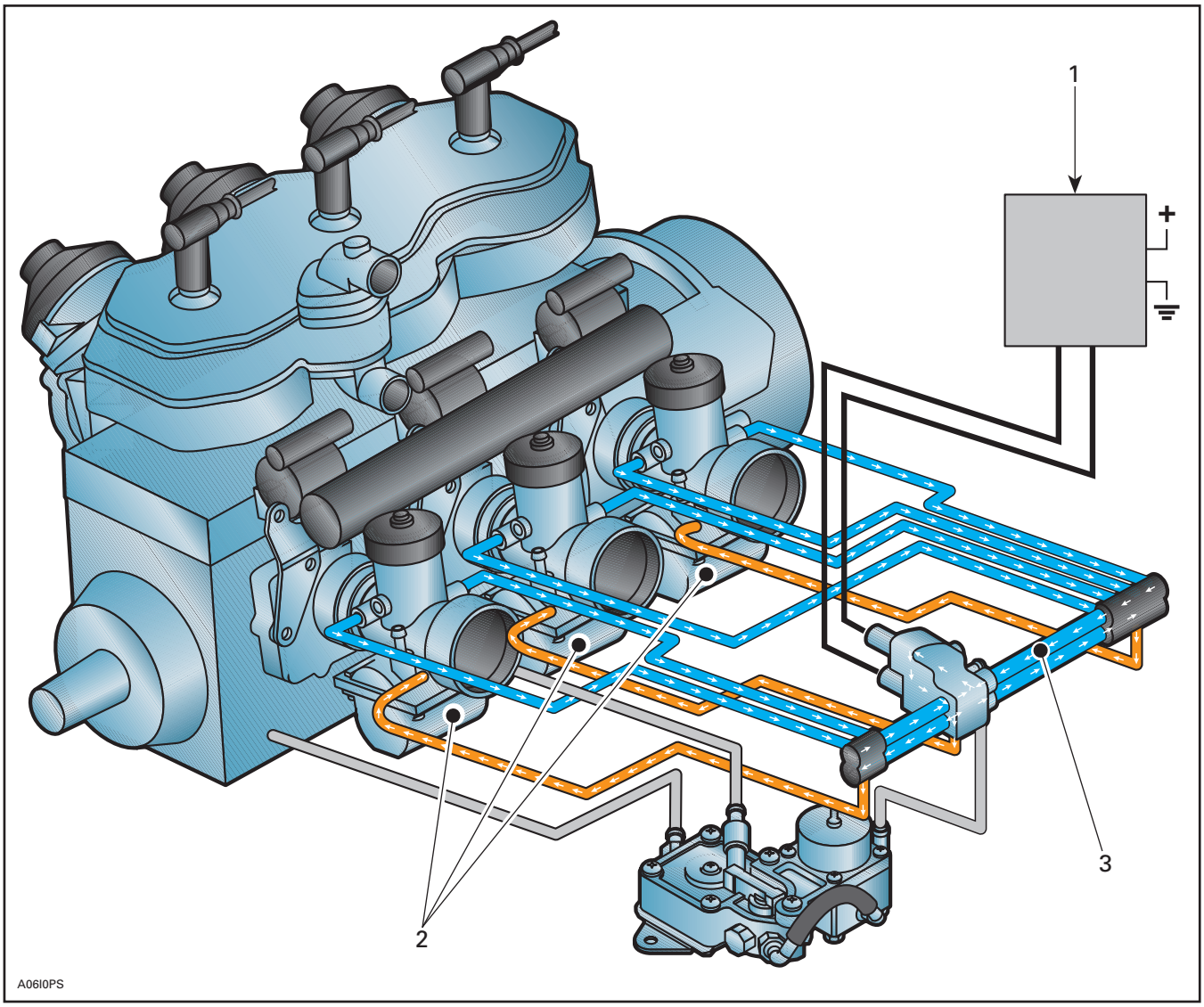
PURPOSE

Calibrate the air/fuel mixture in order to optimize the engine output while reducing fuel consumption.

METHOD

The system makes the pressure vary within the carburetor bowl.

OVERALL SYSTEM OPERATION



1. *DPM module*
2. *Carburetor bowls*
3. *Distribution gallery (upper tube)*

Introduction

The engine is being started using the electrical or the manual starter.

The DPM module increases pressure within all 3 carburetor bowls thus the air/fuel mixture is enriched. This is what we call the enrichment mode.

As soon as the spark plug gives off its first spark, the DPM module calculates the enrichment time and rate based on the engine temperature.

Approximately one minute after starting the engine, the module goes from enrichment to standby mode.

Carburetor bowls then receive the atmospheric pressure, and the air/fuel mixture is identical to that of carburetors without the digital performance management (DPM) system.

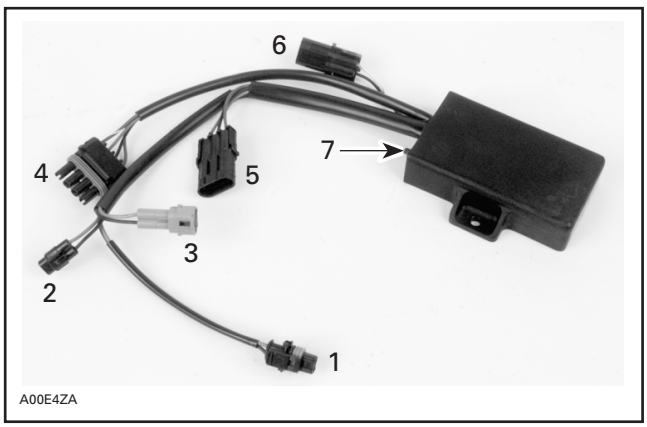
If engine speed is increased to approximately 3000 RPM, the module goes from standby to compensation mode. The air temperature must exceed -20°C (-4°F) and the air pressure must be lower than 1000 mbar.

Float bowls are now under vacuum and the air/fuel mixture is leaner.

NOTE: Both modes can never operate at the same time. The system either makes the mixture richer or leaner. Or, the mixture remains unchanged when module is on standby.

DPM MODULE OPERATION

General

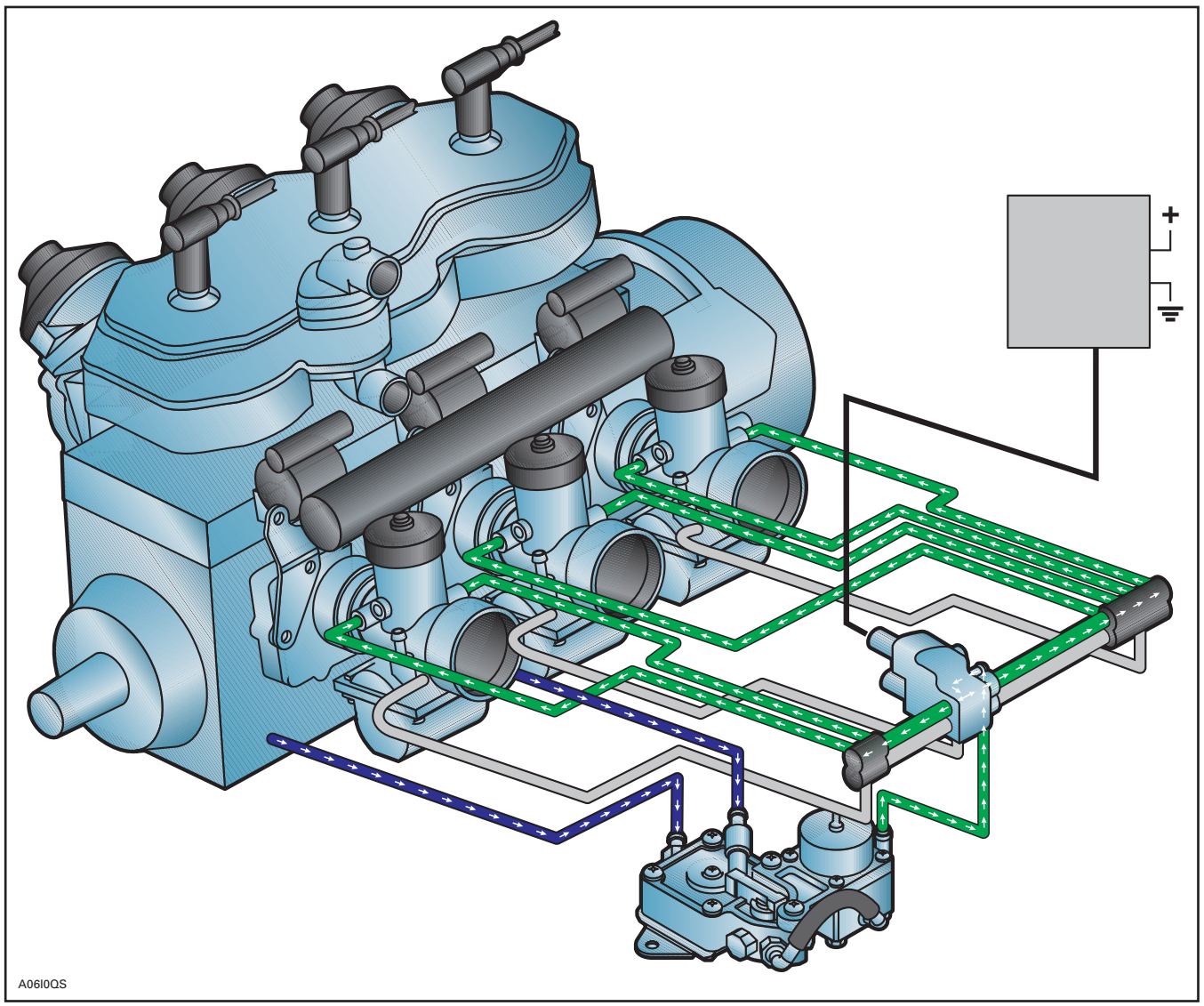


1. *Engine temperature sensor, 3-09 housing*
2. *Enrichment solenoid, 3-11 housing*
3. *Compensation solenoid, 3-10 housing*
4. *Power supply (+ and -), signal for MPEM, air temperature sensor, 3-07 housing*
5. *Enrichment switch, 3-08 housing*
6. *Communication port (reserved to manufacturer), 2-05 housing*
7. *Atmospheric pressure nipple*

Direct current is supplied to the module which is protected with a 1 A fuse.

BLACK and WHITE/GRAY wires (2-05 housing) are used for programming by the manufacturer. Nothing must be plugged to this housing.

Enrichment Mode (starting)

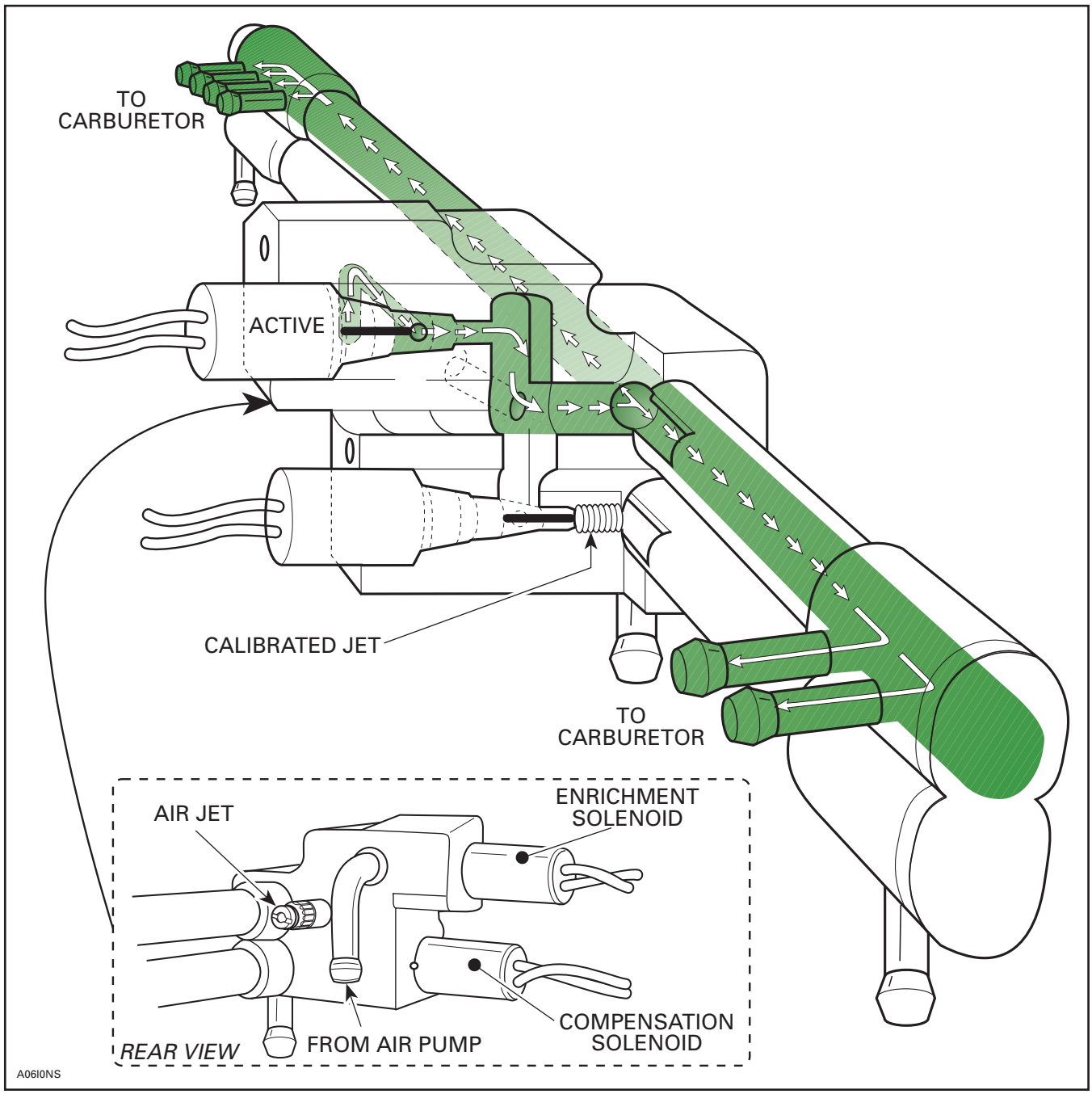


When turning the ignition key to the ON position, the module is energized and goes on standby. The module uses no electricity when on standby.

Once the engine begins to turn (using either the electrical or rewind starter), the module receives pulses through the MPEM (multi-purpose electronic module) ignition system GRAY/GREEN wire.

The DPM module then comes on by reading the engine temperature through the sensor located on the cylinder head. The DPM module calculates the enrichment solenoid opening time and the enrichment rate according to the temperature. The air/fuel mixture is then enriched in order to facilitate starting.

The system pressurizes all 3 carburetor bowls in order to enrich the air/fuel mixture. This is accomplished with the help of an air pump.



This enrichment process of the air/fuel mixture takes place at start-up and during engine warm-up, and it depends on engine temperature.

The higher the engine temperature upon start-up, the leaner the mixture.

This enrichment progressively decreases and takes place during no more than approximately 1-1/2 minutes. Once the engine is started, the module reduces the solenoid duty cycle. The warmer the engine, the shorter the enrichment mode.

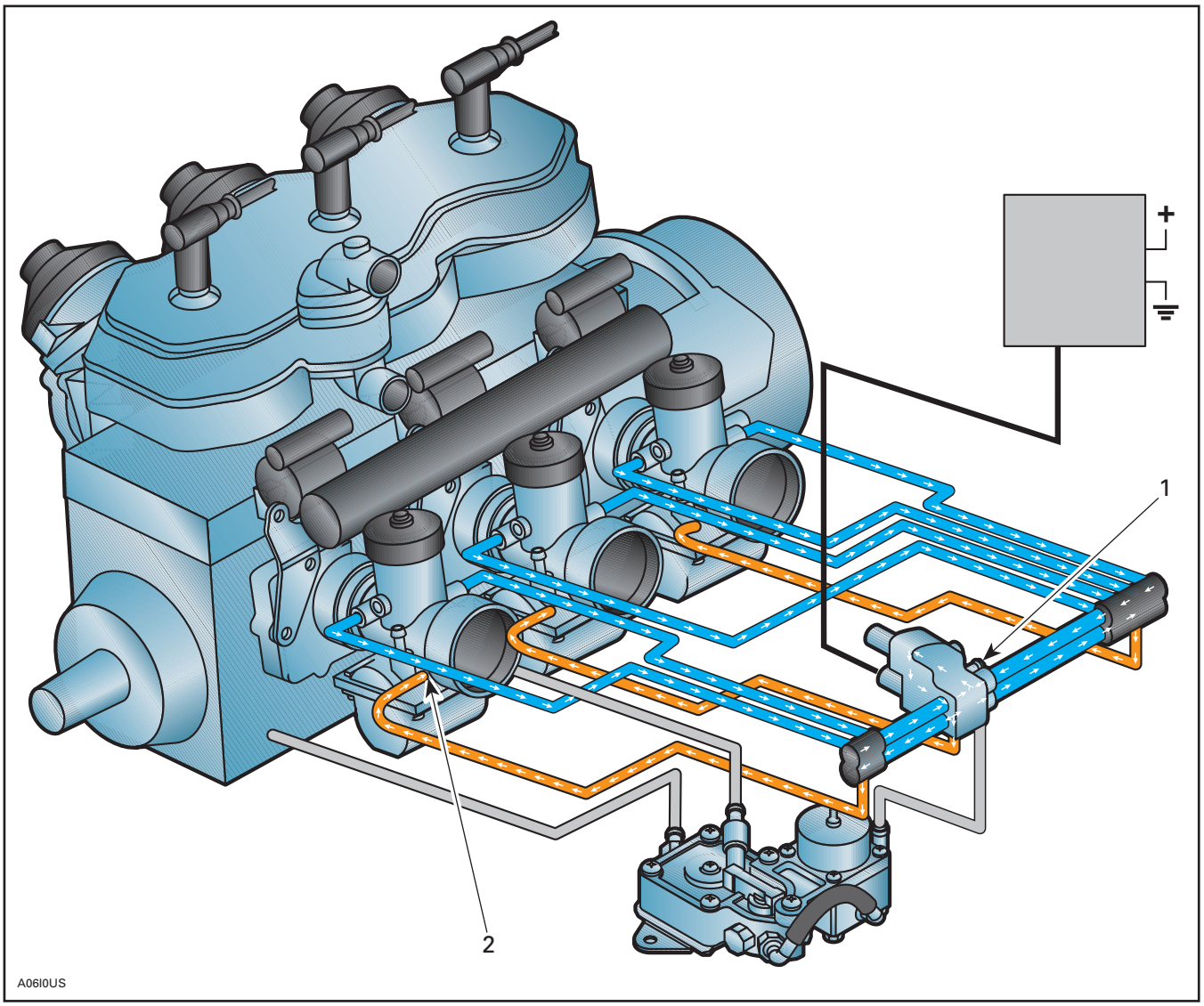
If the throttle opening exceeds one quarter, the enrichment mode is interrupted during the starting process, which allows unflooding the engine.

However, the enrichment mode is restored when releasing the throttle.

Following the enrichment mode, carburetors are operating normally, i.e. without additional pressure within bowls.

NOTE: Calibration is exactly the same on engines with a DPM Module and those without.

Compensation Mode

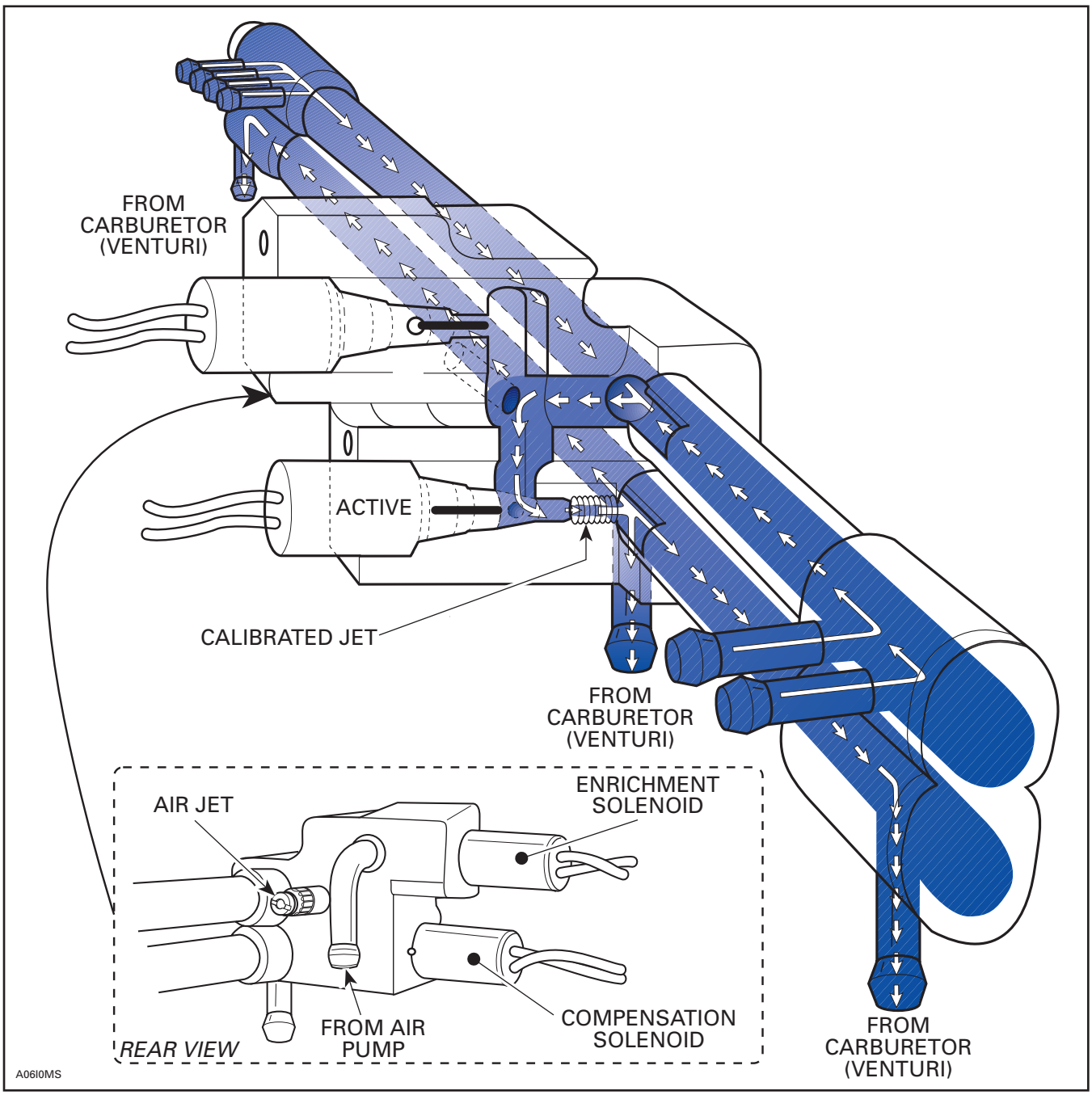


1. Air jet
2. Needle jet air inlet

Three conditions must be met for the compensation mode to operate:

1. The engine must operate at over 3000 RPM. Signal received by the GRAY/GREEN wire.
2. The air temperature must exceed -20°C (-4°F).
3. The atmospheric pressure must be lower than 1000 mbar.

The system brings all 3 carburetor bowls under vacuum in order to make the air/fuel mixture leaner. The required vacuum is produced within the needle jet air inlet.



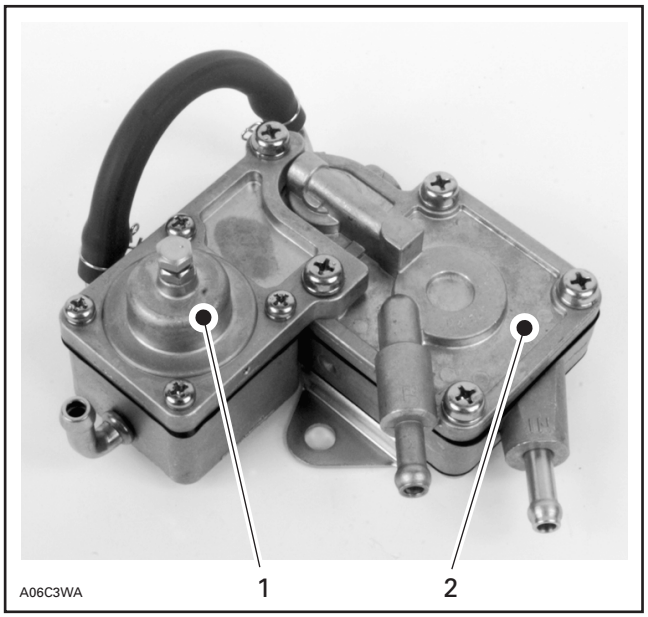
The compensation ratio will depend on the air temperature and the atmospheric pressure.

The higher the air temperature, the leaner the air/fuel mixture.

The lower the atmospheric pressure, the leaner the air/fuel mixture.

NOTE: The atmospheric pressure decreases as the altitude increases.

AIR PUMP OPERATION



1. Regulator
2. Pump

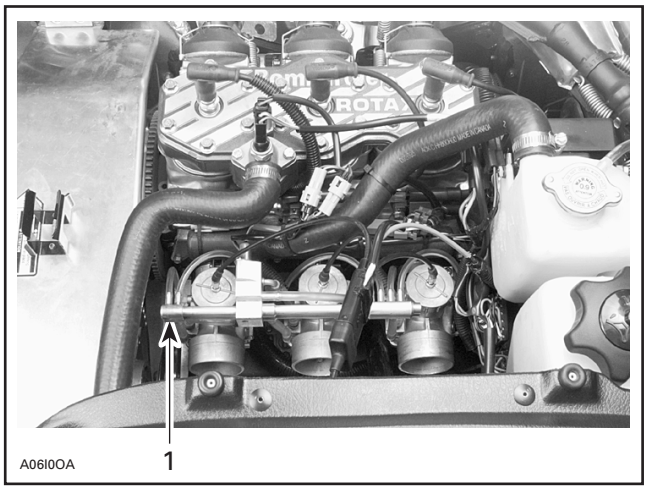
This pump supplies the distribution gallery through a unique pipe.

The pump diaphragm is activated by the alternating pressure/vacuum within the engine crankcase. Two pipes connect the crankcase (cylinders nos. 2 and 3) to the pump.

A regulator within the pump stabilizes the pump pressure.

Since the pump pressure is insufficient upon starting, the regulator is fed directly by the crankcase pressure.

DPM MANIFOLD OPERATION

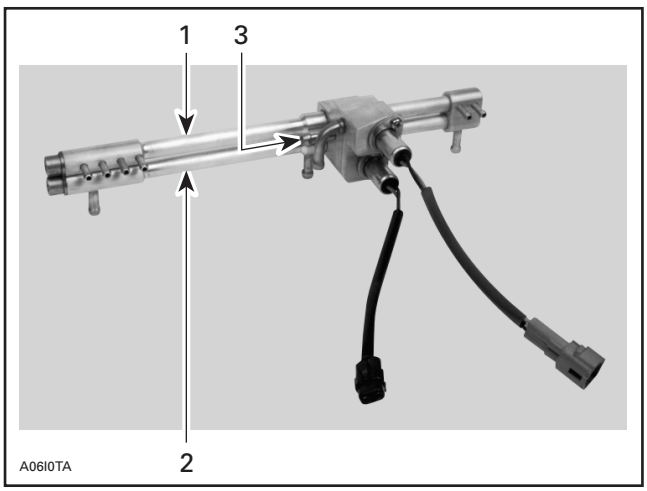


1. Manifold

The DPM manifold consists of 2 tubes. Depending on the mode, the upper tube (distribution gallery) distributes pump pressure or vacuum to each bowl through 2 pipes. The passage is then opened by the enrichment or the compensation solenoid, depending on the mode.

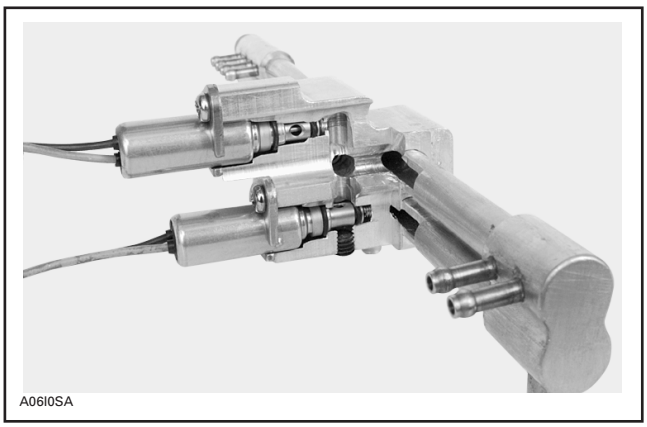
The lower tube (vacuum collector) receives the vacuum created by each carburetor within the needle jet air inlet.

An air jet also allows the atmospheric pressure to enter.



MANIFOLD ASS'Y

1. Upper tube: distribution gallery
2. Lower tube: vacuum collector
3. Air jet


A06I0SA

Enrichment Solenoid

Solenoid Operating Principle

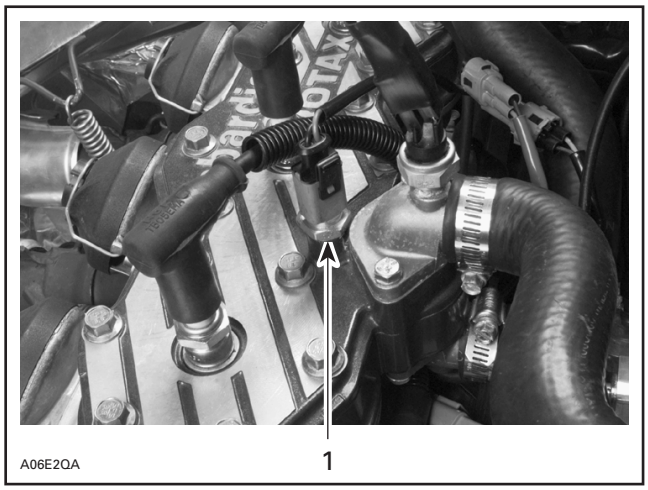
A solenoid is a winding coiled in order to produce a magnetic field. A metal rod crosses the coil and cuts the magnetic field. Each time the coil is activated, the magnetic field attracts the rod. If the supply current is interrupted, a spring pushes the rod.

Solenoid Function within the DPM System

The DPM module turns the solenoid on and off 10 times per second, which means that it operates at 10 cycles/second or 10 Hertz (Hz). The solenoid therefore opens and closes 10 times per second, thus allowing the pump pressure to reach the distribution gallery (upper tube).

For the pressure to vary within the bowls, the solenoid is activated in part by the DPM during each cycle. This is what is called the duty cycle. In other words, the solenoid will not open throughout the whole cycle. The duty cycle depends on the engine temperature.

The colder the engine, the longer the duty cycle. Therefore, the solenoid will stay open longer, thus giving way to pressure.



A06E2QA

1. Engine temperature sensor

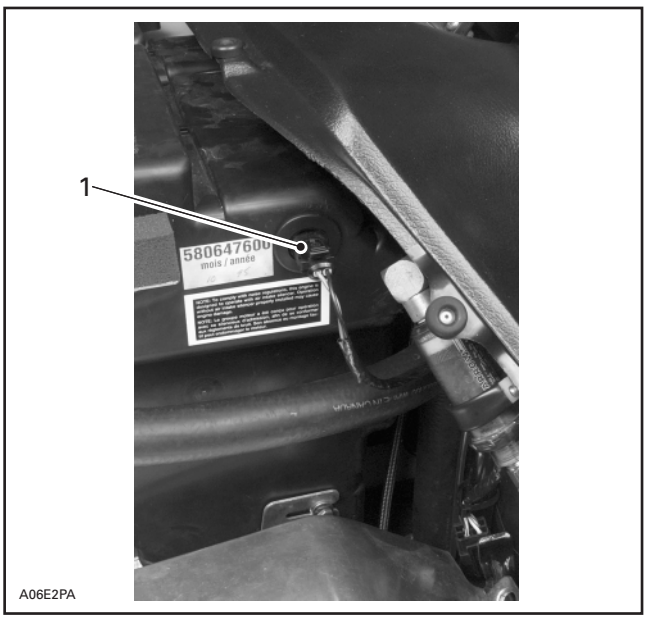
Compensation Solenoid

NOTE: Read *Operating Principle of a Solenoid* at the beginning of the chapter concerning the enrichment solenoid.

The DPM module turns the solenoid on and off 10 times per second, which means that it operates at 10 cycles/second or 10 Hertz (Hz). The solenoid therefore opens and closes 10 times per second, thus allowing the pump pressure to reach the distribution gallery (upper tube).

For the vacuum to vary within the bowls, the solenoid is activated in part by the DPM module during each cycle. This is what is called the duty cycle. In other words, the solenoid will not open throughout the whole cycle. The duty cycle depends on the air temperature and the atmospheric pressure.

The warmer the air, the longer the duty cycle. Therefore, the solenoid will stay open longer, thus giving way to vacuum. The same applies when the altitude increases.



1. Air temperature sensor

Manifold Air Jet

This jet allows the atmospheric pressure to reach carburetor bowls when the DPM is on standby.

See manifold ass'y illustration.

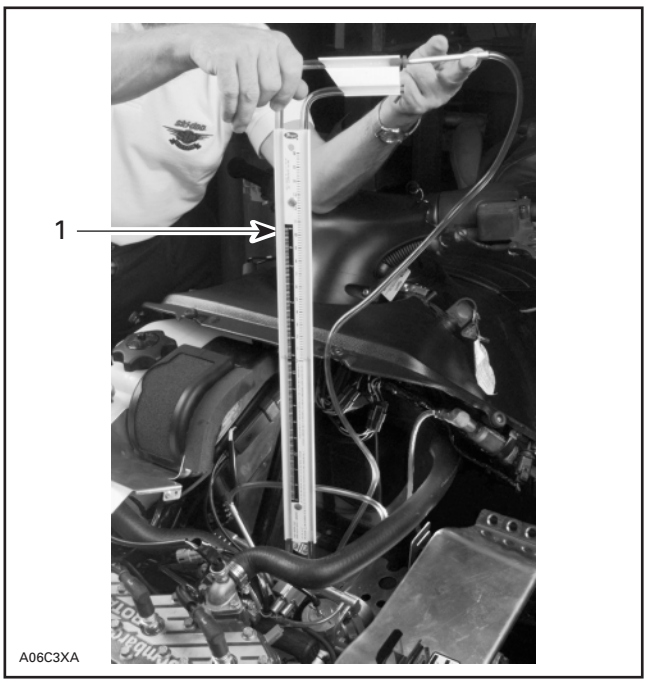
TESTING PROCEDURE

Pump

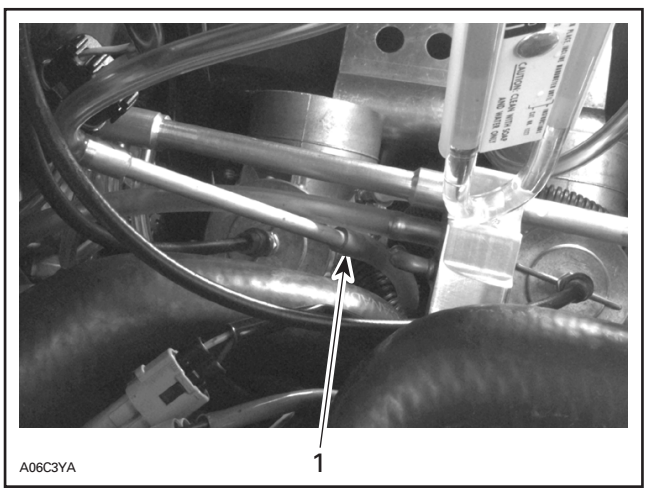
Pressure test

The pump must create a minimum pressure of 400 ± 50 mm of water. Connect a U-tube to pump outlet.

Start engine and note water height.



1. U-tube



1. Pump outlet

DPM Module

Solenoids are supplied by the DPM module. If this module does not work, there will be no current on the RE/WH and BK connectors (3-10 housing); and on the RE/GR and BK connectors (3-11 housing).

Unplug upper solenoid wire (enrichment). Connect a good solenoid to module output connector. Use adaptor (P/N 529 0338 00) as required.

▼ CAUTION

Do not disconnect both DPM connectors. The compensation solenoid must remain plugged.

Disconnect engine temperature sensor connector. The DPM module now operates as though the engine temperature was -20°C (-4°F) to allow maximum mixture enrichment.

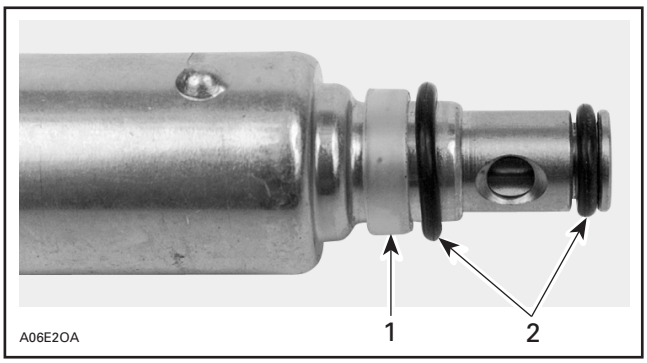
Start the engine and observe the solenoid. A vibrating solenoid indicates that the module is in good working order. If not, replace the module and repeat test.

Solenoid

Static Test

Disassemble the solenoid and connect it to a 12 V battery. The solenoid must open and stay open. Repeat test several times.

At reassembly, ensure that solenoid seals are in place.



1. Plastic seal
2. O-rings

Dynamic test

When checking the enrichment solenoid, disconnect engine temperature sensor connector. The DPM module now operates as though the engine temperature was -20°C (-4°F) to allow maximum mixture enrichment.

Remove the solenoid, hold it in hand and start the engine.

For the enrichment solenoid, check if it vibrates as soon as the engine is started.

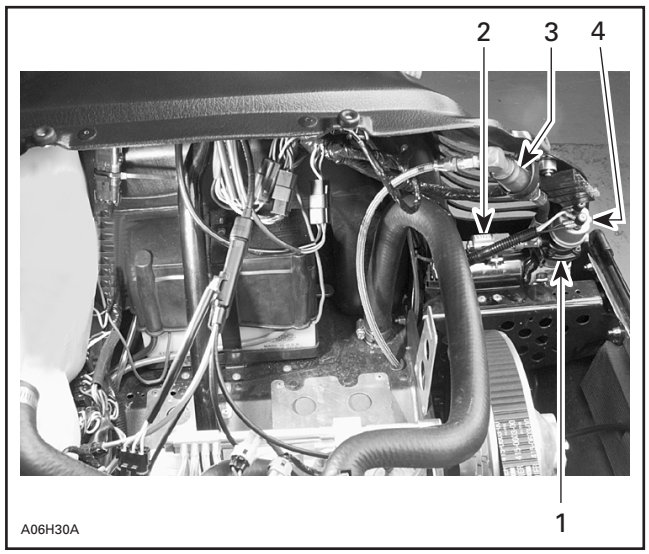
For the compensation solenoid, the air temperature sensor must be at room temperature. Operate the engine at 3500 RPM. The solenoid must vibrate.

Temperature Sensor (air and engine)

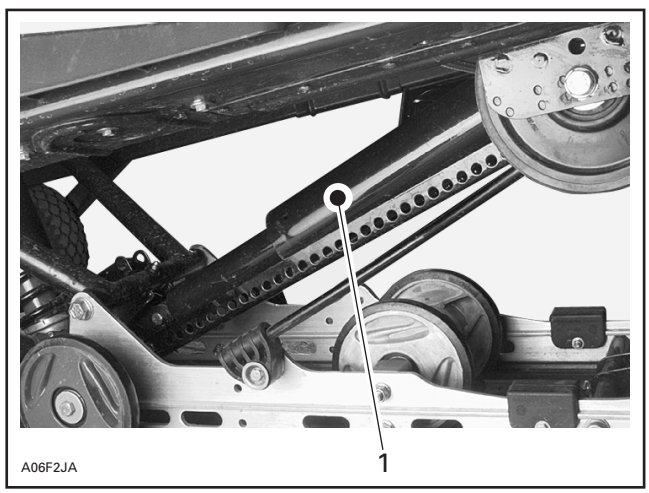
At room temperature 20°C (68°F), the sensor resistance must be 2500 Ω ± 300.

AIR SUSPENSION SYSTEM

COMPONENT LOCATION



1. *Compressor*
2. *Release valve*
3. *Desiccator*
4. *Pressure sensor*



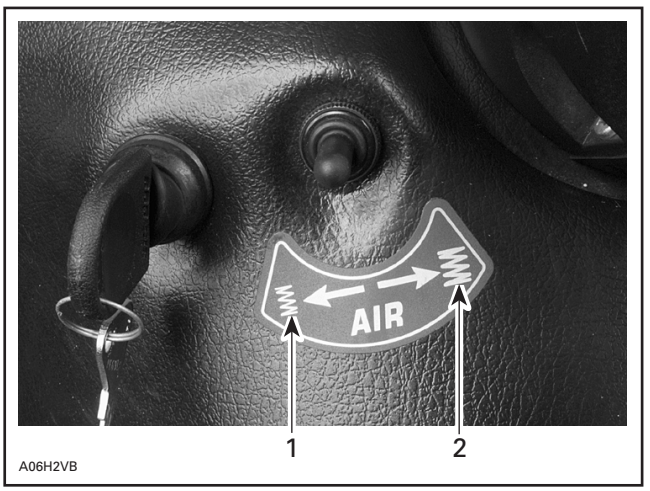
1. *Pneumatic shock absorber*

THEORY AND OPERATION

A compressor creates a pressure within the rear shock absorber.

This shock absorber has been designed from a conventional shock absorber to which an airtight chamber has been added. A rubber boot connects the shock absorber body to the shock absorber piston rod.

The pressure in the air chamber increases when the compressor is activated, and it decreases when the release valve is activated. The compressor and the release valve are controlled by a three-way switch.



1. *Activates the release valve*
2. *Activates the compressor*

This shock absorber prevents the suspension from bouncing just like a conventional shock absorber. The air pressure within acts as a spring by increasing the preload.

TESTING PROCEDURE

Air Suspension System Tightness

Activate the compressor until the dashboard pressure gauge indicates more than half.

Remove the ignition key.

Connect an ohmmeter to pressure sensor connectors. No polarity need to be observed.

NOTE: The pressure sensor electrical resistance varies according to system pressure.

Note resistance and wait 3 minutes. The resistance should not decrease. If it does, there is a leak in the air system.


A06I0RA

Spray soapy water on fittings in order to locate leaks.

Pressure Sensor

Release shock absorber pressure by activating the air suspension switch.

Remove the ignition key.

Plug an ohmmeter to pressure sensor connectors. No polarity need to be observed.

NOTE: The pressure sensor electrical resistance varies according to system pressure.

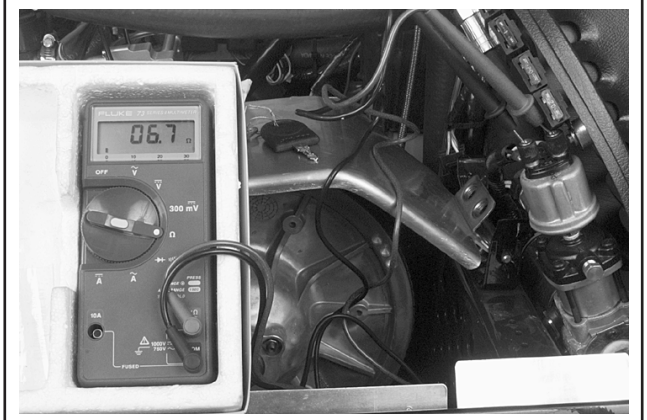
Compare the reading to the minimum value in the following table.

Disconnect ohmmeter. Activate compressor during 60 seconds.

Remove the ignition key.

Connect an ohmmeter to pressure sensor connectors. No polarity need to be observed.

Compare the reading to the maximum value in the following table.


A06I0RA

PRESSURE	RESISTANCE ± 10 Ω
Minimum (residual pressure)	6
Maximum (60 sec. of compressor operation)	180

NOTE: The residual pressure prevents the shock absorber rubber boot from turning over. Otherwise, it would wear out by rubbing on itself.

ENGINE

VEHICLE MODEL				GRAND TOURING SE
ENGINE TYPE				**699**
Number of Cylinders				3
Bore			mm (in)	69.75 (2.7461)
Stroke			mm (in)	61.0 (2.402)
Displacement			cm^3 (in^3)	699.2 (42.7)
Compression Ratio (corrected)				6.8
Maximum Power Engine Speed ①			± 100 RPM	8500
Piston Ring Type			1st/2nd	ST/R
Ring End Gap	new wear limit		mm (in) mm (in)	0.2 (.008) 1.0 (.039)
Ring/Piston Groove Clearance	new wear limit		mm (in) mm (in)	0.03 (.0012) 0.2 (.008)
Piston/Cylinder Wall Clearance	new wear limit		mm (in) mm (in)	0.10 (.0039) 0.15 (.0059)
Connecting Rod Big End Axial Play	new wear limit		mm (in) mm (in)	0.39 (.0154) 1.2 (.0472)
Maximum Crankshaft End-play ②			mm (in)	0.3 (.0118)
Maximum Crankshaft Deflection			mm (in)	0.08 (.0031)
Rotary Valve Timing ③ and P/N 420 924 XXX			Opening Closing	N.A.
Magneto Generator Output			W	360
Ignition Type				CDI
Spark Plug Make and Type				NGK BR9ES
Spark Plug Gap			mm (in)	0.45 (.018)
Ignition Timing BTDC ④			mm (in)	2.18 (.086)
Trigger Coil ⑤			Ω	190 – 300
Generating Coil ⑤		Low Speed	Ω	N.A.
		High Speed	Ω	N.A.
Lighting Coil ⑤			Ω	0.20 – 0.35
High Tension Coil ⑤		Primary	Ω	0.2 – 0.5
		Secondary	kΩ	6 – 13
Carburetor Type			PTO/CTR/MAG	VM 38-372/373/372
Main Jet			PTO/CTR/MAG	350/350/350
Needle Jet				480 P-7
Pilot Jet				50
Needle Identification – Clip Position				6DEY2-4
Slide Cut-away				2.5
Float Adjustment			± 1 mm (± .040 in)	18.1 (.71)
Air Screw Adjustment			± 1/16 Turn	2-1/4
Idle Speed			± 200 RPM	1800
Gas Type/Pump Octane Number				Super Unleaded/91
Gas/Oil Ratio				Injection
Type				Liquid
Axial Fan Belt Adjustment		Deflection ⑥	mm (in)	N.A.
		Force	kg (lbf)	N.A.
Thermostat Opening Temperature			°C (°F)	42 (108)
Radiator Cap Opening Pressure			kPa (PSI)	90 (13)
ENGINE COLD N•m (lb•ft)	Drive Pulley Retaining Screw			⑦
	Exhaust Manifold Nuts or Bolts			9 (6.6)
	Magneto Ring Nut			125 (92)
	Crankcase Nuts or Screws		M6 M8	13 (9.5) 22 (16)
	Crankcase/Engine Support Nuts or Screws			13 (9.6)
	Cylinder Head Nuts			29 (21)
	Crankcase/Cylinder Nuts or Screws			29 (21)
	Axial Fan Shaft Nut			N.A.

VEHICLE

VEHICLE MODEL				GRAND TOURING SE
ENGINE TYPE				699
Chain Drive Ratio				25/44
Chain	Pitch		in	3/8
	Type/Links Qty/Plates Qty			Silent/74/13
Drive Pulley	Type of Drive Pulley			TRAC
	Ramp Identification			286 ⑥
	Calibration Screw Position or Calibration Disc Quantity			4
	Spring Color			Blue/Pink
	Spring Length		± 1.5 mm (± 0.060 in)	93.5 (3.68)
	Clutch Engagement		± 200 RPM	3600
Driven Pulley Spring Preload Cam Angle			± 0.7 kg (±1.5 lb) degree	7.0 (15.4) 47°
Pulley Distance Z			(+ 0, –1) mm ((+ 0, –1/32) in)	16.5 (21/32)
Offset	X		± 0.4 mm (± 1/64 in)	35.0 (1-3/8)
	Y – X	MIN. – MAX.	mm (in)	1.0 – 2.0 (0.039 – 0.079)
Drive Belt Part Number (P/N)				415 0603 00
Drive Belt Width (new) ①			mm (in)	35.0 (1-3/8)
Drive Belt Adjustment		Deflection	± 5 mm (± 13/64 in)	32 (1-1/4)
		Force ②	kg (lbf)	11.3 (25)
Track	Width		cm (in)	38.1 (15.0)
	Length		cm (in)	345.5 (136)
	Adjustment	Deflection	mm (in)	35 – 40 (1-3/8 – 1-3/4)
		Force ③	kg (lbf)	7.3 (16)
Suspension Type		Track		SC-10 Touring
		Ski		DSA
Length			cm (in)	302.0 (118.9)
Width			cm (in)	120.7 (47.5)
Height			cm (in)	128.3 (50.5)
Ski Stance			cm (in)	106.7 (42)
Mass (dry)			kg (lb)	285 (628)
Ground Contact Area			cm^2 (in^2)	7479 (1159)
Ground Contact Pressure			kPa (PSI)	3.74 (.542)
Frame Material				Aluminum
Bottom Pan Material				Impact Copolymer
Hood Material				RRIM Polyurethane
Battery			V (A•h)	12 (22)
Headlight			W	H4 60/55
Taillight and Stoplight			W	8/27
Tachometer and Speedometer Bulb			W	2 x 3
Fuel and Temperature Gauge Bulb			W	3/3
Fuse	Starter Solenoid		A	30
	Tachometer		A	N.A.
Fuel Tank			L (U.S. gal)	42 (11.1)
Chaincase/Gearbox			mL (U.S. oz)	250 (8.5)
Cooling System ④			L (U.S. oz)	5.1 (172.5)
Injection Oil Reservoir			L (U.S. oz)	4.1 (139)

ENGINE LEGEND

CDI: Capacitor Discharge Ignition

BTDC: Before Top Dead Center

CTR: Center

K: Kilo (× 1000)

MAG: Magneto Side

PTO: Power Take Off Side

R: Rectangular

N.A.: Not Applicable

ST: Semi-trapez

① The maximum power engine speed is applicable on the vehicle. It may be different under certain circumstances and BOMBARDIER INC. reserves the right to modify it without obligation.

② Crankshaft end-play is not adjustable on these models. Specification is given for verification purposes only.

③ Rotary valve to crankcase clearance: 0.27 – 0.48 mm (.011 – .019 in).

④ At 6000 RPM (engine cold) with headlamp turned on.

⑤ All resistance measurements must be performed with parts at room temperature (approx. 20°C (68°F)). Temperature greatly affects resistance measurements.

⑥ Force applied midway between pulleys to obtain specified tension deflection.

⑦ Drive pulley retaining screw: torque to 90 to 100 N•m (66 to 74 lbf•ft), install drive belt, accelerate the vehicle at low speed (maximum 30 km / h (20 MPH)) and apply the brake; repeat 5 times. Recheck the torque of 90 to 100 N•m (66 to 74 lbf•ft).

VEHICLE LEGEND

DSA: Direct Shock Action

RRIM: Reinforced Reaction Injection Molding

TRA: Total Range Adjustable

N.A.: Not Applicable

① Minimum allowable width may not be less than 3.0 mm (1/8 in) of new drive belt.

② Force applied midway between pulleys to obtain specified tension deflection.

③ Force or downward pull applied to track to obtain specified tension deflection.

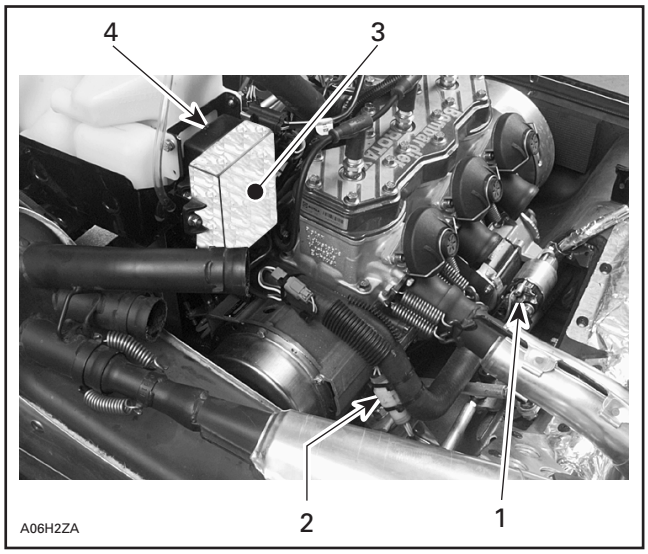
④ Coolant mixture: 60% antifreeze/40% water.

⑤ Lever with roller pin P/N 417 0043 03 (hollow).

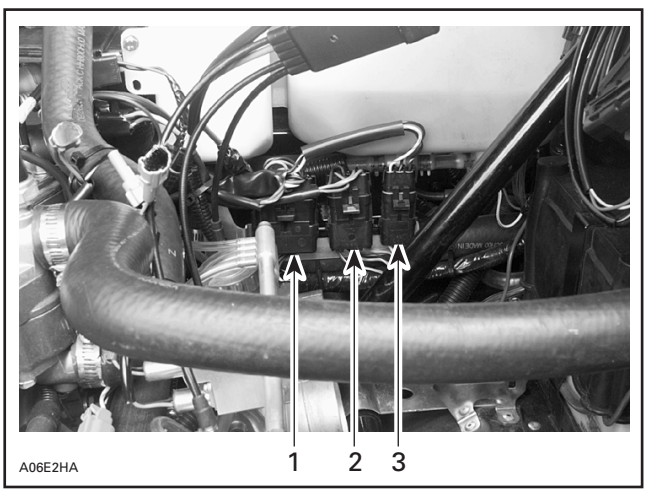
⑥ Lever with roller pin P/N 417 0043 04 (solid).

WIRING DIAGRAM

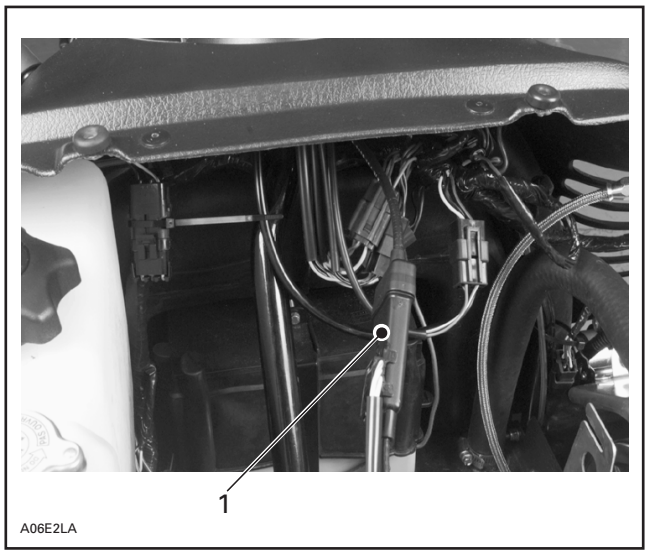
COMPONENT LOCATION



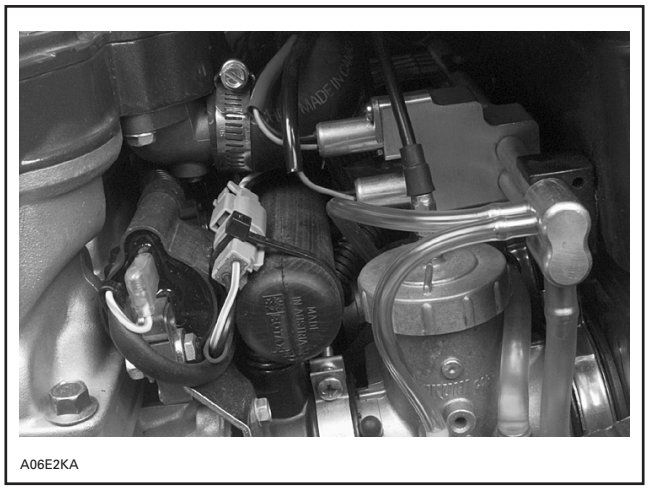
1. *Starter wires*
2. *Magneto wires*
3. *MPEM: (ignition system and DESS)*
4. *DPM module*



1. *MPEM: 3-06 housing*
2. *MPEM: 3-02 housing*
3. *DPM: 3-07 housing*



1. *DPM enrichment switch*



HIGH-TENSION COIL

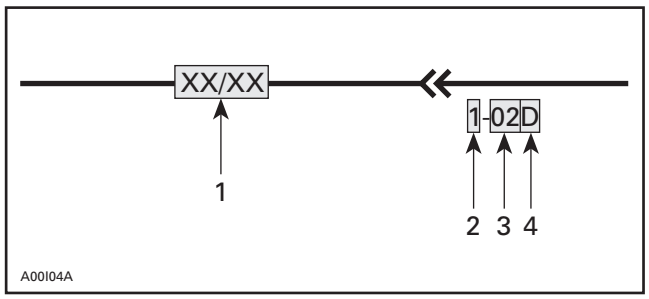
Section 08 WIRING DIAGRAM



A06H2YA

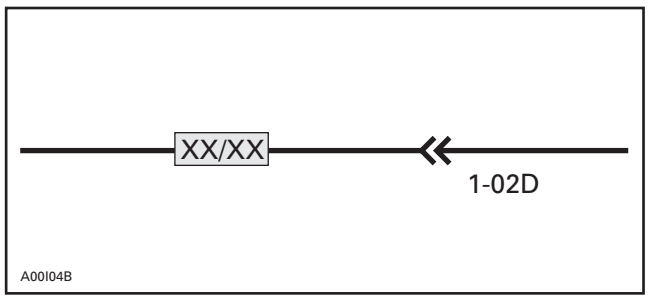
GAUGES

WIRING DIAGRAM LEGEND



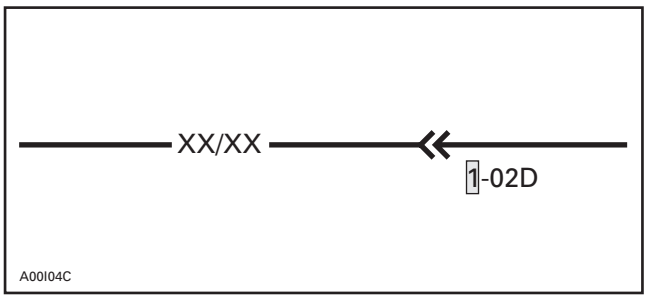
1. *Wire colors*
2. *Housing area*
3. *Housing number per area*
4. *Wire connector location in housing*

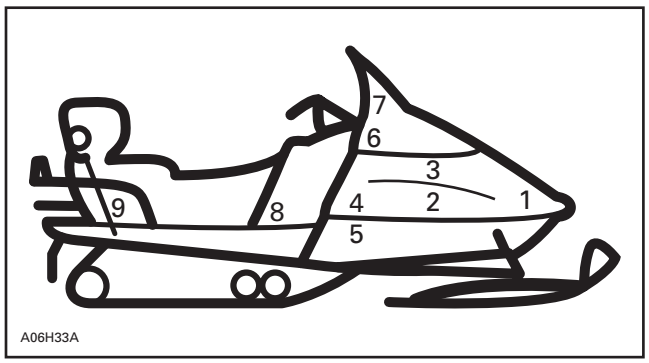
WIRE COLORS AND CIRCUIT



CODE	CIRCUIT
WH	Rear brake light
WH/BL	Ignition: between CDI and coils
WH/GY	Safety lanyard cap
WH/YL	Trigger coil wire no. 1
WH/BK	DESS pilot lamp (-)
WH/GN	Magneto output/360-W tachometer signal
TA/BK	Back-up alarm
TA	Back-up alarm switch
BR	Heated lever
BL	Fuel level sender; DPM enrichment switch
BL/YL	Trigger coil wire no. 2
GY	High beam
GY/GN	Engine speed signal from ADC to DPM
GY/VI	Low beam
YL	Alternating current supply AC +
YL	Direct current supply; rear light and heated grip
YL/BR	Compressor
YL/GN	Release valve
BK	Engine ground, frame, DC battery-, enrichment switch ground, DPM
BK/WH	Engine stopping: closed ignition ON
BK/YL	Engine stopping; opened ignition ON
BK/GN	Digital signals ground: ROM key
OR	Heated grips
RD	DC + battery, DPM enrichment switch supply
RD/WH	DC +: 30A fuse, DPM compensation solenoid
RD/BL	DC + regulator output
RD/GY	DPM supply
RD/YL	Loads supply
RD/OR	Compressor supply
RD/GN	Starter solenoid, DPM enrichment solenoid
RD/VI	DPM fuses, compressor and discharge plunger supply
GN	Coolant temperature (gauge)
VI	Coolant temperature, DPM coolant temperature (binary)
VI/WH	Air intake temperature

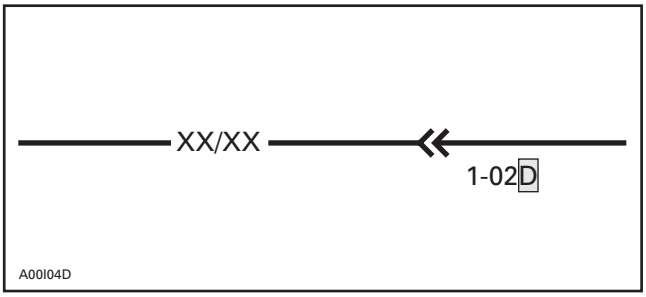
CONNECTOR HOUSING AREA

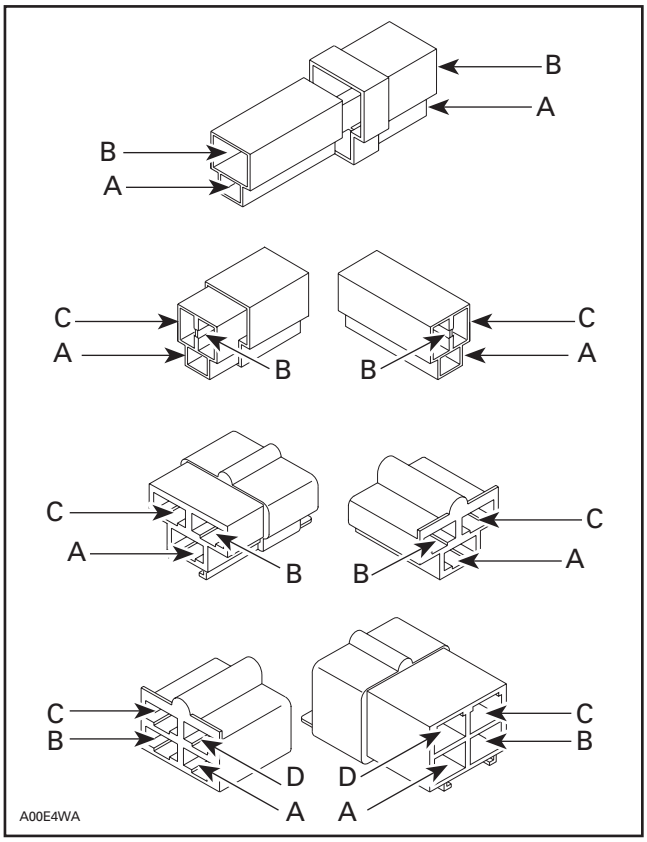




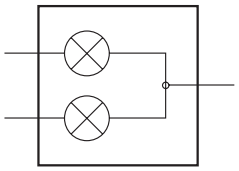
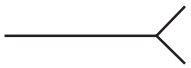
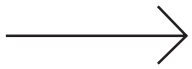
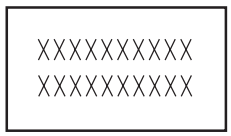
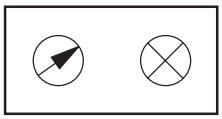
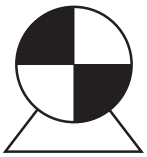
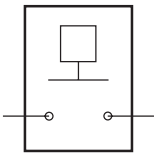
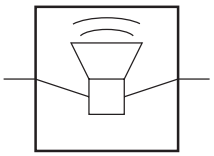
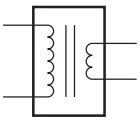
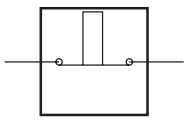
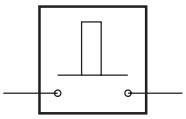
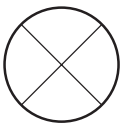
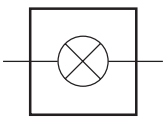
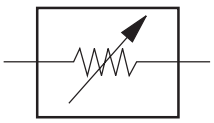
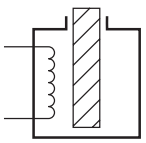
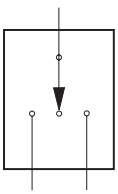
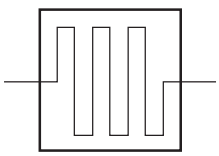
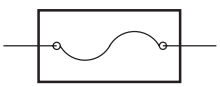
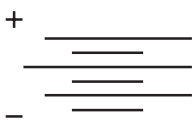
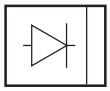
AREA	LOCATION
1	Frame and hood junction
2	Magneto
3	Carburetors
4	Rear of intake silencer
5	Near driven pulley
6	Under handlebar
7	Under hood
8	Near fuel tank
9	Rear of seat

CONNECTOR LOCATION IN HOUSING

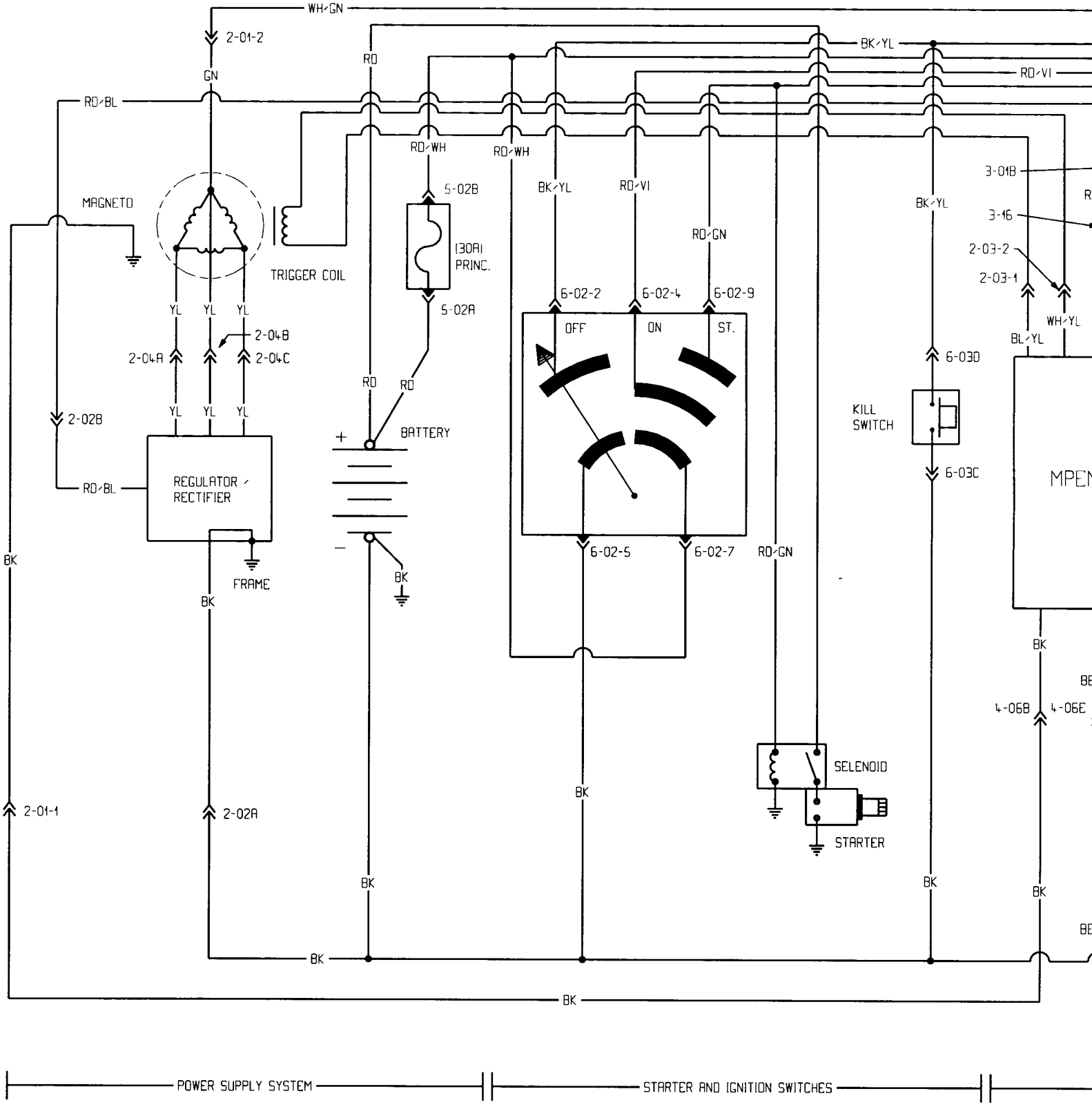




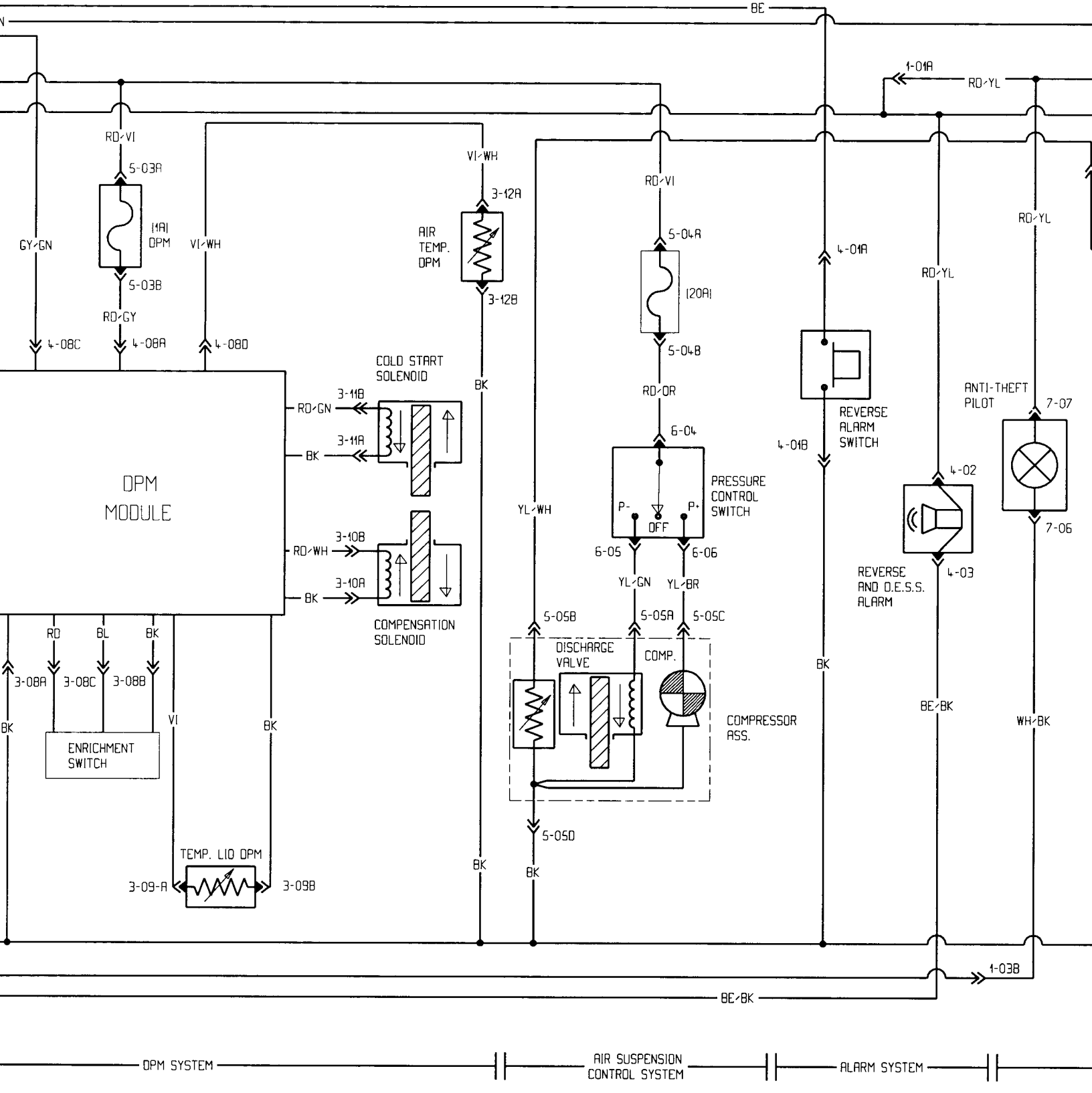
SYMBOLS DESCRIPTION

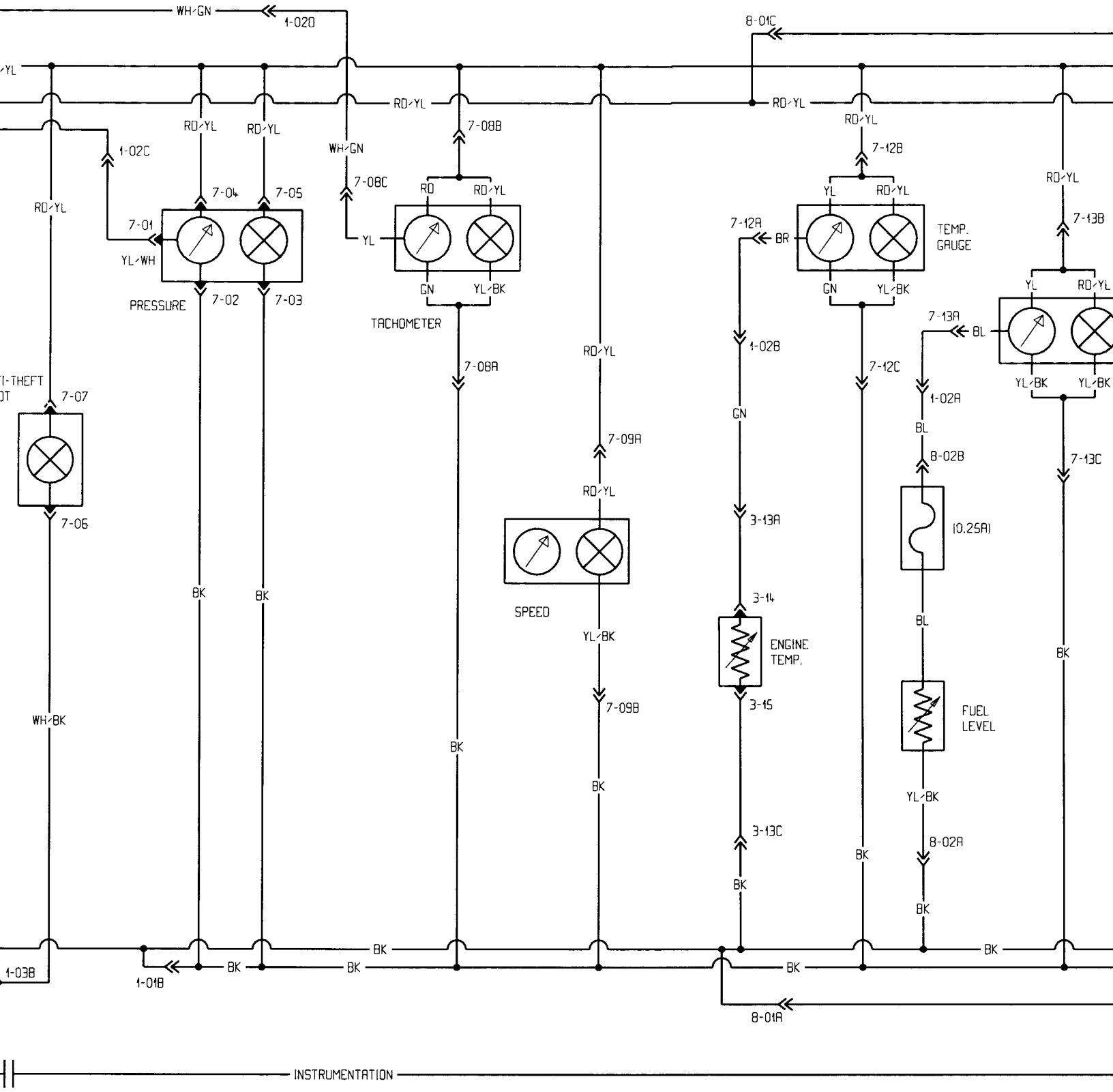
Beam and tail light 	Female terminal 	Male terminal 	Electronic module 
Meter 	Electric motor 	Low level sensor 	Buzzer 
Ignition coil 	Normally close switch 	Normally open switch 	Male terminal on instrument 
Engine ground 	Frame ground  Frame	Spark plug 	Meter movement 
Bulb 	Pilot light 	Analog sensor 	Solenoid valve 
Magneto 	3 position switch 	Heating element 	Fuse 
Trigger coil 	Battery 	Diode 	

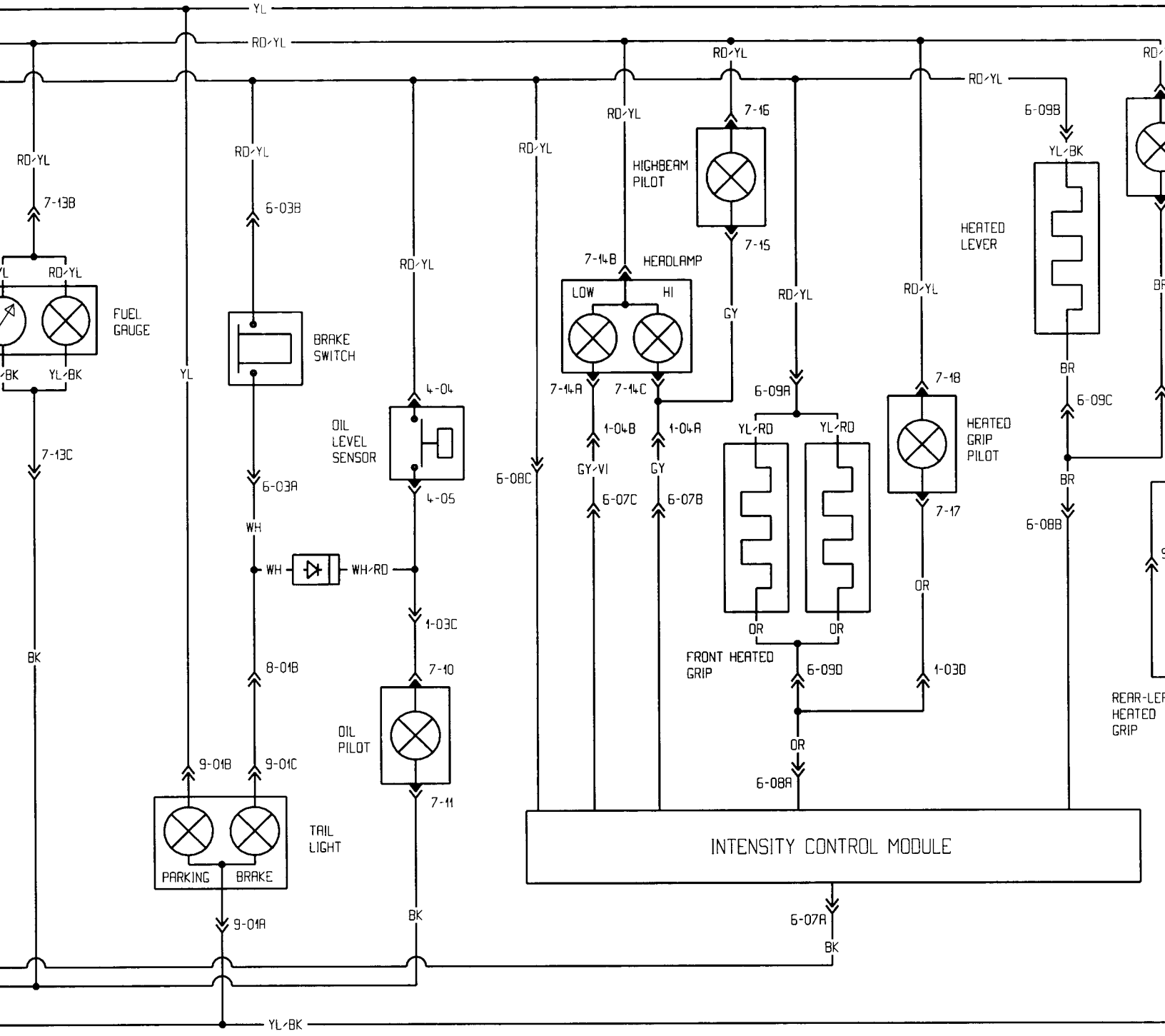
A00E52S


WH/GN
2-01-2
GN
RD/BL
RD
BK/YL
RD/VI
RD/WH
RD/WH
5-02B
MAGNETO
TRIGGER COIL
(30A) PRINC.
5-02A
BK/YL
RD/VI
RD/GN
6-02-2
6-02-4
6-02-9
OFF
ON
ST.
6-02-5
6-02-7
RD/GN
3-01B
3-16
2-03-2
2-03-1
WH/YL
BL/YL
6-03D
KILL SWITCH
6-03C
YL
YL
YL
2-04B
2-04A
2-04C
2-02B
RD/BL
REGULATOR / RECTIFIER
FRAME
RD
RD
BATTERY
+
–
BK
BK
BK
BK
BK
BK
BK
BK
2-01-1
2-02A
SELENOID
STARTER
4-06B
4-06E
POWER SUPPLY SYSTEM
STARTER AND IGNITION SWITCHES

BE
WH/GN
GY/GN
RD/VI
RD/YL
5-01A
5-01B
120A)
LOAD
RD/BL
GY/GN
BK/YL
RD/WH
3-01B
RD/GN
3-16
4-06A
RD/BL
2-03-2
4-06C
2-03-1
4-06D
3-01A
WH/YL
BK/YL
BL/YL
BE
GY/GN
RD/WH
6-03D
6-03C
MPEM
DESS
IGNITION
MODULE
3-03-1
WH/BL
BK
3-03-2
3-04-1
WH/BL
BK
3-04-2
3-05-1
WH/BL
BK
3-05-2
2-05B
BK
COMMUNICATION
PORT
2-05A
WH/GY
(ONLY FOR
MANUFACTURER)
BK
WH/BK
BE/BK
4-07B
4-07C
4-07A
4-06B
4-06E
4-06F
BK/WH
BK/GN
WH/GY
ROM
TETHER
CUT-OFF
SWITCH
6-01B
6-01C
6-01A
4-08B
3-08
BK
BK
WH/BK
BE/BK
BK
WH/BK
BE/BK
D.E.S.S. IGNITION SYSTEM

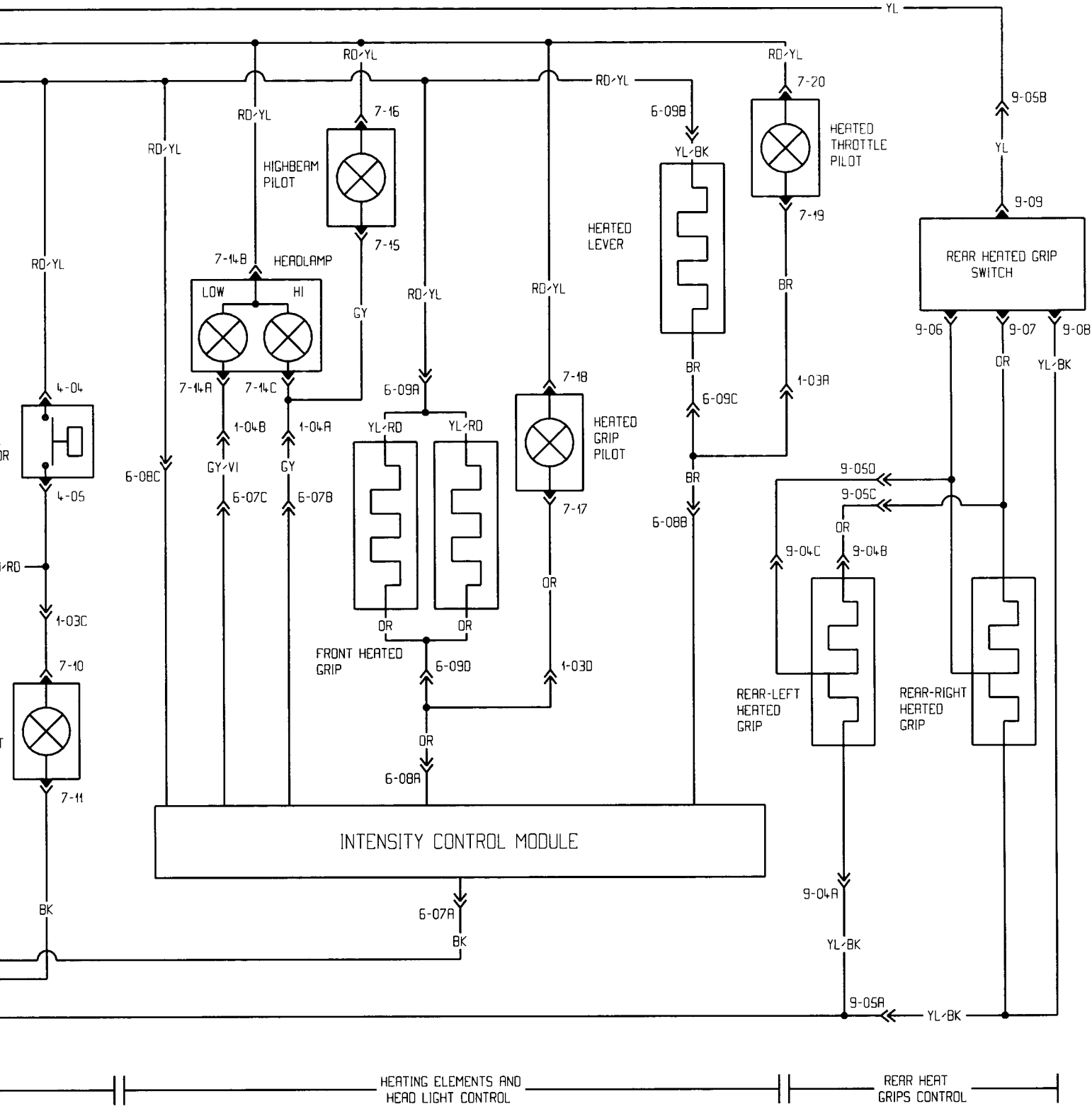

BE
1-01A
RD/YL
RD/VI
5-03A
(1A)
DPM
5-03B
RD/GY
GY/GN
VI/WH
4-08C
4-08A
4-08D
VI/WH
3-12A
AIR
TEMP.
DPM
3-12B
BK
RD/VI
5-04A
(20A)
5-04B
RD/OR
6-04
PRESSURE
CONTROL
SWITCH
P-
OFF
P+
6-05
6-06
YL/GN
YL/BR
YL/WH
5-05B
5-05A
5-05C
DISCHARGE
VALVE
COMP.
COMPRESSOR
ASS.
5-05D
BK
4-01A
4-01B
REVERSE
ALARM
SWITCH
BK
RD/YL
RD/YL
4-02
REVERSE
AND O.E.S.S.
ALARM
4-03
BE/BK
ANTI-THEFT
PILOT
7-07
7-06
WH/BK
COLD START
SOLENOID
3-11B
RD/GN
3-11A
BK
DPM
MODULE
3-10B
RD/WH
3-10A
BK
COMPENSATION
SOLENOID
RD
BL
BK
3-08A
3-08C
3-08B
BK
ENRICHMENT
SWITCH
VI
BK
TEMP. LIO DPM
3-09-A
3-09B
BK
BK
1-03B
BE/BK
DPM SYSTEM
AIR SUSPENSION
CONTROL SYSTEM
ALARM SYSTEM


WH/GN
1-02D
8-01C
RD/YL
1-02C
7-04
7-05
7-08B
7-08C
7-12B
7-13B
7-01
YL/WH
PRESSURE
7-02
7-03
TACHOMETER
7-08A
TEMP.
GAUGE
7-12A
BR
7-12C
1-02B
GN
3-13A
3-14
ENGINE
TEMP.
3-15
3-13C
8-01A
7-13A
BL
1-02A
8-02B
10.25A)
FUEL
LEVEL
YL/BK
8-02A
7-13C
BK
7-09A
SPEED
7-09B
7-07
7-06
WH/BK
1-03B
1-01B
INSTRUMENTATION



◆ **WARNING:** ENSURE ALL TERMINALS ARE PROPERLY CRIMPED ON THE WIRES AND ALL CONNECTOR HOUSINGS ARE PROPERLY FASTENED.

BK - BL
WH - WH
RD - RE
BL - BL
YL - YE



HEATING ELEMENTS AND HEAD LIGHT CONTROL

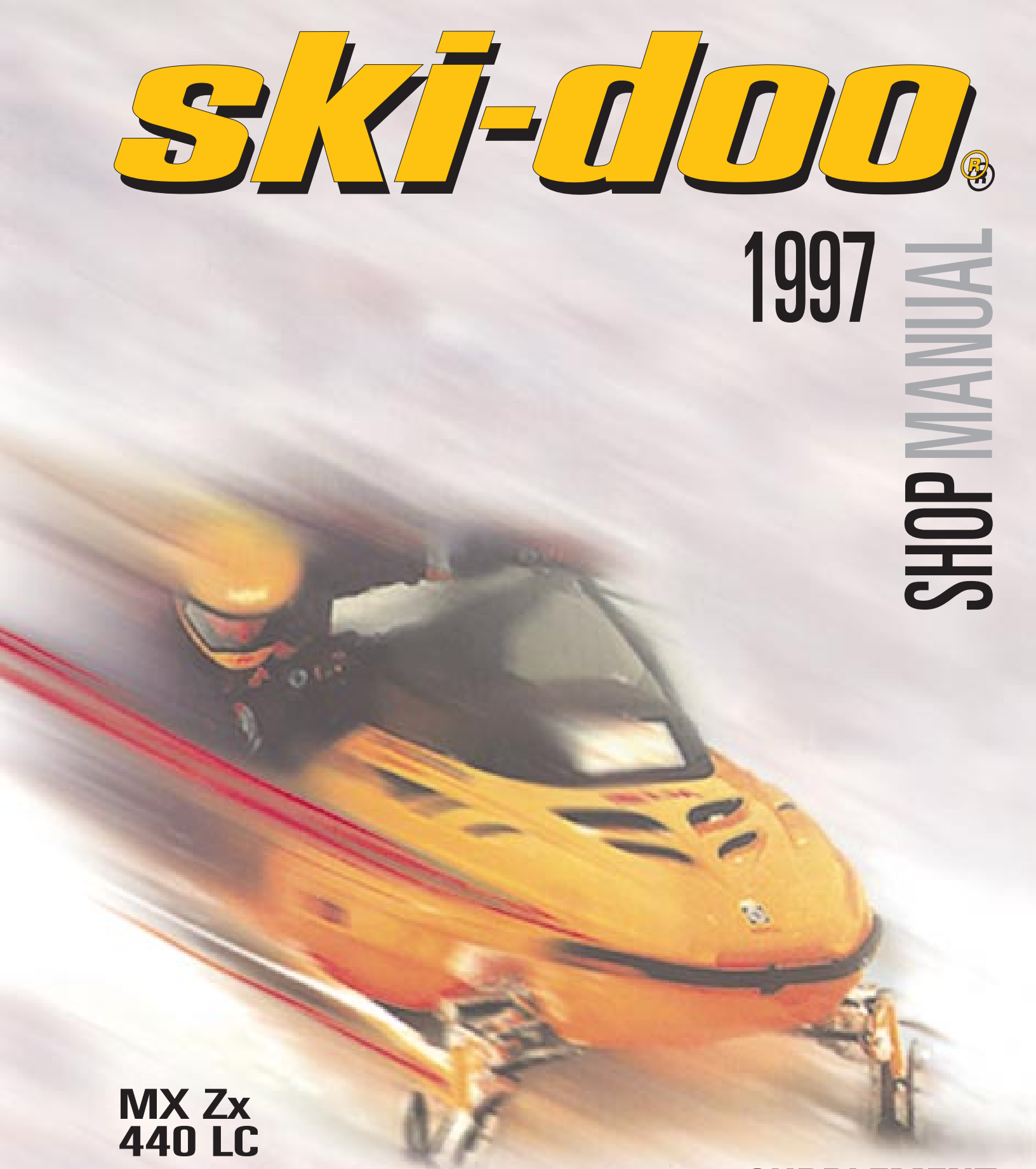
REAR HEAT GRIPS CONTROL

ENSURE ALL TERMINALS ARE PROPERLY CRIMPED ON THE WIRES AND ALL CONNECTOR HOUSINGS ARE PROPERLY FASTENED.

COLOR CODE		
BK - BLACK	GN - GREEN	BE - BEIGE
WH - WHITE	GY - GREY	
RD - RED	VI - VIOLET	
BL - BLUE	OR - ORANGE	
YL - YELLOW	BR - BROWN	

ski-doo®

1997 SHOP MANUAL



MX Zx 440 LC

SUPPLEMENT

USE IN CONJUNCTION WITH THE SKI-DOO SHOP MANUAL P/N 484 0647 01

484 0647 03

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SAFETY NOTICE

This manual has been prepared as a guide to correctly service and repair MX Zx 440 LC snowmobiles.

This edition was primarily published to be used by snowmobile mechanics who are already familiar with all service procedures relating to Bombardier made snowmobiles.

Please note that the instructions will apply only if proper hand tools and special service tools are used.

This manual uses technical terms which may be slightly different from the ones used in *Parts Catalog*.

It is understood that this manual may be translated into another language. In the event of any discrepancy, the English version shall prevail.

The content depicts parts and/or procedures applicable to the particular product at its time of manufacture. It does not include dealer modifications, whether authorized or not by Bombardier, after manufacturing the product.

In addition, the sole purpose of the illustrations throughout the manual, is to assist identification of the general configuration of the parts. They are not to be interpreted as technical drawings or exact replicas of the parts.

The use of Bombardier parts is most strongly recommended when considering replacement of any component. Dealer and/or distributor assistance should be sought in case of doubt.

The engines and the corresponding components identified in this document should not be utilized on product(s) other than those mentioned in this document.

Torque wrench tightening specifications must be strictly adhered to. Locking devices (ex.: locking tab, elastic stop nut, etc.) must be installed or replaced with new ones, when damaged. If the efficiency of a locking device is impaired, it must be renewed.

This manual emphasizes particular information denoted by the wording and symbols;

◆ WARNING

Identifies an instruction which, if not followed, could cause serious personal injury including possibility of death.

▼ CAUTION

Denotes an instruction which, if not followed, could severely damage vehicle components.

NOTE: Indicates supplementary information needed to fully complete an instruction.

Although the mere reading of such information does not eliminate the hazard, your understanding of the information will promote its correct use. Always use common shop safety practice.

This information relates to the preparation and use of Bombardier snowmobiles and has been utilized safely and effectively by Bombardier Inc. However, Bombardier Inc. disclaims liability for all damages and/or injuries resulting from the improper use of the contents. We strongly recommend that any services be carried out and/or verified by a highly skilled professional mechanic. It is understood that certain modifications may render use of the vehicle illegal under existing federal, provincial and state regulations.

01 — LUBRICATION

Refer to *1997 ski-doo Shop Manual*, volume 2.

02 — TROUBLESHOOTING

Refer to *1997 ski-doo Shop Manual*, volume 2.

03 — ENGINE

Refer to *1997 ski-doo Shop Manual*, volume 2.

GENERAL

Engine is basically the same to MX Z 440 LC. Maintenance procedure remains the same except for engine lubrication and cooling system. Refer to section ENGINE from *Shop Manual*.

LUBRICATION

Oil injection pump has been removed. Premix fuel/oil system is now being used.

▼ CAUTION

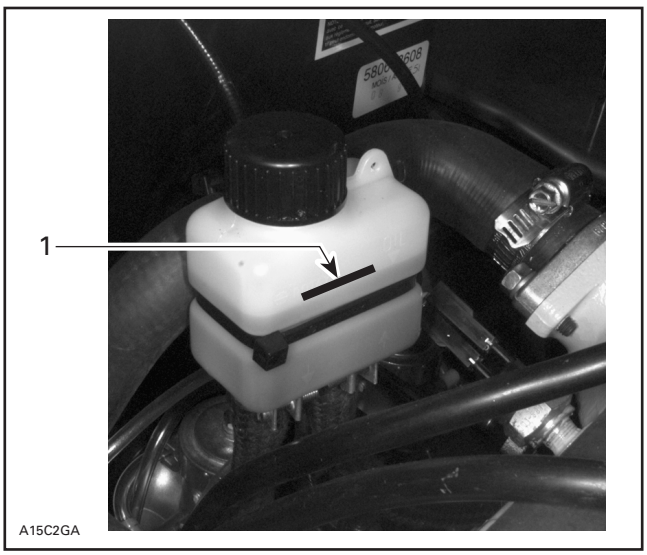
When fuelling snowmobile, always premix fuel with Bombardier-Rotax synthetic injection oil using a ratio of 40:1 (40 parts of fuel for 1 part of oil).



FUEL RESERVOIR CAP

Check rotary valve oil reservoir level. Use Bombardier-Rotax synthetic injection oil (P/N 413 7105 00) (12 x 1 L).

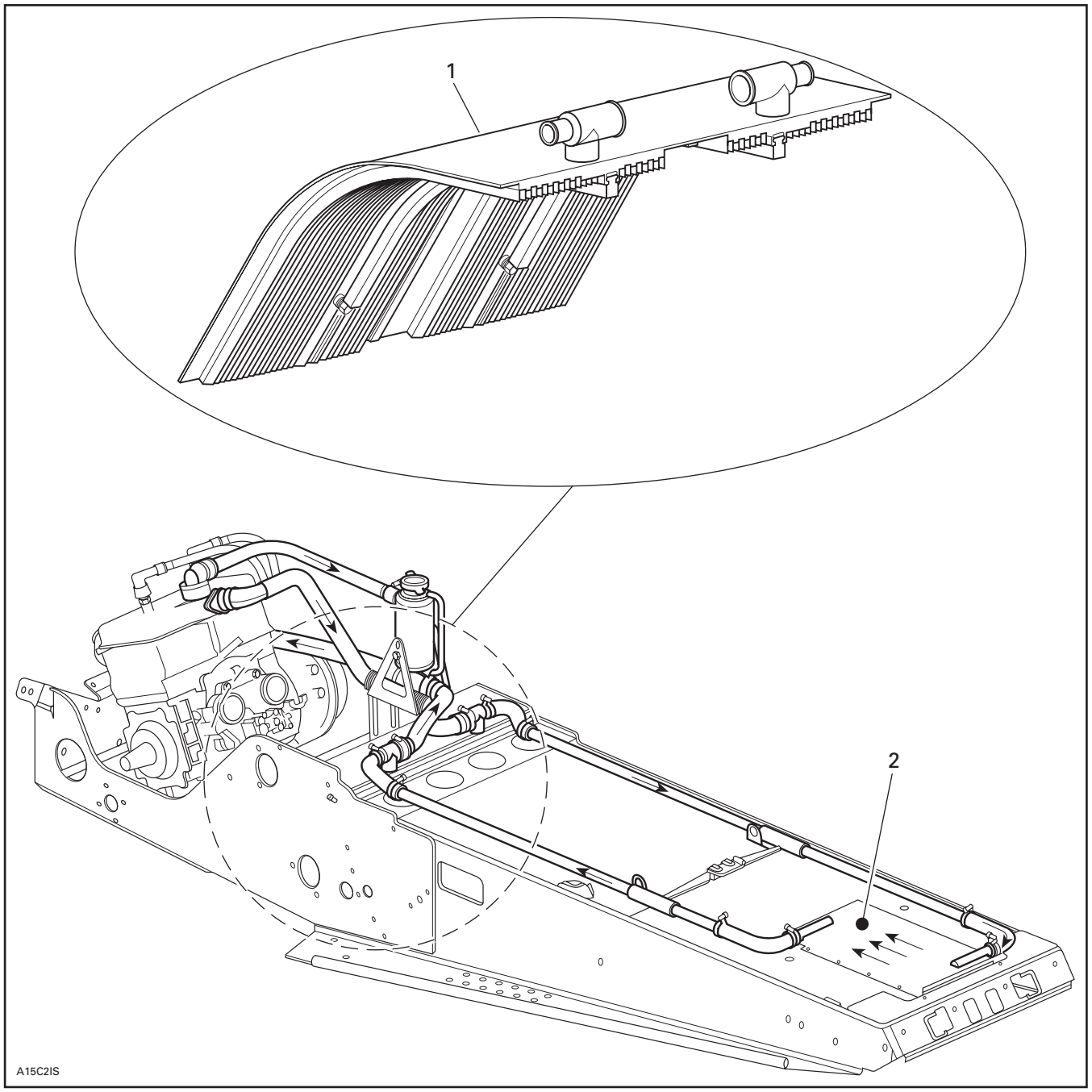
Fill up to mark.



ROTARY VALVE OIL RESERVOIR

1. Rotary valve oil filling mark

LIQUID COOLING SYSTEM



Three radiators parallel cooling system.

The two main radiators no. 1 are located in front of the drive axle. These radiators are welded to the frame.

The third radiator no. 2 is located inside tunnel and secured with rivets.

Recommended Coolant

Use a blend of 55% antifreeze with 45% water.

▼ CAUTION

To prevent rust formation or freezing condition, always fill up the system with 55% antifreeze and 45% water. Pure antifreeze without water freezes. Always use ethyl-glycol antifreeze containing corrosion inhibitors specially recommended for aluminum engines.

04 — TRANSMISSION

Refer to *1997 ski-doo Shop Manual,* volume 2.

DRIVE PULLEY

Newly designed lighter TRA drive pulley is used. Disassembly, assembly and adjustment procedures are identical to MX Z 440 LC.



A15D2XA

NEW DESIGNED LIGHTER TRA DRIVE PULLEY

DRIVEN PULLEY

1-position driven pulley mounted on a spline axle. Perform fine tune alignment by adjusting engine position.

BRAKE

Fixed brake disc with racing type brake pad. Brake hoses are reinforced.

SHOP

05 — ELECTRICAL

Refer to wiring diagram at the end of this *Supplement*.

The electrical system is a Nippondenso CDI type with 12 V/220 W magneto generator.

Ignition switch has been removed.

A unique parallel circuit activates both heating throttle lever and handle grip.

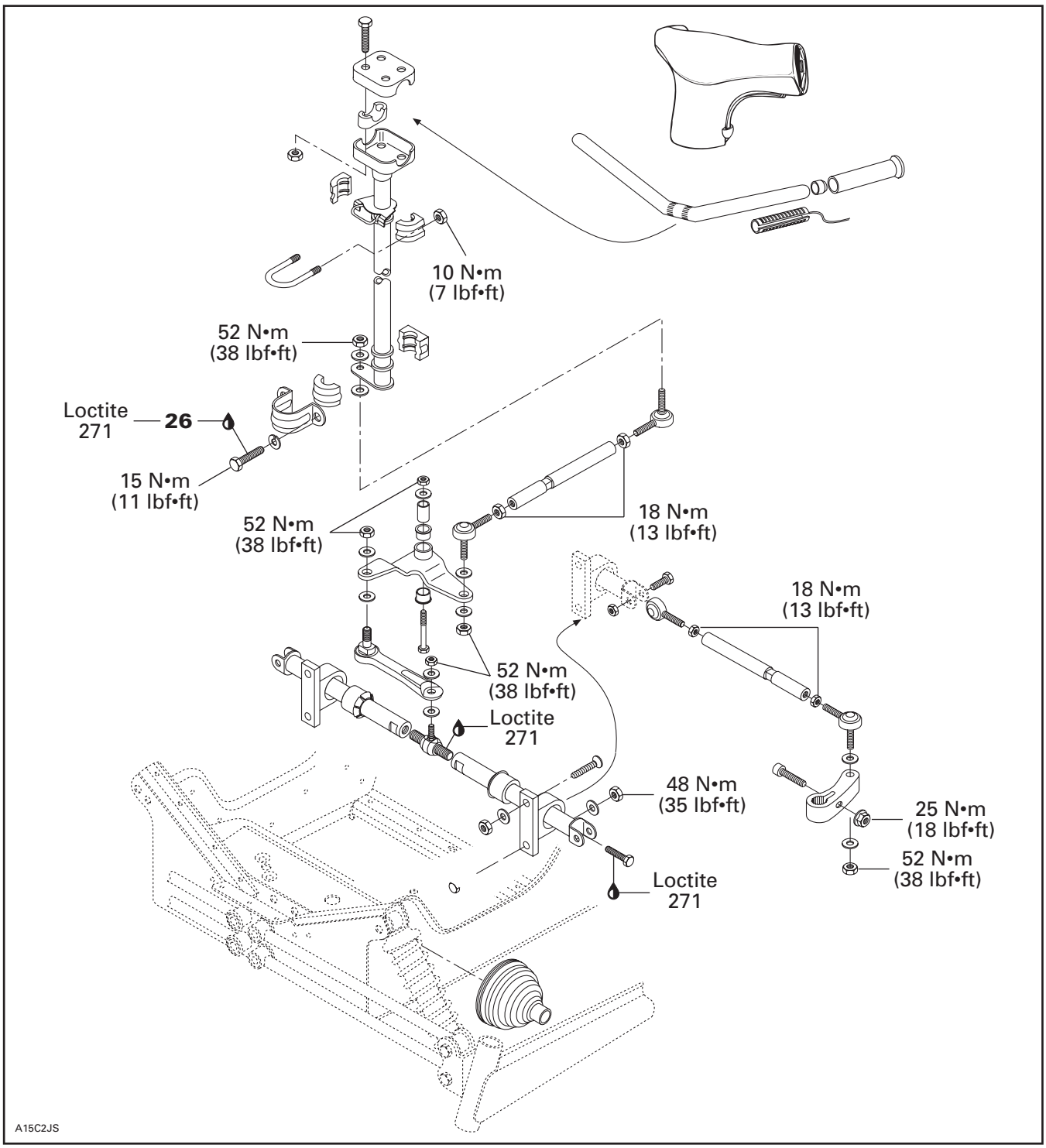
06 — REAR SUSPENSION

Refer to *1997 ski-doo Shop Manual*, volume 2.

07 — STEERING/FRONT SUSPENSION

Refer to *1997 ski-doo Shop Manual*, volume 2.

STEERING ADJUSTMENT (SKIS)



CAMBER:

Specific inward or outward tilt angle of ski leg compared to a vertical line when viewing the snowmobile from front.

Lower Control Arms Adjusting

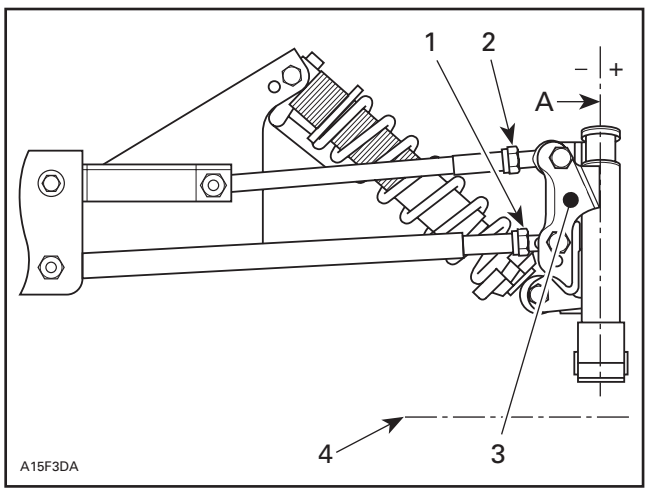
– Lift and level front of snowmobile (skis must not touch ground).
– Loosen lock nut on both lower control arms.
– Unbolt both lower control arms at ski leg housings.
– Turn tie rod end and adjust lower control arms length to **461 mm (18 in)**.
– Tighten lock nut and reinstall both lower control arms into ski leg housing.

Upper Control Arms Adjusting

– Loosen lock nut on both upper control arms.
– Unbolt both upper control arms at ski leg housings.

Turn tie rod end to adjust camber angle to **-2 ± 0.5°** (Negative camber).

– Tighten lock nuts and reinstall both upper control arms into ski leg housings.



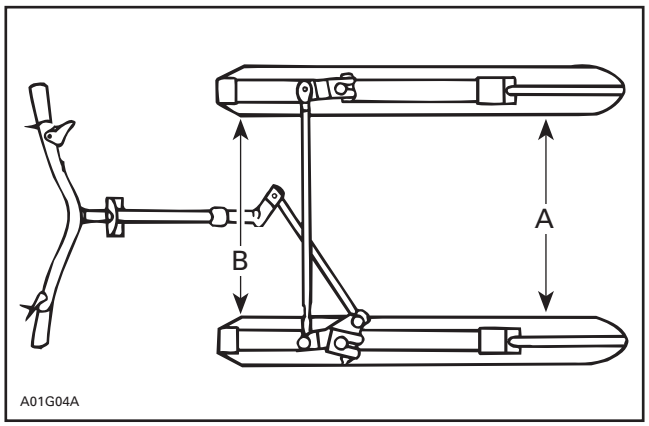
1. Lock nut of lower control arm
2. Lock nut of upper control arm
3. Ski leg housing
4. level line
A. -2 ± 0.5° (negative camber)

NOTE: Adjust camber with front of snowmobile lifted and level.

Refer to section STEERING/FRONT SUSPENSION (STEERING SYSTEM) from *Shop Manual.*

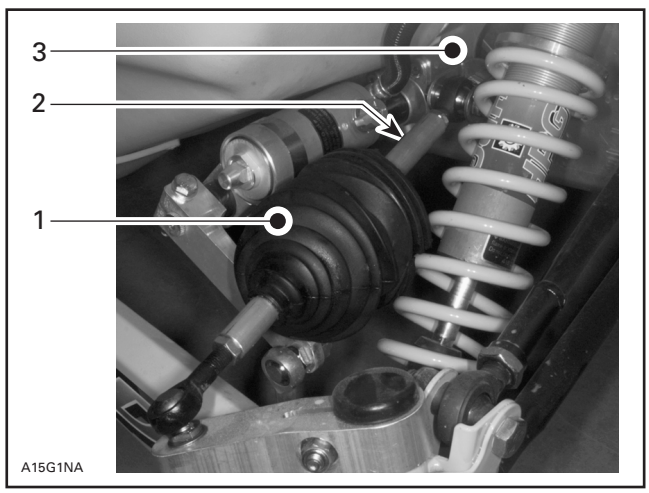
TOE-OUT:

Difference measured between the front edge of the skis "A" and rear edge "B" as viewed from the top. It is adjustable.



A. Equal distance with "B"
B. Equal distance with "A"

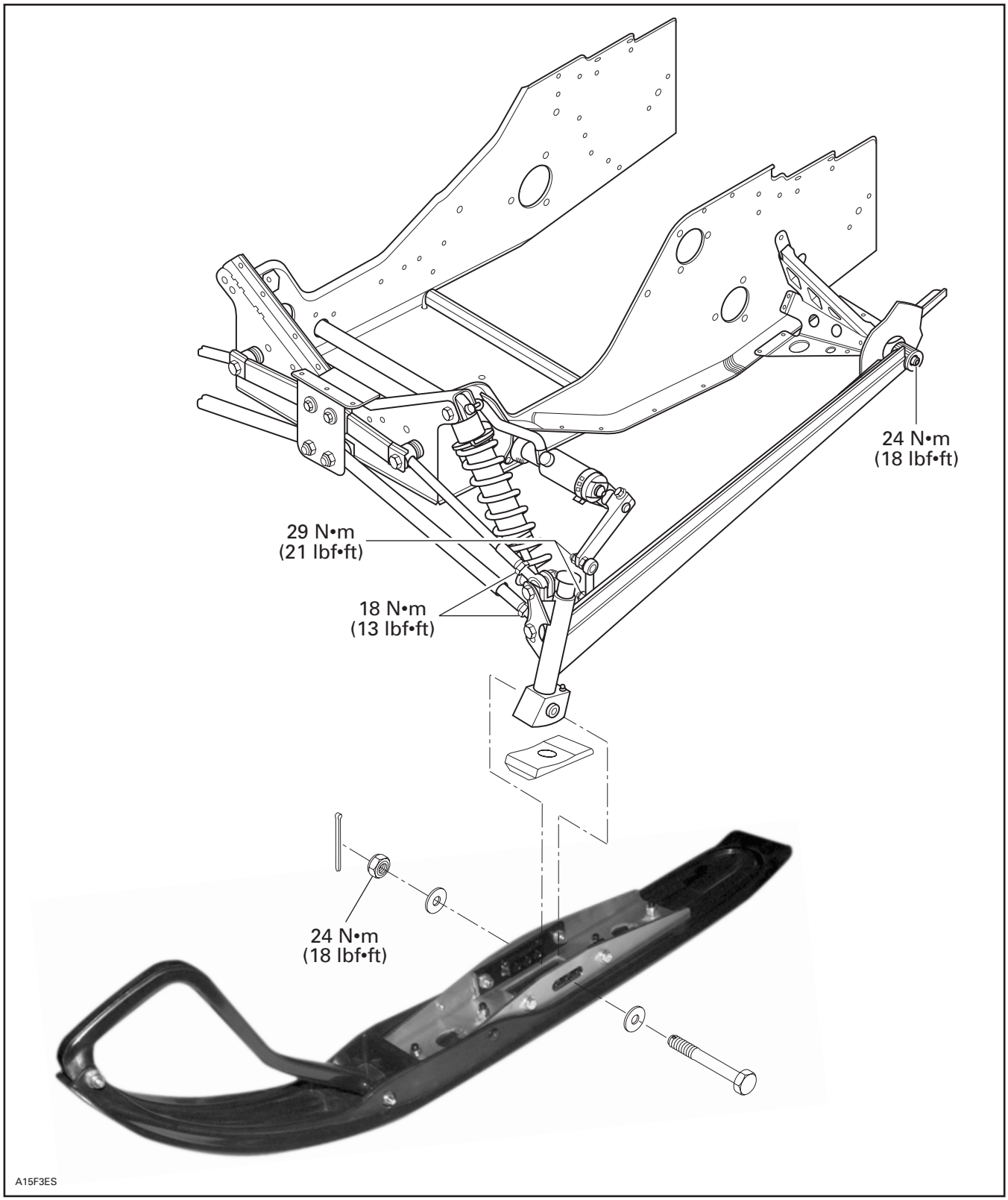
In order to ease steering tie rod loosening, detach rubber boot from snowmobile frame. Refer to the following photo.



1. Rubber boot
2. Steering tie rod
3. Snowmobile frame

Refer to section STEERING/FRONT SUSPENSION (STEERING SYSTEM) from *Shop Manual* for adjusting procedure.

FRONT SUSPENSION AND SKIS



TYPICAL — LEFT SIDE SHOWN

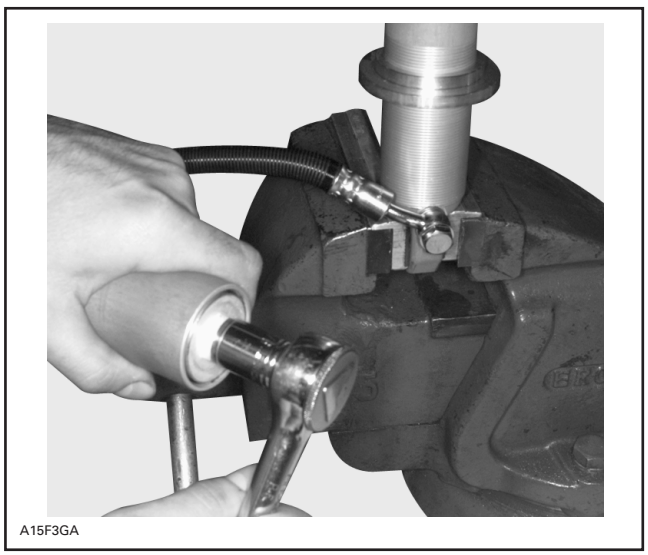
SHOCK ABSORBER SERVICING

HPG Racing remote reservoir shocks with 4-positions adjustment knob. Refer to *Shop Manual* and *Racing Handbook* for damper disassembly and assembly procedures.

Reservoir Disassembly and Assembly

Gas Pressure Release

In a bench vise with shock body downward, hold reservoir in hand then remove air valve cap from air valve on reservoir.



REMOVE AIR VALVE CAP FROM RESERVOIR

Using air valve cap, release pressure from reservoir as shown on the next photo.



RELEASE PRESSURE FROM RESERVOIR

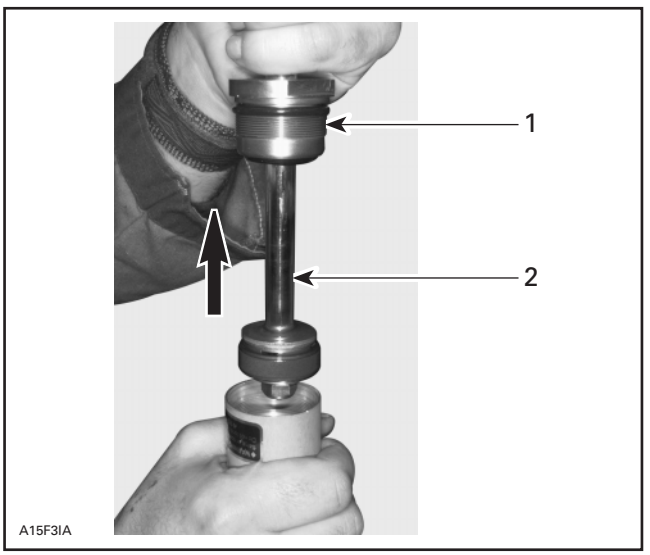
Damper Disassembly

◆ WARNING

Never perform any maintenance onto damper and reservoir assemblies until pressure is completely released from reservoir.

Remove seal carrier assembly from damper body.

Slide out the damper rod assembly. Refer to *Shop Manual* or *Racing Handbook* to change damper valving.



1. Seal carrier assembly
2. Damper rod assembly

Discard old oil into storage container. Never reuse old oil during damper rebuild.

Reservoir Disassembly

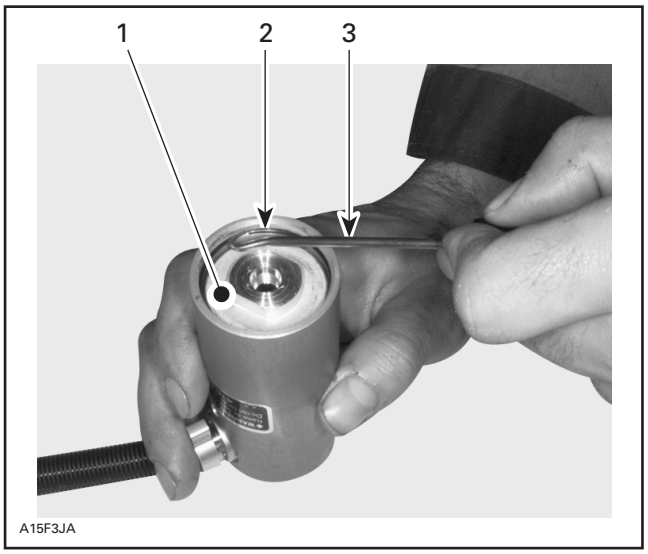
Remove air valve from reservoir cap assembly on the remote reservoir.

Using both thumbs, press on the reservoir cap assembly.

Remove circlip with special tool Snap-on 3ASH.

▼ CAUTION

Ensure not to scratch any inner parts of the cylinder.



1. Reservoir cap assembly
2. Circlip
3. Special tool Snap-on 3ASH

Using a M8 (pitch 1.0mm) bolt, pull out reservoir cap assembly.

Disconnect oil hose from reservoir.

NOTE: Note oil hose positioning for proper reassembling, as shown on the next photo.



HOSE POSITIONING

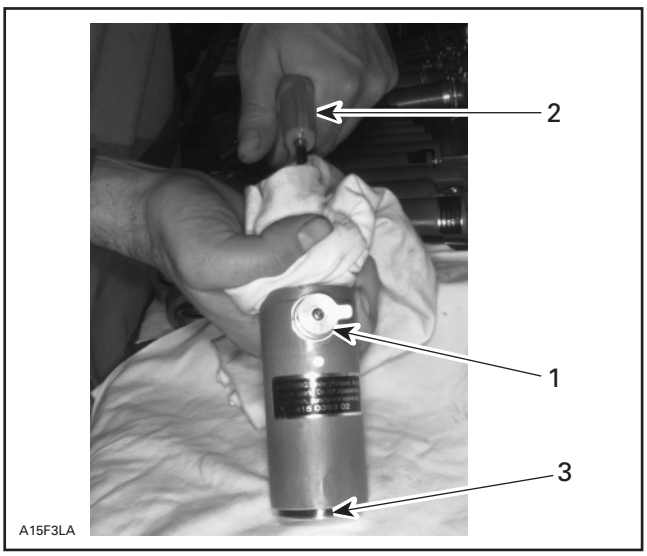
Set reservoir adjustment knob to position 4.

Hold reservoir in hand, 1 inch above table then use compressed air pressure and carefully remove floating piston from reservoir body.

NOTE: Shock oil will leak from reservoir. Use shop cloth to catch excess oil.

◆ WARNING

Use extreme caution when removing piston with compressed air. Protective eye wear should be used.



1. Adjustment knob set to position 4
2. Compressed air
3. Floating piston

Reservoir Assembly

Reinstall oil hose on both reservoir and damper. Torque bolts to 30 N•m (22 lbf•ft). Refer to the HOSE POSITIONING photo of the reservoir disassembly section for proper hose positioning.

NOTE: When reinstalling oil hose always use new washers (P/N 415 0387 00).

Fill reservoir with 50 mL of Bombardier HPG shock oil (P/N 413 7094 00).

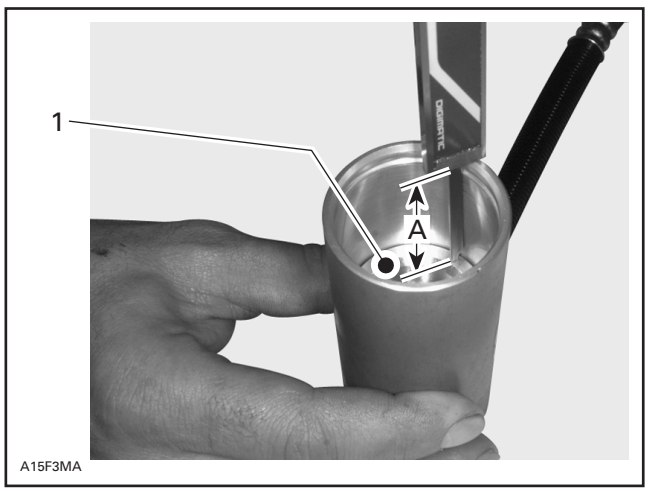
Reinstall floating piston into reservoir body. Concave side of piston must be facing upward. Use oil to ease O-ring pass reservoir body groove.

Invert reservoir (hose connector upward). Using the two thumbs apply pressure on floating piston to position floating piston to depth of 43 ± 2 mm (1-11/16 ± 5/64 in). Measure from the top edge of reservoir body.

▼ CAUTION

When positioning floating piston ensure that reservoir is in vertical position (hose connector facing upward). This will allow air to exit from reservoir. Oil transferring from reservoir to damper body indicates that no more air remains in reservoir.

NOTE: If the floating piston is installed too far into reservoir body, wait for damper rod assembly installation to adjust floating piston position.

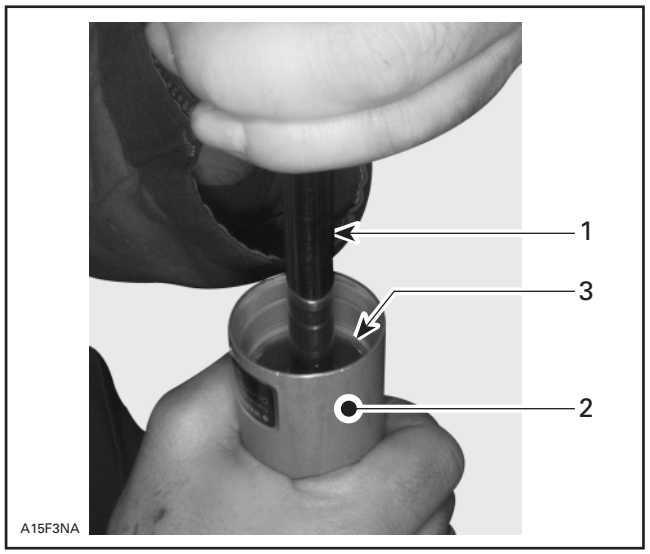


RESERVOIR HAS BEEN REVERSE TO SHOW HOW TO MEASURE

1. Concave side of piston facing upward
A. 43 ± 2 mm (1-11/16 ± 5/64 in)

Damper Assembly

Replace damper oil with Bombardier HPG shock oil (P/N 413 7094 00) to the base of damper seal carrier threads.



1. Damper rod assembly
2. Damper body
3. Oil level

Install damper rod assembly into the damper body. Lightly oil damper piston seal ring with shock oil to ease installation.

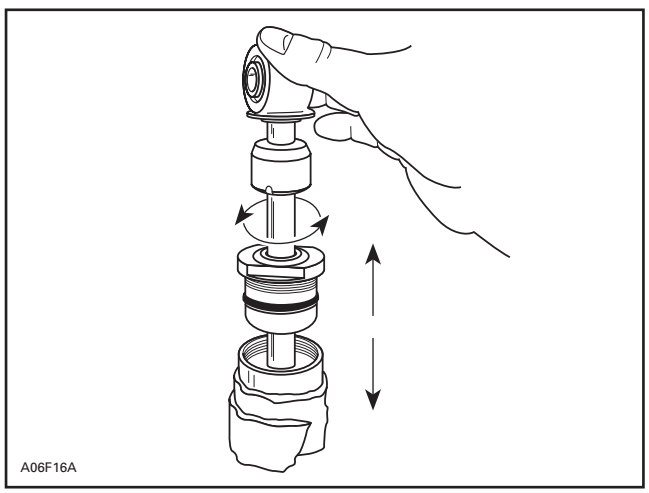
NOTE: Some shock oil may overflow when installing damper rod assembly. Wrap damper with shop cloth to catch possible oil overflow.

▼ CAUTION

Use care when passing piston into damper body at damper body threads.

Slight oscillation of damper rod may be required to allow piston to enter damper body bore.

Slowly push piston into damper body. Slight up and down movement may be required to allow all air to pass through piston assembly.



NOTE: Fast installation of the damper rod may displace the floating piston from its original position. Do not allow this to occur.

Reservoir Floating Piston Final Check (before damper seal carrier installation)

Perform a final check of the floating piston position (43 ± 2 mm (1-11/16 ± 5/64 in)):

– If floating piston is positioned 41 mm and less. Apply pressure on floating piston to position floating piston to a depth of 43 mm (1-11/16 in).
– If floating piston is too far (45 mm and more). Move damper rod with fast movement to allow oil to transfer from damper body to reservoir. Floating piston will move back.

Damper Final Assembly

With damper rod piston into oil volume, re-top damper oil volume. Oil level should be to damper body thread base.

Seal carrier assembly can now be threaded into damper body. This should be done slowly to allow weepage of shock oil from body while installing.

NOTE: When reinstalling seal carrier, oil must overflow. This overflow indicates that damper is full of oil.

Reservoir Final Assembly

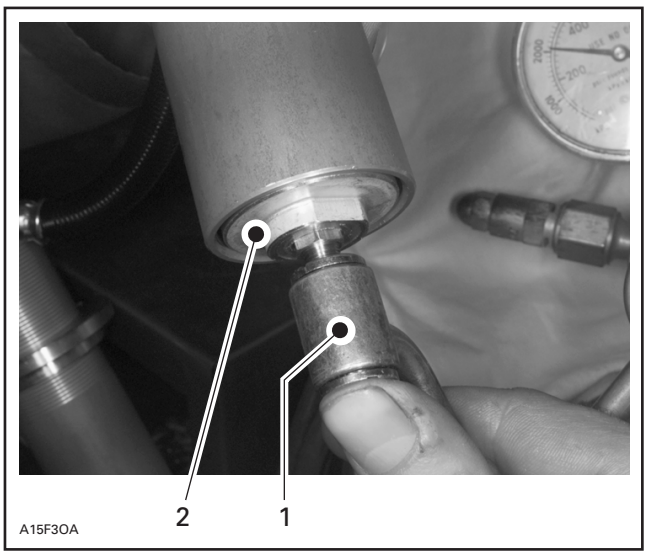
NOTE: If all previous procedures have been properly performed, **final floating piston position must be 40 ± 2 mm (1-9/16 ± 5/64 in)**. Final floating piston position must be measured after damper seal carrier assembly has been completely threaded.

Reinstall reservoir cap assembly with circlip then install air valve.

Gas Pressure Adjustment

Nitrogen (N_2) can now be added to reservoir body.

Preset pressure regulator to 2070 kPa (300 PSI) nitrogen (N_2), this gas pressure will restore the correct pressure for the damper.



1. Valve tip (Nitrogen)
2. Reservoir cap assembly

▼ CAUTION

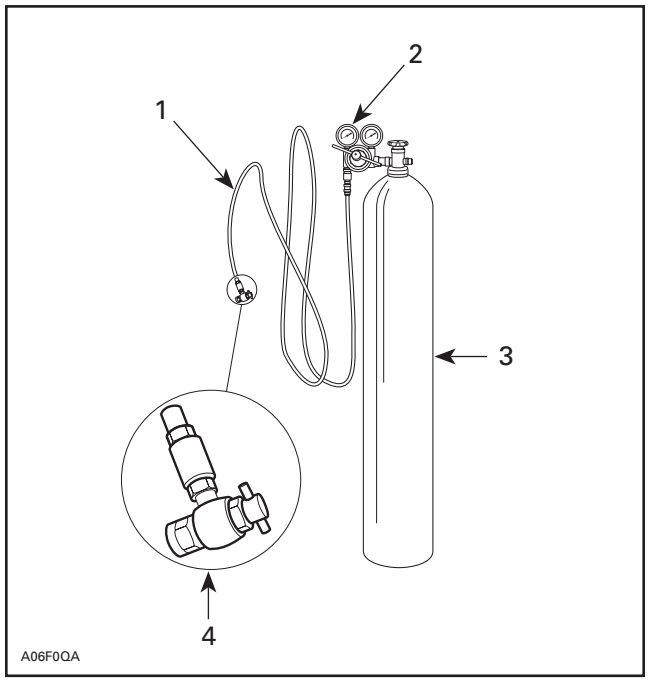
Do not exceed the recommended pressure value.

◆ WARNING

Whenever working with high pressure gas, use eyewear protection. Never direct gas pressure toward anybody.

NOTE: Carefully inspect damper for gas or oil leaks. Any leaks must be corrected before continuing.

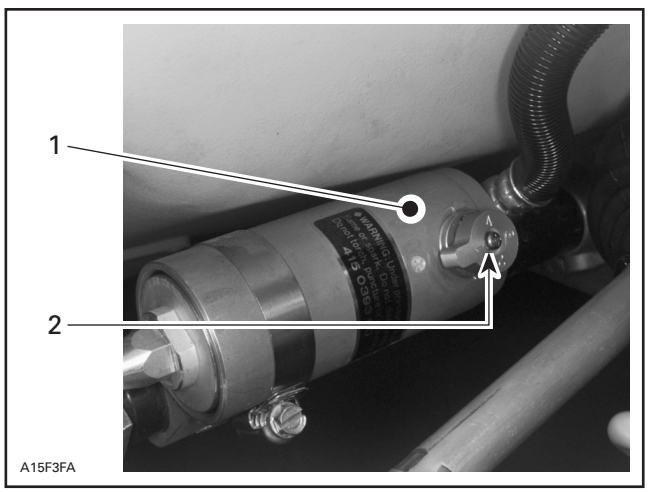
Damper gas pressure can be confirmed by using a pressure gauge available through your local industrial gas supplier.



1. *Automotive type air pressure hose*
2. *Two stage regulator, delivery pressure range 2070 KPa (300 PSI)*
3. *High pressure cylinder filled with industrial grade nitrogen*
4. *Valve tip*

4-Positions Quick Adjustment

Perform front suspension adjustment with adjusting knob located on remote reservoir.



1. *Remote reservoir*
2. *Adjusting knob ("1" softer — "4" stiffer)*

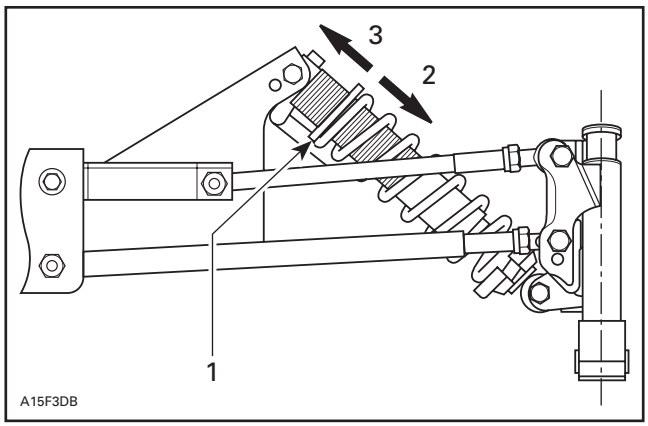
Preload Adjustment

Lift snowmobile to remove tension from shock absorber.

Perform preload adjustment on HPG shock absorbers by setting adjusting nut upward (remove preload) or downward (add preload).

▼ CAUTION

Ensure that shock absorber is extended when adjusting preload and make sure that tension remains on spring when removing preload.



TYPICAL — FRONT HPG SHOCK ABSORBER

1. *Adjusting nut*
2. *Add preload*
3. *Remove preload*

08 — BODY/FRAME

Refer to *1997 ski-doo Shop Manual*, volume 2.

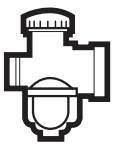
Newly designed **waterproof** seat.



WATERPROOF SEAT

09 — TECHNICAL DATA

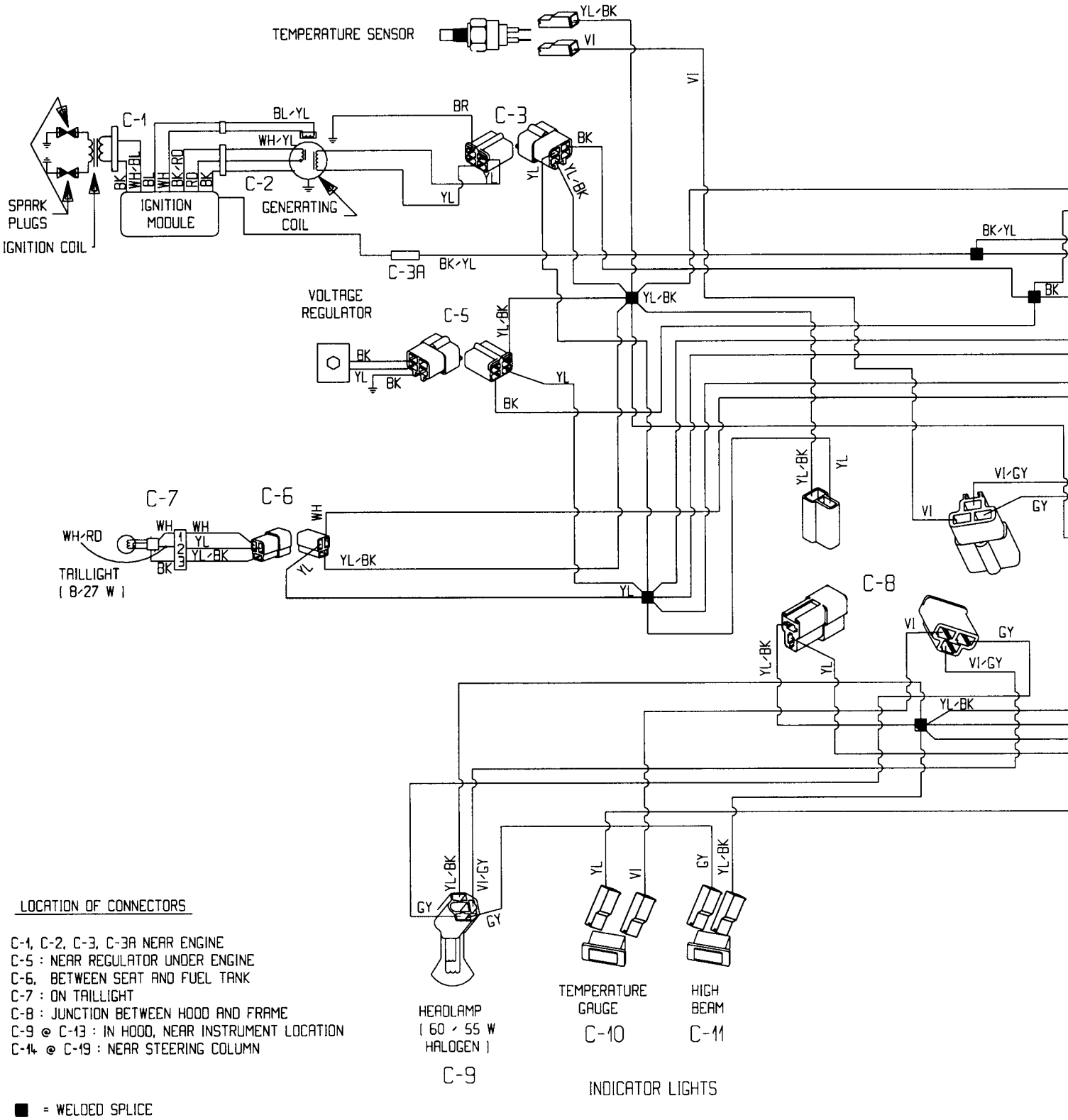
Refer to *1997 ski-doo Shop Manual*, volume 2.

	VEHICLE MODEL			**MX Zx 440 LC**
	ENGINE TYPE			**454**
	Number of Cylinders			2
	Bore		mm (in)	67.5 (2.6575)
	Stroke		mm (in)	61.0 (2.402)
	Displacement		cm^3 (in^3)	436.6 (26.6)
	Compression Ratio (corrected)			6.6
	Maximum Power Engine Speed ①		± 100 RPM	8450
	Piston Ring Type		1st/2nd	ST/R
	Ring End Gap	new wear limit	mm (in) mm (in)	0.25 (.010) 1.0 (.040)
	Ring/Piston Groove Clearance	new wear limit	mm (in) mm (in)	0.04 (.0016) 0.2 (.0079)
	Piston/Cylinder Wall Clearance	new wear limit	mm (in) mm (in)	0.1 (.0039) 0.15 (.0059)
	Connecting Rod Big End Axial Play	new wear limit	mm (in) mm (in)	0.39 (.0154) 1.2 (.0472)
	Maximum Crankshaft End-play ②		mm (in)	0.3 (.0118)
	Maximum Crankshaft Deflection		mm (in)	0.08 (.0031)
	Rotary Valve Timing ③ and P/N 420 924 XXX		Opening Closing	146° – 65° 502
	Magneto Generator Output		W	220
	Ignition Type			CDI
	Spark Plug Make and Type			NGK BR9ES
	Spark Plug Gap		mm (in)	0.45 (.018)
	Ignition Timing BTDC ④		mm (in)	1.48 (.058)
	Trigger Coil ⑤		Ω	190 – 300
	Generating Coil ⑤		Ω	10 – 17
	Lighting Coil ⑤		Ω	0.2 – 0.35
	High Tension Coil ⑤	Primary Secondary	Ω kΩ	0.3 – 0.7 8 – 16
	Carburetor Type		PTO/MAG	VM 34-498/499
	Main Jet		PTO/MAG	260/250
	Needle Jet			159 P-8
	Pilot Jet			45
	Needle Identification — Clip Position			6FJ43
	Slide Cutaway			2.5
	Float Adjustment		± 1 mm (± .040 in)	23.9 (.94)
	Air Screw Adjustment		± 1/16 Turn	1
	Idle Speed RPM		± 200 RPM	1700
	Gas Type/Pump Octane Number			Unleaded/87
	Gas/Oil Ratio Mixing Oil			Premix 40: 1 Bombardier-Rotax Synthetic
	Type			Liquid
	Axial Fan Belt Adjustment	Deflection ⑥ Force	mm (in) kg (lbf)	N.A. N.A.
	Thermostat Opening Temperature		°C (°F)	42 (108)
	Radiator Cap Opening Pressure		kPa (PSI)	90 (13)
	**ENGINE COLD N•m (lb•ft)**	Drive Pulley Retaining Screw		⑦
		Exhaust Manifold Nuts or Bolts		23 (17)
		Magneto Ring Nut		125 (92)
		Crankcase Nuts or Screws	M6 M8	9 (6.5) 29 (21)
		Crankcase/Engine Support Nuts or Screws		40 (29)
		Cylinder Head Nuts		29 (21)
		Crankcase/Cylinder Nuts or Screws		29 (21)
		Axial Fan Shaft Nut		N.A.

	VEHICLE MODEL				**MX Zx 440 LC**
	ENGINE TYPE				**454**
	Chain Drive Ratio				23/43
	Chain	Pitch		in	3/8
		Type/Links Qty/Plates Qty			Silent 72 – 13
	Drive Pulley	Type of Drive Pulley			TRAC
		Ramp Identification			285 ⑤
		Calibration Screw Position or Calibration Disc Quantity ⑤			3
		Spring Color			Pink/Pink
		Spring Length		± 1.5 mm (± 0.060 in)	137.2 (5.4)
		Clutch Engagement		± 200 RPM	4900
	Driven Pulley Spring Preload Cam Angle			± 0.7 kg (±1.5 lb) degree	7.0 (15.4) 40° – 44°
	Pulley Distance Z			(+ 0, –1) mm ((+ 0, –1/32) in)	16.5 (21/32)
	Offset	X		± 0.4 mm (± 1/64 in)	35.0 (1-3/8)
		Y – X	MIN. – MAX.	mm (in)	1.0 – 2.0 (0.039 – 0.079)
	Drive Belt Part Number (P/N)				414 8607 00
	Drive Belt Width (new) ①			mm (in)	34.9 (1-3/8)
	Drive Belt Adjustment		Deflection	± 5 mm (± 13/64 in)	32 (1-1/4)
			Force ②	kg (lbf)	11.3 (25)
	Track	Width		cm (in)	38.1 (15.0)
		Length		cm (in)	307 (121)
		Adjustment	Deflection	mm (in)	30 – 35 (1-3/16 – 1-3/8)
			Force ③	kg (lbf)	7.3 (16)
	Suspension Type		Track		SC10 XC
			Ski		DSA
	Length			cm (in)	272.5 (107.3)
	Width			cm (in)	114.9 (45.3)
	Height			cm (in)	108 (42.5)
	Ski Stance			cm (in)	101.6 (40.0)
	Mass (dry)			kg (lb)	210 (462)
	Ground Contact Area			cm^2 (in^2)	6745 (1045)
	Ground Contact Pressure			kPa (PSI)	3.05 (0.442)
	Frame Material				Aluminum
	Bottom Pan Material				Impact Copolymer
	Cab Material				RRIM Polyurethane
	Battery			V (A•h)	N.A.
	Headlight			W	H4 60/55
	Taillight and Stoplight			W	8/27
	Tachometer and Speedometer Bulb			W	2 x 3
	Fuel and Temperature Gauge Bulb			W	N.A.
	Fuse	Starter Solenoid		A	N.A.
		Tachometer		A	N.A.
	Fuel Tank			L (U.S. gal)	37.0 (9.8)
	Chaincase/Gearbox			mL (U.S. oz)	250 (8.5)
	Cooling System			L (U.S. oz)	3.5 (118.4)
	Rotary Valve Reservoir			mL (U.S. oz)	50 (1.7)

ANNEX 1 MX Zx 440 LC

MX-ZX 440 LC'97



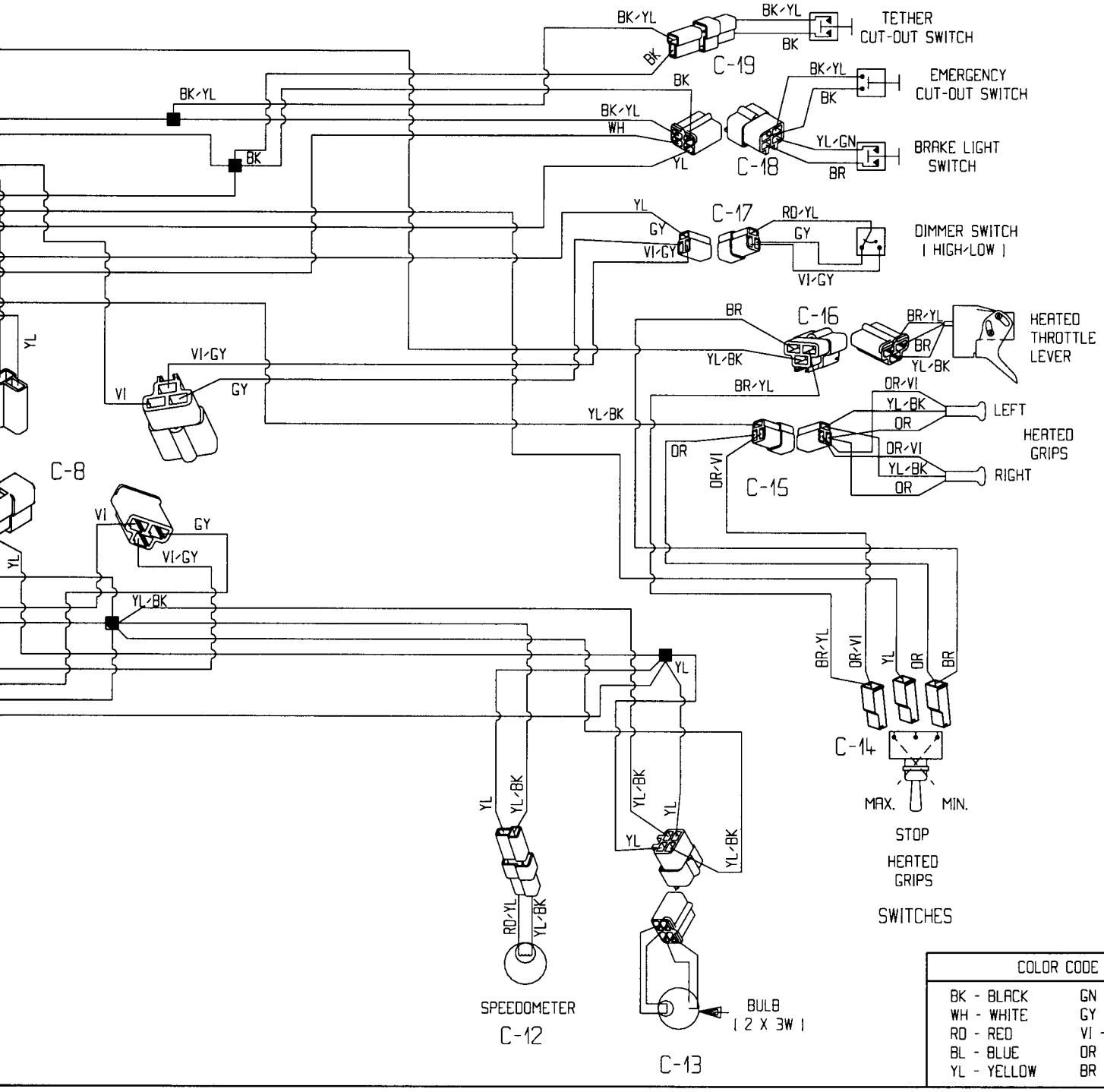
LOCATION OF CONNECTORS

C-1, C-2, C-3, C-3A NEAR ENGINE
C-5 : NEAR REGULATOR UNDER ENGINE
C-6, BETWEEN SEAT AND FUEL TANK
C-7 : ON TAILLIGHT
C-8 : JUNCTION BETWEEN HOOD AND FRAME
C-9 @ C-13 : IN HOOD, NEAR INSTRUMENT LOCATION
C-14 @ C-19 : NEAR STEERING COLUMN

■ = WELDED SPLICE

◆ WARNING

- ENSURE ALL TERMINALS ARE PROPERLY CRIMPED ON THE WIRES AND ALL CONNECTOR HOUSINGS ARE PROPERLY FASTENED



COLOR CODE	
BK - BLACK	GN - GREEN
WH - WHITE	GY - GREY
RD - RED	VI - VIOLET
BL - BLUE	OR - ORANGE
YL - YELLOW	BR - BROWN