

# LYNX®



## RAVE RS

# OPERATOR'S GUIDE

Includes Safety, Use and Maintenance  
Information

# 2023



## ⚠ WARNING

Read this guide thoroughly. It contains important safety information.  
Minimum recommended operators age: 16 years old.  
Keep this operator's guide with the vehicle at all times.

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**Original  
Instructions**

 **WARNING**

**This vehicle may exceed the performance of other vehicles you may have ridden in the past. Take time to familiarize yourself with your new vehicle.**

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Model	Package	Engine
Rave	RS	600RS E-TEC

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# **GENERAL INFORMATION**

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Congratulations on your purchase of a new BRP snowmobile. Whatever model you have chosen, it is backed by the Bombardier Recreational Products Inc. (BRP) warranty and a network of authorized BRP snowmobile dealers ready to provide the parts, service or accessories you may require.

Your dealer is committed to your satisfaction. He has taken training to perform the initial set-up and inspection of your snowmobile as well as completed the final adjustment required to suit your specific weight and riding environment before you took possession.

At delivery, you were informed of the warranty coverage and signed the Pre-delivery Check List to ensure your new vehicle was prepared to your entire satisfaction.

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## KNOW BEFORE YOU GO

To learn how to reduce the risk for you, your passenger or bystanders being injured or killed, read the following sections before you operate the vehicle:

- *safety information*
- *vehicle information.*

Also read all safety labels on your snowmobile and watch attentively your safety video located at:

**[www. brplynx. com/gb/en/owner-zone/safety/safety-information. html](http://www.brplynx.com/gb/en/owner-zone/safety/safety-information.html)** -.

Or, use the following QR code.



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## SAFETY MESSAGES

This operator's guide utilizes the following symbols and words to emphasize particular information:

The safety alert symbol  indicates a potential injury hazard.

### **WARNING**

**Indicates a potential hazard which, if not avoided, could result in serious injury or death.**

### **CAUTION**

**Indicates a hazard situation which, if not avoided, could result in minor or moderate injury.**

### **NOTICE**

**Indicates an instruction which, if not followed, could severely damage vehicle components or other property.**

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## ABOUT THIS OPERATOR'S GUIDE

This operator's guide has been prepared to acquaint the owner, operator and passenger with this snowmobile and its various controls, maintenance and safe riding instructions.

The following terminology in regards to operator, passenger and vehicle configuration is used as follows throughout this guide:

- **Operator:** refers to the person being behind the controls and driving the snowmobile.
- **Passenger:** refers to a person sitting behind the operator.
- **1-UP:** refers to a model designed for an operator only.
- **2-UP:** refers to a model designed to accommodate **one** passenger.

Keep this operator's guide in the vehicle as you can refer to it for the operation, instructing others, maintenance and troubleshooting.

Note that this guide is available in several languages. In the event of any discrepancy, the English version shall prevail.

If you want to view and/or print an extra copy of your operator's guide, simply visit the following website:

**[www.operatorsguides.brp.com](http://www.operatorsguides.brp.com)**

The information contained in this document is correct at the time of publication. BRP, 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, some differences between the manufactured product and the descriptions and/or specifications in this guide may occur. BRP reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring any obligation upon itself.

This operator's guide should remain with the vehicle when it's sold.

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## RESPECT OF THE ENVIRONMENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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# **SAFETY INFORMATION**

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## BEFORE YOU GO

### WARNING

**Disregarding any of the safety precautions and instructions contained in this section could cause injury including the possibility of death.**

## Operating Age and Ability

Operators must be qualified. Make sure the operator is 16 or older. Your state (or province) may have additional requirements. Laws regarding the minimum age and licensing requirements vary from one jurisdiction to another. Be sure to contact the local authorities for information regarding the legal operation of a snowmobile in the intended jurisdiction of use. BRP highly recommends that you take a safety riding course. Basic training is required for the safe operation of any snowmobile.

Operation of this snowmobile with a disability that impairs vision, reaction time, judgment, or operation of the controls is not recommended. The safe use of your snowmobile depends on many conditions such as visibility, speed, weather, environment, traffic, vehicle condition and the condition of the operator. The performance of some snowmobiles may significantly exceed that of other snowmobiles you have operated. Therefore, use by novice or inexperienced operators is not recommended.

Each passenger must be able to simultaneously place both feet firmly flat against each footboard when properly seated.

## Drugs and Alcohol

Never ride after consuming alcohol or drugs. Riding on a snowmobile requires the operator and passenger(s) to be sober, attentive and alert. The use of drugs and alcohol, singly or in combination, decreases reaction time, impedes judgment, impairs vision, and inhibits your ability to safely ride on a snowmobile.

## Avalanche Safety Training Courses

We recommend that all mountain riders take a local avalanche safety training course to become more familiar with snow conditions and learn how to properly use their equipment. Here are some web sites that can help you finding important information:

- - US: [www.avalanche.org](http://www.avalanche.org)
- - Europe: [www.avalanches.org](http://www.avalanches.org)
- - Canada: [www.avalanche.ca](http://www.avalanche.ca)

## Protective Gear

Proper snowmobile clothing should be worn by all riders. It should be comfortable and not too tight. Always check the weather forecast before going on a ride. Dress for the coldest weather expected. Thermal underwear next to the skin also provides a good insulation.

Always wear an approved helmet at all times for safety and comfort. They provide both warmth and reduce injury. A stocking type cap, balaclava and face mask should always be carried or worn. Goggles or a face shield that attach to the helmet are indispensable.

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

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

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

Do not wear a long scarf or loose apparels that could get caught in moving parts.

Carry colored lens goggles.

## Required Equipment

As the owner of the snowmobile, you are responsible for ensuring that all required safety equipment is aboard. Check your local regulations about requirements.

First aid kit	Provided tool kit
Mobile phone	Knife
Spare spark plugs	Flashlight
Adhesive tape (duct tape)	Trail map
Spare drive belt	Snack
Probe*	Shovel*

Avalanche beacon*	-
*When riding in an area with avalanche risk	

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## GET FAMILIAR WITH THE SNOWMOBILE

This vehicle may exceed the performance of other vehicles you may have ridden. Take time to familiarize yourself with your new vehicle.

Inexperienced riders may overlook risks and be surprised by vehicle's specific behavior and terrain conditions. Ride slowly. Excessive speed and reckless driving can kill.

Make sure you read and understand the content of this operator's guide to become completely familiar with the controls and operation of the snowmobile before embarking on your first trip or taking on a passenger(s). If you have not had the opportunity to do so, practice driving solo in a suitable traffic-free area to become accustomed to the feel and response of each control.

It is very important to inform any operator, regardless of his experience, of the handling characteristics of this snowmobile. The snowmobile configuration, such as ski stance, ski type, suspension type, track length, width and type vary from a model to another. The snowmobile handling is greatly influenced by these characteristics.

### Track Propulsion System

Your snowmobile features a track propulsion system. The track grips on the snow-covered surface and pushes the snowmobile in the opposite direction of the force applied on the surface. Stay away from the track. Personal injury will result if contact is made with the revolving track.

 <b>WARNING</b>
--

<b>Never stand behind or near a rotating track. Debris could be projected causing severe injuries.</b>
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The grip of the track will vary depending on the surface conditions. The grip may be reduced on hard-pack snow or ice. Reduce your speed and allow more space to turn. Refer to the *TRACTION ENHANCING PRODUCTS* subsection of this guide to learn how to balance the grip of the ski vs the grip of the track. If the front and rear of the snowmobile are out of balance due to an incorrect combination of traction enhancing products, the snowmobile may tend to oversteer or understeer, which could lead to a loss of control.

### Steering

Skis are used to steer the snowmobile through the handlebar. The performance to steer will vary depending of the grip of the skis on the surface. Steering control ability may be reduced on hard-pack snow, ice or roads. Reduce speed and allow more space to turn. Refer to the *TRACTION ENHANCING PRODUCTS* subsection of this guide to learn how to balance the grip of the ski versus the grip of the track. If

the front and rear of the snowmobile are out of balance due to an incorrect combination of traction enhancing products, the snowmobile may tend to oversteer or understeer, which could lead to a loss of control.

Riding with a passenger or when carrying loads, the steering control will also be reduced. Reduce speed and allow more space to turn.

## **Tether Cord**

Always attach tether cord eyelet to clothing before starting the engine to help ensure the engine stops should the operator fall off.

After riding, always remove the tether cord from the engine cut-off switch to avoid unauthorized use by children or others and to prevent starting in a closed environment (ex: garage).

## **Braking**

Braking performances may vary suddenly under certain conditions. Always remember that the snowmobile braking distance may be affected when riding with a passenger and when loaded with cargo at the rear. Never jam the brake and lock the track. Be sure to use restraint in braking to keep from blocking the track in order to avoid surprises that could lead to a loss of control.

Using studs on the track will give you better braking capacity on packed snow or ice but will have no noticeable effect on soft snow. Refer to *Enhancing Traction Control Products* subsection for track stud application.

## **Parking Brake**

Always engage parking brake before starting the engine. Parking brake should be used whenever snowmobile is parked.

Make sure parking brake is fully disengaged before operating the snowmobile. When you ride the vehicle, brake pads that are caused to drag by a continuous pressure on the lever may cause damage to the brake system and cause loss of braking capacity or fire.

## **Carrying Loads**

Carrying loads affects the vehicle handling, stability and braking distance. Appropriate loading and weight distribution are therefore important.

When carrying loads it is very important to follow the recommendations:

- Never exceed the maximum cargo capacity. Refer to *Safety Information on the Vehicle* or *Technical Specifications* subsections for the applicable cargo load capacity of your snowmobile.
- Always adjust the suspensions according to the cargo load. Refer to *Tune Your Ride* subsection for more details.
- Never carry a load unless it is properly secured using a BRP LinQ certified accessory. Compatible accessories which are not BRP certified may not be considered as fit for this purpose.
- Always reduce your speed, turn gradually and allow longer braking distance when carrying loads.

 **WARNING**

**Failure to follow these recommendations when carrying or towing loads could lead to a loss of control and possibly in a tip over.**

## Towing Loads

Towing loads affects the vehicle handling, stability and braking distance. Appropriate loading and weight distribution are therefore important.

When towing a load it is very important to follow the recommendations:

- Always use a rigid tow bar to tow a cargo carrier or an accessory.
- Never tow a load using a rope. Using a rope would result in a collision between the load and the snowmobile and possibly in a tip over in case of a rapid deceleration or on a downward slope.
- Never tow a load by attaching it directly to the bumper. Use only the hitch to tow a load. Make sure that the cargo carrier hitch is compatible with the one on the vehicle. Use security chains or cables to secure the cargo carrier with the vehicle. Avoid excessive slack in the chains or cables, it could break and snap back.
- Never exceed the vehicle maximum tow capacity. Refer to *Safety Information on the Vehicle* or *Technical Specifications* subsections for the applicable towing capacity of your snowmobile.
- Never exceed the tongue weight capacity, if applicable.
- Always make sure load is evenly distributed and safely secured on the cargo carrier. Make sure there is at least some weight on the tongue, if applicable.
- Always adjust the suspensions according to the weight on the tongue, if applicable. Refer to *Tune Your Ride* subsection for more details.
- Reduce your speed and turn gradually. Avoid hills and rough terrain. Riding this vehicle with a cargo carrier substantially increases the risk of toppling, especially on inclined slopes. Never attempt steep hills.

- Allow more distance for braking, especially on inclined surfaces and when a passenger is on board. Be careful not to skid or slide.
- Use caution when disconnecting a loaded cargo carrier; its load may topple on you or others.

 **WARNING**

**Failure to follow these recommendations when carrying or towing loads could lead to a loss of control and possibly in a tip over.**

On vehicle equipped with a gearbox, always put the shift lever to L (low range) when towing a cargo carrier.

Any towed accessory should have reflectors on both sides and at the rear.

Check country transport regulations for brake light(s) requirements.

## Towing Another Snowmobile

If a snowmobile is disabled and must be towed, in an emergency situation only, a rope can be used

- Remove the drive belt. Refer to *Maintenance Procedures* for more details.
- Attach the rope to the ski legs (spindles), **not** to the skis. If the ski legs are not accessible, attach the rope to the bumper.
- Have someone sit on the towed snowmobile to steer and activate the brake if needed.
- Tow at low speed with extra caution.

**NOTICE**

**Always remove the drive belt of the snowmobile that is to be towed to prevent damage to its belt and drive system.**

In some areas, it may be illegal to do so. Check with state or local authorities.

## Accessories and Modifications

Any modifications or addition of accessories approved by BRP may affect the handling of your vehicle. It is important to take the time to get familiar with the vehicle once modifications are made to understand how to adapt your driving behavior accordingly.

Avoid installing equipment not specifically approved by BRP for the vehicle and avoid unauthorized modifications. These modifications



and equipment have not been tested by BRP and may create hazards. For example, they could:

- Create a loss of control and increase risk of crash
- Cause overheating or short circuits increasing the risk of fire or burn injuries
- Affect the protection features provided by the vehicle
- Affect the behavior of the trailer when the vehicle is transported
- Cause a risk of losing objects on the road when transported.

Your vehicle may also become illegal to ride.

Ask your authorized BRP dealer for suitable available accessories for your vehicle.

## Traction Enhancing Products

### **NOTE:**

This section is applicable to all snowmobile models that are either equipped with a:

- Factory installed track approved by BRP for special studs installation.
- Factory pre-studded track.

or that can received one of these tracks.

Always refer to your authorized BRP snowmobile dealer to learn more on traction enhancing products and applicability on your snowmobile.

Using traction enhancing products such as, adjustable or more aggressive ski carbide runners and / or track studs on your snowmobile will change its behavior, particularly in terms of maneuverability, acceleration, and braking.

Using traction enhancing products gives a better grip on hard packed snow and ice, but has no noticeable effect in deep snow. For this reason, driving a snowmobile equipped with traction enhancing products requires a certain adaptation period. If your snowmobile is equipped with traction enhancing products, be sure to take plenty of time to get used to the way it handles when turning, accelerating, and braking.

The use of track studs can increase the load and the stress on certain snowmobile components, as well as the vibration level. This can cause premature wear on parts such as belt, brake linings, bearings, chain, chain sprockets, and shorten track life.

Track studs can also cause serious damage to your snowmobile if it is not equipped with the appropriate tunnel protectors.

Check local regulations concerning the use of traction enhancing products on snowmobiles.

Studding an unapproved track or using unapproved studs increase the risk of the track tearing or severing

Installing track studs and tunnel protector(s) requires technical knowledge. To ensure safe and proper installation, BRP recommends to have the studs installed by your dealer.

For maintenance and replacement refer to *Track in Maintenance Procedures*.

### **Maneuverability**

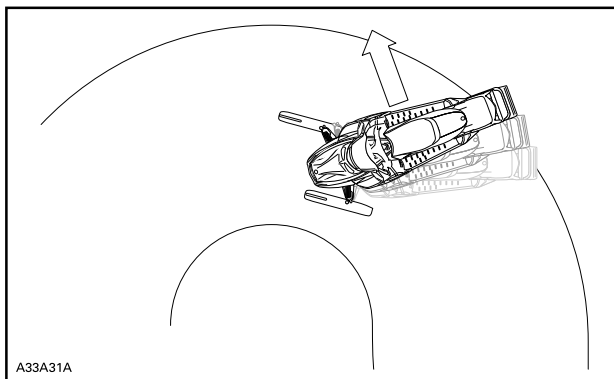
Using traction enhancing products such as, more aggressive ski carbide runners and/or studs makes the snowmobile grip the ground better at both the front and at the rear. The use of carbide runners is therefore required to give the skis a better grip, so that the front and rear of the snowmobile are in balance. While off-the-shelf carbide ski runners are adequate, they don't necessarily give you optimal control, since that depends on your personal preferences, your riding style, and how your suspension is adjusted.

 **WARNING**

**If the front and rear of the snowmobile are out of balance due to an incorrect combination of traction enhancing products, the snowmobile may tend to oversteer or understeer, which could lead to a loss of control.**

### **Oversteering**

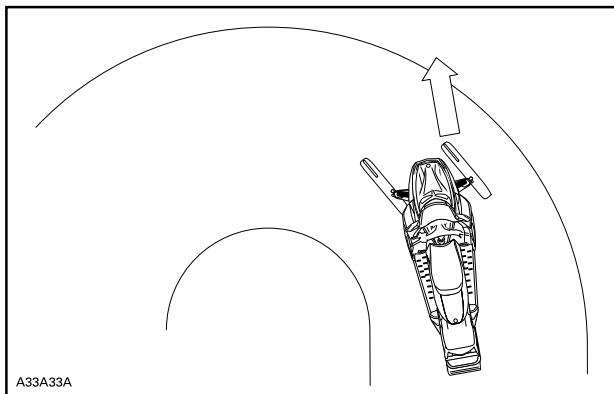
In certain conditions, using more aggressive ski carbide runners without studs on the rear track could make the snowmobile prone to oversteering, see illustration.



### **OVERSTEERING**

#### **Understeering**

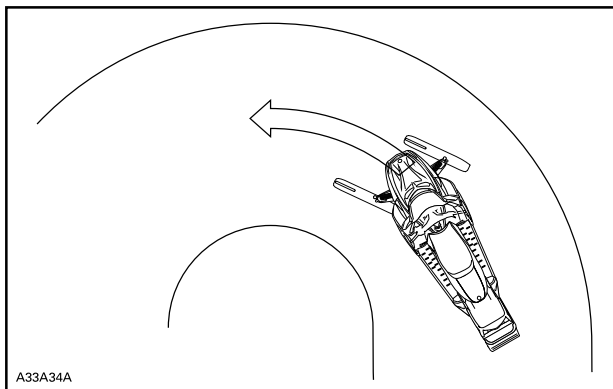
In certain conditions, the use of studs on the track could make the snowmobile prone to understeering if the skis are not equipped with more aggressive ski carbide runners, see illustration.



### **UNDERSTEERING**

## Controlled Driving

A balanced combination of carbide ski runners and studs on the track ensures adequate control and better handling, see illustration.



### **CONTROLLED DRIVING**

#### **Acceleration**

Using studs on the track will allow your sled to accelerate better on packed snow and ice but will have no noticeable effect on soft snow. This can cause sudden variations in traction under certain conditions.

Always go easy on the throttle and never try to spin the track to make the rear of the snowmobile skid. This could cause debris or ice to be thrown violently backwards, possibly injuring others nearby or on snowmobiles behind you.

#### **Braking**

As in the case of acceleration, using studs on the track will give you better braking capacity on packed snow or ice but will have no noticeable effect on soft snow. Braking may thus vary suddenly under certain conditions. Be sure to use restraint in braking to keep from blocking the track in order to avoid surprises that could lead to a loss of control.

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# RIDE SAFELY

## Rider Position (Forward Operation)

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

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

**⚠ WARNING**

**Do not attempt any maneuvers if they are beyond your abilities.**

### *Sitting*

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



### *Posting*

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



***Kneeling***

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



### **Standing**

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



### **Rider Position (Reverse Operation)**

When operating in reverse:

- Ensure the path behind is clear of obstacles or bystanders before proceeding in reverse.
- BRP recommends sitting on your snowmobile when operating in reverse.
- Avoid standing up. Your weight could shift forward against throttle lever while operating in reverse, causing an unexpected acceleration. Unexpected acceleration when snowmobile operates in reverse can cause a loss of control.

Fast reverse while turning, could result in loss of stability and control.

## Riding with Passenger(s)

This vehicle is designed for one (1) operator and as many passengers as there are seats with straps or handholds installed on the vehicle conforming to SSCC standards. Passenger must only sit on designated passenger seat.

### WARNING

- **Never carry a passenger on a seat not approved by BRP.**
- **Never allow anyone to sit between the handlebar and the operator.**

Even when a passenger is allowed, this person must be physically fit for snowmobiling.

Any passenger must always be able to firmly lay his feet on the footrests and keep his hands on the handholds or seat strap when seated. Respecting those physical criteria is important to ensure that the passenger is stable and to reduce the risks of ejection. Falls can result in severe injury or death.

The operator has a responsibility to ensure the safety of his passenger and should inform the passenger about snowmobiling basics.

Before riding the vehicle, adjust suspension according to weight. Refer to *Tune Your Ride* subsection for more details.

Ask your passenger to inform you to slowdown or stop immediately if he feels uncomfortable or insecure during the ride.

When going over bumps, riders(s) may raise their body slightly off the seat to absorb the shocks with their legs.

An unforeseen bump can leave you passenger-less. Remind your passenger to lean into the turn with you, without causing the vehicle to topple. Be extremely careful, go more slowly and check the passenger frequently. Keep a watchful eye on your passenger while riding.



Braking ability and steering control are reduced when riding with a passenger. Decrease speed and allow extra space to maneuver.

## Riding Alone





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




## Riding in a Group

Before starting out, designate a "trail boss" to lead the party and another person to follow-up at the end of the party. Ensure that all members of the party are aware of the proposed route and destination. When riding with others, limit your abilities to the experience of others. Never overtake the trail boss or, for that matter, any other snowmobile. Use down-the-line hand signals to indicate hazards or intent of direction change. It's important to keep a safe distance between each snowmobile but each one behind the leader should know the position of the machine ahead.

### Hand Signals

Every snowmobiler should relay any signal to the ones behind.

<p><b>STOP</b> Raise either hand straight above your head.</p> 	<p><b>LEFT TURN</b> Extend your left hand straight out in the proper direction.</p> 
<p><b>RIGHT TURN</b> Extend the left arm and raise the hand to a vertical position so it forms a right angle at the elbow.</p> 	<p><b>SLOWING DOWN</b> Left hand extended out and down from the side of the body with downward flapping motion of hand to signal</p> 

	warning or caution.
<p><b>FOLLOWING SNOWMO BILES</b>          Arm raised, elbow bent with thumb pointing backward, in hitch-hicking motion move arm forward to backward over your shoulder.</p> 	<p><b>ONCOMING SNOWMO BILES</b>          Left arm raised at shoulder height, elbow bent and forearm vertical, wrist bent, move arm from left to right over head pointing to right side of trail.</p> 
<p><b>LAST SNOWMO BILE IN LINE</b>          Left arm raised at shoulder height, elbow bent and forearm vertical with hand clenched in a fist.</p> 	

## Avoiding Collisions

Wherever riding your vehicle always be on the look-out for the unexpected. Operate defensively. Scan constantly for people, objects, conditions and upcoming vehicles. In the trail, always stay on the appropriate side - as per country regulation - to avoid collision, especially when the field of vision is reduced. E.g.: Before a hilltop and a curve. Use extra caution whenever off-trail.

Always keep a safe distance from other snowmobiles and bystanders. Tailgating another snowmobile should be avoided. If the snowmobile in front of you slows for any reason, its operator and passenger could be harmed through your neglect. Maintain a safe stopping distance between you and the snowmobile in front of you. Depending on the

terrain condition, stopping may require a little more space than you think. Play it safe. Be prepared to use evasive driving.

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

## **Riding Behaviors**

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

Remember, promotional material may show risky maneuvers performed by professional riders under ideal and controlled conditions. You should never attempt any such risky maneuvers if they are beyond your level of riding ability.

Jumping can be a hazardous situation. It requires practice and should be done in a known and controlled environment. Never attempt jumping in a trail. A loss of control could lead to an impact with different elements like rock or tree, or with another snowmobile. When jumping be prepared for landing to absorb the shock. Brace yourself for the impact and your knees must be flexed to act as shock absorbers.

Also, an uneven or mined surface in the trail could be enough to kick upward the snowmobile and generate an impact or a loss of control. When "gunning" the throttle, the vehicle digs into and leaves an irregular snow surface for others. So protect the other users by not spinning the track in the middle of the trail.

## **Speeding**

Excessive speed and reckless driving can be fatal. Always adjust your speed according to snow conditions and circumstances. In many cases, you cannot react or respond quickly enough to the unexpected. Always ride at a speed which is suitable to the trail, weather conditions and your own ability. Know your local rules. Speed limit may be in effect and meant to be observed.

## **Moving Parts**

Stay away from the track. Personal injury will result if contact is made with the rotating track.

To prevent serious injury to individuals near the snowmobile:

- Never stand behind or near a moving track

- Always use a wide-base snowmobile stand with a rear deflector panel if it is necessary to rotate track
- When the track is raised off the ground, only run it at the lowest possible speed. Centrifugal force could cause debris, damaged or loose studs, pieces of torn track, or an entire severed track to be violently thrown backwards out of the tunnel with tremendous force
- Never operate the engine without the belt guard securely installed
- Never operate the vehicle without the brake disk guard securely installed
- Never operate the vehicle with the side panels opened, or the hood removed

## Know Terrain and Riding Variations

### *Groomed Trail*

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

### *Ungroomed Trail*

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

### *Deep Snow*

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

## ***Frozen Water***

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

## ***Slush***

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

## ***Uphill***

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

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

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

## ***Downhill***

Downhill driving requires that you have full control of your vehicle at all times. On steeper hills, keep your center of gravity low and both hands on the handlebar. Maintain slight throttle pressure and allow the machine to run downhill with the engine operating. If a higher than safe

speed is reached, slow down by braking but apply the brake with frequent light pressure. Never jam the brake and lock the track.

### ***Side Hill***

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

### ***Avalanche Hazard***

When riding on mountainous terrain, you should be aware of the risk of avalanches. Avalanches vary in size and shapes and generally occur in steep terrain and on unstable snow.

New snow, animals, people, wind and snowmobiles can all trigger an avalanche. Avoid high marking or traversing steep terrain when avalanche conditions are possible. When in unstable snow conditions, travel should be restricted to lower angle slopes. Wind formed cornices should be avoided. Staying off unstable conditions is the key to safe mountain riding. Probably most important is to be aware of the conditions and dangers on a daily basis when in the mountains. Check local avalanche forecasts and threats each day before heading out to ride and heed forecasters advice.

You should always carry a snow shovel, probe and avalanche beacon while riding on mountains.

### ***Bright Sunshine***

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

### ***Night Rides***

The amount of natural and artificial light at a given time can affect your ability to see or to be seen. Be extra cautious. Drive at speeds that will allow you to stop in time when you see an unknown or dangerous object ahead. Stay on established trails and never operate in unfamiliar territory. Be sure both headlights and taillight are working and clean.

### ***Unfamiliar Territory***

Whenever you enter an area that is new to you, drive with extreme caution. There may be obstructions hidden beneath the snow. Go slow enough to recognize potential hazards such as fences or fence posts, brooks crossing your path, rocks, sudden dips, guy wires and

countless other obstacles which could result in a termination of your snowmobile ride.

Driving off established trails and in the woods requires reduced speed and increased vigilance. Driving too fast in an area can make even minor obstacles very hazardous. Even hitting a small rock or stump could throw your snowmobile out of control and cause injury to its riders. Even when following existing tracks, be cautious. Travel at a speed so you can see what is around the next bend or over the top of the hill.

### ***Hidden Wires***

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

### ***Riding Uneven Surfaces***

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

A good way to help seeing these terrain variations is to wear the proper color lenses or face shields and by operating at a lower speed. Crouch (stand) towards the rear of the vehicle and keep the skis up and straight ahead. Apply partial throttle and brace yourself for the impact. Knees must be flexed to act as shock absorbers.

### ***Road Crossing***

Your snowmobile is not designed to operate or turn on pavement of public streets, roads or highways. Avoid road traveling. If you must do so, and it is permitted, reduce speed and stay on the edge of the way where you can find snow to help providing capabilities to maintain directional control.

As snowmobile trails often cross roadways it is important for riders to know the proper crossing procedures. When approaching a roadway, signal to others that you are stopping at the intersection and slowly come to a complete stop back from the road's edge. In some cases, you will be approaching the road from a ditch or snowbank. Choose a place where you know you can climb without difficulty. Stop completely at the top of the bank and wait for all traffic to clear. Then, look carefully in both directions before crossing at a 90° angle. If needed, assume a standing position to look both ways. Be wary of parked vehicles. When you are certain that the road is clear proceed straight across the intersection without hesitation. Each rider needs to come to a complete stop, look both ways and then proceed when the roadway is clear of oncoming traffic.

### **Railroad Crossing**

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

### **Respect of the Wildlife**

Wildlife compliments your snowmobiling day. Snowmobile tracks provide firm ground over which animals can travel from area to area. Do not violate this privilege by chasing or harassing wildlife. Fatigue and exhaustion can lead to animal's death. Avoid areas posted for the protection or feeding of wildlife. If you happen to be fortunate enough to see an animal, stop your snowmobile and observe quietly.

### **Carbon Monoxide (CO) Poisoning**

All engine exhaust contains carbon monoxide (CO), a deadly gas. Breathing carbon monoxide can cause headaches, dizziness, drowsiness, nausea, confusion and eventually death.

Carbon monoxide is a colorless, odorless, tasteless gas that may be present even if you do not see or smell any engine exhaust. Deadly levels of carbon monoxide can collect rapidly, and you can quickly be overcome and unable to save yourself. Also, deadly levels of carbon monoxide can linger for hours or days in enclosed or poorly ventilated areas.

If you experience any symptoms of carbon monoxide poisoning, leave the area immediately, get fresh air and seek medical treatment.

To prevent serious injury or death from carbon monoxide:

- Never run the vehicle in poorly ventilated or partially enclosed areas such as garages, carports or barns. Even if you try to ventilate engine exhaust with fans or open windows and doors, carbon monoxide can rapidly reach dangerous levels.
- Never run the vehicle outdoors where engine exhaust can be drawn into a building through openings such as windows and doors.
- Never stand next to the vehicle while the engine is running. A person standing next to the vehicle when the engine is running may inhale high concentrations of exhaust fumes.

After riding, always remove the tether cord from the engine cut-off switch to avoid unauthorized use by children or others and to prevent starting in a closed environment (ex: garage).



## Gasoline Fires and Other Hazards

Gasoline is extremely flammable and highly explosive. Fuel vapors can spread and be ignited by a spark or flame many feet away from the engine. To reduce the risk of fire or explosion, follow these instructions:

- Use only an approved gasoline container to store fuel.
- Strictly adhere to instructions in *Vehicle Fueling Procedure*.
- Never start or operate the engine if the fuel cap is not properly installed.
- Use only a BRP approved LinQ fuel caddy to carry extra fuel on the vehicle. It should be properly installed and secured.

Gasoline is poisonous and can cause injury or death.

- Never siphon gasoline by mouth.
- If you swallow gasoline, get any in your eye or inhale gasoline vapor, visit your doctor immediately.
- If gasoline spills on you, wash with soap and water and change your clothes.

## Burns from Hot Parts

Certain components may become hot during operation. Avoid contact during and shortly after operation to avoid burns.

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## PRACTICE EXERCISES

Practice alone the following exercises after having done the entire Pre-ride inspection. Always start and stop the engine according to the instructions in *ENGINE STARTING PROCEDURE* and *SHUTTING OFF THE ENGINE* in *BASIC PROCEDURES*. Don't forget to attach the tether cord to your jacket.

### Where to Practice Exercises

Find a suitable area to practice the exercises. Ensure the area meet the following requirements:

- No traffic
- No obstacles
- Hard packed snow
- Ample space to maneuver.

### Exercises to Practice

Practice alone the following exercises after having done the entire Pre-ride inspection. Always start and stop the engine according to the instructions in *ENGINE STARTING PROCEDURE* and *SHUTTING OFF THE ENGINE* in *BASIC PROCEDURES*. Don't forget to attach the tether cord to your jacket.

#### ***Using the Emergency Engine Stop Switch***

Purpose: Become familiar with the operation of throttle lever and to become familiar with using the engine stop switch.

Directions:

- With the parking brake engaged, start the engine and let idle until it reaches the operation temperature.
- Use the engine stop switch to shut the engine off. Press the switch with your right thumb while keeping your hand on the handgrip.
- Restart the engine and repeat the exercise. No idle time is required.

Tips for additional practice:

- Press the emergency engine stop switch without looking at it.

#### ***Starting, Stopping and Basic Handling***

Purpose:

- Learn throttle control and how to get the vehicle moving.
- Become familiar with low speed deceleration and braking.

If you feel like you are losing control while doing this exercise, release the throttle to stop accelerating and apply the brake as needed to slow down. You can also use the engine stop switch to cut power entirely.

Directions: At first, you will only use the throttle for a moment at a time, then release it and coast.

- Start the engine and release the parking brake lever.
- Slowly apply throttle until the vehicle starts to creep forward. As soon as you start moving release the throttle and coast, then press the brake lever to stop.
- Continue with this part of the exercise until you are comfortable with applying and releasing the throttle.

### ***Engine Stop While in Motion***

Purpose: Become familiar with using the emergency engine stop switch when in motion so you know how the vehicle will react if you need to use it later.

Directions:

- Partway down the straightaway, while operating at 8 km/h (5MPH), toggle the engine stop switch to OFF position and coast to a stop.
- Restart the engine and repeat the exercise. Try increasing your speed (to a maximum of 20 km/h (12MPH) before using the engine stop switch.

In an emergency, the snowmobile engine can be stopped by pressing down on the emergency engine stop switch or by pulling the tether cord cap from the engine cut-off switch, while applying brake.

### ***Basic Turns***

Purpose: Get comfortable turning in a controlled manner on both sides.

Directions:

- Roll in a straight line at low speed and make a wide arcing turn. Make sure there is enough space to perform the entire turn.
- Repeat right and left turns and maintain a steady speed below 8km/h (5MPH). Hold the throttle to maintain your low speed.
- Leaning forward and into the curve may help you to turn the handlebar more easily.

### ***Quick Stops***

Purpose:

- Become familiar with the vehicle braking ability.
- Learn to apply brakes with maximum efficiency.

This exercise is like what you did before, except you'll be applying the brake more firmly, working up to braking at the maximum without locking the track rotation. Always release the throttle completely for quick stops. If you apply throttle and brake at the same time, your stopping distance will be longer.

Directions:

- Start at one end of the straightaway and accelerate to 8 km/h (5MPH). Partway down the straightaway, release the throttle completely and brake quickly.
- Keep head and eyes up, keep handlebar straight, and do not release the brake until fully stopped.
- Repeat, increasing your speed and braking harder. When you feel that the rotation of the track will be stopped you need to release the pressure on the break lever. To maintain control, you need to keep the track in rotation.

### ***Operating in Reverse***

Purpose: Become familiar with the vehicle handling and turning radius in reverse.

Directions:

- Shift into reverse and remain seated. Refer to *SHIFTING IN REVERSE* in *BASIC PROCEDURES*.
- Check that the area behind you is clear. While looking backwards, slowly reverse and stop by releasing throttle and using the brake, just like when operating normally.
- Keep your speed low and do not back up for long distances.
- Repeat the reverse and stop in straight line until you get comfortable.
- Once you are comfortable with reversing in straight line, you can slowly reverse while turning the handle bar.

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## FUELING

Fuel is flammable and explosive under certain conditions.

- Never use an open flame to check fuel level.
- Never smoke or allow flame or spark in vicinity.
- Always proceed in a well-ventilated area.

### Fueling Procedure

1. Stop engine and engage the parking brake.
2. Have operator and passenger get off the vehicle. Do not sit or lean on seat when fuel tank cap is not properly installed.
3. Unscrew slowly the fuel reservoir cap counterclockwise to stabilize pressure before removing it.

#### NOTE:

A short whistling sound is normal.

4. Insert the spout into the filler neck.
5. Pour fuel slowly so that air can escape from the tank and prevent fuel flow back. Be careful not to spill fuel.
6. Stop filling after the release of the gas pump nozzle handle and wait a moment before removing the spout. Do not retract the gas pump nozzle to put more fuel into the fuel tank. **Do not overfill.**
7. Reinstall the fuel cap and fully tighten clockwise.
8. Always wipe off any small fuel spillage from the vehicle. If a major spillage occurs, remove side panels to remove fuel vapors from engine compartment before starting.
9. Before getting on the way don't forget to disengage the parking brake.
10. Never top up the fuel tank before placing the vehicle in a warm area. As temperature increases, fuel expands and may overflow.

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## INJECTION OIL

Injection Oil is flammable when heated.

- Never use an open flame to check oil level.
- Never smoke or allow flame or spark in vicinity.
- Always proceed in a well-ventilated area.

Refer to *Injection Oil* in *Vehicle Information* to add oil.

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## TRANSPORTING THE VEHICLE

Make sure that oil reservoir and fuel tank caps are properly installed.

Many type of trailer can be used to transport a vehicle. Tilt-bed, flatbed or enclosed trailers, no matter the trailer used, always proceed with precaution when driving the vehicle on and off of it.

Always anchor the vehicle securely, front and rear, even on short hauls. Use appropriate tie-down straps only. Make sure all equipment is securely fastened. Cover the vehicle to prevent road grime from causing damage.

Make sure the trailer meets state or provincial requirements. Ensure the hitch and safety chains are secured, and the brake, turn indicators and clearance lights are functional.

 **WARNING**

**Make sure all seats, accessories and cargo are properly secured, or remove it to prevent from falling on the road and creating a hazard for following vehicles.**

 **WARNING**

**Do not tow the vehicle facing backwards. If the vehicle is towed facing backwards, the wind may cause damage to the windshield or even loss of the windshield.**

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## IMPORTANT ON-PRODUCT LABELS

### Vehicle Safety Labels

These labels are affixed to the vehicle for the safety of the operator, passenger or bystanders.

The following labels are on your vehicle and they should be considered permanent parts of the vehicle. If missing or damaged, the decals can be replaced free of charge. Visit an authorized BRP snowmobile dealer.

#### NOTE:

In the event of any discrepancy between this guide and the vehicle, the safety labels on the vehicle have precedence over the labels in this guide.

#### *Shock Absorber - Warning Label*



## WARNING

- This shock absorber is pressurized.
- An explosion may occur if heated or punctured.
- Do not disassemble.

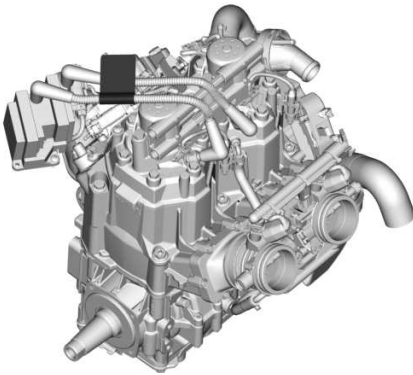
#### *SHOCK ABSORBERS - WARNING LABEL*



**Disconnect Fuel Injectors - Warning Label**

<p><b>AVERTISSEMENT</b></p> <p>Toujours débrancher les connecteurs électriques des deux injecteurs d'essence avant de vérifier la production d'étincelles. Autrement, une étincelle pourrait allumer des vapeurs d'essence, ce qui représenterait un risque de feu.</p>		<p><b>WARNING</b></p> <p>Always electrically disconnect both fuel injectors prior to testing for ignition spark. Otherwise, fuel vapors may ignite in presence of a spark creating a fire hazard.</p> <p>516007661</p>
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**DISCONNECT FUEL INJECTORS - WARNING LABEL**



**LABEL LOCATION**

**Pulley Guard and Drive Pulley Tightening Torque - Warning and Notice Label**

**⚠ WARNING / AVERTISSEMENT**

This guard must ALWAYS be in place when the engine is running. Beware of rotating parts, they could cause injuries or catch your clothing.

Ce protecteur doit TOUJOURS être en place lorsque le moteur tourne, les pièces en rotation peuvent provoquer des blessures ou prendre dans vos vêtements.

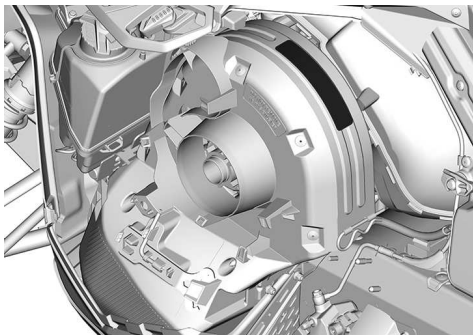
**NOTICE**

Drive pulley bolt recommended torque:  
115-125 Nm ( 85-92 lbf-ft )

Not applying the recommended torque may result in a major failure of the drive pulley and the engine. Refer to the shop manual for the complete assembly procedure.

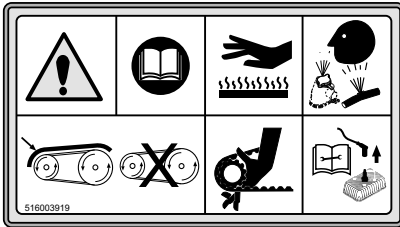
103998

**PULLEY GUARD AND DRIVE PULLEY TIGHTENING TORQUE  
- WARNING AND NOTICE LABEL**

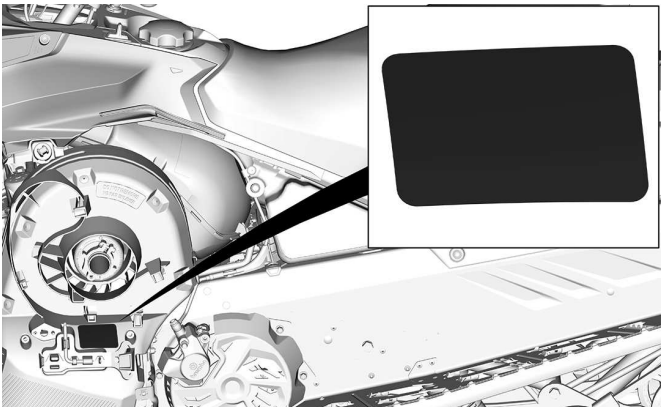


**Pulley Guard – Warning Label**

⚠ WARNING	
<ul style="list-style-type: none"> <li>– Locate and read operator's guide. Follow all instructions and warnings</li> <li>– Beware of hot parts</li> <li>– Beware of hot vapors</li> <li>– Do not use without pulley guard</li> <li>– Beware of drive belt</li> <li>– Read instructions before service.</li> </ul>	



**PULLEY GUARD – WARNING LABEL**

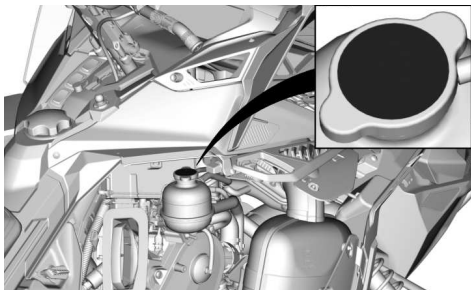


**TYPICAL**

**Do Not Open When Hot - Warning Label**



**DO NOT OPEN WHEN HOT - WARNING LABEL**



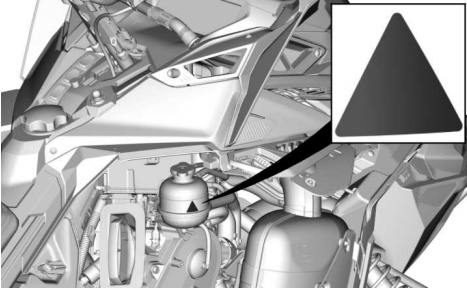
**Do Not Open When Hot - Warning Label**

**⚠ WARNING**


**Do not open when hot.**



**DO NOT OPEN WHEN HOT- WARNING LABEL**



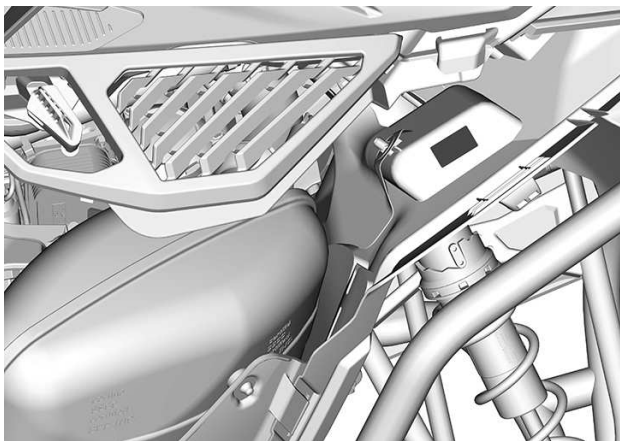
**Beware of Hot Parts - Caution Label**

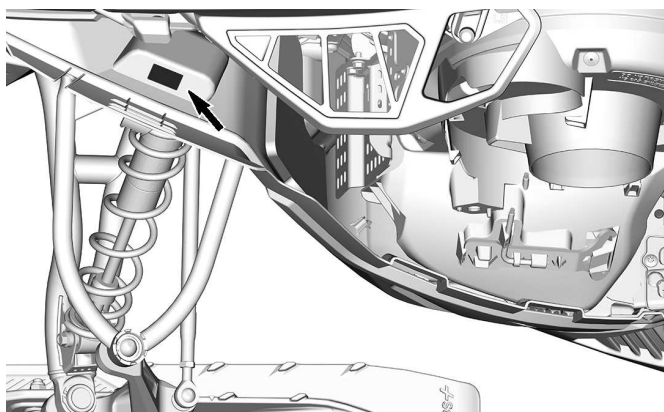
 CAUTION

Beware of hot parts.



**BEWARE OF HOT PARTS— CAUTION LABEL**

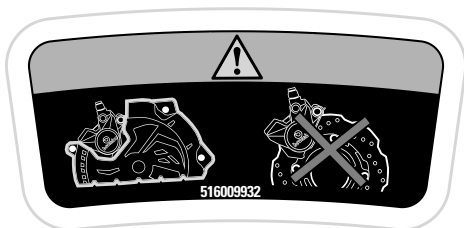




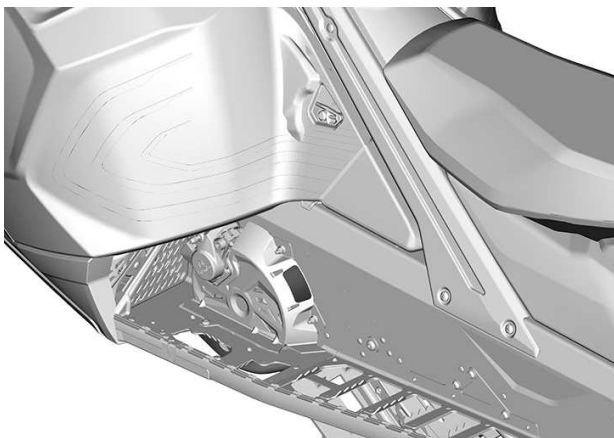
**Disk Guard - Warning Label**

**! WARNING**

**This guard must ALWAYS be in place when engine is running.**



**DISK GUARD - WARNING LABEL**





## Starting Procedure (Finnish) - Warning Label


**VAROITUS**

Lue käyttäjän käsikirja ja tutustu turvallisuusohjeisiin ennen moottorikelkan käyttöä!

**ENNEN KÄYNNISTÄMISTÄ**

1. Kiinnitä hätäkatkaisimen naru vaatteisiisi.
2. Tarkista ennen jokaista käynnistyskertoa, että kaasu- ja jarruvipu toimivat oikein. Niiden on vapautuessa palaututtava alkuperäiseen asentoonsa.

3. Kytke seisontajarru päälle.

4. Käännä ohjaustankoa koko maikallaan molempiin suuntiin tarkistaaksesi, että se ei kosketa mihinkään vaan liikkuu vapaasti.

1. Veda hätäkatkaisimen narusta tarkistaaksesi

säätövirko moottori.

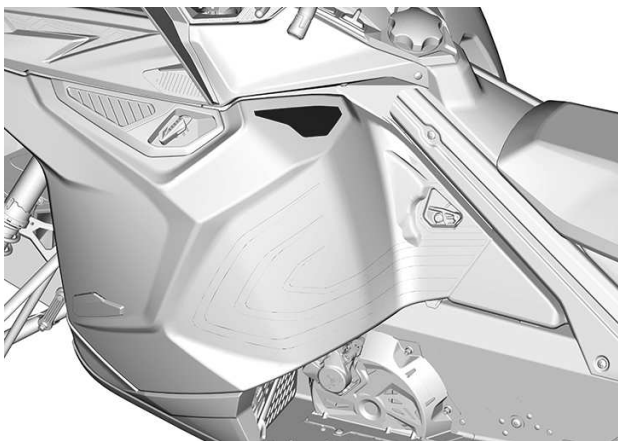
2. KÄYNNISTYKSEN JÄLKEEN

hätäkatkaisinta tarkistaaksesi sammuuko moottori.

3. Vapauta seisontajarru ennen ajamaan lähtemistä estääksesi jarrun kulumisen.

516009921\_LH\_01

## STARTING PROCEDURE (FINNISH) - WARNING LABEL



**Starting Procedure (Swedish) - Warning Label**

 **WARNING**

- Read and understand all safety labels, locate and read the operator's guide and watch the safety video (using the QR code link or visit the LYNX web site) before operation.
- **ALWAYS** wear ear protection.
- Never ride under the influence of alcohol or drugs, even as passenger.

## **VARNING**

Läs instruktionsboken och bekanta dig med säkerhetsföreskrifterna före användandet av snöskotern!

### **FÖRE START:**

1. Sätt fast nödstoppslinan i kläderna.
2. Kontrollera alltid att gas- och bromsreglage fungerar före start. De måste återgå till ursprungsläge när de släpps.
3. Ansätt parkeringsbromsen.
4. Vrid styret hela vägen i båda riktningarna för att kontrollera att det rör sig felfritt och obehindrat.

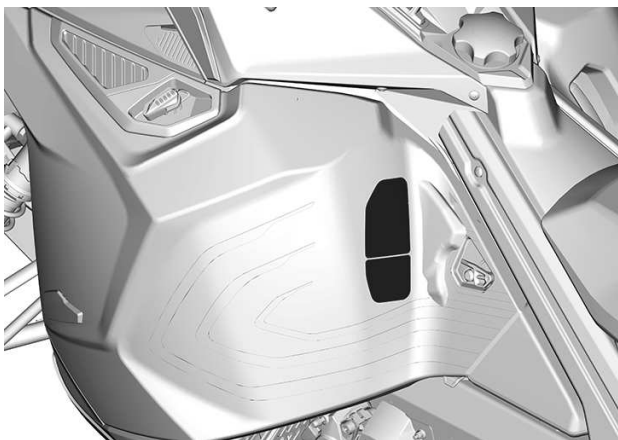
### **EFTER START:**

1. Dra bort nödstoppslinan och kontrollera att motorn stannar.
2. Starta motorn igen och skjut in motorns nödstoppreglage för att kontrollera att motorn stängs av.
3. Koppla ur parkeringsbromsen innan du kör för att undvika bromsfadning.

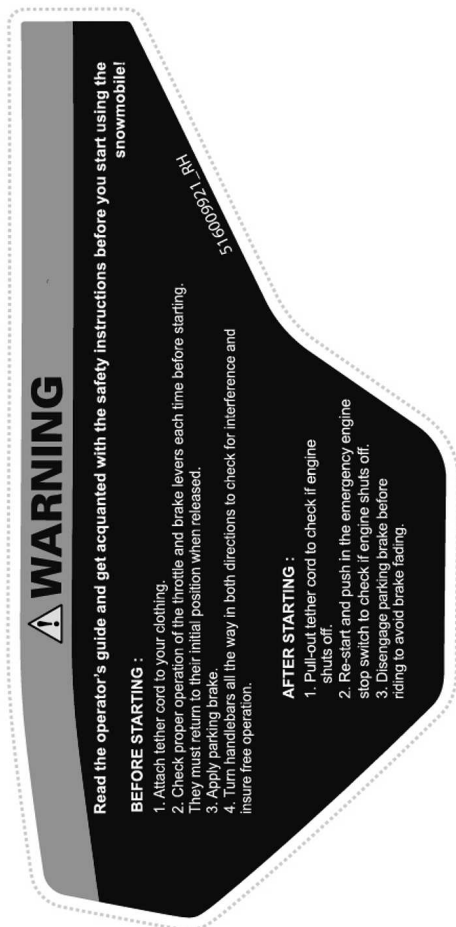
516009921\_LH\_02



## **STARTING PROCEDURE (SWEDISH) - WARNING LABEL**



**Starting Procedure (English) - Warning Label**



**STARTING PROCEDURE (ENGLISH) - WARNING LABEL**

W



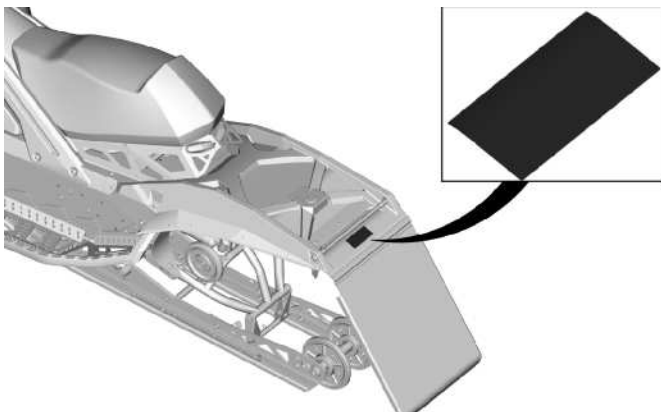
**Prohibitions – Warning Label**

**⚠ WARNING**

- NEVER lift the vehicle using the snow guard.
- NEVER stand behind or near a rotating track. Debris could be projected causing severe injuries. To remove packed snow/ice, stop engine, lift and hold vehicle on the side and use wrench tool on the belt guard.
- NEVER sit in cargo area.



**PROHIBITIONS - WARNING LABEL**



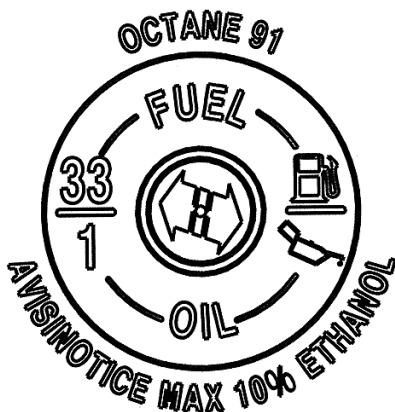
**LABEL LOCATION**



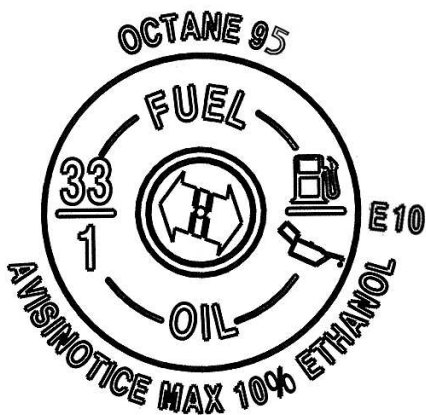
## Technical Information Labels

### *Recommended Fuel — Notice Label*

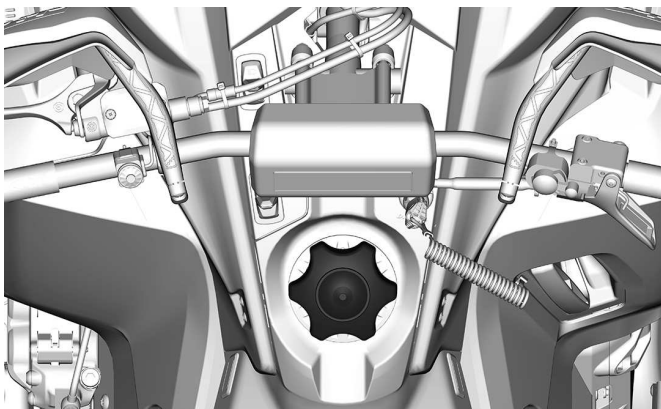
Refer to the *Technical Specifications* for appropriate fuel type for your vehicle engine.



ON FUEL CAP - IN COUNTRIES USING PUMP POSTED AKI  
(RON+MON)/2 OCTANE RATINGS



ON FUEL CAP - IN COUNTRIES USING RON OCTANE RATINGS



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## PRE-RIDE INSPECTION

Perform a pre-ride inspection before each ride to detect potential problems during operation. The pre-ride inspection can help you monitor wear and deterioration before they become a problem. Correct any problems that you discover to reduce the risk of an accident or a malfunction.

### Before Starting the Engine

1. Remove snow and ice from body including lights, seat, footrests, controls and instruments.
2. Remove packed snow and ice from the rear suspension using the wrench tool stored on the drive belt guard.
3. Verify that air silencer prefilter is free of snow.
4. Verify that skis and steering operate freely. Check corresponding action of skis versus handlebar.
5. Check fuel for level and leaks. Replenish if necessary and in case of any leaks; you should seek service from an authorized BRP snowmobile dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement.
6. All storage compartments must be properly latched and they must not contain any heavy or breakable objects. Hood and side panels must be also properly latched.
7. Activate the throttle control lever several times to check that it operates easily and smoothly. It must return to idle position when released.
8. Activate the brake lever and make sure the brake fully applies before the brake control lever touches the handlebar grip. It must fully return when released.
9. Apply parking brake and check if it operates properly. Leave parking brake applied.
10. Inspect drive belt condition and height. Refer to *Drive Belt* in *Maintenance Procedures*.

### After Engine is Started

For proper engine starting procedure, refer to the appropriate *Engine Starting Procedure*.

1. Check headlights high beam and low beam, taillight, stop light and pilot lamps operation.

#### NOTE:

You may need to detach tether cord from your clothes to check lights. In such a case, attach cord as soon as you get back at the controls of the snowmobile.

2. Check the engine cut-off switch (by pulling tether cord cap) and emergency engine stop switch operation.
3. Release parking brake.
4. Refer to *Vehicle warm up* and follow instructions.

## Pre-Ride Check List

ITEM	OPERATION	✓
BODY INCLUDING SEAT, FOOTRESTS, LIGHTS, AIR FILTER, CONTROLS AND INSTRUMENTS	Check condition and remove snow or ice.	
SKIS AND STEERING ACTION	Check for free movement and proper operation.	
SKI RUNNERS	Check for proper operation.	
FUEL	Check for proper level and no leaks.	
INJECTION OIL (IF APPLICABLE)	Check for proper level and no leaks.	
COOLANT	Check for proper level and no leaks.	
DRIVE BELT	Check for cracks, fraying or abnormal wear and proper height.	
THROTTLE LEVER	Check for proper operation.	
BRAKE LEVER	Check for proper operation.	
PARKING BRAKE, BRAKE	Check for proper operation.	
BRAKE FLUID	Check for proper level and no leaks.	
STORAGE COMPARTMENT	Check for proper latching and no heavy or breakable objects.	
TRACK	Check condition and remove snow or ice. For studded tracks, refer to <i>Traction Enhancing Products</i> .	
SLIDER SHOES	Check for proper operation.	
EMERGENCY ENGINE STOP SWITCH AND ENGINE CUT-OFF	Check for proper action. Tether cord must be attached to operator clothing eyelet.	

SWITCH (TETHER CORD CAP)		
LIGHTS	Check for proper operation.	
HORN BUTTON (IF EQUIPPED)	Check for proper operation.	

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# **VEHICLE INFORMATION**

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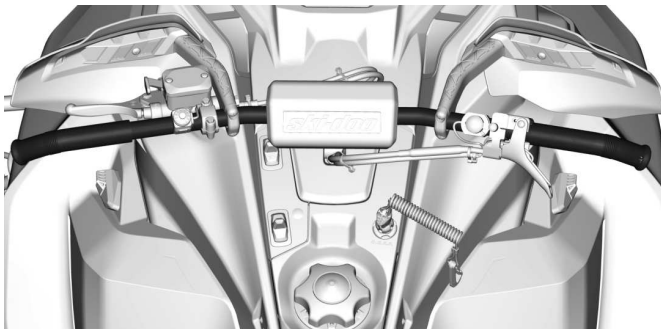
## PRIMARY CONTROLS

### Handlebar

The handlebar controls the steering of the snowmobile. As the handlebar is rotated to right or left, the skis are turned right or left to steer the snowmobile.

**⚠ WARNING**

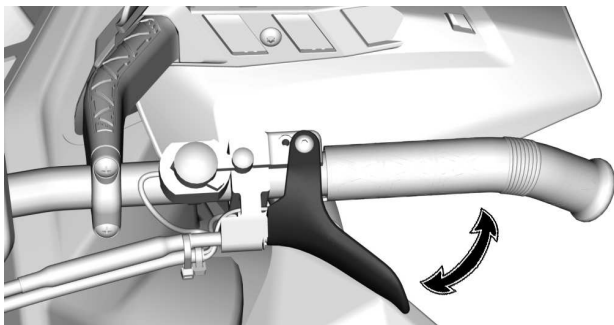
**Fast reverse while turning, could result in loss of stability and control.**



### Throttle Lever

Throttle lever is located on the RH side of handlebar.

When squeezed, it increases the engine speed. When released, engine speed returns automatically to idle.





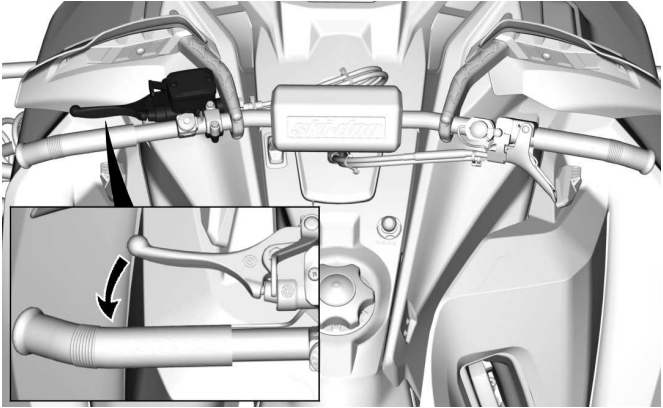
**⚠ WARNING**

Test the throttle lever operation each time before starting the engine. The lever must return to the rest position once released. Otherwise, do not start engine.

## Brake Lever

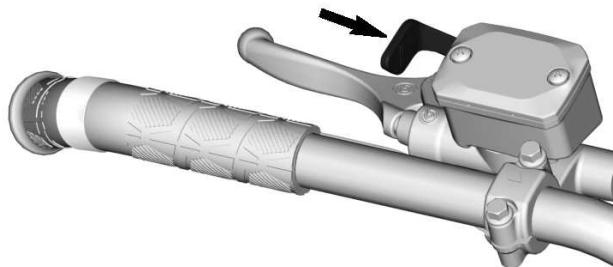
Brake lever is located on the LH side of handlebar.

When squeezed, brake is applied. When released, it automatically returns to the rest. Braking effect is proportional to the pressure applied on the lever and to the type of terrain and its snow coverage.



## Parking Brake Lever

Parking brake lever is located on the LH side of handlebar.



**TYPICAL**

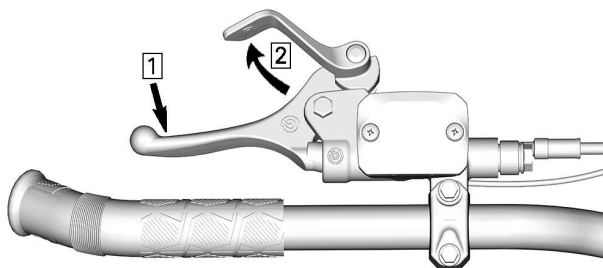
Parking brake should be used whenever snowmobile is parked.

**! WARNING**

**Make sure parking brake is fully disengaged before operating the snowmobile. When you ride the vehicle, brake pads that are caused to drag by a continuous pressure on the lever may cause damage to the brake system and cause loss of braking capacity and/or fire.**

***To Engage Parking Brake***

Apply and hold brake, then lock brake lever using the parking brake lever as shown.



### **TYPICAL — ENGAGE MECHANISM**

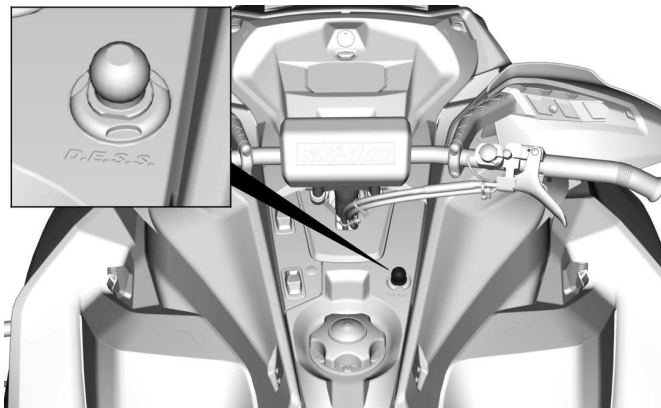
1. *Apply and hold brake*
2. *Lock brake lever using parking brake lever*

### **To Release Parking Brake**

Squeeze brake lever. Parking brake lever will automatically return to its original position. Always release parking brake before riding.

## Engine Cut-off Switch

The engine cut-off switch (tether cord) is located on the console.



The tether cord cap must be securely snapped on the engine cut-off switch to allow vehicle operation.

Pulling the tether cord cap from the switch shuts the engine off.

**! WARNING**

**Always attach the tether cord eyelet to clothing before starting the engine.**

**NOTE:**

The D.E.S.S. (Digitally Encoded Security System) can be enabled if desired. Contact an authorized Ski-Doo dealer.

***D.E.S.S. (Digitally Encoded Security System)***

The tether cord cap has an integrated D.E.S.S. key to provide you and your snowmobile with the equivalent security of a conventional lock key.

The D.E.S.S. key contains an electronic chip which features a unique permanently memorized digital code.

Your authorized BRP snowmobile dealer has programmed the D.E.S.S. of your snowmobile to recognize the D.E.S.S. key in the tether cord cap to allow vehicle operation.

If another tether cord is used without programming the D.E.S.S., the engine will start but will not reach drive pulley engagement speed to move vehicle.

Make sure the tether cord cap is free of dirt or snow.

### ***D.E.S.S. Flexibility***

The D.E.S.S. of your snowmobile can be programmed by your authorized BRP snowmobile dealer to accept up to 8 different keys.

We recommend the purchase of additional tether cords from your authorized BRP snowmobile dealer. If you have more than one D.E.S.S. equipped BRP snowmobile, each can be programmed by your authorized BRP snowmobile dealer to accept the other vehicles D.E.S.S. keys.

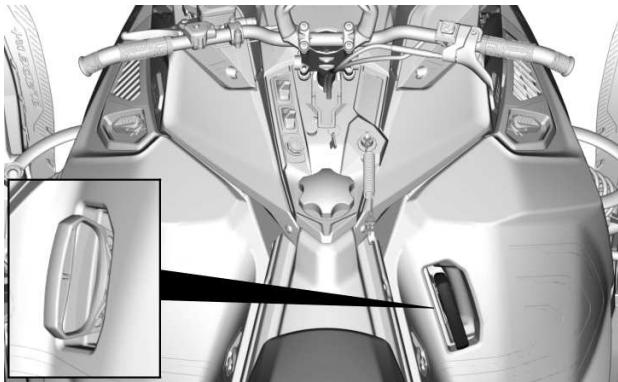
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## SECONDARY CONTROLS

Some features may not apply to your model or could be optional.

Vehicle safety labels are not shown on illustrations. For information on vehicle safety labels, refer to *Vehicle Safety Labels*.

### Rewind Starter Handle

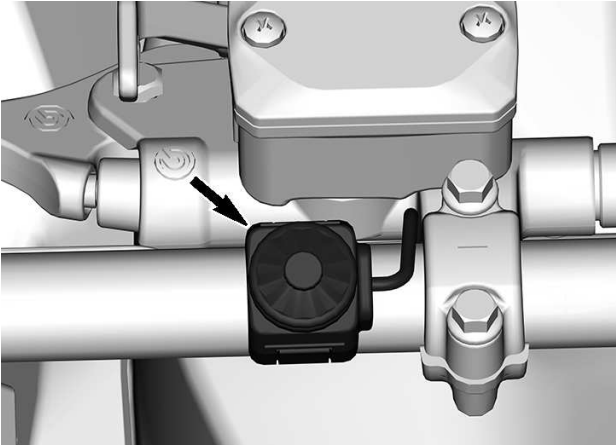


Auto-rewind type located on right hand side of snowmobile. To engage mechanism, pull handle slowly until a resistance is felt then pull vigorously. Slowly release handle.

#### **NOTE:**

The maximum torque that can be transmitted to the engine by the re-wind starter is 80 Nm (59 lbf-ft). The maximum force that can be exerted on the on the rope is 2 200 N (494.6 lbf).

## Exhaust Tuned Pipe Preheat Button



1. Preheat button

To preheat the exhaust tuned pipe:

1. Apply the parking brake.
2. Start the engine.
3. Completely release the throttle
4. Push and hold the preheat button and slowly start to press on the throttle lever.

The engine sound will change. Stuttering and backfire will then start.

5. Find the throttle position where there is a minimum of backfire.

The engine will cycle between stuttering and the rev limiter once the optimal temperature is reached.

6. Release the preheat button.

## Headlights Dimmer Button

Press to select HI or LOW beam. Lights are automatically ON when the engine is running.

## Heated Grips and Heated Throttle Lever Switch

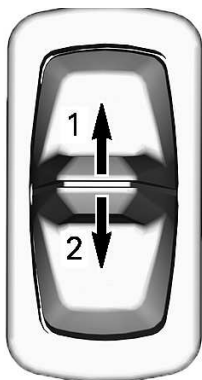
**NOTE:**

Under 2000 RPM, heated grips will be limited at 50%.

The switch on the console controls simultaneously the handlebar grips and the throttle lever heat intensity.

The balance between the temperature of the throttle lever and the grips can be adjusted.

Depress switch as required to select heating intensity to keep your hands at a comfortable temperature.

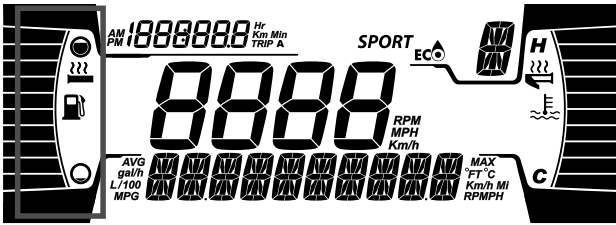
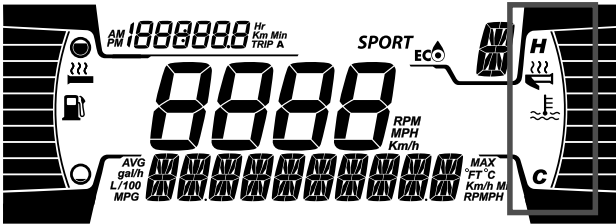


**SWITCH ON CONSOLE**

1. Increase heat
2. Decrease heat

The heating intensity is displayed via the digital display.



**HEATED GRIPS DISPLAY****HEATED THROTTLE LEVER DISPLAY**

Heated grips and throttle lever will be OFF when there are no bars displayed on the gauge.

When the switch is released, display will return to fuel level and engine temperature.

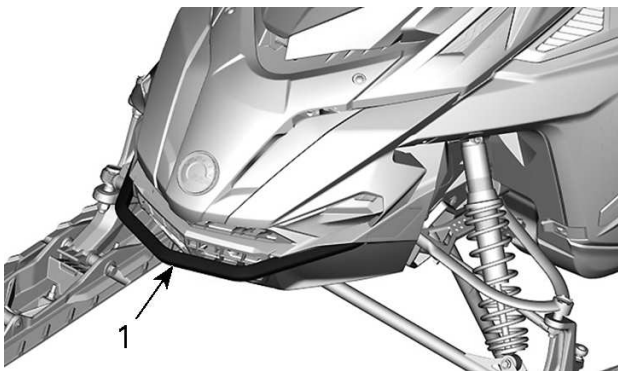
## BODY

### Front Bumper

To be used whenever snowmobile requires manual lifting.

#### CAUTION

Beware of injuries by using proper lifting techniques, notably using your legs force. Do not attempt to lift the rear of vehicle if it is above your limits. Use appropriate lifting device or have assistance to share lifting stress if possible.



#### TYPICAL

1. Front bumper

#### NOTICE

Do not use skis to pull or lift snowmobile.

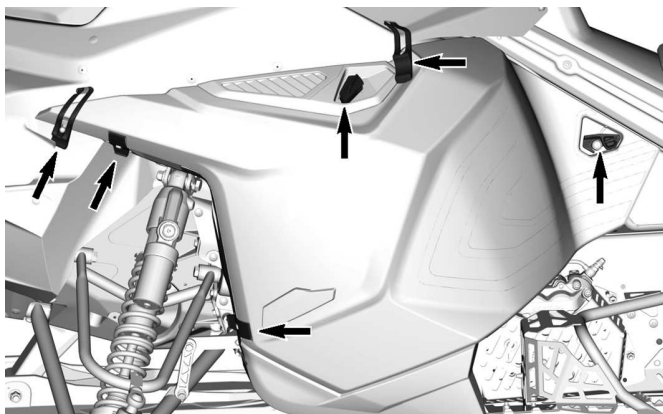
### Side Panels

#### WARNING

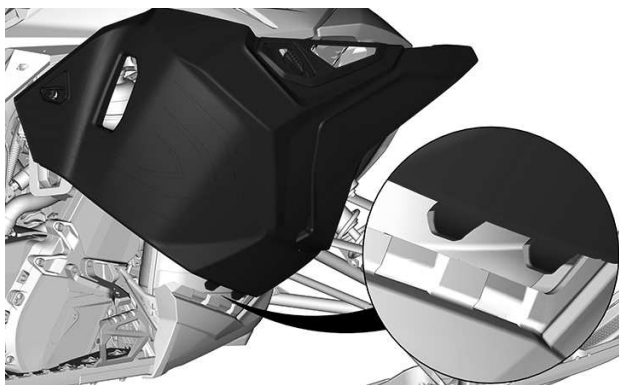
Never operate engine with side panels opened or removed from vehicle.

#### *Removing the Side Panels*

1. Unlock all latches, then open panel.



2. Lift the side panel to disengage the tabs.



## NOTICE

Make sure to place panel in a safe place to avoid scratching.

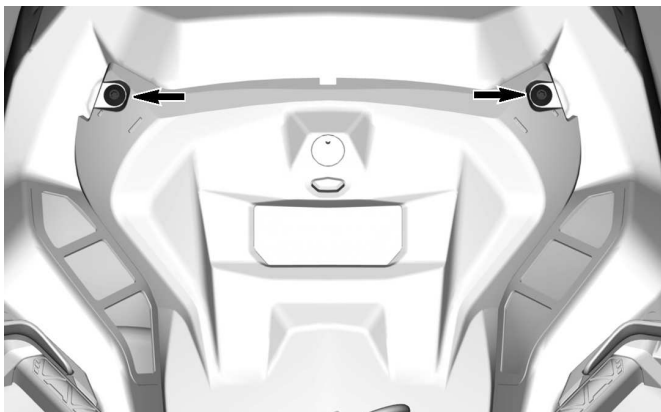
### *Installing the Side Panels*

The installation is the reverse of the removal procedure.

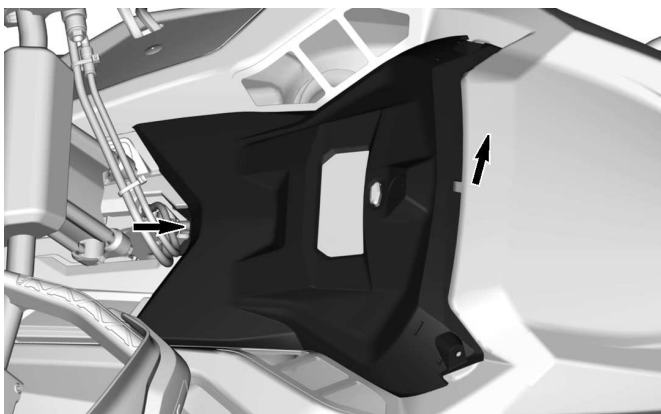
## Upper Body Module

### Removing the Upper Body Module

1. Remove the gauge support retaining screws.

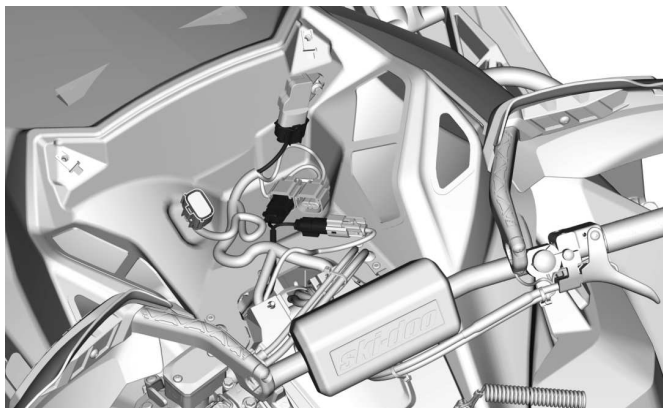


2. Lift the front of the gauge support, then slide it forward to remove it.

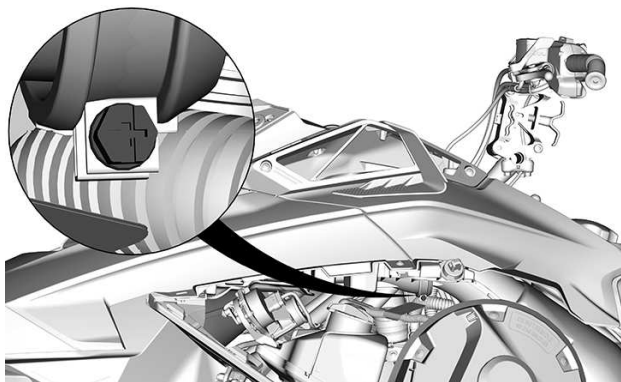


3. Disconnect the gauge connector and remove the support.

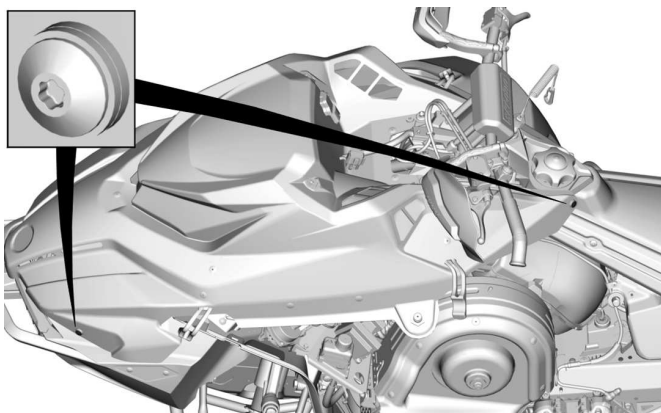
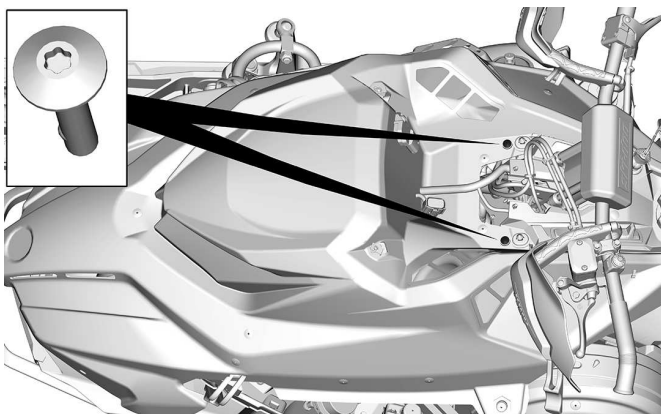
4. Disconnect the MAPTS connectors.



5. Remove both side panels. Refer to *Side Panels* in this section.
6. Loosen the air intake duct clamp.



7. Remove the upper body module retaining screws on both sides.



8. Remove the upper body module.

1. Grab the upper body module in the gauge support section.
2. Pull the module forward.
3. Remove the module from the vehicle.

**Installing the Upper Body Module**

1. Lower the upper body module on the vehicle.

**NOTE:**

Make sure the air intake duct is positioned properly connected.

2. Tighten air intake duct clamp.

TIGHTENING TORQUE	
Intake duct clamp	$1.0 \pm 0.2$ Nm ( $9 \pm 2$ lbf-in)

3. Install and tighten the upper body module retaining screws.

TIGHTENING TORQUE	
Center upper body screws	$1.8 \pm 0.2$ Nm ( $16 \pm 2$ lbf-in)

TIGHTENING TORQUE	
Front and rear upper body screws	$1.3 \pm 0.2$ Nm ( $12 \pm 2$ lbf-in)

4. Connect the manifold air pressure and temperature sensor (MAPTS) connector.
5. Connect the headlight connectors.
6. Install gauge, secure with the screws.

TIGHTENING TORQUE	
Gauge support screws	$2.3 \pm 0.2$ Nm ( $20 \pm 2$ lbf-in)

---

## EQUIPMENT

Some features may not apply to your model or could be optional.

### Drive Belt Guard

#### *Removing the Drive Belt Guard*

**⚠ WARNING**

**NEVER** operate engine:

- Without shields and belt guard securely installed.
- With hood and/or side panels opened or removed.

**NEVER** attempt to make adjustments to moving parts while engine is running.

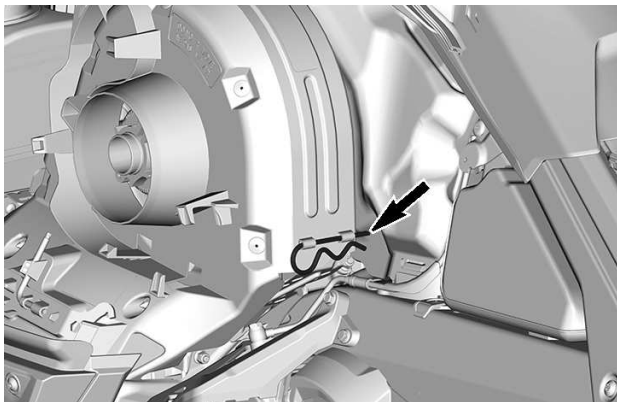
#### **NOTE:**

Belt guard is purposely made slightly oversize to maintain tension on its pins and retainers preventing undue noise and vibration. It is important that this tension be maintained when reinstalling.

Remove tether cord cap from engine cut-off switch.

Open the LH side panel. See procedure in this section.

Remove retaining pin.



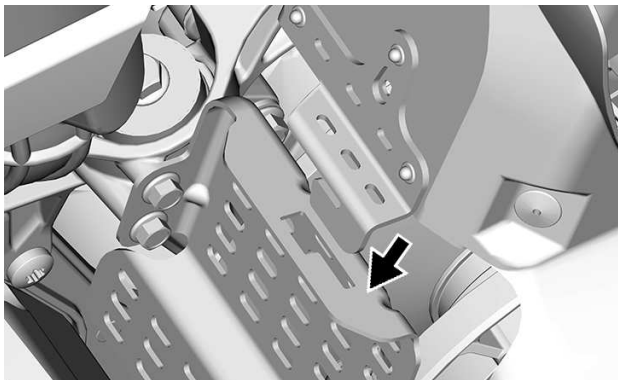
#### **TYPICAL**

Lift rear portion of guard then release from front tab.

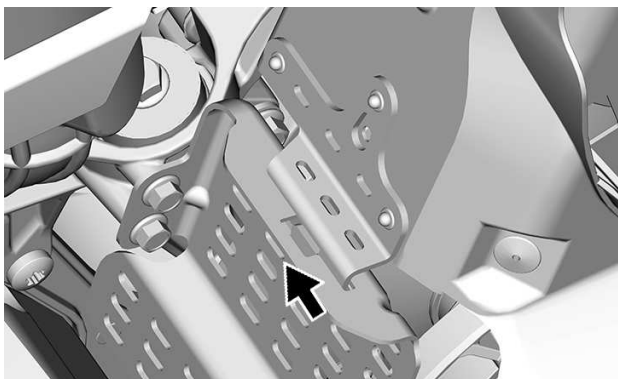


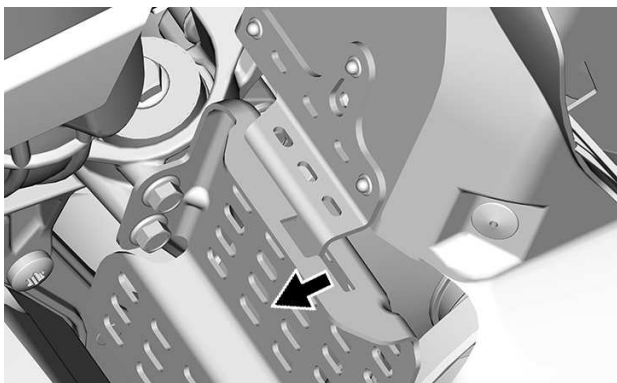
**Installing the Drive Belt Guard**

Insert belt guard tab in front support slot.

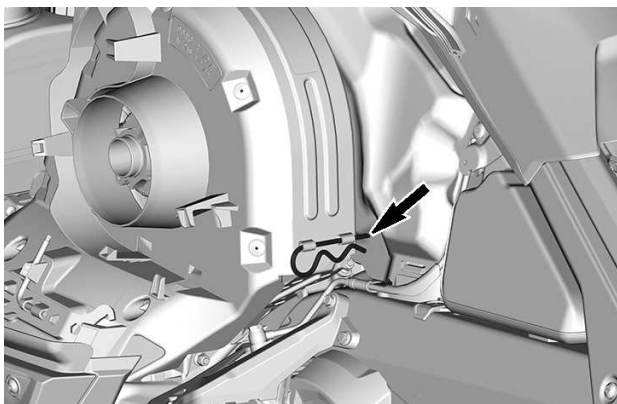


Push drive belt guard toward engine then toward front of vehicle.





Position the rear portion of the belt guard over the retainer and secure it using the retaining pin.



## COMPACT DIGITAL DISPLAY

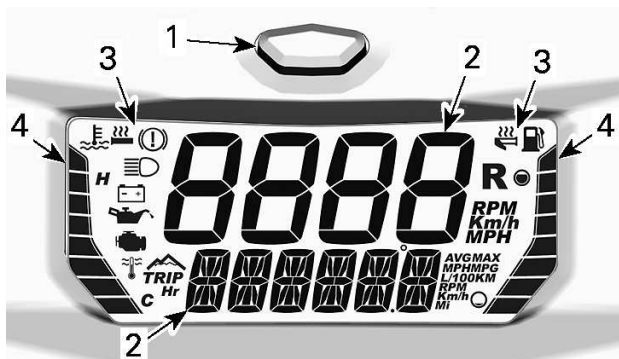
### WARNING

Reading the digital display can distract from the operation of the vehicle, particularly from constantly scanning the environment.

#### NOTE:

The digital display is factory preset in Imperial units and in English. To change units or language, contact an authorized BRP snowmobile dealer.

### Display Features



#### COMPACT DIGITAL DISPLAY

1. Mode button
2. Digits
3. Icons
4. Bar gauges

The digital display also has a built-in beeper.

#### Digital Display

### WARNING

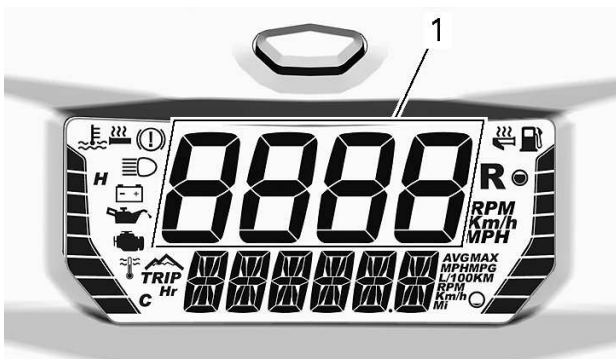
Never adjust or set functions on the digital display while riding the vehicle.

To set the displays to your preference, refer to *Display Combination Selection*.

## Upper Display

The upper display is used to display:

- Vehicle speed.
- Engine speed (RPM).

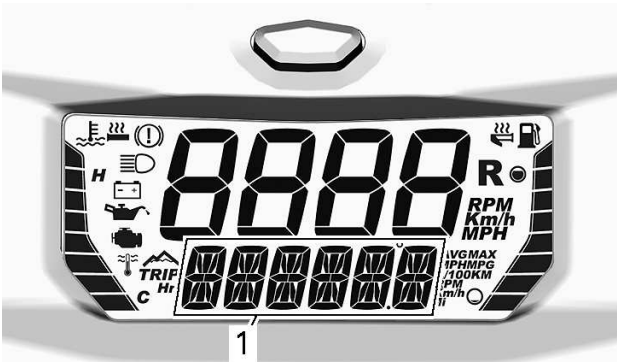


1. Upper Display

## Lower Display

The lower display is used to display

- Various information (in combination with the upper display)
- Messages, refer to *Icons and Messages and Monitoring System* for details.
- Fault codes, refer to *Monitoring System* for details.



1. Lower display

## LH side Bar Gauge



1. LH bar gauge

### LH Bar Gauge Information

Engine coolant temperature

Heated grips level

Lap (in lap record mode)

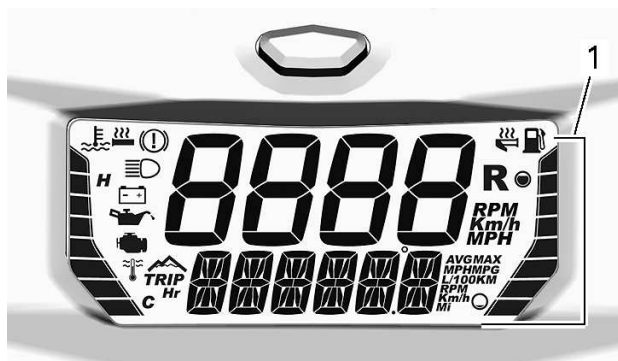
The LH side bar gauge displays the engine coolant temperature except while adjusting the heating elements.

### NOTICE

**If engine overheats, stop vehicle in a safe place. Refer to TROUBLESHOOTING.**

For details on heated grips operation, refer to *Heated Grips and Throttle Lever Switch* in *Secondary Controls*.

### RH Side Bar Gauge



1. RH bar gauge

RH Bar Gauge Information
Heated throttle lever level
Record or playback telltale (in lap record mode)

For details on heated throttle lever operation, refer to *Heated Grips and Throttle Lever Switch* in *Secondary Controls*.

### Display Combination Selection

The upper and lower displays can be set as combination only. They cannot be set separately.

To scroll through the information options, press and release the mode button repeatedly until the desired information is displayed.



1. Gauge mode button

refer to the following table for available combinations.

Available Display Combinations				
	Upper Display	Icon/ Specific information	Lower Display	Icon/ Specific information
1	Vehicle speed OR Engine speed	Km/h or MPH OR RPM	Vehicle speed OR Engine speed	Km/h or MPH OR RPM
2			Odometer	Km or MI
3			Trip odometer A(1)	<b>TRIP</b>  Km or MI
4			Trip odometer B (1) (2)	<b>TRIP</b>  Km or MI
5			Trip hour (1)	<b>TRIP</b> <b>Hr</b>
6			Top speed (1)	<b>MAX</b>  Km/h or MPH
7			Average speed (1)	<b>AVG</b>



				Km/h or MPH
8	Vehicle speed OR Engine speed	Km/h or MPH OR RPM	Top RPM (1)	<b>MAX</b>  RPM
9			Average fuel consumption	<b>AVG</b>  L/100Km or MPG
10			Engine coolant temperature	E and C or F
11			Tuned pipe temperature	T and C or F
(1) Press and hold the mode button to reset (2) Resetting the trip odometer B also resets the average fuel consumption				


**NOTE:**

Make sure to display the vehicle speed whenever this information is necessary.

**Icons and Messages**

See table below for usual icons and messages.

For details on malfunction pilot lamps and messages, refer to *Monitoring System*.

Icon	Beeper	Message Lower Display	Description
—	—	BREAK-IN	Displayed during break-in period. Refer to <i>Break-in Period</i>
	—	—	High beam headlights are selected.
—	—	WARM UP	Engine and/or injection oil need to warm-up before normal operation. The engine's RPM is limited until desired temperature is reached (up to 10 minutes when driving). Warm-up period may occur after a restart in very cold weather.

## Lap Record Mode

### Entering Lap Record Mode

To enter the lap record mode:

- Select the odometer. Refer to *Display Combination Selection*.
- Press and HOLD the mode button.

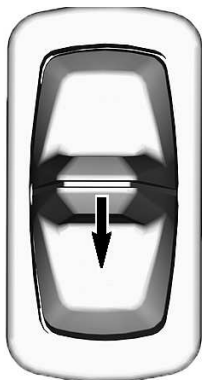


1. Gauge mode button

To navigate through the functions (RECORD, PLAY or SELECT), repeatedly push DOWN on the heating elements (heated grips and throttle lever) switch.

#### NOTE:

It is not possible to adjust the heating elements level while in **Lap Record Mode**.



**PUSH DOWN TO NAVIGATE THROUGH FUNCTIONS**

**Exiting Lap Record Mode**

To exit the lap record mode, press the mode button.

**Selecting Information on Lower Display (SELECT)**

The information recorded by default are:

- Engine speed (RPM) on the upper display
- Vehicle speed on the lower display.

The upper display always records the engine speed (RPM) but the lower display can record one of the following:

- Odometer (resets to 0 at each new recording)
- Vehicle speed
- Top speed (resets to 0 at each new recording)
- Top RPM (resets to 0 at each new recording)
- Engine coolant temperature (if equipped).

To change the information to be recorded on the lower display:

- Enter the lap record mode
- Choose the SELECT function, by repeatedly pushing DOWN the heating elements switch.
- Push the heating elements switch UP once to activate the SELECT mode.
- To choose the information to be recorded, repeatedly push DOWN the heating elements switch.
- To confirm the selection, push UP the heating elements switch (the word "SELECT" will be displayed to confirm the selection).

**NOTE:**

Once the selection is made, you have 15 seconds to confirm it. Otherwise, the selection will be cancelled.

You can now record the selected information.

**Recording Information (RECORD)**

To record information:

- Enter the lap record mode
- Enter the RECORD function, by repeatedly pushing DOWN the heating elements switch
- To start recording, push UP the heating elements switch
- To pass to the following lap (following recording), push UP the heating elements switch
- To stop recording, push DOWN the heating elements switch.

While recording, one bar of the RH bar gauge constantly moves upwards to indicate the gauge is currently recording.

The LH bar gauge acts as a lap counter. One bar means first lap, two bars means second lap, and so on. A maximum of 8 laps can be recorded.

If the memory reaches its maximum capacity, the recording will stop by itself.

**Playing Back a Recorded Lap (PLAY)**

To playback a recording:

- Enter the lap record mode
- Enter the PLAY function, by repeatedly pushing DOWN the heating elements switch
- To start a playback, push UP the heating elements switch
- To pass to the following lap (following recording), push UP the heating elements switch
- To stop a playback, push DOWN the heating elements switch.

If no action is taken during playback, each turn will be displayed one after the other until the end of the recordings.

While playing back, one empty bar of the RH bar gauge constantly move upwards to indicate the gauge is currently playing back.

The LH bar gauge acts as a lap counter. One bar means first lap, two bars means second lap, and so on.

# FUEL AND OIL

## Fuel Requirements

### NOTICE

**Always use fresh gasoline/oil mix. Gasoline will oxidize; the result is loss of octane, volatile compounds, and the production of gum and varnish deposits which can damage the fuel system. Mix the appropriate oil with the gasoline in the recommended ratio.**


Alcohol fuel blending varies by country and region. Your vehicle has been designed to operate using the recommended fuels, however, be aware of the following:

- Use of fuel containing alcohol above the percentage specified by government regulations is not recommended and can result in the following problems in the fuel system components:
  - Starting and operating difficulties.
  - Deterioration of rubber or plastic parts.
  - Corrosion of metal parts.
  - Damage to internal engine parts.
- Inspect frequently for the presence of fuel leaks or other fuel system abnormalities if you suspect the presence of alcohol in gasoline exceeds the current government regulations.
- Alcohol blended fuels attract and hold moisture which may lead to fuel phase separation and can result in engine performance problems or engine damage.

### **Recommended Fuel**

The gasoline must have the following minimum octane requirements.

Use unleaded gasoline containing MAXIMUM 10% ethanol.

Fuel type	Min. octane rating
Fuel with NO ethanol	91 AKI (RON+MON)/2 95 RON
Fuel which may contain up to 10% MAX ethanol	91 AKI (RON+MON)/2 95 RON 

**NOTICE**

Never experiment with other fuels. Engine or fuel system damages may occur with the use of an inadequate fuel.

**NOTICE**

Do NOT use fuel from fuel pumps labeled E85.

Use of fuel labeled E15 is prohibited by U.S. EPA Regulations.

**Pre-Mix Oil**

This vehicle has no injection oil pump.

The oil must be thoroughly mixed with gasoline in an approved fuel container first, then be poured in the vehicle fuel tank.

**Pre-mix Fuel/Oil Ratio****Proper ratio of 33:1**

16.5L of fuel + 500ml of oil

5 U.S. gallon of fuel + 19.4 U.S. ounce of oil

5 imperial gallon of fuel + 24.2 imperial ounce of oil

**Recommended Pre-mix Oil****Recommended Premix Oil**

XPS 2T X2-RS racing synthetic oil

**NOTICE**

The engine was developed and validated using the 2T X2-RS Synthetic Racing Engine Oil. BRP strongly recommends the use of this oil at all times. Never experiment other fuel/oil ratios. Damages caused by using oil not suitable for the engine or incorrect fuel/oil ratio will not be covered by the BRP limited warranty.

## Fueling Procedure

 **WARNING**

**Always stop engine before refueling.**

 **WARNING**

**Fuel is flammable and explosive under certain conditions.  
Never use an open flame to check fuel level.  
Never smoke or allow flame or spark in vicinity.  
Always work in a well-ventilated area.**

**NOTE:**

Do not sit or lean on seat when fuel tank cap is not properly installed.

1. Stop engine.
2. Have operator and passenger get off vehicle.

 **WARNING**

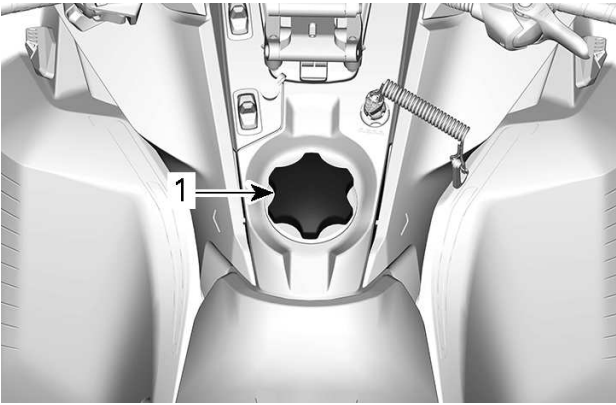
**Do not allow anyone seated on the vehicle while fueling.**

3. Unscrew slowly the fuel reservoir cap counterclockwise to stabilize pressure before removing it.

**NOTE:**

A short whistling sound is normal.



**TYPICAL**

1. Fuel tank cap

4. Insert the spout into the filler neck.
5. Pour fuel slowly so that air can escape from the tank and prevent fuel flow back. Be careful not to spill fuel.
6. Stop filling when the fuel reaches the bottom of filler neck. **Do not overflow.**

**⚠ WARNING**

**Never top up the fuel tank before placing the vehicle in a warm area. As temperature increases, fuel expands and may overflow.**

7. Fully tighten fuel reservoir cap clockwise.

**⚠ WARNING**

**Always wipe off any small fuel spillage from the vehicle. If a major spillage occurs, remove side panels to remove fuel vapors from engine compartment before starting.**

**NOTE:**

Do not sit or lean on seat when fuel tank cap is not properly installed.

---

# BREAK-IN PERIOD

## Operation During Break-In

### *Engine*

During the break-in period:

- Avoid prolonged full throttle operation.
- Avoid sustained accelerations.
- Avoid prolonged cruising speeds.
- Avoid engine overheating.

However, brief accelerations and speed variations contribute to a good break-in.

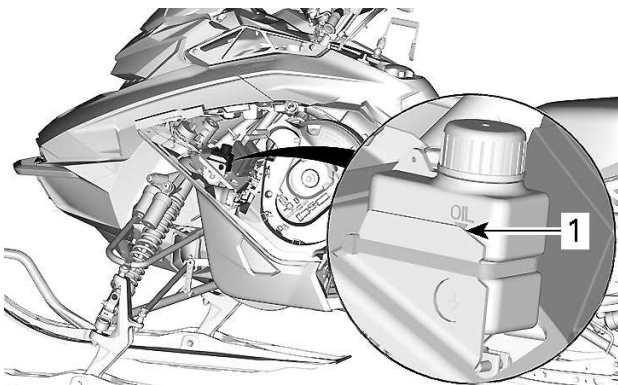
During a predetermined period, the engine management system controls some engine parameters.

The duration is based on fuel volume. It will take approximately two fuel tanks to complete the break-in.

During this period:

- The engine performance and behavior will not be optimal.
- The fuel and oil consumption will be higher.

Also, during the first hours of operation, monitor the level in the water pump shaft oil reservoir. It is normal that it lowers a little. However, it should stabilize after a moment, and then remain stable over time.



1. Normal oil level

### *Drive Belt*

A new drive belt requires a break in period of 50 km (30 mi).

During the break-in period:

- Avoid strong acceleration and deceleration.
- Avoid pulling a load.
- Avoid high speed cruising.

If the vehicle creeps, lower the drive belt height from the preliminary setting. Refer to *Drive Belt* in *maintenance procedure*.

---

# BASIC PROCEDURES

## Engine Starting Procedure

### *Procedure*

1. Apply parking brake.
2. Recheck throttle control lever operation.
3. Put your helmet on.
4. Ensure that the tether cord cap is installed on the engine cut-off switch and that the cord is attached to your clothing eyelet.
5. Ensure that the emergency engine stop switch is in the ON position (up).

 <b>WARNING</b>
--

<b>Never depress throttle while starting engine.</b>
--

6. Release parking brake.

### **NOTE:**

For an initial cold start, do not release parking brake. Perform the *vehicle warm-up* procedure as explained below.

7. Grab rewind starter handle, pull handle slowly until a resistance is felt, then hold handle firmly and pull vigorously to start engine.

### **NOTE:**

The maximum torque that can be transmitted to the engine by the rewind starter is 80 Nm (59 lbf-ft). The maximum force that can be exerted on the on the rope is 2 200 N (494.6 lbf).

## Vehicle Warm-Up

Before every ride, vehicle has to be warmed up as follows.

1. Start engine as explained in *Engine Starting Procedure* above.
2. Allow engine to warm up one or two minutes at idle speed.

### **NOTE:**

Engine will shut down after approximately 12 minutes of idling.

3. Disengage parking brake.
4. Apply throttle until drive pulley engages. Drive at low speed the first two or three minutes.

**NOTICE**

If vehicle does not move when throttle is applied, stop engine, remove tether cord cap from the engine cut-off switch, then do the following.

- Check if skis are stuck on the ground. Lift one ski at a time by the handle, then put it down.
- Check if track is stuck on the ground. Lift rear of snowmobile enough to clear track from the ground, then drop.
- Check rear suspension for hard snow or ice accumulation that could interfere with track rotation. Clean the area.

 **CAUTION**

Beware of injuries by using proper lifting techniques, notably using your legs force. Do not attempt to lift the rear of vehicle if it is above your limits.

 **WARNING**

Make sure tether cord cap is removed before standing in front the vehicle, getting close to the track or rear suspension components.

**NOTE:**

Warm-up is electronically controlled. During this period (up to 10 minutes depending on ambient temperature), engine RPM is limited.

**Shutting Off the Engine**

Release throttle lever and wait until engine has returned to idle speed.

Shut off the engine using either the emergency engine stop switch or by pulling off the tether cord cap from the engine cut-off switch.

 **WARNING**

Always remove the tether cord cap from engine cut-off switch when vehicle is not in operation in order to prevent accidental engine starting or to avoid unauthorized use by children or others or theft.

---

# RIDING CONDITIONS AND YOUR SNOWMOBILE

## Altitude

At factory, your snowmobile was calibrated to be used within an altitude range (relative to sea level).

A new snowmobile has a tag attached to the handlebar indicating its calibration. Refer to *Safety Information on Vehicle*.

If for any reason you don't know your snowmobile calibration, contact an authorized BRP snowmobile dealer.

If your snowmobile is to be used at an altitude outside the specified range, have it calibrated accordingly by an authorized BRP snowmobile dealer.

### NOTICE

**An inappropriate altitude calibration would decrease performance and may cause serious damage to the snowmobile.**

## Temperature

The engine management of these engines provides the optimum air/fuel ratio for all temperatures.

## Hard Packed Snow

All models covered in this guide which are equipped with a minimum track profile of 44 mm (1.75 in) are built for deep snow conditions and should never be used during a prolonged period of time in marginal or hard packed snow conditions.

In the event you have to ride in these types of conditions:

- Avoid exceeding a speed of 70 km/h (45 mph) in all conditions
- Avoid hard acceleration (over 75% of throttle)
- Ice scratchers should be applied
- Engine temperature should not exceed 75% on the temperature gauge.

### NOTICE

**Running these types of tracks at high speed on a trail, on hard packed surfaces or on ice puts more stress on the lugs, which tends to heat up as a result. It also could drastically reduce the life of specific wear parts. To avoid potential degradation, delamination or damages to the track and wear parts, reduce your speed and minimize the distance that is being ridden on these types of surfaces.**

## Vehicles Equipped with Ice Scratchers

Ice scratchers are equipped on the vehicle to increase engine cooling efficiency, to lubricate and to cool track clips and sliders. They must be used whenever on ice, hard packed snow, or any conditions that do not lift enough snow particles into the rear suspension and the tunnel.

### NOTICE

**Although it is not recommended to ride a snowmobile equipped with a high lug profile track on trails or hard packed snow conditions, it is highly suggested to combine idler wheels and ice scratchers on a vehicle used in these conditions.**

### IMPORTANT

Ridding in these trail conditions puts the reliability of the track and its warranty at risk

If equipped with the following track profile heights, never exceed the recommended sustained vehicle speeds listed.

Track Profile Height	Maximum Sustained Speed
57 mm (2.25 in) 60 mm (2.36 in)	110 km/h (70 MPH)
64 mm (2.52 in) 75 mm (3 in)	95 km/h (60 MPH)

---

## TUNE YOUR RIDE

Snowmobile handling and comfort depend upon multiple adjustments.

### WARNING

**Suspension adjustment could affect vehicle handling. Always take time to familiarize yourself with the vehicle's behavior after any suspension adjustment have been made. Always adjust LH and RH suspension components to the same setting.**

Choice of suspension adjustments vary with carrying load, operator's weight, personal preference, riding speed and field condition.

#### **NOTE:**

Some adjustments may not apply to your snowmobile.

### WARNING

**Before proceeding with any suspension adjustment, remember:**

- Park in a safe place.
- Remove the tether cord cap from the engine cut-off switch.
- Use appropriate lifting device or have assistance to share lifting stress. If a lifting device is not used, use proper lifting techniques, notably using your legs force.
- Do not attempt to lift the front or rear of vehicle if it is above your limits.
- Support front of vehicle off the ground with a suitable device before adjusting suspension.
- Support rear of vehicle off the ground with a wide-base snowmobile stand with a rear deflector panel.
- Make sure support device is stable and secure.

The best way to set up the suspension is to customize each adjustment one at a time. Various adjustments are interrelated. It may be necessary to readjust center spring after adjusting front springs for instance. Test run the snowmobile under the same conditions; trail, speed, snow, operator riding position, etc. Proceed methodically until you are satisfied.

Following are guidelines to fine-tune suspension. Use suspension adjustment tool provided in the tool kit.

## Front Suspension Adjustments

### *Front Springs*

Front spring preload has an effect on front suspension firmness.

Front spring preload also has an effect on the steering behavior.



Action	Result
Increasing preload	Firmer front suspension
	Higher front end
	More precise steering
	More bump absorption capability
Decreasing preload	Softer front suspension
	Lower front end
	Lighter steering
	Less bump absorption capability

Using the suspension adjustment tool provided in the tool kit, turn the adjustment ring to increase or decrease the spring preload.

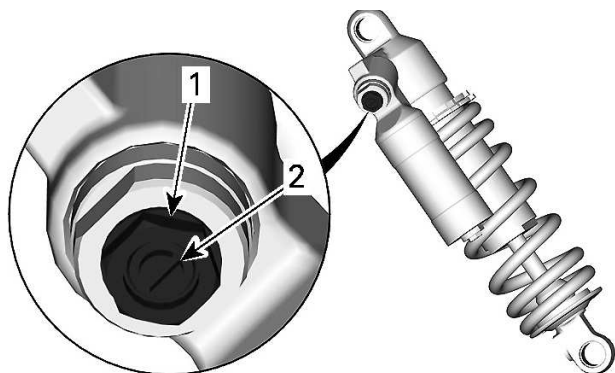
1. *Increase preload*
2. *Decrease preload*

### ***Front Shock Absorber Adjustments (KYB HLCR Series Only)***

## **Compression Damping**

Low speed compression damping controls how the shock absorber reacts to a low suspension velocity (slow compression strokes, in most cases when riding at lower speeds).

High speed compression damping controls how the shock absorber reacts to a high suspension velocity (quick compression strokes, in most cases when riding at higher speeds).

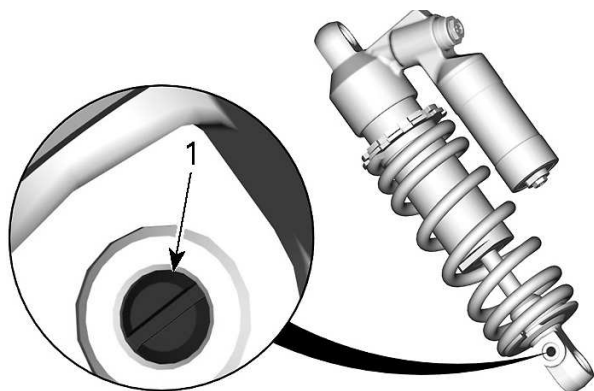


1. High speed compression adjuster (hexagonal)
2. Low speed compression adjuster (slotted)

Turning	Action	Result on big and small bumps
Clockwise	Increasing compression damping force	Firmer compression damping
Counter Clockwise	Decreasing compression damping force	Softer compression damping

## Rebound Damping

Rebound damping controls how the shock absorber restrains the extension stroke.



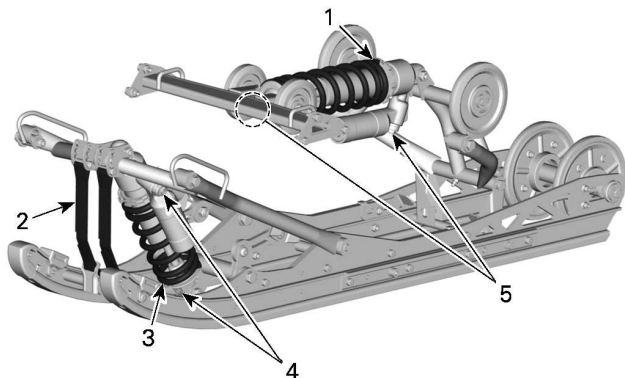
1. Rebound adjuster

Turning	Action	Result on big and small bumps
Clockwise	Increasing rebound damping force	Firmer rebound damping (slower extension speed)
Counter Clockwise	Decreasing rebound damping force	Softer rebound damping (faster extension speed)

**NOTE:**

In repetitive short small bumps (ripple), it is recommended to use a lower rebound damping setting.

## Rear Suspension Adjustments



### PPS RS - ADJUSTABLE COMPONENTS

1. *Rear spring*
2. *Stopper straps*
3. *Center spring*
4. *Center shock absorber*
5. *Rear shock absorber*

### NOTICE

Whenever adjusting rear suspension, check track tension and adjust if necessary.

### Stopper Strap – PPS Suspension

Stopper strap length has an effect on the amount of weight the center spring has to carry especially during acceleration, therefore on the front end uplift.

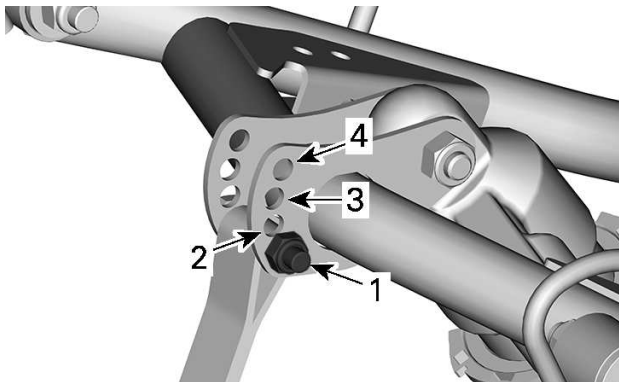
Stopper strap length also has an effect on center spring travel.

### NOTICE

Whenever stopper strap length is changed, track tension must be checked.

**NOTE:**

Stopper strap can be set to position 1, 2, 3 or 4. Smaller numbers correspond to a longer strap setting.

**STOPPER STRAP POSITIONS**

1. *Position 1 (longest)*
2. *Position 2*
3. *Position 3*
4. *Position 4 (shortest)*

When operating the snowmobile in deep snow or hill climbing, it may be necessary to vary stopper strap length and/or riding position, to change the angle at which the track rides on the snow. Operator's familiarity with the various adjustments as well as snow conditions will dictate the most efficient combination.

Generally, a longer stopper strap setting gives better performance on a flat landscape and a shorter setting will improve handling in steep hill climbing and deep snow conditions.

<b>Stopper Strap Setting</b>	
<b>Position</b>	<b>Use</b>
1	Standard setting: Best overall setting for trail usage
2	Better performance in cornering, less suspension travel

Stopper Strap Setting	
Position	Use
3	Hill climb: <ul style="list-style-type: none"> <li>- Better track attack angle for hill climbing</li> <li>- Better maneuverability on deep snow and on sidehilling</li> </ul>
4	Steep hill climb: <ul style="list-style-type: none"> <li>- Better track attack angle for hill climbing</li> <li>- Less transfer</li> <li>- Lower ride height</li> </ul>

### Center Spring

Center spring preload has an effect on steering effort, handling and bump absorption.

Also, since center spring preload adjustment puts more or less pressure on the front of the track, it has an effect on the performance in deep snow.

Action	Result
Increasing preload	Lighter steering
	More bump absorption capability
	Better deep snow starts
	Better deep snow performance and handling
Decreasing preload	Heavier steering
	Less bump absorption capability
	Better trail handling

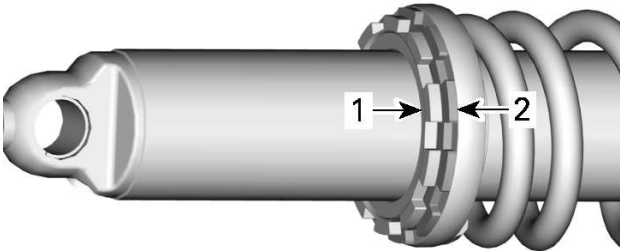
### Cam Type Adjuster

Using the suspension adjustment tool provided in the tool kit, turn the cam to increase or decrease the spring preload.

### Ring Type Adjuster

Using the suspension adjustment tool provided in the tool kit, unscrew the lock ring and turn the adjustment ring to increase or decrease the spring preload.

Tighten the lock ring when the adjustment is done.



1. Locking ring
2. Adjustment ring

### Rear Spring

Rear spring preload has an effect on comfort, ride height and load compensation.

Also, adjusting rear spring preload shifts more or less weight to the snowmobile front end. As a result, more or less weight is applied to the skis. This has an effect on performance in deep snow, steering effort and handling.

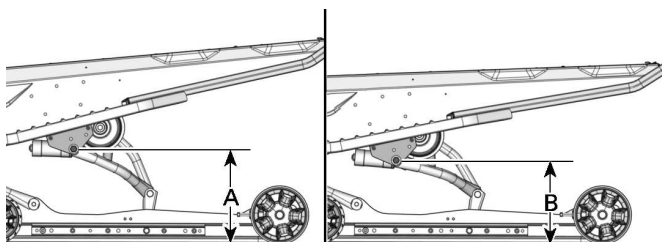
Slight suspension bottoming occurring under the worst riding conditions indicates a good choice of spring preload.

Action	Result
Increasing preload	Firmer rear suspension
	Higher rear end
	More bump absorption capability
	Heavier steering

Action	Result
Decreasing preload	Softer rear suspension
	Lower rear end
	Less bump absorption capability
	Lighter steering
	Better deep snow performance and handling

Refer to the following to determine if preload is correct.

- A = Suspension fully extended
- B = Suspension has collapsed with operator, passenger(s) and load added
- C = Distance between dimension "A" and "B", see table below



**TYPICAL - DISTANCE BETWEEN GROUND AND UPPER REAR ARM PIVOT**

C	What to do
90 to 100 mm (3.6 to 4 in)	No adjustment required
More than 100 mm (4 in)	Adjusted too soft. Increase preload
Less than 90 mm (3.6 in)	Adjusted too firm. Decrease preload



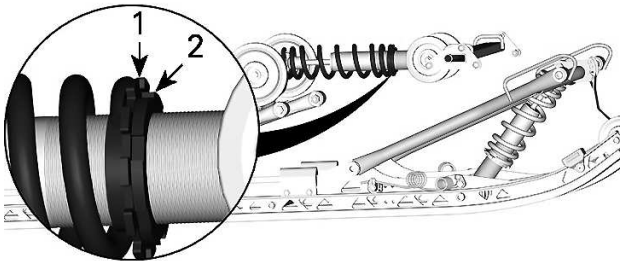
**NOTE:**

If the specification is unattainable with the original springs, visit an authorized BRP snowmobile dealer for other available springs.

For normal setting, refer to *Suspension Adjustment Table*.

To adjust, unscrew the locking ring, then turn the adjustment ring to set the spring preload.

When the desired preload is set, tighten the locking ring against the adjustment ring.



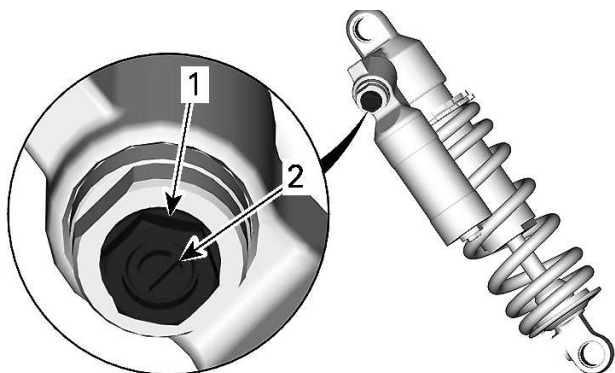
1. Adjustment ring
2. Locking ring

### **Center and Rear Shock Absorber Adjustments (KYB HCLR Series Only)**

#### **Compression Damping**

Low speed compression damping controls how the shock absorber reacts to a low suspension velocity (slow compression strokes, in most cases when riding at lower speeds).

High speed compression damping controls how the shock absorber reacts to a high suspension velocity (quick compression strokes, in most cases when riding at higher speeds).

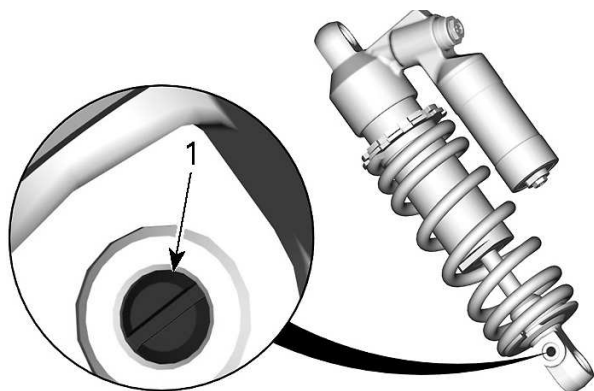


1. High speed compression adjuster (hexagonal)
2. Low speed compression adjuster (slotted)

Turning	Action	Result on big and small bumps
Clockwise	Increasing compression damping force	Firmer compression damping
Counter Clockwise	Decreasing compression damping force	Softer compression damping

## Rebound Damping

Rebound damping controls how the shock absorber restrains the extension stroke.



1. Rebound adjuster

Turning	Action	Result on big and small bumps
Clockwise	Increasing rebound damping force	Firmer rebound damping (slower extension speed)
Counter Clockwise	Decreasing rebound damping force	Softer rebound damping (faster extension speed)

**NOTE:**

In repetitive short small bumps (ripple), it is recommended to use a lower rebound damping setting.

## Adjustment Tips According to Vehicle Behavior

Problem	Corrective Measures
Front suspension darting	Check ski alignment. – Reduce front suspension spring preload. – Increase center spring preload. – Reduce rear spring preload.
Steering feels too heavy at steady speeds	– Reduce front suspension spring preload. – Increase center spring preload.
Steering feels too heavy during acceleration	– Reduce rear spring preload. – Lengthen limiter strap.
Too much ski lift during cornering or acceleration	– Shorten limiter strap. – Increase rear spring preload.
Rear of snowmobile seems too stiff	– Reduce rear spring preload.
Rear of snowmobile seems too soft	– Increase rear spring preload.
Rear suspension is frequently bottoming	– Increase rear spring preload. – Increase center spring preload. – Lengthen limiter strap.
Snowmobile seems to pivot around its center	– Reduce center spring preload. – Increase rear spring preload. – Increase front suspension spring preload. – Shorten limiter strap.
Track spins too much at start	– Lengthen limiter strap. – Reduce rear spring preload. – Increase center spring preload.

## Suspension Factory Settings

### NOTE:

Clicks and turns counted from closed position.

<b>Spring Preload / Shock absorber Settings</b>			
<b>Setting</b>	<b>Front Shock</b>	<b>Center Shock</b>	<b>Rear Shock</b>
Low speed compression (Clicks)	10	10	10
High speed compression (Turns)	1.5	1.5	1.5
Rebound (Clicks)	8	5	5
Spring preload (mm) (With stopper strap removed)	8	2	17
Stopper straps position	1		

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# MAINTENANCE

# MAINTENANCE SCHEDULE

Maintenance is very important for keeping your vehicle in safe operating condition.

This unit is produce for racing purpose only. Below are schedule for trail use but the snow-cross use need maintenance and inspection after every training or race.

## WARNING

**Failure to properly maintain the vehicle according to the maintenance schedule and procedures can make it unsafe to operate.**

### Every Year at preseason or 3 000 km (2,000 mi) (Whichever Comes First)

Perform pre-ride inspection

Check fault codes

Adjust drive chain

Adjust and align track

Inspect brake hose, pads and disk

Check coolant density

Inspect drive belt

Visually inspect and clean drive pulley

Inspect and clean driven pulley

Lubricate rear suspension. Lubricate whenever the vehicle is used in wet conditions (rain, puddles)

### Every Year at preseason or 3 000 km (2,000 mi) (Whichever Comes First)

Inspect exhaust system and check for leaks

Tighten exhaust manifold screws to specified torque

Inspect fuel lines, oil lines and connections

Inspect front suspension

Inspect rear suspension (including stopper straps and slider shoes)

Inspect tie-rod ends and ski alignment

Adjust headlight beam aiming

Inspect engine rubber mounts

Lubricate front suspension shocks upper spherical bearings

### Every 2 Years or 6 000 km (4,000 mi) (Whichever Comes First)

Replace brake fluid

Inspect throttle cable

Clean and lubricate rewind starter

Replace chaincase oil

Inspect engine rubber mounts



**Every 3 Years Or 10 000  
km (6,000 mi) (Whichever  
Comes First)**

Replace spark plugs

Clean and inspect 3D RAVE  
valves. If oil is present in  
valve base, replace seal

**Every 5 Years**

Replace engine coolant

Replace in-line fuel filter

---

## MAINTENANCE PROCEDURES

This section includes instructions for basic maintenance procedures.

 **WARNING**

Turn off the engine, remove tether cord cap and follow these maintenance procedures when performing maintenance. If you do not follow proper maintenance procedures you can be injured by hot parts, moving parts, electricity, chemicals or other hazards.

 **WARNING**

Should removal of a locking device be required (e.g. lock tabs, self-locking fasteners, etc.) when undergoing disassembly/assembly, always replace with a new one.

### Engine Coolant

 **WARNING**

Never open coolant tank cap when engine is hot.

#### *Engine Coolant Level Verification*

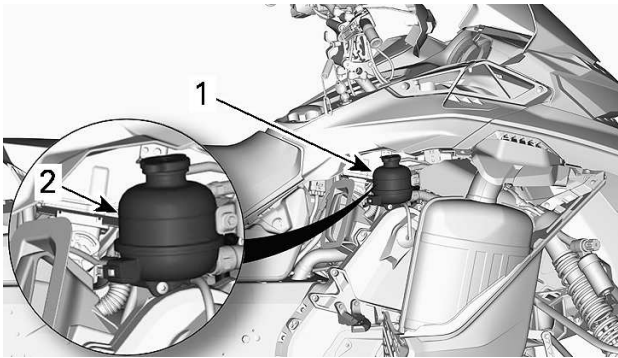
Open the RH side panel, see *Body and Seat*.

Check coolant level at room temperature. Liquid should be at cold level line of coolant tank.

**NOTE:**

When checking level at low temperature it may be slightly lower than the mark.

If additional coolant is necessary or if entire system has to be refilled, refer to an authorized BRP snowmobile dealer, repair shop or person of your own choosing.



1. Coolant reservoir
2. COLD line

### **Recommended Engine Coolant**

#### **RECOMMENDED COOLANT**

XPS Extended life pre-mixed coolant

#### **IF THE RECOMMENDED XPS COOLANT IS NOT AVAILABLE**

Distilled water and antifreeze solution (50% distilled water, 50% antifreeze)

### **NOTICE**

**Always use ethylene-glycol antifreeze containing corrosion inhibitors specifically for internal combustion aluminum engines.**

## **Exhaust System**

### **Exhaust System Verification**

The muffler tail pipe should be centered with the exit hole in the bottom pan. Exhaust system must be free of rust or leaks. Make sure that all parts are securely in place.

Check retaining springs and heat shields condition and replace if necessary.

The exhaust system is designed to reduce noise and to improve the total performance of the engine. Modification may be in violation of local laws.

## NOTICE

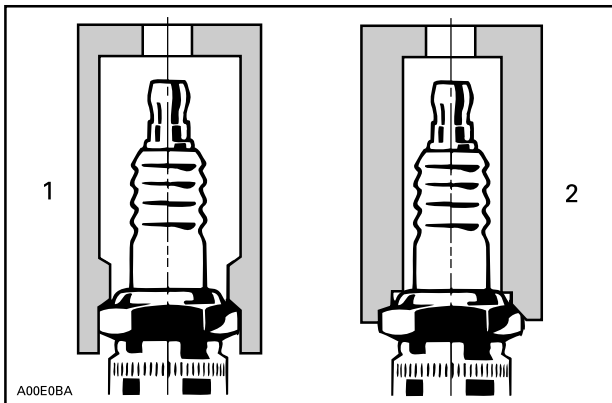
If any exhaust system component is removed, modified or damaged, severe engine damage may result.

## Spark Plugs

For spark plug type, refer to *Technical Specifications* subsection.

### Replacing the Spark Plug

Use only an appropriate spark plug socket for removal and installation. Extra care should be taken to avoid side stresses which could result in a broken spark plug.

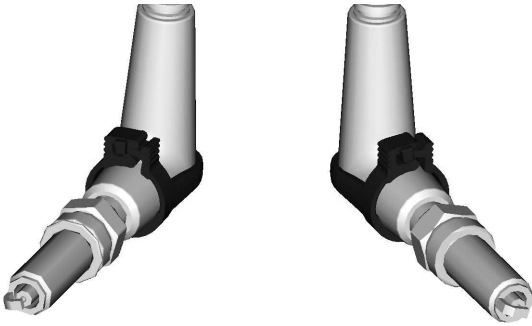


### TYPICAL

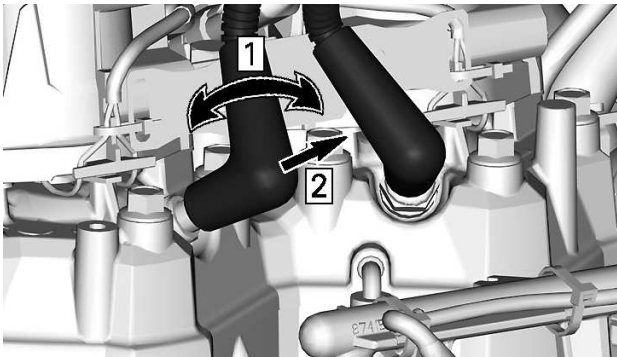
1. Appropriate Spark plug socket
2. Inappropriate socket

## Removing the Spark Plugs

1. Remove the upper body module. Refer to *Body* subsection.
2. Disconnect the stator connector. Refer to *Stator Connector Access* in the *Magneto and Starter* subsection.
3. Clean the spark plug and cylinder head with pressurized air.
4. Remove lock securing spark plug wire to spark plug.



- Remove spark plug cables by gently rotating the cap and pulling it off the plug.



**TYPICAL**

- Step 1. Gently rotate
- Step 2. Pull off

- Unscrew the spark plug sufficiently to break the applied torque using the appropriate tools.

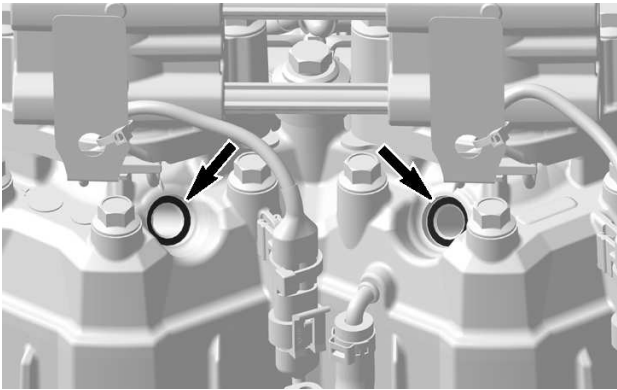


7. Remove spark plugs by hand.

### **Installing the Spark Plugs (OEM)**

1. Prior to installation, ensure the contact surfaces of the cylinder head and spark plug are free of grime.
2. Lubricate contact surface of spark plug at the cylinder head.

**Injection oil**



3. Using a wire gauge, confirm electrode gap is as specified. Refer to *Technical Specifications*.

**NOTE:**

If spark plug gap is incorrect, use another spark plug.

4. Hand screw spark plug into cylinder head until it bottoms out.
5. Apply specific torque using a torque wrench and approved spark plug socket.

**NOTE:**

Spark plug tightening torque is particularly important on this engine as it contributes to the proper positioning of the negative electrode.

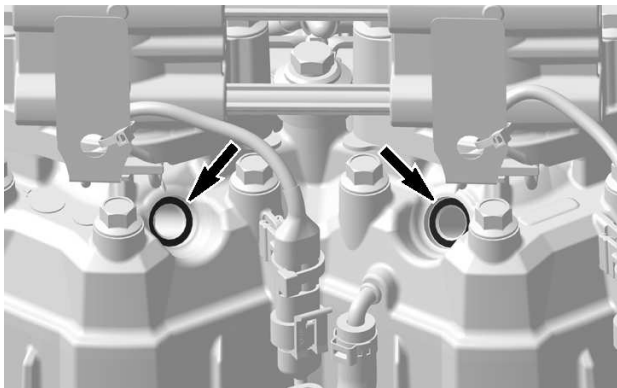
Tightening Torque	
Spark plug	23 ± 1 Nm

### Installing the Spark Plugs (Non-OEM)

When using a non-OEM spark plug, it must be correctly indexed or engine may experience rough idling and higher emissions.

1. Using a marker, mark the open end of the negative electrode on the plug shell (above threads).
2. Prior to installation, ensure the contact surfaces of the cylinder head and spark plug are free of grime.
3. Lubricate contact surface of spark plug at the cylinder head.

**Injection oil**



4. Using a wire gauge, confirm electrode gap is as per manufacturer specification.

**NOTE:**

If spark plug gap is incorrect, use another spark plug.

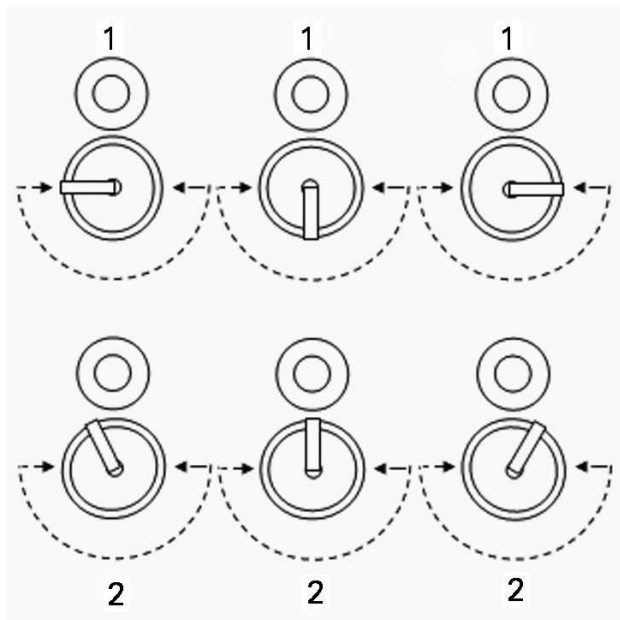
5. Hand screw spark plug into cylinder head until it bottoms out.
6. Apply specific torque using a torque wrench and an appropriate spark plug socket.

<b>Tightening Torque</b>	
Spark plug	$23 \pm 1$ Nm

7. Visually check to ensure the open end of the negative electrode is facing the injector nozzle within  $90^\circ$  each side of nozzle.

The following illustration uses the point of attachment of the negative electrode to depict the angle. The injector is illustrated above the spark plug.





### SPARK PLUG INDEXING

1. Acceptable installation
2. Unacceptable installation

If the plug indexing angle is not within specification, repeat procedure with another spark plug until correct indexing is achieved.

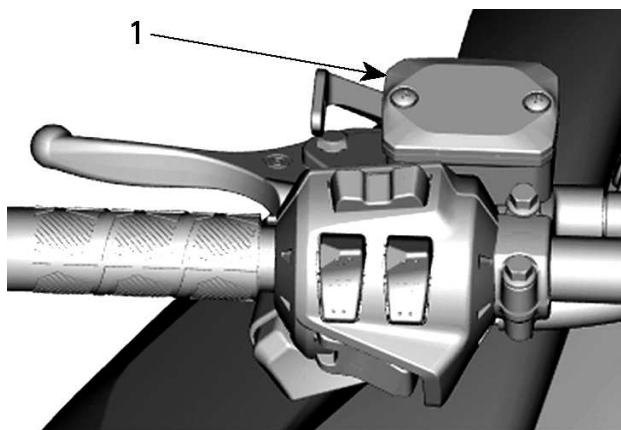
## Brake Fluid

### Brake Fluid Level Verification

#### NOTICE

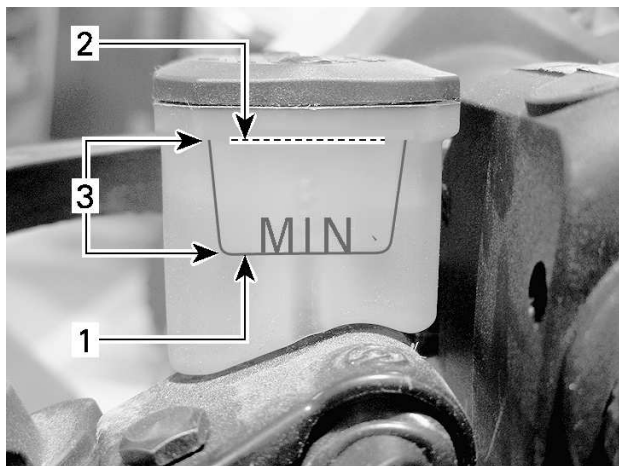
Vehicle must be on a level surface before checking any fluid levels.

Check brake fluid (DOT 4) in reservoir for proper level. Add fluid (DOT 4) as required.



**TYPICAL**

1. Brake fluid reservoir

**TYPICAL**

1. Minimum
2. Maximum
3. Operating range

**⚠ CAUTION**

**Avoid getting brake fluid on skin or eyes - it may cause severe burns. In case of contact with the skin, wash thoroughly. In case of contact with the eyes, immediately rinse with plenty of water for at least 10 minutes and then consult a doctor immediately.**

**Recommended Brake Fluid**

<b>Recommended Brake Fluid</b>
XPS DOT 4 Brake Fluid
Alternative or if not available
DOT 4 Brake Fluid

Use only DOT 4 brake fluid from a sealed container. An opened container may be contaminated or may have absorbed moisture from the air.

 **WARNING**

**Use only DOT 4 brake fluid from a sealed container. To avoid serious damage to the braking system, do not use fluids other than the recommended one, nor mix different fluids for topping up.**

## Chaincase Oil

### *Recommended Chaincase Oil*

Recommended Chaincase Oil
XPS™ Synchronesh Transmission Synthetic Oil
Alternative or if not available
75W140 gear oil that meets the API GL-5 specification

## **NOTICE**

**The chaincase of this snowmobile has been developed and validated using the XPS Synchronesh Transmission Synthetic Oil. BRP strongly recommends the use of its XPS Synchronesh Transmission Synthetic Oil at all times. Damages caused by oil which is not suitable for the chaincase will not be covered by the BRP limited warranty.**

### *Verifying the Chaincase Oil Level*

With the vehicle on a level surface, check the oil level by removing the check plug.



### **CHECK PLUG**

Oil level must reach the threaded hole.

If level is correct, reinstall check plug and tighten to the specified torque.

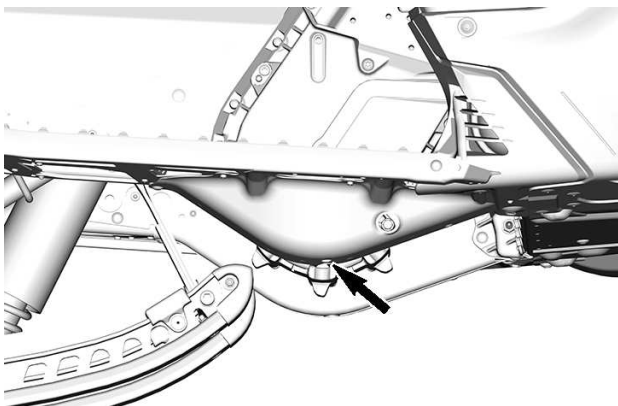
<b>Tightening Torque</b>	
Check plug	$6 \pm 1 \text{ Nm}$ ( $53 \pm 9 \text{ lbf-in}$ )

If level is insufficient, refer to *Chaincase Filling Procedure*.

### **Replacing the Chaincase Oil**

#### **Draining the Chaincase Oil**

1. Place the vehicle on a level surface.
2. Place a drain pan under the chaincase drain plug area.
3. Remove filler cap.
4. Remove the drain plug located at the bottom of the chaincase.

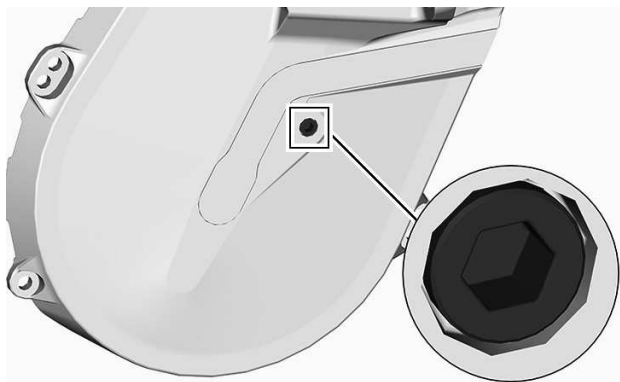


5. Wait a while to allow all oil to drain out of the chaincase.
6. Install drain plug and tighten to specification.

Tightening Torque	
Chaincase drain plug	$6 \pm 1$ Nm ( $53 \pm 9$ lbf-in)

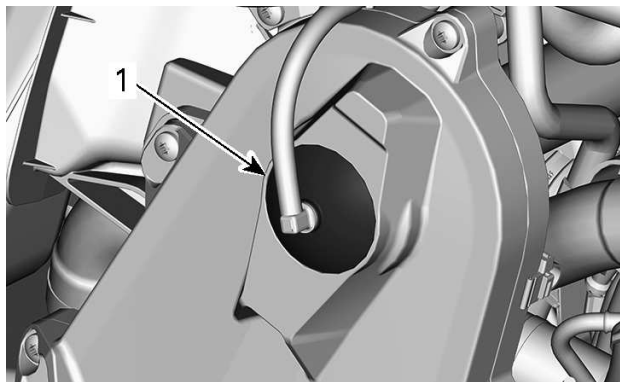
### Filling the Chaincase

1. Open the RH side panel. Refer to *Equipment*.
2. Remove the check plug.



**CHECK PLUG**

3. Remove the filler cap.



**TYPICAL - TOP OF CHAINCASE**

1. Filler cap

4. Pour recommended oil in the filler hole until oil comes out by the check plug hole.
5. Reinstall check plug and tighten to specification.

<b>Tightening Torque</b>	
Check plug	$6 \pm 1 \text{ Nm}$ ( $53 \pm 9 \text{ lbf-in}$ )

Reinstall the filler cap.

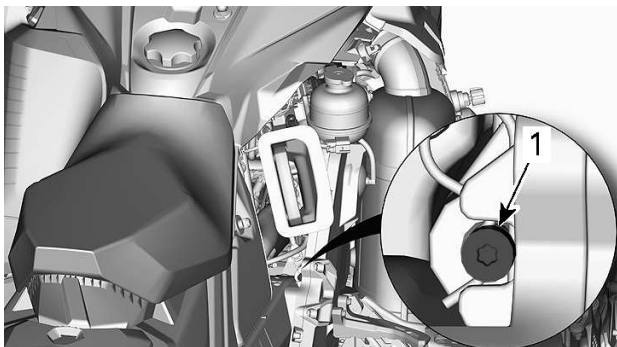
## Drive Chain

### *Access to Chaincase*

Open RH side panel, refer to *Equipment*.

### *Drive Chain Adjustment*

Using the Torx end of the driven pulley expander, GENTLY turn tensioner clockwise to eliminate the play.



### **TYPICAL**

Do not force the tensioner in.

### **NOTE:**

Do not remove the hair cotter pin.

## **NOTICE**

**Overtightening the drive chain could result in severe damage to the chaincase components.**



## Drive Belt

### *Drive Belt Inspection*

Remove the drive belt guard. Refer to the procedure in *Equipment*.

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. Contact an authorized BRP snowmobile dealer.

### *Replacing the Drive Belt*

#### Drive Belt Removal

1. Remove tether cord cap from engine cut-off switch.
2. Remove drive belt guard. Refer to *Equipment*.
3. Insert the driven pulley expander provided in the threaded hole on the adjuster hub as shown.



4. Open the driven pulley by screwing the tool in.
5. Remove the drive belt by slipping it over the top of the driven pulley, then over the drive pulley.

#### Installing the Drive Belt

1. If necessary, open the driven pulley. Refer to *Removing the Drive Belt* above.

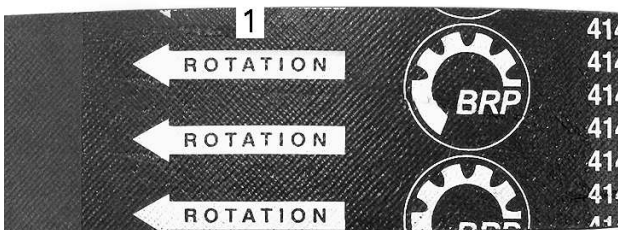
2. Slip the belt over the drive pulley, then over the driven pulley.

## NOTICE

**Do not force or use tools to pry the belt into place, as this could cut or break the cords in the belt.**

### NOTE:

The maximum drive belt life span is obtained when belt is installed with arrows in the direction of rotation.



1. To be pointed in the direction of rotation
3. Unscrew and remove the driven pulley expander from the pulley.
4. Rotate the driven pulley several times to properly set the belt between the sheaves.
5. If a new belt was installed, an adjustment will be required for the proper belt height. Refer to *Adjusting the Drive Belt Height* below.
6. Install belt guard. Refer to *Equipment*.
7. Close side panel. Refer to *Body and Seat*.

### **Drive Belt Adjustment**

Drive belt adjustment must be performed every time a new belt is installed and as part of the pre-ride inspection.

To adjust the drive belt, proceed as follows:

1. Remove the tether cord cap.
2. Open the LH side panel. Refer to *Body and Seat*.
3. Remove the belt guard. Refer to *Equipment*.
4. Keep the set screw from turning using a 1/8 inch Allen wrench and loosen the lock nut using a 7/16 in open wrench.
5. Turn the set screw 1/4 turn at a time then rotate the driven pulley to properly set the belt between the pulley sheaves. Measure belt deflection using a straight edge and a tensiometer as explained below.

Required tool	
Tensiometer 414 348 200	

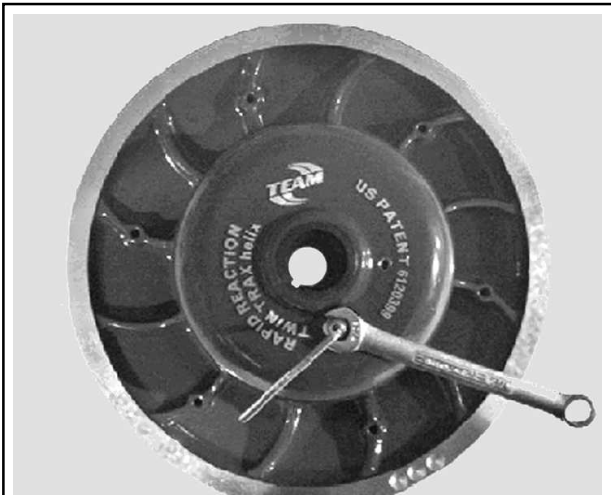


- Repeat until the right belt deflection is reached.

**NOTE:**

Turn the set screw clockwise to increase the distance between the sheaves and counterclockwise to decrease the distance.

- Tighten the lock nut after the belt adjustment has been made.



A32D34A

**Belt Deflection Measurement**

- Set deflection between 27 mm (1.06 in) and 37 mm (1.46 in) using bottom O-ring.



**DEFLECTION SETTING**

1. Bottom O-ring set to specification
2. Place upper O-ring to 0 kgf (0 lbf).
3. Position a straight edge ruler on the drive belt.
4. Position the tensiometer on drive belt, halfway between pulleys.
5. Push the tensiometer downwards until bottom O-ring (deflection) be aligned with the inner edge of the straight ruler.
6. Read load recorded by the upper O-ring on the tensiometer.



**LOAD READING**

1. Upper O-ring
7. Load reading must be as per the following table.

Drive belt Adjustment specification	
Belt deflection setting	27 to 37 mm (1.06 to 1.46 in)
Belt load reading	11.3 kg (25 lb)

8. Adjust as required.

## Drive Pulley

### Drive Pulley Adjustment

 **WARNING**

Remove tether cord cap from engine cut-off switch before performing any adjustment. Vehicle must be parked in a safe place, away from the trail.

 **WARNING**

**NEVER** disassemble or modify the drive pulley. Improper assembly or modifications could cause the pulley to explode violently under the stress generated by the high rotational speed. Visit your BRP snowmobile dealer to maintain or service the drive pulley. Improper servicing or maintenance may affect performance and reduce belt life. Always respect maintenance schedules.

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 to maintain maximum power.

Ramp cams should be adjusted so that actual maximum engine RPM matches the maximum horsepower RPM. Refer to *Technical Specifications (Engine)*.

**NOTE:**

Use a precision digital tachometer for engine RPM adjustment.

There are 5 positions in which the ramp cam can be set.

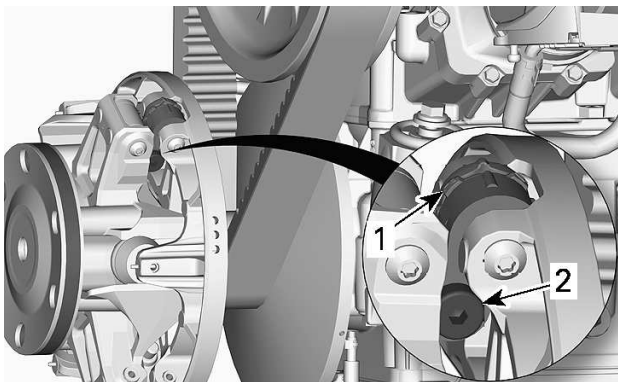
Each position modifies the maximum engine RPM by about 200 RPM.

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

## Procedure

1. Refer to *Body and Seat* in *Vehicle Information* and remove:
  - LH side panel
  - Drive pulley guard

2. Locate the cam and the pivot screw on the drive pulley.

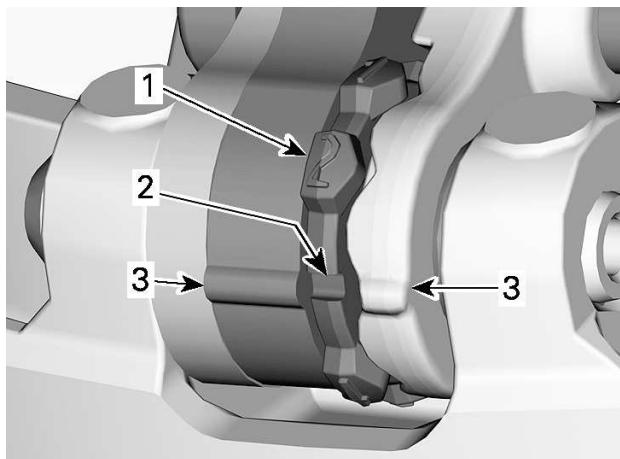


**TYPICAL**

1. Cam
2. Pivot screw

The cam position is identified as follows:

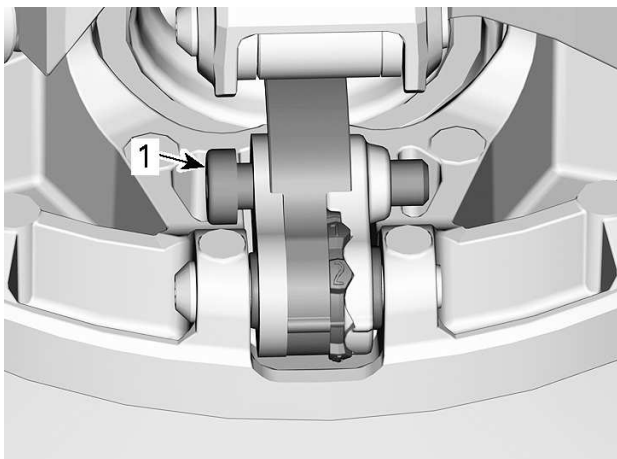
- Positions 1, 2, 4 and 5 are numbered.
- Position 3 (middle) is identified by a notch.
- There are notches on each side of the cam used as pointers.



1. *Numbered position*
2. *Position 3 - Notch*
3. *Pointers*

To adjust, proceed as follows for all 3 cams:

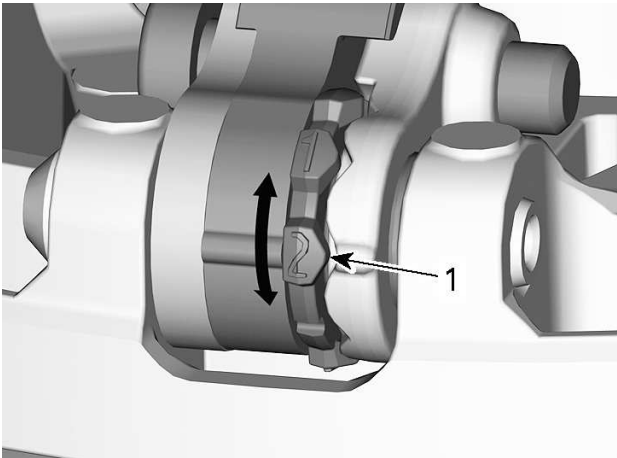
3. Using the Allen end of the driven pulley expander, loosen the pivot screw.



1. *Pivot screw*

4. Move the right lever aside to be able to turn the cam.
5. Turn cam to the desired position.





1. Desired cam position (here #2)

6. Tighten the pivot screw.

TIGHTENING TORQUE	
Pivot	$8 \pm 1 \text{ Nm}$ ( $71 \pm 9 \text{ lbf-in}$ )

### NOTICE

Always adjust all 3 cams to the same setting.

## Track

### Track Condition

#### WARNING

Remove tether cord cap from engine cut-off switch before performing any maintenance or adjustment, unless otherwise specified. Vehicle must be parked in a safe place, away from the trail.

Remove tether cord cap from engine cut-off switch.

Lift the rear of the snowmobile and support it with a wide-base snowmobile mechanical stand with a rear deflector panel. With the engine off, rotate the track by hand, and inspect condition. If worn or cut, or if track fibers are exposed, or if missing or defective inserts or guides are noted; contact an authorized BRP snowmobile dealer.

### ***Snowmobiles Equipped with Traction Enhancing Products***

If your snowmobile is equipped with a BRP approved studded track, **PROCEED WITH A VISUAL INSPECTION OF YOUR TRACK BEFORE EACH USE.**

Look for any defects, such as:

- Perforations in the track
- Tears in the track (particularly around traction holes on studded tracks)
- Lugs that are broken or torn off, exposing portions of rods
- Delamination of the rubber
- Broken rods
- Broken studs (studded tracks)
- Bent studs (studded tracks)
- Missing studs
- Studs that are torn off the track
- Missing track guide(s)
- Also, ensure that studs nut are tighten to the recommended torque.

On approved studded tracks, replace broken or damaged studs immediately. If your track shows signs of deterioration, it must be replaced immediately. When in doubt, ask your dealer.

 **WARNING**

**Riding with a damaged track or studs could lead to a loss of control.**

For complete information on traction enhancing products, refer to *TRACTION ENHANCING PRODUCTS* in *SAFETY INFORMATION* at the beginning of this Operator's Guide.

### ***Track Tension and Alignment***

**NOTE:**

Track tension and alignment are interrelated. Do not adjust one without the other.

**⚠ WARNING**

To prevent serious injury to individuals near the snowmobile:

- NEVER stand behind or near a moving track.
- Always use a wide-base snowmobile stand with a rear deflector panel if it is necessary to rotate track.
- When the track is raised off the ground, only run it at the lowest possible speed.

Centrifugal force could cause debris, damaged or loose studs, pieces of torn track, or an entire severed track to be violently thrown backwards out of the tunnel with tremendous force, possibly resulting in the loss of a leg or other serious injury.

## Verifying the Track Tension

### NOTE:


Ride the snowmobile in snow about 15 to 20 minutes prior to adjusting track tension.

1. Remove tether cord cap from engine cut-off switch.
2. Lift rear of vehicle and support it off the ground.

**⚠ CAUTION**

Use proper lifting techniques, notably using your legs force. Do not attempt to lift the rear of vehicle if it is above your limits.

3. Allow rear suspension to fully extend.
4. Prepare the tensiometer.

Service tool	
Tensiometer (P/N 414348200)	

1. Set the bottom O-ring as per the *Track Deflection* from the applicable vehicle in the *Technical Specifications* table.



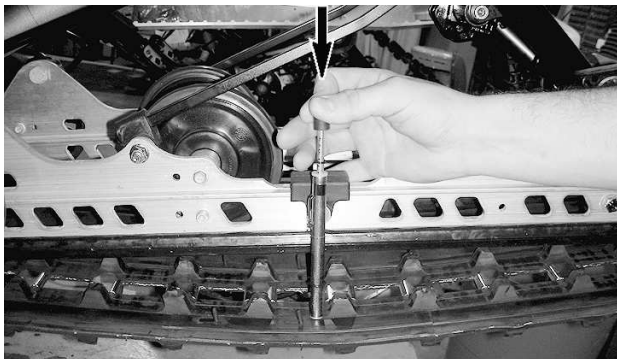
1. Bottom O-ring

2. Place the upper O-ring to 0 kgf (0 lbf).

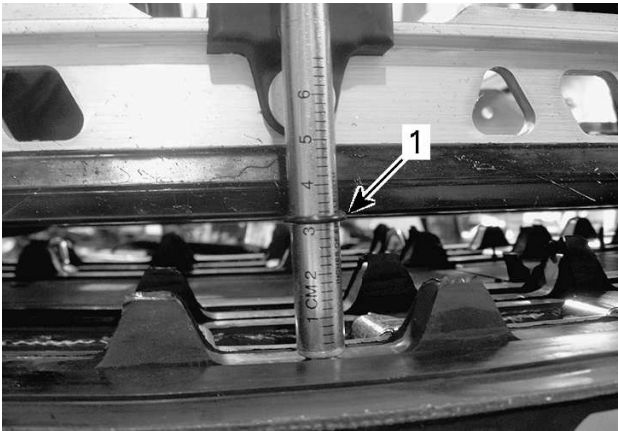


1. Upper O-ring

5. Position the tensiometer on track, halfway between front and rear idler wheels.
6. Push the tensiometer downwards until bottom O-ring (deflection set earlier) be aligned with the bottom of slider shoe.



TYPICAL



**TYPICAL**

1. Deflection O-ring aligned with slider shoe

7. Read load recorded by the upper O-ring on the tensiometer.



**TYPICAL - LOAD READING**

1. Upper O-ring

8. Load reading must be as per the track deflection in the *Technical Specifications*.
9. If load reading is not in accordance with the specification, adjust track tension. Refer to *Track Tension Adjustment*.

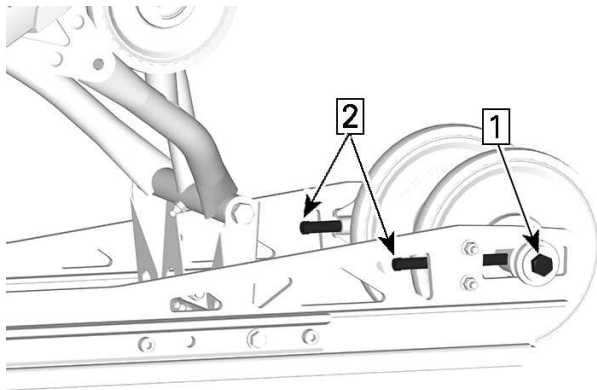
**Track Tension Adjustment**

1. Remove tether cord cap from engine cut-off switch.
2. Lift rear of vehicle and support it off the ground.

**⚠ CAUTION**

**Use proper lifting techniques, notably using your legs force. Do not attempt to lift the rear of vehicle if it is above your limits.**

3. Loosen the rear axle screws.
4. Tighten or loosen both adjustment screws (equally) to increase or decrease track tension.



1. *Loosen the axle screws*
2. *Tighten or loosen the adjustment screws*
5. If correct tension is unattainable, contact an authorized Lynx dealer.
6. Retighten the rear axle nut to specification.

**TIGHTENING TORQUE**

Rear idler wheel screw

$48 \pm 6$  Nm ( $35 \pm 4$  lbf-ft)

7. Check track alignment as described below.

## Aligning the Track

### ⚠ 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. Always lift the snowmobile on a wide-base stand with a rear deflector panel. Ensure no one is standing in close proximity to the snowmobile, especially at the rear of the track. Never rotate track at high speed.

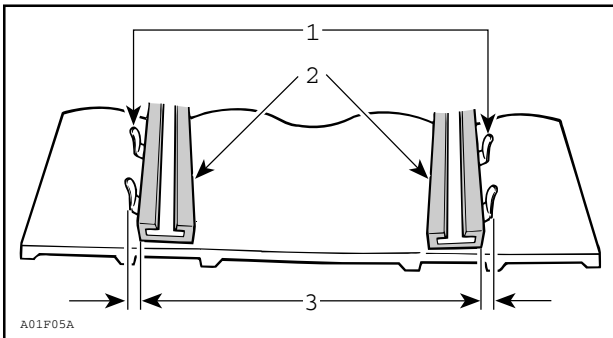
Centrifugal force could cause debris, damaged or loose studs, pieces of torn track, or an entire severed track to be violently thrown backwards out of the tunnel with tremendous force.

1. Lift rear of vehicle and support it off the ground.

### ⚠ CAUTION

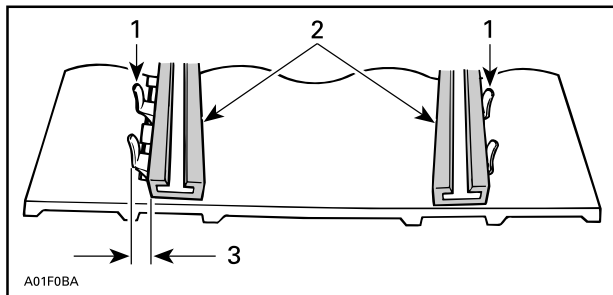
Use proper lifting techniques, notably by using the force of your legs. Do not attempt to lift the rear of vehicle if it is above your limits.

2. Start engine and accelerate slightly so that track slowly turns. This must be done in a short period of time (15 to 20 seconds).
3. 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

- To correct track alignment:



- Guides
- Slider shoes
- Tighten on this side

- Stop engine.
- Remove tether cord cap from engine cut-off switch.

**! WARNING**

Remove tether cord cap from engine cut-off switch before performing any maintenance or adjustment, unless otherwise specified. Vehicle must be parked in a safe place, away from the trail.

- Loosen the rear axle nut.
- Tighten adjustment screw on side where the slider shoe is the farthest from the track insert guides.
- Tighten the rear axle nut.

**! WARNING**

Properly tighten wheel retaining bolt, otherwise wheel may come off and cause track to "lock".

- Restart engine and rotate track slowly to recheck alignment.
- Tighten the rear axle nut to specified torque.



Tightening Torque	
Rear axle screw	48 ± 6 Nm (35 ± 4 lbf-ft)

8. Reposition snowmobile on the ground.

## Suspension

### *Rear Suspension Condition*

Visually inspect all suspension components including slider shoes, springs, wheels, etc.

#### **NOTE:**

During normal driving, snow will act as a lubricant and coolant for the slider shoes. Extensive riding on ice or sanded snow, will create excessive heat build-up and cause premature slider shoe wear.

### *Suspension Stopper Strap Condition*

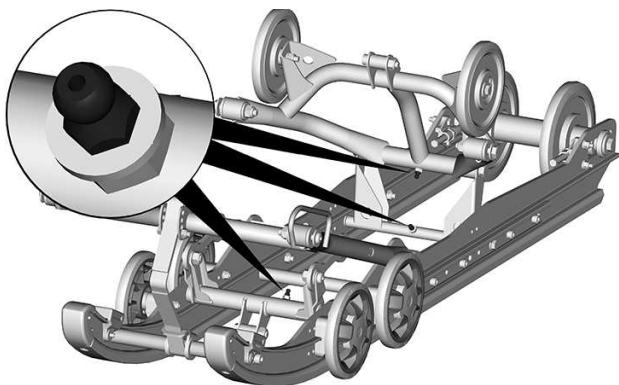
Inspect stopper straps for wear and cracks, bolt and nut for tightness. If loose inspect holes for deformation. Replace as required. Tighten nut to specification.

Tightening Torque	
Stopper strap nut	11 ± 1 Nm (97 ± 9 lbf-in)

### *Suspension Lubrication – PPS*

Lubricate the following suspension pivots at grease fittings. Refer to *MAINTENANCE SCHEDULE* for maintenance frequency.

SUSPENSION GREASE
XPS Synthetic suspension grease



## TYPICAL

### ***Steering and Front Suspension Condition***

Visually inspect steering and front suspension for tightness of components (steering arms, control arms and links, tie rods, ball joints, ski bolts, ski legs, etc.). If necessary, contact an authorized BRP snowmobile dealer.

## Skis

### ***Wear and Condition of Skis and Runners***

Check the condition of the skis and ski runner carbides. If worn, contact an authorized BRP snowmobile dealer.

**⚠ WARNING**

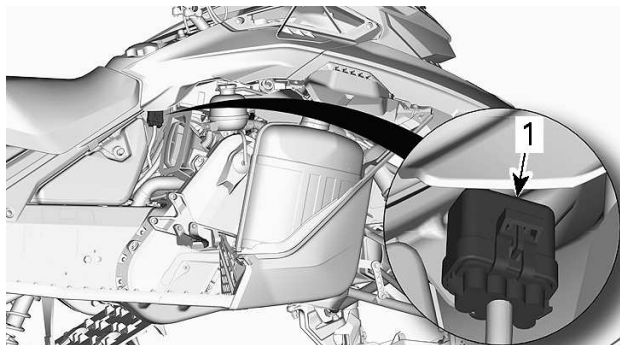
**Excessively worn skis and/or ski runners will adversely affect snowmobile control.**

## Fuses

### ***Access to Fuse Block***

Open RH side panel, refer to *Body and Seat*.

## Fuses Location



### **TYPICAL**

#### 1. Fuse block

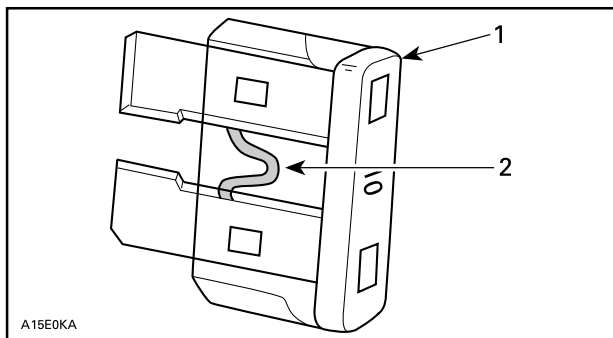
Unlock fuse block from its cover.

Refer to *Technical Specifications* for fuse rate and configuration.

### **Fuse Inspection**

Check fuse condition and replace it if necessary.

To remove fuse from holder, pull fuse out. Check if filament is melted.



1. Fuse
2. Check if melted

**⚠ WARNING**

**Do not use a higher rated fuse.**

**⚠ WARNING**

**If fuse has burnt out, source of malfunction should be determined and corrected before restarting. See an authorized BRP snowmobile dealer for servicing.**

---

## VEHICLE CARE

### Post-Operation Care

Remove snow and ice from rear suspension, track, front suspension, steering mechanism and skis.

 **WARNING**

**Make sure D.E.S.S. key is removed from D.E.S.S. post before standing in front the vehicle, getting close to the track or rear suspension components.**

Always cover your snowmobile when leaving it outside overnight or during extended periods of inactivity. This will protect it from frost and snow as well as help retain its appearance.

### Vehicle Cleaning and Protection

Wash snowmobile with water mixed with a mild detergent. Use only microfiber cloths or an equivalent.

**NOTICE**

**Never use a high pressure washer to clean the vehicle. USE LOW PRESSURE ONLY (EX: garden hose).**

**NOTICE**

**Never use XPS Brake and Parts Cleaner or any petroleum based cleaners on plastic parts.**

#### *Non Compatible Cleaning Products*

material type	non-compatible cleaning Products
All plastics, vinyls, painted steel and aluminium.	BRAKE AND PARTS CLEANER OR ANY PETROLEUM BASE CLEANING PRODUCTS

#### *Compatible Cleaning Products*

material type	cleaning Product
All plastics, vinyls, painted steel and aluminium.	Soapy water XPS Spray Cleaner and Polish XPS All Purpose Cleaner

---

*VEHICLE CARE*

For more information and products, Visit the XPS Products website at [www.xpslubricants.com](http://www.xpslubricants.com)

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## STORAGE

During summer, or when a snowmobile is not in use for more than three months, proper storage is necessary.

Storage
Clean the vehicle
Add fuel stabilizer to fuel following the product manufacturer recommendations. Run the engine after adding the product to the fuel. Run the engine until there is no fuel left.
Lubricate the engine.
Lubricate brake lever pivot
Lubricate rear suspension
Block muffler outlet with rags
Lift rear of vehicle until track is clear of the ground. Do not release track tension



### CAUTION

Use appropriate lifting device or have assistance to share lifting stress. If a lifting device is not used, use proper lifting techniques, notably using your legs force. Do not attempt to lift the rear of vehicle if it is above your limits.

### NOTICE

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

### NOTICE

Fuel stabilizer should be added prior to engine lubrication to prevent the loss of the chemical properties of fuel and protect the fuel system against varnish deposits.

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## PRESEASON PREPARATION

Proper vehicle preparation is necessary when a vehicle has not been used for more than three months.

Using the *maintenance schedule*, perform the items titled *EVERY YEAR AT PRESEASON*.

Visit your authorized BRP snowmobile dealer for more information.



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# MAINTENANCE RECORDS

Send photocopy of maintenance record to BRP if needed.

Pre-delivery	
Serial number: _____	Signature/Print:
Mileage / km: _____	
Hours: _____	
Date: _____	
Dealer no: _____	
Notes: _____	
_____	
Refer to vehicle Pre-Delivery Bulletin for detailed installation procedures	

<b>First inspection</b>	
Mileage / km: _____	Signature/Print:
Hours: _____	
Date: _____	
Dealer no: _____	
Notes: _____ _____	
For maintenance schedule refer to Maintenance Information section of this operator's guide	

<b>Service</b>	
Mileage / km: _____	Signature/Print:
Hours: _____	
Date: _____	
Dealer no: _____	
Notes: _____ _____	
For maintenance schedule refer to Maintenance Information section of this operator's guide	

<b>Service</b>	
Mileage / km: _____ Hours: _____ Date: _____ Dealer no: _____ Notes: _____ _____ _____	Signature/Print:
For maintenance schedule refer to Maintenance Information section of this operator's guide	

<b>Service</b>	
Mileage / km: _____ Hours: _____ Date: _____ Dealer no: _____ Notes: _____ _____ _____	Signature/Print:
For maintenance schedule refer to Maintenance Information section of this operator's guide	

Service	
Mileage / km: _____	Signature/Print:
Hours: _____	
Date: _____	
Dealer no: _____	
Notes: _____	
_____	
For maintenance schedule refer to Maintenance Information section of this operator's guide	

Service	
Mileage / km: _____	Signature/Print:
Hours: _____	
Date: _____	
Dealer no: _____	
Notes: _____	
_____	
For maintenance schedule refer to Maintenance Information section of this operator's guide	

<b>Service</b>	
Mileage / km: _____ Hours: _____ Date: _____ Dealer no: _____ Notes: _____ _____ _____	Signature/Print:
For maintenance schedule refer to Maintenance Information section of this operator's guide	

<b>Service</b>	
Mileage / km: _____ Hours: _____ Date: _____ Dealer no: _____ Notes: _____ _____ _____	Signature/Print:
For maintenance schedule refer to Maintenance Information section of this operator's guide	

Service	
Mileage / km: _____	Signature/Print:
Hours: _____	
Date: _____	
Dealer no: _____	
Notes: _____	
_____	
For maintenance schedule refer to Maintenance Information section of this operator's guide	

Service	
Mileage / km: _____	Signature/Print:
Hours: _____	
Date: _____	
Dealer no: _____	
Notes: _____	
_____	
For maintenance schedule refer to Maintenance Information section of this operator's guide	

<b>Service</b>	
Mileage / km: _____ Hours: _____ Date: _____ Dealer no: _____ Notes: _____ _____ _____	Signature/Print: _____ _____ _____ _____ _____
For maintenance schedule refer to Maintenance Information section of this operator's guide	

<b>Service</b>	
Mileage / km: _____ Hours: _____ Date: _____ Dealer no: _____ Notes: _____ _____ _____	Signature/Print: _____ _____ _____ _____ _____
For maintenance schedule refer to Maintenance Information section of this operator's guide	

Service	
Mileage / km:	Signature/Print:
Hours:	
Date:	
Dealer no:	
Notes:	
For maintenance schedule refer to Maintenance Information section of this operator's guide	

Service	
Mileage / km:	Signature/Print:
Hours:	
Date:	
Dealer no:	
Notes:	
For maintenance schedule refer to Maintenance Information section of this operator's guide	



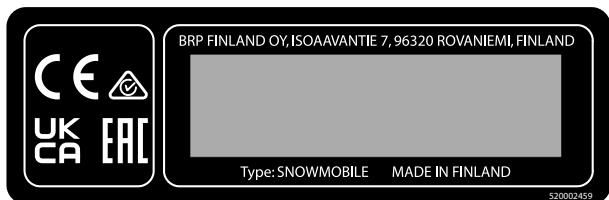
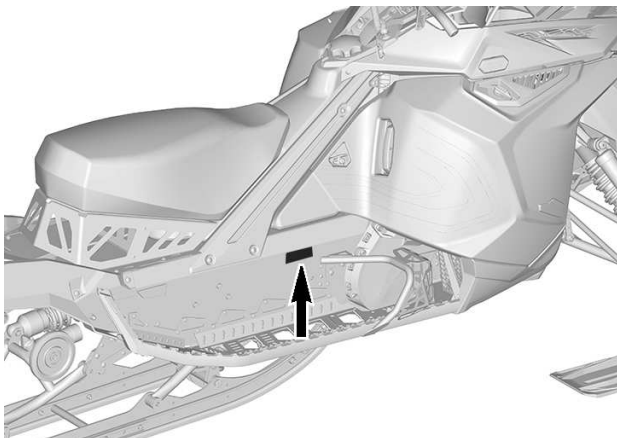
# **TECHNICAL INFORMATION**

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## VEHICLE IDENTIFICATION

### Vehicle Description Decal

Vehicle description decal is located on right hand side of tunnel.



*FOR EUROPEAN MARKET*

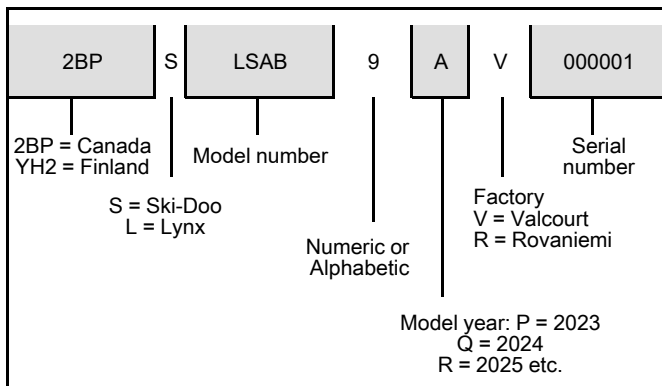
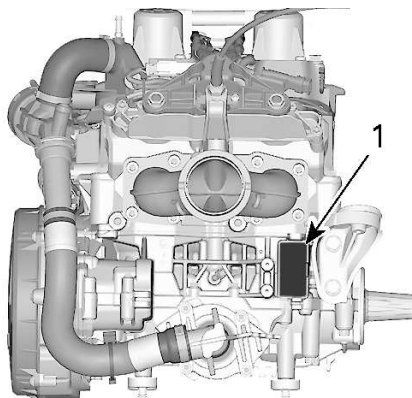
### Identification Numbers

The main components of your snowmobile (engine and frame) are identified by different identification numbers. It may sometimes become necessary to locate these numbers for warranty purposes or to trace your snowmobile in the event of loss. These numbers are required by the authorized BRP snowmobile dealer to complete warranty claims properly. We strongly recommend that you take note of all the identification numbers on your snowmobile and supply them to your insurance company.

**Vehicle Identification Number (VIN)**

VIN is scribed on vehicle description decal. See above. It is also engraved on tunnel near vehicle description decal.

Model number and model year are part of the information found in the VIN. See illustration.

**Engine Identification Number Location**

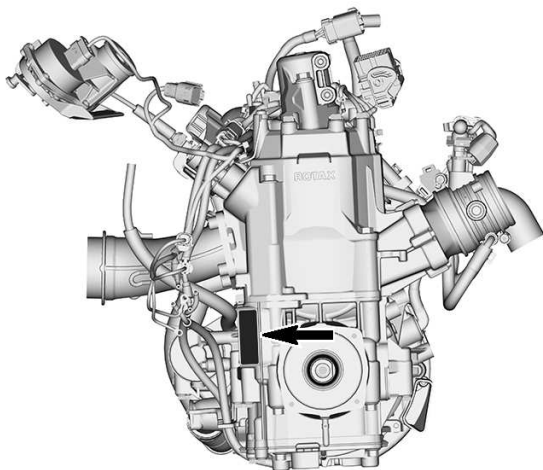
1. Engine identification number

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## COMPLIANCE LABELS

### Regulation (EU) 2016/1628 applicable for Non-Road Mobile Machineries

Vehicles who comply to Regulation (EU) 2016/1628 (NRMM) are identified on the engine.

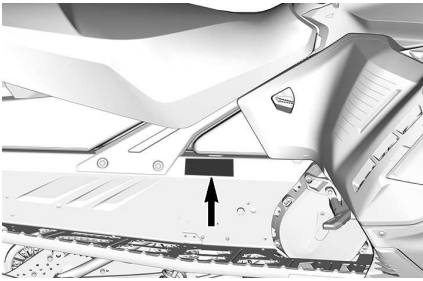


#### TYPICAL

10559		<b>Rotax</b> NRSC H CO2 g/kWh: XXXX
		# MXXXXXXX
		Prod. date: MM-YYYY
		Family type: XXXXXX
		SMB/P V-####

#### TYPICAL - NRMM IDENTIFICATION LABEL

Depending on your particular vehicle configuration, an additional NRMM identification label may be installed on the tunnel, near the chaincase.



**TYPICAL - ON RH SIDE OF TUNNEL**



**NRMM IDENTIFICATION ON VEHICLE**

## NOISE EMISSION AND VIBRATION VALUES

MODEL		600R E-TEC
NOISE EMISSION AND VIBRATION VALUES <sup>1</sup>		
Noise	Sound power level (L <sub>WA</sub> )	98.3 dB (Uncertainty (K <sub>wa</sub> ) 3 dB)
	Sound pressure (L <sub>pA</sub> )	86.2 dB (Uncertainty (K <sub>pA</sub> ) 3 dB)
Vibration	Hand-arm system	3.11 m/s <sup>2</sup>
	Whole body at seat	<0.5 m/s <sup>2</sup>
<sup>1</sup> : Noise emission and Vibration values are measured in accordance with Annexes A and B of ISMA 1 regulation on a snow covered or grass surface in neutral or without belt.		

# EU DECLARATION OF CONFORMITY



BRP Finland Oy  
PL 8040 (Isovaantie 7)  
FI-95101 Rovaniemi, Finland

T 358 40 800 7700  
F 358 16 318 114

www.brp.com

## EU Declaration of Conformity

**Authorized Representative:** BRP Europe N.V., Skaldenstraat 125, Gent, Belgium, 9042

This declaration of conformity is issued under the sole responsibility of the manufacturer.

The undersigned, representing the manufacturer, hereby declares that model year **2023 Snowmobiles** marked with the **CE** mark and a 17-character vehicle identification number (VIN) structured as **YH2LxxxxPRxxxxxx** under commercial name **Lynx** comply with all the relevant provisions of the following Directives and Regulations:

Machinery Directive 2006/42/EC as amended up to and including Reg. 2019/1243/EU	ISO 12100:2010
Non-Road Mobile Machinery (NRMM) Regulation (EU) 2016/1628 on gaseous pollutants	Category SMB, Stage V emissions limits
Electromagnetic Compatibility (EMC) Directive 2014/30/EU as amended up to and including Reg. (EU) 2018/1139	CISPR 12:2007/A1:2009 & IEC 61000-6-1:2005 or UN R10.04 or later version
Battery Directive 2006/66/EC as amended up to and including Dir. (EU) 2018/849	EN 50342-7:2015
Radio Equipment (RED) Directive 2014/53/EU as amended up to and including Reg. 2018/1139 (If fitted with radio frequency (RF) D.E.S.S. key)	IEC 62368-1:2014 CISPR 25:2016 ISO 11452-2:2004 ETSI EN 300 330 V2.1.1:2017

**Perttula, Risto**

Digitally signed by Perttula, Risto  
DN: cn=Local, o=BRP, ou=BRP, email=risto.perttula@rovaniemi.fi,  
serial=Regular Users, c=Finland, st=Rovaniemi, Date: 2022.02.04 12:26:15 +0200

Risto Perttula  
Director, Research and Development, Lynx  
BRP Finland Oy

Rovaniemi, Finland

January 31<sup>st</sup>, 2022

**SKI-DOO LYNX SEAWOO EVRIDE ROTAX CAN-AM**

# UK DECLARATION OF CONFORMITY



BRP Finland Oy  
PL 8040 (Isoseiväntie 7)  
FI-95101 Rovaniemi, Finland  
T 358 40 800 7700  
F 358 16 318 114  
www.brp.com

## UK Declaration of Conformity

**Authorized Representative:** BRP Recreational Products UK Ltd., Castle Chambers, 43 Castle Street, Liverpool, L2 9SH

This declaration of conformity is issued under the sole responsibility of the manufacturer.

The undersigned, representing the manufacturer, hereby declares that model year **2023**

**Snowmobile** marked with the <sup>UK</sup> mark and a 17-character vehicle identification number (VIN) structured as **YH2LxxxxPRxxxxxx** under commercial name **Lynx** comply with all the relevant provisions of the following UK Statutory instrument and Regulations:

The Supply of Machinery (Safety) Regulations 2008, UK Statutory Instrument 2008/1597 as amended up to and including SI 2020/1112	ISO 12100:2010
Non-Road Mobile Machinery (Type-Approval and Emission of Gaseous and Particulate Pollutants) Regulation 2018, UK SI 2018/764 as amended up to and including SI 2020/1393	Category SMB, Stage V emissions limits
Electromagnetic Compatibility Regulations 2016, UK SI 2016/1091 as amended up to and including SI 2020/1112	CISPR 12:2007/A1:2009 & IEC 61000-6-1:2005 or UN R10.04 or later version
Batteries and Accumulators (Placing on the Market) Regulations 2008, UK SI 2008/2164 as amended up to and including UK SI 2020/904	EN 50342-7:2015
Radio Equipment Regulations 2017, UK SI 2017/1206 as amended up to and including SI 2020/1112	IEC 62368-1:2014 CISPR 25:2016 ISO 11452-2:2004 ETSI EN 300 330 V2.1.1:2017

**Perttula, Risto**

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ou=Regular Users, ou=Perttula, Risto  
Date: 2022.02.09 09:22:37 +0200

Risto Perttula  
Director, Research and Development, Lynx  
BRP Finland Oy

Rovaniemi, Finland

February 9<sup>th</sup>, 2022

**skt-doo LYNX SEW-DOO EVIRIDE ROTAX CBN-011**



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mark where applicable**

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# **TECHNICAL SPECIFICATIONS**

## ENGINE

ENGINE	
Engine type	Rotax 600 E-TEC® RS Liquid cooled with reed valves and electronic RAVE
Number of cylinder	2
Bore	72.3 mm (2.846 in)
Stroke	73.0 mm (2.874 in)
Displacement	599.4 cm <sup>3</sup> (36.58 in <sup>3</sup> )
Maximum power engine speed	8500 ± 100 RPM

FUEL/ LUBRICATION SYSTEM	
Fuel delivery	E-TEC direct injection with integrated auxiliary injection system
Idle speed (not adjustable)	1600 ± 200 RPM
Gasoline/oil ratio	33:1
Pre-mix oil	Recommended XPS 2T X2-RS racing synthetic oil
Water pump shaft oil	
Water pump shaft oil reservoir capacity	50 ml (1.7 fl oz(US))

ELECTRICAL SYSTEM	
Lighting system output	30 A @ 14.5 V 1340 W @ 6000 RPM
Spark plug	Type NGK ILKR9Q7 (engine and spark plug threads are indexed)

ELECTRICAL SYSTEM		
	Gap	Not adjustable 0.6 to 0.7 mm (.024 to .028 in)

## RAVE RS

COOLING SYSTEM		
Coolant type	Recommended	XPS Extended life pre-mixed coolant
	Alternative, or if not available	Distilled water and antifreeze solution (50% distilled water, 50% antifreeze)

FUEL SYSTEM		
Fuel pump		In-tank electrical fuel pump
Fuel	Type	Premium unleaded gasoline (fuel which may contain up to 10% MAX ethanol)
	Octane rating	91 Pump Posted AKI (R+M)/2 95 (RON)
Fuel tank capacity		19 l (5 gal(liq.,US))

ELECTRICAL SYSTEM			
Taillight and stoplight			2.6 W / 139 m W LED
Fuses	F1	Start/RER/ Clock	5 A
	F2	Loads	25 A
	F4	Accessory	15 A

DRIVE SYSTEM – CHAINCASE			
Chaincase oil	Type	Recommended	XPS Synchronesh Transmission Synthetic Oil

DRIVE SYSTEM – CHAINCASE		
	Alternative, or if not available	75W140 gear oil that meets the API GL-5 specification
	Capacity	350 ml (12 fl oz(US))
Chaincase ratio		23/51

DRIVE SYSTEM – PULLEYS		
Drive pulley	Type	Racing pDrive
	Engagement RPM	5700 ± 100 RPM
Driven pulley	Type	Team Rapid Reaction
Drive belt adjustment	Deflection	27 to 37 mm (1.06 to 1.46 in)
	Force	11.3 kg (25 lb)

DRIVE SYSTEM – TRACK		
Drive sprocket number of teeth		8
Track	Width	38 cm (15 in)
	Length	348 cm (137 in)
	Profile height	44.5 mm (1.75 in)
Track adjustment	Deflection	3.2 cm (1.26 in)
	Force	6.0 to 8.5 kgf (13 to 19 lbf)

<b>BRAKE SYSTEM</b>		
Brake	Type	Single 220 mm stainless floating disc with 4 pistons caliper
Brake fluid	Type	DOT 4
	Quantity	50 ml (1.69 fl oz(US))
Caliper		Fixed 4 pistons (4 x 30 mm)
Brake pad material		Metallic
Minimum brake pad thickness		0.5 mm (.02 in)
Minimum brake disc thickness		5.4 mm (.213 in)
Maximum brake disc warpage		0.2 mm (.01 in)

<b>FRONT SUSPENSION</b>	
Suspension type	RAS 3 RS
Suspension maximum travel	272 mm (10.7 in)
Shock absorber type	KYB 46 HLCR Kashima Coated

<b>REAR SUSPENSION</b>		
Suspension type		PPS-R
Suspension maximum travel Measured at rear arm		390 mm (15.4 in)
Shock absorber type	Center	KYB 46 HLCR Kashima Coated
	Rear	KYB 46 HLCR Kashima Coated



<b>WEIGHT AND DIMENSIONS</b>	
Mass (dry)	219 kg (482.2 lb)
Overall length	3170 mm (124.8 in)
Overall width	1 280 mm (50.4 in)
Overall height	1190 mm (46.9 in)
Ski stance	1092 ± 21 mm (43 ± 0.8 in)

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# TROUBLESHOOT- ING

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# TROUBLESHOOTING GUIDELINES

## Troubleshooting

### 1. ENGINE IS CRANKED BUT FAILS TO START

No fuel to the engine.

- *Check fuel tank level, add fuel if necessary.*

System voltage too low.

- *Contact an authorized Ski-Doo dealer.*

### 2. ENGINE LACKS ACCELERATION OR POWER

Engine warm-up in progress.

- *Drive vehicle at low speeds for a few minutes.*

Engine break-in period not completed.

- *Complete break-in period.*

Drive and driven pulleys require servicing.

- *Contact an authorized SKI-DOO dealer.*

Engine overheats.

- *Check coolant level, see MAINTENANCE PROCEDURES (PAGE 128) MAINTENANCE PROCEDURES.*
- *Check heat exchangers cleanliness. Clean if necessary.*

Drive belt worn too thin.

- *If the drive belt has lost more than 3 mm (1/8 in) of its original width, it will affect vehicle performance.*
- *Replace drive belt.*

Incorrect track adjustment.

- *See MAINTENANCE PROCEDURES (PAGE 128) MAINTENANCE PROCEDURES and/or an authorized SKI-DOO dealer for proper alignment and tension adjustments.*

R.A.V.E. valves problem.

- *Seek service from an authorized Ski-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement.*

Fuel pressure too low.

- *Seek service from an authorized Ski-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement.*

### **3. ENGINE BACKFIRES**

Engine is running too hot.

- *See item 4 of ENGINE LACKS POWER.*

Ignition timing is incorrect or there is an ignition system failure.

- *Seek service from an authorized Ski-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement.*

Exhaust system leak.

- *Seek service from an authorized Ski-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement.*

Fuel pressure too low.

- *Seek service from an authorized Ski-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement.*

### **4. ENGINE MISFIRES**

Water in fuel.

- *Drain fuel system and refill with fresh fuel.*

RAVE valves malfunction.

- *Have RAVE valves system inspected. Seek service from an authorized Ski-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement.*

### **5. HEATED GRIPS/THUMB WARMERS ARE NOT WORKING**

Engine RPM is too low.

- *Make sure engine RPM is above 2000.*

### **6. ENGINE HAS SHUT DOWN**

The engine shuts down after long periods of idling.

- *Do not let engine idle too long. Refer to VEHICLE WARM-UP in operating instruction.*

## **7. WATER PUMP SHAFT OIL LEVEL LOWERS**

External leak.

- *Replace leaking part.*

Engine internal leak.

- *Have the engine bottom end repaired .*

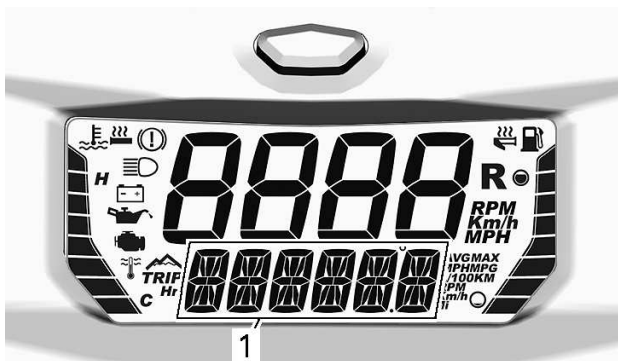
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# MONITORING SYSTEM

## Icons, Messages and Beeper Codes

The gauge icons inform you of an anomaly or a particular condition.



Icons can come on or blink alone or in combination with others.





1. Lower display

In addition to the icons, messages are displayed along with a beep code.

See following table for details.

Icon ON	Beeper	Message	Description
	4 short beeps every 30 seconds	ENGINE OVERHEAT	Engine is overheating, reduce snowmobile speed and run in loose snow or stop engine immediately and let engine cool down. Check coolant level, refer to <i>Maintenance</i> . If coolant level is correct and overheating persists, contact an authorized Ski-Doo dealer. Do not run the engine if condition persists.
		MUFFLER	Reduce speed or stop engine. Let engine cool down and restart. If overheating persists, contact an authorized Ski-Doo dealer. Do not run the engine if condition persists.
		ECM	
	Short beeps repeating rapidly	OVERHEAT In combination with "ENGINE OVERHEAT" above	Critical overheating. Stop engine immediately and let engine cool down. Check coolant level, refer to <i>Maintenance</i> . If coolant level is correct and overheating persists, contact an authorized Ski-Doo dealer. Do not run the engine if condition persists.
		OVERHEAT In combination with "MUFFLER" OR "ECM"	Critical overheating. Stop engine immediately and let engine cool down. If overheating persists, contact an authorized Ski-Doo dealer. Do not run the engine if condition persists.



Icon ON	Beeper	Message	Description
	4 short beeps	CHECK ENGINE	Engine fault, see an authorized Ski-Doo dealer, repair shop or person of your own choosing as soon as possible.
 (blinking)	4 short beeps	—	Displayed when brake is applied for more than 15 seconds while throttle lever is squeezed and vehicle is moving at more than 5 km/h (3 MPH).
—	4 short beeps every 8 seconds	KNOCK	Engine detonation (RPM is limited when this condition occurs). <ul style="list-style-type: none"> <li>– Ensure recommended fuel is used.</li> <li>– Check fuel quality, replace if necessary.</li> <li>– If fault still occurs, contact an authorized Ski-Doo dealer, repair shop, or person of your own choosing.</li> </ul>
—	4 short beeps every 5 minutes	REV LIMIT	Engine RPM limited for protection when certain faults occur.
—	—	OVER REV	Indicates that maximum engine RPM is reached. Check clutch calibration.

Icon ON	Beeper	Message	Description
—	Short beeps repeating rapidly	SHUT DOWN	Shutdown procedure in force due to engine overheating or fuel pump problem.
—	—	COMMUNICATION	Communication problem between ECM and gauge. Stop engine, remove tether cord cap. Wait a few minutes, then start engine. If problem persists, contact an authorized Ski-Doo dealer.

## Fault Codes

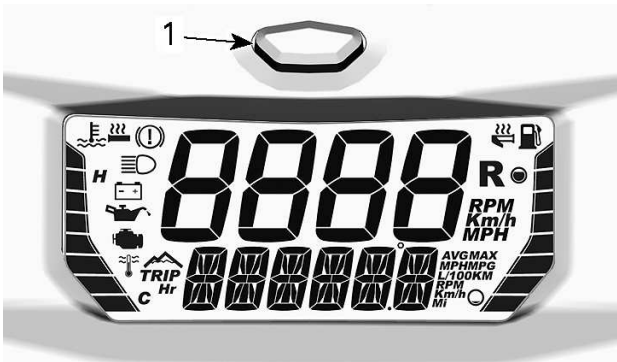
If the check engine icon is ON, it is possible to read fault code(s) on the gauge.

To read active fault code(s), select the vehicle speed and engine RPM display combination, see *Compact Digital Display*.

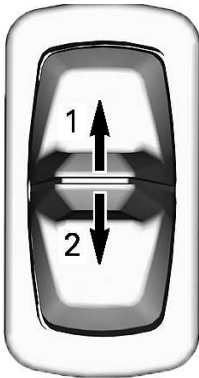
### NOTE:

Make sure to select actual vehicle speed and actual engine RPM (not "top" or "average" values).

Press and hold the gauge mode button and simultaneously switch from HIGH to LOW beam repeatedly several times until a code is displayed.



1. Gauge mode button



1. High beam
2. Low beam

If two or more codes are registered, use the gauge mode button to scroll.

To exit the fault codes mode, press and hold the gauge mode button.

Contact an authorized Ski-Doo dealer for code signification.

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# WARRANTY

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# **BRP INTERNATIONAL LIMITED WARRANTY: 2023 LYNX® SNOWMOBILES**

## **SCOPE OF THE LIMITED WARRANTY**

**Bombardier Recreational Products Inc. ("BRP")** warrants its 2023 LYNX snowmobiles sold by distributors or dealers authorized by BRP to distribute LYNX snowmobiles ("LYNX Distributor / Dealer") outside of the fifty United States, Canada, members of the European Economic Area (which is comprised of the member states of the European Union plus United Kingdom, Norway, Iceland and Liechtenstein) ("EEA"), members states of the Commonwealth of the Independent States (including Ukraine and Turkmenistan) ("CIS") and Turkey, from defects in material or workmanship for the period and under the conditions described below.

Non-factory installed parts and accessories are not covered under this limited warranty. Please refer to the applicable parts and accessories limited warranty text.

This limited warranty will become null and void if: (1) the snowmobile was used for racing or any other competitive activity, at any point, even by a previous owner; or (2) the snowmobile has been altered or modified in such a way so as to adversely affect its operation, performance or durability, or has been altered or modified to change its intended use.

## **LIMITATIONS OF LIABILITY**

**TO THE EXTENT PERMITTED BY LAW, THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. TO THE EXTENT THAT THEY CANNOT BE DISCLAIMED, THE IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS WARRANTY. INCIDENTAL AND CONSEQUENTIAL DAMAGES ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY. SOME JURISDICTIONS DO NOT ALLOW FOR THE DISCLAIMERS, LIMITATIONS AND EXCLUSIONS IDENTIFIED ABOVE, AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC RIGHTS, AND YOU MAY ALSO HAVE OTHER LEGAL RIGHTS WHICH MAY VARY FROM COUNTRY TO COUNTRY. (FOR PRODUCTS PURCHASED IN AUSTRALIA REFER TO "FOR PRODUCTS SOLD IN AUSTRALIA ONLY", BELOW).**

Neither the LYNX Distributor / Dealer nor any other person has been authorized to make any affirmation, representation or warranty regarding the product, other than those contained in this limited warranty, and if made, shall not be enforceable against BRP.

BRP reserves the right to modify this warranty at any time, being understood that such modification will not alter the warranty conditions applicable to the products sold while this warranty is in effect.

## **EXCLUSIONS – ARE NOT WARRANTED**

The following are not warranted under this limited warranty under any circumstances:

- Normal wear and tear;
- Routine maintenance items, tune ups, adjustments;
- Damage caused by negligence or failure to provide proper maintenance and/or storage, as described in the operator's guide;
- Damage resulting from removal of parts, improper repairs, service, maintenance, modifications or use of parts or accessories not manufactured or approved by BRP which in its reasonable judgement are either incompatible with the product or adversely affect its operation, performance and durability, or resulting from repairs done by a person that is not an authorized servicing BRP snowmobile distributor/ dealer;
- Damage caused by abuse, abnormal use, neglect, racing or operation of the product on surfaces other than snow, or operation of the product in a manner inconsistent with the recommended operation described in the Operator's Guide;
- Damage resulting from accident, submersion, fire, snow or water ingestion, theft, vandalism or any act of God;
- Operation with fuels, oils or lubricants which are not suitable for use with the product (see the Operator's Guide);
- Damage resulting from rust, corrosion or exposure to the elements;
- Incidental or consequential damages, or damages of any kind including without limitation towing, storage, transportation expenses, telephone, rental, taxi, inconvenience, insurance coverage, loan payments, loss of time, loss of income; or time missed for downtime experience due to service work.
- And damage resulting from studs installed on tracks if the installation does not conform to BRP's instructions.

## **WARRANTY COVERAGE PERIOD**

This warranty will be in effect from (1) the date of delivery to the first retail consumer or (2) the date the product is first put into use, whichever occurs first and for a period of:

**TWELVE (12) CONSECUTIVE MONTHS**, for private or commercial use owners. However, the warranty coverage period on a snowmobile delivered between June 1<sup>st</sup> and December 1<sup>st</sup> of a given year will expire November 30<sup>th</sup> of the following year.

The repair or replacement of parts or the performance of service under this warranty does not extend the life of this warranty beyond its original expiration date.

Note that the duration and any other modalities of the warranty coverage are subject to the applicable national or local legislation in the customer's country.

### **FOR PRODUCTS SOLD IN AUSTRALIA ONLY**

Nothing in these Warranty terms and conditions should be taken to exclude, restrict or modify the application of any condition, warranty, guarantee, right or remedy conferred or implied under the Competition and Consumer Act 2010 (Cth), including the Australian Consumer Law or any other law, where to do so would contravene that law, or cause any part of these terms and conditions to be void. The benefits given to you under this limited warranty are in addition to other rights and remedies that you have under Australian law.

Our goods come with guarantees that cannot be excluded under the Australian Consumer Law. You are entitled to a replacement or refund for a major failure and for compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.

## **CONDITIONS TO HAVE WARRANTY COVERAGE**

This warranty coverage is available **only** if each of the following conditions has been fulfilled:

- The 2023 LYNX snowmobile must be purchased as new and unused by its first owner from a LYNX Distributor / Dealer authorized to distribute LYNX snowmobiles in the country in which the sale occurred;
- The BRP specified pre-delivery inspection process must be completed and documented;
- The product must have undergone proper registration by an authorized LYNX Distributor / Dealer;
- The 2023 LYNX snowmobile must be purchased in the country or union of countries in which the purchaser resides.
- Routine maintenance outlined in the operator's guide must be timely performed in order to maintain warranty coverage. BRP reserves the right to make warranty coverage contingent upon proof of proper maintenance.

BRP will not honour this limited warranty to any private use owner or commercial use owner if one of the preceding conditions has not been met. Such limitations are necessary in order to allow BRP to preserve both the safety of its products, and also that of its consumers and the general public.



## **WHAT TO DO TO OBTAIN WARRANTY COVERAGE**

The customer must cease using the snowmobile upon the appearance of an anomaly. The customer must notify a servicing LYNX Distributor / Dealer within two (2) days of the appearance of a defect, and provide it with reasonable access to the product and reasonable opportunity to repair it. The customer must also present to the authorized LYNX Distributor / Dealer, proof of purchase of the product and must sign the repair / work order prior to starting the repair in order to validate the warranty repair. All parts replaced under this limited warranty become the property of BRP.

Note that the notification period is subject to the applicable national or local legislation in customer's country.

## **WHAT BRP WILL DO**

To the extent permitted by law, BRP's obligations under this warranty are limited to, at its sole discretion, repairing parts found defective under normal use, maintenance and service, or replacing such parts with new genuine LYNX parts without charge for parts and labour, at any authorized LYNX Distributor / Dealer during the warranty coverage period under the conditions described herein. BRP's responsibility is limited to making the required repairs or replacements of parts. No claim of breach of warranty shall be cause for cancellation or rescission of the sale of the snowmobile to the owner. You may have other legal rights which may vary from country to country.

In the event that service is required outside of the country of original sale, the owner will bear responsibility for any additional charges due to local practices and conditions, such as, but not limited to, freight, insurance, taxes, license fees, import duties, and any and all other financial charges, including those levied by governments, states, territories and their respective agencies.

BRP reserves the right to improve or modify products from time to time without assuming any obligation to modify products previously manufactured.

## **TRANSFER**

If the ownership of a product is transferred during the warranty coverage period, this limited warranty, subject to its terms and conditions, shall also be transferred and be valid for the remaining coverage period provided BRP or an authorized LYNX Distributor / Dealer receives a proof that the former owner agreed to the transfer of ownership, in addition to the coordinates of the new owner.

## CONSUMER ASSISTANCE

In the event of a controversy or a dispute in connection with this limited warranty, BRP suggests that you try to resolve the issue at the LYNX Distributor / Dealer level. We recommend discussing the issue with the authorized LYNX Distributor / Dealer's service manager or owner.

If the matter still remains unresolved, contact BRP by filling out the customer contact form at [www.brp.com](http://www.brp.com) or contact BRP by mail at one of the addresses listed under the *CONTACT US* section of this guide.

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# **BRP LIMITED WARRANTY FOR THE EUROPEAN ECONOMIC AND THE COMMONWEALTH OF THE INDEPENDENT STATES (CIS) AREAS AND TURKEY : 2023 LYNX® SNOWMOBILES**

## **SCOPE OF THE LIMITED WARRANTY**

Bombardier Recreational Products Inc. ("BRP") warrants its 2023 LYNX snowmobiles sold by distributors or dealers authorized by BRP to distribute LYNX snowmobiles ("LYNX Distributor / Dealer") in member states of the European Economic Area (which is comprised of the member states of the European Union plus the United Kingdom, Norway, Iceland and Liechtenstein) ("EEA"), in member states of the Commonwealth of the Independent States (including Ukraine and Turkmenistan) ("CIS") and Turkey from defects in material or workmanship for the period and under the conditions described below.

Non-factory installed parts and accessories are not covered under this limited warranty. Please refer to the applicable parts and accessories limited warranty text.

This limited warranty will become null and void if: (1) the snowmobile was used for racing or any other competitive activity, at any point, even by a previous owner; or (2) the snowmobile has been altered or modified in such a way so as to adversely affect its operation, performance or durability, or has been altered or modified to change its intended use.

## **LIMITATIONS OF LIABILITY**

**TO THE EXTENT PERMITTED BY LAW, THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. TO THE EXTENT THAT THEY CANNOT BE DISCLAIMED, THE IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS WARRANTIES. INCIDENTAL AND CONSEQUENTIAL DAMAGES ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY. SOME JURISDICTIONS DO NOT ALLOW FOR THE DISCLAIMERS, LIMITATIONS AND EXCLUSIONS IDENTIFIED ABOVE, AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC RIGHTS, AND YOU MAY ALSO HAVE OTHER LEGAL RIGHTS WHICH MAY VARY FROM COUNTRY TO COUNTRY.**

Neither the LYNX Distributor / Dealer nor any other person has been authorized to make any affirmation, representation or warranty regarding the product, other than those contained in this limited warranty, and if made, shall not be enforceable against BRP.

BRP reserves the right to modify this warranty at any time, being understood that such modification will not alter the warranty conditions applicable to the products sold while this warranty is in effect.

## **EXCLUSIONS – ARE NOT WARRANTED**

The following are not warranted under this limited warranty under any circumstances:

- Normal wear and tear;
- Routine maintenance items, tune ups, adjustments;
- Damage caused by negligence or failure to provide proper maintenance and/or storage, as described in the operator's guide;
- Damage resulting from removal of parts, improper repairs, service, maintenance, modifications or use of parts or accessories not manufactured or approved by BRP which in its reasonable judgment are either incompatible with the product or adversely affect its operation, performance and durability, or resulting from repairs done by a person that is not an authorized servicing BRP snowmobile distributor/ dealer;
- Damage caused by abuse, abnormal use, neglect, racing or operation of the product on surfaces other than snow, or operation of the product in a manner inconsistent with the recommended operation described in the Operator's Guide;
- Damage resulting from accident, submersion, fire, snow or water ingestion, theft, vandalism or any act of God;
- Operation with fuels, oils or lubricants which are not suitable for use with the product (see the Operator's Guide);
- Damage resulting from rust, corrosion or exposure to the elements;
- Incidental or consequential damages, or damages of any kind including without limitation towing, storage, transportation expenses, telephone, rental, taxi, inconvenience, insurance coverage, loan payments, loss of time, loss of income; or time missed for downtime experience due to service work.
- And damage resulting from studs installed on tracks if the installation does not conform to BRP's instructions.

## **WARRANTY COVERAGE PERIOD**

This warranty will be in effect from (1) the date of delivery to the first retail consumer or (2) the date the product is first put into use, whichever occurs first and for a period of:

TWENTY-FOUR (24) CONSECUTIVE MONTHS, for private use owners and TWELVE (12) CONSECUTIVE MONTHS for commercial use owners. However, the warranty coverage period on a snowmobile delivered between June 1<sup>st</sup> and December 1<sup>st</sup> of a given year will expire November 30<sup>th</sup> of the applicable year. A snowmobile is used commercially when it is used in connection with generating income or any work

or employment during any part of the warranty period. A snowmobile is also used commercially when, at any point during the warranty period, it has commercial tags or is licensed for commercial use.

The repair or replacement of parts or the performance of service under this warranty does not extend the life of this warranty beyond its original expiration date.

Note that the duration and any other modalities of the warranty coverage are subject to the applicable national or local legislation in the customer's country.

## **CONDITIONS TO HAVE WARRANTY COVERAGE**

This warranty coverage is available **only** if each of the following conditions has been fulfilled:

- The 2023 LYNX snowmobile must be purchased as new and unused by its first owner from a LYNX Distributor / Dealer authorized to distribute LYNX products in the country in which the sale occurred;
- The BRP specified pre-delivery inspection process must be completed and documented;
- The product must have undergone proper registration by an authorized LYNX Distributor / Dealer;
- The 2023 LYNX snowmobile must be purchased within the EEA by an EEA resident, in the CIS for residents of the countries comprised in such area and in Turkey for residents of Turkey; and
- Routine maintenance outlined in the operator's guide must be timely performed in order to maintain warranty coverage. BRP reserves the right to make warranty coverage contingent upon proof of proper maintenance.

BRP will not honour this limited warranty to any private use owner or commercial use owner if one of the preceding conditions has not been met. Such limitations are necessary in order to allow BRP to preserve both the safety of its products, and also that of its consumers and the general public.

## **WHAT TO DO TO OBTAIN WARRANTY COVERAGE**

The customer must cease using the snowmobile upon the appearance of an anomaly. The customer must notify a servicing LYNX Distributor / Dealer within two (2) months of the appearance of a defect, and provide it with reasonable access to the product and reasonable opportunity to repair it. The customer must also present to the authorized LYNX Distributor / Dealer, proof of purchase of the product and must sign the repair / work order prior to starting the repair in order to

validate the warranty repair. All parts replaced under this limited warranty become the property of BRP.

Note that the notification period is subject to the applicable national or local legislation in customer's country.

## **WHAT BRP WILL DO**

To the extent permitted by law, BRP's obligations under this warranty are limited to, at its sole discretion, repairing parts found defective under normal use, maintenance and service, or replacing such parts with new genuine LYNX parts without charge for parts and labour, at any authorized LYNX Distributor / Dealer during the warranty coverage period under the conditions described herein. BRP's responsibility is limited to making the required repairs or replacements of parts. No claim of breach of warranty shall be cause for cancellation or rescission of the sale of the snowmobile to the owner. You may have other legal rights which may vary from country to country.

In the event that service is required outside of the EEA, CIS or Turkey, the owner will bear responsibility for any additional charges due to local practices and conditions, such as, but not limited to, freight, insurance, taxes, license fees, import duties, and any and all other financial charges, including those levied by governments, states, territories and their respective agencies.

BRP reserves the right to improve or modify products from time to time without assuming any obligation to modify products previously manufactured.

## **TRANSFER**

If the ownership of a product is transferred during the warranty coverage period, this limited warranty, subject to its terms and conditions, shall also be transferred and be valid for the remaining coverage period provided BRP or an authorized LYNX Distributor / Dealer receives a proof that the former owner agreed to the transfer of ownership, in addition to the coordinates of the new owner.

## **CONSUMER ASSISTANCE**

In the event of a controversy or a dispute in connection with this limited warranty, BRP suggests that you try to resolve the issue at the LYNX Distributor / Dealer level. We recommend discussing the issue with the authorized LYNX Distributor / Dealer's service manager or owner.

If the matter still remains unresolved, contact BRP by filling out the customer contact form at [www.brp.com](http://www.brp.com) or contact BRP by mail at one of the addresses listed under the *CONTACT US* section of this guide.

## **ADDITIONAL TERMS AND CONDITIONS FOR FRANCE ONLY**

The following terms and conditions are applicable to products sold in France only:

The seller shall deliver goods that are complying with the contract and shall be responsible for defects existing upon delivery. The seller shall also be responsible for defects resulting from packaging, assembling instructions or the installation when it is its responsibility per the contract or if accomplished under its responsibility. To be compliant with the contract, the good shall:

1. Be fit for normal use for goods similar thereto and, if applicable:
  - Correspond to the description provided by the seller and have the qualities presented to the buyer through sample or model;
  - Have the qualities that a buyer may legitimately expect considering the public declarations of the seller, the manufacturer of its representative, including in advertising or labeling; or
2. Have the characteristics mutually agreed upon as between the parties or be fit for the specific use intended by the buyer and brought to the attention of the seller and which accepted.

The action for failure to comply is prescribed after two years after delivery of the goods. The seller is responsible for the warranty for hidden defects of the good sold if such hidden defects are rendering the good unfit for the intended use, or if they diminish its use in such a way that the buyer would not have acquired the good or would have given a lesser price, had he known. The action for such hidden defects shall be taken by the buyer within 2 years of the discovery of the defect.

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# **CUSTOMER INFORMATION**

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## DATA PRIVACY INFORMATION

Bombardier Recreational Products inc., its affiliates and subsidiaries (“BRP”) is committed to protecting your privacy and support a general policy of openness about how we collect, use and disclose your personal information in the course of managing our relationship with you. **More details can be found by visiting BRP’s Privacy Policy at: <https://brp.com/en/privacy-policy.html> or by scanning the QR Code below.**

Please be assured that we have appropriate security measures in place to ensure that your personal information is protected against loss and unauthorized access.

Your personal information that may be collected by BRP, directly from you or from authorized dealers or authorized third parties, includes:

- **Contact, Demographic & Registration Information** (e.g., name, full address, phone number, email, gender, ownership history, language of communication)
- **Vehicle Information** (e.g., serial number, purchase and delivery date, unit usage, vehicle location and movements)
- **Third Party Information** (e.g., information received from BRP partners, joint-marketing activities information, social media)
- **Technological Information** (e.g., IP address, type of device, operating system, browser type, webpages you view, cookies and similar technologies when you use BRP or dealers’ websites or mobile application)
- **Interaction with BRP Information** (e.g., information collected when you call BRP’s in-house sales representatives, buy items on a BRP web Site, sign up for BRP emails, participate in BRP-sponsored contests and sweepstakes or attend BRP-sponsored events)
- **Transactional Information** (e.g., information necessary to handle returns, payment information when you purchase our products or services through our websites or mobile applications and other issues related to your purchase of BRP products)

This information may be used and processed for the following purposes:

- Safety & Security
- Customer Support for Sales & After Sales (e.g., complete or follow up with you about your purchase or maintenance)
- Registration & Warranty
- Communication (e.g., sending you a BRP satisfaction survey)
- Online Behavioural Advertising, Profiling and Location-Based Services (e.g., offer customized experience)
- Compliance & Dispute Resolution
- Marketing & Advertising
- Assistance (e.g., help with any delivery issues, handle returns, and other issues related to your purchase of BRP products).

We also may use personal information to generate aggregated or statistical data that no longer identifies you personally.

**Your personal information may be disclosed to the following: BRP, BRP's authorized dealerships, distributors, service providers, advertising & market research partners and other authorized third parties.**

We may receive information about you from diverse sources, including third parties, such as BRP's authorized dealerships and partners, with whom we offer services or engage in joint-marketing activities. We may also receive information about you from social media platforms such as Facebook and Twitter, when you interact with us on those platforms.

Depending on the circumstances, your personal information may be communicated outside the region where you reside. Your personal information is retained only for as long as necessary for the purpose for which we obtained it and according to our retention policies.

To exercise your data privacy rights (e.g. right of access, right of rectification), to withdraw your consent in order to be removed from the address list for marketing purposes or for the satisfaction survey or for general data privacy questions, please contact BRP's Data Protection Officer at or by mail at [privacyofficer@brp.com](mailto:privacyofficer@brp.com) or by mail at: BRP Legal Service, 726 St-Joseph, Valcourt, Quebec, Canada, J0E 2L0.

**When BRP processes your personal information, they do so in compliance with its Privacy Policy available at: <https://www.brp.com/en/privacy-policy.html> or by using the following QR Code.**



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## CONTACT US

[www.brp.com](http://www.brp.com)

### Asia Pacific

#### Australia

Level 26  
477 Pitt Street  
Sydney, NSW 2020

Level 26  
477 Pitt Street  
Sydney, NSW 2020  
Australia

#### China

Room 301, Building 6,  
10 Hengshan Road,  
Xuhui District,  
Shanghai 200030

#### Japan

21F Shinagawa East One  
Tower  
2-16-1 Konan, Minato-ku-ku,  
Tokyo 108-0075

#### New Zealand

Suite 1.6, 2-8 Osborne Street,  
Newmarket, Auckland 2013

### Europe, Middle East and Africa

#### Belgium

Oktrooiplein 1  
9000 Gent

#### Czech Republic

Stefanikova 43a  
Prague 5  
150 00

#### Germany

Itterpark 11  
40724 Hilden

#### Finland

Isoaavantie 7  
PL 8040  
96101 Rovaniemi

#### France

Arteparc Bâtiment B  
Route de la côte d'Azur,  
13 590 Meyreuil

#### Norway

Ingvald Ystgaardsvei 15  
N-7484 Trondheim  
Salg, marketing, ettermarked

#### Sweden

Spinnvägen 15  
903 61 Umeå  
Sweden 90821

#### Switzerland

Avenue d'Ouchy 4-6  
1006 Lausanne

### Latin America

#### Brazil

Av. James Clerck Maxwell, 230  
Campinas, Sao Paulo  
CEP 13069-380

#### Mexico

Av. Ferrocarril 202  
Parque Industrial Querétaro  
Santo Rosa Jauregui, Querétaro  
C.P. 76220

### North America

#### Canada

3200A, rue King Ouest,  
Suite 300  
Sherbrooke (Québec) J1L 1C9

#### United States of America

10101 Science Drive  
Sturtevant, Wisconsin  
53177

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## CHANGE OF ADDRESS/OWNERSHIP

If your address has changed or if you are the new owner of the snowmobile, be sure to notify BRP by either:

- Notifying an authorized BRP snowmobile dealer or distributor.
- **North America Only:** calling at 1 888 272-9222.
- Mailing one of the change of address cards on the following pages at one of the BRP addresses indicated in the *Contact Us* section of this guide.

In case of change of ownership, please join a proof that the former owner agreed to the transfer.

Notifying BRP, even after the expiration of the limited warranty, is very important as it enables BRP to reach the snowmobile owner if necessary, like when safety recalls are initiated. It is the owner's responsibility to notify BRP.

**STOLEN UNITS:** If your personal snowmobile is stolen, you should notify BRP or an authorized BRP snowmobile dealer. We will ask you to provide your name, address, phone number, the vehicle identification number and the date it was stolen.

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CHANGE OF ADDRESS/OWNERSHIP

Model No. \_\_\_\_\_

**VEHICLE**

IDENTIFICATION NUMBER (V.I.N.) \_\_\_\_\_

**ENGINE**

IDENTIFICATION NUMBER (E.I.N.) \_\_\_\_\_

**Owner:** \_\_\_\_\_  
NAME

\_\_\_\_\_  
No. STREET APT

\_\_\_\_\_  
CITY STATE/PROVINCE ZIP/POSTAL CODE

**Purchase Date** \_\_\_\_\_  
YEAR MONTH DAY

**Warranty Expiry Date** \_\_\_\_\_  
YEAR MONTH DAY

To be completed by the dealer at the time of the sale.

DEALER IMPRINT AREA



 **WARNING**

**Disregarding any of the safety precautions and instructions contained in the operator's guide, safety video and on product safety labels could cause injury including the possibility of death.**



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[www.brp.com](http://www.brp.com)

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