

# **LYNX<sup>®</sup>**

## **2001**



**Käyttäjän käsikirja  
Ägarehandbok  
Owner's manual  
2101353**

## **TÄRKEÄÄ !**

Lue tämä käyttöohjekirja tarkoin.

Piittaamattomuus tässä kirjassa annettuja varoituksia ja ohjeita kohtaan voi johtaa loukkaantumiseen ja jopa hengenvaaraan. Säilytä tämä kirja huolellisesti ja kysy kauppiaaltaasi tai huolto-  
liikkeeltä lisätietoja tarvittaessa.

## **VIKTIGT !**

Läs noggrant igenom denna instruktionsbok före användande av maskinen.

Likgiltighet för varningar och anvisningar kan medföra stor olycksrisk med svåra skador som följd.

## **IMPORTANT !**

Read this manual carefully.

Disregarding any of the safety precautions and instructions contained in this book may result in injury, including the possibility of death.

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## **BOMBARDIER INTERNATIONAL LIMITED WARRANTY: 2001 LYNX® SNOWMOBILE**

### **1. WARRANTY COVERAGE PERIOD**

Bombardier-Nordtrac ("Bombardier"), as manufacturer, warrants FROM THE DATE OF DELIVERY TO THE FIRST CONSUMER that each 2001 LYNX snowmobile sold anywhere in the world except the United States and Canada, as NEW and UNUSED and PREDELIVERED by an authorized LYNX snowmobile dealer, duly appointed by an authorized LYNX International Distributor, will be free from any defects in material and/or workmanship for a PERIOD of TWELVE (12) CONSECUTIVE MONTHS.

All genuine Bombardier accessories, installed by an authorized LYNX dealer at the time of delivery of the new and unused LYNX snowmobile, carry the same Warranty Coverage Period as for the LYNX snowmobile.

### **2. WHAT BOMBARDIER WILL DO**

BOMBARDIER through the local LYNX International Distributor will, during the Warranty Coverage Period, repair or replace, at its option, all genuine BOMBARDIER part found defective in material and/ or workmanship, under normal use, maintenance and service, with a genuine BOMBARDIER part without charge for parts and labor, at any local authorized LYNX dealer.

### **3. CONDITION TO HAVE WARRANTY WORK VALIDATED**

The customer must notify a local authorized LYNX dealer within two (2) days of the appearance of a defect in material and/or workmanship and present to the servicing authorized LYNX dealer the LYNX Warranty Registration Card or a proof of purchase of the NEW and UNUSED 2001 LYNX snowmobile and must sign the repair/work order prior to the start of the repair in order to validate a warranty repair. All parts replaced under this limited warranty become the property of BOMBARDIER.

### **4. EXCLUSIONS - ARE NOT WARRANTED**

- Normal wear and tear items;
- Labor, parts and lubricant costs of all maintenance services;
- Damage caused by failure to provide proper maintenance and/or storage, as described in the "2001 LYNX snowmobile Operator's Guide";

- Damage resulting from improper repairs, modifications or use of non-approved parts or, repairs done by a non-authorized LYNX dealer;
- Damage resulting from abuse, misuse, neglect, racing or using the LYNX snowmobile on surfaces other than snow;
- Damage resulting from accident, fire, theft, vandalism or any act of God;
- Incidental or consequential damages, or damages of any kind as but not limited to towing charges, telephone calls or taxi; and
- Damages resulting from improper service or maintenance.

## 5. LIMITATIONS OF LIABILITY

This warranty gives you specific rights, and you may also have other legal rights resulting from the application of mandatory national laws which may vary from country to country.

**WHERE APPLICABLE, 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 ANY PARTICULAR PURPOSE.**

In no event shall BOMBARDIER be liable for special, consequential or incidental damages, including but not limited to loss of use and transportation costs. Some country do not allow the exclusion or limitation of incidental or consequential damages, or limitations on how long an implied warranty lasts, so the above limitation or exclusion may not apply.

Neither the LYNX International Distributor, the selling local LYNX dealer nor any other person has been authorized to make any affirmation, representation or warranty other than those contained in this warranty, and if made, such affirmation, representation or warranty shall not be enforceable against BOMBARDIER or any other person.

Every LYNX snowmobile is sold with the English version of this warranty. A specific LYNX International Distributor may elect to translate this warranty into local language, it is then understood and agreed that in the event of any discrepancy among the two versions, the English version shall prevail.

It is the customer's responsibility to ensure that the LYNX snowmobile complies with all snowmobile regulations and standards of any country, other than the original country of sale, where the LYNX snowmobile is intended to be used.

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

## **6. CONSUMER ASSISTANCE**

- a) In the event of a controversy or a dispute arising in connection with this BOMBARDIER INTERNATIONAL LIMITED WARRANTY, BOMBARDIER suggests that you try to resolve the issue at the dealership level. We recommend discussing the issue with the authorized dealer's service manager or owner.
- b) If further assistance is required, the authorized local LYNX INTERNATIONAL DISTRIBUTOR's Service Department should be contacted in order to resolve the matter.
- c) If the issue has still not been resolved, please submit in writing your complaint to:

BOMBARDIER-NORDTRAC OY  
SERVICE DEPARTMENT  
PL 8040  
96101 ROVANIEMI

BOMBARDIER-NORDTRAC OY  
March 2000

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## **CONGRATULATIONS ON YOUR CHOICE OF LYNX!**

It is known that LYNX -snowmobiles clear severe driving and strain also in difficult conditions. To avoid unnecessary standstills and to get the best possible use the service and checkings of snowmobile have to be done regularly. This is why you should follow the proper service schedule and the instructions given in this book.

## **CHASSIS AND ENGINE NUMBERS**

When ordering spare parts, give the type chassis number and engine number. The chassie number is found both on the model plate situated on the back of the chassis and stamped in right side of chassis. The engine number is on the right in the plate on engine.

## **TRACK NUMBER**

The number consisting 8 digs inside the track is the track number and outside it is the spare part number.

## GEAR BOX NUMBER

Only in the models Syncro gear box.

## BEFORE DRIVING

- Read this manual very carefully and also check the safety labels on you vehicle.
- Snowmobile is a cross-country vehicle that requires a special driving technique. Winter conditions, snow and frost together with driving draft demand adequate protective clothing.
- You have to follow the cross-country traffic-laws on snowmobile route:
  - The driver got to have the driving license at least to a tractor (T-license in Finland)
  - **It is compulsory to wear a helmet**
- The driver must always wear a helmet and eye protectors. Tinted eye shields reduces visibility in poor light conditions.
- Always wear suitable, warm clothes.
- Where possible keep to marked route.
- A route that has been used a lot is usually also the safest one.
- It is dangerous to drive on ice. Check the safety before driving. (Solid ice)
- Always obtain permission from the landowner before driving on private property.

## DURING DRIVING

- Snowmobiles are not designed for driving on public roads.
- Always keep a safe distance from public roads. It is your duty to give way to traffic when crossing public road. It is permitted only to avoid risks e.g. crossing a river on a bridge.
- Be aware of the traffic behind you.
- Use head light all time when driving. Dip the light to avoid blinding others drives.
- Avoid sudden changes of direction and braking and never cross in front off other machine.
- Keep careful watch for a traffic grom the rear.
- Never drive along railway tracks. You will not be able to hear approaching trains over the sound of your own machine.
- Be careful that your feet, hands or clothes cannot get in touch with hot or rotating parts of engine or tracks. Touching may lead to injuries.
- Do not wear loose hanging clothing like scarf that could get stuck in some rotating parts or for example in trees when driving in the terrain.



- Be cautious when taking a passenger. Instruct the passenger to act the right way.
- Adjust your driving to the weather and terrain conditions and endeavoured to prejudge the coming situation so that the terrain or others driving there do not cause unexpected situations.
- Never start off to a long trip without checking first that the snowmobile is on good condition. Always check that there is enough fuel, lights of the snowmobile, the function of the steering devices, brakes, tools, flashlight battery, axe, knife, and first aid package.
- Do not drive alone. On a long trip there should always be several snowmobiles.
- Before placing the snowmobile at the disposal of a beginner or an inexperienced driver proper instructions of steering devices and the characteristics of the snowmobile must be given.
- **Never drink or use drugs when driving snowmobile !**
- Your snowmobile is not designed to be driven on black top, bare earth or other abrasive surfaces. Abnormal and excessive wear of critical parts is inevitable.
- The fuel is inflammable and explosive under certain conditions and therefore manipulate fuel only in well ventilated area. Do not smoke or allow open flames or sparks in the vicinity.

## AFTER DRIVING

- Whenever the vehicle is parked outdoors it is suggested to protect it against the inclemency of the weather with a snowmobile cover.
- Never run the engine without drive belt installed, belt guard in place or when the hood is removed. This may cause engine damage or danger to the user of the snowmobile.
- Engine should be turned off for all lubrication and maintenance procedures.
- After heavy use it is recommended to allow the engine to idle to reach the normal temperature. Prolonged idling may cause engine damage.
- The cooling system is pressurised! When removing coolant tank cap, first place a cloth over cap and then turn cap a little to release pressure.

## FUELSYSTEM

- Use min. 98E (RON) gasoline.
- Bombardier-Nordtrac Oy requires that the engine oil must be at least API TC 3 or of higher quality classification.

## **WARNING !**

Fuel may be pressurized, open cap slowly. Fuel is flammable and explosive. Never use an open flame to check fuel level. Never smoke or allow flame or spark in vicinity. Never top up the fuel before placing the vehicle in a warm area. As temperature increases, fuel expands and may overflow. Always wipe off any fuel spillage from the vehicle.

## **INJECTION OIL SYSTEM**

- Fuel system functions with injection oil system. Use Bombardier injection oil (order nr: 1471599).
- Use always Bombardier Synthetic lubrication oil (order nr: 413 710 500) for RAVE-engines.
- When starting break in –period add 0,3 l injection oil /synthetic oil into to the first fuel tankfull.
- **NOTE!** Racing models are not equipped with separate injection oil system. It is highly recommended to use Bombardier synthetic oil (order nr: 413 710 500), the mixing ratio must be 3 %.

## **WARNING!**

Never use engine oil as injection oil !

**NOTE!** Wipe off any oil spills. Oil is highly flammable.

## **ANTIFREEZE**

Gasoline line antifreeze is not recommended for continuous use. However, if there is -20 °C or more, 1 % gasoline antifreeze can be added in proportion of the fuel to prevent the carburettor piston of freezing in. N.B.

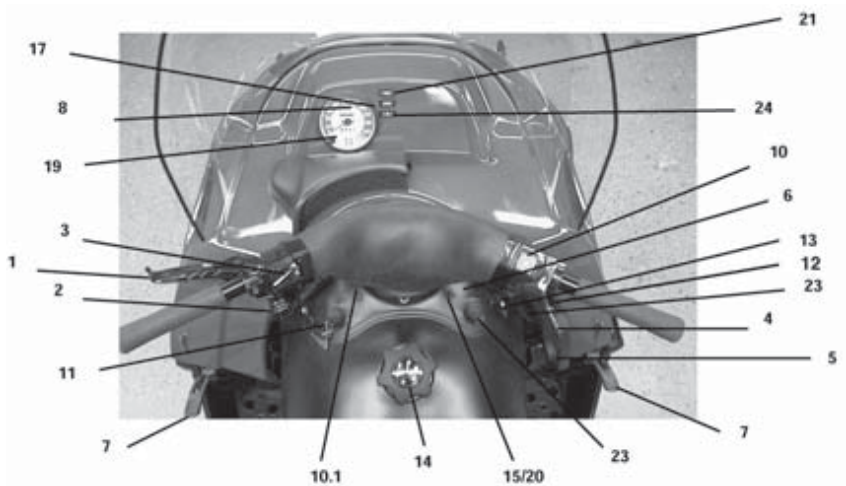
**NOTE:** When using gasoline antifreeze, use 2,5 % 2-stroke oil in proportion to the fuel and about 1 % injection oil in the injection oil engines.

**CONTROLS (Notice! Some controls do not apply to some models.)**

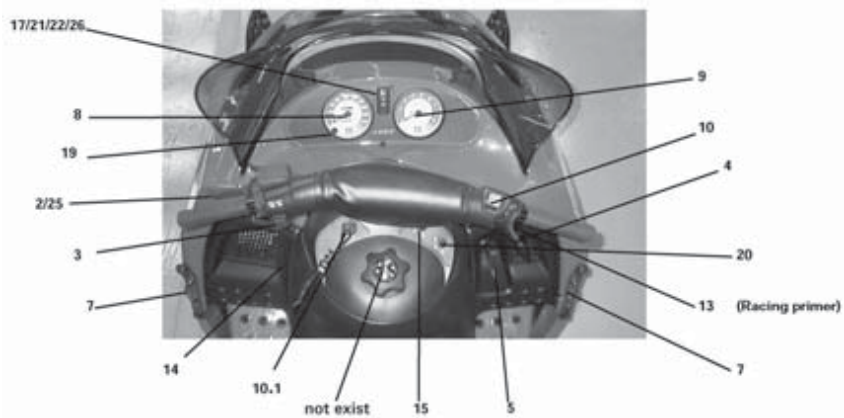
1. Driving brake, mechanic
2. Parking brake
3. Switch dimmed light/high beam
4. Throttle lever
5. Starter handle
6. Primer
7. Hood lock
8. Speedometer/trip
9. Tachometer
10. Emergency switch
- 10.1. Tether cut-out switch
11. Ignition switch
12. Gear lever
13. Choke
14. Fuel gauge
15. Handlebar warming
16. Fuel gauge, electrical, optional
17. Warning light, oil level
18. Current outlet
19. Tripmeter
20. Heated throttle lever switch
21. Indication light, high beam
22. Engine overheat warning light
23. Electrical reverse switch – RER
24. Indication light, RER
25. Hydraulic brake
26. DESS (Digital Encoded Security System) indicator light

**WARNING !**

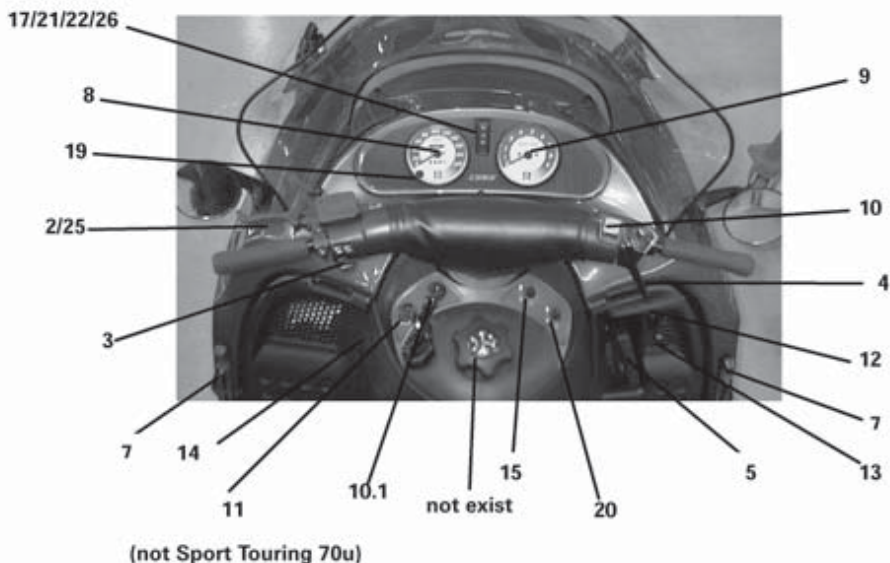
Keep the seat/back rest always locked. Fastening of the seat/back rest has been secured with a latch. Loosening of the back rest or the seat's unfastening may damage the construction or cause serious danger to the driver or the passenger.



**FOREST FOX SYNCRO**

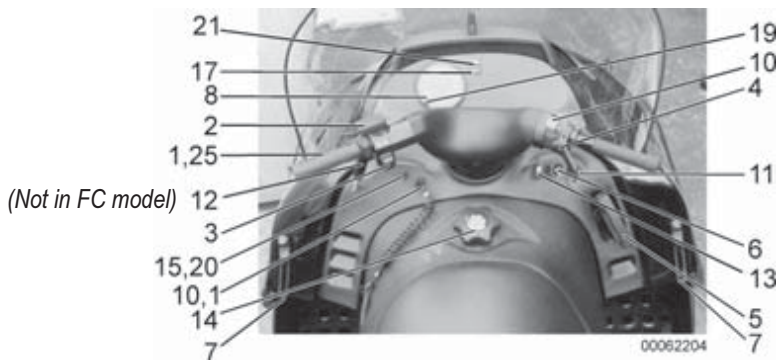


**RAVE 800 SP, ENDURO 500 SP/600 SP/700 SP, RACING**



**SPORT TOURING 700, SUPER TOURING 500/600**

18. only in S 600



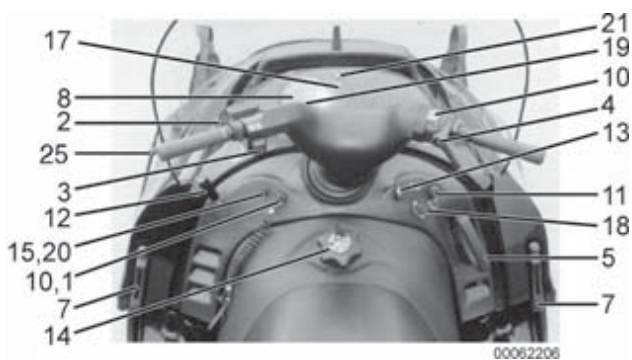
**GLX 5900 FCE/FC**

23. only

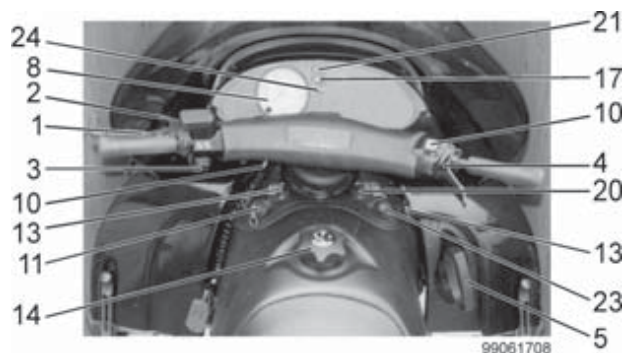
24. GLX-5900 FC



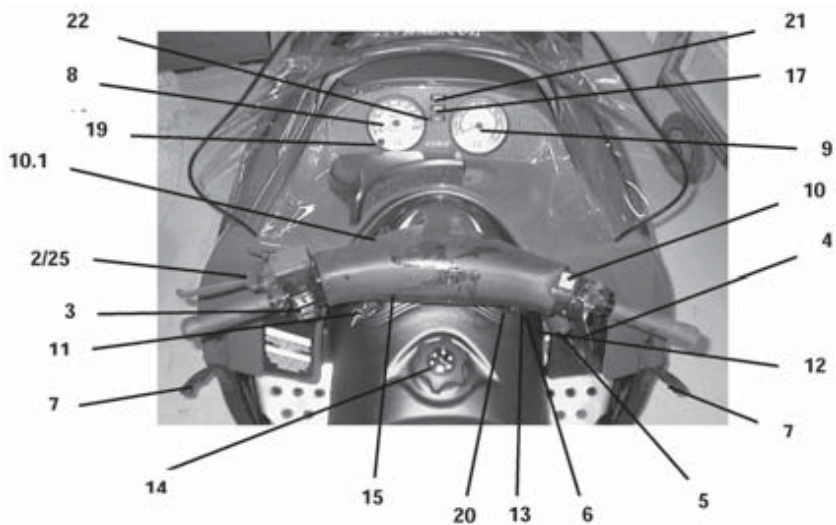
**GLX 5900 ST**



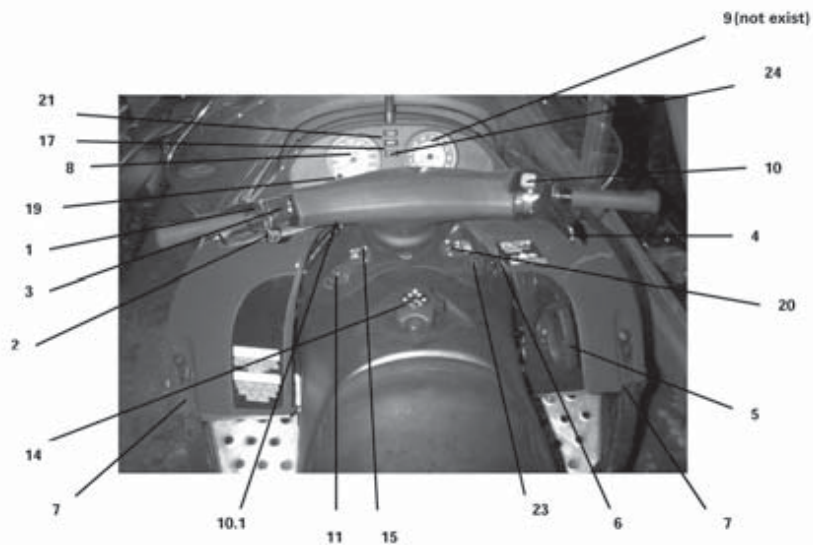
**6900 FCE**



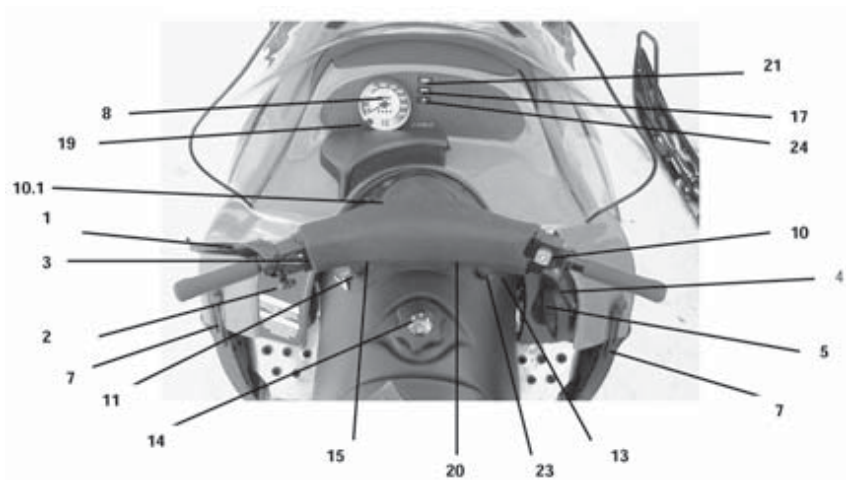
**Ranger FCE**



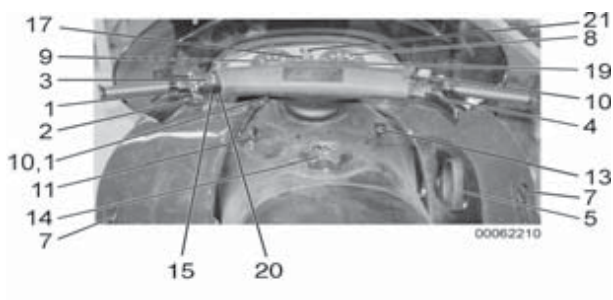
**Ranger LCE**



**Traveller 500/Explorer 500**



**Safari 400/Ranger FCE**



**Enduro 400 F**



## CHECK CAREFULLY BEFORE STARTING

- Activate the throttle lever several times to check that it operates easily and smoothly. It must return to idle position when released.
- Activate the brake control lever and make sure that the brake fully applies before the brake control lever touches the handlebar grip. It must fully return when released.
- Verify that skis and steering operate freely.
- Verify track and idler wheels are unfrozen and free to turn.
- Check fuel and injection oil for levels and leaks.
- Verify that fuel valves are fully open.
- Verify that air filter is free of snow.
- Check gear shifting function.
- Check coolant level. Liquid should be at COLD LEVEL line (engine cold) of coolant tank.
- Check functions of head-, tail- and parking light.

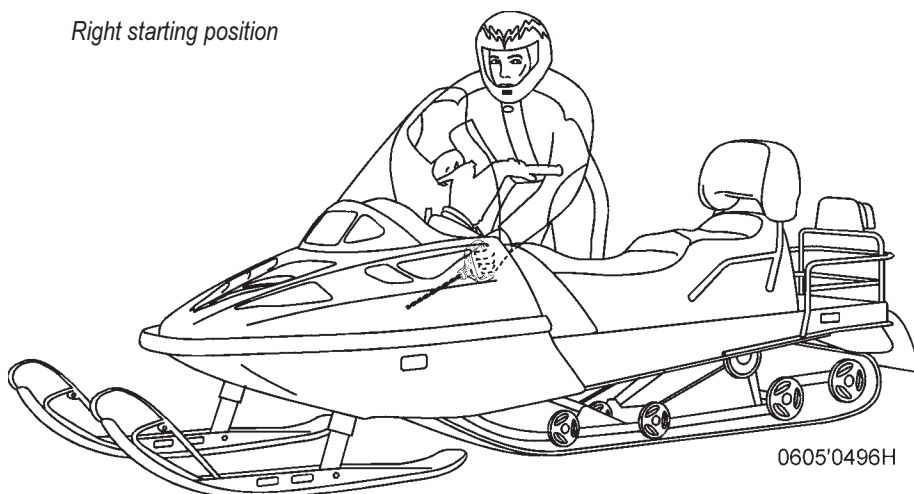
### **WARNING!**

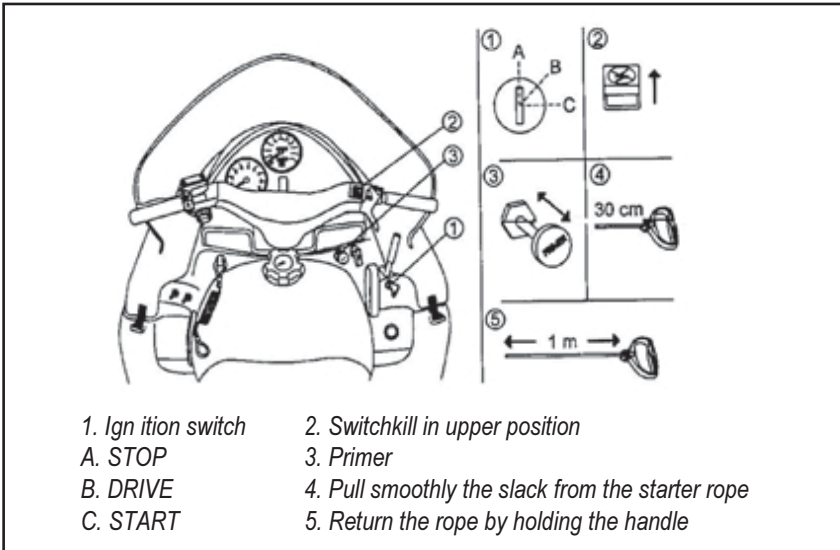
The performance of some snowmobiles may significantly exceed that of other snowmobiles you have operated. Therefore, use by novice or inexperienced operators is not recommended.

### **WARNING!**

Do not lubricate throttle and/or brake cables and housings.

*Right starting position*





## STARTING

Before starting, check very carefully the following:

- Function of throttle lever.
- Function of brakes.
- Make sure that emergency cut-out switch is position "ON".
- Make sure that tether cut-out switch is in place and is attached to driver.

### WARNING!

Never start snowmobile before you have checked all the safety operations.

### WARNING!

Throttle mechanism should be checked for free movement before starting engine.

## Models with PRIMER

- Pump PRIMER 2 –3 times.

**NOTE!** PRIMER use is not necessary if engine is warm.

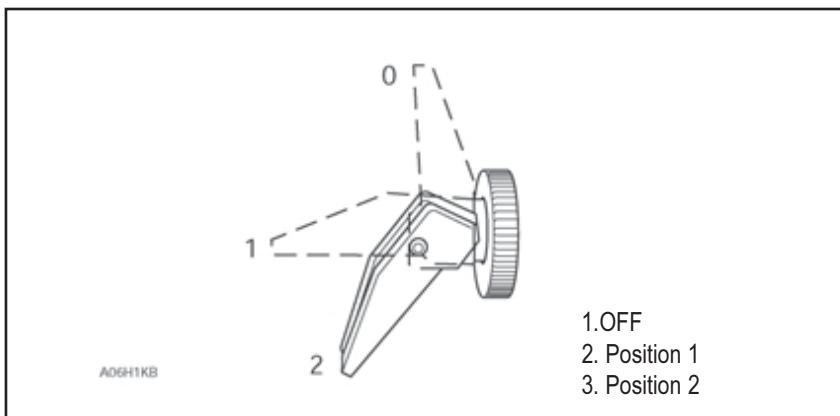
**NOTE!** In case the snowmobile is equipped with DESS (Digitally Encoded Security System) but there is no electrical starter, ignition switch does not exist. DESS system (Sport/Touring family) in RAVE, Enduro 500/600/700, S-Touring 500/600/700. Key switch we have in models with el. starter (S-Touring 500/600). Other models have only DESS switch. We have 8 hours break-in period in models mentioned above.

These models have an initial build system, which isn't giving out engine's maximum power before engine's 8 hours break-in period is past.

DPM system we have in Rave 800.

### **DESS (Digitally Encoded Security System)**

This system is a deterrent against theft. The tether cord provided with your snowmobile is LYNX dealer programmed and is the one that allows engine to turn more than 3000 RPM. If an incorrectly programmed tether cord is installed the engine can not reach engagement speed required to move vehicle.



### **Starting the cold engine**

**NOTE!** Do not use gas together with choke.

Turn the ignition switch to the position 2. Start engine.  
As soon as engine is running, turn the switch to position 1.  
After few seconds turn the switch to position OFF.

**NOTE!** On very cold weather, for example. colder than  $-20^{\circ}\text{C}$ , choke may have to be used few times on position 1, until engine runs smoothly.

## MODELS WITH MANUAL STARTER

Apply key to ignition switch and turn it "ON" position.

Pull smoothly the slack from the starter rope, and then pull strongly. Return the rope by holding the handle. Faulty proceeding may damage the starter.

**NOTE:** Do not apply gas when starting.

## STARTING WITH ELECTRIC STARTER (some models)

Turn the key in ignition switch to clockwise direction, until starter engages.

Release key immediately when engine has started.

**NOTE:** If electric starter for some reason can not be used, apply key to "ON" position and use manual starter.

### **WARNING!**

Electric start models only: never charge or boost battery while installed on snowmobile.

## STOPPING THE ENGINE/TETHER CUT-OUT SWITCH

Engine stops when the ignition key/the stop button is turned into STOP-position or when the emergency switch lock is pulled off or when the emergency switch on right handle is pushed down.

### **WARNING!**

The snowmobile engine can be stopped by activating the emergency cut-out button, pulling the tether cord or turning the key.

## GEAR SHIFTING WITH SYNCRO GEAR BOX

- Select the shift taking into consideration your driving; the 1st gear gives the greatest pulling capacity; the 2nd gear gives the highest speed. The gear positions you see in the below. By the gear lever there is a tape indicating the gear positions. When shifting gears from 1<sup>st</sup> to 2<sup>nd</sup> the speed limit is max 15 km/h. In order to shift from 2<sup>nd</sup> to 1<sup>st</sup> you have to stop the snowmobile.
- Gearbox have no chain.
- Chaindriven models have no gearbox, but you can buy as an extra equipment the reverse gear. Snowmobile is capable of a fast reverse.
- Driver should become familiar with this operation by practising on level ground.
- Ensure the path behind is clear of obstacles or bystanders.
- Note that skis or front suspension may be damaged if the ski bumps an obstacle, also the driver may be damaged.
- Fast reverse, while turning, could result in lost of stability.

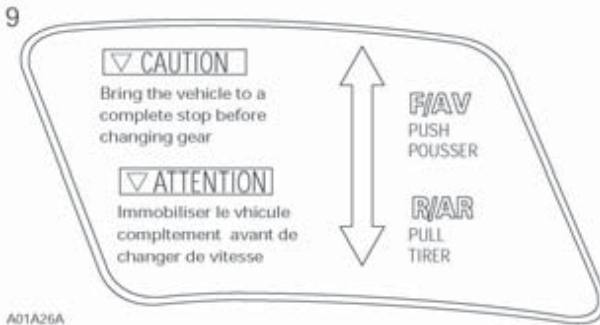
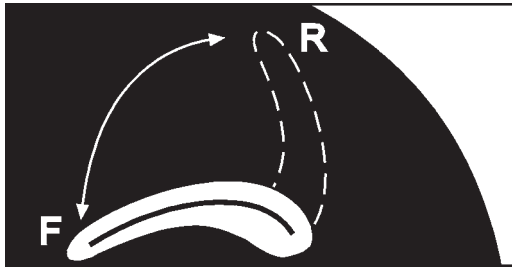
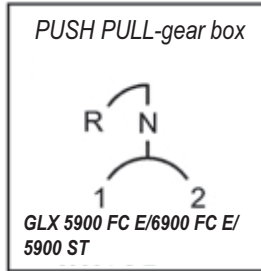
## GEAR SHIFTING (CHAINCASE DRIVE CHAIN)

- Driver should become familiar with this operation by practising on level surface.
- Ensure the path behind is clear of obstacles or bystanders.
- Note that skis or front suspension may be damaged if the ski bumps an obstacle, also the driver may be damaged.
- Fast reverse, while turning, could result in lost of stability.

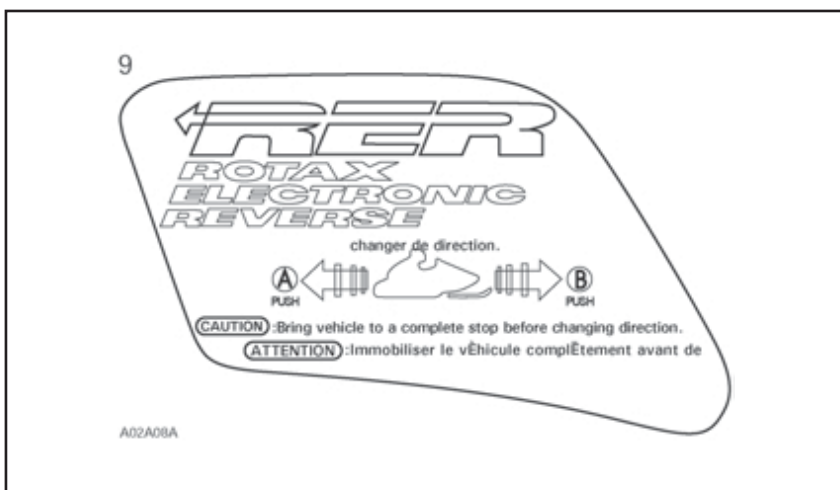
### **WARNING !**

When shifting to reverse/from reverse snowmobile has to be stopped.

## GEAR SHIFT



Models with mechanical reverse



**Models with electrical reverse, RER, Ranger FC, Explorer, Traveller, Safari 400 F, 5900 FC, Forest Fox Syncro**

## **ELECTRIC REVERSE (RER)**

Previous mentioned models are equipped with an electronic reverse controlled by a reverse button. Driving in reverse is achieved by changing the direction of engine rotation. Shifting in reverse is an electronic operation consisting of a control module that modifies the ignition timing of the engine.

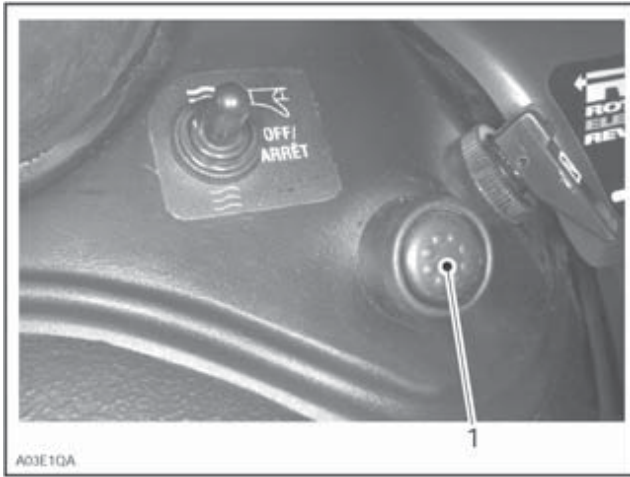
When depressing the reverse button, a signal will slow down the engine RPM enough to modify the ignition timing advance. This reverses crankshaft rotation.

No mechanical action and gear change is involved.

No adjustment is needed.

### **Shifting Procedure**

With the snowmobile completely stopped and engine running at the idle, press and release the electronic reverse button.



1. Reverse button

The engine RPM will decrease for a few seconds then the engine will start rotating in the opposite direction and will return to its normal idle speed.

**NOTE:** A reverse indicator lamp will illuminate and a warning buzze will sound when the snowmobile is engaged in reverse.



1. Reverse indicator light
2. Reverse button



### **WARNING!**

Always remain seated and apply the brake before shifting.

### **WARNING!**

Come to a complete stop before pressing the reverse button. Ensure the path behind is clear of obstacles or bystanders. Fast reverse while turning could result in loss of stability.

Apply throttle slowly and evenly. Allow drive pulley to engage then accelerate carefully.

**CAUTION!** Do not rev the engine when driving in reverse. This may cause the clutch system to operate erratically.

It is recommended to warm up the engine to its normal operating temperature before shifting. Shifting procedure will take place only when the engine is running. Engine will automatically shift into forward when starting after stopping or stalling.

### **WARNING!**

Never run the engine when the track is raised off the ground or with the hood opened or removed.

## **INSTRUCTIONS**

- A snowmobile is a terrain vehicle demanding the driving technique of its own. In the following you get some tips how to handle the snowmobile in order to be able to enjoy its good performance.
- The snowmobile moves, when you press the throttle lever and stops when you release it. Press properly the throttle lever so the pulleys are engaged and gets good grip from drive belt and belt is not slipping. N.B. **Do not, however, accelerate too strongly.**
- Remember that the drive belt needs warming up by careful driving before it can be loaded in full.  
A new belt needs about 25 km running-in driving before it can be loaded fully.

## **WARNING!**

Most components of this snowmobile are built with parts dimensioned in the metric system. Most fasteners are metric and must not be replaced by customary fasteners or vice versa.

## **BRAKE-IN PERIOD**

It is important for the long lasting, good performance of snowmobile and engine break-in, that break-in period for snowmobile is performed in right way. A break-in period 15 operating hours - 500 km is required before running the snowmobile at full throttle. During this period, maximum throttle should not exceed 3/4. However use wide open throttle from time to time and let engine run maximum rpm's about 10 s. This will avoid the spark plugs to become sooty.

## **DRIVING POSITION**

- When driving e.g. in the forest it is easier to turn the snowmobile if you lean the snow mobile to inside of turning.
- When driving on a track and on even terrain, e.g. on ice covered lake you can sit = center of gravity is down. The snowmobile runs steadily.
- If you stand on the footboards, you can better use your own weight for leaning the snowmobile and so to "smoothe" the driving on bumpy terrain.
- In forest it often is easier to drive on your knees. Center of gravity is as much high that the snowmobile can be turned rather quickly and you still can drive under the trees.
- You can climb a steep slope obliquely. In that case you move the center of gravity to the side by standing with both feets on the same footboard and by hanging down as much that the snowmobile keeps the horizontal position.
- Especially in soft snow it is important to move the center of gravity forward — backward. The main rule is that you have such a position that the front of the snowmobile runs up the snow.
- If the rack is loaded, the location of the center of gravity changes. The driver has to move forward in order to achieve similar situation.
- The driving with a full loaded sleigh is different. The weight of the sleigh and the pulling capacity needed try to raise the front of the snowmobile and then the steerability becomes worse.

- When towing a load the sleigh has to be equipped with a “tugdevice” as the sleigh sticks in the snow when standing for a while. The pull caused by the “tugdevice” releases the sleigh easily.
- When driving with a load you can make the turning easier so that you throttle down in the curve when the load pushes and the rear of the snowmobile is moved to the right direction.

**WARNING!**

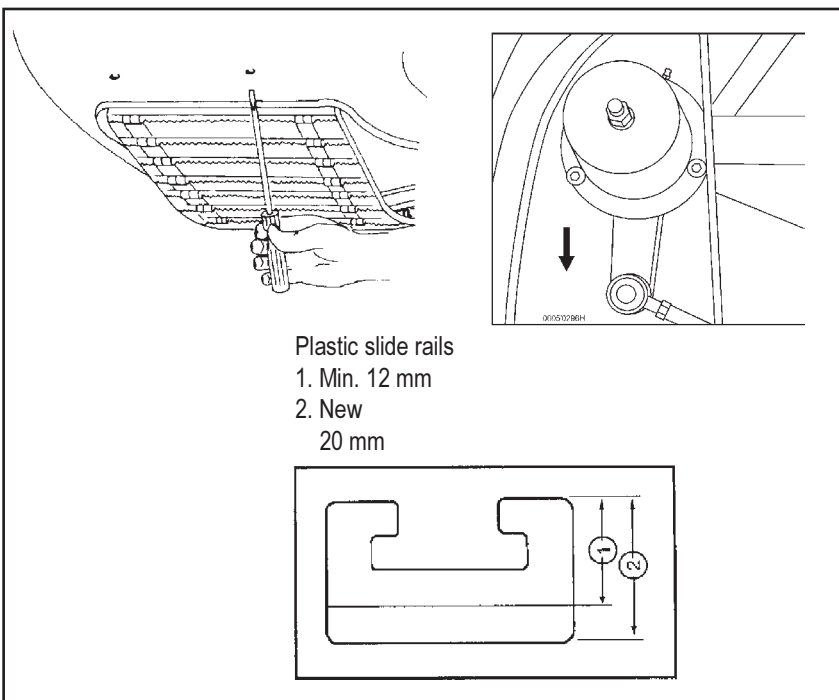
Some snowmobiles are designed for the driver only and no provisions have been made for a passenger.

**WARNING !**

Always keep your both hands on handlebar and both legs on footrests.

**SLIDE-RAIL SYSTEM**

The durability of the plastic slide surface of the slide-rail system depends on “snow greasing”. That is why try to avoid driving on plain ice or road, especially at high speed. If you have to drive on such an area, you can grease the plastic rails with hard lubrication spray (chain spray). The lubrication stands bout 3—5 hours driving. Additional set of support wheels is available (ask your nearest dealer).



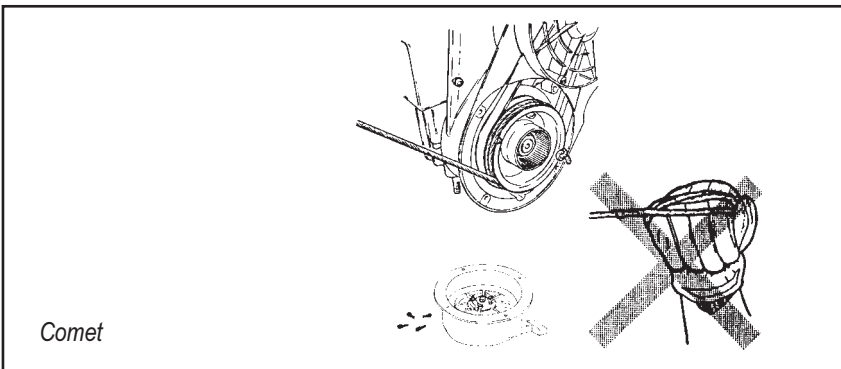
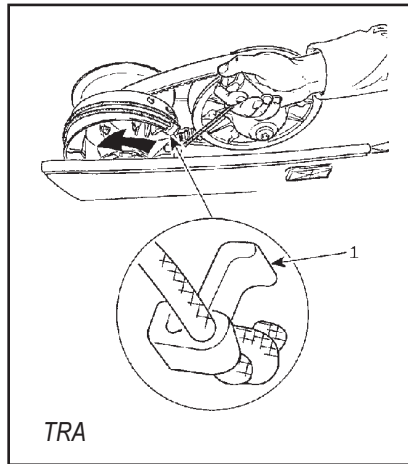
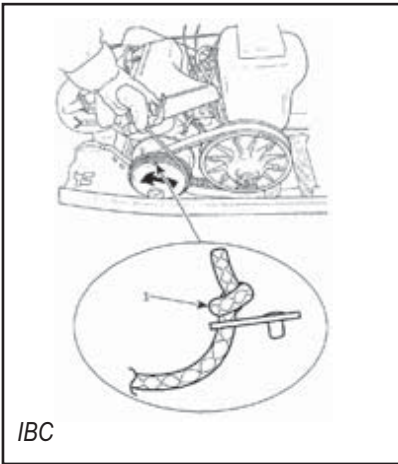
## AFTER DRIVING

- Clean the snowmobile and the track from snow and ice.
- Check that the draining holes under the engine, the exhaust pipe and under the gearbox are open.
- Open the engine cover and remove the snow, if any, in the engine room. When it is cold, the heat of the engine is not enough for melting the snow, but the snow forms into ice and may hamper the steering on the following day.
- Check the tension of the track, and if the snowmobile is standing for a longer time, lift it up at the rear and fill the fuel tank.
- Check that all the clips of the track are quite in order and are not twisted. Check also that the plastic slide surface is not too much worn out. A new slide surface is about 20 mm, it has to be changed when it is worn out 8 mm in other words when the thickness of the remaining slide surface is 12 mm.
- Check all suspension components for excessive play or wear including ball joints, bushings, control arms, links, etc.
- Check visually all rear suspension components including slider shoes, springs, wheels etc.

**WARNING!**

Only perform procedures as detailed in this guide. Unless otherwise specified, engine should be turned OFF and cold for all lubrication and maintenance procedure.

**EMERGENCY STARTING**



ENGLISH

## EMERGENCY STARTING

If the starter rope breaks or there is something else wrong with the starter, the engine can be started with the emergency starter rope as follows:

- Remove the starter and take into safekeeping the bolts.
- Fasten the starter handle on the emergency starter rope and make on knot at the other end of the rope.
- Place the knot outside the wheel and wind up the rope through the loop clockwise round the rope wheel.
- Start normally by pulling strongly from the rope.

### **WARNING!**

Watch out for the rope wheel! Do not wind starting rope around your hand. Do not start the snowmobile by the drive pulley unless it is a true emergency situation. Have the snowmobile repaired as soon as possible.

**NOTE:** The tool kit which comes with the snowmobile includes the emergency starter rope as well as all the tools needed for loosening the starter. Do always have the tool kit with you.

Emergency starting can be done by winding up the rope on the drive pulley.

## SPARE PARTS

It is recommended to always carry the most important spare parts with you, even when driving short tours. The most important spare parts can be for instance: drive belt, spark plug, throttle cable, fan belt, fuel filter and some screws or nuts.

## ADJUSTING - CONTROL - SERVICE

### WARNING!

Using other than original parts for service and repairs should be avoided. Changing the original structure can have considerable effect driving and safety.

## FUEL SYSTEM

### Fuel filter

There is a filter in the fuel line coming from the fuel tank. The filter is either inside the fuel tank cleanable filter or outside the fuel tank throwaway filter. When necessary, the throwaway filter can be replaced by a new one.

### WARNING!

Engine has to be stopped before performing lubrication or maintenance operations.

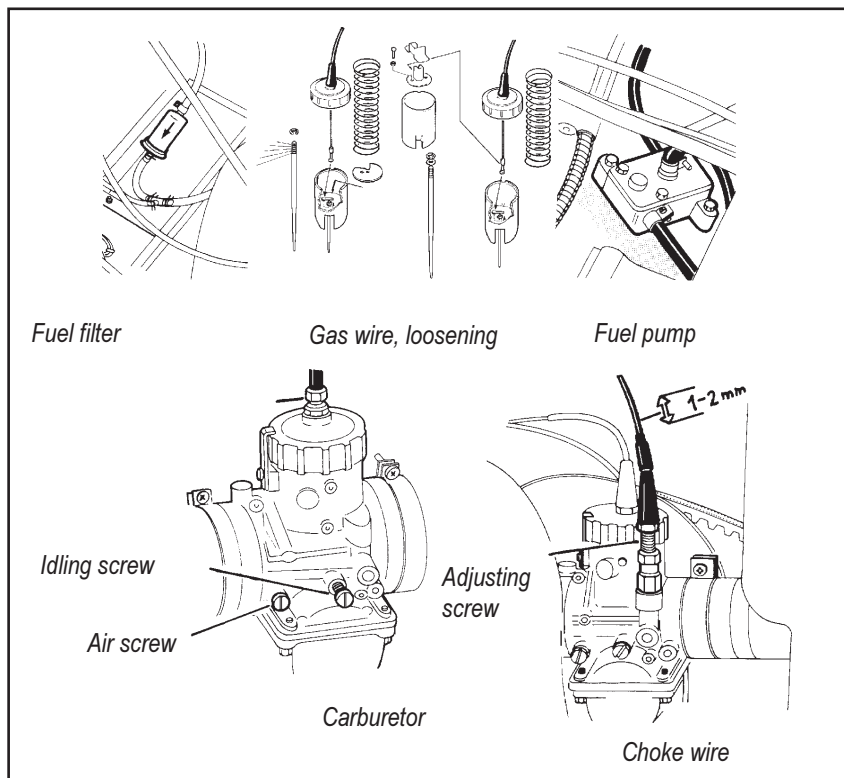
### Fuel pump

The fuel pump functions by the pressure changes in the crankcase of engine. When in service check that the impulse hose between the pump and the crankcase is properly fastened and unbroken.

### Carburettor adjustment

The carburettor is provided by variable venture type with floats. When adjusting the carburettor the engine must be at the right using temperature.

Models which have two carburetors each carburettor has been calibrated for respective cylinder. To achieve both maximum capacity and good fuel economy, jets and adjusting must be correct. If there is a problem with identification or adjustment of carburetors contact the nearest authorized LYNX-service.



### Idling adjusting

- When adjusting idle speed on twin carburettor models, repeat on the other one.
- Gas wire adjusting: Screw down the gas wire with adjusting screw so that there is no slack between the mantel of the gas wire and adjusting screw. Then unscrew it 1/2 rounds (the slack will be 1 mm) and lock the adjusting screw with the nut.
- Air screw basic adjustment: Screw down the air screw carefully and unscrew then as in specifications for respective model.
- Idling basic adjustment: Turn the idling screw clockwise until it contacts throttle. Turn two rounds still. Now the idling is roughly adjusted.
- Check the injection oil pump adjustment.



- Start the engine and let it warm up to the normal using temperature.
- Unscrew idle speed screw to obtain the normal idling speed 1800—2000 rpm.

**NOTE:** You may not drive snowmobile if the intake silencer is removed, the fuel mixture becomes too lean.

### **Adjusting the needle**

Fast driving in cold weather (over -20°C) requires that both needles are raised with respect to the throttle 1-2 steps.

### **INJECTION OIL SYSTEM**

- Make sure that there is always enough oil in the oil tank.
- Signal light for oil level goes on when the oil level in the tank is low. Check oil and add if needed.

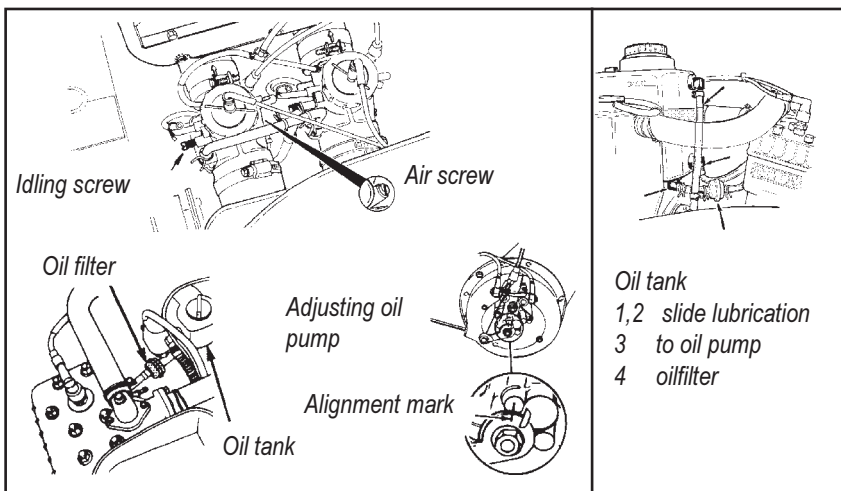
**NOTE:** Wipe off any oil spills. Oil is highly flammable.

### **Oil filter**

Check the oil filter monthly.  
Check that the oil fileter is not blocked.

### **WARNING!**

Blocked filter may cause serious engine damages. Change the filter yearly.



## Oil pump adjustment

It is very important that the oil pump is correctly adjusted. In case the pump opens too late, the engine may be damaged seriously.

## Adjustment checking

Remove the slack in the gas wire by pressing the throttle lever until you feel a slight resistance and keep the lever in this position. The marks in the frame of the oil pump and in the lever should be opposite to each other. If not, contact your dealer.

**NOTE:** Calibrate the carburettor before adjusting the pump.

## COOLING SYSTEM

### Liquid cooled engines

- Always replenish the system with the solution (50 % antifreeze, 50 % water). Pure antifreeze without water freezes.
- Always use ethylene-glycol antifreeze containing corrosion inhibitors specially recommended for aluminium engines.
- The engine cooling system should be drained and refilled with a new coolant mixture before each storage period.

**NOTE:** Cooling system is pressurised.

#### **WARNING!**

Never drain or refill the cooling system when engine is hot.

Temperature of coolant varies between 40 °C - 90 °C.

#### **WARNING!**

In case temperature of coolant is over 100 °C, reduce speed, drive on loose snow for better cooling, or stop the engine immediately.

### Draining the cooling system

- Siphon the coolant mixture from the cooling system using a primer pump, a length of plastic hose and steel tubing inserted as deep as possible into the lower hose of the engine.
- Remove the bleed screw on the cylinder head, water pump house and radiators connecting hose and lift the rear of the vehicle to get engine and radiators totally empty.

### Refill the cooling system

- Open the bleed screws.
- Refill the cooling system slowly until coolant runs out from bleed screws. Make sure, that air is totally removed from the system.
- Tighten bleed screws.

- With the coolant tank cap still removed start the engine and let it warm up to reach it's operating temperature. Refill more coolant when needed a little by little.
- Close the cap and run the engine a few minutes more. Stop the engine and check the coolant level.

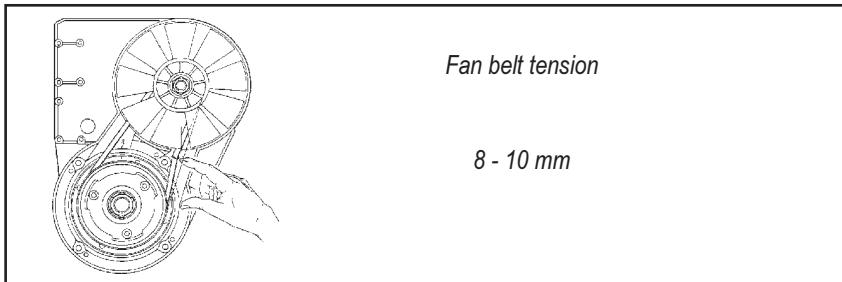
## Air cooled engines

There is a fan in the engine taking fresh air through the openings in the hood. The air follows through the cooling ribs in the engine and through special conduits out from the engine room.

All models have a fan belt rotating the cooling fan.

- Check the belt tension regularly once a week.
- The belt tension is right when the belt can be pressed down 8—9 mm with finger between the belt pulleys.

**NOTE:** The belt can be pressed e.g. with a screwdriver through the protection net.



## Adjusting fan belt

- Remove the protection net of the fan.
- Open the center nut of the upper fan pulley. In the tool kit there is a special tool for holding the fan.
- Remove the pulley half. The belt is tightened when the shims between belt pulleys are reduced. The belt is loosened by adding shims.

**NOTE:** The removed shims are to be placed under the inner pulley half or in the tool kit.

## TRANSMISSION

### General

Power from engine is transferred through drive pulley, drive belt and driven pulley to gearbox or chaincase.

Both drive and driven pulleys have a fixed and sliding flanges. Gearbox for 5900 FC/FCE/ST 6400 FCE and Forest Fox Syncro models is without chain.

### Drive belt removal

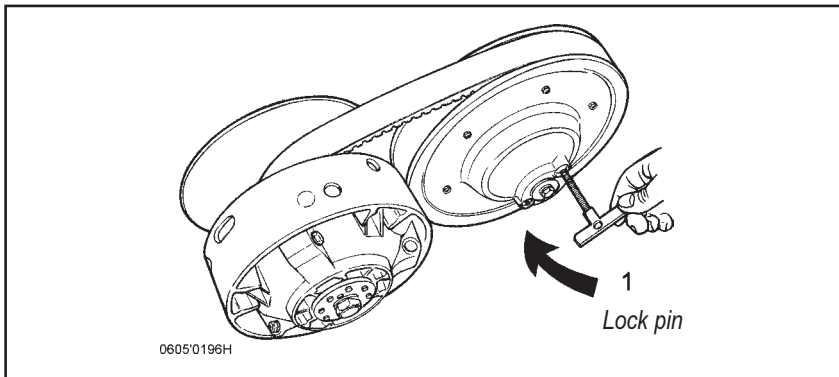
- Remove spark plug caps from spark plugs.
- Remove belt guard.
- Take draw-out from the belt as shown in the picture and pull strongly upward it so that the flanges of driven pulley are separate. Models with electronic reverse RER must special tool assembly to driven pulley and drive it in to get flanges to separate.
- Turn off the belt from driven pulley.
- Take off the belt from drive pulley.
- Put the new belt on drive pulley and turn it on the driven pulley (gear in neutral) so that first pull sliding flange backwards from upper edge so flanges will separate. Disassembly special tool from driven pulley.
- Put belt guard on it's place.
- Fasten spark plug caps back on spark plugs

**NOTE:** Driven pulley is opened easier if the sliding pulley is pulled from the upper edge backward.

#### **WARNING!**

Never keep the engine running when replacing drive belt.

## Drive belt removal



**IMPORTANT !** A new belt requires at least a 25 km's break-in period before it can be loaded in full.

### **WARNING!**

Engine should be running **ONLY** when belt guard and/or pulley guard is secured in place. Never run the engine without drive belt installed. Running an unloaded engine can prove to be dangerous.

Forest Fox model: When replacing new drive belt notice that belt is right assembled on driven pulley, especially under the pulley. We recommend to use driven pulley opening tool, which is found in toolbox.

## **DRIVE PULLEY, ADJUST AND SERVICE**

Pulleys, especially drive pulleys, function is very important for snowmobiles function and performance. Malfunction and wrong calibration in pulleys decreases the performance of the snowmobile. Regular maintenance (cleaning, replacing worn parts) and control keeps pulleys in good function.

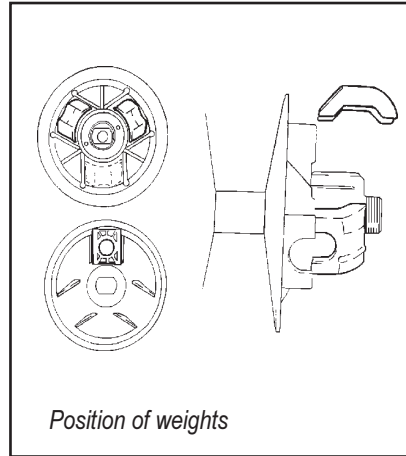
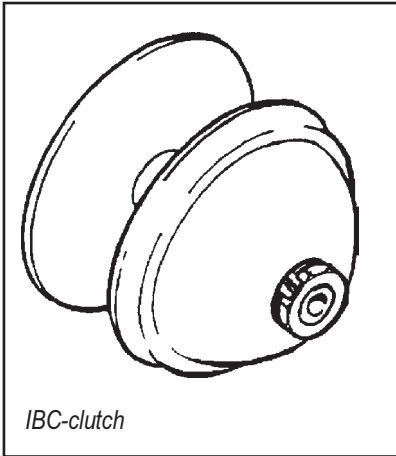
**NOTE:** Oil loses teflon coating of bearing.

**NOTE:** Oil causes fiber swelling and bushing sticking.

## IBC-CLUTCH

Function of the clutch is based on the sliding of the weight blocks (3 pcs) towards the adjusting cup.

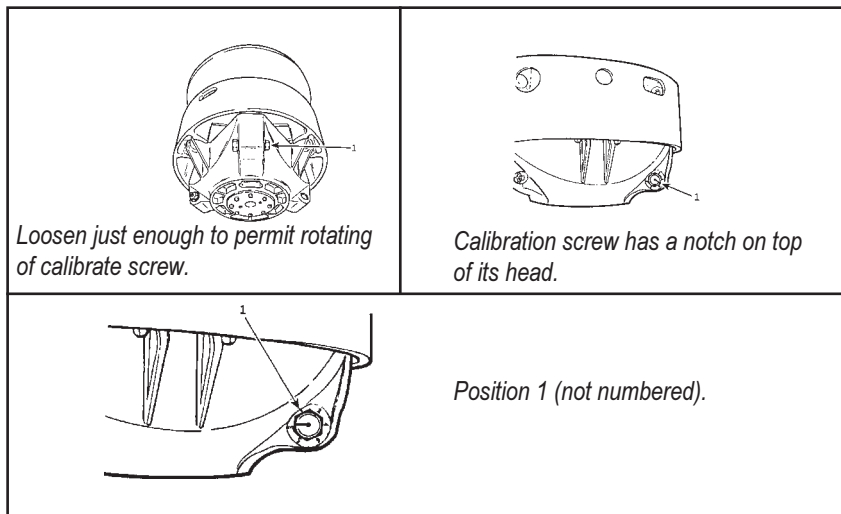
The clutch must be clean off from belt dust and other foreign particles according to the service instructions. Under very hard circumstances even more often. Service and maintenance of the IBC-clutch must be carried out by an authorized LYNX dealer/work shop.



## TRA-clutch maintenance

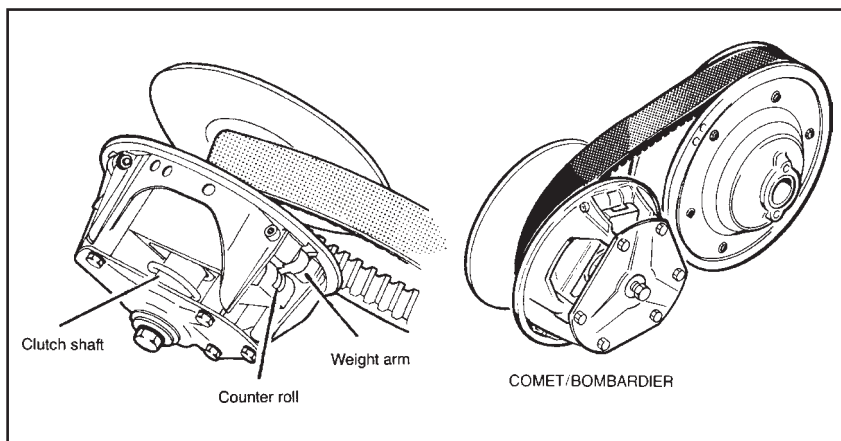
The clutch is factory adjusted to provide the best performance under most riding conditions. However certain conditions, such as deep snow, high altitude, pulling load, etc. may require a different adjustment. Contact the authorized dealer for adjustment. The drive pulley must be inspected and cleaned by an authorized LYNX- dealer/work shop at least annually.

## TRA-clutch



## Service of COMET-pulley

- Clean the shaft of the clutch (the visible part), the shafts of the weight levers and counter rolls in periods of 500 km. Lubricate with dry grease (chain spary). Contact authorized service shop when needed. See the picture





## DRIVEN PULLEY, ADJUST AND SERVICE

### IBC- and BOMBARDIER-driven pulley

As in service maintenance chart requires must driven pulley cleaned and it's function checked. At least once in season (exm. nearby end of season) must driven pulley be disassembled and all worn parts replaced by new one. That must be performed by an authorised Lynx-service point.

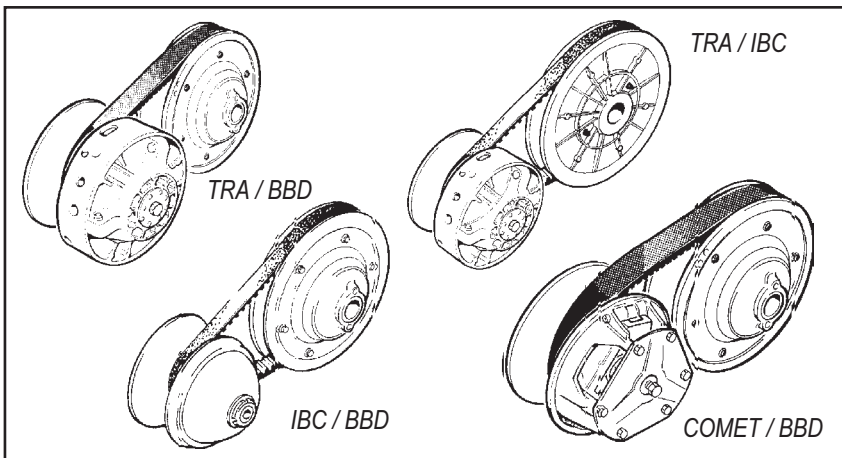
With the three nuts in the driven pulley it is possible to adjust

- Tension of the belt
- Belt height location on driven pulley flanges surfaces.

With the original pre-tension of the clutch the best possible function is achieved in most driving circumstances. If the clutch has to be re-adjusted or it has to be controlled, contact your nearest LYNX dealer/work shop.

#### **WARNING!**

Wrong installing procedure may cause engine damages. Do not adjust transmission system. Contact your nearest authorized Lynx-service point.



## TENSION CHECKING AND ADJUSTING

Chain driven models have a duplex or triplex chain in oil bath.  
Check the chain tension and the oil amount in chain case/gearbox regularly.

### Checking the chain tension

Checking the chain tension will be done by measuring the free movement from driven pulley: longer free movement - more loosen chain.

- Remove the belt guard, draw a mark on the driven pulley by a pen.
- Rotate the driven pulley in one direction so that the snowmobile starts to move. Check the location of your mark. Rotate the driven pulley in other direction until the snowmobile starts to move in another direction. Measure the free movement length.
- The chain tension is right, when driven pulley moves 5-10 mm. (Chain moves if it is pressed e.g. with a screw driver through the oil filling hole.)

### Adjusting

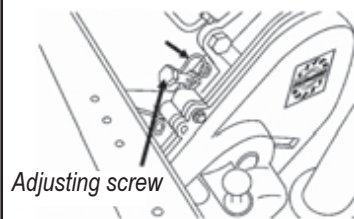
The chain is tightened when the adjusting screw is screwed down.

**NOTE:** Always turn the screw by hand as far as possible.

*Controlling chain tension*



*Lock pin*



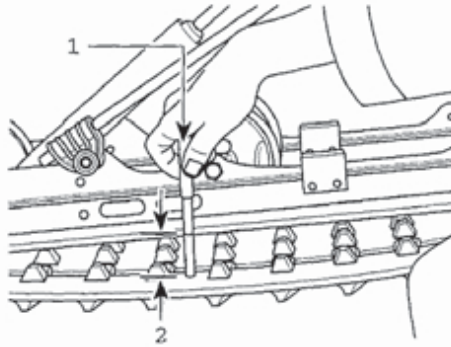
## TRACK TENSION AND ALIGNMENT

**NOTE:** We recommend you to visit authorized LYNX-service point for checking track tension. They use belt tension tester (P/N 414 348 200).

A belt tension tester may be used to measure deflection as well as force applied.



*Belt tension tester (P/N 414 348 200)*



1. 7,3 kg
2. Deflection

### Track adjustment

**NOTE:** Ride the snowmobile in snow about 15-20 minutes prior to adjusting track tension.

Lift rear of snowmobile and support it with a snowmobile mechanical stand.  
Allow the suspension to extend normally and check gap half-way along slider shoe.  
The gap should be as given in the specification section of this guide.  
If the track tension is too loose, track will have tendency to thumb.

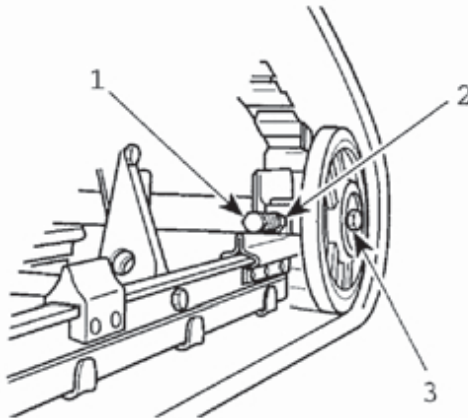
## Adjustment

- On some models, remove wheel cap.
- Loosen the rear idler wheel retaining screws.
- Turn adjustment screws to adjust. If correct tension is unattainable, contact an authorized dealer.  
Recheck track tension once more.

**NOTE:** Excessive tension causes loss of power and stresses various suspension parts.

### **WARNING!**

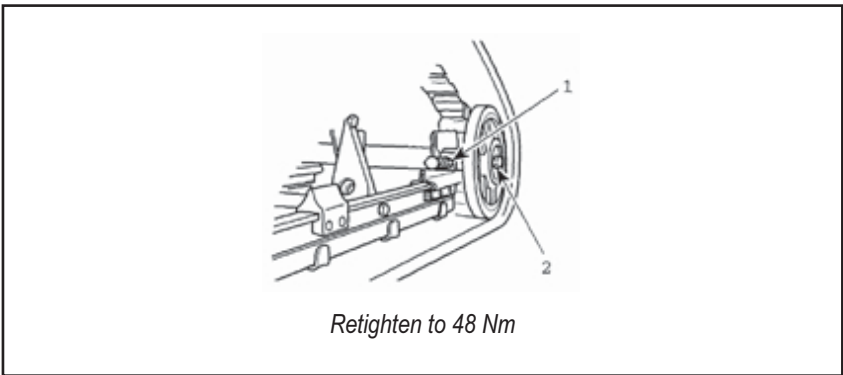
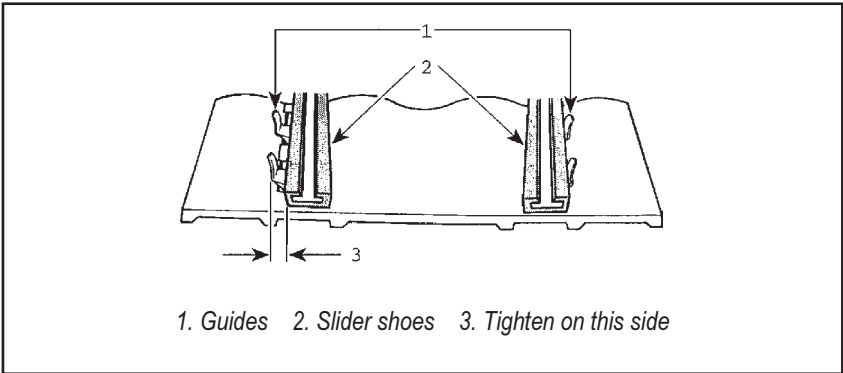
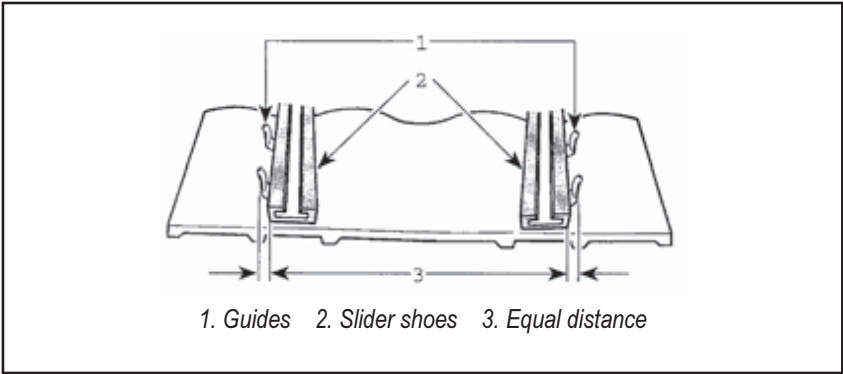
Never put your hands into the rotating track.



1. *Adjustment screw*
2. *Loosen screw*  
*Remove wheel cap (some models)*

## Alignment

**NOTE:** Track tension and alignment are inter-related. Do not adjust one without the other.



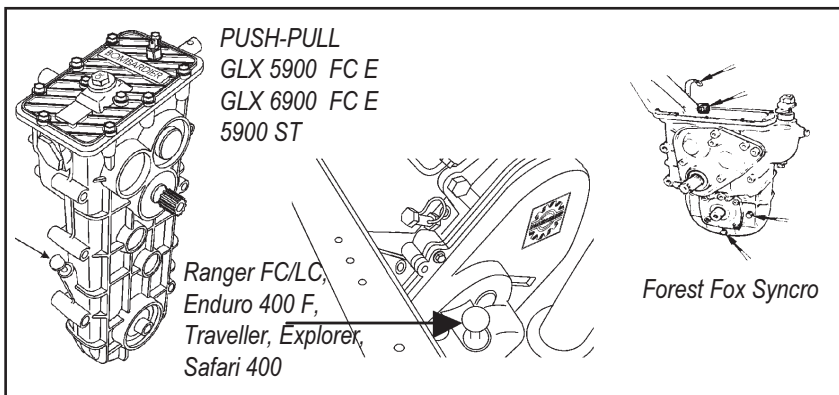
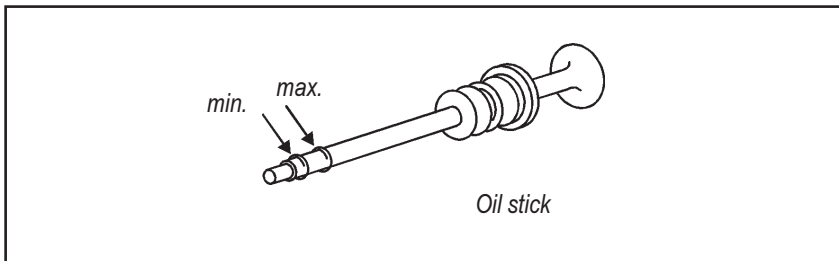
Start the engine and accelerate slightly so that track barely turns.  
This must be done in a short period of time (1 to 2 minutes).  
Check that the track is well centered; equal distance on both sides between edges of track guides and slider shoes.

### Stop the engine before adjusting.

Loosen rear wheel screws tighten the adjustment screw on side where the slider shoe is the farthest from the track insert guides.  
Retighten wheel screws to 48 Nm.  
Tighten properly the wheel screws.  
Restart engine and rotate track slowly to recheck alignment.  
Reposition snowmobile on the ground.

### Checking the oil level in the gearbox/chaincase

- Dismount inspection plug in the bottom part of the case.
- The level should then be measured to the edge of the inspection hole.
- In models with gearbox there is dipstick for checking the oil level.



## STEERING SYSTEM

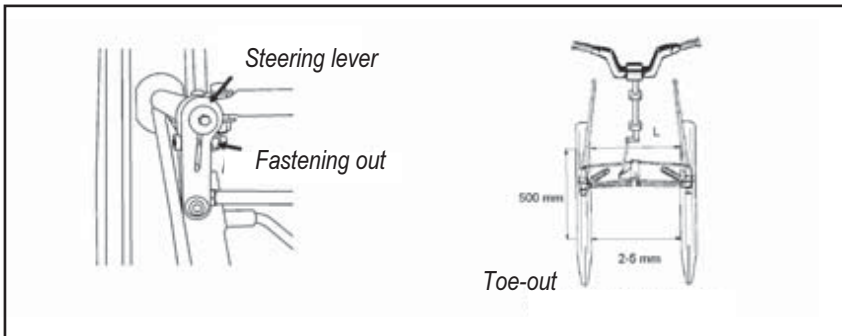
Among other things the skis steer the snowmobile, smooth the driving on bumpy terrain and carry the front on soft snow.

### TOE OUT

Toe out must be 3—8 mm in, so the distance between the skis is bigger in front than at rear end. (Measure distance between 50 cm). To adjust the toe-out the tie rod will be lengthen or cut down. Adjustment is performed by turning manually tie rod (left- and right hand ball joints).

### NOTE!

- Check the lockings of tie rods.
- Fastenings of ball joints are secured with bilock-nuts and Loctite 242.
- Tighten the fastening nuts on the first time by 50 km and then by 250 km service. (45—50 Nm).
- Avoid opening the fastening nuts repeatedly.



### SKI PRESSURE

The ski pressure has an effect on proceeding on soft snow and on the steerability on hard terrain.

- **Low ski pressure** helps proceeding in soft snow, the snowmobile climbs easier the snow drifts.
- **High ski pressure** helps the turning on hard terrain.

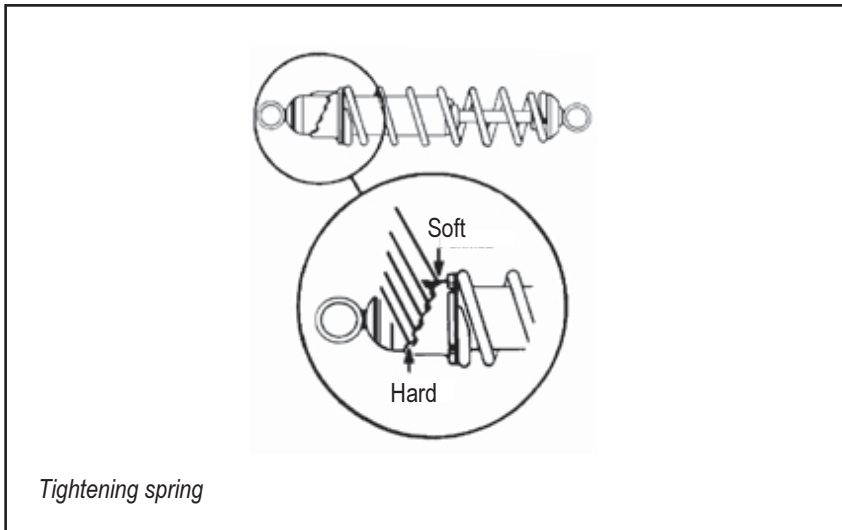
## Adjusting the ski pressure

- On LTS-models the ski pressure can be changed by the spring of shock absorber.
- The stiffness of spring can be changed by the tightening ring on shock absorber (picture page 43). The tighter spring is the greater ski pressure.
- The shock absorber have to remove for adjusting on LTS-models. The adjust have to be done on predelivery service or on regular maintenance. The stiffness of spring have to be chosen by the principal use.

Adjusting the ski pressure by adjusting the slide rail

**See: Slide rail system, adjusting the slide rail.**

In shock absorber there is a tension ring with 5 positions (LTS: 3positions) with which the tension of the spring can be changed in relation to the actual load. In the tension ring there are 2 holes in which a steel pin can be inserted so that the ring can be turned. When the tension ring is turned clockwise the spring is tensioned.





## SKI RUNNERS

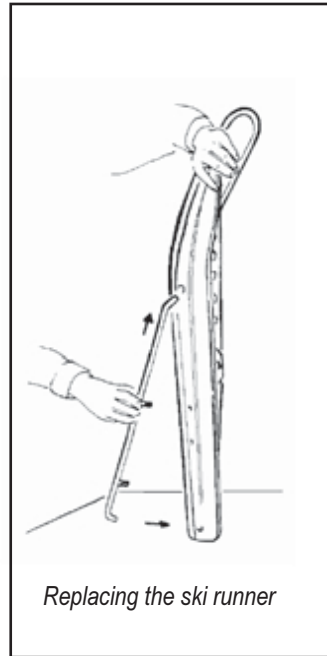
The condition of ski runners/carbide bites have a great effect on steering of snowmobile.

Check regularly the condition of ski runners/carbide bites and change those, if:

- The ski runner has been worn over half of it's diameter.
- Some of carbide bites has been fall off from the ski runner.

### Changing a new ski runner

- Turn the snowmobile on the side.
- Remove both fastening nuts and push the back of the ski runner down (out from the hole) and take off the ski runner.
- Install the new ski runner first on the front side, then fastening nuts and the back side.
- Tighten the nuts.



## SLIDE RAIL ADJUSTMENT

If you want to reach the best function of the slide rail system, you have to adjust the springs and the shock absorbers to meet the circumstances which are influenced by the terrain and the tracks, running speed, the weight of the driver and the passenger.

### SLIDE RAIL SPRING ADJUSTMENT

#### Front spring, slide rail

- Loose spring: higher ski pressure, the suspension smoothes the roughness better.
- Stiff spring: lower ski pressure, the front end is bouncing more when driving fast on bumpy terrain.

#### Rear spring, slide rail

- The rear spring has an effect on driving comfort.
- With a passenger the spring has to be stiffer (suspension "bottoms" in bumps).

- The stiffness also has an effect on ski pressure, a stiff spring holds the ski pressure better.
- Concerning the long models, the rear springs are recommended to be rather stiff, as very often a sleight is pulled with these models, and pulling tries to decrease ski pressure.

### **Limiting belt**

With the limiting belt the ski pressure can be adjusted. There are 3 adjusting holes for the belt.

- Short belt—high ski pressure.
- Long belt—low ski pressure.

At the factory the belt is adjusted to the longest position. For a long drive the ski pressure may be moderate; easy steering. High speed on bumpy road; low ski pressure.

### **IMPORTANT!**

For the best result the tension of the front shock absorber spring in slide rail is to be adjusted at the same time as that of the limiting belt.

Short limiting belt = loose shock absorber spring.

Long limiting belt = stiff shock absorber spring.

### **SHOCK ABSORBER/SPRING, SLIDE-RAIL**

#### **Adjusting**

The riveting knob at the upper end of the shock absorber spring has 5 notches. By rotating the riveting knob the spring tightens/ loosens.

#### **Recommendation**

The rear spring is recommended to be as loose as possible.

A smooth elasticity means pleasant driving comfort. Depending on the weight of the driver of in case a passengers follows, the spring tension is adjusted so that suspension does not go to the bottom. Contact your nearest authorized LYNX-service.

#### **Enduro 500/600/700, Rave 800**

- Slide rail front spring preload standard 6 mm (max 12 mm), limiting belt position 1
- Slide rail rear rail spring preload standard 12 mm (max 27 mm)

## Adjusting instructions

Standard adjustment has been done for about 80 kg driver. If suspension appears to go to the bottom too easily, spring preload can be increased. Some bottoming has to appear, but it should not be strong. For an easier steering snowmobile, front rail limiting belt can be tightened to a position 2 or 3. This act increases the ski pressure. Another possible method to increase ski pressure and steering, is to increase slide rail rear spring preload. Spring standard big, so even a small preload performance gives a great effect. Usually the previous mentioned method is recommended, if the driver's weight is more than 80 kg, because at the same time rail bearing capacity also increases.

## Racing

- Slide rail front spring preload standard is 2 mm, limiting belt position 2 (middle)
- Slide rail rear spring preload standard is 10 mm

Adjusting procedure sama as described above.

## ADJUSTING SUSPENDED EXTENSION

The function of suspended extension can be adjusted according to the driving need and the circumstances.

A "loose" extension improves running characteristics in soft snow.

A "stiff" extension gives the best pulling effect on hard terrain and a better driving comfort when driving with a passenger.

## Adjustment

The suspension of the extension consists of elastic rubber pieces. The extension becomes stiffer when the adjusting nut is screwed down and loose when the adjusting nut is loosened. See the picture.

## Adjustment for deep snow

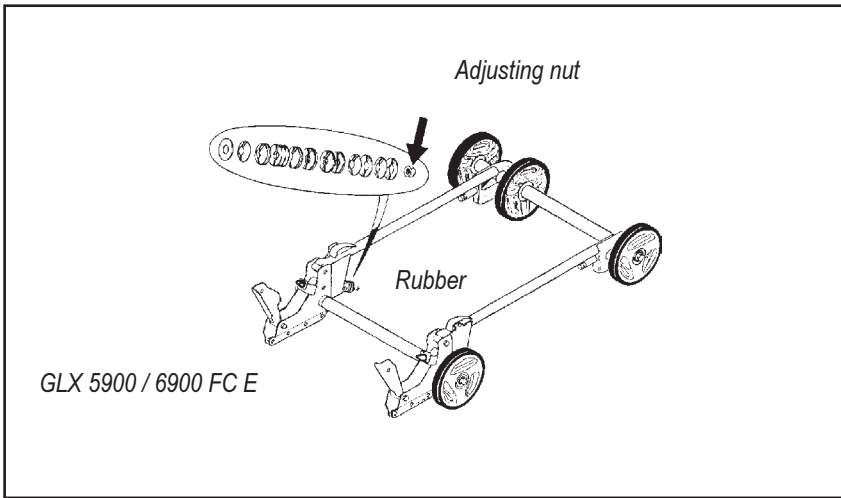
GLX 5900/6900 FCE/ST

Remove the locking nut. Tighten the adjusting nut 3/4 round, after it touches the spring plates.

## Driving loaded

GLX 5900/6900 FCE/ST

Tighten the adjusting nut three rounds, after it touches the spring plates (this adjustment is done on the factory). It is possible to add between the rubber extra springs some adjusting plates ( 4 pieces in the tool box) to avoid the front of snowmobile lifting up.

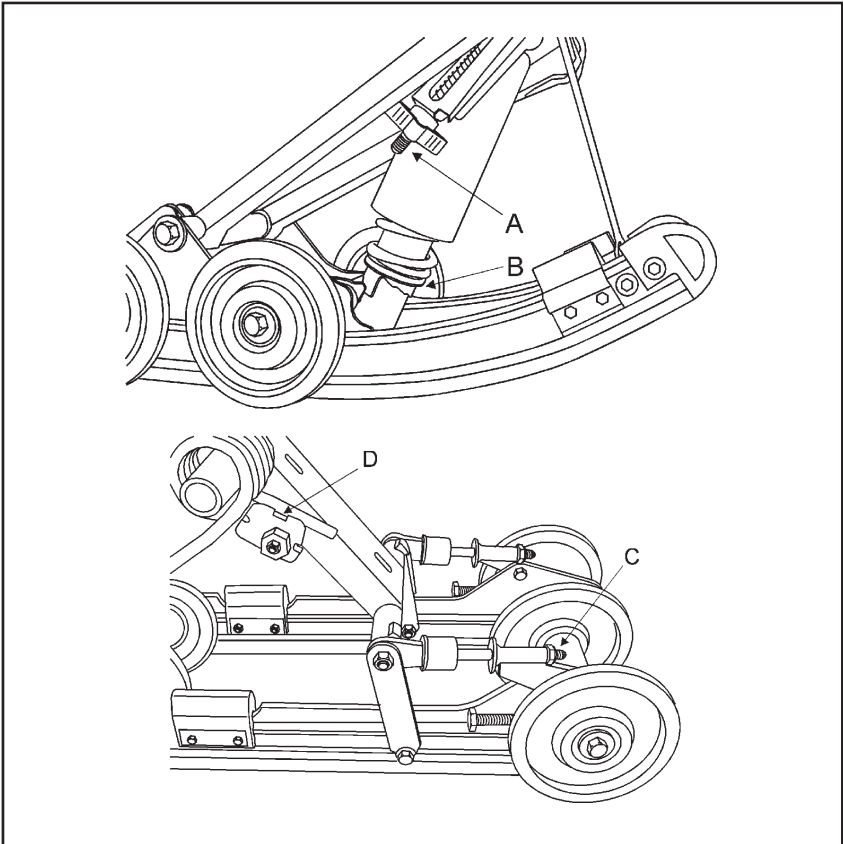


## Adjusting of slide rail

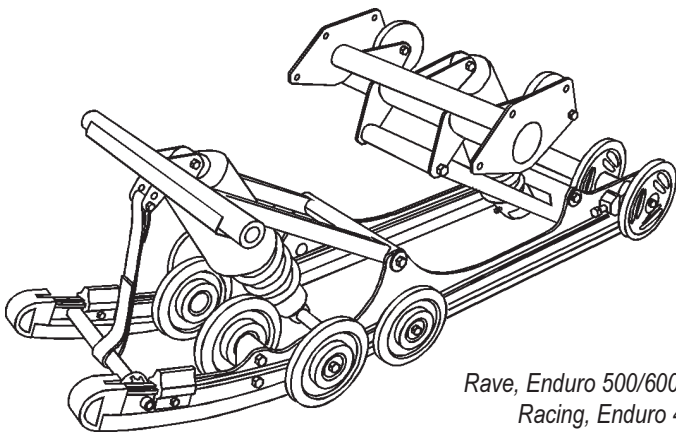
S Touring 500/600, Sport Touring 700, Safari 400 F, Traveller, Explorer, Ranger FC, Ranger LC

## Standard adjustments

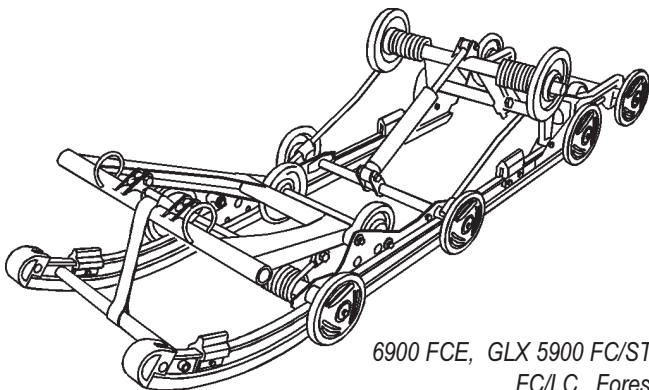
- A) Welded front arm, stopper belt: 40 mm screw thread must be visible
- B) Welded front arm, spring; S Touring 600, Sport Touring 700: position 5 (max. tension)  
Touring 500: position 3 (middle tension)
- C) Anti-Transfer adjustment: the screw must be tightened so that 15 mm screw thread is visible
- D) Welded rear arm, spring: position 3.



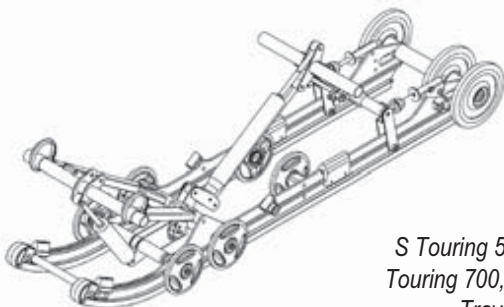
## SLIDE RAIL SYSTEMS



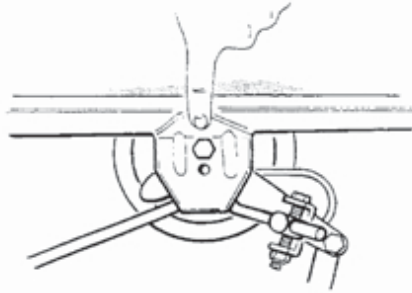
*Rave, Enduro 500/600/700,  
Racing, Enduro 400 F*



*6900 FCE, GLX 5900 FC/ST, Ranger  
FC/LC, Forest Fox 440*



*S Touring 500/600, Sport  
Touring 700, Safari 400 F,  
Traveller, Explorer*



*Fastening holes for slide rail system*

## **BRAKE SYSTEM**

Brake system is very important system in your snowmobile. Take always care that brake system is working properly in your snowmobile.

### **WARNING!**

Never operate your snowmobile without an effective brake system.

### **WARNING!**

For vehicles with a parking brake always engage brake when vehicle is not in use.

## **Adjusting the mechanical brake**

Check condition of brake pads before you drive.

Automatical adjusting for brake pads.

Slack between brake pad and brake disc adjusts automatically by using the brakes.

If the brake handle is stuck to the handle, check the condition of brake pads and the function of adjustment.

If needed, contact your nearest LYNX-service.

## Adjusting the hydraulic brake

The brake shoes are not adjustable.

Check always before driving the brake pads, function of brakes and amount of brake fluid. Use only the recommended brake fluid.

### **WARNING!**

Never park your snowmobile into the deep slopes or into the places where it could slide along the slope because, eg. decrease of hydraulic pressure.

### **WARNING!**

Be particularly careful when applying brake on downhill. Excessive use of brakes may cause locking of track and you may loose control of the snowmobile.

## MAINTENANCE CHART

Predelivery service (Authorized LYNX-service)

At the predelivery service snowmobile condition is checked and customer receives operating instructions.

At the same time the warranty instructions are solved and registration form is filled. This form has to be delivered to Bombardier-Nordtrac Oy in 3 days.

### **250-500 km's service**

After the first 250-500 km's driving the snowmobile has to be taken to the LYNX dealer for the first service.

**In service books there are given all service points.**

To minimize possible failures and to get your LYNX working properly as long period as possible we recommend that all service actions should be taken care by authorized LYNX dealer/service.

Correctly filled service book is also necessary in warranty or reclamation cases, furthermore the service book is valuable when you are selling or exchanging your snowmobile.



**NOTE:** It is highly recommended that addition to all service actions You will check Your snowmobile according to the following Schedule.

**WARNING!**

Maintain your snowmobile in top mechanical condition at all times.

**SUMMER STORAGE OR STORAGE FOR A PERIOD LONGER THAN ONE MONTH**

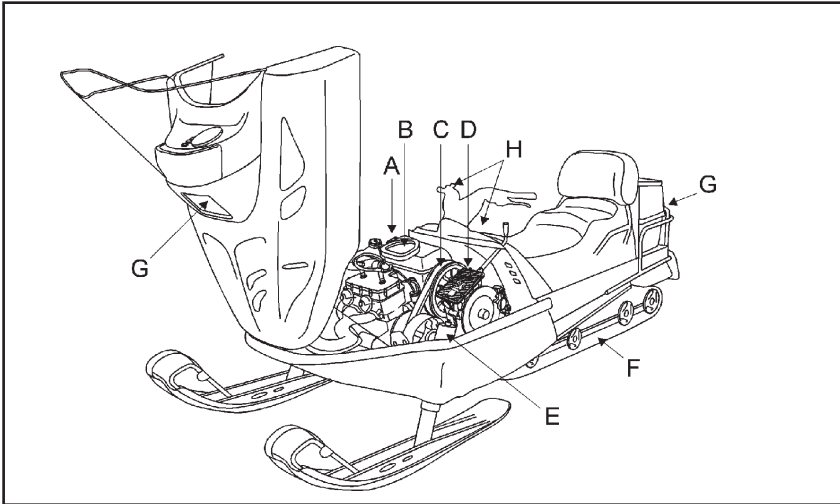
Service and maintenance for summer storage/storage longer than one month should be carried out by Lynx authorized dealer/service.

For more information kindly contact your nearest Lynx authorized dealer.

**PRE-SEASON PREPARATION**

Service and checking after storage period should be carried out by Lynx authorized dealer/service. For more information kindly contact your nearest Lynx authorized dealer.

# LUBRICATION AND MAINTENANCE CHART



Lubrication and maintenance chart								
Some items may not apply to your particular model. For more detailed service information you get from service shop.								
1	First service 250-500 km., to be performed <b>by authorized service shop</b>							
2	Weekly or every 250 km, user/owner							
3	Monthly or every 1000 km, user/owner							
4	Once a year or every 3000, to be performed <b>by authorized service shop</b>							
5	Storage/Summer storage, according to special instructions, to be performed <b>by authorized service shop</b>							
6	Pre-season preparation, according to special instructions, to be performed <b>by authorized service shop</b>							
		1	2	3	4	5	6	
<b>ENGINE AND</b>	Starting rope condition					x	x	
<b>COOLING</b>	Engine mount nuts	x			x			
<b>SYSTEM</b>	Exhaust system	x		x		x		
	Cleaning of RAVE-valves				x	x		
	Engine lubrication					x		
	Cooling system condition (coolant level/fan belt)	x			x			
	Cooling hoses and connections	x			x		x	
	Coolant replacement(replaced every year)					x		
	Condition of seals						x	
<b>OIL INJECTION</b>	Injection oil filter condition			x				
	Injection oil filter replacement (replaced every year)						x	
	Oil injection pump adjustment, wire condition	x			x			
<b>FUEL</b>	Fuel stabilizer					x		
<b>SYSTEM</b>	Cleaning of fuel filter(fuel tank)	x			x			
	Fuel filter replacement(replaced every year)						x	
	Fuel lines and connections	x					x	
<b>CARBURETOR</b>	Carburetor adjustment (control of synchronising)	x			x			
	Carburetor cleaning				x			
	Inspection of throttle cable	x			x		x	
	Inspection of rubber flanges	x		x			x	
	Air filter cleaning			x			x	
<b>TRANSMISSION</b>	Drive belt condition	x	x					
	Condition of drive and driven pulleys				x			
	Adjustment of drive and driven pulleys	x			x			
	Cleaning of drive and driven pulleys				x		x	
	Retorquing of drive pulley screw	x						
	Driven pulley preload	x			x			
	Lubrication of driven pulley axle with anti-seize lubricant				x			
	Inspect Cam Arm (Comet) and replace if needed				x			



## **ENGINE STOPS**

No fuel in tank.  
Obstructed fuel hose.  
Fuel filter clogged.  
Loose or defective spark plug/wiring.  
Engine overheated, piston seizure.  
Tether cord cap not in it's place.

## **ENGINE FUNCTIONS IRREGULARLY**

Spark plugs defective, oily or loose.  
Poor supply of fuel.  
Carburettor loose—leaks.  
Faulty carburettor adjustment.

## **ENGINE RUNS FOUR-STROKED**

Fuel mixture too rich.  
Faulty carburettor adjustment.  
Intake conduit clogged.

## **ENGINE LACKS POWER**

Faulty carburettor, the fastening leaks, main nozzle clogged, incorrectly adjusted.  
Soot in combustion chamber and/or in exhaust system.  
Improper ignition timing.

## **ENGINE OVERHEATS**

Fuel octane too low.  
Main nozzle in carburettor clogged.  
Improper oil in fuel, only super or special 2-stroke oil should be used.  
Improper ignition timing.  
Fan belt slipping—loose.  
Pulleys do not function properly.

**TEKNISET TIEDOT 2001**

**TEKNISKA DATA 2001**

**TECHNICAL DATA 2001**

**Moottori/Motor/Engine**

Max.teho/max.effekt/max.power RPM 7800 8000 8000 8000 7400

**Sytyvystiippa/tändstift/spark plug**

Tyyppi/type NGK BR9ES BR9ES BR9ES BR9ES BR9ES  
Kärkiväli/gap/mm 0,45 0,45 0,45 0,45 0,45

**Telamatto/drivband/track**

Leveys x pituus/bredd x längd/width x length 380x3070 380x3070 380x3070 380x3070 380x3070  
Kireys/sträckning/tension 1) mm 20-25 20-25 20-25 20-25 20-25

**Nesteet/vätskor/fluids**

Polttoaine/bränsle/gas RON OCT 95 95 95 95 98  
Öljylaatu/oljetyyp/oil type BOMBARDIER-ROTAX TUOREVOITELUÖLJY / INJ. OLJA / INJ.  
Öljylaatu vaiht./olje typ växell./oil type gearbox BOMBARDIER VAIHTEISTOÖLJY / VÄXELLÄDSOLJA / GEARB  
Neste-vesiseos/blandningsförhållande/solution l 50/50 50/50 50/50 50/50 -

**Tilavuudet/volymer/volumes**

	95	95	95	95	98
Polttoainesäiliö/bränsletank/gas tank l 38 38 38 38 38					
Öljysäiliö/oljetank/oil tank l 3,5 3,5 3,5 3,5 2,55					
Nestetilavuus/kylvätskebehållare/liquid volume l 3,9 3,9 3,9 3,9 -					
Öljytill. vaiht./växellåda/oil volume gearb. l 0,25 0,25 0,25 0,25 0,25					
Termostaatti/termostat/°C 42 42 42 42 -					
Tuuletin hihna/riäktrem/fan belt mm - - - - 10x590					
Variaattorin hihna/variatorrem/variator belt mm 35,3x1108 35,3x1108 35,3x1108 35,3x1108 35,2x1105					
Ajovalo/strålkastare/headlight W H4 60/55 H4 60/55 H4 60/55 H4 60/55 2xHS1 35/35					
Takavalvobakljus/rearlight W 5 5 5 5 8					
Jarruvalo/bromsljus/brake light W 21 21 21 21 27					

1) Mittarako, joka jää luukiskojen väliin, kun telamattoa kuormitetaan keskeltä 7,3 kg voimalla alaspäin.

1) Mät avståndet mellan drivbandets insida och glidskena när drivbandet dras nedåt med en kraft på 7,3 kg.

1) Measure gap between slider shoe and bottom inside of track when exerting a downward pull of 7,3 kg to the track.

Super Touring 600	Super Touring 500	Ranger FCE	Rnger LCE	Traveller	Explorer	Safari 400	6900 FCE	5900 ST	GLX 5900 FCE
8000	8000	7000	7000	7000	7000	6900	6800	7000	6750
BR9ES 0,45	BR9ES 0,45	BR9ES 0,45	BR9ES 0,45	BR9ES 0,45	BR9ES 0,45	BR9ES 0,45	BR9ES 0,45	BR9ES 0,45	BR9ES 0,45
380x3456 45-50	380x3968 17-18	500x3968 17-18	380x3456 45-50	380x3456 45-50	380x3200	600x3968 40-50	500x3968 40-50	500x3968 40-50	500x3968 40-50
95	95	95	95	95	95	98	98	98	98
BBD-ROTAX SYNT.ÖLJY/OLJA/OIL									
50/50	50/50	50/50	50/50	-	-	-	-	50/50	-
38	37	42	40	40	40	40	42	40	40
3,5	2,55	2,5	2,55	2,55	2,55	2,5	2,5	2,5	2,5
4,2	-	4,2	-	-	-	-	-	4	-
0,25	0,25	0,4	0,25	0,25	0,25	0,4	0,4	0,4	0,4
42	-	42	-	-	-	-	-	42	-
-	10x610	-	10x610	10x610	10x590	10x610	10x610	-	10x610
35,3x1108	35,2x1105	35,3x1108	35,2x1105	35,2x1105	35,2x1105	35x1118	35x1118	35x1118	35x1118
H4 60/55	2xHS1 35/35	2xHS1 35/35	2xHS1 35/35	2xHS1 35/35	2xHS1 35/35	H4 60/55	2xHS1 35/35	2xHS1 35/35	2xHS1 35/35
5	8	8	8	8	8	8	8	8	8
21	21	27	27	27	27	27	27	27	27

Bombardier-Nordtrac Oy pitää itsetseän oikeuden muutoksiin koskien tekniikkaa sekä käyttö- ja huolto-ohjeita.

Bombardier-Nordtrac Oy förbehåller sig rätten att ändra specifikationerna, modellerna och utrustningens utförande utan särskilt meddelande härom.

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