

Bombardier Recreational Products Inc.

ski-doo® ***2005***

Operator's Guide

***Includes
Safety, Vehicle
and Maintenance
Information***



Tundra™ Skandic Series™

 **WARNING**

Read this guide thoroughly. It contains important safety information.

Minimum recommended operator's age: 16 years old.

Minimum recommended passenger's age (if applicable): 16 years old.

Do not remove this Operator's Guide from the vehicle.

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SAFETY WARNING

Disregarding any of the safety precautions and instructions contained in this *Operator's Guide*, *Safety Videocassette* or on-product warnings may result in injury, including the possibility of death.

This *Operator's Guide* and *Safety Videocassette* should remain with the unit at time of resale.

Bombardier Recreational Products Inc. (BRP)

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DESS™

SUV™

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2005 SKI-DOO OPERATOR'S GUIDE

This guide is applicable to:

Tundra™ and to the following **Skandic™ series** models:

Skandic LT/LT E/WT 550/SWT/WT 600/SUV 550/SUV™ 600

FOREWORD

Congratulations on your purchase of a new SKI-DOO snowmobile. Whatever model you have chosen, it is backed by the BRP warranty and a network of authorized SKI-DOO snowmobile dealers ready to provide the parts, service or accessories you may require.

The *Operator's Guide* has been prepared to acquaint the owner/operator and passenger with this new snowmobile and its various controls, maintenance and safe riding instructions. This guide is essential for the proper use of the product and should be kept with this snowmobile at all times.

Make sure you read and understand the content of this *Operator's Guide*.


For any questions pertaining to the warranty and its application, consult the WARRANTY section in this guide, and/or an authorized SKI-DOO dealer.

This guide uses the following safety alert symbol in conjunction with signal words to indicate a potential personal injury hazard.

WARNING

Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION

Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury. When used without the safety alert symbol , potential hazard exists for property damage only.

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

Although the mere reading of such information does not eliminate the hazard, the understanding and application of the information will promote the correct use of the vehicle.

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, your dealer would have explained the snowmobile controls and provided you with a brief explanation of the various suspension adjustments. We trust you have taken full advantage of this!

At delivery, you were also informed of the warranty coverage and completed the Warranty Registration Form which is to be sent to us for processing.

The information and components/system descriptions contained in this guide are correct at 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.

Because of its ongoing commitment to product quality and innovation, BRP reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring obligation.

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

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

Specifications are given in the SI metric system with the SAE U.S. equivalent in parentheses. Where precise accuracy is not required, some conversions are rounded off for easier use.

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.

We recommend genuine BRP products for replacement parts and accessories. They've been specially designed for your vehicle and manufactured to meet BRP's demanding standards.

A *Shop Manual* can be obtained for complete service, maintenance and more repair information.

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⚠ SAFETY MEASURES

Observe the Following Warnings:

- ⚠ 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.
- ⚠ Basic training is required for the safe operation of any snowmobile. Study your *Operator's Guide* paying particular attention to cautions and warnings. Join your local snowmobile club: its social activities and trail systems are planned for both fun and safety. Obtain basic instructions from your snowmobile dealer, friend, fellow club member or enroll in your state or provincial safety training program.
- ⚠ Know the local laws regarding snowmobiles and be aware of the liability, property damage and insurance laws relating to your equipment.
- ⚠ Always keep right hand side of the trail.
- ⚠ Always keep a safe distance from other snowmobiles and bystanders.
- ⚠ Jumping a snowmobile is an unsafe and dangerous practice.
- ⚠ Know your snowmobile and exercise prudence suitable for any power driven machine. Common sense, proper handling and routine maintenance will result in a safer and enjoyable use. Check your machine before each ride.
- ⚠ Always make a pre-start inspection BEFORE you turn on the ignition.
- ⚠ If you are a parent, you must be the judge of your child's capability to understand, to operate and to control a snowmobile. Warn against speeding, over confidence and carelessness. Never let children snowmobile unsupervised.
- ⚠ Snowmobiles are used in many areas and in many snow conditions. Not all models perform the same in similar conditions. Always consult your snowmobile dealer when selecting the snowmobile model for your particular needs and uses.
- ⚠ Injury or death may result to the snowmobile operator, passenger or bystander if the snowmobile is used in risky conditions which are beyond the driver's, passenger's or snowmobile's capabilities or intended use.
- ⚠ Remember, promotional material may show risky maneuvers performed by professional riders under ideal and/or controlled conditions. You should never attempt any such risky maneuvers if they are beyond your level of riding ability.

- ⚠ Never ride after consuming drugs or alcohol or if you feel tired or ill. Operate your snowmobile prudently.
- ⚠ Speeding can be fatal. 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.
- ⚠ Snowmobile can carry a passenger only if it is equipped with a 2-up seat including a single hand grip (seat strap) or a double hand grip (rear passenger grab handles).
- ⚠ In an emergency, the snowmobile engine can be stopped by activating the engine cut-out switch, pulling the tether cord cap or turning off the key.
- ⚠ Your snowmobile is not designed to be operated on public streets, roads or highways. In most States and Provinces, it is considered an illegal operation.
- ⚠ Throttle mechanism should be checked for free movement and return to idle position before starting engine.
- ⚠ For vehicles with a parking brake, always engage brake when vehicle is not in use.
- ⚠ Always stop the engine before refueling. Fuel is inflammable and explosive under certain conditions. Always work in a well-ventilated area. Do not smoke or allow open flames or sparks in the vicinity. Open cap slowly. If a differential pressure condition is noticed (whistling sound heard when loosening fuel tank cap) have vehicle inspected and/or repaired before further operation. Do not overfill or top off the fuel tank before placing the vehicle in a warm area. As temperature increases, fuel expands and might overflow. Always wipe off any fuel spillage from the vehicle. Periodically verify fuel system.
- ⚠ Never run the engine in a non-ventilated area and/or if vehicle is left unattended.
- ⚠ Never operate the engine without belt guard securely installed or with hood or access/side panels opened or removed. Never run the engine without drive belt installed. Running an unloaded engine such as without drive belt or with track raised, can be dangerous.
- ⚠ Unless otherwise specified, never run the engine when the track is raised off the ground or with the hood opened or removed.
- ⚠ Do not stud the track. At speed it may cause the track to tear and separate from vehicle posing a risk of severe injury or death.
- ⚠ Maintain your snowmobile in top mechanical condition at all times.
- ⚠ Do not lubricate throttle and/or brake cables and housings.

- ⚠ Only perform procedures as detailed in this guide. Unless otherwise specified, engine should be turned OFF and cold for all lubrication, adjustment and maintenance procedures.
- ⚠ Electric start models only: Never charge or boost a battery while installed on snowmobile.
- ⚠ The engine and components used in a particular model should not be used on other models. Use of Rotax™ snowmobile engines in other than SKI-DOO snowmobiles is not recommended or authorized by BRP or its subsidiaries.
- ⚠ Electronic reverse (RER™) models only: The shifting to reverse mode on these snowmobiles is done by pushing the RER button when the engine is running. Wait until the reverse alarm sounds and the Rotax Electronic Reverse (RER) pilot lamp lights up in the dashboard before operating throttle to proceed in reverse. The reverse speed of these snowmobiles is not limited. Always proceed with caution as fast reverse could result in loss of vehicle stability and control. Come to complete stop before depressing RER button. Always remain seated and apply the brake before shifting. Ensure the path behind is clear of obstacles or bystanders before proceeding.
- ⚠ Models with mechanical reverse: The reverse speed of these snowmobiles is not limited. Always proceed with caution as fast reverse could result in loss of vehicle stability and control. Come to complete stop before selecting reverse gear. Wait until the reverse alarm sounds before operating throttle to proceed in reverse. Always remain seated and apply the brake before shifting. Ensure the path behind is clear of obstacles or bystanders before proceeding.

SAFETY INFORMATION

INTRODUCTION

This safety information section includes safety WARNINGS which if not followed may result in serious personal injury including the possibility of death.

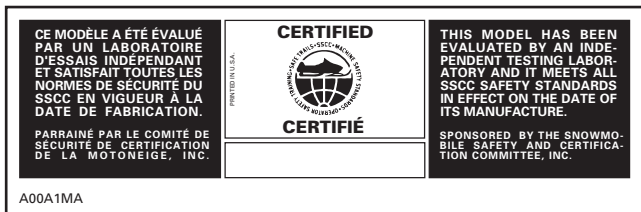
After reading, please keep this *Operator's Guide* with the snowmobile. If the snowmobile is resold, please give the guide to the new owner for his awareness. An extra copy of the *Operator's Guide* is available from your SKI-DOO snowmobile dealer at no charge.

This safety information section is dedicated to safer snowmobiling. Would you have any question regarding any topic whether or not it is covered in this operator's guide, please ask your dealer who will be happy to assist you. You can also contact BRP's customer assistance line at (715) 848-4957 in USA, or (819) 566-3366 in Canada.

SAFETY LABELING

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

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



OTHER SAFETY FEATURES

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

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

HOW TO DRESS

Proper snowmobile clothing should be worn. 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.

Approved helmets are recommended at all times. 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 sure they dry before putting them back on.

Do not wear long scarfs and loose apparels that could get caught in moving parts.

WHAT TO BRING

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

- this *Operator's Guide*
- spare spark plugs and wrench
- friction tape
- spare drive belt
- spare starter rope
- spare Light bulbs
- tool kit (including at least pliers, screwdriver, adjustable wrench)
- knife
- flashlight.

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

A WORD TO ALL SNOWMOBILERS

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



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Each operator has a responsibility to ensure the safety of his/her passenger, if any, and of other recreationists or bystanders.

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

A snowmobile is relatively simple to operate but like any other vehicle or mechanical equipment, it can be hazardous if you or a passenger are the least bit reckless, thoughtless or inattentive. We encourage you to have an Annual Safety Inspection of your snowmobile. Please contact an authorized SKI-DOO dealer for further details. Finally, we urge you to visit an authorized SKI-DOO dealer periodically for regular and safety maintenance, as well as snowmobile accessories you may require.

TRANSPORTING AND TOWING

Follow transporting and towing instructions explained further in this guide.

LAWS AND REGULATIONS

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

SUMMARY OF ACCIDENT PREVENTION PRACTICES

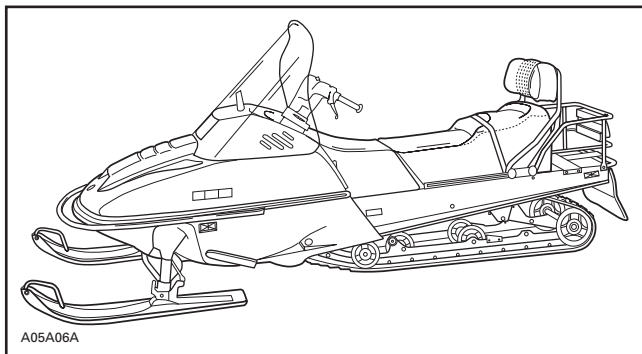
- △ Snowmobiling at night can be a delightful experience but because of reduced visibility, be extra cautious. Avoid unfamiliar terrain and be sure your lights are working. Always carry a flashlight and spare light bulbs.
- △ Do not leave your keys in the ignition switch, it is an invitation to thieves and a danger to young children.
- △ Nature is wonderful but don't let it distract your attention from driving. If you want to truly appreciate winter's scenery, stop your snowmobile on the side of the trail so that **you** don't become a hazard to others.
- △ Fences represent a very serious threat for both you and your snowmobile. Give a wide berth to telephone poles or posts.
- △ Hidden wires unseen from a distance can cause serious accidents. Obtain reflective tape or markings and identify hazardous wires near your trail.
- △ Overhead branches can distract the driver, cut faces and even cause eye injury. Always wear an approved safety helmet, eye protection and a face shield. This also applies to the passenger.
- △ Smoking while refueling or while checking the fuel level can be dangerous. All fuel gives off fumes. If you do smoke, do so away from the snowmobile.
- △ Although the snow on the ground is several inches/feet deep, dry grasses — in certain areas — may extend above snow level. Remove any such accumulation from track, engine and gas tank areas.
- △ Be aware of inherent risks associated with riding off trails, such as avalanche and other natural or man made hazards or obstacles.

- ⚠️ Avoid road traveling. If you must do so, and if it is allowed, reduce speed. The snowmobile is not designed to operate or turn on paving. When crossing a road, make a full stop, then look carefully in both directions before crossing at a 90° angle. Be wary of parked vehicles.
- ⚠️ Do not tailgate another snowmobile. If the snowmobile in front of you slows down for any reason, this negligence could harm the driver and passenger. Maintain a safe stopping distance between you and the snowmobile in front of you. Depending on the terrain condition, stopping may require a little more space than you think. Play it safe. Be prepared to use evasive driving.



- ⚠️ Make sure to check the throttle movement prior to starting the snowmobile to ascertain that the throttle cable is operational. If not, correct the problem before using the snowmobile. When starting the engine, be prepared to immediately respond and shut off the engine should a malfunction occur, by either turning off the ignition switch, pressing the engine cut-out switch, or pulling out the tether cord cap.

- ⚠ Always show a new operator how to start and stop the vehicle. Indicate the correct riding positions and, above all else, only allow him to operate the snowmobile in a restricted flat area — at least until he is completely familiar with its operation. If there is a local snowmobile operator's training course existing, have him enroll. Make sure he is dressed properly for the weather with no long scarves or loose fitting apparel that could get caught in moving parts. Make sure his feet are on the running boards and that he firmly holds the passenger strap or grips.
- ⚠ Never have the engine running while the hood is open. Even at idle, a snowmobile engine is turning around 1,800 revolutions per minute. Always turn off the ignition before opening the hood for any reason.
- ⚠ Never remove any original equipment from your snowmobile. Each vehicle has many built in safety features. Such features include various guards and consoles, plus reflective materials and warning labels.



- ⚠ 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 can cover more distance 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 so, tell someone where you are going and when you plan to return.

- ⚠ Meadows sometimes have low areas where water accumulate and freezes over in winter. This ice is usually glare ice. Attempting to turn or brake on this surface could cause your vehicle to spin out of control. Never brake or attempt speeding or turning on glare ice. If you do happen to travel over such a condition, reduce speed by slowly releasing the throttle.
- ⚠ Never “jump” with your snowmobile. This should be left to professional stunt men. Don’t show off. Be responsible.
- ⚠ **Stay sober.** Safe riders don’t ride under the influence of alcohol or drugs. Drinking and driving demonstrates a most irresponsible attitude not only to others but to yourself. Legislators and the population in general do not tolerate it and BRP doesn’t either!
- ⚠ Wildlife compliments your snowmobiling day. Snowmobile tracks provide firm ground over which animals can travel from area to area. Do not violate this privilege by chasing or harassing wildlife. Fatigue and exhaustion can lead to 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.
- ⚠ Excessive speeding can be fatal. In many cases, you cannot react or respond quickly enough to the unexpected. Ride at a speed which is suitable to the trail and weather conditions. If a maximum speed is posted, observe it.
- ⚠ A poorly maintained snowmobile itself can be a potential hazard. Excessively worn components could render the vehicle completely inoperative. Keep the snowmobile in good working condition at all times. Follow your pre-operation check, weekly, monthly and annually routine maintenance and lubrication procedures as detailed in this guide. Consult a snowmobile dealer or acquire a shop manual and proper tools and equipment if other repairs or service is required.
- ⚠ Raising the rear of your snowmobile while the engine is running could cause snow, ice or debris to be thrown back at an observer. Never raise the rear of the vehicle while the engine is running. To clear or inspect the track, stop the engine, tilt the vehicle on its side and remove blockage with a piece of wood or branch. Never allow anyone near a rotating snowmobile track.
- ⚠ Do not stud the track. At speed it may cause the track to tear and separate from vehicle posing a risk of severe injury or death.
- ⚠ While on safari, do not “gun” the throttle. Snow and ice can be thrown back into the path of a following snowmobile. In addition, when “gunning” the throttle, the vehicle digs into and leaves an irregular snow surface for others.

- △ Safaris are both fun and enjoyable but don't show off or overtake others in the group. A less experienced operator might try to do the same as you and fail. When riding with others, limit your abilities to the experience of others.
- △ Always cover your snowmobile when leaving it overnight or during extended periods of inactivity. This will protect it from freezing as well as retain its appearance.
- △ 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.

PASSENGER SAFETY BASICS

- △ Never ride as a passenger unless the snowmobile is equipped with a passenger seat, and sit only on the designated passenger seat.
- △ Always wear a DOT approved helmet and follow the same dressing guidelines as those recommended for the operator and described above.
- △ Make sure that you are able to achieve a stable seating position with both feet resting positively with a good grip on the footboards or footrests, and that you are able to hold on firmly to the handholds.
- △ Once underway, if you feel uncomfortable or unsecure for any reason, don't wait, tell the driver to slow down or stop.

ENVIRONMENT

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

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

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

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

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

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

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

JUST WHAT IS LIGHT TREADING?

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

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

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

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

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

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

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

WHY IS LIGHT TREADING SMART

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

Respecting the areas where we ride... wherever they may be... is the only way to 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 Ski-Doo, a sporty MX-Z 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!

VEHICLE INFORMATION

LIST OF HOT PARTS

All power train components.

LIST OF MOVING PARTS

All transmission, suspension and steering parts.

AUTHORIZED SKI-DOO DEALERS

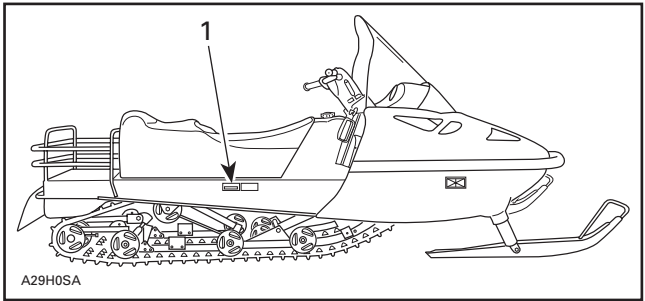
For Canada and USA Only

To find the nearest authorized SKI-DOO dealer, dial: 1 800 375-4366
or visit our web site at WWW.SKIDOO.COM.

HOW TO IDENTIFY YOUR SNOWMOBILE

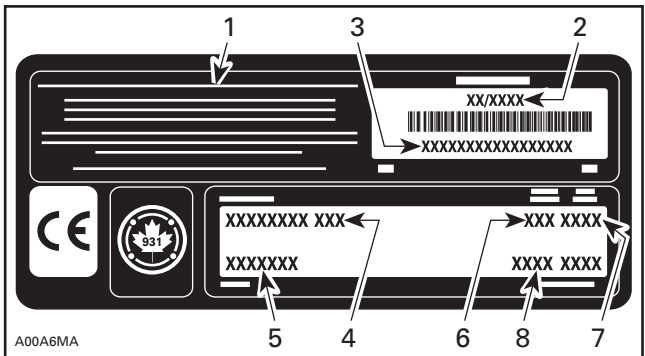
Vehicle Description Decal

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



TYPICAL — SKANDIC LT/LT E/WT 550/SWT/WT 600/SUV 550/SUV 600

1. Vehicle description decal



VEHICLE DESCRIPTION DECAL

1. Manufacturer name
2. Manufacturing date
3. Vehicle identification number (VIN)
4. Model name
5. Option package
6. Engine type
7. Model year
8. Color codes

Serial Numbers

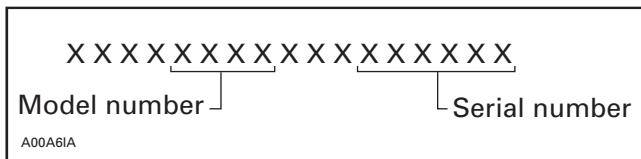
The main components of your snowmobile (engine and frame) are identified by different serial numbers. It may sometimes become necessary to locate these numbers for warranty purposes or to trace your snowmobile in the event of loss. These numbers are required by the authorized SKI-DOO dealer to complete warranty claims properly. No warranty will be allowed by BRP if the engine serial number or vehicle identification number (VIN) is removed or mutilated in any way. We strongly recommend that you take note of all the serial numbers on your snowmobile and supply them to your insurance company.

Vehicle Identification Number (VIN) Location

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

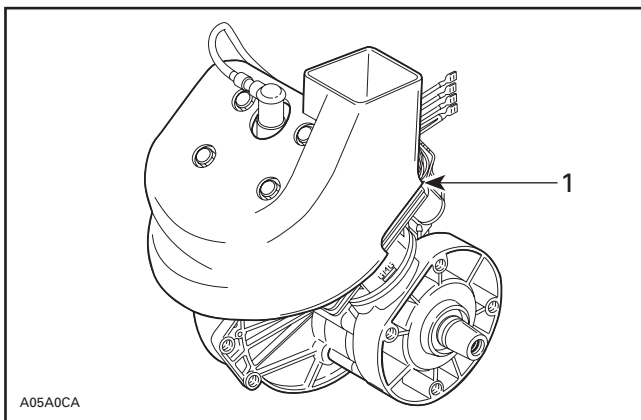
Model Number Location

Model number is part of vehicle identification number (VIN).



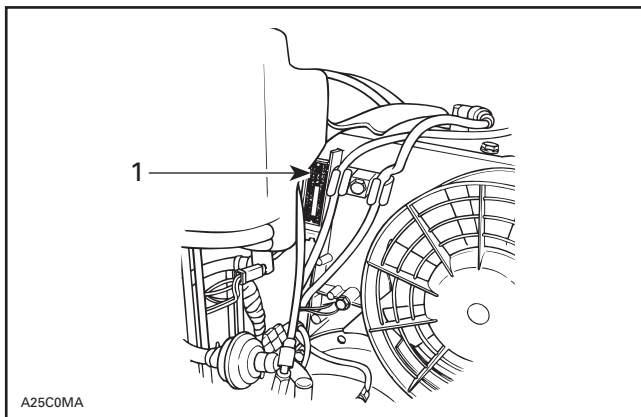
VIN DESCRIPTION

Engine Serial Number Location



TUNDRA

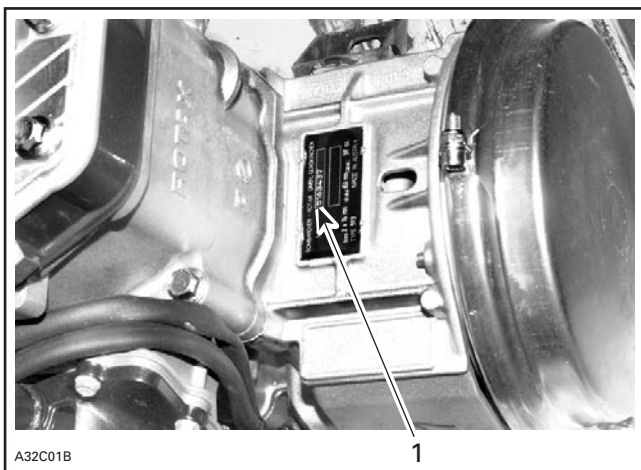
1. Engine serial number



A25C0MA

SKANDIC LT/LT E/WT 550/SWT/SUV 550

1. Engine serial number



A32C01B

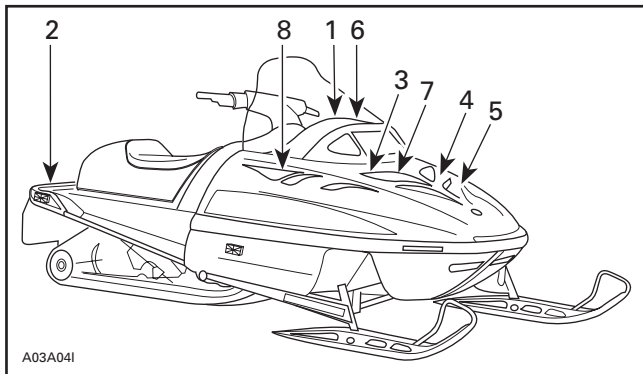
SKANDIC WT 600/SUV 600

1. Engine serial number

ON-VEHICLE IMPORTANT INSTRUCTIONS

The following instructions are on your snowmobile. If missing or damaged, the decals can be replaced free of charge. See an authorized SKI-DOO dealer.

Please read the following instructions carefully before operating this snowmobile.



TYPICAL — LOCATION OF IMPORTANT INSTRUCTIONS

Instruction 1

WARNING

- Read and follow all warnings labels & operator's guide/safety handbook before operation.
- Severe injury or death can result from ignoring warnings or through improper use of snowmobile.

Before starting engine, check:

- If throttle lever returns to its initial position when released.
- All guards are in place.
- The hood is closed and the clutch access door is installed.
- Parking brake is applied.

After starting, check proper operation of:

- Engine emergency cut-off switch and all controls.

Before operating the vehicle:

- Make sure parking brake is fully disengaged.
- Drive carefully.
- This vehicle is designed for operator only. "NO PASSENGER".

AVERTISSEMENT

- Lisez et respectez tous les avertissements contenus dans le guide du conducteur/guide de sécurité, avant toute mise en marche.
- Le fait de passer outre aux avertissements ou d'utiliser la motoneige de façon inadéquate peut entraîner de graves blessures ou la mort.

Avant de démarrer le moteur, s'assurer que:

- La manette d'accélérateur revienne à sa position initial lorsque relâchée.
- Les gardes soient en place.
- Le capot soit fermé et le panneau d'accès de la poulie soit installé.
- Le frein de stationnement soit appliqué.

Après démarrage, s'assurer que:

- L'interrupteur d'arrêt d'urgence du moteur et tous les contrôles fonctionnent normalement.

Avant d'utiliser le véhicule:

- S'assurer que le frein de stationnement soit complètement relâché.
- Conduisez prudemment.
- Ce véhicule est conçu pour un conducteur seulement. **AUCUN PASSAGER.**

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SINGLE SEAT MODELS

⚠️ WARNING

- Read and follow all warning labels & operator's guide/safety handbook before operation.
- Severe injury or death can result from ignoring warnings or through improper use of snowmobile.
- Before starting engine, check:
 - If throttle lever returns to its initial position when released.
 - All guards are in place.
 - The hood is closed and the clutch access door is installed.
 - Parking brake is applied.
- After starting, check proper operation of:
 - Engine emergency cut-off switch and all controls.
- Before operating the vehicle:
 - Make sure parking is fully disengaged.
 - Drive carefully.

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- Les gardes s,
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- Conduisez p,

⚠️ AVERTISSEMENT

- Lisez et respectez tous les avertissements contenus dans le guide du conducteur/guide de sécurité, avant toute mise en marche.
- Le fait de passer outre aux avertissements ou d'utiliser la motoneige de façon inadéquate peut entraîner de graves blessures ou la mort.
- Avant de démarrer le moteur, s'assurer que:
 - La manette d'accélérateur revienne à sa position initiale lorsque relâchée.
 - Les gardes soient en place.
 - Le capot soit fermé et le panneau d'accès de la poulie soit installé.
 - Le frein de stationnement soit appliqué.
- Après démarrage, s'assurer que:
 - L'interrupteur d'arrêt d'urgence du moteur et tous les contrôles fonctionnent normalement.
- Avant d'utiliser le véhicule:
 - S'assurer que le frein de stationnement soit complètement relâché.
 - Conduisez prudemment.

acc.

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Instruction 2

WARNING

- Check that the tow bar is securely fastened to the trailer coupling.
 - Use a rigid tow bar.
 - Reduce speed when towing.

AVERTISSEMENT

- Vérifier que la barre d'accouplement soit bien verrouillée à l'attache-remorque.
 - Utiliser une barre d'accouplement rigide.
 - Remorquer à vitesse réduite.

516 001 243

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TUNDRA AND SKANDIC SERIES

Instruction 3

CAUTION

- To comply with noise regulations, this engine is designed to operate with an air intake silencer.
- Operation without air intake silencer or with one not properly installed may cause engine damage.

ATTENTION

- Le moteur a été conçu pour fonctionner avec ce silencieux d'admission afin de se conformer aux lois et règlements relatifs au bruit.
 - Son absence ou une mauvaise installation peut endommager le moteur.

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A01A2EA

ALL MODELS

Instruction 4



ALL MODELS

Instruction 5



TYPICAL — ALL MODELS

Instruction 6

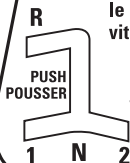
CAUTION

- Upshift only when engine is idling and speed is below 20 km/h (12 m.p.h.).
- Stop completely the vehicle before using reverse gear.
- Maximum speed in first gear 60 km/h (37 m.p.h.).

ATTENTION

Changer les rapports avant seulement lorsque le régime du moteur est au ralenti et la vitesse inférieure à 20 km/h (12 m.p.h.).

- Arrêter complètement le véhicule avant de passer en marche arrière.
- Vitesse maximum en premier rapport 60 km/h (37 m.p.h.).



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SKANDIC WT 550/SWT/WT 600/SUV 550/SUV 600

Instruction 7

⚠ WARNING

Certain components in the engine compartment may be very hot. Direct contact may result in skin burn.

⚠ AVERTISSEMENT

Certaines composantes dans l'habitacle du moteur peuvent être très chaudes. Le contact direct sur la peau peut causer des brûlures.

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ALL MODELS

Instruction 8

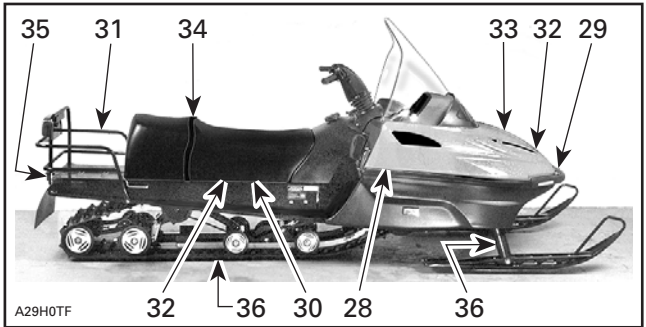


A32A1HA

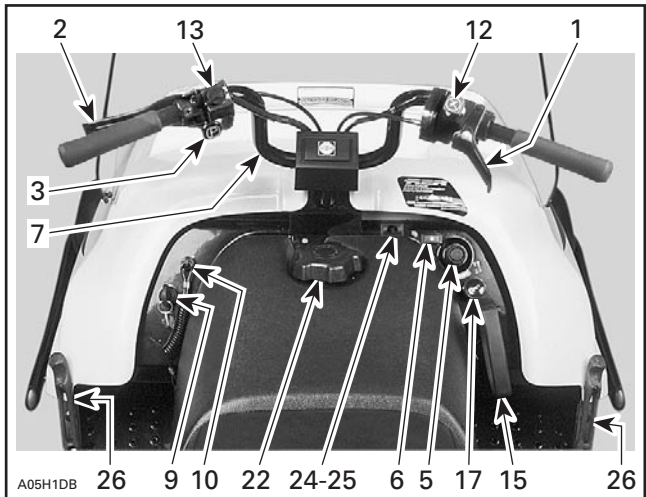
LIQUID-COOLED MODELS

CONTROLS/INSTRUMENTS/EQUIPMENT

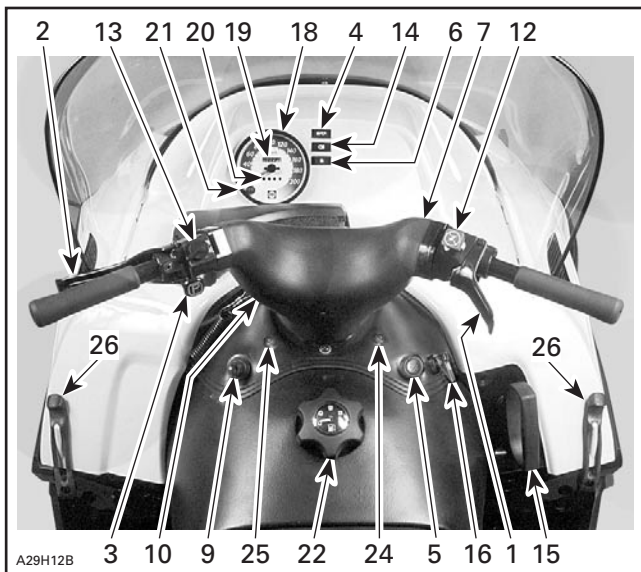
NOTE: Some controls/instruments/equipment do not apply or are optional on some models. In these cases their reference numbers are deliberately missing in the illustrations.



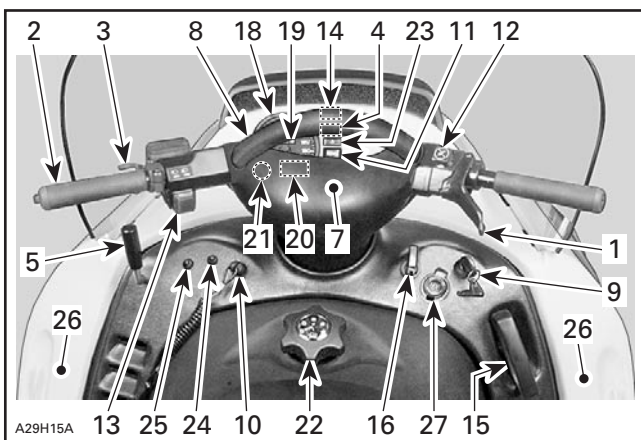
TYPICAL



TUNDRA



SKANDIC LT/LT E



TYPICAL — SKANDIC WT 550/SWT/WT 600/SUV 550/SUV 600

1) Throttle Lever

Located on the right hand side of handlebar and designed to be thumb activated. When squeezed, it increases the engine speed and engages the transmission. When released, engine speed returns automatically to idle.

2) Brake Lever

Located on the left hand side of handlebar. When squeezed, the brake is applied. When released, it automatically returns to its original position. Braking effect is proportional to the pressure applied on the lever and to the type of terrain and its snow coverage.

3) Parking Brake Button or Lever

Located on left hand side of handlebar. Parking brake should be used whenever snowmobile is parked.

All Models except Tundra

Whenever parking brake is applied and engine is running, injection oil level/parking brake pilot lamp lights up to remind you that it is engaged.

All Models

WARNING

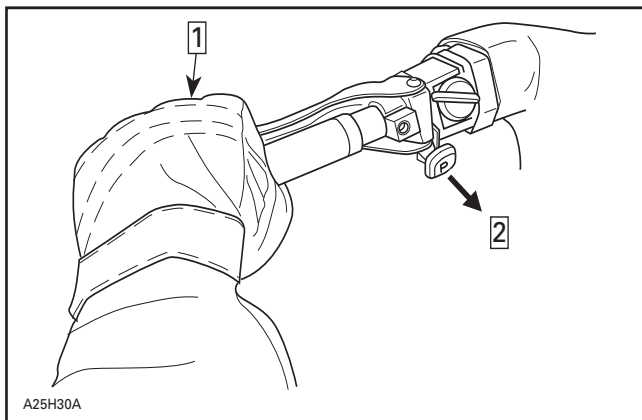
Make sure parking brake is fully disengaged before operating the snowmobile.

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.

MECHANICAL BRAKE

To **engage** mechanism, squeeze brake lever and maintain while pulling button with the other hand. There are 2 retaining notches on button; pull button until it locks on a notch, then release brake lever.

To **release** mechanism, squeeze brake lever, then fully push parking brake button. Always release parking brake before riding.



TYPICAL

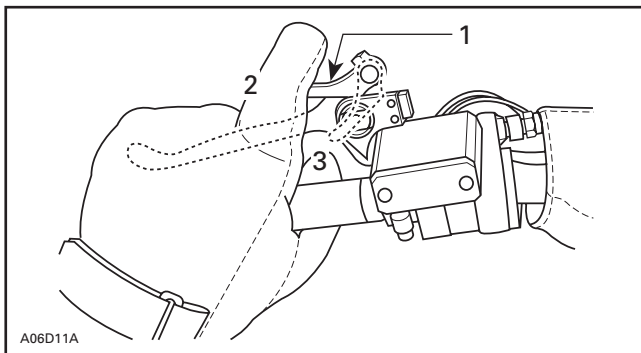
Step **1**: Squeeze and hold

Step **2**: Fully pull

HYDRAULIC BRAKE

To **engage** mechanism, squeeze brake lever and maintain while pulling locking lever with a finger. When brake lever is held at half-way the parking brake should be fully applied.

To **release** mechanism, squeeze brake lever. Locking lever will automatically return to its original position. Always release parking brake before riding.



1. Locking lever
2. OFF
3. ON

4) Brake/Parking Brake/Low Oil Level Pilot Lamp (Red)

Lights when brake or parking brake is applied (with engine running).

This pilot lamp also lights up when injection oil level is low (with engine running). Check oil level and replenish as soon as possible.

5) Gear Shift Lever or RER Button

MECHANICAL REVERSE

Skandic WT 550/SWT/WT 600/SUV 550/SUV 600

These models are equipped with a mechanical reverse controlled by a 4-position gear shift lever.



A29D2JA

TYPICAL

Shifting Procedure

WARNING

The reverse speed of these snowmobiles is not limited. Always proceed with caution as fast reverse could result in loss of vehicle stability and control. Come to complete stop before selecting reverse gear. Wait until the reverse alarm sounds before operating throttle to proceed in reverse. Always remain seated and apply the brake before shifting. Ensure the path behind is clear of obstacles or bystanders before proceeding.

CAUTION: Upshift only when engine is idling and speed is below 20 km/h (12 MPH).

With snowmobile completely stopped and engine at idle, move lever to engage in desired gear.

Maximum speed in first gear is 60 km/h (37 MPH).

Do not force lever. If unable to shift, apply throttle to move snowmobile, stop vehicle, then try again.

ELECTRONIC REVERSE

Tundra and Skandic LT/LT E

General

These models are equipped with a Rotax Electronic Reverse (RER™) controlled by a RER button.

When the engine is running, depressing the RER button will command the engine to reverse crankshaft rotation as driving the snowmobile in reverse is achieved by changing the direction of rotation of the engine, not by shifting the chaincase in reverse gear.

When depressing the RER button, the MPEM (Multi-Purpose Electronic Module) will practically slow down the engine RPM to a stop and advance the ignition timing to cause crankshaft rotation reversing.

Engine will automatically shift into forward when starting after stopping or stalling.

Shifting procedure will take place only when the engine is running.

If engine is running at a speed above 3800 RPM, the reverse function of the RER button is cancelled.

It is recommended to warm up the engine to its normal operating temperature before shifting.

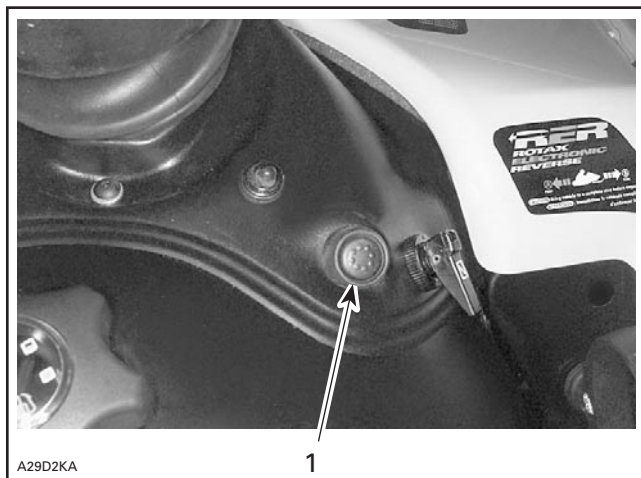
No adjustment is needed except for high altitude. See RER MODIFICATION AT HIGH ALTITUDE below.

Shifting in Reverse

WARNING

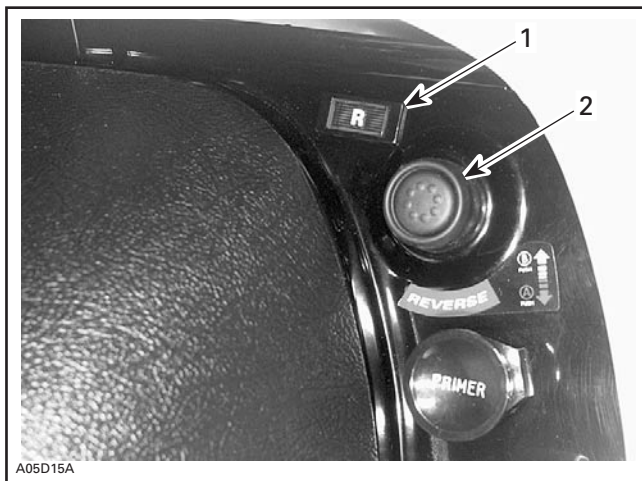
Shifting to the reverse mode on these snowmobiles is done by depressing the RER button when the engine is running. Wait until the reverse alarm sounds and the reverse pilot lamp comes on in the dash before operating throttle to proceed in reverse. The reverse speed of these snowmobiles is not limited. Always proceed with caution as fast reverse could result in loss of vehicle stability and control. Come to complete stop before depressing RER button. Always remain seated and apply the brake before shifting. Ensure the path behind is clear of obstacles or bystanders before proceeding.

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



SKANDIC LT/LT E

1. RER button



TUNDRA

1. Reverse pilot lamp
2. RER button

The reverse pilot lamp will blink and a reverse alarm will sound once every second with a half a second duration when the snowmobile is engaged in reverse.

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

Shifting in Forward

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

Reverse pilot lamp and reverse alarm will stop.

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

RER Modification at High Altitude

Skandic LT/LT E Only

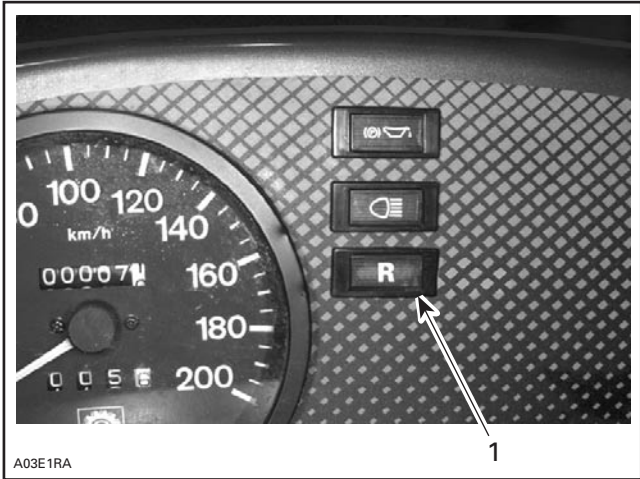
NOTE: Tundra needs no modification on RER at high altitude.

At high altitude, the RER system on Skandic LT/LT E needs a different engine timing curve to work properly.

Before using vehicle at high altitude see an authorized SKI-DOO dealer for installation of a high altitude cap.

6) Reverse Pilot Lamp

This pilot lamp will light up when reverse is selected.



SKANDIC LT/LT E

1. Reverse pilot lamp

7) 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.

Handlebar height is adjustable. See an authorized SKI-DOO dealer.

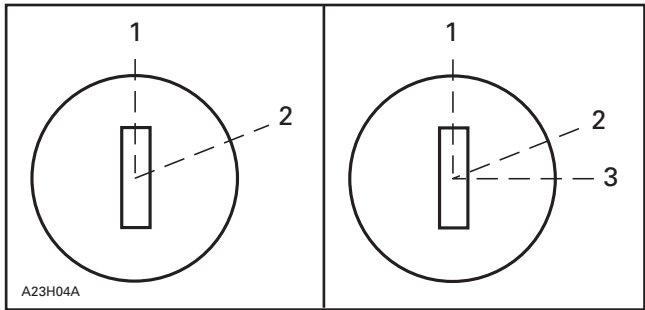
8) Holding Strap

Holding strap provides a grip for driver when side-hilling.

WARNING

This strap is not for towing, lifting or other purpose than temporary use as a grab bar during side-hilling. Always keep at least one hand on the handlebar.

9) Ignition Switch



MANUAL START

1. OFF
2. ON

ELECTRIC START MODELS

1. OFF
2. ON
3. START

Manual Starting

Key operated, 2-position switch. To start the engine, first turn the key to ON position, then pull rewind starter grip. To stop the engine, turn the key to OFF position.

Electric Starting

Key operated, 3-position switch. To start engine, turn key to START position and hold until engine has started. See illustration above.

CAUTION: Do not use electric starter for more than 10 seconds. A rest period should be observed between the cranking cycles to let electric starter cool down. Using electric starter when engine has started could damage electric starter mechanism.

Release the key as soon as the engine starts. Key returns to ON position as soon as it is released.

If the engine does not start on the first try, turn the key back to OFF and wait a few seconds before restarting. To stop engine, turn the key to OFF.

NOTE: Engine may be manually started with rewind starter if necessary.

If starter does not operate, check starting system fuse condition. Refer to STARTING SYSTEM AND ELECTRIC POWER OUTLET FUSE.

10) Tether Cut-Out Switch

All Models

General

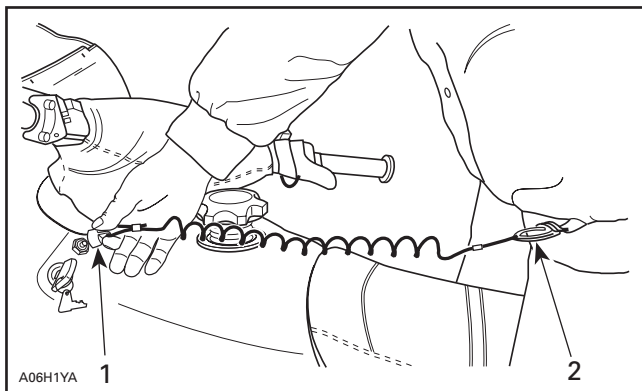
It shuts the engine off preventing snowmobile to runaway if the operator falls off the vehicle accidentally.

WARNING

Always remove tether cord cap and key when vehicle is not in operation in order to prevent accidental engine starting, to avoid unauthorized use by children or others or theft.

Operation

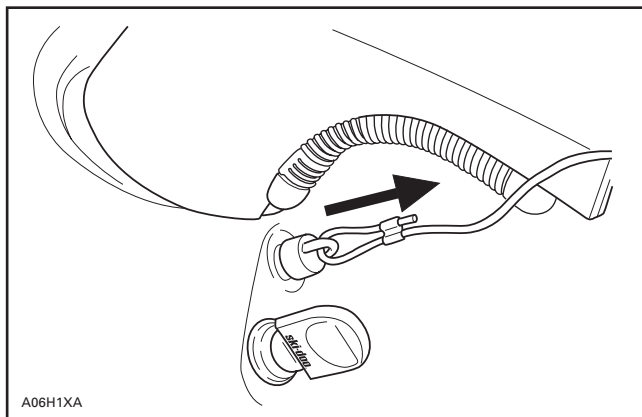
Attach to clothing eyelet, then snap tether cord cap over post before starting engine.



TYPICAL

1. Snap over post
2. Attach to eyelet

If emergency engine **shut off** is required, completely pull tether cord cap from post.



TYPICAL

Skandic WT 600/SUV 600

On these models tether cut-out switch is part of tether cut-out system. This system has 2 functions.

It shuts off engine preventing snowmobile to runaway if the operator falls off the vehicle accidentally.

Through the DESS™ (Digitally Encoded Security System), it acts as a lock by preventing unauthorized use of your snowmobile, thus deterring theft.

⚠ WARNING

Always remove tether cord cap and key when vehicle is not in operation in order to prevent accidental engine starting or to avoid unauthorized use by children or others or theft.

DESS (Digitally Encoded Security System) Description

This system is digitally encoded to provide you and your snowmobile with the equivalent security as a conventional lock key.

The tether cord cap provided with your snowmobile contains an electronic chip in which a unique digital code is permanently memorized. Your authorized SKI-DOO dealer programs this key code in the MPEM (Multi-Purpose Electronic Module) of your snowmobile to allow engine operation above 3000 RPM if and only if this unique code has been read after engine starting.

If a tether cord cap with different code is installed, the engine will start but will not reach drive pulley engagement speed to move vehicle.

Operation

See above for details.

Additional Tether Cord Caps

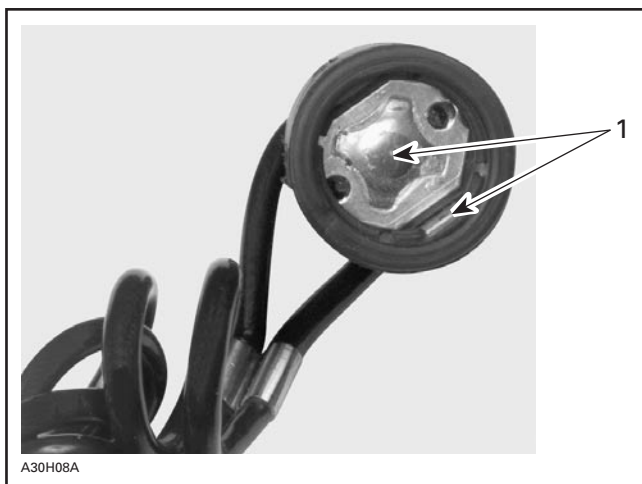
The MPEM of your snowmobile can be programmed by your authorized SKI-DOO dealer to accept 8 different key codes (tether cord caps).

We recommend the purchase of additional caps from your authorized SKI-DOO dealer as additional keys. If you have more than one DESS-equipped SKI-DOO snowmobile, each can be programmed by your authorized SKI-DOO dealer to accept the other vehicles' keys.

DESS Pilot Lamp Codes

DESS pilot lamp blinking slowly (one time per 1.5 seconds) means that a bad connection has been detected. Vehicle can not be driven.

To check for bad connection, remove. Make sure the tether cord cap is free of dirt or snow. Reinstall cap and restart engine. If a blink per 1.5 seconds still occurs contact an authorized dealer.



1. Free of dirt or snow

A DESS pilot lamp blinking 3 times per second means that you have installed a cap with a code the MPEM of this snowmobile is not programmed to recognize (wrong key). Vehicle can not be driven.

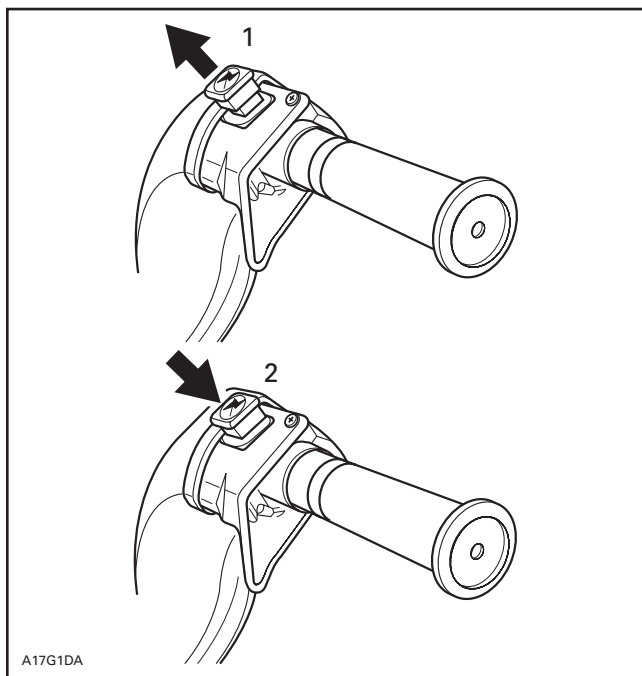
11) DESS Pilot Lamp

This lamp will light up to confirm DESS status. Refer to previous paragraphs for description.

12) Engine Cut-Out Switch

All Models

This push-pull type switch is located on the right side of the handlebar. To stop the engine in an emergency, push the button to the lower position (OFF) and simultaneously apply the brake. To restart, button must be at the upper position (ON).



TYPICAL

1. ON
2. OFF

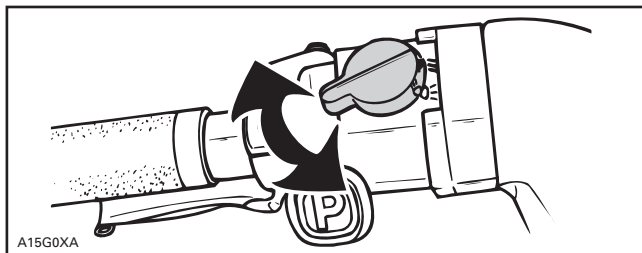
All operators of the snowmobile should familiarize themselves with the function of this device by using it several times on first outing and whenever stopping the engine there-after. This engine cut-out procedure will become a reflex and will prepare operators for emergency situations requiring its use.

WARNING

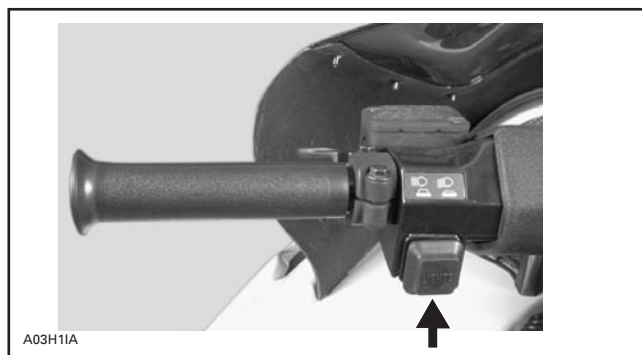
If the switch has been used in an emergency caused by a suspected malfunction, the source of the malfunction should be determined and corrected before restarting engine. See an authorized SKI-DOO dealer for servicing.

13) Headlamp Dimmer Switch

Located on left hand side of handlebar, allows selection of headlamp beam. Note that lights are automatically ON whenever the engine is running.



TYPICAL — SOME MODELS



TYPICAL — SOME MODELS

14) High Beam Pilot Lamp (Blue)

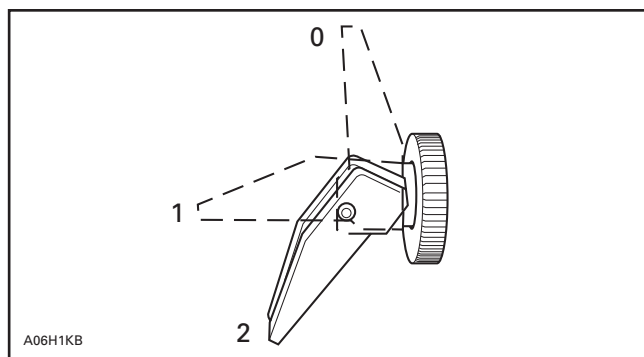
Lights when headlamp is on HIGH beam.

15) 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.

16) Choke Lever

This device features a 3-position lever to facilitate cold start.



- 0. OFF
- 1. Position 1
- 2. Position 2

Initial Cold Starting

NOTE: Do not operate the throttle lever with the choke lever on.

Move the choke lever to position 2 and start the engine. As soon as the engine starts move the lever to position 1. After a few seconds (10 seconds maximum) move the choke lever to OFF.

NOTE: In severe cold weather, colder than -20°C (-4°F) you may need to flip choke lever from OFF to position 1 a couple of times once engine is started.

Warm Engine Starting

Start the engine without any choke. If the engine will not start after two pulls of the rope or two 5 second attempts with the electric starter move choke lever to position 1. Start the engine without activating the throttle lever. As soon as the engine starts move the choke lever to OFF.

17) Primer Button

Pull and push button. It is not necessary when engine is warm.

To prime, activate button until a pumping resistance is felt. From this point, pump 2 or 3 times to inject fuel in intake manifold. After priming, ensure that primer button is pushed back.

NOTE: In very cold temperature, it is recommended to rotate primer button 3 - 4 turns prior to pull it. This will eliminate the possibility of sticking.

18) Speedometer

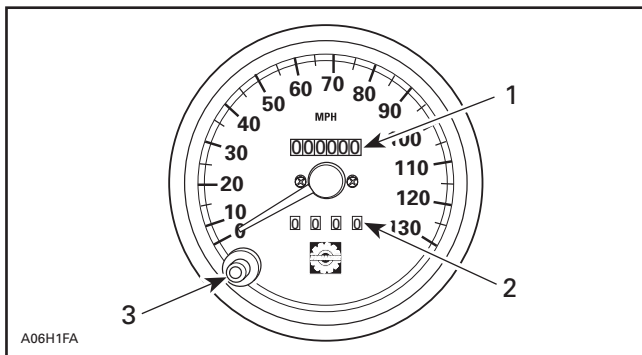
Direct-reading dial indicates the speed of the snowmobile in kilometers per hour (miles per hour for the USA).

19) Odometer

Odometer records the total distance travelled in kilometers or (miles for the USA).

20) Trip Meter

Records distance travelled in kilometers (miles for the USA) until it is reset. It can be used to record a fuel tank range or distance between 2 way points for instance.



1. Odometer
2. Trip meter
3. Reset button

21) Trip Meter Reset Button

To reset, push on button until all numbers read zero.

22) Fuel Tank Cap/Gauge

Unscrew to fill up tank, then fully tighten.

Fuel tank cap features a dipstick or a mechanical gauge.

WARNING

Always stop the engine before refueling. Fuel is flammable and explosive under certain conditions. Always work in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. Open cap slowly. If a differential pressure condition is noticed (whistling sound heard when loosening fuel tank cap) have vehicle inspected and/or repaired before further operation. Do not overfill or top off the fuel tank before placing the vehicle in a warm area. As temperature increases, fuel expands and might overflow. Always wipe off any fuel spillage from the vehicle. Periodically verify fuel system.

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

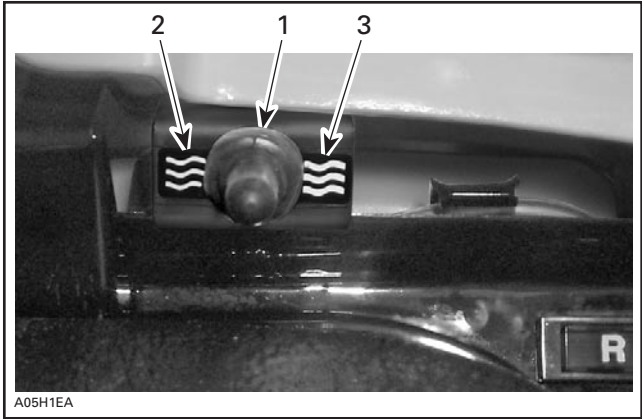
23) Engine Overheat Warning Lamp (Red)

If this lamp glows, reduce snowmobile speed and run snowmobile in loose snow or stop engine immediately.

24) and 25) Heated Grip and Throttle Lever Switch

Tundra Only

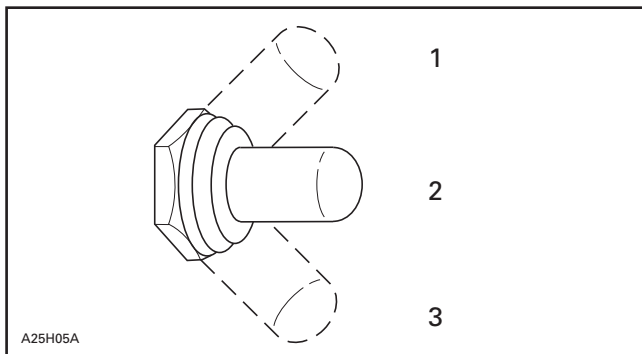
Three-position toggle switch. Select the desired position to keep your hands and right thumb at a comfortable temperature.



1. OFF
2. WARM
3. HOT

24) Heated Grip Switch

Three-position toggle switch. Select the desired position to keep your hands at a comfortable temperature.



TYPICAL

1. *HOT*
2. *OFF*
3. *WARM*

25) Heated Throttle Lever Switch

Three-position toggle switch. Select the desired position to keep your right thumb at a comfortable temperature. See illustration above.

26) Hood Latches

Stretch and unhook the latches to unlock the hood from its anchors.

Always lift hood gently until stopped by retaining device.

Close hood slowly, then hook up latches.

27) Electric Power Outlet

Skandic WT 550/SWT/WT 600/SUV 550/SUV 600

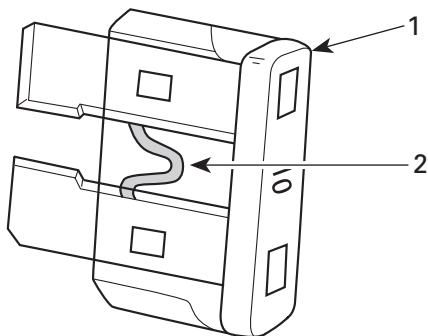
A 12-volt electric appliance may be connected to that jack connector. Electric current is supplied when ever engine is running. Maximum output current is 20 amperes. See FUSES below for electric power outlet fuse location.



A29I04A

28) Fuses

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



A15E0KA

1. Fuse
2. Check if melted

Starting System and Electric Power Outlet Fuse

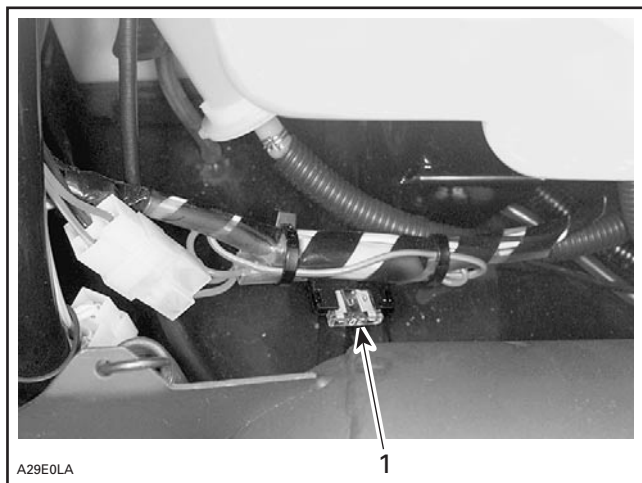
Starting system and electric power outlet (if so equipped) are protected with a 20 amperes rated fuse on Skandic series. See following illustrations for fuse holder location. If starter does not operate and the electric power outlet (if so equipped) does not function, check fuse condition and replace if necessary.

CAUTION: Do not use a higher rated fuse as this can cause severe damage to electric components and/or fire.

WARNING

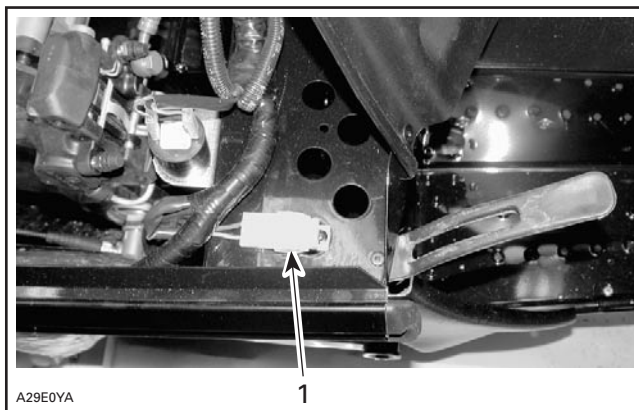
If fuse has burnt out, source of malfunction should be determined and corrected before restarting. See an authorized SKI-DOO dealer for servicing.

Skandic WT 550/SWT/LT E



FUSE FOR ELECTRIC STARTING SYSTEM AND ELECTRIC POWER OUTLET — SKANDIC LT E/WT 550/SWT

1. Fuse holder



**FUSE FOR ELECTRIC STARTING SYSTEM AND ELECTRIC POWER OUTLET —
SKANDIC WT 600/SUV 550/SUV 600**

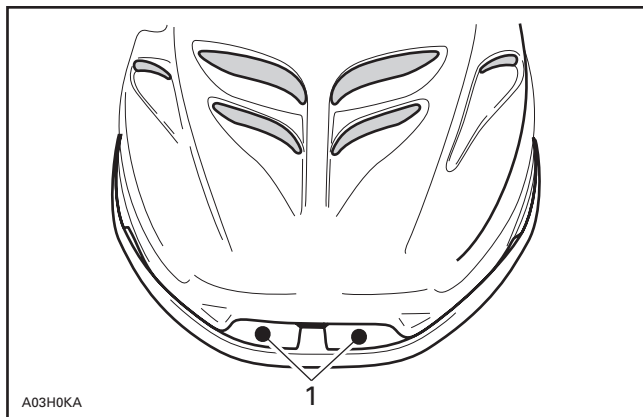
1. Fuse holder

29) Front Grab Handles/Front Bumper

To be used whenever front of snowmobile requires manual lifting.

WARNING

Do not attempt to lift the vehicle by hand alone. Use appropriate lifting device or have assistance to share lifting stress in order to avoid risk of strain injuries.



TYPICAL

1. Front grab handles

CAUTION: Do not use skis to pull or lift snowmobile.

30) Storage Compartment

WARNING

All storage compartments must be properly latched and they must not contain any heavy or breakable objects.

Depending on model, a storage compartment is provided in engine compartment, under seat or inside seat.

31) Rear Rack

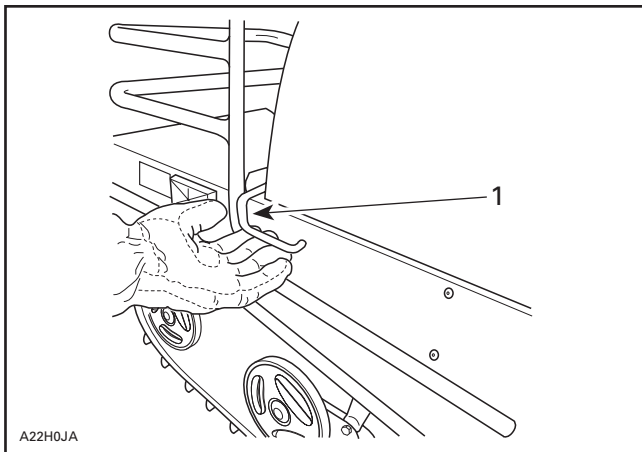
WARNING

All objects in rear rack must be properly latched. Do not carry any breakable objects. Excessive weight in rack may reduce steering ability.

CAUTION: Always readjust suspension according to the load. The capacity of this rack is limited. Ride at very low speed when loaded. Avoid speed over bumps.

Skandic Series Only

A storage compartment is provided under seat. To open storage compartment, lift seat latch, then tip seat over.



SKANDIC LT/LT E/WT 550/WT 600/SUV 550/SUV 600

1. Lift seat latch



TYPICAL — SKANDIC SWT

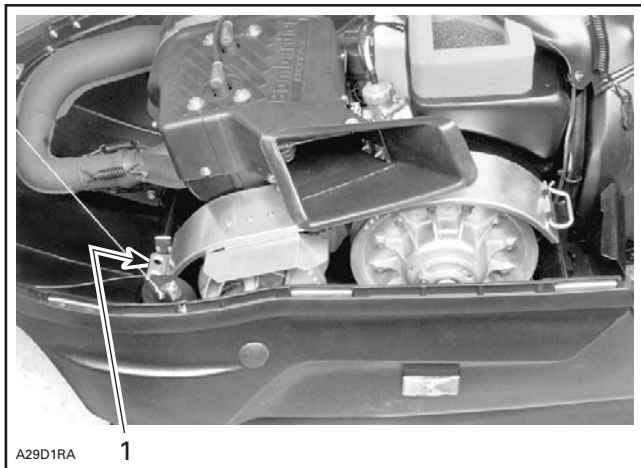
32) Tool Kit

A tool kit containing tools for basic maintenance is supplied with the vehicle. On Tundra tool kit is located in storage compartment (in front of engine). On Skandic series models look under seat to find tool kit.

33) Spark Plug Holder

Skandic LT/LT E Only

To keep spare spark plugs dry and prevent shocks that might affect the adjustment or break them, a holder is provided in engine compartment.



SKANDIC LT/LT E

1. Spare spark plug holder

Firmly tighten them into the holder with spark plug socket (in tool kit) to ensure that they will not be loosened by vibrations.

NOTE: Spare spark plugs are not supplied with snowmobile.

NOTE: Check spare spark plug gap according to SPECIFICATIONS before installation.

CAUTION: Do not attempt to adjust gap on spark plug BR9ECS.

34) Seat Strap

Seat strap provides a grip for the passenger.

35) Hitch

The hitch can be used to pull most equipment. Use a rigid tow bar.

36) Adjustable Suspensions

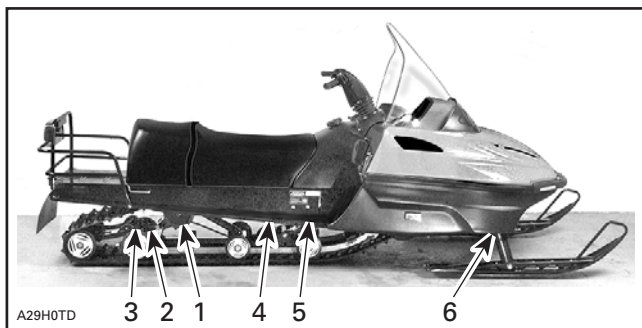
General

All Models

Snowmobile handling and comfort depends on suspension adjustments.

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

NOTE: Some adjustments may not apply to your snowmobile. Use special keys in tool kit.



TYPICAL

1. *Rear springs — comfort and ride height*
2. *Suspended extension — reverse performance, load and snow conditions*
3. *Shackle movement — reverse performance, load and snow conditions*
4. *Center spring — handling*
5. *Stopper strap — snowmobile weight transfer*
6. *Front shock — handling*

Guidelines to Adjust Suspension

The following is to fine-tune suspension.

The best way to set up a suspension, is to start from factory settings, then customize each adjustment one at a time. Adjustments 2 through 6 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, driver riding position, etc. Change one adjustment and retest. Proceed methodically until you are satisfied.

WARNING

Do not attempt to lift the vehicle by hand alone. Use appropriate lifting device or have assistance to share lifting stress in order to avoid risk of strain injuries.

WARNING

Always remove DESS tether cord cap before performing any maintenance or adjustment, unless otherwise specified. Vehicle must be parked in a safe place, away from the trail. Always lift the front of vehicle off the ground with a suitable lifting device before adjusting ski suspension. Lift the rear of vehicle off the ground with a suitable lifting device before rear suspension adjustment.

CAUTION: Whenever adjusting rear suspension, check track tension and adjust as necessary.

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

1. Rear Springs — Comfort

IMPORTANT: Make sure that all objects to be transported are in place in rear rack and under the seat.

Grab rear bumper and lift until suspension is fully extended. From this point, rear of snowmobile should collapse by 50 to 75 mm (2 to 3 in) when driver and passenger (if so applicable) take place. Measure at rear bumper as shown in next photo.

WARNING

Do not attempt to lift the vehicle by hand alone. Use appropriate lifting device or have assistance to share lifting stress in order to avoid risk of strain injuries.



PROPER ADJUSTMENT

A. From fully extended, rear of suspension has collapsed by 50 to 75 mm (2 to 3 in)

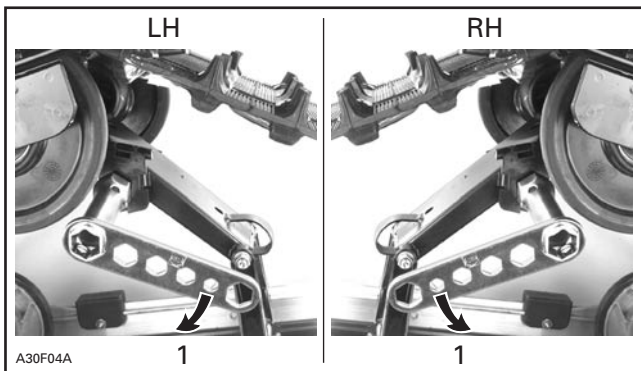


TOO SOFT OF ADJUSTMENT (REAR SUSPENSION IS TOO LOW, IT HAS COLLAPSED MORE THAN 75 mm (3 in))

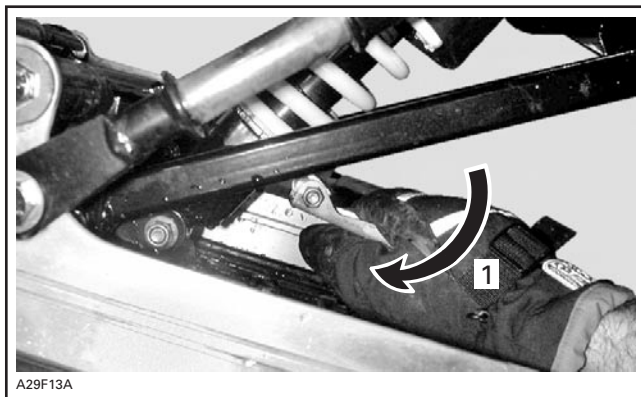


All Models except Skandic SUV 550/SUV 600

CAUTION: To increase preload, always turn the left side adjustment cam in a clockwise direction, and the right side cam in a counterclockwise direction. Left and right adjustment cams may be at different settings.



1. Increase spring preload



1. Increase spring preload

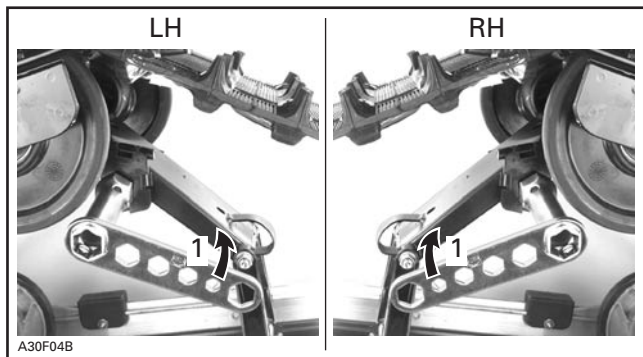


TOO HARD OF ADJUSTMENT (REAR SUSPENSION RUNS TOO HIGH, IT HAS COLLAPSED LESS THAN 50 mm (2 in))

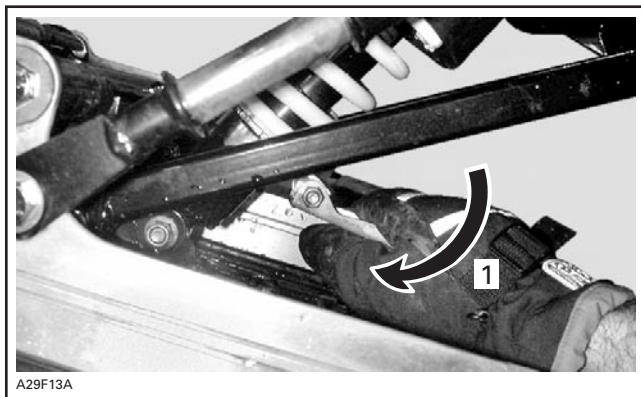


All Models except Skandic SUV 550/SUV 600

CAUTION: To decrease preload, always turn the left side adjustment cam in a counterclockwise direction, the right side cam in a clockwise direction. Left and right adjustment cams may be at different settings.



1. Decrease spring preload



1. From the highest position, turn adjuster to select lowest position, then turn adjuster to the desired position

2. Suspended Extension Adjustment

Suspended extension can be adjusted according to the load and snow conditions.

For better deep snow performance or to increase reverse performance in deep snow, first loosen lock nut, then tighten nut 3/4 turn after contacting washers. Retighten lock nut. Adjust the same on both sides.

For trail riding with a load or for pulling a load, first loosen lock nut. Turn to a maximum preload of 3 turns after nut touching washers. Retighten lock nut. Adjust the same on both sides.

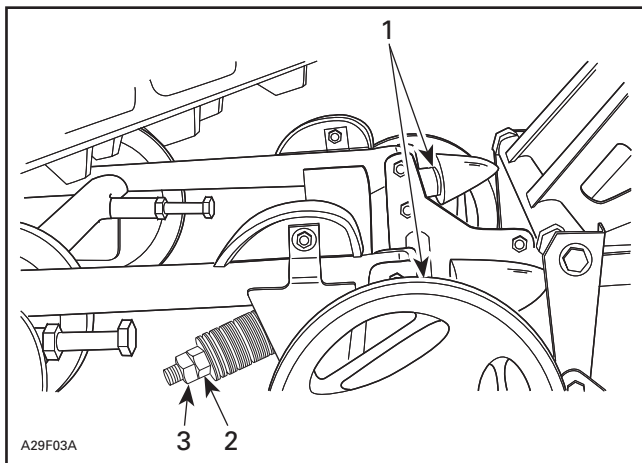
3. Shackle Movement Limiter

For deep snow riding, do not install horse shoe washers.

For trail riding with passenger and/or weight, install 1 horse shoe washer under each rubber stoppers.

For trail riding with heavy load and/or pulling a load, use 2 horse shoe washers under each rubber stoppers.

CAUTION: Always install same amount of washers on both sides.



1. Horse shoe washer(s)
2. Nut
3. Lock nut

4. Center Spring — Steering Behavior

Ride at moderate speed on a trail.

If handlebar is felt too easy or too hard to turn, adjust center spring accordingly.

⚠ WARNING

Before proceeding with any suspension adjustment, remember:

- Park in a safe place.
- Remove DESS tether cord cap.
- Lift rear of vehicle off the ground with suitable lifting device.
- Make sure lifting device is stable and secure.



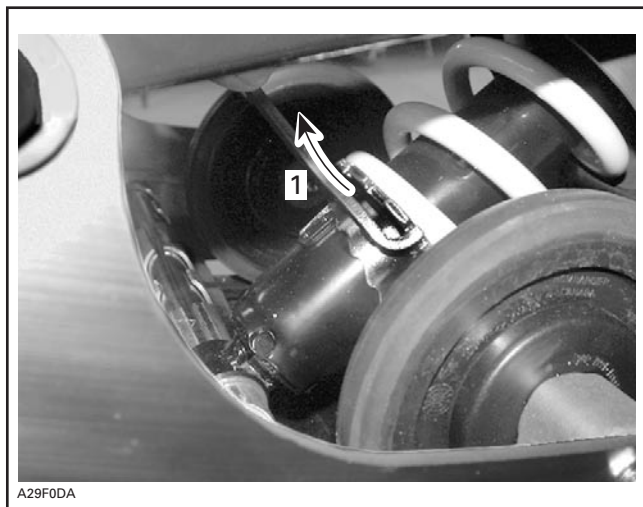
TYPICAL — GOOD ADJUSTMENT AT MODERATE SPEED

1. Handlebar easy to turn — neutral steering attitude



TYPICAL — TOO SOFT OF ADJUSTMENT

1. Handlebar harder to turn — oversteering altitude

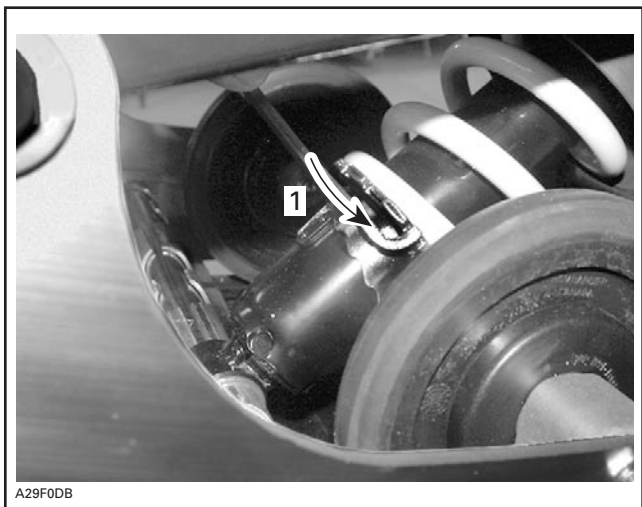


1. Use adjuster wrench provided in tool kit to increase preload



TYPICAL — TOO HARD OF ADJUSTMENT — TOO MUCH PRELOAD

1. Handlebar is very easy to turn — understeering attitude



1. Use adjuster wrench provided in tool kit to decrease preload

5. Stopper Strap — Weight Transfer

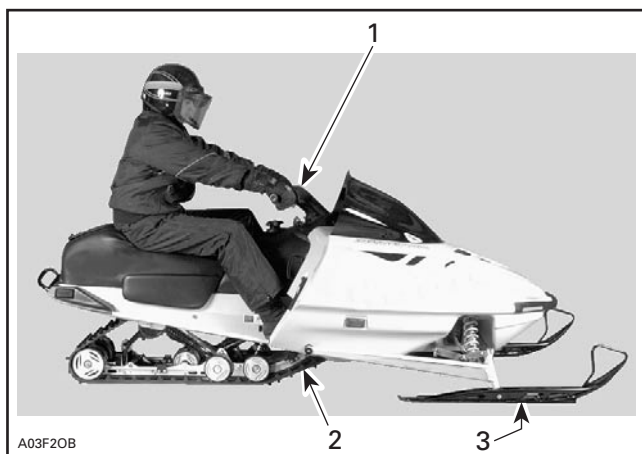
Ride at low speed, then fully accelerate. Note steering behavior. Adjust stopper strap length accordingly.

CAUTION: Whenever stopper strap length is changed, track tension must be readjusted.

WARNING

Before proceeding with any suspension adjustment, remember:

- Park in a safe place.
- Remove DESS tether cord cap.
- Lift rear of vehicle off the ground with suitable lifting device.
- Make sure lifting device is stable and secure.



TYPICAL — GOOD ADJUSTMENT AT FULL ACCELERATION

1. Comfortable steering
2. Good weight transfer to the track
3. Light pressure of skis on the ground



TYPICAL — TOO LONG STRAP

1. Skis lift off the ground

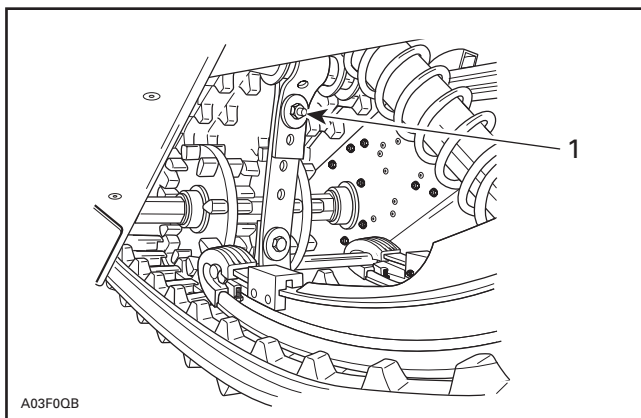
OR



TYPICAL — TOO SHORT STRAP

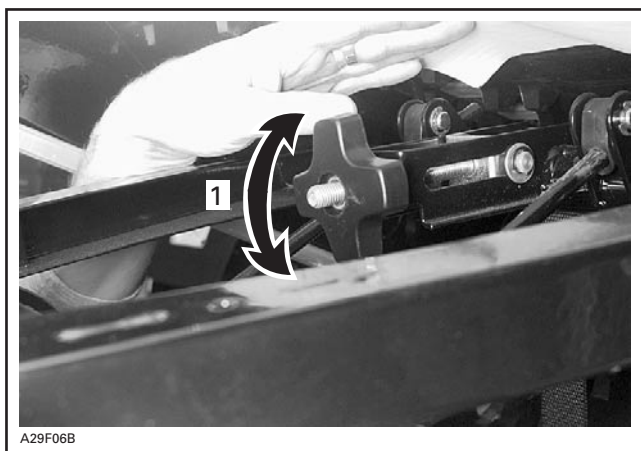
1. Heavy steering

Tundra

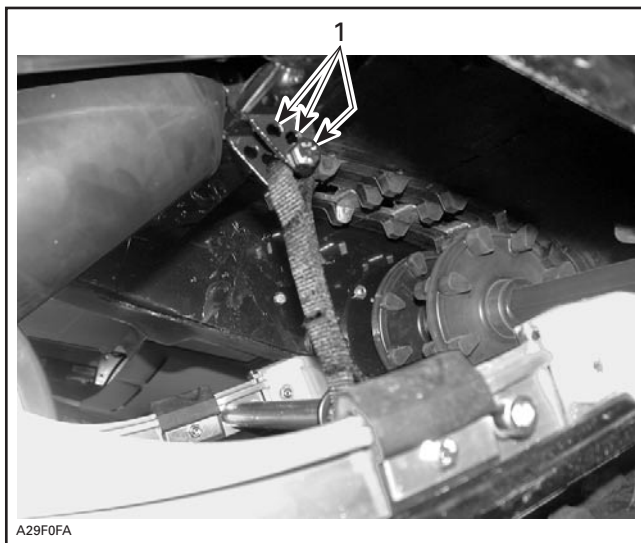


1. Vary strap length by bolting to a different hole

Skandic WT 550/SWT/WT 600



1. Screw or unscrew knob to vary strap length



1. Bolt stopper strap to a different hole

6. Front Springs — Handling

Ride at moderate speed and check for proper handling.

Adjust front springs accordingly.

WARNING

Before proceeding with any suspension adjustment, remember:

- Park in a safe place.
- Remove DESS tether cord cap.
- Lift rear of vehicle off the ground with suitable lifting device.
- Make sure lifting device is stable and secure.

WARNING

Always adjust both front springs to same position.



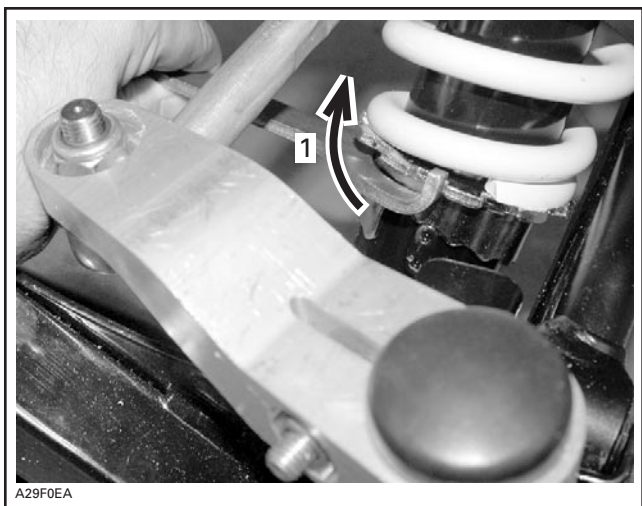
TYPICAL — PROPER ADJUSTMENT

1. Good handling and comfortable steering



TOO SOFT OF ADJUSTMENT

1. *Bad handling*

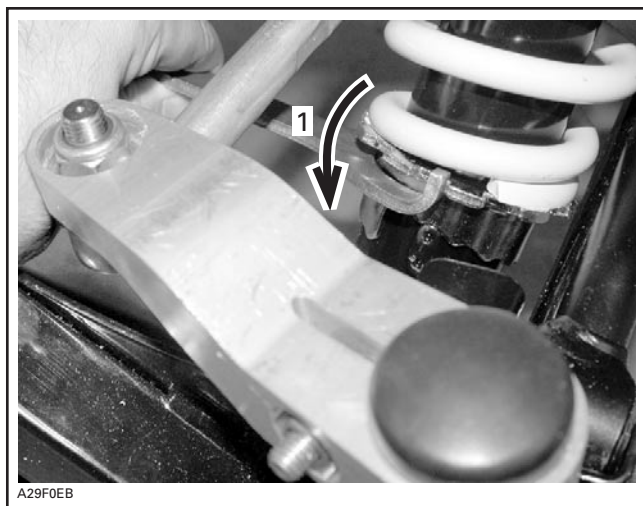


1. *Increase spring preload*



TOO HARD OF ADJUSTMENT

1. Steering hard to turn



1. Decrease spring preload

Suspension Troubleshooting Chart

PROBLEM	CORRECTIVE MEASURES
Front suspension wandering	<ul style="list-style-type: none">– Check ski alignment and camber angle adjustment. See an authorized SKI-DOO dealer.– Reduce ski ground pressure.<ul style="list-style-type: none">• Reduce front suspension spring preload.• Increase center spring preload.• Reduce rear spring preload.
Snowmobile seems unstable and seems to pivot around its center	<ul style="list-style-type: none">– Reduce rear suspension front arm pressure.<ul style="list-style-type: none">• Reduce center spring preload.• Increase rear spring preload.• Increase front suspension spring preload.
Steering feels too heavy	<ul style="list-style-type: none">– Reduce ski ground pressure.<ul style="list-style-type: none">• Reduce front suspension spring preload.• Increase center spring preload.
Rear of snowmobile seems too stiff	<ul style="list-style-type: none">– Reduce rear spring preload.
Rear of snowmobile seems too soft	<ul style="list-style-type: none">– Increase rear spring preload.
Rear suspension front shock absorber is frequently bottoming	<ul style="list-style-type: none">– Lengthen stopper strap.– Increase center spring preload.
Track spins too much at start	<ul style="list-style-type: none">– Lengthen stopper strap.– Change driving position.

In Deep Snow

When operating the snowmobile in deep snow, it may be necessary to vary extension adjustment, stopper strap 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.

Shields and Guards

WARNING

Never operate engine without belt guard securely installed or, with hood or access/side panels open or removed.

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

Windshield

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

FUEL AND OIL

Recommended Fuel

Use regular unleaded gasoline, available from most service stations or oxygenated fuel containing less than 10% of ethanol or 5% of methanol. The gasoline used must have an octane number (R + M)/2 of 87 or higher.

NOTE: In most service station pump octane number corresponds to (R + M)/2 octane number.

CAUTION: Never experiment with other fuels or fuel ratios. The use of unrecommended fuel can result in snowmobile performance deterioration and damage to critical parts in the fuel system and engine components. Do not mistake oil reservoir cap for fuel tank cap. Oil reservoir cap is identified OIL.

WARNING

Always stop the engine before refueling. Fuel is inflammable and explosive under certain conditions. Always work in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. Open cap slowly. If a differential pressure condition is noticed (whistling sound heard when loosening fuel tank cap) have vehicle inspected and/or repaired before further operation. Do not overfill or top off the fuel tank before placing the vehicle in a warm area. As temperature increases, fuel expands and might overflow. Always wipe off any fuel spillage from the vehicle. Periodically verify fuel system.

Fuel System Antifreeze

When using oxygenated fuel, additional gas line antifreeze or water absorbing additives are not required and should be not used.

When using non-oxygenated fuel, we highly recommend the use of isopropyl base gas line antifreeze in a proportion of 150 mL (5 U.S. oz) of gas line antifreeze added to 40 liters (10-1/2 U.S. gal) of gas.

This precaution is in order to reduce the risk of frost buildup in carburetor(s) which may lead, in certain cases, to high fuel consumption or severe damage to engine.

NOTE: Use only **methyl hydrate free** gas line antifreeze.

Recommended Oil

CAUTION: Use only injection oil that flows at - 40°C (- 40°F). Do not mismatch oil reservoir cap with fuel tank cap. Oil reservoir cap is identified OIL.

Oil is contained in the injection oil reservoir.

Use only two-stroke engine injection oil sold by authorized SKI-DOO dealers.

MODEL	OIL TYPE
All	XP-S™ synthetic 2-stroke oil ②
	OR XP-S™ 2-stroke synthetic blend ②
	OR XP-S™ mineral injection oil ①

- ① If XP-S™ mineral injection oil is not available, API TC high-quality low ash two-stroke injection oil may be used.
- ② XP-S™ synthetic 2-stroke oil, XP-S™ 2-stroke synthetic blend and XP-S™ mineral injection oil are compatible, they can be mixed together.

XP-S™ mineral injection oil is a special blend of basic oil and additives especially selected to ensure unequalled lubrication, engine cleanliness and minimum spark plug fouling.

The XP-S™ 2-stroke synthetic blend and XP-S™ synthetic 2-stroke oil **provide superior lubrication**, reduced engine component wear and oil deposit, thus maintaining maximum-level performance and anti-friction properties. These synthetic and synthetic blend injection oil meet the latest ASTM and JASO standards by ensuring high biodegradability and low exhaust smoke.

CAUTION: Never use four-stroke petroleum or synthetic motor oil and never mix these with outboard motor oil. Do not use NMMA TC-W, TC-W2 or TC-W3 outboard two-stroke engine oils or ashless two-stroke engine oils. Avoid mixing different brands of API TC oil as resulting chemical reactions may cause severe engine damage.

Always maintain a sufficient amount of recommended oil in the injection oil reservoir.

CAUTION: Check level and refill every time you refuel. Do not mismatch oil reservoir cap with fuel tank cap. Install cap that is identified OIL.

WARNING

Do not overfill. Reinstall cap and fully tighten. Wipe off any oil spills. Oil is highly flammable.

COLD WEATHER CARBURETION MODIFICATIONS

All vehicles have been calibrated for - 20°C (- 4°F). They can be operated at warmer winter temperatures without problems.

CAUTION: For colder temperatures than - 20°C (- 4°F), carburetor(s) must be recalibrated to avoid engine damage. Refer to an authorized SKI-DOO dealer.

Refer also to RIDING AT HIGH ALTITUDES in following pages.

BREAK-IN PERIOD

Engine

CAUTION: A break-in period of 10 operating hours — 500 km (300 miles) — is required before running the snowmobile at full throttle.

During break-in period, maximum throttle should not exceed 3/4. However, brief full acceleration and speed variations contribute to a good break-in.

CAUTION: Engine overheating, continued wide open throttle runs and prolonged cruising without speed variations should be avoided, this can cause engine damage during the break-in period.

To assure additional protection during the initial engine break-in, 500 mL (18 imp. oz) of recommended injection oil should be added to fuel for the first full filling of fuel tank. Have spark plugs cleaned after engine break-in.

Belt

A new drive belt requires a break-in period of 50 km (30 miles). Avoid strong acceleration/deceleration, pulling a load or high speed cruising.

10-Hour Inspection

As with any precision piece of mechanical equipment, we suggest that after the first 10 hours of operation — 500 km (300 miles) — or 30 days after the purchase, whichever comes first, your snowmobile be checked by an authorized SKI-DOO dealer. This inspection will also give you the opportunity to discuss the unanswered questions you may have encountered during the first hours of operation.

The 10-hour inspection is at the expense of the snowmobile owner.

PRE-OPERATION CHECK

WARNING

The pre-operation check is very important prior to operating the vehicle. Always check the proper operation of critical controls, safety features and mechanical components before starting. If not done as specified here, severe injury or death might occur.

- Remove snow and ice from body including seat, footrests, lights, controls and instruments.
- Verify that track and idler wheels are free to turn and not frozen.

WARNING

Always use a wide base snowmobile mechanical stand to properly support vehicle during any track verification. Slowly accelerate engine in order to rotate track at very low speed when it is not on ground.

- Activate the brake control lever and make sure the brake fully applies before the brake control lever touches the handlebar grip. It must fully return when released.
- Check the parking device. Apply parking brake and check if it operates properly.
- Activate the throttle control lever several times to check that it operates easily and smoothly.

WARNING

Throttle lever must operate easily and smoothly. It must return to idle position when released.

- Check operation of tether and engine cut-out switches, ignition switch, headlamp switch (HI-LO), taillight, brake light and pilot lamps.
- Check gear shift lever position (models with mechanical reverse only).
- Verify that skis and steering operate freely. Check corresponding action of skis versus handlebar.
- Check fuel and injection oil for levels and leaks. Replenish as necessary and see an authorized SKI-DOO dealer in case of any leaks.
- Verify that air filter(s) is free of snow, if so equipped.

- All storage compartments must be properly latched and they must not contain any heavy or breakable objects. Hood must also be properly latched.

 **WARNING**

All adjustable features should be positioned at optimal setting. Securely tighten all adjustment locks.

- Make certain your snowmobile is pointed away from people or objects before you start it. No one is to be standing in front of or in back of the snowmobile.
- Be warmly dressed with clothing designed for snowmobiling.

PRE-OPERATION CHECK LIST

ITEM	OPERATION	✓
Body including seat, footrests, lights, controls and instruments	Check that there is no snow or ice.	
Track and idler wheels	Check for free movement.	
Brake lever	Check proper action.	
Parking device	Check proper action.	
Throttle lever	Check proper action.	
Switches and lights	Check proper action. Tether cord must be attached to driver clothing eyelet.	
Skis and steering	Check for free movement and proper action.	
Fuel and oil	Check for proper level and leaks.	
Air filter	Check that there is no snow or ice.	
Adjustable features	Check for optimal adjustment and securely tightened adjustment locks.	
Storage compartment	Check for proper latching and no heavy or breakable objects.	
Vehicle vicinity	Snowmobile must be pointed away from people or objects. No one is to be standing in front of or in back of the snowmobile.	
Clothing	Be warmly dressed according to weather forecast.	

OPERATING INSTRUCTIONS

WARNING

Proceed with pre-operation check list before riding.

Principle of Operation

Propulsion

Depressing throttle lever increases engine RPM causing the drive pulley to engage. Depending on models engine RPM must be between 2500 and 4200 before drive pulley engagement will occur.

The outer sheave of the drive pulley moves toward the inner sheave, forcing the drive belt to move upward on the drive pulley and simultaneously forcing the sheaves apart on the driven pulley.

The driven pulley senses the load on the track and limits the belt movement. The result is an optimized speed ratio between engine RPM and the speed of the vehicle at any time.

WARNING

Never operate engine without belt guard securely installed or, with hood or access/side panels open or removed.

Power is transferred to the track through the chaincase or gearbox and drive axle.

WARNING

Always use a wide-base snowmobile mechanical stand to properly support vehicle during any track verification. Slowly accelerate engine in order to rotate track at very low speed when it is not on ground.

Turning

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

Stopping

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

Starting the Engine

- Re-check throttle control lever operation.
- Ensure that the engine cut-out switch is in the ON position.
- Ensure that the tether cord cap is in position and that the cord is attached to your clothing eyelet.

WARNING

Never depress throttle while starting engine.

Primer Equipped Vehicles

- To prime, activate button until a pumping resistance is felt. From this point, pump 2 or 3 times to inject fuel in intake manifold. After priming, ensure that primer button is pushed back.

NOTE: In very cold temperature, it is recommended to rotate primer button 3 - 4 turns prior to pull it. This will eliminate the possibility of sticking.

NOTE: Priming is not necessary when engine is warm.

Choke Equipped Vehicles

Initial Cold Starting

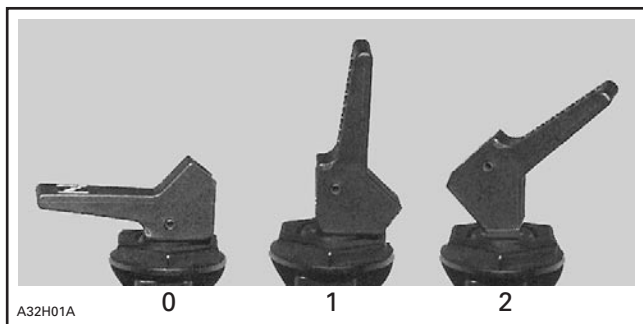
NOTE: Do not operate the throttle lever with the choke lever on.

When Temperature is Below - 10°C (+ 15°F)

Set the choke lever to the second position.

Grab starter handle firmly and crank engine or use electric starter on so equipped models.

After the engine is started, let engine warm up at fast idle until engine speed drops. Then, close off choke to ensure proper air-fuel mixture.



- 0. OFF
- 1. Position 1
- 2. Position 2

When Temperature is Above - 10°C (above + 15°F)

Set the choke lever to the first position.

Grab starter handle firmly and crank engine or use electric starter on so equipped models.

After the engine is started, close off choke to ensure proper air-fuel mixture.

Warm Engine Starting

Start the engine without any choke. If the engine will not start after two pulls of the rope or two 5 second attempts with the electric starter move choke lever to position 1. Start the engine without activating the throttle lever. As soon as the engine starts move the choke lever to OFF.

Manual Starting

Insert the key in the ignition switch and turn to ON position.

Activate the choke or the primer according to the temperature as explained above.

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

WARNING

Do not apply throttle while starting.

Electric Starting (for models so equipped)

Insert key in ignition switch.

Activate the choke or the primer according to the temperature as explained above.

Turn key clockwise until starter engages.

Release key immediately when engine has started.

WARNING

Never depress throttle while starting engine.

CAUTION: Do not use electric starter for more than 10 seconds. A rest period should be observed between the cranking cycles to let electric starter cool down. Using electric starter when engine has started could damage electric starter mechanism.

NOTE: If for any reason, the engine cannot be cranked electrically, place ignition key to ON position and start engine manually using the rewind starter.

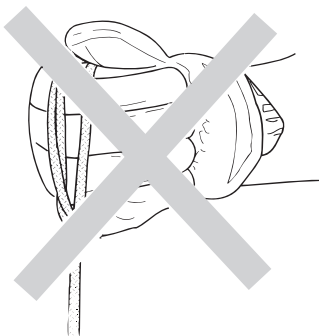
Emergency Starting

The engine can be started with the emergency starter rope supplied with the tool kit.

Remove belt guard.

WARNING

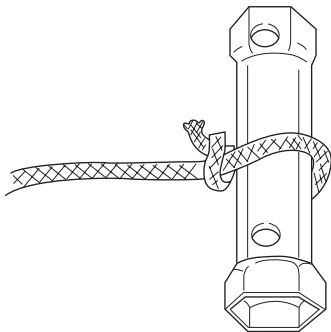
Do not wind starting rope around your hand. Hold rope by the handle only. Do not start the snowmobile by the drive pulley unless it is a true emergency situation. Have the snowmobile repaired as soon as possible.



A07D0UA

Attach one end of emergency rope to rewind handle.

NOTE: The spark plug socket can be used as an emergency handle.



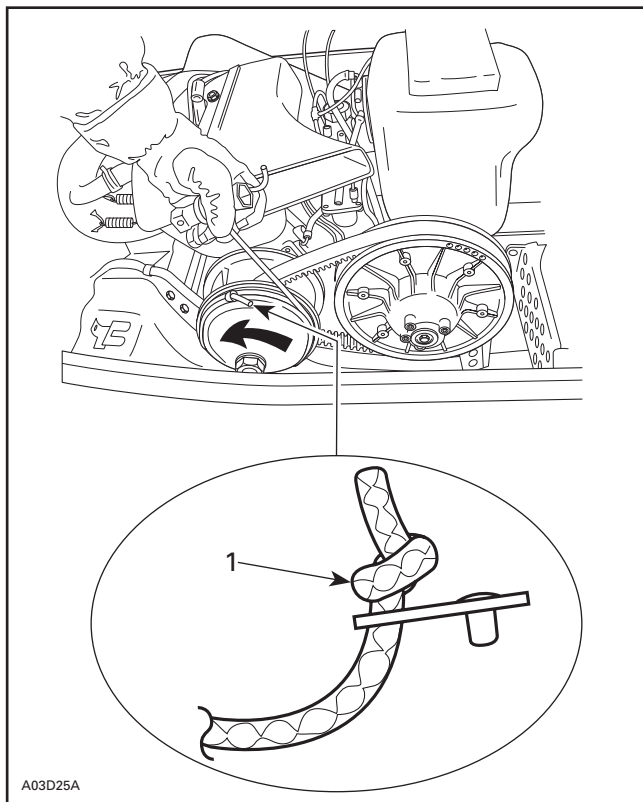
A17B01A

TYPICAL

Attach the other end of emergency rope to the starter clip supplied in the tool kit.

Hook up clip on drive pulley.

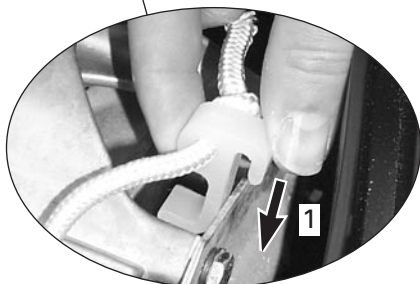
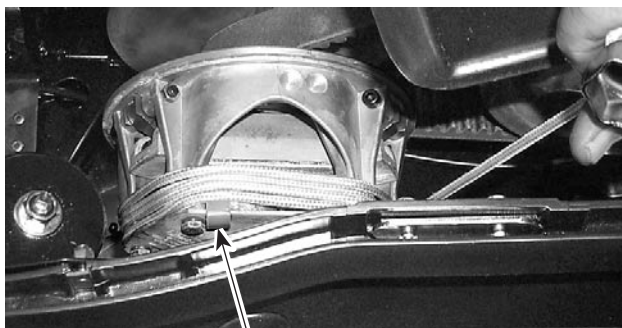
Wind the rope tightly around drive pulley. When pulled, pulley must rotate counterclockwise.



A03D25A

TUNDRA AND SKANDIC WT 550/SWT/SUV 550

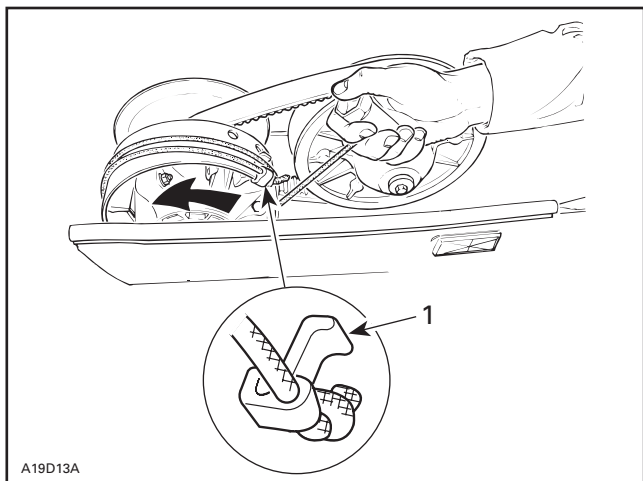
1. Knot on this side



A29D2BA

SKANDIC LT/LT E

1. Hook up starter clip



TYPICAL — SKANDIC WT 600/SUV 600

1. Clip

All Models

Pull the rope using a sharp, crisp pull so the rope comes free of the drive pulley.

Start engine as per usual manual starting.

WARNING

When starting the snowmobile in an emergency situation, using drive pulley, do not reinstall the belt guard and return slowly to have snowmobile repaired.

Shutting Off the Engine

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

Shut off the engine using either ignition switch, engine cut-out switch or tether cut-out switch.

WARNING

Always remove tether cord cap and key when vehicle is not in operation in order to prevent accidental engine starting or to avoid unauthorized use by children or others or theft.

VEHICLE WARM-UP

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

Snowmobile must be securely supported by the rear bumper using a wide-base snowmobile mechanical stand. Track must be 100 mm (4 in) off the ground.

Attach tether cord to operator's clothing eyelet.

Start engine and allow it to warm up two or three minutes at idle speed.

NOTE: The Skandic WT 550/SWT/WT 600/SUV 550/SUV 600 gearbox may be in neutral position.

Release parking brake.

WARNING

Make sure wide-base snowmobile mechanical stand is stable. Stay clear of the front of vehicle and the track. Do not use too much throttle during warm-up or when track is free-hanging.

Apply throttle until drive pulley engages. Let track rotate at low speed for several turns. The lower the vehicle temperature is the longer vehicle warm-up should be.

Shut-off the engine and remove the wide-base snowmobile mechanical stand.

Skis may be frozen on the ground. Grab both skis one at a time by their loops and lift their front end slightly off the ground.

After restarting engine, the vehicle can be driven at low speed for the first 2 or 3 minutes of riding. After that, it may be driven up to the legal speed limit as per normal safety practices.

RIDING THE VEHICLE

At this point you are acquainted to the specifics of these models of snowmobile and you are instructed about the control locations and operation.

Before starting out on your first ride with this vehicle, read the following safety information in order to know what are the safe operating practices.

Although the mere reading of such information does not eliminate the hazard, its understanding and heeding of all of the warnings and cautions will promote the safe use of the vehicle.

Before venturing on the trails, operate the snowmobile in a restricted flat area until you are completely familiar with its operation and feel comfortable that you can safely tackle a more demanding task. Have an enjoyable and safe ride.

HOW TO RIDE

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

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

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

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.



A30H02A

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.



A30H03A

Kneeling

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



A30H04A

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.



A30H05A

TERRAIN/RIDING VARIATIONS

Groomed Trail

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

Ungroomed Trail

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

Deep Snow

In deep "powder" snow, your vehicle could begin to "bog" down. If this occurs, turn in as wide an arc as possible and look for a firmer base. If you do get "bogged", and it happens to everyone, do not spin your track as this makes the vehicle sink deeper. Instead, turn the engine off, get off and move the 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 manyfold. Steering is minimal, and uncontrolled spins are an ever present danger. When operating on ice, drive slowly with caution. Allow yourself plenty of room for stopping and turning. This is especially true at night.

Hard Packed Snow

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

Uphill

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

A direct climb could 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. Turn the engine off, free the skis by pulling them out and downhill, place the rear of the snowmobile uphill restart the engine and ease it out with slow even throttle pressure. Position yourself to avoid tipping over, then descend.

Downhill

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

Side Hill

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

Slush

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.

Fog or Whiteouts

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

Unfamiliar Territory

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

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.

Unseen Obstruction

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

Hidden Wires

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

Obstacles and Jumping

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

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

Turning

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

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



Road Crossing

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

Railroad Crossing

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

Night Rides

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

Safari Riding

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

It is always IMPORTANT to keep a safe distance between each snowmobile. Always maintain a safe interval and allow sufficient stopping distance. Don't be a tailgater. Know the position of the machine ahead.

Signals

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

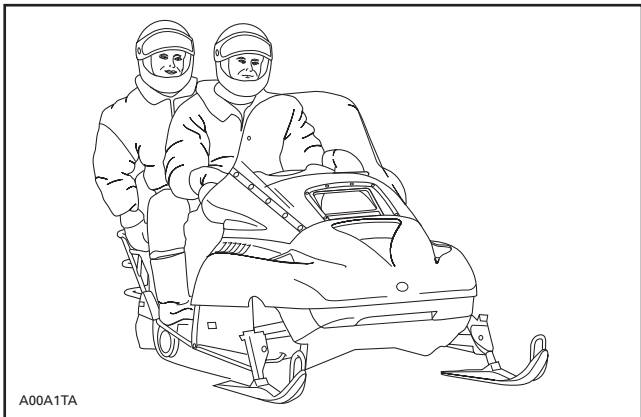
Carrying a Passenger

Each operator has a responsibility to ensure the safety of his passenger. If your snowmobile is so designed and you are carrying a passenger (if snowmobile is specifically designed or equipped), you should inform him of snowmobiling basics. Make sure that you instruct your passenger to maintain a firm grab of the passenger strap or grips. Never carry more than one passenger. Overloading is dangerous and the machine is not designed for it. Since "body english" is limited and you see more of the trail ahead than your passenger, slow down. An unforeseen bump can leave you 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.

Never allow anyone to sit between the handlebar and the operator.

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

Your passenger has to rely on your careful and safe operation of the vehicle. Use moderate speeds. Warn passengers of side hills, bumps, branches, etc. Also, be certain that you and your passenger are warm enough and that no skin is exposed.



Trail Stops

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

Trails and Signs

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

POST-OPERATION CARE

Shut off the engine. Install rear of vehicle on a wide-base snowmobile mechanical stand.

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

Protect vehicle with a snowmobile cover.

SPECIAL OPERATIONS

Riding at High Altitudes

If you ride at altitudes above 600 m (2000 ft), your snowmobile should be modified. Refer to an authorized SKI-DOO dealer.

CAUTION: Do not change original factory calibration if snowmobile is used below 600 m (2000 ft).

Engine Overheating

Fan Cooled Models

Shut off the engine.

Check for clogged air duct passages. Remove any foreign materials. Check for proper fan belt condition and tension. See an authorized SKI-DOO dealer.

Liquid Cooled Models

Engine overheating pilot lamp will light up if engine is too hot.

Reduce snowmobile speed and run snowmobile in loose snow or stop engine immediately.

Check for adequate coolant level. See an authorized SKI-DOO dealer.

Fuel Flooded Engine

All Models



WARNING

Never depress throttle while starting engine, even if flooded with gas.

Install new spark plugs and restart engine.

Rear Suspension Slider Shoe Sticking

All Models

Slider shoes are cooled and lubricated by snow. When riding at moderate or high speed on a thin-snow-covered surface, slider shoes may stick on metallic track guides.

Run snowmobile on a surface covered by snow or drive snowmobile at very slow speed.

Have slider shoes inspected by an authorized SKI-DOO dealer.

MAINTENANCE INFORMATION






PERIODIC MAINTENANCE CHART






WARNING

Observe WARNINGS and CAUTIONS mentioned throughout this guide which are relevant to the item being checked. When component conditions seem less than satisfactory, replace with genuine BRP parts or approved equivalents.

Some items may not apply to your particular model. Refer to MAINTENANCE in *Shop Manual* for more details.

- ① 10-HOUR OR 500 km (300 m.) INSPECTION
(to be performed by an authorized SKI-DOO dealer)
- ② WEEKLY OR EVERY 240 km (150 m.)
- ③ MONTHLY OR EVERY 800 km (500 m.)
- ④ ONCE A YEAR OR EVERY 3200 km (2000 m.)
- ⑤ STORAGE (to be performed by an authorized SKI-DOO dealer)
- ⑥ PRESEASON PREPARATION
(to be performed by an authorized SKI-DOO dealer)

PERIODIC MAINTENANCE CHART		①	②	③	④	⑤	⑥
	Rewind Starter and Rope					I,L,C	I
	Engine Nuts and Screws	I			I	I	
	Exhaust System	I		I		I	
	Engine Lubrication					L	
	Cooling System	I			I		I
	Coolant	I				R	
	Condition of Seals					I	I
	Injection Oil Filter			I		R	
	Injection Oil Pump	A			A		A
	Fuel Stabilizer					R	
	Fuel Filter						R
	Fuel Lines and Connections	I				I	I
	Carburetor	A			A		A,C
	Throttle Cable	I			I	I	I
	Air Filter			C			C
	Drive Belt	I	I				I
	Drive and Driven Pulleys	I		I	C	I	C
	Tightening Torque of Drive Pulley Screw	I			I		I
	Driven Pulley Preload	I			I	I	

PERIODIC MAINTENANCE CHART		①	②	③	④	⑤	⑥
	Brake Fluid	I	I			R	I
	Brake	I	I	A		I,A	I
	Drive Chain Tension	A		A		A	
	Countershaft Lubrication**	L		L		L	
	Chaincase or Gearbox Oil	R		I	R,***	R	I
	Drive Axle End Bearing**	L		L		L	
	Steering and Front Suspension Mechanism**	A,I,L		A,I	L	A,I,L	
	Wear and Condition of Skis and Runners	I	I			I	
	Suspension Adjustments	AS REQUIRED					
	Suspension**	I		I,L		I,L	
	Suspension Stopper Strap				I	I	
	Track	I		I		I	
	Track Tension and Alignment	A	AS REQUIRED				
	Spark Plugs*	I		I			R
	Battery (if so equipped)	I		I		I	I
	Headlamp Beam Aiming				A		A
	Wiring Harnesses, Cables and Lines	I		I		I	
	Operation of Lighting System (HI/LO beam, brake light, etc.), Test Operation of Engine Cut-Out Switch and Tether Cut-Out Switch	I	I			I	
	Rags in Air Intake and Exhaust System					R	C
	Engine Compartment	C		C		C	
	Vehicle Cleaning and Protection	C		C		C	

A = ADJUST

I = INSPECT (clean, inspect, repair, adjust and lubricate)

L = LUBRICATE

R = REPLACE

C = CLEAN

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

**Lubricate whenever the vehicle is used in wet conditions (wet snow, rain, puddles).

*** Change oil every 3200 km (2000 m.).

FLUID LEVELS

WARNING

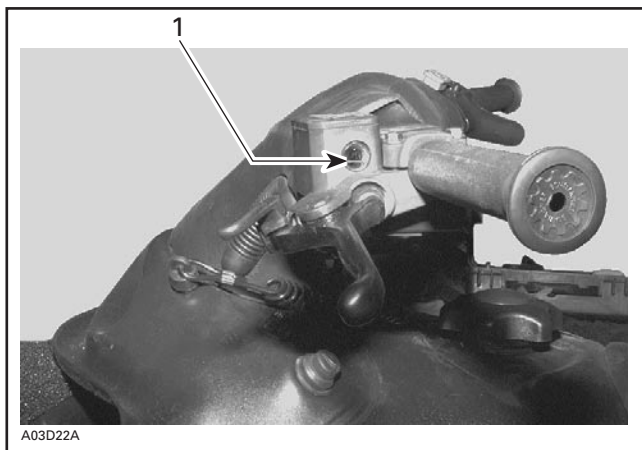
It is recommended that the assistance of an authorized SKI-DOO dealer be periodically obtained on other components/systems not covered in this guide. Unless otherwise specified, engine must be cold and not running. Remove tether cord cap before performing any maintenance or adjustment, unless otherwise specified. Vehicle must be parked in a safe place, away from the trail.

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

Brake System

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

CAUTION: Use only DOT 4 brake fluid from a sealed container. Never use any other types of fluid.



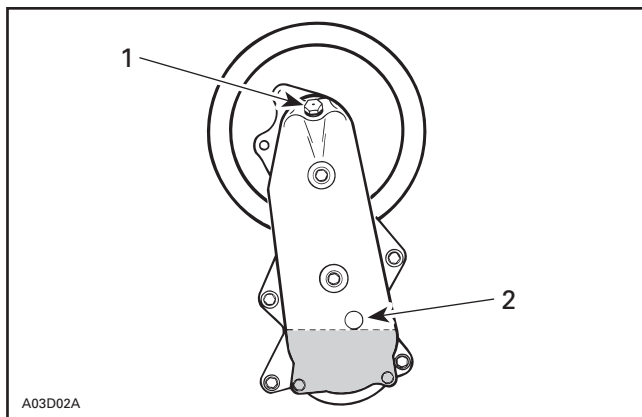
TYPICAL — BRAKE FLUID RESERVOIR

1. Minimum

Chaincase/Gearbox Oil Level

Tundra

Check the oil level by removing the chaincase oil level plug.



1. Filler plug
2. Oil level plug

The oil should be level with the bottom of the oil level hole. Refill as required using XP-S™ chaincase oil (P/N 413 801 900) until it flows through oil level hole.

Skandic LT/LT E

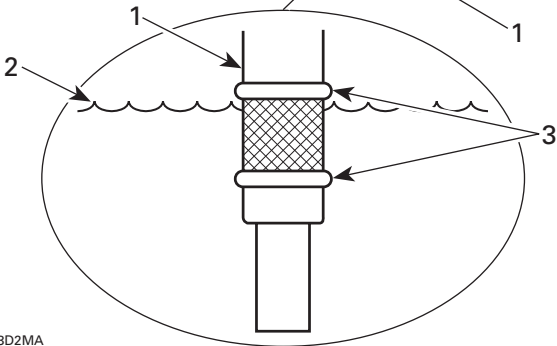
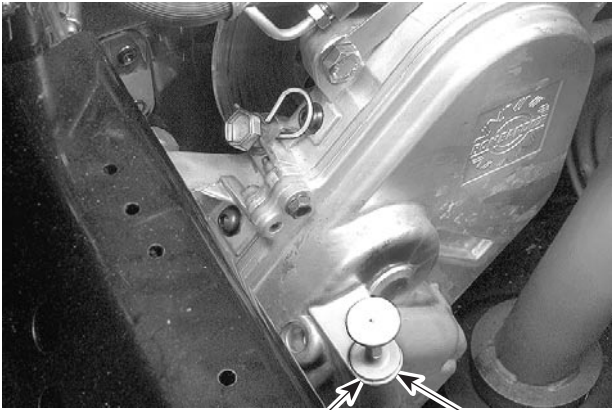
With snowmobile on a level surface, check the oil level by removing dipstick. Oil level must be between lower and upper marks.

NOTE: It is normal to find metallic particles stuck to dipstick magnet. If bigger pieces of metal are found, see an authorized SKI-DOO dealer.

Remove metal particles from magnet.

Refill up to upper mark using XP-S™ synthetic chaincase oil (P/N 413 803 300 — 12 x 355 mL) for Skandic LT/LT E.

CAUTION: Do not use other unrecommended types of oil when servicing. Do not mix synthetic oil with other types of oil.



A03D2MA

TYPICAL

1. Dipstick
2. Oil level
3. Level between marks

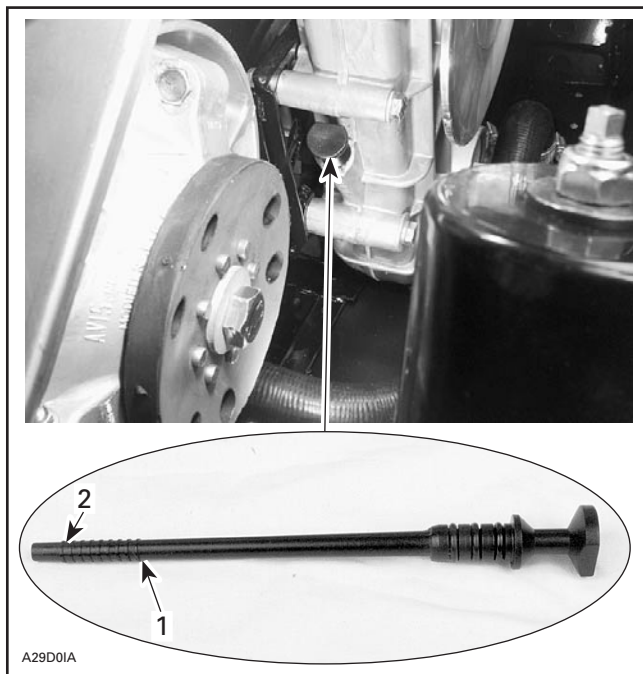
Skandic WT 550/SWT/WT 600/SUV 550/SUV 600

To check, pull dipstick. Oil should reach level mark.

NOTE: Before initial start-up, the oil level may be higher than the full mark. After first outing, oil level will decrease as the upper oil cavity fills with oil.

To fill, remove filler plug from top of gearbox. Refill as required using XP-S™ synthetic chaincase oil (P/N 413 803 300 — 12 x 355 mL).

CAUTION: Do not use other unrecommended types of oil when servicing. Do not mix this synthetic oil with other types of oil.



TYPICAL — SKANDIC WT 550/SWT/WT 600/SUV 550/SUV 600

1. Full level mark
2. Lower level mark

Oil Injection System

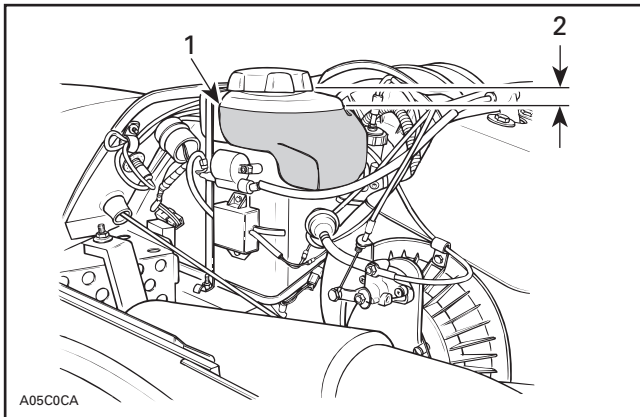
Always maintain a sufficient amount of recommended injection oil in the injection oil reservoir.

CAUTION: Never allow oil reservoir to be almost empty.

WARNING

Check level and refill every time you refuel. Do not overfill. Wipe off any spillage. Oil is highly flammable when heated.

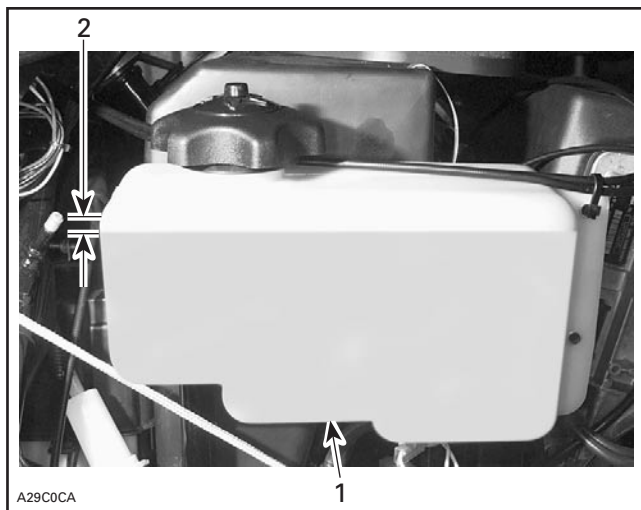
Tundra



TYPICAL

1. Injection oil reservoir
2. Maximum level: 13 mm (1/2 in) from top

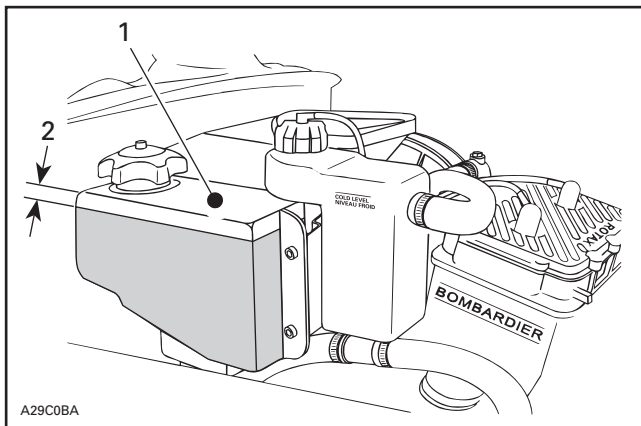
Skandic LT/LT E/WT 550/SWT



TYPICAL

1. Injection oil reservoir
2. Maximum level: 13 mm (1/2 in) from top

Skandic WT 600/SUV 550/SUV 600



1. Injection oil reservoir
2. Maximum level: 13 mm (1/2 in) from top

Cooling System

Skandic WT 600/SUV 600 Only

Check coolant level at room temperature. Liquid should be at COLD LEVEL line (engine cold) 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 SKI-DOO dealer.



A29C2KA

SKANDIC WT 600/SUV 600

1. COLD LEVEL line

Battery Electrolyte

Some Models

See and authorized SKI-DOO dealer.

WARNING

BLACK negative battery cable must always be disconnected first and connected last.

WARNING

Never charge or boost battery while installed. Battery electrolyte contains sulfuric acid which is corrosive and poisonous. In case of contact with skin, flush with water and call a physician immediately.

WARNING

Should the battery casing be damaged, wear a suitable pair of non-absorbent gloves when removing the battery by hand.

WARNING

Battery caps do not have vent holes. Make sure that vent tube is not obstructed.

CAUTION: Should any electrolyte spillage occur, immediately wash off with a solution of baking soda and water to prevent damage to vehicle components.

MAINTENANCE

WARNING

It is recommended that the assistance of an authorized SKI-DOO dealer be periodically obtained on other components/systems not covered in this guide. Unless otherwise specified, engine must not be running and cold. Remove tether cord cap before performing any maintenance or adjustment, unless otherwise specified. Vehicle must be parked in a safe place, away from the trail.

Vehicle Cleaning and Protection

Remove any dirt or rust.

To clean the entire vehicle, use only flannel cloths or equivalent.

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

To clean the entire vehicle, including bottom pan and metallic parts use Heavy duty cleaner (P/N 293 110 001 (spray can 400 g) and P/N 293 110 002 (4 L)).

CAUTION: Do not use Heavy duty cleaner on decals or vinyl.

For vinyl and plastic parts use Vinyl & Plastic Cleaner (P/N 413 711 200 (6 x 1 L)).

To remove scratches on windshield or hood use Scratch Remover Kit (P/N 861 774 800).

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

Clean sheaves of both pulleys using Pulley flange cleaner (P/N 413 711 809).

Inspect the hood and repair any damage.

Touch up all metal spots where paint has been scratched off. Spray all metal parts including shock chromed rods with LUBE (P/N 293 600 016).

Wax the hood and the painted portion of the frame for better protection.

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

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

Lift rear of vehicle until track is clear of the ground. Install on a wide-base snowmobile mechanical stand.

WARNING

Do not attempt to lift the vehicle by hand alone. Use appropriate lifting device or have assistance to share lifting stress in order to avoid risk of strain injuries.

NOTE: Do not release track tension.

Belt Guard Removal and Installation

WARNING

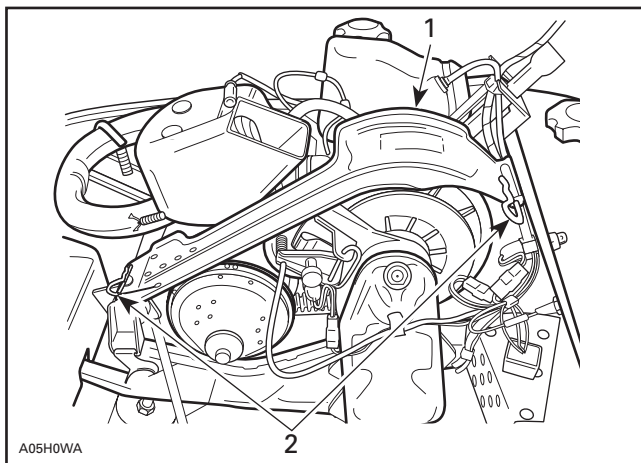
Never operate engine:

- without shields and belt guard securely installed
- with hood opened or removed.

Never attempt to make adjustments to moving parts while engine is running.

Tundra

1. Remove tether cord cap.
2. Open hood. Remove guard retaining pins and lift off the guard.



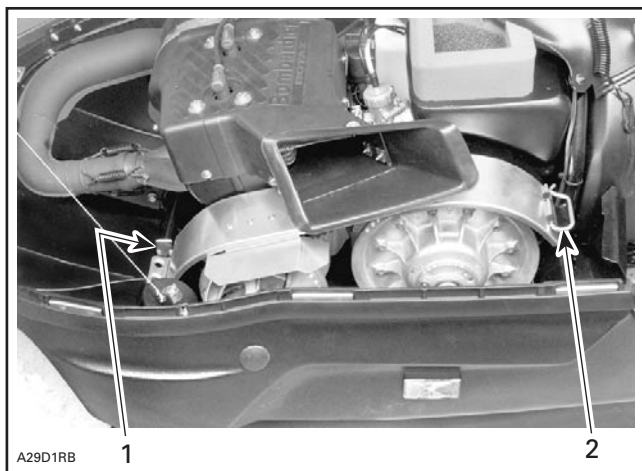
A05H0WA

TYPICAL

1. *Guard*
2. *Retaining pins*

Skandic LT/LT E

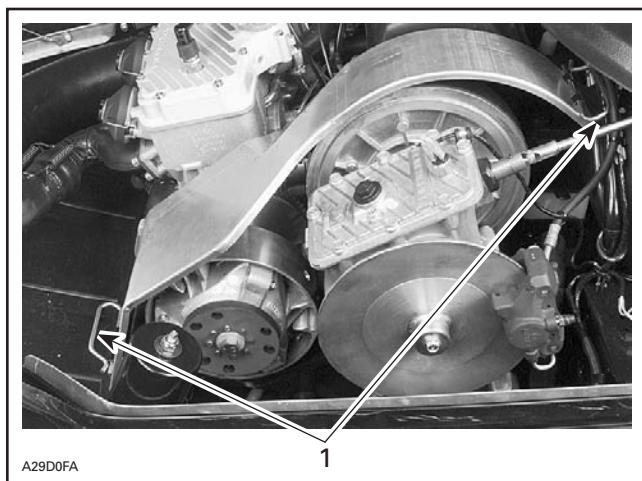
1. Remove tether cord cap.
2. Open hood. Pull out clip, then open pin retainer. Remove belt guard.



1. *Clip*
2. *Pin retainer*

Skandic WT 550/SWT/WT 600/SUV 550/SUV 600

1. Remove tether cord cap.
2. Open hood. Remove both retaining pins, then belt guard.



TYPICAL

1. Retaining pins

All Models

When reinstalling belt guard, make sure to reinstall retaining device(s).

NOTE: Belt guards are purposely made slightly oversize to maintain tension on their pins and retainers preventing undue noise and vibration. It is important that this tension be maintained when reinstalling.

Drive Belt Removal/Installation

⚠ WARNING

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

Removal

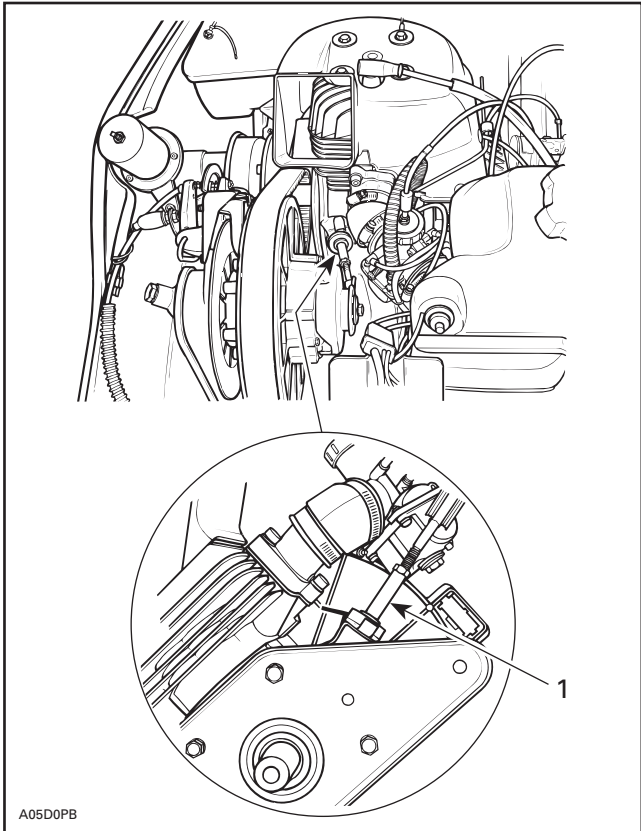
All Models

NOTE: Removal and installation of drive belt is easier when driven pulley is held with brake so that it can not rotate. Apply parking brake, for this purpose.

Remove tether cord cap. Open hood and remove belt guard.

Tundra

Disconnect driven pulley support.



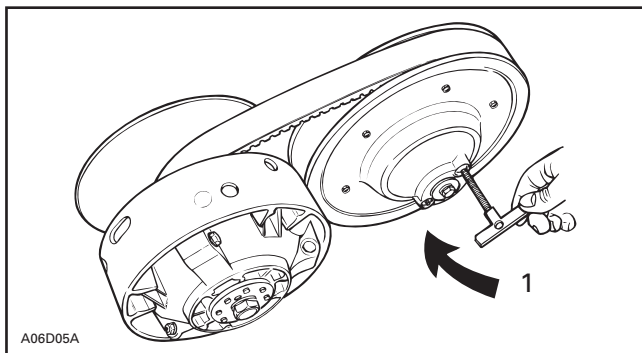
TUNDRA

1. Raise

Tundra and Skandic LT/LT E

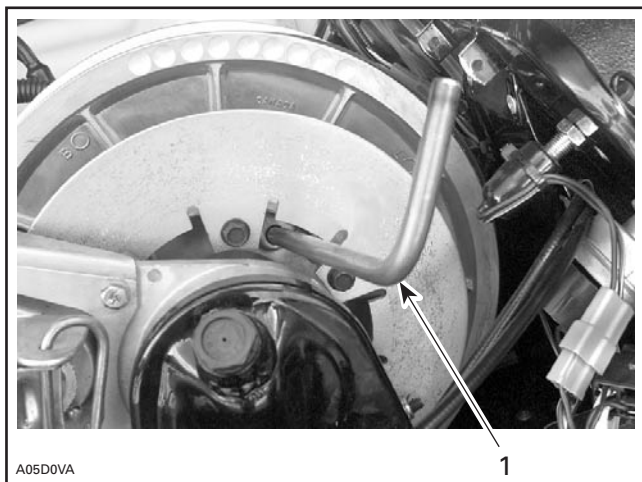
Open the driven pulley with the drive belt installer/remover provided in tool box.

Screw tool in the threaded hole and tighten to open the pulley. Remove belt.



TYPICAL — SKANDIC LT/LT E

1. Tighten to open pulley

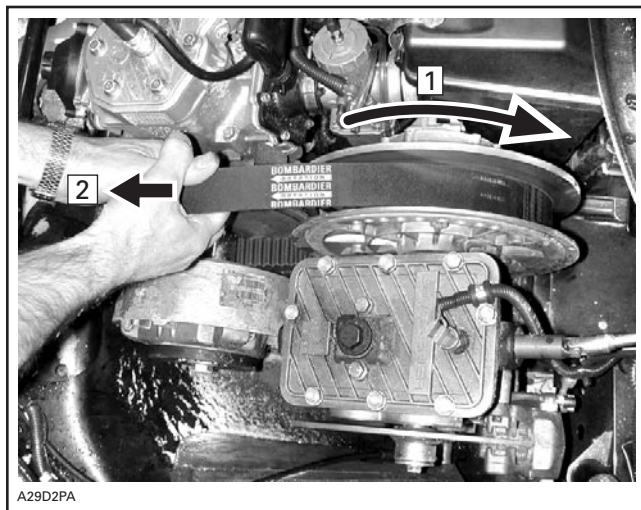


TUNDRA

1. Tighten to open pulley

Skandic WT 550/SWT/WT 600/SUV 550/SUV 600

Turn sliding half clockwise, then pull on drive belt to open driven pulley. Follow instructions on decals for belt removal and installation.



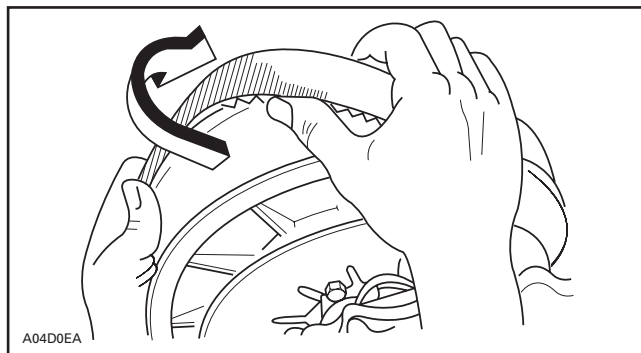
SKANDIC WT 550/SWT/WT 600/SUV 550/SUV 600

Step 1: Turn sliding half clockwise

Step 2: Pull belt to open driven pulley

All Models

Slip the belt over the top edge of the sliding half, as shown.



TYPICAL

Installation

All Models

The maximum drive belt life span is obtained when the belt has the proper rotation direction. Install it so the arrow printed on belt is pointing at front of vehicle.

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

Clean sheaves of both pulleys using Pulley flange cleaner (P/N 413 711 809).

Tundra and Skandic LT/LT E

To install the drive belt, first place belt between drive pulley sheaves. Then, between driven pulley sheaves, finishing with bottom.

Reposition and lock driven pulley support, on Tundra.

Remove belt installer.

Skandic WT 550/SWT/WT 600/SUV 550/SUV 600

Follow instruction on belt guard decal.

All Models

Reinstall belt guard.

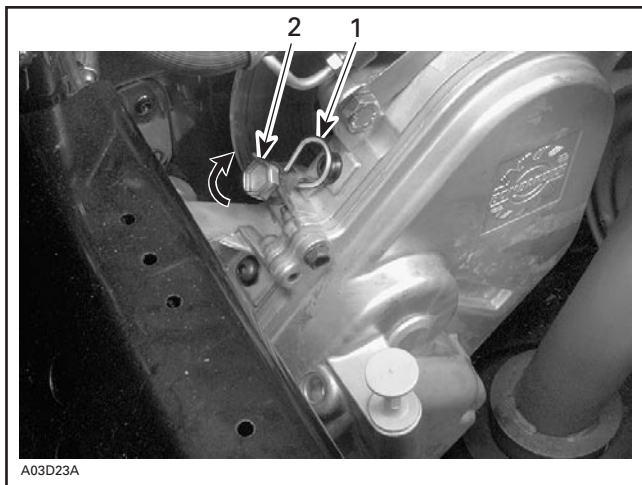
Drive Chain Tension

Skandic LT/LT E

NOTE: Tundra is equipped with an automatic tensioner. Skandic WT 550/SWT/WT 600/SUV 550/SUV 600 are equipped with gearbox without chain.

Remove hair pin.

Fully tighten tensioner adjustment screw by hand, then back off only far enough for hair pin to engage in locking hole.



TYPICAL

1. Hair pin
2. Adjustment screw

TRA III Drive Pulley Adjustment

Some Models

WARNING

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

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

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

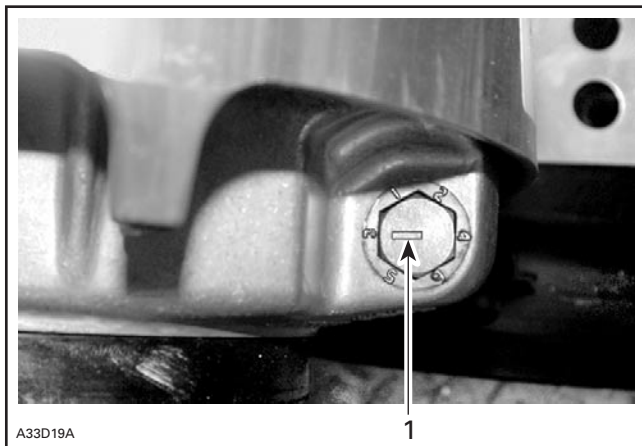
Calibration screws should be adjusted so that actual maximum engine RPM in vehicle matches with the maximum horsepower RPM.

NOTE: Use precision digital tachometer for engine RPM adjustment.

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

To adjust, turn calibration screws.

Calibration screw has a notch on top of its head. There are 6 positions numbered 1 to 6.



1. Notch

Each position modifies 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.

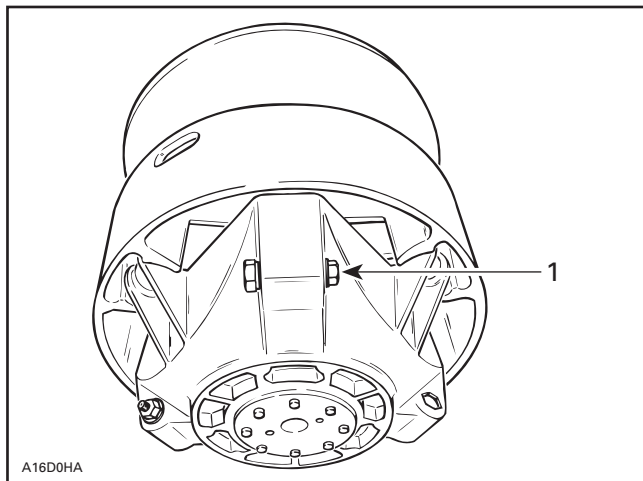
Example:

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

To adjust:

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

CAUTION: Do not completely remove calibration screw otherwise internal washers will fall off. Always adjust all 3 calibration screws and make sure they are all set to the same position.



A16D0HA

TYPICAL

1. Loosen just enough to permit rotating of calibrate screw

⚠ 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. This could lead to serious injury including the possibility of death.

See your SKI-DOO dealer for maintenance or service of the drive pulley.

CAUTION: Improper servicing or maintenance of the drive pulley may affect performance and reduce belt life. Always respect maintenance schedules.

⚠ WARNING

Never operate:

- without shields and belt guard securely installed
- with hood opened or removed

Never attempt to make adjustments to moving parts while engine is running.

Drive Belt Condition

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

Check the drive belt width. Replace the drive belt if width is less than the minimum width recommended in SPECIFICATIONS.

Brake Condition

WARNING

The brake mechanism on your snowmobile is an essential safety device. Keep this mechanism in proper working condition. Above all, do not operate the snowmobile without an effective brake system. Periodically verify the condition/wear of the brake pads.

Brake Adjustment

Mechanical Brake

The brake mechanism is a self-adjusting type. If a quicker brake response is desired, strongly squeeze the brake lever several times, this will actuate the adjusting mechanism.

Hydraulic Brake

No adjustment is provided for hydraulic brake. See an authorized SKI-DOO dealer if any problems.

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 strap for wear and cracks, bolt and nut for tightness. If loose inspect holes for deformation. Replace as required. Torque nut to 9 N•m (80 lbf•in).

Track Condition

WARNING

Remove tether cord cap 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.

Lift the rear of the snowmobile and support it with a wide-base snowmobile mechanical stand equipped with a protector back 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 SKI-DOO dealer.

WARNING

Do not modify track, including the installation of traction enhancing products. At speed it may cause the track to tear and separate from vehicle posing a risk of severe injury or death. Do not operate or rotate a track if torn, damaged or excessively worn (fibers showing).

Track Tension and Alignment

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

WARNING

- Never stand behind or near a rotating track.
 - Never spin the track at high speed whenever off the ground.
- Broken track or debris could be projected with great force which could sever legs or cause other serious injuries.

Tension

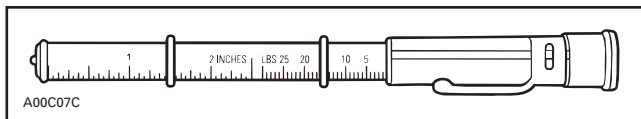
NOTE: Ride the snowmobile in snow about 15 to 20 minutes prior to adjusting track tension.

Remove the tether cord cap.

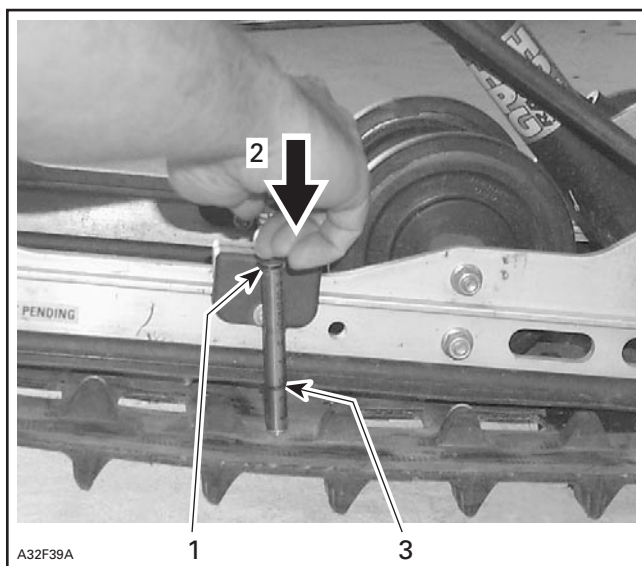
Lift rear of snowmobile and support it with a wide-base **snowmobile mechanical stand** equipped with a protector back panel.

Allow the suspension to extend normally and check gap half-way between front and rear idler wheels. Measure between slider shoe bottom and inside of track. The gap should be as given in SPECIFICATIONS at the end of this guide. If the track tension is too loose, track will have a tendency to thump.

NOTE: A belt tension tester (P/N 414 348 200) may be used to measure deflection as well as force applied.



BELT TENSION TESTER



TYPICAL

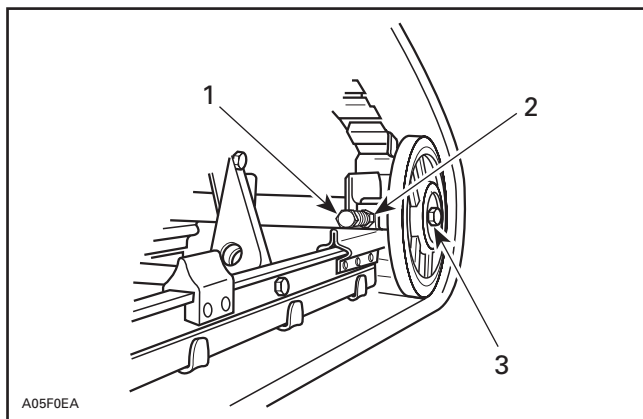
1. Top tool O-ring positioned at 7.3 kg (16 lb)
2. Push on top portion of tool until it contacts the top O-ring
3. Measured track deflection

CAUTION: Too much tension will result in power loss and excessive stresses on suspension components.

To adjust track tension:

- Remove the tether cord cap.
- Loosen the rear idler wheel retaining screws.
- Loosen the lock nuts (on so equipped models), then turn adjustment screws to adjust.

If correct tension is unattainable, contact an authorized SKI-DOO dealer.



A05F0EA

TYPICAL

1. Adjustment screw
2. Loosen lock nut (on so equipped models)
3. Loosen screw

- Retighten retaining screws and lock nuts (on so equipped models).
- Check track alignment as described below.

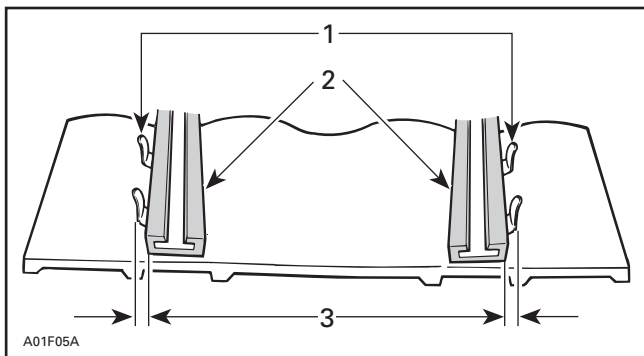
Alignment

WARNING

Before checking track alignment, ensure that the track is free of all particles which could be thrown out while track is rotating. Use a wide-based snowmobile mechanical stand equipped with a protector back panel. Keep hands, tools, feet and clothing clear of track. Ensure no one is standing in close proximity to the snowmobile, especially at the rear of the track. Never rotate track at high speed.

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

Check that the track is well centered; equal distance on both sides between edges of track guides and slider shoes.



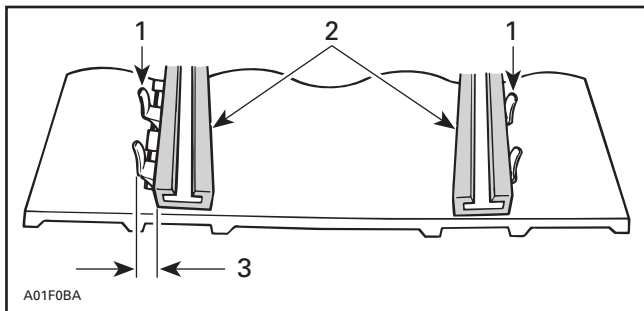
1. Guides
2. Slider shoes
3. Equal distance

To adjust track alignment:

WARNING

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

- Remove the tether cord cap.
- Loosen rear idler wheel retaining screws.
- Loosen the lock nuts (on so equipped models).
- Tighten the adjustment screw on side where the slider shoe is the farthest from the track insert guides.

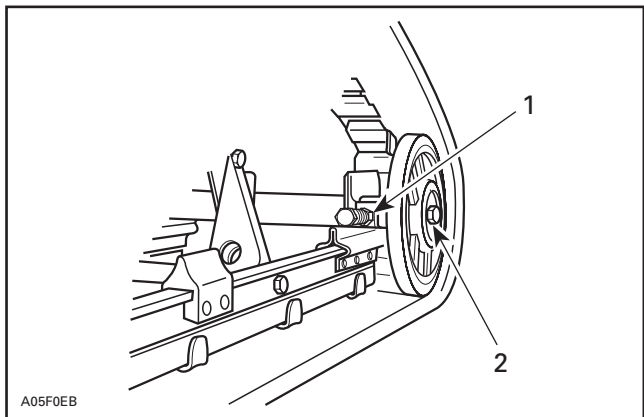


1. Guides
2. Slider shoes
3. Tighten on this side

Tighten lock nuts (some models only) and retaining screws.

WARNING

If lock nuts are not tightened properly, the adjusting screws could loosen causing the track to become extremely loose and, under some operating conditions, allow the idler wheels to climb over the track lugs forcing the track against the tunnel causing the track to "lock". Properly tighten wheel retaining screws, otherwise wheel may come off and cause track to "lock".



TYPICAL

1. Retighten (so equipped models)
2. Retighten to 48 N•m (35 lbf•ft)

Restart engine and rotate track slowly to recheck alignment.
Reposition snowmobile on ground.

Steering and Front Suspension

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 SKI-DOO dealer.

Wear and Condition of Skis and Runners

Check the condition of the skis, ski runners and ski runner carbides (if so equipped). If worn, contact an authorized SKI-DOO dealer.

WARNING

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

Exhaust System

The tail pipe of the muffler should be centered with the exit hole in the bottom pan. It must be free of rust or leaks. Make sure that gear clamps are properly tightened.

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.

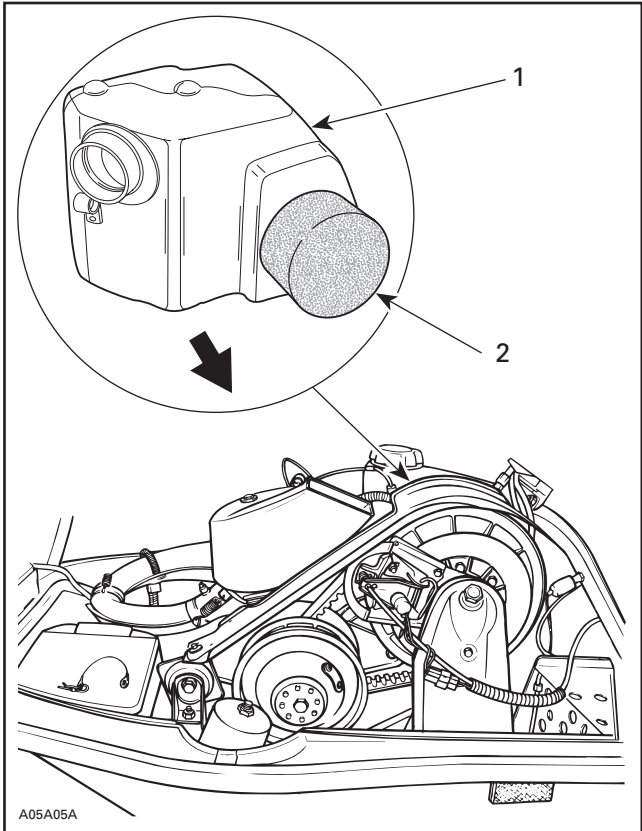
CAUTION: If any exhaust system component is removed, modified or damaged, severe engine damage may result.

Air Filter Cleaning

Tundra

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

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



1. Intake silencer
2. Air filter

Skandic LT/LT E

Leaving the snowmobile uncovered during a snowfall or riding in deep powder snow may block air filter and choke the engine.

While riding in deep powder snow, periodically stop, then shake the snow from the filter and reinstall filter.



TYPICAL — FILTER INSTALLED

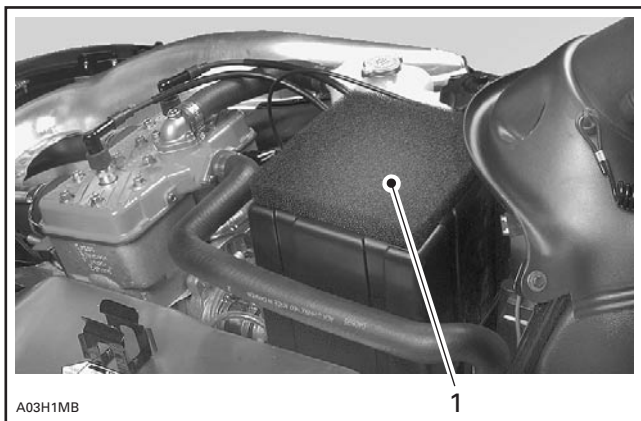


TYPICAL — REMOVING FILTER



TYPICAL — SHAKING SNOW FROM FILTER

Remove snow from filter on air intake silencer.

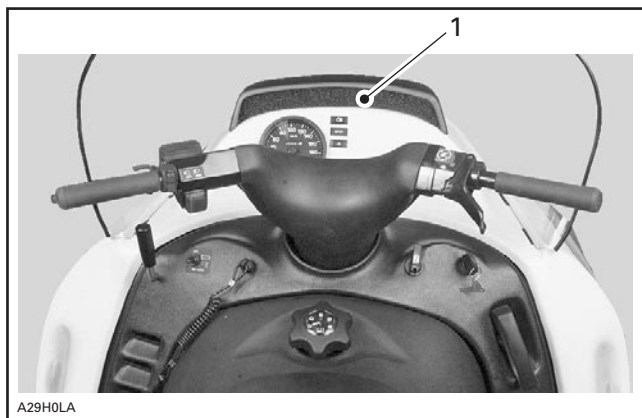


TYPICAL

1. Snow filter on air silencer

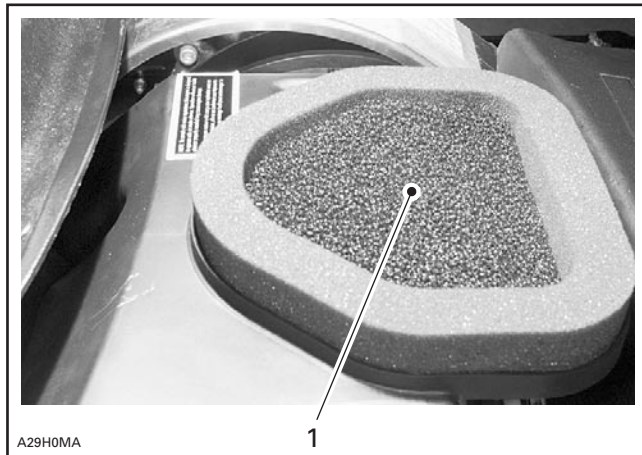
Skandic WT 550/SWT/WT 600/SUV 550/SUV 600

Remove filter from air inlet duct. Shake the snow out of filter, then, dry it out.



1. Air filter installed in air inlet duct

Open hood and make sure the filter on air silencer is free of snow.



1. Air filter installed on top of air silencer

All Models

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

CAUTION: Snowmobile engines have been calibrated with the filter installed. Operating the snowmobile without it may cause engine damage.

Bulb Replacement

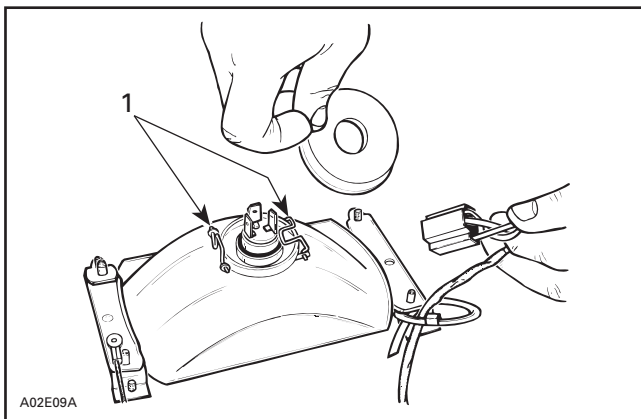
Always check light operation after bulb replacement.

Headlamp

CAUTION: On applicable models, never touch glass portion of a halogen bulb with bare fingers, it shortens its operating life. If glass is touched, clean it with isopropyl alcohol which will not leave a film on the bulb.

Tundra

If headlamp is burnt, tilt hood. Unplug connector from headlamp. Remove protector cap and unfasten bulb retainer clips. Detach bulb and replace.

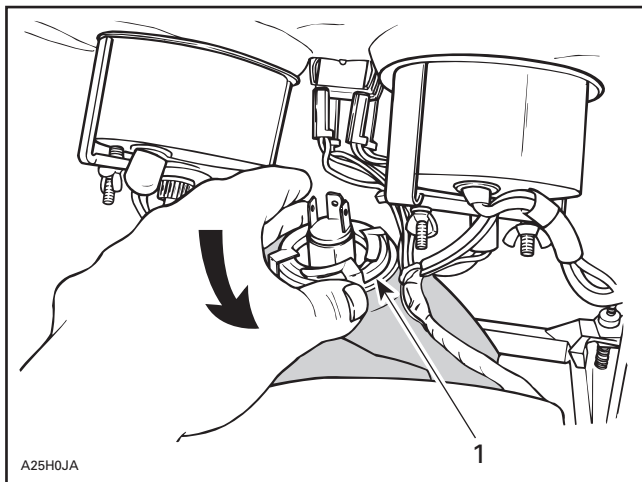


TYPICAL

1. Retainers clips

Skandic LT/LT E

If the headlamp bulb is burnt, tilt hood, unplug the connector from the bulb. Remove the rubber boot and unfasten bulb retainer ring. Detach the bulb and replace it with a new one. Properly reinstall parts.



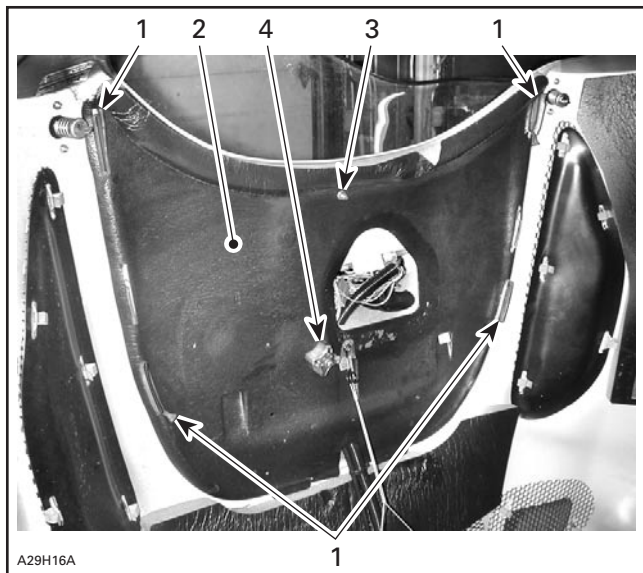
TYPICAL — SKANDIC LT/LT E

1. Locking ring

Skandic WT 550/SWT/WT 600/SUV 550/SUV 600

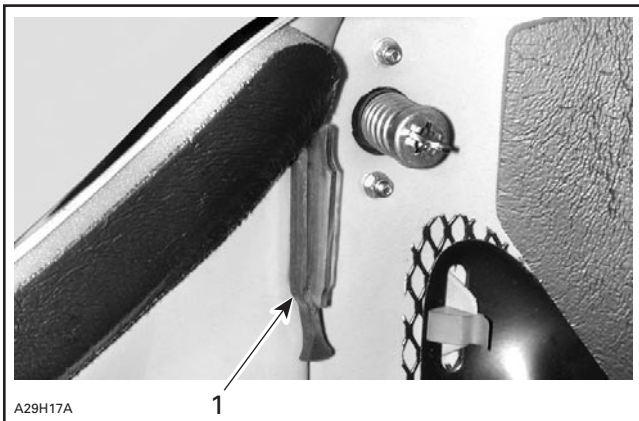
If a headlamp bulb is burnt, tilt hood.

Remove latches retaining plastic cover. Temporary reinstall the top two latches to retain windshield during bulb replacement.



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1. Latches
2. Plastic cover
3. Retaining nut and screw
4. Headlamp height adjustment knob

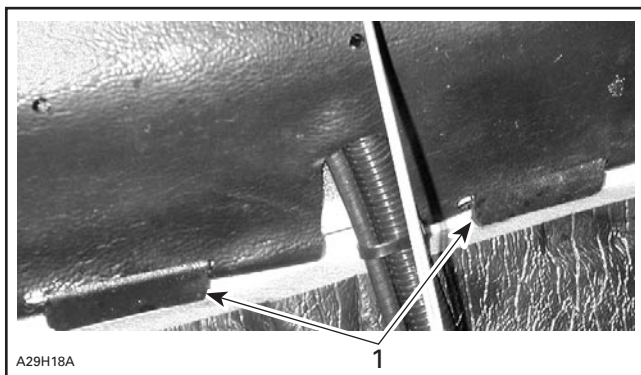


1. One of the top two latches temporary retaining windshield

Lower the plastic cover along hood retaining wire. Front headlamp moulding will come off as plastic cover is moved downward.

Unplug the connector from the burnt bulb. Remove the plastic washer, rubber boot, then unfasten bulb retainer ring. Refer to Skandic LT/LT E photo above. Detach the bulb and replace it with a new one. Properly reinstall parts.

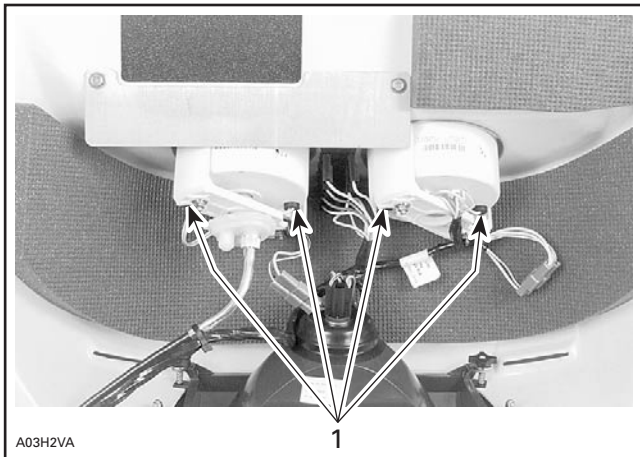
Make sure to fit the two headlamp moulding tabs in plastic cover slots.



1. Tabs in slots

Instrument(s)

Bulb socket is always behind the instrument under a black rubber boot. Pull rubber boot and socket to expose bulb. Pull bulb out of socket.



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1

TYPICAL

1. Instruments sockets

Taillight

If taillight bulb is burnt, expose the bulb by removing the red plastic lens. To remove, unscrew the 2 lens screws.

TOWING AN ACCESSORY

Always use a rigid towbar to tow an accessory. Any towed accessory should have reflectors on both sides and at the rear. Check local laws for brake lights requirements.

WARNING

Never tow an accessory with a rope. Always use a rigid towbar. Using a rope would result in a collision between the object and the snowmobile and possibly in a tip over in case of a rapid deceleration or on a downward slope.

TOWING ANOTHER SNOWMOBILE

If a snowmobile is disabled and must be towed use a rigid towbar, remove the drive belt and tow at moderate speed.

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

In an emergency situation only, if a rigid towbar is not available, a rope can be used provided you proceed with extra caution.

Remove the drive belt, attach the rope to the ski legs (spindles), have someone sit on the towed snowmobile to activate the brake, and tow at low speed.

CAUTION: In order to prevent damage to the steering system, never attach the tow rope to the ski loops (handles).

WARNING

Never ride at high speed when towing a disabled snowmobile. Proceed slowly with extra caution.

TRANSPORTING THE VEHICLE

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

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

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

STORAGE AND PRESEASON PREPARATION

WARNING

Have an authorized SKI-DOO dealer inspect fuel and oil systems integrity as specified in PERIODIC MAINTENANCE CHART.

Storage

It is during summer, or when a snowmobile is not in use for more than one month that proper storage is a necessity.

To prepare your snowmobile, refer to an authorized SKI-DOO dealer.

Engine Cooling System

Antifreeze should be replaced for the storage period to prevent antifreeze deterioration.

The antifreeze replacement and a density test should be performed by an authorized SKI-DOO dealer.

CAUTION: Improper antifreeze mixture might allow freezing of the liquid in the cooling system if vehicle is stored in area where freezing point is reached. This would seriously damage the engine. Failure to replace the antifreeze for storage may cause its degradation which could result in poor cooling when engine will be used.

CAUTION: Do not run engine during storage period.

Preseason Preparation

Refer to an authorized SKI-DOO dealer.

CAUTION: Have carburetor(s) cleaned-up before restarting engine.

TROUBLESHOOTING

SYMPTOM: <i>Engine cranks but fails to start.</i>	
POSSIBLE CAUSES	WHAT TO DO
1. Ignition switch or engine cut-out switch in OFF position or tether cord cap away from post.	Place engine cut-out switch in the ON position and install tether cord cap on post.
2. Mixture not rich enough to start cold engine.	Check fuel tank level and check starting procedure, particularly use of the primer or the choke.
3. Flooded engine (spark plug wet when removed).	Do not prime or choke. Remove wet spark plug, turn ignition switch to OFF and crank engine several times. Install clean dry spark plug. Start engine following usual starting procedure. If engine continues to flood, see an authorized SKI-DOO dealer.
4. No fuel to the engine (spark plug dry when removed).	Check fuel tank level; turn fuel valve on if applicable; check fuel filter; replace if clogged; check condition of fuel and impulse lines and their connections. A failure of the fuel pump or carburetor has occurred. Contact an authorized SKI-DOO dealer.
5. Spark plug/ignition (no spark).	Remove spark plug(s), then reconnect to spark cap. Check that engine cut-out switch is at the ON position and the tether cut-out cord cap is snapped over the receptacle. Start engine with spark plug(s) grounded to engine away from spark plug hole. If no spark appears, replace spark plug. If trouble persists, contact an authorized SKI-DOO dealer.
6. Engine compression.	As the engine is pulled over with the rewind starter, "cycles" of resistance should be felt as piston goes past top dead center (each piston on multi-cylinder engines). If no pulsating resistance is felt, it suggests a major loss of compression. Contact an authorized SKI-DOO dealer.

SYMPTOM: <i>Engine lacks acceleration or power.</i>	
POSSIBLE CAUSES	WHAT TO DO
1. DESS did not read tether cord cap code. DESS pilot lamp blinks once every 1.5 seconds. Engine can not exceed 3000 RPM.	Properly install.
2. DESS has read a different code, then the one programmed. DESS pilot lamp blinks rapidly (3 times per second). Engine can not exceed 3000 RPM.	Install a tether cord cap (key) for which this snowmobile was programmed.
3. Fouled or defective spark plug.	Check item 5 of "Engine turns over but fails to start".
4. Lack of fuel to engine.	Check item 4 of "Engine turns over but fails to start".
5. Carburetor adjustments.	Contact an authorized SKI-DOO dealer.
6. 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.
7. Drive and driven pulleys require servicing.	Contact an authorized SKI-DOO dealer.
8. Engine is overheating.	On liquid cooled engines, check coolant level, pressure cap, thermostat and for air locks in cooling system. On fan cooled engines, check fan belt and its tension; clean cooling fins of engine; if overheating persists, contact an authorized SKI-DOO dealer.

SYMPTOM: <i>Engine backfires.</i>	
POSSIBLE CAUSES	WHAT TO DO
1. DESS did not read tether cord cap code. DESS/RER pilot lamp blinks once every 1.5 seconds. Engine can not exceed 3000 RPM.	Properly install.
2. DESS has read a different code, then the one programmed. DESS pilot lamp blinks rapidly (3 times per second). Engine can not exceed 3000 RPM.	Install a tether cord cap (key) for which this snowmobile was programmed.
3. Faulty spark plug (carbon accumulation).	See item 5 of "Engine turns over but fails to start".
4. Engine is running too hot.	See item 6 of "Engine lacks acceleration or power".
5. Ignition timing is incorrect or there is an ignition system failure.	Contact an authorized SKI-DOO dealer.

SYMPTOM: <i>Engine misfires.</i>	
POSSIBLE CAUSES	WHAT TO DO
1. DESS did not read tether cord cap code. DESS/RER pilot lamp blinks once every 1.5 seconds. Engine can not exceed 3000 RPM.	Properly install.
2. DESS has read a different code, then the one programmed. DESS pilot lamp blinks rapidly (3 times per second). Engine can not exceed 3000 RPM.	Install a tether cord cap (key) for which this snowmobile was programmed.
3. Fouled/defective/worn spark plugs.	Clean/verify spark plug gap and identification number. Replace as required.
4. Too much oil supplied to engine.	Improper oil pump adjustment, refer to an authorized SKI-DOO dealer. On pre-mixed models only, improper fuel/oil mixture. Drain fuel tank and refill with appropriate mixture ratio.
5. Water in fuel.	Drain fuel system and refill with fresh fuel.

SYMPTOM: <i>Snowmobile cannot reach full speed.</i>	
POSSIBLE CAUSES	WHAT TO DO
1. DESS did not read tether cord cap code. DESS/RER pilot lamp blinks once every 1.5 seconds. Engine can not exceed 3000 RPM.	Properly install.
2. DESS has read a different code, then the one programmed. DESS pilot lamp blinks rapidly (3 times per second). Engine can not exceed 3000 RPM.	Install a tether cord cap (key) for which this snowmobile was programmed.
3. Drive belt.	Check item 6 of "Engine lacks acceleration or power".
4. Incorrect track adjustment.	See MAINTENANCE and/or an authorized SKI-DOO dealer for proper alignment and tension adjustments.
5. Pulleys misaligned.	Contact an authorized SKI-DOO dealer.
6. Engine.	See items 1, 2, 6 and 7 of "Engine lacks acceleration or power".

SPECIFICATIONS

MODEL	TUNDRA
Engine	
– Maximum power engine speed ± 100 RPM	6900
Drive Belt	
– Part number	414 827 600
– Wear limit width mm (in)	30.0 (1-3/16)
Spark Plug	
– Type	NGK BR 9 ES
– Gap ± 0.05 mm (± .002 in)	0.45 (.018)
Track	
– Tension mm (in)	35 - 40 (1-3/8 - 1-9/16) ①
– Alignment	②
Fuel	
– Type	③
– Tank capacity L (U.S. gal)	26.0 (6.9)
Oil (engine)	
– Type	④
– Tank capacity L (U.S. oz)	1.9 (64)
Chaincase/Transmission Oil	
– Type	⑤
– Capacity mL (U.S. oz)	200 (7)
Cooling System	
– Type	N.A.
– Capacity L (U.S. oz)	N.A.
Brake System Fluid	
– Type	N.A.

① to ⑤ and N.A.: See at end of specifications.

Because of its ongoing commitment to product quality and innovation, BRP reserves the right, at any time, to make changes in design and specifications and/or to make additions to, or improvements in its products without imposing any obligation upon itself to install them on its products previously manufactured.

MODEL		SKANDIC WT 550/ SWT/SUV 550	SKANDIC LT/LT E
Engine			
– Maximum power engine speed	± 100 RPM	6950	6750
Drive Belt			
– Part number		414 633 800	414 633 800
– Wear limit width	mm (in)	32.0 (1-1/4)	32.0 (1-1/4)
Spark Plug			
– Type		NGK BR 9 ES	NGK BR 9 ES
– Gap	± 0.05 mm (± .002 in)	0.45 (.018)	0.45 (.018)
Track			
– Tension	mm (in)	40 - 50 (1-9/16 - 1-31/32) ①	40 - 50 (1-9/16 - 1-31/32) ①
– Alignment		②	②
Fuel			
– Type		③	③
– Tank capacity	L (U.S. gal)	42 (11.1)	37 (9.8)
Oil (engine)			
– Type		④	④
– Tank capacity	L (U.S. oz)	2.55 (86.2)	2.55 (86.2)
Chaincase/Transmission Oil			
– Type		⑥	⑥
– Capacity	mL (U.S. oz)	400 (13.5)	250 (8.5)
Cooling System			
– Type		N.A.	N.A.
– Capacity	L (U.S. oz)	N.A.	N.A.
Brake System Fluid			
– Type		DOT 4 ⑤	N.A.

① to ⑥ and N.A.: See at end of specifications.

Because of its ongoing commitment to product quality and innovation, BRP reserves the right, at any time, to make changes in design and specifications and/or to make additions to, or improvements in its products without imposing any obligation upon itself to install them on its products previously manufactured.

MODEL	SKANDIC WT 600	SKANDIC SUV 600
Engine		
– Maximum power engine speed	± 100 RPM 7100	7100
Drive Belt		
– Part number	417 300 155	417 300 155
– Wear limit width	mm (in) 34.7 (1.366)	34.7 (1.366)
Spark Plug		
– Type	NGK BR 9 ECS	NGK BR 9 ECS
– Gap	± 0.05 mm (± .002 in) 0.45 (.018) ⑧	0.45 (.018) ⑧
Track		
– Tension	mm (in) 40 - 50 (1-9/16 - 1-31/32) ①	40 - 50 (1-9/16 - 1-31/32) ①
– Alignment	②	②
Fuel		
– Type	③	③
– Tank capacity	L (U.S. gal) 42 (11.1)	42 (11.1)
Oil (engine)		
– Type	④	④
– Tank capacity	L (U.S. oz) 2.55 (86.2)	2.55 (86.2)
Chaincase/Transmission Oil		
– Type	⑥	⑥
– Capacity	mL (U.S. oz) 400 (13.5)	400 (13.5)
Cooling System		
– Type	⑦	⑦
– Capacity	L (U.S. oz) 4.5 (152)	4.5 (152)
Brake System Fluid		
– Type	DOT 4 ⑨	DOT 4 ⑨

① to ⑨ and N.A.: See at end of specifications

Because of its ongoing commitment to product quality and innovation, BRP reserves the right, at any time, to make changes in design and specifications and/or to make additions to, or improvements in its products without imposing any obligation upon itself to install them on its products previously manufactured.

- ① Measure gap between slider shoe and bottom inside of track when exerting a downward pull of 7.3 kg (16 lb) to the track.
 - ② Equal distance between edges of track guides and slider shoes.
 - ③ Regular unleaded gasoline with a minimum octane number of 87 (R + M)/2.
 - ④ XP-S™ synthetic 2-stroke oil OR XP-S™ 2-stroke synthetic blend OR XP-S™ mineral injection oil.
 - ⑤ XP-S™ chaincase oil (P/N 413 801 900 — 12 x 250 mL).
 - ⑥ XP-S™ synthetic chaincase oil (P/N 413 803 300 — 12 x 355 mL).
 - ⑦ Premixed coolant (P/N 413 711 802 — 16 x 1 L).
 - ⑧ **CAUTION: Do not attempt to adjust gap on spark plug BR 9 ECS.**
 - ⑨ SRF (DOT 4) (P/N 293 600 063) or GTLMA (DOT 4) (P/N 293 600 062).
- N.A.: Not applicable

WARRANTY

BRP LIMITED WARRANTY NORTH AMERICA: 2005 SKI-DOO® SNOWMOBILES

1. SCOPE OF THE LIMITED WARRANTY

Bombardier Recreational Products Inc. ("BRP")* warrants its 2005 Ski-Doo snowmobiles from defects in material or workmanship for the period and under the conditions described below.

All genuine Ski-Doo parts and accessories, installed by an authorized BRP dealer (as hereinafter defined) at the time of delivery of the 2005 Ski-Doo snowmobile, carry the same warranty as that of the snowmobile.

Use of the product for racing or any other competitive activity, at any point, even by a previous owner, will render this warranty null and void.

2. WARRANTY COVERAGE PERIOD

This warranty will be in effect from the date of delivery to the first retail consumer or 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 1st and December 1st of a given year will expire December 1st 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.

3. CONDITIONS TO HAVE WARRANTY COVERAGE

This warranty coverage is available only on 2005 Ski-Doo snowmobile purchased as new and unused by its first owner from a BRP dealer authorized to distribute Ski-Doo products in the country in which the sale occurred ("BRP dealer"), and then only after the BRP specified pre-delivery inspection process is completed and documented. Warranty coverage only becomes available upon proper registration of the product by an authorized BRP dealer. Moreover, this warranty coverage is only available if the Ski-Doo snowmobile is purchased in the country in which the purchaser resides. BRP will not honor this limited warranty to any private use owner or commercial use owner if the preceding conditions have 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.

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.

4. WHAT TO DO TO OBTAIN WARRANTY COVERAGE

The customer must notify a servicing BRP 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 BRP 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.

5. WHAT BRP WILL DO

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 Ski-Doo parts without charge for parts and labor, at any authorized BRP dealer during the warranty coverage period.

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

6. EXCLUSIONS

The following are not warranted under any circumstances:

- Normal wear and tear;
- Routine maintenance items, tune ups, adjustments;
- Damage caused by 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 not manufactured or approved by BRP or resulting from repairs done by a person that is not an authorized servicing BRP dealer;
- Damage caused by abuse, abnormal use, neglect, use 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, 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*);
- Snow or water ingestion;
- Incidental or consequential damages, or damages of any kind including without limitation towing, storage, telephone, rental, taxi, inconvenience, insurance coverage, loan payments, loss of time, loss of income; and
- Damage resulting from tracks which have been studded.

7. LIMITATIONS OF LIABILITY

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 STATES/PROVINCES 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 STATE TO STATE, OR PROVINCE TO PROVINCE.

Neither the distributor, any BRP 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.

8. TRANSFER

If the ownership of a product is transferred during the warranty coverage period, this warranty shall also be transferred and be valid for the remaining coverage period provided that BRP is notified of such transfer of ownership in the following way:

- a. The former owner contacts BRP (at the phone number provided below) or an authorized BRP dealer and gives the coordinates of the new owner; or
- b. BRP or an authorized BRP dealer receives a proof that the former owner agreed to the transfer of ownership, in addition to the coordinates of the new owner.

9. 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 dealership level. We recommend discussing the issue with the authorized dealer's service manager or owner.

If the issue has not yet been resolved, please submit your complaint in writing or call the appropriate number below:

In Canada:

**BOMBARDIER
RECREATIONAL PRODUCTS INC.**
SKI-DOO
CONSUMER SERVICES GROUP
VALCOURT QC J0E 2L0
Tel : (819) 566-3366

In USA:

**BOMBARDIER MOTOR
CORPORATION OF AMERICA**
SKI-DOO
CONSUMER SERVICES GROUP
7575 BOMBARDIER COURT
WAUSAU WI 54401
Tel : (715) 848-4957

* In the USA, products are distributed and serviced by Bombardier Motor Corporation of America.

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BRP INTERNATIONAL LIMITED WARRANTY: 2005 SKI-DOO® SNOWMOBILES

1. SCOPE OF THE LIMITED WARRANTY

Bombardier Recreational Products Inc. ("BRP") warrants its 2005 Ski-Doo snowmobiles from defects in material or workmanship for the period and under the conditions described below.

All genuine Ski-Doo parts and accessories, installed by an authorized BRP distributor/dealer (as hereinafter defined) at the time of delivery of the 2005 Ski-Doo snowmobile, carry the same warranty as that of the snowmobile.

Use of the product for racing or any other competitive activity, at any point, even by a previous owner, will render this warranty null and void.

2. WARRANTY COVERAGE PERIOD

This warranty will be in effect from the date of delivery to the first retail consumer or 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 1st and December 1st of a given year will expire December 1st 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.

3. CONDITIONS TO HAVE WARRANTY COVERAGE

This warranty coverage is available only on 2005 Ski-Doo snowmobile purchased as new and unused by its first owner from a BRP distributor/dealer authorized to distribute Ski-Doo products in the country in which the sale occurred ("BRP distributor/dealer"), and then only after the BRP specified pre-delivery inspection process is completed and documented. Warranty coverage only becomes available upon proper registration of the product by an authorized BRP distributor/dealer. Moreover, this warranty coverage is only available if the Ski-doo snowmobile is purchased in the country or union of countries in which the purchaser resides. BRP will not honor this limited warranty to any private use owner or commercial use owner if the preceding conditions have 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.

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.

4. WHAT TO DO TO OBTAIN WARRANTY COVERAGE

The customer must notify a servicing BRP 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 BRP 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.

5. WHAT BRP WILL DO

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 Ski-Doo parts without charge for parts and labor, at any authorized BRP distributor/dealer during the warranty coverage period.

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

6. EXCLUSIONS

The following are not warranted under any circumstances:

- Normal wear and tear;
- Routine maintenance items, tune ups, adjustments;
- Damage caused by 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 not manufactured or approved by BRP or resulting from repairs done by a person that is not an authorized servicing BRP distributor/dealer;
- Damage caused by abuse, abnormal use, neglect, use 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, 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*);
- Snow or water ingestion;
- Incidental or consequential damages, or damages of any kind including without limitation towing, storage, telephone, rental, taxi, inconvenience, insurance coverage, loan payments, loss of time, loss of income; and
- Damage resulting from tracks which have been studded.

7. LIMITATIONS OF LIABILITY

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 STATES/PROVINCES 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 STATE TO STATE, OR PROVINCE TO PROVINCE.

Neither the distributor, any BRP 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.

8. TRANSFER

If the ownership of a product is transferred during the warranty coverage period, this warranty shall also be transferred and be valid for the remaining coverage period provided BRP or an authorized BRP distributor/dealer receives a proof that the former owner agreed to the transfer of ownership, in addition to the co-ordinates of the new owner.

9. CONSUMER ASSISTANCE

- a. 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 dealership level. We recommend discussing the issue with the authorized distributor/dealer's service manager or owner.
- b. If further assistance is required, the distributor's service department should be contacted in order to resolve the matter.
- c. If the matter still remains unresolved then contact BRP by writing to us at the address listed below.

**BOMBARDIER
RECREATIONAL PRODUCTS INC.**

SKI-DOO
CONSUMER SERVICES GROUP
VALCOURT QC J0E 2L0
Tel : (819) 566-3366

FREQUENTLY ASKED QUESTIONS

Q: Why must my snowmobile be registered at the factory? After all I do have my original invoice as proof of when I purchased my snowmobile.

A: *Registration is very important and your SKI-DOO dealer must register your snowmobile with BRP. Make sure the registration form has been sent. All of this will allow you to:*

a) *have warranty work performed at any authorized SKI-DOO dealer in North America. Your registration form will provide the authorized SKI-DOO dealer with all the necessary data to complete warranty claim forms.*

b) *be advised by BRP should there be a safety recall or particular warranty campaign.*

c) *be contacted much faster by the police, the minute they find your stolen snowmobile (if such a case occurs).*

Q: Why must my snowmobile be registered with the governing body having jurisdiction over snowmobile use?

A: *Snowmobile registration has two purposes: In many provinces or states it is mandatory to register a snowmobile in the same way as for a car. It allows the state or province to maintain records of existing snowmobiles and governmental agencies use part of the registration fees for establishing and maintaining trails.*

Q: Where can I find information on the lubrication and maintenance of my snowmobile?

A: *In the Operator's Guide provided with the snowmobile at the time of delivery.*

Q: Will the entire warranty be voided or cancelled, if I do not operate or maintain my new snowmobile exactly as specified in the *Operator's Guide*?

A: *The warranty of the new snowmobile cannot be "Voided" or "Cancelled" if predelivered by an authorized SKI-DOO dealer. However, if a particular failure is caused by inappropriate operation or maintenance instructions in the Operator's Guide are not followed and, THAT failure may not be covered under warranty. This includes service work performed by the customer, especially the critical adjustments: ignition timing, carburetion and oil injection/or oil mixture.*

Q: Would you give some examples of abnormal use or strain, neglect or abuse which may affect warranty?

A: *These terms are general and overlap each other in areas. Some specific examples may include: running the snowmobile out of oil, chain failure caused by a lack of lubrication, operating the snowmobile with a broken or damaged part which causes another part to fail, and so on. If you have any specific questions on operation or maintenance, please contact an authorized SKI-DOO dealer for advice.*

Q: What costs are my responsibility during the warranty period?

A: *The customer's responsibility includes all costs of normal maintenance services, non-warranty repairs, accidents and collision damage, as well as oils, and spark plugs, and incidental or consequential damages costs as explained in the warranty.*

Q: Are "Genuine" BRP replacement parts used in warranty repairs covered by warranty?

A: *Yes. When installed by an authorized SKI-DOO dealer, any "Genuine" BRP part used in warranty repairs assumes the remaining warranty that exists on the snowmobile.*

Q: If I sell my snowmobile within the warranty period, will the new owner qualify for the balance of the warranty?

A: *Yes, provided the resale has been registered with the manufacturer.*

Q: How can I receive the best owner assistance?

A: *The satisfaction and goodwill of the owners of BRP products are of primary concern to your authorized SKI-DOO dealer and BRP. Normally, any problems that arise in connection with the sales transaction or the operation of your snowmobile will be handled by your authorized SKI-DOO Dealers Sales or Service Departments. It is recognized, however, that despite the best intentions of everyone concerned, misunderstandings will sometimes occur. Frequently, complaints are the result of a breakdown in communications and can quickly be resolved by a member of the authorized SKI-DOO dealership management. If the problem already has been reviewed with the Sales Manager or Service Manager, contact the General Manager or the owner of this authorized SKI-DOO dealership.*

We are always pleased to receive your comments on the Ski-Doo snowmobile.

PRIVACY OBLIGATIONS/DISCLAIMER

We wish to inform you that your coordinates will be used for safety and warranty purposes. Sometimes, we also use the coordinates of our clients to inform them about our products and to present them offers. Should you prefer not to receive information on our products, services and offers, please let us know by writing to the address below.

Also note that, from time to time, carefully selected and trustworthy organizations may be permitted to use the coordinates of our clients to promote quality products and services. If you prefer not to have your name and address released, please let us know by writing to the address below:

Bombardier
Recreational Products Inc.
Warranty Department
75 J.A. Bombardier Street
Sherbrooke, Québec J1L 1W3
Canada
Fax Number (819) 566-3590

CHANGE OF ADDRESS OR OWNERSHIP

If your address has changed or if you have sold or given your vehicle to anyone, be sure to fill out and mail the card provided on next page.

Such notification is necessary for your safety or the safety of any subsequent owner, even after expiration of the original warranty, since BRP will be in a position to contact you if correction to your snowmobile becomes necessary.

NOTICE TO ALL NEW OWNERS:

Make sure to mail the *Change of Ownership Card* as you are entitled to the unexpired portion of the warranty.

STOLEN UNITS

If the event that your snowmobile is stolen, you should notify your area distributor's warranty department of such.

Please provide your name, address, phone number, vehicle serial number and date of theft.

BRP will provide a list of stolen units to all authorized SKI-DOO dealers on a monthly basis to aid in recovery of such units to their owners.

AFFIX
PROPER
POSTAGE

Bombardier Recreational Products Inc.

Warranty Department
75 J.A. Bombardier St.
Sherbrooke (Quebec)
Canada J1L 1W3

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520 000 477

CA

OPERATOR'S GUIDE, Tundra, Skandic Series / English
GUIDE DU CONDUCTEUR, Tundra, Série Skandic / Anglais

FAIT AU / MADE IN CANADA

U/M:P.C.