ski-doo®

BRP

2011

OPERATOR'S GUIDE

Includes Safety, Vehicle and Maintenance Information

Skandic™ WT 550F/SWT V800

⚠ WARNING

Read this guide thoroughly.
It contains important safety information.
Minimum recommended operator's age: 16 years old.
Keep this Operator's Guide in the vehicle.

619 900 203

SAFETY WARNING

Disregarding any of the safety precautions and instructions contained in this Operator's Guide, *SAFETY DVD* or on-product labels may result in injury, including the possibility of death.
This Operator's Guide and *SAFETY DVD* should remain with the snowmobile at time of resale.

In USA, products are distributed by BRP US Inc.

In Canada, products are distributed by Bombardier Recreational Products Inc.

The following are trademarks of Bombardier Recreational Products Inc. or its subsidiaries.

ROTAX™
Ski-Doo®
D.E.S.S.™
SKANDIC™
XPS™

mmo2011-008 en AG
®™ and the BRP logo are trademarks of Bombardier Recreational Products Inc. or its affiliates.
©2010 Bombardier Recreational Products Inc. and BRP US Inc. All rights reserved.

FOREWORD

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

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

At delivery, you were informed of the warranty coverage and signed the *PREDELIVERY CHECK LIST* to ensure your new vehicle was prepared to your entire satisfaction.

Know Before you Go

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

- *SAFETY INFORMATION*
- *VEHICLE INFORMATION*.

Also read all safety labels on your snowmobile and watch attentively your *SAFETY DVD*.

We highly recommend that you take a safety riding course. Please check with your dealer or local authorities for availability in your area.

Failure to follow the warnings contained in this Operator's Guide can result in SERIOUS INJURY or DEATH.

Safety Messages

The types of safety messages, what they look like and how they are used in this guide are explained as follows:

⚠ WARNING

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

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

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

About this Operator's Guide

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

This guide is indispensable for the proper use of the product and should be kept with this snowmobile at all times, so you can refer to it.

Keep this Operator's Guide in the vehicle as you can refer to it for things such as maintenance, troubleshooting and instructing others.

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

If you want to view and/or print an extra copy of your Operator's Guide, simply visit the following website **www.operatorsguide.brp.com**.

The informations contained in this document are correct at the time of publication. BRP, however, maintains a policy of continuous improvement of its products without imposing upon itself any obligation to install them on products previously manufactured. Due to late changes, some differences between the manufactured product and the descriptions and/or specifications

in this guide may occur. BRP reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring any obligation upon itself.

This Operator's Guide and the *SAFETY DVD* should remain with the vehicle when it's sold.

TABLE OF CONTENTS

MAINTENANCE

TECHNICAL INFORMATION

TROUBLESHOOTING

WARRANTY

CUSTOMER INFORMATION

SAFETY INFORMATION

Avoid Carbon Monoxide Poisoning

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

Carbon monoxide is a colorless, odorless, tasteless gas that may be present even if you do not see or smell any engine exhaust. Deadly levels of carbon monoxide can collect rapidly, and you can quickly be overcome and unable to save yourself. Also, deadly levels of carbon monoxide can linger for hours or days in enclosed or poorly ventilated areas. If you experience any symptoms of carbon monoxide poisoning, leave the area immediately, get fresh air and seek medical treatment.

To prevent serious injury or death from carbon monoxide:

- Never run the vehicle in poorly ventilated or partially enclosed areas such as garages, carports or barns. Even if you try to ventilate engine exhaust with fans or open windows and doors, carbon monoxide can rapidly reach dangerous levels.
- Never run the vehicle outdoors where engine exhaust can be drawn into a building through openings such as windows and doors.

Avoid Gasoline Fires and Other Hazards

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

- Refuel outdoors in a well ventilated area away from flames, sparks, anyone smoking and other sources of ignition.
- Never add fuel with engine running.
- Never top off the fuel tank. Leave some room for the fuel to expand with temperature changes.
- Wipe up any spilled fuel.
- Never start or operate the engine with the fuel cap removed.
- Use only an approved red gasoline container to store fuel.

Gasoline is poisonous and can cause injury or death.

- Never siphon gasoline by mouth.
- If you swallow gasoline, get any in your eye or inhale gasoline vapor, see your doctor immediately.

If gasoline spills on you, wash with soap and water and change your clothes.

Avoid Burns from Hot Parts

The exhaust system and engine become hot during operation. Avoid contact during and shortly after operation to avoid burns.

Accessories and Modifications

Do not make unauthorized modifications, or use attachments or accessories that are not approved by BRP. Since these changes have not been tested by BRP, they may increase the risk of crashes or injuries, and they can make the vehicle illegal.

See your authorized Ski-Doo dealer for available accessories for your vehicle.

SPECIAL SAFETY MESSAGES

SEVERE INJURY OR DEATH can result if you do not follow these instructions:

- Always make a pre-ride inspection BEFORE you start the engine.
- Throttle mechanism should be checked for free movement and return to idle position before starting engine.
- Always attach tether cord eyelet to clothing before starting the engine.
- Never operate the engine without belt guard and brake disk guard securely installed or, with hood or 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.
- Always engage parking brake before starting the engine.
- Everyone is a beginner the first time he sits behind the controls of a snowmobile regardless of previous experience in driving any other type of vehicle. 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.
- 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.
- Any new operator must read and understand all safety labels on the snowmobile, the Operator's Guide and watch the *SAFETY DVD* before operating the snowmobile. Only allow a new operator to operate the snowmobile in a restricted flat area, at least until he is completely familiar with its operation. If snowmobile operator's training course is offered in your area, have him enroll.
- 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.
- 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.
- BRP recommends the operator has at least 16 years old of age.
- Know your local laws. 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. Be aware of the liability property damages and insurance laws regarding your equipment.
- 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.
- Always keep right hand side of the trail.
- Always keep a safe distance from other snowmobiles and bystanders.

- 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 this vehicle under influence of alcohol or drugs. They slow reaction time and impair judgement.
- Your snowmobile is not designed to be operated on public streets, roads or highways.
- Avoid road traveling. If you must do so, and it is permitted, reduce speed. The snowmobile is not designed to operate or turn on paving. When crossing a road, make a full stop, then look carefully in both directions before crossing at a 90° angle. Be wary of parked vehicles.
- 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.
- 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 safety labels.
- 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.
- Always wear an approved safety helmet, eye protection and a face shield. This also applies to your passenger.
- Be aware of inherent risks associated with riding off trails, such as avalanche and other natural or man made hazards or obstacles.
- Tailgating another snowmobile should be avoided. If the snowmobile in front of you slows for any reason, its driver and passenger could be harmed through your neglect. Maintain a safe stopping distance between you and the snowmobile in front of you. Depending on the terrain condition, stopping may require a little more space than you think. Play it safe. Be prepared to use evasive driving.
- Venturing out alone with your snowmobile could also be hazardous. You could run out of fuel, have an accident, or damage your snowmobile. Remember, your snowmobile is capable of traveling further in half an hour than you may be able to walk in a day. Use the "buddy system". Always ride with a friend or member of your snowmobile club. Even then, tell someone where you are going and the approximate time you plan to return.
- Meadows sometimes have low areas where 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 carefully releasing the throttle.
- Never "jump" with your snowmobile.
- 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.
- In an emergency, the snowmobile engine can be stopped by pressing down on the emergency engine stop switch or by pulling the tether cord from the engine cutout switch.
- Always engage parking brake when vehicle is not in use.
- Never run the engine in a non-ventilated area and/or if vehicle is left unattended.
- Electric start models only: Never charge or boost a battery while installed on snowmobile.
- Ensure the path behind is clear of obstacles or bystanders before proceeding in reverse.
- Always remove the tether cord from engine cutout switch when vehicle is not in operation in order to prevent accidental engine starting, to avoid unauthorized use by children or others or theft.
- NEVER stand behind or near a rotating track. Debris could be projected causing severe injuries. To remove packed snow or ice, stop engine, tilt and hold vehicle on its side and use screwdriver from tool kit.
- Do not stud the track unless it has been approved for studs. At speed, a studded track that has not been approved for studs could tear and separate from vehicle. See an authorized Ski-Doo dealer for current specific studding availability and applications.
- You may stud the track on this vehicle model. However, you MUST only use the BRP approved type stud for use on Ski-Doo snowmobiles. DO NOT EVER use conventional studs because the track thickness is thinner then our standard tracks. The stud could tear off of track and separate from vehicle.
- Never ride as a passenger unless the snowmobile is equipped with a passenger seat and passenger handholds or holding strap. Sit only on the designated passenger seat.
- Always wear an approved helmet and follow the same dressing guidelines as those recommended for the operator and described in this guide.
- Make sure that you are able to achieve a stable stance, both feet resting positively on the footboards of footrests with good grip, and that you are able to hold on firmly to the handholds.
- Once underway, if you feel uncomfortable or insecure for any reason, don't wait, tell the driver to slow down or stop.

Each operator has a responsibility to ensure the safety 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 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.

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.

Pre-Ride Inspection

⚠ 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.

Before Starting the Engine

1. Remove snow and ice from body including lights, seat, footrests, controls and instruments.
2. Verify that air silencer prefilter is free of snow.
3. Check gear shift lever position.
4. Verify that skis and steering operate freely. Check corresponding action of skis versus handlebar.
5. Check fuel and oil for levels and leaks. Replenish if necessary and see an authorized Ski-Doo dealer in case of any leaks.
6. All storage compartments must be properly latched and they must not contain any heavy or breakable objects. Hood and side panels must be also properly latched.
7. Activate the throttle control lever several times to check that it operates easily and smoothly. It must return to idle position when released.
8. Activate the brake lever and make sure the brake fully applies before the brake control lever touches the handlebar grip. It must fully return when released.
9. Apply parking brake and check if it operates properly. Leave parking brake applied.

After Engine is Started

For proper engine starting procedure, refer to the appropriate *ENGINE STARTING PROCEDURE* .

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

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

2. Check engine cutout switch (by pulling tether cord) and emergency engine stop switch operation.
3. Release parking brake.
4. Refer to *VEHICLE WARM UP* and follow instructions.

Pre-Ride Check List

ITEM	OPERATION	✔
Body including seat, footrests, lights, air filter, controls and instruments	Check condition and remove snow or ice.	
Skis and steering	Check for free movement and proper action.	
Fuel and oil	Check for proper level and leaks.	
Storage compartment	Check for proper latching and no heavy or breakable objects.	
Throttle lever	Check for proper action.	
Brake lever	Check for proper action.	
Parking brake	Check for proper action.	
Emergency engine stop switch and engine cutout switch (tether cord cap).	Check for proper action. Tether cord must be attached to driver clothing eyelet.	
Lights	Check for proper operation.	

How to Ride

Riding Gear

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.

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

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

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

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

Do not wear 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:

- Mobile phone
- Spare spark plugs
- Friction tape
- Spare drive belt
- Spare starter rope
- Spare light bulbs
- Provided tool kit

– Adjustable wrench
– Knife
– Flashlight
– Colored lens goggles
– Trail map.

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

Rider Position (Forward Operation)

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

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

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

mmo2008-003-001

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.

mmo2008-003-002

Kneeling

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

mmo2008-003-003

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.

mmo2008-003-004

Rider Position (Reverse Operation)

We recommend sitting on your snowmobile when operating in reverse.

Avoid standing up. Your weight could shift forward against throttle lever while operating in reverse, causing an unexpected acceleration.

⚠ WARNING

Unexpected acceleration when snowmobile operates in reverse can cause a loss of control.

Carrying a Passenger

Certain snowmobiles are designed for an operator only, others can allow one passenger only, and others can allow up to two passengers. Refer to the indications on the vehicles to know if any particular snowmobile can accommodate passengers or not, and if so, how many. Always respect those indications. Overloading is dangerous because snowmobiles are not designed for it.

Even when passengers are allowed, you must make sure that the persons who would like to become passengers are physically fit for snowmobiling.

⚠ WARNING

Any passenger must be able to firmly lay his feet on the footrests and keep his hands on the handholds or seat strap at all times when seated. Respecting those physical criteria is important to ensure that the passenger is stable and to reduce the risks of ejection.

On snowmobiles allowing two passengers, if you have an adult and a child for passenger, BRP recommends that the child sits in the center location. This allows an adult sitting in the rear seat to keep a visual contact with the child and hold him if necessary. In addition, the child is best protected against the wind and cold temperature if seated in the center location.

Each operator has a responsibility to ensure the safety of his passengers and should inform them of snowmobiling basics.

⚠ WARNING

- **Passengers must only sit on designated passenger seats. Never allow anyone to sit between the handlebar and the operator.**
- **Each passenger seat must have a strap or handholds and meet SSCC standards.**
- **Passengers and operators must always wear an approved helmets and warm clothing appropriate for snowmobiling. Make sure that no skin is exposed.**
- **Once underway, if a passenger feels uncomfortable or insecure for any reason, he must not wait, and tell the driver to slowdown or stop.**

Riding with passengers on board is different than riding alone. The operator has the benefit of knowing what will be the next maneuver and is able to prepare himself accordingly. The operator also benefits from the support of his grip on the handlebar. In contrast, the passengers have to rely on the operator's careful and safe operation of the vehicle. In addition, "body english" is limited with passengers, and the operator can sometimes see more of the trail ahead than the passengers. Therefore, smooth starting and stopping are required with passengers, and the operator must slow down. The operator must also warn passengers of side hills, bumps, branches, etc. An unforeseen bump can leave you passenger-less. Remind your passengers to lean into the turn with you, without causing the vehicle to topple. Be extremely careful, go more slowly and check the passengers frequently.

⚠ WARNING

When riding with a passenger:

- Braking ability and steering control are reduced. Decrease speed and allow extra space to maneuver.
- Adjust suspension according to weight.

For complete information on how to adjust the suspension, please refer to the *TUNE YOUR RIDE* subsection.

Use extra caution and go even 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.

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.


mmo2008-003-005

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. Before 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.

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.

Environment

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.

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

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

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

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

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

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

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 pub-

lic land agencies. Learn the rules and follow them and that goes for speed limits, too!

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

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

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

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

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

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

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

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

Finally, Light Treading is the sign of a smart snowmobiler. You don't have to leave big tracks or careen through a virgin forest to show you can ride. So whether you're driving a high performance 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!

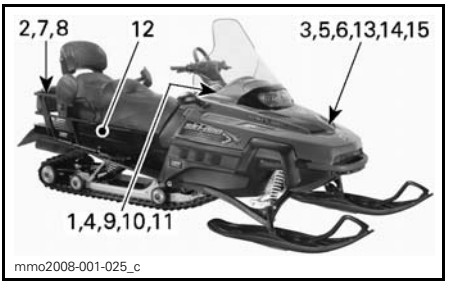
IMPORTANT ON-PRODUCT LABELS

Hang Tag

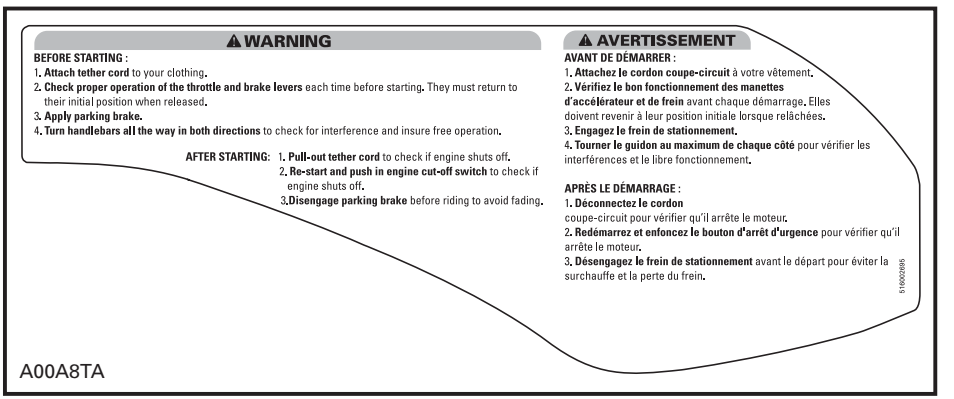
Vehicle Safety Labels

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

NOTE: The following illustrations used in this Operator's Guide are a general representation only. Your model may differ.



TYPICAL — LOCATION OF VEHICLE SAFETY LABELS



LABEL 1

Towing a load may affect handling of your snowmobile.
• Reduce speed. • Use rigid tow bar. • Ensure that the tow bar is securely fastened. Do not exceed the following loads:

DRAWBAR 250Kg / 562 lbs Max.
VERTICAL LOAD 10Kg / 23 lbs Max.

⚠ WARNING

A33A2DA

LABEL 2

⚠ WARNING

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

⚠ AVERTISSEMENT

Ce garde-courroie doit TOUJOURS être en place lorsque le moteur fonctionne. Attention aux pièces en rotation – elles peuvent vous blesser ou capter vos vêtements.

516 002 670

A33A2FA

LABEL 3

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.).**

R
PUSH
POUSSER
1 N 2

516 001 201

A29A0IA

LABEL 4

⚠ WARNING

Beware of HOT parts!

⚠ AVERTISSEMENT

Attention aux pièces CHAUDES!

516002664

A33A2GA

LABEL 5

A32A1HA

LABEL 6 - V800 MODEL

⚠ WARNING

NEVER SIT IN CARGO AREA.

Exceeding maximum cargo load may affect steering control and braking ability.
MAXIMUM cargo load :
XX Kg /XX Lbs.

⚠ AVERTISSEMENT

NE JAMAIS S'ASSEOIR À LA PLACE DU CARGO.

Excéder le poids maximal du cargo peut affecter le contrôle de la direction et la capacité de freinage.
Charge MAXIMALE cargo :
XX Kg / XX Lbs.

mmo2007-002-002

LABEL 7

⚠ WARNING

- **NEVER STAND BEHIND** or near a rotating track.
- Only spin track at lowest possible speed whenever off the ground.

Broken track or debris could be projected with great force which could sever legs or cause other serious injuries.

⚠ AVERTISSEMENT

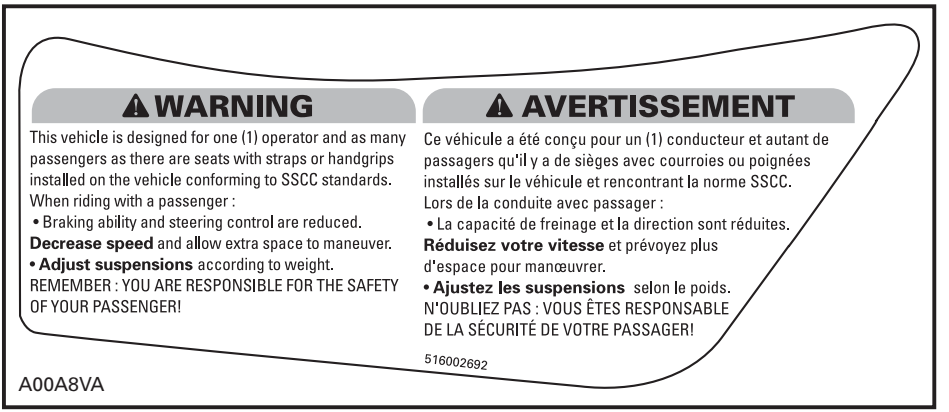
- **NE JAMAIS SE TENIR DERRIÈRE** ou près d'une chenille qui tourne.
- Faire tourner la chenille seulement à la vitesse la plus basse possible lorsque soulevée de terre.

Une chenille brisée ou des débris pourraient être projetés avec grande puissance pouvant sectionner une jambe ou causer d'autres blessures sérieuses.

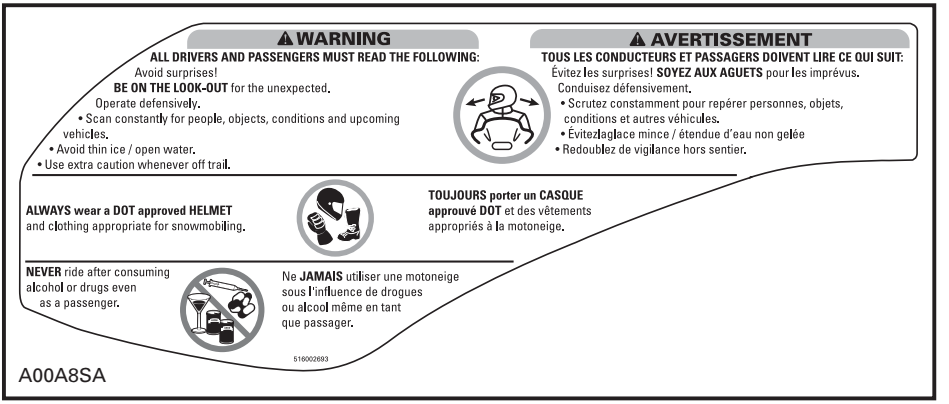
516002673a

516002673

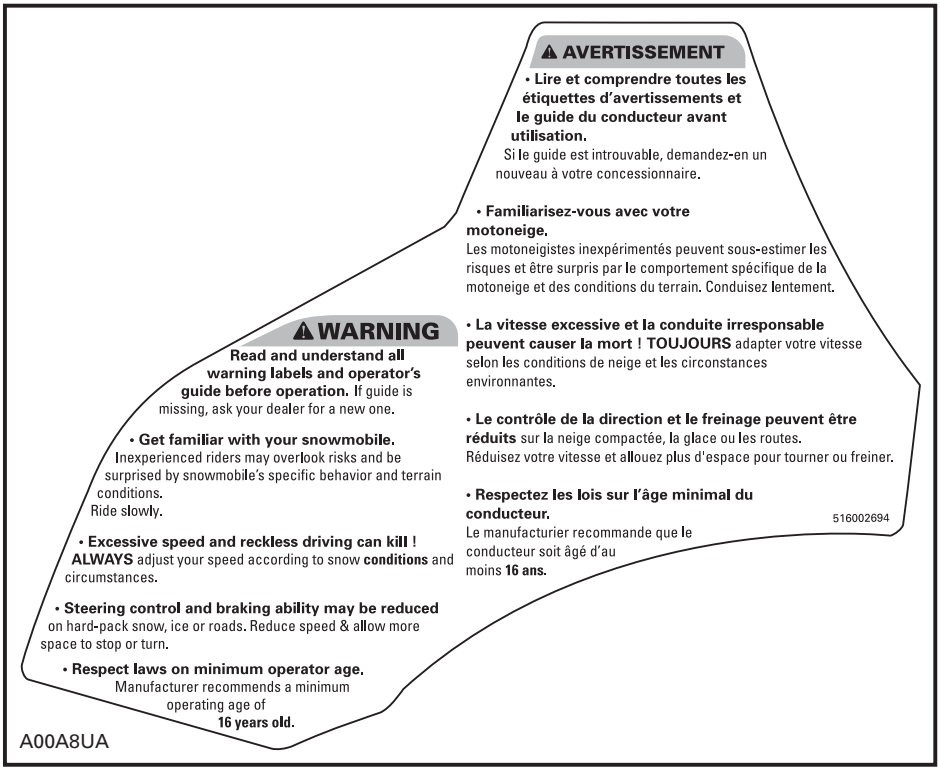
LABEL 8



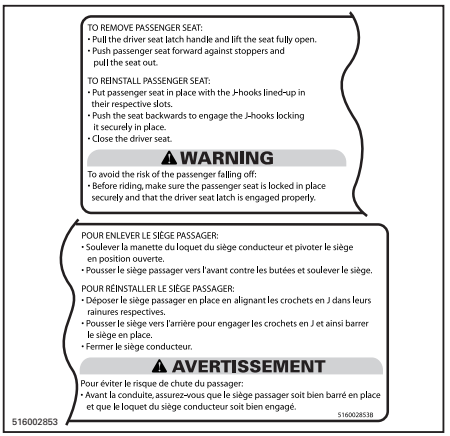
LABEL 9



LABEL 10



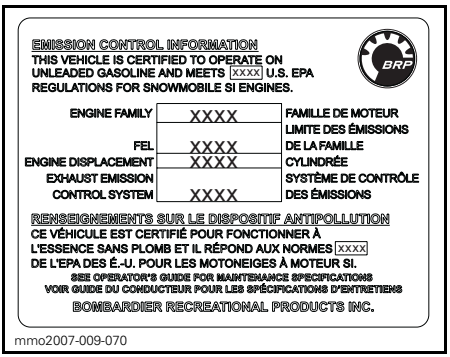
LABEL 11



LABEL 12

Compliance Labels

EPA Compliance Label



IN ENGINE COMPARTMENT

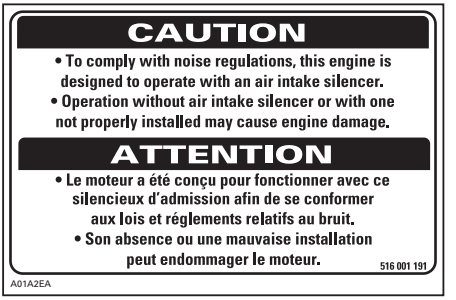
SSCC Label

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.

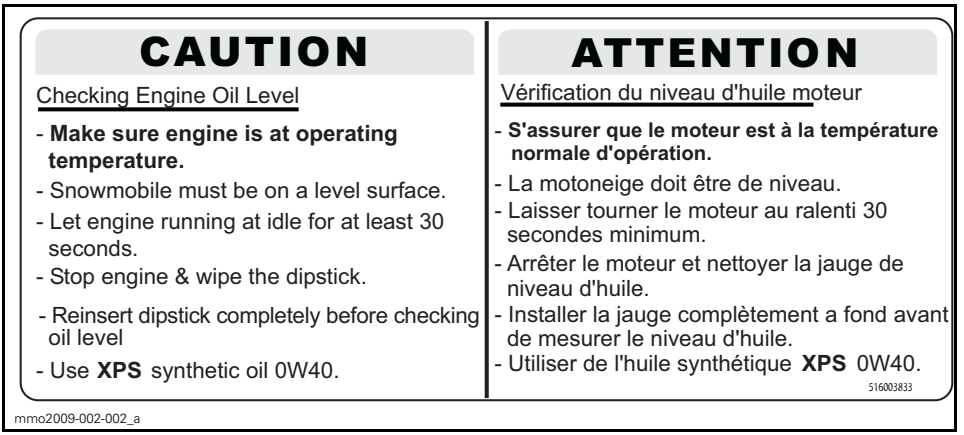
The following label shows that an independent testing laboratory has verified compliance with the SSCC safety standards.

ON TUNNEL

Technical Information Labels



LABEL 13

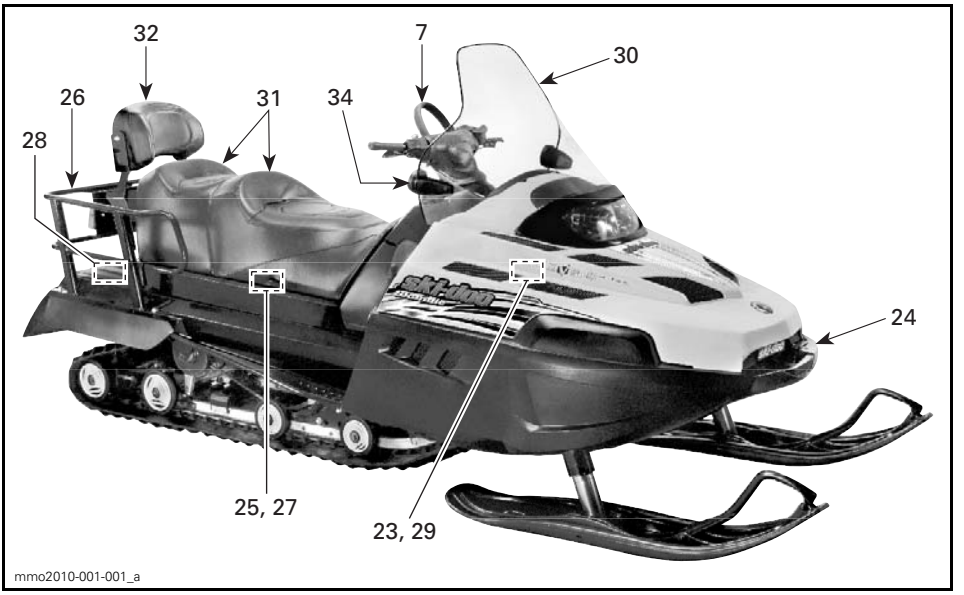


LABEL 14 - V800 MODEL

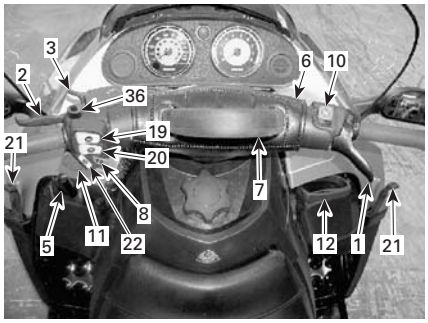
VEHICLE INFORMATION

CONTROLS, INSTRUMENTS AND EQUIPMENT

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

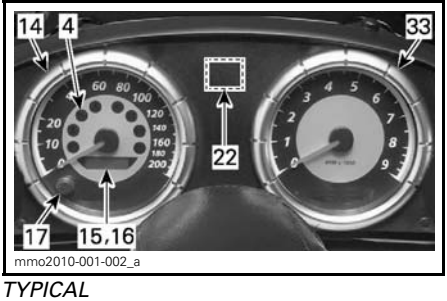


TYPICAL
7. Mountain strap
23. Fuses
24. Front grab handles/front bumper
25. Storage compartment
26. Rear rack
27. Tool kit
28. Hitch
29. Shields and guards
30. Windshield
31. Modular seat
32. Backrest
34. Adjustable mirrors



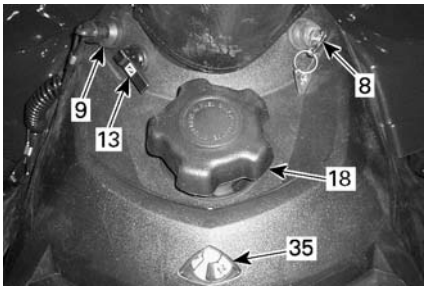
mmo2011-008-001_a

TYPICAL
1. *Throttle lever*
2. *Brake lever*
3. *Parking brake lever*
5. *Gear shift lever*
6. *Handlebar*
7. *Mountain strap*
8. *Ignition switch/start button*
10. *Emergency engine stop switch*
11. *Headlights dimmer switch*
12. *Rewind starter handle*
19. *Heated grip switch*
20. *Heated throttle lever switch*
21. *Hood latches*
22. *Electric power outlet switch*
36. *Horn button*



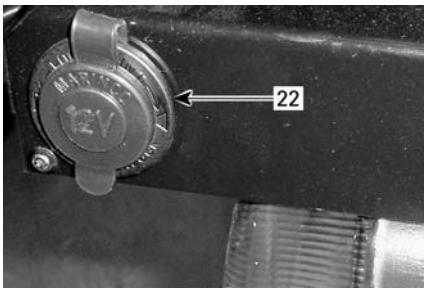
mmo2010-001-002_a

TYPICAL
4. *Pilot lamps*
14. *Speedometer*
15. *Odometer*
16. *Trip meter/display*
17. *Mode button*
22. *Electric power outlet*
33. *Tachometer*



mmo2008-001-024_b

TYPICAL
8. *Ignition switch/start button*
9. *Engine cutout switch*
13. *Choke lever*
18. *Fuel tank cap*
35. *Mechanical fuel level gauge*



mmo2008-001-016_a

SKANDIC™ SWT V800 ONLY — REAR RACK
22. *Electric power outlet*

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.

⚠ WARNING

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

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 Lever

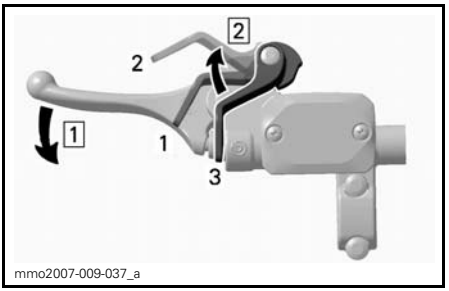
Parking brake should be used whenever snowmobile is parked.

⚠ WARNING

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

To Engage Mechanism

Squeeze brake lever and maintain while pulling locking lever with your thumb. When brake lever is held at half-way the parking brake should be fully applied.

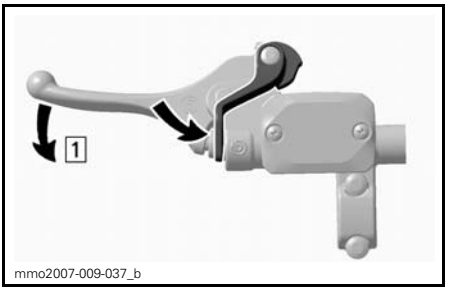


TYPICAL — ENGAGE MECHANISM
Step 1: Squeeze and maintain brake lever
Step 2: Adjust locking lever

1. *Position 1*
2. *Position 2*
3. *OFF*

To Release Mechanism

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



TYPICAL — RELEASE MECHANISM
Step 1: Squeeze brake lever

4) Pilot Lamps

Injection Oil Level/Engine Oil Pressure

550F Model

Lights up when injection oil level is low (with engine running). Check oil level and replenish as soon as possible.

V800 Model

This pilot lamp will glow up when engine oil pressure is too low. Stop vehicle in a safe place then, check oil level and replenish as described in *ENGINE OIL LEVEL*.

Restart engine, oil pilot lamp must turn off after few seconds. If oil pilot lamp still glows up, stop engine and have lubrication system inspected by an authorized Ski-Doo dealer.

D.E.S.S. Status

V800 Model

This lamp will light up to confirm D.E.S.S. status. Refer to previous paragraphs for description.

High Beam

All Models

Lights when headlamp is on HIGH beam.

Engine Overheat Warning

V800 Model

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

Low Battery Voltage

V800 Model

This lamp will light up to indicate a low battery voltage condition. See an authorized Ski-Doo dealer as soon as possible.

Engine Management System (EMS)

V800 Model

This lamp will light up to indicate a trouble. Refer to *TROUBLESHOOTING* for trouble code meaning and remedy.

5) Gear Shift Lever

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

TYPICAL

6) Handlebar

The handlebar allows 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.

7) Mountain Strap

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

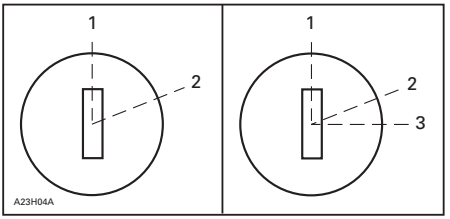
⚠ WARNING

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

8) Ignition Switch/Start Button

Ignition Switch

550F Model



MANUAL START/ELECTRIC START
1. *OFF*
2. *ON*
3. *START*

Manual Starting

To start the engine, first turn the key to ON position, then pull rewind starter handle. To stop the engine, turn the key to OFF position. See illustration above.

Electric Starting

To start engine, turn key to START position and hold until engine has started. See illustration above.

NOTICE Do not engage electric starter for more than 10 seconds at a time. A rest period of 30 seconds should be observed between the cranking cycles to allow electric starter to 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*.

Start Button

V800 Model

To start engine, push START button and hold until engine has started.

NOTICE Do not hold START button more than 10 seconds at a time. A rest period of 30 seconds should be observed between the cranking cycles to allow starter to cool down. Holding START button when engine has started could damage starter mechanism.

Release START button immediately when engine has started.

If engine does not start on first try, wait a few seconds then repeat procedure.

V800 Model

NOTE: If engine does not start after the second try, wait until all lights are shutdown then repeat procedure.

All Models

To stop engine, turn off emergency engine stop switch or pull off tether cord.

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

550F Model

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

9) Engine Cutout Switch

General

The engine cutout switch (tether cord) is located to on the LH side of console.

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

NOTE: After engine starting, 2 short beeps should be heard if a programmed D.E.S.S. key (tether cord cap) is correctly snapped on engine cutout switch. If another beep code is heard, refer to *MONITORING SYSTEM* for D.E.S.S. malfunction codes information.

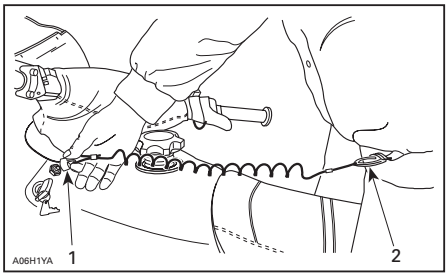
Pulling the tether cord cap from the switch shuts the engine off.

⚠ WARNING

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

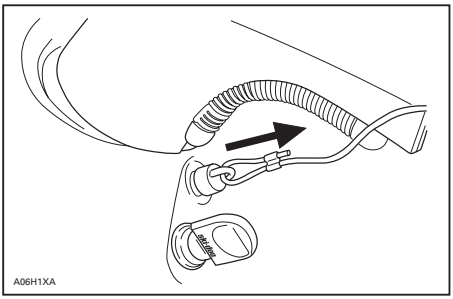
Operation

Attach tether cord eyelet to clothing, then snap cap (D.E.S.S. key) over engine cutout switch before starting engine.



TYPICAL
1. *Snap over post*
2. *Attach to clothing eyelet*

If emergency engine shut off is required, pull tether cord from engine cutout switch.



TYPICAL

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

V800 Model

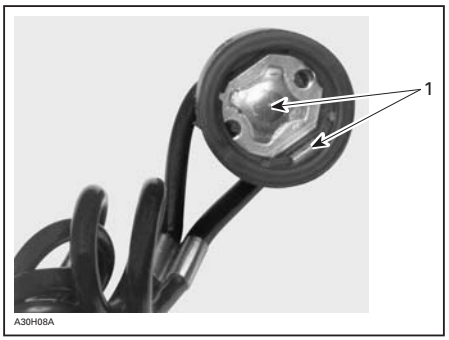
The tether cord cap has an integrated D.E.S.S. key to provide you and your snowmobile with the equivalent security of a conventional lock key.

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

Your authorized Ski-Doo dealer has programed the D.E.S.S. of your snowmobile to recognize the D.E.S.S. key in the tether cord cap to allow vehicle operation.

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

Make sure the D.E.S.S. key is free of dirt or snow.



D.E.S.S. KEY
1. *Free of dirt or snow*

D.E.S.S. Flexibility

The ECM of your snowmobile can be programmed by your authorized Ski-Doo dealer to accept 8 different keys.

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

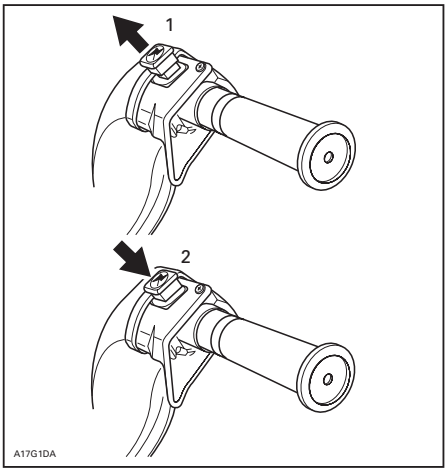
D.E.S.S. Pilot Lamp and Beeper Codes

NOTE: 2 short beeps should be heard if the tether cord cap (with a programmed D.E.S.S. key) is correctly snapped to engine cutout switch. Refer to *MONITORING SYSTEM* for D.E.S.S. malfunction codes information.

BEEPER	PILOT LAMP	DESCRIPTION	
2 shorts	Blink	Good key	
1 short per 1.5 second/ repetitive	Blink	Unable to read key (bad connection)	Make sure the (D.E.S.S. key) is free of dirt or snow. Reinstall key and restart engine. Vehicle can not be driven.
3 shorts per second/ repetitive	Blink	Invalid key or key not programmed	Use the proper key for this vehicle or have the key programmed. Vehicle can not be driven.

10) Emergency Engine Stop Switch

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).



1. ON
2. OFF

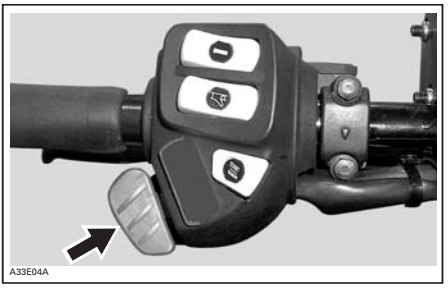
All operators of the snowmobile should familiarize themselves with the function of this device by using it several times on first outing and whenever stopping the engine thereafter. This engine stopping procedure will become a reflex and will prepare operators for emergency situations requiring its use.

⚠ 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.

11) 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.



12) Rewind Starter Handle

550F Model

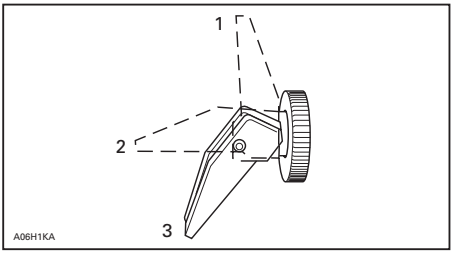
Auto-rewind type located on right hand side of snowmobile. To engage mechanism, pull handle slowly until a resistance is felt, then pull vigorously. Slowly release handle.

13) Choke Lever

550F Model

For instructions on choke use, refer to *ENGINE STARTING PROCEDURE (550F MODEL)* in *OPERATING INSTRUCTIONS* subsection.

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



1. OFF
2. Position 2
3. Position 3

Initial Cold Starting

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

Move the choke lever to position 3 and start the engine. As soon as the engine starts, move the lever to position 2. 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 position 1 (OFF) to position 2 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 2. Start the engine without activating the throttle lever. As soon as the engine starts move the choke lever to position 1 (OFF).

14) Speedometer

Direct-reading dial indicates the speed of the snowmobile in km/h or MPH.

These models are equipped with an electronic speedometer. It may show speed in km/h or MPH.

NOTE: At vehicle speed of 90 km/h (55 MPH) and more, the multifunction display will show speed only instead of the selected mode.

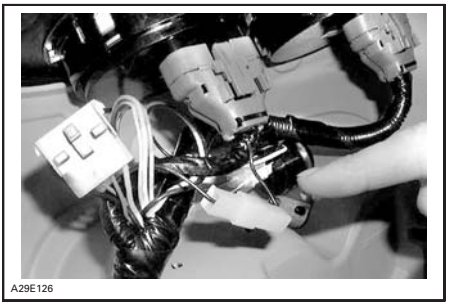
Unit Selection (MPH vs km/h)

The speedometer is factory preset in miles but it is possible to change it to kilometer reading, refer to the following procedure or contact an authorized Ski-Doo dealer.

NOTE: Speedometer, odometer and trip meter will have their units (kilometer or miles) changed all together.

Stop engine and open engine compartment. Cut locking ties. Plug connectors together to change units from miles to kilometers.

Unplug to return to miles reading. Fasten connector to harness with locking ties.



CONNECTORS LOCATION

15) Odometer

Odometer records the total distance travelled and displays it either in miles or kilometers.

NOTE: At vehicle speed of 90 km/h (55 MPH) and more the mode LCD screen will show speed only instead of the selected mode.

16) Trip Meter/Display

Trip Meter

Records distance travelled since it has been reset. Distance travelled is displayed either in miles or kilometers.

Refer to *UNIT SELECTION (MPH VS KM/H)* for changing units.

Display

NOTE: At vehicle speed of 90 km/h (55 MPH) and more the mode LCD screen will show speed only instead of the selected mode.

Resetable Hour Meter

Records engine running time in hours and minutes since it has been reset.

Push and hold mode button for 2 seconds to reset the hourmeter.

Multifunction Display Code

If your speedometer shows SCALE in the multifunction display, it means that the display selector button is stuck in the down position or depressed when the electrical system was activated.

17) Mode Button

Depress mode button to change display. Each time engine is started, display shows odometer. From that point depressing mode button will change display for the trip meter.

Depressing mode button again will change display for the resetable hour meter. Push mode button again to return to odometer.

Push and hold mode button for 2 seconds to reset the trip meter or the resetable hour meter depending on the one displayed.

18) Fuel Tank Cap

Unscrew to fill up tank, then fully tighten.

⚠ 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.

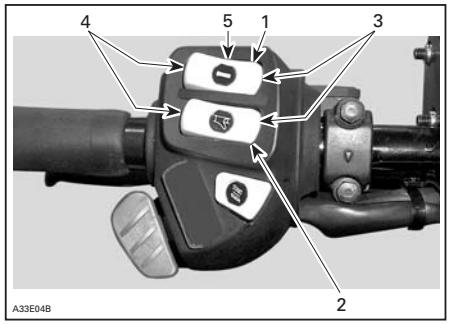
NOTICE Do not sit or lean on seat when fuel tank cap is not properly installed.

19) Heated Grip Switch

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

20) Heated Throttle Lever Switch

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



1. *Heated grip switch*
2. *Heated throttle lever switch*
3. *Hot*
4. *Warm*
5. *Off*

21) 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.

22) Electric Power Outlet

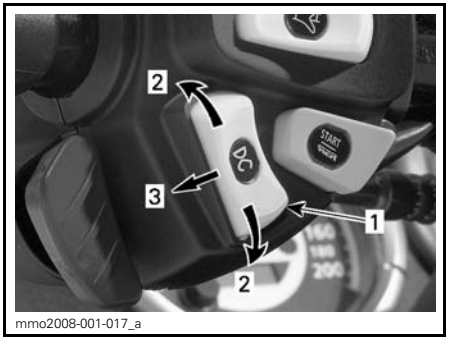
A 12-volt electric appliance may be connected to that jack connector. Electric current is supplied when ever engine is running. See *FUSES* in *CONTROLS, INSTRUMENTS AND EQUIPMENT* subsection for electric power outlet fuse location.

MODELS	MAXIMUM OUTPUT CURRENT	LOCATION
SWT V800	20 amperes	Rear rack
	5 amperes	Dashboard
WT 550F	5 amperes	Dashboard

TYPICAL — ELECTRIC POWER OUTLET

Electric Power Outlet Switch (V800 Model)

With the engine running, use the toggle switch mounted on the multifunction switch to supply current to the rear rack power outlet.



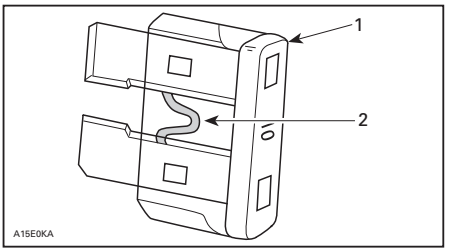
MULTIFUNCTION-SWITCH
1. *Rear power outlet switch*
2. *Upper/Lower ON position*
3. *Middle OFF position*

23) Fuses

Fuse Removal/Inspection

Check fuse condition and replace it if necessary.

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



1. *Fuse*
2. *Check if melted*

NOTICE Do not use a higher rated fuse as this can cause severe damage to electrical components and/or be a potential fire hazard.

⚠ WARNING

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

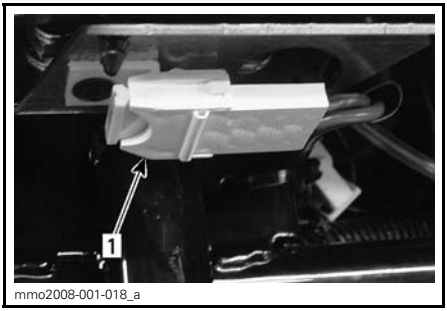
Description/Location

550F Model

FUSE	DESCRIPTION	LOCATION
30 A	Ground protection (includes electric power outlet)	Engine compartment

Ground Protection

⚠ CAUTION This fuse should always be disconnected before doing any maintenance under the hood. This is to prevent any unexpected electrical activation.



ENGINE COMPARTMENT — UNDERNEATH CONSOLE
1. Fuse holder

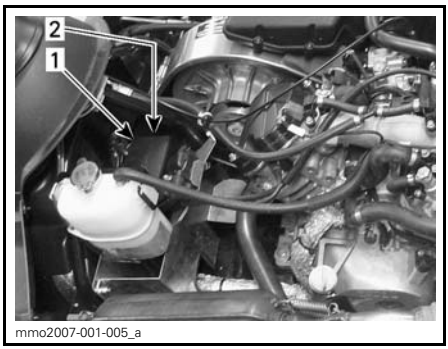
V800 Model

FUSE	DESCRIPTION	LOCATION	
30 A	Engine	F1	Fuse box (engine compartment)
1 A	CAPS	F2	
5 A	Instrumentation	F3	
7.5 A	MPEM/fuel pump	F4	
5 A	PTO cylinder	F5	
5 A	MAG cylinder	F6	
30 A	Load	F7	
5 A	Relay/start button	F8	
20 A	Rear power outlet/horn (Skandic SWT)	F9	
15 A	Cooler	F10	
20 A	Lighting (headlamp)	F11	
20 A	Secondary load	F12	

Fuse Box

To open fuse box push on cover tab and tilt cover. A fuse description decal is inside the cover.

V800 Model

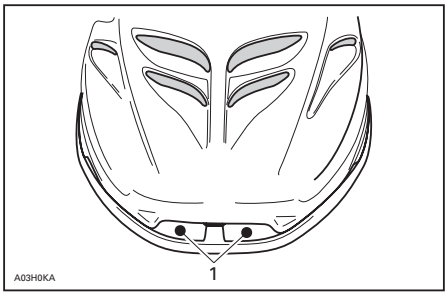


1. Fuse box
2. Cover tab

24) Front Grab Handles/ Front Bumper

To be used whenever front of snowmobile requires manual lifting.

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



TYPICAL
1. Front grab handles

NOTICE Do not use skis to pull or lift snowmobile.

V800 Model

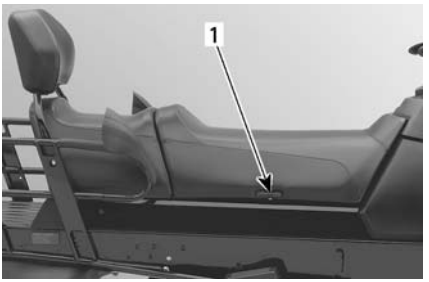
NOTICE Do not lift snowmobile off the ground using the front bumper.

25) Storage Compartment

⚠ WARNING

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

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



TYPICAL
1. Lift seat latch

26) 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.

⚠ WARNING

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.

27) Tool Kit

A tool kit containing tools for basic maintenance is supplied with the vehicle under seat.

28) Hitch

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

29) Shields and Guards

⚠ WARNING

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

30) Windshield

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

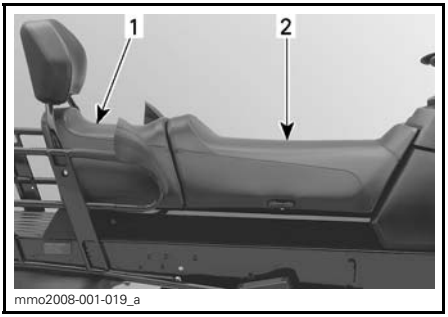
31) Modular Seat

This snowmobile can be converted into a snowmobile with one (1) seat only instead of two (2). This could be useful if you want to increase the cargo area.

If necessary, backrest can also be removed to increase the cargo area. Refer to *BACKREST*.

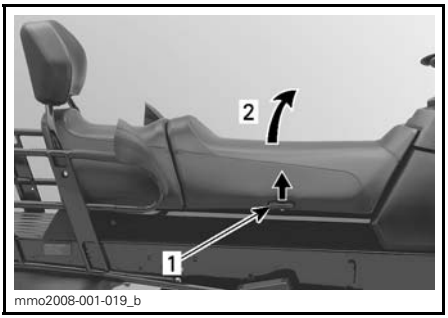
⚠ WARNING

Never ride with a passenger without the backrest properly installed.



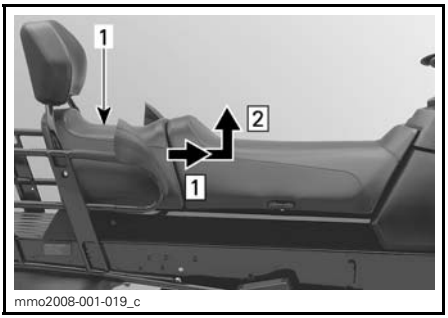
TYPICAL
1. *Passenger seat (removable)*
2. *Driver seat*

To remove the passenger seat, lift seat latch, then tip driver seat over.



TYPICAL
1. *Seat latch*
2. *Tip driver seat over*

Slide the passenger seat forward, then lift to remove.



TYPICAL
Step 1: Slide seat forward
Step 2: Lift seat to remove
1. *Passenger seat*

NOTICE Take care to store the passenger seat properly to avoid any damage.

⚠ WARNING

NEVER use the space left by removing the passenger seat to sit a passenger. The passenger could hurt his back or suffer other serious injuries due to his seating position.

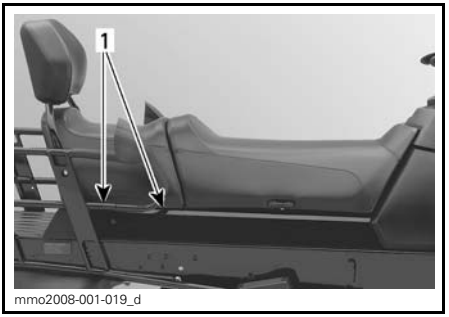
⚠ WARNING

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

Installation is the reverse of removal procedure. Pay attention to the following.

⚠ WARNING

Make sure that the passenger seat is locked securely in place before using the snowmobile.



TYPICAL
1. *Passenger seat hooks*

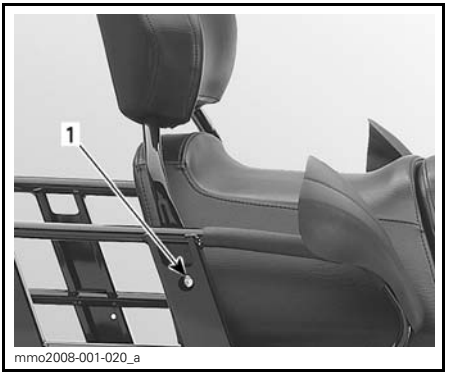
32) Backrest

⚠ WARNING

Never ride with a passenger without the backrest properly installed.

Skandic SWT

To remove backrest, remove retaining hardware on both sides.



TYPICAL
1. Retaining hardware

Skandic WT

To remove backrest, remove wing screw on both sides.

1. Wing screw

All Models

NOTICE Take care to store backrest properly to avoid any damages.

33) Tachometer

Direct-reading dial indicates the number of thousand of revolutions per minute (RPM) of the engine.

TYPICAL — MULTIPLY THE READING BY 1000

34) Adjustable Mirrors

Each mirror can be adjusted to suit driver's preference.

⚠ WARNING

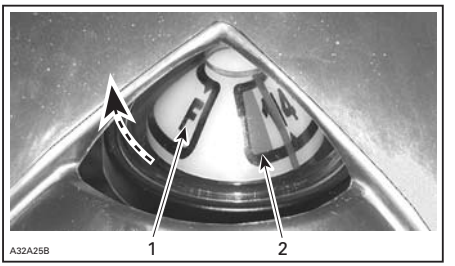
Adjust with vehicle at rest in a safe place.

⚠ WARNING

Objects in mirror are closer than they appear.

35) Mechanical Fuel Level Gauge

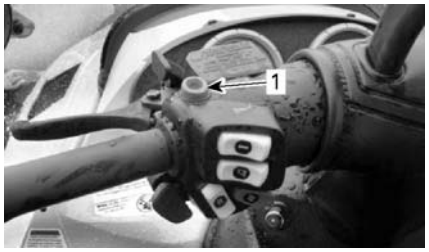
Located at rear of fuel tank cap, the gauge facilitates fuel level reading.



TYPICAL
1. Full
2. Empty

36) Horn Button

European Models Only



1. Horn Button

Depress to activate horn.

Recommended Fuel

Use regular unleaded gasoline, available from most service stations or oxygenated fuel containing a maximum total of 10% of ethanol or methanol or both. The gasoline used must have the following recommended minimum octane rating.

LOCATION	OCTANE RATING
Inside North America	(87 (RON + MON)/2) (1)
Outside North America	92 RON (1)

(1) This is the minimum octane rating required, if not available, (91 (RON + MON)/2) or 95 RON (outside North America) can be used.

NOTICE Never experiment with other fuels. The use of non-recommended 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.

Fuel Antifreeze Additives

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 L (10.6 U.S. gal.) of gas.

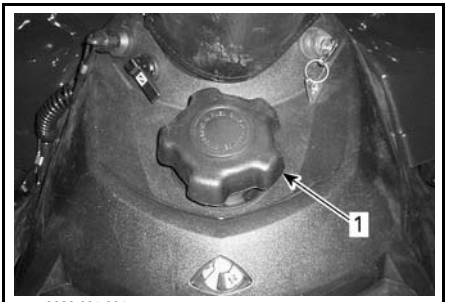
This precaution is in order to reduce the risk of frost buildup in carburetors/throttle bodies which may lead, in certain cases, to high fuel consumption or severe damage to engine.

NOTE: Use only methyl hydrate free gas line antifreeze.

Fueling Procedure

⚠ 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.



1. Fuel tank cap

Recommended Injection Oil (550F Model)

550F Engine

NOTICE 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 2-stroke engine injection oil sold by authorized Ski-Doo dealers.

ENGINE TYPE	OIL TYPE
550F	XPS INJECTION OIL (P/N 293 600 117) (1)

(1) If XPS mineral injection oil is not available, API TC high-quality low ash 2-stroke injection oil may be used.

XPS mineral injection oil is a special blend of basic oil and additives specially selected to ensure unequalled lubrication, engine cleanliness and minimum spark plug fouling.

NOTICE Never use 4-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 2-stroke engine oils or ashless 2-stroke engine oils. Avoid mixing different brands of API TC oil as resulting chemical reactions may cause severe engine damage.

⚠ WARNING

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

Recommended Engine Oil (V800 Model)

ENGINE TYPE	OIL TYPE
V800	XPS SYNTHETIC OIL (WINTER GRADE) (P/N 293 600 112)

NOTICE If XPS synthetic oil (Winter grade) is not available, use SAE 0W 40 synthetic-based oil that meets or exceeds the requirements for API service classification SM, SL or SJ. Always check the API service label certification on the oil container, it must contain at least one of the above standards. This is the only recommended viscosity to ensure proper cold start and optimum engine protection at high RPM and temperature.

⚠ WARNING

Do not overfill. Reinstall dipstick securely. Wipe off any oil spills. Oil is highly flammable.

BREAK-IN PERIOD

Operation During Break-In

A break-in period of 10 operating hours or 500 km (300 mi) is required for the vehicle.

After the break-in period, the vehicle should be inspected by an authorized Can-Am dealer. Refer to *MAINTENANCE* section.

Engine

During the break-in period:

– Avoid full throttle operation.
– Maximum throttle should not exceed 3/4.
– Avoid sustained accelerations.
– Avoid prolonged cruising speeds.
– Avoid engine overheating.

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

550F Model

To assure additional protection during the initial engine break-in, 500 ml (17 U.S. 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 belt requires a break in period of 50 km (30 mi).

During the break-in period:

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

Engine Starting Procedure (550F Model)

Procedure

1. Apply parking brake.
2. Recheck throttle control lever operation.
3. Put your helmet on.
4. Ensure that the tether cord cap is installed on the engine cutout switch and that the cord attached to your clothing eyelet.
5. Ensure that the emergency engine stop switch is in the ON position (up).
6. Activate the choke according to the temperature. Refer to *CHOKE APPLICATION* further.
7. Start engine as explained below.

⚠ WARNING

Never depress throttle while starting engine.

Manual Start

Turn ignition key to ON position.

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

Electric Start

Turn key clockwise until starter engages.

NOTE: If for any reason, the engine cannot be started electrically, start engine manually using the rewind starter.

NOTICE **Do not engage electric starter for more than 10 seconds at a time. A rest period should be observed between the cranking cycles to allow electric starter to cool down.**

8. Release parking brake.

NOTE: For an initial cold start, do not release parking brake. Perform the *VEHICLE WARM-UP* procedure as explained below.

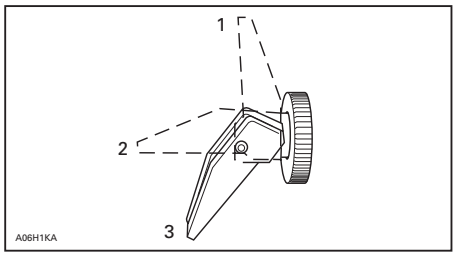
Choke Application (550F Model)

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

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

Set the choke lever to position 3.

NOTE: 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.



1. OFF
2. Position 2
3. Position 3

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

Set the choke lever to position 2.

NOTE: 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 2. Start the engine without activating the throttle lever. As soon as the engine starts move the choke lever to OFF.

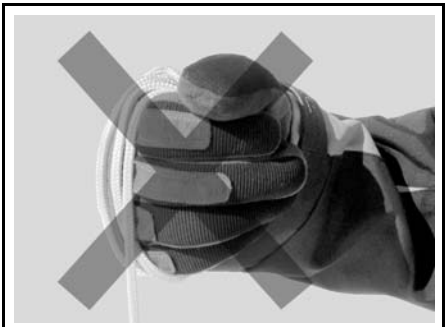
Emergency Starting (550F Model Only)

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

Remove belt guard.

⚠ WARNING

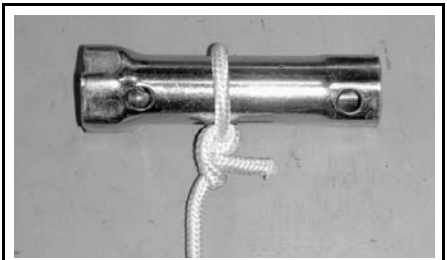
Do not wind starting rope around your hand. Hold rope by the handle only. Do not start the snowmobile by the drive pulley unless it is a true emergency situation. Have the snowmobile repaired as soon as possible.



mmo2008-005-008_a

Attach one end of emergency rope to rewind handle.

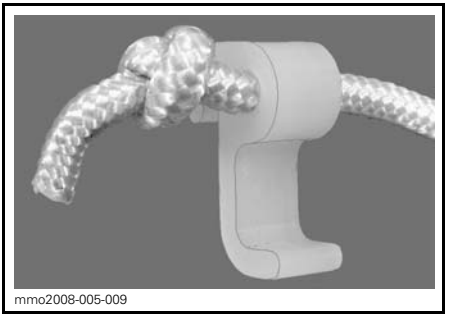
NOTE: The spark plug socket can be used as an emergency handle.



mmo2008-005-007

TYPICAL

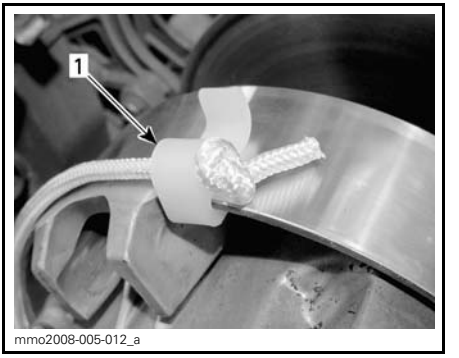
Attach the other end of emergency rope to the starter clip supplied in the tool kit.



mmo2008-005-009

EMERGENCY STARTER CLIP

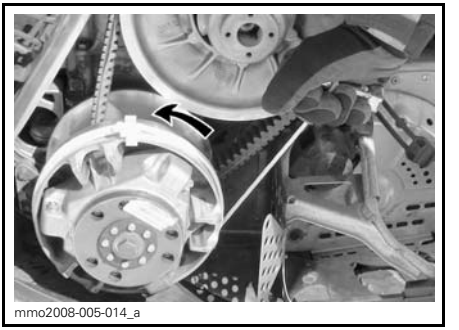
Hook up clip on drive pulley.



mmo2008-005-012_a

1. Clip installation location

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



mmo2008-005-014_a

TYPICAL

Ensure the emergency engine stop switch is in ON position (up), ignition switch turned to ON position (if applicable) and tether cord cap is on the engine cutout switch. Use choke if necessary.

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.

Engine Starting Procedure (V800 Model)

Procedure

1. Recheck throttle control lever operation.
2. Ensure parking brake is engaged.
3. Ensure that the tether cord cap (D.E.S.S. key) is in position and that the cord is attached to your clothing eyelet.
4. Ensure that the emergency engine stop switch is in the ON position (up).

NOTICE **Do not engage electric starter for more than 10 seconds at a time. A rest period of 30 seconds should be observed between the cranking cycles to allow electric starter to cool down. Using electric starter when engine has started could damage electric starter mechanism.**

5. Depressing the START button will engage the electric starter and start the engine.
6. Release button immediately when engine has started.
7. Release parking brake after engine has started.

NOTE: If for any reason, the battery is dead, engine cannot be started. Have the battery recharged or replaced.

Riding Conditions and your Snowmobile

Altitude

NOTICE **Failure to re-calibrate may cause serious engine damage.**

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

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

Temperature

550F Engine

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

NOTICE **For colder temperatures than -20°C (-4°F), carburetor(s) must be re-calibrated to avoid engine damage. Refer to an authorized Ski-Doo dealer.**

Vehicle Warm-Up

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

1. Start engine as explained in *ENGINE STARTING PROCEDURE* above.
2. Allow engine to warm up one or two minutes at idle speed.

NOTE: It is not recommended to let engine running at idle speed for more than 10 minutes.

3. Disengage parking brake.

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

NOTICE If vehicle does not move when throttle is applied, stop engine, remove tether cord from the engine cutout switch, then do the following.

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

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

⚠ WARNING

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

Shutting Off the Engine

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

Shut off the engine using either ignition switch, emergency engine stop switch or tether cord.

⚠ WARNING

Always remove the tether cord and ignition 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.

Gearbox Operation

Refer to shift pattern decal on the vehicle.

NOTICE

- Always put gearbox in 1st gear when pulling a load.
- Always put gearbox in Neutral (N) when parked.
- Come to a complete stop and hold brake before shifting to or from reverse. Wait until the reverse alarm sounds before operating throttle.

Neutral

When set in Neutral (N), the gearbox disengages the pulleys from the track.

Shifting in Reverse

To engage reverse gear, proceed as follows:

1. Bring vehicle to a complete stop.
2. Apply and hold brake. Remain seated, refer to *RIDER POSITION (REVERSE OPERATION)* for posture information.
3. With engine at idle speed, select reverse (R) gear using the gearshift lever.
4. Wait until reverse beeper sounds, then gently depress throttle lever.

⚠ WARNING

The reverse speed is not limited. Always proceed with caution as fast reverse could result in loss of vehicle stability. Always remain seated. Ensure the path behind is clear of obstacles or bystanders before proceeding.

Shifting in Forward

There are two forward gears.

To engage a forward gear, proceed as follows:

1. Bring vehicle to a complete stop.

2. Apply and hold brake.
3. With engine at idle speed, select low (1) or high (2) gear using the gearshift lever.
4. Gently depress throttle lever.

NOTE: It is possible to shift from 1st to 2nd gear if vehicle speed is below 20 km/h (12 MPH). Release throttle to shift.

NOTICE Do not upshift when vehicle speed is over 20 km/h (12 MPH).

Towing an Accessory

Always use a rigid tow bar to tow an accessory. Any towed accessory should have reflectors on both sides and at the rear. Check local laws for brake light(s) requirements.

⚠ WARNING

Never tow an accessory with a rope. Always use a rigid tow bar. 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 tow bar. Remove the drive belt from disabled snowmobile, refer to *DRIVE BELT* in the *MAINTENANCE PROCEDURE* subsection and tow at moderate speed.

NOTICE 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 tow bar is not available, a rope can be used provided you proceed with extra caution. In some areas, it may be illegal to do so. Check with state or local authorities.

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.

NOTICE 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.

Towing a Heavy Load at Low Speed

V800 Model Only

NOTICE When towing a heavy load at low speed, engine compartment temperature may become hot due to a lack of air circulation.
To reduce engine compartment temperature when stopping the vehicle, it is always a good practice before removing the tether cord cap to do the following:

1. Let engine idle for approximately 30 seconds.
2. Stop engine using the emergency engine stop switch.
3. Engine cooling fan should continue to work for approximately 30 to 45 seconds.
4. When engine cooling fan stops, remove tether cord cap.

NOTE: Removing tether cord cap will stop engine cooling fan automatically.

TUNE YOUR RIDE

Snowmobile handling and comfort depends on suspension adjustments.

⚠ WARNING

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

Choice of suspension adjustments vary with carrying load, 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.

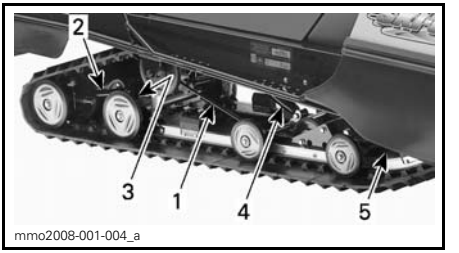
⚠ WARNING

Before proceeding with any suspension adjustment, remember:

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

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

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



TYPICAL — REAR SUSPENSION

1. *Rear spring(s) — 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*

⚠ WARNING

Always remove tether cord cap from engine cutout switch 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.

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

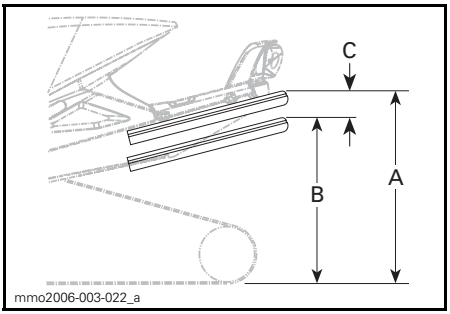
Slight suspension bottoming occurring under the worst riding conditions indicates a good choice of spring preload.

Rear Springs Preload

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

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

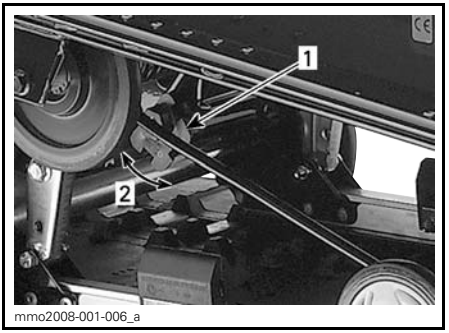
- Grab rear bumper and lift until suspension is fully extended.
- From this point, rear of snowmobile should collapse by 50 to 75 mm (2 to 3 in) when driver, passenger (if so applicable) and load take place.
- Measure at rear bumper as shown in next illustration.



TYPICAL — PROPER ADJUSTMENT
A. Suspension fully extended
B. Suspension collapsed with driver, passenger and load added
C. Distance between dimension "A" and "B", must not exceed 50 mm to 75 mm (2 in to 3 in), see table

"C"	WHAT TO DO
50 to 75 mm (2 to 3 in)	No adjustment required
More than 75 mm (3 in)	Adjusted too soft, increase preload
Less than 50 mm (2 in)	Adjusted too firm, decrease preload

NOTICE To increase spring preload, always turn the left side adjustment cam in a clockwise direction, and the right side cam in a counterclockwise direction.



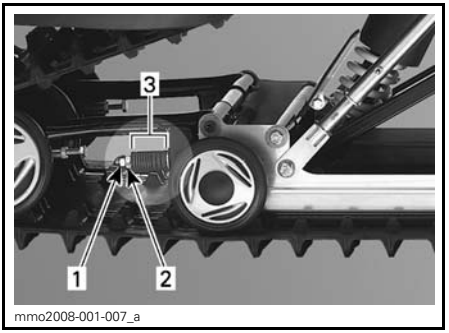
TYPICAL
1. Adjustment cam
2. Turn to increase spring preload

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.



TYPICAL
1. *Lock nut*
2. *Nut*
3. *Washers*

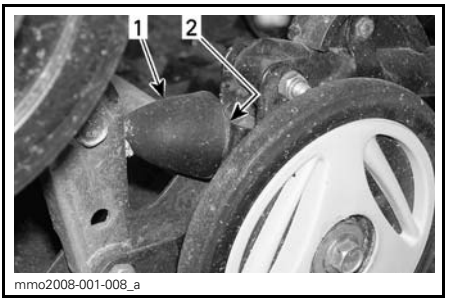
Shackle Movement Limiter Adjustment

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.

NOTICE Always install same amount of washers on both sides.



TYPICAL
1. *Rubber stopper*
2. *Horse shoe washer(s)*

Stopper Strap Length

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

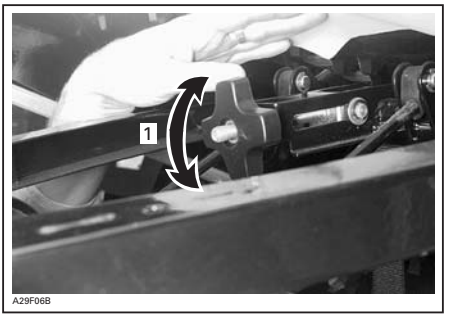
Stopper strap length also has an effect on center spring travel.

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

ACTION	RESULT
Increasing stopper strap length	Lighter ski pressure under acceleration
	More center spring travel
	More bump absorption capability
Decreasing stopper strap length	Heavier ski pressure under acceleration
	Less center spring travel
	Less bump absorption capability

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

Generally, a longer stopper strap setting gives better performance in deep snow on a flat landscape.



1. *Screw or unscrew knob to vary strap length*

Adjustment Tips According to Vehicle Behavior

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

VEHICLE TRANSPORTATION

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.

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

MAINTENANCE

BREAK-IN INSPECTION

We suggest that after the first 10 hours or 500 km (300 mi) of operation, whichever comes first, your vehicle be inspected by an authorized Ski-Doo dealer. The break-in inspection is very important and must not be neglected.

NOTE: The break-in inspection is at the expense of the vehicle owner.

We recommend that this inspection be signed by an authorized Ski-Doo dealer.

Date of inspection

Authorized dealer signature

Dealer name

BREAK-IN INSPECTION CHART	INSPECT	CLEAN	LUBRICATE	TIGHTEN	ADJUST	REPLACE
ENGINE						
Engine motor mounts	X					
Engine seals (V800 model)	X					
Exhaust system	X					
Exhaust manifold screws (550F model)				X		
Oil injection pump (550F model)					X	
Cooling system cap, hoses and clamps (V800 model)	X					
Engine oil and filter (V800 model)						X
Valve adjustment (V800 model)	X				X	
FUEL SYSTEM						
Fuel lines and connections	X					
Throttle cable	X					

BREAK-IN INSPECTION CHART	INSPECT	CLEAN	LUBRICATE	TIGHTEN	ADJUST	REPLACE
DRIVE SYSTEM						
Drive belt	X					
Drive pulley	X					
Drive pulley retaining screw tightening screw				X		
Driven pulley condition and preload	X					
Drive axle end bearing			X			
Track					X	
Drive chain					X	
Gearbox or chaincase oil	X					
BRAKE SYSTEM						
Brake fluid	X					
Brake hose, pads and disk	X					
STEERING						
Steering mechanism	X		X			
Skis and runners	X					
FRONT SUSPENSION						
A-arms, shock absorbers, coil springs, ball joints and bushings	X					
REAR SUSPENSION						
Slide rails, shock absorbers, idler wheels, arms and springs	X					
ELECTRICAL SYSTEM						
EMS fault codes	X					
Spark plugs	X					
Battery (if so equipped)	X					
Wiring harnesses, cables and lines	X					

MAINTENANCE SCHEDULE

Maintenance is very important for keeping your vehicle in safe operating condition. Proper maintenance is the owner's responsibility. The vehicle should be serviced as per maintenance schedule.

The maintenance schedule does not exempt the pre-ride inspection.

⚠ WARNING

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

550F Model

A: ADJUST
C: CLEAN
I: INSPECT
L: LUBRICATE
R: REPLACE

* To be performed by an authorized SKI-DOO dealer

PART/TASK	WEEKLY OR EVERY 250 km (150 mi)	MONTHLY OR EVERY 800 km (500 mi)	EVERY YEAR OR 3200 km (2000 mi)	EVERY 2 YEARS OR 6000 km (3700 mi)	*STORAGE	*PRESEASON	LEGEND
ENGINE							
Rewind starter					L, C	I	(1) Retighten to specified torque. (2) Add to fuel prior to engine lubrication. (3) Fuel filter must be replaced. by an authorized Ski-Doo dealer. (4) Adjust drive belt height at every belt replacement.. (5) Tightening torque of drive pulley must be checked every year or 3200 km (2000 mi). (6) Driven pulley preload should be checked every year or 3200 km (2000 mi). (7) Adjust track tension and alignment as required.
Engine motor mounts			I		I		
Exhaust system			I		I		
Exhaust manifold screws (1)						I	
Engine lubrication					L		
Crankshaft PTO seal						I	
Injection oil filter				R			
Oil injection pump			A			A	
FUEL SYSTEM							
Fuel stabilizer					(2)		
Fuel filter (3)				R			
Fuel lines and connections						I	
Carburetor venturi						C	
Throttle cable			I			I	
Air filter		I				I	
DRIVE SYSTEM							
Drive belt (4)	I					I	
Drive pulley (5)		I	C		I	C	
Driven pulley (6)		I	C		I	C	
Drive chain		A			A		
Chaincase oil					R		
Track	(7)						

A: ADJUST
C: CLEAN
I: INSPECT
L: LUBRICATE
R: REPLACE

* To be performed by an authorized SKI-DOO dealer

PART/TASK	WEEKLY OR EVERY 250 km (150 mi)	MONTHLY OR EVERY 800 km (500 mi)	EVERY YEAR OR 3200 km (2000 mi)	EVERY 2 YEARS OR 6000 km (3700 mi)	*STORAGE	*PRESEASON	LEGEND
BRAKE SYSTEM							
Brake fluid	I			R		I	—
Brake hose, pads and disk	I					I	
Brake Lever					L		
STEERING							
Steering mechanism (8)		I	L		I, L		(8) Lubricate whenever the vehicle is used in wet conditions (wet snow, rain, puddles).
Skis and runners	I				I		
SUSPENSION							
Front suspension (8)		I, L			I, L		(8) Lubricate whenever the vehicle is used in wet conditions (wet snow, rain, puddles).
Rear suspension (8)		I, L			I, L		
Suspension stopper strap			I		I		
ELECTRICAL SYSTEM							
Spark plugs (9)		I				R	(9) 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.
Battery (if so equipped)		I			I	I	
Wiring harnesses, cables and lines		I			I		
CHASSIS/BODY							
Headlights beam aiming			A			A	—
Engine compartment		C			C		
Vehicle cleaning and protection		C			C		

V800 Model

A: ADJUST
C: CLEAN
I: INSPECT
L: LUBRICATE
R: REPLACE

* To be performed by an authorized SKI-DOO dealer

PART/TASK	WEEKLY OR EVERY 250 km (150 mi)	MONTHLY OR EVERY 800 km (500 mi)	EVERY YEAR OR 3200 km (2000 mi)	EVERY 2 YEARS OR 6000 km (3700 mi)	*STORAGE	*PRESEASON	LEGEND
ENGINE							
Engine motor mounts			I		I		—
Engine seals			I		I		
Exhaust system		I			I		
Engine lubrication					L		
Cooling system cap, hoses and clamps			I			I	
Coolant				R			
Engine oil and filter			R				
Valve adjustment			I, A				
FUEL SYSTEM							
Fuel stabilizer					(1)		(1) Add to fuel prior to engine lubrication.
Fuel filter				R			
Fuel lines and connections						I	
Throttle cable			I			I	
Air filter		C				C	
Throttle body						C	
Air intake silencer						I, C	
Throttle body						C	

A: ADJUST
C: CLEAN
I: INSPECT
L: LUBRICATE
R: REPLACE

* To be performed by an authorized SKI-DOO dealer

PART/TASK	WEEKLY OR EVERY 250 km (150 mi)	MONTHLY OR EVERY 800 km (500 mi)	EVERY YEAR OR 3200 km (2000 mi)	EVERY 2 YEARS OR 6000 km (3700 mi)	*STORAGE	*PRESEASON	LEGEND
DRIVE SYSTEM							
Drive belt (2)	I					I	(2) Adjust drive belt height at every belt replacement. (3) Tightening torque of drive pulley must be checked every year or 3200 km (2000 mi). (4) Driven pulley preload should be checked at every year or 3200 km (2000 mi). (5) Replace gearbox oil once a year at storage or every 6000 km (3700 mi). (6) Lubricate whenever the vehicle is used in wet conditions (wet snow, rain, puddles). (7) Adjust track tension and alignment as required.
Drive pulley (3)		I	C		I	C	
Driven pulley (4)			I			I	
Gearbox oil		I			R (5)	I	
Drive axle end bearing (6)		L			L		
Track	I				I		
Track tension and alignment	(7)						
BRAKE SYSTEM							
Brake fluid	I			R		I	—
Brake hose, pads and disk	I					I	
Brake Lever					L		
STEERING							
Steering mechanism (6)		I	L		I, L		(6) Lubricate whenever the vehicle isused in wet conditions (wet snow, rain, puddles).
Skis and runners	I				I		
SUSPENSION							
Front suspensions (6)		I, L			I, L		(6) Lubricate whenever the vehicle isused in wet conditions (wet snow, rain, puddles).
Rear suspension (6)		I, L			I, L		
Rear suspension stopper strap			I		I		

A: ADJUST
C: CLEAN
I: INSPECT
L: LUBRICATE
R: REPLACE

* To be performed by an authorized SKI-DOO dealer

PART/TASK	WEEKLY OR EVERY 250 km (150 mi)	MONTHLY OR EVERY 800 km (500 mi)	EVERY YEAR OR 3200 km (2000 mi)	EVERY 2 YEARS OR 6000 km (3700 mi)	*STORAGE	*PRESEASON	LEGEND
ELECTRICAL SYSTEM							
EMS fault codes					I		(8) 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.
Spark plugs (8)				R			
Battery		I			I	I	
Wiring harnesses and cables		I			I		
CHASSIS/BODY							
Headlights beam aiming			A			A	—
Engine compartment		C			C		
Vehicle cleaning and protection		C			C		

This section includes instructions for basic maintenance procedures. If you have the necessary mechanical skills and the required tools, you can perform these procedures. If not, see your authorized Ski-Doo dealer.

Other important items in the maintenance schedule that are more difficult and require special tools are best performed by your authorized Ski-Doo dealer.

⚠ WARNING

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

⚠ WARNING

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

Air Filter

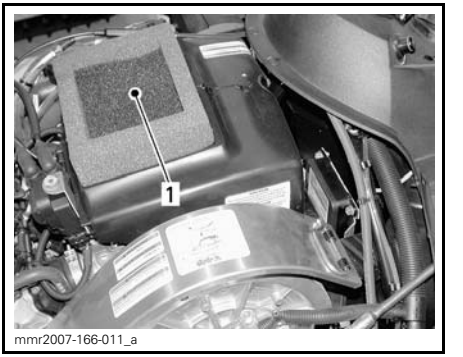
Air Filter Cleaning

550F Model

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

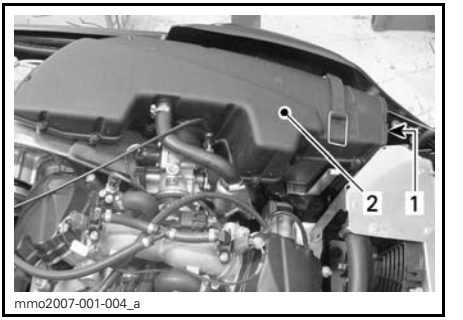
TYPICAL
1. *Air filter installed in air inlet duct*

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



1. *Air filter installed on top of air silencer*

V800 Model



1. *Air filter*
2. *Air silencer*

All Models

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

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

Engine Coolant (V800 Model)

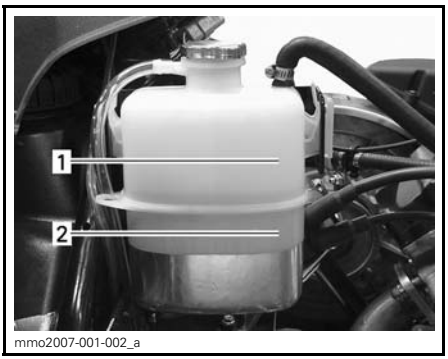
Engine Coolant Level

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

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.



EXPANSION RESERVOIR NEAR MUFFLER
1. *Maximum*
2. *Minimum*

Recommended Engine Coolant

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

Cooling system must be filled with BRP PREMIXED COOLANT (P/N 219 700 362) or with distilled water and antifreeze solution (50% distilled water, 50% antifreeze).

Injection Oil (550F Model)

Injection Oil Level

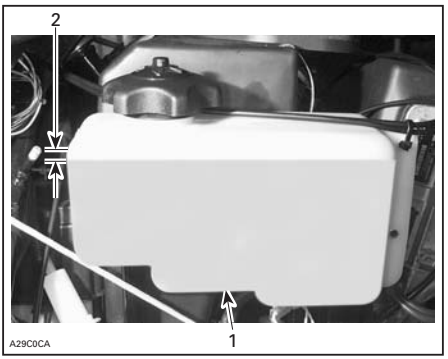
NOTICE Vehicle must be on a level surface before checking any fluid levels.

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

NOTICE 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.

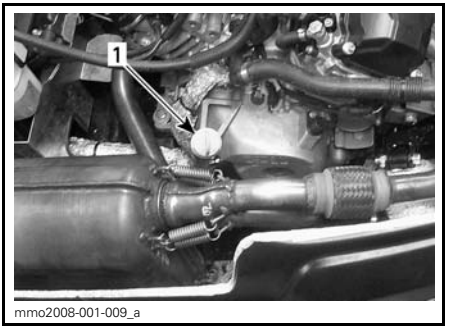


TYPICAL
1. *Injection oil reservoir*
2. *Maximum level: 13 mm (1/2 in) from top*

Engine Oil (V800 Model)

Engine Oil Level

NOTICE Check level frequently and refill if necessary. **Do not overfill.** Operating the engine with an improper level may severely damage engine. Wipe off any spillage.



RH SIDE OF ENGINE COMPARTMENT
1. Dipstick

Make sure engine is at operating temperature.

Snowmobile must be on a level surface.

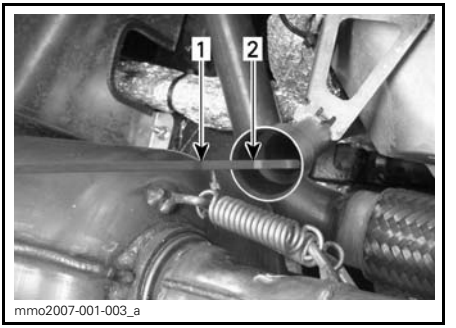
Let engine running at idle for at least 30 seconds.

Stop engine, remove and wipe the dipstick.

Reinstall dipstick.

Remove and check oil level. Oil level must be between minimum and maximum marks on dipstick.

There is a capacity of 500 ml (17 U.S. oz) between the two marks.



1. Maximum
2. Minimum

To add oil, remove dipstick. Place a funnel into the dipstick tube to avoid spillage.

Add a small amount of recommended oil and recheck oil level.

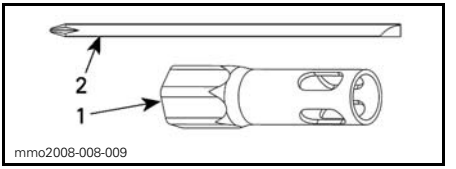
Repeat the above procedures until oil level reaches the dipstick's upper mark. Do not overfill.

Properly reinstall dipstick.

Spark Plugs

Spark Plug Removal

1. Open the hood.
2. Carefully remove spark plug wire cap with a twisting and pulling motion.
3. Using a proper socket or the spark plug socket and screwdriver blade from tool kit, unscrew spark plug a few turns without removing it.



1. 19 mm socket
2. Screwdriver rod

4. Clean spark plugs and cylinder heads.

NOTICE Severe engine damage can occur if grime particles enter the combustion chamber.

5. Remove spark plug.

Spark Plug Installation

1. Measure spark plug gap.

NOTE: The gap is not adjustable. If gap is incorrect, replace spark plugs.

NOTICE Do not attempt to adjust gap on these spark plugs.

ENGINE	SPARK PLUG GAP
550F	0.40 mm to 0.50 mm (.016 in to .02 in) (not adjustable)
V800	0.7 mm to 0.8 mm (.028 in to .031 in)

2. Apply LOCTITE 767 (ANTISEIZE LUBRICANT) (P/N 293 800 070) on spark plug threads.
3. Screw spark plugs into cylinder head by hand until it bottoms.
4. Perform the final tightening using the appropriate tools from the tool kit or with a torque wrench and a proper socket.

Tighten as per following table:

ENGINE	SPARK PLUG TIGHTENING TORQUE
550F	27 N•m ± 2 N•m (20 lbf•ft ± 1 lbf•ft)
V800	20 N•m ± 2 N•m (15 lbf•ft ± 1 lbf•ft)

If tools from the tool kit are used, tighten 1/2 turn for a new spark plug and 1/10 turn for a used spark plug.

5. Connect spark plug wires.

Exhaust System

Exhaust System Verification

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 or springs are positioned correctly and in good condition.

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

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

Brake Fluid

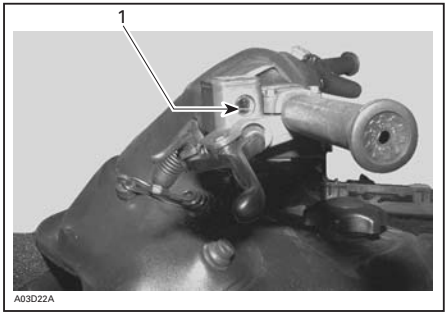
Brake Fluid Level

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

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

⚠ WARNING

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



TYPICAL — BRAKE FLUID RESERVOIR
1. Minimum

Brake System

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

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

Gearbox Oil

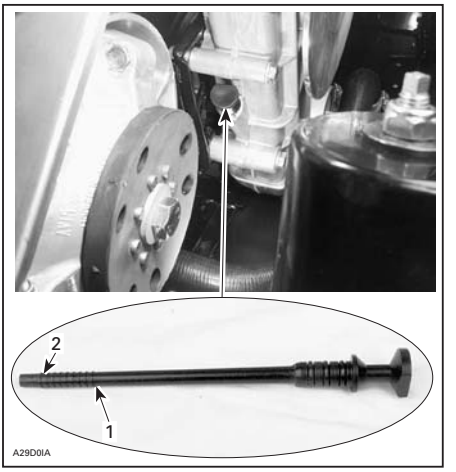
Gearbox Oil Level

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 XPS SYNTHETIC CHAINCASE OIL (P/N 413 803 300).

NOTICE Use only the recommended type of oil when servicing. Do not mix this synthetic oil with other types of oil.



TYPICAL
1. *Full level mark*
2. *Lower level mark*

Drive Belt Guard

Drive Belt Guard Removal and Installation

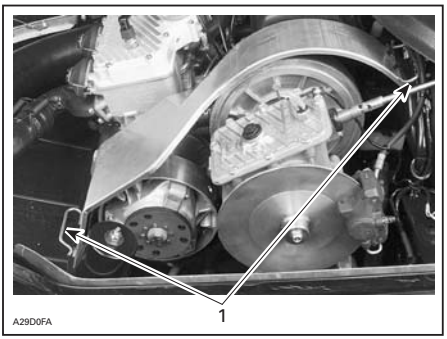
⚠ WARNING

Never operate engine:
- Without shields and belt guard securely installed.
- With hood and/or side panels opened or removed.

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

550F Model

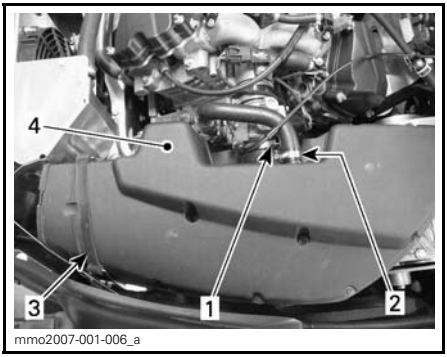
1. Remove tether cord cap from engine cutout switch.
2. Open hood. Remove both retaining pins, then belt guard.



TYPICAL
1. Retaining pins

V800 Model

1. Remove tether cord cap from engine cutout switch. Open engine compartment.
2. Loosen collar screw on air silencer grommet.
3. Disconnect engine vent hose from air silencer.
4. Unhook latch from air silencer. Remove air silencer.



1. Collar screw
2. Vent hose
3. Latch
4. Air silencer

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

Drive Belt Inspection

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.

Drive Belt Removal

⚠ WARNING

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

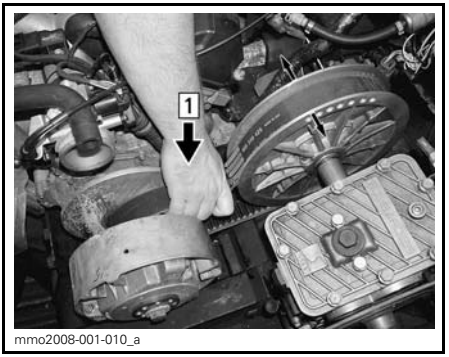
NOTE: Removal and installation of drive belt is easier when driven pulley is held with brake so that it can not rotate. Apply parking brake, for this purpose.

Remove tether cord cap from engine cutout switch.

Open hood.

Remove drive belt guard.

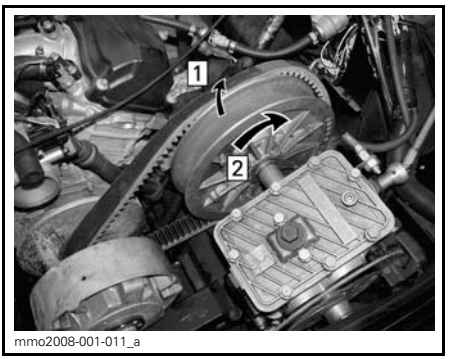
Push on drive belt between pulleys to open driven pulley.



TYPICAL
Step 1: Push on drive belt

Release parking brake.

Slip the belt over the top edge of the sliding half while turning driven pulley, as shown.



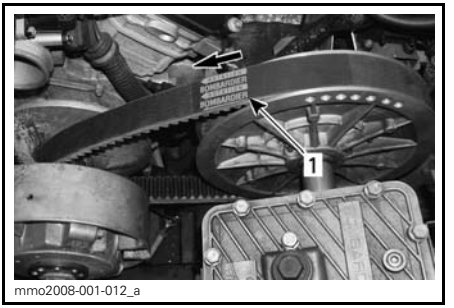
TYPICAL
Step 1: Slip the belt over the top edge of the sliding half
Step 2: Turn driven pulley at the same time

Remove drive belt.

Drive Belt Installation

To install the drive belt, reverse the removal procedure, however pay attention to the following.

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



TYPICAL
1. Arrow pointing at the front of vehicle

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

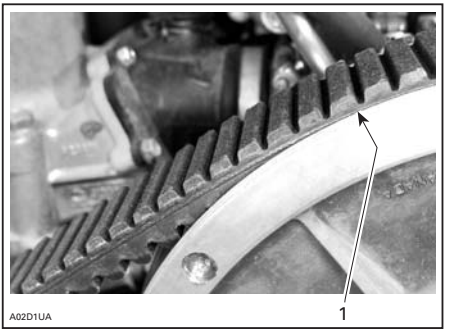
Clean sheaves of both pulleys using PULLEY FLANGE CLEANER (P/N 413 711 809).

Drive Belt Height Adjustment

To obtain maximum vehicle performance and drive belt longevity, drive belt height adjustment must be performed every time a new drive belt is installed.

NOTE: If correct adjustment is unattainable, contact an authorized Ski-Doo dealer.

The drive belt cord should be flush with driven pulley edge. Adjust as required.

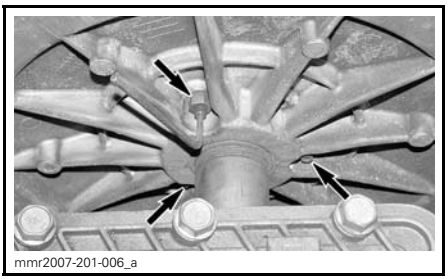


TYPICAL
1. Flush

Adjust drive belt height using Allen screws. Loosen jam nuts then turns Allen screws.

– To lower belt in driven pulley: turn Allen screws clockwise.
– To raise belt in driven pulley: turn Allen screws counterclockwise.

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


mmr2007-201-006_a

NOTE: Allen screws must be restrained while tightening jam nut to prevent throwing adjustment out.

Drive Pulley

Drive Pulley Adjustment Guidelines

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

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

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

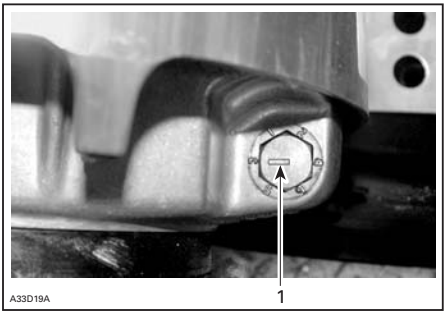
ENGINE	MAXIMUM HORSEPOWER RPM
550F	6900 RPM (± 100)
V800	7250 RPM (± 100)

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.



TYPICAL
1. Notch

There are 6 positions numbered 1 to 6.

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.

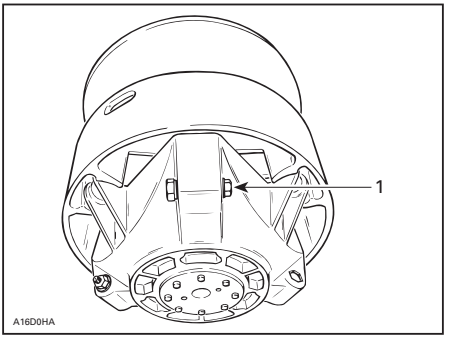
Drive Pulley Adjustment Procedure

⚠ WARNING

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

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**).

NOTICE 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.



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. See your Ski-Doo dealer for maintenance or service of the drive pulley. Improper servicing or maintenance may affect performance and reduce belt life. Always respect maintenance schedules.

⚠ WARNING

NEVER operate engine:
- Without shields and belt guard securely installed
- With hood and/or side panels opened or removed.

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

Track

Track Condition

⚠ WARNING

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

Remove tether cord cap from engine cutout switch.

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. 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 interrelated. Do not adjust one without the other.

⚠ WARNING

To prevent serious injury to individuals near the snowmobile:

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

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

Track Tension Verification

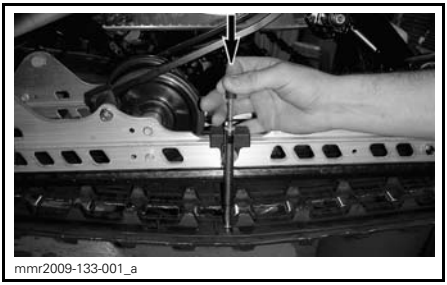
NOTE: Ride the snowmobile in snow about 15 to 20 minutes prior to adjusting track tension.

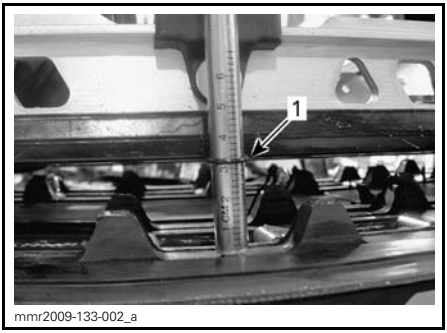
1. Remove tether cord cap from engine cutout switch.
2. Lift rear of vehicle and support it off the ground.
3. Allow rear suspension to fully extend.
4. Use the TENSIOMETER (P/N 414 348 200).

5. Set deflection between 40 mm to 50 mm (1-9/16 in to 1 in) and using bottom O-ring.

DEFLECTION SETTING
1. Bottom O-ring

6. Place upper O-ring to 0 kgf (0 lbf).
7. Position the tensiometer on track, halfway between front and rear idler wheels.
8. Push the tensiometer downwards until bottom O-ring (deflection) be aligned with the bottom of slider shoe.





1. Deflection O-ring aligned with slider shoe

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

LOAD READING
1. Upper O-ring

10. Load reading must be as per the following table.

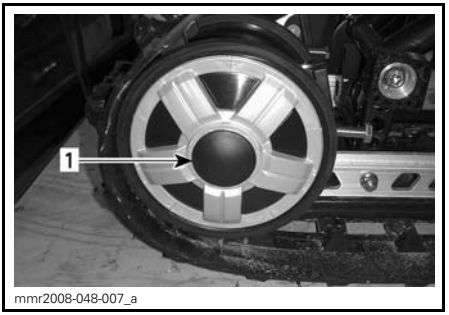
TRACK ADJUSTMENT SPECIFICATION	
TRACK DEFLECTION SETTING	40 mm to 50 mm (1-9/16 in to 1 in)
TRACK LOAD READING	7.3 kg (16 lb)

11. If load reading is not in accordance with the specification, adjust track tension. Refer to *TRACK TENSION ADJUSTMENT*.

NOTICE Too much tension will result in power loss and excessive stresse on suspension components.

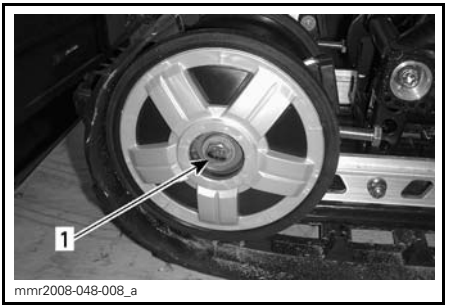
Track Tension Adjustment

1. Remove the tether cord cap from engine cutout switch.
2. Remove rear wheel caps (if so equipped).



1. RH rear idler wheel cap

3. Loosen the rear idler wheel retaining bolts.



1. RH rear idler wheel bolt

4. Tighten or loosen both adjustment screws to increase or decrease track tension.

1. RH adjustment screw

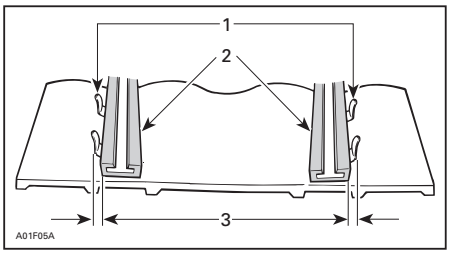
5. If correct tension is unattainable, contact an authorized Ski-Doo dealer.
6. Retighten retaining bolts to 48 N•m ± 6 N•m (35 lbf•ft ± 4 lbf•ft).
7. Check track alignment as described below.

Track Alignment

⚠ WARNING

Before checking track alignment, ensure that the track is free of all particles which could be thrown out while track is rotating. Keep hands, tools, feet and clothing clear of track. Always lift the snowmobile on a wide-base stand with a rear deflector panel. Ensure no one is standing in close proximity to the snowmobile, especially at the rear of the track. Never rotate track at high speed.
Centrifugal force could cause debris, damaged or loose studs, pieces of torn track, or an entire severed track to be violently thrown backwards out of the tunnel with tremendous force.

1. Start the engine and accelerate slightly so that track slowly turns. This must be done in a short period of time (15 to 20 seconds).
2. Check that the track is well centered; equal distance on both sides between edges of track guides and slider shoes.



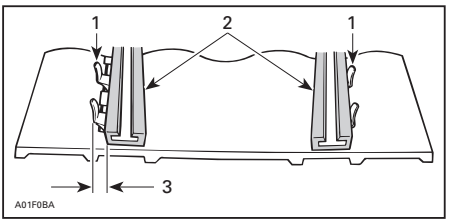
1. Guides
2. Slider shoes
3. Equal distance

3. To correct track alignment:
   - 3.1 Stop engine.
   - 3.2 Remove tether cord cap cap from engine cutout switch.
   - 3.3 Loosen rear wheel screws.

⚠ WARNING

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

   - 3.4 Tighten adjustment screw on side where the slider shoe is the farthest from the track insert guides.

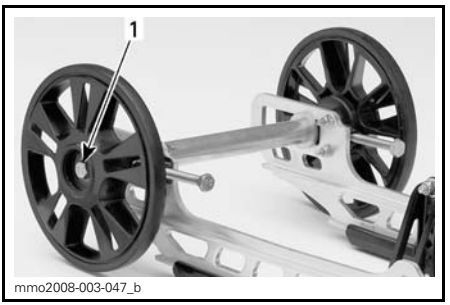


1. Guides
2. Slider shoes
3. Tighten on this side

4. Tighten retaining bolts.

⚠ WARNING

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



TYPICAL
1. Retighten to 48 N•m ± 6 N•m (35 lbf•ft ± 4 lbf•ft)

5. Restart engine and rotate track slowly to recheck alignment.

6. Reposition snowmobile on ground.
7. Install rear wheel caps if so equipped.

Front Suspension

Front Suspension Lubrication

Lubricate at grease fittings using SUSPENSION GREASE (P/N 293 550 033).

Rear Suspension

Rear Suspension Condition

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

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

Stopper Strap

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 ± 1 N•m (80 lbf•**in** ± 9 lbf•**in**).

Rear Suspension Lubrication

Lubricate at grease fittings using SUSPENSION GREASE (P/N 293 550 033).

Skis

Ski Inspection

Check the condition of the skis, ski runners and ski runner carbides. If worn, contact an authorized Ski-Doo dealer.

⚠ WARNING

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

Steering

Steering Inspection

Visually inspect steering for tightness of components (steering arms, tie rods, ski bolts, ski legs, etc.). If necessary, contact an authorized Ski-Doo dealer.

Headlights

Headlights Bulb Replacement

NOTICE Never touch glass portion of an 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.

To replace a burnt headlights bulb, remove the following:
– Windshield assembly
– Air intake dashboard cover.


A29H11A

Taillight

Taillight Bulb Replacement

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

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.

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

Vehicle Cleaning and Protection

Remove any dirt or rust.

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

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

To remove grease, oil and grime, use BRP HEAVY DUTY CLEANER (P/N 293 110 001) .

NOTICE Do not use Heavy duty cleaner on decals or vinyl.

To remove stubborn dirt from all plastic and vinyl surfaces, use XPS MULTI-PURPOSE CLEANER (P/N 219 701 709).

To remove scratches on windshield or hood use SCRATCH REMOVER KIT (P/N 861 774 800).

NOTICE 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 ski legs using XPS LUBE (P/N 293 600 016).

Wax painted portion of the vehicle for better protection.

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

⚠ 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.

To facilitate the inspection and ensure adequate lubrication of components, it is recommended to clean the entire vehicle.

When storage procedure is completed, block muffler with clean rags.

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

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

NOTE: Do not release track tension.

Protect the vehicle with an approved cover to prevent dust accumulation during storage.

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

Engine Cooling System

V800 Model

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.

NOTICE 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.

NOTICE Do not run engine during storage period.

Preseason Preparation

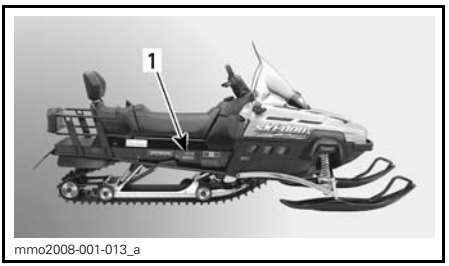
Refer to an authorized Ski-Doo dealer.

NOTICE Have carburetor(s) cleaned-up before restarting engine on so equipped models.

TECHNICAL INFORMATION

Vehicle Description Decal

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



TYPICAL
1. *Vehicle description decal*

TYPICAL — VEHICLE DESCRIPTION DECAL
1. *Manufacturer name*
2. *Manufacturing date*
3. *Vehicle identification number (V.I.N.)*

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 (V.I.N.) 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.

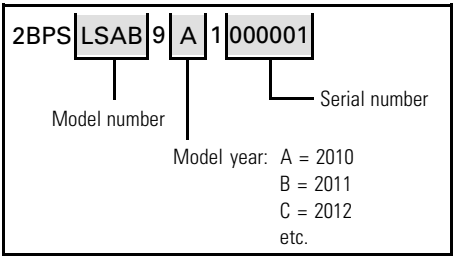
Vehicle Identification Number (V.I.N.)

V.I.N. is scribed on vehicle description decal. See above. It is also embossed on tunnel near vehicle description decal.

Model Number

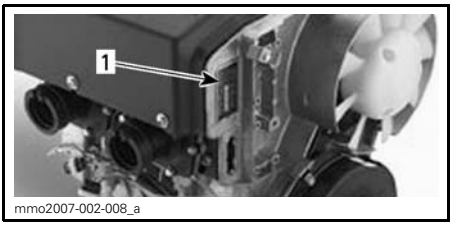
Model number is part of vehicle identification number (V.I.N.).

Typical V.I.N. Description

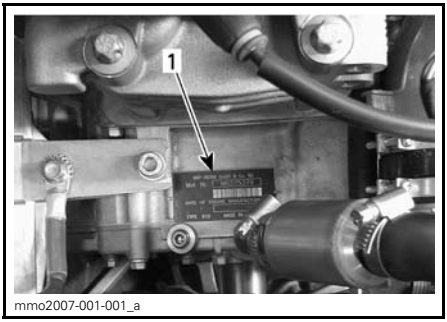


Engine Identification Number

Refer to the following illustrations to locate the engine identification number on the applicable engine.



550F ENGINE
1. *Engine identification number*



V800 ENGINE
1. Engine identification number

EPA CERTIFIED ENGINES

Maintenance, replacement, or repair of the emission control devices and systems may be performed by any snowmobile SI (spark ignition) engine repair establishments or individual.

Engine Emissions Information

Manufacturer's Responsibility

Beginning with 2007 model year engines, snowmobile manufacturers of snowmobile engines need to determine the exhaust emission levels for each engine horsepower family and certify these engines with the United States of America Environmental Protection Agency (EPA). An emissions control information label, showing emission levels and engine specifications, must be placed on each vehicle at the time of manufacture.

Dealer's Responsibility

When performing service on a certified Ski-Doo snowmobiles that carry an emissions control information label, adjustments must be kept within published factory specifications.

Replacement or repair of any emission related component must be executed in a manner that maintains emission levels within the prescribed certification standards.

Dealers are not to modify the engine in any manner that would alter the horsepower or allow emission levels to exceed their predetermined factory specifications.

Exceptions include manufacturer's prescribed changes, such as altitude adjustments for example.

Owner Responsibility

The owner/operator is required to have engine maintenance performed to maintain emission levels within prescribed certification standards.

The owner/operator is not to, and should not allow anyone to modify the engine in any manner that would alter the horsepower or allow emissions levels to exceed their predetermined factory specifications.

EPA Emission Regulations

All Ski-Doo snowmobiles manufactured by BRP are certified to the EPA as conforming to the requirements of the regulations for the control of air pollution from new snowmobile engines. This certification is contingent on certain adjustments being set to factory standards. For this reason, the factory procedure for servicing the product must be strictly followed and, whenever practicable, returned to the original intent of the design.

The responsibilities listed above are general and in no way a complete listing of the rules and regulations pertaining to the EPA requirements on exhaust emissions for snowmobile products. For more detailed information on this subject, you may contact the following locations:

MAIL:

U.S. Environmental Protection Agency
Office of Transportation and Air Quality
1200 Pennsylvania Ave. NW
Mail Code 6403J
Washington D.C. 20460

INTERNET WEB SITE:

www.epa.gov/otaq/

SPECIFICATIONS

MODEL		SKANDIC WT 550F
ENGINE		
Engine type		552
Number of cylinder		2
Bore		76 mm (2.992 in)
Stroke		61 mm (2.402 in)
Displacement		553.4 cm^3 (33.771 in^3)
Maximum horsepower RPM		6900 ± 100 RPM
AXIAL FAN		
Axial fan belt adjustment	Deflection	9.5 mm ± 1.5 mm (.37 in ± .06 in)
	Force	5 kgf (11 lbf)
LUBRICATION SYSTEM		
Injection oil	Type	XPS INJECTION OIL (P/N 293 600 117)
	Quantity	2.5 L (84.5 U.S. oz)
FUEL SYSTEM		
Gas type		Unleaded
Pump octane rating	Inside North America ((R+M)/2)	87 or higher
	Outside North America (RON)	92 or higher
Fuel tank capacity		42 L (11.1 U.S. gal.)
ELECTRICAL SYSTEM		
Magneto generator output		340 Watt @ 6000 RPM
Ignition type		CDI by Ducati
Spark plug	Make and type	NGK BR9ES
	Gap	0.40 mm to 0.50 mm (.016 in to .02 in)
Battery		12 V, 18 A•h
Headlights		60/55 Watts (H4)
Taillight and stoplight		8/27 Watts
Fuse		Refer to *FUSES*

MODEL		SKANDIC WT 550F
DRIVE SYSTEM		
Gearbox oil	Type	XPS synthetic chaincase oil XPS SYNTHETIC CHAINCASE OIL (P/N 413 803 300)
	Quantity	500 ml (16.9 U.S. oz)
Drive pulley type		TRA III
Drive pulley calibration	Clutch engagement	2500 ± 100 RPM
Driven pulley type		NDT 6-K VSA
Drive belt	Width	37.3 mm (1.469 in)
	Wear limit	35.8 mm (1.409 in)
Drive belt adjustment	Deflection	32 mm ± 5 mm (1.26 in ± .197 in)
	Force	11.34 kgf (25 lbf)
Track	Width	50 cm (20 in)
	Length	396.8 cm (156 in)
	Profile height	31.8 mm (1.25 in)
Track adjustment	Deflection (1)	40 mm to 50 mm (1-9/16 in to 1 in)
	Force (1)	7.3 kgf (16 lbf)
	Alignment	(2)
BRAKE SYSTEM		
Brake pad thickness	Service limit	1 mm (.039 in)
Brake fluid	Type	DOT 4
	Quantity	500 ml (16.9 U.S. oz)
FRONT SUSPENSION		
Suspension type		LTS
Suspension maximum travel		15 cm (6 in)
Shock absorber type		Motion control
REAR SUSPENSION		
Suspension type		Easy ride WLS
Suspension maximum travel		21 cm (8.27 in)
Rear shock absorber type		HPG

MODEL		SKANDIC WT
		550F
STEERING SYSTEM		
Ski type		ADJ
Toe-out		5 mm (.197 in)
Camber		0°
WEIGHT AND DIMENSIONS		
Dry weight	WT	285 kg (628.3 lb)
Length		306 cm (120.5 in)
Width		108 cm (42.5 in)
Height		130 cm (51.2 in)
Ski stance (carbide to carbide)		90 cm (35.4 in)

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

(2) Equal distance between edges of track guides and slider shoes.

(3) Drive belt height must be adjusted every time a new drive belt is installed. Confirm drive belt part number application with an authorized Ski-Doo dealer.

MODEL			SKANDIC SWT
			V800
ENGINE			
Engine type			ROTAX™ V810
			4-stroke, Single Over Head Camshaft (SOHC), liquid cooled
Number of cylinders			2
Number of valves			8 valves (mechanical adjustment)
Bore			91 mm (3.58 in)
Stroke			61.5 mm (2.42 in)
Displacement			800 cm³ (48.82 in³)
Maximum horsepower RPM ± 100 RPM			7250
COOLING SYSTEM			
Coolant		Type	Ethyl glycol and distilled water (50%/50%). Use premix coolant from BRP (P/N 219 700 362) or coolant specifically formulated for aluminum engines
		Quantity	4 L (1.06 U.S. gal.)
LUBRICATION SYSTEM			
Lubrication	Type		Wet sump. Replaceable oil filter
	Oil filter		BRP Rotax paper type, replaceable
	Engine oil	Capacity (oil change with filter)	2.2 L (2.3 qt (U.S. liq.))
		Recommended	XPS SYNTHETIC OIL (WINTER GRADE) (P/N 293 600 112)
FUEL SYSTEM			
Gas type			Unleaded
Pump octane number		Inside North America ((R+M)/2)	87 or higher
		Outside North America (RON)	92 or higher
Fuel tank capacity			41 L (10.8 U.S. gal.)

MODEL		SKANDIC SWT V800
ELECTRICAL SYSTEM		
Magneto generator output		460 Watt @ 6000 RPM
Ignition type		CDI (Capacity Discharge Ignition) by DENSO
Spark plug	Make and type	NGK DCPR8E
	Gap	0.7 mm to 0.8 mm (.028 in to .031 in)
Battery		12 V, 21 A•h
Headlamp		60/55 Watt (H4)
Taillight and stoplight		8/27 Watt
Fuse		Refer to *FUSES*
DRIVE SYSTEM		
Gearbox oil	Type	XPS SYNTHETIC CHAINCASE OIL (P/N 413 803 300)
	Quantity	500 ml (16.9 U.S. oz)
Drive pulley type		TRA IV
Drive pulley calibration	Clutch engagement	2500 ± 100 RPM
Driven pulley type		NDT 6-K VSA
Drive belt	Width	37.3 mm (1.469 in)
	Wear limit	35.8 mm (1.409 in)
Drive belt adjustment	Deflection	32 mm ± 5 mm (1.26 in ± .197 in)
	Force	11.34 kgf (25 lbf)
Track	Width	60 cm (24 in)
	Length	396.8 cm (156 in)
	Profile height	31.8 mm (1.25 in)
Track adjustment	Deflection (1)	40 mm to 50 mm (1-9/16 in to 1 in)
	Force (1)	7.3 kgf (16 lbf)

MODEL		SKANDIC SWT V800
BRAKE SYSTEM		
Brake lining thickness	Service limit	1 mm (.039 in)
Brake fluid	Type	DOT 4
	Quantity	500 ml (16.9 U.S. oz)
FRONT SUSPENSION		
Suspension type		LTS
Suspension maximum travel		15 cm (6 in)
Shock absorber type		Motion control
REAR SUSPENSION		
Suspension type		Easy ride XWLS
Suspension maximum travel		21 cm (8.27 in)
Shock absorber type	Center	Motion control
	Rear	HPG
STEERING SYSTEM		
Ski type		ADJ
Toe-out		5 mm (.197 in)
Camber		0°
WEIGHT AND DIMENSIONS		
Dry weight		330 kg (728 lb)
Length		306 cm (120.5 in)
Width		108 cm (42.5 in)
Height		136 cm (53.5 in)
Ski stance (carbide to carbide)		90 cm (35.4 in)

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

(2) Equal distance between edges of track guides and slider shoes.

(3) Drive belt height must be adjusted every time a new drive belt is installed. Confirm drive belt part number application with an authorized Ski-Doo dealer.

TROUBLESHOOTING

TROUBLESHOOTING GUIDELINES

ENGINE OVERHEATING (fan cooled)

1. Engine is too hot, 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.*

ENGINE OVERHEATING (liquid cooled)

1. 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.*
2. Radiator fan inoperative (V800 model).
   – *Check fuse 10.*

FUEL FLOODED ENGINE

1. Never depress throttle while starting engine, even if flooded with gas.
   – *Install new spark plugs and restart engine.*

REAR SUSPENSION SLIDER SHOE STICKING

1. 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.*

ENGINE CRANKS BUT FAILS TO START

1. Ignition switch or emergency engine stop switch is in OFF position or tether cord is removed from the engine cutout switch.
   – *Place emergency engine stop switch in the ON position (up) and install tether cord.*
2. Mixture not rich enough to start cold engine.
   – *Check fuel tank level and check starting procedure, particularly use of the choke.*
3. Flooded engine (spark plug wet when removed).
   – *Do not choke. Remove wet spark plug, turn ignition switch or emergency engine stop switch to OFF position 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; check fuel filter; replace if clogged; check condition of fuel and impulse lines and their connections. A failure of the fuel pump, throttle body or carburetor has occurred. Contact an authorized Ski-Doo dealer.*

ENGINE CRANKS BUT FAILS TO START (cont'd)

5. Spark plug/ignition (no spark).
   – *Remove spark plug(s), then reconnect to spark cap. Check that the emergency engine stop switch is at the ON position (up) and the tether cord is installed. 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.*

ENGINE LACKS ACCELERATION OR POWER

1. D.E.S.S. did not read tether cord cap (D.E.S.S. key) code. D.E.S.S. pilot lamp blinks once every 1.5 seconds. Engine can not exceed 3000 RPM.
   – *Properly install tether cord cap (D.E.S.S. key).*
2. D.E.S.S. has read a different tether cord cap (D.E.S.S. key) code than the one programmed. D.E.S.S. pilot lamp blinks rapidly (3 times per second). Engine can not exceed 3000 RPM.
   – *Install a tether cord cap (D.E.S.S. 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.*

ENGINE BACKFIRES

1. D.E.S.S. did not read tether cord cap (D.E.S.S. key) code. D.E.S.S. pilot lamp blinks once every 1.5 seconds. Engine can not exceed 3000 RPM.
   – *Properly install tether cord cap (D.E.S.S. key).*

ENGINE BACKFIRES (cont'd)

2. D.E.S.S. has read a different tether cord cap (D.E.S.S. key) code than the one programmed. D.E.S.S. pilot lamp blinks rapidly (3 times per second). Engine can not exceed 3000 RPM.
   – *Install a tether cord cap (D.E.S.S. 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.*

ENGINE MISFIRES

1. D.E.S.S. did not read tether cord cap (D.E.S.S. key) code. D.E.S.S. pilot lamp blinks once every 1.5 seconds. Engine can not exceed 3000 RPM.
   – *Properly install tether cord cap (D.E.S.S. key).*
2. D.E.S.S. has read a different tether cord cap (D.E.S.S. key) code than the one programmed. D.E.S.S. pilot lamp blinks rapidly (3 times per second). Engine can not exceed 3000 RPM.
   – *Install a tether cord cap (D.E.S.S. 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 (2-stroke).
   – *Improper oil pump adjustment, refer to an authorized Ski-Doo dealer.*
5. Water in fuel.
   – *Drain fuel system and refill with fresh fuel.*

SNOWMOBILE CANNOT REACH FULL SPEED

1. D.E.S.S. did not read tether cord cap (D.E.S.S. key) code. D.E.S.S. pilot lamp blinks once every 1.5 seconds. Engine can not exceed 3000 RPM.
   – *Properly install tether cord cap (D.E.S.S. key).*
2. D.E.S.S. has read a different tether cord cap (D.E.S.S. key) code than the one programmed. D.E.S.S. pilot lamp blinks rapidly (3 times per second). Engine can not exceed 3000 RPM.
   – *Install a tether cord cap (D.E.S.S. 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.*

SNOWMOBILE CANNOT REACH FULL SPEED (cont'd)

5. Pulleys misaligned.
   – *Contact an authorized Ski-Doo dealer.*
6. Engine.
   – *See items 1, 2, 6 and 7 of ENGINE LACKS ACCELERATION OR POWER.*

Engine Management System Faults (V800)

ENGINE MANAGEMENT SYSTEM PILOT LAMP BLINKS

1. Engine Management System (EMS) fault code.
   – *See an authorized Ski-Doo dealer.*

ENGINE MANAGEMENT SYSTEM PILOT LAMP BLINKS AND 2 SECOND BEEP EVERY 15 MINUTES

1. Low or high battery voltage.
   – *Check battery and charging system.*

WARRANTY

BRP LIMITED WARRANTY USA AND CANADA: 2011 SKI-DOO® SNOWMOBILES

1) SCOPE OF THE LIMITED WARRANTY

Bombardier Recreational Products Inc. ("BRP")* warrants its 2011 Ski-Doo snowmobiles sold by authorized BRP dealers (as hereinafter defined) in the fifty United States and Canada from defects in material or workmanship for the period and under the conditions described below. This limited warranty will become null and void if: (1) the snowmobile was used for racing or any other competitive activity, at any point, even by a previous owner; or (2) the snowmobile has been altered or modified in such a way so as to adversely affect its operation, performance or durability, or has been altered or modified to change its intended use.

All genuine Ski-Doo parts and accessories, installed by an authorized BRP dealer at the time of delivery of the 2011 Ski-Doo snowmobile, carry the same warranty as that of the snowmobile.

2) 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.

3) EXCLUSIONS – ARE NOT WARRANTED

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 or accessories not manufactured or approved by BRP which in its reasonable judgement are either incompatible with the product or adversely affect its operation, performance and durability, or resulting from repairs done by a person that is not an authorized servicing BRP distributor/dealer;

– Damage caused by abuse, abnormal use, neglect, racing or operation of the product on surfaces other than snow, or operation of the product in a manner inconsistent with the recommended operation described in the Operator's Guide;
– Damage resulting from accident, submersion, fire, snow or water ingestion, theft, vandalism or any act of God;
– Operation with fuels, oils or lubricants which are not suitable for use with the product (see the Operator's Guide);
– Damages from rust, corrosion or exposure to the elements;
– 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 studs installed on tracks if the installation does not conform to BRP's instructions.

4) WARRANTY COVERAGE PERIOD

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

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

Exhaust emission-related components that are installed on EPA certified snowmobiles registered in the USA are covered for thirty (30) consecutive months or 200 hours or 2500 miles (4000 km) of engine use whichever occurs first. If the 2500 miles (4000 km) are reached during the regular warranty coverage period, the emission-related components are still covered by BRP's standard warranty until the end of regular coverage period. Evaporative emission related components that are installed on EPA certified snowmobiles registered in the USA are warranted for twenty-four (24) consecutive months.

To obtain a list of the current warranted emission-related components, please see an authorized Can-Am dealer.

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.

5) CONDITIONS TO HAVE WARRANTY COVERAGE

This warranty coverage is available **only** if each of the following conditions has been fulfilled:
– The 2011 Ski-Doo snowmobile must be purchased as new and unused by its first owner from a BRP dealer authorized to distribute Ski-Doo snowmobiles in the country in which the sale occurred ("BRP dealer");
– The BRP specified pre-delivery inspection process must be completed and documented;
– The product must have undergone proper registration by an authorized BRP dealer;

– The 2011 Ski-Doo snowmobile must be purchased in the country in which the purchaser resides; and
– Routine maintenance outlined in the Operator's Guide must be timely performed in order to maintain warranty coverage. BRP reserves the right to make warranty coverage contingent upon proof of proper maintenance.

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

6) WHAT TO DO TO OBTAIN WARRANTY COVERAGE

The customer must cease using the snowmobile upon the appearance of an anomaly. The customer must notify a servicing 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.

7) 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, at any authorized BRP dealer during the warranty coverage period under the conditions described herein. BRP's responsibility is limited to making the required repairs or replacements of parts. No claim of breach of warranty shall be cause for cancellation or rescission of the sale of the snowmobile to the owner.

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

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

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:

1. 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
2. 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.
Customer Assistance Center
75 J.-A. Bombardier Street
Sherbrooke QC J1L 1W3
Tel.: 819 566-3366

In USA

BRP US INC.
Customer Assistance Center
7575 Bombardier Court
Wausau WI 54401
Tel.: 715 848-4957

* In the USA, products are distributed and serviced by BRP US Inc.
© 2010 Bombardier Recreational Products Inc. All rights reserved.
® Registered trademark of Bombardier Recreational Products Inc.

BRP INTERNATIONAL LIMITED WARRANTY: 2011 SKI-DOO® SNOWMOBILES

1) SCOPE OF THE LIMITED WARRANTY

Bombardier Recreational Products Inc. ("BRP")* warrants its 2011 Ski-Doo snowmobiles sold by authorized BRP distributor/dealer (as hereinafter defined) outside of the fifty United States, Canada and states members of the European Economic Area ("EEA") (which is comprised of the states member of the European Union plus Norway, Iceland and Liechtenstein) from defects in material or workmanship for the period and under the conditions described below. This limited warranty will become null and void if: (1) the snowmobile was used for racing or any other competitive activity, at any point, even by a previous owner; or (2) the snowmobile has been altered or modified in such a way so as to adversely affect its operation, performance or durability, or has been altered or modified to change its intended use.

All genuine Ski-Doo parts and accessories, installed by an authorized BRP distributor/dealer at the time of delivery of the 2011 Ski-Doo snowmobile, carry the same warranty as that of the snowmobile.

2) 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 COUNTRY TO COUNTRY.

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.

3) EXCLUSIONS – ARE NOT WARRANTED

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 or accessories not manufactured or approved by BRP which in its reasonable judgement are either incompatible with the product or adversely affect its operation, performance and durability, or resulting from repairs done by a person that is not an authorized servicing BRP distributor/dealer;
– Damage caused by abuse, abnormal use, neglect, racing or operation of the product on surfaces other than snow, or operation of the product in a manner inconsistent with the recommended operation described in the Operator's Guide;
– Damage resulting from accident, submersion, fire, snow or water ingestion, theft, vandalism or any act of God;
– Operation with fuels, oils or lubricants which are not suitable for use with the product (see the Operator's Guide);
– Damages from rust, corrosion or exposure to the elements;
– 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 studs installed on tracks if the installation does not conform to BRP's instructions.

4) WARRANTY COVERAGE PERIOD

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

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

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

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

5) CONDITIONS TO HAVE WARRANTY COVERAGE

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

– The 2010 Ski-Doo snowmobile must be purchased as new and unused by its first owner from a BRP distributor/dealer authorized to distribute Ski-Doo snowmobiles in the country in which the sale occurred ("BRP distributor/dealer");
– The BRP specified pre-delivery inspection process must be completed and documented;
– The product must have undergone proper registration by an authorized BRP distributor/dealer;

– The 2011 Ski-Doo snowmobile must be purchased in the country or union of countries in which the purchaser resides.
– Routine maintenance outlined in the Operator's Guide must be timely performed in order to maintain warranty coverage. BRP reserves the right to make warranty coverage contingent upon proof of proper maintenance.

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

6) WHAT TO DO TO OBTAIN WARRANTY COVERAGE

The customer must cease using the snowmobile upon the appearance of an anomaly. The customer must notify a servicing 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.

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

7) 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 labour, at any authorized BRP distributor/dealer during the warranty coverage period under the conditions described herein. BRP's responsibility is limited to making the required repairs or replacements of parts. No claim of breach of warranty shall be cause for cancellation or rescission of the sale of the snowmobile to the owner.

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

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

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

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. If further assistance is required, the distributor's service department should be contacted in order to resolve the matter. If the matter still remains unresolved then contact BRP at the address listed below.

For European countries please contact our Finland office:

BRP FINLAND OY
Service Department
Isoaavantie 7
FIN-96320 Rovaniemi
Finland
Tel.: +358 163 208 111

For countries within Middle East, Africa, CIS & Russia please contact our European office:

BRP EUROPE N.V.
Customer Assistance Center
Skaldenstraat 125
9042 Gent
Belgium
Tel.: +32 9 218 26 00

For all other countries, please contact your local distributor or, our North American office:

BOMBARDIER RECREATIONAL PRODUCTS INC.
Customer Assistance Center
Sherbrooke QC J1L 1W3
Canada
Tel.: +1 819 566 3366

You will find your distributor's coordinates on **www.brp.com**.

* In certain countries, products are distributed and serviced by affiliates or subsidiaries of BRP.

© 2010 Bombardier Recreational Products Inc. All rights reserved.
® Registered trademark of Bombardier Recreational Products Inc.

BRP LIMITED WARRANTY FOR THE EUROPEAN ECONOMIC AREA: 2011 SKI-DOO® SNOWMOBILES

1) SCOPE OF THE LIMITED WARRANTY

Bombardier Recreational Products Inc. ("BRP")* warrants its 2011 Ski-Doo snowmobiles sold by authorized BRP distributor/dealer (as hereinafter defined) in states members of the European Economic Area ("EEA") (which is comprised of the states member of the European Union plus Norway, Iceland and Liechtenstein) from defects in material or workmanship for the period and under the conditions described below. This limited warranty will become null and void if: (1) the snowmobile was used for racing or any other competitive activity, at any point, even by a previous owner; or (2) the snowmobile has been altered or modified in such a way so as to adversely affect its operation, performance or durability, or has been altered or modified to change its intended use.

All genuine Ski-Doo parts and accessories, installed by an authorized BRP distributor/dealer (at the time of delivery of the 2011 Ski-Doo snowmobile, carry the same warranty as that of the snowmobile.

2) 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 WARRANTIES. INCIDENTAL AND CONSEQUENTIAL DAMAGES ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY. SOME JURISDICTIONS DO NOT ALLOW FOR THE DISCLAIMERS, LIMITATIONS AND EXCLUSIONS IDENTIFIED ABOVE, AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC RIGHTS, AND YOU MAY ALSO HAVE OTHER LEGAL RIGHTS WHICH MAY VARY FROM COUNTRY TO COUNTRY.

Neither the 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.

3) EXCLUSIONS – ARE NOT WARRANTED

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 or accessories not manufactured or approved by BRP which in its reasonable judgement are either incompatible with the product or adversely affect its operation, performance and durability, or resulting from repairs done by a person that is not an authorized servicing BRP distributor/dealer;
– Damage caused by abuse, abnormal use, neglect, racing or operation of the product on surfaces other than snow, or operation of the product in a manner inconsistent with the recommended operation described in the Operator's Guide;
– Damage resulting from accident, submersion, fire, snow or water ingestion, theft, vandalism or any act of God;
– Operation with fuels, oils or lubricants which are not suitable for use with the product (see the Operator's Guide);
– Damages from rust, corrosion or exposure to the elements;
– 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 studs installed on tracks if the installation does not conform to BRP's instructions.

4) WARRANTY COVERAGE PERIOD

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

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

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

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

5) CONDITIONS TO HAVE WARRANTY COVERAGE

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

– The 2011 Ski-Doo snowmobile must be 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");
– The BRP specified pre-delivery inspection process must be completed and documented;
– The product must have undergone proper registration by an authorized BRP distributor/dealer;

– The 2011 Ski-Doo snowmobile must be purchased within the EEA;
– Routine maintenance outlined in the Operator's Guide must be timely performed in order to maintain warranty coverage. BRP reserves the right to make warranty coverage contingent upon proof of proper maintenance.

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

6) WHAT TO DO TO OBTAIN WARRANTY COVERAGE

The customer must cease using the snowmobile upon the appearance of an anomaly. The customer must notify a servicing BRP distributor/dealer within two (2) months of the appearance of a defect, and provide it with reasonable access to the product and reasonable opportunity to repair it. The customer must also present to the authorized 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.

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

7) 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 labour, at any authorized BRP distributor/dealer during the warranty coverage period under the conditions described herein. BRP's responsibility is limited to making the required repairs or replacements of parts. No claim of breach of warranty shall be cause for cancellation or rescission of the sale of the snowmobile to the owner.

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

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

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

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. If further assistance is required, the distributor's service department should be contacted in order to resolve the matter. If the matter still remains unresolved then contact BRP at the address listed below:

BRP FINLAND OY
Service Department
Isoaavantie 7
FIN-96320 Rovaniemi
Finland
Tel.: +358 163 208 111

You can find your distributor's coordinates on **www.brp.com**.

* In the EEA, products are distributed and serviced by BRP European Distribution S.A. and other affiliates or subsidiaries of BRP.
© 2010 Bombardier Recreational Products Inc. All rights reserved.
® Registered trademark of Bombardier Recreational Products Inc.

This page is intentionally blank

CUSTOMER INFORMATION

PRIVACY INFORMATION

BRP wishes to inform you that your coordinates will be used for safety and warranty related purposes. Furthermore, BRP and its affiliates may use its customer list to distribute marketing and promotional information about BRP and related products.

To exercise your right to consult or correct your data, or to be removed from the addressee-list for direct marketing, please contact BRP.

By E-mail: privacyofficer@brp.com

By mail: BRP
Senior Legal Counsel-Privacy Officer
726 St-Joseph
Valcourt QC
Canada
J0E 2L0

CHANGE OF ADDRESS/OWNERSHIP

If your address has changed or if you are the new owner of the vehicle, be sure to notify BRP by either:

- Mailing one of the following card below;
- North America Only: calling at 715 848-4957 (USA) or 819 566-3366 (Canada);
- Notifying an authorized Ski-Doo dealer.

In Canada

BOMBARDIER RECREATIONAL PRODUCTS INC.

Warranty Department
75 J.-A. Bombardier Street
Sherbrooke QC J1L 1W3
Fax: 819 566-3590

In USA

BRP US INC.

Warranty Department
7575 Bombardier Court
Wausau WI 54401
Tel.: 715 848-4957

For Russia, CIS and the Middle East

BRP EUROPEAN DISTRIBUTION

After Sales Service Department
Chemin de Messidor 5-7
1006 Lausanne
Switzerland
Fax Number: + 41213187801

For Scandinavian and European countries

BRP FINLAND OY

Service Department
Isoaavantie 7
FIN-96320 Rovaniemi
Finland
Tel.: + 358 16 3208 111

For all other countries, please contact A) or B)

A) Your respective distributor (you will find his coordinates on www.brp.com).

B) Our North American office:

BOMBARDIER RECREATIONAL PRODUCTS INC.
Warranty Department
75 J.-A. Bombardier Street
Sherbrooke, QC J1L 1W3
Canada
Fax Number: 819 566-3590

This page is intentionally blank

In case of change of ownership, please join a proof that the former owner agreed to the transfer.

Notifying BRP, even after the expiration of the limited warranty, is very important as it enables BRP to reach the vehicle owner if necessary, like when safety recalls are initiated. It is the owner's responsibility to notify BRP.

STOLEN UNITS: If your personal vehicle is stolen, you should notify BRP or an authorized Ski-Doo dealer. We will ask you to provide your name, address, phone number, the vehicle identification number and the date it was stolen.

CHANGE OF ADDRESS ❑ CHANGE OF OWNERSHIP ❑

VEHICLE IDENTIFICATION NUMBER

Model Number | Vehicle Identification Number (V.I.N.)

OLD ADDRESS OR PREVIOUS OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

NEW ADDRESS OR NEW OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

E-MAIL ADDRESS

V00A2F

CHANGE OF ADDRESS ❑ CHANGE OF OWNERSHIP ❑

VEHICLE IDENTIFICATION NUMBER

Model Number | Vehicle Identification Number (V.I.N.)

OLD ADDRESS OR PREVIOUS OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

NEW ADDRESS OR NEW OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

E-MAIL ADDRESS

V00A2F

CHANGE OF ADDRESS ❑ CHANGE OF OWNERSHIP ❑

VEHICLE IDENTIFICATION NUMBER

Model Number | Vehicle Identification Number (V.I.N.)

OLD ADDRESS OR PREVIOUS OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

NEW ADDRESS OR NEW OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

E-MAIL ADDRESS

V00A2F

NOTES

NOTES

619 900 203 CA

OPERATOR'S GUIDE, SKANDIC / ENGLISH
GUIDE DU CONDUCTEUR, SKANDIC / ANGLAIS

FAIT EN / MADE IN CANADA U/M:P.C.

®™ AND THE BRP LOGO ARE TRADEMARKS OF BOMBARDIER RECREATIONAL PRODUCTS INC. OR ITS AFFILIATES.
©2010 BOMBARDIER RECREATIONAL PRODUCTS INC. ALL RIGHTS RESERVED. PRINTED IN CANADA.