

LYNX[®]

2000

KÄYTTÄJÄN KÄSIKIRJA
ÄGAREHANDBOK
OWNER'S MANUAL
2101302



KÄYTTÖOHJEKIRJA

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BOMBARDIER INTERNATIONAL LIMITED WARRANTY: 2000 LYNX® SNOWMOBILE

1. WARRANTY COVERAGE PERIOD

Bombardier-Nordtrac (“Bombardier”), as manufacturer, warrants FROM THE DATE OF DELIVERY TO THE FIRST CONSUMER that each 2000 LYNX snowmobile sold anywhere in the world except the United States and Canada, as NEW and UNUSED and PREDELIVERED by an authorized LYNX snowmobile dealer, duly appointed by an authorized LYNX International Distributor, will be free from any defects in material and/or workmanship for a PERIOD of TWELVE (12) CONSECUTIVE MONTHS.

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

2. WHAT BOMBARDIER WILL DO

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

3. CONDITION TO HAVE WARRANTY WORK VALIDATED

The customer must notify a local authorized LYNX dealer within two (2) days of the appearance of a defect in material and/or workmanship and present to the servicing authorized LYNX dealer the LYNX Warranty Registration Card or a proof of purchase of the NEW and UNUSED 2000 LYNX snowmobile and must sign the repair/work order prior to the start of the repair in order to validate a warranty repair. All parts replaced under this limited warranty become the property of BOMBARDIER.

4. EXCLUSIONS - ARE NOT WARRANTED

- Normal wear and tear items;
- Labor, parts and lubricant costs of all maintenance services;
- Damage caused by failure to provide proper maintenance and or storage, as described in the "2000 LYNX snowmobile Operator's Guide";
- Damage resulting from improper repairs, modifications or use of non-approved parts or, repairs done by a non-authorized LYNX dealer;
- Damage resulting from abuse, misuse, neglect, racing or using the LYNX snowmobile on surfaces other than snow;
- Damage resulting from accident, fire, theft, vandalism or any act of God;
- Incidental or consequential damages, or damages of any kind as but not limited to towing charges, telephone calls or taxi; and
- Damages resulting from improper service or maintenance.

5. LIMITATIONS OF LIABILITY

This warranty gives you specific rights, and you may also have other legal rights resulting from the application of mandatory national laws which may vary from country to country. **WHERE APPLICABLE, THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.**

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

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

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

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

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

6. CONSUMER ASSISTANCE

- a) In the event of a controversy or a dispute arising in connection with this BOMBARDIER INTERNATIONAL LIMITED WARRANTY, BOMBARDIER suggests that you try to resolve the issue at the dealership level. We recommend discussing the issue with the authorized dealer's service manager or owner.
- b) If further assistance is required, the authorized local LYNX INTERNATIONAL DISTRIBUTOR's Service Department should be contacted in order to resolve the matter.

- c) If the issue has still not been resolved, please submit in writing your complaint to:

BOMBARDIER-NORDTRAC OY
SERVICE DEPARTMENT
PL 8040
96101 ROVANIEMI

BOMBARDIER-NORDTRAC OY
June 1999

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**BOMBARDIER INTERNATIONAL LIMITED WARRANTY:
LYNX® SNOWMOBILE
REPLACEMENT PARTS, KITS AND ACCESSORIES**

1. WARRANTY COVERAGE PERIOD

BOMBARDIER-NORDTRAC (« Bombardier ») as manufacturer, warrants FROM THE DATE OF ORIGINAL RETAIL PURCHASER that each replacement parts, kits and accessories sold anywhere in the world except the United States and Canada, as NEW and UNUSED and / or installed by an authorized International Distributor or Dealer (« Distributor ») will be free from any defect in material and / or workmanship for a PERIOD of:

NINETY (90) CONSECUTIVE DAYS.

Parts listed below carry a specific Warranty Coverage and / or Period :

- Track : TWELVE (12) consecutive months for parts.
- Short Block : NINETY (90) consecutive days for parts and labor.
- Engine Assembly: NINETY (90) consecutive days for parts and labor.

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

2. WHAT BOMBARDIER WILL DO ?

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

3. CONDITIONS TO HAVE PARTS REPLACED

The customer must notify a local authorized LYNX DISTRIBUTOR within two (2) days of the appearance of the defect in material and/ or workmanship and present to the servicing authorized LYNX DISTRIBUTOR a proof of purchase (ORIGINAL BILL OF SALE) of NEW and UNUSED Replacement Parts, Kits or Accessories. All parts replaced under this limited warranty become the property of BOMBARDIER.

4. EXCLUSIONS - ARE NOT WARRANTED

- Normal wear and tear items;
- Labor, parts and lubricant costs of all maintenance services;
- Damage caused by failure to provide proper maintenance and/or storage, as described in the « Operator's Guide »;
- Damage resulting from improper repairs, modifications or use of non-approved parts or, repairs done by a non-authorized LYNX DISTRIBUTOR;
- Damage resulting from abuse, misuse, neglect, racing;
- Damage resulting from accident, fire, theft, vandalism or any act of God;
- Incidental or consequential damages, or damages of any kind as but not limited to towing charges, telephone calls or taxi;
- Damages resulting from improper service or maintenance.

5. LIMITATIONS OF LIABILITY

This warranty gives you specific rights, and you may also have other legal rights resulting from the application of mandatory national laws which may vary from country to country. **WHERE APPLICABLE, THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.**

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

Neither the distributor, any authorized LYNX dealer nor any other person has been authorized to make any affirmation, representation or warranty other than those contained in this warranty, and if made,

such affirmation, representation or warranty shall not be enforceable against BOMBARDIER or any other person.

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

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

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GENERAL WARNINGS

- For vehicles with a parking brake always engage brake when vehicle is not in use.
- Throttle mechanism should be checked for free movement before starting engine.
- The snowmobile engine can be stopped by activating the emergency cut-out button, pulling the tether cord or turning the key.
- Engine should be running only when belt guard and/or pulley guard is secured in place. Never run the engine without drive belt installed. Running an unloaded engine can prove to be dangerous.
- Never run the engine when the track is raised off the ground or with the hood opened or removed.
- Maintain your snowmobile in top mechanical condition at all times.
- Your snowmobile is not designed to be operated on public streets, roads or highways. In many countries it is considered an illegal operation.
- Electric start models only: never charge or boost a battery while installed on snowmobile.
- Do not lubricate throttle and/or brake cables and housings.
- Only perform procedures as detailed in this guide. Unless otherwise specified, engine should be turned OFF and cold for all lubrication and maintenance procedure.
- Some snowmobiles are designed for the driver only and no provisions have been made for a passenger.
- 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.
- Most components of this snowmobile are built with parts dimensioned in the metric system. Most fasteners are metric and must not be replaced by customary fasteners or vice versa.
- Never park your snowmobile into the deep slopes or into the places where it could slide along the slope because, eg. frozen hydraulic brake fluid.

WARNING!

IGNORING OF ANY INSTRUCTION SHOWN IN THIS BOOKLET CAN LEAD TO AN ACCIDENT OR CAUSE A LIFE DANGER! IT IS NECESSARY TO READ AND FOLLOW THE ADVICES!

CONGRATULATIONS ON YOUR CHOICE OF LYNX!

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

CHASSIS AND ENGINE NUMBERS

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

TRACK NUMBER

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

GEAR BOX NUMBER

Only in the models Syncro gear box.

BEFORE DRIVING

- The snowmobile is a cross-country vehicle which requires a special driving technique. Winter conditions, snow and frost together with driving draft demand adequate protective clothing.
- You have to follow the cross-country traffic-laws on snowmobile route:
 - the driver got to have the driving license at least to a tractor (T-license in Finland) and it is compulsory to wear a helmet
- The driver must always wear a helmet and eye protectors. Tinted eye shields reduces visibility in poor light conditions.
- Where possible keep to marked route. A route that has been used a lot is usually also the safest one.
- Obtain permission from the landowner before driving on private property.
- Always keep a safe distance from public roads. It is your duty to give way to traffic when crossing public road. Snowmobiles are not designed for driving on public roads. It is permitted only to avoid risks e.g. crossing a river on a bridge.
- Use head light all time when driving. Dip the light to avoid blinding others drives.
- Avoid sudden changes of direction and braking and never cross in front off other machine.
- Keep careful watch for a traffic from the rear.
- Never drive along railway tracks. You will not be able to hear approaching trains over the sound of your own machine.
- Be careful that your feet, hands or clothes cannot get in touch with hot or rotating parts of engine or tracks. Touching may lead to injuries.
- Do not wear loose hanging clothing like scarf that could get stuck in some rotating parts or for example in trees when driving in the terrain.
- Be cautious when taking a passenger. Instruct the passenger to act the right way.

- Adjust your driving to the weather and terrain conditions and endeavoured to prejudge the coming situation so that the terrain or others driving there do not cause unexpected situations.
- Never start off to a long trip without checking first that the snowmobile is on good condition. Always check that there is enough fuel, lights of the snowmobile, the function of the steering devices, brakes, tools, flashlight battery, axe, knife, and first aid package.
- Do not drive alone. On a long trip there should always be several snowmobiles.
- Before placing the snowmobile at the disposal of a beginner or an inexperienced driver proper instructions of steering devices and the characteristics of the snowmobile must be given.
- **DO NOT DRINK AND DRIVE!**
- Your snowmobile is not designed to be driven on black top, bare earth or other abrasive surfaces. Abnormal and excessive wear of critical parts is inevitable.
- The fuel is inflammable and explosive under certain conditions and therefore manipulate fuel only in well ventilated area. Do not smoke or allow open flames or sparks in the vicinity.
- Whenever the vehicle is parked outdoors it is suggested to protect it against the inclemency of the weather with a snowmobile cover.
- Never run the engine without drive belt installed, belt guard in place or when the hood is removed. This may cause engine damage or danger to the user of the snowmobile.
- Engine should be turned off for all lubrication and maintenance procedures.
- After heavy use it is recommended to allow the engine to idle to reach the normal temperature. Prolonged idling may cause engine damage.
- The cooling system is pressurised! When removing coolant tank cap, first place a cloth over cap and then turn cap a little to release pressure.

FUEL

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

INJECTION OIL SYSTEM

- Fuel system functions with injection oil system. Use Bombardier injection oil (order nr: 496013300).
- Use always Bombardier Synthetic lubrication oil (order nr: 4137150500) for RAVE-engines.
- When starting break in –period add 0,3 l injection oil /synthetic oil into to the first fuel tankfull.
- **NOTE!** Racing models are not equipped with separate injection oil system. It is highly recommended to use Bombardier synthetic oil (order nr: 413710500), the mixing ratio must be 3 %.

NOTE! NEVER USE ENGINE OIL AS INJECTION OIL!

ANTIFREEZE

Gasoline line antifreeze is not recommended for continuous use. However, if there is -20 °C or more, 1 % gas line antifreeze can be added in proportion of the fuel to prevent the carburettor piston of freezing in. N.B. When using gas line antifreeze, use 2,5 % 2-stroke oil in proportion to the fuel and about 1 % injection oil in the injection oil engines.

CONTROLS

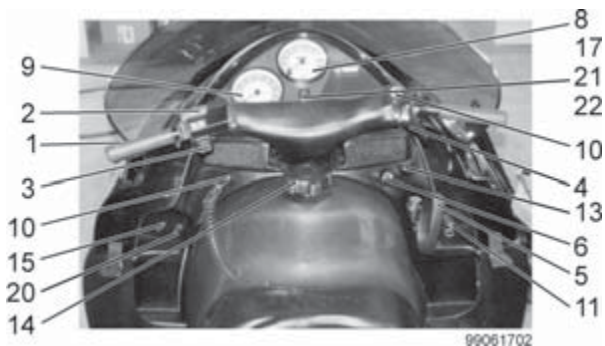
1. Driving brake, mechanic or hydraulic
2. Parking brake
3. Switch dimmed light/high beam
4. Throttle lever
5. Starter handle
6. Primer
7. Hood lock
8. Speedometer/trip
9. Tachometer
10. Emergency switch
11. Ignition switch
12. Gear lever
13. Choke
14. Fuel meter
15. Handlebar warming
16. Fuel meter, electrical, optional
17. Warning light, oil level
18. Current outlet
19. Tripmeter
20. Heated throttle lever switch
21. Indication light, high beam
22. Engine overheat warning light
23. Electrical reverse switch – RER
24. Indication light, RER

Locking the seat/back rest. Fastening of the seat/back rest has been secured with a catch. Keep it always locked. Loosening of the back rest or the seat's unfastening may damage the construction or cause serious danger to the driver or the passenger. Make sure that the seat/back rest is properly locked before driving.

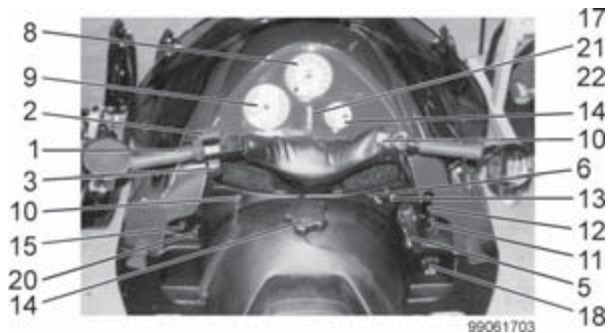
BECOME FAMILIAR WITH THE CONTROLS CAREFULLY IN ORDER TO REMEMBER ALL THE FUNCTIONS AT NEED.



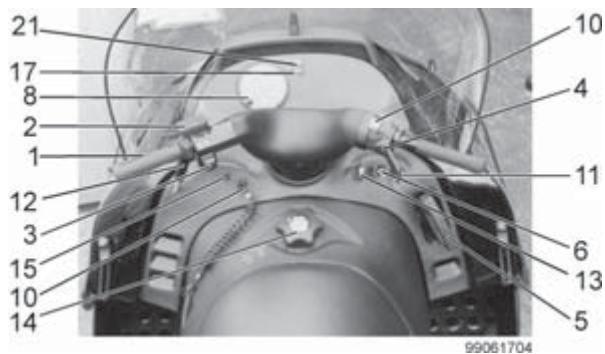
FOREST FOX SYNCRO



RAVE SPECIAL, ENDURO 600 SP, RACING



G-TOURING 700, G-TOURING 600



GLX 5900 FCE



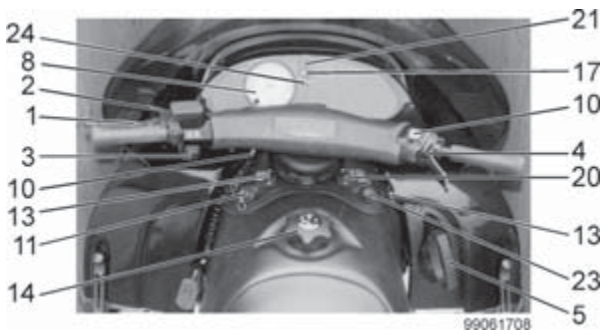
5900 ST



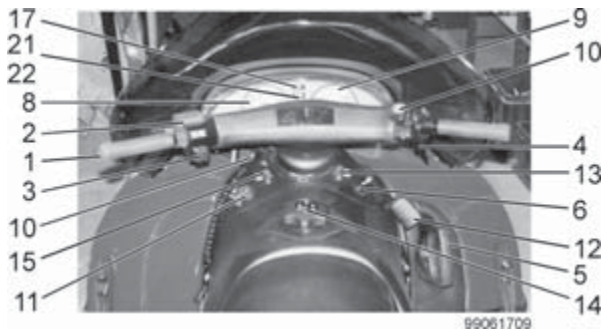
6900 FCE



XR 500 LC



RANGER 2000, TOURING 500 F



TOURING LC



XR 500 F



TOURING 400 F

DRIVING

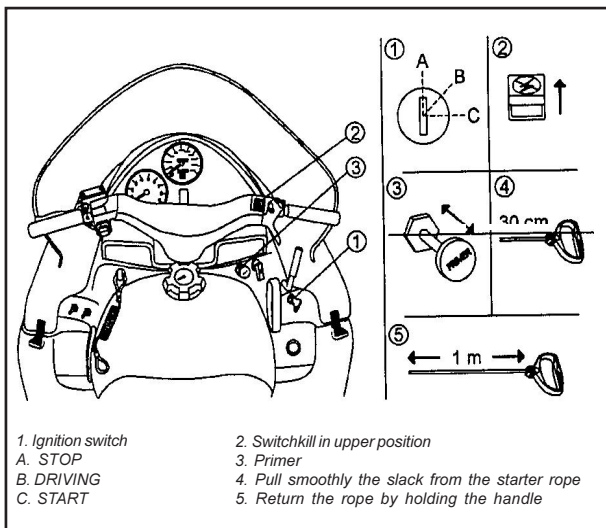
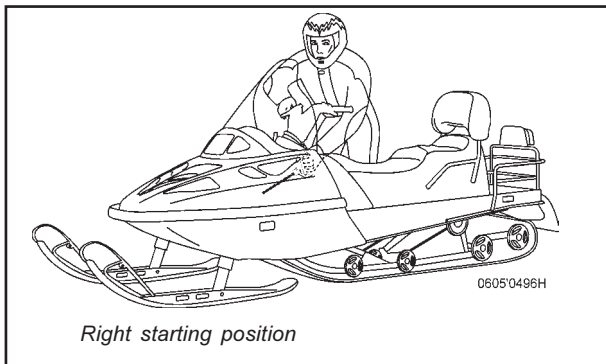
Important! Always check before starting:

- That the throttle and brake levers run smoothly and return to basic position immediately after the grip is loosened.—If not, repair!
- That there is not ice or snow in the boggie, and that the track has not frozen in the ground (lean the snowmobile).
- That all the covers are in their positions and the engine cover is closed.
- Fasten the rope of the emergency switch on your right wrist or to your clothing. At the same time check that the emergency switch is not in short circuit.
- Check before driving that engine will stop when the emergency switch is pulled off.
- Set the gear in neutral.
- Clean and check operation of the lights.
- Before driving check that the engine is stopped when the emergency switch lock is pulled off.

STARTING THE COLD ENGINE

- Turn the ignition switch to on position turn until engine start.
- Pump with the primer 2—3 times.
- Turn the choke lever to upright position and further to max. position.
- Pull smoothly the slack from the starter rope, and then pull strongly. Return the rope by holding the handle. Faulty proceeding may damage the starter.
- Turn the choke lever to upright position when the engine runs, and turn the lever off when the engine has warmed up.

NOTE: If the engine is warm there is no need to use the primer. If engine only ignites after two or three attempts, pump once with the primer and start the engine.



STARTING WITH ELECTRIC STARTER

Checking and starting the cold engine as before.

To start engine, turn key to start position and hold. Holding key in start position when engine has started could damage starter mechanism. If engine does not start on first try, key must be turned fully back to OFF each time. To stop engine, turn key to OFF position.

NOTE: Return the key by hand on very cold weather.

Do not hold key at start position more than 5 seconds. If the engine won't start, wait 5 more seconds before trying again.

STOPPING THE ENGINE

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

GEAR SHIFTING WITH SYNCRO GEAR BOX

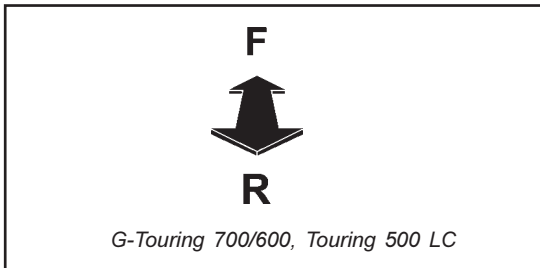
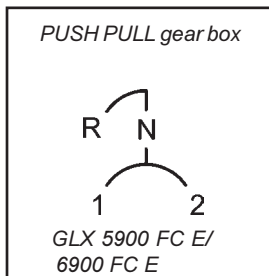
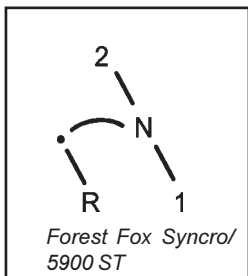
- Select the shift taking into consideration your driving; the 1st gear gives the greatest pulling capacity; the 2nd gear gives the highest speed. The gear positions you see in the below. By the gear lever there is a tape indicating the gear positions. When shifting gears from 1st to 2nd the speed limit is max 15 km/h. In order to shift from 2nd to 1st you have to stop the snowmobile.
- Gearbox have no chain.

CHAINDRIVEN GEAR BOX

Chaindriven models have no gearbox, but you can buy as an extra equipment the reverse gear. Snowmobile is capable of a fast reverse. Driver should become familiar with this operation by practising on

level ground. Ensure the bath behind is clear of obstacles or bystanders. Note that skis or front suspension may be damaged if the ski bumps an obstacle, also the driver may be damaged. Fast reverse, while turning, could result in lost of stability.

GEAR SHIFT



9

▽ CAUTION

Bring the vehicle to a complete stop before changing gear

▽ ATTENTION

Immobiliser le véhicule complètement avant de changer de vitesse

F/AV
PUSH
POUSSER

R/AR
PULL
TIRER

A01A26A

Models with mechanical reverse , 5900 ST

9

RER
ROTAX
ELECTRONIC
REVERSE

A

PUSH

**B**

PUSH

CAUTION: Bring vehicle to a complete stop before changing direction.

ATTENTION: Immobiliser le véhicule complètement avant de changer de direction.

A02A08A

Models with electrical reverse, RER, Ranger 2000, Touring 500 F

ELECTRONIC REVERSE (RER) Touring 500 F, Ranger 2000

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

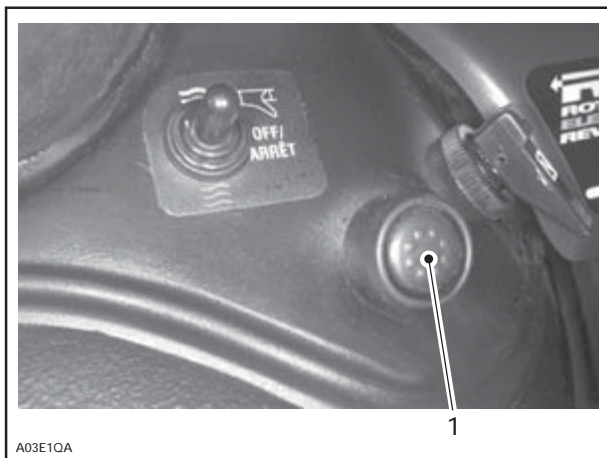
When depressing the reverse button, a signal will slow down the engine RPM enough to modify the ignition timing advance. This reverses crankshaft rotation.

No mechanical action and gear change is involved.

No adjustment is needed.

Shifting Procedure

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



1. Reverse button

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

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

WARNING

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

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

CAUTION

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

It is recommended to warm up the engine to its normal operating temperature before shifting. Shifting procedure will take place only when the engine is running.

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

INSTRUCTIONS

A snowmobile is a terrain vehicle demanding the driving technique of its own. In the following you get some tips how to handle the snowmobile in order to be able to enjoy its good performance.

- The snowmobile starts, when you press the throttle lever and stops when you loose it. Step properly on the gas at once so that the variator gets hold on the variator belt and does not slide. N.B. Do not, however, accelerate too strongly.
- Remember that the variator belt needs warming up by careful driving before it can be loaded in full.
A new belt needs about 25 km's running period.

BRAKE-IN PERIOD

It is important for the long lasting and capacity of the snowmobile and the engine that the running-in is performed in the right way. Do not drive at full throttle during the first 500 km (about 15 hours). However, kick down the throttle lever every now and then and let the engine be at maximum revolutions about 10 second's time. So the spark plugs do not become sooty. It is to be recommended to use the range "from 1/2 to 3/4 throttle lever press in".

DRIVING POSITION

- When driving e.g. in the forest it is easier to turn the snowmobile if you lean the snow mobile to inside of turning.
- When driving on a track and on even terrain, e.g. on ice covered lake you can sit = center of gravity is down. The snowmobile runs steadily.
- If you stand on the footboards, you can better use your own weight for leaning the snowmobile and so to "smoothe" the driving on bumpy terrain.

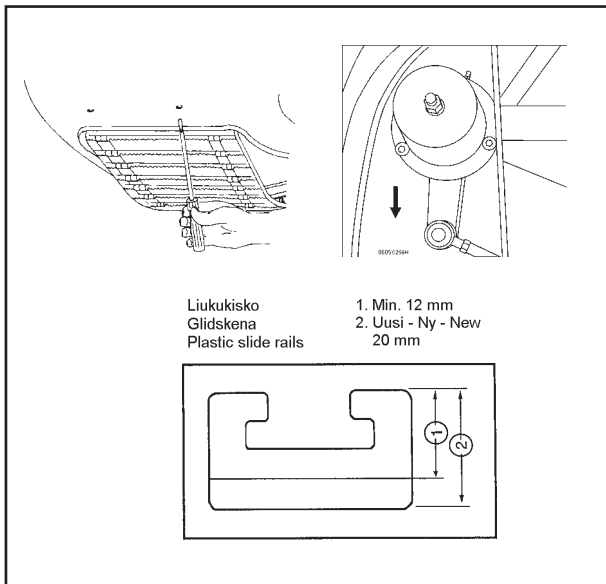
- In forest it often is easier to drive on your knees. Center of gravity is as much high that the snowmobile can be turned rather quickly and you still can drive under the trees.
- You can climb a steep slope obliquely. In that case you move the center of gravity to the side by standing with both feet on the same footboard and by hanging down as much that the snowmobile keeps the horizontal position.
- Especially in soft snow it is important to move the center of gravity forward — backward. The main rule is that you have such a position that the front of the snowmobile runs up the snow.

NOTE: If the rack is loaded, the location of the center of gravity changes. The driver has to move forward in order to achieve similar situation.

- The driving with a full loaded sleigh is different. The weight of the sleigh and the pulling capacity needed try to raise the front of the snowmobile and then the steerability becomes worse.
- When towing a load the sleigh has to be equipped with a “tugdevice” as the sleigh sticks in the snow when standing for a while. The pull caused by the “tugdevice” releases the sleigh easily.
- When driving with a load you can make the turning easier so that you throttle down in the curve when the load pushes and the rear of the snowmobile is moved to the right direction.

SLIDE-RAIL SYSTEM

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



AFTER DRIVING

- Clean the snowmobile and the tracks from snow and ice.
- Check that the draining holes under the engine, the exhaust pipe and under the gearbox are open.
- Open the engine cover and remove the snow, if any, in the engine room. When it is cold, the heat of the engine is not enough for melting the snow, but the snow forms into ice and may hamper the steering on the following day.
- Check the tension of the track, and if the snowmobile is standing for a longer time, lift it up at the rear and fill the fuel tank.

- Check that all the clips of the track are quite in order and are not twisted. Check also that the plastic slide surface is not too much worn out. A new slide surface is about 20 mm, it has to be changed when it is worn out 8 mm in other words when the thickness of the remaining slide surface is 12 mm.
- Check all suspension components for excessive play or wear including ball joints, bushings, control arms, links, etc.
- Check visually all rear suspension components including slider shoes, springs, wheels etc.

EMERGENCY STARTING

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

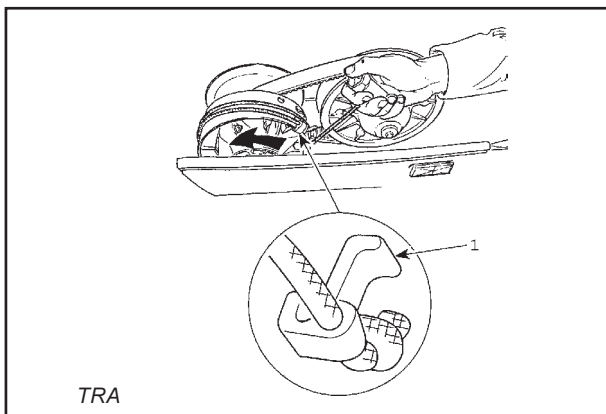
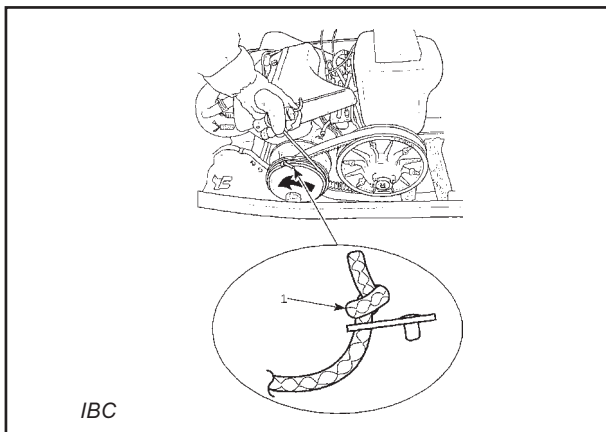
- Remove the starter and take into safekeeping the bolts.
- Fasten the starter handle on the emergency starter rope and make on knot at the other end of the rope.
- Place the knot outside the wheel and wind up the rop through the loop clockwise round the rope wheel.
- Start normally by pulling strongly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

WARNING! Watch out for the rope wheel!

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

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

EMERGENCY STARTING



SPARE PARTS

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

ADJUSTING - CONTROL - SERVICE

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

FUEL SYSTEM

Fuel filter

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

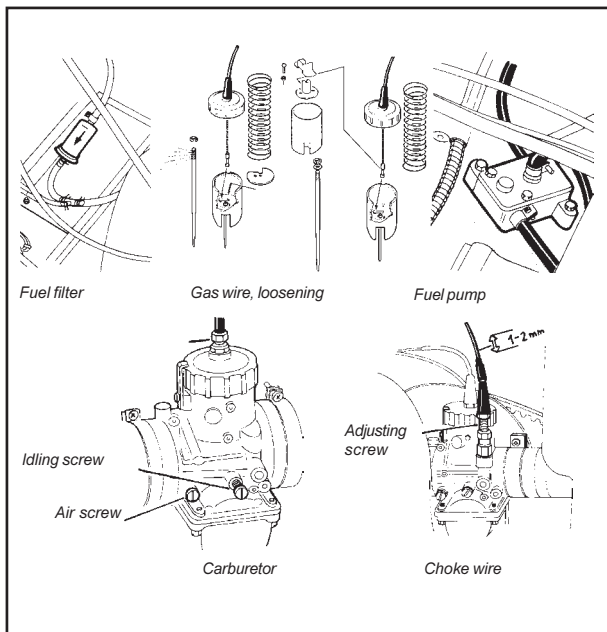
Fuel pump

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

Carburettor adjustment

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

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

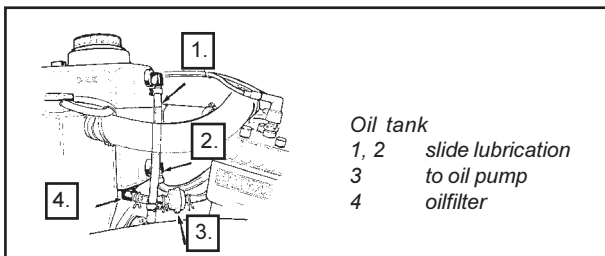
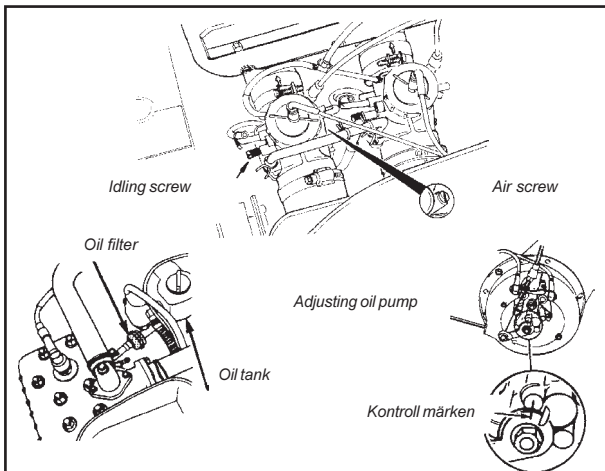


Idling adjusting

When adjusting idle speed on twin carburettor models, repeat on the other one.

- Gas wire adjusting: Screw down the gas wire with adjusting screw so that there is no slack between the mantle of the gas wire and adjusting screw. Then unscrew it 1/2 rounds (the slack will be 1 mm) and lock the adjusting screw with the nut.
- Air screw basic adjustment: Screw down the air screw carefully and unscrew then 1 round.
- Idling basic adjustment: Turn the idling screw clockwise until it contacts throttle.
Turn two rounds still. Now the idling is roughly adjusted.
- Check the injection oil pump adjustment.
- Start the engine and let it warm up to the normal using temperature.
- Then adjust idling with set screw fast idling.
- Adjust with the air screw (the area $3/4 \dots 1 \ 1/5$) most even running.
- Unscrew idle speed screw to obtain the normal idling speed 1800—2000 rpm.

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



Adjusting the needle

Fast driving in cold weather requires that both needles are raised with respect to the throttle 1-2 steps.

INJECTION OIL SYSTEM

Take care of that there is always oil enough in the oil tank. Signal light for oil level goes on when the oil level in the tank is low. Check oil and add if needed.

Oil filter

Check the oil filter monthly. Filter may not be dirty. As blocked, filter may cause serious engine damages. Change the filter yearly.

Oil pump

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

Oil pump adjustment

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

NOTE: Calibrate the carburettor before adjusting the pump.

COOLING SYSTEM

LIQUID COOLED ENGINES

Always replenish the system with the solution (50 % antifreeze, 50 % water). Pure antifreeze without water freezes.

Always use ethylene-glycol antifreeze containing corrosion inhibitors specially recommended for aluminium engines.

The engine cooling system should be drained and refilled with a new coolant mixture before each storage period.

NOTE: Cooling system is pressurised.

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

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

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

Draining the cooling system

Siphon the coolant mixture from the cooling system using a primer pump, a length of plastic hose and steel tubing inserted as deep as possible into the lower hose of the engine.

Remove the bleed screw on the cylinder head, water pump house and radiators connecting hose and lift the rear of the vehicle to get engine and radiators totally empty.

Refill the cooling system

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

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

AIR COOLED ENGINES

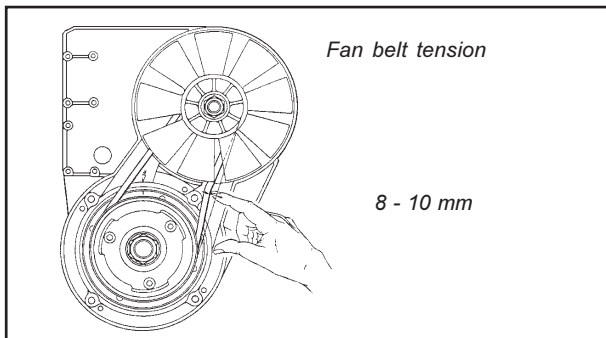
There is a fan in the engine taking fresh air through the openings in the hood. The air follows through the cooling ribs in the engine and through special conduits out from the engine room.

All models have a fan belt rotating the cooling fan.

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

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

Adjusting the fan belt should be carried out by an authorized LYNX dealer/work shop.



TRANSMISSION

GENERAL

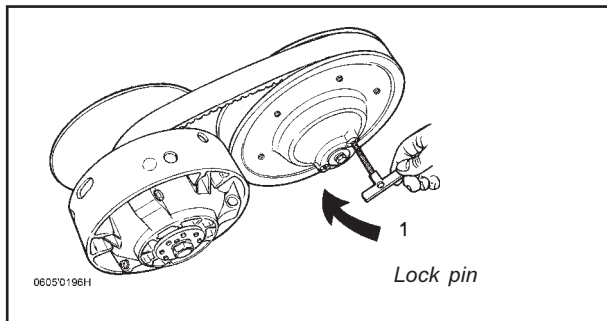
Power transmission from engine happens through clutch, variator belt and driven variator to the gearbox or chainbox. Both clutch and driven variator have a fixed and movable pulley. There is no chain in gearbox.

DRIVE BELT REMOVAL AND INSTALLATION

- Remove the ignition wires on spark plugs.
- Remove the variator cover.
- Take the belt as shown in the picture and pull strong upward so that the pulleys of driven variator are parting.
On some models, open the driven pulley with the drive belt installer/remover (P/N 529019500) provided in tool box. Screw tool in the threaded hole and tighten to open the pulley. Remove the belt.
- Turn off the belt from the driven variator pulleys.
- Remove the belt from the clutch.
- Set the new belt on clutch and turn in on the driven variator (gear in neutral).
- Put the variator cover in its place.
- Fasten the ignition wires.

NOTE: Driven variator is opened easier if the moving pulley is pulled from the upper edge backward.

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



DRIVE PULLEY, ADJUST AND SERVICE

The function of variators, especially clutch one's, is very important, because malfunction of variators strongly decrease the performance of the snowmobile. The maintenance of variators means cleaning and/or lubrication. The bearing of variators is partly by steel-, teflon- and fiber

Attention! Variators bearings must not be lubricated!

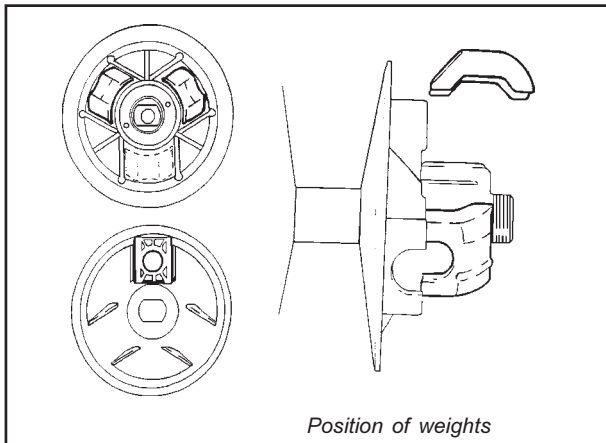
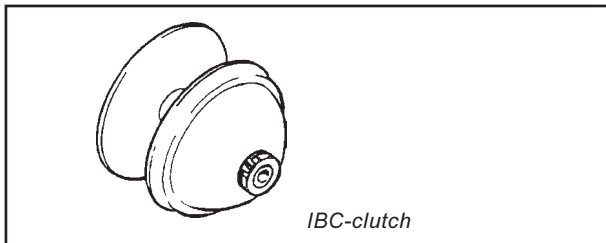
IBC-Clutch

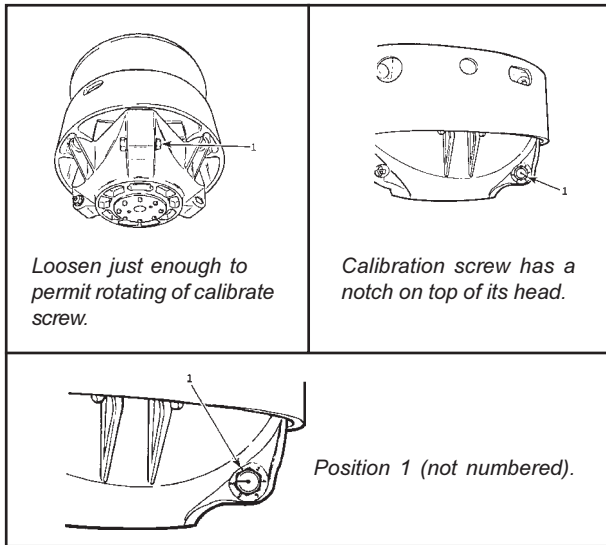
Function of the clutch is based on the sliding of the weight blocks (3 pcs) towards the adjusting cup. The clutch is cleaned off belt dust and off other foreign matters according to the service instructions. Under very hard circumstances even more often. Service and maintenance of the IBC-clutch must be carried out by an authorized LYNX dealer/work shop.

Service and adjusting of TRA-pulley

The clutch is factory adjusted to provide the best performance under most riding conditions. However certain conditions, such as deep snow, high altitude, pulling load, etc., may require a different adjustment. Contact the authorised dealer for adjustment.

The drive pulley must be inspected and cleaned by an authorised dealer at least annually.





DRIVEN PULLEY, ADJUST AND SERVICE

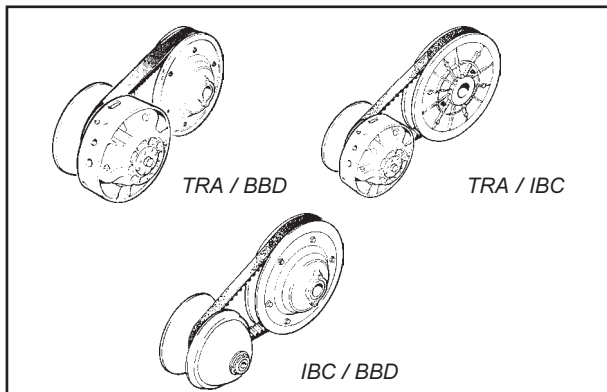
IBC- and BOMBARDIER-driven pulley

On service the variator will be cleaned and it's function will be checked. Once on the driving season it is necessary to have a thorough checking; variator will be checked part by part and if necessary the parts will be changed. Inspection and cleaning must be performed by an authorised dealer.

With the three nuts in the clutch it is possible to adjust

- tension of the belt
- belt distance up to the outer clutch circle.

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



CHECKING AND ADJUSTING THE CHAIN TENSION

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

Checking

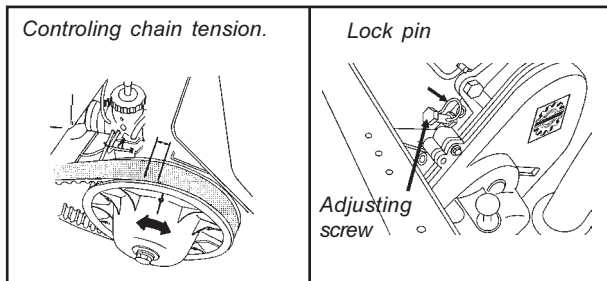
Checking the chain tension will be done by measuring the free motion of driven variator: the longer the free motion - the slacker the chain.

- Remove the variator cover, draw a mark on the driven variator with a pen.
- Rotate the driven variator in one direction so that the snowmobile begins to move. Check the location of your mark. Rotate the driven variator in other direction until the snowmobile begins to move in another direction. Measure the free motion length.

- The chaintension is right, when the mark on the driven pulley moves 5-10 mm. (Chain moves if it is pressed e.g. with a screw driver through the oil filling cap.)

Adjusting

The chain is tightened when the adjusting screw is screwed down. Always turn the screw by hand as far as possible.



TRACK TENSION AND ALIGNMENT

Tension

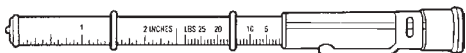
NOTE: Ride the snowmobile in snow about 15 to 20 minutes prior to adjusting track tension.

Lift rear of snowmobile and support it with a snowmobile mechanical stand.

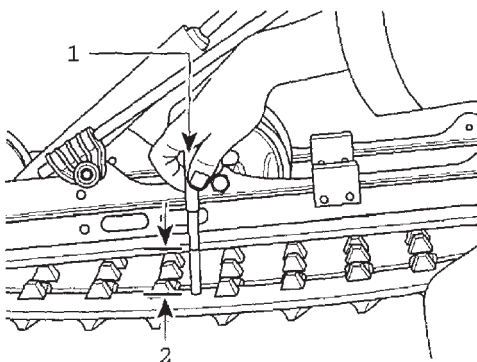
Allow the suspension to extend normally and check gap half-way along slider shoe. The gap should be as given in the specification section of this guide. If the track tension is too loose, track will have tendency to thumb.

NOTE: A belt tension tester (P/N 414348200) may be used to measure deflection as well as force applied.

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



Belt tension tester (P/N 414 3482 00).

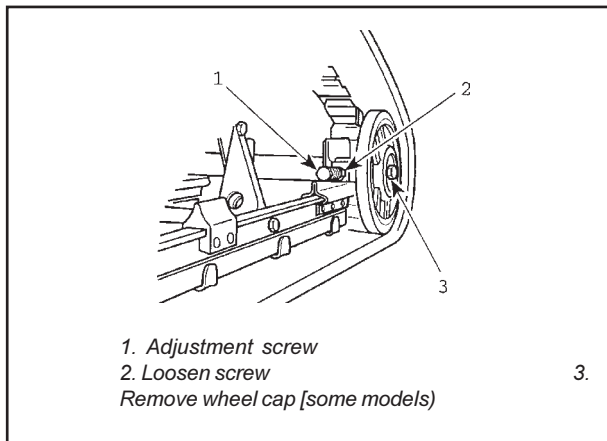


1. 7,3 kg
2. Deflection

To adjust tension:

- On some models, remove wheel cap.
- Loosen the rear idler wheel retaining screws.
- Turn adjustment screws to adjust.

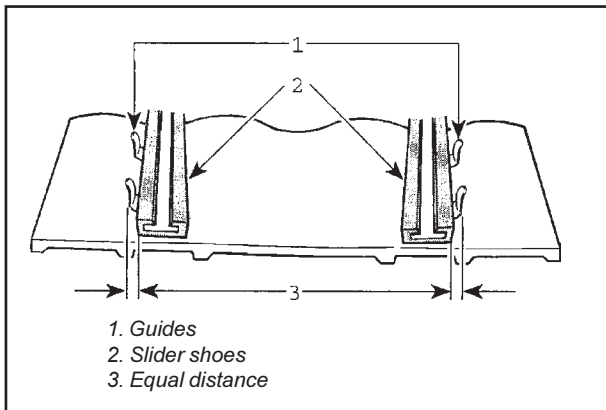
If correct tension is unattainable, contact an authorized dealer.



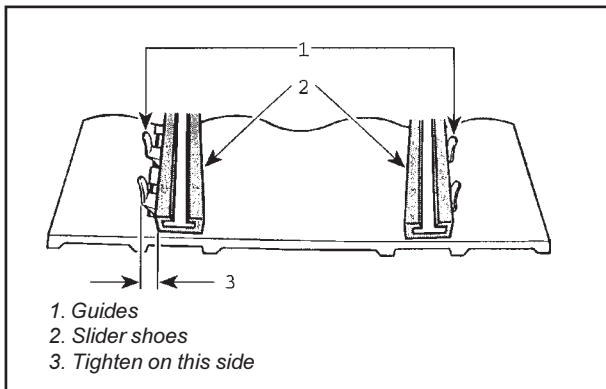
Alignment

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

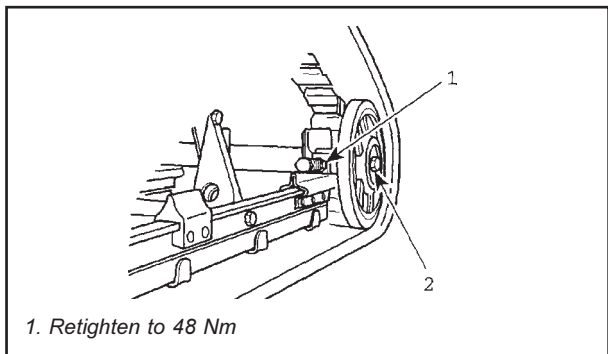
Start the engine and accelerate slightly so that track barely turns. This must be done in a short period of time (1 to 2 minutes). Check that the track is well centered; equal distance on both sides between edges of track guides and slider shoes.



To correct, **stop the engine**: Loosen rear wheel screws tighten the adjustment screw on side where the slider shoe is the farthest from the track insert guides.



Retighten wheel screws to 48 Nm.

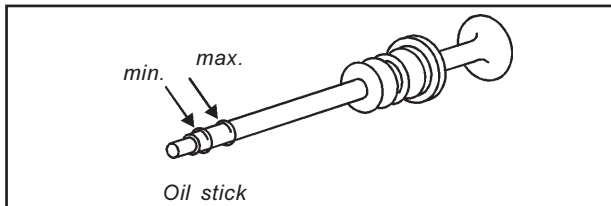


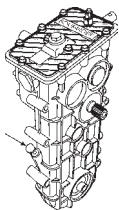
NOTE: Tighten properly the wheel screws.

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

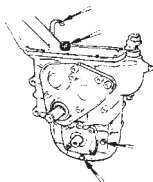
CHECKING THE OIL LEVEL

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

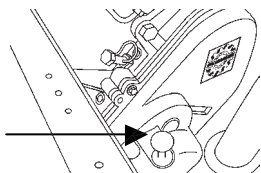




PUSH-PULL
GLX 5900 FC E
GLX 6900 FC E



Forest Fox Syncro



Ranger 2000, Rave Special,
Enduro 600 SP, Racing, G-
Touring 700/600, XR 500 LC/F,
Touring 400 F/Touring 500 F

STEERING SYSTEM

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

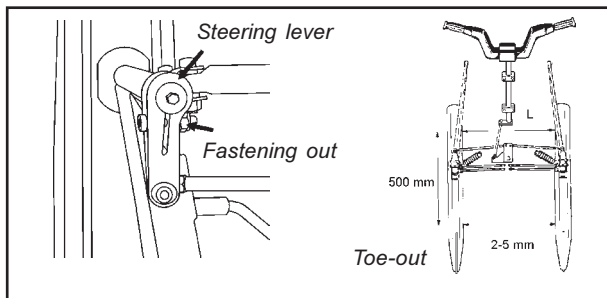
TOE OUT

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

- Check the lockings of tie rods.
- Fastenings of ball joints are secured with bilock-nuts and Loctite 242.

NOTE: Tighten the fastening nuts on the first time by 50 km and then by 250 km service. (45—50 Nm).

NOTE: Avoid opening the fastening nuts repeatedly.



SKI PRESSURE

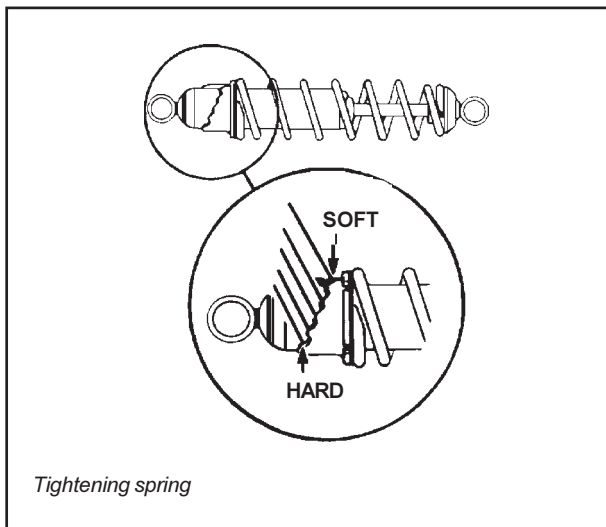
The ski pressure has an effect on proceeding on soft snow and on the steerability on hard terrain. Low ski pressure helps proceeding in soft snow, the snowmobile climbs easier the snow drifts. High ski pressure helps the turning on hard terrain.

Adjusting the ski pressure:

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

Adjusting the ski pressure by adjusting the slide rail

See: Slide rail system, adjusting the slide rail.



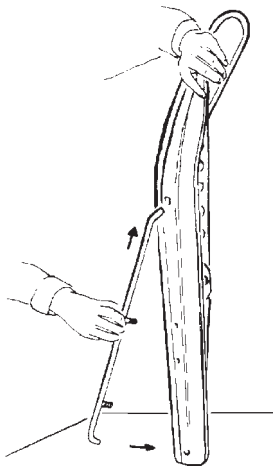
GUIDE RAILS

The condition of guide rails have a great effect on steering of snowmobile. Check regularly the condition of guide rails and change those, if

- the guide rail has been worn over half of it's diameter.
- some pieces of metal has been got loose of the guide rail

Changing a new guide rail:

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



Changing of the ski runner

SLIDE RAIL ADJUSTMENT (Control of ski pressure)

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

STEPLESS ADJUSTING OF SPRING

Count up the rounds of the screw on both sides or measure the distance between the spring and the fastening of the adjusting screw so that the stiffness of the springs is the same. The spring is loose when the adjusting piece is at the upper end.

FRONT SPRING, SLIDE-RAIL

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

REAR SPRING, SLIDE RAIL

The rear spring has an effect on driving comfort. With a passenger the spring has to be stiffer (suspension “bottoms” in bumps). The stiffness also has an effect on ski pressure, a stiff spring holds the ski pressure better. Concerning the long models, the rear springs are recommended to be rather stiff, as very often a sleight is pulled with these models, and pulling tries to decrease ski pressure.

LIMITING BELT

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

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

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

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

Short limiting belt = loose shock absorber spring.

Long limiting belt = stiff shock absorber spring.

SHOCK ABSORBER/SPRING, SLIDE-RAIL

Adjusting

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

Recommendation

The rear spring is recommended to be as loose as possible. A smooth elasticity means pleasant driving comfort. Depending on the weight of the driver or in case a passenger follows, the spring tension is adjusted so that suspension does not go to the bottom.

ADJUSTING SUSPENDED EXTENSION

The function of suspended extension can be adjusted according to the driving need and the circumstances. A “loose” extension improves running characteristics in soft snow. A “stiff” extension gives the best pulling effect on hard terrain and a better driving comfort when driving with a passenger.

Adjustment

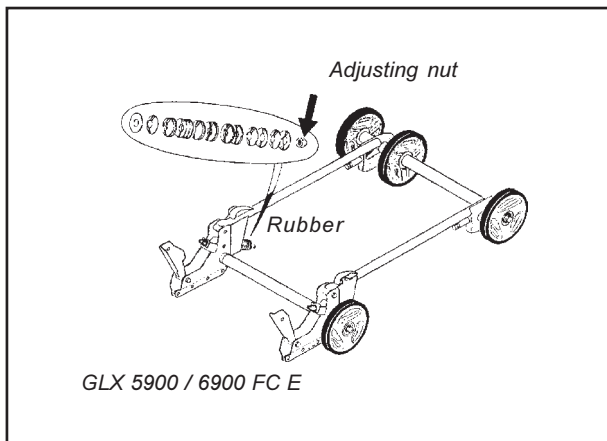
The suspension of the extension consists of elastic rubber pieces. The extension becomes stiffer when the adjusting nut is screwed down and loose when the adjusting nut is loosened. See the picture.

Adjustment for deep snow GLX 5900/6900

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

Adjustment for driving loaded GLX 5900/6900

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

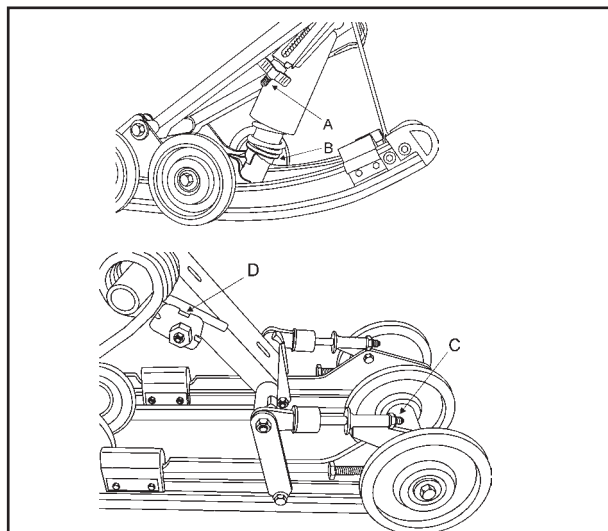


Adjusting of slide rail

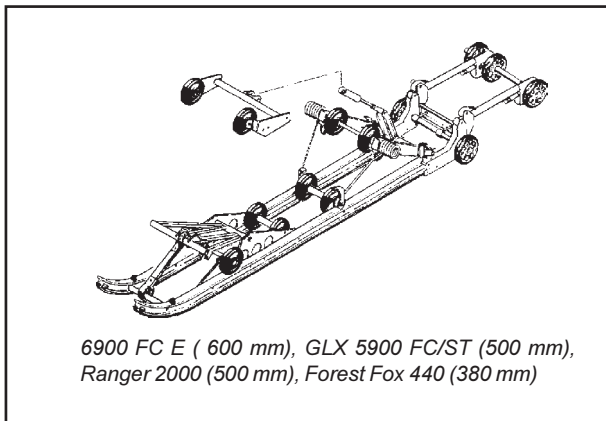
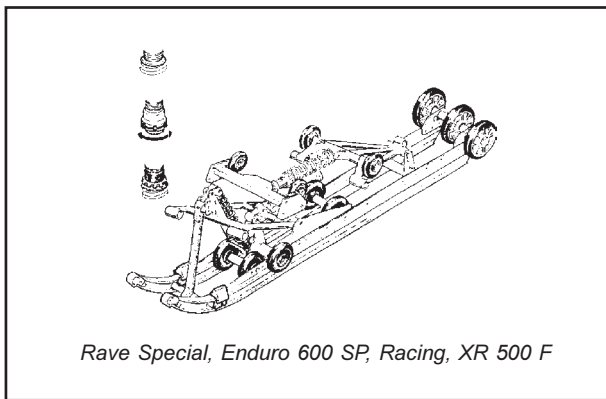
G-Touring, XR 500 F, XR 500 LC, Touring 400 F, Touring 500 F, Ranger 2000, Touring 500 LC

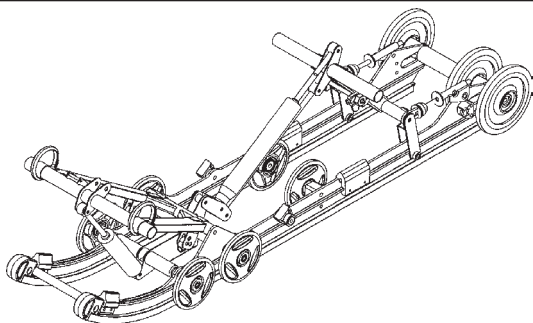
Standard adjustment

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

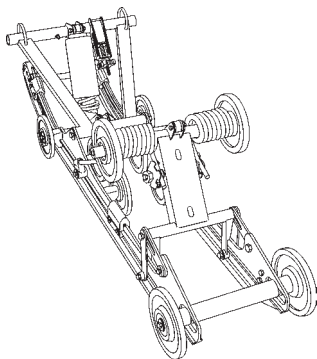


SLIDE RAIL SYSTEMS

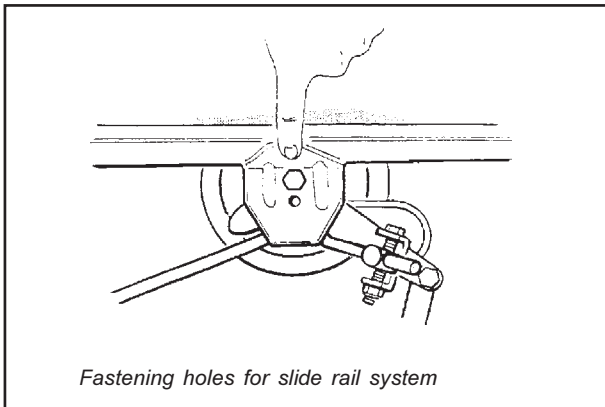




G-Touring 700/600, Touring 500 LC, Touring 500 F



Touring 400 F, XR 500 LC



BRAKE SYSTEM

On the snowmobile either mechanical or hydraulic brake and parking brake. The brake mechanism on your snowmobile is an essential safety device. Keep this mechanism in proper working condition. Above all, do not operate your snowmobile without an effective brake system.

Adjusting the mechanical brake

Check condition of brake shoes before you drive.

Automatic adjusting for brake shoes.

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

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

If needed, contact your nearest LYNX-service.

Adjusting the hydraulic brake

The brake shoes are not adjustable. Check always before driving the brake shoes, function of brakes and amount of brake liquid. Use only the recommended brake liquid.

MAINTENANCE CHART

Predelivery service (Authorized LYNX-dealer) 250-500 km's service: after the first 250-500 km's driving the snowmobile has to be taken to the LYNX dealer for the first service.

In service books there are given all service points. To minimize possible failures and to get your LYNX working properly as long period as possible we recommend that all service actions should be taken care by authorized LYNX dealer/work shop. Correctly filled service book is also necessary in warranty or reclamation cases, furthermore the service book is valuable when you are selling or exchanging your snowmobile.

It is highly recommended that addition to all service actions You will check Your snowmobile according to the following schedule.

SUMMER STORAGE OR STORAGE FOR A PERIOD LONGER THAN ONE (1) MONTH

VERY IMPORTANT!

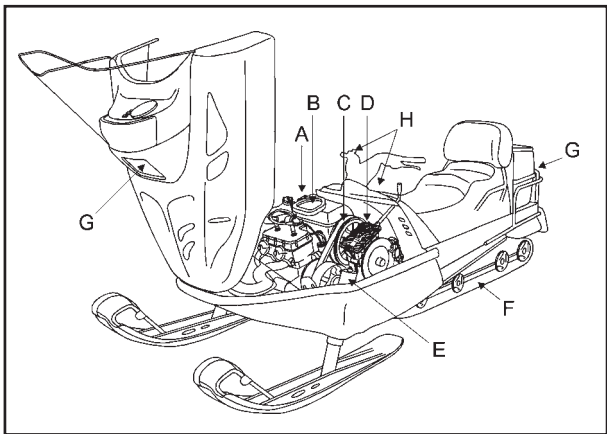
Service and maintenance for summer storage/storage longer than one (1) month should be carried out by LYNX authorized dealer/
work shop.

For more information kindly contact your nearest LYNX authorized dealer.

BEFORE SNOWMOBILE SEASON BEGINS

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

LUBRICATION AND MAINTENANCE CHART



- 1 Weekly control carried out by owner/driver
- 2 First service 250-500 km., according to service book
- 3 1500 km service, according to service book
- 4 2500 km service, according to service book
- 5 4000 km service, according to service book
- 6 Storage/Summer storage service, according to special instructions
- 7 Pre-season preparation, according to special instructions

		1	2	3	4	5	6	7
ENGINE AND COOLING-SYSTEM	Starting rope condition				x	x		x
	Cylinder head screws - cylinder screws		x		x			
	Engine mount nuts			x	x	x		
	Exhaust system			x	x	x		
	Cleaning of RAVE-valves			x	x	x		
	Cooling system condition (coolant level/fan belt)	A	x	x	x	x		
	Cooling hoses and connections				x	x		
	Coolant replacement						x	
Condition of seals								x
OIL-INJECTION	Injection oil filter condition (replaced every year)			x	x	x		x
	Oil injection pump adjustment, wire condition		x	x	x	x		
FUEL SYSTEM	Cleaning of fuel filter			x	x	x		
	Fuel filter replacement			x	x	x		x
	Fuel lines and connections					x		x
CARBU-RETOR	Carburetor adjustment (control of synchronising)			x	x	x		
	Carburetor cleaning					x		
	Inspection of throttle cable				x			x
	Inspection of rubber flanges				x	x		
	Air filter cleaning	B	x	x	x	x		x
TRANS-MISSION	Drive belt condition	C	x	x	x	x		x
	Condition of drive and driven pulleys				x	x		
	Adjustment of driven pulley			x	x	x		
	Cleaning of drive pulley			x	x	x		x
	Tightening of pulley's fastening bolts		x	x	x	x		
	Driven pulley preload			x	x	x		
	Lubrication of driven pulley axle with anti-seize lubricant		x	x	x	x		
BRAKE SYSTEM	Brake fluid (replacement once a year)		x	x	x	x		x
	Brake condition (brake pads, hose and brake disc)		x	x	x	x		x
CHAINCASE	Drive chain tension		x	x	x	x		
	Chaincase/gearbox oil level	D	x					x
	Chaincase/gearbox oil change (replacement once a year)		x		x	x		
	Lubrication of drive axle bearing			x	x	x		
STEERING	Steering bolts inspection, retorque 26 Nm			x	x	x		
	Steering and front suspension mechanism			x	x	x		
	LTS-front suspension:change of steering arms (compulsory 6000km)							x
	LTS-front suspension: lubrication	E	x	x	x	x		
	Wear and condition of skis and runners				x	x		
	Steering and ski leg camber adjustment		x	x	x	x		

		1	2	3	4	5	6	7
SUSPENSION	Suspension adjustments		AS REQUIRED					
	Suspension lubrication			x	x	x		
	Suspension condition (also slide rails and wheel bearings)			x	x	x		
	WP shock absorbers: oil replacement (once/season for prolonged warranty)		AS REQUIRED					
	Suspension stopper strap condition			x	x	x		
	Track condition			x	x	x		
	Track tension and alignment	F	x	x	x	x	x	x
ELECTRICAL SYSTEM	Spark plugs cleaning (change 2500 and 4000 km)		x	x	x	x		x
	Engine timing			x		x		x
	Battery condition			x	x	x		
	Headlight beam aiming			x	x	x		
	Wiring harnesses, cables and lines				x	x		
	Operation of electrical system			x	x			x
	HI/LO beam, brake light, etc.	G		x	x	x		x
	Test of emergency cut out switch and tether cut-out switch	H		x	x	x		x
OTHERS	Add grease to all nipples and oil all ball joints			x	x	x		
	Check and tighten all bolt connections			x	x	x		
	General cleaning and control	I				x		x
	Modifying/actions according to service bulletins		AS REQUIRED					
	Test and start the engine		x	x	x	x		x

TROUBLE SHOOTING

ENGINE FAILS TO START

The emergency stop lock is not properly in its place.

The fuel hose obstructed.

Defective fuel pump.

Loose or defective spark plug wire.

Spark plugs oily or defective.

Spark plugs fouled.

Ignition switch short-circuited.

Emergency stop switch short-circuited.

ENGINE STOPS

No fuel in tank.

Obstructed fuel hose.

Fuel filter clogged.

Loose or defective spark plug/wiring.

Engine overheated, the pistons seize.

The head of the emergency switch isn't right position.

ENGINE FUNCTIONS IRREGULARLY

Spark plugs defective, oily or loose.

Poor supply of fuel.

Carburettor loose—leaks.

Faulty carburettor adjustment.

ENGINE RUNS FOUR-STROKED

Fuel mixture too rich.

Faulty carburettor adjustment.

Intake conduit clogged.

ENGINE LACKS POWER

Faulty carburettor, the fastening leaks, main nozzle clogged, incorrectly adjusted.

Soot in combustion chamber and/or in exhaust system.

Improper ignition timing.

ENGINE OVERHEATS

Fuel octane too low.

Main nozzle in carburettor clogged.

Improper oil in fuel, only super or special 2-stroke oil may be used.

Improper ignition timing.

Fan belt slides—loose.

Variator does not function properly.

