LYNX®

2002

Käyttäjän käsikirja
Owner's manual
2101406

WARNING!
Disregarding of the safety precautions and instructions contained in this Operator's Guide on-product warnings may result in injury, including the possibility of death.

LYNX OPERATOR'S GUIDE 2002

This guide is applicable to:
Enduro 400 F
Enduro 500 F
Racing
Enduro 500/600/700
Enduro 500/600/700 RER
Rave 800
Safari 400
Explorer 500
Super Touring 500/600/700

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

WARNING! Identifies an instruction which if not followed, may cause injuries including the possibility of death.

CAUTION! Denotes an instruction which if not followed, may damage snowmobile and/or its components.

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

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 to suit your specific weight and riding environment before you took possession. At delivery, your dealer would have explained the snowmobile controls and provided you with a brief explanation of the various suspension adjustments. We trust you have taken full advantage of this.

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

The information and components/system descriptions contained in this guide are correct at the time of publication.

We also reserve the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring obligation.

We recommend genuine Bombardier products for replacement parts and accessories. They have been specially designed to your snowmobile and manufactured to meet of Bombardier demanding standards.

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1. 2. 3. 4.

1. **Snowmobile can be dangerous! Careless and abnormal use may result to serious injuries.**
2. **Read this manual and follow all the instructions carefully.**
3. **Use always: Safety helmet, eye protectors or visor, and hearing protector.**
4. **Never use alcohol or any drugs before or while driving this snowmobile.**

SAFETY MEASURES

- Never start the engine indoors.
- For vehicle with a parking brake always engage brake when snowmobile is not in use.
- Never leave the snowmobile on downhill with only parking brake engaged.
- 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 off the key.
- Engine should be running only when belt 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 most states and provinces, it is considered an illegal operation.
- Electric start models: 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 procedures.
- 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.
- The engine and components used in particular model should not be used on other models.Use of Rotax snowmobiles engines in other than Lynx snowmobiles is not recommended or authorized by Bombardier.
- Clean the footrests from snow and ice. Slippery footrests can be dangerous.
- Install the ball horn to the snowmobile. (Delivered with snowmobile).

BOMBARDIER LIMITED WARRANTY INTERNATIONAL:
2002 LYNX SNOWMOBILES

1. SCOPE OF THE LIMITED WARRANTY

BOMBARDIER-NORDTRAC thereinafter ("BOMBARDIER") warrants its 2002 LYNX snowmobiles from defects in material or workmanship for the period described below.

All genuine BOMBARDIER parts and accessories, installed by an authorized BOMBARDIER distributor/dealer (as hereinafter defined) at the time of delivery of the 2002 LYNX snowmobile, carry the same warranty as that of the snowmobile.

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

2. WARRANTY COVERAGE PERIOD

This warranty will be in effect FROM THE DATE OF DELIVERY TO THE FIRST RETAIL CONSUMER or the date the product is first put into use, whichever occurs first and for a period of:

a. TWELVE (12) CONSECUTIVA MONTHS, for private use owners.
b. TWELVE (12) CONSECUTIVE MONTHS, for commercial use owners.

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

3. CONDITIONS TO HAVE WARRANTY COVERAGE

This warranty coverage is available only on 2002 LYNX snowmobile purchased as new and unused by its first owner from a BOMBARDIER distributor/dealer authorized to distribute LYNX products in the country in which the sale occured (hereinafter "BOMBARDIER" distributor/dealer), and then only after the BOMBARDIER specified pre-delivery inspection process is completed and documented. Warranty coverage only becomes available upon proper registration of the product by a BOMBARDIER dealer. Such limitations are necessary in order to allow BOMBARDIER to preserve both the safety of its products, and also that of its consumers and the public.

Routine maintenance outlined in the Operator's Guide must be timely performed in order to maintain warranty coverage. BOMBARDIER reserves the right to make warranty coverage contingent upon proof of proper maintenance.

4. WHAT TO DO TO OBTAIN WARRANTY COVERAGE

The customer must notify a servicing BOMBARDIER 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 BOMBARDIER

dealer, proof of purchase of the products prior to the start of the repair in order to validate the warranty repair. All parts replaced under this limited warranty become the property of BOMBARDIER:

5. WHAT BOMBARDIER WILL DO

BOMBARDIER'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 BOMBARDIER parts without charge for parts and labor, at any authorized BOMBARDIER distributor/dealer.

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

6. EXCLUSIONS – ARE NOT WARRANTED

- 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;
- Damge resulting from removal of parts, improper repairs, service, maintenance, modifications or use of parts not manufactured of approved by BOMBARDIER or resulting from repairs done by a person that is not an authorized servicing BOMBARDIER dealer;
- Damage caused by abuse; abnormal use, neglect, use of the product on surfaces other than snow, or operation of the product in a manner inconsistent with the recommended operation descriped in the Operator's Guide;
- Damage resulting from accident, submersion, fire, theft, vandalism or any act of God;
- Operation with fuels, oils, or lubricants which are not suitable for use with the product (see the Operator's Guide);
- Snow or water ingestion;
- Incidental or consequential damages, or damages of any kind including without limitation towing, storage, telephone, rental, taxi, inconvenience, insurance coverage, loan payments, loss of time, loss of income; and
- Damage resulting from tracks which have been studded.

7. LIMITATIONS OF LIABILITY

This warranty is expressly given and accepted in lieu of any and all other warranties, 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 thsy 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 all allow for the disclaimers, limitations and exclusions identified above, as 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 BOMBARDIER 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 mde, shall not be enforceable against BOMBARDIER.

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 products while this warranty is in effect.

8. TRANSFER

If the owner of a product is transferred during the warranty coverage period, this waranty shall also be transferred and be valid for the remaining coverage period provide3d that BOMBARDIER is notified of such transfer of oqnership in the following way:

a. The former owner contacts BOMBARDIER or an authorized BOMBARDIER distributor/dealer and gives the coordinates of the new owner, or
b. BOMBARDIER or an authorized BOMBARDIER distributor/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

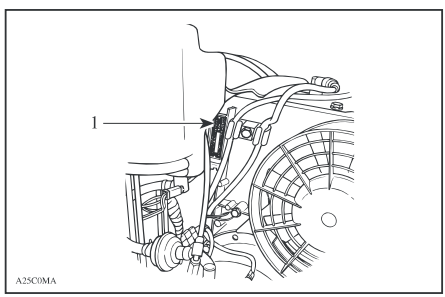
a. In the event of a controversy or a dispute in connection with this BOMBARDIER LIMITED WARRANTY, BOMBARDIER suggests that you try to resolve the issue at the distributorship/dealership level. We recommend discussing the issue with the authorized dealer's service manager or owner.

b. If further assistance required, the distributor's service department should be contacted in order to resolve the matter.

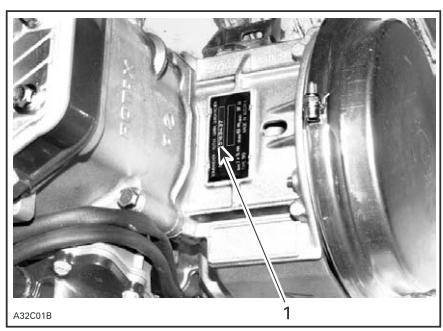
HOW TO IDENTIFY YOUR SNOWMOBILE

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 reguired by the Lynx dealers to complete warranty claims properly. No warranty will be allowed by Bombardier if the engine serial number or VIN is removed or mutilated in any way.We strongly recommend that you take all the serial numbers on your snowmobile and supply them to your incurance company.

CE-label with following info: Frame number, manufacturing year, manufacturer, engine maximum RPM and weight.



1. Engine serial number



1. Engine serial number

ENGLISH

ON-SNOWMOBILE IMPORTANT INSTRUCTIONS

Please read the following instructions carefully before operating snowmobile.

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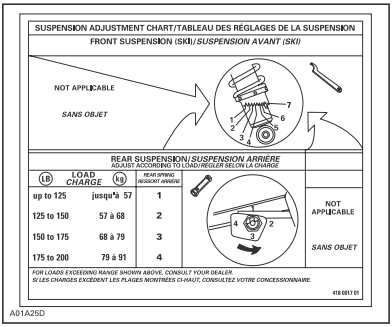
All models



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VAROITUS

Älä tee säätöjä moottorin käydessä. Älä käynnistä moottoria, jos variaattorinhihna tai variaattorinsuoja ei ole paikoillaan. Teetä variaattorin säädöt valtuutetussa hultoliikkeessä.

VARNING

Utför inga justeringar eller liknande i motorutrymme då motor går. Starta ej motorn utan att variatorrern och variatorskydd är monterade. Låt en auktoriserad service-verkstad utföra eventuella justeringar i variatorn.

WARNING

Do not carry out any adjustments when the engine is running. Do not start the engine if the fan belt or belt guard is not placed. Let an authorized service company carry out the variator adjustments.

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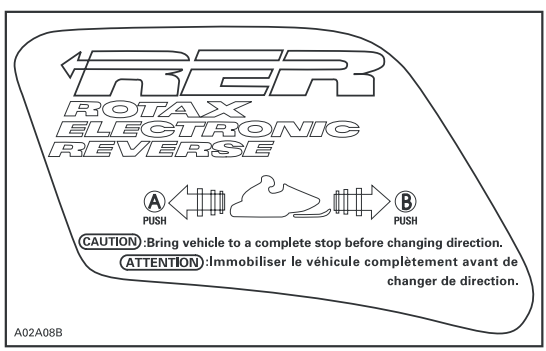

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All models with an electronic reverse

ENGLISH

CONTROLS/INSTRUMENTS

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

Rave 800 Sp, Enduro, Sport Touring, Super Touring, Ranger, Safari, Explorer

GLX 5900 FCE, GLX 6900 FCE, 5900 ST

Forest Fox S

1. Throttle lever

Located on the right side of handlebar. When compressed, it controls the engine speed and the engagement of the transmission. When released, engine speed returns automatically to idle.

2. Brake lever

Located on the left side of handlebar. When compressed, 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.

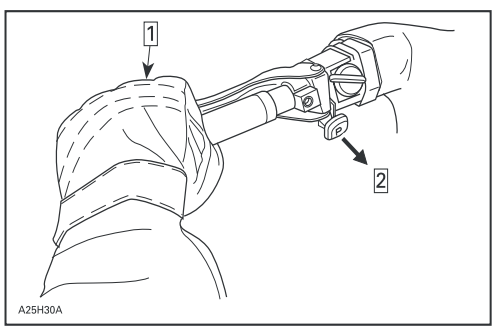
WARNING!
Excessive or repetitive use of brakes for high speed stops will cause an overheated brake system. This overheated condition could cause sudden loss of brakes and/or fire.

3. Parking brake button (on some models)

Located on left side of handlebar. Parking brake should be used whenever snowmobile is parked.
Whenever parking brake is applied and engine is running, injection oil level/parking brake pilot lamp lights up to remind you that it is engaged. Never leave your snowmobile on downhill only with parking brake engaged.

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

MECHANICAL BRAKE



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

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

Step 1: Squeeze and hold
Step 2: Fully pull

ENGLISH

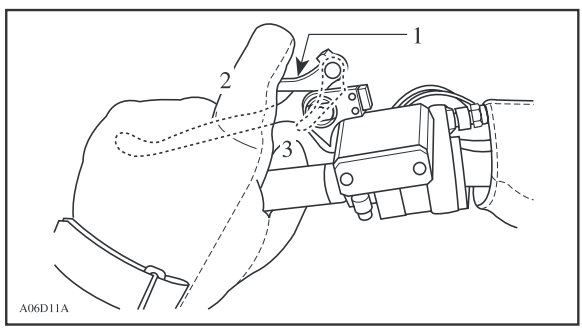
WARNING!
Never leave the snowmobile on downhill with parking brake engaged.

WARNING!
Parking brake button is not meant to be used as a parking brake and it should not be used longer than 5 minutes at time. Parking brake button keeps parking brake engaged and by that way it maintains press against the parking device. This pressure may however decreases step by step so low that it does not hold snowmobile in place.

HYDRAULIC BRAKE

To engage mechanism, squeeze brake lever and maintain while pulling locking lever with a finger. Brake lever is now compressed halfway applying brakes.

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



1. Locking lever
2. OFF
3. ON

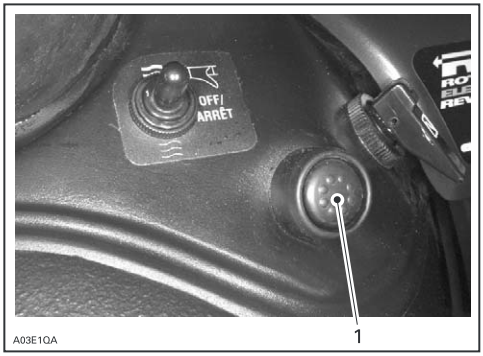
4. Gear shift lever

WARNING!
These snowmobiles are capable of a fast reverse. Always remain seated and apply the brake before shifting. Come to a complete stop then change gear. Ensure the path behind you is clear of obstacles or bystanders. Fast reverse while turning, could result in loss of stability.

Shifting

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.



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: DESS indicator lamp will illuminate and a warning buzzer will sound when the snowmobile is engaged in reverse.

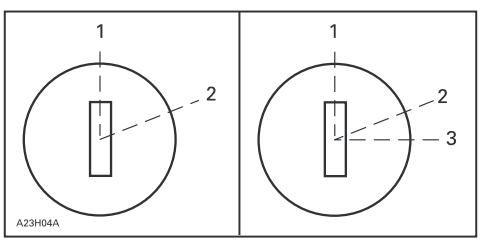
Apply throttle slowly and evenly.

RER MODIFICATION AT HIGH ALTITUDE

At high altitude, the RER system needs a different engine timing curve to work properly.

5. Reverse indicator light
This indicator light up when reverse is selected.

6. Ignition switch
The lights are automatically ON whenever the engine is running.



MANUAL START
1. OFF
2. ON

ELECTRIC START MODELS
1. OFF
2. ON
3. START

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Manual starting

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

Electric starting

Some models
Key operated, 3-position switch. To start engine, turn key to START position and hold.

CAUTION!
Do not hold key at START position more than 30 seconds. Holding key in START position when engine has started could damage starter mechanism.

Release key immedistely when engine has started. Key returns to ON position as soon as it is released. If engine does not start on first try, turn key back to ON position before restarting. To stop engine, turn key to OFF position.

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

If starter does not operate, check starting system fuse condition. (Refer to: FUSES)

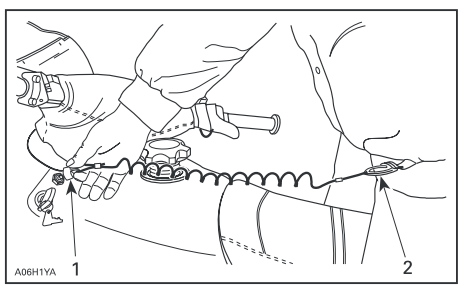
7. Tether cut-out switch

All models

Lights are automatically ON whenever the engine is running.

The tether cut-out system shuts-off engine if the driver accidently falls off the snowmobile.

Operation



Attach tether cord to wrist or clothing then snap tether cut-out cap over receptable before starting engine.

1. Snap over receptacle
2. Attach to eyelet

If emergency engine shut off is required, completely pull cap from safety switch.

Some models

On this model tether cut-out switch system also includes the DESS which performs the same function as a key.

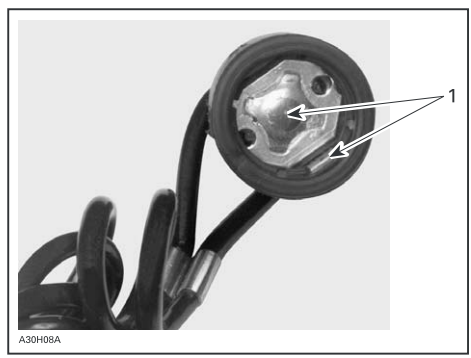
DESS system is a deterrent against theft. The tether cord provided with your snowmobile is dealer programmed and is the only one that allows engine to turn more than 3000 RPM. If an incorrectly programmed tether cord is installed the engine can not reach engagement speed required to move snowmobile.

Signal and Pilot lamp codes

Models with electric starter

DESS pilot lamp blinking one time per three seconds means that a bad connection has been detected. Snowmobile can not be driven.

To check for bad connection, remove tether cord. Make sure it is free of dirt or snow. Reinstall tether cord and restart engine. If a blink per 3 seconds still occurs contact an authorized Lynx service shop.



1. Free of dirt and snow

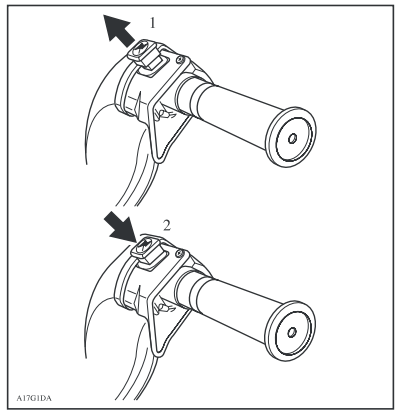
A rapid DESS pilot lamp blinking means that an incorrectly programmed tether cord is being used. Snowmobile can not be driven.

8. DESS pilot lamp

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

9. Emergency cut-out switch

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



1. ON
2. OFF

WARNING!
After using cut-out switch, do not let it hit to rotating device. Set the pulley cover down carefully and lock it. Keep your hands and clothings far away from pulleys and rotating device. Do not operate the snowmobile with pulley cover open. This may cause serious personal injuries.

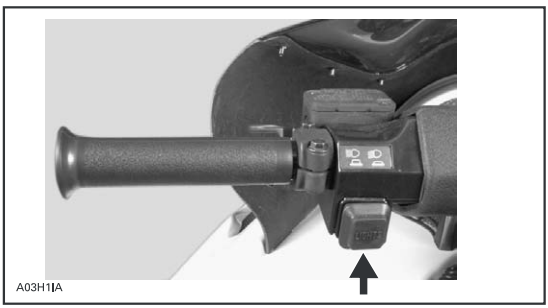
All drivers of the snowmobile should familiarize themselves with the function of this device by using it several times on first outing and to stop the engine there after. Thereby being mentally prepared for emergency situations requiring its use.

WARNING!
If the switch has been used in a mechanical malfunction, the source of malfunction should be determined and corrected before restarting engine.

10. Headlamp dimmer switch

Located on left side of handlebar, allows of headlamp beam.

WARNING!
Do not use the snowmobile if the headlamp beam is not correct. Faulty beamed headlight lights poorly.



Some models

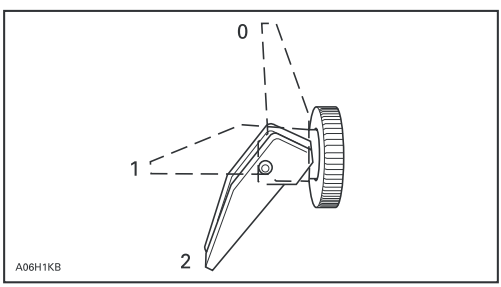
11. Rewind starter handle

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

WARNING!
Do not pull the rewind starter handle totally out and do not let it return freely. Keep the handle and allow handle to return slowly. Otherwise the starter handle may get damaged.

12. Choke lever

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



0. OFF
1. Position 1
2. Position 2

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WARNING!
Before starting the engine, remeber to attach the tether-cord to your clothing. Otherwise the snowmobile may strike out by itself and cause accident.

Initial cold starting

Do no operate the throttle lever with the choke lever on.
Move the choke lever to position 2 and start the engine. As soon as the engine starts move the lever to position 1. After a few seconds (10 seconds maximum) move the choke lever to OFF.

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

Racing-models

Pump primer 2-3 times. Pull the handle.
In cold weather, if the engine tries to shut down, pump primer time to time until the engine maintains at idle speed.

Warm engine starting

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

13. Speedometer

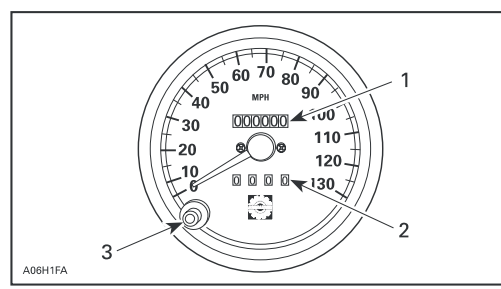
Direct-reading dial indicates the speed of the snowmobile in kilometers per hour.

14. Odometer

Odometer records the total distance travelled in kilometers.

15. Trip meter

Records distance travelled in kilometers until it is reset. It can be used to record a fuel tank range or distance between 2 relays for instance.



1. Odometer
2. Trip meter
3. Reset button

ENGLISH

16. Tachometer

Direct reading dial indicates the amount of engine RPM/minute.

17. Fuel tank cap/gauge

Unscrew to fill up tank then fully tighten.

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

18. High beam pilot lamp (blue)

Lights when headlamp is HIGH beam.

19. Injection oil level/parking brake pilot lamp (red)

Lights when injection oil is low. Check oil level and replenish as soon as possible. Also lights when parking brake is applied (with engine running).

20. Engine overheat warning lamp (red)

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

21. Heated grip switch

Some models

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

22. Heated grips

Some models

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

22. Heated throttle lever switch

Some models

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

23. Hood latches

Unhook the latches to unlock the hood from its achors. Always lift hood gently until stopped by retaining device. Close hood slowly then hook up latches.

24. Adjustable mirrors

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

WARNING!
Adjust with snowmobile at rest in a safe place.

25. Electric outlet

Electric current is supplied when ever engine is running. An extension is supplied with the snowmobile. It is included in the predelivery kit. Ask your Lynx dealer for the extension.

26. Fuses

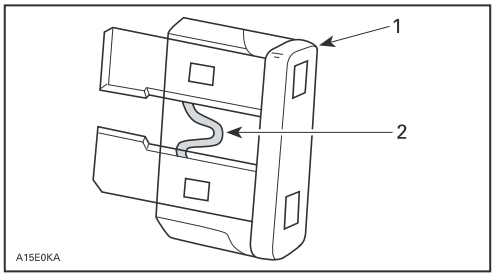
Starting system fuse

Starting system is protected with a 30 ampere rated fuse (S-Touring 500/600/700/800).
If starter does not operate, check fuse and replace if necessary.

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

WARNING!
If fuse has burnt out source of malfunction should be determined and corrected before restarting. See an Lynx authorized service shop for servicing.

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



1. Fuse
2. Check if melted

27. Front bumper

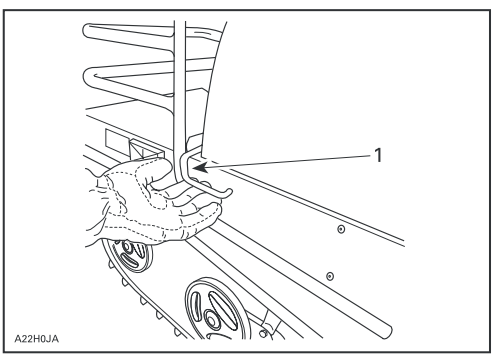
CAUTION!
Do not use front bumper to pull or lift snowmobile. It may get damaged.

28. Storage compartment

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

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

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



1. Lift seat latch

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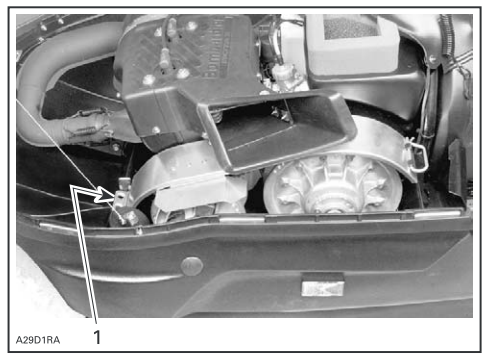
29. Tool kit

A tool kit containing tools for basic maintenece is supplied with the snowmobile.

30. Spark plug holder

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



1. Spare spark plug holder

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

NOTE: Spare spark plugs are not supplied with snowmobile.

31. Seat strap

Seat strap provides a grip for the passenger.

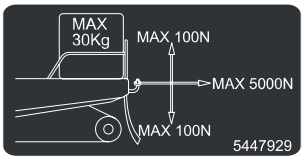
32. Adjustable backrest

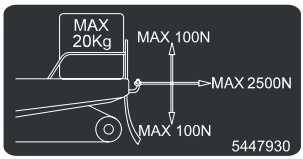
The backrest position and support angle may be adjusted to suit driver or passenger convenience.

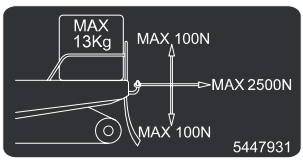
WARNING!
Adjust with snowmobile at rest in a safe place. Adjust to provide maximum lower back support. Always consider your passenger's comfort and safety. Securely tighten all adjustment locks and knobs.

33. Hitch

The hook-type hitch can be used to pull most equipment.
Use always slipnoose which is caompatible with hitch hook.
NOTE! Remeber to lock the hitch hook locking latch with lock pin.







Check the decal on your own snowmobile:Maximum load for storage compartment and pulling capacity of the hitch.

34. Holding strap

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

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

35. Primer button

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

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

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

36. Adjustable suspensions

For factory recommended adjustments refer to decal on belt guard.

37. RER Electronic reverse

Some models

These models are equipped with a ROTAX ELECTRONIC REVERSE (RER) 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 except for high altitude. See **RER Modification at High Altitude** later in this book.

GENERAL

All models

Snowmobile handling and comfort depend upon suspension adjustments.

Choise 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.

Guidelines to adjust suspension

The best way to set up suspension, is to start from factory settings then customize each adjustment one at a time in the right order (steps 1-4). Then, test run the snowmobile always with the same conditions; trail, speed, snow, driver riding position etc. Change adjustment and retest. Proceed methodically until you get satisfied.

CAUTION!
Come always to a complete end before adjusting suspensions.

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

Slight suspension bottoming occuring undet the worst riding conditions indicates a good choise of spring preload.

Rear springs-comfort

When driver and passenger (if so applicable) take place rear of snowmobile should collapse by 50 to 75 mm.

CAUTION!
Always turn the left side adjustment cam in a clockwise direction, the right side cam in a counterclockwise direction. Left and right adjustment cams may be at different settings.

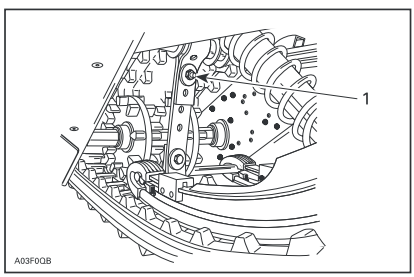
Center spring–steering behavior

Ride at moderate speed on a trail with bumpy consitions.
If steering is easy to turn. Adjust center spring accordingly.

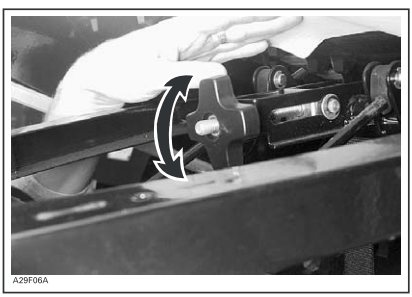
Stopper strap – weight transfer

Ride at low speed the fully accelerate. Note steering behavior. Adjust stopper strap length accordingly. At rest, stopper strap should have a free play of 12 mm

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



1. Vary strap length by bolting to a different hole



ENGLISH

Suspended extension adjustment

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

For deep snow adjustment

Loosen firts lock nut then tighten nut ¾ turn after contacting washers. Retighten lock nut. Adjust the same on both sides.

For trail riding with or without a load and 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.

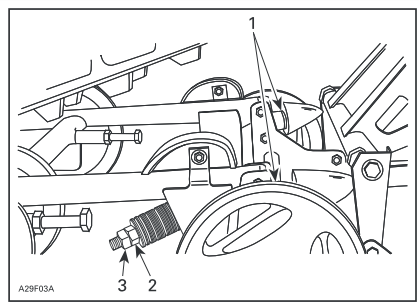
Shackle movement limiter

For deep snow riding, do not install horse shoe washers nor rubber stoppers.

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

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

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



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

Front springs-handling

Ride at moderate speed and check for proper handling.
Adjust front springs accordingly.

CAUTION!
Always adjust both front springs to same position.

SUSPENSION TROUBLESHOOTING CHART

PROBLEM	CORRECTIVE MEASURE
Front suspension wandering	Check ski alignment and camber angle adjustment. See an authorized Lynx service shop. Reduce ski ground pressure. Reduce front suspension spring preload. Increase center spring preload. Reduce rear spring preload.
Snowmobile seems unstable and Seems to pivot around its center	Reduce rear suspension fronarm pressure. Reduce center spring preload. Increase rear spring preload Increase front suspension spring preload.
Steering feels too heavy	Reduce ski ground pressure. Reduce front suspension spring preload. Increase center spring preload.
Rear of snowmobile seems too stiff	Reduce rear spring preload.
Rear of snowmobile seems too soft.	Increase rear spring preload.
Rear suspension front shock absorber is frequently bottoming	Lengthen stopper strap. Increase center shock preload.
Track slides too much at start	Lengthen stopper strap Change driving position.

In deep snow

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

FUEL AND OIL

Recommended fuel

Use 95E gasoline, except on models GLX 5900 FCE, Forest Fox S and 6900 FCE, use 98E gasoline. When snowmobile is used in powder snow condition and/or at temperatures from and below –10°(14°F), we highly recommend the use of gas line antifreeze in a proportion 150 mL of gas line antifreeze added to 40 liters of gas.

ENGLISH

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

CAUTION!
Never experiment with other fuels or fuel rations. The use of unrecommended fuel can result in snowmobile performance deterioration and damage to critical parts in the fuel system and engine components. Do nor mismatch oil reservir cap with fuel tank cap. Oil reservoir cap is identified OIL.

WARNING!
Never top up the fuel tank before placing the snowmobile in a warm area. As temperature increases, fuel expands and may overflow.Always wipe off any fuel spillage from the snowmobile.

Recommended oil

CAUTION!
Do not mismatch oil reservoir cap with fuel tank cap. Oil reservoir cap is identified OIL.

Oil is contained in the oil injection reservoir.

Use Bombardier snowmobile injection oil (P/N 413 802 900 12x1l) or synthetic injection oil.

Add injection oil when necessary.

WARNING!
Fuel may be pressurized, open cap slowly. Fuel is flammable and explosive. Never use an open flame to check fuel level. Never smoke or allow flame or spark in vicinity.

COLD WEATHER CARBURETION MODIFICATIONS

All snowmobiles have been calibrated for –20º (-4ºF). They can be operated at higher winter temperature without problems.

CAUTION!
For colder temperatures than –20º(-4ºF), carburetor(s) must be recalibrated to avoid engine damage. Refer to an authorized Lynx service shop.

BREAK-IN PERIOD

Engine

CAUTION!
A break-in period of 10 to 15 operating hours-500 km –is required before running the snowmobile at full throttle.

During break-in period, maximum throttle throttle should not exceed 3/4. However, brief full acceleration and speed variations contribute to a good break-in. Continued wide open throttle accelerations, prolonged cruising speeds and engine overheating are detrimental during the break-in period.

To assure additional protection during the initial engine break-in, 500 ml recommended injection oil should be added fuel for the first full filling of fuel tank.
Always remove and clean spark plugs after engine break-in.

Belt

A new drive belt requires a break-in period of 50 km. Avioid strong acceleration/decleration, pulling a load or high speed cruising.

10-hour inspection

As with any precision piece of mechanical equipment, we suggest that after the first 10 hours of operation-500 km-or 30 days after the purchase, which ever comes first, your snowmobile be checked by an authorized Lynx service shop.

This inspection will give you the opportunity to discuss the unanswered questions you may have encountered during the first hours of operation.

NOTE! The 10 hour inspection is at the expence of the snowmobile owner.

PRE-OPERATION CHECK

- Activate the throttle control lever several times to check that it operates easily and smoothly. It must return to idle position when released.
- Activate the brake control lever and make sure the brake fully applies before the brake control lever touches the handlebar grip. It must fully return when released.
- Verify that skis and steering operate freely. Check corresponding action skis versus handlebar.
- Verify track and idler wheels are unfrozen and free to turn.
- Check fuel and injection oil for levels. Replenish as necessary and see an Lynx authorized service shop in case of any leaks.
- Verify that air filter(s) is free of snow, if so equipped.
- Check gear shift lever position.

- Check coolant level.
- Check operation of ignition switch, headlight switch (HI-LO), tail light, brake light, indicator lights and tether and emergency cut-out switches.
- Remove snow and ice from footboards.

CAUTION!
Proceed with pre-operation check list before riding.

STARTING THE ENGINE

WARNING!
Never run engine in an anclosed area.

WARNING!
Operator and passenger (if applicable) must be properly seated before starting engine.

Check throttle lever operation

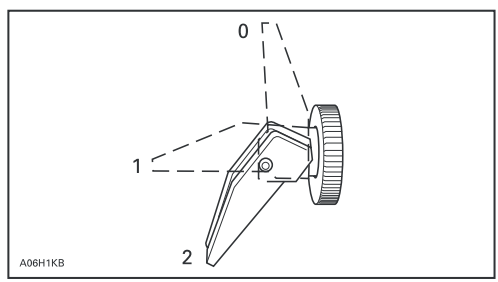
Ensure that the emergency cut-out switch is in ON position.

Ensure the tether cut-out cap is in position and that the cord is attached to your clothing.

PRIMER equipped snowmobiles

Activate the primer 2 or 3 times.

NOTE: Priming is not necessary when engine is warm.



0. OFF
1. Position 1
2. Position 2

Initial cold starting

NOTE: Do not operate the throttle lever with the choke lever on.
Move the choke lever to position 2 and start the engine. As soon as the engine starts move the lever to position 1. After a few seconds (10 seconds maximum) move the choke lever to OFF.

ENGLISH

NOTE: In severe weather, colder than –20º (-4ºF) you may neeed to turn the choke on and off a couple of times to position 1 once engine is started.

Warm engine starting

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

Manual starting

Insert the key in the ignition switch and turn to ON position.
Grasp manual starter handle firmly and crank engine.

WARNING!
Do not apply throttle while starting.

Electric starting (some models only)

Insert key in ignition switch.
Turn key clockwise until starter engages.
Release key immediately when engine has started.

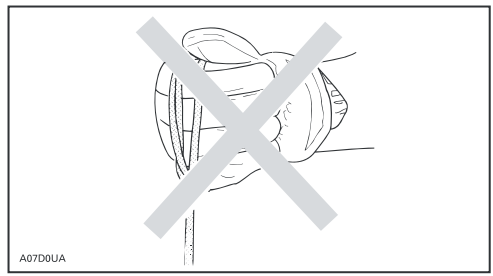
CAUTION!
Do not hold key at "START" position more than 15 seconds.
If for any reason, the snowmobile cannot be started electrically, place ignition key to position ON and start engine manually.

Emergency starting

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

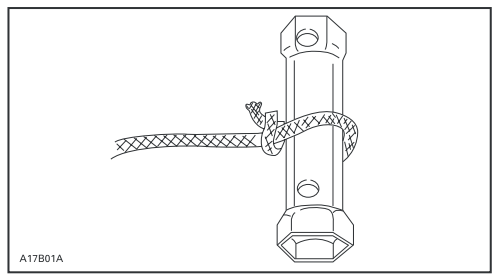
Remove belt guard

WARNING!
Do not wind starting rope or strap around your hand. Hold rope or strap 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.

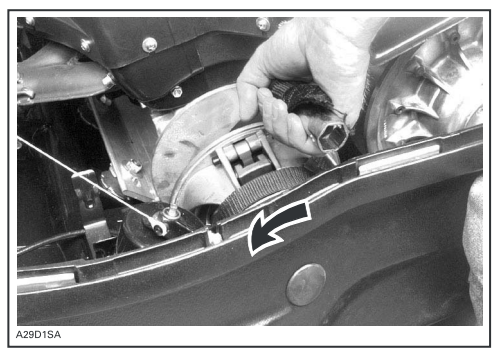


Attach one end of emergency rope or strap to rewind handle.

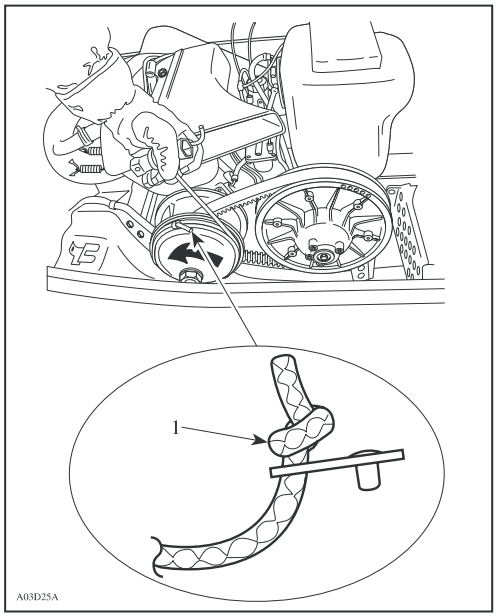
NOTE: The spark plug socket can be used as an emergency handle.



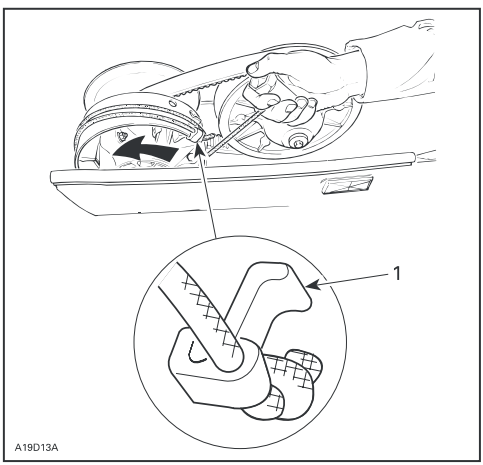
Attach the other end of emergency rope to the starter clip supplied in the tool kit.
Hook up on drive pulley.
Wind the rope tightly around drive pulley. When pulled, pulley must rotate counterclockwise.



ENGLISH



1. Knot on this side



1. Clip (TRA drive pulley)

Pull the rope or strap using a sharp, crisp pull so the rope or strap comes free of the drive pulley.
Start engine as per usual manual starting.

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

Shutting off the engine

Release throttle lever and wait until engine has returned to idle.
Shut off the engine using either ignition switch, emergency cut-out switch or tether cut-out switch.

WARNING!
Never leave key and tether cord on snowmobile when not in operation.

POST OPERATION CARE

Shut off the engine. Install rear of snowmobile on a snowmobile mechanical stand.
Remove snow and ice from rear suspension, track, front suspension, steering mechansim and skis.
Protect snowmobile with a cover.

SPECIAL OPERATIONS

Riding at high altitudes

If you ride at altitudes above 600 m, your snowmobile should have modifications. Refer to authorized Lynx dealer.

CAUTION!
Do not change original factory calibration if snowmobile is used below 600 m.

Engine overheating

Fan cooled models

Shut off the engine.
Check for clogged air duct pasages. Remove any foreign materials. Check for proper fan belt condition and tension. See an authorized Lynx service shop.

Liquid cooled models

Engine overheating indicator 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.

Fuel flooded engine

WARNING!
Do not hold throttle partially or fully open when starting a gas flooded engine.

Install new spark plugs and restart engine.

Rear suspension slider shoe sticking

Some models

Shut off the engine.

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 track metallic guides.

Let slider shoes cool down. Restart engine and run snowmobile on a surface covered by snow or drive snowmobile at very low speed.Have slider shoes inspected by authorized Lynx service shop.

PERIODIC MAINTENACE CHART

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

		1	2	3	4	5	6
STEERING	Handlebar bolts retorque 26 Nm	x					
	Steering and front suspension mechanism lubrication**	x		x		x	
	Control of TA-shocks condition	x		x			
	TA-shocks service and oil change(once a year)				x	x	
	Wear and condition of skis and runners	x	x				
	Steering and ski leg camber adjustment	x		x			
REAR	Suspension adjustments		AS REQUIRED				
SUSPENSION	Suspension lubrication**				x	x	
	Suspension condition (also slide rails and wheel bearings)	x			x		
	Control of TA-shocks condition	x		x			
	TA-shocks service and oil change(once a year)				x		
	Suspension stopper strap condition				x		
	Track condition	x		x			
	Track tension and alignment	x	AS REQUIRED				
ELECTRICAL	Spark plugs cleaning (change 2500 and 4000 km)	x		x			x
SYSTEM	Engine timing	x					x
	Battery condition	x		x			
	Headlight beam aiming				x		
	Wiring harnesses, cables and lines	x		x		x	
	Operation of electrical system	x	x			x	
	HI/LO beam, brake light, etc.						
	Test of emergency cut out switch and tether cut-out switch						
OTHERS	Add grease to all nipples and oil all ball joints				x		
	Check and tighten all bolt connections	x			x		
	General cleaning and control				x		
	Modifyings/actions according to service bulletins		AS REQUIRED				
	Test and start the engine	x			x		x
* Before installing new spark plugs at pre-season preparation, it is suggested to burn excess storage oil by starting the							
engine with the old spark plugs. Only perform this operation in a well ventilated area.							
** Lubricate whenever the vehicle is used in wet conditions (wet snow, rain, puddles)							

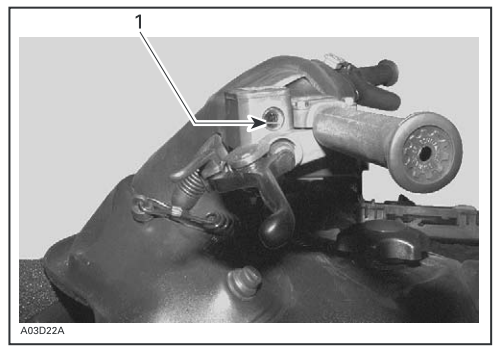
FLUID LEVELS

CAUTION!
Snowmobile must be on a level surface before checking any fluid levels.

Brake system

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

CAUTION!
Use only DOT4 brake fluid from a sealed container. Never use any other types of fluid.



BRAKE FLUID RESERVOIR
1. Minimum

Chaincase/Gearbox oil level

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

The oil level should be level with the bottom of the oil level hole. Refill as required using Bombardier chaincase oil (P/N 413801900) until it flows through oil level hole.

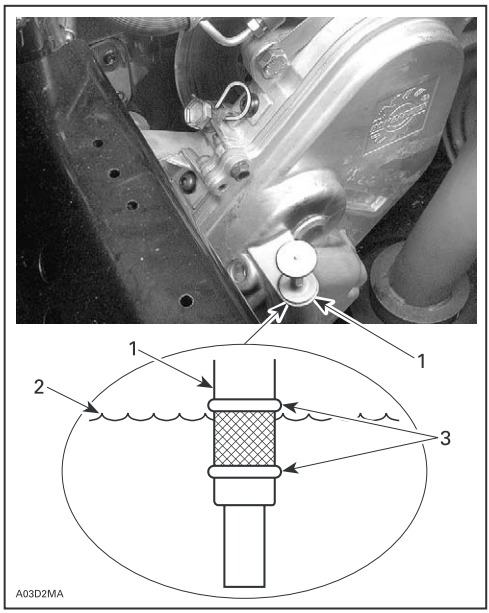
All models

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

NOTE: It is normal to find metallic particles stuck to dipstick magnet. If bigger pieces of metal are found, see an authorized Lynx service shop.
Remove metal particles from magnet.

Refill to upper mark using Bombardier synthetic chaincase oil (P/N 413800300-12x355 ml).

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



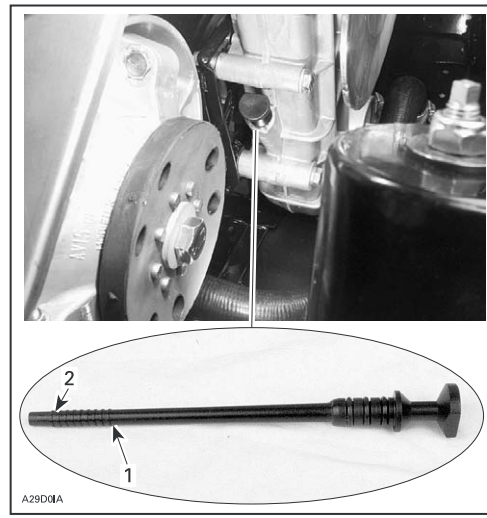
1. Dipstick
2. Oil level
3. Level between marks

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 Bombardier synthetic chaincase oil, (P/N 413803300-12x355 ml).

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



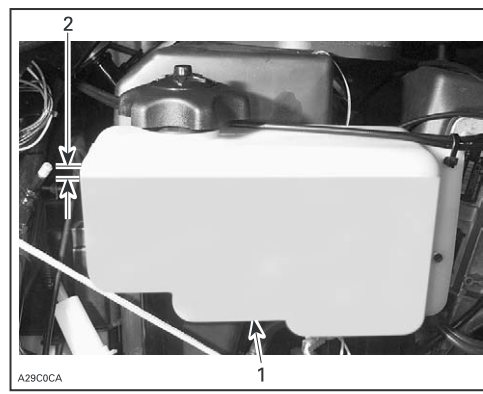
1. Full level mark
2. Lower level mark

Oil injection system

Always maintain a suficient amount of Bombardier injection oil in the injection oil reservoir.

CAUTION!
Never allow oil reservoir to be almost empty.

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



1. Injection oil reservoir
2. Maximum level: 13 mm from top

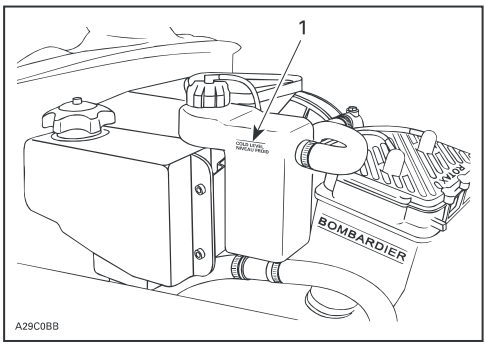
Cooling system

Some models

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 mark.

If additional coolant is necessary or if entire system has to be refilled, refer to and authorized Lynx service shop.



1. COLD LEVEL line

BATTERY

Removal

WARNING!
Never roll snowmobile on right side, if snowmobile is equipped with acid battery. Battery electrolyte gets out and it can cause dangerous situation.

WARNING!
The BLACK negative cable has to be removed first and reinstalled the last.

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

Remove the battery fastening strap.

WARNING!
Use suitable gloves when removing battery bay hands. Gloves may not be absorbent material.

Remove the battery out from snowmobile.

CLEANING

Clean the battery, battery casing, cables and battery posts with baking-soda solution.

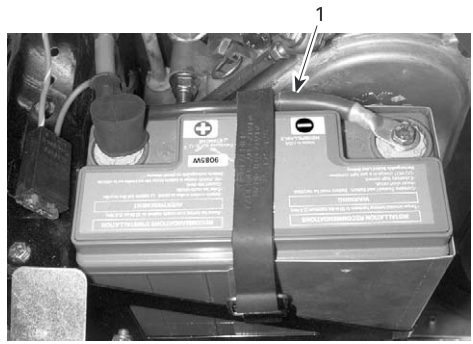
Remove rust form battery cable connectors and battery posts using firm wire brush.

WARNING!
Do not place the battery near the open flame.

INSTALLATION

Place the battery to battery holder.

Attach the battery fastening strap and make sure that negative cable is installed as shown in the picture below.



1. Negative cable under the battery strap

WARNING!
Always connect the battery cables excatly specified order. Connect RED positive cable first, then BLACK negative ground cable.

Add dielectric grease (P/N 413 701 700) on battery posts and connectors.

Battery charging

Battery electrolyte amount has to be between upper and lower marks.
If the liquid gets under MIN-mark, add destillated water up to MAX-mark.

MAINTENANCE

Belt guard removal and installation

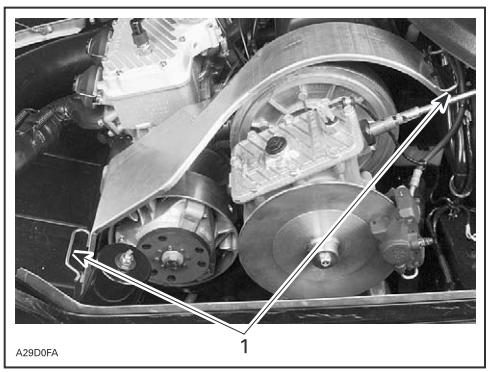
Remove tether cord cap.
Open hood. Remove guard retaining pins and lift off the guard.

Some models

Remove tether cord cap. Open hood.
Open retainer to release pin the lift belt guard. Proceed one side at a time.

Some models

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



1. Retaining pins

Some models

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

Drive belt removal and installation

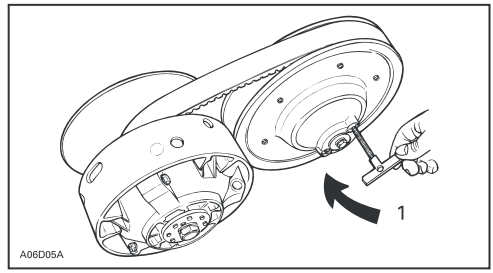
All models

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.

Open hood and remove belt guard.

Some models

Open drive pulley with special tool included in tool box.
Screw tool in the threaded hole and tighten to open the pulley. Remove belt.

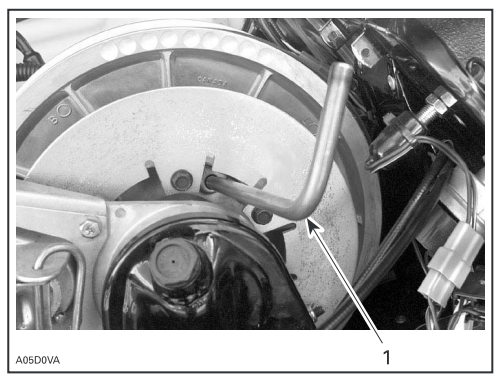


1. Tighten to open pulley

All models

Open the driven pulley by twisting and pushing the sliding half. Hold in fully open position.

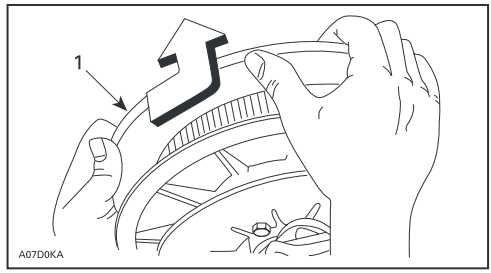
WARNING!
Never rotate the drive/driven pulleys when emergency cut-out switch is at OFF position.



1. Tighten to open pulley

ENGLISH

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

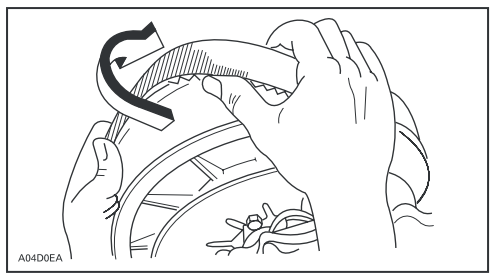


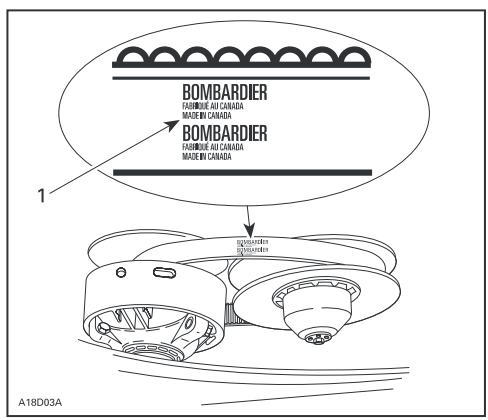
1. Sliding half

All models

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

The maximum drive belt life span is obtained when the belt has the proper rotation direction. Install it so that the Bombardier name on the belt can be read when facing pulleys.





1. Name "BOMBARDIER"

ENGLISH

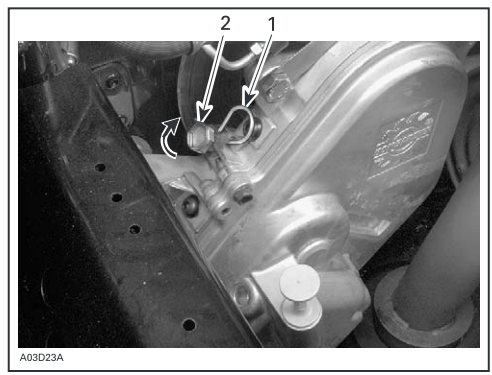
CAUTION!
Do not force or use tools to pry the belt into place, as this could cut or break the cords in the belt.

Reposition and lock driven pulley support. On models so equipped, remove belt installer. Reinstall belt guard.

Drive chain tension

Models with chaincase

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



1. Hair pin
2. Adjustment screw

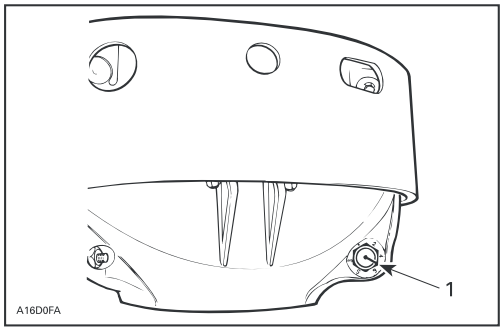
TRA drive pulley adjustment

Some models

The drive pulley is factory calibrated to transmit maximum engine power at a predefined RPM. Refer to SPECIFICATIONS at the end of this guide.

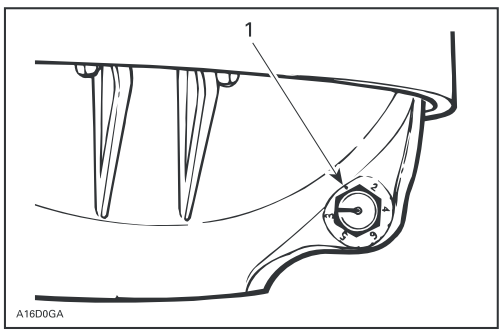
Factors such as ambient temperature, altitude or surface condition may vary this critical engine RPM thus affecting snowmobile efficiency.

WARNING!
Do not try to make adjustment by yourself. Refer to authorized Lynx service shop.



1. Notch

Governor cup has 6 positions numbered 2 to 6. Note that in position 1 the number is substituted by a dot (due to its location on casting).



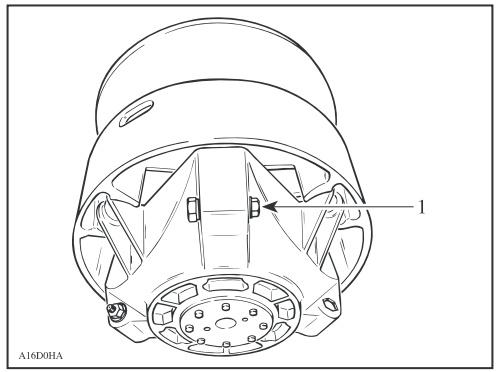
1. Position 1 (not numbered)

Each number modifies maximum engine RPM by about 200 RPM.
Lower numbers decrease engine RPM in steps of 200 RPM and higher numbers increase it in steps of 200 RPM.

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

To adjust:
Just loosen locking nut enough to pull calibration screw partially out and adjust to desired position. Do not completely remove the locking nut. Torque locking nuts to 10 Nm.

CAUTION!
Do not completetly remove calibration screw or its inside washer will fall off. Always adjust all 3 calibration screws and make sure they are all set at the same number.



1. Loosen just enough to permit rotating of calibrate screw

WARNING!
Always reinstall belt guard. Do not operate engine with hood open or poor adjustment may affect drive pulley performance and belt life. Always refer to Lynx service shop advice before servicing or modifying the drive or driven pulleys. Always respect maintenance schedules.

Drive belt condition

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

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

Brake condition

The brake mechanism on your snowmobile is an essential safety device. Keep this mechanism in proper working condition. Above all. Do no operate the snowmobile without an effective brake system. Periodically verify the condition/wear of the brakes.

Brake adjustment

Mechanical brake

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

Hydraulic brake

No adjustment is provided for hydraulic brake. See an authorized Lynx service shop if any problems.

Rear suspension condition

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

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

Suspension stopper strap condition

Inspect stopper strap for wear and cracks, bolt and nut for tightness. If loose inspect holes for deformation. Replace as required. Torque nut to 9 Nm.

Track condition

Lift rear of the snowmobile and support it off the ground. 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 Lynx service shop.

WARNING!
Do not operate or rotate a track if torn, damaged or excessively worn.

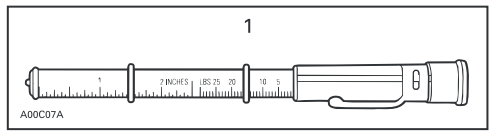
Track tension and alignment

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.

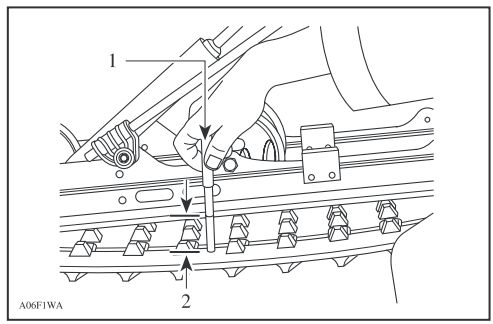
Allow the suspension to extend normally and check gap half-way along slider shoe. The gap should be as given in the SPECIFICTION section of this guide. If the track tension is too loose, track will have a tendency to thump.

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

WARNING!
Too much tension will result in power loss and excessive stresses on suspension components.



1. Belt tension tester



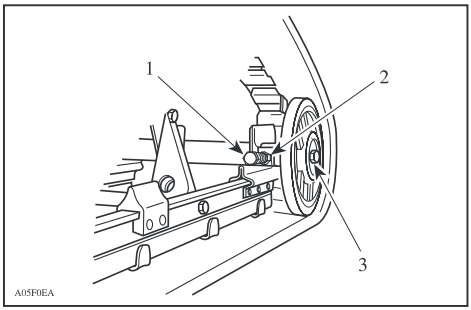
1. 7,3 kg
2. Deflection

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

To adjust tension:

Loosen the rear idler wheel retaining screws.
Loosen the lock nuts (on some models only) then turn adjustment screws to adjust.
If correct tension is unattainable, contact an athorized Lynx service shop.

WARNING!
Do not check the track tension when engine is ON. Turn the ignition key to OFF position. Rotating track is dangerous.



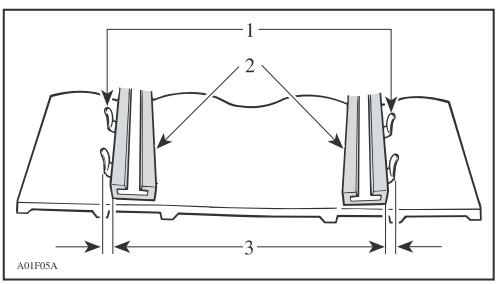
1. Adjustment screw
2. Loosen lock nut (some models only)
3. Loosen screw

Alignment

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

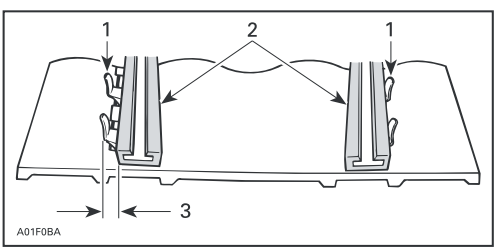
WARNING!
Before checking track alignment, ensure that the track is free of all particles which could be thrown out while track is rotating. Keep hands, tools, feet and clothing clear of track. Ensure no one is standing in close proximity to the snowmobile.

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



1. Guides
2. Slider shoes
3. Equal distance

To correct, stop the engine: Loosen the lock nuts (some models only) and tighten the adjustment screw on side where the slider shoe is the farthest from the track insert guides.

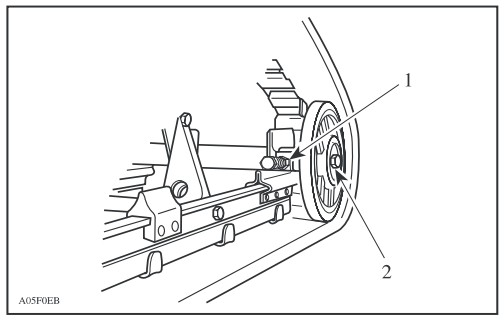


1. Guides
2. Slider shoes
3. Tighten on this side

ENGLISH

Some models
Tighten lock nuts and adjustment screws

WARNING!
If lock nuts or retaining screws are not tightened properly, the adjusting screws could loosen causing the track to become extremely loose and, under some operating consitions, allow the idler wheels to climb over the track lugs forcing the track against the tunnel causing the track to ”lock”.



1. Retighten (some models only)
2. Retighten

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

Steering and front suspension mechanism

Visually inspect steering and front suspension machansim for tightness of components (steering arms, control arms and links, tie rods, ball joints, ski coupler bolts, etc)
If necessary, contact Lynx service shop.

Wear and condition of skis and runners

Check the condition of the skis, ski runners and ski runner carbides if so equipped. If worn, contact your authorized Lynx service shop.

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

Exhaust system

The exhaust sytem is designed to reduce noise and to improve the total performance of the engine. If any exhaust system component is removed from the engine, severe engine damage will result.

WARNING!
Never touch exhaust system parts. Parts are dangerously hot and may cause skin burn.

Air filter cleaning

Some models

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

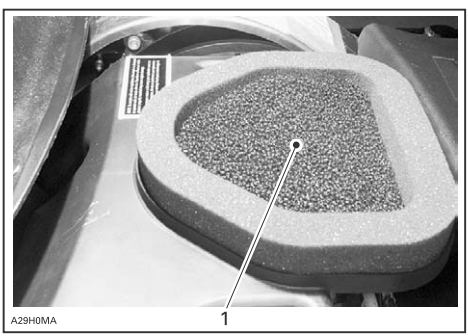
Endure it is clean and dry. Shake snow out. Clean with a solvent and dry as necessary.

All models

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

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

Remove snow from filter on air intake silencer



1. Air filter installed on top of air silencer

ENGLISH

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

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

Bulb replacement

Always check light operation after bulb replacement.

Headlight

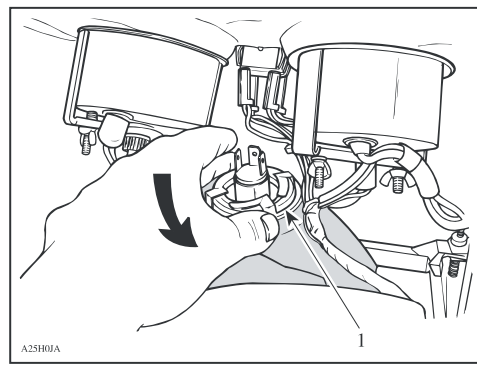
CAUTION!
Never touch glass portion of an halogen bulb with bare fingers, it shortens its operating life. If glass is touched, clean it with isopropyl alcohol which will not leave a film on the bulb.

Some models

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

Some models

New bulb installing: Open the hood, remove the connector from headlamp and turn the headlamp off, change new headlamp.



1. Locking ring

Instrument(s)

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

Taillight

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

STORAGE

It is during summer, or when a snowmobile is not in use more than one month that proper storage is a necessity. To prepare your snowmobile, follow the PERIODIC MAINTENANCE CHART section.

TROUBLESHOOTING

Sympton: Engine turns over but fails to start

POSSIBLE CAUSES	WHAT TO DO
Ignition switch, emergency cut-out switch or tether-switch is in the OFF position	Place all switches in the ON position
Mixture not rich enough to start cold engine.	Check fuel tank level and check starting procedure. particularly use of the primer or the choke.
Flooded engine (spark plug wet when removed).	Do not prime or choke. Remove wet spark plug, turn ignition switch to OFF and crank engine several times. Install clean dry spark plug. Start engine following usual starting procedure. If engine continues to flood, see an authorized Lynx service shop.
No fuel to the engine (spark plug dry when removed)	Check fuel tank level; turn fuel valve on if applicable; check fuel filter; replace if clogged; check condition of fuel and impulse lines and their connections. A failure of the fuel pump or carburetor has occured.Contact an authorized Lynx service shop.
Spark plug/ignition (no spark).	Remove spark plug(s) then reconnect to spark plug. Check that emergency cut-out switch is at the ON position and the tether cut-out switch cap is snapped over the receptacle. Start engine with spark plug(s) grounded to engine away from spark plug hole. If no spark ap pears, replace spark plug. If trouble persists, contact an authorized Lynx service shop.

Engine compression.	As the engine is pulled over with the rewind starter, ”cycles” of resistance should be felt as piston past top dead center (each piston on twin-cylinder engines). If no pulsating resistance is felt, it suggests a major loss of compression. Contact an authorized Lynx service shop.

SYMPTON: Engine lacks acceleration or power

POSSIBLE CAUSES	WHAT TO DO
Fouled or defective spark plug	Check item ”Engine turns over but fails to start”
Lack fuel to engine	Check item ”Engine turns over but fails to start”
Carburetor adjustments	Contact an authorized Lynx service shop.
Drive belt worn too thin	If the drive belt has lost more than 3 mm of its original width, it will affect snowmobile performance.
Drive and driven pulleys require servicing	Contact an authorized Lynx service shop.
Engine is overheating	On liguid 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 Lynx service shop.

SYMPON: Engine backfires

POSSIBLE CAUSES	WHAT TO DO
Faulty spark plug (carbon accumulation)	See item ”Engine turns over but fails to start”
Engine is running too hot	See item ”Engine lacks acceleration or power”
Ignition timing is incorrect or there is an ignition system failure	Contact an authorized Lynx service shop

SYMPTON: Engine misfires

POSSIBLE CAUSES	WHAT TO DO
Fouled/defective/worn spark plugs	Clean/verify spark plug and heat range. Replace as required.
Too much oil supplied to engine	Improper oil pump adjustment, refer to an authorized Lynx service shop. Improper fuel/ oil mixture. Drain fuel tank and refill with appropriate mixture ratio.
Water in fuel	Drain fuel system and refill with fresh fuel.

SYMPTOM: Snowmobile cannot reach full speed

POSSIBLE CAUSES	WHAT TO DO
Drive belt	Check item ”Engine lacks acceleration or power”
Incorrect track adjustment	See maintenence section and/or Lynx service shop for proper alignment and tension adjustments.
Pulleys misaligned	Contact an authorized Lynx service shop.
Engine	See item ”Engine lacks acceleration or power”

NOTES:

TEKNISET TIEDOT 2002 TECHNICAL DATA 2002		RAVE 800 SPECIAL	ENDURO 700 SP	ENDURO 600 SP	ENDURO 500 SP	ENDURO 700 RER	ENDURO 600 RER	ENDURO 500 RER	ENDURO 400 F	ENDURO 500 F
Moottori/Engine										
Max.teho/max.effekt/max power	RPM	7800	7900	8000	7900	7900	8000	7900	7100	7100
Sytytystulppa/spark plug										
Tyyppi/type	NGK	BR9ECS	BR9ECS	BR9ECS	BR9ECS	BR9ECS	BR9ECS	BR9ECS	BR9ES	BR9ES
Kärkiväli/gap	mm	0,5	0,5	0,5	0,5	0,5	0,5	0,5	0,45	0,45
Telamatto/track										
Leveys x pituus/width x length	mm	380x3070 (30)	380x3070 (30)	380x3070 (30)	380x3070 (30)	380x3070 (30)	380x3070 (30)	380x3070 (25,4)	380x3070	380x3070
Kireys/tension *)	mm	20-25	20-25	20-25	20-25	20-25	20-25	20-25	20-25	20-25
Nesteet/fluids										
Polttoaine/gas	RON OCT	95E	95E	95E	95E	95E	95E	95E	98E	98E
Öljylaatu/oil type		BOMBARDIER-ROTAX TUOREVOITELUÖLJY / INJ.OIL				BOMBARDIER-ROTAX TUOREVOITELUÖLJY / INJ.OIL				
Öljylaatu vaiht./oil type gearbox		SAE 75W-140 API GL5 Hypoidi S			SAE 75W-140 API GL5 Hypoidi S			SAE 75W-140 API GL5 Hypoidi S		
Neste-vesiseos/Liquid-water solution	l	50/50	50/50	50/50	50/50	50/50	50/50	50/50	-	-
Tilavuudet/volumes										
Polttoainesäiliö/gas tank	l	38	38	38	38	38	38	38	38	38
Öljysäiliö/oil tank	l	3,5	3,5	3,5	3,5	3,5	3,5	3,5	3,5	3,5
Nestetilavuus/liquid volume	l	3,9	3,9	3,9	3,9	3,9	3,9	3,9	-	-
Oljytil. vaiht./oil volume gearb.	l	0,25	0,25	0,25	0,25	0,25	0,25	0,25	0,25	0,25
Termostaatti/termostat	°C	42	42	42	42	42	42	42	-	-
Tuulettimen hihna/fan belt	mm	-		-	-		-	-	10x610	10x610
Variaattorin hihna/variator belt	mm	35,3x1108	35,3x1108	35,3x1108	35,3x1108	35,3x1108	35,3x1108	35,3x1108	35,3x1108	35,3x1108
Ajovalo/headlight	W	2 x H4 60/55	2 x H4 60/55	2 x H4 60/55	2 x H4 60/55	2 x H4 60/55	2 x H4 60/55	2 x H4 60/55	2 x H4 60/55	2 x H4 60/55
Takavalo/rearlight	W	5	5	5	5	5	5	5	5	5
Jarruvalo/brake light	W	21	21	21	21	21	21	21	21	21

***)** Mittarako, joka jää liukukiskon ja maton sisäpuolen väliin, kun telamattoa kuormitetaan keskeltä 7,3 kg voimalla alaspäin.

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

RACING	SPORT TOURING 800	SUPER TOURING 700	SUPER TOURING 600	SUPER TOURING 500	RANGER FCE	RANGER LCE	EXPLORER 500	SAFARI 400	6900 FCE	GLX ST 600	GLX ST 500	GLX 5900 FCE	FOREST FOX SYNCRO
8450	7800	7900	8000	8000	7000	7900	7000	7000	6800	7100	7100	6800	6900
BR9ECS 0,5	BR9ECS 0,5	BR9ECS 0,5	BR9ECS 0,5	BR9ECS 0,5	BR9ES 0,45	BR9ECS 0,5	BR9ES 0,45	BR9ES 0,45	BR9ES 0,45	BR9ECS 0,5	BR9ECS 0,5	BR9ES 0,45	BR9ES 0,45
380x3070 20-25	380x3456 (31,8) 45-50	380x3456 (31,8) 45-50	380x3456 (25,4) 45-50	380x3456 (25,4) 45-50	380x3968 17-18	500x3968 17-18	380x3456 45-50	380x3456 45-50	600x3968 40-50	500x3968 40-50	500x3968 40-50	500x3968 40-50	380x3968 17-18
98E+3%	95E	95E	95E	95E	95E	95E	95E	95E	98E	98E	98E	98E	98E
BBD-ROTAX SYNT SAE 75W-140 API GL5 Hypoidi S 50/50	BOMBARDIER-RO SAE 75W-140 API GL5 Hypoidi S 50/50	BOMBARDIER-ROTAX TUOREVOITELUÖLJY / INJ.OIL 50/50	 SAE 75W-140 API GL5 Hypoidi S 50/50	 50/50	 -	BOMBARDIER-ROTAX TUOREVOITELUÖLJY / INJ.OIL SAE 75W-140 API GL5 Hypoidi S 50/50	 -	 -	 -	BOMBARDIER-ROTAX TUOREVOITELUÖLJY /INJ.OIL SAE 75W-140 API GL5 Hypoidi S 50/50	 50/50	 -	 SAE 75W-140 API GL5 Hypoidi S -
38 - 3,9 0,25	38 3,5 4,2 0,25	38 3,5 4,2 0,25	38 3,5 4,2 0,25	38 3,5 4,2 0,25	38 3,5 - 0,25	38 3,5 4,2 0,4	38 3,5 - 0,25	38 3,5 - 0,25	42 2,5 - 0,4	42 2,5 4 0,4	42 2,5 4 0,4	42 2,5 - 0,4	37 2,5 - 0,4
42	42	42	42	42	-	42	-	-	-	42	42	-	-
35,3x1108 2 x H4 60/55 5 21	- 35,3x1108 2 x H4 60/55 5 21	- 35,3x1108 2 x H4 60/55 5 21	- 35,3x1108 2 x H4 60/55 5 21	- 35,3x1108 2 x H4 60/55 5 21	10x610 35,3x1108 2 x H4 60/55 5 21	- 35,3x1108 2 x H4 60/55 5 21	10x610 35,3x1108 2 x H4 60/55 5 21	10x610 35,3x1108 2 x H4 60/55 5 21	10x610 35x1118 H4 60/55 5 21	- 35x1118 2 x H4 60/55 5 21	- 35x1118 2 x H4 60/55 5 21	10x610 35x1118 2 x H4 60/55 5 21	10x610 35x1118 H4 60/55 5 21

Bombardier-Nordtrac Oy pidättää itselleen oikeuden muutoksiin koskien tekniikkaa sekä käyttö- ja huolto-ohjeita.

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