LYNX®

BRP

2018

OPERATOR'S GUIDE

Includes
Safety, Vehicle
and Maintenance Information

Commander 800R E-TEC®

⚠ WARNING

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

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Original Instructions

OPERATOR'S GUIDE 2018

Lynx Commander 800R E-TEC

⚠ WARNING

Disregarding any of the safety precautions and instructions contained in this Operator's Guide and on-product safety labels could cause injury including the possibility of death!

⚠ WARNING

This vehicle may exceed the performance of other vehicles you may have ridden in the past. Take time to familiarize yourself with your new vehicle.

Lynx products are manufactured by BRP.

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FOREWORD

Know Before you Go

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

– *SAFETY INFORMATION*
– *VEHICLE INFORMATION*.

Also read all safety labels on your snowmobile.

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

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

The proper functioning of a snowmobile depends in part on the surface on which it is driven.

Driving on very hard or snow-free surfaces compromises the cooling of the engine and the lubrication of rear suspension components. Avoid prolonged driving on such surfaces.

Safety Messages

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

The safety alert symbol ⚠ indicates a potential injury hazard.

⚠ WARNING

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

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

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

About this Operator's Guide

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

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

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

If any discrepancy between Operator's Guide and UD 2-1 refer to UD 2-1 safety rules and regulations.

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

This Operator's Guide should remain with the vehicle when it's sold.

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Avoid Carbon Monoxide Poisoning

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

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

To prevent serious injury or death from carbon monoxide:

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

Avoid Gasoline Fires and Other Hazards

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

- Use only an approved gasoline container to store fuel.
- Strictly adhere to instructions in *FUELING PROCEDURE*.
- Never start or operate the engine if the fuel cap is not properly installed.

Gasoline is poisonous and can cause injury or death.

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

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

Avoid Burns from Hot Parts

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

Accessories and Modifications

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

See your authorized Lynx dealer for available accessories for your vehicle.

SPECIAL SAFETY MESSAGES

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

- Always make a pre-ride check BEFORE you start the engine.
- Throttle mechanism should be checked for free movement and return to idle position before starting engine.
- Always attach tether cord eyelet to clothing before starting the engine.
- Never operate the engine without belt guard and brake disk guard securely installed or, with hood or side panels opened or removed. Never run the engine without drive belt installed. Running an unloaded engine such as without drive belt or with track raised, can be dangerous.
- Always engage parking brake before starting the engine.
- Everyone is a beginner the first time he sits behind the controls of a snowmobile regardless of previous experience in driving any other type of vehicle. The safe use of your snowmobile depends on many conditions such as visibility, speed, weather, environment, traffic, vehicle condition and the condition of the driver.
- Basic training is required for the safe operation of any snowmobile. Study your Operator's Guide paying particular attention to cautions and warnings. Join your local snowmobile club: its social activities and trail systems are planned for both fun and safety. Obtain basic instructions from your snowmobile dealer, friend, fellow club member or enroll in your state or provincial safety training program.
- Any new operator must read and understand all safety labels on the snowmobile and the Operator's Guide before operating the snowmobile. Only allow a new operator to operate the snowmobile in a restricted flat area — at least until he is completely familiar with its operation. If snowmobile operator training course is offered in your area, have him enroll.
- The performance of some snowmobiles may significantly exceed that of other snowmobiles you have operated. Therefore, use by novice or inexperienced operators is not recommended.
- Snowmobiles are used in many areas and in many snow conditions. Not all models perform the same in similar conditions. Always consult your snowmobile dealer when selecting the snowmobile model for your particular needs and uses.
- Injury or death may result to the snowmobile operator, passenger or bystander if the snowmobile is used in risky conditions which are beyond the driver's, passenger's or snowmobile's capabilities or intended use.
- BRP recommends the operator has at least 16 years old of age.
- It is very important to inform any operator, regardless of his experience, of the handling characteristics of this snowmobile. The snowmobile configuration, such as ski stance, ski type, suspension type, track length, width and type vary from a model to another. The snowmobile handling is greatly influenced by these characteristics.
- The novice driver should become familiar with the snowmobile through practice on a level area at slow speeds before venturing far afield.
- Know your local laws. Federal, state, provincial and local government agencies have enacted laws and regulations pertaining to the safe use and operation of snowmobiles. It is your responsibility as a snowmobiler to learn and obey these laws and regulations. Respect and observance will result in safer snowmobiling for all. Be aware of the liability property damages and insurance laws regarding your equipment.

- Speeding can be fatal. In many cases, you cannot react or respond quickly enough to the unexpected. Always ride at a speed which is suitable to the trail, weather conditions and your own ability. Know your local rules. Speed limit may be in effect and meant to be observed.
- Always keep right hand side of the trail.
- Always keep a safe distance from other snowmobiles and bystanders.
- Remember, promotional material may show risky maneuvers performed by professional riders under ideal and/or controlled conditions. You should never attempt any such risky maneuvers if they are beyond your level of riding ability.
- Never use this vehicle with alcohol or drugs. They slow reaction time and impair judgement.
- Your snowmobile is not designed to be operated on public streets, roads or highways.
- Avoid road traveling. If you must do so, and it is permitted, reduce speed. The snowmobile is not designed to operate or turn on paving. When crossing a road, make a full stop, then look carefully in both directions before crossing at a 90° angle. Be wary of parked vehicles.
- Snowmobiling at night can be a delightful experience but because of reduced visibility, be extra cautious. Avoid unfamiliar terrain and be sure your lights are working. Always carry a flashlight and spare light bulbs.
- Never remove any original equipment from your snowmobile. Each vehicle has many built in safety features. Such features include various guards and consoles, plus reflective materials and safety labels.
- Nature is wonderful but don't let it distract your attention from driving. If you want to truly appreciate winter's scenery, stop your snowmobile on the side of the trail so that **you** don't become a hazard to others.
- Fences represent a very serious threat for both you and your snowmobile. Give a wide berth to telephone poles or posts.
- Hidden wires unseen from a distance can cause serious accidents.
- Always wear an approved safety helmet, eye protection and a face shield. This also applies to your passenger.
- Be aware of inherent risks associated with riding off trails, such as avalanche and other natural or man made hazards or obstacles.
- Tailgating another snowmobile should be avoided. If the snowmobile in front of you slows for any reason, its driver and passenger could be harmed through your neglect. Maintain a safe stopping distance between you and the snowmobile in front of you. Depending on the terrain condition, stopping may require a little more space than you think. Play it safe. Be prepared to use evasive driving.
- Venturing out alone with your snowmobile could also be hazardous. You could run out of fuel, have an accident, or damage your snowmobile. Remember, your snowmobile is capable of traveling further in half an hour than you may be able to walk in a day. Use the "buddy system". Always ride with a friend or member of your snowmobile club. Even then, tell someone where you are going and the approximate time you plan to return.

- Meadows sometimes have low areas where water accumulate and freezes over in winter. This ice is usually glare ice. Attempting to turn or brake on this surface could cause your vehicle to spin out of control. Never brake or attempt speeding or turning on glare ice. If you do happen to travel over such a condition, reduce speed by carefully releasing the throttle.
- Never "jump" with your snowmobile.
- When riding in a group, do not "gun" the throttle. Snow and ice can be thrown back into the path of a following snowmobile. In addition, when "gunning" the throttle, the vehicle digs into and leaves an irregular snow surface for others.
- Riding in a group is both fun and enjoyable but don't show off or overtake others in the group. A less experienced operator might try to do the same as you and fail. When riding with others, limit your abilities to the experience of others.
- In case of an emergency, press down on the emergency engine stop switch, then apply brakes.
- Never run the engine in a non-ventilated area and/or if vehicle is left unattended.
- Always engage parking brake before starting the engine.
- Never charge or boost a battery while installed on snowmobile.
- E-TEC engines: Never attempt any fuel system or electrical system maintenance or repair. Any maintenance or repair of these systems must by performed by an authorized Lynx dealer.
- Ensure the path behind is clear of obstacles or bystanders before proceeding in reverse.
- Always remove the tether cord cap from engine cut-off switch when vehicle is not in operation in order to prevent accidental engine starting, to avoid unauthorized use by children or others or theft.
- NEVER stand behind or near a rotating track. Debris could be projected causing severe injuries. To remove packed snow or ice, stop engine, tilt and hold vehicle on its side and use screwdriver from tool kit.
- You may stud the track on this vehicle model. However, you MUST only use the BRP approved type stud for use on Lynx snowmobiles. DO NOT EVER use conventional studs, the track thickness is thinner compared to some other tracks. The stud could tear off track and be projected.
- Never ride as a passenger unless the snowmobile is equipped with a passenger seat and passenger handholds or holding strap. Sit only on the designated passenger seat.
- Always wear an approved helmet and follow the same dressing guidelines as those recommended for the operator and described in this guide.
- Make sure that you are able to achieve a stable stance, both feet resting positively on the footboards of footrests with good grip, and that you are able to hold on firmly to the handholds.
- Once underway, if you feel uncomfortable or insecure for any reason, don't wait, tell the driver to slow down or stop.

Each operator has a responsibility to ensure the safety of other recreationists or bystanders.

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

A snowmobile is relatively simple to operate but like any other vehicle or mechanical equipment, it can be hazardous if you or a passenger are reckless, thoughtless or inattentive. We encourage you to have an Annual Safety Inspection of your snowmobile. Please contact an authorized Lynx dealer for further details. Though not required, it is recommended that an authorized Lynx dealer performs the preseason preparation of your snowmobile. Each visit to your authorized Lynx dealer is a great opportunity for your dealer to verify if your snowmobile is included in any safety campaign. We also urge you to visit your authorized Lynx dealer in a timely manner if you become aware of any safety related campaigns.

See an authorized Lynx dealer for available accessories you may require.

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

For the *PRE-RIDE INSPECTION*, please refer to the document entitled *COMMANDER 800 - MAINTENANCE AND DAILY INSPECTION*.

How to Ride

Riding Gear

Proper snowmobile clothing should be worn. It should be comfortable and not too tight. Always check the weather forecast before going on a ride. Dress for the coldest weather expected. Thermal underwear next to the skin also provides a good insulation.

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

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

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

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

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

Carry colored lens goggles.

Rider Position (Forward Operation)

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

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

⚠ WARNING

Do not attempt any maneuvers if they are beyond your abilities.

Sitting

Feet on the running boards, body midway back on seat is an ideal position when operating the snowmobile over familiar, smooth terrain. Knees and hips should remain flexible to absorb shocks.


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Posting

A semi-sitting position with the body off the seat and the feet under the body in a sort of squatting posture, thus allowing the legs to absorb the shocks when traveling over uneven terrain. Avoid abrupt stops.


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Kneeling

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


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Standing

Place both feet on the running boards. Knees should be flexed to absorb the shock from surface bumps. This is an effective position to see better and to shift weight as conditions dictate. Avoid abrupt stop.


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Rider Position (Reverse Operation)

We recommend sitting on your snowmobile when operating in reverse.

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

⚠ WARNING

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

Carrying a Passenger

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

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

⚠ WARNING

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

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

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

⚠ WARNING

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

Riding with passengers on board is different than riding alone. The operator has the benefit of knowing what will be the next maneuver and is able to

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

⚠ WARNING

When riding with a passenger:

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

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

Use extra caution and go even more slowly with young passengers. Check frequently to make certain the child has a firm grip and is properly positioned with his feet on the running boards.

Terrain/Riding Variations

Groomed Trail

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

Ungroomed Trail

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

Deep Snow

In deep "powder" snow, your vehicle could begin to "bog" down. If this occurs, turn in as wide an arc as possible and look for a firmer base. If you do get "bogged", and it happens to everyone, do not spin your track as this makes the vehicle sink deeper. Instead, turn the engine off, get off and move the back of the vehicle onto new snow. Then tramp a clear path ahead of the vehicle. A few feet will generally suffice. Restart the engine. Assume the standing position and rock the vehicle gently as you steadily and slowly apply the throttle. Depending on whether the front or rear end of the vehicle is sinking, your feet should be placed on the opposing end of the running boards. Never place foreign material beneath the track for support. Do not allow anyone to stand in front of, or to the rear of, the snowmobile with the engine running. Stay away from the track. Personal injury will result if contact is made with the revolving track.

Frozen Water

Traveling frozen lakes and rivers can be fatal. Refer to UD 2-1 safety rules and regulations. Traction for starting, turning or stopping is much less than

that on snow. Thus, these distances can be multiplied manyfold. Steering is minimal, and uncontrolled spins are an ever present danger. When operating on ice, drive slowly with caution. Allow yourself plenty of room for stopping and turning. This is especially true at night.

Hard Packed Snow

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

Uphill

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

A direct climb could present problems. Choose the standing position, accelerate before you start the climb and then reduce throttle pressure to prevent track slippage.

In either case, vehicle speed should be as fast as the incline demands. Always slow down as you reach the crest. If you cannot proceed further, don't spin your track. Turn the engine off, free the skis by pulling them out and downhill, place the rear of the snowmobile uphill restart the engine and ease it out with slow even throttle pressure. Position yourself to avoid tipping over, then descend.

Downhill

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

Side Hill

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

Avalanche Hazard

When riding on mountainous terrain, you should be aware of the risk of avalanches. Avalanches vary in size and shapes and generally occur in steep terrain and on unstable snow.

New snow, animals, people, wind and snowmobiles can all trigger an avalanche. Avoid high marking or traversing steep terrain when avalanche conditions are possible. When in unstable snow conditions, travel should be restricted to lower angle slopes. Wind formed cornices should be avoided. Staying off unstable conditions is the key to safe mountain riding. Probably most important is to be aware of the conditions and dangers on a daily basis when in the mountains. Check local avalanche forecasts and threats each day before heading out to ride and heed forecasters advice.

You should always carry a snow shovel, probe and avalanche beacon while riding on mountains. We recommend that all mountain riders take a local avalanche safety training course to become more familiar with snow conditions and learn how to properly use their equipment.

Slush

Slush should be avoided at all times. Always check for slush before starting across any lake or river. If dark spots appear in your tracks, get off the ice immediately. Ice and water can be thrown rearward into the path of a following snowmobile. Getting a vehicle out of a slush area is strenuous and in some cases, impossible.

Fog or Whiteouts

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

Unfamiliar Territory

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

Bright Sunshine

Bright sunny days can considerably reduce your vision. The glare from sun and snow may blind you to the extent that you cannot easily distinguish ravines, ditches or other obstacles. Goggles with colored lenses should always be worn under these conditions.

Unseen Obstruction

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

Hidden Wires

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

Obstacles and Jumping

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

Jumping a snowmobile can be a hazardous situation. Be prepared before landing to absorb the shock and brace yourself for the impact. Knees must be flexed to act as shock absorbers.

If the trail does suddenly drop away from you, crouch (stand) towards the rear of the vehicle and keep the skis up and straight ahead. Apply partial throttle and brace yourself for the impact. Knees must be flexed to act as shock absorbers.

Turning

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

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

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Road Crossing

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

Railroad Crossing

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

Night Rides

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

Riding in a Group

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

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

Signals

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

Trail Stops

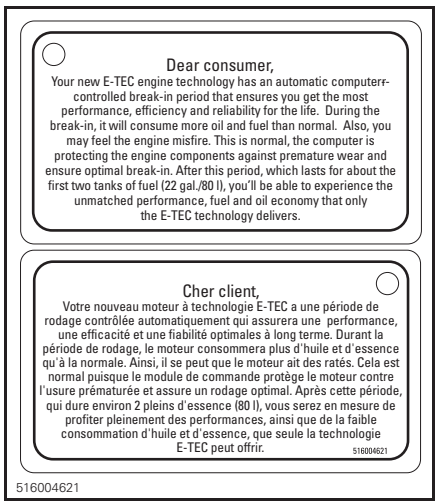
Whenever possible, pull off the trail when you stop. This will reduce the hazard to other snowmobilers using the trail.

Trails and Signs

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

IMPORTANT ON-PRODUCT LABELS

Hang Tag

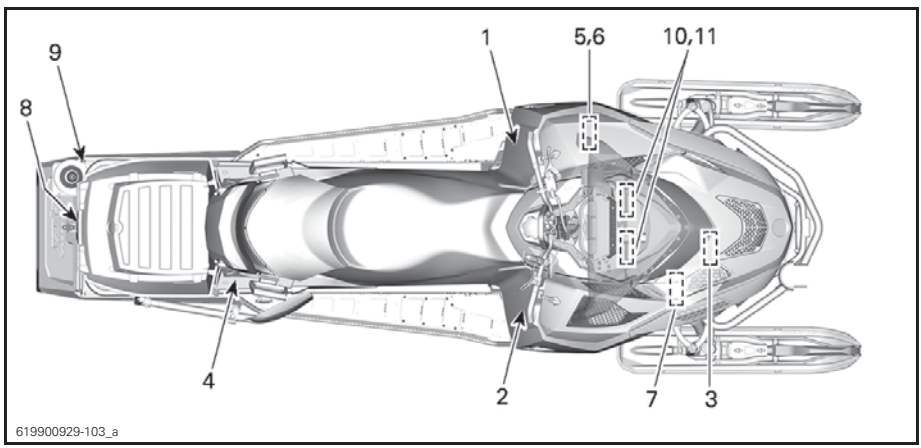


Vehicle Safety Labels

Read and understand all the safety labels on your vehicle. These labels are affixed to the vehicle for the safety of the operator, passenger or bystander.

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

NOTE: In the event of any discrepancy between this guide and the vehicle, the safety labels on the vehicle have precedence over the labels in this guide.



LABEL 1

Label 2

⚠ WARNING

- Locate and read operator's guide. Improper snowmobile use can result in SEVERE INJURY or DEATH. Follow all instructions and warnings.
- Always wear ear protection.
- Never use with drugs or alcohol.

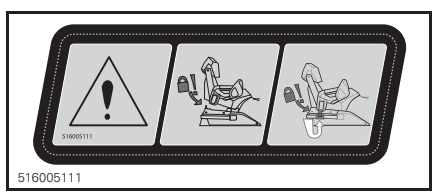
LABEL 2

LABEL 3

Label 4

⚠ WARNING

Make sure seat is securely latched before riding.



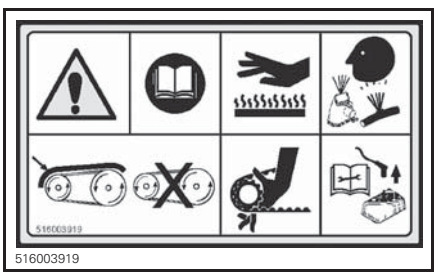
LABEL 4

LABEL 5 - ON PULLEY GUARD

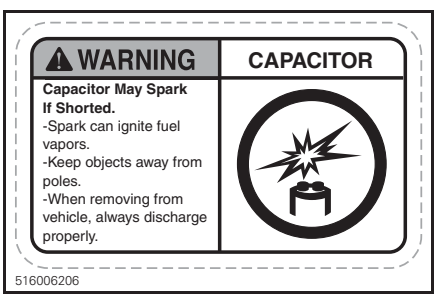
Label 6

WARNING

- Locate and read operator's guide. Follow all instructions and warnings.
- Beware of hot parts.
- Beware of hot vapors.
- Do not use without pulley guard.
- Beware of drive belt.
- Read instructions before service.



LABEL 6 - ON PULLEY GUARD



LABEL 7 - ON CAPACITOR

Label 8

⚠ WARNING

- Always use a rigid tow bar to tow.
- NEVER carry a passenger on rear rack.
- MAXIMUM REAR LOAD: 30 kg
- MAXIMUM towing capacity: 500 kg
- MAXIMUM tongue capacity: 10 kg

LABEL 8

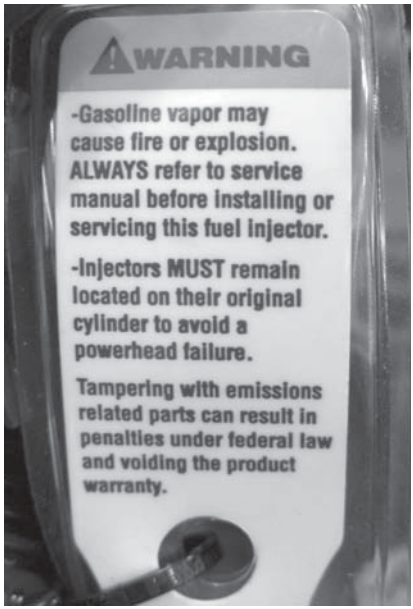
Label 9

⚠ WARNING

Beware of rotating track

LABEL 9

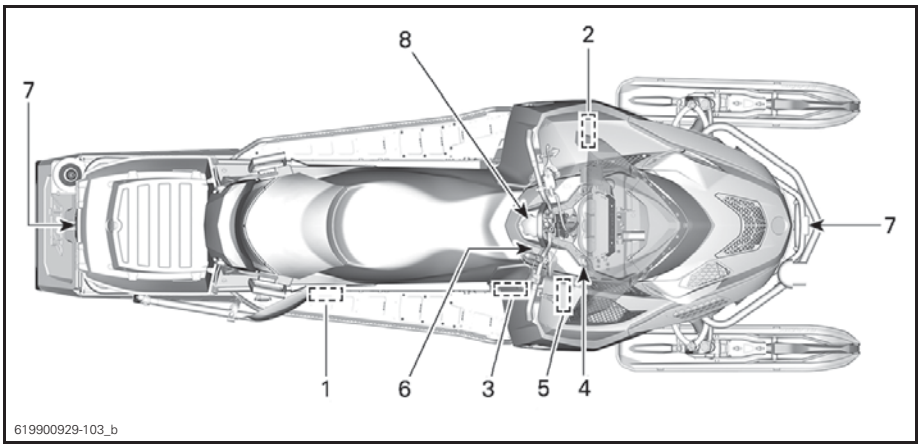
LABEL 10 - ON FUEL INJECTORS



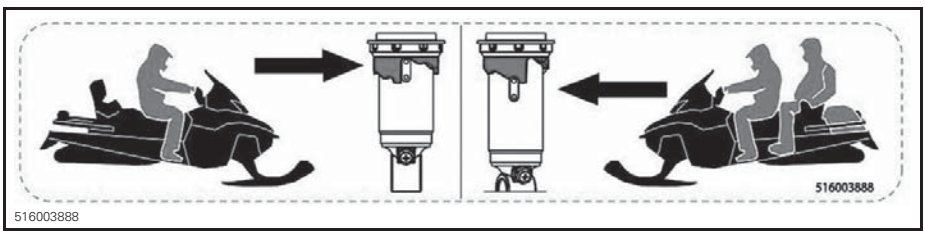
mmo2013-004-046_a

LABEL 11 - ON FUEL INJECTORS

Technical Information Labels

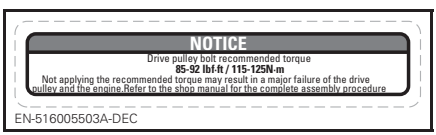


619900929-103_b



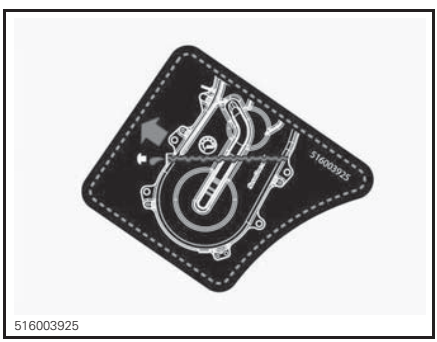
516003888

LABEL 1 - ON SUSPENSION RAIL



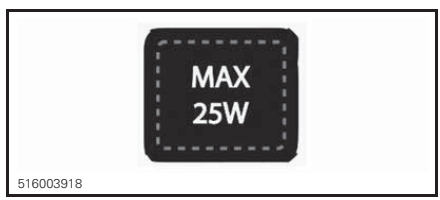
EN-516005503A-DEC

LABEL 2 - ON PULLEY GUARD



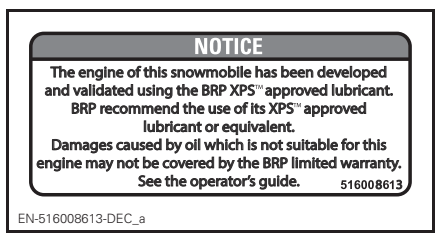
516003925

LABEL 3 - ON GEARBOX



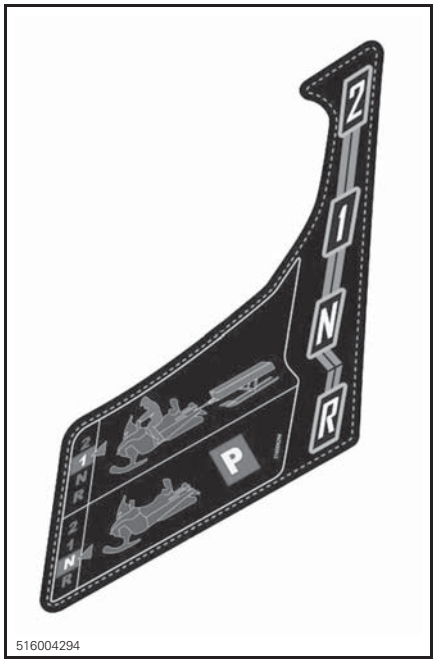
516003918

LABEL 4



EN-516008613-DEC_a

LABEL 5 - ON OIL RESERVOIR



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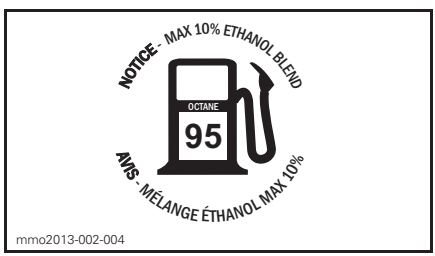
LABEL 6

516008573

LABEL 7



mmo2013-002-004

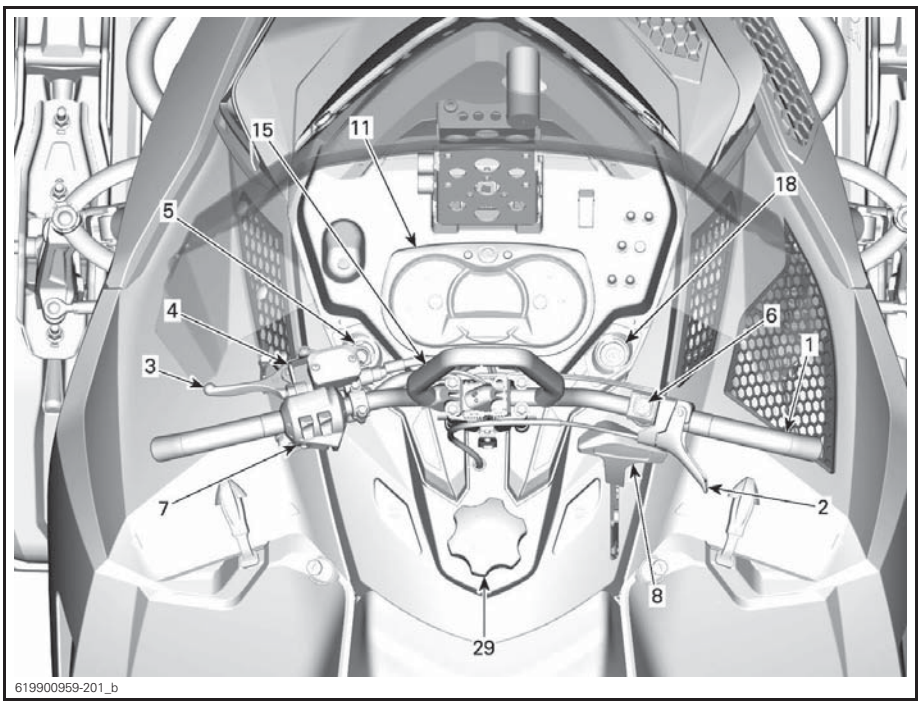
LABEL 8

VEHICLE INFORMATION

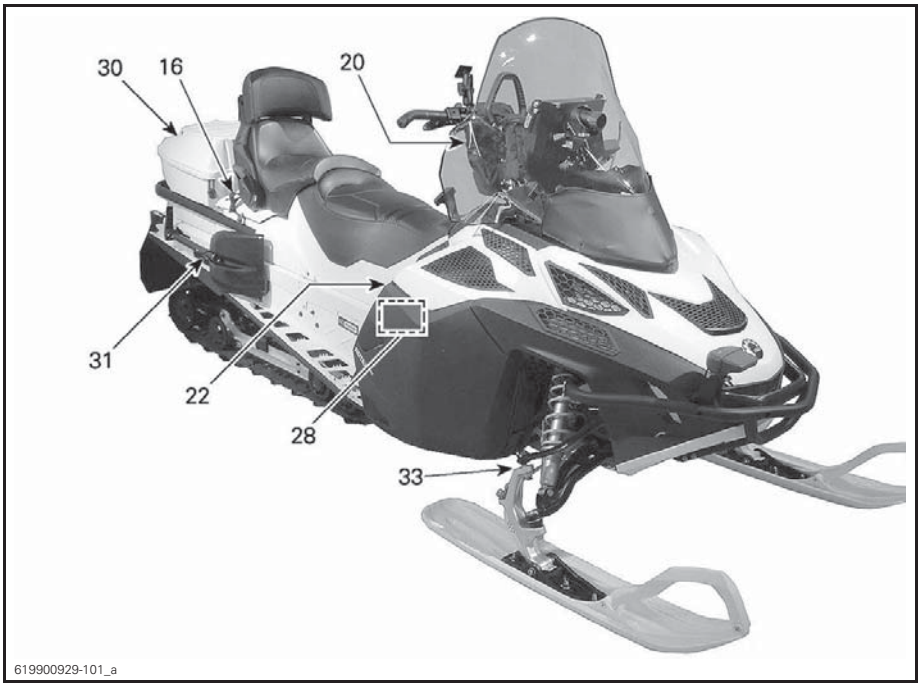
CONTROLS, INSTRUMENTS AND STANDARD EQUIPMENT

NOTE: Some features may not apply to your model or could be optional.

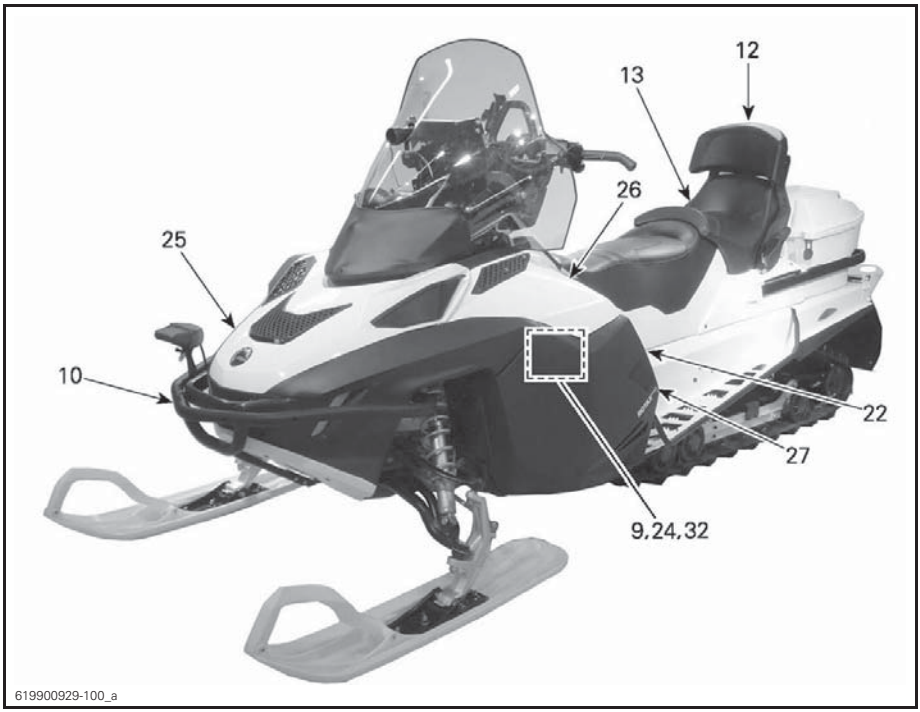
NOTE: Some vehicle safety labels are not shown on illustrations. For information on vehicle safety labels, refer to *VEHICLE SAFETY LABELS*.



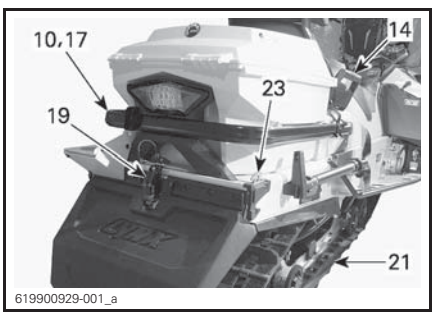
TYPICAL - PARTS REMOVED FOR CLARITY
SEE FOLLOWING PAGES FOR DETAILS



SEE FOLLOWING PAGES FOR DETAILS



SEE FOLLOWING PAGES FOR DETAILS



SEE FOLLOWING PAGES FOR DETAILS

1) Handlebar

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

⚠ WARNING

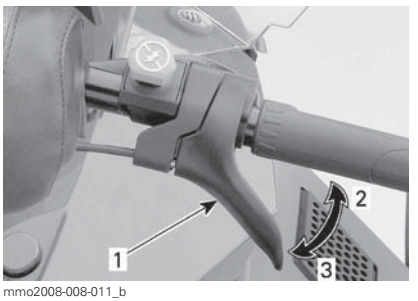
Fast reverse while turning, could result in loss of stability and control.

2) Throttle Lever

Throttle Lever

Throttle lever is located on the RH side of handlebar.

Designed to be thumb activated. When squeezed, it increases the engine speed. When released, engine speed returns automatically to idle.



TYPICAL
1. *Throttle lever*
2. *To accelerate*
3. *To decelerate*

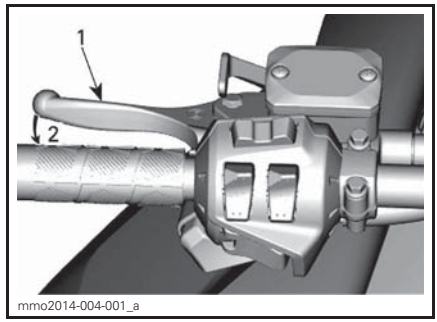
⚠ WARNING

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

3) Brake Lever

Brake lever is located on the LH side of handlebar.

When squeezed, the brake is applied. When released, it automatically returns to its the rest position. Braking effect is proportional to the pressure applied on the lever and to the type of terrain and its snow coverage.

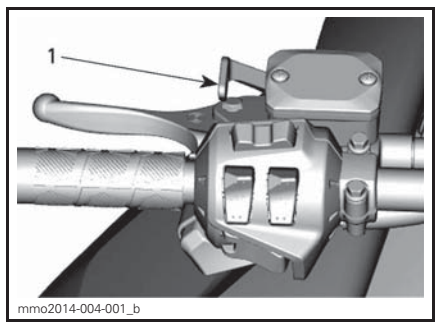


TYPICAL
1. *Brake lever*
2. *To apply brake*

4) Parking Brake Lever

Parking brake lever is located on the LH side of handlebar.

Parking brake should be used whenever snowmobile is parked.



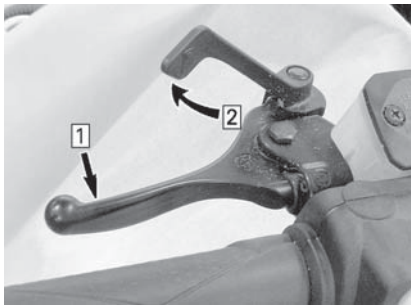
TYPICAL
1. *Parking brake lever*

⚠ WARNING

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

To Engage Parking Brake

Apply and hold brake, then lock brake lever using the parking brake lever as shown.



TYPICAL — ENGAGE MECHANISM
Step 1: Apply and hold regular brake
Step 2: Lock brake lever using parking brake lever

To Release Parking Brake

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

5) Engine Cut-Off Switch

The engine cut-off switch is located to on the LH side of console.

The tether cord cap must be securely snapped to the engine cut-off switch to allow vehicle operation.

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

⚠ WARNING

Always attach the tether cord eyelet to clothing before starting the engine.

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

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

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

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

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

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

Make sure the tether cord cap is free of dirt or snow.

D.E.S.S. Flexibility

The D.E.S.S. of your snowmobile can be programmed by your authorized Lynx dealer to accept up to 8 different keys.

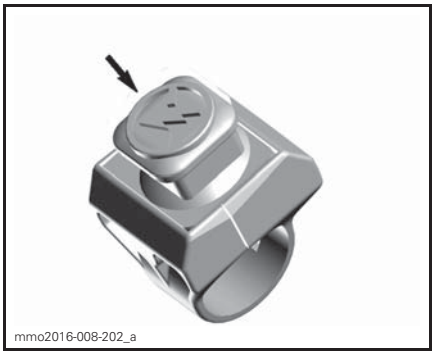
We recommend the purchase of additional tether cords from your authorized Lynx dealer. If you have more than one D.E.S.S.-equipped Lynx snowmobile, each can be programmed by your authorized Lynx dealer to accept the other vehicles D.E.S.S. keys.

6) Emergency Engine Stop Switch

The emergency engine stop switch is located on the RH side of handlebar.

Push-pull type switch.

To stop the engine in an emergency, select OFF position (down) and simultaneously apply the brake. To restart, button must be at the ON position (up).



OFF POSITION

To allow engine starting, the switch must be in the ON position (UP).

ON POSITION

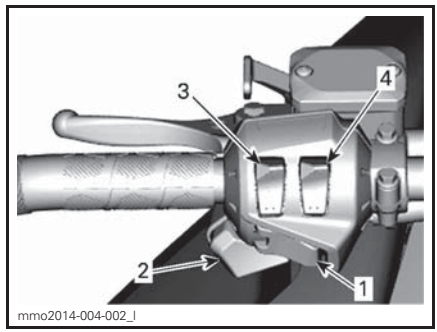
All operators of the snowmobile should familiarize themselves with the function of the emergency engine stop switch by using it several times on first outing and whenever stopping the engine thereafter. This engine stopping procedure will become a reflex and will prepare operators for emergency situations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

⚠ WARNING

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

7) Multifunction Switch

Multifunction switch is located on the LH side of handlebar.



1. *Start button*
2. *Headlights dimmer switch*
3. *Heated grips*
4. *Heated throttle lever*

Start Button

Press to start engine. Refer to *ENGINE STARTING PROCEDURE* in *OPERATING INSTRUCTIONS*.

Headlights Dimmer Switch

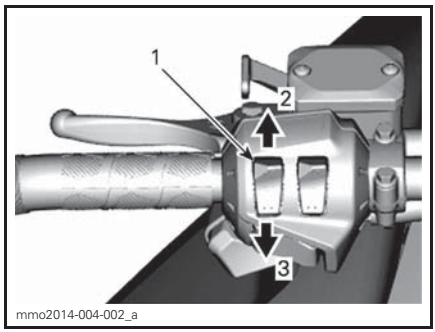
Press to select HI or LOW beam. Lights are automatically ON when the engine is running.

Heated Grips and Throttle Lever Switch

NOTE: Under 1900 RPM, heated grips or throttle lever will be limited at 50%.

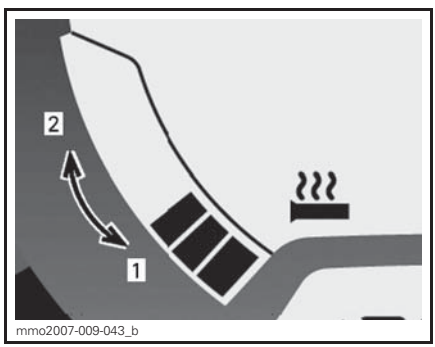
Depress switch as required to select heating intensity to keep your hands at a comfortable temperature.

Heated Grips Switch



TYPICAL
1. *Heated grip switch*
2. *Increase heat*
3. *Decrease heat*

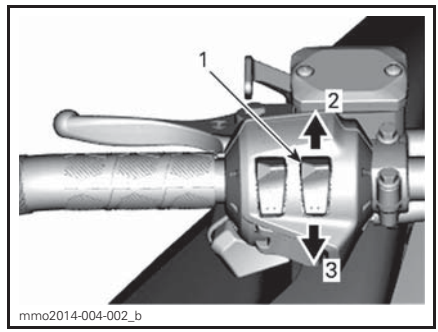
The heating intensity is displayed via the multifunction display.



HEATING INTENSITY DISPLAY
1. *Colder (Less heat)*
2. *Warmer (More heat)*

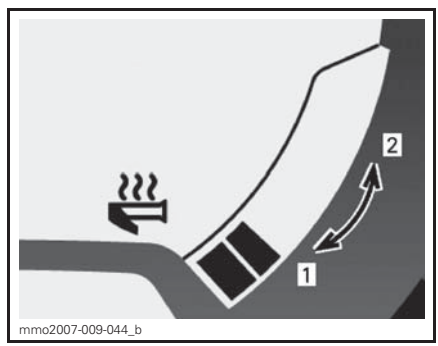
Heated grips will be in OFF position when there are no bars displayed on the gauge.

Heated Throttle Lever Switch



TYPICAL
1. *Heated throttle lever switch*
2. *Increase heat*
3. *Decrease heat*

NOTE: The heating intensity is displayed via the multifunction display with the activation of the throttle lever switch. When released, display will return to fuel tank level.



HEATING INTENSITY DISPLAY
1. *Colder (Less heat)*
2. *Warmer (More heat)*

Heated throttle lever will be in OFF position when there are no bars displayed on the gauge.

8) Gearshift Lever

Use this lever to select gears. The gearbox has two forward gears, a reverse gear and a neutral.

Refer to *GEARBOX OPERATION* in *OPERATING INSTRUCTIONS* for details.

NOTE: It is necessary to push shift lever knob down to move it from neutral to reverse gear.

NOTE: Do not shift when vehicle is moving.

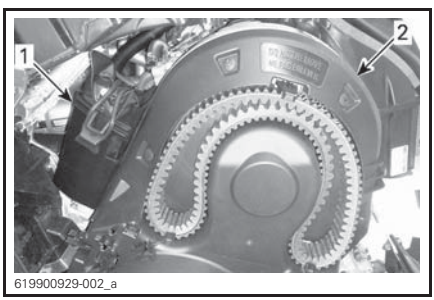
9) Tool Kit

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

The tool kit support is attached to the drive belt guard.

NOTICE Make sure tool kit is properly secured to avoid contact with belt or pulley.

To remove the tool kit support from the pulley guard, unlock the tab from underneath the pulley guard and pull the tool kit support towards front to release it.



1. Tool kit
2. Drive belt guard

10) Front and Rear Bumpers

To be used whenever snowmobile requires manual lifting.

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

1. Front bumper

TYPICAL
1. Rear bumper

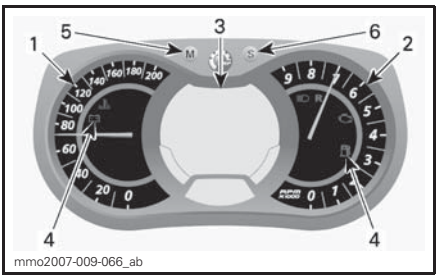
NOTICE Do not use skis or ski handles to pull or lift snowmobile.

11) Gauge

⚠ WARNING

Never adjust or set functions on the multifunction gauge while riding the vehicle, you could lose control.

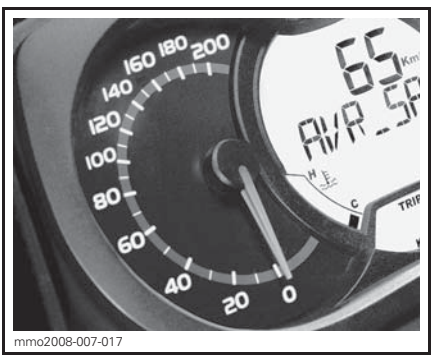
Gauge Description



MULTIFUNCTION ANALOG/DIGITAL GAUGE
1. *Speedometer*
2. *Tachometer*
3. *Multifunction digital display*
4. *Pilot lamps*
5. *Mode button*
6. *Set button*

1) Speedometer

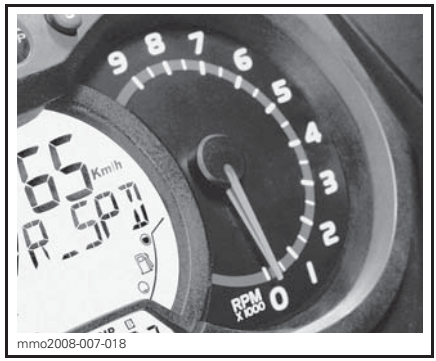
Measures vehicle speed.



LH PORTION OF GAUGE

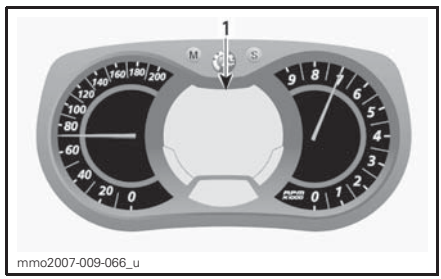
2) Tachometer (RPM)

Measures engine revolution per minute (RPM). Multiply by 1000 to obtain the actual revolutions.



RH PORTION OF GAUGE

3) Multifunction Digital Display



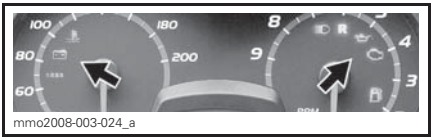
MULTIFUNCTION ANALOG/DIGITAL GAUGE
1. *Multifunction display*

⚠ WARNING

Never adjust or set functions on the multifunction gauge while riding the vehicle, you could lose control.

The multifunction display is used to:
- Display the WELCOME message on power up
- Display the KEY recognition message
- Provide various indications as selected by the operator
- Activating or changing various functions or modes of operation
- Display scrolling messages of function activation or system faults
- Display fault codes.

4) Pilot Lamps and Messages



TYPICAL — PILOT LAMPS

See table below for usual pilot lamps information. Refer to *MONITORING SYSTEM* for details on malfunction pilot lamps.

PILOT LAMP(S) ON	BEEPER	MESSAGE DISPLAY	DESCRIPTION
	4 short beeps every 5 minutes	LOW OIL	Injection oil level is low. Stop vehicle in a safe place then, replenish injection oil reservoir.
	—	—	Low fuel level. One (1) bar left in fuel level display. Replenish fuel tank as soon as possible.
	Long beeps repeating slowly	REVERSE	Reverse is selected.
	—	—	High beam headlights are selected.
—	—	WARM UP	Engine and/or injection oil need to warm-up before normal operation. The engine's RPM is limited until desired temperature is reached (up to 10 minutes when driving). Warm-up period may occur after a restart in very cold weather.

5) MODE (M) Button

Button use to navigate in gauge multifunction display.

NOTE: MODE (M) button on the multi- switch housing has the same functions and can also be used.

6) SET (S) Button

Button used to navigate, adjust or reset gauge multifunction display.

In order to memorize settings, engine must be running.

NOTE: SET (S) button on the multifunction switch has the same functions and can also be used.

Gauge Features

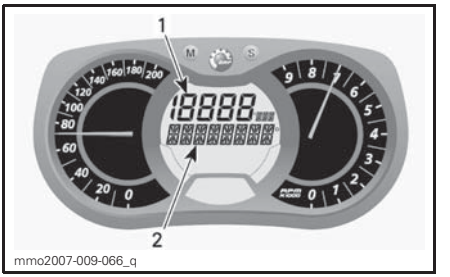
AVAILABLE INDICATIONS IN NUMERICAL DISPLAY
A) Speedometer
B) Engine RPM
C) Odometer
D) Trip meter “A” or “B”
E) Trip hour meter
F) Clock
G) Fuel level
H) Altitude
I) Heated grips heating intensity
J) Heated throttle lever heating intensity
K) Instant fuel consumption
L) Total fuel consumption
M) Message display
N) Coolant temperature
O) E-TEC engine storage mode
P) Top Speed
Q) Average speed

When the information center is first powered up, the numerical display defaults to the last selected indication.

A) Speedometer

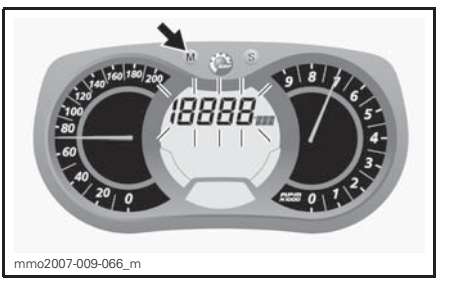
In addition of the analog type speedometer, vehicle speed can also be displayed via the multifunction display.

Vehicle speed can be displayed on display 1 or display 2.

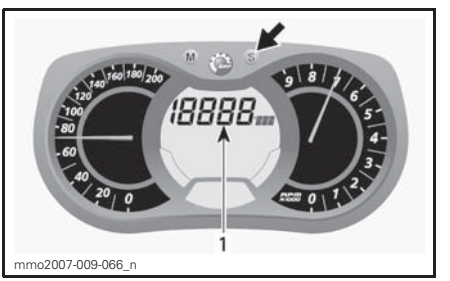


MULTIFUNCTION DISPLAY
1. *Display 1*
2. *Display 2*

Use MODE (M) button to select the desired display, then proceed as follows:

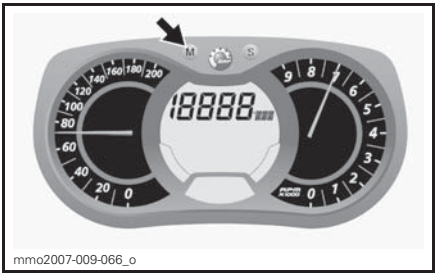


While display is flashing, press the SET (S) button to select speedometer mode.



1. *Speedometer mode*

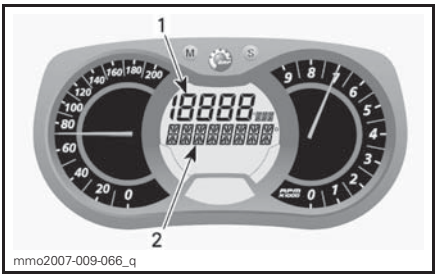
Press the MODE (M) button to confirm selection or wait 5 seconds.



B) Tachometer (RPM)

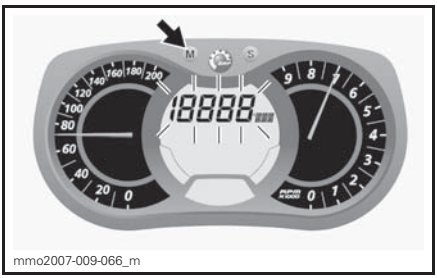
In addition of the analog type tachometer, RPM can also be displayed via the multifunction display.

Engine RPM can be displayed on display 1 or display 2.

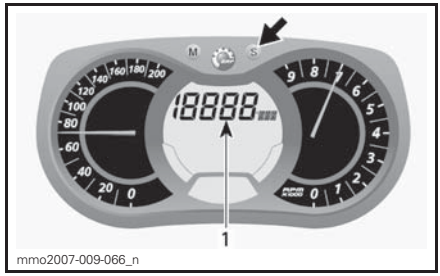


MULTIFUNCTION DISPLAY
1. *Display 1*
2. *Display 2*

Use MODE (M) button to select the desired display, then proceed as follows:

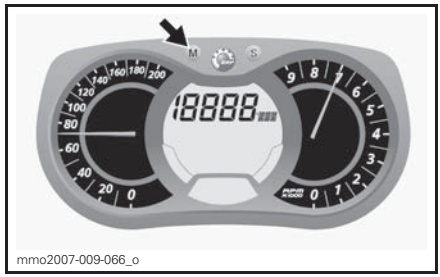


While display is flashing, press SET (S) button to select RPM mode.



1. *RPM mode*

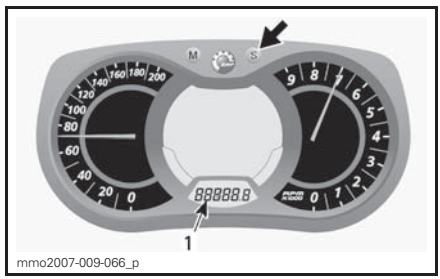
Press the MODE (M) button to confirm selection or wait 5 seconds.



C) Odometer

Records the total distance travelled.

Press the SET (S) button to select odometer mode.

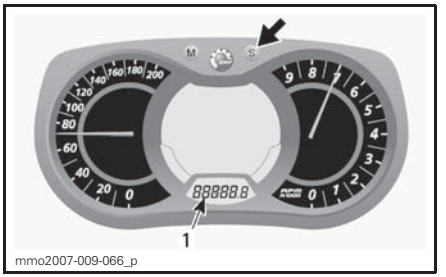


1. *Odometer (km/mi) mode*

D) Trip Meter “A” or “B”

Trip meters records distance travelled since it has been reset.

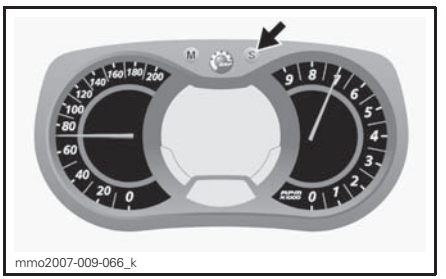
Press the SET (S) button to select trip meter (TRIP A/TRIP B) mode.



1. Trip meter (TRIP A/TRIP B) mode

Press and hold the SET (S) button to reset.

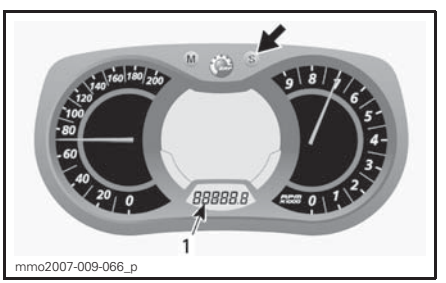
NOTE: Resetting TRIP B mode will also reset TOTAL FUEL CONSUMPTION.



E) Trip Hour Meter

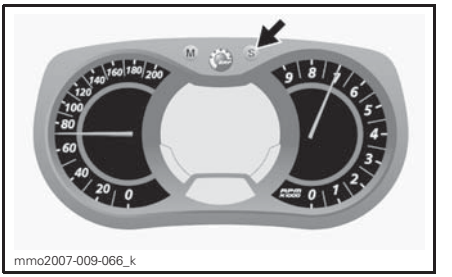
Records vehicle running time when the electrical system is activated since it has been reset.

Press the SET (S) button to select trip hour meter (HrTRIP) mode.



1. Trip hour meter (HrTRIP) mode

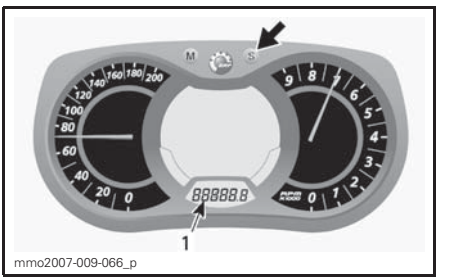
Press and hold the SET (S) button to reset.



F) Clock

NOTE: This clock diplays in the 24-hour format only.

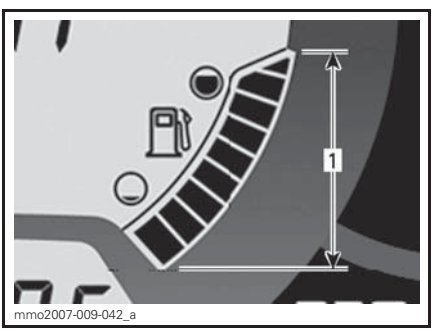
Press the SET (S) button to select clock mode.



1. Clock mode

G) Fuel Level

Bar gauge that continuously indicates the amount of fuel left in the fuel tank.



FUEL LEVEL
1. Operating range

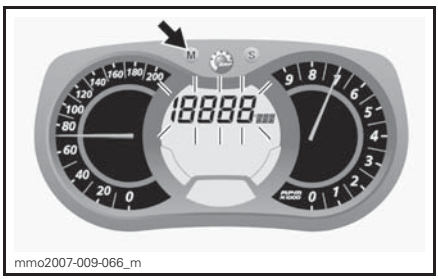
H) Altitude

Displays vehicle **approximate** altitude above sea level calculated from the barometric pressure.

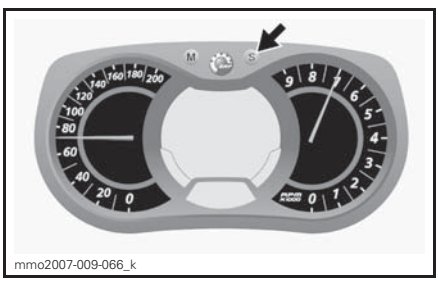
NOTE: Altitude displayed is rounded off every 100 meters (gauge set in metric) or 200 feet (gauge set in imperial units).

To display vehicle altitude, proceed as follows.

Press the MODE (M) button to select display 2.



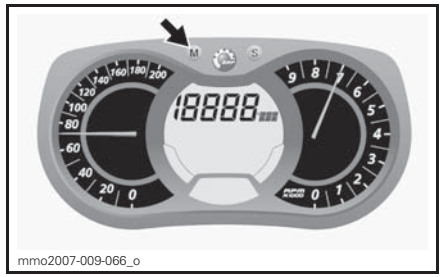
While display is flashing, press the SET (S) button to select altitude mode.



The following symbol appears when altitude mode is selected.

ALTITUDE MODE

Press the MODE (M) button to confirm selection or wait 5 seconds.

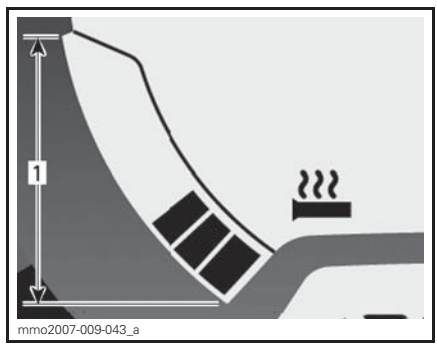


I) Heated Grips Heating Intensity

Bar gauge that indicates heating intensity.

NOTE: There are nine intensity settings. When released, display will return to engine coolant temperature (if equipped).

Refer to *HEATED GRIPS SWITCH* for more details.



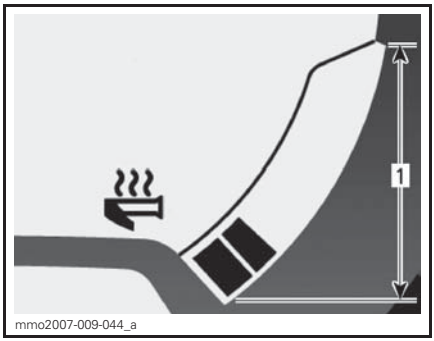
HEATED GRIPS
1. Operating range

J) Heated Throttle Lever Heating Intensity

Bar gauge that indicates heating intensity.

Bar gauge will be displayed instead of the fuel level with the activation of the heated throttle lever switch. There are nine intensity settings. When released, display will return to fuel level.

Refer to *HEATED THROTTLE LEVER SWITCH* for more details.



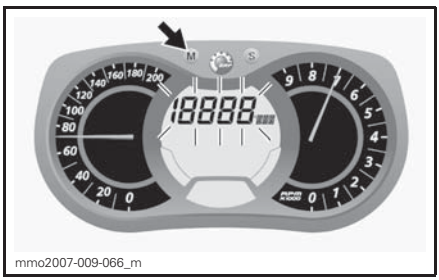
HEATED THROTTLE LEVER
1. Operating range

K) Instant Fuel Consumption

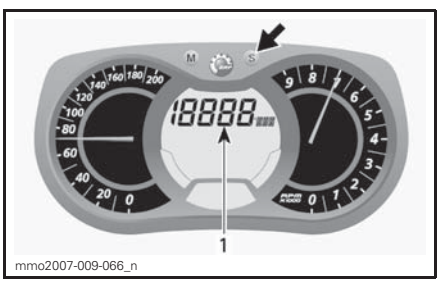
Calculates vehicle average fuel consumption while riding.

To display vehicle average fuel consumption, proceed as follows.

Press the MODE (M) button to select display 1.

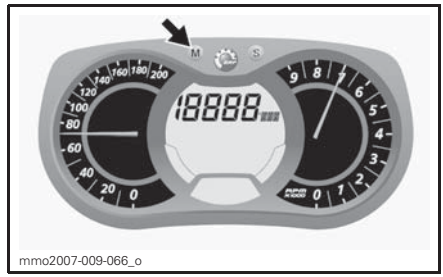


While display flashes, press SET (S) button to select instant fuel consumption mode.



1. Instant fuel consumption mode

Press the MODE (M) button to confirm selection or wait 5 seconds.

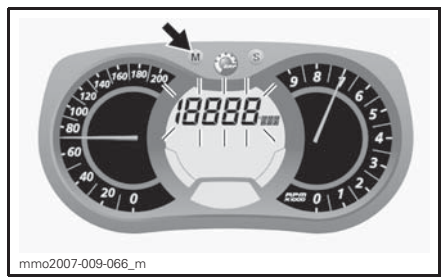


L) Total Fuel Consumption

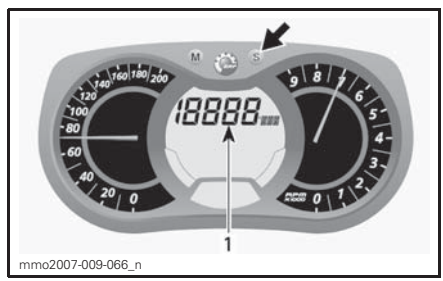
Records vehicle average fuel consumption since it has been reset.

To display vehicle total fuel consumption, proceed as follows.

Press the MODE (M) button to select display.

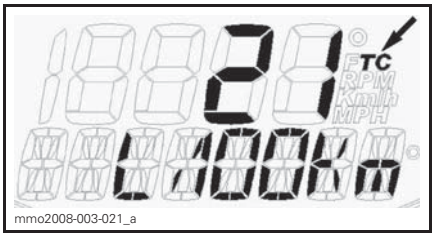


While display flashes, press the SET (S) button to select total fuel consumption (TC) mode.



1. Total fuel consumption (TC) mode

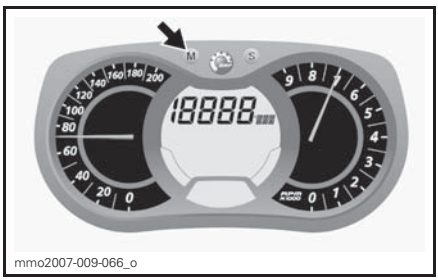
TC appears when the mode is selected.



mmo2008-003-021_a

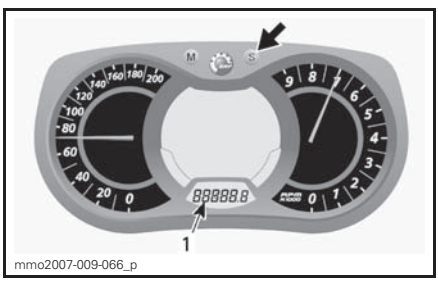
TYPICAL

Press the MODE (M) button to confirm selection or wait 5 seconds.



mmo2007-009-066_o

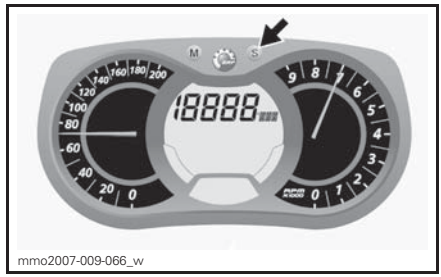
To reset, set the trip meter to TRIP B. Refer to *TRIP METER "A" OR "B"* for more details.



mmo2007-009-066_p

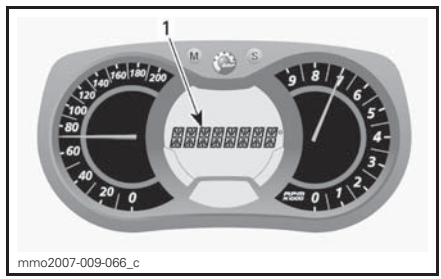
1. Trip meter (TRIP B) mode

Press and hold the SET (S) button to reset.



mmo2007-009-066_w

M) Message Display



mmo2007-009-066_c

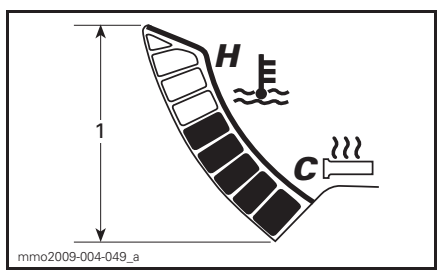
1. Message display

Refer to *PILOT LAMPS AND MESSAGES* in this section for details on usual messages.

Refer to *MONITORING SYSTEM* for details on malfunction and D.E.S.S. related messages.

N) Coolant Temperature

Bar gauge that continuously indicates the engine coolant temperature.



mmo2009-004-049_a

COOLANT TEMPERATURE
1. Range

O) E-TEC Engine Storage Mode

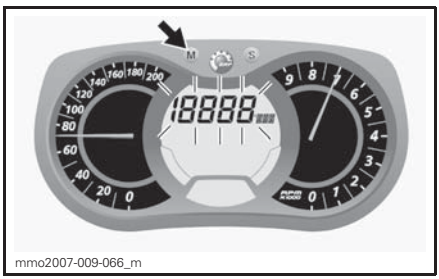
Displays OIL when the storage mode procedure is initiated.

P) Top Speed

Records vehicle top speed since it has been reset.

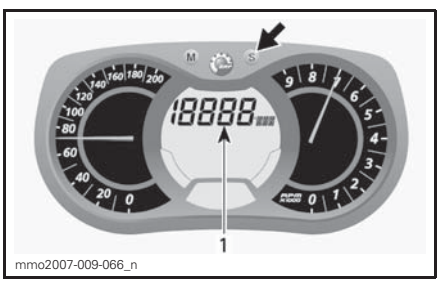
To display vehicle top speed, proceed as follow.

Push the MODE (M) button to select display.



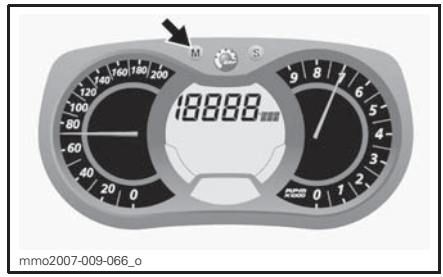
NOTE: Display will flash for approximately 5 seconds, then will return to the previously selected mode if display is not changed.

Push the SET (S) button to select top speed (TOP_SPD) mode.

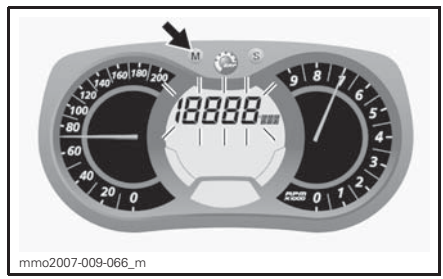


1. Top speed (TOP_SPD) mode

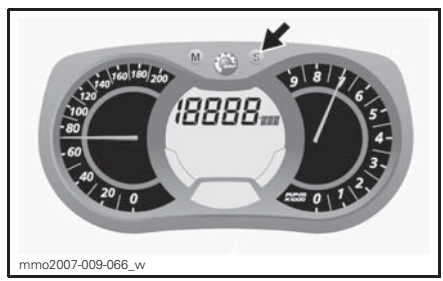
Push the MODE (M) button to confirm selection or wait 5 seconds.



To reset, push the MODE (M) to select mode.



Push and hold the SET (S) button within 5 seconds to reset.

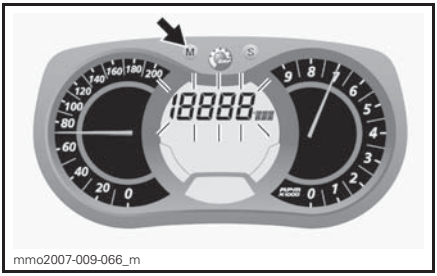


Q) Average Speed

Records vehicle average speed since it has been reset.

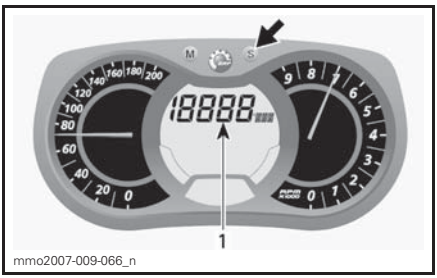
To display vehicle average speed, proceed as follow.

Push the MODE (M) button to select display.



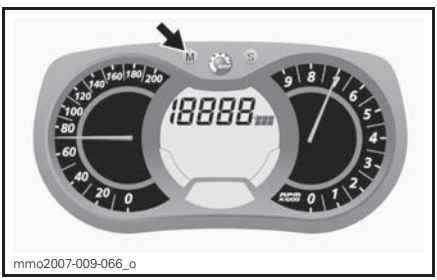
NOTE: Display will flash for approximately 5 seconds, then will return to the previously selected mode if display is not changed.

Push SET (S) button to select vehicle average speed (AVR_SPD) mode.



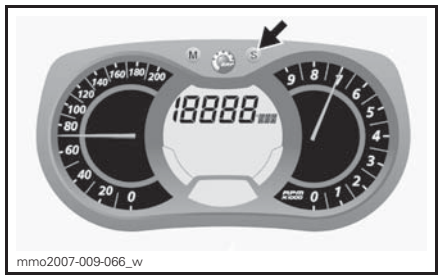
1. Vehicle average speed (AVR_SPD) mode

Push the MODE (M) button to confirm selection or wait 5 seconds.



To reset, push the MODE (M) to select mode.

Push and hold the SET (S) button within 5 seconds to reset.

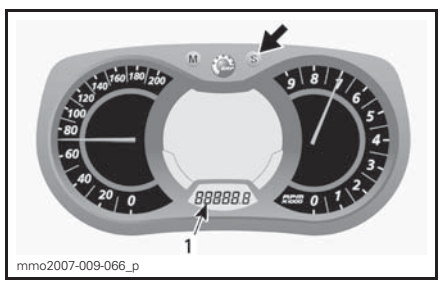


Gauge Setup

Clock Setting

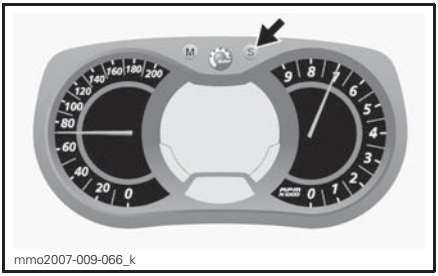
NOTE: This clock diplays in the 24-hour format only.

Press the SET (S) button to select clock mode.



1. Clock mode

Press and hold the SET (S) button to activate clock set-up.



To change HOURS, while the value of HOURS is blinking, use the SET (S) button to change hours.

To change MINUTES, while the value of HOURS is blinking, press the MODE (M) button to switch to minutes. Use the SET (S) button to change minutes.

Press the MODE (M) button to save clock set-up and exit mode.

Unit Selection (KM/H vs MPH)

The units can be set in metric or imperials. Refer to an authorized Lynx dealer.

Language Selection

The gauge display language can be changed. Refer to an authorized Lynx dealer for language availability and setup the gauge to your preference.

12) Backrest

A fixed backrest is installed on the passenger seat.

13) Passenger Seat (1+1)

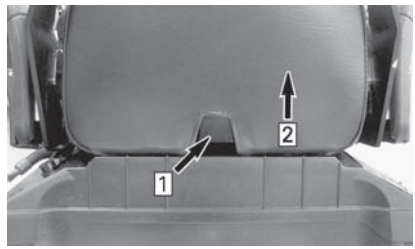
⚠ WARNING

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

Passenger Seat Removal

To remove the passenger seat, proceed as follows:

1. Push the latch tab in and lift-up the rear of seat.



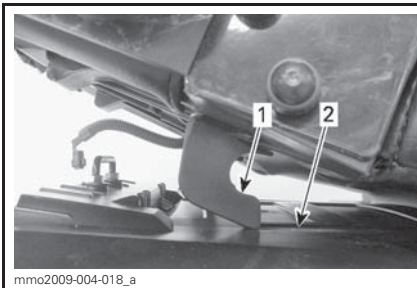
Step 1: Push tab
Step 2: Lift rear of seat

2. Slide seat rearward and set aside.

Passenger Seat Installation

To install the passenger seat, proceed as follows:

1. Place the passenger seat facing forward on the storage box lid.
2. Slightly incline the passenger seat towards front and engage both seat hooks in the storage box lid slots.



1. *Seat hook*
2. *Slot*

3. Push the passenger seat towards the driver's seat and firmly push the rear portion down to lock the passenger seat in position.

CAUTION When closing lid with the passenger seat installed, secure with the retaining strap.

NOTE: A distinctive snap will be felt. Double check that the seat is secure by giving it a tug to confirm proper latching.

WARNING

Make sure seat is securely latched before riding.

14) Passengers Handholds

Fixed handholds on each side of the passenger seat.

TYPICAL
1. Passenger handhold

15) Mountain Strap

The mountain strap provides a grip for the driver when side-hilling.

WARNING

This strap is not for towing, lifting or other purpose than temporary use as a grab handle when a leverage is needed at very low speeds.

16) Storage Compartment

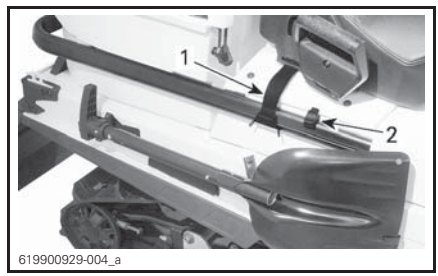
The storage compartment is located underneath the passenger seat.

WARNING

The storage compartment must be properly latched and must not contain any sharp or breakable objects.

To open the lid,

– Unhook the passenger seat safety strap
– Pull and hold the rubber tab sideways
– Lift the RH side of the lid.



1. Passenger seat safety strap
2. Rubber tab

To close lid, push it down until it latches.

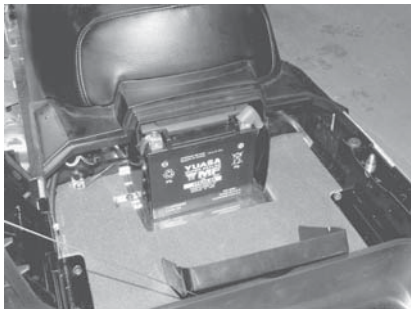
Hook the passenger seat safety strap to the rear bumper as shown.

CAUTION When closing lid with the passenger seat installed, secure with the retaining strap.

The battery and various equipment are located in the storage compartment. For details on the equipment, refer to *SPECIAL EQUIPMENT*.

Battery

To access the battery, push battery cover notches both sides of cover and remove it


fmo2012-003-004

TYPICAL - BATTERY LOCATION

17) Rear Rack

The rear rack can accommodate personal articles (luggage), a fuel caddy or the storage box.

⚠ WARNING

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

⚠ WARNING

Always readjust suspension according to the load. The capacity of this rack is limited, the MAXIMUM cargo load is 30 kg (66 lb). Ride at very low speed when loaded. Avoid speed over bumps.

18) 12-Volt Power Outlet (Standard Type)

For NATO type 12-Volt outlets location, refer to *SPECIAL EQUIPMENT*.

The standard type 12-volt power outlet is located near the steering column.

A 12-volt electric appliance may be connected to that socket.

If you need continuous current contact an authorized Lynx dealer.

19) Hitch

Use the hitch in conjunction with a tow bar to tow an accessory.

When attaching any accessory, always refer to the manufacturer's recommendations.

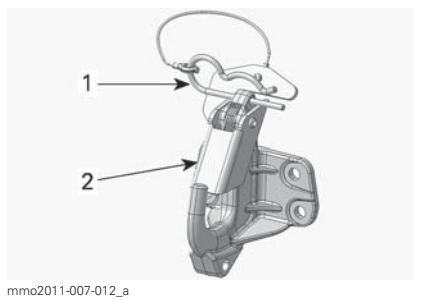
NOTE: Refer to decal on vehicle for towing weight capacities.

⚠ WARNING

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

J-Type Hitch

Attaching an Equipment



mmo2011-007-012_a

1. *Hairpin clip*
2. *Safety tab*

1. Remove the hairpin clip.
2. Align accessory attachment hole with the hitch hook.
3. Push the accessory attachment passed the safety tab.
4. Secure safety tab using the hairpin clip.

Detaching an Equipment

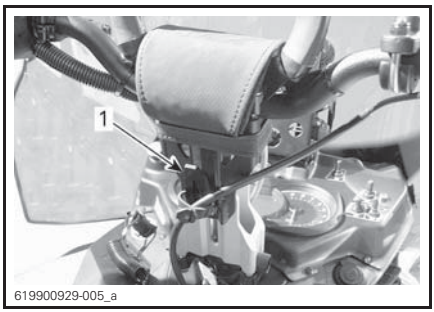
1. Remove the hairpin clip.
2. Push safety tab forward to free accessory attachment from the hitch.

3. Detach accessory attachment.
4. Install hairpin clip.

20) Adjustable Handlebar

The handlebar height can be adjusted, as follows:

1. Pull up the lock lever.



1. Lock lever

2. Bring the handlebar to the desired position and push down the lock lever to lock it.

21) Track

⚠ WARNING

Never stud a track that has not been approved for studs. Installing studs on an unapproved track could increase the risk of the track tearing or severing, possibly resulting in serious injury or death.

Before proceeding with the installation of special studs on tracks you must contact your authorized LYNX snowmobile dealer for current specific studding availability and applications.

BRP does **not recommend** to ride a snowmobile equipped with high lug profile track at **high speed** in a trail, on hard packed surfaces or ice for an extended period of time.

In the event that you have to, **reduce your speed**, then minimize the distance you ride on those surfaces.

⚠ CAUTION **Running those tracks at high speed in a trail, on hard packed surfaces or ice put more stress on the lugs, which tend to heat up as a result. To avoid potential degradation or damage to the track, reduce your speed, then minimize the distance you ride on those surfaces.**

For general instructions on maintenance of tracks, refer to the sections *TRACK* and in *MAINTENANCE PROCEDURES*.

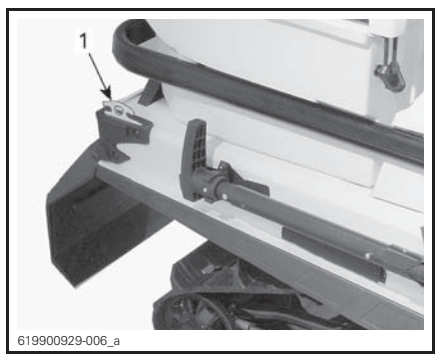
22) Fuses

The electrical system is protected with fuses, refer to *FUSES* in *MAINTENANCE PROCEDURES* for details.

23) Anchor Points for Cargo

Two anchor points are provided to secure cargo in rear rack.

NOTICE **Do not exceed maximum load capacity of rear rack. MAXIMUM cargo load is 30 kg (66 lb).**



1. Anchor points

24) Drive Belt Guard

Drive Belt Guard Removal

⚠ WARNING

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

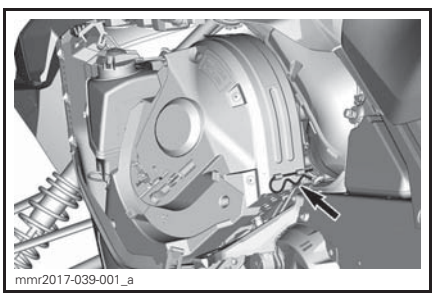
NEVER attempt to make adjustments to moving parts while engine is running.

NOTE: Drive belt guard is purposely made slightly oversize to maintain tension on its pins and retainers preventing undue noise and vibration. It is important that this tension be maintained when reinstalling.

Remove the tether cord cap from engine cut-off switch.

Open the lower LH side panel. See procedure in this section.

Remove retaining pin.



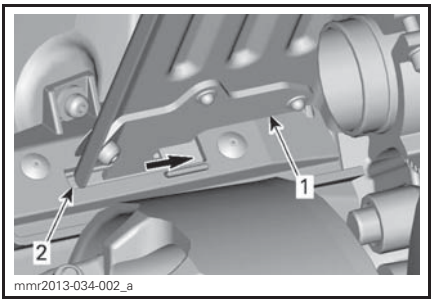
mmr2017-039-001_a

TYPICAL

Lift rear portion of drive belt guard then release from front tabs.

Drive Belt Guard Installation

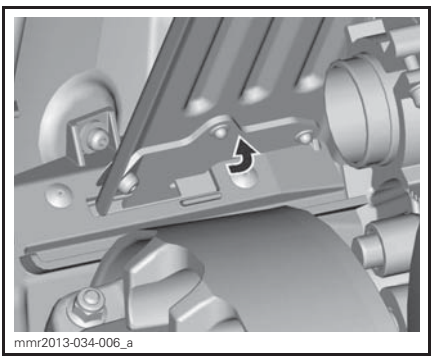
Insert the tab into the slot and push it into place



mmr2013-034-002_a

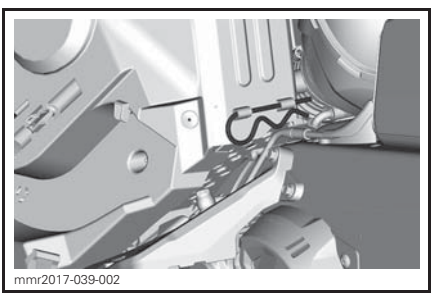
1. *Belt guard tab*
2. *Front support slot*

Push drive belt guard toward engine then toward front of vehicle.



mmr2013-034-006_a

Position the rear portion of the belt guard over the retainer and secure it using the retaining pin.



mmr2017-039-002

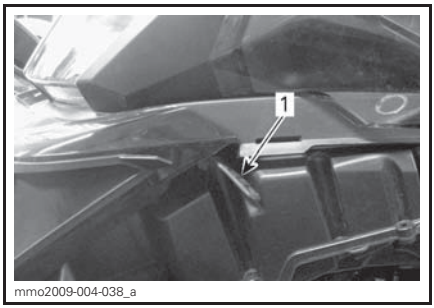
25) Hood

⚠ WARNING

Never operate engine with hood removed from vehicle.

Hood Removal

1. Remove upper side panels as explained below.
2. Unhook the rubber ties on both sides.

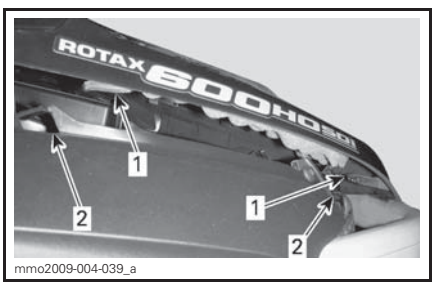


1. Rubber tie

3. Slide hood towards front to free the tabs from their slots.

Hood Installation

1. Engage the tabs located at front and center of the hood into the bottom pan slots.



TYPICAL
1. Tabs
2. Slots

2. Slide hood towards headlights until it stops.
3. Hook the rubber ties.

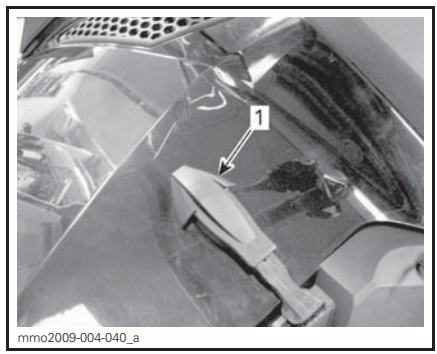
26) Upper Side Panels

⚠ WARNING

Never operate engine with side panels opened or removed from vehicle.

Upper Side Panel Removal

1. Unhook the rubber tie.

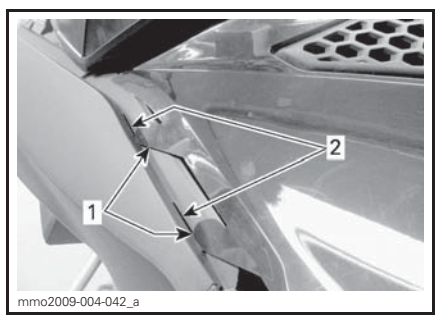


TYPICAL
1. Rubber tie

2. Lift the rear portion of panel to free the plastic tab from the console.
3. Slide panel towards rear.

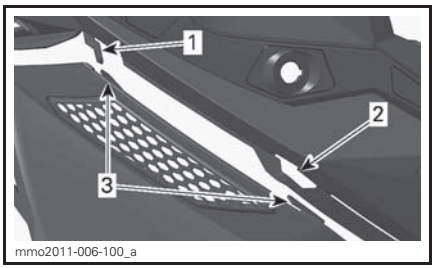
Upper Side Panel Installation

1. Insert the panel lower tabs into the bottom pan slots.



TYPICAL
1. Panel lower tabs
2. Bottom pan slots

2. Hook the panel top center tabs to the console.



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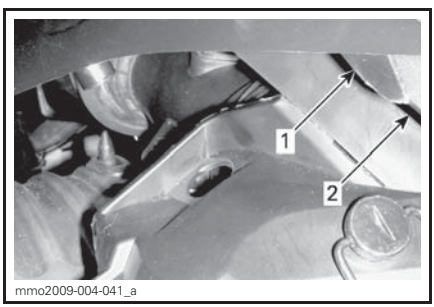
TYPICAL
1. *Console hook*
2. *Console slot*
3. *Panel center tabs*

3. Insert the rear tab into the console slot.



mmo2009-004-041_a

TYPICAL
1. *Rear tab*
2. *Console slot*

4. Hook rubber tie.

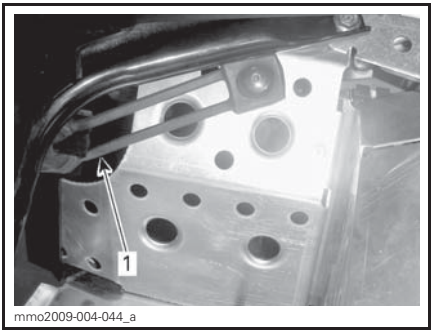
27) Lower Side Panels

⚠ WARNING

Never operate engine with side panels opened or removed from vehicle.

Lower Side Panel Opening

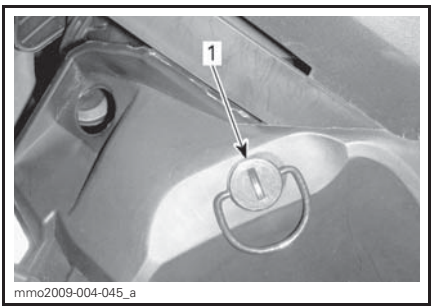
1. Remove upper side panel as explained above.
2. Unhook the rubber tie.



mmo2009-004-044_a

1. *Rubber tie*

3. Turn the clip 1/4 turn counterclockwise to unlock.



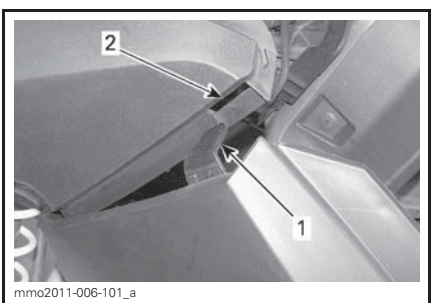
mmo2009-004-045_a

1. *Clip*

4. Slightly lift the rear of side panel, then open sideways.

Lower Side Panel Closing

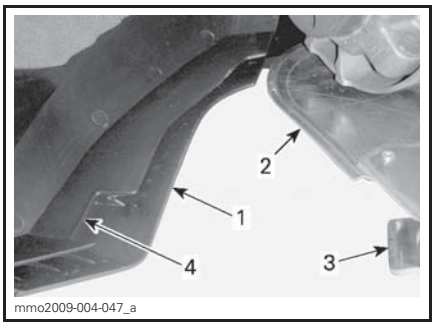
1. Insert the panel tab into the bottom pan slot.



mmo2011-006-101_a

1. *Lower side panel tab*
2. *Bottom pan slot*

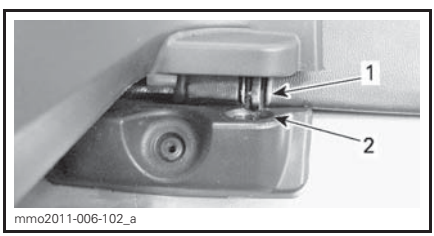
2. Insert the lower section of side panel over the aluminium chassis and the aluminium tab into the panel slot.



mmo2009-004-047_a

1. Lower section
2. Aluminium chassis
3. Aluminium tab
4. Panel slot

3. Insert the panel dowel into the tunnel hole.



mmo2011-006-102_a

1. Dowel
2. Tunnel hole

4. Hook the rubber tie.
5. Lock the clip by turning it 1/4 turn clockwise.

Lower Side Panel Removal/ Installation

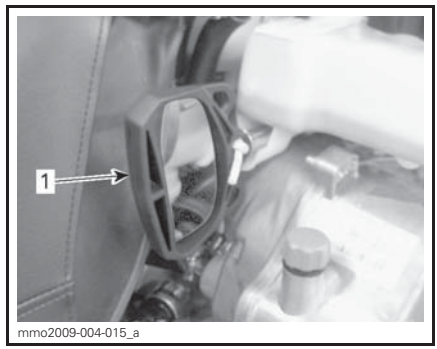
1. Open lower side panel as explained above.
2. Lift the front of side panel and free the lower hinge from its slot.
3. Free the upper hinge by lowering the panel.

Reverse procedure for installation.

28) Rewind Starter Handle

The rewind starter may be used if the electric starter does not operate.

To access the rewind starter handle, open the RH lower side panel. See procedure in this section.



mmo2009-004-015_a

1. Rewind stater handle

To engage mechanism, pull handle slowly until a resistance is felt then pull vigorously. Slowly release handle.

29) Fuel Tank Cap

Unscrew to fill up tank then fully tighten.

⚠ WARNING

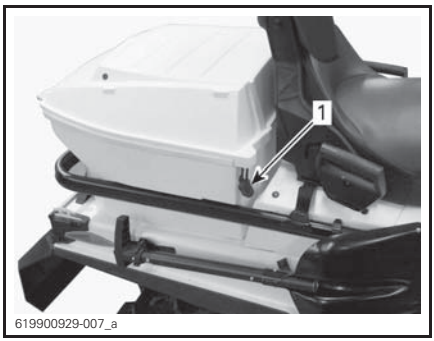
Always stop the engine before refueling. Fuel is flammable and explosive under certain conditions. Always work in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. Open cap slowly. If a differential pressure condition is noticed (whistling sound heard when loosening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

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

30) Storage Box

Storage Box Opening/Closing

To open storage box lid, release both rubber ties, then lift lid up.



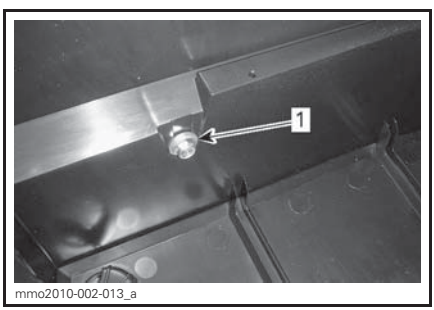
1. Rubber tie

To close, push lid down in order to insert the lid pins into the box grommets. Attach the rubber ties.

For details on the storage box content, refer to *SPECIAL EQUIPMENT*.

Storage Box Removal/Installation

To remove storage box from vehicle, open lid and remove the four screws retaining storage box to the rear rack. Keep the screws for installation.



TYPICAL - INSIDE THE STORAGE BOX
1. Retaining screw

To install storage box, make sure that the tunnel surface is clean. Put storage box within the rear rack rails.

Attach using the four screws. Tighten to 10 N•m ± 1 N•m (89 lbf•**in** ± 9 lbf•**in**).

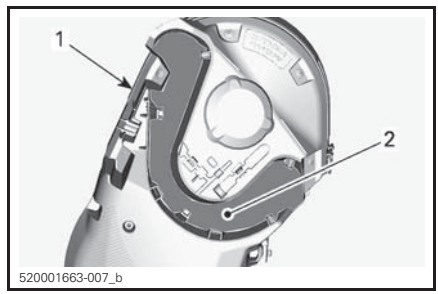
31) Shovel / Saw

The shovel (with enclosed saw) is located on RH side of vehicle.

32) Spare Drive Belt

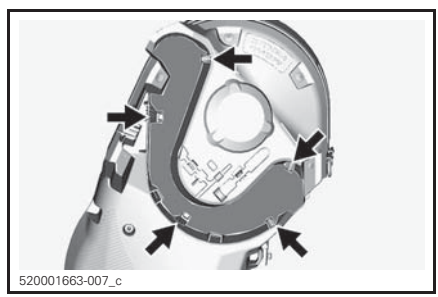
A spare drive belt is stored in a holder located on the drive belt guard.

To install a spare drive belt. position it into the drive belt guard slot.



TYPICAL
1. Drive belt guard
2. Slot

Secure in place by sliding it behind the tabs.

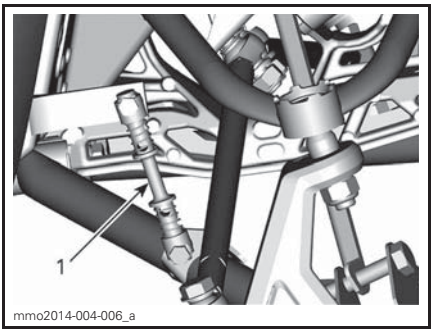


TYPICAL

33) Stabilizer Bar Quick Disconnect Link

The quick disconnect link of the stabilizer bar is located on the RH side.

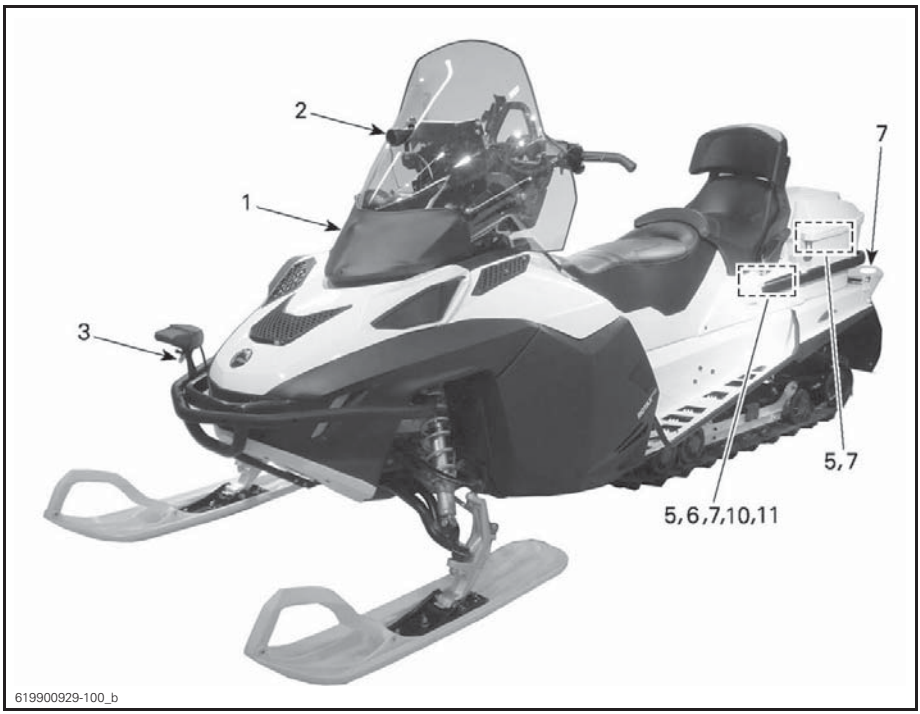
Remove the quick disconnect link to improve handling when riding sidehill or in deep snow.



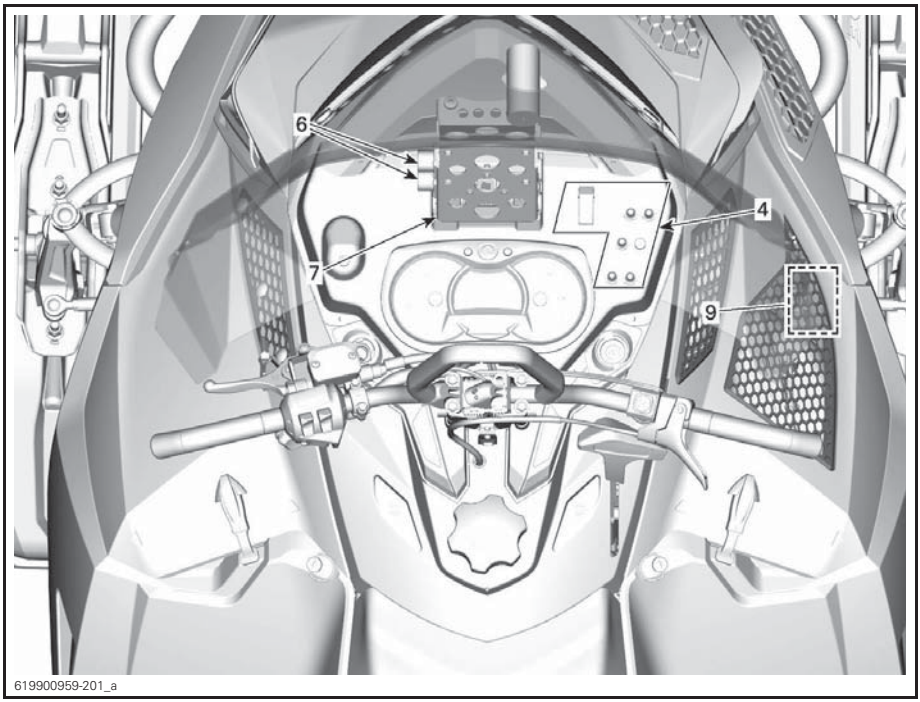
TYPICAL
1. Quick disconnect

⚠ WARNING

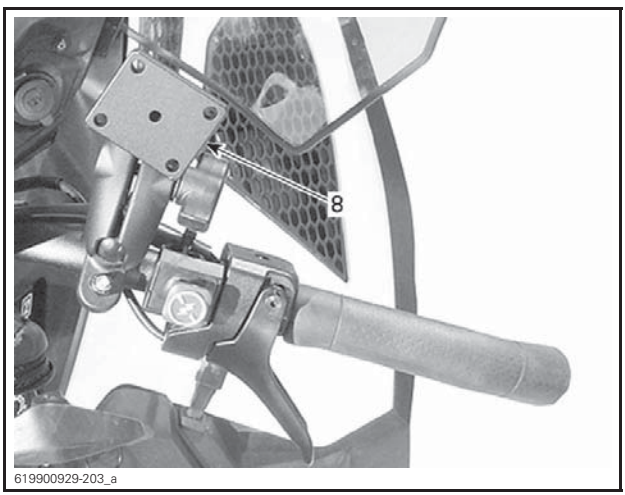
Trail riding without this link connected to the stabilizer bar will increase the risk of losing control of the snowmobile. Always reconnect this link to the stabilizer bar when trail riding. To do so, vehicle must be parked in a safe place, away from the trail.



SEE FOLLOWING PAGES FOR DETAILS



SEE FOLLOWING PAGES FOR DETAILS



SEE FOLLOWING PAGES FOR DETAILS

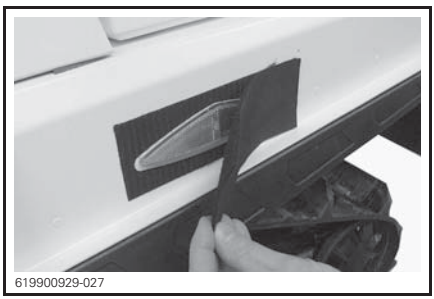
1) Light Covers

Intended to cover the lights and reflectors as needed.

There are covers for the headlight, taillight and all reflectors.

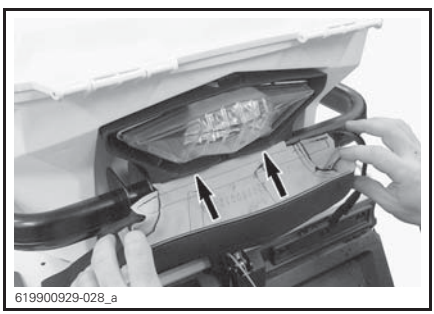
Reflectors

Simply install the cover over the reflector


619900929-027

Taillight

1. Place the bottom of the cover beneath the taillight.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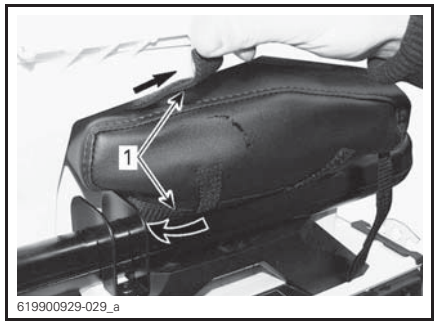
2. Pass the retaining straps behind the taillight.



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1. Retaining strap

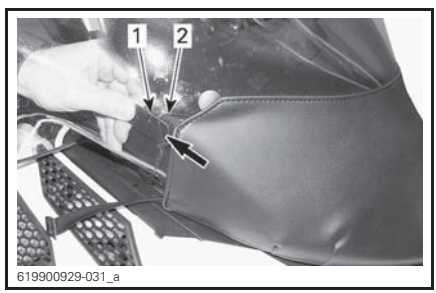
3. Fix the retaining straps to the cover.

619900929-030_a

1. Retaining strap fixed

Headlight

1. Pass the upper retaining straps by the opening in the windshield, in the upper corner of the headlight.



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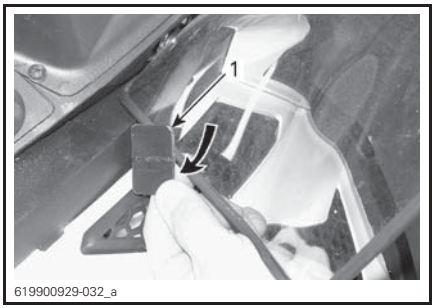
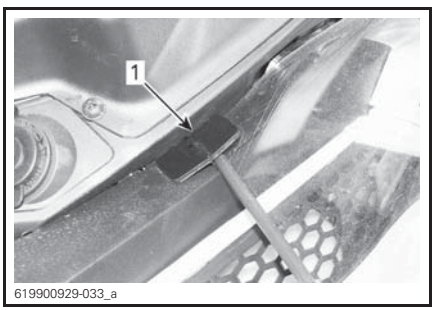
1. Upper retaining strap
2. Opening in the windshield

2. Pass the lower retaining straps beneath the windshield.



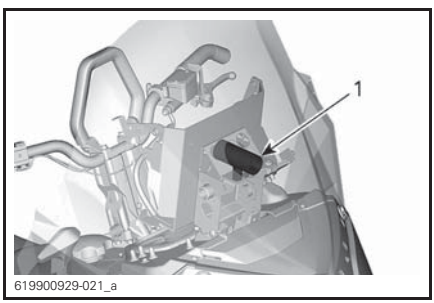
1. Lower retaining strap

3. Use the plastic tabs to hook the retaining straps to the windshield.



1. Retaining strap hooked

2) Infrared Light



1. Infrared light

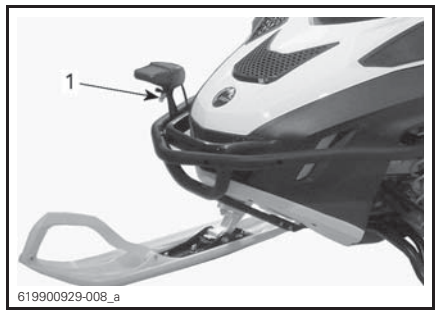
The infrared light is enabled only when the vehicle lights are in the black out mode, refer to *BLACK OUT MODE* in this section.

To operate the infrared light, use the ON/OFF switch located on the console. Refer to *SPECIAL EQUIPMENT SWITCHES* in this section.

To select HI or LOW, use the *HEADLIGHTS DIMMER SWITCH* in the *MULTIFUNCTION SWITCH* located on the LH handlebar.

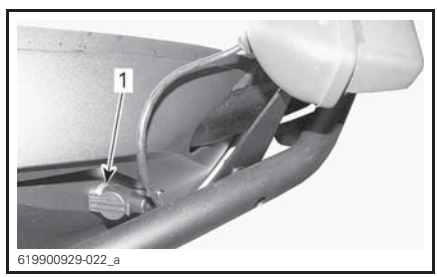
3) Blackout Light Support

Intended to install a blackout light as needed.



1. Blackout light support - light not included.

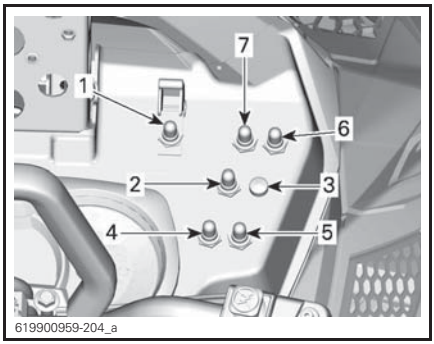
A connector is provided for connecting a blackout light.



1. Blackout light connector

A switch is already installed in the console to operate a blackout light. Refer to *SPECIAL EQUIPMENT SWITCHES* in this section.

4) Special Equipment Switches



SWITCHES
1. *Black out mode*
2. *Power outlets (NATO type)*
3. *Power outlets (NATO type) pilot lamp*
4. *Blackout light*
5. *Infrared light*
6. *Hands heater*
7. *Thumbs heater*

1. The black out mode turns OFF:
– Headlights
– Taillight
– Brake light
– Multifunction gauge
– Beeper

NOTICE **While in the black out mode, the multifunction gauge does not transmit information or alarms to the operator about the engine temperature or injection oil level.**

NOTE: The use of the black out mode can generate a fault code.

2. Used to turn ON or OFF the power outlets (NATO type).

3. Illuminates when the power outlets (NATO type) are ON.

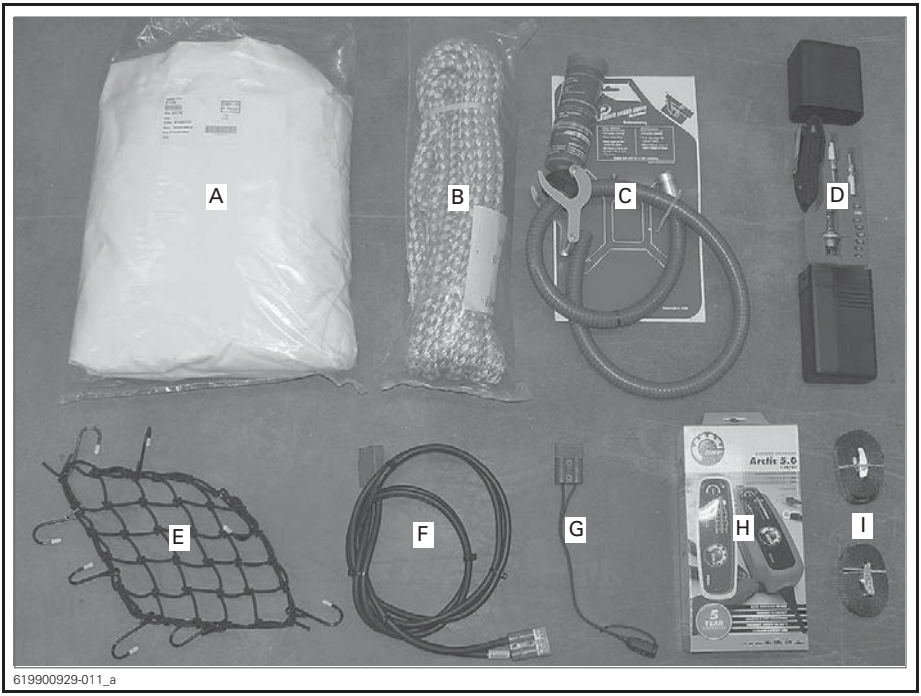
4. Used to turn ON or OFF the blackout light (not provided with the snowmobile).

5. Used to turn ON or OFF the infrared light. See *INFRARED LIGHT* in this section for details.

6. Used to turn ON or OFF the hands heater on blackout mode.

7. Used to turn ON or OFF the thumbs heater on blackout mode.

5) Items in the Storage Compartment and the Storage Box



A) Tarpaulin

Custom tarpaulin to cover the snowmobile as needed.

B) Recovery Rope

A rope that can be used for multiple uses.

C) Jerrycan Fuel Pump

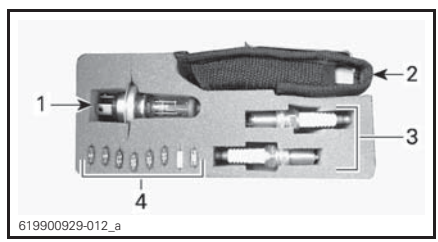
Manual pump for feeding fuel from the jerrycan to the snowmobile fuel tank.

To use:

1. Install and lock the pump to the jerrycan neck
2. Place the pump hose in the snowmobile fuel tank
3. Pump fuel.

D) Spare Electric Parts and Multifunction Pliers

The spare electric parts and multifunction pliers are stored in a case.



CASE CONTENT
1. *Headlight bulb*
2. *Multifunction pliers*
3. *Spark plugs*
4. *Fuses*

E) Cargo Net

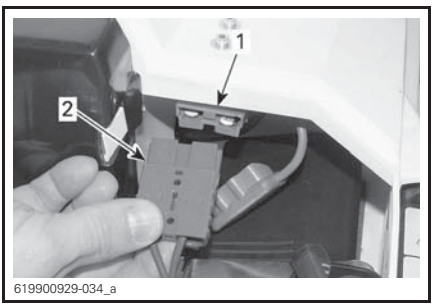
Net for retaining cargo.

F) Starting Aid Cable

To be used to boost the battery if it is discharged.

To use:

1. Connect the starting aid cable to the starting aid/battery charger connector located in the storage box
2. Connect the starting aid cable to the starting aid/battery charger connector of another snowmobile
3. Start engine.

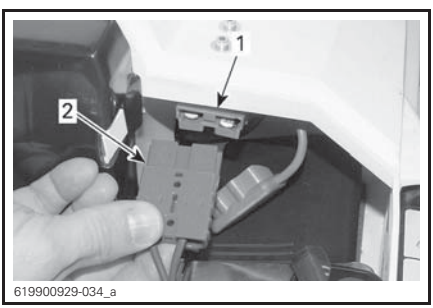


1. Starting aid/battery charger connector
2. Typical cable

G) Battery Charger Adapter

Used to connect the battery charger to the snowmobile.

Connect the adapter to the starting aid/battery charger connector located in the storage box.



1. Starting aid/battery charger connector
2. Typical cable

H) Battery Charger

To charge the battery:

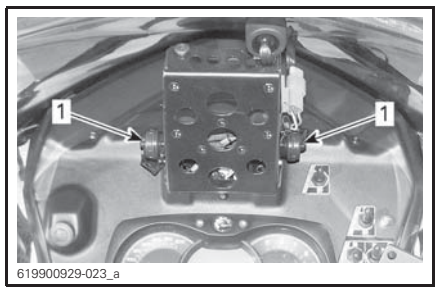
– Connect the battery charger to the adapter
– Connect the battery charger to a suitable power outlet.

I) Tie-Down Straps

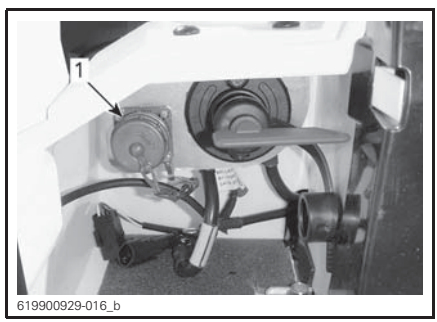
Tie-down straps that can be used for multiple uses.

6) 12-Volt Power Outlet (NATO Type) (If equipped)

There are two 12-volt power outlets located at front, and one at rear.



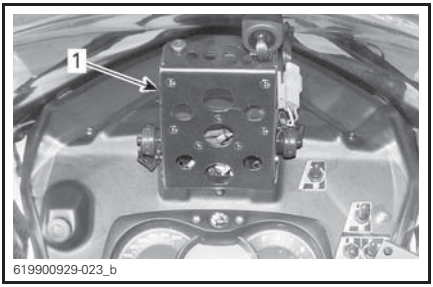
TYPICAL - FRONT - ON SUPPORT FOR EQUIPMENT
1. 12-volt power outlets (NATO Type)



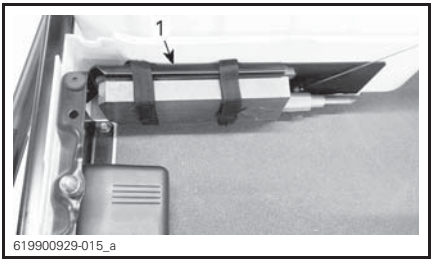
REAR - IN STORAGE COMPARTMENT
1. 12-volt power outlet (NATO Type)

Use the switch to turn ON or OFF. Refer to *SPECIAL EQUIPMENT SWITCHES* in this section.

7) Supports for Equipment

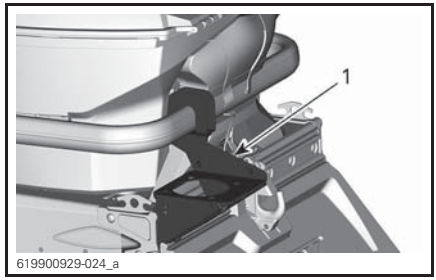


TYPICAL - BEHIND WINDSHIELD
1. *Support for equipment*



INSIDE THE STORAGE COMPARTMENT
1. *Support for equipment (equipment not provided with the snowmobile)*

INSIDE THE STORAGE BOX
1. *Support for equipment*



ON REAR BUMPER
1. *Support for equipment*

8) RAM Mount †

A multifunction support that can be used for various pieces of equipment.

9) Snow Melting Bottle

For water needs when in remote areas.

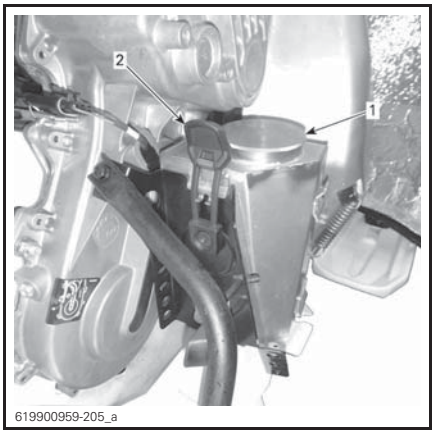
To access the snow melting bottle, open the lower LH side panel. See procedure in this section.

Fill the bottle with clean snow and install it on its support. The heat in the engine compartment will cause the snow to melt.

The cap can be used as a cup.

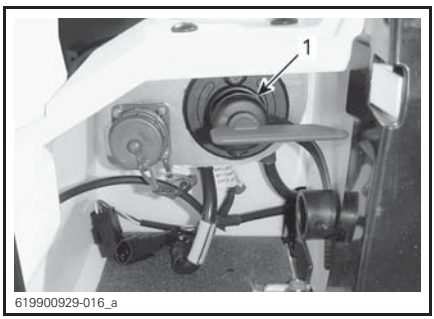
Secure the bottle using the rubber latch.

† RAM Mount is a trademarks of National Products Inc.



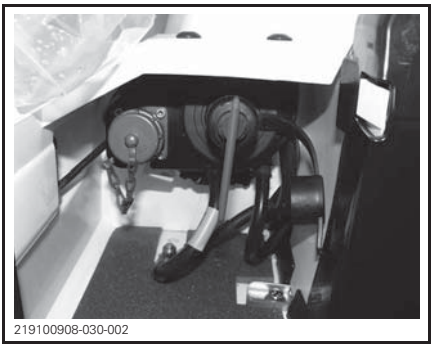
1. Snow melting bottle
2. Rubber latch

10) Main Electrical Shut-Off Switch



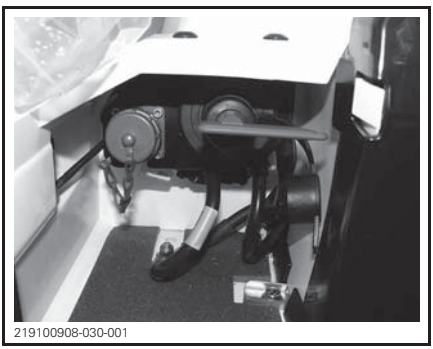
INSIDE THE STORAGE COMPARTMENT - LH OF THE BATTERY
1. Main electrical shut-off switch

Turn ON to enable the vehicle electrical system.



ON POSITION

Turn OFF to disable the vehicle electrical system.



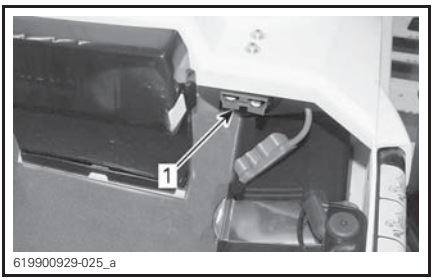
OFF POSITION

To remove the key, turn switch to the position shown.

KEY REMOVAL POSITION

11) Starting Aid / Battery Charger Connector

Intended to connect the starting aid cable or the battery charger.



INSIDE THE STORAGE COMPARTMENT - RH OF THE BATTERY
1. Starting aid connector

Fuel Requirements

NOTICE Always use fresh gasoline. Gasoline will oxidize; the result is loss of octane, volatile compounds, and the production of gum and varnish deposits which can damage the fuel system.

Alcohol fuel blending varies by country and region. Your vehicle has been designed to operate using the recommended fuels, however, be aware of the following:

– Use of fuel containing alcohol above the percentage specified by government regulations is not recommended and can result in the following problems in the fuel system components:
  - Starting and operating difficulties.
  - Deterioration of rubber or plastic parts.
  - Corrosion of metal parts.
  - Damage to internal engine parts.
– Inspect frequently for the presence of fuel leaks or other fuel system abnormalities if you suspect the presence of alcohol in gasoline exceeds the current government regulations.
– Alcohol blended fuels attract and hold moisture which may lead to fuel phase separation and can result in engine performance problems or engine damage.

Recommended Fuel

Use unleaded gasoline containing MAXIMUM 10% ethanol. The gasoline must have the following minimum octane requirements:

FUEL TYPE	MINIMUM OCTANE RATING
Fuel which may contain up to 10% MAX ethanol	95 E10

NOTICE Use octane rating according to fuel type. Never experiment with other fuels. Engine or fuel system damages may occur with the use of an inadequate fuel.

Fuel Antifreeze Additives

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

When using non-oxygenated fuel, isopropyl base gas line antifreeze can be used in a proportion of 150 ml (5 U.S. oz) of gas line antifreeze added to 40 L (10.6 U.S. gal.) of gas.

This precaution is in order to reduce the risk of frost buildup in carburetors or other fuel system components which may lead, in certain cases, to severe damage to engine.

NOTE: Use only methyl hydrate free gas line antifreeze.

Fueling Procedure

Unscrew to fill up tank then fully tighten.

⚠ WARNING

- Always stop engine before refueling. Open cap slowly.
- If a differential pressure condition is noticed (whistling sound heard when loosening fuel tank cap) have vehicle inspected and/or repaired before further operation.
- Fuel is flammable and explosive under certain conditions.
- Never use an open flame to check fuel level.
- Never smoke or allow flame or spark in vicinity.
- Always work in a well-ventilated area.
- Never top up the fuel tank before placing the vehicle in a warm area. As temperature increases, fuel expands and may overflow.
- Always wipe off any fuel spillage from the vehicle.

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

Recommended Oil

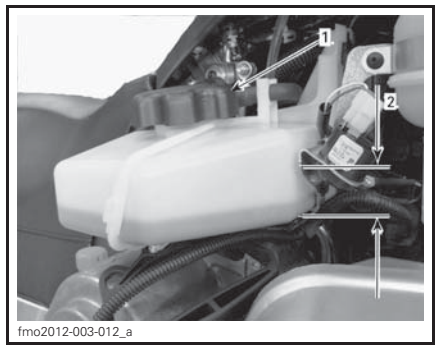
RECOMMENDED INJECTION OIL
(P/N 619 590 106)

NOTICE The engine of this snowmobile has been developed and validated using the recommended BRP XPS™ oil. BRP recommends the use of its recommended XPS oil or equivalent. Damages caused by oil which is not suitable for this oil injected 2-stroke direct fuel injection engine may not be covered by the BRP limited warranty.

Injection Oil Level Verification

To access the injection oil reservoir, remove the upper RH side panel. Refer to *CONTROLS, INSTRUMENTS AND STANDARD EQUIPMENT*.

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



TYPICAL
1. *Injection oil reservoir*
2. *Level marks (1/4, 1/2, 3/4)*

NOTICE Check level and refill every time you refuel.

To Add Injection Oil

Remove injection oil reservoir cap.

Add injection oil.

Reinstall cap and fully tighten.

NOTE: Do not overfill. Do not pass the MAX range in the reservoir filler neck.

NOTICE Do not mismatch oil reservoir cap with fuel tank cap.

⚠ WARNING

Wipe off any oil spills. Oil is highly flammable when heated.

BREAK-IN PERIOD

Operation During Break-In

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

After the break-in period, the vehicle should be inspected by an authorized Lynx dealer, repair shop, or person of your own choosing. Refer to *FIRST INSPECTION* section.

Engine

During the break-in period:

– Avoid prolonged full throttle operation.
– Avoid sustained accelerations.
– Avoid prolonged cruising speeds.
– Avoid engine overheating.

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

During the first few hours of break-in, the engine management system controls some engine parameters which will slightly reduce the engine performance.

During a predetermined period, the engine management system controls some engine parameters.

The duration is based on fuel volume. It will take approximately two fuel tanks to complete the break-in.

During this period:

– The engine performance and behavior will not be optimal.
– The fuel and oil consumption will be higher.

Drive Belt

A new drive belt requires a break in period of 50 km (30 mi).

During the break-in period:

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

Engine Starting Procedure

Procedure

1. Apply parking brake.
2. Recheck throttle lever operation.
3. Put your helmet on.
4. Ensure that the tether cord cap is installed on the engine cut-off switch and that the cord is attached to your clothing eyelet.
5. Ensure that the emergency engine stop switch is in the ON position (up).
6. Depress the START button to engage the electric starter and start the engine. Release button immediately when engine has started.

⚠ WARNING

Never depress throttle while starting engine.

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

7. Release parking brake.

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

Emergency Starting

If the electric starter does not operate and the rewind starter is broken and you have followed the steps in *ENGINE STARTING PROCEDURE*, start engine with the emergency cord as follows:

Starting Using an Emergency Starter Rope

The engine can be started with the emergency starter rope supplied with the tool kit. Proceed as follows:

1. Remove belt guard.

⚠ WARNING

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

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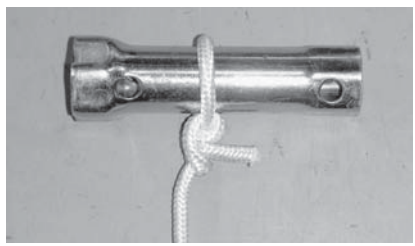
2. Attach one end of emergency rope to rewind handle.

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



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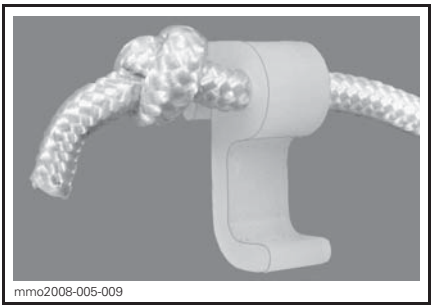
3. Attach the other end of emergency rope to the starter clip supplied in the tool kit.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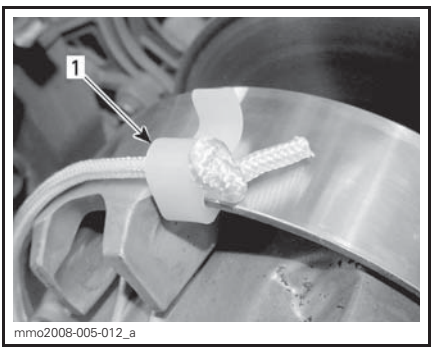
4. Hook up clip on drive pulley.



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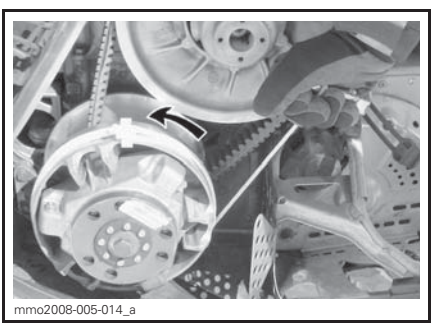
1. Clip installation location

5. Wind the rope tightly around drive pulley. When pulled, pulley must rotate counterclockwise.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6. Pull the rope using a sharp, crisp pull so the rope comes free of the drive pulley.

⚠ 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.

Vehicle Warm-Up

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

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

NOTE: It is not recommended to let engine running at idle speed for more than 10 minutes. Engine will shut down after approximately 12 minutes of idling.

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

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

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

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

⚠ WARNING

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

NOTE: Warm-up is electronically controlled. During this period (up to 10 minutes depending on ambient temperature), engine RPM is limited.

Gearbox Operation

NOTICE

- Always put gearbox in 1st gear (low) when pulling a load.
- Always put gearbox in N (neutral) when parked.
- Come to a complete stop and hold brake before changing gears. To engage R (reverse) gear, wait until the reverse alarm sounds before increasing throttle.

Neutral

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

Shifting in Reverse

To engage reverse gear, proceed as follows:

1. Bring vehicle to a complete stop.
2. Apply and hold brake.
3. With engine at idle speed, select R (reverse) gear using the gearshift lever.

NOTE: It is necessary to push shift lever knob down to move it from neutral to reverse gear.

4. Gently depress throttle lever.

⚠ WARNING

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

Shifting in Forward

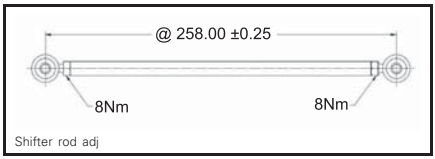
There are two forward gears.

To engage a forward gear, proceed as follows:

1. Bring vehicle to a complete stop.
2. Apply and hold brake.
3. With engine at idle speed, select 1st (low) or 2nd (high) gear using the gearshift lever.
4. Gently depress throttle lever.

Shifter Rod Adjustment

1. Adjust shifter rod to an initial length from of 258mm as shown.



Shifter rod adj

2. Install the rod.
3. Select the Reverse gear and check if lever touches the edge of the slot in the console.
4. If yes, shorten the rod by turning the rod ½ turn and check again.
5. Select the 2nd gear and check if lever touches the edge of the slot in the console.
6. If yes, lengthen the rod by turning the rod ½ turn and check again

When correctly adjusted, the shift lever must be centered in the console slots.

Shutting Off the Engine

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

Shut off the engine using either the emergency engine stop switch or by pulling off the tether cord cap from the engine cut-off switch.

⚠ WARNING

Always remove the tether cord cap from engine cut-off switch when vehicle is not in operation in order to prevent accidental engine starting or to avoid unauthorized use by children or others or theft.

Towing an Accessory

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

⚠ WARNING

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

Towing Another Snowmobile

If a snowmobile is disabled and must be towed use a rigid tow bar. Remove the drive belt from disabled snowmobile, refer to *DRIVE BELT* in *MAINTENANCE PROCEDURES* and tow at moderate speed.

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

In an emergency situation only, if a rigid tow bar is not available, a rope can be used. Proceed with extra caution. In some areas, it may be illegal to do so. Check with state or local authorities.

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

NOTICE **In order to prevent damage to the steering system, never attach the tow rope to the ski handles.**

⚠ WARNING

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

⚠ WARNING

Suspension adjustment could affect vehicle handling. Always take time to familiarize yourself with the vehicle's behavior after any suspension adjustment have been made.

Snowmobile handling and comfort depend upon suspension adjustments.

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

⚠ WARNING

Before proceeding with any suspension adjustment, remember:

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

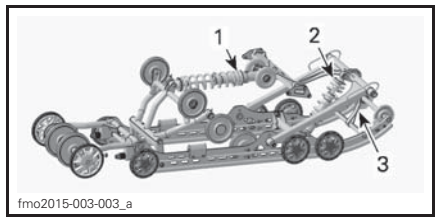
Customize each adjustment one at a time. It may be necessary to readjust center spring after adjusting front springs for instance. Test run the snowmobile under the same conditions; trail, speed, snow, driver riding position, etc. Change one adjustment and retest. Proceed methodically until you are satisfied.

Following are guidelines to fine-tune suspension.

For factory settings, refer to *SPECIFICATIONS*.

Rear Suspension Adjustment

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



1. *Rear spring*
2. *Center spring*
3. *Stopper strap*

Stopper Strap

Ride at low speed then fully accelerate.

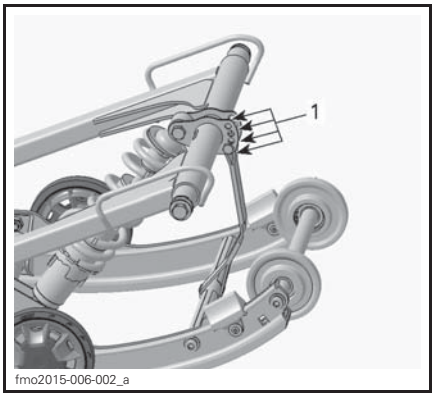
Note steering behavior.

Adjust stopper strap length accordingly.

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

REFERENCE TABLE	
WEIGHT TRANSFER (SKI PRESSURE)	WHAT TO DO
Comfortable: good weight transfer (light pressure)	No adjustment required
Light: too much weight transfer (lift off the ground)	Strap too long, reduce strap length
Heavy: not enough weight transfer (heavy pressure)	Strap too short, increase strap length

Increase or decrease strap length by bolting to a different hole.



TYPICAL
1. Adjustment holes (stopper strap)

NOTE: Decreasing the stopper strap length may reduce comfort. If too much weight transfer is felt, try to correct it by adjusting the coupling blocks first.

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

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

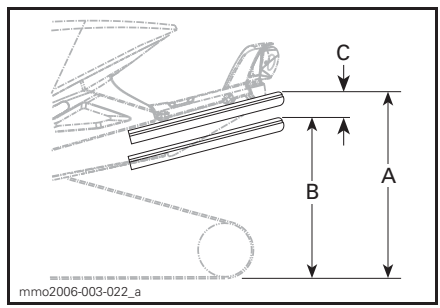
Rear Springs

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

Also, adjusting rear spring preload shifts more or less weight to the snowmobile front end. As a result, more or less weight is applied to the skis. This has an effect on performance in deep snow, steering effort and handling.

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

ACTION	RESULT
Increasing preload	Firmer rear suspension
	Higher rear end
	More bump absorption capability
	Heavier steering
Decreasing preload	Softer rear suspension
	Lower rear end
	Less bump absorption capability
	Lighter steering
	Better performance and handling in deep snow



TYPICAL
A. Suspension fully extended
B. Suspension has collapse with driver, passenger(s) and load added
C. Distance between dimension "A" and "B", must not exceed 50 to 75 mm (3 to 4 in), see table

REFERENCE TABLE	
C	WHAT TO DO
50 to 75 mm (2 to 3 in)	No adjustment required
More than 75 mm (3 in)	Adjusted too soft, Increase preload (see preload adjustment)
Less than 50 mm (2 in)	Adjusted too hard, Decrease preload (see preload adjustment)

NOTE: If the specification is unattainable with the original springs, see an authorized Lynx dealer for other available springs.

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

Center Spring

Ride at moderate speed on a trail.

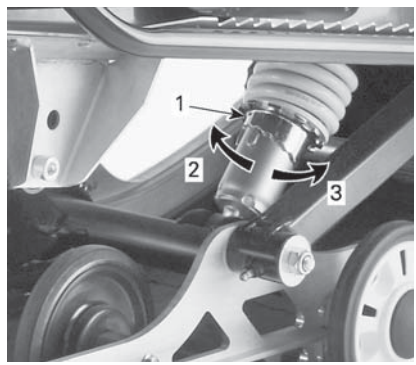
If handlebar seems too easy or too hard to turn, adjust center spring accordingly.

⚠ WARNING

Before proceeding with any suspension adjustment, remember:

- park in a safe place
- remove tether cord cap
- lift rear of vehicle off the ground with a wide-base snowmobile stand with a rear deflector panel
- make sure lifting device is stable and secure.

REFERENCE TABLE	
STEERING BEHAVIOR	WHAT TO DO
Easy to turn (neutral)	No adjustment required
Harder to turn (oversteering)	Adjusted too soft, increase preload
Very easy to turn (understeering)	Adjusted too hard, decrease preload



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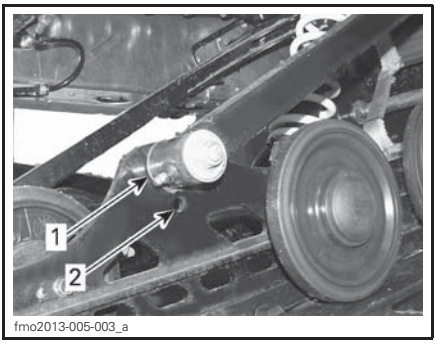
1. Adjustment cam
2. Increase preload
3. Decrease preload

Center Arm has two positions. When operating the snowmobile on trail, utility or 2-UP, set Center arm on position 1.

When operating the snowmobile in deep snow, it may be necessary to set Center arm to position 2.



CENTER ARM
1. *Postion 1*
2. *Postion 2*

Deep Snow Riding

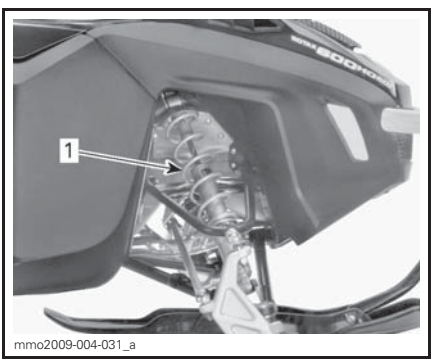
When operating the snowmobile in deep snow, it may be necessary to vary stopper strap length and/or riding position, to change the angle at which the track rides on the snow. Operator's familiarity with the various adjustments as well as snow conditions will dictate the most efficient combination.

Front Suspension Adjustment

Front Springs

Front spring preload has an effect on front suspension firmness.

Front spring preload also has an effect on the steering behavior.

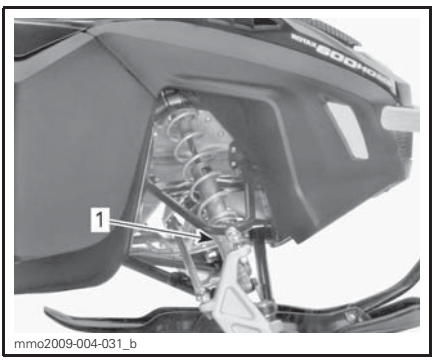


TYPICAL - FRONT SUSPENSION
1. *Front springs for handling*

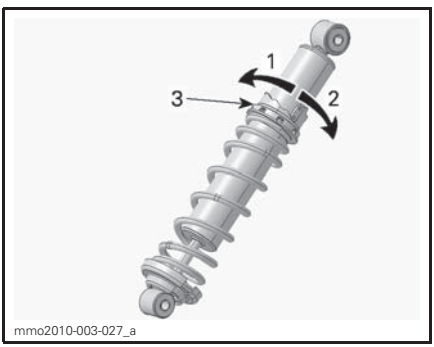
⚠ WARNING

Always adjust both front springs to same position.

REFERENCE TABLE	
HANDLING	WHAT TO DO
Good: steering comfortable to turn	No adjustment required
Bad: steering too easy to turn	Adjusted too soft, increase spring preload
Bad: steering too hard to turn	Adjusted too hard, decrease spring preload



TYPICAL - CAM TYPE PRELOAD
1. *Adjustment cam*



CAM TYPE - HPG SHOCK ABSORBER
1. *Decrease preload*
2. *Increase preload*
3. *Spring preload adjustment cam*

Vehicle Behavior Related to Suspension Adjustment

PROBLEM	CORRECTIVE MEASURES
Front suspension wandering	Check ski alignment and camber angle adjustment. See an authorized Lynx dealer. 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 front arm 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 spring preload.
Track spins too much at start	Lengthen stopper strap.

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MAINTENANCE

For the *MAINTENANCE SCHEDULE*, please refer to the document entitled *COMMANDER 800 - MAINTENANCE AND DAILY INSPECTION*.

This section includes instructions for basic maintenance procedures.

⚠ WARNING

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

⚠ WARNING

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

Air Intake Silencer Prefilter

Air Intake Silencer Prefilter Verification

Ensure that air intake silencer prefilter is properly installed, clean and in good condition.

1. Prefilter

To remove prefilter, simply pull it out.

To install prefilter, push it back in place making sure it is properly secured.

Engine Coolant

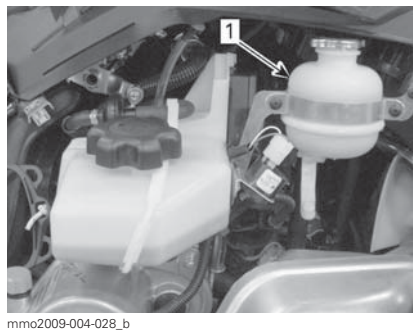
⚠ WARNING

Never open coolant tank cap when engine is hot.

Engine Coolant level

Remove the upper RH side panel. Refer to *CONTROLS, INSTRUMENTS AND STANDARD EQUIPMENT*.

The cold level line is just above the retaining clamp.



TYPICAL
1. Cold level line

Check coolant level at room temperature with the cap removed. Liquid should be at cold level line (engine cold) of coolant tank.

NOTE: When checking coolant level at low temperature it may be slightly below the cold level line.

To add coolant, remove front coolant tank fixation and slightly pull the tank outwards to make room for the cap.

If additional a large amount of coolant has to be added or if entire system has to be refilled, refer to an authorized Lynx dealer, repair shop, or person of your own choosing.

Recommended Engine Coolant

NOTICE A blend of 50% antifreeze with 50% distilled water will improve the cooling efficiency. Using water tap instead of distilled water, would contribute to make deposits in cooling system and to reduce antifreeze efficiency. This could lead to engine overheating.

To prevent antifreeze deterioration, always use the same brand. Never mix different brands unless cooling system is completely flushed and refilled.

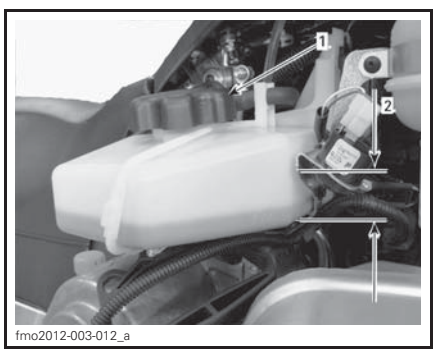
NOTICE To prevent rust formation or freezing condition in cold areas, always replenish the system with 50% antifreeze and 50% distilled water. Pure antifreeze will freeze at a higher temperature than the optimal water/antifreeze mix.

Injection Oil

Adding Injection Oil

Remove the upper RH side panel. Refer to *CONTROLS, INSTRUMENTS AND STANDARD EQUIPMENT*.

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



TYPICAL
1. Oil reservoir

Unscrew injection oil reservoir cap to fill up reservoir then fully tighten.

NOTICE Check level and refill every time you refuel.

⚠ WARNING

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

Exhaust System

Exhaust System Verification

The tail pipe of the muffler should be centered with the exit hole in the bottom pan. Exhaust system must be free of rust or leaks. Make sure that all parts are securely in place.

Check retaining springs condition and replace if necessary.

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

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

Spark Plugs

Spark plugs inspection or replacement requires an in-depth technical knowledge due to the E-TEC direct fuel injection technology. Though not required, it is recommended that an authorized Lynx dealer performs spark plugs inspection or replacement.

Recommended Spark Plug

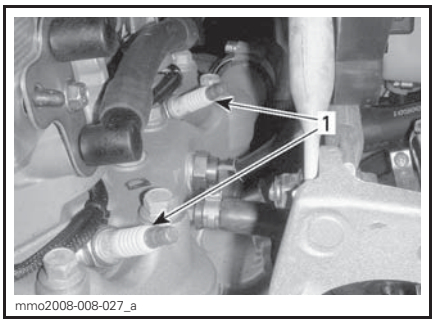
NOTICE Use only spark plug mentioned list below. It must be installed to a specific torque, refer to *SPARK PLUG INSTALLATION* for proper installation procedure.

Spark Plug Removal/ Installation

Removal

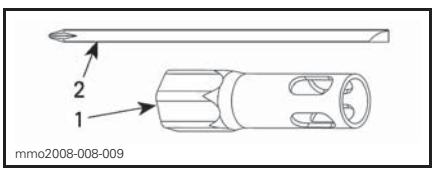
Remove the drive belt guard, refer to *CONTROLS, INSTRUMENTS AND STANDARD EQUIPMENT*.

Unplug spark plug cables.



LH SIDE OF ENGINE COMPARTMENT
1. *Spark plugs*

Using tools from tool kit, unscrew spark plugs one turn.



1. *16 mm socket*
2. *Screwdriver rod*

Clean spark plugs and cylinder heads with pressurized air if possible.

⚠ WARNING

Always wear safety goggles when using pressurized air.

Unscrew spark plugs completely then remove them.

Installation

Prior to installation, make sure that contact surfaces of cylinder head and spark plugs are free of grime.

Using a feeler gauge, verify spark plug gap.

Replace spark plug if not within specifications.

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

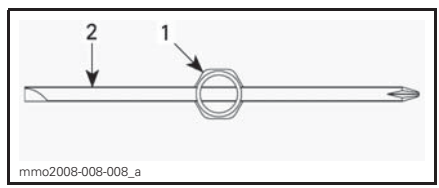
SPARK PLUG TYPE	SPARK PLUG GAP
NGK PFR7AB	Not adjustable. 0.75 +/- 0.05 mm

Screw spark plugs into cylinder head by hand until it bottoms.

Tighten spark plugs using tools from tool kit or with a torque wrench and a proper socket.

Using Tools from Tool Kit

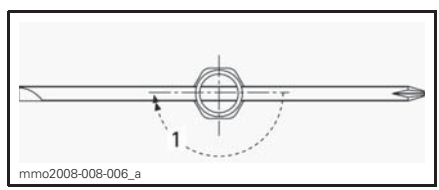
Use the 16 mm socket and the screwdriver rod from the vehicle tool kit.



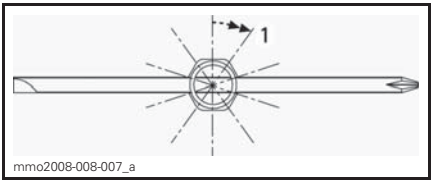
TOP VIEW
1. *16 mm socket*
2. *Screwdriver rod*

Tighten spark plugs as per the following illustrations.

NOTE: Ensure spark plug and washer sit properly on cylinder head.



NEW SPARK PLUG
1. *Tighten 1/2 of a turn*



USED SPARK PLUG
1. *Tighten 1/10 of a turn*

Using a Torque Wrench

Tighten spark plugs to the specified torque.

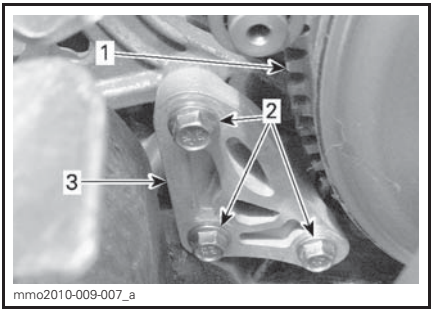
TIGHTENING TORQUE	
Spark plug	28 N•m (21 lbf•ft)

Engine Stopper

Engine Stopper Adjustment

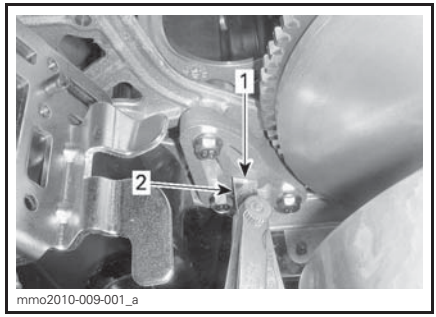
The engine stopper is located on the LH front engine support, in front of the drive pulley.

1. Remove tether cord cap from engine cut-off switch.
2. Remove the drive belt guard, refer to *CONTROLS, INSTRUMENTS AND STANDARD EQUIPMENT*.
3. Loosen the three screws retaining the engine stopper to the engine support just enough to allow a vertical play (1/2 to one turn).



1. *Drive pulley*
2. *Engine stopper screws*
3. *Engine stopper*

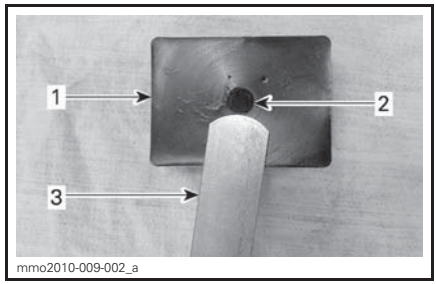
4. Insert a 0.5 mm (.02 in) feeler gauge in the engine stopper opening (see illustration).



1. *Opening*
2. *Feeler gauge*

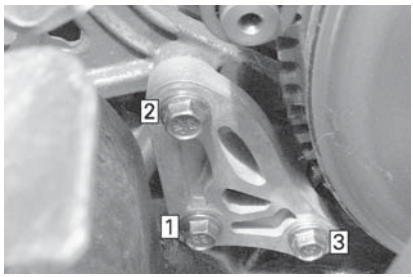
5. Place feeler gauge between engine stopper and rubber stop block (on engine).

NOTE: Do not insert the feeler gauge too deep, as it will pass over the bump at the surface of the rubber stop block and alter adjustment. See illustration.



1. *Rubber stop block*
2. *Bump*
3. *Feeler gauge*

6. Tighten screws to the specified torque, following the illustrated sequence. Take care not to pinch the feeler gauge.



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TIGHTENING SEQUENCE

TIGHTENING TORQUE	
Stopper screws	10 N•m ± 2 N•m (89 lbf•**in** ± 18 lbf•**in**)

NOTICE Serious pulley damage can occur if the engine stopper and its screws are not properly installed.

Brake Fluid

Recommended Fluid

Use only DOT 4 brake fluid from a sealed container. An opened container may be contaminated or may have absorbed moisture from the air.

⚠ WARNING

Use only DOT 4 brake fluid from a sealed container. To avoid serious damage to the braking system, do not use fluids other than the recommended one, nor mix different fluids for topping up.

NOTICE Brake fluid can damage painted and plastic parts. Handle with care. Rinse thoroughly in case of spillage.

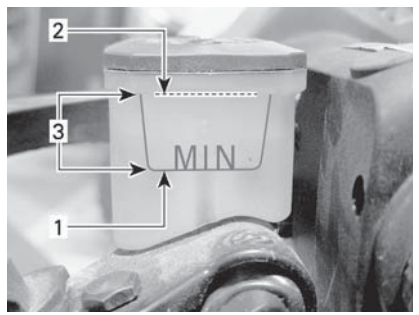
Brake Fluid Level

Place vehicle on a level surface.

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

⚠ WARNING

Use only DOT 4 brake fluid from a sealed container. To avoid serious damage to the braking system, do not use fluids other than the recommended one, nor mix different fluids for topping up.



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1. *Minimum*
2. *Maximum*
3. *Operating range*

NOTICE Brake fluid can damage painted and plastic parts. Handle with care. Rinse thoroughly in case of spillage.

Gearbox Oil

Recommended Gearbox Oil

NOTICE The gearbox oil have to meet requirements of API GL 5 class. The gearbox of this snowmobile has been developed and validated using the XPS™ Synthetic gear oil. BRP strongly recommends the use of its XPS Synthetic gear oil at all times. Damages caused by oil which is not suitable for the gearbox will not be covered by the BRP limited warranty.

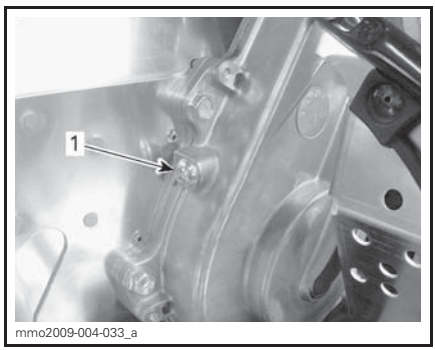
Gearbox Oil Level

With the vehicle on a level surface, check the oil level by removing the check plug on the left side of gearbox.

NOTICE Vehicle must be on a level surface.

Oil level must reach the threaded hole's lower edge.

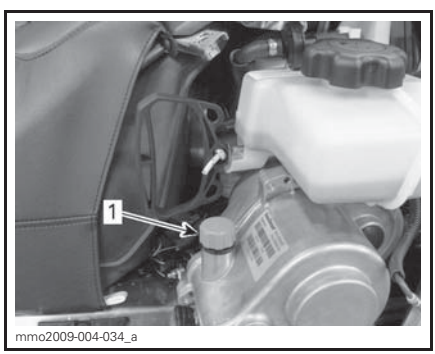
NOTE: Oil level is allowed to be 2 mm below the lower surface of the check hole.



1. Check plug

To add oil, proceed as follows:

1. Remove the filler cap.



TYPICAL
1. Filler cap

2. Pour recommended oil in gearbox by the filler hole.

Oil level is correct when it just begins to come out of the check plug orifice.

3. Reinstall the oil level check plug and tighten to specification.

TIGHTENING TORQUE	
Gearbox oil level check plug	10 N•m ± 1 N•m (89 lbf•**in** ± 9 lbf•**in**)

Drive Belt

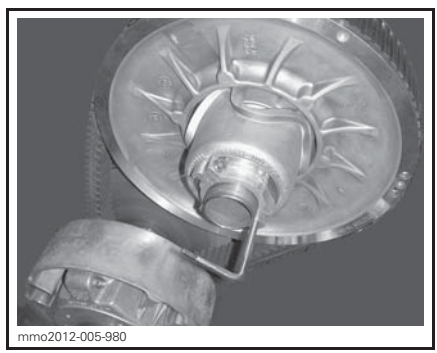
Drive Belt Inspection

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

Drive Belt Replacement

Drive Belt Removal

1. Remove tether cord cap from engine cut-off switch.
2. Remove the drive belt guard, refer to *CONTROLS, INSTRUMENTS AND STANDARD EQUIPMENT*.
3. Insert the driven pulley expander provided in the tool kit in the threaded hole on the adjuster hub as shown.



PULLEY EXPANDER ON ALUMINUM ADJUSTER HUB

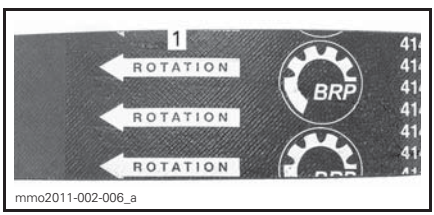
4. Open the driven pulley by screwing the tool in.
5. Remove the belt by slipping it over the top of the driven pulley, then over the drive pulley.

Drive Belt Installation

1. If necessary, open the driven pulley, refer to *DRIVE BELT REMOVAL* above.
2. Slip the belt over the drive pulley, then over the driven pulley.

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

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



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1. To be pointed in the direction of rotation

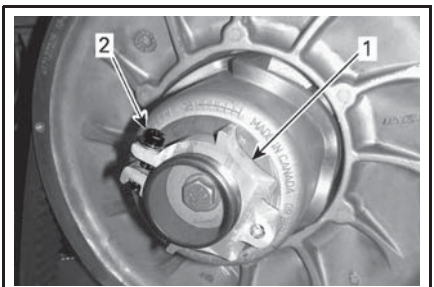
3. Unscrew and remove the driven pulley expander from the pulley.
4. Rotate the driven pulley several times to properly set the belt between the sheaves.
5. If a new belt was installed, adjust the belt height. Refer to *DRIVE BELT HEIGHT ADJUSTMENT* below.
6. Install the drive belt guard, refer to *CONTROLS, INSTRUMENTS AND STANDARD EQUIPMENT*.
7. Install side panels, refer to *CONTROLS, INSTRUMENTS AND STANDARD EQUIPMENT*.

Drive Belt Height Adjustment

The drive belt height must be checked every time a new belt is installed.

To adjust the drive belt height, proceed as follows:

1. Remove the tether cord cap from engine cut-off switch.
2. Remove the drive belt guard, refer to *CONTROLS, INSTRUMENTS AND STANDARD EQUIPMENT*.
3. Loosen the clamping bolt.



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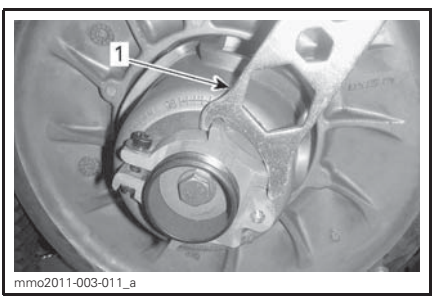
ALUMINUM ADJUSTER HUB
1. Adjuster hub
2. Clamping bolt

4. Using the suspension adjustment tool provided in the tool kit, turn the ring 1/4 turn at a time then rotate the driven pulley to properly set the belt between the pulley sheaves.



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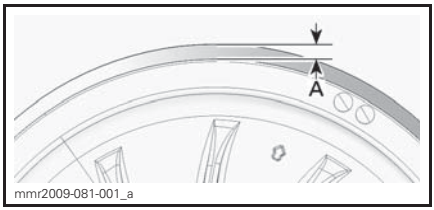
ALUMINUM ADJUSTER HUB
1. Suspension adjustment tool

NOTE: The adjustment ring has left hand treads.

Belt without External Cogs

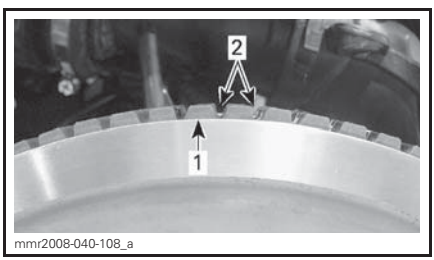
Repeat step 4 until the external surface of drive belt exceeds driven pulley edge by 0mm.



PRELIMINARY SETTING
A. 0mm

Belt with External Cogs

Repeat step 5 until the bottom of grooves on the external side of drive belt are flush with the driven pulley edges.



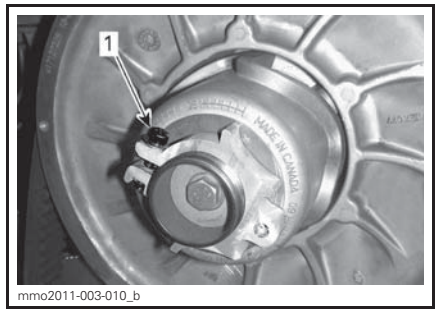
PRELIMINARY SETTING
1. Driven pulley edge
2. External drive belt grooves

All Drive Belt Types

NOTE: Turning the ring counterclockwise lowers the belt in the pulley. Turning the ring clockwise raises the belt in the pulley.

5. Tighten the clamping bolt to specification.

TIGHTENING TORQUE	
Clamping bolt	5.5 N•m ± 0.5 N•m (49 lbf•**in** ± 4 lbf•**in**)



1. Clamping bolt

6. Install belt guard, refer to *CONTROLS, INSTRUMENTS AND STANDARD EQUIPMENT*.
7. Install the side panels, refer to *CONTROLS, INSTRUMENTS AND STANDARD EQUIPMENT*.

NOTE: This setting is correct as a preliminary adjustment for most models and belt types. In some cases, when starting the engine, the vehicle could creep, indicating that the belt is too tight.

If the vehicle creeps, lower the drive belt height from the preliminary setting. Repeat procedure until creeping stops.

Drive Pulley

Drive Pulley Adjustment

The drive pulley is factory calibrated for sea level operation.

⚠ WARNING

Remove the tether cord cap from engine cut-off switch before performing any adjustment. Vehicle must be parked in a safe place, away from the trail.

The drive pulley is factory calibrated to transmit maximum engine power at a predefined RPM. Factors such as ambient temperature, altitude or surface

condition may vary this critical engine RPM thus affecting snowmobile efficiency.

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

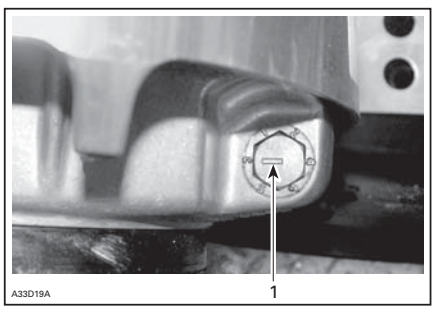
Calibration screws should be adjusted so that actual maximum engine RPM matches the maximum horsepower RPM.

MAXIMUM HORSEPOWER RPM
7900 RPM (± 100)

NOTE: Use precision digital tachometer for engine RPM adjustment.

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

Calibration screw has a notch on top of its head.



TYPICAL
1. Notch

There are 6 positions numbered 1 to 6.

Each position modifies maximum engine RPM by approximately 200 RPM.

Lower position numbers decrease engine RPM in steps of 200 RPM and higher position numbers increase it in steps of 200 RPM.

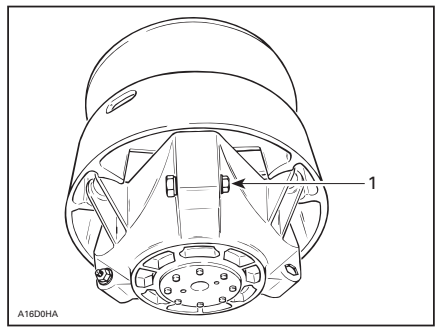
Example:

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

Procedure

Loosen the lock nut just enough to pull the calibration screw head out and adjust to the desired position. Do not completely remove the lock nut. .

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



TYPICAL
1. Loosen just enough to permit rotating of calibrate screw

Tighten the lock nuts to the specified torque.

TIGHTENING TORQUE	
Adjustment lock nut	10 N•m ± 2 N•m (89 lbf•**in** ± 18 lbf•**in**)

⚠ WARNING

NEVER disassemble or modify the drive pulley.
Improper assembly or modifications could cause the pulley to explode violently under the stress generated by the high rotational speed.
See your Lynx dealer to maintain or service the drive pulley. Improper servicing or maintenance may affect performance and reduce belt life. Always respect maintenance schedules.

⚠ WARNING

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

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

Track

Track Condition

⚠ WARNING

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

Remove the tether cord cap.

Lift the rear of the snowmobile and support it with a wide-base snowmobile mechanical stand with a rear deflector panel. With the engine off, rotate the track by hand, and inspect condition. If worn or cut, or if track fibers are exposed, or if missing or defective inserts or guides are noted; contact an authorized Lynx dealer.

Track Tension and Alignment

NOTE: Track tension and alignment are interrelated. Do not adjust one without the other.

⚠ WARNING

To prevent serious injury to individuals near the snowmobile:
- NEVER stand behind or near a moving track.
- Always use a wide-base snowmobile stand with a rear deflector panel if it is necessary to rotate track.
- When the track is raised off the ground, only run it at the lowest possible speed.

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

Track Tension Verification

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

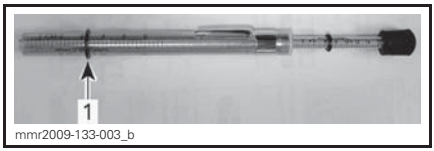
1. Remove tether cord cap from engine cut-off switch.
2. Lift rear of vehicle and support it off the ground.

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

3. Allow rear suspension to fully extend.
4. Use the TENSIOMETER (P/N 414 348 200).

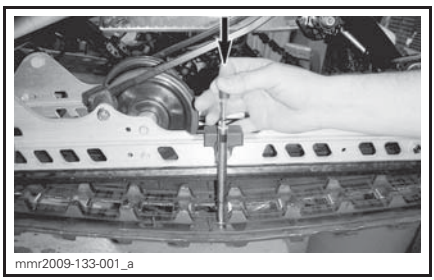
5. Set deflection using bottom O-ring.

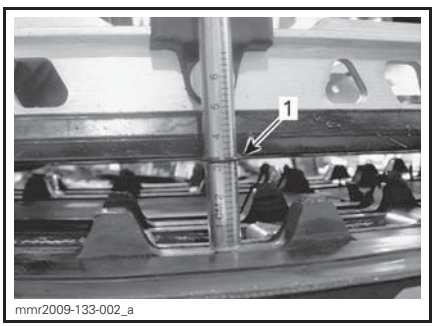
DEFLECTION SETTING
40 mm to 50 mm (1.5 in to 2 in)



DEFLECTION SETTING
1. Bottom O-ring set to specification

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





TYPICAL
1. Deflection O-ring aligned with slider shoe

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

LOAD READING
1. Upper O-ring

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

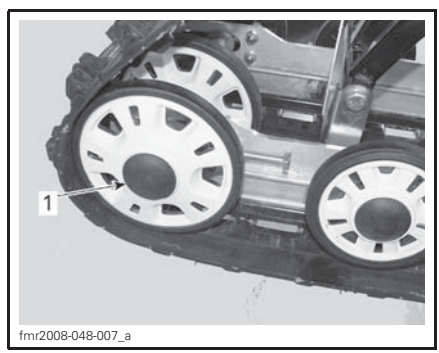
TRACK ADJUSTMENT SPECIFICATION	
TRACK DEFLECTION	40 mm to 50 mm (1.5 in to 2 in)
TRACK LOAD READING	7.3 kgf (16 lbf)

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

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

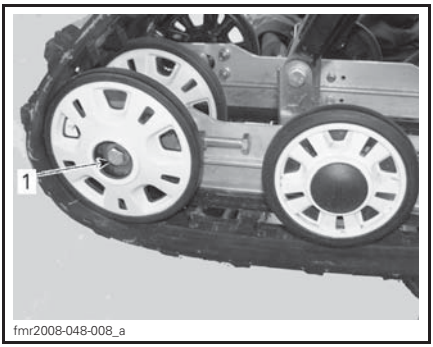
Track Tension Adjustment

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



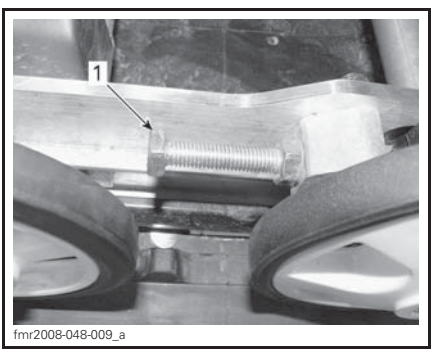
TYPICAL
1. RH rear idler wheel cap

3. Loosen the rear idler wheel retaining screws.



TYPICAL
1. *RH rear idler wheel screws*

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



TYPICAL
1. *RH adjustment screw*

5. If correct tension is unattainable, contact an authorized Lynx dealer.
6. Retighten retaining screws.

TIGHTENING TORQUE	
Idler wheel screws	48 N•m ± 6 N•m (35 lbf•ft ± 4 lbf•ft)

7. Check track alignment as described below.

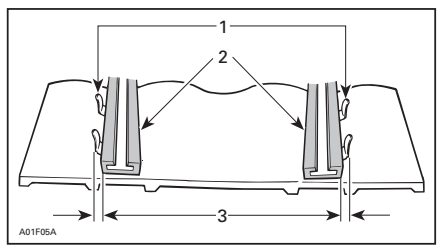
Track Alignment

⚠ WARNING

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

Start the engine and accelerate slightly so that track barely turns. This must be done in a short period of time (about 5 seconds).

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



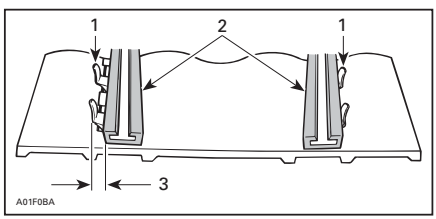
1. *Guides*
2. *Slider shoes*
3. *Equal distance*

If off center, perform alignment as follows:

⚠ WARNING

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

1. Remove the tether cord cap from engine cut-off switch.
2. Loosen rear idler wheel retaining screws.
3. Tighten the adjustment screw on the side where the slider shoe is the farthest from the track insert guides.



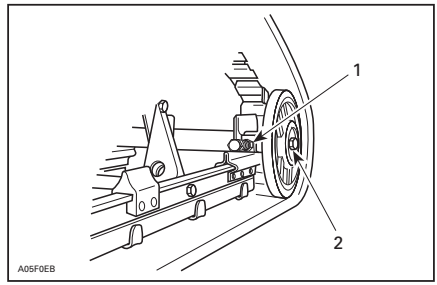
1. Guides
2. Slider shoes
3. Tighten on this side

4. Tighten lock nuts.
5. Tighten idler wheels retaining screws to the specified torque.

TIGHTENING TORQUE	
Idler wheel screws	48 N•m ± 6 N•m (35 lbf•ft ± 4 lbf•ft)

⚠ WARNING

Make sure all fasteners are properly tightened to avoid loosing an idler wheel or causing the track to lock.



TYPICAL
1. Locknut
2. Retaining bolts

6. Start engine and rotate track slowly to recheck alignment.
7. Reposition snowmobile on ground.
8. Install rear wheel caps if so equipped.

Suspension

Rear Suspension Condition

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

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

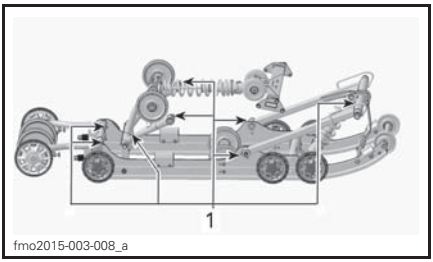
Suspension Stopper Strap Condition

Inspect stopper strap for wear and cracks, bolt and nut for tightness. If loose inspect holes for deformation. Replace as required. Tighten nut to the specified torque.

TIGHTENING TORQUE	
Stopper strap nut	9 N•m ± 1 N•m (80 lbf•**in** ± 9 lbf•**in**)

Rear Suspension Lubrication

Lubricate rear suspension at grease fittings using the recommended grease.. Refer to *MAINTENANCE SCHEDULE* for maintenance frequency.



1. Grease fittings

RECOMMENDED SUSPENSION GREASE
(P/N POL TD 3011) or (P/N 293 550 033)

Steering and Front Suspension Condition

Visually inspect steering and front suspension for tightness of components (steering arms, control arms and links, tie rods, ball joints, ski bolts, ski legs, etc.). If necessary, contact an authorized Lynx dealer.

Skis

Wear and Condition of Skis and Runners

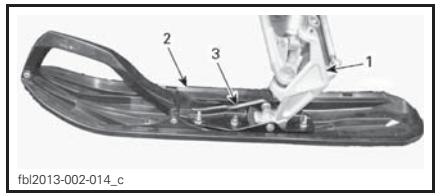
Check the condition of the skis and ski runner carbides. If worn, contact an authorized Lynx dealer.

⚠ WARNING

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

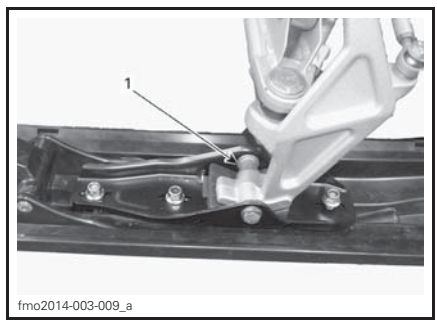
Blade Ski

Standard position for Ski is that Ski runner is installed on center holes.



TYPICAL
1. Ski leg
2. Ski
3. Ski Runner

Ski stance can be adjusted by spacer location. It can be installed inside or outside of the ski leg



1. Spacer on inside of ski leg

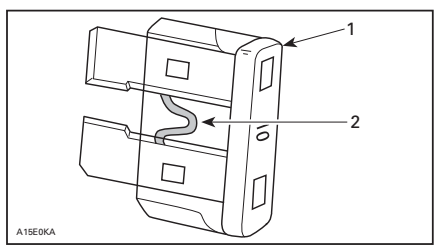
Fuses

Fuse Inspection

The electrical system is protected with fuses.

Check fuse condition and replace it if necessary.

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



1. Fuse
2. Check if melted

⚠ WARNING

Do not use a higher rated fuse.

⚠ WARNING

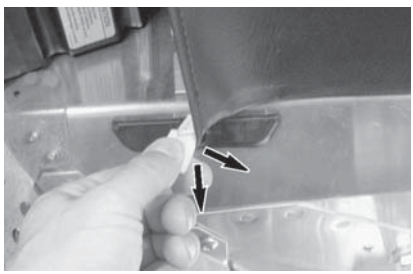
If fuse has burnt out, source of malfunction should be determined and corrected before restarting. See an authorized Lynx dealer for servicing.

Fuse Location

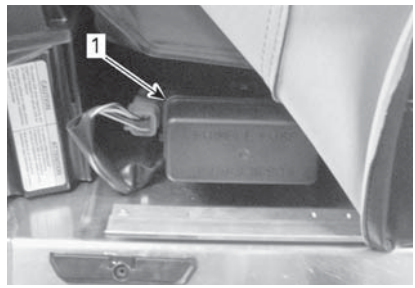
The fuse box is located behind the front seat upholstery at the LH front lower portion of seat.

Refer to the decal inside the fuse box cover or the *SPECIFICATIONS* section for fuse identification.

To access the fuse box, carefully pull seat upholstery out of the aluminum extrusion by pulling the plastic strip downwards and sideways at the same time.



TYPICAL - PULL STRIP



1. Fuse box

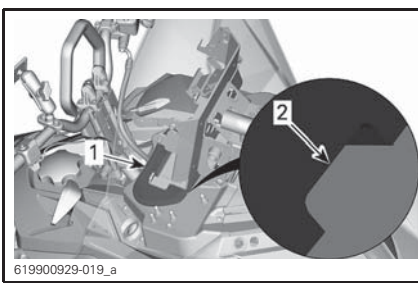
Close upholstery by pushing the strip back in the aluminium extrusion.

Lights

Headlights Bulb Replacement

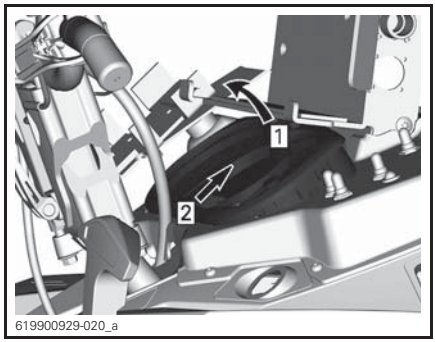
NOTICE **Never touch the glass portion of an halogen bulb with bare fingers, it shortens its operating life. If glass is touched, clean it with isopropyl alcohol which will not leave a film on the bulb.**

1. By inserting a small screwdriver in the slots (on both sides), release multifunction gauge locking tabs.



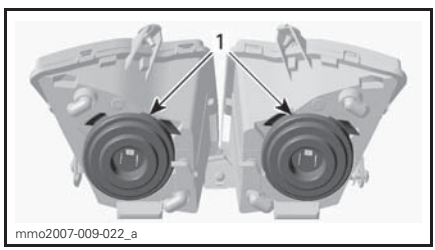
1. Multifunction gauge
2. RH slot

2. Gently remove the multifunction gauge from the console and set aside.



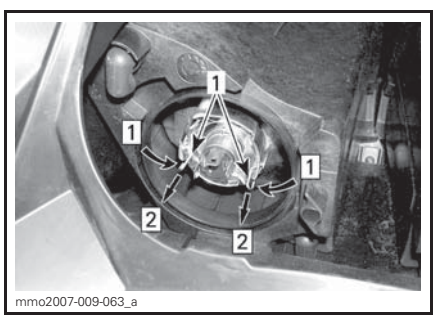
Step 1: Disengage the top
Step 2: Disengage the bottom

3. By the opening, disconnect burnt bulb connector.
4. Remove the rubber boot.



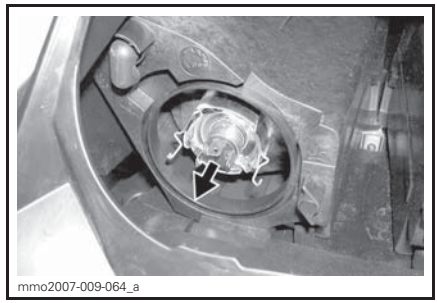
1. Rubber boots

5. Press and pull both sides of the retaining clip at the same time to release it from bulb support.



Step 1: Push both sides
Step 2: Pull to release
1. Retaining clip

6. Pull bulb and replace. Properly reinstall parts.

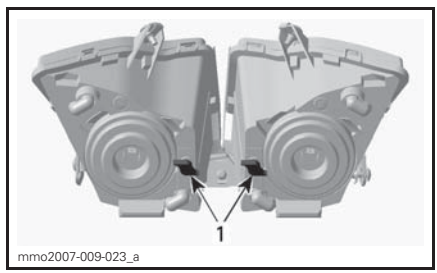


PULL BULB AND REPLACE

7. Verify headlights operation.

Headlights Beam Aiming

Remove multifunction gauge, refer to *HEADLIGHTS BULB REPLACEMENT*. Turn knob to adjust beam height.



TYPICAL
1. Knobs

Post-Operation Care

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

⚠ WARNING

Make sure tether cord cap is away from engine cut-off switch before standing in front the vehicle, getting close to the track or rear suspension components.

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

Vehicle Cleaning and Protection

Remove any dirt or rust.

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

NOTICE **It is necessary to use microfiber cloths or equivalent on windshield and hood to avoid scratching the surfaces.**

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

NOTICE **Do not use heavy duty cleaner on decals or vinyl.**

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

Wax painted portion of the vehicle for better protection.

NOTE: Apply wax on glossy finish only.

STORAGE

STORAGE (SUMMER TIME)	
VEHICLE	Clean the vehicle
ENGINE	Lubricate engine. See *ENGINE STORAGE MODE* below for instructions.
	Block muffler with rags
	Protect fuel system by adding fuel stabilizer to fuel following the product manufacturer recommendations. Run the engine after adding the product to the fuel
DRIVE SYSTEM AND BRAKE	Lubricate brake lever pivot
	Lift rear of vehicle until track is clear of the ground. Do not release track tension
SUSPENSION	Inspect and lubricate rear suspension
	Lubricate front and rear suspension
ELECTRICAL SYSTEM	Charge battery monthly to keep it fully charge during storage

LONG TERM STORAGE (24 MONTHS)	
VEHICLE	Clean the vehicle
ENGINE	Lubricate engine. Refer to *ENGINE STORAGE MODE* procedure.
	Block muffler with rags
	Add fuel stabilizer to fuel following the product manufacturer recommendations Run the engine after adding the product to the fuel
	Empty the fuel tank using an external vacuum pump
DRIVE SYSTEM AND BRAKE	Lubricate brake lever pivot
	Lift rear of vehicle until track is clear of the ground. Do not release track tension
SUSPENSION	Inspect and lubricate rear suspension
	Lubricate front and rear suspension
ELECTRICAL SYSTEM	Disconnect the battery from the snowmobile and charge monthly to keep it fully charged during storage

NOTE: After the snowmobile has been stored, carry out a *PRESEASON PREPARATION*.

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

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

Engine Storage Mode

Like other engines, the E-TEC has to be properly lubricated at storage for internal parts protection. The E-TEC system offers a built-in engine storage lubrication function (summerization) that can be initiated by the operator.

To engage procedure, do the following:

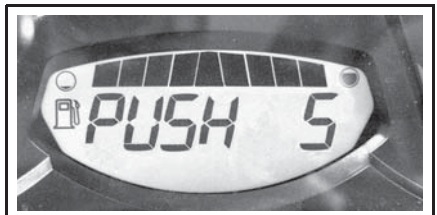
1. Place the vehicle in a well ventilated area.
2. Start the engine and let it run at idle speed until it reaches its operating temperature (watch the coolant temperature on the display or verify the rear heat exchanger becomes warm).
3. Push the SET (S) button to select odometer mode.

mmr2009-004-002

NOTE: The storage mode does not function in other modes (trip A, trip B and hr trip).

4. Repeatedly depress the HI/LOW beam switch rapidly, then, **while doing this**, press and hold the **SET button** until **PUSH "S"** appears on the display.

NOTE: It is critical for this procedure to depress the HI/LOW beam switch repeatedly **before** holding down the SET button.



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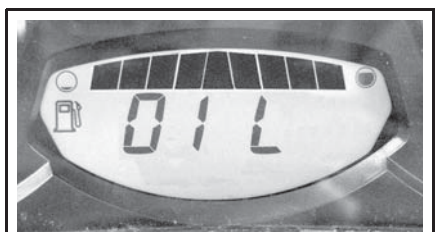
5. Release all buttons when gauge displays **PUSH "S"** appears.
6. Again, press and hold the SET (S) button for 2 - 3 seconds.

NOTE: The gauge will display **OIL** when the storage procedure is initiated.

7. When gauge displays **OIL**, release button and wait for the lubrication function to end.



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Do not touch anything during engine lubrication cycle.

The engine lubrication function takes approximately 1 minute. During this time engine RPM will increase slightly to approximately 1600 RPM and the oil pump will "oil flood" the engine.

At the end of engine lubrication function, the ECM will stop the engine .

Remove tether cord cap from engine cut-off switch.

NOTICE **Do not start the engine during storage period.**

PRESEASON PREPARATION

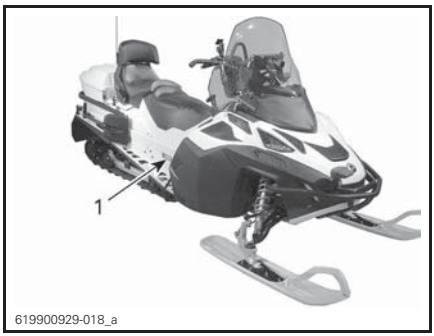
PRESEASON PREPARATION	
ENGINE	Inspect engine rubber mounts
	Check exhaust system condition and check for leaks
	Tighten exhaust manifold screws or nuts to specified torque
	Inspect cooling system cap, hoses and clamps and check for leaks
	Check coolant density
	Inspect crankshaft PTO seal
FUEL SYSTEM	Inspect fuel lines and connections
	Inspect throttle cable
DRIVE SYSTEM AND BRAKE	Inspect drive belt (adjust at every drive belt replacement)
	Clean and visually inspect drive pulley
	Clean and inspect driven pulley
	Inspect, adjust and align track
	Change gearbox oil
	Check brake fluid level
	Inspect brake hose, pads and disk
STEERING SYSTEM	Inspect steering mechanism
	Inspect skis and runners
SUSPENSION	Inspect front suspension
	Inspect rear suspension (including stopper straps and slider shoes)
ELECTRICAL SYSTEM	Charge battery
	Adjust headlight beam aiming

TECHNICAL INFORMATION

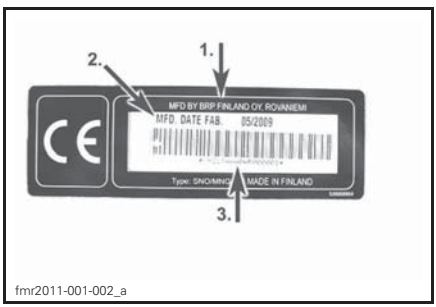
VEHICLE IDENTIFICATION

Vehicle Description Label

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



1. Vehicle description decal



VEHICLE DESCRIPTION LABEL
1. *Manufacturer name*
2. *Manufacturing date*
3. *Vehicle identification number (VIN)*

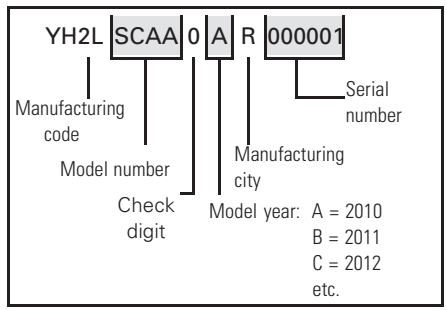
Identification Numbers

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

Vehicle Identification Number (VIN)

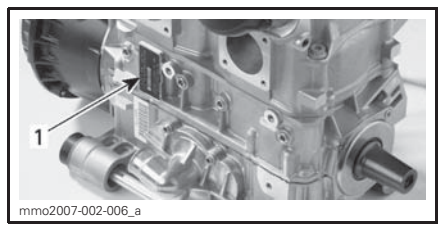
VIN is scribed on vehicle description decal. See above. It is also engraved on tunnel near vehicle description decal.

Model number and model year are part of the information found in the VIN. See illustration.



Engine Identification Number

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



1. Engine identification number

NOISE EMISSION AND VIBRATION VALUES

MODEL		800R E-TEC
NOISE EMISSION AND VIBRATION VALUES[1]		
Noise	Sound power level (L_{WA})	99,3 dB @ 3950 RPM (Uncertainty (K_{wa}) 3 dB)
	Sound pressure (L_{pA})	89 dB @ 3950 RPM (Uncertainty (K_{pA}) 3 dB)
Vibration	Hand-arm system	<2.5m/s^2 @ 3950 RPM
	Whole body at seat	<0.5m/s^2 @ 3950 RPM
[1]: Noise emission and Vibration values are measured in accordance with Standard ISMA 1:2014 on a paved surface, at neutral or without belt.		

EC-DECLARATION OF CONFORMITY

The EC-Declaration of Conformity does not appear in this version of the Operator's Guide.

Please refer to the printed version that was delivered with your vehicle.

SPECIFICATIONS

ENGINE		
Engine type		Rotax 800R E-TEC liquid cooled w/Reed valve, 3D-RAVE
Number of cylinder		2
Bore		82 mm (3.228 in)
Stroke		76 mm (2.992 in)
Displacement		799.5 cm^3 (48.79 in^3)
Maximum power engine speed		7900 ± 100 RPM
Spark plug	Make and type	NGK PFR7AB (engine and spark plug threads are indexed)
	Gap (1)	Not adjustable 0.75 mm ± 0.05 mm (.03 in ± .002 in)

NOTICE (1) Do not attempt to adjust gap on this spark plug.

COOLING SYSTEM		
Coolant	Quantity	6.2 L (6.6 qt (U.S. liq.))
Radiator cap opening pressure		110 kPa (16 PSI)

LUBRICATION SYSTEM		
Oil injection pump type		Electronic oil injection pump
Injection oil	Type	XPS synthetic 2-stroke oil
	Quantity	2.8 L (.74 U.S. gal.)

FUEL SYSTEM	
Fuel delivery	E-TEC direct injection
Fuel pump	In-tank electrical fuel pump

FUEL SYSTEM		
Fuel	Type	Premium unleaded gasoline (fuel which may contain up to 10% MAX ethanol
	Octane rating	95 (RON)
Fuel tank capacity		45 L (11.89 U.S. gal.)

ELECTRICAL SYSTEM			
Battery			12 V, 30 A•h
Lighting system output			1340 W @ 6000 RPM
Headlamp			2 x 60/55 W (H-13)
Taillight and brake light			LED
Fuses	Battery (F1)		30 A
	Start (F2)		5 A
	Cooling Fan (F3)		15 A
	B/O Light (F6)		30 A
	Front Power Outlet (F7 and F9) (Circuit breaker)		10 A
	Rear Power Outlet (F8) (Circuit breaker)		10 A
Relay	R1	I/R Light	–
	R2	Cooling Fan	–
	R3	B/O Light	–
	R4	Accessories	–

DRIVE SYSTEM		
Gearbox oil	Type	XPS synthetic gear oil (75W140) (P/N 293 600 140)
	Quantity	600 ml (20.3 U.S. oz)
Gear ratio	1st	3.23 : 1
	2nd	1.98 : 2
	R	4.06 : 1

DRIVE SYSTEM		
Drive pulley	Type	TRA 7
	Clutch engagement	3800 RPM
Driven pulley	Type	QRS-SS
Drive belt	Width	36.8 mm (1.45 in)
	Wear limit	33.8 mm (1.33 in)
Track	Width	500 mm (20 in)
	Length	392 cm (154 in)
	Profile height	44 mm (1.73 in)
Track adjustment	Deflection	40 mm to 50 mm (1.575 in to 1.969 in)
	Force (1)	7.3 kgf (16 lbf)

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

BRAKE SYSTEM		
Brake system		Hydraulic, REV-XP brake type
Brake fluid	Type	DOT 4
	Quantity	65 ml (2.2 U.S. oz)

SUSPENSION		
FRONT		
Suspension type		A-LFS+
Suspension maximum travel		210 mm (8.27 in)
Shock absorber type		HPG 36
Stabilizer bar type		Link
Preload factory setting		Cam #1
REAR		
Suspension type		PPS 5900 A
Suspension maximum travel		340 mm (13.4 in)
Shock absorber type	Center	HPG 36
	Rear	HPG 36

SUSPENSION		
Stroke limiter standard position		Not Adjustable
Preload factory setting	Center	Cam #5
	Rear	Cam #4

WEIGHT AND DIMENSIONS	
Mass (dry)	338 kg (745 lb)
Overall length	3 340 mm (131.5 in)3 370 mm (132.7 in)
Overall width	1 180 mm ± 21 mm (46.5 in ± .8 in)
Overall height	1 440 mm (56.7 in)
Ski stance	Adjustable: 975 mm ± 21 mm (38.386 in ± .827 in)

TROUBLESHOOTING

TROUBLESHOOTING GUIDELINES

ELECTRIC STARTER DOES NOT WORK

1. Emergency engine stop switch in OFF position or tether cord cap not installed on engine cut-off switch.
   – *Place the emergency engine stop switch in the ON position and install tether cord cap (on engine cut-off switch.*
2. Throttle applied while attempting an engine start.
   – *Release throttle while cranking.*
3. Insufficient battery charge
   – *Boost the battery.*
   – *Charge the battery.*
   – *Use the rewind starter.*

ENGINE IS CRANKED BUT FAILS TO START

1. No fuel to the engine.
   – *Check fuel tank level, add fuel if necessary.*
2. System voltage too low.
   – *Contact an authorized Lynx dealer.*

ENGINE RPM DOES NOT REACH CLUTCH ENGAGEMENT POINT

1. D.E.S.S. key not recognized. D.E.S.S. pilot lamp blinks (slow short beeps/repetitive).
   – *Properly install tether cord cap.*
   – *Install a tether cord cap with the D.E.S.S. key for which this snowmobile was programmed.*

ENGINE OVERHEATS

1. Insufficient snow or hard packed snow.
   – *Drive in loose snow. If there is no loose snow near, pull over, stop engine and let it cool down. Once engine has cooled down, reach loose snow as soon as possible.*
2. Low coolant level.
   – *Check coolant level, see MAINTENANCE PROCEDURES.*
3. Clogged heat exchangers.
   – *Clean heat exchangers.*
4. Rear suspension adjusted too high (too much distance between the snow guard and the ground)

ENGINE LACKS ACCELERATION OR POWER

1. Engine warm-up in progress.
   – *Drive vehicle at low speeds for a few minutes.*
2. Engine break-in period not completed.
   – *Complete break-in period.*

ENGINE LACKS ACCELERATION OR POWER (cont'd)

3. Incorrect drive pulley adjustment.
   – *Adjust drive pulley, refer to MAINTENANCE PROCEDURES.*
4. Drive and driven pulleys require servicing.
   – *Contact an authorized Lynx dealer.*
5. Drive belt worn too thin.
   – *If the drive belt has lost more than 3 mm (1/8 in) of its original width, it will affect vehicle performance.*
   – *Replace drive belt.*
6. Incorrect track adjustment.
   – *See MAINTENANCE and/or an authorized Lynx dealer for proper alignment and tension adjustments.*
7. RAVE valves problem.
   – *Seek service from an authorized Lynx dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement.*
8. Fuel pressure too low.
   – *Contact an authorized Lynx dealer.*

ENGINE BACKFIRES

1. Engine is running too hot.
   – *See ENGINE OVERHEATS.*
2. Ignition timing is incorrect or ignition system failure.
   – *Seek service from an authorized Lynx dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement.*
3. Exhaust system leak.
   – *Seek service from an authorized Lynx dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement.*
4. Fuel pressure too low.
   – *Seek service from an authorized Lynx dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement..*

ENGINE MISFIRES

1. Water in fuel.
   – *Drain fuel system and refill with fresh fuel.*
2. RAVE valves malfunction.
   – *Have RAVE valves system inspected. Seek service from an authorized Lynx dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement.*

HEATED GRIPS/THUMB WARMERS ARE NOT WORKING

1. Engine RPM is too low.
   – *Make sure engine RPM is above 2000.*

ENGINE HAS SHUT DOWN

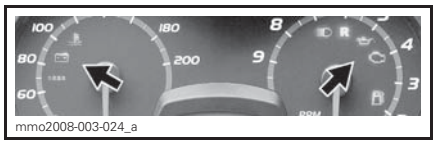
1. The engine shuts down after long periods of idling.
   – *Do not let engine idle too long. Refer to VEHICLE WARM-UP in OPERATING INSTRUCTION.*

NO RESPONSE FROM THE THROTTLE LEVER INPUTS. MESSAGE DISPLAYED: PRESS START TO GO

1. Engine management system has detected a sensor problem.
   – *Press and hold the Start button in order to move vehicle. Seek service from an authorized Lynx dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement.*

Pilot Lamps, Messages and Beeper Codes

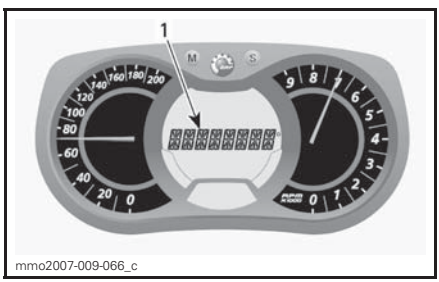
Gauge pilot lamp(s) will inform you if an anomaly occurs or to inform you of a particular condition.



TYPICAL — PILOT LAMPS

Pilot lamp can flash alone or in combination with another lamp.

On the multifunction analog/digital gauge, the display is used as a complement of the pilot lamps to give you a brief description if an anomaly occurs or to inform you of a particular condition.



1. Message display

Messages will be displayed with a beep code and pilot lamp(s).

Beeper codes will be heard and messages (depending on gauge model) will be displayed to catch your attention.

See table below for details.

NOTE: Some of the listed pilot lamps and messages do not apply to all models.

PILOT LAMP(S) ON	BEEPER	MESSAGE DISPLAY	DESCRIPTION
	4 short beeps every 30 seconds	ENGINE OVERHEAT	Engine is overheating, reduce snowmobile speed and run in loose snow or stop engine immediately and let engine cool down. Check coolant level, refer to *MAINTENANCE*. If coolant level is correct and overheating persists, contact an authorized Lynx dealer. Do not run the engine if condition persists.
		MUFFLER	Reduce speed or stop engine. Let engine cool down and restart. If overheating persists, contact an authorized Lynx dealer. Do not run the engine if condition persists.
	Short beeps repeating rapidly	ENGINE OVERHEAT	Critical overheat. Stop engine immediately and let engine cool down. Check coolant level, refer to *MAINTENANCE*. If coolant level is correct and overheating persists, contact an authorized Lynx dealer. Do not run the engine if condition persists.
		MUFFLER OVERHEAT	Critical overheat. Stop engine immediately and let engine cool down. If overheating persists, contact an authorized Lynx dealer. Do not run the engine if condition persists. Do not run the engine if condition persists.
		ECM OVERHEAT	
	4 short beeps every 5 minutes	LOW BAT	Indicate a low or high battery voltage condition. See an authorized Lynx dealer as soon as possible.
		HIGH BAT	
	4 short beeps	CHECK ENGINE	Engine fault, see an authorized Lynx dealer as soon as possible.
—	4 short beeps every 5 minutes	KNOCK	Engine detonation (RPM is limited when this condition occurs). – Ensure recommended fuel is used. – Check fuel quality, replace if necessary. – If fault still occurs, contact an authorized Lynx dealer.
—	4 short beeps every 5 minutes	REV LIMIT	Engine RPM limited for protection when certain faults occur.
—	—	OVER REV	Indicates that maximum engine RPM is reached. Check clutch calibration.

PILOT LAMP(S) ON	BEEPER	MESSAGE DISPLAY	DESCRIPTION
—	Short beeps repeating rapidly	SHUTDOWN	Shutdown procedure in force due to engine overheating or fuel pump problem, remove tether cord cap from engine cut-off switch and contact an authorized Lynx dealer.
—	—	COMMUNICATION	Communication problem between ECM and gauge. Stop engine, remove tether cord cap . Wait a few minutes, then start engine. If problem persists, contact an authorized Lynx dealer.
D.E.S.S.	2 short beeps	—	Good key, vehicle ready to operate.
	2 short beeps, repeating slowly	CHECK KEY	Unable to read key (bad connection). Make sure the key is clean and correctly snapped on post.
	Short beeps repeating rapidly	BAD KEY	Invalid key or key not programmed. Use the proper key for the vehicle or have the programmed.
—	—	 (blinking)	Fuel level sensor problem.
—	—	THROTTLE OPEN	Throttle lever applied while attempting an engine start (engine cranks but won't run). Release throttle while starting.
—	—	DROWN MODE	Throttle lever wide open while attempting an engine start (engine cranks but won't run). Release throttle while starting.

How to Read Fault Codes

Multifunction Analog/Digital Display Only

To read any active fault code, press and hold MODE (M) Button and simultaneously depress the HI/LOW beam switch repeatedly several times.

If two or more codes are registered, use SET (S) or MODE (M) to scroll.

To exit the fault codes mode, press and hold MODE (M) Button.

Contact an authorized Lynx dealer for code signification.

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GUIDE DU CONDUCTEUR, Commander 800R E-TEC / ANGLAIS

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