

**SAFARI\***  
**CITATION/E, TUNDRA/LT**  
**OPERATOR'S MANUAL**

**1990**

model \_\_\_\_\_

V.I.N. \_\_\_\_\_

purchase date \_\_\_\_\_

warranty expiry date \_\_\_\_\_

To be completed by dealer at time of sale

DEALER IMPRINT AREA

AFTER-SALES SERVICE  
BOMBARDIER INC.  
VALCOURT, QUEBEC  
CANADA JOE 2LO



The following are trademarks of Bombardier Inc.

ALPINE®  
BOMBARDIER®  
CITATION®  
ÉLAN®

FORMULA\*  
NORDIK®  
ROTAX®  
SAFARI\*

SKI-DOO®  
TUNDRA\*


# FOREWORD


---


The operator manual and the Snowmobile Safety Handbook have been prepared to acquaint the owner/operator or passenger of a new snowmobile with the various vehicle controls, maintenance and safe operating instructions. Each is indispensable for the proper use of the product, and should be kept with the vehicle at all times.

Should you have any questions pertaining to the warranty and its application, please consult the "Often Asked Question" section of this manual, or your authorized dealer.

This manual uses the following symbols.

 **WARNING** : Identifies an instruction which, if not followed, could cause serious personal injuries including possibility of death.

 **CAUTION** : Denotes an instruction which, if not followed, could severely damage vehicle components.

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

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

The information and components/system descriptions contained in this manual are correct at time of publication. Bombardier Inc. however, maintains a policy of continuous improvement of its products without imposing upon itself any obligation to install them on products previously manufactured.


Bombardier Inc. reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring obligation.


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


Most specifications are given in both metric and customary units. Where precise accuracy is not required, some conversions are rounded to even numbers for easier use.

A shop manual can be obtained for complete service, maintenance and repair information.

---

 **WARNING** : The engines and the corresponding components identified in this manual should not be utilized on product(s) other than those mentioned on the cover page of this manual.

 **WARNING** : Maintenance procedures and tightening torques must be strictly adhered to, never attempt repairs unless the appropriate tools are available.

 **CAUTION** : Most components of this vehicle are built with parts dimensioned in the metric system. Most fasteners are metric and must not be replaced by customary fasteners or vice versa. Mismatched or incorrect fasteners could cause damage to the vehicle or possible personal injury.



# INDEX

---

<b>SAFETY MEASURES</b> .....	<b>5</b>
<b>THE 1990 "LIMITED WARRANTY"</b> .....	<b>6</b>
<b>OFTEN ASKED QUESTIONS</b> .....	<b>8</b>
<b>LISTING OF AREA DISTRIBUTORS</b> .....	<b>10</b>
<b>HOW TO IDENTIFY YOUR SNOWMOBILE</b> .....	<b>11</b>
<b>CONTROLS/INSTRUMENTS</b> .....	<b>12</b>
Throttle lever	Adjustable steering handle
Brake lever	Fuel gauge/tank cap
Ignition/light switch	Hood opening
Headlamp dimmer switch	Tool box
Emergency cut-out switch	Fuse holder
Tether cut-out switch	Hitch
Rewind starter handle	Accessories
Primer	
<b>BREAK-IN PERIOD</b> .....	<b>15</b>
Engine and belt break-in	Checklist
10-hour inspection	
<b>FUEL &amp; OIL</b> .....	<b>17</b>
Recommended fuel	Oil injection system
Recommended oil	
<b>PRE-START CHECK</b> .....	<b>18</b>
Check points	
<b>STARTING PROCEDURE</b> .....	<b>18</b>
Manual starting	Before riding
Electric starting	Emergency starting
<b>LUBRICATION</b> .....	<b>21</b>
Frequency	Oil injection system
Steering mechanism	Drive pulley
Slide suspension	Driven pulley
Chaincase oil level	

<b>MAINTENANCE</b> .....	<b>23</b>
Chart	Track tension and alignment
Belt guard removal	Drive pulley
Drive belt removal and installation	Steering mechanism
Drive belt condition	Steering adjustment
New drive belt	Muffler attachment
Brake condition	Engine mount nuts
Brake adjustment	Carburetor adjustment
Brake light switch adjustment	High altitude kit
Spark plug	Oil injection system
Battery	Fan belt
Suspension condition	Headlamp beam aiming
Stopper strap condition	Bulb replacement
Suspension adjustment	General inspection
Track condition	
<b>STORAGE</b> .....	<b>36</b>
Tracks	Driven pulley
Suspension	Fuel tank and carburetor
Skis	Battery
Controls	Chassis
Chaincase	General inspection
Drive pulley	Suspension stopper strap
Engine	
<b>PRE-SEASON PREPARATION</b> .....	<b>40</b>
Pre-season preparation chart	
<b>TROUBLE SHOOTING</b> .....	<b>41</b>
<b>TOOLS</b> .....	<b>44</b>
<b>SPECIFICATIONS</b> .....	<b>45</b>
<b>SI METRIC INFORMATION GUIDE</b> .....	<b>49</b>

# SAFETY MEASURES

---

## Observe the following precautions :

- Throttle mechanism should be checked for free movement before starting engine.
- Do not operate vehicle near snow making equipment.
- Engine should be running only when belt guard and/or pulley guard is secured in place.
- Never run the engine without drive belt installed. Running an unloaded engine can prove to be dangerous.
- Never run the engine when the track is raised off the ground.
- It can be dangerous to run engine with the hood removed.
- Gasoline is flammable and explosive under certain conditions. Always manipulate in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. If gasoline fumes are noticed while driving, the cause should be determined and corrected without delay.
- Maintain your vehicle in top mechanical condition at all times.
- Your snowmobile is not designed to be driven or operated on black top, bare earth, ice, hard pack or other abrasive surfaces. On such surfaces abnormal and excessive wear of critical parts is inevitable.
- Your snowmobile is not designed to be operated on public streets, road or highways. In most States and Provinces, it is considered an illegal operation.
- Installation of other than standard equipment, including ski-spreaders, bumpers, pack racks, etc., could severely affect the stability and safety of your vehicle. Avoid adding on accessories that alter the basic vehicle configuration.
- The snowmobile engine can be stopped by activating the emergency cut-out switch, tether switch or by turning off the key.
- Whenever the vehicle is parked outdoors, overnight or for a long period, it is suggested to protect it against the inclemency of the weather with a snowmobile cover.
- Do not lubricate throttle and/or brake cables and housings.
- Only perform procedures as detailed in this manual. Unless otherwise specified, engine should be turned OFF for all lubrication and maintenance procedures.
- Clean and check operation of the headlight, taillight and brake light.
- These vehicles are designed for the driver only. No provisions have been made for a passenger.
- Should removal of a locking device be required when undergoing repairs/disassembly, always replace by new ones. Tighten fasteners as specified in the applicable Shop Manual.

---

PLEASE READ AND UNDERSTAND ALL WARNINGS AND CAUTIONS IN THE SNOWMOBILER'S SAFETY HANDBOOK, THIS OPERATOR'S MANUAL AND ON THE VEHICLE

---

**BOTH MANUALS SHOULD REMAIN WITH THE VEHICLE  
AT THE TIME OF RESALE**

# THE 1990 SNOWMOBILE LIMITED WARRANTY

---

## 1 - PERIOD

BOMBARDIER INC. as manufacturer, warrants FROM THE DATE OF DELIVERY TO THE FIRST CONSUMER, every 1990 BOMBARDIER® snowmobile, sold as NEW AND UNUSED, and predelivered by an authorized BOMBARDIER® dealer for a period of :

- 12 consecutive months.
- Warranty coverage on all new snowmobiles delivered between August 1<sup>st</sup> and December 1<sup>st</sup> of a year will expire on December 1<sup>st</sup> of the following year.

## 2 - WHAT BOMBARDIER INC. WILL DO

BOMBARDIER INC. will repair and/or replace, at its option, components defective in material and/or workmanship (under normal use and service), with a genuine BOMBARDIER® component without charge for parts or labour, at any authorized BOMBARDIER® dealer during said warranty period.

## 3 - CONDITION TO HAVE WARRANTY WORK PERFORMED

Present to the servicing dealer, the hard copy of the BOMBARDIER® Warranty Registration card or proof of purchase received by the customer from the selling dealer at time of delivery.

## 4 - EXCLUSIONS - ARE NOT WARRANTED

- Normal wear on all items such as, but not limited to :
  - drive belts
  - bulbs
  - slider shoes
  - runners on skis
  - spark plugs
- Replacement parts and/or accessories which are not genuine BOMBARDIER® parts and/or accessories.
- Damage resulting from installation of parts other than genuine BOMBARDIER® parts.
- Damage caused by failure to provide proper maintenance as detailed in the Operator's Manual. The labour, parts and lubricants costs of all maintenance services, including tune-ups and adjustments will be charged to the owner.
- Cold seizure and piston scuffing caused by insufficient warm-up.
- Vehicles designed and/or used for racing purposes.
- All optional accessories installed on the vehicle. (The normal warranty policy for parts and accessories, if any, applies).
- Damage resulting from accident, fire or other casualty, misuse, abuse or neglect.
- Damage resulting from operation of the snowmobile on surfaces other than snow.
- Damage resulting from modification to the snowmobile not approved in writing by BOMBARDIER INC.
- Damage incurred by track studs.
- Losses incurred by the snowmobile owner other than parts and labour, such as, but not limited to, transportation, towing, telephone calls, taxis, or any other incidental or consequential damage.



---

## 5 - BATTERY WARRANTY :

- 12 consecutive months (Pro-rated).

100% warranty coverage will start on the date the snowmobile was delivered and run to the following April 30<sup>th</sup>. The remainder of the 12 month-period will be pro-rated as follows :

- 50% from April 30<sup>th</sup> to December 1<sup>st</sup>.
- 40% from December 1<sup>st</sup> to December 31<sup>st</sup>.
- 30% from January 1<sup>st</sup> to end of warranty.

## 6 - EXPRESSED OR IMPLIED WARRANTIES

**This warranty gives you specific rights and you may also have other legal rights which may vary from state to state, or province to province. Where applicable this warranty is expressly in lieu of all other expressed or implied warranties of BOMBARDIER INC., its distributors and the selling dealer, including any warranty of merchantability or fitness for any particular purpose ; otherwise the implied warranty is limited to the duration of this warranty. However, some states or provinces do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply.**

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

**Some states or provinces do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply.**

**BOMBARDIER INC. reserves the right to modify its warranty policy at any time, being understood that such modification will not alter the warranty conditions applicable to vehicles sold while the above warranty is in effect.**

## 7 - CONSUMER ASSISTANCE

If a servicing problem or other difficulty occurs, we suggest the following :

1. Try to solve the problem at the dealership with the Service Manager or Owner.
2. If this fails, contact your area distributor listed in the Operator's Manual.
3. Then if your grievance still remains unsolved, you may write to us :

Bombardier Inc.  
Service Department  
Snowmobile Division  
Valcourt, Quebec, Canada JOE 2L0

September 1988  
Bombardier Inc.  
Valcourt, Quebec, Canada JOE 2L0

®\*Trademarks of Bombardier Inc.

## OFTEN ASKED QUESTIONS

---

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

*A : Your warranty is valid at any authorized dealer of the product. Your registration is the key element in providing the servicing dealer with the necessary data to complete warranty claim forms. This information is also used to notify owners in the event of a safety recall.*

Q : Who should send the registration card to Bombardier Inc. ?

*A : The dealer. However, it is important that the customer make sure that it has been sent. The company might contact you should your vehicle be recalled or in case of a particular warranty campaign.*

Q : I bought my snowmobile in O'King County but I snowmobile in Washington County. Can the dealer in Washington County accept to perform warranty work on my snowmobile ?

*A : Yes, any authorized dealer in North America can perform warranty repairs, providing the customer warranty registration card is presented.*

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

*A : In this Operator Manual provided with the vehicle at the time of delivery.*

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

*A : The warranty of the new snowmobile cannot be "Voided" or "Cancelled". However, if a particular failure is caused by operation or maintenance other than is shown in the Operator Manual, THAT failure may not be covered under warranty. This includes service work performed by the customer, especially the critical adjustments to ignition, timing, carburation and oil injection/or oil mixture.*

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

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

---

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

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

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

*A: Yes. When installed by an authorized dealer, any "Genuine" Bombardier part used in warranty repairs assumes the remaining warranty that exists on the machine.*

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

*A: Yes, provided the unit has already been registered with the manufacturer. Note that the change of ownership card in this manual should be completed and sent to Bombardier Inc.*

Q: How can I receive the best owner assistance?

*A: The satisfaction and goodwill of the owners of Bombardier products are of primary concern to your dealer and Bombardier Inc. Normally, any problems that arise in connection with the sales transaction or the operation of your snowmobile will be handled by your Dealers Sales or Service Departments. It is recognized, however, that despite the best intentions of everyone concerned, misunderstandings will sometimes occur. If you have a problem that has not been handled to your satisfaction through normal channels, we suggest that you discuss your problem with a member of dealership management. Frequently, complaints are the result of a breakdown in communications and can quickly be resolved by a member of the dealership management. If the problem already has been reviewed with the Sales Manager or Service Manager, contact the Dealer himself or the General Manager.*

# LISTING OF AREA DISTRIBUTORS

---

## CANADIAN DISTRIBUTORS

### PROVINCE OF QUEBEC

#### **SERVICE OFFICE**

BOMBARDIER INC.  
Valcourt, Quebec JOE 2L0  
(514) 532-2211

#### **SALES OFFICE**

BOMBARDIER INC.  
1350 Nobel Street  
Boucherville, Quebec J4B 1A1  
(514) 655-6121

### PROVINCE OF ONTARIO

#### **SERVICE AND SALES OFFICE**

BOMBARDIER INC.  
230 Bayview Drive  
Barrie, Ontario L4N 5E9  
(705) 728-8600

### ATLANTIC REGION

#### **SERVICE OFFICE**

BOMBARDIER INC.  
P.O. Box 7060  
Riverview, New Brunswick E1B 1V0  
(506) 386-6117

#### **SALES OFFICE**

BOMBARDIER INC.  
1350 Nobel Street  
Boucherville, Quebec J4B 1A1  
(514) 655-6121

### ALBERTA, BRITISH COLUMBIA, MANITOBA, SASKATCHEWAN, YUKON

#### **SERVICE AND SALES OFFICE**

BROOKS EQUIPMENT LIMITED  
1616 King Edward Street  
P.O. Box 985  
Winnipeg, Manitoba R3C 2V8  
(204) 633-7247

### NEWFOUNDLAND, LABRADOR

#### **SERVICE AND SALES OFFICE**

CHARLES R. BELL LIMITED  
Riverside Drive  
P.O. Box 1050  
Corner Brook, Newfoundland A2H 6J7  
(709) 634-3533

### NORTH-WEST TERRITORIES, FRANKLIN DISTRICT & KEEWATIN

#### **SERVICE AND SALES OFFICE**

HUDSON'S BAY CO. LIMITED  
165 Hymus Blvd  
Pointe-Claire, Quebec H9R 1G2  
(514) 630-5279

## AMERICAN DISTRIBUTORS

### EAST-CENTRAL, CENTRAL, WESTERN REGION

#### **SALES OFFICE**

BOMBARDIER CORPORATION  
7575 Packer Drive  
P.O. Box 8035  
Wausau, WI 54402-8035  
(715) 842-8886

### EAST-CENTRAL, CENTRAL REGION

#### **SERVICE OFFICE**

BOMBARDIER CORPORATION  
4505 West Superior Street  
P.O. Box 16106  
Duluth, MN 55816-0106  
(218) 628-2881

### WESTERN REGION

#### **SERVICE OFFICE**

BOMBARDIER CORPORATION  
P.O. Box 1572  
Golden, CO 80402-1572  
(303) 232-5284

### EASTERN REGION

#### **SERVICE AND SALES OFFICE**

BOMBARDIER CORPORATION  
East Main Street Road  
Malone, NY 12953  
(518) 483-4411

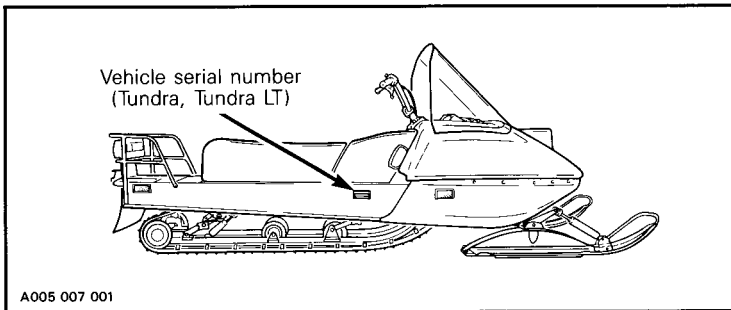
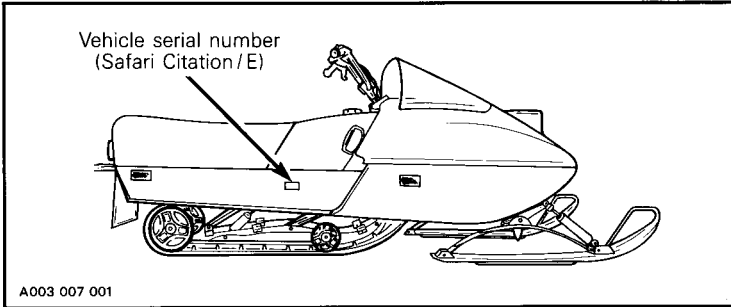
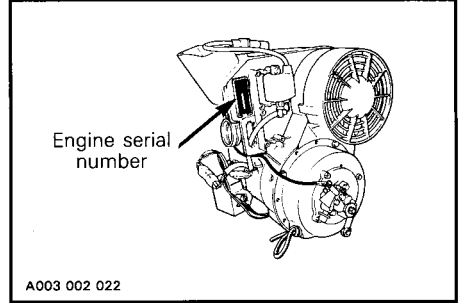
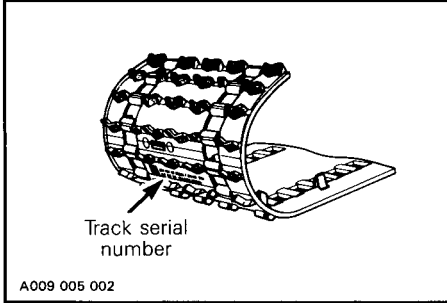
### ALASKA

#### **SERVICE AND SALES OFFICE**

THE BRYANT CORPORATION  
NE. 190<sup>th</sup> & Woodinville  
Snohomish Road  
P.O. Box 389  
Woodinville, WA 98072  
(206) 482-0110

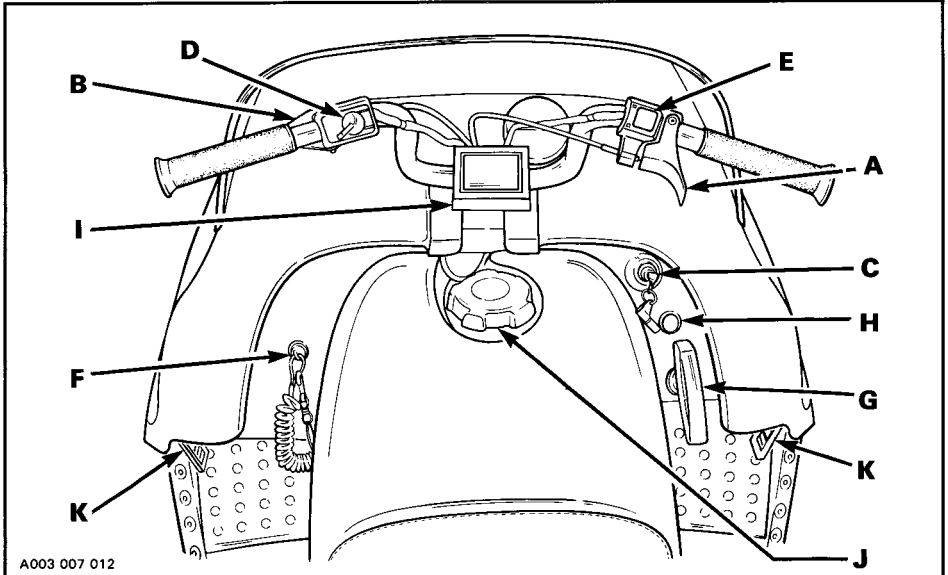
# HOW TO IDENTIFY YOUR SNOWMOBILE

The main components of your snowmobile (engine, track and frame) are identified by different serial numbers. It may sometimes become necessary to locate these numbers for warranty purposes or to trace your snowmobile in the event of theft or loss.



○ **NOTE :** We strongly recommend that you take note of all the serial numbers on your vehicle and supply them to your insurance company. It will surely help in the event your snowmobile is stolen.

# CONTROLS/INSTRUMENTS



A003 007 012

- A) Throttle Control Lever
- B) Brake Control Lever
- C) Ignition/Light Switch
- D) Headlamp Dimmer Switch
- E) Emergency Cut-out Switch
- F) Tether Cut-out Switch

- G) Rewind Starter Handle
- H) Primer
- I) Adjustable Steering Handle
- J) Fuel Gauge/Tank Cap
- K) Hood Opening

## A) Throttle Lever

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

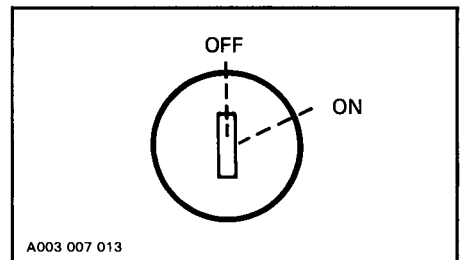
## B) Brake Lever

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

## C) Ignition/Light Switch

The lights are automatically ON whenever the engine is running.

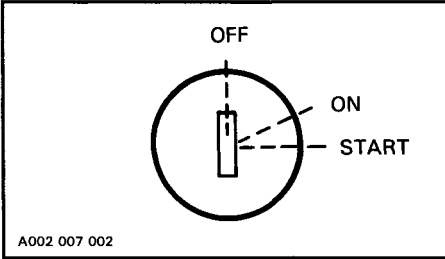
## Manual Starting



A003 007 013

Key operated, two position switch. To start engine, first turn key to ON position. To stop engine, turn key to OFF position.

## Electric Starting

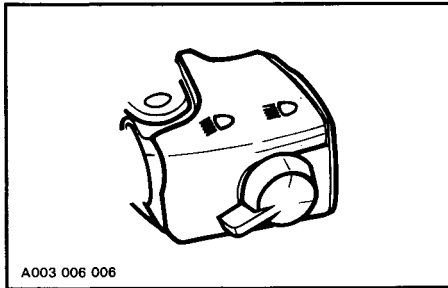


Key operated, three position switch. To start engine, turn key to START position and hold. Return key to ON position immediately when engine has started. To stop engine, turn key to OFF position.

▼ **CAUTION :** Holding key in START position when engine has started could damage starter mechanism.

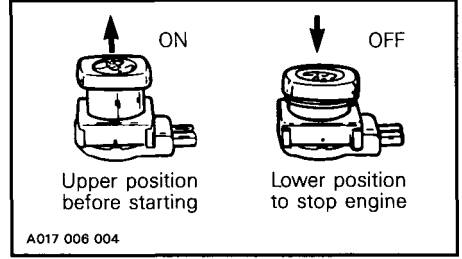
## D) Headlamp Dimmer Switch

The dimmer switch, located on left side of handlebar, allows correct selection of headlamp beam. To obtain high or low beam simply flick switch.



## E) Emergency Cut-out Switch

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

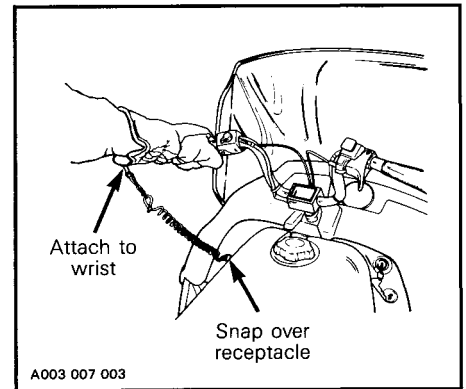


◆ **WARNING :** For safety reasons, the emergency cut-off switch is easily accessible ; be careful not to operate it inadvertently. If the switch has been used in an emergency situation the source of malfunction should be determined and corrected before restarting engine.

The driver of this vehicle should familiarize himself with the function of this device by using it several times on first outing. Thereby being mentally prepared for emergency situations requiring its use.

## F) Tether Cut-out Switch

Attach tether cord to wrist or other convenient location then snap tether cut-out cap over receptacle before starting engine.



If emergency engine "shut off" is required, completely pull cap from safety switch and engine power will be automatically shut "off".

○ **NOTE** : The cap must be installed on the safety switch at all times in order to operate the vehicle.

◆ **WARNING** : If the switch is used in an emergency situation the source of malfunction should be determined and corrected before restarting engine.

### G) Rewind Starter Handle

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

### H) Primer

Pull and push button (two or three times) to start a cold engine. Not necessary when engine is warm.

### I) Steering Handle

Steering handle height is adjustable, see your authorized dealer.

### J) Fuel Gauge/Tank Cap

Unscrew fuel tank cap and withdraw dipstick to check fuel level.

◆ **WARNING** : Remove fuel tank cap slowly. Fuel may be under pressure and spray may cause fire and injuries.

◆ **WARNING** : Never use open flame to check fuel level.

### K) Hood Opening

Pull down the latches to unlock the hood from the anchors.

○ **NOTE** : Always lift hood gently up until stopped by restraining device.

◆ **WARNING** : It is dangerous to run an engine with the hood opened unfastened or removed.

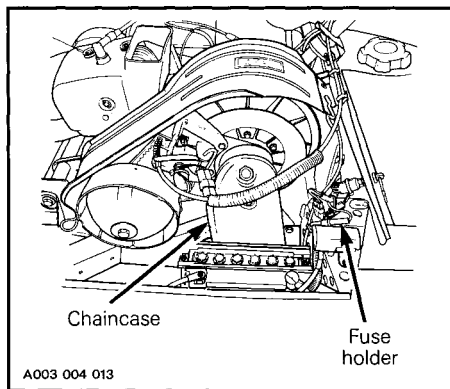
### Tool Box

Located under the hood. To gain access, tilt hood. Ideal location for spare spark plugs, rope, first aid kit, etc.

### Fuse Holder

#### (Electric Starting Only)

Starting system is protected with a 30 amperes rated fuse. Fuse holder is located close to the battery. If starter does not work, check fuse condition and if required replace with one of the same rate.

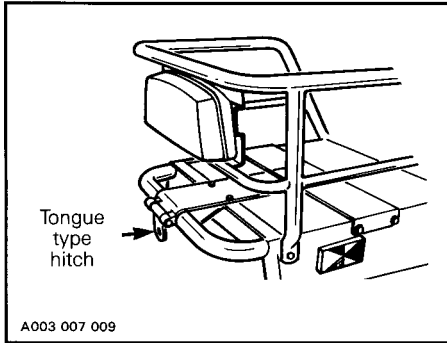




---

## Hitch

(Tundra models only)



The vehicle is equipped with a tongue type hitch, on the rear bumper. A hook type may be fitted to the actual hitch. Consult your authorized dealer for details.

Trailers or sleds towed behind a snowmobile should always be loaded in a way to obtain the lowest possible center of gravity. Use a rigid tow bar when pulling a tow sled behind your snowmobile. When you are pulling passengers in a trailer or tow sled, use moderate speed and avoid rough terrain for their safety. Also, have all passengers get out of a towed vehicle and walk across all roads.

## Accessories

Some optional accessories might be added to your vehicle such as speedometer, tachometer, hitch, electric starter, etc., if not standard on your vehicle. Ask your authorized dealer for more information.

---

# BREAK-IN PERIOD

## Engine

This Bombardier-Rotax snowmobile engine has a critical break-in period requirement before running the vehicle at full throttle. Engine manufacturer strongly recommends 10 to 15 operating hours. Maximum throttle should not exceed  $\frac{3}{4}$ , however, brief full acceleration and speed variations contribute to a good break-in. Continued wide open throttle accelerations, prolonged cruising speeds, and engine overheating are detrimental during the break-in period.

○ **NOTE** : To assure additional protection during the initial engine Break-in, 500 mL (18 oz) of BLIZZARD OIL (P/N 496 0135 00) or the same quantity of Bombardier Injection oil should be added to gas for the first full gas tank filling.

▼ **CAUTION** : Remove and clean spark plug after engine break-in.

## Belt

A new drive belt requires a break-in period of 25 km (15 miles).

## 10-Hour Inspection

As with any precision piece of mechanical equipment, we suggest that after the first 10 hours of operation or 30 days after the purchase, whichever comes first, that your vehicle be checked by your authorized dealer. This inspection will give you the opportunity to discuss the unanswered questions you may have encountered during the first hours of operation.

---

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

---

<b>10-HOUR INSPECTION CHECKLIST</b>	✓
Engine timing	
Fan belt tension	
Spark plug condition : (Remove and clean)	
Carburetor adjustment	
Oil injection pump adjustment	
Battery electrolyte level (electric starting only)	
Drive pulley screw (torque)	
Engine mount nuts	
Muffler attachment	
Chaincase oil level	
Injection system oil level	
Brake operation and lining condition	
Ski alignment (runners condition)	
Steering arm, retorque to 50 N•m (37 lbf•ft)	
Handlebar bolts, retorque to 26 N•m (19 lbf•ft)	
Pulley alignment and drive belt condition	
Track condition, tension and alignment	
Lubrication (steering, suspension, etc.)	
Electrical wiring : tighten all loose bolts, nuts and linkage	
Operation of lighting system (HI/LO beam, brake light, etc.), test operation of emergency cut-out switch and tether switch	

**We recommend that you have your dealer sign this inspection list.**

\_\_\_\_\_  
Date of 10-hour inspection

\_\_\_\_\_  
Dealer signature

# FUEL & OIL

## Recommended Fuel

Use regular leaded or unleaded gasoline available from all service stations or gasohol with less than 10% of ethanol.

◆ **WARNING** : Remove fuel tank cap slowly. Fuel may be under pressure and spray may cause fire and injuries. Fuel is flammable and explosive under certain conditions. Always manipulate in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity.

▼ **CAUTION** : Never experiment with other fuels or fuel ratios. The use of fuel containing methanol or similar products including naphta is not recommended. The use of unrecommended fuel can result in vehicle performance deterioration and damage to critical parts in the fuel system and engine components.

◆ **WARNING** : Never "top up" the gas tank before placing the vehicle in a warm area. At certain temperatures, fuel will expand and overflow. Always wipe off any fuel spillage from the snowmobile.

## Recommended Oil

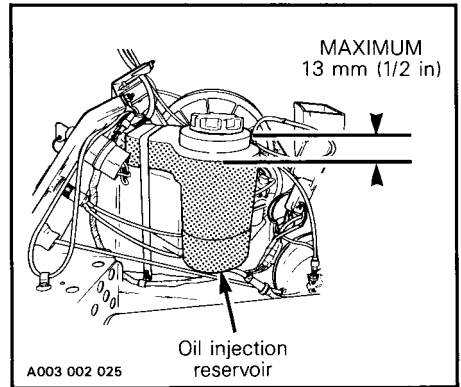
Use "Bombardier Snowmobile Injection Oil" (P/N 496 0133 00 - 1 liter) available from the authorized dealer. This type of oil will flow at temperature as low as minus 40°C (-40°F).

If "Bombardier Snowmobile Injection Oil" is unavailable, substitute with BLIZZARD OIL (P/N 496 0135 00 - 500 mL).

▼ **CAUTION** : Never use outboard or straight mineral oils.

## Oil Injection System

Always maintain a sufficient amount of "Bombardier Snowmobile Injection Oil" in the injection oil tank.



▼ **CAUTION** : Check level and refill every time you refuel. Do not overfill.

○ **NOTE** : To assure additional protection during the initial engine break-in, 500 mL (18 oz) of BLIZZARD OIL (P/N 496 0135 00) or the same quantity of Bombardier Injection oil should be added to fuel for the **first** full fuel tank filling.

# PRE-START CHECK

## Check Points

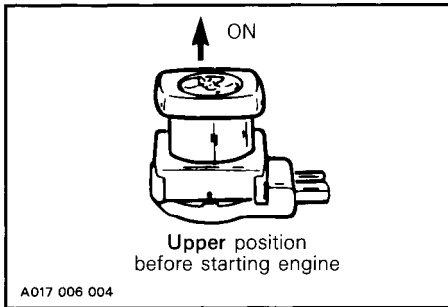
- ACTIVATE THE THROTTLE CONTROL LEVER SEVERAL TIMES to check that it operates easily and smoothly. The throttle control lever must return to idle position when released.
- Check fuel level.
- Check injection oil level.
- Check that the skis and the track are not frozen to the ground or snow surface and that steering operates freely.

- Activate the brake control lever and make sure the brake fully applies before the brake control lever touches the handlebar grip. It must fully return when released.
- Verify that the path ahead of the vehicle is clear of bystanders and obstacles.
- Clean and check operation of the headlight, taillight and brake light.

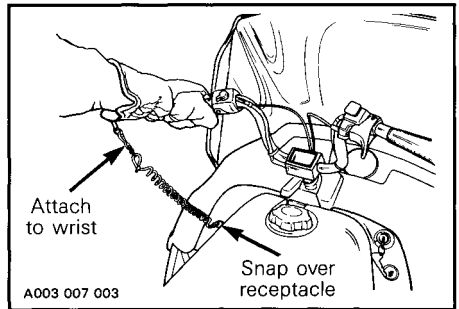
◆ **WARNING :** Only start your snowmobile once all components are checked and functioning properly.

## STARTING PROCEDURE

Test throttle control lever operation. Check that the emergency cut-out switch is in the ON position.



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



Activate the primer (two or three times).

○ **NOTE :** The use of the primer is not necessary when the engine is warm.

▼ **CAUTION :** Use of ether and/or other types of fluid as a starting aid can cause damage to engine components and is not recommended.

To start engine, follow either manual or electric starter procedure.

## Manual Starting

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

Grasp manual starter handle firmly and pull slowly until a resistance is felt then pull vigorously. Slowly release the rewind starter handle.

◆ **WARNING** : Do not apply throttle while starting.

## Electric Starting

▼ **CAUTION** : Never operate your snowmobile with the battery removed or disconnected. As it reduces voltage fluctuations, operating vehicle without battery might cause instruments or bulbs failure.

Insert key in ignition switch.

Turn ignition key clockwise until starter engages.

▼ **CAUTION** : To avoid starter overheating, the cranking period should never exceed 30 seconds and a rest period should be observed between the cranking cycles to let starter cool down.

Release key immediately when engine has started. If engine does not start on first try, key must be turned fully back to OFF each time.

## Before Riding

Check operation of the emergency cut-out switch, and tether switch. Restart engine.

◆ **WARNING** : If engine does not shutoff when applying the emergency cut-out switch and or when pulling the tether cut-out cap, stop the engine by turning off the ignition key. Do not operate the vehicle further, see your authorized dealer.

Allow the engine to warm before operating at full throttle.

## Emergency Starting

Should the rewind starter rope fray and break, the engine can be started with the emergency starter rope, supplied with the tool kit.

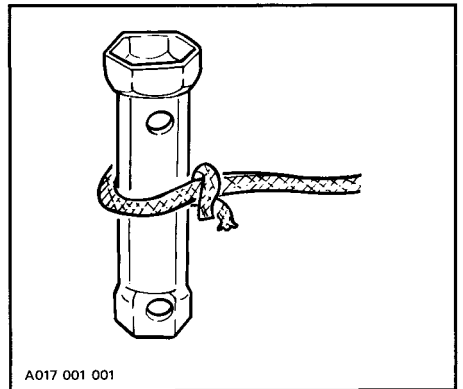
◆ **WARNING** : Do not start the vehicle by the drive pulley unless it is a true emergency situation, have the vehicle repaired as soon as possible.

Remove the belt guard from vehicle. (See "Maintenance section").

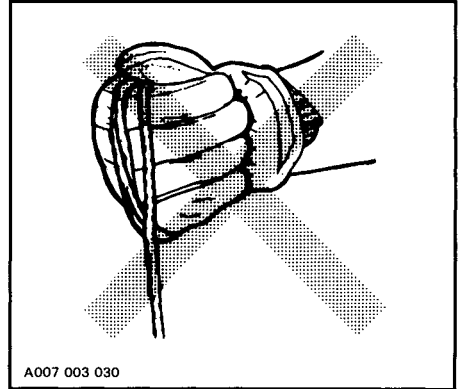
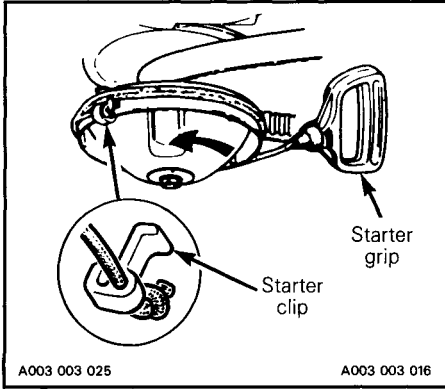
## Safari Citation/E

Assemble the starter clip and the handle to the emergency starting rope and wind the rope tightly around the drive pulley.

○ **NOTE** : The spark plug socket can be used as an emergency starter grip.



A017 001 001

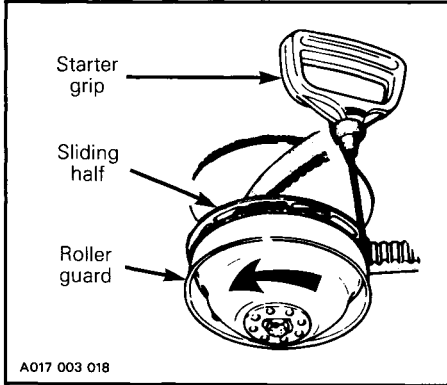


**Tundra, Tundra LT**

Wind emergency starting rope tightly around the drive pulley between sliding half pulley and roller guard.

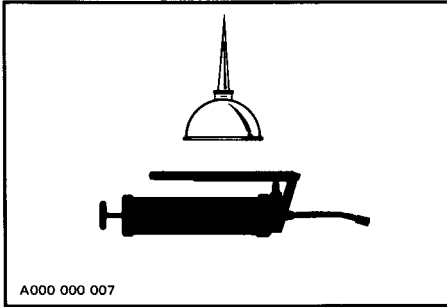
○ **NOTE** : The spark plug socket can be used as an emergency starter grip. See above illustration.

Start as per manual starting procedure.  
 ◆ **WARNING** : When starting the vehicle in an emergency situation by the drive pulley, do not reinstall the belt guard.



◆ **WARNING** : Do not wind starting rope around your hand. Hold rope by the handle only.

# LUBRICATION



## Frequency

Routine maintenance is necessary for all mechanized products, and the snowmobile is no exception. A weekly vehicle inspection contributes to the life span of the snowmobile.

It is recommended that the steering system and suspension be lubricated monthly or every 40 hours of operation. If the vehicle is operated in wet snow or in severe conditions these items should be lubricated more frequently.

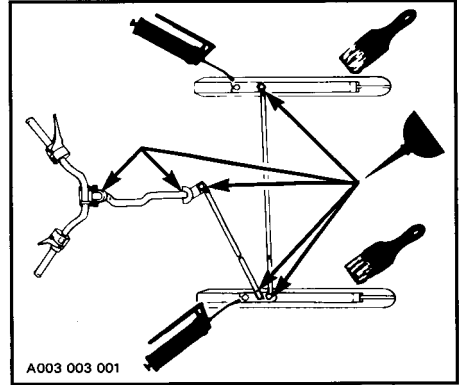
○ **NOTE :** When lubricating grease fittings, grease until grease appears at joints. Always use low temperature grease (P/N 413 7061 00).

◆ **WARNING :** Only perform such procedures as detailed in this manual. It is recommended that dealer assistance be periodically obtained on other components/systems not covered in this manual. Unless otherwise specified, engine should be turned OFF for all lubrication and maintenance procedures.

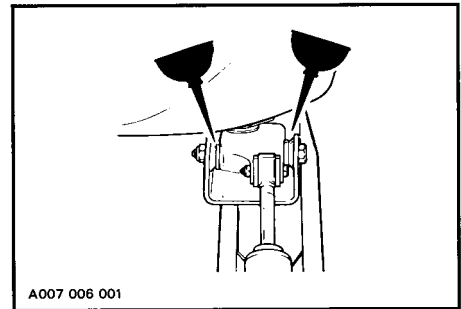
## Steering Mechanism

◆ **WARNING :** Do not lubricate throttle and/or brake cables and housings.

Lubricate the ski legs at grease fittings until new grease appears at joints. Coat spring slider cushion with grease.

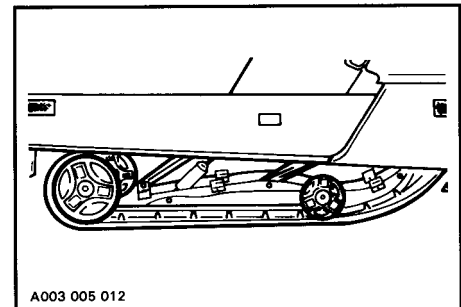


Oil spring coupler bolts, ball joints and steering column bushings.



## Slide Suspension

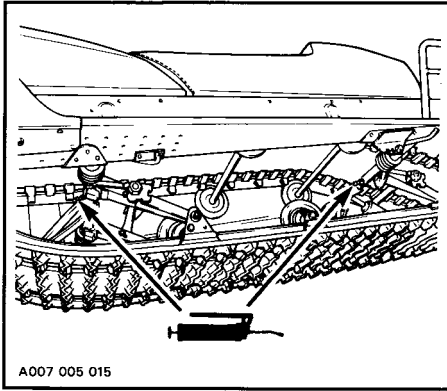
### Safari Citation/E



This suspension type does not require any lubrication.

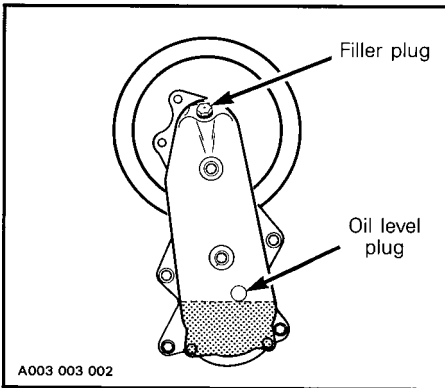
## Tundra, Tundra LT

Lubricate front & rear arms at grease fittings with low temperature grease only (P/N 413 7061 00).



## Chaincase Oil Level

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

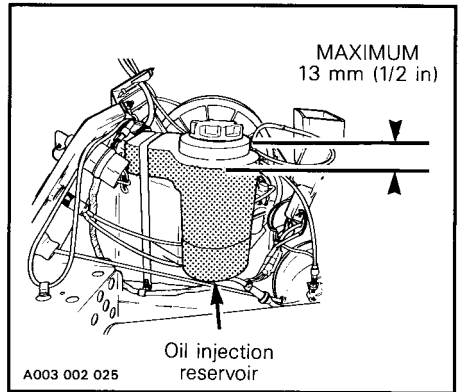


The oil should be level with the bottom of the oil level orifice. Refill as required using Bombardier chaincase oil (P/N 413 8019 00 - 250 mL (9 oz)).

○ **NOTE :** The chaincase oil capacity is approximately 200 mL (7 oz).

## Oil Injection System

Always maintain a sufficient amount of Bombardier Snowmobile Injection Oil in the oil injection reservoir.



▼ **CAUTION :** Check level and refill every time you refuel. Do not overfill.

## Drive Pulley

The drive pulley is lubrication free.

## Driven Pulley

Remove pulley guard and slip off drive belt. Open the driven pulley, (push and twist sliding half.)

Thoroughly clean the driven pulley shaft.

Apply a light film of low-temperature grease on the shaft. Always wipe off surplus.

○ **NOTE :** Activate the sliding half several times to distribute lubricant over full length of shaft. Be careful that lubricant does not get on inner halves of pulley.




# MAINTENANCE

The following Maintenance Chart indicates regular servicing schedules to be performed by yourself or your authorized dealer. If these services are performed as suggested, your snowmobile will give many years of use.

**WARNING:** Only perform such procedures as detailed in this manual. It is recommended that dealer assistance be periodically obtained on other components/systems not covered in this manual. Unless otherwise specified, engine should be turned OFF for all lubrication and maintenance procedures.

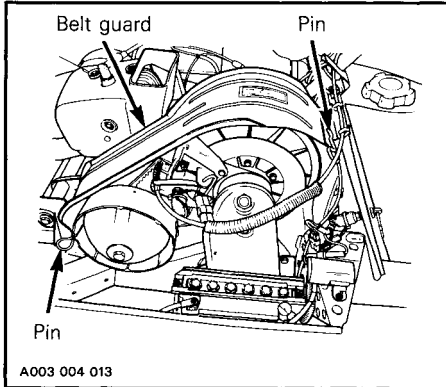
<b>MAINTENANCE CHART</b>	Weekly or every 240 km (150 mi)	Monthly or every 800 km (500 mi)	Once a year or every 3200 km (2000 mi)	Refer to page
Drive belt condition				25
Brake condition				25
Brake adjustment				26
Spark plug				27
Battery (electric starting)				27
Suspension condition				28
Suspension stopper strap condition				28
Suspension adjustment	(as required)			28
Track condition				29
Track tension and alignment	(as required)			29
Drive pully				31
Steering mechanism				31
Ski and runner wear and condition				31
Steering adjustment				31
Muffler attachment				32
Engine mount nuts				32
Carburetor adjustment				33
Injection oil filter condition				33
Oil injection pump adjustment				33
Fan belt				34
Headlamp beam aiming				34
General inspection				35

 **NOTE:** The 10-hour inspection is a very important part of proper service and maintenance.

## Belt Guard Removal

◆ **WARNING :** Belt guard should always be in place when engine is running.

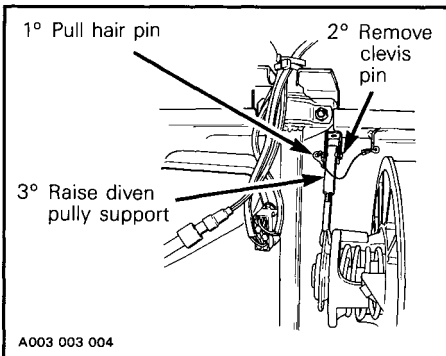
- A. Raise the hood and pull both retaining pins out.
- B. Remove the guard.



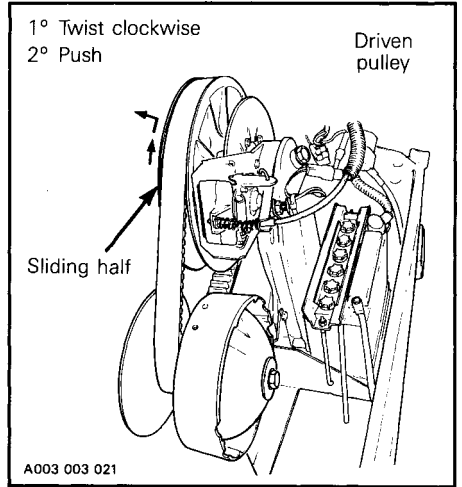
## Drive Belt Removal and Installation

◆ **WARNING :** Never start or run engine without the drive belt installed. Running an unloaded engine is dangerous.

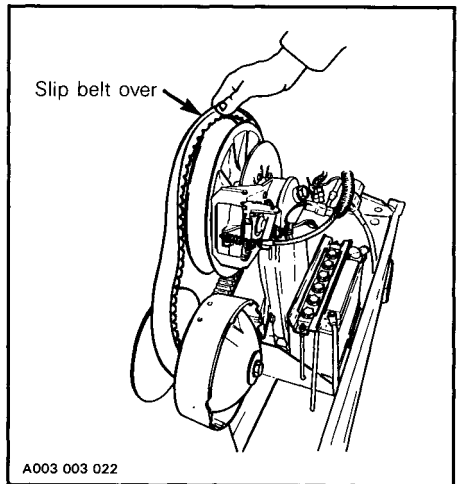
1. Tilt the hood and remove the belt guard.
2. Unlock and raise driven pulley support.



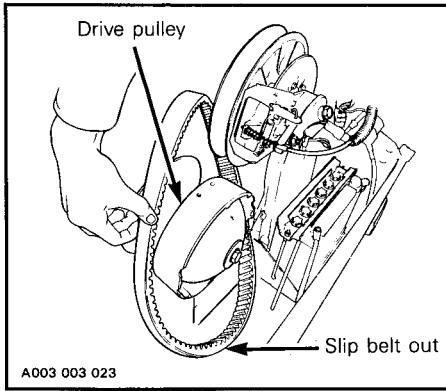
3. Open the driven pulley by twisting and pushing the sliding half. Hold in fully open position.



4. Slip the belt over the top edge of the sliding half.

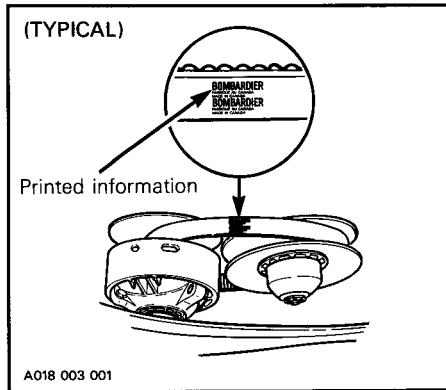


5. Slip the belt out from the drive pulley and remove completely from vehicle.



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

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



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

## Drive Belt Condition

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

Check the drive belt width. If less than 30 mm (1-3/16 in), replace the drive belt.

## New Drive Belt

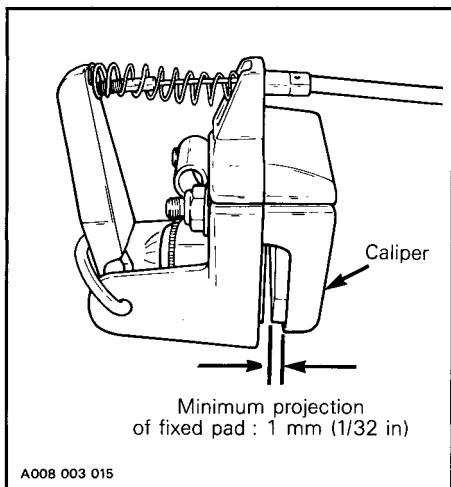
When installing a new drive belt, break-in period of 25 km (15 miles) is strongly recommended.

**NOTE :** Always store a spare belt in a manner to allow its natural shape to be maintained.

## Brake Condition

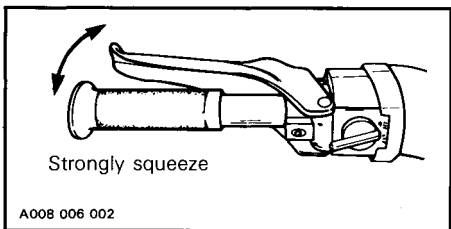
The brake mechanism on your snowmobile is an essential safety device. Keep this mechanism in proper working condition. Above all, do not operate your snowmobile without an effective brake system.

**WARNING :** Brake pads must be replaced as soon as only 1 mm (1/32 in) of the fixed pad is still projected out of caliper. Replacement must be performed by an authorized dealer.

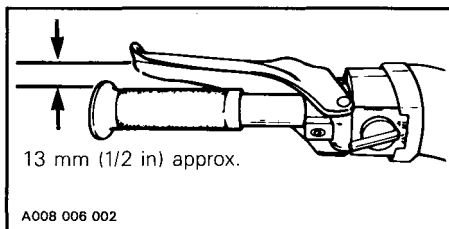


## Brake Adjustment

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



After the adjustment, brake should apply fully when lever is approximately 13 mm (1/2 in) from handlebar grip. If not, do not tamper with the brake, contact your authorized dealer.



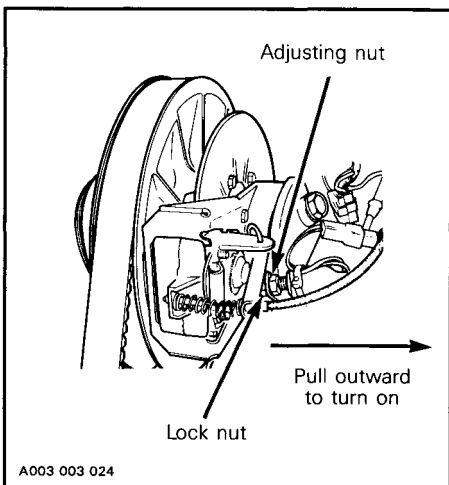
## Brake Light Switch Adjustment

To check operation :

Pull the brake lever to hold the pads on the disc. Check that a light resistance is felt while rotating the driven pulley. This is the position where the switch should have turned the brake light on.

To adjust :

- Loosen the brake switch lock nut while restraining the other one.
- By turning adjusting nut, pull the switch outward to turn the light on or push inward to turn it off.



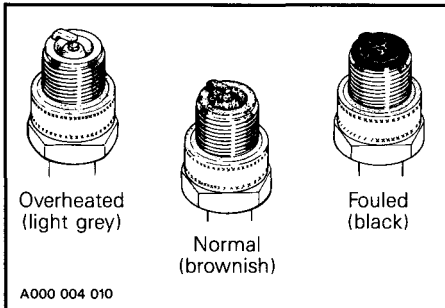
- Tighten the lock nut while restraining the other one. Recheck brake light operation.

## Spark Plug

Disconnect the spark plug wire and remove the spark plug.

Check the condition of the plug.

- A brownish tip reflects ideal conditions. (Carburetor adjustments, spark plug heat range, etc., are correct).
- A black insulator tip indicates fouling caused by : carburetor idle speed mixture and/or high speed mixture too rich, incorrect fuel mixture ratio, wrong type of spark plug (heat range), or excessive idling.
- A light grey insulator tip indicates a lean mixture caused by : carburetor high speed mixture adjusted too lean, wrong spark plug heat range, incorrect fuel mixture ratio, or a leaking seal or gasket.



▼ **CAUTION :** If spark plug condition is not ideal, contact your authorized dealer.

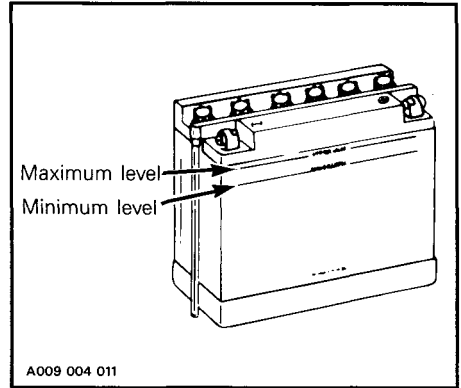
Check spark plug gap using a wire feeler gauge. It should be 0.4 mm (.016 in).

Reinstall plug and connect wire.

## Battery

### (Electric Starting Only)

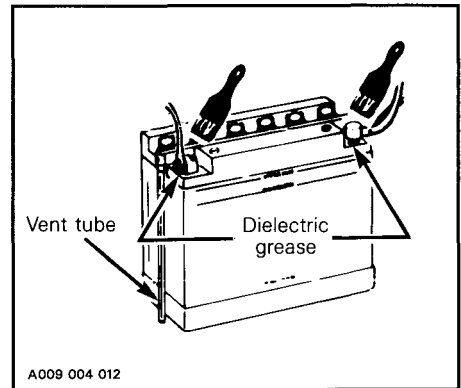
Check electrolyte level weekly. Electrolyte level must be at upper level line on battery casing.



If necessary add distilled water. Battery connections must also be free of corrosion. If cleaning is necessary remove corrosion using a stiff brush then clean with a solution of baking soda and water. Rinse and dry well.

▼ **CAUTION :** Do not allow cleaning solution to enter battery. It will destroy the chemical properties of the electrolyte.

After reconnecting battery, coat battery terminals and connectors with dielectric grease (P/N 413 7017 00) to prevent corrosion. Check that battery is well secured and that battery vent tube is not kinked or blocked.



◆ **WARNING** : Vent tube must be free and open. If not, it will restrict ventilation and create a gas accumulation that could result in an explosion. Avoid skin contact with electrolyte. Gases given off by a battery being charged are highly explosive. Always charge in a well ventilated area. Keep battery away from cigarettes or open flames. Avoid skin contact with electrolyte.

▼ **CAUTION** : Prior to charging the battery, always remove it from the vehicle to prevent electrolyte spillage. Be careful not to ground positive terminal with the chassis. Always disconnect black negative cable first.

○ **NOTE** : Always keep battery fully charged. (To charge, refer to "Battery" in "Storage" section).

### Suspension Condition

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

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

### Stopper Strap Condition

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

Citation/E : 7 N•m (62 lbf•in).

Tundra, Tundra LT : 9 N•m (80 lbf•in).

## Suspension Adjustment

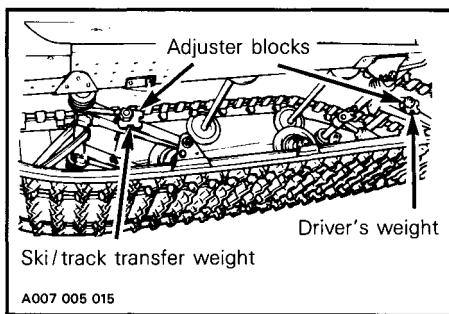
### Adjuster blocks

#### CITATION / E

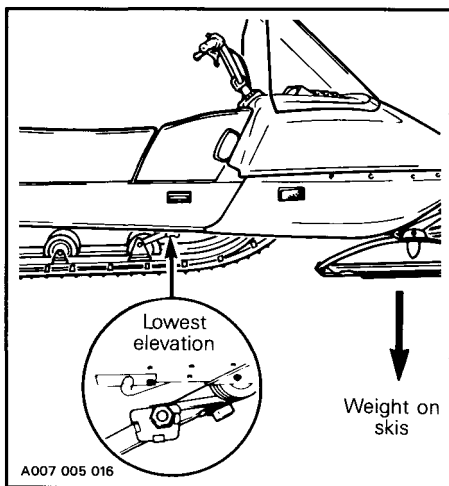
These models do not have any adjustment on the suspension springs.

#### TUNDRA, TUNDRA LT

The suspension is adjustable, the front adjustment for surface condition, the rear for driver's weight.



When the front adjuster blocks are at the lowest elevation more weight is distributed on the skis.



At the highest position the weight is transferred from the skis to the track. The rear adjuster blocks should be adjusted to suit the driver's preference.

▼ **CAUTION :** Always turn the left side adjuster blocks in a clockwise direction, the right side blocks in a counter-clockwise direction. Left and right adjuster blocks of each adjustment must always be set at the same elevation.

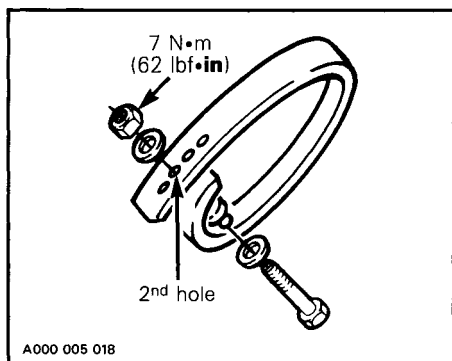
## Stopper Strap

The function of the suspension stopper strap is to control the transfer of vehicle weight during acceleration. The longer the belt, the more the weight will be transferred to the track to provide a better traction. The shorter the belt, the lesser the weight transferred to the track, thus maintaining a more positive direction. Adjusting holes on the stopper strap allow to adjust it according to driver's requirements, field and/or snow conditions.

### CITATION/E :

For normal use locate bolt through 2<sup>nd</sup> hole from strap end.

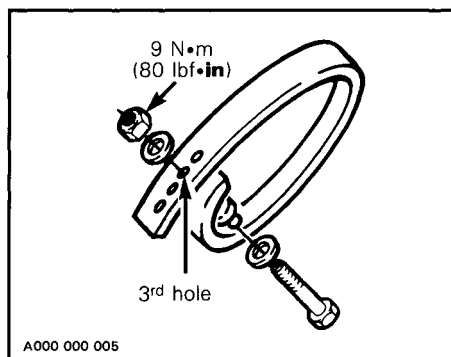
◆ **WARNING :** Always torque the nut to 7 N•m (62 lbf•in). Replace strap if worn or torn.



## TUNDRA, TUNDRA LT

For normal use locate bolt through 3<sup>rd</sup> hole from strap end.

◆ **WARNING :** Always torque the nut to 9 N•m (80 lbf•in). Replace strap if worn or torn.



## Track Condition

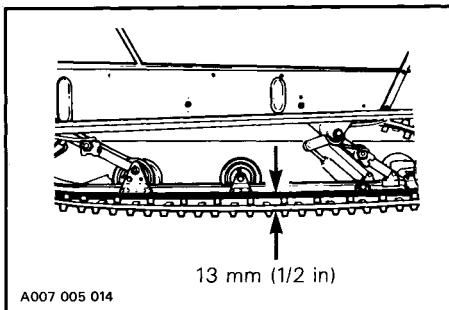
Lift the rear of the vehicle and support it off the ground. With the engine off, rotate the track by hand, and inspect condition. If worn or cut, or if track fibers are exposed, or if missing or defective inserts or guides are noted ; contact your authorized dealer.

◆ **WARNING :** Do not operate a snowmobile with a cut, torn or damaged track.

## Track Tension and Alignment

### Tension :

Lift the rear of vehicle and support with a mechanical stand. Allow the suspension to extend normally and check gap half-way of slider shoe. The gap should be 13 mm (1/2 in) between the slider shoe and the bottom inside of the track. If the track tension is too loose, the track will have a tendency to thump.

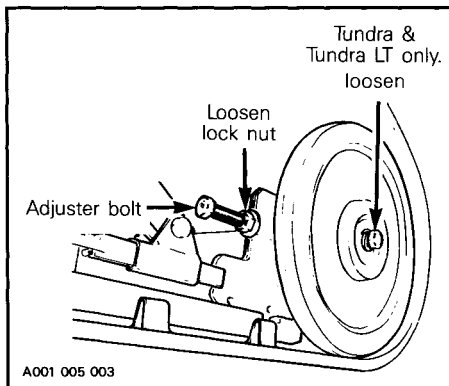


**CAUTION :** Too much tension will result in power loss and excessive stresses on suspension components.

To adjust tension :

- Loosen the rear idler wheel retaining screw (on the Tundra & Tundra LT only).
- Loosen the adjuster bolt lock nuts then turn adjuster bolts to adjust.

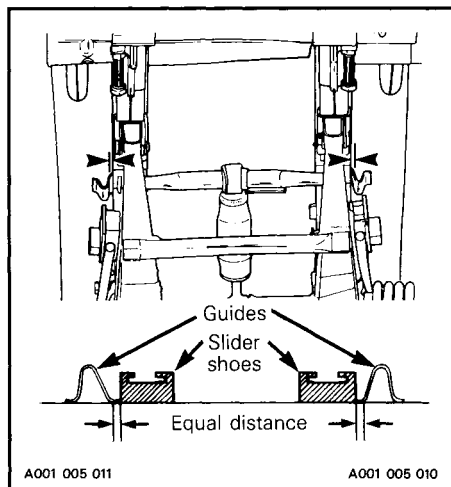
If correct tension is unattainable, contact your authorized dealer.



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

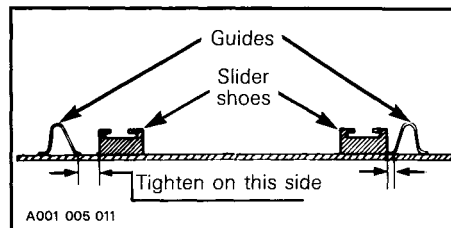
## Alignment

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



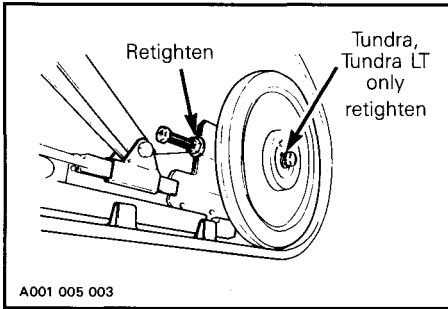
**WARNING :** Before checking track alignment, ensure that the track is free of all particles which could be thrown out while track is rotating. Keep hands, tools, feet and clothing clear of track. Ensure no-one is standing in close proximity to the vehicle.

To correct, **stop the engine** : Loosen the lock nuts and tighten the adjuster bolt on side where the slider shoe is the farthest from the track insert guides.





Tighten lock nuts and recheck the alignment .



### Drive Pulley

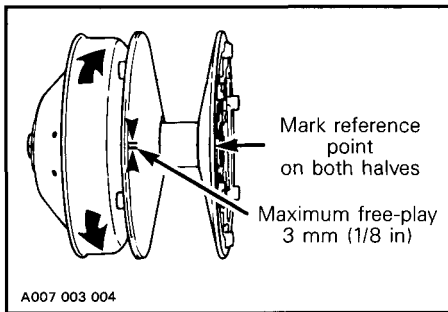
◆ **WARNING :** The drive pulley must be inspected and cleaned by an authorized dealer at least annually.

### Citation/E

Designed with maintenance-free bushings.

### Tundra, Tundra LT

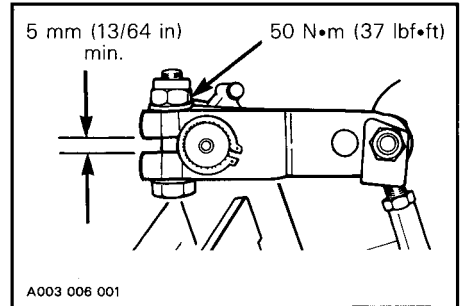
Inspect the Duralon bushing condition by checking the free-play of the sliding half pulley. This is achieved by restraining the inner half and checking if the sliding half moves in the direction of the arrows more than 3 mm (1/8 in). If so, contact the dealer. No lubrication is required.



## Steering Mechanism

Inspect the steering mechanism for tightness of components (steering arms, tie rods, ball joints, spring coupler bolts, etc.). If necessary, replace or retighten.

Torque steering arm bolts making sure to keep a minimum gap of 5 mm (13/64 in) between lugs.



◆ **WARNING :** Check the condition of the skis, ski runners and leaf spring. Replace if more than half worn.

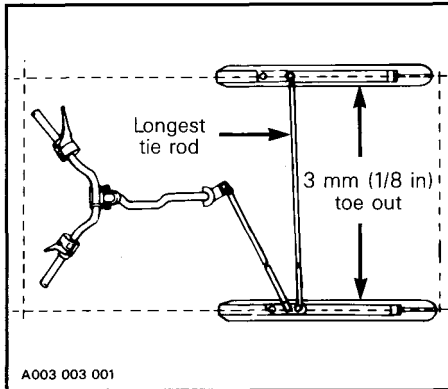
## Steering Adjustment

Skis should have a toe out of 3 mm (1/8 in). To check, measure the distance between each ski at the front and rear of the leaf spring. The front distance should be 3 mm (1/8 in) more than the rear when the handlebar is horizontal.

**IMPORTANT :** Close the front of the skis to eliminate all slack from the steering mechanism using a rubber strap.

If adjustment is required :

Loosen the lock nuts of the longest tie rod. Turn the tie rod manually until the skis are properly aligned. Firmly retighten the lock nuts.

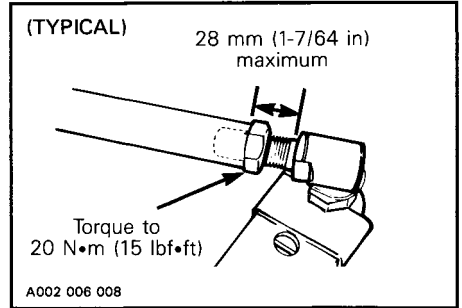


The handlebar should also be horizontal when the skis are pointed toward the front.

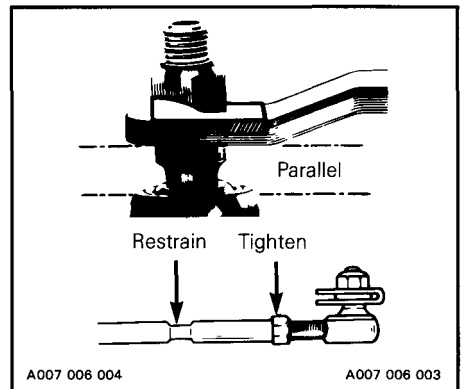
To adjust :

Loosen the lock nuts of the shortest tie rod. Turn the tie rod manually until the handlebar is horizontal. Retighten the lock nuts firmly.

◆ **WARNING :** The maximum ball joint external threaded length not engaged in the tie rod end must not exceed 28 mm (1-7/64 in). Torque lock nut to 20 N•m (15 lbf•ft).



◆ **WARNING :** The ball joint socket must run parallel with the steering arm. The tie rod must be restrained when tightening the tie rod end lock nuts.



## Muffler Attachment

The engine/exhaust system parts are vital toward efficient muffler function. Check all attachments and muffler ball joint. Replace the springs and/or tighten if necessary.

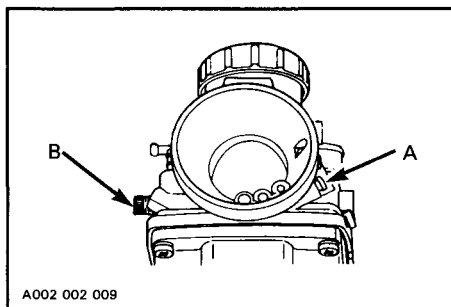
▼ **CAUTION :** Do not operate vehicle with muffler disconnected otherwise serious engine damage will occur.

## Engine Mount Nuts

Check the engine mount nuts for tightness. Retorque if required to 55 N•m (41 lbf•ft).

## Carburetor Adjustment

▼ **CAUTION** : Never operate your snowmobile with the air intake silencer disconnected. Serious engine damage will occur if this notice is disregarded.



### A) Air Screw Adjustment

Completely close the air screw (until a slight seating resistance is felt) then back off screw : one turn.

### B) Idle Speed Adjustment

Turn the idle speed screw clockwise until it contacts the throttle slide then continue turning two additional turns. This will provide a preliminary idle speed setting. Start engine and allow it to warm then adjust the idle speed to 1800-2000 RPM by turning the idle speed screw clockwise or counter-clockwise.

## High Altitude Kit

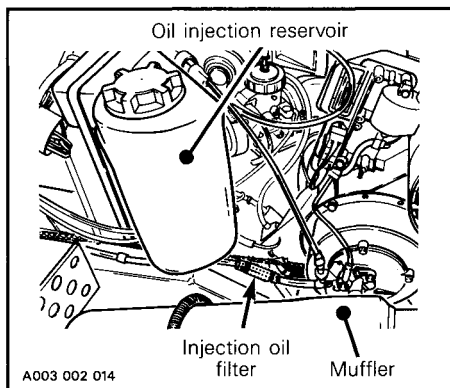
Snowmobiles used in high altitude areas (1200 m (4000 ft) and up) are subjected to lose power as temperature, elevation and snow conditions are different. The carburetor and power train have to be recalibrated to meet those particular requirements. Ask your authorized dealer for more information on high altitude kit availability.

▼ **CAUTION** : Do not change original jetting if using vehicle below 1200 m (4000 ft).

## Oil Injection System

### Injection Oil Filter Condition

Inspect oil filter at least once a month. Insure that filter is not obstructed by foreign particles ; if so, see your authorized dealer.



▼ **CAUTION** : An obstructed injection oil filter will cause oil starvation resulting in serious engine damage.

○ **NOTE** : After a storage period, it is important that your authorized dealer replace the injection oil filter and that he verifies the oil flow of the injection pump.

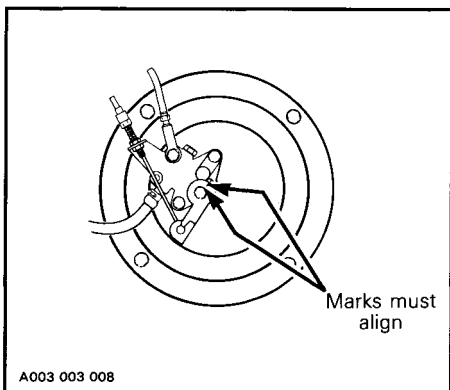
### Injection Pump Adjustment

Proper oil injection pump adjustment is very important. Any delay in the opening of the pump can result in serious engine damage.

## TO CHECK ADJUSTMENT :

Eliminate the throttle cable free-play by pressing the throttle lever until a slight resistance is felt then hold in place. The aligning marks on the pump casting and lever must align perfectly. If not, contact your dealer.

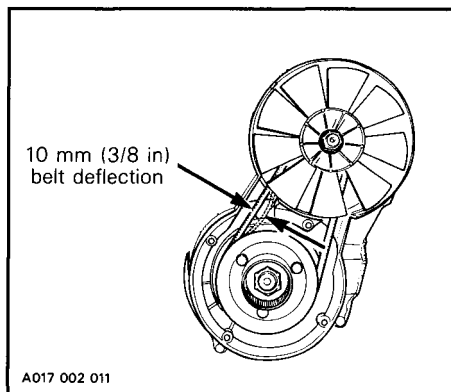
Injection pump should be adjusted by your **authorized dealer**.



**CAUTION :** The carburetor must be adjusted before adjusting the oil injection pump. Make sure the idle speed is 1800-2000 RPM.

## Fan Belt

Inspect belt for cracks, uneven wear, etc. Check fan belt tension, 10 mm (3/8 in) should exist when deflection is correct.

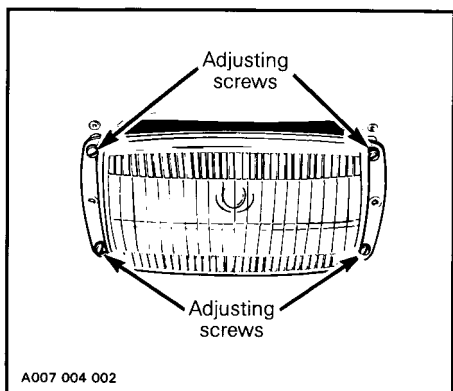


If belt seems damaged or if tension is incorrect, contact your authorized dealer immediately.

**WARNING :** If fan protector is removed, always reinstall after servicing.

## Headlamp Beam Aiming

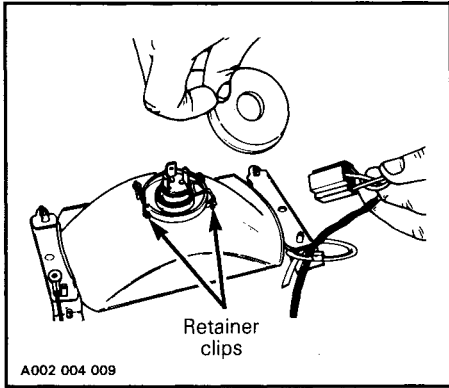
To adjust, remove the four caps, turn upper or lower adjusting screws to obtain desired beam position.



---

## Bulb Replacement

If the headlamp bulb is burnt, tilt hood, unplug the connector from the headlamp. Remove the rubber boot and unfasten bulb retainer clips. Detach the bulb and replace.



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

◆ **WARNING :** Always check light operation after bulb replacement.

## General Inspection

Check the electrical wiring and components, retighten loose connections. Check for stripped wires or damaged insulation. Thoroughly inspect the vehicle and tighten loose bolts, nuts and linkage. Inspect skis and ski runners for wear.

◆ **WARNING :** Check condition of skis, ski runners and leaf spring, replace if weak. Replace ski runners if more than half worn.

# STORAGE

It is during summer, or when a vehicle is not in use for any length of time that proper storage is a necessity. Storage of the snowmobile during long periods of inactivity consists of checking and replacing missing, broken or worn parts, proper lubrication and treatment to insure that parts do not become rusted; cleaning items such as carburetor to prevent gum and varnish formation within the carburetor; and in general, preparing the vehicle so that when the time comes to use the snowmobile again it will be in top condition.

◆ **WARNING** : Only perform such procedures as detailed in this manual. It is recommended that dealer assistance be periodically obtained on other components/systems not covered in this manual. Unless otherwise specified, engine should be turned OFF for all lubrication and maintenance procedures.

## Track

Inspect the track for wear, cuts, missing track guides and broken rods. Make any necessary replacement.

◆ **WARNING** : Do not operate a snowmobile with a cut, torn or damaged track.

Lift the rear of vehicle until track is clear of the ground then support with a brace or trestle. The snowmobile should be stored in such a way that the track does not stay in contact with the cement floor or bare ground.

○ **NOTE** : The track should be rotated periodically, (every 40 days). Do not release track tension.

▼ **CAUTION** : To prevent track damage, temperature in the storage area must not exceed 38°C (100°F).

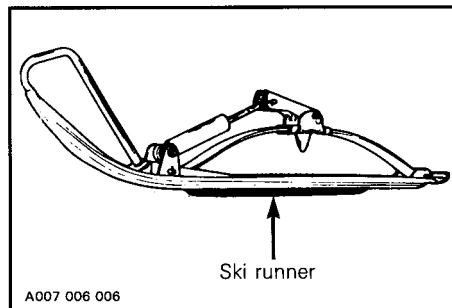
## Suspension

Remove any dirt or rust. Grease idler wheels at grease fittings. (If applicable). Wipe off surplus. Replace worn slider shoes.

## Skis and Runner

Wash or brush all dirt or rust accumulation from the skis and springs. Grease the ski legs at the grease fittings.

◆ **WARNING** : Check the condition of the skis, ski runners and leaf spring. Replace if weak or worn more than half.



## Controls

Lubricate the steering mechanism. Inspect all components for tightness, (spring coupler bolts, steering arm locking bolts, tie rods, ball joints, etc.) Tighten if necessary. Oil metal moving joints of the brake mechanism.

◆ **WARNING** : Do not lubricate the throttle and/or brake cables and housings. Avoid getting oil on the brake pads.

Coat all electrical connections and switches with silicone dielectric grease (P/N 413 7017 00). If unavailable, use petroleum jelly.

## Chaincase

Drain the chaincase and refill to proper level, using fresh chaincase oil (P/N 413 8019 00 250 mL (9 oz)). To drain, remove the chaincase cover.

○ **NOTE** : Chaincase oil capacity is about 200 mL (7 oz).

## Drive Pulley

Inspection and cleaning must be performed by an authorized dealer at the end of each season.

## Engine

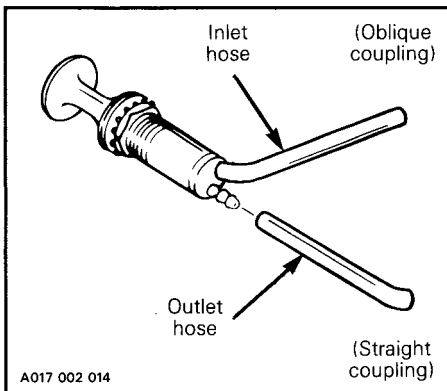
Engine internal parts must be lubricated to protect them from possible rust formation during the storage period.

To perform the storage procedures proceed as follows :

1. Lift the rear of the vehicle and support it off the ground.

◆ **WARNING :** Ensure the track is free of all particles which could be thrown out while it is rotating. Keep hands, tools, feet and clothing clear of track. Ensure no one is standing in close proximity to the vehicle.

2. Start the engine and allow it to run at idle speed until the engine reaches its operational temperature.
3. Stop the engine.
4. To prevent fuel from draining, primer button should be pushed all the way.
5. Disconnect the outlet primer hose from the primer valve.



6. Insert storage oil (P/N 496 0141 00) can hose into primer outlet hose.
7. Restart engine and run at idle.
8. Inject storage oil until the engine dies or until a sufficient quantity of oil has entered the engine (approximately 30 seconds).
9. With the engine stopped, remove the spark plug and pour approximately, 85 mL (3 imp. oz) of Bombardier oil into cylinder.
10. Crank slowly two or three revolutions to lubricate cylinder.
11. Reinstall the spark plug and the outlet primer hose.

**Do not run engine during storage period.**

## Driven Pulley

Remove pulley guard and slip off drive belt. Open the driven pulley, (push and twist sliding half).

Thoroughly clean the driven pulley shaft. Apply a light film of low-temperature grease on the shaft. Always wipe off surplus.

○ **NOTE :** Activate the sliding half several times to distribute lubricant over full length of shaft. Be careful that lubricant does not get on inner halves of pulley.

## Brake Caliper

See your authorized dealer.

◆ **WARNING :** Do not lubricate throttle and/or brake cables and housings.

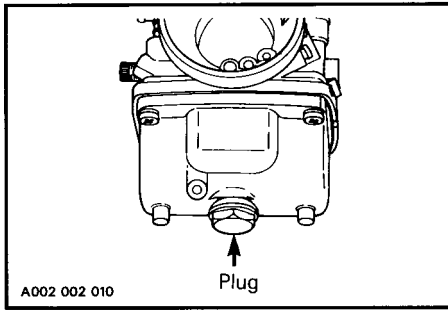
## Fuel Tank and Carburetor

Remove the cap then using a syphon, remove the fuel from tank.

◆ **WARNING** : Fuel is flammable and explosive under certain conditions. Always manipulate in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity.

Carburetor must be dried out completely to prevent gum formation during the storage period.

Once the fuel tank is emptied, remove the float chamber drain plug from carburetor. Drain carburetor.



Reinstall plug.

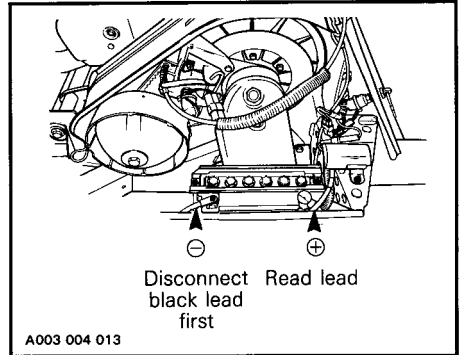
Check all fuel lines, replace if necessary.

## Battery

### (Electric Starting Only)

1. Disconnect the battery cables and remove the battery retainer cover.

▼ **CAUTION** : Be careful not to ground positive terminal with the chassis. Always disconnect black negative cable first.



2. Remove the battery vent tube from the vent hole.
3. Lift out the battery.
4. Clean outside surface of battery with solution of baking soda and water. Remove all deposits from posts then rinse with clear tap water.

▼ **CAUTION** : Do not allow cleaning solution to enter battery interior since it will destroy the electrolyte.

5. Check electrolyte level. Refill if necessary with distilled water. Fully charge battery at a maximum rate of 2.0 amps.

▼ **CAUTION** : Prior to charging the battery, always remove it from the vehicle to prevent electrolyte spillage.

◆ **WARNING** : Gases given off by a battery being charged are highly explosive. Always charge in a well ventilated area. Keep battery away from cigarettes or open flames. Avoid skin contact with electrolyte.

6. Coat electrical connections and switches with silicone dielectric grease (P/N 413 7017 00), if unavailable, use petroleum jelly.
7. Store unit in a cool, dry place.

○ **NOTE** : To prevent battery from discharging, store it on a wooden shelf away from moisture. A stored battery must be recharged at least every 40 days.



---

## Chassis

Clean the vehicle thoroughly, removing all dirt and grease accumulation.

▼ **CAUTION** : Plastic alloy components such as fuel tank, windshield, controls, etc., can be cleaned using mild detergents or isopropyl alcohol and a soft clean cloth. Never clean plastic parts with strong detergent, degreasing agent, paint thinner, acetone, etc. Do not apply isopropyl alcohol directly on decals.

Inspect the hood and see an authorized dealer to repair any damage. Clean the frame.

Touch up all metal spots where paint has been scratched off. Spray all bare metal parts with metal protector. Wax the hood and the painted portion of the frame for better protection.

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

▼ **CAUTION** : If for some reason the snowmobile has to be stored outside it is necessary to cover it with an opaque tarpaulin. This caution will prevent the sun rays and the grime from affecting the plastic components and the vehicle finish.

## General Inspection

Check the electrical wiring and components, retighten loose connections. Check for stripped wires or damaged insulation.

Thoroughly inspect the vehicle and tighten loose bolts, nuts and linkage.

○ **NOTE** : Leave the drive belt off the pulleys for the entire storage period.

## Suspension Stopper Strap

Replace annually and/or as stopper strap condition dictates. Torque nut to :

Citation/E : 7 N•m (62 lbf•in)

Tundra, Tundra LT : 9 N•m (80 lbf•in).

# PRE-SEASON PREPARATION

To simplify the pre-season preparation we have drawn up a small chart. The chart indicates servicing points to be performed by yourself or your authorized dealer.

**IMPORTANT :** Observe all Warnings and Cautions mentioned throughout this manual which are pertinent to the item being checked. When component conditions seem less than satisfactory, replace with genuine Bombardier parts or suitable equivalents.

<b>PRE-SEASON PREPARATION CHART</b>	TO BE PERFORMED BY DEALER	●
	TO BE PERFORMED BY THE OWNER	○
Change spark plug*		○
Check chaincase oil level		○
Replace fuel filter (located inside fuel tank)		○
Check track condition, tension and alignment		○
Lubricate suspension		○
Inspect drive belt and install		○
Check throttle cable for free operation		○
Check steering alignment and ski runner condition		○
Inspect seals for possible cuts or leaks		○
Check electrical wiring		○
Reinstall battery (electric starting model)		○
Inspect condition of starting rope		○
Check tightness of all bolts, nuts and linkage		○
Refill fuel tank		○
Replace injection oil filter		●
Refill oil injection reservoir		○
Inspect brake condition and operation		○
Set engine timing		●
Check pulleys, verify components and clean, lubricate driven pulley		●
Adjust carburetor		●
Adjust oil injection pump		●
Check fan belt condition and adjust tension		●
Lubricate brake caliper ratchet wheel		●

○ **\*NOTE :** Before installing new spark plug, it is suggested to burn the excess storage oil by starting the engine, using the old spark plug.

▼ **CAUTION :** Only perform this procedure in a well ventilated area.

# TROUBLESHOOTING

SYMPTOMS	POSSIBLE CAUSES	WHAT TO DO
<p>Engine turns over but fails to start</p>	<p>1. Ignition switch, emergency cut-out switch or tether switch is in the off position</p>	<p>Place all switches in the "run" or "on" position.</p>
	<p>2. Mixture not rich enough to start cold engine</p>	<p>Check fuel tank level and check starting procedure, particularly use of the primer.</p>
	<p>3. Flooded engine. (Spark plug wet when removed)</p>	<p>Do not over prime. Remove wet spark plug, turn ignition to OFF and crank engine several times. Install clean dry spark plug. Start engine following usual starting procedure. If engine continues to flood, see your authorized dealer.</p>
	<p>4. No fuel to the engine. (Spark plug dry when removed)</p>	<p>Check fuel tank level ; turn fuel on if applicable ; check fuel filter ; replace if clogged ; check condition of fuel and impulse lines and their connections. A failure of the fuel pump or carburetor has occurred. Contact your authorized dealer.</p>
	<p>5. Spark plug/ignition (no spark)</p>	<p>Check that emergency cut-out switch is at the upper position (ON) and the tether cut-out switch cap is snapped over the receptacle.</p> <p>Check for fouled or defective spark plug. Disconnect spark plug wire, unscrew plug and remove from cylinder head. Reconnect wire and ground exposed plug on engine cowl, <b>being careful to hold away from spark plug hole</b>. Follow engine starting procedure and check for spark. If no spark appears, replace spark plug. If trouble persists, contact your authorized dealer.</p>

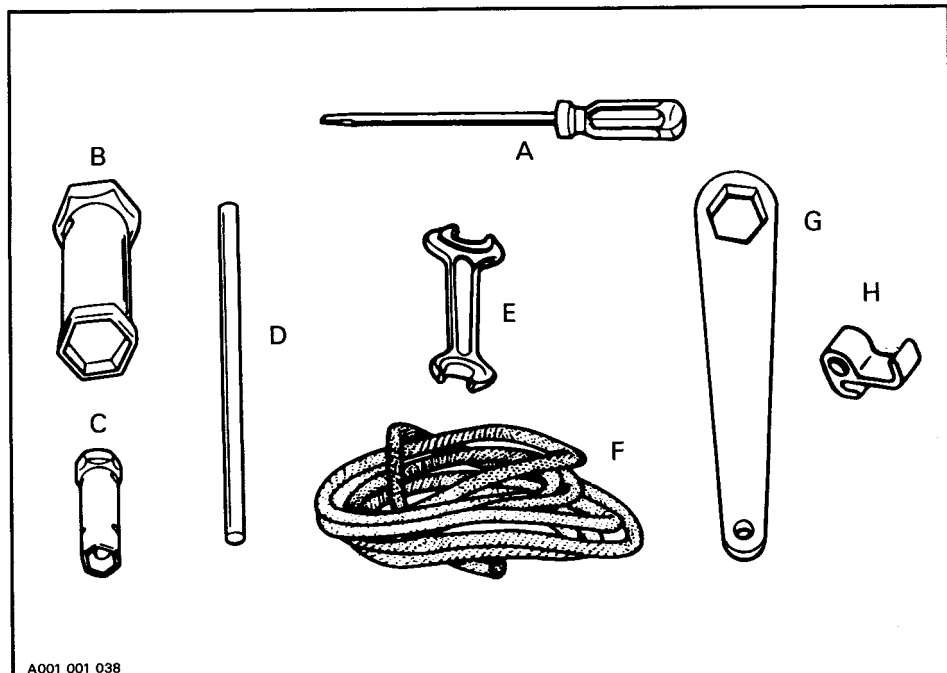
<b>SYMPTOMS</b>	<b>POSSIBLE CAUSES</b>	<b>WHAT TO DO</b>
	6. Engine compression	As the engine is pulled over with the recoil starter, "cycles" of resistance should be felt as each piston goes past top dead center. If no pulsating resistance is felt, it suggests a major loss of compression. Contact your authorized dealer.
Engine lacks acceleration or power	1. Fouled or defective spark plug	Check item 5 of "Engine turns over but fails to start."
	2. Lack of fuel to engine	Check item 4 of "Engine turns over but fails to start."
	3. Carburetor adjustments	Contact your authorized dealer.
	4. 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.
	5. Drive and driven pulleys require servicing	Contact your authorized dealer.
	6. Engine is overheating	If applicable, check coolant level ; check pressure cap ; check thermostat.  Check for air locks in cooling system.  If applicable, check fan belt and its tension ; clean cooling fins of engine ; if heating persists, contact your authorized dealer.

<b>SYMPTOMS</b>	<b>POSSIBLE CAUSES</b>	<b>WHAT TO DO</b>
Engine backfire	1. Faulty spark plug	See item 5 of "Engine turns over but fails to start."
	2. Water in fuel	Drain fuel system and refill with clean fuel.
	3. Engine is running too hot	See item 6 of "Engine lacks acceleration or power."
	4. Ignition timing is incorrect or there is an ignition system failure	Contact your authorized dealer.
Snowmobile cannot reach full speed	1. Drive belt	Check item 4 of "Engine lacks acceleration or power."
	2. Incorrect track adjustment	See maintenance section for proper alignment and tension settings.
	3. Pulleys misaligned	Contact your authorized dealer.
	4. Engine	See items 1, 2, 3 & 6 of "Engine lacks acceleration or power."

# TOOLS

As standard equipment each new snowmobile is supplied with basic tools such as screwdriver, wrenches, emergency starting rope, etc.

## Standard Tools



A001 001 038

- |                         |   |
|-------------------------|---|
| A. Screwdriver          | F. Emergency starting rope                              |
| B. Socket 21/26 mm      | G. Suspension key<br>(Tundra models only)               |
| C. Socket 10/13 mm      | H. Emergency starter clip<br>(useless on Tundra models) |
| D. Socket handle        |   |
| E. Fork wrench 10/13 mm |   |

# SPECIFICATIONS

	<b>SAFARI CITATION</b>	<b>SAFARI CITATION E</b>
<b>ENGINE</b>		
Type		253
No of cylinders		1
Bore		72 mm (2.835")
Stroke		61 mm (2.402")
Displacement		248.4 cm <sup>3</sup> (15.16 in <sup>3</sup> )
Compression ratio (corrected)		6.25:1
Maximum horsepower RPM*		7000
Carburetor		Variable venturi, float type
Carburetor adjustment :		
- air screw		1 turn
- idle speed		1800 - 2000 RPM
Fan belt deflection		10 mm (3/8")
Torque :		
- crankcase / cylinder nuts		M8 : 26 N•m (19 lbf•ft)
- crankcase screws		M6 : 9 N•m (7 lbf•ft)
- magneto ring nut		85 N•m (63 lbf•ft)
- fan nut		60 N•m (44 lbf•ft)
- crankcase / engine support nuts or screws		21 N•m (15 lbf•ft)
- electrical starter bolts	N.A.	M5 : 3.3 N•m (29 lbf•in)
<b>CHASSIS</b>		
Overall length		242 cm (95.3")
Overall width		84.5 cm (33.3")
Overall height		111 cm (43.7")
Ski stance (center to center)		72.5 cm (28.5")
Ski alignment (toe out)		3 mm (1/8")
Torque :		
- steering arm/ski leg bolt		50 N•m (37 lbf•ft)
- steering column/handlebar		26 N•m (19 lbf•ft)
Weight	141 kg (311 lb)	149 kg (328 lb)
Bearing area	4748 cm <sup>2</sup> (736 in <sup>2</sup> )	4748 cm <sup>2</sup> (736 in <sup>2</sup> )
Ground pressure	2.96 kPa (.421 lb/in <sup>2</sup> )	3.08 kPa (.447 lb/in <sup>2</sup> )

\*The maximum horse power RPM is applicable with engine on the vehicle. It may be different under certain circumstances and Bombardier Inc. reserves the right to modify it without any obligation.

N.A. : Not applicable

**SAFARI CITATION****SAFARI CITATION E****POWER TRAIN**

Track :	
– width	38.1 cm (15'')
– length	260 cm (102'')
– tension	13 mm (1/2'') gap between slider shoe and bottom inside of track
– alignment	Equal distance between edge of track guides and slider shoes
Standard gear ratio	15/27
Drive belt :	
– number	414 5234 00
– max. width	33.3 mm (1-5/16'')
– min. width	30 mm (1-3/16'')
Chaincase oil	200 mL (7 oz)

**ELECTRICAL**

Lighting system (output)		160 W
Bulb :		
– headlamp		60/60 W
– tail/stop		5/21 W
Fuse :		
– starter solenoid	N.A.	30 A
Spark plug :		
– type		NGK BR9ES
– gap		0.4 mm (.016'')
Ignition timing :		
– timing mark (BTDC)		1.88 mm (.074'') (18°)
– stroboscopic timing		6000 RPM

**FUEL**

Gas type	Regular leaded or unleaded
Fuel tank capacity :	
– SI	26 L
– Imp.	5.7 gal
– U.S.	6.9 gal
Lubrication type	Oil injection system
Oil type :	Bombardier injection oil
– SI	1.5 L
– Imp.	53 oz
– U.S.	51 oz

**BRAKE**

Type	Disc self-adjusting
Lining minimum thickness	When only 1 mm (1/32'') of fixed pad is projected out of caliper
Control lever adjustment	13 mm (1/2'') minimum distance from handlebar grip when fully apply

*Bombardier Inc. reserves the right to make changes in design and specifications and/or to make additions to, or improvements in its product without imposing any obligation upon itself to install them on its products previously manufactured.*

N.A. : Not applicable



	<b>TUNDRA</b>	<b>TUNDRA LT</b>
<b>ENGINE</b>		
Type	253	
No of cylinders	1	
Bore	72 mm (2.835")	
Stroke	61 mm (2.402")	
Displacement	248.4 cm <sup>3</sup> (15.16 in <sup>3</sup> )	
Compression ratio (corrected)	6.25:1	
Maximum horsepower RPM*	7000	
Carburetor type	VM 34-319	
Carburetor adjustment :		
- air screw	1 turn	
- idle speed	1800 - 2000 RPM	
Fan belt deflection	10 mm (3/8")	
Torque :		
- crankcase/cylinder nuts	M8 : 26 N•m (19 lbf•ft)	
- crankcase screws	M6 : 9 N•m (7 lbf•ft)	
- magneto ring nut	85 N•m (63 lbf•ft)	
- fan nut	60 N•m (44 lbf•ft)	
- crankcase/engine support nuts or screws	21 N•m (15 lbf•ft)	
- electrical starter bolts	N.A.	
<b>CHASSIS</b>		
Overall length	272 cm (107.1")	287 cm (113")
Overall width	84.5 cm (33.3")	
Overall height	111 cm (43.7")	
Ski stance (center to center)	72.5 cm (28.5")	
Ski alignment (toe out)	3 mm (1/8")	
Torque :		
- steering arm/ski leg bolt	50 N•m (37 lbf•ft)	
- steering column/handlebar	26 N•m (19 lbf•ft)	
Weight	149 kg (328 lb)	163 kg (358 lb)
Bearing area	6602.8 cm <sup>2</sup> (1023 in <sup>2</sup> )	7579 cm <sup>2</sup> (1175 in <sup>2</sup> )
Ground pressure	2.25 kPa (.321 lb/in <sup>2</sup> )	2.14 kPa (.306 lb/in <sup>2</sup> )

\*The maximum horse power RPM is applicable with engine on the vehicle. It may be different under certain circumstances and Bombardier Inc. reserves the right to modify it without any obligation.

N.A. : Not applicable

	<b>TUNDRA</b>	<b>TUNDRA LT</b>
<b>POWER TRAIN</b>		
Track :		
— width		38.1 cm (15'')
— length	315 cm (124'')	353 cm (139'')
— tension	13 mm (1/2'') gap between slider shoe and bottom inside of track	
— alignment	Equal distance between edge of track guides and slider shoes	
Standard gear ratio	12/27	
Drive belt :		
— number	414 5234 00	
— max. width	33.3 mm (1-5/16'')	
— min. width	30 mm (1-3/16'')	
Chaincase oil	200 mL (7 oz)	
<b>ELECTRICAL</b>		
Lighting system (output)	160 W	
Bulb :		
— headlamp	60/60 W	
— tail/stop	5/21 W	
Fuse :		
— starter solenoid	N.A.	
Spark plug :		
— type	NGK BR9ES	
— gap	0.4 mm (.016'')	
Ignition timing :		
— timing mark (BTDC)	1.88 mm (.074'')	
— stroboscopic timing	6000 RPM	
<b>FUEL</b>		
Gas type	Regular leaded or unleaded	
Fuel tank capacity :		
— SI	26 L	
— Imp.	5.7 gal	
— U.S.	6.9 gal	
Lubrication type	Oil injection system	
Oil type :	Bombardier injection oil	
— SI	1.5 L	
— Imp.	53 oz	
— U.S.	51 oz	
<b>BRAKE</b>		
Type	Self-adjusting disc	
Lining minimum thickness	When only 1 mm (1/32'') of fixed pad is projected out of caliper	
Control lever adjustment	13 mm (1/2'') minimum distance from handlebar grip when fully apply	

*Bombardier Inc. reserves the right to make changes in design and specifications and/or to make additions to, or improvements in its product without imposing any obligation upon itself to install them on its products previously manufactured.*

N.A. : Not applicable

# SI\* METRIC INFORMATION GUIDE

BASE UNITS			
DESCRIPTION	UNIT	SYMBOL	
length	meter	m	
mass	kilogram	kg	
force	Newton	N	
liquid	liter	L	
temperature	Celsius	°C	
pressure	kilopascal	kPa	
torque	Newton meter	N•m	
speed	kilometer per hour	km/h	

PREFIXES			
PREFIX	SYMBOL	MEANING	VALUE
kilo	k	one thousand	1000
centi	c	one hundredth	0.01
milli	m	one thousandth	0.001
micro	μ	one millionth	0.000001

CONVERSION FACTORS			
TO CONVERT	TO †	MULTIPLY BY	
in	mm	25.4	
in	cm	2.54	
in <sup>2</sup>	cm <sup>2</sup>	6.45	
in <sup>3</sup>	cm <sup>3</sup>	16.39	
ft	m	0.3	
oz	g	28.35	
lb	kg	0.45	
lbf	N	4.4	
<b>lbf•in</b>	N•m	0.11	
lbf•ft	N•m	1.36	
lbf•ft	<b>lbf•in</b>	12	
PSI	kPa	6.89	
imp. oz	U.S. oz	0.96	
imp. oz	mL	28.41	
imp. gal	U.S. gal	1.2	
imp. gal	L	4.55	
U.S. oz	mL	29.57	
U.S. gal	L	3.79	
MPH	km/h	1.61	
Fahrenheit	Celsius	$(°F - 32) \div 1.8$	
Celsius	Fahrenheit	$(°C \times 1.8) + 32$	

\*The international system of units abbreviates "SI" in all languages.

†To obtain the inverse sequence, divide by the given factor. To convert "mm" to "in", divide by 25.4.

# NOTES

---