

ski-doo[®]

OPERATOR'S GUIDE

2003

REV Series



WARNING

Read this guide thoroughly.
It contains important safety information.



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SAFETY WARNING

Disregarding any of the safety precautions and instructions contained in this *Operator's Guide*, *Safety Handbook*, *Safety Videocassette* or on-product warnings may result in injury, including the possibility of death.

This *Operator's Guide*, the *Safety Handbook* and *Safety Videocassette* should remain with the unit at time of resale.

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RECREATIONAL PRODUCTS



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MX-Z®

SKI-DOO®

ROTAX®

DESS™

DPM™

RER™

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2003 SKI-DOO OPERATOR'S GUIDE

This guide is applicable to the following models:

MX-Z® Sport and X packages 600/800

FOREWORD


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

The *Operator's Guide* and the *Safety Handbook* have been prepared to acquaint the owner/operator and passenger of a new snowmobile with the various snowmobile controls, maintenance and safe operating instructions. Each is indispensable for the proper use of the product.

WARNING

Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION

Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury. When used without the safety alert symbol , potential hazard exists for property damage only.

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

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

Your dealer is committed to your satisfaction. He has taken training to perform the initial set-up and inspection of your snowmobile as well as completed the final adjustment required to suit your specific weight and riding environment before you took possession. At delivery, your dealer would have explained the snowmobile controls and provided you with a brief explanation of the various suspension adjustments. We trust you have taken full advantage of this!

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

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

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

The illustrations in this document 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.

It is understood that this guide may be translated into another language. In the event of any discrepancy, the English version shall prevail.

Most components of this snowmobile are built with parts dimensioned in the metric system. Most fasteners are metric and must not be replaced by customary fasteners or vice versa.

We recommend genuine Bombardier products for replacement parts and accessories. They've been specially designed for your vehicle and manufactured to meet Bombardier's demanding standards.

A *Shop Manual* can be obtained for complete service, maintenance and more repair information.

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⚠ SAFETY MEASURES

Observe the Following Warnings:

- ⚠ The performance of this snowmobile may significantly exceed that of other snowmobiles you have operated. Therefore, use by novice or inexperienced operators is not recommended.
- ⚠ 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.
- ⚠ Snowmobile can carry a passenger only if an extra seat and a single or double hand grip were installed.
- ⚠ In an emergency, the snowmobile engine can be stopped by activating the engine cut-out switch or pulling the tether cord.
- ⚠ Your snowmobile is not designed to be operated on public streets, roads or highways. In most States and Provinces, it is considered an illegal operation.
- ⚠ Throttle mechanism should be checked for free movement and return to idle position before starting engine.
- ⚠ For vehicles with a parking brake, always engage brake when vehicle is not in use.
- ⚠ Never run the engine in a non well-ventilated area and/or unattended.
- ⚠ Engine should be running only when belt guard is secured in place. Never run the engine without drive belt installed. Running an unloaded engine such as without drive belt or with track raised, can be dangerous.
- ⚠ Never run the engine when the track is raised off the ground or with the hood or side panels opened or removed.
- ⚠ Do not stud the track. At speed it may cause the track to tear and separate from vehicle posing a risk of severe injury or death.
- ⚠ Maintain your snowmobile in top mechanical condition at all times.
- ⚠ Do not lubricate throttle and/or brake cables and housings.
- ⚠ Only perform procedures as detailed in this guide. Unless otherwise specified, engine should be turned OFF and cold for all lubrication, adjustment and maintenance procedures.
- ⚠ Electric start models only: Never charge or boost a battery while installed on snowmobile.

- ⚠ The engine and components used in a particular model should not be used on other models. Use of Rotax® snowmobile engines in other than SKI-DOO snowmobiles is not recommended or authorized by Bombardier Inc. or its affiliates.
- ⚠ Electronic reverse (RER™) models only: The shifting to reverse mode on these snowmobiles is done by the push of the START/RER button when the engine is running. Wait until the reverse alarm sounds and the Digitally Encoded Security System (DESS™/RER) indicator lamp comes on in the cluster gauge before operating throttle to proceed in reverse.
- ⚠ The reverse speed of these snowmobiles is not limited. Always proceed with caution as fast reverse could result in loss of vehicle stability. Come to complete stop before selecting reverse gear. Always remain seated and apply the brake before shifting. Ensure the path behind is clear of obstacles or bystanders before proceeding.

LIST OF HOT PARTS

All power train components.

LIST OF MOVING PARTS

All transmission, suspension and steering parts.

BOMBARDIER LIMITED WARRANTY NORTH AMERICA: 2003 SKI-DOO® SNOWMOBILES

1. SCOPE OF THE LIMITED WARRANTY

In Canada, BOMBARDIER INC. (hereinafter "BOMBARDIER"), and in the USA, Bombardier on behalf of BOMBARDIER MOTOR CORPORATION OF AMERICA (BMCA) warrants its 2003 SKI-DOO snowmobiles from defects in material or workmanship for the period described below.

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

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

2. WARRANTY COVERAGE PERIOD

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

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

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

3. CONDITIONS TO HAVE WARRANTY COVERAGE

This warranty coverage is available only on 2003 SKI-DOO snowmobile purchased as new and unused by its first owner from a BOMBARDIER dealer authorized to distribute SKI-DOO products in the country in which the sale occurred (hereinafter "BOMBARDIER dealer"), and then only after the BOMBARDIER specified pre-delivery inspection process is completed and documented. Warranty coverage only becomes available upon proper registration of the product by a BOMBARDIER dealer. Such limitations are necessary in order to allow BOMBARDIER to preserve both the safety of its products, and also that of its consumers and the public.

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

4. WHAT TO DO TO OBTAIN WARRANTY COVERAGE

The customer must notify a servicing BOMBARDIER dealer within two (2) days of the appearance of a defect, and provide it with reasonable access to the product and reasonable opportunity to repair it. The customer must also present to the BOMBARDIER dealer, proof of purchase of the product and must sign the repair/work order prior to the start of the repair in order to validate the warranty repair. All parts replaced under this limited warranty become the property of BOMBARDIER.

5. WHAT BOMBARDIER WILL DO

BOMBARDIER's obligations under this warranty are limited to, at its sole discretion, repairing parts found defective under normal use, maintenance and service, or replacing such parts with new genuine BOMBARDIER parts without charge for parts and labor, at any authorized BOMBARDIER dealer.

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

6. EXCLUSIONS - ARE NOT WARRANTED

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

7. LIMITATIONS OF LIABILITY

THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. TO THE EXTENT THAT THEY CANNOT BE DISCLAIMED, THE IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS WARRANTY. INCIDENTAL AND CONSEQUENTIAL DAMAGES ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY. SOME STATES/PROVINCES DO NOT ALLOW FOR THE DISCLAIMERS, LIMITATIONS AND EXCLUSIONS IDENTIFIED ABOVE, AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC RIGHTS, AND YOU MAY ALSO HAVE OTHER LEGAL RIGHTS WHICH MAY VARY FROM STATE TO STATE, OR PROVINCE TO PROVINCE.

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

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

8. TRANSFER

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

- a. The former owner contacts BOMBARDIER (at the phone number provided below) or an authorized BOMBARDIER dealer and gives the coordinates of the new owner; or
- b. BOMBARDIER or an authorized BOMBARDIER dealer receives a proof that the former owner agreed to the transfer of ownership, in addition to the coordinates of the new owner.

9. CONSUMER ASSISTANCE

- a. In the event of a controversy or a dispute in connection with this BOMBARDIER LIMITED WARRANTY, BOMBARDIER suggests that you try to resolve the issue at the dealership level. We recommend discussing the issue with the authorized dealer's service manager or owner.
- b. If the issue has not yet been resolved, please submit your complaint in writing or call the appropriate number below:

In Canada:

BOMBARDIER INC.
RECREATIONAL PRODUCTS
SKI-DOO®
CUSTOMER ASSISTANCE CENTER
VALCOURT QC J0E 2L0
Tel: (819) 566-3366

In USA:

BOMBARDIER MOTOR
CORPORATION OF AMERICA
RECREATIONAL PRODUCTS
SKI-DOO®
CUSTOMER ASSISTANCE CENTER
7575 BOMBARDIER COURT
WAUSAU WI 54401
Tel: (715) 848-4957



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BOMBARDIER LIMITED WARRANTY INTERNATIONAL: 2003 SKI-DOO® SNOWMOBILES

1. SCOPE OF THE LIMITED WARRANTY

BOMBARDIER INC. (hereinafter "BOMBARDIER") warrants its 2002 SKI-DOO snowmobiles from defects in material or workmanship for the period described below.

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

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

2. WARRANTY COVERAGE PERIOD

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

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

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

3. CONDITIONS TO HAVE WARRANTY COVERAGE

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

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

4. WHAT TO DO TO OBTAIN WARRANTY COVERAGE

The customer must notify a servicing BOMBARDIER distributor/dealer within two (2) days of the appearance of a defect, and provide it with reasonable access to the product and reasonable opportunity to repair it. The customer must also present to the BOMBARDIER dealer, proof of purchase of the product and must sign the repair/work order prior to the start of the repair in order to validate the warranty repair. All parts replaced under this limited warranty become the property of BOMBARDIER.

5. WHAT BOMBARDIER WILL DO

BOMBARDIER's obligations under this warranty are limited to, at its sole discretion, repairing parts found defective under normal use, maintenance and service, or replacing such parts with new genuine BOMBARDIER parts without charge for parts and labor, at any authorized BOMBARDIER distributor/dealer.

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

6. EXCLUSIONS - ARE NOT WARRANTED

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

7. LIMITATIONS OF LIABILITY

THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. TO THE EXTENT THAT THEY CANNOT BE DISCLAIMED, THE IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS WARRANTY. INCIDENTAL AND CONSEQUENTIAL DAMAGES ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY. SOME STATES/PROVINCES DO NOT ALLOW FOR THE DISCLAIMERS, LIMITATIONS AND EXCLUSIONS IDENTIFIED ABOVE, AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC RIGHTS, AND YOU MAY ALSO HAVE OTHER LEGAL RIGHTS WHICH MAY VARY FROM STATE TO STATE, OR PROVINCE TO PROVINCE.

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

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

8. TRANSFER

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

- a. The former owner contacts BOMBARDIER or an authorized BOMBARDIER distributor/dealer and gives the coordinates of the new owner; or
- b. BOMBARDIER or an authorized BOMBARDIER distributor/dealer receives a proof that the former owner agreed to the transfer of ownership, in addition to the coordinates of the new owner.

9. CONSUMER ASSISTANCE

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



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FREQUENTLY 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: *Registration is very important and your authorized SKI-DOO dealer must register your snowmobile with Bombardier. Make sure the registration form has been sent. All of this will allow you to:*

a) *have warranty work performed at any authorized SKI-DOO dealer in North America. Your registration form will provide the authorized SKI-DOO dealer with all the necessary data to complete warranty claim forms.*

b) *be advised by Bombardier should there be a safety recall or particular warranty campaign.*

c) *be contacted much faster by the police, the minute they find your stolen snowmobile (if such a case occurs).*

Q: Why must my snowmobile be registered with the governing body having jurisdiction over snowmobile use?

A: *Snowmobile registration has two purposes: In many provinces or states it is mandatory to register a snowmobile in the same way as for a car. It allows the state or province to maintain records of existing snowmobiles and governmental agencies use part of the registration fees for establishing and maintaining trails.*

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

A: *In the Operator's Guide provided with the snowmobile at the time of delivery.*

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

A: *The warranty of the new snowmobile cannot be "Voided" or "Cancelled" if pre-delivered by an authorized SKI-DOO dealer. However, if a particular failure is caused by operation or maintenance other than is shown in the Operator's Guide, THAT failure may not be covered under warranty. This includes service work performed by the customer, especially the critical adjustments: ignition timing, carburetion and oil injection/or oil mixture.*

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

A: *These terms are general and overlap each other in areas. Some specific examples may include: running the snowmobile out of oil, chain failure caused by a lack of lubrication, operating the snowmobile 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 authorized SKI-DOO 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 damage 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 SKI-DOO dealer, any "Genuine" Bombardier part used in warranty repairs assumes the remaining warranty that exists on the snowmobile.*

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 re-sale has been registered with the manufacturer.*

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 authorized SKI-DOO dealer and Bombardier. Normally, any problems that arise in connection with the sales transaction or the operation of your snowmobile will be handled by your authorized SKI-DOO Dealers Sales or Service Departments. It is recognized, however, that despite the best intentions of everyone concerned, misunderstandings will sometimes occur. Frequently, complaints are the result of a breakdown in communications and can quickly be resolved by a member of the authorized SKI-DOO dealership management. If the problem already has been reviewed with the Sales Manager or Service Manager, contact the General Manager or the owner of this authorized SKI-DOO dealership.*

We are always pleased to receive your comments on the SKI-DOO snowmobile.

AUTHORIZED SKI-DOO DEALERS

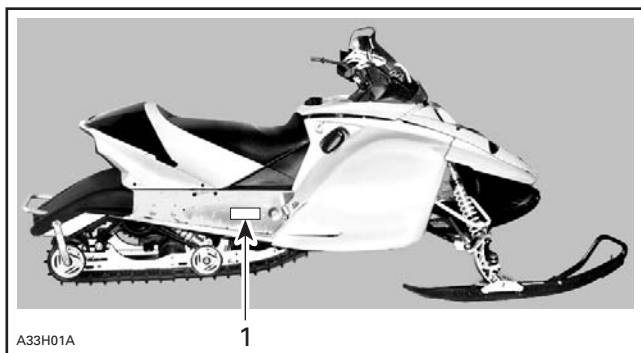
For Canada and USA Only

To find the nearest authorized SKI-DOO dealer, dial: 1 800 375-4366 or visit our web site at WWW.SKIDOO.COM.

HOW TO IDENTIFY YOUR SNOWMOBILE

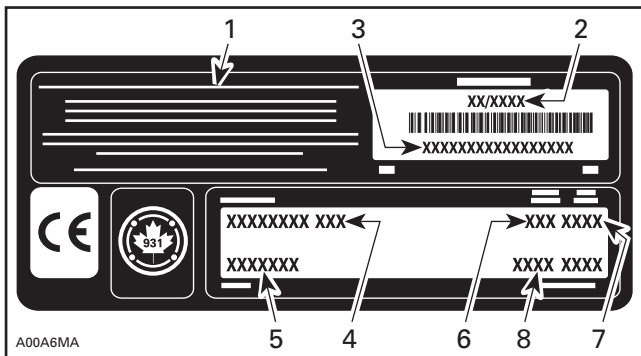
Vehicle Description Decal

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



TYPICAL

1. *Vehicle description decal*



VEHICLE DESCRIPTION DECAL

1. *Manufacturer identification*
2. *Manufacturing date*
3. *Vehicle identification number (V.I.N.)*
4. *Model name*
5. *Option package*
6. *Engine type*
7. *Model year*
8. *Color codes*

Serial Numbers

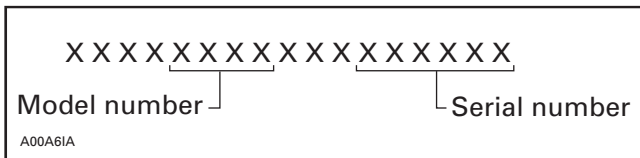
The main components of your snowmobile (engine and frame) are identified by different serial numbers. It may sometimes become necessary to locate these numbers for warranty purposes or to trace your snowmobile in the event of loss. These numbers are required by the authorized SKI-DOO dealer to complete warranty claims properly. No warranty will be allowed by Bombardier Inc. if the engine serial number or Vehicle Identification Number (V.I.N.) is removed or mutilated in any way. We strongly recommend that you take note of all the serial numbers on your snowmobile and supply them to your insurance company.

Vehicle Identification Number (V.I.N.) Location

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

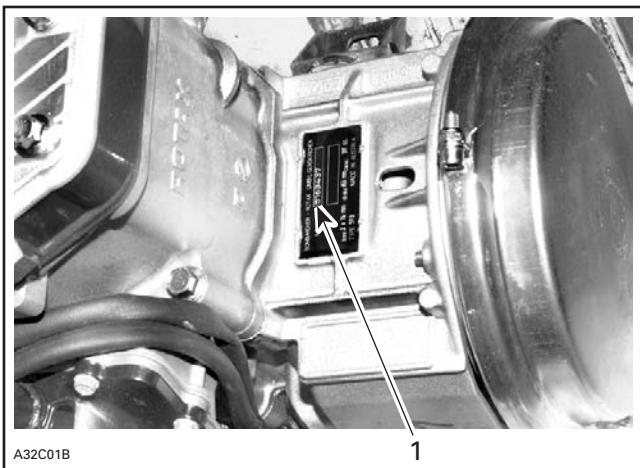
Model Number Location

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



V.I.N. DESCRIPTION

Engine Serial Number Location

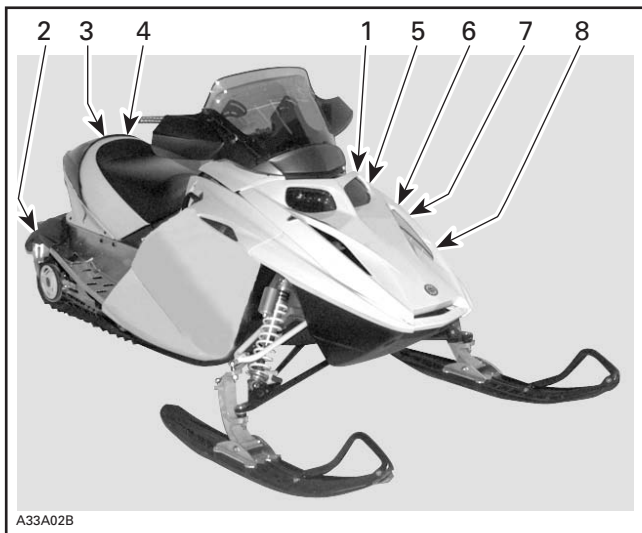


TYPICAL

1. Engine serial number

ON-VEHICLE IMPORTANT INSTRUCTIONS

Please read the following instructions carefully before operating snowmobile. Have all damaged decals replaced by an authorized SKI-DOO dealer.



LOCATION OF IMPORTANT INSTRUCTIONS

Instruction 1

WARNING

Read and follow all warning labels & operator's guide/safety handbook before operation.

Severe injury or death can result from ignoring warnings or through improper use of snowmobile.

Before starting engine, check:

- if throttle lever returns to its initial position when released.
- all guards are in place.
- the hood and both side panels are closed.

is applied.

After starting, check proper operation of:

- engine emergency cut-off switch and all controls.

Before operating the vehicle:

- make sure parking brake is fully disengaged.

Drive carefully.

This vehicle is designed for operator only, unless an extra seat station with a single or double handgrip is installed for a passenger.

AVERTISSEMENT

Lisez et respectez tous les avertissements contenus dans le guide du conducteur/guide de sécurité, avant toute mise en marche.

Le fait de passer outre aux avertissements ou d'utiliser la motoneige de façon inadéquate peut entraîner de graves blessures ou la mort.

Avant de démarrer le moteur, s'assurer que:

- la manette d'accélérateur revienne à sa position initiale lorsque relâchée.
- les gardes soient en place.
- le capot et les deux panneaux latéraux soient fermés.
- le frein de stationnement soit appliqué.

Après démarrage, s'assurer que:

- l'interrupteur d'arrêt d'urgence du moteur et tous les contrôles fonctionnent normalement.

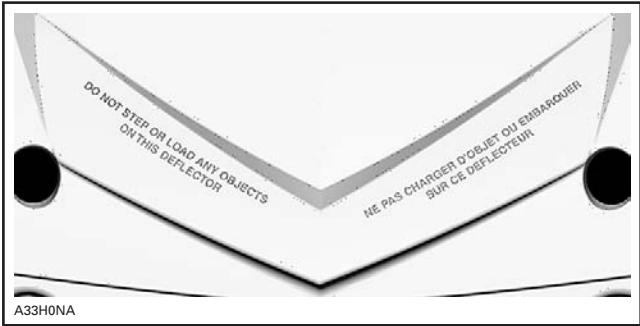
Avant d'utiliser le véhicule:

- s'assurer que le frein de stationnement est complètement relâché.

Conduisez prudemment

Ce véhicule est conçu pour un conducteur seulement, à moins qu'une 2^{ème} place avec courroie ou poignées de retenue ne soient installées pour accommoder un passager.

Instruction 2



Instruction 3



TYPICAL — ALL MODELS

Instruction 4

DO NOT SIT HERE / NE PAS S'ASSEOIR ICI



A33H02A

Instruction 5

CAUTION

- To comply with noise regulations, this engine is designed to operate with an air intake silencer.
- Operation without air intake silencer or with one not properly installed may cause engine damage.

ATTENTION

- Le moteur a été conçu pour fonctionner avec ce silencieux d'admission afin de se conformer aux lois et règlements relatifs au bruit.
- Son absence ou une mauvaise installation peut endommager le moteur.

516 001 191

A01A2EA

Instruction 6

⚠ WARNING

This guard must always
be in place when engine is running.

⚠ AVERTISSEMENT

Ce garde-courroie doit toujours être
en place lorsque le moteur fonctionne.

516 001 190

A01A2FA

Instruction 7



A01A24D

TYPICAL — ALL MODELS

Instruction 8

⚠ WARNING

Certain components in the
engine compartment may
be very hot. Direct contact
may result in skin burn.

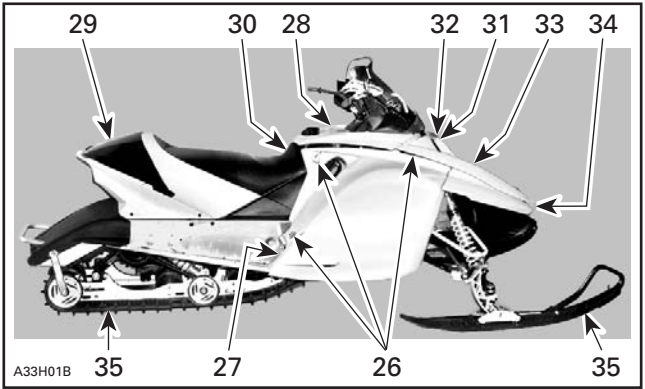
⚠ AVERTISSEMENT

Certaines composantes dans
l'habitacle du moteur peuvent
être très chaudes. Le contact
direct sur la peau peut
causer des brûlures.

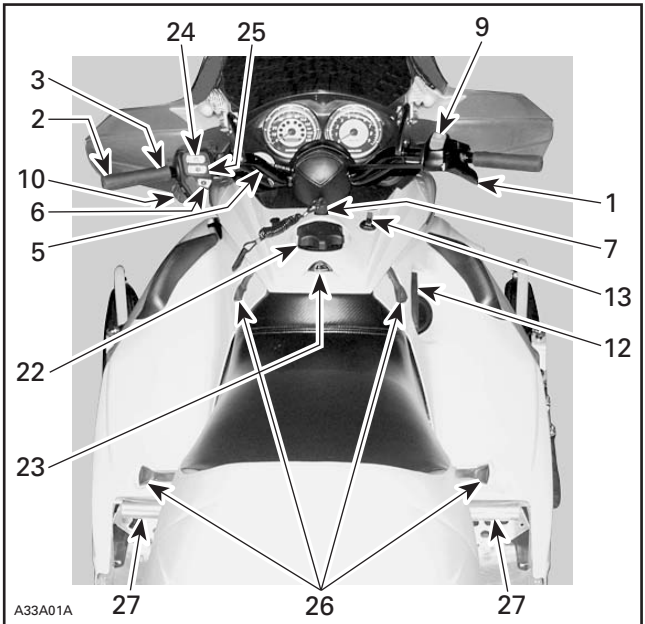
516 001 297

A33A0HA

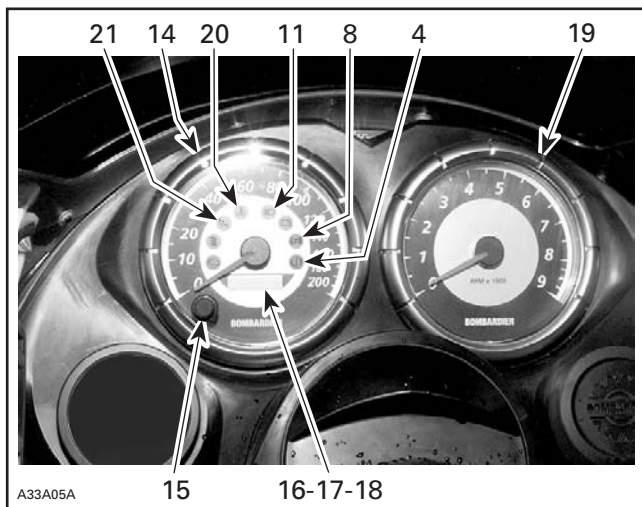
CONTROLS/INSTRUMENTS/EQUIPMENT



TYPICAL



TYPICAL



TYPICAL

1) Throttle Lever

Located on the right hand side of handlebar and designed to be thumb activated. When squeezed, it increases the engine speed and engages the transmission. When released, engine speed returns automatically to idle.

WARNING

Throttle lever must operate easily and smoothly. It must return to idle position when released.

2) Brake Lever

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

3) Parking Brake Locking Lever

Located on left hand side of handlebar. Parking brake should be used whenever snowmobile is parked.

Whenever parking brake is applied and engine is running, brake/parking brake pilot lamp lights up to remind you that it is engaged.

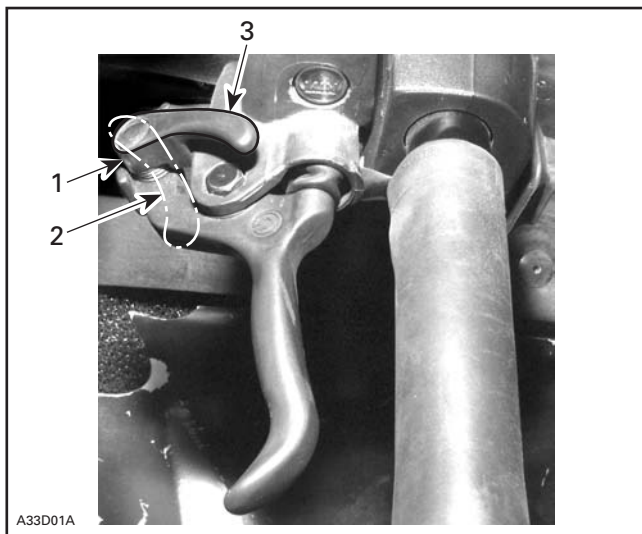
WARNING

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

When you ride the vehicle, brake that are caused to drag by a continuous pressure on the lever may cause damage to the brake system and cause loss of braking capacity and/or fire.

To engage mechanism, squeeze brake lever and maintain while pulling locking lever with a finger. When brake lever is held half-way, the parking brake should be fully applied.

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



TYPICAL

1. Locking lever
2. OFF — Release
3. ON — Locked

4) Brake/Parking Brake Pilot Lamp (Red)

Lights when brake or parking brake is applied (with engine running).

5) 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.

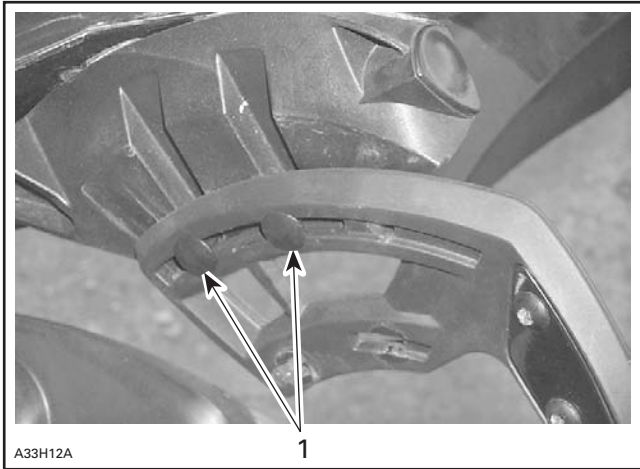
Steering Column Position Adjustment

Steering column position is adjustable. Proceed as follows.

There are 2 positions.

NOTE: Following procedure describes how to change steering column position from rearward to forward position.

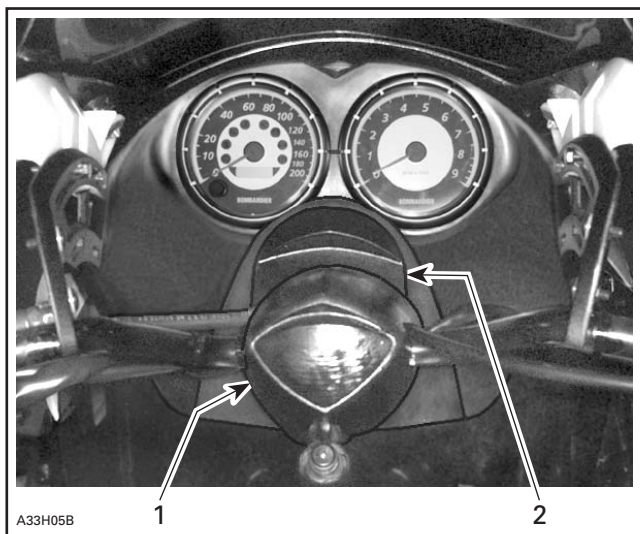
Unscrew 4 bolts retaining windshield assembly to handlebar. Remove windshield assembly.



ONE SIDE SHOWN — REARWARD POSITION

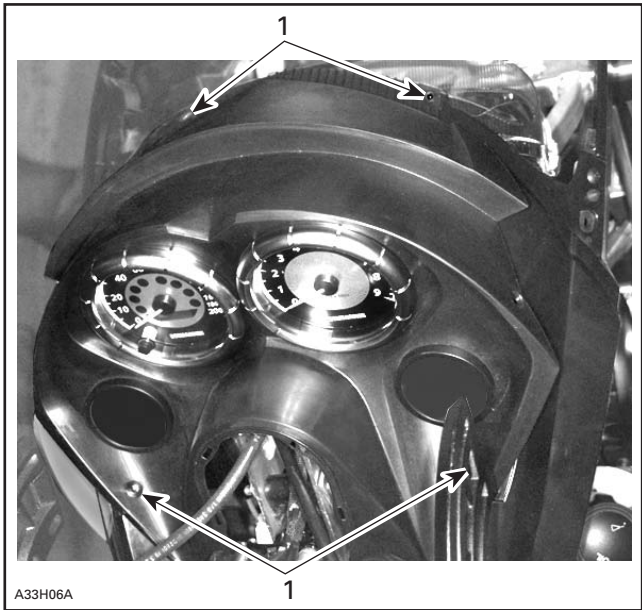
1. Bolts retaining windshield assembly

Remove steering cover and console cap.



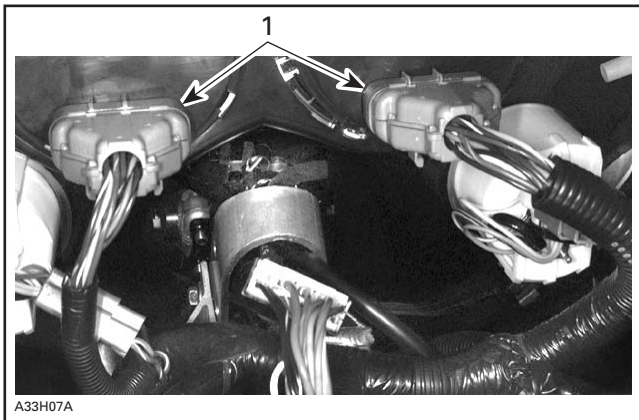
1. *Steering cover*
2. *Console cap*

Unscrew 4 bolts retaining console.



1. Bolts retaining console

Slightly lift console to gain access to electrical connector housings. Unplug the 2 large connector housings and the separate 3 wire connector.

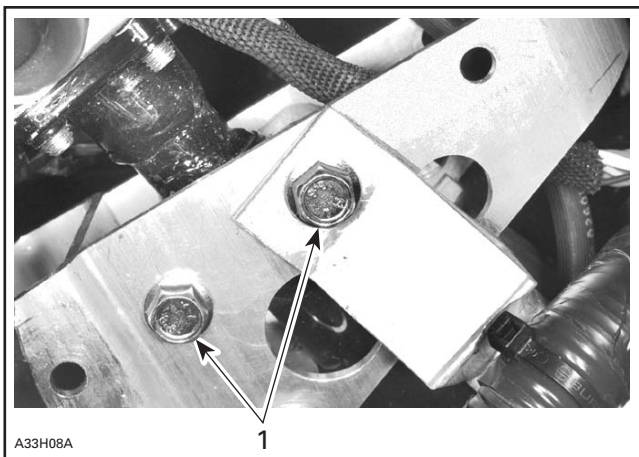


TYPICAL

1. Large connector housings

Remove console.

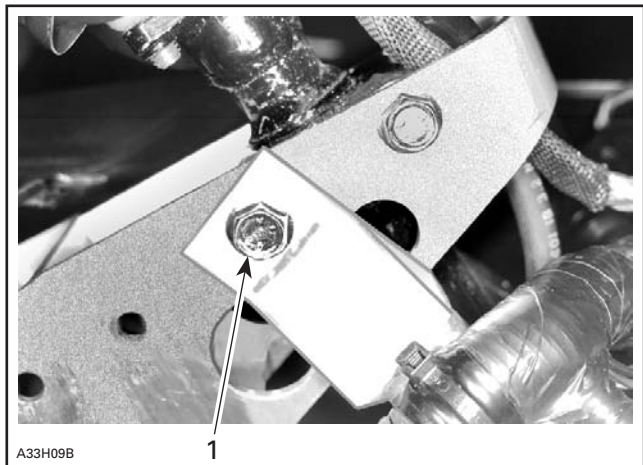
Remove 2 bolts retaining top of steering column.



STEERING COLUMN IN REARWARD POSITION

1. Two bolts retaining top of steering column

Move steering column to forward position.



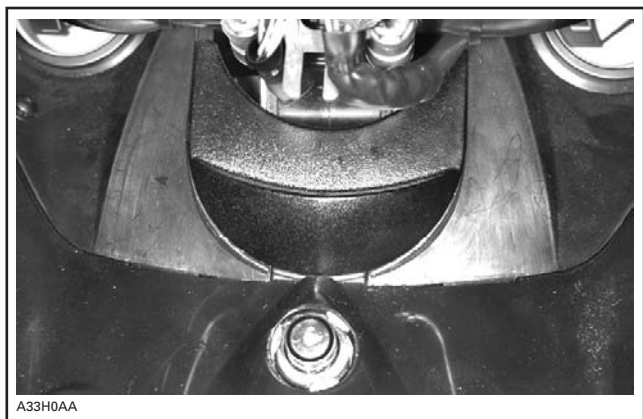
STEERING COLUMN IN FORWARD POSITION

1. Longer bolt

Reinstall the 2 bolts. Always install the longer bolt on thicker portion to be bolted. Use new lock nuts. Torque nuts to 24 N•m (18 lbf•ft).

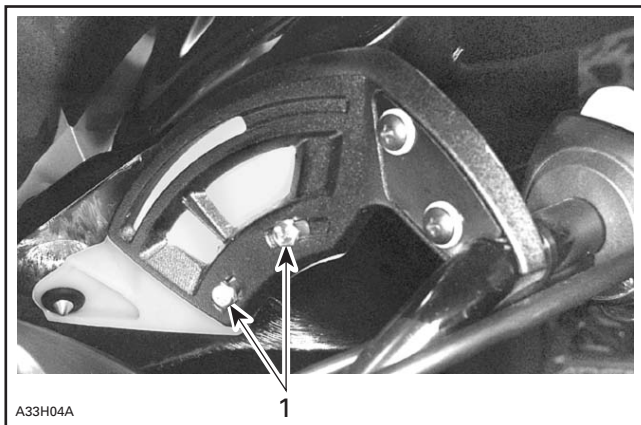
Reconnect the electrical connectors and reinstall all removed parts.

Position of console cap will be inverted. Instead of being above it will be beneath steering column.



CONSOLE CAP INSTALLED BENEATH STEERING COLUMN

Reinstall windshield assembly to handlebar. Refer to **Windshield Adjustment** below.



ONE SIDE SHOWN — FORWARD POSITION

1. Bolts retaining windshield assembly

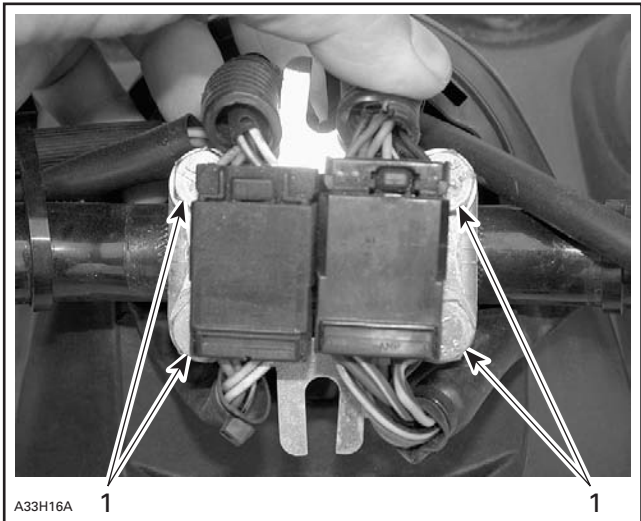
Readjust throttle lever housing and brake lever housing accordingly to optimal angle so that you will not need to release your grip to operate levers.

WARNING

Adjust with vehicle at rest in a safe place. Securely retighten all fasteners. Never rotate throttle lever to operate with fingers instead of thumb.

Handlebar Position Adjustment

The handlebar position can be adjusted to suit driver's preferences. Loosen nuts of all 4 bolts retaining handlebar to steering column.



1. Four bolts

Move handlebar to the desired position. Torque all 4 nuts of retaining bolts to 24 N•m (18 lbf•ft).

Readjust windshield for proper fit with console. Refer to **Windshield Adjustment** below.

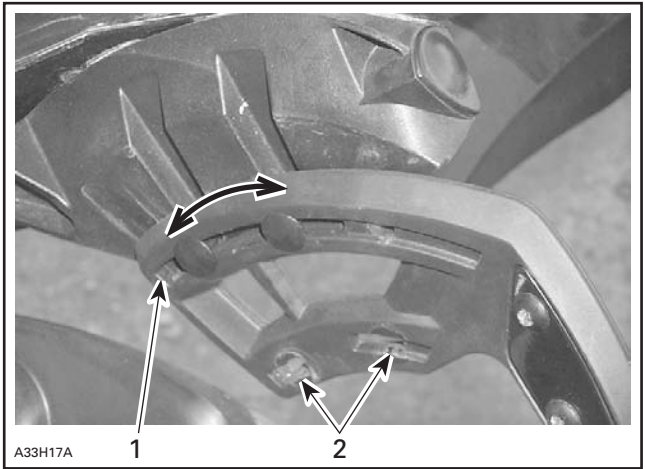
Windshield Adjustment

The windshield can be adjusted to properly fit with console.

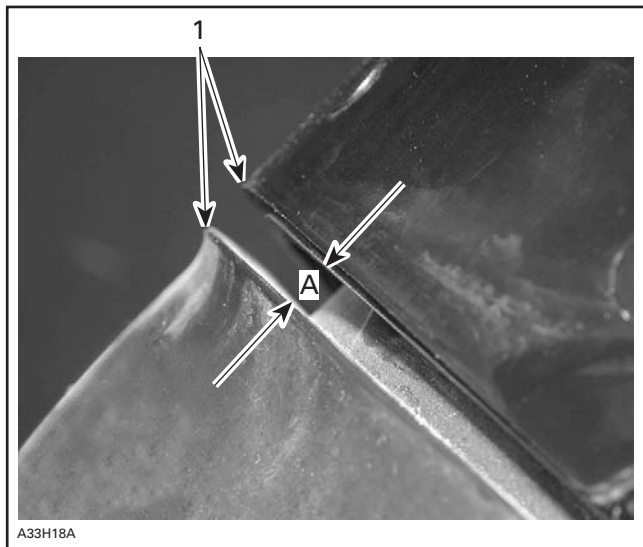
Before adjusting windshield, make sure it is installed on the proper bracket slots according to steering column position. See above photos.

Slots in brackets allow different windshield positions. Move windshield to fit with console. Retighten 4 nuts to 5 N•m (44 lbf•in).

Check that windshield does not touch console after adjustment.



1. Slot when windshield is installed for rearward steering column position
2. Slots when windshield is installed for forward steering column position



PROPER FIT OF WINDSHIELD VERSUS CONSOLE

1. In line

A. 8 to 12 mm (3/8 to 1/2 in)

6) Start/RER Button

General

The START/RER button has two functions.

When the engine is not running, depressing the START/RER button will engage the electric starter on vehicle so equipped and start the engine.

When the engine is running, depressing the START/RER button will command the engine to reverse crankshaft rotation as driving the snowmobile in reverse is achieved by changing the direction of rotation of the engine, not by shifting the chaincase in reverse gear.

Starting Function

To start engine, depress START/RER button and hold until engine has started.

CAUTION: Do not depress START/RER button for more than 15 seconds. A rest period should be observed between the cranking cycles to let starter cool down.

Release START/RER button immediately when engine has started.

If engine does not start on first try, wait few seconds before depressing START/RER button again.

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

If starter does not operate, check starting system fuse condition. Refer to **Charging System Fuse and MPEM Fuse** below.

Reversing Function

WARNING

The shifting in reverse mode on these snowmobiles is done by the push of the START/RER button when the engine is running. Wait until the reverse alarm sounds and the DESS/RER pilot lamp comes on in the cluster gauge before operating throttle to proceed in reverse. The reverse speed of these snowmobiles is not limited. Always proceed with caution as fast reverse could result in loss of vehicle stability. Come to complete stop before pressing START/RER button. Always remain seated and apply the brake before shifting. Ensure the path behind is clear of obstacles or bystanders before proceeding.

When depressing the START/RER button, the Multi-Purpose Electronic Module (MPEM) will practically slow down the engine RPM to a stop and advance the ignition timing to cause crankshaft rotation reversing.

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

Shifting procedure will take place only when the engine is running.

Engine RPM needs to be increased above 1000 RPM at least once after starting engine to cancel the start function and allow the reverse function of the START/RER button.

If engine is running at a speed above 3800 RPM, the reverse function of the START/RER button is cancelled.

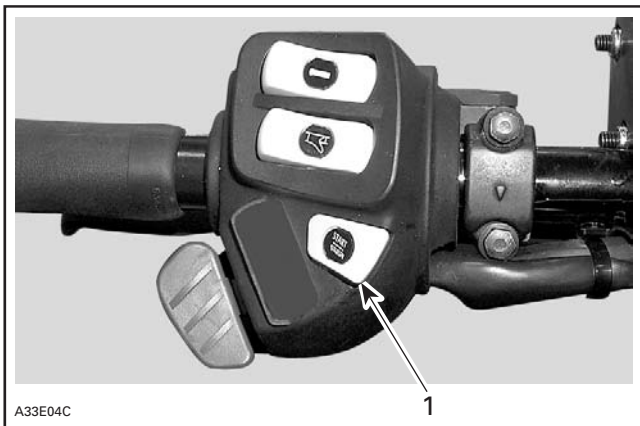
It is recommended to warm up the engine to its normal operating temperature before shifting.

Shifting in Reverse

WARNING

The shifting to reverse mode on these snowmobiles is done by the push of the START/RER button when the engine is running. Wait until the reverse alarm sounds and the DESS/RER pilot lamp comes on in the cluster gauge before operating throttle to proceed in reverse. The reverse speed of these snowmobiles is not limited. Always proceed with caution as fast reverse could result in loss of vehicle stability. Come to complete stop before pressing START/RER button. Always remain seated and apply the brake before shifting. Ensure the path behind is clear of obstacles or bystanders before proceeding.

With the snowmobile completely stopped and engine running at idle, press and release the START/RER button.



1. START/RER button

The DESS/RER pilot lamp will blink and a warning buzzer will sound once every second with a half a second duration when the snowmobile is engaged in reverse.

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

Shifting in Forward

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

DESS/RER pilot lamp and warning buzzer will stop.

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

RER Modification at High Altitude

General

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

Operation

Non-DPM™ Models

Before using the reverse system, first select the altitude mode that changes engine timing curve.

To do so, push and **hold** START/RER button with engine running. After 2 seconds, one beep is heard meaning that the low altitude mode can be selected. Releasing START/RER button just after hearing that one beep will select the low altitude mode. The reverse system is now ready to operate in low altitude regions. Shifting in reverse is achieved as described above in **Shifting in Reverse**.

To select high altitude mode, push and **hold** START/RER button until 2 beeps are heard. Release button within one second. The reverse system is now ready to operate in high altitude regions. Shifting in reverse is achieved as described above in **Shifting in Reverse**.

As long as the START/RER button is pushed and held the RER system switches from one mode to the other. One beep then 2 beeps then one beep then 2 beeps and so on, are heard with one second intervals. The mode to be selected corresponds to the last beep code heard.

The selected altitude mode is kept in memory until a new one is chosen — whether the engine is stopped or not.

DPM Models

These vehicles are equipped with a Digital Performance Management (DPM) system. This system takes care of the altitude mode required by the RER.

No START/RER button operation is needed to select a mode. Just follow **Shifting in Reverse** above.

7) Tether Cut-Out System

General

The tether cut-out system serves 3 functions.

It prevents snowmobile to runaway, if the operator accidentally falls off by shutting off the engine.

Through the DESS (Digitally Encoded Security System), it acts as a lock by preventing unauthorized use of your snowmobile thus deterring theft.

Finally, it prevents unintentional electric starter operation on vehicles so equipped by disabling the electric starter and ignition circuits in the MPEM.

WARNING

Always disconnect tether cord when leaving vehicle unattended and keep in a secured location.

Operation

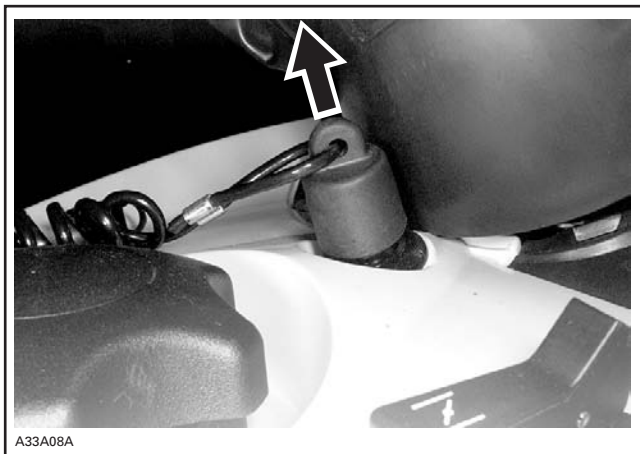
Attach tether cord to clothing eyelet then snap tether cord cap over switch post before starting engine.



TYPICAL

1. Snap over switch post
2. Attach to eyelet

To stop engine, completely pull cap from post switch.



TYPICAL

DESS Description

This system is digitally encoded to provide you and your snowmobile with the equivalent security as a conventional lock key.

The tether cord cap provided with your snowmobile contains an electronic chip in which a unique digital code is permanently memorized. Your authorized SKI-DOO dealer programs this key code in the MPEM (Multi-Purpose Electronic Module) of your snowmobile to allow engine operation above 3000 RPM if and only if this unique code has been read after engine starting.

If a tether cord cap with different code is installed, the engine will start but cannot reach drive pulley engagement speed to move vehicle.

Additional Tether Cord Caps

The MPEM of your snowmobile can be programmed by your authorized SKI-DOO dealer to accept 8 different key codes (tether cord caps).

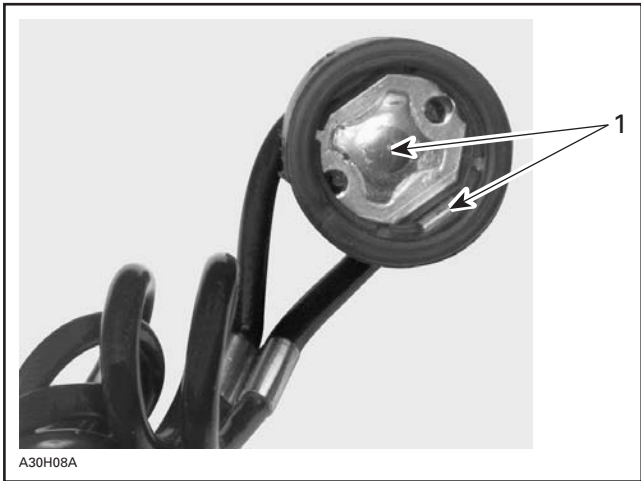
We recommend the purchase of additional tether cord caps from your authorized SKI-DOO dealer as additional keys. If you have more than one SKI-DOO snowmobile, each can be programmed by your authorized SKI-DOO dealer to accept the other vehicles' keys.

DESS/RER Pilot Lamp and Buzzer Codes

NOTE: Every time DESS/RER pilot lamp will blink, buzzer will sound.

DESS/RER pilot lamp blinking slowly (one time per 1.5 seconds) means that a bad connection has been detected. Vehicle can not be driven.

To check for bad connection, remove tether cord. Make sure the cap is free of dirt or snow. Reinstall tether cord cap and restart engine. If a blink per 1.5 seconds still occurs contact an authorized SKI-DOO dealer.



1. Free of dirt or snow

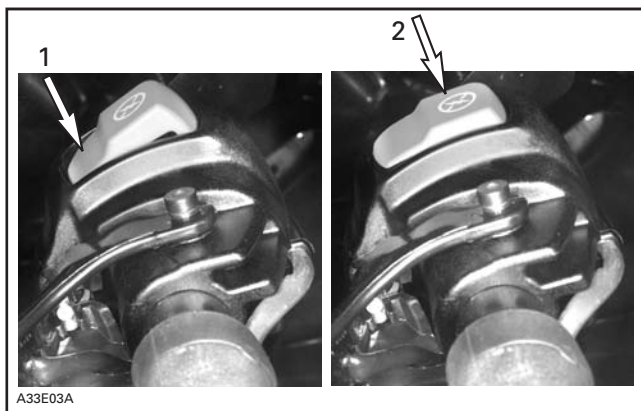
A rapid DESS/RER pilot lamp blinking 3 times per second means that you have installed a cap with a code that MPEM of this snowmobile was not programmed to recognize (wrong key). Vehicle can not be driven.

8) DESS/RER Pilot Lamp (Red)

This lamp will light up to confirm DESS status or to indicate that snowmobile is reversing. Refer to previous paragraphs for description.

9) Engine Cut-Out Switch

A toggle type switch located on the right side of the handlebar. To stop the engine, push the higher portion of the button to the OFF position and simultaneously apply the brake. To restart, the lower portion of the button must be pushed to the ON position.



TYPICAL

1. ON
2. OFF

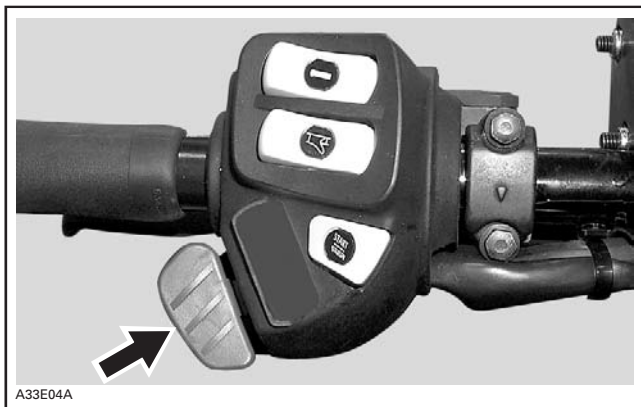
All drivers of the snowmobile should familiarize themselves with the function of this device by using it several times on first outing and whenever stopping the engine there after. Thereby this engine cut-out procedure will become a reflex and will prepare operators for emergency situations requiring 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.

10) Headlamp Dimmer Switch

Located on left hand side of handlebar, allows selection of headlamp beam. Note that lights are automatically ON whenever the engine is running.



11) High Beam Pilot Lamp (Blue)

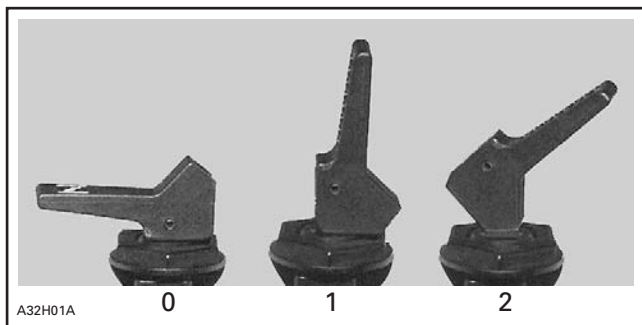
Lights when headlamp is on HIGH beam.

12) Rewind Starter Handle

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

13) Choke Lever

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



- 0. OFF
- 1. Position 1
- 2. Position 2

See OPERATING INSTRUCTIONS for more details.

14) Speedometer



SPEEDOMETER

This model is equipped with an electronic speedometer. It may show speed in km/h or MPH.

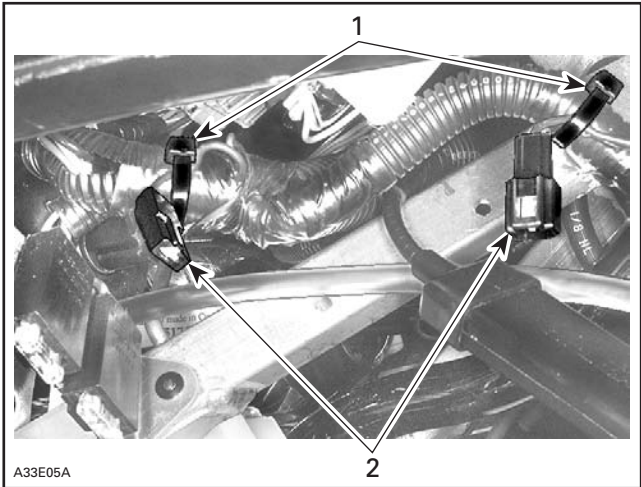
NOTE: At vehicle speed of 90 km/h (55 MPH) and more the mode LCD screen will show speed only instead of the selected mode.

Change from One Unit to the Other

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

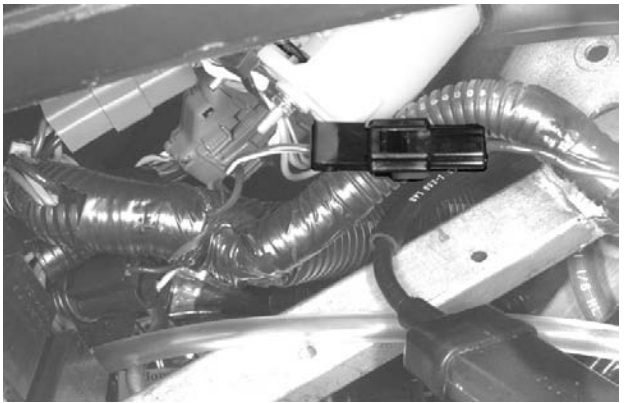
Stop engine and open left hand side panel. Cut locking ties. Plug connectors together to change units from miles to kilometers.

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



MILES READING — CONNECTORS UNPLUGGED

1. Locking ties
2. Connectors



A33E06A

KILOMETERS READING — CONNECTORS PLUGGED

15) Mode Button

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

Depressing mode button again will change display for the resettable hourmeter. Push mode button again to return to odometer.

Push and hold mode button for 2 seconds to reset the tripmeter or the resettable hourmeter depending on the one displayed.

16) Odometer

Odometer records the total distance travelled and displays it either in miles or kilometers. Refer to **Speedometer** for changing units.

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

17) Trip Meter

Records distance travelled since it has been reset. Distance travelled is displayed either in miles or kilometers. Refer to **Speedometer** for changing units.

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

It can be used to establish a fuel tank range or distance between 2 way points for instance.

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

18) Resettable Hourmeter

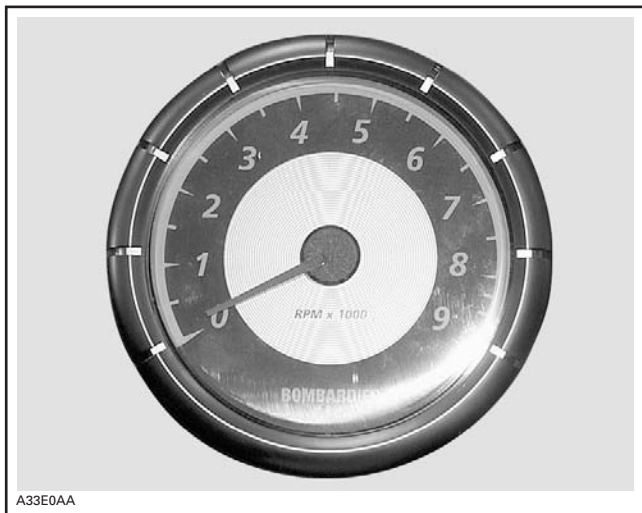
Records engine running time in hours and minutes since it has been reset.

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

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

19) Tachometer

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



MULTIPLY THE READING BY 1000

20) Engine Overheat Warning Lamp (Red)

If this lamp glows, stop engine immediately and allow to cool. If problem repeats, see your authorized SKI-DOO dealer.

21) Low Injection Oil Level (Red)

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

22) Fuel Tank Cap

Unscrew to fill up tank then fully tighten.



WARNING

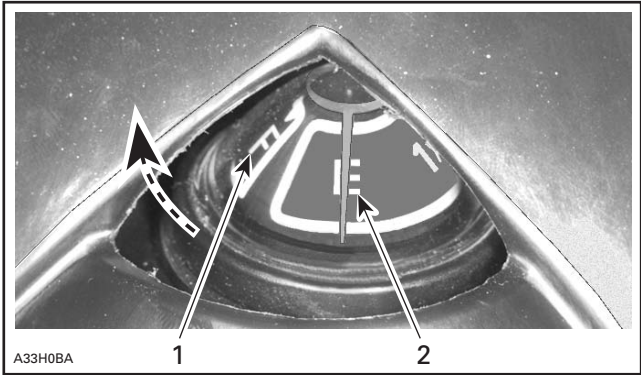
Always stop engine before refueling. Open cap slowly. If a differential pressure condition is noticed (whistling sound heard when loosening fuel tank cap) have vehicle inspected and/or repaired before further operation. Fuel is flammable and explosive. Never use an open flame to check fuel level. Never 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.

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

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

23) Mechanical Fuel Level Gauge

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



TYPICAL

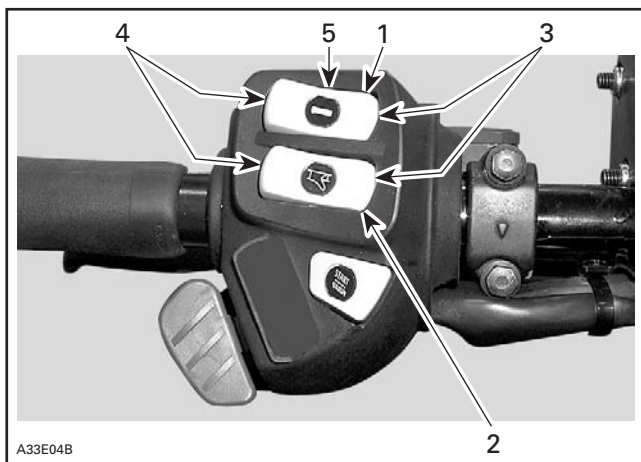
1. Full
2. Empty

24) Heated Grip Switch

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

25) Heated Throttle Lever Switch

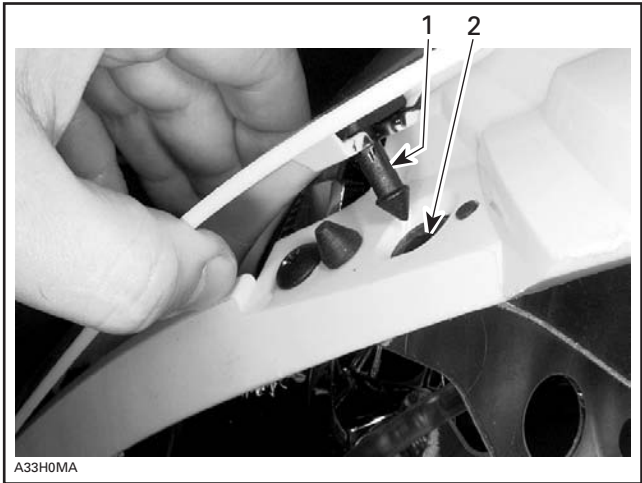
Three-position toggle switch. Select the desired position to keep your right thumb at a comfortable temperature.



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

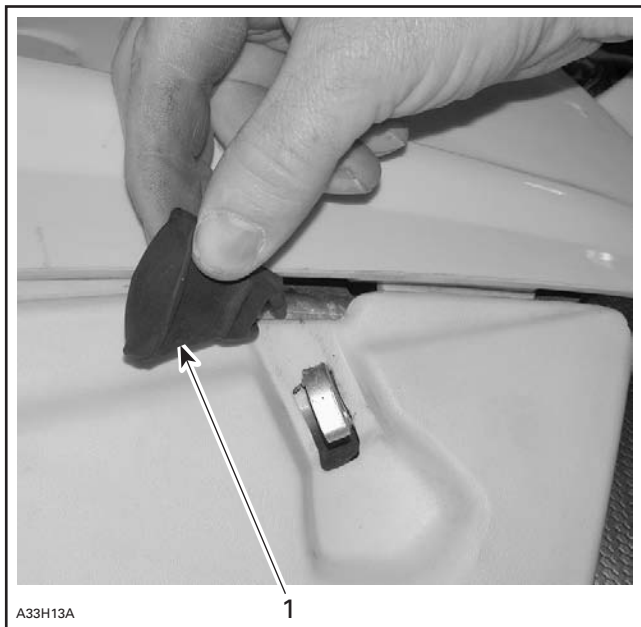
26) Hood and Side Panel Latches

To open hood, slightly widen (pull-out) its both sides top portion in order to unhook its anchors from their grommets.



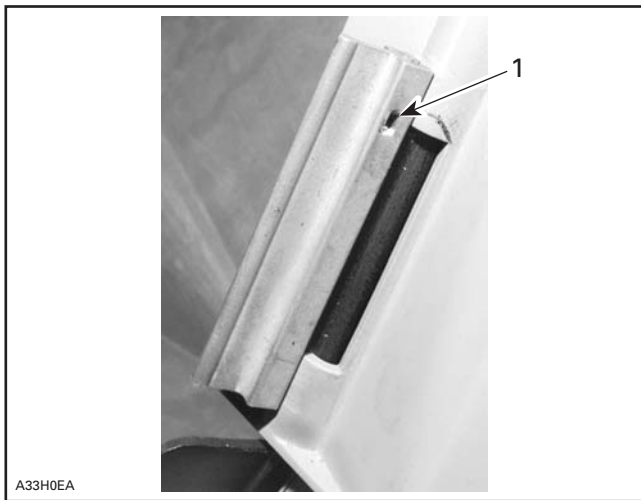
1. *Anchors*
2. *Grommets*

To open a side panel, stretch and unhook the latches.



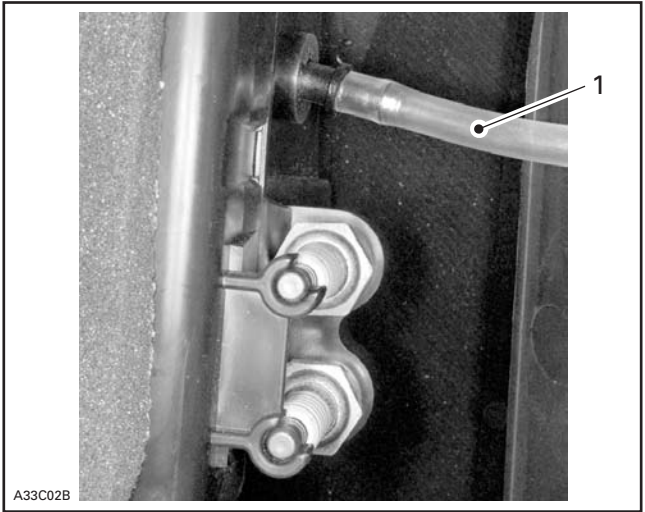
1. Latch

To remove a side panel remove by pulling up both locking devices from hinge.



1. Locking device

For left hand side panel removal, also unplug vent hose from air silencer.



1. Vent hose

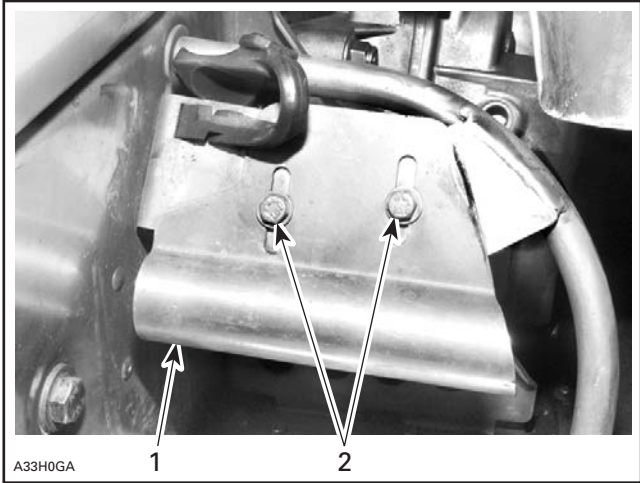
Reverse opening procedure to close hood and side panels. Properly hook up latches.

27) Adjustable Toeholds

Each toehold can be adjusted to suit driver's preference. Loosen bolts, adjust, then retighten bolts to 10 N•m (89 lbf•in).

WARNING

Adjust with vehicle at rest in a safe place. Do not adjust too snugly to trap booted foot. Securely tighten all adjustments.

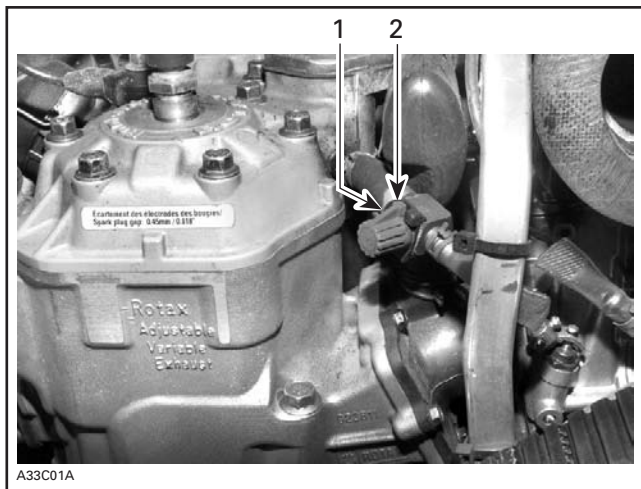


RIGHT SIDE SHOWN

1. Toehold
2. After adjustment retighten bolts to 10 N•m (89 lbf•in)

28) Heated Carburetor Valve

Turn valve on when riding at 5°C (41°F) or colder temperatures.



1. ON
2. OFF

CAUTION: When operating the snowmobile above 5°C (41°F), move the carburetor valve to the OFF position.

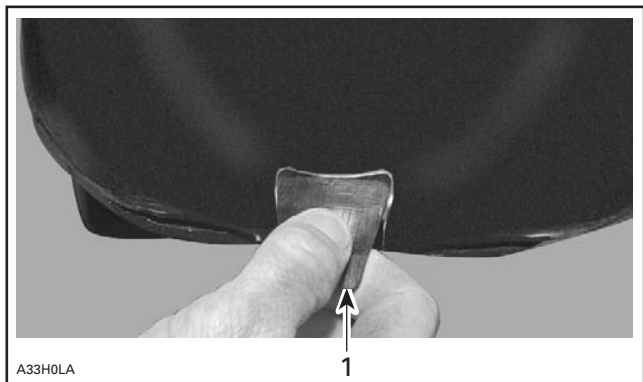
29) Storage Compartment

A storage compartment is provided at rear of seat.

Pull latch slightly upward then, backward to unlock cover.

WARNING

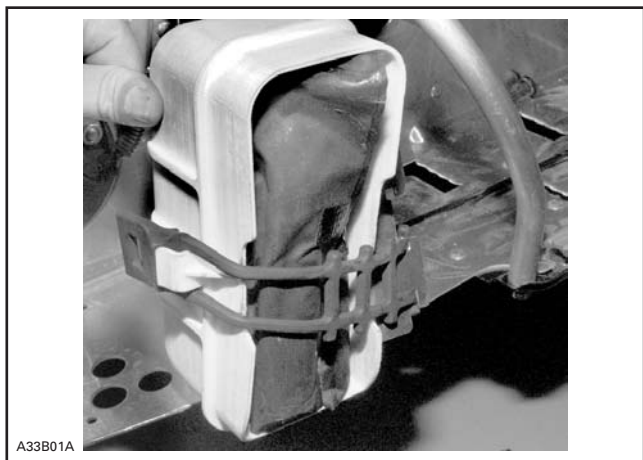
All storage compartments must be properly latched and they must not contain any heavy or breakable objects.



1. Latch

30) Tool Bag

A tool bag containing tools for basic maintenance is supplied with the vehicle. Tool bag is located in engine compartment in front of left hand side footrest.



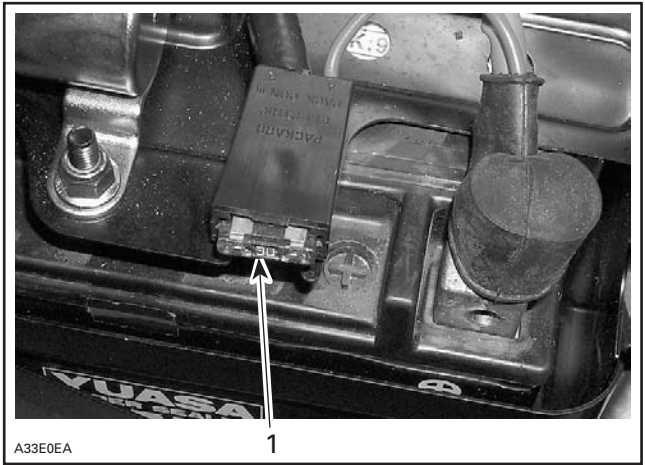
TOOL BAG LOCATION

31) Fuses

All Electric Start Models

Charging System Fuse

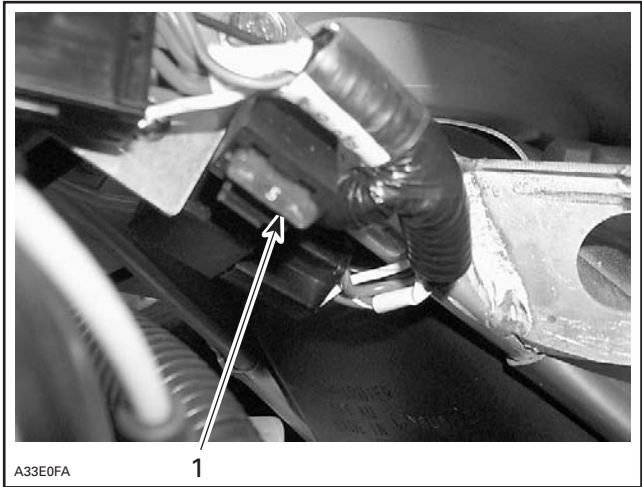
Charging system is protected with 30 ampere rated fuse. See following illustration for fuse holder location. If charging system or starter does not operate, check fuse condition and replace it if necessary.



1. Charging system fuse

MPEM Fuse

MPEM is protected with 5 ampere rated fuse. See following illustration for fuse holder location. If no current is present at MPEM or starter does not operate, check fuse condition and replace it if necessary.



1. MPEM fuse

All Models

Accessories Fuse

Accessories are protected with 20 ampere rated fuse. See following illustration for fuse holder location. If any of the accessories stops functioning, check fuse condition and replace it if necessary.

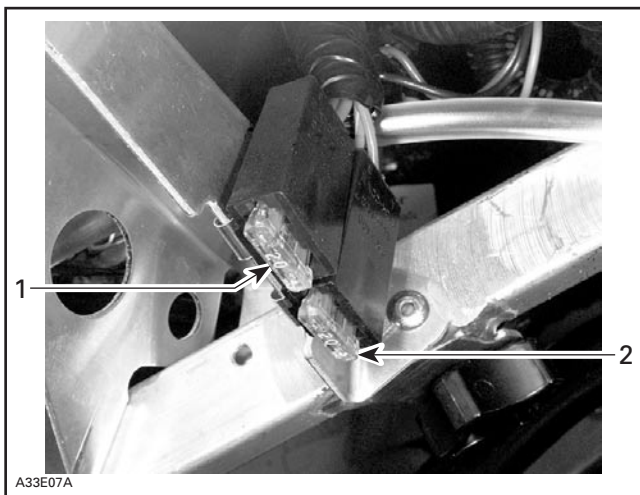
Headlight Fuse

Headlight is protected with 20 ampere rated fuse. See following illustration for fuse holder location. If headlight does not light up, check fuse condition and replace it if necessary.

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

WARNING

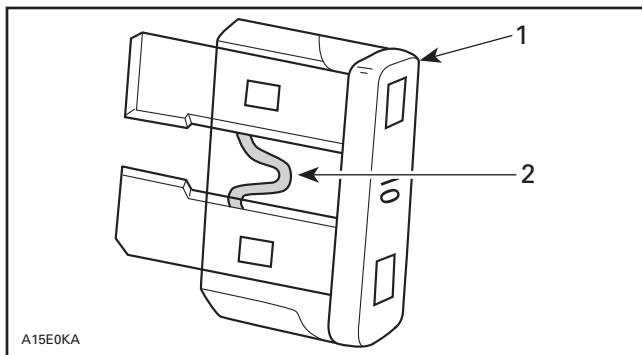
If fuse has burnt out, source of malfunction should be determined and corrected before restarting. See an authorized SKI-DOO dealer for servicing.



FUSE LOCATION — LEFT HAND SIDE OF ENGINE COMPARTMENT BEHIND HEADLIGHT

1. 20 A headlight fuse (RED/ORANGE wire)
2. 20 A accessories fuse (RED/YELLOW wire)

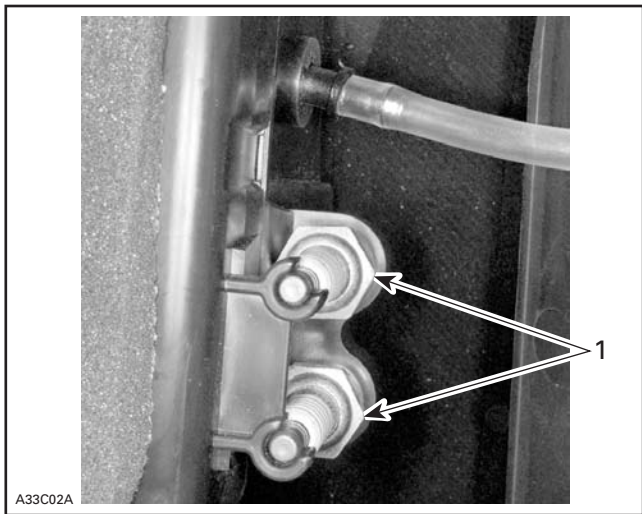
To remove fuse from holder, pull fuse out. Check if filament is melted.



1. Fuse
2. Check if melted

32) Spare Spark Plug Holder

To keep spare spark plugs dry and prevent shocks that might affect the adjustment or break them, a holder is provided on the left side panel.



1. Spare spark plugs installed in holder

NOTE: Check that spare spark plug gap is according to SPECIFICATIONS before installation.

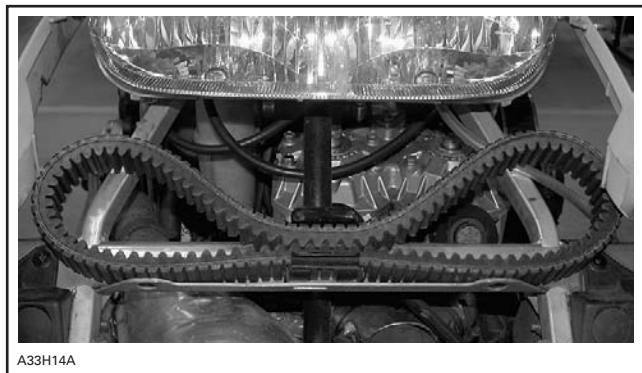
CAUTION: Do not attempt to adjust gap on spark plug BR9ECS.

NOTE: Spare spark plugs are not supplied with the snowmobile.

33) Spare Drive Belt Holder

A spare drive belt can be stored in holder in engine compartment at front of headlight.

NOTE: Spare drive belt is not supplied with the snowmobile.



TYPICAL — SPARE DRIVE BELT INSTALLED IN HOLDER

34) Front Grab Handles/Front Bumper

To be used whenever front of snowmobile requires manual lifting.

WARNING

Do not attempt to lift the vehicle by hand alone. Use appropriate lifting device or have assistance to share lifting stress in order to avoid risk of strain injuries.



1. Front grab handles

CAUTION: Do not use skis to pull or lift snowmobile.

35) Adjustable Suspensions

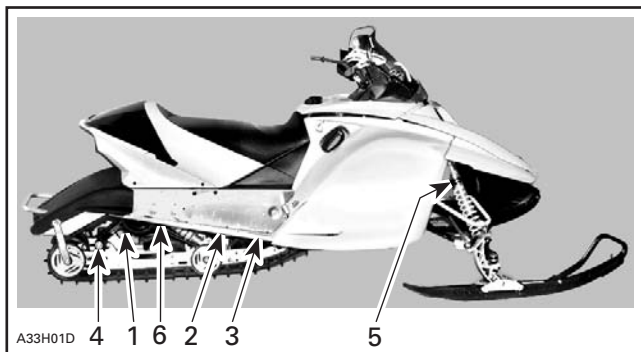
For factory recommended adjustments refer to decal on belt guard. It describes settings for optimum comfort according to load for your SKI-DOO model.

General

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.

NOTE: Some adjustments may not apply to your snowmobile. Use special keys in tool bag.



TYPICAL

1. *Rear springs for comfort and ride height*
2. *Center spring for steering behavior*
3. *Stopper strap for snowmobile weight transfer*
4. *Coupling blocks — Handling*
5. *Front springs for handling*
6. *Rear shock motion ratio — Damping strength*

Guidelines to Adjust Suspension

The following is to fine-tune suspension.

The best way to set up suspension, is to start from factory settings then customize each adjustment one at a time. Adjustments 2 through 6 are interrelated. It may be necessary to readjust center spring after adjusting front springs for instance. Test run the snowmobile under the same conditions; trail, speed, snow, driver riding position, etc. Change one adjustment and retest. Proceed methodically until you are satisfied.

⚠ WARNING

Always completely stop vehicle and engine before attempting any suspension adjustments.

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

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

NOTE: Some models may come from factory equipped with Take/Apart (T/A) shocks. These can be rebuilt or recalibrated. See an authorized SKI-DOO dealer.

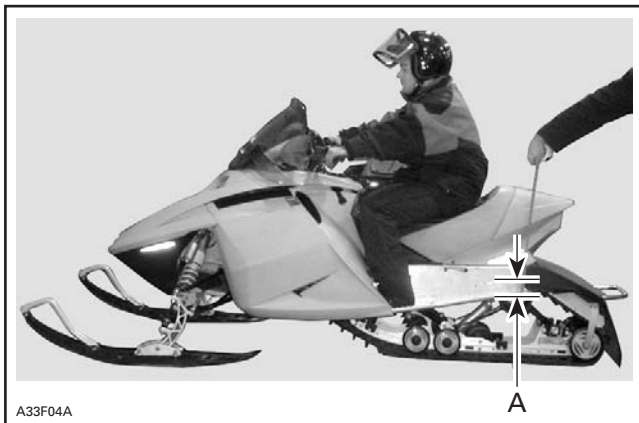
1. Rear Springs — Comfort and Ride Height

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

NOTE: Lifting with rear bumper will not work.

WARNING

Do not attempt to lift the vehicle by hand alone. Use appropriate lifting device or have assistance to share lifting stress in order to avoid risk of strain injuries.



TYPICAL — PROPER ADJUSTMENT

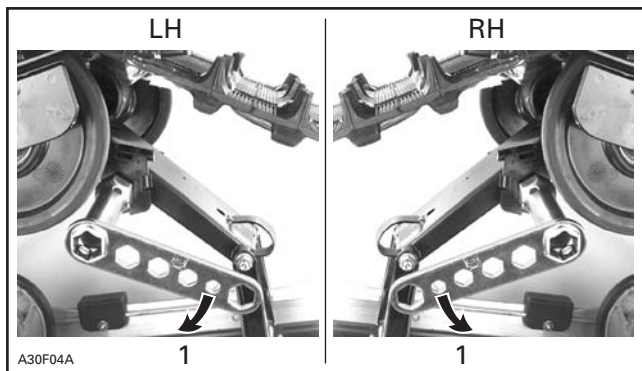
A. 50 to 75 mm (2 to 3 in)



TYPICAL — TOO SOFT OF ADJUSTMENT



Turn the left side adjustment cam in a clockwise direction, the right side cam in a counterclockwise direction. Left and right adjustment cams may be set at different position.



TYPICAL

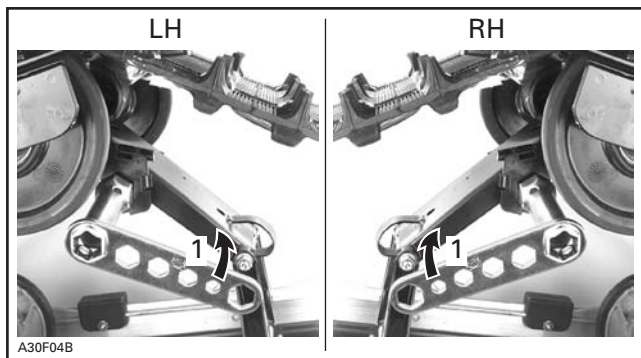
1. Increase spring preload



TYPICAL — TOO HARD OF ADJUSTMENT



Turn the left side adjustment cam in a counterclockwise direction, the right side cam in a clockwise direction. Left and right adjustment cams may be at different position.



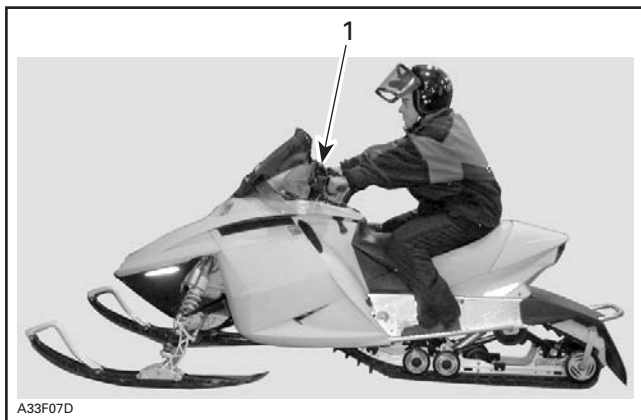
TYPICAL

1. *Decrease spring preload*

2. Center Spring — Steering Behavior

Ride at moderate speed on a trail.

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



TYPICAL — GOOD ADJUSTMENT AT MODERATE SPEED

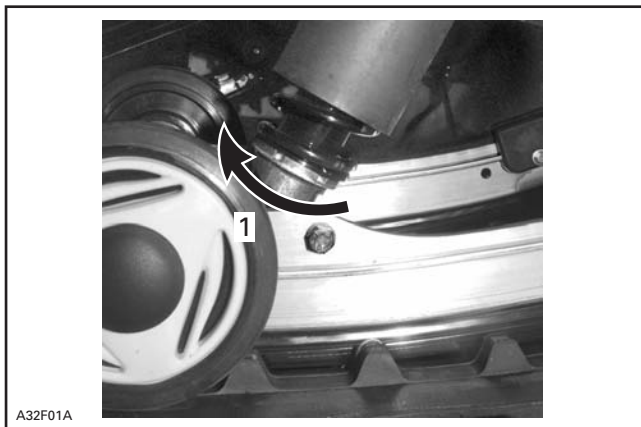
1. Handlebar easy to turn — neutral steering attitude



A33F07D

TYPICAL — TOO SOFT OF ADJUSTMENT — NOT ENOUGH PRELOAD

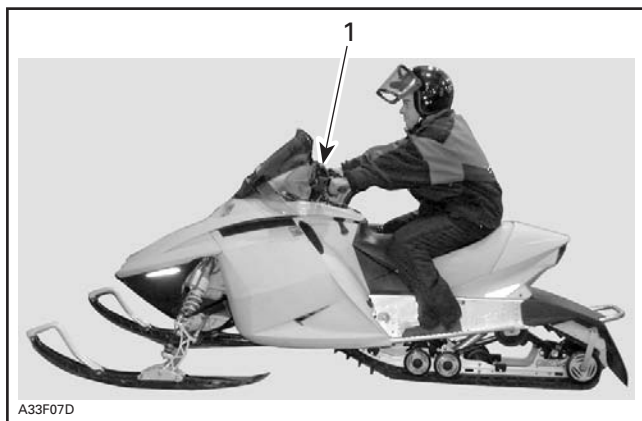
1. Handlebar harder to turn — oversteering altitude



A32F01A

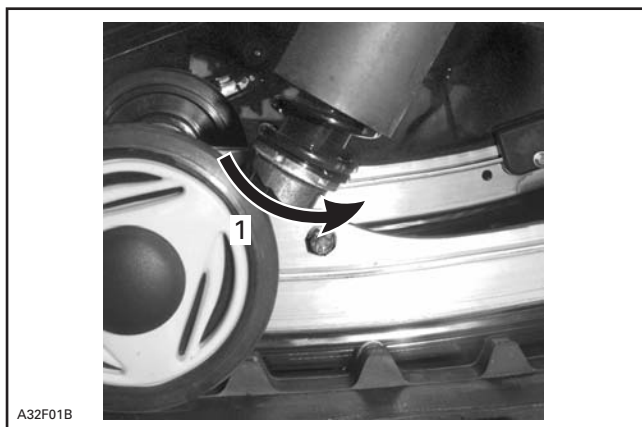
TYPICAL

1. Use adjuster wrench provided in tool bag to increase preload



TYPICAL — TOO HARD OF ADJUSTMENT — TOO MUCH PRELOAD

1. Handlebar is very easy to turn — understeering attitude



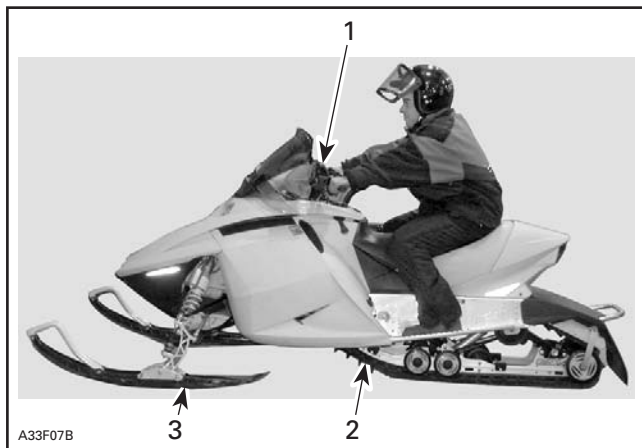
TYPICAL

1. Use adjuster wrench provided in tool bag to decrease preload

3. Stopper Strap — Weight Transfer

Ride at low speed then fully accelerate. Note steering behavior. Adjust stopper strap length accordingly.

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



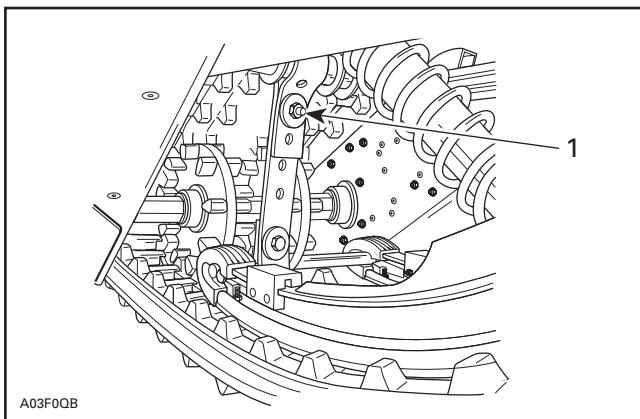
TYPICAL — GOOD ADJUSTMENT AT FULL ACCELERATION

1. Comfortable steering
2. Good weight transfer to the track
3. Light pressure of skis on the ground



TYPICAL — TOO LONG STRAP

1. Skis lift off the ground



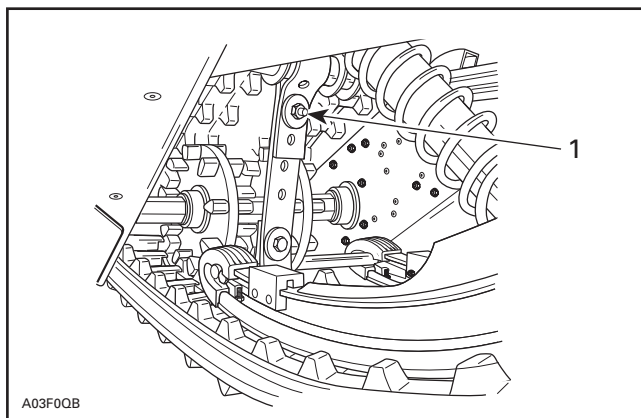
TYPICAL

1. Reduce strap length by bolting to a different hole



TYPICAL — TOO SHORT STRAP

1. Heavy steering



TYPICAL

1. Increase strap length by bolting to a different hole

4. Coupling Blocks — Handling

Ride at moderate speed and check for desired handling.

When driver and passenger (if applicable) take place the coupling blocks should be centered between rubber stoppers. This condition is achieved when a proper rear spring preload is done. See above rear spring adjustment.

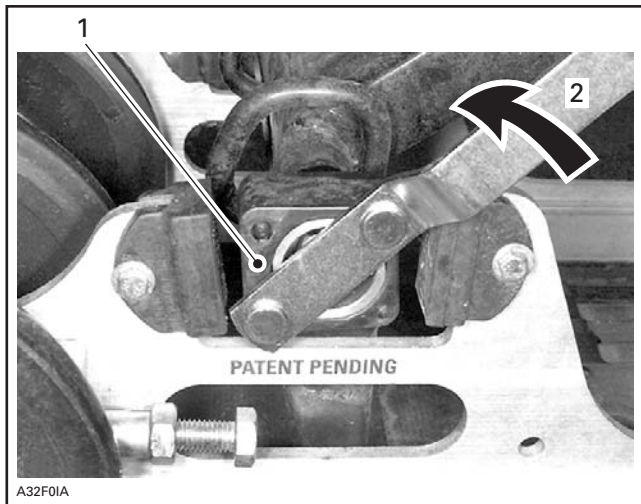
If handling requires adjustment, turn both left and right blocks by 90°.

There are only two adjustment positions. Thicker part of block must be facing rearward or downward.

WARNING

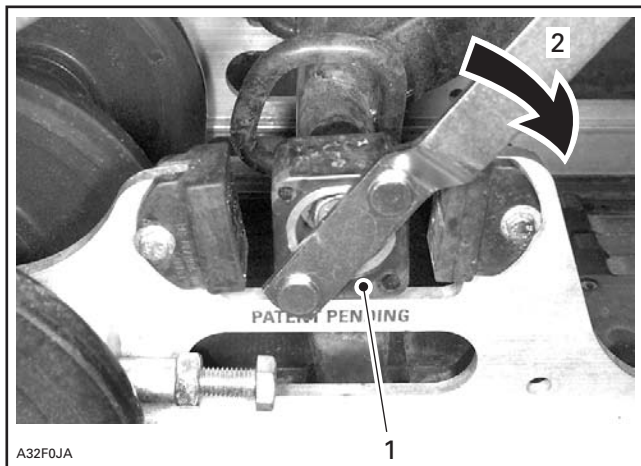
Both blocks must be set at the same position. Otherwise vehicle behavior may be unpredictable and suspension may become warped.

Use tool provided in tool bag to adjust coupling blocks.



COUPLING BLOCK — RIGHT SIDE VIEW (“R” — RIGHT EMBOSSED ON BLOCK)

1. Thicker part of block facing rearward (fully coupled suspension) — less track grip and more skis steering
2. Turn block in this direction to adjust to the other position



COUPLING BLOCK — RIGHT SIDE VIEW (“R” — RIGHT EMBOSSED ON BLOCK)

1. Thicker part of block facing downward (partly coupled suspension) — more track grip and less skis steering
2. Turn block in this direction to adjust to the other position

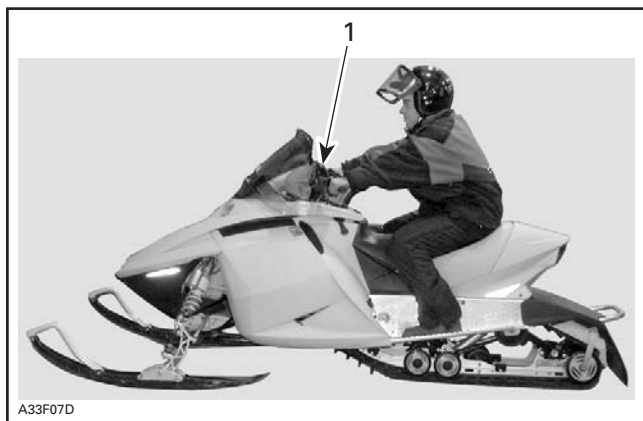
5. Front Springs — Handling

Ride at moderate speed and check for proper handling.

Adjust front springs accordingly.

WARNING

Always adjust both front springs to same position.



TYPICAL — PROPER ADJUSTMENT

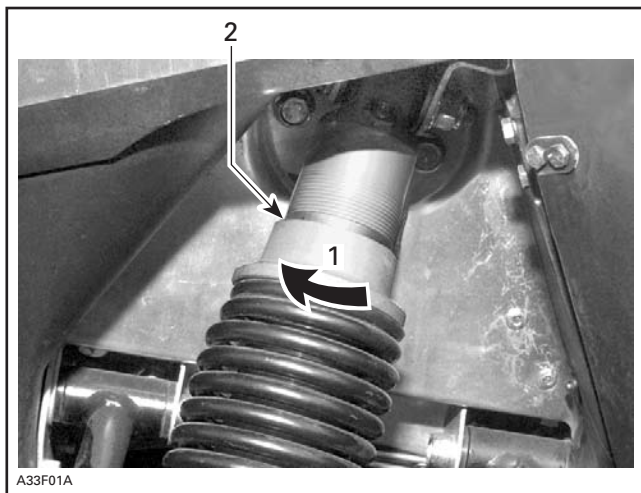
1. *Good handling and comfortable steering*



A33F07D

TYPICAL — TOO SOFT OF ADJUSTMENT

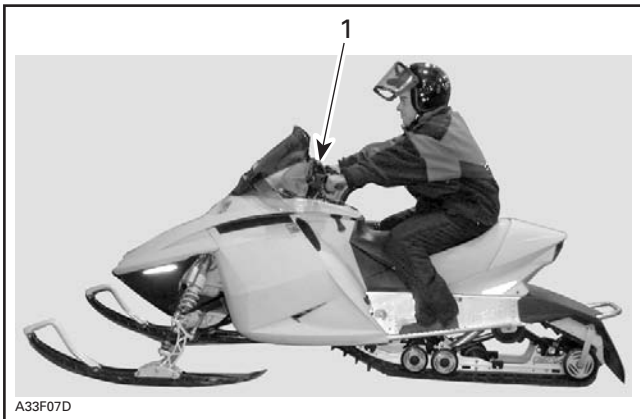
1. *Bad handling*



A33F01A

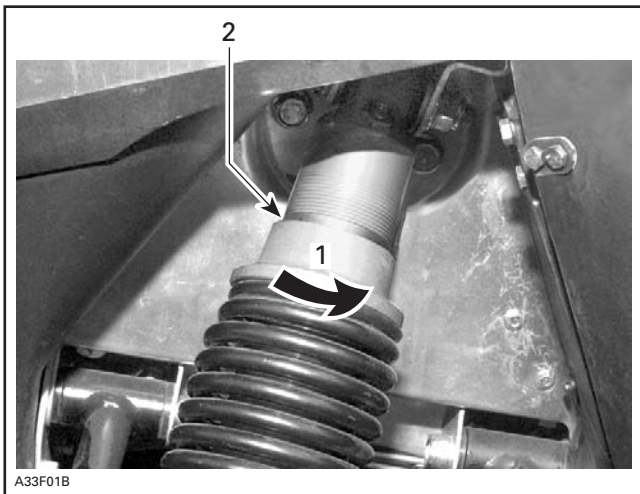
1. *Increase spring preload*

2. *Position number*



TYPICAL — TOO HARD OF ADJUSTMENT

1. Steering hard to turn



1. Decrease spring preload

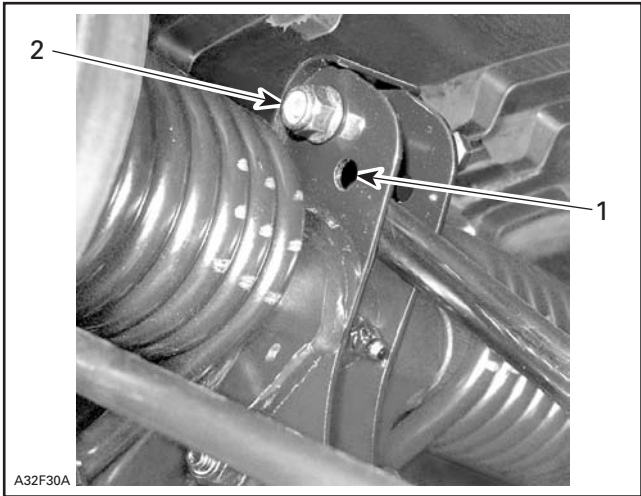
2. Position number

CAUTION: Make sure that both front springs are still preloaded when front of vehicle is off the ground.

6. Rear Shock Motion Ratio — Damping Strength

Rear shock motion ratio can be adjusted according to driver and passenger weight and/or trail condition.

There are two adjustment positions.



SC-10 III SUSPENSION

1. *Soft position*
2. *Firm position*

To adjust, loosen nut, move bolt to desired position then torque nut to 24 N•m (18 lbf•ft).

TROUBLESHOOTING CHART

PROBLEM	CORRECTIVE MEASURES
Front suspension wandering	<ul style="list-style-type: none">- Check ski alignment and camber angle adjustment. See an authorized SKI-DOO dealer.- Reduce ski ground pressure.<ul style="list-style-type: none">• Reduce front suspension spring preload.• Increase center spring preload.• Reduce rear spring preload.
Snowmobile seems unstable and seems to pivot around its center	<ul style="list-style-type: none">- Reduce rear suspension front arm pressure.<ul style="list-style-type: none">• Reduce center spring preload.• Increase rear spring preload.• Increase front suspension spring preload.
Steering feels too heavy	<ul style="list-style-type: none">- Reduce ski ground pressure.<ul style="list-style-type: none">• Reduce front suspension spring preload.• Increase center spring preload.
Rear of snowmobile seems too stiff	<ul style="list-style-type: none">- Reduce rear spring preload.
Rear of snowmobile seems too soft	<ul style="list-style-type: none">- Increase rear spring preload.
Rear suspension front shock absorber is frequently bottoming	<ul style="list-style-type: none">- Lengthen stopper strap.- Increase center spring preload.
Track spins too much at start	<ul style="list-style-type: none">- Lengthen stopper strap.- Change driving position.- Turn coupling blocks.

In Deep Snow

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

FUEL AND OIL

Recommended Fuel

Use regular unleaded gasoline, available from most service stations or oxygenated fuel containing less than 10% of ethanol or 5% of methanol. The gasoline used must have an octane number (R + M)/2 of 87 or higher.

NOTE: In most service station pump octane number corresponds to (R + M)/2 octane number.

CAUTION: Never experiment with other fuels or fuel ratios. The use of unrecommended fuel can result in snowmobile performance deterioration and damage to critical parts in the fuel system and engine components. Do not mismatch oil reservoir cap with fuel tank cap. Oil reservoir cap is identified OIL.

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. 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.

Fuel System Antifreeze

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

When using non-oxygenated fuel, we highly recommend the use of isopropyl base gas line antifreeze in a proportion of 150 mL (5 U.S. oz) of gas line antifreeze added to 40 liters (10-1/2 U.S. gal) of gas.

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

IMPORTANT: Use only **methyl hydrate free** gas line antifreeze.

Recommended Oil

CAUTION: Use only injection oil that flows at - 40°C (- 40°F). Do not mismatch oil reservoir cap with fuel tank cap. Oil reservoir cap is identified OIL.

Oil is contained in the injection oil reservoir.

Use only two-stroke engine injection oil sold by authorized SKI-DOO dealers.

MODEL	OIL TYPE
All	BOMBARDIER FORMULA XP-S II synthetic injection oil (or equivalent) OR BOMBARDIER injection oil (or equivalent) ① ②

- ① If BOMBARDIER injection oil is not available, API TC high-quality low ash two-stroke injection oil may be used.
- ② BOMBARDIER FORMULA XP-S II synthetic injection oil and BOMBARDIER injection oil are compatible, they can be mixed together.

BOMBARDIER injection oil is a special blend of basic oil and additives especially selected to ensure unequalled lubrication, engine cleanliness and minimum spark plug fouling. The BOMBARDIER FORMULA XP-S II synthetic injection oil **provides superior lubrication**, reduced engine component wear and oil deposit, thus maintaining maximum-level performance and antifriction properties. This synthetic injection oil meets the latest ASTM and JASO standards by ensuring high biodegradability and low exhaust smoke.

CAUTION: Never use four-stroke petroleum or synthetic motor oil and never mix these with outboard motor oil. Do not use NMMA TC-W, TC-W2 or TC-W3 outboard two-stroke engine oils or ashless two-stroke engine oils. Avoid mixing different brands of API TC oil as resulting chemical reactions may cause severe engine damage.

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

CAUTION: Check level and refill every time you refuel. Do not mismatch oil reservoir cap with fuel tank cap. Install cap that is identified OIL.

WARNING

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

COLD WEATHER CARBURETION MODIFICATIONS

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

CAUTION: For colder temperatures than - 20°C (- 4°F), carburetor(s) must be recalibrated to avoid engine damage. Refer to an authorized SKI-DOO dealer.

Refer also to RIDING AT HIGH ALTITUDES in following pages.

BREAK-IN PERIOD

Engine

CAUTION: A break-in period of 10 operating hours — 500 km (300 miles) — is required before running the snowmobile at full throttle.

During break-in period, maximum throttle should not exceed 3/4. However, brief full acceleration and speed variations contribute to a good break-in.

CAUTION: Engine overheating, continued wide open throttle runs and prolonged cruising without speed variations should be avoided, this can cause engine damage during the break-in period.

To assure additional protection during the initial engine break-in, 500 mL (18 imp. oz) of recommended injection oil should be added to fuel for the first full filling of fuel tank.

Belt

A new drive belt requires a break-in period of 50 km (30 miles). Avoid strong acceleration/deceleration, pulling a load or high speed cruising.

10-Hour Inspection

As with any precision piece of mechanical equipment, we suggest that after the first 10 hours of operation — 500 km (300 miles) — or 30 days after the purchase, whichever comes first, your snowmobile be checked by an authorized SKI-DOO 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 snowmobile owner.

PRE-OPERATION CHECK

WARNING

The pre-operation check is very important prior to operating the vehicle. Always check the proper operation of critical controls, safety features and mechanical components before starting. If not done as specified here, severe injury or death might occur.

- Remove snow and ice from body including seat, footrests, lights, controls and instruments.
- Verify that track and idler wheels are unfrozen and free to turn.

WARNING

Always use a wide-base mechanical snowmobile stand to properly support vehicle during any track verification. Slowly accelerate engine in order to rotate track at very low speed when it is not on ground.

- 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.
- Check the parking device. Apply parking brake and check if it operates properly.
- Activate the throttle control lever several times to check that it operates easily and smoothly.

WARNING

Throttle lever must operate easily and smoothly. It must return to idle position when released.

- Check operation of tether and engine cut-out switches, headlight switch (HI-LO), taillight, brake light and pilot lamps.
- Verify that skis and steering operate freely. Check corresponding action of skis versus handlebar.
- Check fuel and injection oil for levels and leaks. Replenish as necessary and see an SKI-DOO authorized dealer in case of any leaks.
- Open or close heated carburetor valve according to outside temperature.
- Verify that air filter(s) is free of snow, if so equipped.

WARNING

All adjustable features should be positioned at optimal setting. Securely tighten all adjustment locks.

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

CAUTION: Snow deflector must be in place, at rear of tunnel to avoid engine overheating.

PRE-OPERATION CHECK LIST

ITEM	OPERATION	✓
Body including seat, footrests, lights, controls and instruments	Check that there is no snow or ice.	
Track and idler wheels	Check for free movement.	
Brake lever	Check proper action.	
Parking device	Check proper action.	
Throttle lever	Check proper action.	
Switches and lights	Check proper action. Tether cord must be attached to driver clothing eyelet.	
Heated carburetor valve	Check for proper position according to outside temperature.	
Skis and steering	Check for free movement and proper action.	
Fuel and oil	Check for proper level and leaks.	
Air filter	Check that there is no snow.	
Adjustable features	Check for optimal adjustment and securely tightened adjustment locks.	
Storage compartment	Check for proper latching and no heavy or breakable objects.	
Vehicle vicinity	Snowmobile must be pointed away from people or objects. No one is to be standing in front of or in back of the snowmobile.	
Clothing	Be warmly dressed according to weather forecast.	

OPERATING INSTRUCTIONS

WARNING

Operator and passenger (if applicable) must be properly seated before riding.

WARNING

Proceed with pre-operation check list before riding.

Principle of Operation

Propulsion

Depressing throttle lever increases engine RPM causing the drive pulley to engage. Depending on models engine RPM must be between 2500 and 4200 before drive pulley engagement will occur.

Outer sheave of drive pulley moves toward inner sheave, forcing drive belt to move upward on the drive pulley and simultaneously forcing the sheaves apart on the driven pulley.

The driven pulley senses the load on the track and limits the belt movement. The result is an optimized speed ratio between engine RPM and the speed of the vehicle at any time.

WARNING

Do not operate engine with hood or any side panels open or belt guard removed.

Power is transferred to the track through the chaincase and drive axle.

WARNING

Always use a wide-base mechanical snowmobile stand to properly support vehicle during any track verification. Slowly accelerate engine in order to rotate track at very low speed when it is not on ground.

Turning

Handlebar controls the steering of the vehicle. As the handlebar is rotated to right or left, the skis are turned in the direction of intended travel.

Starting the Engine

- Re-check throttle control lever operation.
- Ensure that engine cut-out switch is in the ON position.
- Ensure that tether cut-out cap is set in place and that cord is attached to your clothing eyelet.

Initial Cold Starting

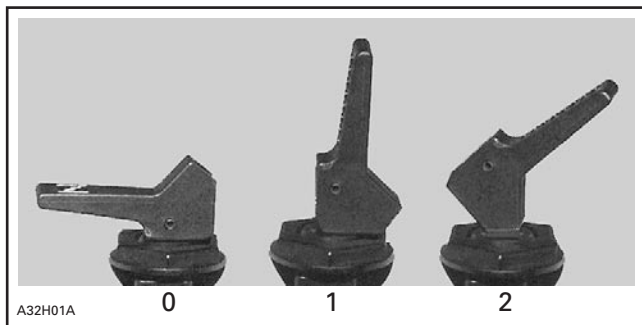
NOTE: Do not operate the throttle lever during starting.

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

Set the choke lever to the second position.

Grasp starter handle firmly and crank engine or use electric starter on so equipped models.

After the engine is started, let engine warm up at fast idle until speed drops below 2000 RPM. Then close off choke to ensure proper air-fuel mixture.



0. OFF

1. Position 1

2. Position 2

When Temperature is above - 10°C (above + 15°F)

Set the choke lever to the first position.

Grasp starter handle firmly and crank engine or use electric starter on so equipped models.

After the engine is started, close off choke to ensure proper air-fuel mix.

Warm Engine Starting

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

Electric Starting (for models so equipped)

Push the START/RER button.

Release START/RER button when engine has started.

NOTE: If for any reason, the engine cannot be cranked electrically, use rewind starter and start engine manually.

CAUTION: Do not use electric starter more than 15 seconds. A rest period should be observed between the cranking cycles to let starter cool down. Using electric starter when engine has started could damage starter mechanism.

Manual Starting

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



WARNING

Do not apply throttle while starting.

Emergency Starting

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

Remove belt guard.



WARNING

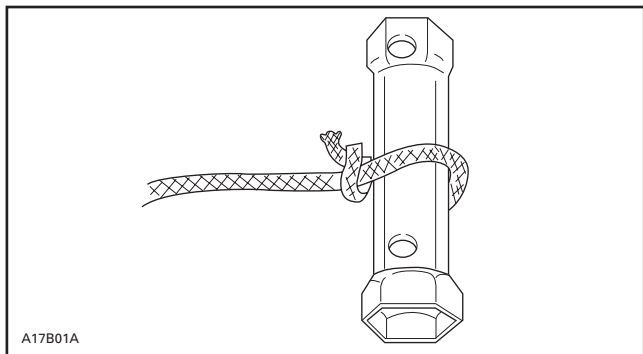
Do not wind starting rope around your hand. Hold rope by the handle only. Do not start the snowmobile by the drive pulley unless it is a true emergency situation. Have the snowmobile repaired as soon as possible.



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Attach one end of emergency rope to rewind handle.

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



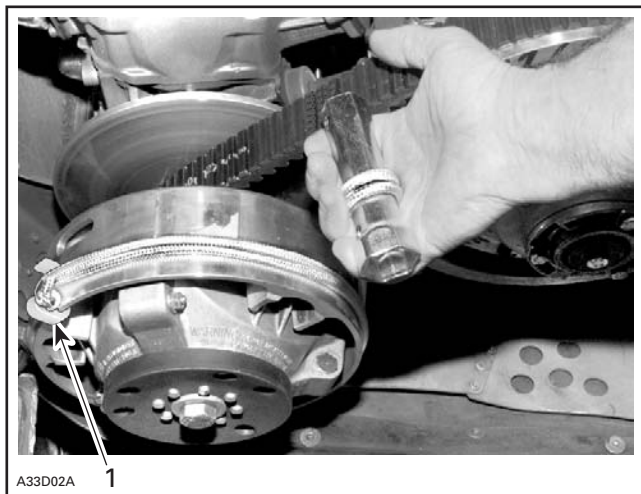
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TYPICAL

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

Hook up clip on drive pulley.

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



TYPICAL — TRA TYPE DRIVE PULLEY

1. Clip

Start engine as described in COLD ENGINE STARTING or WARM ENGINE STARTING according to engine temperature.

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.

Shutting Off the Engine

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

Shut off the engine using either engine cut-out switch or tether cut-out switch.

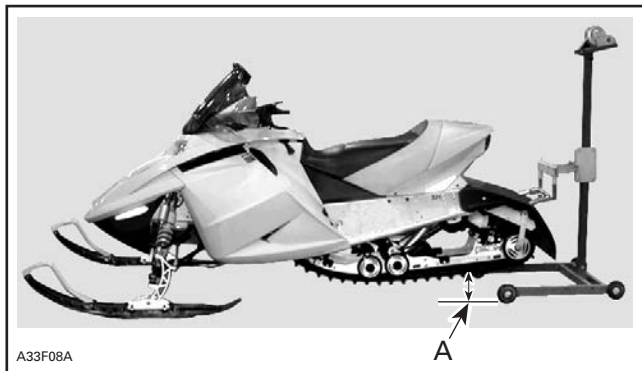
⚠ WARNING

Never leave tether cord on vehicle when not in operation in order to prevent accidental engine starting.

VEHICLE WARM-UP

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

Snowmobile must be securely supported by the rear bumper using a wide-base mechanical snowmobile stand (P/N 529 020 000). Track must be 100 mm (4 in) off the ground.



A. 100 mm (4 in)

Attach tether cord to operator's clothing eyelet.

Start engine and allow it to warm up two or three minutes at idle speed.

Release parking brake.

WARNING

Make sure wide-base mechanical snowmobile stand is stable. Stay clear of the front of vehicle and the track. Do not use too much throttle during warm-up or when track is free-hanging.

Apply throttle until drive pulley engages. Let track rotate at low speed for several turns. The lower the vehicle temperature is the longer vehicle warm-up should be.

Shut off the engine and remove the wide-base snowmobile mechanical stand.

Skis may be frozen on the ground. Grab both skis one at a time by their loops and lift their front end slightly off the ground.

After restarting engine, the vehicle must be driven at low speed for the first 2 or 3 minutes of riding.

RIDING THE VEHICLE

At this point you are acquainted to the specifics of this model of snowmobile and you are instructed about the control locations and operation.

Before starting out on your first ride with this vehicle, read the *Safety Handbook* as you will be informed about the safe operating practices.

Although the mere reading of such information does not eliminate the hazard, its understanding and heeding of all of the warnings and cautions will promote the safe use of the vehicle.

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.

POST-OPERATION CARE

Shut off the engine. Install rear of vehicle on a wide-base snowmobile mechanical stand.

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

Protect vehicle with a snowmobile cover.

SPECIAL OPERATIONS

Riding at High Altitudes

If you ride at altitudes above 600 m (2000 ft), your snowmobile should have modifications. Refer to an authorized SKI-DOO dealer.

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

Engine Overheating

Engine overheating indicator will light up if engine is too hot.

Reduce snowmobile speed and run snowmobile in loose snow or stop engine immediately.

Check for adequate coolant level. See an authorized SKI-DOO dealer.

Fuel Flooded Engine

All Models

WARNING

Do not hold throttle partially or fully open when starting a fuel flooded engine.

Install new spark plugs and restart engine.

Rear Suspension Slider Shoe Sticking

All Models

Slider shoes are cooled and lubricated by snow. When riding at moderate or high speed on a thin-snow-covered surface, slider shoes may stick on metallic track guides.

Run snowmobile on a surface covered by snow or drive snowmobile at very slow speed.

Have slider shoes inspected by an authorized SKI-DOO dealer.

PERIODIC MAINTENANCE CHART

WARNING

Observe WARNINGS and CAUTIONS mentioned throughout this guide which are pertinent to the item being checked. When component conditions seem less than satisfactory, replace with genuine BOMBARDIER parts or approved equivalents.

Some items may not apply to your particular model. Refer to LUBRICATION AND MAINTENANCE in *Shop Manual* for more details.

① 10-HOUR OR 500 km (300 miles) INSPECTION

(To be performed by an authorized SKI-DOO dealer)

② WEEKLY OR EVERY 240 km (150 miles)





③ MONTHLY OR EVERY 800 km (500 miles)


④ ONCE A YEAR OR EVERY 3200 km (2000 miles)

⑤ STORAGE (To be performed by an authorized SKI-DOO dealer)

⑥ PRESEASON PREPARATION

(To be performed by an authorized SKI-DOO dealer)

PERIODIC MAINTENANCE CHART		①	②	③	④	⑤	⑥
	Rewind Starter Lubrication and Starting Rope Condition					✓	✓
	Engine Nuts and Screws	✓			✓	✓	
	Exhaust System	✓		✓		✓	
	Engine Lubrication					✓	✓
	Cooling System Condition	✓			✓		✓
	Coolant Replacement					✓	
	Condition of Seals					✓	✓
	Injection Oil Filter Condition			✓			
	Injection Oil Filter Replacement						✓
	Injection Oil Pump Adjustment	✓			✓		✓
	Fuel Stabilizer					✓	
	Fuel Filter Replacement						✓
	Fuel Lines and Connections	✓				✓	✓
	Carburetor Adjustment	✓			✓		✓
	Carburetor Cleaning						✓
	Throttle Cable Inspection	✓			✓	✓	✓
	Air Filter Cleaning			✓			✓

PERIODIC MAINTENANCE CHART		①	②	③	④	⑤	⑥
	Drive Belt Condition	✓	✓				✓
	Condition of Drive and Driven Pulleys	✓		✓		✓	
	Cleaning of Drive and Driven Pulleys				✓		✓
	Retorquing of Drive Pulley Screw	✓			✓		✓
	Driven Pulley Preload	✓			✓		
	Brake Fluid Level	✓	✓				✓
	Brake Fluid (change once a year)					✓	
	Brake Condition	✓	✓			✓	✓
	Drive Chain Tension	✓		✓		✓	
	Chaincase Oil Level	✓		✓			✓
	Chaincase Oil Change	✓				✓	
	Lubrication of Drive Axle End Bearing**	✓		✓		✓	
	Steering and Front Suspension Mechanism Lubrication**	✓		✓		✓	
	Steering and Front Suspension Mechanism Condition	✓		✓		✓	
	Wear and Condition of Skis and Runners	✓	✓			✓	
	Steering and Ski Leg Adjustment	✓		✓		✓	
	Suspension Adjustments	AS REQUIRED					
	Suspension Lubrication**			✓		✓	
	Suspension Condition	✓		✓	✓	✓	
	Suspension Stopper Strap Condition				✓	✓	
	Track Condition	✓		✓		✓	
	Track Tension and Alignment	✓	AS REQUIRED				
	Spark Plugs* Condition	✓		✓			✓
	Battery (if so equipped)	✓		✓		✓	✓
	Headlight Beam Aiming				✓		✓
	Wiring Harnesses, Cables and Lines	✓		✓		✓	
	Operation of Lighting System (HI/LO Beam, Brake Light, etc.), Test Operation of Engine Cut-Out Switch and Tether Cut-Out Switch	✓	✓				✓
	Rags in Air Intake and Exhaust System					✓	✓
	Engine Compartment	✓		✓		✓	
	Vehicle Cleaning and Protection	✓		✓		✓	

* Before installing new properly gapped spark plugs at pre-season preparation, it is suggested to burn excess storage oil by starting the engine with the old spark plugs. Only perform this operation in a well ventilated area.

** Lubricate whenever the vehicle is used in wet conditions (wet snow, rain, puddles).

FLUID LEVELS

WARNING

It is recommended that the assistance of an authorized SKI-DOO dealer be periodically obtained on other components/systems not covered in this guide. Unless otherwise specified, engine must be cold and not running. The tether cord cap must be removed for all maintenance procedures.

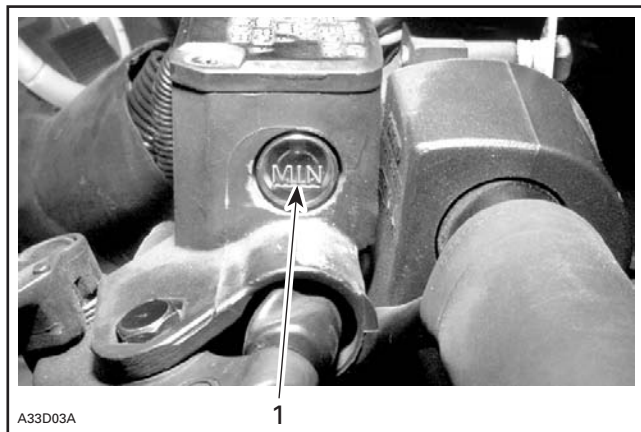
CAUTION: Vehicle must be on a level surface before checking any fluid levels.

Brake System

Hydraulic Brake Only

Check brake fluid (DOT 4) in reservoir on handlebar for minimum level. Add fluid (DOT 4) as required.

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



TYPICAL — BRAKE FLUID RESERVOIR

1. Minimum

Chaincase Oil Level

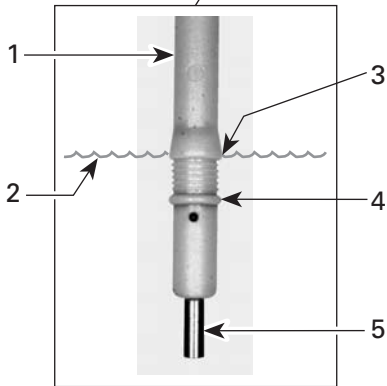
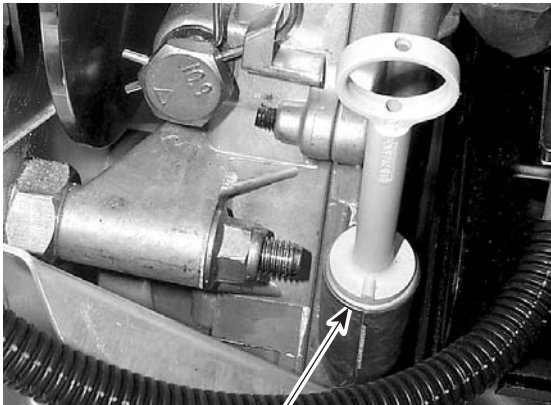
With snowmobile on a level surface, check the oil level by removing dipstick. Oil level must be between lower and upper marks.

NOTE: It is normal to find metallic particles stuck to dipstick magnet. If bigger pieces of metal are found, see an authorized SKI-DOO dealer.

Remove metal particles from magnet.

Refill up to upper mark using BOMBARDIER synthetic chaincase oil (P/N 413 803 300 — 12 x 355 mL).

CAUTION: Use BOMBARDIER synthetic chaincase oil or a suitable equivalent when servicing. Do not mix synthetic oil with other oils.



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TYPICAL

1. Dipstick
2. Oil level
3. Maximum oil level
4. Minimum oil level
5. Magnet

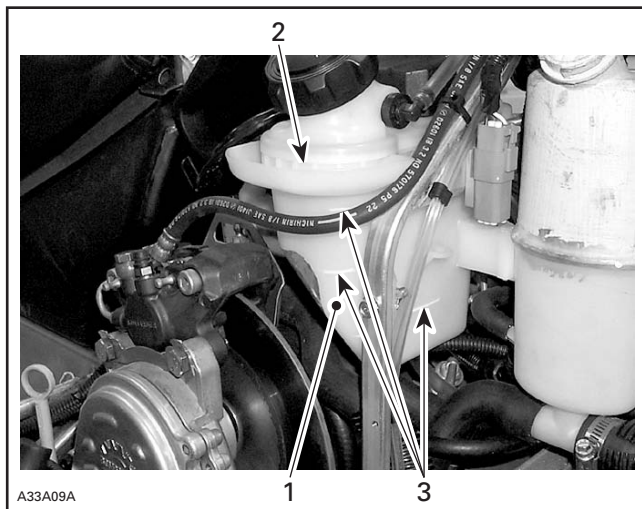
Oil Injection System

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

CAUTION: Never allow oil reservoir to be almost empty. Do not mismatch oil reservoir cap with fuel tank cap. Install cap that is identified OIL.

WARNING

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



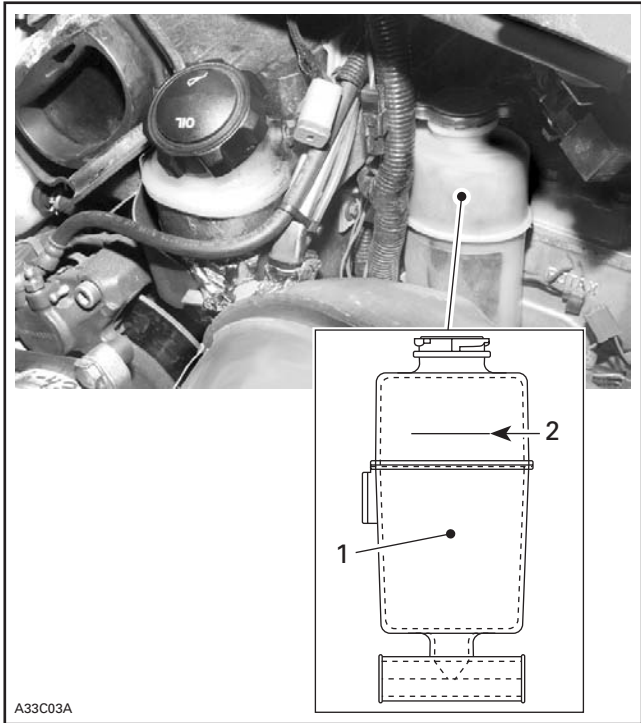
1. Injection oil reservoir
2. Maximum level indicator: 13 mm (1/2 in) from top
3. Level marks (1/4, 1/2, 3/4)

Cooling System

Check coolant level at room temperature. Liquid should be at level mark (engine cold) of coolant tank.

NOTE: When checking level at low temperature it may be slightly lower than mark.

If additional coolant is necessary or if entire system has to be refilled, refer to an authorized SKI-DOO dealer.



1. Coolant tank
2. COLD LEVEL line

MAINTENANCE

WARNING

It is recommended that the assistance of an authorized SKI-DOO dealer be periodically obtained on other components/systems not covered in this guide. Unless otherwise specified, engine must be cold and not running. The tether cord cap must be removed for all maintenance procedures.

Vehicle Cleaning and Protection

Remove any dirt or rust.

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

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

To clean the entire vehicle, including bottom pan and metallic parts use Heavy duty cleaner (P/N 293 110 001 (spray can 400 g) and P/N 293 110 002 (4 L)).

CAUTION: Do not use Bombardier Cleaner on decals or vinyl.

For vinyl and plastic parts, use Vinyl & Plastic Cleaner (P/N 413 711 200 (6 x 1 L)).

To remove scratches on windshield or hood use BOMBARDIER Scratch Remover Kit (P/N 861 774 800).

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

Clean sheaves of both pulleys using Pulley flange cleaner (P/N 413 711 809).

Inspect the hood and repair any damage.

Touch up all metal spots where paint has been scratched off. Spray all metal parts including shock chromed rods with BOMBARDIER LUBE (P/N 293 600 016).

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

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

WARNING

Do not attempt to lift the vehicle by hand alone. Use appropriate lifting device or have assistance to share lifting stress in order to avoid risk of strain injuries.

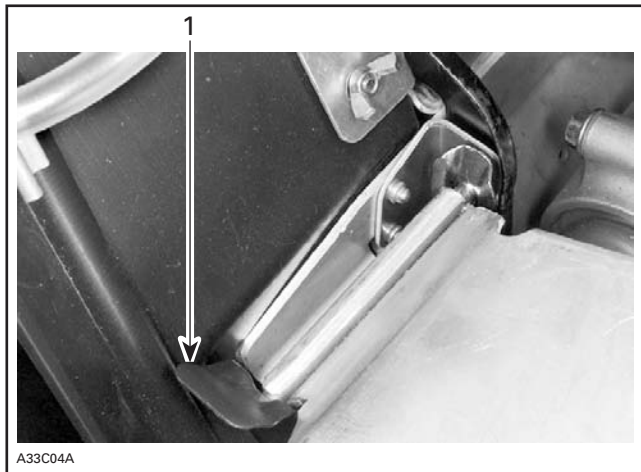
NOTE: Do not release track tension.

Belt Guard Removal and Installation

WARNING

Engine should be running only when belt guard is secured in place.

1. Turn off engine cut-out switch. Open hood.
2. Open retainer to release pin then pull belt guard out of vehicle.

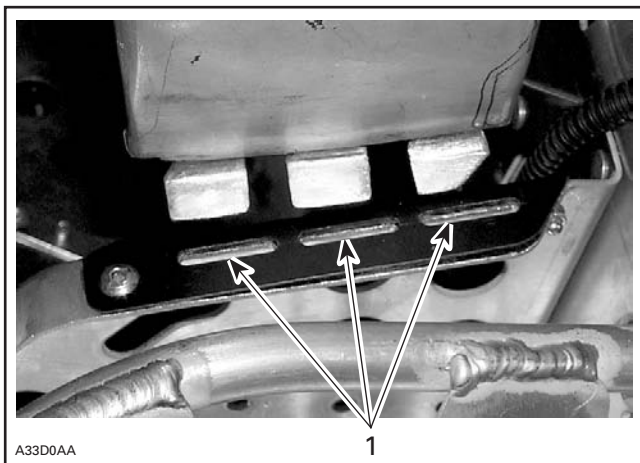


TYPICAL

1. Pin retainer

When reinstalling belt guard, position its cut-away toward front of snowmobile. Refer to decal in belt guard.

Place belt guard in rear slots first, then snap front part in retainer.



TYPICAL

1. Slots

NOTE: 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.

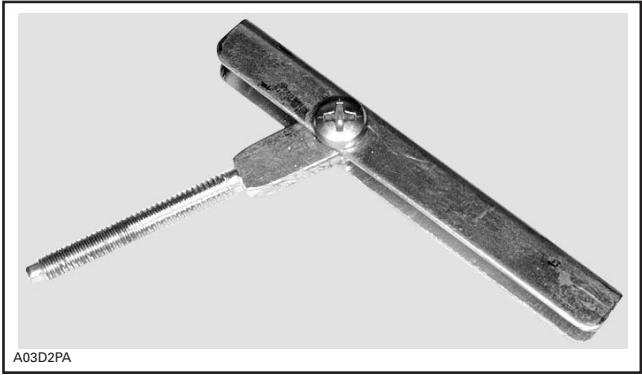
Drive Belt Removal/Installation

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

Turn off engine cut-out switch.

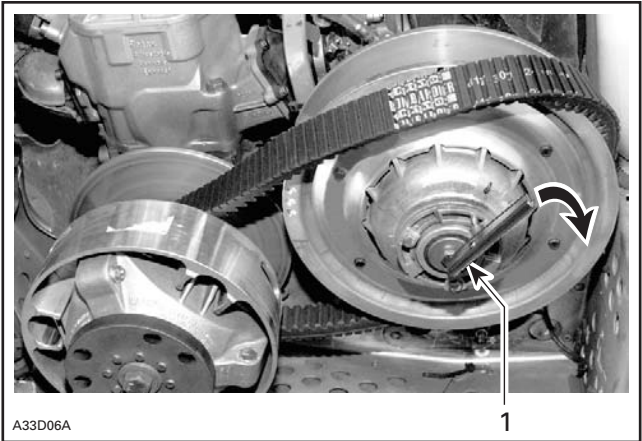
Open left hand side panel and remove belt guard.

Open the driven pulley with the drive belt installer/remover provided in tool bag.



DRIVE BELT INSTALLER/REMOVER

Screw drive belt installer/remover in the free threaded hole and tighten to open the pulley. Remove belt.



TYPICAL

1. Tighten to open pulley

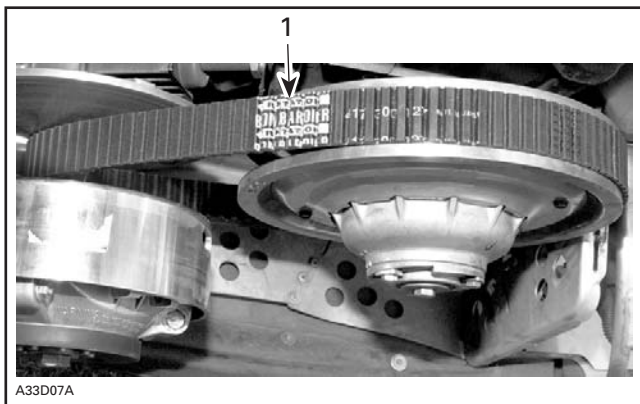
Slip the belt over the top edge of the sliding half of driven pulley, as shown in previous photo.

Slip belt under drive pulley then, remove it from vehicle.

Clean sheaves of both pulleys using Pulley Flange Cleaner (P/N 413 711 809).

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

The maximum drive belt life span is obtained when the belt has the proper rotation direction. See arrow on belt.



TYPICAL

1. Arrow pointing front of vehicle

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

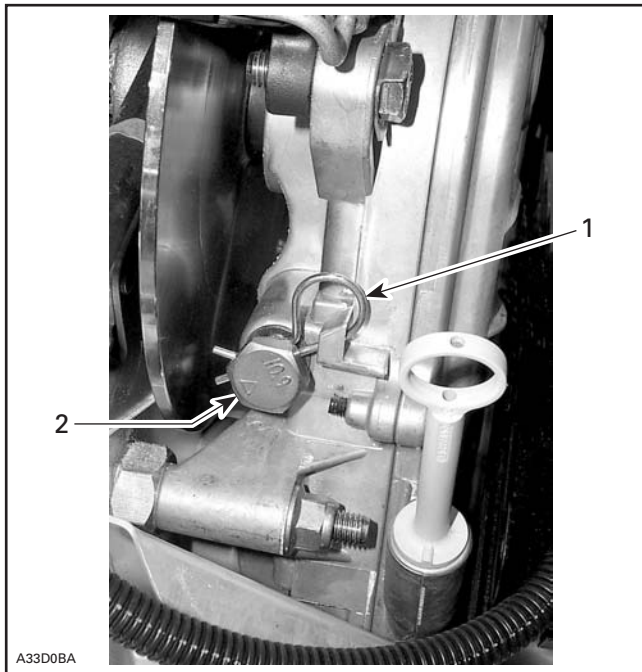
To install the drive belt, first place belt between drive pulley sheaves. Then, between driven pulley sheaves, finishing with bottom.

Remove drive belt installer/remover. Reinstall belt guard and close left hand side panel.

Drive Chain Tension

Remove hair pin.

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



TYPICAL

1. Hair pin
2. Adjustment screw

TRA Drive Pulley Adjustment

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

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

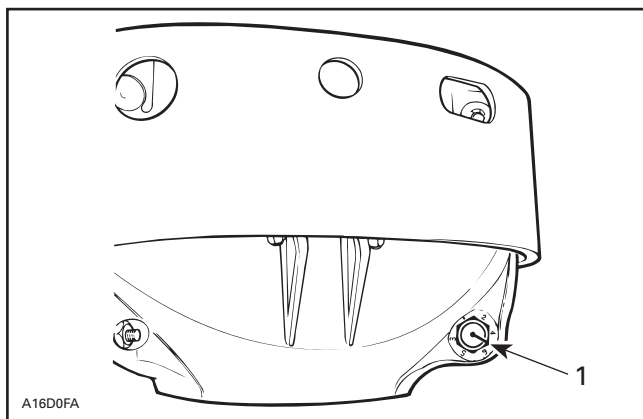
Calibration screws should be adjusted so that actual maximum engine RPM in vehicle matches with the maximum horsepower RPM.

NOTE: Use precision digital tachometer for engine RPM adjustment.

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

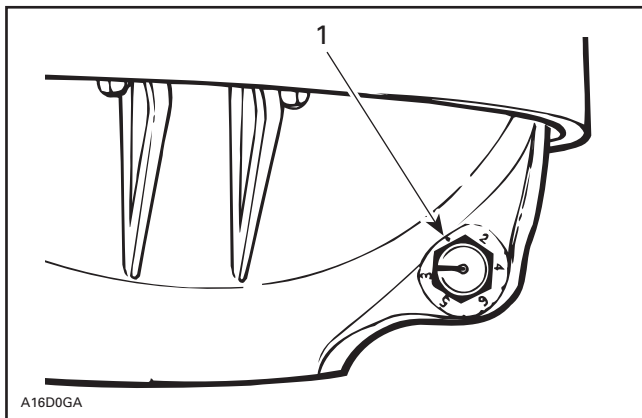
To adjust, turn calibration screws.

Calibration screw has a notch on top of its head.



1. Notch

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



1. Position 1 (not numbered)

Each number modifies maximum engine RPM by about 200 RPM.

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

Example:

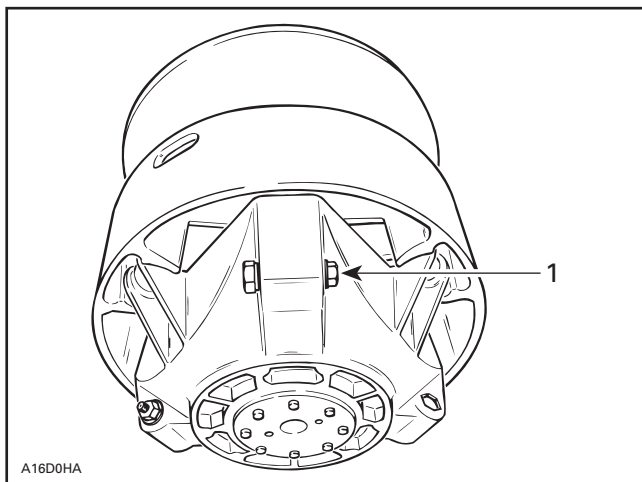
Calibration screw is set at position 4 and is changed to position 6. So maximum engine RPM is increased by 400 RPM.

CAUTION: Do not adjust TRA drive pulley so that engine turns over maximum power RPM. Refer to SPECIFICATIONS.

To Adjust:

Just loosen locking nut enough to push calibration screw **partially** out and adjust to desired position. Do not completely remove the locking nut. Torque locking nuts to 10 N•m (89 lbf•in).

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



1. Loosen just enough to permit rotating of calibrate screw

WARNING

Always reinstall belt guard. Do not operate engine with hood or side panels open or belt guard removed. Improper servicing, modification or poor adjustment may affect drive pulley performance and belt life. Always obtain authorized SKI-DOO dealer advice before servicing or modifying the drive or driven pulleys. Always respect maintenance schedules.

Drive Belt Condition

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

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

Brake Condition

WARNING

The brake mechanism on your snowmobile is an essential safety device. Keep this mechanism in proper working condition. Above all, do not operate the snowmobile without an effective brake system. Periodically verify the condition/wear of the brake pads.

Brake Adjustment

Hydraulic Brake

A hydraulic brake is not adjustable. See an authorized SKI-DOO dealer if any problems.

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. Torque nut to 9 N•m (80 lbf•in).

Track Condition

Lift the rear of the snowmobile and support it with a wide-base snowmobile mechanical stand.

WARNING

Do not attempt to lift the vehicle by hand alone. Use appropriate lifting device or have assistance to share lifting stress in order to avoid risk of strain injuries.

With the engine **off**, rotate the track by hand, and inspect condition. If worn or cut, or if track fibers are exposed, or if missing or defective inserts or guides are noted; contact an authorized SKI-DOO dealer.

WARNING

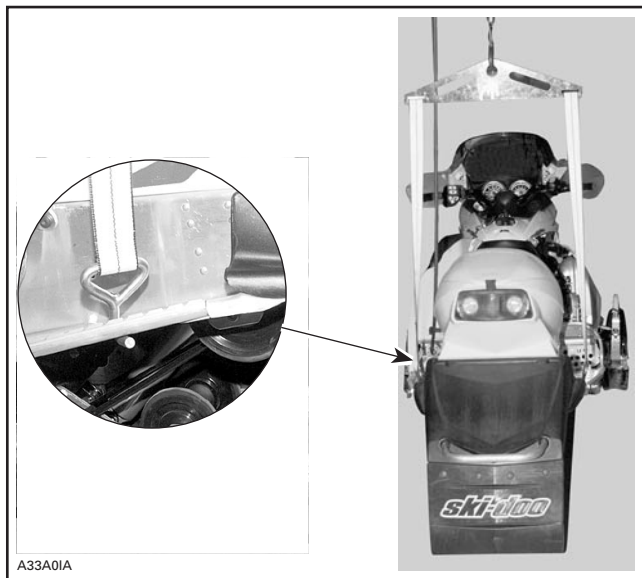
Do not modify track, including by installing traction enhancing products. At speed it may cause the track to tear and separate from vehicle posing a risk of severe injury or death. Do not operate or rotate a track if torn, damaged or excessively worn (fibers showing).

Track Tension and Alignment

Tension

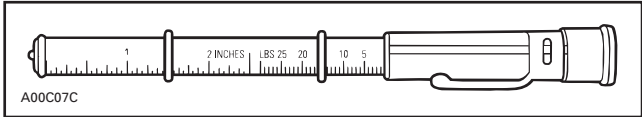
NOTE: Ride the snowmobile in snow about 15 to 20 minutes prior to adjusting track tension.

Lift snowmobile by a rope, chain or lift strap that has been secured into holes provided for that purpose, one on each side of tunnel rear. Refer to following photo.

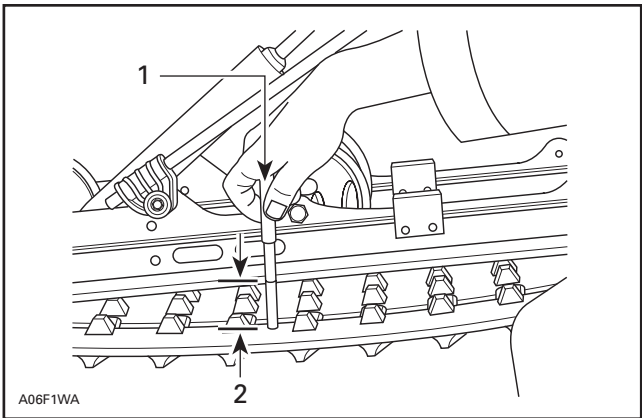


Allow the rear suspension to fully extend and check gap half-way between front and rear idler wheels. Measure between slider shoe and bottom inside of track. The gap should be as given in SPECIFICATIONS. If the track tension is too loose, track will have a tendency to thump.

NOTE: A belt tension tester (P/N 414 348 200) may be used to measure deflection as well as force applied.



BELT TENSION TESTER



TYPICAL

1. 7.3 kg (16 lb)
2. Deflection

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

To adjust tension:

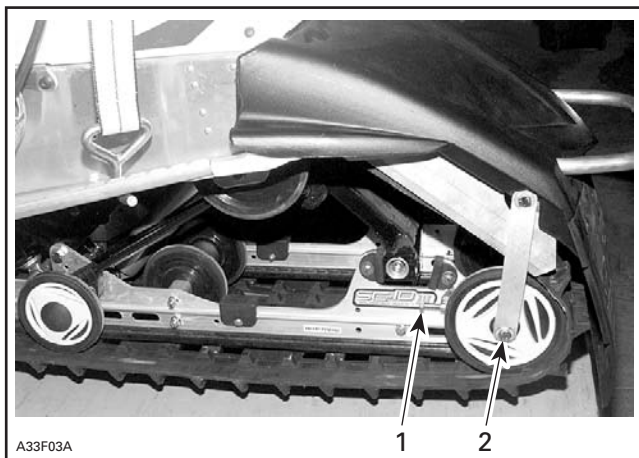
- On some models, remove wheel cap.
- Loosen one of the rear idler wheel retaining screws.

WARNING

Do not remove screw as snow deflector bracket may become loose and come in contact with spinning track.

- Turn adjustment screws to adjust.

If correct tension is unattainable, contact an authorized SKI-DOO dealer.



1. Adjustment screw
2. Loosen screw

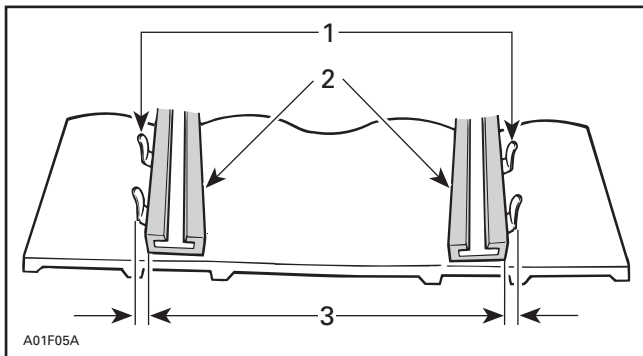
Alignment

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

WARNING

Before checking track alignment, ensure that the track is free of all particles which could be thrown out while track is rotating. Keep hands, tools, feet and clothing clear of track. Ensure no one is standing in close proximity to the snowmobile. Never rotate track at high speed.

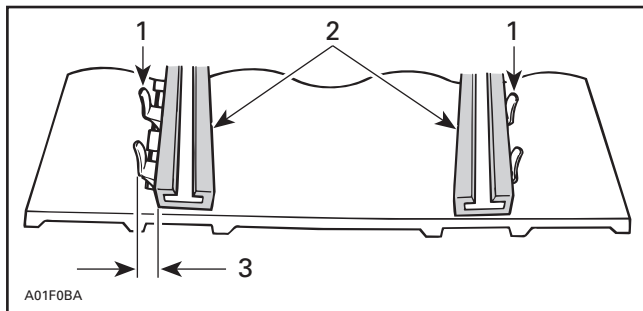
Start the engine and accelerate slightly so that track barely turns. This must be done in a short period of time (1 to 2 minutes). Check that the track is well centered; equal distance on both sides between edges of track guides and slider shoes.



TYPICAL

1. Guides
2. Slider shoes
3. Equal distance

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



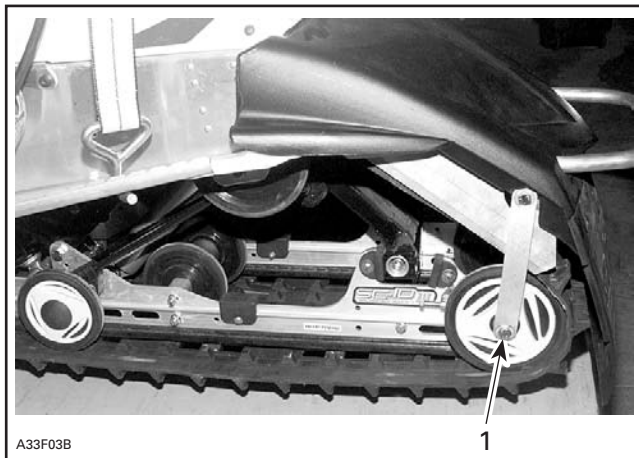
TYPICAL

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

Retighten wheel screws to 48 N•m (35 lbf•ft).

WARNING

Properly tighten wheel screws, otherwise wheel may come off and cause track to “lock”.



TYPICAL

1. Retighten to 48 N•m (35 lbf•ft)

Restart engine and rotate track slowly to recheck alignment.

Reposition snowmobile on ground.

Steering and Front Suspension Mechanism

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

Wear and Condition of Skis and Runners

Check the condition of the skis, ski runners and ski runner carbides. If worn, contact an authorized SKI-DOO dealer for replacement.

WARNING

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

Exhaust System

The tail pipes of the muffler should be centered with the exit holes in the bottom pan. Exhaust system must be free of rust or leaks. Make sure that gear clamps are properly tightened.

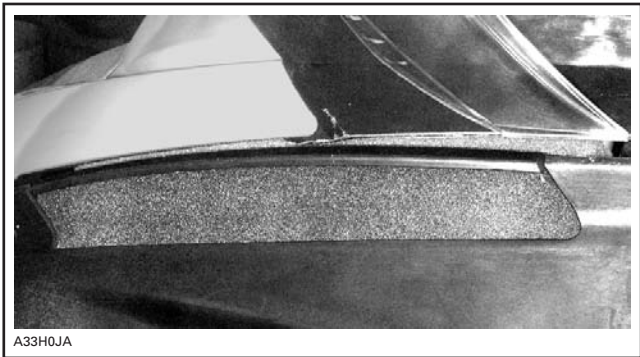
The exhaust system is designed to reduce noise and to improve the total performance of the engine. Modification may be in violation of local laws.

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

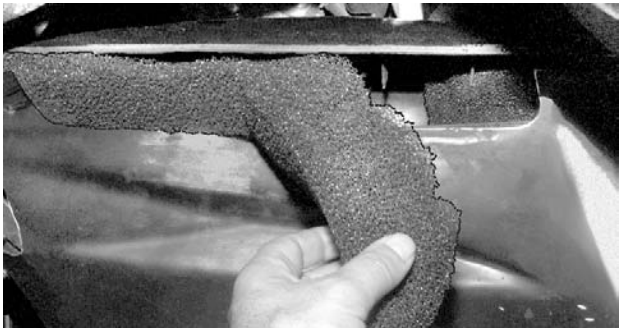
Air Filter Cleaning

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

While riding in deep powder snow, periodically stop and check air silencer filter for snow. Remove filter and shake it as required.



AIR FILTER LOCATION



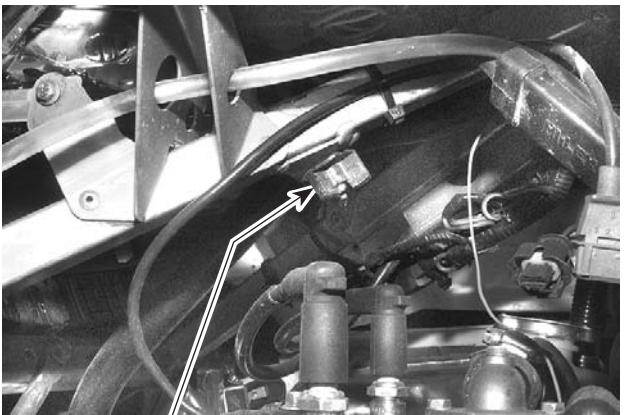
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REMOVAL OF FILTER FROM ITS GRILL

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

Headlight Beam Aiming

Open left side panel. Turn knob to adjust beam height.



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1

TYPICAL

1. Knob

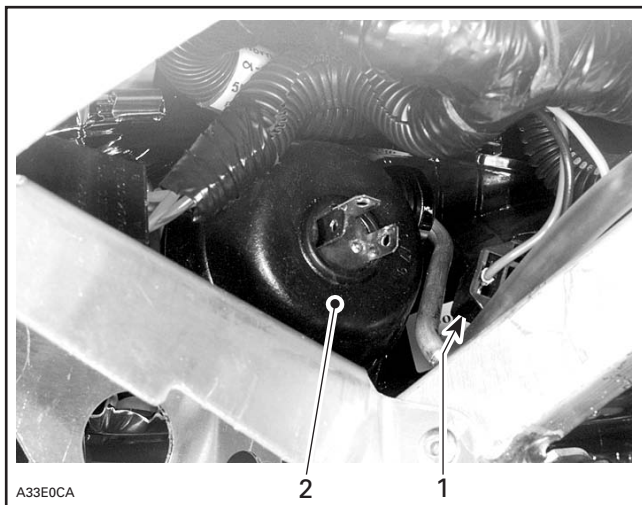
Bulb Replacement

Always check light operation after bulb replacement.

Headlight

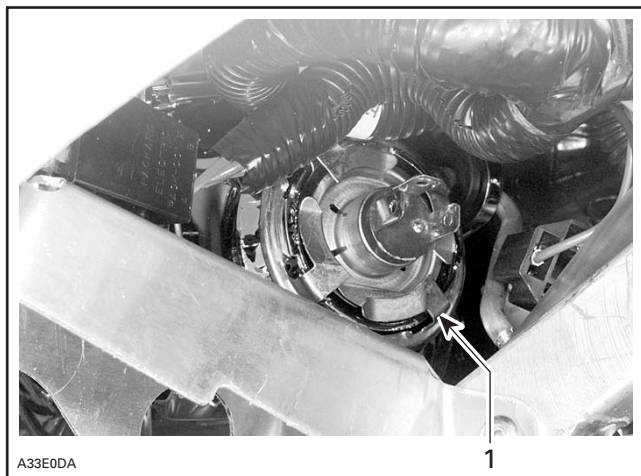
CAUTION: Never touch glass portion of an halogen bulb with bare fingers, it shortens its operating life. If glass is touched, clean it with isopropyl alcohol which will not leave a film on the bulb.

Unplug burnt bulb connector. Remove the rubber boot.



1. Bulb connector
2. Rubber boot

Turn bulb locking ring counterclockwise to remove it. Detach the bulb and replace. Properly reinstall parts.



1. Locking ring

Taillight

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

Battery Electrolyte

Electric Start Models Only

These vehicles are equipped with a maintenance-free battery. Electrolyte level can not be checked.

WARNING

Battery BLACK negative cable must always be disconnected first and connected last.

WARNING

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

WARNING

Should the battery casing be damaged, wear a suitable pair of non-absorbent gloves when removing the battery by hand.

WARNING

Battery caps do not have vent holes. Make sure that vent tube is not obstructed.

TOWING THE VEHICLE

First remove drive belt from vehicle to be towed.

A rope is not suitable to tow. Use a rigid bar and tow at very low speed.

TRANSPORTING THE VEHICLE

Make sure that oil reservoir and fuel tank caps are properly installed.

Front of snowmobile must point in the same direction as the front of transporting vehicle.

Tie vehicle to the transporting unit securely using suitable straps.

STORAGE AND PRESEASON PREPARATION

WARNING

Have an authorized SKI-DOO dealer inspect fuel and oil systems integrity as specified in **Periodic Maintenance Chart**.

Storage

It is during summer, or when a snowmobile is not in use for more than one month that proper storage is a necessity.

Refer to an authorized SKI-DOO dealer for vehicle preparation.

CAUTION: Do not run engine during storage period.

Preseason Preparation

Refer to an authorized SKI-DOO dealer.

CAUTION: Have carburetor(s) cleaned-up before restarting engine.

TROUBLESHOOTING

SYMPTOM: <i>Engine turns over but fails to start.</i>	
POSSIBLE CAUSES	WHAT TO DO
1. Engine cut-out switch in OFF position or tether cord cap away from switch post.	Place engine cut-out switch in the ON position and install tether cord cap on switch post.
2. Mixture not rich enough to start cold engine.	Check fuel tank level and check starting procedure, particularly use of the choke.
3. Flooded engine (spark plug wet when removed).	Do not choke. Remove wet spark plug and crank engine several times. Install clean dry properly gapped spark plug. Start engine following usual starting procedure. If engine continues to flood, see an authorized SKI-DOO dealer.
4. No fuel to the engine (spark plug dry when removed).	Check fuel tank level; check fuel filter; replace if clogged; check condition of fuel and impulse lines and their connections. If a failure of the fuel pump or carburetor has occurred, contact an authorized SKI-DOO dealer.
5. Spark plug/ignition (no spark).	Remove spark plug(s) then reconnect to spark cap. Check that engine cut-out switch is at the ON position and the tether cut-out switch cap is snapped over the receptacle. Start engine with spark plug(s) grounded to engine away from spark plug hole. If no spark appears, replace spark plugs with new ones properly gapped. If trouble persists, contact an authorized SKI-DOO dealer.
6. Engine compression.	As the engine is pulled over with the rewind starter, "cycles" of resistance should be felt as piston goes past top dead center (each piston). If no pulsating resistance is felt, it suggests a major loss of compression. Contact an authorized SKI-DOO dealer.

SYMPTOM: <i>Engine lacks acceleration or power.</i>	
POSSIBLE CAUSES	WHAT TO DO
1. DESS did not read tether cord cap code. Engine cannot exceed 3000 RPM.	DESS/RER pilot lamp blinks once every 1.5 seconds. Properly install tether cord.
2. DESS has read a different code than the one programmed. Engine cannot exceed 3000 RPM.	DESS/RER pilot lamp blinks rapidly (3 times per second). Install a tether cord cap (key) for which this snowmobile was programmed.
3. Fouled or defective spark plug.	Check item 5 of "Engine turns over but fails to start".
4. Lack of fuel to engine.	Check item 4 of "Engine turns over but fails to start".
5. Carburetor adjustments.	Contact an authorized SKI-DOO dealer.
6. Drive belt worn too thin.	If the drive belt has lost more than 3 mm (1/8 in) of its original width, it will affect vehicle performance.
7. Drive and driven pulleys require servicing.	Contact an authorized SKI-DOO dealer.
8. Engine is overheating.	Check coolant level, pressure cap, thermostat and for air locks in cooling system. Make sure snow deflector is in place at rear of tunnel.

SYMPTOM: <i>Engine backfires.</i>	
POSSIBLE CAUSES	WHAT TO DO
1. DESS did not read tether cord cap code. Engine cannot exceed 3000 RPM.	DESS/RER pilot lamp blinks once every 1.5 seconds. Properly install tether cord.
2. DESS has read a different code than the one programmed. Engine cannot exceed 3000 RPM.	DESS/RER pilot lamp blinks rapidly (3 times per second). Install a tether cord cap (key) for which this snowmobile was programmed.
3. Faulty spark plug (carbon accumulation) or wrong gap.	See item 5 of "Engine turns over but fails to start".
4. Engine is running too hot.	See item 8 of "Engine lacks acceleration or power".
5. Ignition timing is incorrect or there is an ignition system failure.	Contact an authorized SKI-DOO dealer.

SYMPTOM: <i>Engine misfires.</i>	
POSSIBLE CAUSES	WHAT TO DO
1. DESS has not read code of the tether cord cap. Engine can not exceed 3000 RPM.	DESS/RER pilot lamp blinks once every 1.5 seconds. Properly install tether cord.
2. DESS has read a different code than the one programmed. Engine can not exceed 3000 RPM.	DESS/RER pilot lamp blinks rapidly (3 times per second). Install a tether cord cap (key) for which this snowmobile was programmed.
3. Fouled/defective/ worn spark plugs or wrong gap.	Clean/verify spark plug and heat range. Replace as required.
4. Too much oil supplied to engine.	Improper oil pump adjustment, refer to an authorized SKI-DOO dealer.
5. Water in fuel.	Drain fuel system and refill with fresh fuel.

SYMPTOM: <i>Snowmobile cannot reach full speed.</i>	
POSSIBLE CAUSE	WHAT TO DO
1. DESS has not read code of the tether cord cap. Engine can not exceed 3000 RPM.	DESS/RER pilot lamp blinks once every 1.5 seconds. Properly install tether cord.
2. DESS has read a different code than the one programmed. Engine can not exceed 3000 RPM.	DESS/RER pilot lamp blinks rapidly (3 times per second). Install a tether cord cap (key) for which this snowmobile was programmed.
3. Drive belt.	Check item 6 of "Engine lacks acceleration or power".
4. Incorrect track adjustment.	See MAINTENANCE and/or an authorized SKI-DOO dealer for proper alignment and tension adjustments.
5. Pulleys misaligned.	Contact an authorized SKI-DOO dealer.
6. Engine.	See items 3 to 8 of "Engine lacks acceleration or power".

SPECIFICATIONS

GENERAL		MX-Z 600	MX-Z 800
Engine			
– Maximum Power Engine Speed	± 100 RPM	8000	7850
Drive Belt			
– Part Number		417 300 197	417 300 166
– Width of a New Belt	mm (in)	36.60 (1.441)	37.67 (1.483)
– Wear Limit Width	mm (in)	34.20 (1.347)	35.27 (1.388)
Spark Plug			
– Type		NGK BR 9 ECS	NGK BR 9 ECS
– Gap	± 0.05 mm (± .002 in)	0.50 (.020) ⑦	0.50 (.020) ⑦
Track			
– Tension	mm (in)	30 - 35 (1-3/16 - 1-3/8) ①	30 - 35 (1-3/16 - 1-3/8) ①
– Alignment		②	②
FLUIDS			
Fuel			
– Type		Regular Unleaded ③	Regular Unleaded ③
– Tank Capacity	L (U.S. gal)	38 (10.04)	38 (10.04)
Oil (engine)			
– Type		④	④
– Tank Capacity	L (U.S. oz)	3.5 (118)	3.5 (118)
Chaincase Oil			
– Type		⑤	⑤
– Capacity	mL (U.S. oz)	250 (8.5)	250 (8.5)
Cooling System			
– Type		⑥	⑥
– Capacity	L (U.S. oz)	4.3 (145)	4.3 (145)
Brake System Fluid			
– Type		DOT 4	DOT 4

Because of its ongoing commitment to product quality and innovation, Bombardier reserves the right, at any time, to make changes in design and specifications and/or to make additions to, or improvements in its products without imposing any obligation upon itself to install them on its products previously manufactured.

- ① Measure gap between slider shoe and bottom inside of track when exerting a downward pull of 7.3 kg (16 lbf) to the track.
- ② Equal distance between edges of track guides and slider shoes.
- ③ Regular unleaded gasoline with a minimum octane number of 87 (R + M)/2.
- ④ BOMBARDIER FORMULA XP-S II synthetic injection oil (or equivalent) (P/N 293 600 245 — 12 x 1 L) OR BOMBARDIER injection oil (P/N 413 802 900 — 12 x 1 L) or equivalent.
- ⑤ BOMBARDIER synthetic chaincase oil (P/N 413 803 300 — 12 x 355 mL).
- ⑥ Blend of 50/50 distilled water and ethylene-glycol (P/N 293 600 038 — 12 x 1 L). That blend will protect the system from freezing as low as - 37°C (- 35°F).
- ⑦ **CAUTION:** Do not attempt to adjust gap on spark plug BR9ECS.

N.A.: Not applicable

PRIVACY OBLIGATIONS/DISCLAIMER

We wish to inform you that your coordinates will be used for safety and warranty purposes. Sometimes, we also use the coordinates of our clients to inform them about our products and to present them offers. Should you prefer not to receive information on our products, services and offers, please let us know by writing to the address below.

Also note that, from time to time, carefully selected and trustworthy organizations may be permitted to use the coordinates of our clients to promote quality products and services. If you prefer not to have your name and address released, please let us know by writing to the address below:

Bombardier Inc.
Recreational Products
Warranty Department
75 J.A. Bombardier Street
Sherbrooke, Québec
J1L 1W3 Canada
Fax Number (819) 566-3590

CHANGE OF ADDRESS OR OWNERSHIP

If your address has changed or if you have sold or given your vehicle to anyone, be sure to fill out and mail the card provided on next page.

Such notification is necessary for your safety or the safety of any subsequent owner, even after expiration of the original warranty, since Bombardier will be in a position to contact you if correction to your snowmobile becomes necessary.

NOTICE TO ALL NEW OWNERS

Make sure to mail the *Change of Ownership Card* as you are entitled to the unexpired portion of the warranty.

STOLEN UNITS

If the event that your snowmobile is stolen, you should notify your area distributor's warranty department of such.

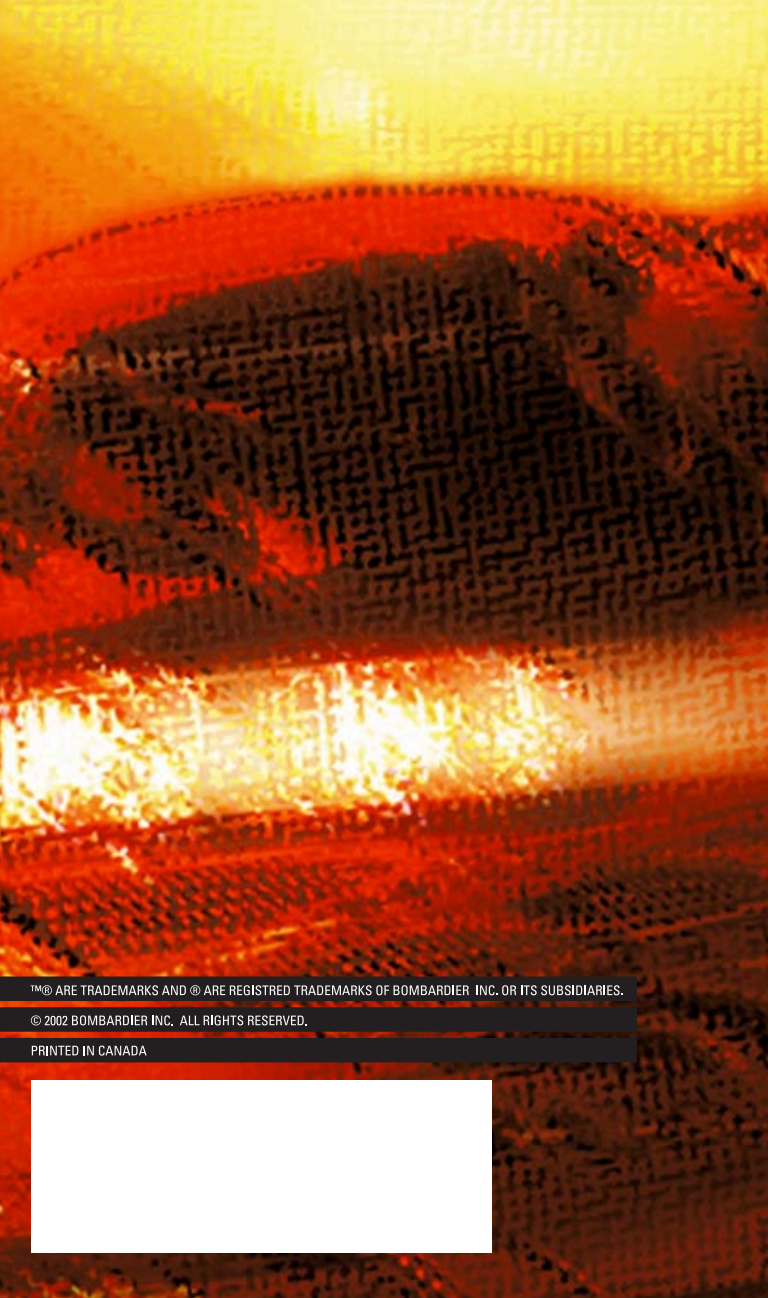
Please provide your name, address, phone number, vehicle serial number and date of theft.

Bombardier will provide a list of stolen units to all authorized SKI-DOO dealers on a monthly basis to aid in recovery of such units to their owners.

AFFIX
PROPER
POSTAGE

BOMBARDIER
RECREATIONAL PRODUCTS

WARRANTY DEPARTMENT
75 J.A. BOMBARDIER ST.
SHERBROOKE (QUEBEC)
CANADA J1L 1W3



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