

ski-doo®



2000290002

**Operator's
Guide**

Includes
Safety, Vehicle
and Maintenance Information

MX Zx™ 600 RS™



WARNING

Read this guide thoroughly.
It contains important safety information.
Minimum recommended operator's age: 16 years old.
Do not remove this Operator's Guide from the vehicle.

5 2 0 0 0 0 8 1 3

! WARNING

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

! WARNING

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

CALIFORNIA PROPOSITION 65 WARNING

! WARNING

This product contains or emits chemicals known to the state of California to cause cancer and birth defects or other reproductive harm.



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FOREWORD

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

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, you were informed of the warranty coverage (refer to the *WARRANTY* section for conditions) and signed the *PREDELIVERY CHECK LIST* to ensure your new vehicle was prepared to your entire satisfaction.

Know Before you Go

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

- *SAFETY INFORMATION*
- *VEHICLE INFORMATION*.


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

Safety Messages

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

WARNING

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

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

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

About this Operator's Guide

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

This guide is indispensable for the proper use of the product and should be kept with this snowmobile at all times, so you can refer to it.

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

If you want to view and/or print an extra copy of your Operator's Guide, simply visit the following website www.operatorsguide.brp.com.

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

This Operator's Guide and the *SAFETY DVD* should remain with the vehicle when it's sold.

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SAFETY INFORMATION

GENERAL PRECAUTIONS

Avoid Carbon Monoxide Poisoning

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

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

To prevent serious injury or death from carbon monoxide:

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

Avoid Gasoline Fires and Other Hazards

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

- Refuel outdoors in a well ventilated area away from flames, sparks, anyone smoking and other sources of ignition.
- Never add fuel with engine running.

- Never top off the fuel tank. Leave some room for the fuel to expand with temperature changes.
- Wipe up any spilled fuel.
- Never start or operate the engine with the fuel cap removed.
- Use only an approved red gasoline container to store fuel.

Gasoline is poisonous and can cause injury or death.

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

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

Avoid Burns from Hot Parts

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

Accessories and Modifications

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

See your authorized SKI-DOO dealer for available accessories for your vehicle.

SPECIAL SAFETY MESSAGES

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

- ⚠ Everyone is a beginner the first time he sits behind the controls of a snowmobile regardless of previous experience in driving an automobile, a motorcycle or a motorboat. The safe use of your snowmobile is dependent on many conditions such as visibility, speed, weather, environment, traffic, vehicle condition and the condition of the driver.
- ⚠ Basic training is required for the safe operation of any snowmobile. Study your Operator's Guide paying particular attention to cautions and warnings. Join your local snowmobile club: its social activities and trail systems are planned for both fun and safety. Obtain basic instructions from your snowmobile dealer, friend, fellow club member or enroll in your state or provincial safety training program.
- ⚠ Always show a new operator how to start and stop the vehicle. Indicate the correct riding positions and, above all else, only allow him to operate the snowmobile in a restricted flat area — at least until he is completely familiar with its operation. If there is a local snowmobile operator's training course existing, have him enroll.
- ⚠ The performance of some snowmobiles may significantly exceed that of other snowmobiles you have operated. Therefore, use by novice or inexperienced operators is not recommended.
- ⚠ Snowmobiles are used in many areas and in many snow conditions. Not all models perform the same in similar conditions. Always consult your snowmobile dealer when selecting the snowmobile model for your particular needs and uses.
- ⚠ Injury or death may result to the snowmobile operator or bystander if the snowmobile is used in risky conditions which are beyond the driver's or snowmobile's capabilities or intended use.
- ⚠ BRP recommends the operator has at least 16 years old of age.
- ⚠ Know your local laws. Federal, state, provincial and local government agencies have enacted laws and regulations pertaining to the safe use and operation of snowmobiles. It is your responsibility as a snowmobiler to learn and obey these laws and regulations. Respect and observance will result in safer snowmobiling for all. Be aware of the liability property damages and insurance laws regarding your equipment.
- ⚠ Speeding can be fatal. In many cases, you cannot react or respond quickly enough to the unexpected. Always ride at a speed which is suitable to the trail, weather conditions and your own ability. Know your local rules. Speed limit may be in effect and meant to be observed.
- ⚠ Always keep right hand side of the trail.
- ⚠ Always keep a safe distance from other snowmobiles and bystanders.
- ⚠ Remember, promotional material may show risky maneuvers performed by professional riders under ideal and/or controlled conditions. You should never attempt any such risky maneuvers if they are beyond your level of riding ability.
- ⚠ Never ride under the influence of drugs or alcohol or if you feel tired or ill. Operate your snowmobile prudently.
- ⚠ Your snowmobile is not designed to be operated on public streets, roads or highways.

- ▲ Snowmobiling at night can be a delightful experience but because of reduced visibility, be extra cautious. Avoid unfamiliar terrain and be sure your lights are working. Always carry a flashlight and spare light bulbs.
- ▲ Never remove any original equipment from your snowmobile. Each vehicle has many built in safety features. Such features include various guards and consoles, plus reflective materials and warning labels.
- ▲ Nature is wonderful but don't let it distract your attention from driving. If you want to truly appreciate winter's scenery, stop your snowmobile on the side of the trail so that **you** don't become a hazard to others.
- ▲ Fences represent a very serious threat for both you and your snowmobile. Give a wide berth to telephone poles or posts.
- ▲ Hidden wires unseen from a distance can cause serious accidents.
- ▲ Always wear an approved safety helmet, eye protection and a face shield.
- ▲ Be aware of inherent risks associated with riding off trails, such as avalanche and other natural or man made hazards or obstacles.
- ▲ Avoid road traveling. If you must do so, and it is permitted, reduce speed. The snowmobile is not designed to operate or turn on paving. When crossing a road, make a full stop, then look carefully in both directions before crossing at a 90° angle. Be wary of parked vehicles.
- ▲ Tailgating another snowmobile should be avoided. If the snowmobile in front of you slows for any reason, its driver and passenger could be harmed through your neglect. Maintain a safe stopping distance between you and the snowmobile in front of you. Depending on the terrain condition, stopping may require a little more space than you think. Play it safe. Be prepared to use evasive driving.
- ▲ Venturing out alone with your snowmobile could also be hazardous. You could run out of fuel, have an accident, or damage your snowmobile. Remember, your snowmobile is capable of traveling further in half an hour than you may be able to walk in a day. Use the "buddy system". Always ride with a friend or member of your snowmobile club. Even then, tell someone where you are going and the approximate time you plan to return.
- ▲ Meadows sometimes have low areas where water accumulate and freezes over in winter. This ice is usually glare ice. Attempting to turn or brake on this surface could cause your vehicle to spin out of control. Never brake or attempt speeding or turning on glare ice. If you do happen to travel over such a condition, reduce speed by carefully releasing the throttle.
- ▲ Never "jump" with your snowmobile. This should be left to professional stunt men. Don't show off. Be responsible.
- ▲ While on safari, do not "gun" the throttle. Snow and ice can be thrown back into the path of a following snowmobile. In addition, when "gunning" the throttle, the vehicle digs into and leaves an irregular snow surface for others.
- ▲ Safaris are both fun and enjoyable but don't show off or overtake others in the group. A less experienced operator might try to do the same as you and fail. When riding with others, limit your abilities to the experience of others.
- ▲ Always make a pre-ride inspection BEFORE you start the engine.
- ▲ In an emergency, the snowmobile engine can be stopped by pressing down on the engine stop switch or by pulling the tether cord cap.
- ▲ Throttle mechanism should be checked for free movement and return to idle position before starting engine.

- ⚠ Always engage parking brake when vehicle is not in use.
- ⚠ Never run the engine in a non-ventilated area and/or if vehicle is left unattended.
- ⚠ Always engage parking brake before starting the engine.
- ⚠ Never operate the engine without belt guard and disk guard securely installed or, with hood or side panels opened or removed. Never run the engine without drive belt installed. Running an unloaded engine such as without drive belt or with track raised, can be dangerous.
- ⚠ Always remove the tether cord cap when vehicle is not in operation in order to prevent accidental engine starting, to avoid unauthorized use by children or others or theft.
- ⚠ Raising the rear of your snowmobile while the engine is running could cause snow, ice or debris to be thrown back at an observer. Never raise the rear of the vehicle while the engine is running. To clear or inspect the track, stop the engine, tilt the vehicle on its side and remove blockage with a piece of wood or branch. Never allow anyone near a rotating snowmobile track.
- ⚠ Do not stud the track unless it has been approved for studs. At speed, a studded track that has not been approved for studs could tear and separate from vehicle posing a risk of severe injury or death. See an authorized SKI-DOO dealer for current specific studding availability and applications.
- ⚠ You may stud the track on this vehicle model. However, you **MUST** only use the BRP approved type stud for use on SKI-DOO snowmobiles. **DO NOT EVER** use conventional studs because the track thickness is thinner than our standard tracks. The stud could tear off of track and separate from vehicle posing a potential risk of severe injury or death.

RIDING THE VEHICLE

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

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

A snowmobile is relatively simple to operate but like any other vehicle or mechanical equipment, it can be hazardous if you are reckless, thoughtless or inattentive. We encourage you to have an Annual Safety Inspection of your snowmobile. Please contact an authorized SKI-DOO dealer for further details. Finally, we urge you to visit an authorized SKI-DOO dealer periodically for regular and safety maintenance, as well as snowmobile accessories you may require.

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

Pre-Ride Inspection

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.

1. Be warmly dressed with clothing designed for snowmobiling.
2. Remove snow and ice from body including seat, footrests, controls and instruments.

3. Verify that skis and steering operate freely. Check corresponding action of skis versus handlebar.
4. Check fuel and oil for levels and leaks. Replenish as necessary and see an authorized SKI-DOO dealer in case of any leaks.
5. Verify that air silencer prefilter is free of snow.
6. All storage compartments must be properly latched and they must not contain any heavy or breakable objects. Hood and side panels must be also properly latched.

WARNING

Always use a wide base snowmobile mechanical stand to properly support vehicle during any track verification. Never take place in front or behind the snowmobile. Slowly accelerate engine in order to rotate track at very low speed when it is not on ground.

7. Make certain your snowmobile is pointed away from people or objects before you start it. No one is to be standing in front of or in back of the snowmobile.
8. Activate the throttle control lever several times to check that it operates easily and smoothly. It must return to idle position when released.
9. Verify that track and idler wheels are free to turn and not frozen.
10. 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.
11. Check the parking device. Apply parking brake and check if it operates properly.

12. Lights — The headlights, the tail-light and the brake light are standard equipment. Be sure lights are clear of dirt, slush or snow and are in good working order or condition.
13. Check operation of tether cord cap, engine stop switches, headlight switch (HI-LO), taillight, brake light and pilot lamps.


WARNING

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

| PRE-RIDE CHECK LIST | | |
|--|--|---|
| ITEM | OPERATION | ✓ |
| Clothing | Be warmly dressed with clothing designed for snowmobiling. | |
| Body including seat, footrests, lights, controls and instruments | Check that there is no snow or ice. | |
| Skis and steering | Check for free movement and proper action. | |
| Fuel and oil | Check for proper level and leaks. | |
| Air silencer prefilter | Check that there is no snow or ice. | |
| Storage compartment | Check for proper latching and no heavy or breakable objects. | |
| Adjustable features | Check for optimal adjustment and securely tightened adjustment locks. | |
| 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. | |
| Throttle lever | Check proper action. | |
| Track and idler wheels | Check for free movement. | |
| Brake lever | Check proper action. | |
| Parking device | Check proper action. | |
| Switches and lights | Check proper action. Tether cord must be attached to driver clothing eyelet. | |

How to Ride

Riding Gear

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

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

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

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

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

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

What to Bring

Every snowmobiler should carry at least the following basic parts and tools that can help him and others in an emergency:

- This Operator's Guide
- Spare spark plugs and wrench
- Friction tape
- Spare drive belt
- Spare starter rope
- Spare light bulbs
- Tool kit (including at least pliers, screwdriver, adjustable wrench)

- Knife
- Flashlight.

Include other items depending on the length and time of your ride.

Riding Position

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

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

The novice driver should become familiar with the snowmobile through practice on a level area at slow speeds before venturing afield.

WARNING

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

Sitting

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



Posting

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



Kneeling

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



Standing

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



Carrying a Passenger

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

Terrain/Riding Variations

Groomed Trail

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

Ungroomed Trail

Unless there has been a fresh snowfall you can expect "washboard" and snowdrift conditions. Taken at excessive speeds, such conditions can be

physically harmful. Slow down. Hold on the handlebar and assume a posting position. Feet should be under the body assuming a crouched position to absorb any jarring effect. On longer stretches of “washboard” trails, the kneeling position of one knee on the seat can be adopted. This provides a certain amount of comfort, while at the same time keeps the body loose and capable of vehicle control. Beware of hidden rocks or tree stumps partially hidden by a recent snowfall.

Deep Snow

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

Frozen Water

Traveling frozen lakes and rivers can be fatal. Avoid waterways. If you are in an unfamiliar area, ask the local authorities or residents about the ice condition, inlets, outlets, springs, fast moving currents or other hazards. Never attempt to operate your snowmobile on ice that may be too weak to support you and the vehicle. Operating

a snowmobile on ice or icy surfaces can be very dangerous if you do not observe certain precautions. The very nature of ice is foreign to good control of a snowmobile or any vehicle. Traction for starting, turning or stopping is much less than that on snow. Thus, these distances can be multiplied manyfold. Steering is minimal, and uncontrolled spins are an ever present danger. When operating on ice, drive slowly with caution. Allow yourself plenty of room for stopping and turning. This is especially true at night.

Hard Packed Snow

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

Uphill

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

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

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

slow even throttle pressure. Position yourself to avoid tipping over, then descend.

Downhill

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

Side Hill

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

Slush

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

Fog or Whiteouts

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

safe distance behind other snowmobilers to improve visibility and reaction time.

Unfamiliar Territory

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

Bright Sunshine

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

Unseen Obstruction

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

Hidden Wires

Always be on the lookout for hidden wires, especially in areas that may have been farmed at one time or another. Too many accidents have been caused by running into wires in the fields, guy wires next to poles and

roads, and into chains and wires used as road closures. Slow speeds are a must.

Obstacles and Jumping

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

Jumping a snowmobile is an unsafe and dangerous practice. However, if the trail does suddenly drop away from you, crouch (stand) towards the rear of the vehicle and keep the skis up and straight ahead. Apply partial throttle and brace yourself for the impact. Knees must be flexed to act as shock absorbers.

Turning

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

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



Road Crossing

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

Railroad Crossing

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

Night Rides

The amount of natural and artificial light at a given time can effect your ability to see or to be seen. Nighttime snowmobiling is delightful. It can be a unique experience if you acknowledge your reduced visibility. Before you start, make certain your lights are clean and work properly. Drive at speeds that will allow you to stop in time when you see an unknown or dangerous object ahead. Stay on established trails

and never operate in unfamiliar territory. Avoid rivers and lakes. Guy wires, barbed wire fences, cabled road entrances and other objects such as tree limbs are difficult to see at night. Never drive alone. Always carry a flashlight. Keep away from residential areas and respect the right of others to sleep.

Safari Riding

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

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

Signals

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

Trail Stops

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

Trails and Signs

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

Environment

Wildlife compliments your snowmobiling day. Snowmobile tracks provide firm ground over which animals can travel from area to area. Do not violate this privilege by chasing or harassing wildlife. Fatigue and exhaustion can lead to animal's death. Avoid areas posted for the protection or feeding of wildlife.

If you happen to be fortunate enough to see an animal, stop your snowmobile and observe quietly.

The guidelines that we support are not designed to limit your snowmobiling fun, but to preserve the beautiful freedom that you can experience only on a snowmobile! These guidelines will keep snowmobilers healthy, happy and able to introduce others to what they know and enjoy about their favorite winter pastime. So, the next time you hit the trails on a cool, crisp and clear winter day, we ask you to remember that you are paving the way for the future of our sport. Help us lead it down the right path! From all of us at BRP, thank you for doing your share.

There is nothing more exhilarating than snowmobiling. Venturing onto snowmobile trails that criss-cross wild areas is an exciting and healthy winter sport. However, as the number of people using these recreational parks increases, so does the potential for damage to the environment. Abuse of land, facilities and resources inevitably leads to restrictions and closures of both private and public land.

In essence, the greatest threat to our sport, is all around us. Which leaves us with one logical choice. When we snowmobile, we must always ride responsibly.

The vast majority respect the law and the environment. Each of us must set an example for those who are new to the sport, young and old alike.

It is in every one's best interest to tread lightly into our recreational areas. Because, in the long run, to protect the sport we must preserve the environment.

Recognizing the importance of this issue and the need for snowmobilers to do their share in preserving areas that make it possible to enjoy our sport, BRP has developed the "Light Treading Is Smart Sledding" campaign for snowmobilers.

Light Treading refers to more than the thread of our tracks. It's a statement of concern, respect and willingness to take the lead and take action. It applies to the environment in general, its proper care and maintenance, its natural inhabitants and all enthusiasts and the public at large who enjoy the great outdoors. With this theme, we invite all snowmobilers to remember that respecting the environment is not only critical to the future of our industry but to future generations.

Light Treading in no way suggests you should curb your appetite for snowmobiling fun! It simply means tread with respect!

The fundamental objective of Light Treading is one of respect for where and how you ride a snowmobile. You're a light treader when you follow the principles below.

Become informed. Obtain maps, regulations and other information from the Forest Service or from other public land agencies. Learn the rules and follow them and that goes for speed limits, too!

Avoid running over young trees, shrubs, and grasses and don't cut wood. On flatlands or areas where trail riding is popular, it's important to ride only where authorized. Remember, there is a link between protecting your environment and your own safety.

Respect wildlife and be particularly sensitive of animals that are rearing young or suffering from food shortage. Stress can sap scarce energy reserves. Refrain from riding in areas where only animals are intended to tread!

Obey gate closures and regulatory signs and remember, light treaders don't litter!

Stay out of wilderness areas. They're closed to all vehicles. Know where the boundaries are.

Obtain permission to travel across private land. Respect the rights of landowners and other people's privacy. Remember, snowmobile technology has lowered the noise factor considerably, but you still shouldn't rev your engines where quiet "is the order of the day".

Snowmobilers know all too well the efforts that have been made throughout the sport's history to enjoy access to areas where people can snowmobile safely and responsibly. This effort continues today, as strong as ever.

Respecting the areas where we ride... wherever they may be... is the only way to ensure their future enjoyment. That's one major reason why we know you'll agree that Light Treading is smart sledding! And there are more.

Enjoying the opportunity to see winter and all its natural majestic wonders, is an experience cherished by snowmobilers. Light Treading will preserve this opportunity and will make it possible for us to expose others to the beauty of winter and the unique thrill of our sport! Light Treading will help our sport to grow!

Finally, Light Treading is the sign of a smart snowmobiler. You don't have to leave big tracks or careen through a virgin forest to show you can ride. So whether you're driving a high performance Ski-Doo, a sporty MX Z snowmobile or any other make or model, show you know what you're doing. Show you know how to send snow flying and make tracks with a light touch!

TRACTION ENHANCING PRODUCTS

NOTE: This section is applicable to snowmobiles equipped with a factory installed track that has been approved by BRP for special studs installation.

⚠ WARNING

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

⚠ WARNING

You may stud the track on this vehicle model. However, you **MUST** only use the BRP approved type stud for use on these Ski-Doo snowmobiles. **DO NOT EVER** use conventional studs as the track thickness is thinner than other standard tracks. The stud could tear off of track and separate from vehicle posing a potential risk of severe injury or death. See an authorized SKI-DOO dealer for current specific studding availability and applications.

Using traction enhancing products such as, more aggressive ski carbide runners and/or studs on your snowmobile will change its behavior, particularly in terms of manoeuvrability, acceleration, and braking.

Using traction enhancing products gives a better grip on packed snow and ice, but has no noticeable effect on soft snow. For this reason, driving a snowmobile equipped with traction enhancing products requires a certain adaptation period. If your snowmobile is equipped with traction enhancing products, be sure to take plenty of time to get used to the way it handles when turning, accelerating, and braking.

Also, always check local regulations concerning the use of traction enhancing products on snowmobiles. Always

drive your snowmobile in a responsible manner, respecting the environment and other people's property.

Manoeuvrability

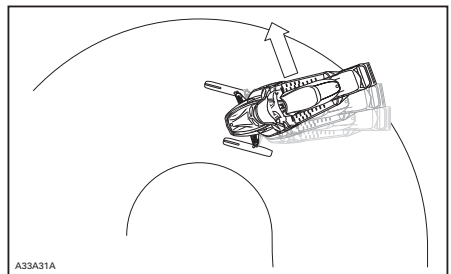
Using traction enhancing products such as, more aggressive ski carbide runners and/or studs makes the snowmobile grip the ground better at both the front and at the rear. The use of carbide runners is therefore required to give the skis a better grip, so that the front and rear of the snowmobile are in balance. While off-the-shelf carbide ski runners are adequate, they don't necessarily give you optimal control, since that depends on your personal preferences, your riding style, and how your suspension is adjusted.

⚠ WARNING

If the front and rear of the snowmobile are out of balance due to an incorrect combination of traction enhancing products, the snowmobile may tend to oversteer or understeer, which could lead to a loss of control.

Oversteering

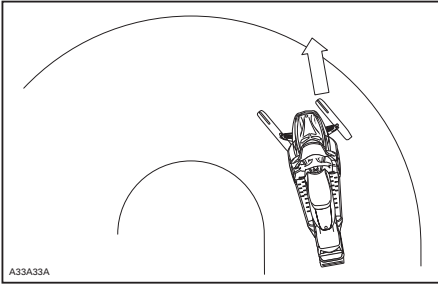
In certain conditions, using more aggressive ski carbide runners without studs on the rear track could make the snowmobile prone to oversteering, see illustration.



OVERSTEERING

Understeering

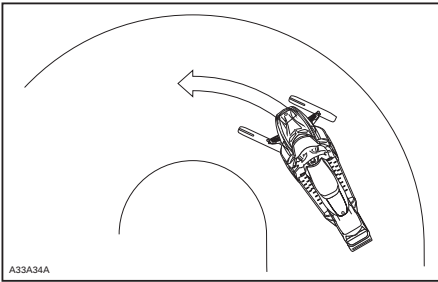
In certain conditions, the use of studs on the track could make the snowmobile prone to understeering if the skis are not equipped with more aggressive ski carbide runners, see illustration.



UNDERSTEERING

Controlled Driving

A balanced combination of carbide ski runners and studs on the track ensures adequate control and better handling, see illustration.



CONTROLLED DRIVING

Acceleration

Using studs on the track will allow your sled to accelerate better on packed snow and ice but will have no noticeable effect on soft snow. This can cause sudden variations in traction under certain conditions.

⚠ WARNING

To prevent surprises that could lead to a loss of control of the snowmobile, possibly resulting in serious injury or death:

- Always go easy on the throttle.
- NEVER try to spin the track to make the rear of the snowmobile skid.

This could cause debris or ice to be thrown violently backwards, possibly injuring others nearby or on snowmobiles behind you.

Braking

As in the case of acceleration, using studs on the track will give you better braking capacity on packed snow or ice but will have no noticeable effect on soft snow. Braking may thus vary suddenly under certain conditions. Be sure to use restraint in braking to keep from blocking the track in order to avoid surprises that could lead to a loss of control.

Important Safety Rules

⚠ WARNING

To prevent serious injury to individuals near the snowmobile:

- NEVER stand behind or near a moving track.
- Always use a wide-base snowmobile stand with a rear deflector panel.
- When the track is raised off the ground, only run it at the lowest possible speed.

Centrifugal force could cause debris, damaged or loose studs, pieces of torn track, or an entire severed track to be violently thrown backwards out of the tunnel with tremendous force, possibly resulting in the loss of a leg or other serious injury.

Traction Enhancing Products Effect on the Snowmobile Durability

The use of traction enhancing products can increase the load and the stress on certain snowmobile components, as well as the vibration level. This can cause premature wear on parts such as belts, brake linings, bearings, chain, chaincase sprocket, and on approved studded tracks, shorten track life. Always proceed with a visual inspection of your track before each use. For more information, refer to the *TRACK* section in *MAINTENANCE INFORMATION*.

Studs on the track can also cause serious damage to your snowmobile if it is not equipped with the tunnel protectors designed for your particular model. Damage to the electrical wiring or perforation of the heat exchangers are potential hazards, that could cause the engine to overheat and be severely damaged.

⚠ WARNING

If tunnel protectors are excessively worn or not installed, the gas tank could be punctured, causing a fire.

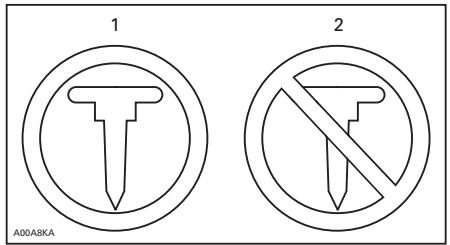
NOTICE Ask your dealer for the appropriate tunnel protectors model and kit number required for your snowmobile.

NOTE: Consult the BRP limited warranty to find out what warranty limitations are related to the use of studs.

Installation of Studs

⚠ WARNING

Never stud a track that has not been approved for studs. Approved tracks can be identified by a stud symbol (see illustration below) molded into the track surface. Installing studs on an unapproved track could increase the risk of the track tearing or severing, possibly resulting in serious injury or death.

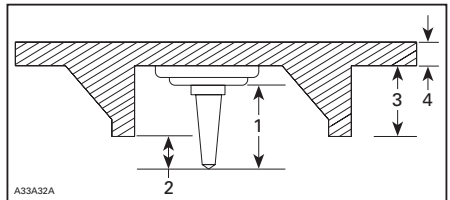


TRACK SYMBOLS

1. Approved
2. NOT Approved

To ensure safe and proper installation, BRP recommends to have the studs installed by your dealer.

- Use only the BRP approved special studs.
- Never use studs that exceed the height of your snowmobile's track profile by more than 9.5 mm (3/8 in).



INSTALLATION OF STUDS

1. Stud size
2. Penetration range 6.4 to 9.5 mm (1/4 to 3/8 in)
3. Track lug height
4. Track belt thickness

⚠ WARNING

- See an authorized SKI-DOO dealer for current specific studing availability and applications.
- Always consult the traction product manufacturer's installation instructions and recommendations before having your dealer install studs and runners.

⚠ WARNING

- You **MUST** only use the BRP approved stud type on these Ski-Doo snowmobiles. **DO NOT EVER** use conventional stud because, the track thickness is thinner than our standard tracks and the stud could tear off of track and separate from vehicle posing a potential risk of severe injury or death.
- Studs should only be installed in the locations indicated by molded bulges in the track surface.
- Never stud a track with a profile of 35 mm (1.375 in) or more.
- The number of studs installed must always perfectly match the pattern of molded bulges in the track. Installing an incorrect number of studs can increase the risk of track tearing or severing, possibly resulting in serious injury or death.
- It is very important to follow the torque specifications for the stud bolts. Improper installation of studs can increase the risk of track tearing or severing, possibly resulting in serious injury or death.

Look for any defects, such as:

- Perforations in the track
- Tears in the track (particularly around traction holes on studded tracks)
- Lugs that are broken or torn off, exposing portions of rods
- Delamination of the rubber
- Broken rods
- Broken studs (studded tracks)
- Bent studs (studded tracks)
- Missing studs
- Studs that are torn off the track
- Missing track guide(s)
- Also, ensure that studs nut are tightened to the recommended torque.

On approved studded tracks, replace broken or damaged studs immediately. If your track shows signs of deterioration, it must be replaced immediately. When in doubt, ask your dealer. Always proceed with a visual inspection of your track before each use.

⚠ WARNING

Riding with a damaged track or studs could lead to loss of control, resulting in a risk of serious injury or death.

Inspection

PROCEED WITH A VISUAL INSPECTION OF YOUR TRACK BEFORE EACH USE.

VEHICLE ENGINE DESCRIPTION:

XXXXX

EPA CERTIFIED

NER (NORMALIZED EMISSION RATE) =

ON A 0 TO 10 SCALE, 0 BEING THE CLEANEST

***NOT TO BE REMOVED PRIOR TO SALE**



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IMPORTANT ON-PRODUCT LABELS

Safety standards for snowmobiles have been adopted by the Snowmobile Safety and Certification Committee (SSCC) of which BRP is a proud participating member. Assurance that your snowmobile meets these standards is easily checked by locating the Certification Label on a right vertical portion of the vehicle.

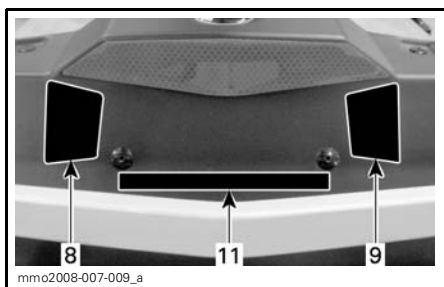
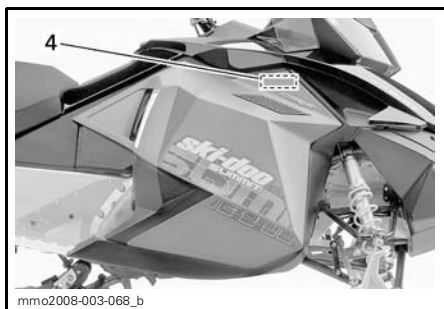
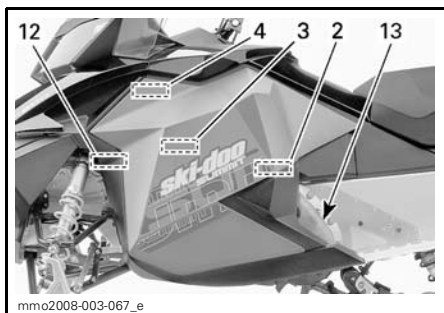
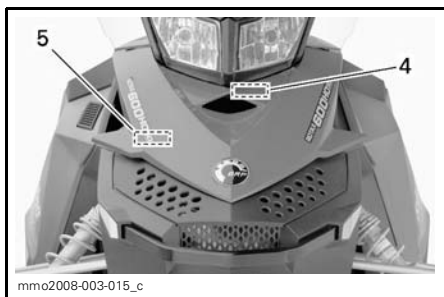
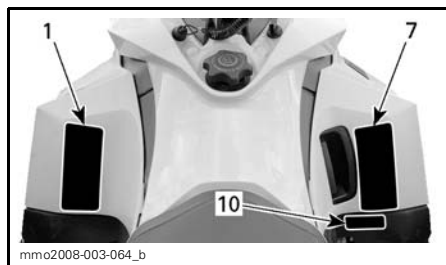
This label shows that an independent testing laboratory has verified compliance with the SSCC safety standards.



Other important labels on the vehicle are WARNING or CAUTION labels relating to safety, maintenance and/or snowmobile operation. Ensure all such labeling is retained on the vehicle and its content is followed by vehicle operator.

If missing or damaged, the decals can be replaced free of charge. See an authorized SKI-DOO dealer.

Please read the following instructions carefully before operating this snowmobile.



⚠ WARNING

- Read and understand all warning labels and operator's guide before operation. Operator's guide is located in the under seat base. Pull latch located under front lip of seat and slide it to the rear to have access. If guide is missing, ask your dealer for a new one.
- Get familiar with your vehicle. Inexperienced riders may overlook risks and be surprised by vehicle's specific behavior and terrain conditions. Ride slowly.
- Excessive speed and reckless driving can kill ! ALWAYS adjust your speed according to snow conditions and circumstances.
- Steering control and braking ability may be reduced on hard-pack snow, ice or roads. Reduce speed & allow more space to stop or turn.
- Respect laws on minimum operator age. Manufacturer recommends a minimum operating age of 16 years old.
- Never open side panels or hood while engine is running or if vehicle is in motion. Ensure to remove DESS key before opening those.

BEFORE STARTING :

1. Attach tether cord to your clothing.
2. Check proper operation of the throttle and brake levers each time before starting. They must return to their initial position when released.
3. Apply parking brake.
4. Turn handlebars all the way in both directions to check for interference and insure free operation.

AFTER STARTING :

1. Pull-out tether cord to check if engine shuts off.
2. Re-start and push in engine cut-off switch to check if engine shuts off.
3. Disengage parking brake before riding to avoid fading.

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INSTRUCTION 1

| CAUTION | ATTENTION |
|--|---|
| <ul style="list-style-type: none"> •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. | <ul style="list-style-type: none"> •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. |

mmo2007-009-051

INSTRUCTION 2

⚠ WARNING

This guard must ALWAYS be in place when engine is running. Beware of rotating parts – they could cause injuries or catch your clothing.

⚠ AVERTISSEMENT

Ce garde-courroie doit TOUJOURS être en place lorsque le moteur fonctionne. Attention aux pièces en rotation – elles peuvent vous blesser ou capter vos vêtements.

516 002 670

A33A2FA

INSTRUCTION 3

⚠ WARNING

Beware of HOT parts!

⚠ AVERTISSEMENT

Attention aux pièces CHAUDES!

516002664

A33A2GA

INSTRUCTION 4



INSTRUCTION 5



INSTRUCTION 6

▲ WARNING


This vehicle is designed for one (1) operator and as many passengers as there are seats with straps or handgrips installed on the vehicle conforming to SSSC standards.

When riding with a passenger :

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


REMEMBER : YOU ARE RESPONSIBLE FOR THE SAFETY OF YOUR PASSENGER!

ALL DRIVERS AND PASSENGERS MUST READ THE FOLLOWING:
Avoid surprises!
BE ON THE LOOK-OUT for the unexpected.




Operate defensively.

- Scan constantly for people, objects, conditions and upcoming vehicles.
- Avoid thin ice / open water.
- Use extra caution whenever off-trail.



ALWAYS wear a DOT approved HELMET and clothing appropriate for snowmobiling.

NEVER ride after consuming alcohol or drugs even as a passenger.



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INSTRUCTION 7

▲ WARNING

NEVER SIT IN CARGO AREA.

Exceeding maximum cargo load may affect steering control and braking ability.

MAXIMUM cargo load :
15,8 Kg / 35 Lbs.

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INSTRUCTION 9

▲ WARNING | ▲ AVERTISSEMENT





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INSTRUCTION 10: EUROPEAN MODELS

▲ WARNING

- NEVER STAND BEHIND or near a rotating track.
- Only spin track at lowest possible speed whenever off the ground. Broken track or debris could be projected with great force which could sever legs or cause other serious injuries.



mmo2007-009-053_en


INSTRUCTION 8

⚠ WARNING

If you stud the track on this vehicle use special BRP approved studs ONLY.
 Studding this track with conventional studs may cause studs to tear off of track and separate from vehicle posing a potential risk of severe injury or death
 See the Operator's Guide that came with this vehicle for all details pertaining to track studding

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INSTRUCTION 11: MODELS WITH TRACK APPROVED FOR STUDS

| EMISSION CONTROL INFORMATION | |  |
|--|------|---|
| THIS VEHICLE IS CERTIFIED TO OPERATE ON UNLEADED GASOLINE AND MEETS [XXXX] U.S. EPA REGULATIONS FOR SNOWMOBILE SI ENGINES. | | |
| ENGINE FAMILY | XXXX | FAMILLE DE MOTEUR |
| FEL | XXXX | LIMITE DES ÉMISSIONS DE LA FAMILLE |
| ENGINE DISPLACEMENT | XXXX | CYLINDRÉE |
| EXHAUST EMISSION CONTROL SYSTEM | XXXX | SYSTÈME DE CONTRÔLE DES ÉMISSIONS |

RENSEIGNEMENTS SUR LE DISPOSITIF ANTIPOLLUTION
 CE VÉHICULE EST CERTIFIÉ POUR FONCTIONNER À L'ESSENCE SANS PLOMB ET IL RÉPOND AUX NORMES [XXXX] DE L'EPA DES É.-U. POUR LES MOTONEIGES À MOTEUR SI.
 SEE OPERATOR'S GUIDE FOR MAINTENANCE SPECIFICATIONS
 VOIR GUIDE DU CONDUCTEUR POUR LES SPÉCIFICATIONS D'ENTRETIEN
 BOMBARDIER RECREATIONAL PRODUCTS INC.

mmo2007-009-070

INSTRUCTION 12

⚠ AVERTISSEMENT

Ce garde doit TOUJOURS être en place lorsque le moteur fonctionne

⚠ WARNING

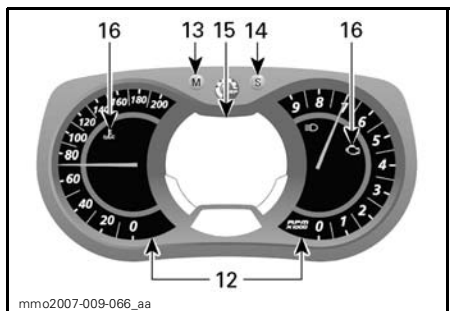
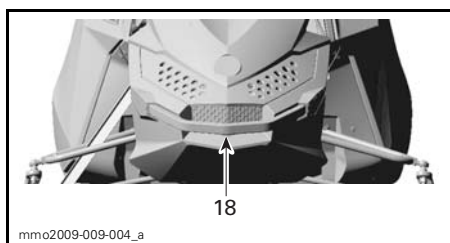
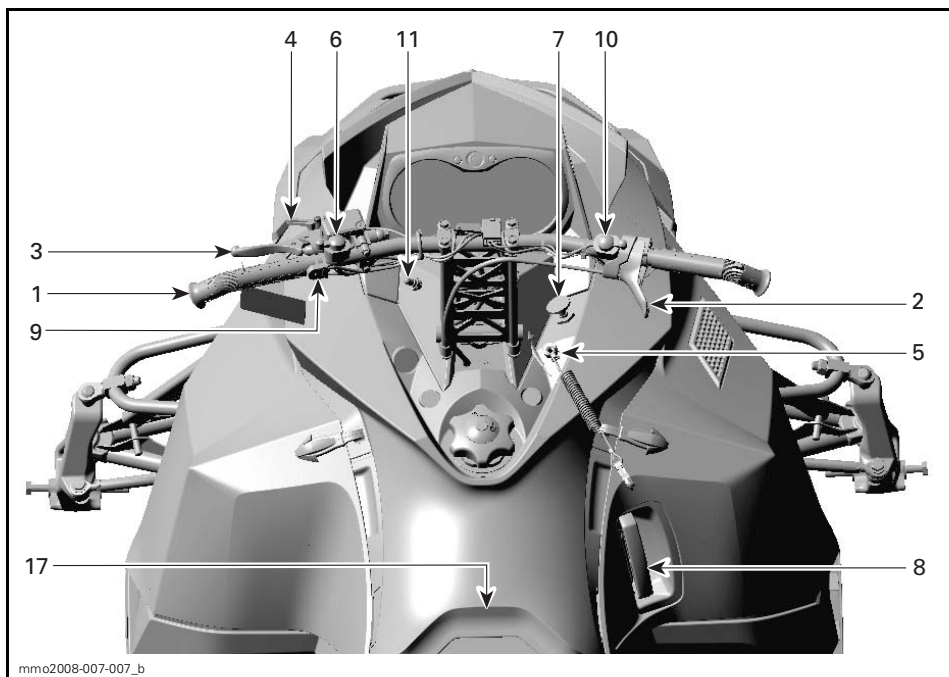
This guard must ALWAYS be in place when engine is running

mmo2008-008-023

INSTRUCTION 13

VEHICLE INFORMATION

CONTROLS/INSTRUMENTS/EQUIPMENT



MULTIFUNCTION ANALOG/DIGITAL GAUGE

1) Handlebar

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

2) Throttle Lever

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

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

3) Brake Lever

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.

4) Parking Brake Lever

Parking brake should be used whenever snowmobile is parked.

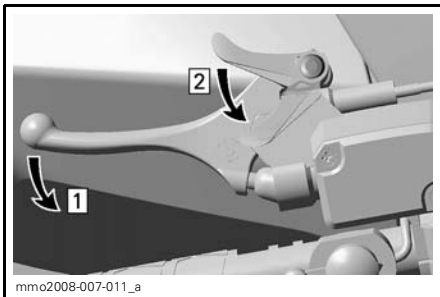
⚠ WARNING

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

To Engage Mechanism

Squeeze brake lever and maintain while pulling locking lever with a finger. When brake lever is held at halfway the parking brake should be fully applied.

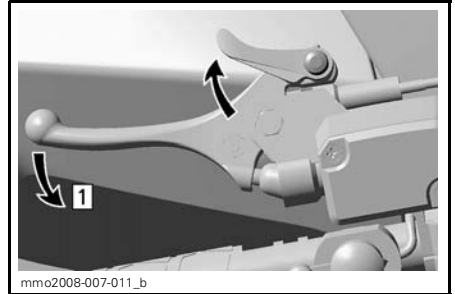
NOTICE Parking brake position can vary depending on brake pads wear. Ensure when the parking brake is applied that the vehicle stays securely in place.



TYPICAL — ENGAGE MECHANISM
 Step 1: Squeeze and maintain brake lever
 Step 2: Adjust locking lever

To Release Mechanism

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



TYPICAL — RELEASE MECHANISM
 Step 1: Squeeze brake lever

5) Tether Stop Switch

General

When the tether cord cap is removed, it shuts the engine off preventing snowmobile to runaway if the operator falls off the vehicle accidentally.

⚠ WARNING

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

Operation

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



TYPICAL

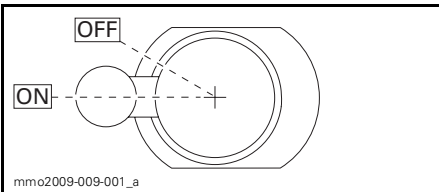
1. Snap over post
2. Attach to clothing

If emergency engine shut off is required, pull tether cord cap from post completely.

6) Engine Stop Switch

Located on right side of handlebar this switch is used to stop the engine.

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



All operators 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 thereafter. This engine shut off procedure will become a reflex and will prepare operators for emergency situations requiring its use.

⚠ WARNING

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

7) Primer Button

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

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

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

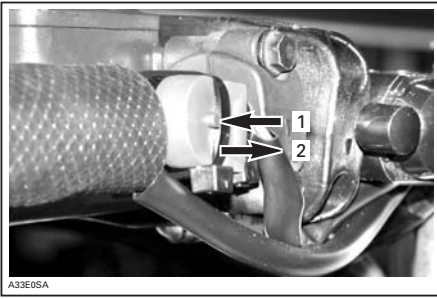
8) Rewind Starter Handle

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.

9) Pre-Heat Switch

Racing Application Only

NOTE: This switch must be removed on vehicles modified for warranty validation.



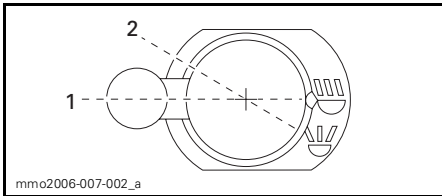
1. Button depressed: Pre-heat timing curve
2. Button released: Normal timing curve

After starting the engine, push and hold the pre-heat switch button in order to pre-heat the tuned pipe.

Release pre-heat switch button once the tuned is pre-heated.

10) High Beam/Low Beam Switch

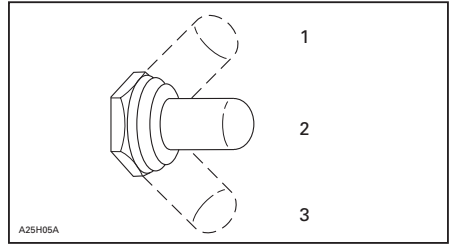
Allows selection of headlamp high beam or low beam.



1. Low beam
2. High beam

11) Heated Grips/Heated Throttle Lever Switch

Select the desired position to keep your hands and thumb at a comfortable temperature.



1. Hot
2. Warm
3. Off

12) Analog Speedometer and Tachometer

Speedometer

Measures vehicle speed in miles or kilometers.

The speedometer is factory preset in Imperial units but it is possible to change it to metric units, contact an authorized SKI-DOO dealer for unit settings.



LH PORTION OF GAUGE

Tachometer (RPM)

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



RH PORTION OF GAUGE

13) Gauge MODE (M) Button

Button use to navigate in gauge multi-function display.

14) Gauge SET (S) Button

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

15) Gauge Multifunction Digital Display

Multifunction digital display that supplies several real time useful information to the driver either in imperial or metric units, contact an authorized SKI-DOO dealer for units setting.

⚠ WARNING

Reading the gauge digital display can distract from the operation of the vehicle, particularly from constantly scanning the environment. This could lead to a collision resulting in severe injuries or death. Before reading the gauge digital display, ensure your environment is clear and free from obstacle, and bring the vehicle to a low speed. Before proceeding with any adjustments, park vehicle in a safe place and away from the trail.

Also, the multifunction digital display is factory preset in Imperial units but it is possible to change it to metric units, contact an authorized SKI-DOO dealer for unit settings.



MULTIFUNCTION ANALOG/DIGITAL GAUGE
1. Multifunction display

| DISPLAY FEATURES | |
|---------------------------|-----------------|
| FUNCTIONS | REFER TO TOPICS |
| Speedometer | A |
| Tachometer (RPM) | B |
| Odometer | C |
| Trip meter "A" or "B" | D |
| Trip hour meter | E |
| Top speed | F |
| Top RPM | G |
| Average speed | H |
| Message display | I |
| Lap record mode | J |
| Exhaust gas temperature | K |
| Throttle position display | L |

A) Speedometer

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



1. Vehicle speed display

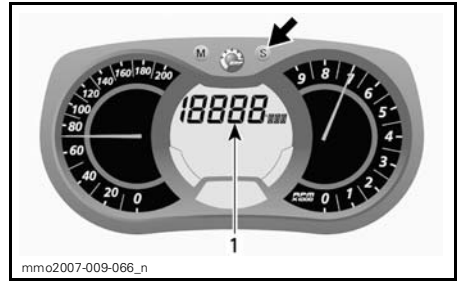
To display vehicle speed, proceed as follows:

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



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

2. While display flashes, press the SET (S) button to scroll and select speedometer mode.



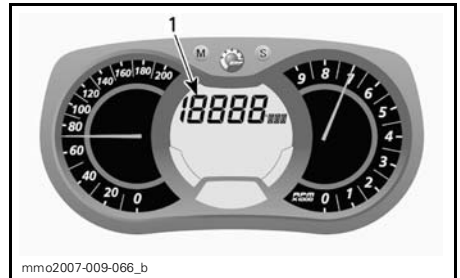
1. Speedometer mode

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



B) Tachometer (RPM)

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



1. RPM display

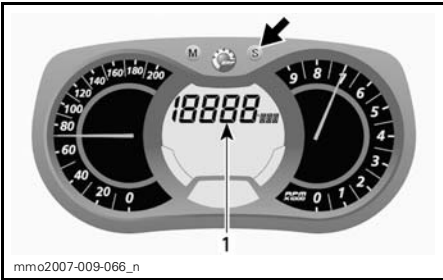
To display RPM, proceed as follows:

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



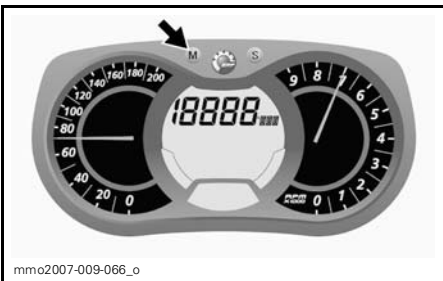
NOTE: Display will flash for approximately 5 seconds, then will return to the previously selected mode if display is not changed.

2. While display flashes, press SET (S) button to scroll and select RPM mode.



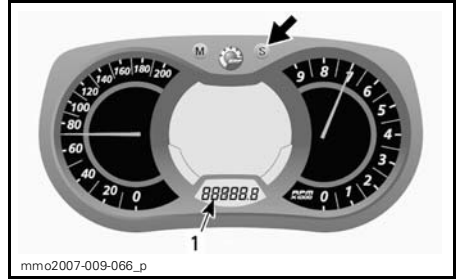
1. RPM mode

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



C) Odometer

Records the total distance travelled. Press the SET (S) button to select odometer mode.

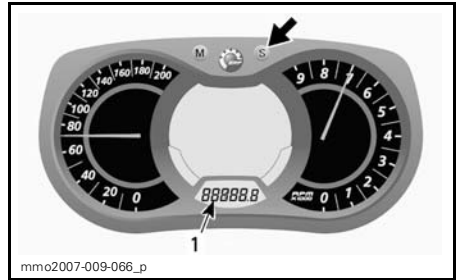


1. Odometer mode

D) Trip Meter "A" or "B"

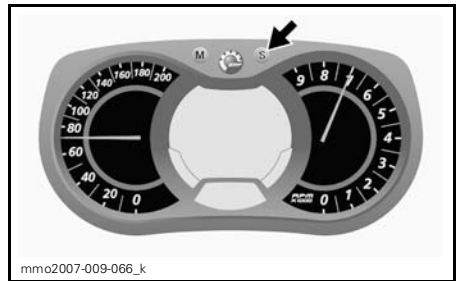
Trip meters records distance travelled since it has been reset.

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



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

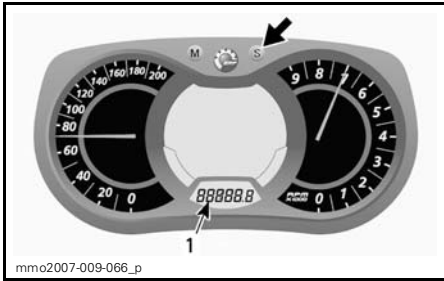
Press and hold the SET (S) button to reset.



E) Trip Hour Meter

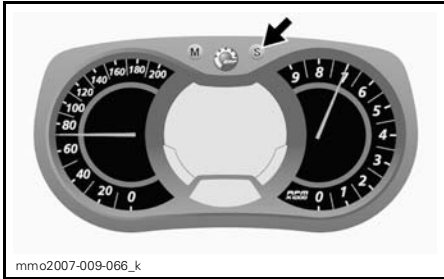
Records vehicle running time when the electrical system is activated since it has been reset.

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



1. Trip hour meter (HrTRIP) mode

Press and hold the SET (S) button to re-set.



F) Top Speed

Records vehicle top speed since it has been reset.

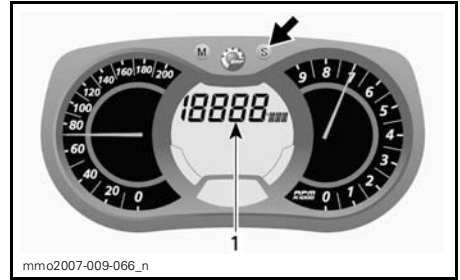
To display vehicle TOP speed, proceed as follows:

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



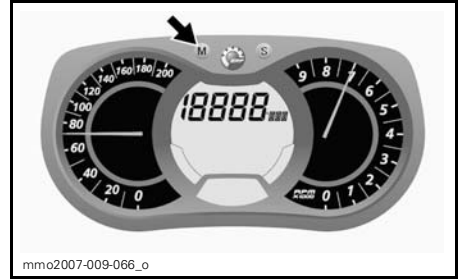
NOTE: Display will flash for approximately 5 seconds, then will return to the previously selected mode if display is not changed.

2. While display flashes, press the SET (S) button to scroll and select top speed (TOP_SPD) mode.

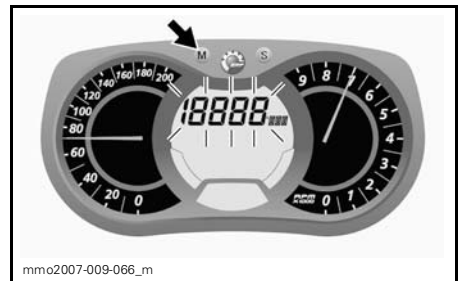


1. Top speed (TOP_SPD) mode

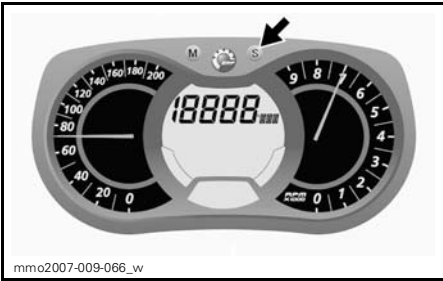
3. Press the MODE (M) button to confirm selection or wait 5 seconds.



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



Press and hold the SET (S) button with in 5 seconds to reset.



G) Top RPM

Records engine top revolution per minute (RPM) since it has been reset.

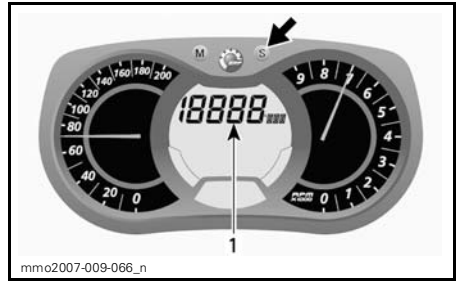
To display engine top revolution per minute, proceed as follows:

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



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

2. While display flashes, press the SET (S) button to scroll and select top RPM (TOP_RPM) mode.

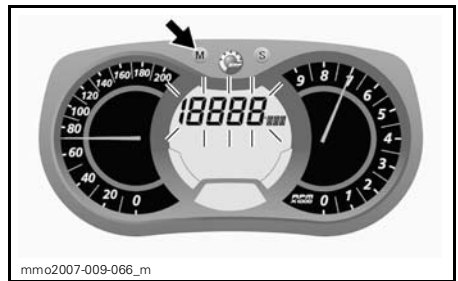


1. Top RPM (TOP_RPM) mode

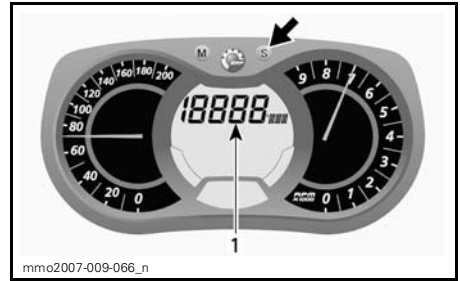
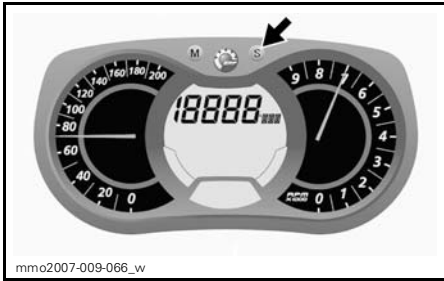
3. Press the MODE (M) button to confirm selection or wait 5 seconds.



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



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



1. Vehicle average speed (AVR_SPD) mode

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

H) Average Speed

Records vehicle average speed since it has been reset.

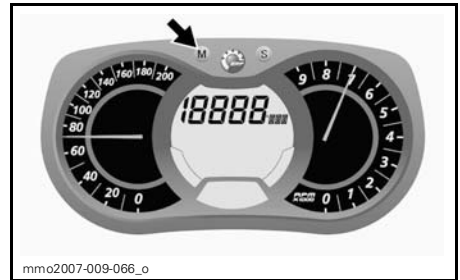
To display vehicle average speed, proceed as follows:

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

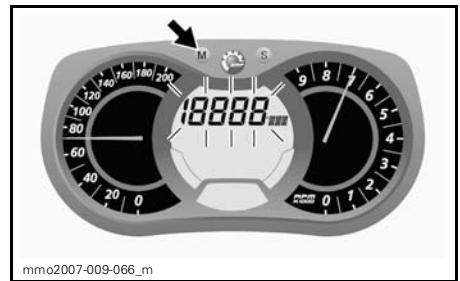


NOTE: Display will flash for approximately 5 seconds, then will return to the previously selected mode if display is not changed.

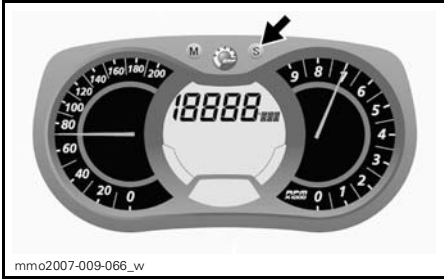
2. While display flashes, press SET (S) button to scroll and select vehicle average speed (AVR_SPD) mode.



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

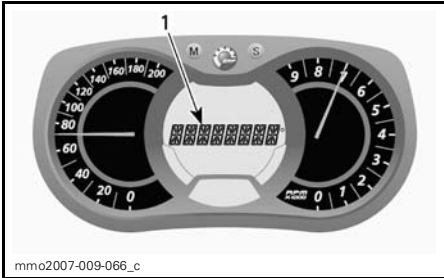


Press and hold the SET (S) button within 5 seconds to reset.



I) Message Display

This display is used as a complement of the pilot lamps to give you a brief description if an anomaly occurs or to inform you of a particular condition.



1. Message display

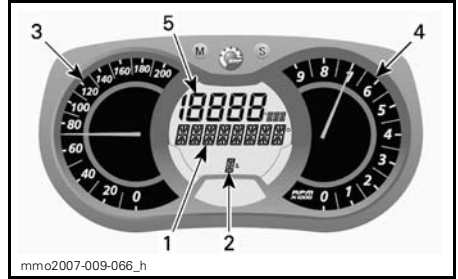
Messages are displayed along with a beep codes and pilot lamps.

Refer to *MONITORING SYSTEM* for details.

J) Lap Record Mode

With this mode, vehicle speed, engine revolutions per minute (RPM) and a preselected function in display 1 can be recorded at the same time during a period of time defined by the operator.

Also, a possibility of nine (9) different sessions (laps) can be recorded for a maximum total of 2-1/2 minutes.



LAP RECORD MODE

1. Lap record mode display
2. Sessions (laps)
3. Vehicle speed
4. Engine revolution per minute (RPM)
5. Preselected function

To Activate Lap Record Mode

1. Press the SET (S) button to select the odometer mode in display 3.
2. Press and hold SET (S) button for 2 seconds to activate mode, REC will be displayed to indicate that record mode has been selected.



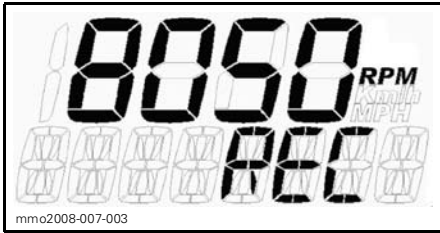
1. Record mode
2. Odometer

3. Press the SET (S) button to scroll between modes.

Available modes are: STOP, REC (record) or PLAY.

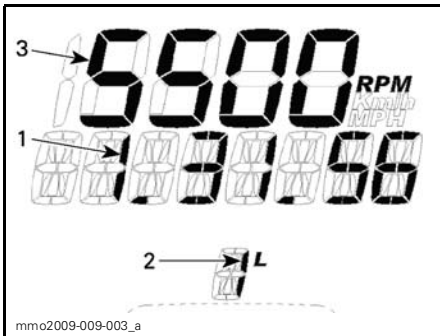
To Record

1. Select REC (record) mode.

**RECORD MODE**

2. Press the MODE (M) button to start recording.
3. While recording, press the MODE (M) button again each time you want to record a new lap time (from 1 to 9 laps).

Press the SET (S) button to stop recording.

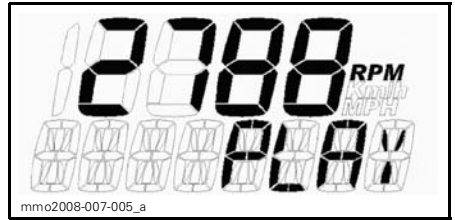
**RECORD MODE**

1. Recording time
2. Lap/session
3. Selected mode

To record another session, press the SET (S) button until REC (record) mode appears in display. Repeat same procedure previously described to record.

To Review Recorded Data

Select PLAY mode.

**PLAY MODE**

1. Press the MODE (M) button to play recorded data.

All recorded data (speedometer, tachometer and the preselected mode in display 1) will be displayed at the same time.

2. Press the SET (S) button to stop recorded lap OR press the MODE (M) button to switch to another recorded lap.

NOTE: Pressing the SET (S) button will stop time of the lap in progress, then the display will show the recorded time length of that lap and will switch automatically to the following recorded lap after 5 seconds.

At the end of all recorded laps, STOP will appear in display.

To review recorded data again, press the SET (S) button to return to PLAY mode. Repeat same procedure previously described to review.

To record other laps, press the SET (S) button to switch to REC (record) mode. Repeat same procedure previously described to record.

Press and hold SET (S) button for 5 seconds to exit the lap record mode, the previously selected mode will be displayed.

K) Exhaust Gas Temperature

Displays real time exhaust gas temperature and records the maximum reading.

To display exhaust gas temperature, proceed as follows:

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

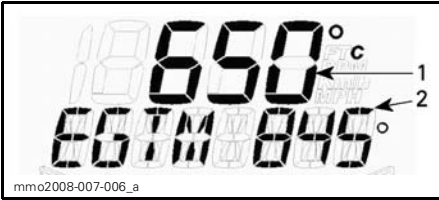
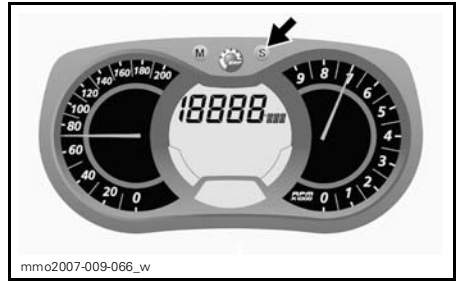


NOTE: Display will flash for approximately 5 seconds, then will return to the previously selected mode if display is not changed.

2. While display flashes, press the SET (S) button to scroll and select exhaust gas temperature (EGTM) mode.



Press and hold the SET (S) button with-in 5 seconds to reset.



EXHAUST GAS TEMPERATURE (EGTM) MODE

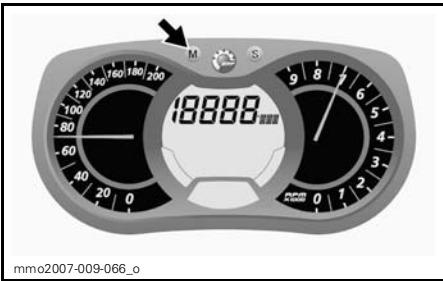
1. Current temperature
 2. Maximum temperature recorded
3. Press the MODE (M) button to confirm selection or wait 5 seconds.

L) Throttle Position Display

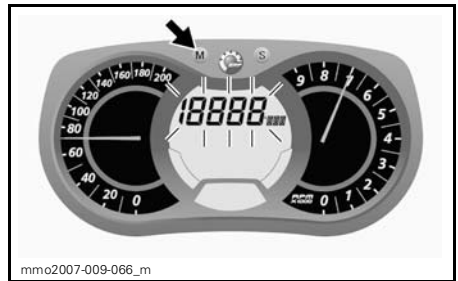
Displays real time throttle opening in percentage from approximately 0 to 100%.

To display throttle position, proceed as follows:

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

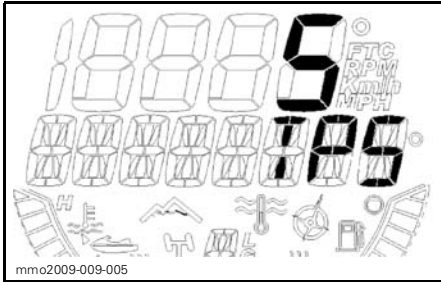


To reset maximum temperature recorded, press the MODE (M) to select mode.



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

- While display flashes, press the SET (S) button to scroll and select throttle position (TPS) mode.



THROTTLE POSITION MODE

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



16) Gauge Pilot Lamps

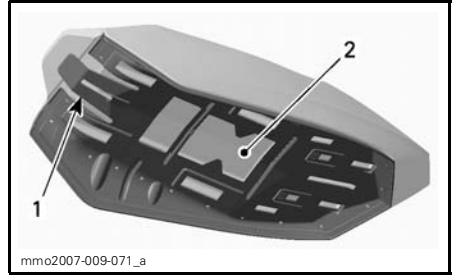
Gauge pilot lamps will inform you if an anomaly occurs or to inform you of a particular condition.

See *MONITORING SYSTEM* for details.

17) Seat Latch

Seat can be removed to access to the Operator's Guide (located in seat base) or for maintenance purposes.

The seat latch is located at the front of the seat.

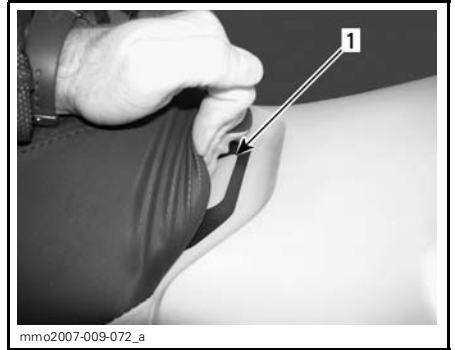


TYPICAL - SEAT BASE

- Seat latch
- Operator's Guide location

Seat Removal

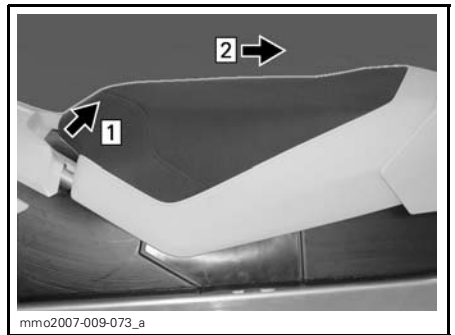
To access the seat latch, gently pull the front of seat.



TYPICAL

- Seat latch

Pull and hold seat latch, then, pull seat with a rearward movement to remove.



TYPICAL

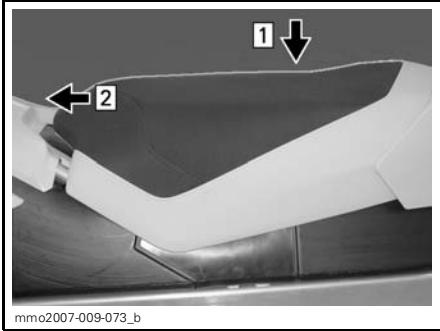
- Step 1: Pull and hold seat latch
- Step 2: Pull seat with a rearward movement

Seat Installation

NOTICE Riding the vehicle with any objects between the seat and the fuel tank could damage the fuel tank. NEVER place any objects between seat and fuel tank.

Position seat in place.

Push seat forward until it latch in its position.



TYPICAL

Step 1: Position seat in place

Step 2: Push seat forward until it latch

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



SEAT INSTALLED - TYPICAL

WARNING

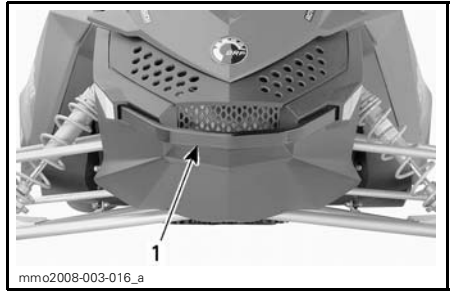
Make sure seat is securely latched before riding.

18) Grab Handle/Bumper

To be used whenever snowmobile requires manual lifting.

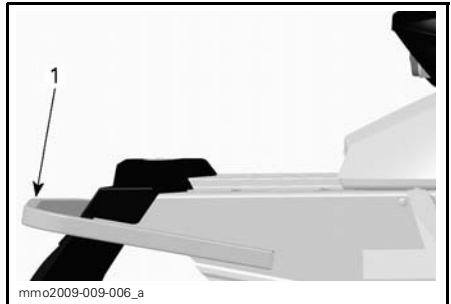
WARNING

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.



FRONT

1. Grab handle/bumper



REAR

1. Grab handle/bumper

NOTICE Do not use skis to pull or lift snowmobile.

FUEL AND OIL

Recommended Fuel

NOTICE This vehicle has no oil pump, oil must be mixed with fuel. Refer to *RECOMMENDED OIL* for proper fuel/oil ratio.

Use premium unleaded gasoline available from most service stations or oxygenated fuel containing a maximum total of 10% of ethanol or methanol or both. The gasoline used must have the following recommended minimum octane rating.

Inside North America

| OCTANE RATING | | |
|------------------------|----|----|
| (87 (RON + MON)/2) | | |
| (91 (RON + MON)/2) ▼ ▼ | | |
| ENGINE | 91 | 87 |
| 600 RS | X | — |

Outside North America

| OCTANE RATING | | |
|---------------|----|----|
| 92 RON | | |
| 95 RON ▼ ▼ | | |
| ENGINE | 95 | 92 |
| 600 RS | X | — |

NOTICE Never experiment with other fuels or fuel ratios. The use of not recommended fuel can result in snowmobile performance deterioration and damage to critical parts in the fuel system and engine components.

Fuel System Antifreeze

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

When using non-oxygenated fuel, 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 carburetors or other fuel system components which may lead, in certain cases, to high fuel consumption or severe damage to engine.

NOTE: Use only methyl hydrate free gas line antifreeze.

Fueling Procedure

Unscrew fuel tank cap to fill up tank, then fully tighten.

WARNING

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

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

Recommended Oil

This vehicle has no oil pump, oil must be mixed with fuel at the ratio of **33:1** in a jerrycan then, be poured in the fuel tank.

Refer to *PREMIX FUEL/OIL RATIO* table below as a guideline to properly premix oil with fuel.

NOTICE Never experiment with other fuel/oil ratios. Use only oil that can flow at - 40°C (- 40°F).

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

| 2-STROKE ENGINE INJECTION OIL | | |
|---|---|---|
| XP-S synthetic oil (P/N 293 600 045) | | |
| XP-S synthetic blend oil (P/N 293 600 071) | | |
| ENGINES | ▼ | ▼ |
| 600 RS | X | X |

NOTICE The XP-S synthetic oil and XP-S synthetic blend oil are specially formulated and tested for the severe requirements of the 600 RS engine. Use of any other brand two-stroke oil may void the limited warranty. Use only XP-S recommended 2-stroke oil. There is no known equivalent on the market for the moment. If a high quality equivalent were available, it could be used.

NOTICE 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.

XP-S Synthetic and Synthetic Blend Oil

The XP-S synthetic and XP-S synthetic blend 2-stroke oil provides superior lubrication, reduced engine component wear and oil deposit, thus maintaining maximum-level performance and antifriction properties. These injection oils meets the latest

ASTM and JASO standards by ensuring high biodegradability and low exhaust smoke.

Premix Fuel/Oil Ratio

| PREMIX FUEL/OIL RATIO 33:1 |
|--|
| METRIC (SI) |
| 1 L of oil + 33 L of fuel = 33/1 |
| IMPERIAL |
| 35 imp. oz of oil + 7.2 imp. gal of fuel = 33/1 1 L of oil + 7.2 imp. gal of fuel = 33/1 |
| UNITED STATES |
| 34 U.S. oz of oil + 8.8 U.S. gal of fuel = 33/1 1 L of oil + 8.8 U.S. of fuel = 33/1 |

OPERATING INSTRUCTIONS

Operating During Break-In Period

Engine

NOTICE A break-in period of **ONE** operating hour is required before running the snowmobile at full throttle.

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

NOTICE Engine overheating, continued wide open throttle runs and prolonged cruising without speed variations should be avoided.

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

NOTE: The 10-hour inspection is at the expense of the snowmobile owner.

We suggest that after the first 10 hours or 500 km (300 miles) of operation, whichever comes first, your snowmobile be checked by an authorized SKI-DOO dealer. Refer to *MAINTENANCE INFORMATION* section.

Engine Starting Procedure

Procedure

1. Recheck throttle control lever operation.
2. Ensure that the tether cord cap is in position and that the cord attached to your clothing eyelet.
3. Ensure that the engine stop switch is in the ON position.

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

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

NOTE: Priming is not necessary when engine is warm.

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

Riding Conditions and your Snowmobile

Altitude

NOTICE This vehicle is factory calibrated for a sea level usage **ONLY**, below 600 m (2000 ft).

Temperature

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

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

Trail Riding

This vehicle is designed for special purposes and may exceed provincial/state width limitations for trail riding. Riders must get all relevant information on local width limitations.

Hard Packed Snow

This snowmobile's track has a lug profile of 44.5 mm (1.75 in) and BRP **does not recommend** to ride it at **high speed** on a trail, hard packed snow or ice.

In the event that you have to ride on such surfaces, **reduce your speed** and minimize the travel distance.

NOTICE Running that type of track at high speeds on a trail, on hard packed surfaces or ice puts more stress on the lugs, causing heat. To avoid potential premature degradation or damage to the track, **reduce your speed**, and minimize the distance you ride on those surfaces.

Vehicle Warm-Up

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

Engage parking brake.

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

Attach tether cord to operator's clothing eyelet.

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

NOTE: It is not recommended to let engine running at idle speed for more than 10 minutes.

Disengage parking brake.

WARNING

Make sure wide-base snowmobile mechanical 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, 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 can be driven at low speed for the first 2 or 3 minutes of riding. After that, it may be driven up to the legal speed limit as per normal safety practices.

Shutting Off the Engine

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

Shut off the engine using either engine Stop switch or tether cord cap engine Stop switch.

WARNING

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

Towing Another Snowmobile

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

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

In an emergency situation only, if a rigid tow bar is not available, a rope can be used provided you proceed with extra

caution. In some areas, it may be illegal to do so. Check with state or local authorities.

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

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

 **WARNING**

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

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 and skis.

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

TUNE YOUR RIDE

⚠ WARNING

Suspension adjustment are inter-related and can affect vehicle handling. Always take time to familiarize yourself with the vehicle's behavior after any suspension adjustment have been made.

Snowmobile handling and comfort depend upon suspension adjustments.

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

⚠ WARNING

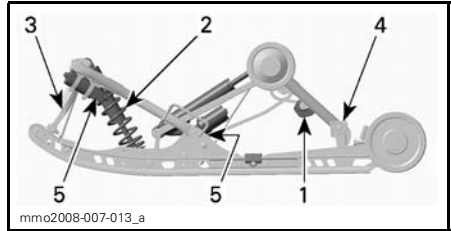
Before proceeding with any suspension adjustment, remember:

- Park in a safe place.
- Remove the tether cord cap.
- Lift the front of vehicle off the ground with a suitable lifting device before adjusting front suspension.
- Lift rear of vehicle off the ground with a wide-base snowmobile stand with a deflector panel before adjusting rear suspension.
- Make sure lifting device is stable and secure.

⚠ WARNING

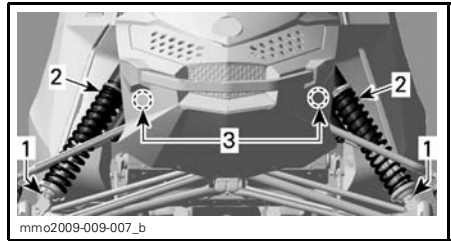
Do not attempt to lift the vehicle by hand alone. Use appropriate lifting device to avoid risk of strain injuries.

Rear Suspension Adjustment



TYPICAL - SC-5 REAR SUSPENSION

1. Rear springs adjustable cams
2. Center spring
3. Stopper straps
4. Coupling blocks
5. Shock Damping



FRONT SUSPENSION

1. Shocks rebound damping
2. Front springs
3. Shocks compression damping

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

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 remove the tether cord cap before performing any maintenance or adjustment, unless otherwise specified. Vehicle must be parked in a safe place, away from the trail. Always lift the front of vehicle off the ground with a suitable lifting device before adjusting front suspension. Lift the rear of vehicle off the ground with a wide-base snowmobile stand with a rear deflector panel before rear suspension adjustment.

⚠ WARNING

Do not attempt to lift the vehicle by hand alone. Use appropriate lifting device to avoid risk of strain injuries. Always make sure the lifting device is stable and secure before proceeding to adjust the suspension components.

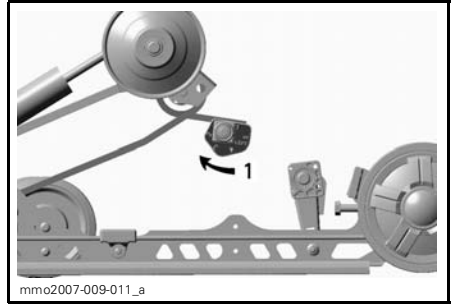
NOTICE Whenever adjusting rear suspension, check track tension and adjust as necessary.

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

NOTE: This model is factory equipped with Take/Apart (T/A) shocks. These can be rebuilt or recalibrated. See an authorized SKI-DOO dealer.

Rear Springs Preload (Comfort)**Preload Adjustment**

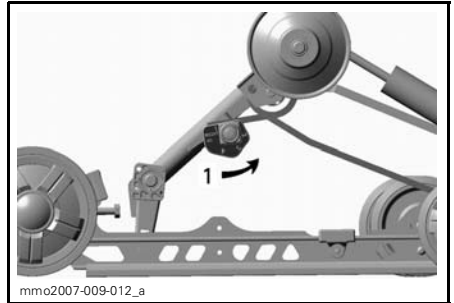
NOTICE To adjust spring preload, always turn the left side adjustment cam in a clockwise direction, and the right side cam in a counterclockwise direction.



mmo2007-009-011_a

TYPICAL — SC-5 - LH SIDE

1. Adjust spring preload



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TYPICAL — SC-5 - RH SIDE

1. Adjust spring preload

NOTE: Left and right adjustment cams must be set at the same settings.

| CAM POSITIONS | SPRING PRELOAD |
|---------------|----------------------|
| 1 | Minimum |
| 2 | Minimum/intermediate |
| 3 | Intermediate |
| 4 | Intermediate/maximum |
| 5 | Maximum |

Center Spring Preload (Steering Behavior)

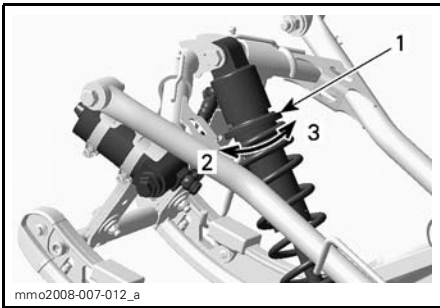
Ride at moderate speed on a trail.

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

Reference Table

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

Preload Adjustment



TYPICAL

1. Turn spring preload adjuster to increase or decrease preload
2. Turn clockwise to increase spring preload
3. Turn counterclockwise to decrease spring preload

Coupling Blocks (Handling)

Coupling blocks will have an effect on vehicle handling while accelerating.

A minimum coupling adjustment while accelerating will generate **less** pressure on the skis (understeering).

At the opposite, a maximum coupling adjustment will generate **more** pressure on the skis (less understeering).

Perform moderate acceleration from a stand point or while riding and check for desired handling.

If handling requires adjustment, turn both left and right blocks to the desired position.

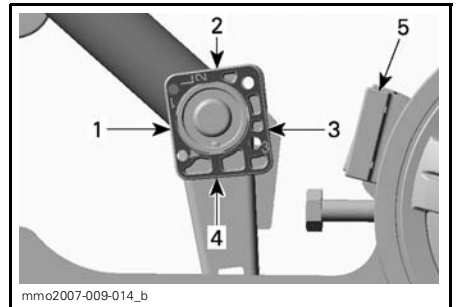
NOTE: There are four possible adjustment positions. Side of block with the desired adjustment number must be facing the rubber stopper.

⚠ WARNING

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

Use tool provided with vehicle to adjust coupling blocks.

NOTE: When in driving position, the coupling blocks should not touch the rubber stoppers.



LH COUPLING BLOCK — ADJUSTED IN POSITION 3

1. Position 1 (minimum)
2. Position 2 (minimum/intermediate)
3. Position 3 (intermediate/maximum)
4. Position 4 (maximum)
5. Rubber stopper

NOTE: If coupling blocks are adjusted to the maximum position (position 4) and still want more ski pressure while accelerating, then you should consider shortening the stopper straps. Note that a shortened strap will have a negative effect on comfort.

Stopper Straps Length (Weight Transfer and Front Arm Stroke)

Perform moderate acceleration from a stand point or while riding and check for desired handling.

NOTE: You should first try to get the desired handling by adjusting coupling blocks before shortening stopper straps.

⚠ WARNING

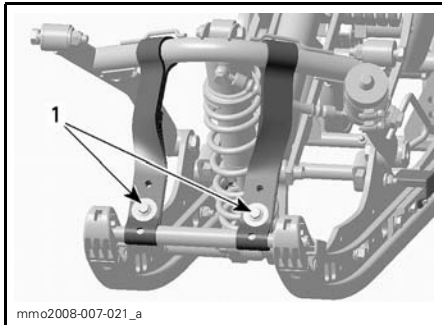
Always adjust both straps at the same position.

NOTICE Whenever stopper straps length are changed, track tension must be readjusted.

Reference Table

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

Stopper Straps Adjustment



TYPICAL — SC-5

1. Increase or decrease straps length by bolting through a different hole

Tighten the stopper strap screws to 11 N•m (97 lbf•in).

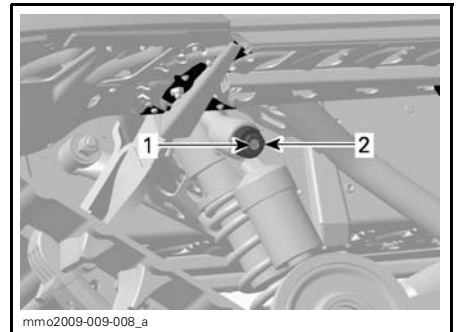
NOTE: Decreasing the stopper strap length may reduce comfort. If too much weight transfer is felt, try to correct it by adjusting the coupling blocks first.

Deep Snow Riding

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

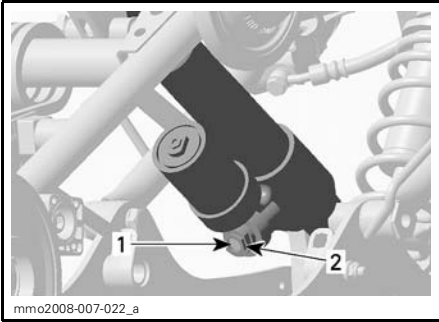
Rear Suspension Shocks Compression Damping

There are 2 possible damping adjustments on the rear suspension shock absorbers: low speed compression and high speed compression.



CENTER SHOCK

1. Low speed compression adjuster (flat screwdriver)
2. High speed compression adjuster (17 mm wrench)



REAR SHOCK

1. Low speed compression adjuster (flat screwdriver)
2. High speed compression adjuster (17 mm wrench)

Low Speed Compression Damping

The low speed adjuster modifies the compression damping force for small suspension velocities. Use a flat screwdriver to adjust it. Turning it clockwise increases shock damping action (stiffer).

High Speed Compression Damping

The high speed adjuster modifies the compression damping force for high suspension velocities. Use a 17 mm wrench to adjust it. Turning it clockwise increases shock damping action (stiffer).

Front Suspension Adjustments

Front Springs Preload (Handling)

Ride at moderate speed and check for proper handling.

Adjust front springs accordingly.

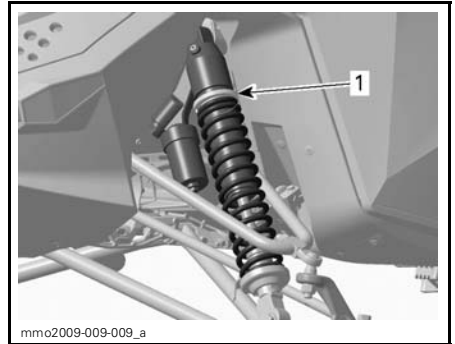
⚠ WARNING

Always adjust both front springs to same position.

Reference Table

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

Preload Adjustment



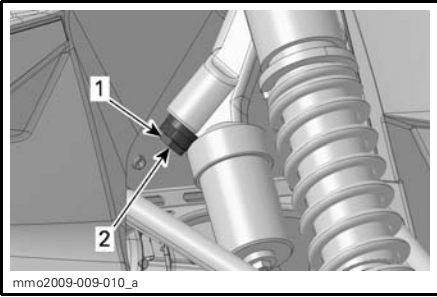
TYPICAL

1. Adjustment ring

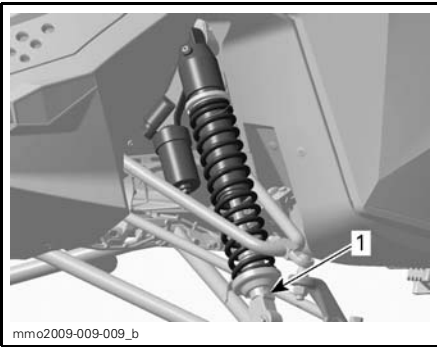
NOTICE Make sure that both front springs are still pre loaded when front of vehicle is off the ground.

Front Shocks Damping

There are 3 possible damping adjustments on the front suspension shock absorbers: low speed compression, high speed compression and rebound.

**LH FRONT SHOCK ABSORBER**

1. High speed compression adjuster (17 mm wrench)
2. Low speed compression adjuster (flat screwdriver)

**LH FRONT SHOCK ABSORBER**

1. Rebound adjuster (flat screwdriver)

Low Speed Compression Damping

The low speed adjuster modifies the compression damping force for small suspension velocities. Use a flat screwdriver to adjust it. Turning it clockwise increases shock damping action (stiffer).

High Speed Compression Damping

The high speed adjuster modifies the compression damping force for high suspension velocities. Use a 17 mm wrench to adjust it. Turning it clockwise increases shock damping action (stiffer).

Rebound Damping

The rebound adjuster modifies the rebound damping force. Use a flat screwdriver to adjust it. Turning it clockwise increases shock damping action (stiffer).

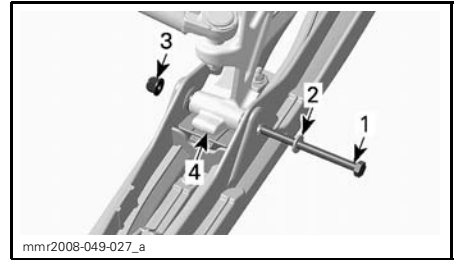
Ski Stance

The ski stance can be set at two different positions by placing spacers outside or inside the ski legs. The ski stance is measured from the center of skis, see table below.

| SPACER POSITION | SKI STANCE |
|-----------------|--------------------|
| Inside | 1065 mm (41.93 in) |
| Outside | 1108 mm (43.64 in) |

To set the desired ski stance, proceed as follows:

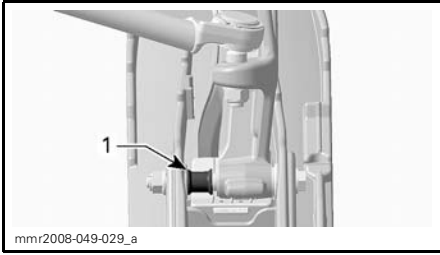
1. Lift front of vehicle and secure.
2. Remove the nut and pull ski bolt out.

**TYPICAL**

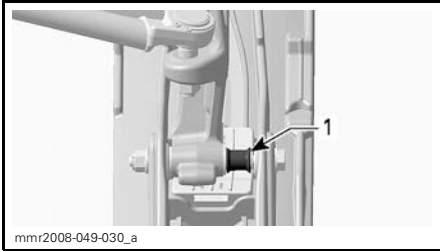
1. Ski bolt
 2. Washer
 3. Nut
 4. Ski leg
3. Install spacer inside for the narrower setting or outside for the wider setting.

⚠ WARNING

Proceed to the same setting for both skis.



NARROWER STANCE — LEFT SKI SHOWN
1. Spacer here for the narrower stance



WIDER STANCE — LEFT SKI SHOWN
1. Spacer here for the wider stance

4. Install ski bolt and torque nut to 32 N•m (24 lbf•ft).

NOTE: Always consult your local regulations concerning the snowmobile width limitations before riding on a trail.

Rear Suspension Factory Settings

For adjustment procedures, refer to *REAR SUSPENSION ADJUSTMENTS* in this section.

To adjust compression and rebound, proceed as follows:

1. Turn adjuster clockwise until it stops.
2. Turn adjuster counterclockwise by the specified amount, see table below.

| REAR SUSPENSION FACTORY SETTINGS | |
|---|----------------------|
| Coil spring preload (center) | 200 mm (7.87 in) |
| Center shock compression damping (low speed) | 4 clicks (1 turn) |
| Center shock compression damping (high speed) | 1 turn |
| Rear springs | Position 2 |
| Coupling blocs | Position 1 |
| Rear shock compression damping (low speed) | 4 clicks (1 turn) |
| Rear shock compression damping (high speed) | 1 turn |
| Stopper Straps | 3 rd hole |

Front Suspension Factory Settings

For adjustment procedures, refer to *FRONT SUSPENSION ADJUSTMENTS* in this section.

To adjust compression and rebound, proceed as follows:

1. Turn adjuster clockwise until it stops.
2. Turn adjuster counterclockwise by the specified amount, see table below.

| FRONT SUSPENSION FACTORY SETTINGS | |
|-----------------------------------|-------------------|
| Spring preload | 280 mm (11.02 in) |
| Compression damping (low speed) | 4 clicks (1 turn) |
| Compression damping (high speed) | 1 turn |
| Rebound damping | 4 clicks (1 turn) |

Vehicle Behavior Related to Suspension Adjustment

| PROBLEM | CORRECTIVE MEASURES |
|--|--|
| Front suspension wandering | 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 | 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 | 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 | Reduce rear spring preload. |
| Rear of snowmobile seems too soft | Increase rear spring preload. |
| Rear suspension front shock absorber is frequently bottoming | Lengthen stopper straps. Increase center spring preload. |
| Track spins too much at start | Lengthen stopper straps. Reduce coupling. |

VEHICLE TRANSPORTATION

Make sure that fuel tank cap is properly installed.

Tilt bed trailers can easily be equipped with a winch mechanism to afford maximum safety in loading. Simple as it may seem, never drive your snowmobile onto a tilt bed trailer or any other kind of trailer or vehicle. Many serious accidents have resulted from driving up and over a trailer. Anchor your vehicle securely, front and rear, even on short hauls. Be certain all equipment is securely fastened. Cover your snowmobile when trailering to prevent road grime from causing damage.

Be certain your trailer meets state or provincial requirements. Ensure the hitch and safety chains are secure and the brake, turn indicators and clearance lights all function.

MAINTENANCE INFORMATION

MAINTENANCE SCHEDULE

Maintenance is very important for keeping your vehicle in safe operating condition. Proper maintenance is the owner's responsibility. Perform periodic checks and follow the maintenance schedule.

WARNING

Failure to properly maintain the vehicle according to the maintenance schedule and procedures can make it unsafe to operate.

This section includes instructions for basic maintenance procedures. If you have the necessary mechanical skills and the required tools, you can perform these procedures. If not, see your authorized SKI-DOO dealer.

Other important items in the maintenance schedule that are more difficult and require special tools are best performed by your authorized SKI-DOO dealer.

WARNING

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

WARNING

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

| A: ADJUST C: CLEAN I: INSPECT L: LUBRICATE R: REPLACE *: TO BE PERFORMED BY AN AUTHORIZED SKI-DOO DEALER | *10-HOUR OR 500 KM (300 mi) | | | | | | | LEGEND (1) Retighten to specified torque. (2) Check coolant level before each ride. (3) Have coolant density checked at storage. Have coolant changed every 5 years. (4) Add to fuel prior to engine lubrication. (5) Check condition before each ride. |
|---|------------------------------------|--|--|---|---|---|----------------|---|
| | WEEKLY OR EVERY 240 KM (150 mi) | | | | | | | |
| | MONTHLY OR EVERY 800 KM (500 mi) | | | | | | | |
| | EVERY YEAR OR 3200 KM (2000 mi) | | | | | | | |
| | EVERY 2 YEARS OR 6000 KM (3700 mi) | | | | | | | |
| | *STORAGE | | | | | | | |
| *PRESEASON | | | | | | | | |
| PART/TASK | | | | | | | | |
| ENGINE | | | | | | | | |
| Rewind starter | | | | | | | I, C, L | |
| Engine motor mounts | I | | | I | | I | | |
| Exhaust system | I | | | I | | I | | |
| Exhaust manifold nuts ⁽¹⁾ | I | | | | | | I | |
| Engine lubrication | | | | | | L | | |
| Cooling system | I | | | | | | I | |
| Coolant ^{(2) (3)} | I | | | I | | | | |
| Crankshaft PTO seal | | | | | | | I | |
| RAVE valves | | | | C | | | | |
| Engine stopper | | | | A | | | | |
| ENGINE MANAGEMENT SYSTEM | | | | | | | | |
| EMS fault codes | I | | | | | | I | |
| FUEL SYSTEM | | | | | | | | |
| Fuel stabilizer | | | | | | | ⁽⁴⁾ | |
| Fuel filter | | | | | R | | | |
| Fuel lines, fuel rail and connections | I | | | | | | I | |
| Carburetor venturi | | | | | | | C | |
| Throttle cable | I | | | I | | | I | |
| Air silencer prefilter ⁽⁵⁾ | | | | | | | I | |
| Fuel injection system (visual inspection) | | | | I | | | I | |

| PART/TASK | *10-HOUR OR 500 KM (300 mi) | | | | | | | | | | LEGEND | |
|------------------------------------|---------------------------------|----------------|-----|---|--|--|---|-----|--|---|--------|--|
| | WEEKLY OR EVERY 240 KM (150 mi) | | | | | | | | | | | |
| | | | | | | | | | | | LEGEND | |
| MONTHLY OR EVERY 800 KM (500 mi) | | | | | | | | | | | | |
| EVERY YEAR OR 3200 KM (2000 mi) | | | | | | | | | | | LEGEND | |
| EVERY 2 YEARS OR 6000 KM (3700 mi) | | | | | | | | | | | | |
| *STORAGE | | | | | | | | | | | LEGEND | |
| *PRESEASON | | | | | | | | | | | | |
| DRIVE SYSTEM | | | | | | | | | | | | |
| Drive belt ⁽⁶⁾ | I | I | | | | | | | | | I | (6) Adjust drive belt after replacement (7) Tightening torque of drive pulley must be checked at the 10-hour inspection and every year or 3200 km (2000 mi) thereafter. (8) Check track condition before each ride. (9) Adjust track tension and alignment as required. |
| Drive pulley ⁽⁷⁾ | I | | I | C | | | | I | | C | | |
| Driven pulley | I | | I | C | | | | I | | C | | |
| Brake fluid | I | I | | | | | R | | | I | | |
| Brake hose, pads and disk | I | I | | | | | | | | I | | |
| Drive chain tension | A | | A | | | | | A | | | | |
| Chaincase oil | I | | | R | | | | | | | | |
| Track ⁽⁸⁾ | A | ⁽⁹⁾ | | | | | | | | | | |
| STEERING | | | | | | | | | | | | |
| Steering mechanism ⁽¹⁰⁾ | I | | I,L | | | | | I,L | | | | (10) Lubricate whenever the vehicle is used in wet conditions (wet snow, rain, puddles). |
| Skis and runners | I | I | | | | | | I | | | | |
| FRONT SUSPENSION | | | | | | | | | | | | |
| Front suspension ⁽¹⁰⁾ | I | | I,L | | | | | I,L | | | | (10) Lubricate whenever the vehicle is used in wet conditions (wet snow, rain, puddles). |
| REAR SUSPENSION | | | | | | | | | | | | |
| Rear suspension ⁽¹⁰⁾ | I | | I,L | | | | | I,L | | | | (10) Lubricate whenever the vehicle is used in wet conditions (wet snow, rain, puddles). |
| Suspension stopper straps | | | | I | | | | I | | | | |

| A: ADJUST C: CLEAN I: INSPECT L: LUBRICATE R: REPLACE *: TO BE PERFORMED BY AN AUTHORIZED SKI-DOO DEALER | *10-HOUR OR 500 KM (300 mi) | | | | | | | LEGEND |
|--|------------------------------------|---|---|---|--|--|---|---|
| | WEEKLY OR EVERY 240 KM (150 mi) | | | | | | | |
| | MONTHLY OR EVERY 800 KM (500 mi) | | | | | | | |
| | EVERY YEAR OR 3200 KM (2000 mi) | | | | | | | |
| | EVERY 2 YEARS OR 6000 KM (3700 mi) | | | | | | | |
| | *STORAGE | | | | | | | |
| PART/TASK | *PRESEASON | | | | | | | |
| ELECTRICAL SYSTEM | | | | | | | | |
| Spark plugs ⁽¹¹⁾ | I | | I | | | | R | (11) Before installing new spark plugs at preseason preparation, it is suggested to burn excess storage oil by starting the engine with the old spark plugs. Perform this operation in a well ventilated area. |
| Wiring harnesses, cables and lines | I | | I | | | | I | |
| Lighting system (HI/LO beam, brake light, etc.) | I | I | | | | | I | |
| Engine stop switch and tether cord cap | I | I | | | | | I | |
| CHASSIS/BODY | | | | | | | | |
| Headlights beam aiming | | | | A | | | A | — |
| Engine compartment | C | | C | | | | C | |
| Vehicle cleaning and protection | C | | C | | | | C | |

10-HOUR INSPECTION

We suggest that after the first 10 hours or 500 km (300 mi) of operation, whichever comes first, your vehicle be inspected by an authorized SKI-DOO dealer. The initial maintenance is very important and must not be neglected.

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

We recommend that this inspection be signed by an authorized SKI-DOO dealer.

Date of 10-hour inspection

Authorized dealer signature

Dealer name

MAINTENANCE PROCEDURES

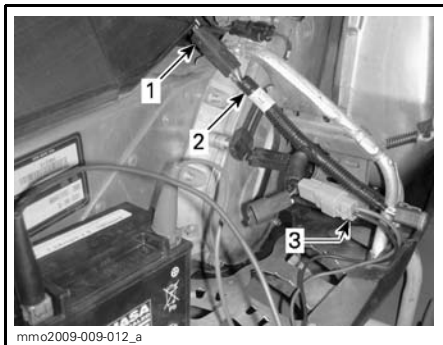
Throttle Position Sensor (TPS)

Throttle Position Sensor Reset

To reset TPS, proceed as follows:

1. Refer to *BODY* and open the RH side panel.
2. Remove the 6-pin vehicle connector from its protective cap on the RH side.
3. Connect the T-harness (P/N 529 035 869) on the 6-pin connector.
4. Connect the T-harness to a 12 V battery using the 12 V battery supply cable (P/N 529 035 997).

NOTICE Respect battery polarity. Install the red probe on the positive battery post, then the black probe on the negative battery post.



1. 6-pin connector
 2. T-harness
 3. 12 V battery supply cable
5. Fully depress throttle lever (wide open position) and hold.
 6. Depress the pre-heat switch for 5 seconds until beeper sounds.
 7. Release throttle and pre-heat switch.
 8. Unplug battery and cables, close side panel.

Air Intake Silencer Prefilter

Air Intake Silencer Prefilter Verification

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

If the prefilter is to be cleaned or replaced, see an authorized SKI-DOO dealer.

Engine Coolant

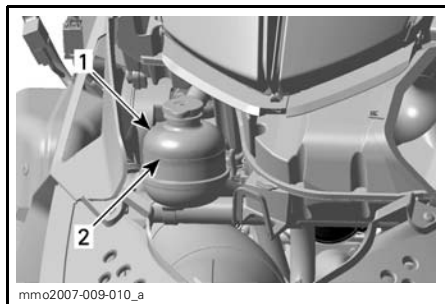
CAUTION Never open radiator cap when engine is hot.

Engine Coolant level

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

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

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



TYPICAL
1. Coolant tank
2. COLD LEVEL line

Recommended Engine Coolant

Always use ethylene-glycol antifreeze containing corrosion inhibitors specifically for internal combustion aluminum engines.

Cooling system must be filled with BRP premixed coolant (P/N 219 700 362) or with distilled water and antifreeze solution (50% distilled water, 50% antifreeze).

Exhaust System

Exhaust System Verification

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

Check retaining springs condition and replace if necessary.

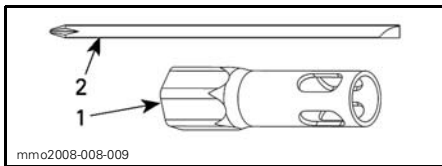
The exhaust system is designed to reduce noise and to improve the total performance of the engine. Modification may be in violation of local laws.

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

Spark Plugs

Spark Plug Removal

1. Open LH side panel, refer to *BODY*.
2. Remove belt guard, refer to *DRIVE BELT GUARD REMOVAL*.
3. Carefully unplug spark plug cables twisting and pulling the cable boots.
4. Using tools from tool kit, unscrew spark plugs one turn.



1. 19 mm socket
2. Screwdriver rod

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

WARNING

Always wear safety goggles when using pressurized air.

6. Unscrew spark plugs completely then remove them.

Spark Plug Installation

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

1. Using a feeler gauge, verify spark plug gap.
2. Replace spark plug if not within specifications. Refer to *SPECIFICATIONS*.

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

3. Screw each spark plug into cylinder head by hand until it bottoms.
4. Perform the final tightening using the appropriate tools from the tool kit or with a torque wrench and a proper socket.
 - If a torque wrench is used, torque to 27.5 N•m (20 lbf•ft).
 - If the tools from the tool kit are used, tighten 1/2 turn for a new spark plug and 1/10 turn for a used spark plug.
5. Connect spark plug wires.

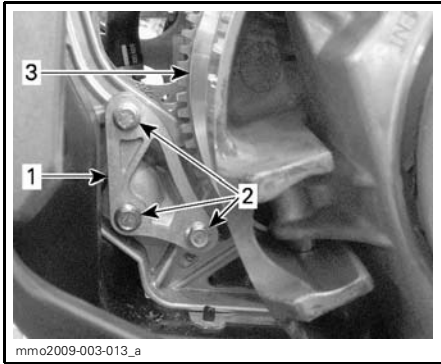
Engine Stopper

Engine Stopper Adjustment

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

1. Remove DESS key from post.
2. Remove the LH side panel, refer to *BODY*.

- Remove drive belt guard, refer to *DRIVE BELT GUARD REMOVAL* in this section.
- Loosen the three bolts retaining the engine stopper to the engine support without removing them.



- Engine stopper
- Engine stopper screws
- Drive pulley

- Apply a downward pressure on the engine stopper with your fingers while tightening the screws just enough to obtain contact between the screw heads and the surface of the stopper.
- Torque screws to 10 N•m (89 lbf•in).

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

Brake Fluid

Recommended Fluid

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

WARNING

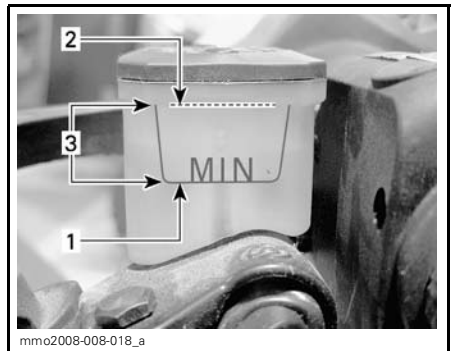
To avoid serious damage to the braking system, do not use fluids other than the recommended one, nor mix different fluids for topping up.

Brake Fluid Level

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

Check brake fluid (DOT 4) in reservoir for proper 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.



- Minimum mark
- Maximum mark
- Operating range

Chaincase Oil

Recommended Chaincase Oil

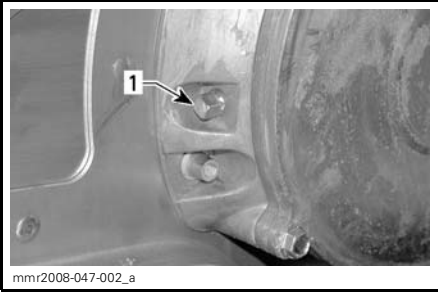
Use XP-S synthetic chaincase oil (P/N 413 803 300).

NOTICE Use only the recommended type oil when servicing. Do not mix synthetic oil with other types of oil.

Chaincase Oil Level

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

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



1. Magnetic check plug

NOTE: It is normal to find metallic particles stuck to magnetic check plug. If bigger pieces of metal are found, remove the chaincase cover and inspect the chaincase parts.

Remove metal particles from magnetic check plug.

To add oil, remove the filler cap on chaincase cover.



1. Filler cap

Pour recommended oil in chaincase by the filler hole until oil comes out by the magnetic check plug hole. Reinstall magnetic check plug and torque to 6 N•m (53 lbf•in).

Belt Guard

Drive Belt Guard Removal

WARNING

NEVER operate engine:

- Without shields and belt guard securely installed
- With hood and/or side panels opened or removed.

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

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

Remove the tether cord cap.

Open engine compartment LH side panel, refer to *BODY*.

Remove retaining pin.



1. Retaining pin

Lift rear portion of guard then release from upper retaining pin.

Release guard from the front tabs by pivoting the guard outwards.

Drive Belt Guard Installation

When reinstalling belt guard, position its cutaway toward front of snowmobile.

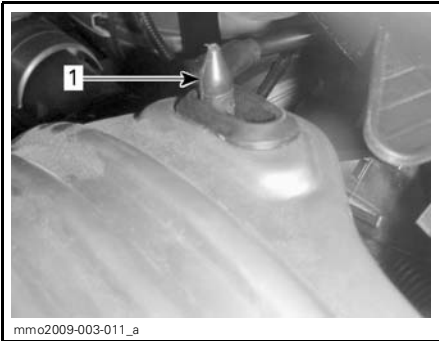
Place the front LH slot of the guard over the longest tab.

Pivot the guard inward to engage the shortest tab in the RH slot.



1. Tabs

Position the grommet over the retaining rod. It may be necessary to slightly lift the console to make room.



1. Retaining rod

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



1. Retaining pin

Drive Belt

Drive Belt Inspection

Inspect belt for cracks, fraying or abnormal wear (uneven wear, wear on one side, missing cogs, cracked fabric). If abnormal wear is noted, probable cause could be 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.

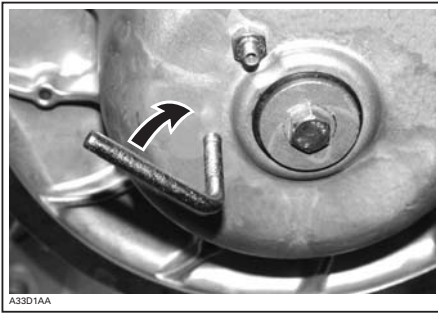
Drive Belt Replacement

Drive Belt Removal

1. Remove tether cord cap.
Open LH side panel, refer to *BODY*.
2. Remove belt guard, refer to *BELT GUARD REMOVAL*.
3. Insert the drive belt installer/remover provided in the tool box in the threaded hole on the adjuster hub.



DRIVE BELT INSTALLER/REMOVER TOOL

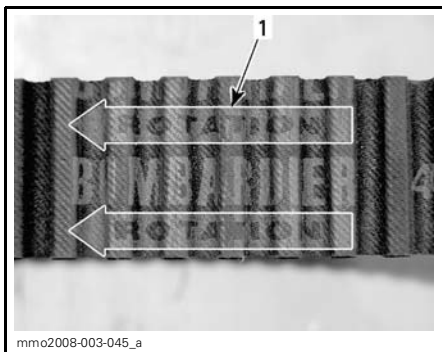


4. Open the driven pulley by screwing the tool in.
5. Remove the belt by slipping it over the top of the driven pulley, then over the drive pulley.

Drive Belt Installation

The drive belt deflection must be checked every time a new drive belt is installed and should be rechecked after 50 km (30 miles). Refer to *DRIVE BELT ADJUSTMENT* below.

NOTE: The maximum drive belt life span is obtained when the arrow on the drive belt is directed toward the front of the vehicle. This will ensure that correct direction of rotation is respected.



1. Arrow pointing the front of vehicle

1. If necessary, open the driven pulley, refer to *DRIVE BELT REMOVAL* above.

2. Set drive belt in the drive pulley then in the driven pulley starting from the bottom.

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



3. Unscrew and remove the drive belt installer/remover tool.
4. Rotate the driven pulley several times to properly set the belt between the sheaves.
5. Install belt guard, refer to *DRIVE BELT GUARD INSTALLATION*.
6. Close side panel, refer to *BODY*.

Drive Belt Adjustment

Drive belt adjustment must be performed every time a new belt is installed.

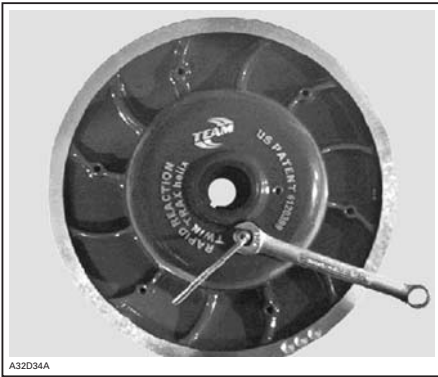
To adjust the drive belt, proceed as follows:

1. Remove DESS key from post.
2. Open LH side panel, refer to *BODY*.
3. Remove belt guard, refer to *DRIVE BELT GUARD REMOVAL*.
4. Keep the set screw from turning using a 1/8 inch Allen wrench and loosen the lock nut using a 7/16 in open wrench.

- Turn the set screw 1/4 turn at a time then rotate the driven pulley to properly set the belt between the pulley sheaves. Measure belt deflection using a straight edge and the belt tension tester (P/N 414 348 200) as explained below.
- Repeat until the right belt deflection is reached.

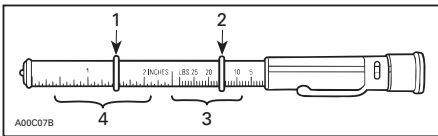
NOTE: Turn the set screw clockwise to increase the distance between the sheaves and counterclockwise to decrease the distance.

- Tighten the lock nut after the belt adjustment has been made.



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Belt Deflection Measurement



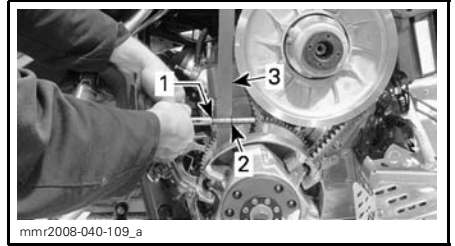
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BELT TENSION TESTER

- Lower O-ring (deflection)
 - Upper O-ring (force applied)
 - Force scale
 - Deflection scale
- Position the O-rings to the right deflection and force measures as per the following table.

| FORCE | DEFLECTION |
|-----------------|----------------------------------|
| 11.3 kg (25 lb) | 27 to 37 mm (1.06 to 1.47 in) |

- Position a straight edge ruler on the drive belt.
- Using the Belt tension tester (P/N 414 348 200), apply the specified force and see if the belt bends to the right measure. The belt is properly adjusted when the edge of the ruler matches the lower O-ring position.



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TYPICAL

- Upper O-ring (force applied)
 - Lower O-ring (deflection)
 - Ruler edge
- Adjust as required.

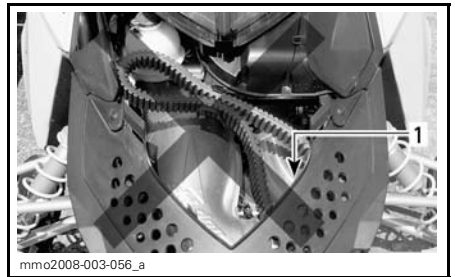
Spare Drive Belt Holder

A spare drive belt can be stored in holder.

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

Properly install spare belt and secure with Velcro strap as shown.

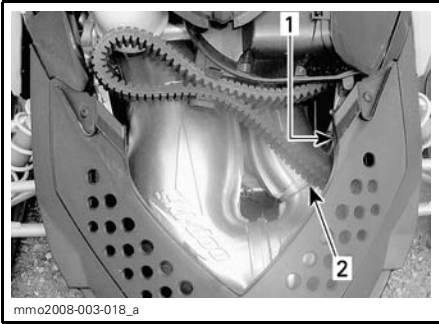
NOTICE To avoid damages to the drive belt, ensure that belt does not come in contact with tuned pipe when installed in its support.



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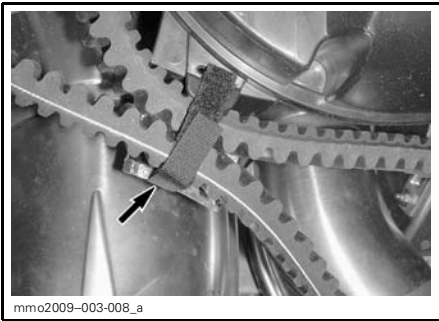
WRONG INSTALLATION

- Drive belt in contact with tuned pipe



INSTALLED CORRECTLY

1. Drive belt over bumper
2. Ensure there is no contact with tuned pipe



SECURE WITH VELCRO STRAP

Drive Pulley

Drive Pulley Adjustment

⚠ WARNING

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

General

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

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

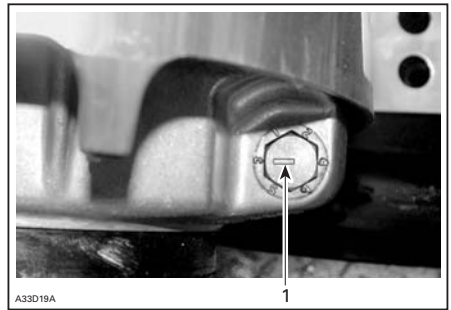
Calibration screws should be adjusted so that actual maximum engine RPM matches the maximum horsepower RPM.

| ENGINE | MAXIMUM HORSEPOWER RPM |
|--------|------------------------|
| 600RS | 8400 RPM (± 100) |

NOTE: Use precision digital tachometer for engine RPM adjustment.

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

Calibration screw has a notch on top of its head.



TYPICAL

1. Notch

There are 6 positions numbered 1 to 6. Each position modifies maximum engine RPM by about 200 RPM.

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

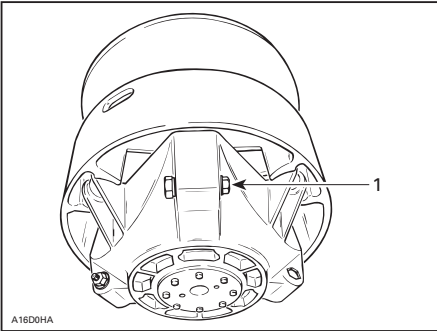
Example:

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

Adjustment

Loosen the lock nut just enough to pull 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).

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



A16D0HA

TYPICAL

1. Loosen just enough to permit rotating of calibrate screw

⚠ WARNING

NEVER disassemble or modify the drive pulley.

Improper assembly or modifications could cause the pulley to explode violently under the stress generated by the high rotational speed. This could lead to serious injury including the possibility of death.

See your SKI-DOO dealer to maintain or service the drive pulley. Improper servicing or maintenance may affect performance and reduce belt life. Always respect maintenance schedules.

⚠ WARNING

NEVER operate engine:

- Without shields and belt guard securely installed.
- With hood and/or side panels opened or removed.

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

Track

Track Condition

⚠ WARNING

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

Remove the tether cord cap.

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

Snowmobiles Equipped with Traction Enhancing Products

If your snowmobile is equipped with a BRP approved studded track, **PROCEED WITH A VISUAL INSPECTION OF YOUR TRACK BEFORE EACH USE.**

Look for any defects, such as:

- Perforations in the track
- Tears in the track (particularly around traction holes on studded tracks)
- Lugs that are broken or torn off, exposing portions of rods
- Delamination of the rubber
- Broken rods

- Broken studs (studded tracks)
- Bent studs (studded tracks)
- Missing studs
- Studs that are torn off the track
- Missing track guide(s)
- Also, ensure that studs nut are tight-en to the recommended torque.

On approved studded tracks, replace broken or damaged studs immediately. If your track shows signs of deterioration, it must be replaced immediately. When in doubt, ask your dealer.

⚠ WARNING

Riding with a damaged track or studs could lead to a loss of control, resulting in a risk of serious injury or death.

For complete information on traction enhancing products, refer to the section entitled *TRACTION ENHANCING PRODUCTS* in the *SAFETY INFORMATION* section at the beginning of this Operator's Guide.

Track Tension and Alignment

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

⚠ WARNING

To prevent serious injury to individuals near the snowmobile:

- NEVER stand behind or near a moving track
- Always use a wide-base snowmobile stand with a rear deflector panel
- When the track is raised off the ground, only run it at the lowest possible speed.

Centrifugal force could cause debris, damaged or loose studs, pieces of torn track, or an entire severed track to be violently thrown backwards out of the tunnel with tremendous force, possibly resulting in the loss of a leg or other serious injury.

Tension

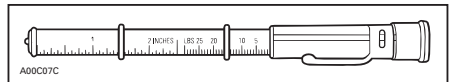
NOTE: Ride the snowmobile in snow about 15 to 20 minutes prior to adjusting track tension.

Remove the tether cord cap.

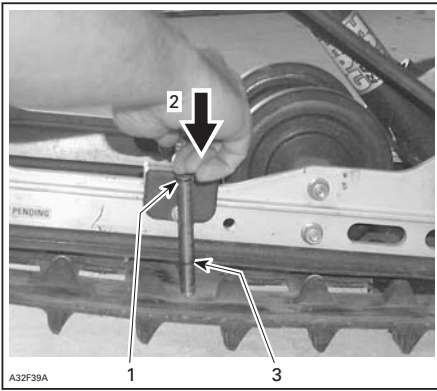
Lift rear of snowmobile and support it with a wide-base snowmobile mechanical stand.

Allow the suspension to extend normally and check gap halfway between front and rear idler wheels. Measure between slider shoe bottom and inside of track. The gap should be as given in *SPECIFICATIONS* at the end of this guide. 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



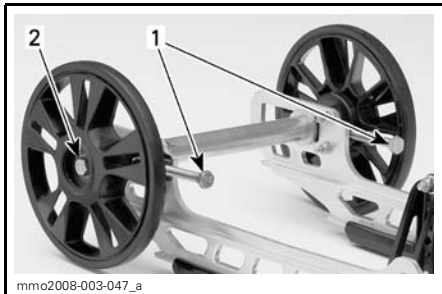
TYPICAL

1. Top tool O-ring positioned at 7.3 kg (16 lb)
2. Push on top portion of tool until it contacts the top O-ring
3. Measured track deflection

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

To adjust track tension:

1. Remove the tether cord cap.
2. Remove rear wheel caps (if so equipped).
3. Loosen the rear idler wheel retaining bolts.
4. Turn adjustment bolts to adjust.
5. If correct tension is unattainable, contact an authorized SKI-DOO dealer.



TYPICAL

1. Adjustment bolts
2. Loosen bolt

6. Retighten retaining bolts.
7. Check track alignment as described below.

Alignment

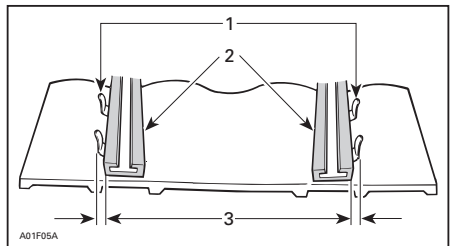
⚠ WARNING

Before checking track alignment, ensure that the track is free of all particles which could be thrown out while track is rotating. Keep hands, tools, feet and clothing clear of track. Always lift the snowmobile on a wide-base stand with a rear deflector panel. Ensure no one is standing in close proximity to the snowmobile, especially at the rear of the track. Never rotate track at high speed.

Centrifugal force could cause debris, damaged or loose studs, pieces of torn track, or an entire severed track to be violently thrown backwards out of the tunnel with tremendous force, possibly resulting in the loss of a leg or other serious injury.

Start the engine and accelerate slightly so that track barely turns. This must be done in a short period of time (15 to 20 seconds).

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



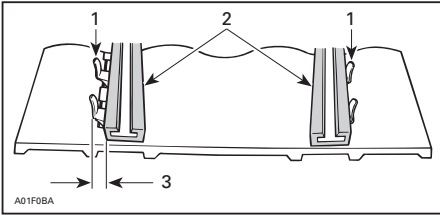
1. Guides
2. Slider shoes
3. Equal distance

If off center, perform alignment as follows:

⚠ WARNING

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

1. Remove the tether cord cap (DESS key).
2. Loosen rear idler wheel retaining bolts.
3. Tighten the adjustment bolt on side where the slider shoe is the farthest from the track insert guides.

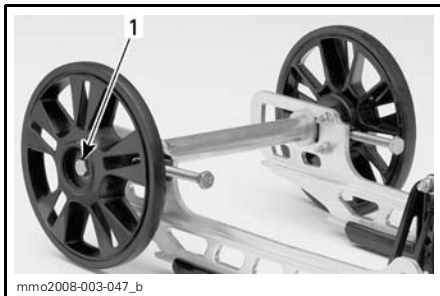


1. Guides
2. Slider shoes
3. Tighten on this side

4. Tighten retaining bolts.

⚠ WARNING

Properly tighten wheel retaining bolts, otherwise wheel may come off and cause track to "lock".



TYPICAL

1. Retighten to 48 N•m (35 lbf•ft)

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

Suspension

Rear Suspension Condition

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

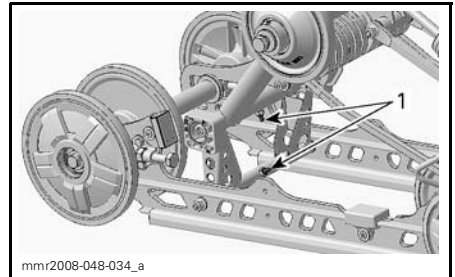
NOTE: During normal driving, snow will act as a lubricant and coolant for the slider shoes. Extensive riding on ice or sanded snow, will create excessive heat build-up and cause premature slider shoe wear.

Suspension Stopper Straps Condition

Inspect stopper straps for wear and cracks, bolt and nut for tightness. If loose inspect holes for deformation. Replace as required. Torque nuts to 11 N•m (97 lbf•in).

Rear Arm Lubrication

Lubricate rear arm at grease fittings using suspension synthetic grease (P/N 293 550 033). Refer to *MAINTENANCE SCHEDULE* for maintenance frequency.



TYPICAL

1. Grease fittings

Steering and Front Suspension Condition

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

Skis

Wear and Condition of Skis and Runners

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

⚠ WARNING

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

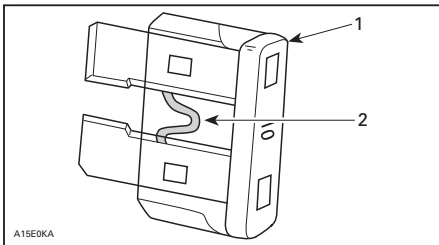
Fuse

Fuse Inspection

The accessories circuits are protected with a fuse.

Check fuse condition and replace it if necessary.

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



1. Fuse
2. Check if melted

NOTICE Do not use a higher rated fuse as this can cause severe damage to electrical components and/or be a potential fire.

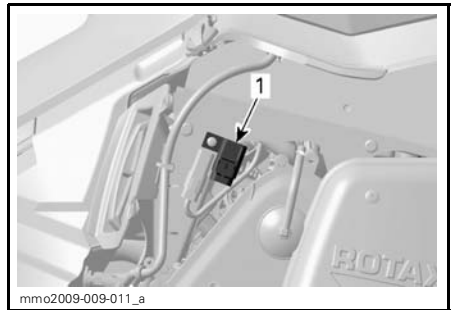
⚠ WARNING

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

The fuse holder is located on the RH side of the engine compartment near the chaincase.

To access the fuse holder, refer to body and open the RH side panel.



1. Fuse holder location

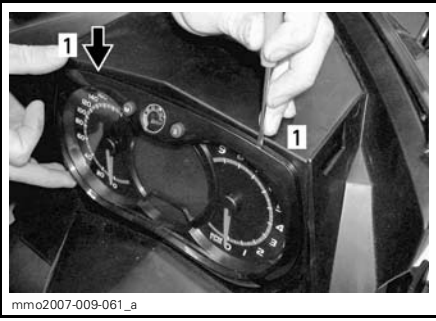
Lights

Always check light operation after bulb replacement.

Headlights Bulb Replacement

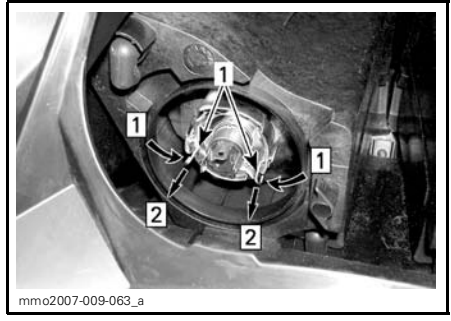
NOTICE Never touch glass portion of an halogen bulb with bare fingers, it shortens its operating life. If glass is touched, clean it with isopropyl alcohol which will not leave a film on the bulb.

By using a small screwdriver, release multifunction gauge locking tabs.



1. Locking tab

Gently pull on multifunction gauge and set aside.



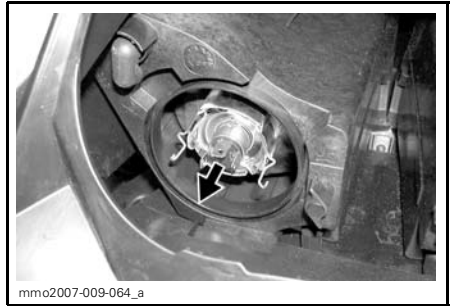
Step 1: Push both sides in
Step 2: Pull to release

1. Retaining clip

Pull bulb and replace. Properly reinstall parts.



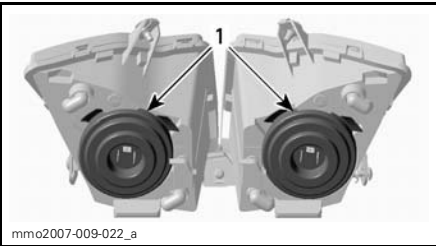
Unplug burnt bulb connector. Remove the rubber boot.



PULL BULB AND REPLACE

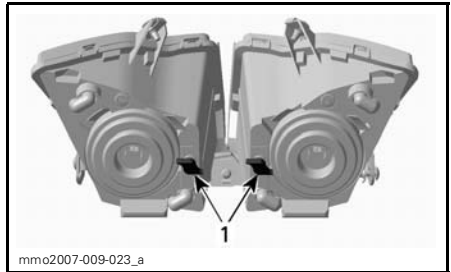
Headlights Beam Aiming

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



1. Rubber boot

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



TYPICAL
1. Knob

Taillight Bulb Replacement

To expose the bulb, remove the red plastic lens by removing the lens screws.

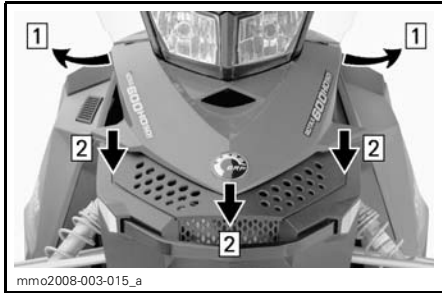
Body

Hood

⚠ WARNING

Never operate engine with hood removed from vehicle.

To open hood, release hood retaining pins then slide hood towards the front of the vehicle.



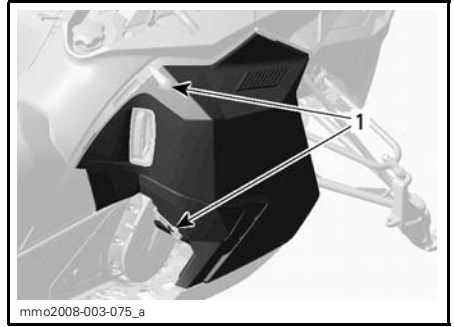
Step 1: Release retaining pins
Step 2: Slide hood towards the front

Side Panels

⚠ WARNING

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

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



TYPICAL

1. Latches

To remove a side panel, open it then lift it up. Free the lower hinge from its slot, then free the upper hinge by lowering the panel.

Vehicle Cleaning and Protection

Remove any dirt or rust.

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

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

To remove grease, oil and grime, use Heavy duty cleaner (P/N 293 110 001) (spray can 400 g) and (P/N 293 110 002) (4 L).

NOTICE Do not use Heavy duty cleaner on decals or vinyl.

To remove stubborn dirt from all plastic and vinyl surfaces, use Vinyl & Plastic Cleaner (P/N 413 711 200) (6 x 1 L).

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

NOTICE 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 XP-S Lube (P/N 293 600 016).

Wax painted portion of the vehicle for better protection.

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

NOTICE 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 with a rear deflector panel.

 **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.

STORAGE AND PRESEASON PREPARATION

WARNING

Have an authorized SKI-DOO dealer inspect fuel and oil systems integrity as specified in *MAINTENANCE SCHEDULE*.

NOTICE Have carburetors cleaned-up before restarting engine.

Storage

During summer, or when a snowmobile is not in use for more than three months, proper storage is a necessity.

To prepare your snowmobile, refer to an authorized SKI-DOO dealer.

To facilitate the inspection and ensure adequate lubrication of components, it is recommended to clean the entire vehicle.

When storage procedure is completed, block muffler with clean rags.

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

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.

Protect the vehicle with an approved cover to prevent dust accumulation during storage.

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

Preseason Preparation

Refer to an authorized SKI-DOO dealer.

TECHNICAL INFORMATION

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

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

EPA CERTIFIED ENGINES

Maintenance, replacement, or repair of the emission control devices and systems may be performed by any snowmobile SI (spark ignition) engine repair establishments or individual.

Engine Emissions Information

Manufacturer's Responsibility

Beginning with 2009 model year engines, snowmobile manufacturers of snowmobile engines need to determine the exhaust emission levels for each engine horsepower family and certify these engines with the United States of America Environmental Protection Agency (EPA). An emissions control information label, showing emission levels and engine specifications, must be placed on each vehicle at the time of manufacture.

Dealer's Responsibility

When performing service on a certified SKI-DOO snowmobiles that carry an emissions control information label, adjustments must be kept within published factory specifications.

Replacement or repair of any emission related component must be executed in a manner that maintains emission levels within the prescribed certification standards.

Dealers are not to modify the engine in any manner that would alter the horsepower or allow emission levels to exceed their predetermined factory specifications.

Exceptions include manufacturer's prescribed changes, such as altitude adjustments for example.

Owner Responsibility

The owner/operator is required to have engine maintenance performed to maintain emission levels within prescribed certification standards.

The owner/operator is not to, and should not allow anyone to modify the engine in any manner that would alter the horsepower or allow emissions levels to exceed their predetermined factory specifications.

EPA Emission Regulations

All 2009 SKI-DOO snowmobiles manufactured by BRP are certified to the EPA as conforming to the requirements of the regulations for the control of air pollution from new snowmobile engines. This certification is contingent on certain adjustments being set to factory standards. For this reason, the factory procedure for servicing the product must be strictly followed and, whenever practicable, returned to the original intent of the design.

The responsibilities listed above are general and in no way a complete listing of the rules and regulations pertaining to the EPA requirements on exhaust emissions for snowmobile products. For more detailed information on this subject, you may contact the following locations:

Mail:

U.S. Environmental Protection Agency
Office of Transportation and Air Quality
1200 Pennsylvania Ave. NW
Mail Code 6403J
Washington D.C. 20460

Internet WEB Site:

www.epa.gov/otaq/

SPECIFICATIONS

| MODEL | MX Zx 600RS | |
|--------------------------------|---|---------------|
| ENGINE SYSTEM | | |
| Engine type | 593 RS | |
| Cylinders | 2 | |
| Displacement | cc (in ³) | 594.4 (36.27) |
| Bore | mm (in) | 72.0 (2.83) |
| Stroke | mm (in) | 73.0 (2.87) |
| Maximum horsepower RPM | ± 100 RPM | 8400 |
| Carburetion | 2 x TMX38 | |
| Exhaust system | Single tuned pipe, baffle muffler | |
| Mixing oil type | XP-S synthetic blend oil (P/N 293 600 071) | |
| Fuel/oil ratio | 33:1 | |
| Coolant | Ethylene glycol/water mix (50% coolant, 50% distilled water). Use BRP premix coolant or coolant specifically designed for aluminum engines | |
| Cooling system capacity | 4.5 L (152 U.S. fl oz) | |
| Recommended fuel type | Premium unleaded | |
| Minimum octane | Inside North America: (91 (RON+MON/2)) Outside North America: 95 RON | |
| Fuel tank capacity | 20 L (5.3 U.S. gal) | |
| Water pump shaft oil | XP-S mineral injection oil (P/N 413 802 900) | |
| DRIVE SYSTEM | | |
| Drive pulley type | TRA™ III light | |
| Driven pulley type | Team rapid reaction | |
| Engagement | 5250 RPM | |
| Small sprocket number of teeth | 23 | |
| Large sprocket number of teeth | 49 | |
| Drive sprocket number of teeth | 8 | |
| Chaincase oil | XP-S synthetic chaincase oil | |
| Chaincase oil capacity | 250 ml (8.5 U.S. oz) | |

SPECIFICATIONS

| MODEL | | MX Zx 600RS |
|------------------------------|----------------------|---|
| DRIVE SYSTEM (cont'd) | | |
| Brake system | | Hydraulic, REV-XP brake type |
| Brake Fluid | | SRF (DOT 4) or GTLMA (DOT 4) |
| Track nominal width | | 381 mm (15 in) |
| Track nominal length | | 3051 mm (120 in) |
| Track profile height | | 44.5 mm (1.75 in) |
| Track tension | Deflection | 30 - 35 mm (1-3/16 - 1-3/8 in) |
| | Force ⁽¹⁾ | 7.3 kg (16 lb) |
| Track alignment | | Equal distance between edges of track guides and slider shoes |
| Drive belt part number | | 417 300 288 ⁽³⁾ |
| SUSPENSION | | |
| Front suspension | | REV-XP |
| Front shock | | HPG C-40 racing clicker |
| Front suspension max. travel | | 242 mm (9.5 in) |
| Rear suspension | | SC-5 |
| Front arm shock | | HPG C-40 racing clicker |
| Rear arm shock | | HPG C-40 racing clicker |
| Rear suspension max. travel | | 381 mm (15 in) |
| ELECTRICAL SYSTEM | | |
| Lightning system output | | 360 Watts @ 6000 RPM |
| Headlamp bulb HI/LOW beam | | 2 x 60/55 Watts (H-4) |
| Taillight bulb | | 5/21 |
| Spark plug | Type | NGK BR9ECS ⁽²⁾ |
| | Gap | Not adjustable 0.45 ± 0.05 mm (.018 ± .002 in) |
| Fuse (accessories) | | 20 A |

| MODEL | | MX Zx 600RS |
|--------------------------------------|---------|------------------------------|
| DIMENSIONS | | |
| Vehicle overall length | mm (in) | 2890 (114) |
| Vehicle overall width ⁽⁴⁾ | mm (in) | 1205 (47.5) to 1249 (49) |
| Vehicle overall height | mm (in) | 1000 (39) |
| Weight (dry) | kg (lb) | 195 (430) |
| Ski stance | mm (in) | 1065 (41.93) to 1108 (43.64) |

- ⁽¹⁾ Measure gap between slider shoe and bottom inside of track when exerting a downward pull to the track.
- ⁽²⁾ **NOTICE** Do not attempt to adjust gap on this type of spark plug.
- ⁽³⁾ Drive belt height must be adjusted every time a new drive belt is installed. Confirm drive belt part number application with an authorized SKI-DOO dealer.
- ⁽⁴⁾ Trail riding: check your local regulations and set skis at the narrowest position if needed.

TROUBLESHOOTING

TECHNICAL GUIDELINES

ENGINE IS CRANKED BUT FAILS TO START.

1. **Engine stop switch is in OFF position or tether cord cap away from post.**
 - *Place engine stop switch in the ON position and install tether cord cap on post.*
2. **Mixture not rich enough to start cold engine.**
 - *Check fuel tank level and check starting procedure, particularly use of the primer.*
3. **Flooded engine (spark plug wet when removed).**
 - *Do not use primer. Remove wet spark plug, place engine stop switch in OFF position and crank engine several times. Install clean dry 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 condition of fuel and impulse lines and their connections. Possible failure of the fuel pump or carburetor. Contact an authorized SKI-DOO dealer.*
5. **Spark plug/ignition (no spark).**
 - *Remove spark plug(s) then reconnect to spark cap. Check that engine stop switch is at the ON position and the tether cord cap snapped over the receptacle.*
 - *Start engine with spark plug(s) grounded to engine away from spark plug hole. If no spark appears, replace spark plug. 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 on multi-cylinder engines).*
 - *If no pulsating resistance is felt, it suggests a major loss of compression. Contact an authorized SKI-DOO dealer.*

ENGINE LACKS POWER/SNOWMOBILE DOES NOT REACH FULL SPEED.

1. **Fouled or defective spark plug.**
 - *Check item 5 of ENGINE IS CRANKED BUT FAILS TO START.*
2. **Lack of fuel to engine.**
 - *Check item 4 of ENGINE IS CRANKED BUT FAILS TO START.*
3. **Carburetor adjustments.**
 - *Contact an authorized SKI-DOO dealer.*
4. **Drive belt worn too thin.**
 - *If the drive belt has lost more than 3 mm (1/8 in) of its original width, it will affect vehicle performance.*
 - *Replace drive belt.*
5. **Pulleys misaligned or defective.**
 - *Contact an authorized SKI-DOO dealer.*

ENGINE LACKS POWER/SNOWMOBILE DOES NOT REACH FULL SPEED. (cont'd)

6. Incorrect track adjustment.

- *See MAINTENANCE and/or an authorized SKI-DOO dealer for proper alignment and tension adjustments.*

ENGINE BACKFIRES.

1. Faulty spark plug (carbon accumulation).

- *See item 5 of ENGINE IS CRANKED BUT FAILS TO START.*

2. Engine is running too hot.

-
- *Check coolant level, see MAINTENANCE PROCEDURES.*
- *Check heat exchangers cleanliness. Clean if necessary.*
- *If coolant level is correct and heat exchangers are clean, contact an authorized SKI-DOO dealer.*

3. Ignition timing is incorrect or there is an ignition system failure.

- *Contact an authorized SKI-DOO dealer.*

ENGINE MISFIRES.

1. Fouled/defective/worn spark plugs.

- *Clean/verify spark plug gap and identification number. Replace as required.*

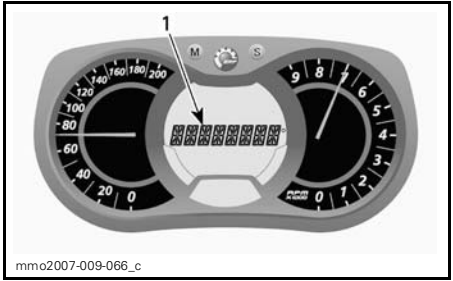
2. Water in fuel.

- *Drain fuel system and refill with fresh fuel.*

MONITORING SYSTEM

Pilot Lamps, Messages and Beeper Codes

Gauge pilot lamps will inform you if an anomaly occurs or to inform you of a particular condition.

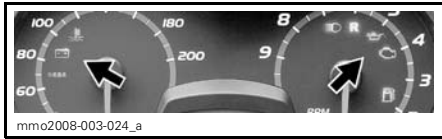


1. Message display

The message is displayed along with a beeper code and a pilot lamp.

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

See table below for details.



TYPICAL — PILOT LAMPS

This display is used as a complement of the pilot lamps to give you a brief description if an anomaly occurs or to inform you of a particular condition.

| PILOT LAMP(S) ON | BEEPER | MESSAGE DISPLAY | DESCRIPTION |
|------------------|---------------------|-----------------|---|
| | Fast short beeps | ENGINE OVERHEAT | Engine is overheating, reduce snowmobile speed and run in loose snow or stop engine immediately and allow engine to cool. Check cooling system. |
| | 4 short beeps | CHECK ENGINE | Engine fault, see an authorized SKI-DOO dealer as soon as possible. |
| | Continuous-ly beeps | SHUTDOWN | Shutdown procedure in force due to engine overheating problem, remove tether cord cap and contact an authorized SKI-DOO dealer. |
| | — | — | Headlamp is in HI beam position. |

WARRANTY

LIMITED WARRANTY VALIDATION

To validate limited warranty coverage, the following modifications must be done **at predelivery before using the vehicle**.

1. Replace the main jets with the ones recommended in the *PREDELIVERY BULLETIN*.
2. Change the needle jets position as described in the *PREDELIVERY BULLETIN*.
3. Disconnect the pre-heat switch as explained in the *PREDELIVERY BULLETIN*.
4. Disconnect, remove and return to BRP Warranty Department the EGT pipe sensor.
5. Plug-in EGT pipe sensor hole as explained in the *PREDELIVERY BULLETIN*.
6. Change drive pulley pins set screw as described in the *PREDELIVERY BULLETIN*.

BRP LIMITED WARRANTY USA AND CANADA: 2009 SKI-DOO® SNOWMOBILES

1) SCOPE OF THE LIMITED WARRANTY

Bombardier Recreational Products Inc. ("BRP")* warrants its 2009 Ski-Doo snowmobiles sold by authorized BRP dealers (as hereinafter defined) in the fifty United States and Canada from defects in material or workmanship for the period and under the conditions described below. This limited warranty will become null and void if:

1. The snowmobile was used for racing or any other competitive activity, at any point, even by a previous owner; or
2. The snowmobile has been altered or modified in such a way so as to adversely affect its operation, performance or durability, or has been altered or modified to change its intended use.

All genuine Ski-Doo parts and accessories, installed by an authorized BRP dealer at the time of delivery of the 2009 Ski-Doo snowmobile, carry the same warranty as that of the snowmobile.

2) 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 BRP 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 BRP.

BRP 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.

3) EXCLUSIONS – ARE NOT WARRANTED

The following are not warranted under any circumstances:

- 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 BRP or resulting from repairs done by a person that is not an authorized servicing BRP 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 studs installed on tracks if the installation does not conform to BRP's instructions.

4) 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:

TWELVE (12) CONSECUTIVE MONTHS, for private or commercial use owners. However, the warranty coverage period on a snowmobile delivered between June 1st and December 1st of a given year will expire November 30th of the following year.

The emission-related components included in the chart below, that are installed on EPA certified snowmobiles (see list below) registered in the USA are covered for thirty (30) consecutive months or 2500 miles (4000 km) of engine use whichever occurs first. If the 2500 miles (4000 km) are reached during the regular warranty coverage period, the emission-related components are still covered by BRP's standard warranty until the end of regular coverage period.

The SKI-DOO engines are all EPA certified. Refer to the following table for details regarding the emission related components covered by the EPA.

| EMISSION-RELATED COMPONENTS | 600RS |
|----------------------------------|-------|
| Carburetor | X |
| Carburetor Air Intake Adapter | X |
| Reed Valve | X |
| Rave Hose System | X |
| Throttle Position Sensor (TPS) | X |
| Air Temperature Sensor (ATS) | X |
| Air Pressure Sensor (APS) | X |
| Engine Management System (EMS) | X |
| Coolant Temperature Sensor (CTS) | X |
| DPM solenoid | X |

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.

5) CONDITIONS TO HAVE WARRANTY COVERAGE

This warranty coverage is available **only** if each of the following conditions has been fulfilled:

- The 2009 Ski-Doo snowmobile must be purchased as new and unused by its first owner from a BRP dealer authorized to distribute Ski-Doo snowmobiles in the country in which the sale occurred ("BRP dealer");
- The BRP specified pre-delivery inspection process must be completed and documented;
- The product must have undergone proper registration by an authorized BRP dealer;
- The 2009 Ski-Doo snowmobile must be purchased in the country in which the purchaser resides;
- Routine maintenance outlined in the Operator's Guide must be timely performed in order to maintain warranty coverage. BRP reserves the right to make warranty coverage contingent upon proof of proper maintenance.

BRP will not honor this limited warranty to any private use owner or commercial use owner if the preceding conditions have not been met. Such limitations are necessary in order to allow BRP to preserve both the safety of its products, and also that of its consumers and the general public.

6) WHAT TO DO TO OBTAIN WARRANTY COVERAGE

The customer must cease using the snowmobile upon the appearance of an anomaly. The customer must notify a servicing BRP 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 authorized

BRP dealer, proof of purchase of the product and must sign the repair/work order prior to starting the repair in order to validate the warranty repair. All parts replaced under this limited warranty become the property of BRP.

7) WHAT BRP WILL DO

BRP'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 Ski-Doo parts without charge for parts and labor, at any authorized BRP dealer during the warranty coverage period under the conditions described herein. BRP's responsibility is limited to making the required repairs or replacements of parts. No claim of breach of warranty shall be cause for cancellation or rescission of the sale of the snowmobile to the owner.

In the event that service is required outside of the country of original sale, the owner will bear responsibility for any additional charges due to local practices and conditions, such as, but not limited to, freight, insurance, taxes, license fees, import duties, and any and all other financial charges, including those levied by governments, states, territories and their respective agencies.

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

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 BRP is notified of such transfer of ownership in the following way:

1. The former owner contacts BRP (at the phone number provided below) or an authorized BRP dealer and gives the coordinates of the new owner; or
2. BRP or an authorized BRP 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

In the event of a controversy or a dispute in connection with this limited warranty, BRP 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.

If the issue has not yet been resolved, please submit your complaint in writing or call the appropriate number below:

In Canada

BOMBARDIER RECREATIONAL PRODUCTS INC.

SKI-DOO

Customer Assistance Center

75, J.-A. Bombardier Street

Sherbrooke, Québec J1L 1W3

Tel.: 819 566-3366

In USA

BRP US INC.

SKI-DOO

Customer Assistance Center

7575 Bombardier Court

Wausau WI 54401

Tel.: 715 848-4957

* In the USA, products are distributed and serviced by BRP US Inc.

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BRP INTERNATIONAL LIMITED WARRANTY: 2009 SKI-DOO® SNOWMOBILES

1) SCOPE OF THE LIMITED WARRANTY

Bombardier Recreational Products Inc. ("BRP")* warrants its 2009 Ski-Doo snowmobiles sold by authorized BRP distributor/dealer (as hereinafter defined) outside of the fifty United States, Canada and states members of the European Economic Area ("EEA") (which is comprised of the states member of the European Union plus Norway, Iceland and Liechtenstein) from defects in material or workmanship for the period and under the conditions described below. This limited warranty will become null and void if:

1. The snowmobile was used for racing or any other competitive activity, at any point, even by a previous owner; or
2. The snowmobile has been altered or modified in such a way so as to adversely affect its operation, performance or durability, or has been altered or modified to change its intended use.

All genuine Ski-Doo parts and accessories, installed by an authorized BRP distributor/dealer at the time of delivery of the 2009 Ski-Doo snowmobile, carry the same warranty as that of the snowmobile.

2) 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 BRP distributor/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 BRP.

BRP 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.

3) EXCLUSIONS – ARE NOT WARRANTED

The following are not warranted under any circumstances:

- 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 BRP or resulting from repairs done by a person that is not an authorized servicing BRP distributor/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 studs installed on tracks if the installation does not conform to BRP's instructions.

4) 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:

TWELVE (12) CONSECUTIVE MONTHS, for private or commercial use owners. However, the warranty coverage period on a snowmobile delivered between June 1st and December 1st of a given year will expire November 30th 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.

Note that the duration and any other modalities of the warranty coverage are subject to the applicable national or local legislation in the customer's country.

5) CONDITIONS TO HAVE WARRANTY COVERAGE

This warranty coverage is available **only** if each of the following conditions has been fulfilled:

- The 2009 Ski-Doo snowmobile must be purchased as new and unused by its first owner from a BRP distributor/dealer authorized to distribute Ski-Doo snowmobiles in the country in which the sale occurred ("BRP distributor/dealer");
- The BRP specified pre-delivery inspection process must be completed and documented;
- The product must have undergone proper registration by an authorized BRP distributor/dealer;
- The 2009 Ski-Doo snowmobile must be purchased in the country in which the purchaser resides;
- Routine maintenance outlined in the Operator's Guide must be timely performed in order to maintain warranty coverage. BRP reserves the right to make warranty coverage contingent upon proof of proper maintenance.

BRP will not honour this limited warranty to any private use owner or commercial use owner if the preceding conditions have not been met. Such limitations are necessary in order to allow BRP to preserve both the safety of its products, and also that of its consumers and the general public.

6) WHAT TO DO TO OBTAIN WARRANTY COVERAGE

The customer must cease using the snowmobile upon the appearance of an anomaly. The customer must notify a servicing BRP 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 authorized BRP distributor/dealer, proof of purchase of the product and must sign the repair/work order prior to starting the repair in order to validate the warranty repair. All parts replaced under this limited warranty become the property of BRP.

Note that the notification period is subject to the applicable national or local legislation in customer's country.

7) WHAT BRP WILL DO

BRP'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 Ski-Doo parts without charge for parts and labor, at any authorized BRP distributor/dealer during the warranty coverage period under the conditions described herein. BRP's responsibility is limited to making the required repairs or replacements of parts. No claim of breach of warranty shall be cause for cancellation or rescission of the sale of the snowmobile to the owner.

In the event that service is required outside of the country of original sale, the owner will bear responsibility for any additional charges due to local practices and conditions, such as, but not limited to, freight, insurance, taxes, license fees, import duties, and any and all other financial charges, including those levied by governments, states, territories and their respective agencies.

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

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 BRP or an authorized BRP distributor/dealer receives a proof that the former owner agreed to the transfer of ownership, in addition to the co-ordinates of the new owner.

9) CONSUMER ASSISTANCE

In the event of a controversy or a dispute in connection with this limited warranty, BRP suggests that you try to resolve the issue at the dealership level. We recommend discussing the issue with the authorized distributor/dealer's service manager or owner. If further assistance is required, the distributor's service department should be contacted in order to resolve the matter. If the matter still remains unresolved then contact BRP at the address listed below.

For countries within Europe, Middle East, Africa, Russia & CIS, please contact our European office:

BRP EUROPE N.V.

Customer Assistance Center
Skaldenstraat 125
9042 Gent
Belgium
Tel.: + 32-9-218-26-00

For Scandinavian countries, please contact our Finland office:

BRP FINLAND OY

Service Department
Ahjotie 30
Fin-96320 Rovaniemi
Finland
Tel.: + 358 16 3208 111

For all other countries, please contact your local distributor or our North America office:

BOMBARDIER RECREATIONAL PRODUCTS INC.

Customer Assistance Center
75, J.-A. Bombardier Street
Sherbrooke, Québec J1L 1W3
Tel.: 819 566-3366

You will find your distributor's coordinates on www.brp.com.

* In certain countries, products are distributed and serviced by affiliates or subsidiaries of BRP.

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BRP LIMITED WARRANTY FOR THE EUROPEAN ECONOMIC AREA: 2009 SKI-DOO® SNOWMOBILES

1) SCOPE OF THE LIMITED WARRANTY

Bombardier Recreational Products Inc. ("BRP")* warrants its 2009 Ski-Doo snowmobiles sold by authorized BRP distributor/dealer (as hereinafter defined) in states members of the European Economic Area ("EEA") (which is comprised of the states member of the European Union plus Norway, Iceland and Liechtenstein) from defects in material or workmanship for the period and under the conditions described below. This limited warranty will become null and void if:

1. The snowmobile was used for racing or any other competitive activity, at any point, even by a previous owner; or
2. The snowmobile has been altered or modified in such a way so as to adversely affect its operation, performance or durability, or has been altered or modified to change its intended use.

All genuine Ski-Doo parts and accessories, installed by an authorized BRP distributor/dealer (at the time of delivery of the 2009 Ski-Doo snowmobile, carry the same warranty as that of the snowmobile.

2) 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 JURISDICTIONS 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 COUNTRY TO COUNTRY, OR PROVINCE TO PROVINCE.

Neither the distributor, any BRP distributor/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 BRP.

BRP 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.

3) EXCLUSIONS – ARE NOT WARRANTED

The following are not warranted under any circumstances:

- 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 BRP or resulting from repairs done by a person that is not an authorized servicing BRP distributor/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 studs installed on tracks if the installation does not conform to BRP's instructions.

4) 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:

TWENTY-FOUR (24) CONSECUTIVE MONTHS for private use owners, and TWELVE (12) CONSECUTIVE MONTHS for commercial use owners. However, the warranty coverage period on a snowmobile delivered between June 1st and December 1st of a given year will expire November 30th of the applicable year. A snowmobile is used commercially when it is used in connection with generating income or any work or employment during any part of the warranty period. A snowmobile is also used commercially when, at any point during the warranty period, it has commercial tags or is licensed for commercial use.

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.

Note that the duration and any other modalities of the warranty coverage are subject to the applicable national or local legislation in the customer's country.

5) CONDITIONS TO HAVE WARRANTY COVERAGE

This warranty coverage is available **only** if each of the following conditions has been fulfilled:

- The 2009 Ski-Doo snowmobile must be purchased as new and unused by its first owner from a BRP distributor/dealer authorized to distribute Ski-Doo products in the country in which the sale occurred ("BRP distributor/dealer");
- The BRP specified pre-delivery inspection process must be completed and documented;
- The product must have undergone proper registration by an authorized BRP distributor/dealer;

- The 2009 Ski-Doo snowmobile must be purchased within the EEA;
- Routine maintenance outlined in the Operator's Guide must be timely performed in order to maintain warranty coverage. BRP reserves the right to make warranty coverage contingent upon proof of proper maintenance.

BRP will not honour this limited warranty to any private use owner or commercial use owner if the preceding conditions have not been met. Such limitations are necessary in order to allow BRP to preserve both the safety of its products, and also that of its consumers and the general public.

6) WHAT TO DO TO OBTAIN WARRANTY COVERAGE

The customer must cease using the snowmobile upon the appearance of an anomaly. The customer must notify a servicing BRP distributor/dealer within two (2) months 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 authorized BRP distributor/dealer, proof of purchase of the product and must sign the repair/work order prior to starting the repair in order to validate the warranty repair. All parts replaced under this limited warranty become the property of BRP.

Note that the notification period is subject to the applicable national or local legislation in customer's country.

7) WHAT BRP WILL DO

BRP'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 Ski-Doo parts without charge for parts and labor, at any authorized BRP distributor/dealer during the warranty coverage period under the conditions described herein. BRP's responsibility is limited to making the required repairs or replacements of parts. No claim of breach of warranty shall be cause for cancellation or rescission of the sale of the snowmobile to the owner.

In the event that service is required outside of the EEA, the owner will bear responsibility for any additional charges due to local practices and conditions, such as, but not limited to, freight, insurance, taxes, license fees, import duties, and any and all other financial charges, including those levied by governments, states, territories and their respective agencies.

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

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 BRP or an authorized BRP distributor/dealer receives a proof that the former owner agreed to the transfer of ownership, in addition to the co-ordinates of the new owner.

9) CONSUMER ASSISTANCE

In the event of a controversy or a dispute in connection with this limited warranty, BRP suggests that you try to resolve the issue at the dealership level. We recommend discussing the issue with the authorized distributor/dealer's service manager or owner. If further assistance is required, the distributor's service department should be contacted in order to resolve the matter. If the matter still remains unresolved then contact BRP at the address listed below:

For countries within Europe, Middle East, Africa, Russia & CIS, please contact our European office:

BRP EUROPE N.V.

Customer Assistance Center

Skaldenstraat 125

9042 Gent

Belgium

Tel.: + 32-9-218-26-00

For Scandinavian countries, please contact our Finland office:

BRP FINLAND OY

Service Department

Ahjotie 30

Fin-96320 Rovaniemi

Finland

Tel.: + 358 16 3208 111

For all other countries, please contact your local distributor or our North America office:

BOMBARDIER RECREATIONAL PRODUCTS INC.

Customer Assistance Center

75, J.-A. Bombardier Street

Sherbrooke, Québec J1L 1W3

Tel.: 819 566-3366

You will find your distributor's coordinates on www.brp.com.

* In the EEA, products are distributed and serviced by BRP European Distribution S.A. and other affiliates or subsidiaries of BRP.

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PRIVACY OBLIGATION/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:

In Canada

BOMBARDIER RECREATIONAL PRODUCTS INC.

Warranty Department
75, J.-A. Bombardier Street
Sherbrooke, Québec J1L 1W3
Fax Number: 819 566-3590

In USA

BRP US INC.

Warranty Department
7575 Bombardier Court
Wausau WI 54401
Tel.: 715 848-4957

For Russia, CIS and the Middle East

BRP EUROPEAN DISTRIBUTION

After Sales Service Department
Chemin de Messidor 5-7
1006 Lausanne
Switzerland
Fax Number: + 41213187801

For Scandinavian and European countries

BRP FINLAND OY

Service Department
Ahjotie 30
FIN-96320 Rovaniemi
Finland
Tel.: + 358 16 3208 111

For all other countries, please contact A) or B)

A) Your respective distributor (you will find his coordinates on www.brp.com).

B) Our North American office:

BOMBARDIER RECREATIONAL PRODUCTS INC.

Warranty Department
75, J.-A. Bombardier Street
Sherbrooke, Québec J1L 1W3
Canada
Fax Number: 819 566-3590

CHANGE OF ADDRESS/OWNERSHIP

If your address has changed or if you are the new owner of the vehicle, be sure to notify BRP by either:

- Mailing one of the following card below;
- **North America Only:** calling at 715 848-4957 (USA) or 819 566-3366 (Canada);
- Notifying an authorized SKI-DOO dealer.

In Canada

BOMBARDIER RECREATIONAL PRODUCTS INC.

Warranty Department
75, J.-A. Bombardier Street
Sherbrooke, Québec J1L 1W3
Fax Number: 819 566-3590

In USA

BRP US INC.

Warranty Department
7575 Bombardier Court
Wausau WI 54401
Tel.: 715 848-4957

For Russia, CIS and the Middle East

BRP EUROPEAN DISTRIBUTION

After Sales Service Department
Chemin de Messidor 5-7
1006 Lausanne
Switzerland
Fax Number: + 41213187801

For Scandinavian and European countries

BRP FINLAND OY

Service Department
Ahjotie 30
FIN-96320 Rovaniemi
Finland
Tel.: + 358 16 3208 111

For all other countries, please contact A) or B)

A) Your respective distributor (you will find his coordinates on www.brp.com).

B) Our North American office:

BOMBARDIER RECREATIONAL PRODUCTS INC.

Warranty Department
75, J.-A. Bombardier Street
Sherbrooke, Québec J1L 1W3
Canada
Fax Number: 819 566-3590

CHANGE OF ADDRESS

CHANGE OF OWNERSHIP



VEHICLE IDENTIFICATION NUMBER

Model Number

Vehicle Identification Number (V.I.N.)

OLD ADDRESS
OR PREVIOUS OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

NEW ADDRESS
OR NEW OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

V00A2F

CHANGE OF ADDRESS

CHANGE OF OWNERSHIP



VEHICLE IDENTIFICATION NUMBER

Model Number

Vehicle Identification Number (V.I.N.)

OLD ADDRESS
OR PREVIOUS OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

NEW ADDRESS
OR NEW OWNER:

NAME

NO. STREET APT

CITY STATE/PROVINCE ZIP/POSTAL CODE

COUNTRY TELEPHONE

V00A2F

A sepia-toned photograph of a mountain valley. A winding road or path runs through the middle ground, flanked by a line of trees. In the foreground, a river flows with white water rapids. The background shows steep, rocky mountains under a cloudy sky.

520 000 813

CA

OPERATOR'S GUIDE, MX Zx 600 RS / ENGLISH
GUIDE DU CONDUCTEUR, MX Zx 600 RS / ANGLAIS

FAIT AU / MADE IN CANADA

U/M:P.C.