

BRUTANZA ENGINEERING

service bulletin

DATE: August 8, 1973

TO: All BRUT Dealers

FROM: Service Department

SUBJECT: Up Dating Kit 73-74

Kits to up date 1973 model snowmobiles to 1974 specifications are now available and will include the following:

- Carburetion Changes
- Air Box
- Louver
- Carburetor Guard
- Suspension Locks

The price of the kit to the dealer is \$20.00

We will disregard previous kit orders due to the fact that the clutch is being replaced separately and the major factor in these initial kit orders was the clutch.

Please order the kit as "UP DATING KIT 73-74".

BRUTANZA ENGINEERING, INC.

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SERVICE BULLETIN #73-74-4

September 27, 1973

SUBJECT: Anti-Freeze

Machines affected Serial #361032 - 372032

If you have purchased machines with serial numbers between 360132 - 372032, we request that you check the coolant level to be sure that it is good to 40 degrees below.

We have reason to believe there are a few of these that do not have the proper amount of anti freeze in them.

Please inspect accordingly.

BRUTANZA ENGINEERING, INC.

Chuck Brock (ph)

Service Department

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SERVICE BULLETIN 73-74-5

GROUP CLAIM #73-74-1

September 27, 1973

BRUTANZA Clutch Replacement

The clutch replacement on all 1973 model BRUT Snowmobiles will be accomplished under group claim number 73-74-1. Please complete your group claim as instructed in bulletin #113.

All clutches must be returned with your warranty claim forms to receive credit on your account. All Clutches shipped will be billed and carried on your account until a warranty claim is filed. Please get these claims into us within 10 days after the date of the repair to insure that your claim will be processed without delay. Do not jeopardize your credit standing by putting off filing your warranty claims.

BRUTANZA ENGINEERING, INC.

Chuck Srock (ph)

Chuck Srock
Director, Dealer Relations

BRUTANZA ENGINEERING

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SERVICE BULLETIN 73-74-9

October 29, 1973

HIGH ENGAGEMENT SPRING FOR BRUTANZA CLUTCH

OPTIONAL equipment which may be used to vary engagement R.P.M. of
BRUTANZA CLUTCH

Parts needed:	294 1-Spring	21510-12
	3-Washer	24250-14

	440 1-Spring	21510-13
	3-Washer	24250-14
	3-Flexnut	24270-11

The above parts are needed to raise the engagement R.P.M. on the LC29 and LC44's respectively. The new parts will raise the engagement approximately 1200 to 1500 R.P.M.'s.

BRUTANZA ENGINEERING, INC.

Service Department

Chuck Srock

Chuck Srock

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SERVICE BULLETIN 73-74-8

October 24, 1973

SUBJECT: .024 circuit plate in 1974 294 and 1973 machine with update kits.

We have been experiencing some problems with some units where this part throttle feed hole is too small.

The symptoms will be as follows: A hesitation to about 15 mph during acceleration. In some cases the low speed adjustment needle can be richened to 1 1/2 turns. If it doesn't come out of it by doing this we suggest drilling this plate to .026 or go back to the .029 circuit plate which is standard on 1973 models.

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SERVICE BULLETIN 73-74-7

October 11, 1973

UP DATE KIT CARBURETOR SCREEN

Carburetor screens supplied with the up date kit MUST be installed with the new air box between carburetor and carburetor plate with foam facing you.

In the event of a plug misfire, flames shoot up from the carburetor. This could cause the gas and oil fumes in the foam of the airbox to ignite.

The screen will snuf the flame and permit the airbox to function properly.

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SERVICE BULLETIN 73-74-6

October 11, 1973

FUEL LINE REPLACEMENT

Some leaks have been experienced in the fuel system with the existing lines.

The impulse (3/16") and intake (1/4") gas line should be replaced on all 1973 machines. We will supply this gas line at no charge to dealers at the same time we send clutches so that it can be replaced at the time the clutch exchange is made.

The return lines in the fuel system need not be replaced.

At the same time we will send two (2) 3" pieces of edging material to be installed on the clutch guard in positions to protect the hose which passes from the thermostat housing to the tunnel at this point.

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SERVICE BULLETIN: # 73-74-10

DATE: NOVEMBER 29, 1973

SUBJECT: CLUTCH ALIGNMENT

In some cases when installing the new BRUTANZA clutch on the 1973 machines, it will be necessary to cut off a portion of the jackshaft on the driven clutch end.

The clutch offset should be $\frac{1}{2}$ inch. If you are unable to obtain the proper $\frac{1}{2}$ inch offset with all driven clutch adjustment washers removed, cut off with a hacksaw, the length of jackshaft needed to allow the $\frac{1}{2}$ inch offset.

I would like to stress again at this time to set the clutches so they hold an engine R.P.M. of 7500 - 7800. This is where the LC44 will produce the most H.P.

Sincerely,

BRUTANZA ENGINEERING, INC.

Chuck Srock

Chuck Srock
Service Department

NEWSLETTER

DATE: November 29, 1973

TO: ALL DEALERS

FROM: Parts Department

SUBJECT: Parts News

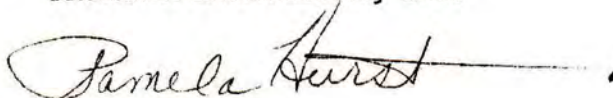
Due to unavailability of the cord needed to construct the high performance belt, 13126-14, our belt suppliers have pushed the delivery date on our order to February 1974. Hence we will not be able to supply these belts during the large portion of the racing season. I want you to be aware of this fact now so that in the event you do have a supply of high performance belts, you can distribute them with knowledge of their future availability.

There has been some confusion on the 1972 and 1973 tachometers. These are not interchangeable. The 1973 tachometer is equipped with a fuse in the mounting bracket and has a white indicator needle while the 1972 has an orange needle. Once a 1973 tach has been assembled and run in a 1972 machine, it is inoperable.

We now have our new parts books in stock. These manuals are complete with illustrations of the 294 ignition, BRUTANZA CLUTCH, and complete accessory line in addition to the 1972 and 1973 machines. These will be sent automatically to all dealers who have purchased 1974 models and/or attended service schools. Other dealers may receive them by ordering them from parts. The new service manuals are being handled in the same manner. Please order one or both of these manuals from Parts if you wish to have them.

Sincerely,

BRUTANZA ENGINEERING, INC.



Pam Hurst
Parts Manager

PH/sk

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SERVICE BULLETIN # 7374 - 11

DATE: December 20, 1973

SUBJECT: Tachometers (294) - (340)

We have noted that the tachometers on the LC 29 and LC 34 Bruts are reading 800 to 1000 RPM's low. This should be a word of warning that when setting up the Brutanza Clutch, it should be set to pull at 6500 to 6800 RPM's on the LC 29 tachometers and 6300 to 6500 RPM's on the LC 34 tachometers. This will set the clutch to pull at the peak H.P. of the respective engines.

REMEMBER, these engines should in NO way be run over 7200 - 7300 RPM's on the tachometers, since actual RPM is over 8000.

We suggest for the dealer that wants excellent performance to obtain a remote Mercronic #3561 TM tachometer for testing.

This unit will work on both two and three cylinders. It will also work with standard ignition and C.D.I.

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SERVICE BULLETIN # 73-74-12

DATE: December 28, 1973

SUBJECT: LC 44 Driven Clutch

The driven clutch on the LC 44 should be set up as follows:

Use a five (5) coil spring on a square lug wound $\frac{1}{3}$ of a turn. This should give you approximately a 12 pound pull and an 8 pound release or an average of 10 pounds. Again, the R.P.M. range should be 7500 - 7700 R.P.M.'s to be on the power peak.

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Chuck Srock
Service Department

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SERVICE BULLETIN # 73-74-13

DATE: December 28, 1973

SUBJECT: Starting Problem

Part of the starting problem has been due to moisture on the plug-in of the key switch drawing a lot of spark that is aimed for the plugs. You can try unplugging this switch to see if it is shorting out. It is possible to dry this switch out and spray it with ignition sealer to seal out the moisture.

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Service Department

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SERVICE BULLETIN # 73-74-14

DATE: December 28, 1973

SUBJECT: Involute Sprocket

As of January 1, 1974, all involute drive sprockets sent out from Brutanza Parts Department will be adapted for part #24300-25 and #24370-16 to hold them on instead of the old style roll pin. This is a grade 8-5/16" bolt and nut. This should be torqued down to 20 foot pounds. The older style sprockets can be converted to use the bolts by removing enough plastic to install the bolts tight against the aluminum hub.

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Chuck Srock
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