

THIS BOOKLET MUST BE USED IN CONJUNCTION WITH THE 1987
SKANDIC 503 OPERATOR'S MANUAL (P/N 414 6064 00)

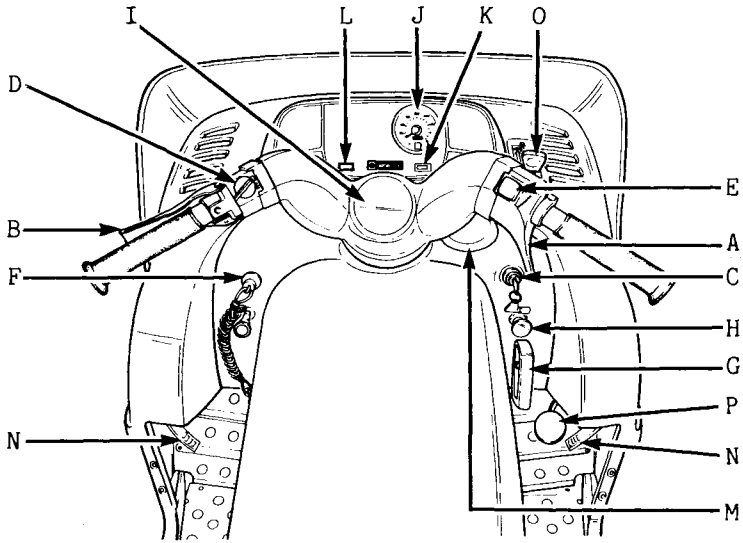
operator's
manual
supplement for

SKANDIC

414 6378 00

Litho'd in Canada
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CONTROLS/INSTRUMENTS



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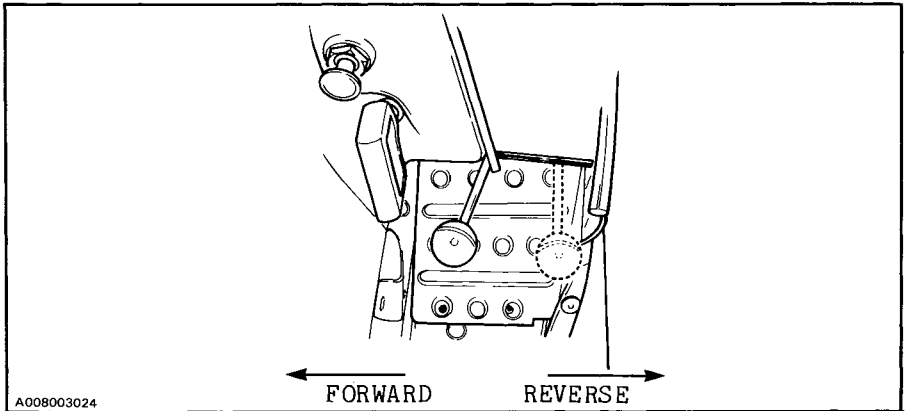
- | | |
|----------------------------------|--|
| A) Throttle lever | J) Speedometer |
| B) Brake lever | K) Injection oil level
pilot lamp (red) |
| C) Ignition/light switch | L) High beam pilot
lamp (blue) |
| D) Headlamp dimmer switch | M) Fuel gauge/tank cap |
| E) Emergency cut-out switch | N) Hood opening |
| F) Tether cut-out switch | O) Retractable headlamp
lever |
| G) Rewind starter handle | P) Gear shift lever |
| H) Primer | |
| I) Adjustable steering
handle | |

E) Gear shift lever

The gear shift lever moves from left to right and has two (2) positions:

Left is forward

Right is reverse



◆ **WARNING:** This snowmobile is capable of a fast reverse. On first outing, operator should become familiar with this operation by practicing on level ground. Always apply the brake before shifting and come to a complete stop then, while holding brake on, change gear. This is particularly important while on a slope. Ensure the path behind is clear of obstacles or bystanders. Fast reverse, while turning, could result in loss of stability.

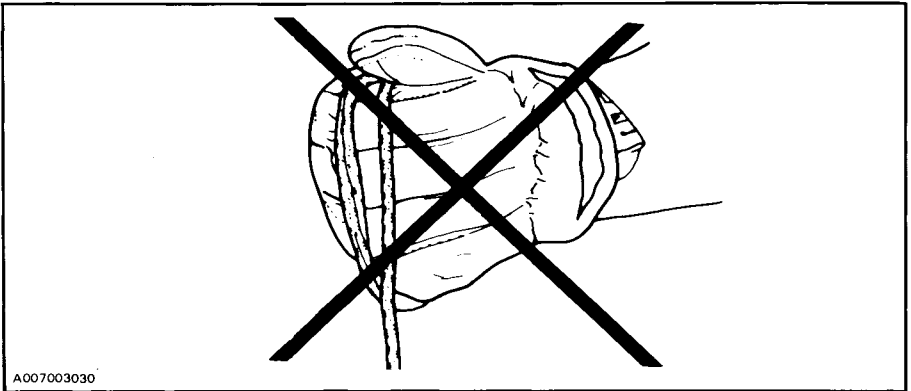
▼ **CAUTION:** Vehicle must be at a standstill and brake fully applied before attempting to change gears. Make sure lever is fully engaged before setting forth.

Emergency starting

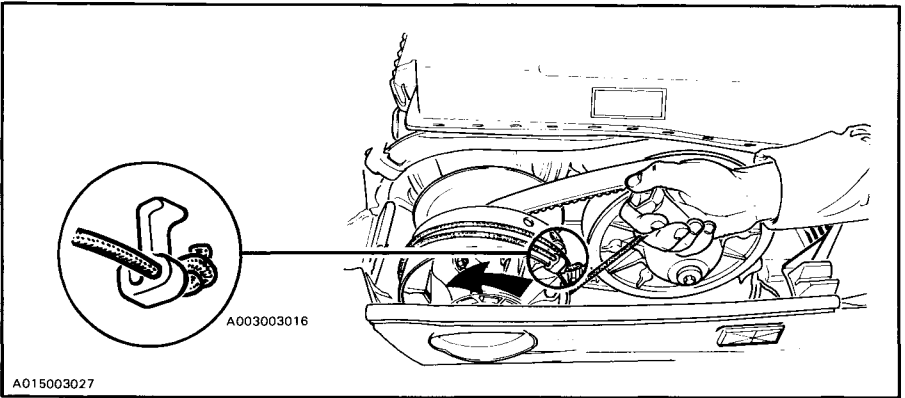
Should the rewind starter rope fray and break, the engine can be started with an emergency starter rope supplied with the tool kit.

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

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



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

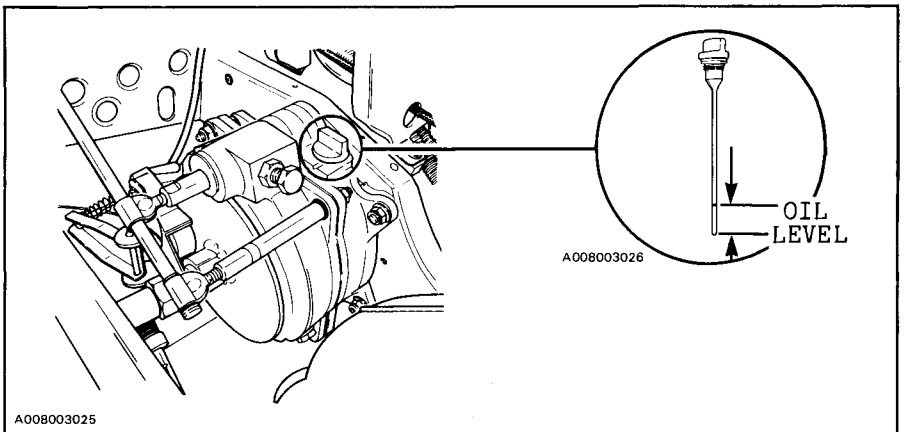


Start engine as per usual manual starting.

◆ **WARNING:** When starting the vehicle in an emergency situation by the drive pulley, do not reinstall the belt guard and return slowly to have vehicle repaired.

Transmission oil level

Remove filler cap/dipstick assembly and check that oil level reaches mark on dipstick.



Refill as required using Bombardier chaincase oil (P/N 413 8019 00).

◆ **WARNING:** Avoid spilling chaincase oil on brake disc or components when topping up transmission. Clean any spillage with ethyl alcohol and a clean rag.

○ **NOTE:** Transmission oil capacity is approximately 200 ml (7 oz).

To drain transmission oil, remove drain plug located under transmission. The drain plug is accessible through hole in right side of bottom pan.

MAINTENANCE

Drive pulley

These vehicles are quipped with the latest in snowmobile transmission system. The TRA drive pulley (Total Range Adjustable). This pulley includes three (3) calibration screws that provide the opportunity to perform minor adjustments to the clutch in order to keep the engine at it's peak power R.P.M. thereby maintaining optimal vehicle performance.

The clutch is factory adjusted to position three (3) to provide the best performance under most riding conditions at sea level. However certain conditions, such as deep snow, high altitude, pulling a load, etc. may allow the engine to run below it's peak power R.P.M. at wide open throttle thus decreasing the vehicle performance. Should such conditions be encountered the calibration screws can then be reset to allow the engine to operate at it's peak power R.P.M. (given in technical data as max. HP R.P.M.).

The adjustment may be set at any one of six (6) positions, numbered from 1 to 6. Note that for casting purposes numeral one (1) appears as a dot. Each of these positions provides an increase or a decrease, in numerical order, of the engine speed by approximately 200 R.P.M.

Example:

(vehicle at sea level during full acceleration in normal conditions).

Adjustment screw	Engine speed
Position no 2	7600 R.P.M.
Position no 3	7800 R.P.M. (standard position)
Position no 4	8000 R.P.M.

Positions two (2) and four (4) allow the engine to run below or above it's power peak reducing vehicle performance.

○ **NOTE:** One must bear in mind that the purpose of these calibration screws is to maintain the engine RPM at it's peak power, higher or lower speed will actually result in less vehicle performance.

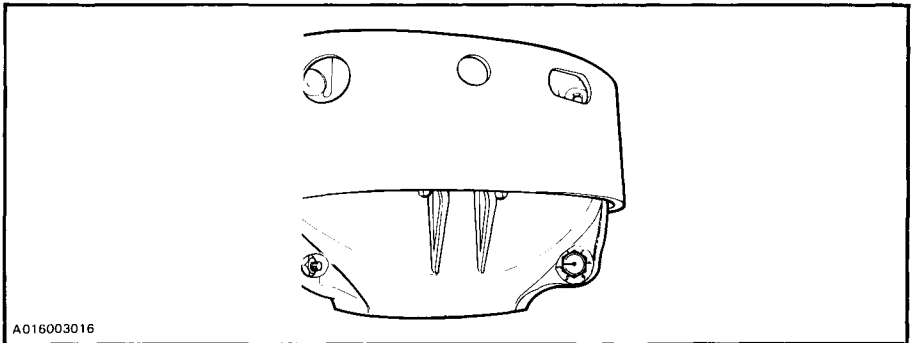
The point of maximum power in this vehicle occurs at 5500 RPM while the maximum permissible engine speed (red line) is 6500 R.P.M.

Adjustment procedure

To change the calibration screw position; back off its locking nut and change the position of the calibration screw head. The notch on the screw head must be aligned with the desired numeral position. See illustration.

▼ **CAUTION:** Back off the calibration screw locking nut only far enough to allow a change of position of the screw head. Never attempt to remove the locking nut or the calibration screw. Make sure the adjustment is set at the same position for all three (3) screws.

◆ **WARNING:** Always retorque locking nut to 10 N·m (89 lbf·in).



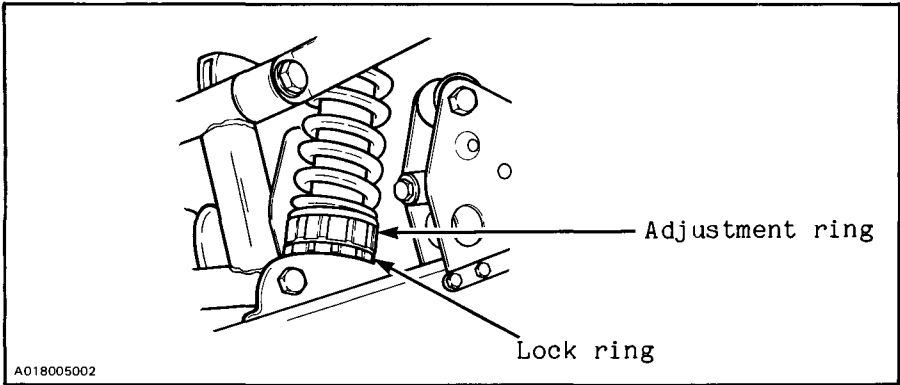
◆ **WARNING:** The drive pulley should be inspected by an authorized dealer at least annually.

Rear shock spring adjustment

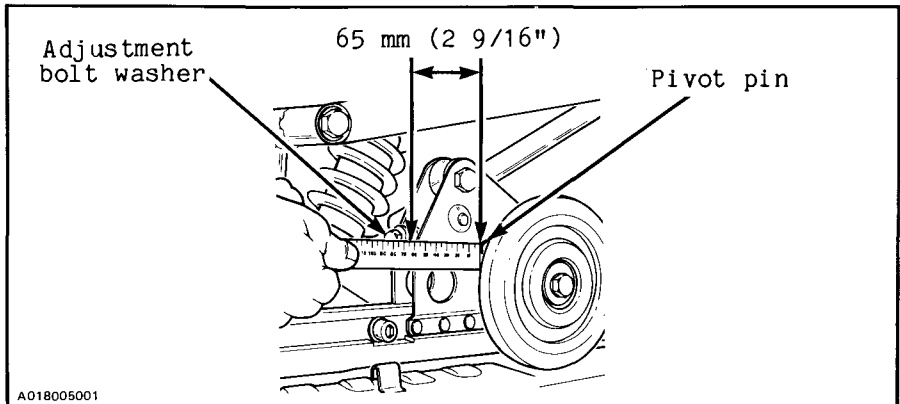
The rear shock absorbers incorporate an adjuster ring to change the effective length of the spring for increased driver comfort.

To adjust, loosen the lock ring and using the special wrench turn the adjuster ring to raise or lower the spring seat.

○ **NOTE:** Lowering the spring seat will soften the suspension while raising the spring seal will harden the suspension.



To prevent the rear portion of the track from digging in the snow when in reverse, the slide is hinged and spring loaded at the rear. To check for correct pre-load, measure the distance from the outer edge of the pivot pin to the inner edge of the adjustment bolt washer. The initial adjustment length must be 65 mm (2 9/16").



○ **NOTE:** If track has an excessive tendency to dig in snow when in reverse, loosen pre-load. Exaggerated loosening of pre-load bolt may cause a loss of traction when moving forward.

TOOLS

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

Standard tools

