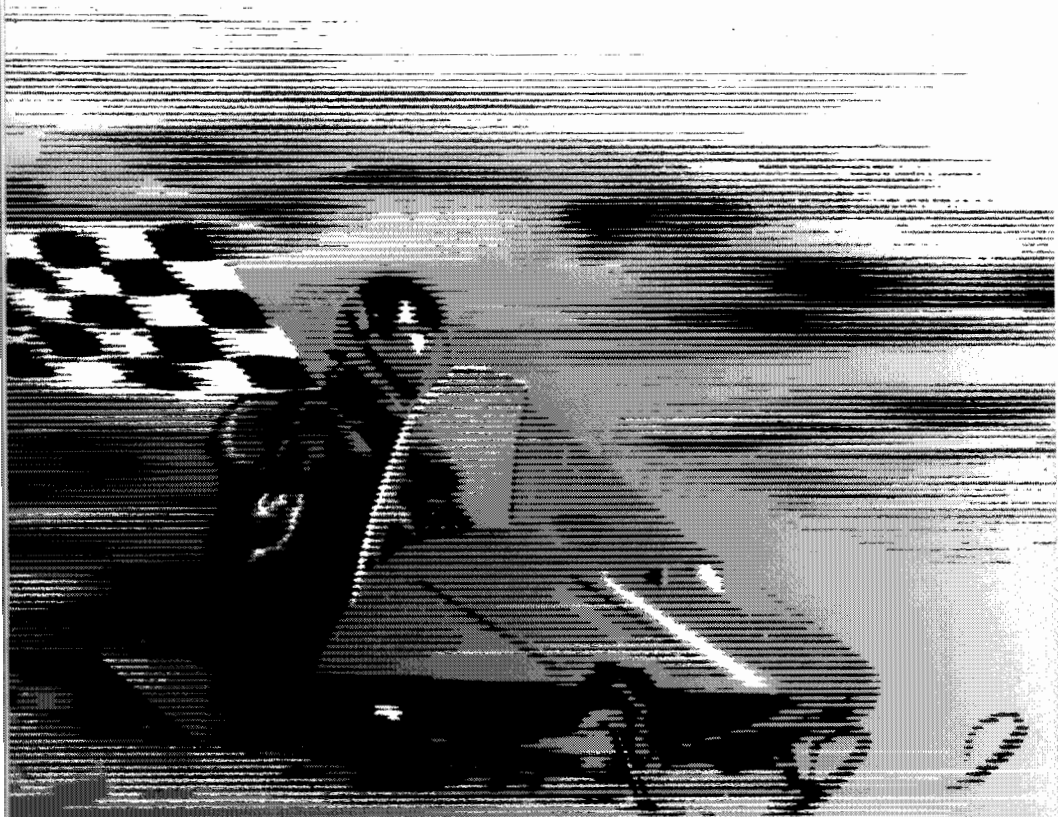


**operator's
manual**

ALPINE II



1988

414 6100 00

model _____

V.I.N. _____

purchase date _____

warranty expiry date _____

To be completed by dealer at time of sale

DEALER IMPRINT AREA

AFTER SALES SERVICE
BOMBARDIER INC.
VALCOURT (QUEBEC)
CANADA JOE 2LO



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FOREWORD

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

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

This manual uses the following symbols.

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

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

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

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

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

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

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

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

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

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

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

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

SAFETY MEASURES

Observe the following precautions:

- Throttle mechanism should be checked for free movement before starting engine.
- Do not operate vehicle near snow making equipment.
- Engine should be running only when belt guard and/or pulley guard is secured in place.
- Never run the engine without drive belt installed. Running an unloaded engine can prove to be dangerous.
- Never run the engine when the track is raised off the ground.
- It can be dangerous to run engine with the hood removed.
- Gasoline is flammable and explosive under certain conditions. Always manipulate in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. If gasoline fumes are noticed while driving, the cause should be determined and corrected without delay.
- Maintain your vehicle in top mechanical condition at all times.
- Your snowmobile is not designed to be driven or operated on black top, bare earth, or other abrasive surfaces. On such surfaces abnormal and excessive wear of critical parts is inevitable.
- Your snowmobile is not designed to be operated on public streets, road or highways. In most States and Provinces, it is considered an illegal operation.

- Installation of other than standard equipment, including ski-spreaders, bumpers, pack racks, etc., could severely affect the stability and safety of your vehicle. Avoid adding on accessories that alter the basic vehicle configuration.
- The snowmobile engine can be stopped by activating the emergency cut-out switch, tether switch or by turning off the key.
- Whenever the vehicle is parked outdoors, overnight or for a long period, it is suggested to protect it against the inclemency of the weather with a snowmobile cover.
- Do not lubricate throttle and/or brake cables and housings.
- Only perform procedures as detailed in this manual. Unless otherwise specified, engine should be turned OFF for all lubrication and maintenance procedures.
- Clean and check operation of the headlight, taillight and brake light.
- These vehicles are designed for the driver only. No provisions have been made for a passenger.
- Should removal of a locking device be required when undergoing repairs/disassembly, always replace by new ones. Tighten fasteners as specified in the applicable Shop Manual.

PLEASE READ AND UNDERSTAND ALL
WARNINGS AND CAUTIONS IN THIS
MANUAL AND ON THE VEHICLE

**THIS MANUAL SHOULD REMAIN WITH THE VEHICLE
AT THE TIME OF RESALE**

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THE 1988 SNOWMOBILE LIMITED WARRANTY

1 - PERIOD

BOMBARDIER® INC. as manufacturer, warrants FROM THE DATE OF DELIVERY TO THE FIRST CONSUMER, every 1988 BOMBARDIER snowmobile, sold as NEW AND UNUSED, and predelivered by an authorized BOMBARDIER dealer for a period of:

- 12 consecutive months.

2 - WHAT BOMBARDIER WILL DO

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

3 - CONDITION TO HAVE WARRANTY WORK PERFORMED

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

4 - WARRANTY TRANSFER

This warranty is transferable to subsequent owner(s) for remainder of warranty period from original date of delivery.

5 - EXCLUSIONS - ARE NOT WARRANTED

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

-
- Losses incurred by the snowmobile owner other than parts and labour, such as, but not limited to, transportation, towing, telephone calls, taxis, or any other incidental or consequential damage.

6 - BATTERY WARRANTY:

- 12 consecutive months. (Pro-rated)
100% warranty coverage will start on the date the snowmobile was delivered and run to the following April 30th. The remainder of the 12 month-period will be pro-rated as follows:
 - 50% from April 30th to December 1st.
 - 40% from December 1st to December 31st.
 - 30% from January 1st to end of warranty.

7 - EXPRESSED OR IMPLIED WARRANTIES

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

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

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

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

8 - CONSUMER ASSISTANCE

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

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

Bombardier Inc.
Service Department
Recreational Products Division
Valcourt (Quebec), Canada JOE 2L0

September 1986
Bombardier Inc.
Valcourt (Quebec), Canada JOE 2L0

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OFTEN ASKED QUESTIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Q: How can I receive the best owner assistance?

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

LISTING OF AREA DISTRIBUTORS

CANADIAN DISTRIBUTORS

Quebec Branch
1350, Nobel
Boucherville (Quebec) J4B 1A1
(514) 655-6121
Province of Quebec

Ontario Branch
230, Bayview Drive
Barrie (Ontario) L4N 4Y8
(705) 728-8600
Province of Ontario

Technical office
P.O. Box 7060
Riverview (New Brunswick) E1B 1V0
(506) 386-6117
Atlantic Region

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

CHARLES R. BELL LIMITED
Riverside Drive
P.O. Box 1050
Corner Brook (Newfoundland) A2H 6J3
(709) 634-3533
Newfoundland, Labrador

HUDSON'S BAY CO. LTD.
165, Hymus Blvd
Pointe-Claire (Quebec) H9R 1G2
(514) 630-5279
**North-West Territories, Franklin District &
Keewatin**

AMERICAN DISTRIBUTORS

BOMBARDIER CORPORATION
All States (excluding Alaska)

SERVICE OFFICES
- East Main Street Road
Malone, New York 12953
(518) 483-4411

Technical office
(506) 386-6117
Eastern Region

- 4505, West Superior Street
P.O. Box 16106
Duluth, Minnesota 55816-0106
(218) 628-2881
East-Central, Central Region

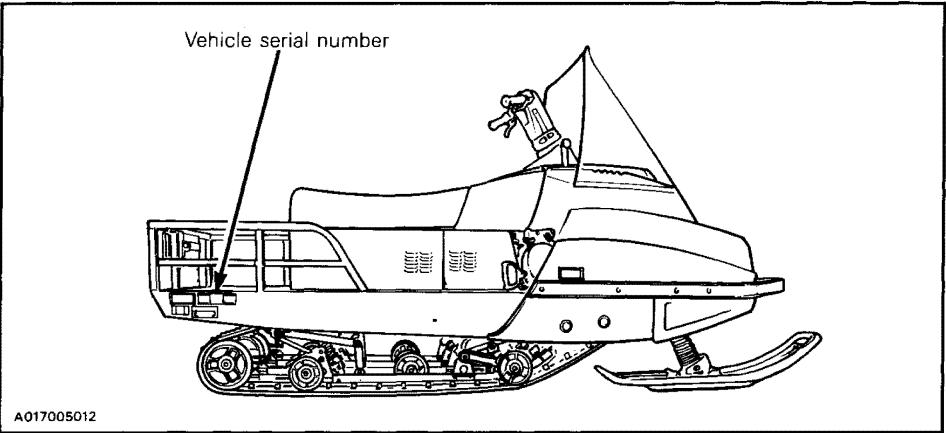
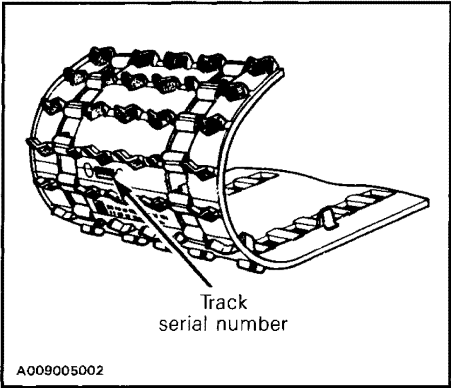
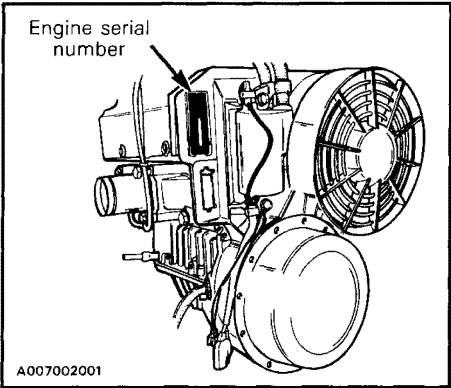
- P.O. Box 1569
Idaho Falls, Idaho 83403
(208) 529-9510
Western Region

NATIONAL SALES OFFICE
O'Hare Lake Plaza
2350, Devon Avenue
Suite 150
Des Plaines, Illinois 60018
(312) 298-9540

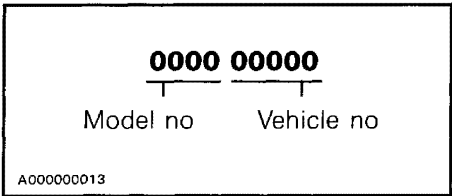
MILLER EQUIPMENT AND RECREATIONAL
CENTER
1049, Whitney Road
Anchorage, Alaska 99501
(907) 274-9513
Alaska

HOW TO IDENTIFY YOUR SNOWMOBILE

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



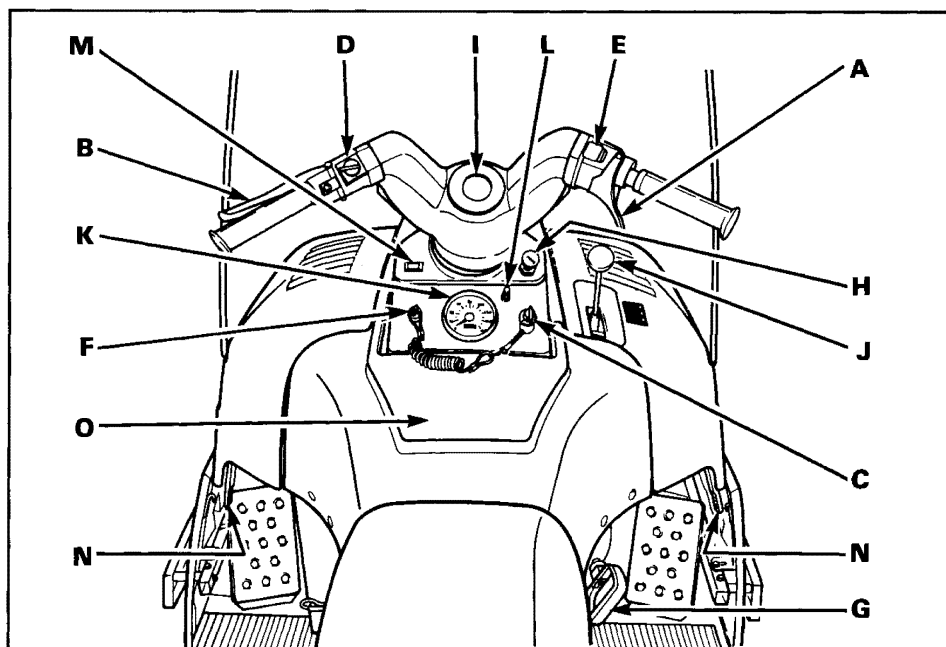
Vehicle serial number meaning:



1988 Alpine has 3345 as model number.

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

CONTROLS/INSTRUMENTS



A017007016

A) Throttle lever

B) Brake lever

C) Ignition switch

D) Headlamp dimmer switch

E) Emergency cut-out switch

F) Tether cut-out switch

G) Rewind starter handle

H) Primer

I) Adjustable steering handle

J) Gear shift lever

K) Speedometer

L) Trip meter reset button

M) High beam pilot lamp

N) Hood opening

O) Console

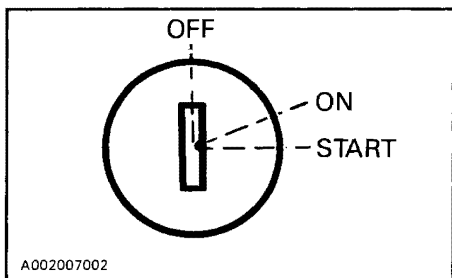
A) Throttle Lever

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

B) Brake Lever

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

C) Ignition switch



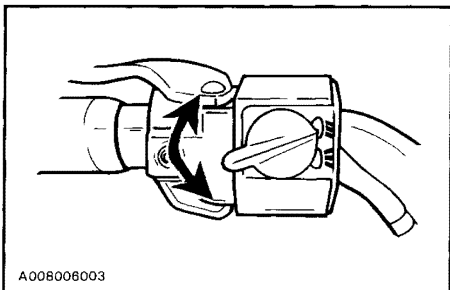
Key operated, 3 position switch. To start engine, turn key to START position and hold. Return key to ON position immediately when engine has started. To stop engine, turn key to OFF position. If engine does not start on first try, key must be turned fully back to OFF each time.

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

The lights are automatically ON whenever the engine is running.

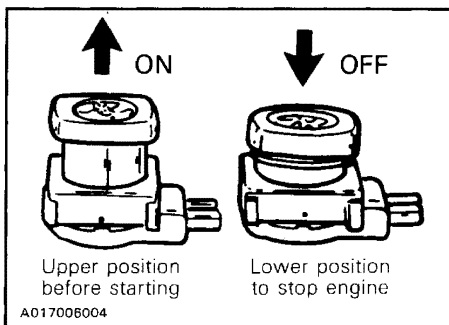
D) Headlamp dimmer switch

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



E) Emergency cut-out switch

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



WARNING: For safety reasons, the emergency cut-out switch is easily accessible; be careful not to operate it inadvertently.

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

WARNING: If the switch has been used in an emergency situation the source of malfunction should be determined and corrected before re-starting engine.

F) Tether cut-out Switch

A pull switch located below the handlebar.

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

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

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

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

G) Rewind Starter Handle

Auto rewind type located on right hand side of vehicle. To engage mechanism, pull handle.

H) Primer

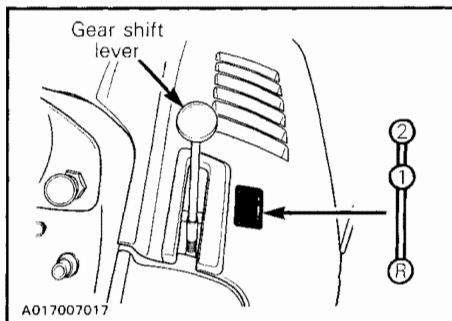
A push-pull button. Pull and push button (2-3 times) to activate primer. The primer should always be used for cold engine starts. After engine is warm however, it is not necessary to use primer when starting.

I) Adjustable Steering Handle

- Remove steering pad.
- Loosen the four (4) retaining screws.
- Adjust the handle to the desired position.
- Lock the steering handle in place by tightening the four (4) retaining screws to 26 N•m (19 lbf•ft).
- Reinstall steering pad.

J) Gear shift lever

The gear shift lever is located right side of the dashboard. It is a 3-position lever: 2 forward and 1 reverse.



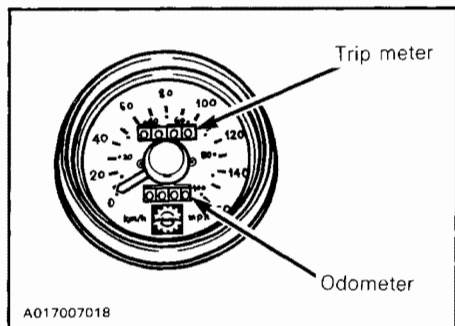
◆ **WARNING:** This snowmobile is capable of a fast reverse. On first outing, operator should become familiar with this operation by practicing on level ground. Always apply the brake before shifting and come to a complete stop then, while holding brake on, change gear. This is particularly important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

K) Speedometer

The speedometer is linked to the gear-box. Direct-reading dial indicates the speed of the vehicle in kilometers per hour. Odometer records the total number of kilometers travelled. A trip meter is also combined with speedometer.

L) Trip meter reset button

The trip meter button is located in dashboard right to speedometer. To reset, turn black knob clockwise until all numbers read zero.



M) High beam pilot lamp

Lights up when headlamp is on high beam.

N) Hood opening

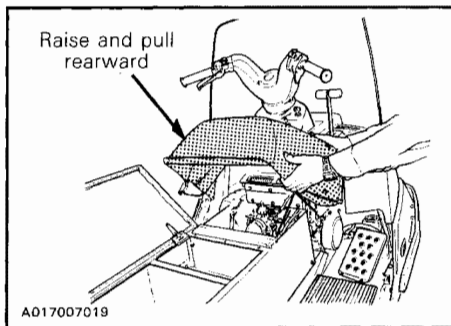
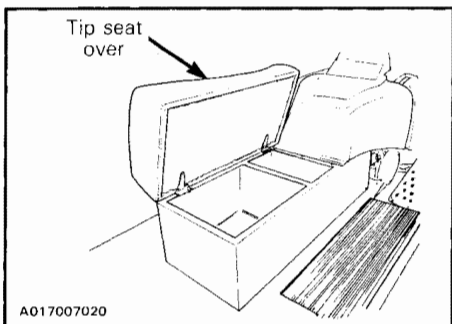
Pull down the latches to unlock the hood from the anchors.

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

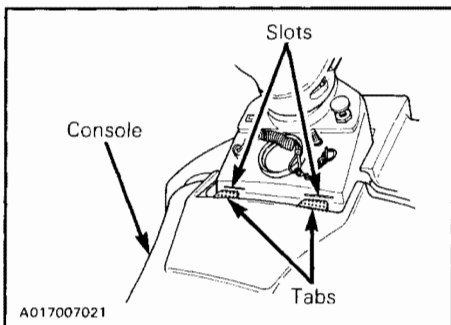
◆ **WARNING:** It is dangerous to run an engine with the hood opened, unfastened or removed.

O) Console

To gain access to the engine, carburetor, fuel pump and spark plugs, tip seat over from right, raise rear part of console then pull rearward.



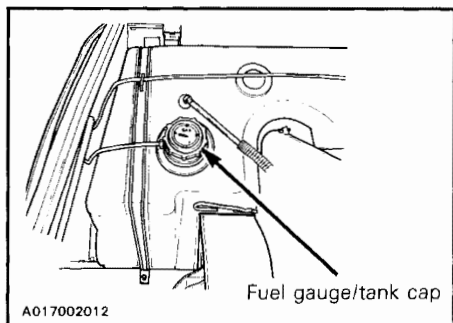
When installing console to vehicle, ensure to insert console tabs into dashboard slots.



Fuel gauge/tank cap

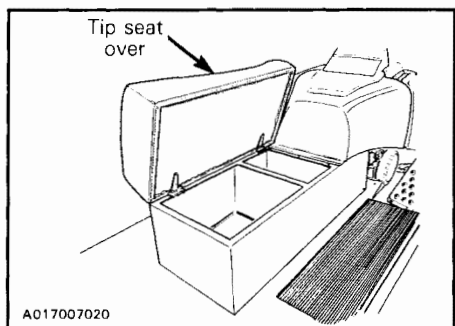
Open hood to access fuel gauge/tank cap. The fuel tank cap features a built-in needle fuel level gauge which indicates the amount of fuel remaining in tank.

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



Seat compartment

Simply tip seat over from right side. Ideal location for spare spark plugs, belt, rope etc.

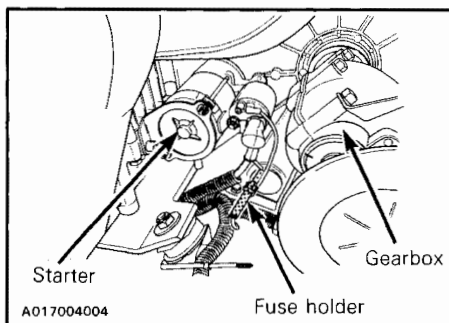


NOTE: Emergency materials should be wrapped in foam or similar material. This will prevent possible damage to breakable items when travelling over rough or bumpy terrain.

NOTE: The battery is located in the seat compartment.

Fuse holder

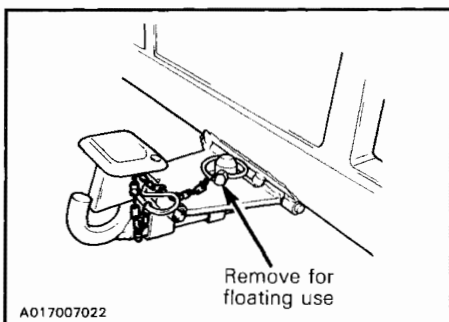
Starting system is protected with 30 amperes rated fuse. Fuse holder is located near starter and gearbox. If starter does not operate, check fuse condition and replace by the same rate if necessary.

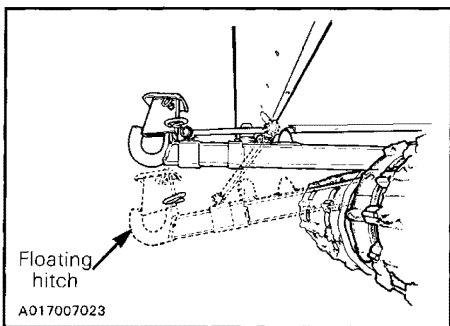


Hitch

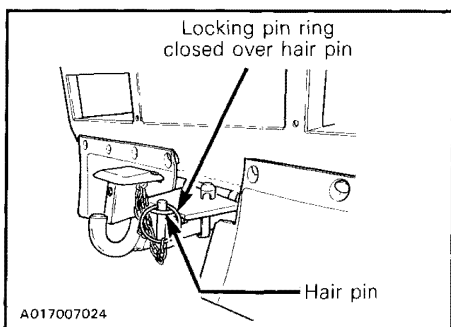
A hook-type hitch is provided to pull most equipments. The hitch may be used fixed or floating depending the type of equipment towed. This allows smooth operation when towing a load.

While towing a trailer with a fixed draw bar, keep the hitch locked. With a floating draw bar, allow the hitch to move up and down by removing its locking pin.



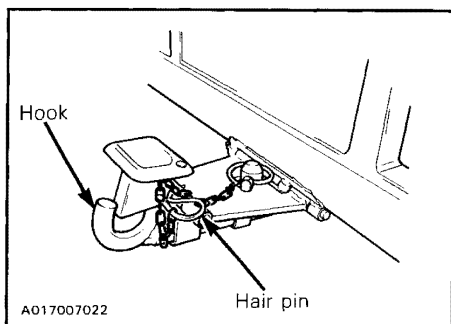


The locking pin can be installed into hair pin when the hitch is used floating.



NOTE: To maintain the hitch locked, install the locking pin into hitch post and place its flat side against the hitch plate.

A hair pin is provided to lock the hook of the hitch.



WARNING: When towing any sled or trailer, always ensure to lock the hook type attachment with the hair pin.

Trailers or sleds towed behind a snowmobile should always be loaded with the lowest possible center of gravity. Use a sled with a rigid draw bar. When pulling passengers in a tower vehicle, drive at moderate speed and avoid rough terrain for their safety. Besides, have all passengers get out of the towed vehicle and walk across all roads.


Accessories

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

BREAK-IN PERIOD

Engine

With Bombardier-Rotax snowmobile engines, a break-in period is required before running the vehicle at full throttle. Engine manufacturer recommendation is 10 to 15 operating hours. During this period, a richer mixture is needed (i.e. 40 parts of gas for 1 part of BLIZZARD oil. Maximum throttle should not exceed $\frac{3}{4}$, however, brief full acceleration and speed variations contribute to a good break-in. Continued wide open throttle accelerations, prolonged cruising speeds, and lugging are detrimental during the break-in period.

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

Belt

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

10-Hour inspection

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

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

Break-in fuel/oil mixing charts

▼ **CAUTION:** The following chart only applies to break-in period to give a richer mixture of 40 to 1 ratio.

SI UNITS

500 ml oil to 20 liters= 40:1

IMPERIAL UNITS

16 oz oil to 4.6 imp. gals= 40:1

or

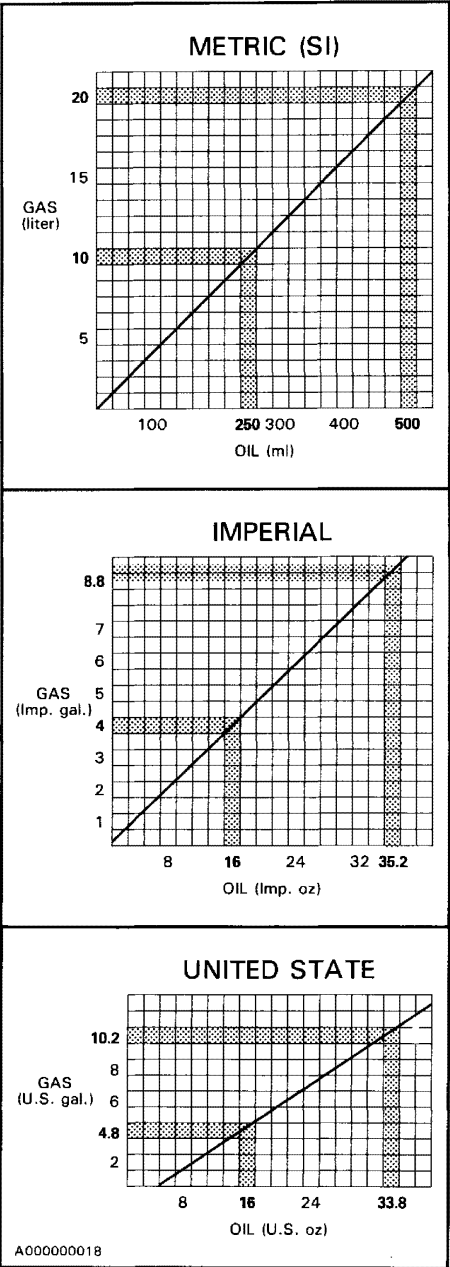
500 ml oil to 4.8 imp. gals= 40:1

U.S. UNITS

16 oz oil to 5.1 U.S. gals= 40:1

or

500 ml oil to 5.3 U.S. gals= 40:1



10-HOUR INSPECTION CHECKLIST	✓
Engine timing	
Fan belt tension	
Spark plugs condition (Remove and clean)	
Carburetor adjustment	
Engine head nuts	
Drive pulley screw (torque)	
Engine mount nuts	
Muffler attachment	
Gearbox oil level	
Drive chain tension	
Battery electrolyte level	
Brake operation and lining condition	
Ski alignment (runner condition)	
Handlebar bolts, retorque to 26 N•m (19 lbf•ft)	
Pulley alignment and drive belt condition	
Track condition, tension and alignment	
Lubrication (steering, suspension, drive axles, etc.)	
Electrical wiring, tighten all loose bolts, nuts and linkage	
Operation of lighting system (HI / LO beam, brake light, etc.), test operation of emergency cut-out switch and tether switch	

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

Date of 10 hour inspection

Dealer signature

FUEL & OIL

Oil must be added to the gasoline in pre-measured amounts then both oil and gasoline should be thoroughly mixed together before fueling the tank.

Recommended gasoline

Use regular leaded or unleaded gasoline available from all service stations.

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

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

▼ **CAUTION:** Never experiment with other fuels or fuel ratios. The use of gasoline containing alcohol such as methanol, ethanol (commonly called gasohol) or similar products including naphtha is not recommended. The use of gasoline containing alcohol can result in vehicle performance deterioration and damage to critical parts in the fuel system and engine components.

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

Recommended oil

Use "BLIZZARD OIL" (P/N 496 0135 00 - 500 ml) available from your dealer. This type of oil will flow at temperatures as low as minus 40°C (-40°F).

It is a blend of specially selected base oils and additives which provides outstanding lubrication, engine cleanliness and minimum spark plug fouling.

If "BLIZZARD OIL" is unavailable, substitute with "Bombardier injection oil" (P/N 496 0133 00 - 1 liter).

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

Fuel mixture ratio

The importance of using the correct fuel mixture cannot be overstressed. An incorrect fuel/oil ratio results in serious engine damage. Recommended fuel/oil ratio is 50:1 (40:1 during break-in period, refer to "break-in period" section for mixing chart).

SI UNITS

500 ml oil to 25 liters= 50:1

IMPERIAL UNITS

16 oz oil to 5 imp. gals= 50:1
or

500 ml oil to 5 1/2 imp. gals= 50:1

U.S. UNITS

13 oz oil to 5 U.S. gals= 50:1
or

500 ml oil to 6.6 U.S. gals= 50:1

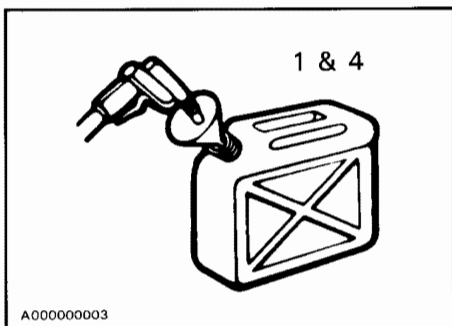
○ **NOTE:** To facilitate gas mixing, oil should be kept at room temperature.

Fuel mixing procedure

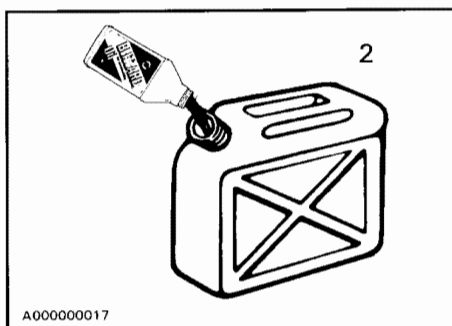
To mix the gasoline and oil always use a separate clean container. Never mix directly in your snowmobile tank. For best results, acquire two containers, either plastic or metal. Draw from one until empty then use the second one.

◆ **WARNING:** Gasoline is flammable and explosive under certain conditions. Always manipulate in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. If gasoline fumes are noticed while driving, the cause should be determined and corrected without delay. Never add gas while the engine is running. Avoid skin contact with gas at below freezing temperatures.

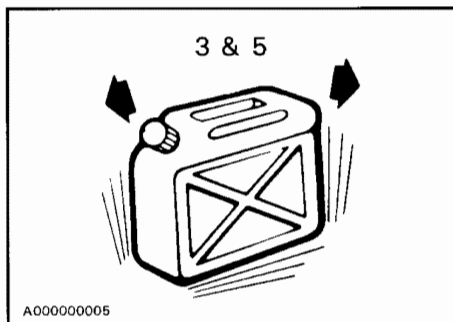
1. Pour approximately 4 liters (one gallon) of gasoline into a clean container.



2. Add the full amount of oil required.



3. Replace the container cap and shake the container thoroughly.

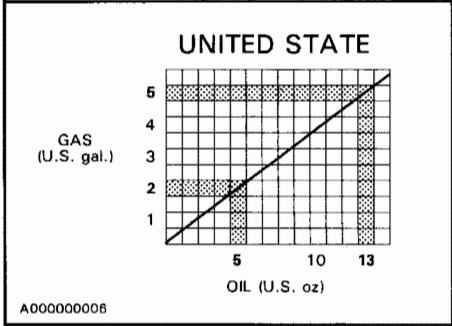
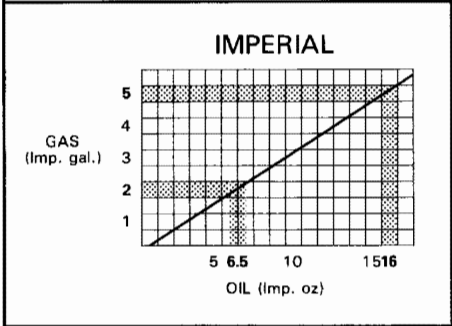
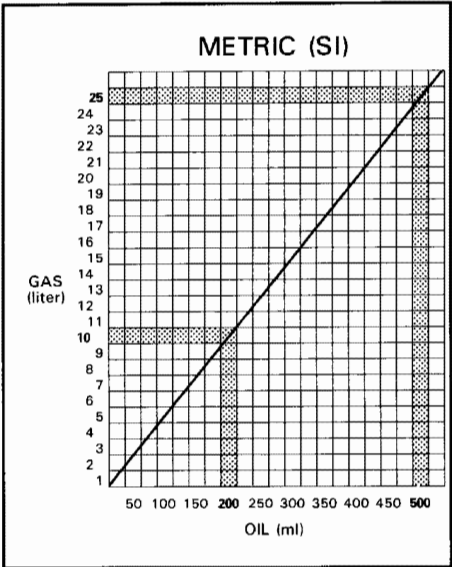


4. Add the remainder of the gasoline.
5. Once again thoroughly agitate the container. Then using a funnel with a fine mesh screen to prevent the entry of foreign particles, pour the mixture into the snowmobile tank.

◆ **WARNING:** To prevent fuel spillage in the engine compartment, a funnel must always be used when filling the gas tank.

○ **NOTE:** When using pre-mixed fuel, always shake the container thoroughly as the oil has a tendency to settle.

FUEL/OIL MIXING CHARTS (50 to 1 ratio)



PRE-START CHECK

Check points

- ACTIVATE THE THROTTLE CONTROL LEVER SEVERAL TIMES to check that it operates easily and smoothly. The throttle control lever must return to idle position when released.
- Check that the ski and tracks are not frozen to the ground or snow surface and that the steering operates freely.
- Activate the brake control lever and make sure the brake fully applies before the brake control lever touches the handlebar grip.

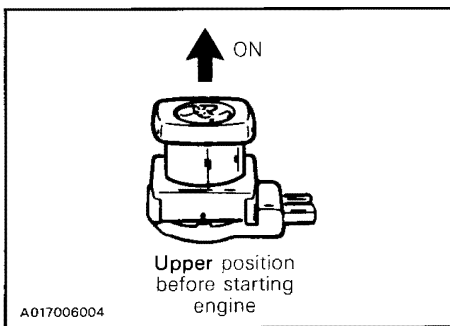
- Check fuel level.
- Verify that the path ahead of the vehicle is clear of bystanders and obstacles.
- Clean and check operation of the headlight, taillight and brake light.

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

STARTING PROCEDURE

Test throttle control lever operation.

Check that the emergency cut-out switch is in the middle ON position.



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

Activate the primer (2 or 3 times).

○ **NOTE:** Priming is not necessary when the engine is warm.

Manual Starting

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

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

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

Electric starting

Insert key in ignition switch.

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

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

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

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

○ **NOTE:** If for some reason, the vehicle cannot be started electrically, place ignition key to ON position and start engine manually.

Before riding

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

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

Allow the engine to warm before operating at full throttle.

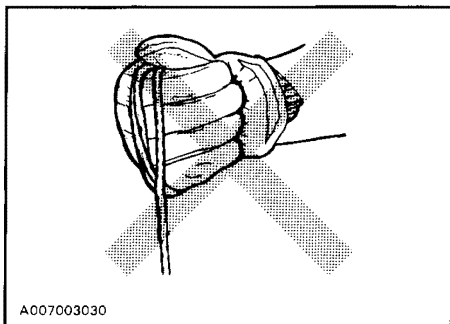
Emergency starting

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

Remove console to ease installation of emergency rope around drive pulley and crank the engine.

◆ **WARNING:** Damage to console or injury to the hand might be experienced if the console is not removed.

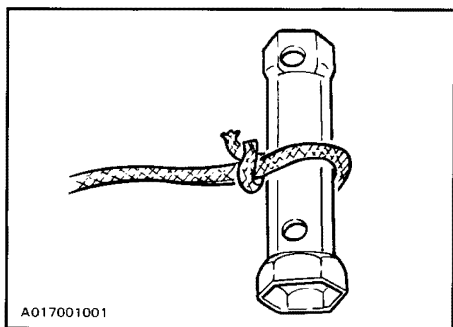
◆ **WARNING:** Do not wind starting rope around your hand. Hold rope by the handle only.

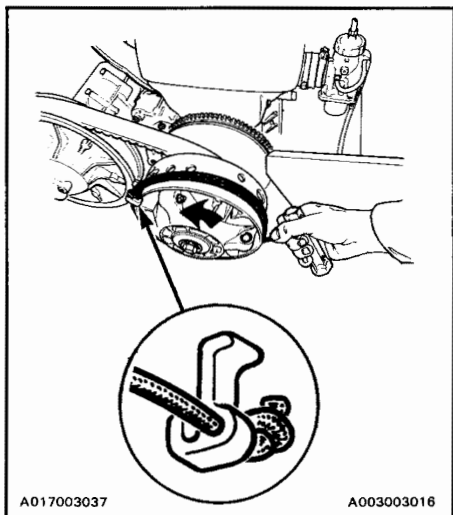


◆ **WARNING:** Do not start the vehicle by the drive pulley unless it is a true emergency situation. Have the vehicle repaired as soon as possible.

Attach emergency rope to any available handle and the starter clip supplied in the tool box. Wind the rope tightly around drive pulley.

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

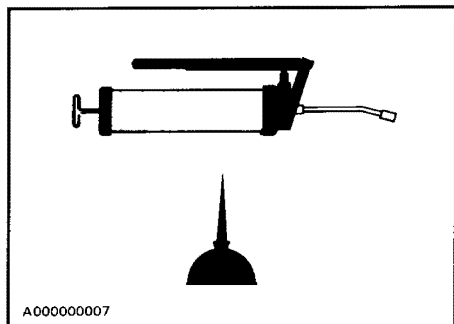




Start engine as per usual manual starting.
Reinstall console but not belt guard.

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

LUBRICATION



Frequency

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

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

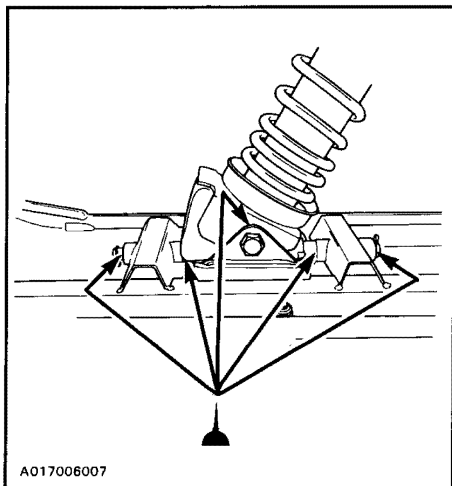
WARNING: Only perform such procedures as detailed in this manual. It is recommended that dealer assistance be periodically obtained on other components/systems not covered in this manual. Unless otherwise specified, engine should be turned OFF for all lubrication and maintenance procedures.

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

When lubricating grease fitting, always use low temperature grease (P/N 413 7061 00).

Steering mechanism

Using light machine oil, lubricate the longitudinal pivot of the ski and ski coupler bolt.

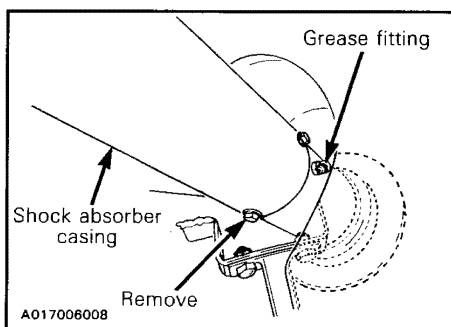


Allow the oil to run in and move ski several times to distribute lubricant.

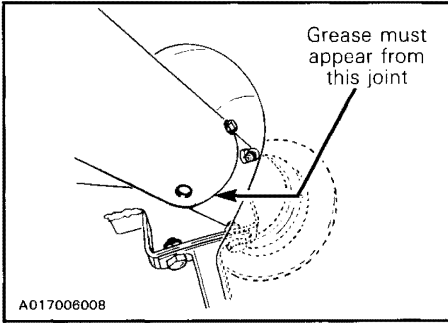
From inside of cab, lubricate front shock system as follows:

With this particular shock absorber system, a screw must be removed from the shock absorber casing to let escape the grease and thus indicate there is enough grease.

Remove the screw shown.



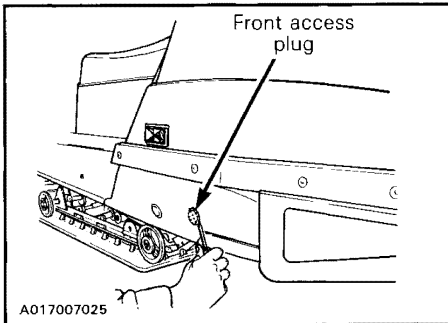
Lubricate until the grease appears from the hole, then, firmly plug the hole with a finger and slowly continue to lubricate until grease appears at the joint.



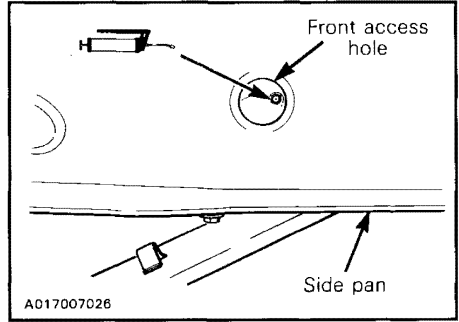
Oil tie rod ball joints and steering column upper and lower bushings.

Drive axles

Two access plugs are located on each side pan. Remove the front one to get access to drive axle grease fitting.



Lubricate at grease fitting using low temperature grease then reinstall access plug.



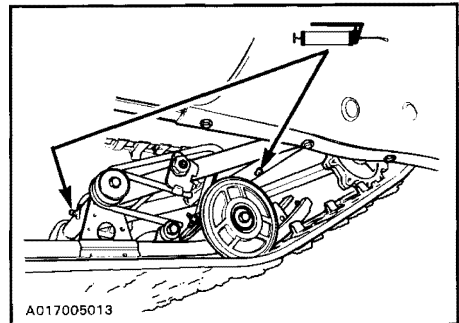
CAUTION: Ensure to lubricate both drive axles. A grease fitting is located on each side pan.

Slide suspension

Lubricate the following parts at grease fittings until grease appears at joints. Use low temperature grease only.

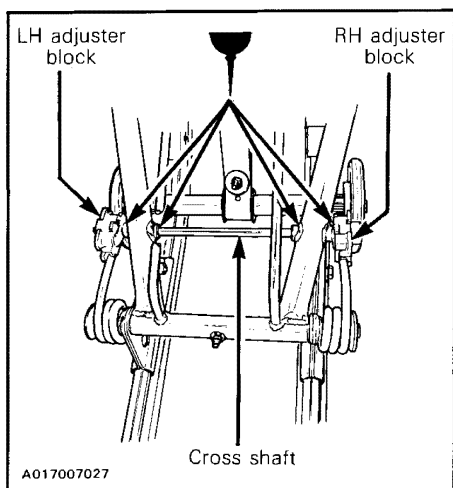
CAUTION: Ensure to lubricate both suspension systems.

— Front upper and lower cross shafts.

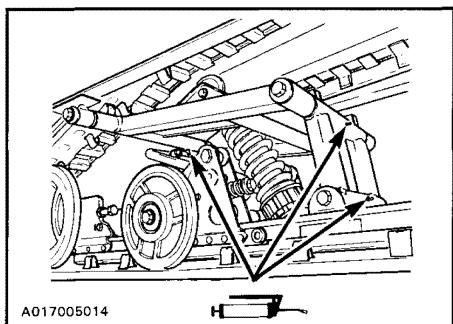


Oil adjuster blocks cross shaft.

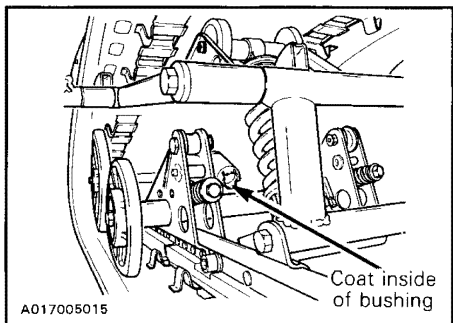
CAUTION: Lubricate every week.



- Rear cross shaft and both shafts of shackle.



- Coat inside of stabilizer bar bushing of rear suspension with grease.

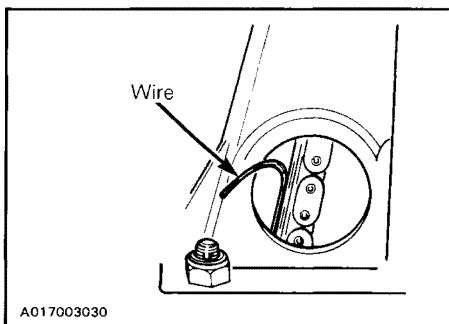


Gearbox oil level

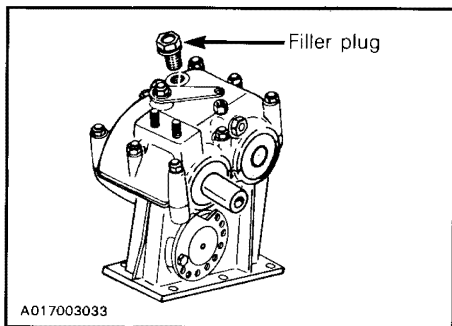
The gearbox oil capacity is 500 ml (18 imp. oz).

To check level:

Remove rubber inspection cover located on bottom right side of gearbox. Using a rigid piece of wire as dipstick, check oil level. Oil level must reach 92 mm (3 5/8'') on dipstick.




To fill, remove filler cap from top of gearbox. Refill as required using Bombardier chaincase oil (P/N 413 8019 00, 250 ml).




MAINTENANCE

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

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

SERVICE AND MAINTENANCE CHART	Weekly or every 240 km (150 mi)	Monthly or every 800 km (500 mi)	Once a year or every 3200 km (2000 mi)	Refer to page
Drive belt condition				30
Brake condition				30
Brake adjustment				31
Spark plugs				31
Battery				32
Suspension condition				33
Stopper strap condition				33
Suspension adjustment	(as required)			33
Track condition				35
Track tension and alignment	(as required)			35
Drive pulley				36
Steering mechanism				37
Ski and runner wear and condition				38
Steering adjustment				38
Muffler attachment				38
Engine head nuts				39
Engine mount nuts				39
Carburetor adjustment				39
Fan belt				40
Drive chain tension				40
Headlamp beam aiming				40
General inspection				41

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

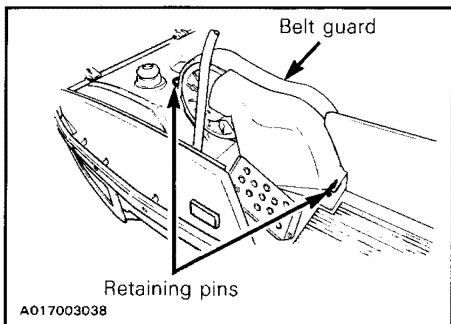
Belt guard removal

◆ **WARNING:** Engine should be running only when belt guard is secured in place.

1. Tilt the hood.

○ **NOTE:** The console may be removed to give an easier access if desired.

2. Pull out both retaining pins.



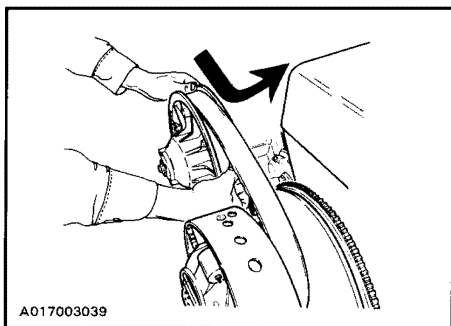
3. Lift and remove the belt guard.

Drive belt removal and installation

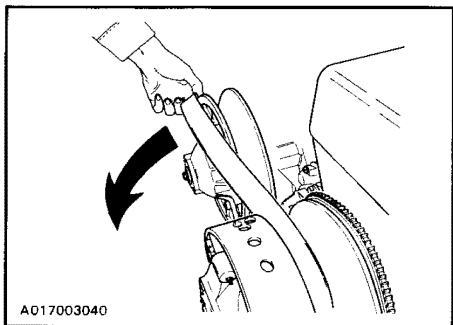
◆ **WARNING:** Never start or run engine without the drive belt installed. Running an unloaded engine is dangerous.

1. Tilt hood and remove the belt guard.

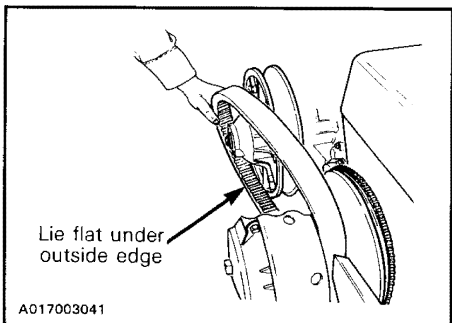
2. Open the driven pulley by twisting and pushing the sliding half. Hold in fully open position.



3. Slip slackened belt over the top edge of the driven pulley sliding half, opposite side of gearbox.



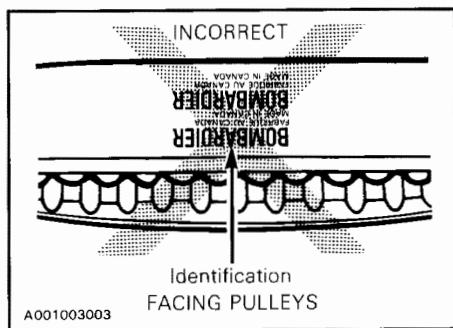
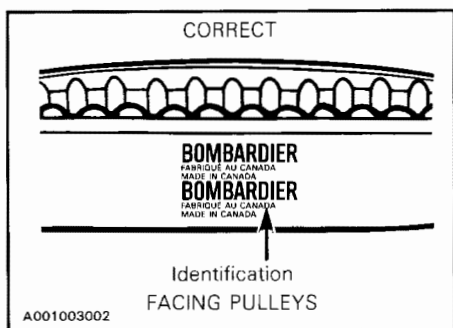
4. Completely remove the belt from the driven pulley and lie flat under the driven pulley outside edge.



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

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

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



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

Drive belt condition

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

Check the drive belt width. Replace the drive belt if width is less than 32 mm (1 1/4").

New drive belt

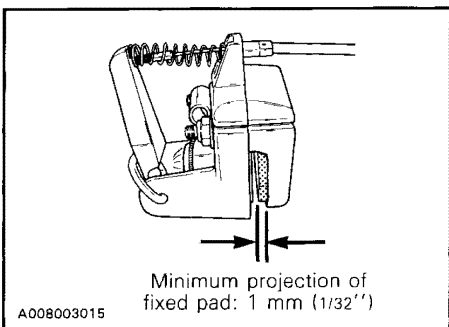
When installing a new drive belt, break-in period of 25 km (15 miles) is strongly recommended.

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

Brake condition

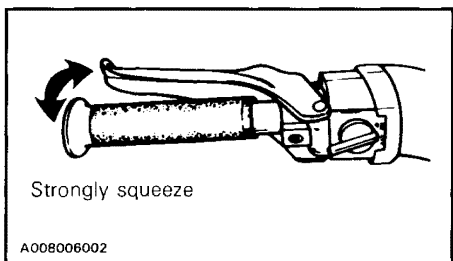
The brake mechanism on your snowmobile is an essential safety device. Keep this mechanism in proper working condition. Above all, do not operate your snowmobile without an effective brake system.

WARNING: Brake pads must be replaced when fixed pad projects only 1 mm (1/32") from caliper. Replacement must be performed by an authorized dealer.

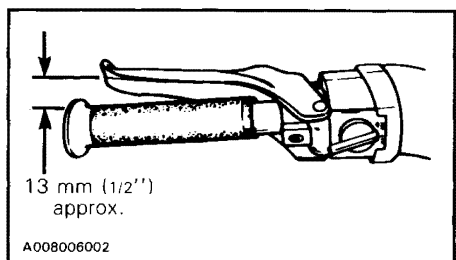


Brake adjustment

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



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

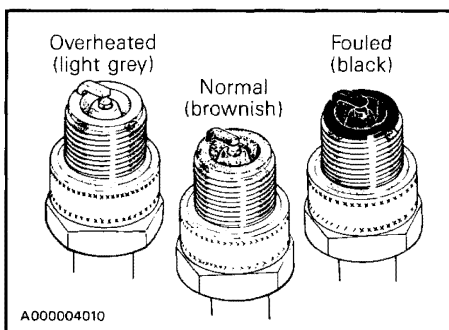


Spark plugs

Remove console to get access to spark plugs. Disconnect wires then remove spark plugs using socket supplied in tool box.

Check the condition of the plugs.

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



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

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

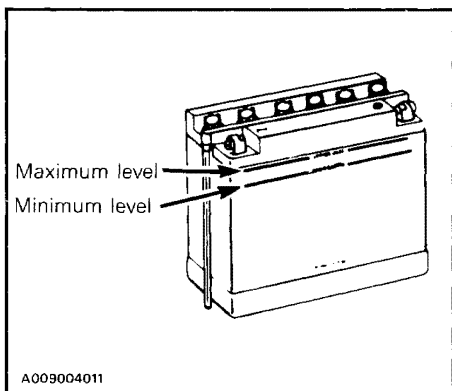
Reinstall spark plugs and connect wires.

Reinstall console.

Battery

○ **NOTE:** The battery is located under the seat.

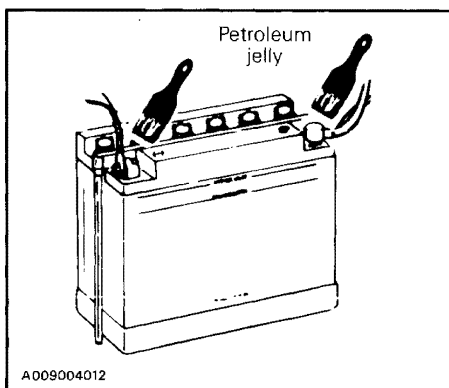
Check electrolyte level weekly. Electrolyte level must be at upper level line on battery casing.



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

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

After reconnecting battery, coat battery terminals and connectors with petroleum jelly to prevent corrosion. Check that battery is well secured and that battery vent tube is not kinked or blocked.



◆ **WARNING:** Vent tube must be free and open. If not, it will restrict ventilation and create a gas accumulation that could result in an explosion. Avoid skin contact with electrolyte.

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

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

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

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

Suspension condition

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

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

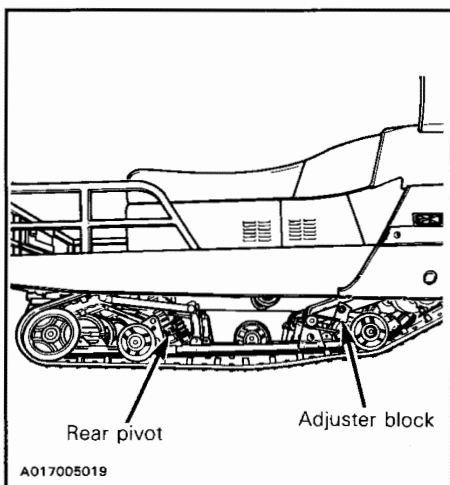
Stopper strap condition

Inspect strap for wear and cracks, bolt and nut for tightness. If loose inspect holes for deformation. Replace as required. Torque nut to 10 N•m (89 lbf•in).

Suspension adjustment

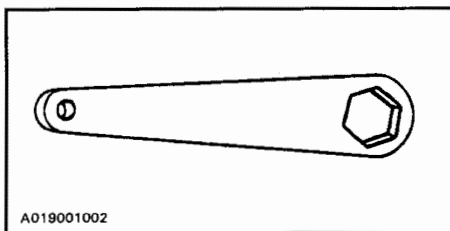
WARNING: Since this vehicle is equipped with a twin suspension system, always ensure to perform the same adjustments on each rear suspension.

The rear suspension is adjustable for surface condition and steering effects. Besides the suspension rear pivot may be adjusted depending the operator requirement.

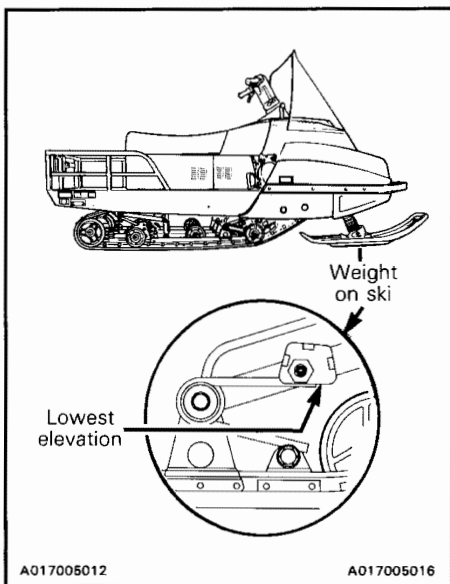


Adjuster blocks

Use the key supplied in the seat compartment.



When the front adjuster blocks are at the lowest elevation more weight is distributed to the skis thus giving a more positive steering.



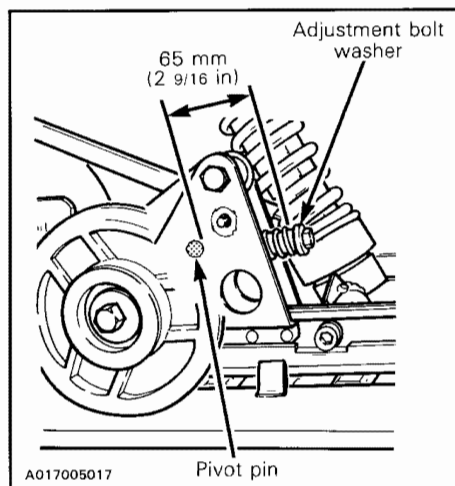
At the highest position, the weight is transferred to the track thus giving a better traction to pull a load.

○ **NOTE:** When turning the external adjuster block from one suspension, the internal one of the same suspension will automatically turn at the same time because they are linked together by a cross shaft.

▼ **CAUTION:** Always turn adjuster block of the RH suspension in a counter-clockwise direction and the one of the LH suspension, clockwise. Both suspension must always be set at the same elevation.

Suspension rear pivot

To prevent the rear portion of the track from digging in the snow when in reverse, the slide suspension 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 distance should be 65 mm (2 9/16 in).



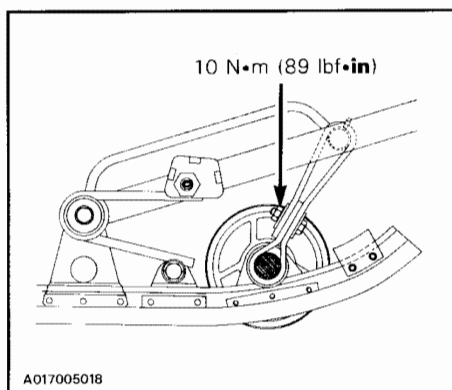
○ **NOTE:** The driver can customize this adjustment to meet its particular need. For instance should one is most of the time pulling a load and use rarely the reverse, the rear pivot could be "locked" by fully tighten the adjustment bolt thus getting a better traction and a more positive steering.

Stopper strap

The function of the suspension stopper strap is to control the transfer of vehicle weight **during acceleration**. The longer the belt, the more the weight will be transferred to the track, thus maintaining a more positive direction. Adjusting holes in the stopper strap allow to adjust to driver's requirement, field and/or snow conditions.

For normal use, adjust the stopper to its longer length.

◆ **WARNING:** Always torque the nut to 10 N•m (89 lbf•in).



NOTE: For deep snow or hill climbing, it is recommended to place the front adjuster blocks on the lowest position and set stopper strap to the shortest position.

Track condition

Lift rear of vehicle and support it off the ground. (Place gear shift lever in forward position). With the engine **OFF**, rotate the track manually and inspect condition. If worn or cut, or if track fibers are exposed, or if missing or defective inserts are noted; contact your authorized dealer.

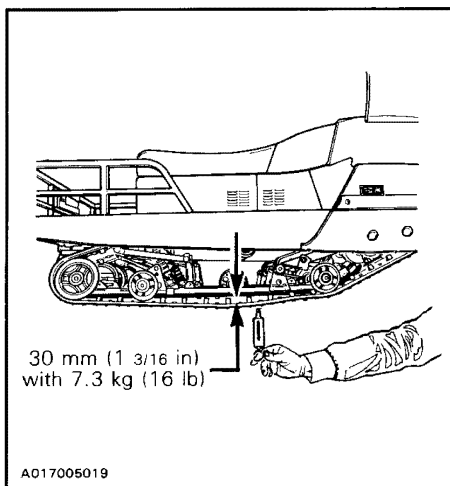
WARNING: Do not operate a snowmobile with a cut, torn or damaged track.

Track tension and alignment

WARNING: Since this vehicle is equipped with a twin suspension system, always ensure to perform the same adjustments on each rear suspension.

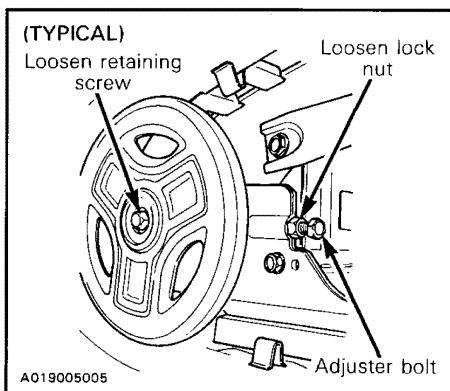
Tension:

Lift the rear of vehicle and support with a mechanical stand. The gap should be 30 mm (1 3/16 in) between the slider shoe and the bottom inside of the track when applying a downward pull of 7.3 kg (16 lb). The gap should be measured close to suspension center idler wheel. If the track tension is too loose, the track will have a tendency to thump.



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

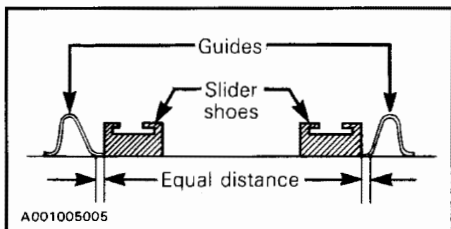
If necessary to adjust; loosen the rear idler wheel retaining screw and the adjuster bolt lock nut; then loosen or tighten the adjuster bolts located on the inner side of the rear idler wheels. If correct tension is unattainable, contact an authorized dealer.



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

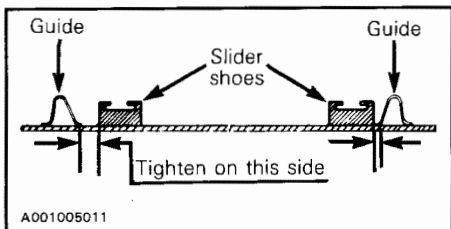
Alignment

Start the engine and accelerate slightly so that track turns **slowly**. Check that the track is well centered; equal distance on both sides between edges of track guides and slider shoes.

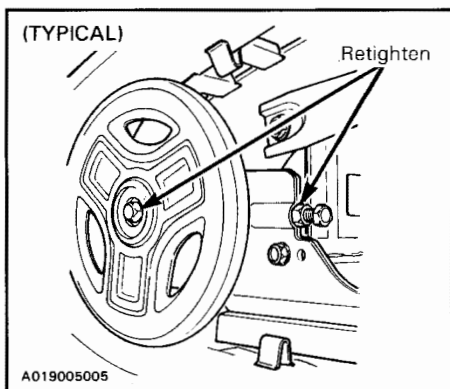


WARNING: Before checking track alignment, ensure that the tracks are free of all particles which could be thrown out while track is rotating. Keep hands, tools, feet and clothing clear of track. Ensure no one is standing in close proximity to the vehicle.

To correct, **stop the engine**, loosen the rear idler wheels retaining screws then loosen the lock nuts and tighten the adjuster bolt on side where the slider shoe is the farthest from the track insert guides.



Tighten lock nuts and the idler wheel retaining screws.



Restart engine, rotate track **slowly** and recheck alignment.

Drive pulley

This vehicle is equipped with 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 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	5050 R.P.M.
Position no 3	5250 R.P.M. (standard position)
Position no 4	5450 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 R.P.M. at it's peak power, a lower or upper speed will actually result in less vehicle performance.


The point of maximum power, in the 1988 Alpine II 503 occurs at about 5250 R.P.M. while the maximum permissible engine speed (red line) is 6500 R.P.M.

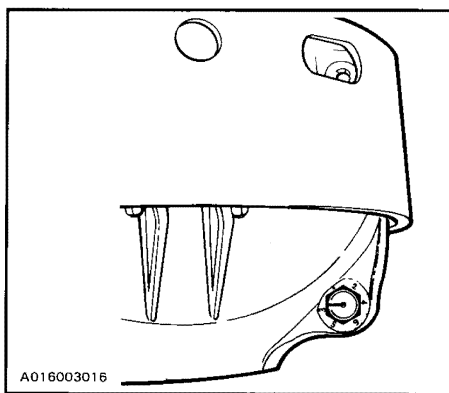
Adjustment procedure

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 must be inspected and cleaned by an authorized dealer at least annually.



Steering mechanism

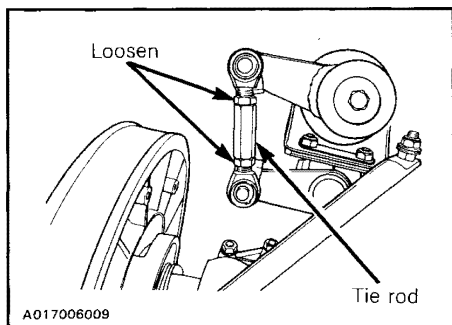
Inspect steering mechanism for tightness of components (steering arms, ball joints, etc). If necessary, replace or retighten. Check longitudinal ski pivot free movement, condition of ski and ski runners. Replace ski runners if worn.

◆ **WARNING:** Check the condition of the ski and the ski runners. Replace if runners are more than half worn.

Steering adjustment

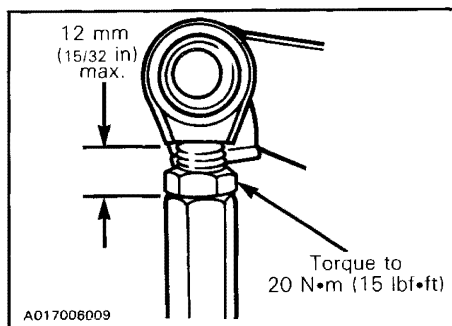
Ski should be perpendicular to handle bar. To align:

- Place ski parallel to vehicle.
- Loosen lock nuts of the tie rod.

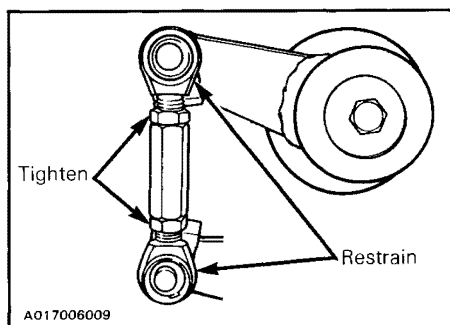
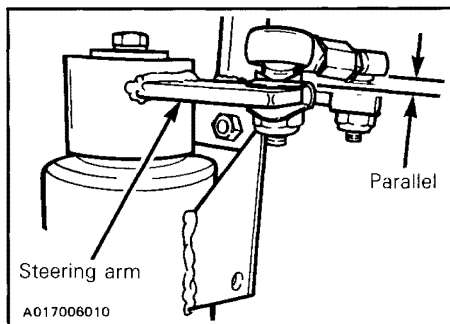


- Turn tie rod manually until the handlebar is horizontal.
- Firmly retighten the lock nuts.

◆ **WARNING:** The maximum ball joint external threaded length not engaged in the tie rod must not exceed 12 mm (15/32 in). Torque lock nut to 20 N•m (15 lbf•ft).



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



Muffler attachment

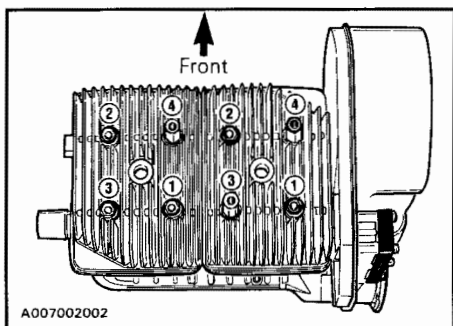
The engine/exhaust system parts are vital toward efficient muffler function. Check all attachments and muffler ball joint. Replace the springs and/or tighten if necessary.

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

Engine head nuts

With the ENGINE COLD, check that the engine head nuts are tight and equally torqued to 21 N•m (15 lbf•ft).

Respect tightening sequence as follows:



IMPORTANT: The engine head nut torque should be checked after the first 5 hours of operation.

Engine mount nuts

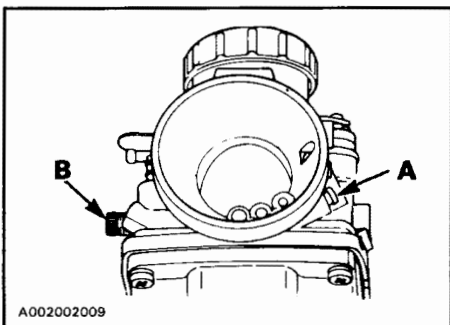
Check the engine mount nuts for tightness. Retighten if necessary to 38 N•m (28 lbf•ft).

Carburetor adjustment

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

A) Air screw adjustment

Completely close the air screw (until a slight seating resistance is felt) then back off screw 1 1/2 turn.



B) Idle speed adjustment

Turn the **idle speed** screw clockwise until it contacts the throttle slide then continue turning two (2) additional turns. This will provide a preliminary idle speed setting. Start engine and allow it to warm then adjust the idle speed by turning the idle speed screw clockwise or counter-clockwise.

Idle speed: 1800-2000 R.P.M.

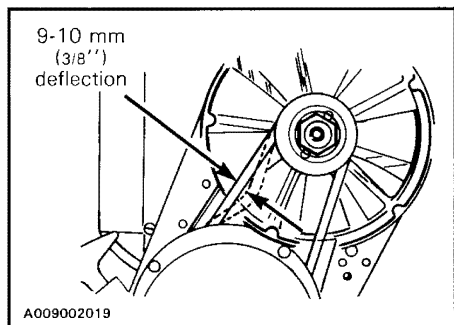
▼ **CAUTION:** Do not attempt to set the idle speed by using the air screw. Severe engine damage can occur. If idle speed is unattainable contact your authorized dealer.

High altitude kit

Snowmobiles used in high altitude areas (1300 m (4000 ft) and up) are subjected to lose power, about 3% per 470 m (1000 ft) of elevation increase. The carburetor and power train have to be recalibrated to meet those particular requirements. Ask your authorized dealer for more information on high altitude kit availability.

Fan belt

Inspect belt for cracks, uneven wear, etc. Check fan belt tension, 9-10 mm (3/8'') deflection should exist.



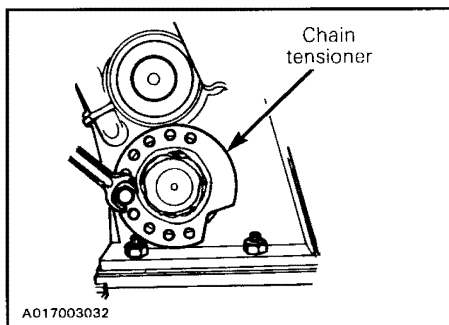
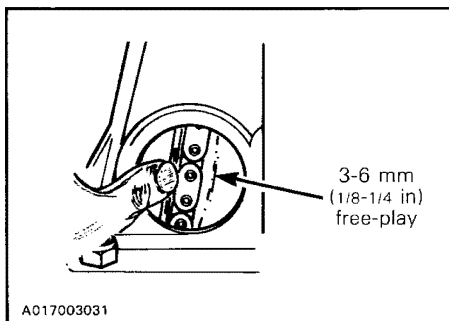
If belt seems damaged or if tension is incorrect, contact the dealer immediately.

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

Drive chain tension

Run vehicle forward so that true free-play can be taken. Check tension then turn driven pulley 1/2 turn towards and recheck. Starting from maximum reading, adjust chain tension to obtain 3-6 mm (1/8-1/4'') free-play.

Remove capscrew locking chain tensioner in place. (Tensioner is located at bottom left of gearbox.)



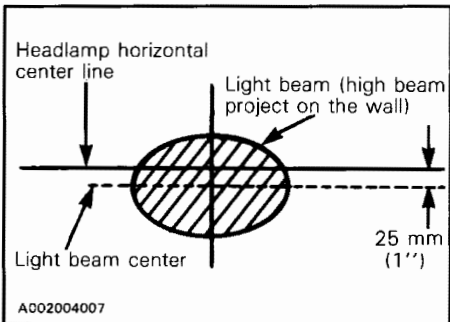
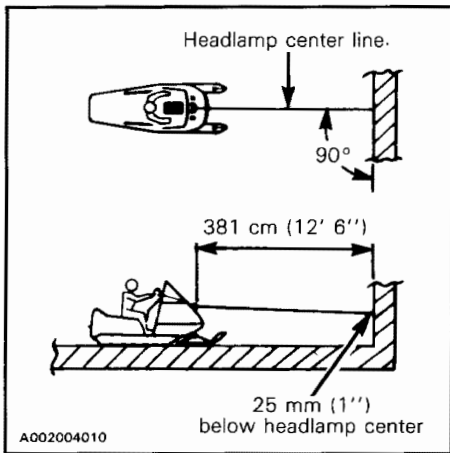
Rotate the tensioner as required to obtain correct chain tension.

Reinstall capscrew to lock chain tensioner in place.

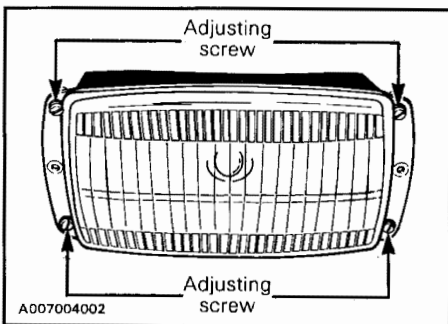
Headlamp beam aiming

The angle of the headlamp beam has been pre-adjusted prior to delivery. Should a readjustment is necessary, place the vehicle on a flat surface 381 cm (12' 6'') from a wall or screen.

With the suspension correctly adjusted, the rider seated on the vehicle and the high beam ON check that the center of high intensity zone of high beam is 25 mm (1'') below horizontal line of headlamp height.

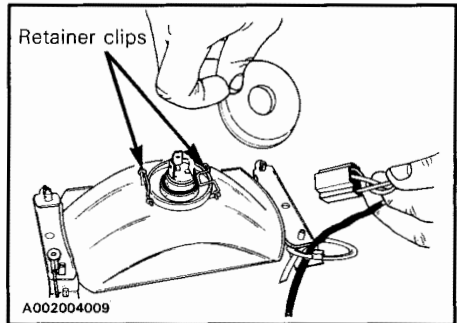


To adjust, remove the four (4) caps, turn upper or lower adjusting screws to obtain desired beam position.



Bulb replacement

If headlamp is burnt, open or remove hood. Unplug connector from headlamp. Remove rubber boot and unfasten bulb retainer clips. Detach bulb and replace.



If taillight bulb is burnt, remove the red plastic lens and replace bulb.

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

General inspection

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

◆ **WARNING:** Check the condition of the ski and the ski runners. Replace if runners are more than half worn

STORAGE

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

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

Tracks

Inspect tracks for wear, cuts, missing track guides or broken rods. Make any necessary replacement.

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

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

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

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

Suspension

Remove any dirt or rust. Grease all components equipped with grease fittings. Wipe off surplus. Replace worn slider shoes).

Ski

Wash or brush all dirt or rust accumulation from the skis. Lubricate ski longitudinal pivot.

◆ **WARNING:** Check the condition of the ski and ski runners. Replace runner if worn more than half.

Controls

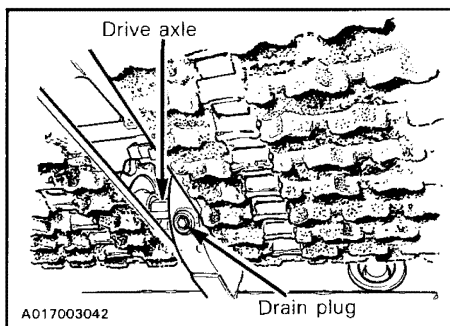
Lubricate steering mechanism. Inspect components for tightness (spring cuopier bolt, steering arm locking bolts, ball joints, etc.). Tighten if necessary. Oil moving joints of the brake mechanism.

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

Coat electrical connections and switches with a greaseless metal protector. If unavailable, use petroleum jelly.

Gearbox

Drain gearbox and refill with 500 ml (18 imp. oz) of fresh Bombardier chain-case oil (P/N 413 8019 00-250 ml). The drain plug is located underneath the front part of the vehicle.



Drive pulley

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

Engine and primer lubrication

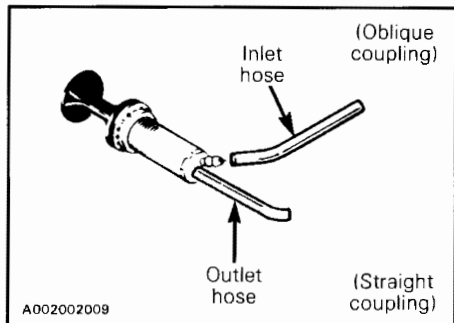
Engine internal parts must be lubricated to protect them from possible rust formation during the storage period.

To perform the storage procedures (engine and primer valve) proceed as follows:

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

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

2. Start the engine and allow it to run at idle speed until the engine reaches its operational temperature.
3. Stop the engine.
4. Disconnect the inlet primer hose from the primer valve.



5. Plug inlet primer hose to prevent gasoline from draining.
6. Using an appropriate hose, connect one end of the hose to the inlet of the primer valve and place the other end in a BLIZZARD oil container.
7. Activate the primer in order to fill it with oil.

8. Restart engine and run at idle.
9. Using the primer valve, inject oil until the engine dies or until a sufficient quantity of oil has entered the engine (approximately 25 complete strokes of the primer).
10. The engine stopped, remove the spark plugs and pour approximately 85 ml (3 imp. oz) of oil into the cylinders.
11. Crank the engine to allow the crankshaft to turn 2 or 3 revolutions.
12. Reinstall the spark plugs and the inlet primer hose.

Do not run engine during storage period.

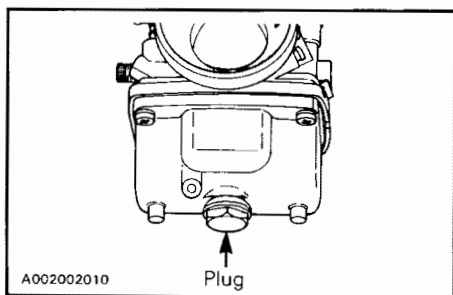
Fuel tank and carburetor

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

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

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

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



Check all fuel lines, replace if necessary.


Battery

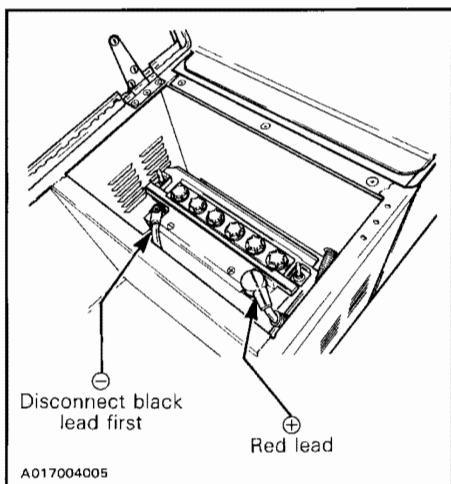
 **NOTE:** The battery is located in the seat compartment.

The battery should be removed from vehicle for the entire length of the storage period.


To remove, proceed as follows:

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


 **CAUTION:** To avoid possibility of grounding the positive terminal with the chassis, always disconnect black negative lead first.





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

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

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


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

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

 **NOTE:** To prevent battery from discharging, store it on a wooden shelf in a cool, dry place. (A stored battery should be recharged at least every 40 days.)


Chassis


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

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

Inspect hood and repair damage. Repair kits are available at your authorized Bombardier dealer.

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

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

 **CAUTION:** Cover the snowmobile with an opaque tarpaulin. This caution will prevent the sun rays or grime from affecting the plastic components and the vehicle finish.

General inspection

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



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

Suspension stopper strap

Replace annually and/or as stopper strap condition dictates. Torque nut to 10 N•m (89 lbf•in).

PRE-SEASON PREPARATION

To simplify the pre-season preparation we have drawn up a small chart. The chart indicates servicing points to be performed by you and your authorized dealer. If these services are performed as suggested, your vehicle will give many hours of fun.


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

PRE-SEASON PREPARATION CHART	To be performed by dealer	●
	To be performed by owner	○
Change spark plugs*		○
Check gear box oil level		○
Check drive chain tension		○
Check steering adjustment/ski runner and ski longitudinal pivot		○
Replace fuel filter (located inside fuel tank)		○
Check fuel lines and attaching points		○
Check track condition, tension and alignment		○
Check and lubricate suspension		○
Inspect drive belt and install		○
Check throttle cable for free operation		○
Inspect brake condition and operation		○
Check electrical wiring		○
Inspect condition of starting rope		○
Check tightness of all bolts, nuts and linkage		○
Refill gas tank		○
Inspect seals for possible cuts or leaks		○
Test battery, clean and install		●
Set engine timing		●
Adjust carburetor		●
Check fan belt condition and tension		●
Check pulleys, verify components and clean		○

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

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

TROUBLE SHOOTING

 **NOTE:** The possible causes have been listed in an order of frequency. Therefore, items should be checked out in the same order as mentioned in the trouble shooting guide.

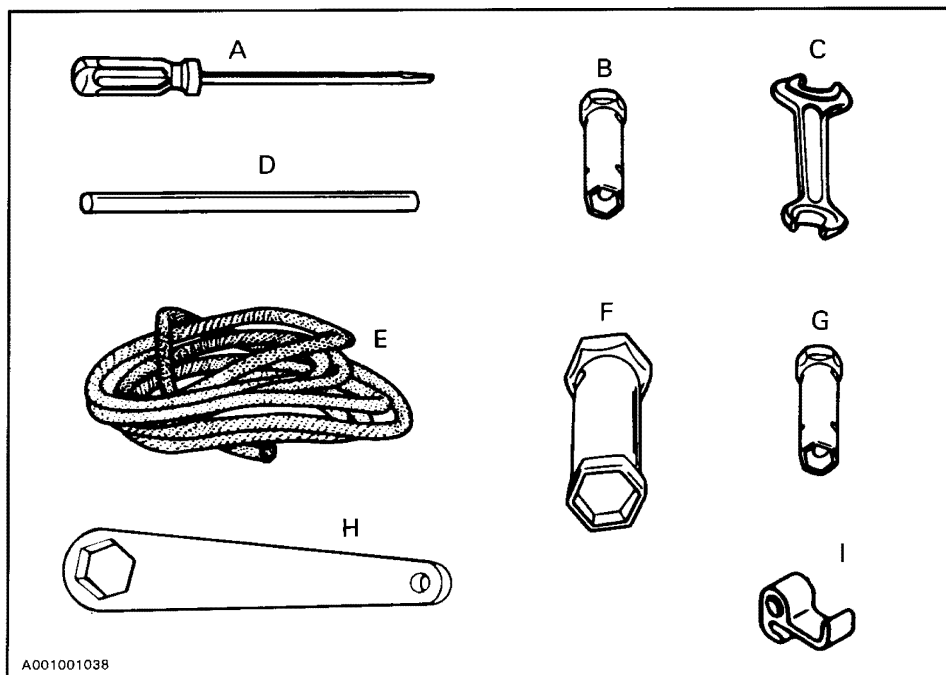
SYMPTOMS	POSSIBLE CAUSES	WHAT TO DO
Engine turns over but fails to start or starts with difficulty.	1. No fuel to the engine	Check the tank level. Check for possible clogging of fuel line, item 4.
	2. Flooded engine	Remove wet spark plug, turn ignition to OFF and crank engine several times. Install clean dry spark plug. Start engine following usual starting procedure. If engine continues to flood, see your authorized dealer.
	3. Spark plug/ignition	Check that emergency cut-out switch is at the upper position (ON) and the tether cut-out switch cap is snapped over the receptacle.
		Check for fouled or defective spark plug. Disconnect spark plug wire, unscrew plug and remove from cylinder head. Reconnect wire and ground exposed plug on engine cowl, being careful to hold away from spark plug hole . Follow engine starting procedure and check for spark. If no sparks appear, replace spark plug. If trouble persists, contact your authorized dealer.
	4. Clogged fuel line (water or dirt)	Change fuel filter if necessary. Check condition and connections of fuel lines. Check the cleanliness of fuel tank.
	5. Carburetor	Contact your authorized dealer for repair.
	6. Too much oil in fuel	Oil injection pump system: See an authorized dealer for pump adjustment.
		Gas and oil mixed in tank: Drain the fuel tank and refill with the correct gas/oil mixture.
	7. Engine timing	Engine timing may be incorrect or out of adjustment. Contact your authorized dealer.
	8. Engine compression	Running with a lean fuel mixture may produce excessive engine wear resulting in poor engine compression. If this occurs, contact your authorized dealer at once.

SYMPTOMS	POSSIBLE CAUSES	WHAT TO DO
Engine does not turn manually.	1. Seized engine	In the case of a seized engine contact your authorized dealer.
Engine lacks acceleration or power.	1. Fouled or defective spark plug	Check item 3 of "Engine turns over but fails to start or starts with difficulty".
	2. Clogged fuel line (water or dirt)	Check fuel line condition. (See item 4 of "Engine turns over but fails to start or starts with difficulty").
	3. Carburetor	Contact your authorized dealer.
	4. Ignition	First check item 3 of "Engine turns over but fails to start or starts with difficulty". If the ignition system still seems faulty, contact your authorized dealer.
	5. Engine	If unable to locate specific symptoms, contact your authorized dealer.
Engine continually backfires.	1. Faulty spark plug	Check item 3 of "Engine turns over but fails to start or starts with difficulty".
	2. Overheated	Carburetor set too lean, contact your authorized dealer.
	3. Engine timing incorrectly set	Contact your authorized dealer.
Snowmobile cannot reach full speed.	1. Drive Belt	Check for damaged or worn drive belt. Replace if necessary.
	2. Incorrect track adjustment	Check track tension and alignment. Readjust to specifications. (See Maintenance Section).
	3. Engine	Check item 1 to 5 of "Engine lacks acceleration or power".
	4. Pulley misaligned	Contact your authorized dealer.

TOOLS

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

Standard Tools



A001001038

- | | |
|-----------------------------|---------------------------|
| A. Screwdriver | F. Socket 21/26 mm |
| B. Socket 10/13 mm | G. Socket 11/13 mm |
| C. Open end wrench 10/13 mm | H. Hexagonal wrench |
| D. Socket wrench handle | (adjuster blocks) |
| E. Starter rope | I. Emergency starter clip |

SPECIFICATIONS

	ALPINE II 503
ENGINE Type No. of cylinders Bore Stroke Displacement Compression ratio (corrected) Maximum power horse RPM* Carburetor type Carburetor adjustment: — air screw — idle speed Torque: — engine head nuts — crankcase nuts — magneto ring nut — fan nut — crankcase/engine support nuts — exhaust manifold bolts — electrical starter bolts Fan belt free-play	503 2 72 mm (2.835 in) 61 mm (2.402 in) 496.7 cm ³ (30.27 in ³) 6.3:1 5250 Mikuni VM 30-319 1 1/2 turn 1800-2000 RPM 21 N•m (15 lbf•ft) 21 N•m (15 lbf•ft) 90 N•m (66 lbf•ft) 65 N•m (48 lbf•ft) 38 N•m (28 lbf•ft) 21 N•m (15 lbf•ft) M5: 4 N•m (35 lbf•in) 9-10 mm (3/8 in)
CHASSIS Overall length Overall width Overall height Ski alignment Torque: — steering column/handlebar Mass Bearing area Ground pressure	306.4 cm (120.6 in) 110.6 cm (43.5 in) 147.3 cm (58 in) Ski perpendicular to handlebar 26 N•m (19 lbf•ft) 347 kg (765 lb) 14144 cm ² (2192 in ²) 2.45 kPa (.349 lb/in ²)

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

ALPINE II 503**POWER TRAIN**

Track:

- quantity
- width
- length
- tension
- alignment

Standard gear ratio

Gearbox chain tension

Drive belt:

- number
- max. width
- min. width

Chaincase/gearbox oil capacity

2

41.9 cm (16.5 in)

353 cm (139 in)

30 mm (1 3/16 in) between slider shoe and bottom inside of track with a downward pull of 7.3 kg (16 lbf)

Equal distance between edge of track guides and slider shoe

17/46

3-6 mm (1/8-1/4 in)

570 2777 00

34.9 mm (1 3/8 in)

32 mm (1 1/4 in)

500 ml (18 oz)

ELECTRICAL

Lighting system (output)

Bulb:

- headlamp
- tail/stop
- speedometer

Fuse:

- starter solenoid

Spark plug:

- type
- gap

Ignition timing:

- timing mark (B.T.D.C.)
- stroboscopic timing

12 V, 160 W

60/60 W

5/21 W

5 W

30 A

NGK BR8ES

0.4 mm (.016 in)

2.29 mm (.091 in)

6000 R.P.M.

FUEL

Gas type

Fuel tank capacity

- S.I.
- Imp.
- U.S.

Premixed fuel/oil

- oil type
- ratio

34.2 L

7.5 gal.

9 gal.

Blizzard oil

50:1

BRAKE

Type

Lining minimum thickness

Control lever adjustment

Disc, self-adjusting

When only 1 mm (1/32 in) of fixed pad projects from caliper.

13 mm minimum distance from handlebar grip when fully applied.

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

SI* METRIC INFORMATION GUIDE

BASE UNITS

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

PREFIXES

PREFIX	SYMBOL	MEANING	VALUE
kilo	k	one thousand	1000
centi	c	one hundredth	0.01
milli	m	one thousandth	0.001

CONVERSION FACTORS

TO CONVERT	TO †	MULTIPLY BY
lbf•ft	lbf•in	12
imp. oz	U.S. oz	0.96
imp. gal.	U.S. gal.	1.2
in	mm	25.4
in	cm	2.54
ft	m	0.3
MPH	km/h	1.61
in ²	cm ²	6.45
in ³	cm ³	16.39
imp. oz	ml	28.41
U.S. oz	ml	29.57
imp. gal.	l	4.55
U.S. gal.	l	3.79
oz	g	28.35
lb	kg	0.45
lbf	N	4.4
lbf•in	N•m	0.11
lbf•ft	N•m	1.36
lbf/in ²	kPa	6.89
Fahrenheit	Celsius	(°F - 32) ÷ 1.8
Celsius	Fahrenheit	(°C × 1.8) + 32


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

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

NOTES

WIRING DIAGRAM

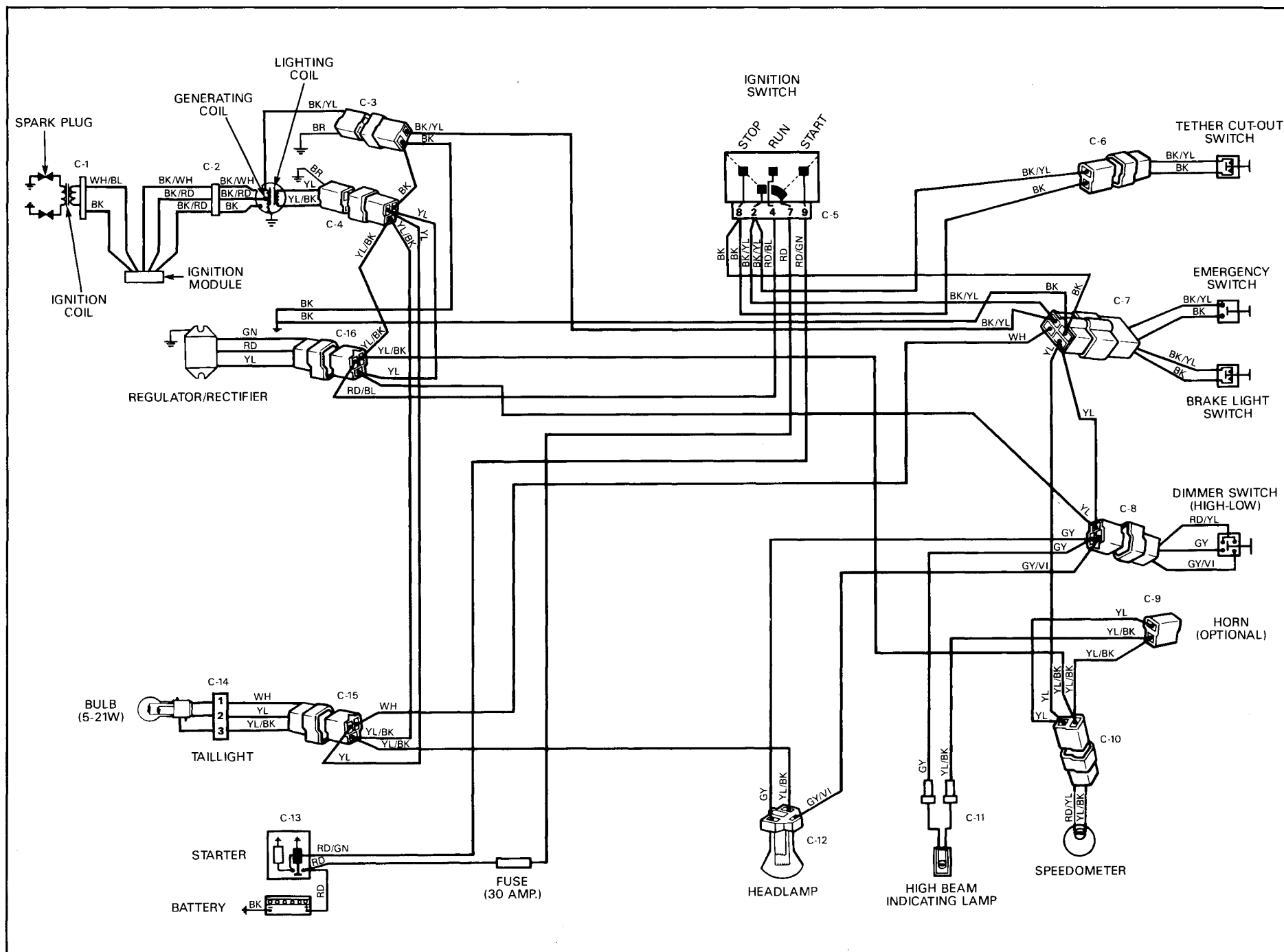
COLOUR CODE			
BK	—	BLACK	GN — GREEN
WH	—	WHITE	GY — GREY
RD	—	RED	VI — VIOLET
BL	—	BLUE	OR — ORANGE
YL	—	YELLOW	BR — BROWN

 **WARNING:** Ensure all terminals are properly crimped on the wires and all connector housings are properly fastened.

LOCATION OF CONNECTOR HOUSINGS (REFER TO DIAGRAM)

- C-1: On engine, right side
- C-2: On engine, right side
- C-3: On engine, right side
- C-4: On engine, right side
- C-5: Underneath dashboard
- C-6: Underneath dashboard
- C-7: Underneath dashboard
- C-8: Underneath dashboard
- C-9: Underneath dashboard
- C-10: Underneath dashboard
- C-11: Underneath dashboard
- C-12: Near headlamp
- C-13: Near electric starter
- C-14: On taillight housing
- C-15: Under carburetor
- C-16: Near regulator/rectifier

WIRING DIAGRAM



CHANGE OF ADDRESS OR OWNERSHIP

Any change in address or ownership should be brought to the attention of the manufacturer by completing and sending out the card below.

NOTICE TO ALL NEW OWNERS: Make sure to receive the warranty registration card from the previous owner, when the ownership is transferred. Also enclose a photocopy of this registration card when informing of a change of ownership.



CHANGE OF ADDRESS

VEHICLE IDENTIFICATION NUMBER

--	--	--	--	--	--	--	--	--	--

OLD ADDRESS:

NAME		
NO	STREET	APT.
CITY	STATE/PROVINCE	ZIP/POSTAL CODE

NEW ADDRESS:

NAME		
NO	STREET	APT.
CITY	STATE/PROVINCE	ZIP/POSTAL CODE



CHANGE OF OWNERSHIP

VEHICLE IDENTIFICATION NUMBER

--	--	--	--	--	--	--	--	--	--

The ownership of this vehicle is transferred

FROM:

NAME		
NO	STREET	APT.
CITY	STATE/PROVINCE	ZIP/POSTAL CODE

TO:

NAME		
NO	STREET	APT.
CITY	STATE/PROVINCE	ZIP/POSTAL CODE



STAMP

BOMBARDIER INC.
ATT.: WARRANTY DEPARTMENT
VALCOURT (QUEBEC)
CANADA JOE 2LO

STAMP

BOMBARDIER INC.
ATT.: WARRANTY DEPARTMENT
VALCOURT (QUEBEC)
CANADA JOE 2LO