

OLYMPIQUE

'75

Operator Manual

PART TWO



ski-doo



Suggested Retail Price \$1.00
For part one and two
(First copy free with unit purchase)

Lith'd in Canada

1975 SKI-DOO SNOWMOBILE WARRANTY

Bombardier Limited (Bombardier) as manufacturer, warrants every 1975 Ski-Doo snowmobile, (except T^{NT}®F/A and Alpine®, and Ski-Boose® or Carry-Boose® tow sled, SOLD AS A NEW VEHICLE BY AN AUTHORIZED SKI-DOO DEALER, to be free from defects in material, and workmanship under normal use and service, for a period of twelve (12) consecutive months **from first date of sale.**

If defective, Bombardier obligation is strictly limited to the repair and/or replacement at its option, and such repair or replacement is valid only at an authorized dealer in Canada or in the United States.

CONDITIONS FOR WARRANTY VALIDITY

- Proof of ownership submitted to the servicing dealer, by means of the Ski-Doo service card.
- An INSPECTION of the vehicle MUST BE PERFORMED by an authorized dealer after ten (10) hours of use or no later than thirty (30) days after first use. Such inspection will be at the owner's expense. (The time for such an inspection should be approximately 2 hours).
- Proper maintenance; to be performed at owner's expense.

Guidelines for proper use and maintenance are detailed in each Operator Manual.

EXCLUSIONS: non-warrantable

- Variable speed drive belt, windshield, filters, ignition breaker points, condensers, spark plugs, light bulbs, protective lenses, brake linings, ski runner shoes, slider

shoes on suspension and variable speed pulleys, labels, soft trim, appearance items, lubricants and paints and all tune-ups and adjustments required.

- Defects resulting from accident and/or installation of parts other than genuine Bombardier parts.
- Any vehicle used for racing purpose.
- Any losses incurred to the vehicle owner other than parts and labour.
- Any damage or premature wear incurred as a result of operating the snowmobile on other than snow covered terrain.

This warranty is expressly in lieu of all other expressed or implied warranties of Bombardier, its distributors and the selling dealer, including any implied warranty of merchantability of fitness for any particular purpose.

Neither Bombardier, its distributors nor the selling dealer shall be responsible, under any circumstances, for any loss or damage as a result of hidden defects, accidents, misuses or other faults.

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.

Novembre 1973
BOMBARDIER LIMITED
Valcourt, Quebec, Canada

INDIVIDUAL WARRANTY RESPONSIBILITIES

The following has been prepared for ease of understanding the actual warranty policy. In no manner, way or form should these responsibilities be misconstrued as being the actual terms of the current warranty policy.

The Manufacturer will:

- ▶ Produce a quality vehicle.
- ▶ Comply with safety/engineering standards.
- ▶ Make available replacement parts.
- ▶ Provide dealer/mechanic training, and repair procedures.
- ▶ Absorb cost of parts and labour on warranty repairs.
- ▶ Retain right to cancellation if snowmobile is subject to abuse or modification.

The Dealer will:

- ▶ Perform adequate pre-delivery.
- ▶ Stock and use genuine replacement parts.
- ▶ Have trained staff, facilities and tools.
- ▶ Honour warranty policy terms.
- ▶ Observe recommended labour time for ten (10) hour inspection.
- ▶ Properly complete warranty form.
- ▶ Inspect snowmobile for abuse/modification.
- ▶ Notify owner of routine lubrication and maintenance changes.

The Owner will:

- ▶ Observe routine lubrication and maintenance.
- ▶ Observe break-in period recommendations.
- ▶ Submit snowmobile to the ten (10) hour inspection.
- ▶ Operate snowmobile in a responsible manner on adequate snow covered terrain.
- ▶ Not modify or abuse snowmobile.
- ▶ Submit proof of ownership, by means of the Ski-Doo Service Card.
- ▶ Utilize only genuine quality tested manufacturers parts.
- ▶ Return snowmobile for servicing to the authorized selling Ski-Doo dealer, if within realistic travelling distance.
- ▶ Provide adequate seasonal preparation, spring and fall maintenance. This precaution will inhibit rust formation of vital parts, gum formation in fuel system, plus other benefits.

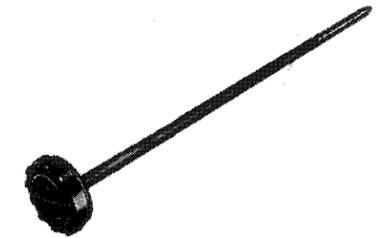
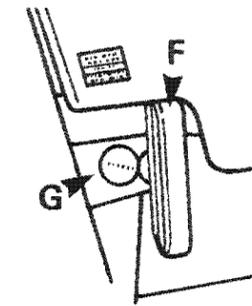
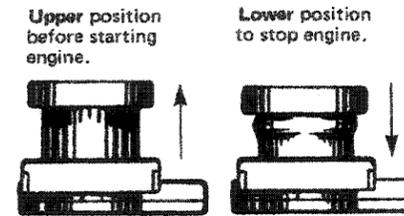
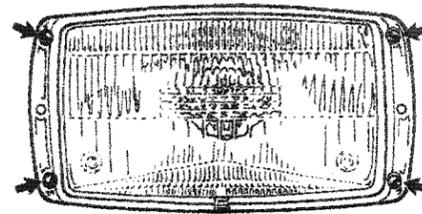
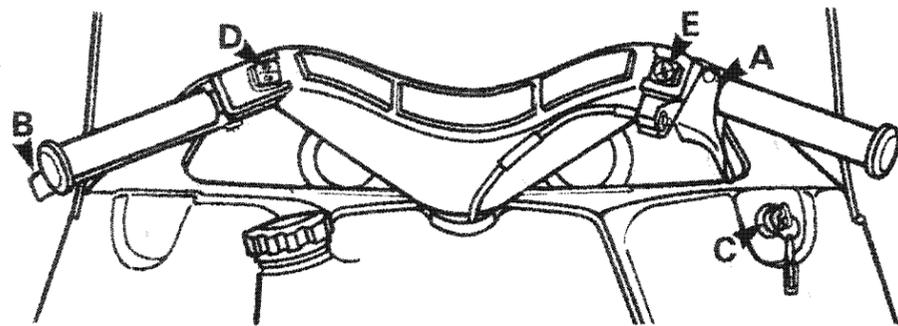
Ski-Doo snowmobiles are designed for operation at sea level and/or altitudes below 5,000 ft. When operating the snowmobile above 5,000 feet, maximum performance is affected, therefore it is suggested that a suitable gearing and carburetor calibration be employed. This modification can be performed by an authorized Ski-Doo dealer, and at the owner's expense.

Important: Operating a snowmobile which has been modified for high altitude operation, below 5,000 feet, can cause over heating and/or over revving of engine that could contribute to engine failure/damage.

SPECIFICATIONS

MODEL	OLYMPIQUE	300/300 E	340/340 E	
Engine	Number of cylinders	2	2	
	Bore	2.1851" (55.5 mm)	2.3425" (59.5 mm)	
	Stroke	2.406" (61 mm)	2.4016" (61 mm)	
	Displacement	18 cu. in. (295.1 cc)	20.7 cu. in. (339.2 cc)	
	Compression ratio	11:1	11.3:1	
	Carburetor (Tillotson)	HR	HR	
	Starting	Manual/Electric	Manual/Electric	
	Chassis	Overall length	100 3/4" (255.90 cm)	100 3/4" (255.90 cm)
Overall width		33" (83.82 cm)	33" (83.82 cm)	
Height		43" (109.22 cm)	43" (109.22 cm)	
Weight W/O windshield		33" (83.82 cm)	33" (83.82 cm)	
Weight		339 lbs (153.77 kg)/374 lbs (169.65 kg)	349 lbs (158.31 kg) 384 lbs (174.18 kg)	
Bearing area		1092 in ² (7,045.15 cm ²)	1032 in ² (6,658.05 cm ²)	
Ground pressure (Manual start)		.310 lb/in ² (0.022 kg/cm ²)	.338 lb/in ² (0.024 kg/cm ²)	
(Electric start)		.342 lb/in ² (0.024 kg/cm ²)	.372 lb/in ² (0.026 kg/cm ²)	
Power train	Track width	15" (38.1 cm)	15" (38.1 cm)	
	Std. gear ratio	14/35	15/34	
Electrical System	Lighting system (output)	100W	100W	
	Headlamp	60/60W	60/60W	
	Tail/stop light	5/18W	5/18W	
	Spark plug (Bosch)	W-240-T-1	W-260-T-1	
	Spark plug gap	.020" (0.50 mm)	.020" (0.50 mm)	
	Advanced Ignition Timing	.132" - .153" (3.35 mm - 3.89 mm)	.135" - .159" (3.43 mm - 4.04 mm)	
Fuel	Tank capacity	-U.S.	6.25 gals.	6.25 gals.
		-Imp.	5 gals.	5 gals.
		-Metric	18.9 L	18.9 L
	Gasoline	Regular	Premium	
Gas/oil ratio	50/1	50/1		
Brake	Type	Disc	Disc	

All information, illustration and component/system description, contained in this manual are correct at the time of publication. However, Bombardier Limited reserves the right to make changes in design and specifications and/or to make additions to, or improvements in its product without imposing any obligations upon itself to install them on its products previously manufactured.



CONTROLS / INSTRUMENTS

Steering

Rotation of the handlebar causes a push-pull action on the steering linkage and forces the skis to turn in the required direction. Incorporated in the padded handlebar are the dimmer switch, cut-out button, brake and throttle handles.

Throttle Handle (A)

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

Brake Handle (B)

Located on the left side of handlebar. When depressed, the brake is applied. When released, it automatically returns to its original position. Braking effect is proportionate to the pressure applied on the handle.

Ignition/Lights Switch (C)

(Manual start models)

Key operated, 3 position switch (OFF/ON/LIGHTS). To start engine, first turn key clockwise to ON position. To stop engine, turn key counter-clockwise to OFF position. Turning key fully clockwise, with engine running, illuminates both headlamp and taillight.

Ignition/Lights Switch

(Electric start models)

Key operated, 4 position switch (OFF/LIGHTS/ON/START). To start engine, turn key fully clockwise to START position and hold. Return key to ON position **immediately** engine has started. To illuminate both headlamp and taillight turn key to LIGHTS position.

Headlamp Dimmer Switch (D)

The dimmer switch, located on left side of handlebar, allows correct selection of headlamp beam. To obtain Hi or Low beam simply depress switch.

Note: The angle of the headlamp beam had been pre-adjusted prior to delivery. Should you wish readjustment, remove headlamp chrome ring and turn upper or lower adjusting screws to obtain desired beam position.

Cut-out Button (E)

A push button switch located on right side of handlebar. To stop the engine, press button down into **lower** position. Before re-starting engine always depress button into released **upper** position. 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 button has been used in an emergency situation the source of malfunction should be determined and corrected before restarting engine.

Manual Starter (F)

Auto-rewind type located at right side of fuel tank in cab recess. To start engine, pull handle. (See Starting Procedure).

Primer (G)

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

Note: The purpose of the primer is to inject fuel into the engine, in effect enriching the air/fuel mixture.

Fuel Gauge

To check fuel level, unscrew fuel tank cap and withdraw distick.

Cab Opening

For those procedures that require cab open, turn cab handles toward front of vehicle then lift cab gently up until stopped by restraining device.

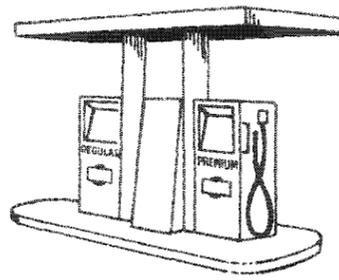
Warning: It can be dangerous to run engine with cab open.

Tool Box

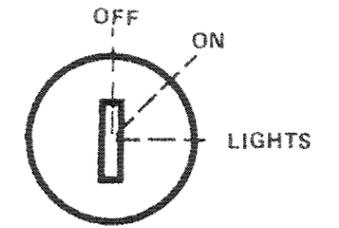
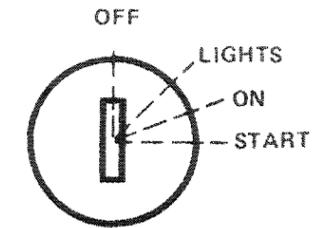
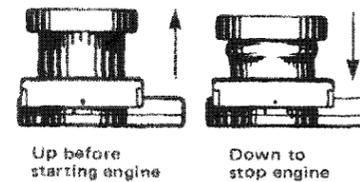
Located under the cab, alongside the rewind starter. Ideal location for spare spark plugs, drive belt, rope, etc.

Tips

Emergency items should be wrapped in foam or similar material. This will prevent possible breakage while traveling over rough or bumpy terrain.



50/1



FUEL MIXING

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.

Which Gasoline to Use

On 300 and 300E models, the correct gasoline is **regular** gasoline, available from all service stations.

On 340 and 340E models, the correct gasoline to be used is **premium** grade gasoline.

Caution: Never experiment with other than recommended fuels or fuel ratios. Never use no lead gasoline*, naphtha, methanol or similar products.

***Tests are not conclusive enough therefore we do not recommend the use of no-lead gasolines.**

Which Oil to Use

Use **concentrated 50/1** Ski-Doo oil, or equivalent, available from your dealer. This type of oil has specially formulated oil bases to meet the lubrication requirements of the Bombardier-Rotax engine.

Caution: The carburetor of this snowmobile have been calibrated for a mixture of gasoline and concentrated oil.

Unless absolutely necessary, do not use regular snowmobile oil, if such oil is used, observe mixing instructions on the container. Never use outboard or straight mineral oils.

Fuel Mixing Ratio

The importance of using the correct fuel mixture cannot be overstressed. Prior experience has shown that an incorrect fuel ratio results in serious engine damage.

Recommended fuel ratio is 50/1.

5 gallons recommended gasoline plus 1 can of 50/1 Ski-Doo concentrated oil=correct fuel mixture.

Note: To facilitate fuel mixing, oil should be kept at room temperature.

STARTING PROCEDURE

Warning: Never run the engine at high RPM when the track of the vehicle is raised off the ground.

Note: Before starting the engine make sure the cut-out button is in the released upper position.

Electric Starting

1. Insert key in ignition switch.
2. **Test throttle handle operation.** Then activate primer. (Primer is not necessary if engine is warm).
3. Turn ignition key clockwise until starter engages.

Caution: Do not engage starter longer than 30 seconds. If engine does not start on first try, key must be turned fully back to OFF each time. Allow starter to cool for 2 minutes before repeating procedure.

4. **Release** throttle and key **immediately** after engine has started.

5. Allow the engine to warm before operating at full throttle.

Caution: Never operate the Ski-Doo snowmobile with the battery removed or disconnected.

Manual Starting

1. Insert key in ignition and turn to ON position.
2. **Test throttle operation**, then activate primer. (Primer is not necessary if engine is warm).
3. Grasp manual starter handle firmly and pull slowly until a resistance is felt then pull vigorously and engine will start. Allow handle to return **slowly** to its original position. If engine does not start, repeat the procedure.

Note: Do not pull starting rope to its fullest extent or allow starting handle to "fly back" to its original position.

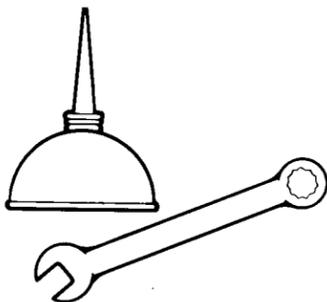
4. **Release** throttle handle **immediately** engine has started.

5. Allow the engine to warm before operating at full throttle.



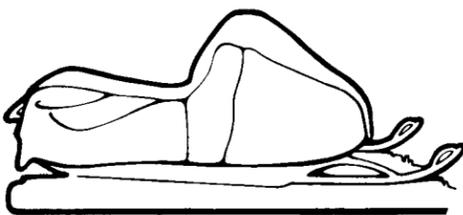
FREQUENCY

Weekly ○
Monthly ●



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 as well as retain safe and trouble-free operation.

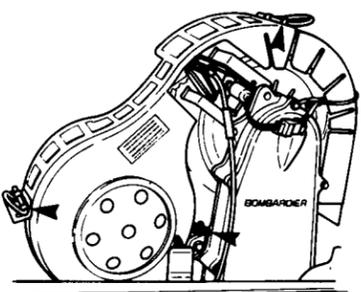
It is recommended that the steering system and suspension, be lubricated monthly or every 40 hours of operation, if the vehicle is operated in wet snow or in severe conditions these items should be lubricated more frequently.



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 or worn parts: Proper lubrication and treatments to insure that parts do not become rusted; Cleaning items such as carburetor of oil mixtures, to prevent gum varnish formation within the carburetor; and in general, preparing the vehicle so that when the time comes to use the snowmobile again it will start and be in top condition.

Important: The necessity of proper storage cannot be overstressed. If you lack the time or proper tools, see your authorized dealer.



Pulley Guard Removal

Detach air duct from engine and pull it out from muffler compartment wall.

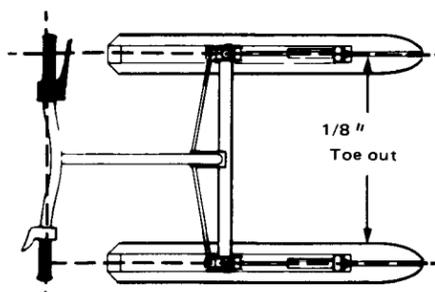
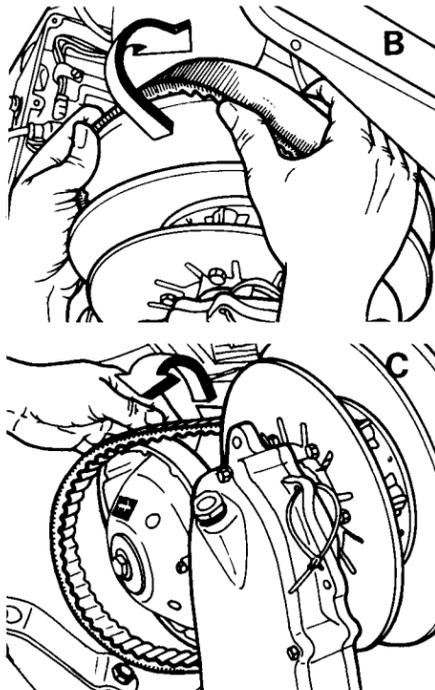
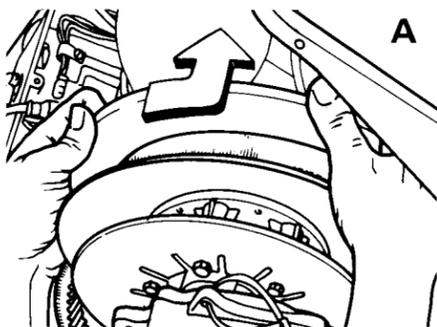
Unlock pulley guard from attaching points and remove from vehicle.

Warning: Engine should be running only when pulley guard is secured in place.

Drive Belt Removal

Tilt cab and remove pulley guard. Open driven pulley by twisting and pushing the sliding half. Hold in open position then slip slackened belt over top edge of pulley. Slip belt from drive pulley.

Warning: Never start or run engine without drive belt installed.



Steering Mechanism (L S)

Oil spring coupler bolts. Lubricate ski legs at grease fittings until new grease appears at joints. Inspect components for tightness (spring coupler bolts, tie rod ends, etc...).

Steering Adjustment (M S)

Skis should have a toe out of 1/8". To check, measure distance between each skis at front and rear of leaf springs. The front distance should be 1/8" more than the rear when the handlebar is horizontal. If adjustment is required:

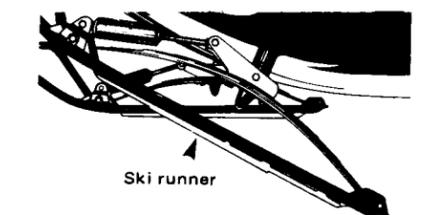
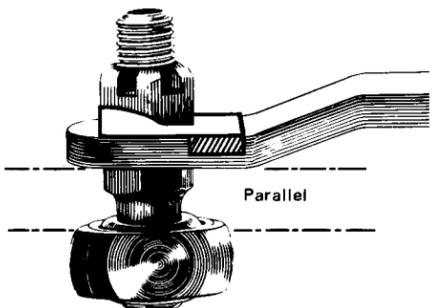
1. Unscrew the nuts locking the tie rods in place.
2. Turn one or both tie rods until skis are parallel to each other.

Important: Close front of skis manually to take all slack of steering mechanism.

3. Then, measuring at front of leaf springs, add an additional 1/16" on each side by rotating turnbuckles.

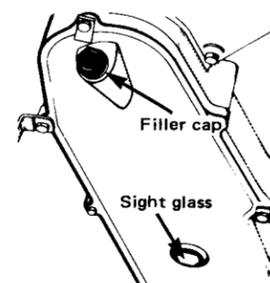
4. Tighten the nuts firmly against the tie rod. Check tightness of the steering arm locking bolts. (In case of serious misalignment, contact your dealer).

Caution: The ball joint socket must run parallel with the steering arm. The socket must be restrained when tightening the tie rod end lock nuts.



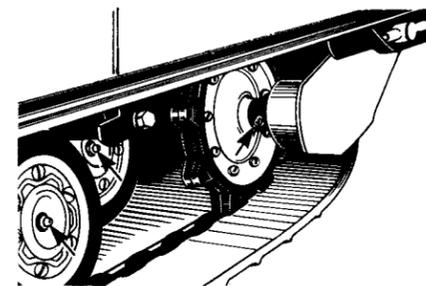
Ski (M S)

Check condition of ski runners. Replace if worn.



Chaincase Oil Level (L S)

Check oil level through sight glass of chaincase. Level should not be below the sight glass line. The chaincase has an oil capacity of approximately 9 oz. To replenish, remove filler cap using spark plug wrench. During storage period, drain chaincase by removing chaincase cover. When replenishing or refilling chaincase use Ski-Doo chaincase oil.



Bogie Wheels (L S)

Lubricate the suspension bogie wheels with low-temp. grease, using a low pressure grease gun. Pump through the grease fitting at the center of each wheel until new grease appears at the joint of inner side of shaft.

Rear Axle (L S)

Lubricate the rear axle with low-temp. grease. Pump grease through the rear axle fittings.

Caution: Always use a low-pressure grease gun.

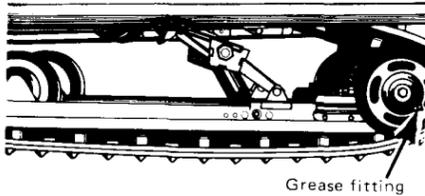


Suspension (Bogie Wheels) (S)

1. Remove the bogie wheel sets.
- Note:** Identify the location of each bogie wheel set. The rear set is equipped with larger diameter springs.
2. Remove cross shaft from bogie wheel set. Clean bogie wheel assembly and cross shaft of dirt or rust.
3. Spray bogie wheel springs with metal protector. If unavailable, wipe with cloth or rag soaked in oil. Check condition of shaft and replace if bent or worn. Apply a coat of low temp. grease on cross shaft.
4. Reassemble entire bogie wheel set, making sure assembly moves freely.
5. Reinstall bogie wheel sets.



34



Grease fitting

Suspension Springs **M S**

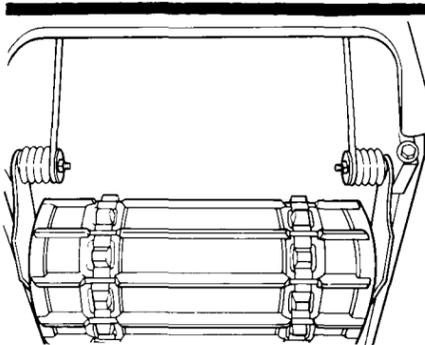
With engine **off**, visually inspect suspension springs. Replace any weak or broken spring.

Suspension (Slide Suspension) **L S**

Lubricate the five (5) idler wheels with low-temp. grease, using a low pressure. Grease gun. (Pump 3 to 4 times through the grease fitting, located on each cap of idler wheel). Wipe off excess.

Slider Shoe Wear **M S**

During normal driving, snow will act as a lubricant and coolant for the slider shoes. Extensive riding on ice or sanded snow, not to mention dirt, asphalt, etc. **never** recommended, may create excessive heat build up and cause premature slider shoe wear. Always inspect shoe condition and replace as necessary.



Track **M S**

Lift the rear of the vehicle and support it off the ground so that the track is free to turn. With engine **off**, rotate track by hand and visually inspect track condition. If bad cuts or missing inserts are noted, see your dealer.

Note: Without these inserts continual abrasion would wear and cut the track therefore, always replace a missing or damaged insert as soon as possible.

Track Tension (Bogie Wheels) **M S**

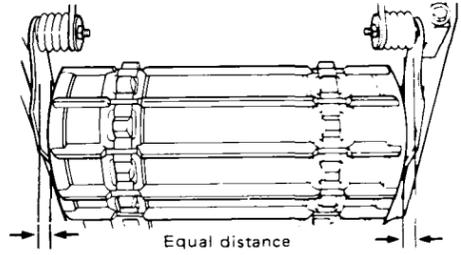
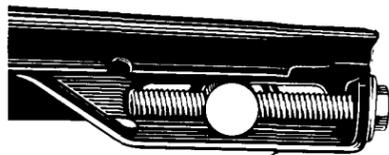
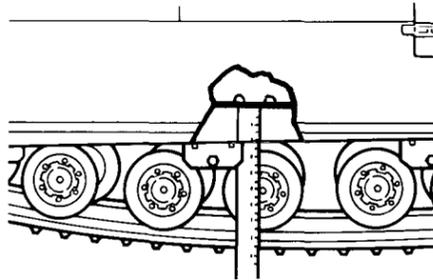
Lift the rear of vehicle and support it off the ground. Using a rule, check the track tension from the middle set of bogie wheels. The track tension (distance between top inside edge of track and the bottom of the footboard) should be 2 1/4 inch plus or minus 1/8 inch.

If track tension is too loose, the track will have a tendency to thump. If too tight, performance will be affected.

If necessary to adjust:

1. Using wrench, loosen both track adjusters by unscrewing the lock nuts situated on the inner side of the suspension springs.
2. Adjust to proper tension by turning adjuster bolts clockwise to tighten track, counter-clockwise to slacken. Adjust both sides equally.
3. Proceed with track alignment

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



Equal distance

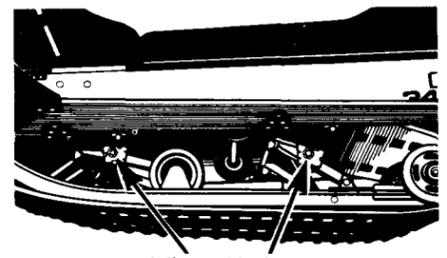
Track Alignment (Bogie Wheels) **M S**

After track tension has been corrected start the engine and accelerate slightly so that track turns **slowly**. Check that track is well centered and turns evenly on the rear sprockets. The distance between the edges of the track and the link plates should be the same on both sides. Misalignment can cause excessive wear of track edges and sprocket teeth.

To adjust:

1. Using wrench, turn track adjuster screw clockwise on the side where the track is closest to the link plate until track aligns.
2. Firmly retighten adjuster lock nuts.
3. Rotate track slowly and recheck alignment.

Warning: Before checking track alignment, ensure that the track is free of all particles which could be thrown out while track is rotating. Keep hands, feet and clothing clear of track.



Adjuster blocks

Slide Suspension Adjustment

The suspension is adjustable, the front adjustment for surface condition, the rear

TROUBLE SHOOTING GUIDE

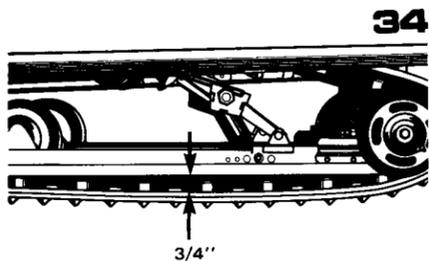
Symptoms	Possible Causes	What To Do
Engine turns over but fails to start or starts with difficulty	1. No fuel to the engine	Check the tank level and fill up with correct gas-oil mixture. Check for possible clogging of fuel line, item 5.
	2. Spark Plug	Check for fouled or defective spark plug. Disconnect spark plug wire, unscrew plug and remove from cylinder head. Reconnect wire and ground exposed plug on engine head, 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, check item 3.
	3. Faulty ignition	Disconnect spark plug wire from plug, unscrew the spark plug cap then position wire about 1/8" from the cylinder head. Follow engine starting procedure and if no sparks appear, it means a faulty ignition system. Do not attempt to repair. Contact your dealer.
	4. Flooded engine	Wait 60 seconds or more then depress throttle lever fully and try to start engine. Release throttle handle immediately after engine starts.
	5. Clogged fuel line (water or dirt)	Change filter cartridge if necessary. Check condition and connections of fuel lines. Check the cleanliness of the fuel tank.
	6. Faulty Carburetor	First make primary adjustments on carburetor (See Maintenance Section). If carburetor is still faulty, contact your dealer for repair.
	7. Too much oil in fuel	Drain the fuel tank and refill with the correct gas/oil mixture.
	8. Breaker points	Breaker points may be worn or out of adjustment. Contact your dealer.
	9. Poor engine compression	Running with a lean fuel mixture may produce excessive engine wear resulting in poor engine compression. If this occurs, contact your dealer at once.
Engine will not turn manually	1. Seized engine	In the case of a seized engine, contact your dealer. Seizure is a direct result of poor lubrication.



for driver's weight.

When the front adjuster blocks are at the lowest elevation more weight is distributed on skis, at the highest position the weight is transferred from the skis to the track. The rear adjuster blocks should be adjusted to suit the driver preference. (The spark plug socket is an ideal tool to turn adjuster blocks).

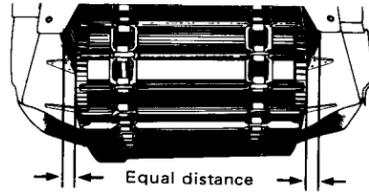
Caution: Always turn left side adjuster blocks in a clockwise direction, the right side blocks in a counter-clockwise direction. Left and right adjuster blocks of each adjustment must always be set at the same elevation.



Track Tension (Slide Suspension) **M S**

Lift rear of vehicle and support it off the ground. Allow slide to extend normally. A gap of 3/4" should exist between slider shoe and bottom inside of track. If track tension is too loose, the track will have a tendency to thump. Too much tension will result in power loss and excessive stresses on suspension components. If necessary to adjust, loosen or tighten adjuster bolts located on inner side of rear idler wheels.

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



Track Alignment (Slide Suspension) **M S**

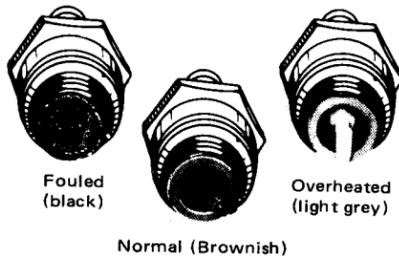
After track tension has been corrected start the engine and accelerate slightly so that track turns **slowly**. Check that track is well centered and turns evenly. To correct, loosen the lock nut and tighten the adjuster bolt on side where track is closest to the frame. Tighten lock nut and recheck alignment.

Warning: Before checking track alignment, ensure that the track is free of all particles which could be thrown out while track is rotating. Keep hands, feet and clothing clear of track.

The Ski-Doo snowmobile should be stored in such a way that track does not stay in contact with cement floor or bare ground.

Lift rear of vehicle until track is clear of ground the support with brace or trestle.

Note: The track should be rotated periodically, (every 40 days).



Spark Plug **M S**

1. Disconnect spark plug wires and remove spark plugs.

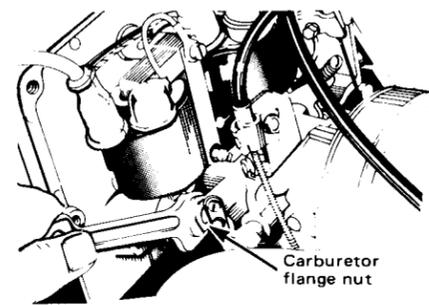
2. Check condition of plugs.

- A brownish tip reflects ideal conditions. (Correct carburetor adjustment, spark plug heat range; etc.).

- A black insulator tip indicates fouling caused by carburetor idle speed mixture too rich, incorrect fuel mixing ratio, wrong type of spark plug (heat range), or excessive idling.
- A light grey insulator tip indicates a lean mixture caused by: carburetor idle speed mixture adjusted too lean, wrong spark plug heat range, incorrect fuel mixing ratio, or a leaking seal or gasket.

Caution: If, when checking spark plug color, you find that the engine is not running under ideal conditions, contact your authorized Ski-Doo dealer.

3. Reinstall plugs and connect wires.



Carburetor Flange Nuts **M**

After the first 2 hours of operation, check tightness of carburetor flange nuts. Open tab locks, tighten nuts and close tab locks.

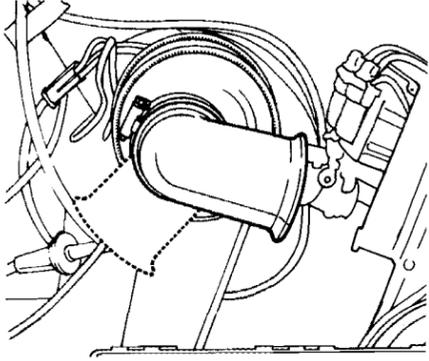
Caution: The tab locks should be changed after being opened three times.

Fuel Tank **S**

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

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

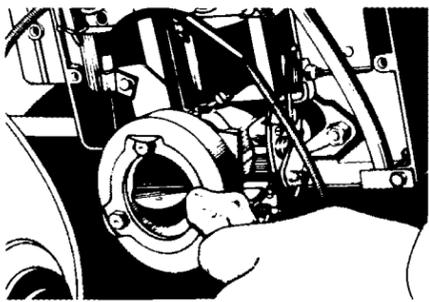
Symptoms	Possible Causes	What to do
Engine will not start (electric model only). Note: If failure is in starting system, engine will start manually	1. Battery	Check condition at battery by turning lights ON. If lights are dim or out, battery may be discharged or defective. Contact your dealer. If battery is good, check item 2.
	2. Poor connections	Check for loose or corroded battery or starter connections. Tighten and clean if necessary. Try to restart engine electrically.
	3. Starter	If connections are tight and battery is in working order probable cause of trouble is defective starter. Contact your dealer for repair.
Engine lacks acceleration or power	1. Fouled or defective spark plug	Check item 2 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 5 of "Engine turns over but fails to start or starts with difficulty").
	3. Carburetor	Readjust the carburetor. (See Maintenance Section). If trouble persists, contact your dealer.
	4. Defective ignition	First check item 2 and 3 of "Engine turns over but fails to start or starts with difficulty". If the ignition system still seems defective, contact your dealer.
	5. Engine	If unable to locate specific symptoms, contact your dealer.
Engine continually backfires	1. Faulty spark plug	Check item 2 of "Engine turns over but fails to start or starts with difficulty".
	2. Overheated	Contact your dealer.
	3. Engine timing incorrectly set	Contact your dealer.
Snowmobile cannot reach full speed	1. Drive belt	Check for defective or worn drive belt. Replace if necessary.
	2. Incorrect track adjustment	Check track tension and alignment. Readjust to specifications. (See Maintenance Section).
	3. Faulty engine	Check item 1 to 5 of "Engine lacks acceleration or power".
	4. Pulley misaligned	Contact your dealer.



Air Intake Silencer

If vehicle is operated in powder snow, the neck of the air intake silencer must be turned down to prevent snow entry. Reposition the neck horizontal when snow conditions are normal.

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



Carburetor S

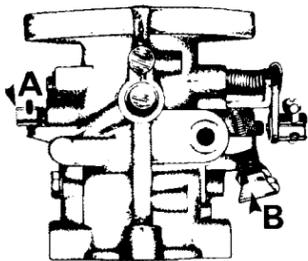
The carburetor must be dried out completely to prevent gum formation during the storage period.

1. Assure that inlet fuel line is disconnected then start the engine and run it out of gas.
2. Remove air silencer.
3. Engage choke then pack carburetor throat with a clean piece of cloth and turn the engine a few more times. The suction should eliminate the remaining fuel.
4. Install air silencer and connect fuel line.

Carburetor Adjustment M S Maximum Throttle Opening

With engine off and air silencer removed, depress throttle handle and hold. Throttle butterfly should be horizontal when the handle gently touches the handlebar grip. To adjust for a maximum opening, loosen screw at point where cable joins carburetor throttle lever. Clamp throttle handle to handlebar. With finger, hold carburetor throttle lever in fully open position, pull cable until taut and retighten screw. **Un-clamp throttle handle from handlebar.** Install air silencer.

Warning: Before starting engine, carburetor throttle lever must return to idle position (butterfly closed). Do not start engine unless this is verified.



Low Speed Mixture Adjustment (A) M S

With engine off, turn Low Speed Mixture Screw fully clockwise until closed. Then back off screw one (1) turn counter-clockwise. Do not close screw too tightly as screw and/or screw seat can be damaged.

(Turning Low speed Mixture Screw clockwise produces a leaner mixture, more air/less fuel; counter-clockwise, a richer mixture, less air/more fuel).

Idle Speed Adjustment (B) M S

Turn the Idle Speed Adjusting Screw clockwise to increase idling speed, counter-clockwise to decrease. It is suggested to set the idle speed, 1800 - 2200 R.P.M.

Drive Belt Condition M S

If belt is less than 1 1/16" wide, replace. Check condition of belt. Inspect for cracks, fraying or abnormal wear (uneven wear, wear on one side, etc.). If abnormal wear is noted, probable cause is pulley misalignment. Contact your dealer.

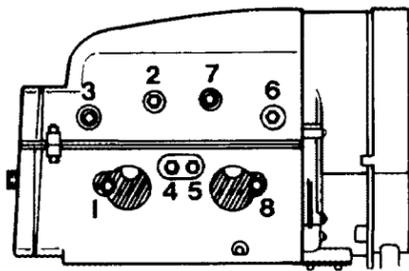
Note: Leave drive belt off during entire storage period.

Brake M S

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. Check operation of brake mechanism by depressing brake handle. Brake must fully apply before handle touches handlebar grip.

Before storing period, oil moving joints of brake mechanism.

Avoid getting oil on brake pucks, at all times.

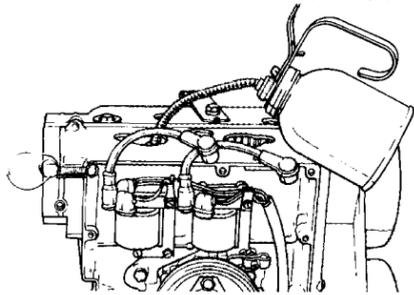


Engine Head Nuts M S

After the first 5 hours of operation, check that engine head nuts are tight and equally torqued (14 to 16 ft.-lbs. when cold).

Engine Mount Nuts M S

With cab tilted, check engine mount nuts for tightness. Torque to 220-275 inch.-lbs.



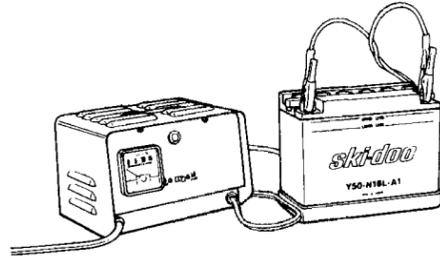
Cylinder Lubrication S

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

Caution: To prevent ignition system damage, make sure that the cut-out button is in the lower position.

1. Remove spark plugs.
2. Operate rewind starter to bring piston at top position.
3. Pour about one spoonful of oil into spark plug hole.
4. Slowly crank engine 10 to 12 times using manual starter.
5. Repeat above steps for other cylinder.
6. Install spark plugs.

Note: This operation should be repeated every 40 days during storage.



Battery M S

Check electrolyte level. Electrolyte must touch level line. If necessary, add distilled water.

For the storage period

1. Remove battery from vehicle and clean outside surface of battery with 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.

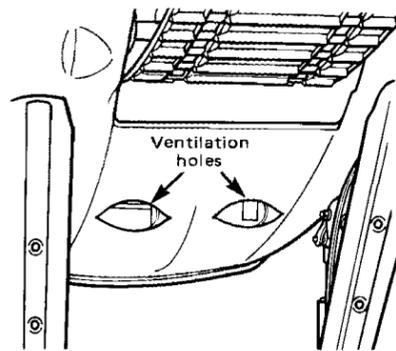
2. Fully charge battery. (A stored battery should be recharged at least every 40 days).

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.

3. Coat battery terminals with petroleum jelly and store unit in a cool, dry place.

Vehicle General Inspection M S

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.



Caution: To keep efficiency of the cooling system, check that the belly pan ventilation holes are not blocked or obstructed.

Chassis

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

Caution: Plastic alloy components such as throttle and brake handles, cab, windshield, etc., can be cleaned using mild detergents or isopropyl alcohol. Do not use strong soaps, degreasing solvents, abrasive cleaners, paint thinners, etc.

2. Wax the cab for better protection. Apply wax on glossy finish of cab only.
3. Protect the vehicle with a Ski-Doo cover to prevent dust accumulation during storage.

IMPORTANT: Please read and understand all warnings and cautions of both parts of your operator manual. Part one of the manual should be kept with the vehicle at all times, to assist the novice snowmobiler and yourself while on the trail.

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