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CROSS COUNTRY MODEL

(Operator Manual Supplement)

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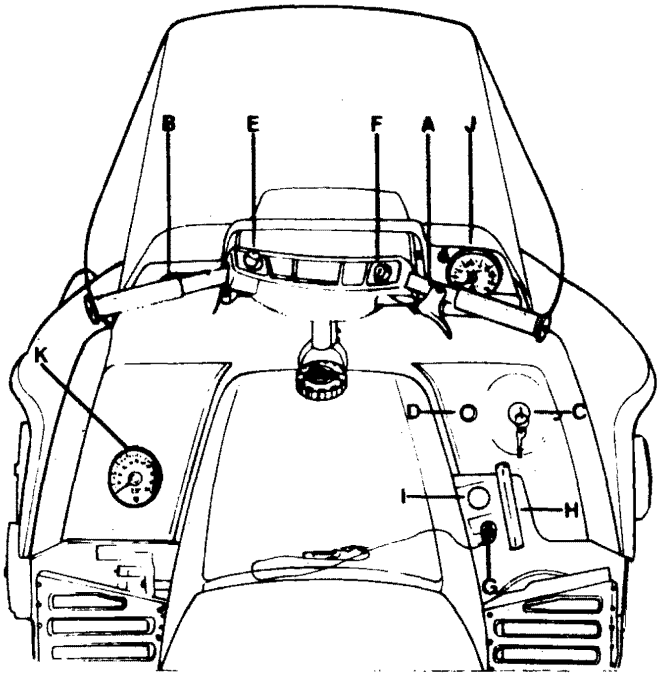


A) Throttle Control Lever
B) Brake Control Lever
C) Ignition Switch
D) Light Switch
E) Headlamp Dimmer Switch
F) Emergency Cut-Out Switch
G) Tether Cut-Out Switch
H) Manual Starter Handle
I) Primer
J) Speedometer
K) Tachometer

J) Speedometer

Located on right side of cab, the speedometer is linked directly to the drive axle. Direct-reading dial indicates the speed of the vehicle. Odometer records the total distance travelled. A tripodometer is standard equipment. To reset, turn knob couter-clockwise.

K) Tachometer

Located on left side of cab, the tachometer registers the impulses of magneto. Direct-reading dial indicates the number of revolutions per minute (R.P.M.) of the engine.

▼ CAUTION: The tachometer is protected by a fuse, if tachometer stops operating check fuse condition and if necessary replace. The fuse is 0.1 amp. Do not use a higher rated fuse as this can cause severe damage to the tachometer.

FUEL MIXING

Recommended Gasoline

The correct gasoline for the Cross Country is regular gasoline.

LUBRICATION

Slide Suspension

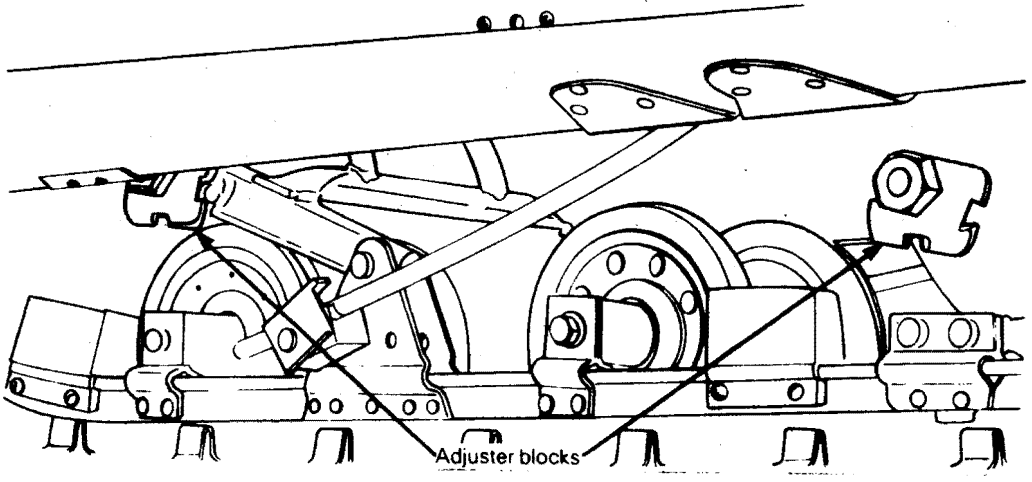
Because of the type of bearings used for the "Cross Country" suspension lubrication is not required.

MAINTENANCE

(W4) Suspension Adjustment

The suspension is adjustable, the front adjustment for surface condition, the rear for driver's weight.

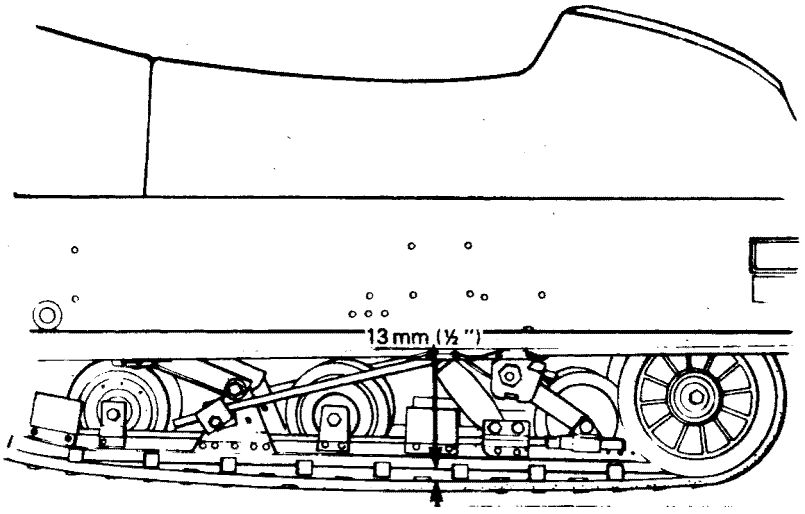
When the front adjuster blocks are at the lowest elevation more weight is distributed on skis. At the highest position the weight is transferred from the skis to the track. The rear adjuster blocks should be adjusted to suit the driver's preference.



▼ 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.

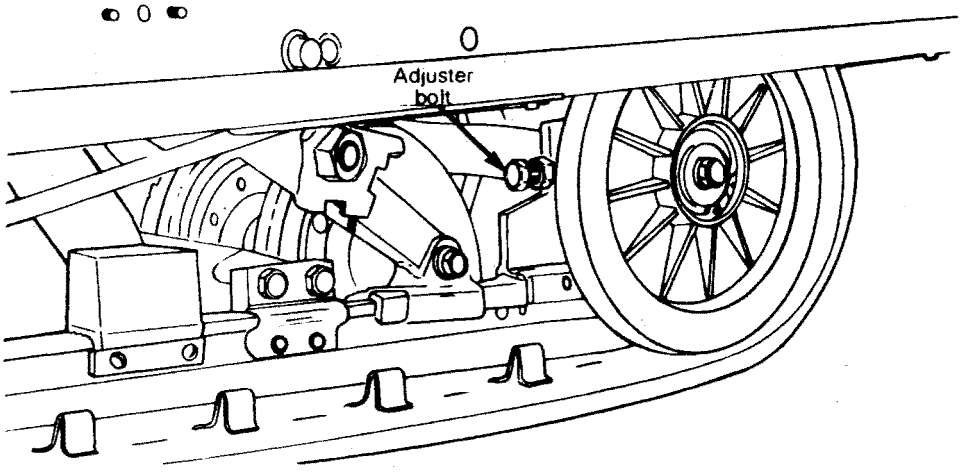
Track Tension and Alignment

Lift rear of vehicle and support with a mechanical stand. Allow slide to extend normally. A gap of 13mm (1/2 in) should exist between slider shoe and bottom inside of track. If track tension is too loose, the track will have a tendency to thump.



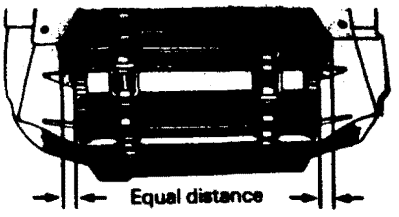
◆ WARNING: Too much tension will result in power loss and excessive stresses on suspension components.

If necessary to adjust, loosen or tighten adjuster bolts located on inner side of rear idler wheels. If correct tension is unattainable, contact your dealer.



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

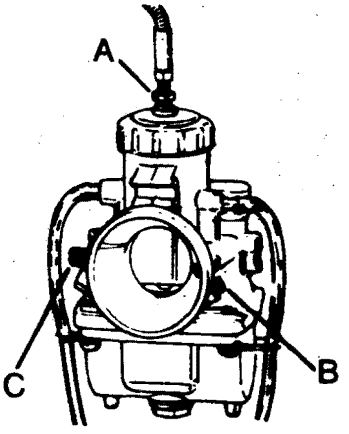
Start the engine and accelerate slightly so that track turns slowly. Check that track is well centered and turns evenly. To correct, stop engine then loosen the lock nuts and tighten the adjuster bolt on side where track is closest to the frame. Tighten lock nuts and recheck alignment.



(W5) Carburetor Adjustment

The carburetor adjustments are;

throttle slide adjustment, air screw adjustment and idle speed adjustment.



A) Throttle Slide Adjustment

Completely open (counter-clockwise) the idle speed screw (of each carburetor). Unlock cable adjuster lock nuts then adjust the throttle cables to remove all slack and to synchronize the throttle slides when operating the throttle control lever. Lock cable adjusters in position by tightening the adjuster lock nuts.

B) Air Screw Adjustment

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

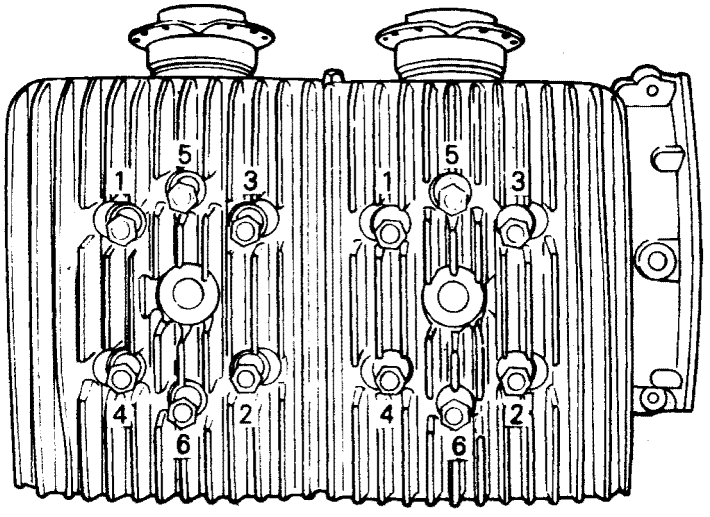
C) Idle Speed Adjustment

Turn idle speed screw (of each carburetor) 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 idle speed to 2200-2500 R.P.M. by turning idle speed screws clockwise or counter-clockwise.

▼ CAUTION: Do not attempt to set the idle speed by using the air screws. Severe engine damage can occur.

(M3) Engine Head Nuts

After the first 5 hours of operation, check that engine head nuts are tight and equally torqued to 2.1 kg-m (15 ft-lbs) when cold.



CROSS COUNTRY SPECIFICATIONS

ENGINE

No. of cylinders	2
Bore	63mm (2.480 in)
Stroke	54mm (2.126 in)
Displacement	336.7 cm^3 (20.5 in^3)
Compression ratio	14.3: 1
Carburetor	2 X Mikuni VM 34-191
Carburetor adjustment	
- air screw	1 1/2 turn open $\pm$ 1/4
- idle speed	2200-2500 R.P.M.
Engine head nuts (torque)	2.1 kg-m (15 ft-lbs)
Starting	Manual

CHASSIS

Overall length	271.8 cm (107 in)
Overall width	106 cm (41 3/4 in)
Overall height	107.9 cm (42 1/2 in)
Ski stance (center to center)	86.3 cm (34 in)
Ski alignment (toe out)	3mm (1/8 in)
Weight	180.5 kg (398 lbs)
Bearing area	7710 cm^2 (1195 in^2)
Ground pressure	23.4 gr/cm^2 (.333 lb/in^2)

POWER TRAIN

Track dimensions	38.1 cm (15 in) X 289.6 cm (114 in)
Track tension	13mm (1/2 in) gap that should exist between slide shoe and bottom inside of track
Track alignment	Equal distance between edges of track and frame
Std. gear ratio	20/38
Chaincase oil capacity	256 ml (9oz)
Drive belt (minimum width)	3 cm (1 3/16 in)

ELECTRICAL

Lighting system (output)	12 volts, 140 watts
Headlamp bulb	60/60W
Tail/stop light	5/21W W280MZ2
Spark plug (Bosch)	W300 MZ 2
Spark plug (gap)	0.50mm (.020 in) W340MZ2 S2S
Advanced ignition timing	
B.T.D.C.	1.12mm ± 0.25mm (.045 in ± .010 in) Marks must align at 5000 R.P.M.

FUEL

Tank capacity	
- S.I.*	25.5 liters
- Imp. gals	5.75
- U.S. gals	6.75
Gasoline	Regular
Gas/oil ratio	50/1

BRAKE

Brake type	Disc, self adjusting
Brake adjustment (control lever)	13mm (1/2 in) minimum distance from handlebar grip when fully applied.
Brake linings (minimum thickness)	5mm (3/16 in)

* INTERNATIONAL STANDARD