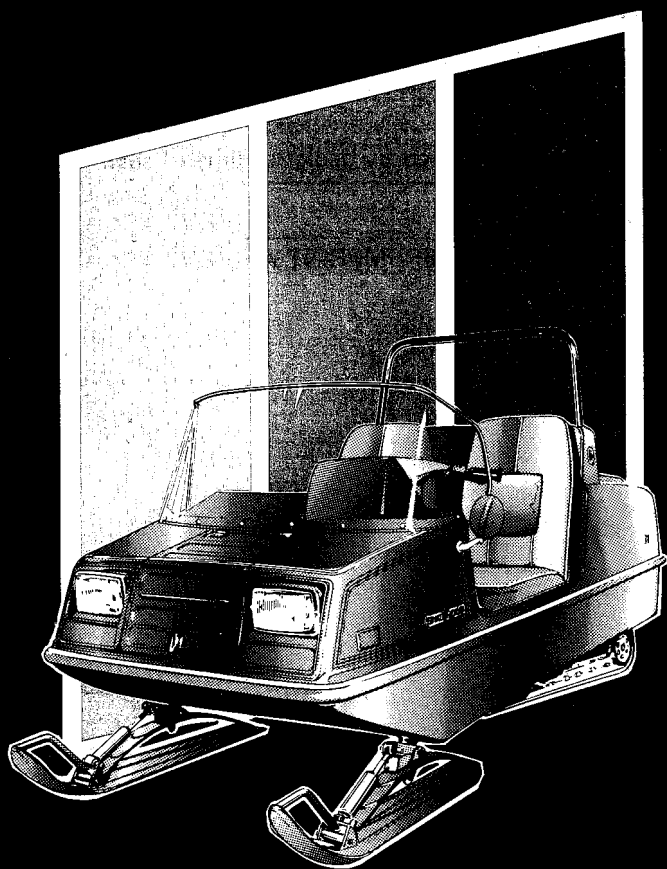


Elite®



1981 OPERATOR'S MANUAL



® *Trademarks of Bombardier Limitée

model _____

V.I.N. _____

purchase date _____

warranty expiry date _____

To be completed by dealer at time of sale.

DEALER IMPRINT AREA

TECHNICAL PUBLICATIONS
AFTER SALES SERVICE
BOMBARDIER LIMITÉE
VALCOURT, QUEBEC
CANADA, J0E 2L0

The following are trademarks of Bombardier Limitée.

BOMBARDIER	EVEREST	MOTO-SKI
SKI-DOO	CITATION	FUTURA
ALPINE	OLYMPIQUE	SPIRIT
BLIZZARD	T'NT	NUVIK
CARRY-BOOSE		MIRAGE
ELAN		SUPER SONIC
ELITE		ULTRA SONIC
GRAND PRIX SPECIAL		

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FOREWORD

The Operator Manual and the Snowmobile Safety handbook have been prepared to acquaint the owner / operator 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 selling dealer.

This manual uses the following symbols.



WARNING: Identifies an instruction which, if not followed, could cause personal injury.



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.

SAFETY IN MAINTENANCE

Observe the following precautions:

- Throttle mechanism should be checked for free movement before starting engine.
- The snowmobile engine can be stopped by activating the emergency cut-out switch, or by turning off the key.
- Engine should be running only when pulley guard is secured in place.
- Never run engine without drive belt installed. Running an unloaded engine can prove to be dangerous.
- Never run engine when the tracks of the vehicle are raised off the ground.
- It can be dangerous to run engine with the hood opened.
- 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.
- 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.
- 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.
- **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.

1 - PERIOD

BOMBARDIER® LIMITÉE as manufacturer, warrants FROM THE DATE OF FIRST CONSUMER SALES, every 1981 SKI-DOO® snowmobile, sold as NEW AND UNUSED, by an authorized SKI-DOO dealer, for periods of:

- 12 consecutive months for ELAN®, CITATION®, EVEREST®, ELITE®, ALPINE® models.
- 90 consecutive days for BLIZZARD® 5500, 7500 and 9500 models subject to the following:
 1. If delivery is made after the 31st day of March of a given year and before the 1st day of December of the same year, the above 90 day warranty will start on December 1st.
 2. If delivery is made on/or after the 2nd day of January of a given year but before the 31st day of March of the same year, all the unused portion of the 90 day period will be carried over to the next winter and start again on the 1st day of December of the same year.

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 SKI-DOO dealer during said warranty period.

3 - CONDITION TO HAVE WARRANTY WORK PERFORMED

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

4 - WARRANTY TRANSFER

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

5 - EXCLUSIONS - ARE NOT WARRANTED

- Normal wear on all items such as, but not limited to:
 - drive belts
 - slider shoes
 - spark plugs
 - breaker points
 - runners on skis
- A sulphated battery.
- 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 Manual. The labour, parts and lubricants costs of all maintenance services, including tune-ups and adjustments will be charged to the owner.

- Vehicles 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 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 damages.

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.

6 - 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 of 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.

BOMBARDIER LIMITÉE 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.

7 - CONSUMER ASSISTANCE

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

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

Bombardier Limitée
Customer Relations
Recreational Products
Valcourt, Quebec, Canada, JOE 2LO

January 1980
Bombardier Limitée
Valcourt, Quebec, Canada, JOE 2LO

® *Trademarks of Bombardier Limitée

Copy of this text is available from your dealer on request.

OFTEN ASKED QUESTIONS

Q: Why must my snowmobile be registered? 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: How do I know my vehicle has been registered at the factory?

*A: When you bought your snowmobile the dealer should have completed, and forwarded us the manufacturer's copy of the Customer Warranty Registration. The **hard copy** of the card is your proof that the snowmobile is registered.*

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 first sale.

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 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, carburetion 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, sustained high r.p.m. full throttle use, chain failure caused by a lack of lubrication and/or adjustments, 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 Limitée.

LISTING OF AREA DISTRIBUTORS



CANADIAN DISTRIBUTORS

ALPINE DISTRIBUTORS LIMITED

Kalamalka Lake Road
P O Box 159
Vernon, British Columbia, V1T 6M2
(604) 545-1314
British Columbia

BOMBARDIER LIMITEE

EASTERN CANADA DISTRIBUTION DIVISION

Atlantic Branch
P.O. Box 670
Shediac, New Brunswick, E0A 3G0
(506) 532-4454
Magdalen Island, Nova Scotia, New Brunswick,
Prince Edward Island

BOMBARDIER LIMITEE

EASTERN CANADA DISTRIBUTION DIVISION

(Quebec Branch)
1350 Nobel Boulevard
Boucherville, Quebec, J4B 1A1
(514) 527-2469 or 655-6121
Province of Quebec

BOMBARDIER LIMITEE

EASTERN CANADA DISTRIBUTION DIVISION

Ontario Branch
230 Bayview Drive
Barrie, Ontario, L4M 2Y8
(705) 728-8600
Province of Ontario

BROOKS EQUIPMENT LIMITED

1616 King Edward Street
P O Box 985
Winnipeg, Manitoba, R3C 2V8
(204) 633-7247
Manitoba, Saskatchewan

HUDSON'S BAY CO. LTD

165 Hymus Boulevard
Pointe-Claire, Québec, M4W 1A8
(514) 697-8500
North-West Territories, Franklin District & Keewatin

J W RANDALL LIMITED

West Street
P O Box 1050
Corner Brook, Newfoundland, A2H 6G7
(709) 634-3533
Newfoundland, Labrador

TRACT EQUIPMENT

14325, 114th Avenue
Edmonton, Alberta, T5M 2Y8
(403) 452-9910
Alberta, Dist. Mackenzie, Yukon, N.W.T.



AMERICAN DISTRIBUTORS

BOMBARDIER CORPORATION

4505 West Superior Street
P O Box 6106
Duluth, Minnesota 55806
(218) 628-2881
North Dakota, Minnesota, Wisconsin, Illinois, Missouri,
Michigan, Indiana, Ohio (less eastern half), Tennessee,
Kentucky, West Virginia, Virginia, Northern Idaho,
Northern Wyoming, Montana, Iowa, Washington

ELLIOTT & HUTCHINS INC

East Main Street Road
Malone, New York 12953
(518) 483-4411
New York, Massachusetts, Connecticut, Rhode Island,
Pennsylvania, New Jersey, Maryland, Delaware, District of
Columbia, Northern half of Ohio.

MILLER EQUIPMENT AND RECREATIONAL CENTER

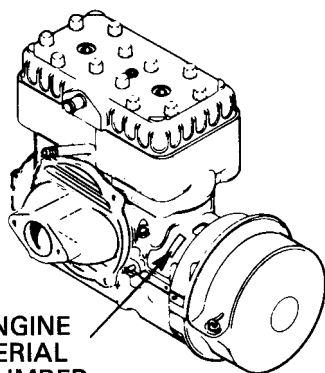
1049 Whitney Road
Anchorage, Alaska 99501
(907) 274-9513
Alaska

TIMBERLAND MACHINES INC

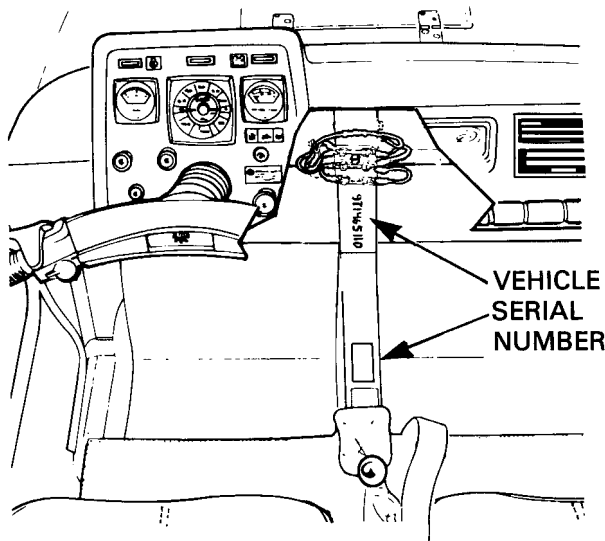
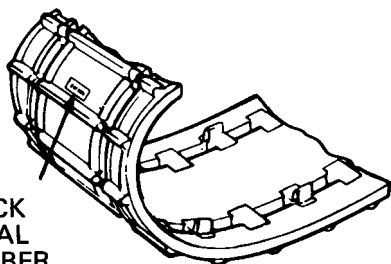
10 North Main Street
Lancaster, New Hampshire 03584
(603) 788-4738
Maine, New Hampshire, Vermont

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.

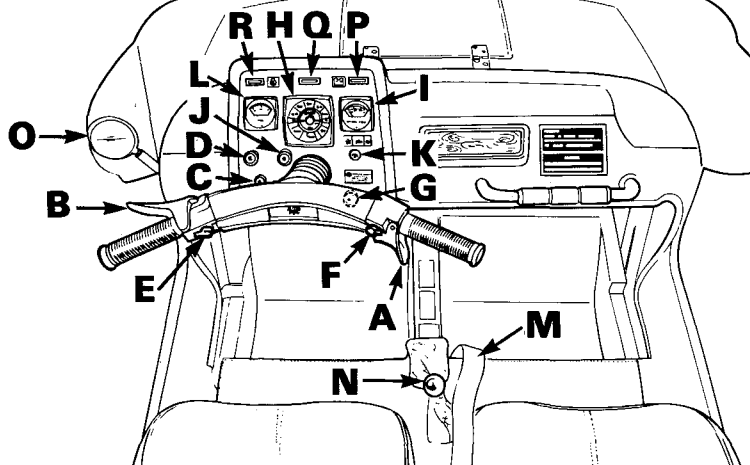


TRACK
SERIAL
NUMBER



○ **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 a snowmobile is stolen.

CONTROLS/INSTRUMENTS



A) Throttle control lever

B) Brake control lever

C) Ignition switch

D) Light switch

E) Headlamp dimmer switch

F) Emergency cut-out switch

G) Primer

H) Speedometer

I) Temperature gauge

J) Lighter

K) Handle heat switch

L) Fuel gauge

M) Seat belt

N) Gear shift lever

O) Mirror

P) Alternator charging light

Q) High beam indicator

R) Injection oil level indicator

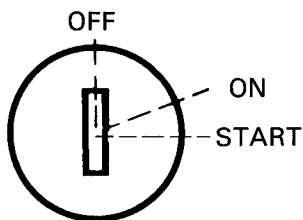
A) Throttle Control Lever

Located on 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 Control 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 it's snow coverage.

C) Ignition Switch



Key operated, 3 position switch. To start engine, turn key fully clockwise to **START** position and hold. Return key to **ON** position **immediately** engine has started. To **stop engine**, turn key counter-clockwise to **OFF** position.

CAUTION: To prevent current flowing through the alternator, always stop the engine using the ignition switch.

D) Light switch

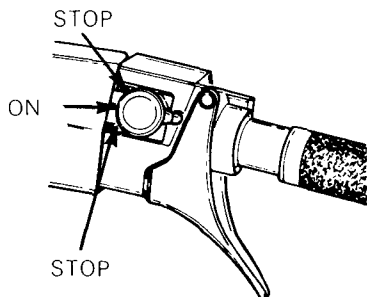
A push pull switch type, to illuminate headlamps and taillights, pull switch knob. (Ignition switch must be turned to ON position).

E) Headlamp Dimmer Switch

Located on left side of handlebar, flick switch to high or low beam.

F) Emergency Cut-Out Switch

A 3 position switch located on the right side of the handlebar. To stop the engine in an emergency, flick the lever to either upper or lower "STOP" position. To start engine, lever must be in middle "ON" position.



The driver of this vehicle should familiarize himself with the function of this device by using it several times on the 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.

G) Primer

A push-pull button. Pull and push button (5-6 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.

H) Speedometer

The speedometer is linked directly to the drive axle. Direct-reading dial indicates the speed of the vehicle. Odometer records the total number of distance travelled.

I) Temperature Gauge

The gauge indicates engine coolant temperature. Normal operating temperature is 50°C (120°F). However, coolant temperature can vary depending on driving condition. If coolant temperature exceeds 95°C (200°F) reduce speed until the temperature drops to normal or stop engine immediately.

◆ **WARNING:** To remove coolant tank cap, place a cloth over the cap and unscrew it to the first step to release the pressure. If this notice is disregarded loss of fluid and possible severe burns could occur.

J) Lighter

Push in to activate, lighter pops up automatically when lite.

K) Handle heat switch

Hi-off-low switch, located on the right center portion of the dash board. Place switch to either HI or LOW position and handlegrips will warm.

L) Fuel Gauge

Direct-reading dial, indicates the amount of fuel in the tank.

M) Seat belt (lap)

Located on the passenger side, provides added security and comfort. It is recommended to always use the seat belt.

Position the seat belt across lap as **low on hips** as possible.

◆ **WARNING:** The seat belt must always be worn in a snug fit and as **low on hips** as possible (over the strong hip bone structure) to lessen the chance of injury.

N) Gear shift lever

A two position (forward / reverse) gear shift lever. Push towards front to proceed forward, and pull backwards to reverse.

◆ **WARNING:** Do not re-position gear shift lever while snowmobile is in motion. When towing the vehicle, the drive belt must be removed from pulleys and the gear shift lever positioned into forward gear.

O) Mirror

Adjust the mirror so you can just see the side of your vehicle in the in-board portion of the mirror.

◆ **WARNING:** This mirror is of the convex type (identified by its curved surface) to provide wider vision. Note that the vehicles or objects seen in such a mirror will appear smaller and farther away than they really are.

P) Alternator charging light

A glowing light indicates battery under-charging. **Contact dealer immediately.** Refer to "TROUBLE SHOOTING GUIDE", page 30

Q) High Beam Indicator

Lights up when headlamp is on high beam.

R) Injection Oil Level Indicator

Will light up when injection oil level is low. Check level and replenish as soon as possible.

▼ **CAUTION:** Do not run engine out of oil. Serious engine damage will occur.

To test oil level indicator bulb, compress brake lever (ignition **ON**). If light does not glow, replace.

Engine compartment hood opening

To open, turn knob counterclockwise to unlock. Lift the hood and lean it into the support holder on top of the engine using the lid support (located on the mid-portion of the hood between the foam padding).

◆ **WARNING:** It is dangerous to run an engine with the hood lid opened or removed. Personal injury could result.

Tool box

Located in the engine compartment.

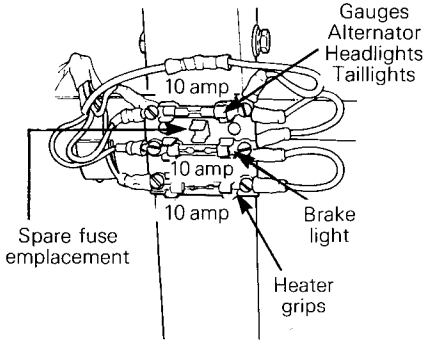
To gain access, lift engine compartment hood. Ideal location for spare plugs, rope, fuses, etc.

○ **NOTE:** A spare drive belt can be positioned on the left side of the engine compartment near the tool box.

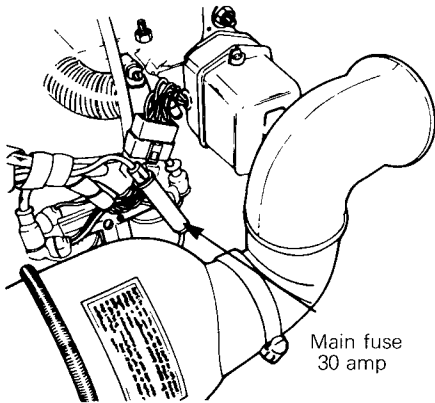
◆ **WARNING:** Ensure that the engine is stopped prior to opening the tool box.

Fuse holders

Located under the dash, on the center frame pillar.



Another fuse is located in the engine compartment behind the air intake silencer on the right side.



With Bombardier-Rotax snowmobile engines, a break-in period is required before running the vehicle at full throttle. Engine's manufacturer recommendation is 10 to 15 operating hours. During this period, 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.

○ **NOTE:** For the break-in period only, 1 (16 oz) can of Bombardier 50/1 engine oil should be added to the **first full fuel** tank filling. This will assure additional protection during the initial engine break-in.

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

○ **NOTE:** A new drive belt requires a break-in period of 15-25 km (10-15 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, 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. Remember that it is easier to remedy at this time than to allow the snowmobile to operate until a possible failure occurs.

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



10-HOUR INSPECTION CHECK LIST	✓
Engine timing	
Spark plug condition	
Carburetor adjustment	
Engine head nuts	
Engine mount nuts	
Muffler attachment	
Gearbox, rotary valve and injection oil levels	
Chain tension	
Engine coolant level	
Oil injection pump adjustment	
Battery electrolyte level	
Brake operation and lining condition	
Ski alignment (runners condition)	
Pulley alignment and drive belt condition	
Track condition, tension and alignment	
Lubricate (steering, suspension)	
Electrical wiring (loose connections, stripped wires, damaged insulation), tighten all loose bolts, nuts and linkage	
Operation of lighting system (HI / LO beam, brake light, etc.), test operation of emergency cut-out switch	

We recommend that you have your dealer sign this inspection .

Date of 10-hour inspection

Dealer signature

Recommended Gasoline

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

CAUTION: Never experiment with different fuel. Never use naphtha, methanol or similar products.

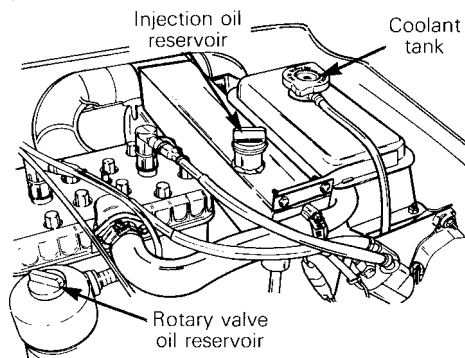
NOTE: For the break-in period only, 1 (16 oz) can of Bombardier snowmobile oil should be added to the first full fuel tank filling. This will assure additional protection during the initial engine break-in.

WARNING: Never "top up" the gas tank before placing the vehicle in a warm area. At certain temperatures, gasoline will expand and overflow.

Recommended Injection Oil

Use concentrated Bombardier snowmobile oil available from your dealer.

Reservoir is located in the engine compartment.



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 skis 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 coolant level. Liquid should be 19-25 mm (3/4-1 in.) below filler neck. If additional coolant is necessary, always use a 50/50 (50 parts of water for 50 parts of anti-freeze) solution. When entire system has to be refilled use a solution of 3 parts of anti-freeze for 2 parts of water. See cooling system in storage.

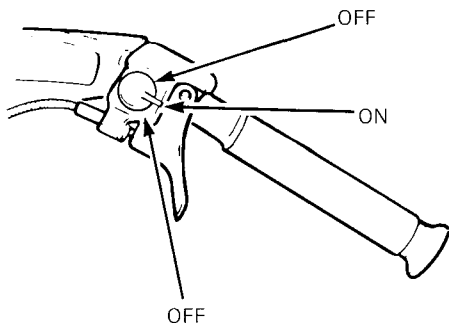
WARNING: Before removing the radiator pressure cap place a cloth over the coolant tank and release the pressure. Loss of fluid and possibility of severe burns could occur, if this notice is disregarded.

- Check fuel level.
- Check injection oil level.
- Verify that the path ahead of the vehicle is clear of bystanders and obstacles.

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

STARTING PROCEDURE EMERGENCY STARTING

1. Insert key in ignition switch.
2. **Test throttle control lever.**
3. Activate primer (5 or 6 times). Primer is not necessary if engine is warm.
4. Check that the emergency cut-out switch is in the center ON position.



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

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

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

◆ **WARNING:** If engine does not shut-off when applying the emergency cut-out switch stop the engine by turning off the ignition key. Do not operate the vehicle further, see your dealer.

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

○ **NOTE:** If for some reasons, the vehicle cannot be started electrically, place ignition key to ON position and start engine as described in emergency starting.

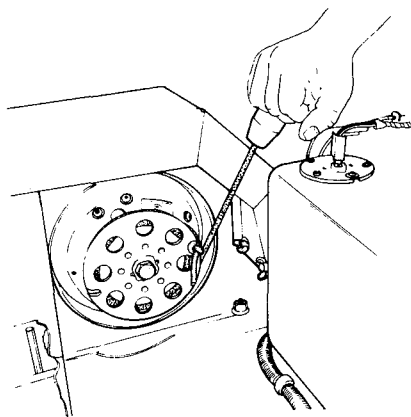
Should the battery be discharged, the engine can be started using the emergency starter rope, included in the tool box.

Open the hood, reach for the emergency rope in the tool box. Re-install the tool box cover.

Wind the emergency rope tight around the drive pulley disc. Test throttle control lever.

Grasp emergency starter handle firmly and pull slowly until a resistance is felt then pull vigorously.

◆ **WARNING:** Do not apply throttle while starting. Do not attempt to put the emergency rope back in the tool box. Wait until re-stopping the engine.

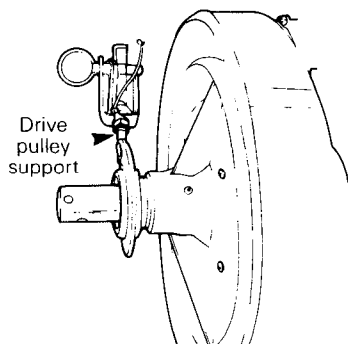


◆ **WARNING:** Do not start the vehicle by the drive pulley unless it is a true emergency situation. Have the vehicle repaired as soon as possible.

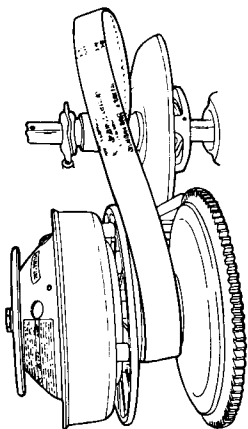
▼ **CAUTION:** If for any reason another battery is used to boost the vehicle always ensure to respect the polarity, otherwise damage to the alternator could occur.

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

1. Lift and support the engine compartment hood. Remove the pulley guard. Unlock and raise driven pulley support.

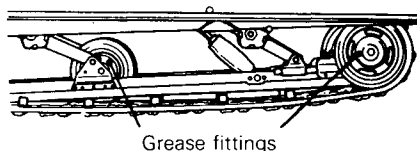


2. Open the driven pulley by twisting and pushing the sliding half. Hold in fully open position and slip slackened belt over the top edge of the driven pulley.



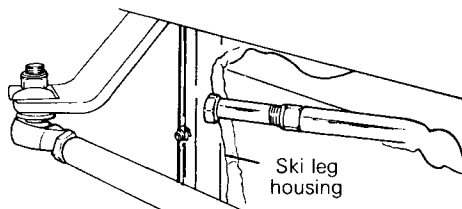
Slide Suspension

Using a low pressure grease gun, lubricate the idler wheels with low temperature grease. Pump 3 to 4 times through the grease fitting located on each cap of idler wheel. Wipe off excess.



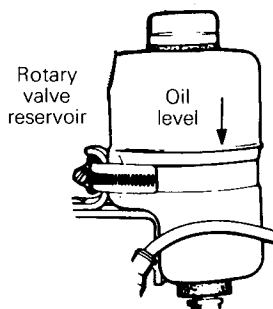
Steering mechanism

Lift the trunk lid and lean it against the windshield. Remove the cardboard shield away from the back of the footrest guard to gain access to the ski leg housing. Lubricate ski legs at grease fittings until new grease appears at joints. Oil spring coupler bolts.



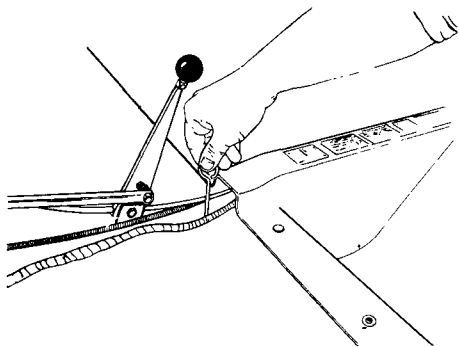
Rotary Valve System

Check reservoir oil level frequently. If necessary replenish oil level using "Bombardier Snowmobile Oil", or equivalent, available from your dealer.



Gearbox Oil Level

The gearbox oil level should be checked weekly. A dipstick is provided with your tool bag. To check oil level, lift edge of seat leatherette and remove the bolt from the dipstick guide tube. (The tube is in front of the gear shift lever). Insert dipstick into tube then withdraw. Oil should reach the TOP mark on the dipstick. If not, remove filler cap from top of gear box and replenish gearbox with Ski-Doo chaincase oil or equivalents. Reinstall bolt.

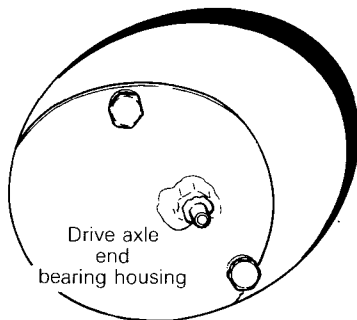


Drive Axle

Using a low pressure grease gun, grease the drive axle at the end bearing housing. To gain access, remove the rubber cover from both side of the vehicle.

○ **NOTE:** The use of a low temperature grease is recommended.

▼ **CAUTION:** Always ensure to verify that the drive axle seal is properly seated after greasing procedure has been completed.



Driven Pulley

Remove pulley guard and slip off drive belt. Open the driven pulley, (push and twist sliding half).

Thoroughly clean the driven pulley shaft.

Apply a light coat of low-temp grease on the shaft. Always lubricate lightly and wipe off surplus.


○ **NOTE:** Activate the sliding half several times to distribute lubricant over full length of shaft. Be careful that lubricant does not get on inner halves of pulley.

MAINTENANCE

The following Maintenance Chart indicates regular servicing schedules to be performed. If these services are performed as suggested, your snowmobile will give you many years of low-cost 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 m)	Monthly or every 800 km (500 m)	Once a year or every 3200 km (2000 m)	Refer to page
Spark plugs		●		20
Battery		●		20
Suspension		●		21
Suspension adjustment	as required			
Tracks		●		21
Track tension and alignment		●		21
Carburetor adjustment			●	22
Oil injection pump adjustment			●	22
Drive belt	●			22
Drive chain tension			●	23
Cooling system			●	23
Fan belt		●		23
Drive pulley		●		23
Brake	●			24
Steering mechanism		●		24
Steering adjustment		●		24
Engine head nuts			●	25
Engine mount nuts			●	25
Exhaust system		●		25
General inspection		●		25

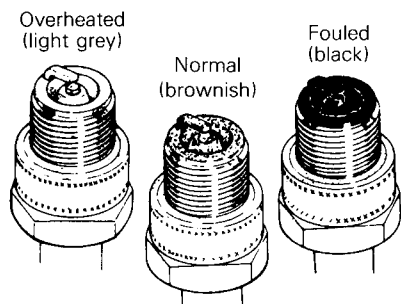
 **NOTE:** The ten hour inspection is a very important part of proper service and maintenance.

Spark Plugs

Disconnect the spark plug wires and remove the spark plugs.

Check the condition of the plugs.

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

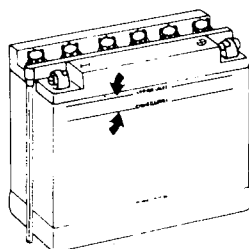
Check spark plug gap using a wire feeler gauge.

Reinstall plugs and connect wires.

Battery

Check electrolyte level. 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 overflow tube is not blocked or kinked.

WARNING: Overflow tube must be free and open. A kinked or bent tube will restrict ventilation and create 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.

Suspension

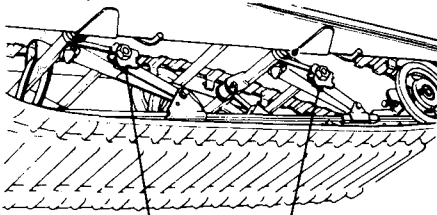
Visually inspect suspension springs. Replace any weak or broken spring. If vehicle is equipped with a slide suspension, inspect shoe condition and replace as necessary.

○ **NOTE:** 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) will create excessive heat build-up and cause premature slider shoe wear.

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 tracks. The rear adjuster blocks should be adjusted to suit the driver's preference.



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.

Tracks

Lift rear of vehicle and support it off the ground. With engine OFF, rotate tracks by hand and inspect condition. If worn, cut or track fibers are exposed or missing or defective inserts or guides are noted, contact your dealer for replacement.

○ **NOTE:** Place gear shift lever in forward position before attempting to rotate the track manually.

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

○ **NOTE:** The suggested adjustment for a comfortable ride is as follows. (Assuming that the first position is the lowest and that the fourth position is the highest).

2 persons weighting 68 kg (150 lbs) each.

Rear adjuster blocks at the lowest position.

Front adjuster blocks at the second position.

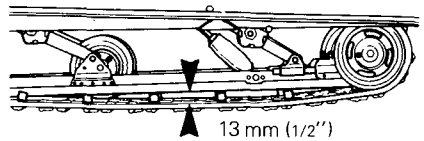
2 persons weighting 90 kg (200 lbs) each.

Rear adjuster blocks at the second position.

Front adjuster blocks at the third position.

Tracks Tension and Alignment

Lift rear of vehicle and support with a mechanical stand. Allow slide to extend normally. Check the gap 13 mm (1/2'') between slide shoe and bottom inside of tracks. If tracks tension are too loose, the tracks will have a tendency to thump.

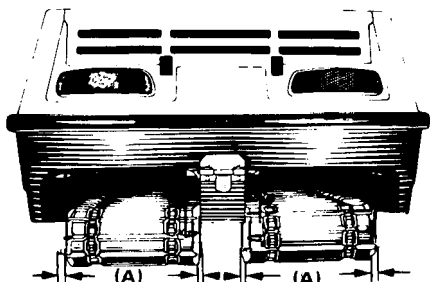


▼ **CAUTION:** Too much tension will result in power loss and excessive stresses on suspension components.

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

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

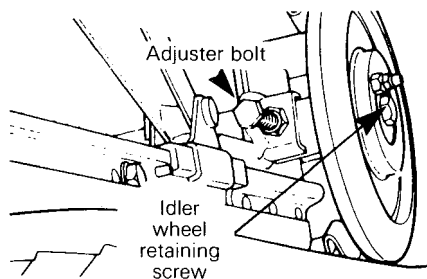
Start the engine and accelerate slightly so that the tracks turn **slowly**. Check that tracks are well centered and turn evenly.



(A) Equal distance
between edge of tracks and frame

◆ **WARNING:** Before checking track alignment, ensure that the tracks are free of all particles which could be thrown out while tracks are rotating. Keep hands, tools, feet and clothing clear of tracks.

To correct, stop engine the rear idler wheels retaining screws then loosen the lock nuts and tighten the adjuster bolt on side where tracks are closest to the frame. Tighten lock nuts and re-check alignment. Ensure to retighten the idler wheel retaining screws.



Carburetor Adjustment

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

Carburetor adjustments should be performed by your dealer.

Oil Injection Pump Adjustment

▼ **CAUTION:** The carburetor must be adjusted before adjusting the oil injection pump.

Injection pump should be adjusted by your dealer.

Drive Belt

Inspect the belt 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.

Check the drive belt width, if less than 3 cm (1 3/16") replace.

○ **NOTE:** When installing a new drive belt, a break-in period of 15-25 km (10-15 miles) is strongly recommended.

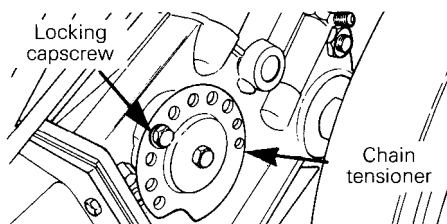
Drive Chain Tension

Place the gear shift lever in the forward position.

Remove the seats and access panels.

Turn the driven pulley forward to obtain the maximum play.

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



While holding the driven pulley forward, rotate the tensioner counter-clockwise until chain is tight, without over straining.

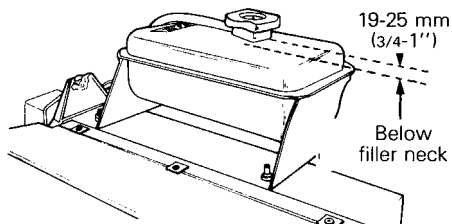
CAUTION: Do not overtighten.

Replace capscrew in one of the appropriate holes. Lock chain tensioner in place.

Cooling System

Place a cloth over the coolant tank cap and release it to the first step to check that the cap pressurizes the system. If not, install a new 13 lb cap. Do not exceed the 13 lb. pressure. Using a hydrometer check that the anti-freeze solution is strong enough for the temperature in which the vehicle is operated.

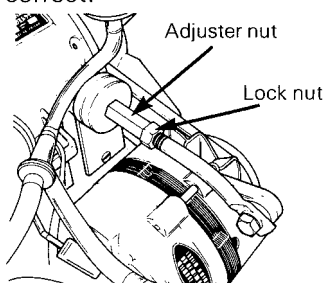
The coolant level must be at 19-25 mm (3/4-1 in.) below the filler neck of the coolant tank.



CAUTION: If coolant loss is excessive contact your dealer.

Fan Belt

Inspect belt for cracks, uneven wear etc. Check fan belt tension 6 mm (1/4 in.) free-play should exist when deflection is correct.

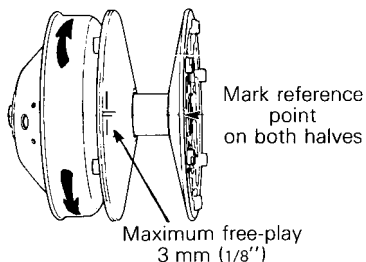


If tension is incorrect:

Loosen the top adjusting nut, and pry the alternator in the direction to obtain the recommended belt tension. Retighten the adjusting nut.

Drive Pulley

Inspect the Duralon bushing condition by checking the free-play of the sliding half pulley. This is achieved by restraining the inner half and checking if the sliding half moves in the direction of the arrows more than 3 mm (1/8"). If so contact your dealer.



Brake

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 pad or pucks less than 3 mm (1/8 in.) thick must be replaced. Replacement must be performed by an authorized dealer.

The brake mechanism is self-adjusting, therefore, periodic adjustment is not required. However, check operation of brake mechanism by depressing brake control lever. Brake should apply fully when lever is 13 mm (1/2 in.) approx. from handlebar grip. If not, do not tamper with the brake, contact your servicing dealer.

Steering Mechanism

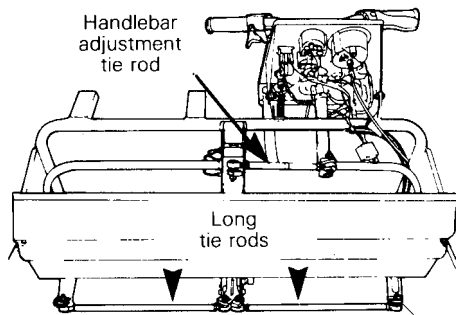
Inspect the steering mechanism for tightness of components (steering arms, tie rods, ball joints, spring coupler bolts, etc.). If necessary, replace or retighten.

Check the condition of the skis and the ski runners. Replace if worn more than half.

Steering Adjustment

Skis should have a toe out of 3 mm (1/8 in.). To check, measure distance between each ski at front and rear of leaf springs. The front distance should be 3 mm (1/8") more than the rear when the handlebar is horizontal.

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



If adjustment is required:

○ **NOTE:** To gain access to the tie rods, the guard in the trunk must first be removed.

Unscrew the long tie rod lock nuts.

Turn tie rod manually until skis are parallel to each other.

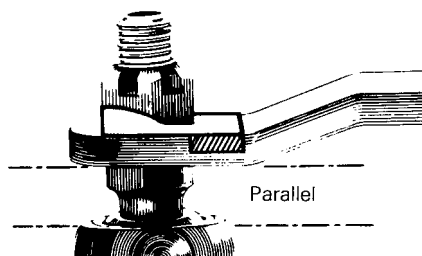
Then measuring at front of leaf springs add an additional 1.5 mm (1/16 in.) on each side by rotating the tie rods.

Tighten the tie rod locking nuts firmly.

Check tightness of the steering arm locking bolts, ball joints wear, etc.

Handlebar should also be horizontal when the skis are pointed toward front. To adjust; loosen the lock nuts of the shorter tie rod. Turn tie rod manually until handlebar is horizontal. Retighten lock nuts firmly.

◆ **WARNING:** The ball joint socket must run parallel with the steering arm. The socket must be restrained when tightening the tie rod end lock nuts. Ensure at least half of the ball joint threads are inserted into the tie rod.



Engine Head Nuts

After the first 5 hours of operation, check that engine head nuts are tight and equally torqued 39 N•m (28 ft-lbs) **when engine is cold.**

Engine Mount Nuts

Check engine mount nuts for tightness. Retighten if necessary.

Exhaust System

The engine/muffler attaching parts are vital toward efficient muffler function. Check all attachments. Replace springs and/or tighten if necessary.

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

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. Inspect skis and ski runners for wear.

▼ **CAUTION:** When replacing bolts, nuts, wires, etc., use only genuine Bombardier parts or equivalent being the same type and having the same construction and resistance.

Storage of the snowmobile during long periods of inactivity consists of checking and replacing missing, broken 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.

◆ **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.

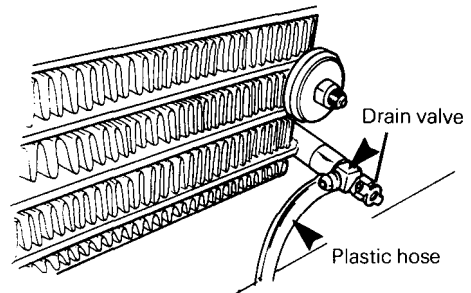
Cooling System

To drain the cooling system, remove the coolant tank cap.

Remove the R.H. access trellis, and connect a length of plastic hose to the radiator drain valve in order to drain the cooling system outside of the body.

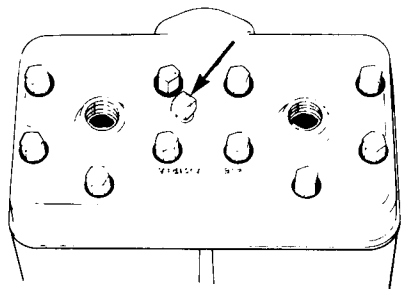
Open the drain valve.

◆ **WARNING:** Be careful not to burn yourself on the exhaust system.



▼ **CAUTION:** To prevent rust formation in the cooling system, always replenish the system with the recommended solution (60% anti-freeze 40% water).

To refill the cooling system, unscrew the plug on top of the cylinder head, then slowly pour the liquid into the coolant tank until it reaches the plug hole in the cylinder head. Re-install the plug. Continue to pour the liquid in the coolant tank until the coolant level reaches 19-25 mm (3/4-1 in.) below filler neck of reservoir.



With the pressure cap removed, start engine to allow the coolant to circulate and let it run until normal temperature is reached.

◆ **WARNING:** Keep hands away from revolving engine fan.

Stop engine.

Then re-check coolant level. Ensuring that it is 19-25 mm (3/4 in.) below filler neck of reservoir.

Tracks

Inspect tracks for cuts, missing track inserts and/or guides and broken rods. Make any necessary replacement. Lift rear of vehicle until tracks are clear of ground then support with brace or trestle. The snowmobile should be stored in such a way that tracks does 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.

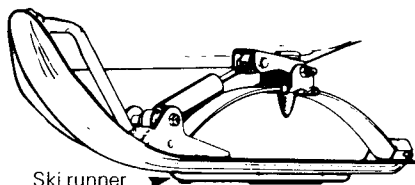
▼ **CAUTION:** To prevent track damage, temperature in the storage area must not exceed 38°C (100°F).

Suspension

Remove any dirt or rust. Grease idler wheels at grease fittings. Wipe off surplus. Replace worn slider shoes.

Skis Assembly

Wash or brush all dirt or rust accumulation from skis and springs. Grease ski legs at grease fittings. Check condition of skis, ski runners and leaf springs. Replace if weak or worn more than half.



Apply metal protector on ski assembly. If unavailable, wipe the entire ski with cloth soaked in oil to prevent rust formation.

Controls

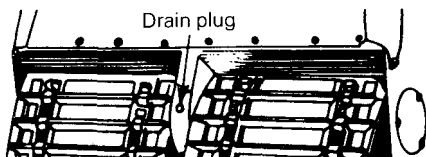
Lubricate steering mechanism. Inspect all components for tightness, (spring coupler bolts, steering arm locking bolts, tie rods, ball joints, etc.). Tighten if necessary. Oil metal moving joints of the brake mechanism.

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

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

Gearbox

Drain gearbox and refill to dipstick full mark with fresh Bombardier chaincase oil (drain plug is located beneath frame).



Driven Pulley

Remove pulley guard and drive belt.

Thoroughly clean the driven pulley shaft. Apply a light coat of low-temperature grease on shaft. Activate the sliding half several times to distribute grease on shaft. Activate the sliding half several times to distribute lubricant. Spray internal pulley surfaces with metal protector.

○ **NOTE:** Leave drive belt **off** during entire storage period.

Drive Pulley

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

Fuel Tank

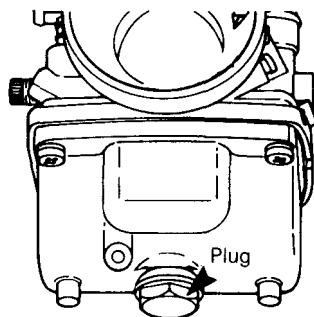
Remove cap then using a syphon, remove the gasoline from tank.

◆ **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.

Carburetor

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

Assure that carburetor inlet fuel line is disconnected. Remove plug of the float chamber. Drain carburetor.



Reinstall plug and connect fuel line.

Cylinder Lubrication

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

○ **NOTE:** This operation should be repeated every 40 days during storage.

Remove the spark plugs. Operate the rewind starter to bring the piston at top position. Pour the equivalent of one spoonful of oil into spark plug hole.

Slowly crank the engine several times using the manual starter. Repeat above steps for other cylinder. Install the spark plugs.

▼ **CAUTION:** To prevent ignition system damage, make sure that the cut-out switch is in the **OFF** position.

Battery

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. Refill if necessary with distilled water. Fully charge battery. **A stored battery must 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. Avoid skin contact with electrolyte.

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

IMPORTANT: Lack of preventive maintenance could void battery warranty.

Chassis

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

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

Inspect top body and repair damage.

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

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

▼ **CAUTION:** If for some reason the snowmobile has to be stored outside it is necessary to cover it with an opaque tarpaulin. This caution will prevent the sun rays 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.

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 servicing dealer. If these services are performed as suggested, your vehicle will give you many hours of fun and low cost use.

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 part or suitable equivalent.

PRE-SEASON PREPARATION CHART

TO BE PERFORMED BY DEALER	●
TO BE PERFORMED BY OWNER	○
Change spark plugs	○
Check gearbox oil level	○
Check pulleys, verify components and clean. Lubricate driven pulley	●
Check steering alignment and ski runner condition	○
Clean fuel filter (located in fuel tank)	○
Lubricate suspension	●
Check track tension and alignment	○
Inspect drive belt and install	○
Check throttle cable for damage and free operation	○
Inspect brake condition and operation	●
Inspect oil seals for possible cuts or leaks	●
Test battery, clean and install	●
Check electrical wiring (broken wire, damaged insulation)	○
Check coolant level and condition	○
Check tightness of all bolts, nuts and linkage	○
Refill gas tank, injection oil reservoir, rotary valve reservoir	○
Adjust carburetor and injection pump	●
Check fan belt condition and tension	○

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 and fill up with correct fuel. Check for possible clogging of fuel line, item 4.
	2. Flooded engine	Remove wet spark plugs, turn ignition to OFF and crank engine several times. Install clean dry spark plugs. Start engine following usual starting procedure. If engine continues to flood, see your dealer.
	3. Spark plug/ignition	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 dealer.
	4. Clogged fuel line (water or dirt)	Remove and clean the fuel filter. Change filter cartridge if necessary. Check condition and connections of fuel lines. Check the cleanliness of fuel tank.
	5. Incorrect carburetor adjustment	Contact your dealer.
	6. Incorrect injection pump adjustment	See your dealer.
	7. Engine timing	Engine timing may be defective or out of adjustment. Contact your dealer.
	8. 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.

SYMPTOMS	POSSIBLE CAUSES	WHAT TO DO
Engine is slow to warm up	1. Thermostat remains open	Replace the thermostat.
	1. Defective temperature sending unit or dash unit	Check for failure and replace if necessary.
Engine is overheating	1. Low engine coolant level	Check and fill to specifications if necessary.
	2. Thermostat remains close	Replace the thermostat.
	3. Air lock in the cooling system	Check and bleed the system if necessary.
	4. Retarded ignition timing	Contact your dealer.
	5. Damaged, rotted or collapsed water hose	Check and replace if necessary.
	6. Exterior of radiator obstructed by foreign object	Check and clean if necessary.
Engine lacks acceleration or power	1. Fouled 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 dealer.
	4. Faulty 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 dealer.
	5. Engine	If unable to located specific symptoms, contact your 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 dealer.
	3. Engine timing incorrectly set	Contact your dealer.

SYMPTOMS	POSSIBLE CAUSES	WHAT TO DO
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. Faulty engine	Check item 1 to 5 of "Engine lacks acceleration or power".
	4. Pulley misaligned	Contact your dealer.
Battery under-charging or overcharging		
Fan belt	1. Fan-belt slipping	Readjust the tension of belt. If trouble persists contact your dealer.
Battery	1. Not enough or bad electrolyte	Supply, remeasuring specific gravity.
	2. Sulphated plate (Shorted circuit)	Change battery.
	3. Insufficient in contact due to corroded terminal	Tightening after cleaning.

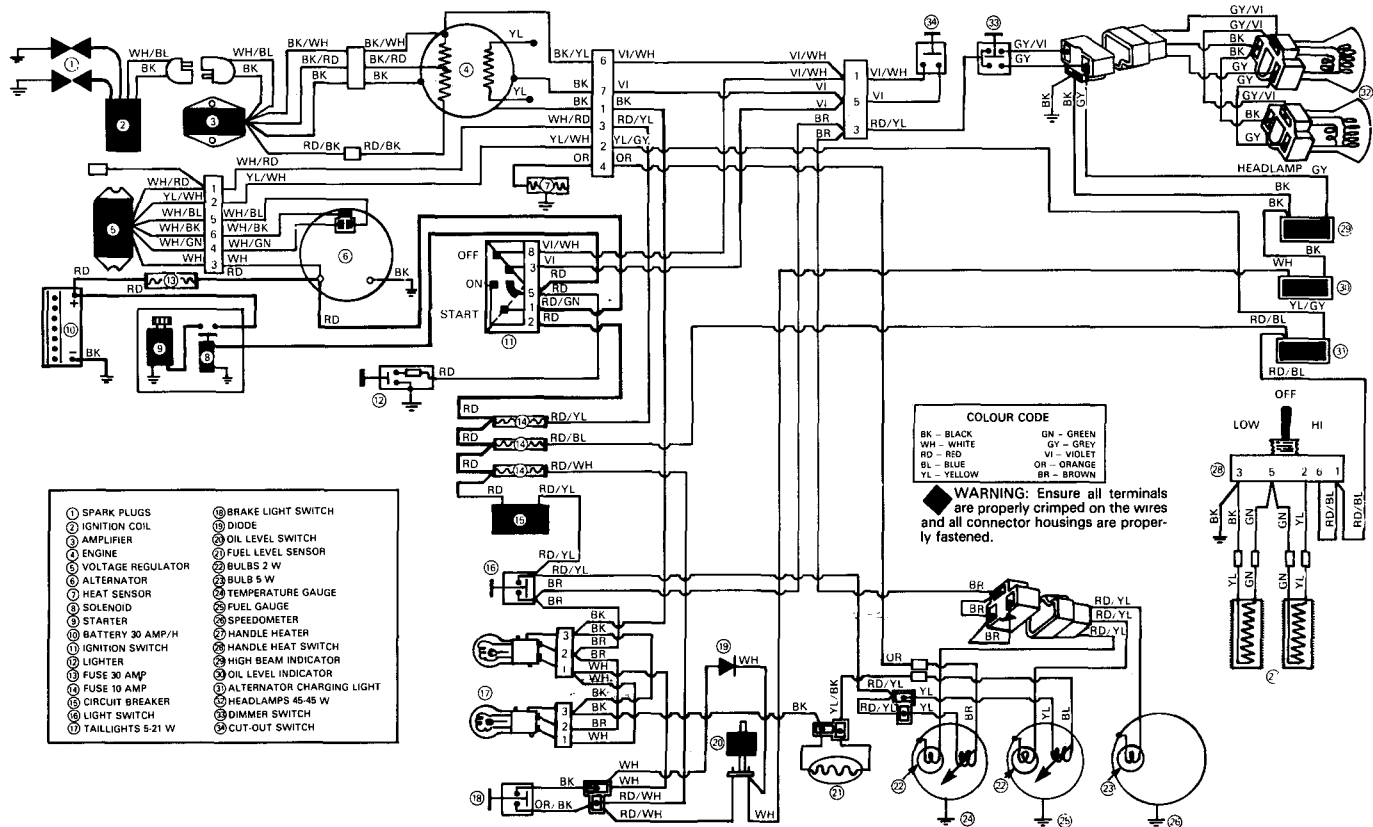
SPECIFICATIONS — ELITE

ENGINE No. of cylinders Bore Stroke Displacement Compression ratio (corrected) Carburetor type Carburetor adjustment — air screw — idle speed Engine head nuts (torque) Coolant level Cooling system — SI* — Imp. — U.S. Thermostat Radiator pressure cap Fan belt free-play	2 69.5 mm (2.736 in.) 61 mm (2.401 in.) 462.8 cm ³ (28.2 in. ³) 7:1 VM-34 1 turn \pm 1/8 1800-2000 R.P.M. 39 N•m (28 ft-lbs) 19-25 mm (3/4-1 in.) below filler neck 6.2 liters 220 oz. 211 oz. 43°C (110°F) 13 lbs 6 mm (1/4 in.)
CHASSIS Overall length Overall width Overall height w/o windshield & roll bar Ski stance (center to center) Ski alignment (toe out) Mass (weight) Bearing area Ground pressure	271.8 cm (107 in.) 113 cm (44 1/2 in.) 101.6 cm (40 in.) 87.6 cm (34 1/2 in.) 3 mm (1/8 in.) 360 kg (805 lbs) 13896 cm ² (2154 in. ²) 2.57 kPa (.373 lbs/in. ²)
POWER TRAIN Track dimensions Track tension Track alignment Std gear/ratio Gearbox oil level Drive belt (minimum width)	38.1 cm (15 in.) x 304.8 cm (120 in.) 13 mm (1/2") gap that should exist between slide shoe and bottom inside of track Equal distance between edges of track and frame 17/38 Up to the gauge full mark 3 cm (1 3/16")

ELECTRICAL	
Alternator output	35 amp (420 watts)
Lighting system (output)	12 volts
Headlamp bulb	45/45 W
Tail/stop light	5/21 W
Spark plug (Bosch)	W 275 T2
Spark plug (gap)	0.40 mm (.016 in.)
Advanced ignition timing (B.T.D.C.)	2.52 mm (0.099 in.) @ 6000 R.P.M. (engine cold)
Main fuse battery	30 Amp.
Gauges alternator, headlamp, taillight fuse	10 Amp.
Brake light fuse	10 Amp.
Heater grips fuse	10 Amp.
FUEL	
Tank capacity — SI*	30.7 liters
— Imp.	6.75 gals
— U.S.	8.1 gals
Injection oil capacity	
— SI*	2.3 liters
— Imp.	80 oz
— U.S.	77 oz
Gasoline	Regular (leaded or unleaded)
BRAKE	
Brake type	Disc, self-adjusting
Brake adjustment (control lever)	13 mm (1/2") minimum distance from handlebar grip when fully applied
Brake lining (minimum thickness)	3 mm (1/8")

*International Standard

Bombardier Limitée 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 on its product previously manufactured.



SI* METRIC INFORMATION GUIDE

BASE UNITS

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

PREFIXES

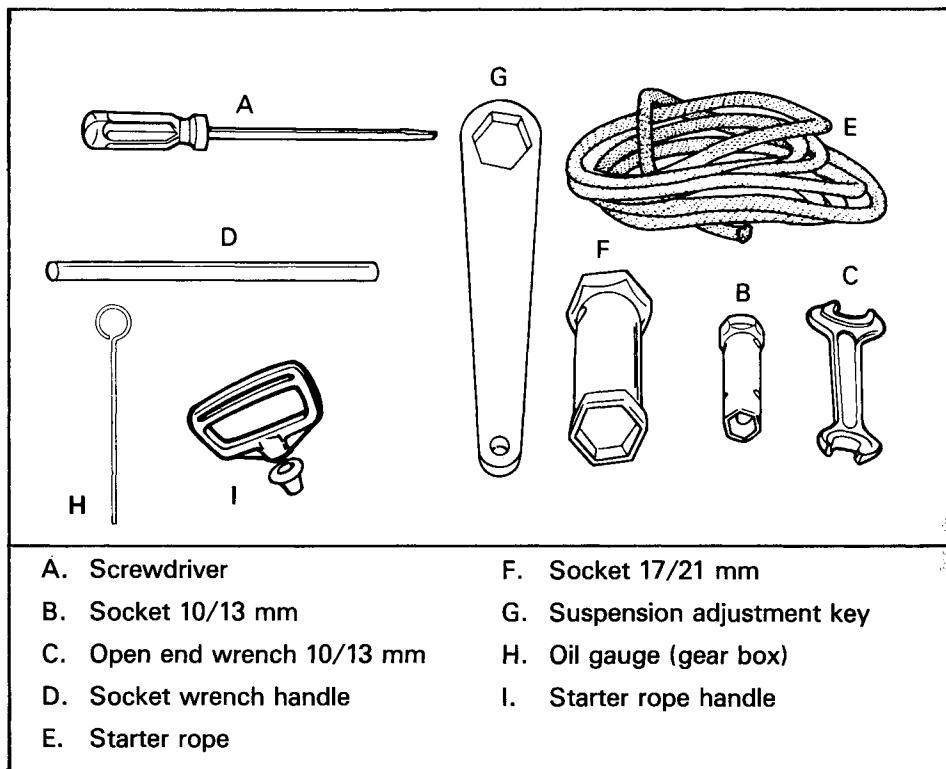
PREFIX	SYMBOL	MEANING	VALUE
kilo	k	one thousand	1,000
centi	c	one hundredth of a	0.01
milli	m	one thousandth of a	0.001

*THE INTERNATIONAL SYSTEM OF UNITS (SYSTEME INTERNATIONAL) ABBREVIATES "SI" IN ALL LANGUAGES.

TOOLS

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

Standard Tools



This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

CHANGE OF ADDRESS AND OWNERSHIP

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

CHANGE OF ADDRESS

VEHICLE IDENTIFICATION NUMBER

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

OLD ADDRESS:

NAME		
NO	STREET	APT
CITY	STATE	ZIP / POSTAL CODE

NEW ADDRESS:

NAME		
NO	STREET	APT
CITY	STATE	ZIP / POSTAL CODE

CHANGE OF OWNERSHIP

VEHICLE IDENTIFICATION NUMBER

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

The ownership of this vehicle is transferred

FROM:

NAME		
NO	STREET	APT
CITY	STATE	ZIP / POSTAL CODE

TO:

NAME		
NO	STREET	APT
CITY	STATE	ZIP / POSTAL CODE



BOMBARDIER LIMITÉE
ATT.: WARRANTY DEPARTMENT
VALCOURT, QUEBEC
CANADA, J0E 2L0

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BOMBARDIER LIMITÉE
ATT.: WARRANTY DEPARTMENT
VALCOURT, QUEBEC
CANADA, J0E 2L0

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