

# TABLE OF CONTENTS

<b>DRIVE BELT</b> .....	<b>05-02-1</b>
ROTATION DIRECTION .....	05-02-1
DRIVE BELT DEFLECTION MEASUREMENT .....	05-02-2
DEFLECTION ADJUSTMENT .....	05-02-3
<b>DRIVE PULLEY</b> .....	<b>05-03-1</b>
<b>TRA</b> .....	<b>05-03-1</b>
GENERAL .....	05-03-2
REMOVAL .....	05-03-2
DISASSEMBLY .....	05-03-3
CLEANING .....	05-03-4
INSPECTION .....	05-03-5
ASSEMBLY .....	05-03-5
INSTALLATION .....	05-03-8
DRIVE PULLEY ADJUSTMENT .....	05-03-9
<b>DRIVEN PULLEY</b> .....	<b>05-04-1</b>
REMOVAL .....	05-04-3
DISASSEMBLY .....	05-04-3
CLEANING .....	05-04-3
INSPECTION .....	05-04-3
ASSEMBLY .....	05-04-5
INSTALLATION .....	05-04-5
ADJUSTMENT .....	05-04-6
<b>PULLEY DISTANCE AND ALIGNMENT</b> .....	<b>05-05-1</b>
GENERAL .....	05-05-1
GENERAL PROCEDURE .....	05-05-1
PULLEY ALIGNMENT AND DISTANCE SPECIFICATIONS CHART .....	05-05-2
<b>BRAKE</b> .....	<b>05-06-1</b>
<b>HYDRAULIC DISC BRAKE</b> .....	<b>05-06-1</b>
REMOVAL .....	05-06-3
DISASSEMBLY .....	05-06-4
CLEANING .....	05-06-4
INSPECTION .....	05-06-4
ASSEMBLY .....	05-06-4
INSTALLATION .....	05-06-5
ADJUSTMENT .....	05-06-5
BLEEDING .....	05-06-5

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## Section 05 TRANSMISSION

### Subsection 01 (TABLE OF CONTENTS)

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<b>CHAINCASE</b> .....	<b>05-07-1</b>
REMOVAL .....	05-07-2
INSPECTION .....	05-07-2
GEAR RATIO MODIFICATION.....	05-07-2
INSTALLATION .....	05-07-2
DRIVE CHAIN ADJUSTMENT.....	05-07-3
ADJUSTMENT.....	05-07-4

---

<b>GEARBOX</b> .....	<b>05-08-1</b>
<b>3-SPEED GEARBOX</b> .....	<b>05-08-1</b>
REMOVAL .....	05-08-2
DISASSEMBLY .....	05-08-3
INSPECTION .....	05-08-9
ASSEMBLY .....	05-08-9
INSTALLATION .....	05-08-12
OIL LEVEL .....	05-08-12
<b>2-SPEED GEARBOX</b> .....	<b>05-08-13</b>
DISASSEMBLY .....	05-08-14
INSPECTION .....	05-08-14
ASSEMBLY .....	05-08-14
ADJUSTMENT.....	05-08-16
OIL CHANGE.....	05-08-17

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<b>DRIVE CHAIN</b> .....	<b>05-09-1</b>
SILENT CHAIN.....	05-09-1

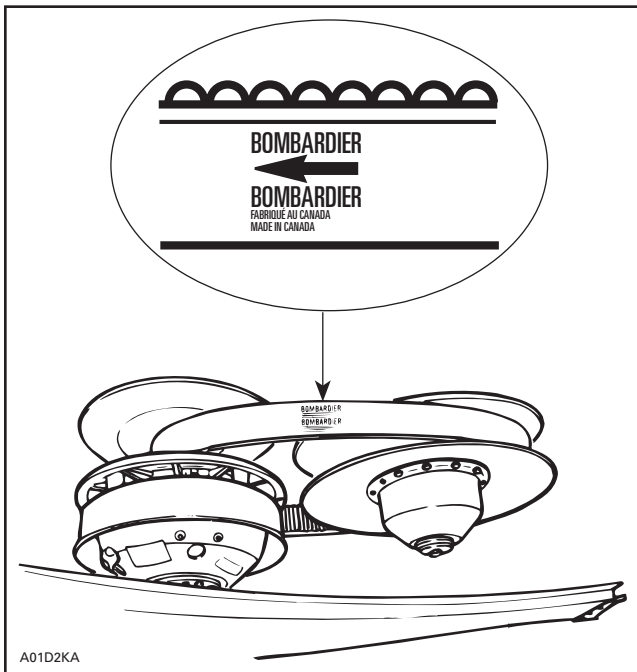
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# DRIVE BELT

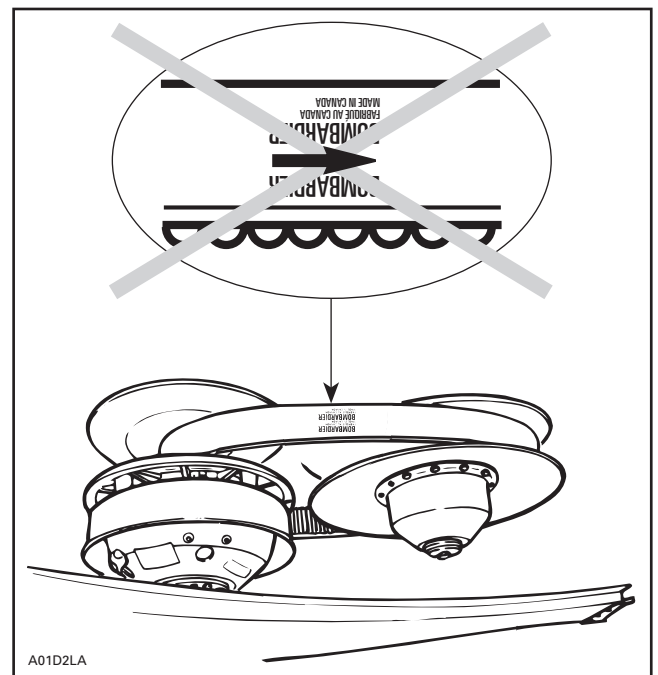
MODEL	PART NUMBER	WIDTH (NEW) ± 0.25 mm (.010 in)	MINIMUM WIDTH (WEAR LIMIT)
FORMULA Z 670	415 106 300	35.56 mm - 0.60 + 0.10 (1.378 in - .024 + .004)	33.00 mm (1.299 in)
SUMMIT X 670, FORMULA DLX 670 AND MX Z 670 HO	417 300 067	35.56 mm - 0.60 + 0.10 (1.378 in - .024 + .004)	33.00 mm (1.299 in)
SUMMIT 500, GRAND TOURING 500/583, FORMULA Z 500/DLX 500/Z 583/DLX 583 AND MX Z 500	414 860 700	35.30 mm (1.390 in)	32.30 mm (1.272 in)
SKANDIC WT/SWT/WT LC	414 633 800	34.60 mm (1.362 in)	32.00 mm (1.260 in)
MX Z 440	415 060 600	34.70 mm (1.366 in)	32.30 mm (1.272 in)

## ROTATION DIRECTION

The maximum drive belt life span is obtained when the drive belt is installed as shown. This will ensure that correct direction of rotation is respected.



**CORRECT**



**INCORRECT**

**NOTE:** For used drive belt, mark and reinstall in the same position.

## Section 05 TRANSMISSION

### Subsection 02 (DRIVE BELT)

## DRIVE BELT DEFLECTION MEASUREMENT

**NOTE:** The drive belt deflection measurement must be performed each time a new drive belt is installed.

**NOTE:** To obtain an accurate drive belt deflection measurement, it is suggested to allow a break-in period of 50 km (30 mi).

Before checking the belt deflection, ensure vehicle has the proper belt (Refer to the application chart).

Adjust pulley distance and alignment. Refer to 05-05 PULLEY DISTANCE AND ALIGNMENT.

To obtain maximum vehicle performance, the belt tension must be adjusted according to specifications shown in the accompanying chart.

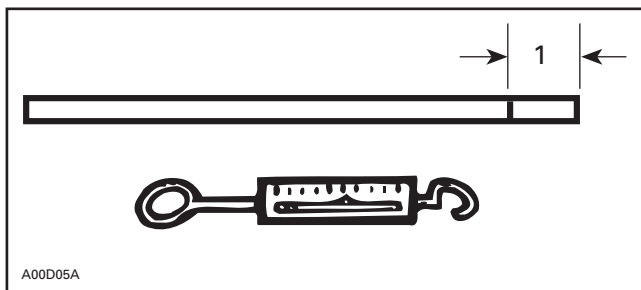
MODEL	DEFLECTION mm (in)	FORCE kg (lb)	HEIGHT <sup>†</sup> OVER DRIVEN PULLEY
All models	32 ± 5 (1-1/4 ± 13/64)	11.3 (25)	0 - 1.5 mm (0 - 1/16")

<sup>†</sup> FOR REFERENCE ONLY

### To Check Tension

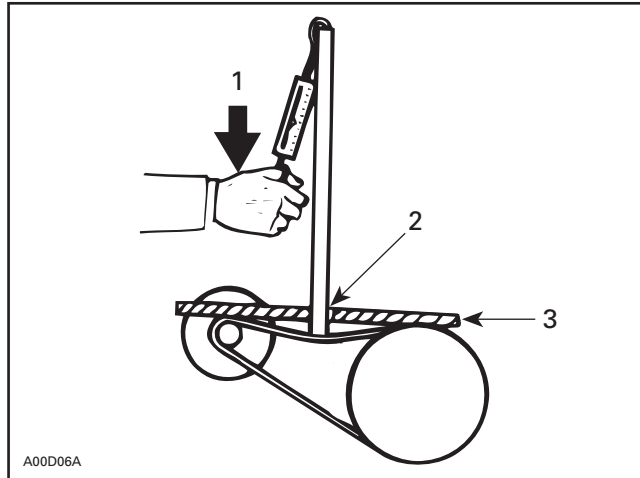
Position a reference rule on drive belt.

### Wooden Stick and Spring Scale Method



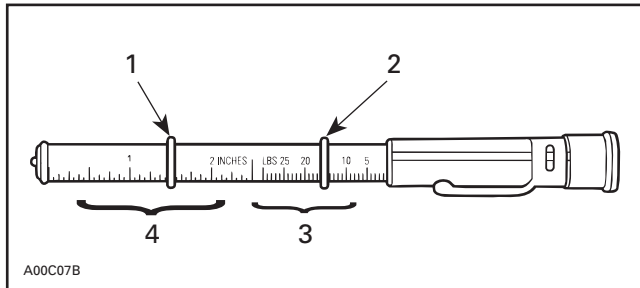
1. Mark specified deflection

Using spring scale and stick, apply specified force on drive belt halfway between pulleys as shown.



1. Force  
2. Read deflection here  
3. Reference rule

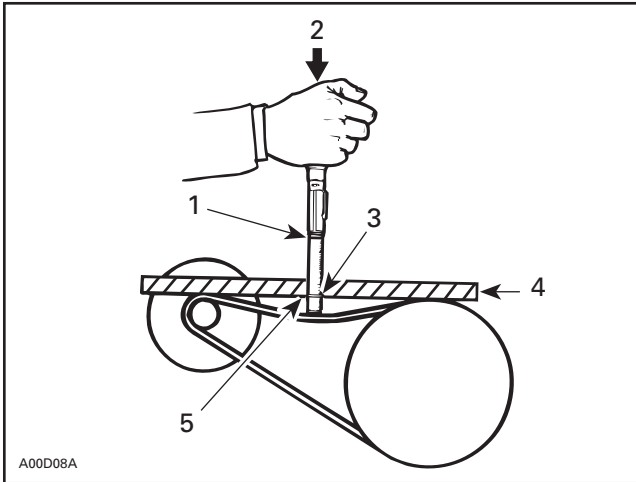
Or use the belt tension tester (P/N 414 348 200).



1. Lower O-ring  
2. Upper O-ring  
3. Force (read down)  
4. Deflection (read up)

1. Slide lower O-ring of tester to specified deflection.
2. Slide upper O-ring of tester until reaching mark 0 (zero).
3. Apply pressure until lower O-ring is flush with edge of rule and read force on the upper scale at top edge of O-ring.





- 1. Upper O-ring — force
- 2. Force applied
- 3. Lower O-ring — deflection
- 4. Reference rule
- 5. Deflection

## DEFLECTION ADJUSTMENT

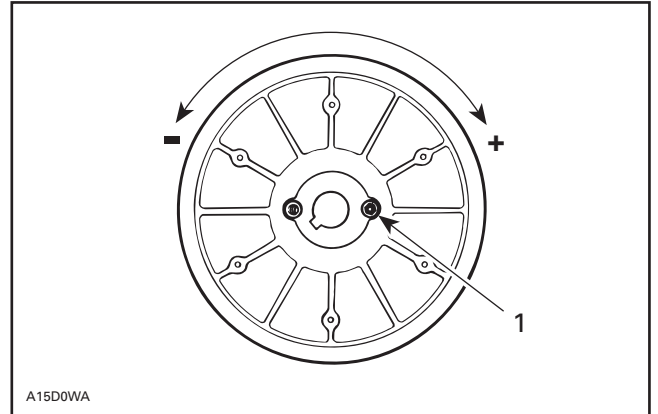
### **S-Series**

Adjust pulley distance according to specification, refer to PULLEY DISTANCE AND ALIGNMENT 05-05, then adjust drive belt deflection using Allen screws, as shown.

To increase deflection: turn Allen screws clockwise.

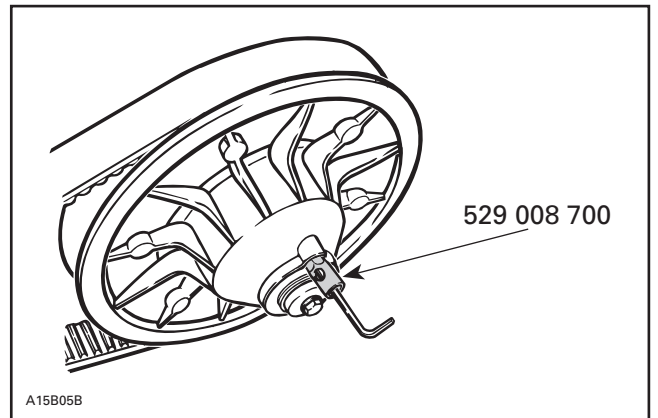
To decrease deflection: turn Allen screws counterclockwise.

**NOTE:** Turn Allen screws 1/4 turn at a time, then rotate driven pulley to allow drive belt to settle in pulley. Check deflection, repeat as required.



- 1. Allen screw with jam nut

Allen screws should be restrained while tightening jam nut to prevent throwing adjustment out. Use drive belt tension adjuster (P/N 529 008 700).



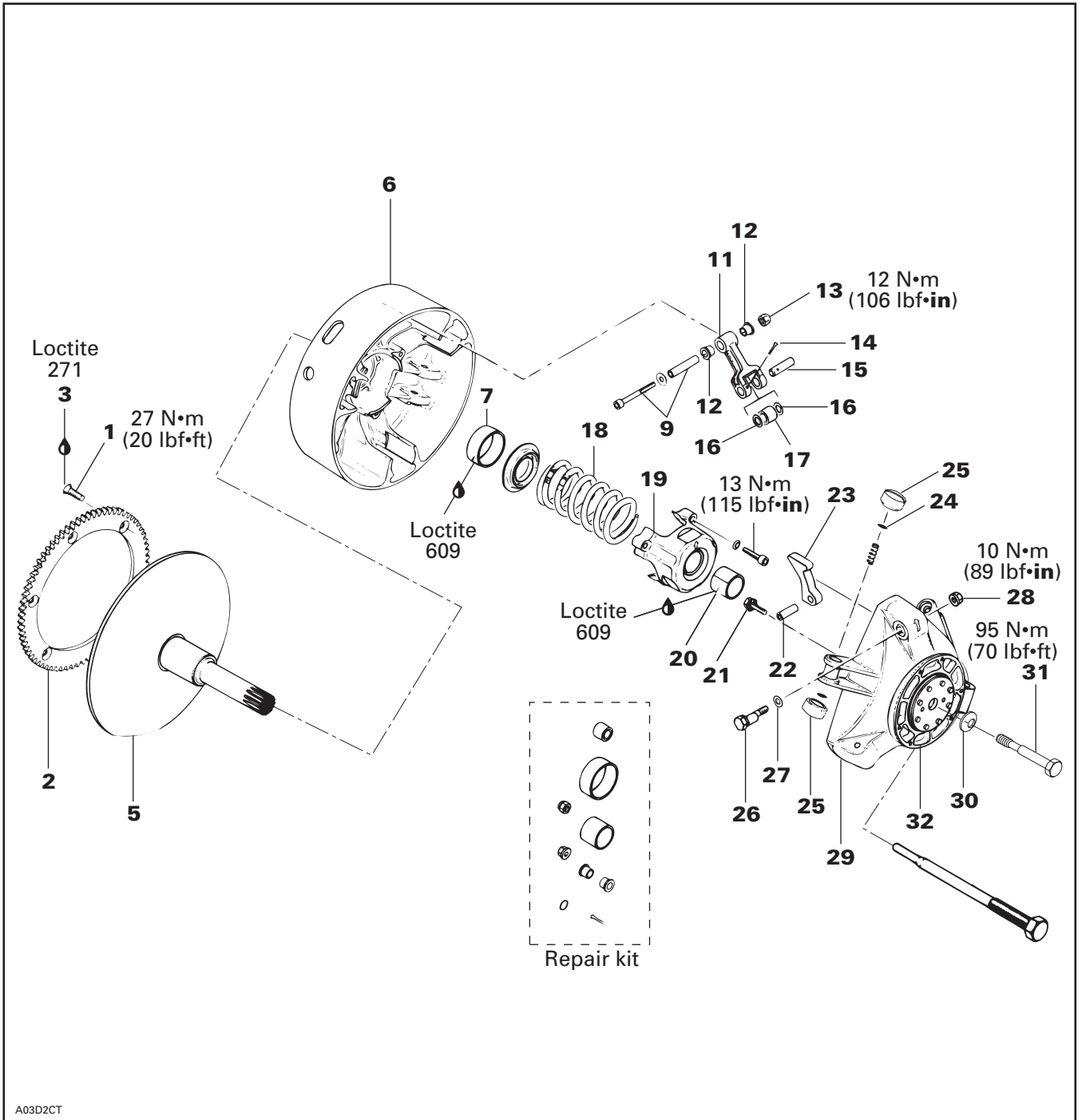
Restrain Allen screws with the wrench and tighten nut with the socket using socket handle provided in tool box.

# DRIVE PULLEY

## TRA

All Models

NOTE: This is a lubrication free drive pulley.



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## Section 05 TRANSMISSION

### Subsection 03 (DRIVE PULLEY)

## GENERAL

Some drive pulley components (return spring, ramp) can be changed to improve vehicle performance in high altitude regions. The *High Altitude and Sea Level Technical Data Booklet* (P/N 484 300 003 and 484 054 500 for binder) gives information about calibration according to altitude.

### ▼ CAUTION

Such modifications should only be performed by experienced mechanics since they can greatly affect vehicle performance. Verify spring specifications before installation. Do not only refer to the spring color code.

**NOTE:** TRA drive pulley stands for Total Range Adjustable drive pulley.

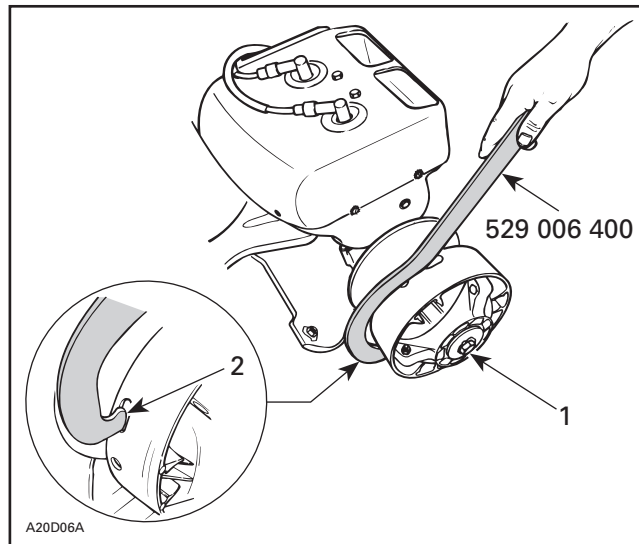
### ◆ WARNING

Any drive pulley repairs must be performed by an authorized Bombardier snowmobile dealer, or other such qualified person. Sub-component installation and assembly tolerances require strict adherence to procedures detailed.

## REMOVAL

### 30,31, Conical Spring Washer and Screw

Use holder (P/N 529 006 400).



#### TYPICAL

1. Retaining screw
2. Insert in any slot

### ◆ WARNING

Never use any type of impact wrench at drive pulley removal and installation.

Remove retaining screw.

To remove drive pulley ass'y and/or fixed half from engine, use puller (P/N 529 007 900) for 443, 503 and 583 engines. Use puller (P/N 529 022 400) for 494 and 670 engines.

### ▼ CAUTION

These pulleys have metric threads. Do not use imperial threads puller. Always tighten puller by hand to ensure that the drive pulley has the same type of threads (metric vs imperial) prior to fully tightening.


#### To Remove Drive Pulley Ass'y:

Retain drive pulley with clutch holder.

Install puller in pulley shaft then tighten.

**DISASSEMBLY**

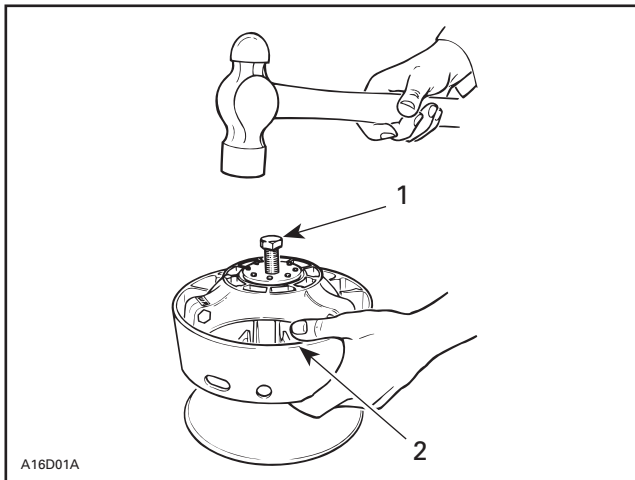
**1,2, Screw and Ring Gear**

 <b>CAUTION</b>
Retaining screws must be heated before disassembly.

**5,6, Fixed and Sliding Half**

 <b>CAUTION</b>
Do not tap on governor cup.

Screw puller into fixed half shaft about 13 mm (1/2 in). Raise drive pulley and hold it by the sliding half while knocking on puller head to disengage fixed half.



1. Puller
2. Holding sliding half


**NOTE:** No components marking is required before disassembling this drive pulley since it has factory mark and arrows as indexing reference.

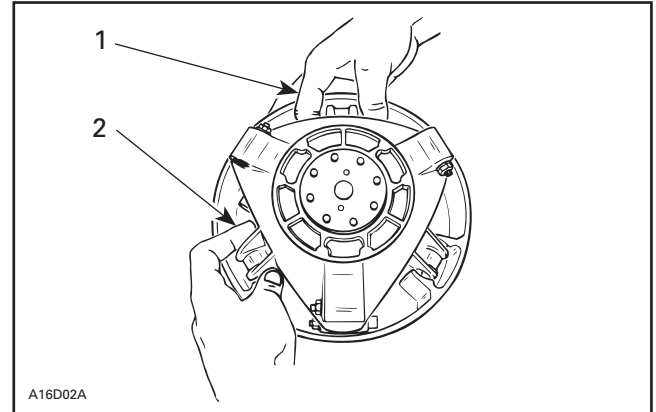
**25,29, Slider Shoe and Governor Cup**

Carefully lift governor cup until slider shoes come at their highest position into guides.

Hold a slider shoe set then carefully lift its housing and remove slider shoes. Proceed the same way for other housings lifting one at a time.

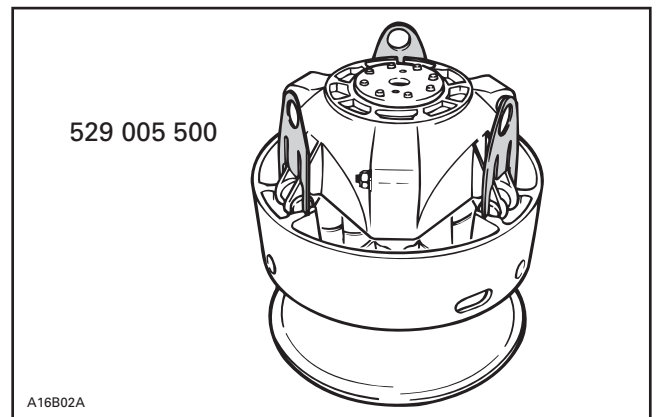
**32, Cushion Drive**

 <b>CAUTION</b>
Do not disassemble cushion drive. Governor cup and cushion drive are factory balanced as an assembly.




1. Hold slider shoes
2. Lift one housing at a time

**NOTE:** To ease disassembly, forks (P/N 529 005 500) should be used to hold slider shoes prior to removing governor cup.



**19, Spring Cover Ass'y**

It is pushed by clutch spring pressure.

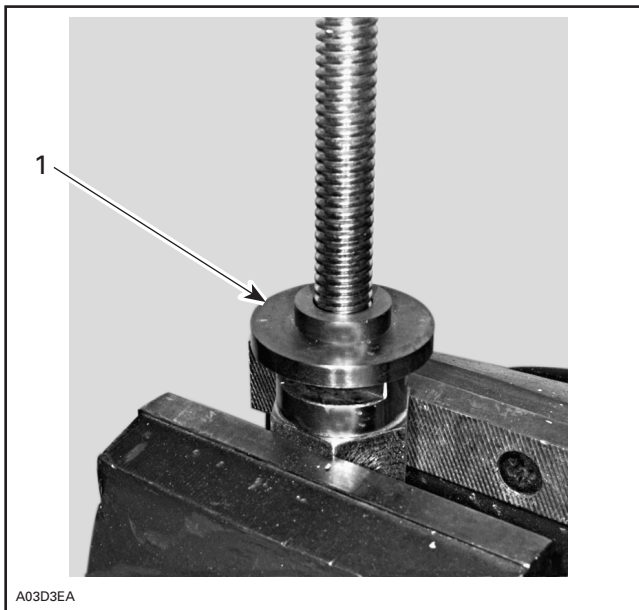
 <b>WARNING</b>
Clutch spring is very strong. Never attempt to remove spring cover without the recommended tools.

Use spring compressor (P/N 529 035 524).

## Section 05 TRANSMISSION

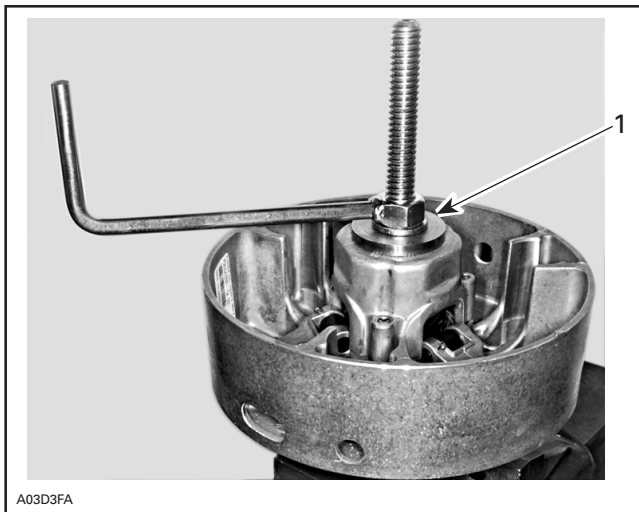
### Subsection 03 (DRIVE PULLEY)

Install support guide.



1. Support guide

Install sliding half then a second support guide. These support guides will prevent bushing damages.



1. Support guide

Remove 3 Allen screws retaining spring cover then unscrew compressor.

## CLEANING

### 5,6, Fixed and Sliding Half

Clean pulley faces and shaft with fine steel wool and dry cloth.

### 5, Fixed Half and Crankshaft End

Parts must be at room temperature before cleaning.

Using a paper towel with cleaning solvent, clean crankshaft tapered end and the taper inside the fixed half of the drive pulley, crankshaft threads and retaining screw threads.

#### ◆ WARNING

This procedure must be performed in a well-ventilated area.

#### ▼ CAUTION

Avoid contact between cleaner and crankshaft seal because damage may occur.

Remove all hardened oil deposits that have baked on crankshaft and pulley tapered surfaces with coarse or medium steel wool and/or sand paper no. 600.

#### ▼ CAUTION

Do not use any other type of abrasive.

Reclean mounting surfaces with paper towel and cleaning solvent.

Wipe off the mounting surfaces with a clean, dry paper towel.

#### ▼ CAUTION

Mounting surfaces must be free of any oil, cleaner or towel residue.

### 7,20, Bushing

Only use petrol base cleaner when cleaning bushings.

#### ▼ CAUTION

Do not use acetone to clean bushing.

## INSPECTION

Drive pulley should be inspected annually.

### 16,17, Thrust Washer and Roller

Check roller for roundness of external diameter. Check thrust washer for thickness wear. Replace as required.

#### ▼ CAUTION

Ensure rollers are in good condition. Replace as required.

### 9,12, Fitting Bolt Ass'y and Flanged Bushing

Check for wear, replace as required. When installing old style flanged bushing (made of black plastic), use a size "O" (letter) drill bit to ream inside diameter.

### 24,25, O-Ring and Slider Shoe

Check if O-rings are cracked, cut or crushed. Replace as required.

Check slider shoes for wear. Replace if groove is not apparent on top.

### 5,29, Fixed Half and Governor Cup

Inspect splines and free play between both parts. Maximum free play is 0.5 mm (.020 in) measured at calibration screw radius. Replace if required.

### 7,20, Sliding Half and Spring Cover Bushing

Visually inspect coating. Replace if worn.

#### Sliding Half Bushing Replacement

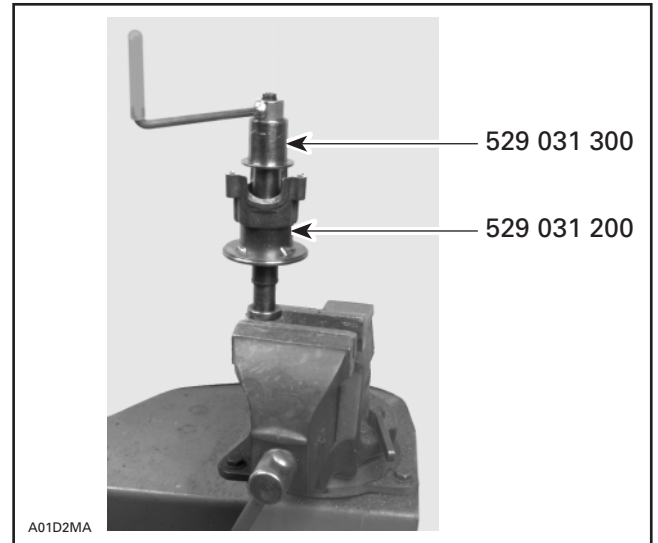
This bushing is not replacable. If worn out, replace sliding half ass'y.

#### Spring Cover Bushing Replacement

Under normal use there is no need to replace this bushing.

Mount compressor (P/N 529 035 524) in a vise.

Use tools (P/N 529 031 300 and 529 031 200) to remove old bushing.



#### ▼ CAUTION

Bushing must be bonded with retaining compound.

Apply retaining compound Loctite 609 outside of bushing then press it down to counterbore from outside end.

#### ▼ CAUTION

Insert bushing from sliding half side (inner side) of spring cover.

## ASSEMBLY

**NOTE:** This drive pulley is lubrication free. Do not lubricate any component.

### 1,2,3, Screw, Ring Gear and Loctite 271

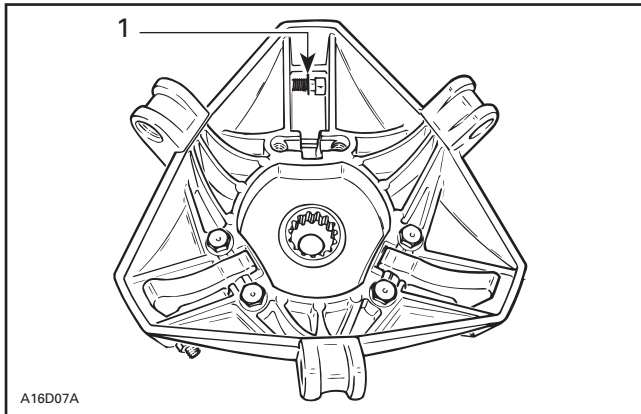
Apply Loctite 271 (P/N 413 702 900) on threads and then torque to 27 N•m (20 lbf•ft).

## Section 05 TRANSMISSION

### Subsection 03 (DRIVE PULLEY)

#### 26,27,28, Calibration Screw, Washer and Locking Nut

When installing calibration screw, make sure to install washer as shown.



1. Washer

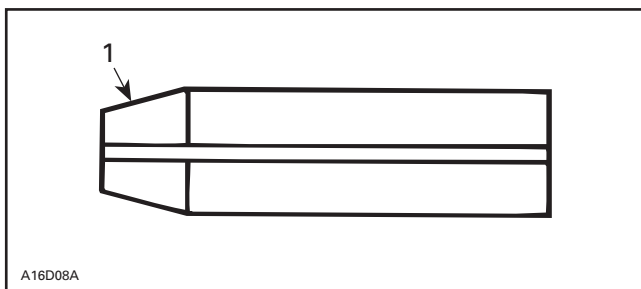
Torque locking nut to 10 N•m (89 lbf•in).

#### 15, Pin

Always use the same type of pin as originally installed when servicing. Different types have different weights for calibration purpose. Refer to TECHNICAL DATA 10-03.

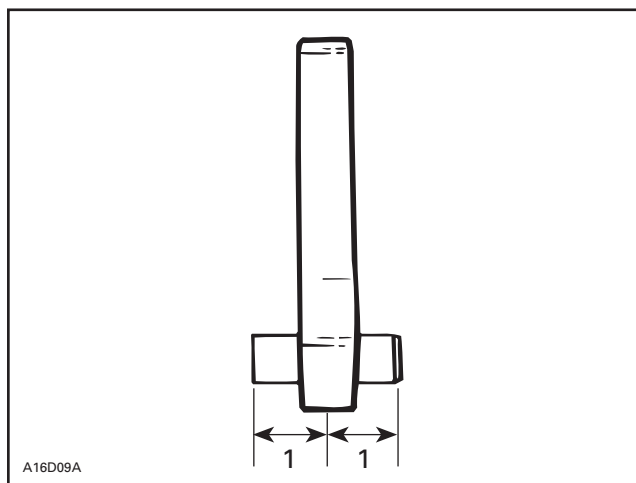
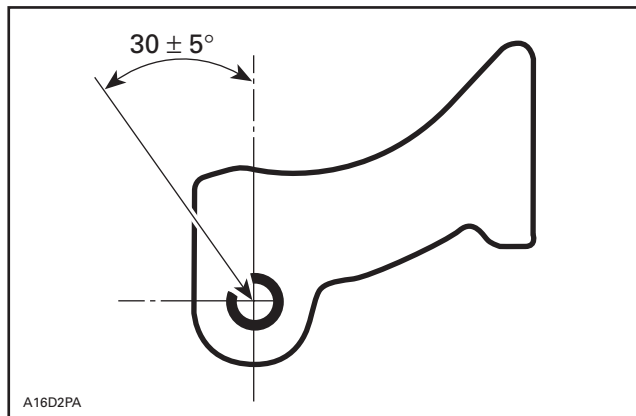
#### 21,22,23, Ramp, Dowel Tube and Screw

Insert dowel tube from chamfered side. Make sure ramp is centered on dowel tube.



1. Chamfered side

Position dowel tube split at the illustrated angle.



1. Equal distance

Torque screws to 10 N•m (89 lbf•in).

#### 9,11,13,14, Screw, Lever Ass'y, Nut and Cotter Pin

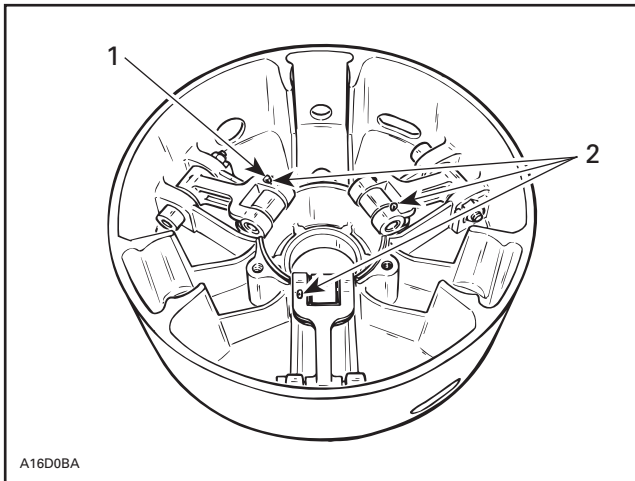
Always install lever assemblies so that cotter pins are on the shown side. Besides install cotter pin head on top when lever is sat at bottom of sliding half. Bend cotter pin ends to sit perfectly against lever.

### ◆ WARNING

Whenever replacing centrifugal levers, always replace all 3 at the same time. Otherwise, clutch misbalancing will occur because of levers difference.



**Section 05 TRANSMISSION**  
Subsection 03 (DRIVE PULLEY)



1. Head on top
2. All on the same side

**▼ CAUTION**

Lever assemblies must be installed so that cotter pins are on the same side.

Torque nuts to 12 N•m (106 lbf•in).

**▼ CAUTION**

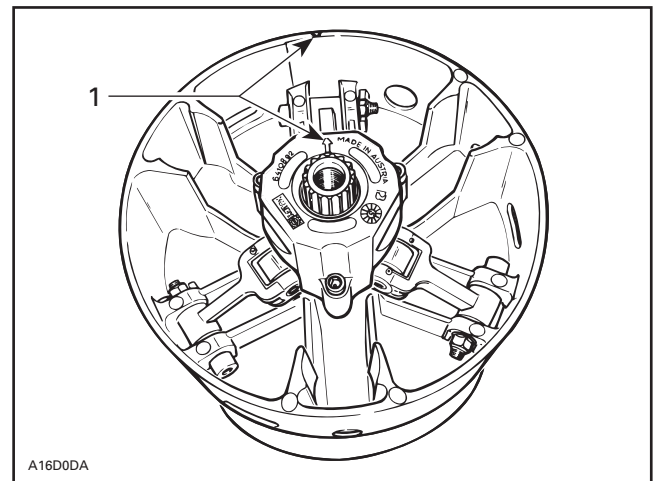
Lever ass'y and rollers must move easily after installation.

**5,6,18,19, Fixed Half, Sliding Half, Spring, Spring Cover and Screw**

To install spring cover, use spring compressor (P/N 529 035 524).

Assemble fixed and sliding halves. Note that fixed halves have different cone angle. Match cone angle with crankshaft.

Lift sliding half against spring cover and align spring cover arrow with sliding half mark.

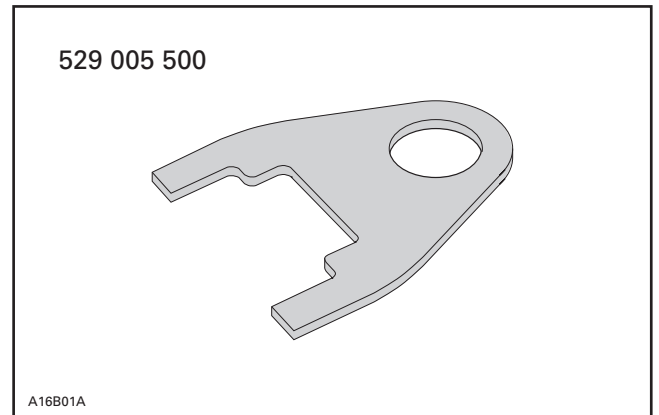


1. Align

Install and torque screws to 13 N•m (115 lbf•in).

**6,25,29, Sliding Half, Slider Shoe and Governor Cup**

To install governor cup, use following tool:



Insert spring and slider shoes into governor cup so that groove in each slider shoe is vertical to properly slide in guides.

**▼ CAUTION**

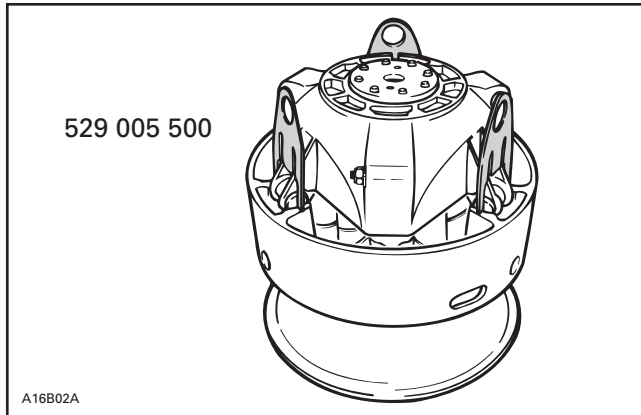
Make sure O-rings are installed on slider shoes and their grooves are positioned vertically.



## Section 05 TRANSMISSION

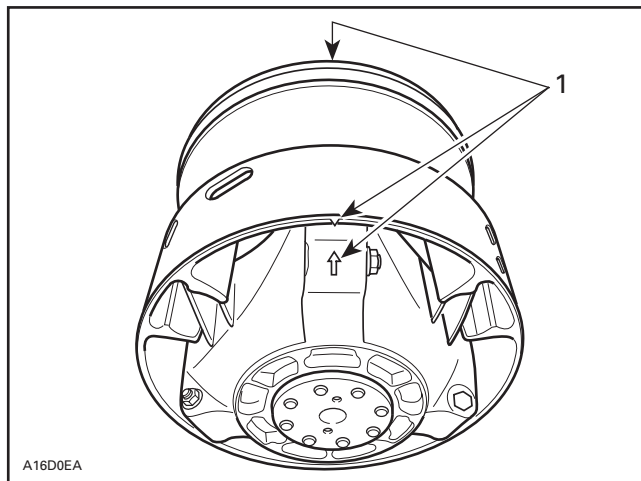
### Subsection 03 (DRIVE PULLEY)

Install fork (P/N 529 005 500) into slider shoe grooves to maintain them for governor cup installation. Proceed on 3 set of slider shoes.



Make sure to align governor cup arrow with sliding half and fixed half mark.

**NOTE:** If fixed half has no mark, align governor cup mark with segment no. 1 of inner half. Segments are identified on engine side.



1. Align

Carefully slide governor cup into sliding half. Align mark of governor cup with mark of fixed half.

Remove forks and push governor cup so that its splines engage with fixed half shaft splines.

### ▼ CAUTION

Make sure splines of both parts are fully engaged.

## INSTALLATION

### ◆ WARNING

Do not apply anti-seize or any lubricant on crankshaft and drive pulley tapers.

### ◆ WARNING

Never use any type of impact wrench at drive pulley removal and installation.

Clean mounting surfaces as described in **CLEANING** above.

### Drive Pulley Ass'y

The installation procedure must be strictly adhered to as follows.

Install drive pulley on crankshaft extension.

Install conical washer with its concave side towards drive pulley then install screw.

### ◆ WARNING

Never substitute conical washer and/or screw with jobber ones. Always use Bombardier genuine parts for this particular case.

Use holder. See removal procedure.

Torque screw to 90 to 100 N•m (66 to 74 lbf•ft).

Install drive belt and guard.

Raise and block the rear of the vehicle and support it with a mechanical stand.

### ◆ WARNING

Ensure that the track is free of particles which could be thrown out while track is rotating. Keep hands, tools, feet and clothing clear of track. Ensure nobody is standing near the vehicle.

Accelerate the vehicle at low speed (maximum 30 km/h (20 MPH) and apply the brake, repeat 5 times.

Recheck the torque of 90 to 100 N•m (66 to 74 lbf•ft).

**◆ WARNING**

After 10 hours of operation the transmission system of the vehicle must be inspected to ensure the retaining screw is properly torqued.

**DRIVE PULLEY ADJUSTMENT**

The drive pulley is factory calibrated to transmit maximum engine power at a predefined RPM. Factors such as ambient temperature, altitude or surface condition may vary this critical engine RPM thus affecting snowmobile efficiency.

This adjustable drive pulley allows setting maximum engine RPM in the vehicle to maintain maximum power.

Calibration screws should be adjusted so that actual maximum engine RPM in vehicle matches with the maximum horsepower RPM given in TECHNICAL DATA 10.

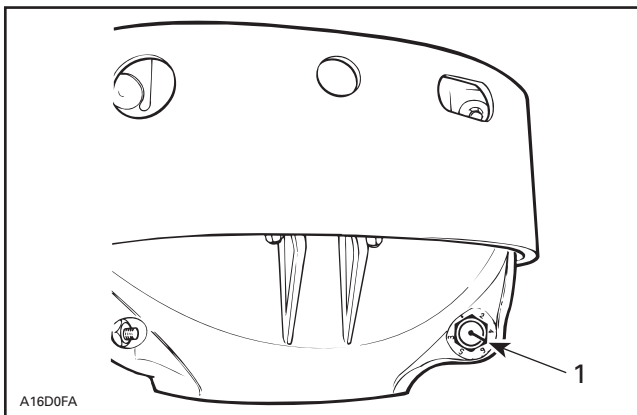
**NOTE:** Use precision digital tachometer for engine RPM adjustment.

**NOTE:** The adjustment has an effect on high RPM only.

To adjust, modify ramp end position by turning calibration screws.

**26,28,29, Calibration Screw, Locking Nut and Governor Cup**

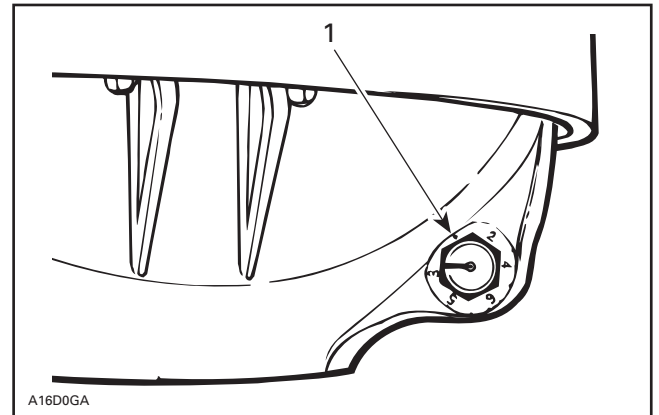
Calibration screw has a notch on top of its head.



1. Notch

Governor cup has 6 positions numbered 2 to 6. Note that in position 1 there is no stamped number (due to its location on casting).

See TECHNICAL DATA 10 for original setting.



1. Position 1 (not numbered)

Each number modifies maximum engine RPM by about 200 RPM.

Lower numbers decrease engine RPM in steps of 200 RPM and higher numbers increase it in steps of 200 RPM.

Example:

Calibration screw is set at position 3 and is changed to position 5. So maximum engine RPM is increased by about 400 RPM.

**To Adjust:**

Just loosen locking nut enough to pull calibration screw **partially** out and adjust to desired position. Do not completely remove the locking nut. Torque locking nuts to 10 N•m (89 lbf•in).

**▼ CAUTION**

Do not completely remove calibration screw otherwise its inside washer will fall off.

**▼ CAUTION**

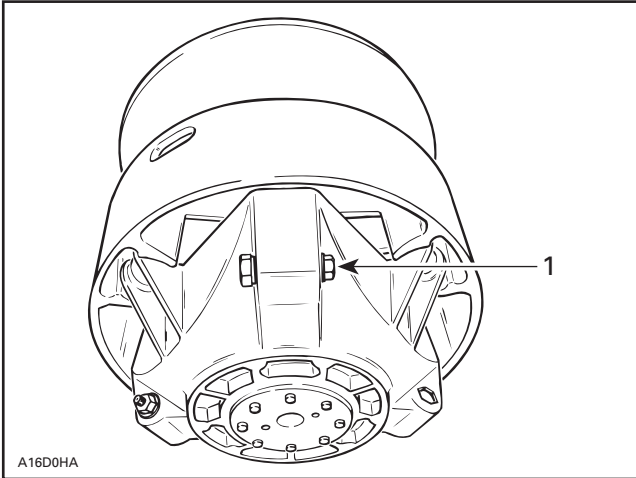
Always adjust all 3 calibration screws and make sure they are all set at the same number.

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## Section 05 TRANSMISSION

### Subsection 03 (DRIVE PULLEY)

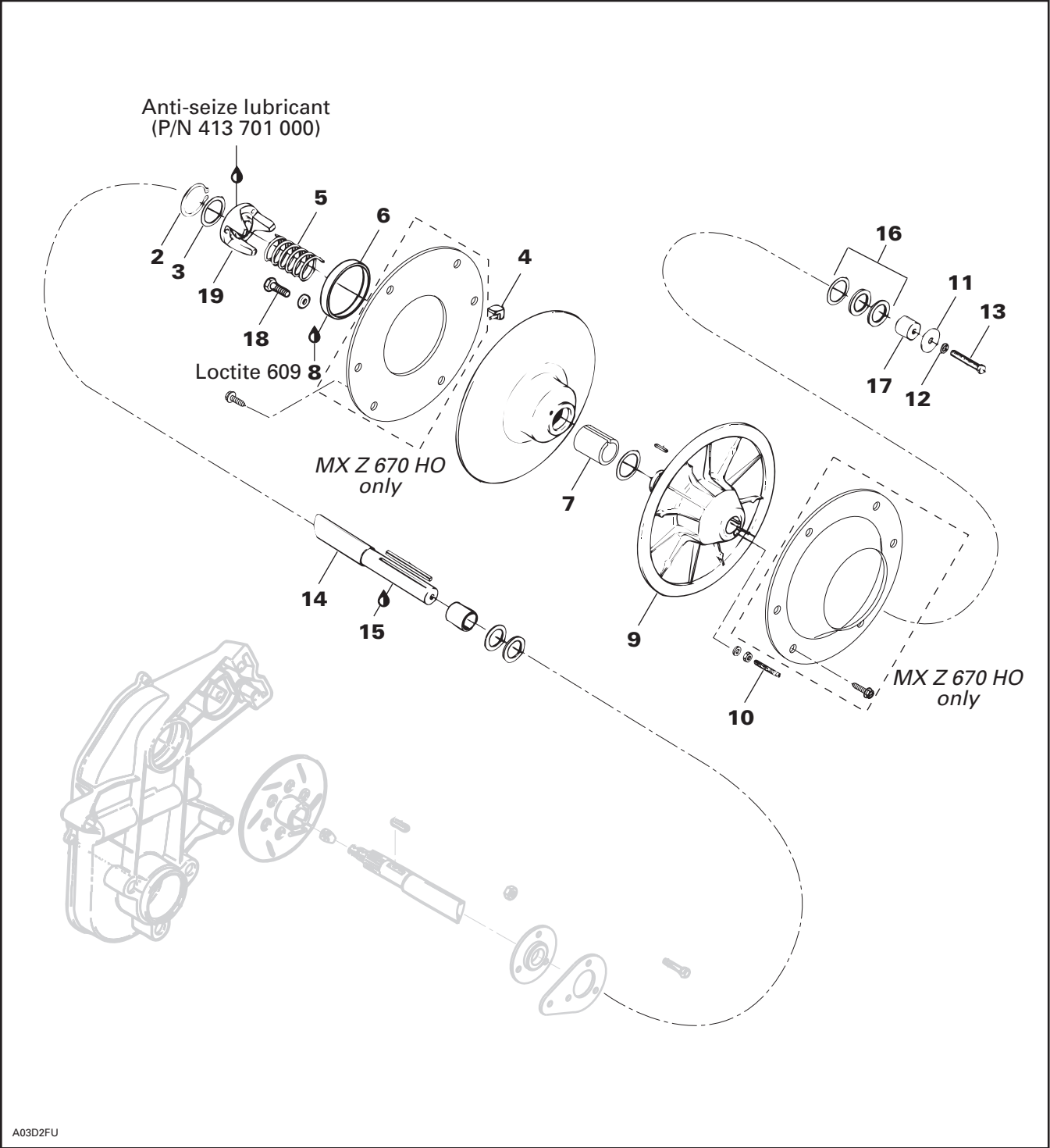
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1. Loosen just enough to permit rotating of calibration screw

# DRIVEN PULLEY

*S-Series*

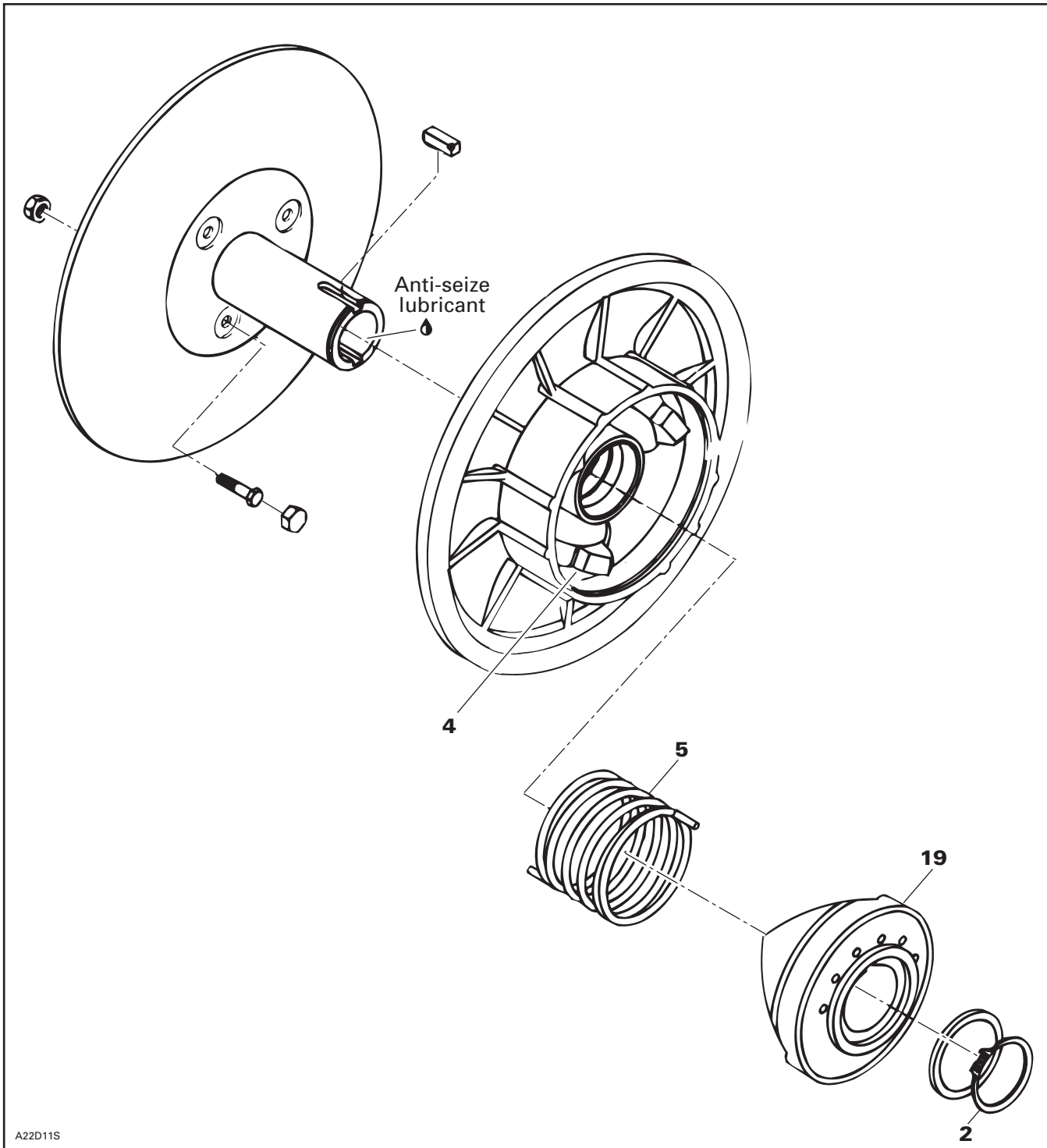


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## Section 05 TRANSMISSION

### Subsection 04 (DRIVEN PULLEY)

#### Skandic WT/SWT/WT LC



## REMOVAL

Remove guard and drive belt from vehicle.

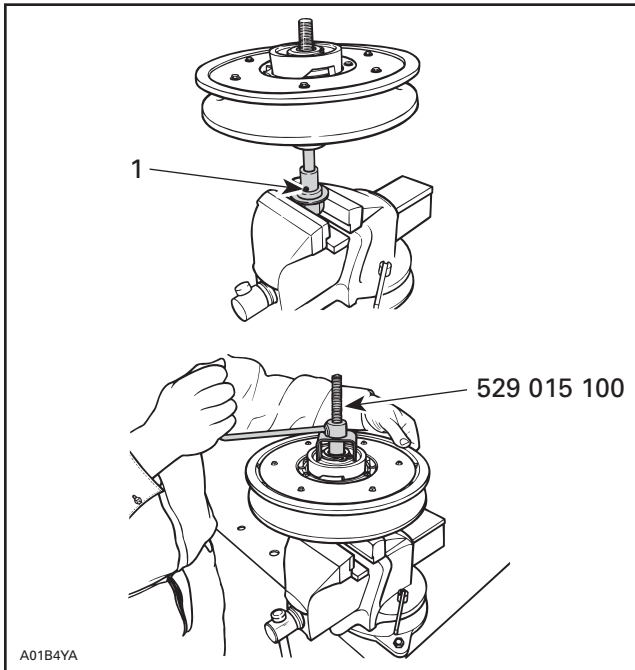
Remove the cap screw **no. 13**, lock washer **no. 12**, washer **no. 11**, extension **no. 17** and shims **no. 16** then pull the driven pulley from the countershaft.

### 14, Countershaft

Should countershaft **no. 14** removal be required, refer to BRAKE 05-06 then look for **Countershaft and Brake Disc Removal**.

## DISASSEMBLY

Use spring compressor (P/N 529 015 100).



### TYPICAL

1. Insert this pin in keyway

Remove snap ring **no. 2** and washer **no. 3** to disassemble the outer cam and the 2 pulley halves.

## ◆ WARNING

Driven pulley cam is spring loaded, use above-mentioned tool.

## CLEANING

### 6,7, Large Bushing and Small Bushing

During break-in period (about 10 hours of use), teflon from bushing moves to cam or shaft surface. A teflon over teflon running condition occurs, leading to low friction. So it is normal to see gray teflon deposit on cam or shaft. Do not remove that deposit, it is not dust.

When a dust deposit has to be removed from the cam or the shaft, use dry cloth to avoid removing transferred teflon.

### Pulley Half Cleaning

Use Loctite Safety Solvent (P/N 413 708 200).

## INSPECTION

### 6,7, Bushings

Check for cracks, scratch and for free movement when assembled to fixed half.

### **S-Series Only**

Using a dial bore gauge measure bushing diameter. Measuring point must be at least 5 mm (1/4 in) from bushing edge.



## Section 05 TRANSMISSION

### Subsection 04 (DRIVEN PULLEY)

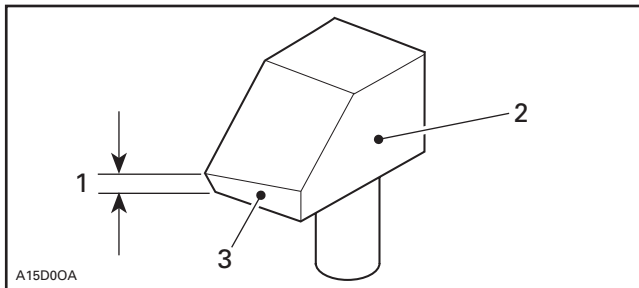
Replace bushing(s) if worn more than specified.

DRIVEN PULLEY BUSHING WEAR LIMIT mm (in)	
Small bushing	38.30 (1.508)
Large bushing	89.15 (3.510)

#### 4, Slider Shoe

##### All Models

Check cam slider shoes for wear. Replace when inside edge of cam slider shoe slope base is worn to 1 mm (.039 in) or less.



1. Measure thickness of slope base here
2. Sliding pulley side
3. Slope base

#### Bushing Replacement

##### S-Series Only

##### Large Bushing

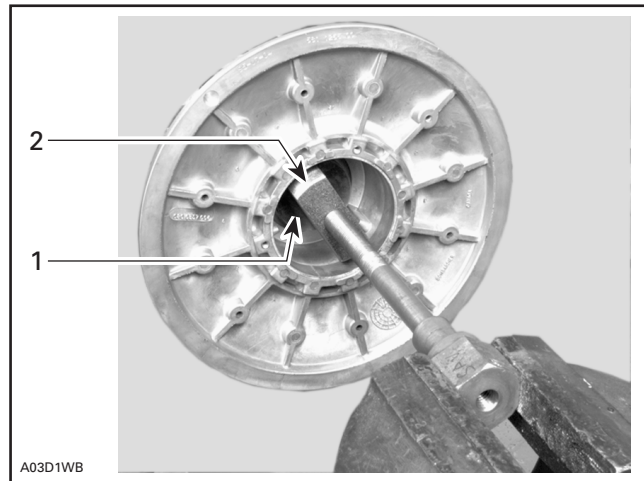
Remove Allen screws if applicable. Heat to break Loctite bond.

Remove all 3 slider shoes.



Install support plate included in tool (P/N 529 031 100) inside sliding half.

Place extractor included in tool (P/N 529 031 100) below bushing.



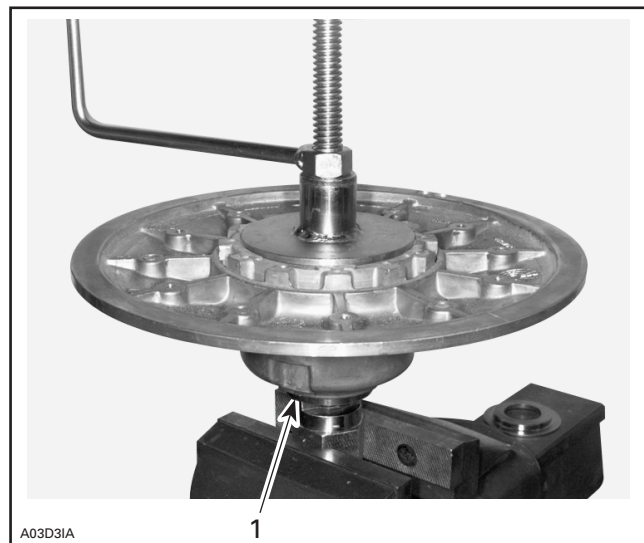
1. Support plate
2. Puller

Mount screw head of puller (P/N 529 018 600) in a vise.

Turn pulley half by hand to extract old bushing.

Before bushing installation, file sliding half bore to remove burrs from crimping areas.

Coat bushing outside diameter with Loctite 609 (P/N 413 703 100). Place new bushing on sliding half and slightly tap to engage squarely the bushing in the sliding. Use tools (P/N 529 031 200) and new puller (P/N 529 035 524) with one of its shouldered washer to install bushing.



1. Shouldered washer

Install 3 Allen screws **no. 18** and washers supplied with the new bushing.

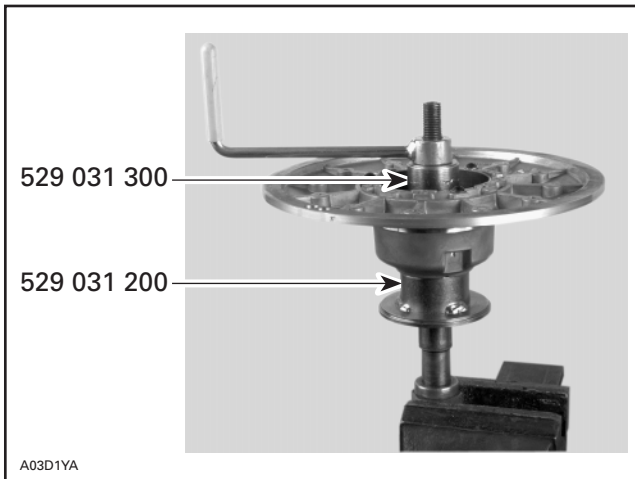
### Small Bushing

**NOTE:** Following procedure can be done with a press using the same tools.

Install puller in a vise.

Heat bushing area.

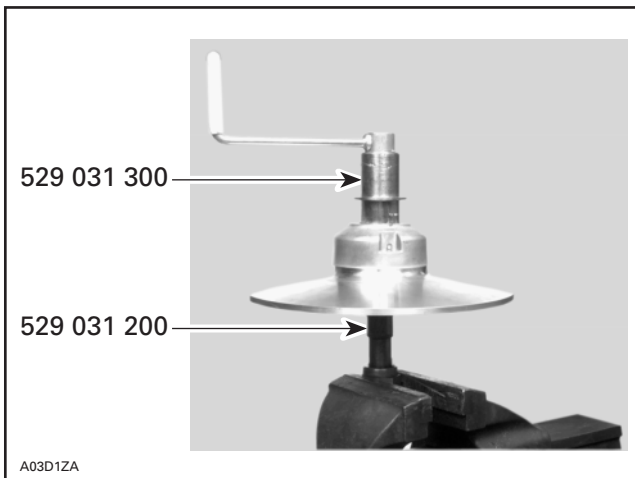
Turn puller handle and sliding half at once to extract the bushing.



**IMPORTANT:** Large bushing retaining screws and washers must be removed before small bushing installation.

Coat bushing outside diameter with Loctite 609 (P/N 413 703 100).

Install bushing as following photo.



## ASSEMBLY

### 4, Cam Slider Shoe

When replacing slider shoes, always install a new set (3 shoes) to maintain equal pressure on the cam.

Assemble driven pulley components by reversing the disassembly procedure.

### All Models

#### 19, Cam

Coat cam interior with anti-seize lubricant.

## INSTALLATION

### 14,15, Countershaft and Anti-seize Lubricant

### ▼ CAUTION

Always apply anti-seize lubricant (P/N 413 701 000) on the countershaft before final pulley installation.

### S-Series Only

Should installation procedure be required, refer to BRAKE 05-06 then look for **Brake Disc and Countershaft Bearing Adjustment**.

Reinstall the pulley on the countershaft by reversing the removal procedure.

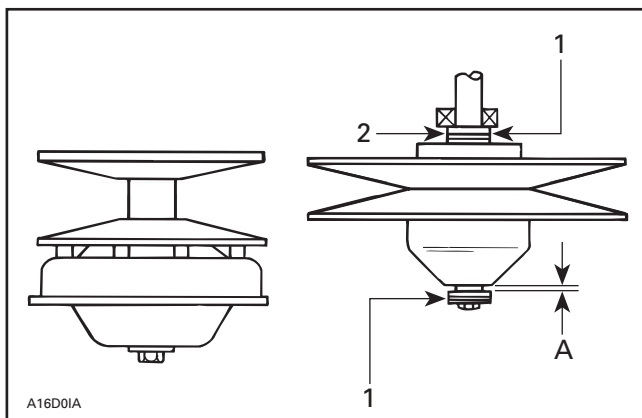


## Section 05 TRANSMISSION

### Subsection 04 (DRIVEN PULLEY)

#### All Models

Check end play of driven pulley on countershaft by pushing pulley towards outer housing so that the inner shims (P/N 504 108 200) contact it. Measure end play at the mounting screw end between shim(s) and pulley. See illustration.



#### TYPICAL — TOP VIEW

1. Shim (P/N 504 108 200) (as required)
2. Contact
- A. 0 to 1 mm (0 to 3/64 in)

### 13, Pulley Retaining Screw

Torque to 25 N•m (18 lbf•ft).

## ADJUSTMENT

Refer to PULLEY DISTANCE AND ALIGNMENT 05-05 to adjust pulley distance. Adjust drive belt height in driven pulley to obtain specified belt deflection. Turn Allen screws no. 10 equally accordingly.

## 5, Spring

### General

It is usual to experience spring setting during breaking period of a new spring. The factory spring preload is slightly higher (about 1 kg (2 lb)) to compensate for spring setting. Specifications in TECHNICAL DATA 10 are applicable after break-in period (about 10 hours of use).

### Spring Torsional Pre-load

To check spring pre-load adjustment, use spring scale hook (P/N 529 006 500) and a spring scale.

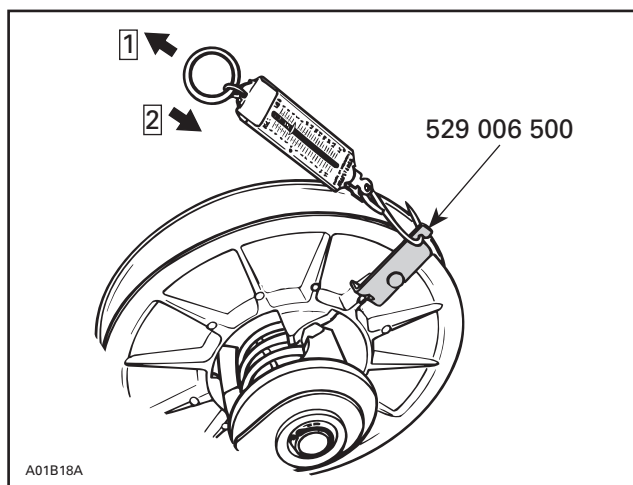
Remove drive belt.

Install the hook on the sliding half. Preventing fixed half from turning, pull sliding half with the spring scale perpendicularly with pulley axle.

Take 1<sup>st</sup> measurement when sliding half begins to turn. Rotate sliding half to 10 mm (3/8 in) of rotation. Hold fish scale at this position. Slowly release tension from fish scale and take 2<sup>nd</sup> measurement when sliding half begins to return. Spring pre-load is the average measurement between these 2.

$$\frac{1^{\text{st}} \text{ measurement (when opening)} + 2^{\text{nd}} \text{ measurement (when closing)}}{2} = \text{Spring pre-load}$$

$$\text{Example: } \frac{3.8 \text{ kg (8.4 lb)} + 3.4 \text{ kg (7.5 lb)}}{2} = 3.6 \text{ kg (8 lb)} \text{ Actual spring pre-load}$$



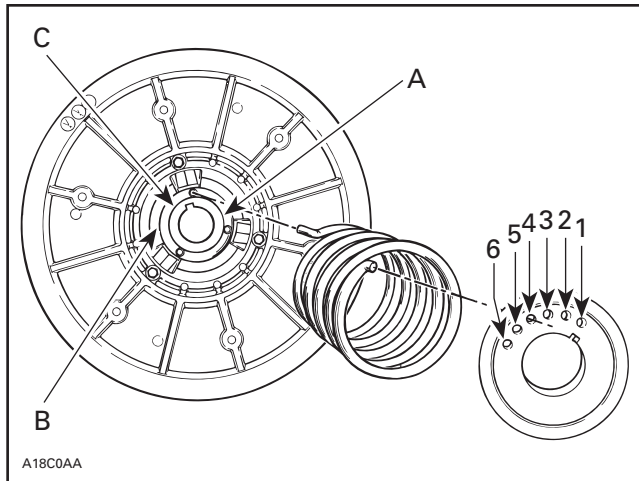
#### TYPICAL

Step 1: 1<sup>st</sup> measurement

Step 2: 2<sup>nd</sup> measurement

To adjust spring pre-load, relocate spring end in cam, moving it clockwise to increase the pre-load and counterclockwise to decrease it. Refer to TECHNICAL DATA 10.

**NOTE:** If spring pre-load cannot be adjusted, try to relocate the other end of spring in sliding pulley (holes A, B, C).



Letters and numbers shown in illustration are actual letters and numbers embossed on parts

**NOTE:** Always recheck torsional pre-load after adjusting.

### Pulley Alignment and Drive Belt Deflection

Refer to PULLEY DISTANCE AND ALIGNMENT 05-05 and DRIVE BELT 05-02 to perform adjustments.

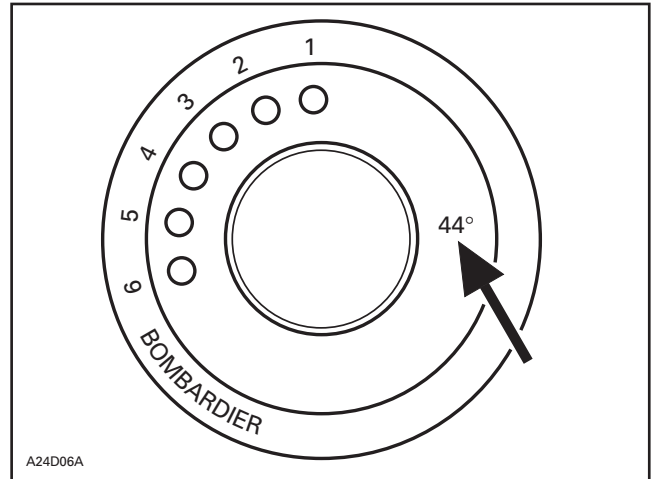
#### ▼ CAUTION

Drive belt and pulley adjustments must always be checked whenever pulleys have been removed, replaced or disassembled.

### 19, Cam

Make sure to install proper cam. Refer to TECHNICAL DATA 10.

Cam angle is identified on cam.



**NOTE:** For high altitude regions, the *High Altitude and Sea Level Technical Data Booklet* (P/N 484 300 003 and 484 054 500 for binder) gives information about calibration according to altitude.

# PULLEY DISTANCE AND ALIGNMENT

## GENERAL

The pulley distance we will refer to in this section, is the space separating the drive and driven pulley outside diameters (Z measurement).

This basic distance is provided as an assembly guide and indicates the dimensions between which satisfactory belt deflection will be obtained.

Both pulley distance adjustment and pulley alignment must be carried out to ensure the highest efficiency of the transmission system. Furthermore, optimum drive belt operation and minimal wear will be obtained only with proper pulley alignment.

### ▼ CAUTION

Before checking pulley adjustment, the rear suspension must be mounted on the vehicle and track tension/alignment must be done. Always check pulley adjustment after suspension is adjusted.

### ◆ WARNING

Failure to correctly perform pulley alignment may cause the vehicle to creep forward at idle.

All pulley alignment specifications refer to:

- X = Distance between straight bar and drive pulley fixed half edge, **measured between pulleys.**
- Y = Distance between straight bar and drive pulley fixed half edge, **measured at the end of straight bar.**
- Z = Distance between outside diameter of pulleys.

## GENERAL PROCEDURE

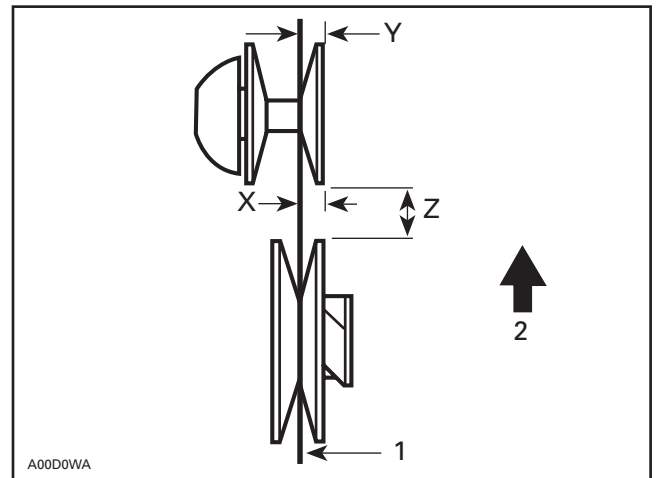
Remove guard and drive belt.

By turning and pushing the sliding half, open the driven pulley. Insert a straight bar 9.5 mm (.375 in) square, 48 cm (19 in) long or the proper alignment template into the opened driven pulley.

## Measuring Procedure

### Using Straight Bar:

Always measure distances X and Y from the farther straight bar side (including its thickness to the fixed half edge).



1. Straight bar
2. Front of vehicle

The distance Y **must** exceed distance X to compensate for the twist due to the engine torque.

## Nominal Value Procedure and Quick Alignment and Distance Check

Alignment template tabs must fully contact fixed half of drive pulley.

Pulley distance is correct when tab contacts both pulley halves.

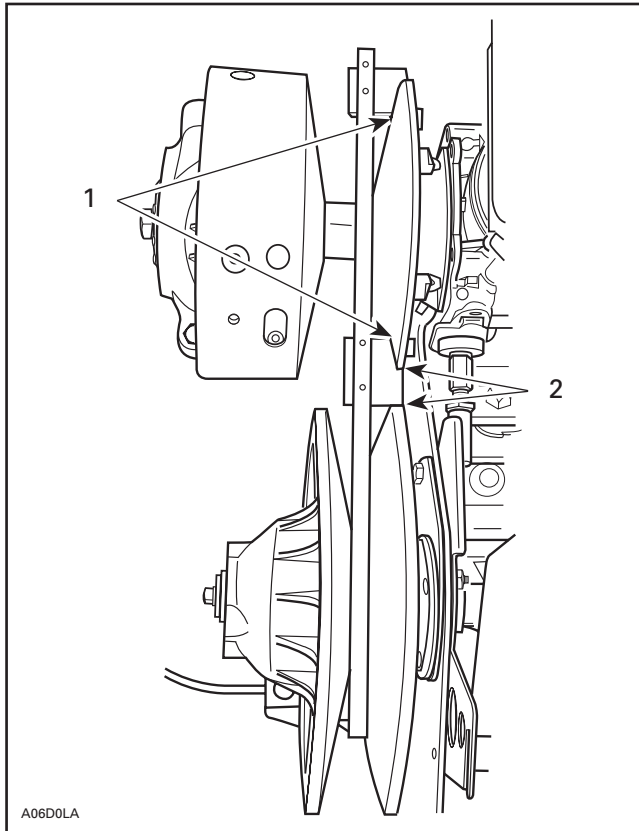
## Section 05 TRANSMISSION

### Subsection 05 (PULLEY DISTANCE AND ALIGNMENT)

Refer to chart below for proper alignment template.

### Drive Belt Deflection

NOTE: When pulley distance and alignment are adjusted to specifications, refer to DRIVE BELT 05-02 to adjust drive belt deflection.



A06D0LA

#### TYPICAL

1. Contact (alignment)
2. Contact (distance)

### ▼ CAUTION

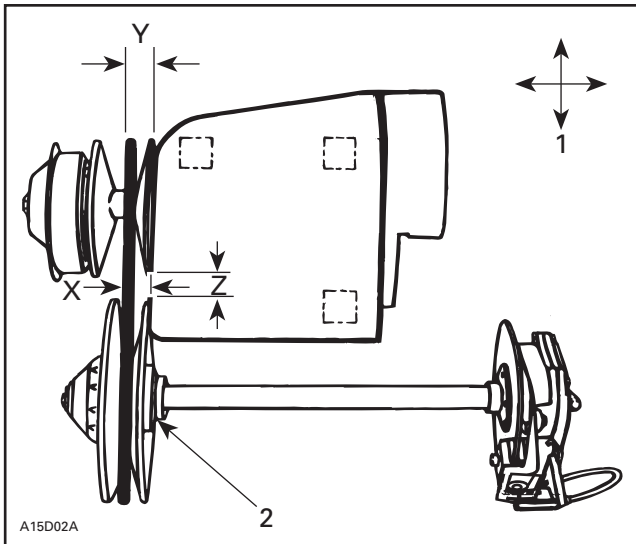
This section deals mainly with adjustment procedures. For complete assembly requirements, refer to the proper ENGINE or TRANSMISSION installation section.

## PULLEY ALIGNMENT AND DISTANCE SPECIFICATIONS CHART

MODEL	PULLEY DISTANCE	OFFSET		ALIGNMENT TEMPLATE ① P/N
	Z	X	Y-X	
	+ 0, - 1 mm (+ 0, - .040 in)	± 0.50 mm (.020 in)	± 0.5 mm (.020 in)	
TRA Equipped S-Series	16.5 (.650)	35.50 (1.380)	1.5 (.060)	529 026 700
Skandic WT	32.75 (1.289)	36.50 (1.437)	0.75 to 2.25 (.030 to .086)	529 035 545
Skandic SWT/WT LC	32.75 (1.289)	36.25 (1.427)	1.5 (.060)	529 031 000

① Alignment templates have been made according to pulley alignment nominal values. However, they do not take into account allowed tolerances for alignment specifications. They are used as GO/NO GO gauges for quick alignment and pulley distance check and as templates to reach alignment nominal values.

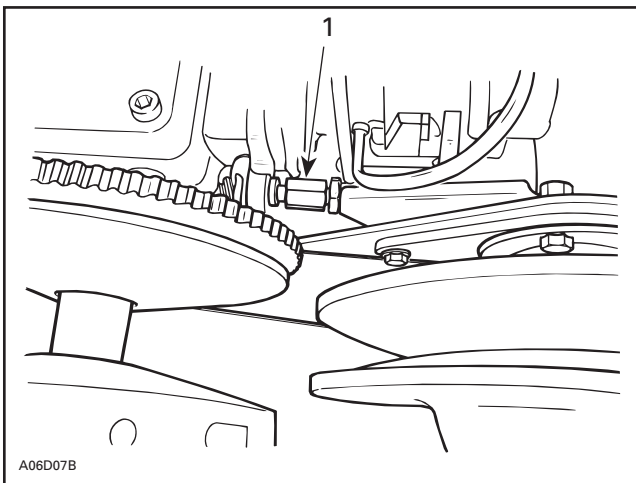
**S-Series**



**TYPICAL**

1. Engine movement
2. Contact

**NOTE:** Prior to performing pulley adjustment, loosen torque rod nut to allow engine movement. Engine supports have tendency to stick to frame, work engine loose prior to aligning.



1. Loosen

**Pulley Distance Adjustment Method**

**Engine Movement**

The engine support has slotted mounting holes. Move engine to obtain specified distance between pulleys.

**Pulley Alignment Method**

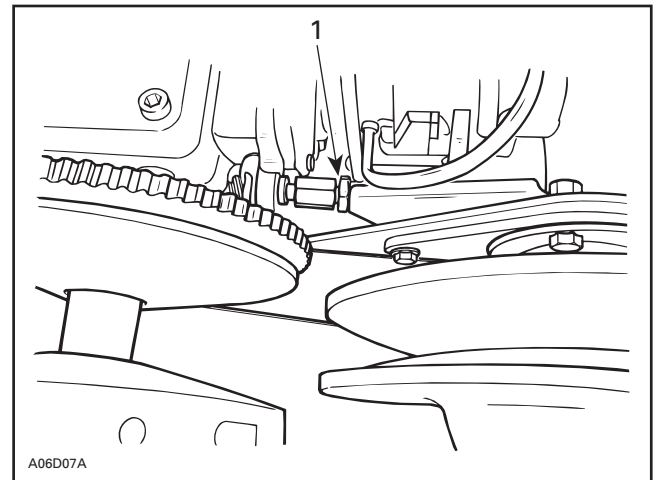
**Driven Pulley Movement**

When engine slotted mounting holes do not allow to set proper pulley offset X, adjust with shims (P/N 504 108 200) between pulley and counter-shaft bearing support (pulley pushed toward brake disc).

**Engine Movement**

Loosen the 4 bolts retaining engine support to the frame. Position engine to obtain the specified alignment.

**NOTE:** After alignment, adjust torque rod so it slightly contacts stopper plate. Do not over tighten, it will disalign pulleys.

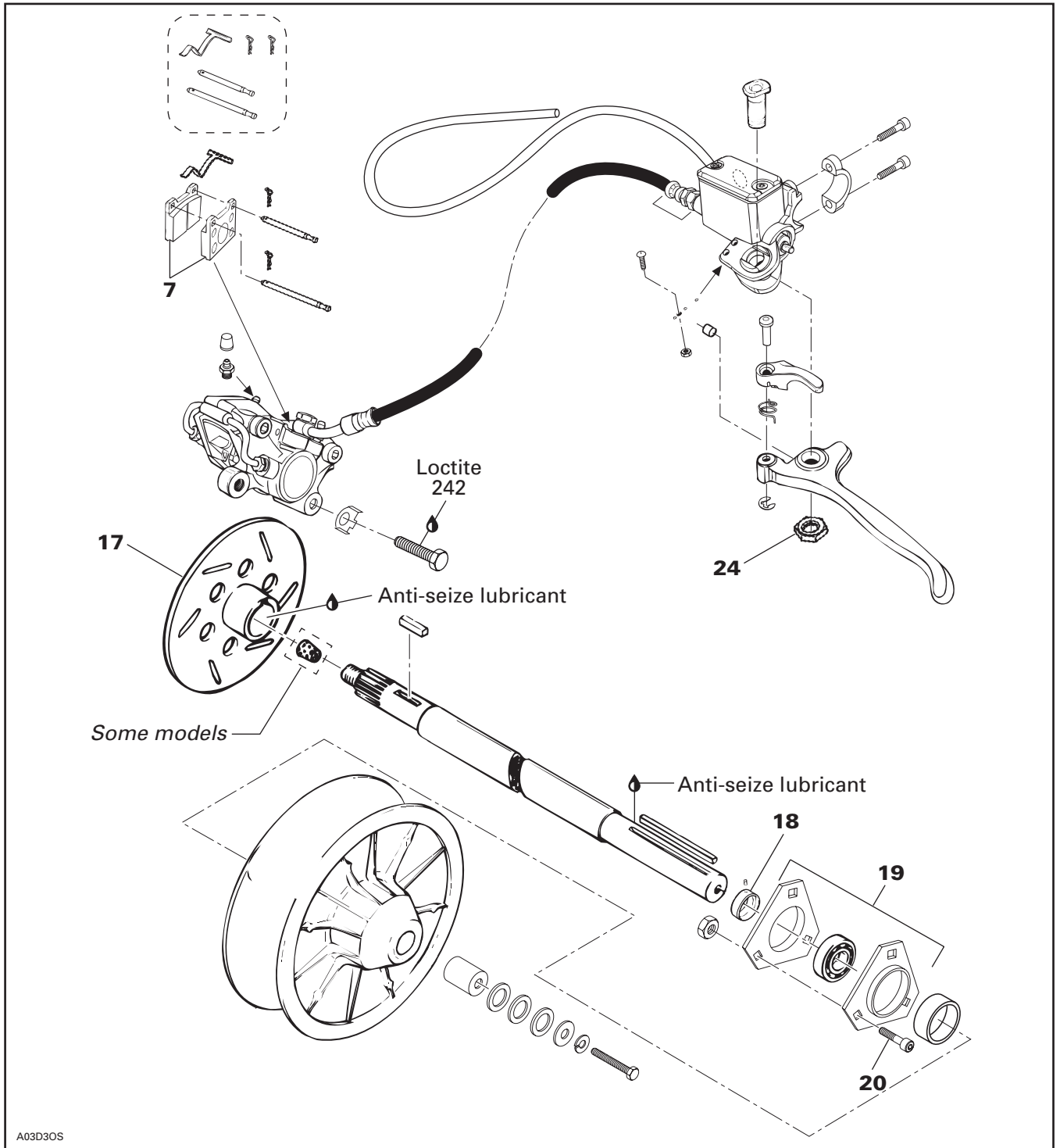


1. Retighten

# BRAKE

## HYDRAULIC DISC BRAKE

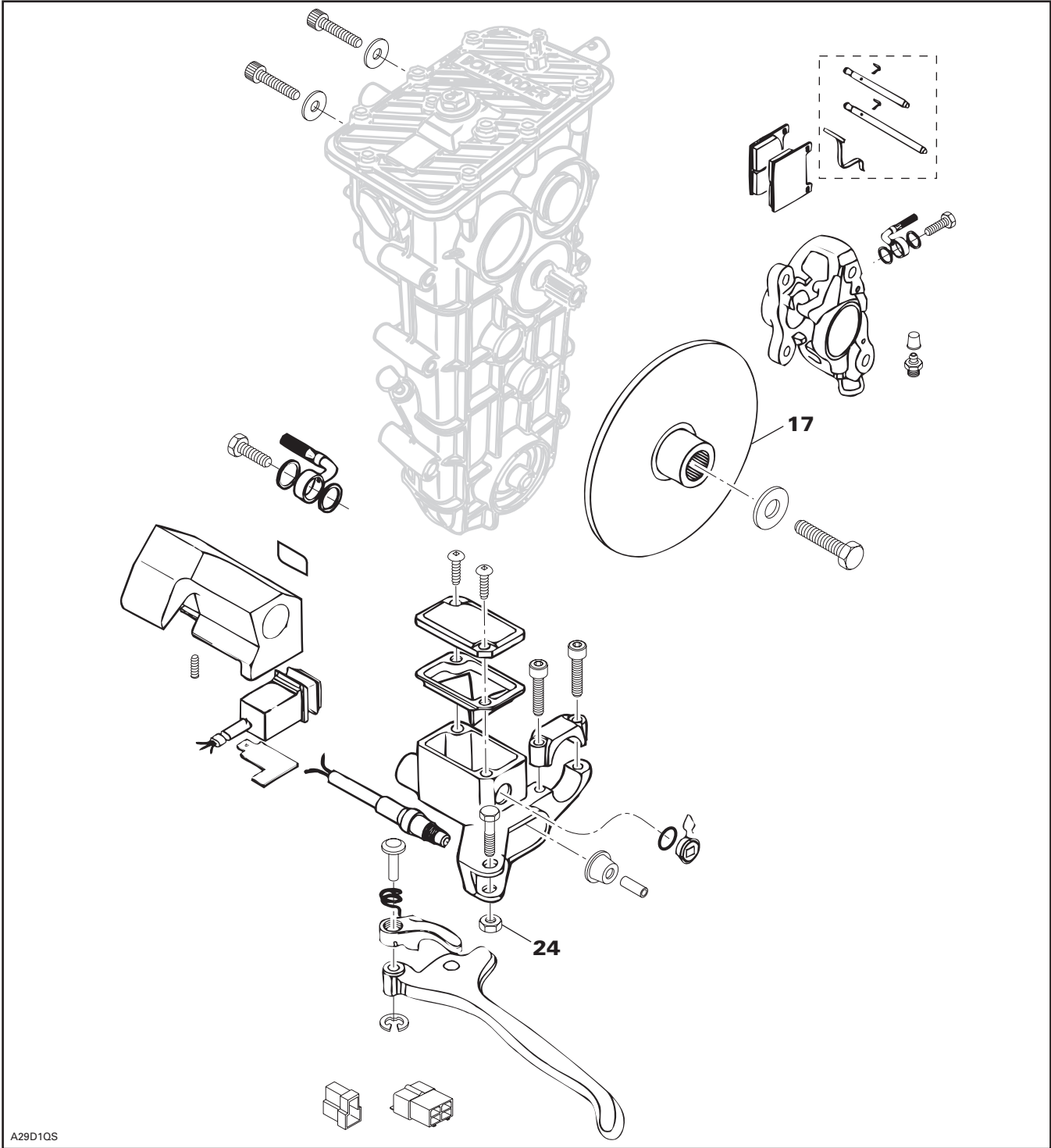
*S-Series*



A03D30S

**Section 05 TRANSMISSION**

**Subsection 06 (BRAKE)**



A29D10S



## REMOVAL

### BRAKE DISC REMOVAL

#### **S-Series**

Brake disc can be withdrawn without removing caliper. Proceed as follows:

- Remove belt guard, belt and driven pulley.
- Remove air silencer.
- Unbolt bearing support no. 19 from chassis.
- Open chaincase and remove upper sprocket.
- Pull countershaft toward driven pulley side to free from chaincase and disc.
- Remove disc.

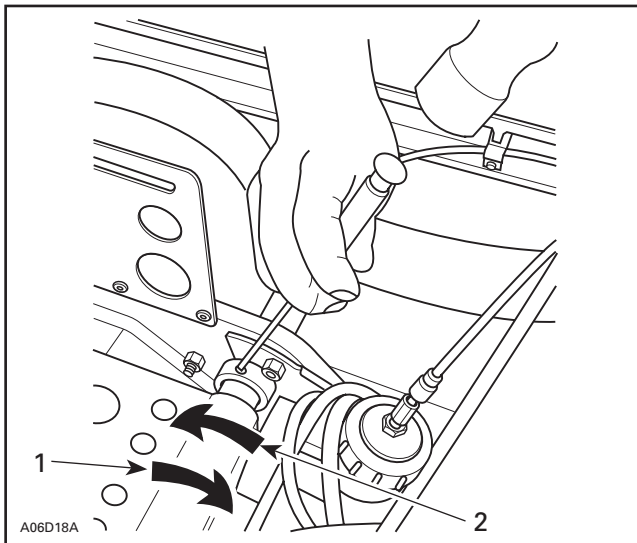
#### **Skandic WT/SWT/WT LC**

- Remove caliper by unscrewing M10 Allen screws.
- Unbolt disc.

### COUNTERSHAFT REMOVAL

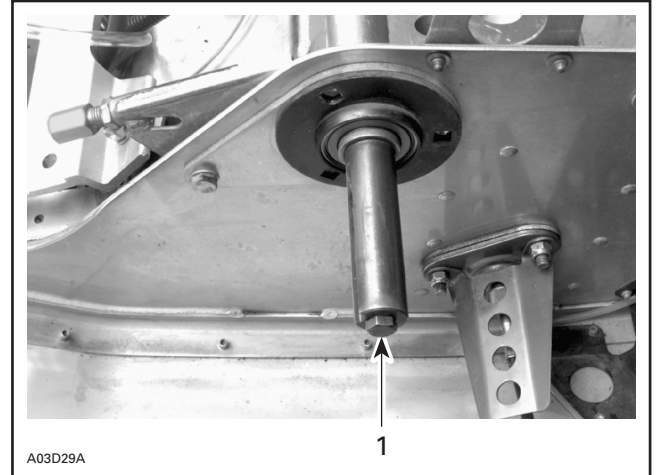
#### **S-Series**

Proceed the same as for brake disc removal but unlock bearing collar no. 18 on driven pulley side.



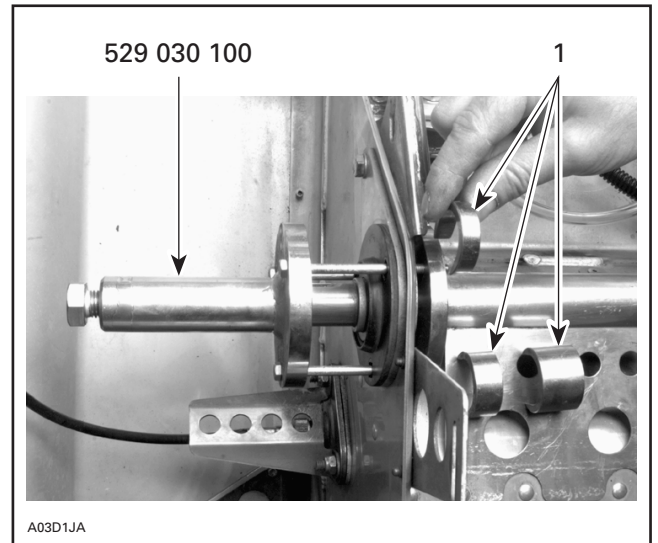
1. Lock
2. Unlock

Unbolt bearing support no. 19 then install screw included with remover (P/N 529 030 100) on countershaft.



1. Screw

Pull bearing to driven pulley side out of countershaft, using remover (P/N 529 030 100). Begin with only the remover then add a spacer of different width as the bearing comes out.



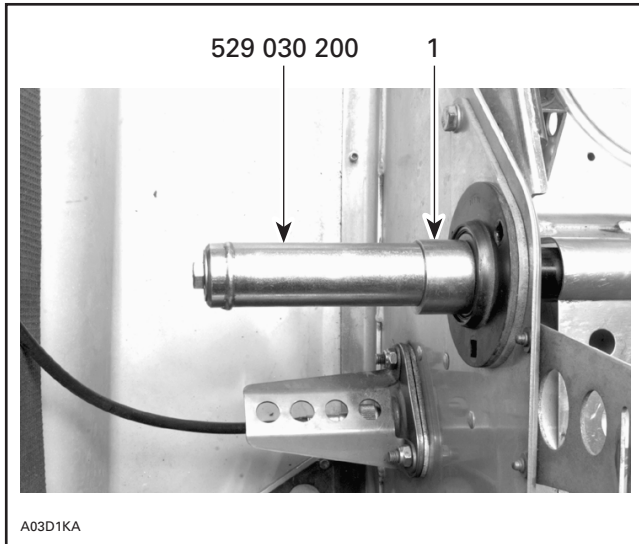
1. Spacers



## Section 05 TRANSMISSION

### Subsection 06 (BRAKE)

To install bearing on countershaft, use installer (P/N 529 030 200) and spacer(s) from remover as required.



1. Spacer

## DISASSEMBLY

Only brake pads are available as spare parts. If caliper or master cylinder are damaged, replace each of them as an assembly.

## CLEANING

Clean all metal components in a general purpose solvent. Thoroughly dry all components before assembling.

### ▼ CAUTION

Do not clean brake pads in solvent. Soiled brake pads must be replaced by new ones.

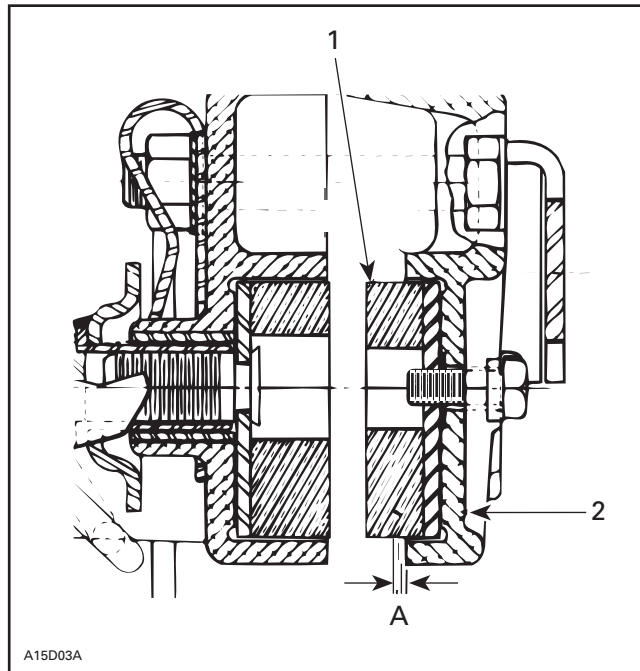
## INSPECTION

### 7, Brake Pad

Brake pads must be replaced when lining is 1 mm (1/32 in) thick or less.

### ▼ CAUTION

Brake pads must always be replaced in pairs.



#### TYPICAL

1. Fixed pad
2. Inner caliper
- A. 1 mm (1/32 in) minimum

## 17, Brake Disc

Check for scoring, cracking or heat discoloration, replace as required.

### ▼ CAUTION

Brake disc should never be machined.

## ASSEMBLY

### 24, Brake Lever Lock Nut

### ◆ WARNING

Always install a new nut when servicing.

Tighten nut to 3 N•m (27 lbf•in). Check free movement of brake lever.

## INSTALLATION

To install brake, reverse removal procedure paying attention to the following.

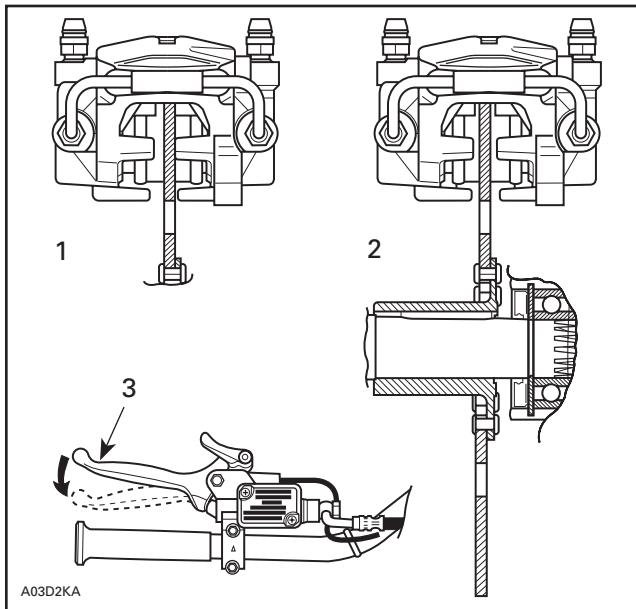
### ◆ WARNING

Avoid getting oil on brake pads. Do not lubricate or apply antirust or antifreeze solution in brake cable.

### 7, Brake Pad

After brake pads installation, brake disc must be centered in caliper. Apply brake then check for proper brake disc positioning.

Push on appropriate caliper piston in order to move pad inward allowing proper brake disc positioning.



1. Brake disc not centered
2. Brake disc centered
3. Apply brake before checking

Apply brake then recheck.

### 17, Brake Disc

#### **S-Series**

Apply anti-seize lubricant (P/N 413 701 000) on shaft.

The disc hub exceeds the disc more from one side than from the other. Install disc with the longer exceeding portion toward driven pulley.

#### **Skandic WT/SWT/WT LC**

The disc hub exceeds the disc more from one side than from the other. Install disc with the longer exceeding portion toward LH side.

## ADJUSTMENT

### Countershaft Bearing

#### **S-Series**

Insert countershaft (with brake disc) from chaincase side through countershaft support (driven pulley side), then insert into chaincase.

Install countershaft bearing **no. 19** and ensure that countershaft is properly aligned, then tighten 3 retaining screws.

**NOTE:** A misaligned countershaft will result in difficulty to center the bearing in its support.

Refer to DRIVE AXLE 07-05 then look **Chaincase Perpendicularity Adjustment**.

Torque castellated nut of upper sprocket to 53 N•m (39 lbf•ft).

### ▼ CAUTION

Upper sprocket castellated nut must be tightened **before** adjusting bearing collar.

Slide collar **no. 18** towards bearing and turn, by hand, to engage the eccentric. This should require about a quarter turn.

Turn collar in direction of countershaft rotation until collar and inner race lock together.

Insert a punch into collar hole and strike sharply in the same direction to lock firmly.

Apply Loctite 242 (P/N 413 703 000) on set screw threads, then tighten.

Close chaincase referring to CHAINCASE 05-07.

## BLEEDING

Change brake fluid once a year.

Bleed brake system as follows:

Keep sufficient DOT 4 brake fluid in reservoir at all times.

### ▼ CAUTION

Use only DOT 4 brake fluid.

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## Section 05 TRANSMISSION

### Subsection 06 (BRAKE)

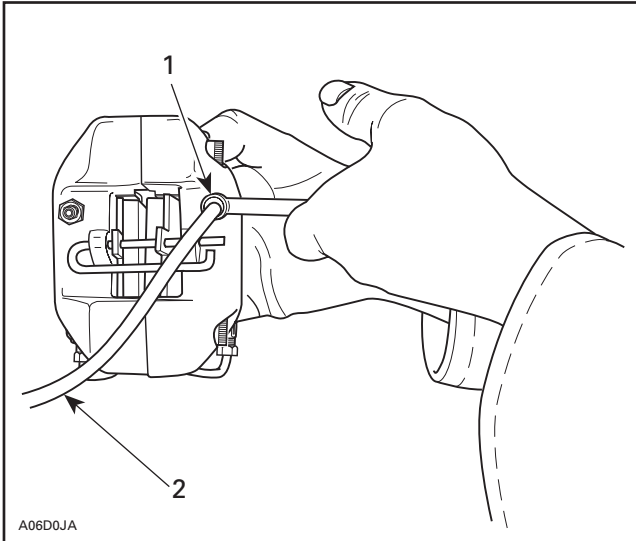
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Install a hose on left side bleeder. Route this hose to a container.

Pump a few times brake lever and while holding brake lever depressed, open bleeder and check for air to escape.

Repeat with the same bleeder until no air appears in hose.

Proceed the same way with the right side bleeder.



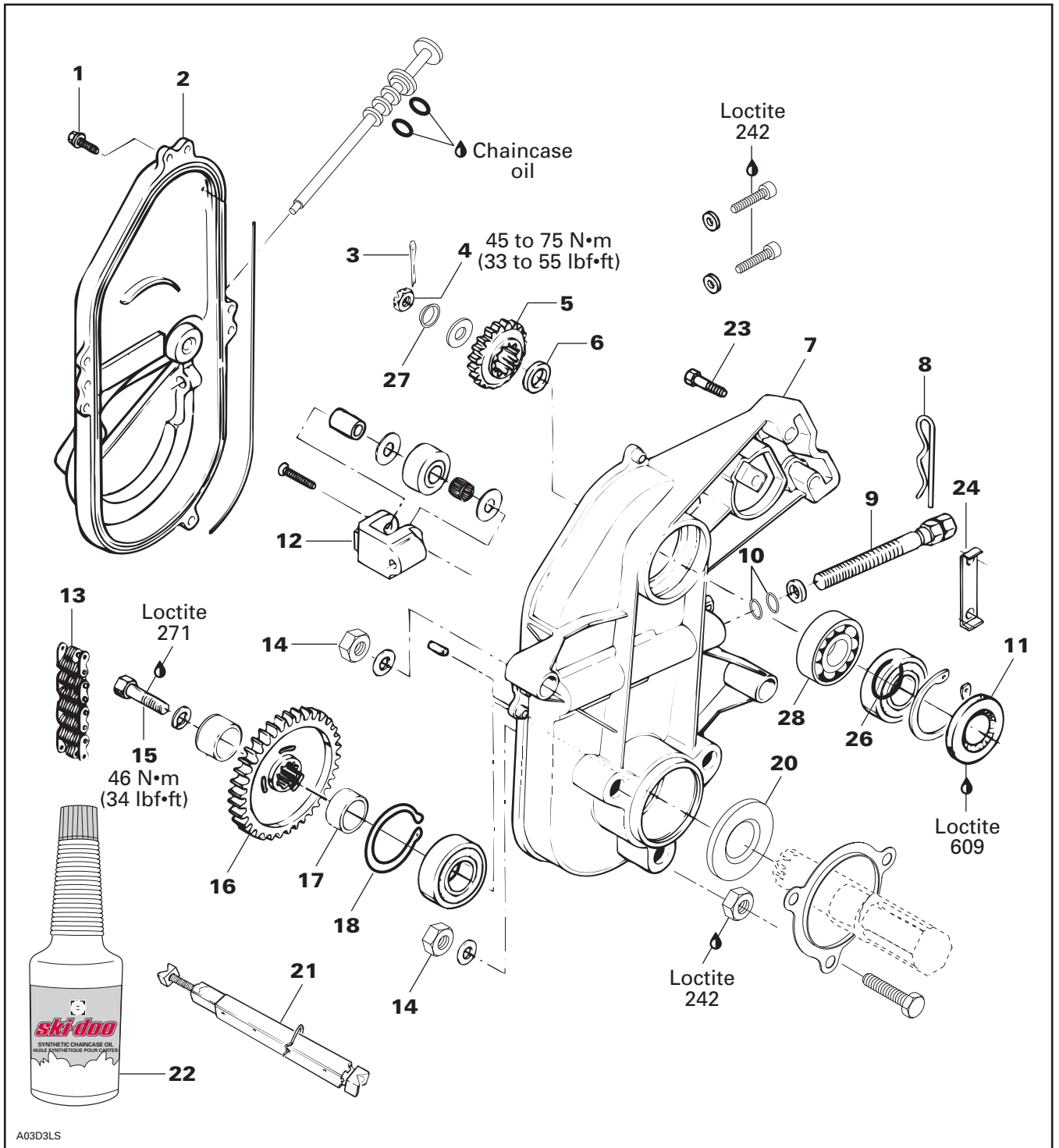
1. Open bleeder
2. Clear hose to catch used brake fluid

### Brake Light

There is no adjustment on these models. Check that switch is securely installed.

# CHAINCASE

S-Series without Reverse Gear



A03D3LS

## Section 05 TRANSMISSION

### Subsection 07 (CHAINCASE)

## REMOVAL

To remove chaincase proceed as follows.

Remove tuned pipe and muffler.

### ◆ WARNING

Never remove exhaust components when engine is hot.

Remove hair pin no. 18. Release drive chain tension by unscrewing tensioner adjustment screw.

Drain oil by removing chaincase cover no. 2.

### 3,4,5,6,13,16,17, Cotter Pin, Nut, Sprocket, Shim and Drive Chain

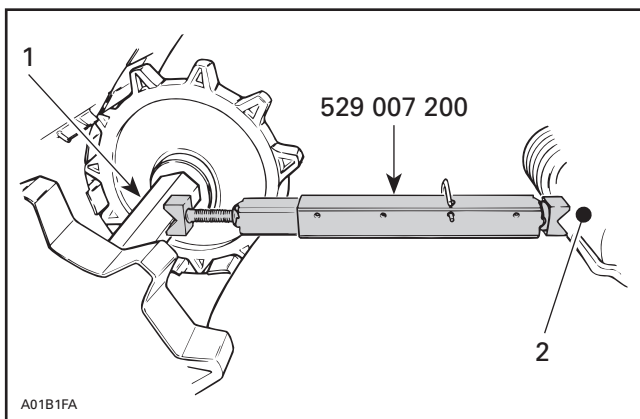
Remove cotter pin no. 3, nut no. 4, washer no. 27 retaining upper sprocket no. 5 and screw no. 15 retaining lower sprocket no. 16. Pull sprockets and drive chain simultaneously. Remove shims nos. 6 and 17.

**NOTE:** Should countershaft removal be required, refer to BRAKE 05-06 then look for **Brake Disc**.

Remove 5 nuts no. 14. Three nuts are behind the lower sprocket.

Unfold locking tab no. 24, then remove caliper retaining screws no. 23.

Release track tension, use drive axle holder no. 21 (P/N 529 007 200).



#### TYPICAL

1. Drive axle
2. Suspension cross shaft

Pry out drive axle oil seal no. 20 from chaincase.

Pull chaincase from drive axle and countershaft.

Using 2 large screwdrivers inserted between chaincase no. 7 and frame, pry complete assembly from vehicle.

## INSPECTION

Visually inspect the chain for cracked, damaged or missing links. Check for worn or defective bearings, sprockets and chain tensioner components.

### ◆ WARNING

If chain deflection is greater than 38 mm (1.5 in) (without chain tensioner), replace chain and check condition of sprockets.

## GEAR RATIO MODIFICATION

For particular applications, the number of teeth of the sprockets can be increased or decreased on lower and upper sprockets.

Refer to TECHNICAL DATA 10-03 for gear ratios.

### ▼ CAUTION

Gear ratio modifications should only be performed by experienced mechanics since they can greatly affect vehicle performance.

**NOTE:** For high altitude regions, the *High Altitude and Sea Level Technical Data Booklet* (P/N 484 300 003 and P/N 484 054 500 for binder) gives information about calibration according to altitude.

## INSTALLATION

Reverse removal procedure and pay attention to the following. Replace oil seals, gaskets and O-rings.

Refer to DRIVE AXLE 07-05 for drive axle axial play adjustment.

Sealed side of bearing no. 28 must face chaincase cover.

### 11, Oil Seal

Clean chaincase bore with cleaning solvent then apply Loctite 609 to oil seal mounting surface (outside).

Using an appropriate pusher, press the oil seal into chaincase hub. Oil seal must fit flush with the chaincase edge.

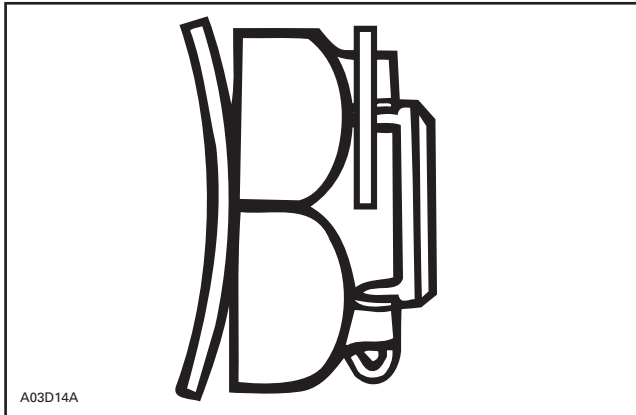
**NOTE:** Should installation procedure for countershaft be required, refer to BRAKE 05-06 then look for **Brake Disc and Countershaft Bearing Adjustment**.

**5,16, Sprockets**

Position the sprockets with the writing facing the chaincase cover.

**27, Conical Spring Washer**

Install washer with its concave side towards drive pulley.

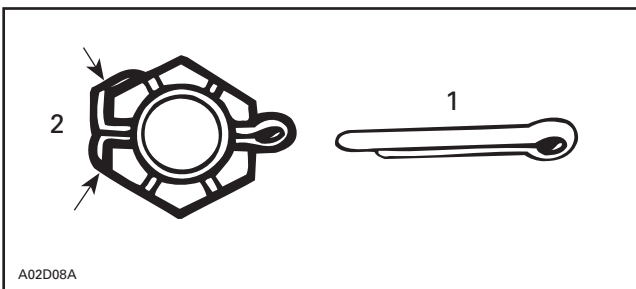


**4, Upper Sprocket Castellated Nut**

Torque to 45 to 90 N•m (33 to 66 lbf•ft).  
Install new cotter pin in the position shown.

▼ <b>CAUTION</b>
When removing a cotter pin always replace with a new one.

▼ <b>CAUTION</b>
Cotter pin will rub on chaincase cover if installed otherwise.



1. New
2. Fold cotter pin over castellated nut flats only

**18, Circlip**

▼ <b>CAUTION</b>
It is of the utmost importance to install the circlip otherwise damage to the chaincase components may occur.

**DRIVE CHAIN ADJUSTMENT**

**NOTE:** Brake disc key must be in good condition before checking chain free play.

**10, O-Ring**

Replace both O-rings **no. 10** on tensioner adjustment screw. Fully tighten tensioner adjustment screw **by hand**, then back off only far enough for hair pin to engage in locking hole.

This initial adjustment should provide 3-5 mm (1/8-13/64 in) free-play when measured at the outer circumference of the brake disc.

▼ <b>CAUTION</b>
Free-play must not exceed 5 mm (13/64 in), readjust if necessary.

◆ <b>WARNING</b>
If the specified free-play is not reached with the tensioner screw fully tightened, replace chain and check the condition of sprockets.

**22, Chaincase Oil**

Pour 250 mL (8.5 fl. oz) of synthetic chaincase oil (P/N 413 803 300) into chaincase.

**NOTE:** Chaincase oil capacity is 250 mL (8.5 fl. oz).  
Check oil level with the dipstick then add if required. Remove metal particles from magnet.

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## Section 05 TRANSMISSION

### Subsection 07 (CHAINCASE)

---



*TYPICAL*

1. Dipstick

**NOTE:** Chaincase must be in its proper position when checking oil level.

## ADJUSTMENT

### Pulley Alignment

Refer to PULLEY DISTANCE AND ALIGNMENT 05-05.

### Track Tension and Alignment

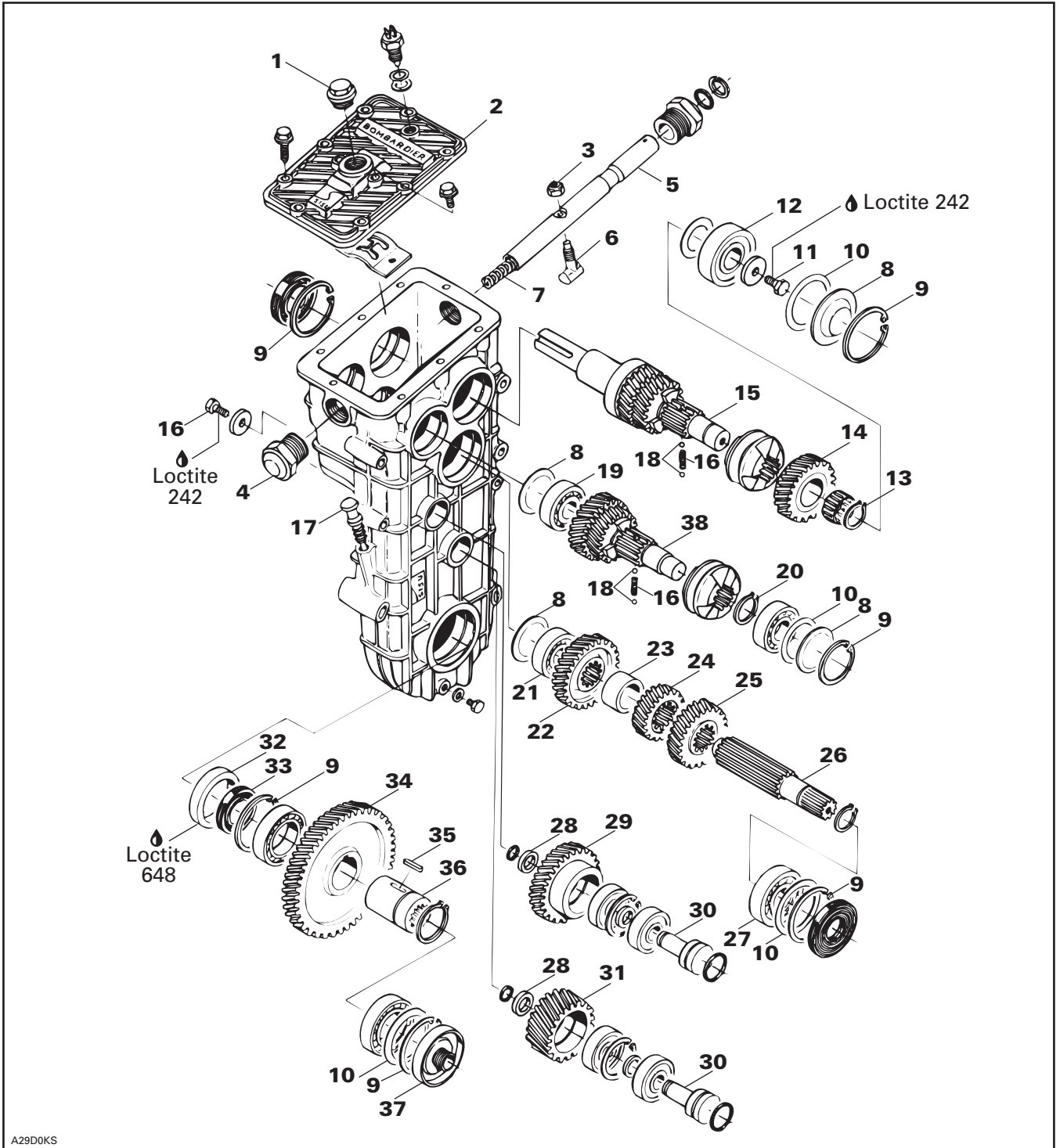
Refer to TRACK 07-06.



# GEARBOX

## 3-SPEED GEARBOX

Skandic WT/SWT/WT LC



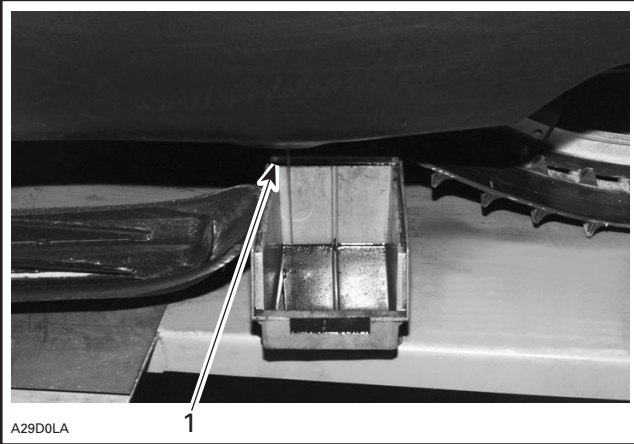


## Section 05 TRANSMISSION

### Subsection 08 (GEARBOX)

## REMOVAL

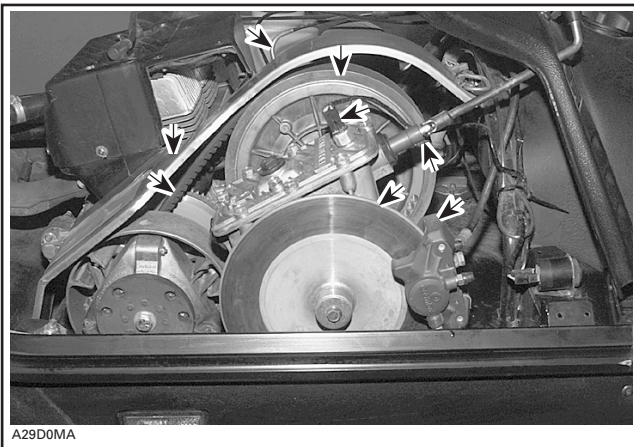
Drain gearbox oil.



1. Bottom pan drain hole nearby gearbox drain plug

Remove belt guard, drive belt. Remove air silencer, carburetor(s) then, driven pulley.

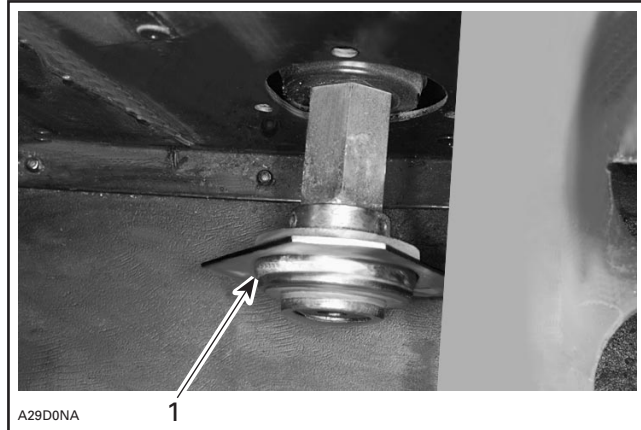
Remove brake caliper, brake disc. Unfasten shifting rod and unplug reverse switch.



Remove rear suspension.

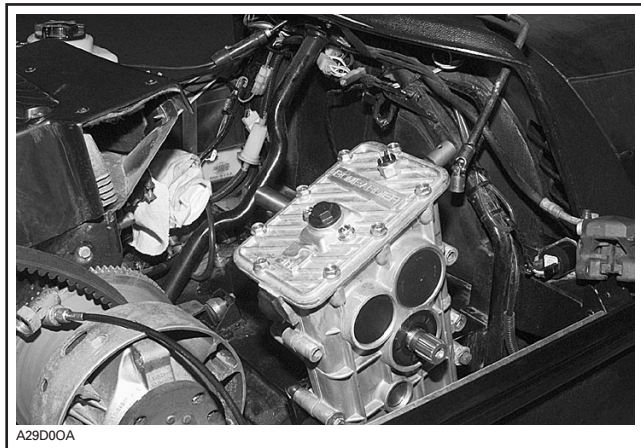
Remove angle drive and square pin from bottom of gearbox.

Remove muffler. Unbolt RH end bearing then pull drive axle toward right side.



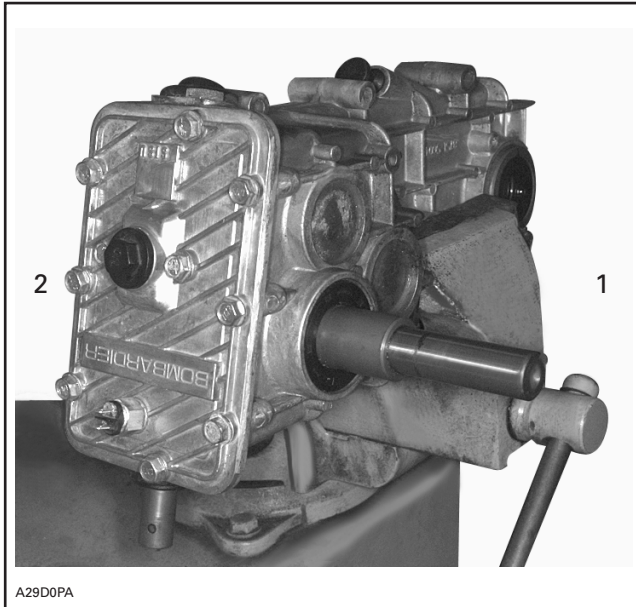
1. RH end bearing

Unbolt gearbox from chassis.



**DISASSEMBLY**

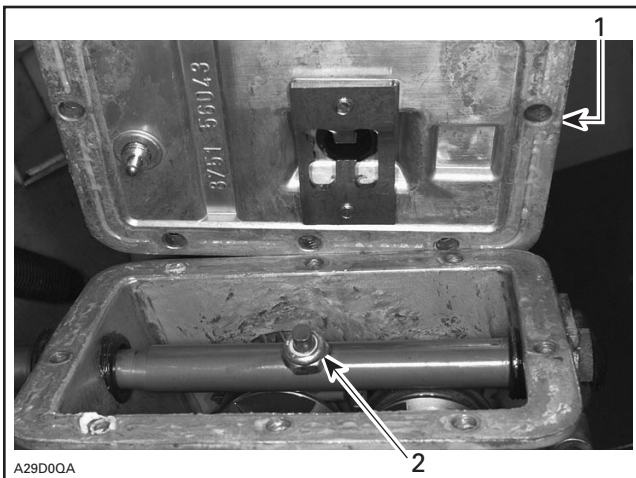
For the following procedure, right hand side refers to driven pulley side and left hand side to brake disc side.



1. RH side driven pulley side  
2. LH side brake disc side

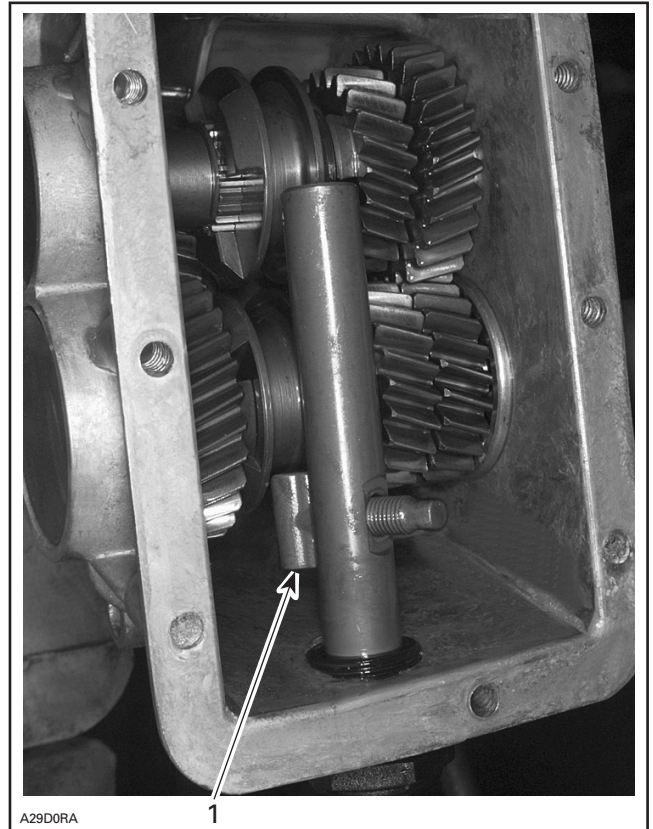
Remove dipstick no. 17. Unfasten cover no. 2 from gearbox housing.

Remove nut no. 3 retaining pin no. 6.



1. Cover  
2. Nut

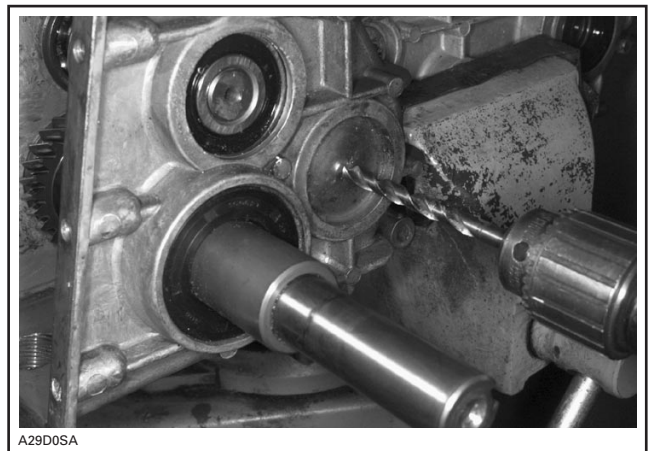
Unfasten sleeve nut no. 4, remove spring no. 7 then, partially pull shaft no. 5 and remove pin no. 6.



1. Pin

Completely remove shaft no. 5.

Drill a 10 mm (3/8 in) dia. hole through all plugs no. 8.



Remove all plugs no. 8 from gearbox.



## Section 05 TRANSMISSION

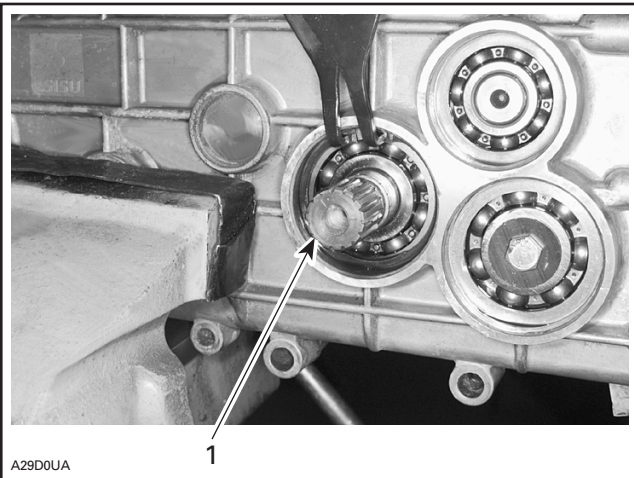
### Subsection 08 (GEARBOX)

Remove all circlips no. 9.



**IMPORTANT:** Note all shims quantity and location.

Remove brake shaft oil seal then, circlip.



1. Brake shaft

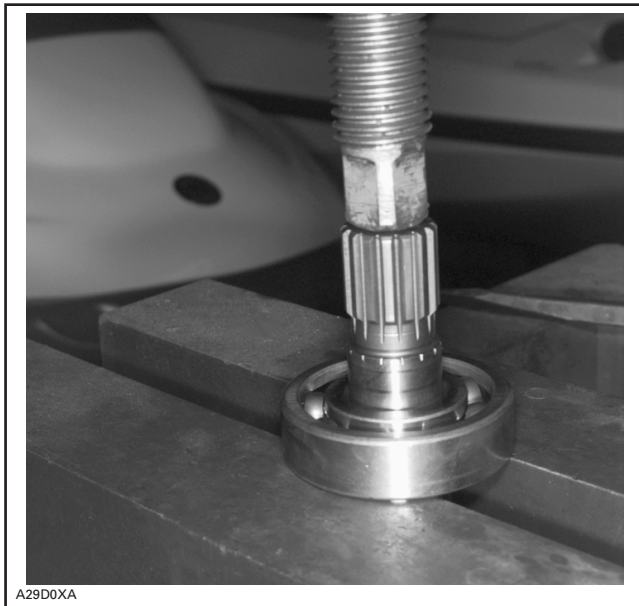
Proceeding from right side, drive brake shaft out of gearbox housing.



Remove sleeve no. 23.

**NOTE:** Brake shaft gears remain in gearbox housing.

Remove bearing no. 27 from brake shaft no. 23 using a press.

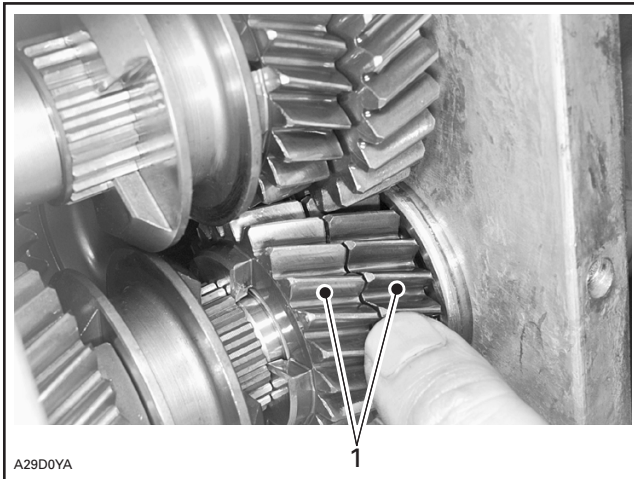


Drive reverse shaft no. 38 out until its LH side bearing is free.

## Section 05 TRANSMISSION

### Subsection 08 (GEARBOX)

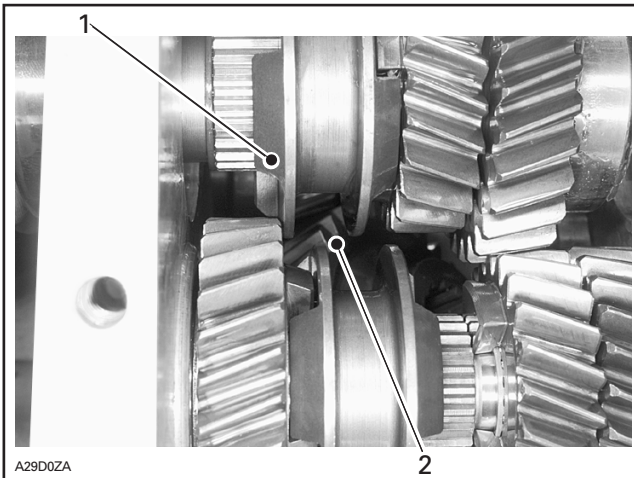
Make sure gears mesh.



1. These gears must mesh as reverse shaft is driven out

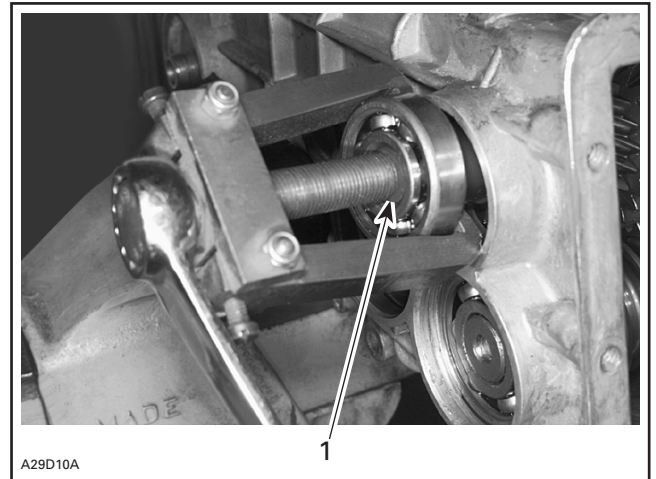
Shift in reverse gear.

Turn reverse shaft so its sliding sleeve dog will not touch the RH gear of driven pulley shaft **no. 15**. This will allow the driven pulley shaft to be pushed out enough for bearing removal.



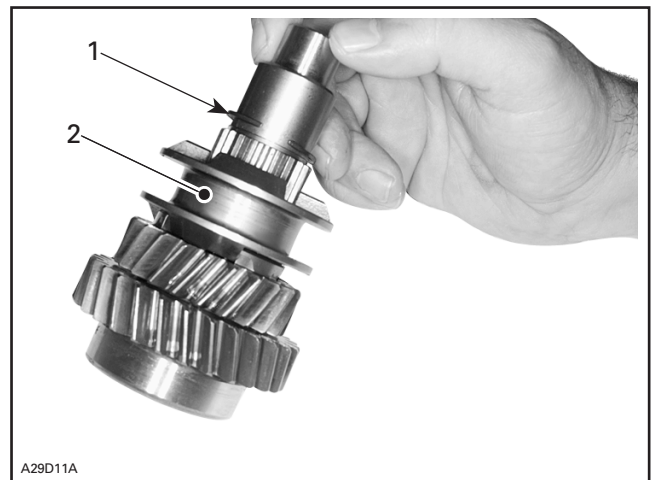
1. Sleeve dog not touching right gear  
2. Brake shaft gears are still in gearbox

Use a puller to extract LH reverse shaft bearing.



1. Extract reverse shaft LH side bearing

To remove sliding sleeve from reverse shaft, first remove circlip.

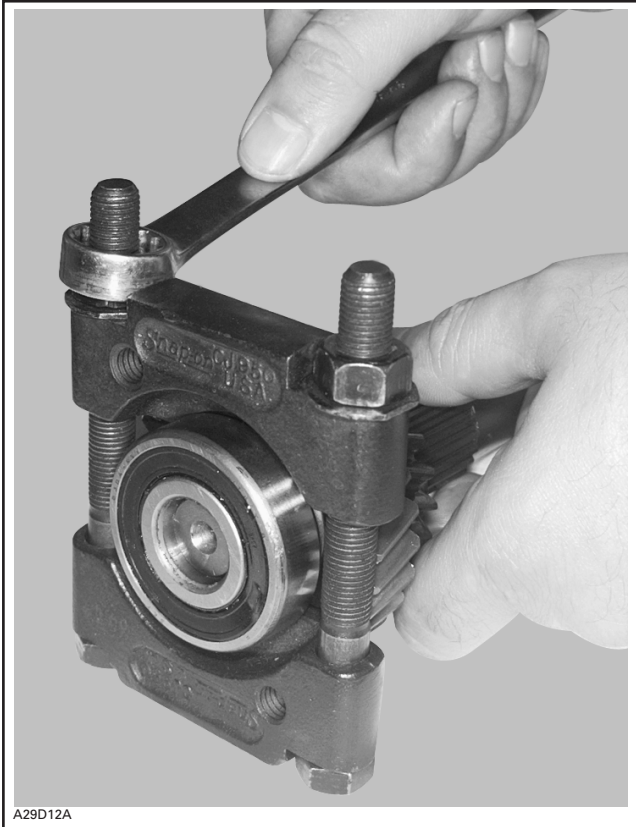


1. Circlip  
2. Sliding sleeve

Use a puller to extract bearing **no. 19**.

## Section 05 TRANSMISSION

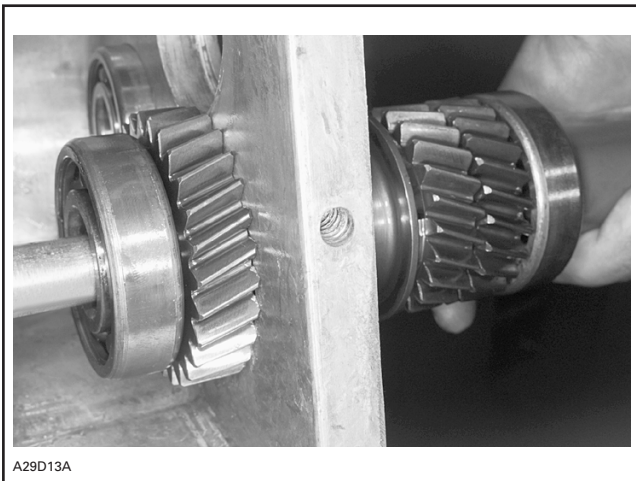
### Subsection 08 (GEARBOX)



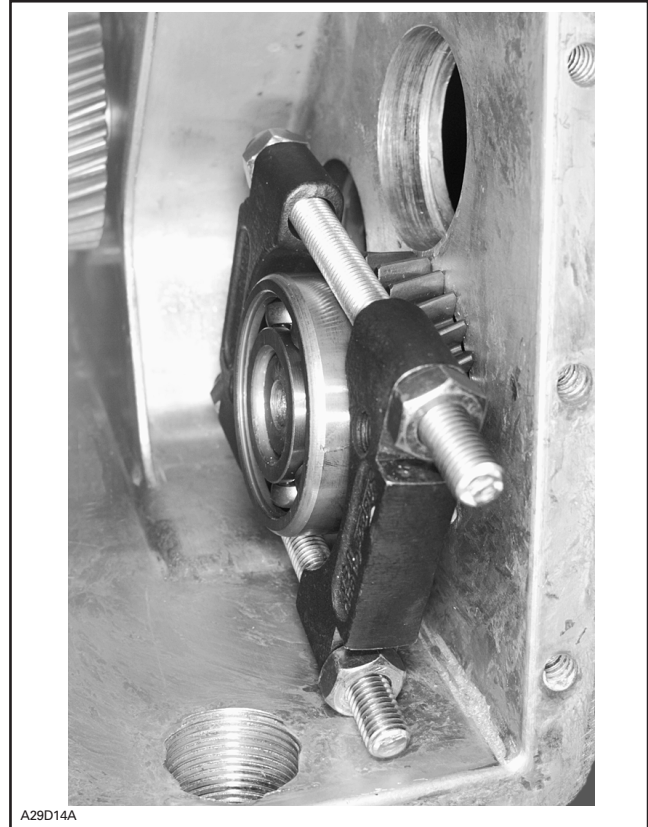
Remove brake shaft gears.

Unbolt driven pulley shaft screw **no. 11** and remove washer.

Push driven pulley shaft **no. 15** out of gearbox until its LH gear **no. 14** is against gearbox inner wall.

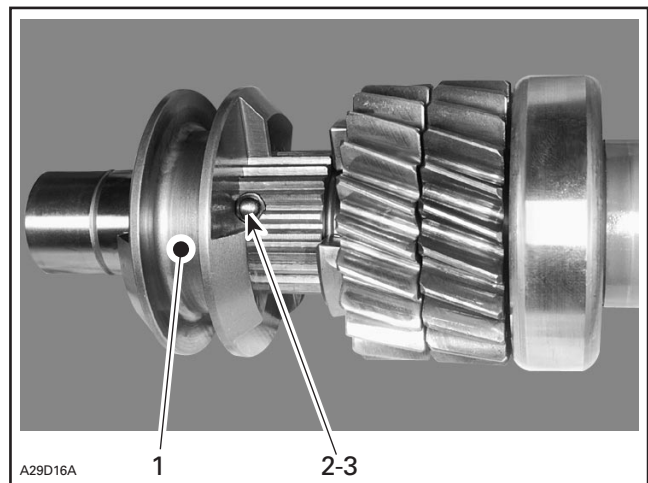


Use a puller to extract bearing **no. 12**.



Remove circlip then, gear **no. 14**. Now driven pulley shaft can be pulled out from gearbox.

Remove sliding sleeve taking care not to lose balls **no. 18** and spring **no. 16**.



1. Sliding sleeve
2. Spring
3. Balls



## Section 05 TRANSMISSION

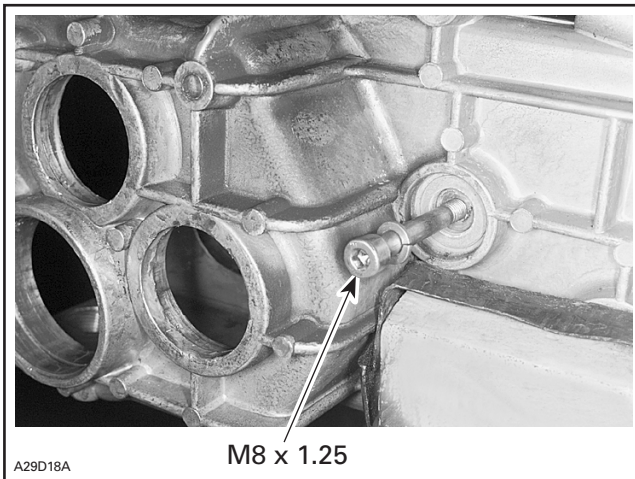
### Subsection 08 (GEARBOX)



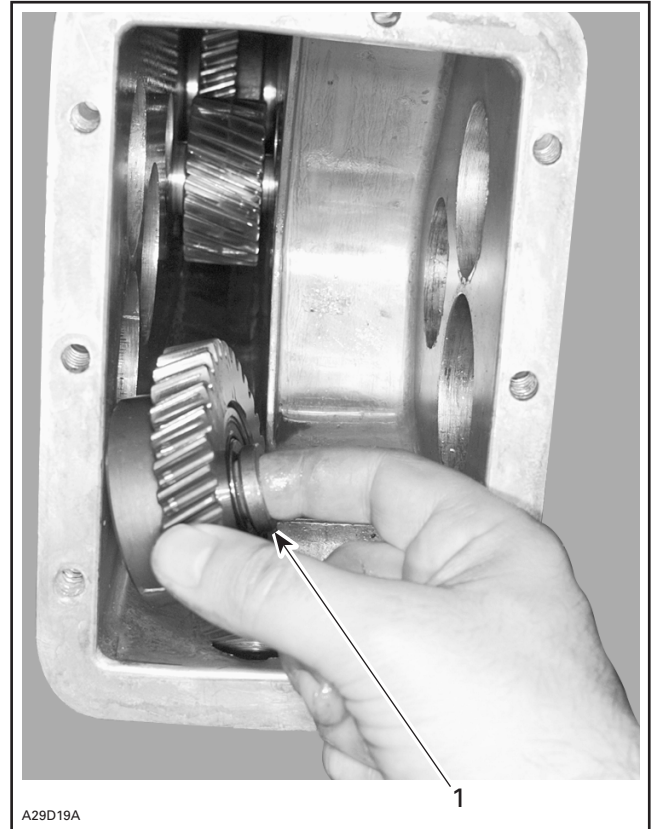
#### DRIVEN PULLEY SHAFT COMPONENTS

Remove screws no. 16 from intermediate shafts no. 30.

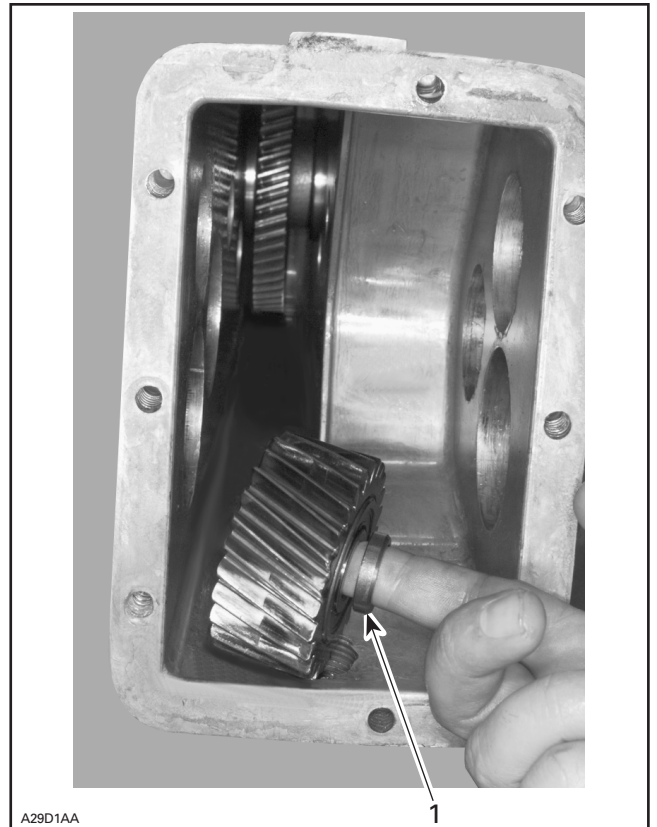
Fasten a long M8 x 1.25 screw in axle end then drive it out, beginning with top one.



Remove intermediate gears and spacers.



1. Spacer



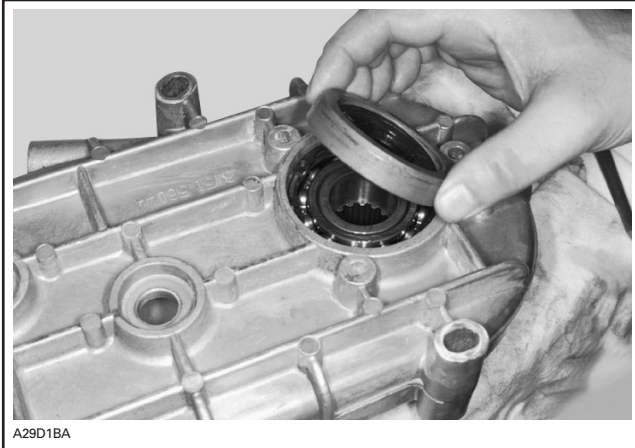
1. Spacer

## Section 05 TRANSMISSION

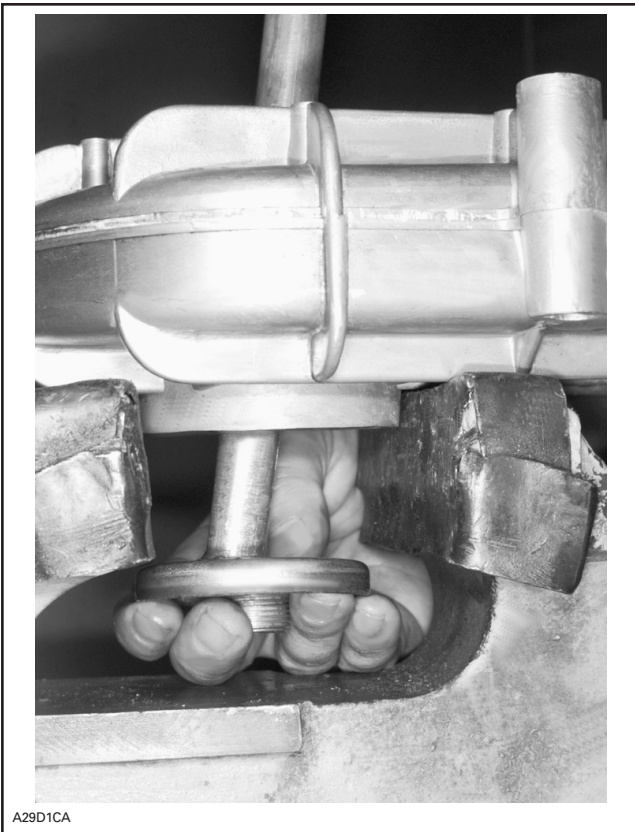
### Subsection 08 (GEARBOX)

Do not disassemble bearings of intermediate gears needlessly.

Pry out bottom seal no. 33 from gearbox housing.  
Remove sleeve no. 32 then, circlip no. 9.



Drive out plug no. 37.



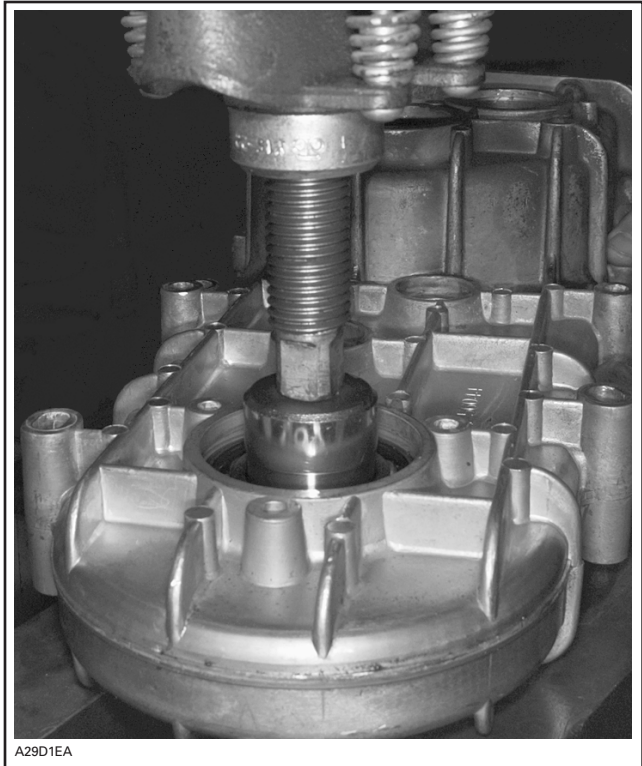
Remove circlip no. 9 from LH side.



Using a press, drive out lower shaft no. 36 from  
RH side.

▼ **CAUTION**

Do not push against inner bearing race.



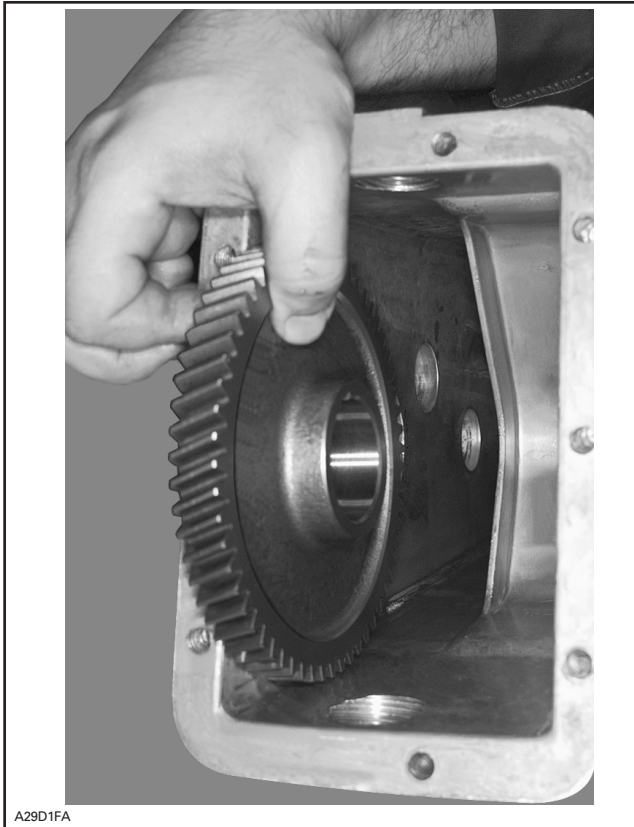
## INSPECTION

Check bearing condition. There must be no discoloration, missing rollers or balls, broken cages, etc.

Check sprocket teeth.

## ASSEMBLY

Install lower gear no. 34 with its shoulder facing RH side.



Install lower shaft no. 36 with its hollow side (no splines) on RH side. Align key with lower gear no. 34 keyway.



Install intermediate gears no. 29 with their shoulder towards LH side. Position spacers no. 28 as illustrated in removal procedure. Beveled side of spacers goes against gearbox wall.

Install RH side bearing of brake and reverse shafts.

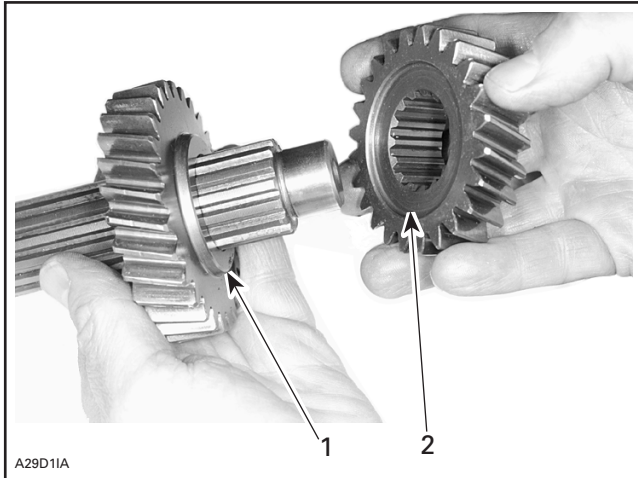


Partially assemble brake shaft gears nos. 24 and 25 with shoulder facing recess.



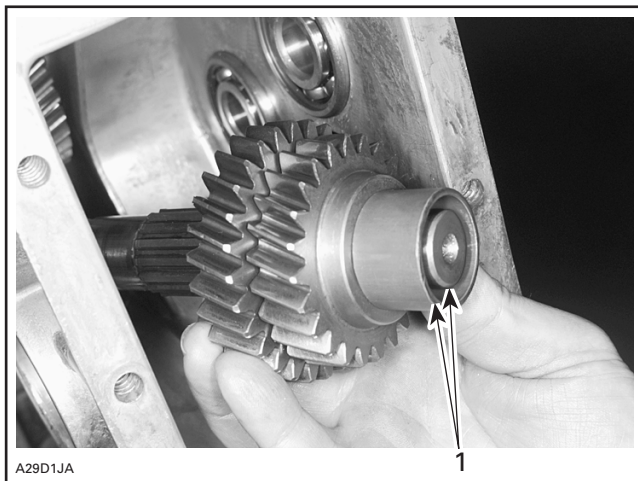
## Section 05 TRANSMISSION

### Subsection 08 (GEARBOX)



1. Shoulder
2. Recess

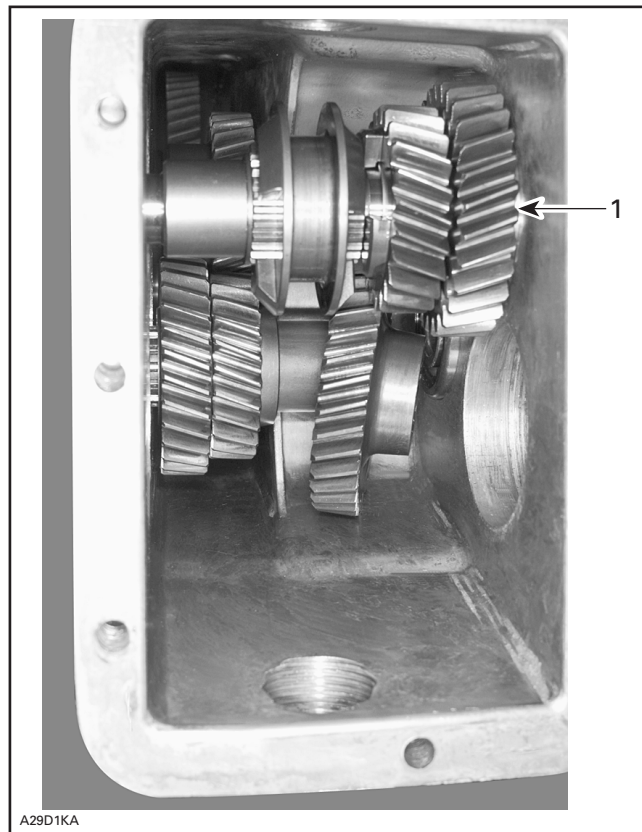
Install sleeve no. 23 on brake shaft no. 26 then, slide gears and sleeve until end of sleeve is flush with shaft end.



1. Flush

Install brake shaft no. 26 into gearbox then, loosely install gear no. 22 with its shoulder facing bearing no. 21. Do not push brake shaft into bearing no. 21 at this time.

Install reverse shaft ass'y no. 38 into its RH side bearing no. 19.

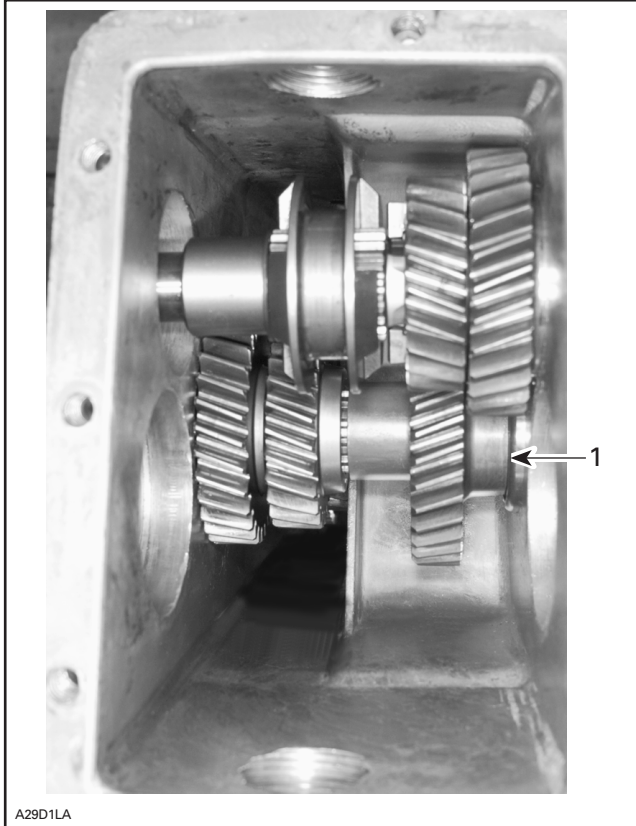


1. Reverse shaft installed in its RH bearing

## Section 05 TRANSMISSION

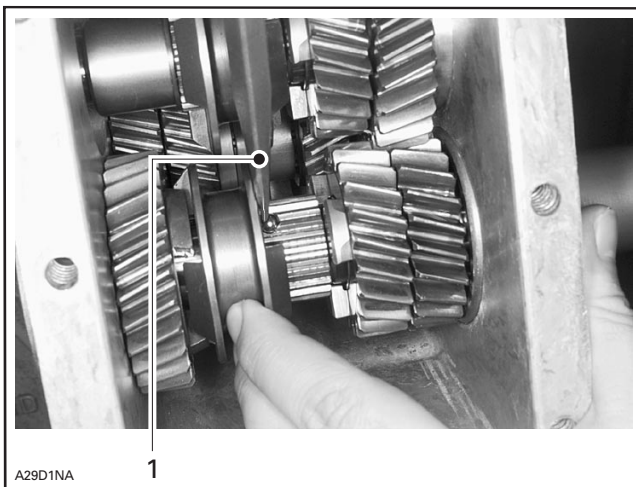
### Subsection 08 (GEARBOX)

Position gear no. 22 against bearing RH side bearing no. 19 then, finalize brake shaft no. 26 insertion.



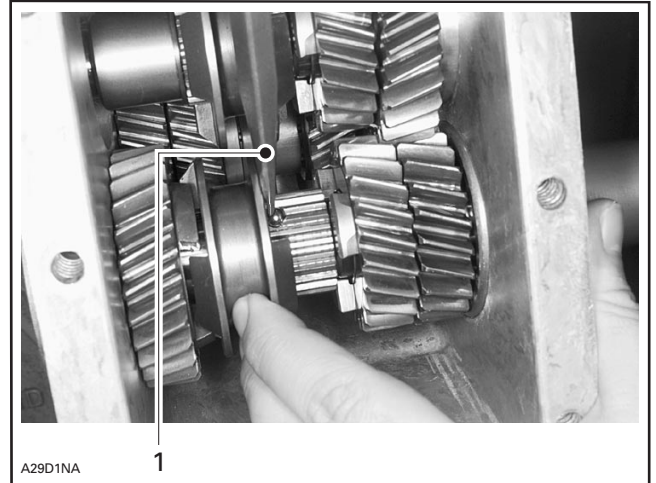
1. Finalizing brake shaft insertion

Install driven pulley shaft no. 15 with the sliding sleeve loosely inserted. Gear no. 14 must be at its place.



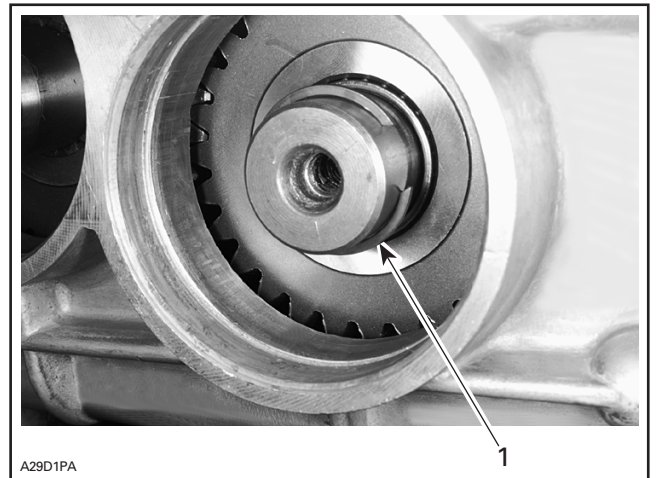
1. Sliding sleeve loosely inserted  
2. Gear no. 14 in place

Install balls no. 18 and spring no. 16 into driven pulley shaft.



1. Push on ball with a screwdriver then move sliding sleeve to the right

Finalize driven pulley shaft insertion. Make sure that gears mesh during insertion. Install circlip no. 20.



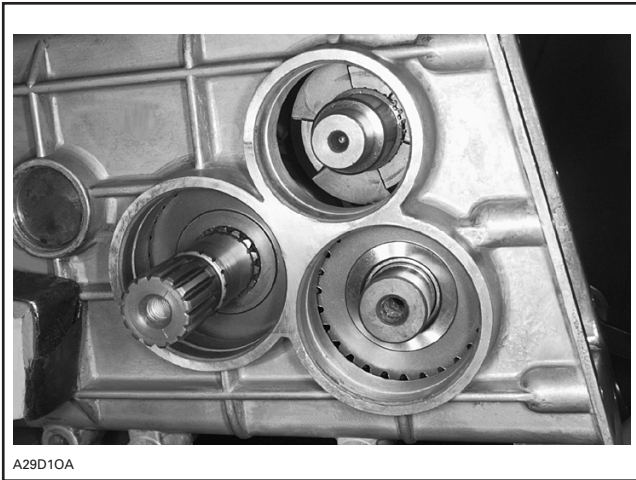
1. Circlip

Install LH side bearings nos. 12, 19 and 21, shims no. 8, circlip no. 9 then, plugs no. 8.

## Section 05 TRANSMISSION

### Subsection 08 (GEARBOX)

**NOTE:** After first outing, oil level will decrease as the upper oil cavity fills with oil. Recheck oil level and refill as required.



A29D10A

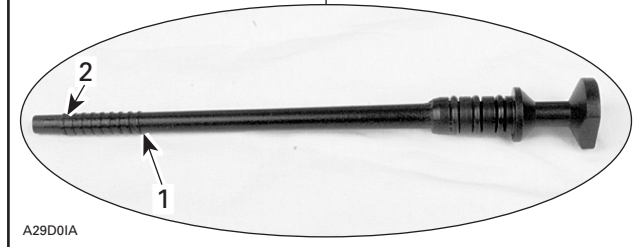
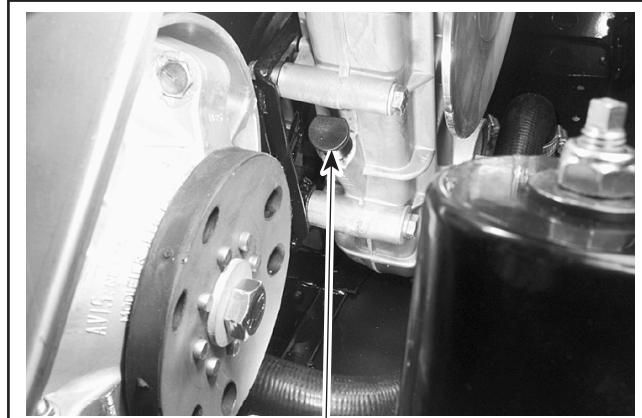
READY TO INSTALL BEARINGS, SHIMS, CIRCLIPS AND PLUGS

## INSTALLATION

Reverse removal procedure. Check pulley alignment.

## OIL LEVEL

To check, pull dipstick. Oil should reach level mark.



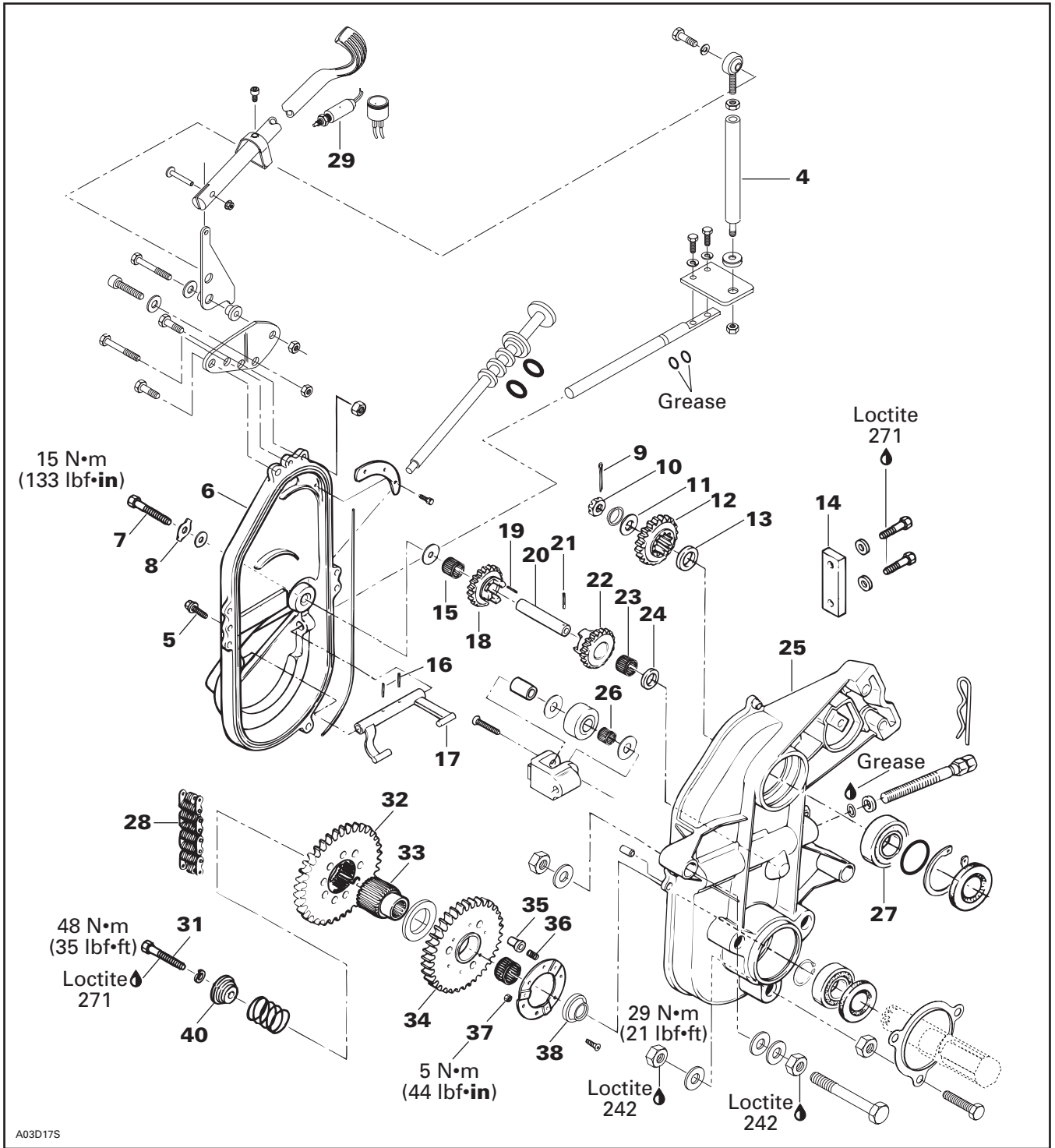
A29D01A

1. Full level mark
2. Lower level mark

To fill, remove filler plug from top of transmission. Refill as required using BOMBARDIER SYNTHETIC CHAINCASE OIL (P/N 413 802 800 — 12 x 250 mL).

**2-SPEED GEARBOX**

*Grand Touring 500/583 and Formula Deluxe 500 LC/583/670*



A03D17S



## Section 05 TRANSMISSION

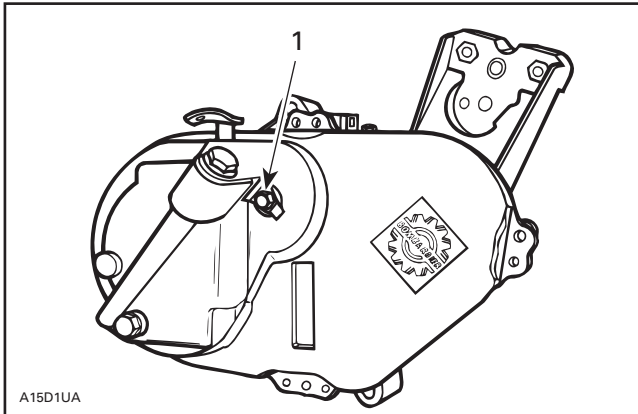
### Subsection 08 (GEARBOX)

## DISASSEMBLY

**NOTE:** It is possible to see the sliding gear in motion through oil gauge hole.

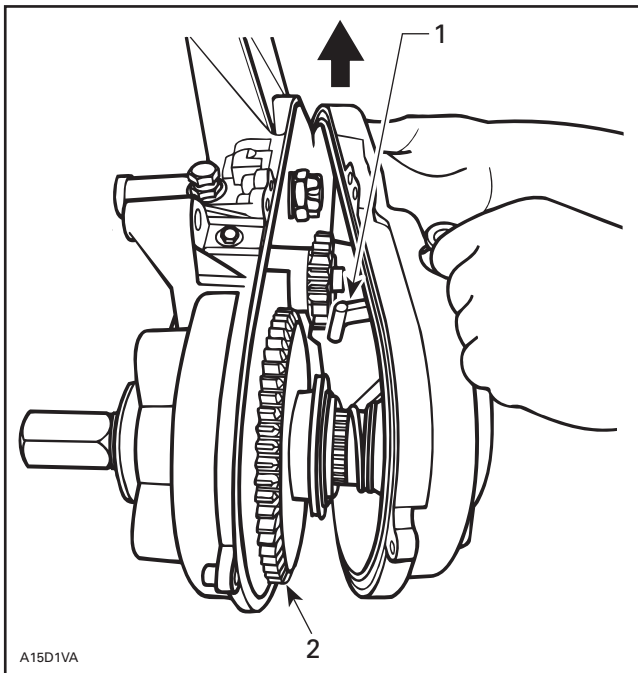
Unbolt gear shift linkage from shifter.

Unscrew cover screws **no. 5** as well as reverse axle screw **no. 7**.



1. Reverse axle screw

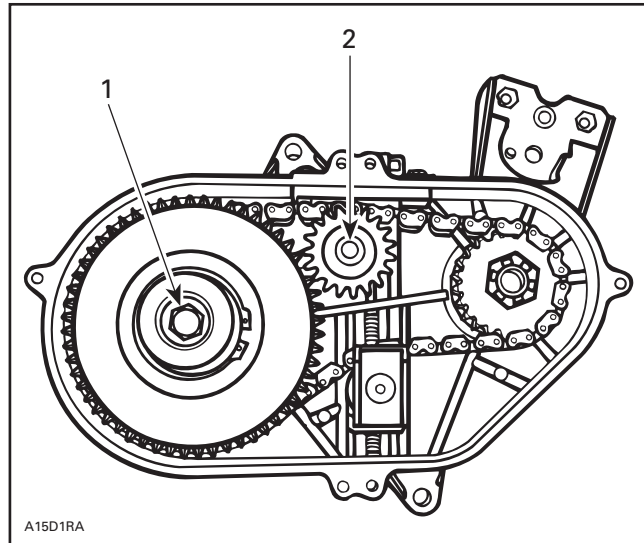
Separate cover **no. 6** from housing and move it toward the front in order to disengage fork from sliding gear.



1. Fork  
2. Sliding gear

Loosen chain tension, unscrew sliding gear retaining screw **no. 31**, then remove sliding gear **no. 32**.

First remove 19-tooth reverse gear **no. 18** and then remove reverse axle **no. 20**.



1. Sliding gear screw  
2. Reverse axle

Remove coupling shaft **no. 33**, 44-tooth sprocket **no. 34**, spacer **no. 38** and chain **no. 28**.

First unscrew castellated nut **no. 10**, then remove 22-tooth sprocket **no. 12**.

Force 2 spring pins **no. 16** out to disengage fork **no. 17** from its axle.

## INSPECTION

### 14, Chain Slider

Replace slider if maximum wear is 1.0 mm (.039 in) at contact point.

### Bearings

Check bearing condition. There must be no discoloration, missing rollers, broken cages, etc.

### Sprockets and Gears

Check teeth.

## ASSEMBLY

Reinstall drive shaft.

Reinstall gearbox housing.

**NOTE:** Adjustment screw can only be installed when housing is removed.

Sealed side of bearing **no. 27** must face gearbox cover.

## Section 05 TRANSMISSION

### Subsection 08 (GEARBOX)

Do not reuse removed oil seals. Replace them with new ones.

Install drive axle with track then bearing and circlip in chaincase bore. Install spacer **no. 38** with its large outer diameter against sprocket, 44-tooth sprocket **no. 34**, coupling shaft **no. 33**, cap **no. 40** and screw **no. 31**.

Place a 25 cm (10 in) rule against sprockets. Maximum allowable offset is 1 mm (.040 in).

a. If upper sprocket is too far in, possible causes are:

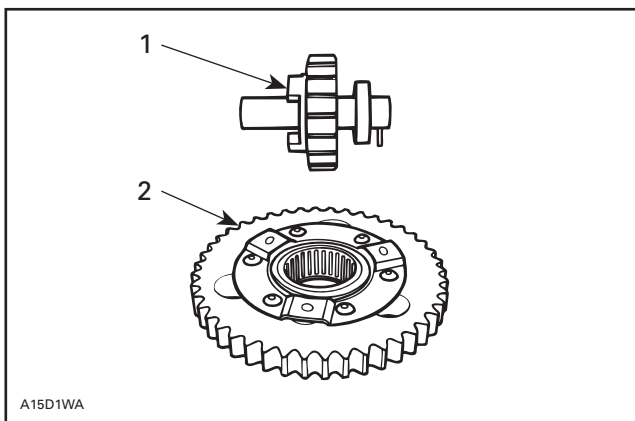
1. Countershaft bearing on driven pulley side may be too far in. To check, pull out bearing using countershaft bearing remover (P/N 529 030 100) then recheck sprocket alignment. Use bearing installer (P/N 529 030 200) to reposition bearing. Bearing housing (triangle) must be against frame without preload.
2. Add shim(s) between chaincase and frame and reposition bearing on driven pulley side accordingly.

b. If upper sprocket is too far out, check:

If there are too many shims between chaincase and frame. Remove shims accordingly and reposition bearing on driven pulley side.

Press needle bearing in 44-tooth sprocket. Assemble drive pins **no. 35** and their spring **no. 36** on 44-tooth sprocket. Tighten nut **no. 37** to 5 N•m (44 lbf•in) in a criss-cross sequence.

Insert spring pin **no. 21** in reverse axle up to inside diameter. Press needle bearing in 19-tooth sprocket. Install ring **no. 24** and 19-tooth sprocket on reverse axle.



1. Reverse axle ass'y
2. Sliding gear ass'y

Install shim **no. 13**, 22-tooth sprocket (drive) **no. 12** and washer **no. 11** then tighten castellated nut **no. 10** and conical spring washer. Secure with a new cotter pin.

Install chain **no. 28**, 44-tooth sprocket **no. 34** and its spacer **no. 38**. Spacer's large outer diameter must be against sprocket. Insert coupling shaft **no. 32** in 44-tooth sprocket.

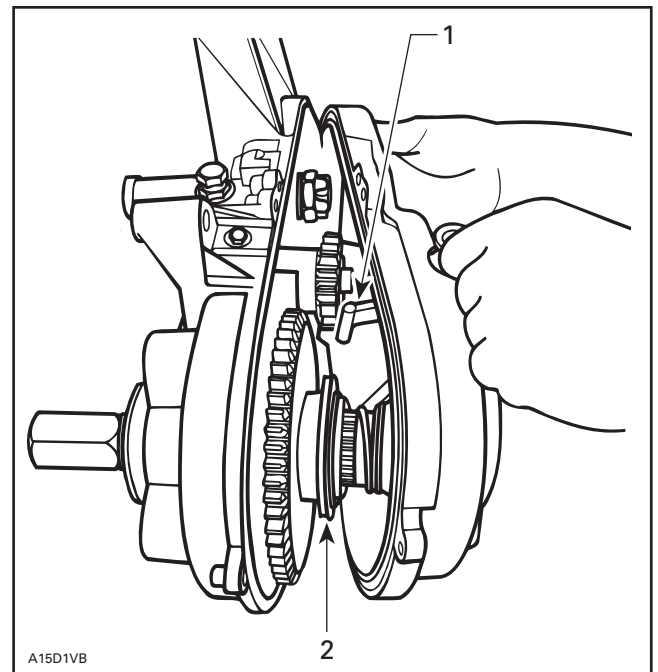
Install needle bearing **no. 15** (wider one) in reverse gear **no. 18**.

Install reverse axle **no. 20** (assembly) making sure to properly position spring pin in housing slot. Install alignment rod **no. 19**, reverse gear **no. 18** and spacer **no. 24**. Drive sprocket hole and driven gear hole must be aligned to insert alignment rod.

Mount chain tensioner (assembly) to adjustment screw already fixed to gearbox. Assemble fork **no. 17** to axle using spring pins **no. 16**. Apply grease on O-rings.

## 6, Cover

Join cover (assembly) to housing. Make sure fork tabs are behind sliding sprocket thrust washer.



1. Fork tabs
2. Thrust washer

## CAUTION

Gearbox cover must lay completely against housing.

## Section 05 TRANSMISSION

### Subsection 08 (GEARBOX)

#### 5,7,8, Screws and Locking Tab

Tighten screws in a criss-cross sequence starting with the one above reverse axle. Install reverse axle screw and bend locking tab against screw head flat. Bolt shift linkage to shifter.

### ADJUSTMENT

#### 28, Chain

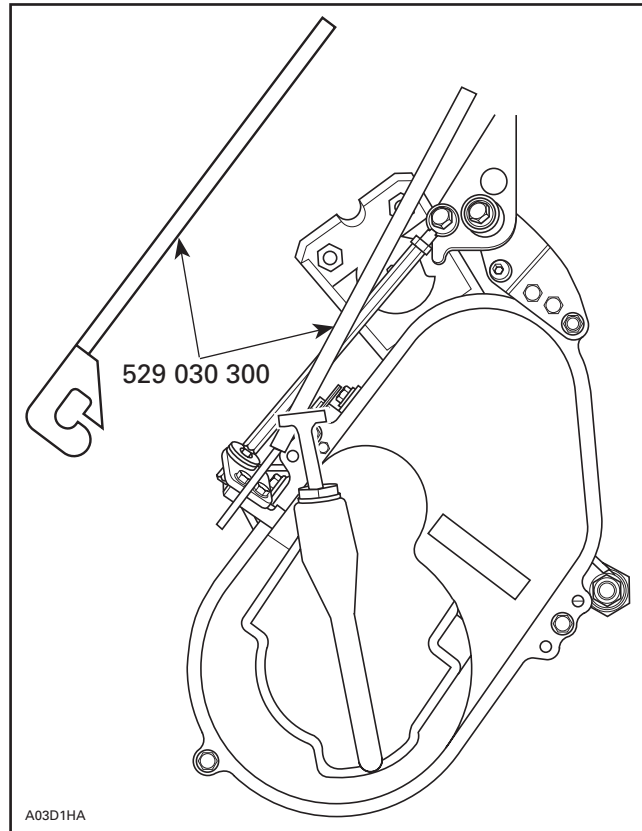
Fully tighten adjustment screw by hand, then back off only far enough for hair pin to engage in locking hole.

#### 4, Gear Shift Linkage

1. Check proper fit of handle in console.
2. Shift into reverse gear.

**NOTE:** If it is impossible to shift into reverse gear, shorten tie-rod and try again. If it is still impossible, check if the fork engages in the sliding gear or disassemble the cover to inspect components.

3. Completely loosen ball joint lock nut on the gear shift linkage.
4. Use tool (P/N 529 030 300) to push and hold down tie-rod plate to make sure transmission is in reverse gear. Pull shifter handle to reverse position making sure all slack is removed. Lengthen tie-rod until it contacts the rubber washer then add an additional turn.

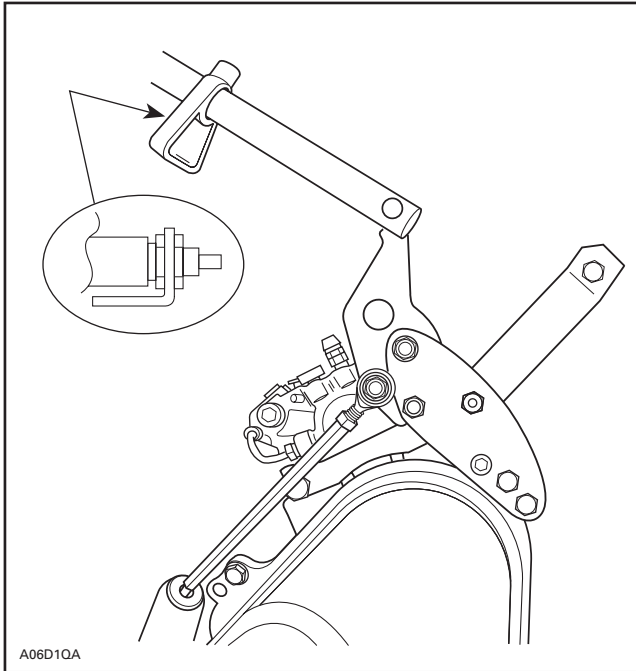


**NOTE:** It is normal to feel a light friction when shifting into gear.

5. Statically test transmission operation in forward and reverse positions.
6. Hold linkage and tighten ball joint jam nut.

### 29, Alarm Switch

Adjust backup alarm so that it sounds when transmission is in reverse gear while engine is running.



### OIL CHANGE

Place a container under bottom pan (gearbox side).

Unbolt gear shift linkage from fork axle. Unbolt and remove cover by separating it from housing and by moving it toward the front in order to release fork from sliding sprocket.

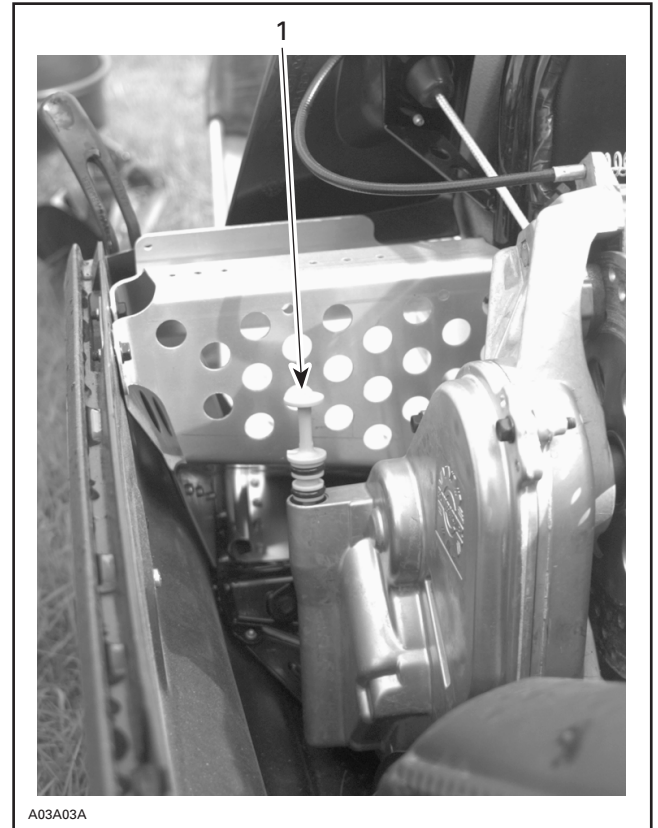
Clean cover interior.

**NOTE:** It is normal to find metallic particles stuck to dipstick magnet. If bigger pieces of metal are found, disassemble and check all parts.

Reinstall cover as described previously during assembly.

Fill housing with BOMBARDIER SYNTHETIC CHAINCASE OIL (P/N 413 802 800 — 12 x 250 mL). Oil capacity is 250 mL (8.5 oz).

Check oil level with dipstick. With dipstick unscrewed, oil level must be between MIN. and MAX. marks.



1. Dipstick

Shifter can be put in reverse position to ease removal of dipstick.



# DRIVE CHAIN

## SILENT CHAIN

There are 2 types of silent chains. One is 11-plates wide and the other is 13-plates wide (stronger). Do not interchange sprockets. Fit chain on sprockets to make that you are using the right ones according to width. Refer to TECHNICAL DATA 10.

**NOTE:** No work (separation, lengthening) can be done on a silent chain.