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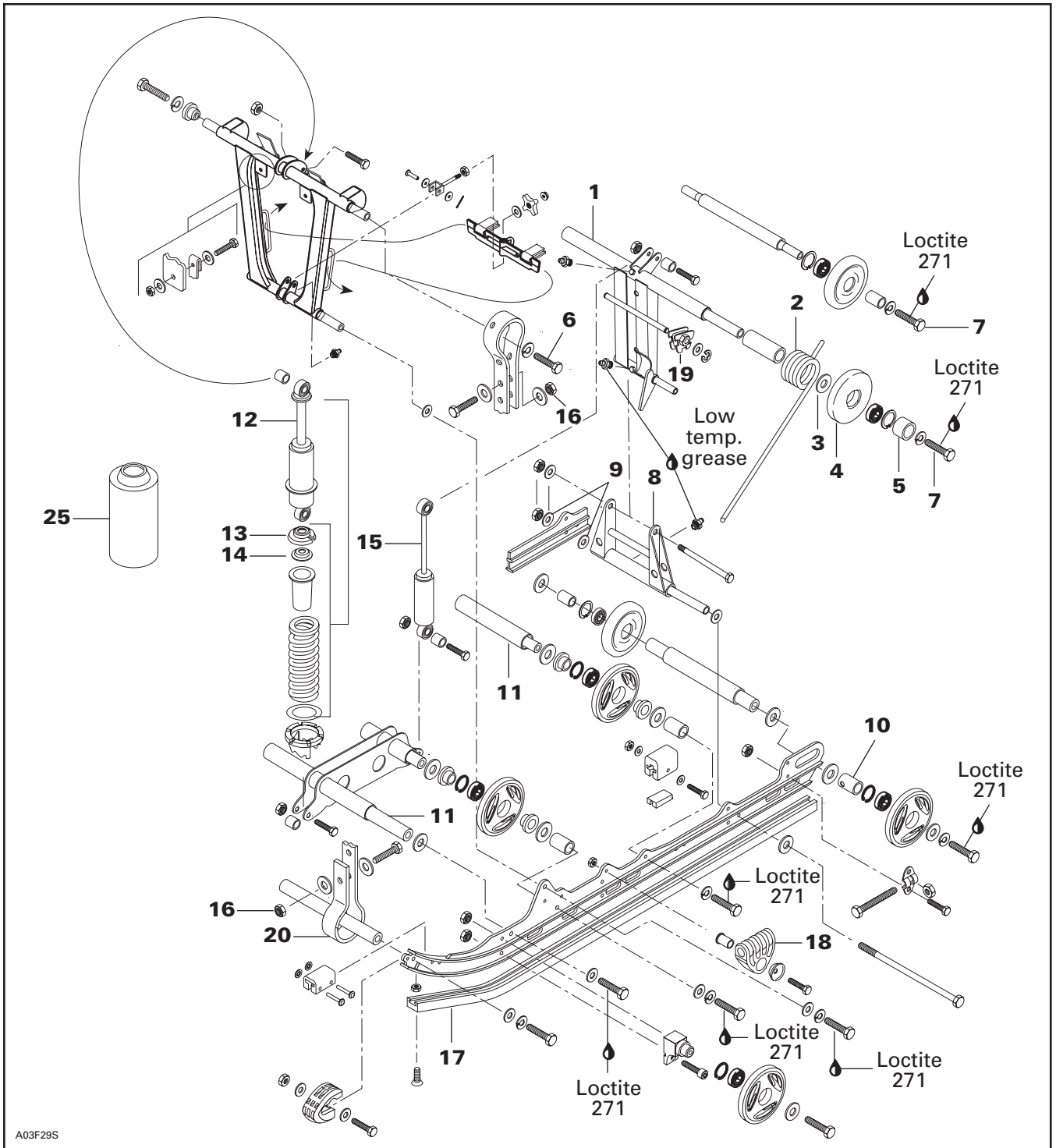
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**Section 07 REAR SUSPENSION**  
Subsection 02 (SC-10 SUSPENSIONS (ALL VERSIONS))

**SC-10 Mountain on Summit 500/X 670**



A03F29S



## Section 07 REAR SUSPENSION

### Subsection 02 (SC-10 SUSPENSIONS (ALL VERSIONS))

## COMPONENT REMOVAL AND INSTALLATION

Lift rear of vehicle and support it off the ground.

### 21, Rear Axle

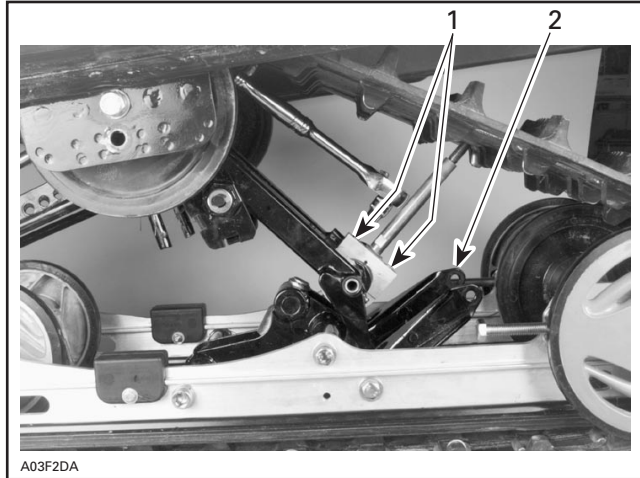
Completely loosen track tension.

Unscrew one rear idler wheel screw.

Pull out rear axle from opposite side of offset inner wheel. Proceed on either sides for models with 4 wheels on rear axle.

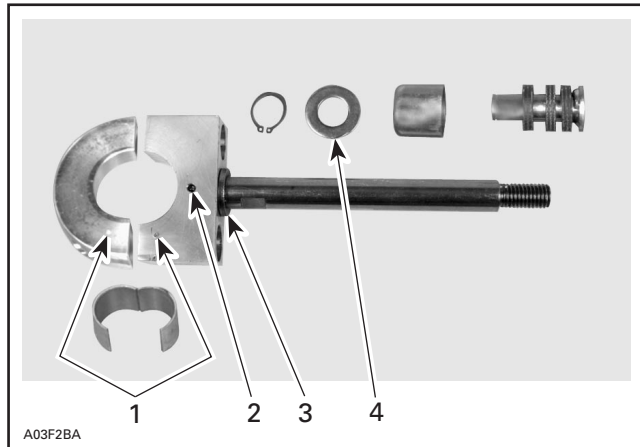
At assembly, temporarily loosen rear shackle lower pivot nut and ACM (Acceleration and Control Modulator) support rear bolt.

Align spacer hole with adjusting bolt.



1. Block ass'y Allen screw
2. Shackle

Unscrew block ass'y Allen screws.



1. Marks
2. Roll pin
3. Smaller washer
4. Larger washer

### 23, Cushion

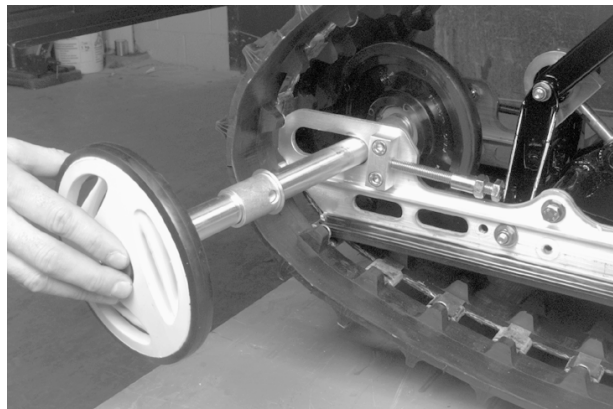
Separate pivot block.

Remove cushion.

Apply lithium grease on cushion at reassembly.

At assembly, match marked side of both pivot blocks.

When cup is disassembled, it may be too difficult to install circlip before reinstalling this assembly. Install all parts and the circlip loosely around threaded rod. Compress rear of vehicle or lift the front to easily install circlip in its groove.



A03F1LA

TYPICAL

### SC-10 HP and XC

### 22, Threaded Rod

**NOTE:** Do not disassemble threaded rod ass'y needlessly.

Lift rear of vehicle.

Unhook rear springs.

Unscrew threaded rod nut.

Remove through bolt from shackle.

Swing shackle rearward.

Collapse suspension in order to disengage threaded rod from its support.

**Section 07 REAR SUSPENSION**  
Subsection 02 (SC-10 SUSPENSIONS (ALL VERSIONS))

### 25, ACM Support

Remove threaded rod ass'y. Loosen rear axle screw on one side and rear shackle screws.

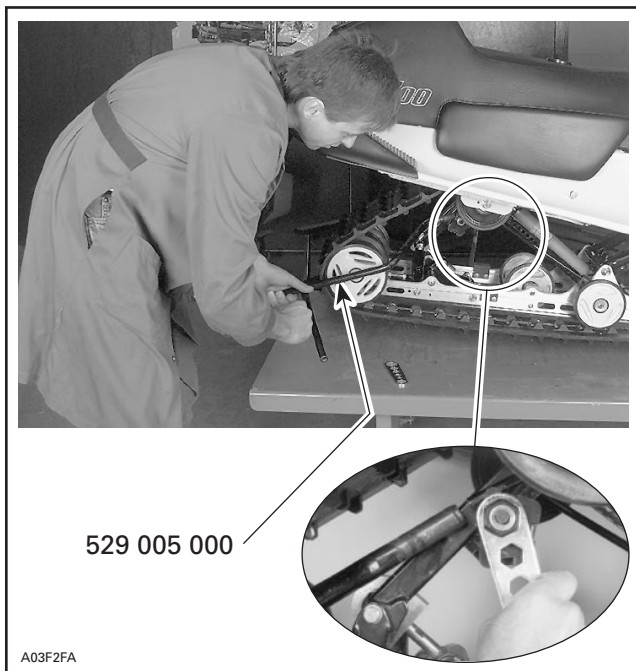
Unbolt ACM support and remove it.

Remove cup.

### 15, Rear Shock

Lift rear of vehicle.

Slightly turn adjusting cam to expose spring end. Using spring installer (P/N 529 005 000), remove left spring from adjusting cam.



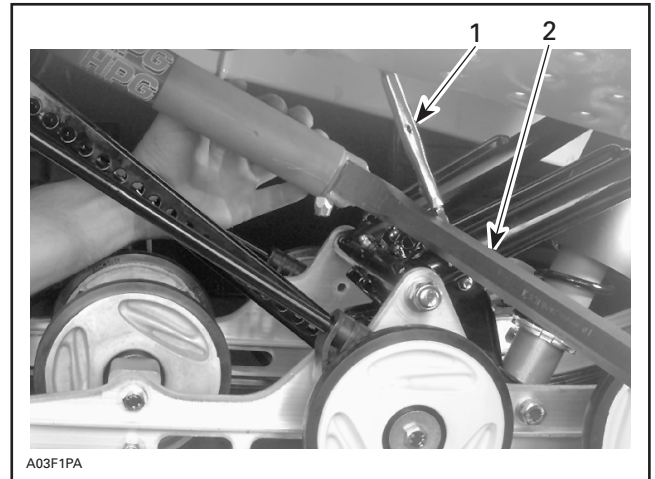
Remove nut on top end of shock.

Remove nut on bottom end of shock. Pry up shock bottom end to ease removing bolt (gas shock only). See installation illustration below.

Installation is reverse of removal procedure. To easily compress gas shock absorber, use a pry bar and locking pliers as a stopper.

## ▼ CAUTION

Take care not to damage grease fitting.



1. Locking pliers
2. Pry bar

### **All Models**

#### 12, Front Shock

Unfasten one end of stopper strap.

Unbolt shock and remove it.

### **All Models**

#### 2, Rear Spring

Remove spring ends from adjusting cams.

Unbolt rear arm top axle from chassis.

### **All Liquid Cooled Models**

Unscrew set screws from locking ring at each end of top axle.

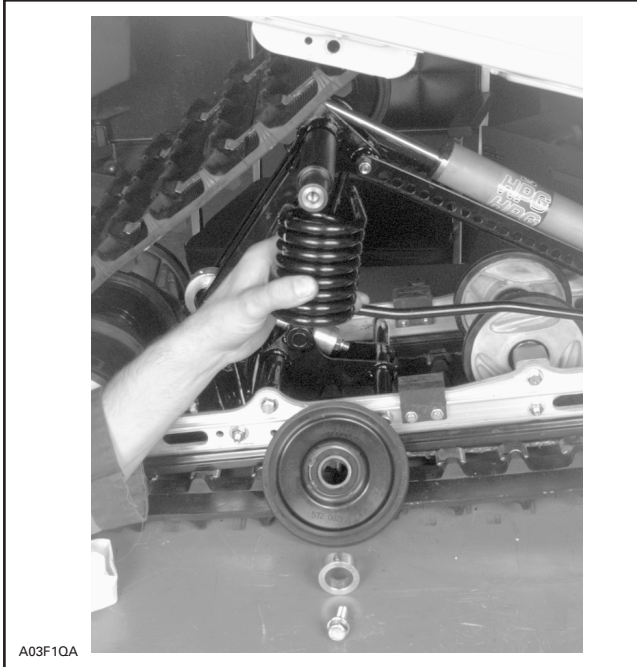
## Section 07 REAR SUSPENSION

### Subsection 02 (SC-10 SUSPENSIONS (ALL VERSIONS))

#### All Models

Remove locking rings (spacers on fan cooled models) and top idler wheels.

Remove springs.



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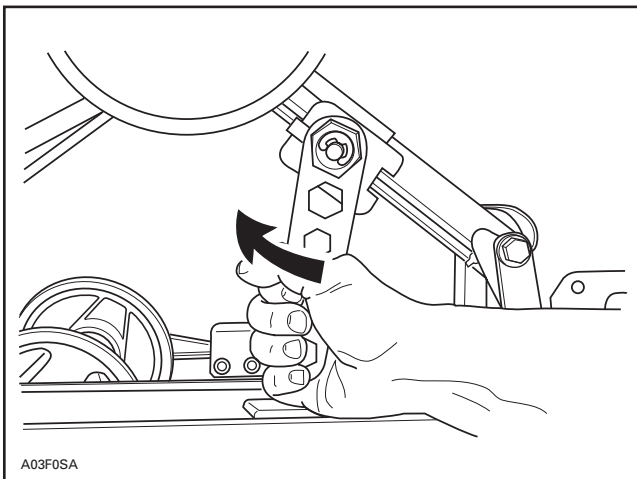
TYPICAL

At reassembly, wheel circlip must face outward.

## REMOVAL

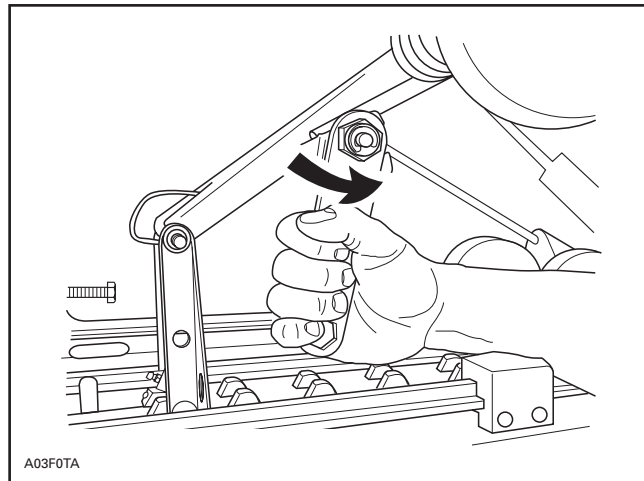
### 19, Cam

Decrease spring preload by turning LH cam clockwise and RH cam counterclockwise.



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LH SIDE SHOWN



A03F0TA

RH SIDE SHOWN

Lift rear of vehicle and support it off the ground.  
Loosen track tension.

### 7, Screw

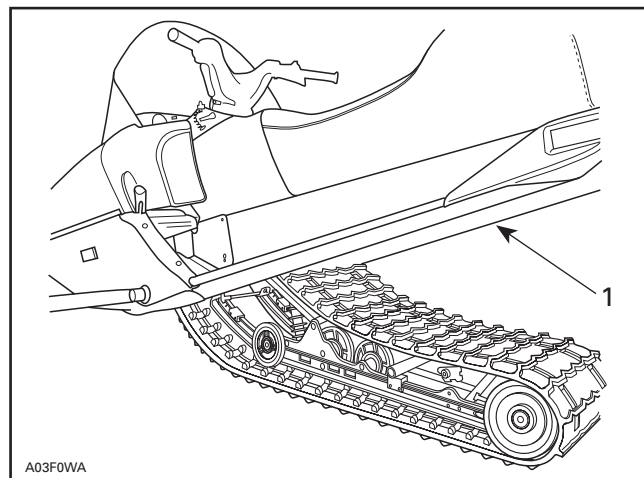
Unscrew rear arm top axle from chassis.

**NOTE:** To prevent axle from turning when unscrewing screws assembled with threadlocker, proceed as follows:

- Knock on screw head and/or heat to break threadlocker bond.
- Loosen one screw then retighten.
- Remove the opposite screw.
- Remove the first one.

Unscrew center idler wheel axle from tunnel then remove.

Lift rear of vehicle at least 1 m (3 ft).



A03F0WA

1. At least 1 m (3 ft)

## Section 07 REAR SUSPENSION

### Subsection 02 (SC-10 SUSPENSIONS (ALL VERSIONS))

#### 6, Screw

Remove both screws retaining front arm to tunnel.

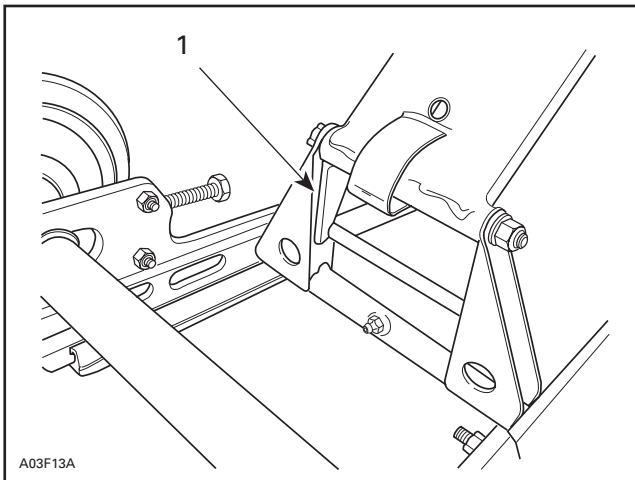
Remove suspension.

### DISASSEMBLY AND ASSEMBLY

Inspect track thoroughly before reinstalling suspension. Refer to TRACK 07-06.

#### 1, Rear Arm

At installation, rear arm stroke limiter must be on rear side.



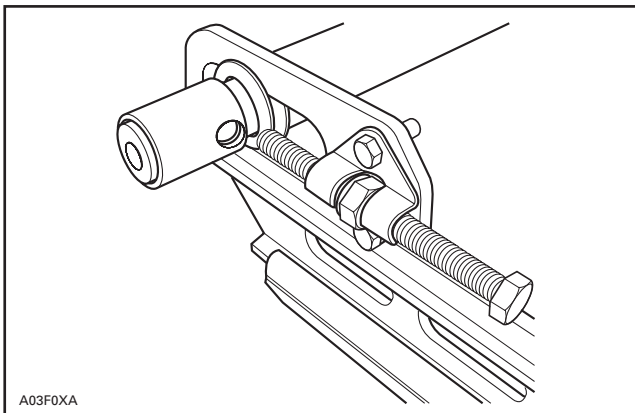
1. Stroke limiter on rear side

#### 8,9, Pivot Arm and Flat Washer

At installation pivot arm grease fitting must face rearward.

#### 10, Outer Bushing

At installation, hole must face adjustment screw.



A03F0XA

#### 11, Axle

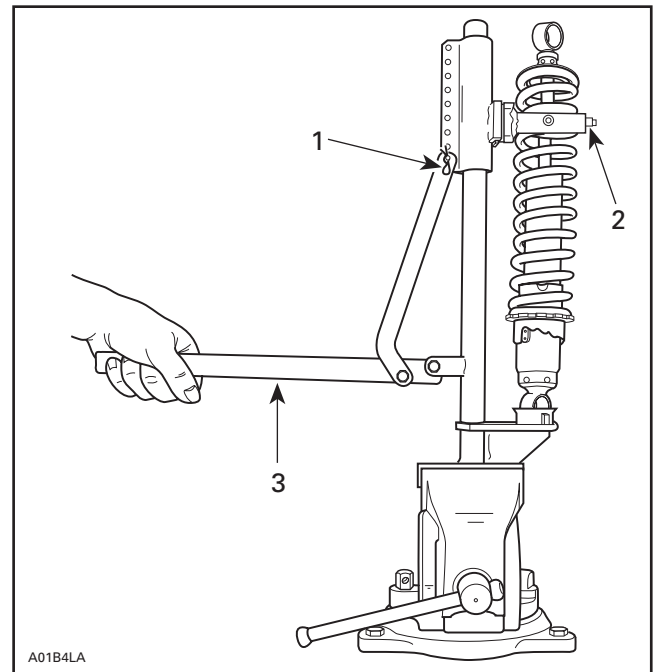
Note position of axles at disassembly. Axles with a paint stripe serve as idler wheel axles. These are more precise than those used as pivot axles. Idler wheel axles can be used as pivot axles but the opposite is not true.

#### 12,13,14, Front Shock, Spring Stopper and Cap

Use shock spring remover (P/N 529 035 504) and put it in a vise. Mount shock in it and turn shock so that spring coils matched spring compressor.

Close and lock bar. Adjust handle horizontal by changing position of clevis pin.

Push down on handle until it locks. Remove spring stopper and cap then release handle.



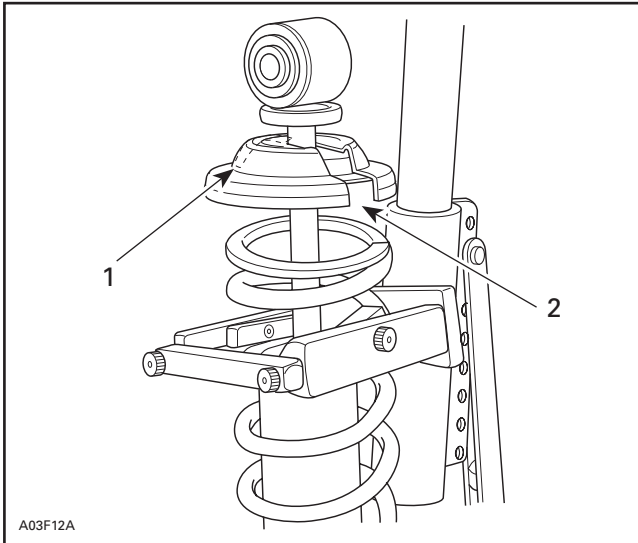
1. Clevis pin  
2. Bar  
3. Handle horizontal



## Section 07 REAR SUSPENSION

### Subsection 02 (SC-10 SUSPENSIONS (ALL VERSIONS))

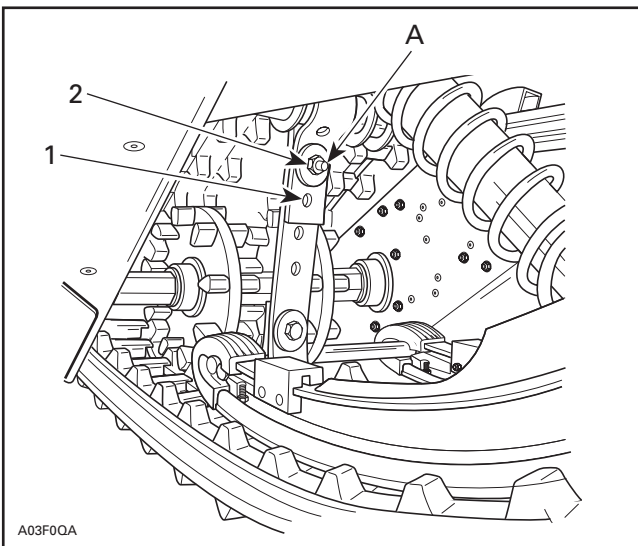
At installation, cap opening must be 180° from spring stopper opening.



1. Cap opening
2. Spring stopper opening

### 20, Stopper Strap

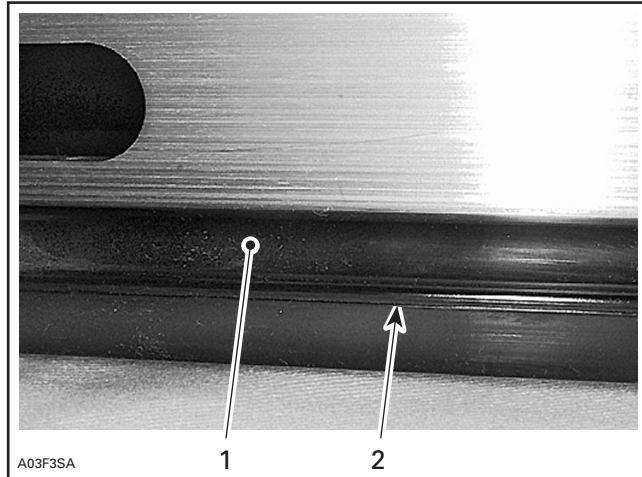
Inspect strap for wear or cracks, bolt and nut for tightness. If loose, inspect hole for deformation. Replace as required. Make sure it is attached through proper hole from the end. Refer to TECHNICAL DATA 10-03. Torque nut to 11 N•m (97 lbf•in).



1. 1<sup>st</sup> hole
2. 2<sup>nd</sup> hole
- A. 11 N•m (97 lbf•in)

### 17, Slider Shoe

Molding line is the wear limit indicator.



TYPICAL

1. Slider shoe
2. Molding line (wear limit indicator)

Replace slider shoes when wear limit is reached.

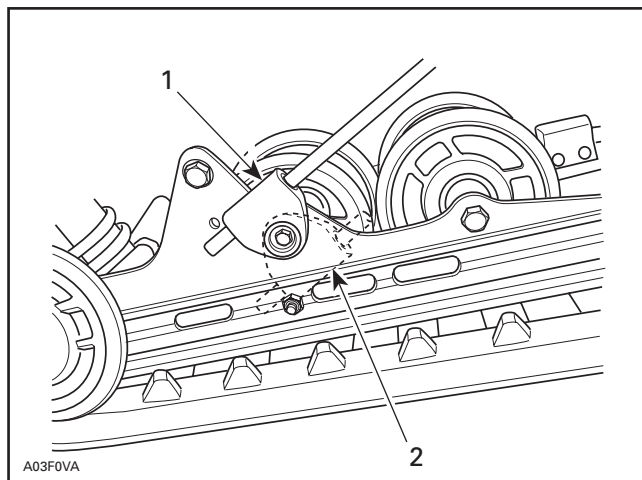
### ▼ CAUTION

Slider shoes must always be replaced in pairs.

### 18, Spring Support

### ▼ CAUTION

To avoid track damage, spring supports must be mounted upward.



RIGHT SIDE SHOWN

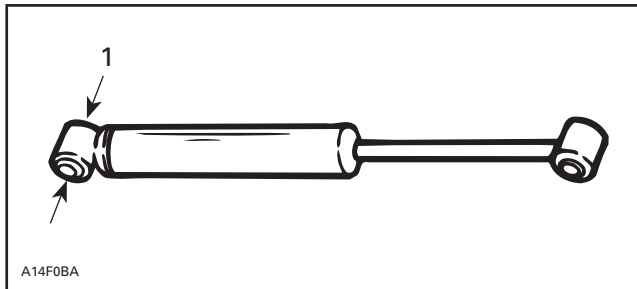
1. Right position: upward
2. Wrong position

## SHOCK ABSORBER INSPECTION

### **All Models Equipped with Hydraulic Shock**

**NOTE:** Hydraulic shocks are painted black or dark gray.

Secure the shock body end in a vise with its rod upward.



1. Clamp

### ▼ CAUTION

Do not clamp directly on shock body.

Examine each shock for leaks. Extend and compress the piston several times over its entire stroke. Check that it moves smoothly and with uniform resistance with its rod upward.

Pay attention to the following conditions that will denote a defective shock:

- A skip or a hang back when reversing stroke at mid travel.
- Seizing or binding condition except at extreme end of either stroke.
- Oil leakage.
- A gurgling noise, after completing one full compression and extension stroke.

Renew if any faults are present.

### **All Models Equipped with Gas Pressurized Shock**

**NOTE:** Gas pressurized shocks are light gray painted.

Gas shock can be inspected as follows:

Because of gas pressure, strong resistance is felt when compressing shock. When released, the shock will extend unassisted. Renew as required.

If suspecting an internal gas leak between oil chamber and gas chamber, check shock as follows:

Install shock in a vise clamping on its bottom eyelet with its rod upward.

Let it stand for 5 minutes.

Completely push down the shock rod then release.

Rod must come out at a steady speed. If speed suddenly increases particularly at end of extension, replace shock.

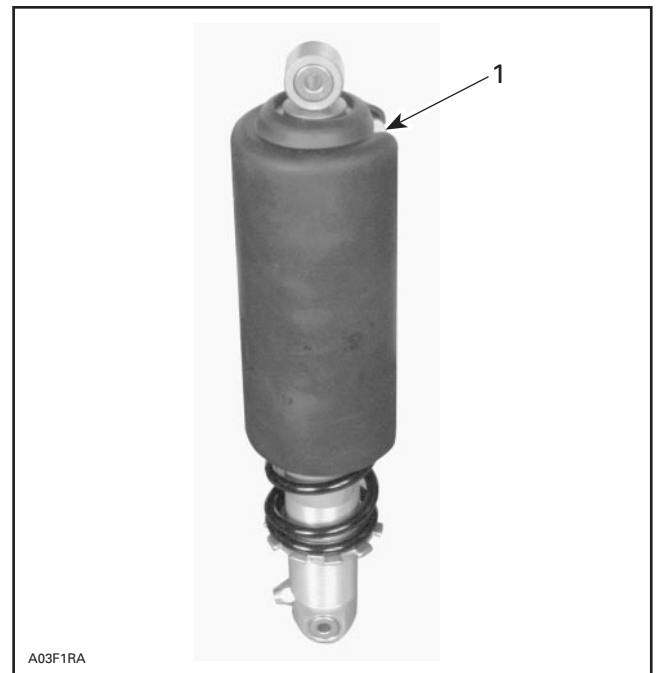
If suspecting a frozen gas shock proceed as follows:

Place shock in a freezer (temperature below 0°C (32°F)) for 4 hours.

Push down on rod and note its resistance, compare to a new shock. If shock is frozen it will be much more difficult to compress than for the new one.

## 25, Protector

At assembly, mount protector with its notch toward front.



1. Notch

## Section 07 REAR SUSPENSION

### Subsection 02 (SC-10 SUSPENSIONS (ALL VERSIONS))

## INSTALLATION

Install assembled suspension into track with front portion first.

Insert rear portion of suspension into track.

Bolt front arm, rear arm then center top idler wheel axle.

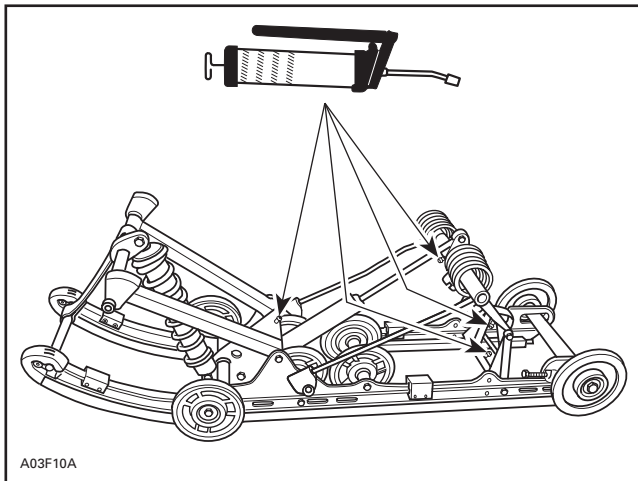
Adjust track tension.

## RIDE ADJUSTMENT

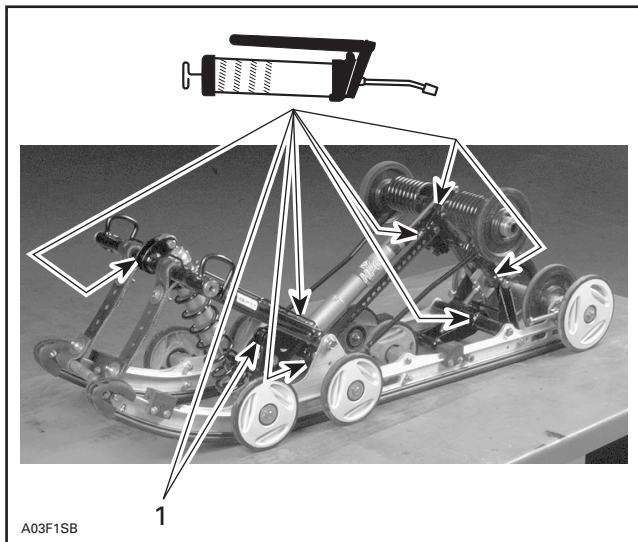
Refer to *Operator's Guide*.

## LUBRICATION

Lubricate front and rear arms at grease fittings using synthetic grease (P/N 413 711 500).



SC-10 SPORT, MOUNTAIN AND TOURING: 4 GREASE FITTINGS

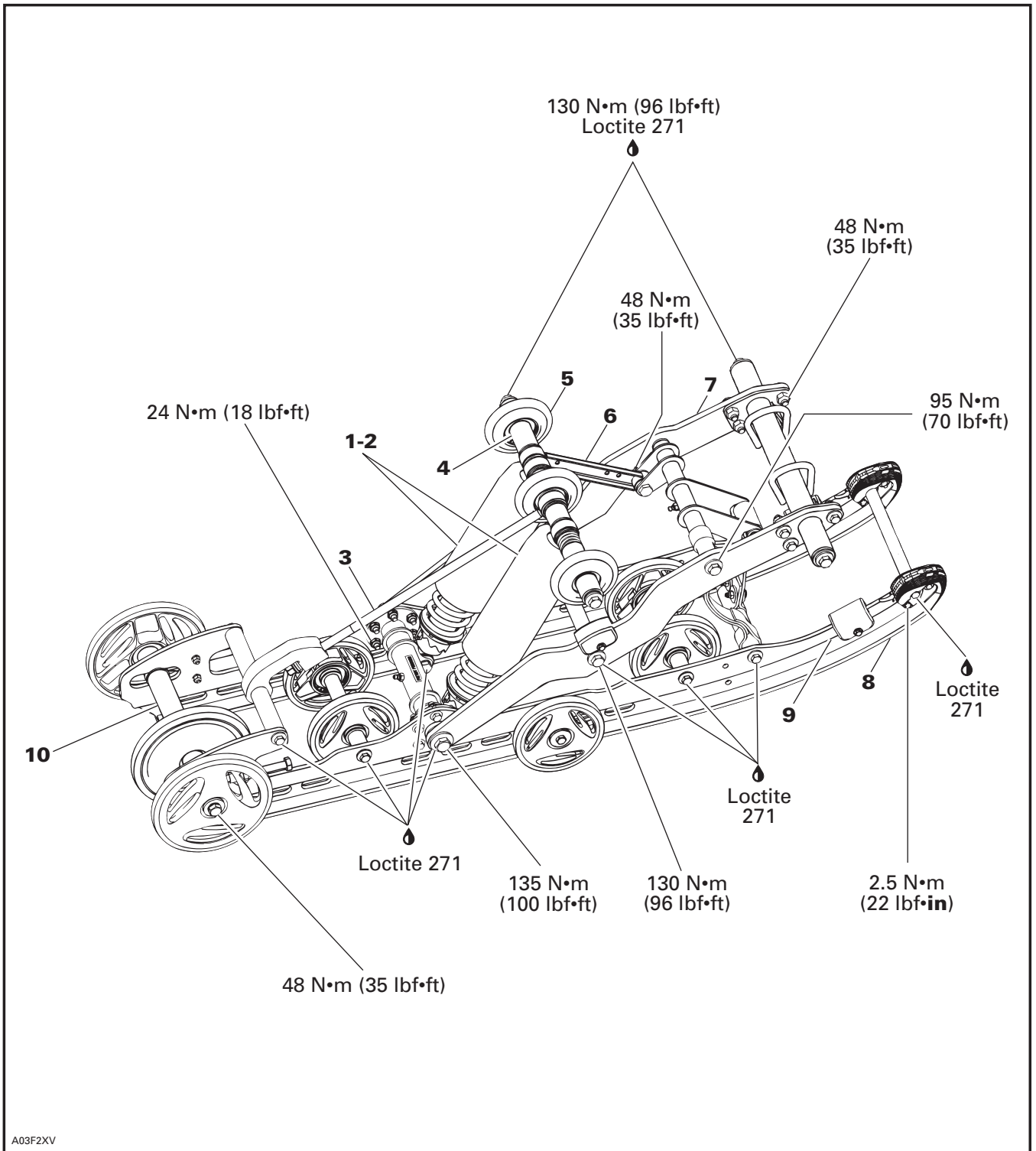


SC-10 XC AND HP: 7 GREASE FITTINGS

1. Only the GT 583 has this 8<sup>th</sup> grease fitting

# ARM SUSPENSION

Formula Z 670 and Formula DLX 670



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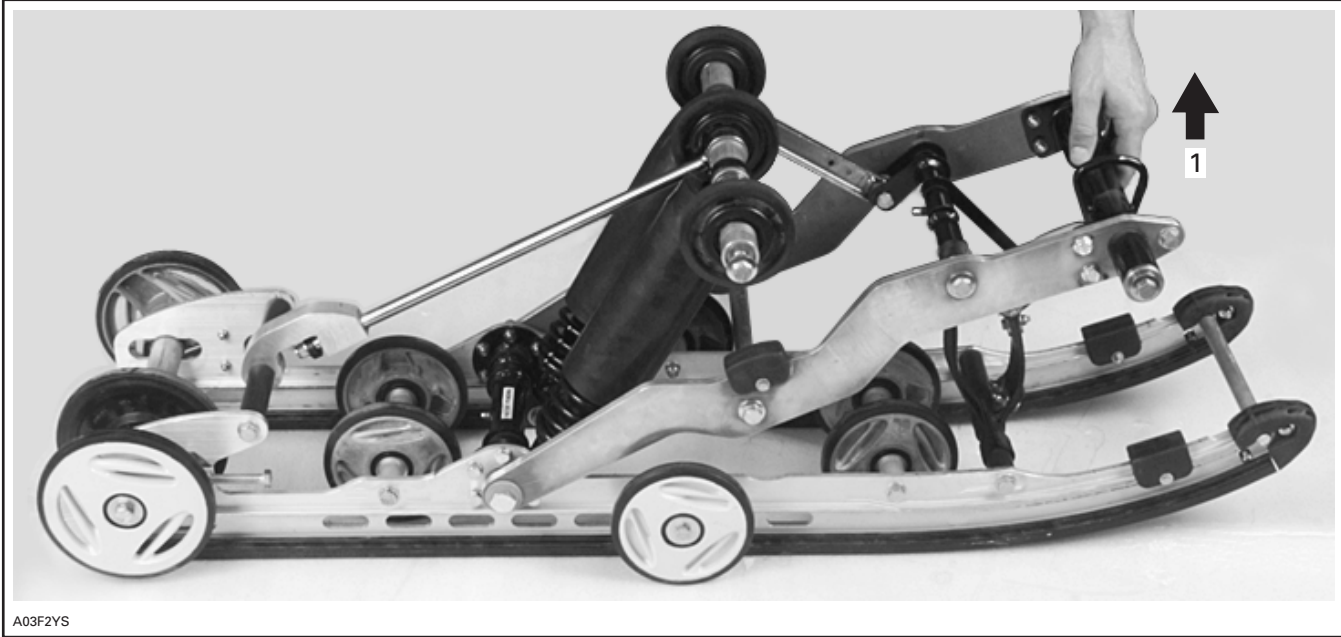
## Section 07 REAR SUSPENSION

### Subsection 03 (ARM SUSPENSION)

## COMPONENT REMOVAL AND INSTALLATION

### 1,2, Shock and Spring

Lift swing arm to facilitate long torque rod nut removal.

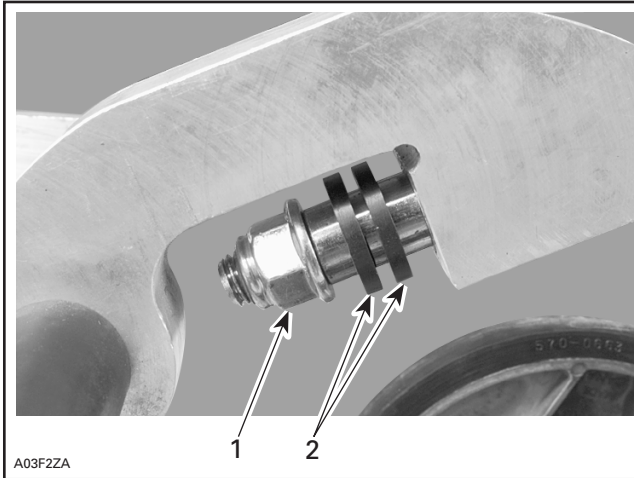


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1. Lift

## Section 07 REAR SUSPENSION

### Subsection 03 (ARM SUSPENSION)



1. Remove nut
2. Note plastic washers location

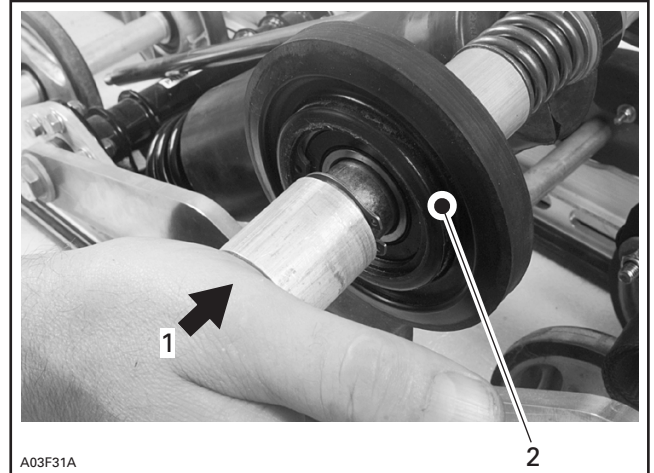
Remove outer sleeve, circlip, top idler wheel sleeve, spring and thrust washer from top idler wheel axle.



When reinstalling, push circlip into its groove.

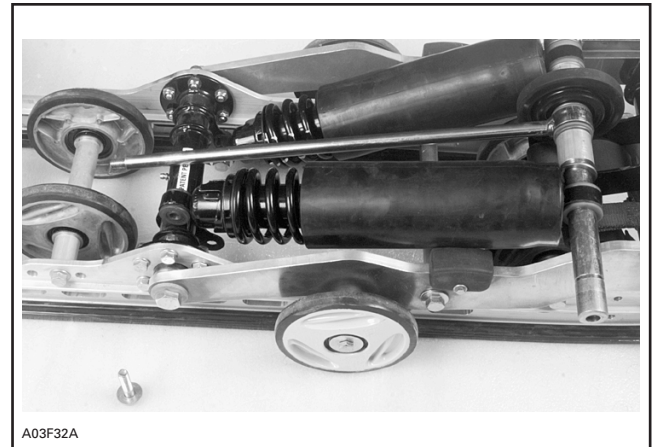
### ▼ CAUTION

Outer top idler wheels **no. 4** must be mounted on their shaft with the mention **THIS SIDE OUT** facing outside. Center wheel circlip must face left side.



1. Push circlip into its groove
2. **THIS SIDE OUT** mention

Unbolt bottom end of shock.



### SHOCK READY TO BE REMOVED

When reassembling, tighten long torque rod nut to bottom.

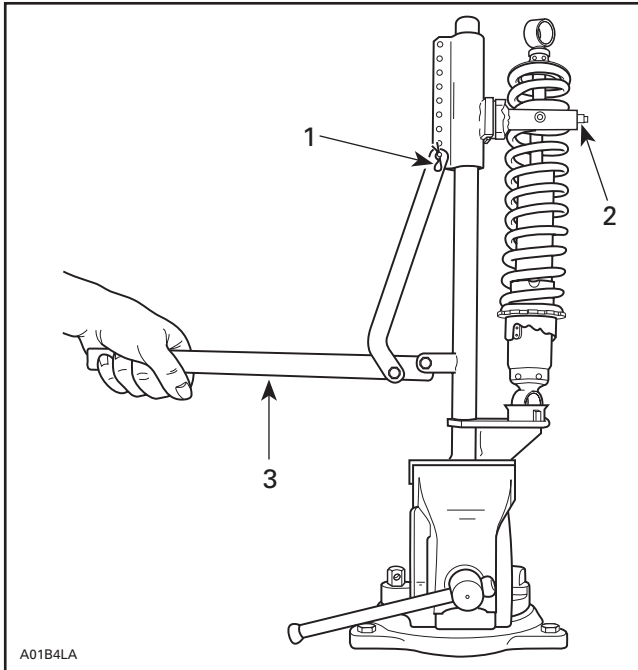
Install shock spring remover (P/N 529 033 504) in a vise. Mount shock in it and turn shock so that spring coils matched spring compressor.

Close and lock bar. Adjust handle horizontal by changing position of clevis pin.

Push down on handle until it locks. Remove spring stopper and cap then release handle.

## Section 07 REAR SUSPENSION

### Subsection 03 (ARM SUSPENSION)



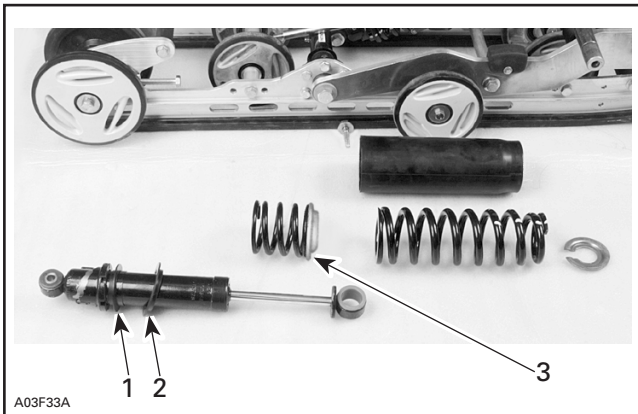
#### TYPICAL

1. Clevis pin
2. Bar
3. Handle horizontal

When reassembly note position of bottom spacers and mid spacer.

### ▼ CAUTION

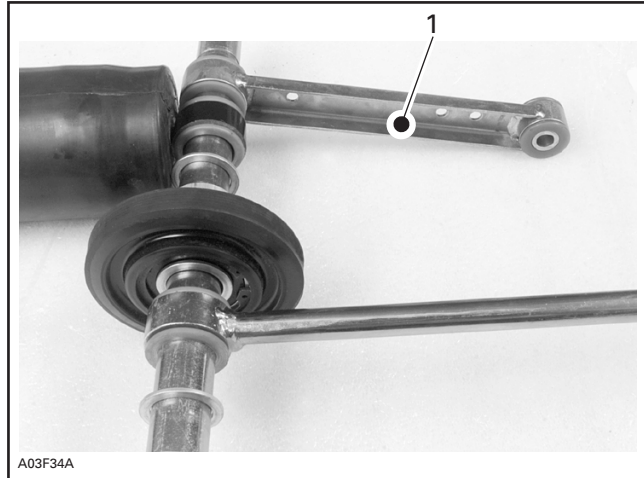
Install mid spacer with its mention **THIS SIDE UP** facing upward.



1. Metal spacer
2. Plastic spacer
3. **THIS SIDE UP** mention

#### 4, Top Idler Wheel Axle

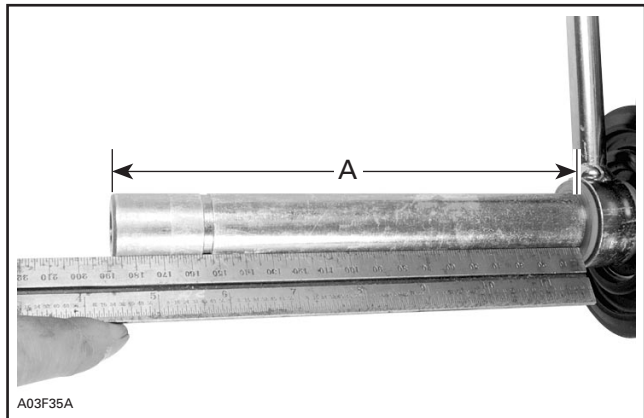
When assembling, the hollow side of small torque rod no. 6 must face inner side.



1. Hollow side

Note position of all 6 friction washers. There is one each side of long tie rod no. 3. One goes between left hand side shock eyelet and inner spacer. Another goes between small torque rod and outer spacer. There is one each side of right hand side shock eyelet.

When reassembling, mount long torque rod no. 3 at 188 mm (7-13/32 in) from axle end.

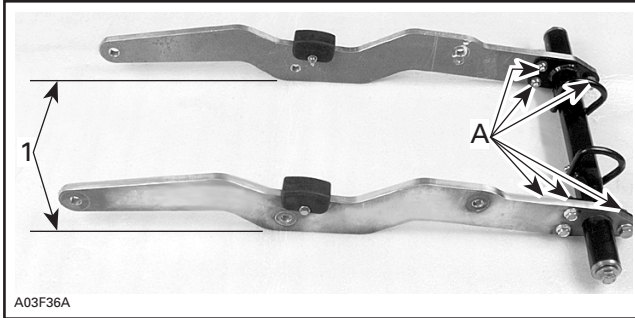


- A. 188 mm (7-13/32 in)

### 7, Swing Arm

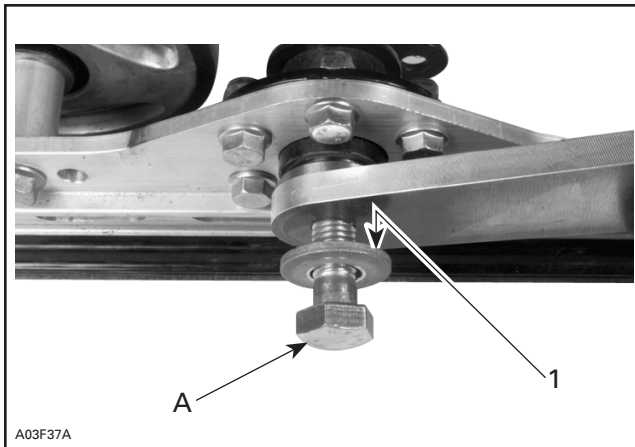
Remove both shock/springs, strap axle, long spacer then M14 screws.

When assembling, both arms must run parallel. Tighten nuts to 48 N•m (35 lbf•ft).



1. Parallel  
 A. 48 N•m (35 lbf•ft)

Install large washers with their concave side toward swing arm. Apply Loctite 271 on M14 screw threads and on female threads. Tighten to 135 N•m (100 lbf•ft).

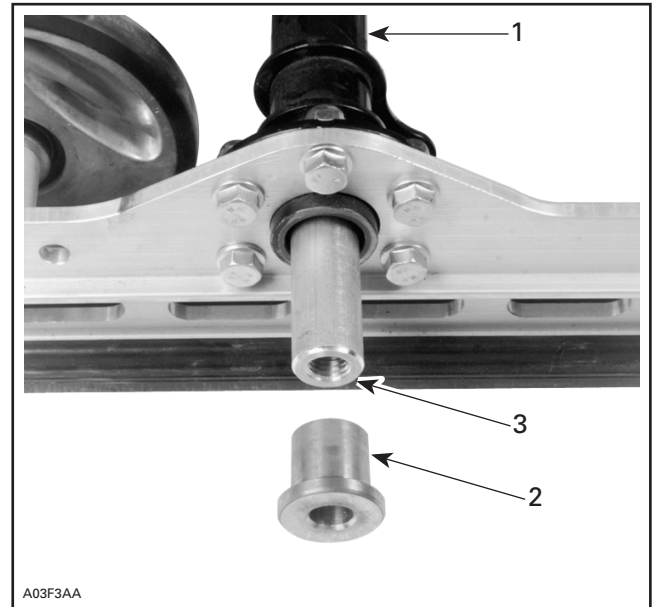


1. Concave side  
 A. 135 N•m (100 lbf•ft)

### 9, Rail

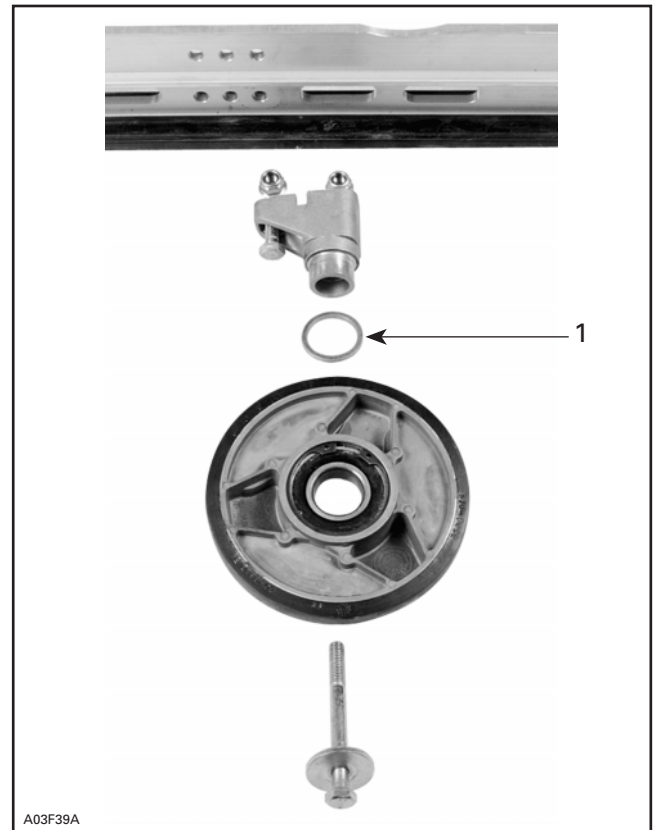
Remove swing arm.

Remove swing arm lower axle, bushing and long spacer.



1. Swing arm lower axle  
 2. Bushing  
 3. Long spacer

Remove outer idler wheels. Note position of spacer for reassembling.



1. Spacer

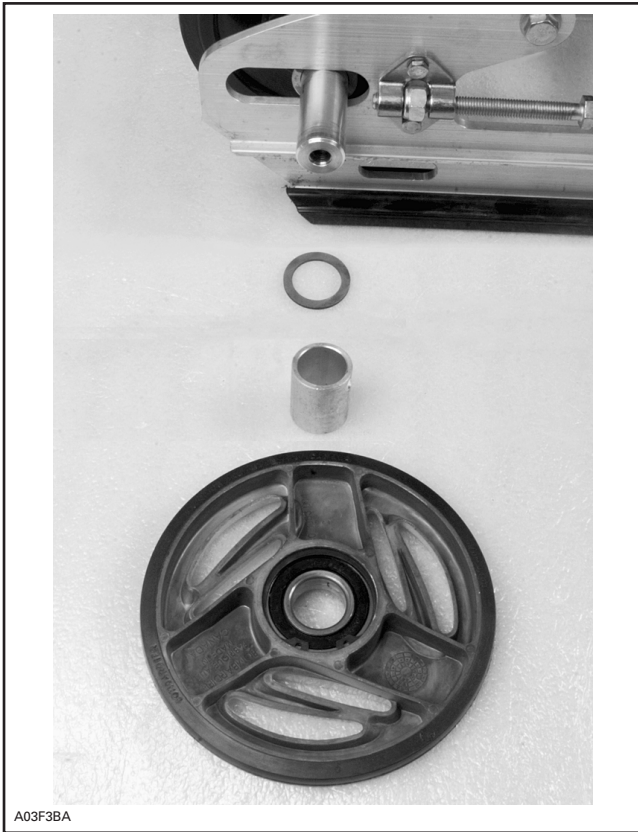
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## Section 07 REAR SUSPENSION

### Subsection 03 (ARM SUSPENSION)

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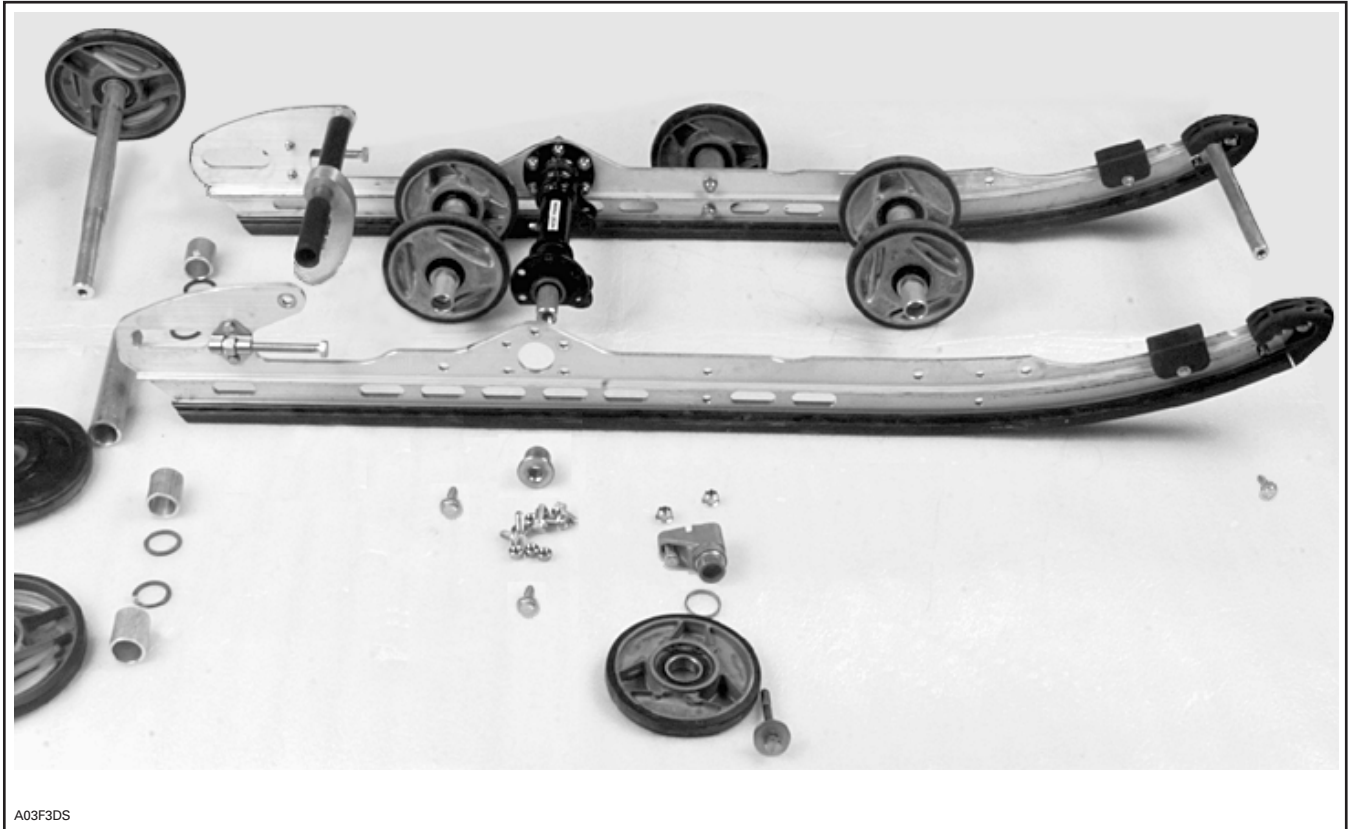
Remove rear axle idler wheel.



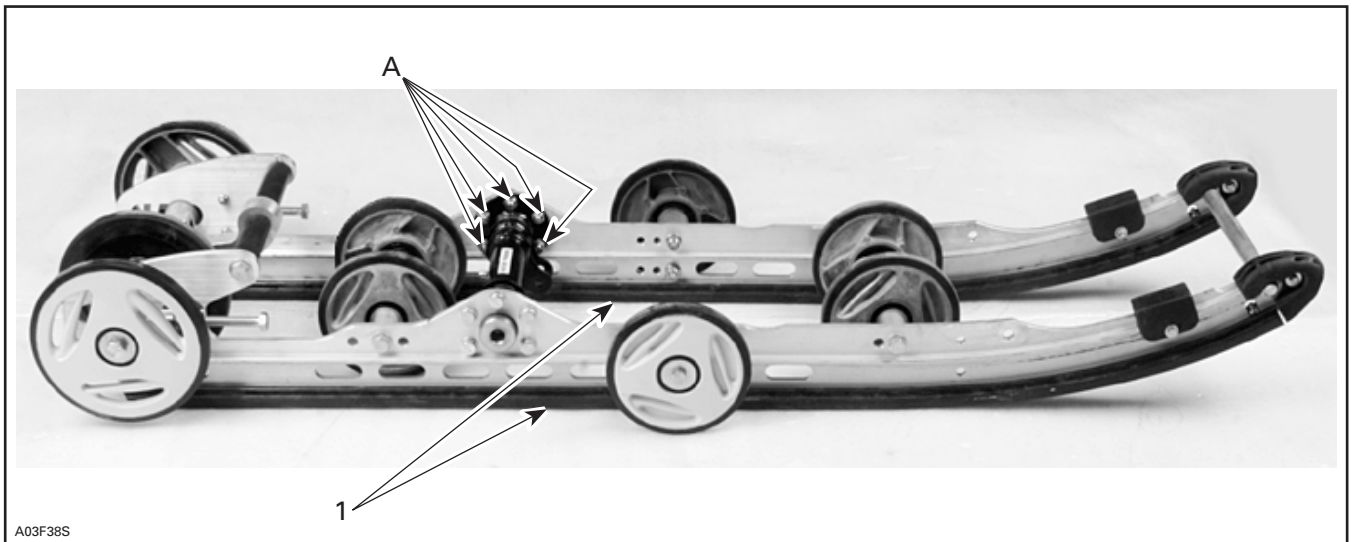
Unscrew remaining axles.



**Section 07 REAR SUSPENSION**  
Subsection 03 (ARM SUSPENSION)



When assembling, both rails must run parallel. Tighten nuts to 24 N•m (18 lbf•ft).



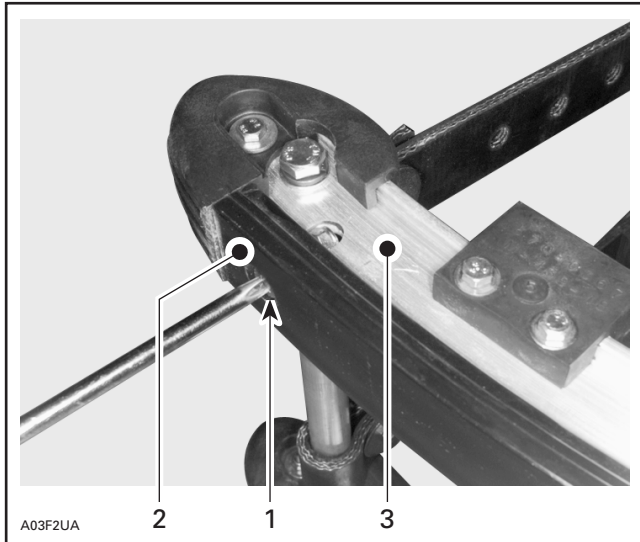
- 1. Parallel
- A. 24 N•m (18 lbf•ft)

## Section 07 REAR SUSPENSION

### Subsection 03 (ARM SUSPENSION)

#### 8, Slider Shoe

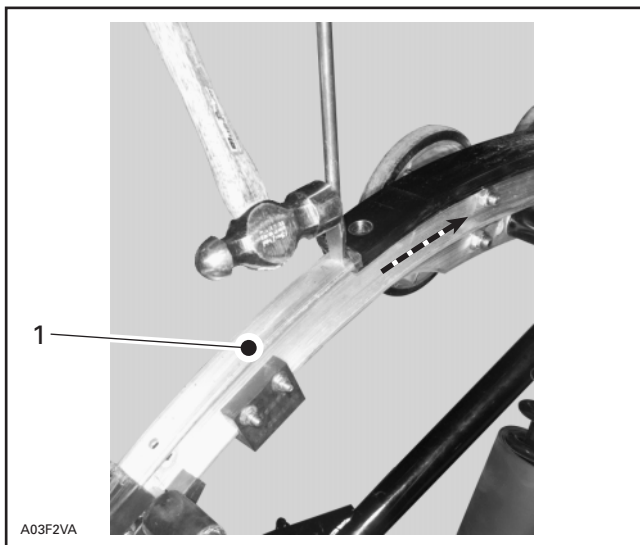
Remove screw retaining slider shoe to rail front end, as shown in the following photo.



1. Remove screw
2. Slider shoe
3. Rail

Using a soft material block or a flat screwdriver, as shown in the next photo, push slider shoe out of the rail.

**NOTE:** When using a screwdriver to remove slider shoe, ensure not to damage rail surface.



#### **PUSH OUT SLIDER SHOE**

1. Rail surface

When reinstalling, use a soft sand paper to smooth rail surface.

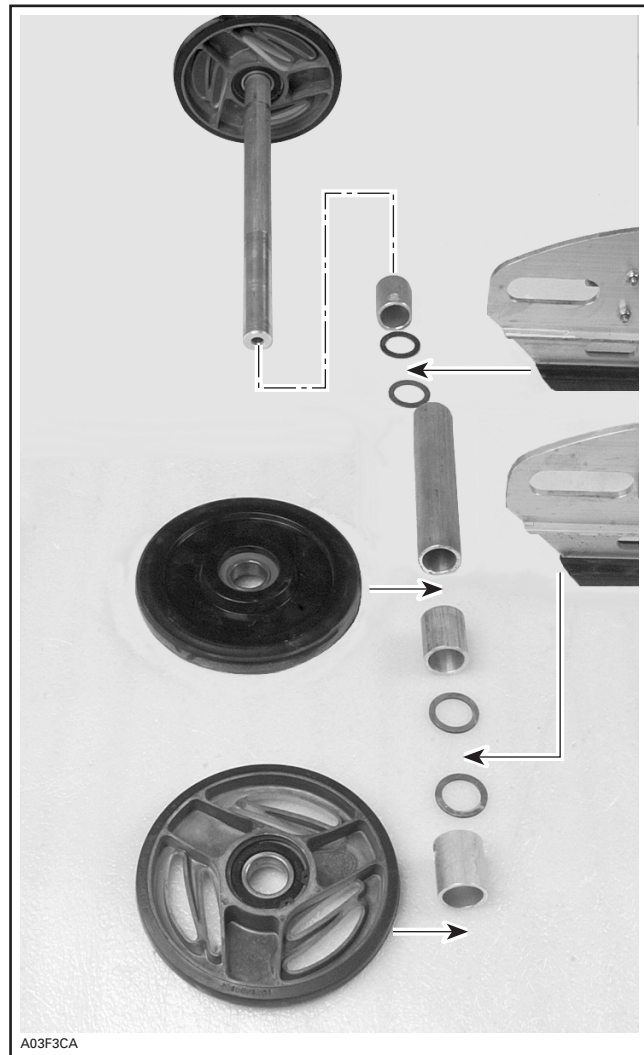
Apply BOMBARDIER LUBE (P/N 293 600 016 — 12 x 14 oz) on rail surface. This will ease new slider shoe installation.

Install new slider shoe and secure with **new** elastic nut (P/N 228 561 045) and original screw.

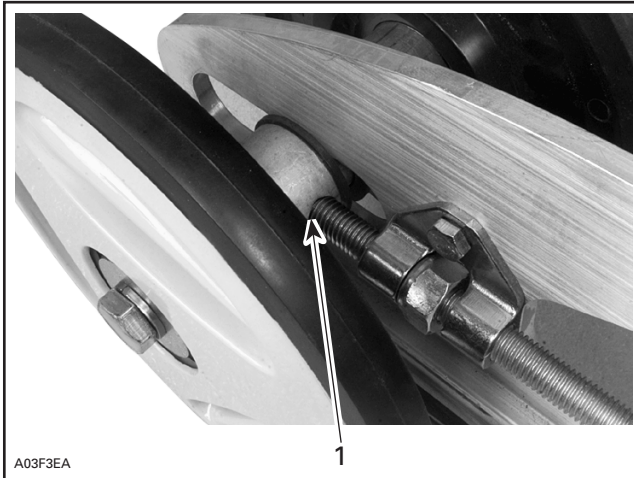
Repeat procedure for the other side.

#### 10, Rear Axle

Remove screws retaining rear axle. Note position of spacers and thrust washers.



When assembling make sure to align screw and small spacer hole.



1. Screw in bushing hole

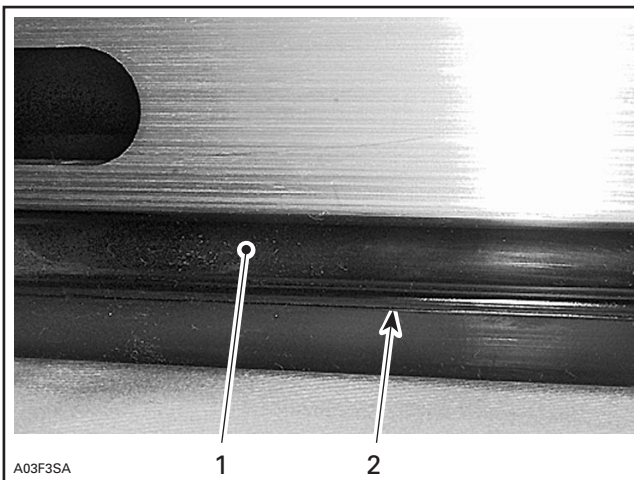
## INSPECTION

### Shock Absorber

Refer to SUSPENSION AND SKI SYSTEM 08-03 then look for **Shock Inspection**.

### 8, Slider Shoe

Molding line is the wear limit indicator.



#### TYPICAL

1. Slider shoe
2. Molding line (wear limit indicator)

Replace slider shoes when wear limit is reached.

## ▼ CAUTION

Slider shoes must always be replaced in pairs.



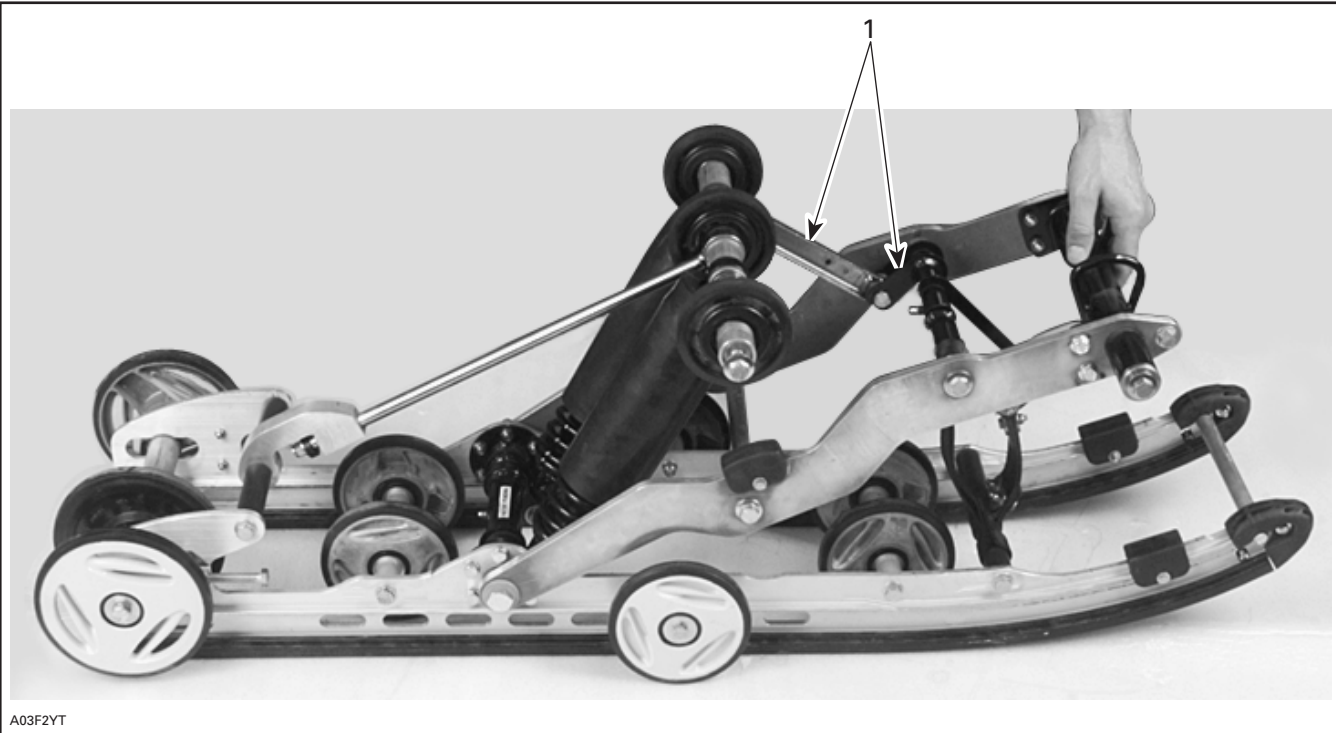
## Section 07 REAR SUSPENSION

### Subsection 03 (ARM SUSPENSION)

## INSTALLATION

### ▼ CAUTION

Before installing suspension, small torque rod **no. 5** and strap axle lever must be “bent” downward.



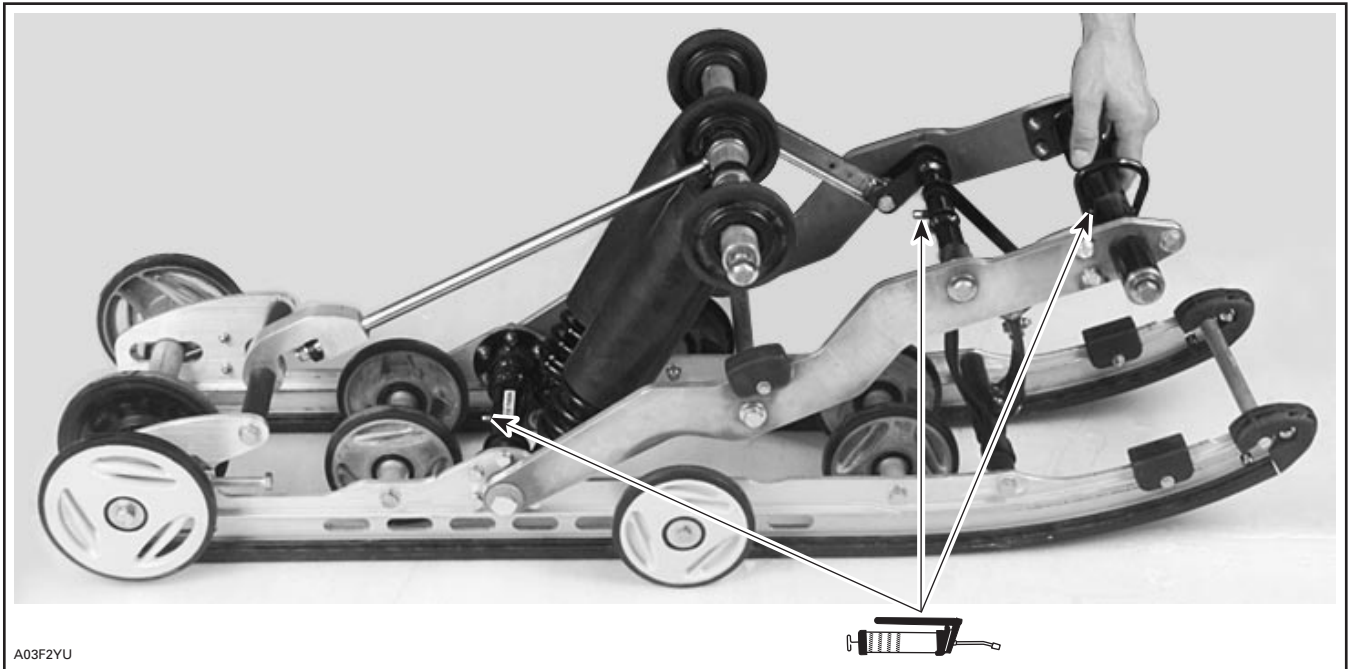
1. Torque rod and lever “bent” downward

## RIDE ADJUSTMENT

Refer to *Operator's Guide*.

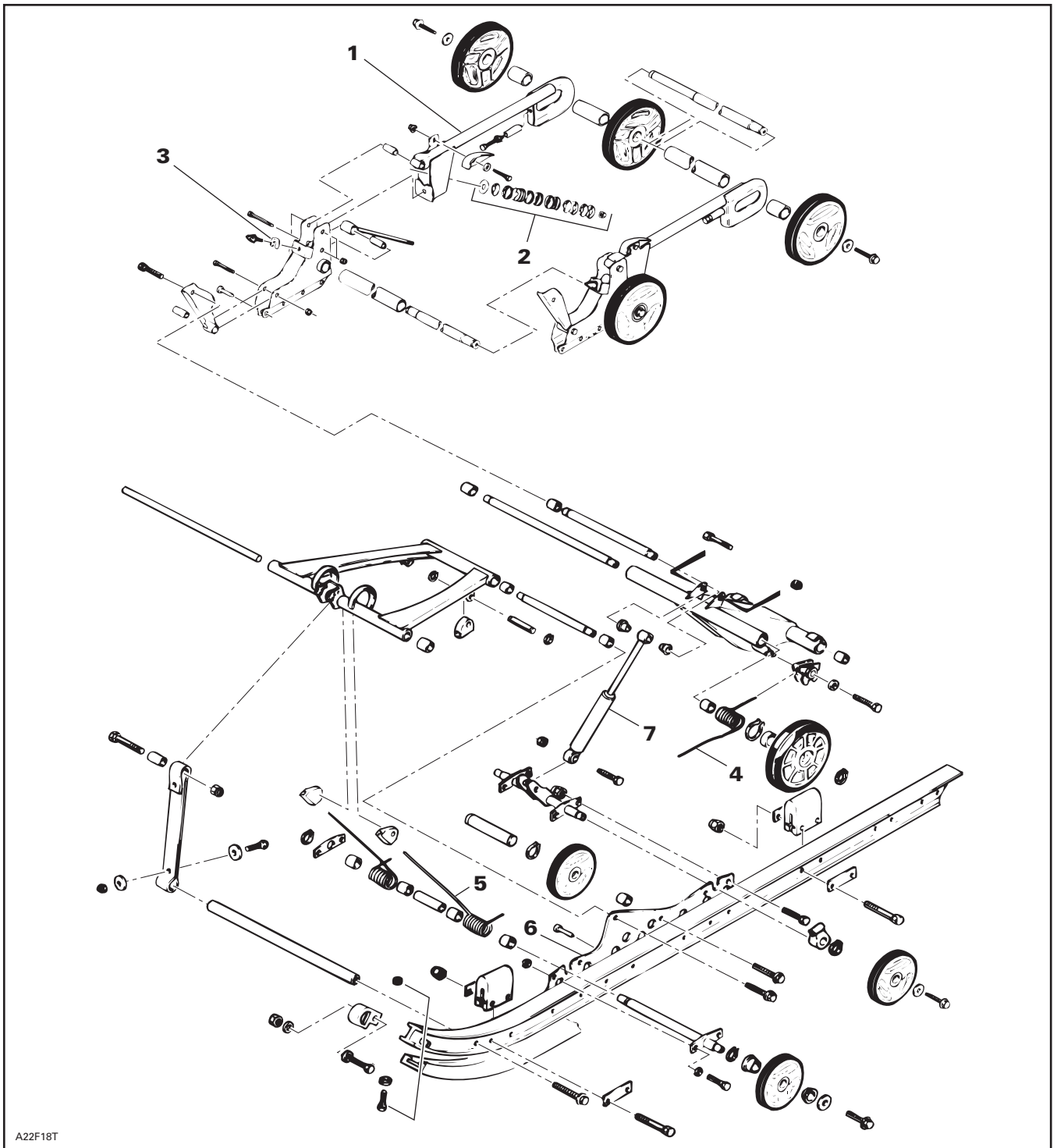
## LUBRICATION

Lubricate front axle, strap axle and swing arm lower axle using synthetic grease (P/N 413 711 500).



# SKANDIC WT SUSPENSION

Skandic WT/SWT/WT LC



A22F18T

TYPICAL

## Section 07 REAR SUSPENSION

### Subsection 04 (SKANDIC WT SUSPENSION)

## REMOVAL

Release track tension.

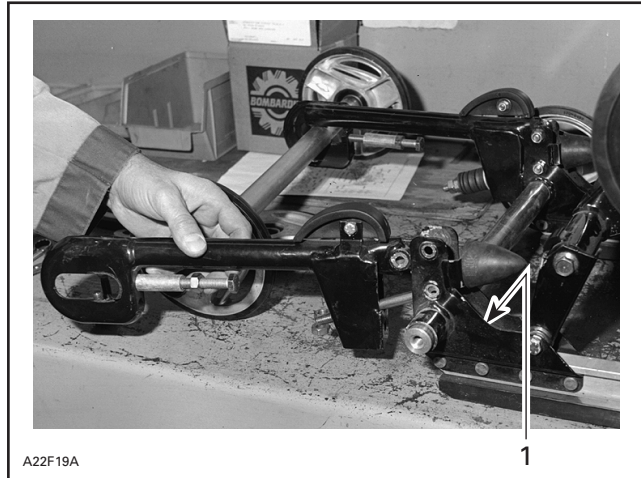
Lift rear of vehicle and support it off the ground.

Unbolt front arm then rear arm.

**NOTE:** To prevent cross shaft from turning when unscrewing screws assembled with threadlocker, proceed as follows:

- Knock on screw head to break threadlocker bond.
- Loosen one screw then retighten.
- Remove the opposite screw.
- Remove the first one.

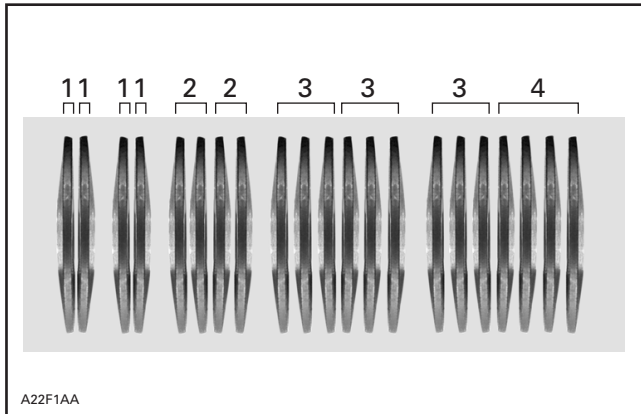
Remove suspension ass'y.



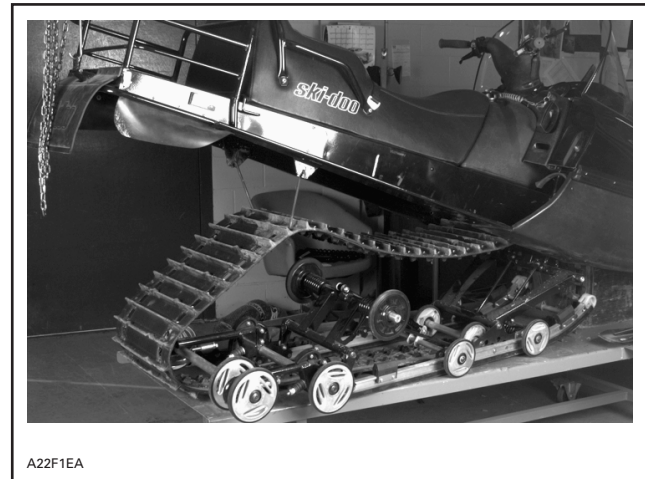
1. Support

## 2, Conical Washer

At installation, position conical washers as shown.



WASHER QUANTITY AND MOUNTING POSITION



## DISASSEMBLY AND ASSEMBLY

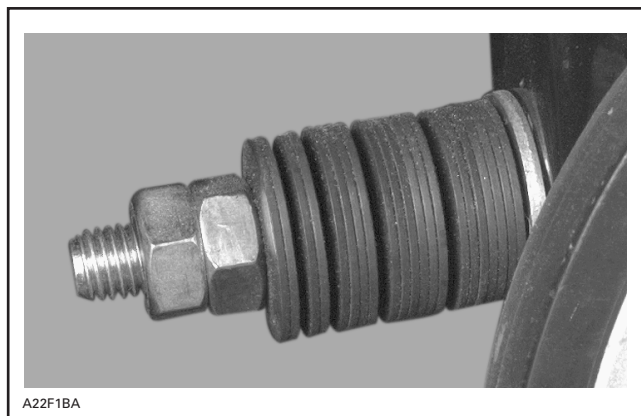
### 1, Extension

Remove nuts and conical washers from the eye bolt adjuster. Remove bolt retaining eye bolt adjuster to support.

Remove rear idler wheel on appropriate side.

Remove idler wheel from support.

Unbolt extension from its support.



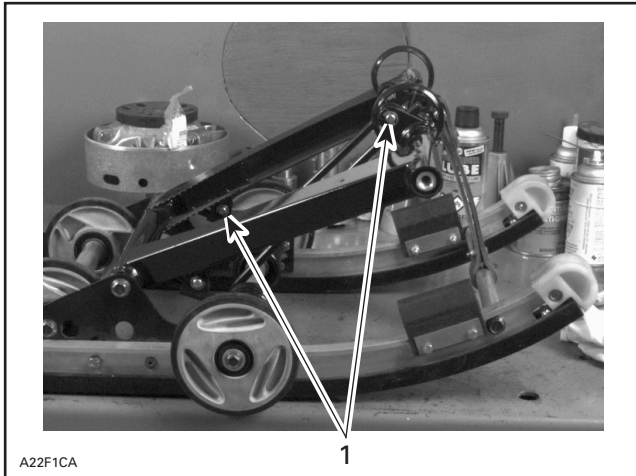
Tighten nut 3/4 turn after contacting washers for better deep snow performance. Maximum pre-load is 3 turns after nut touching washers. This last adjustment is for trail riding with or without a load and for pulling a load.

#### 4, Rear Spring

Remove top idler wheels.  
Unscrew one end of shock.  
Remove spring.

#### 5, Front Spring

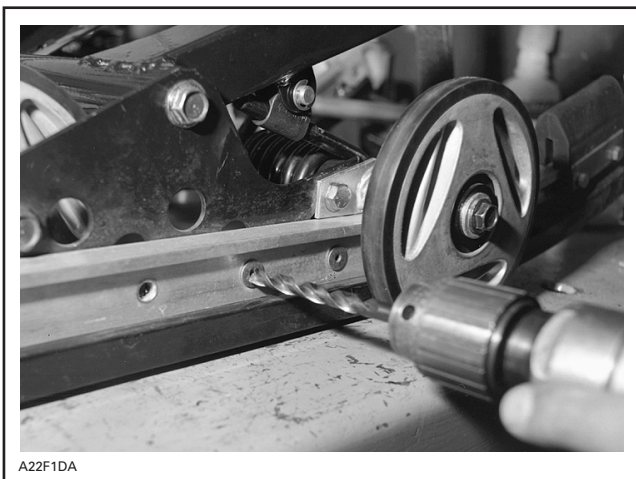
Remove circlips retaining spring support to top and bottom of front arm.  
Holding spring end, remove lock pin of top spring support then bottom support lock pin.  
Unbolt front idler wheel axle.  
Remove idler wheel on side where axle retaining plate is not welded.  
Remove springs.



1. Circlips

#### 6, Support Plate

Drill rivets to remove support plate. Use a 8 mm (21/64 in) drill bit.



Rivets can be substituted by M8 x 20 bolts and nuts.

#### 3, Horse-Shoe Washer

For deep snow riding, do not install washer nor rubber stoppers.

For trail riding with passenger and/or weight, install 1 washer under each rubber stoppers.

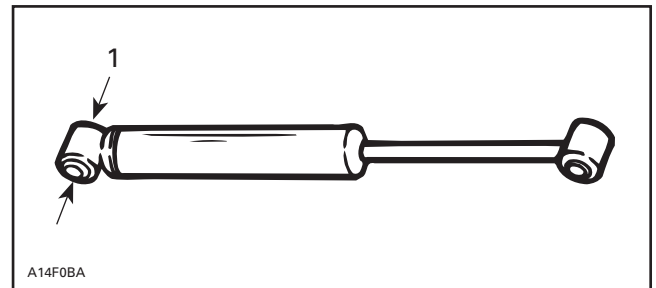
For trail riding with heavy load and/or pulling a load, use 2 washers under each rubber stoppers.

#### 7, Shock

Install shock with its rod upward.

### SHOCK ABSORBER SERVICING

Secure the shock body end in a vise.



TYPICAL

1. Clamp

### ▼ CAUTION

**Do not clamp directly on shock body.**

Examine each shock for leaks. Extend and compress the piston several times over its entire stroke then check that it moves smoothly and with uniform resistance.

Pay attention to the following conditions that will denote a faulty shock:

- A skip or a hang back when reversing stroke at mid travel.
- Seizing or binding condition except at extreme ends of stroke.
- Oil leakage.
- A gurgling noise, after completing one full compression and extension stroke.

Renew if any fault is present.

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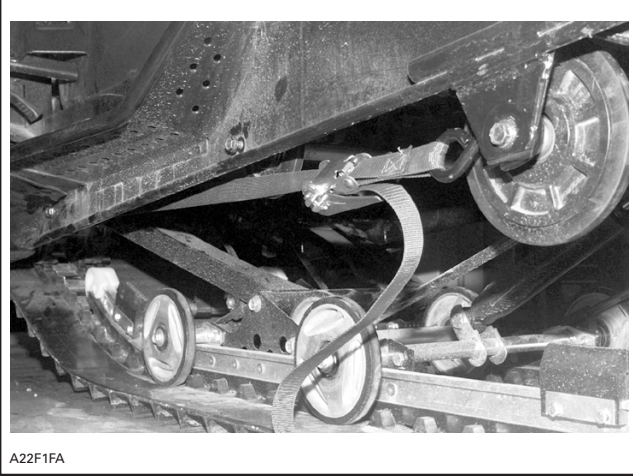
## Section 07 REAR SUSPENSION

### Subsection 04 (SKANDIC WT SUSPENSION)

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## INSTALLATION

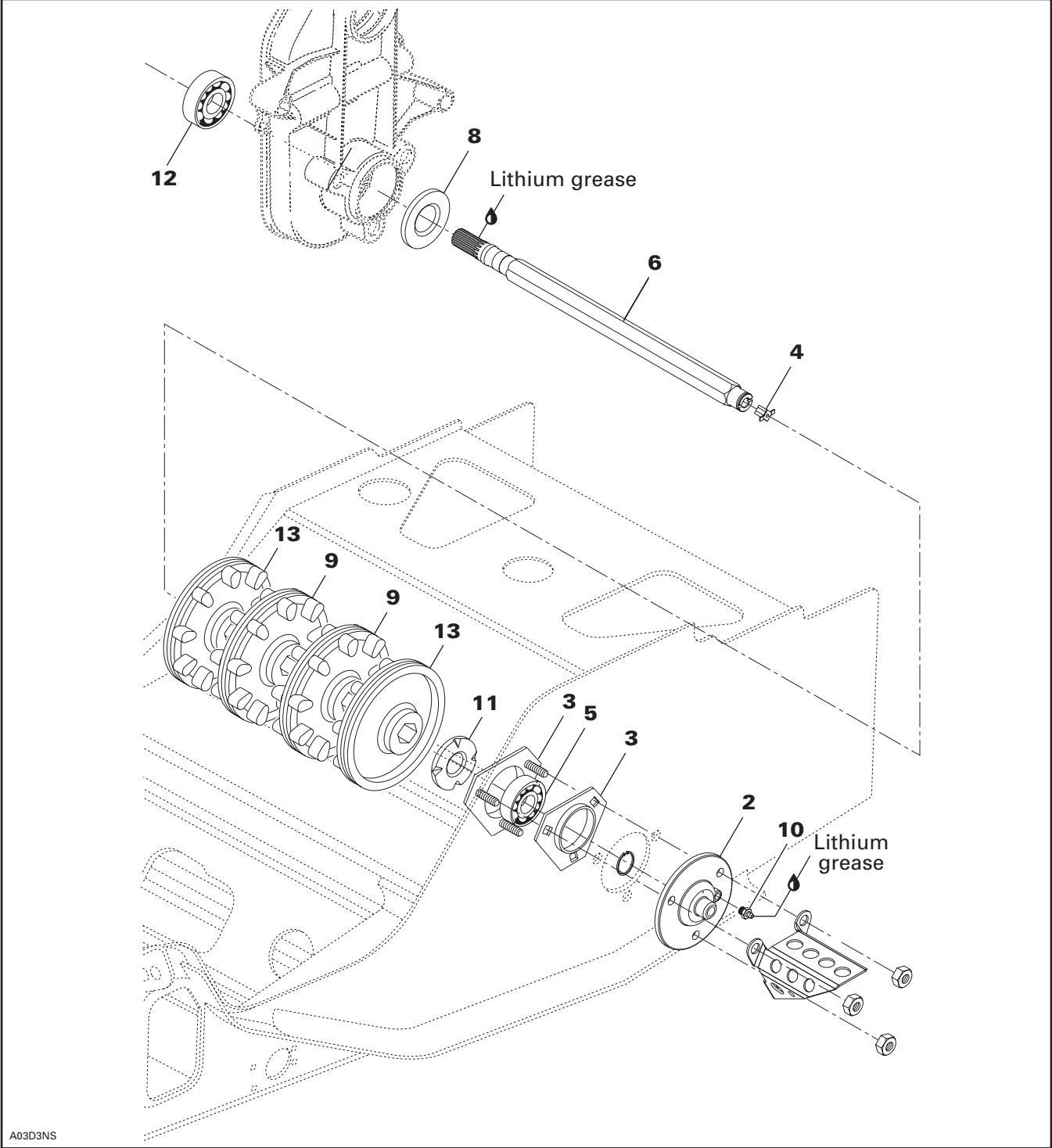
Use a tie-down between front arm and spring axle to ease installation of front arm screws.





# DRIVE AXLE

S-Series

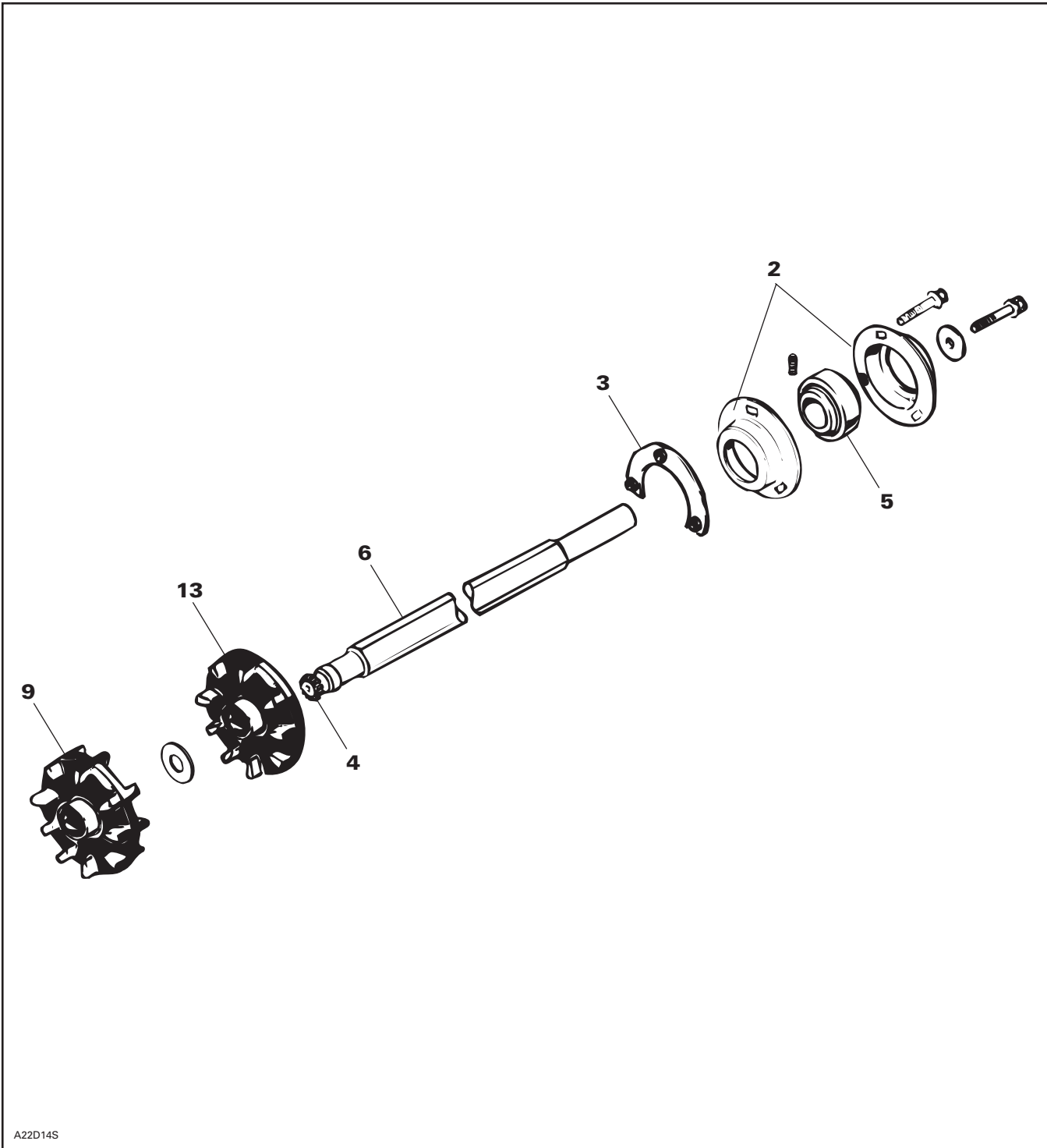


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## Section 07 REAR SUSPENSION

### Subsection 05 (DRIVE AXLE)

#### Skandic WT/SWT/WT LC



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## REMOVAL

### **All Models Except Skandic WT/SWT/WT LC**

Drain oil from chaincase or gearbox. Release drive chain tension. Remove chaincase cover.

Raise and block rear of vehicle off the ground.

Remove suspension. Refer to SC-10 SUSPENSION 07-02.

### **2,8, End Bearing Housing and Seal**

Remove speedometer cable, cable protector, and plastic bearing cover. Remove circlip from drive axle.

Remove chain and sprocket then circlip and bearing from drive axle.

Pry oil seals from chaincase and end bearing housing.

### **6,9,13, Drive Axle and Sprocket**

Release drive axle sprocket from track and at the same time, pulling the drive axle towards the end bearing housing side.

Remove drive axle from vehicle.

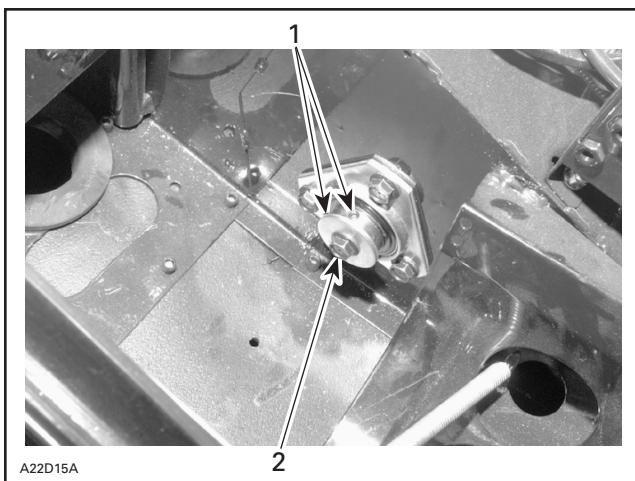
### **Skandic WT/SWT/WT LC Only**

Drain gearbox.

Raise and block rear of vehicle off the ground.

Remove suspension. Refer to SKANDIC WT SUSPENSION 07-04.

Remove muffler. Unfasten screw from drive axle end. Loosen both Allen screws from end bearing.



- 1. Allen screws
- 2. Screw

Remove 3 screws retaining end bearing then remove inner plate.

Remove drive axle.

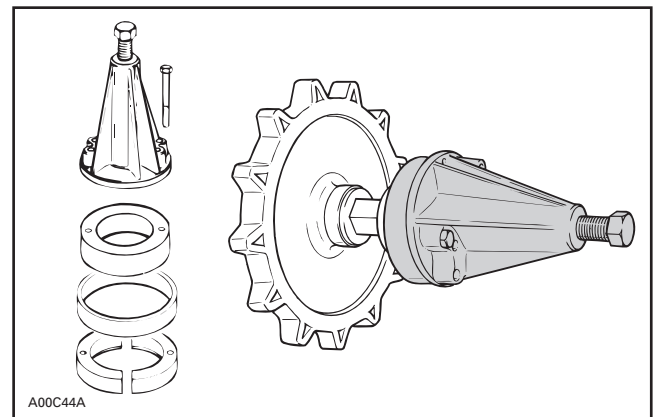
## DISASSEMBLY

### **4, Speedometer Drive Insert**

Remove speedometer drive insert.

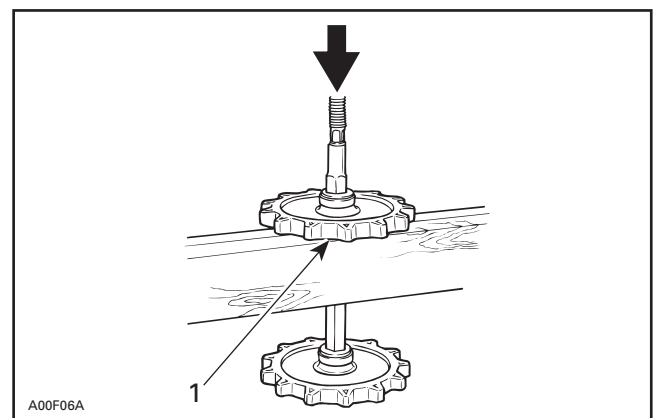
### **5,12, Bearing**

To remove bearings, use puller assembly, ring and half rings as illustrated.



### **9,13, Sprocket and Half-Sprocket**

To remove press fit sprockets, use a press and a suitable support as illustrated.



#### **TYPICAL**

- 1. Support sprocket near hub

**NOTE:** Two different types of sprocket press fit can be found. Ensure to replace ring reinforced sprockets with the same type.

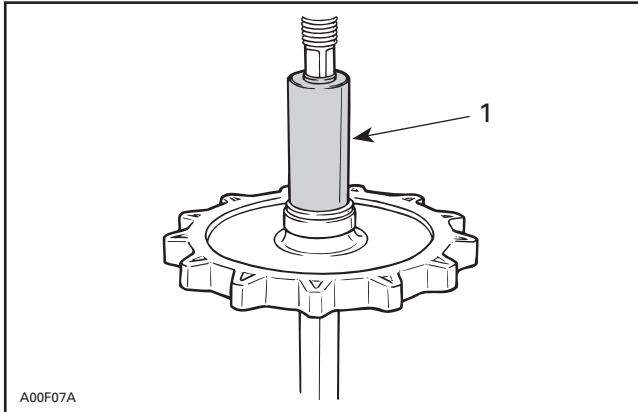
## Section 07 REAR SUSPENSION

### Subsection 05 (DRIVE AXLE)

## ASSEMBLY

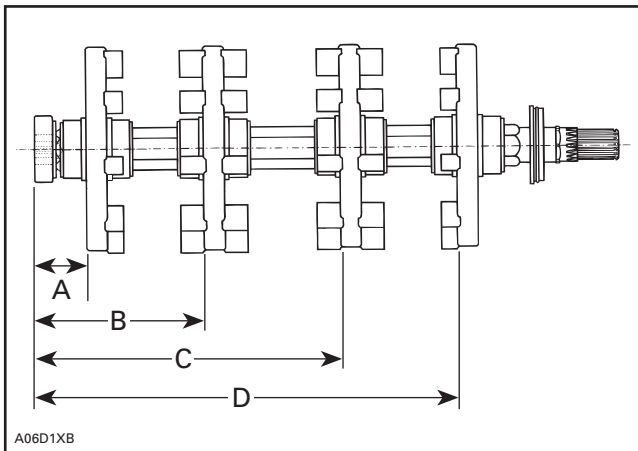
### 8,9,13, Drive Axle and Sprocket

To assemble press fit sprockets, use a press and a suitable pipe as illustrated. Sprockets must be assembled according to the following dimensions.



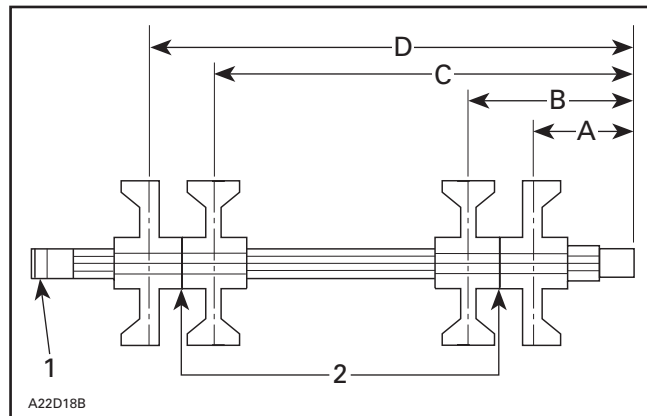
1. Pipe

### S-Series



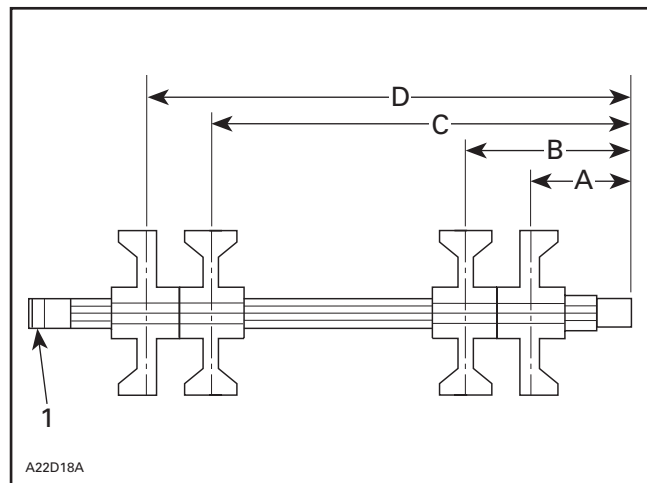
- A. 49 mm (1.929 in)
- B. 151.2 mm (4.724 in)
- C. 274.2 mm (10.795 in)
- D. 376.3 mm (14.815 in)

### Skandic WT/WT LC



- 1. Gearbox side
- 2. Washer
- A. 93.5 mm (3-43/64 in)
- B. 157 mm (6-11/64 in)
- C. 399 mm (15-45/64 in)
- D. 462.5 mm (18-13/64 in)

### Skandic SWT



#### TYPICAL

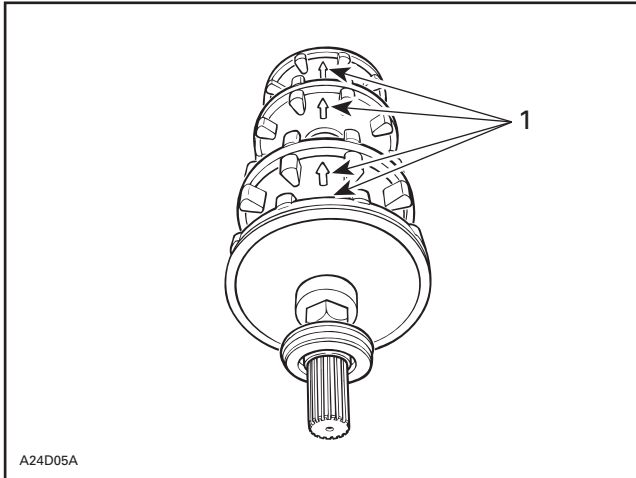
- 1. Gearbox side
- A. 105 mm (4-9/64 in)
- B. 207mm (8-5/32 in)
- C. 449 mm (17-43/64 in)
- D. 551 mm (21-11/16 in)

## Section 07 REAR SUSPENSION

### Subsection 05 (DRIVE AXLE)

#### All Models

Ensure to align indexing marks of each sprocket when assembling.

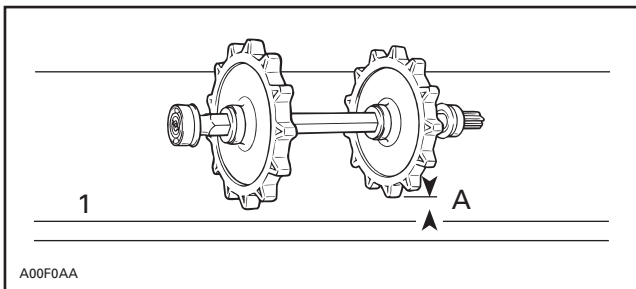


#### TYPICAL

1. Indexing marks aligned

The maximum desynchronization for the sprockets is 1.5 mm (1/16 in).

To check this tolerance, place axle assembly on a plane surface and measure the gap between sprocket tooth and surface.



1. Plane surface

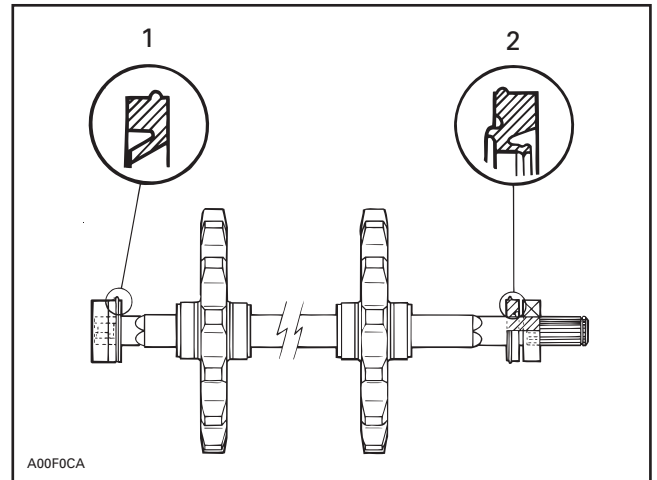
A. 1.5 mm (1/16 in) MAXIMUM

### ▼ CAUTION

The same sprocket must not be pressed twice on the axle. If synchronization is found to be defective, use a new sprocket.

#### 6,8, Drive Axle and Seal

When assembling drive axle, always position a new seal on each end of drive axle (if applicable). Locate seal lip as illustrated.



1. Grease seal type

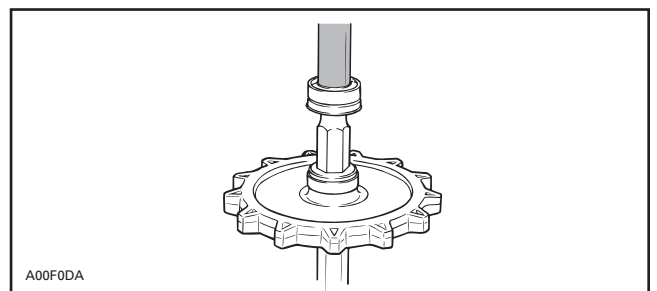
2. Oil seal type

#### 11, Bearing Protector

At assembly, flat side of bearing protector must be against bearing.

#### 5,12, Bearing

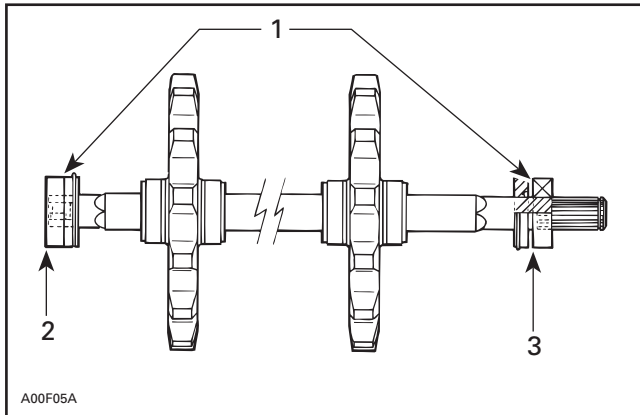
Always push bearing by inner race.



## Section 07 REAR SUSPENSION

### Subsection 05 (DRIVE AXLE)

The bearing on the splined side of axle must be pushed until it is seated on shaft shoulder. The end bearing housing bearing must be flush with end of drive axle. Each bearing must have its shield facing the sprocket.



1. Bearing shield on this side
2. Flush with drive axle
3. Seated on shaft shoulder

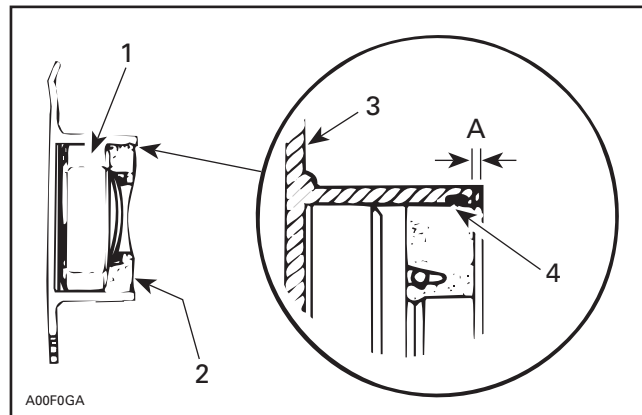
## INSTALLATION

### 4, Speedometer Drive Insert

If the drive axle to be installed is a new part and the vehicle is equipped with a speedometer, a correct size speedometer drive insert must be installed into the axle end. Ensure that insert is flush with end of axle.

Position drive axle assembly into location. Install end bearing housing. Install spacer (if applicable) between bearing and lower chaincase sprocket.

Install chaincase and position seals (if applicable), making sure that a gap of approximately 2 mm (1/16 in) exists between end of bearing housing and each seal.



#### SIDE VIEW

1. Bearing
  2. Seal
  3. Housing
  4. Seal lip
- A. 2 mm approx.

### 3, Retainer Ring

Make sure that welded nuts are toward inside of tunnel.

Lock drive axle sprocket with a circlip.

Reinstall the chaincase cover.

Refill with chaincase oil. Refer to TECHNICAL DATA 10-03.

Install the suspension. Refer to TRACK 07-06 and adjust track tension and carry out track alignment procedure.

## LUBRICATION

### 15, Grease Fitting

Lubricate end housing bearing with synthetic grease (P/N 513 711 500).

## ADJUSTMENT

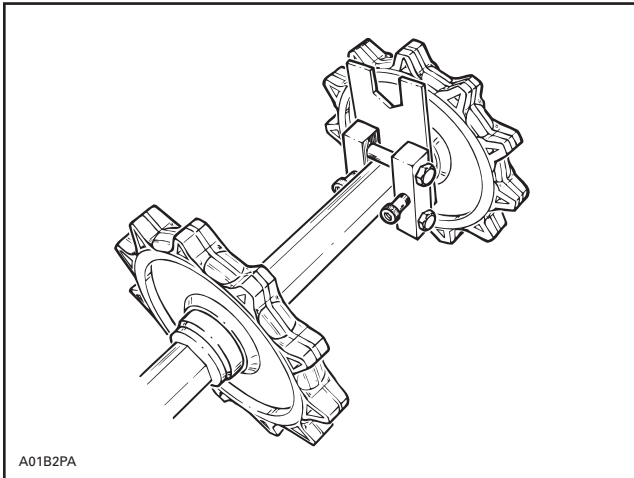
### Sprocket/Track Alignment

**▼ CAUTION**

Do not tamper with sprocket/track alignment if frame or suspension is damaged.

Sprockets might be repositioned to fit lugs without removing drive axle.

Use drive axle sprocket adjuster kit (P/N 861 725 700).



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TYPICAL

# TRACK

## TRACK TYPE APPLICATION

Refer to TECHNICAL DATA section 10-03.

## GENERAL


This section gives guidelines for track removal. Some components require more detailed disassembly procedures. In these particular cases, refer to the pertaining section in this manual.

## INSPECTION

Visually inspect track for:

- cuts and abnormal wear
- broken rods
- broken or missing track cleats

If track is damaged or rods are broken, replace track. For damaged or missing cleats, replace by new ones, using cleat remover (P/N 529 028 700). Use small-cleat installer (P/N 529 008 500).

 <b style="font-size: 1.2em;">WARNING</b>
<p>Do not operate a snowmobile with a cut, torn or damaged track.</p>

## REMOVAL

### **S-Series**

Remove the following parts:

- speedometer cable
- muffler
- chaincase cover
- suspension
- drive axle seal
- end bearing housing
- sprockets and chain
- drive axle (toward end bearing housing)
- track

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

Remove the following parts:

- rear suspension
- muffler

Drain gearbox.

Remove drive axle then track.

## INSTALLATION

### **All Models**

Reverse the removal procedure.

**NOTE:** When installing the track, respect rotation direction indicated by an arrow on track thread.

Check sprocket/track alignment as described in DRIVE AXLE 07-05.

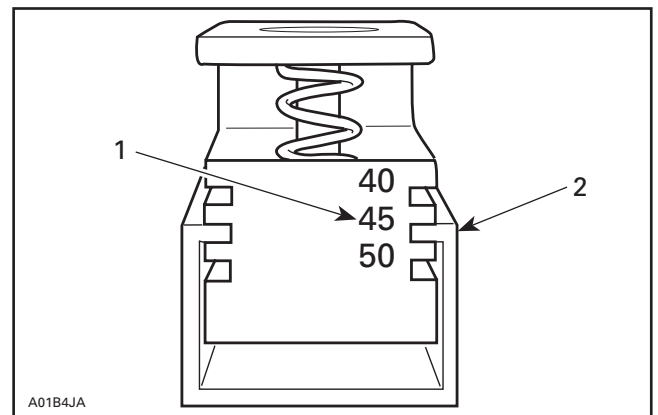
## Track Tension and Alignment

Track tension and alignment are inter-related. Do not adjust one without checking the other. Track tension procedure must be carried out prior to track alignment.

### Tension

Lift the rear of vehicle and support with a mechanical stand. Allow the slide to extend normally. Check the gap halfway between front and rear idler wheels. Measure between slider shoe and bottom inside of track.

When using the track tension gauge (P/N 529 021 500), slide U-shape extrusion to proper deflection. Refer to TECHNICAL DATA 10.

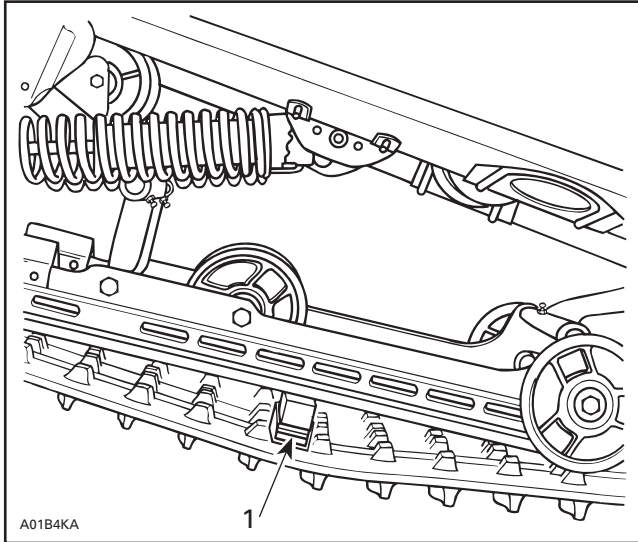


1. Example: 45 mm  
2. Extrusion

## Section 07 REAR SUSPENSION

### Subsection 06 (TRACK)

Insert preset gauge between slider shoe and track. Allow gauge to settle by forcing track up and down. Track tension is as specified when edge of gauge reaches line.



TYPICAL

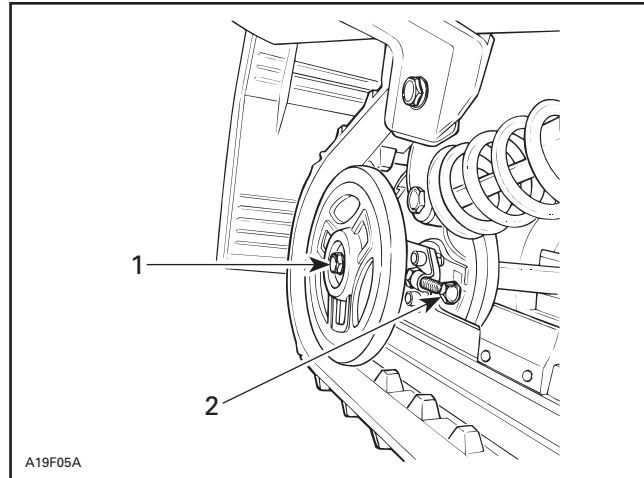
1. Line

**NOTE:** Lightly oil track tension gauge center pin to avoid sticking.

### ▼ CAUTION

Too much tension will result in power loss and excessive stress on suspension components. If too loose, the track will have a tendency to thump.

To adjust, loosen the rear idler wheel retaining screws then loosen or tighten the adjuster bolts located on the inner side of the rear idler wheels.



TYPICAL

1. Retaining screw  
2. Adjuster bolt

### Alignment

### ◆ WARNING

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

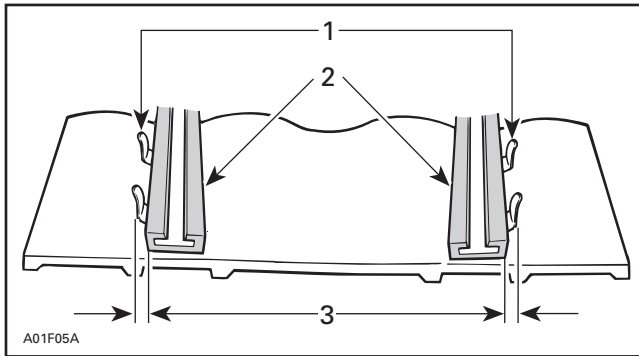
### All Models

With rear of vehicle supported off the ground, start engine and allow the track to rotate **slowly**.

Check that the track is well centered; equal distance on both sides between edges of track guides and slider shoes.

## Section 07 REAR SUSPENSION

### Subsection 06 (TRACK)

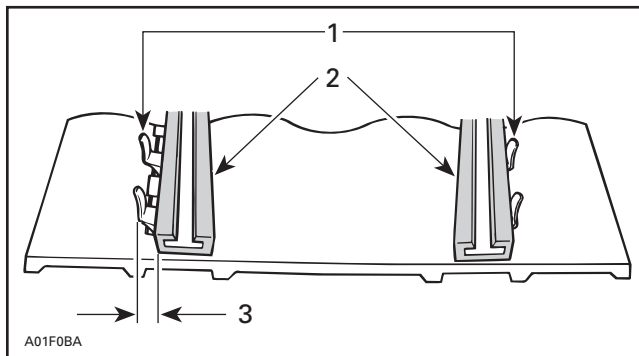


1. Guides
2. Slider shoes
3. Equal distance

### WARNING

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

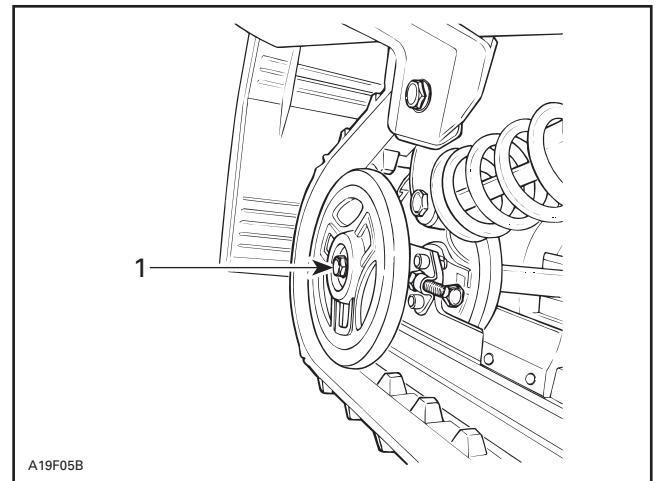
To correct, stop engine then tighten the adjuster bolt on side where guides are farthest to slide. Re-check alignment.



1. Guides
2. Slider shoes
3. Tighten on this side

**NOTE:** Torque retaining screw to 48 N•m (35 lbf•ft) after adjustment.

Tighten the idler wheel retaining screws.



### TYPICAL

1. Retighten

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

### Track Cleat

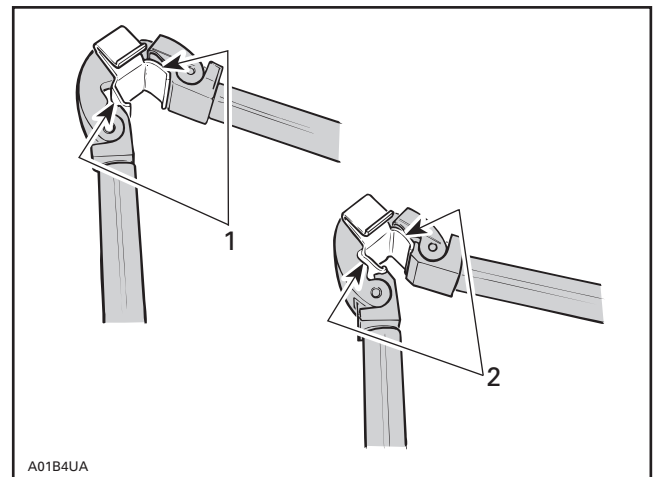
#### Removal

- Raise rear of vehicle off the ground and lift snowguard then rotate track to expose a cleat to be replaced.
- Using track cleat remover (P/N 529 008 700) for all models.

#### Installation

**NOTE:** Keep the same pitch between guide cleats.

- Place new cleat in position and using small track cleat installer (P/N 529 008 500) bend cleat then push tabs into rubber.



### TYPICAL

1. First step
2. Second step (to push tabs into rubber)