












Section 02 LUBRICATION AND MAINTENANCE
Subsection 01 (LUBRICATION AND MAINTENANCE CHART)

LUBRICATION AND MAINTENANCE CHART

SYSTEM	PART/TASK	10-HOUR OR 500 km (300 mi) INSPECTION (To be performed by dealer)	WEEKLY OR EVERY 240 km (150 mi)	MONTHLY OR EVERY 800 km (500 mi)	ONCE A YEAR OR EVERY 3200 km (2000 mi)	STORAGE (To be performed by dealer)	PRE-SEASON PREPARATION (To be performed by dealer)	REFER TO
	Rewind Starter Lubrication and Rope Condition						✓	Subsection 04-07
	Engine Head Nuts	✓			✓			Appropriate section: See Top End
	Engine Mount Nuts	✓			✓			Appropriate section: See ENGINE REMOVAL
	Exhaust System	✓		✓				Appropriate section: See ENGINE REMOVAL
	Engine Lubrication					✓		This section no. 1
	Cooling System Condition	✓			✓			Subsection 04-06
	Coolant Replacement						✓	Subsection 04-06
	Condition of Seals						✓	Subsection 04-02
	Injection Oil Filter Condition			✓				Subsection 04-05
	Injection Oil Filter Replacement						✓	Subsection 04-05
	Oil Injection Pump Adjustment	✓			✓			Subsection 04-05
	Fuel Stabilizer					✓		This section no. 2
	Fuel Filter Replacement						✓	This section no. 3
	Fuel Lines and Connections	✓					✓	Subsection 04-09
	Carburetor Adjustment	✓			✓			Subsection 04-08
	Throttle Cable Inspection	✓			✓		✓	Subsection 04-09
	Air Filter Cleaning			✓				This section no. 4
	DPM Air Pump Hose Cleaning				✓		✓	This section no. 9
	Drive Belt Condition	✓	✓					This section no. 5
	Condition of Drive and Driven Pulleys	✓		✓		✓		Subsections 05-03 and 05-04
	Cleaning of Drive and Driven Pulleys						✓	Subsections 05-03 and 05-04
	Retorquing of Drive Pulley Screw	✓						Subsection 05-03
	Driven Pulley Preload	✓			✓			Subsection 05-04
	Brake Condition	✓	✓					Subsection 05-06
	Brake Adjustment			✓				Subsection 05-06
	Brake Fluid Change						✓	Subsection 05-06
	Drive Chain Tension	✓		✓				Subsection 05-07
	Countershaft Lubrication	✓		✓		✓		Subsection 05-06
	Chaincase Oil Level	✓		✓			✓	Subsection 05-07
	Chaincase Oil Change					✓		Subsection 05-07
	Lubrication of Drive Axle Bearing	✓		✓		✓		Subsection 07-03

Section 02 LUBRICATION AND MAINTENANCE

Subsection 01 (LUBRICATION AND MAINTENANCE CHART)

SYSTEM	PART/TASK	10-HOUR OR 500 km (300 mi) INSPECTION (To be performed by dealer)	WEEKLY OR EVERY 240 km (150 mi)	MONTHLY OR EVERY 800 km (500 mi)	ONCE A YEAR OR EVERY 3200 km (2000 mi)	STORAGE (To be performed by dealer)	PRE-SEASON PREPARATION (To be performed by dealer)	REFER TO
	Handlebar Bolts. Retorque to 26 N•m (19 lbf•ft)	✓						Subsection 08-02
	Steering and Front Suspension Mechanism	✓		✓		✓		Subsections 08-02 and 08-03
	Wear and Condition of Skis and Runners	✓	✓					Subsection 08-03
	Steering and Ski Leg Camber Adjustment	✓		✓				Subsection 08-02
	Suspension Adjustments	AS REQUIRED						Section 07-02 and <i>Operator's Guide</i>
	Suspension Lubrication			✓		✓		Section 07-02
	Suspension Condition	✓			✓			Section 07-02
	Suspension Stopper Strap Condition				✓			Section 07-02
	Track Condition	✓		✓				Subsection 07-04
	Track Tension and Alignment	✓	AS REQUIRED					
	Spark Plugs*	✓		✓				Subsection 06-03
	Engine Timing	✓					✓	Subsection 06-02
	Battery Condition	✓		✓		✓		Subsection 06-04
	Headlight Beam Aiming				✓			Subsection 09-02
	Wiring Harnesses, Cables and Lines	✓		✓				Subsection 09-02
	Operation of Lighting System (HI/LO beam, brake light, etc.) Test Operation of Emergency Cut-Out Switch and Tether Cut-Out Switch	✓	✓				✓	<i>Operator's Guide</i>
	Rags in Air Intake and Exhaust System					✓	✓	This section no. 6
	Engine Compartment	✓		✓				This section no. 7
	Vehicle Cleaning and Protection	✓		✓		✓		This section no. 8

* Before installing new spark plugs at pre-season preparation, it is suggested to burn excess storage oil by starting the engine with the old spark plugs. Only perform this operation in a well-ventilated area.

Section 02 LUBRICATION AND MAINTENANCE
Subsection 01 (LUBRICATION AND MAINTENANCE CHART)

NO. 1 ENGINE LUBRICATION

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

Proceed as follows:

Start the engine and allow it to run at idle speed until the engine reaches its operating temperature.

◆ WARNING

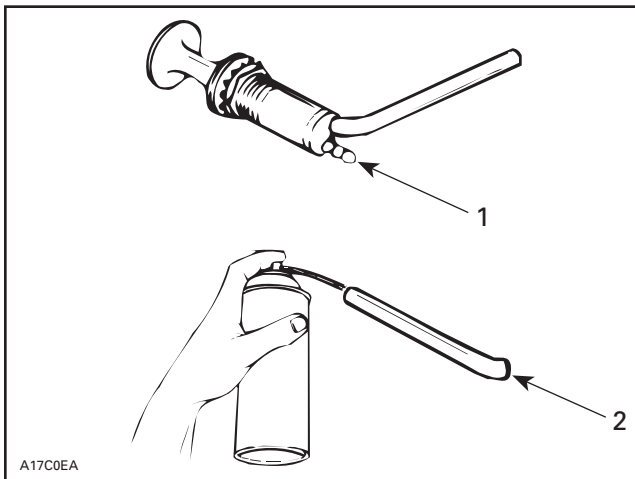
Ensure the track is free of all particles which could be thrown out while it is rotating. Keep hands, tools, feet and clothing clear of track. Ensure no one is standing in close proximity to the vehicle.

Stop the engine.

Models with a Primer

To prevent fuel from draining, primer button should be pushed all the way in.

Disconnect the outlet primer hose from the primer valve (straight coupling).



1. Straight coupling
2. To intake manifold

Insert storage oil (P/N 496 014 100) nozzle into primer outlet hose.

Models with a Choke

Remove air silencer to spray storage oil into each carburetor bore.

All Models

Restart engine and run at idle speed.

Inject storage oil until the engine stalls or until a sufficient quantity of oil has entered the engine (approximately half a can).

With the engine stopped, remove the spark plug and spray storage oil (P/N 496 014 100) into each cylinder.

Crank slowly 2 or 3 revolutions to lubricate cylinders.

Reinstall the spark plugs and the outlet primer hose or air silencer.

◆ WARNING

This procedure must only be performed in a well-ventilated area. Do not run engine during storage period.

NO. 2 FUEL STABILIZER

With the new fuel additives, it is critical to use the fuel stabilizer (P/N 413 408 600) (250 mL) to prevent fuel deterioration, gum formation and fuel system components corrosion. Follow manufacturer's instructions for proper use.

Pour fuel stabilizer in fuel tank prior to starting engine for internal parts lubrication so that stabilizer flows everywhere in fuel system.

After engine starting, use primer several times so that stabilizer flows inside it.

Do not drain fuel system.

▼ CAUTION

Fuel stabilizer should be added prior engine lubrication to ensure carburetor(s) protection against varnish deposit.

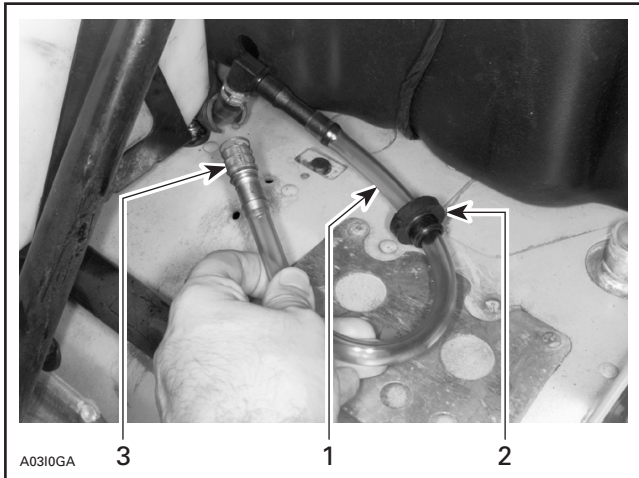
Section 02 LUBRICATION AND MAINTENANCE

Subsection 01 (LUBRICATION AND MAINTENANCE CHART)

NO. 3 FUEL FILTER REPLACEMENT

Drain fuel tank.

Remove fuel line grommet from fuel tank and pull out inlet fuel line from tank.



TYPICAL

1. Inlet fuel line
2. Position of grommet when installing
3. Fuel filter

Replace fuel filter. To facilitate the fuel line installation, slide grommet on fuel line about 50 mm (2 in) away from elbow then install grommet on fuel tank and push elbow through grommet.

NO. 4 AIR FILTER CLEANING

▼ CAUTION

These snowmobiles have been calibrated with the filter installed. Operating the snowmobile without it may cause engine damage.

Remove air filter from air deflector by pulling it.

Lift hood and remove air filter from air intake silencer.

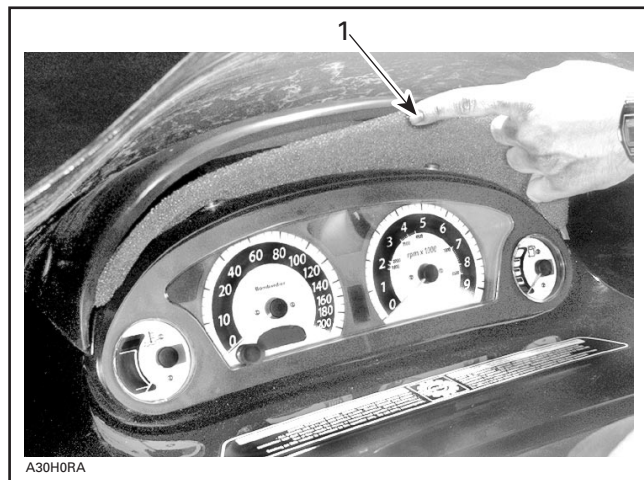
To clean the filter, shake the snow out of it then, dry it out.

Check that the air box is clean and dry then properly reinstall the filter.



AIR FILTER INSTALLED

Insert air filter so its top edge is flush with air deflector.



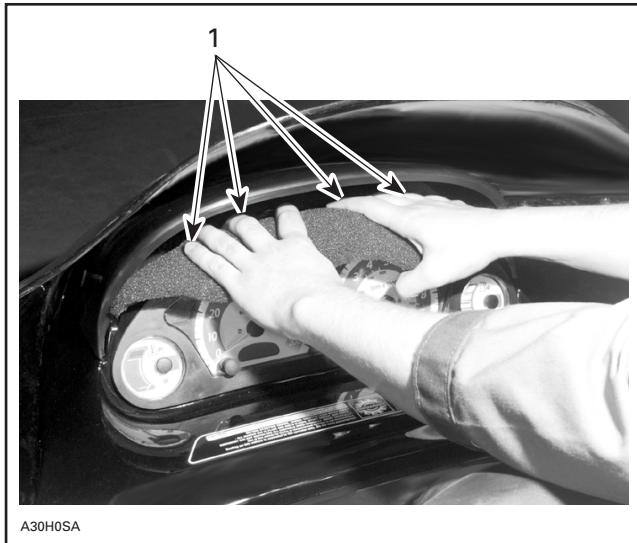
TYPICAL

1. Top edge of filter flush with air deflector

Section 02 LUBRICATION AND MAINTENANCE

Subsection 01 (LUBRICATION AND MAINTENANCE CHART)

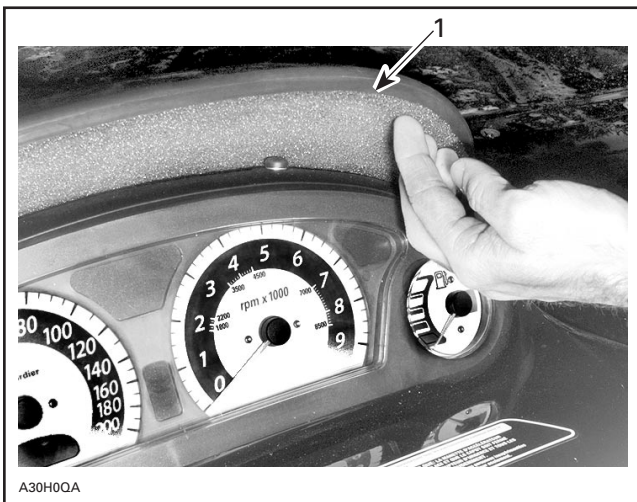
Reinstall filter over dashboard sticking bottom edge first.



TYPICAL

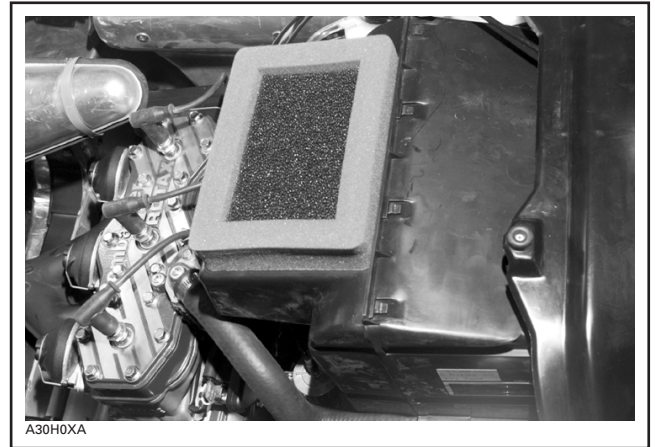
1. Stick bottom edge first

Finalize filter top edge installation.



TYPICAL

1. Push top edge of filter under air deflector lip



NO. 5 DRIVE BELT CONDITION

Inspect belt for cracks, fraying or abnormal wear (uneven wear, wear on one side, missing cogs, cracked fabric). If abnormal wear is noted, probable cause could be pulley misalignment, excessive RPM with frozen track, fast starts without warm-up period, burred or rusty sheave, oil on belt or distorted spare belt.

Check the drive belt width. Replace the drive belt if width is less than the minimum width recommended. Refer to DRIVE BELT 05-02.

NO. 6 RAGS IN AIR INTAKE AND EXHAUST SYSTEM

At storage preparation, block air intake hole and exhaust system hole using clean rags.

Remove those rags at pre-season preparation.

NO. 7 ENGINE COMPARTMENT

Keep clean of grass, twigs, cloth, etc. These are combustible under certain conditions.

Section 02 LUBRICATION AND MAINTENANCE

Subsection 01 (LUBRICATION AND MAINTENANCE CHART)

NO. 8 VEHICLE CLEANING AND PROTECTION

Remove any dirt or rust.

To clean the entire vehicle, use only flannel clothes or Kimtowels® wipers no. 58-380 from Kimberly-Clark.

▼ CAUTION

It is necessary to use flannel cloths or Kimtowels wipers on windshield and hood to avoid damaging further surfaces to clean.

To clean the entire vehicle, including metallic parts with a **thick** coat of grease, use Endust® imported by Bristol Myers, available at hardware stores or supermarkets.

For bottom pan cleaning, use Bombardier Cleaner (P/N 293 110 001 (spray can 400 g) and 293 110 002 (4 L)).

▼ CAUTION

Do not use Bombardier Cleaner on decals or vinyl.

To clean the entire vehicle, including metallic parts with a **thin** coat of grease, use Simple Green® from Sunshine Makers Inc., available at hardware stores or at automotive parts retailer.

For vinyl and plastic parts, use Vinyl & Plastic Cleaner (P/N 413 711 200 (6 x 1 L)).

To remove scratches on windshield or hood: Start with "Slip Streamer Motorcycle Windshield Heavy Duty Scratch, Remover". Finish with "Slip Streamer Motorcycle Cleaner and Polish".

NOTE: The latest product may be use alone if only light scratches are noticeable.

▼ CAUTION

Never clean plastic parts or hood with strong detergent, degreasing agent, paint thinner, acetone, products containing chlorine, etc.

Inspect the hood and repair any damage. Touch up all metal spots where paint has been scratched off. Spray all metal parts including shock chromed rods with BOMBARDIER LUBE (P/N 293 600 016). Wax the hood and the painted portion of the frame for better protection.

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

▼ CAUTION

The snowmobile has to be stored in a cool and dry place and covered with an opaque tarpaulin. This will prevent sun rays and grime from affecting plastic components and vehicle finish.

Lift rear of vehicle until track is clear of the ground. Install on a snowmobile mechanical stand.

NOTE: Do not release track tension.

NO. 9 DPM AIR PUMP HOSE CLEANING

Unplug hose coming from air pump at DPM manifold.

Run engine at 3000 RPM until all liquid has escaped from that hose (about 2 to 3 minutes).

Reconnect hose.