



ski-doo

**OPERATOR'S
GUIDE**

2000

484 100 017

ZX Series

SAFETY WARNING

Disregarding any of the safety precautions and instructions contained in this *Operator's Guide*, *Safety Handbook* or on-product labels could cause injury, including the possibility of death.

This *Operator's Guide* handbook should remain with the snowmobile at all time.



BOMBARDIER
Recreational Products
After Sales Service
Valcourt (Quebec)
Canada J0E 2L0

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BOMBARDIER®
FORMULA*

SKANDIC*
SKI-DOO®

TUNDRA*
CK3*

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2000 SKI-DOO OPERATOR'S GUIDE

This guide is applicable to the following ZX series models:

Formula Z 600

Formula Z 700

Formula Deluxe 600

Formula Deluxe 700

Grand Touring 600

MX Z 500

MX Z 600

MX Z 700

MX Z 700 Millennium Edition

Summit 600

Summit 700

Summit 700 Millennium Edition

Summit 700 H.M.

FOREWORD

Congratulations on your purchase of a new SKI-DOO snowmobile. Whatever model you have chosen, it is backed by the Bombardier warranty and a network of authorized SKI-DOO snowmobile dealers ready to provide the parts, service or accessories you may require.

Your dealer is committed to your satisfaction. He has taken training to perform the initial set-up and inspection of your snowmobile as well as completed the final adjustment required to suit your specific weight and riding environment before you took possession. At delivery, your dealer would have explained the snowmobile controls and provided you with a brief explanation of the various suspension adjustments. We trust you have taken full advantage of this! If you need more complete servicing information, please ask your dealer about the proper model-year *SKI-DOO Shop Manual*.

At delivery, you were also informed of the warranty coverage and completed the Warranty Registration Form which is to be sent to us for processing. In the near future you should be receiving a warranty card which will confirm our receipt of the registration as well as be used for warranty or recall purposes.

The diagram shows a warranty card with the following fields and labels:

- Dealer Number:** Points to the top-left field containing "000000000" and "00-000000".
- Vehicle Model Number:** Points to the top-middle field containing "000000".
- Vehicle Serial Number:** Points to the top-right field containing "0000/00/00".
- Owner:** Points to the middle section containing "FIRST NAME LAST NAME", "STREET", "CITY PROV./STATE POSTAL/ZIP CODE", and "COUNTRY".
- Expiration Date (Year/Month/Day):** Points to the bottom-right field containing "0000/00/00".

The card features the *ski-doo* logo at the top and the slogan "Service par excellence / Excellence in Service" and "ENREGISTREMENT DE LA GARANTIE / WARRANTY REGISTRATION" at the bottom. The code "A00K04A" is located at the bottom left of the card.

WARRANTY CARD

You are invited to contact our customer service staff should you experience problems which cannot be resolved by your dealer.

NOTICE

The *Operator's Guide* and the *Snowmobiler's Safety Handbook* have been prepared to acquaint the owner/operator and passenger of a new snowmobile with the various snowmobile controls, maintenance and safe operating instructions. Each is indispensable for the proper use of the product.

This guide uses the following symbols.

WARNING

Identifies an instruction which, if not followed, could cause serious personal injuries including possibility of death.

CAUTION: Denotes an instruction which, if not followed, could severely damage snowmobile components.

NOTE: Indicates supplementary information needed to fully complete an instruction.

The information and components/system descriptions contained in this guide are correct at time of publication.

We also reserve the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring obligation.

The illustrations show the typical construction of the different assemblies and, in all cases, may not reproduce the full detail or exact shape of the parts shown, however, they represent parts which have the same or a similar function.

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⚠ SAFETY MEASURES

Observe the Following Warnings:

- ⚠ For vehicles with a parking brake, always engage brake when vehicle is not in use.
- ⚠ Throttle mechanism should be checked for free movement before starting engine.
- ⚠ In an emergency, the snowmobile engine can be stopped by activating the emergency cut-out button, pulling the tether cord or turning off the key. Note that only the electric start models have an ignition key.
- ⚠ Engine should be running only when guard is secured in place. Never run the engine without drive belt installed. Running an unloaded engine such as without drive belt or with track raised, can prove to be dangerous.
- ⚠ Never run the engine with the hood opened or removed.
- ⚠ Maintain your snowmobile in top mechanical condition at all times.
- ⚠ Your snowmobile is not designed to be operated on public streets, roads or highways. In most States and Provinces, it is considered an illegal operation.
- ⚠ Electric start models only: Never charge or boost a battery while installed on snowmobile.
- ⚠ Do not lubricate throttle and/or brake cables and housings.
- ⚠ Only perform procedures as detailed in this guide. Unless otherwise specified, engine should be turned OFF and cold for all lubrication, adjustment and maintenance procedures.
- ⚠ Some snowmobiles are designed for the driver only and no provisions have been made for a passenger.
- ⚠ The performance of this snowmobile may significantly exceed that of other snowmobiles you have operated. Therefore, use by novice or inexperienced operators is not recommended.
- ⚠ The engine and components used in a particular model should not be used on other models. Use of Rotax® snowmobile engines in other than SKI-DOO snowmobiles is not recommended or authorized by Bombardier Inc.
- ⚠ Most components of this snowmobile are built with parts dimensioned in the metric system. Most fasteners are metric and must not be replaced by customary fasteners or vice versa.
- ⚠ Do not stud the track.

⚠ Reverse models only: These snowmobiles are capable of a fast reverse. Always remain seated and apply the brake before shifting. Come to a complete stop before pressing the reverse button. Ensure the path behind is clear of obstacles or bystanders. Fast reverse while turning could result in loss of stability.

BOMBARDIER LIMITED WARRANTY 2000 SKI-DOO® SNOWMOBILE

1. WARRANTY COVERAGE PERIOD

In Canada, BOMBARDIER INC. ("Bombardier"), and in the USA, BOMBARDIER MOTOR CORPORATION OF AMERICA, warrants FROM THE DATE OF DELIVERY TO THE FIRST CONSUMER that each 2000 SKI-DOO snowmobile sold, as NEW and UNUSED and PREDELIVERED by an authorized North American SKI-DOO snowmobile dealer, will be free from any defects in material and/or workmanship for a period of:

TWELVE (12) CONSECUTIVE MONTHS, for private use owners. The warranty coverage period on a snowmobile delivered between June 1st and December 1st of a given year will expire December 1st of the following year; or

THREE (3) CONSECUTIVE MONTHS, for commercial use owners. The warranty coverage period on a snowmobile delivered between June 1st and December 1st of a given year will expire on March 1st of the following year.

All genuine Bombardier accessories, installed by an authorized SKI-DOO dealer at the time of delivery of the new and unused SKI-DOO, carry the same Warranty Coverage Period as for the SKI-DOO snowmobile.

2. WHAT BOMBARDIER WILL DO

BOMBARDIER will repair or replace, at its option, all genuine BOMBARDIER part found defective in material and/or workmanship, under normal use, maintenance and service, with a genuine BOMBARDIER part without charge for parts and labor, at any authorized SKI-DOO dealer during the Warranty Coverage Period.

3. CONDITION TO HAVE WARRANTY WORK VALIDATED

The customer must notify an authorized SKI-DOO dealer within two (2) days of the appearance of a defect in material and/or workmanship and present to the servicing authorized SKI-DOO dealer the SKI-DOO Warranty Registration Card or a proof of purchase of the NEW and UNUSED 2000 SKI-DOO snowmobile and must sign the repair/work order prior to the start of the repair in order to validate a warranty repair. All parts replaced under this limited warranty become the property of BOMBARDIER.

4. EXCLUSIONS — ARE NOT WARRANTED

- Normal wear and tear items;
- Labor, parts and lubricant costs of all maintenance services;
- Damage caused by failure to provide proper maintenance and/or storage, as described in the "2000 SKI-DOO snowmobile Operator's Guide";
- Damage resulting from improper repairs, modifications or use of non-approved parts or, repairs done by a non-authorized SKI-DOO dealer;
- Damage resulting from abuse, misuse, neglect, racing or using the SKI-DOO snowmobile on surfaces other than snow;
- Damage resulting from accident, fire, theft, vandalism or any act of God;
- Incidental or consequential damages, or damages of any kind as but not limited to towing charges, telephone calls or taxi; and
- Damages resulting from improper service or maintenance.

5. LIMITATIONS OF LIABILITY

This warranty gives you specific rights, and you may also have other legal rights which may vary from state to state, or province to province. **WHERE APPLICABLE, THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.**

Neither the distributor, any authorized SKI-DOO dealer nor any other person has been authorized to make any affirmation, representation or warranty other than those contained in this warranty, and if made, such affirmation, representation or warranty shall not be enforceable against BOMBARDIER or any other person.

In no event shall BOMBARDIER be liable for special, consequential or incidental damages, including but not limited to loss of use and transportation costs. Some states or provinces do not allow the exclusion or limitation of incidental or consequential damages, or limitations on how long an implied warranty lasts, so the above limitation or exclusion may not apply.

BOMBARDIER reserves the right to modify this warranty at any time, being understood that such modification will not alter the warranty conditions applicable to the SKI-DOO snowmobile sold while this warranty is in effect.

6. CONSUMER ASSISTANCE

- a. In the event of a controversy or a dispute arising in connection with this BOMBARDIER LIMITED WARRANTY, BOMBARDIER suggests that you try to resolve the issue at the dealership level. We recommend discussing the issue with the authorized dealer's service manager or owner.
- b. If further assistance is required, the DISTRIBUTOR's Service Department should be contacted in order to resolve the matter.
- c. If the issue has still not been resolved, please submit in writing your complaint to:

In Canada:

BOMBARDIER
RECREATIONAL PRODUCTS
SNOWMOBILES
CUSTOMER ASSISTANCE CENTER
VALCOURT QC JOE 2LO

Tel: (514) 532-5000

In USA:

BOMBARDIER MOTOR
CORPORATION OF AMERICA
RECREATIONAL PRODUCTS
SNOWMOBILES
CUSTOMER ASSISTANCE CENTER
P.O. BOX 8035
7575 BOMBARDIER COURT
WAUSAU WI 54402-8035

Tel: (715) 848-4957

BOMBARDIER RECREATIONAL PRODUCTS

SNOWMOBILES

January 1999

® Registered trademark of Bombardier Inc. and/or affiliates.

BOMBARDIER INTERNATIONAL LIMITED WARRANTY 2000 SKI-DOO® SNOWMOBILE

1. WARRANTY COVERAGE PERIOD

BOMBARDIER INC. ("Bombardier"), as manufacturer, warrants FROM THE DATE OF DELIVERY TO THE FIRST CONSUMER that each 2000 SKI-DOO snowmobile sold anywhere in the world except the United States and Canada, as NEW and UNUSED and PREDELIVERED by an authorized North American SKI-DOO snowmobile dealer, will be free from any defects in material and/or workmanship for a period of:

TWELVE (12) CONSECUTIVE MONTHS, for private use owners. The warranty coverage period on a snowmobile delivered between June 1st and December 1st of a given year will expire December 1st of the following year; or

THREE (3) CONSECUTIVE MONTHS, for commercial use owners. The warranty coverage period on a snowmobile delivered between June 1st and December 1st of a given year will expire on March 1st of the following year.

2. WHAT BOMBARDIER WILL DO

BOMBARDIER through the local SKI-DOO International Distributor will, during the Warranty Coverage Period, repair or replace, at its option, all genuine BOMBARDIER part found defective in material and/or workmanship, under normal use, maintenance and service, with a genuine BOMBARDIER part without charge for parts and labor, at any local authorized SKI-DOO dealer.

3. CONDITION TO HAVE WARRANTY WORK VALIDATED

The customer must notify a local authorized SKI-DOO dealer within two (2) days of the appearance of a defect in material and/or workmanship and present to the servicing authorized SKI-DOO dealer the SKI-DOO Warranty Registration Card or a proof of purchase of the NEW and UNUSED 2000 SKI-DOO snowmobile and must sign the repair/work order prior to the start of the repair in order to validate a warranty repair. All parts replaced under this limited warranty become the property of BOMBARDIER.

4. EXCLUSIONS — ARE NOT WARRANTED

- Normal wear and tear items;
- Labor, parts and lubricant costs of all maintenance services;
- Damage caused by failure to provide proper maintenance and/or storage, as described in the "2000 SKI-DOO snowmobile Operator's Guide";
- Damage resulting from improper repairs, modifications or use of non-approved parts or, repairs done by a non-authorized SKI-DOO dealer;
- Damage resulting from abuse, misuse, neglect, racing or using the SKI-DOO snowmobile on surfaces other than snow;
- Damage resulting from accident, fire, theft, vandalism or any act of God;
- Incidental or consequential damages, or damages of any kind as but not limited to towing charges, telephone calls or taxi; and
- Damages resulting from improper service or maintenance.

5. LIMITATIONS OF LIABILITY

This warranty gives you specific rights, and you may also have other legal rights resulting from the application of mandatory national laws which may vary from country to country. **WHERE APPLICABLE, THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE.**

In no event shall BOMBARDIER be liable for special, consequential or incidental damages, including but not limited to loss of use and transportation costs. Some country do not allow the exclusion or limitation of incidental or consequential damages, or limitations on how long an implied warranty lasts, so the above limitation or exclusion may not apply.

Neither the SKI-DOO International Distributor, the selling local SKI-DOO dealer nor any other person has been authorized to make any affirmation, representation or warranty other than those contained in this warranty, and if made, such affirmation, representation or warranty shall not be enforceable against BOMBARDIER or any other person.

Every SKI-DOO snowmobile is sold with the English version of this warranty. A specific SKI-DOO International Distributor may elect to translate this warranty into local language, it is then understood and agreed that in the event of any discrepancy among the two versions, the English version shall prevail.

It is the customer's responsibility to ensure that the SKI-DOO snowmobile complies with all snowmobile regulations and standards of any country, other than the original country of sale, where the SKI-DOO snowmobile is intended to be used. BOMBARDIER reserves the right to modify this warranty at any time, being understood that such modification will not alter the warranty conditions applicable to the SKI-DOO snowmobile sold while this warranty is in effect.

6. CONSUMER ASSISTANCE

- a. In the event of a controversy or a dispute arising in connection with this BOMBARDIER INTERNATIONAL LIMITED WARRANTY, BOMBARDIER suggests that you try to resolve the issue at the dealership level. We recommend discussing the issue with the authorized dealer's service manager or owner.
- b. If further assistance is required, the authorized local SKI-DOO INTERNATIONAL DISTRIBUTOR's Service Department should be contacted in order to resolve the matter.
- c. If the issue has still not been resolved, please submit in writing your complaint to:

BOMBARDIER
RECREATIONAL PRODUCTS
SNOWMOBILES
INTERNATIONAL SERVICE DEPARTMENT
VALCOURT QUEBEC JOE ZLO
CANADA

BOMBARDIER
RECREATIONAL PRODUCTS
SNOWMOBILES

January 1999

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OFTEN ASKED QUESTIONS

Q: Why must my snowmobile be registered at the factory? After all I do have my original invoice as proof of when I purchased my snowmobile.

A: *Registration is very important and your dealer must register your snowmobile with Bombardier. Make sure the card has been sent. All of this will allow you to:*

a) have warranty work performed at any authorized Bombardier dealer in North America. Your registration card will provide the dealer with all the necessary data to complete warranty claim forms.

b) be advised by Bombardier should there be a safety recall or particular warranty campaign.

c) be contacted much faster by the police, the minute they find your stolen snowmobile (if such a case occurs).

Q: Why must my snowmobile be registered with the governing body having jurisdiction over snowmobile use?

A: *Snowmobile registration has two purposes: In many provinces or states it is mandatory to register a snowmobile in the same way as for a car. It allows the state or province to maintain records of existing snowmobiles and governmental agencies use part of the registration fees for establishing and maintaining trails.*

Q: Where can I find information on the lubrication and maintenance of my snowmobile?

A: *In the Operator's Guide provided with the snowmobile at the time of delivery.*

Q: Will the entire warranty be voided or cancelled, if I do not operate or maintain my new snowmobile exactly as specified in the Operator's Guide?

A: *The warranty of the new snowmobile cannot be "Voided" or "Cancelled" if predelivered by an authorized dealer. However, if a particular failure is caused by operation or maintenance other than is shown in the Operator's Guide, THAT failure may not be covered under warranty. This includes service work performed by the customer, especially the critical adjustments: ignition timing, carburetion and oil injection/or oil mixture.*

Q: Would you give some examples of abnormal use or strain, neglect or abuse which may affect warranty?

A: *These terms are general and overlap each other in areas. Some specific examples may include: running the snowmobile out of oil, chain failure caused by a lack of lubrication, operating the snowmobile with a broken or damaged part which causes another part to fail, and so on. If you have any specific questions on operation or maintenance, please contact your dealer for advice.*

Q: What costs are my responsibility during the warranty period?

A: *The customer's responsibility includes all costs of normal maintenance services, non-warranty repairs, accidents and collision damage, as well as oils, and spark plugs, and incidental or consequential damage costs as explained in the warranty.*

Q: Are "Genuine" Bombardier replacement parts used in warranty repairs covered by warranty?

A: *Yes. When installed by an authorized dealer, any "Genuine" Bombardier part used in warranty repairs assumes the remaining warranty that exists on the snowmobile.*

Q: If I sell my snowmobile within the warranty period, will the new owner qualify for the balance of the warranty?

A: *Yes, provided the re-sale has been registered with the manufacturer.*

Q: How can I receive the best owner assistance?

A: *The satisfaction and goodwill of the owners of Bombardier products are of primary concern to your dealer and Bombardier. Normally, any problems that arise in connection with the sales transaction or the operation of your snowmobile will be handled by your Dealers Sales or Service Departments. It is recognized, however, that despite the best intentions of everyone concerned, misunderstandings will sometimes occur. Frequently, complaints are the result of a breakdown in communications and can quickly be resolved by a member of the dealership management. If the problem already has been reviewed with the Sales Manager or Service Manager, contact the Dealer himself or the General Manager.*

We are always pleased to receive your comments on the SKI-DOO snowmobile.

LIST OF CUSTOMER RELATIONS OFFICES



CANADA

BOMBARDIER

Recreational Products

726 St-Joseph Street
Valcourt, Quebec, Canada
J0E 2L0
Telephone: (450) 532-5000
Fax: (450) 532-5077



USA

BOMBARDIER MOTOR CORPORATION OF AMERICA

7575 Bombardier Court
P.O. Box 8035, Wausau, WI
54402-8035. USA
Telephone: (715) 848-4957
Fax: (715) 848-4978

OTHER COUNTRIES

For customer relations, contact your local distributor.
Your local dealer can provide distributor contact information.

AUTHORIZED SKI-DOO DEALERS

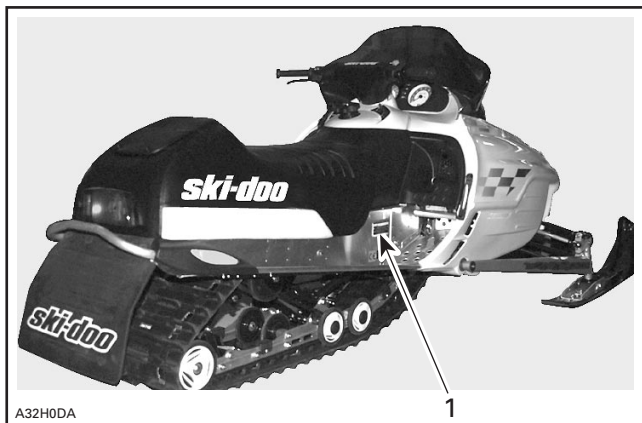
For Canada and USA Only

To find the nearest authorized SKI-DOO dealer, dial: 1-800-375-4366.

HOW TO IDENTIFY YOUR SNOWMOBILE

The main components of your snowmobile (engine and frame) are identified by different serial numbers. It may sometimes become necessary to locate these numbers for warranty purposes or to trace your snowmobile in the event of loss. These numbers are required by the dealer to complete warranty claims properly. No warranty will be allowed by Bombardier Inc. if the engine serial number or Vehicle Identification Number (VIN) is removed or mutilated in any way. We strongly recommend that you take note of all the serial numbers on your snowmobile and supply them to your insurance company.

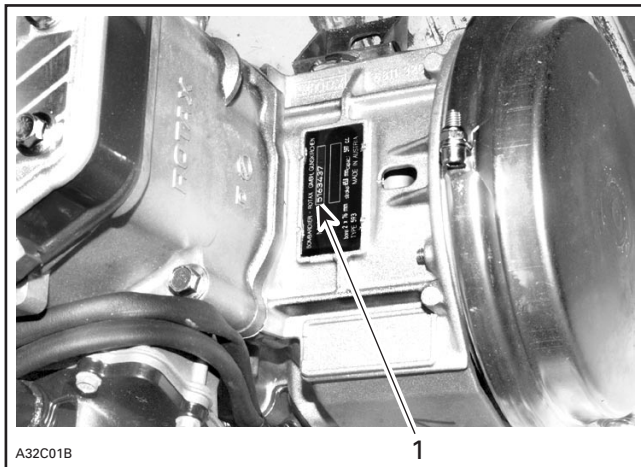
Vehicle Identification Number Location



TYPICAL

1. Vehicle identification number

Engine Serial Number Location

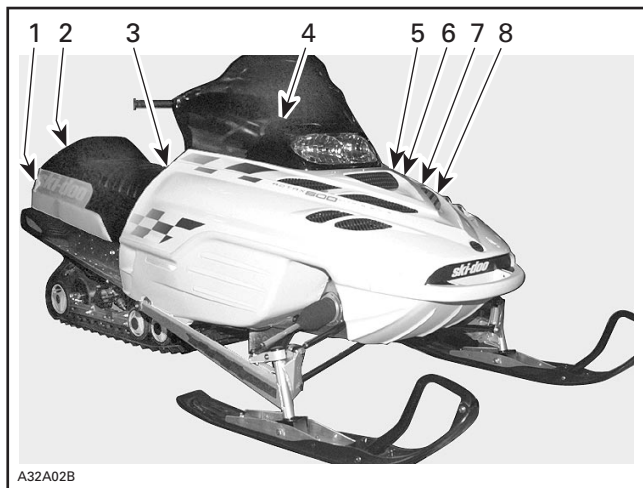


TYPICAL

1. Engine serial number

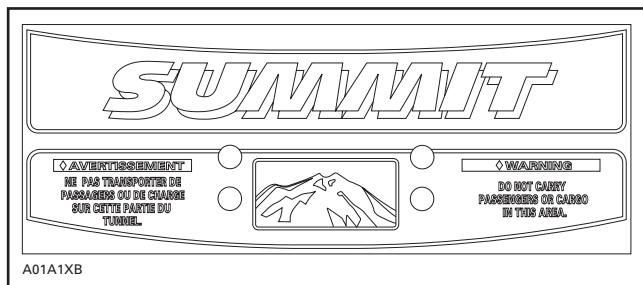
ON-VEHICLE IMPORTANT INSTRUCTIONS

Please read the following instructions carefully before operating snowmobile.



LOCATION OF IMPORTANT INSTRUCTIONS

Instruction 1



TYPICAL — SUMMIT MODELS

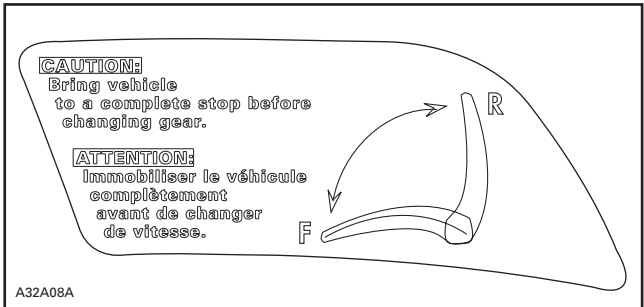
Instruction 2



A01A1ZD

ALL MODELS

Instruction 3



A32A08A

TYPICAL — ALL MODELS WITH REVERSE

Instruction 4



A30A07C

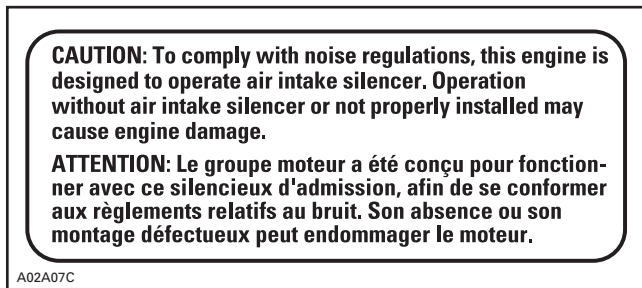
SINGLE SEAT MODELS

Instruction 4



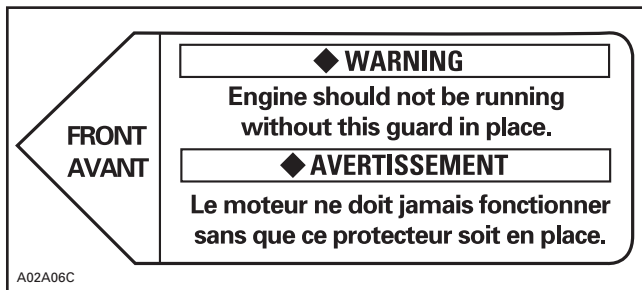
DOUBLE SEAT MODELS

Instruction 5



ALL MODELS

Instruction 6



ALL MODELS

Instruction 7



A01A24D

TYPICAL — ALL MODELS

Instruction 8

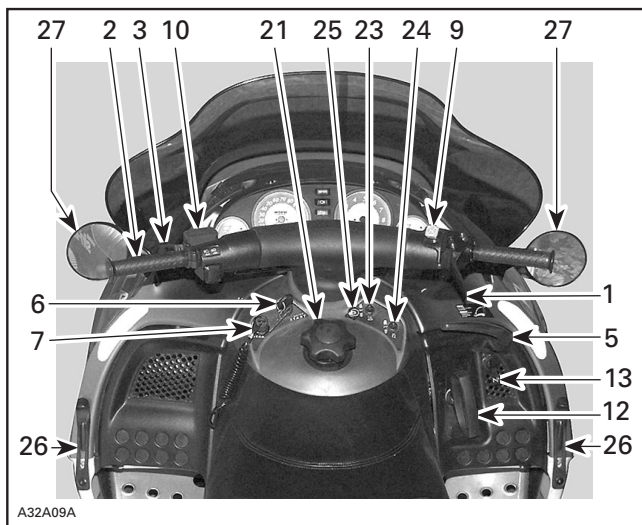
SUSPENSION ADJUSTMENT CHART/TABLEAU DES RÉGLAGES DE LA SUSPENSION			
FRONT SUSPENSION (SKI)/SUSPENSION AVANT (SKI)			
NOT APPLICABLE SANS OBJET			
REAR SUSPENSION/SUSPENSION ARRIÈRE ADJUST ACCORDING TO LOAD/RÉGLER SELON LA CHARGE			
(LB) LOAD CHARGE (kg)	REAR SPRING RESSORT ARRIÈRE		
up to 125	jusqu'à 57	1	NOT APPLICABLE SANS OBJET
125 to 150	57 à 68	2	
150 to 175	68 à 79	3	
175 to 200	79 à 91	4	
<small>FOR LOADS EXCEEDING RANGE SHOWN ABOVE, CONSULT YOUR DEALER. SI LES CHARGES EXCÈDENT LES PLAGES MONTRÉES CI-HAUT, CONSULTEZ VOTRE CONCESSIONNAIRE.</small>			
418 0017 01			

A01A25D

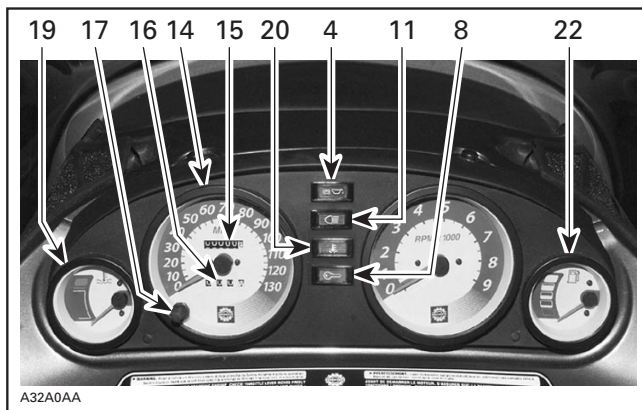
TYPICAL — ALL MODELS

CONTROLS/INSTRUMENTS

NOTE: Some controls/instruments are optional on some models.



TYPICAL



TYPICAL

1) Throttle Lever

Located on the right side of handlebar. When compressed, it controls the engine speed and the engagement of the transmission. When released, engine speed returns automatically to idle.

2) Brake Lever

Located on the left side of handlebar. When compressed, the brake is applied. When released, it automatically returns to its original position. Braking effect is proportional to the pressure applied on the lever and to the type of terrain and its snow coverage.

WARNING

Excessive or repetitive use of brakes for high speed stops will cause an overheated brake system. This overheated condition could cause sudden loss of braking power and/or fire.

3) Parking Brake Button

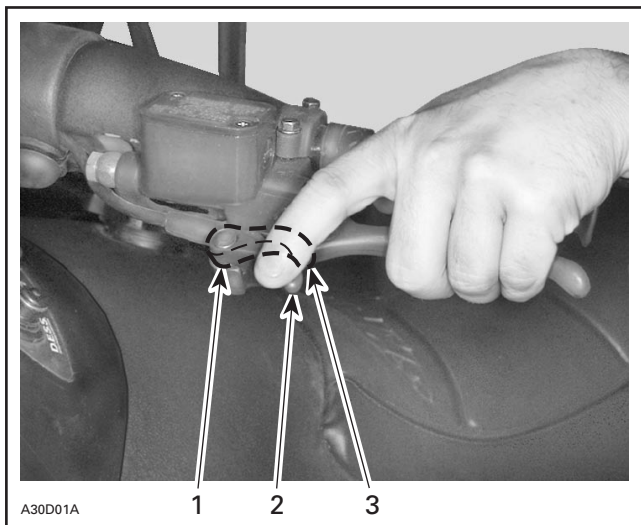
Located on left side of handlebar. Parking brake should be used whenever snowmobile is parked.

Whenever parking brake is applied and engine is running, injection oil level/parking brake pilot lamp lights up to remind you that it is engaged.

CAUTION: Make sure parking brake is fully disengaged before operating the snowmobile.

To engage mechanism, squeeze brake lever and maintain while pulling locking lever with a finger. When brake lever is compressed half-way the brake should be fully applied.

To release mechanism, squeeze brake lever. Locking lever will automatically return to its original position. Brake lever now returns to rest position. Always release parking brake before riding.



1. *Locking lever*
2. *OFF*
3. *ON*

4) Injection Oil Level/Parking Brake Pilot Lamp (Red)

Lights when injection oil level is low or when parking brake is applied (with engine running). Check oil level and replenish as soon as possible.

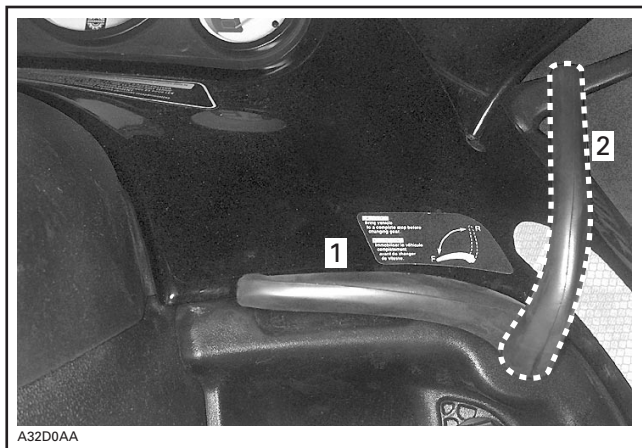
5) Gear Shift Lever

With engine running, a warning buzzer will sound when the shift lever is in reverse gear position.

A 2-position lever:

Move lever toward left side: **Forward gear.**

Move lever toward right side: **Reverse gear.**



1. Forward
2. Reverse

Shifting Procedure

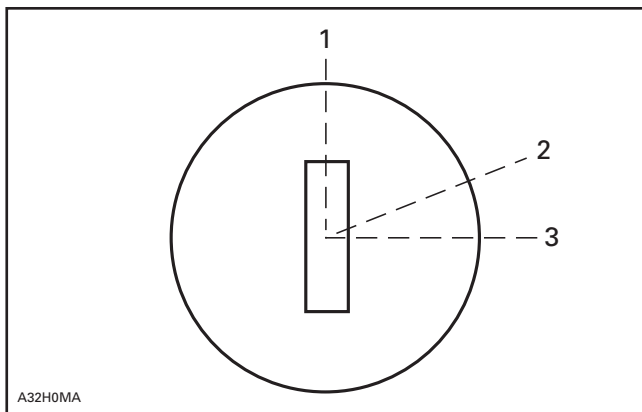
With snowmobile completely stopped and engine at idle, move lever to engage in desired gear.

Do not force lever. If unable to shift, apply throttle to move snowmobile and try again.

6) Ignition Switch

Electric Start Models Only

The lights are automatically ON whenever the engine is running.



1. OFF
2. ON
3. START

Key operated, 3-position switch. To start engine, turn key to START position and hold. See illustration above.

CAUTION: Do not hold key at START position more than 15 seconds. A rest period should be observed between the cranking cycles to let starter cool down. Holding key in START position when engine has started could damage starter mechanism.

Release key immediately when engine has started. Key returns to ON position as soon as it is released.

If engine does not start on first try, turn key back to OFF position before restarting. To stop engine, turn key to OFF position.

NOTE: If necessary engine may be manually started with rewind starter.

If starter does not operate, check starting system fuse condition. Refer to **Starting System Fuse** below.

7) Tether Cut-Out Switch

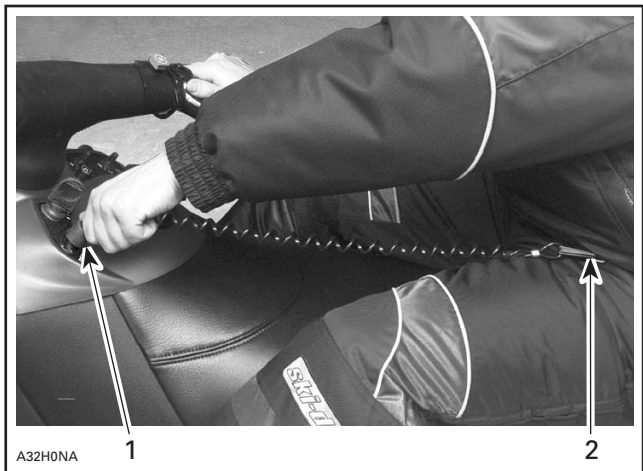
General

Lights are automatically ON whenever the engine is running.

There is no ignition key on certain models, the tether cut-out system shuts-off engine if the driver accidentally falls off the vehicle and the DESS (**D**igitally **E**ncoded **S**ecurity **S**ystem) performs the same function as a key.

Operation

Attach tether cord to clothing then snap tether cut-out cap over receptacle before starting engine.



TYPICAL

1. Snap over receptacle
2. Attach to eyelet

To stop engine, completely pull cap from safety switch.



DESS (Digitally Encoded Security System) Description

This system is a deterrent against theft. The tether cord provided with your snowmobile is dealer programmed and is the only one that allows engine to turn more than 3000 RPM. If an incorrectly programmed tether cord is installed the engine can not reach engagement speed required to move vehicle.

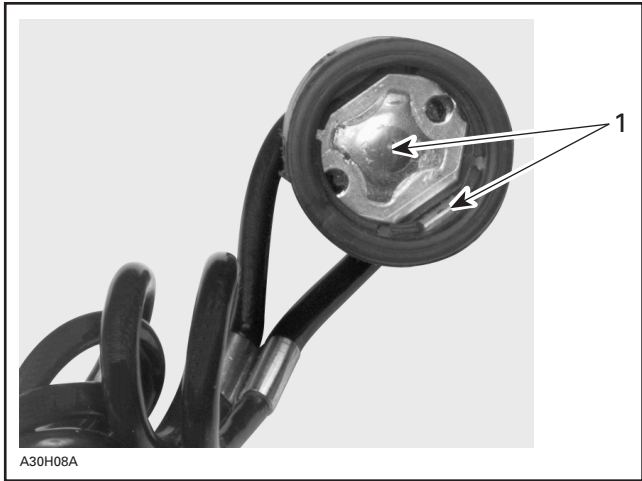
Additional Tether Cords

We recommend the purchase of additional tether cord from your authorized dealer.

DESS Pilot Lamp Codes

DESS pilot lamp blinking one time per three seconds means that a bad connection has been detected. Vehicle can not be driven.

To check for bad connection, remove tether cord. Make sure it is free of dirt or snow. Reinstall tether cord and restart engine. If a blink per 3 seconds still occurs contact an authorized dealer.



1. Free of dirt or snow

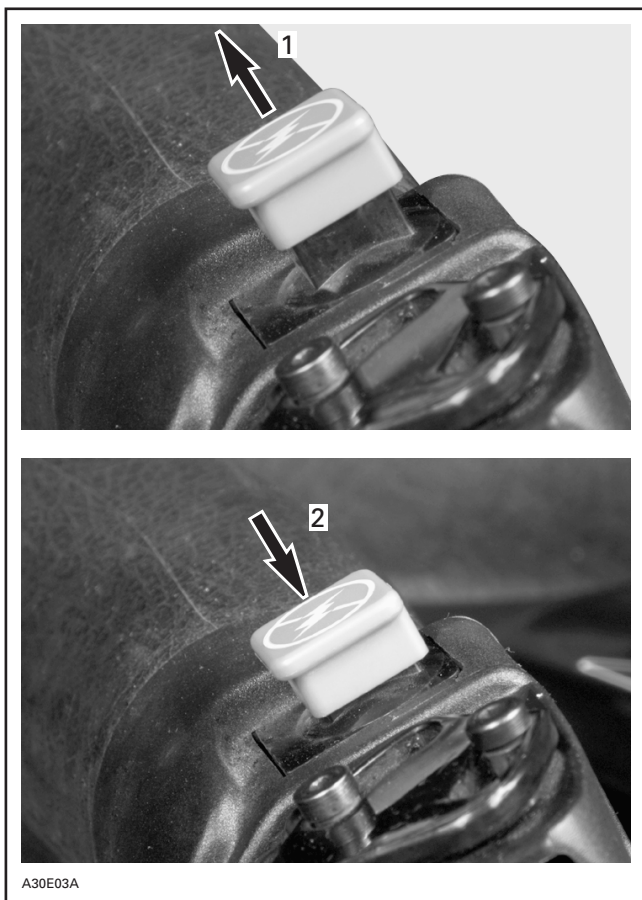
A rapid DESS pilot lamp blinking means that an incorrectly programmed tether cord is being used. Vehicle can not be driven.

8) DESS Pilot Lamp

This lamp will light up to confirm DESS status. Refer to previous paragraphs for description.

9) Engine Cut-Out Switch

A push-pull type switch located on the right side of the handlebar. To stop the engine, push the button to the lower OFF position and simultaneously apply the brake. To restart, button must be at the upper ON position.



TYPICAL

1. ON
2. OFF

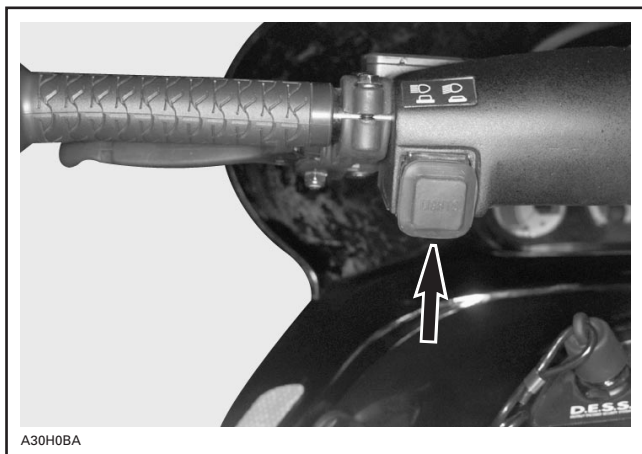
All drivers of the snowmobile should familiarize themselves with the function of this device by using it several times on first outing and to stop the engine there after. Thereby being mentally prepared for emergency situations requiring its use.

⚠ WARNING

If the switch has been used in a mechanical malfunction, the source of malfunction should be determined and corrected before restarting engine.

10) Headlamp Dimmer Switch

Located on left side of handlebar, allows selection of headlamp beam. Note that lights are automatically ON whenever the engine is running.



TYPICAL — ALL MODELS

11) High Beam Pilot Lamp (Blue)

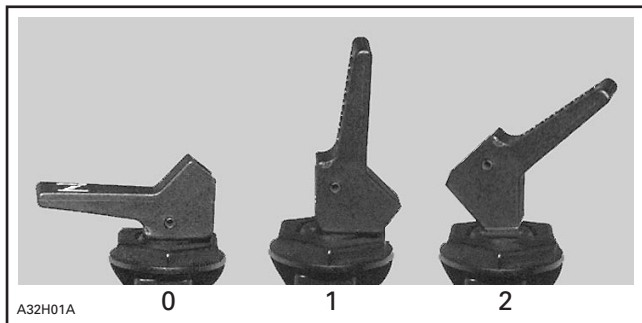
Lights when headlamp is on HIGH beam.

12) Rewind Starter Handle

Auto-rewind type located on right hand side of snowmobile. To engage mechanism, pull handle slowly until a resistance is felt then pull vigorously. Slowly release handle.

13) Choke Lever

This device features a 3-position lever to facilitate cold start.



- 0. OFF
- 1. Position 1
- 2. Position 2

See STARTING PROCEDURE for more details.

14) Speedometer

These vehicles are equipped with a speedometer graduated in km or miles according to country of use.

Direct-reading dial indicates the speed of the snowmobile in kilometers or miles per hour.

15) Odometer

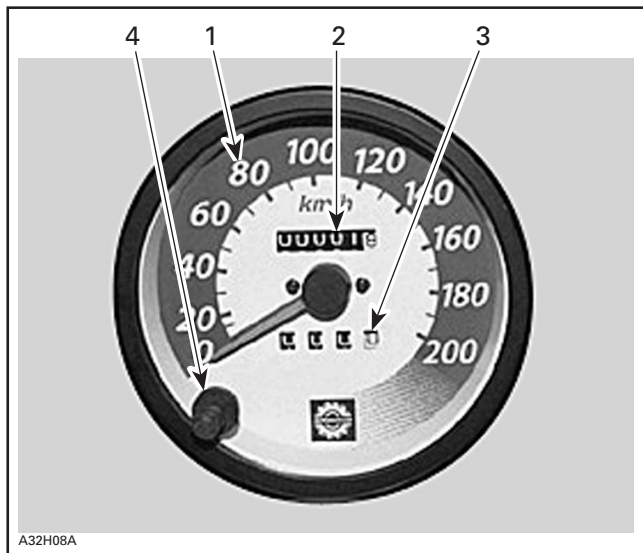
Odometer records the total distance travelled in kilometers or miles.

16) Trip Meter

Records distance travelled in kilometers or miles until it is reset. It can be used to establish a fuel tank range or distance between 2 relays for instance.

17) Trip Meter Reset Button

To reset, push on button until all numbers read zero.

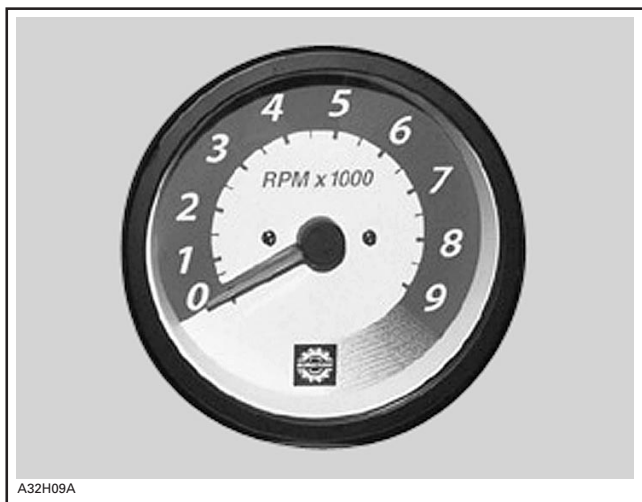


ALL MODELS

1. Speedometer
2. Odometer
3. Trip meter
4. Reset button

18) Tachometer

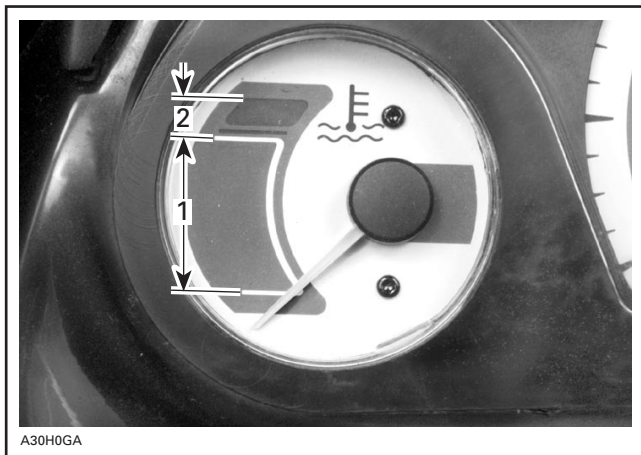
Direct-reading dial indicates the number of thousand of revolutions per minute (RPM) of the engine.



ALL MODELS — MULTIPLY THE READING BY 1000

19) Temperature Gauge

The gauge indicates engine coolant temperature. The needle moves to the normal range as engine warms. Under all riding conditions, the needle should stay within this range. If needle moves into the overheat range, reduce snowmobile speed and run snowmobile in loose snow or stop engine immediately.



TYPICAL

1. Normal
2. Overheat

20) Engine Overheat Warning Lamp (Red)

If this lamp glows, stop engine immediately and allow to cool. If problem repeats, see your authorized dealer.

21) Fuel Tank Cap/Gauge

On some models fuel level gauge is part of fuel tank cap. Unscrew to fill up tank then fully tighten.



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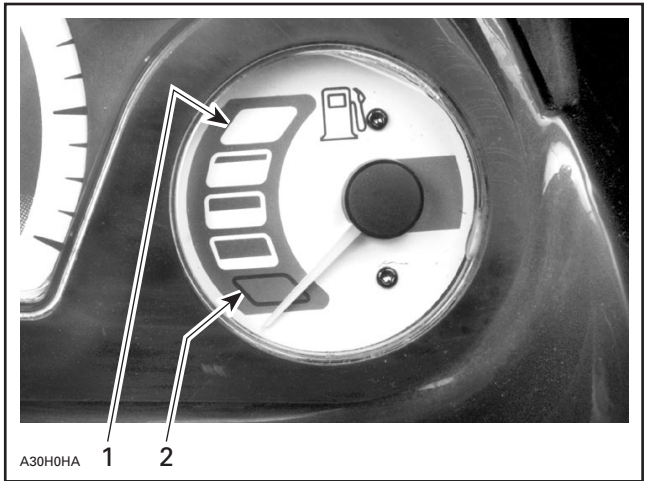
WARNING

Never use an open flame to check fuel level.

CAUTION: Do not mismatch oil reservoir cap with fuel tank cap. Install cap that features fuel gauge.

22) Electric Gauge

Dash-mounted gauge to facilitate fuel level reading. This gauge functions when engine is running.



TYPICAL

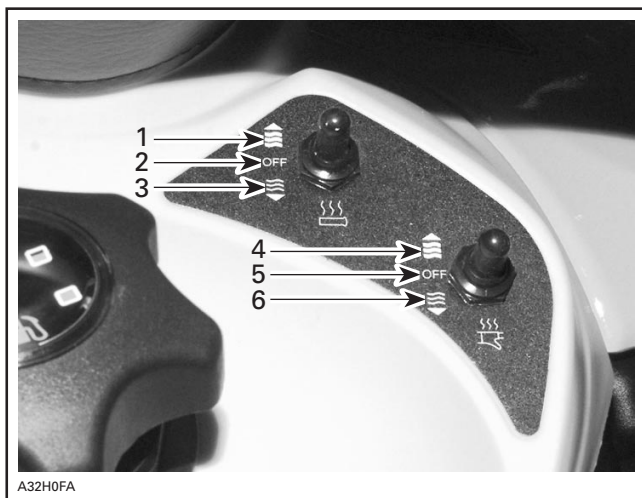
1. Full
2. Empty

23) Heated Grip Switch

Three-position toggle switch. Select the desired position to keep your hands at a comfortable temperature.

24) Heated Throttle Lever Switch

Three-position toggle switch. Select the desired position to keep your right thumb at a comfortable temperature.



HEATED GRIP SWITCH

1. HOT
2. OFF
3. WARM

HEATED THROTTLE LEVER SWITCH

4. HOT
5. OFF
6. WARM

25) Electric Visor Jack Connector

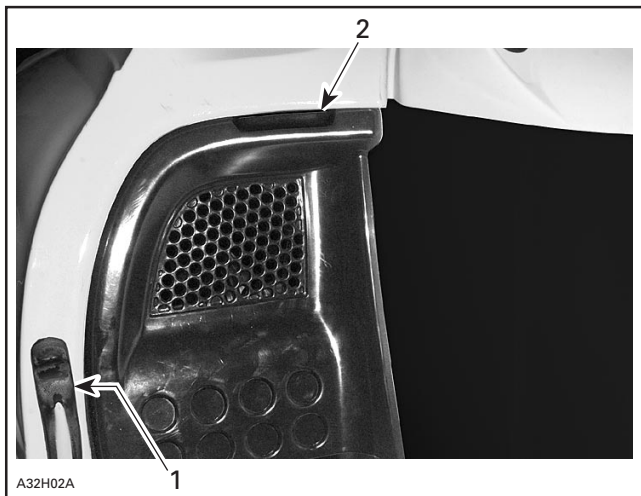
An electric visor can be connected to the jack connector. Electric current is supplied whenever engine is running. An extension is supplied with the vehicle. It is included in the predelivery kit. Ask your dealer for the extension.



TYPICAL

26) Hood Latches

Stretch and unhook the latches to unlock the hood from its anchors.



1. Latch
2. Recess provided to open hood

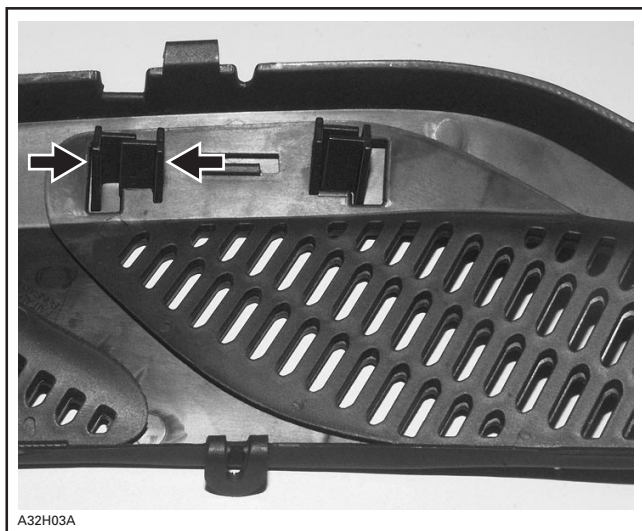
Always lift hood gently until stopped by retaining device.

27) Adjustable Mirrors

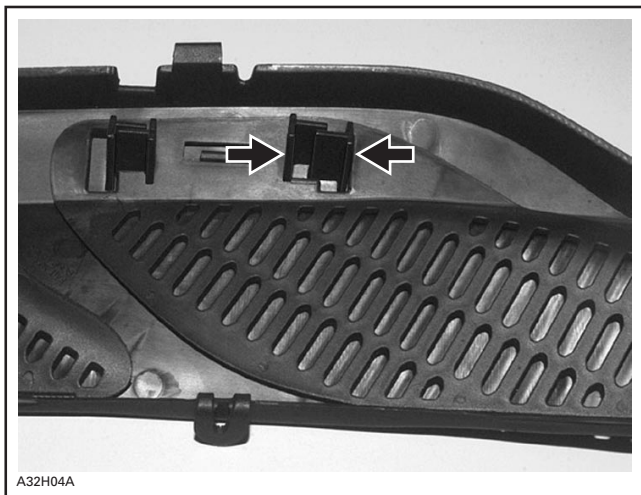
Each mirror can be adjusted to suit driver's preference.

Hood Grills

When riding on powdered snow, close plastic sliding hood grills from underneath hood. Otherwise always keep grills open. Squeeze tabs to close grills.



TO CLOSE, SQUEEZE CLOSING TABS BETWEEN THUMB AND INDEX

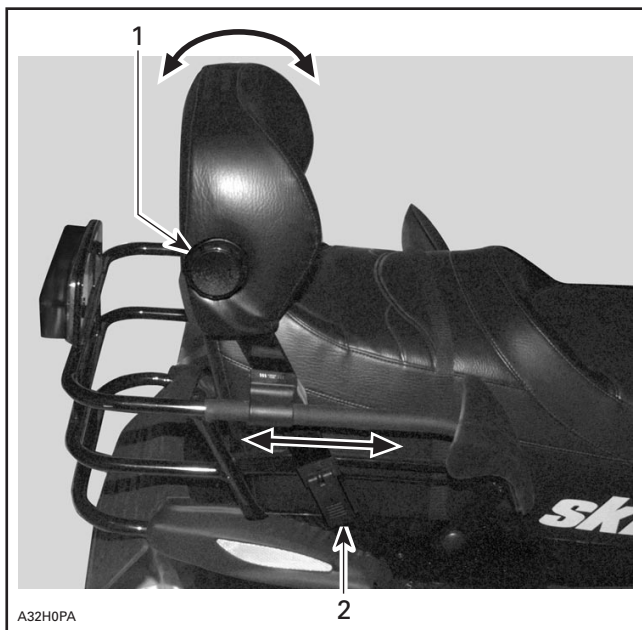


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TO OPEN, SQUEEZE OPENING TABS BETWEEN THUMB AND INDEX

Adjustable Backrest

The backrest position and support angle may be adjusted to suit driver or passenger convenience.

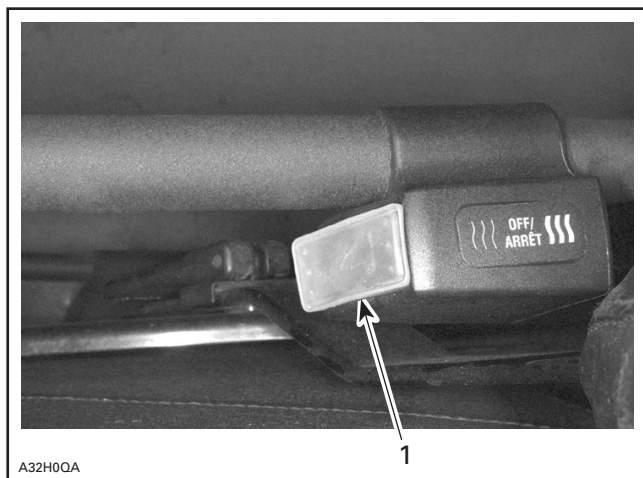


1. Turn adjustment knob
2. Lift adjustment lock (both sides)

Secure adjustment locks after desired position is obtained.

Rear Passenger Heated Grip Switch

Three-position switch. Select the desired position to keep rear passenger's hands at a comfortable temperature.



TYPICAL — RIGHT SIDE OF PASSENGER GRAB HANDLE

1. Rear passenger heated grip switch

Storage Compartment

A storage compartment is provided inside rear portion of seat.

Tool Bag

A tool bag containing tools for basic maintenance is supplied with the vehicle. Tool bag is located in engine compartment above right hand side toe-hold.



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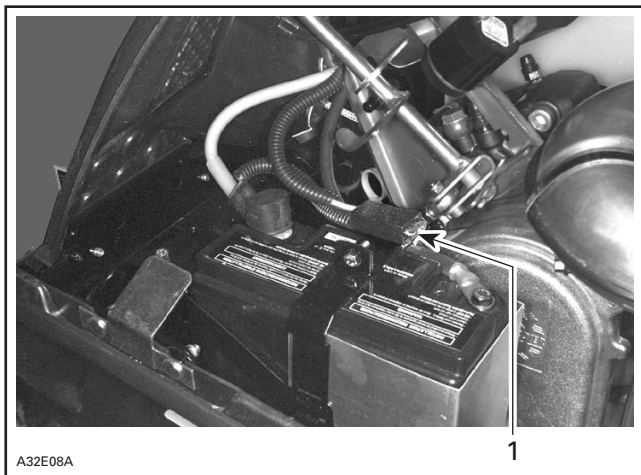
TYPICAL — TOOL BAG

Fuses

Starting System Fuse

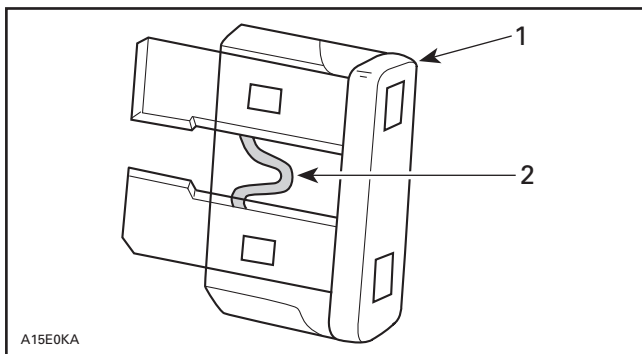
Starting system is protected with a 30 ampere rated fuse. See following illustration for fuse holder location. If starter does not operate, check fuse condition and replace if necessary.

CAUTION: Do not use a higher rated fuse as this can cause severe damage to electric components.



1. Starting system fuse

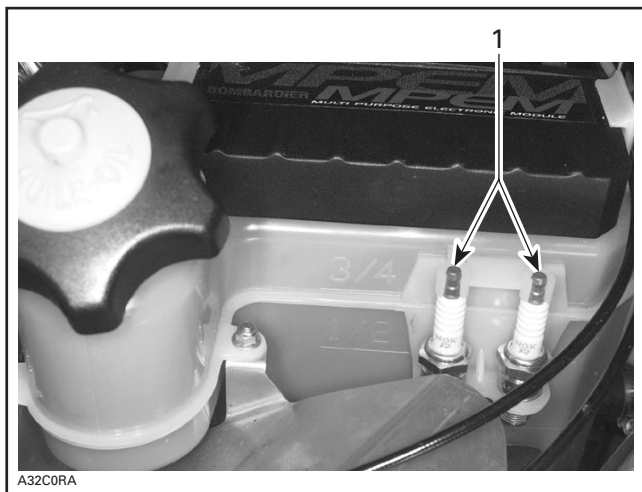
To remove fuse from holder, pull fuse out. Check if filament is melted.



1. Fuse
2. Check if melted

Spare Spark Plug Holder

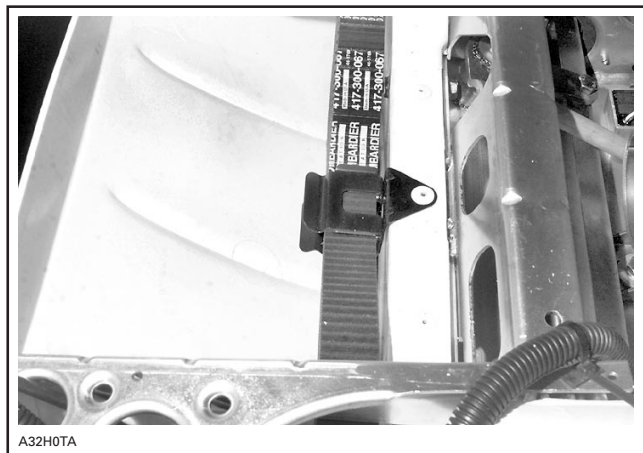
To keep spare spark plugs dry and prevent shocks that might affect the adjustment or break them, a holder is provided on the right side of oil tank.



1. Spare spark plugs installed in holder

Spare Drive Belt Holder

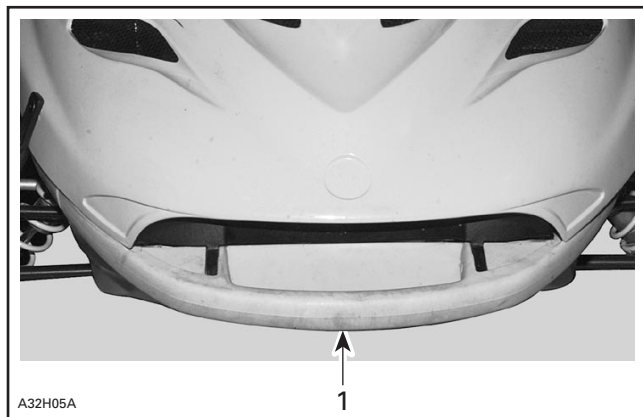
A spare drive belt can be placed in front section of bottom pan.



TYPICAL — SPARE DRIVE BELT INSTALLED IN BOTTOM PAN

Front Grab Handles/Front Bumper

To be used whenever front of snowmobile requires manual lifting.



1. Front grab handles

CAUTION: Do not use skis to pull or lift snowmobile.

FUEL AND OIL

Recommended Fuel

Use regular unleaded gasoline, available from most service stations or gasohol containing less than 10% of ethanol or methanol. The fuel used must have an octane number $(R + M)/2$ of 87 or higher.

NOTE: In most service station pump octane number corresponds to $(R + M)/2$ octane number.

CAUTION: Never experiment with other fuels. The use of unrecommended fuel can result in snowmobile performance deterioration and damage to critical parts in the fuel system and engine components.

WARNING

Never top up the fuel tank before placing the snowmobile in a warm area. As temperature increases, fuel expands and might overflow. Fuel is flammable and explosive under certain conditions. Always wipe off any fuel or oil spillage from the snowmobile.

Recommended Oil

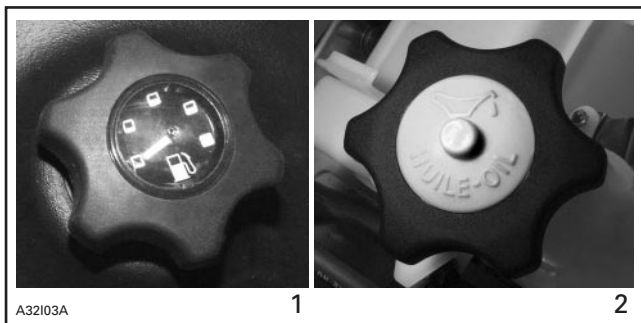
CAUTION: Never mix brands of 2-cycle oil as chemical reaction can cause engine damage. Never use outboard or straight mineral oils. Use only oil that flows at -40°C (-40°F).

Oil is contained in the oil injection reservoir.

Use BOMBARDIER-ROTAX injection oil (P/N 413 802 900 — 12 x 1 L) available from authorized dealer or a suitable equivalent. This type of oil will flow at temperatures as low as -40°C (-40°F). If unavailable, substitute with BOMBARDIER-ROTAX pre-mix oil (P/N 413 803 100 — 12 x 500 mL).

Always maintain a sufficient amount of recommended oil in the injection oil reservoir.

CAUTION: Check level and refill every time you refuel. Wipe off any oil spills. Oil is highly flammable.



1. Fuel tank cap

2. Oil tank cap figures an oilcan and the words "HUILE - OIL"

COLD WEATHER CARBURETION MODIFICATIONS

All vehicles have been calibrated for -20°C (-4°F). They can be operated at higher temperature without problems.

CAUTION: For colder temperatures than -20°C (-4°F), carburetor(s) must be recalibrated to avoid engine damage. Refer to an authorized dealer.

Refer also to HIGH ALTITUDE KIT in following pages.

BREAK-IN PERIOD

Engine

A break-in period of 10 to 15 operating hours — 500 km (300 mi) — is required before running the snowmobile at full throttle.

During this period, maximum throttle should not exceed $\frac{3}{4}$. However, brief full acceleration and speed variations contribute to a good break-in. Continued wide open throttle accelerations, prolonged cruising speeds and engine overheating are detrimental during the break-in period.

To assure additional protection during the initial engine break-in, 500 mL (18 imp. oz) of BOMBARDIER-ROTAX injection oil (P/N 413 802 900 — 12 x 1 L), should be added to fuel for the first full filling of fuel tank. Always remove and clean spark plugs after engine break-in.

Belt

A new drive belt requires a break-in period of 50 km (30 mi). Avoid strong acceleration/deceleration, pulling a load or high speed cruising.

10-Hour Inspection

As with any precision piece of mechanical equipment, we suggest that after the first 10 hours of operation — 500 km (300 mi) — or 30 days after the purchase, whichever comes first, your snowmobile be checked by an authorized dealer. This inspection will give you the opportunity to discuss the unanswered questions you may have encountered during the first hours of operation.

The 10-hour inspection is at the expense of the snowmobile owner.

PRE-START CHECK

Check Points

- Activate the throttle control lever several times to check that it operates easily and smoothly. It must return to idle position when released.
- Release parking brake then activate the brake control lever and make sure the brake fully applies before the brake control lever touches the handlebar grip. It must fully return when released.
- Verify skis and steering operate freely.
- Verify track and idler wheels are unfrozen and free to turn.
- Check fuel and injection oil level.
- Verify air filter(s) is free of snow, if so equipped.
- Clean and check operation of the headlight, taillight and brake light.



WARNING

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

STARTING PROCEDURE

- Re-check throttle control lever operation.
- Ensure that emergency cut-out switch is in the ON position.
- Ensure that tether cut-out cap is set in place and that cord is attached to your clothing.

Initial Cold Starting

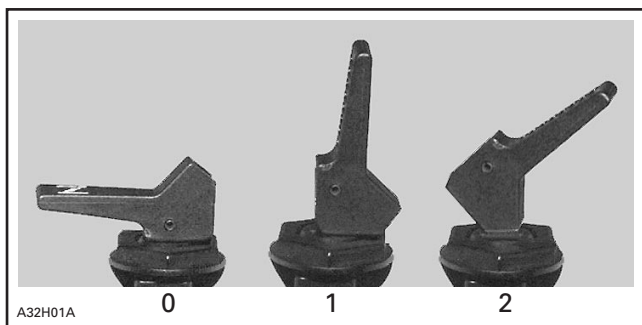
NOTE: Do not operate the throttle lever during starting.

When Temperature Is Below - 10°C (+ 15°F)

Set the choke lever to the second position.

Grasp starter handle firmly and crank engine or use electric starter on so equipped models.

After the engine is started, close off choke to ensure proper air-fuel mix when speed drops below 2000 RPM.



0. OFF
1. Position 1
2. Position 2

When Temperature Is above - 10°C (above + 15°F)

Set the choke lever to the first position.

Grasp starter handle firmly and crank engine.

After the engine is started, close off choke to ensure proper air-fuel mix.

Warm Engine Starting

Start the engine without using choke.

Grasp manual starter handle firmly and crank engine or use electric starter on so equipped models.

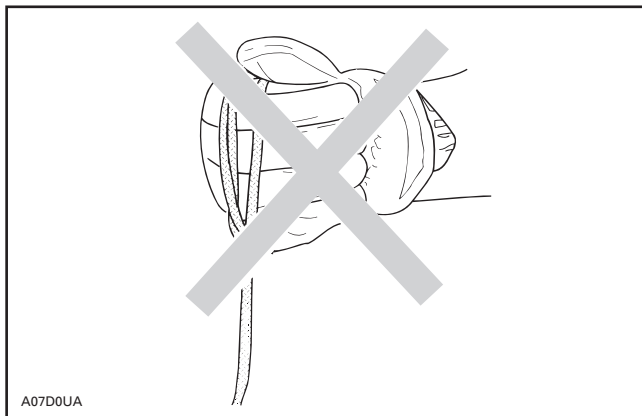
WARNING

Do not apply throttle while starting.

Emergency Starting

The engine can be started with the emergency starter rope supplied with the tool kit. Do not start the snowmobile by the drive pulley unless it is a true emergency situation. Have the snowmobile repaired as soon as possible.

Remove guard.

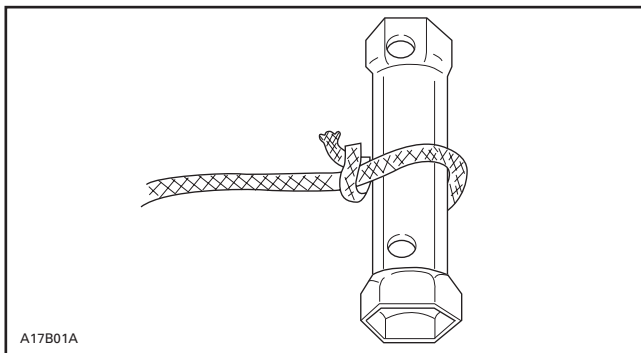


Attach emergency rope to rewind handle and to the starter clip supplied in the tool box.

Use the spark plug socket as an emergency handle.

WARNING

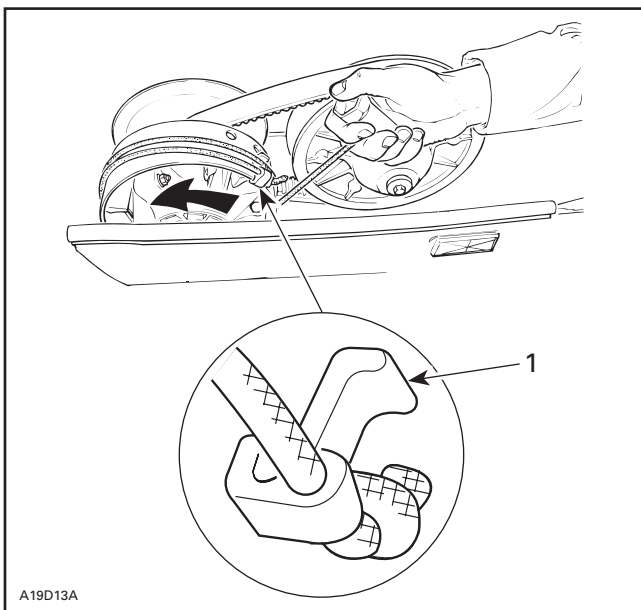
Do not wind starting rope around your hand. Hold rope by the handle only.



A17B01A

Wind the rope tightly around drive pulley. When pulled, pulley must rotate counterclockwise.

Tie a knot near clip. Hook up clip on drive pulley and wind counterclockwise up to 3 turns.



A19D13A

1. Clip

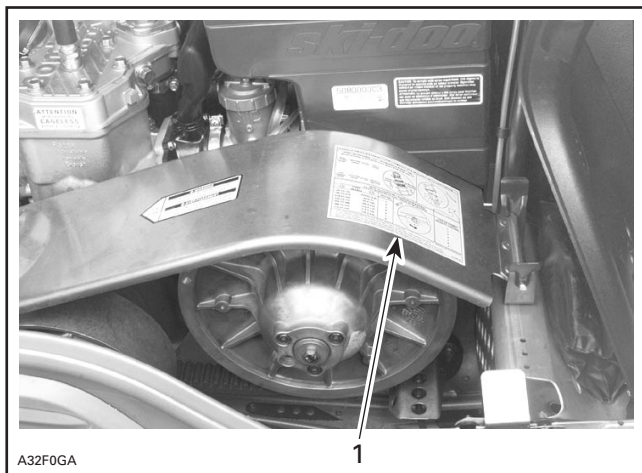
Start engine as described in COLD ENGINE STARTING or WARM ENGINE STARTING according to engine temperature.

 **WARNING**

When starting the snowmobile in an emergency situation using drive pulley, do not reinstall the guard and return slowly to have snowmobile repaired.

SUSPENSION ADJUSTMENTS

For factory recommended adjustments refer to decal on guard. It describes settings for optimum comfort according to load for your SKI-DOO model.



TYPICAL

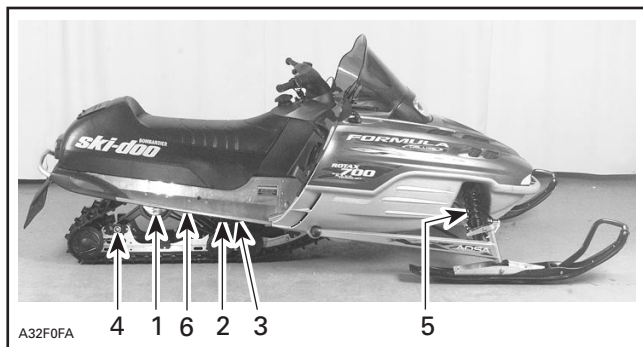
1. Decal

General

Snowmobile handling and comfort depend upon suspension adjustments.

Choice of suspension adjustments vary with carrying load, driver's weight, personal preference, riding speed and field condition.

NOTE: Some adjustments may not apply to your snowmobile. Use special keys in tool bag.



TYPICAL

1. Rear springs for comfort and ride height
2. Center spring for steering behavior
3. Acceleration and control modulator (ACM) or coupling blocks — Handling
4. Stopper strap for snowmobile weight transfer
5. Front springs for handling
6. Rear shock motion ratio — Damping strength

Guidelines to Adjust Suspension

The best way to set up suspension, is to start from factory settings then customize each adjustment one at a time. Adjustments 2 through 6 are interrelated. It may be necessary to readjust center spring after adjusting front springs for instance. Test run the snowmobile under the same conditions; trail, speed, snow, driver riding position etc. Change one adjustment and retest. Proceed methodically until you are satisfied.

WARNING

Always completely stop vehicle and engine before attempting any suspension adjustments.

CAUTION: Whenever adjusting rear suspension, check track tension and adjust as necessary.

Slight suspension bottoming occurring under the worst riding conditions indicates a good choice of spring preload.

1. Rear Springs — Comfort and Ride Height

When driver and passenger (if so applicable) take place rear of snowmobile should collapse by 50 to 75 mm (2 to 3 in).



TYPICAL — PROPER ADJUSTMENT

A. 50 to 75 mm (2 to 3 in)

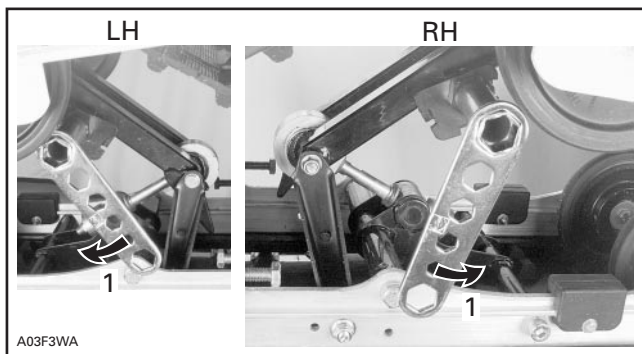


A32F0CA

TYPICAL — TOO SOFT OF ADJUSTMENT



Turn the left side adjustment cam in a clockwise direction, the right side cam in a counterclockwise direction. Left and right adjustment cams may be set at different position.



A03F3WA

TYPICAL

1. Increase spring preload

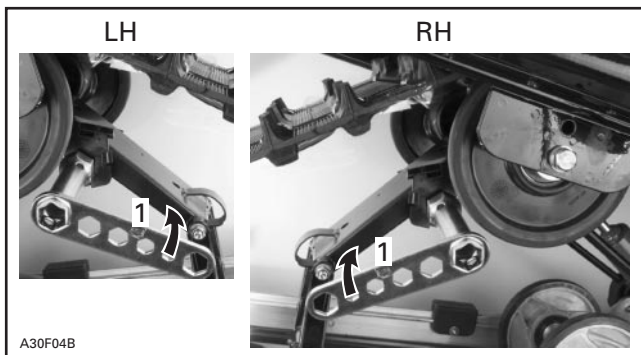


A32F0DA

TYPICAL — TOO HARD OF ADJUSTMENT



Turn the left side adjustment cam in a counterclockwise direction, the right side cam in a clockwise direction. Left and right adjustment cams may be at different position.



A30F04B

TYPICAL

1. *Decrease spring preload*

2. Center Spring — Steering Behavior

Ride at moderate speed on a trail.

If steering is too easy or too hard to turn, adjust center spring accordingly.



A32F0EA

TYPICAL — GOOD ADJUSTMENT AT MODERATE SPEED

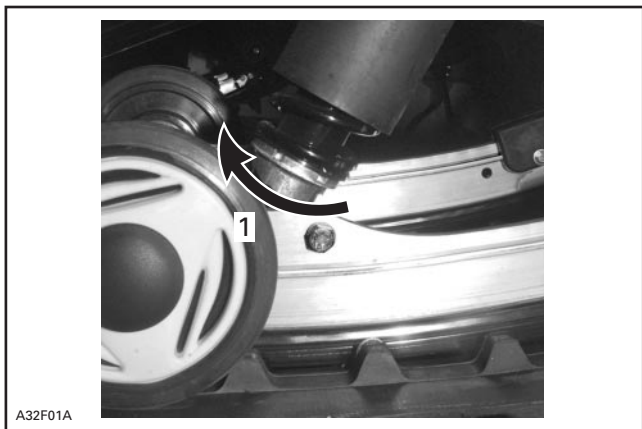
1. *Steering easy to turn*



A32F0EA

TYPICAL — TOO SOFT OF ADJUSTMENT

1. Steering hard to turn



A32F01A

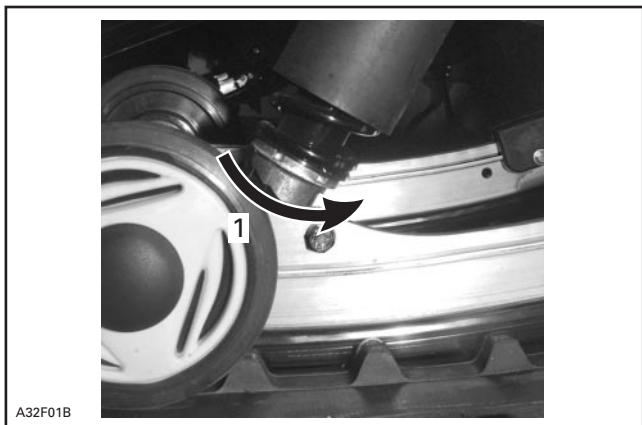
TYPICAL

1. Use adjuster wrench provided in tool bag to increase preload



TYPICAL — TOO HARD OF ADJUSTMENT

1. *Steering less aggressive*



TYPICAL

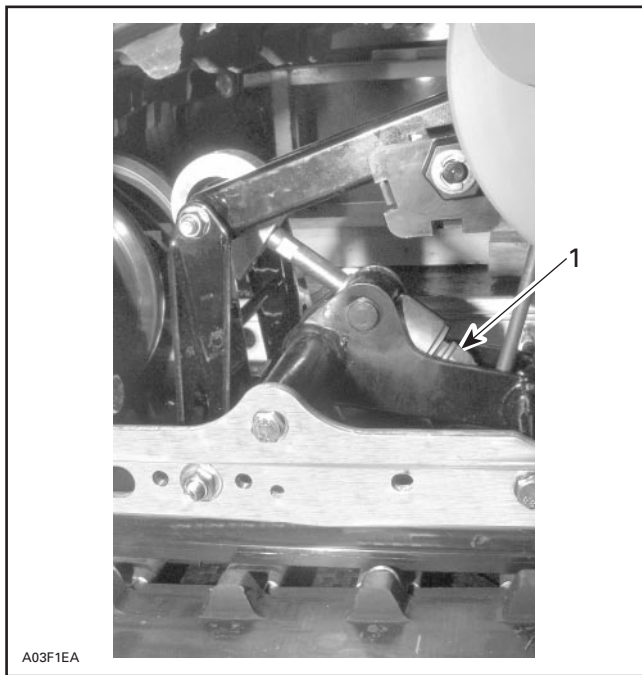
1. *Use adjuster wrench provided in tool bag to decrease preload*

3. ACM or Coupling Blocks — Handling

Ride at moderate speed and check for desired handling.

Grand Touring 600 Only

If handling is not firm, turn the nut clockwise. Factory setting is fully tighten.



SOME MODELS

1. Nut

If handling is too aggressive, turn the nut counterclockwise.

⚠ WARNING

On the threaded rod there must be at least 2 threads exposed beyond the nut.

All Models Except Grand Touring 600

When driver and passenger (if applicable) take place the coupling blocks should be centered between rubber stoppers. This condition is achieved when a proper rear spring preload is done. See above rear spring adjustment.

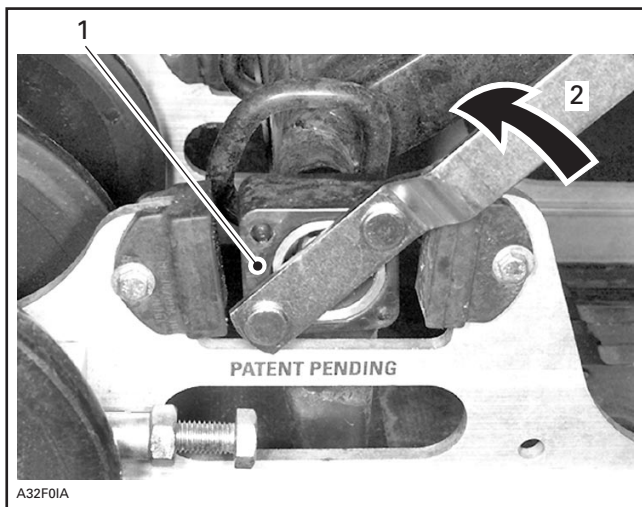
If handling requires adjustment, turn both left and right blocks by 90°.

There are only two adjustment positions. Thicker part of block must be facing rearward or downward.

⚠ WARNING

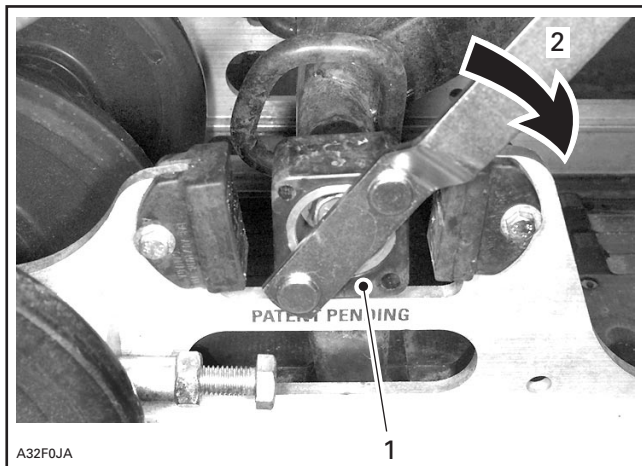
Both blocks must be set at the same position. Otherwise vehicle behavior may be unpredictable and suspension may become warped.

Use tool provided in tool bag to adjust coupling blocks.



COUPLING BLOCK — RIGHT SIDE VIEW ("R" — RIGHT EMBOSSED ON BLOCK)

1. Thicker part of block facing rearward (fully coupled suspension) — less track grip and more skis steering
2. Turn block in this direction to adjust to the other position



COUPLING BLOCK — RIGHT SIDE VIEW
(“R” — RIGHT EMBOSSED ON BLOCK)

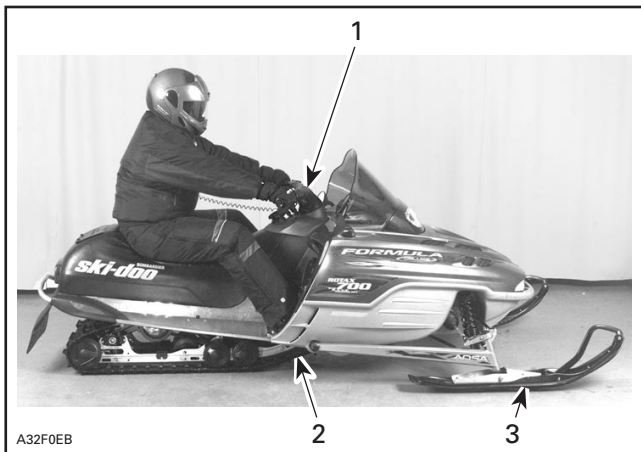
1. Thicker part of block facing downward (partly coupled suspension) — more track grip and less skis steering
2. Turn block in this direction to adjust to the other position

4. Stopper Strap — Weight Transfer

Ride at low speed then fully accelerate. Note steering behavior. Adjust stopper strap length accordingly.

At rest stopper strap should have a free play of 12 mm (1/2 in).

CAUTION: Whenever stopper strap length is changed, track tension must be readjusted.



TYPICAL — GOOD ADJUSTMENT AT FULL ACCELERATION

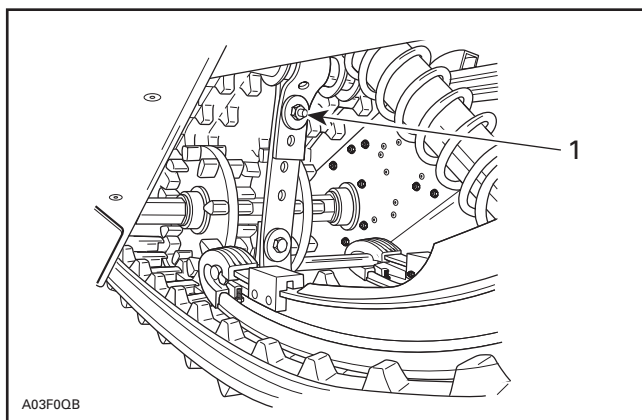
1. *Comfortable steering*
2. *Good weight transfer to the track*
3. *Light pressure of skis on the ground*

All Models Except Summit Models



TYPICAL — TOO LONG STRAP

1. Skis lift off the ground



TYPICAL

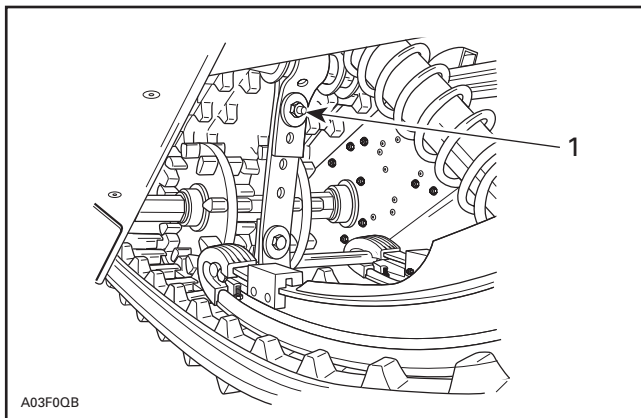
1. Reduce strap length by bolting to a different hole



A32F0EA

TYPICAL — TOO SHORT STRAP

1. Heavy steering



A03F0QB

TYPICAL

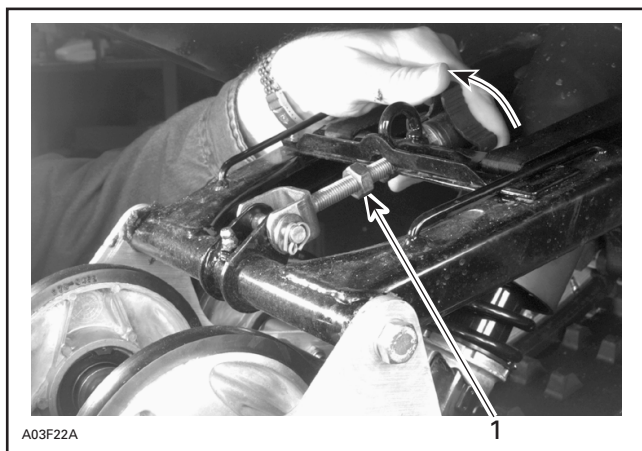
1. Increase strap length by bolting to a different hole

Summit Models



TOO LONG STRAP

1. Skis lift off the ground

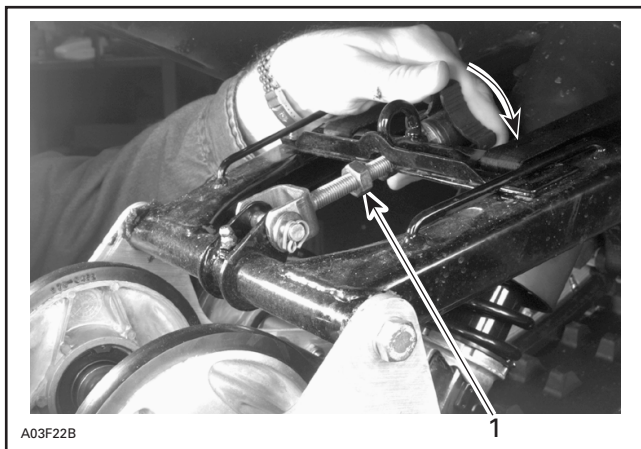


1. Loosen lock nut, turn knob accordingly then retighten lock nut



TOO SHORT STRAP

1. Heavy steering



1. Loosen lock nut, turn knob accordingly then retighten lock nut

5. Front Springs — Handling

Ride at moderate speed and check for proper handling.

Adjust front springs accordingly.

WARNING

Always adjust both front springs to same position.



TYPICAL — PROPER ADJUSTMENT

1. *Good handling and comfortable steering*

Some Models



TYPICAL — TOO SOFT OF ADJUSTMENT

1. Bad handling

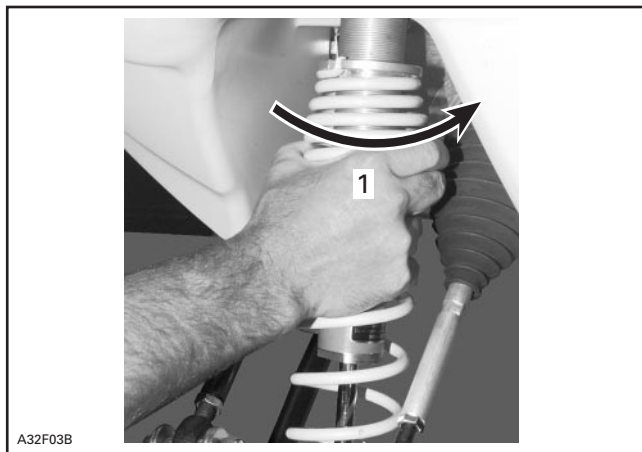


1. Increase spring preload



TYPICAL — TOO HARD OF ADJUSTMENT

1. Steering hard to turn



1. Decrease spring preload

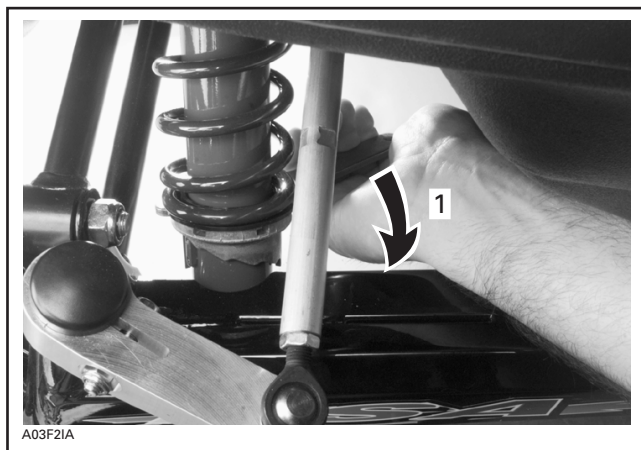
CAUTION: Make sure that both front springs are still preloaded when front of vehicle is off the ground.

Some Models



TOO SOFT OF ADJUSTMENT

1. Bad handling



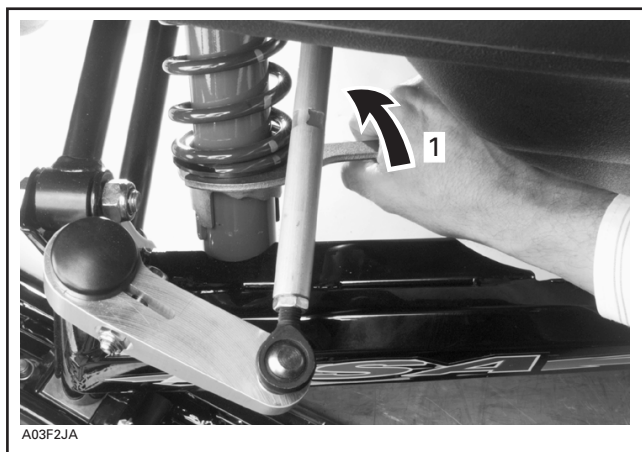
1. Increase spring preload



A32F0EA

TOO HARD OF ADJUSTMENT

1. Steering hard to turn



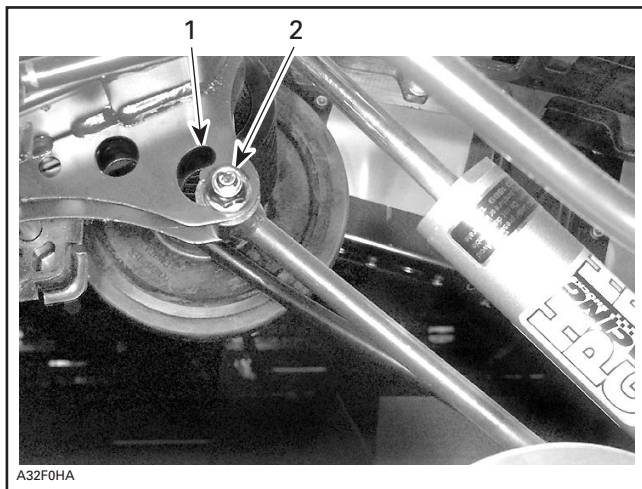
A03F2JA

1. Decrease spring preload

6. Rear Shock Motion Ratio — Damping Strength

Rear shock motion ratio can be adjusted according to driver and passenger weight and/or trail condition.

There are two adjustment positions.



1. *Soft position*
2. *Firm position*

To adjust, loosen nut, move bolt to desired position then torque nut to 24 N•m (18 lbf•ft).

TROUBLESHOOTING CHART

PROBLEM	CORRECTIVE MEASURES
Front suspension wandering	<ul style="list-style-type: none">– Check ski alignment and camber angle adjustment. See an authorized dealer.– Reduce ski ground pressure.<ul style="list-style-type: none">• Reduce front suspension spring preload.• Increase center spring preload.• Reduce rear spring preload.
Snowmobile seems unstable and seems to pivot around its center	<ul style="list-style-type: none">– Reduce rear suspension front arm pressure.<ul style="list-style-type: none">• Reduce center spring preload.• Increase rear spring preload.• Increase front suspension spring preload.
Steering feels too heavy	<ul style="list-style-type: none">– Reduce ski ground pressure.<ul style="list-style-type: none">• Reduce front suspension spring preload.• Increase center spring preload.
Rear of snowmobile seems too stiff	<ul style="list-style-type: none">– Reduce rear spring preload.
Rear of snowmobile seems too soft	<ul style="list-style-type: none">– Increase rear spring preload.
Rear suspension front shock absorber is frequently bottoming	<ul style="list-style-type: none">– Lengthen stopper strap.– Increase center spring preload.
Track slides too much at start	<ul style="list-style-type: none">– Lengthen stopper strap.– Change driving position.– According to models, loosen ACM nut or turn coupling blocks.





In Deep Snow






When operating the snowmobile in deep snow, it may be necessary to vary the position of front spring, rear suspension, stopper strap and/or riding position, to change the angle at which the track rides on the snow. Operator's familiarity with the various adjustments as well as snow conditions will dictate the most efficient combination.

LUBRICATION AND MAINTENANCE CHART

Some items may not apply to your particular model. Refer to LUBRICATION and MAINTENANCE section of *Shop Manual* for more details.

- ① 10-HOUR OR 500 km (300 mi) INSPECTION
(To be performed by dealer)
- ② WEEKLY OR EVERY 240 km (150 mi)
- ③ MONTHLY OR EVERY 800 km (500 mi)
- ④ ONCE A YEAR OR EVERY 3200 km (2000 mi)
- ⑤ STORAGE (To be performed by dealer)
- ⑥ PRE-SEASON PREPARATION (To be performed by dealer)

LUBRICATION AND MAINTENANCE CHART		①	②	③	④	⑤	⑥
	Starting Rope Condition					✓	✓
	Engine Head Nuts	✓			✓	✓	
	Engine Mount Nuts	✓			✓	✓	
	Exhaust System	✓		✓		✓	
	Engine Lubrication					✓	
	Cooling System Condition	✓			✓		✓
	Coolant Replacement					✓	
	Condition of Seals					✓	✓
	Injection Oil Filter Condition			✓			
	Injection Oil Filter Replacement						✓
	Oil Injection Pump Adjustment	✓			✓		✓
	Fuel Stabilizer					✓	
	Fuel Filter Replacement						✓
	Fuel Lines and Connections	✓				✓	✓
	Carburetor Adjustment	✓			✓		✓
	Throttle Cable Inspection	✓			✓	✓	✓
	Air Filter Cleaning			✓			✓
	Drive Belt Condition	✓	✓				✓
	Condition of Drive and Driven Pulleys	✓		✓		✓	
	Cleaning of Drive and Driven Pulleys						✓
	Retorquing of Drive Pulley Screw	✓					
	Driven Pulley Preload	✓			✓		
	Brake Fluid Level	✓	✓			✓	✓
	Brake Fluid (change once a year)	✓	✓			✓	
	Brake Condition	✓	✓			✓	✓

LUBRICATION AND MAINTENANCE CHART		①	②	③	④	⑤	⑥
	Drive Chain Tension	✓		✓		✓	
	Countershaft Lubrication**	✓		✓		✓	
	Chaincase Oil Level	✓		✓			✓
	Chaincase Oil Change					✓	
	Lubrication of Drive Axle End Bearing**	✓		✓		✓	
	Handlebar Bolts, Retorque to 26 N•m (19 lbf•ft)	✓				✓	
	Steering and Front Suspension Mechanism Lubrication**	✓		✓		✓	
	Steering and Front Suspension Mechanism Condition	✓		✓		✓	
	Wear and Condition of Skis and Runners	✓	✓			✓	
	Steering and Ski Leg Camber Adjustment	✓		✓		✓	
	Suspension Adjustments	AS REQUIRED					
	Suspension Lubrication**				✓	✓	
	Suspension Condition	✓		✓	✓	✓	
	Suspension Stopper Strap Condition				✓	✓	
	Track Condition	✓		✓		✓	
	Track Tension and Alignment	✓	AS REQUIRED				
	Spark Plugs*	✓		✓			✓
	Engine Timing	✓					✓
	Battery	✓		✓		✓	✓
	Headlight Beam Aiming				✓		✓
	Wiring Harnesses, Cables and Lines	✓		✓		✓	
	Operation of Lighting System (HI/LO Beam, Brake Light, etc.), Test Operation of Emergency Cut-Out Switch and Tether Cut-Out Switch	✓	✓				✓
	Rags in Air Intake and Exhaust System					✓	✓
	Engine Compartment	✓		✓		✓	
	Vehicle Cleaning and Protection	✓		✓		✓	

* 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.

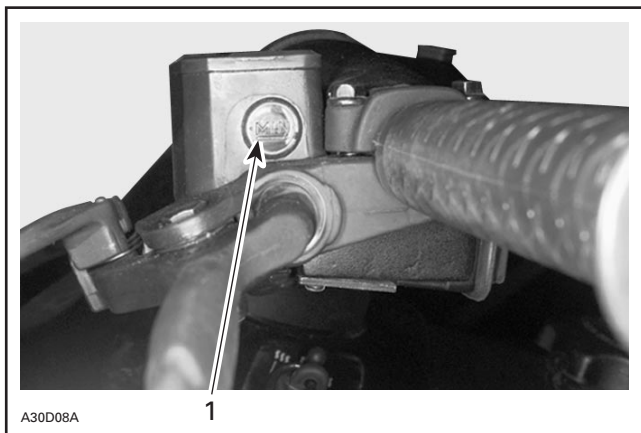
** Lubricate whenever the vehicle is used in wet conditions (wet snow, rain, puddles).

FLUID LEVELS

Brake System

Check brake fluid (DOT 4) in reservoir on handlebar for minimum level. Add fluid (DOT 4) as required.

CAUTION: Use only (DOT 4) brake fluid from a sealed container.



TYPICAL

1. *Minimum*

Chaincase/Gearbox Oil Level

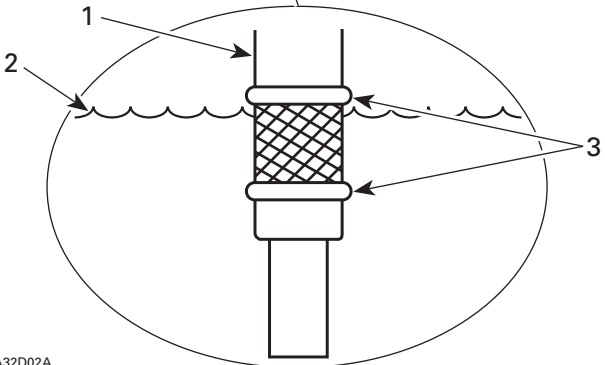
With snowmobile on a level surface, check the oil level by removing dipstick. Oil level must be between lower and upper marks.

NOTE: It is normal to find metallic particles stuck to dipstick magnet. If bigger pieces of metal are found, see an authorized dealer.

Remove metal particles from magnet.

Refill up to upper mark using BOMBARDIER synthetic chaincase oil (P/N 413 803 300 — 12 x 355 mL).

CAUTION: Use BOMBARDIER synthetic chaincase oil or a suitable equivalent when servicing. Do not mix synthetic oil with other oils.



A32D02A

TYPICAL

1. Dipstick
2. Oil level
3. Level between marks

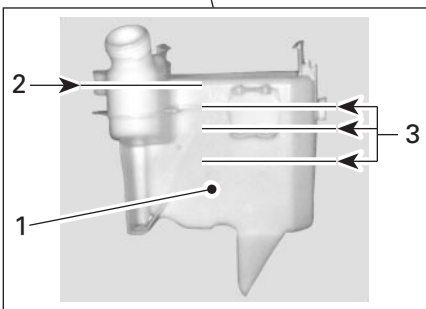
Oil Injection System

Always maintain a sufficient amount of BOMBARDIER-ROTAX injection oil (P/N 413 802 900 — 12 x 1 L) in the injection oil reservoir.

CAUTION: Never allow oil level to drop more than 2/3. Do not mismatch oil reservoir cap with fuel tank cap. Install cap that is identified OIL.

WARNING

Check level and refill every time you refuel. Do not overfill. Wipe off any spillage. Oil is highly flammable when heated.



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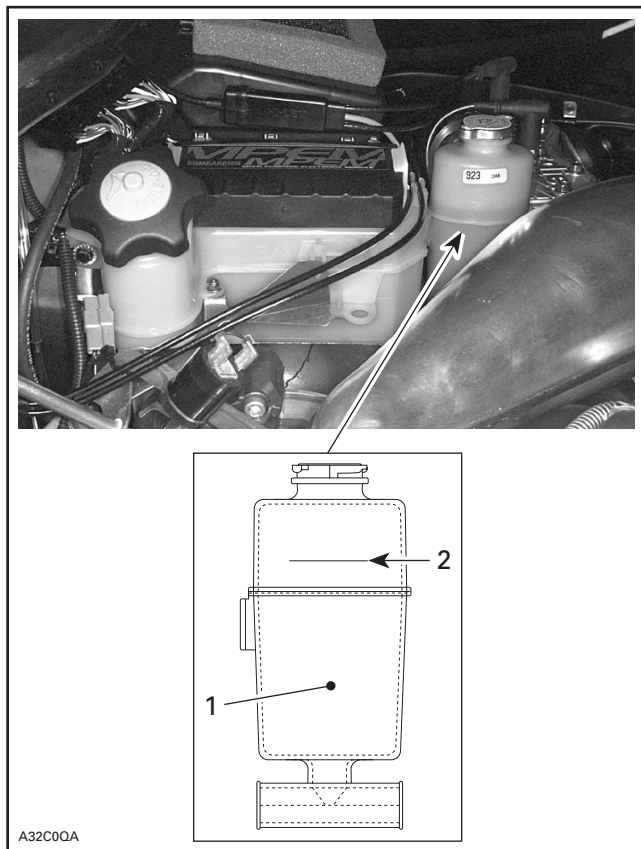
1. Injection oil reservoir
2. Maximum level indicator
3. Level marks (1/4, 1/2, 3/4)

Cooling System

Check coolant level at room temperature. Liquid should be at level mark (engine cold) of coolant tank.

NOTE: When checking level at low temperature it may be slight lower than mark.

If additional coolant is necessary or if entire system has to be refilled, refer to an authorized dealer.

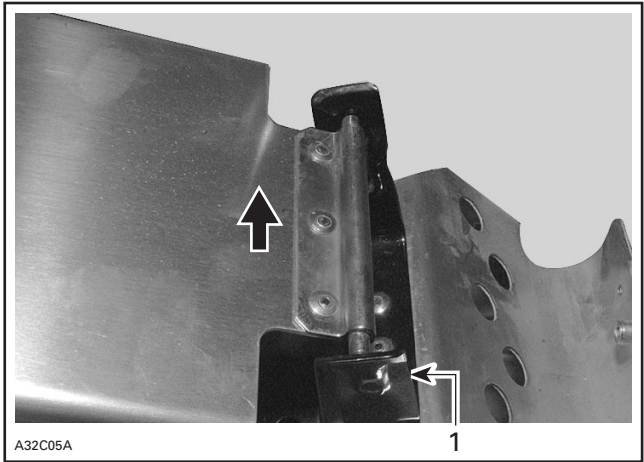


1. Coolant tank
2. COLD LEVEL line

MAINTENANCE

Guard Removal and Installation

1. Open hood.
2. Open retainer to release pin then pull guard toward center of vehicle.

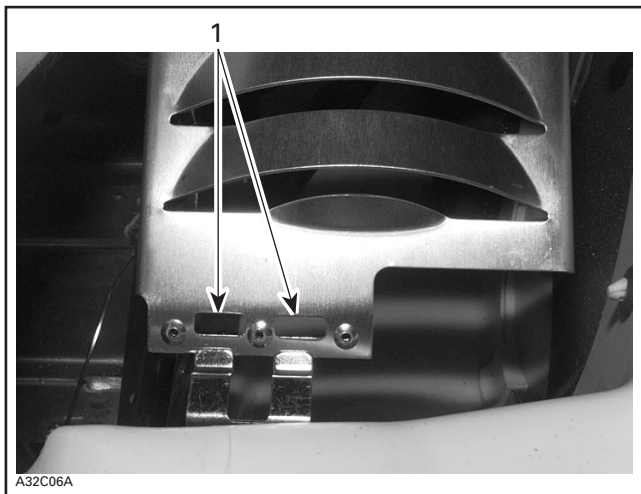


TYPICAL

1. *Pin retainer*

When reinstalling guard, position its cut-away toward front of snowmobile. Refer to decal in guard.

Place pulley guard in front tabs first, then snap rear part in retainer.



TYPICAL

1. Slots

NOTE: Guard is purposely made slightly oversize to maintain tension on its pins and retainers preventing undue noise and vibration. It is important that this tension be maintained when reinstalling.

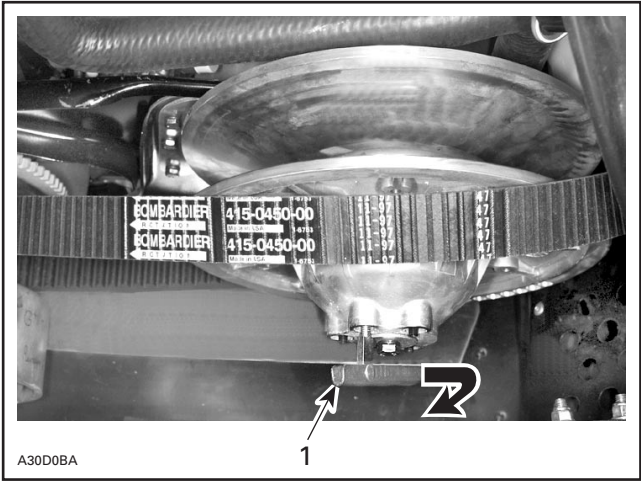
Drive Belt Removal/Installation

1. Remove tether cord cap.
2. Open hood and remove guard.
3. Open the driven pulley with the drive belt installer/remover provided in tool bag.



DRIVE BELT INSTALLER/REMOVER

- Screw tool in the free threaded hole and tighten to open the pulley. Remove belt.

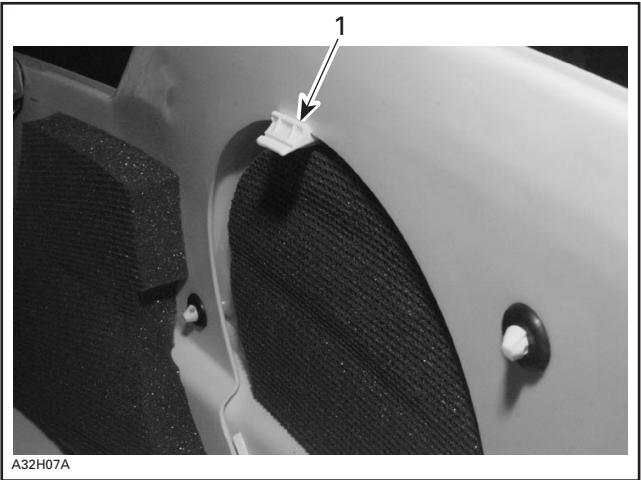


TYPICAL

1. Tighten to open pulley

Slip the belt over the top edge of the sliding half, as shown in previous photo.

Remove access panel from bottom pan.



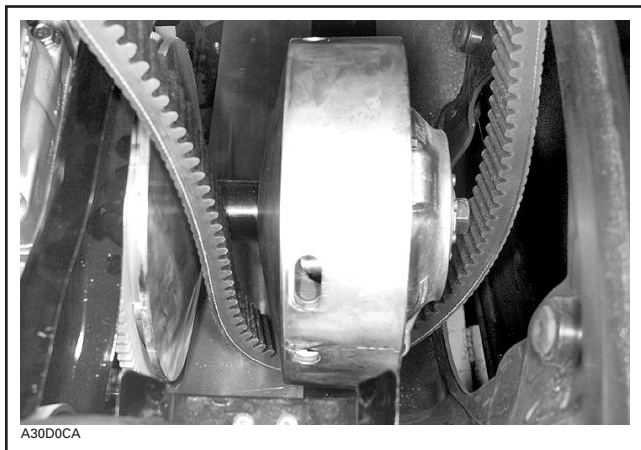
1. Push tab down and remove panel out of bottom pan



A32H06A

PULL PANEL OUT OF BOTTOM PAN

Slip belt under drive pulley then, remove it from vehicle.

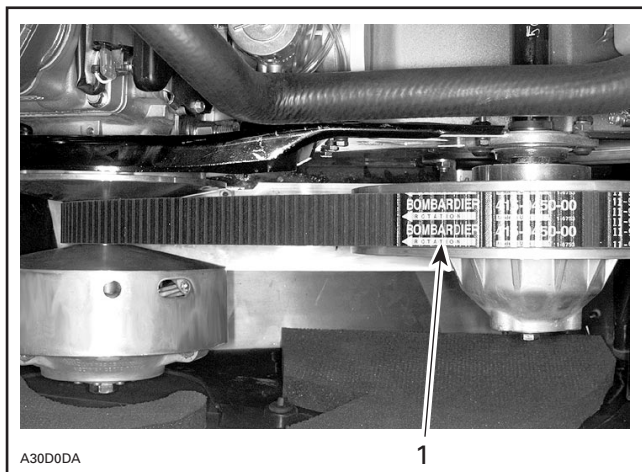


A30D0CA

TYPICAL

To install the drive belt, reverse the removal procedure, however pay attention to the following:

The maximum drive belt life span is obtained when the belt has the proper rotation direction. See arrow on belt.



TYPICAL

1. Arrow pointing front of vehicle

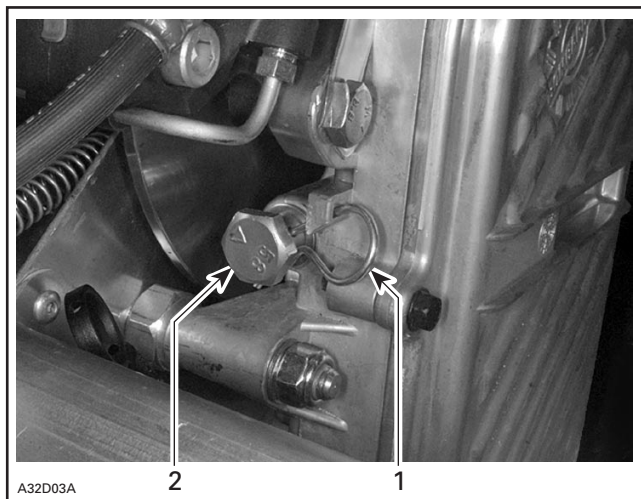
CAUTION: Do not force or use tools to pry the belt into place, as this could cut or break the cords in the belt.

Remove belt installer. Reinstall access panel and guard.

Drive Chain Tension

Remove hair pin.

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



1. Hair pin
2. Adjustment screw

TRA Drive Pulley Adjustment

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

Summit Models Only

Refer to decal on pulley guard to adjust TRA pulley accordingly to different high altitudes.

All Models

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

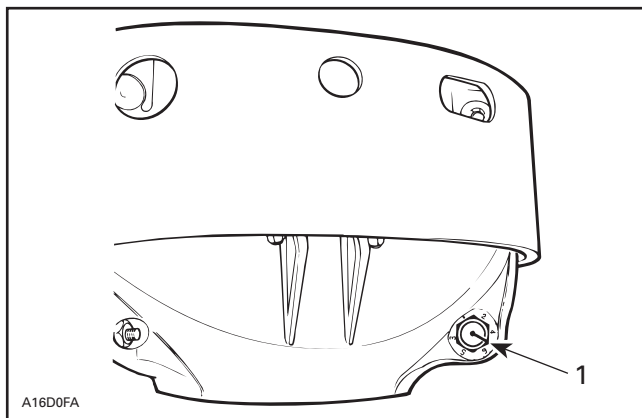
Calibration screws should be adjusted so that actual maximum engine RPM in vehicle matches with the maximum horsepower RPM.

NOTE: Use precision digital tachometer for engine RPM adjustment.

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

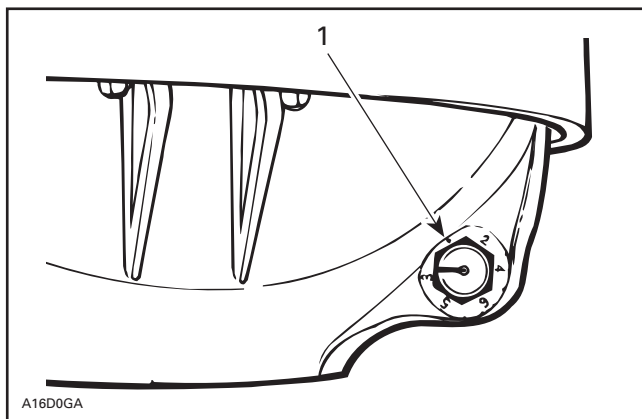
To adjust, modify ramp end position by turning calibration screws.

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 the number is substituted by a dot (due to its location on casting).



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:

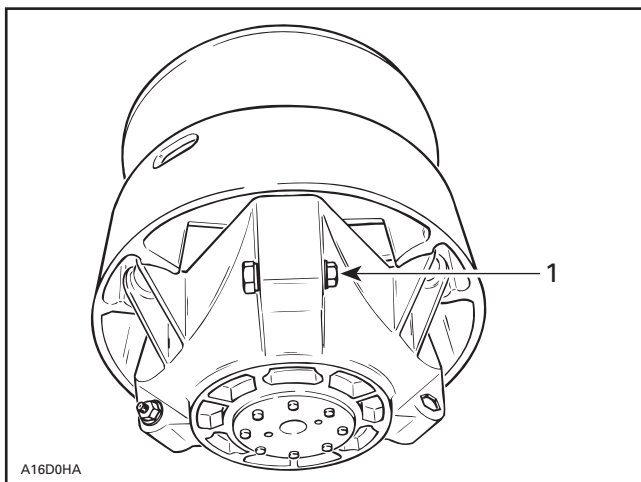
Calibration screw is set at position 4 and is changed to position 6. So maximum engine RPM is increased of 400 RPM.

CAUTION: Do not adjust TRA drive pulley so that engine turns over maximum power 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 or its inside washer will fall off. Always adjust all 3 calibration screws and make sure they are all set at the same number.



1. Loosen just enough to permit rotating of calibrate screw

WARNING

Always reinstall guard. Do not operate engine with hood open or guard removed. Improper servicing, modification or poor adjustment may affect drive pulley performance and belt life. Always refer to the *Shop Manual* or obtain dealer advice before servicing or modifying the drive or driven pulleys. Always respect maintenance schedules.

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. Contact an authorized dealer.

Check the drive belt width. Replace the drive belt if width is less than the minimum width recommended in SPECIFICATIONS section.

Brake Condition

WARNING

The brake mechanism on your snowmobile is an essential safety device. Keep this mechanism in proper working condition. Above all, do not operate the snowmobile without an effective brake system. Periodically verify the condition/wear of the brake pads.

Brake Adjustment

A hydraulic brake is not adjustable. See an authorized dealer if any problems.

Rear Suspension Condition

Visually inspect all suspension components including slider shoes, springs, wheels, etc.

NOTE: During normal driving, snow will act as a lubricant and coolant for the slider shoes. Extensive riding on ice or sanded snow, will create excessive heat build-up and cause premature slider shoe wear.

Suspension Stopper Strap Condition

Inspect stopper strap for wear and cracks, bolt and nut for tightness. If loose inspect holes for deformation. Replace as required. Torque nut to 9 N•m (80 lbf•in).

Track Condition

Lift the rear of the snowmobile and support it off the ground. With the engine **off**, rotate the track by hand, and inspect condition. If worn or cut, or if track fibers are exposed, or if missing or defective inserts or guides are noted; contact an authorized dealer.

Do not modify track, including by installing traction enhancing products. This may weaken the track and cause it to break without warning.

WARNING

Do not operate or rotate a track if torn, damaged or excessively worn (fibers showing).

Track Tension and Alignment

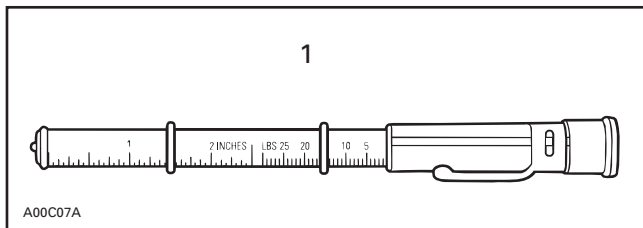
Tension

NOTE: Ride the snowmobile in snow about 15 to 20 minutes prior to adjusting track tension.

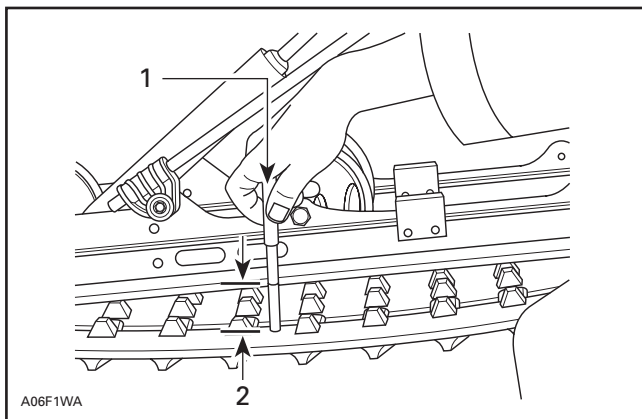
Lift rear of snowmobile and support it with a **snowmobile mechanical stand**.

Allow the suspension to extend normally and check gap half-way along slider shoe. The gap should be as given in the specification section of this guide. If the track tension is too loose, track will have a tendency to thump.

NOTE: A belt tension tester (P/N 414 348 200) may be used to measure deflection as well as force applied.



1. *Belt tension tester*



TYPICAL

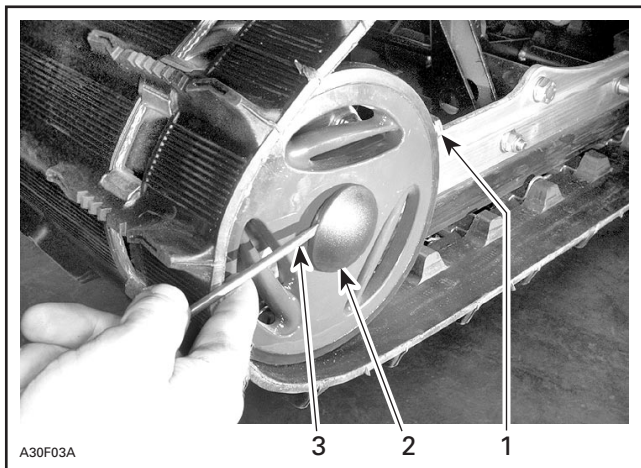
1. 7.3 kg (16 lb)
2. Deflection

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

To adjust tension:

- On some models, remove wheel cap.
- Loosen the rear idler wheel retaining screws.
- Turn adjustment screws to adjust.

If correct tension is unattainable, contact an authorized dealer.



TYPICAL

1. Adjustment screw
2. Loosen screw
3. Wheel cap removing

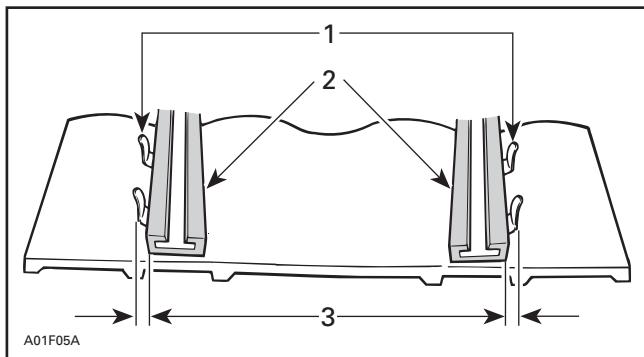
Alignment

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

⚠ 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. Ensure no one is standing in close proximity to the snowmobile.

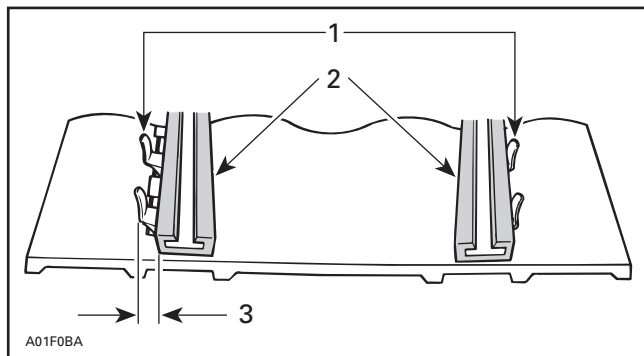
Start the engine and accelerate slightly so that track barely turns. This must be done in a short period of time (1 to 2 minutes). Check that the track is well centered; equal distance on both sides between edges of track guides and slider shoes.



TYPICAL

1. Guides
2. Slider shoes
3. Equal distance

To correct, **stop the engine**: Loosen rear wheel screws tighten the adjustment screw on side where the slider shoe is the farthest from the track insert guides.



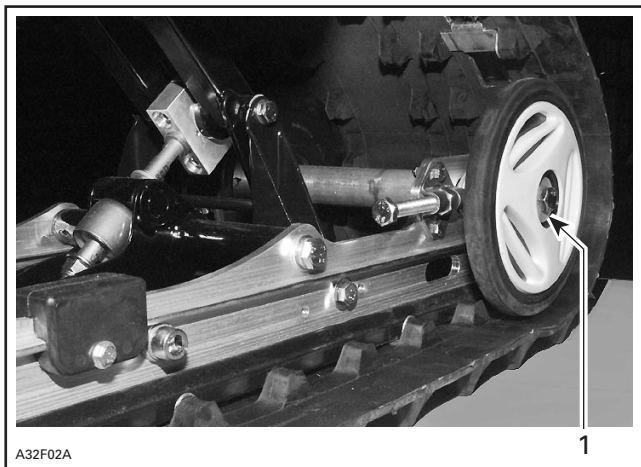
TYPICAL

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

Retighten wheel screws to 48 N•m (35 lbf•ft).

WARNING

Properly tighten wheel screws.



TYPICAL

1. Retighten to 48 N•m (35 lbf•ft)

Restart engine and rotate track slowly to recheck alignment.

Reposition snowmobile on ground.

Steering and Front Suspension Mechanism

Visually inspect steering and front suspension mechanism for tightness of components (steering arms, control arms and links, tie rods, ball joints, ski coupler bolts, etc.) If necessary, contact your dealer.

Wear and Condition of Skis and Runners

Check the condition of the skis, ski runners and ski runner carbides. If worn, contact your authorized dealer for replacement.

WARNING

Excessively worn skis and/or ski runners will affect snowmobile control.

Exhaust System

The tail pipes of the muffler should be centered with the exit holes in the bottom pan. Exhaust system must be free of rust or leaks.

The exhaust system is designed to reduce noise and to improve the total performance of the engine. Modification may be in violation of local laws.

CAUTION: If any exhaust system component is removed, modified or damaged, severe engine damage may result.

Air Filter Cleaning

Leaving the snowmobile uncovered during a snowfall or riding in deep powder snow may block air filter and choke the engine.

While riding in deep powder snow, periodically stop and check air silencer filters for snow. Remove filters and shake them as required.



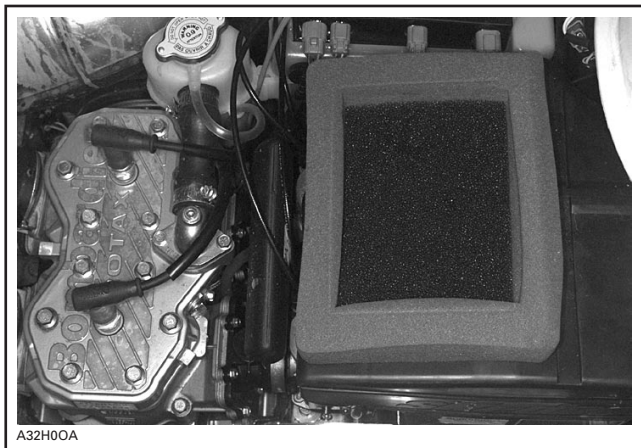
PRIMARY FILTER LOCATION



REMOVAL OF RIGHT SIDE PRIMARY FILTER GRILL



REMOVAL OF FILTER FROM ITS GRILL



A32H00A

SECONDARY FILTER INSTALLED ON AIR SILENCER

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

CAUTION: Snowmobile engines have been calibrated with the filter installed. Operating the snowmobile without it may cause engine damage.

High Altitude Kit

If you reside or ride at altitudes above 1200 m (4000 ft), your snowmobile should have a high altitude kit installed. Refer to your authorized BOMBARDIER dealer. Summit models are factory calibrated for high altitude. These models can be converted for sea level utilization.

CAUTION: Do not change original factory calibration if snowmobile is used below 1200 m (4000 ft) (except Summit models).

Headlight Beam Aiming

Turn knob to adjust beam height.



TYPICAL

1. Knob

Bulb Replacement

Always check light operation after bulb replacement.

Headlight

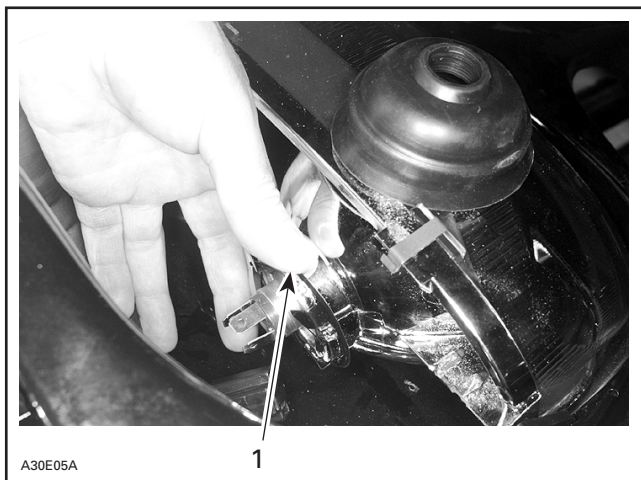
CAUTION: Never touch glass portion of an halogen bulb with bare fingers, it shortens its operating life. If glass is touched, clean it with isopropyl alcohol which will not leave a film on the bulb.

If any headlight bulb is burnt, remove windshield and unplug burnt bulb connector. Remove the rubber boot.



1. *Bulb connector*
2. *Rubber boot*

Unfasten bulb retainer ring. Detach the bulb and replace. Properly reinstall parts.

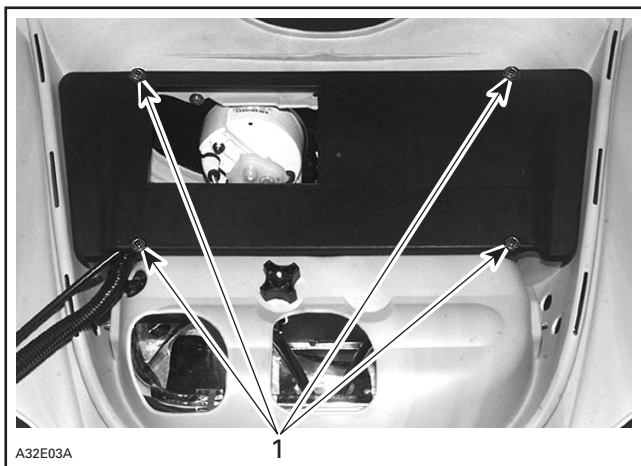


1. *Locking ring*

Instrument(s)

All Models

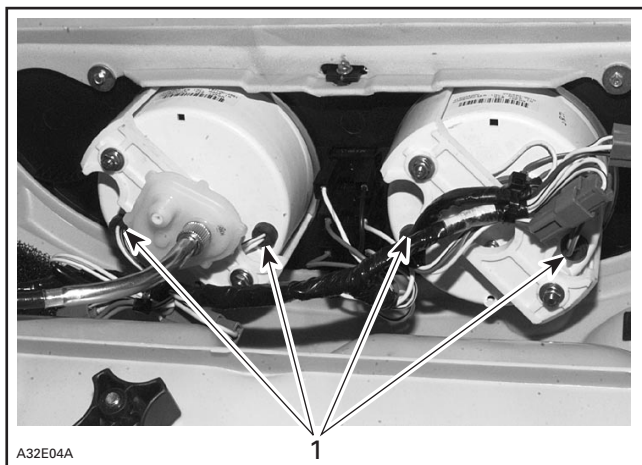
Remove air duct from underneath hood.



TYPICAL

1. Remove these screws

Bulb socket is always behind the instrument under a black rubber boot. Pull rubber boot and socket to expose bulb. Pull bulb out of socket.



A32E04A

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TYPICAL — ALL MODELS

1. Instruments sockets

Taillight

If taillight bulb is burnt, expose the bulb by removing the red plastic lens. To remove, unscrew the 2 lens screws.

Chromed Parts on Millennium Edition Models

After each ride clean and dry out every chromed parts to avoid rust formation. Clean and dry out particularly around welds on chromed parts. Use aftermarket cleaning and polish products for automotive chromed parts.

STORAGE

It is during summer, or when a snowmobile is not in use for more than one month that proper storage is a necessity.

To prepare your snowmobile, follow the maintenance chart in MAINTENANCE section.

TROUBLESHOOTING

SYMPTOM: <i>Engine turns over but fails to start.</i>	
POSSIBLE CAUSES	WHAT TO DO
1. Emergency cut-out switch or tether switch is in the OFF position.	Place all switches in the ON position.
2. Mixture not rich enough to start cold engine.	Check fuel tank level and check starting procedure, particularly use of the choke.
3. Flooded engine (spark plug wet when removed).	Do not choke. Remove wet spark plug and crank engine several times. Install clean dry spark plug. Start engine following usual starting procedure. If engine continues to flood, see an authorized dealer.
4. No fuel to the engine (spark plug dry when removed).	Check fuel tank level; check fuel filter; replace if clogged; check condition of fuel and impulse lines and their connections. If a failure of the fuel pump or carburetor has occurred, contact an authorized dealer.
5. Spark plug/ignition (no spark).	Remove spark plug(s) then reconnect to spark cap. Check that emergency cut-out switch is at the ON position and the tether cut-out switch cap is snapped over the receptacle. Start engine with spark plug(s) grounded to engine away from spark plug hole. If no spark appears, replace spark plug. If trouble persists, contact an authorized dealer.
6. Engine compression.	As the engine is pulled over with the rewind starter, "cycles" of resistance should be felt as piston goes past top dead center (each piston). If no pulsating resistance is felt, it suggests a major loss of compression. Contact an authorized dealer.

SYMPTOM: Engine lacks acceleration or power.

POSSIBLE CAUSES	WHAT TO DO
1. DESS has not read tether cord. Engine can not exceed 3000 RPM.	DESS pilot lamp blinks once every 3 seconds. Properly install tether cord.
2. DESS is activated. Engine can not exceed 3000 RPM.	DESS pilot lamp blinks rapidly. Install appropriate tether cord.
3. Fouled or defective spark plug.	Check item 5 of "Engine turns over but fails to start".
4. Lack of fuel to engine.	Check item 4 of "Engine turns over but fails to start".
5. Carburetor adjustments.	Contact an authorized dealer.
6. Drive belt worn too thin.	If the drive belt has lost more than 3 mm (1/8 in) of its original width, it will affect vehicle performance.
7. Drive and driven pulleys require servicing.	Contact an authorized dealer.
8. Engine is overheating.	Check coolant level, pressure cap, thermostat and for air locks in cooling system.

SYMPTOM: Engine backfires.

POSSIBLE CAUSES	WHAT TO DO
1. DESS has not read tether cord. Engine can not exceed 3000 RPM.	DESS pilot lamp blinks once every 3 seconds. Properly install tether cord.
2. DESS is activated. Engine can not exceed 3000 RPM.	DESS pilot lamp blinks rapidly. Install appropriate tether cord.
3. Faulty spark plug (carbon accumulation).	See item 5 of "Engine turns over but fails to start".
4. Engine is running too hot.	See item 8 of "Engine lacks acceleration or power".
5. Ignition timing is incorrect or there is an ignition system failure.	Contact an authorized dealer.

SYMPTOM: <i>Engine misfires.</i>	
POSSIBLE CAUSES	WHAT TO DO
1. DESS has not read tether cord. Engine can not exceed 3000 RPM.	DESS pilot lamp blinks once every 3 seconds. Properly install tether cord.
2. DESS is activated. Engine can not exceed 3000 RPM.	DESS pilot lamp blinks rapidly. Install appropriate tether cord.
3. Fouled/defective/ worn spark plugs.	Clean/verify spark plug and heat range. Replace as required.
4. Too much oil supplied to engine.	Improper oil pump adjustment, refer to an authorized dealer.
5. Water in fuel.	Drain fuel system and refill with fresh fuel.

SYMPTOM: <i>Snowmobile cannot reach full speed.</i>	
POSSIBLE CAUSE	WHAT TO DO
1. DESS has not read tether cord. Engine can not exceed 3000 RPM.	DESS pilot lamp blinks once every 3 seconds. Properly install tether cord.
2. DESS is activated. Engine can not exceed 3000 RPM.	DESS pilot lamp blinks rapidly. Install appropriate tether cord.
3. Drive belt.	Check item 6 of "Engine lacks acceleration or power".
4. Incorrect track adjustment.	See maintenance section and/or dealer for proper alignment and tension adjustments.
5. Pulleys misaligned.	Contact an authorized dealer.
6. Engine.	See items 3 to 8 of "Engine lacks acceleration or power".

SPECIFICATIONS

GENERAL		MX Z 500 MX Z 600 Formula Z 600 Formula Deluxe 600	Summit 600 Grand Touring 600
Engine			
- Maximum Power Engine Speed	RPM	8000	8000
Drive belt			
- Part Number		414 860 700	414 860 700
- Width of a New Belt	mm (in)	34.9 (1.374)	34.9 (1.374)
- Wear Limit Width	mm (in)	32.5 (1.280)	32.5 (1.280)
Spark plug			
- Type		NGK BR 9 ES	NGK BR 9 ES
- Gap	mm (in)	0.45 (.018)	0.45 (.018)
Track			
- Tension	mm (in)	30 - 35 (1-3/16 - 1-3/8) ①	30 - 35 (1-3/16 - 1-3/8) ①
- Alignment		②	②
FLUIDS			
Fuel			
- Type		Regular Unleaded ③	Regular Unleaded ③
- Tank Capacity	L (US gal)	40.0 (10.6)	40.0 (10.6)
Oil (engine)			
- Type		④	④
- Tank Capacity	L (US oz)	3.8 (129)	3.8 (129)
Chaincase/Transmission Oil			
- Type		⑤	⑤
- Capacity	mL (US oz)	250 (8.5)	250 (8.5)
Cooling System			
- Type		⑥	⑥
- Capacity	L (US oz)	3.8 (128)	4.0 (135)
Brake System Fluid			
- Type		DOT 4	DOT 4

① to ⑥ and N.A.: see below.

Bombardier reserves the right at any time to discontinue or change specifications, designs features, models, prices or equipment without incurring obligation.

GENERAL		MX Z 700 MX Z 700 Millennium Edition Formula Z 700 Formula Deluxe 700	Summit 700 Summit 700 H.M. Summit 700 Millennium Edition
Engine			
– Maximum Power Engine Speed	RPM	8000	8000
Drive belt			
– Part Number		417 300 067	417 300 128
– Width of a New Belt	mm (in)	35.0 (1.378)	35.1 (1.382)
– Wear Limit Width	mm (in)	33.0 (1.299)	32.1 (1.264)
Spark plug			
– Type		NGK BR 9 ES	NGK BR 9 ES
– Gap	mm (in)	0.45 (.018)	0.45 (.018)
Track			
– Tension	mm (in)	30 - 35 (1-3/16 - 1-3/8) ①	30 - 35 (1-3/16 - 1-3/8) ①
– Alignment		②	②
FLUIDS			
Fuel			
– Type		Regular Unleaded ③	Regular Unleaded ③
– Tank Capacity	L (US gal)	40.0 (10.6)	40.0 (10.6)
Oil (engine)			
– Type		④	④
– Tank Capacity	L (US oz)	3.8 (129)	3.8 (129)
Chaincase/Transmission Oil			
– Type		⑤	⑤
– Capacity	mL (US oz)	250 (8.5)	250 (8.5)
Cooling System			
– Type		⑥	⑥
– Capacity	L (US oz)	3.8 (128)	4.0 (135)
Brake System Fluid			
– Type		DOT 4	DOT 4

① to ⑥ and N.A.: see below.

Bombardier reserves the right at any time to discontinue or change specifications, designs features, models, prices or equipment without incurring obligation.

- ① Measure gap between slider shoe and bottom inside of track when exerting a downward pull of 7.3 kg (16 lbf) to the track.
- ② Equal distance between edges of track guides and slider shoes.
- ③ Regular unleaded gasoline with a minimum octane number of 87 (R + M)/2.
- ④ BOMBARDIER-ROTAX injection oil (P/N 413 802 900 — 12 x 1 L).
- ⑤ BOMBARDIER synthetic chaincase oil (P/N 413 803 300 —12 x 355 mL).
- ⑥ Ethylene-glycol antifreeze for aluminum engines mixed with water (3 parts of antifreeze for 2 parts of water).

N.A.: Not applicable

OTHER PUBLICATIONS AVAILABLE

PUBLICATIONS		P/N
2000	Shop Manual (english) ①	
	Volume 1	484 200 011
	Volume 2	484 200 013
	Volume 3	484 200 015
1996 - 2000	High Altitude Technical Data (loose sheets)	484 200 019
	Binder	484 054 500
1996 - 2000	Specification Booklet	484 200 018
2000	Racing Handbook	484 200 020

Order from your SKI-DOO dealer.

① Ask your dealer for the appropriate volume you need.

CHANGE OF ADDRESS OR OWNERSHIP

If your address or owner has changed, be sure to fill out and mail the card provided on next page.

Such notification is likewise necessary for your own safety even after expiration of the original warranty, since Bombardier will be in a position to contact you if correction to your snowmobile becomes necessary.

NOTICE TO ALL NEW OWNERS

Make sure to receive the warranty registration card from the previous owner, when the ownership is transferred, as you are entitled to the unexpired portion of the warranty.

STOLEN UNITS

If the event that your snowmobile is stolen, you should notify your area distributor's warranty department of such.

Please provide your name, address, phone number, vehicle serial number and date it was stolen.

Bombardier will provide a list of stolen units to all SKI-DOO dealers on a monthly basis to aid in recovery of such units to their owners.

AFFIX
PROPER
POSTAGE

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Ski-Doo Warranty
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