ski-doo

MANUEL DE CARACTÉRISTIQUES

SPECIFICATION BOOKLET

1996 2000

484 200 018

SKI-DOO
SPECIFICATION BOOKLET
MANUEL DE CARACTÉRISTIQUES

1996-2000

2000 EDITION DIFFERENCES WITH 1999'S

Were revised:

- Pulley calibration for 1998 and 1999 Tundra R
- Pulley calibration and carburetion for 1999 Grand Touring SE
- Timing for 1998 Summit x 670 was 1.93 mm (.076 in) changes for 3.20 mm (.126 in)
- PILOT JET for 1999 Summit 600 was 75 changes for 37.5
- ENGINE TYPE, BORE, STROKE, DISPLACEMENT and MAX. HP RPM for 1999 Grand Touring SE are corrected
- MAX. HP RPM for 1999 Formula III 800 and Grand Touring 700 are corrected
- ENGAGEMENT SPEED for 1999 Formula Z 500 was 3800 changes for 4100
- TRA CLUTCH SPRINGS chart

Were added:

- 1999 Summit 600 ENGINE specifications
- 1999 Summit 700 and MX Z 700 specifications
- 2000 models
- CRANKSHAFT DEFLECTION AT PTO in place of CRANKSHAFT END-PLAY
- TOE-OUT AND CAMBER added in DIMENSIONS section

Were removed:

- 1995 models
- ROTARY VALVE RESERVOIR removed from DIMENSIONS section

MODIFICATIONS DE L'ÉDITION 2000
PAR RAPPORT À CELLE DE 1999

Révision:

– Calibrage de poulie pour motoneiges Tundra R 1998 et 1999
– Calibrage de poulie et carburation pour motoneiges Grand Touring SE 1999
– Réglage de l'allumage des motoneiges Summit x 670 1998 était 1.93 mm (.076 po), devient 3.20 mm (.126 po)
– GICLEUR DE RALENTI pour Summit 600 1999 était 75, devient 37.5
– TYPE DE MOTEUR, ALÉSAGE, COURSE, CYLINDRÉE et RÉGIME DE PUISSANCE MAXIMALE pour motoneiges Grand Touring SE 1999 corrigés
– RÉGIME DE PUISSANCE MAXIMALE pour motoneiges Formula III 800 et Grand Touring 700 1999 corrigé
– RÉGIME D'EMBRAYAGE pour motoneige Formula Z 500 était 3800, devient 4100
– Tableau des RESSORTS DE POULIE TRA

Ajout:

– Caractéristiques de la section MOTEUR pour Summit 600 1999
– Caractéristiques des Summit 700 et MX Z 700 1999
– Ajout des modèles 2000
– COURBURE DU VILEBREQUIN DU CÔTÉ PDM remplace JEU AXIAL DU VILEBREQUIN
– DIVERGENCE ET CARROSSAGE ajoutés à la section DIMENSIONS

Retrait:

– Retrait des modèles 1995
– Retrait de RÉSERVOIR VALVE ROTATIVE de la section DIMENSIONS

BOMBARDIER SNOWMOBILE SPECIFICATION BOOKLET

The purpose of this manual is to facilitate access to snowmobile specifications.

Specifications which are more commonly used for the maintenance and repair of the different Ski-Doo® snowmobiles for the years specified on cover page, are grouped in sections.

This edition was primarily published to be used by snowmobile mechanics who are already familiar with all service procedures relating to Bombardier snowmobiles.

Notice: Bombardier Inc. is not responsible for typesetting errors.

The contents of this booklet is applicable to the particular product at its time of manufacture. However it may include later component improvements authorized by Bombardier. See footnotes and read all appropriate bulletins.

The use of Bombardier parts is strongly recommended when considering replacement of any component. Dealer and/or distributor assistance should be sought in case of doubt.

Torque wrench tightening specifications must be strictly adhered to. Locking devices (ex.: lock tabs, elastic stop nuts) must be installed or replaced with new ones, where specified. If the efficiency of a locking device is impaired, it must be renewed.

Bombardier Inc. disclaims liability for all damages and/or injuries resulting from the improper use of the contents. We strongly recommend that any service be carried out and/or verified by a highly-skilled professional mechanic. It is understood that certain modifications may render the use of the vehicle illegal under existing federal, provincial and state regulations.

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

MANUEL DE CARACTÉRISTIQUES DES MOTONEIGES BOMBARDIER

Ce manuel a pour but de faciliter l'accès aux caractéristiques des motoneiges.

Les caractéristiques les plus utilisées pour l'entretien et la réparation des différents modèles Ski-Doo® selon les années précisées sur la page couverture, sont regroupées par sections.

Ce manuel est destiné avant tout aux mécaniciens professionnels, c'est-à-dire à des mécaniciens connaissant déjà toutes les opérations d'entretien et de réparation des motoneiges Bombardier.

AVIS: *Bombardier Inc. n'est pas responsable des erreurs de typographie.*

Ce manuel contient les caractéristiques des motoneiges tel qu'elles étaient à leur sortie d'usine. Cependant, certaines caractéristiques peuvent avoir changées, suite à des améliorations autorisées par Bombardier. Voir les renvois en bas de page et lire les bulletins qui décrivent ces améliorations.

Pour tout remplacement de pièce, l'utilisation de pièces Bombardier est toujours très fortement recommandée. En cas de doute, il faut demander l'aide du concessionnaire et/ou du distributeur.

Les couples de serrage indiqués doivent être rigoureusement observés. Les pièces ou dispositifs de blocage (ex.: attaches de verrouillage, écrous d'arrêt élastique) doivent être installés ou remplacés par des neufs, s'il y a lieu. Remplacer toute pièce ou tout dispositif de blocage dont l'efficacité serait diminuée.

Bombardier Inc. ne pourra être tenue responsable des dommages ou blessures résultant d'une mauvaise compréhension du texte de ce manuel et/ou d'une utilisation inadéquate du véhicule. On recommande fortement de faire effectuer et/ou vérifier les opérations mentionnées dans ce manuel par un mécanicien professionnel. Il est clairement entendu que l'utilisation d'une motoneige peut devenir illégale aux termes des règlements fédéraux, provinciaux ou d'État, si cette motoneige a subi certaines modifications.

Bombardier Inc. se réserve le droit de supprimer ou de modifier en tout temps ses spécifications, designs, caractéristiques, modèles ou pièces d'équipement, sans aucune obligation de sa part.

MANUAL SECTIONS
SECTIONS DU MANUEL

GENUINE SKI-DOO PARTS
PIÈCES D'ORIGINE SKI-DOO

Genuine Ski-Doo parts are designed to careful tolerances for specific machines, based on extensive testing programs tailored to rigorous standards of quality control and backed by the Bombardier 90 day warranty.

Les pièces d'origine Ski-Doo sont dessinées à partir de tolérances très strictes pour des véhicules spécifiques, selon un programme d'essais répondant à des contrôles de qualité rigoureux et protégés par la garantie Bombardier de 90 jours.

ski-doo®

Engineered For The Way You Ride.

Des motoneiges à votre mesure.

19??

SECTION CONTENTS
CONTENU DE LA SECTION

MODEL IDENTIFICATION
IDENTIFICATION DES MODÈLES

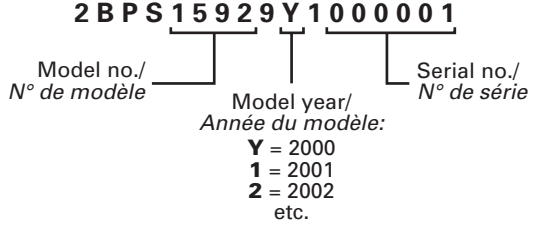
19??

MODEL IDENTIFICATION
IDENTIFICATION DES MODÈLES

SKI-DOO

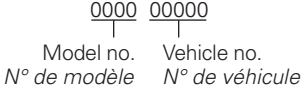
SERIAL NUMBER MEANING
SIGNIFICATION DU NUMÉRO DE SÉRIE

2000 and on models
Modèles 2000 et suivants



A00A6FJ

1999 and older models
Modèles 1999 et antérieurs



A00A0DJ

19??

MODEL IDENTIFICATION
IDENTIFICATION DES MODÈLES
SKI-DOO

BY MODEL-YEAR/
PAR ANNÉE

DESCRIPTION	MODEL NO. / *N° DE MODÈLE*
2000	
Mini Z	1592
Tundra R	3276
Skandic 380 (Canada)	1483
Skandic 380 (U.S./*É.-U.*)	1484
Skandic 500 (Canada)	1480
Skandic 500 (U.S./*É.-U.*)	1481
Skandic WT (Canada)	1598
Skandic WT (U.S./*É.-U.*)	1599
Skandic SWT (Canada)	1600
Skandic SWT (U.S./*É.-U.*)	1601
Skandic WT LC (Canada)	1596
Skandic WT LC (U.S./*É.-U.*)	1597
Touring E (Canada)	1477
Touring E (U.S./*É.-U.*)	1478
Touring E (Europe)	1479
Touring LE (Canada)	1475
Touring LE (U.S./*É.-U.*)	1476
Touring SLE (Canada)	1472
Touring SLE (U.S./*É.-U.*)	1473
Touring SLE (Europe)	1474
Touring 500 LC (Canada)	1485
Touring 500 LC (U.S./*É.-U.*)	1486
Touring 500 LC (Europe)	1487
Formula S	1470
Formula S (Europe)	1471
Formula DELUXE 380 (Canada)	1495
Formula DELUXE 380 (U.S./*É.-U.*)	1496
Formula DELUXE 500 (Canada)	1497
Formula DELUXE 500 (U.S./*É.-U.*)	1498
Formula DELUXE 500 LC (Canada)	1544
Formula DELUXE 500 LC (U.S./*É.-U.*)	1545
Formula 500 LC (Canada)	1551
Formula 500 LC (U.S./*É.-U.*)	1552
Formula Z 600 (Canada)	1651
Formula Z 600 (U.S./*É.-U.*)	1652
Formula Z 700 (Canada)	1553
Formula Z 700 (U.S./*É.-U.*)	1554
Formula DELUXE 600 (Canada)	1547
Formula DELUXE 600 (U.S./*É.-U.*)	1548
Formula DELUXE 700 (Canada)	1549
Formula DELUXE 700 (U.S./*É.-U.*)	1550

MODEL IDENTIFICATION
IDENTIFICATION DES MODÈLES

SKI-DOO

DESCRIPTION	MODEL NO. *N° DE MODÈLE*
Formula DELUXE 700 (Europe)	1607
Grand Touring 600 (Canada)	1488
Grand Touring 600 (U.S./*É.-U.*)	1489
Grand Touring 600 (Europe)	1490
Grand Touring 700 (Canada, U.S./*É.-U.*)	1641
Grand Touring SE (Canada, U.S./*É.-U.*)	1493
Grand Touring SE Millennium Edition (Canada, U.S./*É.-U.*)	1648
Summit 600 (Canada)	1559
Summit 600 (U.S./*É.-U.*)	1560
Summit 600 (SB) (Canada)	1631
Summit 600 (SB) (U.S./*É.-U.*)	1632
Summit 600 (Europe)	1561
Summit 700 (Canada)	1562
Summit 700 (U.S./*É.-U.*)	1563
Summit 700 Millennium Edition (Canada)	1604
Summit 700 Millennium Edition (U.S./*É.-U.*)	1605
Summit 700 H.M. (Canada)	1649
Summit 700 H.M. (U.S./*É.-U.*)	1650
MX Z 440 (Canada)	1565
MX Z 440 (U.S./*É.-U.*)	1566
MX Zx 440 LC (Canada)	1568
MX Zx 440 LC (U.S./*É.-U.*)	1569
MX Zx 440 LC (Europe)	1570
MX Z 500 (Canada)	1571
MX Z 500 (U.S./*É.-U.*)	1572
MX Z 500 (Europe)	1573
MX Z 500 (SB) (Canada)	1627
MX Z 500 (SB) (U.S./*É.-U.*)	1628
MX Z 600 (Canada)	1574
MX Z 600 (U.S./*É.-U.*)	1575
MX Z 600 (Europe)	1576
MX Z 600 (SB) (Canada)	1623
MX Z 600 (SB) (U.S./*É.-U.*)	1624
MX Z 600 (SB BLACK) (Canada)	1625
MX Z 600 (SB BLACK) (U.S./*É.-U.*)	1626
MX Z 700 (Canada)	1577
MX Z 700 (U.S./*É.-U.*)	1578
MX Z 700 (Europe)	1579
MX Z 700 (SB) (Canada)	1602
MX Z 700 (SB) (U.S./*É.-U.*)	1603
MX Z 700 (SB BLACK) (Canada)	1621
MX Z 700 (SB BLACK) (U.S./*É.-U.*)	1622
MX Z 700 Millennium Edition (Canada)	1646
MX Z 700 Millennium Edition (U.S./*É.-U.*)	1647

MODEL IDENTIFICATION
IDENTIFICATION DES MODÈLES

SKI-DOO

DESCRIPTION	MODEL NO. *N° DE MODÈLE*
Formula III 700 R (Canada)	1590
Formula III 700 R (U.S./*É.-U.*)	1591
Formula III 800 (Canada)	1619
Formula III 800 (U.S./*É.-U.*)	1620
Mach 1 R (Canada)	1617
Mach 1 R (U.S./*É.-U.*)	1618
Mach Z (Canada)	1585
Mach Z (U.S./*É.-U.*)	1586
Mach Z R (Canada)	1587
Mach Z R (U.S./*É.-U.*)	1588
Mach Z R Millennium Edition (Canada)	1644
Mach Z R Millennium Edition (U.S./*É.-U.*)	1645
1999	
Mini Z	1424
Tundra R	3272
Tundra R (Europe)	3273
Tundra	3274
Skandic 380 (Canada)	1364
Skandic 380 (U.S./*É.-U.*)	1265
Skandic 500 (Canada)	1361
Skandic 500 (U.S./*É.-U.*)	1262
Skandic 500 (Europe)	1263
Skandic WT (Canada)	1429
Skandic WT (U.S./*É.-U.*)	1430
Skandic SWT (Canada)	1431
Skandic SWT (U.S./*É.-U.*)	1432
Skandic WT LC (Canada)	1427
Skandic WT LC (U.S./*É.-U.*)	1428
Touring E (Canada)	1359
Touring E (U.S./*É.-U.*)	1434
Touring E (Europe)	1360
Touring LE (Canada)	1357
Touring LE (U.S./*É.-U.*)	1358
Touring SLE (Canada)	1354
Touring SLE (U.S./*É.-U.*)	1355
Touring SLE (Europe)	1356
Formula S	1351
Formula S (Europe)	1353
Formula DELUXE 380 (Canada)	1384
Formula DELUXE 380 (U.S./*É.-U.*)	1385
Formula SL (Canada)	1348
Formula SL (U.S./*É.-U.*)	1349
Formula SL (Europe)	1350
Formula DELUXE 500 (Canada)	1386

19??

MODEL IDENTIFICATION
IDENTIFICATION DES MODÈLES

SKI-DOO

DESCRIPTION	MODEL NO. *N° DE MODÈLE*
Formula DELUXE 500 (U.S./*E.-U.*)	1387
Formula Z 500 (Canada)	1388
Formula Z 500 (U.S./*É.-U.*)	1389
Formula Z 500 (Europe)	1458
Formula DELUXE 500 LC (Canada)	1377
Formula DELUXE 500 LC (U.S./*É.-U.*)	1378
Formula DELUXE 500 LC (Europe)	1379
Formula Z 583 (Canada)	1391
Formula Z 583 (U.S./*É.-U.*)	1392
Formula DELUXE 583 (Canada)	1380
Formula DELUXE 583 (U.S./*É.-U.*)	1381
Formula Z 670 (Canada)	1393
Formula Z 670 (U.S./*É.-U.*)	1394
Formula Z 670 (Europe)	1395
Formula DELUXE 670 (Canada)	1382
Formula DELUXE 670 (U.S./*É.-U.*)	1383
Grand Touring 500 (Canada)	1367
Grand Touring 500 (U.S./*É.-U.*)	1368
Grand Touring 500 (Europe)	1369
Grand Touring 583 (Canada)	1370
Grand Touring 583 (U.S./*É.-U.*)	1371
Grand Touring 583 (Europe)	1372
Grand Touring 700 (Canada, U.S./*É.-U.*)	1373
Grand Touring 700 (Europe)	1374
Grand Touring SE (Canada, U.S./*É.-U.*)	1375
Grand Touring SE (Europe)	1376
Summit 500 (Canada)	1403
Summit 500 (U.S./*É.-U.*)	1404
Summit 500 (Europe)	1405
Summit 600 (Canada)	1345
Summit 600 (U.S./*É.-U.*)	1346
Summit 600 (Europe)	1461
Summit x 670 (Canada)	1406
Summit x 670 (U.S./*É.-U.*)	1407
Summit x 670 (Europe)	1408
Summit 700 (Canada)	1467
Summit 700 (U.S./*É.-U.*)	1468
MX Z 440 (Canada)	1409
MX Z 440 (Canada)	1448
MX Z 440 (U.S./*É.-U.*)	1410
MX Z 440 (U.S./*É.-U.*)	1449
MX Z 440 (Europe)	1411
MX Zx 440 LC (Canada)	1342
MX Zx 440 LC (U.S./*É.-U.*)	1343
MX Zx 440 LC (Europe)	1344

19??

MODEL IDENTIFICATION
IDENTIFICATION DES MODÈLES

SKI-DOO

DESCRIPTION	MODEL NO. *N° DE MODÈLE*
MX Z 500 (Canada)	1412
MX Z 500 (Canada)	1450
MX Z 500 (U.S./*É.-U.*)	1413
MX Z 500 (U.S./*É.-U.*)	1451
MX Z 500 (Europe)	1414
MX Z 600 (Canada)	1336
MX Z 600 (U.S./*É.-U.*)	1337
MX Z 600 (Europe)	1338
MX Z 670 HO (Canada)	1415
MX Z 670 HO (Canada)	1452
MX Z 670 HO (U.S./*É.-U.*)	1416
MX Z 670 HO (U.S./*É.-U.*)	1453
MX Z 670 HO (Europe)	1417
MX Z 670 HO T.H. (U.S./*É.-U.*)	1466
MX Z 700 (Canada)	1339
MX Z 700 (U.S./*É.-U.*)	1340
MX Z 700 (Europe)	1341
Formula III 600 (Canada)	1396
Formula III 600 (U.S./*É.-U.*)	1397
Formula III 600 (Europe)	1398
Formula III 700 (Canada)	1399
Formula III 700 (U.S./*É.-U.*)	1400
Formula III 800 (Canada)	1401
Formula III 800 (U.S./*É.-U.*)	1402
Mach 1 (Canada)	1422
Mach 1 (U.S./*É.-U.*)	1437
Mach 1 (Europe)	1423
Mach 1 R (Canada)	1442
Mach 1 R (U.S./*É.-U.*)	1443
Mach 1 R (Europe)	1444
Mach Z (Canada)	1418
Mach Z (U.S./*É.-U.*)	1435
Mach Z (Europe)	1419
Mach Z R (Canada)	1439
Mach Z R (U.S./*É.-U.*)	1440
Mach Z R (Europe)	1441
Mach Z M.H. R (U.S./*É.-U.*)	1462
Mach Z LT (Canada)	1420
Mach Z LT (U.S./*É.-U.*)	1436
Mach Z LT R (Canada)	1445
Mach Z LT R (U.S./*É.-U.*)	1446
Mach Z LT R (Europe)	1447

MODEL IDENTIFICATION
IDENTIFICATION DES MODÈLES

SKI-DOO

DESCRIPTION	MODEL NO. *N° DE MODÈLE*
1998	
Mini Z	1213
Tundra R	3268
Tundra R (Europe)	3269
Tundra II LT (1st series/*1re série*)	3270
Tundra II LT (2nd series/*2e série*)	3271
Skandic 380 (Canada)	1240
Skandic 380 (U.S./*É.-U.*)	1241
Skandic 380 (Europe)	1242
Skandic 500 (Canada)	1237
Skandic 500 (U.S./*É.-U.*)	1238
Skandic 500 (Europe)	1239
Skandic WT (Canada)	1286
Skandic WT (U.S./*É.-U.*)	1287
Skandic SWT (Canada)	1288
Skandic SWT (U.S./*É.-U.*)	1289
Skandic WT LC (Canada)	1284
Skandic WT LC (U.S./*É.-U.*)	1285
Touring E (Canada)	1234
Touring E (Europe)	1236
Touring LE (Canada)	1232
Touring LE (U.S./*É.-U.*)	1233
Touring LE (Europe)	1305
Touring SLE (Canada)	1229
Touring SLE (U.S./*É.-U.*)	1230
Touring SLE (Europe)	1231
Formula S	1226
Formula S (Europe)	1227
Formula S (Electric/*Électrique*)	1228
Formula SL (Canada)	1224
Formula SL (U.S./*É.-U.*)	1225
Formula 500 (Canada)	1243
Formula 500 (U.S./*É.-U.*)	1244
Formula 500 (Europe)	1245
Formula 500 DELUXE (Canada)	1246
Formula 500 DELUXE (U.S./*É.-U.*)	1247
Formula 500 DELUXE (Europe)	1248
Formula 583 DELUXE (Canada)	1249
Formula 583 DELUXE (U.S./*É.-U.*)	1250
Formula Z 583 (Canada)	1251
Formula Z 583 (U.S./*É.-U.*)	1252
Formula Z 670 (Canada)	1253
Formula Z 670 (U.S./*É.-U.*)	1254
Formula Z 670 (Europe)	1306
Grand Touring 500 (Canada)	1218

MODEL IDENTIFICATION
IDENTIFICATION DES MODÈLES

SKI-DOO

DESCRIPTION	MODEL NO. *N° DE MODÈLE*
Grand Touring 500 (U.S./*É.-U.*)	1219
Grand Touring 500 (Europe)	1220
Grand Touring 583 (Canada)	1221
Grand Touring 583 (U.S./*É.-U.*)	1222
Grand Touring 583 (Europe)	1223
Grand Touring 700 Canada)	1211
Grand Touring 700 (U.S./*É.-U.*)	1318
Grand Touring 700 (Europe)	1212
Grand Touring SE (Canada)	1210
Grand Touring SE (U.S./*É.-U.*)	1319
Grand Touring SE (Europe)	1217
Summit 500 (Canada)	1256
Summit 500 (U.S./*É.-U.*)	1257
Summit 500 (Europe))	1258
Summit 583 (Canada)	1259
Summit 583 (U.S./*É.-U.*)	1260
Summit 670 (Canada)	1261
Summit 670 (U.S./*É.-U.*)	1262
Summit 670 (Europe)	1263
Summit x 670 (Canada)	1307
Summit x 670 (U.S./*É.-U.*)	1310
MX Z 440 (Canada)	1264
MX Z 440 (U.S./*É.-U.*)	1265
MX Z 440 (Europe)	1266
MX Zx 440 LC (Canada)	1269
MX Zx 440 LC (U.S./*É.-U.*)	1270
MX Zx 440 LC (Europe)	1271
MX Z 500 (Canada)	1272
MX Z 500 (U.S./*É.-U.*)	1273
MX Z 500 (Europe)	1274
MX Z 583 (Canada)	1275
MX Z 583 (U.S./*É.-U.*)	1276
MX Z 583 (Europe)	1277
MX Z 670 (Canada)	1278
MX Z 670 (U.S./*É.-U.*)	1279
MX Z 670 (Europe)	1280
Formula III 600 (Canada)	1334
Formula III 600 (U.S./*É.-U.*)	1335
Formula III 600 R (Canada)	1332
Formula III 600 R (U.S./*É.-U.*)	1333
Formula III 600 LT (Canada)	1206
Formula III 600 LT (U.S./*É.-U.*)	1207
Formula III 700 (Canada)	1208
Formula III 700 (U.S./*É.-U.*)	1209
Formula III 700 R (Canada)	1296

MODEL IDENTIFICATION
IDENTIFICATION DES MODÈLES

SKI-DOO

DESCRIPTION	MODEL NO. *N° DE MODÈLE*
Formula III 700 R (U.S./*É.-U.*)	1297
Mach 1 (Canada)	1202
Mach 1 (U.S./*É.-U.*)	1311
Mach 1 (Europe)	1203
Mach 1 R (Canada)	1295
Mach 1 R (U.S./*É.-U.*)	1314
Mach Z (Canada)	1200
Mach Z (U.S./*É.-U.*)	1312
Mach Z (Europe)	1290
Mach Z R (Canada)	1294
Mach Z R (U.S./*É.-U.*)	1313
Mach Z LT (Canada)	1302
Mach Z LT (U.S./*É.-U.*)	1315
Mach Z LT (Europe)	1308
Mach Z LT (Canada) (SV TRACK)	1303
Mach Z LT (U.S./*É.-U.*) (SV TRACK)	1316
Mach Z LT R (Canada)	1304
Mach Z LT R (U.S./*É.-U.*)	1317
1997	
Tundra II LT	3266
Tundra II LT (Europe)	3267
Skandic 380 (Canada)	1120
Skandic 380 (U.S./*É.-U.*)	1121
Skandic 380 (Europe)	1122
Skandic 500 (Canada)	1117
Skandic 500 (U.S./*É.-U.*)	1118
Skandic 500 (Europe)	1119
Skandic WT (Canada)	1134
Skandic WT (U.S./*É.-U.*)	1135
Skandic SWT (Canada)	1136
Skandic SWT (U.S./*É.-U.*)	1137
Skandic WT LC (Canada)	1132
Skandic WT LC (U.S./*É.-U.*)	1133
Touring E (Canada)	1115
Touring E LT (Canada)	1116
Touring E LT (Europe)	1186
Touring LE (Canada)	1112
Touring LE (U.S./*É.-U.*)	1113
Touring LE (Europe)	1114
Touring SLE (Canada)	1110
Touring SLE (U.S./*É.-U.*)	1111
Formula S (Canada)	1108
Formula S (Europe)	1109
Formula SL (Canada)	1106

MODEL IDENTIFICATION
IDENTIFICATION DES MODÈLES

SKI-DOO

DESCRIPTION	MODEL NO. *N° DE MODÈLE*
Formula SL (U.S./*É.-U.*)	1107
Formula 500 (Canada)	1138
Formula 500 (U.S./*É.-U.*)	1139
Formula 500 (Europe)	1140
Formula 500 DELUXE (Canada)	1191
Formula 500 DELUXE (U.S./*É.-U.*)	1192
Formula 583 (Canada)	1141
Formula 583 (U.S./*É.-U.*)	1142
Formula Z (Canada)	1145
Formula Z (U.S./*É.-U.*)	1146
Grand Touring 500 (Canada)	1123
Grand Touring 500 (U.S./*É.-U.*)	1124
Grand Touring 500 (Europe)	1125
Grand Touring 583 (Canada)	1126
Grand Touring 583 (U.S./*É.-U.*)	1127
Grand Touring 583 (Europe)	1128
Grand Touring SE (Canada)	1129
Grand Touring SE (U.S./*É.-U.*)	1130
Grand Touring SE (Europe)	1131
Summit 500 (Canada)	1157
Summit 500 (U.S./*É.-U.*)	1158
Summit 583 (Canada)	1159
Summit 583 (U.S./*É.-U.*)	1160
Summit 583 (Europe)	1161
Summit 670 (Canada)	1162
Summit 670 (U.S./*É.-U.*)	1163
MX Z 440 (Canada)	1171
MX Z 440 (U.S./*É.-U.*)	1172
MX Z 440 (Europe)	1173
MX Z 440 LC (Canada)	1168
MX Z 440 LC (U.S./*É.-U.*)	1169
MX Z 440 LC (Europe)	1170
MX Zx 440 LC (Canada)	1214
MX Zx 440 LC (U.S./*É.-U.*)	1215
MX Zx 440 LC (Europe)	1216
MX Z 583 (Canada)	1174
MX Z 583 (U.S./*É.-U.*)	1175
MX Z 583 (Europe)	1176
MX Z 670 (Canada)	1193
MX Z 670 (U.S./*É.-U.*)	1194
MX Z 670 (Europe)	1195
Formula III (Canada)	1148
Formula III (U.S./*É.-U.*)	1149
Formula III (Europe)	1150
Formula III LT (Canada)	1151

MODEL IDENTIFICATION
IDENTIFICATION DES MODÈLES

SKI-DOO

DESCRIPTION	MODEL NO. *N° DE MODÈLE*
Formula III LT (U.S./*E.-U.*)	1152
Formula III LT (Europe)	1153
Mach 1 (Canada)	1177
Mach 1 (U.S./*É.-U.*)	1178
Mach 1 (Europe)	1179
Mach Z (Canada)	1180
Mach Z (U.S./*É.-U.*)	1181
Mach Z (Europe)	1182
Mach Z LT (Canada)	1183
Mach Z LT (U.S./*É.-U.*)	1184
Mach Z LT (Europe)	1185
1996	
Élan	3053
Tundra II LT	3264
Tundra II LT (Sweden/*Suède*)	3265
Skandic 380 (Canada)	1534
Skandic 380 (U.S./*É.-U.*)	1535
Skandic 380 (Sweden/*Suède*)	1536
Skandic 500 (Canada)	1531
Skandic 500 (U.S./*É.-U.*)	1532
Skandic 500 (Sweden/*Suède*)	1533
Skandic WT	1537
Skandic WT (U.S./*É.-U.*)	1539
Touring E (Canada)	1530
Touring E LT 2 (Canada)	1542
Touring LE (Canada)	1527
Touring LE (U.S./*É.-U.*)	1528
Touring LE (Sweden/*Suède*)	1529
Touring SLE (Canada)	1524
Touring SLE (U.S./*É.-U.*)	1525
Formula S (Canada)	1523
Formula S (Sweden/*Suède*)	1541
Formula SL (Canada)	1521
Formula SL (U.S./*É.-U.*)	1522
Formula SLS (Canada)	1049
Formula SLS (U.S./*É.-U.*)	1050
Formula SLS (Sweden/*Suède*)	1097
Grand Touring 500 (Canada)	1067
Grand Touring 500 (U.S./*É.-U.*)	1068
Grand Touring 500 (Sweden/*Suède*)	1069
Grand Touring 580 (Canada)	1070
Grand Touring 580 (U.S./*É.-U.*)	1071
Grand Touring 580 (Sweden/*Suède*)	1072
Grand Touring SE (Canada)	1073

MODEL IDENTIFICATION
IDENTIFICATION DES MODÈLES

SKI-DOO

DESCRIPTION	MODEL NO. *N° DE MODÈLE*
Grand Touring SE (U.S./*E.-U.*)	1074
Grand Touring SE (Sweden/*Suède*)	1075
Summit 500 (Canada)	1058
Summit 500 (U.S./*É.-U.*)	1059
Summit 583 (Canada)	1064
Summit 583 (U.S./*É.-U.*)	1065
Summit 583 (Sweden/*Suède*)	1066
Summit 670 (Canada)	1061
Summit 670 (U.S./*É.-U.*)	1062
Summit 670 (Sweden/*Suède*)	1063
MX Z 440 (Canada)	1051
MX Z 440 (U.S./*É.-U.*)	1052
MX Z 440 (Sweden/*Suède*)	1053
MX Z 583 (Canada)	1094
MX Z 583 (U.S./*É.-U.*)	1096
MX Z 583 (Sweden/*Suède*)	1095
MX Z 670 (Canada)	1187
MX Z 670 (U.S./*É.-U.*)	1188
Formula Z (Canada)	1090
Formula Z (U.S./*É.-U.*)	1091
Formula Z (Sweden/*Suède*)	1092
Formula STX (Canada)	1054
Formula STX (U.S./*É.-U.*)	1055
Formula STX LT (2) (Canada)	1056
Formula STX LT (2) (U.S./*É.-U.*)	1057
Formula SS (Canada)	1078
Formula SS (U.S./*É.-U.*)	1079
Formula III (Canada)	1076
Formula III (U.S./*É.-U.*)	1077
Formula III (Sweden/*Suède*)	1093
Formula III LT (Canada)	1100
Formula III LT (U.S./*É.-U.*)	1101
Formula III LT (Sweden/*Suède*)	1102
Mach 1 (Canada)	1081
Mach 1 (U.S./*É.-U.*)	1082
Mach 1 (Sweden/*Suède*)	1083
Mach Z (Canada)	1084
Mach Z (U.S./*É.-U.*)	1085
Mach Z (Sweden/*Suède*)	1086
Mach Z LT (Canada)	1087
Mach Z LT (U.S./*É.-U.*)	1088
Mach Z LT (Sweden/*Suède*)	1089

19??

ABBREVIATIONS AND NOTES
ABRÉVIATIONS ET NOTES

SECTION: MODEL IDENTIFICATION

SECTION: IDENTIFICATION DES MODÈLES

LT: Long Track
LT: Chenille allongée

R: Reverse
R: Marche arrière

SECTION CONTENTS
CONTENU DE LA SECTION

ENGINE
MOTEUR

	ENGINE TYPE *TYPE DE MOTEUR*	COOLING TYPE *REFROIDISSEMENT*	NUMBER OF CYLINDERS *NOMBRE DE CYLINDRES*	BORE *ALÉSAGE*	STROKE *COURSE*	DISPLACEMENT *CYLINDRÉE*
				MM (IN/*PO*)	MM (IN/*PO*)	CM^3 (IN^3/PO^3)
2000						
MINI Z	4 Stroke *4 temps*	AIR R.	1	60 (2.362)	42 (1.654)	118 (7.2)
TUNDRA R	277	AIR R.	1	72 (2.835)	66 (2.598)	268.7 (16.4)
TOURING E SKANDIC 380	377	AIR A.	2	62 (2.441)	61 (2.402)	368.3 (22.5)
SKANDIC 500	503	AIR A.	2	72 (2.835)	61 (2.402)	496.7 (30.3)
FORMULA S/ DLX 380	377	AIR A.	2	62 (2.441)	61 (2.402)	368.3 (22.5)
TOURING SLE FORMULA DLX 500	503	AIR A.	2	72 (2.835)	61 (2.402)	496.7 (30.3)
SKANDIC WT/ SWT	503	AIR A.	2	72 (2.835)	61 (2.402)	496.7 (30.3)
SKANDIC WT LC	494	LIQ.	2	69.5 (2.736)	65.8 (2.591)	499.25 (30.47)
TOURING LE MX Z 440	443	AIR A.	2	67.5 (2.657)	61 (2.402)	436.6 (26.64)
FORMULA 500 LC/DLX 500 LC	494	LIQ.	2	69.5 (2.736)	65.8 (2.591)	499.25 (30.47)
TOURING 500 LC	494	LIQ.	2	69.5 (2.736)	65.8 (2.591)	499.25 (30.47)
FORMULA Z 600/DLX 600	593	LIQ.	2	76 (2.992)	65.8 (2.591)	597.0 (36.4)
FORMULA Z 700	693	LIQ.	2	78 (3.071)	73 (2.874)	697.64 (42.6)
FORMULA DLX 700	693	LIQ.	2	78 (3.071)	73 (2.874)	697.64 (42.6)
GRAND TOURING 600	593	LIQ.	2	76 (2.992)	65.8 (2.591)	597.0 (36.4)
SUMMIT 600	593	LIQ.	2	76 (2.992)	65.8 (2.591)	597.0 (36.4)

COMPRESSION RATIO *TAUX DE COMPRESSION*	MAX. HP RPM ② *RÉGIME PUISSANCE MAX.* ② ± 100 RPM (*tr/min*)	PISTON RING TYPE *SEGMENT DE PISTON*	RING END GAP *OUVERTURE DU SEGMENT*	PISTON/CYLINDER WALL CLEARANCE *JEU PISTON/CYLINDRE*	CRANKSHAFT DEFLECTION ON PTO ① *COURDURE DU VILEBREQUIN CÔTÉ PDM* ①	ROTARY VALVE TIMING AND P/N 420 924 XXX *RÉGLAGE VALVE ROTATIVE ET N/P 420 924 XXX*
			N U	N U		OPENING *OUVERTURE* CLOSING *FERMETURE*
			MM (IN/*PO*)			
8.5	4000	—	③	④	N.A. *S.O.*	N.A. *S.O.*
6.4	6900	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.08 (.003)⑤ 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.7	6900	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.06 (.002)③ 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.2	7000	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.08 (.0031)⑤ 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.7	6900	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.07 (.0031)⑤ 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.2	7000	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.08 (.0031)⑤ 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.2	6800	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.09 (.0035) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.8	7000	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.11 (.0043) 0.15 (.006)	0.06 (.0024)	148° - 52° 509
6.4	7000	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.07 (.0028)⑤ 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.8	7800	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.11 (.0043)⑤ 0.15 (.006)	0.06 (.0024)	135° - 64° 509
6.8	7800	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.11 (.0043)⑤ 0.15 (.006)	0.06 (.0024)	135° - 64° 509
6.7	8000	1 KS	0.40 (.016) 1.00 (.039)	0.12 (.0047) 0.20 (.0079)	0.06 (.0024)	N.A. *S.O.*
6.7	8000	1 KS	0.40 (.016) 1.00 (.039)	0.13 (.0051) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.7	8000	1 KS	0.40 (.016) 1.00 (.039)	0.118 (.0046) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.7	8000	1 KS	0.40 (.016) 1.00 (.039)	0.12 (.0047) 0.20 (.0079)	0.06 (.0024)	N.A. *S.O.*
6.7	8000	1 KS	0.40 (.016) 1.00 (.039)	0.12 (.0047) 0.20 (.0079)	0.06 (.0024)	N.A. *S.O.*

	ENGINE TYPE *TYPE DE MOTEUR*	COOLING TYPE *REFROIDISSEMENT*	NUMBER OF CYLINDERS *NOMBRE DE CYLINDRES*	BORE *ALÉSAGE*	STROKE *COURSE*	DISPLACEMENT *CYLINDRÉE*
				MM (IN/*PO*)	MM (IN/*PO*)	CM^3 (IN^3/PO^3)
2000 (contd/*suite*)						
SUMMIT 700 (CANADA)	693	LIQ.	2	78 (3.071)	73 (2.874)	697.64 (42.6)
SUMMIT 700 (U.S./*É.-U.*)	693	LIQ.	2	78 (3.071)	73 (2.874)	697.64 (42.6)
SUMMIT 700 M.E.	693	LIQ.	2	78 (3.071)	73 (2.874)	697.64 (42.6)
SUMMIT 700 H.M.	693	LIQ.	2	78 (3.071)	73 (2.874)	697.64 (42.6)
MX Zx 440 LC	453	LIQ.	2	65.0 (2.599)	65.8 (2.591)	436.69 (26.65)
MX Z 500	493	LIQ.	2	69.5 (2.736)	65.8 (2.591)	499.25 (30.47)
MX Z 600	593	LIQ.	2	76.0 (2.992)	65.8 (2.591)	597.0 (38.43)
MX Z 700 MX Z 700 M.E.	693	LIQ.	2	78 (3.071)	73 (2.874)	697.64 (42.6)
GRAND TOURING 700	699	LIQ.	3	69.75 (2.746)	61 (2.402)	699.25 (42.67)
GRAND TOURING SE/ M.E.	809	LIQ.	3	70.5 (2.7756)	68 (2.677)	796.3 (48.59)
FORMULA III 700 R	699	LIQ.	3	69.75 (2.746)	61 (2.402)	699.20 (42.67)
FORMULA III 800	809	LIQ.	3	70.5 (2.7756)	68 (2.677)	796.3 (48.59)
MACH 1 R	699	LIQ.	3	69.75 (2.746)	61 (2.402)	699.2 (42.67)
MACH Z/Z R MACH Z R M.E.	809	LIQ.	3	70.5 (2.7756)	68 (2.677)	796.3 (48.59)

COMPRESSION RATIO *TAUX DE COMPRESSION*	MAX. HP RPM ② *RÉGIME PUISSANCE MAX.* ② ± 100 RPM *(tr/min)*	PISTON RING TYPE *SEGMENT DE PISTON*	RING END GAP *OUVERTURE DU SEGMENT*	PISTON/CYLINDER WALL CLEARANCE *JEU PISTON/CYLINDRE*	CRANKSHAFT DEFLECTION ON PTO ① *COURDURE DU VILEBREQUIN CÔTÉ PDM* ①	ROTARY VALVE TIMING AND P/N 420 924 XXX *RÉGLAGE VALVE ROTATIVE ET N/P 420 924 XXX*
			N C	N C		OPENING *OUVERTURE* CLOSING *FERMETURE*
			MM (IN/*PO*)			
6.7	8000	1 KS	0.40 (.016) 1.00 (.039)	0.13 (.0051) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.7	8000	1 KS	0.40 (.016) 1.00 (.039)	0.118 (.0046) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.7	8000	1 KS	0.40 (.016) 1.00 (.039)	0.118 (.0046) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.7	8000	1 KS	0.40 (.016) 1.00 (.039)	0.118 (.0046) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
7.67	8400	1 KS	0.20 (.008) 1.00 (.039)	0.113 (.0031)⑥ 0.18 (.0071)	0.06 (.0024)	N.A. *S.O.*
6.65	8000	1 KS	0.40 (.016) 1.00 (.039)	0.10 (.0039) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.7	8000	1 KS	0.40 (.0157) 1.00 (.039)	0.12 (.0047) 0.20 (.0079)	0.06 (.0024)	N.A. *S.O.*
6.7	8000	1 KS	0.40 (.016) 1.00 (.039)	0.118 (.0046) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.8	8000	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.085 (.0033)⑥ 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.8	8000	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.095 (.0037)⑥ 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.8	8000	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.085 (.0033)⑥ 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.8	8000	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.095 (.0037)⑥ 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.8	8300	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.085 (.0033)⑥ 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.8	8300	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.095 (.0037)⑥ 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*

	ENGINE TYPE *TYPE DE MOTEUR*	COOLING TYPE *REFROIDISSEMENT*	NUMBER OF CYLINDERS *NOMBRE DE CYLINDRES*	BORE *ALÉSAGE*	STROKE *COURSE*	DISPLACEMENT *CYLINDRÉE*
				MM (IN/*PO*)	MM (IN/*PO*)	CM^3 (IN^3/PO^3)
1999						
MINI Z	4 Stroke *4 temps*	AIR R.	1	60 (2.362)	42 (1.654)	118 (7.2)
TUNDRA R TUNDRA	277	AIR R.	1	72 (2.835)	66 (2.598)	268.7 (16.4)
TOURING E SKANDIC 380	377	AIR A.	2	62 (2.441)	61 (2.402)	368.3 (22.5)
SKANDIC 500 FORMULA SL	503	AIR A.	2	72 (2.835)	61 (2.402)	496.7 (30.3)
FORMULA S/ DLX 380	377	AIR A.	2	62 (2.441)	61 (2.402)	368.3 (22.5)
TOURING SLE FORMULA DLX 500	503	AIR A.	2	72 (2.835)	61 (2.402)	496.7 (30.3)
SKANDIC WT/ SWT	503	AIR A.	2	72 (2.835)	61 (2.402)	496.7 (30.3)
SKANDIC WT LC	494	LIQ.	2	69.5 (2.736)	65.8 (2.591)	499.25 (30.47)
TOURING LE MX Z 440	443	AIR A.	2	67.5 (2.657)	61 (2.402)	436.6 (26.64)
FORMULA Z 500/DLX 500 LC	494	LIQ.	2	69.5 (2.736)	65.8 (2.591)	499.25 (30.47)
FORMULA Z 583/DLX 583	583	LIQ.	2	76 (2.992)	64 (2.520)	580.7 (35.4)
FORMULA Z 670/DLX 670	670	LIQ.	2	78 (3.071)	70 (2.756)	668.97 (40.8)
GT 500	494	LIQ.	2	69.5 (2.736)	65.8 (2.591)	499.25 (30.47)
GT 583	583	LIQ.	2	76 (2.992)	64 (2.520)	580.7 (35.4)
SUMMIT 500	494	LIQ.	2	69.5 (2.736)	65.8 (2.591)	499.25 (30.47)
SUMMIT 600	593	LIQ.	2	76.0 (2.992)	65.8 (2.591)	595.0 (38.43)

COMPRESSION RATIO *TAUX DE COMPRESSION*	MAX. HP RPM ② *RÉGIME PUISSANCE MAX.* ② ± 100 RPM (*tr/min*)	PISTON RING TYPE *SEGMENT DE PISTON*	RING END GAP *OUVERTURE DU SEGMENT*	PISTON/CYLINDER WALL CLEARANCE *JEU PISTON/CYLINDRE*	CRANKSHAFT DEFLECTION ON PTO ① *COURDURE DU VILEBREQUIN CÔTÉ PDM* ①	ROTARY VALVE TIMING AND P/N 420 924 XXX *RÉGLAGE VALVE ROTATIVE ET N/P 420 924 XXX*
			N U	N U		OPENING *OUVERTURE* CLOSING *FERMETURE*
			MM (IN/*PO*)			
8.5	4000	—	③	④	N.A. *S.O.*	N.A. *S.O.*
6.7	6900	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.08 (.003) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.8	6900	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.06 (.002) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.2	7000	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.09 (.0035) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.8	6900	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.06 (.002) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.2	7000	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.08 (.0031) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.2	6800	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.09 (.0035) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.8	7000	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.11 (.0043) 0.15 (.006)	0.06 (.0024)	148° - 52° 509
6.4	7000	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.07 (.0028) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.7	7800	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.11 (.0043) 0.15 (.006)	0.06 (.0024)	135° - 64° 509
6.7	7900	1 KS	0.25 (.010) 1.00 (.039)	0.11 (.0043) 0.15 (.006)	0.06 (.0024)	140° - 71° 502
6.2	7700	1 KS 1 R	0.35 (.014) 1.00 (.039)	0.10 (.0039) 0.15 (.006)	0.06 (.0024)	144° - 72° 500
6.7	7800	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.11 (.0043) 0.15 (.006)	0.06 (.0024)	135° - 64° 509
6.7	7900	1 KS	0.25 (.010) 1.00 (.039)	0.11 (.0043) 0.15 (.006)	0.06 (.0024)	140° - 71° 502
6.8	7800	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.11 (.0043) 0.15 (.006)	0.06 (.0024)	135° - 64° 509
6.7	8000	1 KS	0.40 (.0157) 1.00 (.039)	0.11 (.0043) 0.20 (.0079)	0.06 (.0024)	N.A. *S.O.*

	ENGINE TYPE *TYPE DE MOTEUR*	COOLING TYPE *REFROIDISSEMENT*	NUMBER OF CYLINDERS *NOMBRE DE CYLINDRES*	BORE *ALÉSAGE*	STROKE *COURSE*	DISPLACEMENT *CYLINDRÉE*
				MM (IN/*PO*)	MM (IN/*PO*)	CM^3 (IN^3/PO^3)
1999 (contd/*suite*)						
SUMMIT x 670	670	LIQ.	2	78 (3.071)	70 (2.756)	668.97 (40.8)
SUMMIT 700	693	LIQ.	2	78 (3.071)	73 (2.874)	697.64 (42.6)
MX Zx 440 LC	453	LIQ.	2	65.0 (2.599)	65.8 (2.591)	436.70 (26.65)
MX Z 500	494	LIQ.	2	69.5 (2.736)	65.8 (2.591)	499.25 (30.47)
MX Z 600	593	LIQ.	2	76.0 (2.992)	65.8 (2.591)	595.0 (38.43)
MX Z 670 HO	670	LIQ.	2	78 (3.071)	70 (2.756)	668.97 (40.8)
MX Z 700	693	LIQ.	2	78 (3.071)	73 (2.874)	697.64 (42.6)
GRAND TOURING 700	699	LIQ.	3	69.75 (2.746)	61 (2.402)	699.25 (42.67)
GRAND TOURING SE	809	LIQ.	3	70.5 (2.7756)	68 (2.677)	796.3 (48.59)
FORMULA III 600	599	LIQ.	3	64.5 (2.539)	61 (2.402)	597.94 (36.5)
FORMULA III 700	699	LIQ.	3	69.75 (2.746)	61 (2.402)	699.20 (42.67)
FORMULA III 800	809	LIQ.	3	70.5 (2.7756)	68 (2.677)	796.3 (48.59)
MACH 1/1 R	699	LIQ.	3	69.75 (2.746)	61 (2.402)	699.2 (42.67)
MACH Z SERIES	809	LIQ.	3	70.5 (2.7756)	68 (2.677)	796.3 (48.59)

COMPRESSION RATIO *TAUX DE COMPRESSION*	MAX. HP RPM ② *RÉGIME PUISSANCE MAX.* ② ± 100 RPM *(tr/min)*	PISTON RING TYPE *SEGMENT DE PISTON*	RING END GAP *OUVERTURE DU SEGMENT*	PISTON/CYLINDER WALL CLEARANCE *JEU PISTON/CYLINDRE*	CRANKSHAFT DEFLECTION ON PTO ① *COURDURE DU VILEBREQUIN CÔTÉ PDM* ①	ROTARY VALVE TIMING AND P/N 420 924 XXX *RÉGLAGE VALVE ROTATIVE ET N/P 420 924 XXX*
			N U	N U	MM (IN/*PO*)	OPENING *OUVERTURE* CLOSING *FERMETURE*
6.2	8000	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.10 (.004) 0.15 (.006)	0.06 (.0024)	145° - 71° 500
6.7	8000	1 KS	0.40 (.016) 1.00 (.039)	0.070 (.0028) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
7.2	8500	1 KS	0.20 (.008) 1.00 (.039)	0.11 (.0043) 0.15 (.006)	0.06 (.0024)	N.A. *S.O.*
6.8	7800	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.11 (.0043) 0.15 (.006)	0.06 (.0024)	146° - 65° 502
6.7	8000	1 KS	0.40 (.0157) 1.00 (.039)	0.11 (.0043) 0.20 (.0079)	0.06 (.0024)	N.A. *S.O.*
6.2	8000	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.10 (.0039) 0.15 (.006)	0.06 (.0024)	145° - 71° 500
6.7	8000	1 KS	0.40 (.016) 1.00 (.039)	0.070 (.0028) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.8	8000	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.10 (.0039) 0.15 (.006)	0.06 (.0024)	N.A. *S.O.*
6.8	8000	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.10 (.0039) 0.15 (.006)	0.06 (.0024)	N.A. *S.O.*
6.8	8400	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.07 (.0028) 0.15 (.006)	0.06 (.0024)	N.A. *S.O.*
6.8	8000	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.10 (.0039) 0.15 (.006)	0.06 (.0024)	N.A. *S.O.*
6.8	8300	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.11 (.0043) 0.15 (.0059)	0.06 (.0024)	N.A. *S.O.*
6.8	8300	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.10 (.0039) 0.15 (.006)	0.06 (.0024)	N.A. *S.O.*
6.8	8300	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.11 (.0043) 0.15 (.0059)	0.06 (.0024)	N.A. *S.O.*

	ENGINE TYPE *TYPE DE MOTEUR*	COOLING TYPE *REFROIDISSEMENT*	NUMBER OF CYLINDERS *NOMBRE DE CYLINDRES*	BORE *ALÉSAGE*	STROKE *COURSE*	DISPLACEMENT *CYLINDRÉE*
				MM (IN/*PO*)	MM (IN/*PO*)	CM^3 (IN^3/PO^3)
1998						
MINI Z	4 Stroke *4 temps*	AIR R.	1	60 (2.362)	42 (1.654)	118 (7.2)
TUNDRA R TUNDRA II LT	277	AIR R.	1	72 (2.835)	66 (2.598)	268.7 (16.4)
TOURING E SKANDIC 380	377	AIR A.	2	62 (2.441)	61 (2.402)	368.3 (22.5)
FORMULA S/ FORMULA S (ELEC./*ÉLEC.*)	377	AIR A.	2	62 (2.441)	61 (2.402)	368.3 (22.5)
SKANDIC 500 FORMULA SL	503	AIR A.	2	72 (2.835)	61 (2.402)	496.7 (30.3)
TOURING SLE	503	AIR A.	2	72 (2.835)	61 (2.402)	496.7 (30.3)
SKANDIC WT	503	AIR A.	2	72 (2.835)	61 (2.402)	496.7 (30.3)
SKANDIC SWT	503	AIR A.	2	72 (2.835)	61 (2.402)	496.7 (30.3)
SKANDIC WT LC	494	LIQ.	2	69.5 (2.736)	65.8 (2.591)	499.30 (30.47)
TOURING LE MX Z 440	443	AIR A.	2	67.5 (2.657)	61 (2.402)	436.6 (26.64)
FORMULA 500/ 500 DL	494	LIQ.	2	69.5 (2.736)	65.8 (2.591)	499.30 (30.47)
GT 500 SUMMIT 500	494	LIQ.	2	69.5 (2.736)	65.8 (2.591)	499.30 (30.47)
FORMULA DL 583/Z 583	583	LIQ.	2	76 (2.992)	64 (2.520)	580.7 (35.4)
GT 583 MX Z 583	583	LIQ.	2	76 (2.992)	64 (2.520)	580.7 (35.4)
FORMULA Z 670 SUMMIT 670	670	LIQ.	2	78 (3.071)	70 (2.756)	668.97 (40.8)

† As Service Bulletin 98-13
Selon le Bulletin de service 98-13

COMPRESSION RATIO *TAUX DE COMPRESSION*	MAX. HP RPM ② *RÉGIME PUISSANCE MAX.* ② ± 100 RPM (*tr/min*)	PISTON RING TYPE *SEGMENT DE PISTON*	RING END GAP *OUVERTURE DU SEGMENT*	PISTON/CYLINDER WALL CLEARANCE *JEU PISTON/CYLINDRE*	CRANKSHAFT DEFLECTION ON PTO ① *COURDURE DU VILEBREQUIN CÔTE PDM* ①	ROTARY VALVE TIMING AND P/N 420 924 XXX *RÉGLAGE VALVE ROTATIVE ET N/P 420 924 XXX*
			N U	N U	MM (IN/*PO*)	OPENING *OUVERTURE* CLOSING *FERMETURE*
8.5	4000	—	③	④	N.A. *S.O.*	N.A. *S.O.*
6.7	6900	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.08 (.003) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.8	6900	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.06 (.002) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.8	6900	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.06 (.002) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.2	7000	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.09 (.0035) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.2	7000	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.09 (.0035) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.2	6800†	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.09 (.0035) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.2	6800†	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.09 (.0035) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.8	7000	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.11 (.0043) 0.15 (.006)	0.06 (.0024)	148° - 52° 509
6.4	7000	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.08 (.003) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.8	7800	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.11 (.0043) 0.15 (.006)	0.06 (.0024)	135° - 64° 509
6.8	7800	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.11 (.0043) 0.15 (.006)	0.06 (.0024)	135° - 64° 509
6.7	7900	1 KS	0.25 (.010) 1.00 (.039)	0.11 (.0043) 0.15 (.006)	0.06 (.0024)	140° - 71° 502
6.7	7900	1 KS	0.25 (.010) 1.00 (.039)	0.11 (.0043) 0.15 (.006)	0.06 (.0024)	140° - 71° 502
6.2	7700	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.10 (.0039) 0.15 (.006)	0.06 (.0024)	145° - 72° 500

	ENGINE TYPE *TYPE DE MOTEUR*	COOLING TYPE *REFROIDISSEMENT*	NUMBER OF CYLINDERS *NOMBRE DE CYLINDRES*	BORE *ALÉSAGE*	STROKE *COURSE*	DISPLACEMENT *CYLINDRÉE*
				MM (IN/*PO*)	MM (IN/*PO*)	CM^3 (IN^3/PO^3)
1998 (contd/*suite*)						
MX Z 670	670	LIQ.	2	78 (3.071)	70 (2.756)	668.97 (40.8)
GRAND TOURING 700	699	LIQ.	3	69.75 (2.746)	61 (2.402)	699.25 (42.67)
FORMULA III 700/III 700 R	699	LIQ.	3	69.75 (2.746)	61 (2.402)	699.25 (42.67)
GRAND TOURING SE	699	LIQ.	3	69.75 (2.746)	61 (2.402)	699.25 (42.67)
SUMMIT 583	583	LIQ.	2	76 (2.992)	64 (2.520)	580.7 (35.4)
SUMMIT x 670	670	LIQ.	2	78 (3.071)	70 (2.756)	668.97 (40.8)
MX Zx 440 LC	454	LIQ.	2	67.5 (2.657)	61 (2.402)	436.60 (26.6)
MX Z 500	494	LIQ.	2	69.5 (2.736)	65.8 (2.591)	499.30 (30.47)
FORMULA III 600/600 LT/600 R	599	LIQ.	3	64.5 (2.539)	61 (2.402)	597.94 (36.5)
MACH 1/I R	699	LIQ.	3	69.75 (2.746)	61 (2.402)	699.2 (42.67)
MACH Z SERIES	809	LIQ.	3	70.5 (2.7756)	68 (2.677)	796.3 (48.59)

† As Service Bulletin 98-13
Selon le Bulletin de service 98-13

COMPRESSION RATIO *TAUX DE COMPRESSION*	MAX. HP RPM ② *RÉGIME PUISSANCE MAX.* ② ± 100 RPM *(tr/min)*	PISTON RING TYPE *SEGMENT DE PISTON*	RING END GAP *OUVERTURE DU SEGMENT*	PISTON/CYLINDER WALL CLEARANCE *JEU PISTON/CYLINDRE*	CRANKSHAFT DEFLECTION ON PTO ① *COURDURE DU VILEBREQUIN CÔTE PDM* ①	ROTARY VALVE TIMING AND P/N 420 924 XXX *RÉGLAGE VALVE ROTATIVE ET N/P 420 924 XXX*
			N C	N C		OPENING *OUVERTURE* CLOSING *FERMETURE*
			MM (IN/*PO*)			
6.2	7700	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.10 (.0039) 0.15 (.006)	0.06 (.0024)	145° - 72° 500
6.8	7900†	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.10 (.0039) 0.15 (.006)	0.06 (.0024)	N.A. *S.O.*
6.8	7900†	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.10 (.0039) 0.15 (.006)	0.06 (.0024)	N.A. *S.O.*
6.8	8500	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.10 (.0039) 0.15 (.006)	0.06 (.0024)	N.A. *S.O.*
6.7	7900	1 KS	0.25 (.010) 1.00 (.039)	0.11 (.0043) 0.15 (.006)	0.06 (.0024)	135° - 64° 509
6.2	8000	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.10 (.004) 0.15 (.006)	0.06 (.0024)	144° - 72° 500
6.6	8500	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.10 (.0039) 0.15 (.006)	0.06 (.0024)	146° - 65° 502
6.8	7800	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.11 (.0043) 0.15 (.006)	0.06 (.0024)	146° - 65° 502
6.8	8500	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.07 (.0028) 0.15 (.006)	0.06 (.0024)	N.A. *S.O.*
6.8	8300	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.10 (.0039) 0.15 (.006)	0.06 (.0024)	N.A. *S.O.*
6.8	8300	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.11 (.0043) 0.15 (.0059)	0.06 (.0024)	N.A. *S.O.*

	ENGINE TYPE *TYPE DE MOTEUR*	COOLING TYPE *REFROIDISSEMENT*	NUMBER OF CYLINDERS *NOMBRE DE CYLINDRES*	BORE *ALÉSAGE*	STROKE *COURSE*	DISPLACEMENT *CYLINDRÉE*
				MM (IN/*PO*)	MM (IN/*PO*)	CM^3 (IN^3/PO^3)
1997						
TUNDRA II LT	277	AIR R.	1	72 (2.835)	66 (2.598)	268.7 (16.4)
TOURING E/EL T SKANDIC 380 FORMULA S	377	AIR A.	2	62 (2.441)	61 (2.402)	368.3 (22.5)
TOURING LE	443	AIR A.	2	67.5 (2.657)	61 (2.402)	436.6 (26.64)
TOURING SLE SKANDIC 500 FORMULA SL	503	AIR A.	2	72 (2.835)	61 (2.402)	496.7 (30.3)
SKANDIC WT/ SWT	503	AIR A.	2	72 (2.835)	61 (2.402)	496.7 (30.3)
SKANDIC WT LC	494	LIQ.	2	69.5 (2.736)	65.8 (2.591)	499.30 (30.47)
MX Z 440	443	AIR A.	2	67.5 (2.657)	61 (2.402)	436.6 (26.64)
MX Z 440 LC	454	LIQ.	2	67.5 (2.657)	61 (2.402)	436.60 (26.6)
MX Zx 440 LC	454	LIQ.	2	67.5 (2.657)	61 (2.402)	436.60 (26.6)
SUMMIT 500 GT 500 FORMULA 500/ DL	494	LIQ.	2	69.5 (2.736)	65.8 (2.591)	499.30 (30.47)
SUMMIT 583	583	LIQ.	2	76 (2.992)	64 (2.520)	580.7 (35.4)
MX Z 583 FORMULA 583/Z GT 583	583	LIQ.	2	76 (2.992)	64 (2.520)	580.7 (35.4)
MX Z 670 SUMMIT 670	670	LIQ.	2	78 (3.071)	70 (2.756)	668.97 (42.0)
FORMULA III FORMULA III LT	599	LIQ.	3	64.5 (2.539)	61 (2.402)	597.94 (36.5)
GRAND TOURING SE MACH 1	699	LIQ.	3	69.75 (2.746)	61 (2.402)	699.2 (42.67)
MACH Z/ZLT	809	LIQ.	3	70.5 (2.7756)	68 (2.677)	796.3 (48.59)

COMPRESSION RATIO *TAUX DE COMPRESSION*	MAX. HP RPM ② *RÉGIME PUISSANCE MAX.* ② ± 100 RPM (*tr/min*)	PISTON RING TYPE *SEGMENT DE PISTON*	RING END GAP *OUVERTURE DU SEGMENT*	PISTON/CYLINDER WALL CLEARANCE *JEU PISTON/CYLINDRE*	CRANKSHAFT DEFLECTION ON PTO ① *COURDURE DU VILEBREQUIN CÔTE PDM* ①	ROTARY VALVE TIMING AND P/N 420 924 XXX *RÉGLAGE VALVE ROTATIVE ET N/P 420 924 XXX*
			NEW	NEW	MM (IN/*PO*)	OPENING *OUVERTURE* CLOSING *FERMETURE*
6.7	6900	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.08 (.003) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.8	6900	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.05 (.002) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.4	7000	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.08 (.0031) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.2	7100	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.08 (.0031) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.2	6500	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.09 (.0035) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.8	6800	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.11 (.0043) 0.15 (.006)	0.06 (.0024)	148° - 52° 508
6.4	7000	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.08 (.0031) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.6	8000	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.10 (.0039) 0.15 (.006)	0.06 (.0024)	146° - 65° 502
6.6	8450	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.10 (.0039) 0.15 (.006)	0.06 (.0024)	146° - 65° 502
6.8	7750†	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.11 (.0043) 0.15 (.006)	0.06 (.0024)	139° - 64° 508
6.7	7800	1 KS	0.25 (.010) 1.00 (.039)	0.11 (.0043) 0.15 (.006)	0.06 (.0024)	135° - 64° 508
6.7	7900	1 KS	0.25 (.010) 1.00 (.039)	0.11 (.0043) 0.15 (.006)	0.06 (.0024)	140° - 71° 502
6.2	7700	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.08 (.0031) 0.15 (.006)	0.06 (.0024)	145° - 71° 500
6.8	8500	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.07 (.0028) 0.15 (.006)	0.06 (.0024)	N.A. *S.O.*
6.8	8500	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.10 (.0039) 0.15 (.006)	0.06 (.0024)	N.A. *S.O.*
6.8	8200	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.11 (.0043) 0.15 (.0059)	0.06 (.0024)	N.A. *S.O.*

† 7800 = GT 500

ENGINE TYPE *TYPE DE MOTEUR*	COOLING TYPE *REFROIDISSEMENT*	NUMBER OF CYLINDERS *NOMBRE DE CYLINDRES*	BORE *ALÉSAGE* MM (IN/*PO*)	STROKE *COURSE* MM (IN/*PO*)	DISPLACEMENT *CYLINDRÉE* CM^3 (IN^3/PO^3)
1996					
ÉLAN	247	AIR R.	1	69.5 (2.736)	66 (2.598)	250.4 (15.3)
TUNDRA II LT	277	AIR R.	1	72 (2.835)	66 (2.598)	268.7 (16.4)
TOURING E/E LT SKANDIC 380 FORMULA S	377	AIR A.	2	62 (2.441)	61 (2.402)	368.3 (22.5)
TOURING LE	443	AIR A.	2	67.5 (2.657)	61 (2.402)	436.6 (26.64)
TOURING SLE SKANDIC 500 FORMULA SL	503	AIR A.	2	72 (2.835)	61 (2.402)	496.7 (30.3)
SKANDIC WT	503	AIR A.	2	72 (2.835)	61 (2.402)	496.7 (30.3)
MX Z 440	454	LIQ.	2	67.5 (2.657)	61 (2.402)	436.57 (26.6)
SUMMIT 500 GT 500 FORMULA SLS	494	LIQ.	2	69.5 (2.736)	65.8 (2.591)	499.30 (30.47)
GRAND TOURING 580	582	LIQ.	2	76 (2.992)	64 (2.520)	580.70 (35.44)
SUMMIT 583	583	LIQ.	2	76 (2.992)	64 (2.520)	580.7 (35.4)
MX Z 583 FORMULA STX/ LT	583	LIQ.	2	76 (2.992)	64 (2.520)	580.7 (35.4)
FORMULA III FORMULA III LT	599	LIQ.	3	64.5 (2.539)	61 (2.402)	597.94 (36.5)
MX Z 670, GT SE FORMULA SS SUMMIT 670	670	LIQ.	2	78 (3.071)	70 (2.756)	668.97 (42.0)
MACH 1	670	LIQ.	2	78 (3.071)	70 (2.756)	668.97 (42.0)
MACH Z/ZLT	779	LIQ.	3	69.5 (2.736)	68 (2.677)	773.9 (47.23)

COMPRESSION RATIO *TAUX DE COMPRESSION*	MAX. HP RPM ② *RÉGIME PUISSANCE MAX.* ② ± 100 RPM (*tr/min*)	PISTON RING TYPE *SEGMENT DE PISTON*	RING END GAP *OUVERTURE DU SEGMENT*	PISTON/CYLINDER WALL CLEARANCE *JEU PISTON/CYLINDRE*	CRANKSHAFT DEFLECTION ON PTO ① *COURDURE DU VILEBREQUIN CÔTE PDM* ①	ROTARY VALVE TIMING AND P/N 420 924 XXX *RÉGLAGE VALVE ROTATIVE ET N/P 420 924 XXX*
			MM (IN/*PO*)			OPENING *OUVERTURE* CLOSING *FERMETURE*
			N U	N U		
5.7	5200	2 R	0.20 (.008) 1.00 (.039)	0.08 (.003) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.7	6900	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.07 (.003) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.8	6900	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.05 (.002) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.4	7000	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.05 (.002) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.2	7100	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.08 (.0031) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.2	6500	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.08 (.003) 0.20 (.008)	0.06 (.0024)	N.A. *S.O.*
6.6	8000	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.11 (.0043) 0.20 (.008)	0.06 (.0024)	145.5° - 65° 502
6.8	7500	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.09 (.0036) 0.15 (.006)	0.06 (.0024)	135° - 64° 508
6.7	7300	1 KS	0.25 (.010) 1.00 (.039)	0.05 (.002) 0.15 (.006)	0.06 (.0024)	129.5° - 69.5° 508
6.1	7800	1 KS	0.25 (.010) 1.00 (.039)	0.05 (.002) 0.15 (.006)	0.06 (.0024)	135° - 64° 504
6.1	7900	1 KS	0.25 (.010) 1.00 (.039)	0.05 (.002) 0.15 (.006)	0.06 (.0024)	140° - 71° 502
6.8	8200	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.06 (.0024) 0.15 (.006)	0.06 (.0024)	N.A. *S.O.*
6.2†	7700	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.07 (.0028) 0.15 (.006)	0.06 (.0024)	144° - 72° 500
6.0	8200	1 KS 1 R	0.25 (.010) 1.00 (.039)	0.07 (.0028) 0.15 (.006)	0.06 (.0024)	145° - 76° 501
6.8	8200	1 KS 1 R	0.20 (.008) 1.00 (.039)	0.12 (.0048) 0.20 (.0079)	0.06 (.0024)	N.A. *S.O.*

† 6.0 = MX Z 670

NOTES
NOTES

SECTION: ENGINE
SECTION: MOTEUR

① Crankshaft deflection is measured at a defined point. Refer to appropriate model year shop manual.

① La courbure du vilebrequin se mesure à un point précis. Se référer au manuel de réparation approprié.

② The maximum horsepower RPM is applicable with engine on the vehicle. It may be different under certain circumstances and Bombardier Inc. reserves the right to modify it without any obligation.

② Le régime de puissance maximale est applicable, le moteur en place sur le véhicule. Il peut être différent dans certains cas et Bombardier Inc. se réserve le droit de le modifier sans aucune obligation.

③ Ring end gap for Mini Z: Top and 2nd rings: 0.2 to 0.4 mm (.008 to .016 in)
Oil ring: 0.15 to 0.35 mm (.006 to .014 in)

③ Ouverture de segment pour la Mini Z:
1er et 2e segments: 0.2 à 0.4 mm (.008 à .016 po)
Segment racleur: 0.15 à 0.35 mm (.006 à .014 po)

④ Piston/cylinder wall clearance for Mini Z:
New: 0.015 to 0.050 mm (.0006 to .002 in)
Service limit: 0.12 mm (.005 in)

④ Jeu piston/cylindre pour la Mini Z
Neuf: 0.015 à 0.050 mm (.0006 à .002 po)
Limite d'usure: 0.12 mm (.005 po)

⑤ New piston/cylinder wall clearance tolerance is ± 0.016 mm (± .0006 in)

⑤ La tolérance du jeu piston/cylindre neuf est de ± 0.016 mm (± .0006 in)

⑥ New piston/cylinder wall clearance tolerance is ± 0.013 mm (± .0005 in)

⑥ La tolérance du jeu piston/cylindre neuf est de ± 0.013 mm (± .0005 in)

N.A.: Not Applicable
S.O.: Sans objet

AIR R.: Air Cooled with Radial Fan
AIR R.: Refroidissement à air par ventilateur radial

AIR A.: Air Cooled with Axial Fan
AIR A.: Refroidissement à air par ventilateur axial

LIQ.: Liquid
LIQ.: Liquide

LR: L Rectangular
LR: L rectangulaire

R: Rectangular
R: Rectangulaire

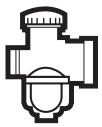
S: Semi-Trapez
S: Semi-trapèze

N: New = Minimum Allowable
N: Neuf = Minimum admissible

U: Used = Wear Limit
U: Usé = Limite d'usure

SECTION CONTENTS
CONTENU DE LA SECTION

CARBURETOR
CARBURATEUR



	MINIMUM OCTANE NUMBER *INDICE D'OCTANE MINIMUM*	FUEL OIL RATIO *CARBURANT/HUILE*	NUMBER (MODEL) *NUMÉRO (MODÈLE)*	MAIN JET *GICLEUR PRINCIPAL*	NEEDLE JET *GICLEUR À AIGUILLE*
	R + M / 2		MIKUNI CARBURETOR *CARBURATEUR MIKUNI*		
2000					
MINI Z	86	③	—	60	N.A. *S.O.*
TUNDRA R	87	OIS *SIH*	VM 34-537	190	159 O-8
SKANDIC 380 TOURING E FORMULA DLX 380	87	OIS *SIH*	2 x VM 30-200	140	159 P-0
SKANDIC 500 TOURING SLE FORMULA SL/ DLX 500	87	OIS *SIH*	P VM 34-549 M VM 34-550	P 180 M 170	159 P-0
SKANDIC WT	87	OIS *SIH*	2 x VM 34-19034	185	159 P-1
SKANDIC SWT	87	OIS *SIH*	2 x VM 34-19034	185	159 P-1
SKANDIC WT LC	87	OIS *SIH*	P VM 34-19106 M VM 34-19105	P 250 M 240	159 P-2
MX Z 440 TOURING LE	87	OIS *SIH*	P VM 34-547 M VM 34-548	P 205 M 195	159 P-0
FORMULA S	87	OIS *SIH*	2 x VM 30-200	140	159 P-0
FORMULA 500 LC/DLX 500 LC TOURING 500 LC	87	OIS *SIH*	P VM 38-431 M VM 38-442	P 300 M 280	480 Q-3
FORMULA Z 600/ DLX 600 GT 600	87	OIS *SIH*	2 x VM 40-122	P 270 M 260	224 Z-9
FORMULA Z 700	87	OIS *SIH*	2 x VM 40-134	300	224 Z-7
FORMULA DLX 700	87	OIS *SIH*	2 x VM 40-128	280	224 Z-7
GT 700	91	OIS *SIH*	P VM 38-436 C VM 38-441 M VM 38-436	P 270 C 280 M 270	480 P-4
GRAND TOURING SE/ SE M.E.	91	OIS *SIH*	TM 38-C297	P 340 C 360 M 340	876 O-2

PILOT JET *GICLEUR RALENTI*	NEEDLE IDENTIFICATION *N° IDENTIFICATION AIGUILLE*	NEEDLE SETTING ① *POSITION DE L'AIGUILLE* ①	AIR SCREW ADJUSTMENT (± 1/16) *VIS DE CONTRÔLE D'AIR (± 1/16)*	IDLE SPEED (± 200 RPM) *RÉGIME RALENTI (± 200 tr/mn)*	SLIDE CUTAWAY *TIROIR D'ACCÉLÉRATEUR*	FLOAT ADJUSTMENT *AJUSTEMENT FLOTTEUR* MM (IN/*PO*)
MIKUNI CARBURETOR *CARBURATEUR MIKUNI*						
N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	2	1400	N.A. *S.O.*	13.7 (.54)
40	6DH4	2	1	1650	2.5	23.9 (.941)
40	6DP9	3	1-1/4	1650	2.5	23.9 (.941)
40	6DH2	3	1-7/8	1650	2.5	23.9 (.941)
40	6DH2	3	1-1/4	1650	2.5	23.9 (.941)
40	6DH2	3	1-1/4	1650	2.5	23.9 (.941)
40	6DGH10	2	3/4	1900	2.5	23.9 (.941)
35	6DH2	3	1-1/2	1650	2.5	23.9 (.941)
40	6DP9	3	1-1/4	1650	2.5	23.9 (.941)
50	6DGY9	2	1	1800	2.5	18.1 (.713)
37.5	7DFY1	3	1/2	1600	2.5	22.9 (.902)
40	7DHY6	3	1	1600	2.5	22.9 (.902)
45	7DHY6	3	1	1600	2.5	22.9 (.902)
50	6DEY2	4	1-1/2	2000	2.5	18.1 (.713)
15	8BCY01-42	4	CLOSED *FERMÉE*	2000	2.0	21.0 (.827)

	MINIMUM OCTANE NUMBER *INDICE D'OCTANE MINIMUM*	FUEL OIL RATIO *CARBURANT/HUILE*	NUMBER (MODEL) *NUMÉRO (MODÈLE)*	MAIN JET *GICLEUR PRINCIPAL*	NEEDLE JET *GICLEUR À AIGUILLE*
	R + M / 2		MIKUNI CARBURETOR *CARBURATEUR MIKUNI*		
2000 (contd/*suite*)					
SUMMIT 600	87	OIS *SIH*	2 X VM 40-126	280	224 Z-9
SUMMIT 700 (CANADA)	87	OIS *SIH*	VM 40-133	300	224 Z-7
SUMMIT 700 (U.S/*É.-U.*)/700 H.M.	87	OIS *SIH*	VM 40-132	280	224 Z-7
MX Zx 440 LC	91	33/1	2 X TMX 34-7	300	Q-6
MX Z 500	87	OIS *SIH*	VM 38-429	280	480 P-8
MX Z 600	87	OIS *SIH*	2 X VM 40-122	280	224 Z-9
MX Z 600 DPM (SB)	87	OIS *SIH*	2 X VM 40-124	280	224 Z-9
MX Z 700	87	OIS *SIH*	VM 40-128	280	224 Z-7
MX Z 700 DPM (SB)/700 M.E.	87	OIS *SIH*	VM 40-130	280	224 Z-7
FORMULA III 700 R	91	OIS *SIH*	P VM 38-435 C VM 38-440 M VM 38-435	P 270 C 280 M 270	480 P-4
FORMULA III 800	91	OIS *SIH*	TM 38-C297	P 340 C 360 M 340	876 O-2
MACH 1 R	91	OIS *SIH*	TM 38-C293	290	327 N-7
MACH Z/Z R/Z M.E.	91	OIS *SIH*	TM 38-C272	310	327 O-2

PILOT JET *GICLEUR RALENTI*	NEEDLE IDENTIFICATION *N° IDENTIFICATION AIGUILLE*	NEEDLE SETTING ① *POSITION DE L'AIGUILLE* ①	AIR SCREW ADJUSTMENT (± 1/16) *VIS DE CONTRÔLE D'AIR (± 1/16)*	IDLE SPEED (± 200 RPM) *RÉGIME RALENTI (± 200 tr/mn)*	SLIDE CUTAWAY *TIROIR D'ACCÉLÉRATEUR*	FLOAT ADJUSTMENT *AJUSTEMENT FLOTTEUR* MM (IN/*PO*)
MIKUNI CARBURETOR *CARBURATEUR MIKUNI*						
37.5	7DFY1	3	1/2	1600	2.5	22.9 (.902)
45	7DHY6	3	1	1600	2.5	22.9 (.902)
45	7DHY6	3	1	1600	2.5	22.9 (.902)
25	6FIY5-59	4	1	1600	4.0	N.A. *S.O.*
40	6DEY10	4	1-1/4	1700	2.5	22.9 (.902)
37.5	7DFY1	3	1/2	1600	2.5	22.9 (.902)
37.5	7DFY1	3	1/2	1600	2.5	22.9 (.902)
45	7DHY6	3	1	1600	2.5	22.9 (.902)
45	7DHY6	3	1	1600	2.5	22.9 (.902)
50	6DEY2	4	1-1/2	1800	2.5	18.1 (.713)
15	8BCY01-42	4	CLOSED *FERMÉE*	2000	2.0	21.0 (.827)
50	8AGY1-41	4	4	1800	2.0	21.0 (.827)
50	8ADY1-41	3	4-1/2	1800	2.0	21.0 (.827)

	MINIMUM OCTANE NUMBER *INDICE D'OCTANE MINIMUM*	FUEL OIL RATIO *CARBURANT/HUILE*	NUMBER (MODEL) *NUMÉRO (MODÈLE)*	MAIN JET *GICLEUR PRINCIPAL*	NEEDLE JET *GICLEUR À AIGUILLE*
	R + M / 2		MIKUNI CARBURETOR *CARBURATEUR MIKUNI*		
1999					
MINI Z	86	③	—	60	N.A. *S.O.*
TUNDRA	87	OIS *SIH*	VM 34-529	190	159 O-8
TUNDRA R	87	OIS *SIH*	VM 34-537	190	159 O-8
SKANDIC 380 TOURING E FORMULA DLX 380	87	OIS *SIH*	2 x VM 30-196	140	159 P-0
SKANDIC 500 TOURING SLE FORMULA SL/ DLX 500	87	OIS *SIH*	P VM 34-532 M VM 34-533	P 180 M 170	159 P-0
SKANDIC WT	87	OIS *SIH*	2 x VM 34-19061	210	159 P-2†
SKANDIC SWT	87	OIS *SIH*	2 x VM 34-19034	185	159 P-1
SKANDIC WT LC	87	OIS *SIH*	P VM 34-19062 M VM 34-19063	P 250 M 240	159 P-2
MX Z 440 TOURING LE	87	OIS *SIH*	P VM 34-530 M VM 34-531	P 205 M 195	159 P-0
FORMULA S	87	OIS *SIH*	2 x VM 30-195	140	159 P-0
FORMULA Z 500/DLX 500 LC	87	OIS *SIH*	P VM 38-408 M VM 38-409	P 300 M 280	480 Q-3
FORMULA DLX 583 GT 583	87	OIS *SIH*	P VM 38-416 M VM 38-417	P 270 M 260	480 P-7
FORMULA Z 583	87	OIS *SIH*	P VM 40-105 M VM 40-106	P 280 M 260	224 AA-2
FORMULA Z 670/DLX 670	87	OIS *SIH*	P VM 40-109 M VM 40-110	P 310 M 290	224 AA-3

† As Service Bulletin 99-5 revision 1
Selon le Bulletin de service 99-5 révision 1

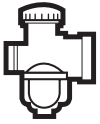
PILOT JET *GICLEUR RALENTI*	NEEDLE IDENTIFICATION *N° IDENTIFICATION AIGUILLE*	NEEDLE SETTING ① *POSITION DE L'AIGUILLE ①*	AIR SCREW ADJUSTMENT (± 1/16) *VIS DE CONTRÔLE D'AIR (± 1/16)*	IDLE SPEED (± 200 RPM) *RÉGIME RALENTI (± 200 tr/mn)*	SLIDE CUTAWAY *TIROIR D'ACCÉLÉRATEUR*	FLOAT ADJUSTMENT *AJUSTEMENT FLOTTEUR* MM (IN/*PO*)
MIKUNI CARBURETOR *CARBURATEUR MIKUNI*						
N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	2	1400	N.A. *S.O.*	13.7 (.54)
40	6DH4	2	1	1200	2.5	23.9 (.941)
40	6DH4	2	1	1650	2.5	23.9 (.941)
40	6DP9	3	1-1/4	1650	2.5	23.9 (.941)
40	6DH2	3	1-7/8	1650	2.5	23.9 (.941)
40	6DH2	3	1	1900	2.5	23.9 (.941)
40	6DH2	3	1-1/4	1900	2.5	23.9 (.941)
40	6DGH10††	2†	3/4†	1900	2.5	23.9 (.941)
35	6DH2	3	1-1/2	1650	2.5	23.9 (.941)
40	6DP9	3	1-1/4	1650	2.5	23.9 (.941)
50	6DGY9	2	2	1800	2.5	18.1 (.713)
50	6DEY4	2	2	1800	2.5	18.1 (.713)
60	7ECY1	3	2	1800	2.5	18.1 (.713)
60	7EDY1	3	2-1/4	1700	2.5	18.1 (.713)

†† As Warranty Bulletin 99-2
Selon le Bulletin de garantie 99-2

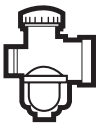
	MINIMUM OCTANE NUMBER *INDICE D'OCTANE MINIMUM*	FUEL OIL RATIO *CARBURANT/HUILE*	NUMBER (MODEL) *NUMÉRO (MODÈLE)*	MAIN JET *GICLEUR PRINCIPAL*	NEEDLE JET *GICLEUR À AIGUILLE*
	R + M / 2		MIKUNI CARBURETOR *CARBURATEUR MIKUNI*		
1999 (contd/*suite*)					
GRAND TOURING 500	87	OIS *SIH*	P VM 38-410 M VM 38-411	P 300 M 280	480 Q-3
GRAND TOURING 700	91	OIS *SIH*	3 x VM 38-422	290	480 P-1
GRAND TOURING SE	91	OIS *SIH*	TM 38	P 340† C 360† M 340†	876† O-2
SUMMIT 500	87	OIS *SIH*	P VM 38-414 M VM 38-415	P 350 M 330	480 Q-6
SUMMIT 600	87	OIS *SIH*	2 X VM 40-113	280	224 Z-9
SUMMIT 700	87	OIS *SIH*	2 X VM 40-121	310	224 Z-5
SUMMIT x 670	91	OIS *SIH*	P VM 44-38 M VM 44-39	P 350 M 340	224 AA-8
MX Zx 440 LC	87	40/1 ②	2 x TMX 34-1	290	Q-6
MX Z 500	87	OIS *SIH*	P VM 38-380 M VM 38-381	P 300 M 280	480 Q-4
MX Z 600	87	OIS *SIH*	2 X VM 40-107	280	224 Z-9
MX Z 670 HO	91	OIS *SIH*	P VM 44-36 M VM 44-37	340 310	224 AA-4
MX Z 700	87	OIS *SIH*	2 X VM 40-117	310	224 Z-5
FORMULA III 600	91	OIS *SIH*	3 X VM 36-190	270	286 P-0
FORMULA III 700	91	OIS *SIH*	3 X VM 38-420	290	480 P-1
FORMULA III 800	91	OIS *SIH*	TM 38-C228	P 270 C 290 M 280	327 O-2

† As Warranty Bulletin 99-5 revision 1
Selon le Bulletin de garantie 99-5 révision 1

PILOT JET *GICLEUR RALENTI*	NEEDLE IDENTIFICATION *N° IDENTIFICATION AIGUILLE*	NEEDLE SETTING ① *POSITION DE L'AIGUILLE* ①	AIR SCREW ADJUSTMENT (± 1/16) *VIS DE CONTRÔLE D'AIR (± 1/16)*	IDLE SPEED (± 200 RPM) *RÉGIME RALENTI (± 200 tr/mn)*	SLIDE CUTAWAY *TIROIR D'ACCÉLÉRATEUR*	FLOAT ADJUSTMENT *AJUSTEMENT FLOTTEUR* MM (IN/*PO*)
MIKUNI CARBURETOR *CARBURATEUR MIKUNI*						
50	6DGY9	2	2	1800	2.5	18.1 (.713)
50	6DEH5	3	2-1/2	1800	2.5	18.1 (.713)
15†	8BCY01-42†	4†	CLOSED† *FERMÉE*	1800	2.5	21.0 (.827)
75	6DHY48	4	2	1800	2.5	18.1 (.713)
37.5	7DFY1	3	1/2	1600	2.5	22.9 (.902)
40	7DHY6	4	1	1600	2.5	22.9 (.902)
55	7ECY1	2	1-3/4	1700	2.5	22.9 (.902)
25	6FIY5-58	3	1	1600	4.0	N.A. *S.O.*
50	6DGY9	3	2-1/2	1800	2.5	18.1 (.713)
37.5	7DFY1	3	1/2	1600	2.5	22.9 (.902)
55	7ECY1	3	1-3/4	1700	2.5	18.1 (.713)
40	7DHY6	4	1	1600	2.5	22.9 (.902)
50	6DEY2	3	2	1800	2.5	18.1 (.713)
50	6DEH5	3	2-1/2	1800	2.5	18.1 (.713)
50	8AGY1-41	3	4-1/2	1800	2.0	21.0 (.827)

	MINIMUM OCTANE NUMBER *INDICE D'OCTANE MINIMUM* R + M / 2	FUEL OIL RATIO *CARBURANT/HUILE*	NUMBER (MODEL) *NUMÉRO (MODÈLE)* MIKUNI CARBURETOR *CARBURATEUR MIKUNI*	MAIN JET *GICLEUR PRINCIPAL*	NEEDLE JET *GICLEUR À AIGUILLE*
1999 (contd/*suite*)					
MACH 1/1 R	91	OIS *SIH*	TM 38-C224	300	327 N-7
MACH Z SERIES	91	OIS *SIH*	TM 38-C236	310	327 O-2

PILOT JET *GICLEUR RALENTI*	NEEDLE IDENTIFICATION *N° IDENTIFICATION AIGUILLE*	NEEDLE SETTING ① *POSITION DE L'AIGUILLE ④*	AIR SCREW ADJUSTMENT (± 1/16) *VIS DE CONTRÔLE D'AIR (± 1/16)*	IDLE SPEED (± 200 RPM) *RÉGIME RALENTI (± 200 tr/mn)*	SLIDE CUTAWAY *TIROIR D'ACCÉLÉRATEUR*	FLOAT ADJUSTMENT *AJUSTEMENT FLOTTEUR* MM (IN/*PO*)
MIKUNI CARBURETOR *CARBURATEUR MIKUNI*						
50	8AGY1-41	4	4	1800	2.0	21.0 (.827)
50	8ADY1-41	3	4-1/2	1800	2.0	21.0 (.827)



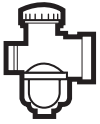
	MINIMUM OCTANE NUMBER *INDICE D'OCTANE MINIMUM*	FUEL OIL RATIO *CARBURANT/HUILE*	NUMBER (MODEL) *NUMÉRO (MODÈLE)*	MAIN JET *GICLEUR PRINCIPAL*	NEEDLE JET *GICLEUR À AIGUILLE*
	$\frac{R+M}{2}$		MIKUNI CARBURETOR *CARBURATEUR MIKUNI*		
1998					
MINI Z	86	③	—	60	N.A. *S.O.*
TUNDRA R TUNDRA II LT	87	OIS *SIH*	VM 34-508	190	159 O-8
TOURING E SKANDIC 380 FORMULA S/S (ELEC./*ÉLEC.*)	87	OIS *SIH*	2 x VM 30-193	140	159 P-0
TOURING SLE SKANDIC 500 FORMULA SL	87	OIS *SIH*	P VM 34-513 M VM 34-514	P 180 M 170	159 P-0
SKANDIC WT	87	OIS *SIH*	2 x VM 34-515	210	159 P-2†
SKANDIC SWT	87	OIS *SIH*	VM 32	230	159 O-0
SKANDIC WT LC	87	OIS *SIH*	P VM 34-519 M VM 34-520	P 250 M 220	159 P-2
TOURING LE	87	OIS *SIH*	P VM 34-511 M VM 34-512	P 200 M 190	159 P-0
FORMULA 500/500 DL	87	OIS *SIH*	P VM 38-378 M VM 38-379	P 300†† M 280††	480 Q-3
FORMULA 583 DL GT 583	87	OIS *SIH*	P VM 38-386 M VM 38-387	P 270 M 260	480 P-7
FORMULA Z 583	87	OIS *SIH*	P VM 40-97 M VM 40-98	P 280 M 260	224 AA-2
FORMULA Z 670	87	OIS *SIH*	P VM 40-101 M VM 40-102	P 310 M 290	224 AA-3
GRAND TOURING 500	87	OIS *SIH*	P VM 38-382 M VM 38-383	P 300†† M 280††	480 Q-3
GT 700	91	OIS *SIH*	P VM 38-396 C VM 38-397 M VM 38-396	P 310 C 300 M 310	480 P-1

† As Service Bulletin 99-5
Selon le Bulletin de service 99-5

†† As Warranty Bulletin 98-8
Selon le Bulletin de garantie 98-8

PILOT JET *GICLEUR RALENTI*	NEEDLE IDENTIFICATION *N° IDENTIFICATION AIGUILLE*	NEEDLE SETTING ① *POSITION DE L'AIGUILLE ①*	AIR SCREW ADJUSTMENT (± 1/16) *VIS DE CONTRÔLE D'AIR (± 1/16)*	IDLE SPEED (± 200 RPM) *RÉGIME RALENTI (± 200 tr/mn)*	SLIDE CUTAWAY *TIROIR D'ACCÉLÉRATEUR*	FLOAT ADJUSTMENT *AJUSTEMENT FLOTTEUR* MM (IN/*PO*)
MIKUNI CARBURETOR *CARBURATEUR MIKUNI*						
N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	2	1400	N.A. *S.O.*	13.7 (.54)
40	6DH4	2	1	1200	2.5	23.9 (.941)
40	6DP9	3	1-1/4	1650	2.5	23.9 (.941)
40	6DH2	3	1-7/8	1650	2.5	23.9 (.941)
40	6DH2	3	1-1/2	1650	2.5	23.9 (.941)
25	6DH8	4	1-1/2	1650	3.0	23.9 (.941)
30	6DGH10†††	2†††	3/4†††	1900	2.5	23.9 (.941)
35	6DH2	3	1-1/2	1650	2.5	23.9 (.941)
50	6DGY9††	2††	2††	1800	2.5	18.1 (.713)
50	6DEY4	2	2	1800	2.5	18.1 (.713)
60	7ECY1	3	2	1800	2.5	18.1 (.713)
60	7EDY1	3	2-1/4	1700	2.5	18.1 (.713)
50	6DGY9††	2††	2††	1800	2.5	18.1 (.713)
50	6DEH5	3	2-1/2	1800	2.5	18.1 (.713)

††† As Warranty Bulletin 99-2
Selon le Bulletin de garantie 99-2



MINIMUM OCTANE NUMBER *INDICE D'OCTANE MINIMUM*	FUEL OIL RATIO *CARBURANT/HUILE*	NUMBER (MODEL) *NUMÉRO (MODÈLE)*	MAIN JET *GICLEUR PRINCIPAL*	NEEDLE JET *GICLEUR À AIGUILLE*
R + M / 2		MIKUNI CARBURETOR *CARBURATEUR MIKUNI*		
1998 (contd/*suite*)				
91	OIS *SIH*	3 x VM 38-390	300	480 P-9
87	OIS *SIH*	P VM 38-384 M VM 38-385	P 350 M 330	480 Q-6
87	OIS *SIH*	P VM 38-388 M VM 38-389	P 330 M 320	480 P-8
87	OIS *SIH*	P VM 40-103 M VM 40-104	P 380 M 370	224 AA-2
91	OIS *SIH*	P VM 44-34 M VM 44-35	P 350 M 340	224 AA-8
87	OIS *SIH*	P VM 34-509 M VM 34-510	P 205 M 195	159 P-0
87	40/1 ②	2 x VM 34-523	260	159 Q-0
87	OIS *SIH*	P VM 38-380 M VM 38-381	P 300††† M 280†††	480 Q-4
87	OIS *SIH*	P VM 40-99 M VM 40-100	P 280 M 260	224 AA-2
87	OIS *SIH*	P VM 40-101 M VM 40-102	310 290	224 AA-3
91	OIS *SIH*	3 x VM 36-184	290	286 P-0
91	OIS *SIH*	P VM 38-396 C VM 38-397 M VM 38-396	P 310 C 300 M 310	480 P-1
91	OIS *SIH*	3 x VM 38-393	300	480 P-9
91	OIS *SIH*	TM 38-C195	P 310†††† C 320 M 310	327 O-3

† As Warranty Bulletin 98-4
Selon le Bulletin de garantie 98-4

†† As Warranty Bulletin 98-15
Selon le Bulletin de garantie 98-15

PILOT JET *GICLEUR RALENTI*	NEEDLE IDENTIFICATION *N° IDENTIFICATION AIGUILLE*	NEEDLE SETTING ① *POSITION DE L'AIGUILLE ①*	AIR SCREW ADJUSTMENT (± 1/16) *VIS DE CONTRÔLE D'AIR (± 1/16)*	IDLE SPEED (± 200 RPM) *RÉGIME RALENTI (± 200 tr/mn)*	SLIDE CUTAWAY *TIROIR D'ACCÉLÉRATEUR*	FLOAT ADJUSTMENT *AJUSTEMENT FLOTTEUR* MM (IN/*PO*)
MIKUNI CARBURETOR *CARBURATEUR MIKUNI*						
50	6DEY2	3††	2-1/2††	1800	2.5	18.1 (.713)
75	6DHY48	4	2	1800	2.5	18.1 (.713)
75	6FEY1	2	1-1/2†	1800	2.5	18.1 (.713)
75	7DPI1	3	2-1/4	1900	2.5	18.1 (.713)
55	7ECY1	2	2-1/4	1700	2.5	18.1 (.713)
35	6DH2	3	1-1/2	1650	2.5	23.9 (.941)
50	6FJ43	2	1	1700	2.5	23.9 (.941)
50	6DGY9†††	3†††	2-1/2	1800	2.5	18.1 (.713)
60	7ECY1	3	2	1800	2.5	18.1 (.713)
60	7EDY1	3	2-1/4	1700	2.5	18.1 (.713)
50	6DEY4	3	2	1800	2.5	18.1 (.713)
50	6DEH5	3	2-1/2	1800	2.5	18.1 (.713)
50	6DEY2	3††	2	1800	2.5	18.1 (.713)
50	8ABY1-40	2††	4	1800	2.0	21.0†††† ④ (.827)

††† As Warranty Bulletin 98-8
Selon le Bulletin de garantie 98-8

†††† As Warranty Bulletin 98-10
Selon le Bulletin de garantie 98-10

	MINIMUM OCTANE NUMBER *INDICE D'OCTANE MINIMUM*	FUEL OIL RATIO *CARBURANT/HUILE*	NUMBER (MODEL) *NUMÉRO (MODÈLE)*	MAIN JET *GICLEUR PRINCIPAL*	NEEDLE JET *GICLEUR À AIGUILLE*
	R + M / 2		MIKUNI CARBURETOR *CARBURATEUR MIKUNI*		
1997					
TUNDRA II LT	87	OIS *SIH*	VM 34 443	190	159 O-8
SKANDIC 380 TOURING E/E LT FORMULA S	87	OIS *SIH*	2 x VM 30-190	140	159 P-0
SKANDIC 500 TOURING SLE FORMULA SL	87	OIS *SIH*	P VM 34-481 M VM 34-482	P 180 M 170	159 P-0
SKANDIC WT/ SWT	87	OIS *SIH*	VM 32	230	159 O-0
SKANDIC WT LC	87	OIS *SIH*	2 x VM 34	P 260 M 280	159 O-0
TOURING LE	87	OIS *SIH*	2 x VM 34-467	180	159 P-1
MX Z 440	87	OIS *SIH*	P VM 34-479 M VM 34-480	P 205 M 195	159 P-0
MX Z 440 LC	87	OIS *SIH*	P VM 34-492 M VM 34-493	P 240 M 210	159 P-8
MX Zx 440 LC	87	40/1 ②	P VM 34-498 M VM 34-499	P 260 M 250	159 P-8
MX Z 583	87	OIS *SIH*	P VM 40-92 M VM 40-93	P 280 M 260	224 AA-2
MX Z 670	87	OIS *SIH*	P VM 40-94 M VM 40-95	P 300 M 270	224 AA-4
SUMMIT 500	87	OIS *SIH*	P VM 38-313 HAC M VM 38-314 HAC	P 400 M 380	480 Q-0
SUMMIT 583	87	OIS *SIH*	P VM 38-319 HAC M VM 38-320 HAC	P 340 M 330	480 Q-6
SUMMIT 670	87	OIS *SIH*	P VM 40-90 HAC M VM 40-91 HAC	P 380 M 370	224 AA-4
GRAND TOURING 500	87	OIS *SIH*	VM 38-347 VM 38-348	P 330 M 310	480 P-4

† As Warranty Bulletin 97-13
Selon le Bulletin de garantie 97-13

PILOT JET *GICLEUR RALENTI*	NEEDLE IDENTIFICATION *N° IDENTIFICATION AIGUILLE*	NEEDLE SETTING ① *POSITION DE L'AIGUILLE ①*	AIR SCREW ADJUSTMENT (± 1/16) *VIS DE CONTRÔLE D'AIR (± 1/16)*	IDLE SPEED (± 200 RPM) *RÉGIME RALENTI (± 200 tr/mn)*	SLIDE CUTAWAY *TIROIR D'ACCÉLÉRATEUR*	FLOAT ADJUSTMENT *AJUSTEMENT FLOTTEUR* MM (IN/*PO*)
MIKUNI CARBURETOR *CARBURATEUR MIKUNI*						
40	6DH4	2	1	1200	2.5	23.9 (.941)
40	6DP9	3	1-1/4	1650	2.5	23.9 (.941)
40	6DH2	3	1-7/8	1650	2.5	23.9 (.941)
25	6DH8	4	1-1/2	1650	3.0	23.9 (.941)
30	6DH4	3	P 1 M 3/4	1900	2.0	23.9 (.941)
40	6DH2	3	2-1/4	1650	2.5	23.9 (.941)
35	6DH2	3	1-1/2	1650	2.5	23.9 (.941)
40	6FJ43	2	1/2	1700	2.5	23.9 (.941)
45	6FJ43	2	1	1700	2.5	23.9 (.941)
60	7ECY1	3	2	1800	2.5	18.1 (.713)
60	7EDY1	3	2-1/4	1700	2.5	18.1 (.713)
75	6FEY1	3	2	1800	2.5	19.6 (.772)
75	6BGY15	3†	3-1/2†	1900	2.5	19.6 (.772)
75	7DPI1	3	2-1/4	1900	2.5	19.6 (.772)
50	6FEY1	3	1-1/8	1800	2.5	18.1 (.713)

	MINIMUM OCTANE NUMBER *INDICE D'OCTANE MINIMUM*	FUEL OIL RATIO *CARBURANT/HUILE*	NUMBER (MODEL) *NUMÉRO (MODÈLE)*	MAIN JET *GICLEUR PRINCIPAL*	NEEDLE JET *GICLEUR À AIGUILLE*
	R + M / 2		MIKUNI CARBURETOR *CARBURATEUR MIKUNI*		
1997 (contd/*suite*)					
GRAND TOURING 583	87	OIS *SIH*	P VM 38-349 M VM 38-350	P 280 M 270	480 Q-6
GRAND TOURING SE	91	OIS *SIH*	P VM 38-372 C VM 38-373 M VM 38-372	350	480 P-7
FORMULA 500/ 500 DELUXE	87	OIS *SIH*	VM 38-345 VM 38-346	P 310 M 290	480 P-3
FORMULA 583	87	OIS *SIH*	P VM 38-349 M VM 38-350	P 280 M 270	480 Q-6
FORMULA Z	87	OIS *SIH*	P VM 40-92 M VM 40-93	P 280 M 260	224 AA-2
FORMULA III FORMULA III LT	91	OIS *SIH*	3 X VM 36-176	330	286 P-0
MACH 1	91	OIS *SIH*	3 X VM 38-356	350	480 P-7
MACH Z/LT	91	OIS *SIH*	3 x TM 38 C159	380	327 O-4

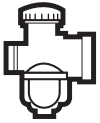
† As Warranty Bulletin 97-10
Selon le bulletin de garantie 97-10

PILOT JET *GICLEUR RALENTI*	NEEDLE IDENTIFICATION *N° IDENTIFICATION AIGUILLE*	NEEDLE SETTING ① *POSITION DE L'AIGUILLE ①*	AIR SCREW ADJUSTMENT (± 1/16) *VIS DE CONTRÔLE D'AIR (± 1/16)*	IDLE SPEED (± 200 RPM) *RÉGIME RALENTI (± 200 tr/mn)*	SLIDE CUTAWAY *TIROIR D'ACCÉLÉRATEUR*	FLOAT ADJUSTMENT *AJUSTEMENT FLOTTEUR* MM (IN/*PO*)
MIKUNI CARBURETOR *CARBURATEUR MIKUNI*						
50	6BGY15	2†	2-1/2†	1800	2.5	18.1 (.713)
50	6DEY2	4	2-1/4	1800	2.5	18.1 (.713)
50	6FEY1	4††	1-1/2	1800	2.5	18.1 (.713)
50	6BGY15	2†	2-1/2†	1800	2.5	18.1 (.713)
60	7ECY1	3	2	1800	2.5	18.1 (.713)
50	6DEY4	3	1-1/2	1900	2.5	18.1 (.713)
50	6DEY2	4	2-1/4	1800	2.5	18.1 (.713)
50	8AGY1-41	3	4	1800	2.0	20 (.787)

†† As Warranty Bulletin 97-11
Selon le bulletin de garantie 97-11

	MINIMUM OCTANE NUMBER *INDICE D'OCTANE MINIMUM* R + M / 2	FUEL OIL RATIO *CARBURANT/HUILE*	NUMBER (MODEL) *NUMÉRO (MODÈLE)*	MAIN JET *GICLEUR PRINCIPAL*	NEEDLE JET *GICLEUR À AIGUILLE*
			MIKUNI CARBURETOR *CARBURATEUR MIKUNI*		
1996					
ÉLAN	87	50/1	VM 28 470-A	160	182 O-8
TUNDRA II LT	87	OIS *SIH*	VM 34 443	190	159 O-8
SKANDIC 380 TOURING E/ELT FORMULA S	87	OIS *SIH*	2 x VM 30-188	140	159 P-0
SKANDIC 500 TOURING SLE FORMULA SL	87	OIS *SIH*	P VM 34-465 M VM 34-466	P 190 M 180	159 P-0
SKANDIC WT	87	OIS *SIH*	VM 32-269	220	159 O-0
TOURING LE	87	OIS *SIH*	2 x VM 34-467	180	159 P-1
MX Z 440	87	OIS *SIH*	P VM 34-469 M VM 34-470	P 230 M 210	159 P-8
MX Z 583	87	OIS *SIH*	P VM 40-76 M VM 40-77	P 270 M 260	224 AA-2
MX Z 670	87	OIS *SIH*	P VM 40-84 M VM 40-85	P 300 M 270	224 AA-2
SUMMIT 500	87	OIS *SIH*	P VM 38-313 HAC M VM 38-314 HAC	400	480 Q-0
SUMMIT 583	87	OIS *SIH*	P VM 38-319 HAC M VM 38-320 HAC	P 330 M 320	480 Q-6
SUMMIT 670	87	OIS *SIH*	P VM 40-81 HAC M VM 40-82 HAC	P 380 M 370	7DPI 1
GT 500 FORMULA SLS	87	OIS *SIH*	2 x VM 38-311	320	480 P-7
GRAND TOURING 580	87	OIS *SIH*	P VM 38-317 M VM 38-318	P 360 M 370	480 O-4
FORMULA SS GRAND TOURING SE	87	OIS *SIH*	2 x VM 40-79	P 360 M 360	224 AA-3
FORMULA STX/ LT	87	OIS *SIH*	P VM 38-325 M VM 38-326	P 320 M 330	480 P-0

PILOT JET *GICLEUR RALENTI*	NEEDLE IDENTIFICATION *N° IDENTIFICATION AIGUILLE*	NEEDLE SETTING ① *POSITION DE L'AIGUILLE ①*	AIR SCREW ADJUSTMENT (± 1/16) *VIS DE CONTRÔLE D'AIR (± 1/16)*	IDLE SPEED (± 200 RPM) *RÉGIME RALENTI (± 200 tr/mn)*	SLIDE CUTAWAY *TIROIR D'ACCÉLÉRATEUR*	FLOAT ADJUSTMENT *AJUSTEMENT FLOTTEUR* MM (IN/*PO*)
MIKUNI CARBURETOR *CARBURATEUR MIKUNI*						
30	6DP1	3	1-1/2	1200	2.0	17.3 (.681)
40	6DH4	2	1	1200	2.5	23.9 (.941)
40	6DP9	3	1-1/4	1650	2.5	23.9 (.941)
40	6DH2	3	1-1/4	1650	2.5	23.9 (.941)
25	6DH8	4	1-1/2	1650	3	23.9 (.941)
40	6DH2	3	2-1/4	1650	2.5	23.9 (.941)
40	6FJ43	2	1/2	1700	2.5	23.9 (.941)
45	7ECY1	3	1-7/8	1900	2.5	18.1 (.713)
60	7EDY1	3	2-1/4	1700	2.5	18.1 (.713)
75	6FEY1	3	2	1800	2.5	19.6 (.772)
75	6BGY15	2	1-1/2	1900	2.5	19.6 (.772)
75	7DPI1	3	2-1/4	1900	2.5	19.6 (.772)
45	6FEY1	3	1-3/4	1800	2.5	18.1 (.713)
40	6DHN44	4	1-1/4	1900	2.5	18.1 (.713)
50	7EDY1	3	2-1/4	1900	2.5	18.1 (.713)
40	6DHN44	3	1-1/2	1900	2.5	18.1 (.713)



	MINIMUM OCTANE NUMBER *INDICE D'OCTANE MINIMUM*	FUEL OIL RATIO *CARBURANT/HUILE*	NUMBER (MODEL) *NUMÉRO (MODÈLE)*	MAIN JET *GICLEUR PRINCIPAL*	NEEDLE JET *GICLEUR À AIGUILLE*
	$\frac{R+M}{2}$		MIKUNI CARBURETOR *CARBURATEUR MIKUNI*		
1996 (contd/*suite*)					
FORMULA Z	87	OIS *SIH*	2 x VM 40-83	340	224 AA-2
FORMULA III FORMULA III LT	91	OIS *SIH*	P VM 36-172 C VM 36-173 M VM 36-174	P 330 C 320 M 330	286 P-0
MACH 1	91	OIS *SIH*	P VM 44-32 M VM 44-33	P 420 M 400	224 AA-7
MACH Z/LT	91	OIS *SIH*	3 x TM 38 C152	P 380 C 370 M 380	327 O-4

	PILOT JET *GICLEUR RALENTI*	NEEDLE IDENTIFICATION *N° IDENTIFICATION AIGUILLE*	NEEDLE SETTING ① *POSITION DE L'AIGUILLE ④*	AIR SCREW ADJUSTMENT (± 1/16) *VIS DE CONTRÔLE D'AIR (± 1/16)*	IDLE SPEED (± 200 RPM) *RÉGIME RALENTI (± 200 tr/mn)*	SLIDE CUTAWAY *TIROIR D'ACCÉLÉRATEUR*	FLOAT ADJUSTMENT *AJUSTEMENT FLOTTEUR* MM (IN/*PO*)
	MIKUNI CARBURETOR *CARBURATEUR MIKUNI*						
45	7DL7	3	1-1/2	1900	2.5	18.1 (.713)	
P 50 C 55 M 50	6DEY2	3	1-1/2	1900	2.5	18.1 (.713)	
35	7EG06	3	1-1/2	1900	2.5	18.1 (.713)	
P 40 C 45 M 45	8AGY1-41	3	4.5/4/3.5	1750	2.0	20 (.787)	

ABBREVIATIONS AND NOTES
ABRÉVIATIONS ET NOTES

SECTION: CARBURETION
SECTION: CARBURATION

① From Top
① *À partir du haut*

② Use Bombardier-Rotax Synthetic Injection Oil (P/N 413 710 500) (12 x 1 L)
② *Utiliser de l'huile synthétique à injection BOMBARDIER-ROTAX (N/P 413 710 500) (12 x 1 L)*

③ 4-stroke engine oil type: 5W30
③ *Type d'huile moteur à 4 temps: 5W30*

④ 1998 Mach Z float height: 21 $\pm \frac{0}{1}$ mm (.827 $\pm \frac{0}{.039}$ in)
④ *Hauteur du flotteur de la Mach Z 1998: 21 $\pm \frac{0}{1}$ mm (.827 $\pm \frac{0}{.039}$ po)*

REG.: Regular SUP.: Premium 91 Octane
REG.: Régulier SUP.: Super 91 octane

UL: Unleaded L: Leaded
UL: Sans plomb L: Avec plomb

R: RON (Research Octane Number)
R: NON (Numéro d'octane en laboratoire)

M: MON (Motor Octane Number)
M: MON (Numéro d'octane du moteur)

OIS: Oil Injection System
SIH: Système à injection d'huile

P: Power Take Off Side
P: Côté prise de mouvement

N.A.: Not Applicable
S.O.: Sans objet

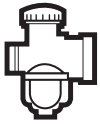
M: Magneto Side
M: Côté magnéto

C: Center
C: Centre

MIKUNI MAIN JET
GICLEUR PRINCIPAL MIKUNI

A01C2CQ

N° MIKUNI NO.	*N°* BOMBARDIER NO.	*N°* MIKUNI NO.	*N°* BOMBARDIER NO.
LEAN *PAUVRE*		LEAN *PAUVRE*	
95	404 132 800	290	404 101 100
100	404 132 000	300	404 101 200
105	404 132 100	310	404 107 800
110	404 124 100	320	404 101 300
115	404 124 000	330	404 101 400
120	404 123 900	340	404 104 900
125	404 124 800	350	404 106 000
130	404 124 900	360	404 106 100
135	404 130 400	370	404 106 200
140	404 126 600	380	404 106 300
145	404 130 500	390	404 106 400
150	404 120 900	400	404 100 900
155	404 128 700	410	404 101 000
160	404 118 200	420	404 107 900
165	404 119 300	430	404 108 000
170	404 123 800	440	404 108 100
175	404 119 200	450	404 106 500
180	404 112 200	460	404 106 600
185	404 119 500	470	404 106 700
190	404 119 000	480	404 106 800
195	404 119 400	490	404 106 900
200	404 112 300	520	404 115 100
205	404 159 200	540	404 114 800
210	404 119 100	560	404 108 400
220	404 111 200	580	404 115 400
230	404 118 900	600	404 115 500
240	404 100 200	620	404 115 700
250	404 100 300	640	404 115 900
260	404 100 600	660	404 114 700
270	404 100 400	680	404 116 200
280	404 100 500	700	404 114 600
RICH *RICHE*		RICH *RICHE*	



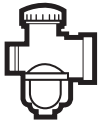
-1-

MIKUNI NEEDLE JET

GICLEUR À AIGUILLE MIKUNI

A01C2DQ

N° MIKUNI NO.	*N°* BOMBARDIER NO.
159 N-2	404 147 700
159 N-4	404 147 300
159 N-6	404 154 300
159 O-0	404 130 200
159 O-8	404 116 900
159 P-0	404 107 000
159 P-1	404 157 100
159 P-2	404 100 700
159 P-4	404 103 600
159 P-6	404 110 600
159 P-8	404 120 800
159 Q-0	404 110 700
159 Q-2	404 110 800
159 Q-4	404 114 200
159 Q-8	404 132 700
166 R-0	404 108 700
182 O-8	404 118 100
224 AA-0	404 133 500
224 AA-2	404 148 300
224 AA-3	404 151 800
224 AA-4	404 147 600
224 AA-5	404 126 700
224 AA-6	404 148 200
224 AA-7	404 152 800
224 AA-8	404 161 815
224 BB-0	404 114 000
224 BB-5	404 113 100
224 CC-0	404 116 600



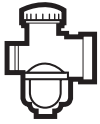
-2-

MIKUNI NEEDLE JET

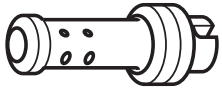
GICLEUR À AIGUILLE MIKUNI

A01C2DQ

N° MIKUNI NO.	*N°* BOMBARDIER NO.
224 Z-5	404 127 800
224 Z-7	404 161 875
224 Z-8	404 148 400
224 Z-9	404 153 800
286 P-0	404 158 500
327 N-7	404 161 839
327 O-2	404 161 830
327 O-3	404 161 803
327 O-4	404 153 000
480 O-4	404 152 100
480 O-6	404 148 500
480 O-8	404 148 600
480 P-0	404 133 200
480 P-1	404 159 000
480 P-2	404 131 200
480 P-3	404 131 500
480 P-4	404 155 000
480 P-6	404 148 000
480 P-7	404 156 900
480 P-8	404 161 700
480 P-9	404 161 805
480 Q-0	404 157 000
480 Q-3	404 160 900
480 Q-4	404 149 100
480 Q-6	404 157 600
876 O-2	404 161 882



MIKUNI PILOT JET
GICLEUR DE RALENTI MIKUNI



A01C2EQ

N° MIKUNI NO.	*N°* BOMBARDIER NO.
LEAN *PAUVRE*	
20	404 108 600
25	404 110 300
30	404 107 700
35	404 102 700
37.5	404 161 846
40	404 109 100
45	404 109 400
50	404 109 500
55	404 113 900
60	404 121 000
75	404 148 100
RICH *RICHE*	

MIKUNI JET NEEDLE
AIGUILLE DE GICLEUR MIKUNI

A01C2FQ

N° MIKUNI NO.	*N°* BOMBARDIER NO.	*N°* MIKUNI NO.	*N°* BOMBARDIER NO.
6BGY15	404 157 500	6FIY4-59	404 161 872
6DEH5	404 161 800	6FJ6	404 131 100
6DEJ1	404 110 500	6F9	404 109 200
6DEY2	404 157 900	6FJ43	404 157 200
6DEY4	404 159 900	6FL14	404 114 100
6DGY9	404 161 820	7DFY1	404 161 847
6DGH10	404 161 876	7DH2	404 113 200
6DH2	404 110 400	7DH3	404 127 700
6DH3	404 126 900	7DHY6	404 161 840
6DH4	404 101 900	7DL7	404 147 800
6DH7	404 111 300	7DPI1	404 157 700
6DH8	404 124 400	7ECY1	404 157 400
6DHY48	404 161 500	7EDY1	404 156 700
6DP1	404 118 000	7FH01	404 133 300
6DP9	404 152 600	7EGO6	404 147 200
6DHN43	404 147 100	BADY1-41	404 161 829
6DHN44	404 149 200	8AGY1-41	404 154 000
6FEY1	404 156 800	8ABY1-40	404 161 800
6FIY5-58	404 161 871	BBCY01-42	404 161 881
		8DH2	404 139 300

GENUINE SKI-DOO PARTS
PIÈCES D'ORIGINE SKI-DOO

Genuine Ski-Doo parts are designed to careful tolerances for specific machines, based on extensive testing programs tailored to rigorous standards of quality control and backed by the Bombardier 90 day warranty.

Les pièces d'origine Ski-Doo sont dessinées à partir de tolérances très strictes pour des véhicules spécifiques, selon un programme d'essais répondant à des contrôles de qualité rigoureux et protégés par la garantie Bombardier de 90 jours.

ski-doo®

Engineered For The Way You Ride.

Des motoneiges à votre mesure.

SECTION CONTENTS
CONTENU DE LA SECTION

POWER TRAIN
ROUAGE D'ENTRAÎNEMENT

2000	CHAINCASE GEARS ① *PIGNONS DU CARTER DE CHAÎNE* ①	CHAIN PITCH/TYPE OR LINK QTY *TYPE/PAS DE LA CHAÎNE OU QTÉ MAILLONS*	TYPE, RAMP OR BLOCK ② *TYPE, RAMPE OU BLOC* ②	TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ *POSITION DE LA VIS TRA OU QTÉ PESÉES, TYPE DE GOUPILLE* ③	SPRING COLOR *COULEUR DU RESSORT*	SPRING FREE LENGTH *LONGUEUR LIBRE DU RESSORT* mm (in/*po*)	ENGAGEMENT SPEED *RÉGIME D'EMBRAYAGE* ± 100 RPM *tr/mn*
			DRIVE PULLEY/*POULIE MOTRICE*				
MINI Z	10/48	1/2″ S.	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O*	N.A. *S.O*	N.A. *S.O.*
TUNDRA R	14/25	1/2″ S.	BOMB. LITE 1143	1C 3S3.4	TURQUOISE	85.3 (3.358)	3000
SKANDIC 380 TOURING E	18/44	SI. 70-11	BOMB. LITE 1181	1C 1S21	GN/GN *VE/VE*	72.0 (2.835)	2500
SKANDIC 500	18/44	SI. 70-11	TRA 292X	3 H	RD/RD *RO/RO*	97.2 (3.826)	2900
SKANDIC WT	—	N.A. *S.O*	TRA 290	4 H	YL/OR *JA/OR*	105.7 (4.161)	3000
SKANDIC SWT	—	N.A. *S.O*	TRA 290	2 H	YL/OR *JA/OR*	105.7 (4.161)	3000
SKANDIC WT LC	—	N.A. *S.O*	TRA 290	4 S	YL/BL *JA/BU*	90.7 (3.571)	3000
TOURING LE	21/44	SI. 72-11	TRA 284	2 H	RD/YL *RO/JA*	87.9 (3.461)	2900
TOURING SLE	21/44	SI. 72-11	TRA 291X	3 H	RD/RD *RO/RO*	97.2 (3.826)	2900
TOURING 500 LC	23/44	SI. 72-11	TRA 228	2 H	BL/GR *BU/VE*	105.7 (4.161)	3600
FORMULA S	18/44	SI. 70-11	BOMB. LITE 1181	1C 1S21	RD/BL *RO/BU*	96 (3.780)	3500
FORMULA DLX 380	18/44	SI. 70-11	BOMB. LITE 1181	1C 1S21	RD/BL *RO/BU*	96 (3.780)	3500
FORMULA DLX 500	21/44	SI. 72-11	TRA 291X	3 H	YL/RD *JA/RO*	121.1 (4.768)	3300
FORMULA 500 LC	23/43	SI. 72-11	TRA 281	2 H	VI/YL *VI/JA*	157.9 (6.217)	4100
FORMULA DLX 500 LC	23/44	SI. 72-11	TRA 286	2 H	VI/BL *VI/BU*	114.6 (4.512)	3800
FORMULA Z 600	24/43	SI. 74-13	TRA 281	3 S	VI/YL *VI/JA*	157.9 (6.217)	3800
FORMULA DLX 600	24/44	SI. 72-14	TRA 281	3 S	VI/YL *VI/JA*	157.9 (6.217)	3800
FORMULA Z 700	25/43	SI. 76-13	TRA 297	3 S	VI/YL *VI/JA*	157.9 (6.217)	3800

DRIVEN PULLEY PRELOAD *PRÉCHARGE DE LA POULIE MENÉE* kg ± .7 (lb ± 1.5)	PULLEY DISTANCE *ÉCART ENTRE LES POULIES* Z +0 / - 1.0 mm (+0 / - .040 in/*po*)	DISTANCE X ± 0.5 mm (± .020 in/*po*)	DISTANCE Y – X	DRIVE BELT DEFLECTION ④ *FLÈCHE DE LA COURROIE* ④	DRIVE BELT NUMBER *NUMÉRO DE LA COURROIE*	TRACK WIDTH *LARGEUR CHENILLE* mm (in/*po*)	TRACK LENGTH *LONGUEUR CHENILLE*
	mm (in/*po*)						
N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	254 (10)	1749 (68.85)
N.A. *S.O.*	37 (1.457)	36.0 (1.417)	0 - 1.5 (0 - .059)	32.0 ± 5 (1.260 ± .197)	414 827 600	381 (15.00)	3535 (139)
N.A. *S.O.*	26.0 (1.024)	33.4 (1.315)	0.5 - 1.5 (.020 - .059)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.00)	3455 (136)
N.A. *S.O.*	17.0 (.669)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3455 (136)
7 (15.4)	32.3 (1.272)	35.0 (1.378)	0.75 - 2.25 (0.30 - .089)	32.0 ± 5 (1.260 ± .197)	414 633 800	500 (20.0)	3968 (156)
7 (15.4)	32.3 (1.272)	35.0 (1.378)	0.75 - 2.25 (0.30 - .089)	32.0 ± 5 (1.260 ± .197)	414 633 800	600 (23.6)	3968 (156)
7 (15.4)	32.3 (1.272)	35.0 (1.378)	0.75 - 2.25 (0.30 - .089)	32.0 ± 5 (1.260 ± .197)	414 633 800	500 (20.0)	3968 (156)
N.A. *S.O.*	17.0 (.669)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3455 (136)
N.A. *S.O.*	17.0 (.669)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3455 (136)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3455 (136)
4.8 (10.6)	26.0 (1.024)	33.4 (1.315)	0.5 - 1.5 (.020 - .059)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3072 (121)
N.A. *S.O.*	26.0 (1.024)	33.4 (1.315)	0.5 - 1.5 (.020 - .059)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3072 (121)
N.A. *S.O.*	17.0 (.669)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3072 (121)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3074 (121)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3074 (121)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3074 (121)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3074 (121)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 067	381 (15.0)	3074 (121)

	CHAINCASE GEARS ① *PIGNONS DU CARTER DE CHAÎNE ①*	CHAIN PITCH/TYPE OR LINK QTY *TYPE/PAS DE LA CHAÎNE OU QTÉ MAILLONS*	DRIVE PULLEY/*POULIE MOTRICE* TYPE, RAMP OR BLOCK ② *TYPE, RAMPE OU BLOC ②*	TRA SCREW POSITION OR WEIGHT QTY., PIN TYPE ③ *POSITION DE LA VIS TRA OU QTÉ PESÉES, TYPE DE GOUPILLE ③*	SPRING COLOR *COULEUR DU RESSORT*	SPRING FREE LENGTH *LONGUEUR LIBRE DU RESSORT* mm (in/*po*)	ENGAGEMENT SPEED *RÉGIME D'EMBRAYAGE* ± 100 RPM *tr/mn*
2000 (contd/*suite*)							
FORMULA DLX 700	25/44	Sl. 76-13	TRA 298	3 S	VI/VI *VI/VI*	107.0 (6.217)	3800
GRAND TOURING 600	23/44	Sl. 74-13	TRA 281	3 S	BL/YL *BU/JA*	115.0 (4.531)	3600
GRAND TOURING 700	24/43	Sl. 72-13	TRA 293X	3 S	BL/VI *BU/VI*	96.9 (3.815)	3300
GRAND TOURING SE/SE M.E.	24/43	Sl. 72-13	TRA 293X	3 S	VI/YL *VI/JA*	157.9 (6.217)	3300
SUMMIT 600	21/43	Sl. 74-13	TRA 294	5 H	GN/BL *VE/BU*	147.4 (5.803)	4200
SUMMIT 700/700 M.E.	22/43	Sl. 74-13	TRA 293X	4 H	VI/YL *VI/JA*	157.9 (6.217)	4100
SUMMIT 700 H.M.	21/43	Sl. 74-13	TRA 293X	4 H	VI/YL *VI/JA*	157.9 (6.217)	4100
MX Z 440	21/44	Sl. 72-11	TRA 291X	3 H	BL/YL *BU/JA*	115.0 (4.531)	3700
MX Zx 440 LC	21/43	Sl. 74-15	TRA 296	4 HT	PI/WH *RE/BC*	124.5 (4.902)	5000
MX Z 500	22/43	Sl. 74-11	TRA 281	3 S	GN/BL *VE/BU*	147.4 (5.803)	4100
MX Z 600/600 DPM (SB)	24/43	Sl. 74-13	TRA 281	3 S	VI/YL *VI/JA*	157.9 (6.217)	3800
MX Z 700/700 DPM (SB)/700 M.E.	25/43	Sl. 76-13	TRA 298	3 S	GN/VI *VE/VI*	133.7 (5.264)	3800
FORMULA III 700 R	25/43	Sl. 72-13	TRA 293X	3 S	VI/YL *VI/JA*	157.9 (6.217)	3800
FORMULA III 800	26/43	Sl. 72-13	TRA 295	2 S	VI/YL *VI/JA*	157.9 (6.217)	3800
MACH 1 R	25/43	Sl. 72-13	TRA 286	3 S	GN/VI *VE/VI*	133.7 (5.264)	4200
MACH Z	26/43	Sl. 72-13	TRA 295	3 S	GN/BL *VE/BU*	147.4 (5.803)	4200
MACH Z R/Z R M.E.	26/43	Sl. 72-13	TRA 295	3 S	GN/BL *VE/BU*	147.4 (5.803)	4200

DRIVEN PULLEY PRELOAD *PRÉCHARGE DE LA POULIE MENÉE* kg ± .7 (lb ± 1.5)	PULLEY DISTANCE *ÉCART ENTRE LES POULIES* Z + 0 - 1.0 mm (- .040 in/*po*) mm (in/*po*)	DISTANCE X ± 0.5 mm (± .020 in/*po*) mm (in/*po*)	DISTANCE Y – X mm (in/*po*)	DRIVE BELT DEFLECTION ④ *FLÈCHE DE LA COURROIE ④* mm (in/*po*)	DRIVE BELT NUMBER *NUMÉRO DE LA COURROIE*	TRACK WIDTH *LARGEUR CHENILLE* mm (in/*po*)	TRACK LENGTH *LONGUEUR CHENILLE* mm (in/*po*)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 067	381 (15.0)	3074 (121)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3455 (136)
N.A. *S.O.*	121 (4.764)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 066	381 (15.0)	3455 (136)
N.A. *S.O.*	121 (4.764)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 066	381 (15.0)	3455 (136)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3455 (136)
8 (17.6)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 127	381 (15.0)	3455 (136)
8 (17.6)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 127	381 (15.0)	3836 (151)
6 (13.4)	16.5 (.650)	35.5 (1.398)	0.5 - 1.5 (.020 - .059)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3074 (121)
8 (17.6)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3074 (121)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3074 (121)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3074 (121)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 067	381 (15.0)	3074 (121)
N.A. *S.O.*	121 (4.764)	35.5 (1.398)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	417 300 066	381 (15.0)	3074 (121)
7 (15.4)	120 (4.724)	35.5 (1.398)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	417 300 066	381 (15.0)	3074 (121)
N.A. *S.O.*	121 (4.764)	35.5 (1.398)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	417 300 066	381 (15.0)	3074 (121)
7 (15.4)	120 (4.724)	35.5 (1.398)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	417 300 066	381 (15.0)	3074 (121)
N.A. *S.O.*	121 (4.764)	35.5 (1.398)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	417 300 066	381 (15.0)	3074 (121)

	CHAINCASE GEARS ① *PIGNONS DU CARTER DE CHAÎNE* ①	CHAIN PITCH/TYPE OR LINK QTY *TYPE/PAS DE LA CHAÎNE OU QTÉ MAILLONS*	DRIVE PULLEY/*POULIE MOTRICE*				
			TYPE, RAMP OR BLOCK ② *TYPE, RAMPE OU BLOC* ②	TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ *POSITION DE LA VIS TRA OU QTÉ PESÉES, TYPE DE GOUPILLE* ③	SPRING COLOR *COULEUR DU RESSORT*	SPRING FREE LENGTH *LONGUEUR LIBRE DU RESSORT* mm (in/*po*)	ENGAGEMENT SPEED *RÉGIME D'EMBRAYAGE* ± 100 RPM *tr/mn*
1999							
MINI Z	10/48	1/2″ S.	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O*	N.A. *S.O*	N.A. *S.O.*
TUNDRA R	14/25	1/2″ S.	BOMB. LITE 1143	1C† 3S3.4	TURQUOISE	85.3 (3.358)	3000†
TUNDRA	14/25	1/2″ S.	BOMB. LITE 1143	2C	TURQUOISE	85.3 (3.358)	3100
SKANDIC 380 TOURING E	18/44	Sl. 70-11	BOMB. LITE 1181	1C 1S21	GN/GN *VE/VE*	72.0 (2.835)	2500
SKANDIC 500	18/44	Sl. 70-11	TRA 292X	3 H	RD/RD *RO/RO*	97.2 (3.826)	2900
SKANDIC WT	—	N.A. *S.O*	TRA 290	4 H	YL/OR *JA/OR*	105.7 (4.161)	3000
SKANDIC SWT	—	N.A. *S.O*	TRA 290	2 H	YL/OR *JA/OR*	105.7 (4.161)	3000
SKANDIC WT LC	—	N.A. *S.O*	TRA 290	4 S	YL/BL *JA/BU*	90.7 (3.571)	3000
TOURING LE	21/44	Sl. 72-11	TRA 284	2 H	RD/YL *RO/JA*	87.9 (3.461)	2900
TOURING SLE	21/44	Sl. 72-11	TRA 291X	3 H	RD/RD *RO/RO*	97.2 (3.826)	2900
FORMULA S	18/44	Sl. 70-11	BOMB. LITE 1181	1C 1S21	RD/BL *RO/BU*	96 (3.780)	3500
FORMULA DLX 380	18/44	Sl. 70-11	BOMB. LITE 1181	1C 1S21	RD/BL *RO/BU*	96 (3.780)	3500
FORMULA SL	21/44	Sl. 72-11	TRA 291X	3 H	YL/RD *JA/RO*	121.1 (4.768)	3300
FORMULA DLX 500	23/44	Sl. 72-11	TRA 291X	3 H	YL/RD *JA/RO*	121.1 (4.768)	3300
FORMULA Z 500	23/43	Sl. 72-11	TRA 281	2 H	VI/YL *VI/JA*	157.9 (6.217)	4100

† As Warranty Bulletin 99-4
Selon le Bulletin de garantie 99-4

DRIVEN PULLEY PRELOAD *PRÉCHARGE DE LA POULIE MENÉE*	PULLEY DISTANCE *ÉCART ENTRE LES POULIES* Z + 0 - 1.0 mm (- .040 in/*po*)	DISTANCE X ± 0.5 mm (± .020 in/*po*)	DISTANCE Y – X	DRIVE BELT DEFLECTION ④ *FLÈCHE DE LA COURROIE* ④	DRIVE BELT NUMBER *NUMÉRO DE LA COURROIE*	TRACK WIDTH *LARGEUR CHENILLE*	TRACK LENGTH *LONGUEUR CHENILLE*
kg ± .7 (lb ± 1.5)	mm (in/*po*)					mm (in/*po*)	
N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	254 (10)	1749 (68.85)
N.A. *S.O.*	37 (1.457)	36.0 (1.417)	0 - 1.5 (0 - .059)	32.0 ± 5 (1.260 ± .197)	414 827 600	381 (15.00)	3535 (139)
3.6 (7.9)	37 (1.457)	36.0 (1.417)	0 - 1.5 (0 - .059)	32.0 ± 5 (1.260 ± .197)	414 827 600	381 (15.00)	3535 (139)
N.A. *S.O.*	26.0 (1.024)	33.4 (1.315)	0.5 - 1.5 (.020 - .059)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.00)	3455 (136)
N.A. *S.O.*	17.0 (.669)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3455 (136)
7 (15.4)	32.3 (1.272)	35.0 (1.378)	0.75 - 2.25 (0.30 - .089)	32.0 ± 5 (1.260 ± .197)	414 633 800	500 (20.0)	3968 (156)
7 (15.4)	32.3 (1.272)	35.0 (1.378)	0.75 - 2.25 (0.30 - .089)	32.0 ± 5 (1.260 ± .197)	414 633 800	600 (23.6)	3968 (156)
7 (15.4)	32.3 (1.272)	35.0 (1.378)	0.75 - 2.25 (0.30 - .089)	32.0 ± 5 (1.260 ± .197)	414 633 800	500 (20.0)	3968 (156)
N.A. *S.O.*	17.0 (.669)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3455 (136)
N.A. *S.O.*	17.0 (.669)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3455 (136)
4.8 (10.6)	25.5 (1.004)	33.4 (1.315)	0.5 - 1.5 (.020 - .059)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3072 (121)
N.A. *S.O.*	26.0 (1.024)	33.4 (1.315)	0.5 - 1.5 (.020 - .059)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3072 (121)
4.8 (10.6)	16.5 (.650)	35.5 (1.398)	0.5 - 1.5 (.020 - .059)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3072 (121)
N.A. *S.O.*	17.0 (.669)	35.5 (1.398)	0.5 - 1.5 (.020 - .059)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3074 (121)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3074 (121)

CHAINCASE GEARS ① *PIGNONS DU CARTER DE CHAÎNE ①*	CHAIN PITCH/TYPE OR LINK QTY *TYPE/PAS DE LA CHAÎNE OU QTÉ MAILLONS*	DRIVE PULLEY/*POULIE MOTRICE* TYPE, RAMP OR BLOCK ② *TYPE, RAMPE OU BLOC ②*	TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ POSITION DE LA VIS TRA OU QTÉ *PESÉES, TYPE DE GOUPILLE ③*	SPRING COLOR *COULEUR DU RESSORT*	SPRING FREE LENGTH *LONGUEUR LIBRE DU RESSORT* mm (in/*po*)	ENGAGEMENT SPEED *RÉGIME D'EMBRAYAGE* ± 100 RPM *tr/mn*
1999 (contd/*suite*)						
FORMULA DLX 500 LC	23/44	Sl. 72-11	TRA 286	2 H	VI/BL *VI/BU*	114.6 (4.512)	3800
FORMULA Z 583	25/43	Sl. 74-13	TRA 286	3 H	VI/BL *VI/BU*	114.6 (4.512)	4100
FORMULA DLX 583	23/44	Sl. 72-13	TRA 286	3 H	VI/BL *VI/BU*	114.6 (4.512)	4100
FORMULA Z 670	25/43	Sl. 74-13	TRA 286	3 S	VI/YL *VI/JA*	157.9 (6.217)	3800
FORMULA DLX 670	25/44	Sl. 74-13	TRA 286	3 S	VI/YL *VI/JA*	157.9 (6.217)	3800
GRAND TOURING 500	23/44	Sl. 72-11	TRA 228	2 H	BL/GR *BU/VE*	105.7 (4.161)	3600
GRAND TOURING 583	23/44	Sl. 72-13	TRA 285	3 H	RD/OR *RO/OR*	91.2 (3.591)	3100
GRAND TOURING 700	24/43	Sl. 72-13	TRA 285	4 S	YL/RD *JA/RO*	121.1 (4.768)	3300
GRAND TOURING SE	24/43	Sl. 72-13	TRA 293X†	3 S	VI/YL† *VI/JA*	157.9† (6.217)	3300
SUMMIT 500	21/43	Sl. 72-11	TRA 294	4 H	GN/BL *VE/BU*	147.4 (5.803)	4200
SUMMIT 600	21/43	Sl. 74-13	TRA 294	5 H	GN/BL *VE/BU*	147.4 (5.803)	4200
SUMMIT x 670	21/43	Sl. 72-13	TRA 287	5 H	VI/YL *VI/JA*	157.9 (6.217)	4100
SUMMIT 700	22/43	Sl. 74-13	TRA 297	4 H	VI/YL *VI/JA*	157.9 (6.217)	4100
MX Z 440	21/44	Sl. 72-11	TRA 291X	3 H	BL/YL *BU/JA*	115.0 (4.531)	3700

† As Warranty Bulletin 99-5
Selon le Bulletin de garantie 99-5

DRIVEN PULLEY PRELOAD *PRÉCHARGE DE LA POULIE MENÉE* kg ± .7 (lb ± 1.5)	PULLEY DISTANCE *ÉCART ENTRE LES POULIES* Z + 0 - 1.0 mm (- .040 in/*po*) mm (in/*po*)	DISTANCE X ± 0.5 mm (± .020 in/*po*) mm (in/*po*)	DISTANCE Y – X mm (in/*po*)	DRIVE BELT DEFLECTION ④ *FLÈCHE DE LA COURROIE ④* mm (in/*po*)	DRIVE BELT NUMBER *NUMÉRO DE LA COURROIE*	TRACK WIDTH *LARGEUR CHENILLE* mm (in/*po*)	TRACK LENGTH *LONGUEUR CHENILLE* mm (in/*po*)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3074 (121)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3074 (121)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3074 (121)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 067	381 (15.0)	3074 (121)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 067	381 (15.0)	3074 (121)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3455 (136)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3455 (136)
N.A. *S.O.*	121 (4.764)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 066	381 (15.0)	3455 (136)
N.A. *S.O.*	121 (4.764)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 066	381 (15.0)	3455 (136)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3455 (136)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	414 860 700	381 (15.0)	3455 (136)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 067	381 (15.0)	3455 (136)
7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	414 300 067	381 (15.0)	3455 (136)
6 (13.4)	16.5 (.650)	35.5 (1.398)	0.5 - 1.5 (.020 - .059)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3074 (121)

1999 (contd/*suite*)	CHAINCASE GEARS ① *PIGNONS DU CARTER DE CHAÎNE* ①	CHAIN PITCH/TYPE OR LINK QTY *TYPE/PAS DE LA CHAÎNE OU QTÉ MAILLONS*	TYPE, RAMP OR BLOCK ② *TYPE, RAMPE OU BLOC* ② (DRIVE PULLEY/*POULIE MOTRICE*)	TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ *POSITION DE LA VIS TRA OU QTÉ PESÉES, TYPE DE GOUPILLE* ③ (DRIVE PULLEY/*POULIE MOTRICE*)	SPRING COLOR *COULEUR DU RESSORT* (DRIVE PULLEY/*POULIE MOTRICE*)	SPRING FREE LENGTH *LONGUEUR LIBRE DU RESSORT* mm (in/*po*) (DRIVE PULLEY/*POULIE MOTRICE*)	ENGAGEMENT SPEED *RÉGIME D'EMBRAYAGE* ± 100 RPM *tr/mn* (DRIVE PULLEY/*POULIE MOTRICE*)	DRIVEN PULLEY PRELOAD *PRÉCHARGE DE LA POULIE MENÉE* kg ± .7 (lb ± 1.5)	PULLEY DISTANCE *ÉCART ENTRE LES POULIES* Z +0 - 1.0 mm (+0 - .040 in/*po*)	DISTANCE X ± 0.5 mm (± .020 in/*po*)	DISTANCE Y – X	DRIVE BELT DEFLECTION ④ *FLÈCHE DE LA COURROIE* ④	DRIVE BELT NUMBER *NUMÉRO DE LA COURROIE*	TRACK WIDTH *LARGEUR CHENILLE* mm (in/*po*)	TRACK LENGTH *LONGUEUR CHENILLE* mm (in/*po*)
MX Zx 440 LC	21/43	Sl. 74-13	TRA 296	4 HT	WH/SR *BC/AR*	127.6 (5.024)	5300	7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	414 860 700	381 (15.0)	3074 (121)
MX Z 500	23/43	Sl. 72-13	TRA 281	2 H	VI/YL *VI/JA*	157.9 (6.217)	4100	7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3074 (121)
MX Z 600	24/43	Sl. 74-13	TRA 281	3 S	VI/YL *VI/JA*	157.9 (6.217)	3800	7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	414 860 700	381 (15.0)	3074 (121)
MX Z 670 HO	25/43	Sl. 74-13	TRA 297	2 S	GN/BL *VE/BU*	147.4 (5.803)	4200	7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 067	381 (15.0)	3074 (121)
MX Z 700	25/43	Sl. 76-13	TRA 297	3 S	VI/YL *VI/JA*	157.9 (6.217)	3800	7 (15.4)	16.5 (.650)	35.5 (1.398)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	414 300 067	381 (15.0)	3074 (121)
FORMULA III 600	24/43	Sl. 72-13	TRA 297	3 S	GN/BL *VE/BU*	147.4 (5.803)	4200	7 (15.4)	120 (4.724)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 066	381 (15.0)	3074 (121)
FORMULA III 700	25/43	Sl. 72-13	TRA 297	3 S	VI/BL *VI/BU*	114.6 (4.51)	3800	7 (15.4)	120 (4.724)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 066	381 (15.0)	3074 (121)
FORMULA III 800	26/43	Sl. 72-13	TRA 295	3 S	VI/BL *VI/BU*	114.6 (4.51)	3800	7 (15.4)	120 (4.724)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 066	381 (15.0)	3074 (121)
MACH 1	25/43	Sl. 72-13	TRA 286	3 S	GN/VI *VE/VI*	126.7 (4.988)	4200	7 (15.4)	120 (4.724)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 066	381 (15.0)	3074 (121)
MACH 1 R	25/43	Sl. 72-13	TRA 286	3 S	GN/VI *VE/VI*	126.7 (4.988)	4200	N.A. *S.O.*	121 (4.764)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 066	381 (15.0)	3074 (121)
MACH Z	26/43	Sl. 72-13	TRA 295	3 S	GN/BL *VE/BU*	147.4 (5.803)	4200	7 (15.4)	120 (4.724)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 066	381 (15.0)	3074 (121)
MACH Z R	26/43	Sl. 72-13	TRA 295	3 S	GN/BL *VE/BU*	147.4 (5.803)	4200	N.A. *S.O.*	121 (4.764)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 066	381 (15.0)	3074 (121)
MACH Z LT	25/43	Sl. 72-13	TRA 295	3 S	GN/BL *VE/BU*	147.4 (5.803)	4200	7 (15.4)	120 (4.724)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 066	381 (15.0)	3455 (136)
MACH Z LT R	25/44	Sl. 72-13	TRA 295	3 S	GN/BL *VE/BU*	147.4 (5.803)	4200	N.A. *S.O.*	121 (4.764)	35.5 (1.398)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	417 300 066	381 (15.0)	3455 (136)

	CHAINCASE GEARS ① *PIGNONS DU CARTER DE CHAÎNE ①*	CHAIN PITCH/TYPE OR LINK QTY *TYPE/PAS DE LA CHAÎNE OU QTÉ MAILLONS*	DRIVE PULLEY/*POULIE MOTRICE*				
			TYPE, RAMP OR BLOCK ② *TYPE, RAMPE OU BLOC ②*	TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ POSITION DE LA VIS TRA OU QTÉ *PESÉES, TYPE DE GOUPILLE ③*	SPRING COLOR *COULEUR DU RESSORT*	SPRING FREE LENGTH *LONGUEUR LIBRE DU RESSORT* mm (in/*po*)	ENGAGEMENT SPEED *RÉGIME D'EMBRAYAGE* ± 100 RPM *tr/mn*
1998							
MINI Z	10/48	1/2″ S.	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O*	N.A. *S.O*	N.A. *S.O.*
TUNDRA R	14/25	1/2″ S.	BOMB. LITE 1143	1C† 3S3.4C	TURQUOISE	85.3 (3.358)	3000†
TUNDRA II LT	14/25	1/2″ S.	BOMB. LITE 1143	2C	TURQUOISE	85.3 (3.358)	3100
SKANDIC 380	18/44	Sl. 70-11	BOMB. LITE 1181	1C 1S21	GN/GN *VE/VE*	72.0 (2.835)	2500
SKANDIC 500	21/44	Sl. 72-11	TRA 291	3 H	RD/YL *RO/JA*	87.9 (3.461)	2900
SKANDIC 500 EUROPE	18/44	Sl. 70-11	TRA 291	3 H	RD/YL *RO/JA*	87.9 (3.461)	2900
SKANDIC WT	—	N.A. *S.O*	TRA 290	4 H	YL/OR *JA/OR*	105.7 (4.161)	2800
SKANDIC SWT	—	N.A. *S.O*	TRA 146	4 H	RD/YL *RO/JA*	87.9 (3.461)	2300
SKANDIC WT LC	—	N.A. *S.O*	TRA 290	4 S	YL/BL *JA/BU*	90.7 (3.571)	2700
TOURING E	18/44	Sl. 70-11	BOMB. LITE 1181	1C 1S21	GN/GN *VE/VE*	72.0 (2.835)	2500
TOURING LE	21/44	Sl. 72-11	TRA 291	2 H	RD/BL *RO/BU*	89 (3.504)	2900
TOURING SLE	21/44	Sl. 72-11	TRA 291	3 H	RD/YL *RO/JA*	87.9 (3.461)	2900
FORMULA S FORMULA S (ELEC./*ÉLEC.*)	21/44	Sl. 72-11	BOMB. LITE 1181	1C 1S21	RD/BL *RO/BU*	96 (3.780)	3500
FORMULA SL	22/44	Sl. 72-11	TRA 291	3 H	YL/RD *JA/RO*	121.1 (4.768)	3300
FORMULA 500	23/43	Sl. 72-11	TRA 286	2† H	VI/BL *VI/BU*	114.6 (4.512)	3800

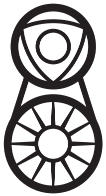
† As Warranty Bulletin 99-4
Selon le Bulletin de garantie 99-4

DRIVEN PULLEY PRELOAD *PRÉCHARGE DE LA POULIE MENÉE* kg ± .7 (lb ± 1.5)	PULLEY DISTANCE *ÉCART ENTRE LES POULIES* Z +0 -1.0 mm (-.040 in/*po*) mm (in/*po*)	DISTANCE X ± 0.5 mm (± .020 in/*po*) mm (in/*po*)	DISTANCE Y – X mm (in/*po*)	DRIVE BELT DEFLECTION ④ *FLÈCHE DE LA COURROIE ④* mm (in/*po*)	DRIVE BELT NUMBER *NUMÉRO DE LA COURROIE*	TRACK WIDTH *LARGEUR CHENILLE* mm (in/*po*)	TRACK LENGTH *LONGUEUR CHENILLE* mm (in/*po*)
N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	254 (10)	1749 (68.85)
N.A. *S.O.*	37 (1.457)	36.0 (1.417)	0 - 1.5 (0 - .059)	32.0 ± 5 (1.260 ± .197)	414 827 600	381 (15.00)	3535 (139)
3.6 (7.9)	37 (1.457)	36.0 (1.417)	0 - 1.5 (0 - .059)	32.0 ± 5 (1.260 ± .197)	414 827 600	381 (15.00)	3535 (139)
4.8 (10.6)	25.5 (1.004)	33.4 (1.315)	0.5 - 1.5 (.020 - .059)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.00)	3455 (136)
4.8 (10.6)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3455 (136)
4.8 (10.6)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3455 (136)
7 (15.4)	32.75 (1.289)	36.5 (1.437)	0.75 - 2.25 (0.30 - .089)	32.0 ± 5 (1.260 ± .197)	414 633 800	500 (20.0)	3968 (156)
6 (13.2)	32.75 (1.289)	36.5 (1.437)	0.75 - 2.25 (0.30 - .089)	32.0 ± 5 (1.260 ± .197)	414 633 800	600 (23.6)	3940 (155)
7 (15.4)	32.75 (1.289)	36.5 (1.437)	0.75 - 2.25 (0.30 - .089)	32.0 ± 5 (1.260 ± .197)	414 633 800	500 (20.0)	3968 (156)
4.8 (10.6)	25.5 (1.004)	33.4 (1.315)	0.5 - 1.5 (.020 - .059)	32.0 ± 5 (1.260 ± .197)	414 883 300	381 (15.0)	3455 (136)
4.8 (10.6)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3455 (136)
N.A. *S.O.*	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3455 (136)
4.8 (10.6)	25.5 (1.004)	33.4 (1.315)	0.5 - 1.5 (.020 - .059)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3072 (121)
4.8 (10.6)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3072 (121)
7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3074 (121)

	CHAINCASE GEARS ① *PIGNONS DU CARTER DE CHAÎNE ①*	CHAIN PITCH/TYPE OR LINK QTY *TYPE/PAS DE LA CHAÎNE OU QTÉ MAILLONS*	DRIVE PULLEY/*POULIE MOTRICE*				
			TYPE, RAMP OR BLOCK ② *TYPE, RAMPE OU BLOC ②*	TRA SCREW POSITION OR WEIGHT QTY., PIN TYPE ③ *POSITION DE LA VIS TRA OU QTÉ PESÉES, TYPE DE GOUPILLE ③*	SPRING COLOR *COULEUR DU RESSORT*	SPRING FREE LENGTH *LONGUEUR LIBRE DU RESSORT* mm (in/*po*)	ENGAGEMENT SPEED *RÉGIME D'EMBRAYAGE* ± 100 RPM *tr/mn*
1998 (contd/*suite*)							
FORMULA 500 DL	23/44	Sl. 72-11	TRA 286	2† H	VI/BL *VI/BU*	114.6 (4.512)	3800
FORMULA 583 DL	25/44	Sl. 74-13	TRA 286	3 H	VI/BL *VI/BU*	114.6 (4.512)	4100
FORMULA Z 583	25/43	Sl. 74-13	TRA 286	3 H	VI/BL *VI/BU*	114.6 (4.512)	4100
FORMULA Z 670	26/43	Sl. 74-13	TRA 286	3 S	VI/YL *VI/JA*	157.9 (6.217)	3800
GRAND TOURING 500	23/44	Sl. 72-11	TRA 228	3† H	BL/GR *BU/VE*	105.7 (4.161)	3600
GRAND TOURING 583	23/44	Sl. 72-13	TRA 285	3 H	RD/OR *RO/OR*	91.2 (3.591)	3100
GRAND TOURING 700	24/44	Sl. 72-13	TRA 286	3 S	BL/VI *BU/VI*	96.6 (3.803)	3600
GRAND TOURING SE	24/44	Sl. 72-13	TRA 286	2 S	BL/PI *BU/RE*	93.5 (3.681)	3600
SUMMIT 500	22/43	Sl. 72-11	TRA 285	5 H	GN/BL *VE/BU*	147.4 (5.803)	4500
SUMMIT 583	22/43	Sl. 72-13	TRA 285	5 H	GN/BL *VE/BU*	147.4 (5.803)	4400
SUMMIT 670	23/43	Sl. 72-13	TRA 286	5 H	VI/YL *VI/JA*	157.9 (6.217)	4100
SUMMIT x 670	21/43	Sl. 72-13	TRA 287	5 H	VI/YL *VI/JA*	157.9 (6.217)	4100
MX Z 440	22/44	Sl. 72-11	TRA 291	3 H	BL/YL *BU/JA*	115.0 (4.531)	3700
MX Zx 440 LC	21/43	Sl. 72-13	TRA 291	5 HT	WH/WH *BC/BC*	137.4 (5.411)	5400
MX Z 500	23/43	Sl. 72-13	TRA 281	2† H	VI/YL *VI/JA*	157.9 (6.217)	4100

† As Warranty Bulletin 98-8
Selon le Bulletin de garantie 98-8

DRIVEN PULLEY PRELOAD *PRÉCHARGE DE LA POULIE MENÉE*	PULLEY DISTANCE *ÉCART ENTRE LES POULIES* Z +0 -1.0 mm (-.040 in/*po*)	DISTANCE X ± 0.5 mm (± .020 in/*po*)	DISTANCE Y – X	DRIVE BELT DEFLECTION ④ *FLÈCHE DE LA COURROIE ④*	DRIVE BELT NUMBER *NUMÉRO DE LA COURROIE*	TRACK WIDTH *LARGEUR CHENILLE*	TRACK LENGTH *LONGUEUR CHENILLE*
kg ± .7 (lb ± 1.5)	mm (in/*po*)					mm (in/*po*)	
7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3074 (121)
7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3074 (121)
7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3074 (121)
7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 099 000	381 (15.0)	3074 (121)
7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3455 (136)
7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3455 (136)
7 (15.4)	120 (4.724)	35.0 (1.378)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	415 045 000	381 (15.0)	3455 (136)
7 (15.4)	120 (4.724)	35.0 (1.378)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	415 045 000	381 (15.0)	3455 (136)
7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3455 (136)
7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 099 000	381 (15.0)	3455 (136)
7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 099 000	381 (15.0)	3455 (136)
7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 099 000	381 (15.0)	3455 (136)
6 (13.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3074 (121)
7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3074 (121)
7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3074 (121)



	CHAINCASE GEARS ① *PIGNONS DU CARTER DE CHAÎNE* ①	CHAIN PITCH/TYPE OR LINK QTY *TYPE/PAS DE LA CHAÎNE OU QTÉ MAILLONS*	DRIVE PULLEY/*POULIE MOTRICE* TYPE, RAMP OR BLOCK ② *TYPE, RAMPE OU BLOC* ②	DRIVE PULLEY/*POULIE MOTRICE* TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ *POSITION DE LA VIS TRA OU QTÉ PESÉES, TYPE DE GOUPILLE* ③	DRIVE PULLEY/*POULIE MOTRICE* SPRING COLOR *COULEUR DU RESSORT*	DRIVE PULLEY/*POULIE MOTRICE* SPRING FREE LENGTH *LONGUEUR LIBRE DU RESSORT* mm (in/*po*)	DRIVE PULLEY/*POULIE MOTRICE* ENGAGEMENT SPEED *RÉGIME D'EMBRAYAGE* ± 100 RPM *tr/mn*
1998 (contd/*suite*)							
MX Z 583	25/43	SI. 74-13	TRA 286	3 H	GN/BL *VE/BU*	147.4 (5.803)	4400
MX Z 670	26/43	SI. 74-13	TRA 286	3 S	VI/YL *VI/JA*	157.9 (6.217)	3800
FORMULA III 600	25/43	SI. 72-13	TRA 285	3 † S	VI/BL† *VI/BU*	114.6† (4.51)	3800
FORMULA III 600 R	25/44	SI. 72-13	TRA 285	3 † S	VI/BL† *VI/BU*	114.6† (4.51)	3800
FORMULA III 600 LT	23/43	SI. 72-13	TRA 285	3 † S	VI/BL† *VI/BU*	114.6† (4.51)	3800
FORMULA III 700	26/43	SI. 72-13	TRA 286	3 S	GN/BL *VE/BU*	147.4 (5.803)	4200
FORMULA III 700 R	26/44	SI. 72-13	TRA 286	3 S	GN/BL *VE/BU*	147.4 (5.803)	4200
MACH 1	26/43	SI. 72-13	TRA 286	2 S	GN/VI *VE/VI*	126.7 (4.988)	4200
MACH 1 R	26/44	SI. 72-13	TRA 286	2 S	GN/VI *VE/VI*	126.7 (4.988)	4200
MACH Z	27/43	SI. 72-13	TRA 286	2 S	BL/OR†† *BU/OR*	135.5†† (5.33)	3600††
MACH Z R	27/44	SI. 72-13	TRA 286	2 S	BL/OR†† *BU/OR*	135.5†† (5.33)	3600††
MACH Z LT	25/43	SI. 72-13	TRA 286	2 S	BL/OR†† *BU/OR*	135.5†† (5.33)	3600††
MACH Z LT R	25/44	SI. 72-13	TRA 286	2 S	BL/OR†† *BU/OR*	135.5†† (5.33)	3600††

† As Warranty Bulletin 98-9
Selon le Bulletin de garantie 98-9

DRIVEN PULLEY PRELOAD *PRÉCHARGE DE LA POULIE MENÉE* kg ± .7 (lb ± 1.5)	PULLEY DISTANCE *ÉCART ENTRE LES POULIES* Z + 0 - 1.0 mm (+ 0 - .040 in/*po*) mm (in/*po*)	DISTANCE X ± 0.5 mm (± .020 in/*po*) mm (in/*po*)	DISTANCE Y – X mm (in/*po*)	DRIVE BELT DEFLECTION ④ *FLÈCHE DE LA COURROIE* ④ mm (in/*po*)	DRIVE BELT NUMBER *NUMÉRO DE LA COURROIE*	TRACK WIDTH *LARGEUR CHENILLE* mm (in/*po*)	TRACK LENGTH *LONGUEUR CHENILLE* mm (in/*po*)
7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3074 (121)
7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 106 300	381 (15.0)	3074 (121)
7 (15.4)	120 (4.724)	35.0 (1.378)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	415 045 000	381 (15.0)	3074 (121)
7 (15.4)	120 (4.724)	35.0 (1.378)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	415 045 000	381 (15.0)	3074 (121)
7 (15.4)	120 (4.724)	35.0 (1.378)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	415 045 000	381 (15.0)	3455 (136)
7 (15.4)	120 (4.724)	35.0 (1.378)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	415 045 000	381 (15.0)	3074 (121)
7 (15.4)	120 (4.724)	35.0 (1.378)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	415 045 000	381 (15.0)	3074 (121)
7 (15.4)	120 (4.724)	35.0 (1.378)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	415 045 000	381 (15.0)	3074 (121)
7 (15.4)	120 (4.724)	35.0 (1.378)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	415 045 000	381 (15.0)	3074 (121)
7 (15.4)	123†† (4.843)	35.0 (1.378)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	415 045 000	381 (15.0)	3074 (121)
7 (15.4)	123†† (4.843)	35.0 (1.378)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	415 045 000	381 (15.0)	3074 (121)
7 (15.4)	123†† (4.843)	35.0 (1.378)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	415 045 000	381 (15.0)	3455 (136)
7 (15.4)	123†† (4.843)	35.0 (1.378)	1 - 2 (.039 - .079)	38.0 ± 5 (1.496 ± .197)	415 045 000	381 (15.0)	3455 (136)

†† As Warranty Bulletin 98-10
Selon le Bulletin de garantie 98-10

	CHAINCASE GEARS ① *PIGNONS DU CARTER DE CHAÎNE ①*	CHAIN PITCH/TYPE OR LINK QTY *TYPE/PAS DE LA CHAÎNE OU QTÉ MAILLONS*	DRIVE PULLEY/*POULIE MOTRICE* TYPE, RAMP OR BLOCK ② *TYPE, RAMPE OU BLOC ②*	TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ POSITION DE LA VIS TRA OU QTÉ *PESÉES, TYPE DE GOUPILLE ③*	SPRING COLOR *COULEUR DU RESSORT*	SPRING FREE LENGTH *LONGUEUR LIBRE DU RESSORT* mm (in/*po*)	ENGAGEMENT SPEED *RÉGIME D'EMBRAYAGE* ± 100 RPM *tr/mn*
1997							
TUNDRA II LT	14/25	1/2" S.	BOMB. LITE 1143	2 C	TURQUOISE	85.3 (3.358)	3100
TOURING E FORMULA S	21/44	SI. 72-11	BOMB. LITE 1181	1 S21 1 C	RD/BL on *RO/BU sur* VIOLET	102 (4.016)	3100
TOURING E LT SKANDIC 380	21/44	SI. 72-11	BOMB. LITE 1181	1 S21 1 C	YL/GN on *JA/VE sur* VIOLET	82 (3.228)	2900
TOURING LE	21/44	SI. 72-11	TRA 227	4 H	YL/VI *JA/VI*	89 (3.504)	3500
TOURING SLE SKANDIC 500	21/44	SI. 72-11	TRA 284	4 H	RD/YL *RO/OR*	87.9 (3.461)	3000
SKANDIC WT	N.A. *S.O.*	N.A. *S.O*	TRA 146	3 H	BL/VI *BU/VI*	96.6 (3.803)	3300
SKANDIC SWT	N.A. *S.O.*	N.A. *S.O*	TRA 146	4 H	BL/VI *BU/VI*	96.6 (3.803)	2900
SKANDIC WT LC	N.A. *S.O.*	N.A. *S.O*	TRA 290	2 H	BL/OR *BU/OR*	132.6 (5.22)	3400
FORMULA SL	21/44	SI. 72-11	TRA 284	3 H	BL/YL *BU/JA*	115.1 (4.531)	3600
MX Z 440	22/44	SI. 72-11	TRA 289	3 H	BL/GN *BU/VE*	105.7 (4.161)	3800
MX Z 440 LC	23/44	SI. 72-13	TRA 283	3 H	PI/WH *RE/BC*	124.5 (4.902)	4400
MX Zx 440 LC	23/43	SI. 72-13	TRA 285	3 H	PI/PI *RE/RE*	137.2 (5.402)	4900
MX Z 583	25/44	SI. 74-13	TRA 286	3 H	GN/BL *VE/BU*	147.4 (5.803)	4400
MX Z 670	26/44	SI. 74-13	TRA 286	3 S	VI/YL *VI/JA*	157.9 (6.217)	3800
SUMMIT 500	22/44	SI. 72-11	TRA 287	5 H	PI/WH *RE/BC*	124.5 (4.902)	4800

DRIVEN PULLEY PRELOAD *PRÉCHARGE DE LA POULIE MENÉE* kg ± .7 (lb ± 1.5)	PULLEY DISTANCE *ÉCART ENTRE LES POULIES* Z +0 -1.0 mm (-.040 in/*po*) mm (in/*po*)	DISTANCE X ± 0.5 mm (± .020 in/*po*) mm (in/*po*)	DISTANCE Y – X mm (in/*po*)	DRIVE BELT DEFLECTION ④ *FLÈCHE DE LA COURROIE ④* mm (in/*po*)	DRIVE BELT NUMBER *NUMÉRO DE LA COURROIE*	TRACK WIDTH *LARGEUR CHENILLE* mm (in/*po*)	TRACK LENGTH *LONGUEUR CHENILLE* mm (in/*po*)
3.6 (7.9)	37 (1.457)	36.0 (1.417)	0 - 1.5 (0 - .059)	32.0 ± 5 ± (1.260 ± .197)	414 827 600	381 (15.00)	3535 (139)
4.8 (10.6)	25.5 (1.004)	33.4 (1.315)	0.5 - 1.5 (.020 - .059)	32.0 ± 5 (1.260 ± .197)	414 883 300	381 (15.0)	3072 (121)
4.8 (10.6)	25.5 (1.004)	33.4 (1.315)	0.5 - 1.5 (.020 - .059)	32.0 ± 5 (1.260 ± .197)	414 883 300	381 (15.00)	3455 (136)
4.8 (10.6)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3455 (136)
4.8 (10.6)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3455 (136)
7 (15.4)	32.75 (1.289)	36.25 (1.427)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 633 800	500 (20.0)	3940 (155)
6 (13.2)	32.75 (1.289)	36.25 (1.427)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 633 800	600 (23.6)	3940 (155)
7 (15.4)	32.75 (1.289)	36.25 (1.427)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 633 800	500 (20.0)	3940 (155)
4.8 (10.6)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3072 (121)
6.1 (13.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 600	381 (15.0)	3072 (121)
7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3072 (121)
7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3072 (121)
7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3072 (121)
7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 300	381 (15.0)	3072 (121)
7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3455 (136)

	CHAINCASE GEARS ① *PIGNONS DU CARTER DE CHAÎNE ①*	CHAIN PITCH/TYPE OR LINK QTY *TYPE/PAS DE LA CHAÎNE OU QTÉ MAILLONS*	DRIVE PULLEY/*POULIE MOTRICE*				
			TYPE, RAMP OR BLOCK ② *TYPE, RAMPE OU BLOC ②*	TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ POSITION DE LA VIS TRA OU QTÉ *PESÉES, TYPE DE GOUPILLE ③*	SPRING COLOR *COULEUR DU RESSORT*	SPRING FREE LENGTH *LONGUEUR LIBRE DU RESSORT* mm (in/*po*)	ENGAGEMENT SPEED *RÉGIME D'EMBRAYAGE* ± 100 RPM *tr/mn*
1997 (contd/*suite*)							
SUMMIT 583	22/44	SI. 72-13	TRA 285	5 H	GN/BL *VE/BU*	147.4 (5.803)	4500
SUMMIT 670	23/44	SI. 72-13	TRA 286	5 H	VI/YL *VI/JA*	157.9 (6.217)	4100
GRAND TOURING 500	23/44	SI. 72-11	TRA 228	3 S	VI/VI *VI/VI*	107 (4.212)	3500
GRAND TOURING 583	23/44	SI. 72-13	TRA 285	3 H	BL/BL *BU/BU*	99.8 (3.929)	3800
GRAND TOURING SE	25/44	SI. 74-13	TRA 286	3 S	BL/PI *BU/RE*	93.5 (3.681)	3600
FORMULA 500/ 500 DL	23/44	SI. 72-11	TRA 281	3 H	VI/GN *VI/VE*	133.4 (5.256)	4200
FORMULA 583	25/44	SI. 74-11	TRA 286	3 H	VI/BL *VI/BU*	114.6 (4.512)	4100
FORMULA Z	25/44	SI. 74-13	TRA 286	3 H	VI/BL *VI/BU*	114.6 (4.512)	4100
FORMULA III	25/44	SI. 74-13	TRA 281	4 S	PI/WH *RE/BC*	124.5 (4.902)	4500
FORMULA III LT	23/44	SI. 72-13	TRA 281	4 S	PI/WH *RE/BC*	124.5 (4.902)	4500
MACH 1	26/44	SI. 74-13	TRA 286	4 S	PI/WH *RE/BC*	124.5 (4.902)	4500
MACH Z	26/44	SI. 74-13	TRA 286	3 S	VI/YL *VI/JA*	157.9 (6.217)	3800
MACH Z LT	25/44	SI. 74-13	TRA 286	3 S	VI/YL *VI/JA*	157.9 (6.217)	3800

	DRIVEN PULLEY PRELOAD *PRÉCHARGE DE LA POULIE MENÉE*	PULLEY DISTANCE *ÉCART ENTRE LES POULIES* Z +0 -1.0 mm (-.040 in/*po*)	DISTANCE X ± 0.5 mm (± .020 in/*po*)	DISTANCE Y – X	DRIVE BELT DEFLECTION ④ *FLÈCHE DE LA COURROIE ④*	DRIVE BELT NUMBER *NUMÉRO DE LA COURROIE*	TRACK WIDTH *LARGEUR CHENILLE*	TRACK LENGTH *LONGUEUR CHENILLE*
	kg ± .7 (lb ± 1.5)	mm (in/*po*)					mm (in/*po*)	
	7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 300	381 (15.0)	3455 (136)
	7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 300	381 (15.0)	3455 (136)
	7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3455 (136)
	6.1 (13.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3455 (136)
	7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 300	381 (15.0)	3455 (136)
	7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3072 (121)
	7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3072 (121)
	7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3072 (121)
	7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 300	381 (15.0)	3072 (121)
	7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 300	381 (15.0)	3455 (136)
	7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 300	381 (15.0)	3072 (121)
	7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 300	381 (15.0)	3072 (121)
	7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	415 060 300	381 (15.0)	3455 (136)

	CHAINCASE GEARS ① *PIGNONS DU CARTER DE CHAÎNE ①*	CHAIN PITCH/TYPE OR LINK QTY *TYPE/PAS DE LA CHAÎNE OU QTÉ MAILLONS*	DRIVE PULLEY/*POULIE MOTRICE* TYPE, RAMP OR BLOCK ② *TYPE, RAMPE OU BLOC ②*	TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ *POSITION DE LA VIS TRA OU QTÉ PESÉES, TYPE DE GOUPILLE ③*	SPRING COLOR *COULEUR DU RESSORT*	SPRING FREE LENGTH *LONGUEUR LIBRE DU RESSORT* mm (in/*po*)	ENGAGEMENT SPEED *RÉGIME D'EMBRAYAGE* ± 100 RPM tr/mn
1996							
ÉLAN	10/25	1/2" S.	BOMB. LITE 1143	6 S3.4 1 C	BL *BU*	75.8 (2.984)	2100
TUNDRA II LT	14/25	1/2" S.	BOMB. LITE 1143	2 C	TURQUOISE	85.3 (3.358)	3100
TOURING E FORMULA S	21/44	SI. 72-11	BOMB. LITE 1143	3 W 1 C	VIOLET	102 (4.016)	3100
TOURING E LT SKANDIC 380	21/44	SI. 72-11	BOMB. LITE 1143	2 W 1 C	VIOLET	82 (3.228)	2900
TOURING LE	21/44	SI. 72-11	TRA 227	4 H	YL/VI *JA/VI*	88.4 (3.480)	3400
TOURING SLE SKANDIC 500	21/44	SI. 72-11	TRA 284	4 H	RD/OR *RO/OR*	91.2 (3.591)	3000
SKANDIC WT MOUNTAIN SP	—	N.A. *S.O.*	TRA 146	3 H	BL/VI *BU/VI*	96.6 (3.803)	2900
FORMULA SL	21/44	SI. 72-11	TRA 284	3 H	BL/YL *BU/JA*	115.1 (4.531)	3600
MX Z 440	23/44	SI. 72-13	TRA 283	3 H	PI/WH *RE/BC*	124.5 (4.902)	4400
MX Z 583	25/44	SI. 74-13	TRA 286	2 H	GN/BL *VE/BU*	147.4 (5.803)	4400
MX Z 670	26/44	SI. 74-13	TRA 286	3 S	VI/YL *VI/JA*	157.9 (6.217)	3800
SUMMIT 500	22/44	SI. 72-11	TRA 287	5 H	PI/WH *RE/BC*	124.5 (4.902)	4800
SUMMIT 583 HAC	22/44	SI. 72-13	TRA 285	5 H	GN/BL *VE/BU*	147.4 (5.803)	4500
SUMMIT 670 HAC	23/44	SI. 72-13	TRA 286	5 H	VI/YL *VI/JA*	157.9 (6.217)	4100
GRAND TOURING 500	23/44	SI. 72-11	TRA 228	3 S	GN/BL *VE/BU*	147.4 (5.003)	4100

DRIVEN PULLEY PRELOAD *PRÉCHARGE DE LA POULIE MENÉE* kg ± .7 (lb ± 1.5)	PULLEY DISTANCE *ÉCART ENTRE LES POULIES* **Z** + 0 - 1.0 mm (- .040 in/*po*) mm (in/*po*)	DISTANCE X ± 0.5 mm (± .020 in/*po*) mm (in/*po*)	DISTANCE Y – X mm (in/*po*)	DRIVE BELT DEFLECTION ④ *FLÈCHE DE LA COURROIE ④* mm (in/*po*)	DRIVE BELT NUMBER *NUMÉRO DE LA COURROIE*	TRACK WIDTH *LARGEUR CHENILLE* mm (in/*po*)	TRACK LENGTH *LONGUEUR CHENILLE* mm (in/*po*)
3.6 (7.9)	45.78 (1.802)	34.4 (1.354)	0 - 0.75 (0 - .030)	33 ± 3 ⑤ (1.3 ± .12)	570 041 100	381 (15.00)	2900 (114)
3.6 (7.9)	37 (1.457)	36.0 (1.417)	0 - 1.5 (0 - .059)	32.0 ± 5 ⑥ (1.260 ± .197)	414 827 600	381 (15.00)	3535 (139)
4.8 (10.5)	25.5 (1.004)	33.4 (1.315)	0.5 - 1.5 (.020 - .059)	32.0 ± 5 (1.260 ± .197)	414 883 300	381 (15.0)	3072 (121)
4.8 (10.5)	25.5 (1.004)	33.4 (1.315)	0.5 - 1.5 (.020 - .059)	32.0 ± 5 (1.260 ± .197)	414 883 300	381 (15.00)	3455 (136)
4.8 (10.5)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 883 300	381 (15.0)	3455 (136)
4.8 (10.5)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 883 300	381 (15.0)	3455 (136)
6.4 (14.1)	32.75 (1.289)	36.25 (1.427)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 617 500	500 (20.0)	3940 (155)
4.8 (10.5)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 883 300	381 (15.0)	3072 (121)
6.1 (13.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3072 (121)
6.1 (13.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3072 (121)
7 (15.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 918 200	381 (15.0)	3072 (121)
6.8 (14.9)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3455 (136)
6.1 (13.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 918 200	381 (15.0)	3455 (136)
6.1 (13.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 918 200	381 (15.0)	3455 (136)
6.1 (13.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3455 (136)

	CHAINCASE GEARS ① *PIGNONS DU CARTER DE CHAÎNE ①*	CHAIN PITCH/TYPE OR LINK QTY *TYPE/PAS DE LA CHAÎNE OU QTÉ MAILLONS*	DRIVE PULLEY/*POULIE MOTRICE*				
			TYPE, RAMP OR BLOCK ② *TYPE , RAMPE OU BLOC ②*	TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ *POSITION DE LA VIS TRA OU QTÉ PESÉES, TYPE DE GOUPILLE ③*	SPRING COLOR *COULEUR DU RESSORT*	SPRING FREE LENGTH *LONGUEUR LIBRE DU RESSORT* mm (in/*po*)	ENGAGEMENT SPEED *RÉGIME D'EMBRAYAGE* ± 100 RPM tr/mn
1996 (contd/*suite*)							
GRAND TOURING 580	25/44	SI. 74-11	TRA 228	3 H	YL/RD *JA/RO*	121.1 (4.768)	3200
GRAND TOURING SE	25/44	SI. 74-13	TRA 280	3 H	YL/OR *JA/OR*	105.7 (4.161)	3500
FORMULA SLS	25/44	SI. 74-11	TRA 287	4 H	GN/BL *VE/BU*	147.4 (5.803)	4500
FORMULA STX	25/44	SI. 74-11	TRA 228	4 H	BL/GY *BU/GR*	105.7 (4.161)	3500
FORMULA STX LT (2)	23/44	SI. 72-11	TRA 228	3 H	YL/GY *JA/GR*	94 (3.70)	3200
FORMULA Z	25/44	SI. 74-11	TRA 228	4 H	YL *JA*	122 (4.803)	3800
FORMULA SS	26/44	SI. 74-13	TRA 286	3 S	VI/YL *VI/JA*	157.9 (6.217)	3800
FORMULA III	25/44	SI. 74-13	TRA 281	4 S	PI/WH *RE/BC*	124.5 (4.902)	4500
FORMULA III LT	23/44	SI. 72-13	TRA 281	4 S	PI/WH *RE/BC*	124.5 (4.902)	4500
MACH 1	26/44	SI. 74-13	TRA 286	2 S	PI/WH *RE/BC*	124.5 (4.902)	4500
MACH Z	26/44	SI. 74-13	TRA 286	3 S	GY/VI *GR/VI*	126.7 (4.988)	4100
MACH Z LT	25/44	SI. 74-13	TRA 286	4 S	GY/VI *GR/VI*	126.7 (4.988)	4100

	DRIVEN PULLEY PRELOAD *PRÉCHARGE DE LA POULIE MENÉE*	PULLEY DISTANCE *ÉCART ENTRE LES POULIES* **Z** +0 - 1.0 mm (- .040 in/*po*)	DISTANCE X ± 0.5 mm (± .020 in/*po*)	DISTANCE Y – X	DRIVE BELT DEFLECTION ④ *FLÈCHE DE LA COURROIE ④*	DRIVE BELT NUMBER *NUMÉRO DE LA COURROIE*	TRACK WIDTH *LARGEUR CHENILLE*	TRACK LENGTH *LONGUEUR CHENILLE*
	kg ± .7 (lb ± 1.5)	mm (in/*po*)					mm (in/po)	
	6.1 (13.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3455 (136)
	6.1 (13.4)	16.5 (.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 918 200	381 (15.0)	3455 (136)
	6.8 (15)	16.5 (0.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3072 (121)
	6.1 (13.4)	16.5 (0.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3072 (121)
	6.1 (13.4)	16.5 (0.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3455 (136)
	6.1 (13.4)	16.5 (0.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 860 700	381 (15.0)	3072 (121)
	6.1 (13.4)	16.5 (0.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 918 200	381 (15.0)	3072 (121)
	6.1 (13.4)	16.5 (0.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 918 200	381 (15.0)	3072 (121)
	6.1 (13.4)	16.5 (0.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 918 200	381 (15.0)	3455 (136)
	6.1 (13.4)	16.5 (0.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 918 200	381 (15.0)	3072 (121)
	6.1 (13.4)	16.5 (0.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 918 200	381 (15.0)	3072 (121)
	6.1 (13.4)	16.5 (0.650)	35.0 (1.378)	1 - 2 (.039 - .079)	32.0 ± 5 (1.260 ± .197)	414 918 200	381 (15.0)	3455 (136)

SECTION: POWER TRAIN
SECTION: ROUAGE D'ENTRAÎNEMENT

① To find gear ratio, divide number of teeth of large sprocket by number of teeth of small sprocket.
Example: Large = 34 th Small = 16 th
34 ÷ 16 = 2.1 The ratio is 2.1: 1

① *Pour trouver le rapport d'engrenage, diviser le nombre de dents du grand pignon par le nombre de dents du petit pignon.*
Exemple: Grand = 34 dents Petit = 16 dents
84 ÷ 16 = 2.1 Le rapport est 2.1: 1

② For TRA drive pulleys:
Ramp identification number.
For Bombardier Lite drive pulleys:
1157 = Red block, push type 38 g (P/N 417 115 700)
1181 = Black block, screw type 39.6 g (P/N 417 118 100)
1143 = Red block, screw type 41.8 g (P/N 417 114 300)

② *Pour les poulies TRA:*
Numéro d'identification de la rampe.
Pour les poulies motrices Bombardier Lite:
1157 = Bloc rouge à pression 38 g (N/P 417 115 700)
1181 = Bloc noir à filet 39.6 g (N/P 417 118 100)
1143 = Bloc rouge à filet 41.8 g (N/P 417 114 300)

③ Where applicable: TRA Drive pulley calibration screw position.
H: Hollow Pin: (P/N 420 429 140) for TRA pulley made in Austria and (P/N 417 004 303) for TRA pulley made in Canada
HT: Hollow Threaded Pin: (P/N 504 151 700) 10.3 g
S: Solid Pin: (P/N 504 2596 00) (replaces P/N 420 429 220) for TRA pulley made in Austria and (P/N 417 0043 04) for TRA pulley made in Canada
For Bombardier Lite drive pulleys:
W = Washer 1.8 g (P/N 417 115 800)
C = Cap 1.65 g (417 114 500)
S3.4 = Weight, screw type 3.4 g (P/N 417 114 400)
S21 = Weight, screw type 21 g (P/N 417 120 400)

③ *Selon le cas: Position des vis de calibrage de la poulie motrice.*
H: Goupille creuse: (N/P 420 429 140) pour poulie TRA fabriquée en Autriche (made in Austria) et (N/P 417 004 303) pour poulie TRA fabriquée au Canada (made in Canada)
HT: Goupille creuse à filet: (N/P 504 151 700) 10.3 g
S: Goupille pleine: (N/P 504 259 600) (remplace N/P 420 429 220) pour poulie TRA fabriquée en Autriche (made in Austria) et (N/P 417 004 304) pour poulie TRA fabriquée au Canada (made in Canada)
Pour les poulies motrices Bombardier Lite:
W = Rondelle 1.8 g (N/P 417 115 800)
C = Capsule 1.65 g (N/P 417 114 500)
S3.4 = Pesée, à filet 3.4 g (N/P 417 114 400)
S21 = Pesée, à filet 21 g (N/P 417 120 400)

④ Unless otherwise noted, drive belt deflection is measured with a load of 11.3 kg (25 lb) applied midway between the pulleys.

④ *À moins d'avis contraire, la mesure de la flèche de la courroie exige qu'une force de 11.3 kg (25 lb) soit appliquée à mi-chemin entre les poulies.*

ABBREVIATIONS AND NOTES
ABRÉVIATIONS ET NOTES

SECTION: POWER TRAIN
SECTION: ROUAGE D'ENTRAÎNEMENT

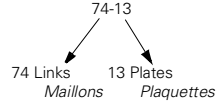
⑤ Drive belt deflection is measured with a load of 5 kg (11 lb) applied midway between the pulleys.

⑤ *La mesure de la flèche de la courroie exige qu'une force de 5 kg (11 lb) soit appliquée à mi-chemin entre les poulies.*

⑥ Drive belt deflection is measured with a load of 6.8 kg (15 lb) applied midway between the pulleys.

⑥ *La mesure de la flèche de la courroie exige qu'une force de 6.8 kg (15 lb) soit appliquée à mi-chemin entre les poulies.*

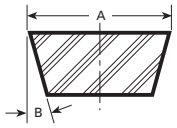
SI: Silent Chain
SI: Chaîne silencieuse



S.: Single
S.: Simple
Fix.: Fixed
Fix.: Fixe
TRA: Total Range Adjustable Clutch
TRA: Transmission à rapports ajustables complets
N.A.: Not applicable
S.O.: Sans objet

BK = BLACK *NO = NOIR*
BL = BLUE *BU = BLEU*
GN = GREEN *VE = VERT*
OR = ORANGE *OR = ORANGE*
PI = PINK *RE = ROSE*
RD = RED *RO = ROUGE*
SR = SILVER *AR = ARGENT*
VI = VIOLET *VI = VIOLET*
WH = WHITE *BC = BLANC*
YL = YELLOW *JA = JAUNE*

DRIVE BELTS
COURROIES D'ENTRAÎNEMENT



A01D10Q

N/P BOMBARDIER P/N	LENGTH/ ① *LONGUEUR* ① mm (*in*)	A		B
		INITIAL/ *INITIALE*	MINIMUM	
414 523 300	1117.6 (44)	35 (1-3/8)	32 (1-1/4)	13°
414 617 500	1117.6 (44)	34.5 (1-23/64)	32 (1-1/4)	13°
414 633 800	1117.6 (44)	35 (1-3/8)	32 (1-1/4)	13°
414 741 300	1117.6 (44)	34.5 (1-23/64)	32 (1-1/4)	13°
414 827 600	1117.6 (44)	33.3 (1-5/16)	30.1 (1-3/16)	15°
414 828 700	1098.5 (43.25)	33.7 (1.327)	32 (1-1/4)	12.5°
414 860 700	1107.9 (43.6)	35.30 (1.390)	32.5 (1.28)	12.5°
415 060 300†	1117.6 (44)	35.50 (1.398)	33.0 (1.299)	12.5°
415 060 600	1104.7 (43.50)	35.20 (1.386)	32.3 (1.272)	12.5°
415 099 000†	1113.5 (43.84)	35 (1.378)	32.5 (1.26)	11.5°
417 300 066	1303 (51.30)	35.1 (1.382)	33 (1.299)	12°
417 300 067	1113.5 (43.84)	35 (1.378)	33 (1.299)	12°
417 300 127†††	1112.0 (43.78)	36.35 (1.431)	33.35 (1.313)	12.5°
417 300 069††	1318.0 (51.89)	35.56 (1.400)	32.56 (1.282)	12°
570 041 100	1092.2 (43)	30.1 (1-3/16)	26.9 (1-1/16)	15°
570 277 700	1149 (45)	35 (1-3/8)	32 (1.250)	13°

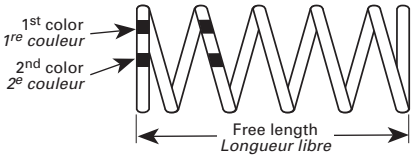
† Will be replaced by P/N 417 300 067
Sera remplacée par N/P 417 300 067

†† Replaces P/N 415 045 000
Remplace N/P 415 045 000

††† Heavy duty drive belt for 1998 and 1999 Summit x 670
Courroie de service intense pour les Summit x 670 1998 et 1999

① The belt length is measured outside. All dimensions are given in mm (in).
① *La longueur de la courroie est mesurée à l'extérieur. Toutes les dimensions sont données en mm (po).*

DRIVE PULLEY SPRING TABLE DESCRIPTION
(all types)
DESCRIPTION DES TABLEAUX DE RESSORTS DE POULIE (tous les types)



A02D1NQ

① Do not install a TRA spring in a Bombardier Lite drive pulley or vice-versa.
① *Ne pas interchanger les ressorts d'un type de poulie à un autre (TRA par rapport à Bombardier Lite).*

② Length of spring when installed in drive pulley at fully "open" position.
② *Longueur du ressort monté dans la poulie au neutre, «ouverte» au maximum.*

③ Length of spring in drive pulley when fully "closed".
③ *Longueur du ressort monté dans la poulie embrayée, «fermée» au maximum.*

ABBREVIATIONS:
ABRÉVIATIONS:

BK = BLACK
NO = NOIR
BL = BLUE
BU = BLEU
GN = GREEN
VE = VERT
OR = ORANGE
OR = ORANGE
PI = PINK
RE = ROSE
RD = RED
RO = ROUGE
SR = SILVER
AR = ARGENT
VI = VIOLET
VI = VIOLET
WH = WHITE
BC = BLANC
YL = YELLOW
JA = JAUNE

– 1 –
IDENTIFICATION

TRA CLUTCH SPRINGS
RESSORTS DE POULIE TRA ①

A06D27Q

PART NO. *N° PIÈCE*	COLOR CODE *CODE COULEUR*	LOAD WHEN COMPRESSED TO 74 mm ② *CHARGE LORSQUE COMPRIMÉE À 74 mm* ②	LOAD WHEN COMPRESSED TO 41 mm ③ *CHARGE LORSQUE COMPRIMÉE À 41 mm* ③	SPRING RATE *TAUX DE COMPRESSION*	FREE LENGTH *LONGUEUR LIBRE*
		N (lbf)		N/mm (lbf/in/*po*)	mm (in/*po*)
414 605 500	YELLOW *JAUNE*	712 (160)	1200 (270)	14.82 (84.6)	122 (4.80)
414 605 600	WHITE *BLANC*	667 (150)	1077 (240)	12.15 (69.4)	128.7 (5.07)
414 639 000	BL/OR *BU/OR*	580 (130)	890 (200)	9.42 (53.8)	135.5 (5.33)
414 678 400	YL/VI *JA/VI*	455 (102)	1420 (320)	29.64 (169.2)	88.99 (3.50)
414 689 200	RD/GR *RO/VE*	311 (70)	1157 (260)	25.64 (144.5)	85.9 (3.38)
414 689 400	BL/BL *BU/BU*	580 (130)	1290 (290)	21.55 (122.6)	99.8 (3.93)
414 689 500	BL/YL *BU/JA*	580 (130)	1025 (230)	13.48 (76.9)	115.1 (4.53)
414 689 700	YL/OR *JA/OR*	455 (100)	890 (200)	13.48 (76.9)	105.7 (4.13)
414 689 800	RD/RD *RO/RO*	311 (70)	756 (170)	13.49 (77.0)	97.2 (3.83)
414 691 500	RD/BL *RO/BU*	311 (70)	1290 (290)	29.68 (169.5)	84.1 (3.31)
414 701 000	RD/VI *RO/VI*	311 (70)	1424 (320)	33.72 (192.5)	83.1 (3.27)
414 742 100	YL/GR *JA/VE*	445 (100)	1157 (260)	21.58 (123.2)	94.61 (3.72)
414 748 600	YL/YL *JA/JA*	445 (100)	1023 (230)	17.52 (100.0)	100.3 (3.95)
414 754 200	PI/VI *RE/VI*	1023 (230)	1424 (320)	12.15 (69.4)	154.7 (6.09)
414 756 900	GR/PI *VE/RE*	890 (200)	1557 (350)	20.21 (115.4)	116.1 (4.57)

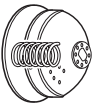
– 2 –
IDENTIFICATION

TRA CLUTCH SPRINGS
RESSORTS DE POULIE TRA ①

A06D27Q

PART NO. *N° PIÈCE*	COLOR CODE *CODE COULEUR*	LOAD WHEN COMPRESSED TO 74 m ② *CHARGE LORSQUE COMPRIMÉE À 74 mm* ②	LOAD WHEN COMPRESSED TO 41 mm ③ *CHARGE LORSQUE COMPRIMÉE À 41 mm* ③	SPRING RATE *TAUX DE COMPRESSION*	FREE LENGTH *LONGUEUR LIBRE*
		N (lbf)		N/mm (lbf/in/*po*)	mm (in/*po*)
414 762 800	GR/VI *VE/VI*	890 (200)	1424 (320)	16.21 (92.6)	133.7 (5.264)
414 768 200	GR/BL *VE/BU*	890 (200)	1290 (290)	12.12 (69.2)	147.4 (5.80)
414 817 500	RD/YL *RO/JA*	318 (70)	1024 (230)	21.39 (121.7)	87.9 (3.46)
414 817 700	BL/GR *BU/VE*	579 (130)	1157 (260)	17.52 (100.0)	105.7 (4.16)
414 817 800	BL/VI *BU/VI*	579 (130)	1424 (320)	25.61 (146.2)	96.9 (3.82)
414 817 900	VI/VI *VI/VI*	712 (160)	1424 (320)	21.57 (123.2)	106.98 (4.21)
414 8180 00	YL/BL *JA/BU*	445 (100)	1290 (290)	25.61 (146.2)	90.7 (3.57)
414 916 300	BL/PI *BU/RE*	579 (130)	1557 (350)	29.65 (169.3)	93.5 (3.68)
414 991 400	PI/WH *RE/BC*	1023 (230)	1690 (380)	20.22 (115.5)	124.5 (4.90)
414 993 000	YL/RD *JA/RO*	445 (100)	756 (170)	9.64 (55.0)	121.1 (4.77)
415 015 200	RD/OR *RO/OR*	311 (70)	890 (200)	17.55 (100.2)	91.2 (3.59)
415 015 300	VI/YL *VI/JA*	712 (160)	1023 (230)	9.42 (54)	157.9 (6.22)
415 015 400	VI/GN *VI/VE*	712 (160)	1157 (260)	13.48 (77)	133.5 (5.26)
417 222 004	WH/WH *BC/BC*	1112 (250)	1690 (380)	17.53 (100)	137.4 (5.41)
415 034 900	VI/BL *VI/BU*	712 (160)	1290 (290)	17.52 (100)	114.6 (4.51)

IDENTIFICATION



BOMBARDIER LITE PULLEY SPRINGS
RESSORTS DE POULIE BOMBARDIER LITE

A05D0RQ

NO. BOMBARDIER *N°*	COLOR *COULEUR*	SPRING PRESSURE (2) *FORCE DU RESSORT* (2)	SPRING PRESSURE (3) *FORCE DU RESSORT* (3)	SPRING RATE *TAUX DE COMPRESSION*	FREE LENGTH *LONGUEUR LIBRE*
		N @ 62 mm (lbf @ 2.44 in) *(lbf @ 2.44 po)*	N @ 40 mm (lbf @ 1.57 in) *(lbf @ 1.57 po)*	N/mm (lbf/in) *(lbf/po)*	mm (in) *(po)*
417 009 500	GREEN/GREEN *VERT/VERT*	–	–	–	–
417 115 600	BLUE *BLEU*	255 (57)	507 (114)	11.45 (65.4)	86 (3.39)
417 115 900	TURQUOISE	258 (58)	605 (136)	13.36 (76.3)	85 (3.35)
417 118 400	RED/BLUE ON VIOLET *ROUGE/BLEU SUR VIOLET*	564 (127)	951 (214)	17.60 (100.5)	102 (4.02)
417 118 500	YELLOW/GREEN ON VIOLET *JAUNE/VERT SUR VIOLET*	392 (88)	888 (199)	22.5 (128.5)	82 (3.23)

SECTION CONTENTS
CONTENU DE LA SECTION

ELECTRICAL
ÉLECTRIQUE

	MAGNETO OUTPUT *PUISSANCE MAGNÉTO*	IGNITION TYPE *TYPE D'ALLUMAGE*	SPARK PLUG NO. *NUMÉRO DE BOUGIE*	SPARK PLUG GAP *ÉCARTEMENT BOUGIE*	IGNITION TIMING (BTDC) *RÉGLAGE DE L'ALLUMAGE (AV.PMH.)*	IGNITION GENERATOR COIL *BOBINE GÉNÉRATRICE D'ALLUMAGE*
	WATT			mm (in/*po*)		OHM ② MIN. – MAX.
2000						LOW SPEED *BAS RÉGIME* HIGH SPEED *HAUT RÉGIME*
MINI Z	50	TRANS.	NGK BPR6ES	0.75 (.030)	25°	—
TUNDRA R	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.61 Ⓑ (.142)	5.65 ± 10%
SKANDIC 380	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.79 Ⓑ (.110)	— 5.1 - 6.2
SKANDIC WT LC	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① (.071)	— 10 - 17
SKANDIC 500	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.76 Ⓑ (.109)	— 5.1 - 6.2
SKANDIC WT/ SWT	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.66 ① (.065)	— 230 - 330
TOURING E FORMULA DLX 380	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.79 Ⓑ (.110)	— 5.1 - 6.2
TOURING LE	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.79 Ⓑ (.110)	— 5.1 - 6.2
TOURING SLE FORMULA DLX 500	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.76 Ⓑ (.109)	— 5.1 - 6.2
TOURING 500 LC	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① (.071)	— 10 - 17
FORMULA S	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.38 ① (.054)	— 230-330
FORMULA 500 LC	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① (.071)	— 10 - 17
FORMULA DLX 500 LC	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① (.071)	— 10 - 17
FORMULA Z 600	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.00 Ⓑ (.118)	11.6 - 21.6 —
FORMULA DLX 600	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.00 Ⓑ (.118)	11.6 - 21.6 —
FORMULA Z 700	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.36 Ⓑ (.132)	11.6 - 21.6 —

LIGHTING COIL *BOBINE D'ÉCLAIRAGE*	TRIGGER COIL *BOBINE DE DÉCLENCHEMENT*	IGNITION COIL *BOBINE D'ALLUMAGE*		HEADLIGHT HIGH/LOW *PHARE ROUTE/CROISEMENT* TAILL/STOP LAMP *FEU ARRIÈRE/ARRÊT*	TACHO/SPEEDOMETER *TACHY. – IND. DE VITESSE*	FUEL/TEMP. GAUGES BULBS *AMP. IND. TEMP. ET CARB.*	STARTER SOLENOID *DÉMARREUR*	FUEL LEVEL SENSOR *SONDE DE NIV. DE CARB.*	MAIN WIRING *CÂBLAGE PRINCIPAL*
		PRIMARY *PRIMAIRE*	*SECONDARY SECONDAIRE*						
OHM ② MIN. – MAX.			KOHM ②	BULBS (W) *AMPOULES (W)*			FUSES (A) *FUSIBLES (A)*		
0.18 0.23	N.A. *S.O.*	0.8 1.0	5.9 7.1	35 (Bulb) 4.5	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.19 ±10%	160 180	N.A. *S.O.*	1.0 ±10%	60/55 H4 8/27	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.17 0.21	160 180	N.A. *S.O.*	0.9 1.1	60/55 H4 8/27	— 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	— 3	N.A. *S.O.*	20	N.A. *S.O.*	N.A. *S.O.*
0.17 0.21	160 180	N.A. *S.O.*	0.9 1.1	60/55 H4 8/27	— 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 3	N.A. *S.O.*	20	N.A. *S.O.*	N.A. *S.O.*
0.17 0.21	160 180	N.A. *S.O.*	0.9 1.1	60/55 H4 8/27	— 5	N.A. *S.O.*	30	N.A. *S.O.*	N.A. *S.O.*
0.17 0.21	160 180	N.A. *S.O.*	0.9 1.1	60/55 H4 8/27	— 3	N.A. *S.O.*	30	N.A. *S.O.*	N.A. *S.O.*
0.17 0.21	160 180	N.A. *S.O.*	0.9 1.1	60/55 H4 8/27	— 3	N.A. *S.O.*	30	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	— 3	N.A. *S.O.*	30	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 5	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	30	0.25	N.A. *S.O.*
0.04 0.1	190 300	0.0 0.9	9.5 16.5	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.04 0.1	190 300	0.0 0.9	9.5 16.5	60/55 H4 8/27	3 3	3 —	30	0.25	N.A. *S.O.*
0.04 0.1	190 300	0.0 0.9	9.5 16.5	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*

	MAGNETO OUTPUT *PUISSANCE MAGNÉTO*	IGNITION TYPE *TYPE D'ALLUMAGE*	SPARK PLUG NO. *NUMÉRO DE BOUGIE*	SPARK PLUG GAP *ÉCARTEMENT BOUGIE*	IGNITION TIMING (BTDC) *RÉGLAGE DE L'ALLUMAGE (AV.PMH.)*	IGNITION GENERATOR COIL *BOBINE GÉNÉRATRICE D'ALLUMAGE*
	WATT			mm (in/*po*)		OHM ② MIN. – MAX.
2000 (contd/*suite*)						LOW SPEED *BAS RÉGIME* HIGH SPEED *HAUT RÉGIME*
FORMULA DLX 700	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.36 ⑧ (.132)	11.6 - 21.6 —
GRAND TOURING 600	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.00 ⑧ (.118)	11.6 - 21.6 —
GRAND TOURING 700	360	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.77 ⑧ (.109)	N.A. *S.O.*
GRAND TOURING SE/ SE M.E.	360	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.59 ⑧ (.102)	N.A. *S.O.*
SUMMIT 600	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.00 ⑧ (.118)	11.6 - 21.6 —
SUMMIT 700/ 700 M.E./700 H.M.	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.36 ⑧ (.132)	11.6 - 21.6 —
MX Z 440	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.38 ① (.054)	— 230 - 330
MX Zx 440 LC	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.14 ⑧ (.124)	11.6 - 21.6 —
MX Z 500	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.00 ⑧ (.118)	11.6 - 21.6 —
MX Z 600	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.00 ⑧ (.118)	11.6 - 21.6 —
MX Z 700/700 M.E.	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.36 ⑧ (.132)	11.6 - 21.6 —
FORMULA III 700 R	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.77 ⑧ (.109)	25 - 56 3.5 - 8.1
FORMULA III 800	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.94 ⑧ (.076)	25 - 56 3.5 - 8.1
MACH 1 R	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.77 ⑧ (.109)	25 - 56 3.5 - 8.1
MACH Z	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.94 ⑧ (.076)	25 - 56 3.5 - 8.1
MACH Z R/ Z R M.E.	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.59 ⑧ (.102)	25 - 56 3.5 - 8.1

	LIGHTING COIL *BOBINE D'ÉCLAIRAGE*	TRIGGER COIL *BOBINE DE DÉCLENCHEMENT*	IGNITION COIL *BOBINE D'ALLUMAGE* PRIMARY *PRIMAIRE*	SECONDARY *SECONDAIRE*	HEADLIGHT HIGH/LOW *PHARE ROUTE/CROISEMENT* TAILL/STOP LAMP *FEU ARRIÈRE/ARRET*	TACHO/SPEEDOMETER *TACHY. – IND. DE VITESSE*	FUEL/TEMP. GAUGES BULBS *AMP. IND. TEMP. ET CARB.*	STARTER SOLENOID *DÉMARREUR*	FUEL LEVEL SENSOR *SONDE DE NIV. DE CARB.*	MAIN WIRING *CÂBLAGE PRINCIPAL*
	OHM ② MIN. – MAX.			KOHM ②	BULBS (W) *AMPOULES (W)*			FUSES (A) *FUSIBLES (A)*		
FORMULA DLX 700	0.04 0.1	190 300	0.0 0.9	9.5 16.5	60/55 H4 8/27	3 3	3 3	30	0.25	N.A. *S.O.*
GRAND TOURING 600	0.04 0.1	190 300	0.0 0.9	9.5 16.5	60/55 H4 8/27	3 3	3 —	30	0.25	N.A. *S.O.*
GRAND TOURING 700	0 0.5	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	30	0.25	N.A. *S.O.*
GRAND TOURING SE/ SE M.E.	0 0.5	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	30	0.25	N.A. *S.O.*
SUMMIT 600	0.04 0.1	190 300	0.0 0.9	9.5 16.5	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
SUMMIT 700/ 700 M.E./700 H.M.	0.04 0.1	190 300	0.0 0.9	9.5 16.5	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
MX Z 440	0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
MX Zx 440 LC	0.04 0.1	190 300	0.0 0.9	9.5 16.5	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
MX Z 500	0.04 0.1	190 300	0.0 0.9	9.5 16.5	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
MX Z 600	0.04 0.1	190 300	0.0 0.9	9.5 16.5	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
MX Z 700/700 M.E.	0.04 0.1	190 300	0.0 0.9	9.5 16.5	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
FORMULA III 700 R	0.15 0.35	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*
FORMULA III 800	0.15 0.35	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*
MACH 1 R	0.15 0.35	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*
MACH Z	0.15 0.35	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*
MACH Z R/ Z R M.E.	0.15 0.35	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*

	MAGNETO OUTPUT *PUISSANCE MAGNÉTO*	IGNITION TYPE *TYPE D'ALLUMAGE*	SPARK PLUG NO. *NUMÉRO DE BOUGIE*	SPARK PLUG GAP *ÉCARTEMENT BOUGIE*	IGNITION TIMING (BTDC) *RÉGLAGE DE L'ALLUMAGE (AV.PMH)*	IGNITION GENERATOR COIL *BOBINE GÉNÉRATRICE D'ALLUMAGE*
	WATT			mm (in/*po*)		OHM ② MIN. – MAX.
1999						LOW SPEED *BAS RÉGIME* HIGH SPEED *HAUT RÉGIME*
MINI Z	50	TRANS.	NGK BPR6ES	0.75 (.030)	25°	—
TUNDRA R	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.04 Ⓑ (.120)	5.65 ± 10%
TUNDRA	160	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.62 ① (.064)	40 - 76 —
SKANDIC 380	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.79 Ⓑ (.110)	— 5.1 - 6.2
SKANDIC WT LC	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① (.071)	— 10 - 17
SKANDIC 500	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.76 Ⓑ (.109)	— 5.1 - 6.2
SKANDIC WT/ SWT	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.66 ① (.065)	— 230 - 330
TOURING E FORMULA DLX 380	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.79 Ⓑ (.110)	— 5.1 - 6.2
TOURING LE	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.79 Ⓑ (.110)	— 5.1 - 6.2
TOURING SLE FORMULA DLX 500	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.76 Ⓑ (.109)	— 5.1 - 6.2
FORMULA S	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.38 ① (.054)	— 230 - 330
FORMULA SL	240	CDI *ADC*	NGK BR9ES	0.45 (.018	1.66 ① (.065)	— 230 - 330
FORMULA Z 500	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① (.071)	— 10 - 17
FORMULA DLX 500 LC	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① (.071)	— 10 - 17
FORMULA Z 583	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.75 ① (.069)	— 10 - 17
FORMULA DLX 583	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.75 ① (.069)	— 10 - 17

LIGHTING COIL *BOBINE D'ÉCLAIRAGE*	TRIGGER COIL *BOBINE DE DÉCLENCHEMENT*	IGNITION COIL *BOBINE D'ALLUMAGE*		HEADLIGHT HIGH/LOW *PHARE ROUTE/CROISEMENT* TAILL/STOP LAMP *FEU ARRIÈRE/ARRÊT*	TACHO/SPEEDOMETER *TACHY. – IND. DE VITESSE*	FUEL/TEMP. GAUGES BULBS *AMP. IND. TEMP. ET CARB.*	STARTER SOLENOID *DÉMARREUR*	FUEL LEVEL SENSOR *SONDE DE NIV. DE CARB.*	MAIN WIRING *CÂBLAGE PRINCIPAL*
		PRIMARY *PRIMAIRE*	*SECONDARY SECONDAIRE*						
OHM ② MIN. – MAX.			KOHM ②	BULBS (W) *AMPOULES (W)*			FUSES (A) *FUSIBLES (A)*		
0.18 0.23	N.A. *S.O.*	0.8 1.0	5.9 7.1	35 (Bulb) 4.5	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.19 ±10%	160 180	N.A. *S.O.*	1.0 ±10%	60/55 H4 8/27	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.05 0.6	N.A. *S.O.*	0.11 0.21	4.9 7.5	60/55 H4 8/27	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.17 0.21	160 180	N.A. *S.O.*	0.9 1.1	60/55 H4 8/27	— 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	— 3	N.A. *S.O.*	20	N.A. *S.O.*	N.A. *S.O.*
0.17 0.21	160 180	N.A. *S.O.*	0.9 1.1	60/55 H4 8/27	— 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 3	N.A. *S.O.*	20	N.A. *S.O.*	N.A. *S.O.*
0.17 0.21	160 180	N.A. *S.O.*	0.9 1.1	60/55 H4 8/27	— 5	N.A. *S.O.*	30	N.A. *S.O.*	N.A. *S.O.*
0.17 0.21	160 180	N.A. *S.O.*	0.9 1.1	60/55 H4 8/27	— 3	N.A. *S.O.*	30	N.A. *S.O.*	N.A. *S.O.*
0.17 0.21	160 180	N.A. *S.O.*	0.9 1.1	60/55 H4 8/27	— 3	N.A. *S.O.*	30	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 5	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	30	0.25	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	3 3	30	0.25	N.A. *S.O.*

	MAGNETO OUTPUT *PUISSANCE MAGNÉTO*	IGNITION TYPE *TYPE D'ALLUMAGE*	SPARK PLUG NO. *NUMÉRO DE BOUGIE*	SPARK PLUG GAP *ÉCARTEMENT BOUGIE*	IGNITION TIMING (BTDC) *RÉGLAGE DE L'ALLUMAGE (AV.PMH)*	IGNITION GENERATOR COIL *BOBINE GÉNÉRATRICE D'ALLUMAGE*
	WATT			mm (in/*po*)		OHM ② MIN. – MAX.
1999 (contd/*suite*)						LOW SPEED *BAS RÉGIME* HIGH SPEED *HAUT RÉGIME*
FORMULA Z 670	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.93 ① (.076)	— 10 - 17
FORMULA DLX 670	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.93 ① (.076)	— 10 - 17
GRAND TOURING 500	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① (.071)	— 10 - 17
GRAND TOURING 583	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.75 ① (.069)	— 10 - 17
GRAND TOURING 700	360	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.77 Ⓑ (.109)	N.A. *S.O.*
GRAND TOURING SE	360	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.59 Ⓑ (.102)	N.A. *S.O.*
SUMMIT 500	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① (.071)	— 10 - 17
SUMMIT 600	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.00 Ⓑ (.118)	11.6 - 21.6 —
SUMMIT x 670	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.20 ⑨ (.126)	— 10 - 17
SUMMIT 700	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.36 Ⓑ (.132)	11.6 - 21.6 —
MX Z 440	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.38 ① (.054)	— 230 - 330
MX Zx 440 LC	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.14 Ⓑ (.124)	11.6 - 21.6 —
MX Z 500	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① (.071)	— 10 - 17
MX Z 600	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.00 Ⓑ (.118)	11.6 - 21.6 —
MX Z 670 HO	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.20 ⑨ (.126)	— 10 - 17
MX Z 700	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.36 Ⓑ (.132)	11.6 - 21.6 —

LIGHTING COIL *BOBINE D'ÉCLAIRAGE*	TRIGGER COIL *BOBINE DE DÉCLENCHEMENT*	IGNITION COIL *BOBINE D'ALLUMAGE*		HEADLIGHT HIGH/LOW *PHARE ROUTE/CROISEMENT* TAILL/STOP LAMP *FEU ARRIÈRE/ARRET*	TACHO/SPEEDOMETER *TACHY. – IND. DE VITESSE*	FUEL/TEMP. GAUGES BULBS *AMP. IND. TEMP. ET CARB.*	STARTER SOLENOID *DÉMARREUR*	FUEL LEVEL SENSOR *SONDE DE NIV. DE CARB.*	MAIN WIRING *CÂBLAGE PRINCIPAL*
		PRIMARY *PRIMAIRE*	SECONDARY *SECONDAIRE*						
OHM ② MIN. – MAX.			KOHM ②	BULBS (W) *AMPOULES (W)*			FUSES (A) *FUSIBLES (A)*		
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	3 3	30	0.25	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	3 3	30	0.25	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	3 3	30	0.25	N.A. *S.O.*
0 0.5	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	30	0.25	N.A. *S.O.*
0 0.5	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	30	0.25	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.04 0.1	190 300			60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.04 0.1	190 300			60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.04 0.1	190 300			60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.04 0.1	190 300			60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.04 0.1	190 300			60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*

	MAGNETO OUTPUT *PUISSANCE MAGNÉTO*	IGNITION TYPE *TYPE D'ALLUMAGE*	SPARK PLUG NO. *NUMÉRO DE BOUGIE*	SPARK PLUG GAP *ÉCARTEMENT BOUGIE*	IGNITION TIMING (BTDC) *RÉGLAGE DE L'ALLUMAGE (AV.PMH)*	IGNITION GENERATOR COIL *BOBINE GÉNÉRATRICE D'ALLUMAGE*
	WATT			mm (in/*po*)		OHM ② MIN. – MAX.
1999 (contd/*suite*)						LOW SPEED *BAS RÉGIME* HIGH SPEED *HAUT RÉGIME*
FORMULA III 600	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.77 ⑧ (.109)	25 - 56 3.5 - 8.1
FORMULA III 700	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.77 ⑧ (.109)	25 - 56 3.5 - 8.1
FORMULA III 800	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.59 ⑧ (.102)	25 - 56 3.5 - 8.1
MACH 1/1 R	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.77 ⑧ (.109)	25 - 56 3.5 - 8.1
MACH Z/Z R	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.59 ⑧ (.102)	25 - 56 3.5 - 8.1
MACH Z LT/ Z LT R	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.59 ⑧ (.102)	25 - 56 3.5 - 8.1

LIGHTING COIL *BOBINE D'ÉCLAIRAGE*	TRIGGER COIL *BOBINE DE DÉCLENCHEMENT*	IGNITION COIL *BOBINE D'ALLUMAGE* PRIMARY *PRIMAIRE*	IGNITION COIL *BOBINE D'ALLUMAGE* SECONDARY *SECONDAIRE*	HEADLIGHT HIGH/LOW *PHARE ROUTE/CROISEMENT* TAILL/STOP LAMP *FEU ARRIÈRE/ARRET*	TACHO/SPEEDOMETER *TACHY. – IND. DE VITESSE*	FUEL/TEMP. GAUGES BULBS *AMP. IND. TEMP. ET CARB.*	STARTER SOLENOID *DÉMARREUR*	FUEL LEVEL SENSOR *SONDE DE NIV. DE CARB.*	MAIN WIRING *CÂBLAGE PRINCIPAL*
OHM ②			KOHM ②	BULBS (W) *AMPOULES (W)*			FUSES (A) *FUSIBLES (A)*		
MIN. – MAX.									
0.15 0.35	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*
0.15 0.35	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*
0.15 0.35	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*
0.15 0.35	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*
0.15 0.35	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*
0.15 0.35	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*

	MAGNETO OUTPUT *PUISSANCE MAGNÉTO*	IGNITION TYPE *TYPE D'ALLUMAGE*	SPARK PLUG NO. *NUMÉRO DE BOUGIE*	SPARK PLUG GAP *ÉCARTEMENT BOUGIE*	IGNITION TIMING (BTDC) *RÉGLAGE DE L'ALLUMAGE (AV.PMH)*	IGNITION GENERATOR COIL *BOBINE GÉNÉRATRICE D'ALLUMAGE*
	WATT			mm (in/*po*)		OHM ② MIN. – MAX.
1998						LOW SPEED *BAS RÉGIME* HIGH SPEED *HAUT RÉGIME*
MINI Z	50	TRANS.	NGK BPR6ES	0.75 (.030)	25°	—
TUNDRA R	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.04 Ⓑ (.120)	5.65 ± 10%
TUNDRA II LT	160	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.62 ①† (.064)	40 - 76 —
SKANDIC 380	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.68 ① (.066)	— 230 - 330
SKANDIC WT LC	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① (.071)	— 10 - 17
SKANDIC 500	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.66 ① (.065)	— 230 - 330
SKANDIC WT/ SWT	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.66 ① (.065)	— 230 - 330
TOURING E	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.68 ① (.066)	— 230 - 330
TOURING LE	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.38 ① (.054)	— 230 - 330
TOURING SLE	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	3.04 Ⓑ (.120)	— 230 - 330
FORMULA S	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.68 ① (.066)	— 230 - 330
FORMULA S (ELEC./*ÉLEC.*)	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.68 ① (.066)	— 230 - 330
FORMULA 500	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① (.071)	— 10 - 17
FORMULA 500 DL	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① (.071)	— 10 - 17
FORMULA SL	240	CDI *ADC*	NGK BR9ES	0.45 (.018	1.66 ① (.065)	— 230 - 330

† As Service Bulletin 98-17
Selon le Bulletin de service 98-17

LIGHTING COIL *BOBINE D'ÉCLAIRAGE*	TRIGGER COIL *BOBINE DE DÉCLENCHEMENT*	IGNITION COIL *BOBINE D'ALLUMAGE*		HEADLIGHT HIGH/LOW *PHARE ROUTE/CROISEMENT* TAILL/STOP LAMP *FEU ARRIÈRE/ARRÊT*	TACHO/SPEEDOMETER *TACHY. – IND. DE VITESSE*	FUEL/TEMP. GAUGES BULBS *AMP. IND. TEMP. ET CARB.*	STARTER SOLENOID *DÉMARREUR*	FUEL LEVEL SENSOR *SONDE DE NIV. DE CARB.*	MAIN WIRING *CÂBLAGE PRINCIPAL*
OHM ② MIN. – MAX.		PRIMARY *PRIMAIRE*	SECONDARY *SECONDAIRE*	BULBS (W) *AMPOULES (W)*			FUSES (A) *FUSIBLES (A)*		
		OHM ②	KOHM ②						
		MIN. – MAX.							
0.18 0.23	N.A. *S.O.*	0.8 1.0	5.9 7.1	35 (Bulb) 4.5	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.19 ±10%	N.A. *S.O.*	N.A. *S.O.*	1.0 ±10%	60/55 H4 8/27	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.05 0.6	N.A. *S.O.*	0.11 0.21	4.9 7.5	60/55 H4 8/27	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	— 3	N.A. *S.O.*	20	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 3	N.A. *S.O.*	20	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 5	N.A. *S.O.*	30	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 3	N.A. *S.O.*	30	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 3	N.A. *S.O.*	30	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 5	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 5	N.A. *S.O.*	30	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	30	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*

	MAGNETO OUTPUT *PUISSANCE MAGNÉTO*	IGNITION TYPE *TYPE D'ALLUMAGE*	SPARK PLUG NO. *NUMÉRO DE BOUGIE*	SPARK PLUG GAP *ÉCARTEMENT BOUGIE*	IGNITION TIMING (BTDC) *RÉGLAGE DE L'ALLUMAGE (AV.PMH)*	IGNITION GENERATOR COIL *BOBINE GÉNÉRATRICE D'ALLUMAGE*
	WATT			mm (in/*po*)		OHM ② MIN. – MAX.
1998 (contd/*suite*)						LOW SPEED *BAS RÉGIME* HIGH SPEED *HAUT RÉGIME*
FORMULA 583 DL	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.75 ① (.069)	— 10 - 17
FORMULA Z 583	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.75 ① (.069)	— 10 - 17
FORMULA Z 670	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.93 ① (.076)	— 10 - 17
GRAND TOURING 500	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① (.071)	— 10 - 17
GRAND TOURING 583	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.75 ① (.069)	— 10 - 17
GRAND TOURING 700	360	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.18 ① (.086)	N.A. *S.O.*
GRAND TOURING SE	360	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.65 ① † (.065)	N.A. *S.O.*
SUMMIT 500	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① (.071)	— 10 - 17
SUMMIT 583	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.75 ① (.069)	— 10 - 17
SUMMIT 670/ x 670	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.93 ① (.076)	— 10 - 17
MX Z 440	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.38 ① (.054)	— 230 - 330
MX Zx 440 LC	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.48 ① (.058)	— 10 - 17
MX Z 500	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① (.071)	— 10 - 17
MX Z 583	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.75 ① (.069)	— 10 - 17
MX Z 670	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.93 ① (.076)	— 10 - 17

† As Warranty Bulletin 98-9
Selon le Bulletin de garantie 98-9

LIGHTING COIL *BOBINE D'ÉCLAIRAGE*	TRIGGER COIL *BOBINE DE DÉCLENCHEMENT*	IGNITION COIL *BOBINE D'ALLUMAGE* PRIMARY *PRIMAIRE*	IGNITION COIL *BOBINE D'ALLUMAGE* SECONDARY *SECONDAIRE*	HEADLIGHT HIGH/LOW *PHARE ROUTE/CROISEMENT* TAILL/STOP LAMP *FEU ARRIÈRE/ARRET*	TACHO/SPEEDOMETER *TACHY. – IND. DE VITESSE*	FUEL/TEMP. GAUGES BULBS *AMP. IND. TEMP. ET CARB.*	STARTER SOLENOID *DÉMARREUR*	FUEL LEVEL SENSOR *SONDE DE NIV. DE CARB.*	MAIN WIRING *CÂBLAGE PRINCIPAL*
OHM ②			KOHM ②	BULBS (W) *AMPOULES (W)*			FUSES (A) *FUSIBLES (A)*		
MIN. – MAX.									
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	30	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	3 3	30	0.25	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	3 3	30	0.25	N.A. *S.O.*
0 0.5	190 270	0 0.5	8.5 11.5	60/55 H4 8/27	3 3	3 3	30	0.25	N.A. *S.O.*
0 0.5	190 270	0 0.5	8.5 11.5	60/55 H4 8/27	3 3	3 3	30	0.25	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*

	MAGNETO OUTPUT *PUISSANCE MAGNÉTO*	IGNITION TYPE *TYPE D'ALLUMAGE*	SPARK PLUG NO. *NUMÉRO DE BOUGIE*	SPARK PLUG GAP *ÉCARTEMENT BOUGIE*	IGNITION TIMING (BTDC) *RÉGLAGE DE L'ALLUMAGE (AV.PMH)*	IGNITION GENERATOR COIL *BOBINE GÉNÉRATRICE D'ALLUMAGE*
	WATT			mm (in/*po*)		OHM ② MIN. – MAX.
1998 (contd/*suite*)						LOW SPEED *BAS RÉGIME* HIGH SPEED *HAUT RÉGIME*
FORMULA III 600/600 R/ 600 LT	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.65 ① † (.065)	24 - 36 3 - 6
FORMULA III 700/700 R	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.65 ① (.065)	24 - 36 3 - 6
MACH 1/1 R	290	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.65 ① †† (.065)	24 - 36 3 - 6
MACH Z/Z R	290	CDI *ADC*	NGK BR10ES	0.45 (.018)	1.65 ① ††† (.065)	24 - 36 3 - 6
MACH Z LT/ Z LT R	290	CDI *ADC*	NGK BR10ES	0.45 (.018)	1.65 ① ††† (.065)	24 - 36 3 - 6
MACH Z LT SV Track/ *Chenille SV*	290	CDI *ADC*	NGK BR10ES	0.45 (.018)	1.65 ① ††† (.065)	24 - 36 3 - 6

† As Warranty Bulletin 98-9
Selon le Bulletin de garantie 98-9

†† As Warranty Bulletin 98-15
Selon le Bulletin de garantie 98-15

††† As Warranty Bulletin 98-10
Selon le Bulletin de garantie 98-10

LIGHTING COIL *BOBINE D'ÉCLAIRAGE*	TRIGGER COIL *BOBINE DE DÉCLENCHEMENT*	IGNITION COIL *BOBINE D'ALLUMAGE* PRIMARY *PRIMAIRE*	IGNITION COIL *BOBINE D'ALLUMAGE* SECONDARY *SECONDAIRE*	HEADLIGHT HIGH/LOW *PHARE ROUTE/CROISEMENT* TAILL/STOP LAMP *FEU ARRIÈRE/ARRET*	TACHO/SPEEDOMETER *TACHY. – IND. DE VITESSE*	FUEL/TEMP. GAUGES BULBS *AMP. IND. TEMP. ET CARB.*	STARTER SOLENOID *DÉMARREUR*	FUEL LEVEL SENSOR *SONDE DE NIV. DE CARB.*	MAIN WIRING *CÂBLAGE PRINCIPAL*
OHM ② MIN. – MAX.			KOHM ②	BULBS (W) *AMPOULES (W)*			FUSES (A) *FUSIBLES (A)*		
0 0.5	190 270	0 0.5	8.5 11.5	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*
0 0.5	190 270	0 0.5	8.5 11.5	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*
0 0.5	190 270	0 0.5	8.5 11.5	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*
0 0.5	190 270	0 0.5	8.5 11.5	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*
0 0.5	190 270	0 0.5	8.5 11.5	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*
0 0.5	190 270	0 0.5	8.5 11.5	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*

1997	MAGNETO OUTPUT *PUISSANCE MAGNÉTO* WATT	IGNITION TYPE *TYPE D'ALLUMAGE*	SPARK PLUG NO. *NUMÉRO DE BOUGIE*	SPARK PLUG GAP *ÉCARTEMENT BOUGIE* mm (in/*po*)	IGNITION TIMING (BTDC) *RÉGLAGE DE L'ALLUMAGE (AV.PMH)* mm (in/*po*)	IGNITION GENERATOR COIL *BOBINE GÉNÉRATRICE D'ALLUMAGE* OHM ② MIN. – MAX. LOW SPEED *BAS RÉGIME* HIGH SPEED *HAUT RÉGIME*
TUNDRA II LT	160	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.52 ① (.099)	40 - 76 —
SKANDIC 380, FORMULA S	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.68 ① ③ (.066)	— 230 - 330
SKANDIC 500, FORMULA SL	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.66 ① ③ (.065)	— 230 - 330
SKANDIC WT/ SWT	240	CDI *ADC*	NGK BR8ES	0.45 (.018)	1.66 ① ③ (.065)	— 230 - 330
SKANDIC WT LC	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① ③ (.071)	— 10 - 17
TOURING E/ E LT	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.68 ① ③ (.066)	— 230 - 330
TOURING LE	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.68 ① ③ (.066)	— 230 - 330
TOURING SLE	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.66 ① ③ (.065)	— 230 - 330
MX Z 440	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.38 ① ③ (.054)	— 230 - 330
MX Z 440 LC, MX Zx 440 LC	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.48 ① ④ (.058)	— 10 - 17
MX Z 583	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.75 ① ④ (.069)	— 10 - 17
MX Z 670	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.93 ① ④ (.076)	— 10 - 17
SUMMIT 500	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① ④ (.071)	— 10 - 17
SUMMIT 583	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.75 ① ④ (.069)	— 10 - 17
SUMMIT 670	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.93 ① ④ (.076)	— 10 -1 7
GRAND TOURING 500	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① ④ (.071)	— 10 - 17

1997	LIGHTING COIL *BOBINE D'ÉCLAIRAGE* OHM ② MIN. – MAX.	TRIGGER COIL *BOBINE DE DÉCLENCHEMENT* OHM ② MIN. – MAX.	IGNITION COIL *BOBINE D'ALLUMAGE* PRIMARY *PRIMAIRE* OHM ② MIN. – MAX.	IGNITION COIL *BOBINE D'ALLUMAGE* SECONDARY *SECONDAIRE* KOHM ② MIN. – MAX.	HEADLIGHT HIGH/LOW *PHARE ROUTE/CROISEMENT* TAILL/STOP LAMP *FEU ARRIÈRE/ARRET* BULBS (W) *AMPOULES (W)*	TACHO/SPEEDOMETER *TACHY. – IND. DE VITESSE* BULBS (W) *AMPOULES (W)*	FUEL/TEMP. GAUGES BULBS *AMP. IND. TEMP. ET CARB.* BULBS (W) *AMPOULES (W)*	STARTER SOLENOID *DÉMARREUR* FUSES (A) *FUSIBLES (A)*	FUEL LEVEL SENSOR *SONDE DE NIV. DE CARB.* FUSES (A) *FUSIBLES (A)*	MAIN WIRING *CÂBLAGE PRINCIPAL* FUSES (A) *FUSIBLES (A)*
TUNDRA II LT	0.05 0.6	N.A. *S.O.*	0.11 0.21	4.9 7.5	60/55 H4 8/27	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
SKANDIC 380, FORMULA S	0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
SKANDIC 500, FORMULA SL	0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
SKANDIC WT/ SWT	0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 3	N.A. *S.O.*	20	N.A. *S.O.*	N.A. *S.O.*
SKANDIC WT LC	0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	— 3	N.A. *S.O.*	20	N.A. *S.O.*	N.A. *S.O.*
TOURING E/ E LT	0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 3	N.A. *S.O.*	30	N.A. *S.O.*	N.A. *S.O.*
TOURING LE	0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 3	N.A. *S.O.*	30	N.A. *S.O.*	N.A. *S.O.*
TOURING SLE	0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 3	N.A. *S.O.*	30	N.A. *S.O.*	N.A. *S.O.*
MX Z 440	0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
MX Z 440 LC, MX Zx 440 LC	0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
MX Z 583	0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
MX Z 670	0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
SUMMIT 500	0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
SUMMIT 583	0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
SUMMIT 670	0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
GRAND TOURING 500	0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	30	0.25	N.A. *S.O.*

	MAGNETO OUTPUT *PUISSANCE MAGNÉTO*	IGNITION TYPE *TYPE D'ALLUMAGE*	SPARK PLUG NO. *NUMÉRO DE BOUGIE*	SPARK PLUG GAP *ÉCARTEMENT BOUGIE*	IGNITION TIMING (BTDC) *RÉGLAGE DE L'ALLUMAGE (AV.PMH)*	IGNITION GENERATOR COIL *BOBINE GÉNÉRATRICE D'ALLUMAGE*
	WATT			mm (in/*po*)		OHM ② MIN. – MAX.
1997 (contd/*suite*)						LOW SPEED *BAS RÉGIME* HIGH SPEED *HAUT RÉGIME*
GRAND TOURING 583	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.75 ① ④ (.069)	— 10 - 17
GRAND TOURING SE	360	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.18 ① ④ (.086)	N.A. *S.O.*
FORMULA 500	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① ④ (.071)	— 10 - 17
FORMULA 500 DL	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① ④ (.071)	— 10 - 17
FORMULA 583	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.75 ① ④ (.069)	— 10 - 17
FORMULA Z	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.75 ① ④ (.069)	— 10 - 17
FORMULA III/ III LT	220	CDI *ADC*	NGK BR10ES	0.45 (.018)	2.18 ① ④ (.086)	49 - 75 2.8 - 4.3
MACH 1	220	CDI *ADC*	NGK BR10ES	0.45 (.018)	2.18 ① ④ (.086)	49 - 75 2.8 - 4.3
MACH Z/Z LT	220	CDI *ADC*	NGK BR10ES	0.45 (.018)	2.11 ① ④ (.083)	49 - 75 2.8 - 4.3

	LIGHTING COIL *BOBINE D'ÉCLAIRAGE*	TRIGGER COIL *BOBINE DE DÉCLENCHEMENT*	IGNITION COIL *BOBINE D'ALLUMAGE* PRIMARY *PRIMAIRE*	 SECONDARY *SECONDAIRE*	HEADLIGHT HIGH/LOW *PHARE ROUTE/CROISEMENT* TAILL/STOP LAMP *FEU ARRIÈRE/ARRET*	TACHO/SPEEDOMETER *TACHY. – IND. DE VITESSE*	FUEL/TEMP. GAUGES BULBS *AMP. IND. TEMP. ET CARB.*	STARTER SOLENOID *DÉMARREUR*	FUEL LEVEL SENSOR *SONDE DE NIV. DE CARB.*	MAIN WIRING *CÂBLAGE PRINCIPAL*
	OHM ② MIN. – MAX.			KOHM ②	BULBS (W) *AMPOULES (W)*			FUSES (A) *FUSIBLES (A)*		
GRAND TOURING 583	0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	30	0.25	N.A. *S.O.*
GRAND TOURING SE	0 0.5	190 270	0 0.5	8.5 11.5	60/55 H4 8/27	3 3	3 3	30	0.25	30
FORMULA 500	0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
FORMULA 500 DL	0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	30	N.A. *S.O.*	N.A. *S.O.*
FORMULA 583	0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
FORMULA Z	0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*
FORMULA III/ III LT	0.20 0.35	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*
MACH 1	0.20 0.35	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*
MACH Z/Z LT	0.20 0.35	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	0.25	N.A. *S.O.*

	MAGNETO OUTPUT *PUISSANCE MAGNÉTO*	IGNITION TYPE *TYPE D'ALLUMAGE*	SPARK PLUG NO. *NUMÉRO DE BOUGIE*	SPARK PLUG GAP *ÉCARTEMENT BOUGIE*	IGNITION TIMING (BTDC) *RÉGLAGE DE L'ALLUMAGE (AV.PMH)*	IGNITION GENERATOR COIL *BOBINE GÉNÉRATRICE D'ALLUMAGE*
	WATT			mm (in/*po*)		OHM ② MIN. – MAX.
1996						LOW SPEED *BAS RÉGIME* HIGH SPEED *HAUT RÉGIME*
ÉLAN	75/23	B.P.	Bosch M7A	0.55 (.022)	0.56 ⑤ ⑥ (.022)	3.0 - 3.7 —
TUNDRA II LT	160	CDI *ADC*	NGK BR9ES	0.45 (.018)	2.52 ① (.099)	40 - 76 —
SKANDIC 380, FORMULA S	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.68 ① ③ (.066)	— 230 - 330
SKANDIC 500, FORMULA SL	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.66 ① ③ (.065)	— 230 - 330
SKANDIC WT	240	CDI *ADC*	NGK BR8ES	0.45 (.018)	1.66 ① ③ (.065)	— 230 - 330
TOURING E/ E LT	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.68 ① ③ (.066)	— 230 - 330
TOURING LE	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.68 ① ③ (.066)	— 230 - 330
TOURING SLE	240	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.66 ① ③ (.065)	— 230 - 330
MX Z 440	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.48 ① ④ (.058)	10 - 17
MX Z 583	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.75 ① ④ (.069)	10 - 17
MX Z 670	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.93 ① ④ (.076)	— 10 - 17
SUMMIT 500	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① ④ (.071)	10 - 17
SUMMIT 583	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.75 ① ④ (.069)	10 - 17
SUMMIT 670	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.93 ① ④ (.076)	10 - 17
GRAND TOURING 500	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① ④ (.071)	10 - 17

LIGHTING COIL *BOBINE D'ÉCLAIRAGE*	TRIGGER COIL *BOBINE DE DÉCLENCHEMENT*	IGNITION COIL *BOBINE D'ALLUMAGE* PRIMARY *PRIMAIRE*	IGNITION COIL *BOBINE D'ALLUMAGE* SECONDARY *SECONDAIRE*	HEADLIGHT HIGH/LOW *PHARE ROUTE/CROISEMENT* TAILL/STOP LAMP *FEU ARRIÈRE/ARRET*	TACHO/SPEEDOMETER *TACHY. – IND. DE VITESSE*	FUEL/TEMP. GAUGES BULBS *AMP. IND. TEMP. ET CARB.*	STARTER SOLENOID *DÉMARREUR*	FUEL LEVEL SENSOR *SONDE DE NIV. DE CARB.*	MAIN WIRING *CÂBLAGE PRINCIPAL*
OHM ②			KOHM	BULBS (W) *AMPOULES (W)*			FUSES (A) *FUSIBLES (A)*		
MIN. – MAX.									
⑦	N.A. *S.O.*	1.805 1.995	7.6 11.4	60/55 H4 8/27	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.05 0.6	N.A. *S.O.*	0.11 0.21	4.9 7.5	60/55 H4 8/27	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 3	N.A. *S.O.*	20	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 5	N.A. *S.O.*	30	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 3	N.A. *S.O.*	30	N.A. *S.O.*	N.A. *S.O.*
0.23 0.28	140 180	N.A. *S.O.*	5.1 6.3	60/55 H4 8/27	— 3	N.A. *S.O.*	30	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	30	N.A. *S.O.*	N.A. *S.O.*

	MAGNETO OUTPUT *PUISSANCE MAGNÉTO*	IGNITION TYPE *TYPE D'ALLUMAGE*	SPARK PLUG NO. *NUMÉRO DE BOUGIE*	SPARK PLUG GAP *ÉCARTEMENT BOUGIE*	IGNITION TIMING (BTDC) *RÉGLAGE DE L'ALLUMAGE (AV.PMH)*	IGNITION GENERATOR COIL *BOBINE GÉNÉRATRICE D'ALLUMAGE*
	WATT			mm (in/*po*)		OHM ② MIN. – MAX.
1996 (contd/*suite*)						LOW SPEED *BAS RÉGIME* HIGH SPEED *HAUT RÉGIME*
GRAND TOURING 580	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.75 ① ④ (.069) †	10 - 17
GRAND TOURING SE	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.93 ① ④ (.076)	10 - 17
FORMULA SLS	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.81 ① ④ (.071)	10 - 17
FORMULA STX	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.75 ① ④ (.069)	10 - 17
FORMULA STX LT 2	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.75 ① ④ (.069)	10 - 17
FORMULA Z	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.75 ① ④ (.069)	10 - 17
FORMULA SS	220	CDI *ADC*	NGK BR9ES	0.45 (.018)	1.93 ① ④ (.076)	10 - 17
FORMULA III	220	CDI *ADC*	NGK BR10ES	0.45 (.018)	2.18 ① ④ (.086)	49 - 75 2.8 - 4.3
FORMULA III LT	220	CDI *ADC*	NGK BR10ES	0.45 (.018)	2.18 ① ④ (.086)	49 - 75 2.8 - 4.3
MACH 1	220	CDI *ADC*	NGK BR10ES	0.45 (.018)	1.93 ① ④ (.076)	10 - 17
MACH Z	220	CDI *ADC*	NGK BR10ES	0.45 (.018)	2.11 ① ④ (.083)	49 - 75 2.8 - 4.3
MACH Z LT	220	CDI *ADC*	NGK BR10ES	0.45 (.018)	2.11 ① ④ (.083)	49 - 75 2.8 - 4.3

† As Service Bulletin 96-20
Selon le Bulletin de service 96-20

	LIGHTING COIL *BOBINE D'ÉCLAIRAGE*	TRIGGER COIL *BOBINE DE DÉCLENCHEMENT*	IGNITION COIL *BOBINE D'ALLUMAGE* PRIMARY *PRIMAIRE*	IGNITION COIL *BOBINE D'ALLUMAGE* SECONDARY *SECONDAIRE*	HEADLIGHT HIGH/LOW *PHARE ROUTE/CROISEMENT* TAILL/STOP LAMP *FEU ARRIÈRE/ARRET*	TACHO/SPEEDOMETER *TACHY. – IND. DE VITESSE*	FUEL/TEMP. GAUGES BULBS *AMP. IND. TEMP. ET CARB.*	STARTER SOLENOID *DÉMARREUR*	FUEL LEVEL SENSOR *SONDE DE NIV. DE CARB.*	MAIN WIRING *CÂBLAGE PRINCIPAL*
	OHM ② MIN. – MAX.			KOHM MIN. – MAX.	BULBS (W) *AMPOULES (W)*			FUSES (A) *FUSIBLES (A)*		
GRAND TOURING 580	0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	3 3	30	N.A. *S.O.*	N.A. *S.O.*
GRAND TOURING SE	0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	3 3	30	N.A. *S.O.*	N.A. *S.O.*
FORMULA SLS	0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
FORMULA STX	0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
FORMULA STX LT 2	0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
FORMULA Z	0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
FORMULA SS	0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
FORMULA III	0.20 0.35	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
FORMULA III LT	0.20 0.35	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
MACH 1	0.20 0.35	190 300	0.3 0.7	8 16	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
MACH Z	0.20 0.35	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*
MACH Z LT	0.20 0.35	190 300	0.2 0.5	6 13	60/55 H4 8/27	3 3	3 3	N.A. *S.O.*	N.A. *S.O.*	N.A. *S.O.*

ABBREVIATIONS AND NOTES
ABRÉVIATIONS ET NOTES

SECTION: ELECTRICAL
SECTION: ÉLECTRIQUE

① Engine cold and lights on, magneto ring mark and crankcase central mark should align at 6000 RPM.
① *Moteur froid et lumières allumées, le repère de la magnéto doit coïncider avec la marque centrale de carter à 6000 tr/mn.*

② All resistance measurements must be performed with parts at room temperature (approx. 20°C (68°F)). Temperature greatly affects resistance measurements.
② *Il est nécessaire de prendre toutes les mesures de résistance lorsque les pièces sont à la température ambiante (approx. 20°C (68°F)). La température affecte considérablement les mesures de la résistance.*

③ Trigger coil air gap: 0.45 - 0.55 mm (.018 - .022 in)
③ *Entrefer de la bobine de déclenchement: 0.45 - 0.55 mm (.018 - .022 po)*

④ Trigger coil air gap: 0.55 -1.45 mm (.022 - .057 in)
④ *Entrefer de la bobine de déclenchement: 0.55 - 1.45 mm (.022 - .057 po)*

⑤ Breaker point gap: 0.35 mm (0.14 in)
Cond.: .24 - .30 µF
⑤ *Écartement des contacts: 0.35 mm (0.14 po)*
Cond.: .24 - .30 µF

⑥ Edge gap: Static: 24 mm (.945 in)
Dynamic: 8.5 mm (.335 in)
⑥ *Arraché magnétique:* *Statique: 24 mm (.945 po)*
Dynamique: 8.5 mm (.335 po)

⑦ Large lighting coil: 0.38 - 0.58
Small lighting coil: 1.85 - 2.35
⑦ *Grosse bobine d'éclairage: 0.38 - 0.58*
Petite bobine d'éclairage: 1.85 - 2.35

⑧ With lights on, marks should align at 3500 ± 500 RPM.
⑧ *Lumières allumées, les marques doivent coïncidées à 3500 ± 500 tr/mn.*

⑨ With lights on, marks should align at 3750 ± 250 RPM.
⑨ *Lumières allumées, les marques doivent coïncidées à 3750 ± 250 tr/mn.*

B.P.: Breaker point
B.P.: Contact de rupteur

CDI: Capacitor discharge ignition
ADC: Allumage par décharge de condensateur

H.: Halogen
H.: Halogène

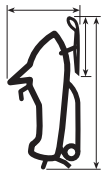
N.A.: Not applicable
S.O.: Sans objet

TRANS.: Transistorisé
TRANS.: Transistorisé

SECTION CONTENTS
CONTENU DE LA SECTION

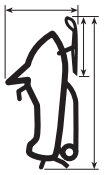
DIMENSIONS
DIMENSIONS

PAGE

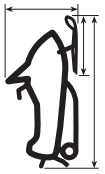


	ENGINE AND BODY TYPES ① *TYPE DE MOTEUR ET DE CARROSSERIE ①*	LENGTH OVERALL *LONGUEUR HORS TOUT*	WIDTH OVERALL *LARGEUR HORS TOUT*	HEIGHT OVERALL *HAUTEUR HORS TOUT*	SKI STANCE *ÉCART DES SKIS*	TOE-OUT AND CAMBER ② *DIVERGENCE ET CARROSSAGE ②*	MASS *MASSE*
		cm (in/*po*)			cm (in/*po*)	mm (in/*po*) °	kg *(lb)*
2000							
MINI Z	4-S/4-T 118	186.0 (73.2)	88.5 (34.84)	75.0 (29.53)	68.5 (26.97)	0 (0) 0	70 (154)
TUNDRA R	277	284.5 (112.01)	95.3 (37.52)	114.0 (44.88)	81.3 (32.01)	6 (1/4) 0	173 (380)
SKANDIC 380	377 S	293.9 (115.7)	108.0 (42.5)	122 (48.0)	94.0 (37)	0 (0) 0	209 (459)
SKANDIC WT LC	494	315.0 (124)	110.0 (43.3)	122 (48.0)	90.0 (35)	10 (3/8) -2	281 (620)
SKANDIC 500	503 S	293.9 (115.7)	108.0 (42.5)	122 (48.0)	94.0 (37)	0 (0) 0	225 (494)
SKANDIC WT	503	302 (119)	104.5 (41.1)	122 (48.0)	90.0 (35)	10 (3/8) -2	260 (573)
SKANDIC SWT	503	315 (124)	110.0 (43.3)	133 (52.4)	90.0 (35)	10 (3/8) -2	277 (611)
TOURING E	377 S	293.9 (115.7)	115.6 (45.5)	122 (48.0)	101.6 (40)	0 (0) 0	209 (459)
TOURING LE	443 S	293.9 (115.7)	120.7 (47.5)	122 (48.0)	106.7 (42)	0 (0) 0	202 (445)
TOURING SLE	503 S	293.9 (115.7)	120.7 (47.5)	122 (48.0)	106.7 (42)	0 (0) 0	216 (475)
TOURING 500 LC	494 S	298 (117.2)	120.0 (47.2)	128 (50.5)	106.7 (42)	0 (0) 0	248 (546)
FORMULA S	377 S	272.5 (107.3)	115.6 (45.5)	112 (44.1)	101.6 (40)	0 (0) 0	193 (425)
FORMULA DLX 380	377 S	272.5 (107.3)	115.6 (45.5)	116.9 (46.0)	101.6 (40)	0 (0) 0	202 (445)
FORMULA 500 LC	494 S	272.5 (107.3)	120.0 (47.2)	106.9 (42.1)	106.7 (42)	0 (0) 0	216 (475)
FORMULA DLX 500 LC	494 S	272.5 (107.3)	120.0 (47.2)	106.9 (42.1)	106.7 (42)	0 (0) 0	230 (505)
FORMULA DLX 500	503 S	272.5 (107.3)	120.7 (47.5)	117 (46.0)	106.7 (42)	0 (0) 0	211 (465)

BEARING AREA *SURFACE PORTANTE*	GROUND PRESSURE *PRESSION AU SOL*	FRAME MATERIAL *MATÉRIAU CHÂSSIS*	HOOD MATERIAL *MATÉRIAU CAPOT*	FUEL TANK *RÉSERVOIR DE CARBURANT*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	CHAINCASE OIL *HUILE À CARTER DE CHAÎNE*	COOLING SYSTEM ⑤ *REFROIDISSEMENT ⑤*
cm^2 (in^2/po^2)	kPa (PSI/*lb/po*^{2})			L (U.S. gal) *(gal É.-U.)*	L (U.S.oz) *(oz É.-U.)*	mL (U.S.oz) *(oz É.-U.)*	L (U.S.oz) *(oz É.-U.)*
2754 (427)	2.49 (.361)	STEEL *ACIER*	POLYETHYLENE/ *POLYÉTHYLÈNE*	1.8 (0.5)	0.6 ③ (20.3)	N.A. *S.O.*	N.A. *S.O.*
7570 (1173)	2.24 (.325)	STEEL *ACIER*	H.D. POLYETHYLENE/ *POLYÉTHYLÈNE*	26 (6.9)	1.9 (64.3)	250 (8.5)	N.A. *S.O.*
7227 (1120)	2.84 (.412)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.5 (86.2)	250 (8.5)	N.A. *S.O.*
12335 (1912)	2.28 (.329)	STEEL *ACIER*	RRIM POLYURETHANE/ *POLYURÉTHANE*	42 (11.1)	2.5 (86.2)	400 (13.5)	4.0 135.3
7227 (1120)	3.05 (.442)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
10793 (1673)	2.41 (.34)	STEEL *ACIER*	RRIM POLYURETHANE/ *POLYURÉTHANE*	42 (11.1)	2.5 (86.2)	400 (13.5)	N.A. *S.O.*
13986 (2168)	1.98 (.287)	STEEL *ACIER*	RRIM POLYURETHANE/ *POLYURÉTHANE*	42 (11.1)	2.5 (86.2)	400 (13.5)	N.A. *S.O.*
7227 (1120)	2.84 (.412)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
7227 (1120)	2.74 (.397)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
7227 (1120)	2.93 (.425)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
7357 (1140)	331 (.480)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6503 (1008)	2.91 (.422)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
6503 (1008)	3.05 (.442)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
6671 (1034)	3.18 (.461)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6671 (1034)	3.38 (.490)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6503 (1008)	3.18 (.461)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*

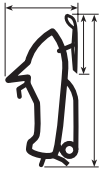
	ENGINE AND BODY TYPES ① *TYPE DE MOTEUR ET DE CARROSSERIE ①*	LENGTH OVERALL *LONGUEUR HORS TOUT*	WIDTH OVERALL *LARGEUR HORS TOUT*	HEIGHT OVERALL *HAUTEUR HORS TOUT*	SKI STANCE *ÉCART DES SKIS*	TOE-OUT AND CAMBER ② *DIVERGENCE ET CARROSSAGE ②*	MASS *MASSE*
		cm (in/*po*)			cm (in/*po*)	mm (in/*po*) °	kg *(lb)*
2000 (contd/*suite*)							
FORMULA DLX 600	593 ZX	272.5 (107.3)	121.3 (47.7)	113.0 (44.5)	108.0 (42.5)	3 (1/8) ④ —	226 (498)
FORMULA DLX 700	693 ZX	272.5 (107.3)	121.3 (47.7)	113.0 (44.5)	108.0 (42.5)	3 (1/8) ④ —	228 (501)
FORMULA Z 600	593 ZX	272.5 (107.3)	121.3 (47.7)	113.0 (44.5)	108.0 (42.5)	3 (1/8) ④ -2	213 (469)
FORMULA Z 700	693 ZX	272.5 (107.3)	121.3 (47.7)	113.0 (44.5)	108.0 (42.5)	3 (1/8) ④ -2	216 (475)
GRAND TOURING 600	593 ZX	298 (117.2)	121.3 (47.7)	123.2 (48.5)	108.0 (42.5)	3 (1/8) ④ —	252 (555)
GRAND TOURING 700	699 CK3	303.5 (119.5)	117.4 (46.2)	130 (51.2)	104.1 (41)	12 (1/2) ④ -4.5	278 (612)
GRAND TOURING SE/ SE M.E.	809 CK3	303.5 (119.5)	117.4 (46.2)	130 (51.2)	104.1 (41)	12 (1/2) ④ -4.5	282 (620)
SUMMIT 600	593 ZX	293.9 (115.7)	107.3 (42.2)	113 (44.5)	94.0 (37)	6 (1/4) ④ —	220 (485)
SUMMIT 700/700 M.E.	693 ZX	293.9 (115.7)	107.3 (42.2)	113 (44.5)	94.0 (37)	6 (1/4) ④ —	226 (497)
SUMMIT 700 H.M.	693 ZX	315.3 (124.1)	107.3 (42.2)	113 (44.5)	94.0 (37)	6 (1/4) ④ —	228 (502)
MX Z 440	443 S	272.5 (107.3)	117.4 (46.2)	108 (42.5)	104.1 (41)	0 (0) 0	201 (442)
MX Zx 440 LC	453 ZX	272.5 (108.3)	121.3 (47.7)	95.0 (37.4)	108 (42.5)	0 (0) ④ 2	210 (463)
MX Z 500	493 ZX	272.5 (107.3)	121.3 (47.7)	113 (44.5)	108 (42.5)	6 (1/4) ④ -1	210 (463)
MX Z 600	593 ZX	272.5 (107.3)	121.3 (47.7)	113 (44.5)	108 (42.5)	6 (1/4) ④ -1	213 (469)
MX Z 700/700 M.E.	693 ZX	272.5 (107.3)	121.3 (47.7)	113 (44.5)	108 (42.5)	6 (1/4) ④ -1	215 (472)
FORMULA III 700 R	699 CK3	277.5 (109.3)	117.4 (46.2)	114 (45.0)	104.1 (41)	12 (1/2) ④ -2.5	245 (539)

BEARING AREA *SURFACE PORTANTE*	GROUND PRESSURE *PRESSION AU SOL*	FRAME MATERIAL *MATÉRIAU CHÂSSIS*	HOOD MATERIAL *MATÉRIAU CAPOT*	FUEL TANK *RÉSERVOIR DE CARBURANT*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	CHAINCASE OIL *HUILE À CARTER DE CHAÎNE*	COOLING SYSTEM ⑤ *REFROIDISSEMENT ⑤*
cm^2 (in^2/po^2)	kPa (PSI/*lb/po²*)			L (U.S. gal) *(gal É.-U.)*	L (U.S.oz) *(oz É.-U.)*	mL (U.S.oz) *(oz É.-U.)*	L (U.S.oz) *(oz É.-U.)*
6671 (1034)	3.32 (.481)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	37.3 (9.9)	3.5 (118.4)	250 (8.5)	3.8 (128.5)
6671 (1034)	3.35 (.486)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	37.3 (9.9)	3.5 (118.4)	250 (8.5)	3.8 (128.5)
6671 (1034)	3.13 (.454)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	37.3 (9.9)	3.5 (118.4)	250 (8.5)	3.8 (128.5)
6671 (1034)	3.18 (.461)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	37.3 (9.9)	3.5 (118.4)	250 (8.5)	3.8 (128.5)
7357 (1140)	3.36 (.487)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	37.3 (9.9)	3.5 (118.4)	250 (8.5)	4.0 (135.3)
7423 (1151)	3.67 (.532)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.1 (172.5)
7423 (1151)	3.73 (.541)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.1 (172.5)
7357 (1140)	2.93 (.425)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	37.3 (9.9)	3.5 (118.4)	250 (8.5)	4.0 (135.3)
7357 (1140)	3.01 (.436)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	37.3 (9.9)	3.5 (118.4)	250 (8.5)	4.0 (135.3)
8271 (1282)	2.70 (.392)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	37.3 (9.9)	3.5 (118.4)	250 (8.5)	4.0 (135.3)
6671 (1034)	2.96 (.429)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	37 (9.8)	2.5 (86.2)	250 (8.5)	N.A. *S.O.*
6671 (1034)	3.09 (.448)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	37.3 (9.9)	N.A. *S.O.*	250 (8.5)	3.8 (128.5)
6671 (1034)	3.09 (.448)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	37.3 (9.9)	3.5 (118.4)	250 (8.5)	3.8 (128.5)
6671 (1034)	3.13 (.454)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	37.3 (9.9)	3.5 (118.4)	250 (8.5)	3.8 (128.5)
6671 (1034)	3.16 (.458)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	37.3 (9.9)	3.5 (118.4)	250 (8.5)	3.8 (128.5)
6671 (1034)	3.60 (.522)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)



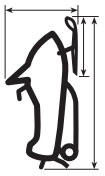
	ENGINE AND BODY TYPES ① *TYPE DE MOTEUR ET DE CARROSSERIE ①*	LENGTH OVERALL *LONGUEUR HORS TOUT*	WIDTH OVERALL *LARGEUR HORS TOUT*	HEIGHT OVERALL *HAUTEUR HORS TOUT*	SKI STANCE *ÉCART DES SKIS*	TOE-OUT AND CAMBER ② *DIVERGENCE ET CARROSSAGE ②*	MASS *MASSE*
		cm (in/*po*)			cm (in/*po*)	mm (in/*po*) °	kg *(lb)*
2000 (contd/*suite*)							
FORMULA III 800	809 CK3	277.5 (109.3)	117.4 (46.2)	114 (45.0)	104.1 (41)	12 ⑧ (1/2) -2.5	251 (552)
MACH 1 R	699 CK3	277.5 (109.2)	117.4 (46.2)	114 (45.0)	104.1 (41)	8 (5/16) ④ -0.5	254 (559)
MACH Z	809 CK3	277.5 (109.3)	117.4 (46.2)	114 (45.0)	104.1 (41)	8 (5/16) ④ -0.5	260 (572)
MACH Z R/R M.E.	809 CK3	277.5 (109.2)	117.4 (46.2)	114 (45.0)	104.1 (41)	8 (5/16) ④ -0.5	261 (574)

BEARING AREA *SURFACE PORTANTE*	GROUND PRESSURE *PRESSION AU SOL*	FRAME MATERIAL *MATÉRIAU CHÂSSIS*	HOOD MATERIAL *MATÉRIAU CAPOT*	FUEL TANK *RÉSERVOIR DE CARBURANT*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	CHAINCASE OIL *HUILE À CARTER DE CHAÎNE*	COOLING SYSTEM ⑤ *REFROIDISSEMENT ⑤*
cm^2 (in^2/po^2)	kPa (PSI/*lb/po²*)			L (U.S. gal) *(gal É.-U.)*	L (U.S.oz) *(oz É.-U.)*	mL (U.S.oz) *(oz É.-U.)*	L (U.S.oz) *(oz É.-U.)*
6671 (1034)	3.69 (5.35)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
6671 (1034)	3.74 (.542)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
6671 (1034)	3.82 (.554)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
6671 (1034)	3.84 (.557)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)



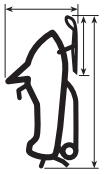
	ENGINE AND BODY TYPES ① *TYPE DE MOTEUR ET DE CARROSSERIE ①*	LENGTH OVERALL *LONGUEUR HORS TOUT*	WIDTH OVERALL *LARGEUR HORS TOUT*	HEIGHT OVERALL *HAUTEUR HORS TOUT*	SKI STANCE *ÉCART DES SKIS*	TOE-OUT AND CAMBER ② *DIVERGENCE ET CARROSSAGE ②*	MASS *MASSE*
		cm (in/*po*)			cm (in/*po*)	mm (in/*po*) °	kg *(lb)*
1999							
MINI Z	4-S/4-T 118	186.0 (73.2)	88.5 (34.84)	75.0 (29.53)	68.5 (26.97)	0 (0) 0	70 (154)
TUNDRA R TUNDRA	277	284.5 (112.01)	95.3 (37.52)	114.0 (44.88)	81.3 (32.01)	6 (1/4) 0	173 (380)
SKANDIC 380	377 S	293.9 (115.7)	108.0 (42.5)	122 (48.0)	94.0 (37)	0 (0) 0	209 (459)
SKANDIC WT LC	494	302 (119)	104.5 (41.1)	122 (48.0)	90.0 (35)	10 (3/8) -2	281 (620)
SKANDIC 500	503 S	293.9 (115.7)	108.0 (42.5)	122 (48.0)	94.0 (37)	0 (0) 0	225 (494)
SKANDIC WT	503	302 (119)	104.5 (41.1)	122 (48.0)	90.0 (35)	10 (3/8) -2	255 (562)
SKANDIC SWT	503	315 (124)	110.0 (43.3)	133 (52.4)	90.0 (35)	10 (3/8) -2	277 (611)
TOURING E	377 S	293.5 (115.7)	115.6 (45.5)	122 (48.0)	101.6 (40)	0 (0) 0	193 (425)
TOURING LE	443 S	293.5 (115.7)	120.7 (47.5)	122 (48.0)	106.7 (42)	0 (0) 0	202 (445)
TOURING SLE	503 S	293.5 (115.7)	120.7 (47.5)	122 (48.0)	106.7 (42)	0 (0) 0	216 (475)
FORMULA S	377 S	272.5 (107.3)	115.6 (45.5)	112 (44.1)	101.6 (40)	0 (0) 0	193 (425)
FORMULA DLX 380	377 S	272 (107.3)	115.6 (45.5)	116.9 (46.0)	101.6 (40)	0 (0) 0	202 (445)
FORMULA Z 500	494 S	272.5 (107.3)	117.4 (46.2)	118 (46.4)	104.1 (41)	0 (0) 0	216 (475)
FORMULA DLX 500 LC	494 S	272.5 (107.3)	120.0 (47.2)	106.9 (42.1)	106.7 (42)	0 (0) 0	230 (505)
FORMULA DLX 500	503 S	272.5 (107.3)	120.7 (47.5)	117 (46.0)	106.7 (42)	0 (0) 0	211 (465)
FORMULA SL	503 S	272.5 (107.3)	120.7 (47.5)	112 (44.1)	106.7 (42)	0 (0) 0	202 (445)

BEARING AREA *SURFACE PORTANTE*	GROUND PRESSURE *PRESSION AU SOL*	FRAME MATERIAL *MATÉRIAU CHÂSSIS*	HOOD MATERIAL *MATÉRIAU CAPOT*	FUEL TANK *RÉSERVOIR DE CARBURANT*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	COOLING SYSTEM ⑤ *REFROIDISSEMENT ⑤*
cm^2 (in^2/po^2)	kPa (PSI/*lb/po²*)			L (U.S. gal) *(gal É.-U.)*	L (U.S.oz) *(oz É.-U.)*	L (U.S.oz) *(oz É.-U.)*	L (U.S.oz) *(oz É.-U.)*
2754 (427)	2.49 (.361)	STEEL *ACIER*	POLYETHYLENE/ *POLYÉTHYLÈNE*	1.8 (0.5)	0.6 ③ (20.3)	N.A. *S.O.*	N.A. *S.O.*
7570 (1173)	2.24 (.325)	STEEL *ACIER*	H.D. POLYETHYLENE/ *POLYÉTHYLÈNE*	26 (6.9)	1.9 (64.3)	250 (8.5)	N.A. *S.O.*
7227 (1120)	2.84 (.412)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.5 (86.2)	250 (8.5)	N.A. *S.O.*
1121.3 (1738)	2.27 (.329)	STEEL *ACIER*	RRIM POLYURETHANE/ *POLYURÉTHANE*	42 (11.1)	2.5 (86.2)	400 (13.5)	4.0 135.3
7227 (1120)	3.05 (.442)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
10793 (1673)	2.35 (.341)	STEEL *ACIER*	RRIM POLYURETHANE/ *POLYURÉTHANE*	42 (11.1)	2.5 (86.2)	400 (13.5)	N.A. *S.O.*
13986 (2168)	1.98 (.287)	STEEL *ACIER*	RRIM POLYURETHANE/ *POLYURÉTHANE*	42 (11.1)	2.5 (86.2)	400 (13.5)	N.A. *S.O.*
7227 (1120)	2.62 (.380)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
7227 (1120)	2.74 (.397)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
7227 (1120)	2.93 (.425)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
6503 (1008)	2.91 (.422)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
6503 (1008)	3.05 (.442)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
6671 (1034)	3.18 (.461)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6671 (1034)	3.38 (.490)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6503 (1008)	3.18 (.461)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
6503 (1008)	3.05 (.442)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.5 (86.2)	250 (8.5)	N.A. *S.O.*



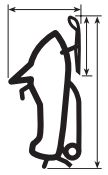
	ENGINE AND BODY TYPES ① *TYPE DE MOTEUR ET DE CARROSSERIE ①*	LENGTH OVERALL *LONGUEUR HORS TOUT*	WIDTH OVERALL *LARGEUR HORS TOUT*	HEIGHT OVERALL *HAUTEUR HORS TOUT*	SKI STANCE *ÉCART DES SKIS*	TOE-OUT AND CAMBER ② *DIVERGENCE ET CARROSSAGE ②*	MASS *MASSE*
		cm (in/*po*)			cm (in/*po*)	mm (in/*po*) °	kg *(lb)*
1999 (contd/*suite*)							
FORMULA 583 DL	583 S	272.5 (107.3)	120.0 (47.5)	106.9 (42.1)	106.7 (42)	0 (0) 0	240 (529)
FORMULA Z 583	583 S	272.5 (107.3)	117.4 (46.2)	108 (42.5)	104.1 (41)	0 (0) 0	227 (499)
FORMULA Z 670	670 S	272.5 (107.3)	117.4 (46.2)	108 (42.5)	104.1 (41)	0 (0) 0	229 (503)
FORMULA DLX 670	670 S	272.5 (107.3)	120.7 (47.5)	106.9 (42.1)	106.7 (42)	0 (0) 0	242 (533)
GRAND TOURING 500	494 S	298 (117.2)	120.0 (47.2)	128 (50.5)	106.7 (42)	0 (0) 0	245 (539)
GRAND TOURING 583	583 S	298 (117.2)	120.0 (47.2)	128 (50.5)	106.7 (42)	0 (0) 0	251 (553)
GRAND TOURING 700	699 CK3	303.5 (119.5)	117.4 (46.2)	130 (51.2)	104.1 (41)	12 (1/2) ④ - 4.5	278 (612)
GRAND TOURING SE	809 CK3	303.5 (119.5)	117.4 (46.2)	130 (51.2)	104.1 (41)	12 (1/2) ④ - 4.5	282 (620)
SUMMIT 500	494 S	293.9 (115.7)	108.0 (42.5)	119 (46.9)	94.0 (37)	N.A. *S.O.*	220 (484)
SUMMIT 600	593 ZX	293.9 (115.7)	107.3 (42.2)	113 (44.5)	94.0 (37)	6 (1/4) ④ —	220 (485)
SUMMIT 700	693 ZX	293.9 (115.7)	107.3 (42.2)	113 (44.5)	94.0 (37)	6 (1/4) ④ —	221 (487)
MX Z 440	443 S	272.5 (107.3)	117.4 (46.2)	108.0 (42.5)	104.1 (41)	0 (0) 0	201 (442)
MX Zx 440 LC	453 ZX	275 (108.3)	121.3 (47.7)	95.0 (37.4)	104.1 (41)	0 (0) ④ 2	210 (463)
MX Z 500	494 S	272.5 (107.3)	117.4 (46.2)	108 (42.5)	104.1 (41)	0 (0) 0	216 (475)
MX Z 600	593 ZX	272.5 (107.3)	121.3 (47.7)	100 (39.4)	108 (42.5)	8 (5/16) ④ 1	216 (475)
MX Z 670 HO	670 S	272.5 (107.3)	117.4 (46.2)	108 (42.5)	104.1 (41)	0 (0) 0	228 (502)

BEARING AREA *SURFACE PORTANTE*	GROUND PRESSURE *PRESSION AU SOL*	FRAME MATERIAL *MATÉRIAU CHÂSSIS*	HOOD MATERIAL *MATÉRIAU CAPOT*	FUEL TANK *RÉSERVOIR DE CARBURANT*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	COOLING SYSTEM ⑤ *REFROIDISSEMENT ⑤*
cm^2 (in^2/po^2)	kPa (PSI/*lb/po*^{2})			L (U.S. gal) *(gal É.-U.)*	L (U.S.oz) *(oz É.-U.)*	L (U.S.oz) *(oz É.-U.)*	L (U.S.oz) *(oz É.-U.)*
6671 (1034)	3.53 (.512)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6671 (1034)	3.34 (.484)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6671 (1034)	3.37 (.489)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6671 (1034)	3.56 (.516)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
7423 (1151)	324 (.470)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.8 (94.7)	250 (8.5)	5.0 (169.1)
7423 (1151)	3.32 (.481)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.8 (94.7)	250 (8.5)	5.0 (169.1)
7423 (1151)	3.67 (.532)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.1 (172.5)
7423 (1151)	3.73 (.541)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.1 (172.5)
7357 (1140)	2.93 (.425)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.8 (94.7)	250 (8.5)	5.0 (169.1)
7357 (1140)	2.93 (.425)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	3.5 (118.4)	250 (8.5)	4.0 (135.3)
7357 (1140)	2.95 (.428)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	3.5 (118.4)	250 (8.5)	4.0 (135.3)
6633 (1028)	2.97 (.431)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	37 (9.8)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
6671 (1034)	3.09 (.448)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	37 (9.8)	N.A. *S.O.*	250 (8.5)	3.3 (111.6)
6671 (1034)	3.18 (.461)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6671 (1034)	3.18 (.461)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	3.5 (118.4)	250 (8.5)	3.8 (128.5)
6671 (1034)	3.35 (.486)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)



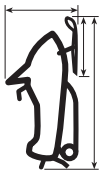
	ENGINE AND BODY TYPES ① *TYPE DE MOTEUR ET DE CARROSSERIE ①*	LENGTH OVERALL *LONGUEUR HORS TOUT*	WIDTH OVERALL *LARGEUR HORS TOUT*	HEIGHT OVERALL *HAUTEUR HORS TOUT*	SKI STANCE *ÉCART DES SKIS*	TOE-OUT AND CAMBER ② *DIVERGENCE ET CARROSSAGE ②*	MASS *MASSE*
		cm (in/*po*)			cm (in/*po*)	mm (in/*po*) °	kg *(lb)*
1999 (contd/*suite*)							
MX Z 700	693 ZX	272.5 (107.3)	121.3 (47.7)	100 (39.4)	108 (42.5)	8 (5/16) ④ 1	221 (487)
FORMULA III 600	599 CK3	277.5 (109.3)	117.4 (46.2)	114 (45.0)	104.1 (41)	16 (5/8) ④ - 2.5	253 (556)
FORMULA III 700	699 CK3	277.5 (109.3)	117.4 (46.2)	114 (45.0)	104.1 (41)	16 (5/8) ④ - 2.5	244 (537)
FORMULA III 800	809 CK3	277.5 (109.3)	117.4 (46.2)	114 (45.0)	104.1 (41)	16 (5/8) ④ - 2.5	251 (552)
MACH 1	699 CK3	277.5 (109.3)	117.4 (46.2)	114 (45.0)	104.1 (41)	16 (5/8) ④ - 2.5	253 (557)
MACH 1 R	699 CK3	277.5 (109.2)	117.4 (46.2)	114 (45.0)	104.1 (41)	16 (5/8) ④ - 2.5	254 (559)
MACH Z	809 CK3	277.5 (109.3)	117.4 (46.2)	114 (45.0)	104.1 (41)	16 (5/8) ④ - 2.5	260 (572)
MACH Z R	809 CK3	277.5 (109.2)	117.4 (46.2)	114 (45.0)	104.1 (41)	16 (5/8) ④ - 2.5	261 (574)
MACH Z LT	809 CK3	297.2 (117.0)	118.1 (46.5)	114 (45.0)	104.1 (41)	12 (1/2) ④ - 4.5	265 (582)
MACH Z LT R	809 CK3	297.2 (117.0)	118.1 (46.5)	114 (45.0)	104.1 (41)	12 (1/2) ④ - 4.5	265 (.584)

BEARING AREA *SURFACE PORTANTE*	GROUND PRESSURE *PRESSION AU SOL*	FRAME MATERIAL *MATÉRIAU CHÂSSIS*	HOOD MATERIAL *MATÉRIAU CAPOT*	FUEL TANK *RÉSERVOIR DE CARBURANT*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	COOLING SYSTEM ⑤ *REFROIDISSEMENT ⑤*
cm^2 (in^2/po^2)	kPa (PSI/*lb*/po^2)			L (U.S. gal) *(gal É.-U.)*	L (U.S.oz) *(oz É.-U.)*	L (U.S.oz) *(oz É.-U.)*	L (U.S.oz) *(oz É.-U.)*
6671 (1034)	3.25 (.471)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	3.5 (118.4)	250 (8.5)	3.8 (128.5)
6671 (1034)	3.72 (.539)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
6671 (1034)	3.59 (.521)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
6671 (1034)	3.69 (5.35)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
6671 (1034)	3.72 (.539)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
6671 (1034)	3.74 (.542)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
6671 (1034)	3.82 (.554)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
6671 (1034)	3.84 (.557)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
7549 (1170)	3.44 (.499)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
7549 (1170)	3.44 (.499)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)



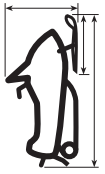
	ENGINE AND BODY TYPES ① *TYPE DE MOTEUR ET DE CARROSSERIE ①*	LENGTH OVERALL *LONGUEUR HORS TOUT*	WIDTH OVERALL *LARGEUR HORS TOUT*	HEIGHT OVERALL *HAUTEUR HORS TOUT*	SKI STANCE *ÉCART DES SKIS*	TOE-OUT AND CAMBER ② *DIVERGENCE ET CARROSSAGE ②*	MASS *MASSE*
		cm (in/*po*)			cm (in/*po*)	mm (in/*po*) °	kg *(lb)*
1998							
MINI Z	4-S/4-T 118	186.0 (73.2)	88.5 (34.84)	75.0 (29.53)	68.5 (26.97)	0 (0) 0	70 (154)
TUNDRA R TUNDRA II LT	277	284.5 (112.01)	95.3 (37.52)	114.0 (44.88)	81.3 (32.01)	6 (1/4) 0	171 (377)
SKANDIC 380	377 S	294 (115.7)	108.0 (42.5)	122 (48.0)	94.0 (37)	0 (0) 0	214 (471)
SKANDIC WT LC	494	302 (119)	110.0 (43.3)	122 (48.0)	90.0 (35)	10 (3/8) - 2	285 (627)
SKANDIC 500	503 S	294 (115.7)	108.0 (42.5)	122 (48.0)	94.0 (37)	0 (0) 0	221 (486)
SKANDIC WT	503	302 (119)	104.5 (41.1)	122 (48.0)	90.0 (35)	10 (3/8) - 2	259 (569)
SKANDIC SWT	503	315 (124)	110.0 (43.3)	122 (48.0)	90.0 (35)	10 (3/8) - 2	275 (605)
TOURING E	377 S	294 (115.7)	115.6 (45.5)	122 (48.0)	101.6 (40)	0 (0) 0	205 (452)
TOURING LE	443 S	294 (115.7)	120.7 (47.5)	122 (48.0)	106.7 (42)	0 (0) 0	208 (457)
TOURING SLE	503 S	294 (115.7)	120.7 (47.5)	122 (48.0)	106.7 (42)	0 (0) 0	224 (493)
FORMULA S	377 S	272 (107.3)	115.6 (45.5)	112 (44.1)	101.6 (40)	0 (0) 0	195 (430)
FORMULA S (ELECTRIC/ *ÉLECTRIQUE*)	377 S	272 (107.3)	115.6 (45.5)	112 (44.1)	101.6 (40)	0 (0) 0	204 (449)
FORMULA 500	494 S	272 (107.3)	120.7 (47.5)	118 (46.4)	106.7 (42)	0 (0) 0	212 (467)
FORMULA 500 DL	494 S	272 (107.3)	120.7 (47.5)	117 (46.0)	106.7 (42)	0 (0) 0	228 (502)
FORMULA SL	503 S	272 (107.3)	120.7 (47.5)	112 (44.1)	106.7 (42)	0 (0) 0	202 (445)
FORMULA 583 DL	583 S	272 (107.3)	120.7 (47.5)	117 (46.0)	106.7 (42)	0 (0) 0	239 (526)

BEARING AREA *SURFACE PORTANTE*	GROUND PRESSURE *PRESSION AU SOL*	FRAME MATERIAL *MATÉRIAU CHÂSSIS*	HOOD MATERIAL *MATÉRIAU CAPOT*	FUEL TANK *RÉSERVOIR DE CARBURANT*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	COOLING SYSTEM ⑤ *REFROIDISSEMENT ⑤*
cm^2 (in^2/*po^2*)	kPa (PSI/ *lb/po^2*)			L (U.S. gal) *(gal É.-U.)*	L (U.S.oz) *(oz É.-U.)*	L (U.S.oz) *(oz É.-U.)*	L (U.S.oz) *(oz É.-U.)*
2754 (427)	2.49 (.361)	STEEL *ACIER*	POLYETHYLENE/ *POLYÉTHYLÈNE*	1.8 (0.5)	0.6 ③ (20.3)	N.A. *S.O.*	N.A. *S.O.*
7864 (1219)	2.13 (.309)	STEEL *ACIER*	H.D. POLYETHYLENE/ *POLYÉTHYLÈNE*	26 (6.9)	1.9 (64.3)	250 (8.5)	N.A. *S.O.*
7227 (1120)	2.9 (.421)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.5 (86.2)	250 (8.5)	N.A. *S.O.*
11755 (1822)	2.38 (.345)	STEEL *ACIER*	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.5 (86.2)	500 (17)	4.0 135.3
7227 (1120)	3.0 (.435)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.5 (86.2)	250 (8.5)	N.A. *S.O.*
10793 (1673)	2.35 (.341)	STEEL *ACIER*	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.5 (86.2)	500 (17)	N.A. *S.O.*
13986 (2168)	1.93 (.280)	STEEL *ACIER*	FIB.	40 (10.6)	2.5 (86.2)	350 (12)	N.A. *S.O.*
7227 (1120)	2.78 (.403)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
7227 (1120)	2.82 (.409)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.5 (86.2)	250 (8.5)	N.A. *S.O.*
7227 (1120)	3.04 (.441)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.5 (86.2)	250 (8.5)	N.A. *S.O.*
6503 (1008)	2.94 (.426)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
6503 (1008)	3.08 (.447)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
6485 (1005)	3.21 (.465)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6863 (1063)	3.26 (.473)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6503 (1008)	3.05 (.442)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.5 (86.2)	250 (8.5)	N.A. *S.O.*
6863 (1063)	3.42 (.496)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)



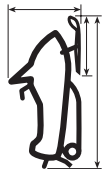
	ENGINE AND BODY TYPES ① *TYPE DE MOTEUR ET DE CARROSSERIE ①*	LENGTH OVERALL *LONGUEUR HORS TOUT*	WIDTH OVERALL *LARGEUR HORS TOUT*	HEIGHT OVERALL *HAUTEUR HORS TOUT*	SKI STANCE *ÉCART DES SKIS*	TOE-OUT AND CAMBER ② *DIVERGENCE ET CARROSSAGE ②*	MASS *MASSE*
		cm (in/*po*)			cm (in/*po*)	mm (in/*po*) °	kg *(lb)*
1998 (contd/*suite*)							
FORMULA Z 583	583 S	272 (107.3)	120.7 (47.5)	108 (42.5)	106.7 (42)	0 (0) 0	227 (499)
FORMULA Z 670	670 S	272 (107.3)	120.7 (47.5)	108 (42.5)	106.7 (42)	0 (0) 0	225 (495)
GRAND TOURING 500	494 S	298 (117.2)	120.7 (47.5)	128 (50.5)	106.7 (42)	0 (0) 0	245 (539)
GRAND TOURING 583	583 S	298 (117.2)	120.7 (47.5)	128 (50.5)	106.7 (42)	0 (0) 0	251 (553)
GRAND TOURING 700	699 CK3	303 (119.5)	118.1 (46.5)	130 (51.2)	104.1 (41)	12 (1/2) ④ - 4.5	283 (622)
GRAND TOURING SE	699 CK3	303 (119.5)	118.1 (46.5)	130 (51.2)	104.1 (41)	12 (1/2) ④ - 4.5	291 (640)
SUMMIT 500	494 S	294 (115.7)	108.0 (42.5)	119 (46.9)	94.0 (37)	0 (0) 0	220 (484)
SUMMIT 583	583 S	294 (115.7)	108.0 (42.5)	110 (43.5)	94.0 (37)	0 (0) 0	226 (498)
SUMMIT 670	670 S	294 (115.7)	107.3 (42.2)	113 (44.5)	94.0 (37)	0 (0) 0	229 (503)
SUMMIT x 670	670 S	294 (115.7)	107.3 (42.2)	113 (44.5)	94.0 (37)	0 (0) 0	225 (495)
MX Z 440	443 S	272 (107.3)	116.8 (45.9)	108 (42.5)	104.1 (41)	0 (0) 0	201 (442)
MX Zx 440 LC	454 S	272 (107.3)	114.9 (45.2)	108 (42.5)	101.6 (40)	0 (0) 0	210 (462)
MX Z 500	494 S	272 (107.3)	117.4 (46.2)	108 (42.5)	104.1 (41)	0 (0) 0	216 (475)
MX Z 583	583 S	272 (107.3)	117.4 (46.2))	108 (42.5)	104.1 (41)	0 (0) 0	228 (502)
MX Z 670	670 S	272 (107.3)	117.4 (46.2)	108 (42.5)	104.1 (41)	0 (0) 0	228 (502)
FORMULA III 600	59 CK3	277 (109.2)	115.8 (45.6)	114 (45.0)	104.1 (41)	16 (5/8) ④ - 2.5	249 (548)

BEARING AREA *SURFACE PORTANTE*	GROUND PRESSURE *PRESSION AU SOL*	FRAME MATERIAL *MATÉRIAU CHÂSSIS*	HOOD MATERIAL *MATÉRIAU CAPOT*	FUEL TANK *RÉSERVOIR DE CARBURANT*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	COOLING SYSTEM ⑤ *REFROIDISSEMENT ⑤*
cm^2 (in^2/po^2)	kPa (PSI/*lb/po*^{2})			L (U.S. gal) *(gal É.-U.)*	L (U.S.oz) *(oz É.-U.)*	L (U.S.oz) *(oz É.-U.)*	L (U.S.oz) *(oz É.-U.)*
6863 (1063)	3.24 (.470)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6863 (1063)	3.22 (.467)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
7549 (1170)	318 (.461)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.8 (94.7)	250 (8.5)	5.0 (169.1)
7549 (1170)	3.26 (.473)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.8 (94.7)	250 (8.5)	5.0 (169.1)
7549 (1170)	3.68 (.534)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.1 (172.5)
7549 (1170)	3.78 (.548)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.1 (172.5)
7479 (1159)	2.89 (.419)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.8 (94.7)	250 (8.5)	5.0 (169.1)
7479 (1159)	2.96 (.429)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.8 (94.7)	250 (8.5)	5.0 (169.1)
7356 (1140)	3.05 (.442)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.8 (94.7)	250 (8.5)	5.0 (169.1)
7356 (1140)	3.00 (.435)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.8 (94.7)	250 (8.5)	5.0 (169.1)
6565 (1017)	3.00 (.435)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	37 (9.8)	2.5 (86.2)	250 (8.5)	N.A. *S.O.*
6677 (1035)	3.08 (.447)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	37 (9.8)	N.A. *S.O.*	250 (8.5)	3.5 (118.4)
6670 (1033)	3.18 (.461)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6670 (1033)	3.35 (.486)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6670 (1033)	3.35 (.486)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6390 (990)	3.82 (.554)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)



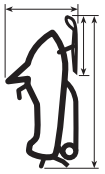
	ENGINE AND BODY TYPES ① *TYPE DE MOTEUR ET DE CARROSSERIE ①*	LENGTH OVERALL *LONGUEUR HORS TOUT*	WIDTH OVERALL *LARGEUR HORS TOUT*	HEIGHT OVERALL *HAUTEUR HORS TOUT*	SKI STANCE *ÉCART DES SKIS*	TOE-OUT AND CAMBER ② *DIVERGENCE ET CARROSSAGE ②*	MASS *MASSE*
		cm (in/*po*)			cm (in/*po*)	mm (in/*po*) °	kg *(lb)*
1998 (contd/*suite*)							
FORMULA III 600 LT	599 CK3	297 (117.0)	118.1 (46.5)	114 (45.0)	104.1 (41)	12 (1/2) ④ - 4.5	252 (554)
FORMULA III 600 R	599 CK3	277 (109.2)	115.8 (45.6)	114 (45.0)	104.1 (41)	16 (5/8) ④ - 2.5	254 (559)
FORMULA III 700	699 CK3	277 (109.2)	115.8 (45.6)	114 (45.0)	104.1 (41)	16 (5/8) ④ - 2.5	243 (534)
FORMULA III 700 R	699 CK3	277 (109.2)	115.8 (45.6)	114 (45.0)	104.1 (41)	16 (5/8) ④ - 2.5	248 (545)
MACH 1	699 CK3	277 (109.2)	115.8 (45.6)	114 (45.0)	104.1 (41)	16 (5/8) ④ - 2.5	251 (552)
MACH 1 R	699 CK3	277 (109.2)	115.8 (45.6)	114 (45.0)	104.1 (41)	16 (5/8) ④ - 2.5	256 (563)
MACH Z	809 CK3	277 (109.2)	115.8 (45.6)	114 (45.0)	104.1 (41)	16 (5/8) ④ - 2.5	258 (568)
MACH Z R	809 CK3	277 (109.2)	115.8 (45.6)	114 (45.0)	104.1 (41)	16 (5/8) ④ - 2.5	264 (580)
MACH Z LT	809 CK3	297 (117.0)	118.1 (46.5)	114 (45.0)	104.1 (41)	12 (1/2) ④ - 4.5	261 (574)
MACH Z LT (SV TRACK *CHENILLE SV*)	809 CK3	297 (117.0)	118.1 (46.5)	116 (46.0)	104.1 (41)	12 (1/2) ④ - 4.5	261 (574)
MACH Z LT R	809 CK3	297 (117.0)	118.1 (46.5)	114 (45.0)	104.1 (41)	12 (1/2) ④ - 4.5	266 (.585)

BEARING AREA *SURFACE PORTANTE*	GROUND PRESSURE *PRESSION AU SOL*	FRAME MATERIAL *MATÉRIAU CHÂSSIS*	HOOD MATERIAL *MATÉRIAU CAPOT*	FUEL TANK *RÉSERVOIR DE CARBURANT*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	COOLING SYSTEM ⑤ *REFROIDISSEMENT ⑤*
cm^2 (in^2/po^2)	kPa (PSI/*lb/po*^{2})			L (U.S. gal) *(gal É.-U.)*	L (U.S.oz) *(oz É.-U.)*	L (U.S.oz) *(oz É.-U.)*	L (U.S.oz) *(oz É.-U.)*
7549 (1170)	3.27 (.474)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
6390 (990)	3.90 (.565)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
6390 (990)	3.73 (.541)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
6390 (990)	3.81 (5.52)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
6390 (990)	3.85 (.558)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
6390 (990)	3.93 (.570)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
6390 (990)	3.96 (.574)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
6390 (990)	4.05 (.588)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
7549 (1170)	3.39 (.492)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
7549 (1170)	3.39 (.492)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
7549 (1170)	3.46 (.501)	ALU.	TPO	42 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)



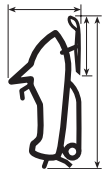
	ENGINE AND BODY TYPES ① *TYPE DE MOTEUR ET DE CARROSSERIE ①*	LENGTH OVERALL *LONGUEUR HORS TOUT*	WIDTH OVERALL *LARGEUR HORS TOUT*	HEIGHT OVERALL *HAUTEUR HORS TOUT*	SKI STANCE *ÉCART DES SKIS*	TOE-OUT AND CAMBER ② *DIVERGENCE ET CARROSSAGE ②*	MASS *MASSE*
		cm (in/*po*)			cm (in/*po*)	mm (in/*po*) °	kg *(lb)*
1997							
TUNDRA II LT	277	284.5 (112.01)	95.3 (37.52)	114.0 (44.88)	81.3 (32.01)	6 (1/4) 0	171 (377)
SKANDIC 380	377 S	294 (115.7)	108 (42.5)	122 (48.0)	94 (37)	0 (0) 0	214 (471)
SKANDIC 500	503 S	294 (115.7)	108 (42.5)	122 (48.0)	94 (37)	0 (0) 0	221 (486)
SKANDIC WT	503	302 (119)	105 (41.1)	122 (48.0)	90 (35)	10 (3/8) - 2	259 (569)
SKANDIC SWT	503	315 (124)	110 (43.3)	122 (48.0)	90 (35)	10 (3/8) - 2	275 (605)
SKANDIC WT LC	494	315 (124)	110 (43.3	122 (48.0)	90 (35)	10 (3/8) - 2	285 (627)
TOURING E	377 S	272.5 (107.3)	115.6 (45.5)	122 (48.0)	101.6 (40)	0 (0) 0	204 (449)
TOURING E LT	377 S	292 (114.9)	115.6 (45.5)	122.0 (48.0)	101.6 (40.0)	0 (0) 0	205 (452)
TOURING LE	443 S	292 (115)	120.7 (47.5)	122 (48.0)	106.7 (42)	0 (0) 0	208 (457)
TOURING SLE	503 S	292 (115)	120.7 (47.5)	122 (48.0)	106.7 (42)	0 (0) 0	224 (493)
MX Z 440	443 S	272.5 (107.3)	114.3 (45)	108.0 (42.5)	101.6 (40.0)	0 (0) 0	21 (442)
MX Z 440 LC	454 S	272.5 (107.3)	116.9 (46.1)	108.0 (42.5)	104.2 (41.0)	0 (0) 0	222 (485)
MX Zx 440 LC	454 S	272.5 (107.3)	114.9 (45.3)	108.0 (42.5)	101.6 (40.0)	0 (0) 0	210 (462)
MX Z 583	583 S	272.5 (107.3)	117.2 (46.1)	108.0 (42.5)	104.5 (41.0)	0 (0) 0	228 (502)
MX Z 670	670 S	272.5 (107.3)	117.2 (46.1)	108.0 (42.5)	104.5 (41.0)	0 (0) 0	228 (502)
SUMMIT 500	494 S	292 (115)	108 (42.5)	108.0 (42.5)	94 (37)	0 (0) 0	225 (494)

BEARING AREA *SURFACE PORTANTE*	GROUND PRESSURE *PRESSION AU SOL*	FRAME MATERIAL *MATÉRIAU CHÂSSIS*	HOOD MATERIAL *MATÉRIAU CAPOT*	FUEL TANK *RÉSERVOIR DE CARBURANT*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	COOLING SYSTEM ③ *REFROIDISSEMENT ③*
cm^2 (in^2/po^2)	kPa (PSI/*lb*/po^2)			L (U.S. gal) *(gal É.-U.)*	L (U.S.oz) *(oz É.-U.)*	L (U.S.oz) *(oz É.-U.)*	L (U.S.oz) *(oz É.-U.)*
7864 (1219)	2.13 (.309)	STEEL *ACIER*	H.D. POLYETHYLENE/ *POLYÉTHYLÈNE*	26 (6.9)	1.9 (64.3)	250 (8.5)	N.A. *S.O.*
7227 (1120)	2.9 (.421)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
7227 (1120)	3.00 (.486)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
10793 (1673)	2.35 (.341)	STEEL *ACIER*	FIB.	40 (10.6)	2.55 (86.2)	500 (17)	N.A. *S.O.*
13986 (2168)	1.93 (.280)	STEEL *ACIER*	FIB.	40 (10.6)	2.55 (86.2)	500 (17)	N.A. *S.O.*
12335 (1912)	2.27 (.329)	STEEL *ACIER*	FIB.	40 (10.6)	2.55 (86.2)	500 (17)	N.A. *S.O.*
6503 (1008)	3.08 (.447)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
7227 (1120)	2.78 (.403)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40.0 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
7227 (1120)	2.82 (.409)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
7227 (1120)	3.04 (.441)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
6629 (1028)	2.97 (.431)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	37.0 (9.8)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
6629 (1028)	3.26 (.473)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	37.0 (9.8)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6745 (1045)	3.05 (.442)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	37.0 (9.8)	N.A. *S.O.*	250 (8.5)	3.5 (118.4)
6629 (1028)	3.37 (.489)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6629 (1028)	3.37 (.489)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
7479 (1159)	2.95 (.428)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.8 (94.7)	250 (8.5)	5.0 (169)



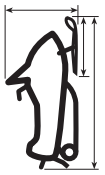
	ENGINE AND BODY TYPES ① *TYPE DE MOTEUR ET DE CARROSSERIE ①*	LENGTH OVERALL *LONGUEUR HORS TOUT*	WIDTH OVERALL *LARGEUR HORS TOUT*	HEIGHT OVERALL *HAUTEUR HORS TOUT*	SKI STANCE *ÉCART DES SKIS*	TOE-OUT AND CAMBER ② *DIVERGENCE ET CARROSSAGE ②*	MASS *MASSE*
		cm (in/*po*)			cm (in/*po*)	mm (in/*po*) °	kg *(lb)*
1997 (contd/*suite*)							
SUMMIT 583	583 S	292 (114.9)	108 (42.5)	108 (42.5)	94.0 (37.0)	0 (0) 0	231 (508)
SUMMIT 670	670 S	292 (114.9)	108 (42.5)	108 (42.5)	94.0 (37.0)	0 (0) 0	233 (513)
GRAND TOURING 500	494 S	292 (114.9)	120.7 (45.5)	122.0 (48.0)	106.7 (42.0)	0 (0) 0	245 (539)
GRAND TOURING 583	583 S	292 (114.9)	120.7 (45.5)	122.0 (48.0)	106.7 (42.0)	0 (0) 0	251 (553)
GRAND TOURING SE	699 F	302 (119)	120.7 (45.5)	128.3 (50.5)	106.7 (42.0)	0 (0) 0	285 (628)
FORMULA S	377 S	272.5 (107.3)	115.6 (45.5)	112 (44.1)	101.6 (40)	0 (0) 0	195 (430)
FORMULA SL	503 S	272.5 (107.3)	120.7 (47.5)	112 (44.1)	106.7 (42.0)	0 (0) 0	202 (445)
FORMULA 500	494 S	272.5 (107.3)	120.7 (47.5)	108 (42.5)	106.7 (42.0)	0 (0) 0	212 (467)
FORMULA 500 DELUXE	494 S	272.5 (107.3)	120.7 (47.5)	112 (44.1)	106.7 (42.0)	0 (0) 0	228 (52)
FORMULA 583	583 S	272.5 (107.3)	120.7 (47.5)	108 (42.5)	106.7 (42.0)	0 (0) 0	223 (491)
FORMULA Z	583 S	272.5 (107.3)	120.7 (47.5)	108 (42.5)	106.7 (42.0)	0 (0) 0	227 (499)
FORMULA III	599 F	272 (107.1)	115.9 (45.6)	108.0 (42.5)	104.2 (41.0)	0 (0) 0	249 (548)
FORMULA III LT	599 F	291 (114.6)	118.2 (46.5)	108.0 (42.5)	104.2 (41.0)	0 (0) 0	252 (554)
MACH 1	699 F	272 (107.1)	115.9 (45.6)	108.0 (42.5)	104.2 (41.0)	0 (0) 0	251 (552)
MACH Z	809 F	272 (107.1)	115.9 (45.6)	108.0 (42.5)	104.2 (41.0)	0 (0) 0	258 (568)
MACH Z LT	809 F	291 (114.6)	118.2 (46.5)	108.0 (42.5)	104.2 (41.0)	0 (0) 0	261 (574)

BEARING AREA *SURFACE PORTANTE*	GROUND PRESSURE *PRESSION AU SOL*	FRAME MATERIAL *MATÉRIAU CHÂSSIS*	HOOD MATERIAL *MATÉRIAU CAPOT*	FUEL TANK *RÉSERVOIR DE CARBURANT*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	COOLING SYSTEM ⑤ *REFROIDISSEMENT ⑤*
cm^2 (in^2/po^2)	kPa (PSI/*lb/po*^{2})			L (U.S. gal) *(gal É.-U.)*	L (U.S.oz) *(oz É.-U.)*	L (U.S.oz) *(oz É.-U.)*	L (U.S.oz) *(oz É.-U.)*
7479 (1159)	3.03 (.439)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40.0 (10.6)	2.8 (94.7)	250 (8.5)	5.0 (169.1)
7479 (1159)	3.06 (.444)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40.0 (10.6)	2.8 (94.7)	250 (8.5)	5.0 (169.1)
7479 (1159)	3.21 (.465)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40.0 (10.6)	2.8 (94.7)	250 (8.5)	5.0 (169.1)
7479 (1159)	3.29 (.477)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40.0 (10.6)	2.8 (94.7)	250 (8.5)	5.0 (169.1)
7479 (1159)	3.74 (.542)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	42.1 (11.1)	4.1 (139)	250 (8.5)	5.1 (172.5)
6503 (1008)	2.94 (.426)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
6503 (1008)	3.05 (.442)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
6793 (1053)	3.06 (.444)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6793 (1053)	3.29 (.477)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6793 (1053)	3.22 (.467)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6793 (1053)	3.28 (.476)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6103 (946)	4.00 (.580)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	42.1 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
7549 (1170)	3.27 (.474)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	42.1 (11.1)	4.1 (138.7)	250 (8.5)	5.1 (172.5)
6103 (946)	4.03 (.584)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	42.1 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
6103 (946)	4.15 (.602)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	42.1 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
7549 (1170)	3.39 (.492)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	42.1 (11.1)	4.1 (138.7)	250 (8.5)	5.1 (172.5)



ENGINE AND BODY TYPES ① *TYPE DE MOTEUR ET DE CARROSSERIE ①*	LENGTH OVERALL *LONGUEUR HORS TOUT*	WIDTH OVERALL *LARGEUR HORS TOUT*	HEIGHT OVERALL *HAUTEUR HORS TOUT*	SKI STANCE *ÉCART DES SKIS*	TOE-OUT AND CAMBER ② *DIVERGENCE ET CARROSSAGE ②*	MASS *MASSE*
	cm (in/*po*)			cm (in/*po*)	mm (in/*po*) °	kg *(lb)*
1996						
ÉLAN 247	224.8 (88.50)	76.9 (30.26)	109.5 (43.11)	64.8 (26)	6.6 (1/4) 0	129 (284)
TUNDRA II LT 277	284.5 (112.01)	95.3 (37.52)	114.0 (44.88)	81.3 (32.01)	6 (1/4) 0	171 (377)
SKANDIC 380 377 S	294 (115.7)	108 (42.5)	122 (48.0)	94 (37)	0 (0) 0	209 (459)
SKANDIC 500 503 S	294 (115.7)	108 (42.5)	122 (48.0)	94 (37)	0 (0) 0	216 (475)
SKANDIC WT 503	302 (119)	105 (41.1)	120 (47.2)	90 (35)	10 (3/8) - 2	258 (568)
TOURING E 377 S	272.5 (107.3)	115.6 (45.5)	122 (48.0)	101.6 (40)	0 (0) 0	204 (449)
TOURING E LT 377 S	292 (114.9)	115.6 (45.5)	122.0 (48.0)	101.6 (40.0)	0 (0) 0	205 (452)
TOURING LE 443 S	292 (115)	115.6 (45.5)	122 (48.0)	101.6 (40)	0 (0) 0	208 (457)
TOURING SLE 503 S	292 (115)	115.6 (45.5)	122 (48.0)	101.6 (40)	0 (0) 0	224 (493)
MX Z 440 454 S	273 (107.3)	117.2 (46.1)	108.0 (42.5)	104.5 (41.0)	0 (0) 0	222 (488)
MX Z 583 583 S	273 (107.3)	117.2 (46.1)	108.0 (42.5)	104.5 (41.0)	0 (0) 0	216 (475)
MX Z 670 670 S	272.5 (107.3)	117.2 (46.1)	108.0 (42.5)	104.5 (41.0)	0 (0) 0	228 (502)
SUMMIT 500 494 S	292 (115)	108 (42.5)	112 (44.1)	94 (37)	3 (1/8) 0	218 (479)
SUMMIT 583 583 S	292 (114.9)	108 (42.5)	112.0 (44.0)	94.0 (37.0)	0 (0) 0	222 (489)
SUMMIT 670 670 S	292 (114.9)	108 (42.5)	112.0 (44.0)	94.0 (37.0)	0 (0) 0	226 (498)
GRAND TOURING 500 494 S	292 (114.9)	115.6 (45.5)	122.0 (48.0)	101.6 (40.0)	3 (1/8) 0	238 (524)

BEARING AREA *SURFACE PORTANTE*	GROUND PRESSURE *PRESSION AU SOL*	FRAME MATERIAL *MATÉRIAU CHÂSSIS*	HOOD MATERIAL *MATÉRIAU CAPOT*	FUEL TANK *RÉSERVOIR DE CARBURANT*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	COOLING SYSTEM ⑤ *REFROIDISSEMENT ⑤*
cm^2 (in^2/po^2)	kPa (PSI/*lb*/po^2)			L (U.S. gal) (*gal É.-U.*)	L (U.S.oz) (*oz É.-U.*)	L (U.S.oz) (*oz É.-U.*)	L (U.S.oz) (*oz É.-U.*)
6494 (1007)	1.95 (.283)	STEEL *ACIER*	H.M.W. POLYETHYLENE/ *POLYÉTHYLÈNE*	13.6 (3.6)	N.A. *S.O.*	250 (8.5)	N.A. *S.O.*
7864 (1219)	2.13 (.309)	STEEL *ACIER*	H.D. POLYETHYLENE/ *POLYÉTHYLÈNE*	26 (6.9)	1.9 (64.3)	250 (8.5)	N.A. *S.O.*
7227 (1120)	2.84 (.412)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
7227 (1120)	2.93 (.425)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
10793 (1673)	2.35 (.341)	STEEL *ACIER*	FIB.	40 (10.6)	2.55 (86.2)	500 (17)	N.A. *S.O.*
6503 (1008)	3.08 (.447)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
7227 (1120)	2.78 (.403)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40.0 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
7227 (1120)	2.82 (.409)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
7227 (1120)	3.04 (.441)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
6629 (1028)	3.29 (.477)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	37.0 (9.8)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6629 (1028)	3.20 (.464)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	37.0 (9.8)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6629 (1028)	3.37 (.489)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	37.0 (9.8)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
7479 (1159)	2.86 (.415)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.8 (94.7)	250 (8.5)	5.0 (169)
7479 (1159)	2.91 (.422)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40.0 (10.6)	2.8 (94.7)	250 (8.5)	5.0 (169.1)
7479 (1159)	2.96 (.429)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40.0 (10.6)	2.8 (94.7)	250 (8.5)	5.0 (169.1)
7227 (1120)	3.23 (.468)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40.0 (10.6)	2.8 (94.7)	250 (8.5)	5.0 (169.1)



	ENGINE AND BODY TYPES ① *TYPE DE MOTEUR ET DE CARROSSERIE ①*	LENGTH OVERALL *LONGUEUR HORS TOUT*	WIDTH OVERALL *LARGEUR HORS TOUT*	HEIGHT OVERALL *HAUTEUR HORS TOUT*	SKI STANCE *ÉCART DES SKIS*	TOE-OUT AND CAMBER ② *DIVERGENCE ET CARROSSAGE ②*	MASS *MASSE*
		cm (in/*po*)			cm (in/*po*)	mm (in/*po*) °	kg *(lb)*
1996 (contd/*suite*)							
GRAND TOURING 580	582 F	302 (119)	115.6 (45.5)	128.3 (50.5)	101.6 (40.0)	3 (1/8) 0	255 (560)
GRAND TOURING SE	670 F	302 (119)	115.6 (45.5)	128.3 (50.5)	101.6 (40.0)	3 (1/8) 0	268 (590)
FORMULA S	377 S	272.5 (107.3)	115.6 (45.5)	112 (44.1)	101.6 (40)	0 (0) 0	195 (430)
FORMULA SL	503 S	272.5 (107.3)	115.6 (45.5)	112 (44.1)	101.6 (40.0)	0 (0) 0	199 (438)
FORMULA SLS	494 S	272.5 (107.3)	115.6 (45.5)	112 (44.1)	101.6 (40.0)	3 (1/8) 0	211 (464)
FORMULA STX	583 F	272 (107.1)	115.6 (45.5)	128.3 (50.52)	101.6 (40.0)	3 (1/8) 0	231 (509)
FORMULA STX LT	583 F	291 (114.6)	115.6 (45.5)	128.3 (50.52)	101.6 (40.0)	3 (1/8) 0	239 (526)
FORMULA Z	583 F	272 (107.1)	121 (47.64)	112 (44.1)	107 (42)	0 (0) 0	234 (515)
FORMULA SS	670 F	272 (107.1)	121.0 (47.6)	112.0 (44.1)	107.0 (42.0)	0 (0) 0	237 (521)
FORMULA III	599 F	272 (107.1)	118.5 (46.7)	108.0 (42.5)	104.5 (41.0)	0 (0) 0	248 (546)
FORMULA III LT	599 F	291 (114.6)	118.5 (46.7)	108.0 (42.5)	104.5 (41.0)	0 (0) 0	251 (552)
MACH 1	670 F	272 (107.1)	118.5 (46.7)	108.0 (42.5)	104.5 (41.0)	3 (1/8) 0	239 (525)
MACH Z	779 F	272 (107.1)	118.5 (46.7)	108.0 (42.5)	104.5 (41.0)	0 (0) 0	257 (566)
MACH Z LT	779 F	291 (114.6)	118.5 (46.7)	108.0 (42.5)	104.5 (41.0)	0 (0) 0	260 (572)

BEARING AREA *SURFACE PORTANTE*	GROUND PRESSURE *PRESSION AU SOL*	FRAME MATERIAL *MATÉRIAU CHÂSSIS*	HOOD MATERIAL *MATÉRIAU CAPOT*	FUEL TANK *RÉSERVOIR DE CARBURANT*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	INJECTION OIL RESERVOIR *RÉSERVOIR HUILE INJECT.*	COOLING SYSTEM ⑤ *REFROIDISSEMENT ⑤*
cm^2 (in^2/po^2)	kPa (PSI/*lb/po*^{2})			L (U.S. gal) *(gal É.-U.)*	L (U.S.oz) *(oz É.-U.)*	L (U.S.oz) *(oz É.-U.)*	L (U.S.oz) *(oz É.-U.)*
7479 (1159)	3.34 (.484)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	42.1 (11.1)	4.1 (139)	250 (8.5)	5.0 (169.1)
7441 (1153)	3.53 (.512)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	42.1 (11.1)	4.1 (139)	250 (8.5)	5.0 (169.1)
6503 (1008)	2.94 (.426)	ALU.	RRIM POLYETHYLENE/ *POLYÉTHYLÈNE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
6503 (1008)	3.0 (.435)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.55 (86.2)	250 (8.5)	N.A. *S.O.*
6503 (1008)	3.18 (.461)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	40 (10.6)	2.8 (94.7)	250 (8.5)	4.7 (158.9)
6825 (1058)	3.32 (.481)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	42.1 (11.1)	4.1 (138.7)	250 (8.5)	4.7 (158.9)
7549 (1170)	3.11 (.451)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	42.1 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
6793 (1053)	3.38 (.49)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	42.1 (11.1)	4.1 (138.7)	250 (8.5)	4.7 (158.9)
6863 (1064)	3.39 (.492)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	42.1 (11.1)	4.1 (138.7)	250 (8.5)	4.7 (158.9)
6793 (1053)	3.58 (.519)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	42.1 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
7441 (1153)	3.31 (.480)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	42.1 (11.1)	4.1 (138.7)	250 (8.5)	5.3 (179.2)
6793 (1053)	3.45 (.500)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	42.1 (11.1)	4.1 (138.7)	250 (8.5)	4.7 (158.9)
6793 (1053)	3.71 (.538)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	42.1 (11.1)	4.1 (138.7)	250 (8.5)	5.0 (169.1)
7441 (1153)	3.43 (.497)	ALU.	RRIM POLYURETHANE/ *POLYURÉTHANE*	42.1 (11.1)	4.1 (138.7)	250 (8.5)	5.3 (179.2)

ABBREVIATIONS AND NOTES
ABRÉVIATIONS ET NOTES

SECTION: DIMENSIONS
SECTION: DIMENSIONS

ALU.: Aluminum
ALU.: Aluminium

FIB.: Fiber glass
FIB.: Fibre de verre

N.A.: Not applicable
S.O. : Sans objet

H.D.: High Density
H.D.: Haute densité

RRIM: Reinforced reaction injection molding
RRIM: Renforcé et moulé par injection

4-S: 4 stroke
4-T: 4 temps

TPO: Thermo Plastic Olefin
TPO: Thermo plastique Oléfine

① Body Type:

S: S-Series (small hood)
F: F-Series (large hood)

① *Type de carrosserie:*

S: Série S (petit capot)
F: Série F (grand capot)

② Refer to appropriate model year shop manual for procedure
② *Se référer au manuel de réparation approprié afin de connaître la marche à suivre*

③ Crankcase oil capacity
③ *Contenance d'huile du carter moteur*

④ Toe-out $^{+3}_{-0}$ mm ($^{+}_{-}\,^{1/8}_{0}$ in)

④ *Divergence* $^{+3}_{-0}$ *mm* ($^{+}_{-}\,^{1/8}_{0}$ *po*)

⑤ Coolant mixture: 60% antifreeze/40% water
⑤ *Liquide de refroidissement: 60% d'antigel/40% d'eau*

SECTION CONTENTS
CONTENU DE LA SECTION

TORQUE
COUPLE DE SERRAGE

	DRIVE PULLEY SCREW *VIS DE POULIE MOTRICE*	MAG. FLYWHEEL NUT *ÉCROU DU VOLANT MAGNÉTIQUE*	CYLINDER HEAD NUT *ÉCROU DE CULASSE*	CRANKCASE NUT *ÉCROU DE CARTER*	CRANKCASE / SUPPORT NUT *ÉCROU MOTEUR/SUPP.*	FAN SHAFT NUT *ÉCROU ARBRE VENTIL.*	CYLINDER / CRANK. NUT *ÉCROU CYLINDRE/ CARTER*
ALL SPECIFICATIONS IN N•m (lbf•ft) ***TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi)***							
2000							
MINI Z	25 (19)	75 (54)	24 (18)	12 (9)	15 (11)	N.A. *S.O.*	N.A. *S.O.*
TUNDRA R	①	90 (66)	N.A. *S.O.*	M 8: 22 (16)	21 (15)	N.A. *S.O.*	26 (19)
SKANDIC 380	①	105 (77)	21 (15)	M6: 9 (6) M8: 21 (15)	39 (28)	48 (35)	N.A. *S.O.*
SKANDIC WT LC	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (29)	N.A. *S.O.*	29 (21)
SKANDIC 500/ WT/SWT	①	105 (77)	21 (15)	M8: 21 (15)	39 (28)	48 (35)	N.A. *S.O.*
TOURING E/ LE/SLE	①	105 (77)	21 (15)	M6: 9 (6) M8: 21 (15)	39 (28)	48 (35)	N.A. *S.O.*
FORMULA S/ DLX 380	①	105 (77)	21 (15)	M6: 9 (6) M8: 21 (15)	39 (28)	48 (35)	N.A. *S.O.*
FORMULA DLX 500	①	105 (77)	29 (21)	M6: 9 (6) M8:29 (21)	40 (29)	N.A. *S.O.*	29 (21)
FORMULA DLX 600	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	35 (26)	N.A. *S.O.*	29 (21)
FORMULA Z 600	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	35 (26)	N.A. *S.O.*	29 (21)
FORMULA Z 700	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	35 (26)	N.A. *S.O.*	29 (21)
TOURING 500 LC FORMULA 500 LC/DLX 500 LC	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (29)	N.A. *S.O.*	29 (21)
GRAND TOURING 600	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	35 (26)	N.A. *S.O.*	29 (21)
GRAND TOURING 700/ SE/SE M.E.	①	125 (92)	29 (21)	M6: 13 (9) M8: 29 (21)	35 (26)	N.A. *S.O.*	29 (21)
SUMMIT 500	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	35 (26)	N.A. *S.O.*	29 (21)
SUMMIT 600	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	35 (26)	N.A. *S.O.*	29 (21)

	DRIVE PULLEY SCREW *VIS DE POULIE MOTRICE*	MAG. FLYWHEEL NUT *ÉCROU DU VOLANT MAGNÉTIQUE*	CYLINDER HEAD NUT *ÉCROU DE CULASSE*	CRANKCASE NUT *ÉCROU DE CARTER*	CRANKCASE / SUPPORT NUT *ÉCROU MOTEUR/SUPP.*	FAN SHAFT NUT *ÉCROU ARBRE VENTIL.*	CYLINDER / CRANK. NUT *ÉCROU CYLINDRE/ CARTER*
ALL SPECIFICATIONS IN N•m (lbf•ft) ***TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi)***							
2000 (contd/*suite*)							
SUMMIT 700/700 M.E./700 H.M.	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	35 (26)	N.A. *S.O.*	29 (21)
MX Z 440	①	105 (77)	21 (15)	M6: 9 (6) M8: 21 (15)	39 (29)	N.A. *S.O.*	N.A. *S.O.*
MX Zx 440 LC	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	35 (26)	N.A. *S.O.*	29 (21)
MX Z 500	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	35 (26)	N.A. *S.O.*	29 (21)
MX Z 600	①	125 (92)	29 (21)	M6: 9 (6) M8: 23 (16)	35 (26)	N.A. *S.O.*	29 (21)
MX Z 700/700 M.E.	①	125 (92)	29 (21)	M6: 9 (6) M8: 23 (16)	35 (26)	N.A. *S.O.*	29 (21)
FORMULA III 700 R/800	①	125 (92)	29 (21)	M6: 13 (9) M8: 29 (21)	35 (26)	N.A. *S.O.*	29 (21)
MACH 1 R/ Z/ Z R/Z R M.E.	①	125 (92)	29 (21)	M6: 13 (9) M8: 29 (21)	35 (26)	N.A. *S.O.*	29 (21)

	DRIVE PULLEY SCREW *VIS DE POULIE MOTRICE*	MAG. FLYWHEEL NUT *ÉCROU DU VOLANT MAGNÉTIQUE*	CYLINDER HEAD NUT *ÉCROU DE CULASSE*	CRANKCASE NUT *ÉCROU DE CARTER*	CRANKCASE / SUPPORT NUT *ÉCROU MOTEUR/SUPP.*	FAN SHAFT NUT *ÉCROU ARBRE VENTIL.*	CYLINDER / CRANK. NUT *ÉCROU CYLINDRE/ CARTER*
ALL SPECIFICATIONS IN N•m (lbf•ft) ***TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi)***							
1999							
MINI Z	25 (19)	75 (54)	24 (18)	12 (9)	15 (11)	N.A. *S.O.*	N.A. *S.O.*
TUNDRA R/ TUNDRA	①	90 (66)	N.A. *S.O.*	M 8: 22 (16)	21 (15)	N.A. *S.O.*	26 (19)
SKANDIC 380	①	105 (77)	21 (15)	M6: 9 (6) M8: 21 (15)	39 (28)	48 (35)	N.A. *S.O.*
SKANDIC WT LC	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (29)	N.A. *S.O.*	29 (21)
SKANDIC 500/ WT/SWT	①	105 (77)	21 (15)	M8: 21 (15)	39 (28)	48 (35)	N.A. *S.O.*
TOURING E/ LE/SLE	①	105 (77)	21 (15)	M6: 9 (6) M8: 21 (15)	39 (28)	48 (35)	N.A. *S.O.*
FORMULA S/ DLX 380	①	105 (77)	21 (15)	M6: 9 (6) M8: 21 (15)	39 (28)	48 (35)	N.A. *S.O.*
FORMULA Z 500/ DLX 500 LC	①	125 (92)	29 (21)	M6: 9 (6) M8:29 (21)	40 (29)	N.A. *S.O.*	29 (21)
FORMULA SL/ DLX 500	①	105 (77)	21 (15)	M8: 21 (15)	39 (28)	48 (35)	N.A. *S.O.*
FORMULA DLX 583	①	125 (92)	29 (21)	M6: 9 (6) M8: 23 (16)	40 (29)	N.A. *S.O.*	29 (21)
FORMULA Z 583	①	125 (92)	29 (21)	M6: 9 (6) M8: 23 (16)	40 (29)	N.A. *S.O.*	29 (21)
FORMULA Z 670/ DLX 670	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (29)	N.A. *S.O.*	29 (21)
GRAND TOURING 500	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (29)	N.A. *S.O.*	29 (21)
GRAND TOURING 583	①	125 (92)	29 (21)	M6: 9 (6) M8: 23 (16)	39 (28)	N.A. *S.O.*	29 (21)
GRAND TOURING 700/ SE	①	125 (92)	29 (21)	M6: 13 (9) M8: 29 (21)	36 (26)	N.A. *S.O.*	29 (21)
SUMMIT 500	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (29)	N.A. *S.O.*	29 (21)

	DRIVE PULLEY SCREW *VIS DE POULIE MOTRICE*	MAG. FLYWHEEL NUT *ÉCROU DU VOLANT MAGNÉTIQUE*	CYLINDER HEAD NUT *ÉCROU DE CULASSE*	CRANKCASE NUT *ÉCROU DE CARTER*	CRANKCASE / SUPPORT NUT *ÉCROU MOTEUR/SUPP.*	FAN SHAFT NUT *ÉCROU ARBRE VENTIL.*	CYLINDER / CRANK. NUT *ÉCROU CYLINDRE/ CARTER*
ALL SPECIFICATIONS IN N•m (lbf•ft) ***TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi)***							
1999 (contd/*suite*)							
SUMMIT 600	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (29)	N.A. *S.O.*	29 (21)
SUMMIT 700	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (29)	N.A. *S.O.*	29 (21)
SUMMIT x 670	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (29)	N.A. *S.O.*	29 (21)
MX Z 440	①	105 (77)	21 (15)	M6: 9 (6) M8: 21 (15)	39 (28)	N.A. *S.O.*	N.A. *S.O.*
MX Zx 440 LC/ MX Z 670 H.O.	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (29)	N.A. *S.O.*	29 (21)
MX Z 500	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (29)	N.A. *S.O.*	29 (21)
MX Z 600	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (29)	N.A. *S.O.*	29 (21)
MX Z 700	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (29)	N.A. *S.O.*	29 (21)
FORMULA III 600/600 R/ 600 LT/700/700 R	①	125 (92)	29 (21)	M6: 13 (9) M8: 29 (21)	35 (26)	N.A. *S.O.*	29 (21)
MACH 1/ 1 R/ Z/ Z R/Z LT/ Z LT R	①	125 (92)	29 (21)	M6: 13 (9) M8: 29 (21)	35 (26)	N.A. *S.O.*	29 (21)

	DRIVE PULLEY SCREW *VIS DE POULIE MOTRICE*	MAG. FLYWHEEL NUT *ÉCROU DU VOLANT MAGNÉTIQUE*	CYLINDER HEAD NUT *ÉCROU DE CULASSE*	CRANKCASE NUT *ÉCROU DE CARTER*	CRANKCASE / SUPPORT NUT *ÉCROU MOTEUR/SUPP.*	FAN SHAFT NUT *ÉCROU ARBRE VENTIL.*	CYLINDER / CRANK. NUT *ÉCROU CYLINDRE/ CARTER*
ALL SPECIFICATIONS IN N•m (lbf•ft) ***TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi)***							
1998							
MINI Z	25 (19)	75 (54)	24 (18)	12 (9)	15 (11)	N.A. *S.O.*	N.A. *S.O.*
TUNDRA R/ TUNDRA II LT	①	90 (66)	N.A. *S.O.*	M 8: 22 (16)	21 (15)	N.A. *S.O.*	26 (19)
SKANDIC 380	①	105 (77)	21 (15)	M6: 9 (6) M8: 21 (15)	39 (28)	48 (35)	N.A. *S.O.*
SKANDIC WT LC	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (29)	N.A. *S.O.*	29 (21)
SKANDIC 500/ WT/SWT	①	105 (77)	21 (15)	M8: 21 (15)	39 (28)	48 (35)	N.A. *S.O.*
TOURING E/ LE/SLE	①	105 (77)	21 (15)	M6: 9 (6) M8: 21 (15)	39 (28)	48 (35)	N.A. *S.O.*
FORMULA S/ S (ELEC./*ÉLEC.*)	①	105 (77)	21 (15)	M6: 9 (6) M8: 21 (15)	39 (28)	48 (35)	N.A. *S.O.*
FORMULA 500/ 500 DL	①	125 (92)	29 (21)	M6: 9 (6) M8:29 (21)	40 (29)	N.A. *S.O.*	29 (21)
FORMULA SL	①	105 (77)	21 (15)	M8: 21 (15)	39 (28)	48 (35)	N.A. *S.O.*
FORMULA 583 DL	①	125 (92)	29 (21)	M6: 9 (6) M8: 23 (16)	40 (29)	N.A. *S.O.*	29 (21)
FORMULA Z 583	①	125 (92)	29 (21)	M6: 9 (6) M8: 23 (16)	40 (29)	N.A. *S.O.*	29 (21)
FORMULA Z 670	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (29)	N.A. *S.O.*	29 (21)
GRAND TOURING 500	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (29)	N.A. *S.O.*	29 (21)
GRAND TOURING 583	①	125 (92)	29 (21)	M6: 9 (6) M8: 23 (16)	39 (28)	N.A. *S.O.*	29 (21)
GRAND TOURING 700/SE	①	125 (92)	29 (21)	M6: 13 (9) M8: 29 (21)	35 (26)	N.A. *S.O.*	29 (21)
SUMMIT 500	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (29)	N.A. *S.O.*	29 (21)

	DRIVE PULLEY SCREW *VIS DE POULIE MOTRICE*	MAG. FLYWHEEL NUT *ÉCROU DU VOLANT MAGNÉTIQUE*	CYLINDER HEAD NUT *ÉCROU DE CULASSE*	CRANKCASE NUT *ÉCROU DE CARTER*	CRANKCASE / SUPPORT NUT *ÉCROU MOTEUR/SUPP.*	FAN SHAFT NUT *ÉCROU ARBRE VENTIL.*	CYLINDER / CRANK. NUT *ÉCROU CYLINDRE/ CARTER*
ALL SPECIFICATIONS IN N•m (lbf•ft) ***TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi)***							
1998 (contd/*suite*)							
SUMMIT 583	①	125 (92)	29 (21)	M6: 9 (6) M8: 23 (16)	40 (29)	N.A. *S.O.*	29 (21)
SUMMIT 670/ SUMMIT x 670	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (29)	N.A. *S.O.*	29 (21)
MX Z 440	①	105 (77)	21 (15)	M6: 9 (6) M8: 21 (15)	39 (28)	N.A. *S.O.*	N.A. *S.O.*
MX Zx 440 LC/ MX Z 670	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (29)	N.A. *S.O.*	29 (21)
MX Z 500	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (29)	N.A. *S.O.*	29 (21)
MX Z 583	①	125 (92)	29 (21)	M6: 9 (6) M8: 23 (16)	40 (29)	N.A. *S.O.*	29 (21)
FORMULA III 600/600 R/ 600 LT/700/700 R	①	125 (92)	29 (21)	M6: 13 (9) M8: 29 (21)	35 (26)	N.A. *S.O.*	29 (21)
MACH 1/ 1 R/ Z/ Z R/Z LT/ Z LT R	①	125 (92)	29 (21)	M6: 13 (9) M8: 29 (21)	35 (26)	N.A. *S.O.*	29 (21)

	DRIVE PULLEY SCREW *VIS DE POULIE MOTRICE*	MAG. FLYWHEEL NUT *ÉCROU DU VOLANT MAGNÉTIQUE*	CYLINDER HEAD NUT *ÉCROU DE CULASSE*	CRANKCASE NUT *ÉCROU DE CARTER*	CRANKCASE / SUPPORT NUT *ÉCROU MOTEUR/SUPP.*	FAN SHAFT NUT *ÉCROU ARBRE VENTIL.*	CYLINDER / CRANK. NUT *ÉCROU CYLINDRE/ CARTER*
ALL SPECIFICATIONS IN N•m (lbf•ft) ***TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi)***							
1997							
TUNDRA II LT	①	90 (66)	26 (19)	M8: 22 (16)	10 (7)	N.A. *S.O.*	N.A. *S.O.*
SKANDIC 380/ 500	①	105 (77)	22 (16)	M6: 10 (7) M8: 22 (16)	38 (28)	48 (35)	N.A. *S.O.*
SKANDIC WT/ SWT	①	105 (77)	22 (16)	M8: 22 (16)	38 (28)	48 (35)	N.A. *S.O.*
TOURING E/ E LT/SLE/LE	①	105 (77)	22 (16)	M6: 10 (7) M8: 22 (16)	38 (28)	48 (35)	N.A. *S.O.*
FORMULA S/SL	①	105 (77)	22 (16)	M6: 10 (7) M8: 22 (16)	38 (28)	48 (35)	N.A. *S.O.*
FORMULA 500/ 500 DL	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (30)	N.A. *S.O.*	29 (21)
SKANDIC WT LC, FORMULA 583/Z	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (30)	N.A. *S.O.*	29 (21)
MX Z 440/ 440 LC/583/670, MX Zx 440 LC	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (30)	N.A. *S.O.*	29 (21)
SUMMIT 500/ 583/670	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (30)	N.A. *S.O.*	29 (21)
GRAND TOURING 500	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (30)	N.A. *S.O.*	29 (21)
GRAND TOURING 583	①	125 (92)	29 (21)	M6: 9 (6) M8: 23 (17)	40 (30)	N.A. *S.O.*	29 (21)
GRAND TOURING SE	①	125 (92)	29 (21)	M6: 13 (10) M8: 29 (21)	35 (26)	N.A. *S.O.*	29 (21)
FORMULA III/ III LT	①	125 (92)	29 (21)	M6: 13 (10) M8: 29 (21)	35 (26)	N.A. *S.O.*	29 (21)
MACH 1	①	125 (92)	29 (21)	M6:13 (10) M8: 29 (21)	35 (26)	N.A. *S.O.*	29 (21)
MACH Z/Z LT	①	125 (92)	29 (21)	M6: 13 (10) M8: 29 (21)	35 (26)	N.A. *S.O.*	29 (21)

	DRIVE PULLEY SCREW *VIS DE POULIE MOTRICE*	MAG. FLYWHEEL NUT *ÉCROU DU VOLANT MAGNÉTIQUE*	CYLINDER HEAD NUT *ÉCROU DE CULASSE*	CRANKCASE NUT *ÉCROU DE CARTER*	CRANKCASE / SUPPORT NUT *ÉCROU MOTEUR/SUPP.*	FAN SHAFT NUT *ÉCROU ARBRE VENTIL.*	CYLINDER / CRANK. NUT *ÉCROU CYLINDRE/ CARTER*
ALL SPECIFICATIONS IN N•m (lbf•ft) ***TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi)***							
1996							
ÉLAN	95-108 (70-80)	80 (59)	22 (16)	M6: 10 (7) M8: 22 (16)	38 (28)	N.A. *S.O.*	N.A. *S.O.*
TUNDRA II LT	①	90 (66)	26 (19)	M8: 22 (16)	10 (7)	N.A. *S.O.*	N.A. *S.O.*
SKANDIC 380, TOURING E/E LT, FORMULA S	①	105 (77)	22 (16)	M6: 10 (7) M8: 22 (16)	38 (28)	48 (35)	N.A. *S.O.*
SKANDIC 500, TOURING SLE/LE, FORMULA SL	①	105 (77)	22 (16)	M8: 22 (16)	38 (28)	48 (35)	N.A. *S.O.*
SKANDIC WT, MOUNTAIN SP	①	105 (77)	22 (16)	M8: 22 (16)	38 (28)	48 (35)	N.A. *S.O.*
FORMULA SLS, SUMMIT 500	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (30)	N.A. *S.O.*	29 (21)
GRAND TOURING 500	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (30)	N.A. *S.O.*	29 (21)
MX Z 440/583/ 670	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (30)	N.A. *S.O.*	29 (21)
SUMMIT 583/ 670	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (30)	N.A. *S.O.*	29 (21)
FORMULA STX/ LT 2/Z	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (30)	N.A. *S.O.*	29 (21)
GRAND TOURING 580	①	100 (74)	29 (21)	M6: 9 (6) M8: 23 (17)	40 (30)	N.A. *S.O.*	29 (21)
GRAND TOURING SE, FORMULA SS	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (30)	N.A. *S.O.*	29 (21)
FORMULA III/ III LT	①	125 (92)	29 (21)	M6: 13 (10) M8: 29 (21)	13 (10)	N.A. *S.O.*	29 (21)
MACH 1	①	125 (92)	29 (21)	M6: 9 (6) M8: 29 (21)	40 (30)	N.A. *S.O.*	29 (21)
MACH Z/Z LT	①	125 (92)	29 (21)	M6: 13 (10) M8: 29 (21)	13 (10)	N.A. *S.O.*	29 (21)

ABBREVIATIONS AND NOTES
ABRÉVIATIONS ET NOTES

SECTION: DIMENSIONS
SECTION: DIMENSIONS

N.A.: Not applicable
S.O.: Sans objet

① Drive pulley retaining screw: torque to 90 to 100 N•m (66 to 74 lbf•ft), install drive belt, accelerate the vehicle at low speed (maximum 30 km/h (20 MPH)) and apply the brake; repeat 5 times. Recheck the torque of 90 to 100 N•m (66 to 74 lbf•ft).

① *Vis de fixation de poulie motrice: serrer entre 90 et 100 N•m (66-74 lbf•pi), installer la courroie d'entraînement, faire accélérer le véhicule à basse vitesse (maximum: 30 km/h ou 20 MPH) et appliquer le frein; refaire cette opération 5 fois. Vérifier si le couple de serrage est encore entre 90 et 100 N•m (66-74 lbf•pi).*

SECTION CONTENTS
CONTENU DE LA SECTION

MISCELLANEOUS
DIVERS

SI* METRIC INFORMATION CHART
*TABLEAU D'INFORMATION SI**

BASE UNITS — *UNITÉS DE BASE*		
DESCRIPTION	UNIT *UNITÉ*	SYMBOL *SYMBOLE*
length *longueur*	meter *mètre*	m
mass *masse*	kilogram *kilogramme*	kg
force *force*	Newton *Newton*	N
liquid *liquide*	liter *litre*	L
temperature *température*	celsius	°C
pressure *pression*	kilopascal	kPa
torque *couple*	Newton meter *Newton mètre*	N•m
speed *vitesse*	kilometer per hour *kilomètre par heure*	km/h

PREFIXES — *PRÉFIXES*			
PREFIX *PRÉFIXE*	SYMBOL *SYMBOLE*	MEANING *SIGNIFICATION*	VALUE *VALEUR*
kilo	k	one thousand *un millier*	1,000
centi	c	one hundredth *un centième*	0.01
milli	m	one thousandth *un millième*	0.001
micro	µ	one millionth *un millionième*	0.000001

CONVERSION FACTORS
FACTEURS DE CONVERSION

TO CONVERT *POUR CONVERTIR*	TO *EN*	MULTIPLY BY* *MULTIPLIER PAR**
in *(po)*	mm	25.40
in *(po)*	cm	2.54
ft *(pi)*	m	0.30
miles *(milles)*	km	1.61
MPH *(mille/h)*	km/h	1.61
in² *(po²)*	cm²	6.45
in³ *(po³)*	cm³	16.39
oz imp. *(oz imp.)*	oz U.S. *(oz É.-U.)*	0.96
oz imp. *(oz imp.)*	mL	28.41
oz U.S. *(oz É.-U.)*	mL	29.57
gal imp.	gal U.S. *(gal É.-U.)*	1.20
gal imp.	L	4.55
gal U.S. *(gal É.-U.)*	L	3.79
oz	g	28.35
lb	kg	0.45
lbf	N	4.45
lbf•**in** *(lbf•**po**)*	N•m	0.11
lbf•ft *(lbf•pi)*	N•m	1.36
lbf•ft *(lbf•pi)*	lbf•**in** *(lbf•**po**)*	12.00
lbf/in² (lbf/po²)	kPa	6.89
Fahrenheit	Celsius	(°F - 32) ÷ 1.8
Celsius	Fahrenheit	(°C x 1.8) + 32

* TO OBTAIN THE INVERSE SEQUENCE, DIVIDE BY THE GIVEN FACTOR. EX: To convert mm to in, divide by 25.4

* *POUR OBTENIR LES CONVERSIONS INVERSES, DIVISER L'UNITÉ PAR LE FACTEUR DONNÉ. EX.: Pour convertir mm à po, diviser par 25.4*

CONVERSION FACTORS ARE ROUNDED OFF TO TWO DECIMALS FOR EASIER USE.

POUR FACILITER LEUR UTILISATION, LES FACTEURS DE CONVERSION SONT ARRONDIS À DEUX DÉCIMALES.

TAP DRILL SIZE (imperial)
GROSSEUR DES FORETS DE TARAUDAGE (impérial)

- 1 -

TAP SIZE *GROSSEUR DU TARAUD* NO./*N°*	TPI	TAP DRILL *GROSSEUR DU FORET*
	80 NF	3/64
1	64 NC 72 NF	53 53
2	56 NC 64 NF	50 50
3	48 NC 56 NF	47 45
4	36 NS 40 NC 48 NF	44 43 42
5	40 NC 44 NF	38 37
6	32 NC 40 NF	36 33
8	32 NC 36 NF	29 29
10	24 NC 32 NF	25 21
12	24 NC 28 NF	16 14
1/4	20 NC 28 NF	7 3
5/16	18 NC 24 NF	F I
3/8	16 NC 24 NF	5/16 Q
7/16	14 NC 20 NF	U 25/64
1/2	13 NC 20 NF	27/64 29/64
9/16	12 NC 18 NF	31/64 33/64
5/8	11 NC 18 NF	17/32 37/64
11/16	11 NC 16 NF	19/32 5/8
3/4	10 NC 16 NF	21/32 11/16
7/8	9 NC 14 NF	49/64 13/16

TAP DRILL SIZE (metric)
GROSSEUR DES FORETS DE TARAUDAGE (métrique)

SIZE *GROSSEUR* mm	PITCH *PAS* mm	DRILL *FORET* mm	in/*po*	DRILL *FORET* in/*po*
M1.6	0.35	1.25	.049	3/64
M2	0.4	1.6	.063	1/16
M2.5	0.45	2.05	.081	46
M3	0.5	2.5	.098	40
M4	0.7	3.3	.130	30
M5	0.8	4.2	.165	19
M6	1.0	5.0	.197	9
M7	1.0	6.0	.236	15/64
M8	1.25	6.75	.266	17/64
M8	1.0	7.0	.276	J
M10	1.5	8.5	.335	Q
M10	1.25	8.75	.344	11/32
M12	1.75	10.2	.402	Y
M12	1.25	10.7	.421	27/64
M14	2.0	12.0	.472	15/32
M14	1.5	12.5	.492	31/64
M16	2.0	14.0	.551	35/64
M16	1.5	14.5	.571	9/16
M18	2.5	15.5	.610	39/64
M18	1.5	16.5	.650	41/64
M20	2.5	17.5	.689	11/16
M20	1.5	18.5	.728	23/32
M24	3.0	21.0	.827	53/64
M24	2.0	22.0	.866	55/64

DRILL DIAMETER DECIMAL EQUIVALENTS — mm/in
ÉQUIVALENCE DÉCIMALE DES DIAMÈTRES DE FORETS — mm/po
- 1 -

BASED ON 1 INCH = 25.4 MM
BASÉ SUR 1 POUCE = 25.4 MM

DRILL SIZE *GROSSEUR FORET*	mm	INCHES *POUCES*	DRILL SIZE *GROSSEUR FORET*	mm	INCHES *POUCES*
—	0.10	.0039	58	1.07	.0420
—	0.20	.0079	57	1.09	.0430
—	0.25	.0098	56	1.18	.0465
—	0.30	.0118	**3/64**	1.19	.0469
80	0.34	.0135	55	1.32	.0520
79	0.37	.0145	54	1.40	.0550
1/64	0.40	.0156	53	1.51	.0595
78	0.41	.0160	**1/16**	1.59	.0625
77	0.46	.0180	52	1.61	.0635
—	0.50	.0197	51	1.70	.0670
76	0.51	.0200	50	1.78	.0700
75	0.53	.0210	49	1.85	.0730
74	0.57	.0225	48	1.93	.0760
—	0.60	.0236	**5/64**	1.98	.0781
73	0.61	.0240	47	1.99	.0785
72	0.64	.0250	—	2.00	.0787
71	0.66	.0260	46	2.06	.0810
—	0.70	.0276	45	2.08	.0820
70	0.71	.0280	44	2.18	.0860
69	0.74	.0292	43	2.26	.0890
—	0.75	.0295	42	2.37	.0935
68	0.79	.0310	**3/32**	2.38	.0938
1/32	0.79	.0313	41	2.44	.0960
—	0.80	.0315	40	2.49	.0980
67	0.81	.0320	39	2.53	.0995
66	0.84	.0330	38	2.58	.1015
65	0.89	.0350	37	2.64	.1040
—	0.90	.0354	36	2.71	.1065
64	0.91	.0360	**7/64**	2.78	.1094
63	0.94	.0370	35	2.79	.1100
62	0.97	.0380	34	2.82	.1110
61	0.99	.0390	33	2.87	.1130
—	1.00	.0394	32	2.95	.1160
60	1.02	.0400	—	3.00	.1181
59	1.04	.0410	31	3.05	.1200

DRILL DIAMETER DECIMAL EQUIVALENTS — mm/in
ÉQUIVALENCE DÉCIMALE DES DIAMÈTRES DE FORETS — mm/po
- 2 -

BASED ON 1 INCH = 25.4 MM
BASÉ SUR 1 POUCE = 25.4 MM

DRILL SIZE *GROSSEUR FORET*	mm	INCHES *POUCES*	DRILL SIZE *GROSSEUR FORET*	mm	INCHES *POUCES*
1/8	3.18	.1250	4	5.31	.2090
30	3.26	.1285	3	5.41	.2130
29	3.45	.1360	**7/32**	5.56	.2188
28	3.57	.1405	2	5.61	.2210
9/64	3.57	.1406	1	5.79	.2280
27	3.66	.1440	A	5.94	.2340
26	3.73	.1470	**15/64**	5.95	.2344
25	3.80	.1495	—	6.00	.2362
24	3.86	.1520	B	6.05	.2380
23	3.91	.1540	C	6.15	.2420
5/32	3.97	.1562	D	6.25	.2460
22	3.99	.1570	1/4	6.35	.2500
—	4.00	.1575	E	6.35	.2500
21	4.04	.1590	F	6.53	.2570
20	4.09	.1610	G	6.63	.2610
19	4.22	.1660	**17/64**	6.75	.2656
18	4.31	.1695	H	6.76	.2660
11/64	4.37	.1719	I	6.91	.2720
17	4.39	.1730	—	7.00	.2756
16	4.50	.1770	J	7.04	.2770
15	4.57	.1800	K	7.14	.2810
14	4.62	.1820	**9/32**	7.14	.2812
13	4.70	.1850	L	7.37	.2900
3/16	4.76	.1875	M	7.49	.2950
12	4.80	.1890	**19/64**	7.54	.2969
11	4.85	.1910	N	7.67	.3020
10	4.91	.1935	**5/16**	7.94	.3125
9	4.98	.1960	—	8.00	.3150
—	5.00	.1968	O	8.03	.3160
8	5.05	.1990	P	8.20	.3230
7	5.11	.2010	**21/64**	8.33	.3281
13/64	5.16	.2031	Q	8.43	.3320
6	5.18	.2040	R	8.61	.3390
5	5.22	.2055	**11/32**	8.73	.3438

DRILL DIAMETER DECIMAL EQUIVALENTS — mm/in

ÉQUIVALENCE DÉCIMALE DES DIAMÈTRES DE FORETS — mm/po

- 3 -

BASED ON 1 INCH = 25.4 MM
BASÉ SUR 1 POUCE = 25.4 MM

DRILL SIZE *GROSSEUR FORET*	mm	INCHES *POUCES*	DRILL SIZE *GROSSEUR FORET*	mm	INCHES *POUCES*
S	8.84	.3480	**41/64**	16.27	.6406
—	9.00	.3543	**21/32**	16.67	.6562
T	9.09	.3580	—	17.00	.6693
23/64	9.13	.3594	**43/64**	17.07	.6719
U	9.35	.3680	**11/16**	17.46	.6875
3/8	9.53	.3750	**45/64**	17.86	.7031
V	9.58	.3770	—	18.00	.7087
W	9.80	.3860	**23/32**	18.26	.7188
25/64	9.92	.3906	**47/64**	18.65	.7344
—	10.00	.3937	—	19.00	.7480
X	10.08	.3970	**3/4**	19.05	.7500
Y	10.26	.4040	**49/64**	19.45	.7656
13/32	10.32	.4062	**25/32**	19.84	.7812
Z	10.49	.4130	—	20.00	.7874
27/64	10.72	.4219	**51/64**	20.24	.7969
—	11.00	.4331	**13/16**	20.64	.8125
7/16	11.11	.4375	—	21.00	.8268
29/64	11.51	.4531	**53/64**	21.03	.8281
15/32	11.91	.4688	**27/32**	21.43	.8438
—	12.00	.4724	**55/64**	21.83	.8594
31/64	12.30	.4844	—	22.00	.8661
1/2	12.70	.5000	**7/8**	22.23	.8750
—	13.00	.5118	**57/64**	22.62	.8906
33/64	13.10	.5156	—	23.00	.9055
17/32	13.49	.5312	**29/32**	23.02	.9062
35/64	13.89	.5469	**59/64**	23.42	.9219
—	14.00	.5512	**15/16**	23.81	.9375
9/16	14.29	.5625	—	24.00	.9449
37/64	14.68	.5781	**61/64**	24.21	.9531
—	15.00	.5906	**31/32**	24.61	.9688
19/32	15.08	.5938	—	25.00	.9842
39/64	15.48	.6094	**63/64**	25.00	.9844
5/8	15.88	.6250	**1**	25.40	1.0000
—	16.00	.6299	—	—	—

NOTES/*NOTES*

NOTES/*NOTES*

NOTES/*NOTES*

MMT2000-001I_DIVERS.FM

NOTES/*NOTES*

NOTES/*NOTES*

MMT2000-001I_DIVERS.FM

NOTES/*NOTES*

NOTES/*NOTES*

MMT2000-001I_DIVERS.FM

NOTES/*NOTES*

MMT2000-001J_ADRESSE.FM

BOMBARDIER

SERVICE PUBLICATION REPORT
RAPPORT AU SERVICE DES PUBLICATIONS

Publication title and year
Titre et année de publication _____ Page_____

Vehicle
Véhicule _____

Report of Error
Rapport d'erreur ❑

Suggestion
Suggestion ❑

_____

_____

_____

Name
Nom _____

Address
Adresse _____

City and state/prov.
*Ville et province (état)*_____ Date _____

Zip code/Postal code
Code postal _____

HELPING US TO SERVE YOU BETTER

We would be delighted if you could communicate to Bombardier any suggestion you may have concerning our publications.

AIDEZ-NOUS À MIEUX VOUS SERVIR

Nous apprécierions si vous pouviez faire part à Bombardier de toute suggestion que vous pourriez avoir concernant nos publications.

AFFIX
PROPER
POSTAGE

AFFRANCHIR
SUFFISAMMENT

Bombardier Inc.
Technical Publications/
Publications techniques
Valcourt (Quebec)
Canada J0E 2L0

BOMBARDIER
PRODUITS RÉCRÉATIFS