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DRIVE BELT

MODEL	PART NUMBER	WIDTH (NEW) ± 0.25 mm (.010 in)	MINIMUM WIDTH (WEAR LIMIT)
S-Series Skandic LT/WT/SWT/WT LC	415 060 600	34.70 mm (1.366 in)	32.30 mm (1.272 in)

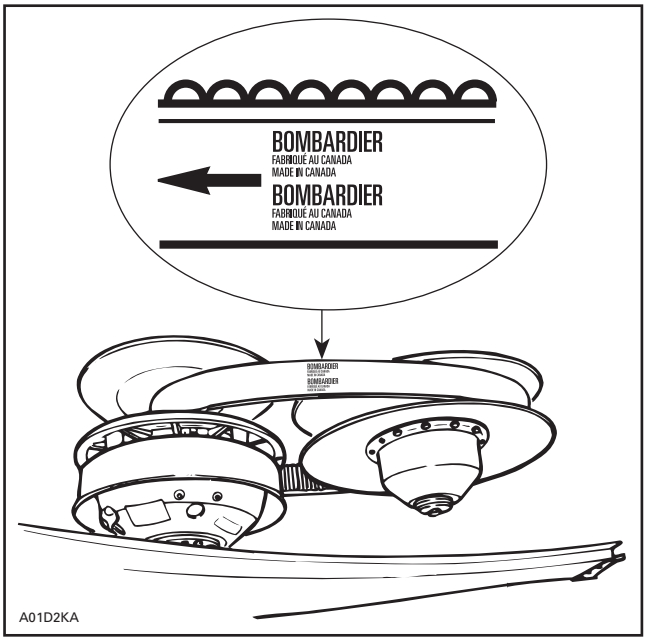
INSPECTION

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

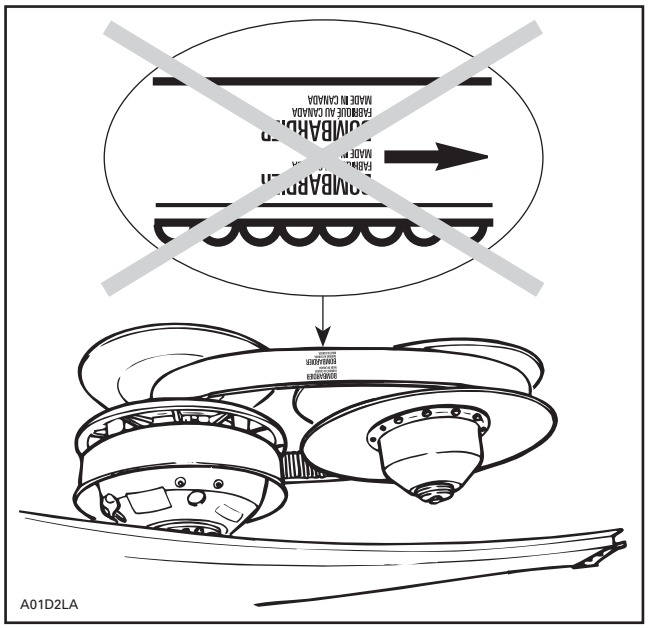
Check the drive belt width. Replace the drive belt if width is less than the minimum width recommended (see table above).

ROTATION DIRECTION

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



CORRECT



INCORRECT

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

DRIVE BELT DEFLECTION MEASUREMENT

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

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

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

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

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

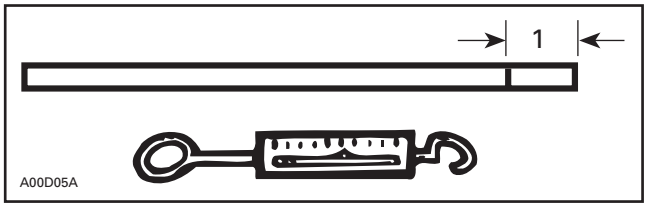
MODEL	DEFLECTION mm (in)	FORCE kg (lb)	HEIGHT† OVER DRIVEN PULLEY
All models	32 ± 5 (1-1/4 ± 13/64)	11.3 (25)	0 - 1.5 mm (0 - 1/16 in)

† FOR REFERENCE ONLY

To Check Tension

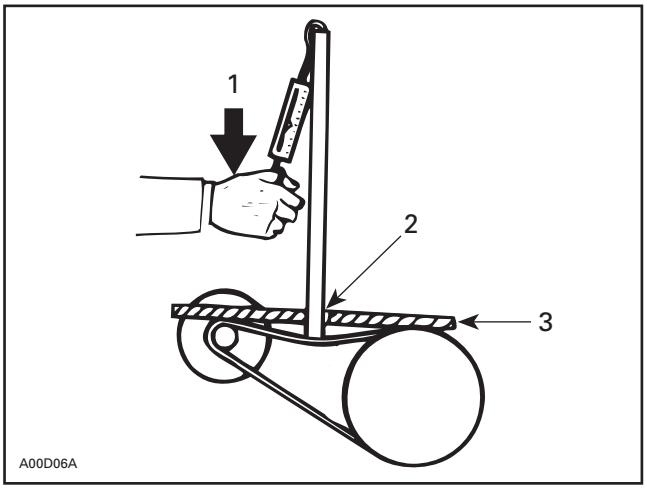
Position a reference rule on drive belt.

Wooden Stick and Spring Scale Method



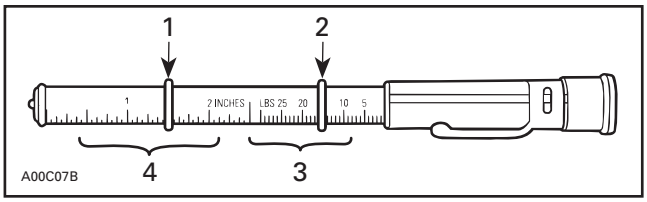
1. Mark specified deflection

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



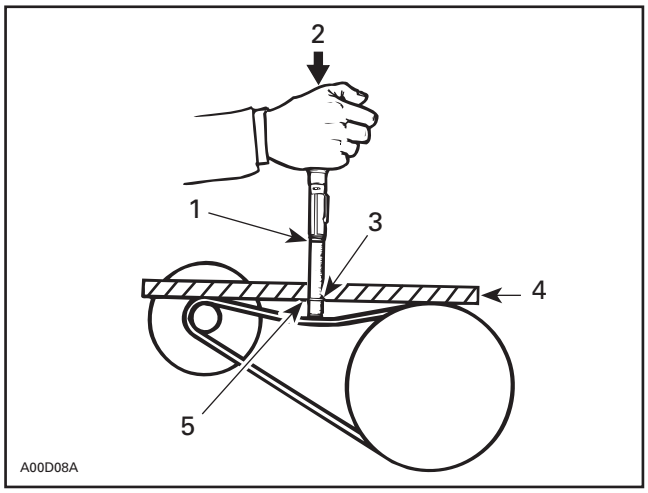
1. Force
2. Read deflection here
3. Reference rule

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



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

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



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

DEFLECTION ADJUSTMENT

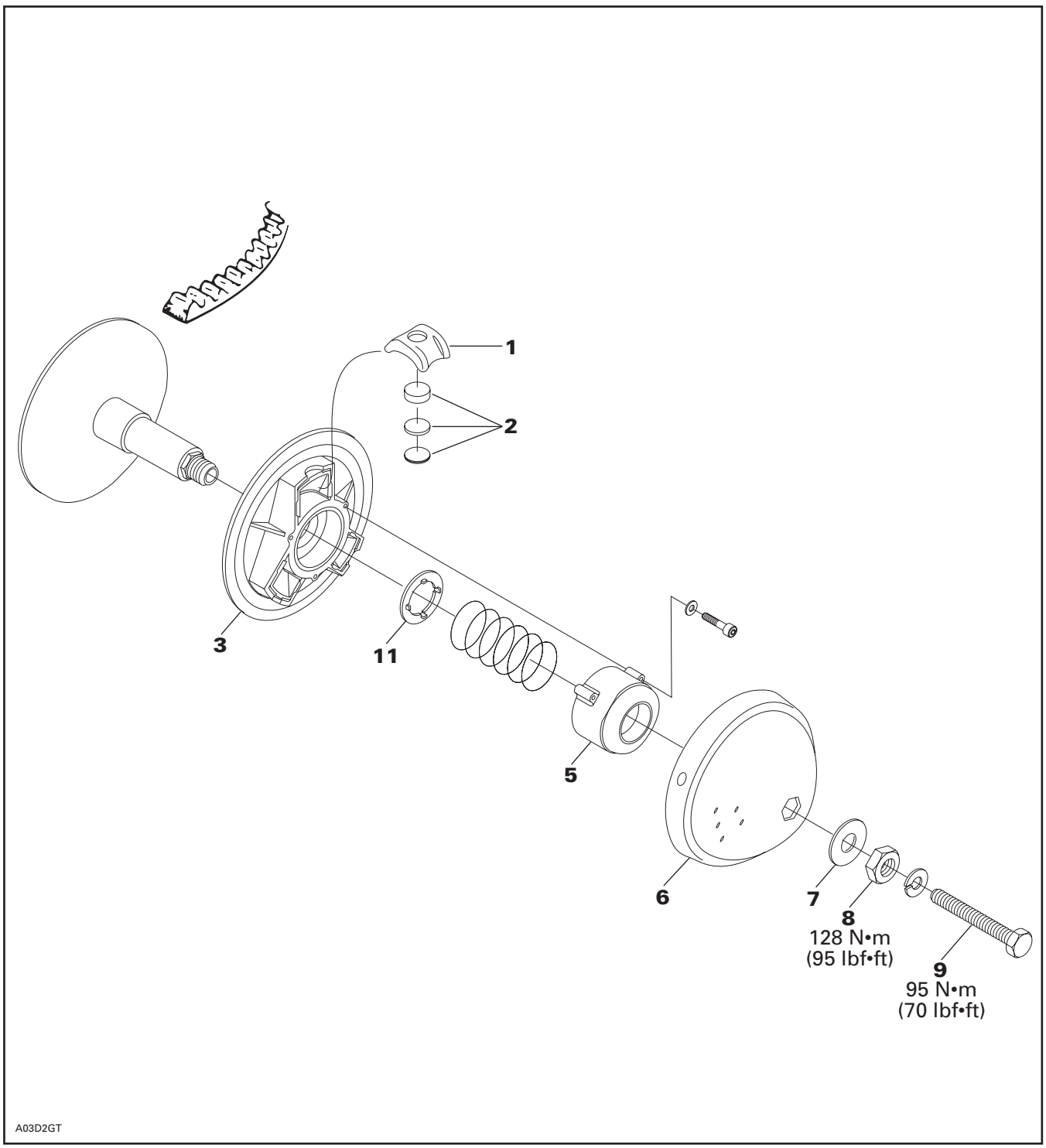
Vary pulley distance — within tolerances — to obtain proper drive belt deflection.

DRIVE PULLEY

BOMBARDIER LITE

NOTE: This is a lubrication free drive pulley.

377 Engine S-Series



GENERAL

Some drive pulley components (return spring, calibration disk) can be changed to improve vehicle performance in high altitude regions. A Service Bulletin will give information about calibration according to altitude.

CAUTION: Such modifications should only be performed by experience mechanics since they can greatly affect vehicle performance.

⚠ WARNING

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

REMOVAL

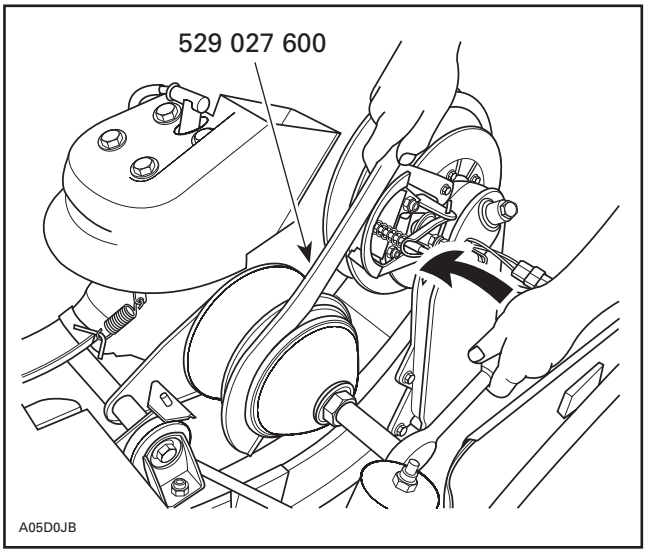
NOTE: If disassembling drive pulley, first straighten tab washer no. 7 then untighten nut no. 8.

⚠ WARNING

Never use an impact wrench to remove or install the drive pulley.

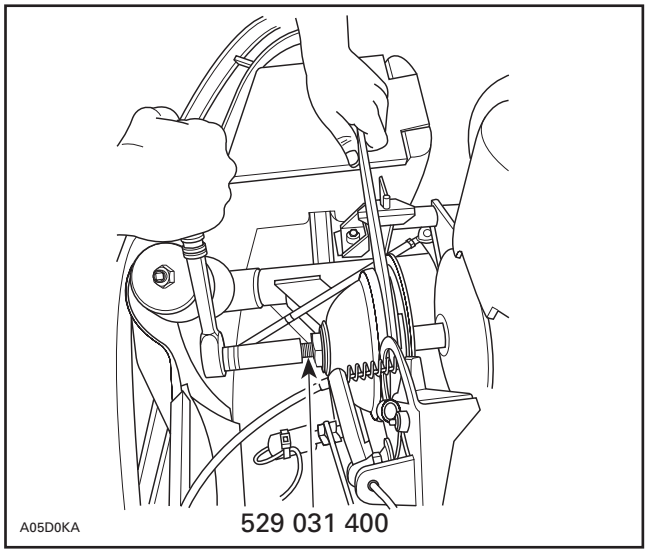
Use holder (P/N 529 027 600).

Remove retaining screw no. 9.



TYPICAL

Insert drive pulley puller (P/N 529 031 400) then remove drive pulley.

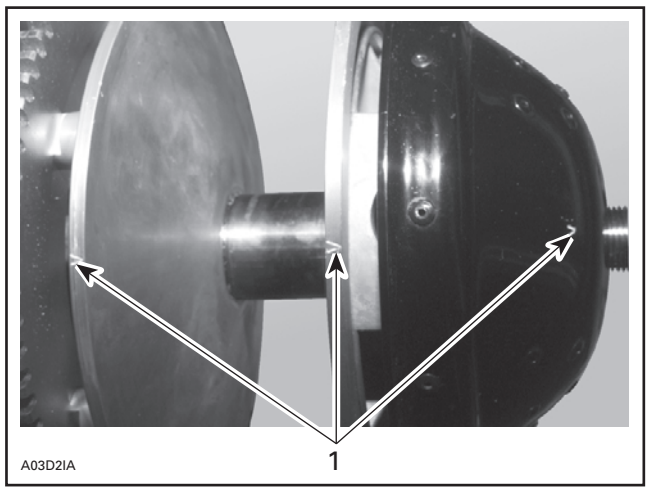


TYPICAL

DISASSEMBLY

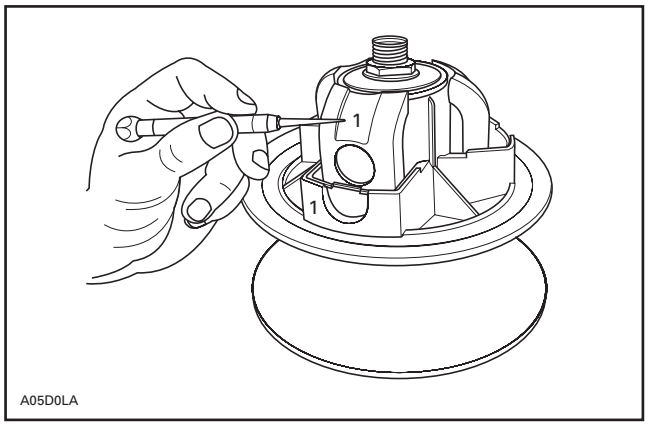
Unscrew nut. Remove tab washer.

Check for alignment marks for proper indexing at reassembly.



1. Alignment marks

Identify blocks **no. 1** and their respective positive positions for reassembly.

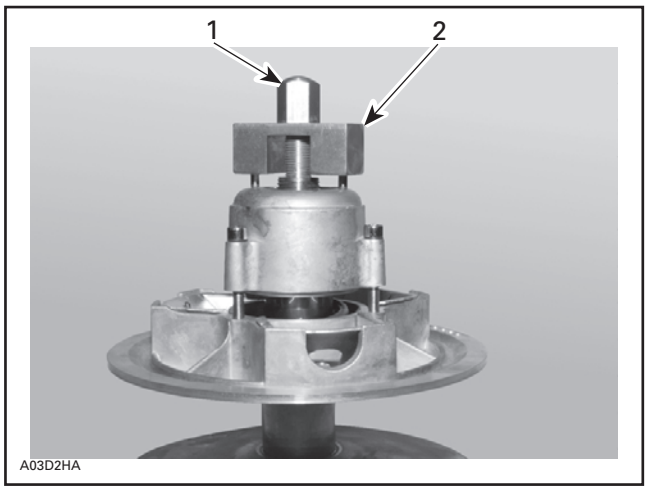


1. Identify

2, Cap, Washer and Disk

These are calibration parts. Refer to TECHNICAL DATA.

Install spring cover tool (P/N 529 027 300) with puller (P/N 529 031 400) on spring cover.



1. Puller tool
2. Spring cover tool

Screw puller (hand tight) to hold spring cover and remove screws holding spring cover.

Slowly unscrew puller to release spring pressure.

Remove spring cover **no. 5**, spring and washer **no. 11**.

CLEANING

Clean pulley faces and shaft with fine steel wool and clean dry cloth. Clean sliding half bushing with clean dry cloth.

INSPECTION

Check sliding half for excessive lateral play and fixed half shaft for scratches. Replace as required.

ASSEMBLY

Install circlip **no. 11** then washer **no. 10**.

Make sure to install blocks at their original position and with their curved end toward governor cup. See following illustration.

Tighten nut **no. 8** to 128 N•m (95 lbf•ft).

INSTALLATION

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

Install drive belt and belt guard.

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

⚠ WARNING

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

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

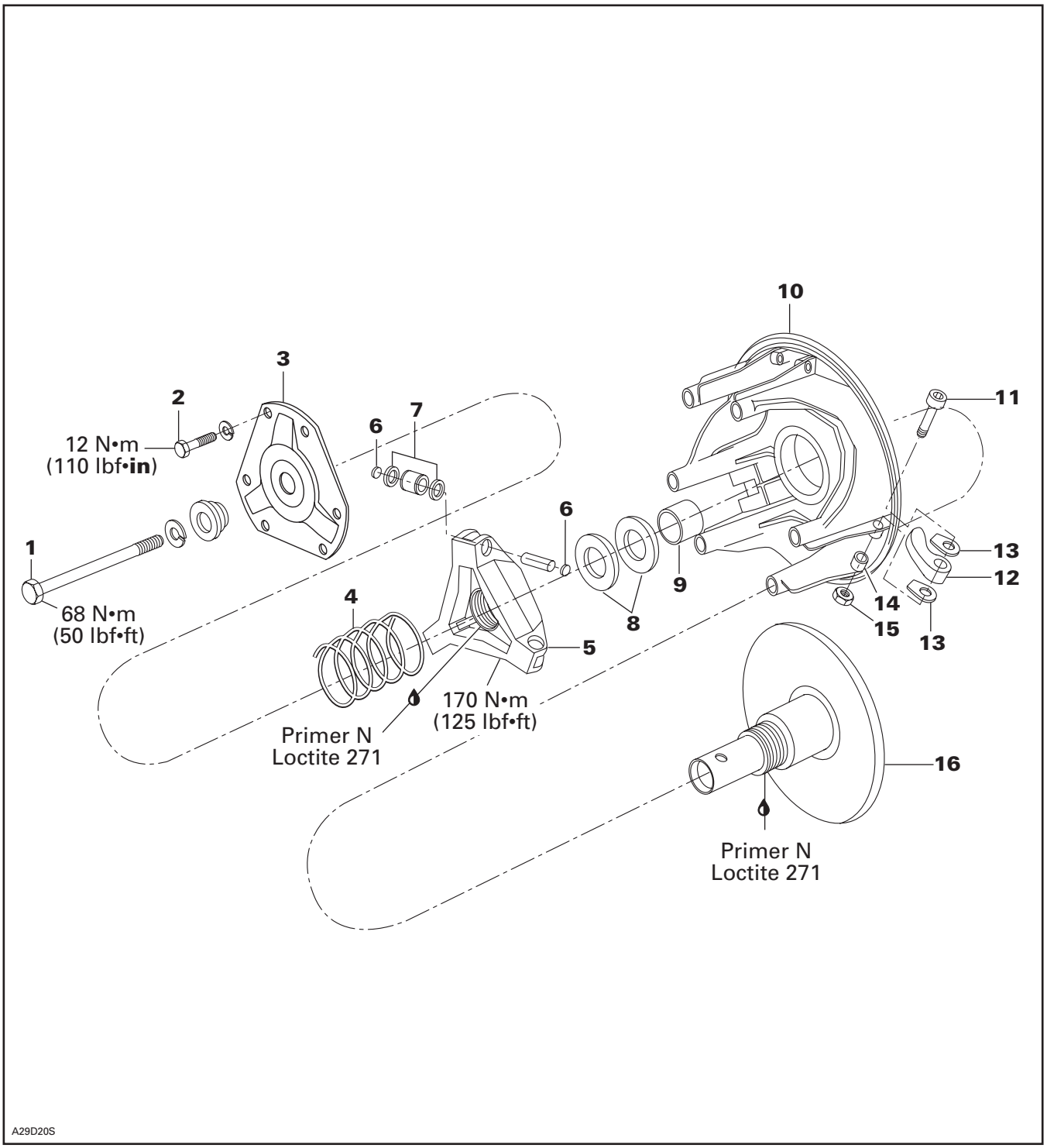
Recheck the torque of 90 to 100 N•m (66 to 74 lbf•ft).

⚠ WARNING

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

COMET® 102C

377 Engine Skandic LT



GENERAL

Some drive pulley components can be changed to improve vehicle performance in high altitude regions. A Service Bulletin will give information about calibration according to altitude.

CAUTION: Such modifications should only be performed by experience mechanics since they can greatly affect vehicle performance.

⚠ WARNING

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

MAINTENANCE

Cam Arm Pivot Nut

At first 10-hour (500 km) cam arm pivot nuts **no. 15** have to be retighten.

To do so, loosen one turn all cover screws **no. 2**.

Retighten to 5.6 N•m (50 lbf•**in**) maximum all three pivot nuts **no. 15**. Make sure cam arms **no. 12** can still move on their pivot bolts **no. 11**.

Retighten cover screws **no. 2** to 12 N•m (110 lbf•**in**). Proceed with one screw per tower in a criss-cross sequence then, remaining three screws.

Cam Arm Bushing

Cam arm bushings **no. 14** have to be replaced every 3000 km (2000 mi).

With drive pulley still installed on crankshaft, remove one cam arm **no. 12** at a time. Install parts included in Cam Arm Kit. Proceed with remaining cam arms.

Loosen one turn all cover screws **no. 2**.

Retighten to 5.6 N•m (50 lbf•**in**) maximum all three pivot nuts **no. 15**. Make sure cam arms **no. 12** can still move on their pivot bolts **no. 11**.

Retighten cover screws **no. 2** to 12 N•m (110 lbf•**in**). Proceed with one screw per tower in a criss-cross sequence then, remaining three screws.

REMOVAL

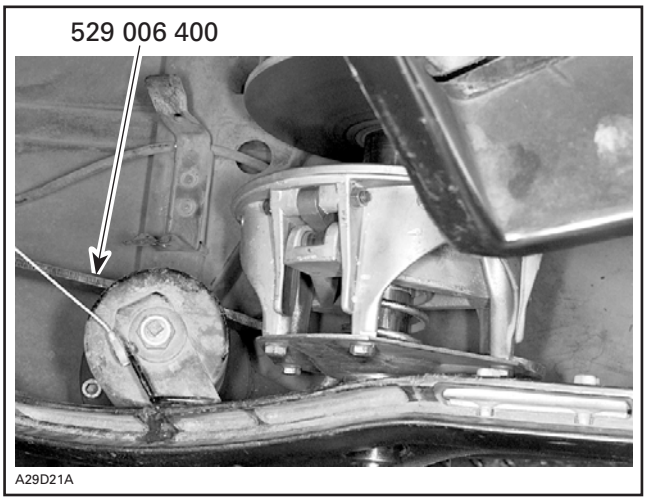
⚠ WARNING

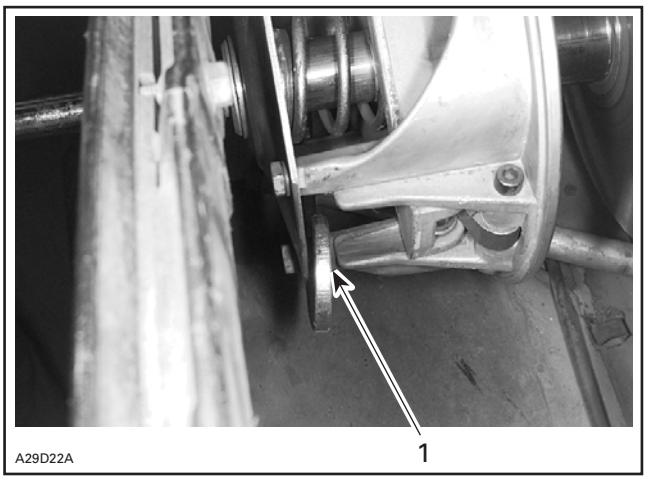
Never use an impact wrench to remove or install the drive pulley.

Unfasten center and rear bottom pan attachments on left hand side. Remove belt guard.

Open driven pulley using driven pulley opening tool (P/N 529 017 200). Remove drive belt.

Use holder (P/N 529 006 400). Make sure holder hook is positioned on top of tower.



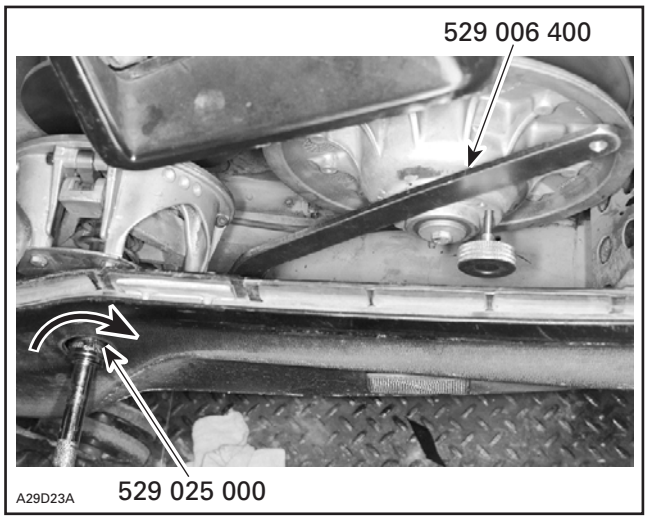


1. Holder hook on top of tower

Remove retaining screw **no. 1**.

Install holder (P/N 529 006 400) in a way to limit pulley clockwise rotation.

Insert drive pulley puller (P/N 529 025 000) then turn puller clockwise to free drive pulley from crankshaft taper.



Remove driven pulley to make room for drive pulley removal.

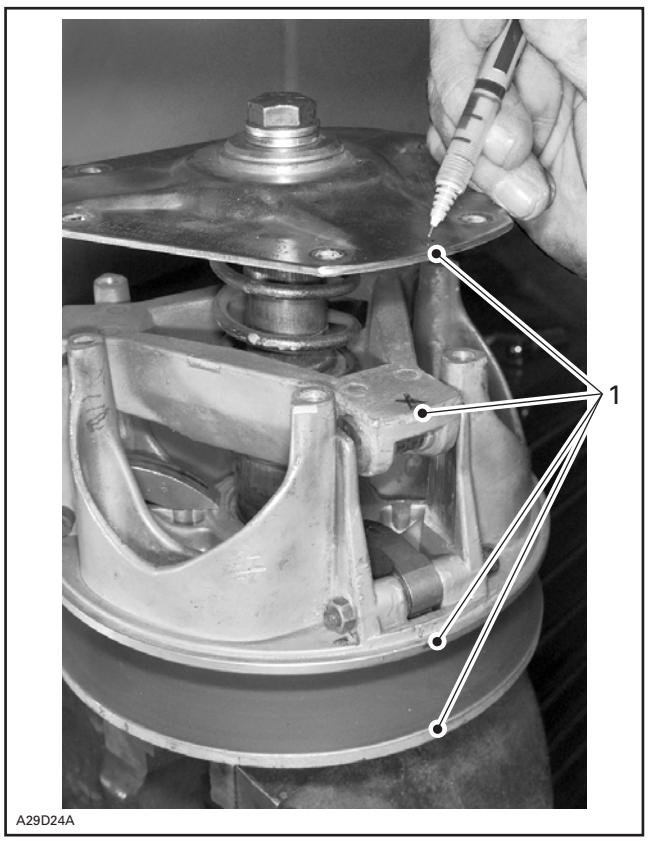
Remove drive pulley.

DISASSEMBLY

Mount retainer from tool kit (P/N 529 025 400) in a vise.

Install drive pulley over retainer then, fasten retaing screw **no. 1** and torque to 68 N•m (50 lbf•ft). Now drive pulley is locked on retainer.

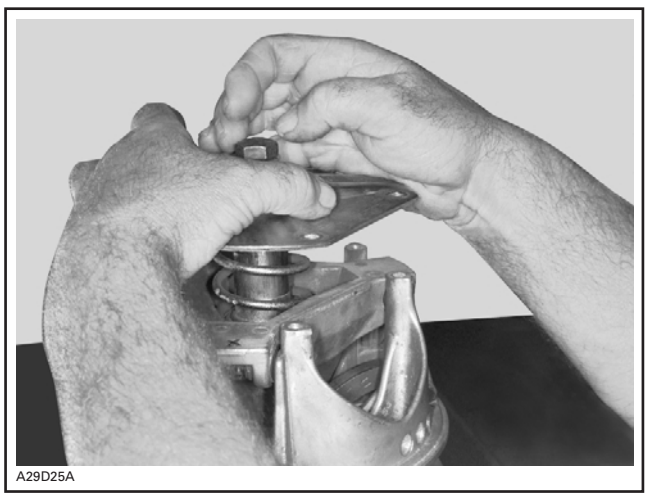
Scribe pen marks on fixed half **no. 16**, sliding half **no. 10**, spider **no. 5** and cover **no. 3** for proper indexing at reassembly.



1. Scribe marks

Remove cover screws **no. 2**.

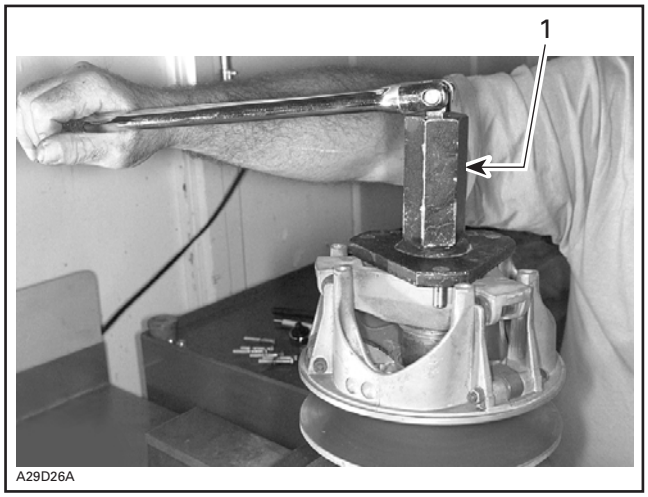
Hold cover **no. 3** by hand then, unscrew retaining screw **no. 1**.



Remove cover **no. 3**.

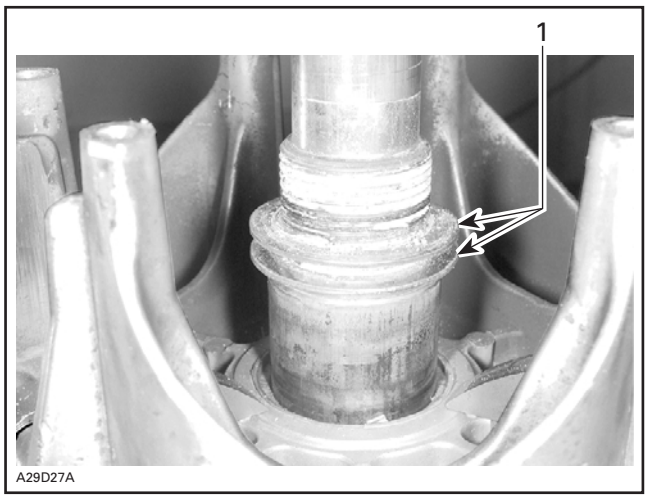
Heat spider **no. 5** to melt threadlocker.

Install spider wrench from tool kit (P/N 529 025 400) then, unscrew spider **no. 5**.



1. Spider wrench

Note shim **no. 8** quantity.



1. Shims

Remove cam arms **no. 12**.

CLEANING

Clean pulley faces and shaft with fine steel wool and clean dry cloth. Clean sliding half bushing **no. 9** and cover bushing with clean dry cloth.

Thoroughly clean spider threads and fixed half post threads.

INSPECTION

Check sliding half for excessive lateral play and fixed half post for scratches. Replace as required.

Check cover bushing interior. Replace cover if bushing is completely bronze instead of the original teflon coating.

Check that spider thrust buttons **no. 6** for proper sliding action. Replace as required.

Check rollers **no. 7** for free action. Replace as required.

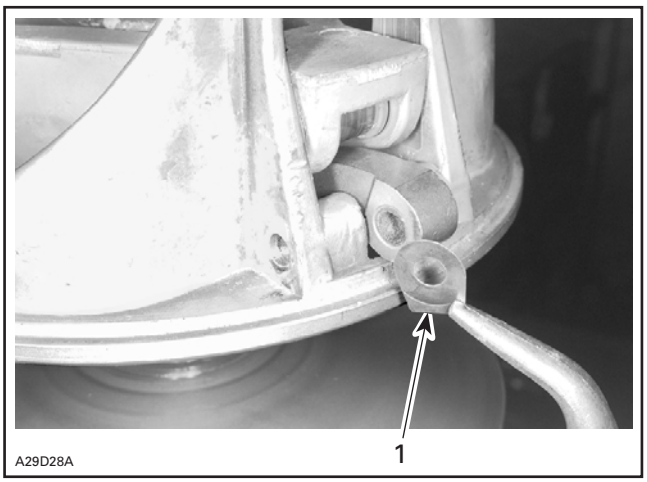
ASSEMBLY

Install shims **no. 8** on fixed half post.

Apply Primer N (P/N 293 800 041) to both post and spider threads, allow to dry for 10 minutes. Apply Loctite 271 (P/N 293 800 005) to threads.

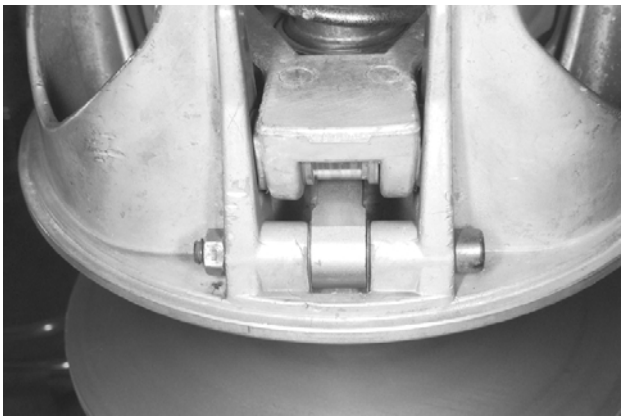
Using spider wrench from tool kit (P/N 529 025 400) torque spider **no. 5** to 170 N•m (125 lbf•ft).

With square end facing sliding half install a washer **no. 13** on each side of cam arm **no. 12**.



1. Square end facing sliding half

Tighten to 5.6 N•m (50 lbf•**in**) maximum all three pivot nuts **no. 15**. Make sure cam arms **no. 12** can still move on their pivot bolts **no. 11**.


A29D29A

Install spring **no. 4**, cover **no. 3**.

Tighten cover screws **no. 2** to 12 N•m (110 lbf•**in**). Proceed with one screw per tower in a criss-cross sequence then, remaining three screws.

Use puller (P/N 529 025 000) to unlock drive pulley from retainer.

A29D2AA

INSTALLATION

Install drive pulley on crankshaft.

Torque retaining screw to 68 N•m (50 lbf•ft).

Reinstall driven pulley, drive belt and belt guard. Refasten bottom pan center and rear attachments on left hand side.

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

⚠ WARNING

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

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

Recheck the torque of 68 N•m (50 lbf•ft).

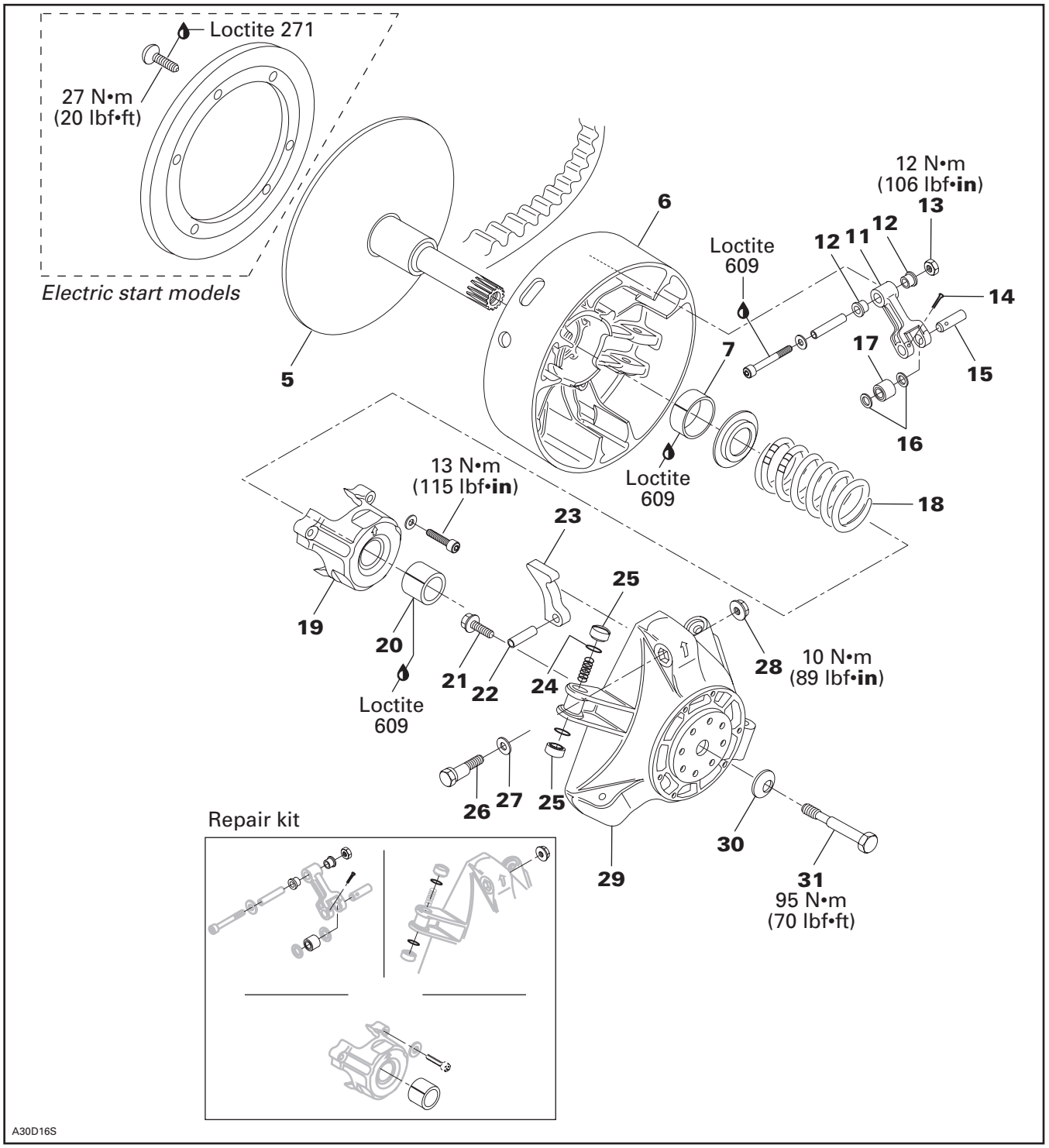
⚠ WARNING

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

TRA

Touring Fan 500, Formula Deluxe Fan 500, MX Z Fan 440/500, Summit Fan 500 and Skandic WT/SWT/WT LC

NOTE: This is a lubrication free drive pulley.



GENERAL

Some drive pulley components (return spring, ramp) can be changed to improve vehicle performance in high altitude regions. A Service Bulletin will give information about calibration according to altitude.

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

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

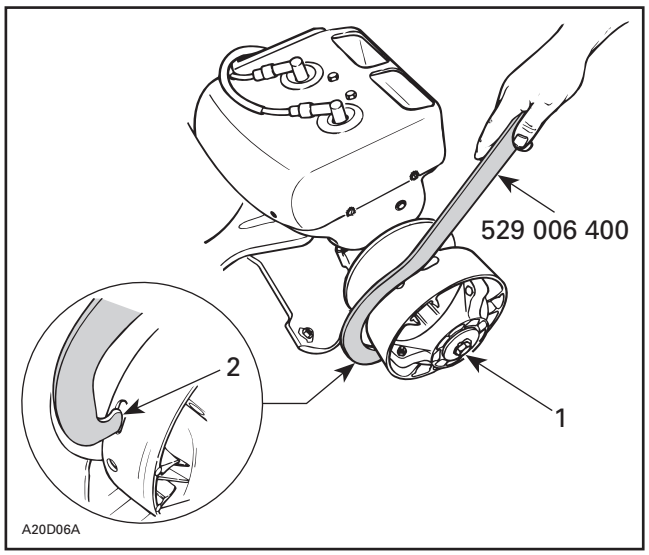
⚠ WARNING

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

REMOVAL

30,31, Conical Spring Washer and Screw

Use holder (P/N 529 006 400).



TYPICAL

1. *Retaining screw*
2. *Insert in any slot*

⚠ WARNING

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

Remove retaining screw.

To remove drive pulley ass'y and/or fixed half from engine, use puller (P/N 529 022 400).

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

To Remove Drive Pulley Ass'y:

Retain drive pulley with clutch holder.

Install puller in pulley shaft then tighten.

DISASSEMBLY

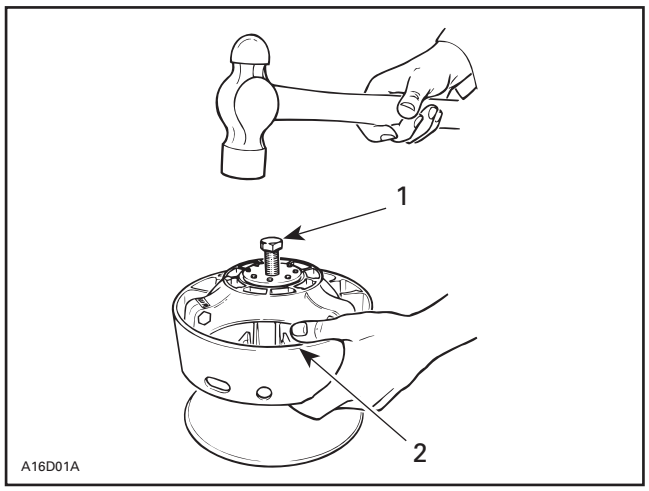
1,2, Screw and Ring Gear

CAUTION: Retaining screws must be heated before disassembly. Do not exceed 150°C (300°F).

5,6, Fixed and Sliding Half

CAUTION: Do not tap on governor cup.

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



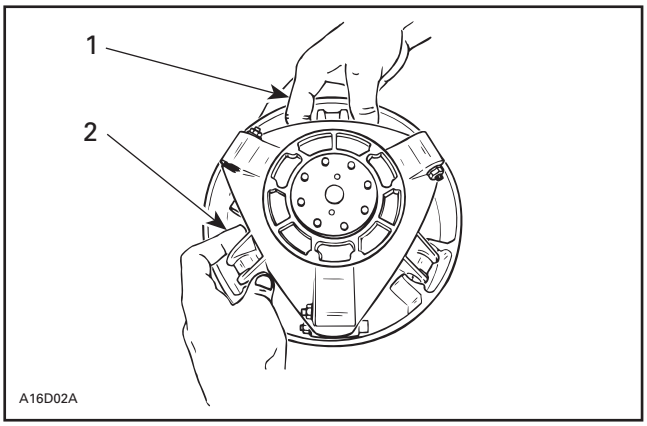
1. *Puller*
2. *Holding sliding half*

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

25,29, Slider Shoe and Governor Cup

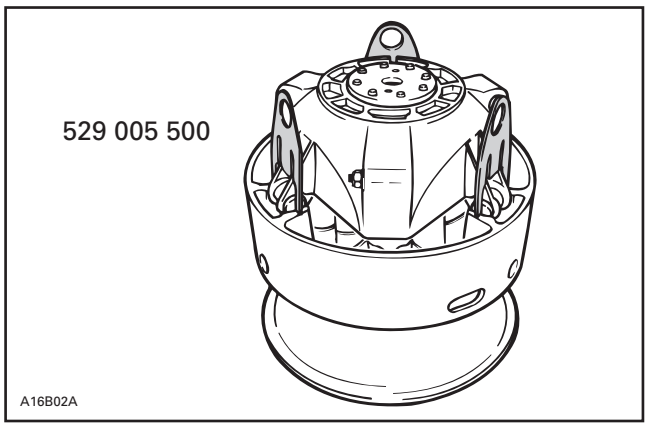
Carefully lift governor cup until slider shoes come at their highest position into guides.

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



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

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



19, Spring Cover Ass'y

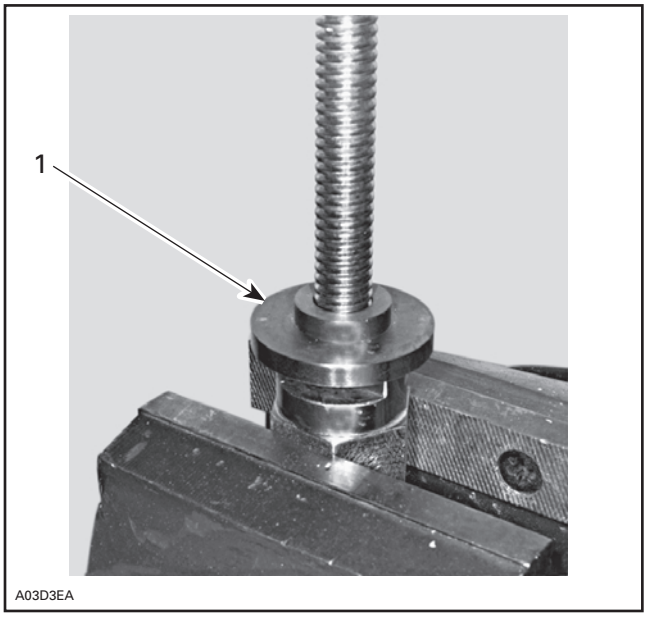
It is pushed by clutch spring pressure.

⚠ WARNING

Clutch spring is very strong. Never attempt to remove spring cover without the recommended tools.

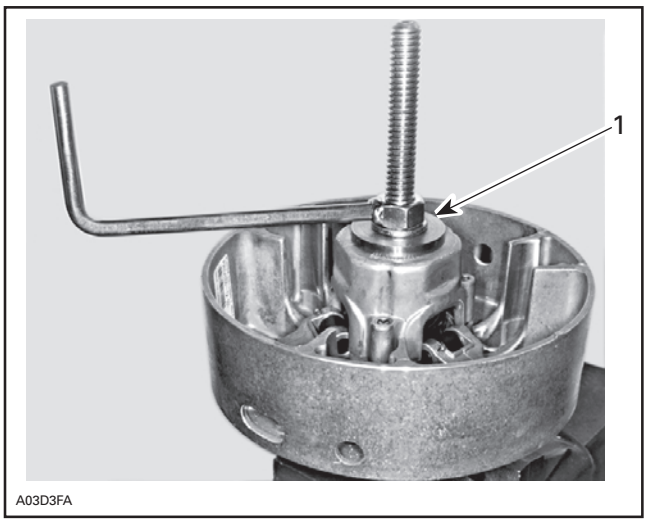
Use spring compressor (P/N 529 035 524).

Install support guide.



1. Support guide

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



1. Support guide

Remove 3 Allen screws retaining spring cover then unscrew compressor.

CLEANING

5,6, Fixed and Sliding Half

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

5, Fixed Half and Crankshaft End

Parts must be at room temperature before cleaning.

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

⚠ WARNING

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

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

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

CAUTION: Do not use any other type of abrasive.

Reclean mounting surfaces with paper towel and cleaning solvent.

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

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

7,20, Bushing

Only use petrol base cleaner when cleaning bushings.

CAUTION: Do not use acetone to clean bushing.

INSPECTION

Drive pulley should be inspected annually.

16,17, Thrust Washer and Roller

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

CAUTION: Ensure rollers are in good condition. Replace as required.

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

Check for wear, replace as required.

24,25, O-Ring and Slider Shoe

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

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

5,29, Fixed Half and Governor Cup

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

7,20, Sliding Half and Spring Cover Bushing

Visually inspect coating. Replace if worn.

Sliding Half Bushing Replacement

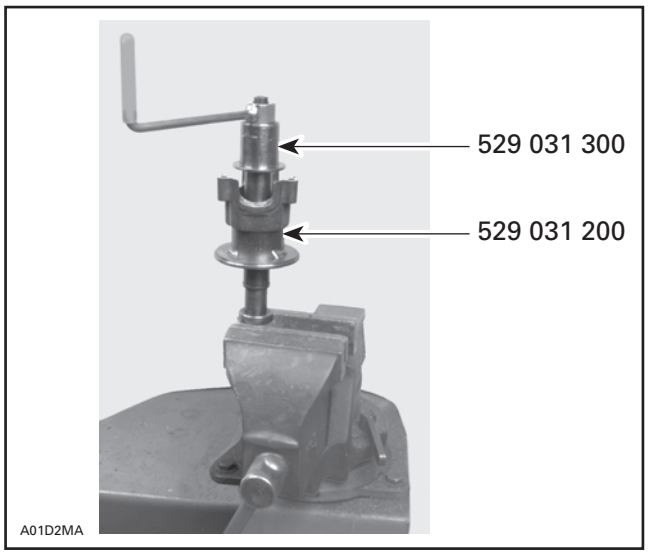
This bushing is not replacable. If worn out, replace sliding half ass'y.

Spring Cover Bushing Replacement

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

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

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



CAUTION: Bushing must be bonded with retaining compound.

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

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

ASSEMBLY

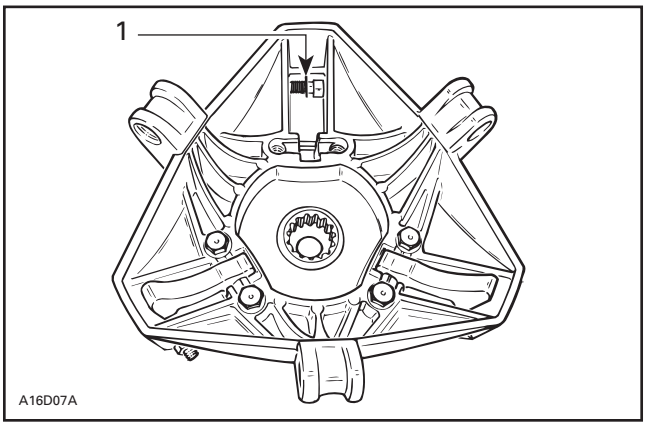
NOTE: This drive pulley is lubrication free. **Do not lubricate** any component.

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

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

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

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



1. Washer

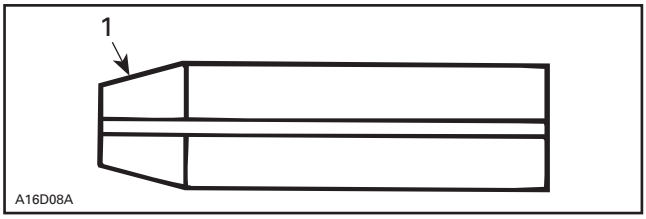
Torque locking nut to 10 N•m (89 lbf•**in**).

15, Pin

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

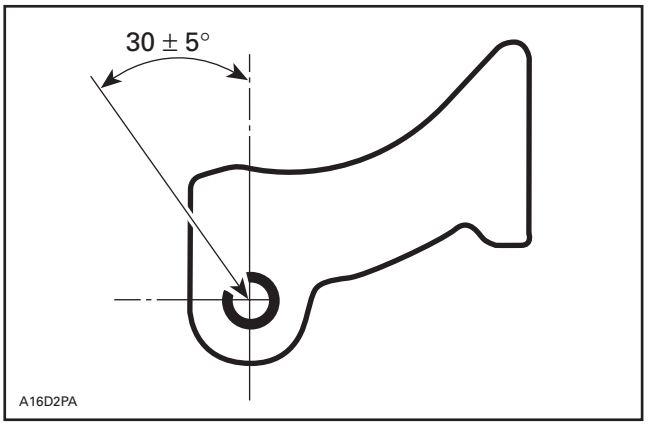
21,22,23, Screw, Dowel Tube and Ramp

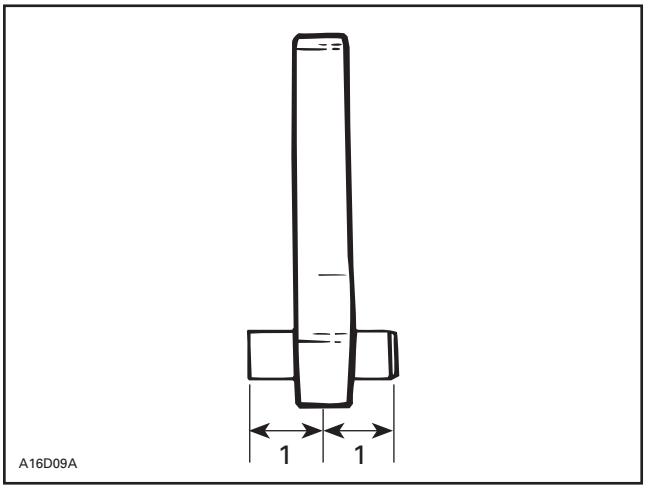
Insert dowel tube from chamfered side. Make sure ramp is centered on dowel tube.



1. Chamfered side

Position dowel tube split at the illustrated angle.





1. Equal distance

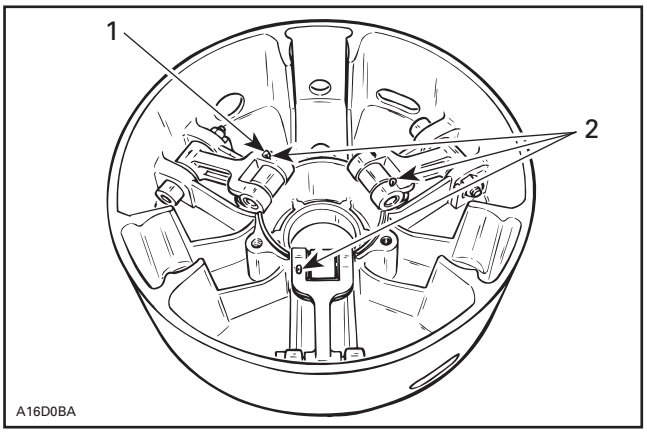
Torque screws to 10 N•m (89 lbf•**in**).

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

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

⚠ WARNING

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



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

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

Torque nuts to 12 N•m (106 lbf•**in**).

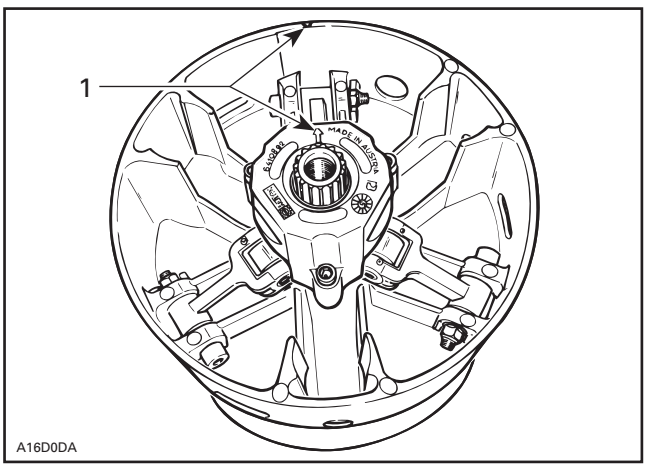
CAUTION: Lever ass'y and rollers must move easily after installation.

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

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

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

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

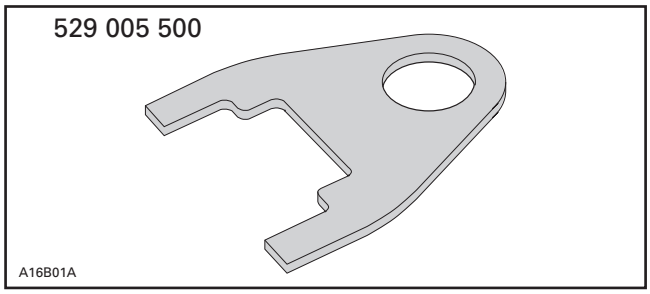


1. Align

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

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

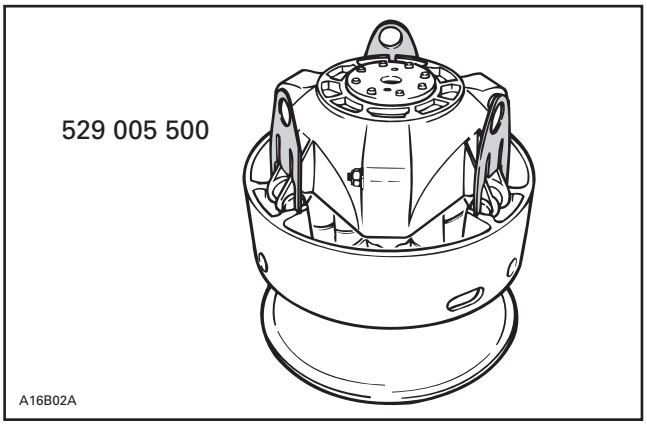
To install governor cup, use following tool:



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

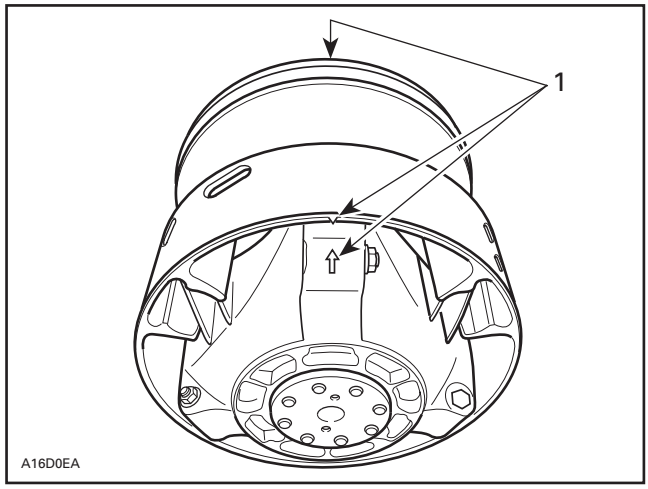
CAUTION: Make sure O-rings are installed on slider shoes and their grooves are positioned vertically.

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



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

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



1. Align

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

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

CAUTION: Make sure splines of both parts are fully engaged.

INSTALLATION

⚠ WARNING

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

⚠ WARNING

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

Clean mounting surfaces as described in CLEANING above.

Drive Pulley Ass'y

The installation procedure must be strictly adhered to as follows.

Install drive pulley on crankshaft extension.

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

⚠ WARNING

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

Use holder. See removal procedure.

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

Install drive belt and guard.

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

⚠ WARNING

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

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

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

⚠ WARNING

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

DRIVE PULLEY ADJUSTMENT

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

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

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

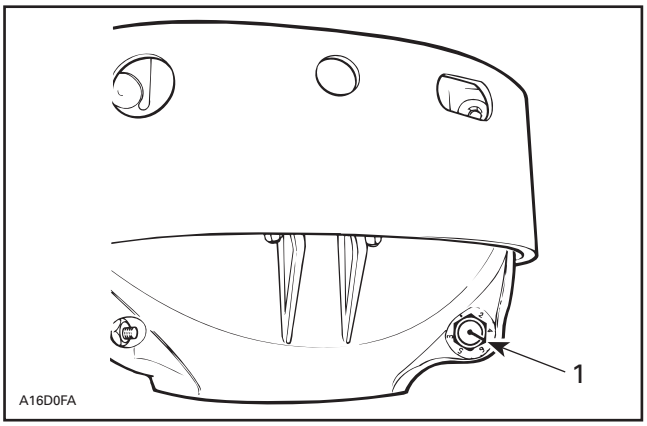
NOTE: Use precision digital tachometer for engine RPM adjustment.

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

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

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

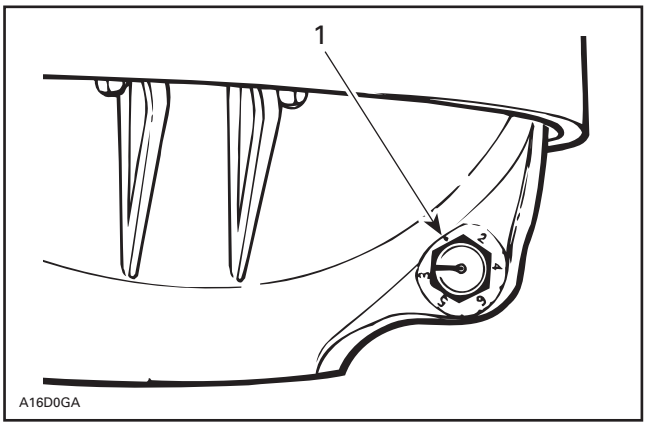
Calibration screw has a notch on top of its head.



1. Notch

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

See TECHNICAL DATA for original setting.



1. Position 1 (not numbered)

Each number modifies maximum engine RPM by about 200 RPM.

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

Example:

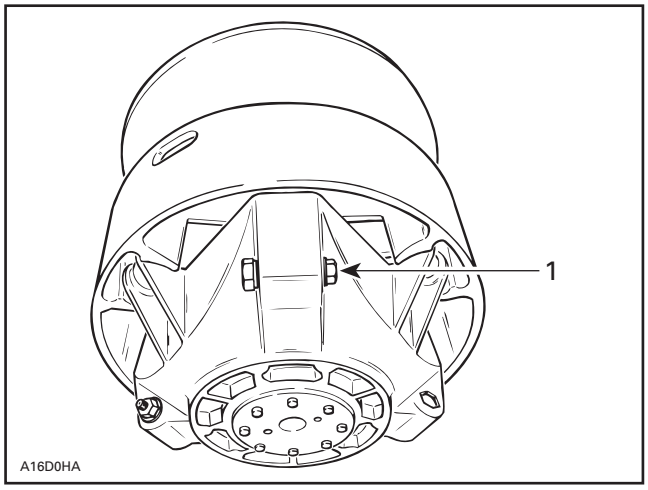
Calibration screw is set at position 3 and is changed to position 5. So maximum engine RPM is increased by about 400 RPM.

To Adjust:

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

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

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

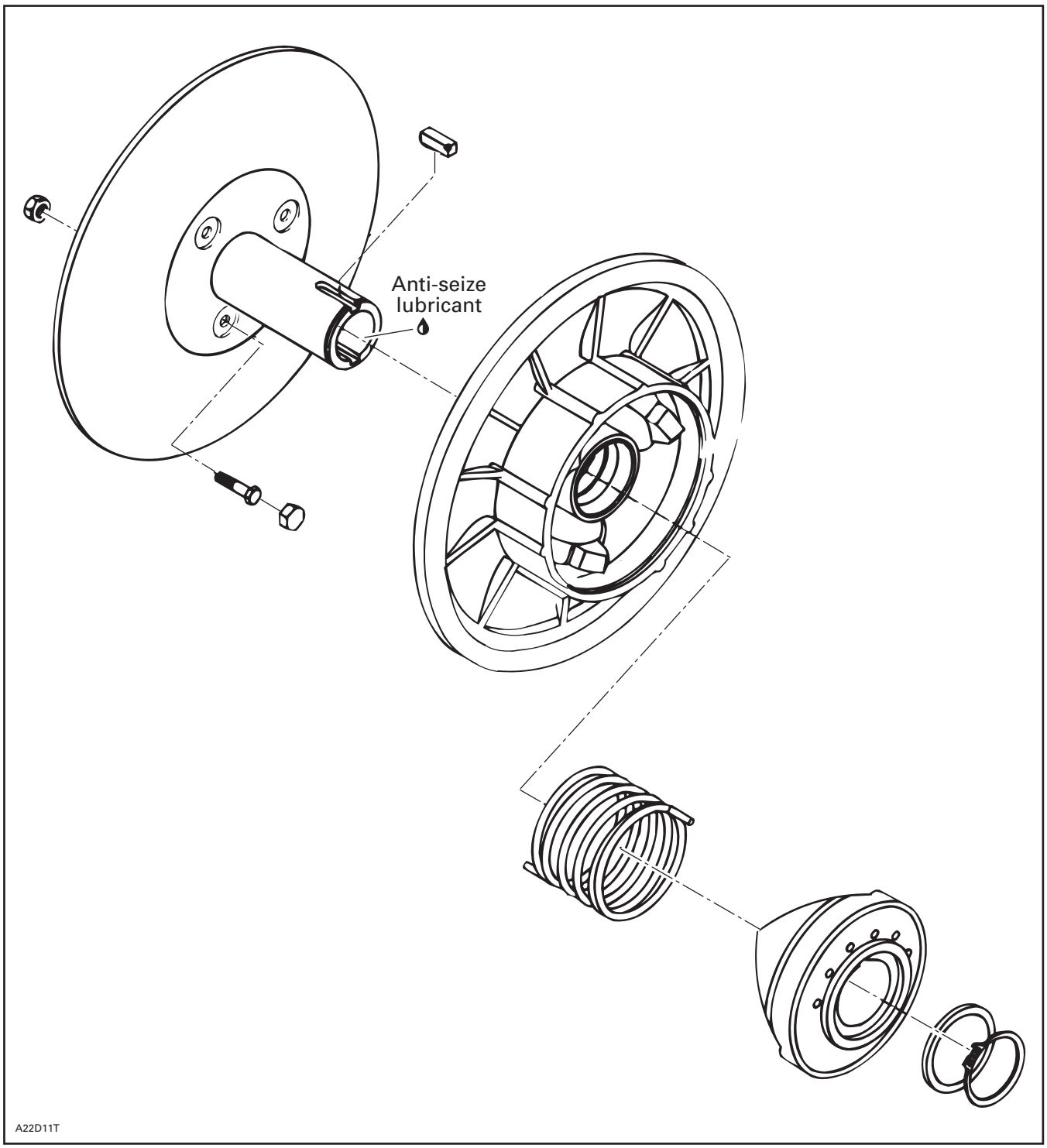


1. Loosen just enough to permit rotating of calibration screw

DRIVEN PULLEY

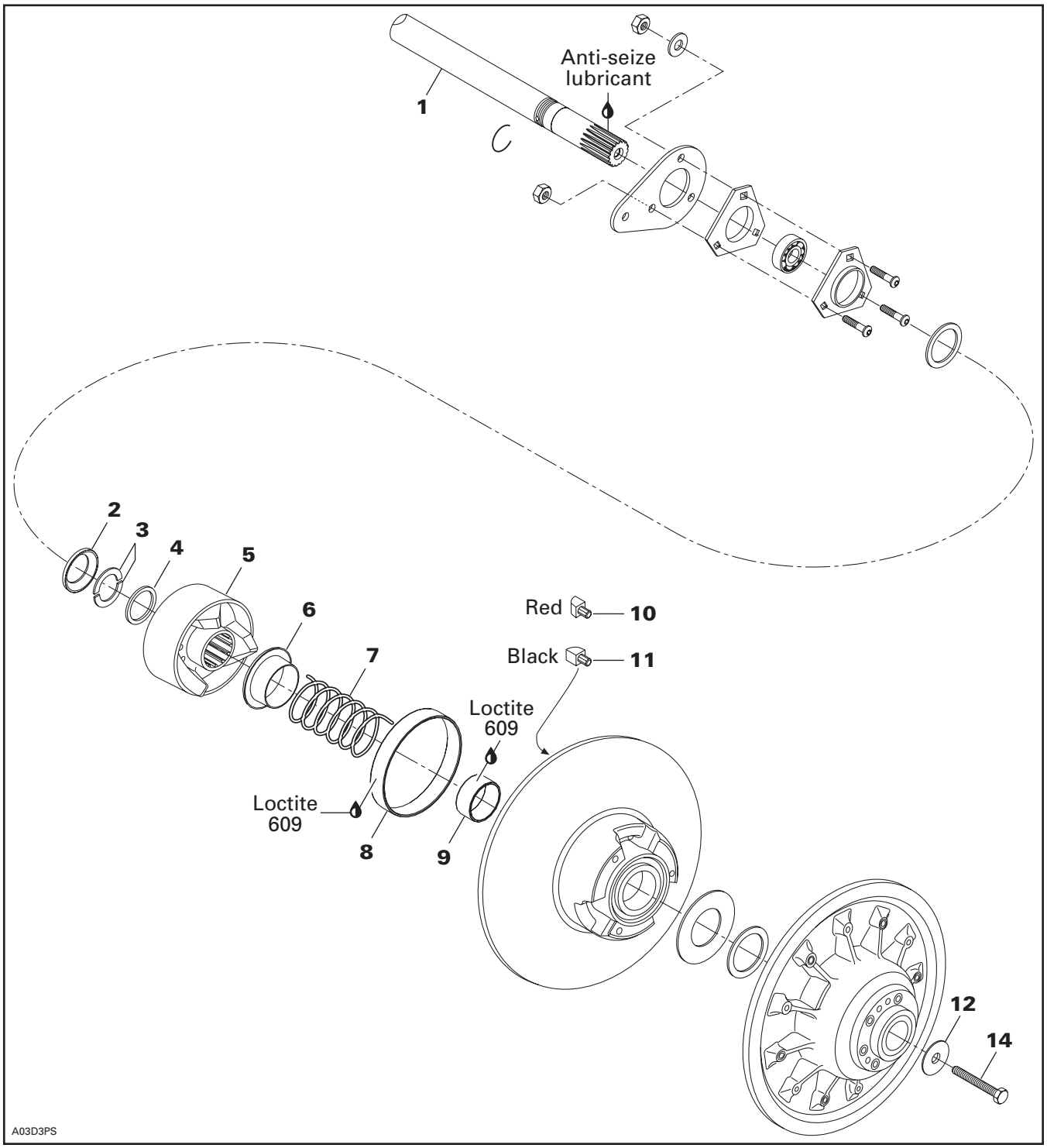
THRUSTBUSHING

Skandic WT/SWT/WT LC



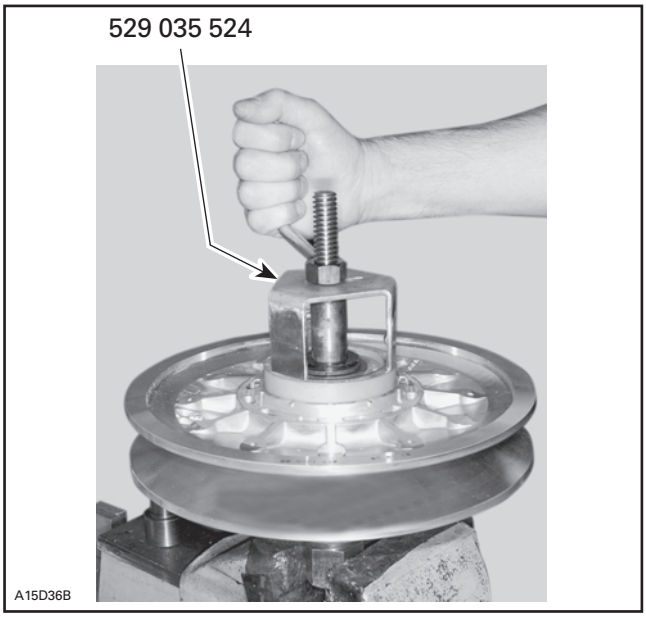
LPV27

S-Series and Skandic LT



DISASSEMBLY

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



TYPICAL

Remove half keys **no. 3** and spacer **no. 4** to disassemble the outer cam and the 2 pulley halves.

⚠ WARNING

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

INSPECTION

Replace bushing(s) if worn more than specified.

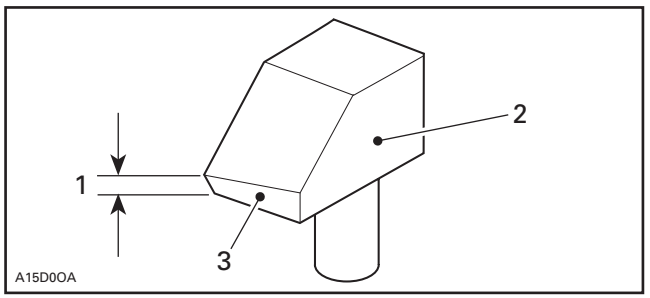
DRIVEN PULLEY BUSHING WEAR LIMIT mm (in)	
Small bushing	38.30 (1.508)
Large bushing	108.2 (4.260)

10,11, Slider Shoe

Black slider shoe = forward

Red slider shoe = reverse

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



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

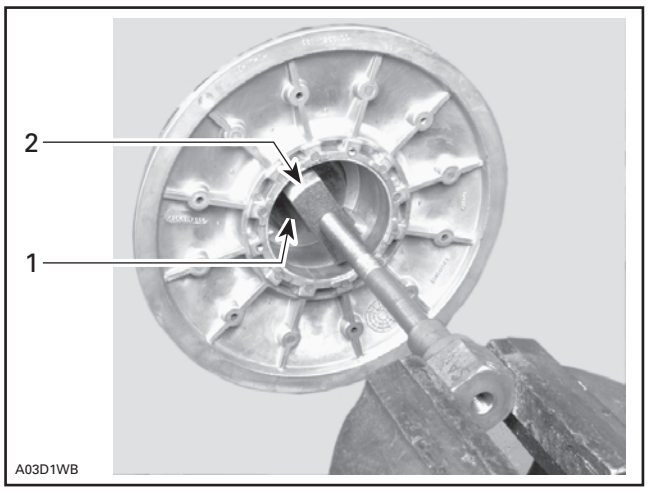
Bushing Replacement

Large Bushing

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

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

Place extractor (P/N 529 035 575) below bushing.



TYPICAL

1. *Support plate*
2. *Extractor*

Mount screw head of new puller (P/N 529 035 524) in a vise.

Turn pulley half by hand to extract old bushing.

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

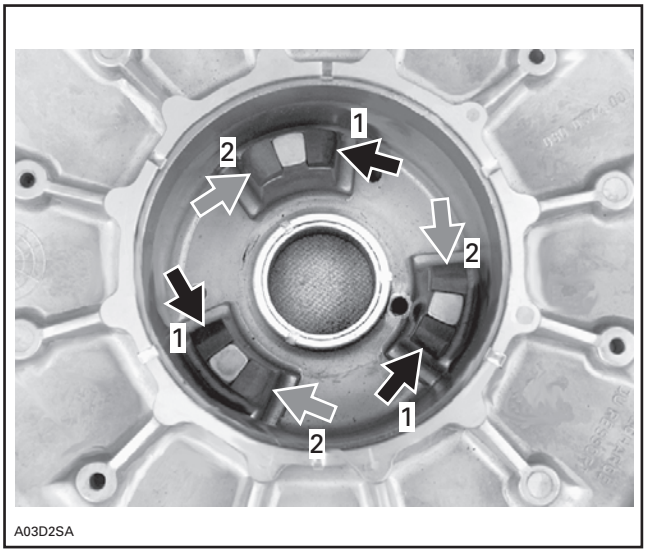
Coat bushing outside diameter with Loctite 609 (P/N 413 703 100). Place new bushing on sliding half and slightly tap to engage squarely the bushing in the sliding.

ASSEMBLY

10,11, Cam Slider Shoe

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

Install slider shoes as per following photo. Red slider shoes are being used for reverse and black ones for forward.



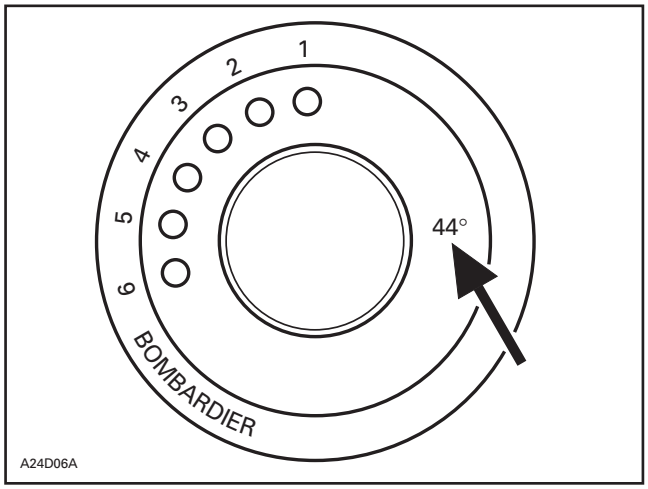
1. BLACK slider shoe
2. RED slider shoe

Assemble driven pulley components by reversing the disassembly procedure.

5,6,7, Cam, Guard and Spring

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

Cam angle is identified on cam.

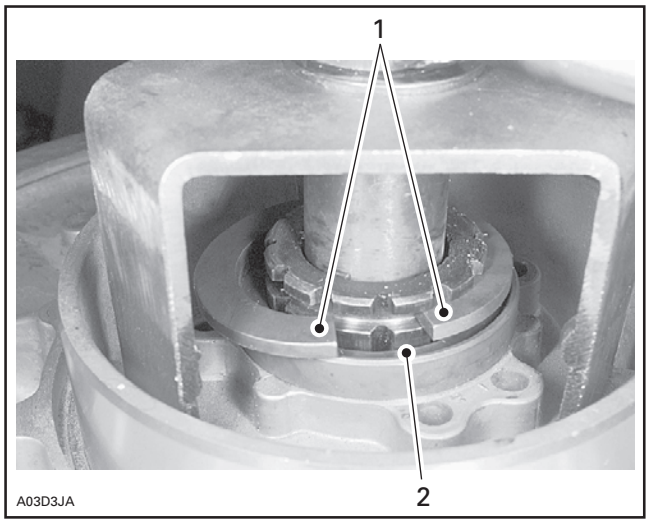


Position guard **no. 6** in cam **no. 5** then insert spring in adjusting hole **no. 3** (mid-hole) into outer cam.

Compress outer cam using spring compressor (P/N 529 035 524).

Install spacer **no. 4** then secure outer cam with half keys **no. 3**, as shown in the next photo.

CAUTION: Ensure that half keys are properly inserted into shaft groove and that spacer recess is facing half keys.



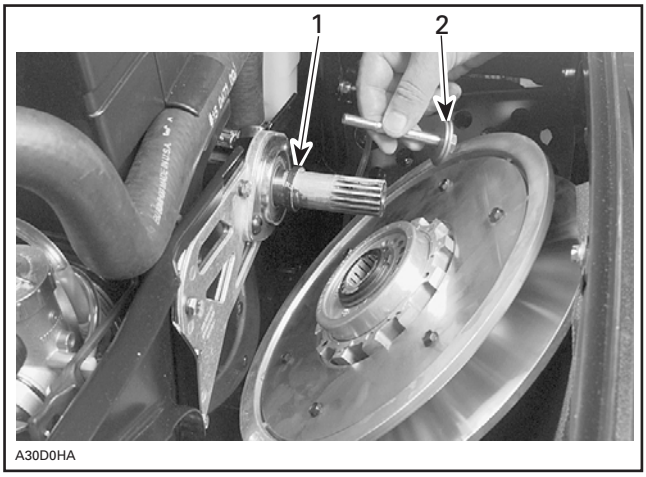
1. Half keys inserted into shaft groove
2. Spacer recess facing half keys

INSTALLATION

1, Countershaft

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

Make sure that spacer no. 2 is on countershaft before installing driven pulley. Note also that washer shoulder is facing driven pulley.



TYPICAL

1. *Spacer*
2. *Shoulder on this side*

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

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

14, Pulley Retaining Screw

Torque to 25 N•m (18 lbf•ft).

ADJUSTMENT

Pulley Alignment and Drive Belt Deflection

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

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

PULLEY DISTANCE AND ALIGNMENT

GENERAL

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

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

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

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

⚠ WARNING

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

All pulley alignment specifications refer to:

X = Distance between straight bar and drive pulley fixed half edge, **measured between pulleys**.

Y = Distance between straight bar and drive pulley fixed half edge, **measured at the end of straight bar**.

Z = Distance between outside diameter of pulleys.

GENERAL PROCEDURE

Remove guard.

S-Series and Skandic LT

Use driven pulley opening tool (P/N 529 035 501).

All Models

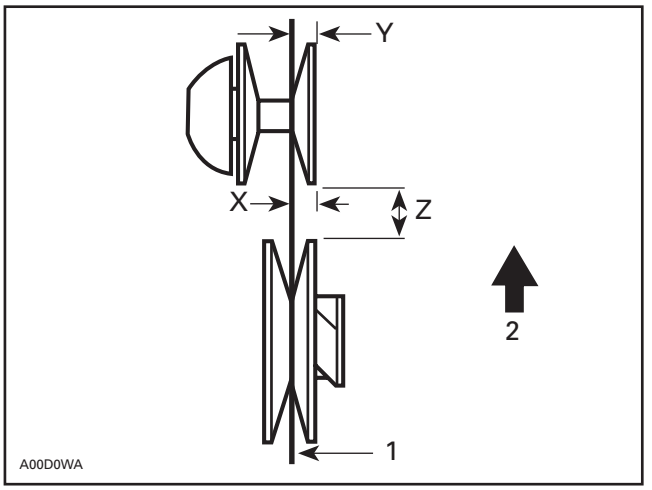
Remove drive belt.

Insert a straight bar 9.5 mm (.375 in) square, 48 cm (19 in) long or the proper alignment template into the opened driven pulley.

Measuring Procedure

Using Straight Bar:

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



1. Straight bar
2. Front of vehicle

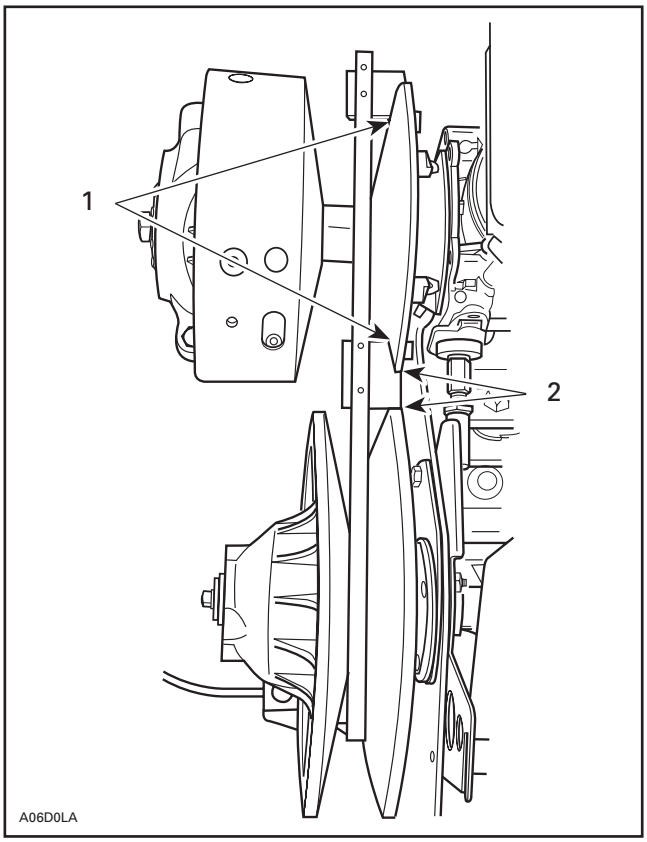
The distance Y **must** exceed distance X to compensate for the twist due to the engine torque.

Nominal Value Procedure and Quick Alignment and Distance Check

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

Pulley distance is correct when tab contacts both pulley halves.

Refer to chart below for proper alignment template.



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

Drive Belt Deflection

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

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

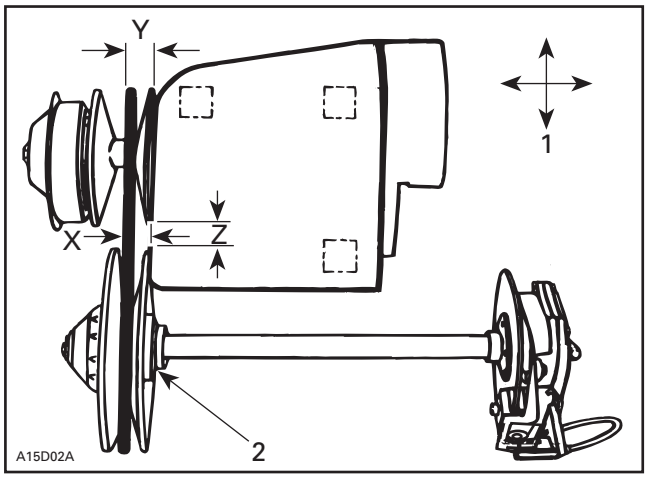
PULLEY ALIGNMENT AND DISTANCE SPECIFICATIONS CHART

MODEL	PULLEY DISTANCE	OFFSET		ALIGNMENT TEMPLATE ①
	Z	X	Y-X	
	± 0.50 mm (.020 in)	± 0.50 mm (.020 in)	± 0.5 mm (.020 in)	P/N
Touring Fan 380, Formula DLX 380, MX Z Fan 380	26.0 (1.024)	33.4 (1.315)	1.0 (.039)	529 035 586
Touring Fan 500, Formula DLX Fan 500, MX Z Fan 440/500	17.0 (.669)	35.5 (1.398)	1.0 (.039)	529 035 530
Skandic LT	34.2 ± 0.75 (1.346 ± .030)	37.0 ± 0.75 (1.457 ± .030)	0.75 to 2.25 (.030 to .086)	
Skandic WT/SWT/WT LC	32.3 ± 0.75 (1.272 ± .030)	35.0 ± 0.75 (1.380 ± .030)	0.75 to 2.25 (.030 to .086)	529 035 545

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

Pulley Distance Adjustment Method

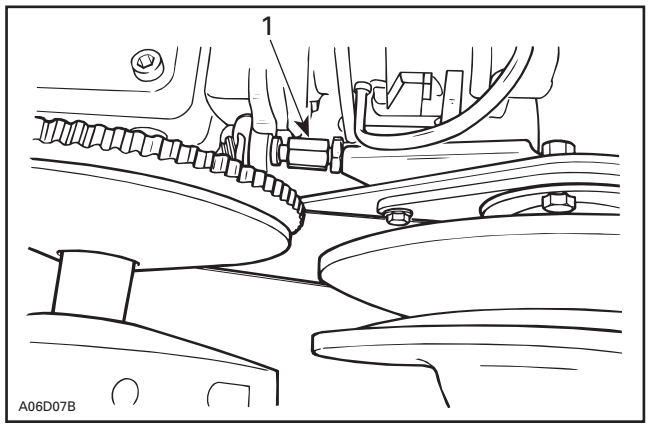
S-Series



TYPICAL

1. *Engine movement*
2. *Contact*

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



1. *Loosen*

Engine Movement

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

Pulley Alignment Method

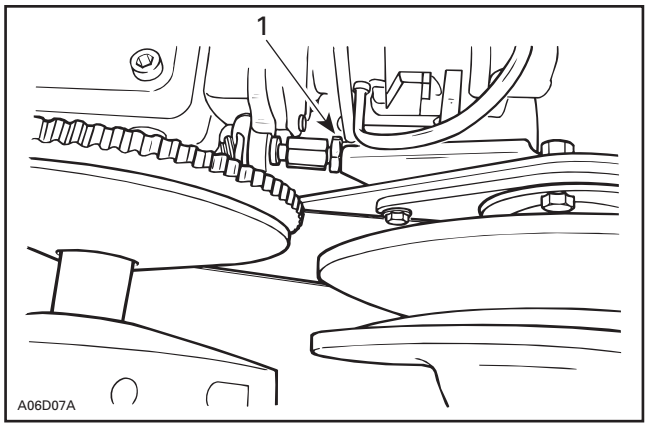
Driven Pulley Movement

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

Engine Movement

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

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

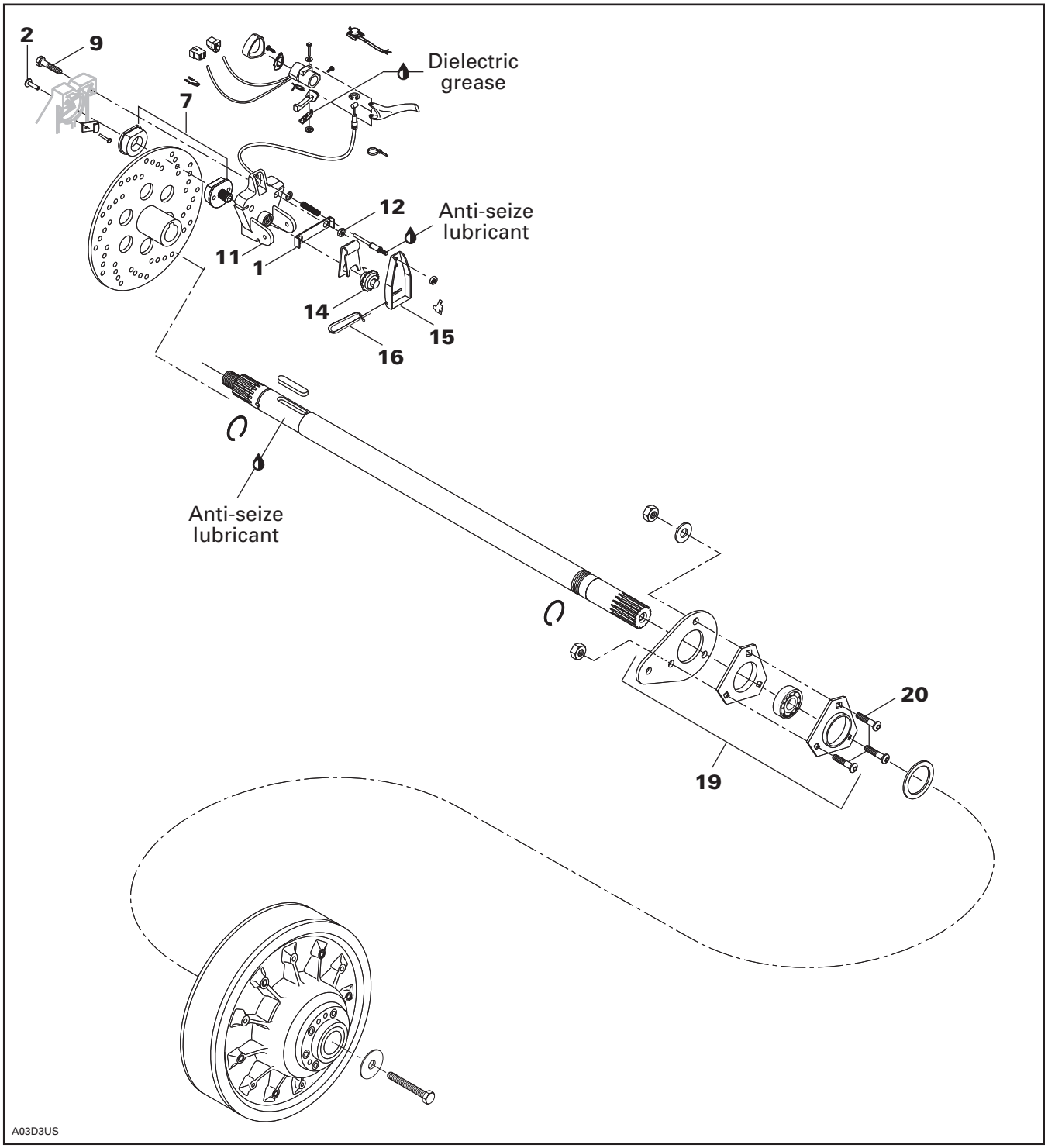


1. *Retighten*

BRAKE

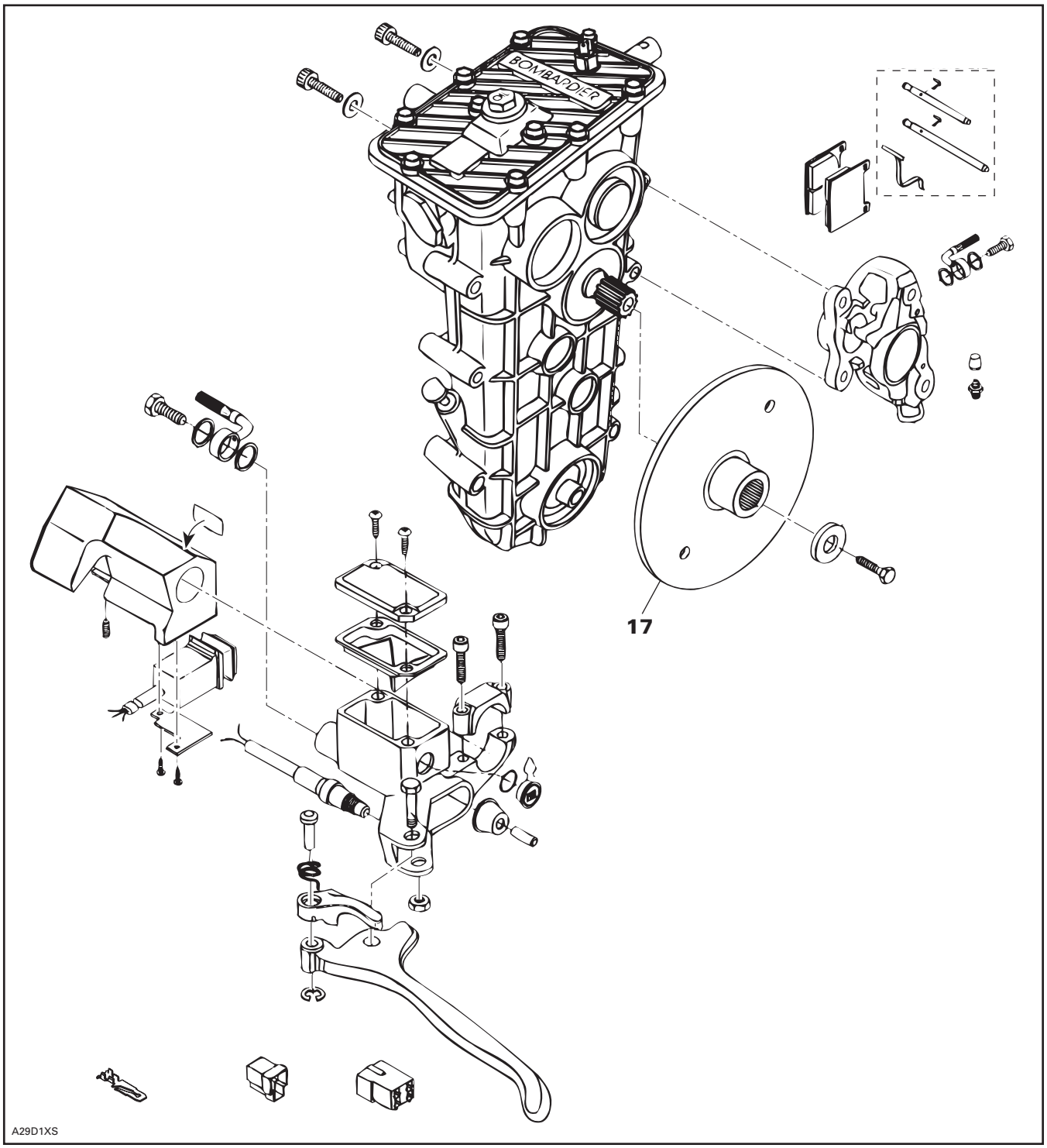
MECHANICAL BRAKE

Formula DLX 380, Touring Fan 380, MX Z Fan 380 and Skandic LT

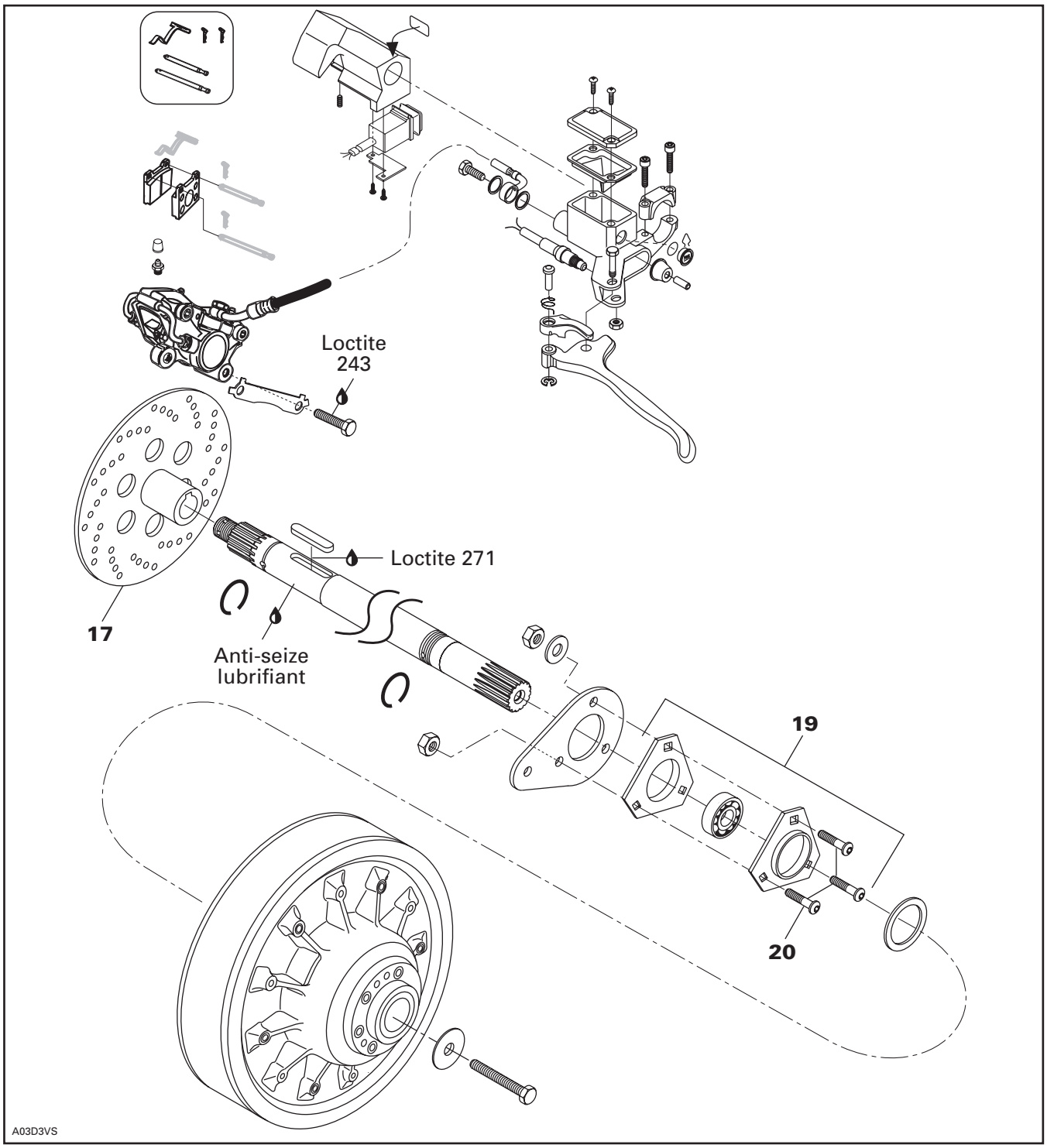


HYDRAULIC BRAKE

Skandic WT/SWT/WT LC



Formula DLX Fan 500, Touring Fan 440/500 and Summit Fan 500



REMOVAL

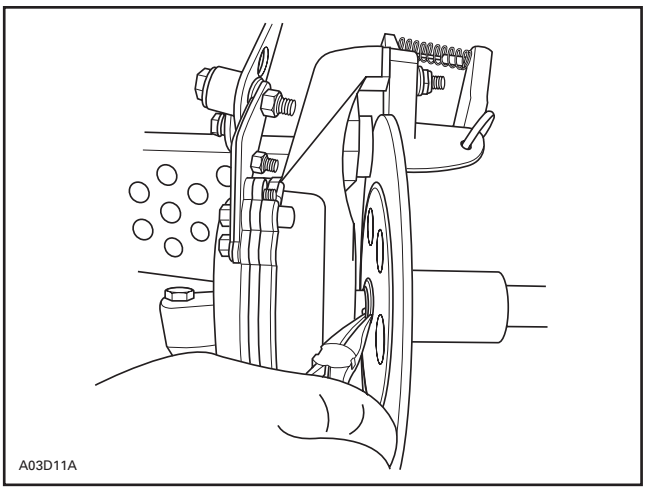
Brake Disc Removal

Skandic WT/SWT/WT LC

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

S-Series and Skandic LT

– Remove caliper.
– Remove guard, belt and driven pulley.
– Remove air silencer.
– Unbolt bearing support **no. 19** from chassis.
– Open chaincase and remove upper sprocket.
– Pull countershaft assembly toward driven pulley side to gain access to clip **no. 25**.
– Remove clip **no. 25** on countershaft.



– Pull countershaft toward driven pulley side to free from chaincase and disc.
– Remove disc.

Countershaft Removal

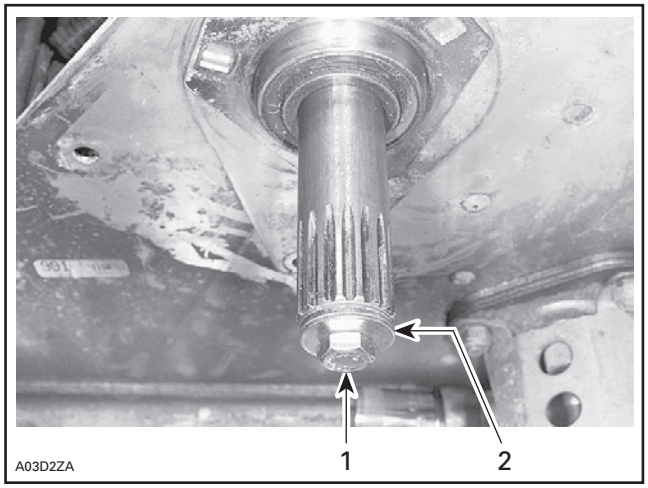
S-Series and Skandic LT with Mechanical Brake

Proceed the same as for brake disc removal.

Countershaft Bearing Removal

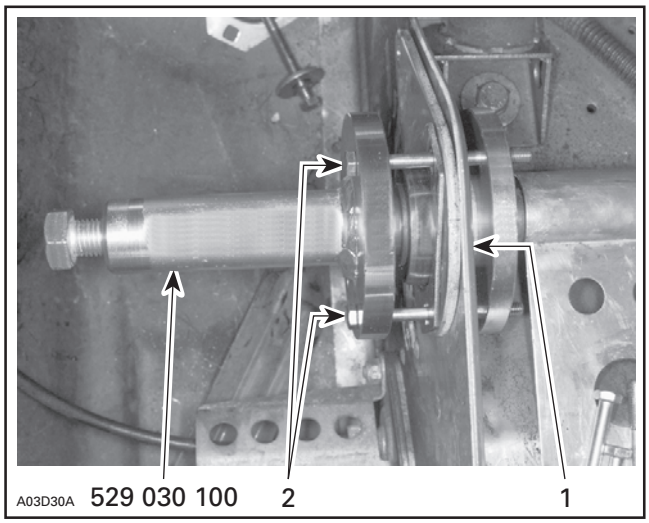
S-Series

Unbolt bearing support and triangular support. Install screw from remover (P/N 529 030 100) and some flat washers of 3 mm (1/8 in) total thickness.



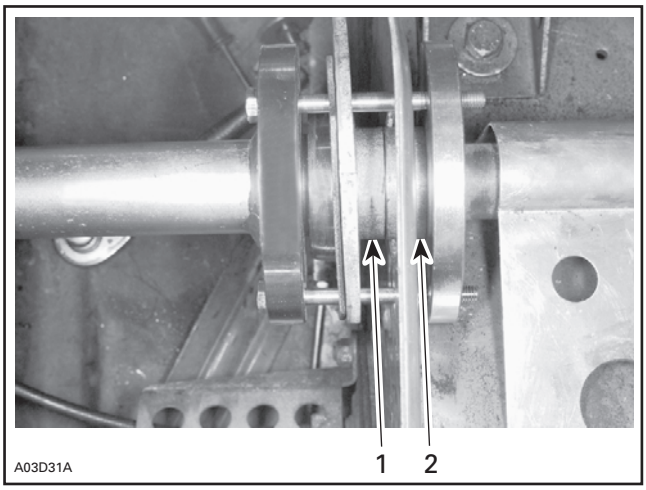
1. Screw from tool
2. Washers use as a 3 mm (1/8 in) spacer

Install remover (P/N 529 030 100) on countershaft and medium thickness spacer. Use M6 x 70 mm screws instead of screws supplied with remover.



1. Medium thickness spacer
2. M6 x 70 mm screws

Add the thin spacer to complete bearing removal.



1. *Thin spacer*
2. *Medium thickness spacer*

DISASSEMBLY

7,15,16,23, Brake Pad, Brake Lever, Pin and Screw

All Models with Mechanical Brake

Pull pin out of caliper and remove lever.

Fixed pad is riveted to chaincase on these models. Caliper must be split to remove moving pad. To removed fixed pad, drill out its rivet then pry disc in order to free fixed pad.

All Models with Hydraulic Brake

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

CLEANING

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

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

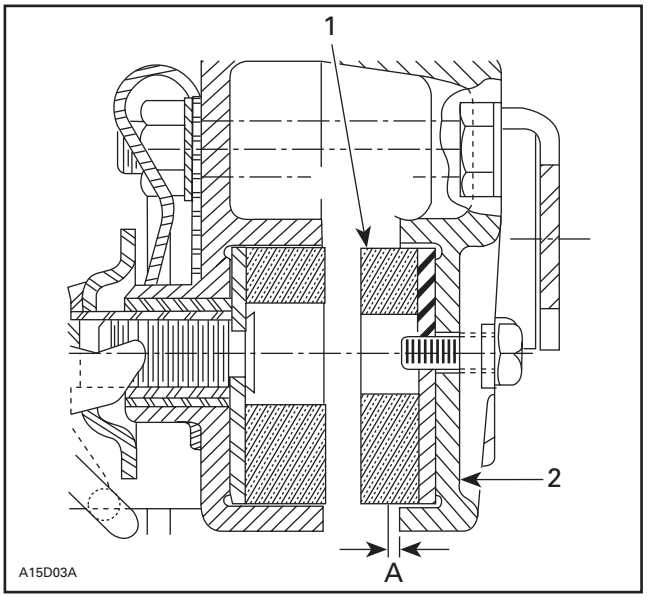
INSPECTION

7, Brake Pad

Models with Mechanical Brake

Brake pads must be replaced when **fixed** pad projects only 1 mm (1/32 in) from caliper.

CAUTION: Brake pads must always be replaced in pairs.



TYPICAL

1. *Fixed pad*
2. *Inner caliper*

A. 1 mm (1/32 in) minimum

Models with Hydraulic Brake

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

CAUTION: Brake pads must always be replaced in pairs.

Brake Disc

All Models

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

CAUTION: Brake disc should never be machined.

ASSEMBLY

14, Ratchet Wheel

Apply synthetic grease (P/N 413 711 500) on threads and spring seat prior to installing. Fully tighten then back off one turn.

16, Pin

Install so that it can only be removed upward. Lock it in the caliper casting notch.

INSTALLATION

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

⚠ WARNING

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

17, Brake Disc

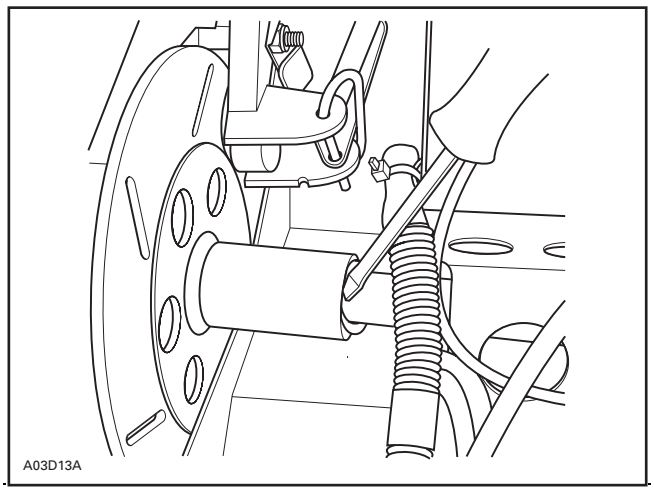
S-Series and Skandic LT

The brake disc must be floating on countershaft for efficient operation of brake.

Apply anti-seize lubricant (P/N 413 701 000) on shaft and check that disc slides freely.

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

Push O-rings inside disc hub.

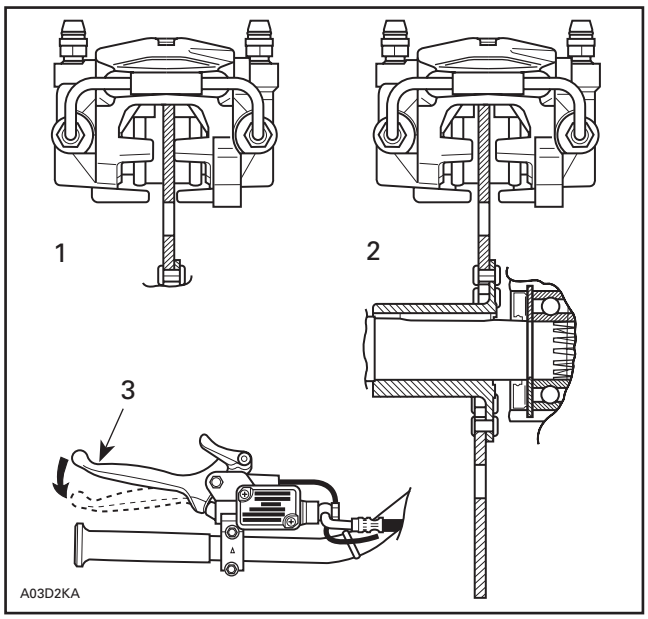


7, Brake Pad

Models with Hydraulic Brake

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

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



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

Apply brake then recheck.

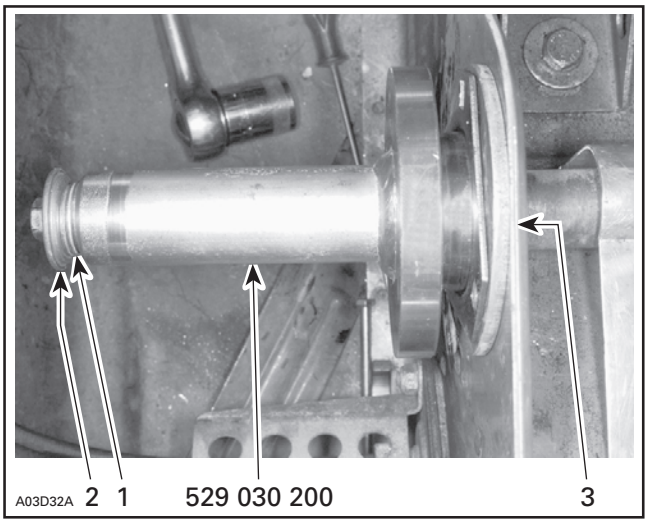
Countershaft Bearing Adjustment

S-Series

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

Install countershaft bearing **no. 19** using proper tool.

To install bearing on countershaft, use remover (P/N 529 030 100) and some flat washers of 3 mm (1/8 in) total thickness. Using original retaining screw and shouldered washer tighten until bearing rests against circlip.



1. *Washers use as a 3 mm (1/8 in) spacer*
2. *Original retaining screw and shouldered washer*
3. *Bearing against circlip*

Ensure that countershaft is properly aligned, then tighten 3 retaining screws.

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

Refer to DRIVE AXLE then look Chaincase Perpendicularity Adjustment.

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

Close chaincase referring to CHAINCASE.

1,11,12, Locking Tab, Outer Caliper and Nut

S-Series and Skandic LT

Install caliper retaining bolts.

Assemble outer caliper. Install locking tab then nuts. Torque nuts to 24 N•m (18 lbf•ft). Bend locking tab over a flat of each nut.

5,12, Brake Cable and Nut

Insert brake cable into upper hole in brake lever and caliper. Install nut and tighten until a few threads exceed.

⚠ WARNING

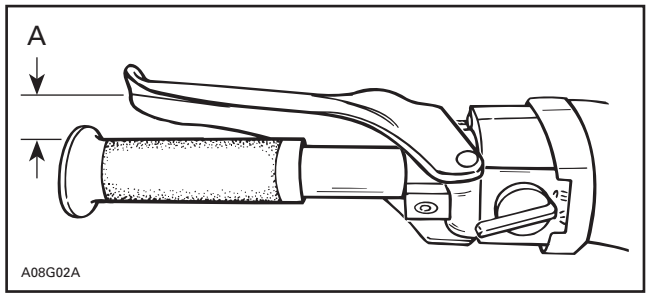
At least 3 threads must exceed the elastic stop nut.

ADJUSTMENT

Brake

Models with Mechanical Brake

Fully depress brake handle several times to obtain 13 mm (1/2 in) between brake handle and handlebar grip when brake is fully applied.



A. 13 mm (1/2 in)

Should this adjustment be unattainable, retighten nut no. 12 as needed.

Models with Hydraulic Brake

Change brake fluid once a year.

Bleed brake system as follows:

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

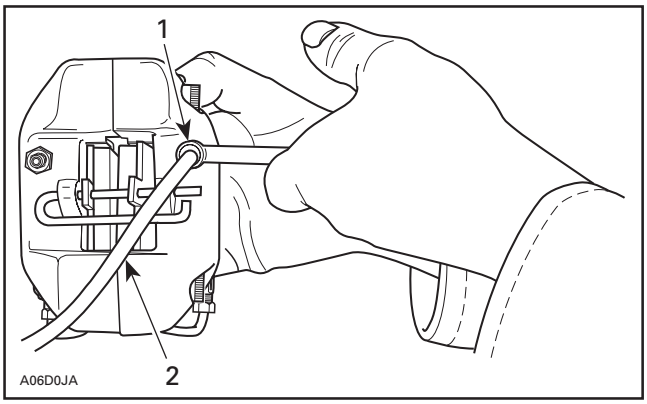
CAUTION: Use only DOT 4 brake fluid.

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

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

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

Proceed the same way with the right side bleeder.



TYPICAL

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

Brake Light

Models with Mechanical Brake

Brake light should light up before brake pads touch brake disc. To adjust, unscrew nut no. 12 until brake light goes on.

⚠ WARNING

At least one full thread must exceed the elastic stop nut.

Check brake adjustment as described above.

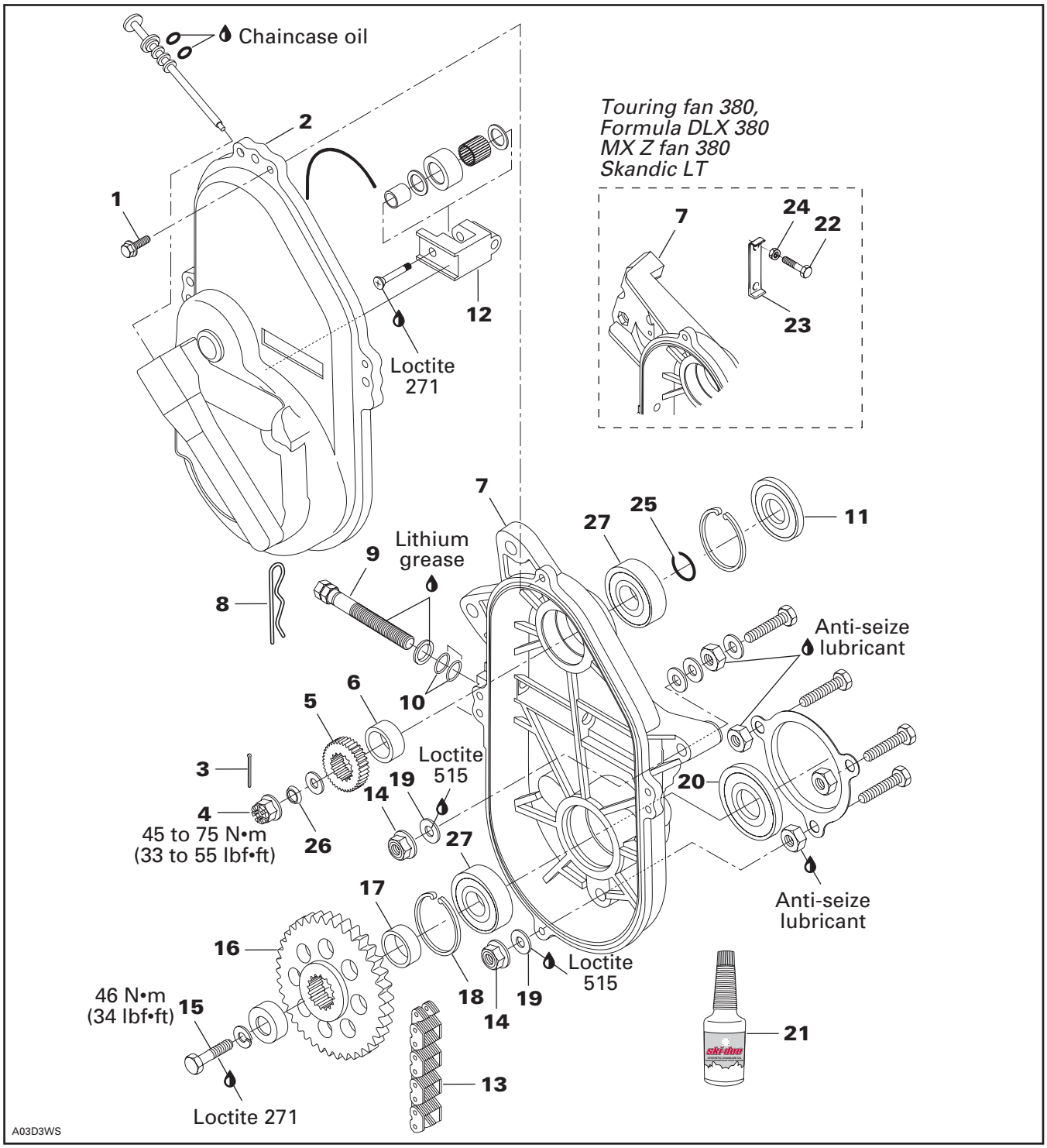
NOTE: If brake light adjustment is unattainable while respecting brake adjustment, ratchet wheel may be too far out. If so, tighten ratchet wheel.

Models with Hydraulic Brake

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

CHAINCASE

S-Series and Skandic LT



REMOVAL

To remove chaincase proceed as follows.

Remove tuned pipe and muffler.

⚠ WARNING

Never remove exhaust components when engine is hot.

Remove hair pin **no. 8**. Release drive chain tension by unscrewing tensioner adjustment screw.

Drain oil by removing chaincase cover **no. 2**.

Apply brakes.

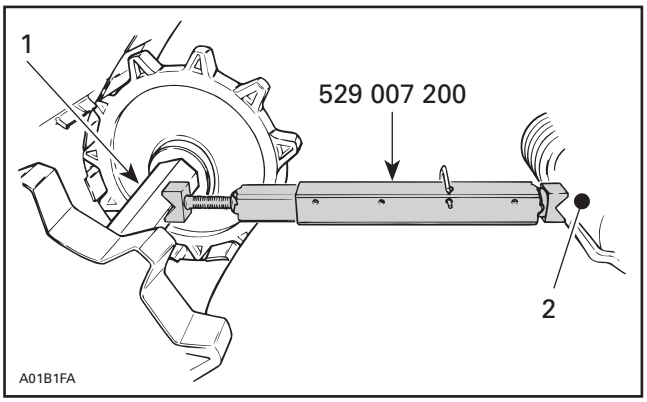
Remove cotter pin **no. 3**, nut **no. 4**, washer **no. 26** retaining upper sprocket **no. 5** and screw **no. 15** retaining lower sprocket **no. 16**. Pull sprockets and drive chain simultaneously. Remove shims **nos. 6** and **17**.

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

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

Unfold locking tab **no. 23**, then remove caliper retaining screws **no. 22**.

Release track tension, use drive axle holder (P/N 529 007 200).



TYPICAL

1. *Drive axle*
2. *Suspension cross shaft*

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

Pull chaincase from drive axle and countershaft.

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

INSPECTION

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

⚠ WARNING

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

GEAR RATIO MODIFICATION

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

Refer to TECHNICAL DATA for gear ratios.

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

NOTE: For high altitude regions, a Service Bulletin will give information about calibration according to altitude.

INSTALLATION

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

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

11, Oil Seal

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

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

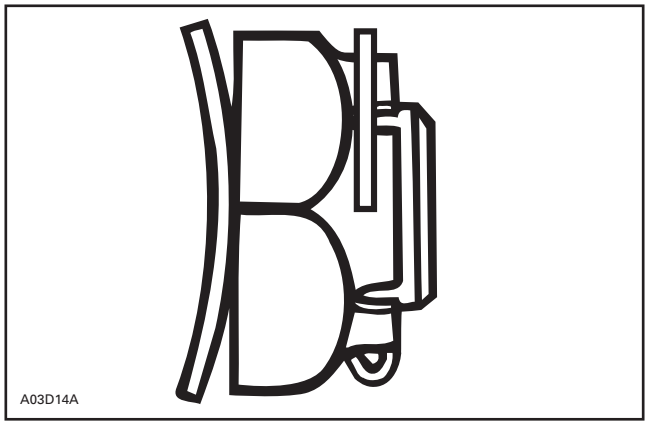
NOTE: Should installation procedure for countershaft be required, refer to BRAKE then look for **Brake Disc and Countershaft Bearing Adjustment**.

5,16, Sprockets

Position the sprockets with the writing facing the chaincase cover.

26, Conical Spring Washer

Install washer with its concave side towards drive pulley.



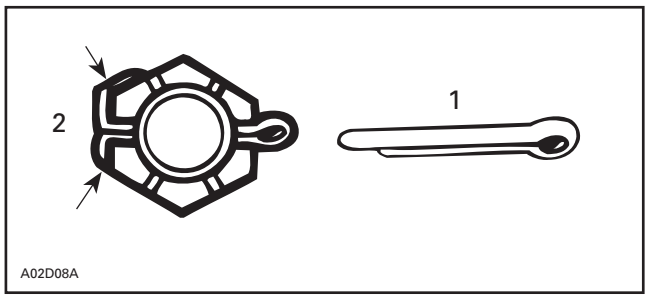
4, Upper Sprocket Castellated Nut

Torque to 45 to 90 N•m (33 to 66 lbf•ft).

Install new cotter pin in the position shown.

CAUTION: When removing a cotter pin always replace with a new one.

CAUTION: Cotter pin will rub on chaincase cover if installed otherwise.



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

18, Circlip

CAUTION: It is of the utmost importance to install the circlip otherwise damage to the chaincase components may occur.

DRIVE CHAIN ADJUSTMENT

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

10, O-Ring

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

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

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

⚠ WARNING

If the specified free-play is not reached with the tensioner screw fully tightened, replace chain and check the condition of sprockets.

21, Chaincase Oil

S-Series Models

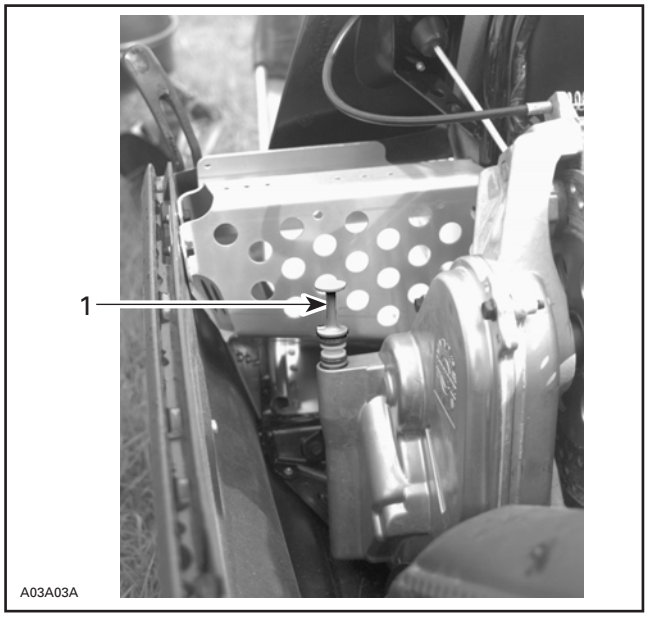
Pour 250 mL (8.5 fl. oz) of mineral chaincase oil (P/N 413 801 900) into chaincase.

Skandic LT

Pour 375 mL (12.7 fl. oz) of synthetic chaincase oil (P/N 413 803 300) into chaincase.

All Models

Check oil level with the dipstick then add if required. Remove metal particles from magnet.



TYPICAL
1. Dipstick

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

ADJUSTMENT

Pulley Alignment

Refer to PULLEY DISTANCE AND ALIGNMENT.

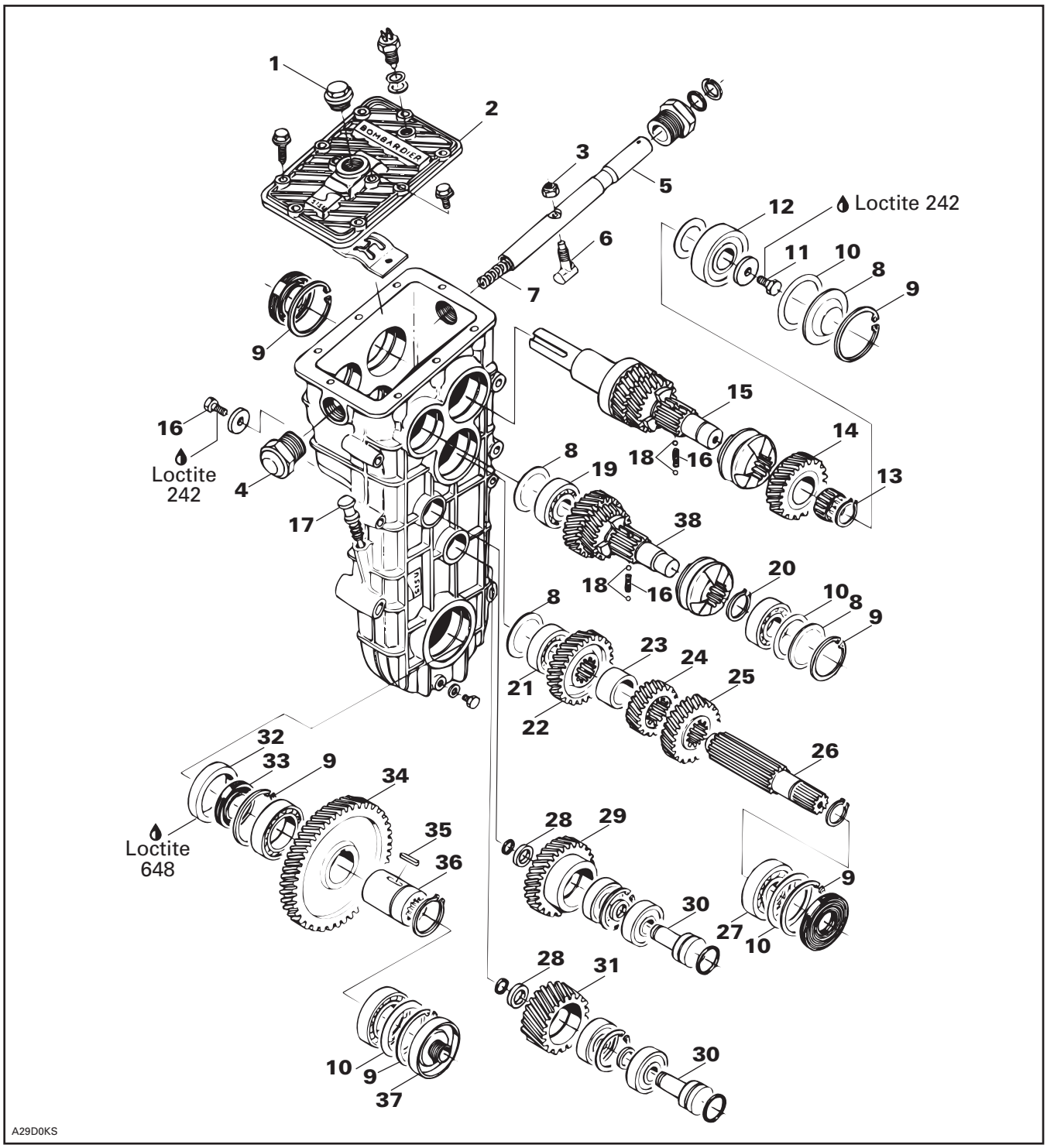
Track Tension and Alignment

Refer to TRACK.

GEARBOX

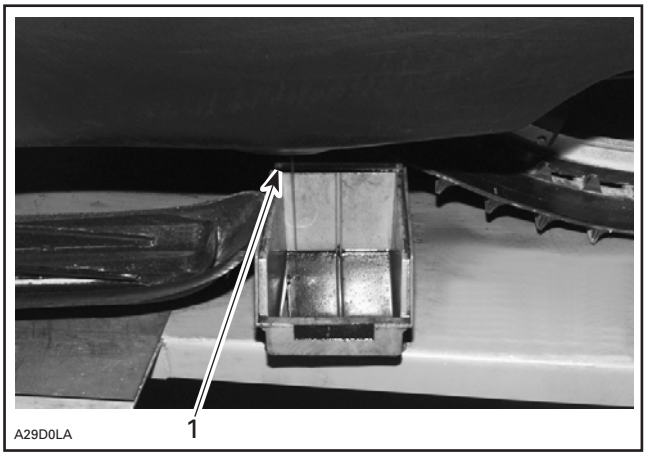
3-SPEED GEARBOX

Skandic WT/SWT/WT LC



REMOVAL

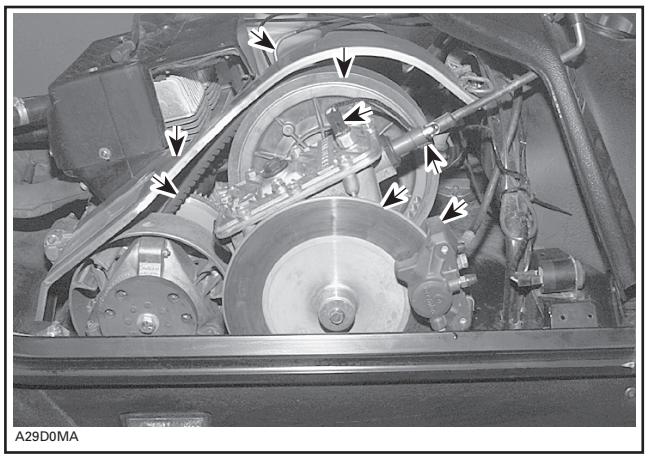
Drain gearbox oil.



1. Bottom pan drain hole nearby gearbox drain plug

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

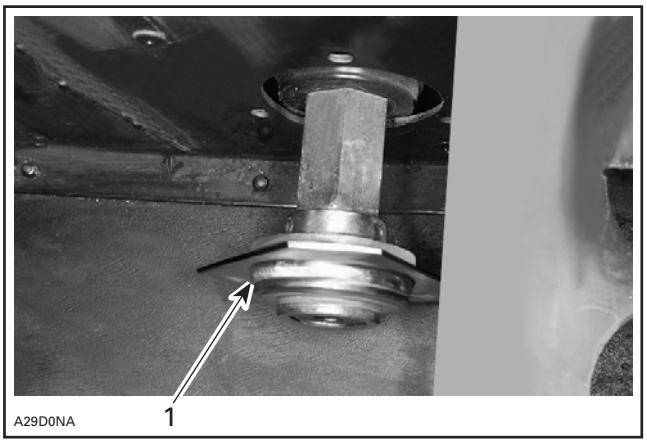
Remove brake caliper, brake disc. Unfasten shifting rod and unplug reverse switch.



Remove rear suspension.

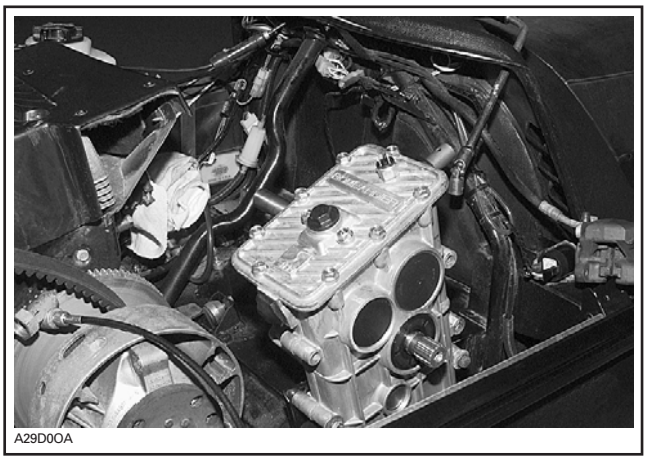
Remove angle drive and square pin from bottom of gearbox.

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



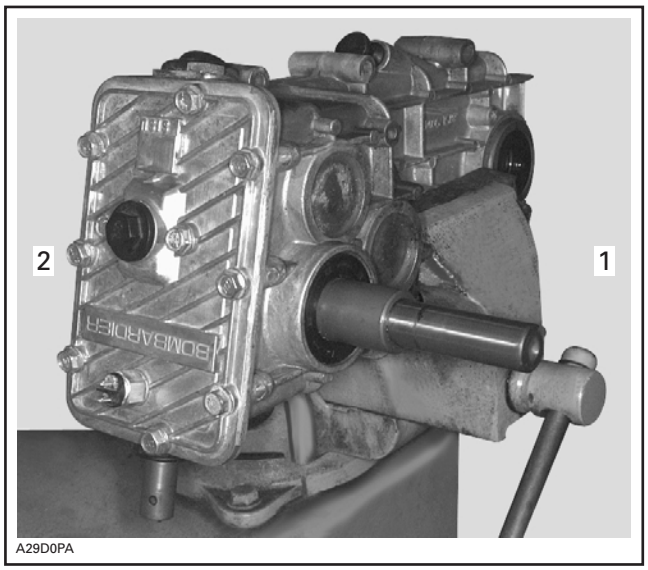
1. RH end bearing

Unbolt gearbox from chassis.



DISASSEMBLY

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



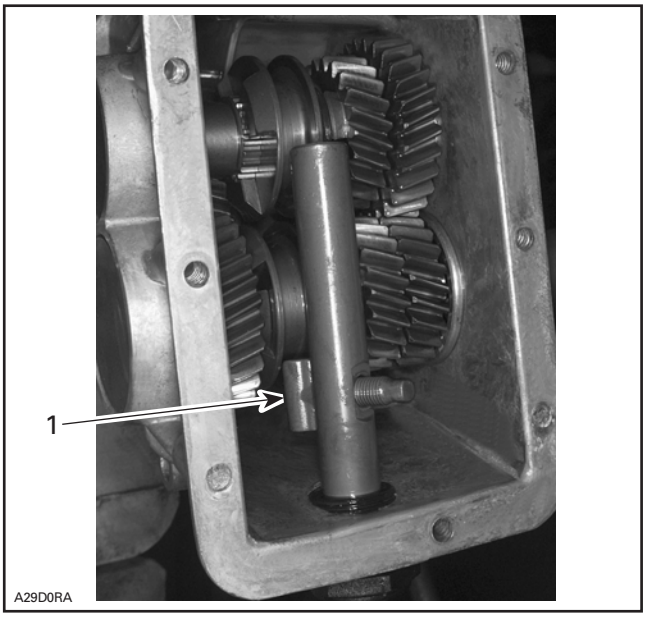
1. *RH side driven pulley side*
2. *LH side brake disc side*

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

Remove nut **no. 3** retaining pin **no. 6**.

1. *Cover*
2. *Nut*

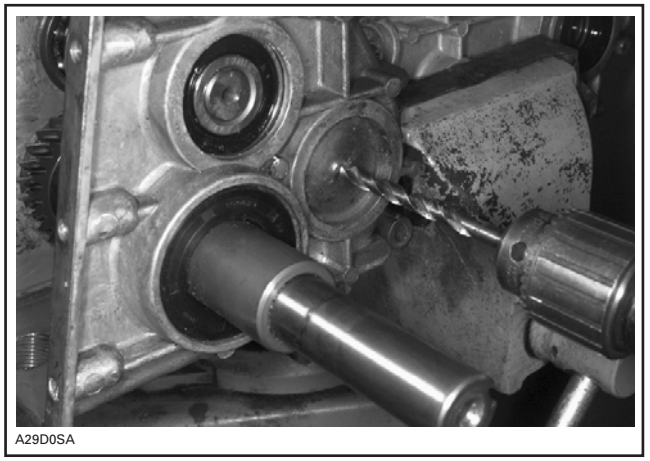
Unfasten sleeve nut **no. 4**, remove spring **no. 7** then, partially pull shaft **no. 5** and remove pin **no. 6**.



1. *Pin*

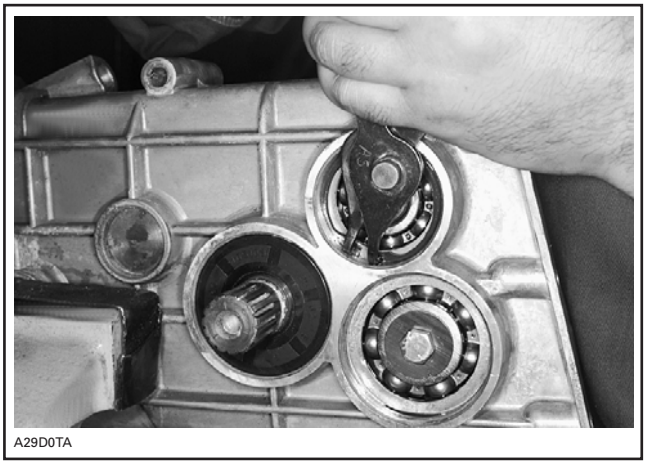
Completely remove shaft **no. 5**.

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



Remove all plugs **no. 8** from gearbox.

Remove all circlips **no. 9**.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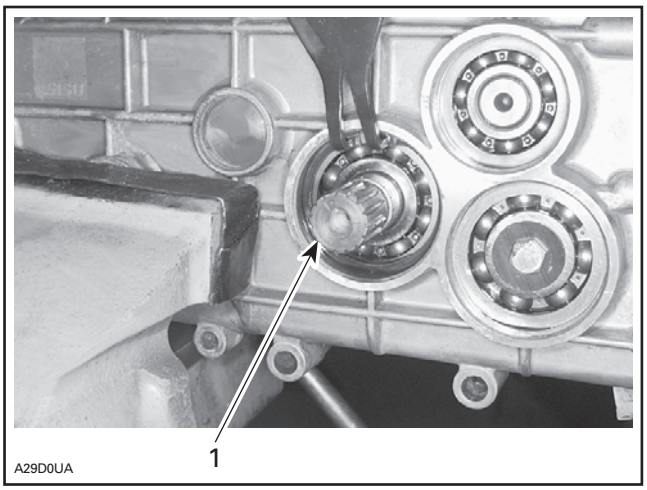
IMPORTANT: Note all shims quantity and location.

Remove brake shaft oil seal then, circlip.



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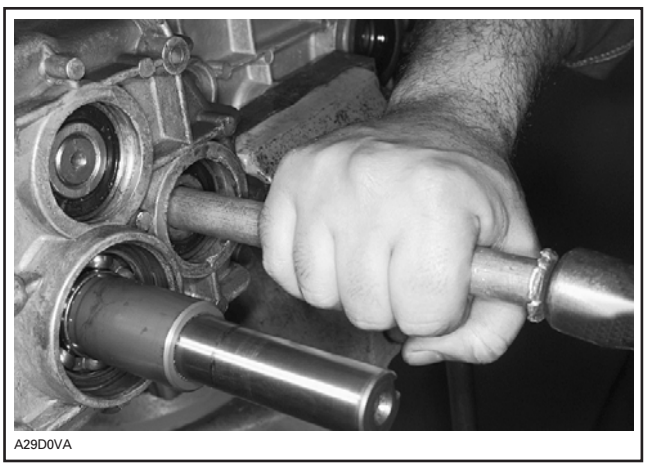
1. Brake shaft

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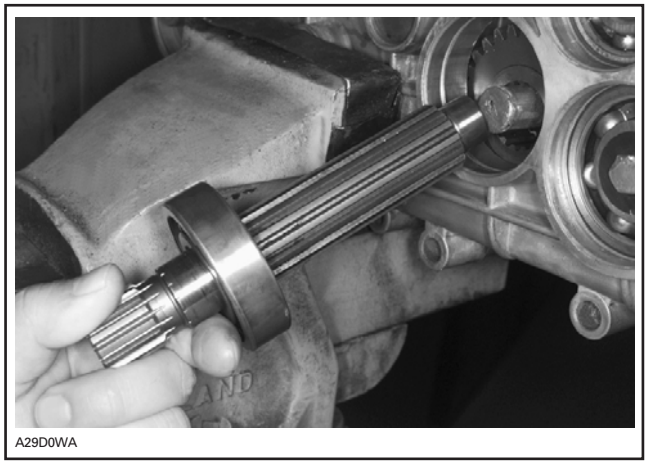

A29D0WA

Remove sleeve **no. 23**.

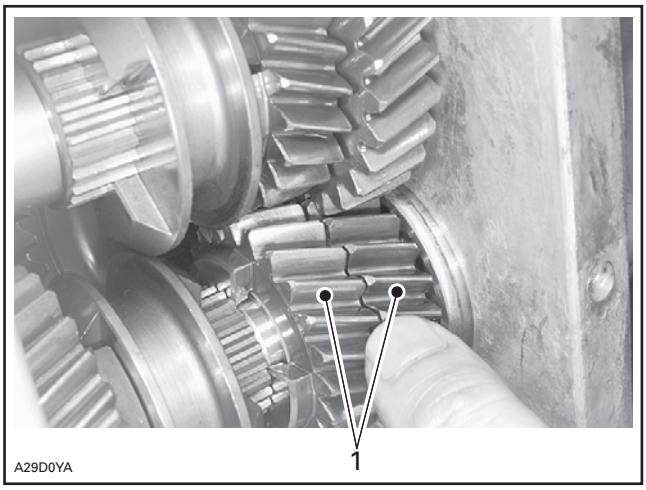
NOTE: Brake shaft gears remain in gearbox housing.

Remove bearing **no. 27** from brake shaft **no. 26** using a press.


A29D0XA

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

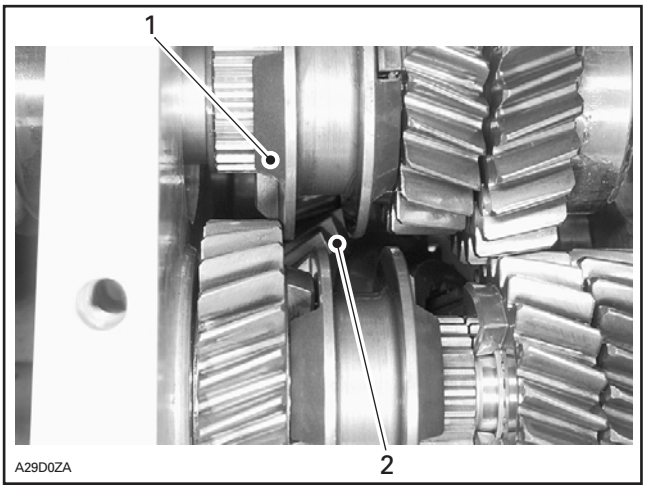
Make sure gears mesh.



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

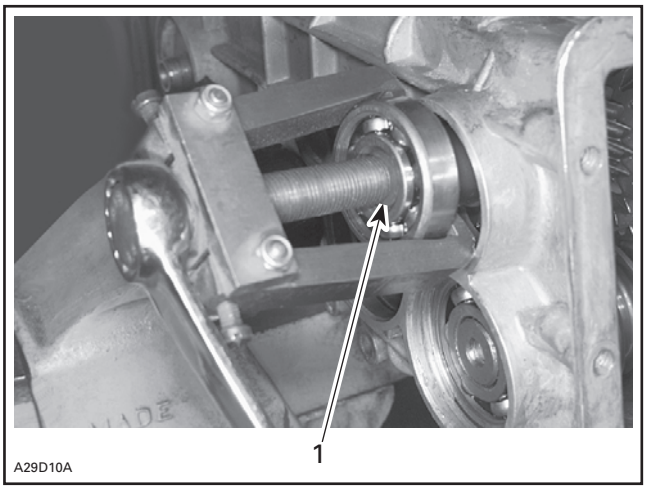
Shift in reverse gear.

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



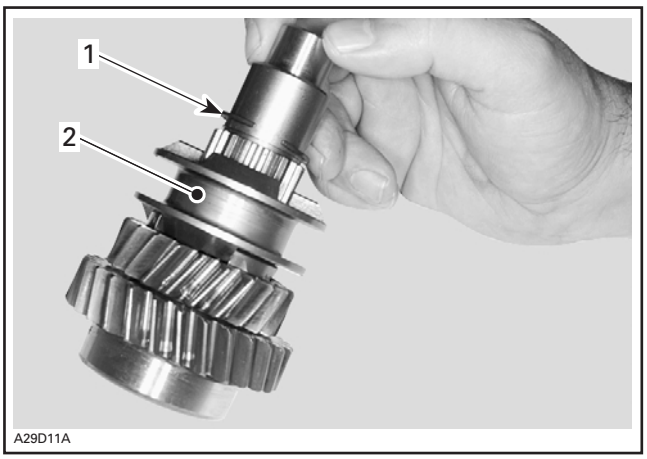
1. Sleeve dog not touching right gear
2. Brake shaft gears are still in gearbox

Use a puller to extract LH reverse shaft bearing.



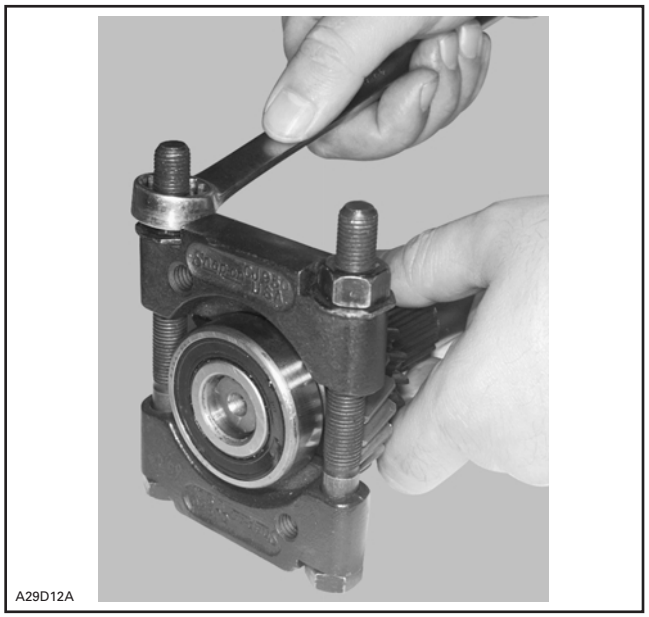
1. Extract reverse shaft LH side bearing

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



1. Circlip
2. Sliding sleeve

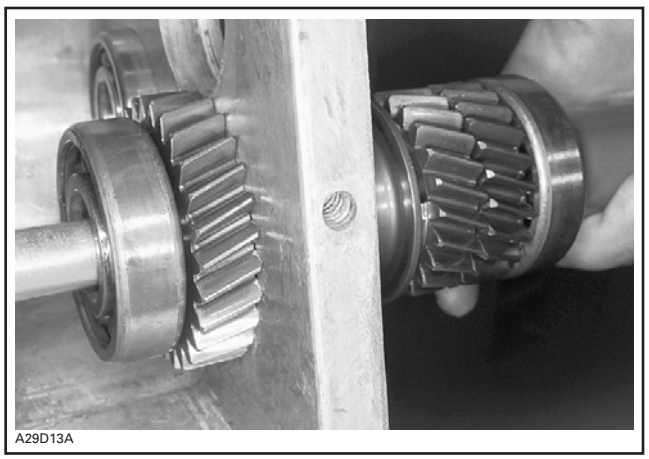
Use a puller to extract bearing **no. 19**.



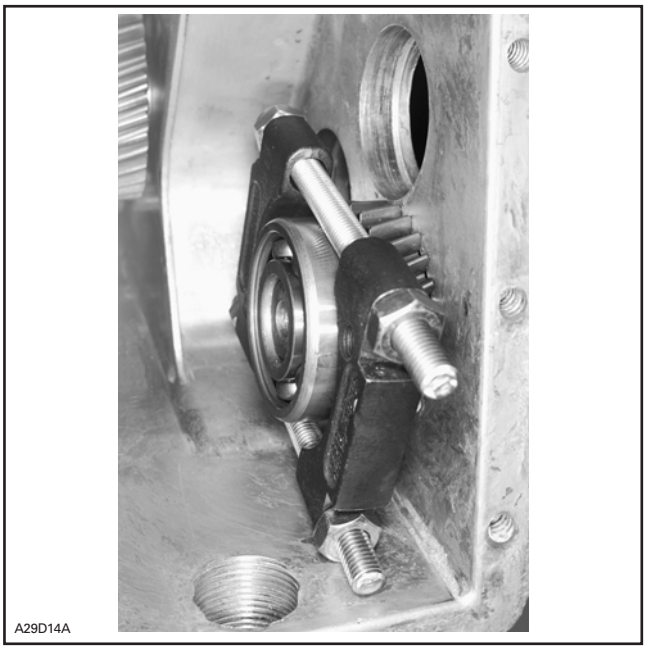
Remove brake shaft gears.

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

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

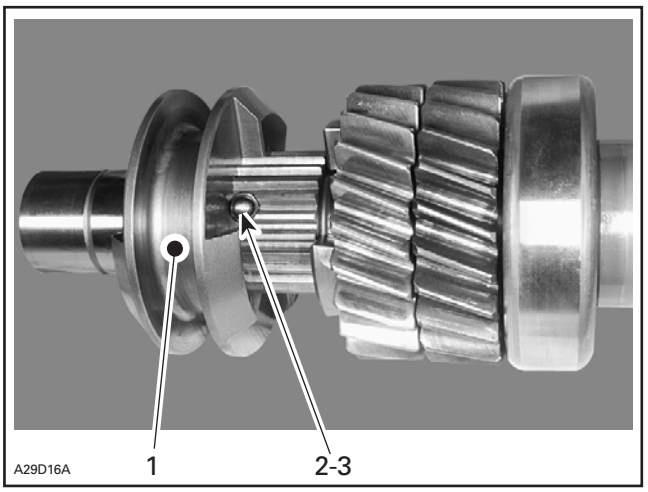


Use a puller to extract bearing **no. 12**.

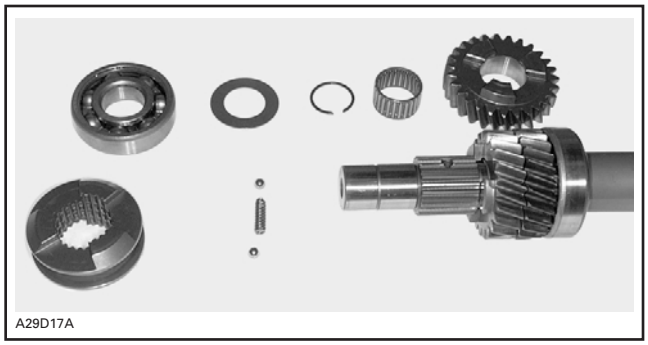


Remove circlip then, gear **no. 14**. Now driven pulley shaft can be pulled out from gearbox.

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



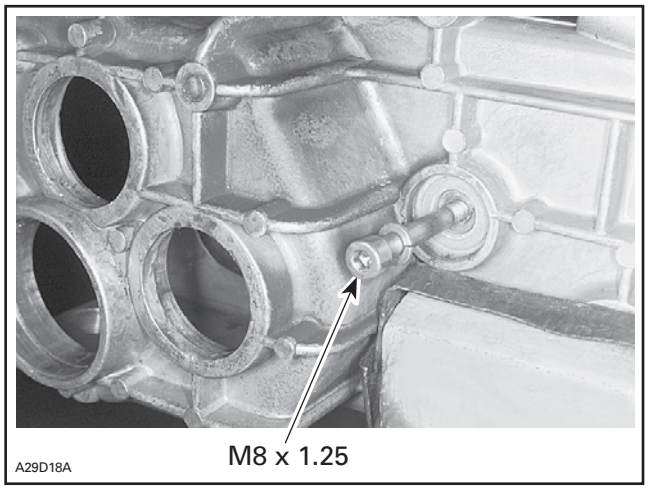
1. Sliding sleeve
2. Spring
3. Balls


A29D17A

DRIVEN PULLEY SHAFT COMPONENTS

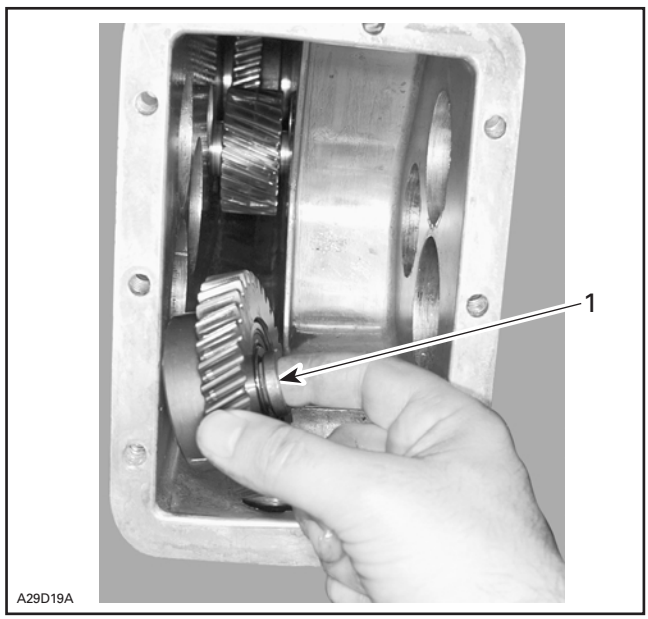
Remove screws **no. 16** from intermediate shafts **no. 30**.

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



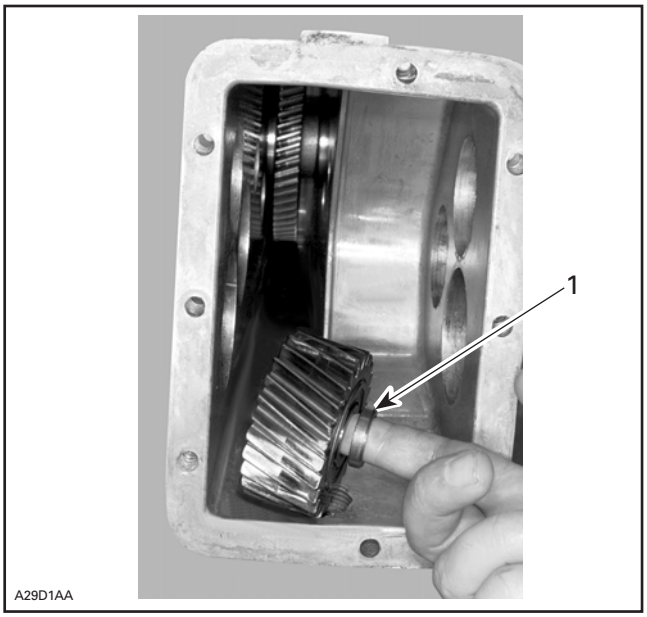
A29D18A

Remove intermediate gears and spacers.



A29D19A

1. Spacer

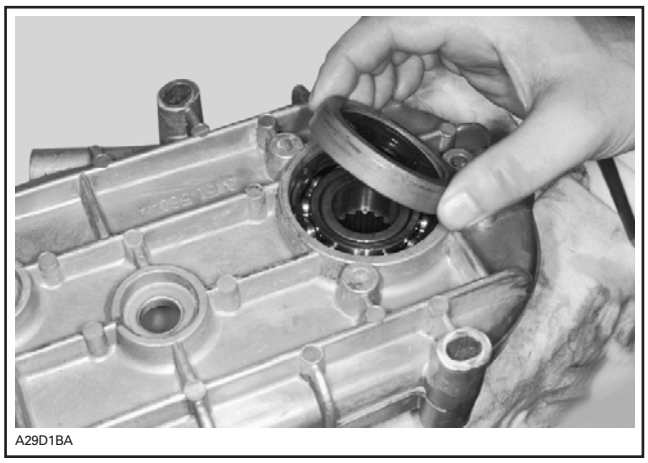


A29D1AA

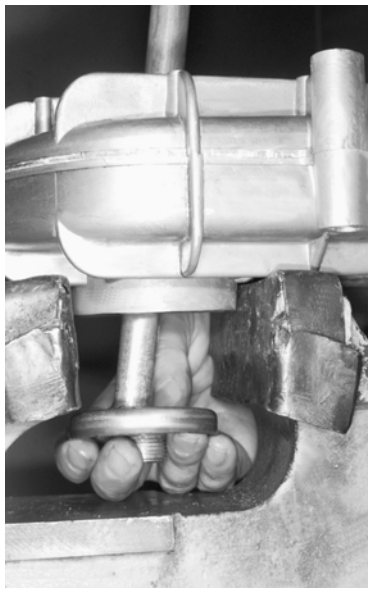
1. Spacer

Do not disassemble bearings of intermediate gears needlessly.

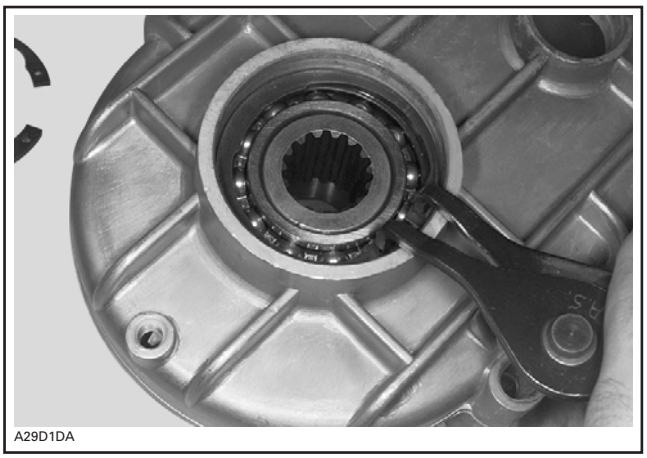
Pry out bottom seal **no. 33** from gearbox housing. Remove sleeve **no. 32** then, circlip **no. 9**.


A29D1BA

Drive out plug **no. 37**.

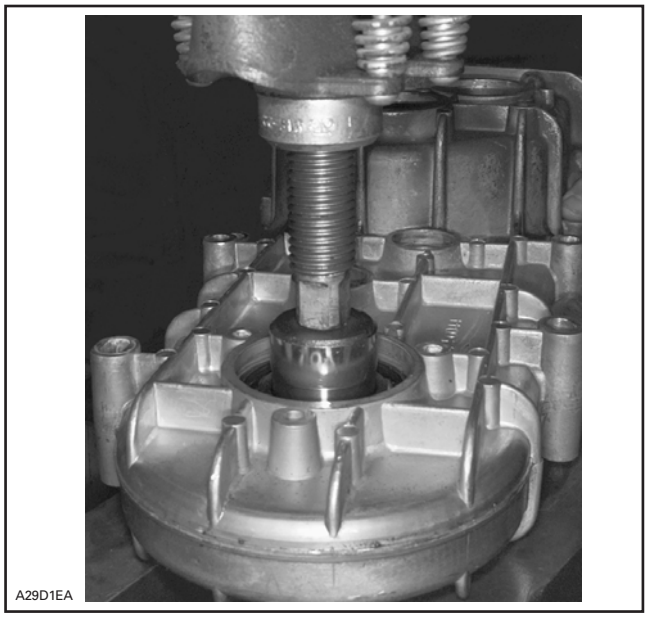

A29D1CA

Remove circlip **no. 9** from LH side.


A29D1DA

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

CAUTION: Do not push against inner bearing race.


A29D1EA

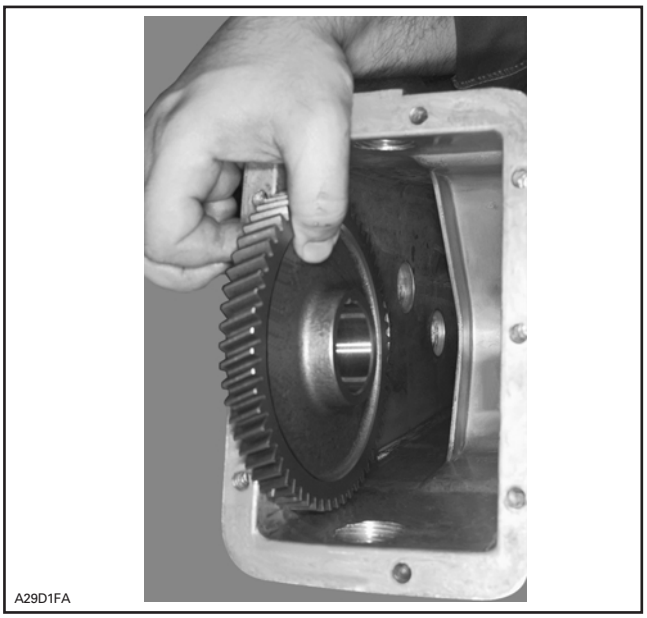
INSPECTION

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

Check sprocket teeth.

ASSEMBLY

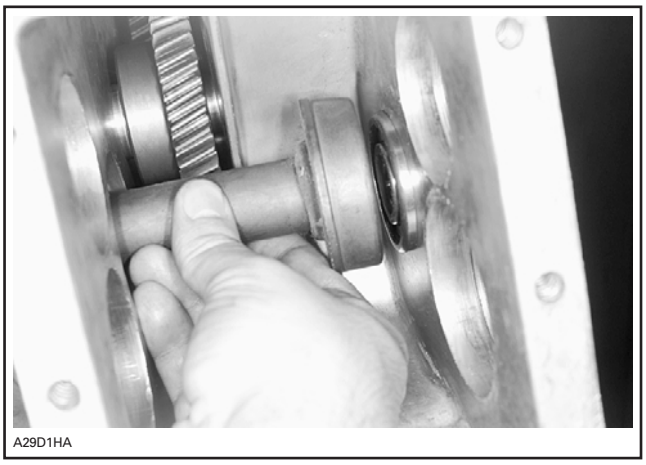
Install lower gear **no. 34** with its shoulder facing RH side.


A29D1FA

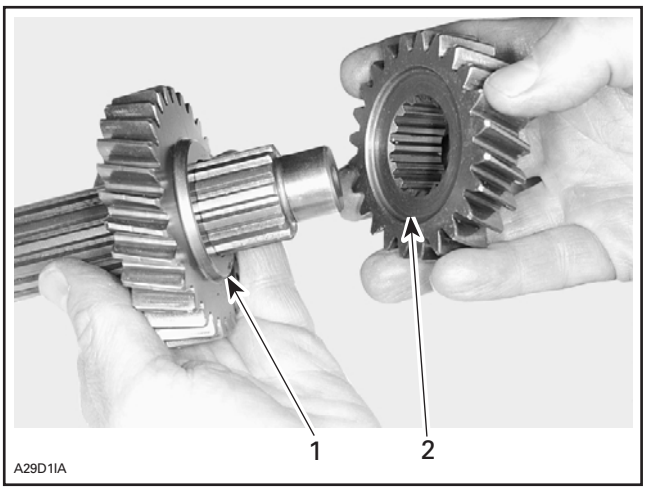
Install lower shaft **no. 36** with its hollow side (no splines) on RH side. Align key with lower gear **no. 34** keyway.

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

Install RH side bearing of brake and reverse shafts.

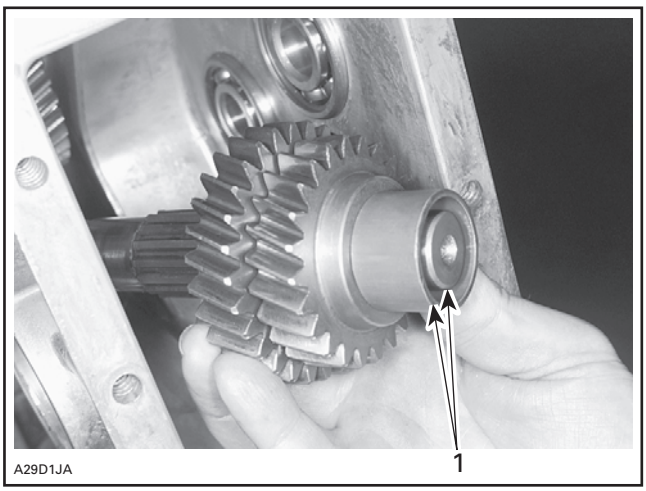


Partially assemble brake shaft gears **nos. 24** and **25** with shoulder facing recess.



1. Shoulder
2. Recess

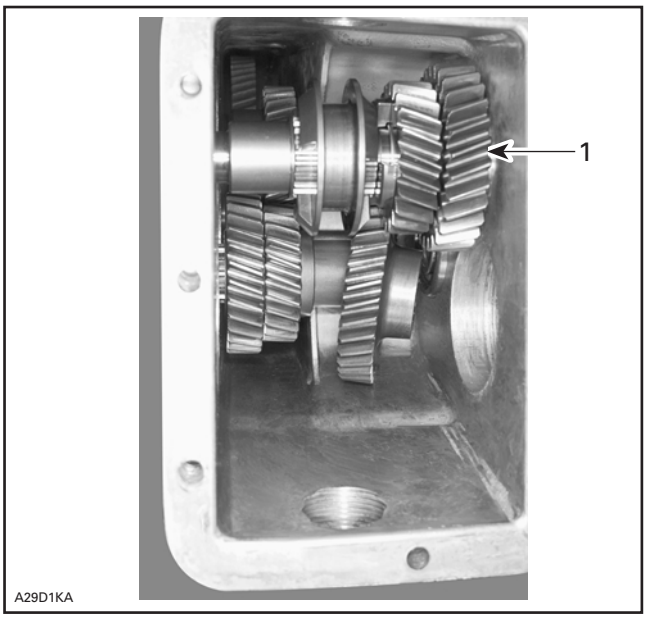
Install sleeve **no. 23** on brake shaft **no. 26** then, slide gears and sleeve until end of sleeve is flush with shaft end.



1. Flush

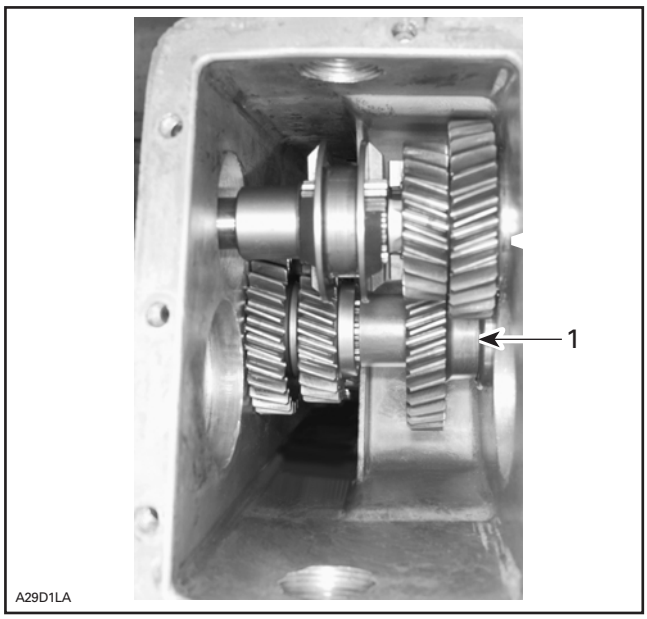
Install brake shaft **no. 26** into gearbox then, loosely install gear **no. 22** with its shoulder facing bearing **no. 21**. Do not push brake shaft into bearing **no. 21** at this time.

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



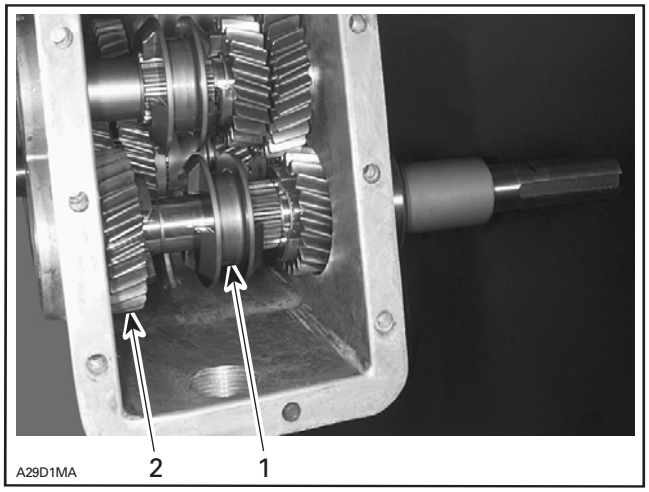
1. Reverse shaft installed in its RH bearing

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



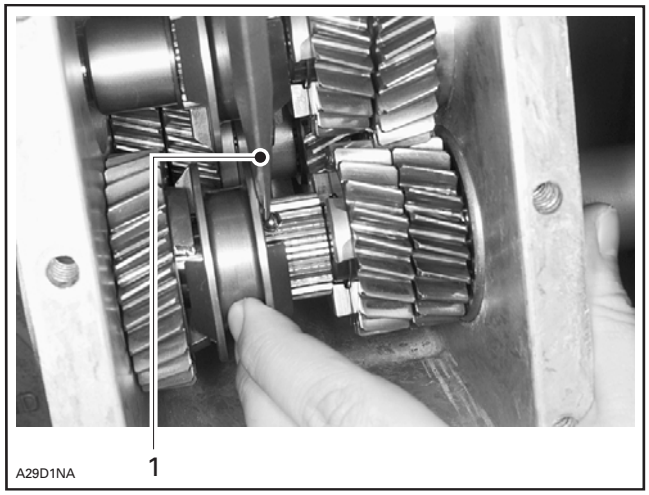
1. Finalizing brake shaft insertion

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



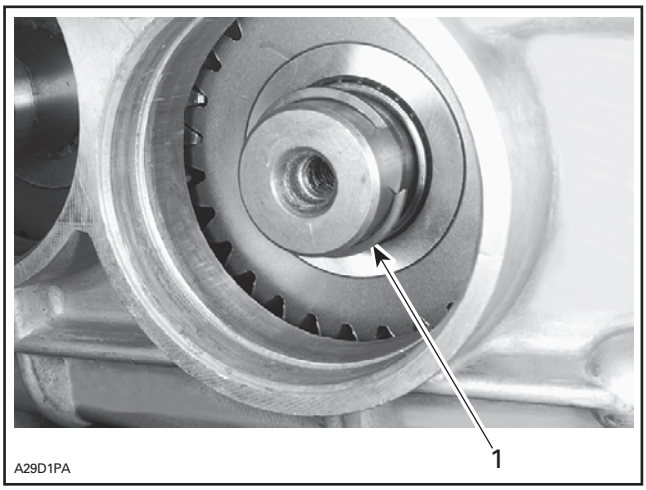
1. Sliding sleeve loosely inserted
*2. Gear **no. 14** in place*

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



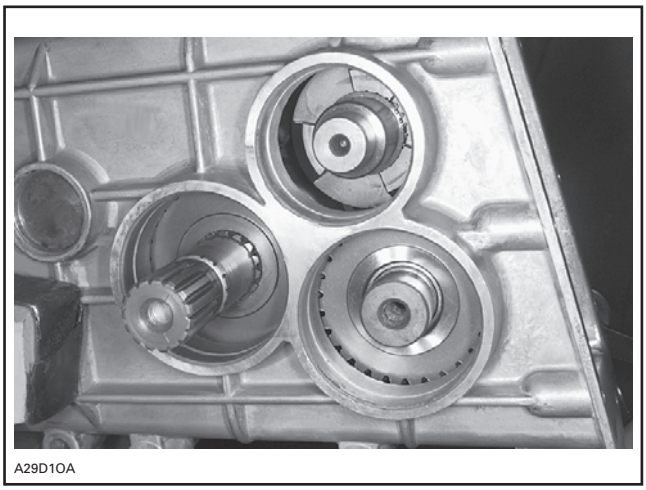
1. Push on ball with a screwdriver then move sliding sleeve to the right

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



1. Circlip

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



READY TO INSTALL BEARINGS, SHIMS, CIRCLIPS AND PLUGS

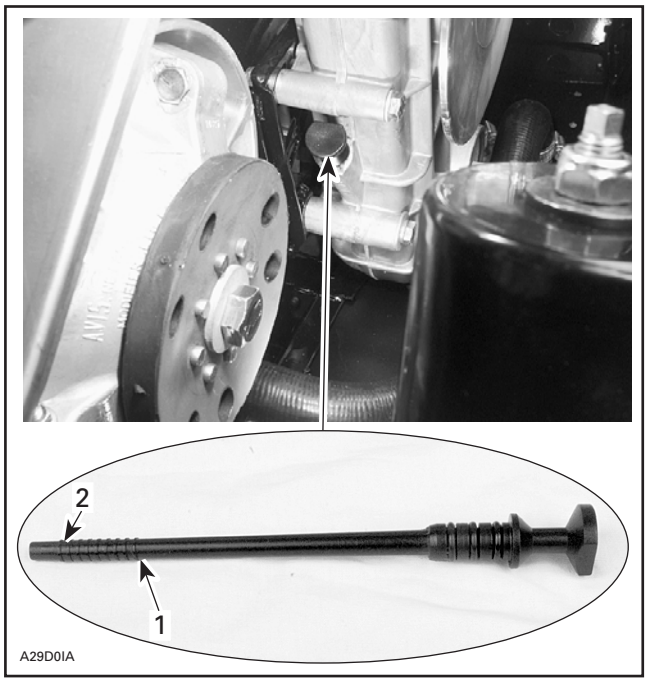
INSTALLATION

Reverse removal procedure. Check pulley alignment.

OIL LEVEL

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

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



1. Full level mark
2. Lower level mark

To fill, remove filler plug from top of transmission. Refill as required using Bombardier synthetic chaincase oil (P/N 413 802 800 — 12 x 250 mL).

DRIVE CHAIN

SILENT CHAIN

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

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