

Please route to :

Init.

Service

Sales

Parts



No. **2001-7**

Date: November 3, 2000

SUBJECT: Rear Shock Absorber Dampening

YEAR	MODEL	PKGE	MODEL NUMBER	SERIAL NUMBER
2001	MX* Z 600	X	1825/1826/1827/1828/1829/1830	All
	MX* Z 700		1670/1671/1672/1673/1674/1675	
	MX* Z 800		1663/1664/1665/1666/1667/1668/1669	

X package for above mentioned models gives a sport calibrated ride as far as rear shock absorber is concerned.

In order to obtain a softer dampening, similar to what the adrenaline package gives, customer could, at his own expense, change rear shock calibration by removing five 36 x 0.203 and one 40 x 0.203 washers inside the shock absorber (P/N 503 189 609). Following table summarizes the operation.

FUNCTION	ORIGINAL "X" VALVING	ACTION TO BE TAKEN	RECALIBRATED DAMPENING
Piston by-pass hole	2.0 mm dia.	none	2.0 mm dia.
COMPRESSION	4 x 40 x 0.203	Remove 1 washer	3 x 40 x 0.203
	1 x 24 x 0.203	none	1 x 24 x 0.203
	3 x 40 x 0.152	none	3 x 40 x 0.152
	2 x 24 x 0.203	none	2 x 24 x 0.203
Rebound	9 x 36 x 0.203	Remove 5 washers	4 x 36 x 0.203
	1 x 24 x 0.203	none	1 x 24 x 0.203

Parts Required

DESCRIPTION	PART NUMBER	QTY
Shock Absorber Oil	293 600 035	1 bottle

The following 2000 *Racing Manual* revised pages describe the entire procedure.

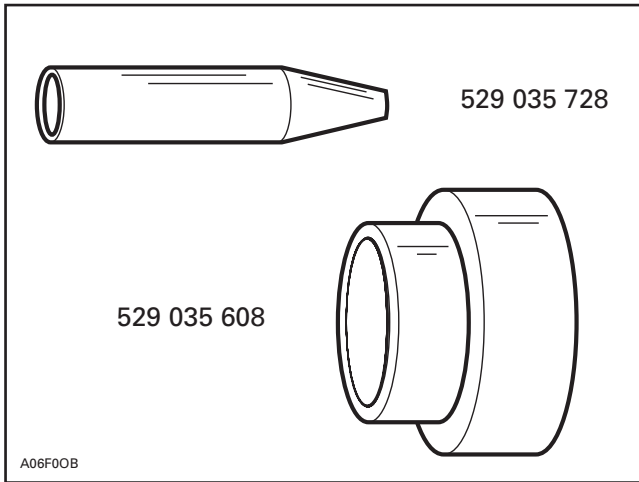
Valving and Dampening

In the HPG shock, the piston passages are covered by a stack of thin metal shims of various thicknesses and diameters. The shims provide dampening by acting as spring loaded valves offering resistance to the oil traveling through the piston. There is a stack of shims on both sides of the piston. One side controls compression dampening and the other side controls rebound dampening. By varying the number and thickness of shims the dampening characteristics can be very accurately obtained.

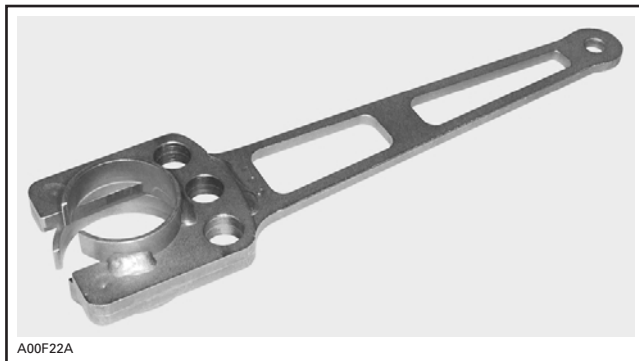
Special Tools

Special tools specific to the HPG T/A shock will be the seal pilot, shock wrench (P/N 529 035 727) and piston guide from Bombardier for C-46 shock.

NOTE: Tools P/N 529 035 727 and 529 035 728 will be available in early December.



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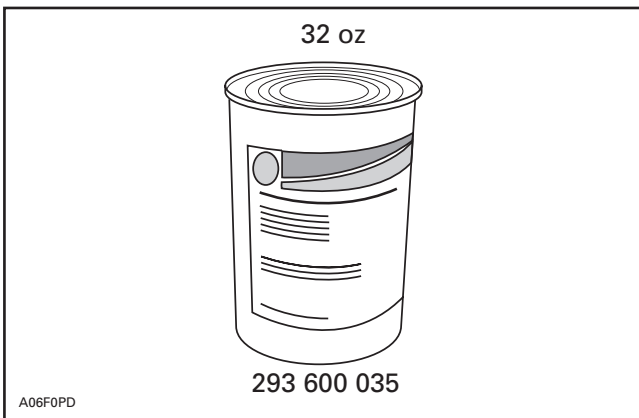


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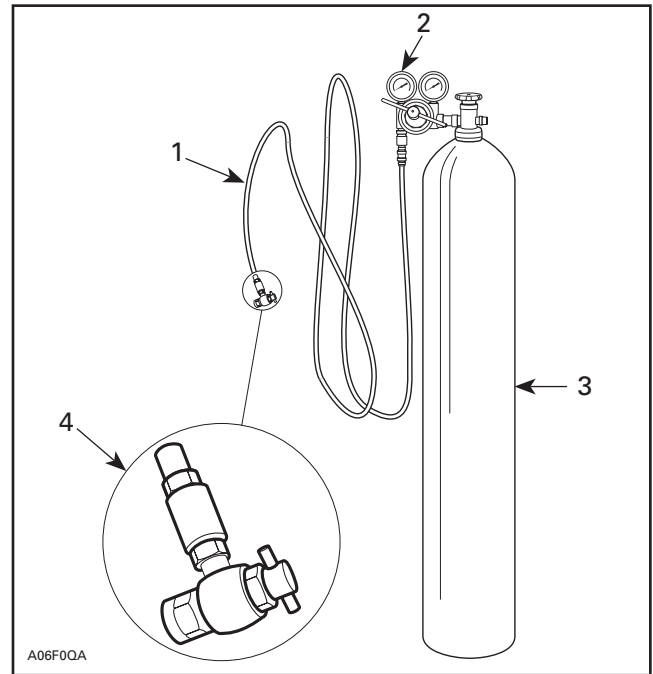
SHOCK WRENCH (P/N 529 035 727)

NOTE: Do not attempt to rebuild the T/A damper without the benefit of these assembly tools, damage will occur without their use.

Shock Oil and Nitrogen



A06F0PD



A06F0QA

1. High pressure hose
2. 2 stage regulator, delivery pressure range 2070 kPa (300 PSI)
3. High pressure cylinder filled with industrial grade nitrogen
4. Schrader valve tip (P/N 529 035 570)

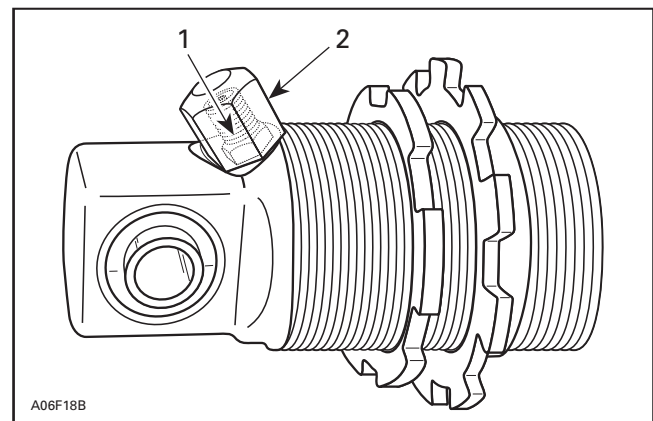
NOTE: Commercially available through compressed gas dealers.

Disassembly and Assembly

Release N₂ (nitrogen) pressure from the damper Schrader valve on any HPG T/A with IFP.

⚠ WARNING

Nitrogen gas is under extreme pressure. Use caution when releasing this gas volume. Protective eye wear should be used.



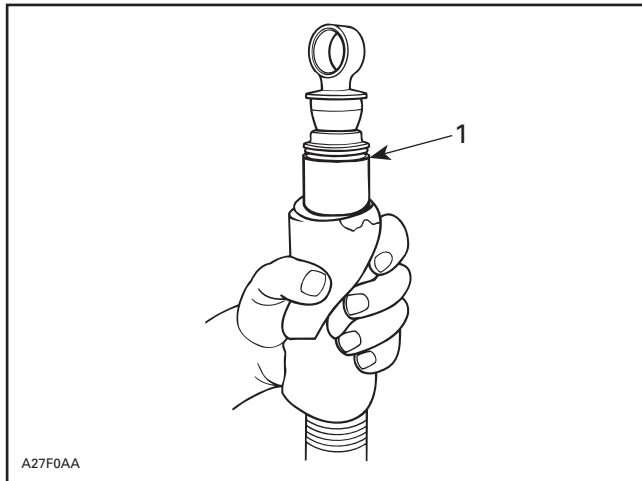
A06F18B

1. Schrader valve 1.5 - 2 N•m (13 - 17 lbf•in)
2. Schrader cap 5 - 6.5 N•m (44 - 57 lbf•in)



With the seal assembly removed, slowly lift and remove damper rod assembly from the damper body.

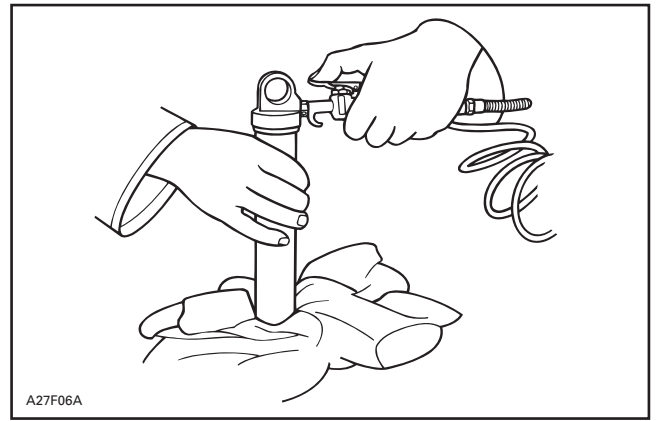
NOTE: Remove damper rod assembly slowly to reduce oil spillage and prevent piston seal damage by damper body threads. Wrap the damper body with a shop cloth to capture possible overflow oil while removing the damper piston.



1. Oil flows

Discard old oil into storage container. Never reuse damper oil during shock rebuild.

Remove Schrader valve core. Using compressed air pressure, carefully remove floating piston from damper body. Hold shop cloth over damper body opening to catch released floating piston. Allow room for floating piston to leave damper body.



TYPICAL

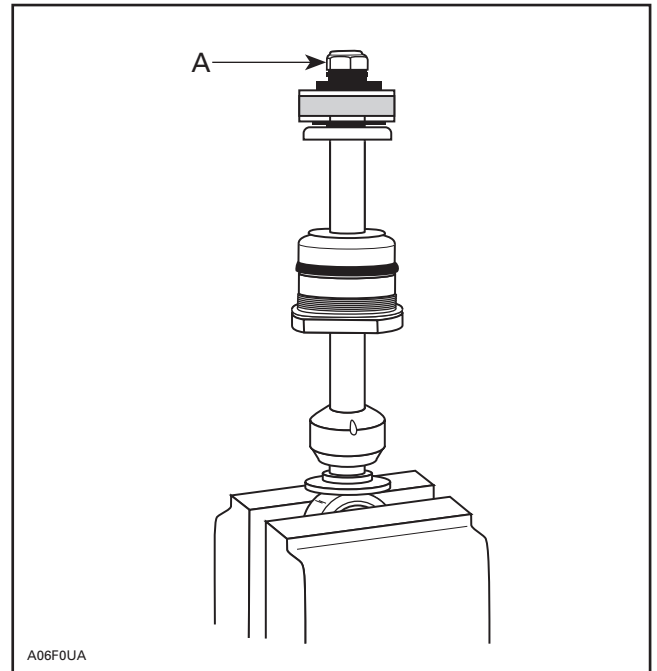
⚠ WARNING

Whenever using compressed air, use an O.S.H.A. approved air gun and wear protective eye wear.

Thoroughly clean, with a typical cleaning solution, and blow dry using low pressure air. Carefully inspect the damper body for any imperfections or signs of wear in the damper bore.

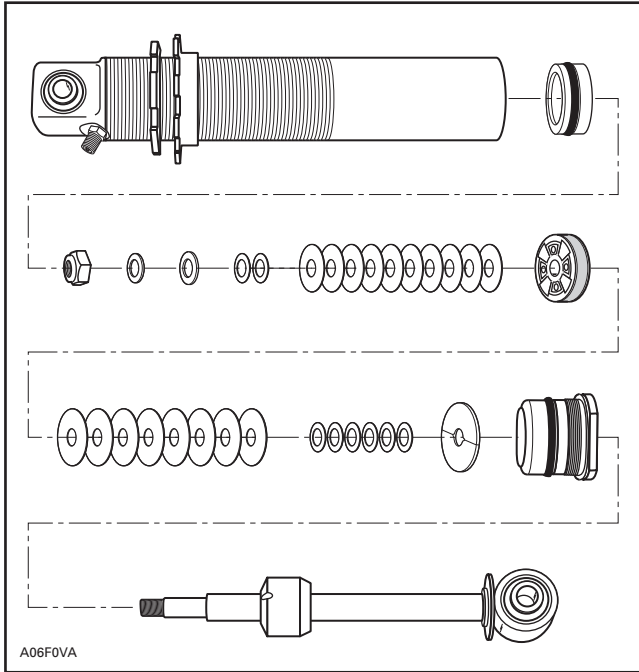
Replace damper body if wear is identified.

Holding the damper rod assembly in a bench vise, begin piston and valve removal.



A. Remove damper nut

Always arrange parts removed in the sequence of disassembly.



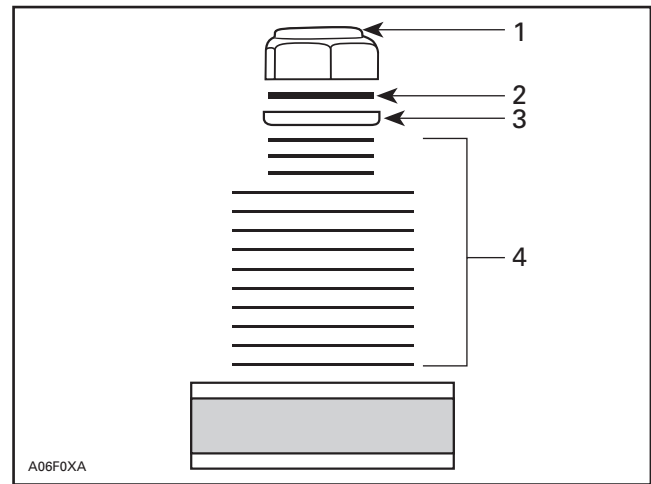
NOTE: As a general rule we suggest replacing the damper rod lock-nut after 4 rebuilds to ensure good locking friction and use Loctite[†] 271 each time.

NOTE: If revalving is to be done, it is imperative that you identify the original shim pack (size and number of shims). The seal carrier need not be removed if only revalving is to be done.

Shims can be measured by using a vernier caliper or a micrometer.

NOTE: All shims should be carefully inspected and any bent or broken shims must be replaced for the shock to function properly.

After the new or replacement shim pack has been selected, reassemble in the reverse order of disassembly. Torque piston nut 27 - 29 N•m (20 - 21 lbf•ft).



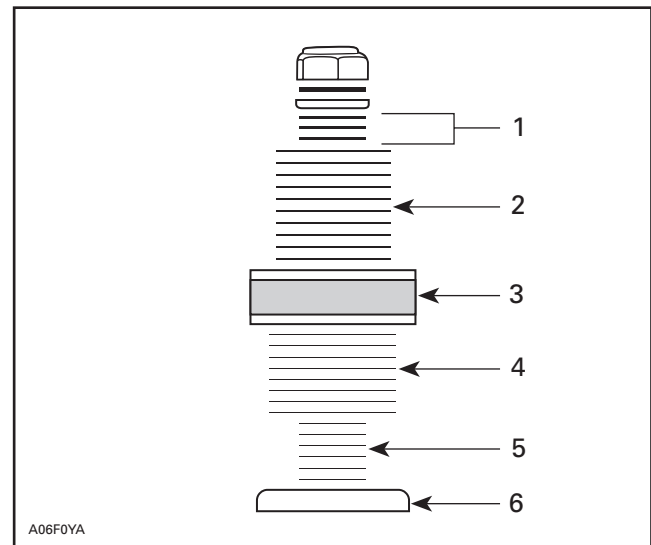
1. Damper nut
2. Spacer
3. Washer
4. Shim pack

CAUTION: The damper rod nut can only be re-used 4 times, then, must be replaced. Do not substitute this part for non - O.E.M. use Loctite 271 on nut each time.

This (these) spacer washer(s) (P/N 414 888 309) must be used as shown to ensure damper rod nut does not contact shaft threads.

Rebound valve stopper with round edge facing shim stack.

NOTE: Rebound shim stack must not reach into threads of damper shaft. Washer under damper shaft nut is used to prevent damper shaft nut from bottoming on threads.



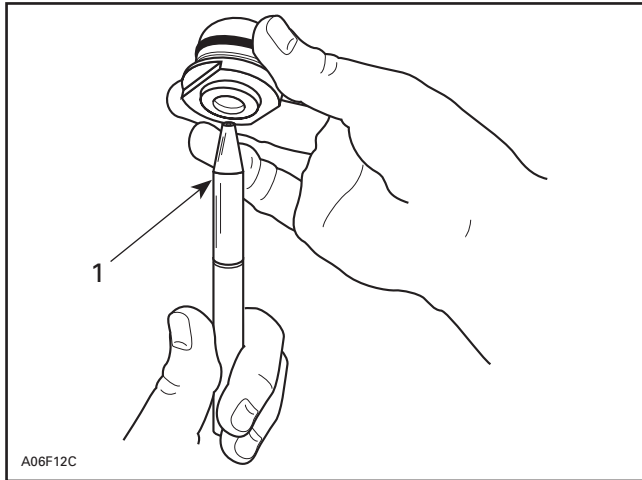
1. Rebound dampening shim pack
2. Rebound dampening shim pack
3. Piston
4. Compression dampening shim pack
5. Compression dampening shim pack
6. Stopper

[†] Loctite is a registered trademark of Loctite Corporation.

If the seal carrier assembly is replaced, use seal pilot to guide seal over damper shaft. Lubricate seal carrier guide pilot before use.

CAUTION: Failure to use seal pilot will result in seal damage.

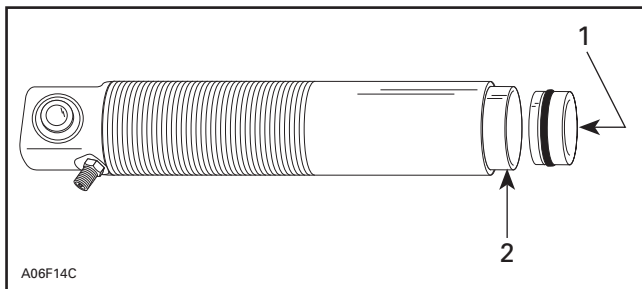
Reassemble damper rod assembly, taking care to properly assemble shim packs as required for your dampening needs. Ensure that the shaft piston is installed with the slits/larger intake holes facing the rebound shim stack.



1. Pilot (P/N 529 035 728)

If floating piston has been removed, reinstall floating piston into damper body (ensure that Schrader valve core has been removed). Use Molykote G-n paste (P/N 711 297 433) to ease O-ring past damper body threads with floating piston guide (P/N 529 035 608).

CAUTION: Failure to install IFP correctly could result in shock damage.

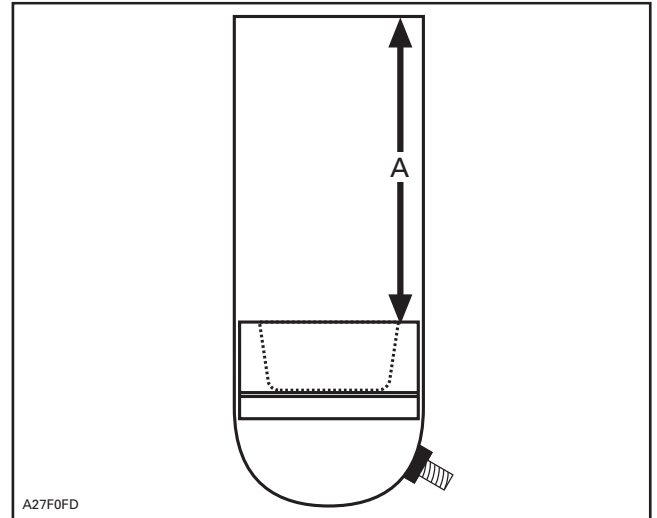


1. Push (slowly) by hand
2. Floating piston guide (P/N 529 035 608)

NOTE: Lubricate inside of piston guide with Molykote G-n paste (P/N 711 297 433).

Install floating piston to the proper depth (190 mm (7.5 in)).

On all HPG take apart shocks from 1996 on, the floating piston is installed hollow side up.



A. Required distance for floating piston installation (190 mm (7.5 in))

NOTE: If the floating piston is installed too far into the damper body, light air pressure through Schrader valve (with core removed) will move piston outward.

NOTE: Reinstall Schrader valve core after IFP has been installed at correct height and before adding oil.

WARNING

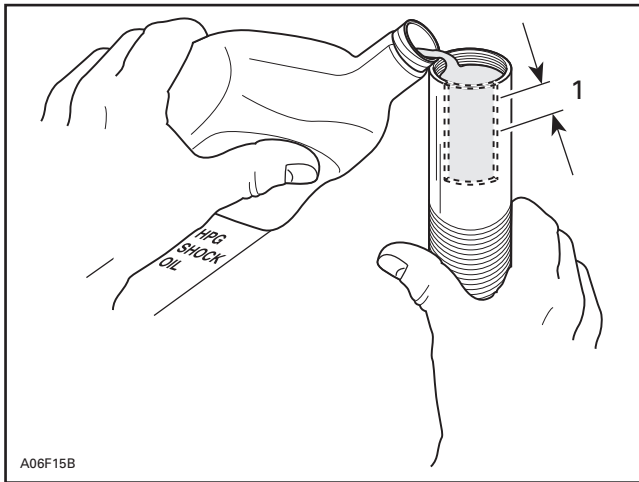
Whenever using compressed air exercise extreme caution, cover damper opening with shop cloth to reduce chance of possible injury.

CAUTION: Moisture laden compressed air will contaminate the gas chamber and rust floating piston.

WARNING

Always wear protective eye wear whenever using compressed air.

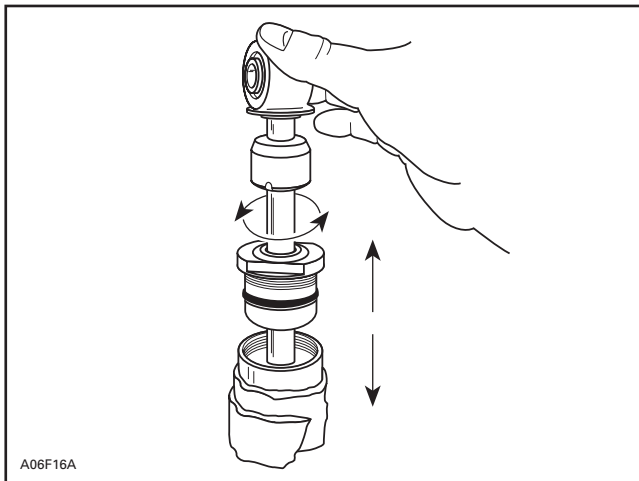
Fill the shock with Bombardier HPG shock oil (P/N 293 600 035) to approximately 10 mm (.393 in), from the base of seal carrier threads.



1. Fill to 10 mm (.393 in)

NOTE: Although we do not measure the exact amount of oil added to the damper, approximately 252 mL (8.52 oz. U.S.) will be used.

Carefully insert damper rod into the damper body. Lightly oil damper piston seal ring with shock oil to ease installation.



NOTE: Some shock oil will overflow when installing damper. Wrap damper with shop cloth to catch possible overflow oil.

CAUTION: Use care when passing piston into damper body at damper body threads.

Slight oscillation of damper rod may be required to allow piston to enter damper body bore.

Slowly push piston into damper body. Slight up and down movement may be required to allow all air to pass through piston assembly. The gentle tapping of a small wrench, on the shock eye, may help dislodge air trapped in the submerged piston. Be careful not to drive the shaft any deeper into the oil than is necessary to just cover the shim stack.

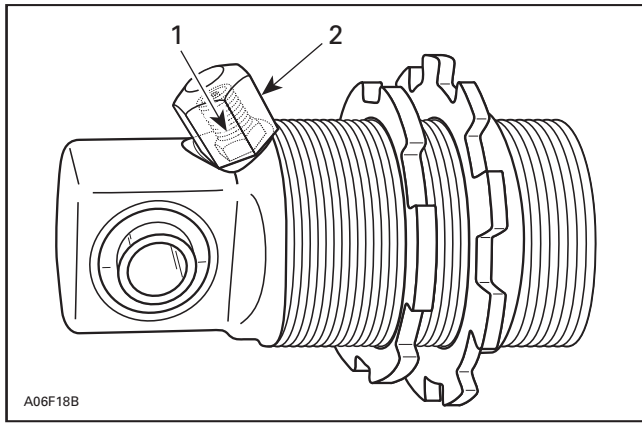
NOTE: Fast installation of the damper rod may displace the floating piston from its original position. This must not occur if the damper is expected to perform as designed.

With damper rod piston into oil, TOP OFF damper oil volume. Oil level should be to damper body thread base.

Seal carrier assembly can now be threaded into damper body. This should be done slowly to allow weepage of oil and to minimize IFP displacement. After the seal carrier is fully in place avoid pushing the shaft into the body until the nitrogen charge is added.

Torque seal carrier to 90 - 100 N•m (66 - 74 lbf•ft).





1. Schrader valve 1.5 - 2 N•m (13 - 17 lbf•in)
2. Schrader cap 5 - 6.5 N•m (44 - 57 lbf•in)

Adding Gas Pressure

Nitrogen (N₂) can now be added to damper body.

NOTE: Never substitute another gas for nitrogen. Nitrogen has been selected for its inert qualities and will not contaminate the gas chamber of the shock.

Preset your pressure regulator to 2070 kPa (300 PSI) nitrogen (N₂), this gas pressure will restore the correct pressure for your damper.

CAUTION: Do not exceed the recommended pressure values.

When removing and retightening the Schrader valve acorn nut use minimal torque. When the cap is over tightened and subsequently removed it may prematurely break the seal of the Schrader valve to the shock body and cause a loss of nitrogen charge without being noticed. If you suspect this has happened then recharge the shock as a precaution. Inspect the acorn cap before installation to ensure that the internal rubber gasket is in its proper position.

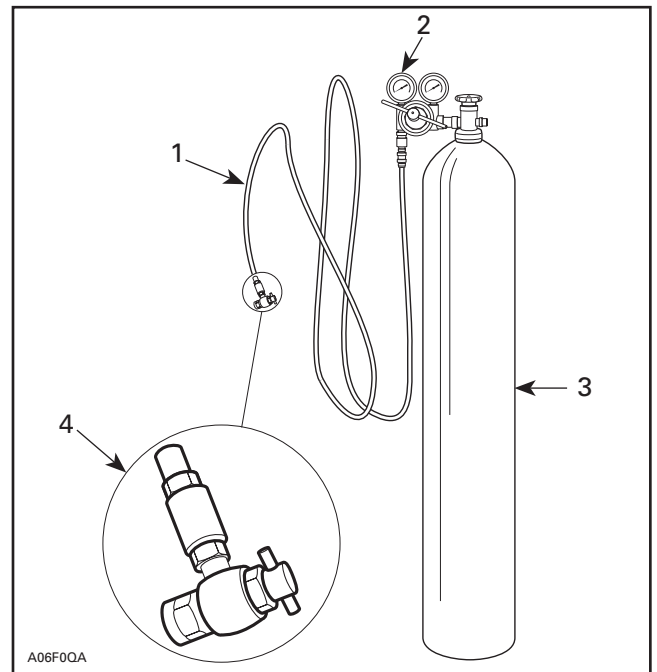
WARNING

Whenever working with high pressure gas, use eye wear protection. Never direct gas pressure toward anybody.

NOTE: Carefully inspect damper for gas or oil leaks. Any leaks must be corrected before continuing.

Damper gas pressure cannot be confirmed by using a pressure gauge. The volume of gas in the shock is very small, and the amount lost during gauge installation will lower the pressure too much and require refilling.

After recharging is complete the rebuilt shock should be bench-tested. Stroke the shock to ensure full travel and smooth compression and rebound action. If the shaft moves in or out erratically this could indicate too much air is trapped inside. If the shaft will not move or has partial travel then it may be hydraulically locked. In either event the shock must be rebuilt again. Pay particular attention to the placement of the IFP, quantity of oil and shim stack/piston assembly.



1. High pressure hose
2. 2 stage regulator, delivery pressure range 2070 kPa (300 PSI)
3. High pressure cylinder filled with industrial grade nitrogen
4. Valve tip (P/N 529 035 570)

Please route to:

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<input type="checkbox"/> Parts	<input type="checkbox"/>



No. **2001-3**

Date: September 1, 2000

SUBJECT: Spring Chart

YEAR	MODEL	MODEL NUMBER	SERIAL NUMBER
2001	All (except utility models)	All	All

This bulletin is divided into 2 main sections.

Section 1: Spring Applications

It is a quick reference chart which provides authorized spring application for each Ski-Doo model. It contains the standard spring part number (in gray shading) as installed at the factory, as well as 1 softer spring and 1 harder spring recommendation.

Section 2: Spring Specifications

Refers to spring specifications.

The informations in this bulletin supersede all informations previously published.

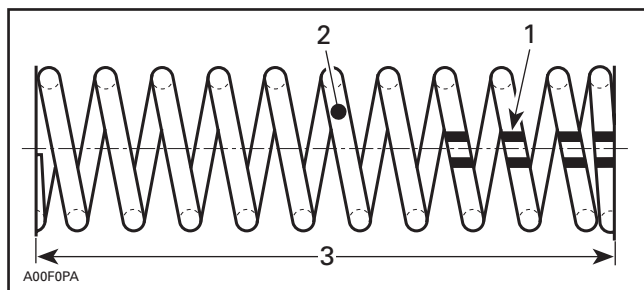
Please update your *Shop Manual* by indicating the number of this bulletin in the proper section of the manual.

**COIL SPRINGS
(compression)**

NOTE: Read color when spring is upright and stripes are down.

**Type R
(straight on both ends)**

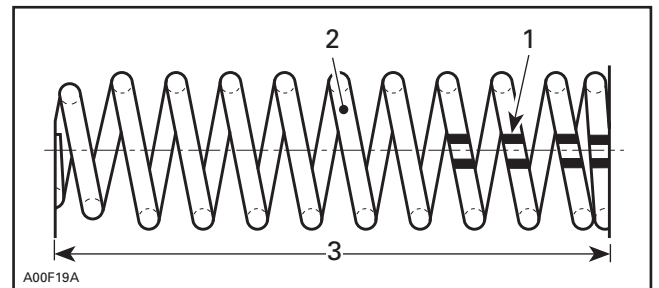
(Single Rate Spring)



1. Color code stripes
2. Wire diameter
3. Free length

**Type S
(barrel shape on one end)**

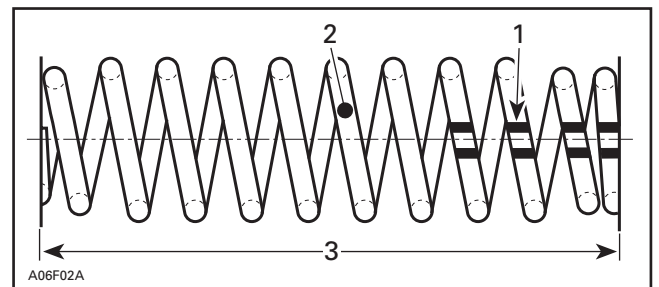
(Single Rate Spring)



1. Color code stripes
2. Wire diameter
3. Free length

**Type T
(barrel shape on both ends)**

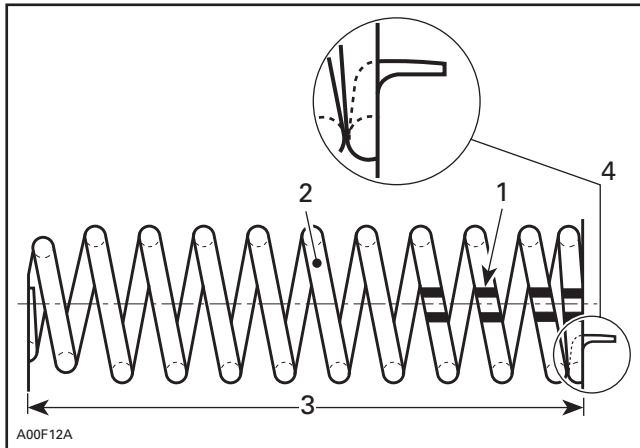
(Single Rate Spring)



1. Color code stripes
2. Wire diameter
3. Free length

Type U
(barrel shape on one end with
positioning tab at the other end)

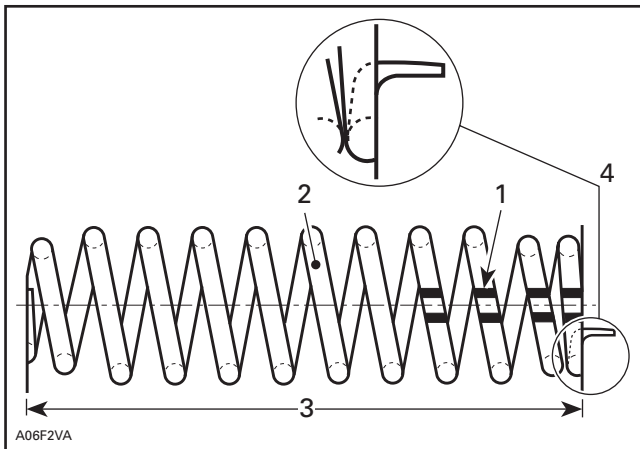
(Single Rate Spring)



1. Color code stripes
2. Wire diameter
3. Free length
4. Positioning tab

Type Y
(barrel shape on both ends with
positioning tab at the color code coils end)

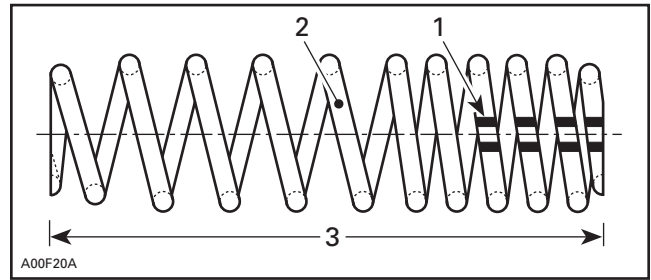
(Single Rate Spring)



1. Color code stripes
2. Wire diameter
3. Free length
4. Positioning tab

Type 2
(barrel shape on both ends)

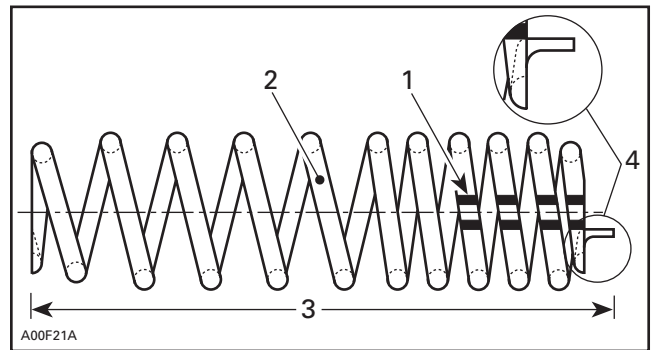
(Dual Rate Spring)



1. Color code stripes
2. Wire diameter
3. Free length

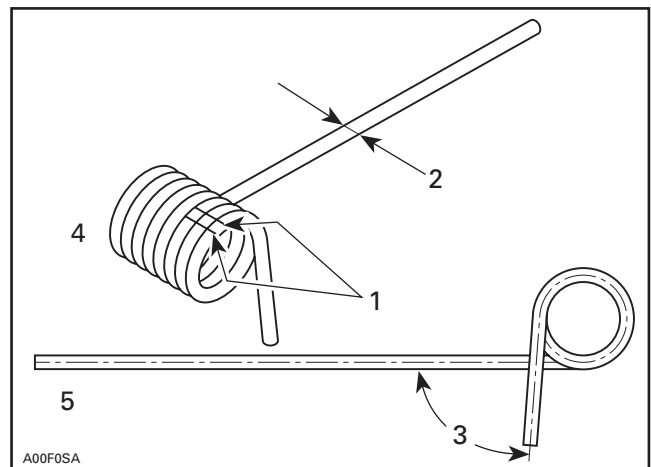
Type 4
(barrel shape on both ends with
positioning tab at the color code coils end)

(Dual Rate Spring)



1. Color code stripes
2. Wire diameter
3. Free length
4. Positioning tab

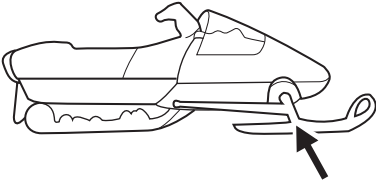
TORSION SPRINGS



1. Color code stripes
2. Wire diameter
3. Opening angle (°)
4. Left hand (LH)
5. Right hand (RH)

SECTION 1

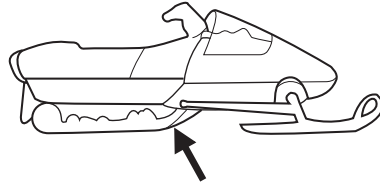
SPRING APPLICATIONS

2001		FRONT SPRINGS		2001	
					
MODEL	(P/N) SOFTER SPRING	(P/N) STANDARD	(P/N) HARDER SPRING		
MACH Z	414 956 300	415 075 900	415 039 700		
MACH Z TECH PLUS	414 956 300	415 075 900	415 039 700		
FORMULA DELUXE STANDARD	Not Applicable	505 070 686	Not Applicable		
FORMULA DELUXE GS	Not Applicable	505 070 686	Not Applicable		
FORMULA DELUXE GSE	Not Applicable	505 070 686	Not Applicable		
FORMULA DELUXE 500	414 956 300	415 070 685	415 039 700		
FORMULA DELUXE 380	414 956 300	415 070 685	415 039 700		
MX Z STANDARD	Not Applicable	505 070 181	Not Applicable		
MX Z ADRENALINE	Not Applicable	505 070 181	Not Applicable		
MX Z TRAIL	Not Applicable	505 070 393	Not Applicable		
MX Z X	Not Applicable	505 070 692	Not Applicable		
MX Z 500 F	414 956 300	415 075 900	415 039 700		
MX Z 380 F	414 956 300	415 075 900	415 039 700		
SUMMIT STANDARD	Not Applicable	505 070 020	505 070 305		
SUMMIT X	Not Applicable	505 070 573	505 070 305		
SUMMIT STANDARD HM	Not Applicable	505 070 020	505 070 305		
SUMMIT X HM	Not Applicable	505 070 573	505 070 305		
SUMMIT 500 F	414 859 300	505 070 698	414 968 600		
GRAND TOURING SE	Not Applicable	505 070 684	505 070 298		
GRAND TOURING STANDARD	Not Applicable	505 070 686	Not Applicable		
GRAND TOURING GS	Not Applicable	505 070 686	Not Applicable		
TOURING 500 F	414 956 300	505 070 685	415 039 700		
TOURING 380 F	414 956 300	505 070 685	415 039 700		

2001

CENTER SPRINGS

2001

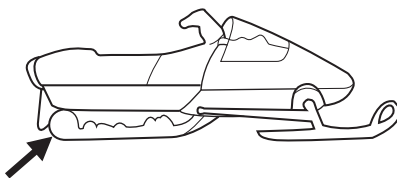


MODEL	(P/N) SOFTER SPRING	(P/N) STANDARD	(P/N) HARDER SPRING
MACH Z	415 070 400	415 090 500 415 090 600	415 103 600
MACH Z TECH PLUS	415 070 400	415 090 500 415 090 600	415 103 600
FORMULA DE LUXE STANDARD	415 070 500	503 189 325	503 189 659
FORMULA DE LUXE GS	415 070 500	503 189 325	503 189 659
FORMULA DE LUXE GSE	415 070 500	503 189 325	Not Applicable
FORMULA DE LUXE 503	414 974 400	415 069 900	414 771 300
FORMULA DE LUXE 380	414 974 400	415 069 900	414 771 300
MX Z STANDARD	415 070 500	503 189 325	Not Applicable
MX Z ADRENALINE	415 070 500	503 189 325	Not Applicable
MX Z TRAIL	415 070 500	503 189 325	Not Applicable
MX Z X	415 070 500	503 189 325	Not Applicable
MX Z 500 F	414 974 400	415 069 900	414 771 300
MX Z 380 F	414 974 400	415 069 900	414 771 300
SUMMIT STANDARD	415 070 500	503 189 325	Not Applicable
SUMMIT X	415 070 500	503 189 325	Not Applicable
SUMMIT HM STANDARD	415 070 500	503 189 325	Not Applicable
SUMMIT HM X	415 070 500	503 189 325	Not Applicable
SUMMIT 500 F	414 974 400	503 189 000	414 771 300
GRAND TOURING SE	503 189 325	503 189 659	503 189 686
GRAND TOURING STANDARD	503 189 325	503 189 659	503 189 686
GRAND TOURING GS	503 189 325	503 189 659	503 189 686
TOURING 500 F	415 070 400	415 103 600	415 057 500
TOURING 380 F	415 070 400	415 103 600	415 057 500
TUNDRA R	Not Applicable	Not Applicable	Not Applicable

2001

REAR SPRINGS

2001



MODEL	(P/N) SOFTER SPRING	(P/N) STANDARD	(P/N) HARDER SPRING
MACH Z	503 189 629 LH 503 189 627 RH	503 189 616 LH 503 189 615 RH	503 189 445 LH 503 189 443 RH
MACH Z TECH PLUS	503 189 629 LH 503 189 627 RH	503 189 616 LH 503 189 615 RH	503 189 445 LH 503 189 443 RH
FORMULA DE LUXE STANDARD	503 189 629 LH 503 189 627 RH	503 189 445 LH 503 189 443 RH	503 189 524 LH 503 189 522 RH
FORMULA DE LUXE GS	503 189 629 LH 503 189 627 RH	503 189 445 LH 503 189 443 RH	503 189 524 LH 503 189 522 RH
FORMULA DE LUXE GSE	503 189 629 LH 503 189 627 RH	503 189 445 LH 503 189 443 RH	503 189 524 LH 503 189 522 RH
FORMULA DE LUXE 503	Not Applicable	503 189 347 LH 503 189 346 RH	503 189 355 LH 503 189 354 RH
FORMULA DE LUXE 380	Not Applicable	503 189 347 LH 503 189 346 RH	503 189 355 LH 503 189 354 RH
MX Z STANDARD	503 189 629 LH 503 189 627 RH	503 189 445 LH 503 189 443 RH	503 189 524 LH 503 189 522 RH
MX Z ADRENALINE	503 189 629 LH 503 189 627 RH	503 189 445 LH 503 189 443 RH	503 189 524 LH 503 189 522 RH
MX Z TRAIL	503 189 629 LH 503 189 627 RH	503 189 445 LH 503 189 443 RH	503 189 524 LH 503 189 522 RH
MX Z X	503 189 629 LH 503 189 627 RH	503 189 445 LH 503 189 443 RH	503 189 524 LH 503 189 522 RH
SUMMIT STANDARD	503 189 594 LH 503 189 592 RH	503 189 629 LH 503 189 627 RH	503 189 445 LH 503 189 443 RH
SUMMIT X	503 189 594 LH 503 189 592 RH	503 189 629 LH 503 189 627 RH	503 189 445 LH 503 189 443 RH
SUMMIT HM STANDARD	503 189 594 LH 503 189 592 RH	503 189 629 LH 503 189 627 RH	503 189 445 LH 503 189 443 RH
SUMMIT HM X	503 189 594 LH 503 189 592 RH	503 189 629 LH 503 189 627 RH	503 189 445 LH 503 189 443 RH
SUMMIT 500 F	503 189 347 LH 503 189 346 RH	503 189 355 LH 503 189 354 RH	503 189 343 LH 503 189 342 RH
GRAND TOURING SE	503 189 629 LH 503 189 627 RH	503 189 524 LH 503 189 522 RH	503 189 675 LH 503 189 674 RH
GRAND TOURING STANDARD	503 189 522 LH 503 189 524 RH	503 189 351 LH 503 189 350 RH	503 189 683 LH 503 189 681 RH
GRAND TOURING GS	503 189 522 LH 503 189 524 RH	503 189 351 LH 503 189 350 RH	503 189 683 LH 503 189 681 RH
TOURING 500 F	503 189 343 LH 503 189 342 RH	503 189 339 LH 503 189 338 RH	503 189 359 LH 503 189 358 RH
TOURING 380 F	503 189 343 LH 503 189 342 RH	503 189 339 LH 503 189 338 RH	503 189 359 LH 503 189 358 RH
TUNDRA R	Not Applicable	414 880 200 LH 414 880 300 RH	503 189 252 LH 503 189 251 RH

LH = Left Hand RH = Right Hand

SECTION 2

SPRING SPECIFICATIONS

Coil Springs Specifications

P/N	TYPE	SPRING RATE (lb/in) ± 10	FREE LENGTH (mm) ± 3	WIRE DIAMETER (mm) ± .05	COLOR CODE STRIPES	COLOR OF SPRING
414 771 300	R	135	272.5	8.41	BK/BK	SAFARI RED
414 859 300	R	90 ± 7	239	7.14	BK/WH	YELLOW
414 956 300	R	100	265	7.14	PI/WH/BL	YELLOW
414 968 600	R	125	235	7.49	RD	NEON GREEN
414 974 400	R	90	265	7.14	GN/OR	BLACK
415 039 700	R	150	258	8.71	PI	BLACK
415 057 500	R	160	264	8.71	RD/GD	BLACK
415 075 900	R	125	262	7.92	BL/RD/BK	YELLOW
415 090 500	R	293	45	6.17	YL/BL/YL	BLACK
505 070 685	R	125	262	7.92	YL/YL/BK	FULL MOON
505 070 698	R	100	239	7.14	WH/BK/BK	YELLOW
415 090 600	S	220	210	9.19	RD/BL/YL	BLACK
415 057 500	T	160	264	8.71	RD/GD	BLACK
415 069 900	T	115	265	7.49	SI/YL/YL	BLACK
415 070 400	T	115	270	8.25	GN/YL/YL	BLACK
415 070 500	T	135	242	8.41	BL/YL/YL	BLACK
415 103 600	T	135	264	8.25	GN/GN/YL	BLACK
503 189 000	T	115	265	7.92	YL/GD/YL	BLACK
503 189 325	T	150	242	8.25	YL/SI/YL	BLACK
503 189 659	T	180	242	8.71	BL/RD/YL	BLACK
503 189 686	T	200	242	9.19	RD/SI/YL	BLACK
505 070 020	T	90	250	7.77	BK/OR/BK	YELLOW
505 070 305	T	105	250	8.25	RD/OR/BK	YELLOW
505 070 475	T	90	250	7.77	BK/YL/GN	SILVER REFLECTION
505 070 573	Y	90	250	7.77	RD/BL/GN	YELLOW
505 070 298	2	70 - 100	340	8.25	BL/PI/BK	YELLOW
505 070 393	2	55 - 85	320	7.77	RD/BL/RD	YELLOW
505 070 684	2	65 - 95	340	8.25	BK/GD/BK	FULL MOON
505 070 686	2	55 - 85	320	7.77	YL/WH/BK	FULL MOON
505 070 181	4	55 - 85	320	7.77	PI/BK/BK	YELLOW
505 070 692	4	55 - 85	320	7.77	BL/GN/RD	YELLOW

SPRING COLOR CODES

BK = BLACK BL = BLUE GD = GOLD GN = GREEN OR = ORANGE PI = PINK RD = RED
 SI = SILVER WH = WHITE YL = YELLOW

Torsion Springs Specification

P/N	WIRE DIAMETER (mm)	OPENING ANGLE $\pm 7^\circ$	COLOR CODE	COLOR OF SPRING
414 880 200 LH 414 880 300 RH	9.5	100°	Not Applicable	BLACK
503 189 252 LH 503 189 251 RH	10.3	95°	RD/RD	BLACK
503 189 339 LH 503 189 338 RH	11.11	90°	GN/GN	BLACK
503 189 343 LH 503 189 342 RH	10.6	80°	RD/RD/RD	BLACK
503 189 347 LH 503 189 346 RH	10.3	85°	YL/YL/YL	BLACK
503 189 351 LH 503 189 350 RH	11.5	100°	GD/GD	BLACK
503 189 355 LH 503 189 354 RH	10.6	90°	WH/WH/WH	BLACK
503 189 359 LH 503 189 358 RH	11.11	80°	BL/BL	BLACK
503 189 445 LH 503 189 443 RH	11.11	95°	GN/GN/GN	BLACK
503 189 524 LH 503 189 522 RH	11.11	90°	GN/GN/YL	BLACK
503 189 594 LH 503 189 592 RH	10.3	85°	GD/RD	BLACK
503 189 616 LH 503 189 615 RH	11.11	100°	RD/YL	BLACK
503 189 629 LH 503 189 627 RH	10.6	90°	YL/WH	BLACK
503 189 675 LH 503 189 674 RH	11.11	80°	GD/YL/YL	BLACK
503 189 683 LH 503 189 681 RH	11.9	80°	SI/SI	BLACK

LH = Left Hand

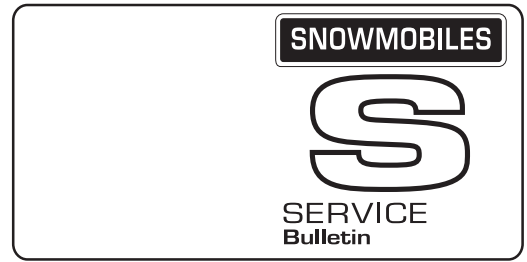
RH = Right Hand

SPRING COLOR CODES

BK = BLACK BL = BLUE GD = GOLD GN = GREEN OR = ORANGE PI = PINK RD = RED
SI = SILVER WH = WHITE YL = YELLOW

Please route to :

<input type="checkbox"/> Service	<input type="checkbox"/> Init.
<input type="checkbox"/> Sales	<input type="checkbox"/>
<input type="checkbox"/> Parts	<input type="checkbox"/>



No. **2001-4**

Date: September 22, 2000

SUBJECT: Spring Reference According to Load

YEAR	MODEL	MODEL NUMBER	SERIAL NUMBER
2001	All	All	All

The following tables are intended to annex suspension decal on snowmobiles. These tables describe additional settings for optimum comfort according to load.

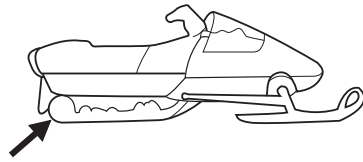
NOTE: The A.C.M. (Accelerator and Control Modulator) nut must be fully tightened when performing suspension adjustments (see *Operator's Guide*). **Following table gives a quick access to proper page.**

MODEL NAME	PAGE
Formula Deluxe 380 Fan	8
Formula Deluxe 500 Fan (Can/U.S.)	8
Formula Deluxe GS (Can/U.S.)	5
Formula Deluxe GS (Europe)	7
Formula Deluxe GSE (Can/U.S.)	5
Formula Deluxe Standard (Can/U.S.)	5
Formula Deluxe Standard (Europe)	7
Grand Touring GS (Can/U.S.)	13
Grand Touring GS (Europe)	14
Grand Touring SE (Can/U.S.)	11
Grand Touring SE (Europe)	12
Grand Touring Standard (Can/U.S.)	13
Grand Touring Standard (Europe)	14
Mach Z Standard (Can/U.S.)	2-3
Mach Z Standard (Europe)	4
Mach Z Tech Plus (Can/U.S.)	2-3

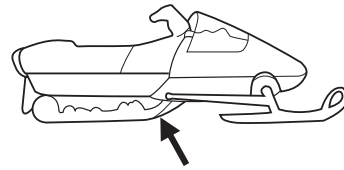
MODEL NAME	PAGE
MX Z 380 Fan (Can/U.S.)	8
MX Z 380 Fan (Europe)	9
MX Z 440 Fan	8
MX Z 500 Fan (Can/U.S.)	8
MX Z Adrenaline (Can/U.S.)	5
MX Z Standard (Can/U.S.)	5
MX Z Standard (Europe)	6
MX Z Trail (Can/U.S.)	5
MX Z X (Can/U.S.)	5
Summit Highmark Standard	10
Summit Highmark X	10
Summit Standard	10
Summit X	10
Touring 380 Fan	14
Touring 500 Fan	14

MACH Z STD, MACH Z TECH PLUS (CAN, U.S.)

REAR SPRING

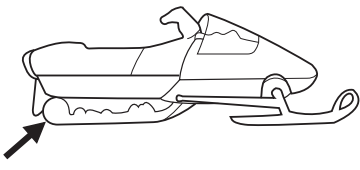
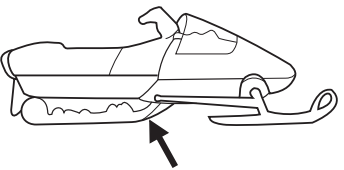


CENTER SPRING



	RIGHT P/N	LEFT P/N	CAM POSITION	COLOR CODE	P/N (SHORT)	COLOR CODE (COLOR)	P/N (LONG)	CAM POSITION	COLOR CODE (COLOR)
STANDARD									
Up to 150 lb	503 189 615	503 189 616	1	RD/YL	415 090 500	YL/BL/YL (BLACK)	415 090 600	1	RD/BL/YL (BLACK)
150 lb to 180 lb	503 189 615	503 189 616	2	RD/YL	415 090 500	YL/BL/YL (BLACK)	415 090 600	2	RD/BL/YL (BLACK)
180 lb to 210 lb	503 189 615	503 189 616	3	RD/YL	415 090 500	YL/BL/YL (BLACK)	415 090 600	3	RD/BL/YL (BLACK)
210 lb to 250 lb	503 189 615	503 189 616	4	RD/YL	415 090 500	YL/BL/YL (BLACK)	415 090 600	5	RD/BL/YL (BLACK)
250 lb to 265 lb	503 189 615	503 189 616	4	RD/YL	415 090 500	YL/BL/YL (BLACK)	415 090 600	6	RD/BL/YL (BLACK)
265 lb to 280 lb	503 189 615	503 189 616	4	RD/YL	415 090 500	YL/BL/YL (BLACK)	415 090 600	7	RD/BL/YL (BLACK)
SPRING COLOR CODES									
BK = BLACK BL = BLUE GD = GOLD GN = GREEN OR = ORANGE PI = PINK RD = RED SI = SILVER WH = WHITE YL = YELLOW									

MACH Z STD, MACH Z TECH PLUS (CAN, U.S.) (continued)

REAR SPRING				CENTER SPRING			
							
RIGHT P/N	LEFT P/N	CAM POSITION	COLOR CODE	P/N	CAM POSITION	COLOR CODE	COLOR

OPTION 1

Up to 200 lb	503 189 522	503 189 524	1	GN/GN/YL	415 103 600	1	GN/GN/YL	BLACK
200 lb to 230 lb	503 189 522	503 189 524	2	GN/GN/YL	415 103 600	2	GN/GN/YL	BLACK
230 lb to 260 lb	503 189 522	503 189 524	3	GN/GN/YL	415 103 600	3	GN/GN/YL	BLACK
260 lb to 300 lb	503 189 522	503 189 524	4	GN/GN/YL	415 103 600	5	GN/GN/YL	BLACK
300 lb to 315 lb	503 189 522	503 189 524	4	GN/GN/YL	415 103 600	6	GN/GN/YL	BLACK
315 lb to 330 lb	503 189 522	503 189 524	4	GN/GN/YL	415 103 600	7	GN/GN/YL	BLACK

OPTION 2

Up to 250 lb	503 189 674	503 189 675	1	SI/YL/YL	415 103 600	1	GN/GN/YL	BLACK
250 lb to 280 lb	503 189 674	503 189 675	2	SI/YL/YL	415 103 600	2	GN/GN/YL	BLACK
280 lb to 310 lb	503 189 674	503 189 675	3	SI/YL/YL	415 103 600	3	GN/GN/YL	BLACK
310 lb to 350 lb	503 189 674	503 189 675	4	SI/YL/YL	415 103 600	5	GN/GN/YL	BLACK
350 lb to 365 lb	503 189 674	503 189 675	4	SI/YL/YL	415 103 600	6	GN/GN/YL	BLACK
365 lb to 380 lb	503 189 674	503 189 675	4	SI/YL/YL	415 103 600	7	GN/GN/YL	BLACK

OPTION 3

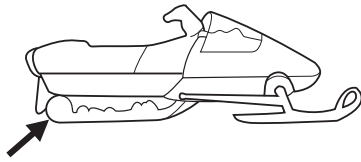
Up to 300 lb	503 189 681	503 189 682	1	SI/SI	415 103 600	1	GN/GN/YL	BLACK
300 lb to 330 lb	503 189 681	503 189 682	2	SI/SI	415 103 600	2	GN/GN/YL	BLACK
330 lb to 360 lb	503 189 681	503 189 682	3	SI/SI	415 103 600	3	GN/GN/YL	BLACK
360 lb to 400 lb	503 189 681	503 189 682	4	SI/SI	415 103 600	5	GN/GN/YL	BLACK
400 lb to 415 lb	503 189 681	503 189 682	4	SI/SI	415 103 600	6	GN/GN/YL	BLACK
415 lb to 430 lb	503 189 681	503 189 682	4	SI/SI	415 103 600	7	GN/GN/YL	BLACK

SPRING COLOR CODES

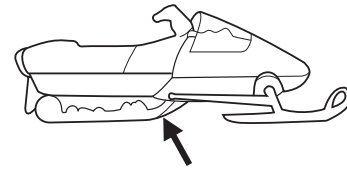
BK = BLACK BL = BLUE GD = GOLD GN = GREEN OR = ORANGE PI = PINK RD = RED SI = SILVER WH = WHITE YL = YELLOW

MACH Z STD (EUROPE)

REAR SPRING



CENTER SPRING



RIGHT
P/N

LEFT
P/N

CAM
POSITION

COLOR
CODE

P/N

CAM
POSITION

COLOR
CODE

COLOR

STANDARD

Up to 150 lb	503 189 522	503 189 524	1	GN/GN/YL	503 189 686	1	RD/SI/YL	BLACK
150 lb to 180 lb	503 189 522	503 189 524	2	GN/GN/YL	503 189 686	2	RD/SI/YL	BLACK
180 lb to 210 lb	503 189 522	503 189 524	3	GN/GN/YL	503 189 686	3	RD/SI/YL	BLACK
210 lb to 250 lb	503 189 522	503 189 524	4	GN/GN/YL	503 189 686	5	RD/SI/YL	BLACK
250 lb to 265 lb	503 189 522	503 189 524	4	GN/GN/YL	503 189 686	6	RD/SI/YL	BLACK
265 lb to 280 lb	503 189 522	503 189 524	4	GN/GN/YL	503 189 686	7	RD/SI/YL	BLACK

OPTION 1

Up to 200 lb	503 189 674	503 189 675	1	SI/YL/YL	503 189 686	1	RD/SI/YL	BLACK
200 lb to 230 lb	503 189 674	503 189 675	2	SI/YL/YL	503 189 686	2	RD/SI/YL	BLACK
230 lb to 260 lb	503 189 674	503 189 675	3	SI/YL/YL	503 189 686	3	RD/SI/YL	BLACK
260 lb to 300 lb	503 189 674	503 189 675	4	SI/YL/YL	503 189 686	5	RD/SI/YL	BLACK
300 lb to 315 lb	503 189 674	503 189 675	4	SI/YL/YL	503 189 686	6	RD/SI/YL	BLACK
315 lb to 330 lb	503 189 674	503 189 675	4	SI/YL/YL	503 189 686	7	RD/SI/YL	BLACK

OPTION 2

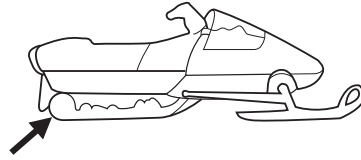
Up to 250 lb	503 189 681	503 189 682	1	SI/SI	503 189 686	1	RD/SI/YL	BLACK
250 lb to 280 lb	503 189 681	503 189 682	2	SI/SI	503 189 686	2	RD/SI/YL	BLACK
280 lb to 310 lb	503 189 681	503 189 682	3	SI/SI	503 189 686	3	RD/SI/YL	BLACK
310 lb to 350 lb	503 189 681	503 189 682	4	SI/SI	503 189 686	5	RD/SI/YL	BLACK
350 lb to 365 lb	503 189 681	503 189 682	4	SI/SI	503 189 686	6	RD/SI/YL	BLACK
365 lb to 380 lb	503 189 681	503 189 682	4	SI/SI	503 189 686	7	RD/SI/YL	BLACK

SPRING COLOR CODES

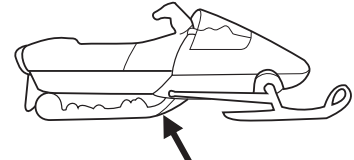
BK = BLACK BL = BLUE GD = GOLD GN = GREEN OR = ORANGE PI = PINK RD = RED SI = SILVER WH = WHITE YL = YELLOW

**MX Z ADRENALINE, STANDARD, TRAIL AND X;
FORMULA DELUXE STANDARD, GS, GSE (CAN, U.S.)**

REAR SPRING



CENTER SPRING



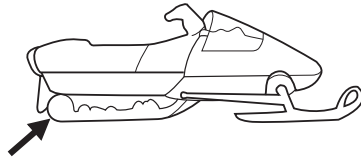
RIGHT P/N	LEFT P/N	CAM POSITION	COLOR CODE	P/N	CAM POSITION	COLOR CODE	COLOR	
STANDARD								
Up to 170 lb	503 189 443	503 189 445	1	GN/GN/GN	503 189 325	1	YL/SI/YL	BLACK
170 lb to 200 lb	503 189 443	503 189 445	2	GN/GN/GN	503 189 325	2	YL/SI/YL	BLACK
200 lb to 230 lb	503 189 443	503 189 445	3	GN/GN/GN	503 189 325	3	YL/SI/YL	BLACK
230 lb to 260 lb	503 189 443	503 189 445	4	GN/GN/GN	503 189 325	5	YL/SI/YL	BLACK
260 lb to 270 lb	503 189 443	503 189 445	4	GN/GN/GN	503 189 325	6	YL/SI/YL	BLACK
270 lb to 280 lb	503 189 443	503 189 445	4	GN/GN/GN	503 189 325	7	YL/SI/YL	BLACK
OPTION 1								
Up to 220 lb	503 189 522	503 189 524	1	GN/GN/YL	503 189 325	1	YL/SI/YL	BLACK
220 lb to 250 lb	503 189 522	503 189 524	2	GN/GN/YL	503 189 325	2	YL/SI/YL	BLACK
250 lb to 280 lb	503 189 522	503 189 524	3	GN/GN/YL	503 189 325	3	YL/SI/YL	BLACK
280 lb to 310 lb	503 189 522	503 189 524	4	GN/GN/YL	503 189 325	5	YL/SI/YL	BLACK
310 lb to 320 lb	503 189 522	503 189 524	4	GN/GN/YL	503 189 325	6	YL/SI/YL	BLACK
320 lb to 330 lb	503 189 522	503 189 524	4	GN/GN/YL	503 189 325	7	YL/SI/YL	BLACK
OPTION 2								
Up to 270 lb	503 189 674	503 189 675	1	SI/YL/YL	503 189 325	1	YL/SI/YL	BLACK
270 lb to 300 lb	503 189 674	503 189 675	2	SI/YL/YL	503 189 325	2	YL/SI/YL	BLACK
300 lb to 330 lb	503 189 674	503 189 675	3	SI/YL/YL	503 189 325	3	YL/SI/YL	BLACK
330 lb to 360 lb	503 189 674	503 189 675	4	SI/YL/YL	503 189 325	5	YL/SI/YL	BLACK
360 lb to 370 lb	503 189 674	503 189 675	4	SI/YL/YL	503 189 325	6	YL/SI/YL	BLACK
370 lb to 380 lb	503 189 674	503 189 675	4	SI/YL/YL	503 189 325	7	YL/SI/YL	BLACK
OPTION 3								
Up to 320 lb	503 189 327	503 189 329	1	SI	503 189 325	1	YL/SI/YL	BLACK
320 lb to 350 lb	503 189 327	503 189 329	2	SI	503 189 325	2	YL/SI/YL	BLACK
350 lb to 380 lb	503 189 327	503 189 329	3	SI	503 189 325	3	YL/SI/YL	BLACK
380 lb to 410 lb	503 189 327	503 189 329	4	SI	503 189 325	5	YL/SI/YL	BLACK
410 lb to 420 lb	503 189 327	503 189 329	4	SI	503 189 325	6	YL/SI/YL	BLACK
420 lb to 430 lb	503 189 327	503 189 329	4	SI	503 189 325	7	YL/SI/YL	BLACK
OPTION 4								
Up to 370 lb	503 189 681	503 189 682	1	SI/SI	503 189 325	1	YL/SI/YL	BLACK
370 lb to 400 lb	503 189 681	503 189 682	2	SI/SI	503 189 325	2	YL/SI/YL	BLACK
400 lb to 430 lb	503 189 681	503 189 682	3	SI/SI	503 189 325	3	YL/SI/YL	BLACK
430 lb to 460 lb	503 189 681	503 189 682	4	SI/SI	503 189 325	5	YL/SI/YL	BLACK
460 lb to 475 lb	503 189 681	503 189 682	4	SI/SI	503 189 325	6	YL/SI/YL	BLACK
475 lb to 490 lb	503 189 681	503 189 682	4	SI/SI	503 189 325	7	YL/SI/YL	BLACK

SPRING COLOR CODES

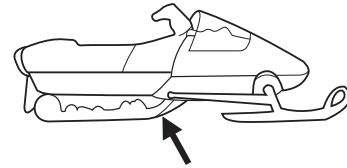
BK = BLACK BL = BLUE GD = GOLD GN = GREEN OR = ORANGE PI = PINK RD = RED SI = SILVER WH = WHITE YL = YELLOW

MX Z STANDARD (EUROPE)

REAR SPRING



CENTER SPRING



RIGHT
P/N

LEFT
P/N

CAM
POSITION

COLOR
CODE

P/N

CAM
POSITION

COLOR
CODE

COLOR

STANDARD

Up to 220 lb	503 189 522	503 189 524	1	GN/GN/YL	415 090 500/ 503 189 090	1	YL/BL/YL YL/WH/YL	BLACK
220 lb to 250 lb	503 189 522	503 189 524	2	GN/GN/YL	415 090 500/ 503 189 090	2	YL/BL/YL YL/WH/YL	BLACK
250 lb to 280 lb	503 189 522	503 189 524	3	GN/GN/YL	415 090 500/ 503 189 090	3	YL/BL/YL YL/WH/YL	BLACK
280 lb to 310 lb	503 189 522	503 189 524	4	GN/GN/YL	415 090 500/ 503 189 090	5	YL/BL/YL YL/WH/YL	BLACK
310 lb to 320 lb	503 189 522	503 189 524	4	GN/GN/YL	415 090 500/ 503 189 090	6	YL/BL/YL YL/WH/YL	BLACK
320 lb to 330 lb	503 189 522	503 189 524	4	GN/GN/YL	415 090 500/ 503 189 090	7	YL/BL/YL YL/WH/YL	BLACK

OPTION 1

Up to 270 lb	503 189 674	503 189 675	1	SI/YL/YL	415 090 500/ 503 189 090	1	YL/BL/YL YL/WH/YL	BLACK
270 lb to 300 lb	503 189 674	503 189 675	2	SI/YL/YL	415 090 500/ 503 189 090	2	YL/BL/YL YL/WH/YL	BLACK
300 lb to 330 lb	503 189 674	503 189 675	3	SI/YL/YL	415 090 500/ 503 189 090	3	YL/BL/YL YL/WH/YL	BLACK
330 lb to 360 lb	503 189 674	503 189 675	4	SI/YL/YL	415 090 500/ 503 189 090	5	YL/BL/YL YL/WH/YL	BLACK
360 lb to 370 lb	503 189 674	503 189 675	4	SI/YL/YL	415 090 500/ 503 189 090	6	YL/BL/YL YL/WH/YL	BLACK
370 lb to 380 lb	503 189 674	503 189 675	4	SI/YL/YL	415 090 500/ 503 189 090	7	YL/BL/YL YL/WH/YL	BLACK

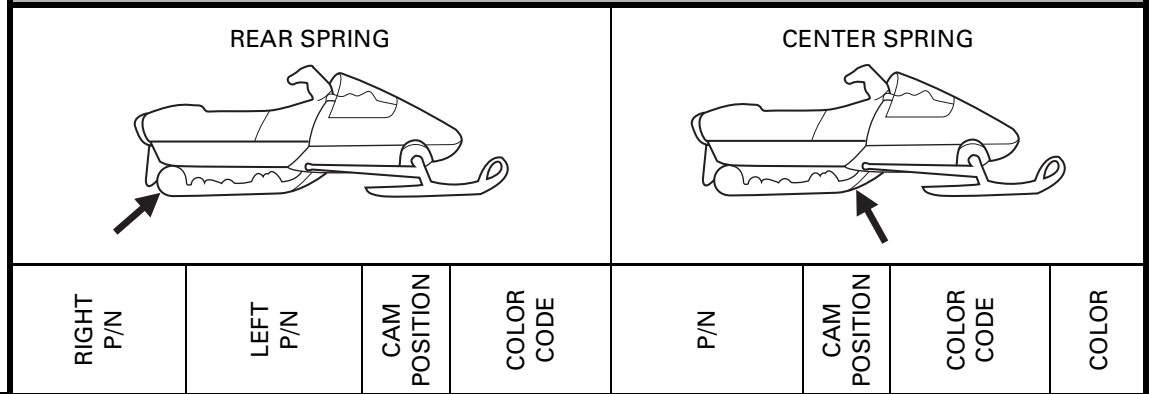
OPTION 2

Up to 320 lb	503 189 327	503 189 329	1	SI	415 090 500/ 503 189 090	1	YL/BL/YL YL/WH/YL	BLACK
320 lb to 350 lb	503 189 327	503 189 329	2	SI	415 090 500/ 503 189 090	2	YL/BL/YL YL/WH/YL	BLACK
350 lb to 380 lb	503 189 327	503 189 329	3	SI	415 090 500/ 503 189 090	3	YL/BL/YL YL/WH/YL	BLACK
380 lb to 410 lb	503 189 327	503 189 329	4	SI	415 090 500/ 503 189 090	5	YL/BL/YL YL/WH/YL	BLACK
410 lb to 420 lb	503 189 327	503 189 329	4	SI	415 090 500/ 503 189 090	6	YL/BL/YL YL/WH/YL	BLACK
420 lb to 430 lb	503 189 327	503 189 329	4	SI	415 090 500/ 503 189 090	7	YL/BL/YL YL/WH/YL	BLACK

SPRING COLOR CODES

BK = BLACK BL = BLUE GD = GOLD GN = GREEN OR = ORANGE PI = PINK RD = RED SI = SILVER WH = WHITE YL = YELLOW

FORMULA DELUXE STANDARD AND GS (EUROPE)



STANDARD

Up to 320 lb	503 189 522	503 189 524	1	GN/GN/YL	503 189 325	1	YL/SI/YL	BLACK
320 lb to 350 lb	503 189 522	503 189 524	2	GN/GN/YL	503 189 325	2	YL/SI/YL	BLACK
350 lb to 380 lb	503 189 522	503 189 524	3	GN/GN/YL	503 189 325	3	YL/SI/YL	BLACK
380 lb to 410 lb	503 189 522	503 189 524	4	GN/GN/YL	503 189 325	5	YL/SI/YL	BLACK
410 lb to 420 lb	503 189 522	503 189 524	4	GN/GN/YL	503 189 325	6	YL/SI/YL	BLACK
420 lb to 430 lb	503 189 522	503 189 524	4	GN/GN/YL	503 189 325	7	YL/SI/YL	BLACK

OPTION 1

Up to 270 lb	503 189 674	503 189 675	1	SI/YL/YL	503 189 325	1	YL/SI/YL	BLACK
270 lb to 300 lb	503 189 674	503 189 675	2	SI/YL/YL	503 189 325	2	YL/SI/YL	BLACK
300 lb to 330 lb	503 189 674	503 189 675	3	SI/YL/YL	503 189 325	3	YL/SI/YL	BLACK
330 lb to 360 lb	503 189 674	503 189 675	4	SI/YL/YL	503 189 325	5	YL/SI/YL	BLACK
360 lb to 370 lb	503 189 674	503 189 675	4	SI/YL/YL	503 189 325	6	YL/SI/YL	BLACK
370 lb to 380 lb	503 189 674	503 189 675	4	SI/YL/YL	503 189 325	7	YL/SI/YL	BLACK

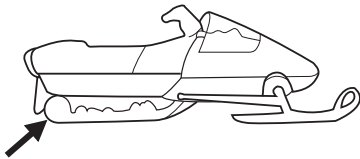
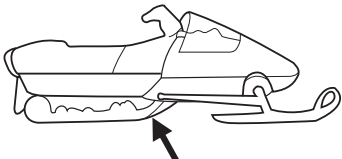
OPTION 2

Up to 320 lb	503 189 327	503 189 329	1	SI	503 189 325	1	YL/SI/YL	BLACK
320 lb to 350 lb	503 189 327	503 189 329	2	SI	503 189 325	2	YL/SI/YL	BLACK
350 lb to 380 lb	503 189 327	503 189 329	3	SI	503 189 325	3	YL/SI/YL	BLACK
380 lb to 410 lb	503 189 327	503 189 329	4	SI	503 189 325	5	YL/SI/YL	BLACK
410 lb to 420 lb	503 189 327	503 189 329	4	SI	503 189 325	6	YL/SI/YL	BLACK
420 lb to 430 lb	503 189 327	503 189 329	4	SI	503 189 325	7	YL/SI/YL	BLACK

SPRING COLOR CODES

BK = BLACK BL = BLUE GD = GOLD GN = GREEN OR = ORANGE PI = PINK RD = RED SI = SILVER WH = WHITE YL = YELLOW

**FORMULA DELUXE 500 FAN / 380 FAN (CAN, U.S.)
MX Z 500 FAN / 440 FAN / 380 FAN (CAN, U.S.)**

REAR SPRING				CENTER SPRING			
							
RIGHT P/N	LEFT P/N	CAM POSITION	COLOR CODE	P/N	CAM POSITION	COLOR CODE	COLOR

STANDARD

Up to 125 lb	503 189 346	503 189 347	1	YL/YL/YL	415 069 900	N.A.	SI/YL/YL	BLACK
125 lb to 150 lb	503 189 346	503 189 347	2	YL/YL/YL	415 069 900	N.A.	SI/YL/YL	BLACK
150 lb to 175 lb	503 189 346	503 189 347	3	YL/YL/YL	415 069 900	N.A.	SI/YL/YL	BLACK
175 lb to 200 lb	503 189 346	503 189 347	4	YL/YL/YL	415 069 900	N.A.	SI/YL/YL	BLACK

OPTION 1

Up to 175 lb	503 189 354	503 189 355	1	WH/WH/WH	414 771 300	N.A.	BK/BK	SAFARI RED
175 lb to 200 lb	503 189 354	503 189 355	2	WH/WH/WH	414 771 300	N.A.	BK/BK	SAFARI RED
200 lb to 225 lb	503 189 354	503 189 355	3	WH/WH/WH	414 771 300	N.A.	BK/BK	SAFARI RED
225 lb to 250 lb	503 189 354	503 189 355	4	WH/WH/WH	414 771 300	N.A.	BK/BK	SAFARI RED

OPTION 2

Up to 225 lb	503 189 342	503 189 343	1	RD/RD/RD	414 771 300	N.A.	BK/BK	SAFARI RED
225 lb to 250 lb	503 189 342	503 189 343	2	RD/RD/RD	414 771 300	N.A.	BK/BK	SAFARI RED
250 lb to 275 lb	503 189 342	503 189 343	3	RD/RD/RD	414 771 300	N.A.	BK/BK	SAFARI RED
275 lb to 300 lb	503 189 342	503 189 343	4	RD/RD/RD	414 771 300	N.A.	BK/BK	SAFARI RED

OPTION 3

Up to 275 lb	503 189 338	503 189 339	1	GN/GN	414 771 300	N.A.	BK/BK	SAFARI RED
275 lb to 300 lb	503 189 338	503 189 339	2	GN/GN	414 771 300	N.A.	BK/BK	SAFARI RED
300 lb to 325 lb	503 189 338	503 189 339	3	GN/GN	414 771 300	N.A.	BK/BK	SAFARI RED
325 lb to 350 lb	503 189 338	503 189 339	4	GN/GN	414 771 300	N.A.	BK/BK	SAFARI RED

OPTION 4

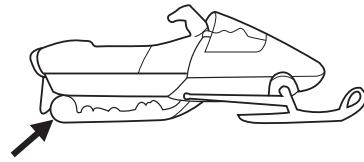
Up to 325 lb	503 189 358	503 189 359	1	BL/BL	414 771 300	N.A.	BK/BK	SAFARI RED
325 lb to 350 lb	503 189 358	503 189 359	2	BL/BL	414 771 300	N.A.	BK/BK	SAFARI RED
350 lb to 375 lb	503 189 358	503 189 359	3	BL/BL	414 771 300	N.A.	BK/BK	SAFARI RED
375 lb to 400 lb	503 189 358	503 189 359	4	BL/BL	414 771 300	N.A.	BK/BK	SAFARI RED

SPRING COLOR CODES

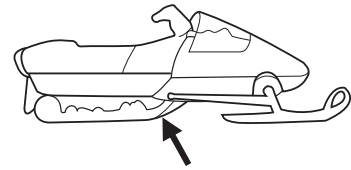
BK = BLACK BL = BLUE GD = GOLD GN = GREEN OR = ORANGE PI = PINK RD = RED SI = SILVER WH = WHITE YL = YELLOW

MX Z 380 FAN (EUROPE)

REAR SPRING



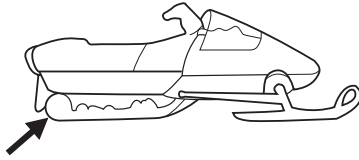
CENTER SPRING



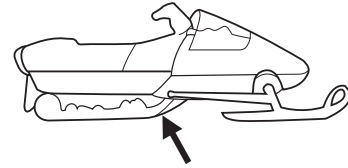
RIGHT P/N	LEFT P/N	CAM POSITION	COLOR CODE	P/N	CAM POSITION	COLOR CODE	COLOR	
STANDARD								
Up to 225 lb	503 189 354	503 189 355	1	WH/WH/WH	415 069 900	N.A.	SI/YL/YL	BLACK
225 lb to 250 lb	503 189 354	503 189 355	2	WH/WH/WH	415 069 900	N.A.	SI/YL/YL	BLACK
250 lb to 275 lb	503 189 354	503 189 355	3	WH/WH/WH	415 069 900	N.A.	SI/YL/YL	BLACK
275 lb to 300 lb	503 189 354	503 189 355	4	WH/WH/WH	415 069 900	N.A.	SI/YL/YL	BLACK
OPTION 1								
Up to 275 lb	503 189 342	503 189 343	1	RD/RD/RD	414 771 300	N.A.	BK/BK	SAFARI RED
275 lb to 300 lb	503 189 342	503 189 343	2	RD/RD/RD	414 771 300	N.A.	BK/BK	SAFARI RED
300 lb to 325 lb	503 189 342	503 189 343	3	RD/RD/RD	414 771 300	N.A.	BK/BK	SAFARI RED
325 lb to 350 lb	503 189 342	503 189 343	4	RD/RD/RD	414 771 300	N.A.	BK/BK	SAFARI RED
OPTION 2								
Up to 325 lb	503 189 358	503 189 359	1	BL/BL	414 771 300	N.A.	BK/BK	SAFARI RED
325 lb to 350 lb	503 189 358	503 189 359	2	BL/BL	414 771 300	N.A.	BK/BK	SAFARI RED
350 lb to 375 lb	503 189 358	503 189 359	3	BL/BL	414 771 300	N.A.	BK/BK	SAFARI RED
375 lb to 400 lb	503 189 358	503 189 359	4	BL/BL	414 771 300	N.A.	BK/BK	SAFARI RED
SPRING COLOR CODES								
BK = BLACK BL = BLUE GD = GOLD GN = GREEN OR = ORANGE PI = PINK RD = RED SI = SILVER WH = WHITE YL = YELLOW								

SUMMIT X / STANDARD / HIGHMARK X / HIGHMARK STANDARD

REAR SPRING



CENTER SPRING



RIGHT
P/N

LEFT
P/N

CAM
POSITION

COLOR
CODE

P/N

CAM
POSITION

COLOR
CODE

COLOR

STANDARD

Up to 150 lb	503 189 627	503 189 629	1	YL/WH	503 189 325	1	YL/SI/YL	BLACK
150 lb to 180 lb	503 189 627	503 189 629	2	YL/WH	503 189 325	2	YL/SI/YL	BLACK
180 lb to 210 lb	503 189 627	503 189 629	3	YL/WH	503 189 325	3	YL/SI/YL	BLACK
210 lb to 240 lb	503 189 627	503 189 629	4	YL/WH	503 189 325	4	YL/SI/YL	BLACK
240 lb to 265 lb	503 189 627	503 189 629	4	YL/WH	503 189 325	5	YL/SI/YL	BLACK

OPTION 1

Up to 200 lb	503 189 615	503 189 616	1	RD/YL	503 189 325	1	YL/SI/YL	BLACK
200 lb to 230 lb	503 189 615	503 189 616	2	RD/YL	503 189 325	2	YL/SI/YL	BLACK
230 lb to 265 lb	503 189 615	503 189 616	3	RD/YL	503 189 325	3	YL/SI/YL	BLACK
265 lb to 300 lb	503 189 615	503 189 616	4	RD/YL	503 189 325	4	YL/SI/YL	BLACK
300 lb to 325 lb	503 189 615	503 189 616	4	RD/YL	503 189 325	5	YL/SI/YL	BLACK

OPTION 2

Up to 250 lb	503 189 522	503 189 524	1	GN/GN/YL	503 189 325	1	YL/SI/YL	BLACK
250 lb to 280 lb	503 189 522	503 189 524	2	GN/GN/YL	503 189 325	2	YL/SI/YL	BLACK
280 lb to 325 lb	503 189 522	503 189 524	3	GN/GN/YL	503 189 325	3	YL/SI/YL	BLACK
325 lb to 350 lb	503 189 522	503 189 524	4	GN/GN/YL	503 189 325	4	YL/SI/YL	BLACK
350 lb to 375 lb	503 189 522	503 189 524	4	GN/GN/YL	503 189 325	5	YL/SI/YL	BLACK

OPTION 3

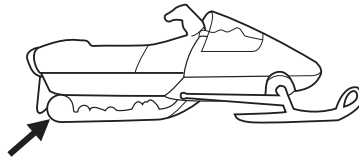
Up to 300 lb	503 189 674	503 189 675	1	SI/YL/YL	503 189 325	1	YL/SI/YL	BLACK
300 lb to 330 lb	503 189 674	503 189 675	2	SI/YL/YL	503 189 325	2	YL/SI/YL	BLACK
330 lb to 375 lb	503 189 674	503 189 675	3	SI/YL/YL	503 189 325	3	YL/SI/YL	BLACK
375 lb to 400 lb	503 189 674	503 189 675	4	SI/YL/YL	503 189 325	4	YL/SI/YL	BLACK
400 lb to 425 lb	503 189 674	503 189 675	4	SI/YL/YL	503 189 325	5	YL/SI/YL	BLACK

SPRING COLOR CODES

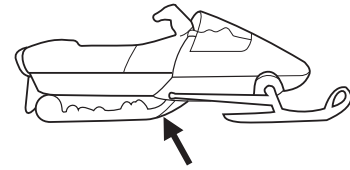
BK = BLACK BL = BLUE GD = GOLD GN = GREEN OR = ORANGE PI = PINK RD = RED SI = SILVER WH = WHITE YL = YELLOW

GRAND TOURING SE (CAN, U.S.)

REAR SPRING



CENTER SPRING

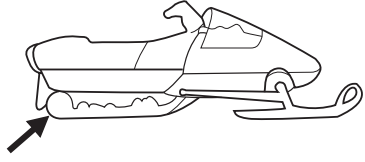
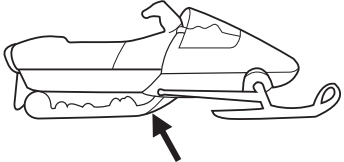


	RIGHT P/N	LEFT P/N	CAM POSITION	COLOR CODE	P/N	CAM POSITION	COLOR CODE	COLOR	AIR PRESSURE
STANDARD									
Up to 175 lb	503 189 522	503 189 524	1	GN/GN/YL	503 189 659	3	BL/RD/YL	BLACK	1/8
175 lb to 225 lb	503 189 522	503 189 524	1	GN/GN/YL	503 189 659	3	BL/RD/YL	BLACK	1/4
225 lb to 300 lb	503 189 522	503 189 524	1	GN/GN/YL	503 189 659	3	BL/RD/YL	BLACK	1/2
300 lb to 350 lb	503 189 522	503 189 524	1	GN/GN/YL	503 189 659	3	BL/RD/YL	BLACK	3/4
350 lb to 400 lb	503 189 522	503 189 524	2	GN/GN/YL	503 189 659	3	BL/RD/YL	BLACK	3/4
400 lb to 450 lb	503 189 522	503 189 524	3	GN/GN/YL	503 189 659	3	BL/RD/YL	BLACK	3/4
450 lb to 500 lb	503 189 522	503 189 524	4	GN/GN/YL	503 189 659	3	BL/RD/YL	BLACK	3/4
500 lb to 550 lb	503 189 522	503 189 524	4	GN/GN/YL	503 189 659	3	BL/RD/YL	BLACK	4/4
OPTION 1									
Up to 225 lb	503 189 674	503 189 675	1	SI/YL/YL	503 189 659	3	BL/RD/YL	BLACK	1/8
225 lb to 275 lb	503 189 674	503 189 675	1	SI/YL/YL	503 189 659	3	BL/RD/YL	BLACK	1/4
275 lb to 325 lb	503 189 674	503 189 675	1	SI/YL/YL	503 189 659	3	BL/RD/YL	BLACK	1/2
325 lb to 385 lb	503 189 674	503 189 675	1	SI/YL/YL	503 189 659	3	BL/RD/YL	BLACK	3/4
385 lb to 440 lb	503 189 674	503 189 675	2	SI/YL/YL	503 189 659	3	BL/RD/YL	BLACK	3/4
440 lb to 500 lb	503 189 674	503 189 675	3	SI/YL/YL	503 189 659	3	BL/RD/YL	BLACK	3/4
500 lb to 550 lb	503 189 674	503 189 675	4	SI/YL/YL	503 189 659	3	BL/RD/YL	BLACK	3/4
550 lb to 600 lb	503 189 674	503 189 675	4	SI/YL/YL	503 189 659	3	BL/RD/YL	BLACK	4/4
OPTION 2									
Up to 275 lb	503 189 681	503 189 683	1	SI/SI	503 189 659	3	BL/RD/YL	BLACK	1/8
275 lb to 325 lb	503 189 681	503 189 683	1	SI/SI	503 189 659	3	BL/RD/YL	BLACK	1/4
325 lb to 375 lb	503 189 681	503 189 683	1	SI/SI	503 189 659	3	BL/RD/YL	BLACK	1/2
375 lb to 435 lb	503 189 681	503 189 683	1	SI/SI	503 189 659	3	BL/RD/YL	BLACK	3/4
435 lb to 490 lb	503 189 681	503 189 683	2	SI/SI	503 189 659	3	BL/RD/YL	BLACK	3/4
490 lb to 550 lb	503 189 681	503 189 683	3	SI/SI	503 189 659	3	BL/RD/YL	BLACK	3/4
550 lb to 600 lb	503 189 681	503 189 683	4	SI/SI	503 189 659	3	BL/RD/YL	BLACK	3/4
600 lb to 650 lb	503 189 681	503 189 683	4	SI/SI	503 189 659	3	BL/RD/YL	BLACK	4/4

SPRING COLOR CODES

BK = BLACK BL = BLUE GD = GOLD GN = GREEN OR = ORANGE PI = PINK RD = RED SI = SILVER WH = WHITE YL = YELLOW

GRAND TOURING SE (EUROPE)

REAR SPRING				CENTER SPRING				
								
RIGHT P/N	LEFT P/N	CAM POSITION	COLOR CODE	P/N	CAM POSITION	COLOR CODE	COLOR	AIR PRESSURE

STANDARD

Up to 175 lb	503 189 327	503 189 329	1	SI	503 189 659	3	BL/RD/YL	BLACK	1/8
175 lb to 225 lb	503 189 327	503 189 329	1	SI	503 189 659	3	BL/RD/YL	BLACK	1/4
225 lb to 300 lb	503 189 327	503 189 329	1	SI	503 189 659	3	BL/RD/YL	BLACK	1/2
300 lb to 350 lb	503 189 327	503 189 329	1	SI	503 189 659	3	BL/RD/YL	BLACK	3/4
350 lb to 400 lb	503 189 327	503 189 329	2	SI	503 189 659	3	BL/RD/YL	BLACK	3/4
400 lb to 450 lb	503 189 327	503 189 329	3	SI	503 189 659	3	BL/RD/YL	BLACK	3/4
450 lb to 500 lb	503 189 327	503 189 329	4	SI	503 189 659	3	BL/RD/YL	BLACK	3/4
500 lb to 550 lb	503 189 327	503 189 329	4	SI	503 189 659	3	BL/RD/YL	BLACK	4/4

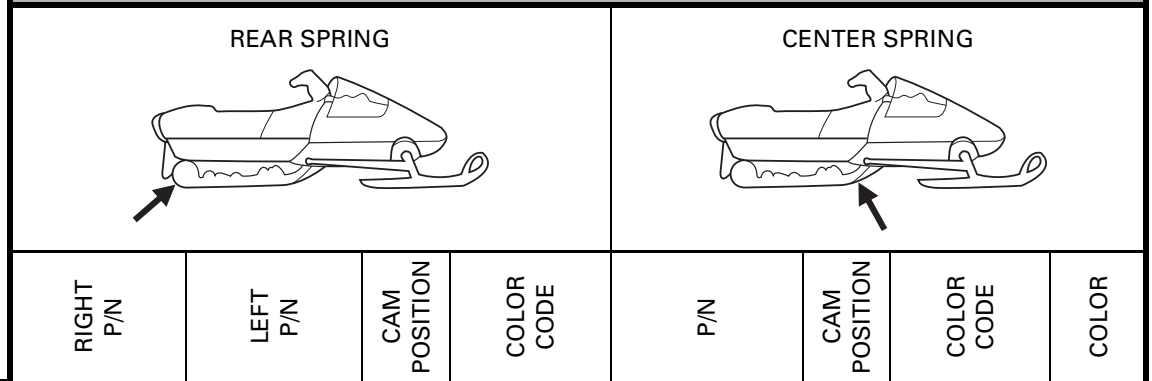
OPTION 1

Up to 225 lb	503 189 681	503 189 683	1	SI/SI	503 189 659	3	BL/RD/YL	BLACK	1/8
225 lb to 275 lb	503 189 681	503 189 683	1	SI/SI	503 189 659	3	BL/RD/YL	BLACK	1/4
275 lb to 325 lb	503 189 681	503 189 683	1	SI/SI	503 189 659	3	BL/RD/YL	BLACK	1/2
325 lb to 385 lb	503 189 681	503 189 683	1	SI/SI	503 189 659	3	BL/RD/YL	BLACK	3/4
385 lb to 440 lb	503 189 681	503 189 683	2	SI/SI	503 189 659	3	BL/RD/YL	BLACK	3/4
440 lb to 500 lb	503 189 681	503 189 683	3	SI/SI	503 189 659	3	BL/RD/YL	BLACK	3/4
500 lb to 550 lb	503 189 681	503 189 683	4	SI/SI	503 189 659	3	BL/RD/YL	BLACK	3/4
550 lb to 600 lb	503 189 681	503 189 683	4	SI/SI	503 189 659	3	BL/RD/YL	BLACK	4/4

SPRING COLOR CODES

BK = BLACK BL = BLUE GD = GOLD GN = GREEN OR = ORANGE PI = PINK RD = RED SI = SILVER WH = WHITE YL = YELLOW

GRAND TOURING STANDARD / GS (CAN, U.S.)



STANDARD

Up to 190 lb	503 189 350	503 189 351	1	GD/GD	503 189 659	1	BL/RD/YL	BLACK
190 lb to 250 lb	503 189 350	503 189 351	2	GD/GD	503 189 659	2	BL/RD/YL	BLACK
250 lb to 300 lb	503 189 350	503 189 351	3	GD/GD	503 189 659	3	BL/RD/YL	BLACK
300 lb to 350 lb	503 189 350	503 189 351	4	GD/GD	503 189 659	4	BL/RD/YL	BLACK
350 lb to 375 lb	503 189 350	503 189 351	4	GD/GD	503 189 659	5	BL/RD/YL	BLACK

OPTION 1

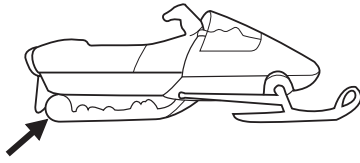
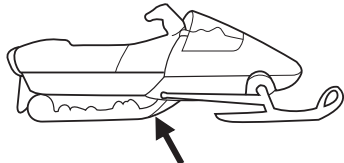
Up to 240 lb	503 189 327	503 189 329	1	SI	503 189 659	1	BL/RD/YL	BLACK
240 lb to 300 lb	503 189 327	503 189 329	2	SI	503 189 659	2	BL/RD/YL	BLACK
300 lb to 350 lb	503 189 327	503 189 329	3	SI	503 189 659	3	BL/RD/YL	BLACK
350 lb to 400 lb	503 189 327	503 189 329	4	SI	503 189 659	4	BL/RD/YL	BLACK
400 lb to 425 lb	503 189 327	503 189 329	4	SI	503 189 659	5	BL/RD/YL	BLACK

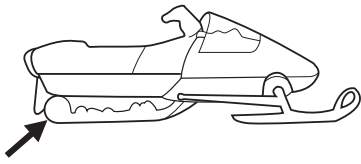
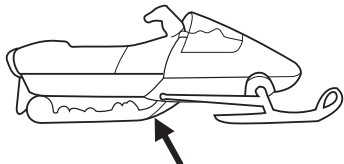
OPTION 2

Up to 290 lb	503 189 681	503 189 683	1	SI/SI	503 189 659	1	BL/RD/YL	BLACK
290 lb to 350 lb	503 189 681	503 189 683	2	SI/SI	503 189 659	2	BL/RD/YL	BLACK
350 lb to 400 lb	503 189 681	503 189 683	3	SI/SI	503 189 659	3	BL/RD/YL	BLACK
400 lb to 450 lb	503 189 681	503 189 683	4	SI/SI	503 189 659	4	BL/RD/YL	BLACK
450 lb to 475 lb	503 189 681	503 189 683	4	SI/SI	503 189 659	5	BL/RD/YL	BLACK

SPRING COLOR CODES

BK = BLACK BL = BLUE GD = GOLD GN = GREEN OR = ORANGE PI = PINK RD = RED SI = SILVER WH = WHITE YL = YELLOW

GRAND TOURING STANDARD / GS (EUROPE)								
REAR SPRING				CENTER SPRING				
								
RIGHT P/N	LEFT P/N	CAM POSITION	COLOR CODE	P/N	CAM POSITION	COLOR CODE	COLOR	
STANDARD								
Up to 240 lb	503 189 681	503 189 683	1	SI/SI	503 189 659	1	BL/RD/YL	BLACK
240 lb to 300 lb	503 189 681	503 189 683	2	SI/SI	503 189 659	2	BL/RD/YL	BLACK
300 lb to 350 lb	503 189 681	503 189 683	3	SI/SI	503 189 659	3	BL/RD/YL	BLACK
350 lb to 400 lb	503 189 681	503 189 683	4	SI/SI	503 189 659	4	BL/RD/YL	BLACK
400 lb to 425 lb	503 189 681	503 189 683	4	SI/SI	503 189 659	5	BL/RD/YL	BLACK
SPRING COLOR CODES								
BK = BLACK BL = BLUE GD = GOLD GN = GREEN OR = ORANGE PI = PINK RD = RED SI = SILVER WH = WHITE YL = YELLOW								

TOURING 500 FAN / 380 FAN								
REAR SPRING				CENTER SPRING				
								
RIGHT P/N	LEFT P/N	CAM POSITION	COLOR CODE	P/N	CAM POSITION	COLOR CODE	COLOR	
STANDARD								
Up to 200 lb	503 189 338	503 189 339	1	GN/GN	415 069 900	N.A.	SI/YL/YL	BLACK
200 lb to 280 lb	503 189 338	503 189 339	2	GN/GN	415 069 900	N.A.	SI/YL/YL	BLACK
280 lb to 320 lb	503 189 338	503 189 339	3	GN/GN	415 069 900	N.A.	SI/YL/YL	BLACK
320 lb to 350 lb	503 189 338	503 189 339	4	GN/GN	415 069 900	N.A.	SI/YL/YL	BLACK
OPTION 1								
Up to 250 lb	503 189 358	503 189 359	1	BL/BL	414 771 300	N.A.	BK/BK	SAFARI RED
250 lb to 330 lb	503 189 358	503 189 359	2	BL/BL	414 771 300	N.A.	BK/BK	SAFARI RED
330 lb to 370 lb	503 189 358	503 189 359	3	BL/BL	414 771 300	N.A.	BK/BK	SAFARI RED
370 lb to 400 lb	503 189 358	503 189 359	4	BL/BL	414 771 300	N.A.	BK/BK	SAFARI RED
SPRING COLOR CODES								
BK = BLACK BL = BLUE GD = GOLD GN = GREEN OR = ORANGE PI = PINK RD = RED SI = SILVER WH = WHITE YL = YELLOW								

Please route to:

	Init.
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<input type="checkbox"/> Sales	<input type="checkbox"/>
<input type="checkbox"/> Parts	<input type="checkbox"/>



No. **2001-6**

Date: September 29, 2000

**SUBJECT: Pre-Season Inspection
(owner's expense)**

YEAR	MODEL	MODEL NUMBER	SERIAL NUMBER
All	All	All	All

Proper vehicle inspection is necessary after summer months or when a vehicle has not been used for more than one month. Any worn, broken or damaged parts should be replaced.

⚠ WARNING

Unless otherwise specified, engine should be turned off for lubrication and inspection procedures.

LUBRICATION/INSPECTION

Lubricate the steering mechanism. **Inspect all components for tightness.**

For proper operation, mechanical brake disc and driven pulley must slide freely on countershaft. Lubricate sparingly.

⚠ WARNING

Do not lubricate the throttle and/or brake cables and housings. Avoid getting oil on the brake pads.

Lubricate remaining recommended lubrication points. Refer to *Shop Manual*.

FUEL SYSTEM

Remove rags from air intake and exhaust system. Check fuel filter in reservoir for any damages. Replace if necessary. See appropriate *Shop Manual*, LUBRICATION AND MAINTENANCE section, for proper procedure.

Dismount and disassemble carburetors to make sure they are clean and set as per vehicle specifications. Take a special care of jets cleanliness. See appropriate *Shop Manual* for procedure.

Remove fuel filter at carburetor inlets if not done yet. Check fuel valve and primer/choke for proper operation.

Inspect fuel system for any leaks.

Inspect throttle cables for proper synchronization. Refer to ENGINE section then look for **Carburetor and Fuel Pump** in appropriate *Shop Manual*.

Add 500 mL (17 U.S. oz) of recommended injection oil to the first full filled fuel tank.

ENGINE

Perform a leak test on the engine to check all seals and gaskets. Refer to ENGINE section then look for **Leak Test** in appropriate *Shop Manual*.

Check oil level in oil tank, add oil if necessary.

CAUTION: Use BOMBARDIER injection oil mineral or synthetic as recommended in technical data.

Check condition of spark plugs. Replace if necessary. Refer to ELECTRICAL section then look for **Spark Plugs** in appropriate *Shop Manual*.

Check oil filter and change it, if needed. Adjust oil injection pump for proper engine lubrication.

COOLING SYSTEM

To perform a cooling system leak refer to ENGINE section in appropriate *Shop Manual*.

Check coolant level in coolant reservoir. Add coolant if necessary.

Inspect fan drive belt on air-cooled models, adjust or replace if required.

AIR FILTER CLEANING

Check that the air box is clean and dry then properly reinstall the filter. Refer to appropriate *Shop Manual*, LUBRICATION AND MAINTENANCE section, for proper procedure.

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

TRANSMISSION/CHAINCASE

Check drive chain and adjust if necessary. Chaincase oil should have been changed in the vehicle storage procedure. If not, drain then refill with proper amount of chaincase oil. For liquid-cooled snowmobiles and Skandic WT Series, use Bombardier synthetic chaincase oil (P/N 413 803 300). For air-cooled snowmobiles (except Skandic WT Series), use chaincase oil (P/N 413 801 900). Refer to TRANSMISSION section in appropriate *Shop Manual*.

BRAKE SYSTEM

Inspect brake pads for proper thickness. Refer to TRANSMISSION section then look for **Brake** in appropriate *Shop Manual*.

Hydraulic Brake

Check brake fluid in reservoir for proper level. Add fluid (DOT 4) as required.

CAUTION: Use only (DOT 4) brake fluid from a sealed container. Do not store or use a partially filled bottle of brake fluid.

Mechanical Brake

For vehicles equipped with a ratchet wheel, check for proper ratchet operation. Refer to TRANSMISSION section then look for **Brake** in appropriate *Shop Manual*.

DRIVE AND DRIVEN PULLEYS

Clean drive and driven pulleys.

Check for proper pulley alignment and spring preload. Refer to TRANSMISSION section then look for **Drive and Driven Pulleys** in appropriate *Shop Manual*.

Inspect belt for cracks, fraying or abnormal wear. Replace if necessary.

SUSPENSION/STEERING SYSTEM

Examine all shock absorbers for any leaks if so, replace with new ones.

Rear Suspension

Inspect stopper straps, stopper rubbers, idler wheels, slider shoes and track for wear. Replace if necessary.

Track Tension and Alignment

Verify that track is well aligned. Refer to REAR SUSPENSION section of appropriate *Shop Manual* for proper procedure.

Make sure track tension is according to specifications.

Front Suspension

Inspect skis and runner shoes, replace if necessary. Refer to STEERING/FRONT SUSPENSION section then look for **Suspension and Ski System** in appropriate *Shop Manual*.

Ski Alignment

Remove weight on skis prior to alignment by lifting front of snowmobile. Refer to STEERING/FRONT SUSPENSION section then look for **Steering System** in appropriate model year in *Shop Manual*.

BATTERY (if equipped)

Wet Batteries Only

Check electrolyte level in battery. Refill if necessary with distilled water.

WARNING

Gases given off by a battery being charged are highly explosive. Always charge in a well ventilated area. Keep battery away from open flames. Avoid skin contact with electrolyte.

All Batteries

Fully charge battery.

WARNING

Never charge or boost battery while installed on vehicle.

Reinstall battery in vehicle. Refer to ELECTRICAL section then look for **Battery** in appropriate *Shop Manual*.

WARNING

Always connect the battery cables exactly in the specified order. Connect RED positive cable first, then BLACK negative ground cable.

Check for proper operation of all gauges, switches and DESS system (if applicable).

FINAL INSPECTION

Check rewind starter rope condition.

Inspect all electrical connectors and apply dielectric grease (P/N 293 550 004), as required.

Inspect spark plug cables condition and proper connection.

Perform engine timing according to *Shop Manual* procedure.

Check headlamp, brake/taillight, gauges and pilot lamps and electrical instruments. Replace if needed.

Start engine and check for proper engine and electrical operation.

Models with DPM and Air Pump (enrichment mode)

Unplug hose coming from air pump at DPM manifold.

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

Reconnect hose.

All Models

Adjust headlight beam aiming.

Please route to :

	Init.
<input type="checkbox"/> Service	<input type="checkbox"/>
<input type="checkbox"/> Sales	<input type="checkbox"/>
<input type="checkbox"/> Parts	<input type="checkbox"/>



No. **2001-5**

Date: September 29, 2000

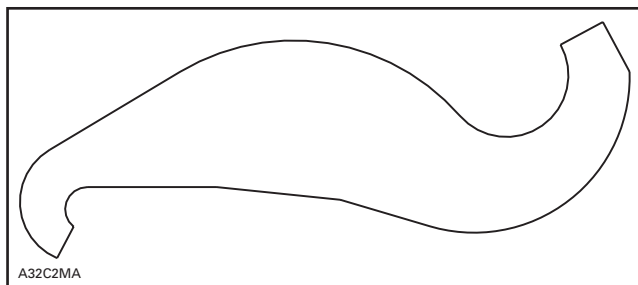
**SUBJECT: A) Tuned Pipe Heat Shield Insulation Pad
B) Plastic DPM Rail Caps and O-Rings**

YEAR	MODEL	MODEL NUMBER	SERIAL NUMBER
2001 2000 1999	All ZX chassis models	All ZX chassis models	All
	All vehicles equipped with a plastic DPM rail	All vehicles equipped with a plastic DPM rail	All

A) TUNED PIPE HEAT SHIELD INSULATION PAD

Now available is a 6.35 mm (1/4 in) thick insulation pad (P/N 514 052 716) for tuned pipe heat shields, that will fit all 600, 700 and 800 series of the above mentioned ZX chassis models.

This pre-cut pad is sold separately and 2 per pipe may be required.

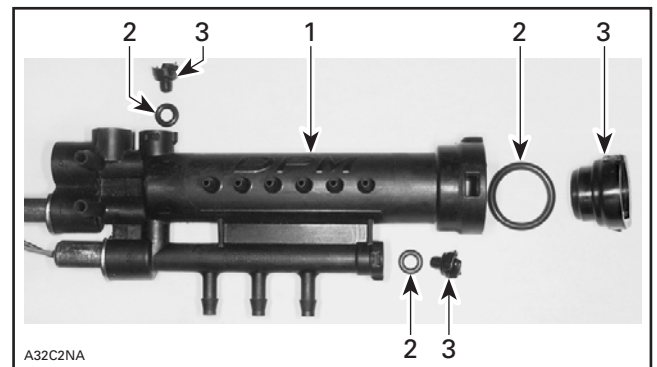


NOTE: If, during the normal warranty period, a tuned pipe shell cracks, shell and insulation pad (if necessary) should be replaced rather than the complete tuned pipe assembly.

Please notify all involved personnel and update all involved *Parts Catalogs* accordingly.

B) PLASTIC DPM RAIL CAPS AND O-RINGS

Now available are caps and O-rings for plastic DPM rails on above mentioned models.



1. DPM rail
2. Available O-ring
3. Available cap

The part numbers are:

DESCRIPTION	P/N	QTY
Small Cap	512 058 921	2
Small O-Ring	512 058 925	2
Large Cap	512 058 949	1
Large O-Ring	512 058 950	1

Please notify all involved personnel and update all involved *Parts Catalogs* accordingly.

Please route to :

	Init.
<input type="checkbox"/> Service	<input type="checkbox"/>
<input type="checkbox"/> Sales	<input type="checkbox"/>
<input type="checkbox"/> Parts	<input type="checkbox"/>



No. **2001-1**
REVISION 1 ←

Date: September 8, 2000

SUBJECT: Sea Level Specifications

YEAR	MODEL	MODEL NUMBER	SERIAL NUMBER
2001	All Summit* Series	All Summit* Series	All Summit* Series

**THESE MODIFICATIONS MUST BE PERFORMED ON ABOVE MENTIONED
 SNOWMOBILES FOR SEA LEVEL RIDING**

The present bulletin supplies all informations pertaining to parts **required to modify** above mentioned models for **sea level riding**.

For 1999 and previous model years, refer to "High Altitude and Sea Level Data" booklet, (P/N 484 300 003).

For 2000 model year, refer to *Service Bulletin 2000-2*.

CAUTION: The following modifications and adjustments apply only for altitudes from and below 1800 m (6000 ft).

Failure to comply with these requirements may cause serious engine damage.

SUMMIT 800 (STD) / 800 (HM) / 800 (X) / 800 (HM X)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching	Spring	←	←	←	←	Violet/Yellow 415 015 300	←
	Ramp	←	←	←	←	300 417 222 381	←
	Calibration screw position	3	4	5	2	3	←
	Pin	←	←	Qty 3 x 1 417 004 308	←	Qty 3 x 1 417 004 309	←
	Engagement RPM ± 100	←	←	3800	←	4100	←
	Maximum RPM ± 100	←	←	←	←	7850	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching	Spring	←	←	←	←	Yellow 415 092 800	←
	Spring tension	Kg ± 0.7 lb ± 1.5	←	←	←	7.0 15.4	←
	Cam angle	° (degrees)	←	←	←	50°/47° 417 126 339	←

Additional Information:

- Below 600 m (2000 ft), use a 23 teeth sprocket (P/N 504 085 400) to obtain a chain case ratio of 23/43. On Summit 800 (HM package) and Summit 800 (HM X package), existing chain must be replaced with a 74/13 chain (P/N 504 151 857).

CAUTION: These adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

CARBURATION

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	
Clutching	Main jet	←	←	←	←	500	←	
	Jet needle	←	←	←	←	9ZLY2	←	
	Needle position	←	←	←	←	58	←	
	Slide cut-away	←	←	←	←	2.0	←	
	Pilot jet	←	←	←	←	17.5	←	
	Air screw	←	←	←	←	1.5	←	
	Valve seat	←	←	←	←	1.5	←	
	Needle jet	←	←	←	←	P-0	←	
	Float level	mm	—	—	—	—	—	—
	Idle	RPM ± 200	←	←	←	←	1500	←
	Idle throttle valve position	mm	1.7	2.2	2.2	2.2	2.2	2.2

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Clutching	- 40°C - 40°F	←	←	←	←	500	←	PTO MAG
	- 30°C - 20°F	←	←	←	←	500	←	PTO MAG
	- 20°C - 4°F	←	←	←	←	500	←	PTO MAG
	- 10°C 14°F	←	←	←	←	500	←	PTO MAG
	0°C 32°F	←	←	←	←	500	←	PTO MAG
	10°C 50°F	←	←	←	←	500	←	PTO MAG
	20°C 70°F	←	←	←	←	500	←	PTO MAG

NOTE: Arrows in the charts indicate that the preceding information is repeated.

NOTE: Shaded columns give factory settings.

SUMMIT 700 (STD) / 700 (X) / 700 (HM)

DRIVE PULLEY

Altitude		Altitude					
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching	Spring	←	←	←	←	Violet/Yellow 415 015 300	←
	Ramp	←	←	←	←	417 222 372	←
	Calibration screw position	3	1	2	3	4	6
	Pin	←	Qty 3 x 1 417 004 308	←	←	Qty 3 x 1 417 004 309	←
	Engagement RPM ± 100	←	←	←	←	4100	←
	Maximum RPM ± 100	←	←	←	←	8000	←

CARBURATION

Altitude		Altitude					
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching	Main jet	←	←	←	←	520	←
	Jet needle	←	←	←	←	9ZLY3	←
	Needle position	←	←	←	←	58	←
	Slide cut-away	←	←	←	←	2.0	←
	Pilot jet	←	←	←	←	17.5	←
	Air screw	←	←	←	←	1.5	←
	Valve seat	←	←	←	←	1.5	←
	Needle jet	←	←	←	←	P-0	←
	Float level	mm	—	—	—	—	—
	Idle	RPM ± 200	←	←	←	1500	←
	Idle throttle valve position	mm	1.5	1.6	1.7	1.7	1.8

DRIVEN PULLEY

Altitude		Altitude					
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching	Spring	←	←	←	←	Beige 414 558 900	←
	Spring tension	Kg ± 0.7 lb ± 1.5	←	←	←	8.0 17.6	←
	Cam angle	(degrees)	←	←	←	47° 417 126 337	←

Additional Information:

- Below 600 m (2000 ft), use a 23 teeth sprocket (P/N 504 085 400) to obtain a chain case ratio of 23/43. On Summit 700 (HM package), existing chain must be replaced with a 74/13 chain (P/N 504 151 857).

CAUTION: These adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

MAIN JET CHART

Altitude		Altitude						Qty
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	
Clutching	- 40°C - 40°F	←	←	←	←	520	←	PTO MAG
	- 30°C - 20°F							PTO MAG
	- 20°C - 4°F							PTO MAG
	- 10°C 14°F							PTO MAG
	0°C 32°F							PTO MAG
	10°C 50°F							PTO MAG
	20°C 70°F							PTO MAG

NOTE: Arrows in the charts indicate that the preceding information is repeated.

NOTE: Shaded columns give factory settings.

SUMMIT 600 (STD)

DRIVE PULLEY

Altitude		Sea Level	Altitude				
			600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching							
Spring		←	Green/White 417 222 371	←	←	Pink/White 414 991 400	←
Ramp		←	417 005 293 X	←	←	417 005 287	←
Calibration screw position		4	5	1	2	3	4
Pin		←	Qty 3 x 1 417 004 308	←	←	Qty 3 x 1 417 004 309	←
Engagement RPM ± 100		←	4100	←	←	4500	←
Maximum RPM ± 100		←	←	←	←	8000	←

DRIVEN PULLEY

Altitude		Sea Level	Altitude				
			600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching							
Spring		←	←	←	←	Beige 414 558 900	←
Spring tension	Kg ± 0.7 lb ± 1.5	←	←	←	←	8.0 17.6	←
Cam angle	° (degrees)	←	←	←	←	47° 417 126 337	←

Additional Information:

- Below 600 m (2000 ft), use a 23 teeth sprocket (P/N 504 085 400) to obtain a chain case ratio of 23/43. On Summit 600 (standard package), existing chain must be replaced with a 74/13 chain (P/N 504 151 857).

CAUTION: These adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

CARBURATION

Altitude		Sea Level	Altitude				
			600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching							
Main jet		←	←	←	←	500	←
Jet needle		←	←	←	←	9HFY2	←
Needle position		←	←	←	←	53	←
Slide cut-away		←	←	←	←	2.0	←
Pilot jet		←	←	←	←	20.0	←
Air screw		←	←	←	←	1.0	←
Valve seat		←	←	←	←	1.5	←
Needle jet		←	←	←	←	P-0	←
Float level	mm	←	←	←	←	N.A.	←
Idle	RPM ± 200	←	←	←	←	1500	←
Idle throttle valve position	mm	1.8	1.9	2.0	2.1	2.2	2.3

MAIN JET CHART

Altitude		Sea Level	Altitude					Qty
			600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	
Clutching								
- 40°C - 40°F							PTO MAG	
- 30°C - 20°F							PTO MAG	
- 20°C - 4°F		←	←	←	←	500	← PTO MAG	
- 10°C 14°F							PTO MAG	
0°C 32°F							PTO MAG	
10°C 50°F							PTO MAG	
20°C 70°F							PTO MAG	

NOTE: Arrows in the charts indicate that the preceding information is repeated.

NOTE: Shaded columns give factory settings.

SUMMIT 500 F (FAN)

DRIVE PULLEY

Altitude		Altitude					
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching							
Spring		←	←	Violet/Yellow 415 015 300	←	Green/Violet 414 762 800	←
Ramp		←	←	417 005 296	←	417 005 227	←
Calibration screw position		3	4	5	2	3	4
Pin		←	←	←	←	Qty 3 x 1 417 004 309	←
Engagement RPM ± 100		←	←	3800	←	4500	←
Maximum RPM ± 100		←	←	←	←	7000	←

DRIVEN PULLEY

Altitude		Altitude					
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2000 m 8000 ft	3000 m 10000 ft
Clutching							
Spring		←	←	←	←	Yellow 415 092 800	←
Spring tension	Kg ± 0.7 lb ± 1.5	←	←	←	←	0.0 pos. 3	←
Cam angle	(degrees)	←	←	←	←	47° - 44° 417 124 700	←

Additional Information: At and under 1200 m (4000 ft) remove reverse connector (P/N 515 174 700).

CAUTION: These adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

CARBURATION

Altitude		Altitude					
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching							
Main jet		←	←	←	←	200 190	←
Jet needle		←	←	←	←	6DH2	←
Needle position		4	←	←	←	5	←
Slide cut-away		←	←	←	←	2.5	←
Pilot jet		←	←	←	←	70	←
Air screw		2.25	←	←	←	1.5	←
Valve seat		←	←	←	←	1.5	←
Needle jet		←	←	←	←	P-2 (159)	←
Float level	mm	←	←	←	←	23.9	←
Idle	RPM ± 200	←	←	←	←	1650	←
Idle throttle valve position	mm	1.5	1.7	1.9	2.2	2.4	2.6

MAIN JET CHART

Altitude		Altitude						Qty
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	
Clutching								
- 40°C - 40°F		215 210	200 190	←	←	←	←	PTO MAG
- 30°C - 20°F		210 200	200 190	←	←	←	←	PTO MAG
- 20°C - 4°F		200 190	←	←	←	←	←	PTO MAG
- 10°C 14°F		200 190	←	←	←	←	←	PTO MAG
0°C 32°F		200 190	←	←	←	←	←	PTO MAG
10°C 50°F		200 190	←	←	←	←	←	PTO MAG
20°C 70°F		200 190	←	←	←	←	←	PTO MAG

NOTE: Arrows in the charts indicate that the preceding information is repeated.

NOTE: Shaded columns give factory settings.

Please route to :

	Init.
<input type="checkbox"/> Service	<input type="checkbox"/>
<input type="checkbox"/> Sales	<input type="checkbox"/>
<input type="checkbox"/> Parts	<input type="checkbox"/>



No. **2001-8**

Date: December 1, 2000

SUBJECT: Paint Codes

YEAR	MODEL	MODEL NUMBER	SERIAL NUMBER
2001	All	All	All

This bulletin lists B.A.S.F. R-M and PPG paint codes corresponding to snowmobile hood, frame, cylinder head/cover and suspension component colors.

It is divided in 3 sections:

- 2001 Ski-Doo paint codes.
- List of all Ski-Doo paint codes and corresponding B.A.S.F., P.P.G. and spray can equivalents.
- List of new paint code mixes.

Refer to *Service Bulletin 99-10, Revision 1*, for 1999 and previous model year snowmobiles.

Refer to *Service Bulletin 2000-18* for 2000 model year snowmobiles.

2001 SKI-DOO PAINT CODES

Description	Model Number	Hood Paint Code	Frame Paint Code	Cylinder Head/Cover Paint Code	Suspension Component Paint Code		
					Wheel	Swing Arm	Spring
MACH Z <i>Std/Tech Plus</i> YELLOW	1658/1659/1660/ 1661/1662	B-190	AL	B-205R	B-190	B-211	B-190
MACH Z <i>Std/Tech Plus</i> BLACK	1656/1657/ 1819/1820	B-160	AL	B-205R	B-190	B-211	B-190
MX Z 800 <i>X/Adrenaline/Std</i> YELLOW	1663/1664/1856/ 1857/1870/1871	B-190	AL	B-205R	B-190	B-211	B-190
MX Z 800 <i>X/Adrenaline/Std</i> BLACK	1665/1666/1667/ 1858/1859/1872/ 1873	B-160	AL	B-205R	B-190	B-211	B-190
MX Z 800 <i>X/Adrenaline/Std</i> RED	1668/1669/ 1860/1861	B-215	AL	B-205R	B-190	B-211	B-190
MX Z 700 <i>X/Trail/Adrenaline/Std</i> YELLOW	1670/1671/1825/ 1826/1676/1677/ 1680/1681/1686/ 1687	B-190	AL	B-205R	B-190	B-211	B-190
MX Z 700 <i>X/Trail/Adrenaline/Std</i> BLACK	1672/1673/1827/ 1828/1678/1679/ 1682/1683/1688/ 1689/1690	B-160	AL	B-205R	B-190	B-211	B-190
MX Z 700 <i>X/Trail/Adrenaline/Std</i> RED	1674/1675/1829/ 1830/1684/1685	B-215	AL	B-205R	B-190	B-211	B-190
MX Z 600 <i>Trail/Adrenaline/Std</i> YELLOW	1691/1692/1695/ 1696/1701/1702/ 1703	B-190	AL	B-205R	B-190	B-211	B-190
MX Z 600 <i>Trail/Adrenaline/Std</i> BLACK	1693/1694/1697/ 1698/1704/1705	B-160	AL	B-205R	B-190	B-211	B-190
MX Z 600 <i>Trail/Adrenaline/Std</i> RED	1699/1700	B-215	AL	B-205R	B-190	B-211	B-190
MX Z 500 <i>Trail/Std</i> YELLOW	1706/1707/1710/ 1711/1712	B-190	AL	B-205R	B-190	B-211	B-190
MX Z 500 <i>Trail/Std</i> BLACK	1708/1709/ 1713/1714	B-160	AL	B-205R	B-190	B-211	B-190
MX Zx 440 LC <i>Racing</i> YELLOW	1715/1716	B-190	AL	B-205R	B-190	B-211	B-190
MX Z 440 F <i>Fan</i> YELLOW	1821/1822	B-190	AL	N.A.	B-190	B-211	B-190
MX Z 500 F <i>Fan</i> YELLOW	1719/1720	B-190	AL	N.A.	B-190	B-211	B-190
MX Z 380 F <i>Fan</i> YELLOW	1721/1722/ 1835	B-190	AL	N.A.	B-190	B-211	B-190

2001 SKI-DOO PAINT CODES (continued)

Description	Model Number	Hood Paint Code	Frame Paint Code	Cylinder Head/Cover Paint Code	Suspension Component Paint Code		
					Wheel	Swing Arm	Spring
SUMMIT 800 <i>X/Std/HM X/HM</i> YELLOW	1723/1724/1862/ 1863/1740/1741/ 1746/1866/1867	B-190	AL	B-205R	B-190	B-211	B-190
SUMMIT 800 <i>X/Std/HM X/HM</i> BLACK	1725/1726/1864/ 1865/1742/1743/ 1868/1869	B-160	AL	B-205R	B-190	B-211	B-190
SUMMIT 800 <i>X/Std/HM X/HM</i> RED	1727/1728/1824/ 1744/1745	B-215	AL	B-205R	B-190	B-211	B-190
SUMMIT 700 <i>HM/X/Std</i> YELLOW	1735/1736/1747/ 1748/1753/1754/ 1757	B-190	AL	B-205R	B-190	B-211	B-190
SUMMIT 700 <i>HM/X/Std</i> BLACK	1737/1738/1749/ 1750/1755/1756	B-160	AL	B-205R	B-190	B-211	B-190
SUMMIT 700 <i>HM/X/Std</i> RED	1751/1752	B-215	AL	B-205R	B-190	B-211	B-190
SUMMIT 600 <i>Std</i> YELLOW	1758/1759	B-190	AL	B-205R	B-190	B-211	B-190
SUMMIT 600 <i>Std</i> BLACK	1760/1761	B-160	AL	B-205R	B-190	B-211	B-190
SUMMIT 500 F <i>Fan</i> YELLOW	1762/1763	B-190	AL	B-205R	B-190	B-211	B-190
FORMULA DLX 700 <i>GSE</i> RED	1764/1765	B-215	AL	B-205R	B-211	B-211	B-211
FORMULA DLX 700 <i>GSE</i> CLOUD	1766/1767	B-210	AL	B-250R	B-211	B-211	B-211
FORMULA DLX 700 <i>GS</i> RED	1768/1769	B-215	AL	B-250R	B-211	B-211	B-211
FORMULA DLX 700 <i>GS</i> CLOUD	1770/1771/ 1772	B-210	AL	B-250R	B-211	B-211	B-211
FORMULA DLX 600 <i>GSE/Std</i> RED	1831/1832/ 1773/1774	B-215	AL	B-250R	B-211	B-211	B-211
FORMULA DLX 600 <i>GSE/Std</i> CLOUD	1833/1834/ 1775/1776/ 1777	B-210	AL	B-250R	B-211	B-211	B-211
FORMULA DLX 500 <i>Std</i> RED	1778/1779	B-215	AL	B-250R	B-211	B-211	B-211
FORMULA DLX 500 <i>Std</i> CLOUD	1780/1781	B-210	AL	B-250R	B-211	B-211	B-211

2001 SKI-DOO PAINT CODES (continued)

Description	Model Number	Hood Paint Code	Frame Paint Code	Cylinder Head/Cover Paint Code	Suspension Component Paint Code		
					Wheel	Swing Arm	Spring
FORMULA DLX 500 F <i>Fan</i> CLOUD	1782/1783	B-210	AL	B-250R	B-211	B-211	B-211
FORMULA DLX 380 F <i>Fan</i> CLOUD	1784/1785	B-210	AL	B-250R	B-211	B-211	B-211
GRAND TOURING 800 <i>SE</i> BLACK	1786/1787	B-160	B-211	B-250R	B-211	B-211	B-211
GRAND TOURING 800 <i>SE</i> BLUE	1788	B-167	B-211	B-250R	B-211	B-211	B-211
GRAND TOURING 700 <i>GS</i> BLACK	1789/1790/ 1791	B-160	B-211	B-250R	B-211	B-211	B-211
GRAND TOURING 700 <i>GS</i> CLOUD	1792/1793	B-210	B-211	B-250R	B-211	B-211	B-211
GRAND TOURING 600 <i>Std</i> BLACK	1794/1795/ 1796	B-160	B-211	B-250R	B-211	B-211	B-211
GRAND TOURING 600 <i>Std</i> CLOUD	1797/1798	B-210	B-211	B-250R	B-211	B-211	B-211
GRAND TOURING 500 <i>Std</i> BLACK	1799/1800/ 1801	B-160	B-211	B-250R	B-211	B-211	B-211
GRAND TOURING 500 <i>Std</i> CLOUD	1802/1803	B-210	B-211	B-205R	B-211	B-211	B-211
TOURING 500 F <i>Fan/Cargo</i> BLACK	1804/1805/ 1806/1852	B-160	AL	N.A.	B-211	B-211	Fan B-211 Argo N.A.
TOURING 380 F <i>Fan/Cargo</i> BLACK	1807/1808/ 1809/1854/ 1855	B-160	AL	N.A.	B-211	B-211	Fan B-211 Argo N.A.
SKANDIC 600 <i>WT LC</i> YELLOW	1810/1811	B-190	B-160	B-205R	B-190	N.A.	N.A.
SKANDIC 500 F <i>SWT/WT</i> YELLOW	1812/1813/ 1814/1815	B-190	B-160	N.A.	B-190	N.A.	N.A.
SKANDIC 440 F <i>LT</i> YELLOW	1816/1817	B-190	B-160	N.A.	B-190	N.A.	N.A.
MINI Z	1818	B-190	B-190	N.A.	N.A. B-190	B-190	N.A.
TUNDRA R	3276	B-152	B-160	N.A.	B-160	N.A.	N.A.

AL: Aluminum (no paint).

N.A.: Not Applicable.

CORRESPONDING PAINT CODES

BOMBARDIER		B.A.S.F. R-M	PPG	SPRAY CAN
B-160	DEEP BLACK	RM 85366	DCC 95066 DBC 9554	413 409 100
B-167	BAVARIAN BLUE	89500	DBC - BC 190086	N.A.
B-184	VELVET BLUE	93032	DCC - DG 190085	413 413 400
B-190	YELLOW 2000 (HOOD)	89849F	DBU 88272	413 413 000
B-205R	DIAMOND	Refer to paint code mix below		
B-206	ALLOY GREY	Refer to paint code mix below		
B-210	PEARL CLOUD	94879	DBC 36620	N.A.
B-211	FULL MOON	94880	DBC 37415	N.A.
B-215	METALLIC RADICAL RED	Refer to paint code mix below		
B-217	SOLID RADICAL RED	97354	DCC 74927	N.A.

N.A.: Not Available.

NEW SKI-DOO PAINT CODE MIX

B-206	ALLOY GREY	①
RM		
BC	190 =	907.3
BC	605 LS =	962.3
BC	200 =	994.2
BC	510 LS =	1010.5
BC	402 LS =	1019.9

B205R	DIAMOND	①
BASF		
	M2 =	157.4
	M99/12 =	593.4
	M99/10 =	807.9
	A125 =	820.8
	A926 =	833.8
	A098 =	845.9
	A5563 =	857.2
	M1 =	865.0

B-215	METALLIC RADICAL RED	①
	GLAZURIT 55 BASF	
	352-91 =	80.0
	A352 =	579.2
	M800 =	640.0
	A324 =	800.0
	M1 =	840.0
	M363 =	1000.0

① Total mixed quantity does not equal 1 liter.

Please route to :

	Init.
<input type="checkbox"/> Service	<input type="checkbox"/>
<input type="checkbox"/> Sales	<input type="checkbox"/>
<input type="checkbox"/> Parts	<input type="checkbox"/>



No. **2001-2**
REVISION 1 ←

Date: December 15, 2000

SUBJECT: High Altitude Specifications

YEAR	MODEL	MODEL NUMBER	SERIAL NUMBER
2001	All (except Summit* Series)	All (except Summit* Series)	All (except Summit* Series)

The present bulletin supplies all information **required to modify** above mentioned models for **high altitude riding**.

For 2000 models, refer to *Service Bulletin 2000-1*.

For 1999 and previous model years, refer to High Altitude and Sea Level Data booklet, (P/N 484 300 003).

CAUTION: The following modifications and adjustments apply only for altitudes above 600 m (2000 ft).

MACH Z (TECH PLUS)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching	Spring	Green/Blue 414 768 200	←	←	Violet/Yellow 415 015 300	←	←
	Ramp	417 005 295	←	←	417 005 293X	←	←
	Calibration Screw Position	3	4	5	3	4	5
	Pin	417 004 308 (Solid)	←	←	417 004 309 (Hollow)	←	←
	Engagement RPM ± 100	4200	←	←	←	←	←
	Maximum RPM ± 100	8300	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching	Spring	Violet 414 978 300	←	←	←	←	←
	Spring tension	Kg ± 0.7 lb ± 1.5	0.0	—	—	—	—
	Cam angle	° (degrees)	47° - 44° 417 126 385	←	←	←	←

PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
415 015 300	Spring (Violet/Yellow)	1
417 004 309	Pin (Hollow)	3

CARBURATION

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty	
Calibration	Main jet	290	←	←	←	←	←	PTO CTR MAG	
	Jet needle	8ADY1/41	←	←	←	←	←	3	
	Needle position	3	←	←	←	←	←	—	
	Slide cut-away	2.0	←	←	←	←	←	3	
	Pilot jet	50	←	←	←	←	←	3	
	Air screw	4.5	←	←	←	←	←	—	
	Valve seat	1.5	←	←	←	←	←	—	
	Needle jet	0-2 (327)	←	←	←	←	←	3	
	Float level	mm	21.0	←	←	←	←	←	—
	Idle	RPM ± 200	2000	←	←	←	←	←	—
	Idle throttle valve position	mm	1.3	1.4	1.4	1.5	1.5	1.6	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Temperature	- 40°C - 40°F	290	←	←	←	←	←	PTO CTR MAG
	- 30°C - 20°F							PTO CTR MAG
	- 20°C - 4°F							PTO CTR MAG
	- 10°C 14°F							PTO CTR MAG
	0°C 32°F							PTO CTR MAG
	10°C 50°F							PTO CTR MAG
	20°C 70°F							PTO CTR MAG

NOTE: Arrows in the charts indicate that the preceding information is repeated.

NOTE: Shaded columns give factory settings.

MACH Z (STANDARD)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching							
Spring	Green/Blue 414 768 200	←	←	Violet/Yellow 415 015 300	←	←	
Ramp	417 005 295	←	←	417 005 293X	←	←	
Calibration Screw Position	3	4	5	3	4	5	
Pin	417 004 308 (Solid)	←	←	417 004 309 (Hollow)	←	←	
Engagement RPM ± 100	4200	←	←	←	←	←	
Maximum RPM ± 100	8300	←	←	←	←	←	

DRIVEN PULLEY (Mach Z)

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2000 m 8000 ft	3000 m 10000 ft
Clutching							
Spring	Beige 414 558 900	←	←	←	←	←	
Spring tension	Kg ± 0.7 lb ± 1.5	7.0	←	←	←	←	←
Cam angle	° (degrees)	53° - 44° 417 126 387	←	←	50° - 47° 417 126 339	←	←

CAUTION: The following adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
415 015 300	Spring (Violet/Yellow)	1
417 004 309	Pin (Hollow)	3
417 126 339	Cam 50° - 47°	1
404 112 300	Main Jet 200	3
404 111 200	Main Jet 220	3
404 100 200	Main Jet 240	3
404 100 600	Main Jet 260	3
404 100 400	Main Jet 270	3
417 005 293X	Ramp	3

NOTE: Shaded columns give factory settings.

CARBURATION

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Calibration								
Main jet	290	270	260	240	220	200	PTO CTR MAG	
Jet needle	8ADY1/41	←	←	←	←	←	3	
Needle position	3	3	2	2	2	1	—	
Slide cut-away	2.0	←	←	←	←	←	3	
Pilot jet	50	←	←	←	←	←	3	
Mixture screw	4.5	←	←	←	←	←	—	
Valve seat	1.5	←	←	←	←	←	—	
Needle jet	O2 (327)	←	←	←	←	←	3	
Float level	mm	21.0	←	←	←	←	—	
Idle	RPM ± 200	2000	←	←	←	←	—	
Idle throttle valve position	mm	1.3	1.4	1.4	1.5	1.5	1.6	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Temperature								
- 40°C - 40°F	310	290	280	260	230	210	PTO CTR MAG	
- 30°C - 20°F	300	280	270	250	230	210	PTO CTR MAG	
- 20°C - 4°F	290	270	260	240	220	200	PTO CTR MAG	
- 10°C 14°F	280	260	250	240	220	190	PTO CTR MAG	
0°C 32°F	280	260	250	230	210	190	PTO CTR MAG	
10°C 50°F	270	250	240	230	210	190	PTO CTR MAG	
20°C 70°F	270	250	240	220	200	180	PTO CTR MAG	

NOTE: Arrows in the charts indicate that the preceding information is repeated.

MX Z 800 (ADRENALINE) / 800 (X)

DRIVE PULLEY

Altitude	Sea Level					
	Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching						
Spring	Violet/Yellow 415 015 300	←	←	←	←	←
Ramp	300 417 222 381	←	←	←	←	←
Calibration Screw Position	3	4	5	3	4	5
Pin	417 004 308 (Solid)	←	←	417 004 309 (Hollow)	←	←
Engagement RPM ± 100	3800	←	←	4100	←	←
Maximum RPM ± 100	7850	←	←	←	←	←

DRIVEN PULLEY

Altitude	Sea Level					
	Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching						
Spring	White 504 152 070	←	←	←	←	←
Spring tension	Kg ± 0.7 lb ± 1.5	8.9 19.5	←	←	←	←
Cam angle	° (degrees)	53° - 47° 417 126 380	←	←	←	←

Additional information: At 1800 m (6000 ft), un-screw red RAVE screw to be flush with RAVE cap.

PART TO BE INSTALLED

P/N	DESCRIPTION	QTY
417 004 309	Pin (Hollow)	3

CARBURATION

Altitude	Sea Level						Qty
	Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	
Calibration							
Main jet	500	←	←	←	←	←	PTO MAG
Jet needle	9ZLY2-58	←	←	←	←	←	2
Needle position	N.A.	←	←	←	←	←	—
Slide cut-away	2.0	←	←	←	←	←	2
Pilot jet	17.5	←	←	←	←	←	2
Mixture screw	1.5	←	←	←	←	←	—
Valve seat	1.5	←	←	←	←	←	—
Needle jet	P-0	←	←	←	←	←	2
Float level	mm	N.A.	—	—	—	—	—
Idle	RPM ± 200	1500	←	←	←	←	—
Idle throttle valve position	mm	1.7	←	←	2.2	←	—

MAIN JET CHART

Altitude	Sea Level						Qty
	Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	
Temperature							
- 40°C - 40°F	500	←	←	←	←	←	PTO MAG
- 30°C - 20°F							PTO MAG
- 20°C - 4°F							PTO MAG
- 10°C 14°F							PTO MAG
0°C 32°F							PTO MAG
10°C 50°F							PTO MAG
20°C 70°F							PTO MAG

NOTE: Arrows in the charts indicate that the preceding information is repeated.

NOTE: Shaded columns give factory settings.

MX Z 800 (STANDARD)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft	
			Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft				
Clutching												
Spring		Violet/Yellow 415 015 300	←	←	←	←	←	←	←	←	←	←
Ramp		300 417 222 381	←	←	←	←	←	←	←	←	←	←
Calibration Screw Position		3	4	5	3	4	5					
Pin		417 004 308 (Solid)	←	←	417 004 309 (Hollow)	←	←	←	←	←	←	←
Engagement RPM ± 100		3800	←	←	4100	←	←	←	←	←	←	←
Maximum RPM ± 100		7850	←	←	←	←	←	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft	
			Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft				
Clutching												
Spring		White 504 152 070	←	←	←	←	←	←	←	←	←	←
Spring tension		Kg ± 0.7 lb ± 1.5	8.9 19.5	←	←	←	←	←	←	←	←	←
Cam angle		° (degrees)	53° - 47° 417 126 380	←	←	←	←	←	←	←	←	←

Additional information: At 1800 m (6000 ft), un-screw red RAVE screw to be flush with RAVE cap.

At and above 2400 m (8000 ft) or in deep snow, use 22 teeth sprocket (P/N 504 083 500) with 74 links chain to get chaincase ratio of 22/43. Also, change chain to 70 link (P/N 412 106 800).

CAUTION: The following adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
417 004 309	Pin (Hollow)	3
404 161 977	Jet Needle (9ZLY5-58)	2
404 106 100	Main Jet 360	2
404 106 400	Main Jet 390	2
404 107 900	Main Jet 420	2
404 108 100	Main Jet 440	2
404 106 700	Main Jet 470	2

NOTE: Shaded columns give factory settings.

CARBURATION

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft		Qty
			Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft					
Calibration													
Main jet		500	470	440	420	390	360	PTO MAG					
Jet needle		9ZLY2-58	←	←	9ZLY5-58	←	←	←	←	←	←	←	2
Needle position		N.A.	←	←	←	←	←	←	←	←	←	←	—
Slide cut-away		2.0	←	←	←	←	←	←	←	←	←	←	2
Pilot jet		17.5	←	←	←	←	←	←	←	←	←	←	2
Mixture screw		1.5	←	←	←	←	←	←	←	←	←	←	—
Valve seat		1.5	←	←	←	←	←	←	←	←	←	←	—
Needle jet		P-0	←	←	←	←	←	←	←	←	←	←	2
Float level		mm	N.A.	—	—	—	—	—	—	—	—	—	—
Idle		RPM ± 200	1500	←	←	←	←	←	←	←	←	←	—
Idle throttle valve position		mm	1.7	←	←	2.2	←	←	←	←	←	←	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft		Qty
			Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft					
- 40°C - 40°F		530	500	470	450	420	390	PTO MAG					
- 30°C - 20°F		510	480	450	430	400	370	PTO MAG					
- 2°C - 4°F		500	470	440	420	390	360	PTO MAG					
- 10°C 14°F		490	460	430	410	380	350	PTO MAG					
0°C 32°F		480	450	420	400	370	340	PTO MAG					
10°C 50°F		470	440	410	390	360	330	PTO MAG					
20°C 70°F		460	430	400	380	350	320	PTO MAG					

NOTE: Arrows in the charts indicate that the preceding information is repeated.

MX Z 700 (ADRENALINE) / 700 (X)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching	Spring	Green/Violet 414 762 800	←	←	←	←	←
	Ramp	417 222 381	←	←	←	←	←
	Calibration Screw Position	3	4	5	3	4	6
	Pin	417 004 308 (Solid)	←	←	417 004 309 (Hollow)	←	←
	Engagement RPM ± 100	3800	←	←	←	←	←
	Maximum RPM ± 100	8000	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching	Spring	White 504 152 070	←	←	←	←	←
	Spring tension	Kg ± 0.7 lb ± 1.5	8.9 19.5	←	←	←	←
	Cam angle	° (degrees)	5° 417 126 343	←	←	←	←

Additional information: At 1800 m (6000 ft), unscrew red RAVE screw to be flush with RAVE cap.

PART TO BE INSTALLED

P/N	DESCRIPTION	QTY
417 004 309	Pin (Hollow)	3

CARBURATION

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty	
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty	
Calibration	Main jet	520	←	←	←	←	←	PTO MAG	
	Jet needle	9ZLY3-58	←	←	←	←	←	2	
	Needle position	N.A.	←	←	←	←	←	—	
	Slide cut-away	2.0	←	←	←	←	←	2	
	Pilot jet	17.5	←	←	←	←	←	2	
	Mixture screw	1.5	←	←	←	←	←	—	
	Valve seat	1.5	←	←	←	←	←	—	
	Needle jet	P-0	←	←	←	←	←	2	
	Float level	mm	—	—	—	—	—	—	
	Idle	RPM ± 200	1500	←	←	←	←	←	—
	Idle throttle valve position	mm	1.5	1.6	1.7	1.7	1.8	1.9	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Temperature	- 40°C - 40°F	520	←	←	←	←	←	PTO MAG
	- 30°C - 20°F							PTO MAG
	- 20°C - 4°F							PTO MAG
	- 10°C 14°F							PTO MAG
	0°C 32°F							PTO MAG
	10°C 50°F							PTO MAG
	20°C 70°F							PTO MAG

NOTE: Arrows in the charts indicate that the preceding information is repeated.

NOTE: Shaded columns give factory settings.

MX Z 700 (STANDARD) / 700 (TRAIL)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft	
			←	←	←	←	←	←	←	←	←	←
Clutching	Spring	Green/Violet 414 762 800	←	←	←	←	←	←	←	←	←	←
	Ramp	417 222 381	←	←	←	←	←	←	←	←	←	←
	Calibration Screw Position	3	4	5	3	4	6					
	Pin	417 004 308 (Solid)	←	←	417 004 309 (Hollow)	←	←	←	←	←	←	←
	Engagement RPM ± 100	3800	←	←	←	←	←	←	←	←	←	←
	Maximum RPM ± 100	8000	←	←	←	←	←	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2000 m 8000 ft		3000 m 10000 ft	
			←	←	←	←	←	←	←	←	←	←
Clutching	Spring	White 504 152 070	←	←	←	←	←	←	←	←	←	←
	Spring tension	Kg ± 0.7 lb ± 1.5	8.9 19.5	←	←	←	←	←	←	←	←	←
	Cam angle (degrees)	50° 417 126 343	←	←	←	←	←	←	←	←	←	←

Additional information: At 1800 m (6000 ft), unscrew red RAVE screw to be flush with RAVE cap.

At and above 2400 m (8000 ft) or in deep snow, use 22 teeth sprocket (P/N 504 083 500) with 74 links chain to get chaincase ratio of 22/43. Also, change chain to 70 link (P/N 412 106 800).

CAUTION: The following adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
417 004 309	Pin (Hollow)	3
404 104 900	Main Jet 340	2
404 106 300	Main Jet 380	2
404 101 000	Main Jet 410	2
404 106 500	Main Jet 450	2
404 106 800	Main Jet 480	2

NOTE: Shaded columns give factory settings.

CARBURATION

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft		Qty	
			←	←	←	←	←	←	←	←	←			
Calibration	Main jet	520	480	450	410	380	340	PTO MAG						
	Jet needle	9ZLY3-58	←	←	←	←	←	←	←	←	←	←	2	
	Needle position	N.A.	←	←	←	←	←	←	←	←	←	←	—	
	Slide cut-away	2.0	←	←	←	←	←	←	←	←	←	←	2	
	Pilot jet	17.5	←	←	←	←	←	←	←	←	←	←	2	
	Mixture screw	1.5	←	←	←	←	←	←	←	←	←	←	—	
	Valve seat	1.5	←	←	←	←	←	←	←	←	←	←	—	
	Needle jet	P-0	←	←	←	←	←	←	←	←	←	←	2	
	Float level	mm	—	—	—	—	—	—	—	—	—	—	—	
	Idle	RPM ± 200	1500	←	←	←	←	←	←	←	←	←	—	
	Idle throttle valve position	mm	1.5	1.6	1.7	1.7	1.8	1.9	—					

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft		Qty
			←	←	←	←	←	←	←	←			
Temperature	- 40°C - 40°F	560	520	480	440	400	370	PTO MAG					
	- 30°C - 20°F	540	500	460	430	390	350	PTO MAG					
	- 20°C - 4°F	520	480	450	410	380	340	PTO MAG					
	- 10°C 14°F	500	470	430	400	360	330	PTO MAG					
	0°C 32°F	480	450	420	380	350	310	PTO MAG					
	10°C 50°F	470	440	400	370	340	300	PTO MAG					
	20°C 70°F	460	430	390	360	330	290	PTO MAG					

NOTE: Arrows in the charts indicate that the preceding information is repeated.

MX Z 600 (ADRENALINE) / 600 (X)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching	Spring	Green/White 417 222 371	←	Pink/Violet 414 754 200	←	←	←
	Ramp	417 005 293	←	417 005 287	←	←	←
	Calibration Screw Position	4	5	3	4	5	5
	Pin	417 004 308 (Solid)	←	417 004 309 (Hollow)	←	←	←
	Engagement RPM ± 100	4100	←	4300	←	←	←
	Maximum RPM ± 100	8000	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2000 m 8000 ft	3000 m 10000 ft
Clutching	Spring	Beige 414 558 900	←	←	←	←	←
	Spring tension	Kg ± 0.7 lb ± 1.5	7.0 15.4	←	←	←	←
	Cam angle	° (degrees)	47° 417 126 337	←	←	←	←

Additional information: At and above 2400 m (8000 ft) or in deep snow, use 22 teeth sprocket (P/N 504 083 500) chain to get chaincase ratio of 22/43.

PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
417 004 309	Pin (Hollow)	3
414 754 200	Spring (Pink/Violet)	1
417 005 287	Ramp	3

NOTE: Shaded columns give factory settings.

CARBURATION

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty	
Calibration	Main jet	500	←	←	←	←	←	PTO MAG	
	Jet needle	9HFY2-53	←	←	←	←	←	2	
	Needle position	N.A.	←	←	←	←	←	—	
	Slide cut-away	2.0	←	←	←	←	←	2	
	Pilot jet	20.0	←	←	←	←	←	2	
	Mixture screw	1.0	←	←	←	←	←	—	
	Valve seat	1.5	←	←	←	←	←	—	
	Needle jet	P-0	←	←	←	←	←	2	
	Float level	mm	N.A.	—	—	—	—	—	
	Idle	RPM ± 200	1600	←	←	←	←	←	—
	Idle throttle valve position	mm	1.8	1.9	2.0	2.1	2.2	2.3	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Temperature	- 40°C - 40°F	500	←	←	←	←	←	PTO MAG
	- 30°C - 20°F							PTO MAG
	- 20°C - 4°F							PTO MAG
	- 10°C 14°F							PTO MAG
	0°C 32°F							PTO MAG
	10°C 50°F							PTO MAG
	20°C 70°F							PTO MAG

NOTE: Arrows in the charts indicate that the preceding information is repeated.

MX Z 600 (STANDARD) / 600 (TRAIL)

DRIVE PULLEY

Altitude		Sea Level	Altitude				
			600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching	Spring	Green/White 417 222 371	←	Pink/Violet 414 754 200	←	←	←
	Ramp	417 005 293X	←	417 005 287	←	←	←
	Calibration Screw Position	4	5	3	4	5	5
	Pin	417 004 308 (Solid)	←	417 004 309 (Hollow)	←	←	←
	Engagement RPM ± 100	4100	←	4300	←	←	←
	Maximum RPM ± 100	8000	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	Altitude				
			600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching	Spring	Beige 414 558 900	←	←	←	←	←
	Spring tension	Kg ± 0.7 lb ± 1.5	7.0 15.4	←	←	←	←
	Cam angle	° (degrees)	47° 417 126 337	←	←	←	←

Additional information: At and above 2400 m (8000 ft) or in deep snow, use 22 teeth sprocket (P/N 504 083 500) to get chaincase ratio of 22/43.

CAUTION: The following adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
417 004 309	Pin (Hollow)	3
414 754 200	Spring (Pink/Violet)	1
417 005 287	Ramp	3
404 161 975	Jet Needle (9HFY-03)	2
404 101 200	Main Jet 300	2
404 104 900	Main Jet 340	2
404 106 300	Main Jet 380	2
404 107 900	Main Jet 420	2
404 106 600	Main Jet 460	2

NOTE: Shaded columns give factory settings.

CARBURATION

Altitude		Sea Level	Altitude					Qty	
			600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft		
Calibration	Main jet	500	460	420	380	340	300	PTO MAG	
	Jet needle	9HFY2-53	←	←	9HFY-03	←	←	2	
	Needle position	N.A.	←	←	←	←	←	—	
	Slide cut-away	2.0	←	←	←	←	←	2	
	Pilot jet	20.0	←	←	←	←	←	2	
	Mixture screw	1.0	←	←	←	←	←	—	
	Valve seat	1.5	←	←	←	←	←	—	
	Needle jet	P-0	←	←	←	←	←	2	
	Float level	mm	N.A.	—	—	—	—	—	
	Idle	RPM ± 200	1600	←	←	←	←	←	—
	Idle throttle valve position	mm	1.8	1.9	2.0	2.1	2.2	2.3	—

MAIN JET CHART

Altitude		Sea Level	Altitude					Qty
			600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	
Temperature	- 40°C - 40°F	540	500	460	410	370	330	PTO MAG
	- 30°C - 20°F	520	480	440	400	360	320	PTO MAG
	- 20°C - 4°F	500	460	420	380	340	300	PTO MAG
	- 10°C 14°F	480	440	400	370	330	290	PTO MAG
	0°C 32°F	470	430	390	360	320	280	PTO MAG
	10°C 50°F	450	410	380	340	310	270	PTO MAG
	20°C 70°F	430	400	360	330	300	260	PTO MAG

NOTE: Arrows in the charts indicate that the preceding information is repeated

MX Z 500 (STANDARD) / 500 (TRAIL)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching	Spring	Green/Blue 414 768 200	←	Pink/Pink 415 074 800	←	←	←
	Ramp	417 005 281	←	417 005 296	←	←	←
	Calibration Screw Position	3	4	2	←	4	5
	Pin	417 004 308 (Solid)	←	417 004 309 (Hollow)	←	←	←
	Engagement RPM ± 100	4100	←	4500	←	←	←
	Maximum RPM ± 100	8000	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2000 m 8000 ft	3000 m 10000 ft
Clutching	Spring	Beige 414 558 900	←	←	←	←	←
	Spring tension	Kg ± 0.7 lb ± 1.5	7.0 15.4	←	←	←	←
	Cam angle	° (degrees)	44° 417 126 333	←	←	←	←

CAUTION: The following adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
417 004 309	Pin (Hollow)	3
415 074 800	Spring (Pink/Pink)	1
417 005 296	Ramp	3
404 156 900	Needle Jet P-7 (480)	2
404 119 100	Main Jet 210	2
404 111 200	Main Jet 220	2
404 118 900	Main Jet 230	2
404 100 300	Main Jet 250	2

NOTE: Shaded columns give factory settings.

CARBURATION

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty	
Calibration	Main jet	280	270	250	230	220	210	PTO MAG	
	Jet needle	6DEY10	←	←	←	←	←	2	
	Needle position	4	←	←	←	←	←	—	
	Slide cut-away	2.5	←	←	←	←	←	2	
	Pilot jet	40	←	←	←	←	←	2	
	Mixture screw	1.25	←	←	←	←	←	—	
	Valve seat	1.5	←	←	←	←	←	—	
	Needle jet	P-8 (480)	←	←	P-7 (480)	←	←	2	
	Float level	mm	22.9	←	←	←	←	←	—
	Idle	RPM ± 200	1700	←	←	←	←	←	—
	Idle throttle valve position	mm	1.4	1.6	1.8	2.0	2.2	2.3	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Temperature	- 40°C - 40°F	300	290	270	250	240	230	PTO MAG
	- 30°C - 20°F	290	280	260	240	230	220	PTO MAG
	- 20°C - 4°F	280	270	250	230	220	210	PTO MAG
	- 10°C 14°F	270	260	240	220	210	205	PTO MAG
	0°C 32°F	260	250	230	210	205	200	PTO MAG
	10°C 50°F	250	240	220	205	200	195	PTO MAG
	20°C 70°F	240	230	210	200	195	190	PTO MAG

NOTE: Arrows in the charts indicate that the preceding information is repeated.

MX Z 500 F (FAN)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching	Spring	Green/Blue 414 768 200	←	←	Pink/Violet 414 754 200	←	←
	Ramp	417 005 287	←	←	417 005 227	←	←
	Calibration Screw Position	3	4	5	3	4	5
	Pin	417 004 309 (Hollow)	←	←	←	←	←
	Engagement RPM ± 100	4500	←	←	←	←	←
	Maximum RPM ± 100	7000	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching	Spring	Yellow 415 092 800	←	←	←	←	←
	Spring tension	Kg ± 0.7 lb ± 1.5	0.0 Position 3	←	←	←	←
	Cam angle	° (degrees)	47° - 44° 417 124 700	←	←	←	←

Additional information: At and above 2400 m (8000 ft) use reverse connector (P/N 515 174 700).

CAUTION: The following adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
414 754 200	Spring (Pink/Violet)	1
417 005 227	Ramp	3
404 109 400	Pilot Jet 45	2
404 123 900	Main Jet 120	2
404 124 900	Main Jet 130	2
404 126 600	Main Jet 140	2
404 120 900	Main Jet 150	2
404 118 200	Main Jet 160	2
404 123 800	Main Jet 170	2

NOTE: Shaded columns give factory settings.

CARBURATION

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty	
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty	
Calibration	Main jet	180 170	170 160	160 150	150 140	140 130	130 120	PTO MAG	
	Jet needle	6DH2	←	←	←	←	←	2	
	Needle position	3	←	←	2	←	←	—	
	Slide cut-away	2.5	←	←	←	←	←	2	
	Pilot jet	40	←	←	45	←	←	2	
	Mixture screw	1.875	←	←	1.5	←	←	—	
	Valve seat	1.5	←	←	←	←	←	—	
	Needle jet	P-0 (159)	←	←	←	←	←	2	
	Float level	mm	23.9	←	←	←	←	←	—
	Idle	RPM ± 200	1650	←	←	←	←	←	—
	Idle throttle valve position	mm	1.5	1.5	1.6	1.7	1.8	1.9	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty	
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty	
- 40°C - 40°F	200	190	190	175	165	155	145	140	PTO MAG
	190	180	180	165	155	145	135	130	PTO MAG
- 30°C - 20°F	190	180	180	165	155	145	135	125	PTO MAG
	180	170	170	155	145	135	125	120	PTO MAG
- 20°C - 4°F	180	170	170	160	150	140	130	120	PTO MAG
	170	160	160	150	140	130	125	115	PTO MAG
- 10°C 14°F	170	160	160	155	145	135	125	115	PTO MAG
	160	150	150	145	135	125	115	110	PTO MAG
0°C 32°F	165	155	155	150	140	130	120	110	PTO MAG
	155	145	145	140	130	120	110	105	PTO MAG
10°C 50°F	160	150	150	140	130	125	115	105	PTO MAG
	150	140	140	130	120	115	105	100	PTO MAG
20°C 70°F	155	145	145	135	125	120	110	100	PTO MAG
	145	135	135	125	115	110	100	100	PTO MAG

NOTE: Arrows in the charts indicate that the preceding information is repeated.

MX Z 440 F (FAN)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft	
			Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft				
Clutching	Spring	Green/Violet 414 762 800	←	←	Pink/Pink 415 074 800	←	←					
	Ramp	414 005 287	←	←	414 005 227	←	←					
	Calibration Screw Position	3	4	5	3	4	5					
	Pin	417 004 309 (Hollow)	←	←	←	←	←					
	Engagement RPM ± 100	4500	←	←	←	←	←					
	Maximum RPM ± 100	7000	←	←	←	←	←					

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft	
			Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft				
Clutching	Spring	Yellow 415 092 800	←	←	←	←	←	←	←	←	←	←
	Spring tension	Kg ± 0.7 lb ± 1.5	0.0 position 3	←	←	←	←	←	←	←	←	←
	Cam angle	° (degrees)	47° - 44° 417 124 700	←	←	←	←	←	←	←	←	←

Additional information: At and above 2400 m (8000 ft) use reverse connector (P/N 515 174 700).

CAUTION: The following adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
415 074 800	Spring (Pink/Pink)	1
414 005 227	Ramp	3
404 130 500	Main Jet 145	2
404 128 700	Main Jet 155	2
404 119 300	Main Jet 165	2
404 119 200	Main Jet 175	2
404 119 500	Main Jet 185	2
404 119 400	Main Jet 195	2

NOTE: Shaded columns give factory settings.

CARBURATION

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft		Qty
			Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft					
Calibration	Main jet	205 195	195 185	185 175	175 165	165 155	155 145	PTO MAG					
	Jet needle	6DH2	←	←	←	←	←	←	←	←	←	←	2
	Needle position	3	←	←	2	←	←	←	←	←	←	←	—
	Slide cut-away	2.5	←	←	←	←	←	←	←	←	←	←	2
	Pilot jet	35	←	←	←	←	←	←	←	←	←	←	2
	Mixture screw	1.5	←	←	←	1.0	←	←	←	←	←	←	—
	Valve seat	1.5	←	←	←	←	←	←	←	←	←	←	—
	Needle jet	P-0 (159)	←	←	←	←	←	←	←	←	←	←	2
	Float level	mm	23.9	←	←	←	←	←	←	←	←	←	—
	Idle	RPM ± 200	1650	←	←	←	←	←	←	←	←	←	—
	Idle throttle valve position	mm	1.5	←	1.6	1.8	1.9	2.0	←	←	←	←	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft		Qty
			Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft					
Temperature	- 40°C - 40°F	215 205	205 195	195 185	185 175	180 170	170 160	170 160	160 150	150 140	140 130	130 125	PTO MAG
	- 30°C - 20°F	210 200	200 190	190 180	180 170	170 160	160 150	150 140	140 130	130 125	125 120	120 115	PTO MAG
	- 20°C - 4°F	205 195	195 185	185 175	175 165	165 155	155 145	145 135	135 130	130 125	125 120	120 115	PTO MAG
	- 10°C 14°F	200 190	190 180	180 170	170 160	160 150	150 140	140 130	130 125	125 120	120 115	115 110	PTO MAG
	0°C 32°F	195 185	185 175	175 165	165 155	155 145	145 135	135 130	130 125	125 120	120 115	115 110	PTO MAG
	10°C 50°F	185 175	175 165	165 155	155 145	145 135	135 130	130 125	125 120	120 115	115 110	110 105	PTO MAG
	20°C 70°F	180 170	170 160	160 150	150 140	140 130	130 125	125 120	120 115	115 110	110 105	105 100	PTO MAG

NOTE: Arrows in the charts indicate that the preceding information is repeated.

MX Z 380 F (FAN)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching							
Spring		Red/Blue on Violet 417 118 400	←	←	←	←	←
Block (Bombardier Lite)		417 118 100	←	←	←	←	←
Weight (Bombardier Lite)		Qty 3 x 1 417 120 400	←	Qty 3 x 5 417 114 400	Qty 3 x 4	Qty 3 x 3	Qty 3 x 2
Capsule (Bombardier Lite)		Qty 3 x 1 417 114 500	←	←	←	←	←
Engagement RPM ± 100		3500	←	←	←	←	←
Maximum RPM ± 100		6900	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2000 m 8000 ft	3000 m 10000 ft
Clutching							
Spring		Yellow 417 092 800	←	←	←	←	←
Spring tension	Kg ± 0.7 lb ± 1.5	0.0 Position 3	←	←	←	←	←
Cam angle	° (degrees)	47° - 44° 417 124 700	←	←	←	←	←

Additional information: At and above 2400 m (8000 ft) use reverse connector (P/N 515 174 700).

CAUTION: The following adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

➔ PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
404 116 900	Needle Jet (159) O-8	1
404 124 100	Main Jet 110	1
404 124 000	Main Jet 115	1
404 124 800	Main Jet 125	1
404 124 900	Main Jet 130	1
404 130 400	Main Jet 135	1
417 114 400	Weight	3

NOTE: Shaded columns give factory settings.

CARBURATION

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Calibration								
Main jet		140	135	130	125	115	110	1
Jet needle		6DP9	←	←	←	←	←	1
Needle position		3	←	←	2	←	←	—
Slide cut-away		2.5	←	←	←	←	←	1
Pilot jet		40	←	←	←	←	←	1
Mixture screw		1.25	←	←	1.50	←	←	—
Valve seat		1.5	←	←	←	←	←	—
Needle jet		P-0 (159)	←	←	O-8 (159)	←	←	1
Float level	mm	23.9	←	←	←	←	←	—
Idle	RPM ± 200	1650	←	←	←	←	←	—
Idle throttle valve position	mm	1.3	←	←	1.7	←	←	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Temperature								
- 40°C - 40°F		150	145	140	135	125	120	2
- 30°C - 20°F		145	140	135	130	120	115	2
- 20°C - 4°F		140	135	130	125	115	110	2
- 10°C 14°F		135	130	125	120	110	105	2
0°C 32°F		130	125	120	115	105	100	2
10°C 50°F		125	120	115	110	100	95	2
20°C 70°F		120	115	110	105	95	90	2

NOTE: Arrows in the charts indicate that the preceding information is repeated.

FORMULA DELUXE 700 (GS) / 700 (GSE)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching	Spring	Blue/Blue 414 689 400	←	←	←	←	←
	Ramp	417 222 372	←	←	←	←	←
	Calibration Screw Position	3	4	5	3	4	5
	Pin	417 004 308 (Solid)	←	←	417 004 309 (Hollow)	←	←
	Engagement RPM ± 100	3800	←	←	←	←	←
	Maximum RPM ± 100	8000	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching	Spring	White 504 152 070	←	←	←	←	←
	Spring tension	Kg ± 0.7 lb ± 1.5	8.9 19.5	—	—	—	—
	Cam angle	° (degrees)	50° 417 126 343	←	←	←	←

Additional information: At 1800 m (6000 ft) un-screw red RAVE screw to be flush with RAVE cap.

PART TO BE INSTALLED

P/N	DESCRIPTION	QTY
417 004 309	Pin (Hollow)	3

CARBURATION

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty	
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty	
Calibration	Main jet	520	←	←	←	←	←	PTO MAG	
	Jet needle	9ZLY3-58	←	←	←	←	←	2	
	Needle position	N.A.	←	←	←	←	←	—	
	Slide cut-away	2.0	←	←	←	←	←	2	
	Pilot jet	17.5	←	←	←	←	←	2	
	Mixture screw	1.5	←	←	←	←	←	—	
	Valve seat	1.5	←	←	←	←	←	—	
	Needle jet	P-0	←	←	←	←	←	2	
	Float level	mm	N.A.	—	—	—	—	—	
	Idle	RPM ± 200	1500	←	←	←	←	←	—
	Idle throttle valve position	mm	1.5	1.6	1.7	1.7	1.8	1.9	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Temperature	- 40°C - 40°F	520	←	←	←	←	←	PTO MAG
	- 30°C - 20°F							PTO MAG
	- 20°C - 4°F							PTO MAG
	- 10°C 14°F							PTO MAG
	0°C 32°F							PTO MAG
	10°C 50°F							PTO MAG
	20°C 70°F							PTO MAG

NOTE: Arrows in the charts indicate that the preceding information is repeated.

NOTE: Shaded columns give factory settings.

FORMULA DELUXE 600 (GSE)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft	
			Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft				
Clutching												
Spring		Violet/Yellow 415 015 300	←	←	←	←	←	←	←	←	←	←
Ramp		417 005 281	←	←	417 005 291X	←	←	←	←	←	←	←
Calibration Screw Position		3	4	5	3	4	5					
Pin		417 004 308 (Solid)	←	←	417 004 309 (Hollow)	←	←	←	←	←	←	←
Engagement RPM ± 100		3800	←	←	4000	←	←	←	←	←	←	←
Maximum RPM ± 100		8000	←	←	←	←	←	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2000 m 8000 ft		3000 m 10000 ft	
			Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2000 m 8000 ft	3000 m 10000 ft				
Clutching												
Spring		Beige 414 558 900	←	←	←	←	←	←	←	←	←	←
Spring tension	Kg ± 0.7 lb ± 1.5	7.0 15.4	←	←	←	←	←	←	←	←	←	←
Cam angle	° (degrees)	50° 417 126 343	←	←	←	←	←	←	←	←	←	←

PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
417 004 309	Pin (Hollow)	3
417 005 291X	Ramp	3

CARBURATION

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft		Qty
			Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft					
Calibration													
Main jet		500	←	←	←	←	←	←	←	←	←	←	PTO MAG
Jet needle		9HFY2-53	←	←	←	←	←	←	←	←	←	←	2
Needle position		N.A.	←	←	←	←	←	←	←	←	←	←	—
Slide cut-away		2.0	←	←	←	←	←	←	←	←	←	←	2
Pilot jet		20.0	←	←	←	←	←	←	←	←	←	←	2
Mixture screw		1.0	←	←	←	←	←	←	←	←	←	←	—
Valve seat		1.5	←	←	←	←	←	←	←	←	←	←	—
Needle jet		P-0	←	←	←	←	←	←	←	←	←	←	2
Float level	mm	N.A.	—	—	—	—	—	—	—	—	—	—	—
Idle	RPM ± 200	1600	←	←	←	←	←	←	←	←	←	←	—
Idle throttle valve position	mm	1.8	1.9	2.0	2.1	2.2	2.3	—	—	—	—	—	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft		Qty
			Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft					
Temperature													
- 40°C - 40°F		500	←	←	←	←	←	←	←	←	←	←	PTO MAG
- 30°C - 20°F													PTO MAG
- 20°C - 4°F													PTO MAG
- 10°C 14°F													PTO MAG
0°C 32°F													PTO MAG
10°C 50°F													PTO MAG
20°C 70°F													PTO MAG

NOTE: Arrows in the charts indicate that the preceding information is repeated.

NOTE: Shaded columns give factory settings.

FORMULA DELUXE 600 (STANDARD)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching							
Spring		Violet/Yellow 415 015 300	←	←	←	←	←
Ramp		417 005 281	←	←	417 005 291X	←	←
Calibration Screw Position		3	4	5	3	4	5
Pin		417 004 308 (Solid)	←	←	417 004 309 (Hollow)	←	←
Engagement RPM ± 100		3800	←	←	4000	←	←
Maximum RPM ± 100		8000	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching							
Spring		Beige 414 558 900	←	←	←	←	←
Spring tension	Kg ± 0.7 lb ± 1.5	7.0 15.4	←	←	←	←	←
Cam angle	° (degrees)	50° 417 126 343	←	←	←	←	←

CAUTION: The following adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
417 004 309	Pin (Hollow)	3
417 005 291X	Ramp	3
404 161 975	Jet Needle 9HFY03	2
404 101 200	Main Jet 300	2
404 104 900	Main Jet 340	2
404 106 400	Main Jet 390	2
404 107 900	Main Jet 420	2
404 106 600	Main Jet 460	2

NOTE: Shaded columns give factory settings.

CARBURATION

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Calibration								
Main jet		500	460	420	390	340	300	PTO MAG
Jet needle		9HFY2-53	←	←	9HFY03	←	←	2
Needle position		N.A.	←	←	←	←	←	—
Slide cut-away		2.0	←	←	←	←	←	2
Pilot jet		20.0	←	←	←	←	←	2
Mixture screw		1.0	←	←	←	←	←	—
Valve seat		1.5	←	←	←	←	←	—
Needle jet		P-0	←	←	←	←	←	2
Float level	mm	N.A.	—	—	—	—	—	—
Idle	RPM ± 200	1600	←	←	←	←	←	—
Idle throttle valve position	mm	1.8	1.9	2.0	2.1	2.2	2.3	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Temperature								
- 40°C - 40°F		540	500	460	410	370	330	PTO MAG
- 30°C - 20°F		520	480	440	400	360	320	PTO MAG
- 20°C - 4°F		500	460	420	380	340	300	PTO MAG
- 10°C 14°F		480	440	400	370	330	290	PTO MAG
0°C 32°F		470	430	390	360	320	280	PTO MAG
10°C 50°F		450	410	380	340	310	270	PTO MAG
20°C 70°F		430	400	360	330	300	260	PTO MAG

NOTE: Arrows in the charts indicate that the preceding information is repeated.

FORMULA DELUXE 500 (STANDARD)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching							
Spring	Green/Blue 414 768 200	←	Purple/Green 415 015 400	←	←	←	
Ramp	417 005 281	←	417 005 292X	←	←	←	
Calibration Screw Position	3	4	2	2	3	3	
Pin	417 004 308 (Solid)	←	417 004 309 (Hollow)	←	←	←	
Engagement RPM ± 100	4100	←	←	←	←	←	
Maximum RPM ± 100	8000	←	←	←	←	←	

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching							
Spring	Beige 414 558 900	←	←	←	←	←	
Spring tension	Kg ± 0.7 lb ± 1.5	7.0 15.0	←	←	←	←	←
Cam angle	° (degrees)	44° 417 126 333	←	←	←	←	←

CAUTION: The following adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
417 004 309	Pin (Hollow)	3
415 015 400	Spring (Purple/Green)	1
417 005 292X	Ramp	3
404 156 900	Needle Jet P-7 (480)	2
404 119 100	Main Jet 210	2
404 111 200	Main Jet 220	2
404 118 900	Main Jet 230	2
404 100 300	Main Jet 250	2
404 100 400	Main Jet 270	2

NOTE: Shaded columns give factory settings.

CARBURATION

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Calibration								
Main jet		280	270	250	230	220	210	PTO MAG
Jet needle		6DEY10	←	←	←	←	←	2
Needle position		4	←	←	←	←	←	—
Slide cut-away		2.5	←	←	←	←	←	2
Pilot jet		40	←	←	←	←	←	2
Mixture screw		1.25	←	←	←	←	←	—
Valve seat		1.5	←	←	←	←	←	—
Needle jet		P-8 (480)	←	←	P-7 (480)	←	←	2
Float level	mm	2.29	←	←	←	←	←	—
Idle	RPM ± 200	1700	←	←	←	←	←	—
Idle throttle valve position	mm	1.4	1.5	1.6	1.8	2.0	2.1	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Temperature								
- 40°C - 40°F		300	290	270	250	240	230	PTO MAG
- 30°C - 20°F		290	280	260	240	230	220	PTO MAG
- 20°C - 4°F		280	270	250	230	220	210	PTO MAG
- 10°C 14°F		270	260	240	220	210	205	PTO MAG
0°C 32°F		260	250	230	210	205	200	PTO MAG
10°C 50°F		250	240	220	205	200	195	PTO MAG
20°C 70°F		240	230	210	200	195	190	PTO MAG

NOTE: Arrows in the charts indicate that the preceding information is repeated.

FORMULA DELUXE 500 F (FAN)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching							
Spring	Violet/Blue 415 034 900	←	←	←	←	←	←
Ramp	417 005 291X	←	←	417 005 292X	←	←	←
Calibration Screw Position	3	4	5	3	4	5	
Pin	417 004 309 (Hollow)	←	←	←	←	←	←
Engagement RPM ± 100	3300	←	←	←	←	←	←
Maximum RPM ± 100	7000	←	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching							
Spring	Yellow 414 092 800	←	←	←	←	←	←
Spring tension	Kg ± 0.7 lb ± 1.5	0.0 Position 3	←	←	←	←	←
Cam angle	° (degrees)	47° - 44° 417 124 700	←	←	←	←	←

Additional information: At and above 2400 m (8000 ft) use reverse connector (P/N 515 174 700).

CAUTION: The following adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
417 005 292X	Ramp	3
404 109 400	Pilot Jet 45	2
404 123 900	Main Jet 120	2
404 124 900	Main Jet 130	2
404 126 600	Main Jet 140	2
404 120 900	Main Jet 150	2
404 118 200	Main Jet 160	2
404 123 800	Main Jet 170	2

NOTE: Shaded columns give factory settings.

CARBURATION

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Calibration								
Main jet	180 170	170 160	160 150	150 140	140 130	130 120	PTO MAG	
Jet needle	6DH2	←	←	←	←	←	2	
Needle position	3	←	←	←	←	←	—	
Slide cut-away	2.5	←	←	←	←	←	2	
Pilot jet	40	←	←	45	←	←	2	
Mixture screw	1.875	←	←	0.75	←	←	—	
Valve seat	1.5	←	←	←	←	←	—	
Needle jet	P-0 (159)	←	←	←	←	←	2	
Float level	mm	23.9	←	←	←	←	—	
Idle	RPM ± 200	1650	←	←	1550	←	←	—
Idle throttle valve position	mm	1.5	1.8	2.1	2.4	2.5	2.6	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Temperature								
- 40°C - 40°F	200 190	190 180	175 165	165 155	155 145	140 130	PTO MAG	
- 30°C - 20°F	190 180	180 170	165 155	155 145	145 135	135 125	PTO MAG	
- 20°C - 4°F	180 170	170 160	160 150	150 140	140 130	130 120	PTO MAG	
- 10°C 14°F	170 160	160 150	155 145	145 135	135 125	125 115	PTO MAG	
0°C 32°F	165 155	155 145	150 140	140 130	130 120	120 110	PTO MAG	
10°C 50°F	160 150	150 140	140 130	130 120	125 115	115 105	PTO MAG	
20°C 70°F	155 145	145 135	135 125	125 115	120 110	110 100	PTO MAG	

NOTE: Arrows in the charts indicate that the preceding information is repeated.

FORMULA DELUXE 380 F (FAN)

DRIVE PULLEY

Altitude		Sea Level	Altitude				
			600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching	Spring	Red/Blue on Violet 417 118 400	←	←	←	←	←
	Block (Bombardier Lite)	417 118 100	←	←	←	←	←
	Weight (Bombardier Lite)	Qty 3 x 1 417 120 400	←	Qty 3 x 5 417 114 400	Qty 3x4	Qty 3x3	Qty 3x2
	Capsule (Bombardier Lite)	Qty 3 x 1 417 114 500	←	←	←	←	←
	Engagement RPM ± 100	3500	←	←	←	←	←
	Maximum RPM ± 100	6900	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	Altitude				
			600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching	Spring	Yellow 417 092 800	←	←	←	←	←
	Spring tension	Kg ± 0.7 lb ± 1.5	0.0	←	←	←	←
	Cam angle	° (degrees)	4° - 44° 417 124 700	←	←	←	←

Additional information: At and above 2400 m (8000 ft) use reverse connector (P/N 515 174 700).

CAUTION: The following adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

➔ PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
417 114 400	Weight	3 x 5
404 116 900	Needle Jet (159) O-8	1
404 124 100	Main Jet 110	2
404 124 000	Main Jet 115	2
404 124 800	Main Jet 125	2
404 124 900	Main Jet 130	2
404 130 400	Main Jet 135	2

NOTE: Shaded columns give factory settings.

CARBURATION

Altitude		Sea Level	Altitude					Qty
			600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	
Calibration	Main jet	140	135	130	125	115	110	1
	Jet needle	6DP9	←	←	←	←	←	1
	Needle position	3	←	←	2	←	←	—
	Slide cut-away	2.5	←	←	←	←	←	—
	Pilot jet	40	←	←	←	←	←	1
	Mixture screw	1.25	←	←	1.50	←	←	—
	Valve seat	1.5	←	←	←	←	←	—
	Needle jet	P-0 (159)	←	←	O-8 (159)	←	←	1
	Float level	mm	23.9	←	←	←	←	—
	Idle	RPM ± 200	1650	←	←	←	←	—
	Idle throttle valve position	mm	1.3	←	←	1.7	←	—

MAIN JET CHART

Altitude		Sea Level	Altitude					Qty
			600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	
Temperature	- 40°C - 40°F	150	145	140	135	125	120	2
	- 30°C - 20°F	145	140	135	130	120	115	2
	- 20°C - 4°F	140	135	130	125	115	110	2
	- 10°C 14°F	135	130	125	120	110	105	2
	0°C 32°F	130	125	120	115	105	100	2
	10°C 50°F	125	120	115	110	100	95	2
	20°C 70°F	120	115	110	105	95	90	2

NOTE: Arrows in the charts indicate that the preceding information is repeated.

GRAND TOURING 800 (SE)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching	Spring	Violet/Yellow 415 015 300	←	←	←	←	←
	Ramp	417 222 372	←	←	417 222 381	←	←
	Calibration Screw Position	3	3	4	3	4	5
	Pin	417 004 308 (Solid)	←	←	417 004 309 (Hollow)	←	←
	Engagement RPM ± 100	3300	←	←	4200	←	←
	Maximum RPM ± 100	8000	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2000 m 8000 ft	3000 m 10000 ft
Clutching	Spring	Violet 414 978 300	←	←	←	←	←
	Spring tension	Kg ± 0.7 lb ± 1.5	0.0	—	—	—	—
	Cam angle	° (degrees)	47° - 44° 417 126 385	←	←	←	←

PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
417 004 309	Pin (Hollow)	3
417 222 381	Ramp	3

CARBURATION

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty	
Calibration	Main jet	450 470 470	←	←	←	←	←	PTO CTR MAG	
	Jet needle	8BCY1/4Z	←	←	←	←	←	3	
	Needle position	4	←	←	←	←	←	—	
	Slide cut-away	2.0	←	←	←	←	←	3	
	Pilot jet	15	←	←	←	←	←	3	
	Mixture screw	1.0	←	←	←	←	←	—	
	Valve seat	1.5	←	←	←	←	←	—	
	Needle jet	O2 (876)	←	←	←	←	←	3	
	Float level	mm	21.0	←	←	←	←	—	
	Idle	RPM ± 200	2000	←	←	←	←	—	
	Idle throttle valve position	mm	1.3	1.3	1.4	1.4	1.5	1.5	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Temperature	- 40°C - 40°F	450 470 470	←	←	←	←	←	PTO CTR MAG
	- 30°C - 20°F							PTO CTR MAG
	- 20°C - 4°F							PTO CTR MAG
	- 10°C 14°F							PTO CTR MAG
	0°C 32°F							PTO CTR MAG
	10°C 50°F							PTO CTR MAG
	20°C 70°F							PTO CTR MAG

NOTE: Arrows in the charts indicate that the preceding information is repeated.

NOTE: Shaded columns give factory settings.

GRAND TOURING 700 (GS)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft	
			←	←	←	←	←	←	←	←	←	←
Clutching												
Spring		Blue/Blue 414 689 400	←	←	←	←	←	←	←	←	←	←
Ramp		417 222 372	←	←	←	←	←	←	←	←	←	←
Calibration Screw Position		3	4	5	3	4	5					
Pin		417 004 308 (Solid)	←	←	417 004 309 (Hollow)	←	←	←	←	←	←	←
Engagement RPM ± 100		3800	←	←	←	←	←	←	←	←	←	←
Maximum RPM ± 100		8000	←	←	←	←	←	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft	
			←	←	←	←	←	←	←	←	←	←
Clutching												
Spring		White 504 152 070	←	←	←	←	←	←	←	←	←	←
Spring tension	Kg ± 0.7 lb ± 1.5	8.9 19.5	—	—	—	—	—	—	—	—	—	—
Cam angle	° (degrees)	50° 417 126 343	←	←	←	←	←	←	←	←	←	←

Additional information: At 1800 m (6000 ft), unscrew red RAVE screw to be flush with RAVE cap.

PART TO BE INSTALLED

P/N	DESCRIPTION	QTY
417 004 309	Pin (Hollow)	3

CARBURATION

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft		Qty
			←	←	←	←	←	←	←	←	←		
Calibration													
Main jet		520	←	←	←	←	←	←	←	←	←	←	PTO MAG
Jet needle		9ZLY3-58	←	←	←	←	←	←	←	←	←	←	2
Needle position		N.A.	←	←	←	←	←	←	←	←	←	←	—
Slide cut-away		2.0	←	←	←	←	←	←	←	←	←	←	2
Pilot jet		17.5	←	←	←	←	←	←	←	←	←	←	2
Mixture screw		1.5	←	←	←	←	←	←	←	←	←	←	—
Valve seat		1.5	←	←	←	←	←	←	←	←	←	←	—
Needle jet		P-0	←	←	←	←	←	←	←	←	←	←	2
Float level	mm	N.A.	—	—	—	—	—	—	—	—	—	—	—
Idle	RPM ± 200	1500	←	←	←	←	←	←	←	←	←	←	—
Idle throttle valve position	mm	1.5	1.6	1.7	1.7	1.8	1.9	—	—	—	—	—	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft		Qty
			←	←	←	←	←	←	←	←			
Temperature													
- 40°C - 40°F		520	←	←	←	←	←	←	←	←	←	←	PTO MAG
- 30°C - 20°F													PTO MAG
- 20°C - 4°F													PTO MAG
- 10°C 14°F													PTO MAG
0°C 32°F													PTO MAG
10°C 50°F													PTO MAG
20°C 70°F													PTO MAG

NOTE: Arrows in the charts indicate that the preceding information is repeated.

NOTE: Shaded columns give factory settings.

GRAND TOURING 600 (STANDARD)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft	
			←	←	←	←	←	←	←	←	←	←
Clutching												
Spring		Blue/Yellow 414 689 500	←	←	←	←	←	←	←	←	←	←
Ramp		417 005 281	←	←	417 005 291X	←	←	←	←	←	←	←
Calibration Screw Position		3	4	5	3	4	5					
Pin		417 004 308 (Solid)	←	←	417 004 309 (Hollow)	←	←	←	←	←	←	←
Engagement RPM ± 100		3600	←	←	3900	←	←	←	←	←	←	←
Maximum RPM ± 100		8000	←	←	←	←	←	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft	
			←	←	←	←	←	←	←	←	←	←
Clutching												
Spring		Beige 414 558 900	←	←	←	←	←	←	←	←	←	←
Spring tension	Kg ± 0.7 lb ± 1.5	7.0 15.4	←	←	←	←	←	←	←	←	←	←
Cam angle	° (degrees)	47° 417 126 337	←	←	←	←	←	←	←	←	←	←

CAUTION: The following adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
417 004 309	Pin (Hollow)	3
417 005 291X	Ramp	3
404 161 975	Jet Needle 9HFY03	2
404 101 200	Main Jet 300	2
404 104 900	Main Jet 340	2
404 106 300	Main Jet 380	2
404 107 900	Main Jet 420	2
404 106 600	Main Jet 460	2

NOTE: Shaded columns give factory settings.

CARBURATION

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft		Qty
			←	←	←	←	←	←	←	←			
Calibration													
Main jet		500	460	420	380	340	300	PTO MAG					
Jet needle		9HFY2-53	←	←	9HFY03	←	←	←	←	←	←	←	2
Needle position		N.A.	←	←	←	←	←	←	←	←	←	←	—
Slide cut-away		2.0	←	←	←	←	←	←	←	←	←	←	2
Pilot jet		20.0	←	←	←	←	←	←	←	←	←	←	2
Mixture screw		1.0	←	←	←	←	←	←	←	←	←	←	—
Valve seat		1.5	←	←	←	←	←	←	←	←	←	←	—
Needle jet		P-0	←	←	←	←	←	←	←	←	←	←	2
Float level	mm	N.A.	—	—	—	—	—	—	—	—	—	—	—
Idle	RPM ± 200	1600	←	←	←	←	←	←	←	←	←	←	—
Idle throttle valve position	mm	1.8	1.9	2.0	2.1	2.2	2.3	—	—	—	—	—	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft		Qty
			←	←	←	←	←	←	←	←			
Temperature													
- 40°C - 40°F		540	500	460	410	370	330	PTO MAG					
- 30°C - 20°F		520	480	440	400	360	320	PTO MAG					
- 20°C - 4°F		500	460	420	380	340	300	PTO MAG					
- 10°C 14°F		480	440	400	370	330	290	PTO MAG					
0°C 32°F		470	430	390	360	320	280	PTO MAG					
10°C 50°F		450	410	380	340	310	270	PTO MAG					
20°C 70°F		430	400	360	330	300	260	PTO MAG					

NOTE: Arrows in the charts indicate that the preceding information is repeated.

GRAND TOURING 500 (STANDARD)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft	
			Clutching									
Spring		Blue/Yellow 414 689 500	←	←	←	←	←	←	←	←	←	←
Ramp		417 005 292X	←	←	←	←	←	←	←	←	←	←
Calibration Screw Position		3	4	5	3	4	5					
Pin		417 004 308 (Solid)	←	←	417 004 309 (Hollow)	←	←	←	←	←	←	←
Engagement RPM ± 100		3500	←	←	3900	←	←	←	←	←	←	←
Maximum RPM ± 100		8000	←	←	←	←	←	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft	
			Clutching									
Spring		Beige 414 558 900	←	←	←	←	←	←	←	←	←	←
Spring tension	Kg ± 0.7 lb ± 1.5	7.0 15.4	←	←	8.0 17.5	←	←	←	←	←	←	←
Cam angle	° (degrees)	44° 417 126 333	←	←	←	←	←	←	←	←	←	←

CAUTION: The following adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
417 004 309	Pin (Hollow)	3
404 156 900	Needle Jet P-7 (480)	2
404 119 100	Main Jet 210	2
404 111 200	Main Jet 220	2
404 118 900	Main Jet 230	2
404 100 300	Main Jet 250	2
404 100 400	Main Jet 270	2

CARBURATION

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft		Qty
			Calibration										
Main jet		280	270	250	230	220	210	PTO MAG					
Jet needle		6DEY10	←	←	←	←	←	←	←	←	←	←	2
Needle position		4	←	←	←	←	←	←	←	←	←	←	—
Slide cut-away		2.5	←	←	←	←	←	←	←	←	←	←	2
Pilot jet		40	←	←	←	←	←	←	←	←	←	←	2
Mixture screw		1.25	←	←	←	←	←	←	←	←	←	←	—
Valve seat		1.5	←	←	←	←	←	←	←	←	←	←	—
Needle jet		P-8 (480)	←	←	P-7 (480)	←	←	←	←	←	←	←	2
Float level	mm	22.9	←	←	←	←	←	←	←	←	←	←	—
Idle	RPM ± 200	1700	←	←	←	←	←	←	←	←	←	←	—
Idle throttle valve position	mm	1.4	1.5	1.6	1.8	2.0	2.1	—					

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft		Qty
			Temperature										
- 40°C - 40°F		300	290	270	250	240	230	PTO MAG					
- 30°C - 20°F		290	280	260	240	230	220	PTO MAG					
- 20°C - 4°F		280	270	250	230	220	210	PTO MAG					
- 10°C 14°F		270	260	240	220	210	205	PTO MAG					
0°C 32°F		260	250	230	210	205	200	PTO MAG					
10°C 50°F		250	240	220	205	200	195	PTO MAG					
20°C 70°F		240	230	210	200	195	190	PTO MAG					

NOTE: Arrows in the charts indicate that the preceding information is repeated.

NOTE: Shaded columns give factory settings.

TOURING 500 F (FAN) / 500 F (CARGO)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching							
Spring		Red/Red 414 689 800	←	Yellow/Green 414 742 100	←	←	←
Ramp		417 005 292X	←	←	←	←	←
Calibration Screw Position		3	4	2	3	4	5
Pin		417 004 309 (Hollow)	←	←	←	←	←
Engagement RPM ± 100		2900	←	3300	←	←	←
Maximum RPM ± 100		7000	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching							
Spring		Yellow 415 092 800	←	←	←	←	←
Spring tension	Kg ± 0.7 lb ± 1.5	0.0 Position 3	←	←	←	←	←
Cam angle	° (degrees)	47° - 44° 417 124 700	←	←	←	←	←

Additional information: At and above 2400 m (8000 ft) use reverse connector (P/N 515 174 700).

CAUTION: The following adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
414 742 100	Spring (Yellow/Green)	1
404 109 400	Pilot Jet (45)	2
404 123 900	Main Jet 120	2
404 124 900	Main Jet 130	2
404 126 600	Main Jet 140	2
404 120 900	Main Jet 150	2
404 118 200	Main Jet 160	2
404 123 800	Main Jet 170	2

NOTE: Shaded columns give factory settings.

CARBURATION

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Calibration								
Main jet		180 170	170 160	160 150	150 140	140 130	130 120	PTO MAG
Jet needle		6DH2	←	←	←	←	←	2
Needle position		3	←	←	←	←	←	—
Slide cut-away		2.5	←	←	←	←	←	2
Pilot jet		40	←	←	45	←	←	2
Mixture screw		1.875	←	←	0.75	←	←	—
Valve seat		1.5	←	←	←	←	←	—
Needle jet		P-0 (159)	←	←	←	←	←	2
Float level	mm	23.9	←	←	←	←	←	—
Idle	RPM ± 200	1650	←	←	1550	←	←	—
Idle throttle valve position	mm	1.5	1.8	2.1	2.4	2.5	2.6	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Temperature								
- 40°C - 40°F		200 190	190 180	175 165	165 155	155 145	140 130	PTO MAG
- 30°C - 20°F		190 180	180 170	165 155	155 145	145 135	135 125	PTO MAG
- 20°C - 4°F		180 170	170 160	160 150	150 140	140 130	130 120	PTO MAG
- 10°C 14°F		170 160	160 150	155 145	145 135	135 125	125 115	PTO MAG
0°C 32°F		165 155	155 145	150 140	140 130	130 120	120 110	PTO MAG
10°C 50°F		160 150	150 140	140 130	130 120	125 115	115 105	PTO MAG
20°C 70°F		155 145	145 135	135 125	125 115	120 110	110 100	PTO MAG

NOTE: Arrows in the charts indicate that the preceding information is repeated.

TOURING 380 F (FAN) / 380 F (CARGO)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching							
Spring		Green/Green on Violet 417 125 300	←	Red/Blue on Violet 417 118 400	←	←	←
Block (Bombardier Lite)		417 118 100	←	←	←	←	←
Weight (Bombardier Lite)		Qty 3 x 1 417 120 400	←	Qty 3 x 5 417 114 400	Qty 3x4	Qty 3x3	Qty 3x2
Capsule (Bombardier Lite)		Qty 3 x 1 417 114 500	←	←	←	←	←
Engagement RPM ± 100		2500	←	3100	←	←	←
Maximum RPM ± 100		6900	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching							
Spring		Yellow 415 092 800	←	←	←	←	←
Spring tension	Kg ± 0.7 lb ± 1.5	0.0 Position 3	←	←	←	←	←
Cam angle	° (degrees)	47° - 44° 417 124 700	←	←	←	←	←

Additional Information: At and above 2400 m (8000 ft) use reverse connector (P/N 515 174 700).

CAUTION: The following adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

➔ PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
417 114 400	Weight	3
404 116 900	Needle Jet 0-8 (159)	1
404 124 100	Main Jet 110	1
404 124 000	Main Jet 115	1
404 124 800	Main Jet 125	1
404 124 900	Main Jet 130	1
404 124 400	Main Jet 135	1

NOTE: Shaded columns give factory settings.

CARBURATION

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Calibration								
Main jet		140	135	130	125	115	110	1
Jet needle		6DP9	←	←	←	←	←	1
Needle position		3	←	←	2	←	←	—
Slide cut-away		2.5	←	←	←	←	←	1
Pilot jet		40	←	←	←	←	←	1
Mixture Screw		1.25	←	←	1.5	←	←	—
Valve seat		1.5	←	←	←	←	←	—
Needle jet		P-0 (159)	←	←	0-8 (159)	←	←	1
Float level	mm	23.9	←	←	←	←	←	—
Idle	RPM ± 200	1650	←	←	←	←	←	—
Idle throttle valve position	mm	1.3	←	←	1.7	←	←	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Temperature								
- 40°C - 40°F		150	145	140	135	125	120	2
- 30°C - 20°F		145	140	135	130	120	115	2
- 20°C - 4°F		140	135	130	125	115	110	2
- 10°C 14°F		135	130	125	120	110	105	2
0°C 32°F		130	125	120	115	105	100	2
10°C 50°F		125	120	115	110	100	95	2
20°C 70°F		120	115	110	105	95	90	2

NOTE: Arrows in the charts indicate that the preceding information is repeated.

SKANDIC 600 (WT LC)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching							
Spring		Red/Red 414 689 800	←	←	Yellow/Red 414 993 000	←	←
Ramp		417 005 290	←	←	417 005 291	←	←
Calibration Screw Position		3	4	5	2	3	4
Pin		417 004 308 (Solid)	←	←	417 004 309 (Hollow)	←	←
Engagement RPM ± 100		3600	←	←	←	←	←
Maximum RPM ± 100		7000	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2000 m 8000 ft	3000 m 10000 ft
Clutching							
Spring		Blue ACS 3-188 (417 119 100)	←	←	←	←	←
Spring tension	Kg ± 0.7 lb ± 1.5	7.0 15.4	←	←	←	←	←
Cam angle	° (degrees)	40°	←	←	←	←	←

CAUTION: The following adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
417 004 309	Pin (Hollow)	3
417 005 291	Ramp	3
414 993 000	Spring (Yellow/Red)	1
404 112 300	Main Jet 200	2
404 161 979	Main Jet 215	2
404 111 200	Main Jet 220	2
404 100 200	Main Jet 240	2
404 100 600	Main Jet 260	2
404 100 400	Main Jet 270	2
404 101 100	Main Jet 290	2
404 107 800	Main Jet 310	2

NOTE: Shaded columns give factory settings.

CARBURATION

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Calibration								
Main jet		330 310	310 290	290 270	260 240	240 220	215 200	PTO MAG
Jet needle		6FL14	←	←	←	←	←	2
Needle position		4	←	←	3	←	←	—
Slide cut-away		2.5	←	←	←	←	←	2
Pilot jet		40	←	←	←	←	←	2
Mixture screw		1.5	←	←	1.0	←	←	—
Valve seat		1.5	←	←	←	←	←	—
Needle jet		Q-4 (480)	←	←	←	←	←	2
Float level	mm	18.1	←	←	←	←	←	—
Idle	RPM ± 200	1500	←	←	←	←	←	—
Idle throttle valve position	mm	1.5	1.5	1.6	1.8	1.9	2.0	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Temperature								
- 40°C - 40°F		350 330	330 310	300 290	280 260	250 240	230 215	PTO MAG
- 30°C - 20°F		340 320	320 300	290 280	270 250	250 230	220 210	PTO MAG
- 20°C - 4°F		330 310	310 290	290 270	260 240	240 225	215 200	PTO MAG
- 10°C 14°F		320 300	300 280	280 260	250 230	230 215	210 195	PTO MAG
0°C 32°F		310 290	290 270	270 250	240 230	220 210	200 190	PTO MAG
10°C 50°F		300 280	280 260	260 240	230 220	210 200	190 180	PTO MAG
20°C 70°F		290 270	270 250	250 230	220 210	205 195	185 175	PTO MAG

NOTE: Arrows in the charts indicate that the preceding information is repeated.

SKANDIC 500 F (SWT)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching							
Spring		Yellow/Orange 414 689 700	←	←	←	←	Blue/Yellow 414 689 500
Ramp		417 005 290	←	←	←	←	←
Calibration Screw Position		2	3	4	5	6	3
Pin		417 004 309 (Hollow)	←	←	←	←	←
Engagement RPM ± 100		3000	←	←	←	←	3300
Maximum RPM ± 100		6800	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2000 m 8000 ft	3000 m 10000 ft
Clutching							
Spring		Blue ACS 3-188 (417 119 100)	←	←	←	←	←
Spring tension	Kg ± 0.7 lb ± 1.5	7.0 15.4	←	←	←	←	←
Cam angle	° (degrees)	40°	←	←	←	←	←

CAUTION: The following adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
414 689 500	Spring (Blue/Yellow)	1
404 130 400	Main Jet 135	2
404 130 500	Main Jet 145	2
404 128 700	Main Jet 155	2
404 119 300	Main Jet 165	2
404 119 200	Main Jet 175	2

CARBURATION

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Calibration								
Main jet		185	175	165	155	145	135	PTO MAG
Jet needle		6DH2	←	←	←	←	←	2
Needle position		3	←	←	2	←	←	—
Slide cut-away		2.5	←	←	←	←	←	2
Pilot jet		40	←	←	←	←	←	2
Mixture screw		1.25	←	←	1.75	←	←	—
Valve seat		1.5	←	←	←	←	←	—
Needle jet		P-1 (159)	←	←	←	←	←	2
Float level	mm	23.9	←	←	←	←	←	—
Idle	RPM ± 200	1650	←	←	←	←	←	—
Idle throttle valve position	mm	1.5	1.5	1.6	1.7	1.8	1.9	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Temperature								
- 40°C - 40°F		195	185	175	165	155	145	PTO MAG
- 30°C - 20°F		190	180	170	160	150	140	PTO MAG
- 20°C - 4°F		185	175	165	155	145	135	PTO MAG
- 10°C 14°F		180	170	160	150	140	130	PTO MAG
0°C 32°F		175	165	155	145	135	125	PTO MAG
10°C 50°F		170	160	150	140	130	120	PTO MAG
20°C 70°F		165	155	145	135	125	115	PTO MAG

NOTE: Arrows in the charts indicate that the preceding information is repeated.

NOTE: Shaded columns give factory settings.

SKANDIC 500 F (WT)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft	
			Clutching									
Spring		Yellow/Orange 414 689 700	←	←	←	←	←	←	←	←	←	←
Ramp		417 005 290	←	←	←	←	←	←	←	←	←	←
Calibration Screw Position		4	5	6	2	3	4					
Pin		417 004 309 (Hollow)	←	←	←	←	←	←	←	←	←	←
Engagement RPM ± 100		3000	←	←	3300	←	←	←	←	←	←	←
Maximum RPM ± 100		6800	←	←	←	←	←	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft	
			Clutching									
Spring		Blue ACS 3-188 (417 119 100)	←	←	←	←	←	←	←	←	←	←
Spring tension	Kg ± 0.7 lb ± 1.5	7.0 15.4	←	←	←	←	←	←	←	←	←	←
Cam angle	° (degrees)	40°	←	←	←	←	←	←	←	←	←	←

CAUTION: The following adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
414 817 700	Spring (Blue/Green)	1
404 130 400	Main Jet 135	2
404 130 500	Main Jet 145	2
404 128 700	Main Jet 155	2
404 119 300	Main Jet 165	2
404 119 200	Main Jet 175	2

NOTE: Shaded columns give factory settings.

CARBURATION

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft		Qty
			Calibration										
Main jet		185	175	165	155	145	135	PTO MAG					
Jet needle		6DH2	←	←	←	←	←	←	←	←	←	2	
Needle position		3	←	←	2	←	←	←	←	←	←	—	
Slide cut-away		2.5	←	←	←	←	←	←	←	←	←	2	
Pilot jet		40	←	←	←	←	←	←	←	←	←	2	
Mixture screw		1.25	←	←	1.75	←	←	←	←	←	←	—	
Valve seat		1.5	←	←	←	←	←	←	←	←	←	—	
Needle jet		P-1	←	←	←	←	←	←	←	←	←	2	
Float level	mm	23.9	←	←	←	←	←	←	←	←	←	—	
Idle	RPM ± 200	1650	←	←	←	←	←	←	←	←	←	—	
Idle throttle valve position	mm	1.5	←	1.6	1.7	1.8	1.9	—				—	

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft		1200 m 4000 ft		1800 m 6000 ft		2400 m 8000 ft		3000 m 10000 ft		Qty
			Temperature										
- 40°C - 40°F		195	185	175	165	155	145	PTO MAG					
- 30°C - 20°F		190	180	170	160	150	140	PTO MAG					
- 20°C - 4°F		185	175	165	155	145	135	PTO MAG					
- 10°C 14°F		180	170	160	150	140	130	PTO MAG					
0°C 32°F		175	165	155	145	135	125	PTO MAG					
10°C 50°F		170	160	150	140	130	120	PTO MAG					
20°C 70°F		165	155	145	135	125	115	PTO MAG					

NOTE: Arrows in the charts indicate that the preceding information is repeated.

SKANDIC 440 F (LT)

DRIVE PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching							
Spring		Silver M140032	←	←	Purple 207 758A	←	←
Ramp		M140030	←	←	←	←	←
Calibration Screw Position		N.A.	—	—	—	—	—
Pin		N.A.	—	—	—	—	—
Engagement RPM ± 100		3200	←	←	←	←	←
Maximum RPM ± 100		6900	←	←	←	←	←

DRIVEN PULLEY

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft
Clutching							
Spring		Yellow 415 092 800	←	←	←	←	←
Spring tension	Kg ± 0.7 lb ± 1.5	0.0 Position 3	←	←	←	←	←
Cam angle	° (degrees)	40°	←	←	←	←	←

Additional Information: At and above 2400 m (8000 ft) use reverse connector (P/N 515 174 700).

CAUTION: The following adjustments are guidelines only. Specific adjustments vary with temperature, altitude and snow conditions. Always observe spark plug condition for proper jetting.

PARTS TO BE INSTALLED

P/N	DESCRIPTION	QTY
M207758A	Spring (Purple)	1
404 109 000	Needle Jet (159) O-4	2
404 123 900	Main Jet 120	2
404 130 400	Main Jet 135	2
404 120 900	Main Jet 150	2
404 119 300	Main Jet 165	2
404 112 200	Main Jet 180	2

NOTE: Shaded columns give factory settings.

CARBURATION

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Calibration								
Main jet		195	180	165	150	135	120	PTO MAG
Jet needle		6DGH10	←	←	←	←	←	2
Needle position		4	←	3	←	←	←	—
Slide cut-away		3.0	←	←	←	←	←	2
Pilot jet		45	←	←	←	←	←	2
Mixture screw		1.5	←	2.0	←	←	←	—
Valve seat		1.5	←	←	←	←	←	—
Needle jet		(159) O-6	←	←	(159) O-4	←	←	2
Float level	mm	23.9	←	←	←	←	←	—
Idle	RPM ± 200	1800	←	←	←	←	←	—
Idle throttle valve position	mm	1.5	1.6	1.7	1.8	1.9	2.0	—

MAIN JET CHART

Altitude		Sea Level	600 m 2000 ft	1200 m 4000 ft	1800 m 6000 ft	2400 m 8000 ft	3000 m 10000 ft	Qty
Temperature								
- 40°C - 40°F		210	195	175	155	140	125	1
- 30°C - 20°F		205	190	175	155	140	125	1
- 20°C - 4°F		195	180	165	150	135	120	1
- 10°C 14°F		190	175	160	145	130	115	1
0°C 32°F		185	170	155	140	125	110	1
10°C 50°F		180	165	150	135	125	110	1
20°C 70°F		170	155	140	130	115	100	1

NOTE: Arrows in the charts indicate that the preceding information is repeated.

Please route to :

<input type="checkbox"/> Service	<input type="checkbox"/> Init.
<input type="checkbox"/> Sales	<input type="checkbox"/>
<input type="checkbox"/> Parts	<input type="checkbox"/>



No. **2001-9**

Date: December 1, 2000

SUBJECT: Emergency Starting

YEAR	MODEL	MODEL NUMBER	SERIAL NUMBER
2001	Skandic® 440 LT	1816/1817	All

Emergency starting procedure, on above-mentioned model, has been modified. The emergency starting rope and its clip are being used instead of the strap.

Please advise all your customers and give them a copy of the following sheet. The customer will then be able to cut actual size page with the modified procedure and stick it onto corresponding page of his *Operator's Guide*.

THIS PAGE IS
PURPOSELY BLANK

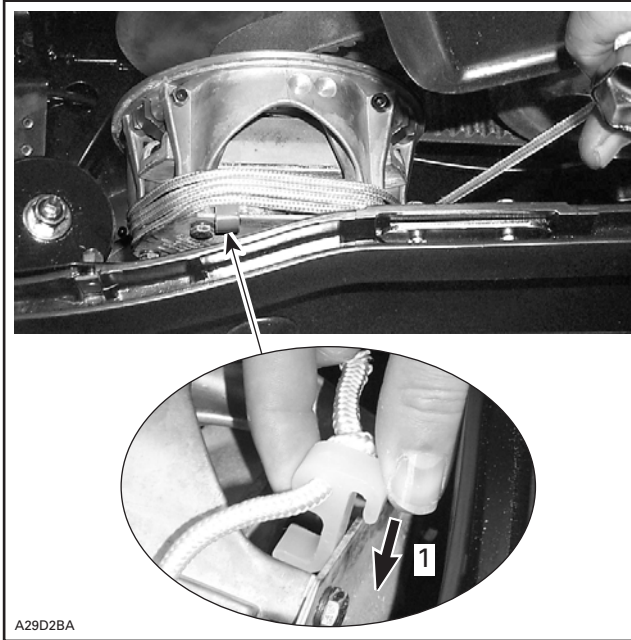


Skandic LT Only

Attach the other end of emergency rope to the starter clip supplied in the tool kit.

Hook up the clip on the drive pulley.

Wind the rope tightly over the starter clip and all around the drive pulley. When pulled, the pulley must rotate counterclockwise.



TYPICAL — COMET DRIVE PULLEY TYPE

1. Hook up starter clip

Please route to :

	Init.
<input type="checkbox"/> Service	<input type="checkbox"/>
<input type="checkbox"/> Sales	<input type="checkbox"/>
<input type="checkbox"/> Parts	<input type="checkbox"/>



SNOWMOBILES



SERVICE
Bulletin

No. **2001-10**

Date: December 15, 2000

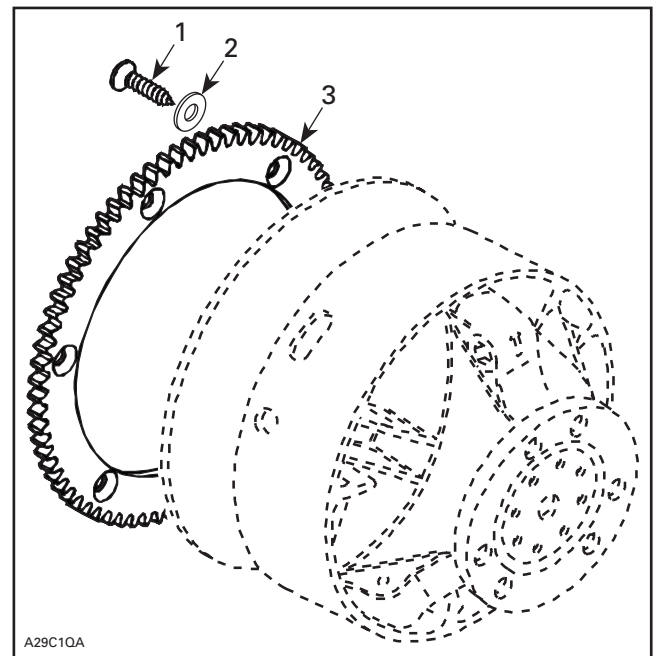
**SUBJECT: Revision to Instruction Sheet
for Electric Starter Kit
(P/N M5346624) Installation**

YEAR	MODEL	PKGE	MODEL NUMBER	SERIAL NUMBER
2001	Skandic® 440 Fan	LT	1816/1817	All

In order to clarify any or all confusions in the instruction sheet pertaining to electric starter installation procedure, we hereby include a revised sheet (P/N 415 128 151), asking you to replace all sheets from the kits you may have in stock with this new one.

Note that all kits ordered on or after December 15, 2000 will include this revised sheet.

Needless to say that **the instruction sheet has to be read** since this procedure involves the use of thick flat washers with the self-tapping screws to secure the ring gear to the drive pulley fixed half. Refer to following illustration.



1. Self-tapping screw (6)
2. Thick flat washers must be used (6)
3. Ring gear

Be sure to notify all involved personnel.



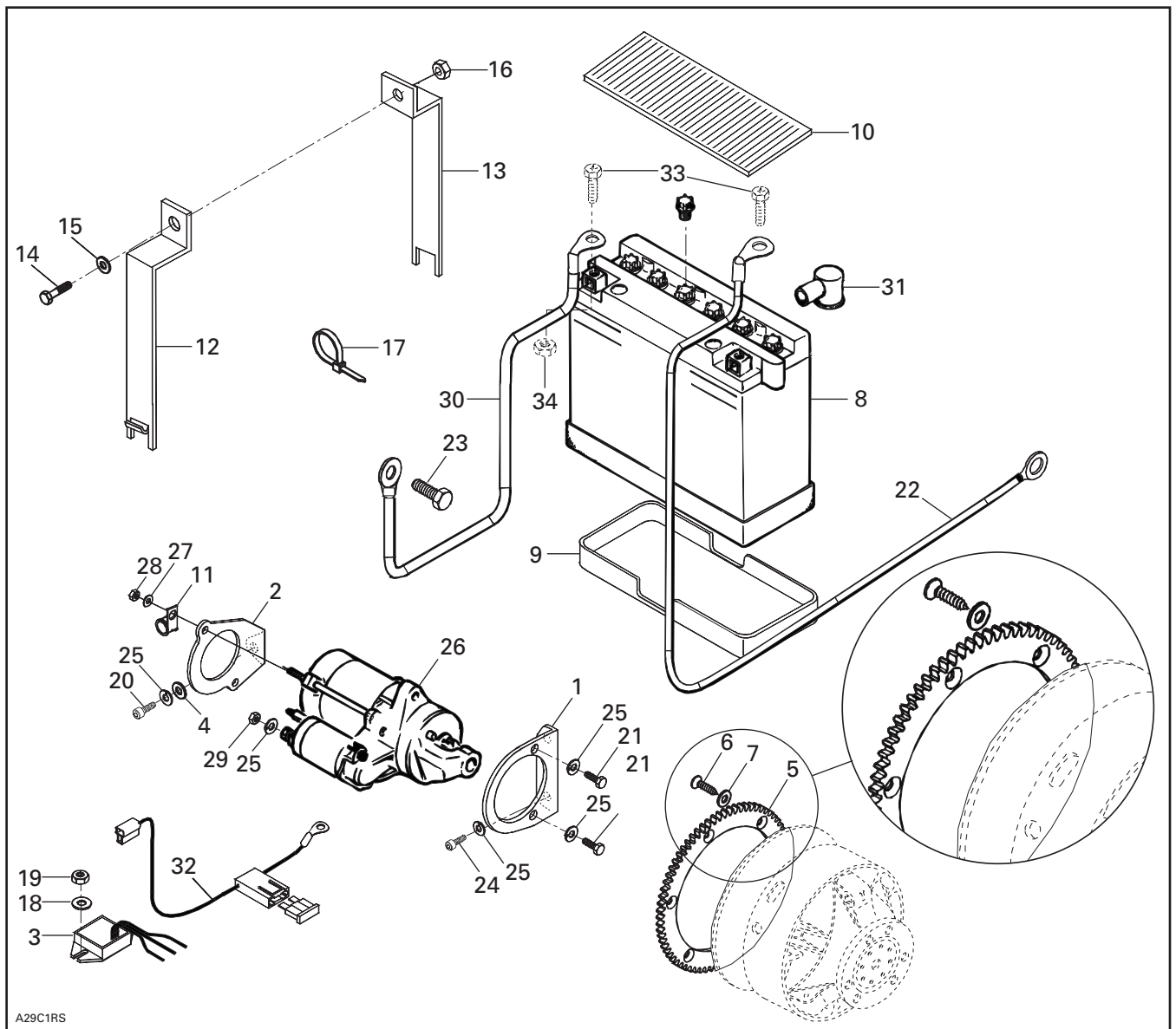
**ELECTRIC STARTER KIT
(P/N M5346624)**

⚠ WARNING

For safety reasons, this kit must be installed by an authorized Ski-Doo® snowmobile dealer. Should removal of a locking device (e.g. lock tabs, self-locking fasteners, etc.) be required when undergoing disassembly/assembly, always replace with a new one. This instruction sheet should be given to the purchaser. This kit is designed for specific applicable models only. It is not recommended for units other than those for which it was sold.

NOTE: Installation time is approximately 1.5 hours.

PARTS TO BE INSTALLED



A29C1RS

1. Starter Support PTO Side
2. Starter Support MAG Side
3. Regulator/Rectifier
4. Thin Flat Washer M8
5. Ring Gear
6. Self-Tapping Screw (6)
- 7. Thick Flat Washer M8 (6)**
8. Battery
9. Battery Seat
10. Rubber Strip
11. Clamp (2)
12. Front Battery Steel Strap
13. Rear Battery Steel Strap
14. Hexagonal Screw M6 x 30
15. Flat Washer M6
16. Flanged Elastic Nut
17. Locking Tie (6)
18. Flat Washer M6 (2)
19. Flanged Elastic Nut M6 (2)
20. Allen Screw M8 x 16
21. Hexagonal Screw M8 x 20 (2)
22. RED Battery Positive Cable
23. Self-Tapping Hexagonal Screw M6 x 12
24. Allen Screw M8 x 20 (2)
25. Lock Washer M8 (6)
26. Starter
27. Flat Washer M5 (2)
28. Flanged Elastic Nut M5 (2)
29. Hexagonal Nut M8
30. BLACK Battery Ground Cable
31. Protector Cap (2)
32. Fuse Wiring Harness
33. Hexagonal Screw (2) (supplied in battery box)
34. Hexagonal Nut (2) (supplied in battery box)
35. Battery Vent Tube (not illustrated)
(supplied in battery box)

INSTRUCTIONS

Battery Preparation

Before beginning electric starter installation, battery must be charged. Refer to appropriate *Shop Manual* for proper procedure.

WARNING

Never charge or boost battery while connected or installed in vehicle.

Vehicle Preparation

Remove tuned pipe, muffler, belt guard, drive belt and air intake silencer.

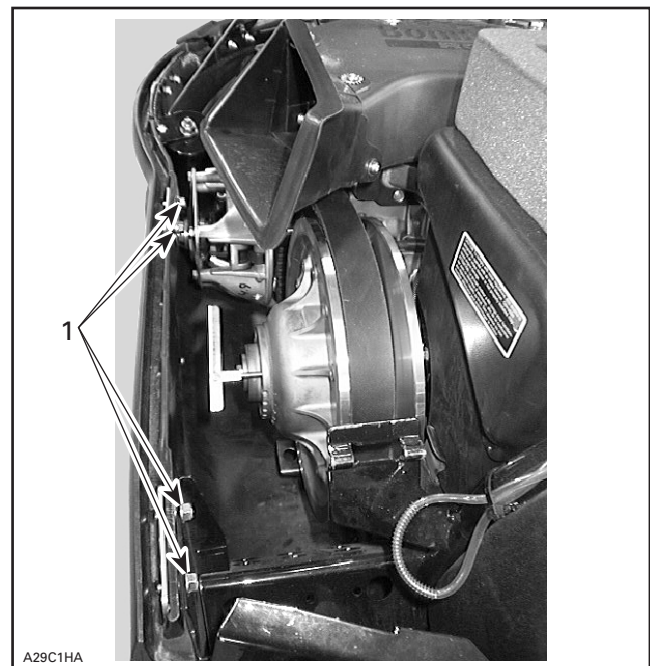
While lifting air intake silencer, turn carburetor sideways for easier removal.

Block carburetor inlet to avoid particles from falling in it.

Remove both drive and driven pulleys.

Refer to appropriate *Shop Manual* to perform drive pulley removal procedure.

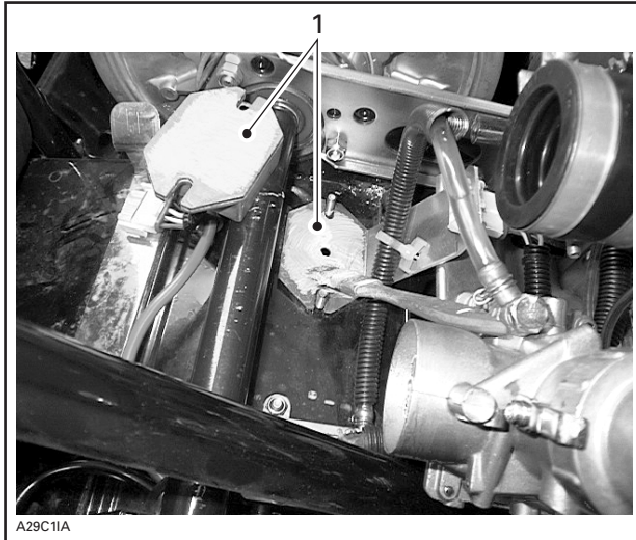
More space to maneuver will be obtained by removing bottom pan retaining screws on pulley side. Refer to following photo.



1. Remove these screws

Regulator/Rectifier

Remove original voltage regulator, located on left side just in front of countershaft. Apply lithium grease between regulator/rectifier **no. 3** and plate. Refer to following photo.



1. Grease applied

Secure regulator/rectifier on both sides with M6 flanged elastic nuts **no. 19** and M6 flat washers **no. 18** making sure ground wire is on pulley side. Tighten at 8 N•m (71 lbf•in).

Apply silicone dielectric grease (P/N 293 550 004) in regulator/rectifier connector and then connect it to same connector.

Ring Gear

Secure ring gear **no. 5** on inner half using self-tapping screws **no. 6** and **thick M8 flat washers no. 7**. Apply Loctite[†] 271 (red) on screw threads and between screw heads and thick flat washers.

NOTE: It is of the utmost importance to use thick flat washers no. 7 with self-tapping screws no. 6 in order not to pierce inner half with the screws.

CAUTION: Loctite 271 (red) must be applied to safely assemble ring gear.

Torque screws in a criss-cross sequence to 27 N•m (20 lbf•ft).

Do not reinstall drive pulley at this time.

Electric Starter

CAUTION: Apply Loctite 271 (red) on all fastener threads of starter supports.

Install starter support PTO side **no. 1** to engine using M8 x 20 allen screws **no. 24** and M8 lock washers **no. 25**. Tighten firmly.

Install electric starter **no. 26** on support, bottom bolt first and secure it using M8 x 20 hexagonal screws **no. 21** and M8 lock washers **no. 25**.

Install M5 flat washers **no. 27** over nuts of starter through bolts.

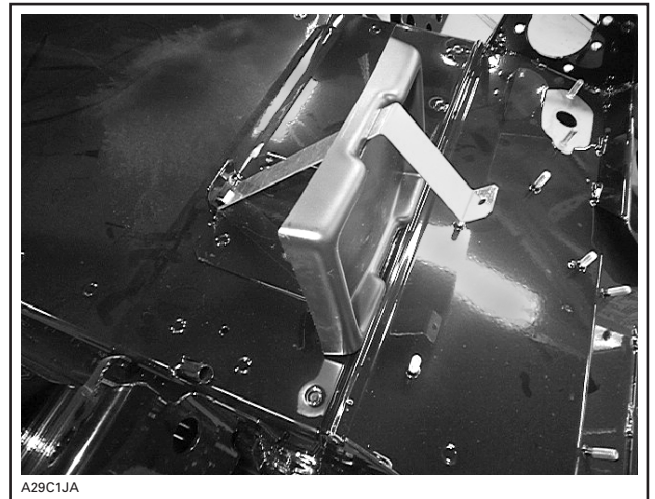
Install starter support MAG side **no. 2** on starter, insert clamp **no. 11** on lower through bolt, and secure with M5 flanged elastic nuts **no. 28**.

Secure support to engine with M8 x 16 allen screw **no. 20**, thin M8 flat washer **no. 4** and M8 lock washer **no. 25**.

Battery and Rack

Remove 2 screws retaining oil reservoir and push reservoir a little forward.

Insert rear battery steel strap **no. 13** through slot in battery seat **no. 9**. Refer to following photo.



INSERTING REAR BATTERY STRAP IN SEAT SLOT

Properly clip battery seat at its place while hooking rear steel strap onto its bracket.

Install hexagonal nuts **no. 34** and hexagonal screws **no. 33** at battery posts and then, install battery **no. 8**, that you have previously charged, on its seat.

Install front battery steel strap **no. 12** taking care to properly hook it onto its bracket. Place rubber strip **no. 10** onto battery and close both steel straps together securing them with M6 x 30 hexagonal screw **no. 14**, M6 flat washer **no. 15** and flanged elastic nut **no. 16**.

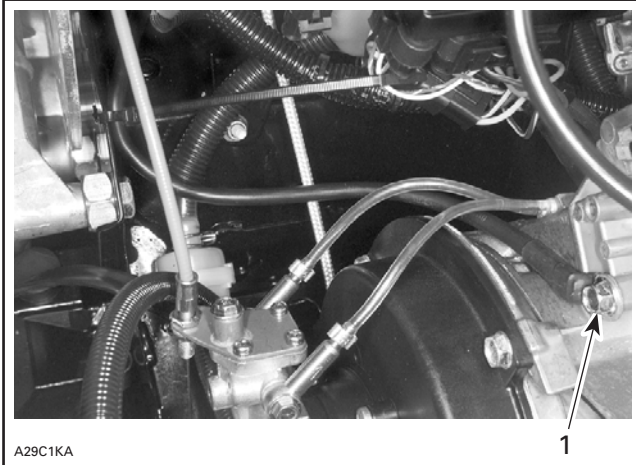
Install vent tube **no. 35** on right side of battery and let tube bottom end hanging loose so it won't kink.

[†] Loctite is a registered trademark of Loctite Corporation

NOTE: Ensure that existing wire going to fuel tank is lifted in order not to be caught under battery seat; when battery installation is completed, be sure wire moves freely behind battery.

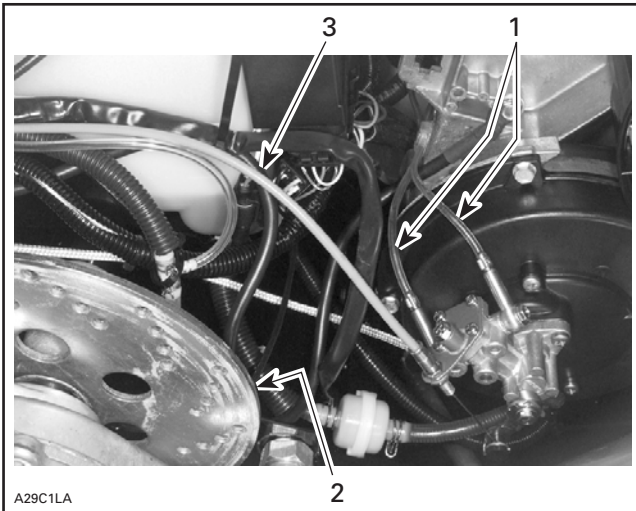
Wire/Cable Connections and Routing

Secure BLACK battery ground cable **no. 30** onto engine using M6 x 12 self-tapping hexagonal screw **no. 23** as per following photo.



1. Ground cable secured to engine

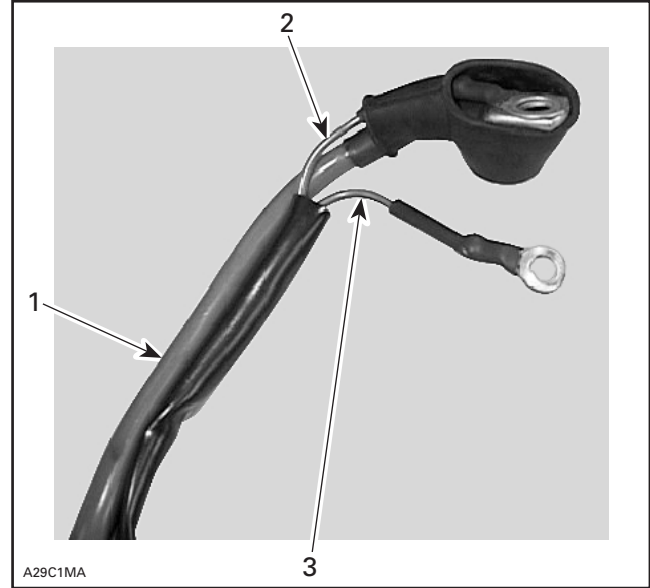
Route ground cable toward battery, passing underneath oil pump lines, attaching it to transmission forward bracket hole with a locking tie **no. 17** and bringing it upward, underneath clamp at oil reservoir screw.



1. Underneath oil pump lines
2. Attached to transmission forward bracket hole
3. Going toward oil reservoir screw

Start installing RED battery positive cable at solenoid end.

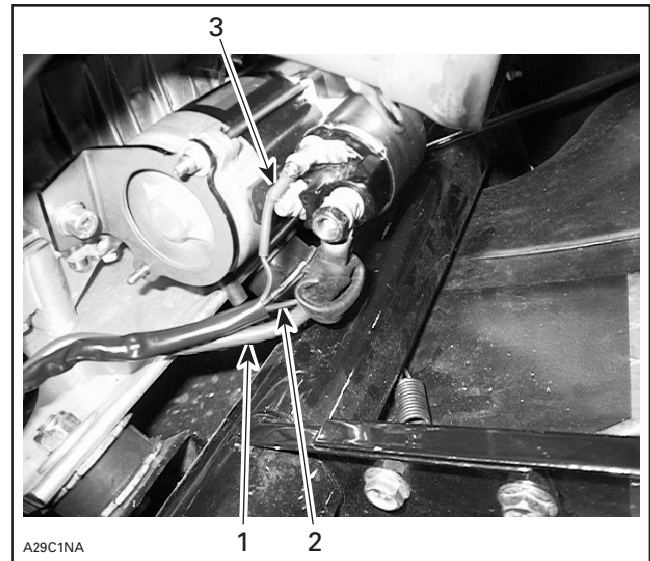
Insert small RED wire of the fuse wiring harness **no. 32** with RED battery positive cable **no. 22** through protector cap **no. 31**. Refer to following photo.



1. RED battery positive cable
2. Fuse wiring harness small RED wire
3. Fuse wiring harness RED-GREEN wire

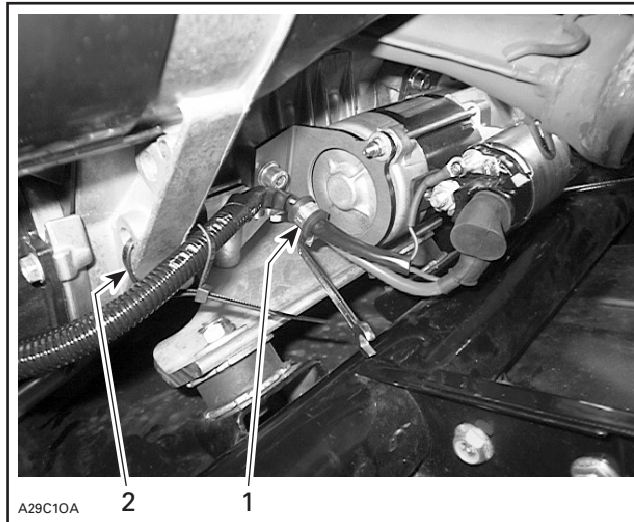
Connect both of them to the most forward solenoid terminal, small wire first, and secure them in place with M8 lock washer **no. 25** and M8 hexagonal nut **no. 29**.

Connect small RED-GREEN wire of the fuse wiring harness to the small upper solenoid post using washer and nut already there.



1. RED battery positive cable
2. Fuse wiring harness small RED wire
3. Fuse wiring harness RED-GREEN wire

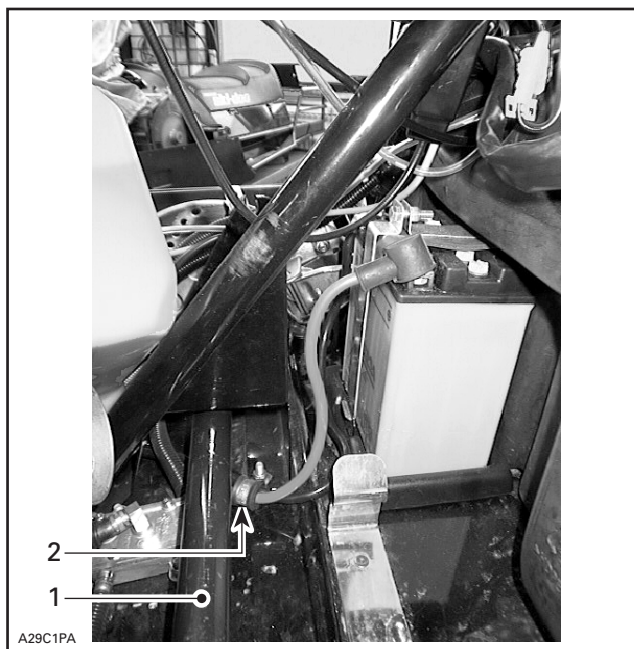
Pass fuse wiring harness and RED battery positive cable through clamp no. 11 previously installed onto MAG side starter support, and secure to frame with a locking tie no. 17. Refer to following photo.



1. Through clamp
2. Secure to frame with a locking tie

From there, route fuse wiring harness to reach BLACK battery ground cable and route RED battery positive cable to reach its battery post on the left side of the oil reservoir.

RED battery positive cable has to pass under countershaft and through clamp no. 11 that needs to be installed using existing flanged elastic nut situated below oil reservoir on left side and behind countershaft. Refer to following photo.



1. Countershaft
2. Clamp no. 11

Pass RED battery positive cable through protector cap no. 31, connect cable to battery, apply dielectric grease on battery post, and cover post with cap. Connect BLACK battery ground cable to battery.

⚠ WARNING

Always connect the battery cables exactly in the specified order. Connect RED positive cable first, then BLACK negative ground cable.

Connect fuse wiring harness to white female connector situated on right side under console; (put dielectric grease in connector).

Secure fuse wiring harness and BLACK battery ground cable together with locking ties no. 17 where needed, right side of oil reservoir, attaching them to existing harnesses.

⚠ WARNING

Ensure all terminals are properly crimped on wires/cables and that all connector housings are properly fastened. Keep wires away from any rotating, moving, heating, vibrating and sharp edge parts. Use proper fastening devices as required.

Finalizing Assembly

Refer to the appropriate *Ski-Doo Shop Manual* for proper reinstallation procedure.

Reinstall drive and driven pulleys.

Check pulley alignment.

⚠ WARNING

Drive pulley alignment must always be checked whenever pulleys have been removed, replaced or disassembled.

Reinstall bottom pan retaining screws previously removed.

Reinstall remaining removed parts not forgetting to secure oil reservoir retaining screws.

NOTE: Apply Dow Corning sealer no. 736 RTV on exhaust manifold ball joint.

Test electrical starting and ignition cut-out systems as per normal starting procedure for electric starter models.

M5346624

1.	M5346654	Starter Support PTO Side	Support de démarreur, côté PDM
2.	M5346655	Starter Support MAG Side	Support de démarreur, côté MAG
3.	M5446629	Regulator/Rectifier	Régulateur/redresseur
4.	234 081 410	Thin Flat Washer M8	Rondelle plate mince M8
5.	417 009 400	Ring Gear	Couronne de lancement
6.	236 281 684	Self-Tapping Screw (6)	Vis autotaraudeuse (6)
7.	M20078	Thick Flat Washer M8 (6)	Rondelle plate épaisse M8 (6)
8.	M42215	Battery	Batterie
9.	M5346659	Battery Seat	Siège de batterie
10.	M5446666	Rubber Strip	Bande de caoutchouc
11.	M27092	Clamp (2)	Bride (2)
12.	M5446682	Front Battery Steel Strap	Bande de retenue avant de la batterie
13.	M5446694	Rear Battery Steel Strap	Bande de retenue arrière de la batterie
14.	207 063 044	Hexagonal Screw M6 x 30	Vis hexagonale M6 x 30
15.	234 061 410	Flat Washer M6	Rondelle plate M6
16.	M33200	Flanged Elastic Nut	Écrou élastique à épaulement
17.	414 115 200	Locking Tie (6)	Attache (6)
18.	M20009	Flat Washer M6 (2)	Rondelle plate M6 (2)
19.	232 561 414	Flanged Elastic Nut M6 (2)	Écrou élastique à épaulement M6 (2)
20.	M40066	Allen Screw M8 x 16	Vis Allen M8 x 16
21.	207 182 044	Hexagonal Screw M8 x 20 (2)	Vis hexagonale M8 x 20 (2)
22.	M549887	RED Battery Positive Cable	Câble positif ROUGE de la batterie
23.	M40327	Self-Tapping Hexagonal Screw M6 x 12	Vis hexagonale autotaraudeuse M6 x 12
24.	205 082 044	Allen Screw M8 x 20 (2)	Vis Allen M8 x 20 (2)
25.	234 181 401	Lock Washer M8 (6)	Rondelle-frein M8 (6)
26.	410 212 400	Starter	Démarreur
27.	M20008	Flat Washer M5 (2)	Rondelle plate M5 (2)
28.	232 551 414	Flanged Elastic Nut M5 (2)	Écrou élastique à épaulement M5 (2)
29.	M33003	Hexagonal Nut M8	Écrou hexagonal M8
30.	M549886	BLACK Battery Ground Cable	Câble de masse NOIR de la batterie
31.	570 151 000	Protector Cap (2)	Capuchon de protection (2)
32.	M5346695	Fuse Wiring Harness	Faisceau de fils de fusible
33.	—	Hexagonal Screw (2) (supplied in battery box)	Vis hexagonale (2) (fournies dans la boîte de la batterie)
34.	—	Hexagonal Nut (2) (supplied in battery box)	Écrou hexagonal (2) (fournis dans la boîte de la batterie)
35.	—	Battery Vent Tube (supplied in battery box)	Tube de ventilation de la batterie (fournis dans la boîte de batterie)

Please route to :

	Init.
<input type="checkbox"/> Service	<input type="checkbox"/>
<input type="checkbox"/> Sales	<input type="checkbox"/>
<input type="checkbox"/> Parts	<input type="checkbox"/>



No. **2001-11**

Date: January 5, 2001

**SUBJECT: A) Incorrect Specification for Pulley "Z" Distance
B) Wrong Model Numbers in Predelivery Bulletin No. 2001-8**

YEAR	MODEL	PKGE	MODEL NUMBER	SERIAL NUMBER
2001	Skandic® 440 Fan	LT	1816/1817	All

A) Incorrect Specification for Pulley "Z" Distance

For the above-mentioned model and in reference to the following publications:

- page 05-05-2 of the *2001 Shop Manual* (P/N 484 200 022),
- page 75 of the 1997-2001 *Specification Booklet*, (P/N 484 300 198) and
- page 18/18 of the *Predelivery Bulletin No. 2001-8* dated September 15, 2000.

It is of the utmost importance to correct where required, all the preceding publications with the following:

the specification for the pulley "Z" distance should read:

39.0 (+ 0/- 1) mm (1-1/2 (+ 0/- 3/64) in)

instead of:

34.2 (+ 0/- 1) mm (1-11/32 (± 1/32) in).

B) Wrong Model Numbers in Predelivery Bulletin No. 2001-8

For the above-mentioned model and others of the Skandic platform and in reference to the following publication:

- page 1/18 of the *Predelivery Bulletin No. 2001-8*, dated September 15, 2000. First page table shows 2000 model numbers; please correct as per following table, using 2001 model numbers.

MODEL NAME	2000 MODEL NUMBER	2001 MODEL NUMBER
Skandic LT Can/U.S.	none/none	1816/1817
Skandic WT Can/U.S.	1598/1599	1814/1815
Skandic WT LC Can/U.S.	1596/1597	1810/1811
Skandic SWT Can/U.S.	1600/1601	1812/1813

Be sure to notify all involved personnel.

Please route to:

	Init.
<input type="checkbox"/> Service	<input type="checkbox"/>
<input type="checkbox"/> Sales	<input type="checkbox"/>
<input type="checkbox"/> Parts	<input type="checkbox"/>



No. **2001-12**

Date: April 13, 2001

SUBJECT: Storage Procedure

YEAR	MODEL	MODEL NUMBER	SERIAL NUMBER
All	All	All	All

GENERAL

Proper snowmobile storage is a necessity during the summer months or when a vehicle is not being used for more than one month.

NOTE: Refer to **Storage** column from LUBRICATION AND MAINTENANCE ESTIMATE chart (P/N 484 300 128) jointly with the present storage procedure Bulletin in order to cover each and every aspect of the snowmobile storage procedure.

GENERAL INSPECTION

Visually inspect the entire vehicle. Open the hood, and remove any loose objects or accumulation of dirt inside bottom pan and under engine.

NOTE: To facilitate the inspection and ensure adequate lubrication of components, it is recommended to clean the entire vehicle.

CAUTION: Do not use Bombardier Cleaner on decals or vinyl.

Any parts found to be worn, broken or damaged, while performing these storage procedures, should be replaced.

LUBRICATION

WARNING

Unless otherwise specified, engine should be turned OFF for all lubrication and maintenance procedures.

Steering and Front Suspension

Lubricate the steering mechanism. Inspect all components for tightness.

Apply BOMBARDIER LUBE (P/N 293 600 016) on all ball joints.

Apply synthetic grease (P/N 413 711 500) on stabilizer sliders, if so equipped. Lubricate also front suspension posts and pivot arms at grease fittings.

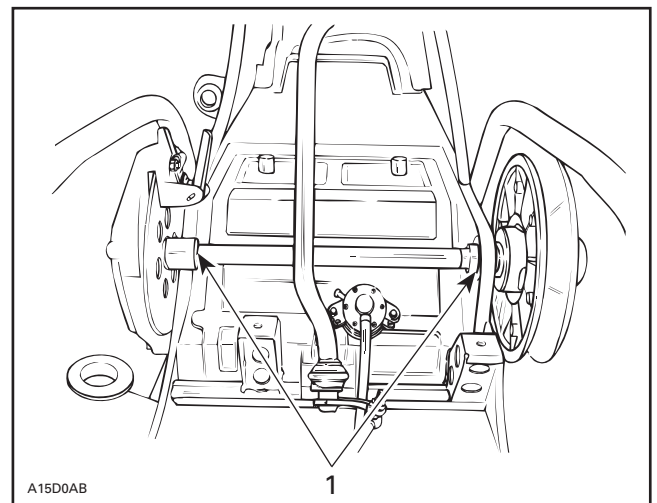
WARNING

Do not lubricate the throttle and/or brake cables and housings. Avoid getting oil on the brake pads.

Countershaft and Brake System

All Models without O-Rings Sealing Brake Disk

For proper operation, if so equipped, brake disc and driven pulley must slide freely on countershaft. Lubricate sparingly using anti-seize lubricant (P/N 293 800 070).



TYPICAL
1. Lubricate here

CAUTION: Do not lubricate excessively as lubricant could contact and soil brake pads and/or drive belt.

Rear Suspension and Drive Axle

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

Lubricate end housing bearing on drive axle with synthetic grease (P/N 413 711 500).

Lubricate remaining recommended lubrication points. Refer to the appropriate *2001 Shop Manual*, section 02.

Coat all electrical connections and switches with silicone dielectric grease (P/N 293 550 004). If unavailable, use petroleum jelly.

NOTE: While performing front and rear suspension lubrication, check for condition and adjustment of mechanical systems such as suspension and stopper strap condition, skis condition, steering and ski leg camber, handlebar bolts tightening, brake condition and fluid level, etc.

TRACK

Lift rear of vehicle until track is cleared of the ground and support with a brace or trestle. Do not release track tension.

FUEL SYSTEM

With the new fuel additives, it is critical to use the fuel stabilizer (Sta-Bil®) (P/N 413 408 600) (250 mL) to prevent fuel deterioration, gum formation and fuel system components corrosion. Follow instructions on product container.

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

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

Do not drain fuel system.

ENGINE

Check for rewind starter and starting rope condition.

Make sure engine mount nut and engine head nut are torqued to the specified value. Check also for condition of seals.

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

To perform the storage procedures proceed as follows:

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

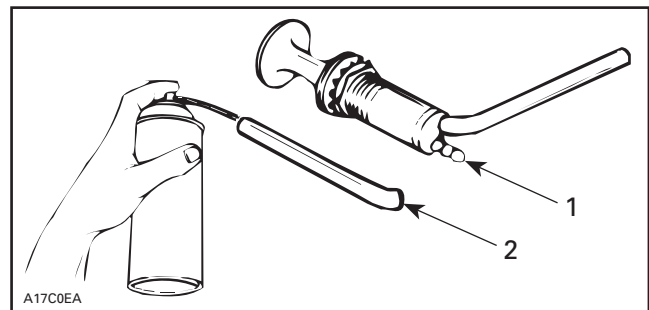
⚠ WARNING

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

- Stop the engine.

Models Equipped with a Primer

- To prevent fuel from draining, primer button should be pushed all the way in.
- Disconnect the primer outlet hose from the primer valve (straight coupling).



1. Straight coupling
2. To intake manifold

- Coat interior of primer outlet hose with Bombardier storage oil (P/N 413 711 600).

NOTE: If equipped with a primer, reconnect the primer outlet hose to the primer valve.

Models Equipped with a Choke

Remove air silencer(s) to spray Bombardier storage oil (P/N 413 711 600) into each carburetor bore.

All Models

- Restart engine and run at idle speed.
- Inject Bombardier storage oil until the engine stalls or until approximately half a can has entered the engine.
- With the engine stopped, remove the spark plug(s) and spray storage oil into cylinder(s).
- Crank slowly 2 or 3 revolutions to lubricate cylinder(s).
- Reinstall the spark plug(s).

NOTE: If equipped with a primer, reconnect the primer outlet hose to the primer valve.

Mini Z Model

Drain oil from engine. Refill crankcase with SAE 5W/30 engine oil.

Refer to *Mini Z Shop Manual* for proper oil change procedure.

WARNING

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

DRIVE AND DRIVEN PULLEYS

Remove belt guard and slip off drive belt.

Check for physical condition of drive and driven pulley.

Spray antirust product on pulleys (BOMBARDIER LUBE (P/N 293 600 016)).

LIQUID COOLING SYSTEM (if applicable)

Check coolant level in coolant tank. Replace coolant if spoiled.

Check for leaks, loose clamps and general condition of hoses.

BATTERY (if applicable)

The battery must be removed from snowmobile for storage period.

CAUTION: A poorly charged or a discharged battery will freeze and damage its elements and possibly damage its casing and parts surrounding the battery.

Check for wiring harnesses, cables and line condition.

Disconnect the battery cables and vent tube then remove the battery from the snowmobile.

WARNING

Always disconnect battery cables exactly in the specified order. Disconnect **BLACK** negative ground cable first, then **RED** positive cable.

Electrolyte Battery

Check electrolyte level. Refill as necessary with distilled water. Fully charge battery at a maximum rate of 2.0 A/hour.

WARNING

Gases given off by a battery being charged are highly explosive. Always charge in a well ventilated area. Keep battery away from cigarettes or open flames. Avoid skin contact with electrolyte.

Before storing the battery clean outside surface with a solution of baking soda and water. Remove all deposits from posts then rinse with tap water.

CAUTION: Do not allow cleaning solution to enter battery interior since it will destroy the electrolyte.

Dry Battery

Disconnect and remove battery from the snowmobile.

The battery must always be stored in fully charged condition.

Clean battery terminals and cable connections using a wire brush.

Clean battery casing and caps using a solution of baking soda and water. Rinse battery with clear water and dry well using a clean cloth.

All Batteries

Coat battery posts with silicone dielectric grease (P/N 293 550 004) or petroleum jelly.

- To prevent battery from discharging, store it on a wooden shelf in a cool, dry place. Recharge at least every 40 days.

TRANSMISSION/CHAINCASE

Drain then refill with proper amount of Bombardier chaincase oil.

TRANSMISSION/CHAINCASE OIL TYPE	
BOMBARDIER SYNTHETIC OIL (P/N 413 803 300) (12 x 355 mL)	BOMBARDIER MINERAL OIL (P/N 413 801 900) (16 x 250 mL)
All models with liquid cooled engine and all Skandic WT models.	All models with fan cooled engine, except Skandic WT models.

CAUTION: Do not use other types of oil. Do not mix this synthetic oil with other types of oil.

Check for proper drive chain tension.

BODY CARE

Fabrics

To clean the entire vehicle, use only flannel cloths or equivalent.

CAUTION: Do not use other types of fabrics on windshield and hood to avoid further damages to surfaces.

CAUTION: For aluminum parts use only aluminum cleaner and follow instructions on container.

Cleaning

Remove any dirt or rust.

NOTE: To facilitate the inspection and ensure adequate lubrication of components, it is recommended to clean the entire vehicle with Bombardier Cleaner (P/N 293 110 001 (spray can 400 g) and P/N 293 110 002 (4 L)).

CAUTION: Do not use Bombardier Cleaner on decals or vinyl.

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

Inspect hood and repair any damage.

To remove scratches on windshield or hood use BOMBARDIER Scratch Remover Kit (P/N 861 774 800).

Cleaning Products

UTILITY	COMPONENT	PRODUCT
To clean grease.	Entire snowmobile including metallic parts.	Bombardier Cleaner (P/N 293 110 001)
To clean grease.	Aluminum parts.	Dursol cleaner
To protect metal.	All metal parts.	BOMBARDIER LUBE (P/N 293 600 016)
To clean/repair scratches.	Windshield and hood.	Bombardier Scratch Remover Kit (P/N 861 774 800)
To clean seat, windshield and plastic parts.	Vinyl and plastic parts.	Bombardier Plastic and Vinyl Cleaner (P/N 413 711 200 (6 x 1 L))

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

Touch up all metal spots where paint has been scratched off. Spray all metal parts including shock chromed rods with BOMBARDIER LUBE (P/N 293 600 016).

Wax the hood and the painted portion of the frame for better protection.

NOTE: Apply wax on glossy finish only.

FINAL STEPS

Block air intake hole and exhaust system hole using clean cloths.

Protect the vehicle with a cover to prevent dust accumulation during storage.

Lift rear of vehicle until track is cleared of the ground and support with a brace or trestle.

Do not release track tension.

CAUTION: If snowmobile has to be stored outside it is necessary to cover it with an opaque but ventilated tarpaulin. This will prevent sun rays and grime from affecting plastic components and vehicle finish.