



WARNING

Read this guide thoroughly.
It contains important safety information.

2001



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This supplement must be used
in conjunction with *2001 ZX
Series Operator's Guide*
(N/P 484 100 031)



MX Z X 440

484 100 049

**Operator's Guide
Supplement**

BOMBARDIER
RECREATIONAL PRODUCTS

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SAFETY WARNING

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

This *Operator's Guide*, *Safety Handbook* and *Safety Video* should remain with the unit at time of resale.

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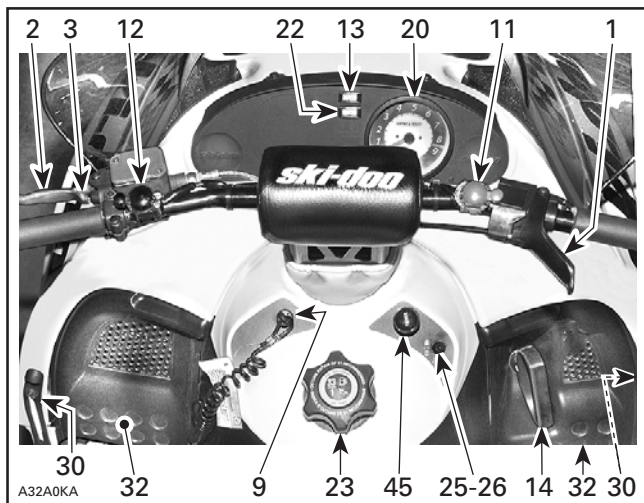
Dear 2001 MX Z X 440 owner, all informations on MX Z 600 in the 2001 ZX Series Operator's Guide (P/N 484 100 031) also applies to your MX Z X 440 except for the following.

LIMITED WARRANTY VALIDATION

The 2001 MX Z X 440 is shipped from the factory with high compression ratio (CR) combustion chamber inserts installed.

To validate limited warranty coverage, low CR combustion chamber inserts must be installed on engine **at predelivery before using the vehicle**. The high CR combustion chamber inserts must have been returned to BOMBARDIER Warranty Department.

CONTROLS/INSTRUMENTS



NOTE: See description or numbered items in *2001 ZX Series Operator's Guide* (P/N 484 100 031) except for the following.

9) Tether Cut-Out Switch

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

To stop engine, completely pull cap from safety switch.

45) Primer Button

Pull and push button. It is not necessary when engine is warm.

To prime, activate button until a pumping resistance is felt. From this point, pump 2 or 3 times to inject fuel in intake manifold. After priming, ensure that primer button is pushed back.

NOTE: In very cold temperature, it is recommended to rotate primer button 3-4 turns prior to pull it. This will eliminate the possibility of sticking.

FUEL AND OIL

Recommended Fuel

Use super unleaded gasoline, available from most service stations or gasohol containing less than 10% of ethanol or methanol. The gasoline used must have an octane number $(R + M)/2$ of 91 or higher.

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

When snowmobile is used in powder snow condition and/or at temperatures from and below -10°C (14°F), we highly recommend the use of gas line antifreeze in a proportion of 150 mL (5 U.S. oz) of gas line antifreeze added to 40 liters (10-1/2 U.S. gal) of gas.

This precaution is in order to reduce the risk of frozen carburetor(s) which may lead, in certain cases, to high fuel consumption or severe damage to engine.

NOTE: Use only **methyl hydrate free** gas line antifreeze, Kleen-Flo™ or equivalent.

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

WARNING

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

Recommended Oil

CAUTION: Use only oil that flows at - 40°C (- 40°F).

Oil must be mixed with fuel in proper ratio in a jerrycan then, been poured in fuel tank.

Use only two-stroke engine injection oil sold by authorized SKI-DOO dealers.

MODEL	OIL TYPE
MX Z X 440	BOMBARDIER FORMULA XP-S synthetic injection oil (or equivalent) OR BOMBARDIER injection oil (or equivalent) ① ②

- ① If BOMBARDIER injection oil is not available, API TC high-quality ashless two-stroke injection oil may be used.
- ② BOMBARDIER FORMULA XP-S synthetic injection oil and BOMBARDIER injection oil are compatible, they can be mixed together.

BOMBARDIER injection oil is a special blend of basic oil and additives especially selected to ensure unequalled lubrication, engine cleanliness and minimum spark plug fouling.

The BOMBARDIER Formula XP-S synthetic injection oil **provides superior lubrication**, reduced engine component wear and oil deposit, thus maintaining maximum-level performance and antifriction properties. This synthetic injection oil meets the latest ASTM and JASO standards by ensuring high biodegradability and low exhaust smoke.

CAUTION: Never use four-stroke petroleum or synthetic motor oil and never mix these with outboard motor oil. Do not use NMMA TC-W, TC-W2 or TC-W3 outboard motor oil or other ashless type two-stroke oil. Avoid mixing different brands of API TC oil as resulting chemical reactions may cause severe engine damage.

WARNING

Wipe off any oil spills. Oil is highly flammable.

OIL/FUEL 33/1



METRIC (SI)

1 L of oil + 33 L of fuel = 33/1

IMPERIAL

35 imp. oz of oil + 7.2 imp. gal of fuel = 33/1

1 L of oil + 7.2 imp. gal of fuel = 33/1

UNITED STATES

34 U.S. oz of oil + 8.8 U.S. gal of fuel = 33/1

1 L of oil + 8.8 U.S. of fuel = 33/1

STARTING PROCEDURE

- Re-check throttle control lever operation.
- Ensure that the emergency cut-out switch is in the ON position.
- Ensure the tether cut-out cap is in position and that the cord is attached to your clothing.
- To prime, activate button until a pumping resistance is felt. From this point, pump 2 or 3 times to inject fuel in intake manifold. After priming, ensure that primer button is pushed back.

NOTE: In very cold temperature, it is recommended to rotate primer button 3-4 turns prior to pull it. This will eliminate the possibility of sticking.

NOTE: Priming is not necessary when engine is warm.

FLUID LEVEL

Coolant Pump Shaft Oil Reservoir

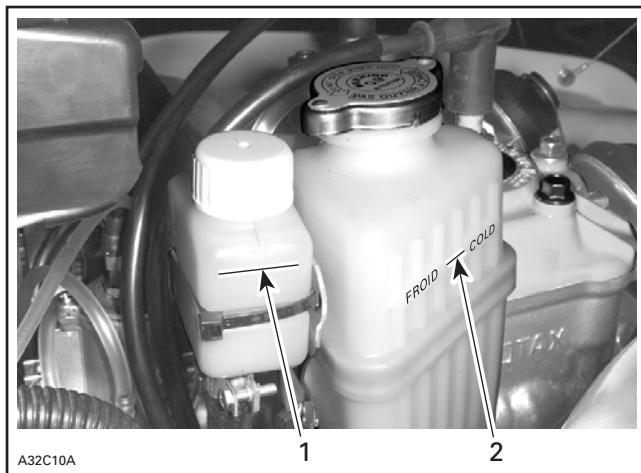
Use BOMBARDIER injection oil (P/N 413 802 900) (12 x 1 L).

Fill up to mark.

Coolant Reservoir

Use BOMBARDIER Premixed coolant - 52°C (- 62°F) (P/N 413 711 802) (16 x 1 L).

Fill up to mark when engine is cold.

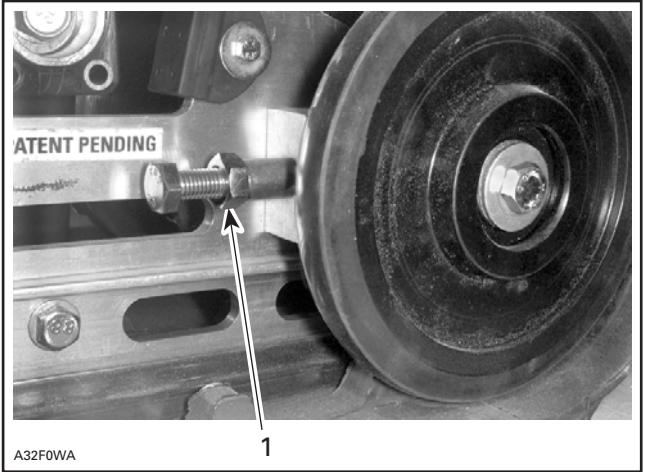


1. Coolant pump shaft oil filling mark
2. Coolant cold level mark

MAINTENANCE

Track Tension and Alignment

Loosen lock nut on both adjustment screws before adjusting track tension and/or alignment. Retighten after adjustments are done.



LEFT SIDE SHOWN

1. Lock nut on adjustment screw

SPECIFICATIONS

GENERAL	MX Z X 440
Engine	
– Maximum power engine speed	± 50 RPM 8450
Drive belt	
– Number	414 860 700
– New belt width	mm (in) 34.9 (1-3/8)
– Wear limit width	mm (in) 32.5 (1-1/4)
Spark plug	
– Type	NGK BR 9 ES
– Gap	mm (in) 0.45 (.018)
Track	
– Tension	mm (in) 30 to 35 (1-3/16 to 1-3/8) ①
– Alignment	②
FLUIDS	
Fuel	
– Type	③
– Tank capacity	L (U.S. gal) 37 (9.86)
Oil (engine)	
– Type	④
– Premix ratio	33/1
Chaincase/Transmission Oil	
– Type	⑤
– Capacity	mL (U.S. oz) 250 (8.5)
Cooling System	
– Type	⑥
– Capacity	L (U.S. oz) 3.5 (118)
Brake System Fluid	
– Type	DOT 4

① Measure gap between slider shoe and bottom inside of track when exerting a downward pull of 7.3 kg (16 lb) to the track.

② Equal distance between edges of track guides and slider shoes.

③ Super unleaded gasoline with a minimum octane number of 91 (R + M)/2.

④ BOMBARDIER injection oil (P/N 413 809 900) (12 x 1 L).

⑤ BOMBARDIER synthetic chaincase oil (P/N 413 803 300) (12 x 355 mL).

⑥ BOMBARDIER premixed coolant - 52°C (- 62°F) (P/N 413 711 802) (16 x 1 L).

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