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DRIVE BELT

APPLICATION CHART

MODEL	PART NUMBER	WIDTH (new) ± 0.25 mm (.010 in)	MINIMUM WIDTH (wear limit) mm (in)
All 4-TEC	417 300 197	36.60 (1.441)	34.20 (1.346)

INSPECTION

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

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

CHECKING NEUTRAL FUNCTION

⚠ WARNING

Always check neutral function when servicing.

Apply parking brake. Vehicle must be on the ground and on a plane level surface. No one should be in front of vehicle.

Attach vehicle tether cord to your clothing. Stand aside of vehicle then, start engine.

⚠ WARNING

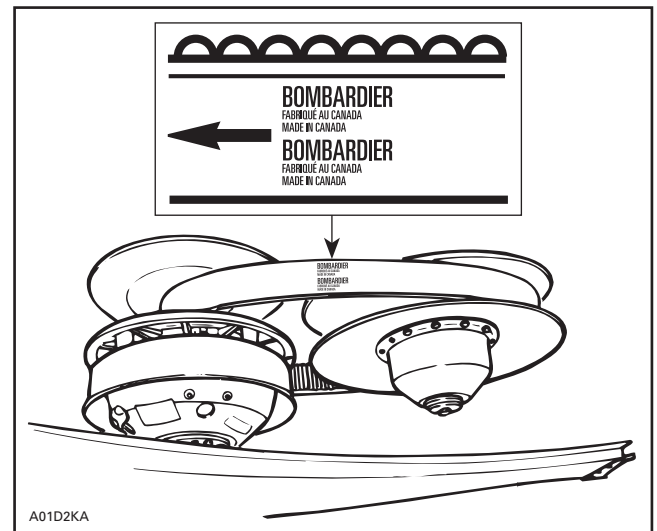
Do not sit on vehicle.

Release parking brake. Vehicle must not creep when engine is idling. Otherwise, make sure that:

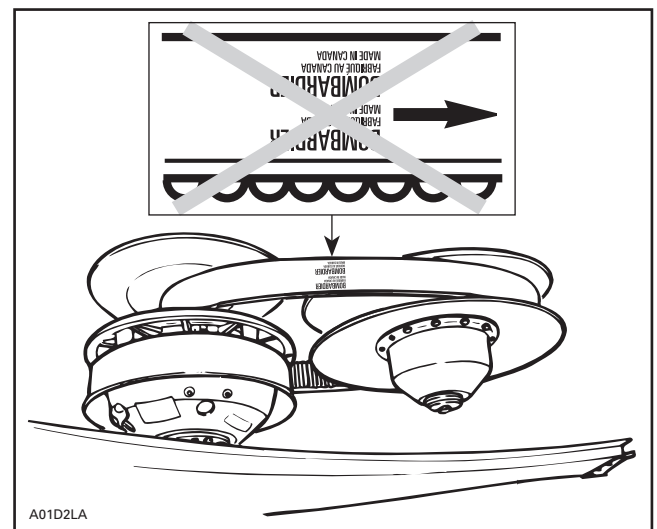
- idle speed is as specified
- proper belt is installed
- pulley center-to-center is as specified
- belt deflection is as specified.

ROTATION DIRECTION

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



CORRECT



INCORRECT

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

Section 05 TRANSMISSION

Subsection 02 (DRIVE BELT)

DRIVE BELT HEIGHT MEASUREMENT AND ADJUSTMENT

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

Measurement

Before checking the belt height, ensure that a good-condition proper belt (refer to the *Application Chart*) is installed.

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

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

MODEL	BELT HEIGHT
All models	Top edge of drive belt cord should be flush with driven pulley edge



1. Flush

Adjustment

Before adjusting the belt height, ensure that a good-condition proper belt (refer to the *Application Chart*) is installed.

Adjust pulley distance according to specification, refer to PULLEY DISTANCE AND ALIGNMENT.

Loosen screws and turn adjustment ring accordingly. Retighten screws.

DRIVE BELT DEFLECTION MEASUREMENT (reference only)

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

Before checking the belt deflection, ensure vehicle has the proper belt (refer to the *Application Chart*).

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

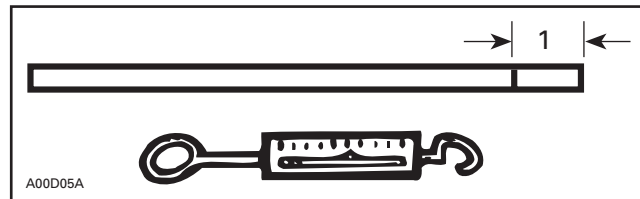
MODEL	DEFLECTION [†] mm (in)	FORCE kg (lb)
All models	32 ± 5 (1.260 ± .197)	11.5 (25)

[†] FOR REFERENCE ONLY

To Check Tension

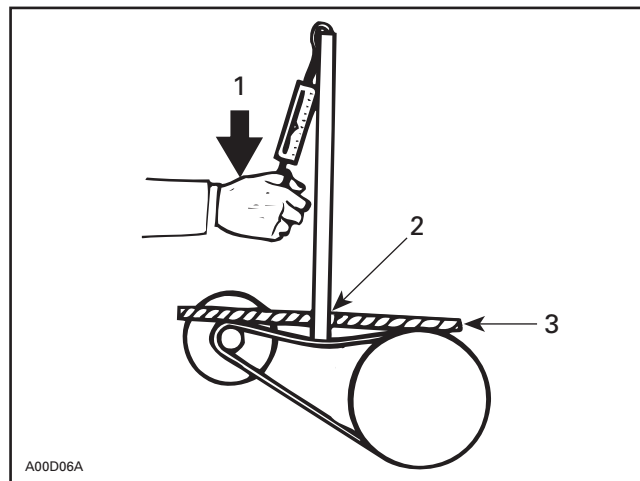
Position a reference rule on drive belt.

Wooden Stick and Spring Scale Method



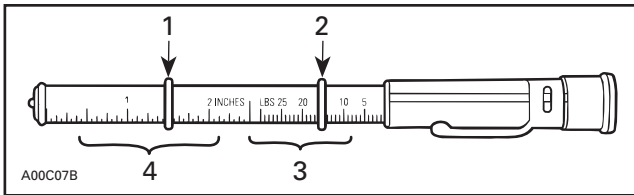
1. Mark specified deflection

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



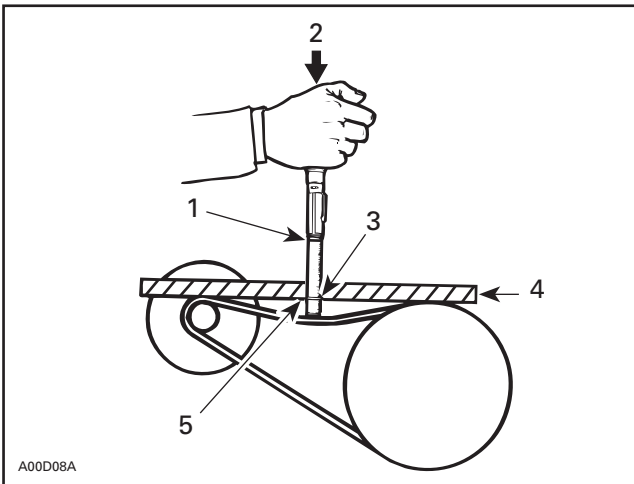
1. Force
2. Read deflection here
3. Reference rule

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



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

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



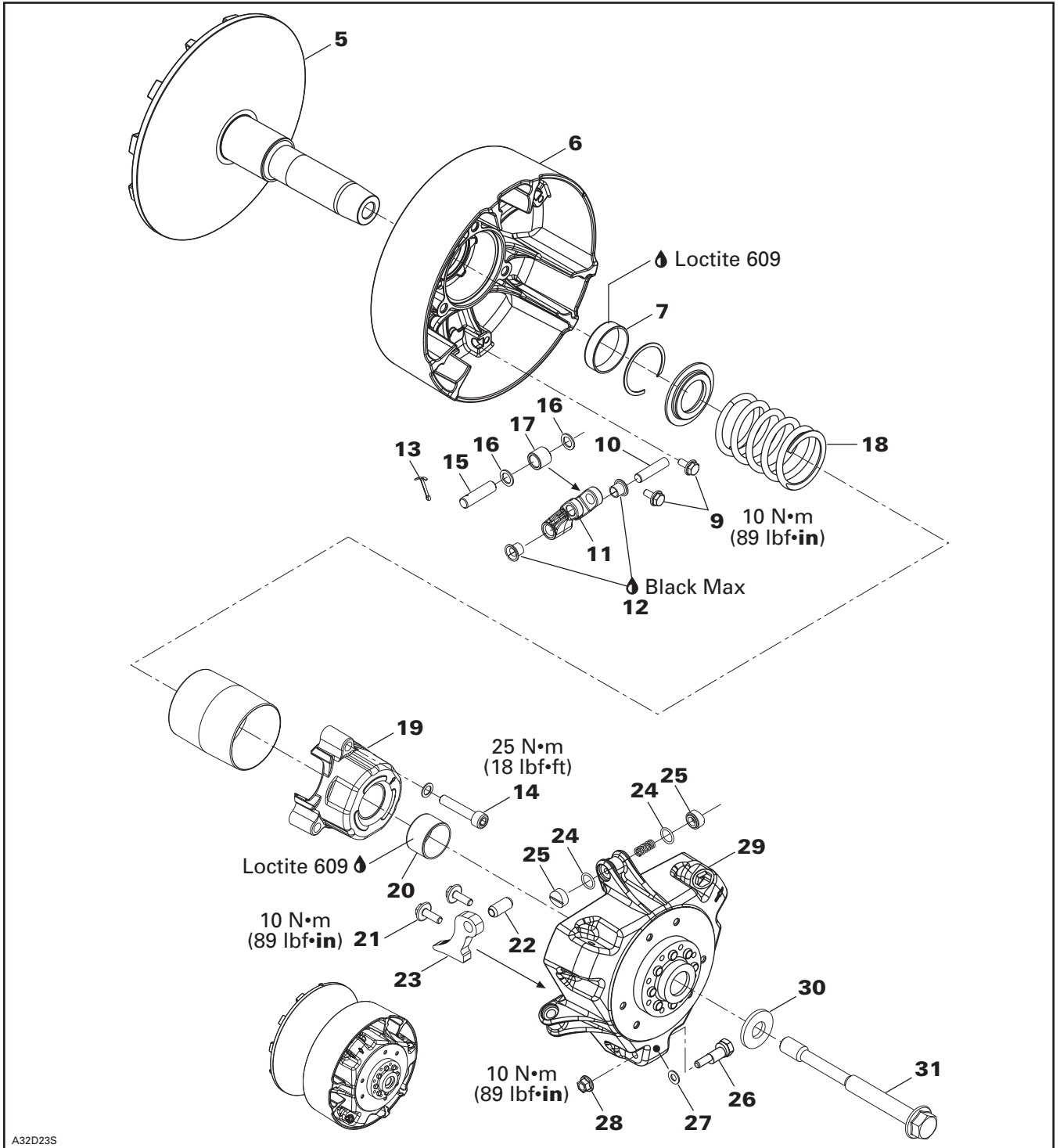
1. Upper O-ring — force
2. Force
3. Lower O-ring — deflection
4. Reference rule
5. Deflection

DRIVE PULLEY

TRA IV

All 4-TEC Models

NOTE: This is a lubrication free drive pulley. Always refer to appropriate parts catalog for replacement part. Most parts of TRA IV are not interchangeable with those of the TRA.



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Section 05 TRANSMISSION

Subsection 03 (DRIVE PULLEY)

GENERAL

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

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

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

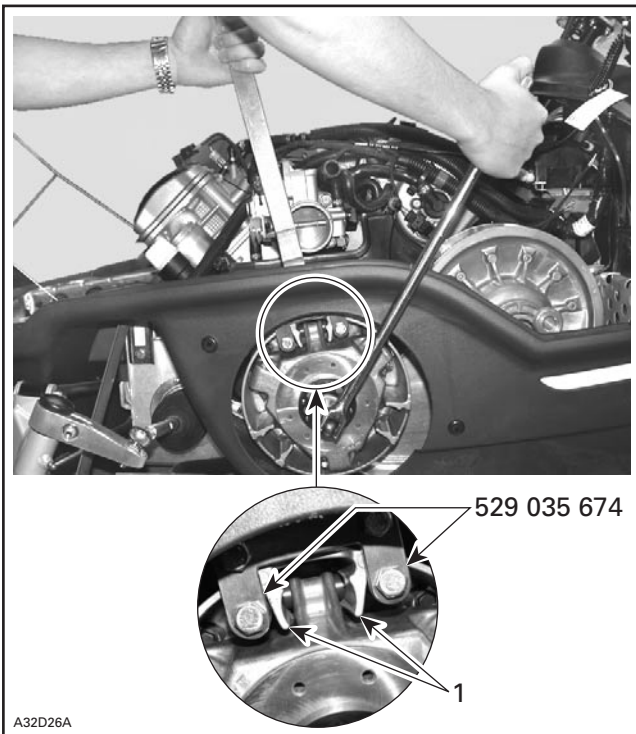
⚠ WARNING

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

REMOVAL

30,31, Conical Spring Washer and Screw

Secure holder (P/N 529 035 674) over a sliding half tower.



1. Sliding half tower

⚠ WARNING

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

Remove retaining screw.

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

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

To Remove Drive Pulley Ass'y:

Retain drive pulley with clutch holder.

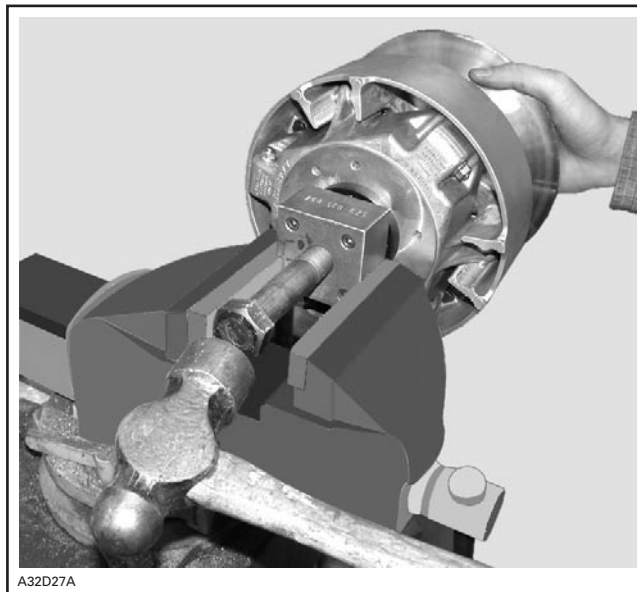
Install puller in pulley shaft then tighten.

DISASSEMBLY

Install governor cup extractor (P/N 529 035 894) on governor cup. Tighten Allen screws in a criss-cross sequence.

Mount governor cup extractor in a vise.

Tighten extractor screw. Hold fixed half and slightly hammer on extractor screw head. Fixed half will come off.

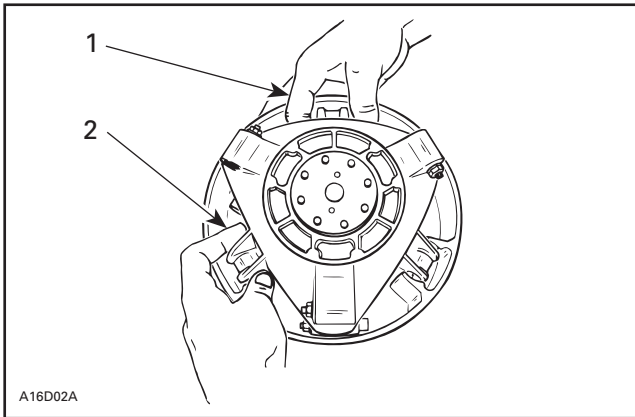


NOTE: No components marking is required before disassembling this drive pulley since it has factory mark and arrows as indexing reference.

25,29, Slider Shoe and Governor Cup

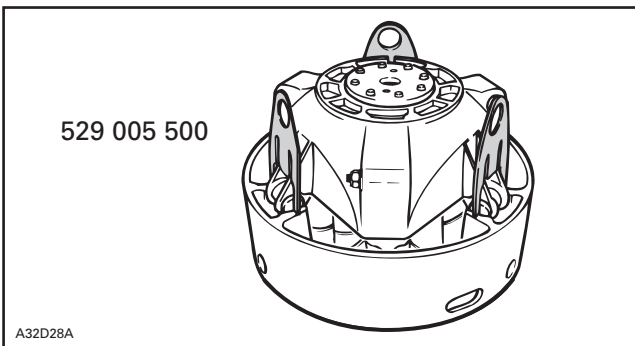
Carefully lift governor cup until slider shoes come at their highest position into guides.

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



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

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



TYPICAL

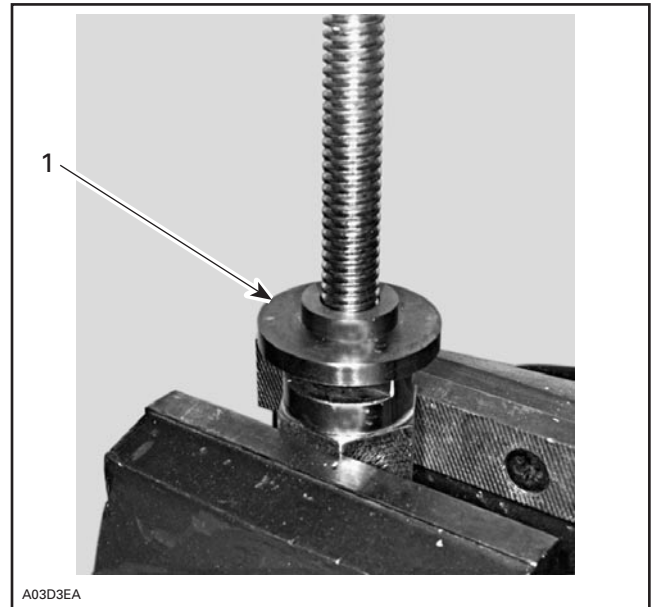
19, Spring Cover Ass'y

It is pushed by clutch spring pressure.

⚠ WARNING

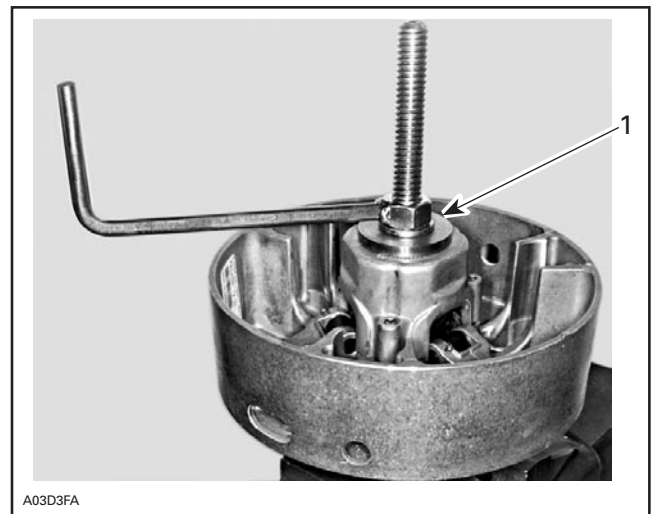
Clutch spring is very strong. Never attempt to remove spring cover without the recommended tools.

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



1. Support guide

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



1. Support guide

Remove 3 Allen screws retaining spring cover then unscrew compressor.

CLEANING

5,6, Fixed and Sliding Half

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

5,29, Fixed Half/Crankshaft End and Governor Cup/Fixed Half Post

Parts must be at room temperature before cleaning.

Section 05 TRANSMISSION

Subsection 03 (DRIVE PULLEY)

Using a paper towel with Pulley flange cleaner (P/N 413 711 809), clean crankshaft tapered end, the taper inside the fixed half, the fixed half post taper end and the taper inside governor cup.

Before installation of drive pulley, clean also crankshaft threads and retaining screw threads.

WARNING

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

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

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

CAUTION: Do not use any other type of abrasive.

Reclean mounting surfaces with paper towel and cleaning solvent.

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

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

7,20, Bushing

Only use petrol base cleaner when cleaning bushings.

CAUTION: Do not use acetone to clean bushing.

INSPECTION

Drive pulley should be inspected annually.

16,17, Thrust Washer and Roller

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

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

10,12, Lever Axle and Flanged Bushing

Check for wear, replace as required. Apply Black Max (P/N 413 408 300) on outside diameter of flanged bushings.

24,25, O-Ring and Slider Shoe

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

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

7,20, Sliding Half Bushing and Spring Cover Bushing

Visually inspect coating. Replace bushing if the coating is worn.

Sliding Half Bushing Replacement

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

Spring Cover Bushing Replacement

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

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

Use tools (P/N 529 035 932 and 529 035 931) to remove old bushing.

CAUTION: Bushing must be bonded with retaining compound.

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

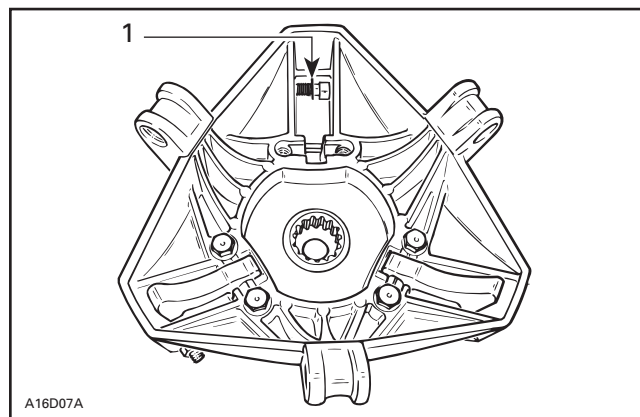
CAUTION: Insert bushing from sliding half side (inner side) of spring cover.

ASSEMBLY

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

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

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



TYPICAL

1. Washer

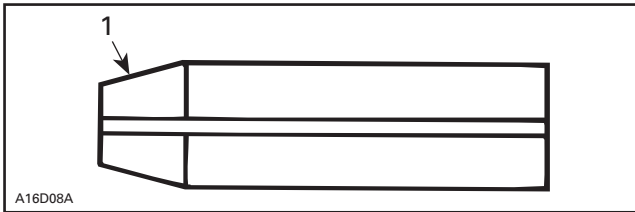
Torque locking nut to 10 N•m (89 lbf•in).

15, Pin

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

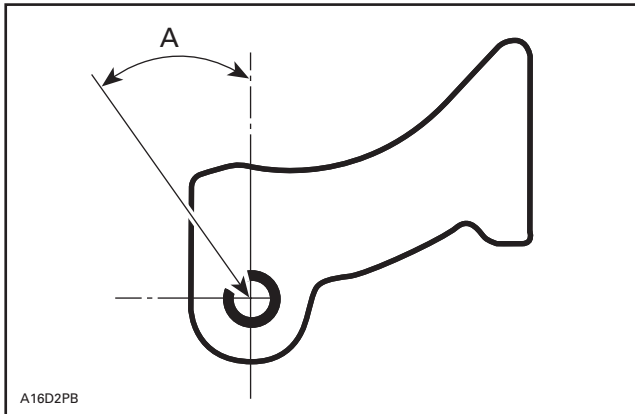
21,22,23, Screw, Dowel Tube and Ramp

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

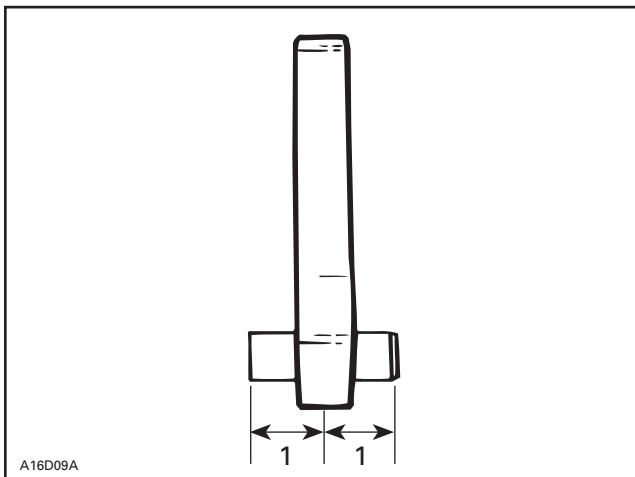


1. Chamfered side

Position dowel tube split at the angle A.



MODEL	ANGLE (A)
TRA IV	45 ± 3°



1. Equal distance

Torque screws to 10 N•m (89 lbf•in).

9,10,11,13, Screw, Lever Axle, Lever and Cotter Pin

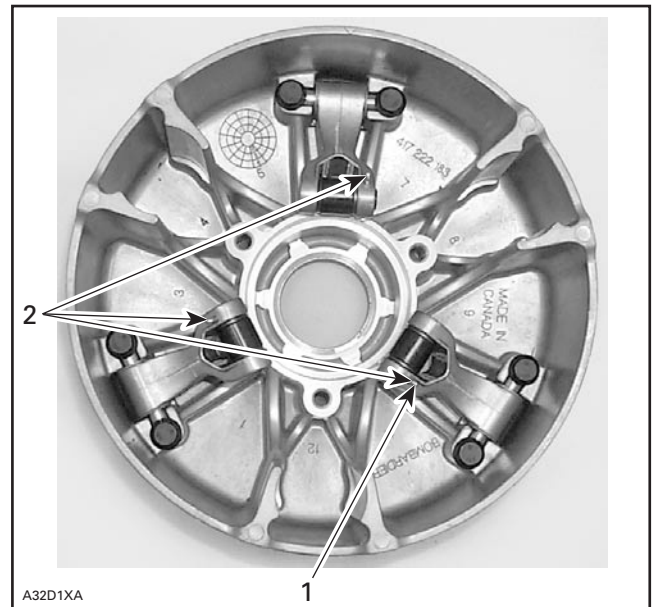
NOTE: While installing lever assemblies make sure that the curved sides of the levers are outwards as shown.



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

⚠ WARNING

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



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

Section 05 TRANSMISSION

Subsection 03 (DRIVE PULLEY)

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

Torque screws no. 9 to 10 N•m (89 lbf•in).

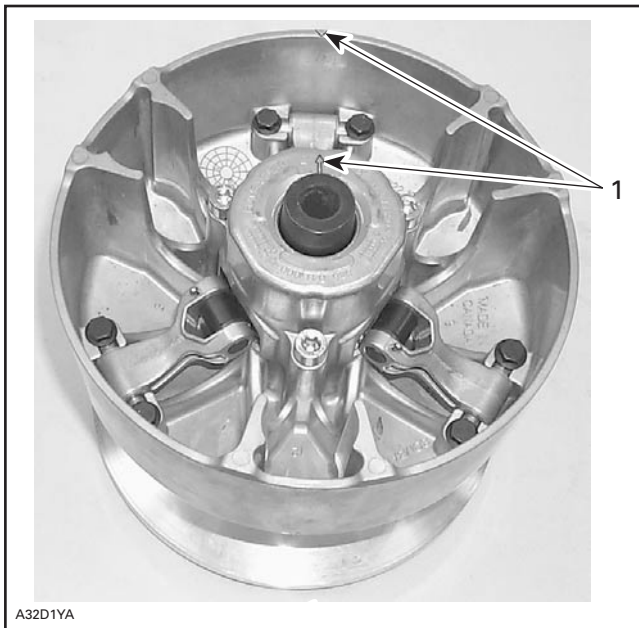
CAUTION: Lever ass'y and rollers must move easily after installation.

5,6,14,18,19, Fixed Half, Sliding Half, Cover Screw, Spring and Spring Cover

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

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

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

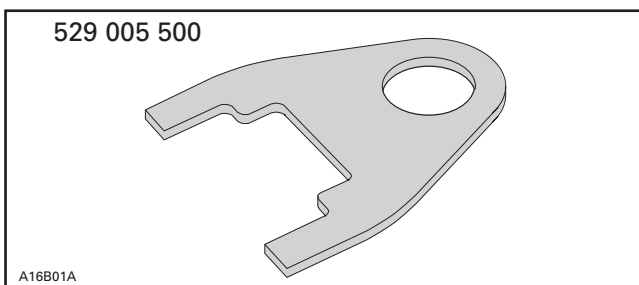


1. *Align*

Tighten cover screws no. 14 to 25 N•m (18 lbf•ft).

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

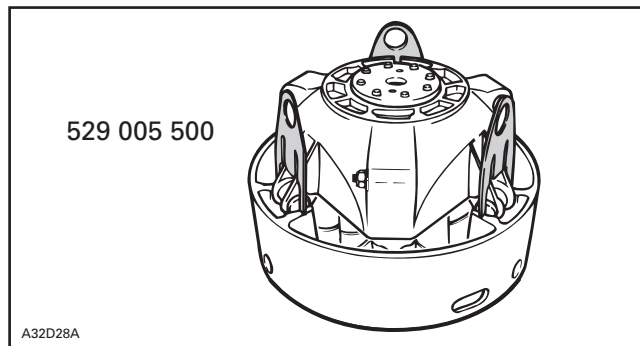
To install governor cup, use following tool:



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

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

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



TYPICAL

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

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



TYPICAL

1. *Align*

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

Remove forks and push governor cup.

Install a drive pulley support (P/N 529 035 942) on drive pulley post (taper side).



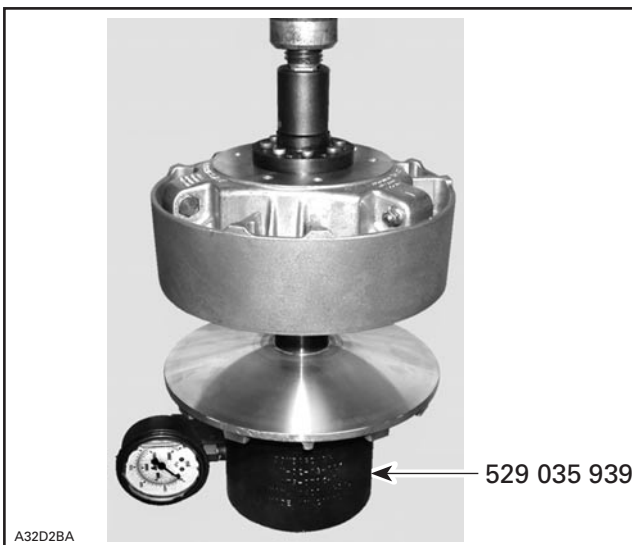
Mount drive pulley on a press. Apply 60 ± 2 kN ($13\,489 \pm 450$ lbf or 6.75 ± 0.25 tons) on governor cup.

When using the a hydraulic pressure gauge (P/N 529 035 939) apply a pressure of 9650 ± 350 kPa (1400 ± 50 PSI) on governor cup.

⚠ WARNING

Do not exceed 62 kN (13 940 lbf or 7 tons). When using a hydraulic pressure gauge (P/N 529 035 939) do not exceed 10 000 kPa (1450 PSI).

NOTE: Calibration of the hydraulic pressure gauge (P/N 529 035 939) is 6.21 N/kPa (9.62 lbf/PSI).



INSTALLATION

⚠ WARNING

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

⚠ WARNING

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

Clean mounting surfaces as described in CLEANING above.

Drive Pulley Ass'y

The following installation procedure must be strictly adhered to.

Install drive pulley on crankshaft extension.

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

⚠ WARNING

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

Use holder. See removal procedure.

Torque screw to 125 to 135 N•m (92 to 100 lbf•ft).

Install drive belt and guard.

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

⚠ WARNING

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

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

Retorque screw to 125 to 135 N•m (92 to 100 lbf•ft).

⚠ WARNING

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

Section 05 TRANSMISSION

Subsection 03 (DRIVE PULLEY)

DRIVE PULLEY ADJUSTMENT

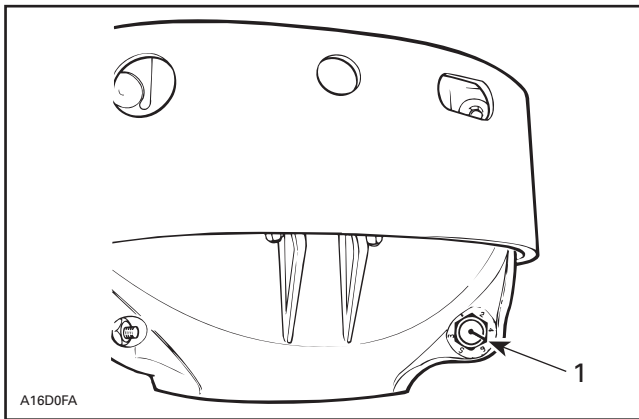
From factory TRA drive pulley adjustment screws are set to position 3. This position allows the best compromise between acceleration, top speed and fuel economy.

Position 1 or 2 would provide the best fuel economy. Top speed would be reduced.

Position 4 would give the best acceleration. Fuel economy would be reduced.

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

Calibration screw has a notch on top of its head.



1. Notch

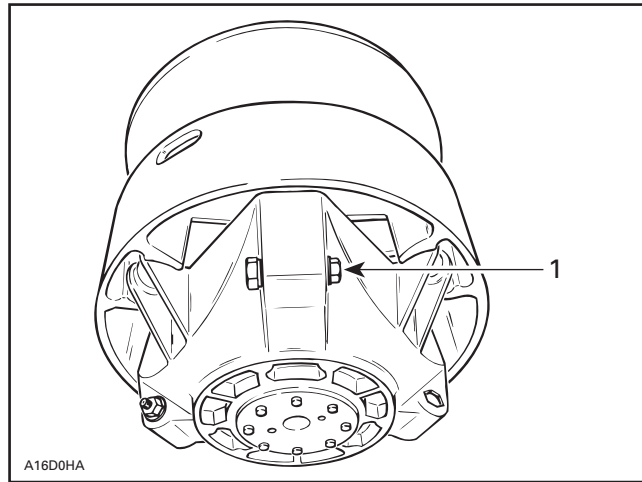
Governor cup has 6 positions numbered 1 to 6.

To Adjust:

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

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

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



TYPICAL

1. Loosen just enough to permit rotating of calibration screw

PULLEY DISTANCE AND ALIGNMENT

GENERAL

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

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

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

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

WARNING

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

All Pulley Alignment Specifications Refer to:

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

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

Z = Distance between outside diameter of pulleys.

GENERAL PROCEDURE

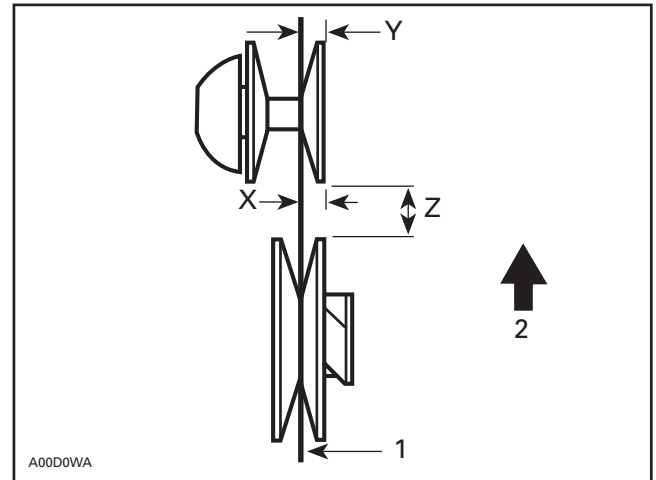
Remove guard and drive belt.

By turning and pushing the sliding half, open the driven pulley. Insert a straight bar 9.5 mm (.375 in) square, 48 cm (19 in) long or the proper alignment bar into the opened driven pulley.

Measuring Procedure

Using Straight Bar

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



TYPICAL

1. Straight bar
2. Front of vehicle

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

Drive Belt Height

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

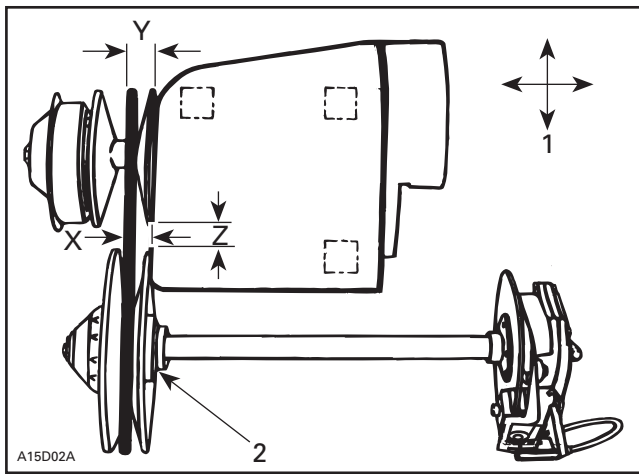
CAUTION: This section deals mainly with adjustment procedures. For complete assembly requirements, refer to the proper ENGINE or TRANSMISSION installation section.

Section 05 TRANSMISSION

Subsection 04 (PULLEY DISTANCE AND ALIGNMENT)

PULLEY ALIGNMENT AND DISTANCE SPECIFICATIONS CHART

MODEL	PULLEY DISTANCE	OFFSET		ALIGNMENT BAR P/N
	Z	X	Y-X	
	± 0.50 mm (.020 in)			
ALL 4-TEC	20.0 (0.787)	37.0 (1.456)	1.5 (0.060)	529 035 831



TYPICAL

1. Engine movement
2. Contact

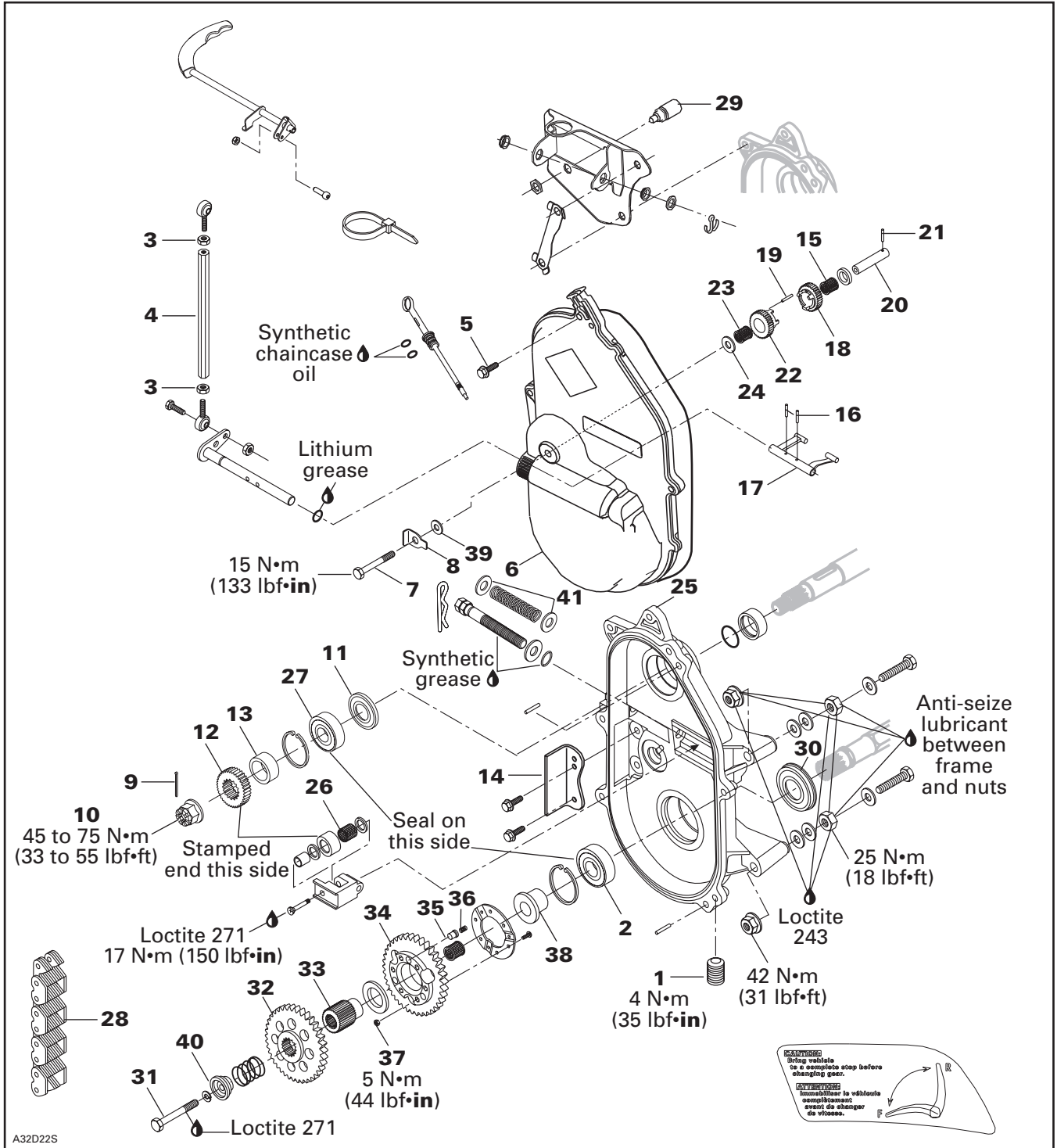
NOTE: Engine supports have a tendency to stick to frame; work engine loose prior to aligning.

Pulley Distance Adjustment Method

Loosen the 3 bolts retaining engine supports to the frame.

Engine supports have slotted mounting holes. Move engine to obtain specified pulley alignment and distance between pulleys.

GEARBOX



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Section 05 TRANSMISSION

Subsection 05 (GEARBOX)

DISASSEMBLY

Disconnect negative cable from battery.

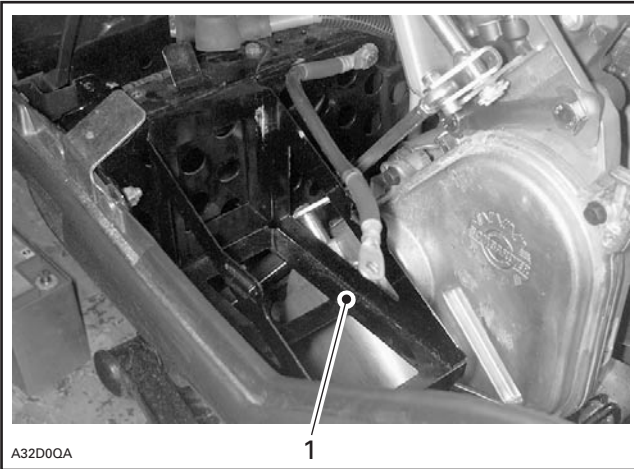
Drain gearbox oil by removing drain plug no. 1.

Remove tuned pipe, muffler and muffler grommet.

Remove battery then, battery rack.

Unscrew cover screws no. 5 as well as reverse axle screw no. 7.

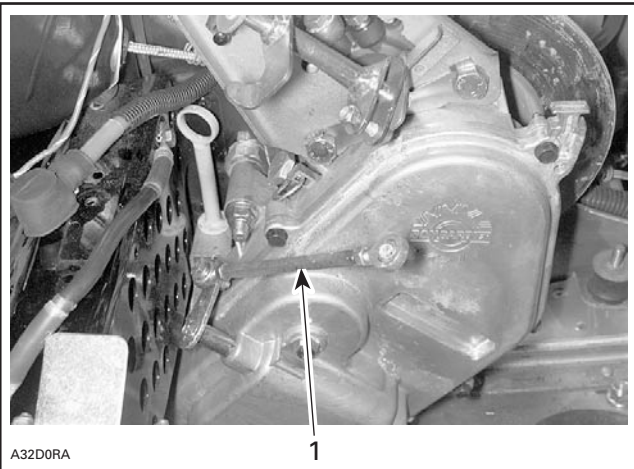
Separate cover no. 6 from housing and move it toward the front in order to disengage fork from sliding gear.



TYPICAL

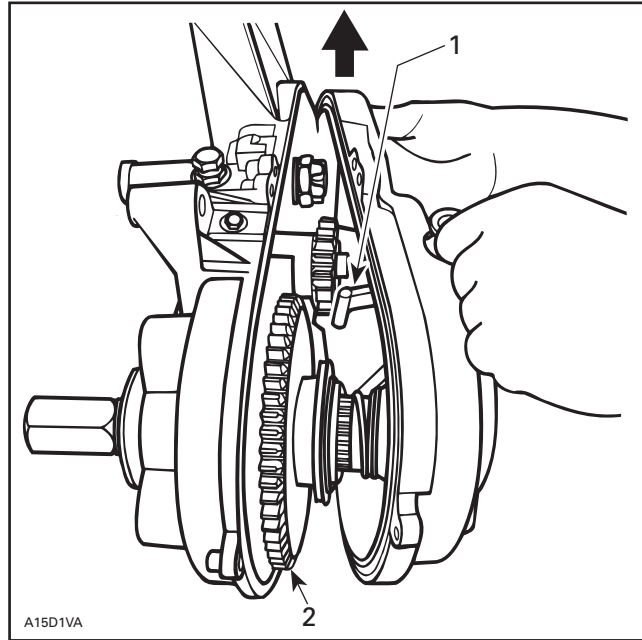
1. Battery rack

Unfasten tie rod from shifter.



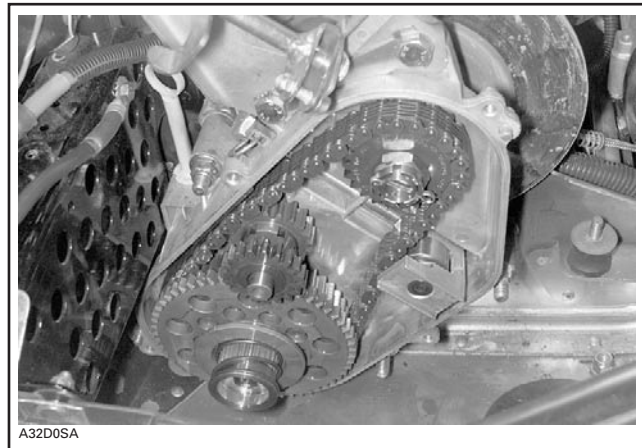
TYPICAL

1. Tie rod



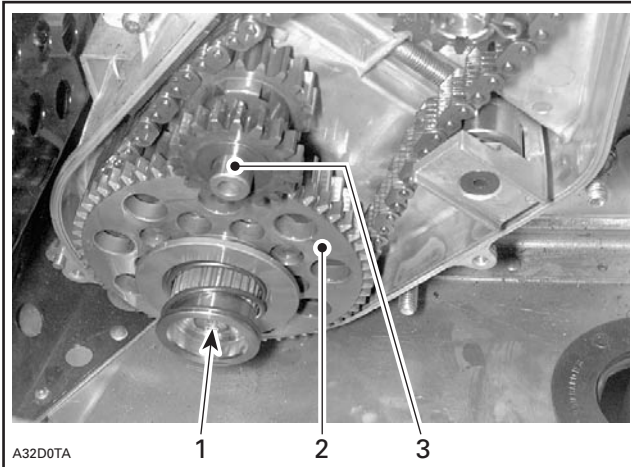
TYPICAL

1. Fork
2. Sliding gear



TYPICAL — GEARBOX COVER REMOVED

Loosen chain tension, unscrew sliding gear retaining screw no. 31, then remove sliding gear no. 32.



1. Retaining screw
2. Sliding gear
3. Reverse axle

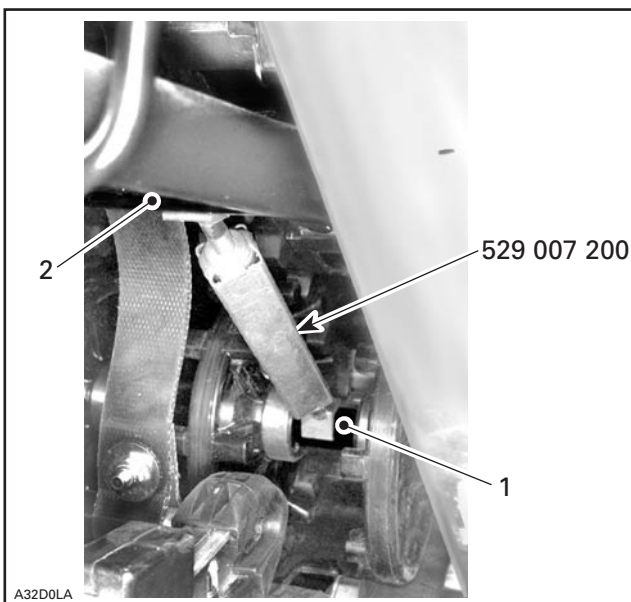
Remove 19-tooth reverse gear no. 18 then remove reverse axle no. 20.

Remove coupling shaft no. 33, 44-tooth sprocket no. 34, spacer no. 38 and chain no. 28.

First unscrew castellated nut no. 10, then remove 21-tooth sprocket no. 12.

Force 2 spring pins no. 16 out to disengage fork no. 17 from its axle.

Install drive axle holder (P/N 529 007 200) before removing gearbox housing.



1. Drive axle
2. Suspension front arm upper axle

INSPECTION

14, Chain Slider

Replace slider if maximum wear is 1.0 mm (.039 in) at contact point.

Bearings

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

Sprockets and Gears

Check teeth.

ASSEMBLY

Reinstall gearbox housing.

Sealed side of bearings nos. 2 and 27 must face gearbox cover.

Do not reuse removed oil seals. Replace them with new ones.

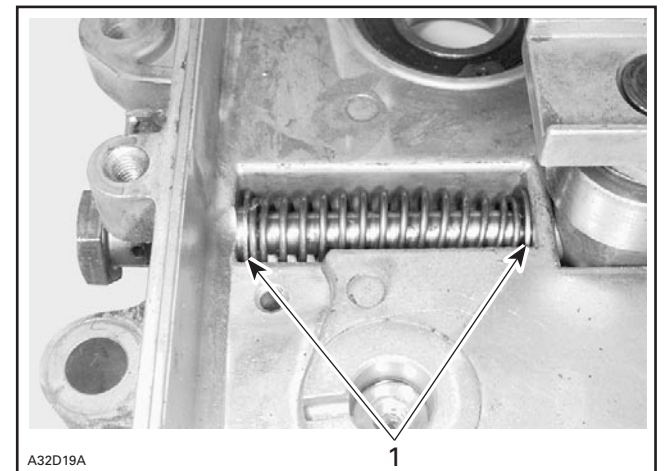
Install bearing no. 2 and circlip in chaincase bore.

Temporary install spacer no. 38 with its large outer diameter against sprocket, 44-tooth sprocket no. 34, coupling shaft no. 33, cap no. 40 and screw no. 31.

Place a 25 cm (10 in) rule against sprockets. Maximum allowable offset is 1 mm (.040 in).

If upper sprocket is too far in, possible cause is that countershaft: bearing on driven pulley side may be too far in. To check, pull out bearing then recheck sprocket alignment. Reposition bearing. Bearing housing (triangle) must be against frame without preload.

Make sure to install a hardened washer on each end of spring.



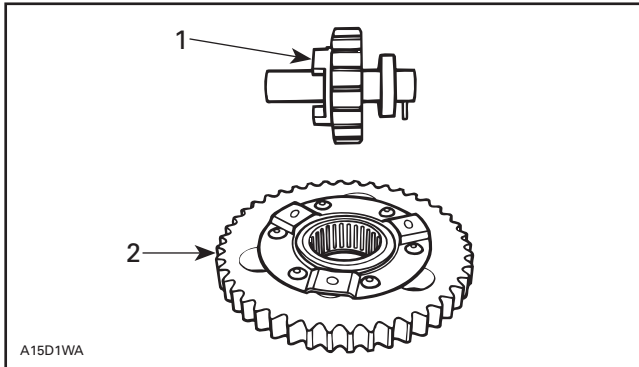
1. Hardened washers

Section 05 TRANSMISSION

Subsection 05 (GEARBOX)

Press needle bearing in 44-tooth sprocket. Assemble drive pins **no. 35** and their spring **no. 36** on 44-tooth sprocket. Tighten nut **no. 37** to $5\text{ N}\cdot\text{m}$ ($44\text{ lbf}\cdot\text{in}$) in a criss-cross sequence.

Insert spring pin **no. 21** in reverse axle up to inside diameter. Press needle bearing in 19-tooth sprocket. Install ring **no. 24** and 19-tooth sprocket on reverse axle.



1. Reverse axle ass'y
2. Sliding gear ass'y

Install spacer **no. 13** and 21-tooth sprocket (drive) **no. 12** then tighten castellated nut **no. 10** and conical spring washer. Secure with a new cotter pin.

Install chain **no. 28**, 44-tooth sprocket **no. 34** and its spacer **no. 38**. Spacer's large outer diameter must be against sprocket. Insert coupling shaft **no. 33** in 44-tooth sprocket.

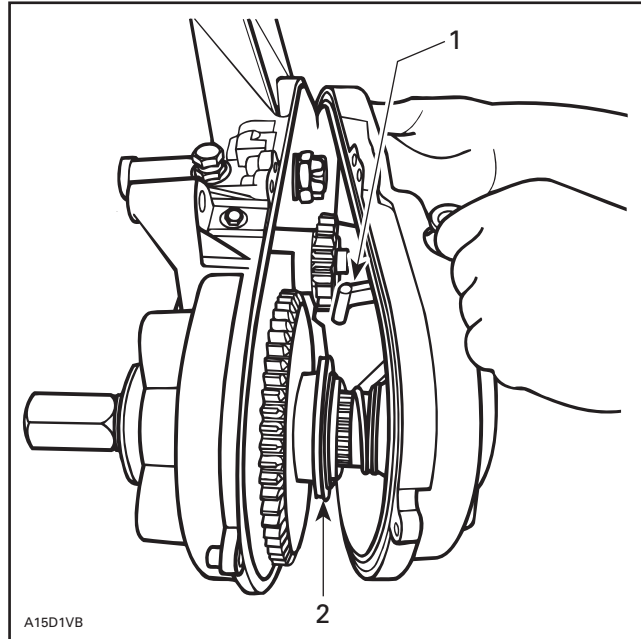
Install needle bearing **no. 15** (wider one) in reverse gear **no. 18**.

Install reverse axle **no. 20** (assembly) making sure to properly position spring pin in housing slot. Install alignment rod **no. 19**, reverse gear **no. 18** and spacer **no. 24**. Drive sprocket hole and driven gear hole must be aligned to insert alignment rod.

Mount chain tensioner (assembly) to adjustment screw already fixed to gearbox. Assemble fork **no. 17** to axle using spring pins **no. 16**. Apply grease on O-rings.

6, Cover

Join cover (assembly) to housing. Make sure fork tabs are behind sliding sprocket thrust washer.

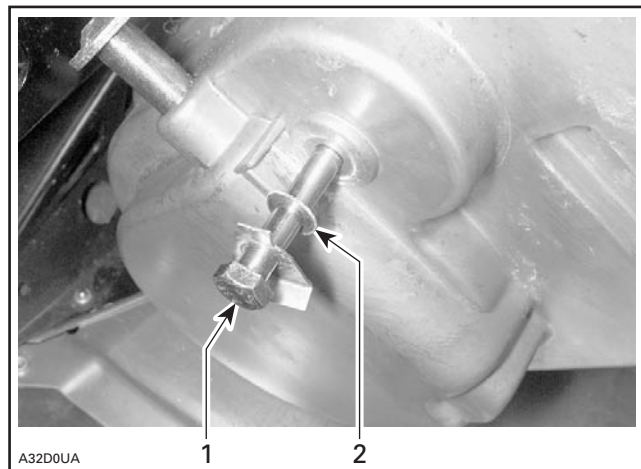


1. Fork tabs
2. Thrust washer

CAUTION: Gearbox cover must lay completely against housing.

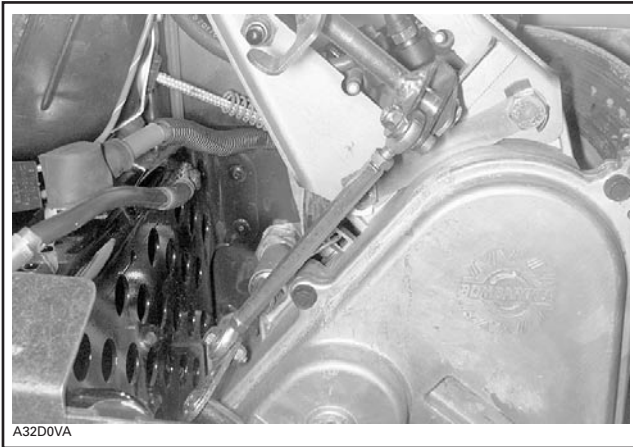
5,7,8,39, Screws, Locking Tab and Copper Washer

Tighten screws in a criss-cross sequence starting with the one above reverse axle. Install reverse axle screw, copper washer and bend locking tab against screw head flat.



1. Reverse axle screw
2. Copper washer

Bolt tie rod to shifter.



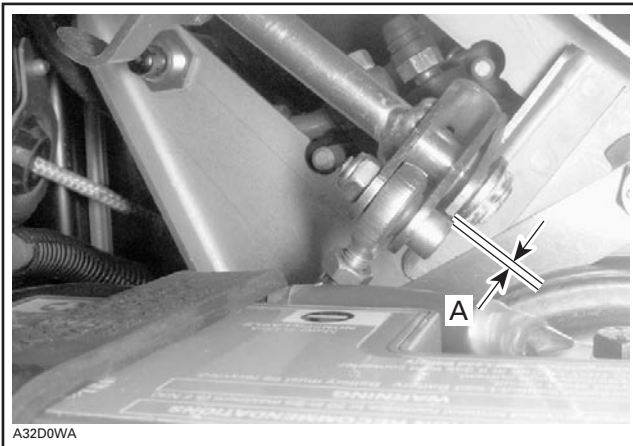
ADJUSTMENT

28, Chain

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

4, Gear Shift Linkage

1. Check proper fit of handle in console.
2. Shift into forward gear.
3. Loosen ball joint lock nuts on the tie-rod.
4. Lengthen tie-rod until distance between upper ball joint screw head and stopper is 0 to 0.3 mm (0 to .012 in).



A. 0 to 0.3 mm (0 to .012 in)

NOTE: It is normal to feel a light friction when shifting into gear.

5. Statically test transmission operation in forward and reverse positions.

6. Hold linkage and tighten ball joint jam nut.

29, Alarm Switch

Adjust backup alarm switch so that buzzer sounds when transmission is in reverse gear while engine is running.

OIL CHANGE

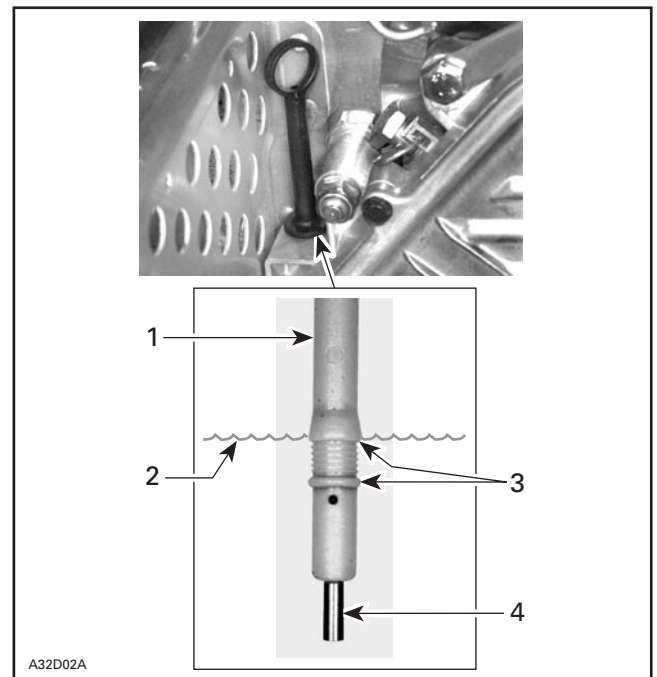
Place a container under bottom pan (gearbox side).

Remove drain plug.

NOTE: It is normal to find metallic particles stuck to dipstick magnet. If bigger pieces of metal are found, disassemble and check all parts.

Fill gearbox with Bombardier synthetic chaincase oil (P/N 413 803 300 — 12 x 250 mL). Oil capacity is 250 mL (8.5 oz).

Check oil level with dipstick. With dipstick unscrewed, oil level must be between MIN. and MAX. marks.



TYPICAL

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