

Please route to :

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



SNOWMOBILES



SERVICE
Bulletin

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.

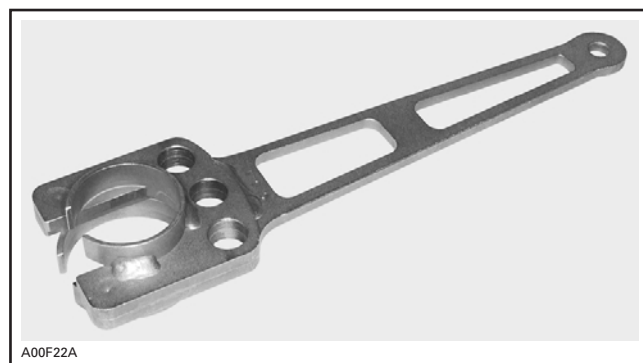
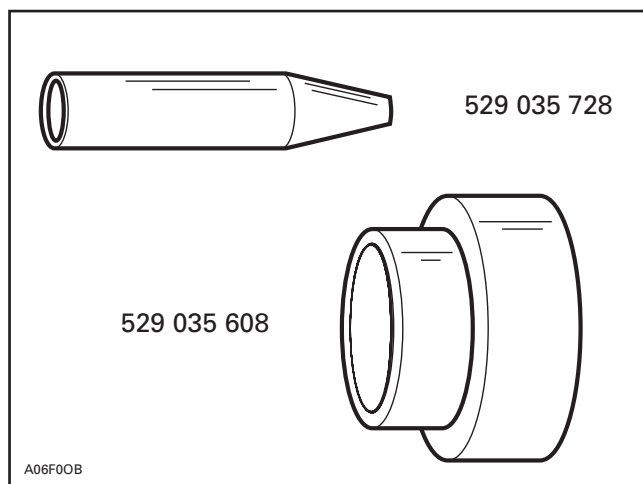
Valving and Dampening

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.

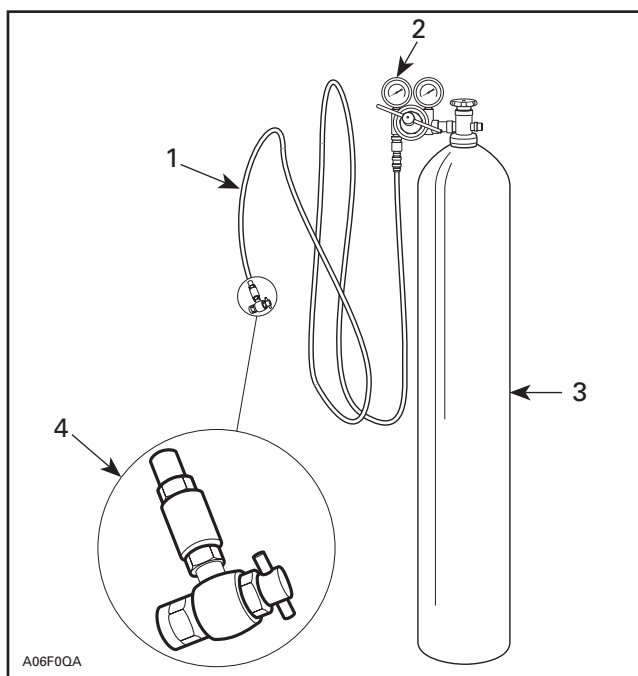
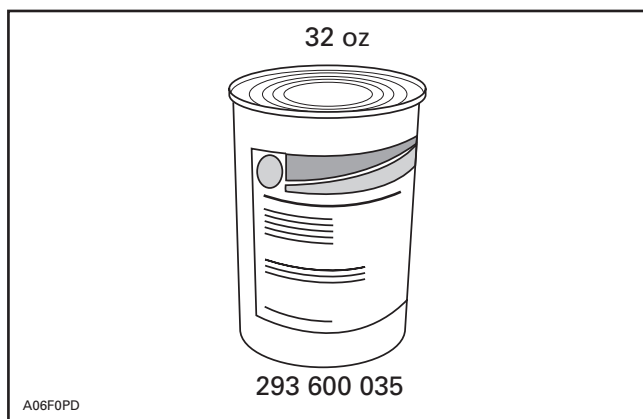
NOTE: Tools P/N 529 035 727 and 529 035 728 will be available in early December.



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



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)

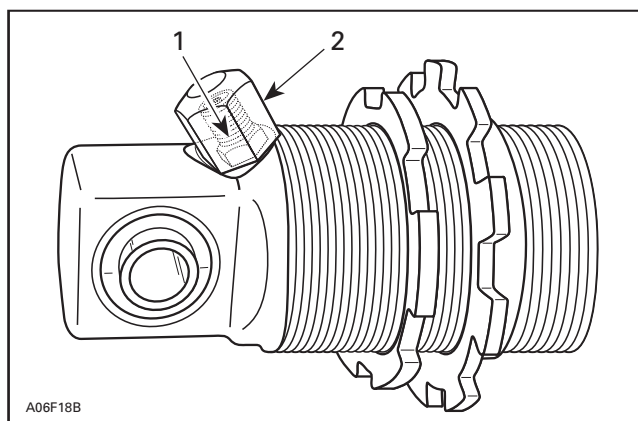
NOTE: Commercially available through compressed gas dealers.

Disassembly and Assembly

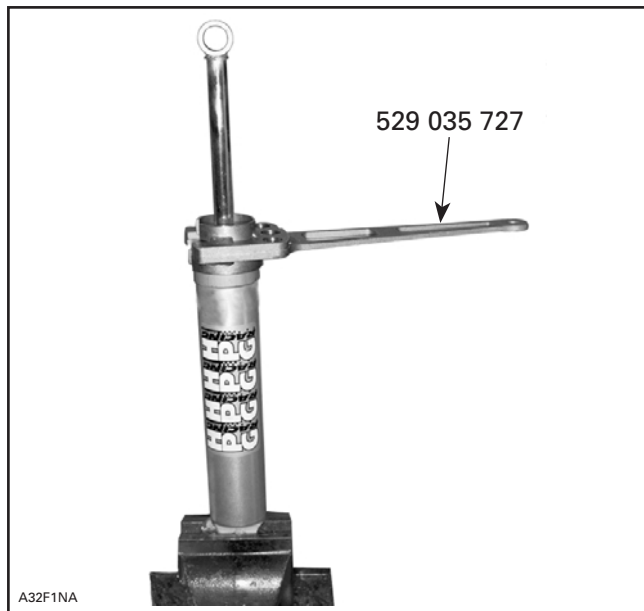
Release N₂ (nitrogen) pressure from the damper Schrader valve on any HPG T/A with IFP.

⚠ WARNING

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

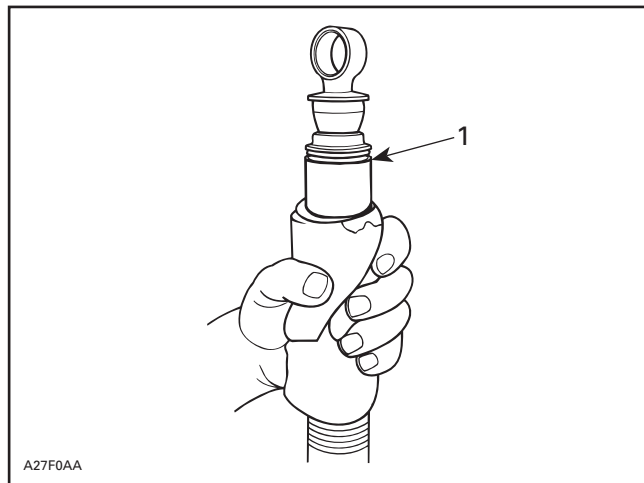


1. Schrader valve 1.5 - 2 N•m (13 - 17 lbf•in)
2. Schrader cap 5 - 6.5 N•m (44 - 57 lbf•in)



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

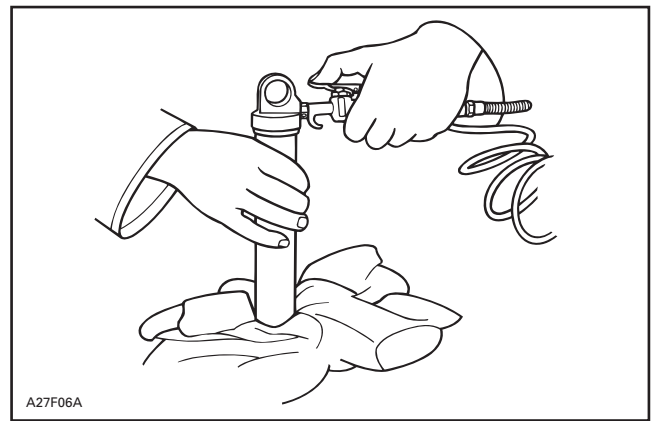
NOTE: Remove damper rod assembly slowly to reduce oil spillage and prevent piston seal damage by damper body threads. Wrap the damper body with a shop cloth to capture possible overflow oil while removing the damper piston.



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

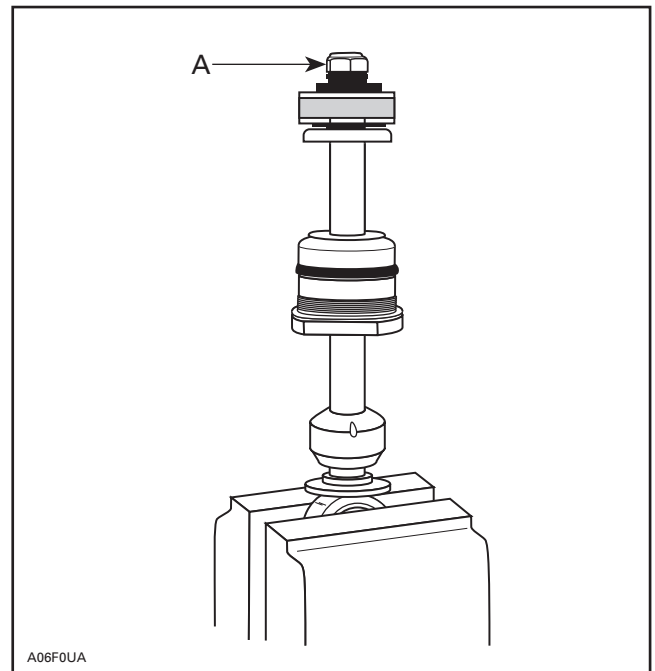
⚠ WARNING

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.

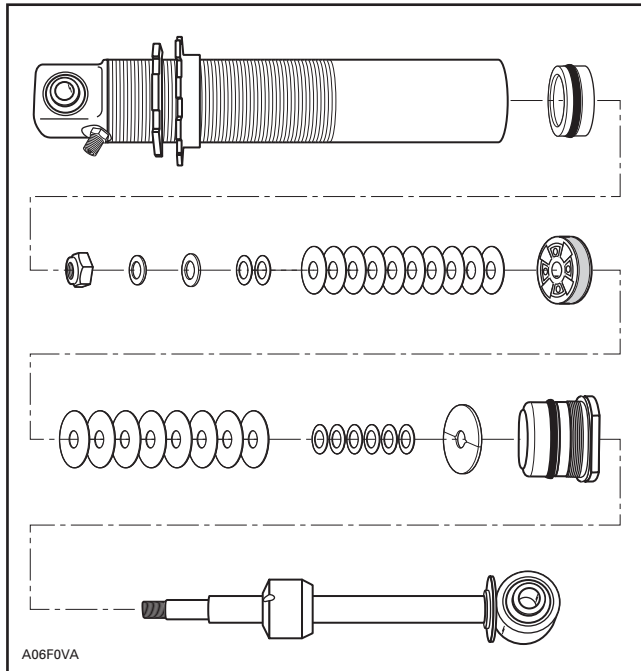
Replace damper body if wear is identified.

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.



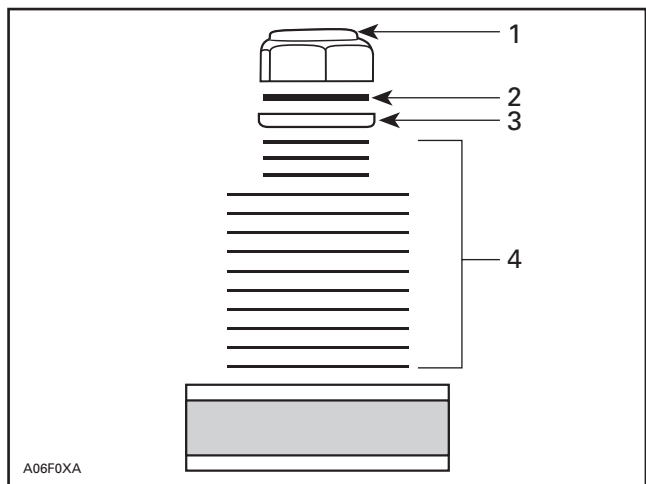
NOTE: As a general rule we suggest replacing the damper rod lock-nut after 4 rebuilds to ensure good locking friction and use Loctite[†] 271 each time.

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).



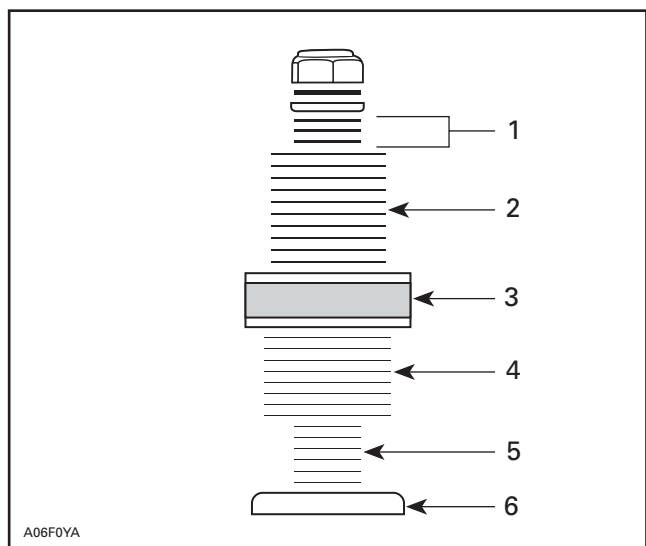
1. Damper nut
2. Spacer
3. Washer
4. Shim pack

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.



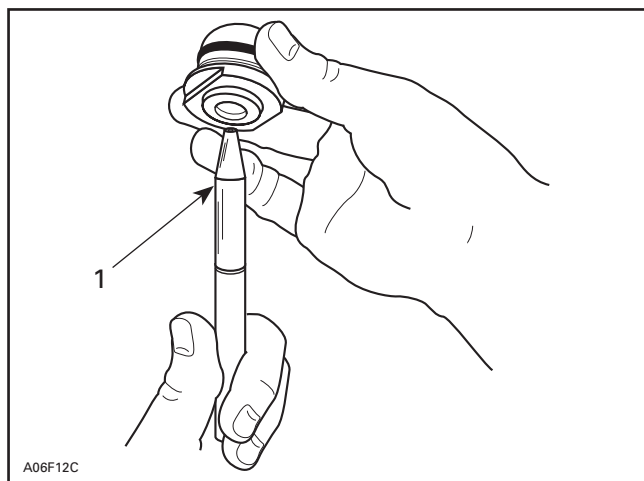
1. Rebound dampening shim pack
2. Rebound dampening shim pack
3. Piston
4. Compression dampening shim pack
5. Compression dampening shim pack
6. Stopper

[†] 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.

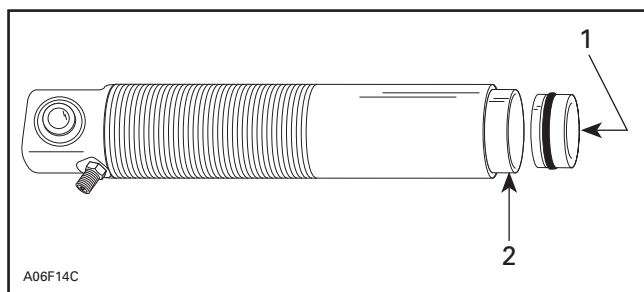
Reassemble damper rod assembly, taking care to properly assemble shim packs as required for your dampening needs. Ensure that the shaft piston is installed with the slits/larger intake holes facing the rebound shim stack.



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.

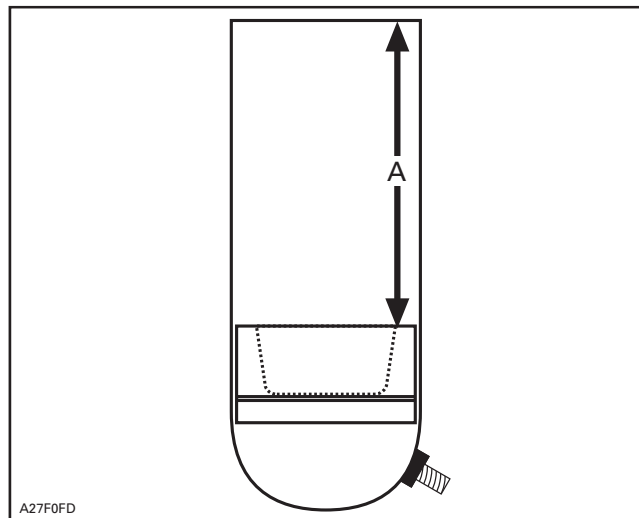


1. Push (slowly) by hand
2. Floating piston guide (P/N 529 035 608)

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

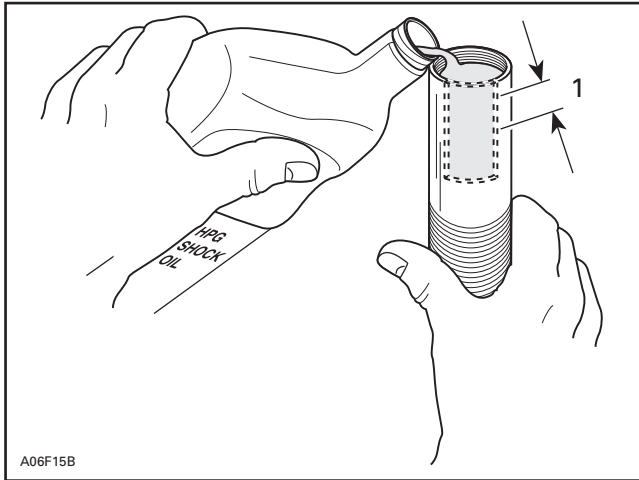
Whenever using compressed air exercise extreme caution, cover damper opening with shop cloth to reduce chance of possible injury.

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

⚠ WARNING

Always wear protective eye wear whenever using compressed air.

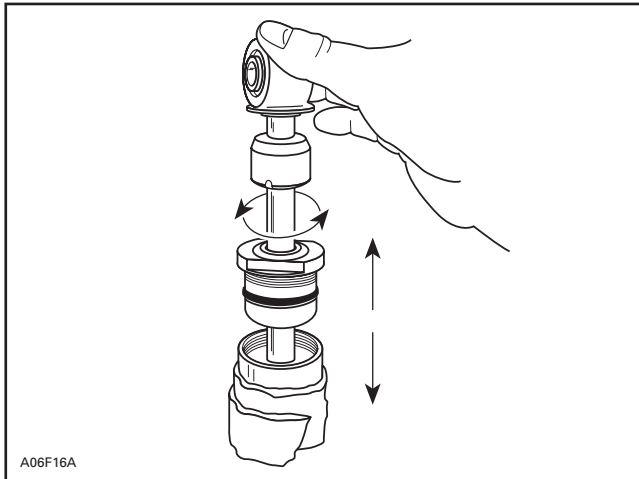
Fill the shock with Bombardier HPG shock oil (P/N 293 600 035) to approximately 10 mm (.393 in), from the base of seal carrier threads.



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 submersed piston. Be careful not to drive the shaft any deeper into the oil than is necessary to just cover the shim stack.

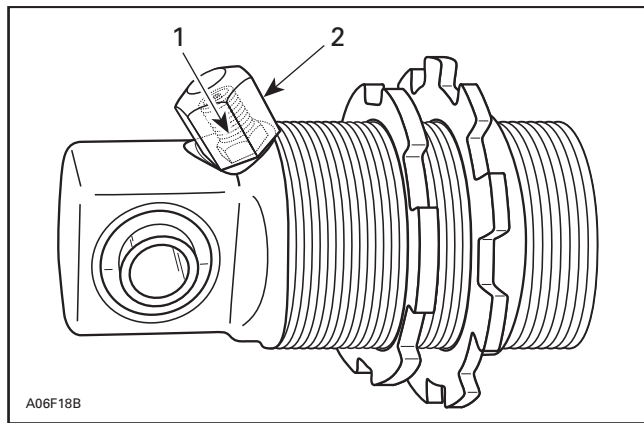
NOTE: Fast installation of the damper rod may displace the floating piston from its original position. This must not occur if the damper is expected to perform as designed.

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.

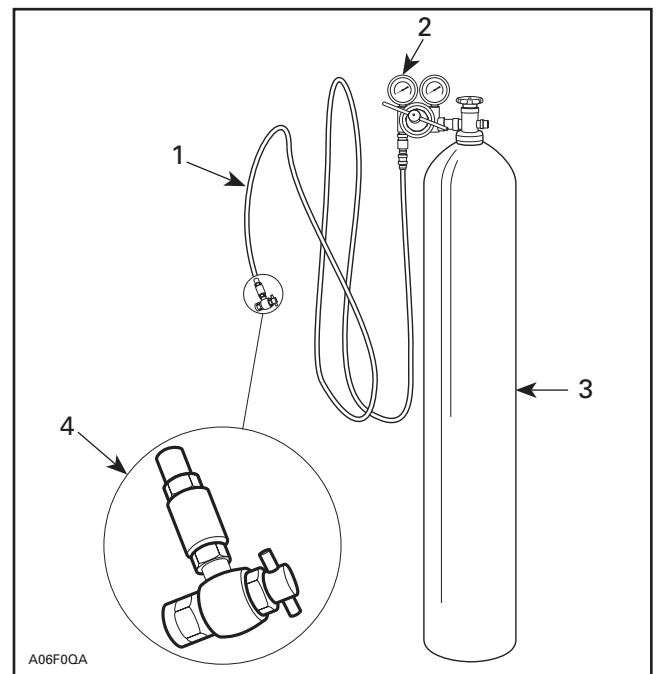
WARNING

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"/> |



SNOWMOBILES



SERVICE
Bulletin

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.

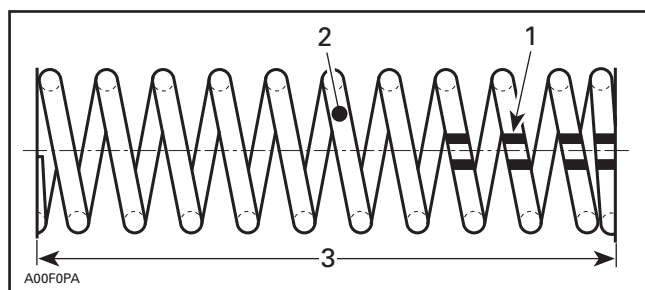
Please update your *Shop Manual* by indicating the number of this bulletin in the proper section of the manual.

COIL SPRINGS (compression)

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

Type R (straight on both ends)

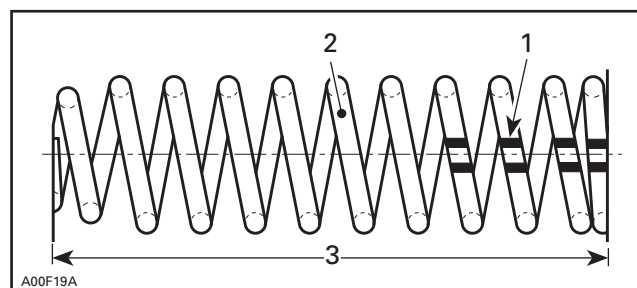
(Single Rate Spring)



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

Type S (barrel shape on one end)

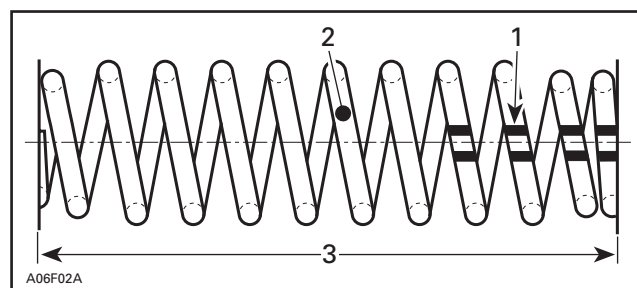
(Single Rate Spring)



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

Type T (barrel shape on both ends)

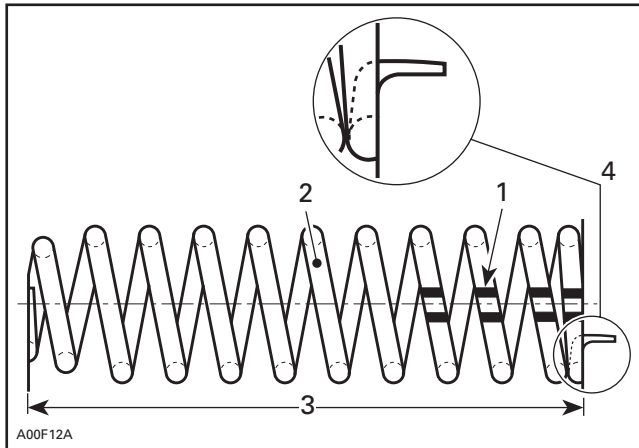
(Single Rate Spring)



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

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

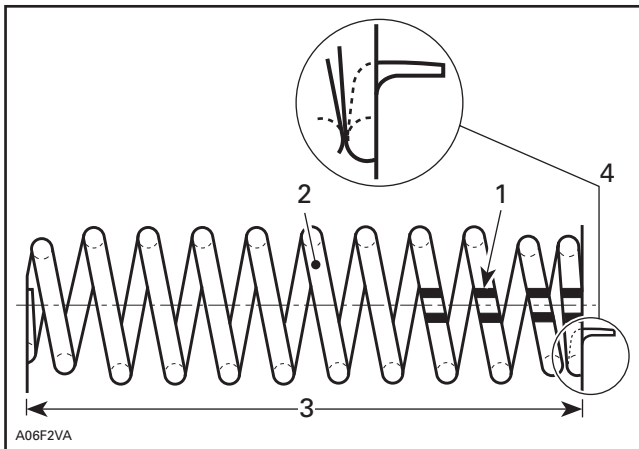
(Single Rate Spring)



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)

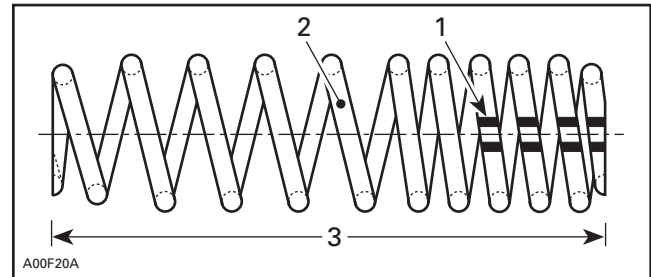
(Single Rate Spring)



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

Type 2
(barrel shape on both ends)

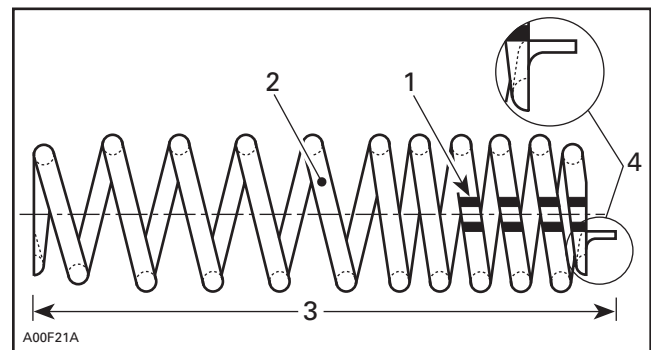
(Dual Rate Spring)



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

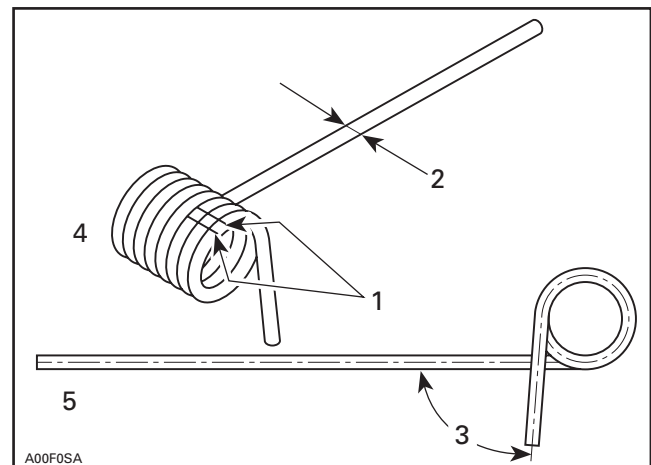
Type 4
(barrel shape on both ends with
positioning tab at the color code coils end)

(Dual Rate Spring)



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

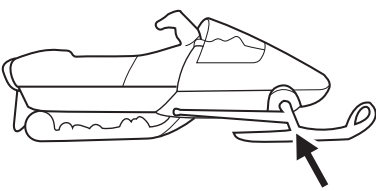
TORSION SPRINGS

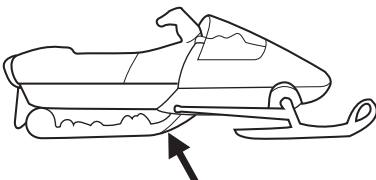


1. Color code stripes
2. Wire diameter
3. Opening angle (°)
4. Left hand (LH)
5. Right hand (RH)

SECTION 1

SPRING APPLICATIONS

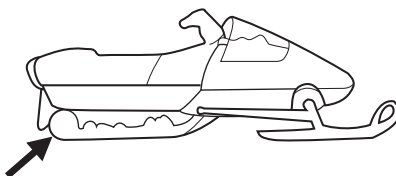
| 2001 | | FRONT SPRINGS | | 2001 | |
|--|--|---------------------|----------------|---------------------|--|
|  | | | | | |
| MODEL | | (P/N) SOFTER SPRING | (P/N) STANDARD | (P/N) HARDER SPRING | |
| MACH Z | | 414 956 300 | 415 075 900 | 415 039 700 | |
| MACH Z TECH PLUS | | 414 956 300 | 415 075 900 | 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) $\pm .05$ | 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"/> |



SNOWMOBILES



SERVICE
Bulletin

No. **2001-4**

Date: September 22, 2000

SUBJECT: Spring Reference According to Load

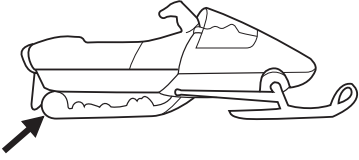
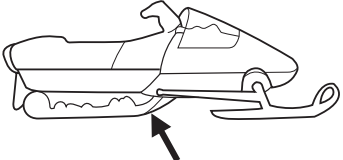
| YEAR | MODEL | MODEL NUMBER | SERIAL NUMBER |
|------|-------|--------------|---------------|
| 2001 | All | All | All |

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.**

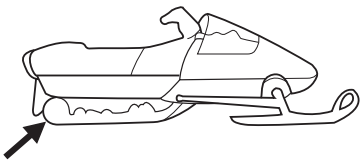
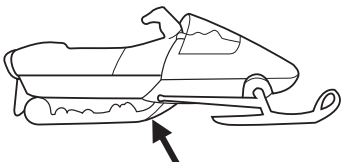
| MODEL NAME | PAGE |
|------------------------------------|------|
| Formula Deluxe 380 Fan | 8 |
| Formula Deluxe 500 Fan (Can/U.S.) | 8 |
| Formula Deluxe GS (Can/U.S.) | 5 |
| Formula Deluxe GS (Europe) | 7 |
| Formula Deluxe GSE (Can/U.S.) | 5 |
| Formula Deluxe Standard (Can/U.S.) | 5 |
| Formula 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 | | | | | | | | | |

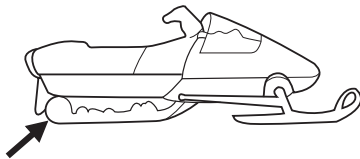
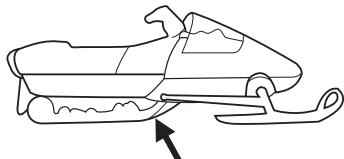
MACH Z STD, MACH Z TECH PLUS (CAN, U.S.) (continued)

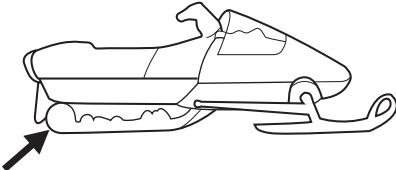
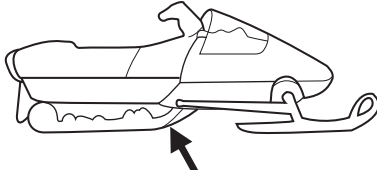
| | REAR SPRING | | | | CENTER SPRING | | | |
|---|--------------|-------------|-----------------|---------------|---------------|-----------------|---------------|-------|
| | RIGHT P/N | LEFT P/N | CAM POSITION | COLOR CODE | P/N | CAM POSITION | COLOR CODE | COLOR |
| | | | | | | | | |
| OPTION 1 | | | | | | | | |
| 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 | | | | | | | | |

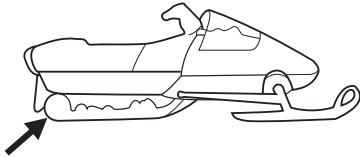
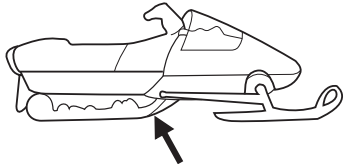
**MX Z ADRENALINE, STANDARD, TRAIL AND X;
FORMULA DELUXE STANDARD, GS, GSE (CAN, U.S.)**

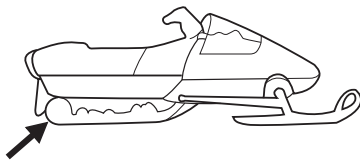
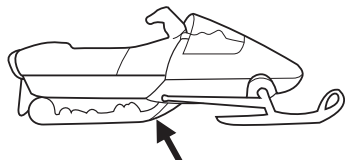
| | REAR SPRING | | | | CENTER SPRING | | | |
|---|--------------|-------------|-----------------|---------------|---------------|-----------------|---------------|-------|
| | RIGHT P/N | LEFT P/N | CAM POSITION | COLOR CODE | P/N | CAM POSITION | COLOR CODE | COLOR |
| STANDARD | | | | | | | | |
|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

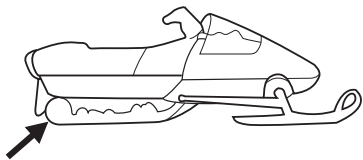
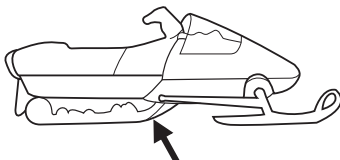
| MX Z STANDARD (EUROPE) | | | | | | | | |
|---|-------------|-----------------|---------------|----------|--|-----------------|----------------------|-------|
| REAR SPRING  | | | | | CENTER SPRING  | | | |
| RIGHT P/N | LEFT P/N | CAM POSITION | COLOR CODE | | P/N | CAM POSITION | COLOR CODE | COLOR |
| 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 | | | | | | | | |

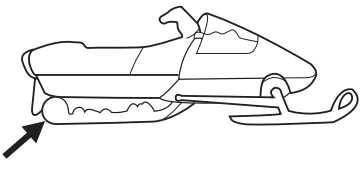
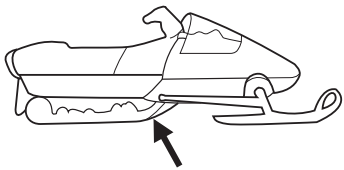
| FORMULA DELUXE STANDARD AND GS (EUROPE) | | | | | | | | |
|---|-------------|-----------------|---------------|----------|--|-----------------|---------------|-------|
| REAR SPRING  | | | | | CENTER SPRING  | | | |
| RIGHT P/N | LEFT P/N | CAM POSITION | COLOR CODE | | P/N | CAM POSITION | COLOR CODE | COLOR |
| 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 | | | | | | | | |

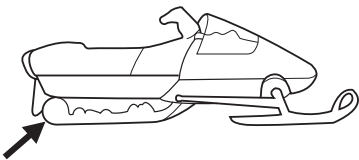
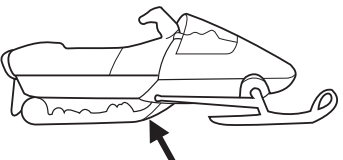
**FORMULA DELUXE 500 FAN / 380 FAN (CAN, U.S.)
MX Z 500 FAN / 440 FAN / 380 FAN (CAN, U.S.)**

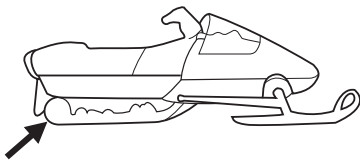
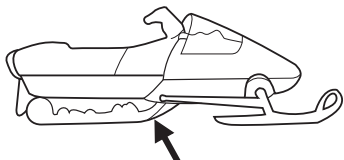
| REAR SPRING | | | | | CENTER SPRING | | | |
|---|-------------|-----------------|---------------|----------|---|-----------------|---------------|---------------|
|  | | | | |  | | | |
| RIGHT P/N | LEFT P/N | CAM POSITION | COLOR CODE | | P/N | CAM POSITION | COLOR CODE | COLOR |
| STANDARD | | |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

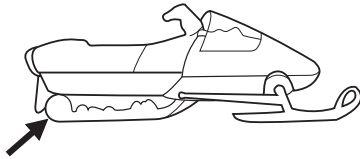
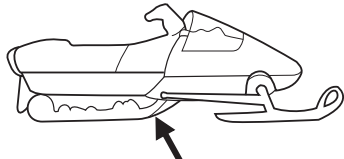
| MX Z 380 FAN (EUROPE) | | | | | | | | |
|---|-------------|-----------------|---------------|----------|--|-----------------|---------------|---------------|
| REAR SPRING  | | | | | CENTER SPRING  | | | |
| RIGHT P/N | LEFT P/N | CAM POSITION | COLOR CODE | | P/N | CAM POSITION | COLOR CODE | COLOR |
| 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 | | | | | | | | |

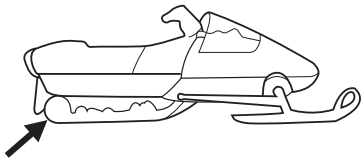
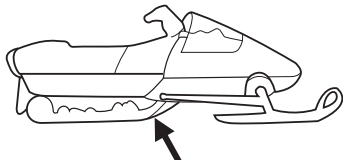
| SUMMIT X / STANDARD / HIGHMARK X / HIGHMARK STANDARD | | | | | | | | |
|---|-------------|-----------------|---------------|----------|--|-----------------|---------------|-------|
| REAR SPRING  | | | | | CENTER SPRING  | | | |
| RIGHT P/N | LEFT P/N | CAM POSITION | COLOR CODE | | P/N | CAM POSITION | 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.) | | | | | | | | |
|---|-------------|-----------------|---------------|-------|---|-----------------|---------------|-------|
| REAR SPRING | | | | | CENTER SPRING | | | |
|  | | | | |  | | | |
| RIGHT P/N | LEFT P/N | CAM POSITION | COLOR CODE | | P/N | CAM POSITION | COLOR CODE | COLOR |
| 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 :

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



SNOWMOBILES



SERVICE
Bulletin

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"/> |



SNOWMOBILES



SERVICE
Bulletin

No. **2001-5**

Date: September 29, 2000

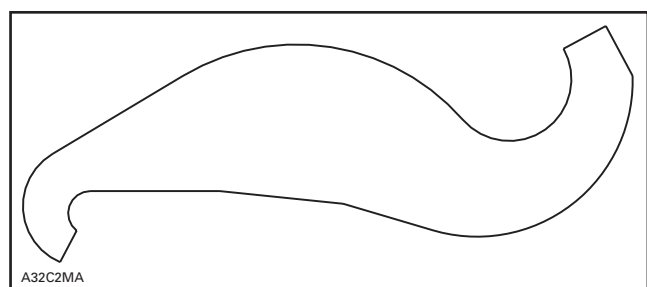
**SUBJECT: A) Tuned Pipe Heat Shield
Insulation Pad
B) Plastic DPM Rail Caps
and O-Rings**

| YEAR | MODEL | MODEL NUMBER | SERIAL NUMBER |
|--------------|---|---|---------------|
| 2001 | All ZX chassis models | All ZX chassis models | All |
| 2000 1999 | 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.

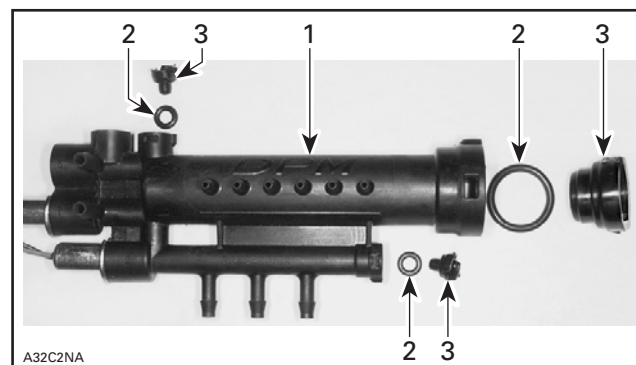


NOTE: If, during the normal warranty period, a tuned pipe shell cracks, shell and insulation pad (if necessary) should be replaced rather than the complete tuned pipe assembly.

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 :

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



SNOWMOBILES



SERVICE
Bulletin

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 |
|-------------------------------|-----------|------------------|--------------------------|-------------------|------------------------------|--------------------|
| 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 |
|-------------------|----------------------|------------------|-------------------|-------------------|------------------------|--------------------|
| 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 |
|---------------------------------|--------------|------------------|-------------------|-------------------|-------------------|--------------------|
| 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 |

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 |
|------------------|-----------|------------------|-------------------|-------------------|-------------------|--------------------|------------|
| 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 | | 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 | ← |

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 | ← | ← | ← | ← | 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.

CARBURATION

| 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 | 1.9 |

MAIN JET CHART

| <div>Altitude</div> <div>Clutching</div> | | 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 | | ← | ← | ← | ← | 520 | ← | |
| - 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 | 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 | 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 | 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

| <div>Altitude</div> <div>Clutching</div> | | 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 | | ← | ← | ← | ← | 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.

SUMMIT 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/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 | 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 Clutching | | Sea Level | 600 m 2000 ft | 1200 m 4000 ft | 1800 m 6000 ft | 2400 m 8000 ft | 3000 m 10000 ft |
|---------------------------------|--------------|-----------|------------------|-------------------|-------------------|-------------------|--------------------|
| | | | | | | | |
| 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 | 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 | 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 :

| | |
|----------------------------------|--------------------------------|
| <input type="checkbox"/> Service | <input type="checkbox"/> Init. |
| <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 :

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



SNOWMOBILES



SERVICE
Bulletin

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

| <div>Altitude</div> <div>Calibration</div> | | Sea Level | 600 m 2000 ft | 1200 m 4000 ft | 1800 m 6000 ft | 2400 m 8000 ft | 3000 m 10000 ft | Qty |
|--|--------------|--------------|------------------|-------------------|-------------------|-------------------|--------------------|-------------------|
| | | | | | | | | |
| 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 | 2400 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 |

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 | 02 (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.

NOTE: Shaded columns give factory settings.

MX Z 800 (ADRENALINE) / 800 (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 | 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 |
|-------------------|----------------------|--------------------------|-------------------|-------------------|-------------------|--------------------|
| 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 | 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 | 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 | 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.

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 |
|-------------------------------|------------------------------|------------------|-------------------|-------------------------|-------------------|--------------------|
| 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 |
|-------------------|----------------------|--------------------------|-------------------|-------------------|-------------------|--------------------|
| 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 |
|---------------------------------|--------------|------------------|-------------------|-------------------|-------------------|--------------------|------------|
| 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 |
|--------------------|-----------|------------------|-------------------|-------------------|-------------------|--------------------|------------|
| Temperature | | | | | | | |
| - 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 |
|-------------------------------|-----------------------------|------------------|-------------------|-------------------------|-------------------|--------------------|
| 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 |
|--|----------------------|------------------|-------------------|-------------------|-------------------|--------------------|
| 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 |
|---------------------------------|--------------|------------------|-------------------|-------------------|-------------------|--------------------|------------|
| 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 |
|--------------------|-----------|------------------|-------------------|-------------------|-------------------|--------------------|------------|
| 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 | 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.

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 | 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) 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 |

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.

NOTE: Shaded columns give factory settings.

MX Z 600 (STANDARD) / 600 (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/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 | 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 | 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 | ← | ← | 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 | 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

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 | 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) | 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 |

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.

NOTE: Shaded columns give factory settings.

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 |
|----------------------------|---------------------------|------------------|-------------------|----------------------------|-------------------|--------------------|
| 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 |
|--|--------------------------|------------------|-------------------|-------------------|-------------------|--------------------|
| 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 Calibration | | Sea Level | 600 m 2000 ft | 1200 m 4000 ft | 1800 m 6000 ft | 2400 m 8000 ft | 3000 m 10000 ft | Qty |
|------------------------------|--------------|--------------|------------------|-------------------|-------------------|-------------------|--------------------|------------|
| | | | | | | | | |
| 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 |
|--------------------|------------|------------------|-------------------|-------------------|-------------------|--------------------|------------|
| 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.

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 |
|----------------------------|--|-----------------------------|------------------|-------------------|--------------------------|-------------------|--------------------|
| 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 |
|----------------|----------------------|--------------------------|------------------|-------------------|-------------------|-------------------|--------------------|
| 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 |
|------------------------------|--------------|--------------|------------------|-------------------|-------------------|-------------------|--------------------|------------|
| 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 |
|------------------|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Temperature | | | | | | | | |
| - 40°C - 40°F | | 215 205 | 205 195 | 195 185 | 185 175 | 180 170 | 170 160 | PTO MAG |
| - 30°C - 20°F | | 210 200 | 200 190 | 190 180 | 180 170 | 170 160 | 160 150 | PTO MAG |
| - 20°C - 4°F | | 205 195 | 195 185 | 185 175 | 175 165 | 165 155 | 155 145 | PTO MAG |
| - 10°C 14°F | | 200 190 | 190 180 | 180 170 | 170 160 | 160 150 | 150 140 | PTO MAG |
| 0°C 32°F | | 195 185 | 185 175 | 175 165 | 165 155 | 155 145 | 145 135 | PTO MAG |
| 10°C 50°F | | 185 175 | 175 165 | 165 155 | 155 145 | 145 135 | 140 130 | PTO MAG |
| 20°C 70°F | | 180 170 | 170 160 | 160 150 | 150 140 | 140 130 | 135 125 | 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 | 2400 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 |

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.

NOTE: Shaded columns give factory settings.

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 |
|-------------------------------|--------------------------|------------------|-------------------|-------------------------|-------------------|--------------------|
| 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.

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 |
|----------------------------|--|------------------------------|------------------|-------------------|-------------------------|-------------------|--------------------|
| 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 | ← | ← | ← | ← | ← |

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 |
|------------------------------|--------------|-----------|------------------|-------------------|-------------------|-------------------|--------------------|------------|
| Calibration | | | | | | | | |
| Main jet | | 500 | ← | ← | ← | ← | ← | PTO MAG |
| Jet needle | | 9H FY2-53 | ← | ← | ← | ← | ← | 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

| <div>Altitude</div> <div>Temperature</div> | | 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 | | 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 guide-lines 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 |

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.

NOTE: Shaded columns give factory settings.

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 |

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.

NOTE: Shaded columns give factory settings.

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 | 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 | 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 Position 3 | ← | ← | ← | ← | ← |
| 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.

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 | ← | ← | ← | ← | ← | — |
| 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.

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.

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 | | 8BCY1/42 | ← | ← | ← | ← | ← | 3 |
| Needle position | | 4 | ← | ← | ← | ← | ← | — |
| Slide cut-away | | 2.0 | ← | ← | ← | ← | ← | 3 |
| Pilot jet | | 15 | ← | ← | ← | ← | ← | 3 |
| Mixture screw | | 1.0 | ← | ← | ← | ← | ← | — |
| Valve seat | | 1.5 | ← | ← | ← | ← | ← | — |
| Needle jet | | 02 (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

| <div>Altitude</div> <div>Temperature</div> | 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 | 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 guide-lines 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 |

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.

NOTE: Shaded columns give factory settings.

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 |

CARBURATION

| Altitude Calibration | | Sea Level | 600 m 2000 ft | 1200 m 4000 ft | 1800 m 6000 ft | 2400 m 8000 ft | 3000 m 10000 ft | Qty |
|------------------------------|--------------|--------------|------------------|-------------------|-------------------|-------------------|--------------------|------------|
| | | | | | | | | |
| 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.

NOTE: Shaded columns give factory settings.

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

DRIVE PULLEY

| Altitude Clutching | Sea Level | 600 m 2000 ft | 1200 m 4000 ft | 1800 m 6000 ft | 2400 m 8000 ft | 3000 m 10000 ft |
|------------------------------|---|------------------|--------------------------------------|-------------------|-------------------|--------------------|
| 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 Clutching | Sea Level | 600 m 2000 ft | 1200 m 4000 ft | 1800 m 6000 ft | 2400 m 8000 ft | 3000 m 10000 ft |
|-----------------------|-----------------------|--------------------------|-------------------|-------------------|-------------------|--------------------|
| 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 |

CARBURATION

| Altitude Calibration | Sea Level | 600 m 2000 ft | 1200 m 4000 ft | 1800 m 6000 ft | 2400 m 8000 ft | 3000 m 10000 ft | Qty |
|---------------------------------|--------------|------------------|-------------------|-------------------|-------------------|--------------------|-----|
| 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 Temperature | 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 | 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.

NOTE: Shaded columns give factory settings.

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 | 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 guide-lines 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 | ← | ← | Blue/Green 414 817 700 | ← | ← |
| 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 |

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.

NOTE: Shaded columns give factory settings.

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 | ← | ← | ← | ← |
| Cam angle | ° (degrees) | Position 3 | ← | ← | ← | ← |
| | | 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 : <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Service <input type="checkbox"/> Sales <input type="checkbox"/> Parts </div> <div style="text-align: right;"> Init. <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> </div> </div> |  | <div style="border: 1px solid black; padding: 2px; display: inline-block; font-weight: bold;">SNOWMOBILES</div>  SERVICE Bulletin |
|--|---|--|

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

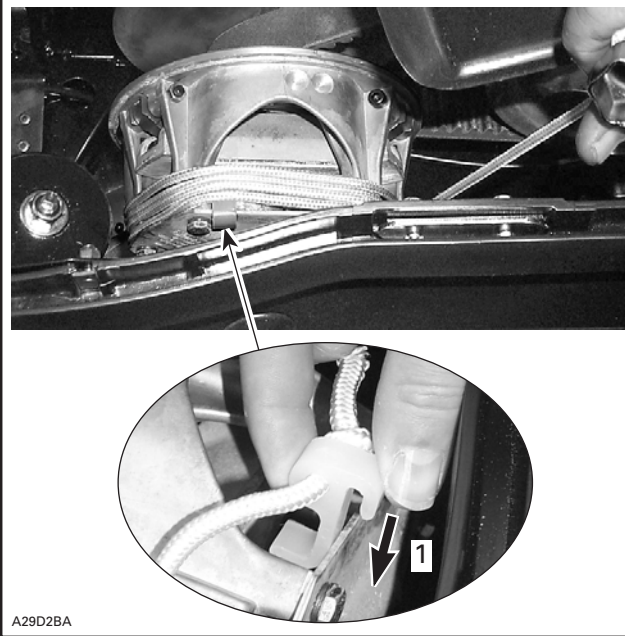


Skandic LT Only

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.



A29D2BA

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

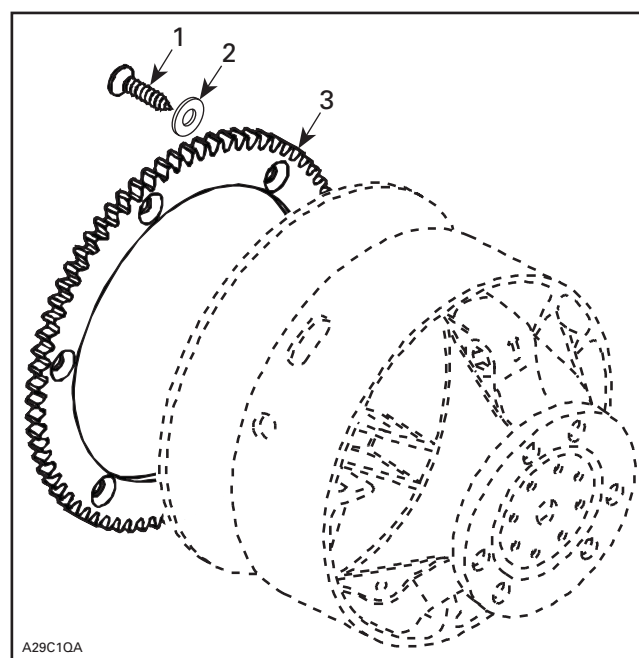
**SUBJECT: Revision to Instruction Sheet
for Electric Starter Kit
(P/N M5346624) Installation**

| 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.



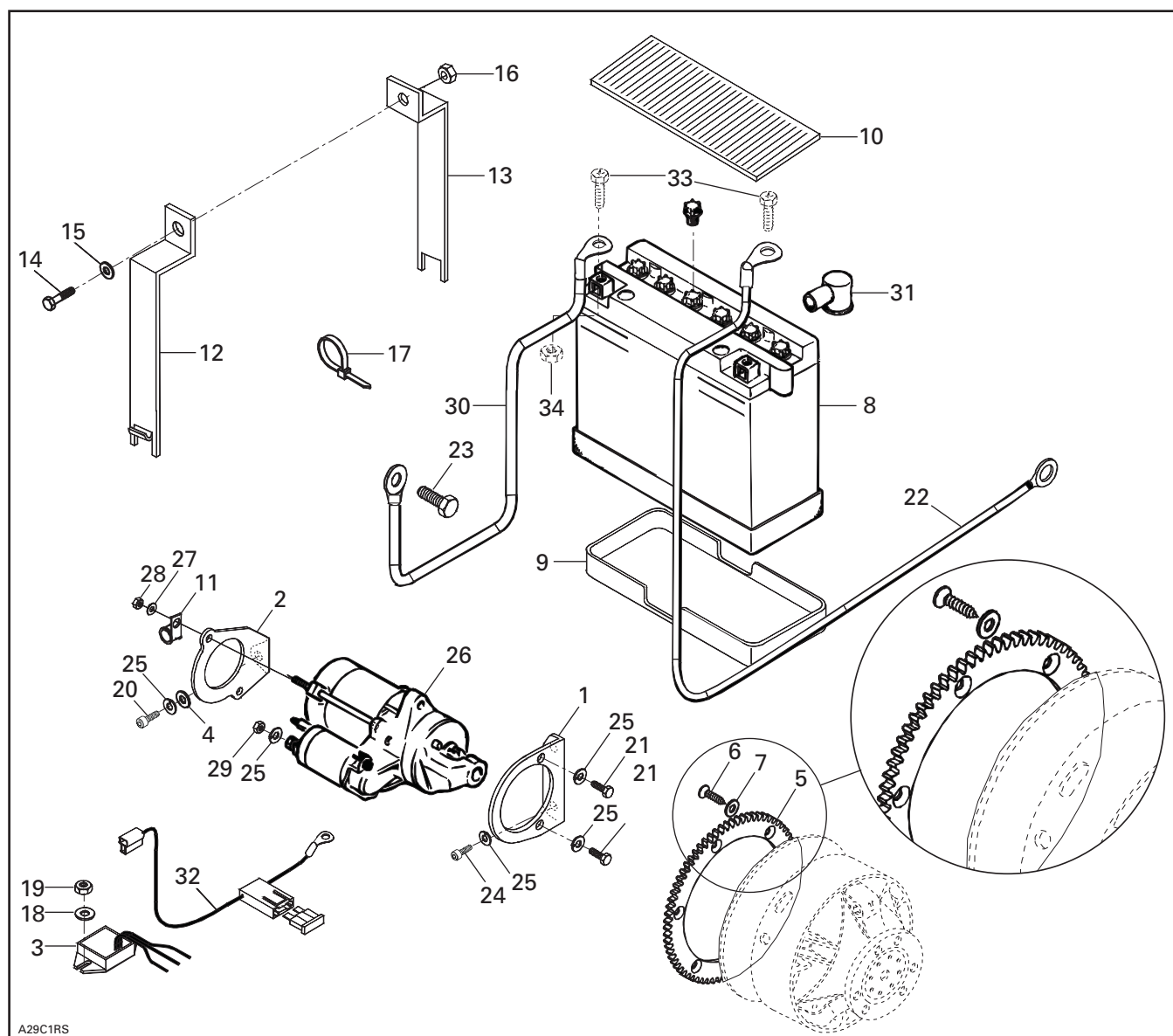
**ELECTRIC STARTER KIT
(P/N M5346624)**

⚠ 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.

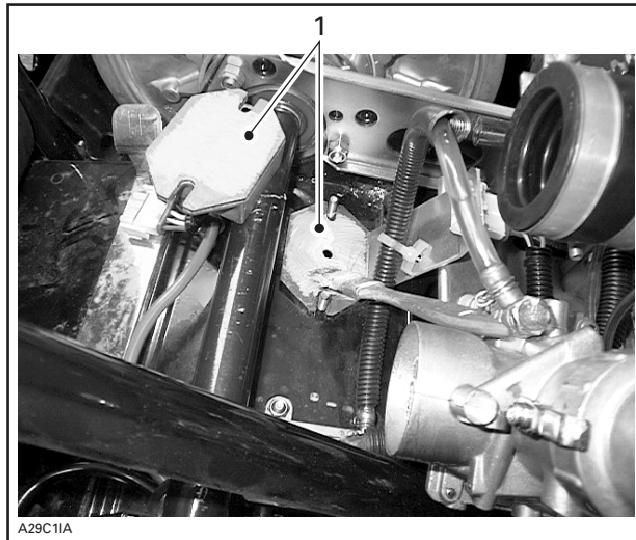
More space to maneuver will be obtained by removing bottom pan retaining screws on pulley side. Refer to following photo.



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.

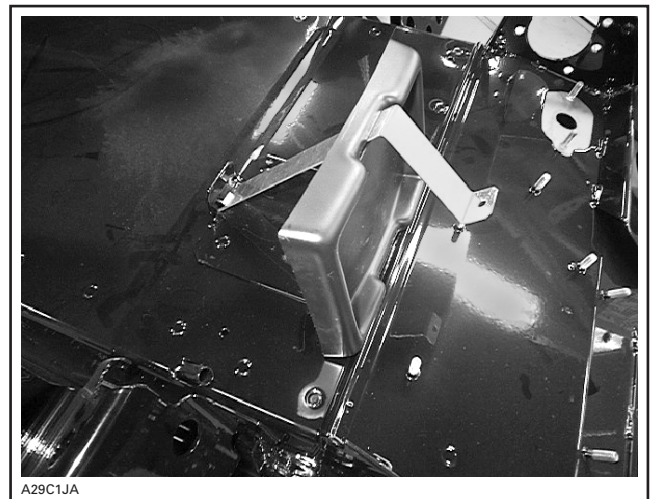
Install starter support MAG side **no. 2** on starter, insert clamp **no. 11** on lower through bolt, and secure with M5 flanged elastic nuts **no. 28**.

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**.

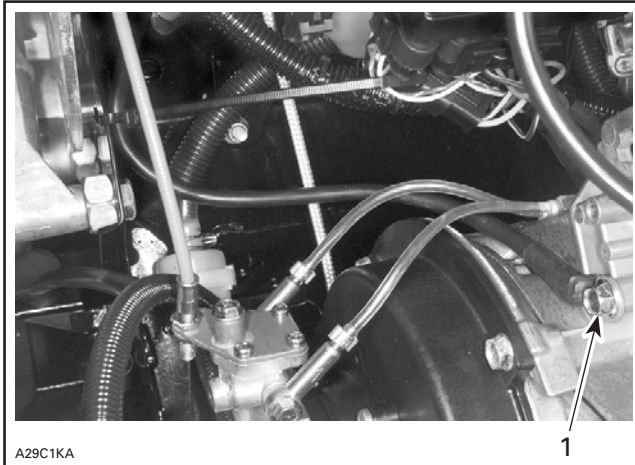
Install vent tube **no. 35** on right side of battery and let tube bottom end hanging loose so it won't kink.

[†] 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.

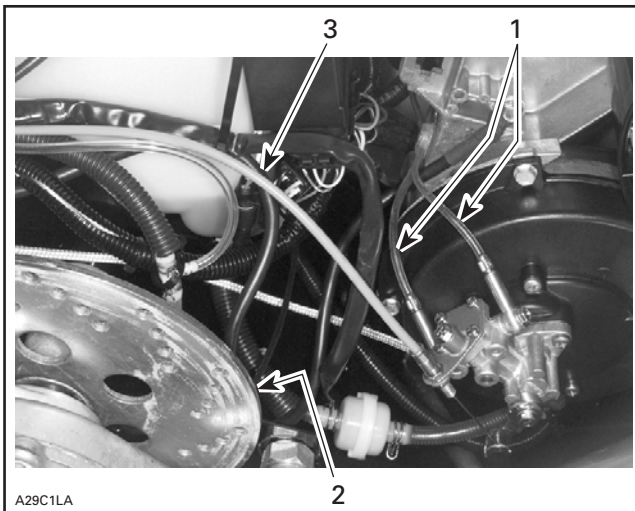
Wire/Cable Connections and Routing

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

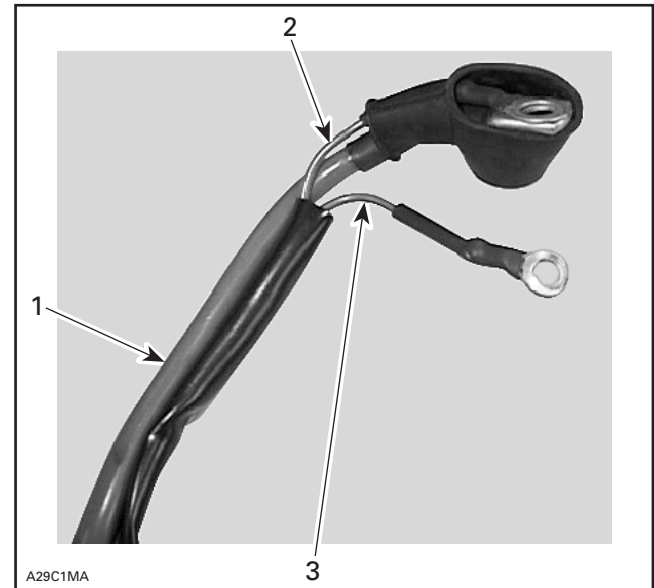
Route ground cable toward battery, passing underneath oil pump lines, attaching it to transmission forward bracket hole with a locking tie **no. 17** and bringing it upward, underneath clamp at oil reservoir screw.



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.

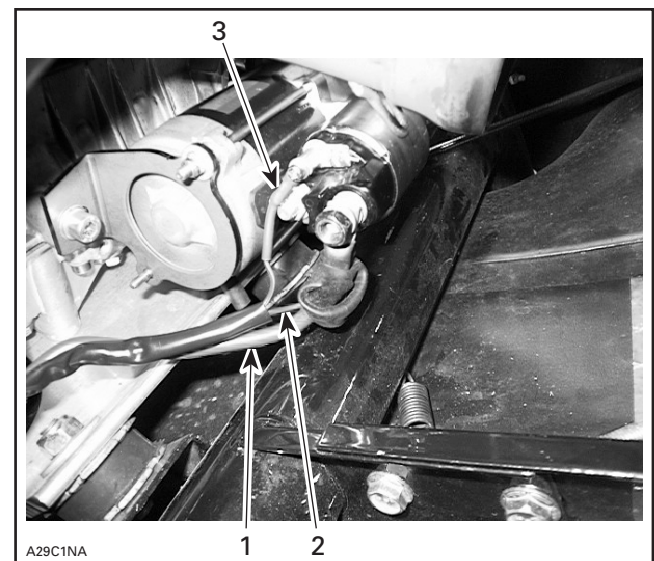
Insert small RED wire of the fuse wiring harness **no. 32** with RED battery positive cable **no. 22** through protector cap **no. 31**. Refer to following photo.



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

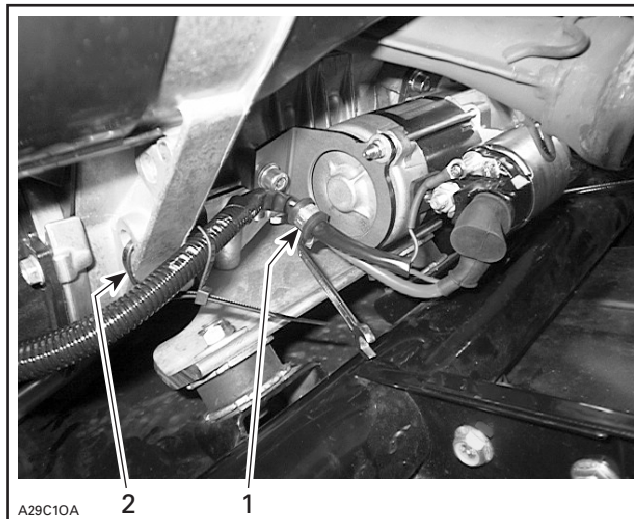
Connect both of them to the most forward solenoid terminal, small wire first, and secure them in place with M8 lock washer **no. 25** and M8 hexagonal nut **no. 29**.

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

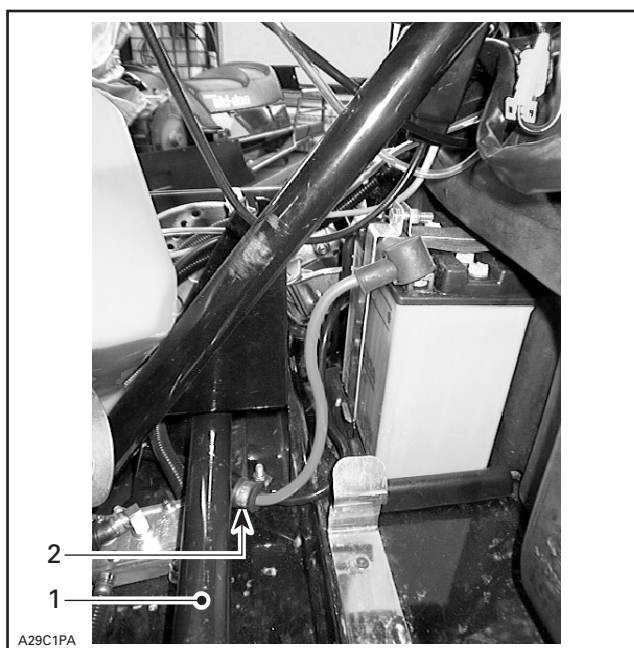
Pass fuse wiring harness and RED battery positive cable through clamp **no. 11** previously installed onto MAG side starter support, and secure to frame with a locking tie **no. 17**. Refer to following photo.



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 :

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|----------------------------------|--------------------------|
| | 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. **2001-11**

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"/> |



SNOWMOBILES



SERVICE
Bulletin

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.

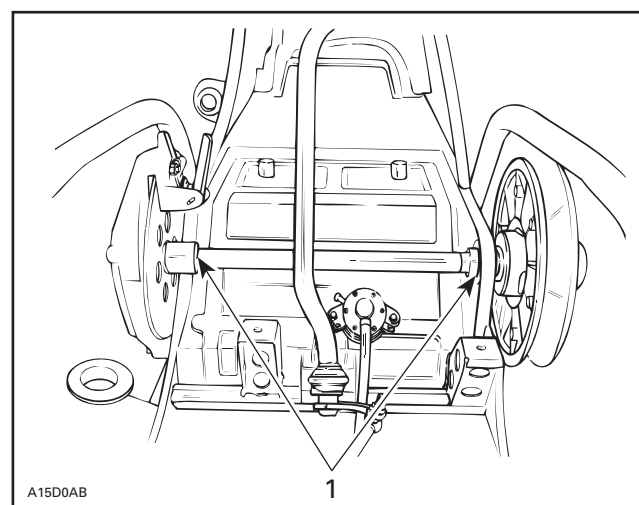
WARNING

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.

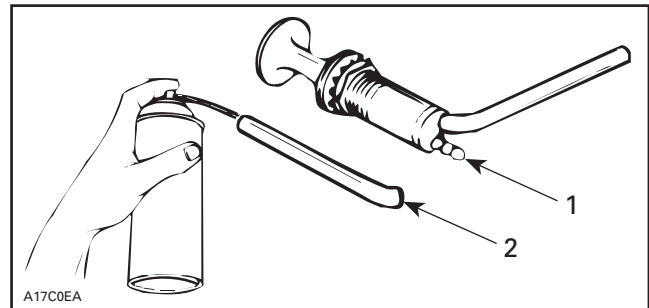
WARNING

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 schock 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.