LYNX

BRP

2008

Operator´s manual

Racing supplement

619 900 095

1) Speedometer

Measures vehicle speed in miles or kilometers.

The speedometer is factory preset in Imperial units but it is possible to change it to metric units, contact an authorized SKI-DOO dealer for unit settings.

mmo2008-007-017

LH PORTION OF GAUGE

2) Tachometer (RPM)

Measures engine revolution per minute (RPM). Multiply by 1000 to obtain the actual revolutions.

mmo2008-007-018

RH PORTION OF GAUGE

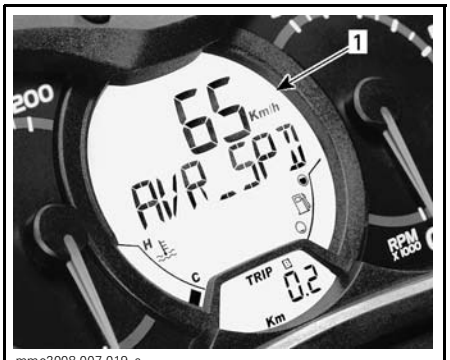
3) Gauge Multifunction Digital Display

Multifunction digital display that supplies several real time useful information to the driver either in English or French, contact an authorized SKI-DOO dealer for language settings.

⚠ WARNING

Reading the gauge digital display can distract from the operation of the vehicle, particularly from constantly scanning the environment. This could lead to a collision resulting in severe injuries or death. Before reading the gauge digital display, ensure your environment is clear and free from obstacle, and bring the vehicle to a low speed. Before proceeding with any adjustments, park vehicle in a safe place and away from the trail.

Also, the multifunction digital display is factory preset in Imperial units but it is possible to change it to metric units, contact an authorized SKI-DOO dealer for unit settings.



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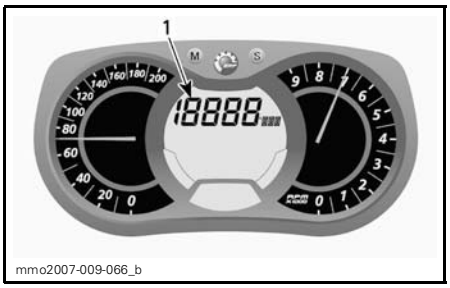
DISPLAY FEATURES	
FUNCTIONS	REFER TO TOPICS
Speedometer	A
Tachometer (RPM)	B
Odometer	C
Trip meter “A” or “B”	D
Trip hour meter	E
Fuel level	F
Top speed	G
Top RPM	H
Average speed	I
Message display	J
Lap record mode	K
Exhaust gas temperature	L

A) Speedometer

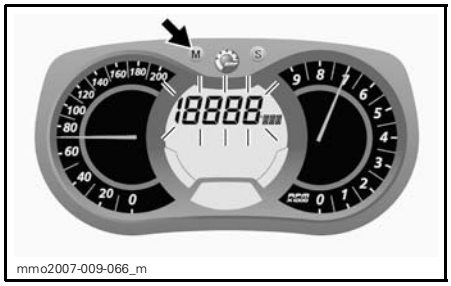
In addition of the analog type speedometer, vehicle speed can also be displayed via the multifunction display.



1. Vehicle speed display

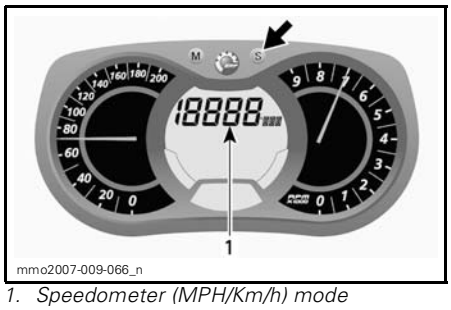
To display vehicle speed, proceed as follow.

Push the MODE (M) button to select display.



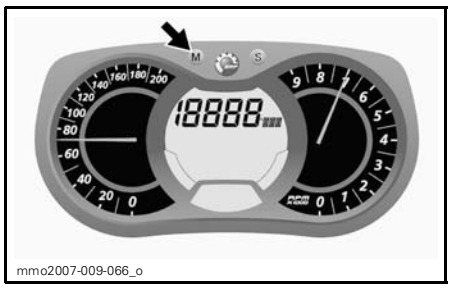
NOTE: Display will flash for approximately 5 seconds, then will return to the previously selected mode if display is not changed.

Push the SET (S) button to select speedometer (MPH/Km/h) mode.



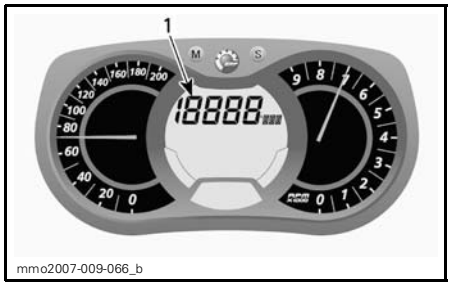
1. Speedometer (MPH/Km/h) mode

Push the MODE (M) button to confirm selection or wait 5 seconds.



B) Tachometer (RPM)

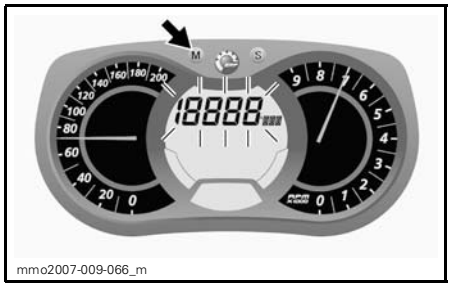
In addition of the analog type tachometer, RPM can also be displayed via the multifunction display.



1. RPM display

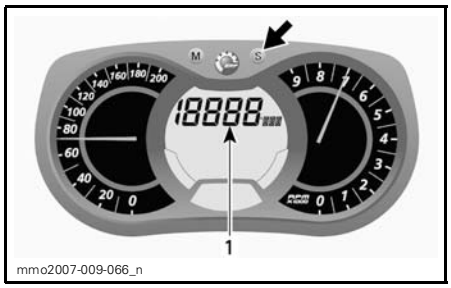
To display RPM, proceed as follow.

Push the MODE (M) button to select display.



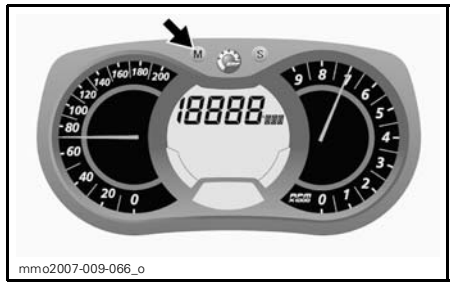
NOTE: Display will flash for approximately 5 seconds, then will return to the previously selected mode if display is not changed.

Push SET (S) button to select RPM mode.



1. RPM mode

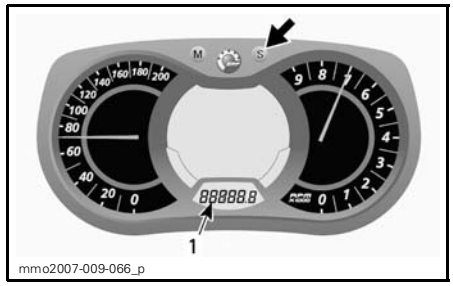
Push the MODE (M) button to confirm selection or wait 5 seconds.



C) Odometer

Records the total distance travelled.

Push the SET (S) button to select odometer (Km/Mi) mode.

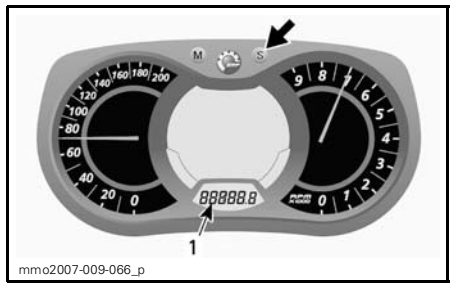


1. Odometer (Km/Mi) mode

D) Trip Meter "A" or "B"

Trip meters records distance travelled since it has been reset.

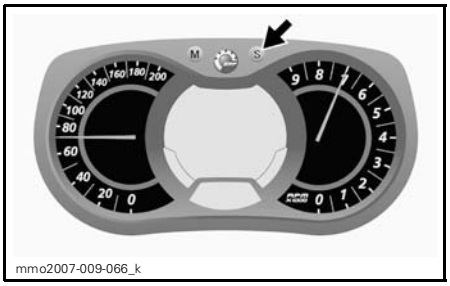
Push the SET (S) button to select trip meter (TRIP A/TRIP B) mode.



1. Trip meter (TRIP A/TRIP B) mode

Push and hold the SET (S) button to reset.

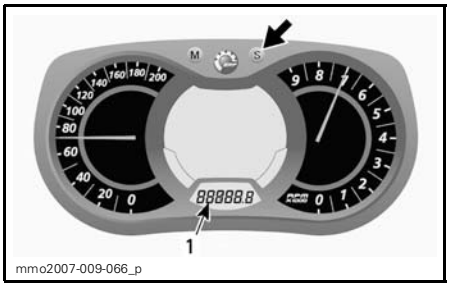
NOTE: On SDI models, resetting TRIP B mode will also reset TOTAL FUEL CONSUMPTION.



E) Trip Hour Meter

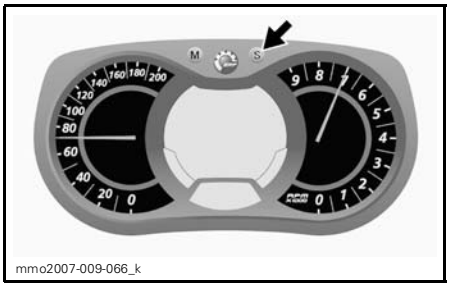
Records vehicle running time when the electrical system is activated since it has been reset.

Push the SET (S) button to select trip hour meter (HrTRIP) mode.



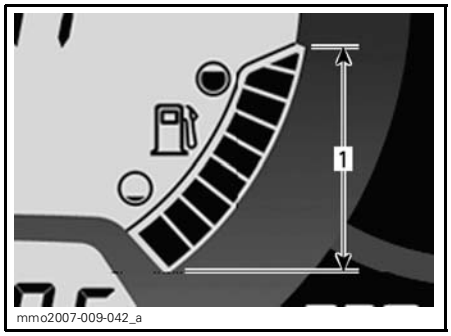
1. Trip hour meter (HrTRIP) mode

Push and hold the SET (S) button to reset.



F) Fuel Level

Bar gauge that continuously indicates the amount of fuel left in the fuel tank.



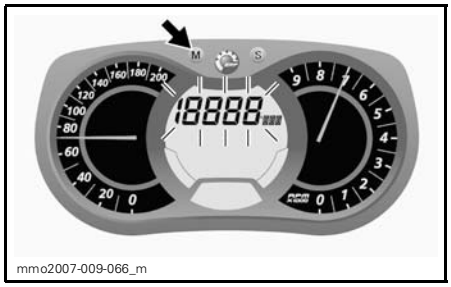
FUEL LEVEL
1. Operating range

G) Top Speed

Records vehicle top speed since it has been reset.

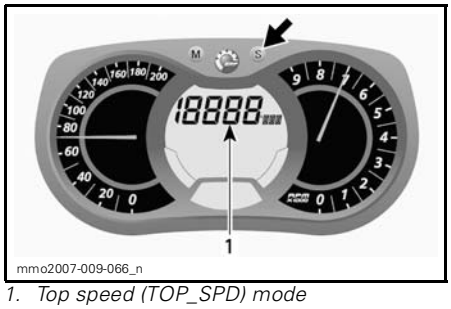
To display vehicle top speed, proceed as follow.

Push the MODE (M) button to select display.



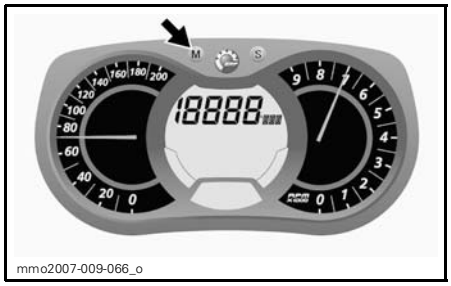
NOTE: Display will flash for approximately 5 seconds, then will return to the previously selected mode if display is not changed.

Push the SET (S) button to select top speed (TOP_SPD) mode.

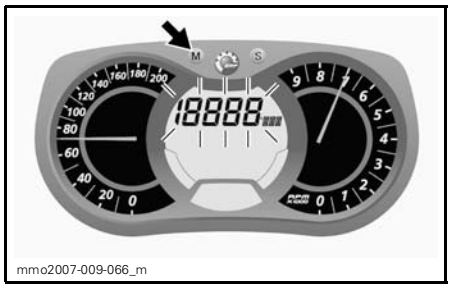


1. Top speed (TOP_SPD) mode

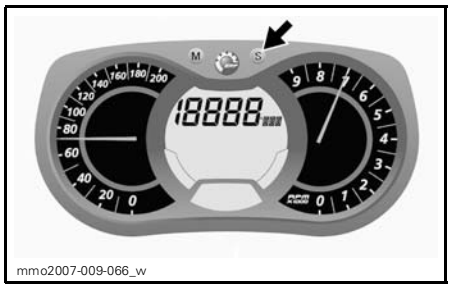
Push the MODE (M) button to confirm selection or wait 5 seconds.



To reset, push the MODE (M) to select mode.



Push and hold the SET (S) button within 5 seconds to reset.



H) Top RPM

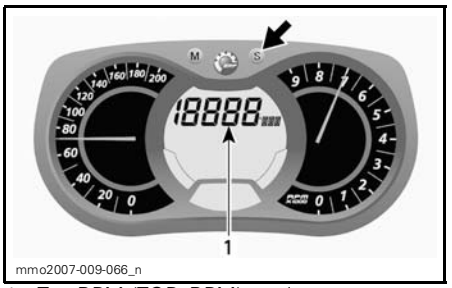
Records engine top revolution per minute (RPM) since it has been reset.

To display engine top revolution per minute, proceed as follow.

Push the MODE (M) button to select display.

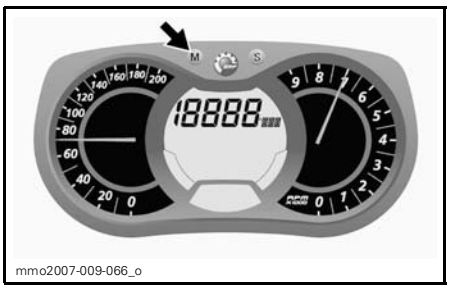
NOTE: Display will flash for approximately 5 seconds, then will return to the previously selected mode if display is not changed.

Push the SET (S) button to select top RPM (TOP_RPM) mode.

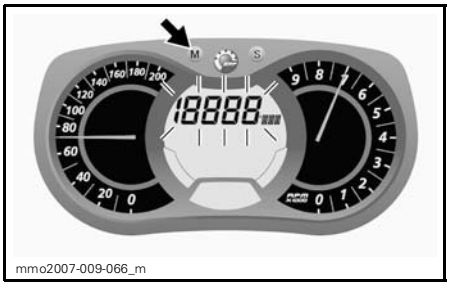


1. Top RPM (TOP_RPM) mode

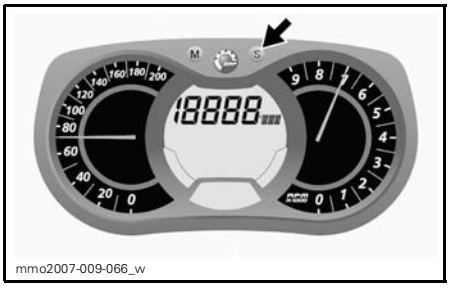
Push the MODE (M) button to confirm selection or wait 5 seconds.



To reset, push the MODE (M) to select mode.



Push and hold the SET (S) button within 5 seconds to reset.

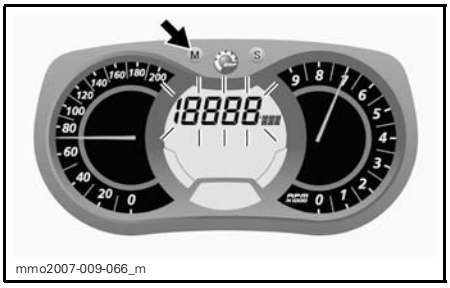


I) Average Speed

Records vehicle average speed since it has been reset.

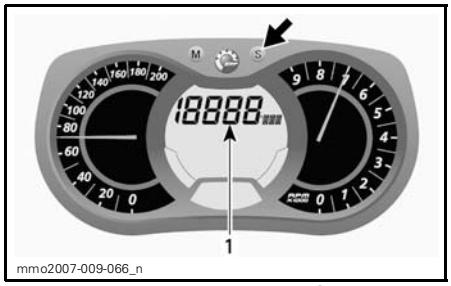
To display vehicle average speed, proceed as follow.

Push the MODE (M) button to select display.



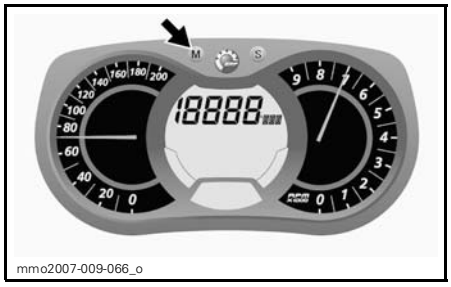
NOTE: Display will flash for approximately 5 seconds, then will return to the previously selected mode if display is not changed.

Push SET (S) button to select vehicle average speed (AVR_SPD) mode.

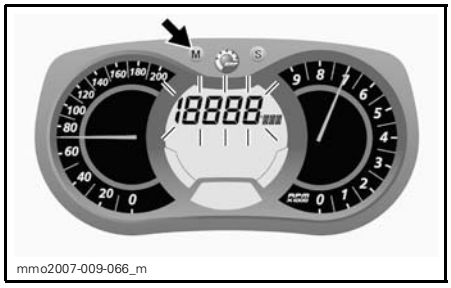


1. Vehicle average speed (AVR_SPD) mode

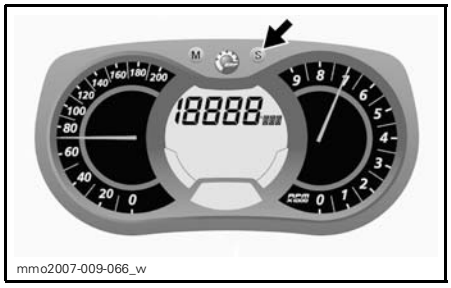
Push the MODE (M) button to confirm selection or wait 5 seconds.



To reset, push the MODE (M) to select mode.

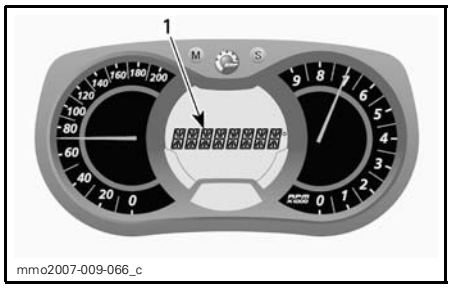


Push and hold the SET (S) button within 5 seconds to reset.



J) Message Display

This display is used as a complement of the pilot lamps to catch your attention and to give you a brief description if an anomaly occurs or to inform you of a particular condition.



1. Message display

Message will be displayed with a beep code and pilot lamp(s).

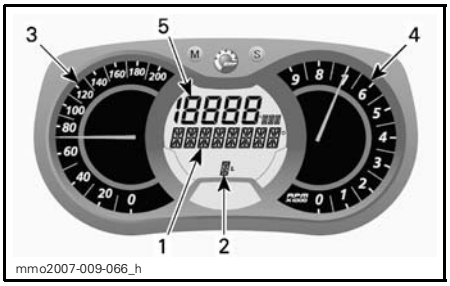
Refer to *GAUGE PILOT LAMPS* for more details on beeper codes and what to do depending on the message.

MESSAGE	DESCRIPTION
ENGINE	Engine is overheating
CHECK ENGINE	Engine fault
KNOCK	Ensure recommended fuel is used
SHUTDOWN	Engine overheating problem

K) Lap Record Mode

With this mode, vehicle speed, engine revolution per minute (RPM) and a preselected function in display 1 can be recorded at the same time during a period of time defined by the operator.

Also, a possibility of nine (9) different sessions (laps) can be recorded for a maximum total of 2 1/2 minutes.



LAP RECORD MODE
1. *Lap record mode display*
2. *Sessions (laps)*
3. *Vehicle speed*
4. *Engine revolution per minute (RPM)*
5. *Preselected function*

To Activate Lap Record Mode

Push the SET (S) button to select odometer (Km/Mi) mode in display 3.

Push and hold SET (S) button for 2 seconds to activate mode, REC will be displayed to indicate that record mode has been selected.

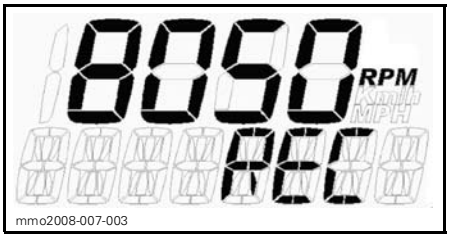
1. *Record mode*
2. *Odometer*

Push the SET (S) button to switch mode.

Modes are: STOP, REC (record) or PLAY.

To Record

Select REC (record) mode.

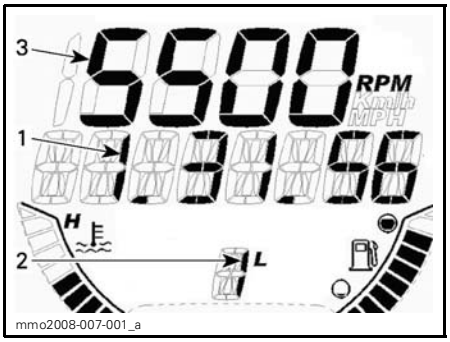


RECORD MODE

Push the MODE (M) button to start recording.

While recording, push the MODE (M) button again each time you want to record a new lap time (from 1 to 9 laps).

Push the SET (S) button to stop recording.

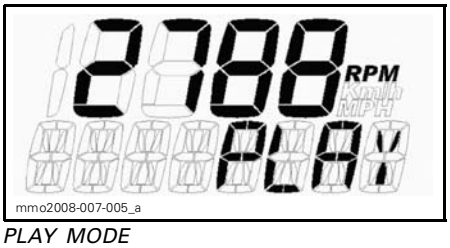


RECORD MODE
1. *Recording time*
2. *Lap/session*
3. *Selected mode*

To record another session, push the SET (S) button until REC (record) mode appears in display. Repeat same procedure previously described to record.

To Review Recorded Data

Select PLAY mode.



PLAY MODE

Push the MODE (M) button to play recorded data.

All recorded data (speedometer, tachometer and the preselected mode in display 1) will be displayed at the same time.

Push the SET (S) button to stop recorded lap OR push the MODE (M) button to switch to another recorded lap.

NOTE: Pressing the SET (S) button will stop time of the lap in progress, then the display will show the recorded time length of that lap and will switch automatically to the following recorded lap after 5 seconds.

At the end of all recorded laps, STOP will appear in display.

To review recorded data again, push the SET (S) button to return to PLAY mode. Repeat same procedure previously described to review.

To record other laps, push the SET (S) button to switch to REC (record) mode. Repeat same procedure previously described to record.

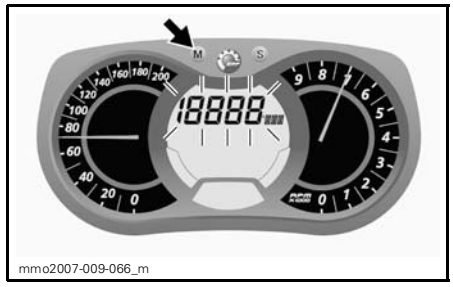
Push and hold SET (S) button for 5 seconds to exit the lap record mode, the previously selected mode will be displayed.

L) Exhaust Gas Temperature

Records vehicle exhaust gas temperature since it has been reset.

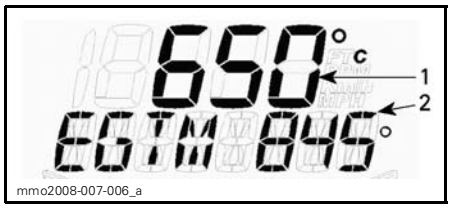
To display vehicle exhaust gas temperature, proceed as follow.

Push the MODE (M) button to select display.



NOTE: Display will flash for approximately 5 seconds, then will return to the previously selected mode if display is not changed.

Push the SET (S) button to select exhaust gas temperature (EGTM) mode.



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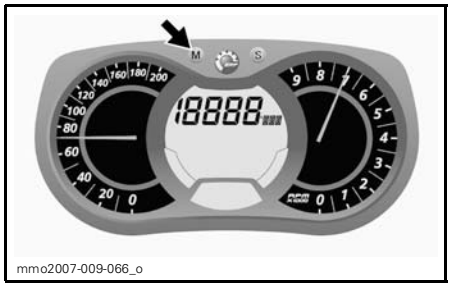
EXHAUST GAS TEMPERATURE (EGTM) MODE
1. *Current temperature*
2. *Maximum temperature recorded*

Push the MODE (M) button to confirm selection or wait 5 seconds.



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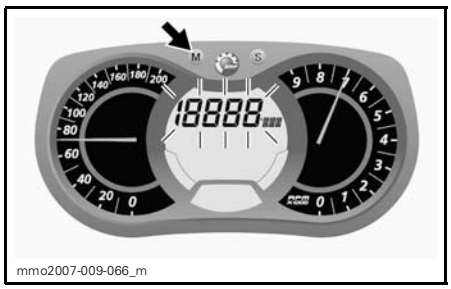
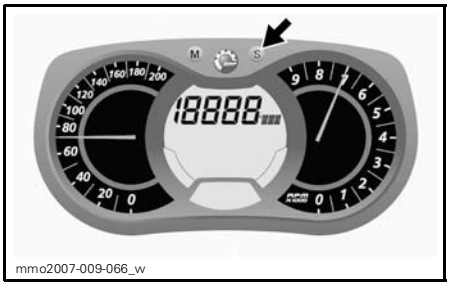
To reset maximum temperature recorded, push the MODE (M) to select mode.



mmo2007-009-066_m

Push and hold the SET (S) button within 5 seconds to reset.



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4) Gauge Pilot Lamps

Gauge pilot lamp(s) will inform you if an anomaly occurs or to inform you of a particular condition.

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TYPICAL — PILOT LAMPS

Pilot lamp can flash alone or in combination with another lamp.

Beeper codes will be heard and messages (depending on gauge model) will be displayed to catch your attention.

Refer to the following table for more details.

NOTE: Message display is not available on all gauges.

PILOT LAMP(S) ON	BEEPER	MESSAGE DISPLAY	DESCRIPTION
	Fast short beeps	ENGINE	Engine is overheating, reduce snowmobile speed and run in loose snow or stop engine immediately and allow engine to cool. Check cooling system.
	4 short beeps	CHECK ENGINE	Engine fault, see an authorized SKI-DOO dealer as soon as possible.
	4 short beeps every 2 minutes	KNOCK	– Ensure recommended fuel is used. – Check fuel quality, replace if necessary. – If fault still occurs, contact an authorized SKI-DOO dealer.
	Continuously beeps	SHUTDOWN	Shutdown procedure in force due to engine overheating problem, remove tether cord cap and contact an authorized SKI-DOO dealer.
	—	—	Low fuel level. One (1) bar left in fuel level display. Replenish fuel tank as soon as possible.
	—	—	Headlamp is in HI beam position.

5) Gauge MODE (M) Button

Button use to navigate in gauge multifunction display.

NOTE: MODE (M) button on the multiswitch housing has the same functions and can also be used.

6) Gauge SET (S) Button

Button use to navigate, adjust or reset gauge multifunction display.

NOTE: SET (S) button on the multiswitch housing has the same functions and can also be used.

7) Throttle Lever

Designed to be thumb activated. When squeezed, it increases the engine speed and engages the transmission. When released, engine speed returns automatically to idle.

⚠ WARNING

Test the throttle lever operation each time before starting the engine. The lever must return to its original position once released. Otherwise, do not start engine.

8) Brake Lever

When squeezed, the brake is applied. When released, it automatically returns to its original position. Braking effect is proportional to the pressure applied on the lever and to the type of terrain and its snow coverage.

9) Parking Brake Lever

Parking brake should be used whenever snowmobile is parked.

22) Rear Rack

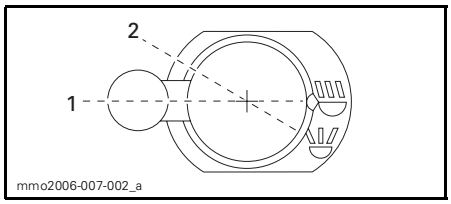
⚠ WARNING

All objects in rear rack must be properly latched. Do not carry any breakable objects. Excessive weight in rack may reduce steering ability.

CAUTION: Always readjust suspension according to the load. The capacity of this rack is limited, the MAXIMUM cargo load is 15.8 Kg (35 lb). Ride at very low speed when loaded. Avoid speed over bumps.

23) High Beam/Low Beam Switch

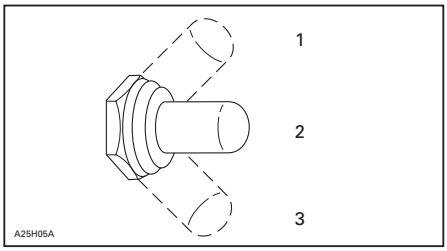
Allows selection of headlamp high beam or low beam.



1. Low beam
2. High beam

24) Heating Grips/Thumb Switch

Select the desired position to keep your hands and thumb at a comfortable temperature.

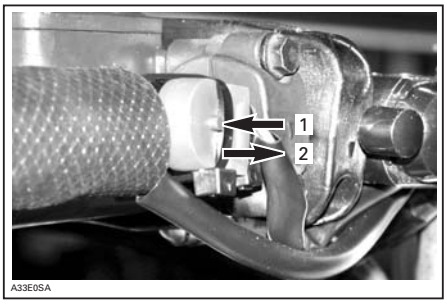


1. Hot
2. Warm
3. Off

25) Pre-Heat Switch

Racing Application Only

NOTE: This switch must be removed on vehicles modified for warranty validation.



1. Button depressed: Pre-heat timing curve
2. Button released: normal timing curve

After starting the engine, push and hold the pre-heat switch button in order to pre-heat the tuned pipe.

Release pre-heat switch button once the tuned is pre-heated.

26) Primer Button

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

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

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

BREAK-IN PERIOD

Engine

CAUTION: A break-in period of **ONE** operating hour is required before running the snowmobile at full throttle.

During break-in period, maximum throttle should not exceed 3/4 opening. However, brief full acceleration and speed variations contribute to a good break-in.

CAUTION: Engine overheating, continued wide open throttle runs and prolonged cruising without speed variations should be avoided, this can cause engine damage during the break-in period.

Belt

A new drive belt requires a break-in period of 50 km (30 miles). Avoid strong acceleration/deceleration, pulling a load or high speed cruising.

10-Hour Inspection

NOTE: The 10-hour inspection is at the expense of the snowmobile owner.

As with any precision piece of mechanical equipment, we suggest that after the first 10 hours of operation or 500 km (300 miles), whichever comes first, your snowmobile be checked by an authorized SKI-DOO dealer. This inspection will also give you the opportunity to discuss the unanswered questions you may have encountered during the first hours of operation.

DRIVE SYSTEM

Belt Guard Removal and Installation

⚠ WARNING

NEVER operate engine:
- without shields and belt guard securely installed
- with hood and/or side panels opened or removed.

NEVER attempt to make adjustments to moving parts while engine is running.

NOTE: Belt guard is purposely made slightly oversize to maintain tension on its pins and retainers preventing undue noise and vibration. It is important that this tension be maintained when reinstalling.

Remove the tether cord cap.

Open engine compartment LH side panel.

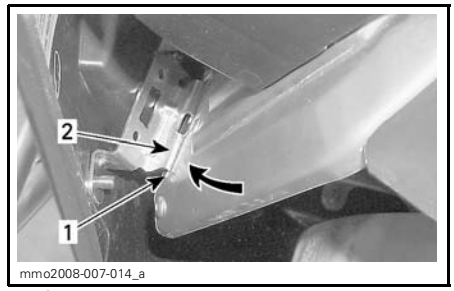
Remove retaining pin.

1. Retaining pin

Lift rear portion of guard then release from upper retaining pin and front tabs.

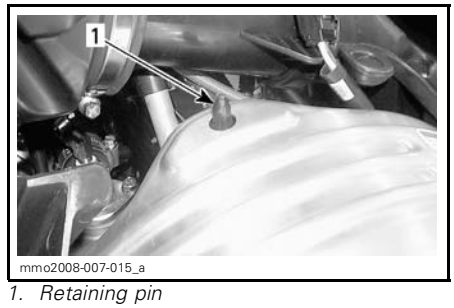
When reinstalling belt guard, position its cutaway toward front of snowmobile.

Place belt guard slots over tabs.



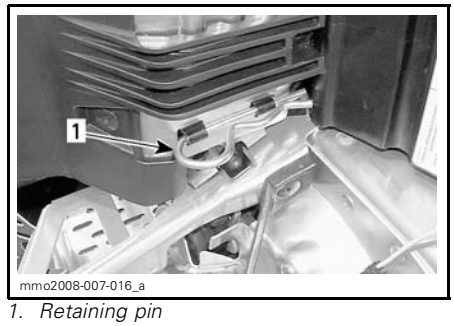
1. Slot
2. Tab

Position top portion of belt guard over retaining pin.



1. Retaining pin

Position rear portion of belt guard over retainer and secure using retaining pin.



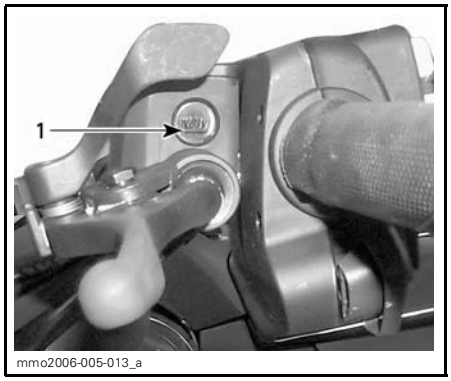
1. Retaining pin

Brake Fluid Level

CAUTION: Vehicle must be on a level surface before checking any fluid levels.

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

CAUTION: Use only DOT 4 brake fluid from a sealed container. Never use any other types of fluid.



TYPICAL — BRAKE FLUID RESERVOIR
1. Minimum

Brake Condition

⚠ WARNING

The brake mechanism on your snowmobile is an essential safety device. Keep this mechanism in proper working condition. Above all, do not operate the snowmobile without an effective brake system. Periodically verify the condition/wear of the brake pads.

Brake Adjustment

No adjustment is provided for hydraulic brake. See an authorized SKI-DOO dealer if any problems.

Chaincase Oil

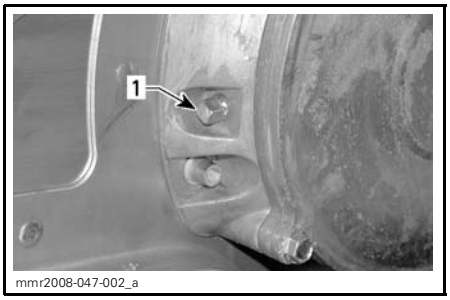
Recommended Oil

Use XP-S synthetic chaincase oil (P/N 413 803 300).

CAUTION: Use only the recommended type oil when servicing. Do not mix synthetic oil with other types of oil.

Oil Level Verification

With the vehicle on a level surface, check the oil level by removing the magnetic check plug on the left side of chaincase. Oil level must be equal with the lower edge.

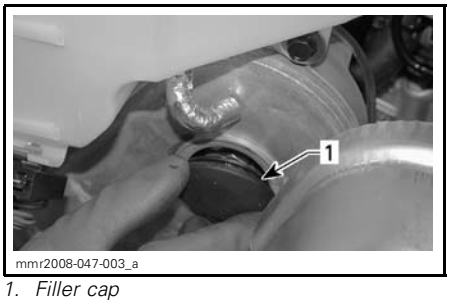


1. Magnetic check plug

NOTE: It is normal to find metallic particles stuck to magnetic check plug. If bigger pieces of metal are found, remove the chaincase cover and inspect the chaincase parts.

Remove metal particles from magnetic check plug.

To add oil, remove the filler cap on chaincase cover.



1. Filler cap

Pour recommended oil in chaincase by the filler hole until oil comes out by the magnetic check plug hole. Reinstall magnetic check plug and torque to 6 N•m (53 lbf•**in**).

Drive Chain Tension

See an authorized SKI-DOO dealer.

Drive Belt Inspection

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

Drive Belt Removal

Remove tether cord cap.

Open LH side panel.

Remove belt guard, refer to *BELT GUARD REMOVAL/INSTALLATION*.

Open the driven pulley using the drive belt installer/remover tool provided with the vehicle.

DRIVE BELT INSTALLER/REMOVER TOOL

Screw drive belt installer/remover tool in the free threaded hole and tighten to open the pulley.

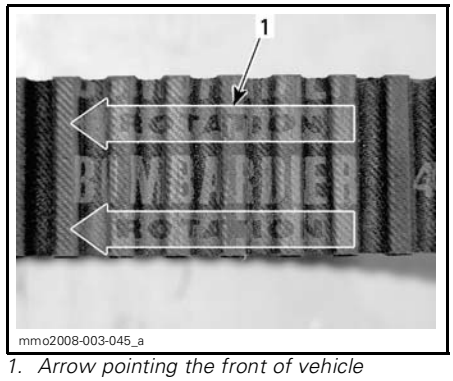
Remove belt.

Install and adjust drive belt, refer to *DRIVE BELT INSTALLATION/ADJUSTMENT*.

Drive Belt Installation/ Adjustment

NOTE: The drive belt height must be checked each time a drive belt is installed and should be rechecked after 50 km (30 miles).

The maximum drive belt life span is obtained when the arrow on the drive belt is directed toward the front of the vehicle. This will ensure that correct direction of rotation is respected.



1. Arrow pointing the front of vehicle

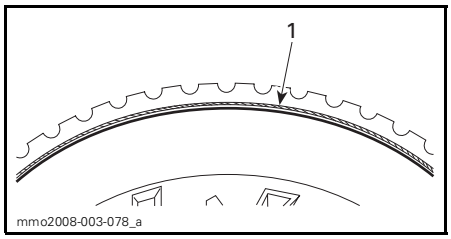
Install drive belt.

Set drive belt in drive pulley then in driven pulley starting at the bottom.

TYPICAL

When drive belt is in position, driven pulley sheaves needs to be adjusted to obtain proper drive belt adjustment.

The drive belt cord should be flush with driven pulley edge.



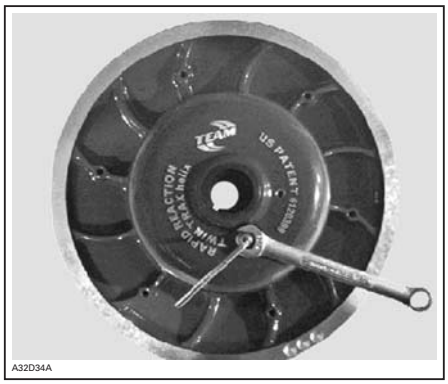
PROPER ADJUSTMENT
1. Drive belt cord flush with pulley edge

To adjust driven pulley sheaves, loosen the 7/16 inch jam nut on the belt width adjuster.

Using a 1/8 inch Allen wrench (P/N 920001), adjust the threaded set screw as needed.

NOTE: Turn the set screw in (clockwise) to increase the distance between the sheaves and out (counterclockwise) to decrease the distance.

Tighten the jam nut after the belt adjustment has been made.



NOTE: If correct adjustment is unattainable, contact an authorized SKI-DOO dealer.

Drive Pulley Adjustment

⚠ WARNING

Remove the tether cord cap before performing any maintenance or adjustment, unless otherwise specified. Vehicle must be parked in a safe place, away from the trail.

General

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

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

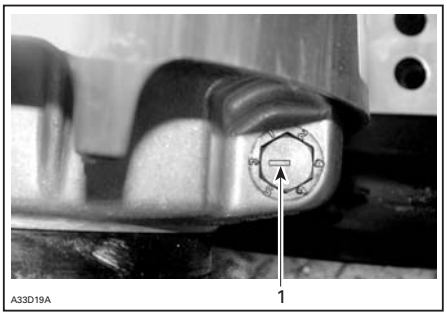
Calibration screws should be adjusted so that actual maximum engine RPM matches the maximum horsepower RPM.

ENGINE	MAXIMUM HORSEPOWER RPM
600RS	8400 RPM (± 100)

NOTE: Use precision digital tachometer for engine RPM adjustment.

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

Calibration screw has a notch on top of its head.



TYPICAL
1. Notch

There are 6 positions numbered 1 to 6.

Each position modifies maximum engine RPM by about 200 RPM.

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

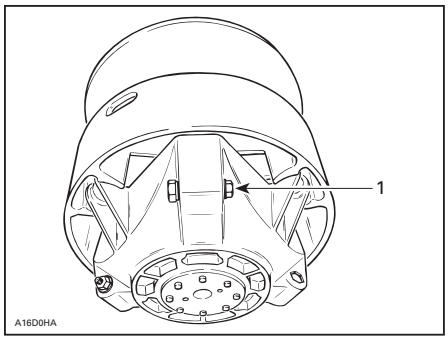
Example:

Calibration screw is set at position 4 and is changed to position 6. So maximum engine RPM is increased by 400 RPM.

Adjustment

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

CAUTION: Do not completely remove calibration screw otherwise internal washers will fall off. Always adjust all 3 calibration screws and make sure they are all set to the same position.



TYPICAL
1. Loosen just enough to permit rotating of calibrate screw

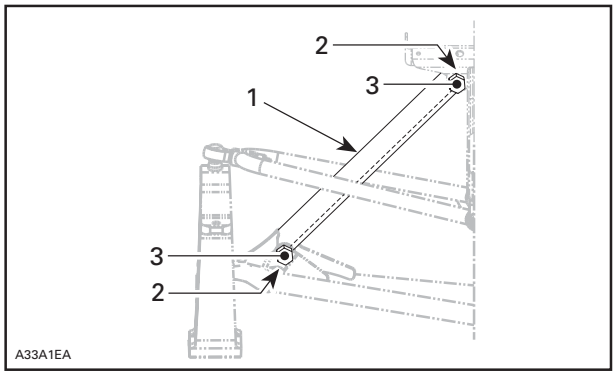
⚠ WARNING

NEVER disassemble or modify the drive pulley.
Improper assembly or modifications could cause the pulley to explode violently under the stress generated by the high rotational speed. This could lead to serious injury including the possibility of death.
See your SKI-DOO dealer to maintain or service the drive pulley. Improper servicing or maintenance may affect performance and reduce belt life. Always respect maintenance schedules.

⚠ WARNING

NEVER operate engine:
– without shields and belt guard securely installed
– with hood and/or side panels opened or removed.

NEVER attempt to make adjustments to moving parts while engine is running.

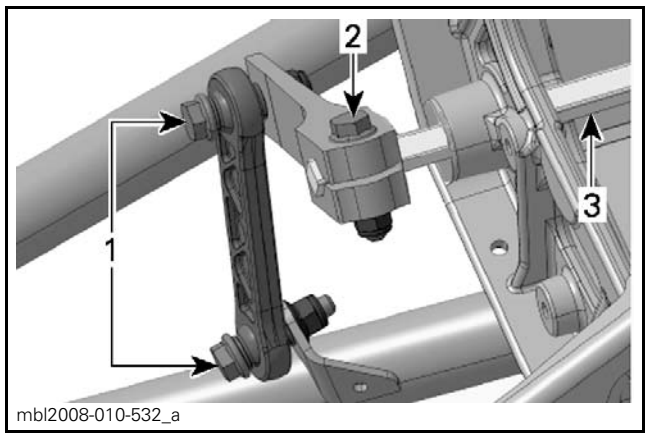


Remove and discard shipping brackets **[**1**]** from front suspension.

Discard spring clips **[**2**]**.

Keep M10 flat washers, upper M10 x 65 and lower M10 x 55 hexagonal bolts **[**3**]** for front shock absorbers installation.

Stabilizer Bar (if needed)



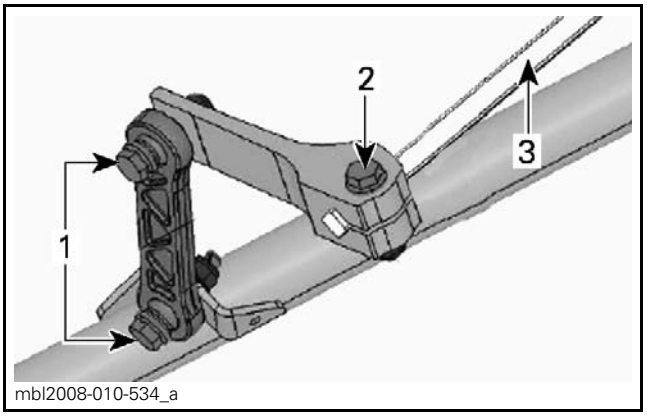
NOTE: The stabilizer bar **[**3**]** (P/N 505 072 059) may be installed or not according to customer preference but it must be installed before shock absorbers.

On both sides, remove the little cap on frame.

Insert stabilizer bar **[**3**]** (P/N 505 072 059) in vehicle.

Secure stabilizer bar (P/N 505 072 059) to frame using :

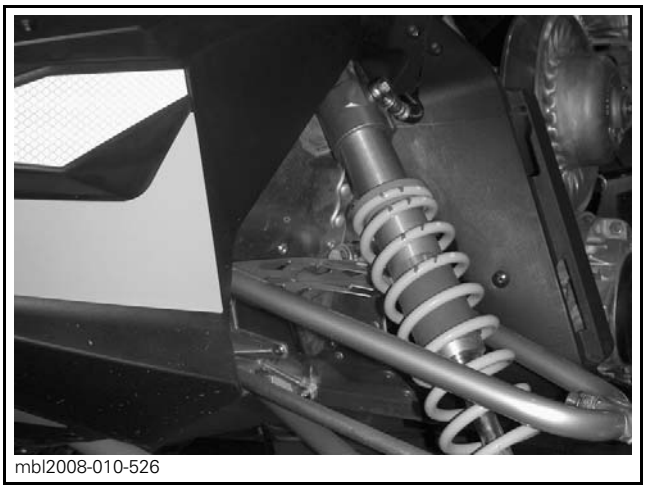
– (P/N 505 072 064) bushing
– (P/N 505 072 394) stabilizer arm
– (P/N 505 072 204) link
– (P/N 207 663 046) screw M6 X 30
– (P/N 233 261 414) elastic nut



Torque bolts **[**1**]** and **[**2**]** to 15 N•m (133 lbf•**in**).

NOTE: To minimize axial play push stabilizer arm inwards while torquing.

Front Shock Absorbers



Insert shock absorber inside front suspension lower and upper arm.

Install at the lower end the previously removed M10 X 65 bolt with its head rearward.

Position shock absorber in place.

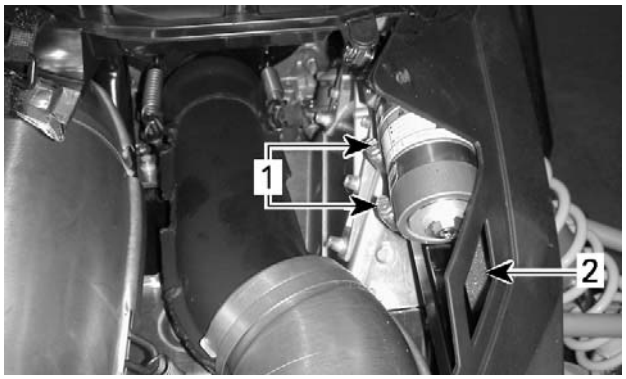
NOTE: When shock absorber is installed, elbow fitting should be toward rear of vehicle.

Insert shock absorber hose through slot of front bottom pan.

Install at the lower end the previously removed M10 x 55 bolt with its head forward.

Using 2 M10 flanged nuts (P/N 233 201 414) (predelivery kit), secure shock absorber.

Torque bolts to 48 N•m (35 lbf•ft).



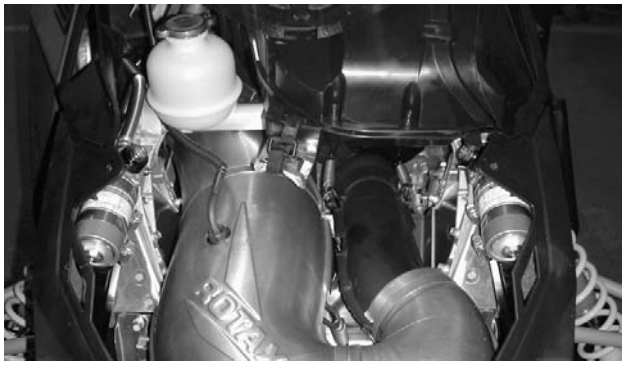
mbl2008-010-527_a

Move shock absorber reservoir inside engine compartment as per following photos.

Secure shock absorber reservoir to frame with clamps **[**1**]**.

NOTE: Make sure you have enough clearance for hood attachment point **[**2**]**.

Torque clamps to 3.5 N•m (31 lbf•**in**).

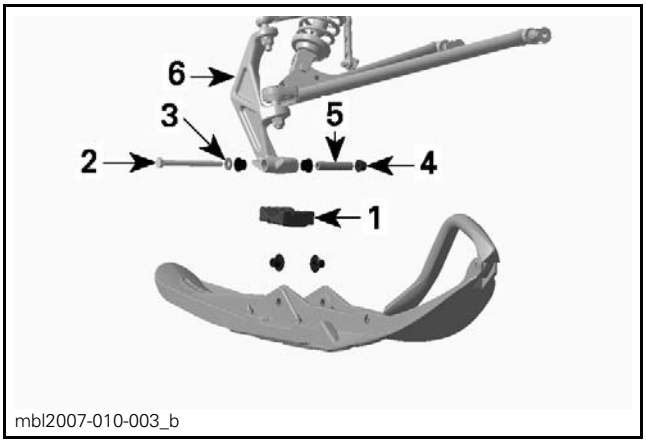

mbl2008-010-528

mbl2008-010-529_a

Secure with reinforcement plate **[**1**]** (P/N 502 006 949) and screws (P/N 250 000 210).

Same procedure for both side.

Skis



mbl2007-010-003_b

Ensure ski leg axles **[**5**]** are still on ski legs.

Install ski stopper **[**1**]** (P/N 505 071 779) (predelivery kit) on ski.

Secure ski to ski leg using:

- **[**2**]** M10 x 130 hexagonal bolt (previously removed)
- **[**3**]** M10 flat washer (P/N 732 900 049) (predelivery kit)
- **[**4**]** M10 flanged hexagonal nut (P/N 732 610 084) (predelivery kit)

Torque flanged nut to 32 N•m (24 lbf•ft).

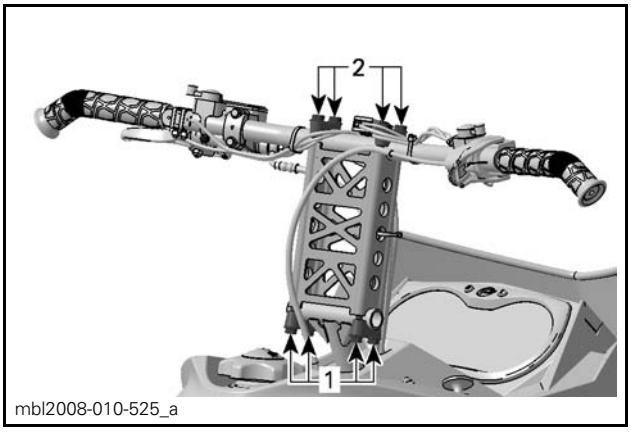
Windshield

Remove protective films from windshield.

Position windshield in place.

Secure windshield to console.

Handlebar



mbl2008-010-525_a

From its original position loosen bolts **[**1**]** retaining steering extension to steering column.

Lift steering extension until it reaches the desirable angle.

Secure steering extension to steering column [1].

Torque to 24 N•m (18 lbf•ft).

Loosen handlebar bolts [2] from its original position.

Adjust handlebar so that brake fluid reservoir is level.

Secure handlebar to steering extension [2].

Torque to 24 N•m (18 lbf•ft).

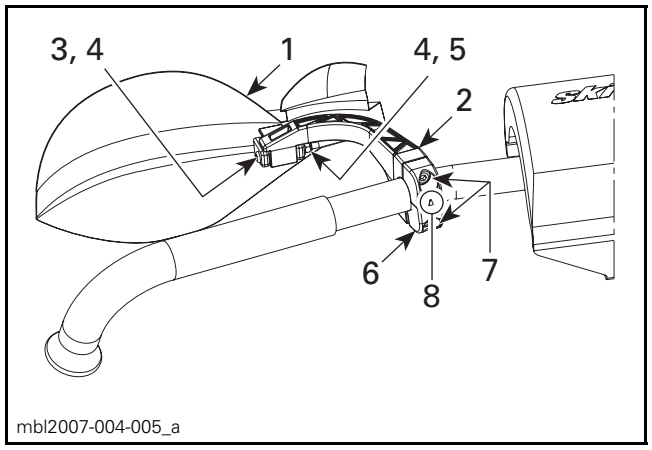
Install steering cover by pushing it in place.

CAUTION: Ensure not to pinch any wire between handlebar stopper and steering column thrust.

Handlebar Wind Deflectors

NOTE: Procedure is same for both deflectors.

Unwrap handlebar wind deflectors, supports and hardware.



Assemble handlebar wind deflector [1] to its support [2] using:

– one M4 x 40 Allen screw [3]
– two M4 flat washers [4]
– one M4 elastic stop nut [5].

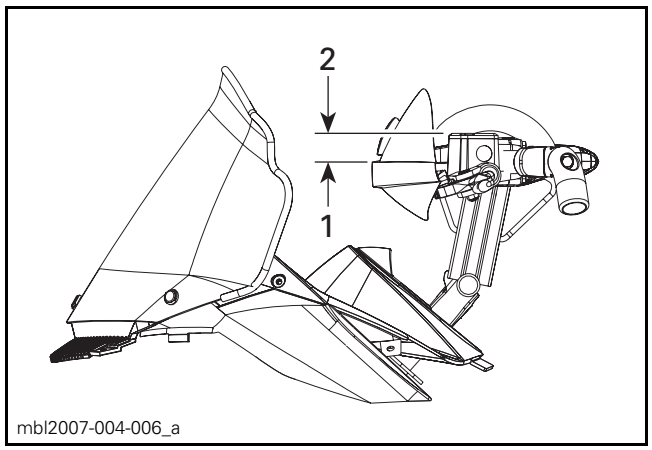
Torque to 2 N•m (18 lbf•**in**).

Assemble handlebar wind deflector assembly to handlebar using:

– one U-clamp [6]
– two M6 x 16 Allen screws [7].

NOTE: Refer to illustration for proper assembly.

NOTE: Ensure U-clamp arrow is UP [8].



Before tightening handlebar wind deflector support to handlebar, ensure that top of handlebar wind deflector support [1] is parallel with top of brake fluid reservoir [2], refer to illustration.

Before tightening handlebar wind deflector support to handlebar, ensure that handlebar are at 8 mm (0.31 inch) from throttle lever housing [1] and at 7 mm (0.28 inch) from brake lever housing [2].

CAUTION: Ensure that handlebar moves freely from side to side.

Torque to 4 N•m (35 lbf•**in**).

⚠ WARNING

Make sure that handlebar turns freely in both directions. Make sure that there is no contact at any time between handlebar wind deflectors (if so equipped) and windshield.

Rear Bumper

Align holes of rear bumper with frame holes.

Secure rear bumper to frame using:

– four M6 x 20 hexagonal screws (P/N 207 662 044) (predelivery kit).

Torque from 6.5 to 8.5 N•m (58 to 75 lbf•**in**).

Drive Belt

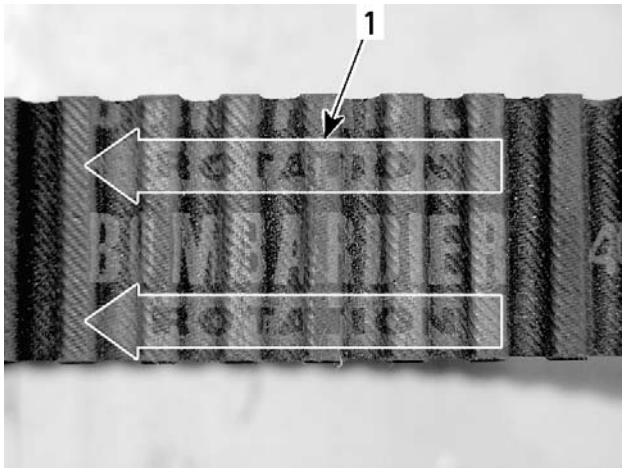
Remove belt guard.

Clean pulleys before installing drive belt.

NOTE: Use a suitable cleaner such as Pulley flange cleaner (P/N 413 711 809).

Drive Belt Installation / Adjustment

NOTE: The drive belt height must be checked each time a drive belt is installed.

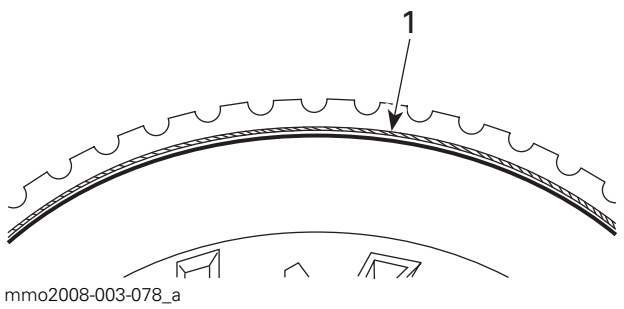


mmo2008-003-045_a

The maximum drive belt life span is obtained when the arrow [1] on the drive belt is directed toward the front of the vehicle. This will ensure that correct direction of rotation is respected.

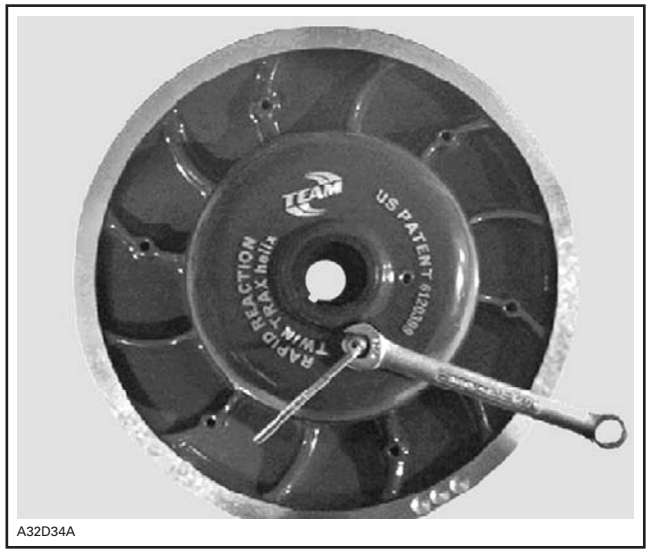

mbl2008-010-536

When drive belt is in position, driven pulley sheaves needs to be adjusted to obtain proper drive belt adjustment.



mmo2008-003-078_a

The drive belt cord should be flush with driven pulley edge [1].



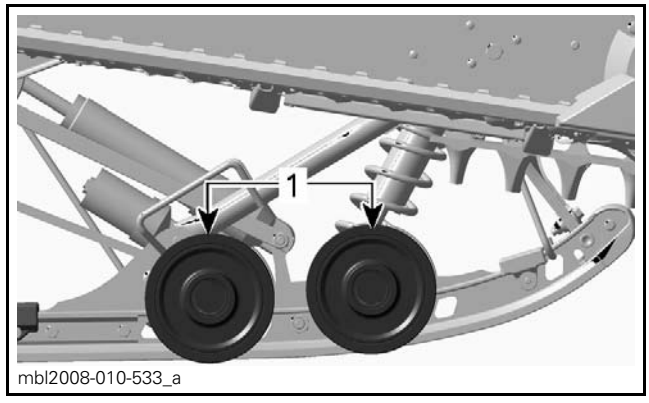
Tighten the jam nut after the belt adjustment has been made.

To adjust the sheaves, loosen the 7/16 in jam nut on the belt width adjuster.

Using a 1/8 in Allen wrench (P/N 920001), adjust the threaded set screw as needed.

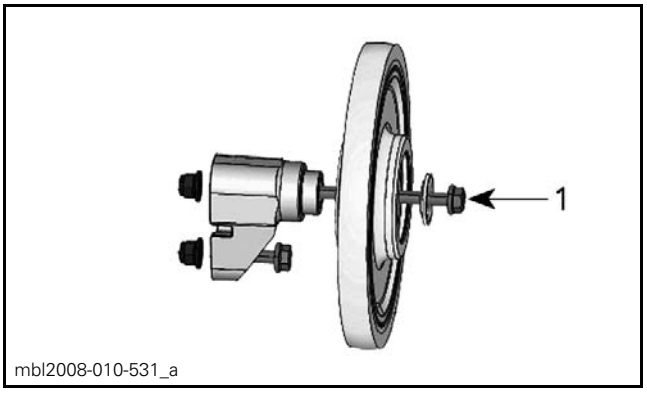
NOTE: Turn the set screw in (clockwise) to increase the distance between the sheaves and out (counter-clockwise) to decrease the distance.

Idler wheels (if needed)



mbl2008-010-533_a

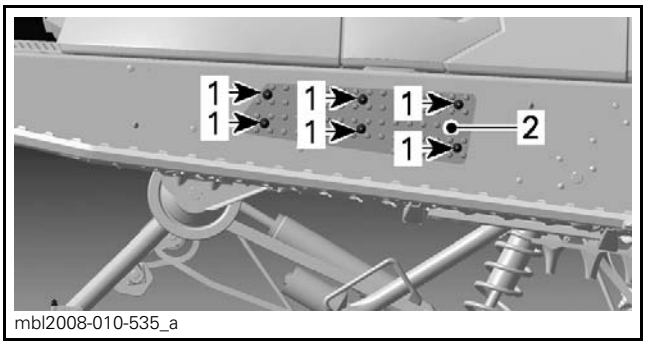
NOTE: The idler wheels [1] (P/N 549 011 315) (located in box on vehicle) may be installed or not according to customer preference.



– (P/N 503 191 820) washer
– (P/N 503 191 833) support
– (P/N 207 667 044) [1] screw M6 X 70
– (P/N 233 261 414) elastic nut
– (P/N 207 662 544) screw M6 X 25.

Torque screws from 13 N•m (115 lbf•**in**).

Grip Plates (if needed)



Secure grip plate [2] (P/N 293 150 103) using pop rivets [1] (P/N 293 150 103).

FINAL PREPARATION

Recommended Oil

This vehicle has no oil pump, oil must be mixed with fuel at the ratio of **33/1** in a jerrycan then, be poured in the fuel tank.

Refer to *PREMIX FUEL/OIL RATIO* table below as a guideline to properly premix oil with fuel.

CAUTION: Never experiment with other fuel/oil ratios. Use only oil that can flow at - 40°C (-40°F).

2-stroke engine injection oil		
XP-S synthetic oil (P/N 293 600 045)		
XP-S synthetic blend (P/N 293 600 071)		
ENGINES	▼	▼
600 RS	X	X

CAUTION: The XP-S synthetic oil and XP-S synthetic blend oil are specially formulated and tested for the severe requirements of the 600 RS engine. Use of any other brand two-stroke oil may void the limited warranty. Use only XP-S recommended 2-stroke oil. There is no known equivalent on the market for the moment. If a high quality equivalent were available, it could be used.

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

XP-S Synthetic and Synthetic Blend Oil

Premix Fuel/Oil Ratio

premix fuel/oil ratio 33:1
METRIC (SI)
1 L of oil + 33 L of fuel = 33/1
IMPERIAL
35 imp. oz of oil + 7.2 imp. gal of fuel = 33/1 1 L of oil + 7.2 imp. gal of fuel = 33/1
UNITED STATES
34 U.S. oz of oil + 8.8 U.S. gal of fuel = 33/1 1 L of oil + 8.8 U.S.gal of fuel = 33/1

Break-in Period

MXZ 600RS:

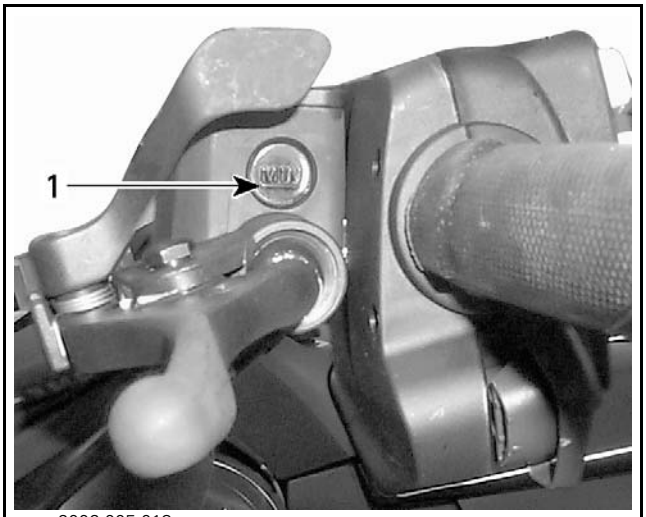
With the introduction of the MX Z 600RS it is imperative for **engine reliability** to perform a **complete break in period**.

For the **first fuel tank** 7 gallons (26 liters) :

— Use premium unleaded gasoline
— Pre-mix fuel using XPS™ synthetic oil 33:1 (P/N 293 600 045)
— Use factory installed main jets.

CAUTION: If the break in is not performed according to those recommendations **severe engine failure will occur**.

Brake Fluid Level



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Check brake fluid in reservoir for proper level [1].

Add brake fluid (DOT 4) as required.

- Use SRF (DOT 4) (P/N 293 600 063) "XC"
- or GTLMA (DOT 4) (P/N 293 600 062).

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

Track

Refer to appropriate *SHOP MANUAL* to adjust track tension and alignment.

Track Studding

⚠ WARNING

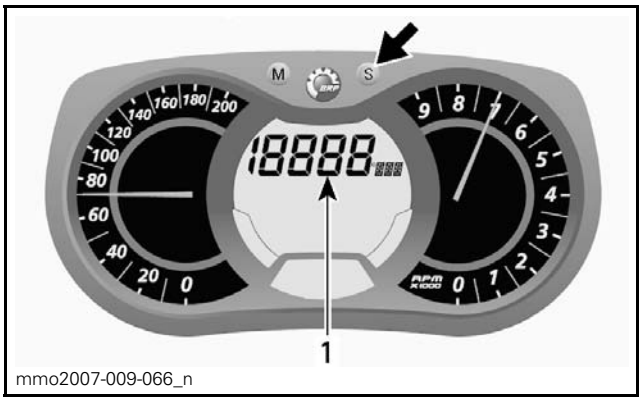
Never stud a track that has not been approved for studs. Installing studs on an unapproved track could increase risks of track tearing or severing, possibly resulting in serious injuries or death.

⚠ WARNING

For track studding, always refer to the *Instruction Sheet* supplied with stud kits that are APPROVED by BRP for models covered in this *Predelivery Bulletin*.

DELIVERY TO CUSTOMER

Speedometer



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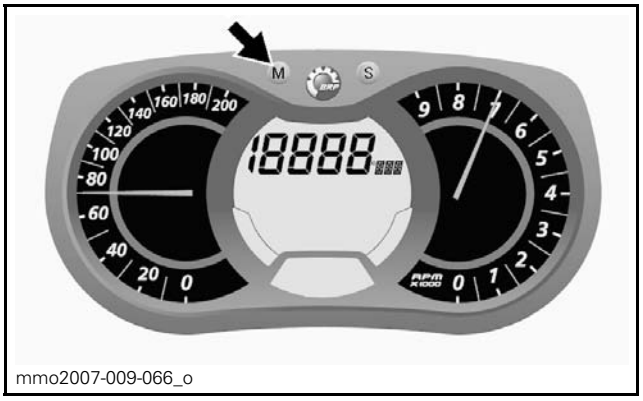
Push the SET (S) button to select speedometer (MPH/Km/h) mode.



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Push the MODE (M) button to confirm selection or wait 5 seconds.

NOTE: For more informations refer to the owner manual section CONTROL / INSTRUMENTS / EQUIPMENT.

Rear Suspension Adjustments

The best way to set up the suspension is to start from factory settings, then customize each adjustment one at a time.

Please refer to Operator's Guide for all specifications.

Date: **October 23, 2007** Subject: **Importance of Break In Period** No. **2008-1**

YEAR	MODEL	MODEL NUMDER	SERIAL NUMBER
2008	MXZ 600RS	All	All

Break In Period

600RS:

With the introduction of the MX Z 600RS it is imperative for **engine reliability** to perform a **complete break in period**.

For the **first fuel tank** 7 gallons (26 liters) :

Use premium unleaded gasoline
Pre-mix fuel using XPS™ synthetic oil (P/N 293 600 045) at a ratio of 30/1 (870 ml / 26 liters) (29 oz /7 US gallons).
Use factory installed main jets.

CAUTION: If the break in is not performed according to those recommendations **severe engine failure will occur.**

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HOMOLOGATION DOCUMENT

LIQUIDS SPECIFICATIONS — Rave RS 600

Fuel tank (SAE J288a rated)	L	21
Recommended fuel type		Premium, 98E
Injection oil reservoir	L	-
Cooling system capacity	L	4,5

POWER TRAIN

Drive belt part number		417300288
Drive belt width	mm	37,70
Drive belt outside perimeter	mm	1117,00
Small sprocket number of teeth		23
Large sprocket number of teeth		49
Gear ratio		2,13
Reverse gearbox ratio		-
Chain type		Silent / Large 13 wide
Chain pitch	mm	9,525
Chain, number of links		106
Brake type		Hydraulic caliber, Self adjustable
Brake lining material		Toshiba TT 2172AHH
Brake lining surface	cm2	2 x 20,5
Minimum lining thickness	mm	1,00

FRONT SUSPENSION

Front suspension type	double A -arm
Front susp. shock abs. qty & type	2 x T/A GAS HLC with reservoir
Shock absorber part number	505072459 RH 505072461 LH
Standard spring part number	25069

REAR SUSPENSION

Rear suspension type		PPS
Front arm shock abs. qty & type		T/A GAS HLCR with reservoir
Front arm shock abs. part number		503191859
Standard front spring part number		25054
Rear arm shock abs. qty & type		T/A GAS HLCR with reservoir
Rear arm shock abs. part number		503191861
Standard rear spring part number		605625000
Wheels quantity & diameter	mm	3 x 165mm
Track part number		504 152 686
Track nominal width	mm	380,00
Track nominal lenght	mm	3048,00
Track profile height	mm	44,00

Rovaniemi 15.10.2007

Janne Tapio

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HOMOLOGATION DOCUMENT

LYNX **2008** **Rave RS 600**

Model number		**000SF8A00**
ENGINE		
Engine manufacturer		ROTAX
Engine type no.		593
Number of cylinders		2
Bore	mm	72,00
Stroke	mm	73,00
Displacement	cc	594,4
Compression ratio (corr.)		6,80 +/-0,25
Calibration engine speed	±100 RPM	8400 +/-100
Max Allowed engine speed	rpm	8600
Engine max. output	kW	93
Engine max. torque	N.m	107
ENGINE ELECTRICAL SYSTEM		
Ignition timing BTDC (6000 rpm)	mm	3,00
Ig. timing BTDC (Oper.)	mm	---
Stroboscopic timing		20 @ 3500rpm ---
Lighting system type		Mgneto Generator
Lighting system output (AC)	W @ 6000 rpm	345,60
Nominal voltage output	V	12,00
Battery voltage	V	-
Battery nominal rating	A.h	-
Nominal voltage starter output	KW	-
Starter solenoid fuse	A	-
CARBURETOR		
Carburetor manufacturer		Mikuni
Carburetor quantity x type		2 x TMX-38 PJ
Identification number	[P / C / M]	TMX38-66
GENERAL SPECIFICATIONS		
Max trailer weight	kg	-
Steering system leverage		0,6
Dry vehicle mass (inc.cooling liquid)	kg	206
Optional accessories weight	kg	-
Driver weight	kg	75
Passenger weight (if applicable)	kg	-
Luggage weight	kg	-
All fluids weight (not cooling liquid)	kg	15,60
Vehicle overall lenght	mm	2890
Vehicle overall width	mm	1250
Vehicle overall height	mm	1000
Vehicle total mass	**kg**	297
Two-passenger seat		-
Passenger weight	kg	-
Luggage weight	kg	-

LYNX

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