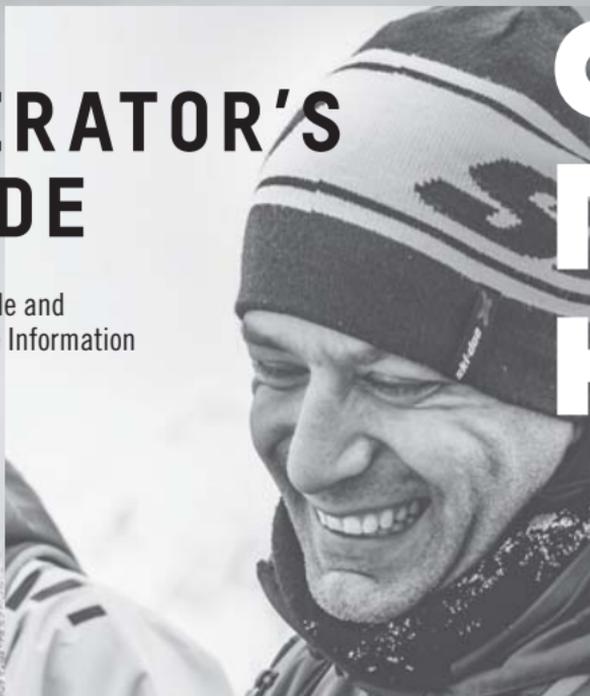


ski-doo

**MXZ™ X™
600 RS**

OPERATOR'S GUIDE

Includes
Safety, Vehicle and
Maintenance Information



⚠ WARNING

Read this guide thoroughly.
It contains important safety information.
Minimum recommended age: Operator: 16 years old.
Keep this Operator's Guide in the vehicle.

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Original Instructions

WARNING

Disregarding any of the safety precautions and instructions contained in this Operator's Guide, *SAFETY VIDEO* and on-product safety labels could cause injury including the possibility of death!

WARNING

This vehicle may exceed the performance of other vehicles you may have ridden. Take time to familiarize yourself with your new vehicle.

CALIFORNIA PROPOSITION 65 WARNING



WARNING: Operating, servicing

and maintaining an off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle. For more information go to www.p65warnings.ca.gov/products/passenger-vehicle.



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FOREWORD

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The KYB Pro series is a registered mark of KYB America LLC.

MODEL	PACKAGE	ENGINE
MXZ	X-600RS	600R E-TEC

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Congratulations on your purchase of a new Ski-Doo® snowmobile. Whatever model you have chosen, it is backed by the Bombardier Recreational Products Inc. (BRP) warranty and a network of authorized Ski-Doo snowmobile dealers ready to provide the parts, service or accessories you may require.

Your dealer is committed to your satisfaction. He has taken training to perform the initial set-up and inspection of your snowmobile as well as completed the final adjustment required to suit your specific weight and riding environment before you took possession.

At delivery, you were informed of the warranty coverage and signed the *PREDELIVERY CHECKLIST* to ensure your new vehicle was prepared to your entire satisfaction.

Know Before you Go

To learn how to reduce the risk for you or bystanders being injured or killed, read the following sections before you operate the vehicle:

- *SAFETY INFORMATION*
- *VEHICLE INFORMATION.*

Also read all safety labels on your snowmobile and watch attentively your *SAFETY VIDEO* located at www.ski-doo.com/safety.



We highly recommend that you take a safety riding course. Please check with your dealer or local authorities for availability in your area.

Failure to follow the warnings contained in this Operator's Guide can result in **SERIOUS INJURY** or **DEATH**.

The proper functioning of a snowmobile depends in part on the surface on which it is driven.

Driving on very hard or snow-free surfaces compromises the cooling of the engine and the lubrication of rear suspension components. Avoid prolonged driving on such surfaces.

Safety Messages

The types of safety messages, what they look like and how they are used in this guide are explained as follows:

The safety alert symbol  indicates a potential injury hazard.

WARNING

Indicates a potential hazard, if not avoided, could result in serious injury or death.

 **CAUTION** Indicates a hazard situation which, if not avoided, could result in minor or moderate injury.

NOTICE Indicates an instruction which, if not followed, could severely damage vehicle components or other property.

About this Operator's Guide

This Operator's Guide has been prepared to acquaint the owner/operator with this snowmobile and its various controls, safe riding and maintenance instructions.

The following terminology in regards to operator and vehicle configuration is used as follows throughout this guide:

- **Operator:** refers to the person being behind the controls and driving the snowmobile.
- **1-UP:** refers to a model designed for an operator only.

Note that this guide is available in several languages. In the event of any discrepancy, the English version shall prevail.

If you want to view and/or print an extra copy of your Operator's Guide, simply visit the following website www.operatorsguides.brp.com.

The information contained in this document is correct at the time of publication. BRP, however, maintains a policy of continuous improvement of its products without imposing upon itself any obligation to install them on products previously manufactured. Due to late changes, some differences between the manufactured product and the descriptions and/or specifications in this guide may occur. BRP reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring any obligation upon itself.

FOREWORD

This Operator's Guide should be given to the customer when the vehicle is delivered.

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**BRP LIMITED WARRANTY FOR THE EUROPEAN ECONOMIC
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SAFETY INFORMATION

GENERAL PRECAUTIONS

Avoid Carbon Monoxide Poisoning

All engine exhaust contains carbon monoxide, a deadly gas. Breathing carbon monoxide can cause headaches, dizziness, drowsiness, nausea, confusion and eventually death.

Carbon monoxide is a colorless, odorless, tasteless gas that may be present even if you do not see or smell any engine exhaust. Deadly levels of carbon monoxide can collect rapidly, and you can quickly be overcome and unable to save yourself. Also, deadly levels of carbon monoxide can linger for hours or days in enclosed or poorly ventilated areas. If you experience any symptoms of carbon monoxide poisoning, leave the area immediately, get fresh air and seek medical treatment.

To prevent serious injury or death from carbon monoxide:

- Never run the vehicle in poorly ventilated or partially enclosed areas such as garages, carports or barns. Even if you try to ventilate engine exhaust with fans or open windows and doors, carbon monoxide can rapidly reach dangerous levels.
- Never run the vehicle outdoors where engine exhaust can be drawn into a building through openings such as windows and doors.

Avoid Gasoline Fires and Other Hazards

Gasoline is extremely flammable and highly explosive. Fuel vapors can spread and be ignited by a spark or flame many feet away from the engine. To reduce the risk of fire or explosion, follow these instructions:

- Use only an approved gasoline container to store fuel.
- Strictly adhere to instructions in *VEHICLE FUELING PROCEDURE*.
- Never start or operate the engine if the fuel cap is not properly installed.

Gasoline is poisonous and can cause injury or death.

- Never siphon gasoline by mouth.
- If you swallow gasoline, get any in your eye or inhale gasoline vapor, see your doctor immediately.

If gasoline spills on you, wash with soap and water and change your clothes.

Avoid Burns from Hot Parts

The exhaust system and engine become hot during operation. Avoid contact during and shortly after operation to avoid burns.

Accessories and Modifications

Do not make unauthorized modifications, or use attachments or accessories that are not approved by BRP. Since these changes have not been tested by BRP, they may increase the risk of crashes or injuries, and they can make the vehicle illegal.

Tunnel accessories must be loaded onto vehicle as per instructions provided for each accessories.

See your authorized Ski-Doo dealer for available accessories for your vehicle.

SPECIAL SAFETY MESSAGES

SEVERE INJURY OR DEATH can result if you do not follow these instructions:

- Always make a pre-ride inspection **BEFORE** you start the engine.
- Throttle mechanism should be checked for free movement and return to idle position before starting engine.
- Always attach tether cord eyelet to clothing before starting the engine.
- Never operate the engine without belt guard and brake disk guard securely installed or, with hood or side panels opened or removed. Never run the engine without drive belt installed. Running an unloaded engine such as without drive belt or with track raised, can be dangerous.
- Always engage parking brake before starting the engine.
- Everyone is a beginner the first time he sits behind the controls of a snowmobile regardless of previous experience in driving any other type of vehicle. The safe use of your snowmobile depends on many conditions such as visibility, speed, weather, environment, traffic, vehicle condition and the condition of the operator.
- Basic training is required for the safe operation of any snowmobile. Study your operator's guide paying particular attention to cautions and warnings. Join your local snowmobile club: its social activities and trail systems are planned for both fun and safety. Obtain basic instructions from your snowmobile dealer, friend, fellow club member or enroll in your state or provincial safety training program.
- Any new operator must read and understand all safety labels on the snowmobile, the Operator's Guide and watch the *SAFETY VIDEO* at www.ski-doo.com/safety before operating the snowmobile. Only allow a new operator to operate the snowmobile in a restricted flat area, at least until he is completely familiar with its operation. If snowmobile operator's training course is offered in your area, have him enroll.
- The performance of some snowmobiles may significantly exceed that of other snowmobiles you have operated. Therefore, use by novice or inexperienced operators is not recommended.
- Snowmobiles are used in many areas and in many snow conditions. Not all models perform the same in similar conditions. Always consult your snowmobile dealer when selecting the snowmobile model for your particular needs and uses.

- Injury or death may result to the snowmobile operator or bystander if the snowmobile is used in risky conditions which are beyond the operator's or snowmobile's capabilities or intended use.
- BRP recommends the operator has at least 16 years old of age. Verify also your local laws for age and training requirements.
- It is very important to inform any operator, regardless of his experience, of the handling characteristics of this snowmobile. The snowmobile configuration, such as ski stance, ski type, suspension type, track length, width and type vary from a model to another. The snowmobile handling is greatly influenced by these characteristics.
- The novice operator should become familiar with the snowmobile through practice on a level area at slow speeds before venturing far afield.
- Know your local laws. Federal, state, provincial and local government agencies have enacted laws and regulations pertaining to the safe use and operation of snowmobiles. It is your responsibility as a snowmobiler to learn and obey these laws and regulations. Respect and observance will result in safer snowmobiling for all. Be aware of the liability property damages and insurance laws regarding your equipment.
- Speeding can be fatal. In many cases, you cannot react or respond quickly enough to the unexpected. Always ride at a speed which is suitable to the trail, weather conditions and your own ability. Know your local rules. Speed limit may be in effect and meant to be observed.
- Always keep right hand side of the trail.
- Always keep a safe distance from other snowmobiles and bystanders.
- Remember, promotional material may show risky maneuvers performed by professional riders under ideal and/or controlled conditions. You should never attempt any such risky maneuvers if they are beyond your level of riding ability.
- Never use this vehicle with drugs or alcohol. They slow reaction time and impair judgement.
- Your snowmobile is not designed to be operated on public streets, roads or highways.

- Avoid road traveling. If you must do so, and it is permitted, reduce speed. The snowmobile is not designed to operate or turn on paving. When crossing a road, make a full stop, then look carefully in both directions before crossing at a 90° angle. Be wary of parked vehicles.
- Snowmobiling at night can be a delightful experience but because of reduced visibility, be extra cautious. Avoid unfamiliar terrain and be sure your lights are working. Always carry a flashlight and spare light bulbs.
- Never remove any original equipment from your snowmobile. Each vehicle has many built in safety features. Such features include various guards and consoles, plus reflective materials and safety labels.
- Nature is wonderful but don't let it distract your attention from driving. If you want to truly appreciate winter's scenery, stop your snowmobile on the side of the trail so that you don't become a hazard to others.
- Fences represent a very serious threat for both you and your snowmobile. Give a wide berth to telephone poles or posts.
- Hidden wires unseen from a distance can cause serious accidents.
- Always wear an approved safety helmet, eye protection and a face shield.
- Be aware of inherent risks associated with riding off trails, such as avalanche and other natural or man made hazards or obstacles.
- Tailgating another snowmobile should be avoided. If the snowmobile in front of you slows for any reason, its operator could be harmed through your neglect. Maintain a safe stopping distance between you and the snowmobile in front of you. Depending on the terrain condition, stopping may require a little more space than you think. Play it safe. Be prepared to use evasive driving.
- Venturing out alone with your snowmobile could also be hazardous. You could run out of fuel, have an accident, or damage your snowmobile. Remember, your snowmobile is capable of traveling further in half an hour than you may be able to walk in a day. Use the "buddy system". Always ride with a friend or member of your snowmobile club. Even then, tell someone where you are going and the approximate time you plan to return.

- Meadows sometimes have low areas where water accumulate and freezes over in winter. This ice is usually glare ice. Attempting to turn or brake on this surface could cause your vehicle to spin out of control. Never brake or attempt speeding or turning on glare ice. If you do happen to travel over such a condition, reduce speed by carefully releasing the throttle.
- Never "jump" with your snowmobile unless you're an experienced driver and the stunt is done in controlled / racing condition.
- While on safari, do not "gun" the throttle. Snow and ice can be thrown back into the path of a following snowmobile. In addition, when "gunning" the throttle, the vehicle digs into and leaves an irregular snow surface for others.
- Safaris are both fun and enjoyable but don't show off or overtake others in the group. A less experienced operator might try to do the same as you and fail. When riding with others, limit your abilities to the experience of others.
- In an emergency, the snowmobile engine can be stopped by pressing down on the emergency engine stop switch or by pulling the tether cord cap from the engine cut-off switch, while applying brake.
- Always engage parking brake when vehicle is not in use.
- Never run the engine in a non-ventilated area and/or if vehicle is left unattended.
- Never attempt any fuel system or electrical system maintenance or repair. Any maintenance or repair of these systems must be performed by an authorized Ski-Doo dealer.
- Always remove the tether cord cap from engine cut-off switch when vehicle is not in operation in order to prevent accidental engine starting, to avoid unauthorized use by children or others or theft.
- NEVER stand behind or near a rotating track. Debris could be projected causing severe injuries. To remove packed snow or ice, stop engine, tilt and hold vehicle on its side and use wrench tool on the belt guard.
- Do not stud the track unless it has been approved for studs. At speed, a studded track that has not been approved for studs could tear and separate from vehicle. See an authorized Ski-Doo dealer for current specific studding availability and applications.

SPECIAL SAFETY MESSAGES

- You may stud the track on this vehicle model. However, you **MUST** only use the BRP approved type stud for use on Ski-Doo snowmobiles. **DO NOT EVER** use conventional studs because the track thickness is thinner than our standard tracks. The stud could tear off of track and separate from vehicle.
- Always wear an approved helmet and follow the same dressing guidelines as those recommended for the operator and described in this guide.
- Make sure that you are able to achieve a stable stance, both feet resting positively on the footboards of footrests with good grip, and that you are able to hold on firmly to the handholds.

RIDING THE VEHICLE

Each operator has a responsibility to ensure the safety of other recreationists or bystanders.

You are responsible for proper operation of your vehicle as well as training those whom you allow to ride or drive. There may be noticeable handling and performance differences from one snowmobile to the other.

A snowmobile is relatively simple to operate but like any other vehicle or mechanical equipment, it can be hazardous if you are reckless, thoughtless or inattentive. We encourage you to have an Annual Safety Inspection of your snowmobile. Please contact an authorized Ski-Doo dealer for further details. Though not required, it is recommended that an authorized Ski-Doo dealer performs the preseason preparation of your snowmobile. Each visit to your authorized Ski-Doo dealer is a great opportunity for your dealer to verify if your snowmobile is included in any safety campaign. We also urge you to visit your authorized Ski-Doo dealer in a timely manner if you become aware of any safety related campaigns.

See an authorized Ski-Doo dealer for available accessories you may require.

Before venturing on the trails, operate the snowmobile in a restricted flat area until you are completely familiar with its operation and feel comfortable that you can safely tackle a more demanding task. Have an enjoyable and safe ride.

Pre-Ride Inspection

WARNING

The pre-operation check is very important prior to operating the vehicle. Always check the proper operation of critical controls, safety features and mechanical components before starting.

Before Starting the Engine

1. Remove snow and ice from body including lights, seat, footrests, controls and instruments.
2. Verify that air silencer prefilter is free of snow.
3. Verify that skis and steering operate freely. Check corresponding action of skis versus handlebar.

4. Check fuel level and look for leaks. Replenish if necessary and in case of any leaks; you should seek service from an authorized Ski-Doo dealer, repair shop, or person of your own choosing for maintenance and repair
5. All storage compartments must be properly latched and they must not contain any heavy or breakable objects. Hood and side panels must be also properly latched.
6. Activate the throttle control lever several times to check that it operates easily and smoothly. It must return to idle position when released.
7. Activate the brake lever and make sure the brake fully applies before the brake control lever touches the handlebar grip. It must fully return when released.
8. Apply parking brake and check if it operates properly. Leave parking brake applied.
9. Inspect drive belt condition and height, refer to *DRIVE BELT* in *MAINTENANCE PROCEDURES*.

After Engine is Started

For proper engine starting procedure, refer to *ENGINE STARTING PROCEDURE*.

1. Check headlights high beam and low beam, taillight, stop light and pilot lamps operation.

NOTE: You may need to detach tether cord from your clothes to check lights. In such a case, attach cord as soon as you get back at the controls of the snowmobile.

2. Check the engine cut-off switch (by pulling tether cord cap) and emergency engine stop switch operation.
3. Release parking brake.
4. Refer to *VEHICLE WARM UP* and follow instructions.

Pre-Ride Check List

ITEM	OPERATION	✓
BODY INCLUDING SEAT, FOOTRESTS, LIGHTS, AIR FILTER, CONTROLS AND INSTRUMENTS	Check condition and remove snow or ice.	
SKIS AND STEERING ACTION	Check for free movement and proper operation.	
FUEL	Check for proper level and no leaks.	
COOLANT	Check for proper level and no leaks.	
BRAKE FLUID	Check for proper level and no leaks.	
TRACK	Check condition and remove snow or ice. For studded tracks, refer to <i>TRACTION ENHANCING PRODUCTS</i> .	
THROTTLE LEVER	Check for proper operation.	
BRAKE LEVER	Check for proper operation.	
PARKING BRAKE, BRAKE	Check for proper operation.	
EMERGENCY ENGINE STOP SWITCH AND ENGINE CUT-OFF SWITCH (TETHER CORD CAP)	Check for proper action. Tether cord must be attached to operator clothing eyelet.	
LIGHTS	Check for proper operation.	
SKI RUNNERS	Check for proper operation.	
SLIDER SHOES	Check for proper operation.	
DRIVE BELT	Check for cracks, fraying or abnormal wear and proper height.	

How to Ride

Riding Gear

Proper snowmobile clothing should be worn. It should be comfortable and not too tight. Always check the weather forecast before going on a ride. Dress for the coldest weather expected. Thermal underwear next to the skin also provides a good insulation.

Wear an approved helmet at all times for safety and comfort. They provide both warmth and reduce injury. A stocking type cap, balaclava and face mask should always be carried or worn. Goggles or a face shield that attach to the helmet are indispensable.

Hands should be protected by a pair of snowmobile gloves or mitts which have sufficient insulation and allow use of thumbs and fingers for operation of controls.

Rubber bottom boots with either a nylon or a leather top, with removable felt liners are best suited for snowmobiling.

You should keep yourself as dry as possible when snowmobiling. When you come indoors, take your snowmobile suit and boots off and make certain they dry properly.

Do not wear a long scarf or loose apparels that could get caught in moving parts.

Carry colored lens goggles.

What to Bring

First aid kit	Provided tool kit
Mobile phone	Knife
Spare spark plugs	Flashlight
Adhesive tape (duct tape)	Trail map
Spare drive belt	Snack

Rider Position (Forward Operation)

Your riding position and balance are the two basic principles of making your snowmobile go where you want it to. When turning on the side of a hill, you must be ready to shift body weight to help it turn in the desired direction. Operator must never attempt this maneuver-

ing by placing feet outside of the vehicle. Experience will teach you how much lean to put into turns at different speeds and how much you will have to lean into a slope to maintain proper balance.

Generally, the riding position for best balance and control is sitting. However, the posting, kneeling or standing positions are also used under certain conditions.

WARNING

Do not attempt any maneuvers if they are beyond your abilities.

Sitting

Feet on the running boards, body midway back on seat is an ideal position when operating the snowmobile over familiar, smooth terrain. Knees and hips should remain flexible to absorb shocks.



Posting

A semi-sitting position with the body off the seat and the feet under the body in a sort of squatting posture, thus allowing the legs to absorb the shocks when traveling over uneven terrain. Avoid abrupt stops.



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Kneeling

This position is achieved by placing one foot firmly on the running board and the opposite knee on the seat. Avoid abrupt stops.



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Standing

Place both feet on the running boards. Knees should be flexed to absorb the shock from surface bumps. This is an effective position to see better and to shift weight as conditions dictate. Avoid abrupt stop.



Terrain/Riding Variations

Groomed Trail

On a maintained trail, sitting is the most preferred riding position. Do not race and, above all, keep to the right hand side of the trail. Be prepared for the unexpected. Observe all trail signs. Do not zigzag from one side of the trail to the other.

Ungroomed Trail

Unless there has been a fresh snowfall you can expect “washboard” and snowdrift conditions. Taken at excessive speeds, such conditions can be physically harmful. Slow down. Hold on the handlebar and assume a posting position. Feet should be under the body assuming a crouched position to absorb any jarring effect. On longer stretches of “washboard” trails, the kneeling position of one knee on the seat can be adopted. This provides a certain amount of

comfort, while at the same time keeps the body loose and capable of vehicle control. Beware of hidden rocks or tree stumps partially hidden by a recent snowfall.

Deep Snow

In deep “powder” snow, your vehicle could begin to “bog” down. If this occurs, turn in as wide an arc as possible and look for a firmer base. If you do get “bogged”, and it happens to everyone, do not spin your track as this makes the vehicle sink deeper. Instead, turn the engine off, get off and move the back of the vehicle onto new snow. Then tramp a clear path ahead of the vehicle. A few feet will generally suffice. Restart the engine. Assume the standing position and rock the vehicle gently as you steadily and slowly apply the throttle. Depending on whether the front or rear end of the vehicle is sinking, your feet should be placed on the opposing end of the running boards. Never place foreign material beneath the track for support. Do not allow anyone to stand in front of, or to the rear of, the snowmobile with the engine running. Stay away from the track. Personal injury will result if contact is made with the revolving track.

Frozen Water

Traveling frozen lakes and rivers can be fatal. Avoid waterways. If you are in an unfamiliar area, ask the local authorities or residents about the ice condition, inlets, outlets, springs, fast moving currents or other hazards. Never attempt to operate your snowmobile on ice that may be too weak to support you and the vehicle. Operating a snowmobile on ice or icy surfaces can be very dangerous if you do not observe certain precautions. The very nature of ice is foreign to good control of a snowmobile or any vehicle. Traction for starting, turning or stopping is much less than that on snow. Thus, these distances can be multiplied manyfold. Steering is minimal, and uncontrolled spins are an ever present danger. When operating on ice, drive slowly with caution. Allow yourself plenty of room for stopping and turning. This is especially true at night.

Hard Packed Snow

Don't underestimate hard packed snow. It can be difficult to negotiate as both skis and track do not have as much traction. Best advice is to slow down and avoid rapid acceleration, turning or braking.

Uphill

There are two types of hills you can encounter — the open hill on which there are few trees, cliffs or other obstacles, and a hill that can only be climbed directly. On an open hill, the approach is to climb it by side hilling or slaloming. Approach at an angle. Adopt a standing position with both feet on the same running board. Keep your weight on the uphill side at all times. Maintain a steady, safe speed. Continue as far as you can in this direction, then switch to an opposite hill angle and riding position.

A direct climb could present problems. Choose the standing position, accelerate before you start the climb and then reduce throttle pressure to prevent track slippage.

In either case, vehicle speed should be as fast as the incline demands. Always slow down as you reach the crest. If you cannot proceed further, don't spin your track. Apply the parking brake, turn the engine off, free the skis by pulling them out and downhill, place the rear of the snowmobile uphill, restart the engine, release the parking brake and ease it out with slow even throttle pressure. Position yourself to avoid tipping over, then descend.

Downhill

Downhill driving requires that you have full control of your vehicle at all times. On steeper hills, keep your center of gravity low and both hands on the handlebar. Maintain slight throttle pressure and allow the machine to run downhill with the engine operating. If a higher than safe speed is reached, slow down by braking but apply the brake with frequent light pressure. Never jam the brake and lock the track.

Side Hill

When crossing a side hill or traversing up or downhill, certain procedures must be followed. All riders should lean towards the slope as required for stability. The preferred operating positions are the kneeling position, with the knee of the down hill leg on the seat and the foot of the uphill leg on the running board, or the posting position. Be prepared to shift your weight quickly as needed. Side hills and steep slopes are not recommended for a beginner or a novice snowmobiler.

Avalanche Hazard

When riding on mountainous terrain, you should be aware of the risk of avalanches. Avalanches vary in size and shapes and generally occur in steep terrain and on unstable snow.

New snow, animals, people, wind and snowmobiles can all trigger an avalanche. Avoid high marking or traversing steep terrain when avalanche conditions are possible. When in unstable snow conditions, travel should be restricted to lower angle slopes. Wind formed cornices should be avoided. Staying off unstable conditions is the key to safe mountain riding. Probably most important is to be aware of the conditions and dangers on a daily basis when in the mountains. Check local avalanche forecasts and threats each day before heading out to ride and heed forecasters advice.

You should always carry a snow shovel, probe and avalanche beacon while riding on mountains. We recommend that all mountain riders take a local avalanche safety training course to become more familiar with snow conditions and learn how to properly use their equipment.

Here are some web sites that can help you finding important information:

- US: www.avalanche.org
- Europe: www.avalanches.org
- Canada: www.avalanche.ca

Slush

Slush should be avoided at all times. Always check for slush before starting across any lake or river. If dark spots appear in your tracks, get off the ice immediately. Ice and water can be thrown rearward into the path of a following snowmobile. Getting a vehicle out of a slush area is strenuous and in some cases, impossible.

Fog or Whiteout Conditions

On land or water, fog or visibility-limiting snow can form. If you have to proceed into the fog or heavy snow, do so slowly with your lights on and watch intently for hazards. If you are not sure of your way, do not proceed. Keep a safe distance behind other snowmobilers to improve visibility and reaction time.

Unfamiliar Territory

Whenever you enter an area that is new to you, drive with extreme caution. Go slow enough to recognize potential hazards such as fences or fence posts, brooks crossing your path, rocks, sudden dips, guy wires and countless other obstacles which could result in a termination of your snowmobile ride. Even when following existing tracks, be cautious. Travel at a speed so you can see what is around the next bend or over the top of the hill.

Bright Sunshine

Bright sunny days can considerably reduce your vision. The glare from sun and snow may blind you to the extent that you cannot easily distinguish ravines, ditches or other obstacles. Goggles with colored lenses should always be worn under these conditions.

Unseen Obstruction

There may be obstructions hidden beneath the snow. Driving off established trails and in the woods requires reduced speed and increased vigilance. Driving too fast in an area can make even minor obstacles very hazardous. Even hitting a small rock or stump could throw your snowmobile out of control and cause injury to its riders. Stay on established trails to reduce your exposure to hazards. Be safe, slow down and enjoy the scenery.

Hidden Wires

Always be on the lookout for hidden wires, especially in areas that may have been farmed at one time or another. Too many accidents have been caused by running into wires in the fields, guy wires next to poles and roads, and into chains and wires used as road closures. Slow speeds are a must.

Obstacles and Jumping

Unplanned jumps of snowdrifts, snowplow ridges, culverts or indistinguishable objects can be dangerous. You can avoid them by wearing the proper color lenses or face shields and by operating at a lower speed.

Jumping can be a hazardous situation. Be prepared before landing to absorb the shock and brace yourself for the impact. Knees must be flexed to act as shock absorbers. If the trail does suddenly drop away

from you, crouch (stand) towards the rear of the vehicle and keep the skis up and straight ahead. Apply partial throttle and brace yourself for the impact. Knees must be flexed to act as shock absorbers.

Turning

Depending on terrain conditions, there are two preferred ways to turn or corner a snowmobile. For most snow surfaces, "body english" is the key to turning. Leaning towards the inside of the turn and positioning body weight on the inside foot will create a "banking" condition beneath the track. By adopting this position and positioning yourself as far forward as possible, weight will be transferred to the inside ski.

On occasion, you will find that the only way to turn the vehicle about in deep snow is to pull the snowmobile around. Do not over-exert yourself. Get assistance. Remember to always lift using your legs as opposed to your back.



Road Crossing

In some cases, you will be approaching the road from a ditch or snowbank. Choose a place where you know you can climb without difficulty. Use the standing position and proceed with only as much

speed needed to crest the bank. Stop completely at the top of the bank and wait for all traffic to clear. Judge the drop to the roadway. Cross the road at a 90° angle. If you encounter another snowbank on the opposite side, position your feet near the rear of the vehicle. Remember, your snowmobile is not designed to operate on bare pavement and steering on this type of surface is more difficult.

Railroad Crossing

Never ride on railroad tracks. It is illegal. Railroad tracks and railroad rights-of-way are private property. A snowmobile is no match for a train. Before crossing a railroad track, stop, look and listen.

Night Rides

The amount of natural and artificial light at a given time can effect your ability to see or to be seen. Nighttime snowmobiling is delightful. It can be a unique experience if you acknowledge your reduced visibility. Before you start, make certain your lights are clean and work properly. Drive at speeds that will allow you to stop in time when you see an unknown or dangerous object ahead. Stay on established trails and never operate in unfamiliar territory. Avoid rivers and lakes. Guy wires, barbed wire fences, cabled road entrances and other objects such as tree limbs are difficult to see at night. Never drive alone. Always carry a flashlight. Keep away from residential areas and respect the right of others to sleep.

Riding in a Group

Before starting out, designate a "trail boss" to lead the party and another person to follow-up at the end of the party. Ensure that all members of the party are aware of the proposed route and destination. Make certain that you are carrying all necessary tools and equipment and that you have sufficient fuel to complete the trip. Never overtake the trail boss or, for that matter, any other snowmobile. Use down-the-line hand signals to indicate hazards or intent of direction change. Assist others whenever necessary.

It is always IMPORTANT to keep a safe distance between each snowmobile. Always maintain a safe interval and allow sufficient stopping distance. Don't be a tailgater. Know the position of the machine ahead.

Signals

If you intend to stop, raise either hand straight above your head. A left turn is indicated by extending your left hand straight out in the proper direction. For right turns, extend the left arm and raise the hand to a vertical position so it forms a right angle at the elbow. Every snowmobiler should relay any signal to the ones behind.

Trail Stops

Whenever possible, pull off the trail when you stop. This will reduce the hazard to other snowmobilers using the trail.

Trails and Signs

Trail signs are used to control, direct or regulate the use of snowmobiles on trails. Become familiar with all signs used in the area where you are snowmobiling.

Environment

Wildlife compliments your snowmobiling day. Snowmobile tracks provide firm ground over which animals can travel from area to area. Do not violate this privilege by chasing or harassing wildlife. Fatigue and exhaustion can lead to animal's death. Avoid areas posted for the protection or feeding of wildlife.

If you happen to be fortunate enough to see an animal, stop your snowmobile and observe quietly.

The guidelines that we support are not designed to limit your snowmobiling fun, but to preserve the beautiful freedom that you can experience only on a snowmobile! These guidelines will keep snowmobilers healthy, happy and able to introduce others to what they know and enjoy about their favorite winter pastime. So, the next time you hit the trails on a cool, crisp and clear winter day, we ask you to remember that you are paving the way for the future of our sport. Help us lead it down the right path! From all of us at BRP, thank you for doing your share.

There is nothing more exhilarating than snowmobiling. Venturing onto snowmobile trails that cross wild areas is an exciting and healthy winter sport. However, as the number of people using these recreational parks increases, so does the potential for damage to the environment. Abuse of land, facilities and resources inevitably leads to restrictions and closures of both private and public land.

In essence, the greatest threat to our sport, is all around us. Which leaves us with one logical choice. When we snowmobile, we must always ride responsibly.

The vast majority respect the law and the environment. Each of us must set an example for those who are new to the sport, young and old alike.

It is in every one's best interest to tread lightly into our recreational areas. Because, in the long run, to protect the sport we must preserve the environment.

Recognizing the importance of this issue and the need for snowmobilers to do their share in preserving areas that make it possible to enjoy our sport, BRP has developed the "Light Treading Is Smart Sledging" campaign for snowmobilers.

Light Treading refers to more than the thread of our tracks. It's a statement of concern, respect and willingness to take the lead and take action. It applies to the environment in general, its proper care and maintenance, its natural inhabitants and all enthusiasts and the public at large who enjoy the great outdoors. With this theme, we invite all snowmobilers to remember that respecting the environment is not only critical to the future of our industry but to future generations.

Light Treading in no way suggests you should curb your appetite for snowmobiling fun! It simply means tread with respect!

The fundamental objective of Light Treading is one of respect for where and how you ride a snowmobile. You're a light treader when you follow the principles below.

Become informed. Obtain maps, regulations and other information from the Forest Service or from other public land agencies. Learn the rules and follow them and that goes for speed limits, too!

Avoid running over young trees, shrubs, and grasses and don't cut wood. On flatlands or areas where trail riding is popular, it's important to ride only where authorized. Remember, there is a link between protecting your environment and your own safety.

Respect wildlife and be particularly sensitive of animals that are rearing young or suffering from food shortage. Stress can sap scarce energy reserves. Refrain from riding in areas where only animals are intended to tread!

Obey gate closures and regulatory signs and remember, light treaders don't litter!

Stay out of wilderness areas. They're closed to all vehicles. Know where the boundaries are.

Obtain permission to travel across private land. Respect the rights of landowners and other people's privacy. Remember, snowmobile technology has lowered the noise factor considerably, but you still shouldn't rev your engines where quiet "is the order of the day".

Snowmobilers know all too well the efforts that have been made throughout the sport's history to enjoy access to areas where people can snowmobile safely and responsibly. This effort continues today, as strong as ever.

Respecting the areas where we ride, wherever they may be, is the only way to ensure their future enjoyment. That's one major reason why we know you'll agree that Light Treading is smart sledding! And there are more.

Enjoying the opportunity to see winter and all its natural majestic wonders, is an experience cherished by snowmobilers. Light Treading will preserve this opportunity and will make it possible for us to expose others to the beauty of winter and the unique thrill of our sport! Light Treading will help our sport to grow!

Finally, Light Treading is the sign of a smart snowmobiler. You don't have to leave big tracks or careen through a virgin forest to show you can ride. So whether you're driving a high performance Ski-Doo, a sporty MX Z™ snowmobile or any other make or model, show you know what you're doing. Show you know how to send snow flying and make tracks with a light touch!

TRACTION ENHANCING PRODUCTS

NOTE: This section is applicable to snowmobiles equipped with a factory installed track that has been approved by BRP for special studs installation.

WARNING

Never stud a track that has not been approved for studs. Installing studs on an unapproved track could increase the risk of the track tearing or severing.

WARNING

You may stud the track on this vehicle model. However, you **MUST** only use the BRP approved type stud for use on these Ski-Doo snowmobiles. The stud could tear off of track and separate from vehicle. See an authorized Ski-Doo dealer for current specific studding availability and applications.

Using traction enhancing products such as, adjustable or more aggressive ski carbide runners and/or studs on your snowmobile will change its behavior, particularly in terms of manoeuvrability, acceleration, and braking.

Using traction enhancing products gives a better grip on packed snow and ice, but has no noticeable effect on soft snow. For this reason, driving a snowmobile equipped with traction enhancing products requires a certain adaptation period. If your snowmobile is equipped with traction enhancing products, be sure to take plenty of time to get used to the way it handles when turning, accelerating, and braking.

Also, always check local regulations concerning the use of traction enhancing products on snowmobiles. Always drive your snowmobile in a responsible manner, respecting the environment and other people's property.

Manoeuvrability

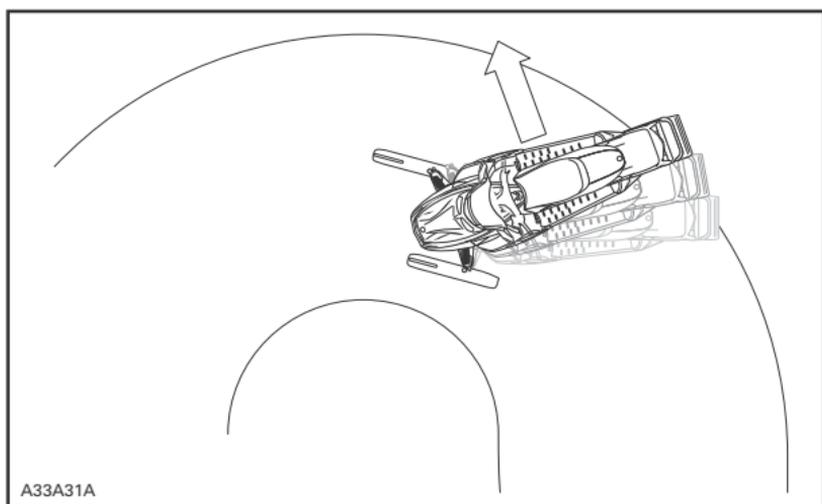
Using traction enhancing products such as, more aggressive ski carbide runners and/or studs makes the snowmobile grip the ground better at both the front and at the rear. The use of carbide runners is therefore required to give the skis a better grip, so that the front and rear of the snowmobile are in balance. While off-the-shelf carbide ski runners are adequate, they don't necessarily give you optimal control, since that depends on your personal preferences, your riding style, and how your suspension is adjusted.

! WARNING

If the front and rear of the snowmobile are out of balance due to an incorrect combination of traction enhancing products, the snowmobile may tend to oversteer or understeer, which could lead to a loss of control.

Oversteering

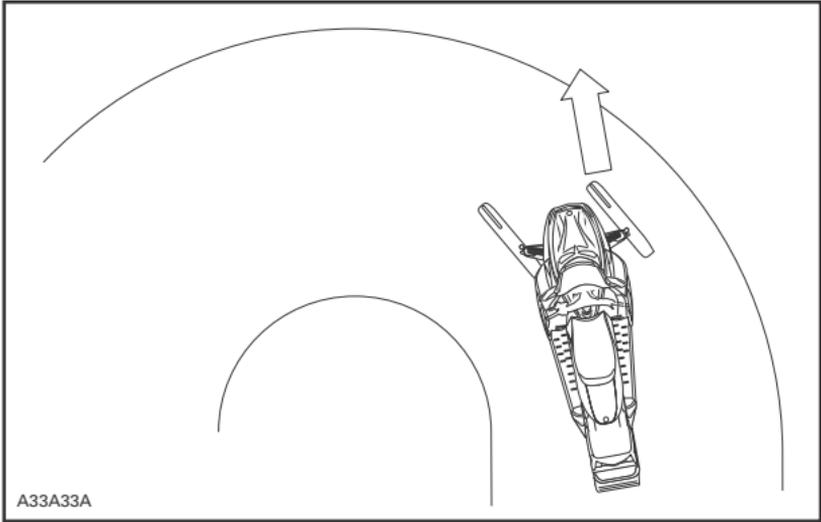
In certain conditions, using more aggressive ski carbide runners without studs on the rear track could make the snowmobile prone to oversteering, see illustration.



OVERSTEERING

Understeering

In certain conditions, the use of studs on the track could make the snowmobile prone to understeering if the skis are not equipped with more aggressive ski carbide runners, see illustration.

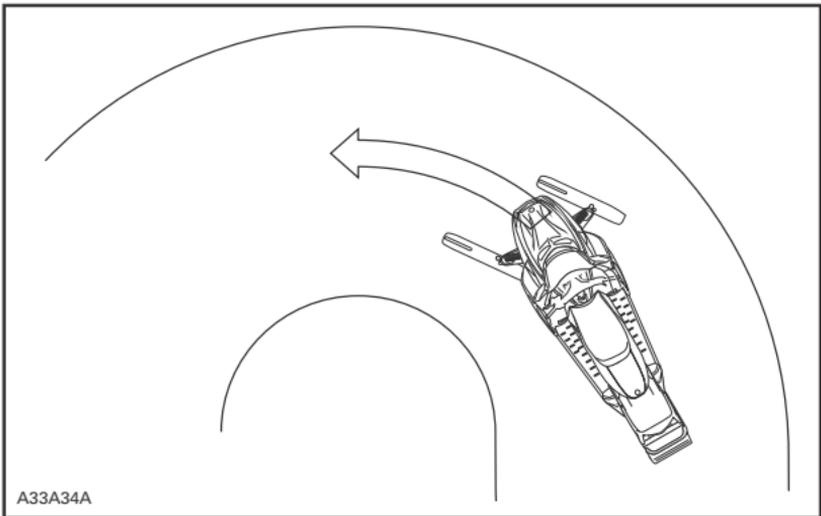


A33A33A

UNDERSTEERING

Controlled Driving

A balanced combination of carbide ski runners and studs on the track ensures adequate control and better handling, see illustration.



A33A34A

CONTROLLED DRIVING

Acceleration

Using studs on the track will allow your sled to accelerate better on packed snow and ice but will have no noticeable effect on soft snow. This can cause sudden variations in traction under certain conditions.

WARNING

To prevent surprises that could lead to a loss of control of the snowmobile:

- Always go easy on the throttle.
- NEVER try to spin the track to make the rear of the snowmobile skid.

This could cause debris or ice to be thrown violently backwards, possibly injuring others nearby or on snowmobiles behind you.

Braking

As in the case of acceleration, using studs on the track will give you better braking capacity on packed snow or ice but will have no noticeable effect on soft snow. Braking may thus vary suddenly under certain conditions. Be sure to use restraint in braking to keep from blocking the track in order to avoid surprises that could lead to a loss of control.

Important Safety Rules

WARNING

To prevent serious injury to individuals near the snowmobile:

- NEVER stand behind or near a moving track.
- Always use a wide-base snowmobile stand with a rear deflector panel if it is necessary to rotate track.
- When the track is raised off the ground, only run it at the lowest possible speed.

Centrifugal force could cause debris, damaged or loose studs, pieces of torn track, or an entire severed track to be violently thrown backwards out of the tunnel with tremendous force.

Effects of Having a Studded Track on the Life of the Snowmobile

The use of traction enhancing products can increase the load and the stress on certain snowmobile components, as well as the vibration level. This can cause premature wear on parts such as belts, brake linings, bearings, chain, chaincase sprocket, and on approved studded tracks, shorten track life. Always proceed with a visual inspection of your track before each use. For more information, refer to *TRACK* in *MAINTENANCE*.

Studs on the track can also cause serious damage to your snowmobile if it is not equipped with the tunnel protectors designed for your particular model. Damage to the electrical wiring or perforation of the heat exchangers are potential hazards, that could cause the engine to overheat and be severely damaged.

WARNING

If tunnel protectors are excessively worn or not installed, the gas tank could be punctured, causing a fire.

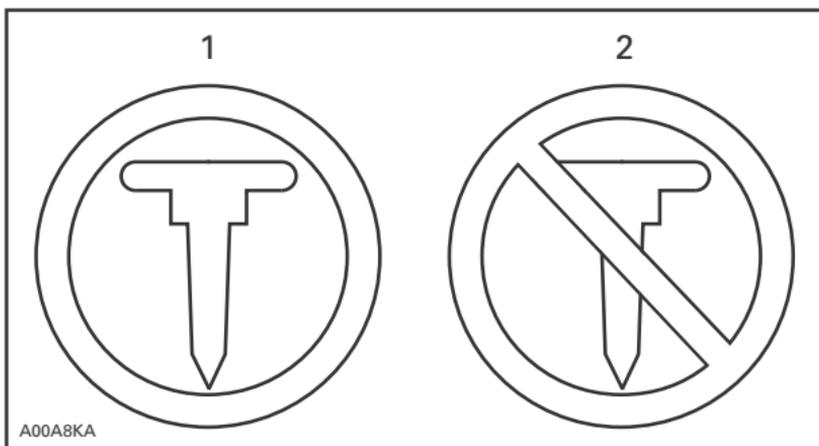
NOTICE Ask your dealer for the appropriate tunnel protectors model and kit number required for your snowmobile.

NOTE: Consult the BRP limited warranty to find out what warranty limitations are related to the use of studs.

Installation of Studs on BRP Approved Tracks

WARNING

Never stud a track that has not been approved for studs. Approved tracks can be identified by a stud symbol (see illustration below) molded into the track surface. Installing studs on an unapproved track could increase the risk of the track tearing or severing.

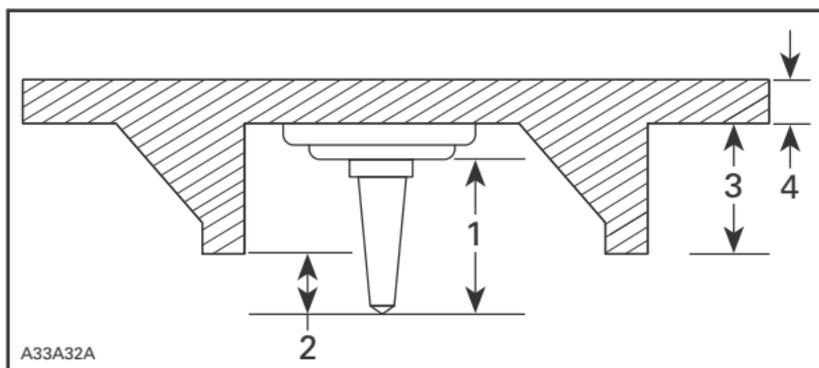


TRACK SYMBOLS

1. *Approved*
2. *NOT Approved*

To ensure safe and proper installation, BRP recommends to have the studs installed by your dealer.

- Use only the BRP approved special studs.
- Never use studs that exceed the height of your snowmobile's track profile by more than 9.5 mm (3/8 in).



INSTALLATION OF STUDS

1. *Stud size*
2. *Penetration range 6.4 mm to 9.5 mm (1/4 in to 3/8 in)*
3. *Track lug height*
4. *Track belt thickness*

 **WARNING**

- See an authorized Ski-Doo dealer for current specific stud-
ding availability and applications.
- **DO NOT EVER** use conventional stud because, the track
thickness is thinner than our standard tracks and the stud
could tear off of track and separate from vehicle.
- Studs should only be installed in the locations indicated
by molded bulges in the track surface. Some track models
have two types of molded bulges; triangles and circles.
See the warning molded into the track surface to know
which one to use.
- Never stud a track with a profile of 35 mm (1-3/8 in) or more.
- The number of studs installed must always perfectly match
the pattern of molded bulges in the track.
- Always consult the traction product manufacturer's instal-
lation instructions and recommendations before having
your dealer install studs and runners. It is very important
to follow the torque specifications for the stud bolts.

**INSTALLING AN INCORRECT NUMBER OF STUDS OR AN
IMPROPER INSTALLATION CAN INCREASE THE RISK OF THE
TRACK TEARING OR SEVERING.**

Maintenance/Replacement

PROCEED WITH A VISUAL INSPECTION OF YOUR TRACK BEFORE EACH USE.

Look for any defects, such as:

- Perforations in the track
- Tears in the track (particularly around traction holes on studded tracks)
- Lugs that are broken or torn off, exposing portions of rods
- Delamination of the rubber
- Broken rods
- Broken studs (studded tracks)
- Bent studs (studded tracks)
- Missing studs
- Studs that are torn off the track
- Missing track guide(s)
- Also, ensure that studs nut are tighten to the recommended torque.

On approved studded tracks, replace broken or damaged studs immediately. If your track shows signs of deterioration, it must be replaced immediately. When in doubt, ask your dealer. Always proceed with a visual inspection of your track before each use.

WARNING

Riding with a damaged track or studs could lead to loss of control.

SAFETY INFORMATION ON THE VEHICLE

Hang Tag(s)

 **WARNING.** Operating, servicing and maintaining an off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm.

To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle.

For more information go to
www.P65Warnings.ca.gov/products/passenger-vehicle



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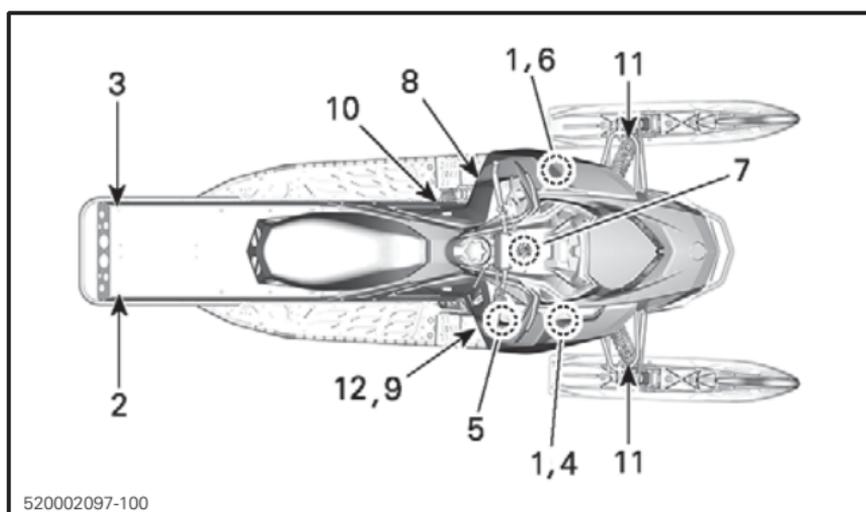
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Vehicle Safety Labels

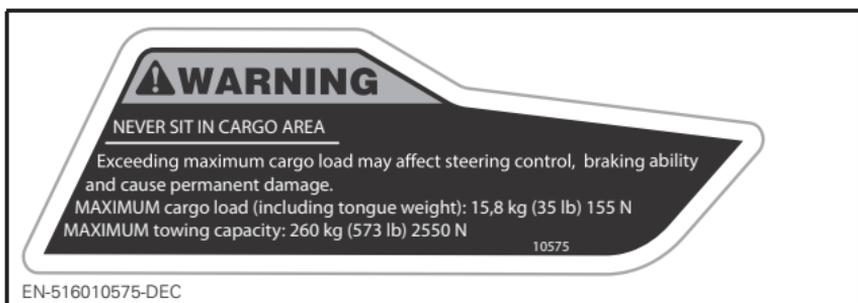
These labels are affixed to the vehicle for the safety of the operator or bystanders.

The following labels are on your vehicle and they should be considered permanent parts of the vehicle. If missing or damaged, the decals can be replaced free of charge. See an authorized Ski-Doo dealer.

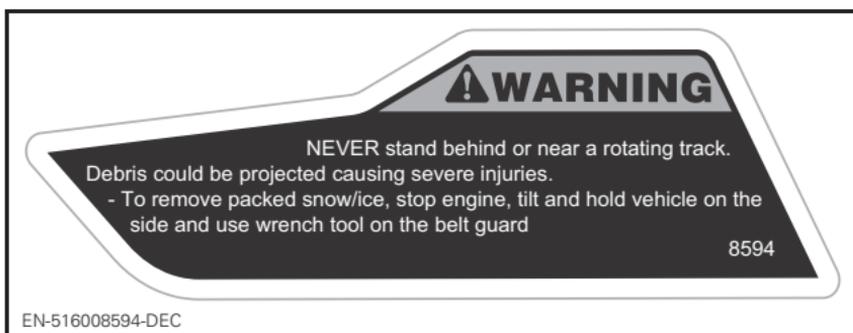
NOTE: In the event of any discrepancy between this guide and the vehicle, the safety labels on the vehicle have precedence over the labels in this guide.



LABEL 1



LABEL 2



LABEL 3



LABEL 4

<p>▲ WARNING</p> <p>Capacitor May Spark If Shorted. -Spark can ignite fuel vapors. -Keep objects away from poles. -When removing from vehicle, always discharge properly.</p>	<p>CAPACITOR</p>  <p>CONDENSATEUR</p>	<p>▲ AVERTISSEMENT</p> <p>Le condensateur peut produire une étincelle si court-circuité. - Une étincelle peut enflammer les vapeurs d'essence. - Garder tout objet éloigné des bornes. - Si démonté du véhicule, toujours décharger adéquatement.</p>
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LABEL 5

<p>WARNING</p> <p>This guard must ALWAYS be in place when engine is running beware of rotating parts they could cause injuries or catch your clothing.</p>	<p>NOTICE</p> <p>Drive pulley bolt recommended torque 85-92 lbf-ft / 115-125 N·m</p> <p>Not applying the recommended torque may result in a major failure of the drive pulley and the engine. Refer to the shop manual for the complete assembly procedure.</p>
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LABEL 6

Toujours débrancher les
connecteurs électriques
des deux injecteurs
d'essence avant de
vérifier la production
d'étincelles. Autrement,
une étincelle pourrait
allumer des vapeurs
d'essence, ce qui
représenterait un risque
de feu.

AVERTISSEMENT



WARNING

**Always electrically
disconnect
both fuel injectors prior to
testing for ignition spark.
Otherwise, fuel vapors
may ignite in presence of
a spark creating a fire
hazard.**

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LABEL 7

⚠ WARNING

Read and understand all safety labels, locate and read operator's guide and watch the safety video (using the QR code link or visit Ski-Doo web site) before operation.



- Get familiar with your vehicle. Inexperienced riders may overlook risks and be surprised by vehicle's specific behavior and terrain conditions. Ride slowly.
- Excessive speed and reckless driving can kill !

ALWAYS adjust your speed according to snow conditions and circumstances.

- Steering control and braking ability may be reduced on hard-pack snow, ice or roads. Reduce speed & allow more space to stop or turn.
- Respect laws on minimum operator age. Manufacturer recommends a minimum operating age of 16 years old.
- Never open side panels or hood while engine is running or if vehicle is in motion. Ensure to remove DESS key before opening those.

BEFORE STARTING :

1. Attach tether cord to your clothing.
2. Check proper operation of the throttle and brake levers each time before starting. They must return to their initial position when released.
3. Apply parking brake.
4. Turn handlebars all the way in both directions to check for interference and insure free operation.

AFTER STARTING :

1. Pull-out tether cord to check if engine shuts off.
2. Re-start and push in the emergency engine stop switch to check if engine shuts off.
3. Disengage parking brake before riding to avoid brake fading.



516009232

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LABEL 8

▲ WARNING

This vehicle is designed for one (1) operator and as many passengers as there are seats with straps or handgrips installed on the vehicle conforming to SSCC standards.

Ce véhicule a été conçu pour un (1) conducteur et autant de passagers qu'il y a de sièges avec courroies ou poignées installées sur le véhicule et rencontrant la norme SSCC.

When riding with a passenger:

- Braking ability and steering control are reduced.
- Decrease speed and allow extra space to maneuver.
- Adjust suspensions according to weight.

REMEMBER : YOU ARE RESPONSIBLE FOR THE SAFETY OF YOUR PASSENGER!

ALL DRIVERS AND PASSENGERS MUST READ THE FOLLOWING:

Avoid surprises!

BE ON THE LOOK-OUT for the unexpected.

Operate defensively.

- Scan constantly for people, objects, conditions and upcoming vehicles.
- Avoid thin ice / open water.
- Use extra caution whenever off-trail.



ALWAYS wear a DOT approved HELMET and clothing appropriate for snowmobiling.



NEVER ride under the influence of alcohol or drugs even as a passenger.



[Patent: www.brp.com/en/about-brp/patents.html](http://www.brp.com/en/about-brp/patents.html)

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LABEL 9



LABEL 10

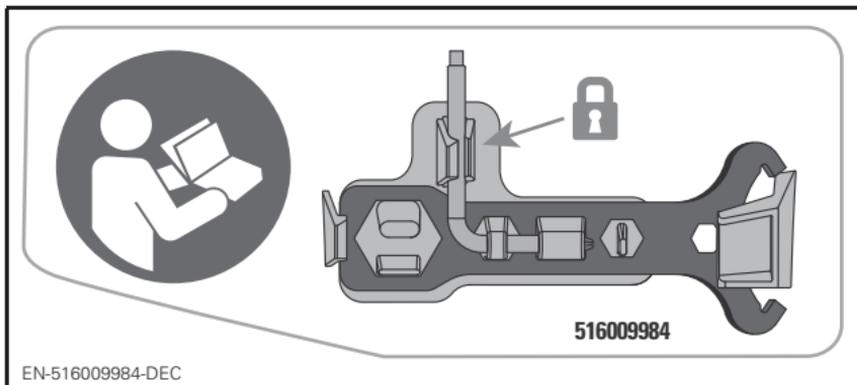


LABEL 11 - ON SHOCK GAS CHARGED ABSORBERS

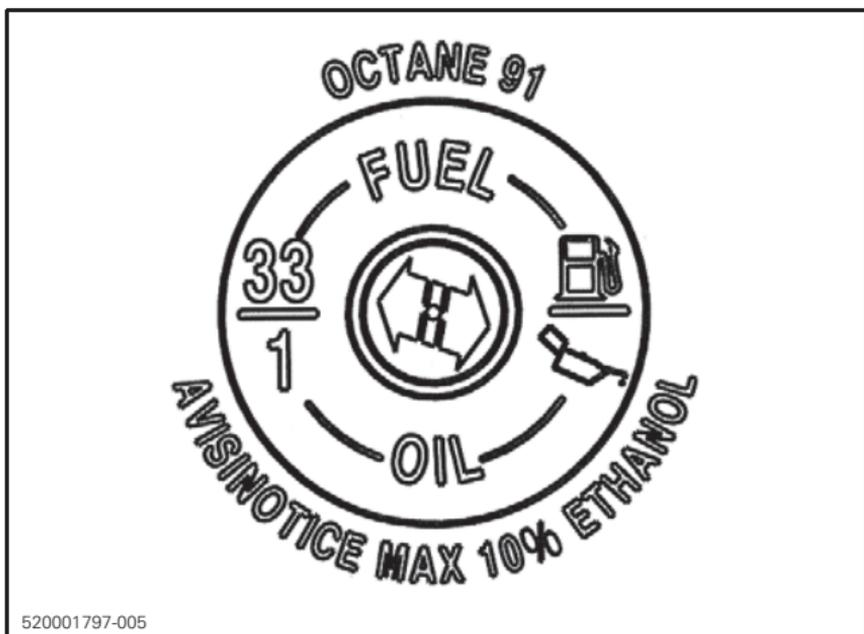


LABEL 12

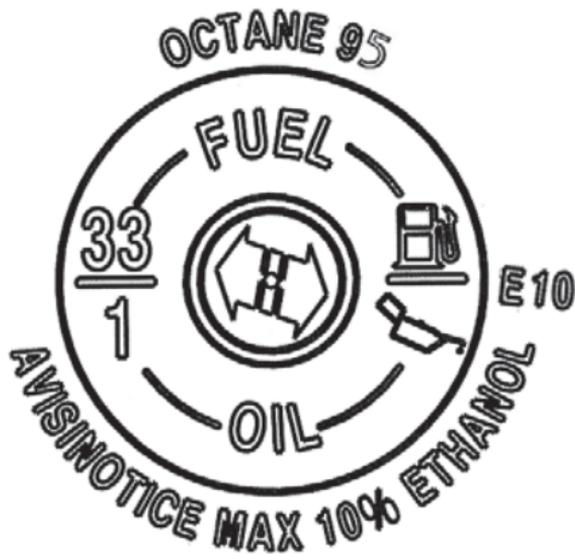
Technical Information Labels



LOCATED ON BELT GUARD



ON FUEL CAP - IN COUNTRIES USING PUMP POSTED AKI (RON+MON)/2
OCTANE RATINGS



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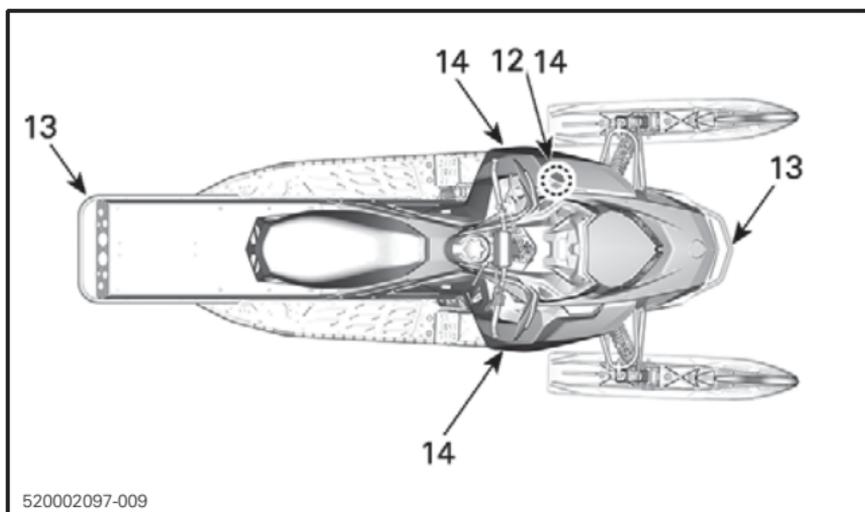
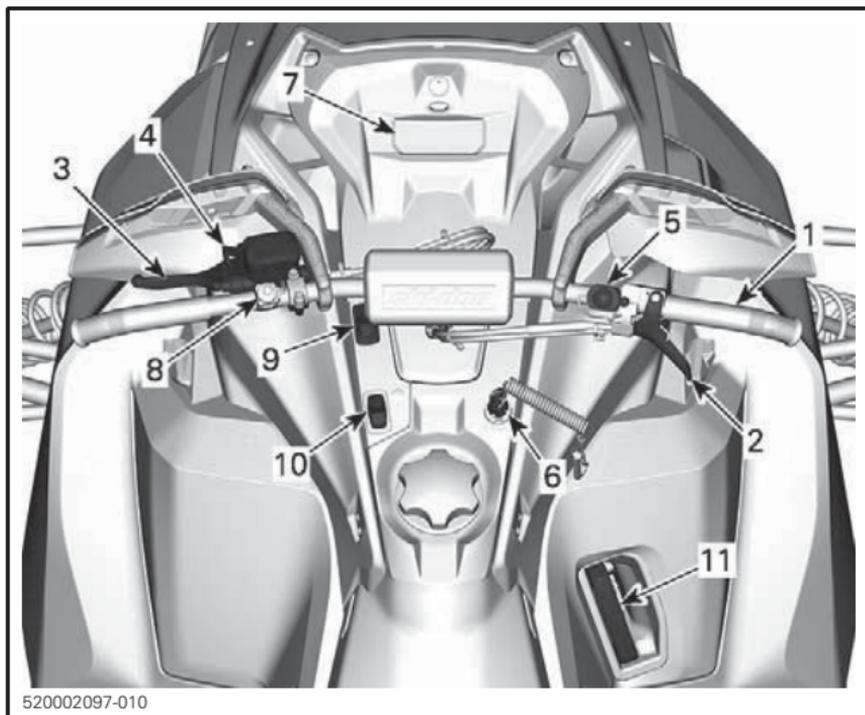
ON FUEL CAP - IN COUNTRIES USING RON OCTANE RATINGS

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VEHICLE INFORMATION

CONTROLS, INSTRUMENTS AND EQUIPMENT

NOTE: Vehicle safety labels are not shown on illustrations. For information on vehicle safety labels, refer to *SAFETY INFORMATION ON THE VEHICLE*.



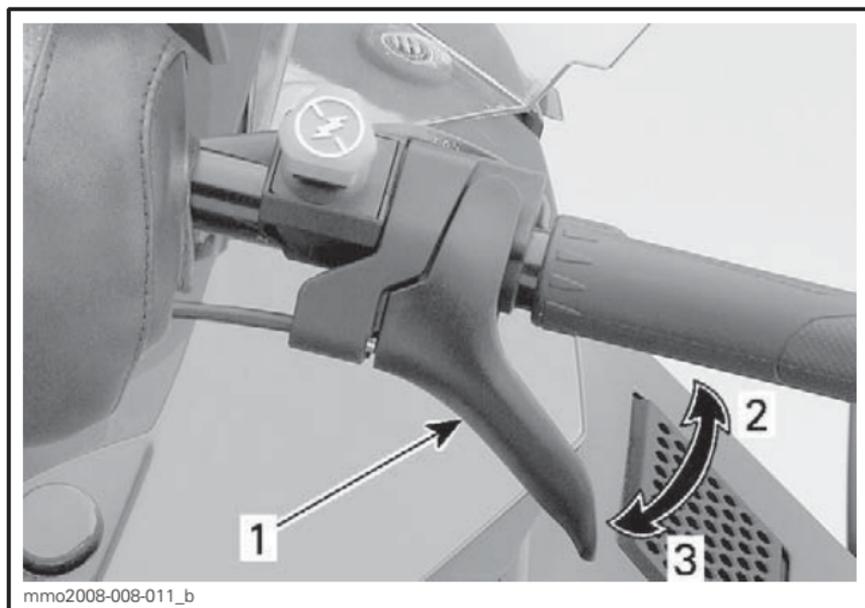
1) Handlebar

The handlebar controls the steering of the snowmobile. As the handlebar is rotated to right or left, the skis are turned right or left to steer the snowmobile.

2) Throttle Lever

Throttle lever is located on the RH side of handlebar.

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



TYPICAL

1. Throttle lever
2. To accelerate
3. To decelerate

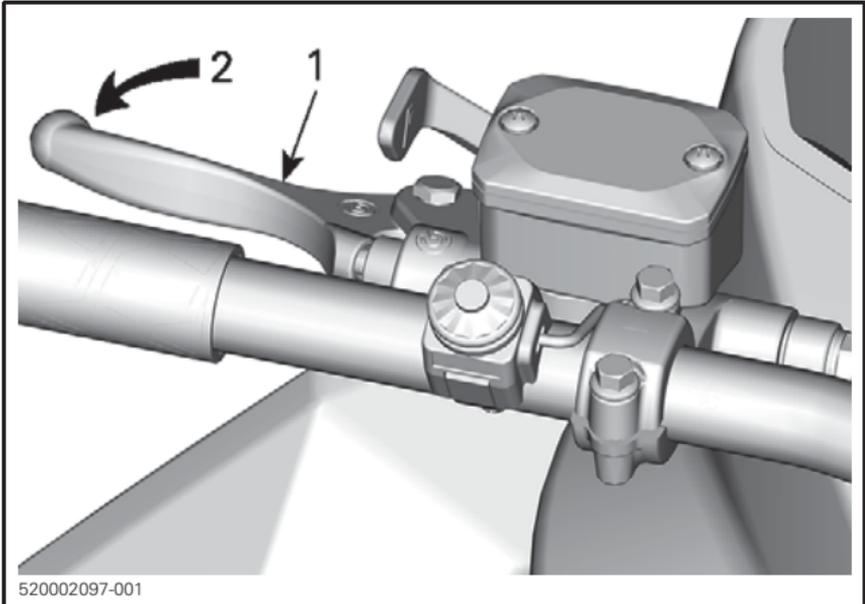
WARNING

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

3) Brake Lever

Brake lever is located on the LH side of handlebar.

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



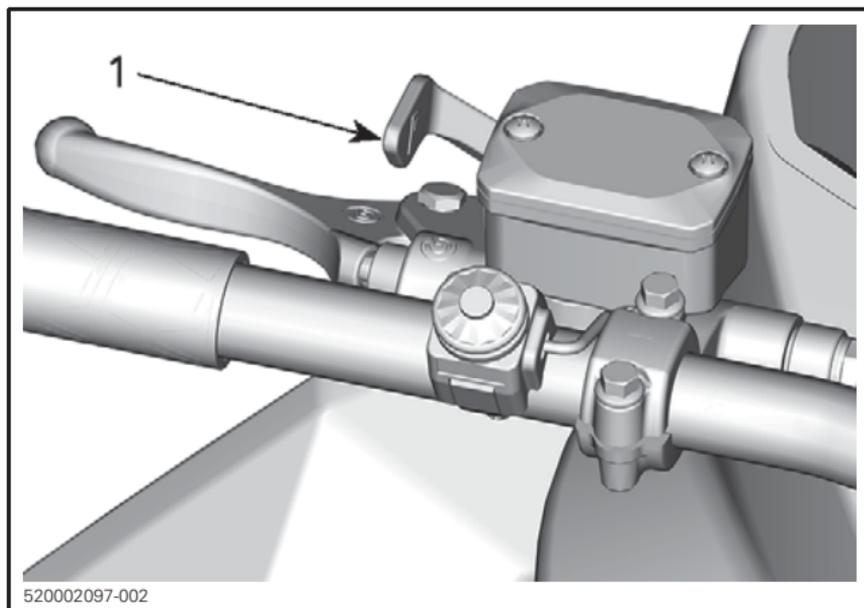
TYPICAL

1. Brake lever
2. To apply brake

4) Parking Brake Lever

Parking brake lever is located on the LH side of handlebar.

Parking brake should be used whenever snowmobile is parked.



TYPICAL

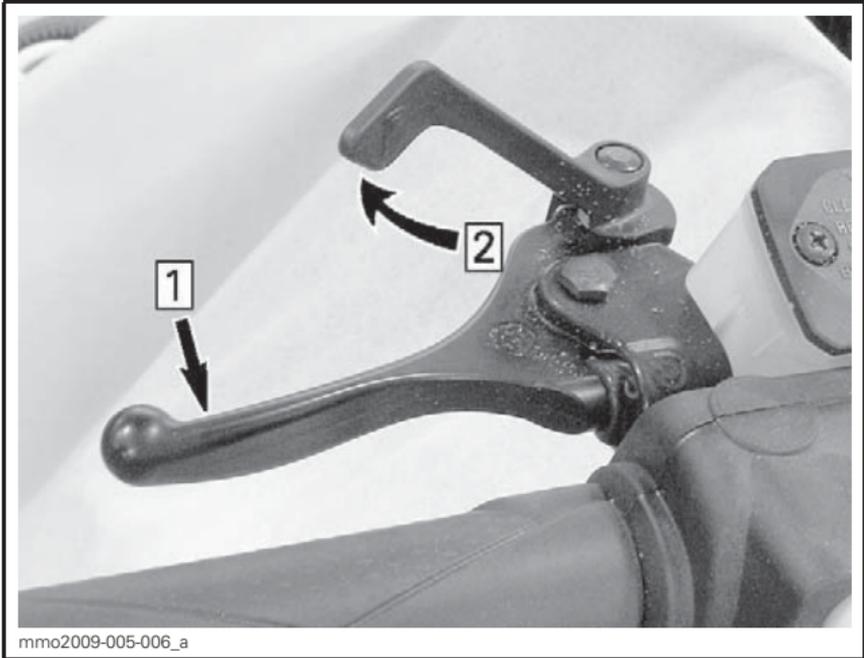
1. Parking brake lever

! WARNING

Make sure parking brake is fully disengaged before operating the snowmobile. When you ride the vehicle, brake pads that are caused to drag by a continuous pressure on the lever may cause damage to the brake system and cause loss of braking capacity and/or fire.

To Engage Parking Brake

Apply and hold brake, then lock brake lever using the parking brake lever as shown.

**TYPICAL — ENGAGE MECHANISM**

Step 1: Apply and hold brake

Step 2: Lock brake lever using parking brake lever

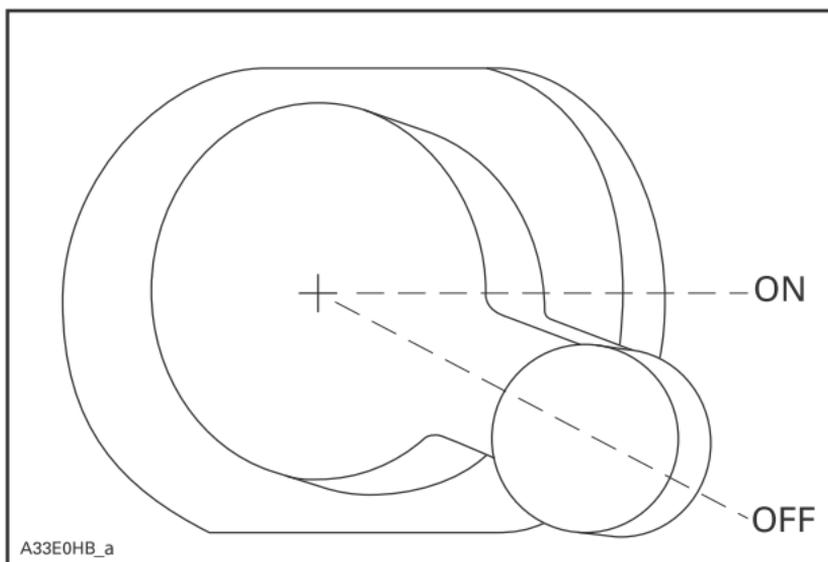
To Release Parking Brake

Squeeze brake lever. Parking brake lever will automatically return to its original position. Always release parking brake before riding.

5) Emergency Engine Stop Switch

The emergency engine stop switch is located on the RH side of handlebar.

To stop the engine in an emergency, select OFF position and simultaneously apply the brake. To restart, button must be at the ON position.



All operators of the snowmobile should familiarize themselves with the function of the emergency engine stop switch by using it several times on first outing and whenever stopping the engine thereafter. This engine stopping procedure will become a reflex and will prepare operators for emergency situations requiring its use.

! WARNING

If the switch has been used in an emergency caused by a suspected malfunction, the source of the malfunction should be determined and corrected before restarting engine. See an authorized Ski-Doo dealer for servicing.

6) Engine Cut-off Switch

The engine cut-off switch (tether cord) is located on the console.

The tether cord cap must be securely snapped on the engine cut-off switch to allow vehicle operation.

Pulling the tether cord cap from the switch shuts the engine off.

! WARNING

Always attach the tether cord eyelet to clothing before starting the engine.

NOTE: The D.E.S.S. (Digitally Encoded Security System) can be enabled if desired. Contact an authorized Ski-Doo dealer.

D.E.S.S. (Digitally Encoded Security System)

After engine starting, 2 short beeps should be heard if a programmed D.E.S.S. key (tether cord cap) is correctly snapped on engine cut-off switch. If another beep code is heard, refer to *MONITORING SYSTEM* for D.E.S.S. malfunction codes information.

The tether cord cap has an integrated D.E.S.S. key to provide you and your snowmobile with the equivalent security of a conventional lock key.

The D.E.S.S. key contains an electronic chip which features a unique permanently memorized digital code.

Your authorized Ski-Doo dealer has programmed the D.E.S.S. of your snowmobile to recognize the D.E.S.S. key in the tether cord cap to allow vehicle operation.

If another tether cord is used without programming the D.E.S.S., the engine will start but will not reach drive pulley engagement speed to move vehicle.

Make sure the tether cord cap is free of dirt or snow.

D.E.S.S. Flexibility

The D.E.S.S. of your snowmobile can be programmed by your authorized Ski-Doo dealer to accept up to 8 different keys.

We recommend the purchase of additional tether cords from your authorized Ski-Doo dealer. If you have more than one D.E.S.S. equipped Ski-Doo snowmobile, each can be programmed by your authorized Ski-Doo dealer to accept the other vehicles D.E.S.S. keys.

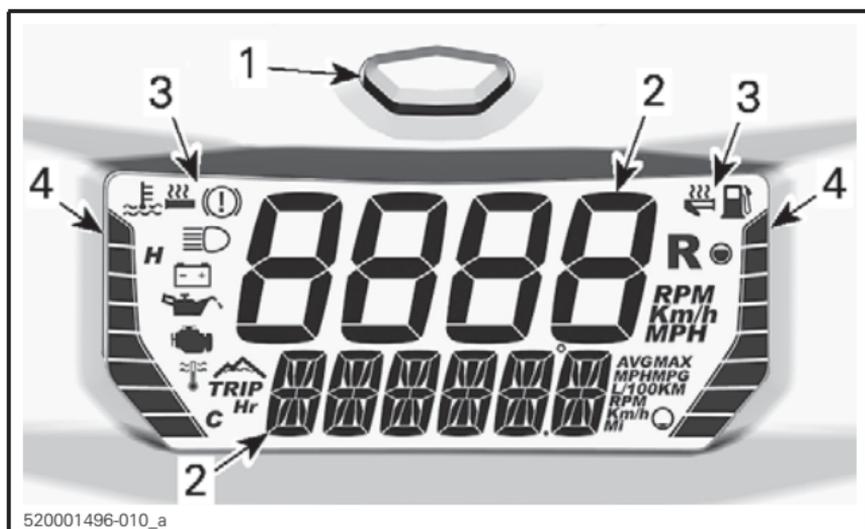
7) Multifunction Digital Gauge

WARNING

Reading the gauge digital display can distract from the operation of the vehicle, particularly from constantly scanning the environment.

NOTE: The gauge is factory preset in Imperial units and in English. To change units or language, contact an authorized Ski-Doo dealer.

Gauge Features



MULTIFUNCTION DIGITAL GAUGE

1. Mode button
2. Digital displays
3. Icons
4. Bar gauges

The gauge also has a built-in beeper.

Digital Display

WARNING

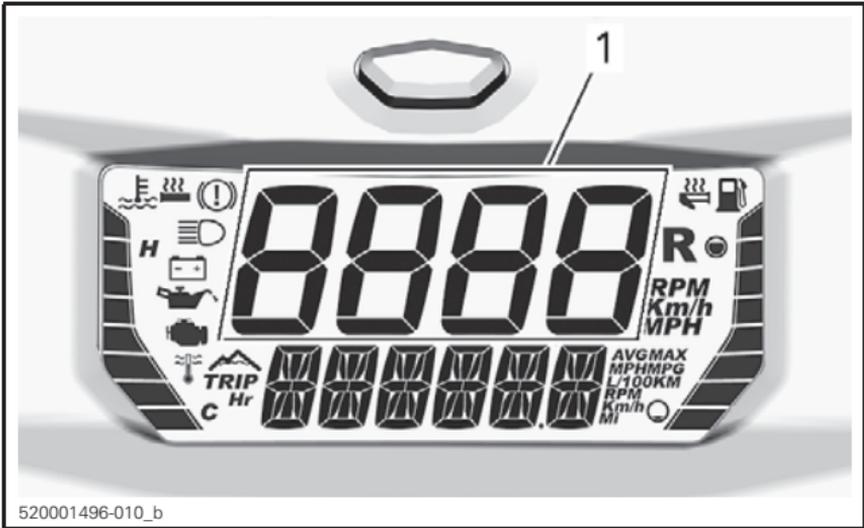
Never adjust or set functions on the multifunction gauge while riding the vehicle.

To set the displays to your preference, see *DISPLAY COMBINATION SELECTION*.

Upper Display

The upper display is used to display:

- Vehicle speed.
- Engine speed (RPM).

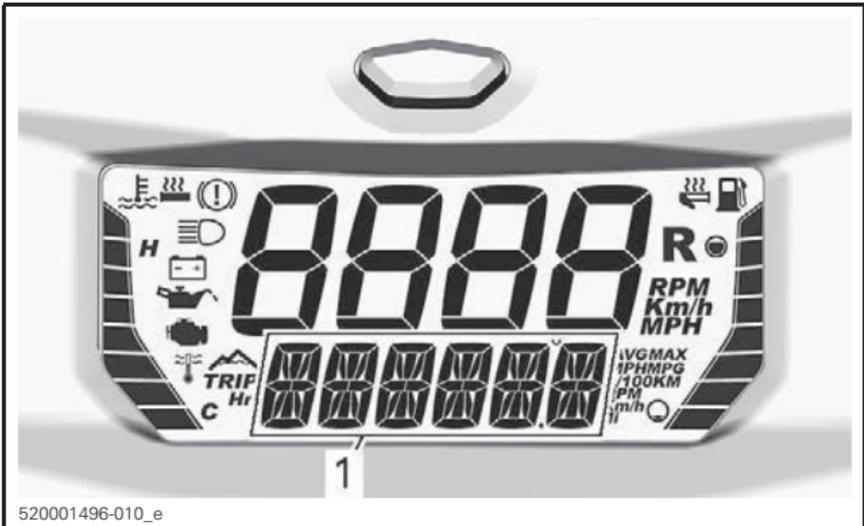


1. Upper Display

Lower Display

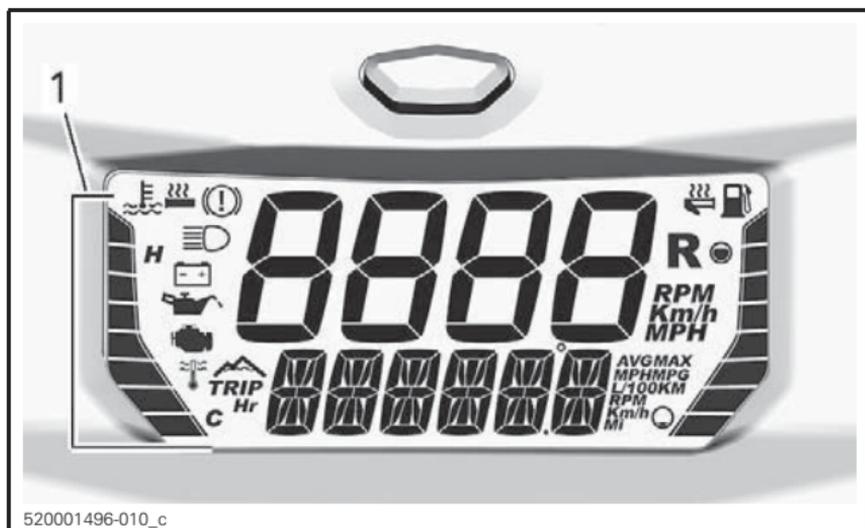
The lower display is used to display

- Various information (in combination with the upper display)
- Messages, see *ICONS AND MESSAGES* and *MONITORING SYSTEM* for details.
- Fault codes, see *MONITORING SYSTEM* for details.



1. Lower display

LH side Bar Gauge



1. LH bar gauge

LH BAR GAUGE INFORMATION

Engine coolant temperature

Heated grips level

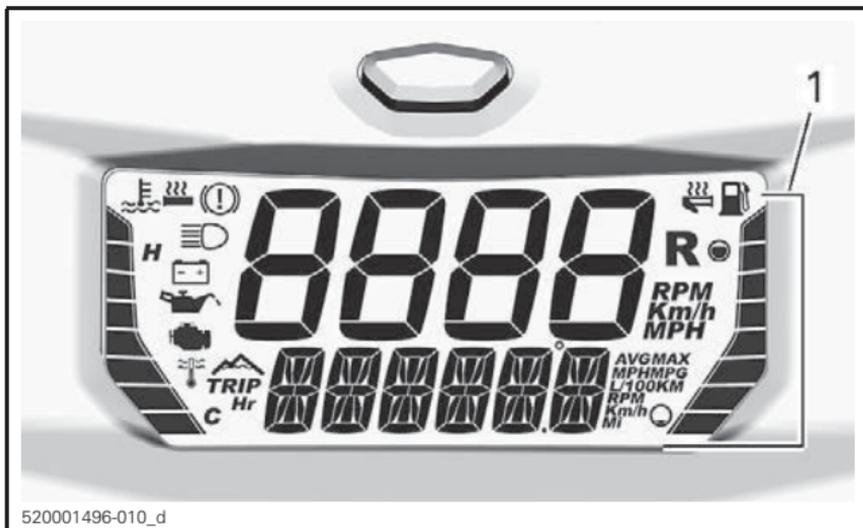
Lap (in lap record mode)

The LH side bar gauge displays the engine coolant temperature except while adjusting the heating elements.

NOTICE If engine overheats, stop vehicle in a safe place. Refer to TROUBLESHOOTING.

For details on heated grips operation, see *HEATED GRIPS AND THROTTLE LEVER SWITCH* in this section.

RH side Bar Gauge



1. RH bar gauge

RH BAR GAUGE INFORMATION

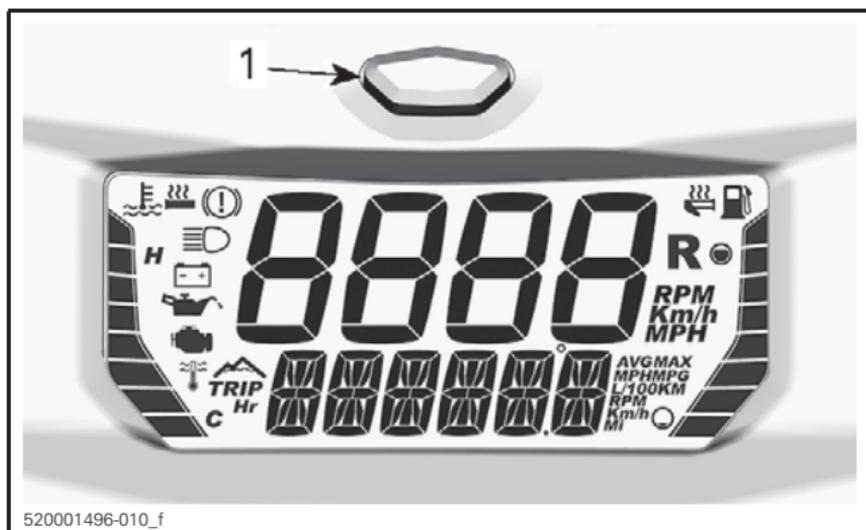
Heated throttle lever level

Record or playback telltale (in lap record mode)

For details on heated throttle lever operation, see *HEATED GRIPS AND THROTTLE LEVER SWITCH* in this section.

Display Combination Selection

The upper display can show the vehicle speed or engine speed (RPM). To change the setting, press and hold the gauge button while the desired parameter is displayed.



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1. Gauge mode button

See the following table for available combinations.

AVAILABLE DISPLAY COMBINATIONS				
	UPPER DISPLAY	ICON/ SPECIFIC INFORMATION	LOWER DISPLAY	ICON/ SPECIFIC INFORMATION
1	Vehicle speed OR Engine speed	Km/h or MPH OR RPM	Vehicle speed OR Engine speed	Km/h or MPH OR RPM
2			Odometer	Km or MI
3			Trip odometer A(1)	TRIP Km or MI
4			Trip odometer B (1) (2)	TRIP Km or MI
5			Trip hour (1)	TRIP Hr
6			Top speed (1)	MAX Km/h or MPH
7			Average speed (1)	AVG Km/h or MPH

8	Vehicle speed OR Engine speed	Km/h or MPH OR RPM	Top RPM (1)	MAX RPM
9			Average fuel consumption	AVG L/100Km or MPG
10			Engine coolant temperature	E and C or F
11			Tuned pipe temperature	T and C or F
(1) Press and hold the mode button to reset (2) Resetting the trip odometer B also resets the average fuel consumption				

NOTE: Make sure to display the vehicle speed whenever this information is necessary.

Icons and Messages

See table below for usual icons and messages.

For details on malfunction pilot lamps and messages, refer to *MONITORING SYSTEM*.

ICON	BEEPER	MESSAGE LOWER DISPLAY	DESCRIPTION
—	—	BREAK-IN	Displayed during break-in period. See <i>BREAK-IN PERIOD</i>
	—	—	High beam headlights are selected.
—	—	WARM UP	Engine and/or injection oil need to warm-up before normal operation. The engine's RPM is limited until desired temperature is reached (up to 10 minutes when driving). Warm-up period may occur after a restart in very cold weather.

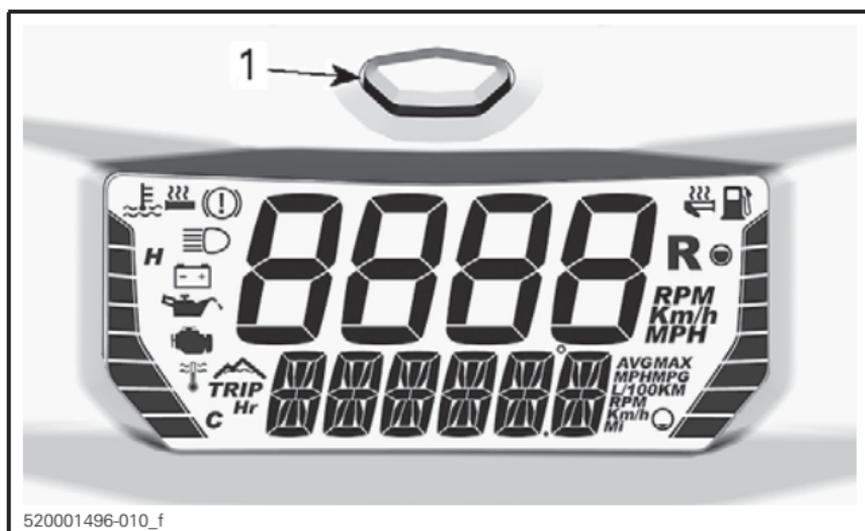
NOTE: Additional function may be available for your vehicle, see the appropriate Ski-Doo accessory catalog.

Lap Record Mode

Entering Lap Record Mode

To enter the lap record mode:

- Select the odometer. Refer to *DISPLAY COMBINATION SELECTION*
- Press and HOLD the mode button.



1. Gauge mode button

To navigate through the functions (RECORD, PLAY or SELECT), repeatedly push DOWN on the heating elements (heated grips and throttle lever) switch.

NOTE: It is not possible to adjust the heating elements level while in Lap Record Mode.



PUSH DOWN TO NAVIGATE THROUGH FUNCTIONS

Exiting Lap Record Mode

To exit the lap record mode, press the mode button.

Selecting Information on Lower Display (SELECT)

The information recorded by default are:

- Engine speed (RPM) on the upper display
- Vehicle speed on the lower display.

The upper display always records the engine speed (RPM) but the lower display can record one of the following:

- Odometer (resets to 0 at each new recording)
- Vehicle speed
- Top speed (resets to 0 at each new recording)
- Top RPM (resets to 0 at each new recording)
- Engine coolant temperature (if equipped).

To change the information to be recorded on the lower display:

- Enter the lap record mode
- Choose the SELECT function, by repeatedly pushing DOWN the heating elements switch.
- Push the heating elements switch UP once to activate the SELECT mode.
- To choose the information to be recorded, repeatedly push DOWN the heating elements switch.
- To confirm the selection, push UP the heating elements switch (the word "SELECT" will be displayed to confirm the selection).

NOTE: Once the selection is made, you have 15 seconds to confirm it. Otherwise, the selection will be cancelled.

You can now record the selected information.

Recording Information (RECORD)

To record information:

- Enter the lap record mode
- Enter the RECORD function, by repeatedly pushing DOWN the heating elements switch
- To start recording, push UP the heating elements switch
- To pass to the following lap (following recording), push UP the heating elements switch
- To stop recording, push DOWN the heating elements switch.

While recording, one bar of the RH bar gauge constantly moves upwards to indicate the gauge is currently recording.

The LH bar gauge acts as a lap counter. One bar means first lap, two bars means second lap, and so on. A maximum of 8 laps can be recorded.

If the memory reaches its maximum capacity, the recording will stop by itself.

Playing Back a Recorded Lap (PLAY)

To playback a recording:

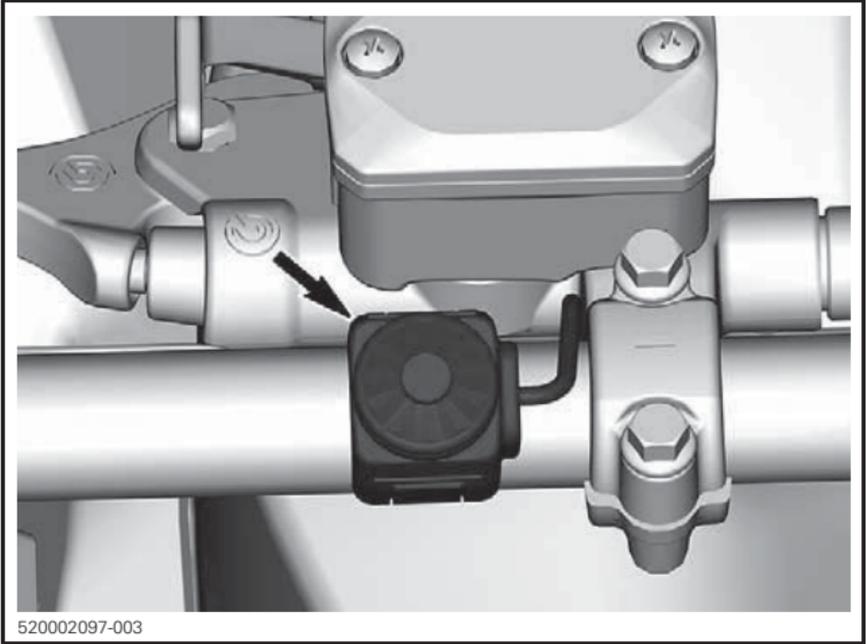
- Enter the lap record mode
- Enter the PLAY function, by repeatedly pushing DOWN the heating elements switch
- To start a playback, push UP the heating elements switch
- To pass to the following lap (following recording), push UP the heating elements switch
- To stop a playback, push DOWN the heating elements switch.

If no action is taken during playback, each turn will be displayed one after the other until the end of the recordings.

While playing back, one empty bar of the RH bar gauge constantly move upwards to indicate the gauge is currently playing back.

The LH bar gauge acts as a lap counter. One bar means first lap, two bars means second lap, and so on.

8) Exhaust Tuned Pipe Preheat Button



1. Preheat button

To preheat the exhaust tuned pipe:

1. Apply the parking brake.
2. Start the engine.
3. Completely release the throttle
4. Push and hold the preheat button and slowly start to press on the throttle lever.

The engine sound will change. Stuttering and backfire will then start.

5. Find the throttle position spot where there is a minimum of backfire.

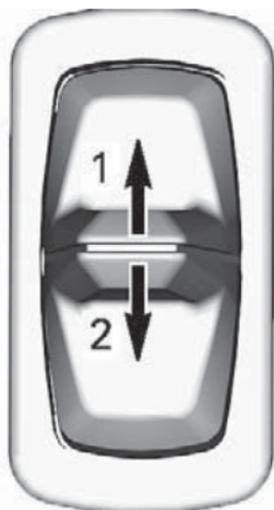
The engine will cycle between stuttering and the rev limiter once the optimal temperature is reached.

6. Release the preheat button.

9) Headlights Dimmer Switch

Push the switch forward to select high beam.

Push the switch backwards to select low beam.



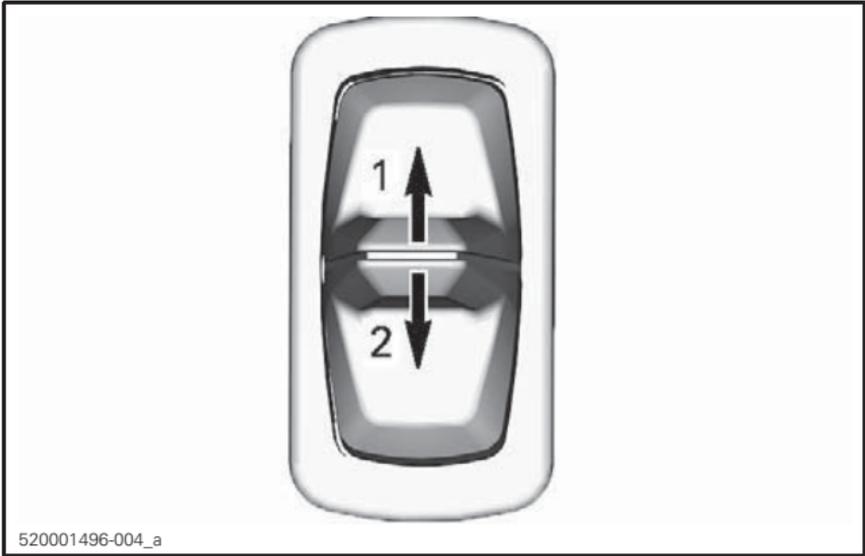
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1. High beam
2. Low beam

10) Heated Grips and Throttle Lever Switch

The heated throttle lever and heated grips are adjusted simultaneously using the switch.

There are 4 intensity settings. To set, press and release the switch repeatedly until the desired setting is obtained.



1. Increase heat
2. Decrease heat

The setting is displayed on the bar gauges of the multifunction digital gauge. See *MULTIFUNCTION DIGITAL GAUGE* in this section.

To shut off, press the button down until the bar gauge is empty.

NOTE: If the balance between the temperature of the throttle lever and the grips does not suit you, it is possible to adjust it. Contact an authorized Ski-Doo dealer.

11) Rewind Starter Handle

Auto-rewind type located on right hand side of snowmobile. To engage mechanism, pull handle slowly until a resistance is felt then pull vigorously. Slowly release handle.

NOTE: The maximum torque that can be transmitted to the engine by the rewind starter is 80 N•m (59 lbf•ft). The maximum force that can be exerted on the rope is 2 200 N (494.6 lbf).

12) Drive Belt Guard

Drive Belt Guard Removal

WARNING

NEVER operate engine:

- Without shields and belt guard securely installed.
- With hood and/or side panels opened or removed.

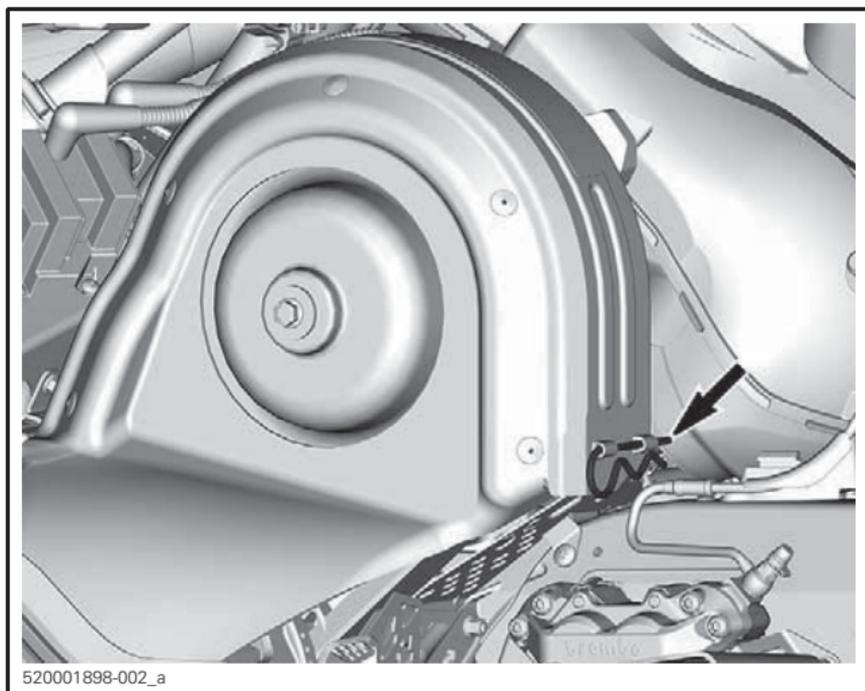
NEVER attempt to make adjustments to moving parts while engine is running.

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 tether cord cap from engine cut-off switch.

Open the LH side panel. See procedure in this section.

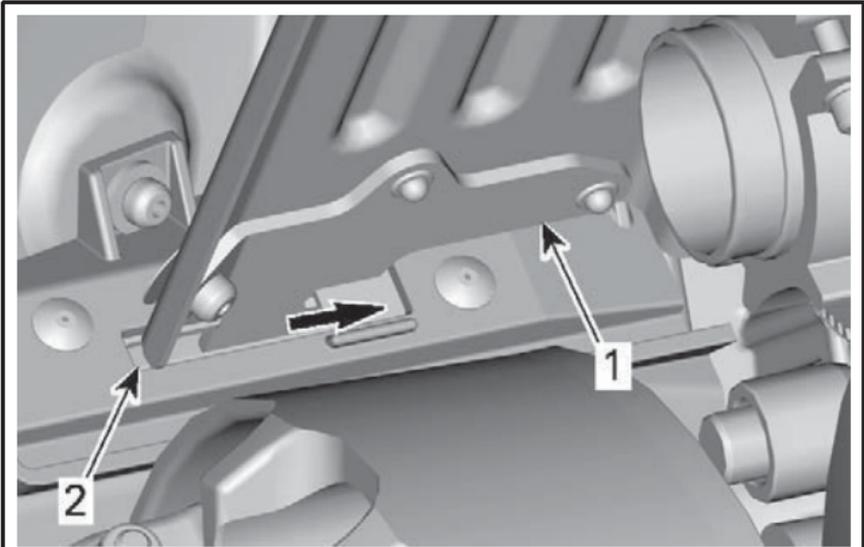
Remove retaining pin.



Lift rear portion of guard then release from front tab.

Drive Belt Guard Installation

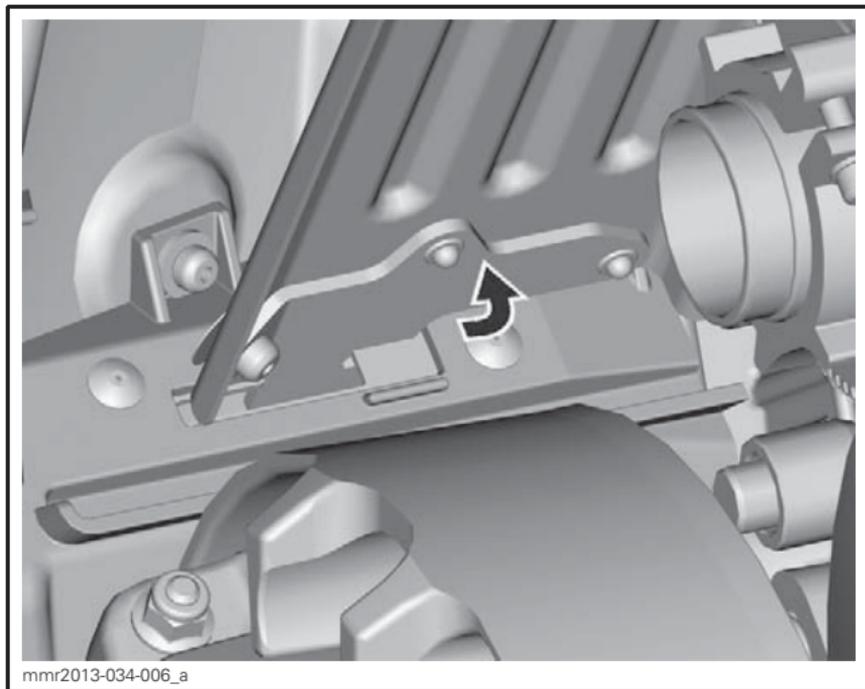
Insert the tab into the slot and push it into place



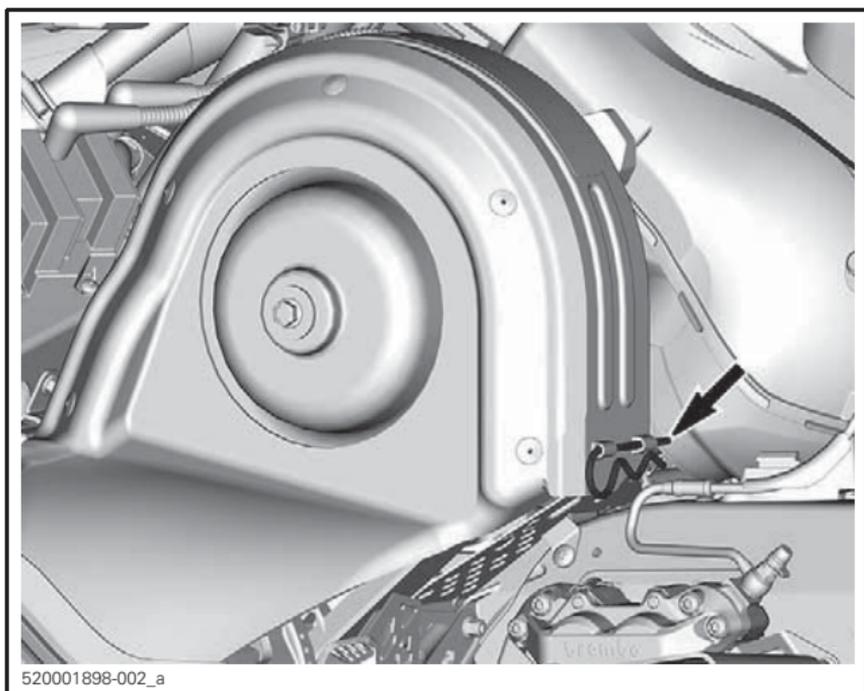
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1. Belt guard tab
2. Front support slot

Push drive belt guard toward engine then toward front of vehicle.



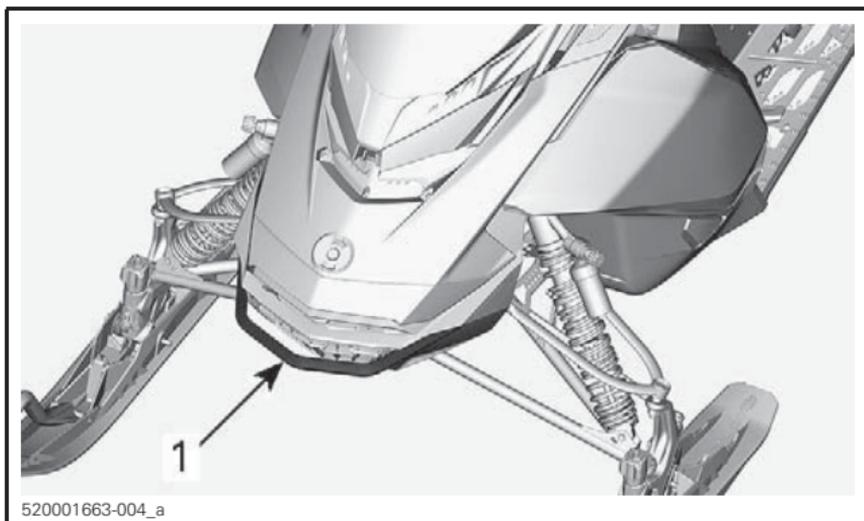
Position the rear portion of the belt guard over the retainer and secure it using the retaining pin.



13) Front and Rear Bumpers

To be used whenever snowmobile requires manual lifting.

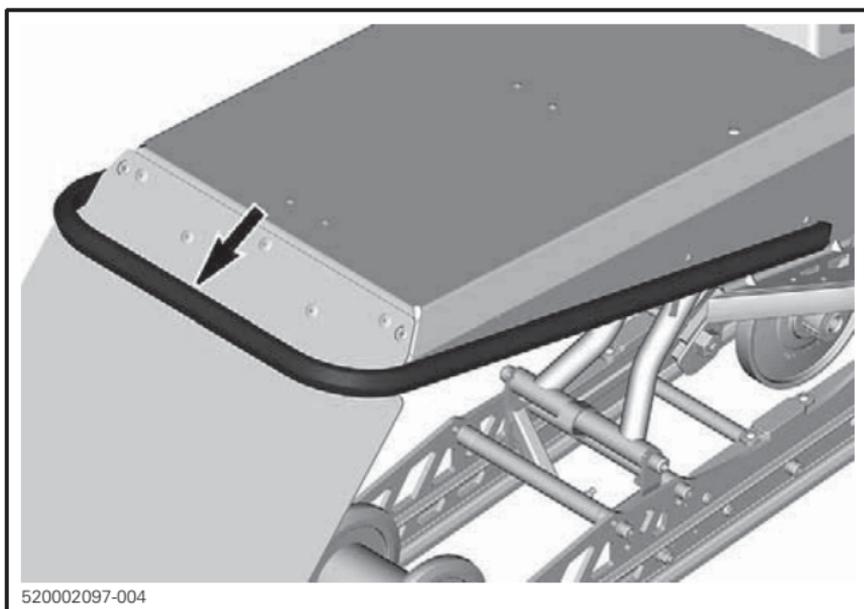
⚠ CAUTION Beware of injuries by using proper lifting techniques, notably by using the force of your legs. Do not attempt to lift the rear of vehicle if it is above your limits. Use appropriate lifting device or have assistance to share lifting stress if possible.



TYPICAL

1. Front bumper

NOTICE Do not use skis to pull or lift snowmobile.



REAR BUMPER

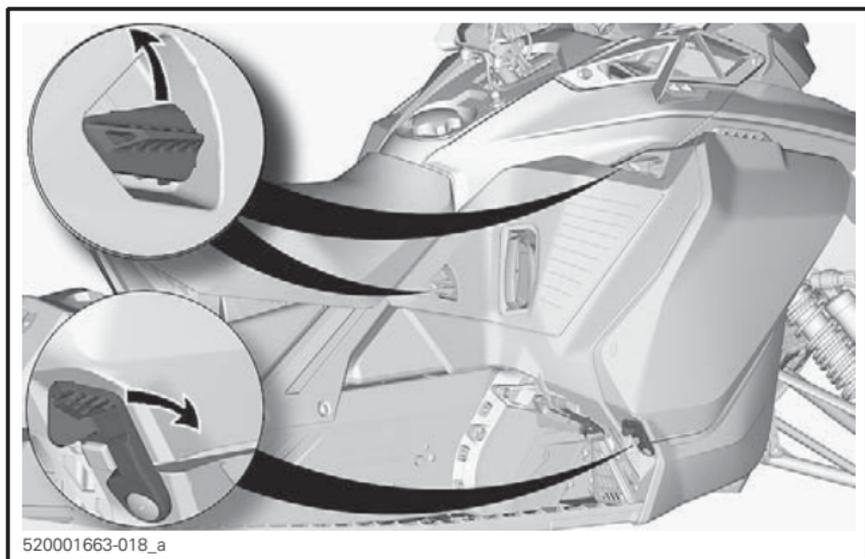
14) Side Panels

WARNING

Never operate engine with side panels opened or removed from vehicle.

Side Panels Opening and Closing

Unlock all three latches, then open panel.

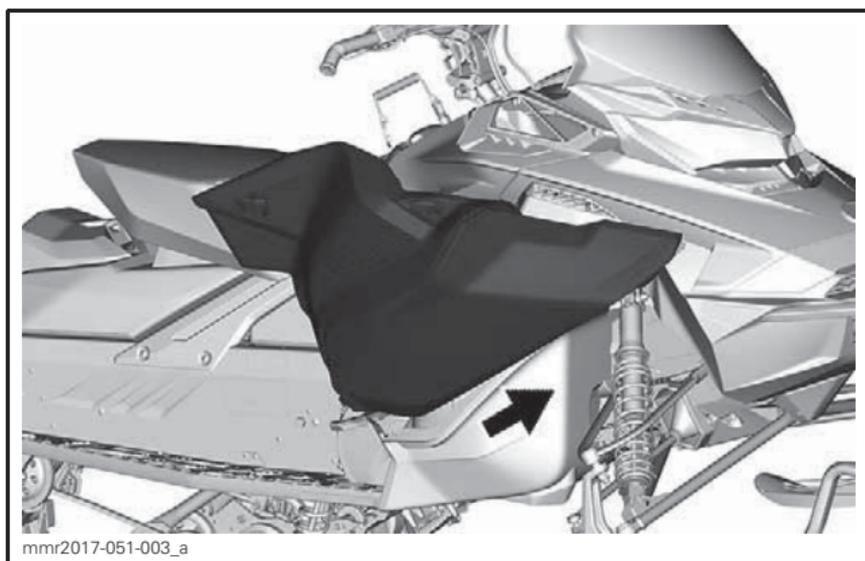


When closing panel, make sure latches are locked securely.

Side Panels Removal

Open side panel.

Pull the hinges off the bottom pan.



TYPICAL

FUEL AND OIL

Fuel Requirements

NOTICE Always use fresh gasoline/oil mix. Gasoline will oxidize; the result is loss of octane, volatile compounds, and the production of gum and varnish deposits which can damage the fuel system. Mix the appropriate oil with the gasoline in the recommended ratio.

Alcohol fuel blending varies by country and region. Your vehicle has been designed to operate using the recommended fuels, however, be aware of the following:

- Use of fuel containing alcohol above the percentage specified by government regulations is not recommended and can result in the following problems in the fuel system components:
 - Starting and operating difficulties.
 - Deterioration of rubber or plastic parts.
 - Corrosion of metal parts.
 - Damage to internal engine parts.
- Inspect frequently for the presence of fuel leaks or other fuel system abnormalities if you suspect the presence of alcohol in gasoline exceeds the current government regulations.
- Alcohol blended fuels attract and hold moisture which may lead to fuel phase separation and can result in engine performance problems or engine damage.

Recommended Fuel

Use unleaded gasoline containing MAXIMUM 10% ethanol. The gasoline must have the following minimum octane requirements.

FUEL TYPE	ENGINE	MIN. OCTANE RATING
Fuel with NO ethanol	600RS	91 AKI (RON+MON)/2 95 RON
Fuel which may contain up to 10% MAX ethanol	600RS	91 AKI (RON+MON)/2 95 RON 

NOTICE Never experiment with other fuels. Engine or fuel system damages may occur with the use of an inadequate fuel.

NOTICE Do NOT use fuel from fuel pumps labeled E85.

Pre-Mix Oil

This vehicle has no injection oil pump.

The oil must be thoroughly mixed with gasoline in an approved fuel container first, then be poured in the vehicle fuel tank.

Pre-mix Fuel/Oil Ratio

PROPER RATIO OF 33:1
16.5L of fuel + 500ml of oil
5 U.S. gallon of fuel + 19.4 U.S. ounce of oil
5 imperial gallon of fuel + 24.2 imperial ounce of oil

Recommended Pre-mix Oil

RECOMMENDED PREMIX OIL
XPS 2T X2-RS racing synthetic oil

NOTICE The engine was developed and validated using the 2T X2-RS Synthetic Racing Engine Oil. BRP strongly recommends the use of this oil at all times. Never experiment other fuel/oil ratios. Damages caused by using oil not suitable for the engine or incorrect fuel/oil ratio will not be covered by the BRP limited warranty.

Vehicle Fueling Procedure

WARNING

- Fuel is flammable and explosive under certain conditions.
- Never use an open flame to check fuel level.
- Never smoke or allow flame or spark in vicinity.
- Always work in a well-ventilated area.

1. Stop engine.

! WARNING

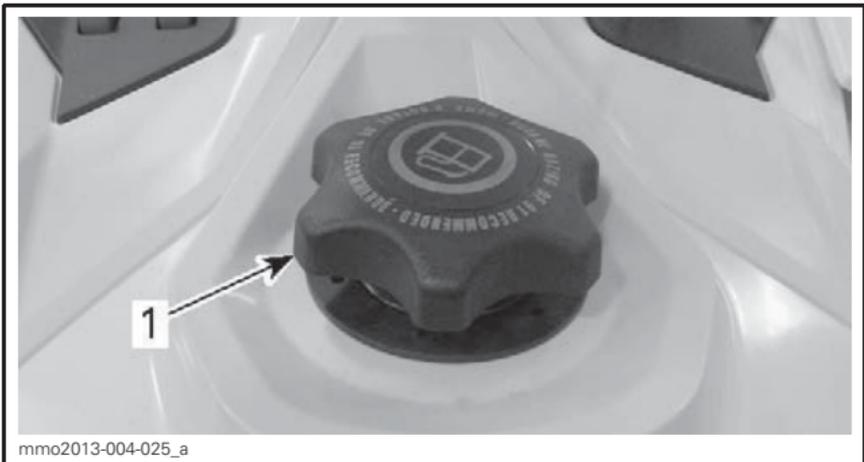
Always stop engine before refueling.

2. Have operator get off vehicle.

! WARNING

Do not allow anyone seated on the vehicle while fueling.

3. Unscrew slowly the fuel reservoir cap counterclockwise to remove it.

**TYPICAL**

1. Fuel tank cap

! WARNING

If a differential pressure condition is noticed (whistling sound heard when loosening fuel reservoir cap) have vehicle inspected and/or repaired before further operation.

4. Insert the spout into the filler neck.
5. Pour fuel slowly so that air can escape from the tank and prevent fuel flow back. Be careful not to spill fuel.
6. Stop filling when the fuel reaches the bottom of filler neck. Do not overfill.

 **WARNING**

Never top up the fuel tank before placing the vehicle in a warm area. As temperature increases, fuel expands and may overflow.

7. Fully tighten fuel reservoir cap clockwise.

 **WARNING**

Always wipe off any fuel spillage from the vehicle.

BREAK-IN PERIOD

Operation During Break-In

Engine

During the break-in period:

- Avoid prolonged full throttle operation.
- Avoid sustained accelerations.
- Avoid prolonged cruising speeds.
- Avoid engine overheating.

However, brief accelerations and speed variations contribute to a good break-in.

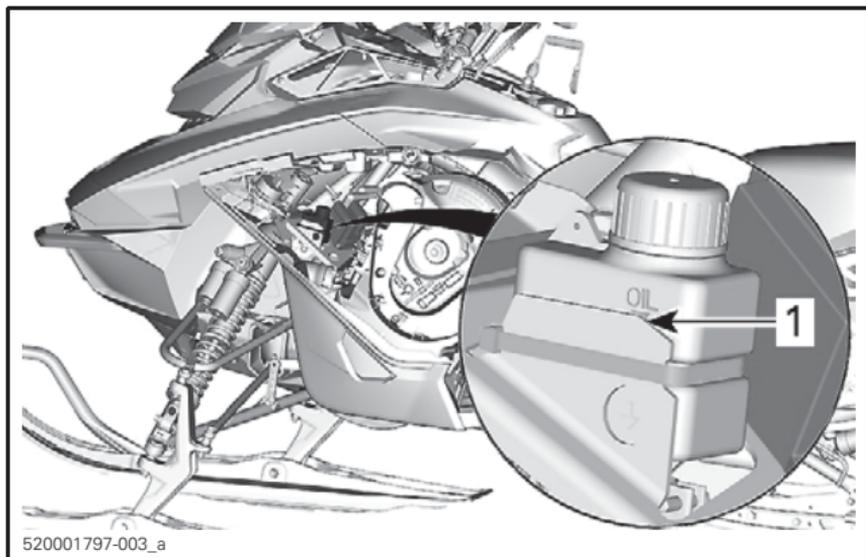
During a predetermined period, the engine management system controls some engine parameters.

The duration is based on fuel volume. It will take approximately two fuel tanks to complete the break-in.

During this period:

- The engine performance and behavior will not be optimal.
- The fuel and oil consumption will be higher.

Also, during the first hours of operation, monitor the level in the water pump shaft oil reservoir. It is normal that it lowers a little. However, it should stabilize after a moment, and then remain stable over time.



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1. Normal oil level

Drive Belt

A new drive belt requires a break in period of 50 km (30 mi).

During the break-in period:

- Avoid strong acceleration and deceleration.
- Avoid pulling a load.
- Avoid high speed cruising.

If the vehicle creeps, lower the drive belt height from the preliminary setting. Refer to *DRIVE BELT* in *MAINTENANCE PROCEDURE*.

BASIC PROCEDURES

Engine Starting Procedure

Procedure

1. Apply parking brake.
2. Recheck throttle control lever operation.
3. Put your helmet on.
4. Ensure that the tether cord cap is installed on the engine cut-off switch and that the cord is attached to your clothing eyelet.
5. Ensure that the emergency engine stop switch is in the ON position.



WARNING

Never depress throttle while starting engine.

6. Release parking brake.

NOTE: For an initial cold start, do not release parking brake. Perform the *VEHICLE WARM-UP* procedure as explained below.

7. Grab rewind starter handle, pull handle slowly until a resistance is felt, then hold handle firmly and pull vigorously to start engine.

NOTE: The maximum torque that can be transmitted to the engine by the rewind starter is 80 N•m (59 lbf•ft). The maximum force that can be exerted on the on the rope is 2 200 N (494.6 lbf).

Vehicle Warm-Up

Before every ride, vehicle has to be warmed up as follows.

1. Start engine as explained in *ENGINE STARTING PROCEDURE* above.
2. Allow engine to warm up one or two minutes at idle speed.

NOTE: Engine will shut down after approximately 5 minutes of idling.

3. Disengage parking brake.
4. Apply throttle until drive pulley engages. Drive at low speed the first two or three minutes.

NOTICE If vehicle does not move when throttle is applied, stop engine, remove tether cord cap from the engine cut-off switch, then do the following.

- Check if skis are stuck on the ground. Lift one ski at a time by the handle, then put it down.
- Check if track is stuck on the ground. Lift rear of snowmobile enough to clear track from the ground, then drop.
- Check rear suspension for hard snow or ice accumulation that could interfere with track rotation. Clean the area.

CAUTION Beware of injuries by using proper lifting techniques, notably by using the force of your legs. Do not attempt to lift the rear of vehicle if it is above your limits.

! WARNING

Make sure tether cord cap is removed before standing in front the vehicle, getting close to the track or rear suspension components.

NOTE: Warm-up is electronically controlled. During this period (up to 10 minutes depending on ambient temperature), engine RPM is limited.

Shutting Off the Engine

Release throttle lever and wait until engine has returned to idle speed.

Shut off the engine using either the emergency engine stop switch or by pulling off the tether cord cap from the engine cut-off switch.

! WARNING

Always remove the tether cord cap from engine cut-off switch when vehicle is not in operation in order to prevent accidental engine starting or to avoid unauthorized use by children or others or theft.

RIDING CONDITIONS AND YOUR SNOWMOBILE

Temperature

The engine management of these engines provides the optimum air/fuel ratio for all temperatures.

Hard Packed Snow

This snowmobile's track has a lug profile of 44.5 mm (1.75 in) and BRP **does not recommend** to ride it at **high speed** on a trail, hard packed snow or ice.

In the event that you have to ride on such surfaces, **reduce your speed** and minimize the travel distance.

NOTICE Running that type of track at high speeds on a trail, on hard packed surfaces or ice puts more stress on the lugs, causing heat. To avoid potential premature degradation or damage to the track, reduce your speed, and minimize the distance you ride on those surfaces.

SPECIAL OPERATION

Towing Another Snowmobile

If a snowmobile is disabled and must be towed use a rigid tow bar. Remove the drive belt from disabled snowmobile, refer to *DRIVE BELT* in *MAINTENANCE PROCEDURES* and tow at moderate speed.

NOTICE Always remove the drive belt of the snowmobile that is to be towed to prevent damage to its belt and drive system.

In an emergency situation only, if a rigid tow bar is not available, a rope can be used. Proceed with extra caution. In some areas, it may be illegal to do so. Check with state or local authorities.

Remove the drive belt, attach the rope to the ski legs (spindles), have someone sit on the towed snowmobile to activate the brake, and tow at low speed.

NOTICE In order to prevent damage to the steering system, never attach the tow rope to the ski handles.

WARNING

Never ride at high speed when towing a disabled snowmobile. Proceed slowly with extra caution.

TUNE YOUR RIDE

Snowmobile handling and comfort depend upon multiple adjustments.

WARNING

Suspension adjustment could affect vehicle handling. Always take time to familiarize yourself with the vehicle's behavior after any suspension adjustment have been made. Always adjust LH and RH suspension components to the same setting.

Choice of suspension adjustments vary with carrying load, operator's weight, personal preference, riding speed and field condition.

NOTE: Some adjustments may not apply to your snowmobile.

WARNING

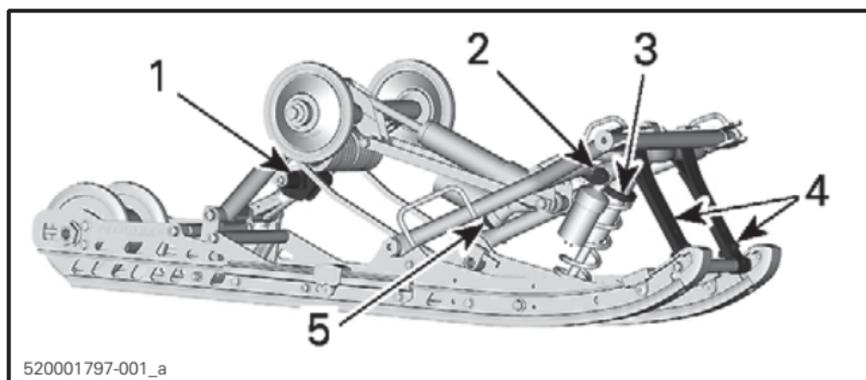
Before proceeding with any suspension adjustment, remember:

- Park in a safe place.
- Remove the tether cord cap from the engine cut-off switch.
- Use appropriate lifting device or have assistance to share lifting stress. If a lifting device is not used, use proper lifting techniques, notably by using the force of your legs.
- Do not attempt to lift the front or rear of vehicle if it is above your limits.
- Support front of vehicle off the ground with a suitable device before adjusting suspension.
- Support rear of vehicle off the ground with a wide-base snowmobile stand with a rear deflector panel.
- Make sure support device is stable and secure.

The best way to set up the suspension is to customize each adjustment one at a time. Various adjustments are interrelated. It may be necessary to readjust center spring after adjusting front springs for instance. Test run the snowmobile under the same conditions; trail, speed, snow, operator riding position, etc. Proceed methodically until you are satisfied.

Following are guidelines to fine-tune suspension. Use suspension adjustment tool provided in the tool kit.

Rear Suspension Adjustments



ADJUSTABLE COMPONENTS

1. Rear spring preload
2. Center shock absorber damping
3. Center spring preload
4. Stopper straps
5. Rear shock absorber damping

NOTICE Whenever adjusting rear suspension, check track tension and adjust if necessary.

Rear Spring

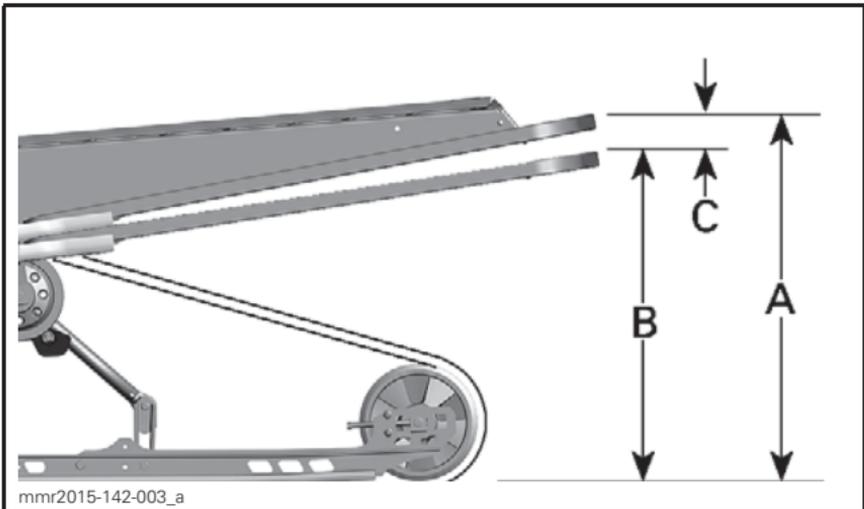
Rear spring preload has an effect on comfort, ride height and load compensation.

Also, adjusting rear spring preload shifts more or less weight to the snowmobile front end. As a result, more or less weight is applied to the skis. This has an effect on performance in deep snow, steering effort and handling.

Slight suspension bottoming occurring under the worst riding conditions indicates a good choice of spring preload.

ACTION	RESULT
Increasing preload	Firmer rear suspension
	Higher rear end
	More bump absorption capability
	Heavier steering
Decreasing preload	Softer rear suspension
	Lower rear end
	Less bump absorption capability
	Lighter steering
	Better performance and handling in deep snow

Refer to the following to determine if preload is correct.



TYPICAL — PROPER ADJUSTMENT

- A. Suspension fully extended
- B. Suspension has collapsed with operator and load added
- C. Distance between dimension "A" and "B", see table below

TUNE YOUR RIDE

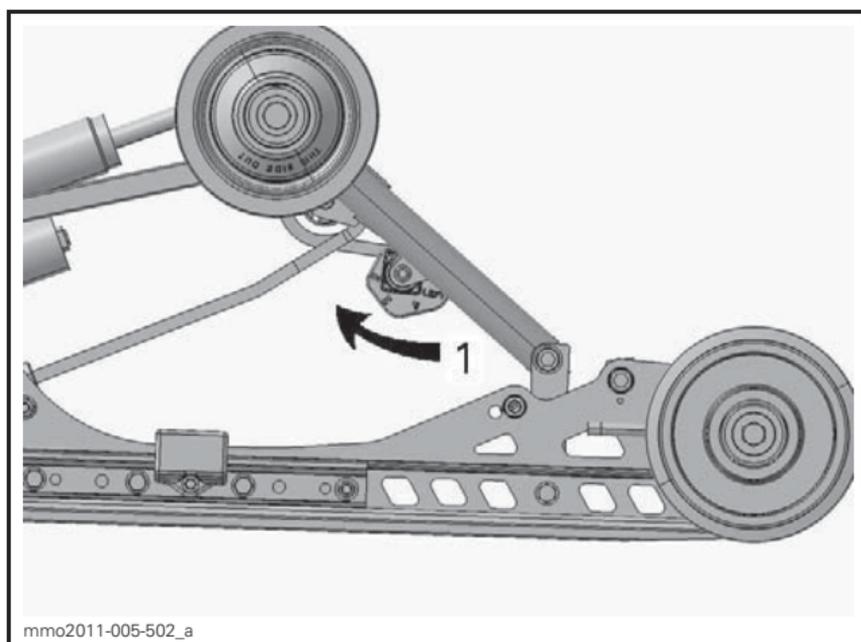
"C"	WHAT TO DO
50 mm to 75 mm (2 in to 3 in)	No adjustment required
More than 75 mm (3 in)	Adjusted too soft, increase preload
Less than 50 mm (2 in)	Adjusted too firm, decrease preload

NOTE: If the specification is unattainable with the original springs, see an authorized Ski-Doo dealer for other available springs.

NOTICE To increase spring preload, always turn the left side adjustment cam in a clockwise direction, and the right side cam in a counterclockwise direction.

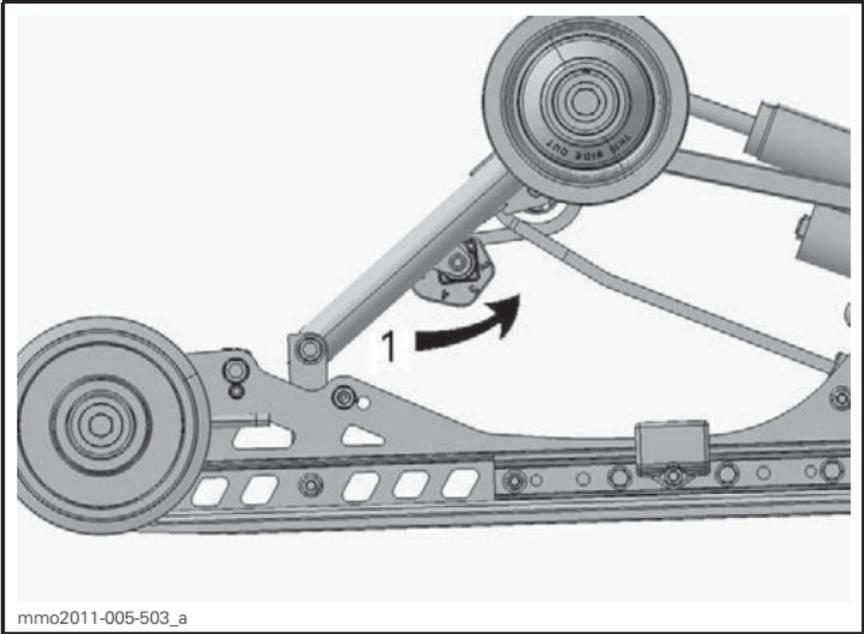
CAUTION Never set preload cams directly from position 5 to 1 or directly from position 1 to 5.

The adjustment cams have 5 different settings, 1 being the softest.



TYPICAL - LH SIDE

1. Adjust spring preload



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TYPICAL - RH SIDE

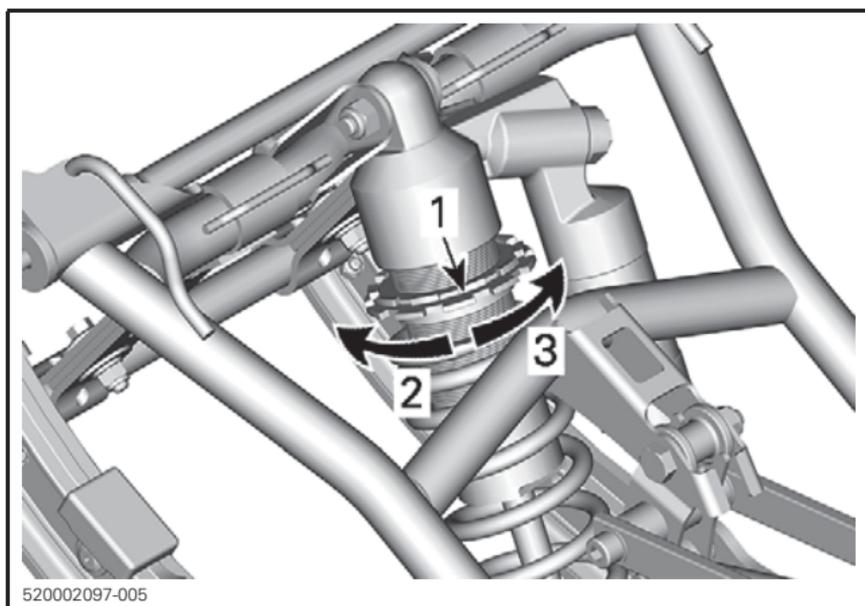
1. Adjust spring preload

Center Spring

Center spring preload has an effect on steering effort, handling and bump absorption.

Also, since center spring preload adjustment puts more or less pressure on the front of the track, it has an effect on the performance in deep snow.

ACTION	RESULT
Increasing preload	Lighter steering
	More bump absorption capability
	Better deep snow starts
	Better deep snow performance and handling
Decreasing preload	Heavier steering
	Less bump absorption capability
	Better trail handling



520002097-005

TYPICAL

1. Spring preload adjustment ring
2. Increase preload
3. Decrease preload

NOTE: Use the suspension adjustment tool provided in the tool kit.

Stopper Straps

Stopper Straps Length

Stopper straps length has an effect on the amount of weight the center spring has to carry especially during acceleration, therefore on the front end uplift.

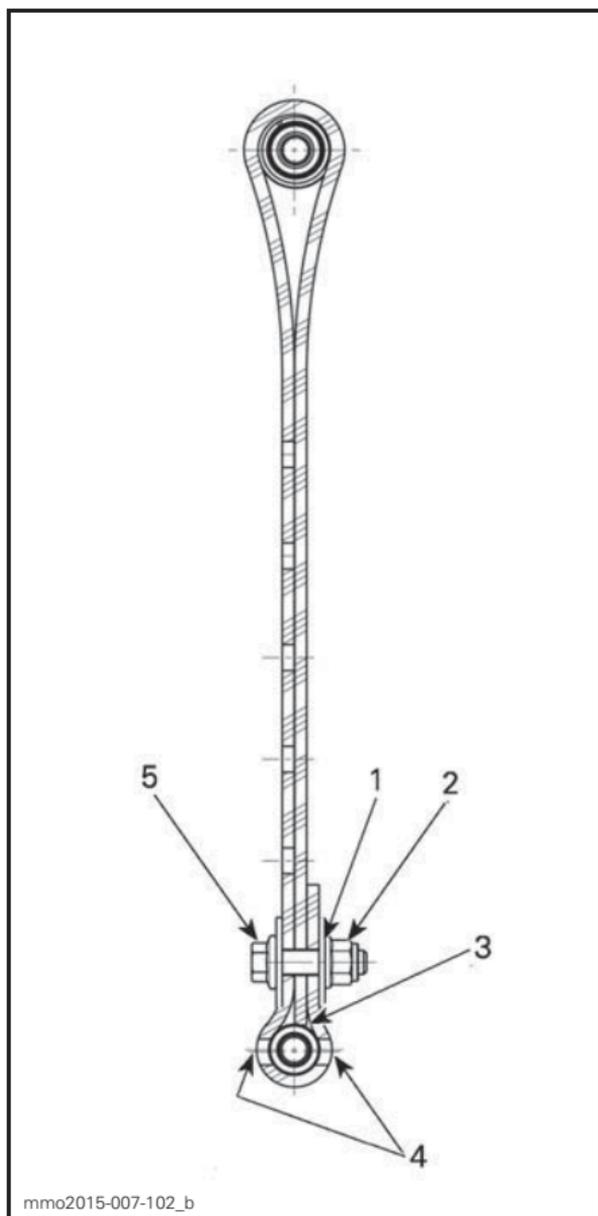
Stopper straps length also has an effect on center spring travel.

NOTICE Whenever stopper strap length is changed, track tension must be checked.

ACTION	RESULT
Increasing stopper straps length	Lighter ski pressure under acceleration
	More center spring travel
	More bump absorption capability
Decreasing stopper straps length	Heavier ski pressure under acceleration
	Less center spring travel
	Less bump absorption capability

Stopper straps can be set to position 1, 2, 3, 4 and 5. Below are illustrations for position 1 and 3. Smaller numbers correspond to a longer strap setting.

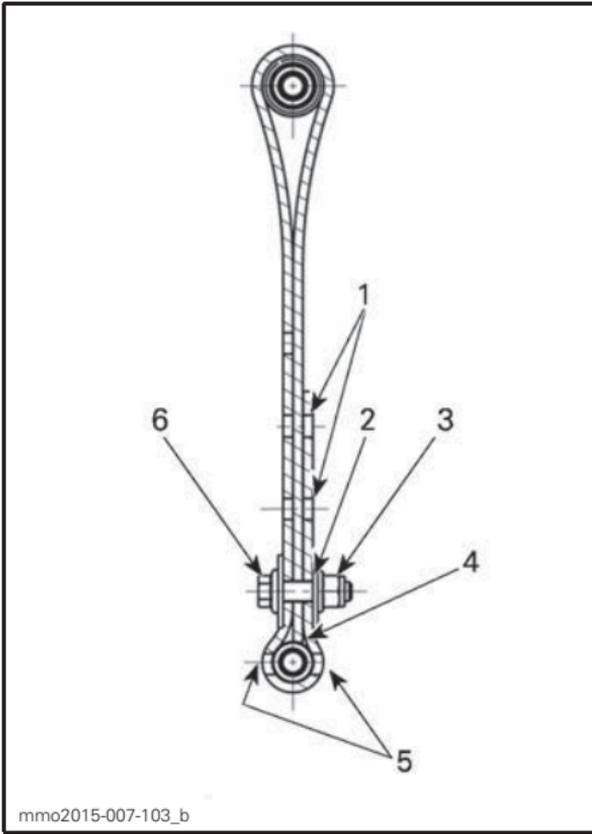
NOTE: Always set both straps to the same length.



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STOPPER STRAP POSITION 1 (1ST HOLE, LONGEST)

1. 1st hole from end
2. Towards rear
3. Tip of strap touching strap axis
4. Two holes left open between screw head and nut
5. Towards front



STOPPER STRAP POSITION 3 (3RD HOLE)

1. Free holes
2. 3rd hole from end
3. Towards rear
4. Tip of strap touching strap axis
5. Two holes left open between screw head and nut
6. Towards front

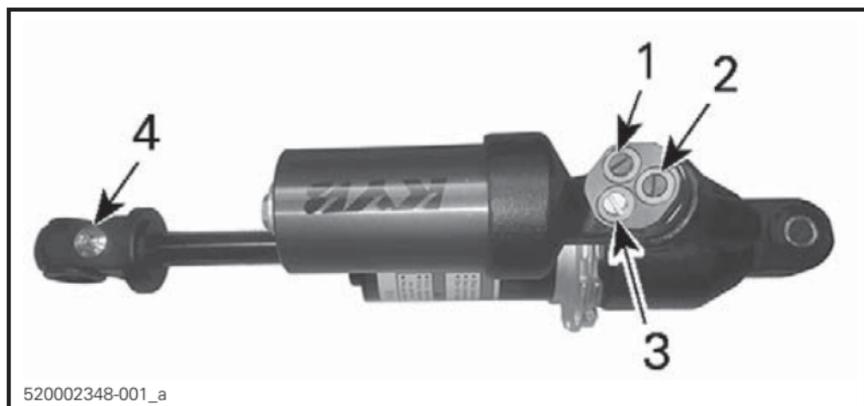
NOTE: Smaller numbers correspond to a longer strap setting.

Adjust both straps at the same time. Decreasing the stopper strap length may reduce comfort. Always install stopper strap bolt as close as possible to the lower shaft (two holes left open between screw head and nut).

When operating the snowmobile in deep snow, it may be necessary to vary stopper strap length and/or riding position, to change the angle at which the track rides on the snow. Operator's familiarity with the various adjustments as well as snow conditions will dictate the most efficient combination.

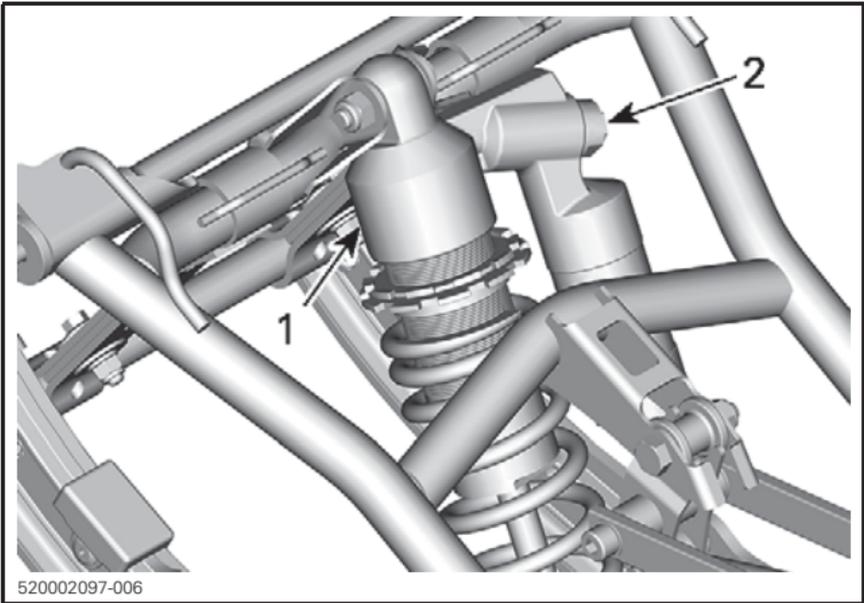
Generally, a longer stopper strap setting gives better performance in deep snow on a flat landscape.

Shock Absorber Damping



ADJUSTMENT SCREWS

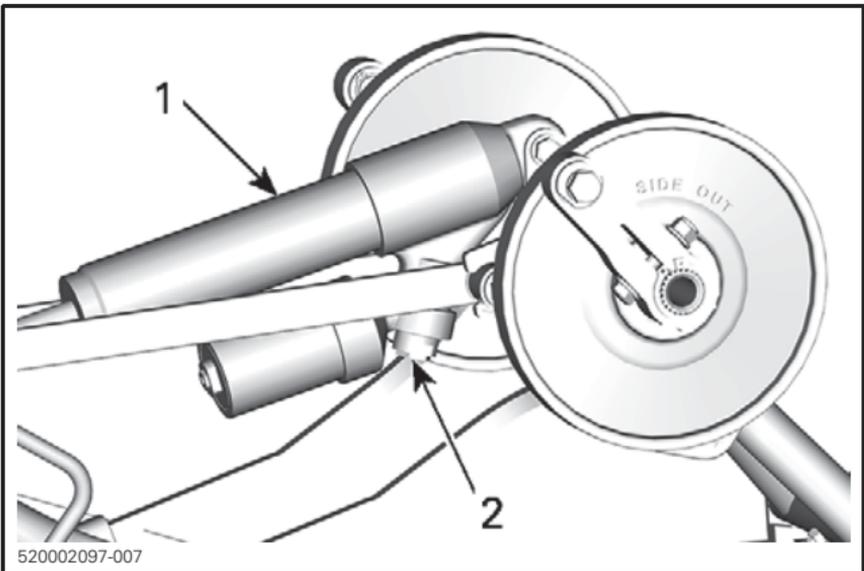
1. High speed rebound - Red screw
2. High speed compression - Blue screw
3. Low speed compression - Grey screw
4. Bypass screw - Rear shock only



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TYPICAL FRONT SHOCK ABSORBER

- 1. Front shock absorber
- 2. Adjustment screws



520002097-007

TYPICAL REAR SHOCK ABSORBER

- 1. Rear shock absorber
- 2. Adjustment screws

Low Speed Compression Damping (Grey screw)

Low speed compression damping controls how the shock absorber reacts to a low suspension velocity (slow compression strokes, in most cases when riding at lower speeds).

ACTION	RESULT ON BIG BUMPS
Increasing low speed compression damping force	Firmer compression damping (slow compression)
Decreasing low speed compression damping force	Softer compression damping (slow compression)

To adjust, turn clockwise to increase damping force and counter-clockwise to decrease damping force.

High Speed Compression Damping (Blue screw)

High speed compression damping controls how the shock absorber reacts to a high suspension velocity (quick compression strokes, in most cases when riding at higher speeds).

ACTION	RESULT ON SMALL BUMPS
Increasing high speed compression damping force	Firmer compression damping (fast compression)
Decreasing high speed compression damping force	Softer compression damping (fast compression)

To adjust, turn clockwise to increase damping force and counter-clockwise to decrease damping force.

High Speed Rebound Damping (Red screw)

High speed rebound damping controls how the shock absorber reacts when moving in extension. The effect will be felt mostly on how reactive the suspension is to bumps and quick changes in forces. This will also affect how fast the shock extends.

ACTION	RESULT
Increasing high speed rebound damping force	Reduce the speed in extension of the suspension. The suspension will react slower thus comply with less of the bumps on the ground.
Decreasing high speed rebound damping force	Let the suspension move quicker in extension helping it to follow most of the ground bumps.

To adjust, turn clockwise to increase damping force and counter-clockwise to decrease damping force.

Bypass Adjustment (Rear Shock)

The bypass controls how much oil can go around the valving of the shock absorber. This reduces the damping force and softens the ride.

ACTION	RESULT
Increasing bypass	Reduce the damping force both in compression and rebound, giving a smoother ride.
Decreasing bypass	Raise the damping force in both compression and rebound. The suspension can absorb bigger impacts.

To adjust, turn clockwise to decrease bypass and counterclockwise to increase bypass.

Front Suspension Adjustments

Ski Stance

Ski stance can be set to two different width.

For the narrow setting, install the spacer inside the ski leg.

For the wide setting, install the spacer outside the ski leg.

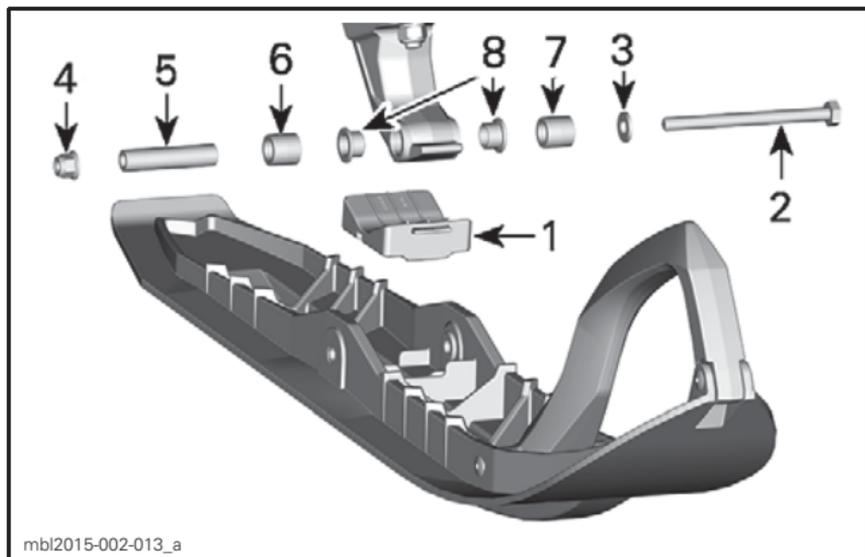
Proceed as follows to change the stance setting:

1. Lift the front of vehicle.

2. Remove the ski bolt.
3. Place the spacer according to the desired stance see illustration.

! WARNING

Proceed to the same setting for both skis.



LH SIDE SHOWN

1. Ski stopper
2. M10 x 130 screw
3. M10 flat washer
4. M10 flanged nut
5. Ski axle
6. Narrow adjustment
7. Wide adjustment

4. Tighten nut to the specified torque.

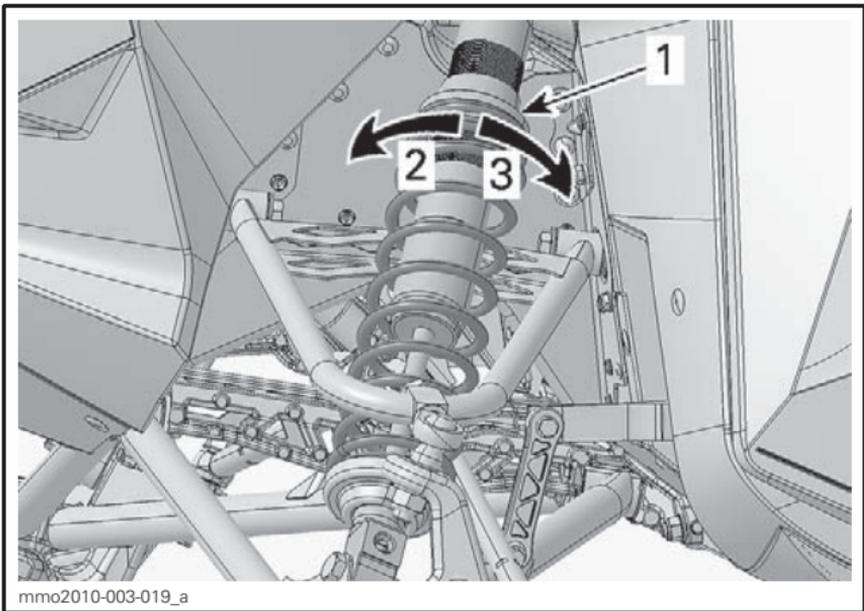
TIGHTENING TORQUE

Ski nut	48 N•m ± 6 N•m (35 lbf•ft ± 4 lbf•ft)
---------	--

Front Springs

Front spring preload has an effect on front suspension firmness. Front spring preload also has an effect on the steering behavior.

ACTION	RESULT
Increasing preload	Firmer front suspension
	Higher front end
	More precise steering
	More bump absorption capability
Decreasing preload	Softer front suspension
	Lower front end
	Lighter steering
	Less bump absorption capability

**TYPICAL**

1. Spring preload adjustment ring
2. Increase preload
3. Decrease preload

NOTICE Make sure that both front springs are still pre-loaded when front of vehicle is off the ground.

Shock Absorber Damping



ADJUSTMENT SCREWS

1. High speed rebound - Red screw
2. High speed compression - Blue screw
3. Low speed compression - Grey screw
4. Bypass screw

Low Speed Compression Damping (Grey Screw)

Low speed compression damping controls how the shock absorber reacts to a low suspension velocity (slow compression strokes, in most cases when riding at lower speeds).

ACTION	RESULT
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Decreasing low speed compression damping force	Softer compression damping (slow compression)

To adjust, turn clockwise to increase damping force and counter-clockwise to decrease damping force.

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Bypass Adjustment

The bypass controls how much oil can go around the valving of the shock absorber. This reduces the damping force and softens the ride.

ACTION	RESULT
Increasing bypass	Reduce the damping force both in compression and rebound, giving a smoother ride.
Decreasing bypass	Raise the damping force in both compression and rebound. The suspension can absorb bigger impacts.

To adjust, turn clockwise to decrease bypass and counterclockwise to increase bypass.

Adjustment Tips According to Vehicle Behavior

PROBLEM	CORRECTIVE MEASURES
Front suspension darting	<p>Check ski alignment.</p> <ul style="list-style-type: none"> - Reduce front suspension spring preload. - Increase center spring preload. - Reduce rear spring preload.
Steering feels too heavy at steady speeds	<ul style="list-style-type: none"> - Reduce front suspension spring preload. - Increase center spring preload.
Steering feels too heavy during acceleration	<ul style="list-style-type: none"> - Set coupling blocks to a lower position. - Reduce rear spring preload. - Lengthen limiter strap.
Too much ski lift during cornering or acceleration	<ul style="list-style-type: none"> - Set coupling blocks to a higher position. - Shorten limiter strap. - Increase rear spring preload.
Rear of snowmobile seems too stiff	<ul style="list-style-type: none"> - Reduce rear spring preload. - Reduce compression damping adjustment if equipped

PROBLEM	CORRECTIVE MEASURES
Rear of snowmobile seems too soft	<ul style="list-style-type: none"> - Increase rear spring preload.
Rear suspension is frequently bottoming	<ul style="list-style-type: none"> - Increase compression damping adjustment if equipped. - Increase rear spring preload. - Increase center spring preload. - Lengthen limiter strap. - Increase compression damping adjustment if equipped.
Snowmobile seems to pivot around its center	<ul style="list-style-type: none"> - Reduce center spring preload. - Increase rear spring preload. - Increase front suspension spring preload. - Shorten limiter strap.

VEHICLE TRANSPORTATION

Make sure that oil reservoir and fuel tank caps are properly installed.

Tilt bed trailers can easily be equipped with a winch mechanism to afford maximum safety in loading. Simple as it may seem, never drive your snowmobile onto a tilt bed trailer or any other kind of trailer or vehicle. Many serious accidents have resulted from driving up and over a trailer. Anchor your vehicle securely, front and rear, even on short hauls. Be certain all equipment is securely fastened. Cover your snowmobile when trailering to prevent road grime from causing damage.

Be certain your trailer meets state or provincial requirements. Ensure the hitch and safety chains are secure and the brake, turn indicators and clearance lights all function.

WARNING

Do not tow the vehicle facing backwards. If the vehicle is towed facing backwards, the wind may cause damage to the windshield or even loss of the windshield.

MAINTENANCE

MAINTENANCE SCHEDULE

Maintenance is very important for keeping your vehicle in safe operating condition.

WARNING

Failure to properly maintain the vehicle according to the maintenance schedule and procedures can make it unsafe to operate.

EVERY YEAR AT PRESEASON OR 3 000 KM (2,000 MI) (WHICHEVER COMES FIRST)

Perform pre-ride inspection

Check fault codes

Adjust drive chain

Adjust and align track

Inspect brake hose, pads and disk

Check coolant density

Inspect drive belt

Visually inspect and clean drive pulley

Inspect and clean driven pulley

Lubricate rear suspension. Lubricate whenever the vehicle is used in wet conditions (rain, puddles)

Inspect exhaust system and check for leaks

Tighten exhaust manifold screws to specified torque

Inspect fuel lines, oil lines and connections

Inspect front suspension

Inspect rear suspension (including stopper straps and slider shoes)

Inspect tie-rod ends and ski alignment

**EVERY YEAR AT PRESEASON OR 3 000 KM (2,000 MI)
(WHICHEVER COMES FIRST)**

Adjust headlight beam aiming

Inspect engine rubber mounts

Lubricate front suspension shocks upper spherical bearings

**EVERY 2 YEARS OR 6 000 KM (4,000 MI) (WHICHEVER
COMES FIRST)**

Replace brake fluid

Inspect throttle cable

Clean and lubricate rewind starter

Replace chaincase oil

Inspect engine rubber mounts

**EVERY 3 YEARS OR 10 000 KM (6,000 MI) (WHICHEVER
COMES FIRST)**

Replace spark plugs

Clean RAVE valves

EVERY 5 YEARS

Replace engine coolant

Replace in-line fuel filter

MAINTENANCE PROCEDURES

This section includes instructions for basic maintenance procedures.

WARNING

Turn off the engine, remove tether cord cap and follow these maintenance procedures when performing maintenance. If you do not follow proper maintenance procedures you can be injured by hot parts, moving parts, electricity, chemicals or other hazards.

WARNING

Should removal of a locking device be required (e.g. lock tabs, self-locking fasteners, etc.) when undergoing disassembly/assembly, always replace with a new one.

Engine Coolant

Engine Coolant level Verification

Recommended Engine Coolant

RECOMMENDED COOLANT
XPS Extended life pre-mixed coolant
ALTERNATIVE, OR IF NOT AVAILABLE
Distilled water and antifreeze solution (50% distilled water, 50% antifreeze)

NOTICE A blend of 50% antifreeze with 50% distilled water will improve the cooling efficiency. Using water tap instead of distilled water, would contribute to make deposits in cooling system and to reduce antifreeze efficiency. This could lead to engine overheating.

To prevent antifreeze deterioration, always use the same brand. Never mix different brands unless cooling system is completely flushed and refilled.

NOTICE To prevent rust formation or freezing condition in cold areas, always replenish the system with 50% antifreeze and 50% distilled water. Pure antifreeze will freeze at a higher temperature than the optimal water/antifreeze mix. Always use ethylene glycol antifreeze containing corrosion inhibitors specifically recommended for aluminum engines.

Exhaust System

Exhaust System Verification

The muffler tail pipe should be centered with the exit hole in the bottom pan. Exhaust system must be free of rust or leaks. Make sure that all parts are securely in place.

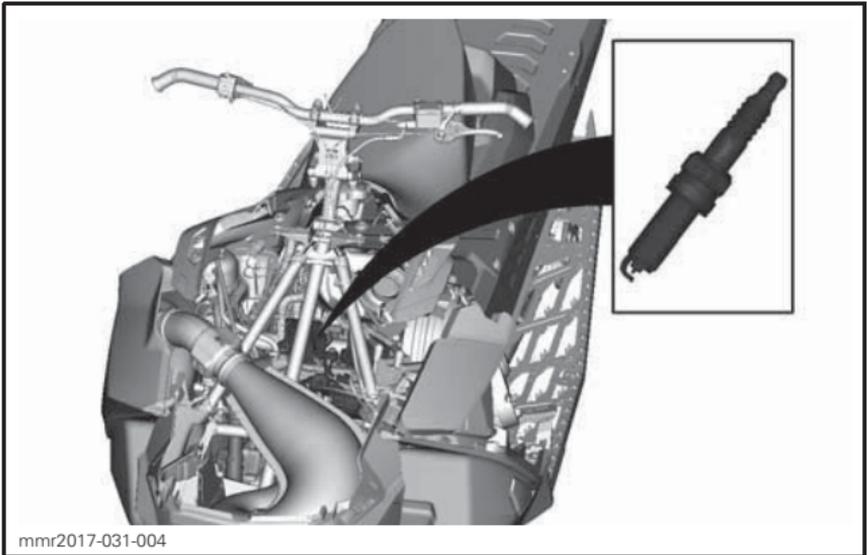
Check retaining springs condition and replace if necessary.

The exhaust system is designed to reduce noise and to improve the total performance of the engine. Modification may be in violation of local laws.

NOTICE If any exhaust system component is removed, modified or damaged, severe engine damage may result.

Spark Plugs Replacement

Removing the Spark Plugs



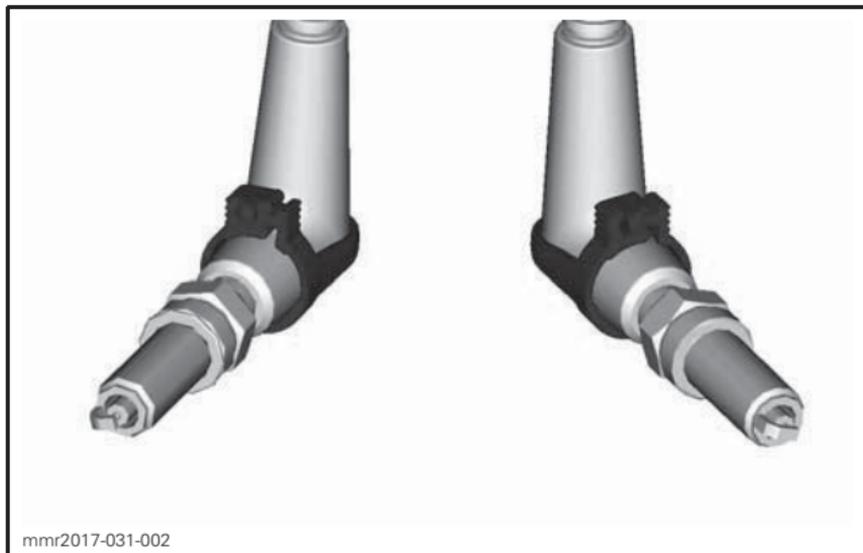
1. Disconnect the stator connector. Refer to *STATOR CONNECTOR ACCESS* in the *MAGNETO AND STARTER* subsection of the shop manual.
2. Remove the upper body module. For procedure, refer to *BODY* subsection of the shop manual.
3. Remove cover, refer to *TOP END* subsection of the shop manual.

4. Clean the spark plug and cylinder head with pressurized air.

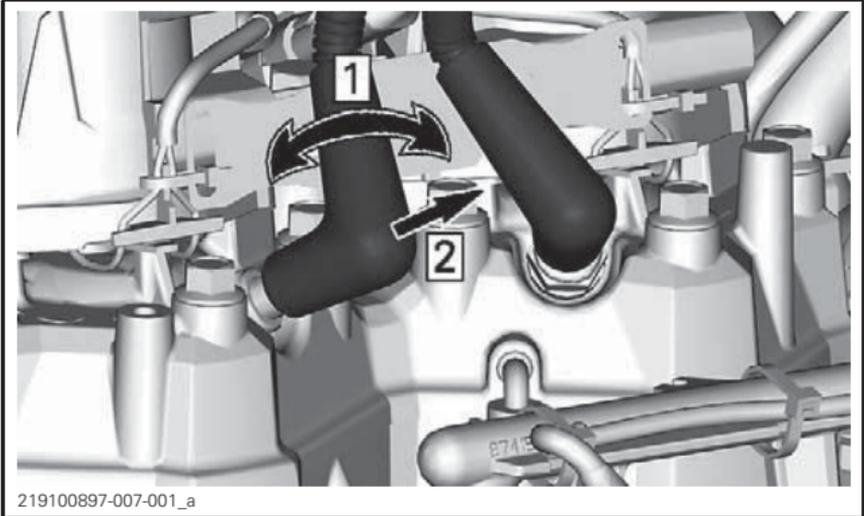
! WARNING

Whenever using compressed air, always wear protective eye wear.

5. Remove lock securing spark plug wire to spark plug.



6. Remove spark plug cables as shown.



Step 1: Gently rotate
Step 2: Pull off

7. Unscrew the spark plug sufficiently to break the applied torque using the appropriate tools.



8. Remove spark plugs by hand.

Installing the Spark Plugs (OEM)

1. Prior to installation, ensure the contact surfaces of the cylinder head and spark plug are free of grime.
2. Using a wire gauge, confirm electrode gap is as specified. Refer to *TECHNICAL SPECIFICATIONS*.

NOTE: If spark plug gap is incorrect, use another spark plug.

3. Hand screw spark plug into cylinder head until it bottoms out.
4. Apply specific torque using a torque wrench and approved spark plug socket.

NOTE: Spark plug tightening torque is particularly important on this engine as it contributes to the proper positioning of the negative electrode.

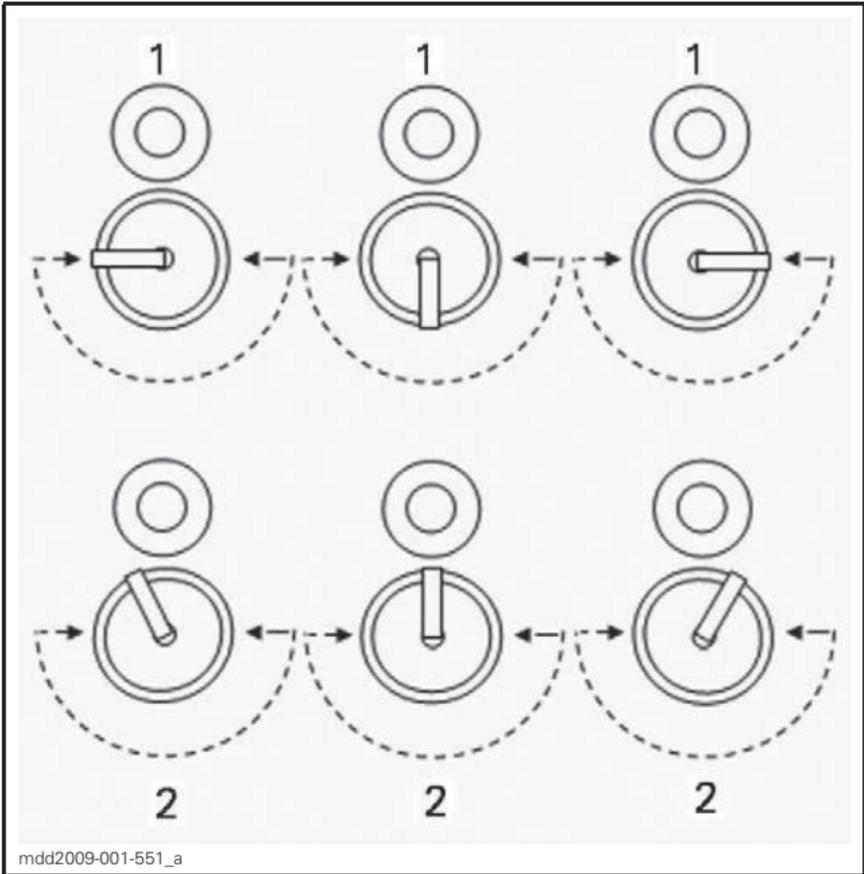
TIGHTENING TORQUE	
Spark plug	18 N•m ± 0.7 N•m (159 lbf•in ± 6 lbf•in)

Installing the Spark Plugs (Non-OEM)

NOTE: When using a non-OEM spark plug, it must be correctly indexed or engine may experience rough idling and higher emissions.

1. Using a marker, mark the open end of the negative electrode on the plug shell (above threads).
2. Ensure the contact surfaces of the cylinder head and spark plug are free of grime.
3. Install and torque the spark plug, refer to previous table for specific torque.
4. Visually check to ensure the open end of the negative electrode is facing the injector nozzle within 90° each side of nozzle.

NOTE: The following illustration uses the point of attachment of the negative electrode to depict the angle. The injector is illustrated above the spark plug.

**SPARK PLUG INDEXING**

1. *Acceptable installation*
2. *Unacceptable installation*

If the plug indexing angle is not within specification, repeat procedure with another spark plug until correct indexing is achieved.

Brake Fluid**Recommended Fluid**

Use only DOT 4 brake fluid from a sealed container. An opened container may be contaminated or may have absorbed moisture from the air.

! WARNING

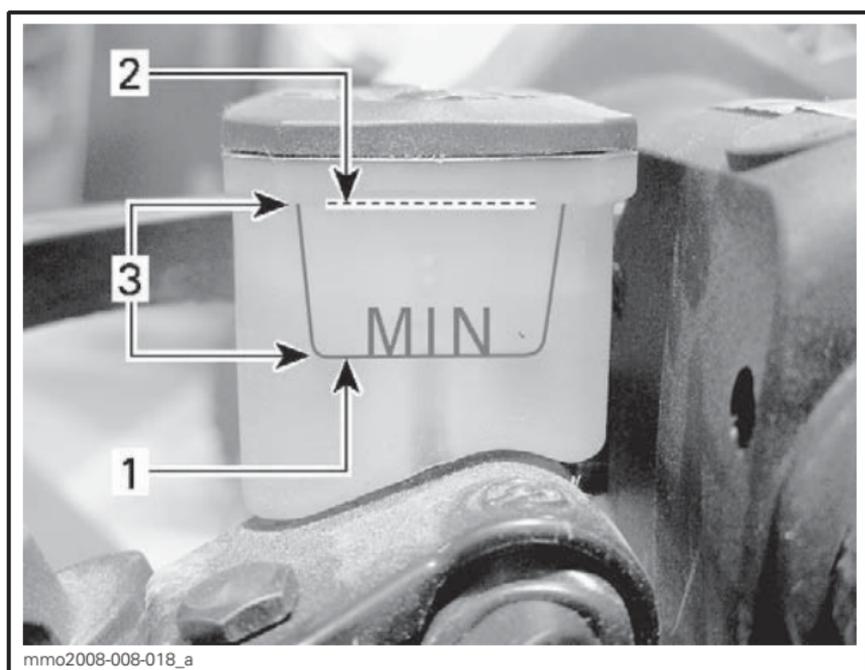
Use only DOT 4 brake fluid from a sealed container. To avoid serious damage to the braking system, do not use fluids other than the recommended one, nor mix different fluids for topping up.

NOTICE Brake fluid can damage painted and plastic parts. Handle with care. Rinse thoroughly in case of spillage.

Brake Fluid Level Verification

NOTICE 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.



TYPICAL

1. Minimum
2. Maximum
3. Operating range

⚠ CAUTION Avoid getting brake fluid on skin or eyes - it may cause severe burns. In case of contact skin, wash thoroughly. In case of contact with the eyes, immediately rinse with plenty of water for at least 10 minutes and then consult a doctor immediately.

Chaincase Oil

Recommended Chaincase Oil

RECOMMENDED CHAINCASE OIL
XPS Synthetic chaincase oil

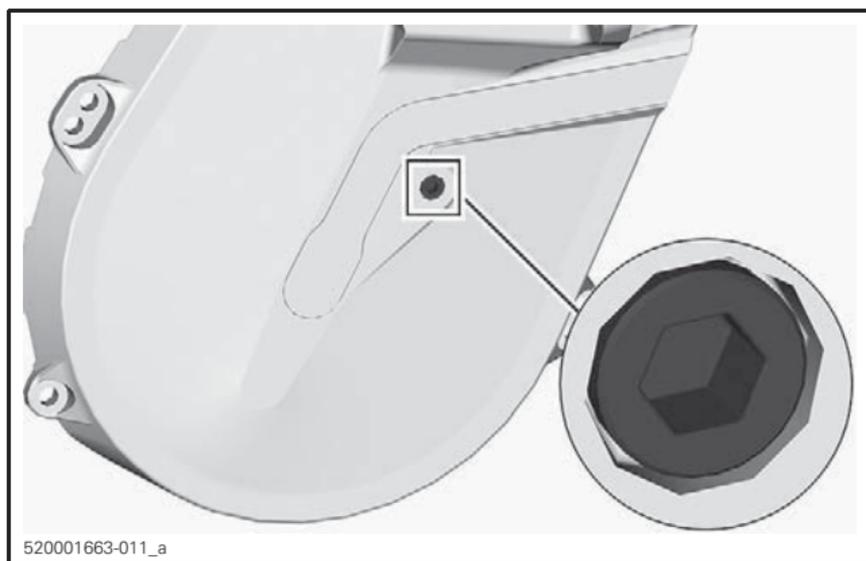
NOTICE The chaincase of this snowmobile has been developed and validated using the XPS™ Synthetic chaincase oil. BRP strongly recommends the use of its XPS Synthetic chaincase oil at all times. Damages caused by oil which is not suitable for the chaincase will not be covered by the BRP limited warranty.

Access to Chaincase

Open RH side panel, refer to *CONTROLS, INSTRUMENTS AND EQUIPMENT*.

Chaincase Oil Level Verification

With the vehicle on a level surface, check the oil level by removing the check plug.



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CHECK PLUG

Oil level must reach the threaded hole.

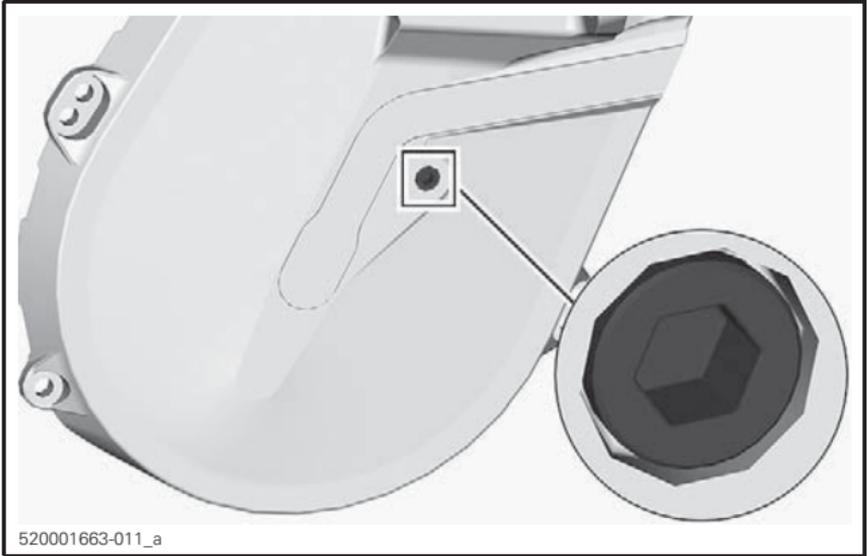
If level is correct, reinstall check plug and tighten to the specified torque.

TIGHTENING TORQUE	
Check plug	6 N•m ± 1 N•m (53 lbf•in ± 9 lbf•in)

If level is insufficient, See *CHAINCASE FILLING PROCEDURE*.

Chaincase Filling Procedure

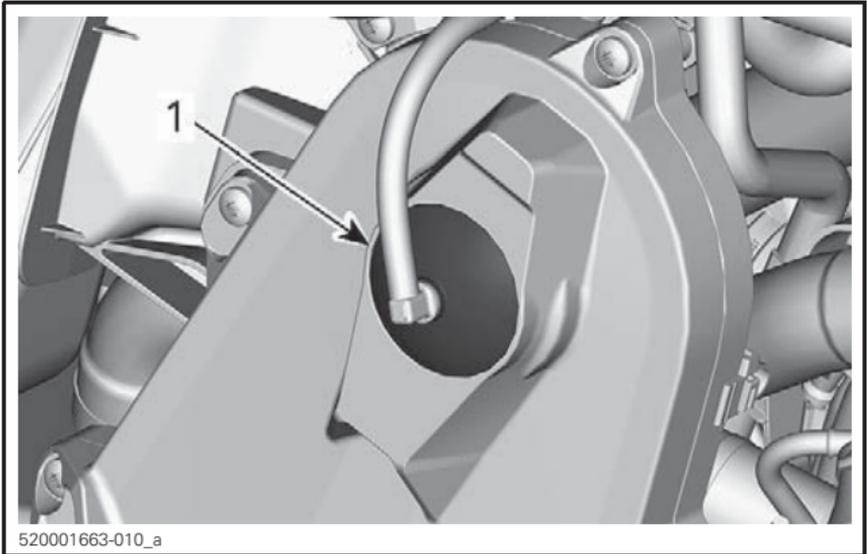
Remove the check plug.



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CHECK PLUG

Remove the filler cap.



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TYPICAL - TOP OF CHAINCASE

- 1. Filler cap

Pour recommended oil in the filler hole until oil comes out by the check plug hole.

Reinstall check plug and tighten to the specified torque.

TIGHTENING TORQUE	
Check plug	6 N•m ± 1 N•m (53 lbf•in ± 9 lbf•in)

Reinstall the filler cap.

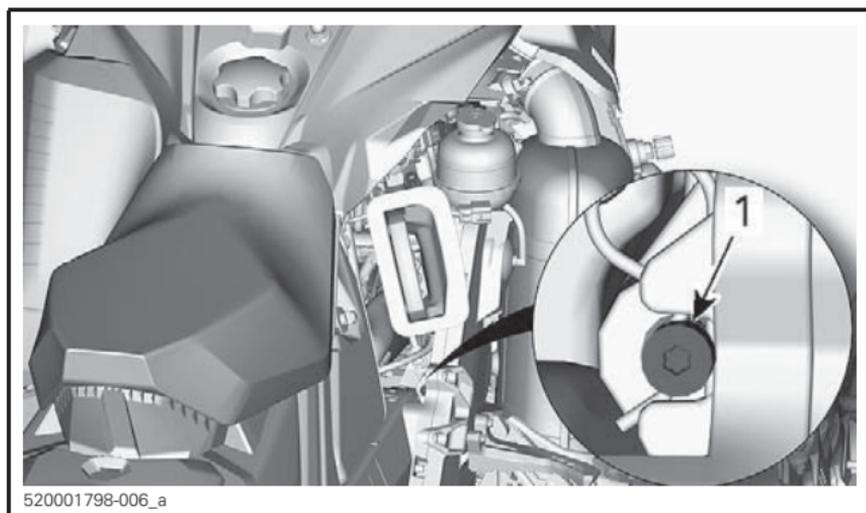
Drive Chain

Access to Chaincase

Open RH side panel, refer to *CONTROLS, INSTRUMENTS AND EQUIPMENT*.

Drive Chain Adjustment

Using the Torx end of the driven pulley expander, GENTLY turn tensioner clockwise to eliminate the play.



TYPICAL

Do not force the tensioner in.

NOTE: Do not remove the hair cotter pin.

NOTICE Overtightening the drive chain could result in severe damage to the chaincase components.

Drive Belt

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 pulley misalignment, 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 Replacement

Drive Belt Removal

1. Remove tether cord cap from engine cut-off switch.
2. Remove drive belt guard, refer to *CONTROLS, INSTRUMENTS AND EQUIPMENT*.
3. Insert the driven pulley expander provided in the threaded hole on the adjuster hub as shown.



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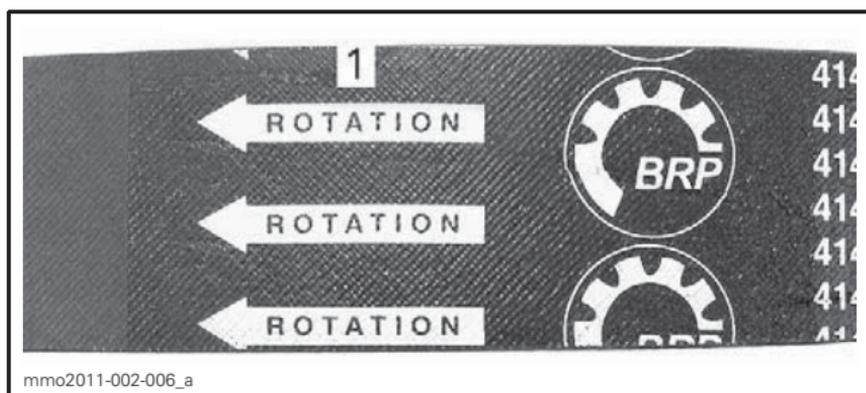
4. Open the driven pulley by screwing the tool in.
5. Remove the drive belt by slipping it over the top of the driven pulley, then over the drive pulley.

Drive Belt Installation

1. If necessary, open the driven pulley, refer to *DRIVE BELT REMOVAL* above.
2. Slip the belt over the drive pulley, then over the driven pulley.

NOTICE Do not force or use tools to pry the belt into place, as this could cut or break the cords in the belt.

NOTE: The maximum drive belt life span is obtained when belt is installed with arrows in the direction of rotation.



1. To be pointed in the direction of rotation

3. Unscrew and remove the driven pulley expander from the pulley.
4. Rotate the driven pulley several times to properly set the belt between the sheaves.
5. If a new belt was installed, an adjustment will be required for the proper belt height. Refer to *DRIVE BELT ADJUSTMENT* below.
6. Install belt guard, refer to *CONTROLS, INSTRUMENTS AND EQUIPMENT*.
7. Close side panel, refer to *CONTROLS, INSTRUMENTS AND EQUIPMENT*.

Drive Belt Adjustment

Drive belt adjustment must be performed every time a new belt is installed and as part of the pre-ride inspection.

To adjust the drive belt, proceed as follows:

1. Remove the tether cord cap.

2. Open LH side panel, refer to *CONTROLS, INSTRUMENTS AND EQUIPMENT*.
3. Remove belt guard, refer to *DRIVE BELT GUARD REMOVAL*.
4. Keep the set screw from turning using a 1/8 inch Allen wrench and loosen the lock nut using a 7/16 in open wrench.
5. Turn the set screw 1/4 turn at a time then rotate the driven pulley to properly set the belt between the pulley sheaves. Measure belt deflection using a straight edge and a tensiometer as explained below.

REQUIRED TOOL

TENSIOMETER (P/N 414
348 200)



6. Repeat until the right belt deflection is reached.

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

7. Tighten the lock nut after the belt adjustment has been made.



A32D34A

Belt Deflection Measurement

1. Set deflection between 27 mm (1.06 in) and 37 mm (1.46 in) using bottom O-ring.



DEFLECTION SETTING

1. Bottom O-ring set to specification
2. Place upper O-ring to 0 kgf (0 lbf).
3. Position a straight edge ruler on the drive belt.
4. Position the tensiometer on drive belt, halfway between pulleys.
5. Push the tensiometer downwards until bottom O-ring (deflection) be aligned with the inner edge of the straight ruler.
6. Read load recorded by the upper O-ring on the tensiometer.



LOAD READING

1. Upper O-ring
7. Load reading must be as per the following table.

DRIVE BELT ADJUSTMENT SPECIFICATION	
Belt deflection setting	27 mm to 37 mm (1.06 in to 1.46 in)
Belt load reading	11.3 kg (25 lb)

8. Adjust as required.

Drive Pulley

Drive Pulley Adjustment

WARNING

Remove tether cord cap from engine cut-off switch before performing any adjustment. Vehicle must be parked in a safe place, away from the trail.

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. 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.

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.

Ramp cams should be adjusted so that actual maximum engine RPM matches the maximum horsepower RPM. Refer to *SPECIFICATIONS (ENGINE)*.

NOTE: Use a precision digital tachometer for engine RPM adjustment.

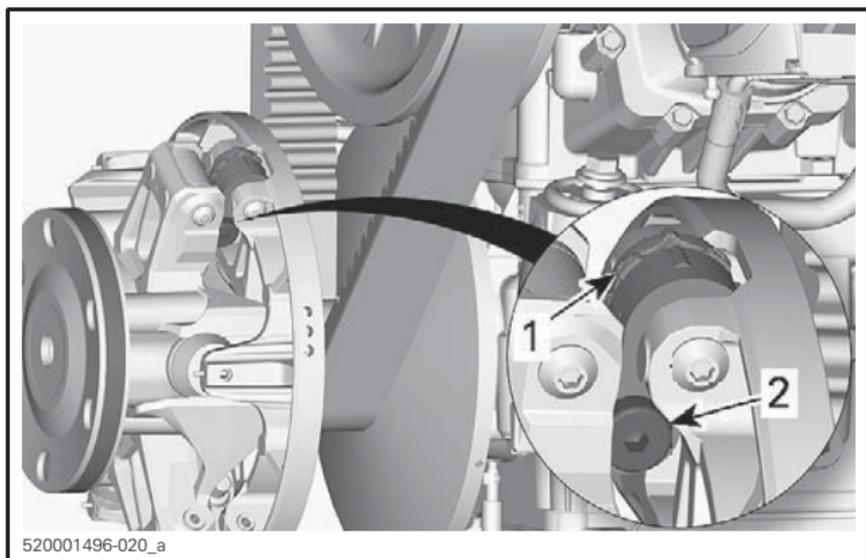
There are 5 positions in which the ramp cam can be set.

Each position modifies the 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.

Procedure

1. Refer to *CONTROLS, INSTRUMENTS AND EQUIPMENT* and remove:
 - LH side panel
 - Drive pulley guard
2. Locate the cam and the pivot screw on the drive pulley.



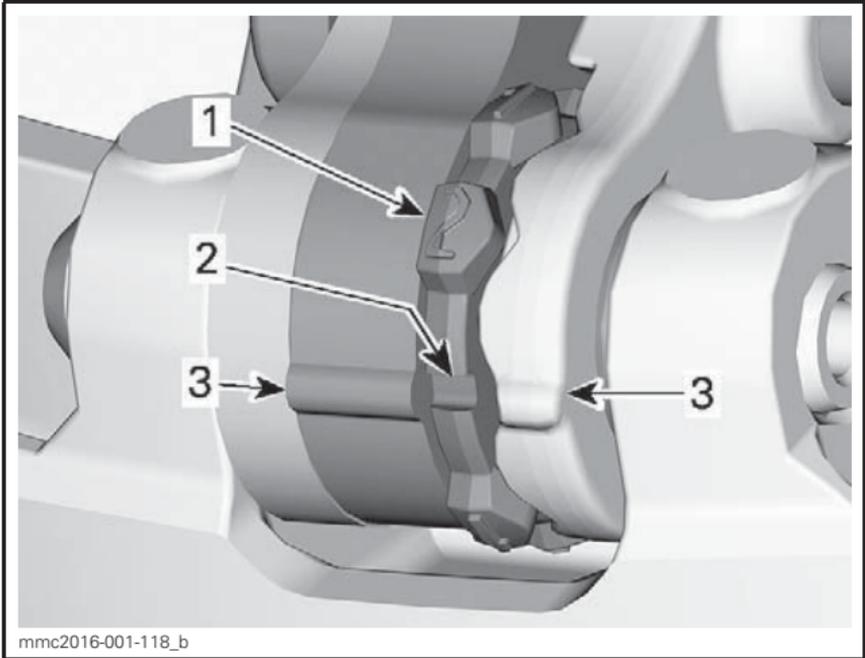
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TYPICAL

1. Cam
2. Pivot screw

The cam position is identified as follows:

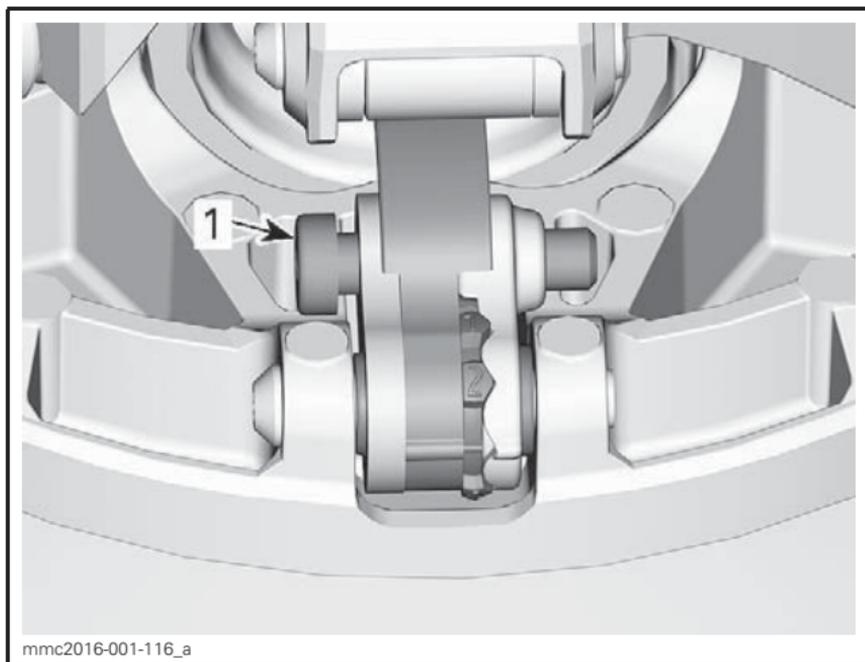
- Positions 1, 2, 4 and 5 are numbered.
- Position 3 (middle) is identified by a notch.
- There are notches on each side of the cam used as pointers.



1. *Numbered position*
2. *Position 3 - Notch*
3. *Pointers*

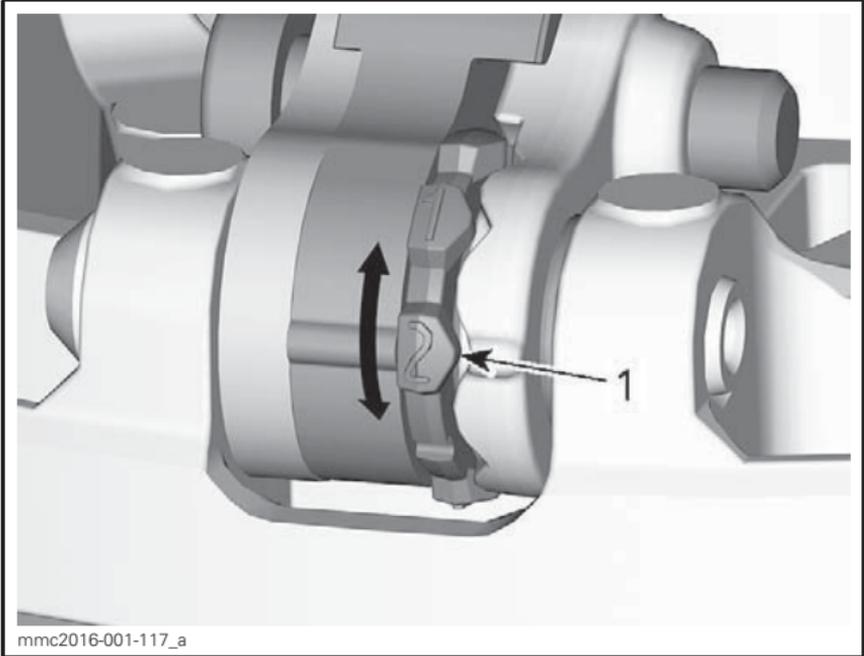
To adjust, proceed as follows for all 3 cams:

3. Using the driven pulley expander, loosen the pivot screw.



1. *Pivot screw*

4. Move the right lever aside to be able to turn the cam.
5. Turn cam to the desired position.

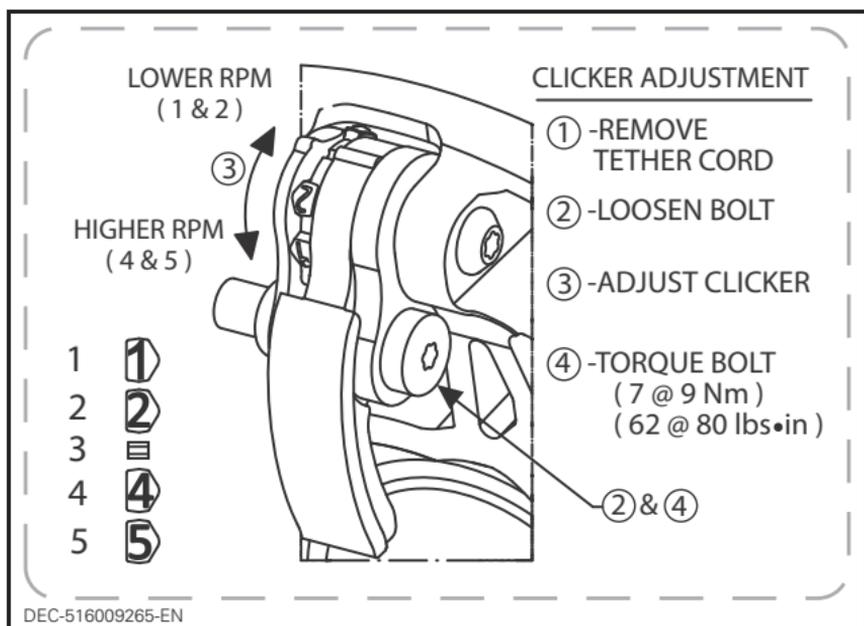


1. Desired cam position (here #2)

6. Tighten the pivot screw.

TIGHTENING TORQUE	
Pivot	5 N•m ± 1 N•m (44 lbf•in ± 18 lbf•in)

NOTICE Always adjust all 3 cams to the same setting.



Track

Track Condition

WARNING

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

Remove tether cord cap from engine cut-off switch.

Lift the rear of the snowmobile and support it with a wide-base snowmobile mechanical stand with a rear deflector panel. With the engine off, rotate the track by hand, and inspect condition. If worn or cut, or if track fibers are exposed, or if missing or defective inserts or guides are noted; contact an authorized Ski-Doo dealer.

Snowmobiles Equipped with Traction Enhancing Products

If your snowmobile is equipped with a BRP approved studded track, PROCEED WITH A VISUAL INSPECTION OF YOUR TRACK BEFORE EACH USE.

Look for any defects, such as:

- Perforations in the track

- Tears in the track (particularly around traction holes on studded tracks)
- Lugs that are broken or torn off, exposing portions of rods
- Delamination of the rubber
- Broken rods
- Broken studs (studded tracks)
- Bent studs (studded tracks)
- Missing studs
- Studs that are torn off the track
- Missing track guide(s)
- Also, ensure that studs nut are tighten to the recommended torque.

On approved studded tracks, replace broken or damaged studs immediately. If your track shows signs of deterioration, it must be replaced immediately. When in doubt, ask your dealer.



WARNING

Riding with a damaged track or studs could lead to a loss of control.

For complete information on traction enhancing products, refer to *TRACTION ENHANCING PRODUCTS* in *SAFETY INFORMATION* at the beginning of this Operator's Guide.

Track Tension and Alignment

NOTE: Track tension and alignment are interrelated. Do not adjust one without the other.

WARNING

To prevent serious injury to individuals near the snowmobile:

- NEVER stand behind or near a moving track.
- Always use a wide-base snowmobile stand with a rear deflector panel if it is necessary to rotate track.
- When the track is raised off the ground, only run it at the lowest possible speed.

Centrifugal force could cause debris, damaged or loose studs, pieces of torn track, or an entire severed track to be violently thrown backwards out of the tunnel with tremendous force, possibly resulting in the loss of a leg or other serious injury.

Track Tension Verification

NOTE: Ride the snowmobile in snow about 15 to 20 minutes prior to adjusting track tension.

1. Remove tether cord cap from engine cut-off switch.
2. Lift rear of vehicle and support it off the ground.

 CAUTION Use proper lifting techniques, notably by using to force of your legs. Do not attempt to lift the rear of vehicle if it is above your limits.

3. Allow rear suspension to fully extend.
4. Use a tensiometer.

REQUIRED TOOL

TENSIOMETER (P/N 414
348 200)



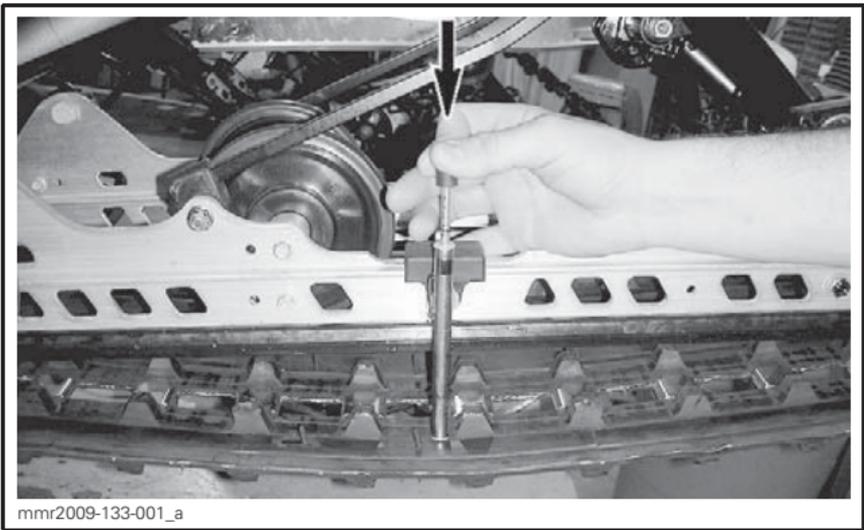
5. Set deflection between 30 mm and 35 mm (1-3/16 in and 1-3/8 in) using bottom O-ring.

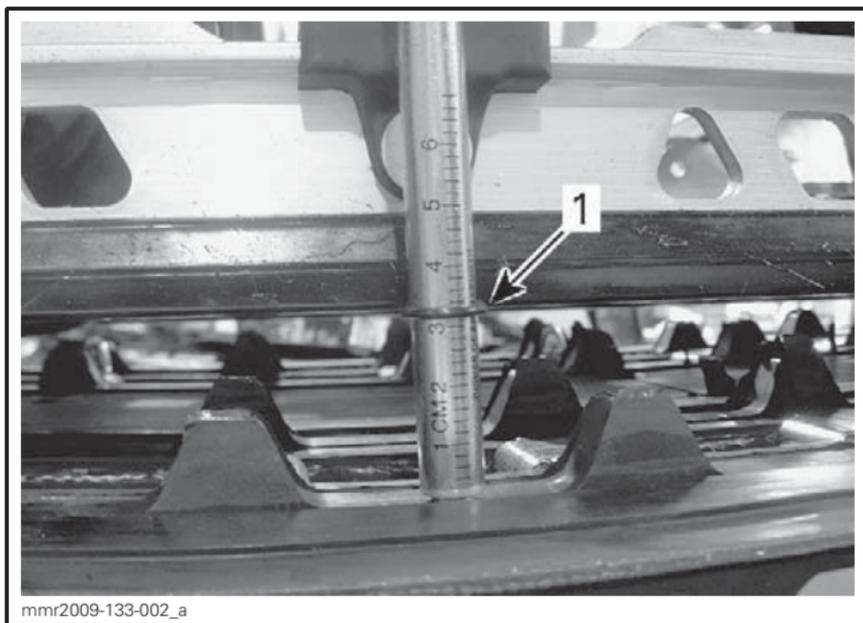


DEFLECTION SETTING

1. Bottom O-ring set to specification

6. Place upper O-ring to 0 kgf (0 lbf).
7. Position the tensiometer on track, halfway between front and rear idler wheels.
8. Push the tensiometer downwards until bottom O-ring (deflection set earlier) be aligned with the bottom of slider shoe.

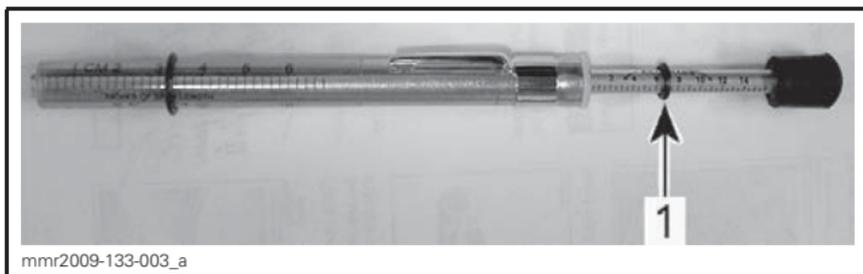




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1. Deflection O-ring aligned with slider shoe

9. Read load recorded by the upper O-ring on the tensiometer.



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LOAD READING

1. Upper O-ring

10. Load reading must be as per the following table.

TRACK ADJUSTMENT SPECIFICATION	
Track deflection setting	3.2 cm (1.26 in)
Track load reading	6 kgf to 8.5 kgf (13 lbf to 19 lbf)

11. If load reading is not in accordance with the specification, adjust track tension. Refer to *TRACK TENSION ADJUSTMENT*.

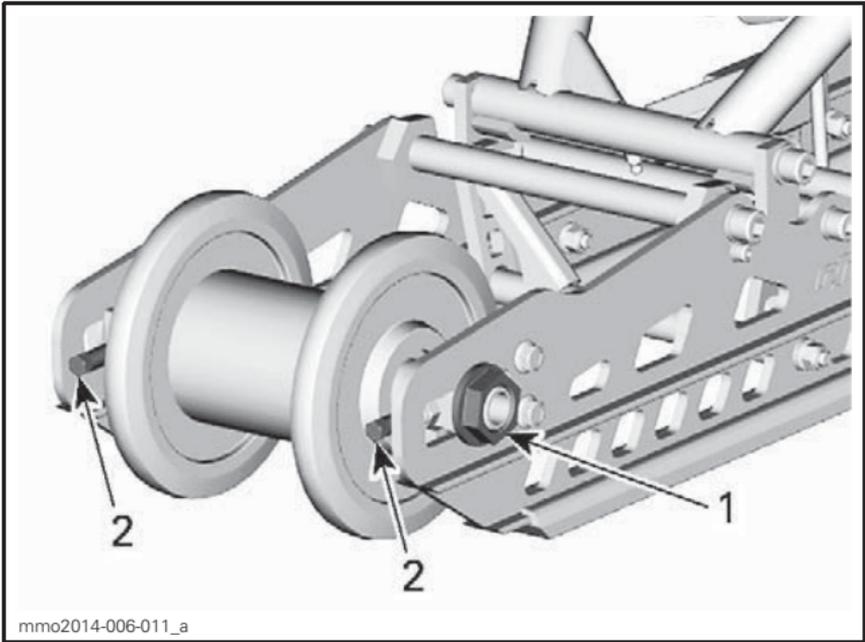
NOTICE Too much tension will result in power loss and excessive stresses on suspension components.

Track Tension Adjustment

1. Remove the tether cord cap from engine cut-off switch.
2. Lift and support the rear of vehicle.

CAUTION Use proper lifting techniques, notably by using the force of your legs. Do not attempt to lift the rear of vehicle if it is above your limits.

3. Loosen the RH side rear idler wheel retaining nut half a turn while holding the LH side nut.



TRACK REMOVED FOR CLARITY

1. RH rear idler wheel nut
2. Adjustment screws

4. Through the track holes, tighten or loosen both adjustment screws to increase or decrease track tension.

NOTE: You may need to position the track to access the adjustment screws.

5. If correct tension is unattainable, contact an authorized Ski-Doo dealer.

6. Retighten the retaining nut to specifications while holding axle.

TIGHTENING TORQUE	
Rear axle nut	48 N•m ± 6 N•m (35 lbf•ft ± 4 lbf•ft)

7. Check track alignment as described below.

Track Alignment

WARNING

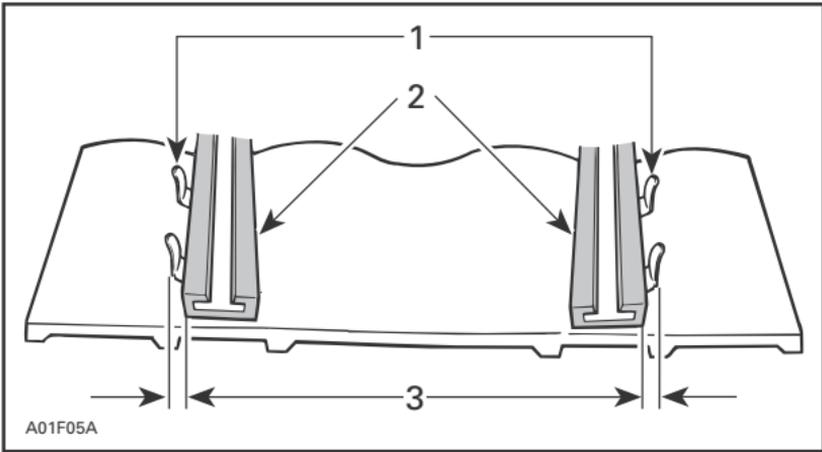
Before checking track alignment, ensure that the track is free of all particles which could be thrown out while track is rotating. Keep hands, tools, feet and clothing clear of track. Always lift the snowmobile on a wide-base stand with a rear deflector panel. Ensure no one is standing in close proximity to the snowmobile, especially at the rear of the track. Never rotate track at high speed.

Centrifugal force could cause debris, damaged or loose studs, pieces of torn track, or an entire severed track to be violently thrown backwards out of the tunnel with tremendous force.

1. Lift rear of vehicle and support it off the ground.

 **CAUTION** Use proper lifting techniques, notably by using the force of your legs. Do not attempt to lift the rear of vehicle if it is above your limits.

2. Start engine and accelerate slightly so that track slowly turns. This must be done in a short period of time (15 to 20 seconds).
3. Check that the track is well centered; equal distance on both sides between edges of track guides and slider shoes.



- 1. Guides
- 2. Slider shoes
- 3. Equal distance

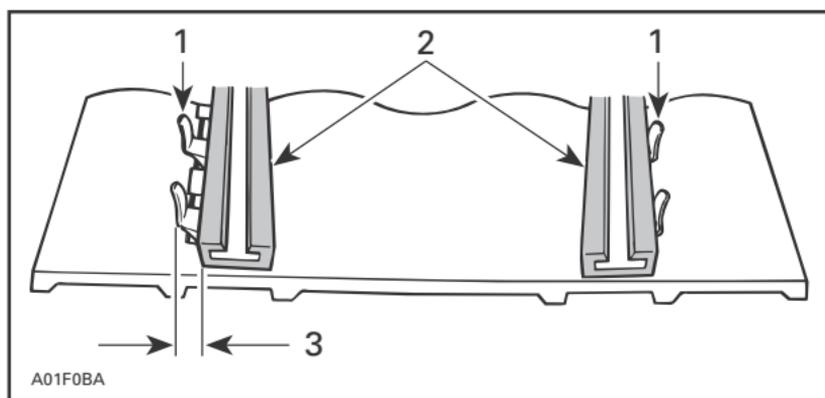
4. To correct track alignment:

- 4.1 Stop engine.
- 4.2 Remove tether cord cap from engine cut-off switch.

! WARNING

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

- 4.3 Loosen the rear axle nut.
- 4.4 Tighten adjustment screw on side where the slider shoe is the farthest from the track insert guides.



1. Guides
2. Slider shoes
3. Tighten on this side

5. Tighten the rear axle nut.

! WARNING

Properly tighten wheel retaining bolt, otherwise wheel may come off and cause track to "lock".

6. Restart engine and rotate track slowly to recheck alignment.
7. Tighten the rear axle nut to specified torque.

TIGHTENING TORQUE	
Rear axle nut	48 N•m ± 6 N•m (35 lbf•ft ± 4 lbf•ft)

8. Reposition snowmobile on the ground.

Suspension

Rear Suspension Condition

Visually inspect all suspension components including slider shoes, springs, wheels, etc.

NOTE: During normal driving, snow will act as a lubricant and coolant for the slider shoes. Extensive riding on ice or sanded snow, will create excessive heat build-up and cause premature slider shoe wear.

Suspension Stopper Strap Condition

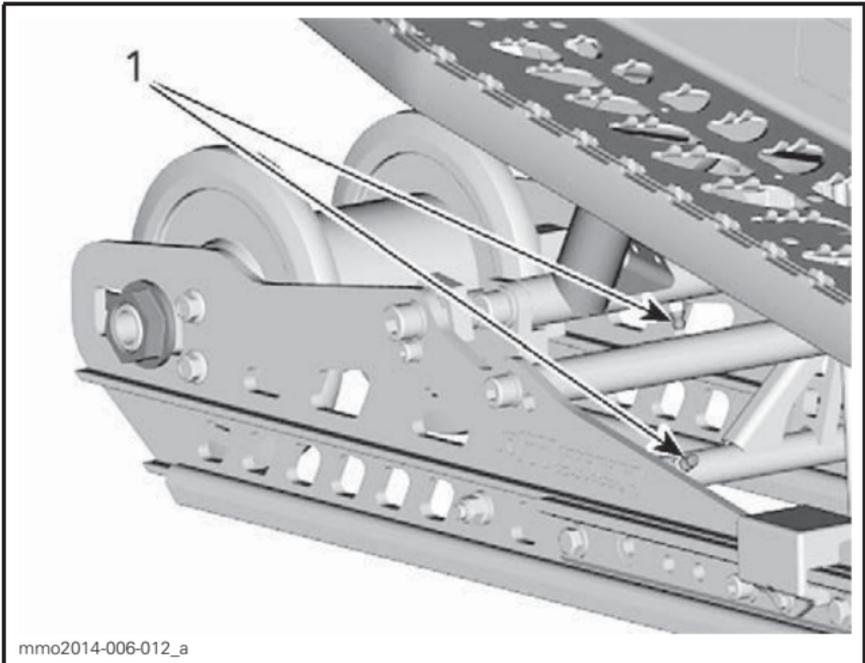
Inspect stopper straps for wear and cracks, bolt and nut for tightness. If loose inspect holes for deformation. Replace as required. Tighten nut to specification.

TIGHTENING TORQUE	
Stopper strap nut	10 N•m ± 1 N•m (89 lbf•in ± 9 lbf•in)

Suspension Lubrication

Lubricate the following suspension pivots at grease fittings. Refer to *MAINTENANCE SCHEDULE* for maintenance frequency.

SUSPENSION GREASE
Synthetic suspension grease



TRACK REMOVED FOR CLARITY

- Grease fittings

Steering and Front Suspension Condition

Visually inspect steering and front suspension for tightness of components (steering arms, control arms and links, tie rods, ball joints, ski bolts, ski legs, etc.). If necessary, contact an authorized Ski-Doo dealer.

Skis

Wear and Condition of Skis and Runners

Check the condition of the skis and ski runner carbides. If worn, contact an authorized Ski-Doo dealer.

WARNING

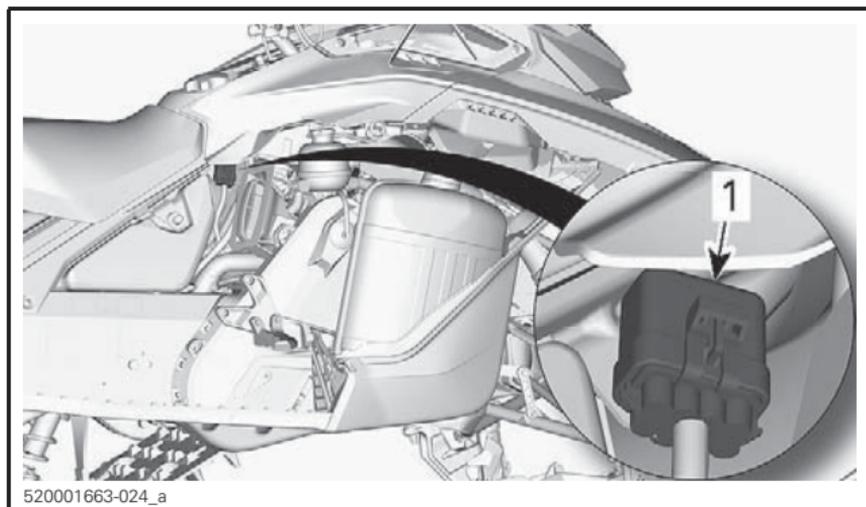
Excessively worn skis and/or ski runners will adversely affect snowmobile control.

Fuses

Access to Fuse Block

Open RH side panel, refer to *CONTROLS, INSTRUMENTS AND EQUIPMENT*.

Fuses Location



1. Fuse block

Unlock fuse block from its cover.

FUSE IDENTIFICATION	AMPERAGE RATING
F1: Start, RER, Clock	5 A
F2: Loads	25 A
F3: Battery	30 A
F4: Accessories	7.5 A

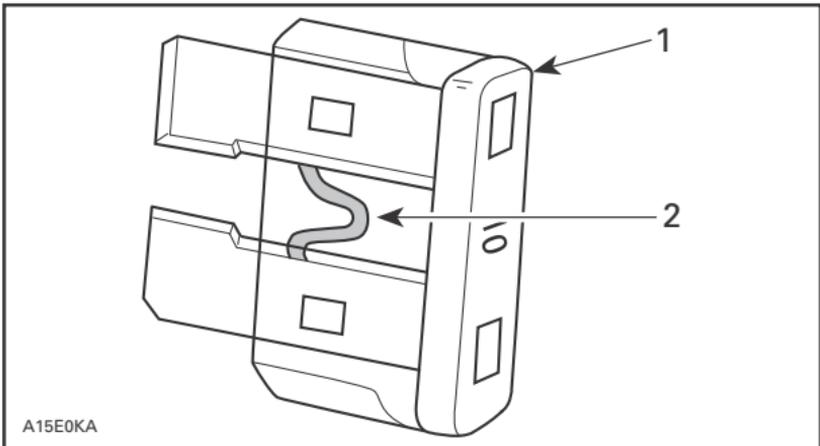
Fuse Inspection

Check fuse condition and replace it if necessary.

WARNING

Never use a higher rated fuse than specified.

To remove fuse from holder, pull fuse out. Check if filament is melted.



1. Fuse
2. Check if melted

! WARNING

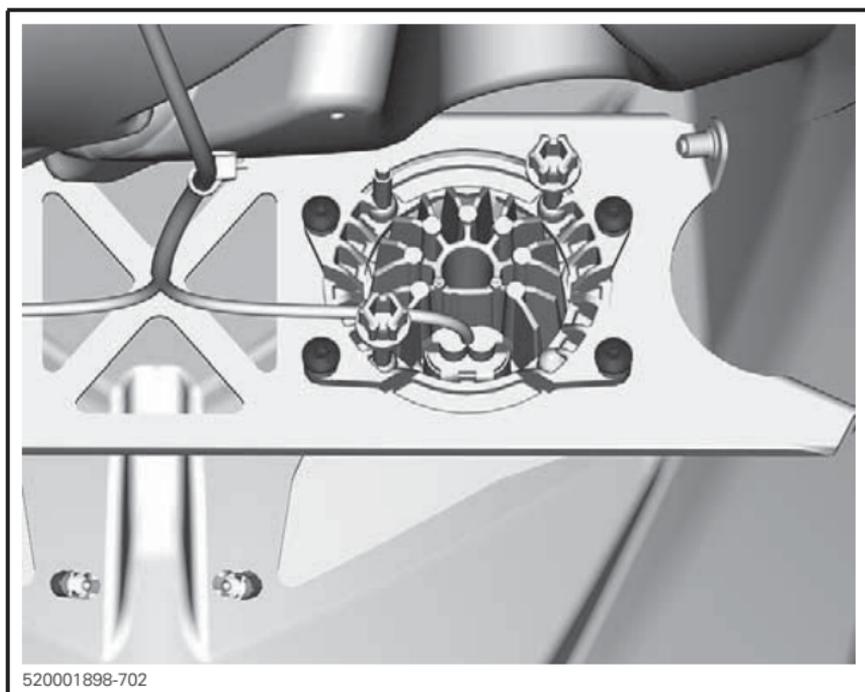
If fuse burns out repeatedly, source of malfunction should be determined and corrected before restarting. See an authorized Ski-Doo dealer for servicing.

Headlights

Headlights Bulb Replacement

The headlights bulbs are not replaceable. Replace assembly.

Remove screws holding light assembly.

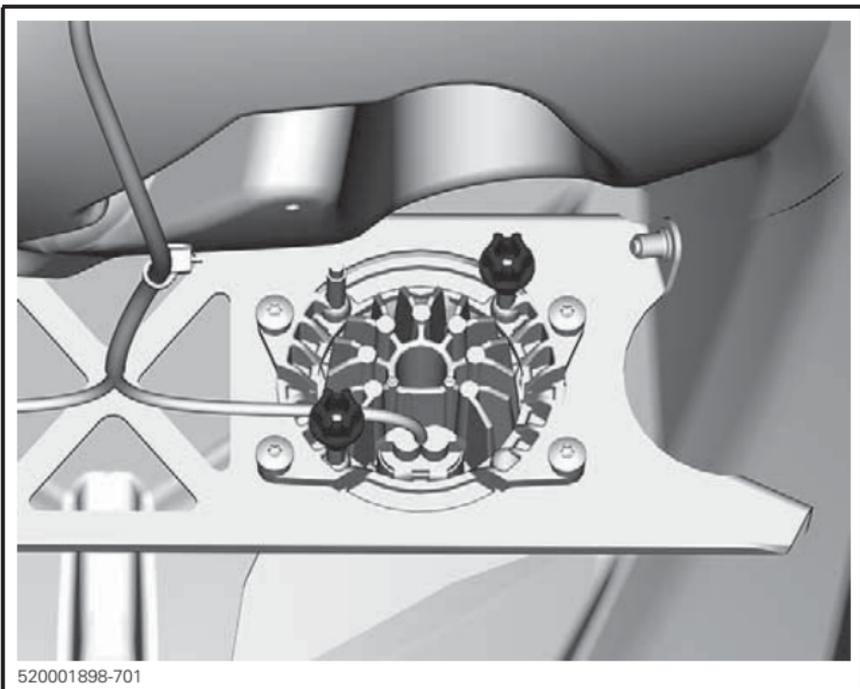


Disconnect light and remove.

Headlights Beam Aiming

Remove side panels. Refer to *CONTROLS, INSTRUMENTS AND EQUIPMENT*.

Turn the adjustment screw to reach desired beam height and direction.



VEHICLE CARE

Post-Operation Care

Remove snow and ice from rear suspension, track, front suspension, steering mechanism and skis.

WARNING

Make sure D.E.S.S. key is removed from D.E.S.S. post before standing in front the vehicle, getting close to the track or rear suspension components.

Always cover your snowmobile when leaving it outside overnight or during extended periods of inactivity. This will protect it from frost and snow as well as help retain its appearance.

Vehicle Cleaning and Protection

Wash snowmobile with water mixed with a mild detergent. Use only microfiber cloths or an equivalent.

NOTICE Never use a high pressure washer to clean the vehicle. USE LOW PRESSURE ONLY (like a garden hose).

NOTICE Never use XPS Brake and Parts Cleaner or any petroleum based cleaners on plastic parts.

Non Compatible Cleaning Products

MATERIAL TYPE	NON-COMPATIBLE CLEANING PRODUCTS
All plastics, vinyls, painted steel and aluminium.	BRAKE AND PARTS CLEANER OR ANY PETROLEUM BASE CLEANING PRODUCTS

Compatible Cleaning Products

MATERIAL TYPE	CLEANING PRODUCT
All plastics, vinyls, painted steel and aluminium.	Soapy water XPS Spray Cleaner and Polish XPS All Purpose Cleaner

For more information and products, Visit the XPS Products website at www.xpslubricants.com

STORAGE

During summer, or when a snowmobile is not in use for more than three months, proper storage is necessary.

STORAGE
Clean the vehicle
Add fuel stabilizer to fuel following the product manufacturer recommendations. Run the engine after adding the product to the fuel. Run the engine until there is no fuel left.
Lubricate engine
Lubricate brake lever pivot
Lubricate rear suspension
Block muffler outlet with rags
Lift rear of vehicle until track is clear of the ground. Do not release track tension

⚠ CAUTION Use appropriate lifting device or have assistance to share lifting stress. If a lifting device is not used, use proper lifting techniques, notably by using the force of your legs. Do not attempt to lift the rear of vehicle if it is above your limits.

NOTICE The snowmobile has to be stored in a cool and dry place and covered with an opaque but ventilated tarpaulin. This will prevent sun rays and grime from affecting plastic components and vehicle finish.

NOTICE Fuel stabilizer should be added prior to engine lubrication to ensure carburetor protection against varnish deposits.

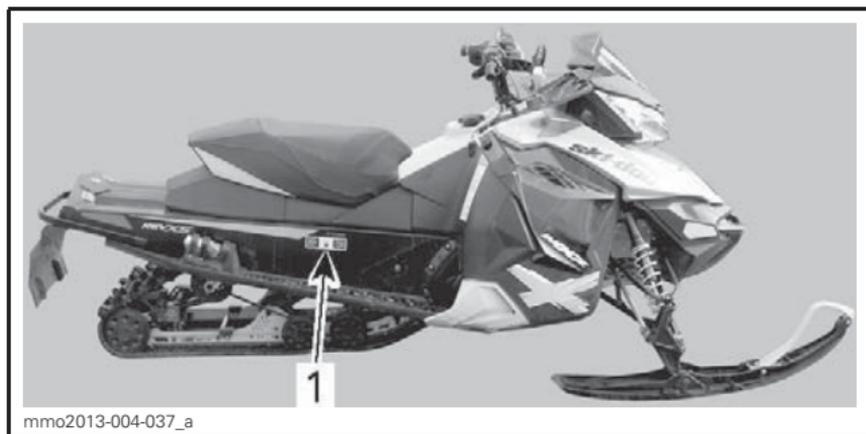
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TECHNICAL INFORMATION

VEHICLE IDENTIFICATION

Vehicle Description Decal

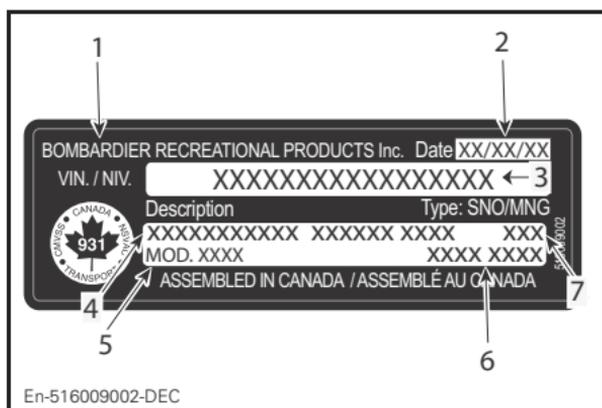
Vehicle description decal is located on right hand side of tunnel.



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TYPICAL

1. Vehicle description decal



En-516009002-DEC

VEHICLE DESCRIPTION DECAL

1. Manufacturer name
2. Manufacturing date
3. Vehicle identification number (VIN)
4. Model and package name
5. Model number
6. Model year
7. Engine type
8. Vehicle weight (European models)
9. Vehicle engine power (European models)

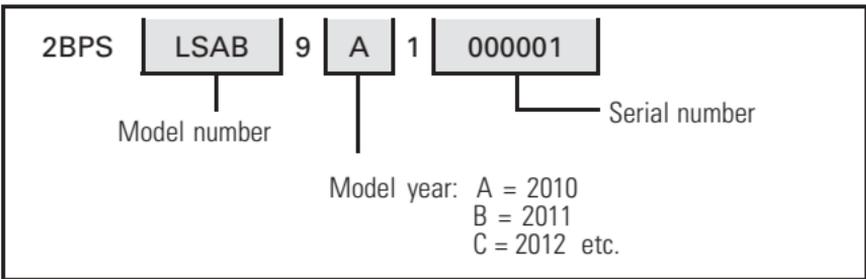
Identification Numbers

The main components of your snowmobile (engine and frame) are identified by different identification numbers. It may sometimes become necessary to locate these numbers for warranty purposes or to trace your snowmobile in the event of loss. These numbers are required by the authorized Ski-Doo dealer to complete warranty claims properly. We strongly recommend that you take note of all the identification numbers on your snowmobile and supply them to your insurance company.

Vehicle Identification Number (VIN)

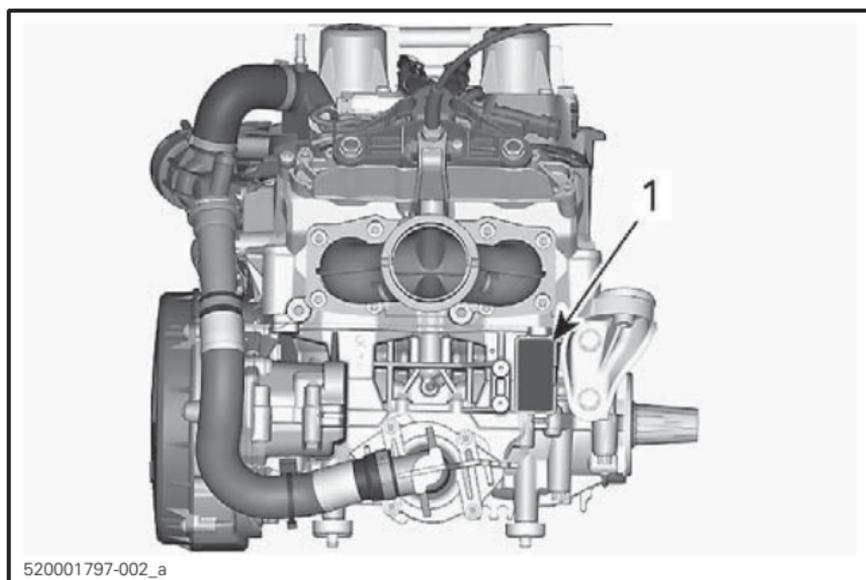
VIN is scribed on vehicle description decal. See above. It is also engraved on tunnel near vehicle description decal.

Model number and model year are part of the information found in the VIN. See illustration.



Engine Identification Number Location

Rotax NRSC H CO2 g/kWh: XXXX	
	# MXXXXXXXX
10559	Prod. date: MM-YYYY
	Family type: XXXXXX
	e13 SMB/P V-####
EN-516010559-DEC	



1. Engine identification number

VEHICLE COMPLIANCE LABELS

EMISSION CONTROL INFORMATION

THIS SNOWMOBILE IS DESIGNED EXCLUSIVELY FOR COMPETITION AND IS EXEMPT FROM EMISSION STANDARDS AND RELATED REQUIREMENTS UNDER 40 CFR 1051.620 AND SOR/2011-10 5.(4).

RENSEIGNEMENTS SUR LE DISPOSITIF ANTIPOLLUTION

CETTE MOTONEIGE EST CONÇUE EXCLUSIVEMENT POUR LA COMPÉTITION ET EST EXCLUE DES NORMES D'ÉMISSIONS ET DE LEURS REQUIS SELON 40 CFR 1051.620 ET DORS/2011-10 5.(4).

BOMBARDIER RECREATIONAL PRODUCTS INC.



7093

516007093

ON CHASSIS - UNDER THE SEAT

NOTICE

This snowmobile is a competition model only and is not manufactured for, nor should it be used for general off-road recreational riding. Using this snowmobile in any manner other than competition may be a violation of FEDERAL LAW subject to civil penalty

BOMBARDIER RECREATIONAL PRODUCTS INC.



7769

EN_516007769_DEC

ON CONSOLE BELOW FUEL CAP

VEHICLE COMPLIANCE LABELS

<p>CE MODÈLE A ÉTÉ ÉVALUÉ PAR UN LABORATOIRE D'ESSAIS INDÉPENDANT ET SATISFAIT TOUTES LES NORMES DE SÉCURITÉ DU SSCC EN VIGUEUR À LA DATE DE FABRICATION.</p> <p>PARRAINÉ PAR LE COMITÉ DE SÉCURITÉ DE CERTIFICATION DE LA MOTONEIGE, INC.</p>	<p>CERTIFIED</p>  <p>CERTIFIÉ</p>	<p>THIS MODEL HAS BEEN EVALUATED BY AN INDEPENDENT TESTING LABORATORY AND IT MEETS ALL SSCC SAFETY STANDARDS IN EFFECT ON THE DATE OF ITS MANUFACTURE.</p> <p>SPONSORED BY THE SNOWMOBILE SAFETY AND CERTIFICATION COMMITTEE, INC.</p>
<p>A00A1MA</p>		

ON CHASSIS

	<p>Bombardier Recreational Products Inc. 565 de la Montagne, Valcourt, QC, Canada J0E 2L0</p>	<p>NRSC H CO₂ g/kWh: XXXX # MXXXXXXX Prod. date: MM-YYYY Family type: XXXXXX</p>
	<p>BRP Europe N.V. Skaldenstraat 125, Gent Belgium, 9042</p>	<p>10557  e13 SMB/P V-####</p>
<p>Rotax</p>		
<p>EN-516010557-DEC</p>		

ON CHASSIS

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mark where applicable***

RADIO FREQUENCY DIGITALLY ENCODED SECURITY SYSTEM (RF D.E.S.S. KEY)

This device complies with FCC Part 15 and Industry Canada license exempt RSS standard(s).

Operation is subject to the following two conditions: (1) this device may not cause interference, and (2) this device must accept any interference, including interference that may cause undesired operation of the device.

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

IC Registration Number: 12006A-1001112579

FCC ID: 2ACER1001112579

We, the party responsible for compliance, declare under our sole responsibility that the device is in conformity with the provisions of the following Council Directive: 2014/53/EU. To which this declaration relates is in conformity with the essential requirements and other relevant requirements. The product is in conformity with the following directives, harmonized standards and regulations:

Radio Equipment Directive (RED) 2014/53/EU and Harmonized Standards:

EN 300 330 V2.1.1, EN 62311:2008

SPECIFICATIONS (ENGINE)

ENGINE	
Engine type	Rotax 600 E-TEC® RS Liquid cooled with reed valves and electronic RAVE
Number of cylinder	2
Bore	72.3 mm (2.846 in)
Stroke	73.0 mm (2.874 in)
Displacement	599.4 cm ³ (36.58 in ³)
Maximum power engine speed	8500 ± 100 RPM

FUEL/LUBRICATION SYSTEM	
Fuel delivery	E-TEC direct injection with integrated auxiliary injection system
Idle speed (not adjustable)	1600 ± 200 RPM
Gasoline/oil ratio	33:1
Pre-mix recommended oil	XPS 2T X2-RS racing synthetic oil
Water pump shaft recommended oil	
Water pump shaft oil reservoir capacity	50 ml (1.7 U.S. oz)

SPECIFICATIONS (ENGINE)

ELECTRICAL SYSTEM		
Lighting system output		30 A @ 14.5 V 1340 W @ 6000 RPM
Spark plug	Type	NGK ILKR9Q7 (engine and spark plug threads are indexed)
	Gap	Not adjustable 0.6 mm to 0.7 mm (.024 in to .028 in)

SPECIFICATIONS (VEHICLE)

COOLING SYSTEM			
Coolant	Type	Recommended	XPS Extended life pre-mixed coolant
		Alternative or if not available	Distilled water and antifreeze solution (50% distilled water, 50% antifreeze)

FUEL SYSTEM			
Fuel pump		In-tank electrical fuel pump	
Fuel	Type		Premium unleaded gasoline (fuel which may contain up to 10% MAX ethanol)
	Octane rating	Inside North America	91 Pump Posted AKI (R+M)/2
		Outside North America	95 (RON)
Fuel tank capacity			19 L (5 U.S. gal.)

ELECTRICAL SYSTEM		
Headlamp	Inside North America	15 W Projector LED
	Outside North America	2 x 60/55 W (H-13)
Taillight and stoplight		2.6 W / 139 m W LED
Fuses		Refer to <i>FUSES</i> in <i>MAINTENANCE</i>

SPECIFICATIONS (VEHICLE)

DRIVE SYSTEM		
Chaincase oil	Type	XPS Synthetic chaincase oil
	Capacity	350 ml (12 U.S. oz)
Chaincase ratio		22/51
Drive pulley	Type	Racing pDrive
	Engagement RPM	5700 ± 100 RPM
Driven pulley	Type	Team Rapid reaction
Drive sprocket number of teeth		8
Track	Width	38 cm (15 in)
	Length	348 cm (137 in)
	Profile height	44.5 mm (1.75 in)
Track adjustment	Deflection	3.2 cm (1.26 in)
	Force	6.0 kgf to 8.5 kgf (13 lbf to 19 lbf)

BRAKE SYSTEM		
Brake	Type	Single 220 mm stainless floating disc with 4 pistons caliper
Brake fluid	Type	DOT 4
	Quantity	50 ml (1.69 U.S. oz)
Caliper		Fixed 4 pistons (4 x 30 mm)

BRAKE SYSTEM	
Brake pad material	Metallic
Minimum brake pad thickness	0.5 mm (.02 in)
Minimum brake disc thickness	5.4 mm (.213 in)
Maximum brake disc warpage	0.2 mm (.01 in)

SUSPENSION		
<i>FRONT</i>		
Suspension type	RAS 3 RS	
Suspension maximum travel	234 mm (9.2 in)	
Shock absorber type	KYB PRO 46 INT R	
<i>REAR</i>		
Suspension type	rMotion Racing	
Suspension maximum travel Measured at rear arm	272 mm (10.7 in)	
Shock absorber type	Center	KYB PRO 46 INT
	Rear	KYB PRO 46 INT R

WEIGHT AND DIMENSIONS		
Mass (dry)	Inside North America	213.6 kg (470.9 lb)
	Outside North America	218.1 kg (480.8 lb)
Overall length	3 038 mm (119.6 in)	

SPECIFICATIONS (VEHICLE)

WEIGHT AND DIMENSIONS	
Overall width	1 275 mm (50.2 in)
Overall height	1 200 mm (47.2 in)
Ski stance	1 094 mm (43.1 in)

TROUBLE- SHOOTING

TROUBLESHOOTING GUIDELINES

ENGINE IS CRANKED BUT FAILS TO START

1. No fuel to the engine.

- Check fuel tank level, add fuel if necessary.

2. System voltage too low.

- Contact an authorized Ski-Doo dealer.

ENGINE LACKS ACCELERATION OR POWER

1. Engine warm-up in progress.

- Drive vehicle at low speeds for a few minutes.

2. Engine break-in period not completed.

- Complete break-in period.

3. Drive and driven pulleys require servicing.

- Contact an authorized SKI-DOO dealer.

4. Engine overheats.

- Check coolant level, see MAINTENANCE PROCEDURES.
- Check heat exchangers cleanliness. Clean if necessary.

5. Drive belt worn too thin.

- If the drive belt has lost more than 3 mm (1/8 in) of its original width, it will affect vehicle performance.
- Replace drive belt.

6. Incorrect track adjustment.

- See MAINTENANCE PROCEDURES and/or an authorized SKI-DOO dealer for proper alignment and tension adjustments.

7. R.A.V.E. valves problem.

- Seek service from an authorized Ski-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement.

8. Fuel pressure too low.

- Seek service from an authorized Ski-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement.

ENGINE BACKFIRES

1. Engine is running too hot.

- See item 4 of ENGINE LACKS POWER.

ENGINE BACKFIRES (cont'd)

2. Ignition timing is incorrect or there is an ignition system failure.

- *Seek service from an authorized Ski-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement.*

3. Exhaust system leak.

- *Seek service from an authorized Ski-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement.*

4. Fuel pressure too low.

- *Seek service from an authorized Ski-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement.*

ENGINE MISFIRES

1. Water in fuel.

- *Drain fuel system and refill with fresh fuel.*

2. RAVE valves malfunction.

- *Have RAVE valves system inspected. Seek service from an authorized Ski-Doo dealer, repair shop, or person of your own choosing for maintenance, repair, or replacement.*

HEATED GRIPS/THUMB WARMERS ARE NOT WORKING

1. Engine RPM is too low.

- *Make sure engine RPM is above 2000.*

ENGINE HAS SHUT DOWN

1. The engine shuts down after long periods of idling.

- *Do not let engine idle too long. Refer to VEHICLE WARM-UP in OPERATING INSTRUCTION.*

WATER PUMP SHAFT OIL LEVEL LOWERS

1. External leak.

- *Replace leaking part.*

2. Engine internal leak.

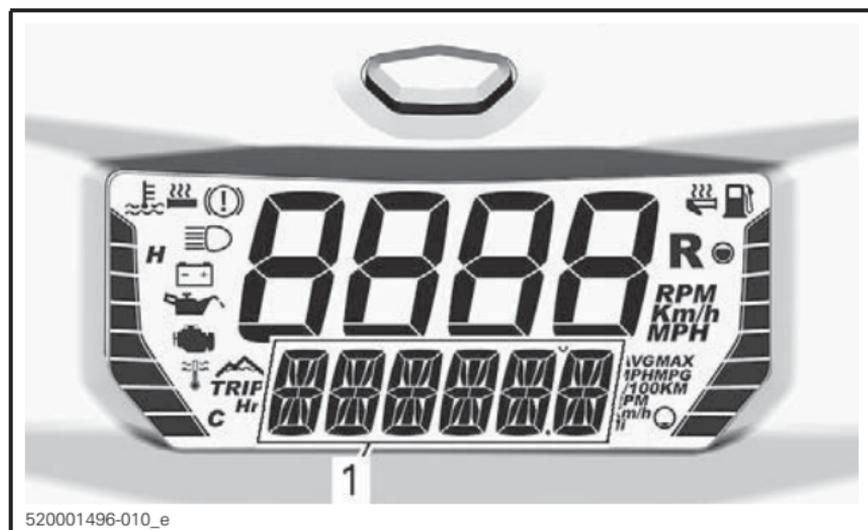
- *Have the engine bottom end repaired.*

MONITORING SYSTEM

Icons, Messages and Beeper Codes

The gauge icons inform you of an anomaly or a particular condition.

Icons can come on or blink alone or in combination with others.



1. Lower display

In addition to the icons, messages are displayed along with a beep code.

See following table for details.

ICON ON	BEEPER	MESSAGE	DESCRIPTION
	4 short beeps every 30 seconds	ENGINE OVERHEAT	Engine is overheating, reduce snowmobile speed and run in loose snow or stop engine immediately and let engine cool down. Check coolant level, refer to <i>MAINTENANCE</i> . If coolant level is correct and overheating persists, contact an authorized Ski-Doo dealer. Do not run the engine if condition persists.
		MUFFLER	Reduce speed or stop engine. Let engine cool down and restart. If overheating persists, contact an authorized Ski-Doo dealer. Do not run the engine if condition persists.
		ECM	Reduce speed or stop engine. Let engine cool down and restart. If overheating persists, contact an authorized Ski-Doo dealer. Do not run the engine if condition persists.
	Short beeps repeating rapidly	OVERHEAT In combination with "ENGINE OVERHEAT" above	Critical overheat. Stop engine immediately and let engine cool down. Check coolant level, refer to <i>MAINTENANCE</i> . If coolant level is correct and overheating persists, contact an authorized Ski-Doo dealer. Do not run the engine if condition persists.
		OVERHEAT In combination with "MUFFLER" OR "ECM"	Critical overheat. Stop engine immediately and let engine cool down. If overheating persists, contact an authorized Ski-Doo dealer. Do not run the engine if condition persists.

MONITORING SYSTEM

ICON ON	BEEPER	MESSAGE	DESCRIPTION
	4 short beeps	CHECK ENGINE	Engine fault, see an authorized Ski-Doo dealer, repair shop or person of your own choosing as soon as possible.
 (blinking)	4 short beeps	—	Displayed when brake is applied for more than 15 seconds while throttle lever is squeezed and vehicle is moving at more than 5 km/h (3 MPH).
—	4 short beeps every 8 seconds	KNOCK	Engine detonation (RPM is limited when this condition occurs). <ul style="list-style-type: none"> – Ensure recommended fuel is used. – Check fuel quality, replace if necessary. – If fault still occurs, contact an authorized Ski-Doo dealer, repair shop, or person of your own choosing.
—	4 short beeps every 5 minutes	REV LIMIT	Engine RPM limited for protection when certain faults occur.

ICON ON	BEEPER	MESSAGE	DESCRIPTION
—	—	OVER REV	Indicates that maximum engine RPM is reached. Check clutch calibration.
—	Short beeps repeating rapidly	SHUT DOWN	Shutdown procedure in force due to engine overheating or fuel pump problem.
—	—	COMMUNICATION	Communication problem between ECM and gauge. Stop engine, remove tether cord cap. Wait a few minutes, then start engine. If problem persists, contact an authorized Ski-Doo dealer.

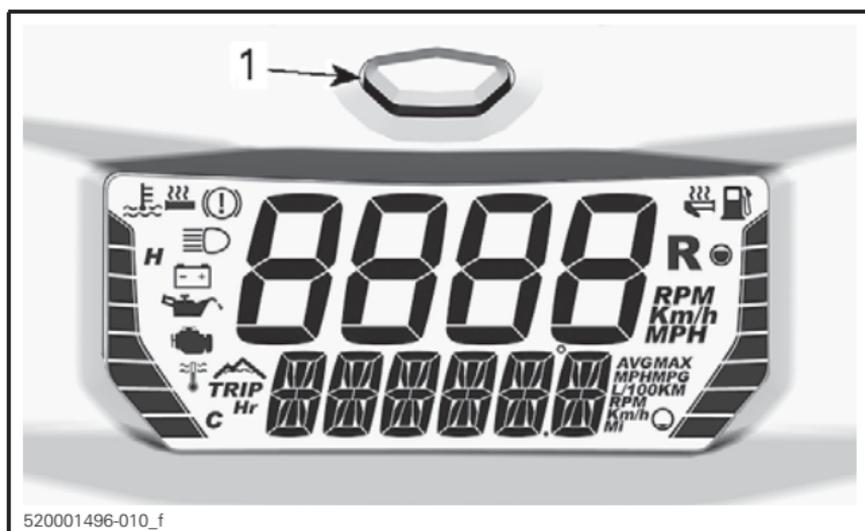
Fault Codes

If the check engine icon is ON, it is possible to read fault code(s) on the gauge.

To read active fault code(s), select the vehicle speed and engine RPM display combination, see *MULTIFUNCTION DIGITAL GAUGE*.

NOTE: Make sure to select actual vehicle speed and actual engine RPM (not "top" or "average" values).

Press and hold the gauge mode button and simultaneously switch from HIGH to LOW beam repeatedly several times until a code is displayed.



1. Gauge mode button



1. High beam
2. Low beam

If two or more codes are registered, use the gauge mode button to scroll.

To exit the fault codes mode, press and hold the gauge mode button.

Contact an authorized Ski-Doo dealer for code signification.

WARRANTY

BRP LIMITED WARRANTY USA AND CANADA: 2021 SKI-DOO® SNOWMOBILES

SCOPE OF THE LIMITED WARRANTY

Bombardier Recreational Products Inc. (“BRP”)* warrants its 2021 Ski-Doo snowmobiles sold by authorized BRP dealers (as defined below) in the United States of America (“USA”) and in Canada from defects in material or workmanship for the period and under the conditions described below. This limited warranty will become null and void if: (1) the snowmobile was used for racing or any other competitive activity, at any point, even by a previous owner; or (2) the snowmobile has been altered or modified in such a way so as to adversely affect its operation, performance or durability, or has been altered or modified to change its intended use.

Non-factory installed parts and accessories are not covered under this limited warranty. Please refer to the applicable parts and accessories limited warranty text.

LIMITATIONS OF LIABILITY

THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. TO THE EXTENT THAT THEY CANNOT BE DISCLAIMED, THE IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS WARRANTY. INCIDENTAL AND CONSEQUENTIAL DAMAGES ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY. SOME STATES/PROVINCES DO NOT ALLOW FOR THE DISCLAIMERS, LIMITATIONS AND EXCLUSIONS IDENTIFIED ABOVE, AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC RIGHTS, AND YOU MAY ALSO HAVE OTHER LEGAL RIGHTS WHICH MAY VARY FROM STATE TO STATE, OR PROVINCE TO PROVINCE.

Neither the distributor, any BRP dealer nor any other person has been authorized to make any affirmation, representation or warranty regarding the product, other than those contained in this limited warranty, and if made, shall not be enforceable against BRP. BRP reserves the right to modify this limited warranty at any time, being understood that such modification will not alter the warranty conditions applicable to the products sold while this warranty is in effect.

EXCLUSIONS – ARE NOT WARRANTED

The following are not warranted under any circumstances:

- Normal wear and tear;
- Routine maintenance items, tune ups, adjustments;
- Damage caused by failure to provide proper maintenance and/or storage, as described in the Operator's Guide;
- Damage resulting from removal of parts, improper repairs, service, maintenance, modifications or use of parts or accessories not manufactured or approved by BRP or resulting from repairs done by a person that is not an authorized servicing BRP dealer;
- Damage caused by abuse, abnormal use, neglect, use of the product on surfaces other than snow, or operation of the product in a manner inconsistent with the recommended operation described in the Operator's Guide;
- Damage resulting from accident, submersion, fire, theft, vandalism or any act of God;
- Operation with fuels, oils or lubricants which are not suitable for use with the product (see the Operator's Guide);
- Snow or water ingestion;
- Incidental or consequential damages, or damages of any kind including without limitation towing, storage, telephone, rental, taxi, inconvenience, insurance coverage, loan payments, loss of time, loss of income; and
- Damage resulting from studs installed on tracks if the installation does not conform to BRP's instructions.

WARRANTY COVERAGE PERIOD

This limited warranty will be in effect from the date of delivery to the first retail consumer or the date the product is first put into use, whichever occurs first and for the following period:

TWELVE (12) CONSECUTIVE MONTHS, for private or commercial use owners. However, the warranty coverage period on a snowmobile delivered between June 1st and December 1st of a given year will expire November 30th of the following year.

The repair or replacement of parts or the performance of service under this warranty does not extend the life of this warranty beyond its original expiration date.

CONDITIONS REQUIRED FOR WARRANTY COVERAGE

This warranty coverage is available **only** if each of the following conditions has been fulfilled:

- The 2021 Ski-Doo snowmobile must be purchased as new and unused by its first owner from a BRP dealer authorized to distribute Ski-Doo snowmobiles in the country in which the sale occurred (“**BRP dealer**”);
- The BRP specified pre-delivery inspection process must be completed and documented and signed by the purchaser;
- The 2021 Ski-Doo snowmobile must have undergone proper registration by an authorized BRP dealer;
- The 2021 Ski-Doo snowmobile must be purchased in the country in which the purchaser resides; and
- Routine maintenance outlined in the Operator’s Guide must be timely performed in order to maintain warranty coverage. BRP reserves the right to make warranty coverage contingent upon proof of proper maintenance.

BRP will not honor this limited warranty to any private use owner or commercial use owner if one of the preceding conditions has not been met. Such limitations are necessary in order to allow BRP to preserve both the safety of its products, and also that of its consumers and the general public.

WHAT TO DO TO OBTAIN WARRANTY COVERAGE

The customer must cease using the snowmobile upon the appearance of an anomaly. The customer must notify a servicing BRP dealer within three (3) days of the appearance of a defect, and provide it with reasonable access to the product and reasonable opportunity to repair it. The customer must also present to the authorized BRP dealer, proof of purchase of the product and must sign the repair/work order prior to starting the repair in order to validate the warranty repair. All parts replaced under this limited warranty become the property of BRP.

WHAT BRP WILL DO

BRP’s obligations under this warranty are limited to, at its sole discretion, repairing parts found defective under normal use, maintenance and service, or replacing such parts with new genuine Ski-Doo parts

without charge for parts and labor , at any authorized BRP dealer during the warranty coverage period under the conditions described herein. No claim of breach of warranty shall be cause for cancellation or rescission of the sale of the snowmobile to the owner.

In the event that service is required outside of the country of original sale, the owner will bear responsibility for any additional charges due to local practices and conditions, such as, but not limited to, freight, insurance, taxes, license fees, import duties, and any and all other financial charges, including those levied by governments, states, territories and their respective agencies.

BRP reserves the right to improve or modify products from time to time without assuming any obligation to modify products previously manufactured.

TRANSFER

If the ownership of a product is transferred during the warranty coverage period, this limited warranty, subject to its terms and conditions, shall also be transferred and be valid for the remaining coverage period provided BRP or an authorized Ski-Doo Distributor/Dealer receives a proof that the former owner agreed to the transfer of ownership, in addition to the co-ordinates of the new owner.

CONSUMER ASSISTANCE

In the event of a controversy or a dispute in connection with this limited warranty, BRP suggests that you try to resolve the issue at the dealership level. We recommend discussing the issue with the authorized dealer's service manager or owner.

If the matter still remains unresolved, contact BRP by filling out the customer contact form at www.brp.com or contact BRP by mail at one of the addresses listed under the *CONTACT US* section of this guide.

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BRP INTERNATIONAL LIMITED WARRANTY: 2021 SKI-DOO® SNOWMOBILES

SCOPE OF THE LIMITED WARRANTY

Bombardier Recreational Products Inc. ("BRP")* warrants its 2021 Ski-Doo snowmobiles sold by distributors or dealers authorized by BRP to distribute SKI-Doo snowmobiles ("Ski-Doo Distributor/Dealer") outside of the fifty United States, Canada, members of the European Economic Area (which is comprised of the member states of the European Union plus the United Kingdom, Norway, Iceland and Liechtenstein) ("EEA"), members states of the Commonwealth of the Independent States (including Ukraine and Turkmenistan) ("CIS") and Turkey, from defects in material or workmanship for the period and under the conditions described below.

Non-factory installed parts and accessories are not covered under this limited warranty. Please refer to the applicable parts and accessories limited warranty text.

This limited warranty will become null and void if: (1) the snowmobile was used for racing or any other competitive activity, at any point, even by a previous owner; or (2) the snowmobile has been altered or modified in such a way so as to adversely affect its operation, performance or durability, or has been altered or modified to change its intended use.

LIMITATIONS OF LIABILITY

TO THE EXTENT PERMITTED BY LAW, THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. TO THE EXTENT THAT THEY CANNOT BE DISCLAIMED, THE IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS WARRANTY. INCIDENTAL AND CONSEQUENTIAL DAMAGES ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY. SOME JURISDICTIONS DO NOT ALLOW FOR THE DISCLAIMERS, LIMITATIONS AND EXCLUSIONS IDENTIFIED ABOVE, AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC RIGHTS, AND YOU MAY ALSO HAVE OTHER LEGAL RIGHTS WHICH MAY VARY FROM COUNTRY TO COUNTRY. (FOR PRODUCTS PURCHASED IN AUSTRALIA SEE CLAUSE 4 BELOW).

Neither the Ski-Doo Distributor/Dealer nor any other person has been authorized to make any affirmation, representation or warranty regarding the product, other than those contained in this limited warranty, and if made, shall not be enforceable against BRP.

BRP reserves the right to modify this warranty at any time, being understood that such modification will not alter the warranty conditions applicable to the products sold while this warranty is in effect.

EXCLUSIONS – ARE NOT WARRANTED

The following are not warranted under this limited warranty under any circumstances:

- Normal wear and tear;
- Routine maintenance items, tune ups, adjustments;
- Damage caused by negligence or failure to provide proper maintenance and/or storage, as described in the Operator's Guide;
- Damage resulting from removal of parts, improper repairs, service, maintenance, modifications or use of parts or accessories not manufactured or approved by BRP which in its reasonable judgement are either incompatible with the product or adversely affect its operation, performance and durability, or resulting from repairs done by a person that is not an authorized servicing Ski-Doo Distributor/Dealer;
- Damage caused by abuse, abnormal use, neglect, racing or operation of the product on surfaces other than snow, or operation of the product in a manner inconsistent with the recommended operation described in the Operator's Guide;
- Damage resulting from accident, submersion, fire, snow or water ingestion, theft, vandalism or any act of God;
- Operation with fuels, oils or lubricants which are not suitable for use with the product (see the Operator's Guide);
- Damage resulting from rust, corrosion or exposure to the elements;
- Incidental or consequential damages, or damages of any kind including without limitation towing, storage, transportation expenses, telephone, rental, taxi, inconvenience, insurance coverage, loan payments, loss of time, loss of income; or time missed for downtime experience due to service work.
- And damage resulting from studs installed on tracks if the installation does not conform to BRP's instructions.

WARRANTY COVERAGE PERIOD

This warranty will be in effect from (1) the date of delivery to the first retail consumer or (2) the date the product is first put into use, whichever occurs first and for a period of:

TWELVE (12) CONSECUTIVE MONTHS, for private or commercial use owners. However, the warranty coverage period on a snowmobile delivered between June 1st and December 1st of a given year will expire November 30th of the following year.

The repair or replacement of parts or the performance of service under this warranty does not extend the life of this warranty beyond its original expiration date.

Note that the duration and any other modalities of the warranty coverage are subject to the applicable national or local legislation in the customer's country.

FOR PRODUCTS SOLD IN AUSTRALIA ONLY

Nothing in these Warranty terms and conditions should be taken to exclude, restrict or modify the application of any condition, warranty, guarantee, right or remedy conferred or implied under the Competition and Consumer Act 2010 (Cth), including the Australian Consumer Law or any other law, where to do so would contravene that law, or cause any part of these terms and conditions to be void. The benefits given to you under this limited warranty are in addition to other rights and remedies that you have under Australian law.

Our goods come with guarantees that cannot be excluded under the Australian Consumer Law. You are entitled to a replacement or refund for a major failure and for compensation for any other reasonably foreseeable loss or damage. You are also entitled to have the goods repaired or replaced if the goods fail to be of acceptable quality and the failure does not amount to a major failure.

CONDITIONS TO HAVE WARRANTY COVERAGE

This warranty coverage is available **only** if each of the following conditions has been fulfilled:

- The 2021 Ski-Doo snowmobile must be purchased as new and unused by its first owner from a Ski-Doo Distributor/Dealer authorized to distribute Ski-Doo snowmobiles in the country in which the sale occurred;

- The BRP specified pre-delivery inspection process must be completed and documented;
- The product must have undergone proper registration by an authorized Ski-Doo Distributor/Dealer;
- The 2021 Ski-Doo snowmobile must be purchased in the country or union of countries in which the purchaser resides.
- Routine maintenance outlined in the Operator's Guide must be timely performed in order to maintain warranty coverage. BRP reserves the right to make warranty coverage contingent upon proof of proper maintenance.

BRP will not honour this limited warranty to any private use owner or commercial use owner if one of the preceding conditions has not been met. Such limitations are necessary in order to allow BRP to preserve both the safety of its products, and also that of its consumers and the general public.

WHAT TO DO TO OBTAIN WARRANTY COVERAGE

The customer must cease using the snowmobile upon the appearance of an anomaly. The customer must notify a servicing Ski-Doo Distributor/Dealer within two (2) days of the appearance of a defect, and provide it with reasonable access to the product and reasonable opportunity to repair it. The customer must also present to the authorized Ski-Doo Distributor/Dealer, proof of purchase of the product and must sign the repair/work order prior to starting the repair in order to validate the warranty repair. All parts replaced under this limited warranty become the property of BRP.

Note that the notification period is subject to the applicable national or local legislation in customer's country.

WHAT BRP WILL DO

To the extent permitted by law, BRP's obligations under this warranty are limited to, at its sole discretion, repairing parts found defective under normal use, maintenance and service, or replacing such parts with new genuine Ski-Doo parts without charge for parts and labour, at any authorized Ski-Doo Distributor/Dealer during the warranty coverage period under the conditions described herein. BRP's responsibility is limited to making the required repairs or replacements of parts. No claim of breach of warranty shall be cause

for cancellation or rescission of the sale of the snowmobile to the owner. You may have other legal rights which may vary from country to country.

In the event that service is required outside of the country of original sale, the owner will bear responsibility for any additional charges due to local practices and conditions, such as, but not limited to, freight, insurance, taxes, license fees, import duties, and any and all other financial charges, including those levied by governments, states, territories and their respective agencies.

BRP reserves the right to improve or modify products from time to time without assuming any obligation to modify products previously manufactured.

TRANSFER

If the ownership of a product is transferred during the warranty coverage period, this limited warranty, subject to its terms and conditions, shall also be transferred and be valid for the remaining coverage period provided BRP or an authorized Ski-Doo Distributor/Dealer receives a proof that the former owner agreed to the transfer of ownership, in addition to the co-ordinates of the new owner.

CONSUMER ASSISTANCE

In the event of a controversy or a dispute in connection with this limited warranty, BRP suggests that you try to resolve the issue at the Ski-Doo Distributor/Dealer level. We recommend discussing the issue with the authorized Ski-Doo Distributor/Dealer's service manager or owner.

If the matter still remains unresolved, contact BRP by filling out the customer contact form at www.brp.com or contact BRP by mail at one of the addresses listed under the *CONTACT US* section of this guide.

* For the territory covered by this limited warranty, products are distributed and serviced by Bombardier Recreational Products Inc. or its affiliates.

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BRP LIMITED WARRANTY FOR THE EUROPEAN ECONOMIC AND THE COMMONWEALTH OF THE INDEPENDENT STATES (CIS) AREAS AND TURKEY: 2021 SKI-DOO® SNOWMOBILES

SCOPE OF THE LIMITED WARRANTY

Bombardier Recreational Products Inc. ("BRP")* warrants its 2021 Ski-Doo snowmobiles sold by distributors or dealers authorized by BRP to distribute Ski-Doo snowmobiles ("Ski-Doo Distributor/Dealer") in member states of the European Economic Area (which is comprised of the member states of the European Union plus the United Kingdom, Norway, Iceland and Liechtenstein) ("EEA"), in member states of the Commonwealth of the Independent States (including Ukraine and Turkmenistan) ("CIS") and Turkey from defects in material or workmanship for the period and under the conditions described below.

Non-factory installed parts and accessories are not covered under this limited warranty. Please refer to the applicable parts and accessories limited warranty text.

This limited warranty will become null and void if: (1) the snowmobile was used for racing or any other competitive activity, at any point, even by a previous owner; or (2) the snowmobile has been altered or modified in such a way so as to adversely affect its operation, performance or durability, or has been altered or modified to change its intended use.

LIMITATIONS OF LIABILITY

TO THE EXTENT PERMITTED BY LAW, THIS WARRANTY IS EXPRESSLY GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, EXPRESSED OR IMPLIED, INCLUDING WITHOUT LIMITATION ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. TO THE EXTENT THAT THEY CANNOT BE DISCLAIMED, THE IMPLIED WARRANTIES ARE LIMITED IN DURATION TO THE LIFE OF THE EXPRESS WARRANTIES. INCIDENTAL AND CONSEQUENTIAL DAMAGES ARE EXCLUDED FROM COVERAGE UNDER THIS WARRANTY. SOME JURISDICTIONS DO NOT ALLOW FOR THE DISCLAIMERS, LIMITATIONS AND EXCLUSIONS IDENTIFIED ABOVE, AS A RESULT, THEY MAY NOT APPLY TO YOU. THIS WARRANTY GIVES YOU SPECIFIC RIGHTS, AND YOU MAY ALSO HAVE OTHER LEGAL RIGHTS WHICH MAY VARY FROM COUNTRY TO COUNTRY.

Neither the Ski-Doo Distributor/Dealer nor any other person has been authorized to make any affirmation, representation or warranty regarding the product, other than those contained in this limited warranty, and if made, shall not be enforceable against BRP.

BRP reserves the right to modify this warranty at any time, being understood that such modification will not alter the warranty conditions applicable to the products sold while this warranty is in effect.

EXCLUSIONS – ARE NOT WARRANTED

The following are not warranted under this limited warranty under any circumstances:

- Normal wear and tear;
- Routine maintenance items, tune ups, adjustments;
- Damage caused by negligence or failure to provide proper maintenance and/or storage, as described in the Operator's Guide;
- Damage resulting from removal of parts, improper repairs, service, maintenance, modifications or use of parts or accessories not manufactured or approved by BRP which in its reasonable judgement are either incompatible with the product or adversely affect its operation, performance and durability, or resulting from repairs done by a person that is not an authorized servicing Ski-Doo Distributor/Dealer;
- Damage caused by abuse, abnormal use, neglect, racing or operation of the product on surfaces other than snow, or operation of the product in a manner inconsistent with the recommended operation described in the Operator's Guide;
- Damage resulting from accident, submersion, fire, snow or water ingestion, theft, vandalism or any act of God;
- Operation with fuels, oils or lubricants which are not suitable for use with the product (see the Operator's Guide);
- Damage resulting from rust, corrosion or exposure to the elements;
- Incidental or consequential damages, or damages of any kind including without limitation towing, transportation expenses, storage, telephone, rental, taxi, inconvenience, insurance coverage, loan payments, loss of time, loss of income or time missed for downtime experience due to service work;
- and damage resulting from studs installed on tracks if the installation does not conform to BRP's instructions.

WARRANTY COVERAGE PERIOD

This warranty will be in effect from (1) the date of delivery to the first retail consumer or (2) the date the product is first put into use, whichever occurs first and for a period of:

TWENTY-FOUR (24) CONSECUTIVE MONTHS, for private use owners and TWELVE (12) CONSECUTIVE MONTHS for commercial use owners. However, the warranty coverage period on a snowmobile delivered between June 1st and December 1st of a given year will expire November 30th of the applicable year. A snowmobile is used commercially when it is used in connection with generating income or any work or employment during any part of the warranty period. A snowmobile is also used commercially when, at any point during the warranty period, it has commercial tags or is licensed for commercial use.

The repair or replacement of parts or the performance of service under this warranty does not extend the life of this warranty beyond its original expiration date.

Note that the duration and any other modalities of the warranty coverage are subject to the applicable national or local legislation in the customer's country.

CONDITIONS TO HAVE WARRANTY COVERAGE

This warranty coverage is available **only** if each of the following conditions has been fulfilled:

- The 2021 Ski-Doo snowmobile must be purchased as new and unused by its first owner from a Ski-Doo Distributor/Dealer authorized to distribute Ski-Doo products in the country in which the sale occurred;
- The BRP specified pre-delivery inspection process must be completed and documented;
- The product must have undergone proper registration by an authorized Ski-Doo Distributor/Dealer;
- The 2021 Ski-Doo snowmobile must be purchased within the EEA by an EEA resident, in the CIS for residents of the countries comprised in such area and in Turkey for residents of Turkey; and
- Routine maintenance outlined in the Operator's Guide must be timely performed in order to maintain warranty coverage. BRP reserves the right to make warranty coverage contingent upon proof of proper maintenance.

BRP will not honour this limited warranty to any private use owner or commercial use owner if one of the preceding conditions has not been met. Such limitations are necessary in order to allow BRP to preserve both the safety of its products, and also that of its consumers and the general public.

WHAT TO DO TO OBTAIN WARRANTY COVERAGE

The customer must cease using the snowmobile upon the appearance of an anomaly. The customer must notify a servicing Ski-Doo Distributor/Dealer within two (2) months of the appearance of a defect, and provide it with reasonable access to the product and reasonable opportunity to repair it. The customer must also present to the authorized Ski-Doo Distributor/Dealer, proof of purchase of the product and must sign the repair/work order prior to starting the repair in order to validate the warranty repair. All parts replaced under this limited warranty become the property of BRP.

Note that the notification period is subject to the applicable national or local legislation in customer's country.

WHAT BRP WILL DO

To the extent permitted by law, BRP's obligations under this warranty are limited to, at its sole discretion, repairing parts found defective under normal use, maintenance and service, or replacing such parts with new genuine Ski-Doo parts without charge for parts and labour, at any authorized Ski-Doo Distributor/Dealer during the warranty coverage period under the conditions described herein. BRP's responsibility is limited to making the required repairs or replacements of parts. No claim of breach of warranty shall be cause for cancellation or rescission of the sale of the snowmobile to the owner. You may have other legal rights which may vary from country to country.

In the event that service is required outside of the EEA, CIS or Turkey, the owner will bear responsibility for any additional charges due to local practices and conditions, such as, but not limited to, freight, insurance, taxes, license fees, import duties, and any and all other financial charges, including those levied by governments, states, territories and their respective agencies.

BRP reserves the right to improve or modify products from time to time without assuming any obligation to modify products previously manufactured.

TRANSFER

If the ownership of a product is transferred during the warranty coverage period, this limited warranty, subject to its terms and conditions, shall also be transferred and be valid for the remaining coverage period provided BRP or an authorized Ski-Doo Distributor/Dealer receives a proof that the former owner agreed to the transfer of ownership, in addition to the co-ordinates of the new owner.

CONSUMER ASSISTANCE

In the event of a controversy or a dispute in connection with this limited warranty, BRP suggests that you try to resolve the issue at the Ski-Doo Distributor/Dealer level. We recommend discussing the issue with the authorized Ski-Doo Distributor/Dealer's service manager or owner.

If the matter still remains unresolved, contact BRP by filling out the customer contact form at www.brp.com or contact BRP by mail at one of the addresses listed under the *CONTACT US* section of this guide.

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ADDITIONAL TERMS AND CONDITIONS FOR FRANCE ONLY

The following terms and conditions are applicable to products sold in France only:

The seller shall deliver goods that are complying with the contract and shall be responsible for defects existing upon delivery. The seller shall also be responsible for defects resulting from packaging, assembling instructions or the installation when it is its responsibility per the contract or if accomplished under its responsibility. To be compliant with the contract, the good shall:

1. Be fit for normal use for goods similar thereto and, if applicable:
 - Correspond to the description provided by the seller and have the qualities presented to the buyer though sample or model;
 - Have the qualities that a buyer may legitimately expect considering the public declarations of the seller, the manufacturer of its representative, including in advertising or labeling; or
2. Have the characteristics mutually agreed upon as between the parties or be fit for the specific use intended by the buyer and brought to the attention of the seller and which accepted

The action for failure to comply is prescribed after two years after delivery of the goods. The seller is responsible for the warranty for hidden defects of the good sold if such hidden defects are rendering the good unfit for the intended use, or if they diminish its use in such a way that the buyer would not have acquired the good or would have given a lesser price, had he known. The action for such hidden defects shall be taken by the buyer within 2 years of the discovery of the defect.

MAINTENANCE RECORDS

Send photocopy of maintenance record to BRP if needed.

PREDELIVERY	
Serial number: _____ Mileage / km: _____ Hours: _____ Date: _____ Dealer no: _____ Notes: _____	Signature/Print: _____
Refer to vehicle Pre-Delivery Bulletin for detailed installation procedures	

FIRST INSPECTION	
Mileage / km: _____ Hours: _____ Date: _____ Dealer no: _____ Notes: _____	Signature/Print: _____
For maintenance schedule refer to Maintenance Information section of this operator's guide	

SERVICE

Mileage /
km:

Hours:

Date:

Dealer
no:

Notes:

Signature/Print:

For maintenance schedule refer to Maintenance Information
section of this operator's guide

SERVICE

Mileage /
km:

Hours:

Date:

Dealer
no:

Notes:

Signature/Print:

For maintenance schedule refer to Maintenance Information
section of this operator's guide

SERVICE

Mileage /
km:

Hours:

Date:

Dealer
no:

Notes:

Signature/Print:

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Mileage /
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Hours:

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section of this operator's guide

SERVICE

Mileage /
km:

Hours:

Date:

Dealer
no:

Notes:

Signature/Print:

For maintenance schedule refer to Maintenance Information
section of this operator's guide

SERVICE

Mileage /
km:

Hours:

Date:

Dealer
no:

Notes:

Signature/Print:

For maintenance schedule refer to Maintenance Information
section of this operator's guide

CUSTOMER INFORMATION

PRIVACY INFORMATION

BRP wishes to inform you that your coordinates will be used for safety and warranty related purposes. Furthermore, BRP and its affiliates may use its customer list to distribute marketing and promotional information about BRP and related products.

To exercise your right to consult or correct your data, or to be removed from the addressee-list for direct marketing, please contact BRP.

By E-mail: privacyofficer@brp.com

By mail: BRP
Senior Legal Counsel-Privacy Officer
726 St-Joseph
Valcourt QC
Canada
J0E 2L0

CONTACT US

www.brp.com

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Grand Gateway 3 Hong Qiao
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2-16-1 Konan, Minatoku-ku,
Tokyo 108-0075
Japan

Europe

Skaldenstraat 125
B-9042 Gent
Belgium

Itterpark 11
D-40724 Hilden
Germany

ARTEPARC Bâtiment B
Route de la côte d'Azur, Le Canet
13590 Meyreuil
France

Ingvald Ystgaardsvei 15
N-7484 Trondheim
Norway

Isoaavantie 7
PL 8040
96101 Rovaniemi

Spinnvägen 15
903 61 Umeå
Sweden

Avenue d'Ouchy 4-6
1006 Lausanne
Switzerland

North America

565 de la Montagne Street
Valcourt (Québec) J0E 2L0
Canada

Sa De Cv, Av. Ferrocarril 202
Parque Ind. Querétaro, Lote2-B
76220
Santa Rosa Jáuregui, Oro., Mexico

Sturtevant, Wisconsin, U.S.A.
10101 Science Drive
Sturtevant, Wisconsin
53177
U.S.A.

Oceania

6 Lord Street
Lakes Business Park
Botany, NSW 2019
Australia

3B Echelon Place, East Tamaki,
Auckland 2013,
New Zealand

South America

Rua James Clerck Maxwell, 230
TechnoPark Campinas SP 13069-380 Brazil

CHANGE OF ADDRESS/OWNERSHIP

If your address has changed or if you are the new owner of the Snowmobile, be sure to notify BRP by either:

- Notifying an authorized Ski-Doo dealer.
- **North America Only:** calling at 1 888 272-9222.
- Mailing one of the change of address cards on the following pages at one of the BRP addresses indicated in the *CONTACT US* section of this guide.

In case of change of ownership, please join a proof that the former owner agreed to the transfer.

Notifying BRP, even after the expiration of the limited warranty, is very important as it enables BRP to reach the Snowmobile owner if necessary, like when safety recalls are initiated. It is the owner's responsibility to notify BRP.

STOLEN UNITS: If your personal Snowmobile is stolen, you should notify BRP or an authorized Ski-Doo dealer. We will ask you to provide your name, address, phone number, the vehicle identification number and the date it was stolen.

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CHANGE OF OWNERSHIP



CHANGE OF ADDRESS

VEHICLE IDENTIFICATION NUMBER

Grid for Vehicle Identification Number (V.I.N.)

Vehicle Identification Number (V.I.N.)

OLD ADDRESS OR PREVIOUS OWNER:

NAME

NO.

STREET

APT

CITY

STATE/PROVINCE

ZIP/POSTAL CODE

COUNTRY

TELEPHONE

NEW ADDRESS OR NEW OWNER:

NAME

NO.

STREET

APT

CITY

STATE/PROVINCE

ZIP/POSTAL CODE

COUNTRY

TELEPHONE

E-MAIL ADDRESS

CHANGEADD-SKI

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WARNING

THIS OPERATOR'S GUIDE IS WRITTEN USING A GENERIC FORM AND FOR A GENERAL USE OF THE SNOWMOBILE. THE **MXZ X 600 RS** RACE MODEL IS DESIGNED EXCLUSIVELY FOR COMPETITION AND IS EXEMPT FROM EMISSION STANDARDS AND RELATED REQUIREMENTS UNDER THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY 40 CFR 1051.620 AND ENVIRONMENT CANADA SOR/2011-10 5.(4).

THIS VEHICLE IS ALSO EXCLUDED FROM THE SCOPE OF REGULATION (EU) 2016/1628 PER ITS ARTICLE 2, PARAGRAPH 2. (K).

THIS VEHICLE INCLUDING THE ENGINE IS CLASSIFIED AS A COMPETITION SNOWMOBILE AND SHOULD NEVER BE USED ON A PUBLIC TRAILS. VIOLATION OF THIS EXEMPTION REGULATION IS SUBJECT TO PENALTIES UP TO \$44,539 US PER OCCURRENCE. THE CITED POSSIBLE PENALTIES ARE SUBJECT TO REVISION AT ANY TIME BY THE EPA

BEFORE YOU OPERATE THIS VEHICLE, READ THIS OPERATOR'S GUIDE, ALL ON-PRODUCT SAFETY LABELS AND WATCH THE SAFETY VIDEO



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OPERATOR'S GUIDE MXZ X 600 RS / ENGLISH
GUIDE DU CONDUCTEUR MXZ X 600 RS / ANGLAIS

FAIT AU / MADE IN CANADA

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