



ski-doo®

élan.

OLYMPIQUE*

TNT.

everest.

'76 OPERATOR MANUAL



*Trade Mark of Bombardier Limited



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FOREWORD

Within the North American Continent, there exists a very special breed of people.....people who enjoy ice and snow, and the unexcelled trails that lead to virtually every corner of the snowbelt. They enjoy too, the comfort of warm clothing, the friendliness of companions, and the recreational vehicle that made it all possible.....the Ski-Doo snowmobile.

We, like millions of North American families, have never forgotten our pioneer heritage, or our love of nature and the great outdoors, consequently, we have designed and engineered all our models with safety, comfort and quietness foremost in our minds. We do respect your desires, and that of others.

This manual was prepared to acquaint the owner/operator of a new 1976 snowmobile with the various vehicle controls, owner-related maintenance, and safe operating instructions.

This is accomplished via two manuals; 'The Snowmobile Safety Handbook' and the 'Operator Manual'. Both are inseparable toward proper use of the product, and should be kept with the vehicle at all times.

Each manual emphasizes particular information denoted by the wording and symbols;

◆ **WARNING:** Identifying an instruction which, if not followed, could cause personal injury.

▼ **CAUTION:** Denotes an instruction which, if not followed, could severely damage vehicle components.

○ **NOTE:** Indicates supplementary information needed to fully complete an instruction.

Although the mere reading of such information does not eliminate the hazard, your understanding of the information will promote its correct use.

Ride safe and have fun.

MICHEL CLOUTIER,



General Manager
Recreational Product Group

SAFETY IN MAINTENANCE

Observe the following precautions:

- Throttle mechanism should be checked for free movement before starting engine.
- Engine should be running only when pulley guard is secured in place.
- Never run engine without drive belt installed. Running an unloaded engine can prove to be dangerous.
- Never run the engine at high R.P.M. when the track of the vehicle is raised off the ground.
- It can be dangerous to run engine with the cab open.
- Gasoline is flammable and explosive under certain conditions. Always perform procedures in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. If gasoline fumes are noticed while driving, the cause should be determined and corrected without delay.
- Your snowmobile is not designed to be operated on public streets, road or highways. In most States and Provinces, it is considered and illegal operation.
- Maintain your vehicle in top mechanical condition at all times.
- Your snowmobile is not designed to be driven or operated on black top, bare earth, or other abrasive surfaces. Abnormal and excessive wear of critical parts is inevitable.
- Only perform such procedures as detailed in this manual. Unless otherwise specified, engine should be turned OFF for all lubrication and maintenance procedures.

Please read and understand all other warnings contained elsewhere in this manual.

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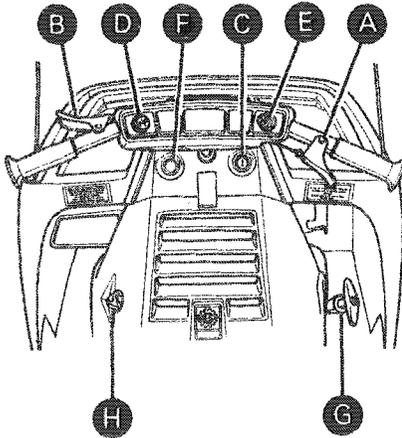
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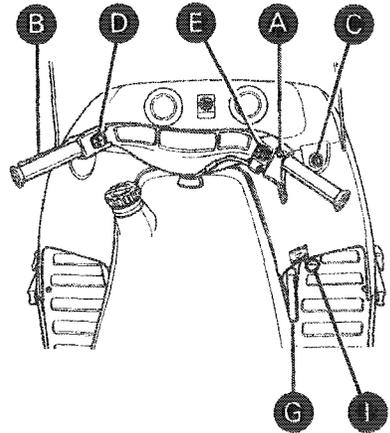
BOMBARDIER	ELITE
SKI-DOO	EVEREST
ALPINE	MIRAGE
BLIZZARD	NORDIC
CARRY-BOOSE	OLYMPIQUE
ELAN	SKI-BOOSE
	T'NT

CONTROLS / INSTRUMENTS

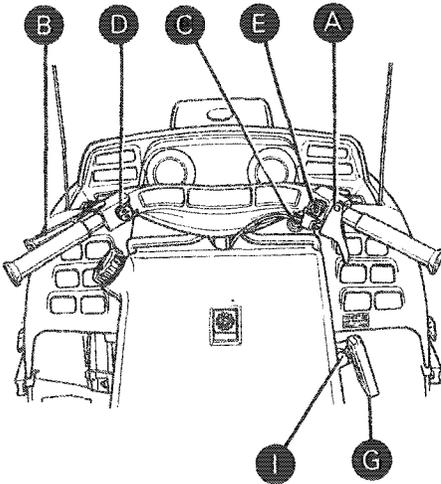
ELAN



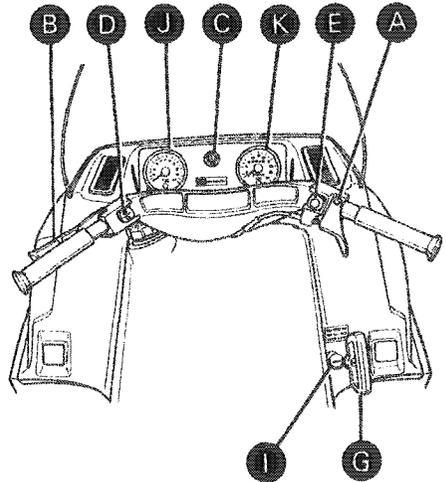
OLYMPIQUE



T'NT



T'NT EVEREST



- A) Throttle Control Lever
- B) Brake Control Lever
- C) Ignition / Light Switch
- D) Headlamp Dimmer Switch
- E) Emergency Cut-Out Switch
- F) Decompressor (Single Cylinder Engine Only)

- G) Manual Starter Handle
- H) Choke
- I) Primer
- J) Tachometer
- K) Speedometer

A) Throttle Control Lever

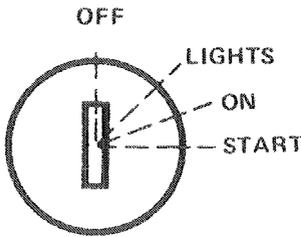
Located on right side of handlebar. When compressed, it controls the **engine speed** and the **engagement of the transmission**. When released, engine speed returns automatically to idle.

B) Brake Control Lever

Located on the left side of handlebar. When compressed, the brake is applied. When released, it automatically returns to its original position. Braking effect is proportionate to the pressure applied on the lever.

C) Ignition / Light Switch

ELAN (single cylinder engine)



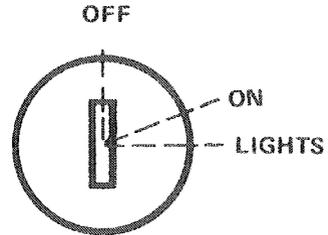
Key operated, 4 position switch. To start engine, turn key to ON position. On electric start vehicle, turn key to START position and allow it to return to ON position immediately engine has started.

To stop engine, turn key counter-clockwise to OFF position. To illuminate both headlamp and taillight, turn key to LIGHTS position. (Manual start engine must be running).

OLYMPIQUE, TNT and EVEREST (Electric Start Models)

Key operated, 4 position switch. To start engine, turn key fully clockwise to START position and hold. Return key to ON position **immediately** engine has started. To illuminate both headlamp and taillight, turn key to LIGHTS position.

ELAN (Twin Cylinder Model), OLYMPIQUE, TNT and EVEREST (Manual Start Models)



Key operated, 3 position switch. To start engine, first turn key clockwise to ON position. To stop engine, turn key counter-clockwise to OFF position. Turning key fully clockwise, with engine running, illuminates both headlamp and taillight.

D) Headlamp Dimmer Switch

The dimmer switch, located on left side of handlebar, allows correct selection of headlamp beam. To obtain high or low beam simply depress switch.

E) Emergency Cut-Out Switch

A push button switch located on right side of handlebar. To stop the engine in an emergency, press button down into **lower** position.

Before re-starting engine always depress button into released **upper** position. The driver of this vehicle should familiarize himself with the function of this device by using it several times on first outing. Thereby being mentally prepared for emergency situations requiring its use.

◆ **WARNING:** If the button has been used in an emergency situation the source of malfunction should be determined and corrected before restarting engine.

F) Decompressor (Single Cylinder Engine Only, Elan Model)

Two position (OFF / ON), push-pull knob. To engage, pull decompressor knob fully out.

 **CAUTION:** The decompressor provides easier starting by reducing engine compression. However, leaving decompressor engaged while running will damage your engine. Always disengage after engine has started.

G) Rewind Starter Handle

Auto rewind type located on right hand side of vehicle. To engage mechanism, pull handle.

H) Choke (Elan Models Only)

Two position (OFF / ON) dial knob located on lower side of console. To engage choke, turn dial clockwise to ON position. To disengage, turn to OFF position. The choke should always be used for easier cold engine starts. After engine is warm however, it is not necessary to use choke when starting.

I) Primer

A push-pull button located alongside manual starter handle. Pull and push button (2-3 times) to activate primer. The primer should always be used for cold engine starts. After engine is warm however, it is not necessary to use primer when starting.

J) Tachometer

The tachometer registers the impulses of magneto. Direct-reading dial indicates, in thousands, the number of revolutions per minute (RPM) of the engine.

K) Speedometer

The speedometer is linked directly to drive axle. Direct-reading dial indicates the speed of the vehicle in miles per hour (MPH). Odometer records the to-

tal number of miles travelled. A trip-odometer is standard equipment. To reset, turn knob counter-clockwise.

Cab Opening

For Elan models; unlock latches on both sides where cab meets frame. For Olympique and T'NT models; push down on cab and turn cab handles toward front of vehicle. On Everest models; lift both handles to disengage latches.



NOTE: Always lift cab gently up until stopped by restraining device.



WARNING: It is dangerous to run engine with cab open. Personal injury could result.

Tool Box

Located under the cab. To gain access, tilt cab. Ideal location for spare plugs, belt, rope, etc.

Tips

Emergency items should be wrapped in foam or similar material. This will prevent possible breakage while traveling over rough or bumpy terrain.

Fuel Gauge

On all models except Elan models, unscrew fuel tank cap and withdraw dipstick to check fuel level. On Elan models, the tank is translucent and fuel level can be checked by opening cab and glancing at tank.



WARNING: Never use a lite match or open flame to check fuel level.

BREAK-IN PERIOD

With Ski-Doo snowmobile engines, a break-in period is required before running the vehicle at full throttle. Manufacturers' recommendation for the Bombardier-Rotax engine is 10 to 15 operating hours. During this period, a richer mixture is needed (i.e. 40 parts of gas for 1 part of 50 / 1 Ski-Doo oil). Maximum throttle should not exceed 3 / 4, however, brief full acceleration and speed variations contribute to a good break-in. Continued wide open throttle accelerations, prolonged cruising speeds, and lugging are detrimental during the break-in period.

Inspection

After the break-in period, each Ski-Doo snowmobile must have an inspection check. This inspection is at the expense of the vehicle owner.

FUEL MIXING

Oil must be added to the gasoline in pre-measured amounts then both oil and gasoline should be thoroughly mixed together before fueling the tank.

Recommended Gasoline

Refer to the following chart to select the correct gasoline grade

ELAN 250 (Single)	Regular
ELAN 250 (Deluxe)	Premium
OLYMPIQUE 300 (Mono)	Regular
OLYMPIQUE 300, 300E	Regular or Premium
OLYMPIQUE 340, 340E	Premium
OLYMPIQUE 440	Regular
T'NT 340, 340E	Premium
T'NT EVEREST 440, 440E	Premium

 **CAUTION:** Never experiment with different fuel or fuel ratios. Never use low lead or non leaded gasoline, naphta, methanol or similar products.

Recommended Oil

Use concentrated Ski-Doo oil available from your dealer. This type of oil has specially formulated oil bases to meet the lubrication requirements of the Bombardier-Rotax engine.

 **CAUTION:** Never use outboard or straight mineral oils.

Fuel Mixture Ratio

The importance of using the correct fuel mixture cannot be overstressed. An incorrect fuel ratio results in serious engine damage. Recommended fuel ratio is 50 / 1.

5 gallons recommended gasoline plus 1 can of 50 / 1 concentrated Ski-Doo oil = correct fuel mixture.

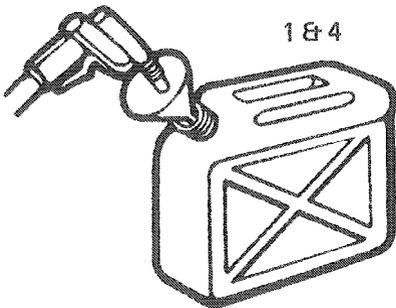
 **NOTE:** To facilitate fuel mixing, oil should be kept at room temperature.

Fuel Mixing Procedure

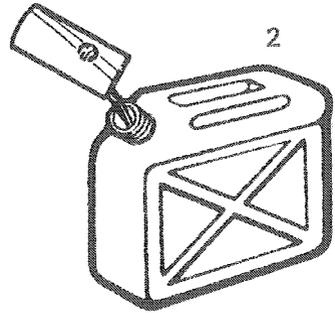
To mix the gasoline and oil always use a separate clean container. Never mix directly in your snowmobile tank. For best results, acquire two containers, either plastic or metal. Draw from one until empty then use the second one.

◆ **WARNING:** Gasoline is flammable and explosive under certain conditions. Always perform procedures in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity. If gasoline fumes are noticed while driving, the cause should be determined and corrected without delay. Never add fuel while engine is running. Avoid skin contact with fuel at below freezing temperatures.

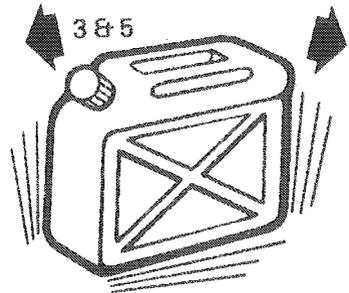
1. Pour approximately one gallon of gasoline into a clean container.



2. Add the full amount of concentrated Ski-Doo oil.



3. Replace container cap and shake the container thoroughly.



4. Add the remainder of the gasoline.
5. Once again thoroughly agitate the container. Then using a funnel with a fine mesh screen to prevent the entry of water and foreign particles, transfer mixture from container into the snowmobile tank.

○ **NOTE:** When using pre-mixed fuel, always shake the container thoroughly as the oil has a tendency to settle.

◆ **WARNING:** Never 'top up' gas tank before placing vehicle in a warm area. At certain temperatures, gasoline will expand and overflow.

PRE-START CHECK

Track and Skis (Daily Before First Run)

Under certain climatic conditions, the track and skis of a snowmobile left outdoors overnight may freeze to the ground or snow surface. Always make sure that the track and skis are free before attempting to start the vehicle. (This procedure will eliminate unnecessary drive belt wear).

Steering Operation

Check operation of steering mechanism by moving skis by hand from side to side. If roughness or binding is felt, check for ice or snow that may be blocking the mechanism.

Throttle and Brake

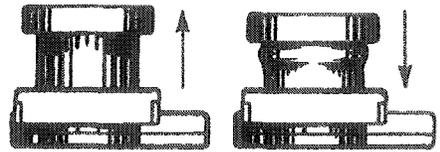
Depress and release control levers several times to check that they operate easily and smoothly. The throttle lever should return to the idle position when released. The brake should fully apply before the brake control lever touches the handlebar grip. If the control levers do not operate freely do not start your vehicle, see your dealer.

◆ **WARNING:** Throttle and brake mechanisms should be checked for free movement before starting engine. Once all components are checked and functioning properly, you can start your Ski-Doo snowmobile.

STARTING PROCEDURE

Upper position before starting engine.

Lower position to stop engine.



Electric Starting

1. Insert key in ignition switch.
2. Test throttle control lever. Activate primer (2 to 3 times) or engage choke.
3. Make sure the emergency cut-out button is in the released upper position.
4. Turn ignition key clockwise until starter engages. If engine does not start on first try, key must be turned fully back to OFF each time.

◆ **WARNING:** Do not apply throttle while starting.

5. Release key immediately engine has started. If applicable, disengage choke.

▼ **CAUTION:** Never operate your snowmobile with the battery removed or disconnected.

6. Check operation of the emergency cut-out switch then restart engine.

◆ **WARNING:** If engine does not cut-out, do not operate the vehicle, see your dealer.

7. Allow the engine to warm before operating at full throttle.

Manual Starting

1. Insert key in ignition and turn to ON position.
2. Test throttle control lever. On single cylinder model, pull decompressor knob fully out.
3. Engage choke or activate primer (2 to 3 times). Primer or choke are not necessary when engine is warm.
4. Make sure the emergency cut-out button is in the released upper position.
5. Grasp manual starter handle firmly and pull slowly until a resistance is felt then pull vigorously. Slowly release rewind starter handle.

◆ **WARNING:** Do not apply throttle while starting.

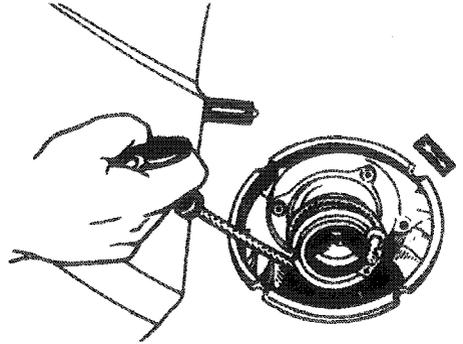
6. If applicable, disengage choke. On Elan single cylinder or model, push in decompressor.
7. Check operation of the emergency cut-out switch then re-start engine.

◆ **WARNING:** If engine does not cut-out, do not operate the vehicle, see your dealer.

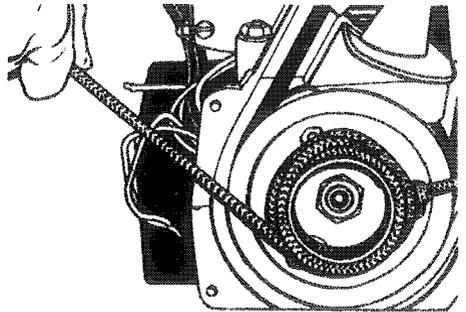
8. Allow the engine to warm before operating at full throttle.

Emergency Starting

Should the rewind starter rope fray and break, remove starter unit using tool supplied with the vehicle. Transfer rope handle to your emergency rope. Make a knot at the end of emergency starter rope and wind rope around rewind starting pulley. Pull vigorously as per usual manual starting.



Single Cylinder



Twin Cylinder

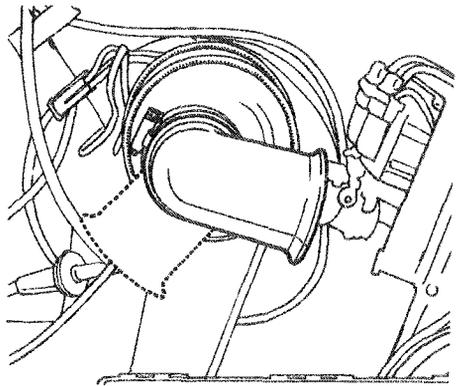
Driving Tips

Slide Suspension

During normal driving, snow will act as a lubricant and coolant for the slider shoes. Extensive riding on ice or sanded snow, (not to mention dirt, asphalt, etc. never recommended) will create excessive heat build-up and cause premature slider shoe wear.

Air Intake Silencer (All Except Elan Models)

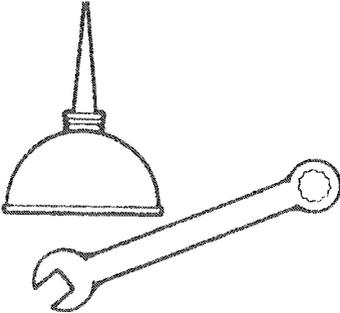
If vehicle is operated in powder snow, the neck of the air intake silencer must be turned down to prevent snow entry. Reposition the neck horizontal when snow conditions are normal.



▼ **CAUTION:** Never operate your snowmobile with the air intake silencer disconnected. Serious engine damage will occur if this notice is disregarded.

LUBRICATION

Frequency



Routine maintenance is necessary for all mechanized products, and the snowmobile is no exception. A weekly vehicle inspection contributes to the life span of the snowmobile as well as retain safe and trouble-free operation.

It is recommended that the steering system and suspension, be lubricated monthly or every 40 hours of operation. If the vehicle is operated in wet snow or in severe conditions these items should be lubricated more frequently.

◆ **WARNING:** Only perform such procedures as detailed in this manual. Unless otherwise specified, engine should be turned OFF for all lubrication and maintenance procedures.

Console Removal

For any procedure that may require removal of console, proceed as follows:

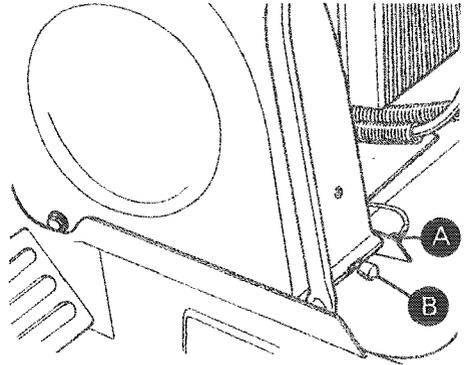
1. Unlock latch where console and dashpanel meet.
2. Push the console downward then tilt away from engine. To reinstall, reverse procedure.

Pulley Guard Removal

◆ **WARNING:** Engine should be running only when pulley guard is secured in place.

Elan Models

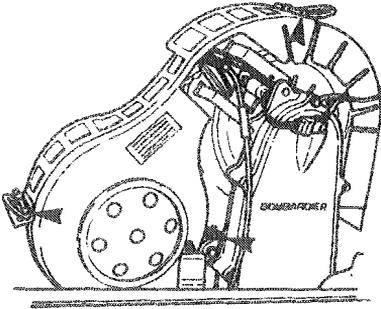
1. Tilt cab and remove console.
2. Pull out retaining clip (A) and pull on spring (B) to disengage pin from bracket.



3. Push pulley guard forward to disengage front attachment (C) from frame. Lift guard from vehicle.

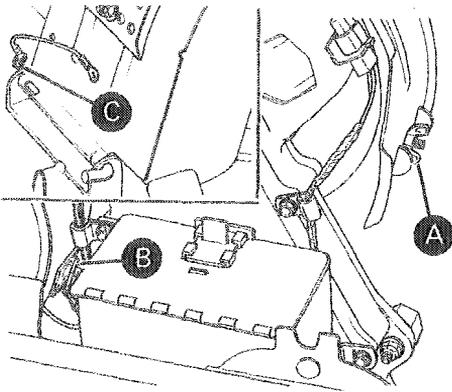
Olympique Models

Detach air duct from engine and pull it from muffler compartment wall. Unlock pulley guard from attaching points and remove from vehicle.



TNT and Everest Models

1. Tilt cab, unscrew wing nut (A) and pull out retaining clips (B & C).

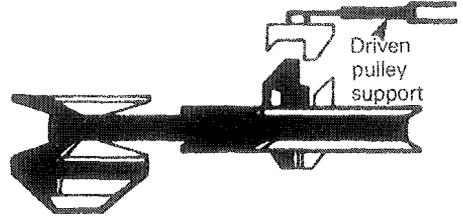


2. Disengage guard from rear and middle brackets then disengage pin from front bracket. Remove complete assembly.

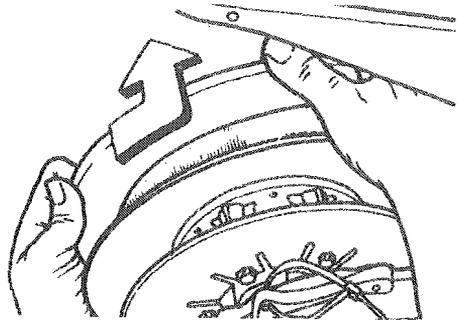
Drive Belt Removal

◆ **WARNING:** Never start or run engine without drive belt installed. Running a unloaded engine is dangerous.

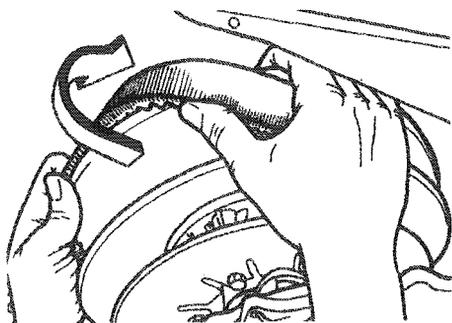
1. Tilt cab and remove pulley guard. If applicable, unlock and raise driven pulley support.



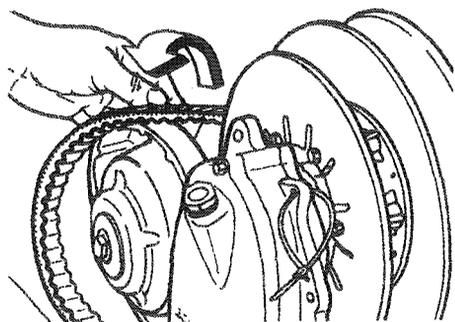
2. Open the driven pulley by twisting and pushing the sliding half. Hold in fully open position.



- Slip slackened belt over the top edge of the sliding half.

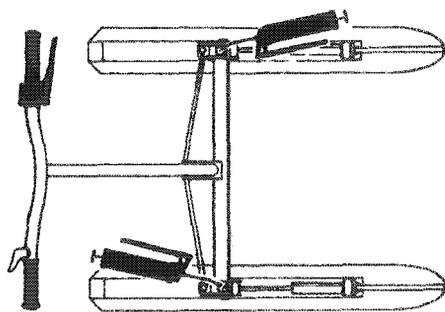


- Slip the belt out from the drive pulley and remove completely from vehicle. To install drive belt, reverse procedure.



Steering Mechanism

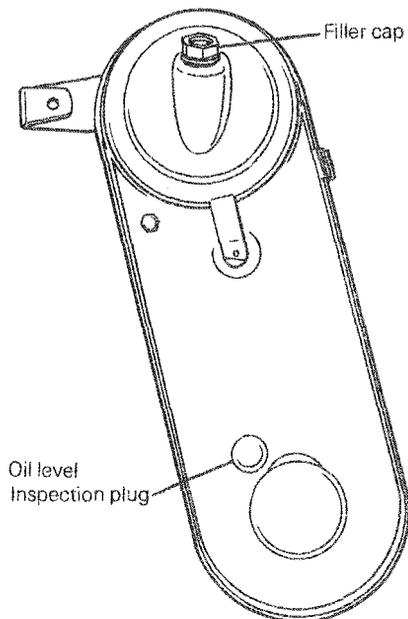
Lubricate ski legs at grease fittings until new grease appears at joints. Oil spring coupler bolts.



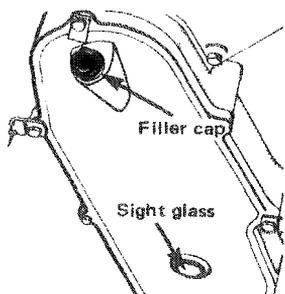
CAUTION: Do not lubricate throttle and/or brake cable housings.

Chaincase Oil Level

If applicable, remove tool box then check oil level. On Elan models; remove oil level inspection plug from chaincase and check if oil is visible at bottom lip of hole. Replenish as necessary.



On Olympique, T'NT and Everest models; check oil level through sightglass of chaincase. Level should not be below the sight glass line. Replenish as necessary.

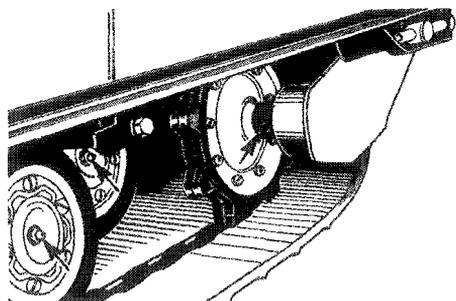


On all models; to replenish oil, remove filler cap, using spark plug socket.

○ **NOTE:** The chaincase oil capacity is approximately 9 oz.

Bogie Wheel Suspension

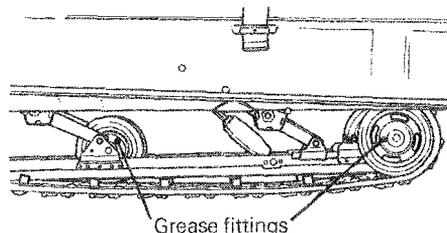
Lubricate the suspension bogie wheels using low temperature grease. Pump through the grease fitting at center of each wheel until new grease appears at the joint of inner side of shaft. Lubricate the rear axle with low-temperature grease. Pump through the rear axle fittings.



▼ **CAUTION:** Always use a low pressure grease gun when lubricating rear axle.

Slide Suspension

Using a low pressure grease gun, lubricate the five (5) idler wheels, four (4) on Olympique models, with low temperature grease. Pump 3 to 4 times through the grease fitting located on each cap of idler wheel. Wipe off excess.



Drive Pulley

On Elan and Olympique 300 mono cylinder models, the drive pulley requires lubrication bi-monthly or every 20 hrs. of operation. All other models, covered in this manual do not require lubrication.

The lubrication of the drive pulley should be performed only by an authorized Ski-Doo dealer.

IMPORTANT: Drive pulleys are factory sealed, breaking of the seal by unauthorized personnel will void vehicle warranty.

MAINTENANCE

The following Maintenance Chart indicates regular servicing schedules to be performed by you or your servicing dealer. If these services are performed as suggested, your snowmobile will give you many years of low-cost use.

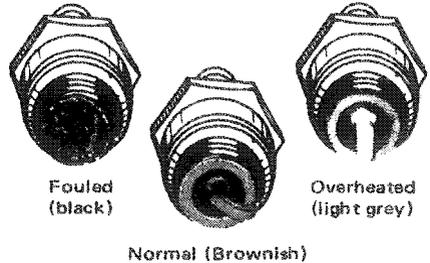
◆ **WARNING:** Only perform such procedures as detailed in this manual. Unless otherwise specified, engine should be turned OFF for all lubrication and maintenance procedures.

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(W1) Spark Plug

1. Disconnect spark plug wires and remove spark plugs.
2. Check condition of plugs.
 - A brownish tip reflects ideal conditions. (Correct carburetor adjustment, spark plug heat range; etc.)
 - A black insulator tip indicates fouling caused by; carburetor idle speed mixture and / or high speed mixture too rich, incorrect fuel mixture ratio, wrong type of spark plug (heat range), or excessive idling.
 - A light grey insulator tip indicates a lean mixture caused by: carburetor high speed mixture adjusted too

lean, wrong spark plug heat range, incorrect fuel mixture ratio, or a leaking seal or gasket.

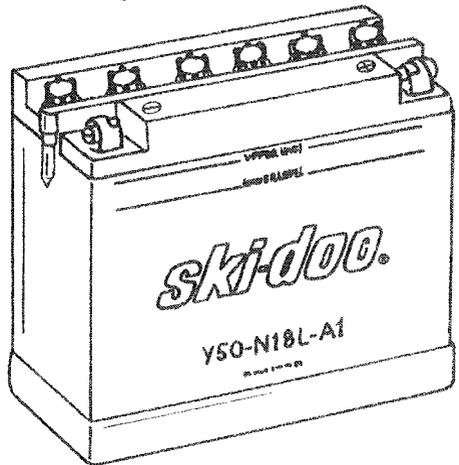


▼ **CAUTION:** If spark plug condition is not ideal, contact your authorized Ski-Doo dealer.

3. Reinstall plugs and connect wires.

(W2) Battery

Check electrolyte level. Electrolyte level must be at upper level line on battery casing.



If necessary add distilled water. Battery connections must also be free of corrosion. If cleaning is necessary remove corrosion using a stiff brush then clean with a solution of baking soda and water. Rinse and dry well.

▼ **CAUTION:** Do not allow cleaning solution to enter battery. It will destroy the chemical properties of the electrolyte.

After reconnecting battery coat battery terminals and connectors with petroleum jelly to prevent corrosion. Check that battery is well secured and that battery overflow tube is not blocked or kinked.

◆ **WARNING:** Overflow tube must be free and open. A kinked or bent tube will restrict ventilation and create gas accumulation that could result in an explosion. Avoid skin contact with electrolyte.

(W3) Suspension

Visually inspect suspension springs. Replace any weak or broken spring. If vehicle is equipped with a slide suspension, inspect shoe condition and replace as necessary.

(W4) Track

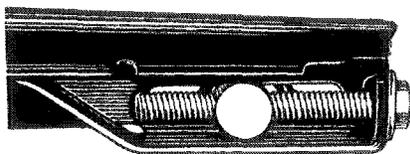
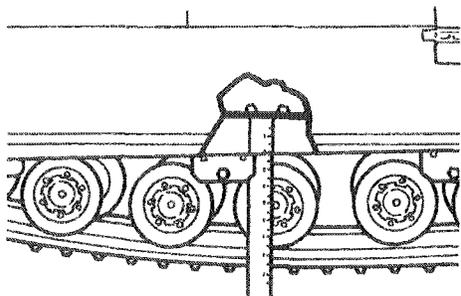
With rear of vehicle off the ground, rotate track and inspect condition. Check for bad cuts, missing inserts or track guides. If bad cuts, missing or defective inserts or guides are noted, contact your dealer.

(W5) Track Tension and Alignment Bogie wheel suspension

Lift the rear of vehicle and support it off the ground. Using a rule, check the track tension from the middle set of bogie wheels. The track tension distance between top inside edge of track and the bottom of the footboard) should be:

Elan $1\frac{3}{8} \pm \frac{1}{8}$ "

Olympique $2\frac{1}{4} \pm \frac{1}{8}$ "



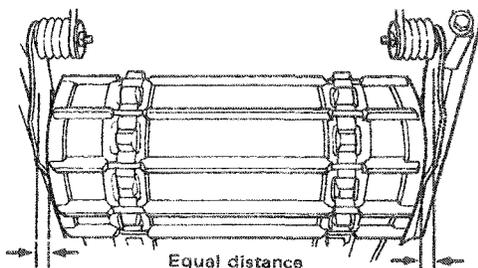
If track tension is too loose, the track will have a tendency to thump. If too tight, performance will be affected.

If necessary to adjust.

1. Using wrench, loosen both track adjusters by unscrewing the lock nuts situated on the inner side of the suspension springs.
2. Adjust to proper tension by turning adjuster bolts clockwise to tighten track, counter-clockwise to slacken. Adjust both side equally.
3. Proceed with track alignment.

○ **NOTE:** Track tension and alignment are inter-related. Do not adjust one without checking the other.

Support rear of vehicle with a mechanical stand. Start the engine and accelerate slightly so that track turns slowly. Check that track is well centered and turns evenly on the rear sprockets. The distance between the edges of the track and the link plates should be the same on both sides. Misalignment can cause excessive wear of track edges and sprocket teeth.



To adjust:

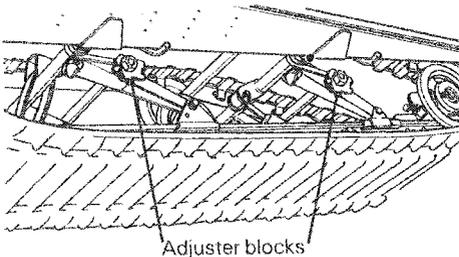
1. Stop engine. Using wrench, turn track adjuster bolt clockwise on the side where the track is closest to the link plate until track aligns.
2. Firmly retighten adjuster lock nuts.
3. Restart engine and rotate track slowly and recheck alignment.

◆ **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, feet, tools and clothing clear of track.

Slide Suspension

The suspension is adjustable, the front adjustment for surface condition, the rear for driver's weight.

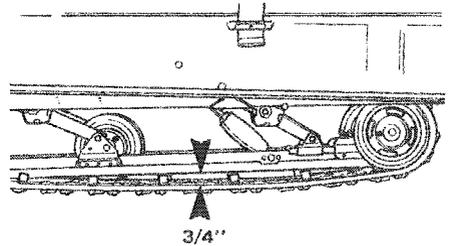
When the front adjuster blocks are at the lowest elevation more weight is distributed on skis. At the highest position the weight is transferred from the skis to the track. The rear adjuster blocks should be adjusted to suite the driver's preference. (The spark plug socket is an ideal tool to turn adjuster blocks).



▼ **CAUTION:** Always turn left side adjuster blocks in a clockwise direction, the right side blocks in a counter-clockwise direction. Left and right adjuster blocks of each adjustment must always be set at the same elevation.

Tension and Alignment

Lift rear of vehicle and support with a mechanical stand. Allow slide to extend normally. A gap of 3 / 4" should exist between slider shoe and bottom inside of track. If track tension is too loose, the track will have a tendency to thump.

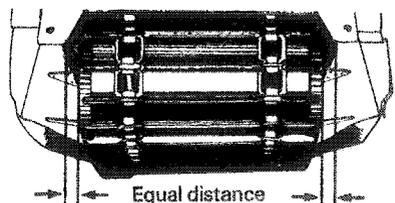


○ **NOTE:** Too much tension will result in power loss and excessive stresses on suspension components.

If necessary to adjust, loosen or tighten adjuster bolts located on inner side of rear idler wheels. If correct tension is unobtainable, contact your dealer.

○ **NOTE:** Track tension and alignment are inter-related. Do not adjust one without the other.

Start the engine and accelerate slightly so that track **slowly**. Check that track is well centered and turns evenly. To correct, stop engine then loosen the lock nuts and tighten the adjuster bolt on side where track is closest to the frame. Tighten lock nuts and recheck alignment.



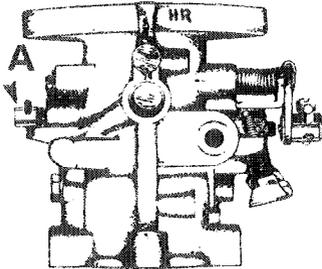


WARNING: Before checking track alignment, ensure that the track is free of all particles which could be thrown out while track is rotating. Keep hands, tools, feet and clothing clear of track.

(W6) Carburetor Adjustment

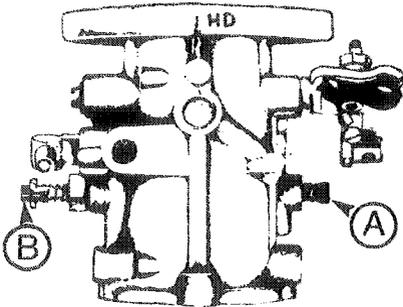
The carburetor mixture adjustments are: Low Speed Mixture, and High Speed Mixture.

ELAN and OLYMPIQUE Models



A) Low Speed Mixture

TNT and EVEREST Models



A) Low Speed Mixture
B) High Speed Mixture

A) Low Speed Mixture Adjustment
Turn Low Speed Mixture Screw fully clockwise until closed. Then back off screw clockwise as indicated in chart.

NOTE: Do not close screw too tightly as screw and / or screw seat can be damaged.

MODELS	LOW SPEED MIXTURE ADJUSTMENT + 1/8 - 0
Elan 250	3 / 4 of a turn
Elan 250 Deluxe	1 Turn
Olympique 300 Mono	1 Turn
Olympique Twin 300-300E	1 Turn
Olympique 340-340E	1 3/8 Turn
Olympique 440	1 Turn
TNT 340-340E	1 Turn
Everest 440-440E	1 Turn

B) High Speed Mixture Adjustment (TNT and Everest models only)

For a primary adjustment, turn High Speed Mixture Adjusting screw fully clockwise until closed. Back off screw counter-clockwise as indicated in chart.

◆ **WARNING:** A final High Speed Mixture Adjustment must be carried out only by an authorized Ski-Doo dealer.

○ **NOTE:** Do not close screw too tightly or screw and / or seat can be damaged.

MODELS	HIGH SPEED MIXTURE ADJUSTMENT + 1/8 - 0
TNT 340-340E	1 1/8 Turn
Everest 440-440E	1 1/8 Turn

▼ **CAUTION:** Never operate your snowmobile with the air silencer box disconnected. Serious engine damage will occur if this notice is disregarded.

(W7) Drive Belt

Inspect belt for cracks, fraying or abnormal wear (uneven wear, wear on one side, etc.). If abnormal wear is noted, probable cause is pulley misalignment. Contact your dealer. Check drive belt width. On Elan models and Olympique 300 mono and 440 models the drive belt width should not be less than 1 1/16" , on all other models drive belt should not be less than 1 3/16" wide.

○ **NOTE:** When installing a new drive belt, a break-in period of 10-15 miles is strongly recommended.

(W8) Steering Mechanism

Inspect steering mechanism for tightness of components (steering arms, tie rods, ball joints, spring coupler bolts, etc.). If necessary, replace or retighten.

Check condition of skis and ski runners. Replace if worn.

(M1) Brake

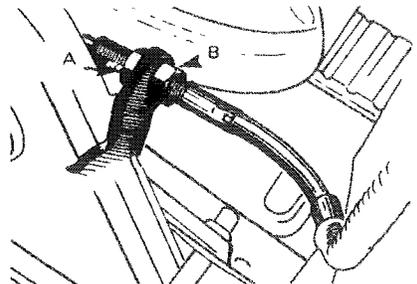
The brake mechanism on your snowmobile is an essential safety device. Keep this mechanism in proper working condition. Above all, do not operate your snowmobile without an effective brake system.

◆ **WARNING:** Brake pad or pucks less than 3 / 16" thick must be replaced. Replacement must be performed by an authorized dealer.

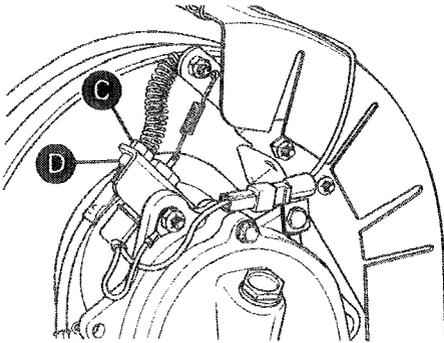
On all Elan and Olympique Mono models

Brake should apply fully while brake control lever is still 1 inch minimum from handlebar grip.

If a minor adjustment is indicated, on Elan models, slacken off cable housing nut (A) and tighten nut (B) to increase lever clearance. Turn each nut vice versa to decrease.



On Olympique 300 Mono model; to increase brake control lever clearance, slacken cable housing nut (D) then turn nut (C), clockwise. To decrease control lever clearance turn nuts counter-clockwise.



Once minor adjustment is completed, firmly tighten nuts (C and D) against bracket. On all Elan and Olympique mono models, if correct brake control lever clearance is not obtained, proceed with major adjustment as follows:

Slacken off the nut retaining brake cable to lower brake lever. Adjust cable to required length by lengthening or shortening brake cable. Retighten nut. Ensure that minor adjustment nuts are located approximately half way on adjuster threads.

◆ **WARNING:** Always check the stop light to see if it functions after performing brake adjustment.

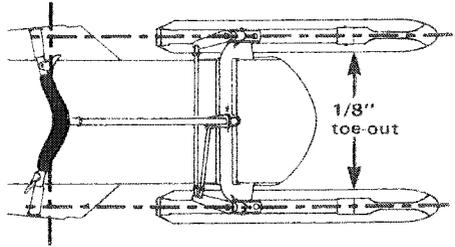
Self-Adjusting Brake

The brake mechanism is self-adjusting, therefore, periodic adjustment is not required. However, check operation of brake mechanism by depressing brake control lever. Brake should apply fully when lever is 1 / 2" approx. from handlebar grip. If not, do not tamper with the brake, contact your servicing dealer.

◆ **WARNING:** Brake pad or pucks less than 3 / 16" must be replaced. Replacement must be performed by an authorized Ski-Doo dealer.

(M2) Steering Adjustment Elan models

Skis should have a toe out of 1 / 8". To check, measure distance between skis at front and rear of leaf springs.

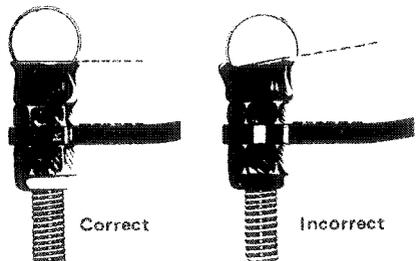


If necessary to adjust:

Loosen lock nuts of the longer tie rod. Turn tie rod manually until skis are properly aligned. Firmly retighten lock nuts.

Handlebar should also be horizontal when the skis are pointed toward front. To adjust; loosen the lock nuts of the shorter tie rod. Turn tie rod manually until handlebar is horizontal. Retighten lock nuts firmly. Check tightness of the steering arm locking bolts, ball joints wear, etc.

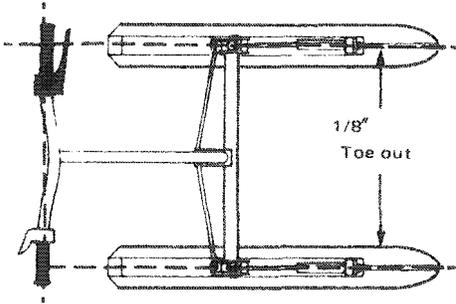
◆ **WARNING:** The cut off section of the ball joint must run parallel with the steering arm. When tightening lock nuts, restrain ball joint with appropriate size wrench. Ensure at least half of the ball joint threads are inserted into the tie rod.



Olympique T'NT and Everest models

Skis should have a toe out of $1/8''$. To check, measure distance between each ski at front and rear of leaf springs. The front distance should be $1/8''$ more than the rear when the handlebar is horizontal.

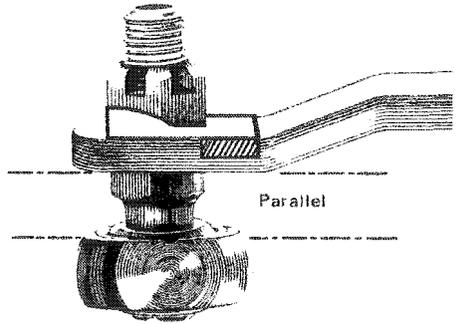
IMPORTANT: Close front of skis manually to take all slack from steering mechanism.



If adjustment is required:

1. Unscrew the nuts locking the tie rods in place.
2. Turn one or both tie rods until skis are parallel to each other.
3. Then, measuring at front of leaf springs, add an additional $1/16''$ on each side by rotating turnbuckles.
4. Tighten the nuts firmly against the tie rod. Check tightness of the steering arm locking bolts, ball joints wear, etc.

◆ **WARNING:** The ball joint socket must run parallel with the steering arm. The socket must be restrained when tightening the tie rod end lock nuts. Ensure at least half of the ball joint threads are inserted into the tie rod.



(M3) Engine Head Nuts

After the first 5 hours of operation, check that engine head nuts are tight and equally torqued (14 to 16 ft-lbs. when engine is cold.

(M4) Engine Mount Nuts

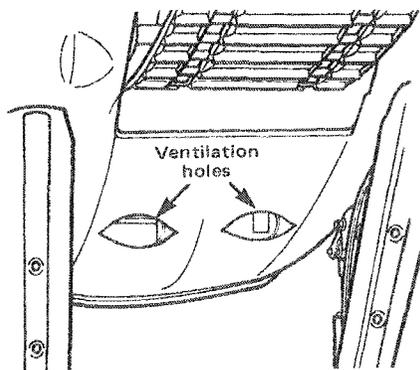
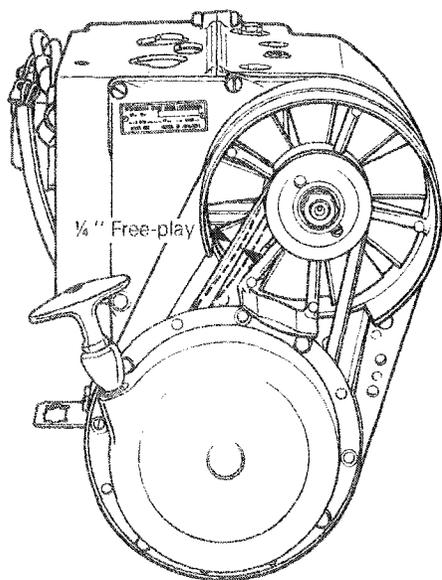
Check engine mount nuts for tightness. Retighten if necessary.

(M6) Muffler Attachment

The engine / muffler attaching parts are vital toward efficient muffler function. Check all attachments. Replace springs and / or tighten if necessary.

(M6) Fan Belt

Twin cylinder models only. Inspect belt for cracks, uneven wear, etc. Check fan belt tension $1/4''$ free play should exist when deflection is correct.



If belt seems damaged or if tension is incorrect, contact your dealer immediately.

◆ **WARNING:** If fan protector is removed, always reinstall after servicing.

(M7) General Inspection

Check electrical wiring and components, retighten loose connections. Check for stripped wires or damaged insulation. Thoroughly inspect the vehicle and tighten loose bolts, nuts and linkage. Inspect skis and ski runners for wear.

(M8) Ventilation (Olympique models only)

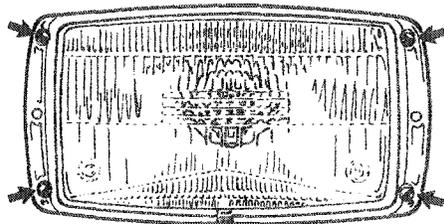
Check that the belly pan ventilation holes are not blocked or obstructed. Blockage of the system will create engine overheating.

○ **NOTE:** The condition of the ventilation must be checked more often if the vehicle is used on rough trails.

Headlamp

The angle of the headlamp beam has been pre-adjusted prior to delivery. Should you wish re-adjustment, proceed as follows:

If applicable remove headlamp chrome ring. Turn upper or lower adjusting screws to obtain desired beam position.



Bulb Replacement

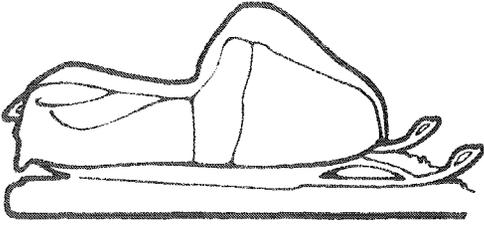
If headlamp is burnt, tilt cab. Unplug connector from headlamp. Remove rubber boot and unfasten bulb retainer clips. Detach bulb and replace. If tail-light bulb is burnt, expose bulb by removing red plastic lens. To remove, unscrew the two (2) Phillips head screws. Verify all lights after replacement.

TROUBLE SHOOTING GUIDE

SYMPTOMS	POSSIBLE CAUSES	WHAT TO DO
<p>Engine turns over but fails to start or starts with difficulty</p>	<p>1. No fuel to the engine</p>	<p>Check the tank level and fill up with correct gas-oil mixture. Check for possible clogging of fuel line, item 5.</p>
	<p>2. Spark Plug</p>	<p>Check for fouled or defective spark plug. Disconnect spark plug wire, unscrew plug and remove from cylinder head. Reconnect wire and ground exposed plug on engine cowl, being careful to hold away from spark plug hole. Follow engine starting procedure and check for spark. If no sparks appear, replace spark plug. If trouble persists, check item 3.</p>
	<p>3. Faulty ignition</p>	<p>Disconnect spark plug wire from plug, unscrew the spark plug cap then hold wire about 1/8" from the cylinder head. Follow engine starting procedure and if no sparks appear, it means a faulty ignition system. Do not attempt to repair. Contact your dealer.</p>
	<p>4. Flooded engine</p>	<p>Remove wet spark plugs, turn ignition to OFF and crank engine several times. Install clean dry spark plugs. Start engine following usual starting procedure. If engine continues to flood, see your dealer.</p>
	<p>5. Clogged fuel line (water or dirt)</p>	<p>Remove and clean the fuel filter. Change filter cartridge if necessary. Check condition and connections of fuel lines. Check the cleanliness of fuel tank.</p>
	<p>6. Faulty Carburetor</p>	<p>First make primary adjustments on carburetors (See Maintenance Section). If carburetor (s) is still faulty, contact your dealer for repair.</p>
	<p>7. Too much oil in fuel</p>	<p>Drain the fuel tank and refill with the correct gas/oil mixture.</p>
	<p>8. Engine Timing</p>	<p>Engine timing may be defective or out of adjustment. Contact your dealer.</p>
	<p>9. Poor engine compression</p>	<p>Running with a lean fuel mixture may produce excessive engine wear resulting in poor engine compression. If this occurs, contact your dealer at once.</p>
<p>Engine will not turn manually</p>	<p>1. Seized engine</p>	<p>In the case of a seized engine contact your dealer. Seizure is a direct result of poor lubrication.</p>

SYMPTOMS	POSSIBLE CAUSES	WHAT TO DO
Engine lacks acceleration or power	1. Fouled or defective spark plug	Check item 2 of "Engine turns over but fails to start or starts with difficulty"
	2. Clogged fuel line (water or dirt)	Check fuel line condition. (See item 5 of "Engine turns over but fails to start or starts with difficulty").
	3. Carburetor	Readjust the carburetor. (See Maintenance section). If trouble persists, contact your dealer.
	4. Defective ignition	First check item 2 and 3 of "Engine turns over but fails to start or starts with difficulty". If the ignition system still seems defective, contact your dealer.
	5. Engine	If unable to locate specific symptoms, contact your dealer.
Engine continually backfires	1. Faulty spark plug	Check item 2 of "Engine turns over but fails to start or starts with difficulty".
	2. Overheated	Carburetor set too lean. Contact your dealer.
	3. Engine timing incorrectly set	Contact your dealer.
Snowmobile cannot reach full speed	1. Drive belt	Check for damaged or worn drive belt. Replace if necessary.
	2. Incorrect track adjustment	Check track tension and alignment. Readjust to specifications. (See Maintenance Section).
	3. Faulty engine	Check item 1 to 5 of "Engine lacks acceleration or power".
	4. Pulley misaligned	Contact your dealer.

STORAGE



It is during summer, or when a vehicle is not in use for any length of time that proper storage is a necessity. Storage of the snowmobile during long periods of inactivity consists of checking and replacing missing broken or worn parts: Proper lubrication and treatments to insure that parts do not become rusted; Cleaning items such as carburetor or oil mixtures, to prevent gum varnish formation within the carburetor; and in general, preparing the vehicle so that when the time comes to use the snowmobile again it will start and be in top condition.

◆ **WARNING:** Only perform such procedures as detailed in this manual. Unless otherwise specified, engine should be turned OFF for all lubrication and maintenance procedures.

Track

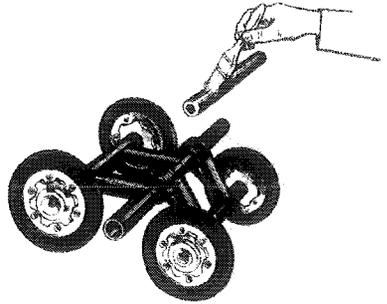
Inspect track for cuts, missing track inserts and / or guides and broken rods. Make any necessary replacement. Lift rear of vehicle until track is clear of ground then support with brace or trestle. The snowmobile should be stored in such a way that track does not stay in contact with cement floor or bare ground.

○ **NOTE:** The track should be rotated periodically, (every 40 days). Do not release track tension.

SUSPENSION

Bogie Wheels

Remove bogie wheel sets. Identify the installation position of each set. Remove cross shaft from each bogie wheel set. Clean bogie wheel assembly and shaft of dirt and rust. Check condition of cross shaft, replace if worn, Apply a coat of low temperature grease over shaft.



Grease each set then spray springs with metal protector, or wipe with an oil soaked cloth. Assemble and install each set in proper position.

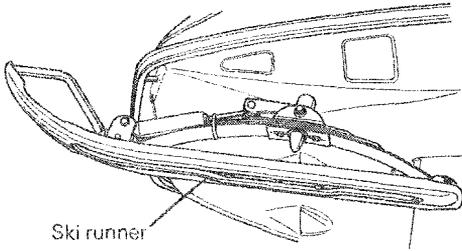
Lubricate rear hub through grease fittings.

Slide Suspension

Remove any dirt or rust. Grease idler wheels at grease fittings. Wipe off surplus. Replace worn slider shoes.

Ski Assembly

Wash or brush all dirt or rust accumulation from skis and springs. Grease ski legs at grease fittings. Check condition of skis, ski runners and leaf springs. Replace if worn or weak.



Apply metal protector on ski assembly. If unavailable, wipe the entire ski with cloth soaked in oil to prevent rust formation.

Fuel Tank

Remove cap then using a syphon, remove gasoline from tank.

◆ **WARNING:** Gasoline is flammable and explosive under certain conditions. Always perform procedures in a well ventilated area. Do not smoke or allow open flames or sparks in the vicinity.

Carburetor

The carburetor must be dried out completely to prevent gum formation during the storage period.

Elan models only,

Assure that inlet fuel line is disconnected then start the engine and run it out of gas.

Engage choke (turn to ON), and turn the engine a few more times. The suction should eliminate the remaining fuel.

Twin cylinder models,

Disconnect fuel pump inlet line then start engine and run it out of gas.

Remove air silencer, then pack carburetor throat with a clean piece of cloth. Turn the engine a few more times to eliminate the remaining fuel.

▼ **CAUTION:** Do not apply throttle. Suction created can suck the cloth into the engine.

Install air silencer and connect fuel lines.

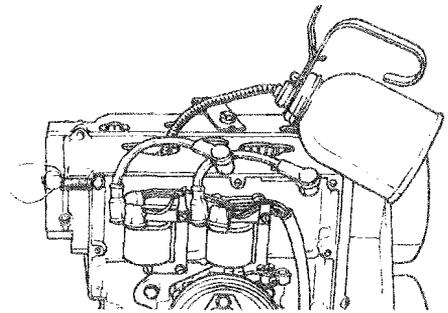
Cylinder Lubrication

Engine internal parts must be lubricated to protect cylinder walls from possible rust formation during the storage period.

○ **NOTE:** This operation should be repeated every 40 days during storage.

Remove spark plugs.

Operate rewind starter to bring piston at top position. Pour the equivalent of one spoonful of oil into spark plug hole.



Slowly crank engine several times using manual starter. Repeat above steps for other cylinder. Install spark plugs.

▼ **CAUTION:** To prevent ignition system damage, make sure that the cut-out button is in the lower position.

Chaincase

Drain the chaincase and refill to proper level (Elan models; bottom lip of inspection hole, other models to level line on sight glass). To drain chaincase on Elan models, remove access plug (lower plug) and tilt vehicle hard left. On all other models, remove chaincase cover.

Controls

Lubricate steering mechanism. Inspect components for tightness, (spring coupler bolts, steering arm locking bolts, tie rods, ball joints, etc.). Tighten if necessary. Oil moving joints of brake mechanism.

◆ **WARNING:** Do not lubricate throttle and / or brake cable housing. Avoid getting oil on lining(s).

Coat electrical connections and switches with a greaseless metal protector. If unavailable, use petroleum jelly.

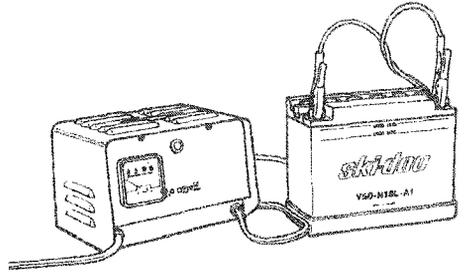
Battery (Electric models only)

Remove battery from vehicle and clean outside surface of battery with solution of baking soda and water. Remove all deposits from posts then rinse with clear tap water.

▼ **CAUTION:** Do not allow cleaning solution to enter battery interior since it will destroy the electrolyte.

Check electrolyte level. Refill if necessary with distilled water. Fully charge battery. (A stored battery should be recharged at least every 40 days).

◆ **WARNING:** Gases given off by a battery being charged are highly explosive. Always charge in a well ventilated area. Keep battery away from cigarettes or open flames. Avoid skin contact with electrolyte.



Coat battery terminals with petroleum jelly and store unit in a cool, dry place.

Drive pulley (Elan and Olympique 300 mono models only)

Refer to lubrication section for proper information about drive pulley lubrication.

○ **NOTE:** Leave drive belt off pulleys for the entire storage period.

Chassis

Clean the vehicle thoroughly, removing all dirt and grease accumulation.

▼ **CAUTION:** Plastic alloy components such as throttle and brake control handles, windshield, etc., can be cleaned using mild detergents or isopropyl alcohol. Do not use strong soaps, degreasing solvents, abrasive cleaners, paint thinners, etc.

Inspect cab and repair damage. Repair kits are available at your authorized Ski-Doo dealer. Clean frame. For aluminum frame use only "Aluminum cleaner" and follow instructions on container.

Touch up all metal spots where paint has been scratched off. Spray all bare metal parts of vehicle with metal protector. Wax the cab for better protection.

○ **NOTE:** Apply wax on glossy finish of cab only. Protect the vehicle with a Ski-Doo cover to prevent dust accumulation during storage.

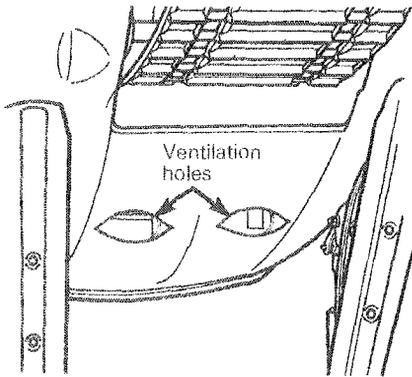
PRE-SEASON PREPARATION

General Inspection

Check electrical wiring and components, retighten loose connections. Check for stripped wires or damaged unsulation.

Thoroughly inspect the vehicle and tighten loose bolts, nuts and linkage.

CAUTION: On Olympique models, to retain the efficiency of the cooling system, check that the belly pan ventilation holes are not blocked or obstructed.



PRE-SEASON PREPARATION

Snow is falling and you are now anticipating the next snowmobile safari. If you have observed and adhered to the storage procedures outlined in this manual, your vehicle preparation become a relatively easy task.

To simplify the pre-season preparation we have drawn up a small chart. The chart indicates servicing points to be performed by you and your servicing dealer. If these services are performed as suggested, your vehicle will give you many hours of fun and low cost use.

PRE-SEASON PREPARATION CHART

To be performed by dealer ●	To be performed by owner ○
Change spark plugs	○
Check chaincase oil level	○
Check drive pulley (if applicable) clean and / or lubricate, check wear pad condition	●
Check ski alignment	○
Replace fuel filter	○
Connect fuel lines and check attaching points	○
Check track tension and alignment	○
Lubricate suspension	○
Inspect drive belt and install	○
Check throttle cable for damage and free operation	○
Inspect brake condition and operation	○
Inspect oil seals for possible cuts or leaks	●
If applicable test battery clean and install	●
Set engine timing, if necessary, replace breaker points	●
Check electrical wiring (broken wire, damaged insulation.)	○
Inspect condition of starting rope	○
Check tightness of all bolts, nuts and linkage	○
Refill gas tank	○
Adjust carburetor	●
Twin cylinder models, check fan belt condition and tension	●

IMPORTANT: Observe all Warnings and Cautions mentioned throughout this manual which are pertinent to the item being checked. When component conditions seem less than satisfactory, replace with genuine Bombardier parts.

		250	250 Deluxe
Engine	Number of cylinders	1	2
	Bore	2.716" (69 mm)	2.126" (54 mm)
	Stroke	2.598" (66 mm)	2.128" (54 mm)
	Displacement	15.1 cu. in. (246.8 cc)	15 cu. in. (247.3 cc)
	Compression ratio	7.5:1	11.8:1
	Carburetor (Tillotson)	HR	HR
	Starting	Manual (Electric optional)	Manual
Chassis	Overall length	88 1/2" (224.79 cm)	88 1/2" (224.79 cm)
	Overall width	30 1/2" (77.47 cm)	30 1/2" (77.47 cm)
	Height	43" (109.22 cm)	43" (109.22 cm)
	Height W / O windshield	34" (86.36 cm)	34" (86.36 cm)
	Weight	298 lbs (135.2 kg)	302 lbs (137 kg)
	Bearing area	1070 sq. in. (6,903 sq. cm)	1070 sq. in. (6,903 sq. cm)
	Ground pressure	.278 lb / sq. in. (0.019 kg / sq. cm)	.282 lb / sq. in. (0.020 kg / sq. cm)
	Maximum load capacity	200 lbs	200 lbs
Power train	Track width	15" (38.1 cm)	15" (38.1 cm)
	Std. gear ratio	10 / 25	14 / 35
Electrical System	Lighting system (output)	75 / 23W	55 / 18W
	Headlamp	60 / 60W (35 / 35W electric start)	45 / 45W
	Tail / stop light	8 / 23W	5 / 18W
	Spark plug (Bosch)	M-175-T-1	W-240-T-1
	Spark plug gap	.020" (0.50 mm)	.020" (0.50 mm)
	Advanced Ignition Timing	.147" - .167" (3.73 mm - 4.24 mm) B.T.D.C. (direct)	.077" - .097" (1.96 mm - 2.46 mm) B.T.D.C. (indirect)
Fuel	Tank capacity - U.S.	4.20 gals	4.20 gals
	-Metric	15.9 liters	15.9 liters
	-Imp.	3.5 gals	3.5 gals
	Gasoline	Regular	Premium
	Gas / oil ratio	50 / 1	50 / 1
Brake	Type	Drum	Drum

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		300(MONO)	300 / 300E (TWIN)	340 / 340E	440
Engine	Number of cylinders	1	2	2	2
	Bore	2.992" (76 mm)	2.185" (55.5 mm)	2.343" (59.5 mm)	2.657" (67.5 mm)
	Stroke	2.598" (66 mm)	2.406" (61 mm)	2.402" (61 mm)	2.401" (61 mm)
	Displacement	18.3 c.i. (299 cc)	18 c.i. (295.1 cc)	20.7 c.i.	26.6 c.i. (436.6 cc)
	Compression ratio	7:1	11:1	11.3:1	10:1
	Carburetor (Tillotson)	HR	HR	HR	HR
	Starting	Manual	Manual / Electric	Manual / Electric	Manual
Chassis	Overall length	100 3/4" (255.9 cm)	100 3/4" (255.9 cm)	100 3/4" (255.9 cm)	100 3/4" (255.9 cm)
	Overall width	33" (83.8 cm)	33" (83.8 cm)	33" (83.8 cm)	33" (83.8 cm)
	Height	43" (109.2 cm)	43" (109.2 cm)	43" (109.2 cm)	43" (109.2 cm)
	Height W / O windshield	33" (83.8 cm)	33" (83.8 cm)	33" (83.8 cm)	33" (83.8 cm)
	Weight	318 lbs (144.3 kg)	377 lbs (171.1 kg) / 397 lbs (180.1 kg)	389 lbs (176.5 kg) / 409 lbs (185.6 kg)	407 lbs (184.7 kg)
	Bearing area	1092 sq. in. (7046 sq. cm)	1092 sq. in. (7045 sq. cm)	1077 sq. in. (6948 sq. cm)	1077 sq. in. (6948 sq. cm)
	Ground pressure (Manual start)	.291 lbs / sq. in. (20.5 gr / sq. cm)	.345 lbs / sq. in. (24.2 gr / sq. cm)	.361 lbs / sq. in. (25.4 gr / sq. cm)	.378 lbs / sq. in. (26.5 gr / sq. cm)
	(Electric start)	.291 lbs / sq. in. (20.5 gr / sq. cm)	.364 lbs / sq. in. (25.6 gr / sq. cm)	.380 lbs / sq. in. (26.7 gr / sq. cm)	.378 lbs / sq. in. (26.5 gr / sq. cm)
Power train	Track width	15" (38.1 cm)	15" (38.1 cm)	15" (38.1 cm)	15" (38.1 cm)
	Std. gear ratio	15 / 35	16 / 35	17 / 34	17 / 34
Electrical System	Lighting system (output)	75 / 23W	100W	100W	75 / 23
	Headlamp	60 / 60W	60 / 60W	60 / 60W	60 / 60W
	Tail / stop light	5 / 18W	5 / 18W	5 / 18W	5 / 18W
	Spark plug (Bosch)	M-175-T-1	W-240-T-1	W-260-T-1	M-240-T-1
	Spark plug gap	.020" (0.50 mm)	.20" (0.50 mm)	.020" (0.50 mm)	.020" (0.50 mm)
	Advanced Ignition Timing (indirect)	.212" - .244" (5.38 mm - 3.89 mm)	.132" - .153" (3.35 mm - 3.89 mm)	.135" - .153" (3.35 mm - 3.89 mm)	.118" - .144" (3.0 mm - 3.65 mm)
Fuel	Tank capacity -U.S.	6.25 gals	6.25 gals	6.25 gals	6.25 gals
	-Imp.	5 gals	5 gals	5 gals	5 gals
	-Metric	18 liters	18 liters	18 liters	18 liters
	Gasoline	Regular	Regular or Premium	Premium	Regular
	Gas / oil ratio	50 / 1	50 / 1	50 / 1	50 / 1
Brake	Type	Drum	Disc	Disc	Disc

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		T'NT 340 / 340E	EVEREST 440 / 440E
Engine	Number of cylinders	2	2
	Bore	2.342" (59.5 mm)	2.657" (67.5 mm)
	Stroke	2.401" (61 mm)	2.401" (61 mm)
	Displacement	20.7 c.i. (339.2 cc)	26.6 c.i. (436.6 cc)
	Compression ratio	11.3:1	12:1
	Carburetor (Tillotson)	HD	HD
	Starting	Manual / Electric	Manual / Electric
Chassis	Overall length	105 3/4" (268.6 cm)	105 3/4" (268.6 cm)
	Overall width	35 1/2" (80.2 cm)	36 1/4" (92.1 cm)
	Height	42" (106.7 cm)	41" (104.1 cm)
	Height W / O windshield	34" (86.4 cm)	34" (86.4 cm)
	Weight	380 lbs (172.4 kg) / 400 lbs (181.5 kg)	405 lbs (183.8 kh) / 425 lbs (192.8 kg)
	Bearing area	1247 sq. in. (8045 sq. cm)	1247 sq. in. (8045 sq. cm)
	Ground pressure (Manual start)	.306 lbs / sq. in. (21.4 gr / sq. cm)	.325 lbs / sq. in. (12.8 gr / sq. cm)
Electric Start	.321 lbs / sq. in. (22.6 gr / sq. cm)	.341 lbs / sq. in. (24.0 gr / sq. cm)	
Power train	Track width	16 1/2" (41.9 cm)	16 1/2" (41.9 cm)
	Std. gear ratio	16 / 34	21 / 38
Electrical System	Lighting system (output)	100W	100W
	Headlamp	60 / 60W	60 / 60W
	Tail / stop light	5 / 18W	6 / 18W
	Spark plug (Bosch)	W-260-T-1	M-260-MZ-1
	Spark plug gap	.020" (0.5 mm)	.020" (0.5 mm)
	Advanced Ignition Timing (indirect)	.1354" - .159" (3.43 mm - 4.04 mm) B.T.D.C.	.135" - .159" (3.43 mm - 4.04 mm) B.T.D.C.
Fuel	Tank capacity -U.S.	7.5 gals	7.5 gals
	-imp.	6 gals	6 gals
	-Metric	27.2 liters	27.2 liters
	Gasoline	Premium	Premium
	Gas / oil ratio	50 / 1	50 / 1
Brake	Type	Self-Adjusting Disc	Self-Adjusting Disc

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CONSUMER GUIDE

WHEN YOU BUY

Our product, you will receive:

SERVICE - from the product itself.

SERVICE - from the dealer who sells the product.

IF...

The product or service is unsatisfactory: Return to your dealer's service department and discuss the details of the problem with the manager. He is in a position to help you with most maintenance and service needs. If the matter cannot be resolved, he may want to bring the Sales or the General Manager into the discussion.

IF...

The dealer cannot solve the problem, you may want to write to your nearest area distributor listed on the following page.

TELL HIM THE FACTS.

List:

- Model and serial number.
- Date of purchase.
- Name and address of your selling dealer.
- Your name, address and phone number.

Describe what's wrong. Please be specific. The matter will receive immediate attention from the distributor's service department.

HOWEVER...

If at this point your grievance still remains unresolved, you may write to:

BOMBARDIER LIMITED
CUSTOMER RELATIONS CENTER,
RECREATIONAL PRODUCTS GROUP,
VALCOURT, QUEBEC,
CANADA, JOE 2LO

Please provide all necessary details (including the names of persons previously contacted).

Your problem will be reviewed then instructions will be provided to the person directly responsible for product service in your area; or we will contact you directly.

Please remember, the best person to help you is yourself...

Give it a try!

SERVICE AREAS



CANADIAN DISTRIBUTORS

ALPINE DISTRIBUTORS 3206 - 20th Avenue, Vernon, B.C.	British Columbia
BOMBARDIER LIMITED EASTERN CANADA DISTRIBUTION DIVISION (Atlantic Branch) P.O. Box 670 Shediac, N. B.	Prince Edward Island Magdalen Island Nova Scotia New Brunswick Quebec
BOMBARDIER LIMITED EASTERN CANADIAN DISTRIBUTION DIVISION (Quebec Branch) 1350 Nobel, Boucherville, Que.	East of Ontario
BOMBARDIER (ONTARIO) LTD 28 Currie St, Barrie, Ont.	Ontario (less East of province).
BROOKS EQUIPMENT LTD 1616 King Edward St. P.O. Box 985, Winnipeg R3C 2U8. MAN.	Manitoba Saskatchewan
HUDSON'S BAY CO. 121 Richmond West, Toronto, Ont.	North-West Territories Franklin District & Keewatin
J.W. RANDALL LIMITED P.O. Box 757, Corner Brook Newfoundland	Newfoundland Labrador
TRACK EQUIPMENT LTD 14325 - 114th Ave., Edmonton, Alta.	Yukon Alberta

AMERICAN DISTRIBUTORS

CRAIG TAYLOR EQUIPMENT CO. P.O. Box 3338, Anchorage, Alaska 99501	Alaska
ELLIOTT & HUTCHINS INC. East Main Street Road, Malone, New York 12953	Massachusetts Connecticut Rhode Island Pennsylvania New Jersey Maryland Delaware District of Columbia Virginia
TIMBERLAND MACHINES INC. 10 Main St. North, Lancaster, New Hampshire 03584	Maine New Hampshire Vermont
BOMBARDIER CORPORATION 325 South Lake Avenue, Duluth 2, Minn. 55802	North Dakota South Dakota Minnesota Wisconsin Iowa Illinois Missouri Michigan Indiana Ohio Tennessee Kentucky W. Virginia
BOMBARDIER WEST INC. 609 West Broadway, Idaho Falls, Idaho 83401	California New Mexico Nevada Arizona Montana Kansas Idaho Nebraska Wyoming Washington Utah Oregon Colorado

We recommend you contact your local Authorized Ski-Doo dealer when your Ski-Doo snowmobile requires service. However, for further inquiries, you may contact your Regional Distributor.

1976 SKI-DOO® SNOWMOBILE WARRANTY

Bombardier Limited (Bombardier) as manufacturer, warrants every 1976 Ski-Doo® snowmobile, (except T'NT®, R.V., Alpine®, and Ski-Boose® or Carry-Boose® tow sled), SOLD AS A NEW VEHICLE BY AN AUTHORIZED SKI-DOO DEALER, to be free from defects in material, and workmanship under normal use and service, for a period of twelve (12) consecutive months from first date of sale.

If defective, Bombardier's obligation is strictly limited to the repair and / or replacement at its option, and such repair or replacement is valid only at an authorized dealer in Canada or in the United States.

CONDITIONS FOR WARRANTY VALIDITY

- Proof of ownership submitted to the servicing dealer, by means of the Ski-Doo Customer Warranty Registration Card.
- An INSPECTION of the vehicle MUST BE PERFORMED by an authorized dealer after ten (10) hours of use or no later than thirty (30) days after first use. Such inspection will be at the owner's expense. (The time for such an inspection should be approximately two (2) hours).
- Proper maintenance; to be performed at owner's expense.

Guidelines for proper use and maintenance are detailed in each Operator Manual.

EXCLUSIONS: non-warrantable

- Windshield, filters, ignition breaker points, condensers, spark plugs, light bulbs, protective lenses, soft trim, appearance items, lubricants and paints and all tune-ups and adjustments required.
- Any part and / or component subject to normal wear such as, but not limited to, brake linings, ski runner shoes, slider shoes on suspension and driven pulley, drive belt, and sliding pads on drive pulley, etc.
- Drive pulleys are factory sealed, breaking of the seal by unauthorized personnel will void this warranty.
- Damage resulting from accident, modification, and / or installation of parts other than genuine Bombardier parts.
- Any vehicle used for racing purposes.
- Any losses incurred to the vehicle owner other than parts and labor, such as, but not limited to, transportation, towing, telephone calls, and taxis.
- Any damage or premature wear incurred as a result of operating the snowmobile on other than snow covered terrain.

This warranty is expressly in lieu of all other expressed or implied warranties of Bombardier, its distributors and the selling dealer, including any implied warranty of merchantability of fitness for any particular purpose.

Neither the distributor, the selling dealer nor any other person has been authorized to make any affirmation, representation or warranty other than those contained in this warranty and if made, such affirmation, representation or warranty shall not be enforceable against Bombardier or any other person.

INDIVIDUAL WARRANTY RESPONSIBILITIES

The following has been prepared for ease of understanding the actual warranty policy. In no manner, way or form should these responsibilities be misconstrued as being the actual terms of the current warranty policy.

The Manufacturer will:

- Produce a quality vehicle.
- Comply with safety / engineering standards.
- Make available replacement parts.
- Provide dealer / mechanic training, and repair procedures.
- Absorb cost of parts and labour on warranty repairs.
- Retain right to cancellation if snowmobile is subject to abuse or modification.

The Dealer will:

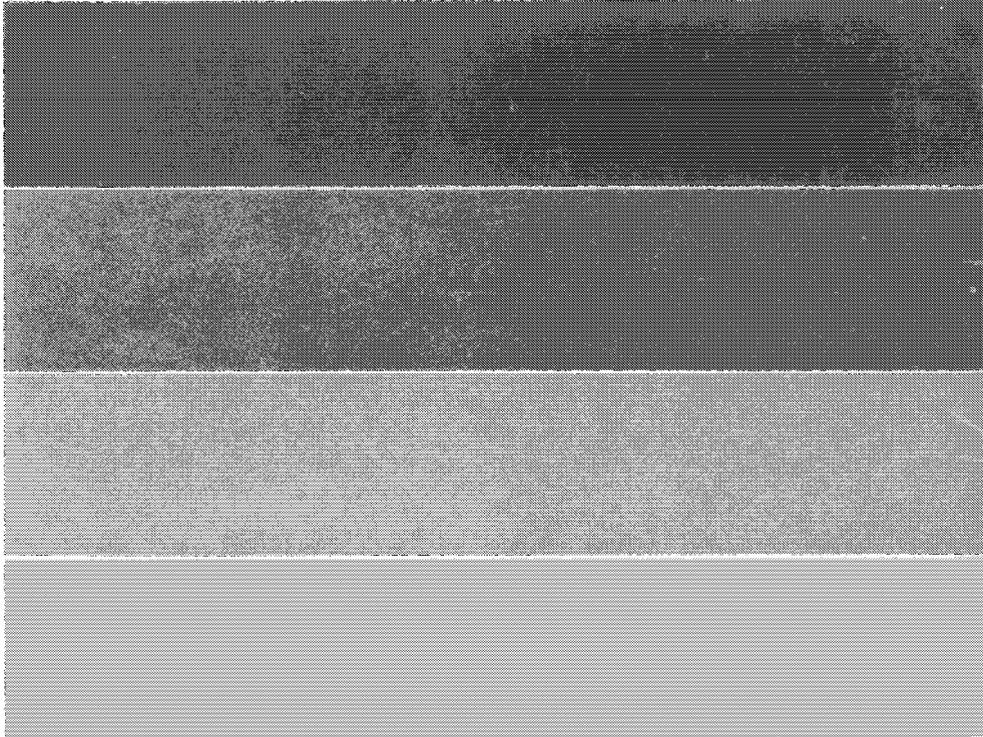
- Perform adequate pre-delivery.
- Stock and use genuine Bombardier replacement parts.
- Have trained staff, facilities and tools.
- Honour warranty policy terms.
- Observe recommended labour time for ten (10) hour inspection.
- Properly complete warranty form.
- Inspect snowmobile for abuse / modification.
- Notify owner of routine lubrication and maintenance changes.

The Owner will:

- Observe routine lubrication and maintenance.
- Observe break-in period recommendations.
- Submit snowmobile to the ten (10) hour inspection.
- Operate snowmobile in a responsible manner on adequate snow covered terrain.
- Not modify or abuse snowmobile.
- Submit proof of ownership, by means of the Ski-Doo Service Card.
- Utilize only genuine quality tested manufacturers parts.
- Return snowmobile for servicing to the authorized selling Ski-Doo dealer, if within realistic travelling distance.
- Provide adequate seasonal preparation, spring and fall maintenance. This precaution will inhibit rust formation of vital parts, gum formation in fuel system, plus other benefits.

Ski-Doo snowmobiles are designed for operation at sea level and / or altitudes below 5,000 ft. When operating the snowmobile above 5,000 feet, maximum performance is affected, therefore it is suggested that suitable gearing and carburetor calibration be employed. This modification can be performed by an authorized Ski-Doo dealer, and at the owner's expense.

Important: Operating a snowmobile which has been modified for high altitude operation, below 5,000 feet, can cause over heating and / or over revving of engine that could contribute to engine failure / damage.



**Recreational
Products Group**

480-0128-00

Suggested Retail Price \$1.00
(First copy free with unit purchased)