

Owners manual and maintenance guide



RT & RTX SERIES II

skiroule®

Coleman

index

Break-in period	14
Controls	8-9
Do and Do not	17
Driving hints	15
Driving positions	16
Electric circuits	35-36
Emergency	18
Features	3
Foreword	1
Fuel mixing	10
Fuel mixing procedure	11
Identification of your Skiroule	7
Lubrication chart	33-34
Maintenance	19-28
Pre-start check	12
Specifications	4-6
Starting procedure	13
Suggestions to novices	15
The beautiful difference	2
Trouble-shooting	29
Warranty	30-32

foreword

Your choice of the new Skiroule Snowmobile is a very wise one. With the model you have just purchased, you own the best that money can buy. Every Skiroule is precision engineered and constructed to the finest standards of quality and workmanship by expert craftsmen and technicians considered as second to none in the industry.

Your new Skiroule will give you and your family continued enjoyment with reasonable care. In order to ensure your winter pleasure, we have prepared the Owner's Manual & Maintenance Guide to help you keep your Skiroule at peak efficiency. Read it carefully; the new models have features you should learn about. Pay particular attention to the maintenance section; it is streamlined to make it simple and easy for everyone to enjoy carefree snowmobiling. Carry your handy manual, at all times, when you hit the trail.

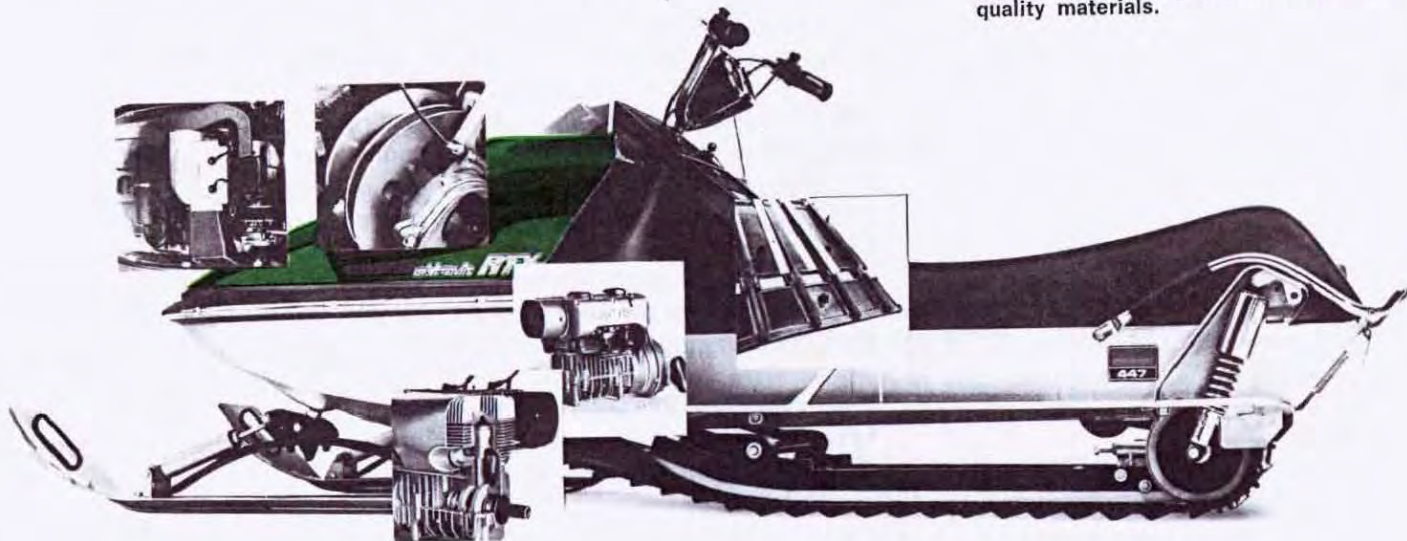
With your new Skiroule, winter is yours to enjoy as never before. Keep it that way by following the instructions and giving your machine the simple care suggested here.

skiroule[®]

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the beautiful difference

Technical excellence means inner beauty. The innovative spirit that inspired Skiroule's exterior has been skillfully applied to its inner workings. Advanced engineering concepts, latest safety features and highest quality materials.



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features

Body and Chassis Design : Rugged back-bone of every Skiroule is a sturdy 18 gauge steel tunnel frame. Parts and assemblies are located about the frame for optimum weight distribution.

Hood : Tough, resilient polycarbonate. Recessed 60 watt headlight is adjustable vertically and horizontally. Hi-lo dimmer switch. Safety reflector on each side.

Windshield : Flexible polycarbonate, lipped outer edge diverts airflow.

Console : Molded unit extends under hood to completely enclose engine. Reduces noise, eliminates oil splatters and incorporates storage compartment.

Handlebars : New racing style accommodates instruments (Std. on RTX, opt. on RT). Advance designed grips integrate accelerator and brake levers.

Seat : Full support width with up to 9" of high density foam rubber comfort and protection.

Suspension : Super-slide bar with two big shock absorbers provides safest, most comfortable, most stable ride in the industry. Fewer working parts, simpler operation, easier maintenance. Adjustable slide bar and multi-position motorcycle-type shocks alter ride for any type of driving situation.

Skis : Wide track for utmost stability. One-piece drop-forged steel ski legs for super rigidity and toughness.

Engine : Precision-built Sachs two-cycle engine. Forged

ed pistons and rods. Equivalent of 5 main bearings for minimum vibration, smoother operation.

Cooling : Because the engine is completely enclosed, cooling is controlled by ducting air directly to critical engine areas.

Starter : Large diameter for extra leverage, easy starts. Recessed loop-handle and extra length starting cable lets you apply full-pull starting power.

Drive Belt and Clutch : Hefty 1½" wide drive belt. One-piece aluminum clutch, no weld points, more inherent strength. Each clutch perfectly matched, polished and balanced for each machine.

Transmission : Double-width, double-strength chain runs in sealed-in oil bath for constant lubrication. Spring-loaded tensioner keeps chain taut.

Brakes : Large disc brakes dissipate more heat stop track completely.

Track : High-quality rubber. Each 5/8" tread reinforced with fiberglass rod, bends 45° without breaking. Nylon belting of 2-, 4-, and 6-ply add strength at critical areas.

Safety Features : Low center of gravity • Low noise level (hear other machines, cars, trains) • 60 watt headlight, dimmer switch, brake light, reflectors • Unbreakable polycarbonate windshield • Positive disc brakes • Key start • Kill switch • One-piece ski legs • Wide ski stance • Advance designed grips with integrated accelerator and brake levers • Rugged, dependable Sachs engine.

specifications

VEHICLE :

Frame:

Hood:

Track:

Track width:

Front suspension:

Rear suspension:

Pulleys & belt:

Chain:

Gear ratio:

Fuel tank:

Head light:

ENGINE :

Type:

H.P./R.P.M.:

Bore:

Stroke:

Displacement:

Magneto: (lights)

Muffler:

MISCELLANEOUS :

Spark plug: (Bosch)

Alt. Champion sp. plug

Fuel required:

Fuel-oil ratio:

RTX-300	RTX-340	RTX-440	RTX-447
Steel heavy duty 18 gauge.			
Molded polycarbonate — forward tilting.			
Molded rubber re-inforced with 2-4-6 ply nylon, embedded fiberglass rods, spring steel clips.			
15½"	15½"	15½"	17⅞"
Leaf springs and shock absorbers.			
Super slide bars and shock absorbers.			
Variable speed 10 7/16" ± 1/16" center to center 9/16" offset 1½" width belt.			
35⅜" double endless (chrome-moly) in oil pan.			
15/33	15/33	17/33	17/33
Imp. 4.2/U.S. 5	Imp. 4.2/U.S. 5	Imp. 4.2/U.S. 5	Imp. 3.7/U.S. 4.5
60W—12 volt	60W—12 volt	60W—12 volt	60W—12 volt
SACHS TWO-CYCLE.			
SA-290 SS	SA2-340 C	SA2-440 C	SA2-440 C
24 @ 6000	34 @ 6500	40 @ 6500	40 @ 6500
73 MM	NA	67.5 MM	67.5 MM
70 MM	NA	61 MM	61 MM
293 c.c.	338 c.c.	437 c.c.	437 c.c.
12V-75/23W	12V-75/23W	12V-75/23W	12V-75/23W
One tuned muffler with ball joints.			
W-280 M1	W-260 T2	W-260 T2	W-260 T2
L57R or LG 2	N2G or N2	N2G or N2	N2G or N2
Premium gasoline: 98 octane minimum.			
25:1 — See separate fuel mixing section.			

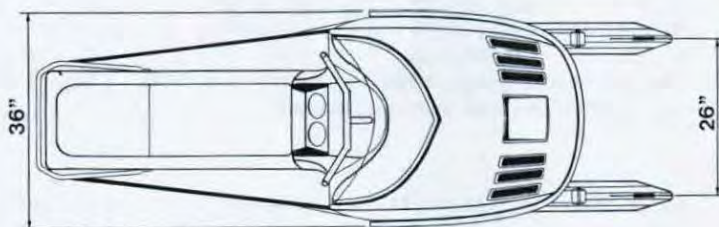
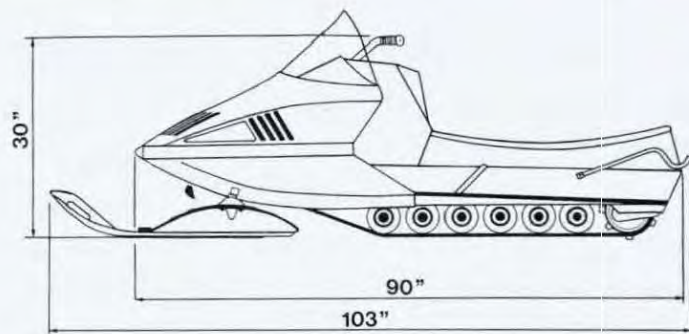
DATA AND SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT PRIOR NOTICE.

RT-300	RT-300 E	RT-300 T	RT-340	RT-440	RT-440 E	RTW-300
Steel heavy duty 18 gauge.						
Molded polycarbonate forward tilting.						
Molded rubber re-inforced with 2-4-6 ply nylon, embedded fiberglass rods, spring steel clips.						
15½"	15½"	15½"	15½"	17"	17"	N/A
Leaf springs.						
Bogie wheels and torsion springs.			Super slide bars and shock absorbers.			
Variable speed 10 7/16 ± 1/16" center to center 9/16" offset. 1½" width belt.						
Imp. 4.2/U.S. 5 60W 12 volt	Imp. 4.2/U.S. 5 60W 12 volt	Imp. 4.2/U.S. 5 60W 12 volt	Imp. 4.2/U.S. 5 60W 12 volt	Imp. 3.7/U.S. 4.5 60W 12 volt	Imp. 3.7/U.S. 4.5 60W 12 volt	Imp. 4.2/U.S. 5 60W 12 volt
SACHS TWO-CYCLE						
SA-290	SA-290 E	SA2-290	SA2-340	SA2-441	SA2-441 E	SA-KM24
19.5 @ 5500	19.5 @ 5500	24 @ 7000	28 @ 7250	35 @ 6500	35 @ 6500	23 @ 6000
73 MM	73 MM	57.5 MM	62 MM	67.5 MM	67.5 MM	71.5 MM
70 MM	70 MM	56 MM	56 MM	61 MM	61 MM	11.6 MM
293 c.c.	293 c.c.	291 c.c.	338 c.c.	437 c.c.	437 c.c.	294 c.c.
12V/75W/23W	12V/120W	12V/75W/23W	12V/75W/23W	12V/75W/23W	12V/120W	12V/75W
One muffler with ball joint connections.						
M-240 T1 K8G or K8	M-240 T1 K8G or K8	W-260 T-2 N2G or N2	W-260 T-2 N2G or N2	W-260 T-2 N2G or N2	W-260 T-2 N2G or N2	N/A N/A
25:1						

DATA AND SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT PRIOR NOTICE.

specifications

SPECIFICATIONS		RT 300	RT 300-T	RT 300-E	RT 340	RT 440	RT 440-E	RTX 300	RTX 340	RTX 440	RTX 447	RTW 300
DIMENSIONS & WEIGHTS	Length of frame	90	90	90	90	92	92	90	90	90	92	90
	Overall length with skis	103	103	103	103	105	105	103	103	103	105	103
	Overall width	36	36	36	36	36	36	36	36	36	36	36
	Height without windshield	30	30	30	30	30	30	30	30	30	30	30
	Dry weight	354	360	382	360	402	430	356	362	374	404	356
	Distance between skis - center to center	26	26	26	26	26	26	26	26	26	26	26
	Thickness of seat	Taper 6½" at front to 9" at rear										
CONSTRUCTION	Front and rear bumper	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Trailer hitch	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes



identification of your skiroule



FRAME :

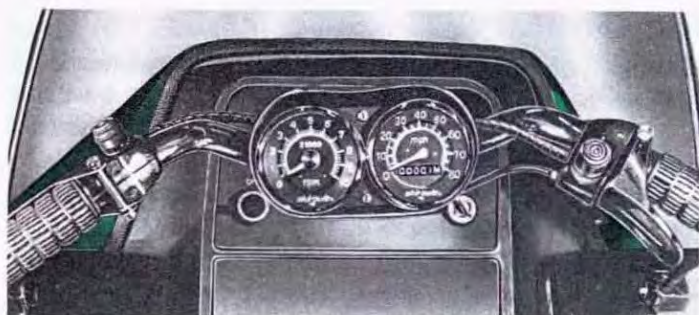
Your SKIROULE snowmobile can be identified easily by a serial number sticker on the right side of the frame at the back. This stamp also shows that it meets governmental security regulations.



ENGINE :

The engine also bears a serial number plate on the rewind starter side.

controls



STEERING :

Your snowmobile follows the direction in which handle bars are turned.

HANDLEBARS :

New racing style pod accommodates instruments.

THROTTLE LEVER :

Throttle lever is mounted on the right side of the handlebars. Engine speed increases as lever is depressed, engine speed returns to normal when lever is released. Throttle lever incorporates a kill switch. This switch when depressed turns the ignition to the off position. The kill switch must then be depressed a second time to reconnect the ignition for starting. "VIN" number, 1/2" high is stamped on the right front side of each chassis. This number is a federal requirement and should be recorded in case of loss or theft. It is not to be confused with the chassis serial number which is used for registration purposes.

controls

BRAKE LEVER :

Your new Skiroule is equipped with a dependable disc brake mechanism with the brake lever mounted on the left hand side of the handlebars. The brake lever incorporates a head light dimmer switch which when depressed will give you either the low or the high head light beam. The disc brake mechanism also actuates a stop light switch giving stop indication. The stop light feature is a mandantory requirement in several states and provinces and is wired to operate independant of the lighting system. Therefore it will function any time the brake is applied either day or night.



CHOKE BUTTON :

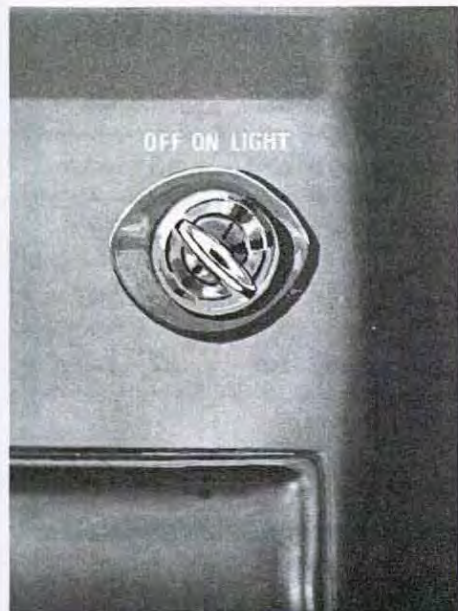
You will find the choke button on the console. Always pull the choke for easy cold engine starts. By doing so you stop the air from rushing into the carburetor, increase the fuel/air ratio for starting.

CAUTION : DO NOT OVERCHOKE.



IGNITION SWITCH :

The ignition switch is located on the face of the console and is key operated. With the key the switch may be turned to position "OFF", "ON", "LIGHT", with the engine running and switch in "ON" position, you can switch the head lamp on by turning to the "LIGHT" position.

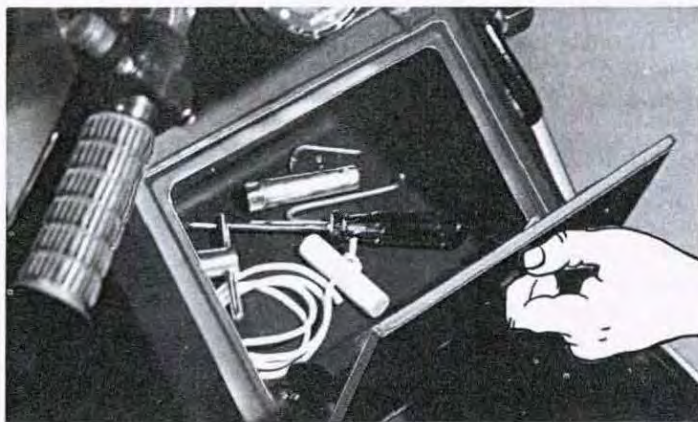


ACCESSORIES :

Speedometer and tachometer are standard equipment on the RTX Series Skiroules and are mounted in a racing style pod on handlebars. The speedometer is powered by the front axle and indicates the track speed.

The tachometer indicates the number of crankshaft revolutions, thus should be considered a safety component. The engine should not be accelerated to speeds beyond the R.P.M. at which it produces maximum power.

Tool kit is furnished with this vehicle and is kept in the console compartment. The dealer should be consulted on the varied uses of these tools.



The two-cycle high performance engine that powers your Skiroule Snowmobile is lubricated by the addition of oil to the gasoline. Gasoline used should be graded at a minimum of 98 octane. A premium quality two-cycle snowmobile oil should be mixed with this gasoline. Concentrates or additives are not recommended.

IMPORTANT :

RATIO : A ration of 25 parts of gasoline to 1 part oil is recommended for Sachs engines powering the Skiroule Snowmobile.

NOTE : A mixture containing too little oil will cause overheating of the engine, which could result in serious internal engine damage. Too much oil will cause excessive carbon formation resulting in pre-ignition, fouled spark plugs and loss of power.

Check following page for correct mixing procedure.

CONTAINERS AND LUBRICANT CHART

GASOLINE	OIL	
	Oz. (Imp.)	Oz. (U.S.)
1 Gallon	6.6 oz.	5.3 oz.
2 Gallons	13.2 oz.	10.6 oz.
3 Gallons	19.8 oz.	16 oz.
4 Gallons	26.4 oz.	21.2 oz.
5 Gallons	33 oz.	26.5 oz.
6 Gallons	40 oz.	32 oz.
Per imperial gallon		
Per U.S. Gallon		

fuel mixing procedure

1. Pour oil in container (see required ratio on preceding page).

N.B. Always use a separate and clean container to mix your gas and oil. Do not mix in snowmobile tank.

A safety type gasoline container is recommended.



2. Add approximately $\frac{1}{2}$ gallon gasoline.



3. Close container and shake well to allow proper mixing.



4. Pour the rest of required gasoline quantity.



5. Close and shake thoroughly once again.



6. When filling your Ski-roule tank with this mixture, always use a funnel with a fine mesh screen to prevent entry of fine dirt particles or water.

pre-start check

FUEL : Check fuel level.

Carry a spare can of fuel with you.

IMPORTANT : Throttle operation.

Before starting check lever by depressing and making certain on releasing that it return to its original position.

SPARK PLUGS :

Periodically, remove spark plugs and check their condition. (Carry some spares) see page 19.



BRAKE LEVER AND ADJUSTMENT :

When brakes are applied the lever on the handlebars should be at half travel position.

Cable length is pre-adjusted, handlebar lever travel is limited by tightening nut on brake arm.

SKIS :

Check alignment; should be parallel. Check wearing rod condition.

STEERING :

Check the steering mechanism by turning the handlebars. If excessive resistance is felt check for snow or ice which may obstruct steering arms.

LIGHTS :

Check head light, tail light and stop light operation. (Engine running)

DRIVE BELT :

Check drive belt condition and always carry a spare belt.

TRACK :

Lift and support the rear end of your Skiroule and check track tension and alignment.

starting procedure

MANUAL REWIND STARTER :

1. Pull the choke knob fully out when the engine is cold. If the engine is warm, do not use the choke.
2. Turn the ignition key to the "ON" position.
3. Make sure your feet are firmly planted on the ground grasp the starter handle and pull slowly until some resistance is felt, then pull sharply and the engine will start.
4. Release choke at first firing of the engine.



ELECTRIC STARTER :

1. Pull the choke knob fully out when the engine is cold. If warm do not use the choke.
2. Apply light pressure to the throttle lever.
3. Turn the key to "START" and hold until engine starts.

NOTE :

Do not operate starter for more than 20 seconds. If engine fails to start, turn key to "OFF" position; allow to rest for 2 minutes. Then repeat the procedure.

4. Release choke as soon as the engine has started. Key is spring loaded and returns to "ON" position when released.



break-in period

Do not be too anxious to see how fast your machine will go, take it easy and avoid trouble later.

1. To obtain the best overall performance from your Skiroule Snowmobile, a break-in period of 12 operating hours should be observed, before the machine can be run at full power.
2. The throttle position should never exceed $\frac{3}{4}$ maximum travel or 40 miles per hour during this period.
3. All through the break-in period fuel-air mixture screws on the carburetor must be left at their pre-set adjustment.
4. We cannot overstress the importance of the break-in-period. It may mean the difference between complete enjoyment and trouble. If care is not taken during this period, engine damage will likely result. While it may not show up immediately, it will eventually cause engine failure.
5. After 12 hours of operation, we recommend that you return your Skiroule to your dealer for its first inspection and adjustment.

suggestions to novices

Develop confidence in your Skiroule and in yourself as a snowmobiler. Select large, flat areas, clear of trees or other obstructions for your first rides. Get used to the various controls of your Skiroule and to its feel and balance. Do not attempt to travel at high speed or far away.

Avoid the mistake of pressing and releasing throttle and brake levers abruptly. Always squeeze smoothly for jerkless acceleration and braking.

Remember that releasing the throttle lever has a natural slowing action and that a gentle pressure on the brake lever will be sufficient. You will be less and less dependent on the brake as your driving improves.



driving hints

TURNING

For wide turns, the handlebars alone are enough to steer your Skiroule where you wish to guide it. To make fast, tight turns, you must learn to shift your body weight to left or right, and to lower your center of gravity as much as possible. Practice turning in open field as much as you can.



SURFACE CONDITIONS

DEEP SNOW — Your Skiroule is designed to manage any type of snow. In light, deep snow, keep as little weight as possible on your snowmobile, travel alone. Maintain a good speed without accelerating beyond the track's ability to manage the soft surface. Don't stop.

ICY SURFACES — Slow down, avoiding abrupt acceleration or braking.

driving positions

STANDING :

A generally accepted position for manoeuvring and for beginners. To go up or down steep hills, to go over a knoll or ditch, passing another snowmobile on a trail and steering in deep snow. Knees should be bent slightly to smooth out the bumps.



KNEELING :

For side hills use the kneeling position one knee on the seat and the opposite foot on the footboard. The foot on the footboard should always be on the uphill side allowing you to lean into the hill.



SITTING :

For the easy trail ride the sitting position is the best. Sitting with the feet on the footrests is the more comfortable position. A squatting position with feet on the footboards under the stirrups is preferable for fast trail riding.



do



- Register your Skiroule snowmobile at the nearest license bureau, to comply with state or Provincial Laws.
- Put your lights on when riding at dusk or at night.
- At all times carry tools and emergency supplies, such as spark plugs, bulbs, drive belt, flashlight, tow rope, first aid kit, etc.
- Use tow-bar or rigid hitch when pulling "Cariol" behind your Skiroule.
- Use extreme caution whenever it is necessary to cross a public road.
- Wear appropriate clothing at all times when using your Skiroule. Avoid wearing scarves or any loose fitting apparel that may be easily entangled in moving parts of your machine or fixed objects in the landscape.
- Do avoid ice covered streams and lakes unless you have tested the ice and are sure about its safety.

• Cut across another snowmobile or vehicle.

• Drive on highways or public roads.

• Drive on railway tracks. The noise of approaching trains may be drowned by the sound of your engine.

• Drive over fences or cut through them. (Respect private property).

• Leave your keys in the ignition switch.

• Overload your Skiroule. A "Cariol" will carry more weight with greatest ease and allow for better maneuverability.

NEVER LIFT MACHINE'S "TAIL" TO CLEAR TRACK

(Harmful to mechanical components due to over-reving and to people due to rocks, ice chunks or other items being hurled out the rear).

do not



emergency

EMERGENCY SITUATION

Emergency situations may arise. Be ready to cope with them. Always carry a set of tools and spare parts for minor and even major repairs on the trail.

EMERGENCY MATERIALS

In addition to the standard tool kit supplied with your SKIROULE, carry: — An adjustable wrench - pliers - thin-bladed screw driver - a fuel filter - some spark plugs - a light bulb - a good rope - and a throttle cable.

TOWING A SNOWMOBILE

1. Remove the drive belt (see photo).
2. Tie both skis to your rear bumper.
3. TAKE driver on your SKIROULE and tow vehicle slowly.

BROKEN THROTTLE CABLE

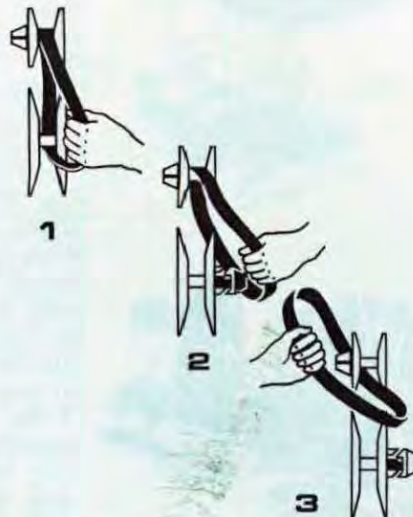
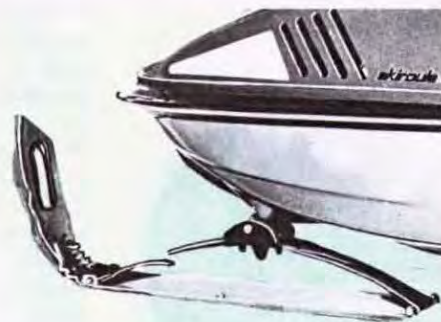
1. Remove cable from throttle lever.
2. Remove throttle cable envelope by loosening holding clamp on carburetor.
3. Loosen retaining screw on pivoting slug.
4. Remove cable.
5. Insert new cable, and reroute through pivoting block and holding clamp.
6. Reinstall at throttle lever.
7. Adjust to correct length.

BROKEN SKI OR SPRING

Remove ski and ride on remaining one shifting your weight to keep vehicle's balance.

TO REPLACE DRIVE BELT

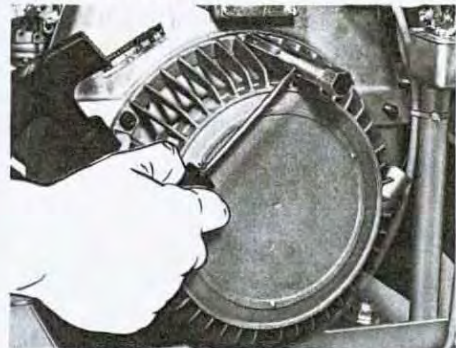
1. Open driven pulley by pushing and twisting the sliding half.
2. Slip belt out from driven pulley and remove by passing it over.
3. Reverse procedure to install new belt.



maintenance

REWIND STARTER BROKEN ROPE

Remove rewind starter unit. Wind rope around starting pulley. Start engine as usual.



SPARK PLUGS

The use of wrong or defective spark plugs could result in loss of performance or even damage to engine components. (See spark plug specification on page 4).



NORMAL



Brown Coloured

WORN OUT



Eroded Electrodes

OVERHEATED



Light Gray

WET FOULED



Black and Oily

ENGINE CYLINDER HEAD NUTS

(We recommend the use of a torque wrench).

Have your dealer check cylinder head bolt tightness at 12 hours inspection.



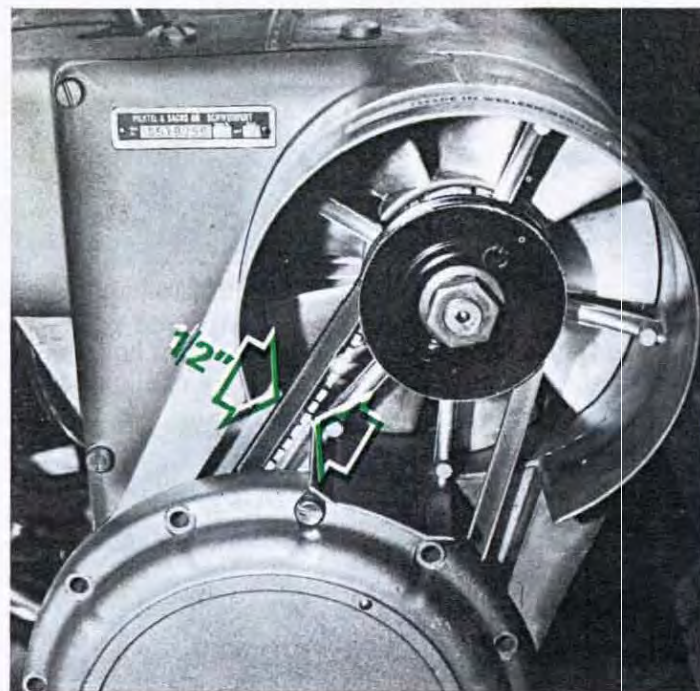
ENGINE MOUNT BOLTS

Check engine mount bolts periodically. Loose engine mount bolts will throw your pulleys out of alignment.



FAN BELT (TWIN CYL.):

The belt driven fan provides cooling air on Sachs twin cylinder engines. Belt tension must be checked periodically and deflection should be $\frac{1}{2}$ " when slight finger pressure is applied. Adding or removing shims between upper pulley halves varies the tension.



CARBURETOR :

Your Snowmobile is equipped with a diaphragm type carburetor. Well adjusted this carburetor should need a tune-up and readjustment once a year before starting a new season. Change the fuel filter whenever required to prevent the entry of any dirt which could clog carburetor operation.

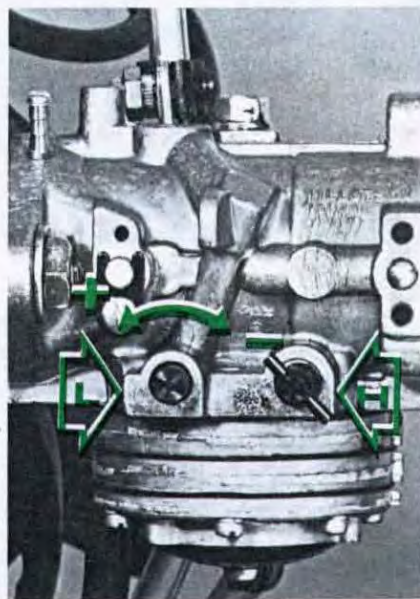
If your Skiroule is a model equipped with the Tillotson carburetor, the following are the necessary adjustments.

HIGH SPEED MIXTURE :

- A) Turn adjusting screw fully clockwise until it closes. (Do not force on seat).
- B) Turn the screw counter-clockwise $1\frac{1}{4}$ turn.

LOW SPEED MIXTURE :

- A) Turn adjusting screw fully clockwise until it closes. (Do not force on seat).
- B) Turn the screw counter-clockwise $\frac{3}{4}$ turn.



IDLE SPEED ADJUSTMENT :

- A) Turn adjusting screw counter-clockwise until it clears the throttle lever then turn in clockwise 1½ turns.
- B) Start engine and readjust if necessary.

NOTE :

These carburetor adjustments are primary adjustments on a cold engine. Once the engine has been started and operating temperatures reached these adjustments will vary slightly.

CARBURETOR ADJUSTMENT (WALBRO) :

If your Skiroule is equipped with a Walbro carburetor, the following are the required adjustments.

HIGH SPEED MIXTURE :

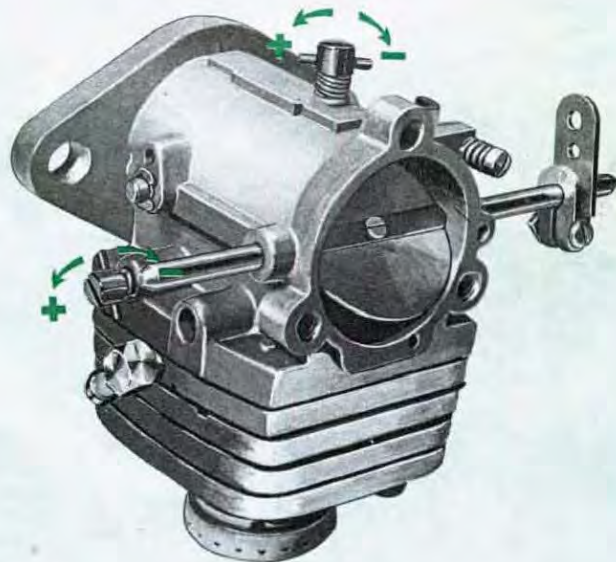
- A) Turn adjusting screw fully clockwise until it closes. (Do not force on seat).
- B) Then turn screw counter-clockwise 1¾ turns.

LOW SPEED MIXTURE :

- A) Turn the adjusting screw clockwise until it closes. (Do not force on seat).
- B) Turn the screw counter-clockwise ¾ turn.

IDLE SPEED ADJUSTMENT :

- A) Turn adjusting screw counter-clockwise until it clears the throttle lever, then turn in clockwise 1½ turns.
- B) Start the engine and readjust if necessary.

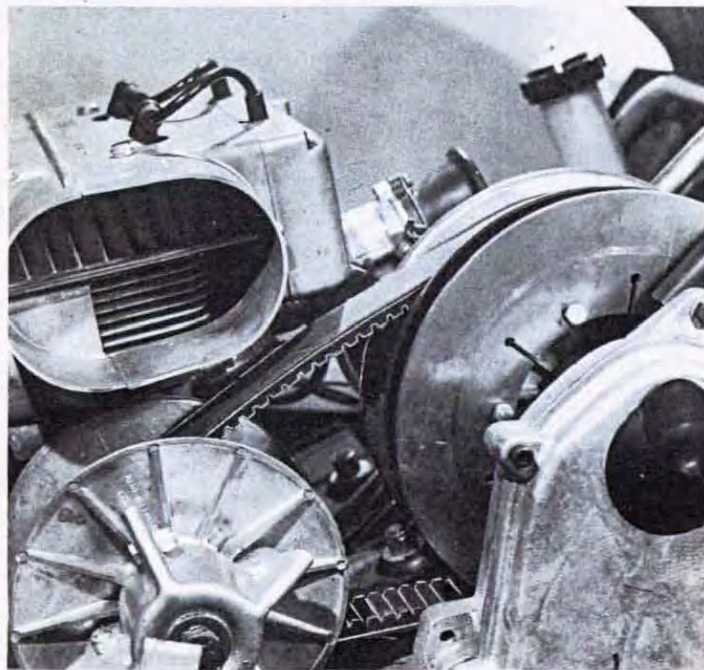


DRIVE CHAIN TENSION :

The tension is adjusted automatically by a nylon tensioner block inside the chain case.

DRIVE BELT :

The drive belt needs only periodical inspection per check list.



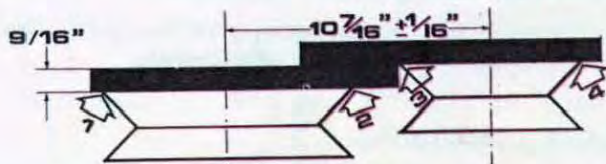
PULLEY ALIGNMENT :

Your dealer has a special tool for checking pulley alignment.

Improper alignment will lead to premature wear of belt. Belt may also turn over and disintegrate.

BELT CONDITION CHECK LIST :

1. Glazed or shiny surfaces indicating slippage.
2. Frayed edges, one side or both indicating rough pulley faces or pulley malfunction.
3. Indication of oil and/or gasoline saturation.



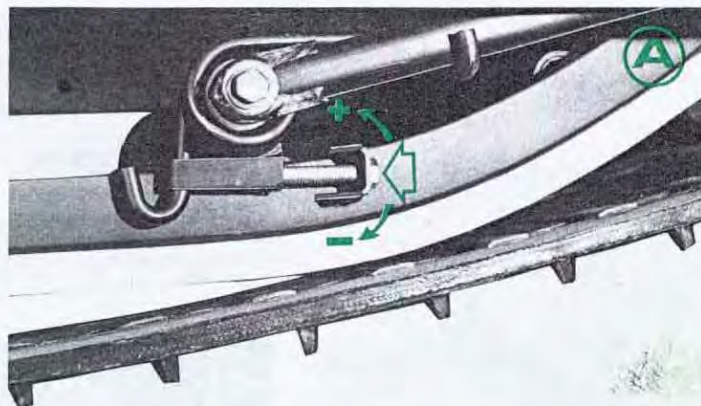
ADJUSTING THE SLIDE BAR SUSPENSION :

The new Skiroule fully adjustable slide bar suspension is designed to give maximum performance for any-type of riding, whether you are a sporty or leisurely type driver.

FRONT TORSION SPRINGS :

A: Adjustment nuts (arrow) give the desired tension on torsion springs. Maximum tension shifts the majority of the weight to the track from the skis and vice versa.

Always adjust front suspension prior to track tension.



REAR SHOCK ABSORBERS :

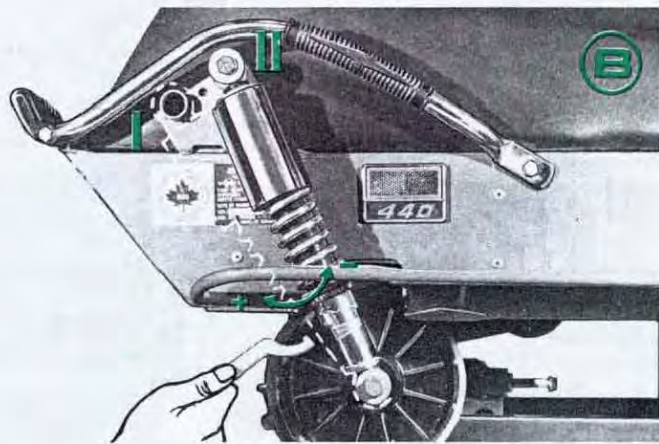
The rear shock coil spring units allow you to choose between a soft ride and a stiffer suspension for the sports-minded driver.

B: I Position I allows a soft ride.

II Position II permits sportier riding.

With the shock absorber in either position you may vary the spring tension by cam adjustment on the shock tube with a special tool. Clockwise increases the tension, counter clockwise decreases the tension. Special tool is included in tool kit.

When carrying an extra passenger the rear shock absorbers should be in the II position and the cam adjusted for maximum spring tension.



TRACK (Slide bar suspension)

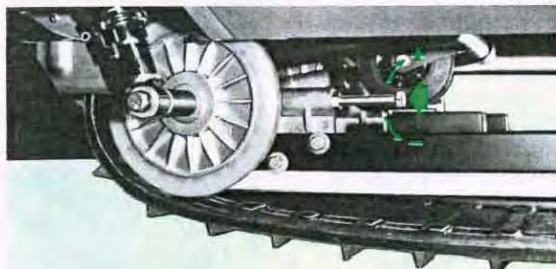
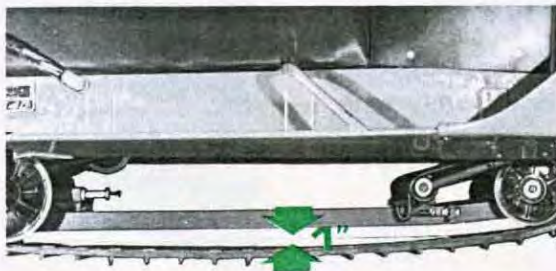
The distance between teflon slider and track should be 1" when the track is lifted clear of the ground.

Slide bar suspension is lubricated by snow. Continuous travel on hard pack or ice surface will require an appropriate spray lubricant.

Track tension is varied through adjusting bolts on suspension bars (see figure).

ALIGNMENT

Distance between track and body should be the same on both sides. If track is rubbing or too close to the body on one side, turn adjusting screw clockwise on this side and the opposite screw counter-clockwise (same number of turns). Always tighten back locknuts on adjusting screws.



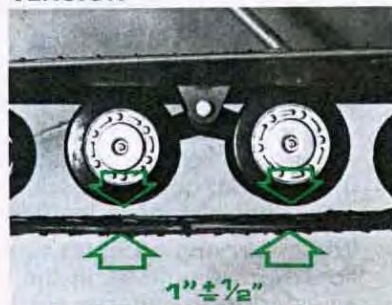
TRACK (Bogie Suspension)

Your track needs two periodic adjustments for maximum life and performance.

ALIGNMENT

Alignment procedure is the same as slide suspension. Adjusting bolts are at rear of chassis each side.

TENSION



There should be $1'' \pm \frac{1}{2}''$ between central bogie wheels and track when rear is lifted.

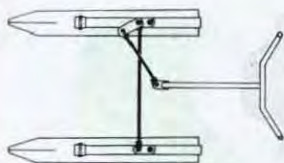
STEERING ADJUSTMENT :

Make sure that skis are parallel by measuring the distance between the skis at the front and at the rear. With the handlebars at "O" turn the skis should be parallel to the track edges.

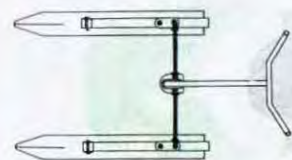
Open hood.

Loosen all locking nuts on steering tie rods.

Turn the tie rod to obtain the desired position for handlebar and skis. Retighten all locking nuts.



FRONT ENGINE



MIDDLE ENGINE

DISC BRAKE ADJUSTMENT :

Adjust the brake periodically to counteract the wear of brake pucks. Nuts on the brake cable bracket allow you to shorten or lengthen the cable. When the brake is fully applied the handlebar lever should be at approx. half its travel. Adjustment of the travel may be made by tightening or loosening the nut on the brake arm.



HEAD LIGHT ADJUSTMENT

Adjust head light beam to desired height by the four spring loaded screws head light mounting.

HEAD LIGHT BULB

To change bulb, lift hood, disengage light socket by turning counter-clockwise.

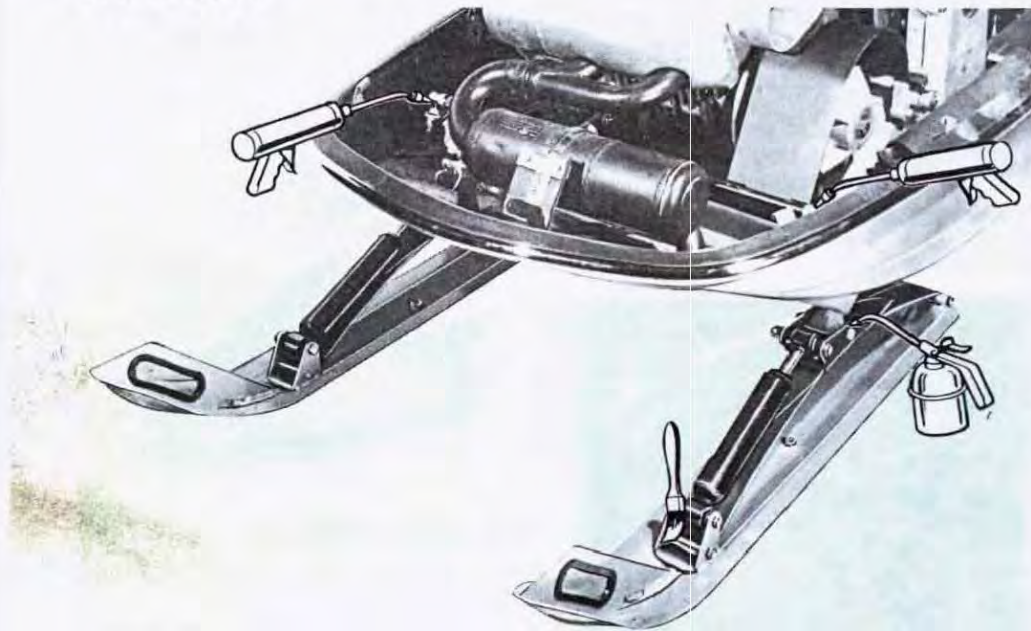


TAIL LIGHT BULBS

Remove both screws securing tail light lens.



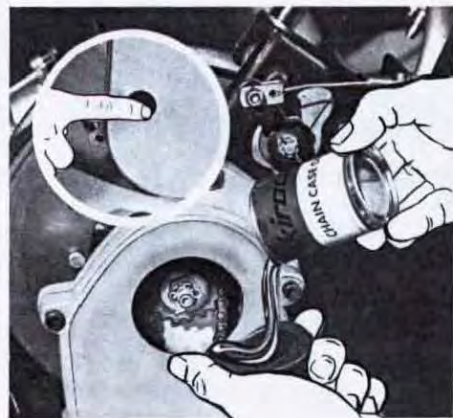
SUSPENSION :



Grease the ski legs through fittings as shown.
Oil the bolt joining the spring coupler to the ski leg.
Apply fiber grease on the sliding plate for smoother action of the main leaf spring.
At least once a week grease bogie wheels and axles through fittings provided for lubrication.
Should you be unable to perform these checks and adjustments have your authorized Coleman-Skiroule dealer do them for you.

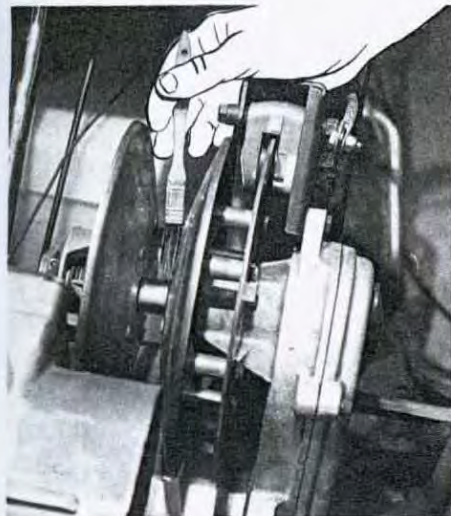
CHAIN CASE :

Check oil level in the chain case periodically. To do this, you remove the small plug at the bottom and the oil level should be flush with the bottom of the opening. If level is low, add some SAE 80 oil by removing the top plug and using it as a funnel until recommended oil level is reached. See lubrication chart pages 33-34 for details.



DRIVEN PULLEY :

Remove drive belt (instructions on page 18) open the driven pulley by pushing and twisting the sliding half, and hold in the open position. Apply a light coat of grease (low temperature type) on shaft as shown.



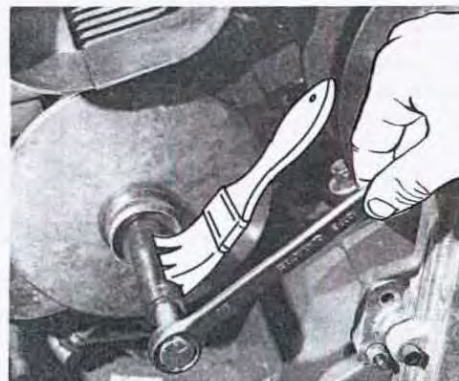
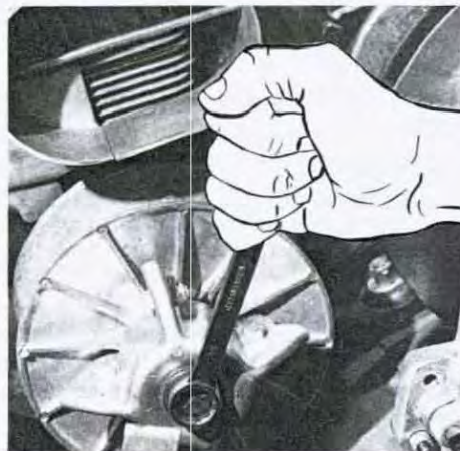
NOTE: Be sure to wipe any excess grease from the pulley face to prevent any possibility of belt slippage and damage.

Slide the pulley back and forth to spread the grease evenly.

DRIVE PULLEY :

Remove centrifugal governor, sliding pulley and spring.

After cleaning the shaft spread a fine coat of grease (low temperature type) on it. Then apply a few drops of oil on governor centrifugal weights and reinstall.



NOTE: Should you have to remove the clutch inner half from the crankshaft, we suggest to use Skiroule Tool No. 2093-6015 as shown above.

SUMMER STORAGE PROCEDURE :

An improper storage preparation of your snowmobile could mean a lot of money to put it back on the trail.

Summer storage position:



Moisture and heat can damage a snowmobile track.

You should therefore suspend the rear of your Skiroule as shown at least 2 feet from the ground, inside a covered and dry area.

The life of your track is yours to protect.

SLIDE BAR SUSPENSION :

Release tension on front and rear springs.

Release track tension.

Oil or paint any bare metal spots on suspension components.

Check condition of wheel bearings.

FRAME :

Check frame and front bottom plate.

Repaint bare metal.

SKIS AND STEERING :

Check steering mechanism. Replace any broken or worn part. Repaint bare metal.

CHAIN CASE :

Check oil level as per lubrication recommendation.

Check wear on nylon tensioner block.

CARBURETOR :

Always have carburetor cleaned and checked by your dealer before returning engine to service.

BATTERY :

Remove battery and have dealer check and charge it.

Always store in a cool place and have it recharged 3 or 4 times during the storage period.

PULLEYS :

Remove belt and store in a dry place.

Oil pulley flanges to prevent corrosion or rust.

FUEL TANK :

Empty fuel tank and rinse with pure gasoline if dirty.

CYLINDER :

After removing the spark plugs pour 4 oz. SAE oil in each cylinder. Replace plugs and pull rewind starter to spread the oil inside the cylinder and on the rings.



trouble-shooting

MALFUNCTION	CAUSES AND REMEDIES
Engine difficult to start	Fuel line blocked or leaking. Ruptured fuel pump diaphragm. Ignition wiring loose or defective. Spark plug fouled, breaker points corroded or burnt.
Engine stops	Fuel flow obstructed. Ignition system defective. CHECK: Spark plug, ignition cable, breaker points. Piston seizure due to overheating. Carburetor setting too lean.
Engine operating irregularly	Spark plug loose, defective or fouled. Ignition wiring defective. Ignition timing incorrect. Loose carburetor, defective flange gasket, dirty carburetor.
Engine operating four-stroke	Choke closed, main carburetor setting improper. Dirt under needle valve preventing it from seating properly.
Engine losing power	Poor compression: Tighten head nuts and crankcase nuts. Incorrect ignition timing. Piston rings sticking due to use of improper oil. Excess carbon on piston and head.
Engine backfiring	Defective or incorrect spark plug. Defective condenser or ignition coil. Gas-oil mixture too lean.
Engine overheating	Air fuel mixture too lean. Loose spark plug. Obstruction in ventilating *system. Improper gas-oil mixture. Improper grade of oil.
Excessive fuel consumption	Fuel line or tank leaking. Choke closed. Incorrect carburetor setting. Defective needle and seat.

* NOTE : Ducting on intake and exhaust sides of ventilating system must never be obstructed in anyway.

RT and RTX SERIES II

warranty

What The Warranty Covers and For How Long

Skiroule Ltee warrants to the owner of a new snowmobile that it is free from defects in material and workmanship for ninety (90) consecutive days commencing on date of purchase during the first "snowmobile season" in which purchase is made or commencing November 15 of first "snowmobile season" that follows date of purchase if purchase is not made during a "snowmobile season". A "snowmobile season" is defined as commencing November 15 and ending on April 15 of the following year. If the machine is purchased after January 16, the unused portion of the ninety (90) day period will be carried forward to the following snowmobile season and the warranty will recommence on November 15. The warranty is extended to the original purchaser/owner only and is not transferable nor assignable.

What is Not Covered by The Warranty.

1. Failure or malfunction of the complete vehicle or any of its component parts resulting from misuse, negligence, alteration, accident, damage through acts of God, lack of lubrication in any way, failure to perform normal maintenance service, or if serial number of vehicle or engine is removed or obliterated.
2. Machines which have been modified in any way, used for any type of competitive sport or racing, or used for commercial or rental purposes, or operated on surfaces other than ice or a minimum of three inches of snow.
3. Normal maintenance wear components such as spark plugs, ignition points and condensers, light bulbs, fuses, fuel filter, ski wearing rods, polyethylene or teflon slide bars, head light cover, chassis wear plates, or track clips.
4. The drive belt will not be warranted after 90 days of use, or after it has been worn more than $\frac{1}{8}$ inch from its original width.
5. Loss of time, inconvenience, loss of use of machine, transportation costs nor any other consequential or incidental damages, or costs arising from the malfunction or failure of component parts be they covered under the warranty or not.
6. Minor imperfections in or abrasions to the finish of painted parts, or polycarbonate or fiberglass components such as windshield, hood, console, etc. . . . , which do not affect the structural quality of the part or the machine, or impair the vision of the operator.
7. Any repairs made by a person or firm other than an authorized Skiroule dealer or Skiroule Distributor or repairs made by using parts other than those supplied by or authorized by Skiroule **WILL VOID THE ENTIRE WARRANTY.**

warranty (continued)

Skiroule's Obligation is Limited To

Our obligation under the warranty is limited to repair or replacement, at our option, of component parts disclosed to our satisfaction to be defective. Skiroule replacement parts used for in-warranty repairs are only warranted for the unexpired portion of the original warranty period covering the vehicle. These parts will be supplied F.O.B. Factory and Skiroule will not be responsible for transportation costs of any kind.

Payment for labor for repair or replacement of any part will be limited to the amount specified in the Skiroule Warranty Flat Rate Labor Schedule or as otherwise authorized in writing by Skiroule.

Skiroule reserves the right to incorporate improvements and changes in design or components used in its products without incurring any obligation to make the same improvements, or changes, in any products previously sold or manufactured.

Owner's Obligation

The owner must regularly perform lubrication and maintenance as recommended in the owner's manual, furnished by Skiroule. Any apparent defect must be called to the attention of Skiroule, an authorized dealer or distributor, immediately, and refrain from operating the vehicle if there is any question at all with regard to the safety of the operator or other persons or property. Skiroule will accept no obligation of liability for failure of the owner or others to exercise good judgement.

Warranty is Void If Not Registered

The owner must sign a warranty registration form, to acknowledge date of sale and acceptance of delivery of the vehicle, which the dealer must mail to Skiroule within ten days to register warranty. Skiroule will mail the owner a SERVICE CARD which must be presented to an authorized dealer, any time in-warranty repairs are requested.

Exclusion of Other Warranties

The only warranty extended under this agreement by Skiroule Ltee is this express warranty which is applicable only within the continental United States and Canada. There are no other warranties express or implied. There is no warranty of merchantability nor of fitness for a particular purpose. Skiroule Ltee and its dealers shall in no event be liable for any consequential or incidental damages including but not limited to injury to the person or property of the buyer or others. Skiroule Ltee neither assumes nor authorizes any other person to assume for it any other warranty.

This warranty only covers machines which carry a date of manufacture after April 1, 1972 and are serial numbered 95,000 and above.

Skiroule Ltee, Wickham, Que.




TO VALIDATE YOUR WARRANTY

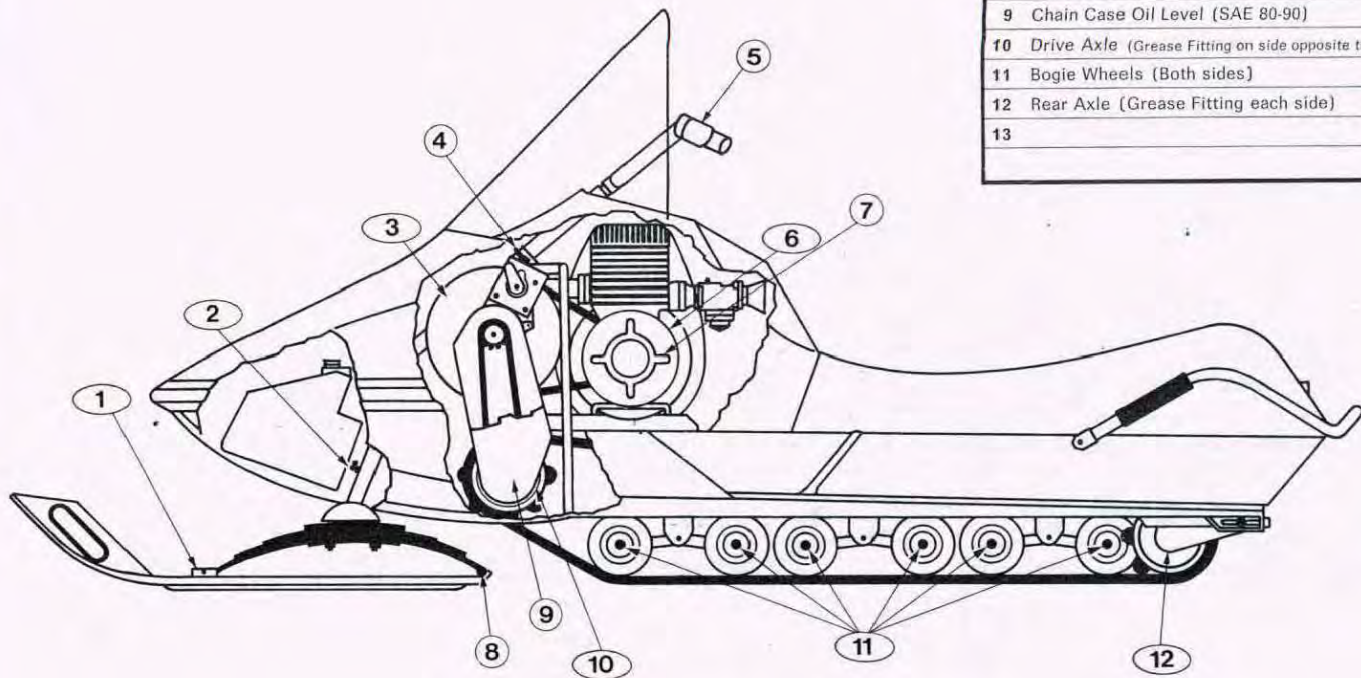
- A) You should make sure your warranty registration forms are completed at the time of purchase.
- B) You must sign these forms.
- C) Your dealer must forward them immediately for registration of your warranty.
- D) Within a few days you will receive your Warranty Service Card.

<i>skiroule</i>		CARTE DE SERVICE CARD
<small>Coleman</small>		
John Doe		
100 State St.		
Anywhere North America		
RTX - 447	115000	
11573	5519959	




Skiroule reserves the right to change data and specifications included in this manual at any time and without prior notice.

lubrication chart

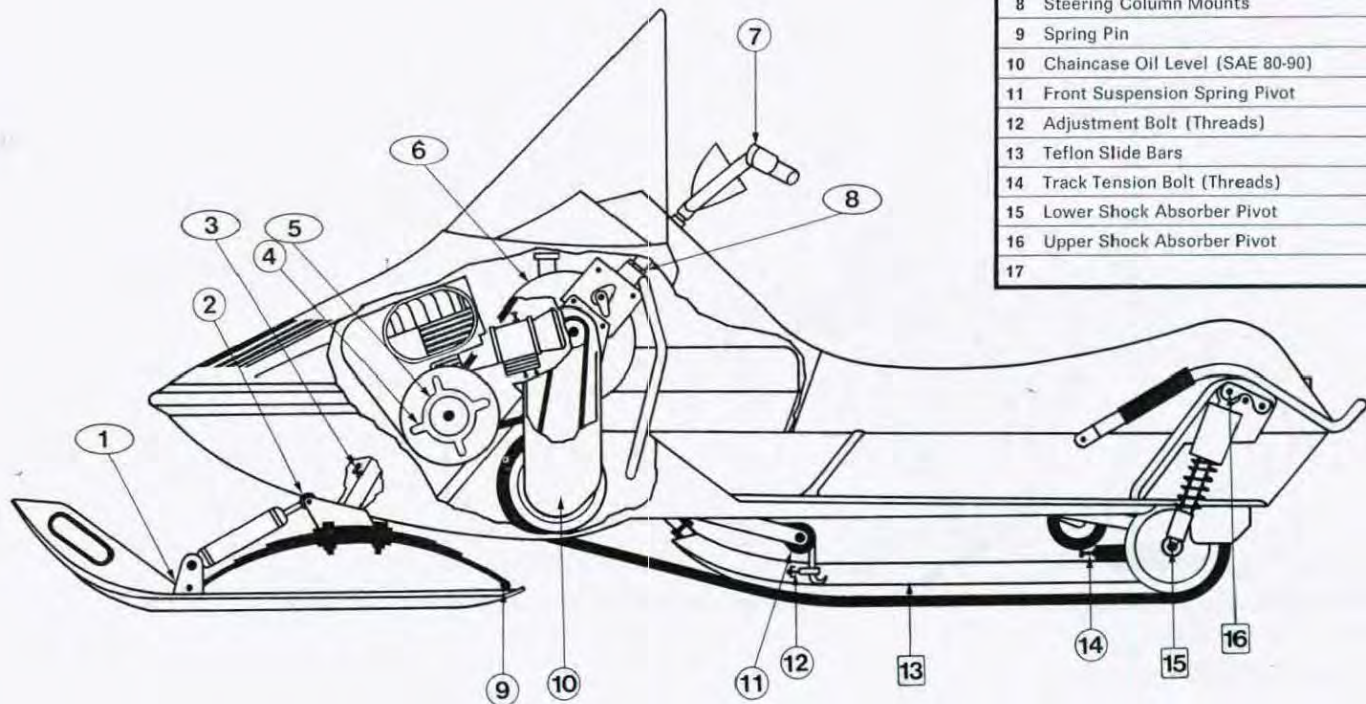
	LOW TEMP. GREASE	1 Slider Plate
	OIL	2 Ski Leg (2)
		3 Pulley Shaft and Cam Ramps
		4 Steering Column Mount
		5 Throttle and Brake Cables
		6 Drive Pulley Shaft
		7 Flyweight Pivot
		8 Spring Pin
		9 Chain Case Oil Level (SAE 80-90)
		10 Drive Axle (Grease Fitting on side opposite the Pulleys)
		11 Bogie Wheels (Both sides)
		12 Rear Axle (Grease Fitting each side)
		13



lubrication chart

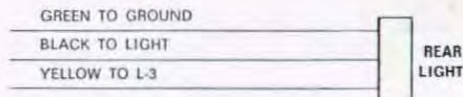
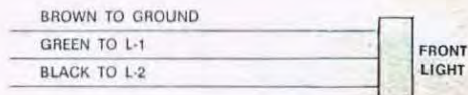
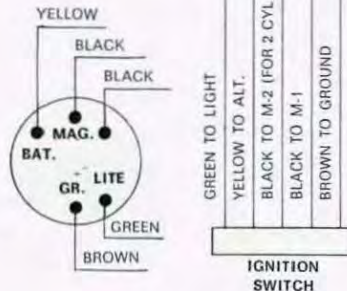
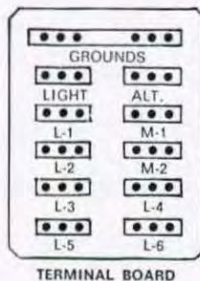
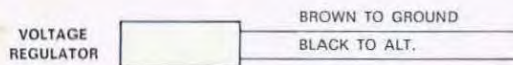
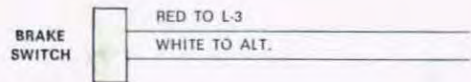
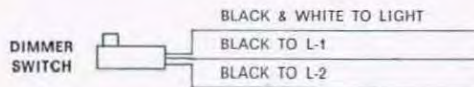
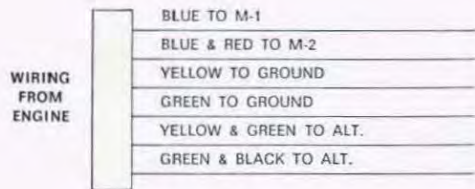
	LOW TEMP. GREASE (Esso Unitol)
	OIL
	SILICONE SPRAY LUBRICANT

- 1 Slider Plate
- 2 Shock Absorber Pivot
- 3 Ski-Leg (2)
- 4 Flyweight Pivot
- 5 Pulley Shaft
- 6 Pulley Shaft and Cam Ramps
- 7 Throttle and Brake Cables
- 8 Steering Column Mounts
- 9 Spring Pin
- 10 Chaincase Oil Level (SAE 80-90)
- 11 Front Suspension Spring Pivot
- 12 Adjustment Bolt (Threads)
- 13 Teflon Slide Bars
- 14 Track Tension Bolt (Threads)
- 15 Lower Shock Absorber Pivot
- 16 Upper Shock Absorber Pivot
- 17



manual start models

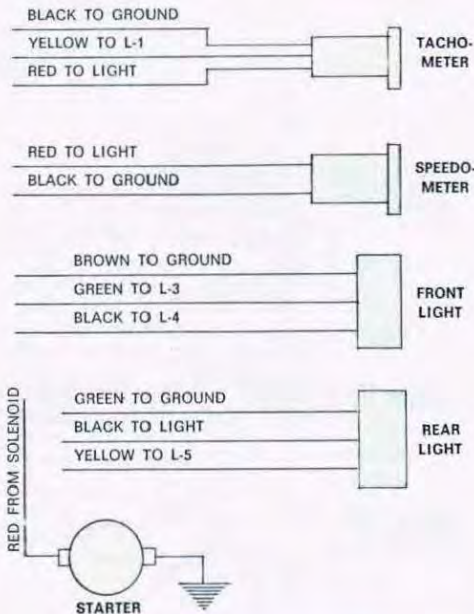
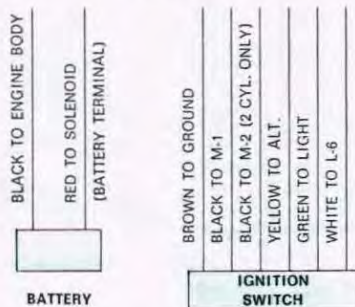
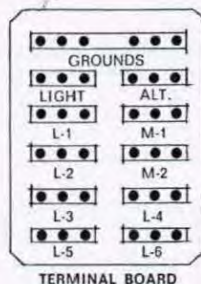
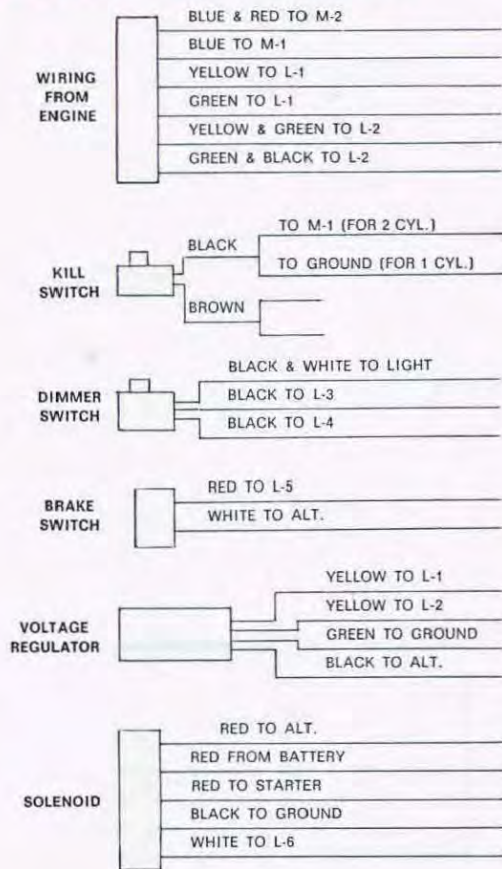
NOTE: SOME UNITS ARE NOT EQUIPPED WITH 23W SUPPLEMENTARY LIGHT COIL WINDING YELLOW WIRE TO L-6 INSTEAD OF GROUND.



LIGHT BULB CHART

LOCATION	NO.	WATTAGE
HD. LIGHT	—	60
TAIL LIGHT	161	2.6
BRAKE LIGHT	194	(2) 3.7
SPEEDO. LIGHT	53	1.7
TACHO. LIGHT	53	1.7

electric start models



LIGHT BULB CHART

LOCATION	NO.	WATTAGE
HD. LIGHT	—	60
TAIL LIGHT	161	2.6
BRAKE LIGHT	194 (2)	3.7
SPEEDO. LIGHT	53	1.7
TACHO. LIGHT	53	1.7