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MAINTENANCE CHART

NOISE EMISSION CONTROL SYSTEM REGULATION

TAMPERING WITH NOISE CONTROL SYSTEM IS PROHIBITED!

U.S. Federal law and Canadian provincial laws may prohibit the following acts or the causing there of:

1. The removal or rendering inoperative by any person other than for purposes of maintenance, repair or replacement of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use or
2. The use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

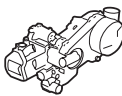



AMONG THOSE ACTS PRESUMED TO CONSTITUTE TAMPERING ARE THE ACTS LISTED BELOW:

1. Removal or alteration or the puncturing of the muffler or any engine component which conducts removal of engine exhaust gases.
2. Removal or alteration or the puncturing of any part of the intake system.
3. Replacing any moving parts of the vehicle or parts of the exhaust or intake system, with parts other than those specified by the manufacturer.
4. Lack of proper maintenance.





Section 02 MAINTENANCE

Subsection 02 (MAINTENANCE CHART)

MAINTENANCE CHART

		INITIAL 10 HOURS OR 200 KM (125 m.)	EVERY				REFER TO	
			25 HOURS OR 500 KM (310 m.)	50 HOURS OR 1000 KM (620 m.)	100 HOURS OR 2000 KM (1250 m.) OR ONCE A YEAR	200 HOURS OR 4000 KM (2485 m.) OR 2 YEARS		
<p>I: Inspect, verify, clean, adjust, lubricate, replace if necessary C: Clean L: Lubricate R: Replace</p> 		R		R			Maintenance	
						C		
				C				
						C		Removal/ installation
			I			I		
			I			I		N.A.
			I					Gearbox
			I			I		Cylinder and head
			I			①	R	Cooling system
			I				I	
			I		I			
						I		CVT
						I		
						I + C		
			I		I			
	Air filter		C ②		R ②	Maintenance		
	Fuel lines and connections	I			I	Fuel circuit		
	Fuel valve strainers				R			
	Carburetor	I			I	Carburetor		
	Choke	I			I			
	Spark plug	I ③			R ③	Ignition system		
	Battery electrolyte level, connection and vent	I		I		Starting system		
	Wiring harness, cables and lines	I			I	Instruments/ accessories		
	Condition of ignition switch, start button and engine stop switch	I			I			
	Condition of lighting system (hi/lo intensity, brake light, etc.)	I			I			
	Headlamp beam aiming	I			I			
	Drive chain adjustment	MUST BE PERFORMED EVERY RIDE				Rear Axle		
	Drive chain lubrication	MUST BE PERFORMED EVERY RIDE						
	Drive chain slider condition	MUST BE PERFORMED EVERY RIDE						
	Sprockets	I			I			
	Wheel bearings condition				I			

Section 02 MAINTENANCE
Subsection 02 (MAINTENANCE CHART)

		EVERY					REFER TO	
		INITIAL 10 HOURS OR 200 KM (125 m.)	25 HOURS OR 500 KM (310 m.)	50 HOURS OR 1000 KM (620 m.)	100 HOURS OR 2000 KM (1250 m.) OR ONCE A YEAR	200 HOURS OR 4000 KM (2485 m.) OR 2 YEARS		
 <p>I: Inspect, verify, clean, adjust, lubricate, replace if necessary C: Clean L: Lubricate R: Replace</p>		Throttle/housing/cable	I		I			Steering system
		Handlebar fastener				I		
		Steering column ②	I			I		
		Tie rod ends			I			
		Front wheels alignment	I			I		
		Wheel nuts/studs	I		I			
		Wear/pressure of tires	I	I				Maintenance
		Swing arm				I	Front and rear suspension	
		Shock absorbers			I			
		A-arms			I			
		Brake fluid	I	I		R	Hydraulic brakes	
		Brake cable	I		I			
		Brake system (discs, hoses, etc.) ②				I		
		Brake pads		I				
		Engine area	C		C		Body and frame	
		Chassis fastener			I			
		Hitch/trailer ball condition (if installed)	I		I			
		Seat fastening	MUST BE PERFORMED EVERY RIDE					
		Frame				I		
		Vehicle cleaning and protection ②			C			

The initial maintenance is very important and must not be neglected.

① Every 100 hours, check coolant strength.

② More often under severe use such as dusty area, sand, snow, wet or muddy conditions.

③ Make sure that the spark plug gap is correct.

N.A.: Not Available

MAINTENANCE

SPECIAL PROCEDURES

Turn Over

If the oil pressure light stays ON after starting engine and the engine oil level is good, check the following:

- Oil filter for contamination; replace oil filter and oil.
- Oil pressure regulator valve; the valve stays open in the crankcase due to contamination (metallic particles); clean and/or replace the valve.
- Oil pressure switch for damages; replace it if necessary.
- Oil pump; clean and verify; replace oil pump if necessary.

ATV Immersion

ATV Submerged for a Long Time (over one hour)

Disassemble the engine to clean the internal parts and check if there is rust or corrosion on any internal parts.

Drain air box then clean, dry and re-oil air filter.

Remove muffler and empty it. Let muffler dry then reinstall it on the vehicle.

Flush fuel tank and refill with new gas. Refer to FUEL CIRCUIT.

Clean the carburetor. Refer to CARBURETOR.

Look for water in:

- battery (replace battery if necessary)
- brakes system (replace brake fluid).

Lubricate throttle and brake cables. Check if the cables operate properly.

Spray all metal parts with BOMBARDIER LUBE (P/N 293 600 016).

Test drive to confirm all is working well (electrical and mechanical components).

ATV Submerged for a Short Time (fewer one hour)

Check if engine oil is contaminated. If so, perform the following instructions.

- Drain engine oil and remove the oil filter.
- Check for water in the CVT housing. If so, clean and check all parts of CVT before starting engine. Refer to CVT section.
- Drain air box then clean, dry and re-oil air filter.
- Look for water in fuel tank, in doubt, flush fuel tank and refill with new gas. Refer to FUEL CIRCUIT.
- Lubricate throttle and brake cables. Check if the cables operate properly.
- Remove spark plug and using the starter, crank engine several times.
- Add a small quantity of engine oil in cylinder (approximately 1 teaspoonful). Do not reinstall spark plug at this moment.
- Refill engine at the proper level with the recommended oil. Using the starter, crank engine several times.
- Install new spark plug.
- Start the engine and allow it to run at idle speed until the engine reaches its operating temperature.
- Stop the engine.
- Change engine oil and filter.

NOTE: Change oil as many times as necessary, until there is no white appearance in engine oil.

Spray all metal parts with BOMBARDIER LUBE (P/N 293 600 016).

Test drive to confirm all is working well (electrical and mechanical components).

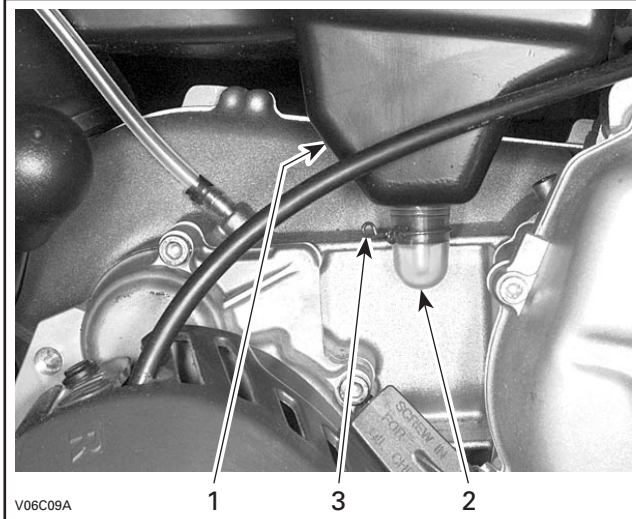
Section 02 MAINTENANCE

Subsection 03 (MAINTENANCE)

AIR BOX

Draining

Periodically inspect air filter box drain plug for liquid or deposits. Refer to the MAINTENANCE CHART.



TYPICAL

1. Air filter box
2. Drain plug
3. Clamp

NOTE: If vehicle is used in dusty area, inspect more frequently than specified in the MAINTENANCE CHART.

If any liquid or any deposits are found, squeeze the clamp and remove. Pull drain tube out.

CAUTION: Do not start engine when liquid or deposits are found in the drain tube. If there is oil in the air box, check engine oil level. Maybe oil level is too high.

When any liquid or any deposits are found, air filter must be inspected/dried/replaced depending on its condition.

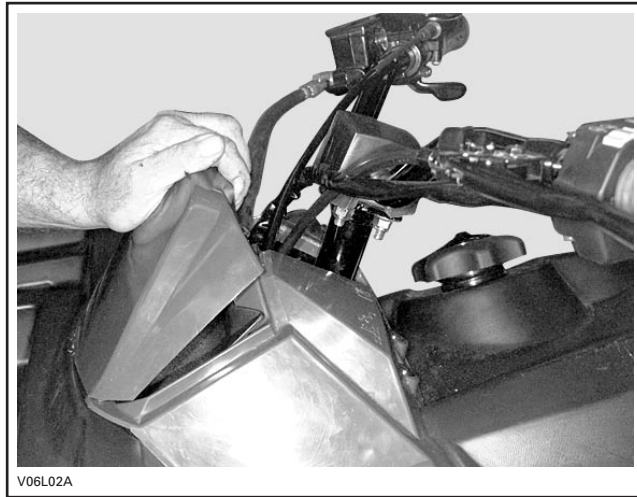
Remove air filter as explained below.

AIR FILTER

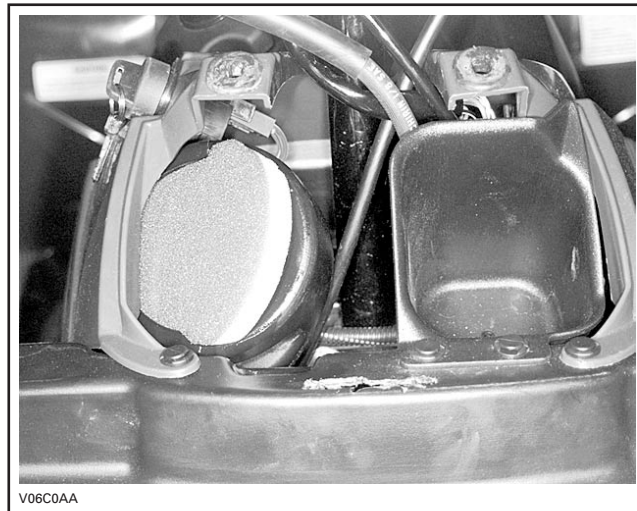
Air Filter Removal

CAUTION: Never remove or modify any component in the air box. Always use genuine parts when replacing air filter and foam. The engine carburation is calibrated to operate specifically with these components. Otherwise, engine performance degradation or damage can occur.

Remove cluster cover.



Remove air filter.



Cleaning

Pour cleaning solution (P/N 293 600 059) into a bucket. Put the filter in to soak.

While filter soaks, clean inside of air box.

Rinse the filter with warm water until all cleaning solution disappears.

NOTE: If the air filter foam is still dirty, replace it with a new one.

Then, let the filter dry completely.

When the filter is dried, re-oil with air filter oil (P/N 293 600 058).

CAUTION: Engine performance degradation or severe damages can occur if the air filter is not properly maintained and/or not well oiled.

Installation

Properly reinstall removed parts in the reverse order of their removal.

Reinstall the air filter with the grey part on top.

NOTE: Check if the air filter broach is properly located before installing air filter.

BOLTS, FASTENERS AND NUTS

Check that all fasteners, bolts and nuts are tightened to the proper torque.

During assembly/installation, use the torque values and service products as in exploded views.

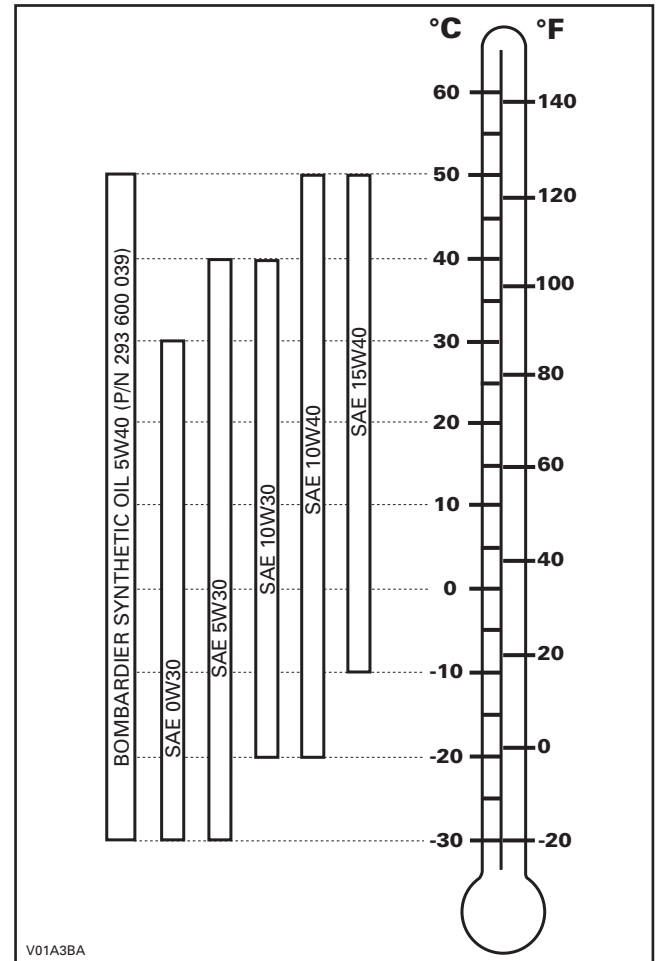
Clean threads before applying a threadlocker. Refer to SELF-LOCKING FASTENERS and LOCTITE APPLICATION at the beginning of this manual for complete procedure.

ENGINE OIL AND FILTER

Oil Viscosity

SAE 5W30 is recommended for all seasons.

Other viscosity should be used if the average temperature is outside the range of the recommended oil. See chart below.



Oil Level

Using the following procedure, check the engine oil level.

Place the vehicle on a level surface.

NOTE: The engine must be cold, not running.

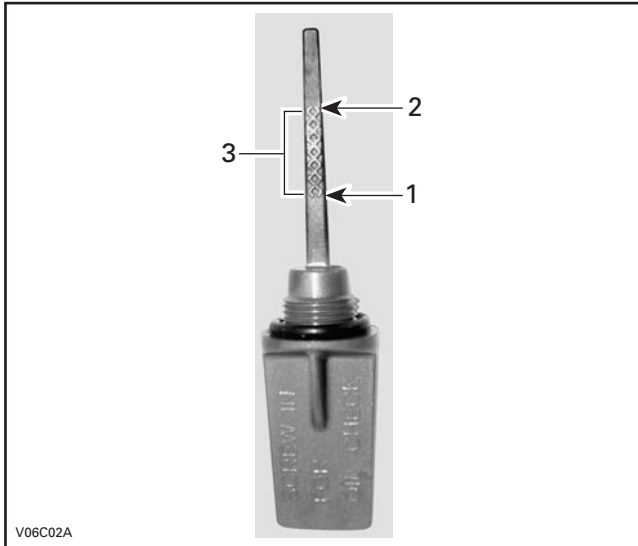
Unscrew and remove the dipstick then wipe clean.

Section 02 MAINTENANCE

Subsection 03 (MAINTENANCE)

Reinstall the dipstick, **screw in it completely.**

Remove the dipstick and check the engine oil level. The level should be near or equal to the upper mark.



1. Full
2. Add
3. Operating range

Oil and Oil Filter Change

⚠ WARNING

The engine oil can be very hot. Wait until engine oil is warm.

NOTE: Oil and filter are to be replaced at the same time. Oil change should be done with a warmed up engine.

Ensure vehicle is on a level surface.

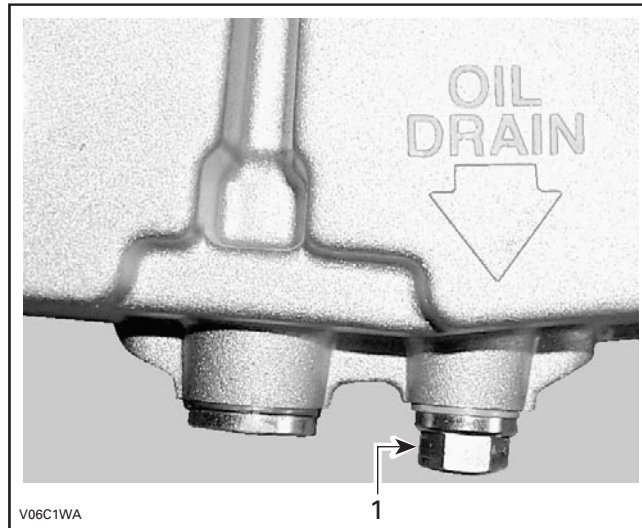
Clean the drain plug area.

Remove dipstick.

Place a drain pan under the engine magnetic drain plug area.

Clean the magnetic drain plug area.

Unscrew magnetic drain plug.

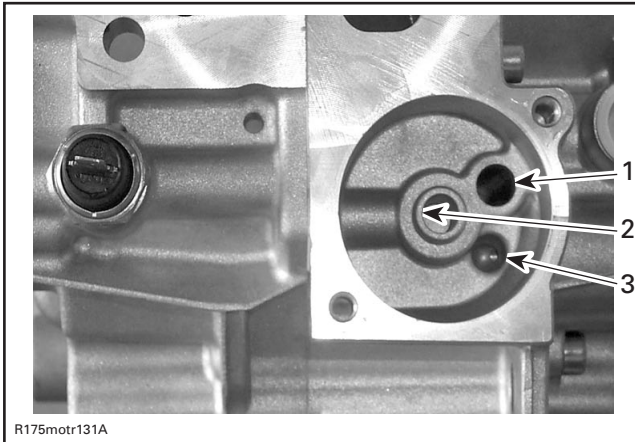


1. Magnetic drain plug

Allow enough time for oil to flow out of oil filter.
Unscrew oil filter cover.



Remove oil filter and replace with a new filter.
Check O-ring on filter cover and change it if necessary.
Check and clean oil filter inlet and outlet area for dirt and other contaminations.



1. Inlet bore from oil pump to oil filter
2. Outlet bore to engine oil providing system
3. Oil line to pressure regulator valve

Install filter cover and torque screws to 10 N•m (89 lbf•in).

Wipe out any oil spillage on engine.

Inspect gasket ring on drain plug and replace as necessary. Clean gasket area on engine as well as the drain plug then reinstall plug.

Refill engine at the proper level with the recommended oil. Refer to TECHNICAL DATA for capacity. Do not overfill.

Start engine and let idle for a few minutes. Ensure oil filter area and drain plug areas are not leaking.

Stop engine. Wait a while to allow oil to flow down to crankcase then check oil level. Refill as necessary.

Dispose oil as per your local environmental regulations.

ENGINE OIL PRESSURE REGULATOR

The engine oil pressure regulator must be cleaned when engine oil is changed. Refer to LUBRICATION for the complete procedure.

OIL STRAINER

This part must be cleaned every two years. Refer to LUBRICATION.

SPARK ARRESTER

The muffler must be periodically purged of accumulated carbon.

Select a well-ventilated area and make sure the muffler is cool.

⚠ WARNING

Never run engine in an enclosed area.

Never perform this operation immediately after the engine has been run because exhaust system is very hot.

Make sure that there are no combustible materials in the area.

Wear eye protector and gloves.

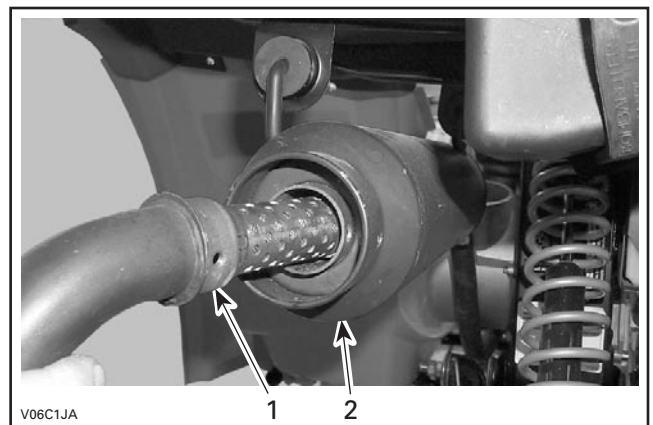
Never stand behind the vehicle while purging exhaust system.

Respect all applicable laws and regulations.

Place transmission on NEUTRAL position and apply parking brake.

Remove the screw retaining the spark arrester to muffler.

Pull the spark arrester out of muffler.



1. Spark arrester
2. Muffler

Using a brush, remove the carbon deposits from the spark arrester.

NOTE: A soft brush is recommended to avoid damaging spark arrester.

Install the spark arrester in muffler.

Check the exhaust system for damage, crack or leak (exhaust pipe). Repair or change if necessary.

Section 02 MAINTENANCE

Subsection 03 (MAINTENANCE)

TIRES AND WHEELS

Tire Pressure

CAUTION: Underpressure may cause tire to deflate and rotate on wheel. Overpressure might burst the tire. Always follow recommended pressure. Since tires are low-pressure type, a manual pump should be used.

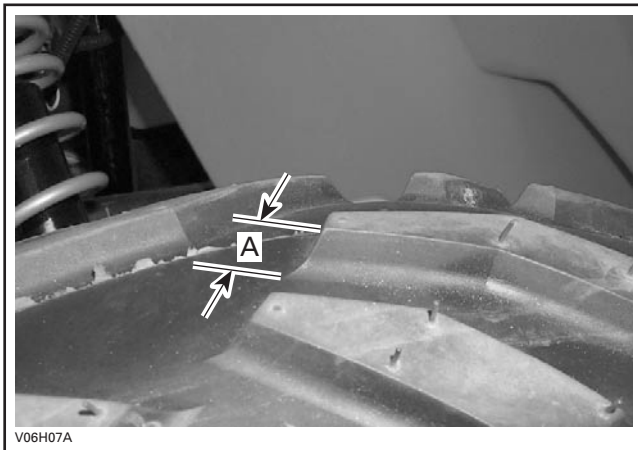
Check pressure when tires are cold before using the vehicle.

NOTE: Tire pressure changes with temperature and altitude. Recheck pressure if one of these conditions has changed.

TIRE PRESSURE		
	FRONT	REAR
RECOMMENDED	24 kPa (3.5 PSI)	
MINIMUM	21kPa (3 PSI)	

Tire/Wheel Condition

Check tire for damage and wear. Measure the tread pattern depth. It should be 4 mm (5/32 in) minimum. Replace if damaged or worn.



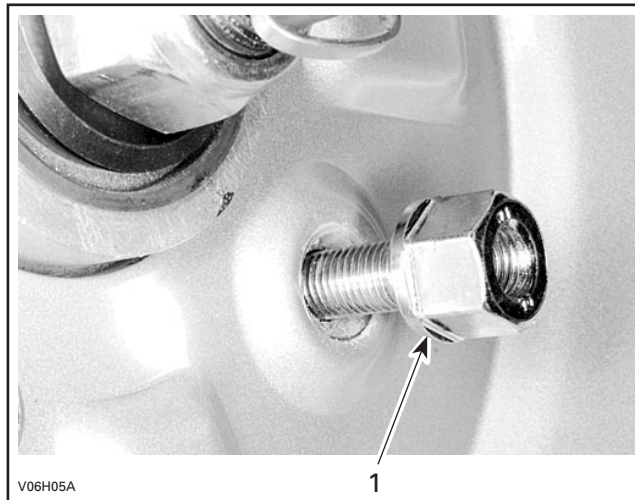
A. 4 mm (5/32 in)

NOTE: Do not make a tire rotation. The front and rear tires have a different size. Besides, these tires are directional and their rotation must be kept in a specific direction for proper operation.

Wheel Removal

Untighten nuts then lift vehicle where needed. Place a support under vehicle. Remove nuts then remove the wheel.

At installation, it is recommended to apply anti-seize lubricant on threads. Tighten nuts in a criss-cross sequence, then apply a final torque of 70 N•m (52 lbf•ft).



1. Taper side of nut

CAUTION: Always use the recommended wheel nuts (P/N 250 100 039). Using a different nut could cause damages to the rim.

ENGINE AREA

Check in the engine area for leaks or other damage. Clean mud, leaves, etc. from engine area.

VEHICLE CLEANING

Never use a high pressure washer to clean the vehicle. USE LOW PRESSURE ONLY (like garden hose). High pressure can cause electrical or mechanical damages.

When required, clean the body with Bombardier Vinyl & Plastic Cleaner (P/N 413 711 200). Apply non-abrasive wax.

CAUTION: Never clean the plastic parts with strong detergent, degreasing agent, paint thinner, acetone, etc.

STORAGE/PRESEASON PREPARATION

STORAGE

If the ATV is to be stored for an extended period of time more than 1 month, be sure to thoroughly check the vehicle for needed repairs and have them performed.

FUEL STABILIZER

A fuel stabilizer (P/N 413 408 600) can be added in fuel tank to prevent fuel deterioration and avoid draining fuel system for storage. Follow manufacturer's instructions for proper use.

If above fuel stabilizer is not used, drain fuel system including fuel tank and carburetor.

CAUTION: Fuel stabilizer should be added prior to engine lubrication to ensure carburetor protection against varnish deposit.

ENGINE LUBRICATION

WARNING

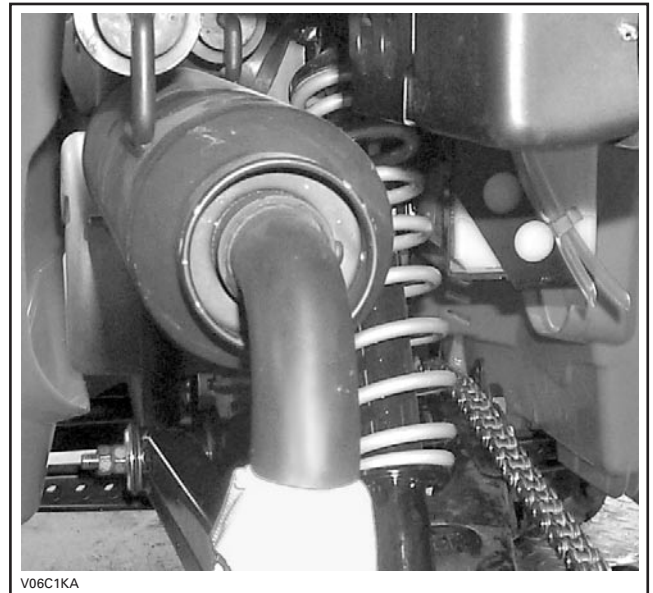
This procedure must only be performed in a well-ventilated area. Do not run engine during storage period.

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

Proceed as follows:

- Place the vehicle on blocks to raise all four tires off the ground.
- Start the engine and allow it to run at idle speed until the engine reaches its operating temperature.
- Stop the engine.
- Change engine oil and filter. Refer to MAINTENANCE.
- Remove the intake adaptor between carburetor and air box to spray storage oil (P/N 413 711 600) into carburetor bore.
- Restart engine and run at idle speed.

- Inject storage oil until the engine stalls or until a sufficient quantity of oil has entered the engine (approximately a quarter of can). Reinstall intake adaptor.
- Remove spark plug and spray storage oil into cylinder. Press start button, 1 or 2 seconds maximum, to lubricate cylinder.
- Stop the engine and remove the battery. Store it in dry and cool place out of the sun, refer to BATTERY.
- Reinstall the spark plug.
- Turn the fuel valve to OFF and drain carburetor.
- Install a clean rag in the muffler opening to block the exhaust system outlet.



CAUTION: Remove those rags at preseason preparation.

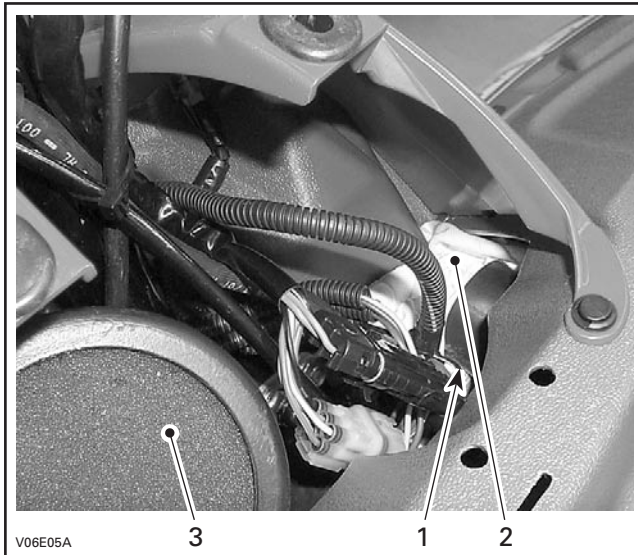
RAGS INTO INLET AND OUTLET HOSES OF CVT

If the vehicle is not used during a long time, block inlet and outlet hoses of CVT with clean rags. The rags will prevent the intrusion of small animals, leaves or other debris.

Section 02 MAINTENANCE

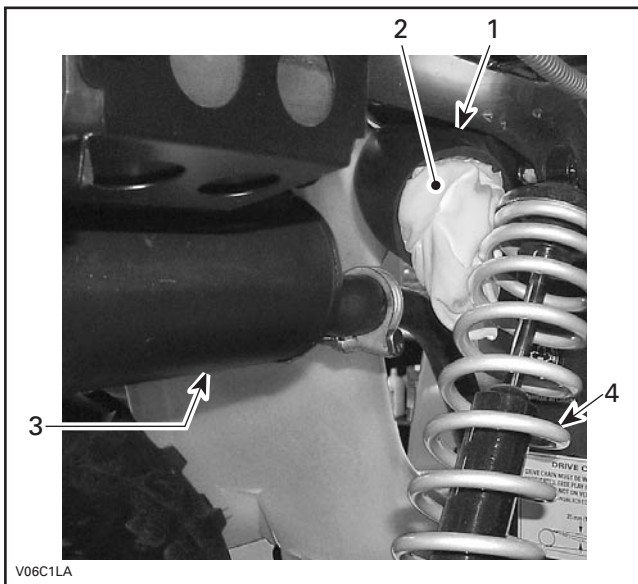
Subsection 04 (STORAGE/PRESEASON PREPARATION)

The inlet hose is located under console in front of fuel tank. Open the console cover then remove the cup.



1. CVT inlet hose
2. Rag
3. Air filter

The outlet hose is located near the seat, under rear luggage rack.



1. CVT hose
2. Rag
3. Muffler
4. Rear shock absorber

CAUTION: Remove those rags at preseason preparation.

VEHICLE CLEANING AND PROTECTION

Wash and dry the vehicle.

Remove any dirt or rust.

To clean the plastic parts, use a flannel cloth.

CAUTION: It is necessary to use flannel cloths on plastic parts to avoid damaging further the surfaces to clean.

To clean the entire vehicle, including metallic parts with a coat of grease, use Bombardier Vinyl & Plastic Cleaner (P/N 413 711 200) or an equivalent like Simple Green® from Sunshine Makers Inc., available at hardware stores or at automotive parts retailer.

CAUTION: Never clean plastic parts with strong detergent, degreasing agent, paint thinner, acetone, products containing chlorine, etc. Do not use Bombardier Heavy Duty Cleaner (P/N 293 110 001 or 293 110 002) on decals, plastic parts or vinyl.

Inspect the vehicle and repair any damage. Touch up all metal spots where paint has been scratched off. Spray all metal parts with BOMBARDIER LUBE (P/N 293 600 016).

NOTE: Protect the vehicle with a cover to prevent dust accumulation during storage.

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

COOLANT DENSITY

Test the density of the coolant using an antifreeze hydrometer.

NOTE: Follow manufacturer's instructions for proper use.

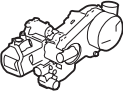







A 50/50 mixture of antifreeze and distilled water will provide the optimum cooling, corrosion protection and antifreeze protection.

CAUTION: Do not use tap water, straight antifreeze or straight water in the system. Tap water contains minerals and impurities which build up in the system. During cold weather, straight water cause the system to freeze while straight coolant thickens and does not have the same efficiency.

Change coolant if necessary. Refer to COOLING for proper procedure.

Section 02 MAINTENANCE
Subsection 04 (STORAGE/PRESEASON PREPARATION)

PRESEASON PREPARATION

SYSTEM	PRESEASON PREPARATIONS	TO BE PERFORMED BY		REFER TO
		CUSTOMER	DEALER	
	Test run vehicle ②		✓	N.A.
	Check clutch and transmission operation		✓	
	Engine oil and filter oil replacement ①	✓		Maintenance
	Spark arrester		✓	
	Rags removal (intake, exhaust and CVT) ②	✓		
	Coolant replacement and pressurization of system		✓	Cooling System
	Condition of seals		✓	N.A.
	Oil pressure regulator cleaning	✓		Lubrication
	Exhaust system condition		✓	Removal/Installation
CVT system condition		✓	CVT	
	Fuel line and connectors condition		✓	Fuel Circuit
	Carburetor adjustment		✓	Carburetor
	Throttle cable inspection, adjustment and lubrication		✓	
	Air filter cleaning/replacement	✓		Maintenance
	Spark plug replacement ③	✓		Ignition System
	Battery condition, charging and installation		✓	Starting System
	Starter connections and routing		✓	
	Operation of lighting system	✓		Instruments/ Accessories
	Drive chain adjustment	✓		Rear Axle
	Drive chain lubrication	✓		
	Drive chain slider condition	✓		
	Steering system inspection and adjustment		✓	Steering System
	Handlebar fastener tightness		✓	
	Wheel nuts tightness	✓		Maintenance
	Tire pressure and condition	✓		
	Suspension system inspection		✓	Front/Rear Suspension
	Bearing condition		✓	
	A-arm condition		✓	
	Swing arm condition		✓	
	Brake fluid change		✓	Hydraulic Brakes
	Brake condition	✓	✓	
	Brake cable adjustment		✓	
	Frame condition		✓	Body
	Hitch/trailer ball condition (if so equipped)	✓	✓	
	Seat fasteners	✓		

① Replace oil and filter only if it has not been previously performed at the storage.

② Before starting the engine, remove rags in intake, exhaust and CVT that were installed at the storage.

③ Before installing new spark plugs at preseason preparation, it is suggested to burn excess storage oil by starting the engine with the old spark plugs. Only perform this operation in a well-ventilated area.

N.A.: Not applicable

