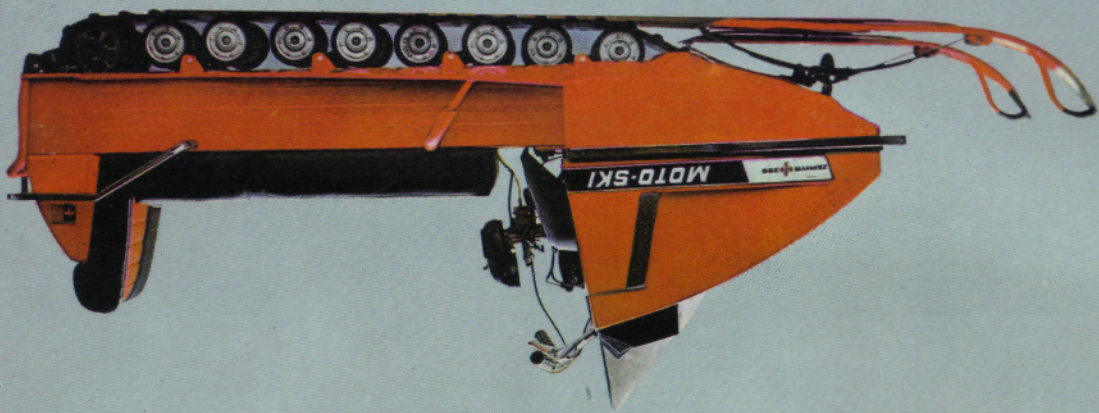
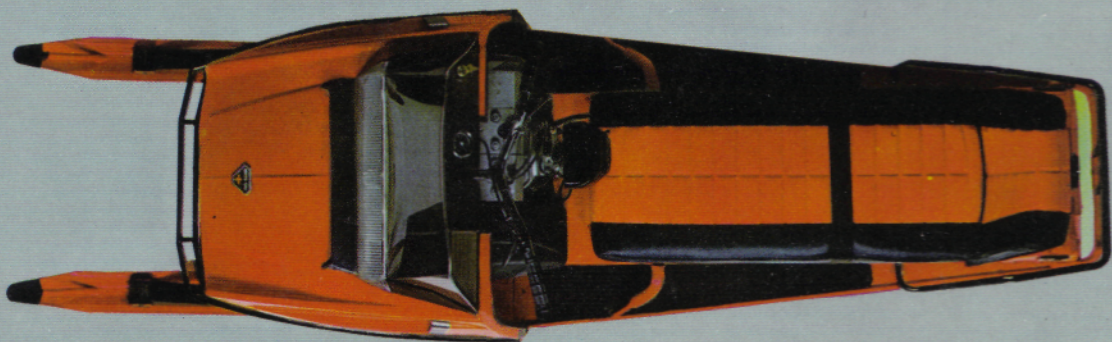




**YOUR 1971 MOTO-SKI**





# Your guarantee.

We guarantee the original retail buyer that each new MOTO-SKI snow vehicle is free of defects in material and workmanship, provided that there is no negligence in its maintenance and that it is used under normal conditions. The manufacturer's obligation under this guarantee is strictly limited to the replacement of any part or parts determined to be defective and this for a period of one (1) year from the date of delivery and registration.

**TRACK:** In addition to the guarantee outlined in the preceding paragraph, the track with which the one cylinder MOTO-SKI is equipped is guaranteed for a period of two (2) years against track separation from the date of delivery.

**ENGINE:** The engine, its components, and the electrical system are guaranteed separately by the manufacturer for a period of 90 days against any defect in material and workmanship according to the terms specified in the first paragraph.

**NOTE:** This guarantee does not apply to any MOTO-SKI which participates in races, rallies, competitions, or which is rented, or driven on surfaces other than snow or ice.

This guarantee does not cover units repaired or modified by unauthorized persons; nor does it cover replacement of parts by parts other than genuine MOTO-SKI parts, which according to our judgment, can affect the efficiency, stability, and dependability of the machine; there is no guarantee on any MOTO-SKI which has been subjected to misuse, negligence, or accident. This guarantee does not cover the normal wear and tear of parts such as filters, spark plugs, points, belts, skis.

This guarantee supersedes all other legal guarantees, expressed or implied, and all other obligations or responsibilities. We do not assume, nor do we authorize anyone else to assume any other responsibilities, or to change the terms of this guarantee.

The Company cannot be held responsible for any loss or damage caused by a MOTO-SKI.

Any claim should be made to the MOTO-SKI dealer where the MOTO-SKI was bought. Claimants should include the serial number of both the motor and model of the MOTO-SKI concerned.

**INDUSTRIES  
BOUCHARD INC.**

# Your machine.

Congratulations.

You are now the proud owner of a 1971 Moto-Ski.

But before you go out and put it through its paces, there are a few things you should know.

Like how to start it, how to stop it, and which part does what.

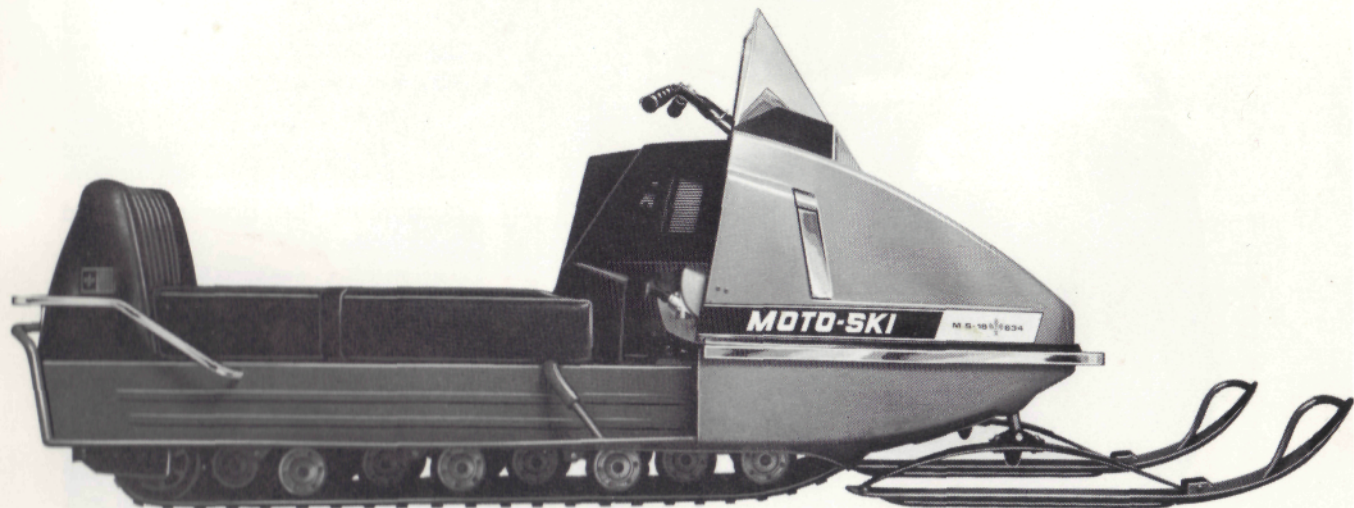
That's the purpose of your owner's manual.

And to help you keep the machine in the same great shape it was in when you bought it, we suggest you read the manual thoroughly.

So by the time you are ready to start, you'll have a good understanding of your Moto-Ski.

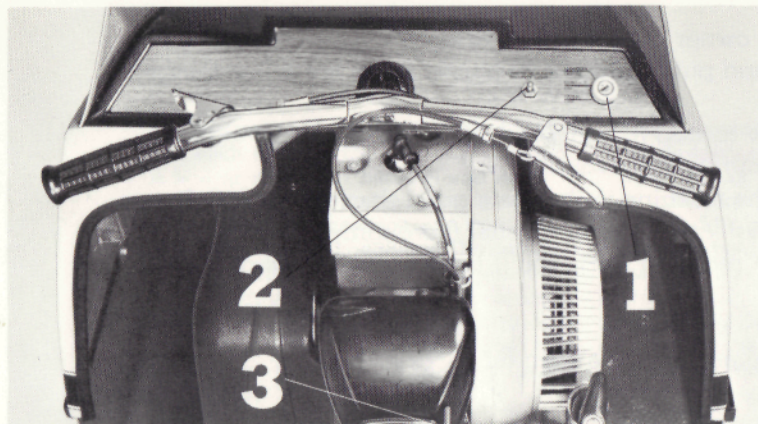
And we think that's very important.

Because it's going to be around for a long time.



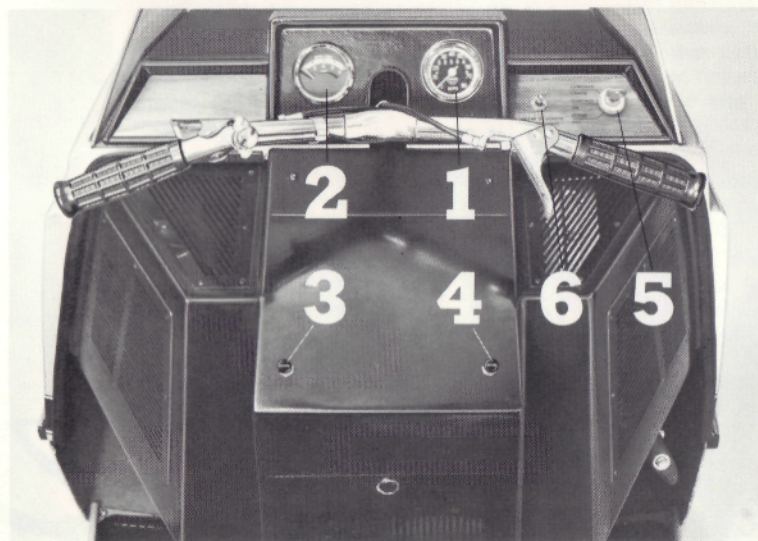


# The instruments.



This is the Capri's dashboard. It features the ignition switch (1). With positions "off", "lights", and "on". And the safety switch for the lights (2).

If one of our headlights burns out, simply switch the switch to the left or to the right. This regulates the power going to the remaining light and prevents damage to the electrical systems. The choke (3) is on the carburetor cover.



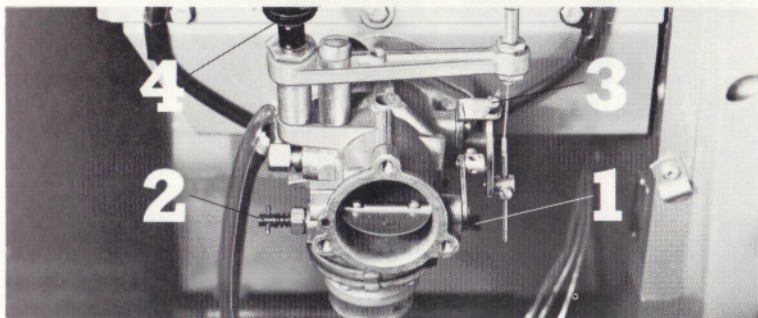
This is the kind of dashboard you get on our fancier machines. With the MS-18 and the Grand Prix, you get a speedometer (1) and a tachometer (2). With the Zephyr, you get a speedometer. The engine shield, or console, incorporates the primer (3) and the choke (4).

The ignition switch (5) has "off", "lights", and "on" positions. With an electric start, you also get a "start" position. The safety switch for the lights (6) lets you regulate the amount of power going to either one of the headlights if one happens to burn out.





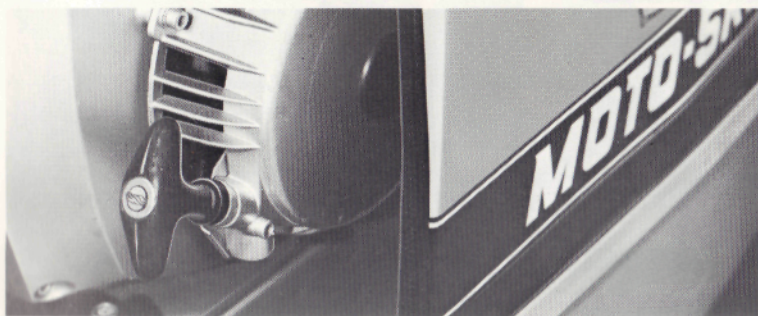
On the steering handles, you'll find the brake lever (1), the motor shut-off switch (to operate, press button until motor has stopped) (2), the cylinder decompressor lever (Hirth motors only) (3), and the accelerator (4).



The carburetor (which feeds the gas to the engine), has many parts.

There's the idle adjustment screw (1), the main adjustment screw (2), the speed adjustment screw (3), and the primer (4).

To find out which one does what, see page 7.



This is the starter pull cord. If you have a machine with electric start, you'll probably never need it.

But it's there just in case.



# Getting ready to start.

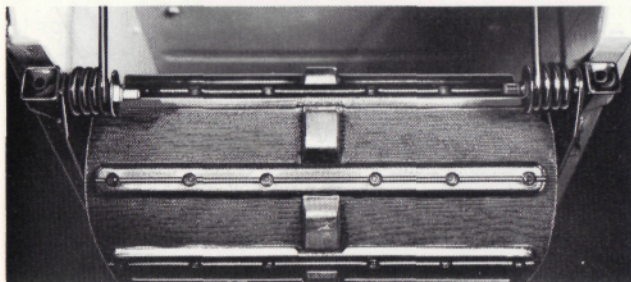


The first ten hours of operation is a very special time for your Moto-Ski.

So here are a few things you should do before you start.

We recommend that during this period you should use the ratio of one quart of oil to four gallons of gasoline. After the first ten hours change the mixture to one quart of oil to five gallons of gas. To avoid engine damage, you should follow these mixtures very carefully. When you're mixing the oil and the gas, do it in a clean container. Never in the gas tank. Then, when you fill your tank, use a funnel with a filter.

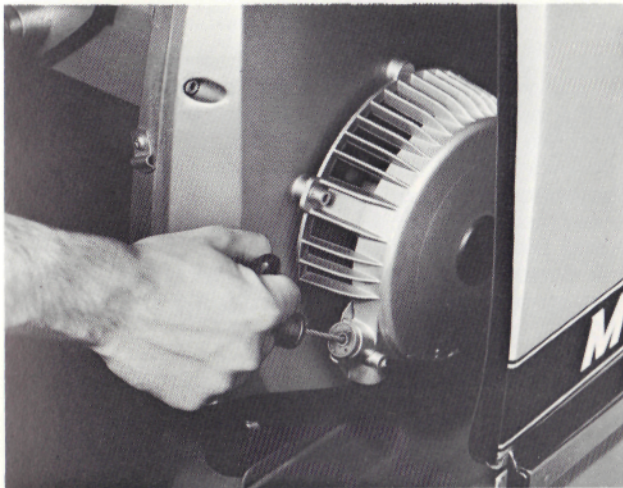
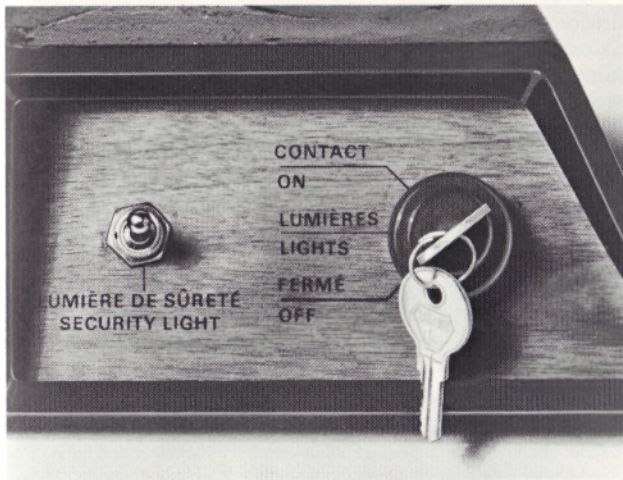
Before you start your machine rock it from side to side a few times to make sure that the gasoline and the oil are properly mixed. Next, check the drive belt to make sure that it's properly aligned and that it does not show signs of wear.



Finally, the track. Check to see that there are no rivets missing and that the track is not torn or damaged. Also, check it for tightness and alignment. If everything isn't in proper order, look under Simple Maintenance.



# Getting started.



You probably can't wait. So let's get going. If your machine has a decompressor lever, move it to the left. Pull out the choke. (If there is no primer or, unless the engine is already warm.)

Pull the primer once. Just once. Turn the key to "on" position. And grasp the starter handle, pulling it out slowly until resistance is felt. Then, pull the cord quickly. Now, guide the handle back to its original position.

When the engine starts, move the decompressor lever back to the right, and release the choke.

With electric start, starting is even easier. Pull the primer once. Just once. (If the engine is warm don't press it at all.)

Turn the key to "on", then to "start".

When the engine starts, let the key return to the "on" position. If the motor doesn't start first try, wait a few seconds before your second attempt.

This is necessary to prevent electrical system overheating.

Okay, go.



# Simple Ma



## A. The drive belt.

Remove the clutch cover (1). There should be a free-play of one inch in the tension of the belt. If the belt is not properly aligned, see your Moto-Ski dealer.

Never, under any circumstances, use the drive chain tension bolt (2) to adjust the tension of the drive belt.

As time goes on, your drive belt will begin to wear. When it wears to a width of less than one inch, it should be replaced.

Here's how to do it.

First, pull the belt into the front pulley until you can disengage it from the driven pulley.

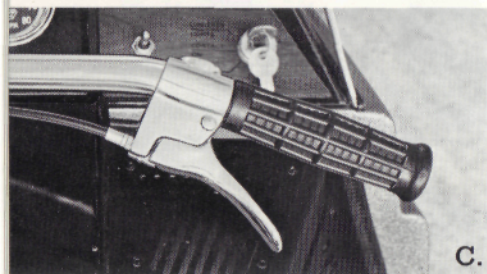
Second, remove the belt from the front pulley.

Third, install your new belt the same way. Just in reverse.

You should check the drive chain periodically for proper tension and adjustment.

First, remove the chain case cover (3). Then, loosen the tension bolt (2). If you're tightening the chain, push the bolt downwards. To loosen it, push it upwards. The chain should have a  $\frac{3}{8}$  inch free play.

When you're finished making adjustments, tighten the bolt, and replace chain guard cover. Keep chain well greased.



## B. The track.

Keeping the track in proper shape is very important.

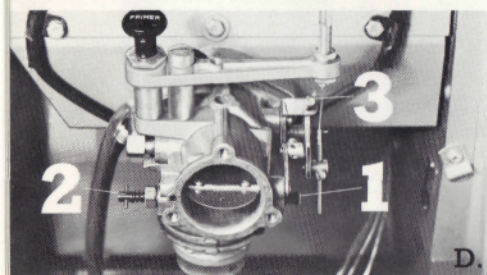
At regular intervals, you should follow these few steps.

Begin by lifting the rear of the machine so that the track clears the ground. Then start the engine and let the track turn slowly.

The tension is correct when the distance between the bottom of the frame (1) and the bottom of the link plate (2) is  $2\frac{1}{2}$  to 3 inches.

If adjustment is necessary, loosen the nuts (3), and adjust the adjustment screw (4) and the adjuster bracket (5).

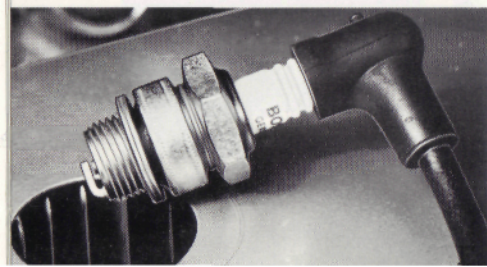
The alignment is correct when the track runs at equal distance on either side of the sprocket teeth without touching the sides of the frame.



## C. The accelerator.

To make sure that you're getting maximum throttle, the engine should be running at full speed before the lever touches the handle bar.

## D. The carburetor.





# Intenance.

To adjust the idle, turn the idle adjustment screw (1) gradually clockwise as far as it will go. Then, open it  $\frac{3}{4}$  to a full turn counter-clockwise.

For main adjustments, turn the main adjustment screw (2) as far as it will go, then open it  $1\frac{1}{4}$  to  $1\frac{1}{2}$  turns counter-clockwise.

The speed adjustment screw (3) can be adjusted by loosening it so that it no longer touches the lever. Then tightening it  $1\frac{3}{4}$  to  $2\frac{1}{2}$  turns. If possible, have your dealer do all these things for you.

## **E. The spark plug.**

The spark plug, or plugs, depending on which motor you have, should have a gap of 0.020".

## **F. The steering system.**

It needs occasional lubrication.

Use light oil on the four ball and socket units (1). See photograph.

## **G. The bogie wheels.**

To keep them rolling right on, the bogie wheels should be greased occasionally.

We suggest you use Moto-Ski Special Grease, or another grease of equal quality, like Zonium Light by Gulf.

Apply grease at the lubrication points (1).

## **H. The driven pulley (front pulley).**

To lubricate, remove the belt guard as well as the drive belt.

Slide inside disc (1) of the driven pulley and lubricate the pulley axle.

To make sure the sliding surface is properly lubricated, rotate the inside disc to distribute the grease around and along the axle.

## **I. The engine pulley.**

Remove the outside disc of the engine pulley (1) by removing the bolt (2) holding the centrifugal clutch in place.

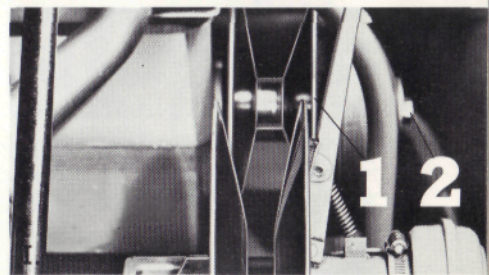
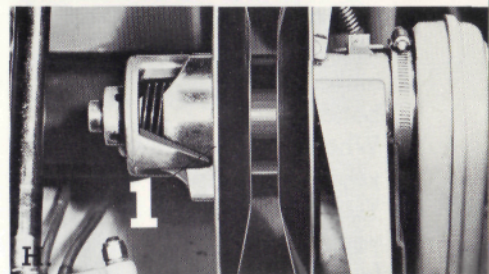
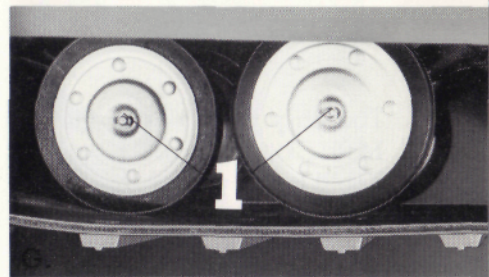
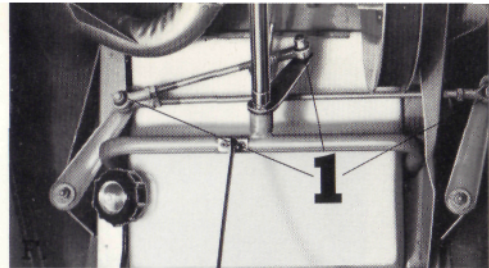
Lubricate the pulley axle. And, when you've cleaned any dirt from the counterweights, lubricate them.

Reinstall the outside disc of the engine pulley and put the drive belt back on.

## **J. The battery.**

Check the fluid level in your battery periodically, and if the level is down, add distilled water only.

Make sure the battery is properly in place with all wires and battery connections secure.





# Helpful hints.

The only thing easier than looking after your Moto-Ski, is running it.

You'll find it very responsive to your commands. You want to turn it, it turns. You want to accelerate, it accelerates. You want to stop, it stops. It'll take you uphill, downhill, and just about everywhere else you'd like to go.

And by following a few basic rules, you can make your machine do all these things even better.

When you are travelling on an open stretch, you can do two things.

You can sit on the seat in the usual fashion. Or you can kneel on the seat in a not-so-usual fashion. And although it may take some getting used to, kneeling allows you to have better control.

When you're climbing, it helps to stand up. Place your feet in front of the stirrups, keep your arms and back straight, and lean slightly forward.

By doing all this, climbing is easier.

Going downhill is just as simple.

Stand up, this time placing your feet behind the stirrups. Lean slightly forward and keep your arms and legs straight.

When you're turning, it helps to lean into the turn.

For additional safety, and for more fun, there are

some important things to keep in mind:

You should know the rules governing snowmobiles and their use in your area. Be courteous to other drivers. Keep your gas tank full. Before leaving on a long trip, some of the following things may be necessary. A first aid kit, a spare spark plug and drive belt, a flashlight, snowshoes, a map, a compass, matches, a warm blanket, flares, rope, and extra gas. And to make sure it's a long trip, dress warmly.

Follow established trails whenever possible. Instruct your passenger to hold the safety strap. When towing another machine, move slowly. And when you're towing your machine behind your car, always have the machine cover in place.

You should never go near skiing areas, or on public roads. Check railway crossings before you cross. Never leave your keys in the ignition. Don't try to carry more than two people on your machine. (Two adults and a child on the Zephyr.)

Always check ice thickness. Never smoke while mixing your gasoline or filling the tank. And always keep your headlights in proper working order.

When you've mastered these rules, you're going to become somewhat of an expert.

Then you'll appreciate your Moto-Ski even more.





The proper way to climb hills.



The proper way to kneel.



The proper way to go down hills.



The proper way to turn.



# Storage.

When winter's over, you have to get your Moto-Ski ready for summer storage.

It should be washed, inside and out. Remove the hood and clean all parts thoroughly. Check all wires and connections.

Then take out the gas tank, empty it, and clean it. Store it in a cool, dry place away from sunlight. With the gas tank removed, run the motor until it stops itself. Then clean the carburetor(s).

Remove the spark plugs and put a little oil on the inside of the cylinders. Turn the motor over a few times so that all parts are sufficiently lubricated. Clean the spark plugs and put them back in place.

If you have a model with electric start, remove

the battery, clean it, and check the level of the battery fluid. After oiling the two poles of the battery, store it in a cool, dry place.

Store your Moto-Ski with the track under proper tension, but raise the machine so that the track is not touching the floor.

Lubricate the following parts:

The steering system. The front pulley and the motor pulley. The suspension system and the axles. Oil the contact surfaces of the engine pulleys with a fine layer of anti-rust oil.

Finally, cover your Moto-Ski with a Moto-Ski cover. There. You've done everything to get ready for summer storage.

And you'll be glad you did.

Next winter.

# In case of problems.

Your Moto-Ski will give you very few problems. But in case something unexpected does happen, we'd like to tell you how to handle it.

Not that we don't build Moto-Skis carefully. It's just that we can't make them perfect.

After all, we're only human.

## **The engine fails to start.**

Make sure that there's gas in the tank. And check the fuel lines.

If that's okay, the engine could be flooded. If so, hold the accelerator lever open and pull the starter handle several times.

If the engine is flooded and hot, remove the spark plug, dry it off with a clean rag, and pull the starter handle several times before replacing it.

If the spark plug is not firing, it should be cleaned or replaced.

If the magneto isn't functioning properly, dis-



connect the spark plug wire from the spark plug, hold the loose end of wire  $\frac{1}{4}$  inch from the cylinder, and pull the starter handle. If no spark comes, see your Moto-Ski dealer.

Oh yes, one more thing.

Don't forget to turn on the key.

**The motor cannot be adjusted properly.**

The fuel may be leaking. Check the fuel lines and gaskets for loose connections.

Or the carburetor may not be adjusted properly. (See page 7.)

**Engine runs at full speed, but your machine moves slowly.**

The drive belt could be damaged. So it should be replaced.

Or the pulleys may not be working properly. Remove belt and lubricate pulley axles. (See Simple Maintenance.)

**A light has burned out.**

Remove the plastic protective shield carefully, and replace the defective bulb with one of the same size.

**The electric starter fails to operate.**

Check the battery. If it isn't properly charged,

use the starter handle with the key in "on" position.

Check for loose connections. Make sure that battery and starter wires are properly connected.

If the starter itself isn't working, see your Moto-Ski dealer.

**The engine runs at idle but won't accelerate.**

The spark plug may be defective. It should be cleaned or replaced.

The carburetor may not be adjusted properly. Make sure that the carburetor screws are adjusted properly. (See page 7.)

The gas filter may be clogged. If so, replace it. There might be water or dirt in the fuel lines. They should be cleaned and dried.

You may have too much oil in the fuel. In which case you should drain the tank and re-mix. (See "Getting ready to start", page 4.)

If the carburetor isn't working, or if the engine compression is low, see your Moto-Ski dealer.

He can fix it.







# Parts.

Underneath its terrific body, are your Moto-Ski's terrific features.

Starting from the bottom, there's the track of solid core vulcanized rubber and rubberized steel cleats.

Skis, made of heavy gauge steel. The trail-action suspension system, made of easy-to-grease bogie wheels to give you greater stability.

The steering system is the ball and socket type, featuring nylon bushings on the king pins, for effortless steering.

There's a five Imp. gallon\* (6.15 U.S. gallons) polyurethane gas tank. (Which should be removed for summer storage.) Stirrups to prevent slippage. Strong steel bumpers. A tuned muffler. A cam-drive glide clutch. Dual headlights, covered with a shield of protective plastic. Non-freezing control cables. An air filter for the carburetor.

Plus a seat of shock-absorbing foam rubber. A

larger tail light. A gas cap that lets air in but doesn't let gas out. A safety fuse to protect the electrical system. A safety strap for your passengers. A safety guard on the clutch housing. A frontal pan of steel. And a clear plastic windshield with chrome trim.

As time goes on, you'll get to know your Moto-Ski even better. You'll know which part does what. And how it does it.

Knowing this, you'll realize the importance of replacing defective or worn parts with only genuine Moto-Ski products.

And when you combine that with regular service check-ups, your Moto-Ski is going to stay in great shape.

For a long, long time.

## **Pre-delivery check list.**

Make sure that the pre-delivery check list is properly completed by the salesman. The value of your warranty depends on it.

\*Mini-Sno, 3.75 Imp. gallons (4.7 U.S. gallons).



# MOTO-SKI



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La Pocatière, Québec  
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GIFFEN • RÉCREATION