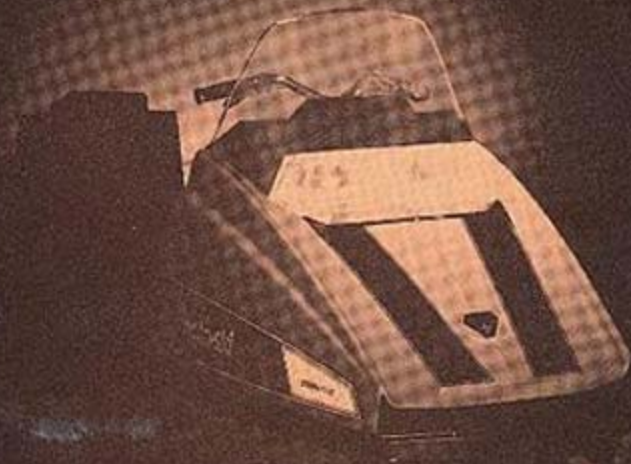




owner's manual





moto-ski

Congratulations! You are now a Moto-Ski owner. Ready for the challenge and excitement of winter's fastest growing holiday sport. You will enjoy winter as you never have before with a Moto-Ski snowmobile.

The owner's manual will help you to understand the driving, equipment and general maintenance of your Moto-Ski. Read it carefully when following upkeep procedure. The long life and performance of your snowmobile depend on it. Consult it for emergency repair information. Keep it handy at all times.

Take advantage of Moto-Ski's follow-up service well known in all North America. A wide network of sales and service representatives are ready and waiting to perform important check-up and repairs whenever necessary. Don't hesitate to consult your dealer.

controls



THROTTLE LEVER (a)

The throttle lever is located on the right hand side of the steering handle bar. Squeezing the throttle lever controls the engine speed. When released, it automatically returns to idle.

BRAKE LEVER (b)

The brake lever is located on the left hand side of the handle bar. Braking action is in proportion to the pressure applied on the brake lever.

EMERGENCY SHUT-OFF SWITCH (c)

The emergency engine shut-off switch is located on the brake lever bracket. To stop the engine without using the ignition switch, simply press the black button.



PRIMER (d)

The primer bulb is located at the center of the console. The use of the primer is recommended when starting a cold engine because it injects fuel directly into the engine. Press it about three times, then start the engine. Priming is not necessary to start a warmed-up engine.

CHOKE (e)

All Moto-Ski models are equipped with a priming system, so that it is not necessary to use the choke except in an emergency (i.e. when primer is not working.) Located on the carburetor, the choke lever can be reached by tilting the engine console backward.



To engage choke, push down choke lever. Return the lever to its original position as soon as the engine has started.

IGNITION SWITCH (f)

The ignition switch controls the ignition, lights and electric starter. In "OFF" position the engine ignition is turned off.

In "LIGHT" position the lights are turned on. On electric models, lights can be used without running the engine in this position.



To start the engine on Manual Start Model, turn the ignition key to "ON" position.

To start the engine on Electric Model, turn the key to "START" position. Let it return to "ON" position as soon as the engine starts to run.

SAFETY LIGHT SWITCH (g)

The light safety switch is a Moto-Ski *safety feature* which allows the use of only one headlight at a time without damaging the electrical system. If one head-light burns out, flip the switch to the side of the unburned light.

This switch should usually be at center position.



MANUAL STARTER (h)

Standard equipment on all Moto-Ski snowmobiles, the automatic rewind manual starter is located on the right hand side of the engine. The manual starter can be used as an alternate method of starting on electric models.

fuel mixture

The Moto-Ski snowmobile is equipped with a two-cycle type engine. The proper fuel mixture for this type of engine is part oil, part gasoline. The importance of using the correct fuel mixture cannot be overstressed. Engine life and performance depend upon it.

Gasoling/Oil Mixture Ratio

For normal operation, the mixture of gasoline and oil must be 20 parts gasoline to 1 part oil.

During the break-in period, when the engine requires more lubrication, the mixture must be 16 parts gasoline to 1 part oil.

First 10 hours (Break-in Period)

All engines 4 gallons gasoline/1 quart oil

Normal Operation (After 10 hours)

All engines 5 gallons gasoline/1 quart oil

WARNING: A mixture too rich in oil will produce excessive carbonization resulting in a noticeable lack of power. A mixture too poor in oil will produce overheating of the engine resulting in engine seizure.



MIXING PROCEDURE

Use a well known brand regular gasoline (not less than 80 octanes) and a rated snowmobile 2-cycle engine oil. **NEVER MIX GASOLINE AND OIL DIRECTLY IN THE FUEL TANK OF YOUR SNOWMOBILE.**

- 1 Pour a quart of oil into an empty 5-gallon container.
- 2 Add two gallons of gasoline. Shake container well.
- 3 Add the remainder of the gasoline and shake thoroughly.
- 4 Transfer fuel mixture to gas tank. It is strongly recommended to pour the fuel mixture through a funnel with a fine mesh screen.

**we're
tougher
7 ways**

BREAK-IN PERIOD (First 10 hours)

The life of your snowmobile engine depends directly on the break-in period. During the first hours of operation the moving engine parts adjust together for the first time. What to do during the break-in period.

- 1 Use a fuel mixture ratio of 16 to 1.
- 2 Do not operate your vehicle at full throttle. Do not exceed $\frac{3}{4}$ throttle opening.
- 3 After completing the break-in period, see your dealer. He must readjust the carburetor for normal running and perform a general inspection of your vehicle.

starting procedure



Pre-Start Check Procedure

Check the fuel level. Fill tank up if necessary.

Move the steering handle bar from side to side several times to make sure that no accumulated ice or snow is blocking it.

Check throttle and brake operation by pressing and releasing these levers several times.

Mix the fuel inside the tank by rocking the vehicle from side to side.

Manual Starting

Apply decompressor. (If model so equipped.)

Press the primer bulb 3 times. (Not necessary if engine is warmed up.)

Turn the ignition switch to "ON".

Hold the manual starter handle firmly. Pull the handle slowly until slight resistance is felt. Then pull out vigorously to start the engine. Release the decompressor immediately after the engine has started. (If model so equipped.)

Electric Starting

Press the primer bulb 3 times. (Not necessary if engine is warmed up.)

Start the engine by turning the ignition key to "START". Release the ignition key immediately after the engine has started.

Do not engage the starter for more than 20 seconds. After 20 seconds allow the starter to cool for 2 minutes. Repeat the operations.

driving recommendations



As a snowmobile driver there are certain common sense rules that you should follow to enjoy driving your vehicle with a maximum of fun and safety.

The following suggestions will help you perfect your driving ability and increase your enjoyment of this popular winter sport.



URNS

The driver must shift his weight to the inside of the turn. The kneeling or standing position provides better balance in sharp turns where a greater weight shift is required.

LONG DRIVES

Check the weather forecast before taking a long drive or travelling in remote areas. Take along an adequate fuel supply. Be prepared with an emergency kit containing a spare spark plug, drive belt, and a few tools for minor emergencies.



UPHILL DRIVING

Shift weight forward and release throttle slightly to maintain traction on steep hills.



DOWNHILL DRIVING

For steep hills never release throttle completely. Allow snowmobile to advance maintaining even pressure on brake when necessary to insure full control.



HILLSIDE DRIVING

Hillside driving is one of the most challenging aspects of snowmobiling. Be sure to keep these safety measures in mind. Break trails on light slopes and hard packed snow. For maximum stability, drive in standing position and lean your weight uphill.

If you intend to travel very far, it is better to carry a more complete tool kit that might include a flare gun and flares, flashlight, first aid kit, matches, axe, rope, and snowshoes. Be sure to bring warm, waterproof clothing.

Avoid overloading your snowmobile. A trailer will carry far more than your machine without any loss of manoeuvrability. If you are towing a skier, always have another passenger behind you to watch the skier. Do not drive your snowmobile near skiers or on ski trails.

Never smoke while filling fuel tank. Educate young drivers in proper safety procedures. Control the use of your snowmobile by others and discourage unsafe driving habits. Always remove the keys from the ignition switch when leaving your machine unattended.

general maintenance



Safety, vehicle long life, and trouble-free performance directly depend on how you maintain your Moto-Ski snowmobile.

Poor performance is usually related to poor maintenance. Just 10 to 20 minutes a week will be enough to keep your vehicle in good operating condition.

BATTERY

(Electric models only)

Maintain proper electrolyte level in all battery cells. If necessary correct the level by adding distilled water. Make sure your battery is well secured. Check for and tighten any loose connections.

SPARK PLUG(s)

Periodically disconnect the spark plug cable(s) and remove the spark plug with the wrench supplied in the tool kit.

Look at the condition of the spark plug(s). A brownish color normally indicates a well-running engine. A black or light gray colored spark plug indicates a poorly running engine. (See your dealer.)



TRACK

The track is one of the most important and valuable components of your snowmobile. A badly adjusted track will result in noticeable lack of performance and premature wear. To adjust the track, lift rear of vehicle and support it off the ground, so track is free to turn.

Track Tension

There should be a clearance of $1\frac{1}{2}$ " to 2" between the bottom of center bogie wheel (i) and the track. If adjustment is required, loosen the adjusting mechanism at rear of vehicle. Turn the adjusting screw clockwise to tighten or counter-clockwise to loosen.



Track Alignment

Start the engine and slowly increase speed until track starts turning. The rear sprocket must be perfectly centered in the track slot. The distance between the edges of the track and the two link plates must be equal. If adjustment is required, center the track by turning one of the two track adjusting screws.

CARBURETOR

Once your dealer has adjusted the carburetor, there is usually no need to readjust it for the rest of the season.



The carburetor is one of the most delicate components of your Moto-Ski snowmobile. If you feel that the carburetor is not functioning properly, always contact your dealer. If you have to readjust the carburetor yourself, proceed as follows: **IMPORTANT:** When adjusting the carburetor mixture screws, never fully tighten them or damage may result to both screws and to the seats.

Maximum throttle opening

The carburetor throttle plate should be completely open when the throttle lever is fully depressed. If an adjustment is needed, loosen the throttle cable holding screw (j) and shorten or lengthen the throttle cable.



Idle Speed Mixture Adjustment

Turn the idle mixture screw (k) clockwise until it is completely closed. (DO NOT TIGHTEN.)

Turn off the adjusting screw counter-clockwise one full turn.

High Speed Mixture Adjustment

Turn the high speed mixture screw clockwise until it is fully closed. (DO NOT TIGHTEN.)

Turn off the high speed mixture screw counter-clockwise about 1 1/4 turns.



Idle Speed Adjustment

Start the engine and let it warm up. Adjust the idle speed (between 1800 to 2000 r.p.m.) by turning the idle speed adjustment screw (l). (clockwise to increase and counter-clockwise to decrease the speed) IMPORTANT: The idle speed must be below the engine clutch engagement.

DRIVE CHAIN ADJUSTMENT

The drive chain tension must be checked regularly. The performance of your vehicle is closely related to the condition of the tension.



Drive chain tension check

Lift rear of vehicle and support it in this position.

Pull out the chain case cover (m). Move the loose side of the drive chain back and forth. The free play of the chain must be between 1/8" to 3/8".

Let the driven pulley make a full turn and check the free play again.

IMPORTANT: For a complete check, you must rotate the driven pulley 3 times checking the tension each time.



Drive chain tension adjustment

Proceed as follows if an adjustment of the drive chain is necessary. Loosen the tensioner adjusting bolt. (n)

Adjust the chain tension by pushing the tensioner bolt downward to tighten or upward to loosen.

Re-check the chain tension.

Tighten the tensioner adjusting bolt.

STEERING

To insure proper vehicle handling and stability, the steering mechanism must be kept perfectly adjusted.

"TOE-IN" ADJUSTMENT

Lift the hood.

Set the skis parallel.

Measure the distance between the two skis at the rear and at the front. The distance at the front of the skis must be $\frac{1}{8}$ " less than at the rear.



If an adjustment is required, loosen the two tie rod end lock nuts (o) of the long tie rod.

Adjust the "toe-in" by turning the long tie rod either clockwise or counter-clockwise.

After the adjustment is completed, tighten the two tie rod end lock nuts.

STEERING ADJUSTMENT

The skis set parallel, the steering handlebar must be horizontal.

If correction is needed, loosen the two tie rod end lock nuts (p) of the short tie rod.

Adjust the steering handlebar to horizontal position by turning the short tie rod either clockwise or counter-clockwise.

After the adjustment is completed, tighten the two tie rod end lock nuts.

DRIVE BELT

Drive Belt Condition

The condition of the drive belt should be checked regularly. With the engine stopped, slowly rotate the driven pulley and check the condition of the belt. Look for cracks, fraying, uneven wear, etc. **IMPORTANT:** In most cases abnormal wear is caused by a misalignment of the drive and driven pulley. Contact your dealer.

Check the width of the drive belt. If it is less than one inch wide, replace it.



Drive Belt Removal

Lift the hood and tilt the pulley guard. Open the driven pulley by pulling strongly on the upper part of the belt (near driven pulley).

With the driven pulley blocked in open position, pass the belt over the drive pulley (engine clutch).

Remove the belt from the driven pulley.

Place the new belt on the driven pulley.

Open the driven pulley by pulling on the drive belt toward the drive pulley.

With the driven pulley open, pass the belt over the drive pulley (engine clutch).



BRAKE

There should be $\frac{1}{4}$ " of free play between the brake lining or shoe and the braking area (drum or pulley).

If an adjustment is necessary, loosen the lock nuts at the end of the brake cable housing (cable housing support bracket).

Adjust the free play with the first nut, then tighten the second lock nut to secure.

THROTTLE CONTROL

The carburetor throttle plate must be completely open before the throttle lever touches the handlebar. Make sure that nothing is touching the throttle cable.

EXHAUST

Check the exhaust system periodically. Make sure that there are no leaks at the joints or that the muffler is not cracked.

Make sure that the welding of the muffler flexible pipe is not cracked.

ENGINE

Check and if necessary retighten the engine mount nuts.

Make sure the carburetor and exhaust system are well secured to the engine. Retighten if necessary. Make sure that the cylinder head(s) nuts are evenly tightened.

Lubrication

**we're
tougher
7 ways**

Lubrication of the Moto-Ski snowmobile has been reduced to a minimum.

Lubrication is one of the most important points in the maintenance of your snowmobile. Observe this lubrication schedule carefully to keep your vehicle in good running condition.

Lubricants needed

Two types of lubricant are required to cover the different lubricating points of your Moto-Ski snowmobile. The Moto-Ski Special Grease (zonium base) which must be applied with a hand grease gun. A well known brand S.A.E. 30 oil. The oil must be applied with a hand oiler.

25 hours lubrication

After every 25 hours of operation, you must lubricate the following points. **DRIVE CHAIN.** Remove the chain case cover and make sure that the drive chain is sufficiently covered with Moto-Ski Special Grease.

FRONT AXLE. Lubricate at the grease fittings, the (2) front axle bearings. Pump the grease gun until new grease comes out.

DRIVEN PULLEY. Lubricate the bearings of the driven pulley eccentric. Remove the tensioner bolt and pump 2 to 3 shots of Moto-Ski grease into the bolt hole. Replace the tensioner bolt.

STEERING MECHANISM. Lubricate the 4 ball joints of the tie rod ends and the nylon bushings of the steering handlebar with a few drops of oil.

50 hours lubrication

After every 50 hours of operation, you must lubricate the following points.

SKI LEGS. Lubricate the (2) ski legs at the grease fittings.

BOGIE WHEELS. Lubricate each bogie wheel bearing at the grease fitting until new grease comes out.

SKI LEG SPRING COUPLER BOLT. Apply a few drops of oil to the ski leg/spring coupler bolt.



off-season storage



Since your Moto-Ski snowmobile will not be used during the summer, it has to be prepared for these months of inactivity.

TRACK

Lift the rear of the vehicle and support it off the ground. Wash the track thoroughly with clean water. (Do not use solvent or gasoline.)

Inspect the track for any damage, missing rivets, or cleats. Replace if necessary.

Make sure that track alignment and tension are within the specifications.

SUSPENSION

Check each bogie wheel set for possible damage. Replace if necessary. Spin each bogie wheel to make sure that the bearings are operating properly. If necessary replace defective ones.



FUEL SYSTEM

Disconnect the fuel lines to the carburetor.
Remove fuel tank and empty it.
Rinse tank with a quart of gasoline.
Reinstall fuel tank.
Start engine and let it run until it stops to dry out carburetor.
Reconnect the fuel lines to the carburetor.

ENGINE

Remove the spark plug(s).
Pour 2 tablespoons of oil into each cylinder.
Crank the engine manually about a dozen times to ensure adequate protection of cylinder wall.



BATTERY

Disconnect and remove the battery from the vehicle.
Clean the outside of the battery with a solution of baking soda and water. Rinse it with clear water.
Check and correct the electrolyte level if necessary.
Fully charge the battery and store it in a dry, cool place.

CHAIN CASE

Remove the chain case cover.
With a rag wipe off the grease inside the chain case and the cover, the gears and the chain.
Wash the chain case assembly (cover, gears, chain, etc. with gasoline and dry it with compressed air or a clean cloth.



Check the condition of the chain case components (i.e. chain, sprockets, seals, etc.) and replace defective ones.
Check and adjust the chain tension if necessary.
Coat the chain and sprockets with Moto-Ski Special grease. Make sure that the assembly contains 10 ounces of grease.
Replace the chain case cover.

PULLEYS

Remove the drive belt.
Spray the pulley surfaces with anti-rust compound.
NOTE — Do not reinstall the belt until the next season.

MISCELLANEOUS

Proceed to a complete lubrication of the vehicle.
Wash the inside and outside of the machine thoroughly.
Tighten any loose nuts or bolts.
We strongly recommend that you see your dealer before storing your snowmobile. He may want to give you some further advice after inspection of your Moto-Ski.

trouble shooting guide

SYMPTOMS

POSSIBLE CAUSES

WHAT TO DO (REMEDY)

**ENGINE TURNS
OVER BUT FAILS
TO START OR
STARTS WITH
DIFFICULTY**

1 No fuel to the engine

Check the tank level and fill up with correct gas-oil mixture. Check for possible clogging of fuel line, item 5.

2 Faulty ignition

Disconnect spark plug wire(s) from plug. Then hold wire about 1/2" from the cylinder head. Follow engine starting procedure and if no sparks appear, it means a faulty ignition system. Do not attempt to repair. Contact your dealer. If sparks do appear, check item 3.

3 Spark plug(s)

Check for fouled or defective spark plug(s). First complete item 2, above. Then disconnect spark plug wire, unscrew plug and remove from cylinder head. Reconnect wire and ground exposed plug to engine head, being careful to hold away from spark plug hole. Follow engine starting procedure and check for spark. If no sparks appear, replace spark plug.

4 Flooded engine

Make sure that the choke is in the open position. Wait 60 seconds or more, then depress throttle lever fully and start the engine.

5 Clogged fuel line (water or dirt)

Remove and clean the fuel filter. Change filter cartridge if necessary. Check the fuel tank and clean tank if necessary.

6 Idle speed adjustment

Screw in the idle speed mixture adjusting screw and turn it back 3/4 of a turn. Make final adjustment with engine running and warmed up.

7 Faulty carburetor

First make primary adjustments on carburetor. If carburetor still faulty, contact your dealer for repair.

SYMPTOMS**POSSIBLE CAUSES****WHAT TO DO (REMEDY)**

ENGINE TURNS OVER BUT FAILS TO START OR STARTS WITH DIFFICULTY

8 Too much oil in fuel

Drain the fuel tank and refill with the correct gas-oil mixture.

9 Breaker points

Breaker points may be worn or out of adjustment. Contact your dealer.

10 Poor engine compression

Running with a lean fuel mixture may produce excessive engine wear resulting in poor engine compression. If this occurs, contact your dealer at once.

ENGINE WILL NOT TURN MANUALLY

1 Seized engine

In the case of a seized engine, contact your dealer. Seizure is a direct result of poor lubrication.

**ENGINE WILL NOT TURN ELECTRICALLY (electric model only)
NOTE: IF FAILURE IS IN STARTING SYSTEM, ENGINE WILL START MANUALLY.**

1 Wire connections

Check for loose battery and starter connections. Tighten and clean if necessary. Try to restart engine electrically. If engine still does not start, check item 2.

2 Rectifier

Check rectifier and replace if necessary. Then do item 3.

3 Battery

Check condition of battery by turning lights on. If lights are dim or out, battery may be discharged or defective. Contact your dealer to charge or replace.

4 Starter

If wire connections, fuses and battery are all in working order, most probable cause of trouble is defective starter. Contact your dealer for quick repair.

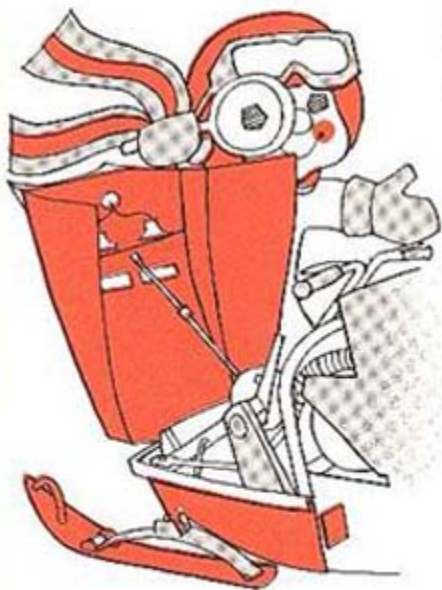
ENGINE LACKS ACCELERATION OR POWER

1 Fouled or defective spark plug(s)

Change your spark plug(s). Fouled spark plug(s) may be cleaned, regapped and tested by your dealer. Check for defective spark plug(s), and change if necessary.

SYMPTOMS	POSSIBLE CAUSES	WHAT TO DO (REMEDY)
ENGINE LACKS ACCELERATION OF POWER	2 Clogged fuel line (water or dirt)	Remove and clean fuel filter. Change filter cartridge if necessary. Check fuel line condition and connections. Check fuel tank. Clean if necessary.
	3 Carburetor	Readjust the carburetor. If the trouble persists, contact your dealer.
	4 Defective ignition	First check items 2 and 3 of "Engine turns over but fails to start or starts with difficulty". If the ignition system still seems defective, contact your dealer.
	5 Engine	If unable to locate specific symptoms, contact your dealer.
ENGINE CONTINUALLY BACKFIRES	1 Faulty spark plug(s)	Check item 1 of "Engine lacks acceleration or power."
	2 Overheated	Carburetor idle and/or High Speed mixture screws set too lean. Readjust.
	3 Engine timing incorrectly set	Contact your dealer.
SNOWMOBILE CANNOT REACH FULL SPEED	1 Drive belt	Check for defective or worn drive belt. Replace if necessary.
	2 Pulley misaligned	If the drive or driven pulleys are not aligned correctly, contact your dealer.
	3 Incorrect track adjustment	Check track free play and alignment. Readjust to specifications.
	4 Faulty engine	Check items 1 to 5 of "Engine lacks acceleration or power".

pre-season preparation



**we're
tougher
7 ways**

At the end of the summer storage, your Moto-Ski snowmobile will have to be prepared for the winter season. Check the fuel lines. Make sure that the fittings, clips etc. are well secured. Check the electrolyte level and charge the battery. Reinstall the battery. Lubricate the vehicle. Check all moving parts. Reinstall the drive belt.

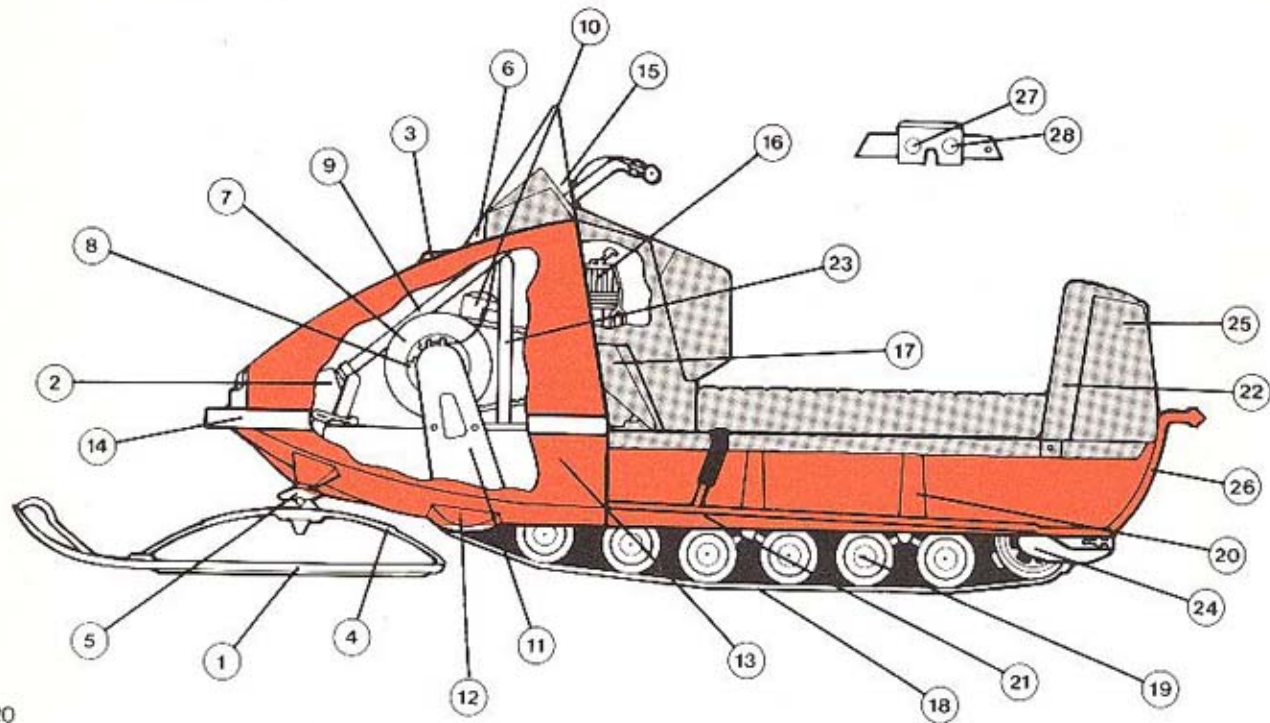
Engine preparation

Remove the spark plug(s). Hold a cloth over the spark plug hole(s). To force out the oil added at the time of storage from the cylinders, crank the engine several times. To remove the oil on the electrodes of the spark plug(s), wash the plug(s) with gasoline. Allow 5 minutes to dry. Replace spark plug(s).

Final adjustments

Fill up the gas tank with fresh fuel. Check and adjust the tension and alignment of track if necessary. Check and adjust the chain tension if necessary. Start the engine. If performance is poor after one hour of operation, see your dealer.

features





- 1 Skis:** Made of extra strong Columbium steel. The wear bars or runners are easily replaceable.
- 2 Fuel Tank:** Made of durable translucent plastic. Capacity of 5 imperial gallons or 6 U.S. gallons. Located in the front of the frame.
- 3 Air Scoops:** Provide additional air to ensure efficient engine cooling.
- 4 Ski Springs:** Formed of 2 to 4 leaves depending on the model. Absorb shock and provide a more comfortable ride.
- 5 Spring Couplers:** Attach ski assembly to ski leg.
- 6 Headlights:** Single or dual depending on the model. Replaceable bulbs.

- 7 Driven Pulley:** Opens or closes when power applied. Transmits this power to the track.
- 8 Brake System:** Drum or floating type.
- 9 Steering Column:** Made of special steel alloy for extra resistance.
- 10 Muffler:** Located under the hood. Reduces noise and ensures better performance.
- 11 Chain Case:** Removable cover to permit easy access to the gears and chain.
- 12 Drive Sprocket:** Made of extra resistant flexible material in order to easily adapt itself to the running track.
- 13 Hood:** Made of polycarbonate and on some models fiberglass. Light, strong and resistant, it requires minimum maintenance.
- 14 Front Bumper:** Chrome-plated, wrap around type. Provides good vehicle protection.
- 15 Windshield:** Made of molded polycarbonate. Ensures excellent visibility. Remains flexible in the coldest temperature.
- 16 Engine:** Strong and reliable, it responds quickly to the throttle.
- 17 Drive Pulley Safety Guard:** Made of polycarbonate with a steel lining to provide additional security.
- 18 Track:** 15 or 18 inches wide. Driven by a central sprocket.
- 19 Bogie Wheels Suspension:** Mounted on ball bearings. 8 to 16 wheels depending on the model.
- 20 Frame:** One piece of formed steel. Reinforced and welded for greater strength and resistance.
- 21 Foot Pads:** Its non-slip design is an additional safety feature.
- 22 Seat and Back Rest:** Covered with weather resistant vinyl. Heavily padded for support and comfort.
- 23 Steering Column Support:** Built to provide extra strength.
- 24 Link Plate:** Guarantees better suspension.
- 25 Tool Box:** Spacious and well located.
- 26 Rear Bumper:** Made of steel and welded directly to the frame.
- 27 Tachometer:** Optional on some models.
- 28 Speedometer:** Optional on some models.

MODELS

MOTOR

Displacement/cc	223	247	292	338	338	399
BSE		x				
HIRTH			x	x		
JLO	x					
Number of cylinders	1	1	1	1(1) (1) Decompressor, standard equipment	x 2	x 2
Manual starter	x	x	x	x		
Electrical starter		x		x	x	x
Decompressor				x		
Speedometer				x		
Tachometer				x	x	x
Lighter						

TRACK

Width in inches	15	15 $\frac{1}{4}$	15 $\frac{1}{2}$	15 $\frac{3}{4}$	15 $\frac{1}{2}$	15 $\frac{3}{4}$
3-ply rubberized nylon						
2-ply rubberized nylon	x	x	x	x	x	x

BODY FEATURES

All steel chassis	x		x			x			x
Clutch									
Suspension									
Steering									
	Cam pulley								
	Rubber bogie wheels on ball bearings								
	Ball and socket								

ZEPHYR**MS-18****GRAND PRIX SS****MODELS**

336

435

399

435

336

435

x

x

x

x

x

2

2

2

2

2

2

x

x

x

x

x

x

x

x

x

x

x

x

x (Electr.)

x

15 $\frac{1}{2}$ 15 $\frac{1}{2}$

18

18

15 $\frac{1}{2}$ 15 $\frac{1}{2}$

x

x

x

x

x

x

x

x

x

x

x

x

Slide or bogie wheels

MOTOR

Displacement/cc

BSE

HIRTH

JLO

Number of cylinders

Manual starter

Electrical starter

Decompressor

Speedometer

Tachometer

Lighter

TRACK

Width in inches

3-ply rubberized nylon

2-ply rubberized nylon

BODY FEATURES

All steel chassis

Clutch

Suspension

Steering

MODELS**MINI-SNO****CADET****CAPRI**

Motor cover

x

x

x

x

x

x

Tool box

x

x

x

x

x

x

Headlight

1/35w

1/60 w
1/50w (E)

2/35w

2/25w(E)
2/35w(M)
x(M)

2/30w

2/30w

Light safety switch

x

x

x

Brakes

x

x

x

x

x

x

Nylon gas tank

Capacity: Imp. gall.

3.7

4.0

5.0

5.0

5.0

5.0

U.S. gall.

4.5

4.8

6.0

6.0

6.0

6.0

Snow guard

x

x

x

x

x

x

SIZES AND WEIGHTS

Length/inches

80

84

101

101

101

101

Width/inches

31

32

32½

32½

32½

32½

Height/inches

35

38

42

42

42

42

Weight

205

250-275(E)

325

330-355(E)

335

335

SAFETY FEATURES

Emergency switch(motor)

x

x

x

x

x

x

Safety straps

x

x

x

x

x

x

Rear light

x

x

x

x

x

x

Side reflectors

x

x

x

x

x

x

Front and rear bumpers

x

x

x

x

x

x

ZEPHYR		MS-18		GRAND PRIX SS	
x	x	x	x	x	x
x	x	x	x		
2/30w	2/25w(E) 2/30w(M) x (Manual)	2/30w	2/25w	1/60w	1/60w
x		x			
x	x	x	x	Drum	Drum
5.0	5.0	5.0	5.0	5.0	5.0
6.0	6.0	6.0	6.0	6.0	6.0
x	x	x	x	x	x
109	109	109	109	101	101
32½	32½	32½	32½	32½	32½
42	42	42	42	42	42
370	375-400(E)	380	405(E)	335	335
x	x	x	x	x	x
x	x	x	x	x	x
x	x	x	x	x	x
x	x	x	x	x	x
x	x	x	x	x	x

MODELS

Motor cover

Tool box

Headlight

Light safety switch

Brakes

Nylon gas tank

Capacity: Imp. gall.

U.S. gall.

Snow guard

SIZES AND WEIGHTS

Length/inches

Width/inches

Height/inches

Weight

SAFETY FEATURES

Emergency switch (motor)

Safety straps

Rear light

Side reflectors

Front and rear bumpers

Warranty

- 1 Every new "Moto-Ski" snowmobile sold through an authorized Moto-Ski dealer or distributor is warranted by the manufacturer for a period of ninety (90) days from the date of its delivery to a retail customer/purchaser, to be free of defective parts or material and workmanship, under normal use and service.
- 2 Should the date of the original purchase by a retail customer be within or less than the period of ninety (90) days immediately preceding the 1st day of May, the warranty period shall then be for a period of ninety (90) days beginning on the date of retail purchase until the 1st day of May, and the balance of the warranty period shall be carried over into the following winter season beginning with the date of the first snowfall but no later than the 1st day of December.
- 3 Should the date of the original purchase by a retail customer be on or after the 1st day of May, the warranty period of ninety (90) days will begin with the first snowfall of the following winter season, but no later than the 1st day of December.
- 4 Such warranty will be honoured by any authorized dealer/distributor in Canada and United States.
- 5 In addition to the conditions stipulated in the paragraph one (1), the track is warranted against SEPARATION for a period of two (2) years on snowmobiles equipped with one (1) cylinder engine and for a period of one (1) year on snowmobiles equipped with two cylinders engine.
- 6 The obligation under warranty is limited to making the replacement or repair, whichever the warrantor may elect, of any parts acknowledged by the warrantor to be defective, the labour involved in repairing or replacing the defective part to be free of charge to the owner of the "Moto-Ski" snowmobile.
- 7 The performance of any warranty service under normal condition will not constitute an extension to the limit of the original warranty as set forth in the paragraph one (1).
- 8 This warranty is expressly in lieu of all other warranties, expressed or implied, and of all obligations or liabilities on the part of the manufacturer.
- 9 This warranty does not include or cover the reimbursement of expenses incurred by reason of normal use, wear, exposure, off season storage, reconditioning, or expenses incurred in connection with any verification

or normal maintenance services (including but not limited to motor tune up, drive belt or track adjustment, timing, ski adjustment), the replacement of service items (including but not limited to spark plug, filter, drive belt, brake shoes, suspension springs, slide suspension and slider shoe, nylon shoes on driven pulley cam) deterioration and tear of upholstery, soft trims, and appearance items, damage or defects due to misuse, alteration, negligence or accident, damage or defects due to the repair of the snowmobile by someone other than authorized "Moto-Ski" distributor or dealer; transportation of the unit or the cost of shipment of the snowmobile or any parts to or from any destination for any purpose, whether or not connected with the performance of the warranty, or expenses, or losses arising from the fact that the unit may not be usable or functioning during any period of time by reason of defect.

- 10 This warranty is withdrawn, and is of no force or effect in case whether:
 - The snowmobile has been altered or modified outside the specifications set by the manufacturer.
 - The snowmobile has not been properly serviced or improperly stored for the off season or any other storage period.
 - Genuine "Moto-Ski" or approved replacement parts have been replaced by parts of other origin.
 - The defect in the judgment of the factory representative has been caused by defective maintenance, misuse of the unit, fault or negligence of the driver or owner, or repairs made outside the "Moto-Ski" network.
 - The snowmobile has been modified or is used for races, rallies, or any other competition.
 - The snowmobile is used on any surfaces other than snow or ice.
- 11 The responsibility of the manufacturer is limited to the conditions of this warranty and will not cover or extend in any way to the cost or expenses resulting from accidents involving the snowmobile, or any other things or persons.
- 12 No distributor/dealer or any person has been authorized to make any modifications or changes in any clause of this warranty and the manufacturer will not be responsible at any time for any modification or change made by any distributor/dealer or any other person in the conditions of this warranty.

Moto-Ski Limited reserves the right to change equipment and specifications without advance notice.

Manufactured by Moto-Ski Limited, LaPocatière, Québec.

Manufactured by Moto-Ski Limited LaPocatière, Québec

LITHO CANADA