

ski-doo®

SPECIFICATION BOOKLET • MANUEL DE CARACTÉRISTIQUES

1999 - 2003



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SKI-DOO
SPECIFICATION BOOKLET
MANUEL DE CARACTÉRISTIQUES

1999-2003

2003 EDITION DIFFERENCES WITH 2002'S

Were revised:

- Carburetor model for MX Zx 440 Racing (2001 and 2002): TM 34 changed to TMX 34 in carburetor section
- Engagement speed for Grand Touring 600 Sport and Grand Touring 600 GS 2002: 1600 RPM changed to 3600 RPM in power train section
- Engagement speed for Grand Touring 700 Sport and Grand Touring 700 GS 2002: 1500 RPM changed to 3500 RPM in power train section
- Body type for Mach Z Sport and Mach Z Tech Plus 2002: ZX changed to CK3 in dimension section
- **NOTE:** Other minor corrections were done as per latest technical information available.

Were added:

- 2003 models

Were removed:

- 1998 models
- *Toe-out and camber* in dimension section

**MODIFICATIONS DE L'ÉDITION 2003
PAR RAPPORT À CELLE DE 2002**

Révision:

- Le modèle de carburateur des MX Zx 440 Racing (2001 et 2002): TM 34 remplacé par TMX 34 dans la section carburateur
- Le régime d'embrayage du Grand Touring 600 Sport et du Grand Touring 600 GS 2002: 1600 RPM remplacé par 3600 RPM dans la section rouage d'entraînement
- Le régime d'embrayage du Grand Touring 700 Sport et du Grand Touring 700 GS 2002: 1500 RPM remplacé par 3500 RPM dans la section rouage d'entraînement
- Type de carrosserie pour le Mach Z Sport et le Mach Z Tech Plus 2002: ZX remplacé par CK3 dans la section dimensions
- **REMARQUE:** D'autres corrections mineures furent apportées conformément aux informations techniques les plus récentes.

Ajout:

- Modèles 2003

Retrait:

- Modèles 1998
- la colonne *Divergence et carrossage* dans la section dimensions

BOMBARDIER SNOWMOBILE SPECIFICATION BOOKLET

The purpose of this manual is to facilitate access to snowmobile specifications.

Specifications which are more commonly used for the maintenance and repair of the different Ski-Doo® snowmobiles for the years specified on cover page, are grouped in sections.

This edition was primarily published to be used by snowmobile mechanics who are already familiar with all service procedures relating to Bombardier snowmobiles.

NOTICE: Bombardier Inc. is not responsible for typesetting errors.

The contents of this booklet is applicable to the particular product at its time of manufacture. However it may include later component improvements authorized by Bombardier. See footnotes and read all appropriate bulletins.

The use of Bombardier parts is strongly recommended when considering replacement of any component. Dealer and/or distributor assistance should be sought in case of doubt.

Torque wrench tightening specifications must be strictly adhered to. Locking devices (ex.: lock tabs, elastic stop nuts) must be installed or replaced with new ones, where specified. If the efficiency of a locking device is impaired, it must be renewed.

Bombardier Inc. disclaims liability for all damages and/or injuries resulting from the improper use of the contents. We strongly recommend that any service be carried out and/or verified by a highly-skilled professional mechanic. It is understood that certain modifications may render the use of the vehicle illegal under existing federal, provincial and state regulations.

Bombardier Inc. reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring obligation.

MANUEL DE CARACTÉRISTIQUES DES MOTONEIGES BOMBARDIER

Ce manuel a pour but de faciliter l'accès aux caractéristiques des motoneiges.

Les caractéristiques les plus utilisées pour l'entretien et la réparation des différents modèles Ski-Doo® selon les années précisées sur la page couverture, sont regroupées par sections.

Ce manuel est destiné avant tout aux mécaniciens professionnels, c'est-à-dire à des mécaniciens connaissant déjà toutes les opérations d'entretien et de réparation des motoneiges Bombardier.

AVIS: *Bombardier Inc. n'est pas responsable des erreurs de typographie.*

Ce manuel contient les caractéristiques des motoneiges tel qu'elles étaient à leur sortie d'usine. Cependant, certaines caractéristiques peuvent avoir changées, suite à des améliorations autorisées par Bombardier. Voir les renvois en bas de page et lire les bulletins qui décrivent ces améliorations.

Pour tout remplacement de pièce, l'utilisation de pièces Bombardier est toujours très fortement recommandée. En cas de doute, il faut demander l'aide du concessionnaire et/ou du distributeur.








Les couples de serrage indiqués doivent être rigoureusement observés. Les pièces ou dispositifs de blocage (ex.: attaches de verrouillage, écrous d'arrêt élastique) doivent être installés ou remplacés par des neufs, s'il y a lieu. Remplacer toute pièce ou tout dispositif de blocage dont l'efficacité serait diminuée.

Bombardier Inc. ne pourra être tenue responsable des dommages ou blessures résultant d'une mauvaise compréhension du texte de ce manuel et/ou d'une utilisation inadéquate du véhicule. On recommande fortement de faire effectuer et/ou vérifier les opérations mentionnées dans ce manuel par un mécanicien professionnel. Il est clairement entendu que l'utilisation d'une motoneige peut devenir illégale aux termes des règlements fédéraux, provinciaux ou d'État, si cette motoneige a subi certaines modifications.

Bombardier Inc. se réserve le droit de supprimer ou de modifier en tout temps ses spécifications, designs, caractéristiques, modèles ou pièces d'équipement, sans aucune obligation de sa part.

**MANUAL SECTIONS
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GENUINE SKI-DOO PARTS
PIÈCES D'ORIGINE SKI-DOO

Genuine Ski-Doo parts are designed to careful tolerances for specific machines, based on extensive testing programs tailored to rigorous standards of quality control and backed by the Bombardier 90 day warranty.

Les pièces d'origine Ski-Doo sont dessinées à partir de tolérances très strictes pour des véhicules spécifiques, selon un programme d'essais répondant à des contrôles de qualité rigoureux et protégés par la garantie Bombardier de 90 jours.

ski-doo[®]
Engineered For The Way You Ride.
Des motoneiges à votre mesure.



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**MODEL IDENTIFICATION
IDENTIFICATION
DES MODÈLES**

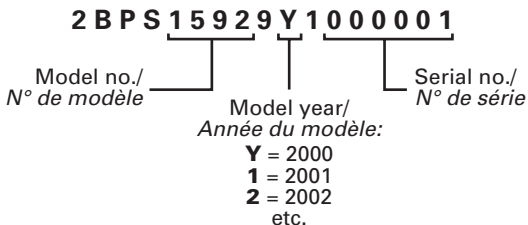
SKI-DOO

SERIAL NUMBER MEANING

SIGNIFICATION DU NUMÉRO DE SÉRIE

2000 and on models

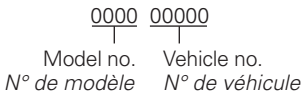
Modèles 2000 et suivants



A00A6FJ

1999 and older models

Modèles 1999 et antérieurs



A00A0DJ



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**MODEL IDENTIFICATION
IDENTIFICATION
DES MODÈLES**

SKI-DOO

**BY MODEL-YEAR/
PAR ANNÉE**

DESCRIPTION

**MODEL NO.
N° DE MODÈLE**

2003

| | | |
|---|---|------|
| MINI Z 120 (Canada, U.S./É.-U.) | yellow/jaune | 2647 |
| TUNDRA 280F (R) (Canada, U.S./É.-U.) | yellow/jaune | 3279 |
| TUNDRA 280F (R) (Canada, U.S./É.-U.) | black/noir | 3280 |
| SKANDIC LT 440F (R) (Canada) | yellow/jaune | 2573 |
| SKANDIC LT 440F (R) (U.S./É.-U.) | yellow/jaune | 2574 |
| SKANDIC (E) LT 440F (R) (Canada) | yellow/jaune | 2634 |
| SKANDIC (E) LT 440F (R) (U.S./É.-U.) | yellow/jaune | 2635 |
| SKANDIC SPORT 500F (R) (Canada) | black/noir | 2447 |
| SKANDIC SPORT 500F (R) (U.S./É.-U.) | black/noir | 2448 |
| SKANDIC (E) WT 500F (R) (Canada) | yellow/jaune | 2571 |
| SKANDIC (E) WT 500F (R) (U.S./É.-U.) | yellow/jaune | 2572 |
| SKANDIC (E) SWT 500F (R) (Canada) | yellow/jaune | 2567 |
| SKANDIC (E) SWT 500F (R) (U.S./É.-U.) | yellow/jaune | 2568 |
| SKANDIC (E) WT LC 600 (Canada) | yellow/jaune | 2569 |
| SKANDIC (E) WT LC 600 (U.S./É.-U.) | yellow/jaune | 2570 |
| SKANDIC (E) SUV 600 (Canada) | black/noir | 2565 |
| SKANDIC (E) SUV 600 (U.S./É.-U.) | black/noir | 2566 |
| GRAND TOURING (E) FAN 380 (R) (Canada) | black/noir | 2445 |
| GRAND TOURING (E) FAN 380 (R) (Europe) | black/noir | 2628 |
| GRAND TOURING (E) FAN 380 (R) (U.S./É.-U.) | black/noir | 2446 |
| GRAND TOURING (E) FAN 550 (R) (Canada) | black/noir | 2443 |
| GRAND TOURING (E) FAN 550 (R) (U.S./É.-U.) | black/noir | 2444 |
| GRAND TOURING (E) FAN 550 (R) (Europe) | black/noir | 2627 |
| GRAND TOURING (E) SPORT 500 (R) (Canada, U.S./É.-U.) .. | black/noir | 2441 |
| GRAND TOURING (E) SPORT 500 (R) (Canada, U.S./É.-U.) .. | autumn red metallic/rouge automnal métallique | 2442 |
| GRAND TOURING (E) SPORT 500 (R) (Europe) .. | autumn red metallic/rouge automnal métallique | 2626 |
| GRAND TOURING (E) SPORT 600 (R) (Canada, U.S./É.-U.) .. | black/noir | 2439 |
| GRAND TOURING (E) SPORT 600 (R) (Canada, U.S./É.-U.) .. | autumn red metallic/rouge automnal métallique | 2440 |
| GRAND TOURING (E) SE 600 (R) (Canada, U.S./É.-U.) | black/noir | 2433 |
| GRAND TOURING (E) SE 600 (R) (Canada, U.S./É.-U.) .. | autumn red metallic/rouge automnal métallique | 2434 |
| GRAND TOURING (E) SE 600 (R) (Canada, U.S./É.-U.) | black/noir | 2435 |
| GRAND TOURING (E) SE 600 (R) (Canada, U.S./É.-U.) .. | autumn red metallic/rouge automnal métallique | 2436 |
| GRAND TOURING (E) SE 600 (R) (Europe) | autumn red metallic/rouge automnal métallique | 2624 |
| GRAND TOURING (E) SPORT 700 (R) (Canada, U.S./É.-U.) .. | black/noir | 2437 |



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MODEL IDENTIFICATION
IDENTIFICATION
DES MODÈLES

SKI-DOO

DESCRIPTION MODEL NO.
N° DE MODÈLE

2003 (cont'd/suite)

Table with 2 columns: Description and Model No. Includes entries like GRAND TOURING (E) SPORT 700 (R) (Canada, U.S./É.-U.) 2438, LEGEND (E) FAN 380 (R) (Canada) 2370, and SUMMIT FAN 550 (R) (U.S./É.-U.) 2450.



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MODEL IDENTIFICATION IDENTIFICATION DES MODÈLES

SKI-DOO

| | |
|-------------|---------------------------|
| DESCRIPTION | MODEL NO. N° DE MODÈLE |
|-------------|---------------------------|

2003 (cont'd/suite)

| | | |
|---|---------------------------|------|
| SUMMIT FAN 550 (R) (Europe) | black-orange/noir-orange | 2640 |
| SUMMIT ADRENALINE 600 HO (Canada, U.S./É.-U.) | voltage blue/bleu voltage | 2514 |
| SUMMIT ADRENALINE 600 HO (Canada, U.S./É.-U.) | black/noir | 2515 |
| SUMMIT ADRENALINE 600 HO (R) (Canada, U.S./É.-U.) | voltage blue/bleu voltage | 2520 |
| SUMMIT ADRENALINE 600 HO (R) (Canada, U.S./É.-U.) | black/noir | 2521 |
| SUMMIT ADRENALINE 600 HO (R) (Canada, U.S./É.-U.) | black-orange/noir-orange | 2522 |
| SUMMIT ADRENALINE 600 HO (R) (Europe) | black-orange/noir-orange | 2630 |
| SUMMIT ADRENALINE 600 HO (R) (Canada, U.S./É.-U.) | voltage blue/bleu voltage | 2523 |
| SUMMIT ADRENALINE 600 HO (R) (Canada, U.S./É.-U.) | black/noir | 2524 |
| SUMMIT ADRENALINE 600 HO (R) (Canada, U.S./É.-U.) | black-orange/noir-orange | 2525 |
| SUMMIT ADRENALINE 700 (Canada, U.S./É.-U.) | voltage blue/bleu voltage | 2495 |
| SUMMIT ADRENALINE 700 (Canada, U.S./É.-U.) | black/noir | 2496 |
| SUMMIT ADRENALINE 700 (R) (Canada, U.S./É.-U.) | voltage blue/bleu voltage | 2507 |
| SUMMIT ADRENALINE 700 (R) (Canada, U.S./É.-U.) | black/noir | 2508 |
| SUMMIT ADRENALINE 700 (R) (Canada, U.S./É.-U.) | black-orange/noir-orange | 2509 |
| SUMMIT X 700 (R) (Canada, U.S./É.-U.) | voltage blue/bleu voltage | 2477 |
| SUMMIT X 700 (R) (Canada, U.S./É.-U.) | black/noir | 2478 |
| SUMMIT X 700 (R) (Canada, U.S./É.-U.) | black-orange/noir-orange | 2479 |
| SUMMIT X 700 (R) (Canada, U.S./É.-U.) | black-orange/noir-orange | 2482 |
| SUMMIT HIGHMARK 700 (Can., U.S./É.-U.) | voltage blue/bleu voltage | 2553 |
| SUMMIT HIGHMARK 700 (Canada, U.S./É.-U.) | black/noir | 2554 |
| SUMMIT HIGHMARK 700 (R) (Canada, U.S./É.-U.) | voltage blue/bleu voltage | 2559 |
| SUMMIT HIGHMARK 700 (R) (Canada, U.S./É.-U.) | black/noir | 2560 |
| SUMMIT HIGHMARK 700 (R) (Canada, U.S./É.-U.) | black-orange/noir-orange | 2561 |
| SUMMIT ADRENALINE 800 HO (Canada, U.S./É.-U.) | voltage blue/bleu voltage | 2483 |
| SUMMIT ADRENALINE 800 HO (Canada, U.S./É.-U.) | black/noir | 2484 |
| SUMMIT ADRENALINE 800 HO (R) (Canada, U.S./É.-U.) | voltage blue/bleu voltage | 2489 |
| SUMMIT ADRENALINE 800 HO (R) (Canada, U.S./É.-U.) | black/noir | 2490 |
| SUMMIT ADRENALINE 800 HO (R) (Canada, U.S./É.-U.) | black-orange/noir-orange | 2491 |
| SUMMIT ADRENALINE 800 HO (R) (Canada, U.S./É.-U.) | black-orange/noir-orange | 2494 |



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**MODEL IDENTIFICATION
IDENTIFICATION
DES MODÈLES**

SKI-DOO

DESCRIPTION

MODEL NO.
N° DE MODÈLE

2003 (cont'd/suite)

| | | |
|--|---------------------------|------|
| SUMMIT X 800 HO (Canada, U.S./É.-U.) | voltage blue/bleu voltage | 2456 |
| SUMMIT X 800 HO (Canada, U.S./É.-U.) | black/noir | 2457 |
| SUMMIT X 800 HO (Canada, U.S./É.-U.) | black-orange/noir-orange | 2458 |
| SUMMIT X 800 HO (R) (Canada, U.S./É.-U.) | voltage blue/bleu voltage | 2465 |
| SUMMIT X 800 HO (R) (Canada, U.S./É.-U.) | black/noir | 2466 |
| SUMMIT X 800 HO (R) (Canada, U.S./É.-U.) | black-orange/noir-orange | 2467 |
| SUMMIT X 800 HO (R) (Canada, U.S./É.-U.) | voltage blue/bleu voltage | 2468 |
| SUMMIT X 800 HO (R) (Europe) | voltage blue/bleu voltage | 2629 |
| SUMMIT X 800 HO (R) (Canada, U.S./É.-U.) | black/noir | 2469 |
| SUMMIT X 800 HO (R) (Canada, U.S./É.-U.) | black-orange/noir-orange | 2470 |
| SUMMIT HIGHMARK 800 HO (Canada, U.S./É.-U.) | voltage blue/bleu voltage | 2541 |
| SUMMIT HIGHMARK 800 HO (Canada, U.S./É.-U.) | black/noir | 2542 |
| SUMMIT HIGHMARK 800 HO (R) (Canada, U.S./É.-U.) | voltage blue/bleu voltage | 2547 |
| SUMMIT HIGHMARK 800 HO (R) (Canada, U.S./É.-U.) | black/noir | 2548 |
| SUMMIT HIGHMARK 800 HO (R) (Canada, U.S./É.-U.) | black-orange/noir-orange | 2549 |
| SUMMIT HIGHMARK 800 HO (R) (Canada, U.S./É.-U.) | voltage blue/bleu voltage | 2550 |
| SUMMIT HIGHMARK X 800 HO (Canada, U.S./É.-U.) | voltage blue/bleu voltage | 2526 |
| SUMMIT HIGHMARK X 800 HO (Canada, U.S./É.-U.) | black/noir | 2527 |
| SUMMIT HIGHMARK X 800 HO (Canada, U.S./É.-U.) | black-orange/noir-orange | 2528 |
| SUMMIT HIGHMARK X 800 HO (R) (Canada, U.S./É.-U.) | voltage blue/bleu voltage | 2532 |
| SUMMIT HIGHMARK X 800 HO (R) (Canada, U.S./É.-U.) | black/noir | 2533 |
| SUMMIT HIGHMARK X 800 HO (R) (Canada, U.S./É.-U.) | black-orange/noir-orange | 2534 |
| SUMMIT HIGHMARK X 800 HO (R) (Canada, U.S./É.-U.) | voltage blue/bleu voltage | 2535 |
| SUMMIT HIGHMARK X 800 HO (R) (Canada, U.S./É.-U.) | black/noir | 2536 |
| SUMMIT HIGHMARK X 800 HO (R) (Canada, U.S./É.-U.) | black-orange/noir-orange | 2537 |
| SUMMIT H.M. Xtreme 800 HO (R) (Canada, U.S./É.-U.) | voltage blue/bleu voltage | 2538 |
| SUMMIT H.M. Xtreme 800 HO (R) (Canada, U.S./É.-U.) | black/noir | 2539 |
| SUMMIT H.M. Xtreme 800 HO (R) (Canada, U.S./É.-U.) | black-orange/noir-orange | 2540 |
| MX Z FAN 380 (R) (Canada) | black/noir | 2366 |
| MX Z FAN 380 (R) (U.S./É.-U.) | black/noir | 2367 |
| MX Z FAN 380 (R) (Europe) | black/noir | 2618 |
| MX Z FAN 550 (R) (Canada) | black/noir | 2364 |



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MODEL IDENTIFICATION IDENTIFICATION DES MODÈLES

SKI-DOO

| | |
|-------------|---------------------------|
| DESCRIPTION | MODEL NO. N° DE MODÈLE |
|-------------|---------------------------|

2003 (cont'd/suite)

| | | |
|--|-------------------------|------|
| MX Z FAN 550 (R) (U.S./É.-U.)..... | black/noir | 2639 |
| MX Z FAN 550 (R) (Europe)..... | black/noir | 2617 |
| MX Z TRAIL 500 (Canada, U.S./É.-U.)..... | black/noir | 2360 |
| MX Z TRAIL 500 (R) (Canada, U.S./É.-U.)..... | black/noir | 2363 |
| MX Z ADRENALINE 500 (Canada, U.S./É.-U.)..... | black/noir | 2345 |
| MX Z ADRENALINE 500 (Canada, U.S./É.-U.)... viper red/rouge vipère | | 2346 |
| MX Z ADRENALINE 500 (R) (Canada, U.S./É.-U.)..... | black/noir | 2349 |
| MX Z ADRENALINE 500 (R) (Can., U.S./É.-U.).. viper red/rouge vipère | | 2350 |
| MX Z ADRENALINE 500 (R) (Can., U.S./É.-U.) yellow-black/jaune-noir | | 2595 |
| MX Z ADRENALINE 500 (R) (Europe)..... | yellow-black/jaune-noir | 2616 |
| MX Z ADRENALINE 500 (R) (Can., U.S./É.-U.) yellow-black/jaune-noir | | 2596 |
| MX Z (E) ADRENALINE 500 (R) (Canada, U.S./É.-U.)..... | black/noir | 2354 |
| MX Z (E) ADRENALINE 500 (R) (Can., U.S./É.-U.)..viper red/rouge vipère | | 2355 |
| MX Z (E) ADRENALINE 500 (R) (Can., U.S./É.-U.) yellow-black/jaune-noir | | 2597 |
| MX Z (E) ADRENALINE 500 (R) (Can., U.S./É.-U.) yellow-black/jaune-noir | | 2598 |
| MX Z TRAIL 600 (Canada, U.S./É.-U.)..... | black/noir | 2358 |
| MX Z TRAIL 600 (R) (Canada, U.S./É.-U.)..... | black/noir | 2359 |
| MX Z SPORT 600 HO (Canada, U.S./É.-U.)..... | black-yellow/noir-jaune | 2283 |
| MX Z SPORT 600 HO (Canada, U.S./É.-U.)..... | black-black/noir-noir | 2284 |
| MX Z SPORT 600 HO (Canada, U.S./É.-U.)..... | black-yellow/noir-jaune | 2285 |
| MX Z SPORT 600 HO (Canada, U.S./É.-U.)..... | black-black/noir-noir | 2286 |
| MX Z SPORT 600 HO (R) (Canada, U.S./É.-U.) black-yellow/noir-jaune | | 2287 |
| MX Z SPORT 600 HO (R) (Canada, U.S./É.-U.)..... | black-black/noir-noir | 2288 |
| MX Z SPORT 600 HO (R) (Canada, U.S./É.-U.) black-yellow/noir-jaune | | 2289 |
| MX Z SPORT 600 HO (R) (Canada, U.S./É.-U.)..... | black-black/noir-noir | 2290 |
| MX Z SPORT 600 HO (R) (Canada, U.S./É.-U.) black-yellow/noir-jaune | | 2291 |
| MX Z SPORT 600 HO (R) (Canada, U.S./É.-U.)..... | black-black/noir-noir | 2292 |
| MX Z SPORT 600 HO (R) (Canada, U.S./É.-U.) black-yellow/noir-jaune | | 2293 |
| MX Z SPORT 600 HO (R) (Canada, U.S./É.-U.)..... | black-black/noir-noir | 2294 |
| MX Z (E) SPORT 600 HO (R) (Can., U.S./É.-U.) black-yellow/noir-jaune | | 2295 |
| MX Z (E) SPORT 600 HO (R) (Can., U.S./É.-U.)..... | black-black/noir-noir | 2296 |
| MX Z (E) SPORT 600 HO (R) (Can., U.S./É.-U.) black-yellow/noir-jaune | | 2297 |
| MX Z (E) SPORT 600 HO (R) (Canada, U.S./É.-U.) black-black/noir-noir | | 2298 |
| MX Z (E) SPORT 600 HO (R) (Can., U.S./É.-U.) black-yellow/noir-jaune | | 2299 |
| MX Z (E) SPORT 600 HO (R) (Canada, U.S./É.-U.) black-black/noir-noir | | 2300 |
| MX Z (E) SPORT 600 HO (R) (Can., U.S./É.-U.) black-yellow/noir-jaune | | 2304 |
| MX Z (E) SPORT 600 HO (R) (Can., U.S./É.-U.)..... | black-black/noir-noir | 2305 |
| MX Z ADRENALINE 600 HO (Canada, U.S./É.-U.)..... | black/noir | 2333 |
| MX Z ADRENALINE 600 HO (Can., U.S./É.-U.).. viper red/rouge vipère | | 2334 |
| MX Z ADRENALINE 600 HO (Can., U.S./É.-U.) yellow-black/jaune-noir | | 2587 |
| MX Z ADRENALINE 600 HO (R) (Canada, U.S./É.-U.)..... | black/noir | 2337 |
| MX Z ADRENALINE 600 HO (R) (Can., U.S./É.-U.) viper red/rouge vipère | | 2338 |
| MX Z ADRENALINE 600 HO (R) (Can., U.S./É.-U.)yellow-black/jaune-noir | | 2589 |
| MX Z ADRENALINE 600 HO (R) (Canada, U.S./É.-U.)..... | black/noir | 2339 |



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MODEL IDENTIFICATION IDENTIFICATION DES MODÈLES

SKI-DOO

DESCRIPTION MODEL NO.
N° DE MODÈLE

2003 (cont'd/suite)

| | |
|---|------|
| MX Z ADRENALINE 600 HO (R) (Can., U.S./É.-U.) viper red/rouge vipère | 2340 |
| MX Z ADRENALINE 600 HO (R) (Can., U.S./É.-U.) yellow-black/jaune-noir | 2590 |
| MX Z (E) ADRENALINE 600 HO (R) (Canada, U.S./É.-U.) black/noir | 2341 |
| MX Z (E) ADRENALINE 600 HO (R) (Canada, U.S./É.-U.) viper red/rouge vipère | 2342 |
| MX Z (E) ADRENALINE 600 HO (R) (Canada, U.S./É.-U.) yellow-black/jaune-noir | 2591 |
| MX Z (E) ADRENALINE 600 HO (R) (Canada, U.S./É.-U.) black/noir | 2343 |
| MX Z (E) ADRENALINE 600 HO (R) (Canada, U.S./É.-U.) yellow-black/jaune-noir | 2592 |
| MX Z X 600 HO (R) (Canada, U.S./É.-U.) . orange-yellow/orange-jaune | 2255 |
| MX Z X 600 HO (R) (Canada, U.S./É.-U.) black-black/noir-noir | 2256 |
| MX Z X 600 HO (R) (Canada, U.S./É.-U.) . orange-yellow/orange-jaune | 2257 |
| MX Z X 600 HO (R) (Canada, U.S./É.-U.) black-black/noir-noir | 2258 |
| MX Z X 600 HO (R) (Europe) orange-yellow/orange-jaune | 2649 |
| MX Z X 600 HO (R) (Europe) black-black/noir-noir | 2612 |
| MX Z (E) X 600 HO (R) (Can., U.S./É.-U.) . orange-yellow/orange-jaune | 2658 |
| MX Z (E) X 600 HO (R) (Canada, U.S./É.-U.) black-black/noir-noir | 2659 |
| MX Z (E) X 600 HO (R) (Can., U.S./É.-U.) . orange-yellow/orange-jaune | 2660 |
| MX Z (E) X 600 HO (R) (Canada, U.S./É.-U.) black-black/noir-noir | 2661 |
| MX Z RENEGADE 600 HO (Canada, U.S./É.-U.) black/noir | 2406 |
| MX Z RENEGADE 600 HO (Canada, U.S./É.-U.) viper red/rouge vipère | 2407 |
| MX Z RENEGADE 600 HO (Can., U.S./É.-U.) ... yellow-black/jaune-noir | 2605 |
| MX Z RENEGADE 600 HO (R) (Canada, U.S./É.-U.) black/noir | 2417 |
| MX Z RENEGADE 600 HO (R) (Can., U.S./É.-U.)...viper red/rouge vipère | 2418 |
| MX Z RENEGADE 600 HO (R) (Europe) viper red/rouge vipère | 2620 |
| MX Z RENEGADE 600 HO (R) (Can., U.S./É.-U.) . yellow-black/jaune-noir | 2607 |
| MX Z RENEGADE 600 HO (R) (Canada, U.S./É.-U.) black/noir | 2419 |
| MX Z RENEGADE 600 HO (R) (Can., U.S./É.-U.)...viper red/rouge vipère | 2420 |
| MX Z (E) RENEGADE 600 HO (R) (Canada, U.S./É.-U.) black/noir | 2421 |
| MX Z (E) RENEGADE 600 HO (R) (Can., U.S./É.-U.) viper red/rouge vipère | 2422 |
| MX Z (E) RENEGADE 600 HO (R) (Canada, U.S./É.-U.) yellow-black/jaune-noir | 2609 |
| MX Z (E) RENEGADE 600 HO (R) (Canada, U.S./É.-U.) black/noir | 2423 |
| MX Z (E) RENEGADE 600 HO (R) (Can., U.S./É.-U.) viper red/rouge vipère | 2424 |
| MX Z (E) RENEGADE 600 HO (R) (Canada, U.S./É.-U.) yellow-black/jaune-noir | 2610 |
| MX Z (E) James Bond Ed. 600 HO (R) (Canada, U.S./É.-U.) silver-black/argent-noir | 2675 |
| MX Z (E) James Bond Edition 600 HO (R) (Europe) silver-black/argent-noir | 2678 |
| MX Z ADRENALINE 700 (Canada, U.S./É.-U.) black/noir | 2318 |
| MX Z ADRENALINE 700 (Canada, U.S./É.-U.) ... viper red/rouge vipère | 2319 |
| MX Z ADRENALINE 700 R (Canada, U.S./É.-U.) black/noir | 2325 |



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| MX Z ADRENALINE 700 R (Canada, U.S./É.-U.) viper red/rouge vipère | 2326 |
| MX Z ADRENALINE 700 R (Canada, U.S./É.-U.) yellow-black/jaune-noir | 2583 |
| MX Z ADRENALINE 700 R (Canada, U.S./É.-U.) viper red/rouge vipère | 2328 |
| MX Z ADRENALINE 700 R (Canada, U.S./É.-U.) yellow-black/jaune-noir | 2584 |
| MX Z (E) ADRENALINE 700 R (Canada, U.S./É.-U.) | black/noir 2329 |
| MX Z (E) ADRENALINE 700 R (Can., U.S./É.-U.) viper red/rouge vipère | 2330 |
| MX Z (E) ADRENALINE 700 R (Can., U.S./É.-U.) | yellow-black/jaune-noir 2585 |
| MX Z (E) ADRENALINE 700 R (Canada, U.S./É.-U.) | black/noir 2331 |
| MX Z (E) ADRENALINE 700 R (Can., U.S./É.-U.) yellow-black/jaune-noir | 2586 |
| MX Z SPORT 800 (Canada, U.S./É.-U.) | black-yellow/noir-jaune 2259 |
| MX Z SPORT 800 (Canada, U.S./É.-U.) | black-black/noir-noir 2260 |
| MX Z SPORT 800 (Canada, U.S./É.-U.) | black-yellow/noir-jaune 2265 |
| MX Z SPORT 800 (Canada, U.S./É.-U.) | black-black/noir-noir 2266 |
| MX Z SPORT 800 (R) (Canada, U.S./É.-U.) | black-yellow/noir-jaune 2267 |
| MX Z SPORT 800 (R) (Canada, U.S./É.-U.) | black-black/noir-noir 2268 |
| MX Z SPORT 800 (R) (Canada, U.S./É.-U.) | black-black/noir-noir 2663 |
| MX Z SPORT 800 (R) (Canada, U.S./É.-U.) | black-yellow/noir-jaune 2269 |
| MX Z SPORT 800 (R) (Canada, U.S./É.-U.) | black-black/noir-noir 2270 |
| MX Z SPORT 800 (R) (Canada, U.S./É.-U.) | black-yellow/noir-jaune 2271 |
| MX Z SPORT 800 (R) (Canada, U.S./É.-U.) | black-black/noir-noir 2272 |
| MX Z SPORT 800 (R) (Canada, U.S./É.-U.) | black-yellow/noir-jaune 2273 |
| MX Z SPORT 800 (R) (Canada, U.S./É.-U.) | black-black/noir-noir 2274 |
| MX Z SPORT 800 (R) (Canada, U.S./É.-U.) | black-yellow/noir-jaune 2664 |
| MX Z SPORT 800 (R) (Canada, U.S./É.-U.) | black-black/noir-noir 2665 |
| MX Z (E) SPORT 800 (R) (Canada, U.S./É.-U.) | black-yellow/noir-jaune 2275 |
| MX Z (E) SPORT 800 (R) (Canada, U.S./É.-U.) | black-black/noir-noir 2276 |
| MX Z (E) SPORT 800 (R) (Canada, U.S./É.-U.) | black-yellow/noir-jaune 2277 |
| MX Z (E) SPORT 800 (R) (Canada, U.S./É.-U.) | black-black/noir-noir 2278 |
| MX Z (E) SPORT 800 (R) (Canada, U.S./É.-U.) | black-yellow/noir-jaune 2279 |
| MX Z (E) SPORT 800 (R) (Canada, U.S./É.-U.) | black-black/noir-noir 2280 |
| MX Z (E) SPORT 800 (R) (Canada, U.S./É.-U.) | black-yellow/noir-jaune 2281 |
| MX Z (E) SPORT 800 (R) (Canada, U.S./É.-U.) | black-black/noir-noir 2282 |
| MX Z (E) SPORT 800 (R) (Canada, U.S./É.-U.) | black-yellow/noir-jaune 2668 |
| MX Z (E) SPORT 800 (R) (Canada, U.S./É.-U.) | viper red/rouge vipère 2669 |
| MX Z ADRENALINE 800 (R) (Canada, U.S./É.-U.) | black/noir 2310 |
| MX Z ADRENALINE 800 (R) (Can., U.S./É.-U.) | viper red/rouge vipère 2311 |
| MX Z ADRENALINE 800 (R) (Can., U.S./É.-U.) | yellow-black/jaune-noir 2577 |
| MX Z ADRENALINE 800 (R) (Canada, U.S./É.-U.) | black/noir 2312 |
| MX Z ADRENALINE 800 (R) (Can., U.S./É.-U.) | yellow-black/jaune-noir 2578 |
| MX Z ADRENALINE 800 (Canada, U.S./É.-U.) | black/noir 2306 |
| MX Z ADRENALINE 800 (Canada, U.S./É.-U.) | viper red/rouge vipère 2307 |
| MX Z (E) ADRENALINE 800 (R) (Canada, U.S./É.-U.) | black/noir 2314 |
| MX Z (E) ADRENALINE 800 (R) (Can., U.S./É.-U.) | viper red/rouge vipère 2315 |
| | yellow-black/jaune-noir 2579 |



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| MX Z (E) ADRENALINE 800 (R) (Canada, U.S./É.-U.)..... | black/noir | 2316 |
| MX Z (E) ADRENALINE 800 (R) (Can., U.S./É.-U.) | viper red/rouge vipère | 2317 |
| MX Z X 800 (R) (Canada, U.S./É.-U.)..... | orange-yellow/orange-jaune | 2228 |
| MX Z X 800 (R) (Canada, U.S./É.-U.)..... | black-black/noir-noir | 2229 |
| MX Z X 800 (R) (Canada, U.S./É.-U.)..... | orange-yellow/orange-jaune | 2230 |
| MX Z X 800 (R) (Canada, U.S./É.-U.)..... | black-black/noir-noir | 2231 |
| MX Z X 800 (R) (Europe)..... | orange-yellow/orange-jaune | 2611 |
| MX Z X 800 (R) (Europe)..... | black-black/noir-noir | 2648 |
| MX Z X 800 (R) (Canada, U.S./É.-U.)..... | orange-yellow/orange-jaune | 2654 |
| MX Z X 800 (R) (Canada, U.S./É.-U.)..... | black-black/noir-noir | 2655 |
| MX Z (E) X 800 (R) (Canada, U.S./É.-U.) .. | orange-yellow/orange-jaune | 2650 |
| MX Z (E) X 800 (R) (Canada, U.S./É.-U.) .. | black-black/noir-noir | 2651 |
| MX Z (E) X 800 (R) (Canada, U.S./É.-U.) .. | orange-yellow/orange-jaune | 2652 |
| MX Z (E) X 800 (R) (Canada, U.S./É.-U.) .. | black-black/noir-noir | 2653 |
| MX Z (E) X 800 (R) (Canada, U.S./É.-U.) .. | orange-yellow/orange-jaune | 2656 |
| MX Z (E) X 800 (R) (Canada, U.S./É.-U.) .. | black-black/noir-noir | 2657 |
| MX Z RENEGADE 800 (Canada, U.S./É.-U.) .. | black/noir | 2390 |
| MX Z RENEGADE 800 (Canada, U.S./É.-U.) .. | viper red/rouge vipère | 2391 |
| MX Z RENEGADE 800 (R) (Canada, U.S./É.-U.)..... | black/noir | 2394 |
| MX Z RENEGADE 800 (R) (Canada, U.S./É.-U.) | viper red/rouge vipère | 2395 |
| MX Z RENEGADE 800 (R) (Can., U.S./É.-U.).... | yellow-black/jaune-noir | 2601 |
| MX Z RENEGADE 800 (R) (Canada, U.S./É.-U.)..... | black/noir | 2396 |
| MX Z RENEGADE 800 (R) (Canada, U.S./É.-U.) | viper red/rouge vipère | 2397 |
| MX Z RENEGADE 800 (R) (Can., U.S./É.-U.).... | yellow-black/jaune-noir | 2602 |
| MX Z RENEGADE 800 (R) (Europe)..... | yellow-black/jaune-noir | 2619 |
| MX Z (E) RENEGADE 800 (R) (Canada, U.S./É.-U.)..... | black/noir | 2398 |
| MX Z (E) RENEGADE 800 (R) (Can., U.S./É.-U.) | viper red/rouge vipère | 2399 |
| MX Z (E) RENEGADE 800 (R) (Can., U.S./É.-U.) | yellow-black/jaune-noir | 2603 |
| MX Z (E) RENEGADE 800 (R) (Canada, U.S./É.-U.)..... | black/noir | 2400 |
| MX Z (E) RENEGADE 800 (R) (Can., U.S./É.-U.) | yellow-black/jaune-noir | 2604 |
| MX Zx Racing 440 (Canada, U.S./É.-U.)..... | black-yellow/noir-jaune | 2613 |
| MX Zx Racing 440 (Europe)..... | black-yellow/noir-jaune | 2614 |
| MACH Z TECH PLUS 800 (R) (Canada)..... | black/noir | 2225 |
| MACH Z TECH PLUS 800 (R) (U.S./É.-U.) .. | black/noir | 2226 |



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| 2002 | |
| Mini Z (Canada/U.S./É.-U.)..... | yellow/jaune 2103 |
| Tundra R (Canada/U.S./É.-U.)..... | yellow/jaune 3278 |
| Skandic 440 LT (Canada)..... | yellow/jaune 2101 |
| Skandic 440 LT (U.S./É.-U.)..... | yellow/jaune 2102 |
| Skandic 500 WT (Canada)..... | yellow/jaune 2099 |
| Skandic 500 WT (U.S./É.-U.)..... | yellow/jaune 2100 |
| Skandic 500 SWT (Canada)..... | yellow/jaune 2097 |
| Skandic 500 SWT (U.S./É.-U.)..... | yellow/jaune 2098 |
| Skandic 600 WT LC (Canada)..... | yellow/jaune 2095 |
| Skandic 600 WT LC (U.S./É.-U.)..... | yellow/jaune 2096 |
| Skandic 600 WT LC (U.S./É.-U.).. Olympic colors/ <i>couleurs olympiques</i> | 2160 |
| Grand Touring 380 FAN (Canada)..... | black/noir 2093 |
| Grand Touring 380 FAN (U.S./É.-U.)..... | black/noir 2094 |
| Grand Touring 380 FAN (Europe)..... | black/noir 2142 |
| Grand Touring 500 FAN (Canada)..... | black/noir 2091 |
| Grand Touring 500 FAN (U.S./É.-U.)..... | black/noir 2092 |
| Grand Touring 500 SPORT (Canada)..... | black/noir 2087 |
| Grand Touring 500 SPORT (U.S./É.-U.)..... | black/noir 2088 |
| Grand Touring 600 SPORT (Canada)..... | moon/lune 2085 |
| Grand Touring 600 SPORT (U.S./É.-U.)..... | moon/lune 2086 |
| Grand Touring 600 SPORT (Canada)..... | black/noir 2083 |
| Grand Touring 600 SPORT (U.S./É.-U.)..... | black/noir 2084 |
| Grand Touring 700 SPORT (Canada)..... | moon/lune 2081 |
| Grand Touring 700 SPORT (U.S./É.-U.)..... | moon/lune 2082 |
| Grand Touring 700 SPORT (Canada)..... | black/noir 2079 |
| Grand Touring 700 SPORT (U.S./É.-U.)..... | black/noir 2080 |
| Grand Touring 600 GS (Canada)..... | black/noir 2075 |
| Grand Touring 600 GS (U.S./É.-U.)..... | black/noir 2076 |
| Grand Touring 600 GS (Canada)..... | moon/lune 2077 |
| Grand Touring 600 GS (U.S./É.-U.)..... | moon/lune 2078 |
| Grand Touring 700 GS (Canada)..... | black/noir 2071 |
| Grand Touring 700 GS (U.S./É.-U.)..... | black/noir 2072 |
| Grand Touring 700 GS (Canada)..... | moon/lune 2073 |
| Grand Touring 700 GS (U.S./É.-U.)..... | moon/lune 2074 |
| Grand Touring 700 GS (U.S./É.-U.)... Olympic colors/ <i>couleurs olympiques</i> | 2159 |
| Grand Touring 600 SE (Europe)..... | black/noir 2138 |
| Grand Touring 600 SE (Canada)..... | black/noir 2148 |
| Grand Touring 600 SE (U.S./É.-U.)..... | black/noir 2149 |
| Grand Touring 600 SE (SB) (Canada)..... | black/noir 2051 |
| Grand Touring 600 SE (SB) (U.S./É.-U.)..... | black/noir 2052 |
| Grand Touring 800 SE (U.S./É.-U.)..... | black/noir 2050 |
| Grand Touring 800 SE (Canada)..... | black/noir 2049 |
| Grand Touring 800 SE (Europe)..... | black/noir 2137 |
| Grand Touring 800 SE (SB) (U.S./É.-U.)..... | black/noir 2048 |



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| Grand Touring 800 SE (SB) (Canada)..... | black/noir | 2047 |
| Legend 380 FAN (U.S./É.-U.)..... | black/noir | 2046 |
| Legend 380 FAN (Canada)..... | black/noir | 2045 |
| Legend 380 FAN (U.S./É.-U.)..... | blue/bleu | 2044 |
| Legend 380 FAN (Canada)..... | blue/bleu | 2043 |
| Legend 500 FAN (U.S./É.-U.)..... | black/noir | 2042 |
| Legend 500 FAN (Canada)..... | black/noir | 2041 |
| Legend 500 FAN (U.S./É.-U.)..... | blue/bleu | 2040 |
| Legend 500 FAN (Canada)..... | blue/bleu | 2039 |
| Legend 500 Sport (U.S./É.-U.)..... | black/noir | 2038 |
| Legend 500 Sport (Canada)..... | black/noir | 2037 |
| Legend 500 Sport (U.S./É.-U.)..... | blue/bleu | 2036 |
| Legend 500 Sport (Canada)..... | blue/bleu | 2035 |
| Legend 600 Sport (U.S./É.-U.)..... | black/noir | 2034 |
| Legend 600 Sport (Canada)..... | black/noir | 2033 |
| Legend 600 Sport (U.S./É.-U.)..... | blue/bleu | 2032 |
| Legend 600 Sport (Canada)..... | blue/bleu | 2031 |
| Legend 700 Sport (U.S./É.-U.)..... | black/noir | 2030 |
| Legend 700 Sport (Canada)..... | black/noir | 2029 |
| Legend 700 Sport (U.S./É.-U.)..... | blue/bleu | 2028 |
| Legend 700 Sport (Canada)..... | blue/bleu | 2027 |
| Legend 600 GS (U.S./É.-U.)..... | black/noir | 2026 |
| Legend 600 GS (Canada)..... | black/noir | 2025 |
| Legend 600 GS (U.S./É.-U.)..... | blue/bleu | 2024 |
| Legend 600 GS (Canada)..... | blue/bleu | 2023 |
| Legend 700 GS (U.S./É.-U.)..... | black/noir | 2022 |
| Legend 700 GS (Canada)..... | black/noir | 2021 |
| Legend 700 GS (U.S./É.-U.)..... | blue/bleu | 2020 |
| Legend 700 GS (Canada)..... | blue/bleu | 2019 |
| Legend 600 SE (U.S./É.-U.)..... | black/noir | 2018 |
| Legend 600 SE (Canada)..... | black/noir | 2017 |
| Legend 600 SE (U.S./É.-U.)..... | 2-tone blue/2 tons bleu | 2016 |
| Legend 600 SE (Canada)..... | 2-tone blue/2 tons bleu | 2015 |
| Legend 800 SE (U.S./É.-U.)..... | black/noir | 2014 |
| Legend 800 SE (Canada)..... | black/noir | 2013 |
| Legend 800 SE (Europe)..... | 2-tone blue/2 tons bleu | 2136 |
| Legend 800 SE (U.S./É.-U.)..... | 2-tone blue/2 tons bleu | 2012 |
| Legend 800 SE (Canada)..... | 2-tone blue/2 tons bleu | 2011 |
| Summit 500 FAN (Canada)..... | black/noir | 2009 |
| Summit 500 FAN (U.S./É.-U.)..... | black/noir | 2010 |
| Summit 600 R SPORT (Europe)..... | black/noir | 2133 |
| Summit 600 R SPORT (U.S./É.-U.)..... | red/rouge | 1992 |
| Summit 600 R SPORT (Canada)..... | red/rouge | 1991 |
| Summit 600 R SPORT (U.S./É.-U.)..... | black/noir | 1990 |



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| Summit 600 R SPORT (Canada)..... | black/noir 1989 |
| Summit 600 SPORT (U.S./É.-U.)..... | red/rouge 1988 |
| Summit 600 SPORT (Canada)..... | red/rouge 1987 |
| Summit 600 SPORT (U.S./É.-U.)..... | black/noir 1986 |
| Summit 600 SPORT (Canada)..... | black/noir 1985 |
| Summit 700 R SPORT (U.S./É.-U.)..... | red/rouge 1984 |
| Summit 700 R SPORT (Canada)..... | red/rouge 1983 |
| Summit 700 R SPORT (U.S./É.-U.)..... | black/noir 1982 |
| Summit 700 R SPORT (Canada)..... | black/noir 1981 |
| Summit 700 R SPORT Heritage Edition (Canada)..... | |
|Olympic colors/couleurs olympiques | 2208 |
| Summit 700 R SPORT Olympic Edition (U.S./É.-U.)..... | |
|Olympic colors/couleurs olympiques | 2209 |
| Summit 700 SPORT (U.S./É.-U.)..... | red/rouge 1980 |
| Summit 700 SPORT (Canada)..... | red/rouge 1979 |
| Summit 700 SPORT (U.S./É.-U.)..... | black/noir 1978 |
| Summit 700 SPORT (Canada)..... | black/noir 1977 |
| Summit 800 R SPORT (U.S./É.-U.)..... | red/rouge 2124 |
| Summit 800 R SPORT (Canada)..... | red/rouge 2123 |
| Summit 800 R SPORT (U.S./É.-U.)..... | black/noir 2122 |
| Summit 800 R SPORT (Canada)..... | black/noir 2121 |
| Summit 800 SPORT (U.S./É.-U.)..... | red/rouge 1976 |
| Summit 800 SPORT (Canada)..... | red/rouge 1975 |
| Summit 800 SPORT (U.S./É.-U.)..... | black/noir 1974 |
| Summit 800 SPORT (Canada)..... | black/noir 1973 |
| Summit 800 R X (U.S./É.-U.)..... | red/rouge 2205 |
| Summit 800 R X (Canada)..... | red/rouge 2200 |
| Summit 800 R X (U.S./É.-U.)..... | blue/bleu 2199 |
| Summit 800 R X (Canada)..... | blue/bleu 2198 |
| Summit 800 R X (Europe)..... | 2-tone black/2 tons noir 2132 |
| Summit 800 R X (U.S./É.-U.)..... | 2-tone black/2 tons noir 2197 |
| Summit 800 R X (Canada)..... | 2-tone black/2 tons noir 2196 |
| Summit 800 X (U.S./É.-U.)..... | red/rouge 1972 |
| Summit 800 X (Canada)..... | red/rouge 1971 |
| Summit 800 X (U.S./É.-U.)..... | blue/bleu 1970 |
| Summit 800 X (Canada)..... | blue/bleu 1969 |
| Summit 800 X (U.S./É.-U.)..... | 2-tone black/2 tons noir 1968 |
| Summit 800 X (Canada)..... | 2-tone black/2 tons noir 1967 |
| Summit 800 R H.M. (U.S./É.-U.)..... | red/rouge 2218 |
| Summit 800 R H.M. (Canada)..... | red/rouge 2217 |
| Summit 800 R H.M. (U.S./É.-U.)..... | black/noir 2216 |
| Summit 800 R H.M. (Canada)..... | black/noir 2215 |



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| Summit 800 H.M. (U.S./É.-U.)..... | red/rouge | 1966 |
| Summit 800 H.M. (Canada)..... | red/rouge | 1965 |
| Summit 800 H.M. (U.S./É.-U.)..... | black/noir | 1964 |
| Summit 800 H.M. (Canada)..... | black/noir | 1963 |
| Summit 800 R H.M. X (U.S./É.-U.)..... | red/rouge | 2195 |
| Summit 800 R H.M. X (Canada)..... | red/rouge | 2194 |
| Summit 800 R H.M. X (U.S./É.-U.)..... | blue/bleu | 2193 |
| Summit 800 R H.M. X (Canada)..... | blue/bleu | 2192 |
| Summit 800 R H.M. X (U.S./É.-U.)..... | 2-tone black/2 tons noir | 2191 |
| Summit 800 R H.M. X (Canada)..... | 2-tone black/2 tons noir | 2190 |
| Summit 800 H.M. X (U.S./É.-U.)..... | red/rouge | 1962 |
| Summit 800 H.M. X (Canada)..... | red/rouge | 1961 |
| Summit 800 H.M. X (U.S./É.-U.)..... | blue/bleu | 1960 |
| Summit 800 H.M. X (Canada)..... | blue/bleu | 1959 |
| Summit 800 H.M. X (U.S./É.-U.)..... | 2-tone black/2 tons noir | 1958 |
| Summit 800 H.M. X (Canada)..... | 2-tone black/2 tons noir | 1957 |
| MX Z 380 F FAN (U.S./É.-U.)..... | black/noir | 1956 |
| MX Z 380 F FAN (Canada)..... | black/noir | 1955 |
| MX Z 380 F FAN (Europe)..... | yellow/jaune | 2131 |
| MX Z 380 F FAN (U.S./É.-U.)..... | yellow/jaune | 1954 |
| MX Z 380 F FAN (Canada)..... | yellow/jaune | 1953 |
| MX Z 500 F FAN (U.S./É.-U.)..... | black/noir | 1952 |
| MX Z 500 F FAN (Canada)..... | black/noir | 1951 |
| MX Z 500 F FAN (Europe)..... | yellow/jaune | 2130 |
| MX Z 500 F FAN (U.S./É.-U.)..... | yellow/jaune | 1950 |
| MX Z 500 F FAN (Canada)..... | yellow/jaune | 1949 |
| MX Z X 440 (M) Racing..... | yellow/jaune | 2219 |
| MX Z X 440 Racing (Europe)..... | yellow/jaune | 2129 |
| MX Z X 440 Racing (U.S./É.-U.)..... | yellow/jaune | 2120 |
| MX Z X 440 Racing (Canada)..... | yellow/jaune | 1948 |
| MX Z 600 R Renegade (U.S./É.-U.)..... | red/rouge | 2008 |
| MX Z 600 R Renegade (Canada)..... | red/rouge | 2007 |
| MX Z 600 R Renegade (U.S./É.-U.)..... | black/noir | 2006 |
| MX Z 600 R Renegade (Canada)..... | black/noir | 2005 |
| MX Z 700 R Renegade (Europe)..... | red/rouge | 2135 |
| MX Z 700 R Renegade (U.S./É.-U.)..... | red/rouge | 2000 |
| MX Z 700 R Renegade (Canada)..... | red/rouge | 1999 |
| MX Z 700 R Renegade (U.S./É.-U.)..... | black/noir | 1998 |
| MX Z 700 R Renegade (Canada)..... | black/noir | 1997 |
| MX Z 700 R Renegade (U.S./É.-U.)..... | Olympic colors/couleurs olympiques | 2157 |
| MX Z 700 R Heritage Edition ADRN (Canada)..... | | |
| | Olympic colors/couleurs olympiques | 2206 |



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| MX Z 700 R Olympic Edition ADRN (U.S./É.-U.) | Olympic colors/ <i>couleurs olympiques</i> | 2207 |
| MX Z 800 R Renegade (U.S./É.-U.) | red/ <i>rouge</i> | 1996 |
| MX Z 800 R Renegade (Canada) | red/ <i>rouge</i> | 2134 |
| MX Z 800 R Renegade (Europe) | red/ <i>rouge</i> | 2143 |
| MX Z 800 R Renegade (U.S./É.-U.) | black/ <i>noir</i> | 1994 |
| MX Z 800 R Renegade (Canada) | black/ <i>noir</i> | 1993 |
| MX Z 500 Trail (U.S./É.-U.) | black/ <i>noir</i> | 1947 |
| MX Z 500 Trail (Canada) | black/ <i>noir</i> | 1946 |
| MX Z 500 Trail (U.S./É.-U.) | yellow/ <i>jaune</i> | 1945 |
| MX Z 500 Trail (Canada) | yellow/ <i>jaune</i> | 1944 |
| MX Z 600 Trail (U.S./É.-U.) | black/ <i>noir</i> | 1943 |
| MX Z 600 Trail (Canada) | black/ <i>noir</i> | 1942 |
| MX Z 600 Trail (U.S./É.-U.) | yellow/ <i>jaune</i> | 1941 |
| MX Z 600 Trail (Canada) | yellow/ <i>jaune</i> | 1940 |
| MX Z 700 Trail (U.S./É.-U.) | black/ <i>noir</i> | 1939 |
| MX Z 700 Trail (Canada) | black/ <i>noir</i> | 1938 |
| MX Z 700 Trail (U.S./É.-U.) | yellow/ <i>jaune</i> | 1937 |
| MX Z 700 Trail (Canada) | yellow/ <i>jaune</i> | 1936 |
| MX Z 800 Trail (U.S./É.-U.) | black/ <i>noir</i> | 1935 |
| MX Z 800 Trail (Canada) | black/ <i>noir</i> | 1934 |
| MX Z 800 Trail (U.S./É.-U.) | yellow/ <i>jaune</i> | 1933 |
| MX Z 800 Trail (Canada) | yellow/ <i>jaune</i> | 1932 |
| MX Z 500 R Sport (U.S./É.-U.) | black/ <i>noir</i> | 2119 |
| MX Z 500 R Sport (Canada) | black/ <i>noir</i> | 2118 |
| MX Z 500 R Sport (Europe) | yellow/ <i>jaune</i> | 2128 |
| MX Z 500 R Sport (U.S./É.-U.) | yellow/ <i>jaune</i> | 2117 |
| MX Z 500 R Sport (Canada) | yellow/ <i>jaune</i> | 2116 |
| MX Z 500 Sport (U.S./É.-U.) | black/ <i>noir</i> | 1931 |
| MX Z 500 Sport (Canada) | black/ <i>noir</i> | 1930 |
| MX Z 500 Sport (Europe) | yellow/ <i>jaune</i> | 2127 |
| MX Z 500 Sport (U.S./É.-U.) | yellow/ <i>jaune</i> | 1929 |
| MX Z 500 Sport (Canada) | yellow/ <i>jaune</i> | 1928 |
| MX Z 600 R Sport (U.S./É.-U.) | black/ <i>noir</i> | 2115 |
| MX Z 600 R Sport (Canada) | black/ <i>noir</i> | 2114 |
| MX Z 600 R Sport (U.S./É.-U.) | yellow/ <i>jaune</i> | 2113 |
| MX Z 600 R Sport (Canada) | yellow/ <i>jaune</i> | 2112 |
| MX Z 600 Sport (U.S./É.-U.) | black/ <i>noir</i> | 1927 |
| MX Z 600 Sport (Canada) | black/ <i>noir</i> | 1926 |
| MX Z 600 Sport (U.S./É.-U.) | yellow/ <i>jaune</i> | 1925 |
| MX Z 600 Sport (Canada) | yellow/ <i>jaune</i> | 1924 |
| MX Z 700 R Sport (U.S./É.-U.) | black/ <i>noir</i> | 2111 |
| MX Z 700 R Sport (Canada) | black/ <i>noir</i> | 2110 |



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| MX Z 700 R Sport (U.S./É.-U.) | yellow/jaune | 2109 |
| MX Z 700 R Sport (Canada)..... | yellow/jaune | 2108 |
| MX Z 700 Sport (U.S./É.-U.)..... | black/noir | 1923 |
| MX Z 700 Sport (Canada) | black/noir | 1922 |
| MX Z 700 Sport (U.S./É.-U.)..... | yellow/jaune | 1921 |
| MX Z 700 Sport (Canada) | yellow/jaune | 1920 |
| MX Z 800 R Sport (U.S./É.-U.) | black/noir | 2107 |
| MX Z 800 R Sport (Canada)..... | black/noir | 2106 |
| MX Z 800 R Sport (U.S./É.-U.) | yellow/jaune | 2105 |
| MX Z 800 R Sport (Canada)..... | yellow/jaune | 2104 |
| MX Z 800 Sport (U.S./É.-U.)..... | black/noir | 1919 |
| MX Z 800 Sport (Canada) | black/noir | 1918 |
| MX Z 800 Sport (U.S./É.-U.)..... | yellow/jaune | 1917 |
| MX Z 800 Sport (Canada) | yellow/jaune | 1916 |
| MX Z 600 R Adrenaline (U.S./É.-U.)..... | red/rouge | 1909 |
| MX Z 600 R Adrenaline (Canada)..... | red/rouge | 1908 |
| MX Z 600 R Adrenaline (U.S./É.-U.) | black/noir | 1907 |
| MX Z 600 R Adrenaline (Canada)..... | black/noir | 1906 |
| MX Z 600 R Adrenaline (U.S./É.-U.)..... | yellow/jaune | 1905 |
| MX Z 600 R Adrenaline (Canada)..... | yellow/jaune | 1904 |
| MX Z 700 R Adrenaline (U.S./É.-U.)..... | red/rouge | 1903 |
| MX Z 700 R Adrenaline (Canada)..... | red/rouge | 1902 |
| MX Z 700 R Adrenaline (U.S./É.-U.) | black/noir | 1901 |
| MX Z 700 R Adrenaline (Canada)..... | black/noir | 1900 |
| MX Z 700 R Adrenaline (U.S./É.-U.) | yellow/jaune | 1899 |
| MX Z 700 R Adrenaline (Canada)..... | yellow/jaune | 1898 |
| MX Z 800 R Adrenaline (U.S./É.-U.)..... | red/rouge | 1897 |
| MX Z 800 R Adrenaline (Canada)..... | red/rouge | 1896 |
| MX Z 800 R Adrenaline (U.S./É.-U.) | black/noir | 1895 |
| MX Z 800 R Adrenaline (Canada)..... | black/noir | 1894 |
| MX Z 800 R Adrenaline (U.S./É.-U.) | yellow/jaune | 1893 |
| MX Z 800 R Adrenaline (Canada)..... | yellow/jaune | 1892 |
| MX Z 600 R X (U.S./É.-U.)..... | red/rouge | 2189 |
| MX Z 600 R X (Canada)..... | red/rouge | 2188 |
| MX Z 600 R X (U.S./É.-U.)..... | black/noir | 2187 |
| MX Z 600 R X (Canada)..... | black/noir | 2186 |
| MX Z 600 R X (Europe) | 2-tone black/2 tons noir | 2126 |
| MX Z 600 R X (U.S./É.-U.)..... | 2-tone black/2 tons noir | 2185 |
| MX Z 600 R X (Canada)..... | 2-tone black/2 tons noir | 2184 |
| MX Z 700 R X (U.S./É.-U.)..... | red/rouge | 2183 |
| MX Z 700 R X (Canada)..... | red/rouge | 2182 |
| MX Z 700 R X (U.S./É.-U.)..... | black/noir | 2181 |



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|-------------------------------------|--------------------------|------|
| MX Z 700 R X (Canada)..... | black/noir | 2180 |
| MX Z 700 R X (U.S./É.-U.) | 2-tone black/2 tons noir | 2179 |
| MX Z 700 R X (Canada)..... | 2-tone black/2 tons noir | 2178 |
| MX Z 800 R X (U.S./É.-U.) | red/rouge | 2177 |
| MX Z 800 R X (Canada)..... | red/rouge | 2176 |
| MX Z 800 R X (U.S./É.-U.) | black/noir | 2175 |
| MX Z 800 R X (Canada)..... | black/noir | 2174 |
| MX Z 800 R X (Europe) | 2-tone black/2 tons noir | 2152 |
| MX Z 800 R X (U.S./É.-U.) | 2-tone black/2 tons noir | 2173 |
| MX Z 800 R X (Canada)..... | 2-tone black/2 tons noir | 2172 |
| MX Z 600 X (U.S./É.-U.) | red/rouge | 1891 |
| MX Z 600 X (Canada) | red/rouge | 1890 |
| MX Z 600 X (U.S./É.-U.) | black/noir | 1889 |
| MX Z 600 X (Canada) | black/noir | 1888 |
| MX Z 600 X (U.S./É.-U.) | 2-tone black/2 tons noir | 1887 |
| MX Z 600 X (Canada) | 2-tone black/2 tons noir | 1886 |
| MX Z 700 X (U.S./É.-U.) | red/rouge | 2171 |
| MX Z 700 X (Canada) | red/rouge | 2170 |
| MX Z 700 X (U.S./É.-U.) | black/noir | 2169 |
| MX Z 700 X (Canada) | black/noir | 2168 |
| MX Z 700 X (U.S./É.-U.) | 2-tone black/2 tons noir | 2167 |
| MX Z 700 X (Canada) | 2-tone black/2 tons noir | 2166 |
| MX Z 800 X (U.S./É.-U.) | red/rouge | 1885 |
| MX Z 800 X (Canada) | red/rouge | 1884 |
| MX Z 800 X (U.S./É.-U.) | black/noir | 1883 |
| MX Z 800 X (Canada) | black/noir | 1882 |
| MX Z 800 X (U.S./É.-U.) | 2-tone black/2 tons noir | 1881 |
| MX Z 800 X (Canada) | 2-tone black/2 tons noir | 1880 |
| MACH Z SPORT (U.S./É.-U.) | black/noir | 1879 |
| MACH Z SPORT (Canada)..... | black/noir | 1878 |
| MACH Z TECH PLUS (U.S./É.-U.) | black/noir | 1877 |
| MACH Z TECH PLUS (Canada)..... | black/noir | 1876 |



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| | | |
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| Mini Z | yellow/jaune | 1818 |
| Skandic 440 LT (Canada) | yellow/jaune | 1816 |
| Skandic 440 LT (U.S./É.-U.) | yellow/jaune | 1817 |
| Skandic 500 WT (Canada) | yellow/jaune | 1814 |
| Skandic 500 WT (U.S./É.-U.) | yellow/jaune | 1815 |
| Skandic 500 SWT (Canada) | yellow/jaune | 1812 |
| Skandic 500 SWT (U.S./É.-U.) | yellow/jaune | 1813 |
| Skandic 600 WT LC (Canada) | yellow/jaune | 1810 |
| Skandic 600 WT LC (U.S./É.-U.) | yellow/jaune | 1811 |
| Touring 380 FAN (Canada) | black/noir | 1807 |
| Touring 380 FAN (U.S./É.-U.) | black/noir | 1808 |
| Touring 380 CARGO (Canada) | black/noir | 1854 |
| Touring 380 CARGO (Europe) | black/noir | 1809 |
| Touring 500 FAN (Canada) | black/noir | 1804 |
| Touring 500 FAN (U.S./É.-U.) | black/noir | 1805 |
| Touring 500 CARGO (Canada) | black/noir | 1806 |
| Touring 500 CARGO (Europe) | black/noir | 1852 |
| Formula DELUXE 380 FAN (Canada) | cloud/nuage | 1784 |
| Formula DELUXE 380 FAN (U.S./É.-U.) | cloud/nuage | 1785 |
| Formula DELUXE 500 STD (Canada) | red/rouge | 1778 |
| Formula DELUXE 500 STD (U.S./É.-U.) | red/rouge | 1779 |
| Formula DELUXE 500 STD (Canada) | cloud/nuage | 1780 |
| Formula DELUXE 500 STD (U.S./É.-U.) | cloud/nuage | 1781 |
| Formula DELUXE 500 FAN (Canada) | cloud/nuage | 1782 |
| Formula DELUXE 500 FAN (U.S./É.-U.) | cloud/nuage | 1783 |
| Formula DELUXE 600 GSE (Canada) | red/rouge | 1831 |
| Formula DELUXE 600 GSE (U.S./É.-U.) | red/rouge | 1832 |
| Formula DELUXE 600 GSE (Canada) | cloud/nuage | 1833 |
| Formula DELUXE 600 GSE (U.S./É.-U.) | cloud/nuage | 1834 |
| Formula DELUXE 600 STD (Canada) | red/rouge | 1773 |
| Formula DELUXE 600 STD (U.S./É.-U.) | red/rouge | 1774 |
| Formula DELUXE 600 STD (Canada) | cloud/nuage | 1775 |
| Formula DELUXE 600 STD (U.S./É.-U.) | cloud/nuage | 1776 |
| Formula DELUXE 600 STD (Europe) | cloud/nuage | 1777 |
| Formula DELUXE 700 GSE (Canada) | red/rouge | 1764 |
| Formula DELUXE 700 GSE (U.S./É.-U.) | red/rouge | 1765 |
| Formula DELUXE 700 GSE (Canada) | cloud/nuage | 1766 |
| Formula DELUXE 700 GSE (U.S./É.-U.) | cloud/nuage | 1767 |
| Formula DELUXE 700 GS (Canada) | red/rouge | 1768 |
| Formula DELUXE 700 GS (U.S./É.-U.) | red/rouge | 1769 |
| Formula DELUXE 700 GS (Canada) | cloud/nuage | 1770 |
| Formula DELUXE 700 GS (U.S./É.-U.) | cloud/nuage | 1771 |
| Formula DELUXE 700 GS (Europe) | cloud/nuage | 1772 |
| Grand Touring 500 STD (Canada) | black/noir | 1799 |



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| | | |
|---|--------------|------|
| Grand Touring 500 STD (U.S./É.-U.) | black/noir | 1800 |
| Grand Touring 500 STD (Europe) | black/noir | 1801 |
| Grand Touring 500 STD (Canada) | cloud/nuage | 1802 |
| Grand Touring 500 STD (U.S./É.-U.) | cloud/nuage | 1803 |
| Grand Touring 600 STD (Canada) | black/noir | 1794 |
| Grand Touring 600 STD (U.S./É.-U.) | black/noir | 1795 |
| Grand Touring 600 STD (Europe) | black/noir | 1796 |
| Grand Touring 600 STD (Canada) | cloud/nuage | 1797 |
| Grand Touring 600 STD (U.S./É.-U.) | cloud/nuage | 1798 |
| Grand Touring 700 GS (Canada) | black/noir | 1789 |
| Grand Touring 700 GS (U.S./É.-U.) | black/noir | 1790 |
| Grand Touring 700 GS (Europe) | black/noir | 1791 |
| Grand Touring 700 GS (Canada) | cloud/nuage | 1792 |
| Grand Touring 700 GS (U.S./É.-U.) | cloud/nuage | 1793 |
| Grand Touring 800 SE (Canada, U.S./É.-U.) | black/noir | 1786 |
| Grand Touring 800 SE (Europe) | black/noir | 1787 |
| Grand Touring 800 SE (Canada, U.S./É.-U.) | blue/bleu | 1788 |
| Summit 500 FAN (Canada) | black/noir | 1762 |
| Summit 500 FAN (U.S./É.-U.) | black/noir | 1763 |
| Summit 600 STD (Canada) | yellow/jaune | 1758 |
| Summit 600 STD (U.S./É.-U.) | yellow/jaune | 1759 |
| Summit 600 STD (Canada) | black/noir | 1760 |
| Summit 600 STD (U.S./É.-U.) | black/noir | 1761 |
| Summit 700 STD (Canada) | yellow/jaune | 1753 |
| Summit 700 STD (U.S./É.-U.) | yellow/jaune | 1754 |
| Summit 700 STD (Europe) | yellow/jaune | 1757 |
| Summit 700 STD (Canada) | black/noir | 1755 |
| Summit 700 STD (U.S./É.-U.) | black/noir | 1756 |
| Summit 700 X (Canada) | yellow/jaune | 1747 |
| Summit 700 X (U.S./É.-U.) | yellow/jaune | 1748 |
| Summit 700 X (Canada) | black/noir | 1749 |
| Summit 700 X (U.S./É.-U.) | black/noir | 1750 |
| Summit 700 X (Canada) | red/rouge | 1751 |
| Summit 700 X (U.S./É.-U.) | red/rouge | 1752 |
| Summit 700 H.M. (Canada) | yellow/jaune | 1735 |
| Summit 700 H.M. (U.S./É.-U.) | yellow/jaune | 1736 |
| Summit 700 H.M. (Canada) | black/noir | 1737 |
| Summit 700 H.M. (U.S./É.-U.) | black/noir | 1738 |
| Summit 800 STD (Canada) | yellow/jaune | 1866 |
| Summit 800 STD (U.S./É.-U.) | yellow/jaune | 1867 |
| Summit 800 STD (Canada) | black/noir | 1868 |
| Summit 800 STD (U.S./É.-U.) | black/noir | 1869 |
| Summit 800 X (Canada) | yellow/jaune | 1740 |
| Summit 800 X (U.S./É.-U.) | yellow/jaune | 1741 |



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|--|--------------|------|
| Summit 800 X (Europe) | yellow/jaune | 1746 |
| Summit 800 X (Canada)..... | black/noir | 1742 |
| Summit 800 X (U.S./É.-U.)..... | black/noir | 1743 |
| Summit 800 X (Canada)..... | red/rouge | 1744 |
| Summit 800 X (U.S./É.-U.)..... | red/rouge | 1745 |
| Summit 800 H.M. (Canada)..... | yellow/jaune | 1862 |
| Summit 800 H.M. (U.S./É.-U.)..... | yellow/jaune | 1863 |
| Summit 800 H.M. (Canada)..... | black/noir | 1864 |
| Summit 800 H.M. (U.S./É.-U.)..... | black/noir | 1865 |
| Summit 800 H.M. X (Canada)..... | yellow/jaune | 1723 |
| Summit 800 H.M. X (U.S./É.-U.)..... | yellow/jaune | 1724 |
| Summit 800 H.M. X (Canada)..... | black/noir | 1725 |
| Summit 800 H.M. X (U.S./É.-U.)..... | black/noir | 1726 |
| Summit 800 H.M. X (Canada)..... | red/rouge | 1727 |
| Summit 800 H.M. X (U.S./É.-U.)..... | red/rouge | 1728 |
| Summit 800 H.M. X (Europe)..... | red/rouge | 1824 |
| MX Z 380 FAN (Canada)..... | yellow/jaune | 1721 |
| MX Z 380 FAN (U.S./É.-U.)..... | yellow/jaune | 1722 |
| MX Z 380 FAN (Europe)..... | yellow/jaune | 1835 |
| MX Z 440 FAN (Canada)..... | yellow/jaune | 1821 |
| MX Z 440 FAN (U.S./É.-U.)..... | yellow/jaune | 1822 |
| MX Zx 440 RACING (Canada, U.S./É.-U.)..... | yellow/jaune | 1715 |
| MX Zx 440 RACING (Europe)..... | yellow/jaune | 1716 |
| MX Z 500 FAN (Canada)..... | yellow/jaune | 1719 |
| MX Z 500 FAN (U.S./É.-U.)..... | yellow/jaune | 1720 |
| MX Z 500 STD (Canada)..... | yellow/jaune | 1710 |
| MX Z 500 STD (U.S./É.-U.)..... | yellow/jaune | 1711 |
| MX Z 500 STD (Europe)..... | yellow/jaune | 1712 |
| MX Z 500 STD (Canada)..... | black/noir | 1713 |
| MX Z 500 STD (U.S./É.-U.)..... | black/noir | 1714 |
| MX Z 500 TRAIL (Canada)..... | yellow/jaune | 1706 |
| MX Z 500 TRAIL (U.S./É.-U.)..... | yellow/jaune | 1707 |
| MX Z 500 TRAIL (Canada)..... | black/noir | 1708 |
| MX Z 500 TRAIL (U.S./É.-U.)..... | black/noir | 1709 |
| MX Z 600 STD (Canada)..... | yellow/jaune | 1701 |
| MX Z 600 STD (U.S./É.-U.)..... | yellow/jaune | 1702 |
| MX Z 600 STD (Europe)..... | yellow/jaune | 1703 |
| MX Z 600 STD (Canada)..... | black/noir | 1704 |
| MX Z 600 STD (U.S./É.-U.)..... | black/noir | 1705 |
| MX Z 600 ADRENALINE (Canada)..... | yellow/jaune | 1695 |
| MX Z 600 ADRENALINE (U.S./É.-U.)..... | yellow/jaune | 1696 |
| MX Z 600 ADRENALINE (Canada)..... | black/noir | 1697 |
| MX Z 600 ADRENALINE (U.S./É.-U.)..... | black/noir | 1698 |
| MX Z 600 ADRENALINE (Canada)..... | red/rouge | 1699 |



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|--|--------------|------|
| MX Z 600 ADRENALINE (U.S./É.-U.)..... | red/rouge | 1700 |
| MX Z 600 TRAIL (Canada) | yellow/jaune | 1691 |
| MX Z 600 TRAIL (U.S./É.-U.) | yellow/jaune | 1692 |
| MX Z 600 TRAIL (Canada) | black/noir | 1693 |
| MX Z 600 TRAIL (U.S./É.-U.) | black/noir | 1694 |
| MX Z 600 X (Canada) | yellow/jaune | 1825 |
| MX Z 600 X (U.S./É.-U.) | yellow/jaune | 1826 |
| MX Z 600 X (Canada) | black/noir | 1827 |
| MX Z 600 X (U.S./É.-U.) | black/noir | 1828 |
| MX Z 600 X (Canada) | red/rouge | 1829 |
| MX Z 600 X (U.S./É.-U.) | red/rouge | 1830 |
| MX Z 700 STD (Canada) | yellow/jaune | 1686 |
| MX Z 700 STD (U.S./É.-U.) | yellow/jaune | 1687 |
| MX Z 700 STD (Canada) | black/noir | 1688 |
| MX Z 700 STD (U.S./É.-U.) | black/noir | 1689 |
| MX Z 700 STD (Europe) | black/noir | 1690 |
| MX Z 700 ADRENALINE (Canada) | yellow/jaune | 1680 |
| MX Z 700 ADRENALINE (U.S./É.-U.) | yellow/jaune | 1681 |
| MX Z 700 ADRENALINE (Canada) | black/noir | 1682 |
| MX Z 700 ADRENALINE (U.S./É.-U.) | black/noir | 1683 |
| MX Z 700 ADRENALINE (Canada) | red/rouge | 1684 |
| MX Z 700 ADRENALINE (U.S./É.-U.) | red/rouge | 1685 |
| MX Z 700 TRAIL (Canada) | yellow/jaune | 1676 |
| MX Z 700 TRAIL (U.S./É.-U.) | yellow/jaune | 1677 |
| MX Z 700 TRAIL (Canada) | black/noir | 1678 |
| MX Z 700 TRAIL (U.S./É.-U.) | black/noir | 1679 |
| MX Z 700 X (Canada) | yellow/jaune | 1670 |
| MX Z 700 X (U.S./É.-U.) | yellow/jaune | 1671 |
| MX Z 700 X (Canada) | black/noir | 1672 |
| MX Z 700 X (U.S./É.-U.) | black/noir | 1673 |
| MX Z 700 X (Canada) | red/rouge | 1674 |
| MX Z 700 X (U.S./É.-U.) | red/rouge | 1675 |
| MX Z 800 STD (Canada) | yellow/jaune | 1870 |
| MX Z 800 STD (U.S./É.-U.) | yellow/jaune | 1871 |
| MX Z 800 STD (Canada) | black/noir | 1872 |
| MX Z 800 STD (U.S./É.-U.) | black/noir | 1873 |
| MX Z 800 ADRENALINE (Canada) | yellow/jaune | 1856 |
| MX Z 800 ADRENALINE (U.S./É.-U.) | yellow/jaune | 1857 |
| MX Z 800 ADRENALINE (Canada) | black/noir | 1858 |
| MX Z 800 ADRENALINE (U.S./É.-U.) | black/noir | 1859 |
| MX Z 800 ADRENALINE (Canada) | red/rouge | 1860 |
| MX Z 800 ADRENALINE (U.S./É.-U.) | red/rouge | 1861 |
| MX Z 800 X (Canada) | yellow/jaune | 1663 |
| MX Z 800 X (U.S./É.-U.) | yellow/jaune | 1664 |



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| | | |
|-------------------------------------|--------------|------|
| MX Z 800 X (Canada)..... | black/noir | 1665 |
| MX Z 800 X (U.S./É.-U.) | black/noir | 1666 |
| MX Z 800 X (Europe)..... | black/noir | 1667 |
| MX Z 800 X (Canada)..... | red/rouge | 1668 |
| MX Z 800 X (U.S./É.-U.) | red/rouge | 1669 |
| MACH Z STD (Canada)..... | black/noir | 1656 |
| MACH Z STD (U.S./É.-U.)..... | black/noir | 1657 |
| MACH Z STD (Canada)..... | yellow/jaune | 1658 |
| MACH Z STD (U.S./É.-U.)..... | yellow/jaune | 1659 |
| MACH Z STD (Europe)..... | yellow/jaune | 1660 |
| MACH Z TECH PLUS (Canada)..... | yellow/jaune | 1661 |
| MACH Z TECH PLUS (U.S./É.-U.) | yellow/jaune | 1662 |
| MACH Z TECH PLUS (Canada)..... | black/noir | 1819 |
| MACH Z TECH PLUS (U.S./É.-U.) | black/noir | 1820 |

2000

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|--------------------------------------|--|------|
| Mini Z..... | | 1592 |
| Tundra R..... | | 3276 |
| Skandic 380 (Canada)..... | | 1483 |
| Skandic 380 (U.S./É.-U.)..... | | 1484 |
| Skandic 500 (Canada)..... | | 1480 |
| Skandic 500 (U.S./É.-U.)..... | | 1481 |
| Skandic WT (Canada)..... | | 1598 |
| Skandic WT (U.S./É.-U.)..... | | 1599 |
| Skandic SWT (Canada)..... | | 1600 |
| Skandic SWT (U.S./É.-U.)..... | | 1601 |
| Skandic WT LC (Canada)..... | | 1596 |
| Skandic WT LC (U.S./É.-U.)..... | | 1597 |
| Touring E (Canada)..... | | 1477 |
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**MODEL IDENTIFICATION
IDENTIFICATION
DES MODÈLES**

SKI-DOO

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N° DE MODÈLE

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**MODEL IDENTIFICATION
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**MODEL IDENTIFICATION
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| Formula DELUXE 500 LC (Europe)..... | 1379 |
| Formula Z 583 (Canada)..... | 1391 |
| Formula Z 583 (U.S./É.-U.)..... | 1392 |
| Formula DELUXE 583 (Canada)..... | 1380 |
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| Summit 500 (Canada)..... | 1403 |
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MODEL IDENTIFICATION
IDENTIFICATION
DES MODÈLES

SKI-DOO

DESCRIPTION MODEL NO.
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1999 (cont'd/suite)

| | |
|-------------------------------------|------|
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| MX Z 500 (Europe) | 1414 |
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| MX Z 600 (Europe) | 1338 |
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| MX Z 700 (U.S./É.-U.) | 1340 |
| MX Z 700 (Europe) | 1341 |
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| Formula III 600 (U.S./É.-U.) | 1397 |
| Formula III 600 (Europe) | 1398 |
| Formula III 700 (Canada) | 1399 |
| Formula III 700 (U.S./É.-U.) | 1400 |
| Formula III 800 (Canada) | 1401 |
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| Mach 1 (U.S./É.-U.) | 1437 |
| Mach 1 (Europe) | 1423 |



| | |
|-------------|---------------------------|
| DESCRIPTION | MODEL NO. N° DE MODÈLE |
|-------------|---------------------------|

1999 (cont'd/suite)

| | |
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| Mach Z R (Canada) | 1439 |
| Mach Z R (U.S./É.-U.) | 1440 |
| Mach Z R (Europe) | 1441 |
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| Mach Z LT R (Europe) | 1447 |



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ABBREVIATIONS AND NOTES
ABRÉVIATIONS ET NOTES

SECTION: MODEL IDENTIFICATION

SECTION: IDENTIFICATION DES MODÈLES

E: Electric Starter

E: Démarreur électrique

LC: Liquid Cooled

LC: Refroidissement par liquide

LT: Long Track

LT: Chenille allongée

R: Reverse

R: Marche arrière

STD: Standard

STD: Standard

SWT: Super Wide Track

SWT: Chenille super large

WT: Wide Track


WT: Chenille large



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| - Number of Cylinders <i>Nombre de cylindres</i> | | | |
| - Bore <i>Alésage</i> | | | |
| - Stroke <i>Course</i> | | | |
| - Displacement <i>Cylindrée</i> | | | |
| - Compression Ratio <i>Taux de compression</i> | | | |
| - Max. HP RPM <i>Régime puissance max.</i> | | | |
| - Piston Ring Type <i>Segment de piston</i> | | | |
| - Ring End Gap <i>Ouverture du segment</i> | | | |
| - Piston/Cylinder Wall Clearance <i>Jeu piston/cylindre</i> | | | |
| - Crankshaft Deflection on PTO <i>Courbure du vilebrequin du côté PDM</i> | | | |
| - Reed Valve P/N <i>N/P valve à clapet</i> | | | |


| |  | ENGINE TYPE | COOLING TYPE | NUMBER OF CYLINDERS | BORE | STROKE | DISPLACEMENT |
|--|---|----------------|-----------------|---------------------|-----------------|-------------------|---|
| | | TYPE DE MOTEUR | REFROIDISSEMENT | | MM (IN/PO) | MM (IN/PO) | CM ³ (IN ³ /PO ³) |
| 2003 | | | | | | | |
| MINI Z | 120 4 stroke 4 temps | AIR R. | 1 | 60 (2.362) | 42 (1.654) | 118 (7.2) | |
| TUNDRA R | 277 | AIR R. | 1 | 72 (2.835) | 66 (2.598) | 268.7 (16.4) | |
| GRAND TOURING FAN 380 LEGEND FAN 380 MX Z FAN 380 | 377 | AIR A. | 2 | 62 (2.441) | 61 (2.402) | 368.3 (22.5) | |
| SKANDIC 440 LT | 443 | AIR A. | 2 | 67.5 (2.657) | 61 (2.402) | 436.6 (26.64) | |
| MX Z x RACING 440 | 453 | LIQ. | 2 | 65 (2.559) | 65.8 (2.591) | 436.69 (26.65) | |
| GRAND TOURING SPORT 500 LEGEND SPORT 500 MX Z ADRENALINE 500 MX Z TRAIL 500 | 493 | LIQ. | 2 | 69.5 (2.736) | 65.8 (2.591) | 499.3 (30.47) | |
| SKANDIC SPORT 500F | 503 | AIR A. | 2 | 72 (2.835) | 61 (2.402) | 496.7 (30.3) | |
| SKANDIC SWT 500F SKANDIC WT 500F | 503 | AIR A. | 2 | 72 (2.835) | 61 (2.402) | 496.7 (30.3) | |
| GRAND TOURING FAN 550 LEGEND FAN 550 SUMMIT FAN 550 MX Z FAN 550 | 552 | AIR A. | 2 | 76 (2.992) | 61 (2.402) | 553.4 (33.77) | |
| GRAND TOURING SPORT 600 GRAND TOURING SE 600 LEGEND SPORT 600 LEGEND SE 600 MX Z TRAIL 600 | 593 | LIQ. | 2 | 76 (2.992) | 65.8 (2.591) | 597 (36.4) | |
| SKANDIC SUV 600 SKANDIC WT LC 600 | 593 | LIQ. | 2 | 76 (2.992) | 65.8 (2.591) | 597 (36.4) | |
| MX Z 007 Special Edition/ Édition spéciale 600 HO MX Z SPORT 600 HO MX Z RENEGADE 600 HO MX Z ADRENALINE 600 HO MX Z X 600 HO SUMMIT ADRENALINE 600 HO | 593 HO | LIQ. | 2 | 72 (2.835) | 73 (2.874) | 594.4 (36.27) | |

| COMPRESSION RATIO TAUX DE COMPRESSION | MAX. HP RPM ② REGIME PUISSANCE MAX. ② ± 100 RPM (tr/rpm) | PISTON RING TYPE SEGMENT DE PISTON | RING END GAP OUVERTURE DU SEGMENT | PISTON/CYLINDER WALL CLEARANCE JEU PISTON/CYLINDRE | CRANKSHAFT DEFLECTION ON PTO ① COUREURE DU VILEBREQUIN COTE PDM ① | REED VALVE PIN VALVE A CLAPET N/P |
|--|--|---------------------------------------|---|--|--|--------------------------------------|
| | | | C Z | C Z | | |
| 8.5 | 4000 | — | ③ | 0.015 - 0.050 (.0006 - .0020) | N.A. S.O. | N.A. S.O. |
| 11.2 | 6900 | 1 ST 1 R | 0.25 (.010) 1.00 (.039) | 0.08 (.0031) ⑤ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 11.2 | 6800 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.07 (.0028) ⑤ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.4 | 6900 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.08 (.0031) ⑤ 0.20 (.008) | 0.08 (.0031) | N.A. S.O. |
| 14.8 | 8400 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.100 (.0039) ⑤ 0.20 (.0079) | 0.06 (.0024) | 420 924 810 |
| 12.0 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.10 (.0039) ⑤ 0.20 (.008) | 0.06 (.0024) | 420 924 519 |
| 10.8 | 6700 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.08 (.0031) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 11.3 | 6750 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.09 (.0035) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 9.6 | 6800 | 1 ST 1 R | 0.40 (.016) 1.00 (.039) | 0.147 (.0058) ⑦ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 12.0 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.12 (.0047) ⑤ 0.20 (.0079) | 0.06 (.0024) | 420 924 519 |
| 6.7 | 7000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.12 (.0047) 0.20 (.0079) | 0.06 (.0024) | 420 924 519 |
| 12.25 | 8000 | 1 ST | 0.4 (.016) 1.0 (.039) | 0.105 (.0041) ⑧ 0.20 (.0079) | .06 (.0024) | 420 924 790 |




| | ENGINE TYPE TYPE DE MOTEUR | COOLING TYPE REFROIDISSEMENT | NUMBER OF CYLINDERS NOMBRE DE CYLINDRES | BORE ALÉSAGE | STROKE COURSE | DISPLACEMENT CYLINDRÉE |
|---|-------------------------------|---------------------------------|--|-----------------|------------------|--|
| | | | | MM (IN/PO) | MM (IN/PO) | CM ³ (IN ³ /PO ³) |
| 2003 (cont'd/suite) | | | | | | |
| GRAND TOURING SPORT 700 GRAND TOURING SE 700 LEGEND SPORT 700 LEGEND SE 700 MX Z ADRENALINE 700 SUMMIT ADRENALINE 700 SUMMIT HIGHMARK 700 SUMMIT X 700 | 693 | LIQ. | 2 | 78 (3.071) | 73 (2.874) | 697.70 (42.6) |
| MX Z ADRENALINE 800 MX Z RENEGADE 800 MX Z SPORT 800 MX Z X 800 | 793 | LIQ. | 2 | 82 (3.228) | 75.7 (2.980) | 799.20 (48.77) |
| GRAND TOURING SE 800 SDI LEGEND SE 800 SDI | 793 SDI | LIQ. | 2 | 82 (3.228) | 75.7 (2.980) | 799.2 (48.77) |
| SUMMIT ADRENALINE 800 HO SUMMIT HIGHMARK 800 HO SUMMIT HIGHMARK X 800 HO SUMMIT HIGHMARK Xtreme 800 HO SUMMIT X 800 HO | 793 HO | LIQ. | 2 | 82 (3.228) | 75.7 (2.980) | 799.2 (48.77) |
| MACH Z TECH PLUS 800 | 809 | LIQ. | 3 | 70.5 (2.776) | 68 (2.677) | 796.34 (48.59) |
| GRAND TOURING SPORT V-1000 LEGEND SPORT V-1000 | 1004 (4-TEC) | LIQ. | 2 | 100 (3.937) | 63.4 (2.496) | 995.9 (60.77) |

| COMPRESSION RATIO TAUX DE COMPRESSION | MAX. HP RPM ^② REGIME PUISSANCE MAX. ^② ± 100 RPM (tr/min) | PISTON RING TYPE SEGMENT DE PISTON | RING END GAP OUVERTURE DU SEGMENT | PISTON/CYLINDER WALL CLEARANCE JEU PISTON/CYLINDRE | CRANKSHAFT DEFLECTION ON PTO ^① COURBURE DU VILEBREQUIN COTE PDM ^① | REED VALVE PIN VALVE A CLAPET N/P |
|--|--|---------------------------------------|---|--|--|--------------------------------------|
| | | | C Z | C Z | | |
| 12.0 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.115 (.0045) ^③ 0.20 (.008) | 0.06 (.0024) | 420 867 873 |
| 12.0 | 7850 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.125 (.0049) ^⑦ 0.20 (.008) | 0.06 (.0024) | 420 924 790 |
| 12.0 | 7900 | 1 ST | 0.4 (.016) 1.0 (.039) | 0.125 (.0049) ^⑧ 0.20 (.0079) | .06 (.0024) | 420 867 230 |
| 13.3 | 7850 | 1 ST | 0.4 (.016) 1.0 (.039) | 0.125 (.0049) ^⑦ 0.20 (.0079) | .06 (.0024) | 420 924 790 |
| 12.0 | 8300 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.095 (.0037) ^⑥ 0.20 (.008) | 0.06 (.0024) | 420 924 519 |
| 10.3 | 7000 | 1 R 1 T 1 S | 0.15 (.006) 1.5 (.059) | 0.04 (.0016) 0.09 (.0035) | 0.05 ^⑧ (0020) | N.A. S.O. |

|  | ENGINE TYPE TYPE DE MOTEUR | COOLING TYPE REFROIDISSEMENT | NUMBER OF CYLINDERS NOMBRE DE CYLINDRES | BORE ALÉSAGE | STROKE COURSE | DISPLACEMENT CYLINDRÉE |
|--|-------------------------------|---------------------------------|--|-----------------|------------------|--|
| | | | | MM (IN/PO) | MM (IN/PO) | CM ³ (IN ³ /PO ³) |
| 2002 | | | | | | |
| MINI Z | 4 stroke 4 temps | AIR R. | 1 | 60 (2.362) | 42 (1.654) | 118 (7.2) |
| TUNDRA R | 277 | AIR R. | 1 | 72 (2.835) | 66 (2.598) | 268.7 (16.4) |
| SKANDIC 440 LT | 443 | AIR A. | 2 | 67.5 (2.657) | 61 (2.402) | 436.6 (26.64) |
| SKANDIC 500 WT/SWT | 503 | AIR A. | 2 | 72 (2.835) | 61 (2.402) | 496.7 (30.3) |
| SKANDIC 600 WT LC | 593 | LIQ. | 2 | 76 (2.992) | 65.8 (2.591) | 597.0 (36.4) |
| GRAND TOURING 380 FAN/LEGEND 380 FAN/ MX Z 380 FAN | 377 | AIR A. | 2 | 62 (2.441) | 61 (2.402) | 368.3 (22.5) |
| GRAND TOURING 500 FAN/LEGEND 500 FAN/ SUMMIT 500 FAN/ MX Z 500 FAN | 503 | AIR A. | 2 | 72 (2.835) | 61 (2.402) | 496.7 (30.3) |
| LEGEND 500 SPORT/MX Z 500 SPORT/MX Z 500 R SPORT/ MX Z 500 TRAIL | 493 | LIQ. | 2 | 69.5 (2.736) | 65.8 (2.591) | 499.3 (30.47) |
| GRAND TOURING 500 SPORT | 493 | LIQ. | 2 | 69.5 (2.736) | 65.8 (2.591) | 499.3 (30.47) |


| COMPRESSION RATIO TAUX DE COMPRESSION | MAX. HP RPM ② REGIME PUISSANCE MAX. ② ± 100 RPM (tr/min) | PISTON RING TYPE SEGMENT DE PISTON | RING END GAP OUVERTURE DU SEGMENT | PISTON/CYLINDER WALL CLEARANCE JEU PISTON/CYLINDRE | CRANKSHAFT DEFLECTION ON PTO ① COURBURE DU VILEBREQUIN CÔTÉ PDM ① | REED VALVE/PIN VALVE À CLAPET N/P |
|--|--|---------------------------------------|---|--|--|--------------------------------------|
| | | | C Z | C Z | | |
| 8.5 | 4000 | — | ③ | ④ | N.A. S.O. | N.A. S.O. |
| 11.2 | 6900 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.08 (.003) ⑤ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 10.1 | 6900 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.08 (.0031) ⑤ 0.20 (.008) | 0.08 (.0031) | N.A. S.O. |
| 11.3 | 6750 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.09 (.0035) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 12.0 | 7000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.12 (.0047) 0.20 (.0079) | 0.08 (.0031) | 420 924 519 |
| 11.2 | 6800 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.07 (.0028) ⑤ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 10.8 | 6700 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.08 (.0031) ⑤ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 12.0 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.10 (.0039) ⑤ 0.20 (.008) | 0.06 (.0024) | 420 924 519 |
| 12.0 | 6700 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.10 (.0039) ⑤ 0.20 (.008) | 0.06 (.0024) | 420 924 519 |

|  | ENGINE TYPE TYPE DE MOTEUR | COOLING TYPE REFROIDISSEMENT | NUMBER OF CYLINDERS NOMBRE DE CYLINDRES | BORE ALÉSAGE | STROKE COURSE | DISPLACEMENT CYLINDRÉE |
|---|-------------------------------|---------------------------------|--|------------------|------------------|--|
| | | | | MM (IN/PO) | MM (IN/PO) | CM ³ (IN ³ /PO ³) |
| 2002 (cont'd/suite) | | | | | | |
| GRAND TOURING 600 SPORT/600 GS 600 SE/ 600 SE (SB)/ LEGEND 600 SPORT/GS/SE/ SUMMIT 600 SPORT/600 R SPORT/MX Z 600 SPORT/ 600 R SPORT/ 600 TRAIL/600 R RENEGADE/ 600 R ADRENALINE/ 600 X/600 R X | 593 | LIQ. | 2 | 76 (2.992) | 65.8 (2.591) | 597.0 (36.4) |
| GRAND TOURING 700 SPORT/GS/ LEGEND 700 SPORT/GS/ SUMMIT 700 R SPORT/700 SPORT/MX Z 700 TRAIL/700 R SPORT/700 SPORT /700 R ADRENALINE/ 700 R X/ 700 X | 693 | LIQ. | 2 | 78 (3.071) | 73 (2.874) | 697.70 (42.6) |
| GRAND TOURING 800 SE/LEGEND 800 SE/SUMMIT 800/800 R SPORT/800 R/ 800 X/800 R/800 H.M./800 R/800 H.M. X/ MX Z 800 R RENEGADE/800 TRAIL/800 R/800 SPORT/800 R ADRENALINE/ 800 R/800 X | 793 | LIQ. | 2 | 82 | 75.7 | 799.20 |
| MX Z x 440/ 440 (M) RACING | 453 | LIQ. | 2 | 65.0 (2.559) | 65.8 (2.591) | 436.69 (26.65) |
| MACH Z SPORT/ MACH Z TECH PLUS | 809 | LIQ. | 3 | 70.5 (2.776s) | 68.0 (2.677) | 796.34 (48.59) |


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| COMPRESSION RATIO TAUX DE COMPRESSION | MAX. HP RPM ^② REGIME PUISSANCE MAX. ^② ± 100 RPM (tr/min) | PISTON RING TYPE SEGMENT DE PISTON | RING END GAP OUVERTURE DU SEGMENT | PISTON/CYLINDER WALL CLEARANCE JEU PISTON/CYLINDRE | CRANKSHAFT DEFLECTION ON PTO ^① COURBURE DU VILEBREQUIN CÔTÉ PDM ^① | REED VALVE/PIN VALVE À CLAPET /N/P |
|--|--|---------------------------------------|---|--|--|---------------------------------------|
| | | | C Z | C Z | | |
| 12.0 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.12 (.0047) ^⑤ 0.20 (.0079) | 0.06 (.0024) | 420 924 519 |
| 12.0 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.118 (.0046) ^⑤ 0.20 (.008) | 0.06 (.0024) | 420 867 873 |
| 12.0 | 7900 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.118 (.0046) ^⑤ 0.20 (.008) | 0.06 (.0024) | 420 867 873 |
| 14.8 | 8400 | 1 ST | 0.20 (.008) 1.00 (.039) | 0.113 (.0031) ^⑥ 0.18 (.0071) | 0.06 (.0024) | 420 924 810 |
| 12.0s | 8300 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.095 (.0037) ^⑥ 0.20 (.008) | 0.06 (.0024) | 420 924 519 |


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|  | ENGINE TYPE TYPE DE MOTEUR | COOLING TYPE REFROIDISSEMENT | NUMBER OF CYLINDERS NOMBRE DE CYLINDRES | BORE ALÉSAGE | STROKE COURSE | DISPLACEMENT CYLINDRÉE |
|--|-------------------------------|---------------------------------|--|------------------|------------------|--|
| | | | | MM (IN/PO) | MM (IN/PO) | CM ³ (IN ³ /PO ³) |
| 2001 | | | | | | |
| MINI Z | 4 stroke 4 temps | AIR R. | 1 | 60 (2.362) | 42 (1.654) | 118 (7.2) |
| SKANDIC 440 LT | 443 | AIR A. | 2 | 67.5 (2.657) | 61 (2.402) | 436.6 (26.64) |
| SKANDIC 500 WT/SWT | 503 | AIR A. | 2 | 72 (2.835) | 61 (2.402) | 496.7 (30.3) |
| SKANDIC 600 WT LC | 593 | LIQ. | 2 | 76 (2.992) | 65.8 (2.591) | 597.0 (36.4) |
| TOURING 380 FAN/CARGO | 377 | AIR A. | 2 | 62 (2.441) | 61 (2.402) | 368.3 (22.5) |
| TOURING 500 FAN/CARGO | 503 | AIR A. | 2 | 72 (2.835) | 61 (2.402) | 496.7 (30.3) |
| FORMULA DLX 380 FAN | 377 | AIR A. | 2 | 62 (2.441) | 61 (2.402) | 368.3 (22.5) |
| FORMULA DLX 500 STD | 493 | LIQ. | 2 | 69.5 (2.736) | 65.8 (2.591) | 499.25 (30.47) |
| FORMULA DLX 500 FAN | 503 | AIR A. | 2 | 72 (2.835) | 61 (2.402) | 496.7 (30.3) |
| FORMULA DLX 600 GSE/ STD | 593 | LIQ. | 2 | 76 (2.992) | 65.8 (2.591) | 597.0 (36.4) |
| FORMULA DLX 700 GSE | 693 | LIQ. | 2 | 78 (3.071) | 73 (2.874) | 697.64 (42.6) |
| FORMULA DLX 700 GS | 693 | LIQ. | 2 | 78 (3.071) | 73 (2.874) | 697.64 (42.6) |
| GRAND TOURING 500 STD | 493 | LIQ. | 2 | 69.5 (2.736) | 65.8 (2.591) | 499.25 (30.47) |
| GRAND TOURING 600 STD | 593 | LIQ. | 2 | 76 (2.992) | 65.8 (2.591) | 597.0 (36.4) |
| GRAND TOURING 700 GS | 693 | LIQ. | 2 | 78 (3.071) | 73 (2.874) | 697.64 (42.6) |
| GRAND TOURING 800 SE | 809 | LIQ. | 3 | 70.5 (2.7756) | 68 (2.677) | 796.3 (48.59) |

| CORRECTED COMPRESSION RATIO TAUX DE COMPRESSION CORRIGÉ | MAX. HP RPM ^② RÉGIME PUISSANCE MAX. ^② ± 100 RPM (tr/min) | PISTON RING TYPE SEGMENT DE PISTON | RING END GAP OUVERTURE DU SEGMENT | PISTON/CYLINDER WALL CLEARANCE JEU PISTON/CYLINDRE | CRANKSHAFT DEFLECTION ON PTO ^① COURBURE DU VILEBREQUIN CÔTÉ PDM ^① | REED VALVE PIN VALVE À CLAPET N/P |
|--|--|---------------------------------------|---|--|--|--------------------------------------|
| | | | C N | C N | | |
| 8.5 | 4000 | — | ③ | ④ | N.A. S.O. | N.A. S.O. |
| 6.4 | 6750 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.08 (.0031) ^⑤ 0.20 (.008) | 0.08 (.0031) | N.A. S.O. |
| 6.2 | 6800 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.09 (.0035) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.7 | 7200 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.12 (.0047) 0.20 (.0079) | 0.08 (.0031) | 420 924 519 |
| 6.7 | 6900 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.07 (.0028) ^⑤ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.4 | 7000 | 1 ST 1 R | 0.25 (.010) 1.00 (.039) | 0.08 (.0031) ^⑤ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.7 | 6900 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.07 (.0028) ^⑤ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.65 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.10 (.0039) ^⑤ 0.20 (.008) | 0.06 (.0024) | 420 924 519 |
| 6.4 | 7000 | 1 ST 1 R | 0.25 (.010) 1.00 (.039) | 0.08 (.0031) ^⑤ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.12 (.0047) ^⑤ 0.20 (.0079) | 0.06 (.0024) | 420 924 519 |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.118 (.0046) ^⑤ 0.20 (.008) | 0.06 (.0024) | 420 867 873 |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.118 (.0046) ^⑤ 0.20 (.008) | 0.06 (.0024) | 420 867 873 |
| 6.65 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.10 (.0039) ^⑤ 0.20 (.008) | 0.06 (.0024) | 420 924 519 |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.12 (.0047) ^⑤ 0.20 (.0079) | 0.06 (.0024) | 420 924 519 |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.118 (.0046) ^⑤ 0.20 (.008) | 0.06 (.0024) | 420 867 873 |
| 6.8 | 8000 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.095 (.0037) ^⑤ 0.20 (.008) | 0.06 (.0024) | 420 924 519 |

|  | ENGINE TYPE TYPE DE MOTEUR | COOLING TYPE REFROIDISSEMENT | NUMBER OF CYLINDERS NOMBRE DE CYLINDRES | BORE ALÉSAGE | STROKE COURSE | DISPLACEMENT CYLINDRÉE |
|--|-------------------------------|---------------------------------|--|-----------------|------------------|--|
| | | | | MM (IN/PO) | MM (IN/PO) | CM ³ (IN ³ /PO ³) |
| 2001 (cont'd/suite) | | | | | | |
| SUMMIT 500 FAN | 503 | AIR A. | 2 | 72 (2.835) | 61 (2.402) | 496.7 (30.3) |
| SUMMIT 600 STD | 593 | LIQ. | 2 | 76 (2.992) | 65.8 (2.591) | 597.0 (36.4) |
| SUMMIT 700 STD | 693 | LIQ. | 2 | 78 (3.071) | 73 (2.874) | 697.64 (42.6) |
| SUMMIT 700 X | 693 | LIQ. | 2 | 78 (3.071) | 73 (2.874) | 697.64 (42.6) |
| SUMMIT 700 H.M. | 693 | LIQ. | 2 | 78 (3.071) | 73 (2.874) | 697.64 (42.6) |
| SUMMIT 800 STD | 793 | LIQ. | 2 | 82 (3.228) | 75.7 (2.980) | 799.55 (48.79) |
| SUMMIT 800 X | 793 | LIQ. | 2 | 82 (3.228) | 75.7 (2.980) | 799.55 (48.79) |
| SUMMIT 800 H.M. | 793 | LIQ. | 2 | 82 (3.228) | 75.7 (2.980) | 799.55 (48.79) |
| SUMMIT 800 H.M. X | 793 | LIQ. | 2 | 82 (3.228) | 75.7 (2.980) | 799.55 (48.79) |
| MX Z 380 FAN | 377 | AIR A. | 2 | 62 (2.441) | 61 (2.402) | 368.3 (22.5) |
| MX Z 440 FAN | 443 | AIR A. | 2 | 67.5 (2.657) | 61 (2.402) | 436.6 (26.64) |
| MX Zx 440 RACING | 453 | LIQ. | 2 | 65.0 (2.599) | 65.8 (2.591) | 436.69 (26.65) |
| MX Z 500 FAN | 503 | AIR A. | 2 | 72 (2.835) | 61 (2.402) | 496.7 (30.3) |
| MX Z 500 STD | 493 | LIQ. | 2 | 69.5 (2.736) | 65.8 (2.591) | 499.25 (30.47) |
| MX Z 500 TRAIL | 493 | LIQ. | 2 | 69.5 (2.736) | 65.8 (2.591) | 499.25 (30.47) |
| MX Z 600 STD | 593 | LIQ. | 2 | 76 (2.992) | 65.8 (2.591) | 597.0 (36.4) |


| CORRECTED COMPRESSION RATIO TAUX DE COMPRESSION CORRIGÉ | MAX. HP RPM ^② RÉGIME PUISSANCE MAX. ^② ± 100 RPM (tr/min) | PISTON RING TYPE SEGMENT DE PISTON | RING END GAP OUVERTURE DU SEGMENT | PISTON/CYLINDER WALL CLEARANCE JEU PISTON/CYLINDRE | CRANKSHAFT DEFLECTION ON PTO ^① COURBURE DU VILEBREQUIN CÔTÉ PDM ^① | REED VALVE PIN VALVE À CLAPET N/P |
|--|--|---------------------------------------|---|--|--|--------------------------------------|
| | | | IN (MM) | IN (MM) | | |
| 6.4 | 7000 | 1 ST 1 R | 0.25 (.010) 1.00 (.039) | 0.08 (.0031) ^⑤ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.12 (.0047) ^⑤ 0.20 (.0079) | 0.06 (.0024) | 420 924 519 |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.118 (.0046) ^⑤ 0.20 (.008) | 0.06 (.0024) | 420 867 873 |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.118 (.0046) ^⑤ 0.20 (.008) | 0.06 (.0024) | 420 867 873 |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.118 (.0046) ^⑤ 0.20 (.008) | 0.06 (.0024) | 420 867 873 |
| 6.52 | 7850 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.14 (.0056) ^⑥ 0.20 (.008) | 0.06 (.0024) | 420 867 873 |
| 6.52 | 7850 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.14 (.0056) ^⑥ 0.20 (.008) | 0.06 (.0024) | 420 867 873 |
| 6.52 | 7850 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.14 (.0056) ^⑥ 0.20 (.008) | 0.06 (.0024) | 420 867 873 |
| 6.7 | 6900 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.07 (.0028) ^⑤ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.4 | 7000 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.08 (.0031) ^⑤ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 7.67 | 8400 | 1 ST | 0.20 (.008) 1.00 (.039) | 0.113 (.0031) ^⑥ 0.18 (.0071) | 0.06 (.0024) | N.A. S.O. |
| 6.4 | 7000 | 1 ST 1 R | 0.25 (.010) 1.00 (.039) | 0.08 (.0031) ^⑤ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.65 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.10 (.0039) ^⑤ 0.20 (.008) | 0.06 (.0024) | 420 924 519 |
| 6.65 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.10 (.0039) ^⑤ 0.20 (.008) | 0.06 (.0024) | 420 924 519 |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.12 (.0047) ^⑤ 0.20 (.0079) | 0.06 (.0024) | 420 924 519 |

|  | ENGINE TYPE TYPE DE MOTEUR | COOLING TYPE REFROIDISSEMENT | NUMBER OF CYLINDERS NOMBRE DE CYLINDRES | BORE ALÉSAGE | STROKE COURSE | DISPLACEMENT CYLINDRÉE |
|--|-------------------------------|---------------------------------|--|------------------|------------------|--|
| | | | | MM (IN/PO) | MM (IN/PO) | CM ³ (IN ³ /PO ³) |
| 2001 (cont'd/suite) | | | | | | |
| MX Z 600 ADRENALINE | 593 | LIQ. | 2 | 76 (2.992) | 65.8 (2.591) | 597.0 (36.4) |
| MX Z 600 TRAIL | 593 | LIQ. | 2 | 76 (2.992) | 65.8 (2.591) | 597.0 (36.4) |
| MX Z 600 X | 593 | LIQ. | 2 | 76 (2.992) | 65.8 (2.591) | 597.0 (36.4) |
| MX Z 700 STD | 693 | LIQ. | 2 | 78 (3.071) | 73 (2.874) | 697.64 (42.6) |
| MX Z 700 ADRENALINE | 693 | LIQ. | 2 | 78 (3.071) | 73 (2.874) | 697.64 (42.6) |
| MX Z 700 TRAIL | 693 | LIQ. | 2 | 78 (3.071) | 73 (2.874) | 697.64 (42.6) |
| MX Z 700 X | 693 | LIQ. | 2 | 78 (3.071) | 73 (2.874) | 697.64 (42.6) |
| MX Z 800 STD | 793 | LIQ. | 2 | 82 (3.228) | 75.7 (2.980) | 799.55 (48.79) |
| MX Z 800 ADRENALINE | 793 | LIQ. | 2 | 82 (3.228) | 75.7 (2.980) | 799.55 (48.79) |
| MX Z 800 X | 793 | LIQ. | 2 | 82 (3.228) | 75.7 (2.980) | 799.55 (48.79) |
| MACH Z STD | 809 | LIQ. | 3 | 70.5 (2.7756) | 68 (2.677) | 796.3 (48.59) |
| MACH Z TECH PLUS | 809 | LIQ. | 3 | 70.5 (2.7756) | 68 (2.677) | 796.3 (48.59) |

| CORRECTED COMPRESSION RATIO TAUX DE COMPRESSION CORRIGÉ | MAX. HP RPM ^② RÉGIME PUISSANCE MAX. ^② ± 100 RPM (tr/min) | PISTON RING TYPE SEGMENT DE PISTON | RING END GAP OUVERTURE DU SEGMENT | PISTON/CYLINDER WALL CLEARANCE JEU PISTON/CYLINDRE | CRANKSHAFT DEFLECTION ON PTO ^① COURBURE DU VILEBREQUIN CÔTÉ PDM ^① | REED VALVE/PIN VALVE À CLAPET/MP |
|--|--|---------------------------------------|---|--|--|-------------------------------------|
| | | | IN (MM) | IN (MM) | | |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.12 (.0047) ^⑤ 0.20 (.0079) | 0.06 (.0024) | 420 924 519 |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.12 (.0047) ^⑤ 0.20 (.0079) | 0.06 (.0024) | 420 924 519 |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.12 (.0047) ^⑤ 0.20 (.0079) | 0.06 (.0024) | 420 924 519 |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.118 (.0046) ^⑤ 0.20 (.008) | 0.06 (.0024) | 420 867 873 |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.118 (.0046) ^⑤ 0.20 (.008) | 0.06 (.0024) | 420 867 873 |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.118 (.0046) ^⑤ 0.20 (.008) | 0.06 (.0024) | 420 867 873 |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.118 (.0046) ^⑤ 0.20 (.008) | 0.06 (.0024) | 420 867 873 |
| 6.52 | 7850 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.14 (.0056) ^⑥ 0.20 (.008) | 0.06 (.0024) | 420 867 873 |
| 6.52 | 7850 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.14 (.0056) ^⑥ 0.20 (.008) | 0.06 (.0024) | 420 867 873 |
| 6.52 | 7850 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.14 (.0056) ^⑥ 0.20 (.008) | 0.06 (.0024) | 420 867 873 |
| 6.8 | 8300 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.095 (.0037) ^⑥ 0.20 (.008) | 0.06 (.0024) | 420 924 519 |
| 6.8 | 8300 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.095 (.0037) ^⑥ 0.20 (.008) | 0.06 (.0024) | 420 924 519 |

|  | ENGINE TYPE TYPE DE MOTEUR | COOLING TYPE REFROIDISSEMENT | NUMBER OF CYLINDERS NOMBRE DE CYLINDRES | BORE ALÉSAGE | STROKE COURSE | DISPLACEMENT CYLINDRÉE |
|--|-------------------------------|---------------------------------|--|-----------------|------------------|--|
| | | | | MM (IN/PO) | MM (IN/PO) | CM ³ (IN ³ /PO ³) |
| 2000 | | | | | | |
| MINI Z | 4 stroke 4 temps | AIR R. | 1 | 60 (2.362) | 42 (1.654) | 118 (7.2) |
| TUNDRA R | 277 | AIR R. | 1 | 72 (2.835) | 66 (2.598) | 268.7 (16.4) |
| TOURING E SKANDIC 380 | 377 | AIR A. | 2 | 62 (2.441) | 61 (2.402) | 368.3 (22.5) |
| SKANDIC 500 | 503 | AIR A. | 2 | 72 (2.835) | 61 (2.402) | 496.7 (30.3) |
| FORMULA S/ DLX 380 | 377 | AIR A. | 2 | 62 (2.441) | 61 (2.402) | 368.3 (22.5) |
| TOURING SLE FORMULA DLX 500 | 503 | AIR A. | 2 | 72 (2.835) | 61 (2.402) | 496.7 (30.3) |
| SKANDIC WT/ SWT | 503 | AIR A. | 2 | 72 (2.835) | 61 (2.402) | 496.7 (30.3) |
| SKANDIC WT LC | 494 | LIQ. | 2 | 69.5 (2.736) | 65.8 (2.591) | 499.25 (30.47) |
| TOURING LE MX Z 440 | 443 | AIR A. | 2 | 67.5 (2.657) | 61 (2.402) | 436.6 (26.64) |
| FORMULA 500 LC/DLX 500 LC | 494 | LIQ. | 2 | 69.5 (2.736) | 65.8 (2.591) | 499.25 (30.47) |
| TOURING 500 LC | 494 | LIQ. | 2 | 69.5 (2.736) | 65.8 (2.591) | 499.25 (30.47) |
| FORMULA Z 600/DLX 600 | 593 | LIQ. | 2 | 76 (2.992) | 65.8 (2.591) | 597.0 (36.4) |
| FORMULA Z 700 | 693 | LIQ. | 2 | 78 (3.071) | 73 (2.874) | 697.64 (42.6) |
| FORMULA DLX 700 | 693 | LIQ. | 2 | 78 (3.071) | 73 (2.874) | 697.64 (42.6) |
| GRAND TOURING 600 | 593 | LIQ. | 2 | 76 (2.992) | 65.8 (2.591) | 597.0 (36.4) |
| SUMMIT 600 | 593 | LIQ. | 2 | 76 (2.992) | 65.8 (2.591) | 597.0 (36.4) |


| CORRECTED COMPRESSION RATIO TAUX DE COMPRESSION CORRIGÉ | MAX. HP RPM ② RÉGIME PUISSANCE MAX. ② ± 100 RPM (tr/min) | PISTON RING TYPE SEGMENT DE PISTON | RING END GAP OUVERTURE DU SEGMENT | PISTON/CYLINDER WALL CLEARANCE JEU PISTON/CYLINDRE | CRANKSHAFT DEFLECTION ON PTO ① COURBURE DU VILEBREQUIN COTE PDM ① | ROTARY VALVE TIMING AND P/N 420 924 XXX RÉGLAGE VALVE ROTATIVE ET N/P 420 924 XXX |
|--|--|---------------------------------------|---|--|--|---|
| | | | N U | N U | | |
| 8.5 | 4000 | — | ③ | ④ | N.A. S.O. | N.A. S.O. |
| 6.4 | 6900 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.08 (.003) ⑤ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.7 | 6900 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.06 (.002) ⑤ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.2 | 7000 | 1 ST 1 R | 0.25 (.010) 1.00 (.039) | 0.08 (.0031) ⑤ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.7 | 6900 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.07 (.0031) ⑤ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.2 | 7000 | 1 ST 1 R | 0.25 (.010) 1.00 (.039) | 0.08 (.0031) ⑤ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.2 | 6800 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.09 (.0035) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.8 | 7000 | 1 ST 1 R | 0.25 (.010) 1.00 (.039) | 0.11 (.0043) 0.15 (.006) | 0.06 (.0024) | 148° - 52° 508 |
| 6.4 | 7000 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.07 (.0028) ⑤ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.8 | 7800 | 1 ST 1 R | 0.25 (.010) 1.00 (.039) | 0.11 (.0043) ⑤ 0.15 (.006) | 0.06 (.0024) | 135° - 64° 508 |
| 6.8 | 7800 | 1 ST 1 R | 0.25 (.010) 1.00 (.039) | 0.11 (.0043) ⑤ 0.15 (.006) | 0.06 (.0024) | 135° - 64° 508 |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.12 (.0047) 0.20 (.0079) | 0.06 (.0024) | N.A. S.O. |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.13 (.0051) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.118 (.0046) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.12 (.0047) 0.20 (.0079) | 0.06 (.0024) | N.A. S.O. |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.12 (.0047) 0.20 (.0079) | 0.06 (.0024) | N.A. S.O. |

|  | ENGINE TYPE TYPE DE MOTEUR | COOLING TYPE REFROIDISSEMENT | NUMBER OF CYLINDERS NOMBRE DE CYLINDRES | BORE ALÉSAGE | STROKE COURSE | DISPLACEMENT CYLINDRÉE |
|--|-------------------------------|---------------------------------|--|------------------|------------------|--|
| | | | | MM (IN/PO) | MM (IN/PO) | CM ³ (IN ³ /PO ³) |
| 2000 (cont'd/suite) | | | | | | |
| SUMMIT 700 (CANADA) | 693 | LIQ. | 2 | 78 (3.071) | 73 (2.874) | 697.64 (42.6) |
| SUMMIT 700 (U.S./E.-U.) | 693 | LIQ. | 2 | 78 (3.071) | 73 (2.874) | 697.64 (42.6) |
| SUMMIT 700 M.E. | 693 | LIQ. | 2 | 78 (3.071) | 73 (2.874) | 697.64 (42.6) |
| SUMMIT 700 H.M. | 693 | LIQ. | 2 | 78 (3.071) | 73 (2.874) | 697.64 (42.6) |
| SUMMIT 800 H.M. | 793 | LIQ. | 2 | 82 (3.228) | 75.7 (2.980) | 799.55 (48.79) |
| MX Zx 440 LC | 453 | LIQ. | 2 | 65.0 (2.599) | 65.8 (2.591) | 436.69 (26.65) |
| MX Z 500 | 493 | LIQ. | 2 | 69.5 (2.736) | 65.8 (2.591) | 499.25 (30.47) |
| MX Z 600 | 593 | LIQ. | 2 | 76.0 (2.992) | 65.8 (2.591) | 597.0 (38.43) |
| MX Z 700 MX Z 700 M.E. | 693 | LIQ. | 2 | 78 (3.071) | 73 (2.874) | 697.64 (42.6) |
| GRAND TOURING 700 | 699 | LIQ. | 3 | 69.75 (2.746) | 61 (2.402) | 699.25 (42.67) |
| GRAND TOURING SE/ M.E. | 809 | LIQ. | 3 | 70.5 (2.7756) | 68 (2.677) | 796.3 (48.59) |
| FORMULA III 700 R | 699 | LIQ. | 3 | 69.75 (2.746) | 61 (2.402) | 699.20 (42.67) |
| FORMULA III 800 | 809 | LIQ. | 3 | 70.5 (2.7756) | 68 (2.677) | 796.3 (48.59) |
| MACH 1 R | 699 | LIQ. | 3 | 69.75 (2.746) | 61 (2.402) | 699.2 (42.67) |
| MACH Z/Z R MACH Z R M.E. | 809 | LIQ. | 3 | 70.5 (2.7756) | 68 (2.677) | 796.3 (48.59) |

| CORRECTED COMPRESSION RATIO TAUX DE COMPRESSION CORRIGÉ | MAX. HP RPM ^② RÉGIME PUISSANCE MAX. ^② ± 100 RPM (tr/min) | PISTON RING TYPE SEGMENT DE PISTON | RING END GAP OUVERTURE DU SEGMENT | PISTON/CYLINDER WALL CLEARANCE JEU PISTON/CYLINDRE | CRANKSHAFT DEFLECTION ON PTO ^① COURBURE DU VILEBREQUIN COTE PDM ^① | ROTARY VALVE TIMING AND P/N 420 924 XXX RÉGLAGE VALVE ROTATIVE ET N/P 420 924 XXX |
|--|--|---------------------------------------|---|--|--|---|
| | | | N U | N U | | MM (IN/PO) |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.13 (.0051) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.118 (.0046) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.118 (.0046) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.118 (.0046) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.52 | 7750 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.14 (.0056) ^⑥ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 7.67 | 8400 | 1 ST | 0.20 (.008) 1.00 (.039) | 0.113 (.0031) ^⑥ 0.18 (.0071) | 0.06 (.0024) | N.A. S.O. |
| 6.65 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.10 (.0039) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.7 | 8000 | 1 ST | 0.40 (.0157) 1.00 (.039) | 0.12 (.0047) 0.20 (.0079) | 0.06 (.0024) | N.A. S.O. |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.118 (.0046) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.8 | 8000 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.085 (.0033) ^⑥ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.8 | 8000 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.095 (.0037) ^⑥ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.8 | 8000 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.085 (.0033) ^⑥ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.8 | 8000 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.095 (.0037) ^⑥ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.8 | 8300 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.085 (.0033) ^⑥ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.8 | 8300 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.095 (.0037) ^⑥ 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |

|  | ENGINE TYPE TYPE DE MOTEUR | COOLING TYPE REFROIDISSEMENT | NUMBER OF CYLINDERS NOMBRE DE CYLINDRES | BORE ALÉSAGE | STROKE COURSE | DISPLACEMENT CYLINDRÉE |
|--|-------------------------------|---------------------------------|--|-----------------|------------------|--|
| | | | | MM (IN/PO) | MM (IN/PO) | CM ³ (IN ³ /PO ³) |
| 1999 | | | | | | |
| MINI Z | 4 Stroke 4 temps | AIR R. | 1 | 60 (2.362) | 42 (1.654) | 118 (7.2) |
| TUNDRA R TUNDRA | 277 | AIR R. | 1 | 72 (2.835) | 66 (2.598) | 268.7 (16.4) |
| TOURING E SKANDIC 380 | 377 | AIR A. | 2 | 62 (2.441) | 61 (2.402) | 368.3 (22.5) |
| SKANDIC 500 FORMULA SL | 503 | AIR A. | 2 | 72 (2.835) | 61 (2.402) | 496.7 (30.3) |
| FORMULA S/ DLX 380 | 377 | AIR A. | 2 | 62 (2.441) | 61 (2.402) | 368.3 (22.5) |
| TOURING SLE FORMULA DLX 500 | 503 | AIR A. | 2 | 72 (2.835) | 61 (2.402) | 496.7 (30.3) |
| SKANDIC WT/ SWT | 503 | AIR A. | 2 | 72 (2.835) | 61 (2.402) | 496.7 (30.3) |
| SKANDIC WT LC | 494 | LIQ. | 2 | 69.5 (2.736) | 65.8 (2.591) | 499.25 (30.47) |
| TOURING LE MX Z 440 | 443 | AIR A. | 2 | 67.5 (2.657) | 61 (2.402) | 436.6 (26.64) |
| FORMULA Z 500/DLX 500 LC | 494 | LIQ. | 2 | 69.5 (2.736) | 65.8 (2.591) | 499.25 (30.47) |
| FORMULA Z 583/DLX 583 | 583 | LIQ. | 2 | 76 (2.992) | 64 (2.520) | 580.7 (35.4) |
| FORMULA Z 670/DLX 670 | 670 | LIQ. | 2 | 78 (3.071) | 70 (2.756) | 668.97 (40.8) |
| GT 500 | 494 | LIQ. | 2 | 69.5 (2.736) | 65.8 (2.591) | 499.25 (30.47) |
| GT 583 | 583 | LIQ. | 2 | 76 (2.992) | 64 (2.520) | 580.7 (35.4) |
| SUMMIT 500 | 494 | LIQ. | 2 | 69.5 (2.736) | 65.8 (2.591) | 499.25 (30.47) |
| SUMMIT 600 | 593 | LIQ. | 2 | 76.0 (2.992) | 65.8 (2.591) | 595.0 (38.43) |

| CORRECTED COMPRESSION RATIO TAUX DE COMPRESSION CORRIGÉ | MAX. HP RPM ② RÉGIME PUISSANCE MAX. ② ± 100 RPM (tr/min) | PISTON RING TYPE SEGMENT DE PISTON | RING END GAP OUVERTURE DU SEGMENT | PISTON/CYLINDER WALL CLEARANCE JEU PISTON/CYLINDRE | CRANKSHAFT DEFLECTION ON PTO ① COURBURE DU VILEBREQUIN CÔTÉ PDM ① | ROTARY VALVE TIMING AND P/N 420 924 XXX RÉGLAGE VALVE ROTATIVE ET N/P 420 924 XXX |
|--|--|---------------------------------------|---|--|--|---|
| | | | U | U | | |
| 8.5 | 4000 | — | ③ | ④ | N.A. S.O. | N.A. S.O. |
| 6.7 | 6900 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.08 (.003) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.8 | 6900 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.06 (.002) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.2 | 7000 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.09 (.0035) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.8 | 6900 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.06 (.002) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.2 | 7000 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.08 (.0031) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.2 | 6800 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.09 (.0035) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.8 | 7000 | 1 ST 1 R | 0.25 (.010) 1.00 (.039) | 0.11 (.0043) 0.15 (.006) | 0.06 (.0024) | 148° - 52° 508 |
| 6.4 | 7000 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.07 (.0028) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.7 | 7800 | 1 ST 1 R | 0.25 (.010) 1.00 (.039) | 0.11 (.0043) 0.15 (.006) | 0.06 (.0024) | 135° - 64° 508 |
| 6.7 | 7900 | 1 ST | 0.25 (.010) 1.00 (.039) | 0.11 (.0043) 0.15 (.006) | 0.06 (.0024) | 140° - 71° 502 |
| 6.2 | 7700 | 1 ST 1 R | 0.35 (.014) 1.00 (.039) | 0.10 (.0039) 0.15 (.006)zo | 0.06 (.0024) | 144° - 72° 500 |
| 6.7 | 7800 | 1 ST 1 R | 0.25 (.010) 1.00 (.039) | 0.11 (.0043) 0.15 (.006) | 0.06 (.0024) | 135° - 64° 508 |
| 6.7 | 7900 | 1 ST | 0.25 (.010) 1.00 (.039) | 0.11 (.0043) 0.15 (.006) | 0.06 (.0024) | 140° - 71° 502 |
| 6.8 | 7800 | 1 ST 1 R | 0.25 (.010) 1.00 (.039) | 0.11 (.0043) 0.15 (.006) | 0.06 (.0024) | 135° - 64° 508 |
| 6.7 | 8000 | 1 ST | 0.40 (.0157) 1.00 (.039) | 0.11 (.0043) 0.20 (.0079) | 0.06 (.0024) | N.A. S.O. |

|  | ENGINE TYPE TYPE DE MOTEUR | COOLING TYPE REFROIDISSEMENT | NUMBER OF CYLINDERS NOMBRE DE CYLINDRES | BORE ALÉSAGE | STROKE COURSE | DISPLACEMENT CYLINDRÉE |
|--|-------------------------------|---------------------------------|--|------------------|------------------|--|
| | | | | MM (IN/PO) | MM (IN/PO) | CM ³ (IN ³ /PO ³) |
| 1999 (cont'd/suite) | | | | | | |
| SUMMIT x 670 | 670 | LIQ. | 2 | 78 (3.071) | 70 (2.756) | 668.97 (40.8) |
| SUMMIT 700 | 693 | LIQ. | 2 | 78 (3.071) | 73 (2.874) | 697.64 (42.6) |
| MX Zx 440 LC | 453 | LIQ. | 2 | 65.0 (2.599) | 65.8 (2.591) | 436.70 (26.65) |
| MX Z 500 | 494 | LIQ. | 2 | 69.5 (2.736) | 65.8 (2.591) | 499.25 (30.47) |
| MX Z 600 | 593 | LIQ. | 2 | 76.0 (2.992) | 65.8 (2.591) | 595.0 (38.43) |
| MX Z 670 HO | 670 | LIQ. | 2 | 78 (3.071) | 70 (2.756) | 668.97 (40.8) |
| MX Z 700 | 693 | LIQ. | 2 | 78 (3.071) | 73 (2.874) | 697.64 (42.6) |
| GRAND TOURING 700 | 699 | LIQ. | 3 | 69.75 (2.746) | 61 (2.402) | 699.25 (42.67) |
| GRAND TOURING SE | 809 | LIQ. | 3 | 70.5 (2.7756) | 68 (2.677) | 796.3 (48.59) |
| FORMULA III 600 | 599 | LIQ. | 3 | 64.5 (2.539) | 61 (2.402) | 597.94 (36.5) |
| FORMULA III 700 | 699 | LIQ. | 3 | 69.75 (2.746) | 61 (2.402) | 699.20 (42.67) |
| FORMULA III 800 | 809 | LIQ. | 3 | 70.5 (2.7756) | 68 (2.677) | 796.3 (48.59) |
| MACH 1/1 R | 699 | LIQ. | 3 | 69.75 (2.746) | 61 (2.402) | 699.2 (42.67) |
| MACH Z SERIES | 809 | LIQ. | 3 | 70.5 (2.7756) | 68 (2.677) | 796.3 (48.59) |

| CORRECTED COMPRESSION RATIO TAUX DE COMPRESSION CORRIGÉ | MAX. HP RPM ^② RÉGIME PUISSANCE MAX. ^② ± 100 RPM (tr/min) | PISTON RING TYPE SEGMENT DE PISTON | RING END GAP OUVERTURE DU SEGMENT | PISTON/CYLINDER JEU CLEARANCE JEU PISTON/CYLINDRE | CRANKSHAFT DEFLECTION ON PTO ^① COURBURE DU VILEBREQUIN CÔTÉ PDM ^① | ROTARY VALVE TIMING AND P/N 420 924 XXX RÉGLAGE VALVE ROTATIVE ET N/P 420 924 XXX |
|--|--|---------------------------------------|---|---|--|---|
| | | | U | U | | |
| 6.2 | 8000 | 1 ST 1 R | 0.25 (.010) 1.00 (.039) | 0.10 (.004) 0.15 (.006) | 0.06 (.0024) | 145° - 71° 500 |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.070 (.0028) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 7.2 | 8500 | 1 ST | 0.20 (.008) 1.00 (.039) | 0.11 (.0043) 0.15 (.006) | 0.06 (.0024) | N.A. S.O. |
| 6.8 | 7800 | 1 ST 1 R | 0.25 (.010) 1.00 (.039) | 0.11 (.0043) 0.15 (.006) | 0.06 (.0024) | 146° - 65° 502 |
| 6.7 | 8000 | 1 ST | 0.40 (.0157) 1.00 (.039) | 0.11 (.0043) 0.20 (.0079) | 0.06 (.0024) | N.A. S.O. |
| 6.2 | 8000 | 1 ST 1 R | 0.25 (.010) 1.00 (.039) | 0.10 (.0039) 0.15 (.006) | 0.06 (.0024) | 145° - 71° 500 |
| 6.7 | 8000 | 1 ST | 0.40 (.016) 1.00 (.039) | 0.070 (.0028) 0.20 (.008) | 0.06 (.0024) | N.A. S.O. |
| 6.8 | 8000 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.10 (.0039) 0.15 (.006) | 0.06 (.0024) | N.A. S.O. |
| 6.8 | 8000 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.10 (.0039) 0.15 (.006) | 0.06 (.0024) | N.A. S.O. |
| 6.8 | 8400 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.07 (.0028) 0.15 (.006) | 0.06 (.0024) | N.A. S.O. |
| 6.8 | 8000 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.10 (.0039) 0.15 (.006) | 0.06 (.0024) | N.A. S.O. |
| 6.8 | 8300 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.11 (.0043) 0.15 (.0059) | 0.06 (.0024) | N.A. S.O. |
| 6.8 | 8300 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.10 (.0039) 0.15 (.006) | 0.06 (.0024) | N.A. S.O. |
| 6.8 | 8300 | 1 ST 1 R | 0.20 (.008) 1.00 (.039) | 0.11 (.0043) 0.15 (.0059) | 0.06 (.0024) | N.A. S.O. |



ABBREVIATIONS AND NOTES ABRÉVIATIONS ET NOTES

SECTION: ENGINE

SECTION: MOTEUR

- ① Crankshaft deflection is measured at a defined point. Refer to appropriate model year shop manual.
① *La courbure du vilebrequin se mesure à un point précis. Se référer au manuel de réparation approprié.*
- ② The maximum horsepower RPM is applicable with engine on the vehicle. It may be different under certain circumstances and Bombardier Inc. reserves the right to modify it without any obligation.
② *Le régime de puissance maximale est applicable, le moteur en place sur le véhicule. Il peut être différent dans certains cas et Bombardier Inc. se réserve le droit de le modifier sans aucune obligation.*
- ③ Ring end gap for Mini Z: Top and 2nd rings: 0.2 to 0.4 mm (.008 to .016 in)
Oil ring: 0.15 to 0.35 mm (.006 to .014 in)
③ *Ouverture de segment pour la Mini Z:
1^{er} et 2^e segments: 0.2 à 0.4 mm (.008 à .016 po)
Segment racleur: 0.15 à 0.35 mm (.006 à .014 po)*
- ④ Piston/cylinder wall clearance for Mini Z:
New: 0.015 to 0.050 mm (.0006 to .002 in)
Service limit: 0.12 mm (.005 in)
④ *Jeu piston/cylindre pour la Mini Z
Neuf: 0.015 à 0.050 mm (.0006 à .002 po)
Limite d'usure: 0.12 mm (.005 po)*
- ⑤ New piston/cylinder wall clearance tolerance is ± 0.016 mm ($\pm .0006$ in)
⑤ *La tolérance du jeu piston/cylindre neuf est de ± 0.016 mm ($\pm .0006$ in)*
- ⑥ New piston/cylinder wall clearance tolerance is ± 0.013 mm ($\pm .0005$ in)
⑥ *La tolérance du jeu piston/cylindre neuf est de ± 0.013 mm ($\pm .0005$ in)*
- ⑦ New piston/cylinder wall clearance tolerance is ± 0.026 mm ($\pm .0005$ in)
⑦ *La tolérance du jeu piston/cylindre neuf est de ± 0.026 mm ($\pm .0005$ in)*
- ⑧ New piston/cylinder wall clearance tolerance is ± 0.023 mm ($\pm .0005$ in)
⑧ *La tolérance du jeu piston/cylindre neuf est de ± 0.023 mm ($\pm .0005$ in)*
- ⑨ Service limit
⑨ *Limite d'usure*



ABBREVIATIONS AND NOTES ABRÉVIATIONS ET NOTES

N.A.: *Not Applicable*
S.O.: *Sans objet*

AIR R.: *Air Cooled with Radial Fan*
AIR R.: *Refroidissement à air
par ventilateur radial*

AIR A.: *Air Cooled with Axial Fan*
AIR A.: *Refroidissement à air
par ventilateur axial*

LIQ.: *Liquid*
LIQ.: *Liquide*

LR: *L Rectangular*
LR: *L rectangulaire*

R: *Rectangular*
R: *Rectangulaire*

S: *Oil Scraper Ring*
S: *Segment racleur*

ST: *Semi-Trapezoidal*
ST: *Semi-trapézoïdal*

T: *Taper-face*
T: *Biseauté*

N: *New = Minimum Allowable*
N: *Neuf = Minimum admissible*

U: *Used = Wear Limit*
U: *Usé = Limite d'usure*

GENUINE SKI-DOO PARTS
PIÈCES D'ORIGINE SKI-DOO

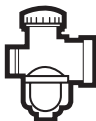
Genuine Ski-Doo parts are designed to careful tolerances for specific machines, based on extensive testing programs tailored to rigorous standards of quality control and backed by the Bombardier 90 day warranty.

Les pièces d'origine Ski-Doo sont dessinées à partir de tolérances très strictes pour des véhicules spécifiques, selon un programme d'essais répondant à des contrôles de qualité rigoureux et protégés par la garantie Bombardier de 90 jours.

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Engineered For The Way You Ride.

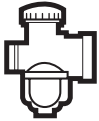
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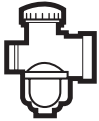
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| - Fuel Oil Ratio <i>Carburant/huile</i> | | MIKUNI MAIN JET | |
| - Number (model) <i>Numéro (modèle)</i> | | <i>GICLEUR PRINCIPAL MIKUNI</i> | 83 |
| - Main Jet <i>Gicleur principal</i> | | MIKUNI NEEDLE JET | |
| - Needle Jet <i>Gicleur à aiguille</i> | | <i>GICLEUR À AIGUILLE MIKUNI</i> | 84 |
| - Pilot Jet <i>Gicleur de ralenti</i> | | MIKUNI PILOT JET | |
| - Needle Identification <i>N° identification aiguille</i> | | <i>GICLEUR DE RALENTI MIKUNI</i> | 86 |
| - Needle Setting <i>Position de l'aiguille</i> | | MIKUNI JET NEEDLE | |
| - Air Screw Adjustment <i>Vis de contrôle d'air</i> | | <i>AIGUILLE DE GICLEUR MIKUNI</i> | 87 |
| - Idle Speed (RPM) <i>Régime ralenti (tr/mn)</i> | | | |
| - Slide Cutaway <i>Tiroir d'accélérateur</i> | | | |
| - Float Adjustment <i>Ajustement flotteur</i> | | | |

|  | MINIMUM OCTANE NUMBER INDICE D'OCTANE MINIMUM | FUEL OIL RATIO CARBURANT/HUILE | NUMBER (MODEL) NUMÉRO (MODÈLE) | MAIN JET GICLÉUR PRINCIPAL | NEEDLE JET GICLÉUR À AIGUILLE |
|--|---|---|-----------------------------------|-------------------------------|----------------------------------|
| | R + M Z | MIKUNI CARBURETOR CARBURATEUR MIKUNI | | | |
| 2003 | | | | | |
| MINI Z | 87 | ③ | — | 60 | N.A. S.O. |
| TUNDRA R | 87 | OIS SIH | VM 34-585 | 200 | 159 O-8 |
| GRAND TOURING FAN 380 LEGEND FAN 380 MX Z FAN 380 | 87 | OIS SIH | 2 x VM 30-205 | 185 | 159 Q-2 |
| SKANDIC 440 LT | 87 | OIS SIH | 1 x VM 32-19121 | 180 | 159 O-0 |
| SKANDIC SPORT 500F | 87 | OIS SIH | P VM 34-576 M VM 34-576 | P 210 M 210 | 159 P-4 |
| SKANDIC SWT 500F SKANDIC WT 500F | 87 | OIS SIH | P VM 34-19084 M VM 34-19084 | P 185 M 185 | 159 P-1 |
| SUMMIT FAN 550 | 87 | OIS SIH | P VM 34-590 M VM 34-590 | P 210 M 210 | 159 P-8 |
| GRAND TOURING FAN 550 LEGEND FAN 550 MX Z FAN 550 | 87 | OIS SIH | P VM 34-591 M VM 34-591 | P 250 M 250 | 159 P-8 |
| MX Z x RACING 440 | 108 | OIS SIH | P TMX 34-23 M TMX34-24 | P 390 M 390 | Q-6 ⑤ |
| GRAND TOURING SPORT 500 LEGEND SPORT 500 MX Z ADRENALINE 500 MX Z TRAIL 500 | 87 | OIS SIH | 2 x TM 40-B229 | P 500 M 500 | P-0 ⑤ |
| GRAND TOURING SPORT 600 GRAND TOURING SE 600 LEGEND SPORT 600 LEGEND SE 600 | 87 | OIS SIH | 2 x TM 40-B232 | P 500 M 500 | P-0 ⑤ |
| MX Z TRAIL 600 | 87 | OIS SIH | 2 x TM 40-B232 | P 500 M 500 | P-0 ⑤ |
| SKANDIC SUV 600 SKANDIC WT LC 600 | 87 | OIS SIH | P VM 38-19111 M VM 38-19111 | P 330 M 330 | 480 P-9 |
| MX Z RENEGADE 600 HO MX Z ADRENALINE 600 HO | 87 | OIS SIH | 2 x TM 40-B235 | P 380 M 380 | P-0 ⑤ |

| PILOT JET GICLÉUR RALENTI | NEEDLE IDENTIFICATION N° IDENTIFICATION AIGUILLE | NEEDLE SETTING ① POSITION DE L'AIGUILLE ① | IDLE MIXTURE SCREW (± 1/16) VIS DE MÉLANGE DE RALENTI (± 1/16) | IDLE SPEED (± 200 RPM) RÉGIME RALENTI (± 200 tr/min) | SLIDE CUTAWAY TIROIR D'ACCELERATEUR | FLOAT ADJUSTMENT AJUSTEMENT FLOTTEUR |
|---|--|--|---|--|--|---|
| MIKUNI CARBURETOR CARBURATEUR MIKUNI | | | | | | MM (IN/PO) |
| | | | | | | |
| N.A. S.O. | N.A. S.O. | N.A. S.O. | 2 | 1400 | N.A. S.O. | 13.7 (.54) |
| 40 | 6DH4 | 3 | 1 | 1650 | 2.5 | 23.9 (.941) |
| 40 | 6CDY1 | 3 | N.A. S.O. | 1650 | 2.0 | 23.9 (.941) |
| 50 | 6DGY12 | 3 | 1.5 | 1650 | 3.0 | 35.5 (1.392) |
| 40 | 6AFY5 | 4 | N.A. S.O. | 1650 | 2.0 | 23.90 (.941) |
| 40 | 6DH2 | 3 | 2.0 | 1650 | 2.5 | 36.5 (1.431) |
| 40 | 6BCY40 | 3 | N.A. S.O. | 1650 | 2.5 | 23.9 (.941) |
| 40 | 6BCY40 | 4 | N.A. S.O. | 1650 | 2.5 | 23.9 (.941) |
| 25 | 6FIY4-51 | 4 | N.A. S.O. | 1800 | 4.0 | N.A. S.O. |
| 17.5 | 9HGY1-58 | N.A. S.O. | 3 | 1600 | 2.0 | N.A. S.O. |
| 20 | 9HGY1-58 | N.A. S.O. | 1-1/2 | 1600 | 2.0 | N.A. S.O. |
| 20 | 9HGY1-58 | N.A. S.O. | N.A. S.O. | 1600 | 2.0 | N.A. S.O. |
| 40 | 6FL14 | 5 | 1-1/2 | 1900 | 2.5 | 18.1 (.710) |
| 17.5 | 9DHI13 | N.A. S.O. | 1-1/2 | 1600 | 1.6 | N.A. S.O. |


|  | MINIMUM OCTANE NUMBER INDICE D'OCTANE MINIMUM | FUEL OIL RATIO CARBURANT/HUILE | NUMBER (MODEL) NUMERO (MODELE) | MAIN JET GICLEUR PRINCIPAL | NEEDLE JET GICLEUR A. AIGUILLE |
|---|---|---|-----------------------------------|-------------------------------|-----------------------------------|
| | R + M Z | MIKUNI CARBURETOR CARBURATEUR MIKUNI | | | |
| 2003 (cont'd/suite) | | | | | |
| MX Z 007 Special Edition/ Édition spéciale 600 HO MX Z SPORT 600 HO (REV) MX Z X 600 HO (REV) | 87 | OIS SIH | 2 x TM 40-B238 | 380 | P-0 ⑤ |
| SUMMIT ADRENALINE 600 HO | 87 | OIS SIH | 2 x TM 40-B265 | P 380 M 380 | P-0 ⑤ |
| GRAND TOURING SPORT 700 GRAND TOURING SE 700 LEGEND SPORT 700 LEGEND SE 700 MX Z ADRENALINE 700 | 87 | OIS SIH | 2 x TM 40-B241 | P 510N M 510N | P-0 ⑤ |
| SUMMIT ADRENALINE 700 SUMMIT X 700 SUMMIT HIGHMARK 700 | 87 | OIS SIH | 2 x TM 40-B259 | P 500 M 500 | P-0 ⑤ |
| MX Z ADRENALINE 800 MX Z RENEGADE 800 | 87 | OIS SIH | 2 x TM 40-B244 | P 520N M 520N | P-0 ⑤ |
| SUMMIT ADRENALINE 800 HO SUMMIT HIGHMARK 800 HO SUMMIT HIGHMARK X 800 HO SUMMIT HIGHMARK Xtreme 800 HO SUMMIT X 800 HO | 87 | OIS SIH | 2 x TM 40-B247 | P 430 M 430 | P-0 ⑤ |
| MX Z SPORT 800 (REV) MX Z 800 (REV) | 87 | OIS SIH | 2 x TM 40-B250 | P 380 M 380 | P-0 ⑤ |
| GRAND TOURING SE 800 SDI LEGEND SE 800 SDI | 87 | OIS SIH | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| MACH Z TECH PLUS 800 | 91 | OIS SIH | 3x TM 38-C317 | P 290 C/M 290 | 327 0-2 |
| GRAND TOURING SPORT V-1000 LEGEND SPORT V-1000 | 87 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |

| PILOT JET GICLEUR RALENTI | NEEDLE IDENTIFICATION N° IDENTIFICATION AIGUILLE | NEEDLE SETTING ① POSITION DE L'AIGUILLE ① | IDLE MIXTURE SCREW (± 1/16) VIS DE MÉLANGE DE RALENTI (± 1/16) | IDLE SPEED (± 200 RPM) RÉGIME RALENTI (± 200 tr/min) | SLIDE CUTAWAY TIROIR D'ACCELERATEUR | FLOAT ADJUSTMENT AJUSTEMENT FLOTTEUR |
|---|--|--|---|--|--|---|
| MIKUNI CARBURETOR CARBURATEUR MIKUNI | | | | | | MM (IN/PO) |
| | | | | | | |
| 17.5 | 9DHI13-58 | N.A. S.O. | 1-1/2 | 1600 | 1.5 | N.A. S.O. |
| 17.5 | 9DHI12-58 | 3 | 1-1/2 | 1600 | 1.6 | N.A. S.O. |
| 17.5 | 9ZLY3-58 | N.A. S.O. | 1-1/2 | 1500 | 2.0 | N.A. S.O. |
| 17.5 | 9ZLY7-58 | 3 | 1-1/2 | 1500 | 2.0 | N.A. S.O. |
| 17.5 | 9XDY1-59 | N.A. S.O. | 1 | 1500 | 2.0 | N.A. S.O. |
| 17.5 | 9DHI12-58 | 3 | 1-1/2 | 1500 | 2.0 | N.A. S.O. |
| 17.5 | 9DG17-58 | N.A. S.O. | 1-1/2 | 1500 | 2.0 | N.A. S.O. |
| N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 50 | 8ADY1/41 | 3 | 4-1/2 | 2000 | 2.0 | 21 (.827) |
| N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | 1300 | N.A. S.O. | N.A. S.O. |

|  | MINIMUM OCTANE NUMBER INDICE D'OCTANE MINIMUM | FUEL OIL RATIO CARBURANT/HUILE | NUMBER (MODEL) NUMÉRO (MODÈLE) | MAIN JET GICLEUR PRINCIPAL | NEEDLE JET GICLEUR À AIGUILLE |
|--|---|---|-----------------------------------|-------------------------------|----------------------------------|
| | R + M 2 | MIKUNI CARBURETOR CARBURATEUR MIKUNI | | | |
| 2002 | | | | | |
| MINI Z | 86 | ③ | — | 60 | N.A. S.O. |
| TUNDRA R | 87 | OIS SIH | VM 34-537 | 190 | 159 O-8 |
| SKANDIC 440 LT | 87 | OIS SIH | 1 x VM 32-19110 | 180 | 159 O-0 |
| SKANDIC 500 WT/SWT | 87 | OIS SIH | P VM 34-19084 M VM 34-19084 | P 185 M 185 | 159 P-1 |
| SKANDIC 600 WT LC | 87 | OIS SIH | P VM 38-19111 M VM 38-19111 | P 330 M 330 | 480 P-9 |
| GRAND TOURING 380 FAN/LEGEND 380 FAN/MX Z 380 FAN | 87 | OIS SIH | 2 x VM 30-205 | 185 | 159 O-2 |
| GRAND TOURING 500 FAN/MX Z 500 FAN/ LEGEND 500 FAN | 87 | OIS SIH | P VM 34-576 M VM 34-576 | P 210 M 210 | 159 P-4 |
| SUMMIT 500 FAN | 87 | OIS SIH | P VM 34-578 M VM 34-578 | P 240 M 240 | 159 P-8 |
| GRAND TOURING 500 SPORT/ LEGEND 500 SPORT/ MX Z 500/500 R SPORT/ MX Z 500 TRAIL | 87 | OIS SIH | 2 x TM 40-B151 | P 500 M 500 | P-0 ⑤ |
| GRAND TOURING 600 SPORT/600 GS/ 600 SE | 87 | OIS SIH | 2 x TM 40-B154 | P 500 M 500 | P-0 ⑤ |
| LEGEND 600 SPORT/600 GS/ 600 SE | 87 | OIS SIH | 2 x TM 40-B154 | P 500 M 500 | P-0 ⑤ |

† As Warranty Bulletin 2002-7
Selon Bulletin de garantie 2002-7

| PILOT JET GICLEUR RALENTI | NEEDLE IDENTIFICATION N° IDENTIFICATION AIGUILLE | NEEDLE SETTING ① POSITION DE L'AIGUILLE ① | IDLE MIXTURE SCREW (± 1/16) VIS DE MÉLANGE DE RALENTI (± 1/16) | IDLE SPEED (± 200 RPM) RÉGIME RALENTI (± 200 tr/min) | SLIDE CUTAWAY TIROIR D'ACCELERATEUR | FLOAT ADJUSTMENT AJUSTEMENT FLOTTEUR |
|---|--|--|---|--|--|---|
| MIKUNI CARBURETOR CARBURATEUR MIKUNI | | | | | | |
| | | | | | | |
| N.A. S.O. | N.A. S.O. | N.A. S.O. | 2 | 1400 | N.A. S.O. | 13.7 (.54) |
| 40 | 6DH4 | 2 | 1 | 1650 | 2.5 | 23.9 (.941) |
| 50 | 6DGY12/3 | 3 | 1.0 | 1650 | 3.0 | 23.9 (.941) |
| 40 | 6DH2/3 | 3 | 2.0 | 1650 | 2.5 | 23.9 (.941) |
| 40 | 6FL14/5 | 5 | 1-1/2 | 1900 | 2.5 | 18.1 (.710) |
| 40 | 6CDY1/3 | 3 | 1-1/2 | 1650 | 2.0 | 23.9 (.941) |
| 40 | 6AFY5-4 | 4 | 1-1/2 | 1650 | 2.0 | 23.9 (.941) |
| 70 | 6AFY5 | 4 | 2 1/4 | 1650 | 2.0 | 23.9 (.941) |
| 17.5 | 9HGY1-58 | N.A. S.O. | 3† | 1600 | 2.0 | N.A. S.O. |
| 20 | 9HGY1-58 | N.A. S.O. | 1-1/2 | 1600 | 2.0 | N.A. S.O. |
| 20 | 9HGY1-58 | N.A. S.O. | 1-1/2 | 1600 | 2.0 | N.A. S.O. |

|  | MINIMUM OCTANE NUMBER INDICE D'OCTANE MINIMUM | FUEL OIL RATIO CARBURANT/HUILE | NUMBER (MODEL) NUMÉRO (MODÈLE) | MAIN JET GICLEUR PRINCIPAL | NEEDLE JET GICLEUR À AIGUILLE |
|---|---|-----------------------------------|---|-------------------------------|----------------------------------|
| | R + M 2 | | MIKUNI CARBURETOR CARBURATEUR MIKUNI | | |
| 2002 (cont'd/suite) | | | | | |
| SUMMIT 600/ 600 R SPORT | 87 | OIS SIH | 2xTM 40-B 157 | P 500 M 500 | P-0 ⑤ |
| MX Z 600/600 R SPORT/600 TRAIL/600 R ADRENALINE/ 600/600 R X | 87 | OIS SIH | 2 x TM 40-B154 | P 500 M 500 | P-0 ⑤ |
| MX Z 600 R RENEGADE | 87 | OIS SIH | 2 x TM 40-B154 | P 500 M 500 | P-0 ⑤ |
| GRAND TOURING 700 SPORT/700 GS/ LEGEND 700 SPORT/700 GS/ MX Z 700 R RENEGADE/ 700 R ADRENALINE/ 700 TRAIL/ 700/ 700 R SPORT/ 700/700 R X | 87 | OIS SIH | 2 x TM 40-B160 | P 510 M 510 | P-0 ⑤ |
| SUMMIT 700 R/ 700 SPORT | 87 | OIS SIH | 2 x TM 40-B163 | P 510 M 510 | P-0 ⑤ |
| GRAND TOURING 800 SE/LEGEND 800 SE/X 800/ MX Z RENEGADE 800 R/MX Z 800 TRAIL/MX Z 800/ 800 R SPORT/ MX Z 800 R ADRENALINE/ | 87 | OIS SIH | 2 x TM 40-B166 | P 520 M 520 | P-0 ⑤ |
| SUMMIT 800/ 800 R SPORT/X 800 R/H.M. 800/ 800 R/H.M. X 800/800 R | 87 | OIS SIH | 2 x TM 40-B175 | P 500†† M 500 | P-0 ⑤ |


† Place plastic washer on top of needle circlip as per Warranty Bulletin 2002-8.

Placer la rondelle de plastique sur le dessus du circlip. Voir le Bulletin de garantie 2002-8

| PILOT JET GICLEUR RALENTI | NEEDLE IDENTIFICATION N° IDENTIFICATION AIGUILLE | NEEDLE SETTING ① POSITION DE L'AIGUILLE ① | IDLE MIXTURE SCREW (± 1/16) VIS DE MÉLANGE DE RALENTI (± 1/16) | IDLE SPEED (± 200 RPM) RÉGIME RALENTI (± 200 tr/min) | SLIDE CUTAWAY TIROIR D'ACCELERATEUR | FLOAT ADJUSTMENT AJUSTEMENT FLOTTEUR |
|---|--|--|---|--|--|---|
| MIKUNI CARBURETOR CARBURATEUR MIKUNI | | | | | | |
| | | | | | | |
| 20 | 9HG1Y-58 | N.A. S.O. | 1-1/2 | 1500 | 2.0 | N.A. S.O. |
| 20 | 9HG1Y-58 | N.A. S.O. | 1-1/2 | 1600 | 2.0 | N.A. S.O. |
| 20 | 9ZLY3-58 | N.A. S.O. | 1-1/2 | 1600 | 2 | N.A. S.O. |
| 17.5 | 9ZLY3-58 | N.A. S.O. | 1-1/2 | 1500 | 2.0 | N.A. S.O. |
| 17.5 | 9ZLY3-58 | N.A.† S.O. | 1-1/2 | 1500 | 2.0 | N.A. S.O. |
| 17.5 | 9ZLY2-58 | N.A. S.O. | 1-1/2 | 1500 | 2.0 | N.A. S.O. |
| 17.5 | 9ZLY2-58 | N.A. S.O. | 1-1/2 | 1500 | 2.0 | N.A. S.O. |

†† As Warranty Bulletin 2002-12


Selon le Bulletin de garantie 2002-12

| | | | | | |
|--|---|-----------------------------------|---|-------------------------------|----------------------------------|
|  | MINIMUM OCTANE NUMBER INDICE D'OCTANE MINIMUM | FUEL OIL RATIO CARBURANT/HUILE | NUMBER (MODEL) NUMÉRO (MODÈLE) | MAIN JET GICLEUR PRINCIPAL | NEEDLE JET GICLEUR À AIGUILLE |
| | R + M 2 | | MIKUNI CARBURETOR CARBURATEUR MIKUNI | | |
| 2002 (cont'd./suite) | | | | | |
| MX Z 800/800 R X | 87 | OIS SIH | 2 x TM 40-B166 | P 500 [†] M 500 | P-0 ⑤ |
| MACH Z SPORT/ MACH Z TECH PLUS | 91 | OIS SIH | 3x TM 38-C317 | P 290 C/M 290 | 327 0-2 |
| MX Z X 440 RACING | 108 | OIS SIH | 2 x TMX 34-18 | P 260 M 260 | P-0 ⑤ |


[†] As Warranty Bulletin 2002-12

Selon le Bulletin de garantie 2002-12


| | | | | | | |
|---|--|--|---|--|--|---|
| PILOT JET GICLEUR RALENTI | NEEDLE IDENTIFICATION N° IDENTIFICATION AIGUILLE | NEEDLE SETTING ① POSITION DE L'AIGUILLE ① | IDLE MIXTURE SCREW (± 1/16) VIS DE MÉLANGE DE RALENTI (± 1/16) | IDLE SPEED (± 200 RPM) RÉGIME RALENTI (± 200 tr/min) | SLIDE CUTAWAY TIROIR D'ACCELERATEUR | FLOAT ADJUSTMENT AJUSTEMENT FLOTTEUR |
| MIKUNI CARBURETOR CARBURATEUR MIKUNI | | | | | | |
| | | | | | | |
| 17.5 | P9ZLY2-58 M9ZLY3-58 | N.A. S.O. | 1-1/2 | 1500 | 2.0 | N.A. S.O. |
| 50 | 8ADY1/41 | N.A. S.O. | 4-1/2 | 2000 | 2.0 | 21 (.827) |
| 25 | 6FNY04-51 | 3 | N.A. S.O. | 1600 | 4.0 | N.A. S.O. |

|  | MINIMUM OCTANE NUMBER INDICE D'OCTANE MINIMUM | FUEL OIL RATIO CARBURANT/HUILE | NUMBER (MODEL) NUMÉRO (MODÈLE) | MAIN JET GICLEUR PRINCIPAL | NEEDLE JET GICLEUR À AIGUILLE |
|--|---|-----------------------------------|---|-------------------------------|----------------------------------|
| | R + M 2 | | MIKUNI CARBURETOR CARBURATEUR MIKUNI | | |
| 2001 | | | | | |
| MINI Z | 86 | ③ | — | 60 | N.A. S.O. |
| SKANDIC 440 LT | 87 | OIS SIH | 1 x VM 32-19110 | 195 | 159 O-6 |
| SKANDIC 500 WT/SWT | 87 | OIS SIH | P VM 34-19084 M VM 34-19084 | P 185 M 185 | 159 P-1 |
| SKANDIC 600 WT LC | 87 | OIS SIH | P VM 38-19111 M VM 38-19112 | P 330 M 330 | 480 Q-4 |
| TOURING 380 FAN/CARGO | 87 | OIS SIH | 2 x VM 30-200 | 140 | 159 P-0 |
| TOURING 500 FAN/CARGO | 87 | OIS SIH | P VM 34-549 M VM 34-550 | P 180 M 170 | 159 P-0 |
| FORMULA DLX 380 FAN | 87 | OIS SIH | 2 x VM 30-200 | 140 | 159 P-0 |
| FORMULA DLX 500 STD | 87 | OIS SIH | 2 x VM 38-429 | P 280 M 280 | 480 P-8 |
| FORMULA DLX 500 FAN | 87 | OIS SIH | P VM 34-549 M VM 34-550 | P 180 M 170 | 159 P-0 |
| FORMULA DLX 600 GSE/ STD | 87 | OIS SIH | 2 x TM 40-B112 | P 500 M 500 | P-0 ⑤ |
| FORMULA DLX 700 GSE | 87 | OIS SIH | 2 x TM 40-B115 | P 520 M 520 | P-0 ⑤ |
| FORMULA DLX 700 GS | 87 | OIS SIH | 2 x TM 40-B115 | P 520 M 520 | P-0 ⑤ |
| GRAND TOURING 500 STD | 87 | OIS SIH | 2 x VM 38-429 | P 280 M 280 | 480 P-8 |
| GRAND TOURING 600 STD | 87 | OIS SIH | 2 x TM 40-B112 | P 500 M 500 | P-0 ⑤ |
| GRAND TOURING 700 STD | 87 | OIS SIH | 2 x TM 40-B115 | P 520 M 520 | P-0 ⑤ |
| GRAND TOURING 800 SE | 91 | OIS SIH | TM 38-C321 | P 450 C 470 M 470 | 876 O-2 |


| PILOT JET GICLEUR RALENTI | NEEDLE IDENTIFICATION N° IDENTIFICATION AIGUILLE | NEEDLE SETTING ① POSITION DE L'AIGUILLE ① | IDLE MIXTURE SCREW (± 1/16) VIS DE MÉLANGE DE RALENTI (± 1/16) | IDLE SPEED (± 200 RPM) RÉGIME RALENTI (± 200 tr/min) | SLIDE CUTAWAY TIROIR D'ACCELERATEUR | FLOAT ADJUSTMENT AJUSTEMENT FLOTTEUR |
|---|--|--|---|--|--|---|
| MIKUNI CARBURETOR CARBURATEUR MIKUNI | | | | | | MM (IN/PO) |
| N.A. S.O. | N.A. S.O. | N.A. S.O. | 2 | 1400 | N.A. S.O. | 13.7 (.54) |
| 45 | 6DGH10 | 4 | 1-1/2 | 1650 | 2.5 | 23.9 (.941) |
| 40 | 6DH2 | 3 | 1-1/4 | 1650 | 2.5 | 23.9 (.941) |
| 40 | 6FL14 | 4 | 1-1/2 | 1500 | 2.5 | 18.1 (.710) |
| 40 | 6DP9 | 3 | 1-1/4 | 1650 | 2.5 | 23.9 (.941) |
| 40 | 6DH2 | 3 | 1-7/8 | 1650 | 2.5 | 23.9 (.941) |
| 40 | 6DP9 | 3 | 1-1/4 | 1650 | 2.5 | 23.9 (.941) |
| 40 | 6DEY10 | 4 | 1-1/4 | 1700 | 2.5 | 22.9 (.902) |
| 40 | 6DH2 | 3 | 1-7/8 | 1650 | 2.5 | 23.9 (.941) |
| 20 | 9HGY1 | 58 | 1 | 1600 | 2 | N.A. S.O. |
| 17.5 | 9ZLY3 | 58 | 1 1/2 | 1500 | 2 | N.A. S.O. |
| 17.5 | 9ZLY3 | 58 | 1 1/2 | 1500 | 2 | N.A. S.O. |
| 40 | 6DEY10 | 4 | 1-1/4 | 1700 | 2.5 | 22.9 (.902) |
| 20 | 9HGY1 | 58 | 1 | 1600 | 2 | N.A. S.O. |
| 17.5 | 9ZLY3 | 58 | 1 1/2 | 1500 | 2 | N.A. S.O. |
| 15 | 8BCY1/42 | 4 | CLOSED FERMÉE | 2000 | 2.0 | 21.0 (.827) |

|  | MINIMUM OCTANE NUMBER INDICE D'OCTANE MINIMUM | FUEL OIL RATIO CARBURANT/HUILE | NUMBER (MODEL) NUMÉRO (MODÈLE) | MAIN JET GICLEUR PRINCIPAL | NEEDLE JET GICLEUR A. AIGUILLE |
|--|---|-----------------------------------|---|-------------------------------|-----------------------------------|
| | R + M 2 | | MIKUNI CARBURETOR CARBURATEUR MIKUNI | | |
| 2001 (cont'd/suite) | | | | | |
| SUMMIT 500 FAN | 87 | OIS SIH | P VM 34-565 M VM 34-566 | P 200 M 190 | 159 P-2 |
| SUMMIT 600 STD | 87 | OIS SIH | 2 x TM 40-B94 | P 500 M 500 | P-0 ⑤ |
| SUMMIT 700 STD | 87 | OIS SIH | 2 x TM 40-B100 | P 520 M 520 | P-0 ⑤ |
| SUMMIT 700 X | 87 | OIS SIH | 2 x TM 40-B100 | P 520 M 520 | P-0 ⑤ |
| SUMMIT 700 H.M. | 87 | OIS SIH | 2 x TM 40-B100 | P 520 M 520 | P-0 ⑤ |
| SUMMIT 800 STD | 87 | OIS SIH | 2 x TM 40-B106 | P 500 M 500 | P-0 ⑤ |
| SUMMIT 800 X | 87 | OIS SIH | 2 x TM 40-B106 | P 500 M 500 | P-0 ⑤ |
| SUMMIT 800 H.M. | 87 | OIS SIH | 2 x TM 40-B106 | P 500 M 500 | P-0 ⑤ |
| SUMMIT 800 H.M. X | 87 | OIS SIH | 2 x TM 40-B106 | P 500 M 500 | P-0 ⑤ |
| MX Z 380 FAN | 87 | OIS SIH | 2 x VM 30-200 | 140 | 159 P-0 |
| MX Z 440 FAN | 87 | OIS SIH | P VM 34-547 M VM 34-548 | P 205 M 195 | 159 P-0 |
| MX Zx 440 RACING | 87 | 33/1 | P TMX 34-11 M TMX 34-13 | 320 | Q-6 |
| MX Z 500 FAN | 87 | OIS SIH | P VM 34-549 M VM 34-550 | P 180 M 170 | 159 P-0 |
| MX Z 500 STD | 87 | OIS SIH | 2 x VM 38-429 | P 280 M 280 | 480 P-8 |
| MX Z 500 TRAIL | 87 | OIS SIH | 2 x VM 38-429 | P 280 M 280 | 480 P-8 |
| MX Z 600 STD | 87 | OIS SIH | 2 x TM 40-B91 | P 500 M 500 | P-0 ⑤ |

| PILOT JET GICLEUR RALENTI | NEEDLE IDENTIFICATION N° IDENTIFICATION AIGUILLE | NEEDLE SETTING ① POSITION DE L'AIGUILLE ① | IDLE MIXTURE SCREW (± 1/16) VIS DE MÉLANGE DE RALENTI (± 1/16) | IDLE SPEED (± 200 RPM) RÉGIME RALENTI (± 200 tr/min) | SLIDE CUTAWAY TIROIR D'ACCELERATEUR | FLOAT ADJUSTMENT AJUSTEMENT FLOTTEUR |
|---|--|--|---|--|--|---|
| | | | | | | MM (IN/PO) |
| MIKUNI CARBURETOR CARBURATEUR MIKUNI | | | | | | |
| | | | | | | |
| 70 | 6DH2 | 4 | 2-1/4 | 1650 | 2.5 | 23.9 (.941) |
| 20 | 9HGY1 | 58 | 1 | 1500 | 2 | N.A. S.O. |
| 17.5 | 9ZLY3 | 58 | 1-1/2 | 1500 | 2 | N.A. S.O. |
| 17.5 | 9ZLY3 | 58 | 1-1/2 | 1500 | 2 | N.A. S.O. |
| 17.5 | 9ZLY3 | 58 | 1-1/2 | 1500 | 2 | N.A. S.O. |
| 17.5 | 9ZLY3 | 58 | 1-1/2 | 1500 | 2 | N.A. S.O. |
| 17.5 | 9ZLY2 | 58 | 1-1/2 | 1500 | 2 | N.A. S.O. |
| 17.5 | 9ZLY2 | 58 | 1-1/2 | 1500 | 2 | N.A. S.O. |
| 17.5 | 9ZLY2 | 58 | 1-1/2 | 1500 | 2 | N.A. S.O. |
| 40 | 6DP9 | 3 | 1-1/4 | 1650 | 2.5 | 23.9 (.941) |
| 35 | 6DH2 | 3 | 1-1/2 | 1650 | 2.5 | 23.9 (.941) |
| 25 | 6FIY4-59 | 4 | 1 | 1600 | 4.0 | N.A. S.O. |
| 40 | 6DH2 | 3 | 1-7/8 | 1650 | 2.5 | 23.9 (.941) |
| 40 | 6DEY10 | 4 | 1-1/4 | 1700 | 2.5 | 22.9 (.902) |
| 40 | 6DEY10 | 4 | 1-1/4 | 1700 | 2.5 | 22.9 (.902) |
| 20 | 9HGY1 | 58 | 1 | 1600 | 2 | N.A. S.O. |

|  | MINIMUM OCTANE NUMBER INDICE D'OCTANE MINIMUM | FUEL OIL RATIO CARBURANT/HUILE | NUMBER (MODEL) NUMÉRO (MODÈLE) | MAIN JET GICLEUR PRINCIPAL | NEEDLE JET GICLEUR À AIGUILLE |
|--|---|-----------------------------------|---|-------------------------------|----------------------------------|
| | R + M 2 | | MIKUNI CARBURETOR CARBURATEUR MIKUNI | | |
| 2001 (cont'd/suite) | | | | | |
| MX Z 600 ADRENALINE | 87 | OIS SIH | 2 x TM 40-B91 | P 500 M 500 | P-0 ⑤ |
| MX Z 600 TRAIL | 87 | OIS SIH | 2 x TM 40-B91 | P 500 M 500 | P-0 ⑤ |
| MX Z 600 X | 87 | OIS SIH | 2 x TM 40-B91 | P 500 M 500 | P-0 ⑤ |
| MX Z 700 STD | 87 | OIS SIH | 2 x TM 40-B97 | P 520 M 520 | P-0 ⑤ |
| MX Z 700 ADRENALINE | 87 | OIS SIH | 2 x TM 40-B97 | P 520 M 520 | P-0 ⑤ |
| MX Z 700 TRAIL | 87 | OIS SIH | 2 x TM 40-B97 | P 520 M 520 | P-0 ⑤ |
| MX Z 700 X | 87 | OIS SIH | 2 x TM 40-B97 | P 520 M 520 | P-0 ⑤ |
| MX Z 800 STD | 87 | OIS SIH | 2 x TM 40-B103 | P 500 M 500 | P-0 ⑤ |
| MX Z 800 ADRENALINE | 87 | OIS SIH | 2 x TM 40-B103 | P 500 M 500 | P-0 ⑤ |
| MX Z 800 X | 87 | OIS SIH | 2 x TM 40-B103 | P 500 M 500 | P-0 ⑤ |
| MACH Z STD | 91 | OIS SIH | 3 x TM 38-C317 | P 290 C 290 M 290 | 327 O-2 |
| MACH Z TECH PLUS | 91 | OIS SIH | 3 x TM 38-C317 | P 290 C 290 M 290 | 327 O-2 |


| PILOT JET GICLEUR RALENTI | NEEDLE IDENTIFICATION N° IDENTIFICATION AIGUILLE | NEEDLE SETTING ① POSITION DE L'AIGUILLE ① | IDLE MIXTURE SCREW (± 1/16) (± 1/16) VIS DE MÉLANGE DE RALENTI (± 1/16) | IDLE SPEED (± 200 RPM) RÉGIME RALENTI (± 200 tr/min) | SLIDE CUTAWAY TIROIR D'ACCELERATEUR | FLOAT ADJUSTMENT AJUSTEMENT FLOTTEUR |
|---|--|--|---|--|--|---|
| MIKUNI CARBURETOR CARBURATEUR MIKUNI | | | | | | MM (IN/PO) |
| | | | | | | |
| 20 | 9HGY1 | 58 | 1 | 1600 | 2 | N.A. S.O. |
| 20 | 9HGY1 | 58 | 1 | 1600 | 2 | N.A. S.O. |
| 20 | 9HGY1 | 58 | 1 | 1600 | 2 | N.A. S.O. |
| 17.5 | 9ZLY3 | 58 | 1-1/2 | 1500 | 2 | N.A. S.O. |
| 17.5 | 9ZLY3 | 58 | 1-1/2 | 1500 | 2 | N.A. S.O. |
| 17.5 | 9ZLY3 | 58 | 1-1/2 | 1500 | 2 | N.A. S.O. |
| 17.5 | 9ZLY3 | 58 | 1-1/2 | 1500 | 2 | N.A. S.O. |
| 17.5 | 9ZLY2 | 58 | 1-1/2 | 1500 | 2 | N.A. S.O. |
| 17.5 | 9ZLY2 | 58 | 1-1/2 | 1500 | 2 | N.A. S.O. |
| 17.5 | 9ZLY2 | 58 | 1-1/2 | 1500 | 2 | N.A. S.O. |
| 50 | 8ADY1/41 | 3 | 4-1/2 | 2000 | 2 | 21.0 (.827) |
| 50 | 8ADY1/41 | 3 | 4-1/2 | 2000 | 2 | 21.0 (.827) |

|  | MINIMUM OCTANE NUMBER INDICE D'OCTANE MINIMUM | FUEL OIL RATIO CARBURANT/HUILE | NUMBER (MODEL) NUMÉRO (MODÈLE) | MAIN JET GICLEUR PRINCIPAL | NEEDLE JET GICLEUR À AIGUILLE |
|--|---|-----------------------------------|---|-------------------------------|----------------------------------|
| | R + M 2 | | MIKUNI CARBURETOR CARBURATEUR MIKUNI | | |
| 2000 | | | | | |
| MINI Z | 86 | ③ | — | 60 | N.A. S.O. |
| TUNDRA R | 87 | OIS SIH | VM 34-537 | 200 [†] | 159 O-8 |
| SKANDIC 380 TOURING E FORMULA DLX 380 | 87 | OIS SIH | 2 x VM 30-200 | 140 | 159 P-0 |
| SKANDIC 500 TOURING SLE FORMULA SL/ DLX 500 | 87 | OIS SIH | P VM 34-549 M VM 34-550 | P 180 M 170 | 159 P-0 |
| SKANDIC WT | 87 | OIS SIH | 2 x VM 34-19034 | 185 | 159 P-1 |
| SKANDIC SWT | 87 | OIS SIH | 2 x VM 34-19034 | 185 | 159 P-1 |
| SKANDIC WT LC | 87 | OIS SIH | P VM 34-19106 M VM 34-19105 | P 250 M 240 | 159 P-2 |
| MX Z 440 TOURING LE | 87 | OIS SIH | P VM 34-547 M VM 34-548 | P 205 M 195 | 159 P-0 |
| FORMULA S | 87 | OIS SIH | 2 x VM 30-200 | 140 | 159 P-0 |
| FORMULA 500 LC/DLX 500 LC TOURING 500 LC | 87 | OIS SIH | P VM 38-431 M VM 38-442 | P 300 M 280 | 480 Q-3 |
| FORMULA Z 600/DLX 600 GRAND TOURING 600 | 87 | OIS SIH | 2 x VM 40-122 | 280 | 224 Z-9 |
| FORMULA Z 700 | 87 | OIS SIH | 2 x VM 40-134 | 300 | 224 Z-7 |
| FORMULA DLX 700 | 87 | OIS SIH | 2 x VM 40-128 | 280 | 224 Z-7 |


† As Warranty Bulletin 2000-5

Selon le Bulletin de garantie 2000-5

| PILOT JET GICLEUR RALENTI | NEEDLE IDENTIFICATION N° IDENTIFICATION AIGUILLE | NEEDLE SETTING ① POSITION DE L'AIGUILLE ① | IDLE MIXTURE SCREW (± 1/16) VIS DE MÉLANGE DE RALENTI (± 1/16) | IDLE SPEED (± 200 RPM) RÉGIME RALENTI (± 200 tr/min) | SLIDE CUTAWAY TIROIR D'ACCELERATEUR | FLOAT ADJUSTMENT AJUSTEMENT FLOTTEUR |
|---|--|--|---|--|--|---|
| MIKUNI CARBURETOR CARBURATEUR MIKUNI | | | | | | |
| | | | | | | |
| N.A. S.O. | N.A. S.O. | N.A. S.O. | 2 | 1400 | N.A. S.O. | 13.7 (.54) |
| 40 | 6DH4 | 2 | 1 | 1650 | 2.5 | 23.9 (.941) |
| 40 | 6DP9 | 3 | 1-1/4 | 1650 | 2.5 | 23.9 (.941) |
| 40 | 6DH2 | 3 | 1-7/8 | 1650 | 2.5 | 23.9 (.941) |
| 40 | 6DH2 | 3 | 1-1/4 | 1650 | 2.5 | 23.9 (.941) |
| 40 | 6DH2 | 3 | 1-1/4 | 1650 | 2.5 | 23.9 (.941) |
| 40 | 6DGH10 | 2 | 3/4 | 1900 | 2.5 | 23.9 (.941) |
| 35 | 6DH2 | 3 | 1-1/2 | 1650 | 2.5 | 23.9 (.941) |
| 40 | 6DP9 | 3 | 1-1/4 | 1650 | 2.5 | 23.9 (.941) |
| 50 | 6DGY9 | 2 | 1 | 1800 | 2.5 | 18.1 (.713) |
| 37.5 | 7DFY1 | 3 | 1/2 | 1600 | 2.5 | 22.9 (.902) |
| 40 | 7DHY6 | 3 | 1 | 1600 | 2.5 | 22.9 (.902) |
| 45 | 7DHY6 | 3 | 1 | 1600 | 2.5 | 22.9 (.902) |

|  | MINIMUM OCTANE NUMBER INDICE D'OCTANE MINIMUM | FUEL OIL RATIO CARBURANT/HUILE | NUMBER (MODEL) NUMÉRO (MODÈLE) | MAIN JET GICLEUR PRINCIPAL | NEEDLE JET GICLEUR A. AIGUILLE |
|--|---|-----------------------------------|---|-------------------------------|-----------------------------------|
| | R + M 2 | | MIKUNI CARBURETOR CARBURATEUR MIKUNI | | |
| 2000 (cont'd/suite) | | | | | |
| GRAND TOURING 700 | 91 | OIS SIH | P VM 38-436 C VM 38-441 M VM 38-436 | P 270 C 280 M 270 | 480 P-4 |
| GRAND TOURING SE/ SE M.E. | 91 | OIS SIH | TM 38-C297 | P 340 C 360 M 340 | 876 O-2 |
| SUMMIT 600 | 87 | OIS SIH | 2 X VM 40-126 | 280 | 224 Z-9 |
| SUMMIT 700 (CANADA) | 87 | OIS SIH | VM 40-133 | 300 | 224 Z-7 |
| SUMMIT 700 (U.S./E.-U.)/700 H.M. | 87 | OIS SIH | VM 40-132 | 280 | 224 Z-7 |
| SUMMIT 800 H.M. | 87 | OIS SIH | 2 x TM 40-B43 | 460 | P-0 |
| MX Zx 440 LC | 91 | 33/1 | 2 x TMX 34-7 | 300 | Q-6 |
| MX Z 500 | 87 | OIS SIH | VM 38-429 | 280 | 480 P-8 |
| MX Z 600 | 87 | OIS SIH | 2 x VM 40-122 | 280 | 224 Z-9 |
| MX Z 600 DPM (SB) | 87 | OIS SIH | 2 x VM 40-124 | 280 | 224 Z-9 |
| MX Z 700 | 87 | OIS SIH | VM 40-128 | 280 | 224 Z-7 |
| MX Z 700 DPM (SB)/700 M.E. | 87 | OIS SIH | VM 40-130 | 280 | 224 Z-7 |
| FORMULA III 700 R | 91 | OIS SIH | P VM 38-435 C VM 38-440 M VM 38-435 | P 270 C 280 M 270 | 480 P-4 |
| FORMULA III 800 | 91 | OIS SIH | TM 38-C297 | P 340 C 360 M 340 | 876 O-2 |
| MACH 1 R | 91 | OIS SIH | TM 38-C293 | 290 | 327 N-7 |
| MACH Z/Z R/Z M.E. | 91 | OIS SIH | TM 38-C272 | 310 | 327 O-2 |

| PILOT JET GICLEUR RALENTI | NEEDLE IDENTIFICATION N° IDENTIFICATION AIGUILLE | NEEDLE SETTING ① POSITION DE L'AIGUILLE ① | IDLE MIXTURE SCREW (± 1/16) VIS DE MÉLANGE DE RALENTI (± 1/16) | IDLE SPEED (± 200 RPM) RÉGIME RALENTI (± 200 tr/mn) | SLIDE CUTAWAY TIROIR D'ACCELERATEUR | FLOAT ADJUSTMENT AJUSTEMENT FLOTTEUR |
|---|--|--|---|---|--|---|
| MIKUNI CARBURETOR CARBURATEUR MIKUNI | | | | | | |
| | | | | | | |
| 50 | 6DEY2 | 4 | 1-1/2 | 2000 | 2.5 | 18.1 (.713) |
| 15 | 8BCY01-42 | 4 | CLOSED FERMÉE | 2000 | 2.0 | 21.0 (.827) |
| 37.5 | 7DFY1 | 3 | 1/2 | 1600 | 2.5 | 22.9 (.902) |
| 45 | 7DHY6 | 3 | 1 | 1600 | 2.5 | 22.9 (.902) |
| 45 | 7DHY6 | 3 | 1 | 1600 | 2.5 | 22.9 (.902) |
| 17.5 | 9HIY1-52 | 3 | 1 | 1500 | 2 | 22.9 (.902) |
| 25 | 6FIY5-59 | 4 | 1 | 1600 | 4.0 | N.A. S.O. |
| 40 | 6DEY10 | 4 | 1-1/4 | 1700 | 2.5 | 22.9 (.902) |
| 37.5 | 7DFY1 | 3 | 1/2 | 1600 | 2.5 | 22.9 (.902) |
| 37.5 | 7DFY1 | 3 | 1/2 | 1600 | 2.5 | 22.9 (.902) |
| 45 | 7DHY6 | 3 | 1 | 1600 | 2.5 | 22.9 (.902) |
| 45 | 7DHY6 | 3 | 1 | 1600 | 2.5 | 22.9 (.902) |
| 50 | 6DEY2 | 4 | 1-1/2 | 1800 | 2.5 | 18.1 (.713) |
| 15 | 8BCY01-42 | 4 | CLOSED FERMÉE | 2000 | 2.0 | 21.0 (.827) |
| 50 | 8AGY1-41 | 4 | 4 | 1800 | 2.0 | 21.0 (.827) |
| 50 | 8ADY1-41 | 3 | 4-1/2 | 1800 | 2.0 | 21.0 (.827) |


|  | MINIMUM OCTANE NUMBER INDICE D'OCTANE MINIMUM | FUEL OIL RATIO CARBURANT/HUILE | NUMBER (MODEL) NUMÉRO (MODÈLE) | MAIN JET GICLEUR PRINCIPAL | NEEDLE JET GICLEUR À AIGUILLE |
|--|---|-----------------------------------|---|-------------------------------|----------------------------------|
| | R + M 2 | | MIKUNI CARBURETOR CARBURATEUR MIKUNI | | |
| 1999 | | | | | |
| MINI Z | 86 | ③ | — | 60 | N.A. S.O. |
| TUNDRA | 87 | OIS SIH | VM 34-529 | 200 ^{††} | 159 O-8 |
| TUNDRA R | 87 | OIS SIH | VM 34-537 | 190 | 159 O-8 |
| SKANDIC 380 TOURING E FORMULA DLX 380 | 87 | OIS SIH | 2 x VM 30-196 | 140 | 159 P-0 |
| SKANDIC 500 TOURING SLE FORMULA SL/ DLX 500 | 87 | OIS SIH | P VM 34-532 M VM 34-533 | P 180 M 170 | 159 P-0 |
| SKANDIC WT | 87 | OIS SIH | 2 x VM 34-19061 | 210 | 159 P-2 [†] |
| SKANDIC SWT | 87 | OIS SIH | 2 x VM 34-19034 | 185 | 159 P-1 |
| SKANDIC WT LC | 87 | OIS SIH | P VM 34-19062 M VM 34-19063 | P 250 M 240 | 159 P-2 |
| MX Z 440 TOURING LE | 87 | OIS SIH | P VM 34-530 M VM 34-531 | P 205 M 195 | 159 P-0 |
| FORMULA S | 87 | OIS SIH | 2 x VM 30-195 | 140 | 159 P-0 |
| FORMULA Z 500/DLX 500 LC | 87 | OIS SIH | P VM 38-408 M VM 38-409 | P 300 M 280 | 480 Q-3 |
| FORMULA DLX 5383 GRAND TOURING 583 | 87 | OIS SIH | P VM 38-416 M VM 38-417 | P 270 M 260 | 480 P-7 |
| FORMULA Z 583 | 87 | OIS SIH | P VM 40-105 M VM 40-106 | P 280 M 260 | 224 AA-2 |

† As Service Bulletin 99-5 revision 1
Selon le Bulletin de service 99-5 révision 1

†† As Warranty Bulletin 99-2
Selon le Bulletin de garantie 99-2


| PILOT JET GICLEUR RALENTI | NEEDLE IDENTIFICATION N° IDENTIFICATION AIGUILLE | NEEDLE SETTING ① POSITION DE L'AIGUILLE ① | IDLE MIXTURE SCREW (± 1/16) VIS DE MÉLANGE DE RALENTI (± 1/16) | IDLE SPEED (± 200 RPM) RÉGIME RALENTI (± 200 tr/min) | SLIDE CUTAWAY TIROIR D'ACCELERATEUR | FLOAT ADJUSTMENT AJUSTEMENT FLOTTEUR |
|---|--|--|---|--|--|---|
| MIKUNI CARBURETOR CARBURATEUR MIKUNI | | | | | | |
| | | | | | | |
| N.A. S.O. | N.A. S.O. | N.A. S.O. | 2 | 1400 | N.A. S.O. | 13.7 (.54) |
| 40 | 6DH4 | 2 | 1 | 1200 | 2.5 | 23.9 (.941) |
| 40 | 6DH4 | 2 | 1 | 1650 | 2.5 | 23.9 (.941) |
| 40 | 6DP9 | 3 | 1-1/4 | 1650 | 2.5 | 23.9 (.941) |
| 40 | 6DH2 | 3 | 1-7/8 | 1650 | 2.5 | 23.9 (.941) |
| 40 | 6DH2 | 3 | 1 | 1900 | 2.5 | 23.9 (.941) |
| 40 | 6DH2 | 3 | 1-1/4 | 1900 | 2.5 | 23.9 (.941) |
| 40 | 6DGH10 ^{††} | 2 [†] | 3/4 [†] | 1900 | 2.5 | 23.9 (.941) |
| 35 | 6DH2 | 3 | 1-1/2 | 1650 | 2.5 | 23.9 (.941) |
| 40 | 6DP9 | 3 | 1-1/4 | 1650 | 2.5 | 23.9 (.941) |
| 50 | 6DGY9 | 2 | 2 | 1800 | 2.5 | 18.1 (.713) |
| 50 | 6DEY4 | 2 | 2 | 1800 | 2.5 | 18.1 (.713) |
| 60 | 7ECY1 | 3 | 2 | 1800 | 2.5 | 18.1 (.713) |

††† As Warranty Bulletin 2000-5
Selon le Bulletin de garantie 2000-5

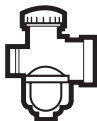
|  | MINIMUM OCTANE NUMBER INDICE D'OCTANE MINIMUM | FUEL OIL RATIO CARBURANT/HUILE | NUMBER (MODEL) NUMÉRO (MODÈLE) | MAIN JET GICLEUR PRINCIPAL | NEEDLE JET GICLEUR A. AIGUILLE |
|--|---|-----------------------------------|---|--|-----------------------------------|
| | R + M 2 | | MIKUNI CARBURETOR CARBURATEUR MIKUNI | | |
| 1999 (cont'd/suite) | | | | | |
| FORMULA Z 670/DLX 670 | 87 | OIS SIH | P VM 40-109 M VM 40-110 | P 310 M 290 | 224 AA-3 |
| GRAND TOURING 500 | 87 | OIS SIH | P VM 38-410 M VM 38-411 | P 300 M 280 | 480 O-3 |
| GRAND TOURING 700 | 91 | OIS SIH | 3 x VM 38-422 | 290 | 480 P-1 |
| GRAND TOURING SE | 91 | OIS SIH | TM 38 | P 340 [†] C 360 [†] M 340 [†] | 876 [†] O-2 |
| SUMMIT 500 | 87 | OIS SIH | P VM 38-414 M VM 38-415 | P 350 M 330 | 480 O-6 |
| SUMMIT 600 | 87 | OIS SIH | 2 x VM 40-113 | 280 | 224 Z-9 |
| SUMMIT 700 | 87 | OIS SIH | 2 x VM 40-121 | 310 | 224 Z-5 |
| SUMMIT x 670 | 91 | OIS SIH | P VM 44-38 M VM 44-39 | P 350 M 340 | 224 AA-8 |
| MX Zx 440 LC | 87 | 40/1 [®] | 2 x TMX 34-1 | 290 | O-6 |
| MX Z 500 | 87 | OIS SIH | P VM 38-380 M VM 38-381 | P 300 M 280 | 480 O-4 |
| MX Z 600 | 87 | OIS SIH | 2 x VM 40-107 | 280 | 224 Z-9 |
| MX Z 670 HO | 91 | OIS SIH | P VM 44-36 M VM 44-37 | 340 310 | 224 AA-4 |
| MX Z 700 | 87 | OIS SIH | 2 x VM 40-117 | 310 | 224 Z-5 |
| FORMULA III 600 | 91 | OIS SIH | 3 x VM 36-190 | 270 | 286 P-0 |
| FORMULA III 700 | 91 | OIS SIH | 3 x VM 38-420 | 290 | 480 P-1 |

† As Warranty Bulletin 99-5 revision 1
Selon le Bulletin de garantie 99-5 révision 1

| PILOT JET GICLEUR RALENTI | NEEDLE IDENTIFICATION N° IDENTIFICATION AIGUILLE | NEEDLE SETTING ① POSITION DE L'AIGUILLE ① | IDLE MIXTURE SCREW (± 1/16) VIS DE MÉLANGE DE RALENTI (± 1/16) | IDLE SPEED (± 200 RPM) RÉGIME RALENTI (± 200 tr/min) | SLIDE CUTAWAY TIROIR D'ACCELERATEUR | FLOAT ADJUSTMENT AJUSTEMENT FLOTTEUR |
|---|--|--|---|--|--|---|
| MIKUNI CARBURETOR CARBURATEUR MIKUNI | | | | | | |
| MM (IN/PO) | | | | | | |
| 60 | 7EDY1 | 3 | 2-1/4 | 1700 | 2.5 | 18.1 (.713) |
| 50 | 6DGY9 | 2 | 2 | 1800 | 2.5 | 18.1 (.713) |
| 50 | 6DEH5 | 3 | 2-1/2 | 1800 | 2.5 | 18.1 (.713) |
| 15 [†] | 8BCY01-42 [†] | 4 [†] | CLOSED [†] FERMÉE [†] | 1800 | 2.5 | 21.0 (.827) |
| 75 | 6DHY48 | 4 | 2 | 1800 | 2.5 | 18.1 (.713) |
| 37.5 | 7DFY1 | 3 | 1/2 | 1600 | 2.5 | 22.9 (.902) |
| 40 | 7DHY6 | 4 | 1 | 1600 | 2.5 | 22.9 (.902) |
| 55 | 7ECY1 | 2 | 1-3/4 | 1700 | 2.5 | 22.9 (.902) |
| 25 | 6FIY5-58 | 3 | 1 | 1600 | 4.0 | N.A. S.O. |
| 50 | 6DGY9 | 3 | 2-1/2 | 1800 | 2.5 | 18.1 (.713) |
| 37.5 | 7DFY1 | 3 | 1/2 | 1600 | 2.5 | 22.9 (.902) |
| 55 | 7ECY1 | 3 | 1-3/4 | 1700 | 2.5 | 18.1 (.713) |
| 40 | 7DHY6 | 4 | 1 | 1600 | 2.5 | 22.9 (.902) |
| 50 | 6DEY2 | 3 | 2 | 1800 | 2.5 | 18.1 (.713) |
| 50 | 6DEH5 | 3 | 2-1/2 | 1800 | 2.5 | 18.1 (.713) |

|  | MINIMUM OCTANE NUMBER INDICE D'OCTANE MINIMUM | FUEL OIL RATIO CARBURANT/HUILE | NUMBER (MODEL) NUMÉRO (MODÈLE) | MAIN JET GICLEUR PRINCIPAL | NEEDLE JET GICLEUR À AIGUILLE |
|--|---|-----------------------------------|---|-------------------------------|----------------------------------|
| | R + M 2 | | MIKUNI CARBURETOR CARBURATEUR MIKUNI | | |
| 1999 (cont'd/suite) | | | | | |
| FORMULA III 800 | 91 | OIS SIH | TM 38-C228 | P 270 C 290 M 280 | 327 O-2 |
| MACH 1/1 R | 91 | OIS SIH | TM 38-C224 | 300 | 327 N-7 |
| MACH Z SERIES | 91 | OIS SIH | TM 38-C236 | 310 | 327 O-2 |

| PILOT JET GICLEUR RALENTI | NEEDLE IDENTIFICATION N° IDENTIFICATION AIGUILLE | NEEDLE SETTING ① POSITION DE L'AIGUILLE ① | IDLE MIXTURE SCREW (± 1/16) VIS DE MÉLANGE DE RALENTI (± 1/16) | IDLE SPEED (± 200 RPM) RÉGIME RALENTI (± 200 tr/min) | SLIDE CUTAWAY TIROIR D'ACCELERATEUR | FLOAT ADJUSTMENT AJUSTEMENT FLOTTEUR |
|---|--|--|---|--|--|---|
| MIKUNI CARBURETOR CARBURATEUR MIKUNI | | | | | | |
| MM (IN/PO) | | | | | | |
| 50 | 8AGY1-41 | 3 | 4-1/2 | 1800 | 2.0 | 21.0 (.827) |
| 50 | 8AGY1-41 | 4 | 4 | 1800 | 2.0 | 21.0 (.827) |
| 50 | 8ADY1-41 | 3 | 4-1/2 | 1800 | 2.0 | 21.0 (.827) |



ABBREVIATIONS AND NOTES ABRÉVIATIONS ET NOTES

SECTION: CARBURETION SECTION: CARBURATION

① From Top

① À partir du haut

② Use BOMBARDIER-ROTAX

Synthetic Injection Oil (P/N 413 710 500) (12 x 1 L)

② Utiliser de l'huile synthétique à injection BOMBARDIER-ROTAX
(N/P 413 710 500) (12 x 1 L)

③ 4-stroke engine oil type: 5W30

③ Type d'huile moteur à 4 temps: 5W30

④ 1998 Mach Z float height: $21 \begin{smallmatrix} +0 \\ -1 \end{smallmatrix}$ mm (.827 $\begin{smallmatrix} +0 \\ -.039 \end{smallmatrix}$ in)

④ Hauteur du flotteur de la Mach Z 1998: $21 \begin{smallmatrix} +0 \\ -1 \end{smallmatrix}$ mm (.827 $\begin{smallmatrix} +0 \\ -.039 \end{smallmatrix}$ po)

⑤ Press fit type, not replaceable

⑤ À ajustement à la presse, non remplaçable

REG.: Regular SUP.: Premium 91 Octane

REG.: Régulier SUP.: Super 91 octane

UL: Unleaded L: Leaded

UL: Sans plomb L: Avec plomb

R: RON (Research Octane Number)

R: NON (Numéro d'octane en laboratoire)

M: MON (Motor Octane Number)

M: MON (Numéro d'octane du moteur)

OIS: Oil Injection System

OIS: Système à injection d'huile

P: Power Take Off Side

P: Côté prise de mouvement

N.A.: Not Applicable

N.A.: Sans objet

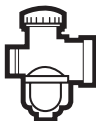
M: Magneto Side

M: Côté magnéto

C: Center

C: Centre

MIKUNI MAIN JET GICLEUR PRINCIPAL MIKUNI



A01C2CQ

| N° MIKUNI NO. | N° BOMBARDIER NO. | N° MIKUNI NO. | N° BOMBARDIER NO. |
|------------------------|-------------------------|------------------------|-------------------------|
| <i>LEAN PAUVRE</i> | | <i>LEAN PAUVRE</i> | |
| 95 | 404 132 800 | 320 | 404 101 300 |
| 100 | 404 132 000 | 330 | 404 101 400 |
| 105 | 404 132 100 | 340 | 404 104 900 |
| 110 | 404 124 100 | 350 | 404 106 000 |
| 115 | 404 124 000 | 360 | 404 106 100 |
| 120 | 404 123 900 | 370 | 404 106 200 |
| 125 | 404 124 800 | 380 | 404 106 300 |
| 130 | 404 124 900 | 390 | 404 106 400 |
| 135 | 404 130 400 | 400 | 404 100 900 |
| 140 | 404 126 600 | 410 | 404 101 000 |
| 145 | 404 130 500 | 420 | 404 107 900 |
| 150 | 404 120 900 | 430 | 404 108 000 |
| 155 | 404 128 700 | 440 | 404 108 100 |
| 160 | 404 118 200 | 450 | 404 106 500 |
| 165 | 404 119 300 | 460 | 404 106 600 |
| 170 | 404 123 800 | 470 | 404 106 700 |
| 175 | 404 119 200 | 480 | 404 106 800 |
| 180 | 404 112 200 | 490 | 404 106 900 |
| 185 | 404 119 500 | 500 | 404 108 200 |
| 190 | 404 119 000 | 520 | 404 115 100 |
| 195 | 404 119 400 | 540 | 404 114 800 |
| 200 | 404 112 300 | 560 | 404 108 400 |
| 205 | 404 159 200 | 580 | 404 115 400 |
| 210 | 404 119 100 | 600 | 404 115 500 |
| 220 | 404 111 200 | 620 | 404 115 700 |
| 230 | 404 118 900 | 640 | 404 115 900 |
| 240 | 404 100 200 | 660 | 404 114 700 |
| 250 | 404 100 300 | 680 | 404 116 200 |
| 260 | 404 100 600 | 700 | 404 114 600 |
| 270 | 404 100 400 | N Series | |
| 280 | 404 100 500 | Série N | |
| 290 | 404 101 100 | 510N | 404 161 983 |
| 300 | 404 101 200 | 520N | 404 161 984 |
| 310 | 404 107 800 | 530N | 404 161 985 |
| <i>RICH RICHE</i> | | <i>RICH RICHE</i> | |



-1-
MIKUNI NEEDLE JET
GICLEUR À AIGUILLE MIKUNI



A01C2DQ

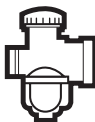
N°
MIKUNI
NO.

N°
BOMBARDIER
NO.

| | |
|----------------|-------------|
| 159 N-2 | 404 147 700 |
| 159 N-4 | 404 147 300 |
| 159 N-6 | 404 154 300 |
| 159 O-0 | 404 130 200 |
| 159 O-4 | 404 109 000 |
| 159 O-8 | 404 116 900 |
| 159 P-0 | 404 107 000 |
| 159 P-1 | 404 157 100 |
| 159 P-2 | 404 100 700 |
| 159 P-4 | 404 103 600 |
| 159 P-6 | 404 110 600 |
| 159 P-8 | 404 120 800 |
| 159 Q-0 | 404 110 700 |
| 159 Q-2 | 404 110 800 |
| 159 Q-4 | 404 114 200 |
| 159 Q-8 | 404 132 700 |
| 166 R-0 | 404 108 700 |
| 182 O-8 | 404 118 100 |
| 224 AA-0 | 404 133 500 |
| 224 AA-2 | 404 148 300 |
| 224 AA-3 | 404 151 800 |
| 224 AA-4 | 404 147 600 |
| 224 AA-5 | 404 126 700 |
| 224 AA-6 | 404 148 200 |
| 224 AA-7 | 404 152 800 |
| 224 AA-8 | 404 161 815 |
| 224 BB-0 | 404 114 000 |
| 224 BB-5 | 404 113 100 |
| 224 CC-0 | 404 116 600 |

-2-

MIKUNI NEEDLE JET
GICLEUR À AIGUILLE MIKUNI

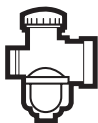


A01C2DQ

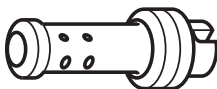
N°
MIKUNI
NO.

N°
BOMBARDIER
NO.

| | |
|---------------|-------------|
| 224 Z-5 | 404 127 800 |
| 224 Z-7 | 404 161 875 |
| 224 Z-8 | 404 148 400 |
| 224 Z-9 | 404 153 800 |
| 286 P-0 | 404 158 500 |
| 327 N-7 | 404 161 839 |
| 327 O-2 | 404 161 830 |
| 327 O-3 | 404 161 803 |
| 327 O-4 | 404 153 000 |
| 480 O-4 | 404 152 100 |
| 480 O-6 | 404 148 500 |
| 480 O-8 | 404 148 600 |
| 480 P-0 | 404 133 200 |
| 480 P-1 | 404 159 000 |
| 480 P-2 | 404 131 200 |
| 480 P-3 | 404 131 500 |
| 480 P-4 | 404 155 000 |
| 480 P-6 | 404 148 000 |
| 480 P-7 | 404 156 900 |
| 480 P-8 | 404 161 700 |
| 480 P-9 | 404 161 805 |
| 480 Q-0 | 404 157 000 |
| 480 Q-3 | 404 160 900 |
| 480 Q-4 | 404 149 100 |
| 480 Q-6 | 404 157 600 |
| 876 O-2 | 404 161 882 |



MIKUNI PILOT JET GICLEUR DE RALENTI MIKUNI



A01C2EQ

N°
MIKUNI
NO.

N°
BOMBARDIER
NO.

LEAN
PAUVRE

| | | |
|-----------|---|------------------|
| 15..... | ↑ |404 161 887 |
| 17.5..... | |404 161 944 |
| 20..... | |404 108 600 |
| 25..... | |404 110 300 |
| 30..... | |404 107 700 |
| 35..... | |404 102 700 |
| 37.5..... | |404 161 846 |
| 40..... | |404 109 100 |
| 45..... | |404 109 400 |
| 50..... | |404 109 500 |
| 55..... | |404 113 900 |
| 60..... | |404 121 000 |
| 65..... | |404 158 100 |
| 70..... | |404 161 973 |
| 75..... | |404 148 100 |
| 77.5..... | |270 500 167 |

FLAT SIDE TMX CARBS

| | | |
|---------|--|------------------|
| 45..... | |404 153 100 |
| 55..... | |404 150 600 |
| 60..... | |404 145 300 |
| 65..... | |404 145 400 |

RICH
RICHE

MIKUNI JET NEEDLE AIGUILLE DE GICLÉUR MIKUNI



A01C2FQ

| N° MIKUNI NO. | N° BOMBARDIER NO. | N° MIKUNI NO. | N° BOMBARDIER NO. |
|---------------------|-------------------------|---------------------|-------------------------|
| 6AFY05 | 404 161 989 | 7DFY01 | 404 161 847 |
| 6BCY40 | 404 162 032 | 7DH02 | 404 113 200 |
| 6BGY15 | 404 157 500 | 7DH03 | 404 127 700 |
| 6CDY01 | 404 162 032 | 7DHY06 | 404 161 840 |
| 6DEH05 | 404 161 800 | 7DL07 | 404 147 800 |
| 6DEJ1 | 404 110 500 | 7DPI01 | 404 157 700 |
| 6DEY02 | 404 157 900 | 7ECY1 | 404 157 400 |
| 6DEY04 | 404 159 900 | 7EDY01 | 404 156 700 |
| 6DEY10 | 404 161 884 | 7FH01 | 404 133 300 |
| 6DGH10 | 404 161 876 | 7EGO06 | 404 147 200 |
| 6DGY09 | 404 161 820 | 8ADY01-41 | 404 161 829 |
| 6DGY12 | 404 161 978 | 8AGY01-41 | 404 154 000 |
| 6DH02 | 404 110 400 | 8ABY01-40 | 404 161 800 |
| 6DH03 | 404 126 900 | 8BCY01-42 | 404 161 881 |
| 6DH04 | 404 101 900 | 8DH02 | 404 139 300 |
| 6DH07 | 404 111 300 | 9DGI07-58 | 404 162 019 |
| 6DH08 | 404 124 400 | 9DHI12-58 | 404 162 016 |
| 6DHY48 | 404 161 500 | 9DHI13-58 | 404 162 019 |
| 6DP01 | 404 118 000 | 9HFY02-53 | 404 161 954 |
| 6DP09 | 404 152 600 | 9HFY03-53 | 404 161 975 |
| 6DHN43 | 404 147 100 | 9HGY01-58 | 404 161 980 |
| 6DHN44 | 404 149 200 | 9HIY01-52 | 404 161 942 |
| 6FEY01 | 404 156 800 | 9XDY01-59 | 404 162 027 |
| 6FIY05-58 | 404 161 871 | 9ZLY02-58 | 404 161 962 |
| 6FIY04-59 | 404 161 872 | 9ZLY03-58 | 404 161 953 |
| 6FJ06 | 404 131 100 | 9ZLY04-58 | 404 151 976 |
| 6F09 | 404 109 200 | 9ZLY05-58 | 404 161 977 |
| 6FJ43 | 404 157 200 | 9ZLY07-58 | 404 162 026 |
| 6FL14 | 404 114 100 | | |

GENUINE SKI-DOO PARTS
PIÈCES D'ORIGINE SKI-DOO

Genuine Ski-Doo parts are designed to careful tolerances for specific machines, based on extensive testing programs tailored to rigorous standards of quality control and backed by the Bombardier 90 day warranty.

Les pièces d'origine Ski-Doo sont dessinées à partir de tolérances très strictes pour des véhicules spécifiques, selon un programme d'essais répondant à des contrôles de qualité rigoureux et protégés par la garantie Bombardier de 90 jours.

ski-doo[®]

Engineered For The Way You Ride.

Des motoneiges à votre mesure.



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| | CHAINCASE GEARS ① PIGNONS DU CARTER DE CHAÎNE ① | | CHAIN PITCH/TYPE OR LINK QTY TYPE/PAS DE LA CHAÎNE OU QTE MAILLONS | | TYPE, RAMP OR BLOCK ② TYPE, RAMPE OU BLOC ② | | TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ VIS TRA OU QTE PESÉE, TYPE DE GOUILLE ③ | | SPRING COLOR COULEUR DU RESSORT | | SPRING FREE LENGTH LONGUEUR LIBRE DU RESSORT | | ENGAGEMENT SPEED RÉGIME D'EMBRAYAGE | |
|---|--|-----------|--|-------------|--|----------------|--|--|------------------------------------|--|--|--|--|--|
| | DRIVE PULLEY/POULIE MOTRICE | | | | | | | | | | | | | |
| | mm (in/po) | | | | | | | | | | | | | |
| 2003 | | | | | | | | | | | | | | |
| MINI Z | 10/48 | 1/2" S. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | | | | | | | | |
| TUNDRA 280F | 14/25 | 1/2" S. | BOMB. LITE 1143 | 1C 3S3.4 | RD/YL RO/JA | 87.9 (3.461) | | | | | | | 3000 | |
| GRAND TOURING FAN 380 | 19/43 | SI. 72-11 | BOMB. LITE 1181 | 1C 1S21 | BL/GN BU/VE | N.A. S.O. | | | | | | | 3600 | |
| LEGEND FAN 380 | 19/43 | SI. 72-11 | BOMB. LITE 1181 | 1C 1S21 | VI (BL/GN) VI (BU/VE) | N.A. S.O. | | | | | | | 3600 | |
| MX Z FAN 380 | 19/43 | SI. 72-11 | BOMB. LITE 1181 | 1C 1S21 | BL/GN BU/VE | N.A. S.O. | | | | | | | 3600 | |
| SKANDIC LT 440F | 17/44 | SI. 70-11 | COMET 102 C | — | SR/BK AR/RO | 79 (3.11) | | | | | | | 3200 | |
| SKANDIC SPORT 500F | 19-43 | SI. 72-11 | TRA 296 | 3 H | RD/YL RO/JA | 87.9 (3.461) | | | | | | | 3500 | |
| SKANDIC SWT 500F | — | N.A. S.O. | TRA 290 | 2 H | YL/OR JA/OR | 110 (4.331) | | | | | | | 3000 | |
| SKANDIC WT 500F | — | N.A. S.O. | TRA 290 | 4 H | YL/OR JA/OR | 110 (4.331) | | | | | | | 3000 | |
| GRAND TOURING FAN 550 | 20/43 | SI. 74-11 | BOMB. LITE | 417 128 603 | VI/GN VI/VE | N.A. S.O. | | | | | | | 3300 | |
| LEGEND FAN 550 | 22/43 | SI. 74-11 | BOMB. LITE | 417 128 604 | VI/YL VI/JA | N.A. S.O. | | | | | | | 3500 | |
| MX Z FAN 550 | 22/43 | SI. 74-11 | BOMB. LITE | 417 128 604 | VI/YL VI/JA | N.A. S.O. | | | | | | | 3500 | |
| SUMMIT FAN 550 | 19/43 | SI. 72-11 | BOMB. LITE | 417 128 605 | VI/GN VI/VE | N.A. S.O. | | | | | | | 3500 | |
| MX Zx RACING 440 | 21/43 | SI. 74-15 | TRA 296 | 5 T | BL BU | 120 (4.724) | | | | | | | 5000 | |
| GRAND TOURING SPORT 500 (Can./U.S./É.-U.) | 22/43 | SI. 74-11 | TRA 283 | 4 S | VI/PI VI/RE | 101.80 (4.008) | | | | | | | 3500 | |
| GRAND TOURING SPORT 500 (Europe) | 21/43 | SI. 74-11 | TRA 283 | 4 S | VI/PI VI/RE | 101.80 (4.008) | | | | | | | 3500 | |

| DRIVEN PULLEY PRELOAD, CAM ANGLE PRÉCHARGE DE LA POULIE MÈNÉE, ANGLE DE LA CAMÈ | PULLEY DISTANCE ÉCART ENTRE LES POULIES Z + 0 + 0 - 1.0 mm (-.040 in/po) | DISTANCE X ± 0.5 mm (±.020 in/po) | DISTANCE Y - X | ALIGNMENT BAR PART NUMBER NUMÉRO DE PIÈCE DE LA BARRÉ D'ALIGNEMENT | DRIVE BELT NUMBER NUMÉRO DE LA COURROIE | TRACK WIDTH LARGEUR CHENILLE | TRACK LENGTH LONGUEUR CHENILLE |
|--|--|--------------------------------------|----------------------------|---|--|---------------------------------|-----------------------------------|
| kg ± .7 (lb ± 1.5) | | mm (in/po) | | | mm (in/po) | | |
| N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | 254 (10) | 1749 (68.85) |
| N.A. S.O. | 37 (1.457) | 36.0 (1.417) | 0 - 1.5 (0 - .059) | 529 026 900 | 414 827 600 | 381 (15.00) | 3535 (139) |
| N.A. S.O. | 26.0 (1.024) | 33.4 (1.315) | 0.25 - 1.75 (.010 - .069) | 529 035 586 | 415 060 600 | 381 (15.00) | 3455 (136) |
| N.A. S.O. | 26.0 (1.024) | 33.4 (1.315) | 0.25 - 1.75 (.010 - .069) | 529 035 586 | 415 060 600 | 381 (15.00) | 3074 (121) |
| N.A. S.O. | 26.0 (1.024) | 33.4 (1.315) | 0.25 - 1.75 (.010 - .069) | 529 035 586 | 415 060 600 | 381 (15.00) | 3074 (121) |
| N.A. S.O. | 39 (1.5) | 37 (1.46) | 0.75 - 2.25 (0.30 - .089) | 529 035 808 | 414 633 800 | 381 (15.00) | 3968 (156.2) |
| N.A. S.O. | 26.0 (1.024) | 35.5 (1.398) | 0.25 - 1.75 (0.010 - .069) | 529 035 530 | 415 060 600 | 381 (15.0) | 3455 (136) |
| 7 (15.4) 40° | 32.3 (1.272) | 35.0 (1.378) | 0.75 - 2.25 (0.30 - .089) | 529 035 545 | 414 633 800 | 600 (24.0) | 3968 (156) |
| 7 (15.4) 40° | 32.3 (1.272) | 35.0 (1.378) | 0.75 - 2.25 (0.30 - .089) | 529 035 545 | 414 633 800 | 500 (19.7) | 3968 (156) |
| N.A. S.O. | 17.5 (689) | 35.5 (1.398) | 0.25 - 1.75 (.010 - .069) | 529 035 586 | 415 060 600 | 381 (15.0) | 3455 (136) |
| N.A. S.O. | 17.5 (689) | 35.5 (1.398) | 0.25 - 1.75 (.010 - .069) | 529 035 586 | 415 060 600 | 381 (15.0) | 3074 (121) |
| N.A. S.O. | 17.5 (689) | 35.5 (1.398) | 0.25 - 1.75 (.010 - .069) | 529 035 586 | 415 060 600 | 381 (15.0) | 3455 (136) |
| N.A. S.O. | 17.5 (689) | 35.5 (1.398) | 0.25 - 1.75 (.010 - .069) | 529 035 586 | 415 060 600 | 381 (15.0) | 3455 (136) |
| 7 (15.4) 53° - 47° | 17.5 (689) | 35.5 (1.398) | 1.5 (.059) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) |
| N.A. S.O. | 17.5 (689) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 414 860 700 | 381 (15.0) | 3455 (136) |
| N.A. S.O. | 17.5 (689) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 414 860 700 | 381 (15.0) | 3455 (136) |



| | CHAINCASE GEARS ① PIGIONS DU CARTER DE CHAÎNE ① | | CHAIN PITCH/TYPE OR LINK QTY TYPE/PAS DE LA CHAÎNE OU QTE MAILLONS | | TYPE, RAMP OR BLOCK ② TYPE, RAMPE OU BLOC ② | | TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ VIS TRA OU QTE PESÉES, TYPE DE GOUILLE ③ | | SPRING COLOR COULEUR DU RESSORT | | SPRING FREE LENGTH LONGUEUR/LIBRE DU RESSORT | | ENGAGEMENT SPEED RÉGIME D'EMBRAYAGE | |
|-----------------------------|--|--------------|--|--------|--|-------------------|---|--|------------------------------------|--|--|--|--|--|
| | DRIVE PULLEY/POULIE MOTRICE | | | | | | | | | | | | | |
| | mm (in/po) | | | | | | | | | | | | | |
| 2003 (cont'd/suite) | | | | | | | | | | | | | | |
| LEGEND SPORT 500 | 22/43 | SI. 74-11 | TRA 283 | 4 S | VI/PI VI/RE | 101.80 (4.008) | 3500 | | | | | | | |
| MX Z ADRENALINE 500 | 22/43 | SI. 74-11 | TRA 283 | 4 S | GN/WH VE/BC | 110.70 (4.358) | 4400 | | | | | | | |
| MX Z ADRENALINE 500 R | 22/43 | SI. 74-11 | TRA 283 | 3 S | GN/PI VE/RE | 118.0 (4.646) | 4400 | | | | | | | |
| MX Z TRAIL 500 | 22/43 | SI. 74-11 | TRA 283 | 4 S | GN/WH VE/BC | 110.70 (4.358) | 4400 | | | | | | | |
| MX Z TRAIL 500 R | 22-43 | SI. 74-11 | TRA 283 | 3 | GN/PI VE/RE | 118.0 (4.65) | 4400 | | | | | | | |
| GRAND TOURING SE 600 | 23/43 | SI. 74-13 | TRA 299 | 3 S | VI/VI VI/VI | 106.98 (4.212) | 3600 | | | | | | | |
| GRAND TOURING SPORT 600 | 23/43 | SI. 74-13 | TRA 299 | 3 S | VI/VI VI/VI | 106.98 (4.212) | 3600 | | | | | | | |
| LEGEND SE 600 | 24/43 | SI. 74-13 | TRA 299 | 3 S | VI/VI VI/VI | 106.98 (4.212) | 3600 | | | | | | | |
| LEGEND SPORT 600 | 24/43 | SI. 74-13 | TRA 299 | 3 S | VI/VI VI/VI | 106.98 (4.212) | 3600 | | | | | | | |
| MX Z TRAIL 600 | 24/43 | SI. 74-13 | TRA 299 | 4 S | GN/WH VE/BC | 110.70 (4.358) | 4100 | | | | | | | |
| MX Z TRAIL 600 R | 24/43 | SI. 74-13 | TRA 299 | 3 S | GN/VI VE/VI | 133.7 (5.26) | 4100 | | | | | | | |
| SKANDIC SUV 600 | — | N.A. S.O | TRA 290 | 3 S | RD/RD RO/RO | 99 (3.898) | 2500 | | | | | | | |
| SKANDIC WT LC 600 | — | N.A. S.O | TRA 290 | 3 S | RD/RD RO/RO | 99 (3.898) | 2500 | | | | | | | |
| MX Z ADRENALINE 600 HO | 24/43 | SI. 74-13 | TRA III 410 | 3 S | VI/BL VI/BU | 114.6 (4.512) | 3800 | | | | | | | |
| MX Z ADRENALINE 600 HO R | 24/43 | SI. 74-13 | TRA III 410 | 3 S | VI/BL VI/BU | 114.6 (4.512) | 3800 | | | | | | | |
| MX Z RENEGADE 600 HO | 22/43 | SI. 74-13 | TRA III 410 | 3 S | VI/BL VI/BU | 114.6 (4.512) | 3800 | | | | | | | |

| | DRIVEN PULLEY PRELOAD, CAM ANGLE PRÉCHARGE DE LA POULIE MÈNÉE, ANGLE DE LA CAMÈ | | PULLEY DISTANCE ÉCART ENTRE LES POULIES Z + 0 - 1.0 mm (-.040 in/po) | | DISTANCE X ± 0.5 mm (±.020 in/po) | | DISTANCE Y - X | | ALIGNMENT BAR PART NUMBER NUMÉRO DE PIÈCE DE LA BARRÉ D'ALIGNEMENT | | DRIVE BELT NUMBER NUMÉRO DE LA COURROIE | | TRACK WIDTH LARGEUR CHENILLE | | TRACK LENGTH LONGUEUR CHENILLE | |
|-------------------------|--|-----------------|--|-------------|--------------------------------------|---------------|----------------|--|---|--|--|--|---------------------------------|--|-----------------------------------|--|
| | mm (in/po) | | | | | | | | | | | | | | | |
| | mm (in/po) | | | | | | | | | | | | | | | |
| N.A. S.O. 44° | 17.5 (.689) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 414 860 700 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| 7.0(15.4) 42° | 16.5 (.650) | 35.5 (1.398) | 1.50 (.059) | 529 276 700 | 414 860 700 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| N.A. S.O. 44° | 17.5 (.650) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 414 860 700 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| 7 (15.4) 42° | 16.5 (.650) | 35.5 (1.398) | 0.25 - 1.75 (.029 - .089) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| N.A. S.O. 44° | 17.5 (.689) | 35.5 (1.398) | 0.25 - 1.75 (.029 - .089) | 529 035 530 | 414 860 700 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| N.A. S.O. 47° | 17.5 (.689) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 414 860 700 | 381 (15.0) | 3455 (136) | | | | | | | | | |
| N.A. S.O. 47° | 17.5 (.689) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 414 860 700 | 381 (15.0) | 3455 (136) | | | | | | | | | |
| N.A. S.O. 47° | 17.5 (.689) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 414 860 700 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| N.A. S.O. 47° | 17.5 (.689) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 414 860 700 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| 7.0 (15.4) 47° | 16.5 (.650) | 35.5 (1.398) | 1.50 (.059) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| N.A. S.O. 47° | 17.5 (.689) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 414 860 700 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| 7 (15.4) 40° | 32.3 (1.272) | 35.0 (1.378) | 0.75 - 2.25 (0.30 - .089) | 529 035 545 | 414 633 800 | 500 (19.7) | 3968 (156) | | | | | | | | | |
| 7 (15.4) 40° | 32.3 (1.272) | 35.0 (1.378) | 0.75 - 2.25 (0.30 - .089) | 529 035 545 | 414 633 800 | 500 (20.0) | 3968 (156) | | | | | | | | | |
| 8 (17.6) 48°-44° | 19 (.748) | 37 (1.457) | 1.50 (.059) | 529 026 700 | 417 300 197 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| N.A. S.O. 47°-44° | 20 (.787) | 37 (1.457) | 1.50 (.059) | 529 035 530 | 417 300 197 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| 8 (17.6) 48°-44° | 19 (.748) | 37.0 (1.457) | 1.50 (.059) | 529 026 700 | 417 300 197 | 381 (15.0) | 3455 (136) | | | | | | | | | |




| | CHAINCASE GEARS ① PIGIONS DU CARTER DE CHAÎNE ① | | CHAIN PITCH/TYPE OR LINK QTY TYPE/PAS DE LA CHAÎNE OU QTE MAILLONS | | TYPE, RAMP OR BLOCK ② TYPE, RAMPE OU BLOC ② | | TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ VIS TRA OU QTE PESÉES, TYPE DE GOUILLE ③ | | SPRING COLOR COULEUR DU RESSORT | | SPRING FREE LENGTH LONGUEUR LIBRE DU RESSORT | | ENGAGEMENT SPEED RÉGIME D'EMBRAYAGE | |
|--|--|-----|--|------------|--|--------------------|---|--|------------------------------------|--|--|--|--|--|
| | DRIVE PULLEY/POULIE MOTRICE | | | | | | | | | | | | | |
| | 2003 (cont'd/suite) | | | | | | | | | | | | | |
| MX Z RENEGADE 600 HO R | 22/43 | SI. | TRA III 74-13 | 3 S | VI/BL VI/BU | 114.6 (4.512) | 3800 | | | | | | | |
| MX Z 007 Special Edition/ Édition spéciale 600 HO | 24/43 | SI. | TRA III 72-13 | 3 S | VI/VI VI/VI | 107 (4.212) | 3800 | | | | | | | |
| MX Z SPORT 600 HO (REV) | 24/43 | SI. | TRA III 72-13 | 3 S | VI/VI VI/VI | 107 (4.212) | 3800 | | | | | | | |
| MX Z X 600 HO (REV) | 24/43 | SI. | TRA III 72-13 | 3 S | VI/VI VI/VI | 107 (4.212) | 3800 | | | | | | | |
| SUMMIT ADRENALINE 600 HO | 19/43 | SI. | TRA 417 | 1 S | GN/WH VE/BC | 114.60 (4.512) | 4100 | | | | | | | |
| SUMMIT ADRENALINE 600 HO R | 21/43 | SI. | TRA 410 | 3 S | VI/BL VI/BU | 114.60 (4.512) | 3800 | | | | | | | |
| GRAND TOURING SE 700 | 23/43 | SI. | TRA 299 | 3 S | BL/YL BU/JA | 115.107 (4.531) | 3600 | | | | | | | |
| GRAND TOURING SPORT 700 | 23/43 | SI. | TRA 299 | 3 S | BL/YL BU/JA | 115.107 (4.531) | 3600 | | | | | | | |
| LEGEND SE 700 | 25/43 | SI. | TRA 299 | 3 S | BL/YL BU/JA | 115.107 (4.531) | 3600 | | | | | | | |
| LEGEND SPORT 700 | 25/43 | SI. | TRA 299 | 3 S | BL/YL BU/JA | 115.107 (4.531) | 3600 | | | | | | | |
| MX Z ADRENALINE 700 | 25/43 | SI. | TRA 300 | 3 S | GN/VI VE/VI | 133.7 (5.264) | 3800 | | | | | | | |
| MX Z ADRENALINE 700 R | 25/43 | SI. | TRA 300 | 3 S | GN/VI VE/VI | 133.7 (5.264) | 3800 | | | | | | | |
| SUMMIT ADRENALINE 700 | 21/43 | SI. | TRA 299 | 1 HT477 | VI/YL VI/JA | 157.907 (6.217) | 4100 | | | | | | | |
| SUMMIT ADRENALINE 700 R | 21/43 | SI. | TRA 300 | 1 HT477 | VI/YL VI/JA | 157.907 (6.217) | 4100 | | | | | | | |
| SUMMIT HIGHMARK 700 | 19/43 | SI. | TRA 299 | 1 S | VI/YL VI/JA | 157.907 (6.217) | 4100 | | | | | | | |
| SUMMIT HIGHMARK 700 R | 19/43 | SI. | TRA 299 | 1 S | VI/YL VI/JA | 157.907 (6.217) | 4100 | | | | | | | |

| | DRIVEN PULLEY PRELOAD, CAM ANGLE PRÉCHARGE DE LA POULIE MÈNÉE, ANGLE DE LA CAMÈ | | PULLEY DISTANCE ÉCART ENTRE LES POULIES Z + 0 - 1.0 mm (-.040 in/pt) | | DISTANCE X ± 0.5 mm (±.020 in/pt) | | DISTANCE Y - X | | ALIGNMENT BAR PART NUMBER NUMÉRO DE PIÈCE DE LA BARRÉ D'ALIGNEMENT | | DRIVE BELT NUMBER NUMÉRO DE LA COURROIE | | TRACK WIDTH LARGEUR CHENILLE | | TRACK LENGTH LONGUEUR CHENILLE | |
|---------------------------|--|-----------------|--|-------------|--------------------------------------|---------------|------------------|--|---|--|--|--|---------------------------------|--|-----------------------------------|--|
| | mm (in/pt) | | | | | | | | | | | | | | | |
| | mm (in/pt) | | | | | | | | | | | | | | | |
| N.A. S.O. 47°-44° | 20 (.787) | 37 (1.457) | 1.50 (.059) | 529 035 530 | 417 300 197 | 381 (15.0) | 3455 (136) | | | | | | | | | |
| N.A. S.O. 47° - 44° | 20 (.787) 16.5 (.650) | 37 (1.457) | 1.50 (.059) | 529 035 530 | 417 300 197 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| N.A. S.O. 47° - 44° | 20 (.787) 16.5 (.650) | 37 (1.457) | 1.50 (.059) | 529 035 530 | 417 300 197 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| N.A. S.O. 47° - 44° | 20 (.787) 16.5 (.650) | 37 (1.457) | 1.50 (.059) | 529 035 530 | 417 300 197 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| 8 (18) 48° - 44° | 19 (.748) | 37 (1.457) | 1.50 (.059) | 529 026 700 | 417 300 197 | 381 (15.0) | 3648 (143.62) | | | | | | | | | |
| 8 (18) 44° | 20 (.787) | 37 (1.457) | 1.50 (.059) | 529 035 530 | 417 300 197 | 381 (15.0) | 3648 (143.62) | | | | | | | | | |
| N.A. S.O. 47° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3455 (136) | | | | | | | | | |
| N.A. S.O. 47° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3455 (136) | | | | | | | | | |
| N.A. S.O. 47° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| 8 (17.6) 48° - 44° | 16.5 (.650) | 35.5 (1.398) | 1.5 (.059) | 529 026 700 | 417 300 127 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| N.A. S.O. 50°-47° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| 8 (18) 47° | 16.5 (.650) | 35.5 (1.398) | 1.5 (.059) | 529 026 700 | 417 300 127 | 381 (15.0) | 3648 (143.62) | | | | | | | | | |
| N.A. S.O. 44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3648 (143.62) | | | | | | | | | |
| 8 (18) 47° | 16.5 (.650) | 35.5 (1.398) | 1.5 (.059) | 529 026 700 | 417 300 127 | 381 (15.0) | 3836 (151) | | | | | | | | | |
| N.A. S.O. 44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3836 (151) | | | | | | | | | |




| | CHAINCASE GEARS ① PIGNONS DU CARTER DE CHAÎNE ① | | CHAIN PITCH/TYPE OR LINK QTY TYPE/PAS DE LA CHAÎNE OU QTE MAILLONS | | TYPE, RAMP OR BLOCK ② TYPE, RAMPE OU BLOC ② | | TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ VIS TRA OU QTE PESÉES, TYPE DE GOUVILLE ③ | | SPRING COLOR COULEUR DU RESSORT | | SPRING FREE LENGTH LONGUEUR LIBRE DU RESSORT | | ENGAGEMENT SPEED RÉGIME D'EMBRAYAGE | |
|---------------------------------------|--|--------------|--|------------|--|--|--|--|------------------------------------|--|--|---------------|--|--|
| | DRIVE PULLEY/POULIE MOTRICE | | | | | | | | | | | | | |
| | 2003 (cont'd/suite) | | | | | | | | | | | | | |
| | | | | | | | | | | | | mm (in/po) | ± 100 RPM tr/mn | |
| SUMMIT X 700 | 21/43 | SI, 74-13 | TRA 300 | 1 S | VI/OR VI/OR | | 157.907 (6.217) | | | | | | 4100 | |
| MX Z ADRENALINE 800 | 26/43 | SI, 76-13 | TRA 301 | 3 S | VI/YL VI/JA | | 157.9 (6.217) | | | | | | 3800 | |
| MX Z RENEGADE 800 | 23/43 | SI, 74-13 | TRA 301 | 3 S | VI/YL VI/JA | | 157.9 (6.217) | | | | | | 3800 | |
| MX Z SPORT 800 (REV) | 26/43 | SI, 72-13 | TRA III 414 | 3 S | VI/YL VI/JA | | 157.9 (6.217) | | | | | | 3800 | |
| MX Z X 800 (REV) | 26/43 | SI, 72-13 | TRA III 414 | 3 S | VI/YL VI/JA | | 157.9 (6.217) | | | | | | 3800 | |
| SUMMIT ADRENALINE 800 HO | 21/43 | SI, 74-13 | TRA III 415 300 | 1 S | VI/YL VI/JA | | 157.9 (5.335) | | | | | | 3800 | |
| SUMMIT HIGHMARK 800 HO | 21/43 | SI, 74-13 | TRA III 415 | 1 S | VI/YL VI/JA | | 157.9 (5.335) | | | | | | 3800 | |
| SUMMIT HIGHMARK X 800 HO | 21/43 | SI, 74-13 | TRA III 415 | 1 S | VI/YL VI/JA | | 157.9 (5.335) | | | | | | 3800 | |
| SUMMIT HIGHMARK Xtreme 800 HO | 19/43 | SI, 72-13 | TRA III 415 | 1 HT477 | VI/YL VI/JA | | 157.9 (5.335) | | | | | | 3800 | |
| SUMMIT X 800 HO (Can., U.S./E.-U.) | 21/43 | SI, 74-13 | TRA 300 | 1 S | VI/YL VI/JA | | 157.9 (6.217) | | | | | | 3800 | |
| SUMMIT X 800 HO R (Europe) | 23/43 | SI, 74-13 | TRA III 415 | 3 HT477 | VI/YL VI/JA | | 157.9 (6.217) | | | | | | 3800 | |
| GRAND TOURING SE 800 SDI | 24/43 | SI, 74-13 | TRA III 414 | 3 S | BL/YL BU/JA | | 115.1 (4.531) | | | | | | 3600 | |
| LEGEND SE 800 SDI | 26/43 | SI, 76-13 | TRA III 414 | 3 S | BL/YL BU/JA | | 115.1 (4.531) | | | | | | 3600 | |
| MACH Z TECH PLUS 800 | 26/43 | SI, 72-13 | TRA 295 | 2 S | GN/BL VE/BU | | 147.40 (5.803) | | | | | | 4200 | |
| GRAND TOURING SPORT V-1000 | 21/44 | SI, 74-13 | TRA IV 607 | 3 S | RD/YL RO/JA | | 87.9 (3.461) | | | | | | 2500 | |
| LEGEND SPORT V-1000 | 21/44 | SI, 74-13 | TRA IV 607 | 3 S | RD/YL RO/JA | | 87.9 (3.461) | | | | | | 2500 | |


| | DRIVEN PULLEY PRELOAD, CAM ANGLE PRÉCHARGE DE LA POULIE MÈNÉE, ANGLE DE LA CAMÈ | | PULLEY DISTANCE ÉCART ENTRE LES POULIES Z + 0 - 1.0 mm (-.040 in/po) | | DISTANCE X ± 0.5 mm (±.020 in/po) | | DISTANCE Y - X | | ALIGNMENT BAR PART NUMBER NUMÉRO DE PIÈCE DE LA BARRÉ D'ALIGNEMENT | | DRIVE BELT NUMBER NUMÉRO DE LA COURROIE | | TRACK WIDTH LARGUEUR CHENILLE | | TRACK LENGTH LONGUEUR CHENILLE | |
|---------------------------|--|-----------------|--|-------------|--------------------------------------|---------------|------------------|--|---|--|--|--|----------------------------------|--|-----------------------------------|--|
| | mm (in/po) | | | | | | | | | | | | | | | |
| | kg ± .7 (lb ± 1.5) | | | | | | | | | | | | | | | |
| N.A. S.O. 44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3648 (143.62) | | | | | | | | | |
| N.A. S.O. 47°- 44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| N.A. S.O. 47°- 44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3455 (136) | | | | | | | | | |
| N.A. S.O. 47°- 44° | 20 (.787) | 37 (1.457) | 1.5 (.059) | 529 035 530 | 417 300 166 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| N.A. S.O. 47°- 44° | 20 (.787) | 37 (1.457) | 1.5 (.059) | 529 035 530 | 417 300 166 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| N.A. S.O. 47°- 44° | 20.0 (.787) | 37.0 (1.457) | 1.5 (.059) | 529 035 530 | 417 300 166 | 381 (15.0) | 3648 (143.62) | | | | | | | | | |
| N.A. S.O. 44° | 20.0 (.787) | 37.0 (1.457) | 1.5 (.059) | 529 035 530 | 417 300 166 | 381 (15.0) | 3836 (151.02) | | | | | | | | | |
| N.A. S.O. 44° | 20.0 (.787) | 37.0 (1.457) | 1.5 (.059) | 529 035 530 | 417 300 166 | 381 (15.0) | 3836 (151.02) | | | | | | | | | |
| N.A. S.O. 44° | 20.0 (.787) | 37.0 (1.457) | 1.5 (.059) | 529 035 530 | 417 300 166 | 381 (15.0) | 3836 (151.02) | | | | | | | | | |
| N.A. S.O. 47° - 44° | 20.0 (.787) | 37.0 (1.457) | 1.5 (.059) | 529 035 530 | 417 300 166 | 381 (15.0) | 3648 (143.62) | | | | | | | | | |
| N.A. S.O. 47° - 44° | 20.0 (.787) | 37.0 (1.457) | 1.5 (.059) | 529 035 530 | 417 300 166 | 381 (15.0) | 3648 (144) | | | | | | | | | |
| N.A. S.O. 47° - 44° | 20.0 (.787) | 37.0 (1.457) | 1.5 (.059) | 529 035 831 | 417 300 166 | 381 (15.0) | 3455 (136) | | | | | | | | | |
| N.A. S.O. 47° - 44° | 20.0 (.787) | 37.0 (1.457) | 1.5 (.059) | 529 035 831 | 417 300 166 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| N.A. S.O. 47° - 44° | 121.0 (4.764) | 35.5 (1.398) | 1.5 (.059) | 529 035 594 | 417 300 066 | 381 (15.0) | 3074 (121) | | | | | | | | | |
| 6.2 (13.7) 50° - 40° | 20.0 (.787) | 37.0 (1.457) | 1.5 (.059) | 529 035 831 | 417 300 197 | 381 (15.0) | 3455 (136) | | | | | | | | | |
| 6.2 (13.7) 50° - 40° | 20.0 (.787) | 37.0 (1.457) | 1.5 (.059) | 529 035 831 | 417 300 197 | 381 (15.0) | 3070 (121) | | | | | | | | | |

|  | CHAINCASE GEARS ① PIGNONS DU CARTER DE CHAÎNE ① | CHAIN PITCH/TYPE OR LINK QTY TYPE/PAS DE LA CHAÎNE OU QTE MAILLONS | TYPE, RAMP OR BLOCK ② TYPE, RAMPE OU BLOC ② | TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ POSITION DE LA VIS TRA OU QTE FESÉES, TYPE DE GOUPILLE ③ | SPRING COLOR COULEUR DU RESSORT | SPRING FREE LENGTH LONGUEUR LIBRE DU RESSORT | ENGAGEMENT SPEED RÉGIME D'EMBRAYAGE |
|---|--|--|--|--|------------------------------------|--|--|
| | DRIVE PULLEY/POULIE MOTRICE | | | | | | |
| 2002 | | | | | | | |
| MINI Z | 10/48 | 1/2" S. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| TUNDRA 277 R | 14/25 | 1/2" S. | BOMB. LITE 1143 | 1C 3S3.4 | TURQUOISE | 85.3 (3.358) | 1650 |
| SKANDIC 440 LT | 17/44 | Sl. 70-11 | COMET U 53 | — | SR/BK AR/NO | 79 (3.11) | 3200 |
| SKANDIC 500 WT | — | N.A. S.O. | TRA 290 | 4 H | YL/OR JA/OR | 110 (4.331) | 3000 |
| SKANDIC 500 SWT | — | N.A. S.O. | TRA 290 | 2 H | YL/OR JA/OR | 110 (4.331) | 3000 |
| SKANDIC 600 WT LC | — | N.A. S.O. | TRA 290 | 3 S | RD/RD RO/RO | 99 (3.898) | 2500 |
| GRAND TOURING 380 FAN | 19/43 | Sl. 72-11 | BOMB. LITE 1181 | 1C 1S21 | RD/BL RO/BU | N.A. S.O. | 3600 |
| LEGEND 380 F | 19/43 | Sl. 72-11 | BOMB. LITE 1181 | 1C 1S21 | RD/BL RO/BU | N.A. S.O. | 3600 |
| MX Z 380 F | 19/43 | Sl. 72-11 | BOMB. LITE 1181 | 1C 1S21 | RD/BL RO/BU | N.A. S.O. | 3600 |
| GRAND TOURING 500 FAN | 20/43 | Sl. 74-11 | TRA 296 | 3 H | RD/YL RO/JA | 87.90 (3.461) | 3500 |
| LEGEND 500 FAN | 21/43 | Sl. 74-11 | TRA 296 | 3 H | RD/YL RO/JA | 87.90 (3.461) | 3500 |
| SUMMIT 500 FAN | 17/43 | Sl. 72-11 | TRA 296 | 3 H | YL/YL JA/JA | 100.30 (3.949) | 3800 |
| MX Z 500 FAN | 21/43 | Sl. 74-11 | TRA 296 | 3 H | RD/YL RO/JA | 87.90 (3.461) | 3500 |
| GRAND TOURING 500 SPORT | 22/43 | Sl. 74-11 | TRA 293 | 4 S | VI/PI VI/RE | 101.80 (4.008) | 3500 |
| LEGEND 500 SPORT | 22/43 | Sl. 74-11 | TRA 283 | 4 S | VI/PI VI/RE | 101.80 (4.008) | 3500 |
| MX Z 500 SPORT | 22/43 | Sl. 74-11 | TRA 283 | 4 S | GN/WH VE/BC | 110.70 (4.358) | 4400 |


| DRIVEN PULLEY PRELOAD, CAMI ANGLE PRÉCHARGE DE LA POULIE MÈNEE, ANGLE DE LA CAMÈ | PULLEY DISTANCE ÉCART ENTRE LES POULIES Z + 0 - 1.0 mm (-.040 in./po) | DISTANCE X ± 0.5 mm (±.020 in./po) | DISTANCE Y - X | ALIGNMENT BAR PART NUMBER NUMERO DE PIÈCE DE LA BARRE D'ALIGNEMENT | DRIVE BELT NUMBER NUMERO DE LA COURROIE | TRACK WIDTH LARGEUR CHENILLE | TRACK LENGTH LONGUEUR CHENILLE |
|---|---|---------------------------------------|---------------------------|---|--|---------------------------------|-----------------------------------|
| kg ± .7 (lb ± 1.5) | mm (in./po) | | | | | mm (in./po) | |
| N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | 254 (10) | 1749 (68.85) |
| N.A. S.O. 37.8° | 37 (1.457) | 36.0 (1.417) | 0 - 1.5 (0 - .059) | 529 026 900 | 414 827 600 | 381 (15.00) | 3535 (139) |
| N.A. S.O. | 39 (1.5) | 37 (1.46) | 0.75 - 2.25 (0.30 - .089) | 529 035 808 | 414 633 800 | 390 (14.961) | 3968 (156.2) |
| 7 (15.4) 40° | 32.3 (1.272) | 35.0 (1.378) | 0.75 - 2.25 (0.30 - .089) | 529 031 000 | 414 633 800 | 500 (20.0) | 3968 (156) |
| 7 (15.4) 40° | 32.3 (1.272) | 35.0 (1.378) | 0.75 - 2.25 (0.30 - .089) | 529 031 000 | 414 633 800 | 600 (24.0) | 3968 (156) |
| 7 (15.4) 40° | 32.3 (1.272) | 35.0 (1.378) | 0.75 - 2.25 (0.30 - .089) | 529 031 000 | 414 633 800 | 500 (20.0) | 3968 (156) |
| N.A. S.O. 44° | 26.0 (1.024) | 33.4 (1.315) | 0.25 - 1.75 (.010 - .069) | 529 035 586 | 415 060 600 | 381 (15.00) | 3455 (136) |
| N.A. S.O. 44° | 26.0 (1.024) | 33.4 (1.315) | 0.25 - 1.75 (.010 - .069) | 529 035 586 | 415 060 600 | 381 (15.00) | 3074 (121) |
| N.A. S.O. 44° | 26.0 (1.024) | 33.4 (1.315) | 0.25 - 1.75 (.010 - .069) | 529 035 586 | 415 060 600 | 381 (15.00) | 3074 (121) |
| N.A. S.O. 47° - 44° | 17.5 (.689) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 415 060 600 | 381 (15.0) | 3455 (136) |
| N.A. S.O. 47° - 44° | 17.5 (.689) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 415 060 600 | 381 (15.0) | 3074 (121) |
| N.A. S.O. 44° | 17.5 (.689) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 415 060 600 | 381 (15.0) | 3455 (136) |
| N.A. S.O. 47° - 44° | 17.5 (.689) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 415 060 600 | 381 (15.0) | 3074 (121) |
| N.A. S.O. 44° | 17.5 (.689) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 414 860 700 | 381 (15.0) | 3455 (136) |
| N.A. S.O. 44° | 17.5 (.689) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 414 860 700 | 381 (15.0) | 3074 (121) |
| 7.0 (15.4) 42° | 16.5 (.650) | 35.5 (1.398) | 1.50 (.059) | 529 276 700 | 414 860 700 | 381 (15.0) | 3074 (121) |

|  | CHAINCASE GEARS ① PIGIONS DU CARTER DE CHAÎNE ① | | CHAIN PITCH/TYPE OR LINK QTY TYPE/PAS DE LA CHAÎNE OU QTE MAILLONS | | TYPE, RAMP OR BLOCK ② TYPE, RAMPE OU BLOC ② | | TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ POSITION DE LA VIS TRA OU QTE PESÉES, TYPE DE GOUPILLE ③ | | SPRING COLOR COULEUR DU RESSORT | | SPRING FREE LENGTH LONGUEUR LIBRE DU RESSORT | | ENGAGEMENT SPEED RÉGIME D'EMBRAYAGE | |
|---|--|--------------|--|--------|--|-------------------|--|--|------------------------------------|--|--|--|--|--|
| | DRIVE PULLEY/POULIE MOTRICE | | | | | | | | | | | | | |
| 2002 (cont'd/suite) | | | | | | | | | | | | | | |
| MX Z 500 R SPORT | 22/43 | Sl. 74-11 | TRA 283 | 3 S | GN/PI VE/RE | 118.0 (4.646) | 4400 | | | | | | | |
| MX Z 500 TRAIL | 22/43 | Sl. 74-11 | TRA 283 | 4 S | GN/WH VE/BC | 110.70 (4.358) | 4400 | | | | | | | |
| GRAND TOURING 600 SPORT | 23/43 | Sl. 74-13 | TRA 299 | 3 S | VI/VI VI/VI | 106.98 (4.212) | 3600 | | | | | | | |
| GRAND TOURING 600 SE/SE (SB) | 23/43 | Sl. 74-13 | TRA 299 | 3 S | VI/VI VI/VI | 106.98 (4.212) | 3600 | | | | | | | |
| LEGEND 600 SPORT | 24/43 | Sl. 74-13 | TRA 299 | 3 S | VI/VI VI/VI | 106.98 (4.212) | 3600 | | | | | | | |
| LEGEND 600 GS/600 SE | 24/43 | Sl. 74-13 | TRA 299 | 3 S | VI/VI VI/VI | 106.98 (4.212) | 3600 | | | | | | | |
| SUMMIT 600 SPORT | 19/43 | Sl. 72-13 | TRA 299 | 1 S | VI/GN VI/VE | 133.50 (5.256) | 4000 | | | | | | | |
| SUMMIT 600 R SPORT | 19/43 | Sl. 72-13 | TRA 299 | 1 S | VI/BL VI/BU | 114.60 (4.512) | 4000 | | | | | | | |
| MX Z 600 R ADRENALINE | 24/43 | Sl. 74-13 | TRA 299 | 3 S | GN/VI VE/VI | 133.70 (5.264) | 4100 | | | | | | | |
| MX Z 600 R RENEGADE | 21/43 | Sl. 74-13 | TRA 299 | 3 S | VI/VI VI/VI | 106.98 (4.212) | 3800 | | | | | | | |
| MX Z 600 TRAIL | 24/43 | Sl. 74-13 | TRA 299 | 4 S | GN/WH VE/BC | 110.70 (4.358) | 4100 | | | | | | | |
| MX Z 600 R SPORT | 24/43 | Sl. 74-13 | TRA 299 | 3 S | GN/VI VE/VI | 133.70 (5.264) | 4100 | | | | | | | |
| MX Z 600 SPORT | 24/43 | Sl. 74-13 | TRA 299 | 4 S | GN/WH VE/BC | 110.70 (4.358) | 4100 | | | | | | | |
| MX Z 600 R X | 24/43 | Sl. 74-13 | TRA 299 | 3 S | GN/VI VE/VI | 133.70 (5.264) | 4100 | | | | | | | |
| MX Z 600 X | 24/43 | Sl. 74-13 | TRA 299 | 4 S | GN/WH VE/BC | 110.70 (4.358) | 4100 | | | | | | | |


| DRIVEN PULLEY PRELOAD, CAM ANGLE PRÉCHARGE DE LA POULIE MÈNÉE, ANGLE DE LA CAMÉE | | PULLEY DISTANCE ÉCART ENTRE LES POULIES | | DISTANCE X ± 0.5 mm (± .020 in/pt) | | DISTANCE Y - X | | ALIGNMENT BAR PART NUMBER NUMÉRO DE PIÈCE DE LA BARE D'ALIGNEMENT | | DRIVE BELT NUMBER NUMÉRO DE LA COURROIE | | TRACK WIDTH LARGEUR CHENILLE | | TRACK LENGTH LONGUEUR CHENILLE | |
|---|----------------|--|----------------|---------------------------------------|----------------|----------------|------------------|--|--|--|--|---------------------------------|--|-----------------------------------|--|
| kg ± .7 (lb ± 1.5) | | mm (in/pt) | | mm (in/pt) | | mm (in/pt) | | mm (in/pt) | | mm (in/pt) | | mm (in/pt) | | mm (in/pt) | |
| N.A. S.O. 44° | 16.5 (.650) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 414 860 700 | 381 (15.0) | 3074 (121) | | | | | | | | |
| 7 (15.4) 42° | 16.5 (.650) | 35.5 (1.398) | 1.50 (.059) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) | | | | | | | | |
| N.A. S.O. 47° | 16.5 (.650) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 414 860 700 | 381 (15.0) | 3455 (136) | | | | | | | | |
| N.A. S.O. 47° | 16.5 (.650) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 414 860 700 | 381 (15.0) | 3455 (136) | | | | | | | | |
| N.A. S.O. 47° | 16.5 (.650) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 414 860 700 | 381 (15.0) | 3074 (121) | | | | | | | | |
| N.A. S.O. 47° | 16.5 (.650) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 414 860 700 | 381 (15.0) | 3074 (121) | | | | | | | | |
| 7.5 (16.5) 44° | 16.5 (.650) | 35.5 (1.398) | 1.50 (.059) | 529 026 700 | 417 300 127 | 381 (15.0) | 3648 (143.62) | | | | | | | | |
| N.A. S.O. 47° - 44° | 16.5 (.650) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3648 (143.62) | | | | | | | | |
| N.A. S.O. 47° | 16.5 (.650) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 414 860 700 | 381 (15.0) | 3074 (121) | | | | | | | | |
| N.A. S.O. 47° | 16.5 (.650) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3455 (136) | | | | | | | | |
| 7.0 (15.4) 47° | 16.5 (.650) | 35.5 (1.398) | 1.50 (.059) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) | | | | | | | | |
| N.A. S.O. 47° | 16.5 (.650) | 35.5 (1.398) | 1.50 (.059) | 529 035 530 | 414 860 700 | 381 (15.0) | 3074 (121) | | | | | | | | |
| 7.0 (15.4) 47° | 16.5 (.650) | 35.5 (1.398) | 1.50 (.059) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) | | | | | | | | |

|  | CHAINCASE GEARS ① PIGIONS DU CARTER DE CHAÎNE ① | | CHAIN PITCH/TYPE OR LINK QTY TYPE/PAS DE LA CHAÎNE OU QTE MAILLONS | | TYPE, RAMP OR BLOCK ② TYPE, RAMPE OU BLOC ② | | TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ POSITION DE LA VIS TRA OU QTE PÉSEES, TYPE DE GOUPILLE ③ | | SPRING COLOR COULEUR DU RESSORT | | SPRING FREE LENGTH LONGUEUR LIBRE DU RESSORT | | ENGAGEMENT SPEED RÉGIME D'EMBRAYAGE | | |
|---|--|--------------|--|--------|--|--------------------|--|--|------------------------------------|--|--|---------------|--|-----------------------|--|
| | DRIVE PULLEY/POULIE MOTRICE | | | | | | | | | | | | | | |
| 2002 (cont'd/suite) | | | | | | | | | | | | mm (in/po) | | ± 100 RPM tr/mn | |
| GRAND TOURING 700 SPORT | 23/43 | Sl. 74-13 | TRA 299 | 3 S | BL/YL BU/JA | 115.107 (4.531) | 3500 | | | | | | | | |
| GRAND TOURING 700 GS | 23/43 | Sl. 74-13 | TRA 299 | 3 S | BL/YL BU/JA | 115.107 (4.531) | 3500 | | | | | | | | |
| LEGEND 700 SPORT | 25/43 | Sl. 76-13 | TRA 299 | 3 S | BL/YL BU/JA | 115.107 (4.531) | 3600 | | | | | | | | |
| LEGEND 700 GS | 25/43 | Sl. 76-13 | TRA 299 | 3 S | BL/YL BU/JA | 115.107 (4.531) | 3600 | | | | | | | | |
| SUMMIT 700 R SPORT | 21/43 | Sl. 74-13 | TRA 300 | 1 S | VI/YL VI/JA | 157.907 (6.217) | 4100 | | | | | | | | |
| SUMMIT 700 SPORT | 21/43 | Sl. 74-13 | TRA 299 | 1 S | VI/YL VI/JA | 157.907 (6.217) | 4100 | | | | | | | | |
| MX Z 700 R RENEGADE | 23/43 | Sl. 74-13 | TRA 299 | 3 S | VI/YL VI/JA | 157.907 (6.217) | 3800 | | | | | | | | |
| MX Z 700 R ADRENALINE | 25/43 | Sl. 76-13 | TRA 300 | 3 S | GN/VI VE/VI | 133.7 (5.264) | 3800 | | | | | | | | |
| MX Z 700 TRAIL | 25/43 | Sl. 76-13 | TRA 300 | 3 S | GN/VI VE/VI | 133.7 (5.264) | 3800 | | | | | | | | |
| MX Z 700 R SPORT | 25/43 | Sl. 76-13 | TRA 300 | 3 S | GN/VI VE/VI | 133.7 (5.264) | 3800 | | | | | | | | |
| MX Z 700 SPORT | 25/43 | Sl. 76-13 | TRA 300 | 3 S | GN/VI VE/VI | 133.7 (5.264) | 3800 | | | | | | | | |
| MX Z 700 R X | 25/43 | Sl. 76-13 | TRA 300 | 3 S | GN/VI VE/VI | 133.7 (5.264) | 3800 | | | | | | | | |
| MX Z 700 X | 25/43 | Sl. 76-13 | TRA 300 | 3 S | GN/VI VE/VI | 133.7 (5.264) | 3800 | | | | | | | | |
| GRAND TOURING 800 SE | 24/43 | Sl. 74-13 | TRA 301 | 3 S | VI/YL VI/JA | 157.907 (6.217) | 1500 | | | | | | | | |
| LEGEND 800 SE | 26/43 | Sl. 76-13 | TRA 301 | 3 S | VI/YL VI/JA | 157.907 (6.217) | 3800 | | | | | | | | |
| SUMMIT 800 R SPORT | 21/43 | Sl. 74-13 | TRA 300 | 1 S | BL/OR BU/OR | 135.5 (5.335) | 4000 | | | | | | | | |


| DRIVEN PULLEY PRELOAD, CAM ANGLE PRÉCHARGE DE LA POULIE MÈNÉE, ANGLE DE LA CAMÉ | | PULLEY DISTANCE ÉCART ENTRE LES POULIES | | DISTANCE X ± 0.5 mm (± .020 in/po) | | DISTANCE Y - X | | ALIGNMENT BAR PART NUMBER NUMÉRO DE PIÈCE DE LA BARRE D'ALIGNEMENT | | DRIVE BELT NUMBER NUMÉRO DE LA COURROIE | | TRACK WIDTH LARGEUR CHÉVENILLE | | TRACK LENGTH LONGUEUR CHÉVENILLE | |
|--|----------------|--|---------------|---------------------------------------|----------------|----------------|------------------|---|--|--|--|-----------------------------------|--|-------------------------------------|--|
| kg ± .7 (lb ± 1.5) | | mm (in/po) | | mm (in/po) | | mm (in/po) | | mm (in/po) | | mm (in/po) | | mm (in/po) | | mm (in/po) | |
| N.A. S.O. 47° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3455 (136) | | | | | | | | |
| N.A. S.O. 47° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3455 (136) | | | | | | | | |
| N.A. S.O. 47° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3072 (121) | | | | | | | | |
| N.A. S.O. 47° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3072 (121) | | | | | | | | |
| N.A. S.O. 44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3648 (143.62) | | | | | | | | |
| 7.5 (16.5) 47° | 16.5 (.650) | 35.5 (1.398) | 1.5 (.059) | 529 026 700 | 417 300 127 | 381 (15.0) | 3648 (143.62) | | | | | | | | |
| N.A. S.O. 47° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3455 (136) | | | | | | | | |
| N.A. S.O. 50°-47° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3072 (121) | | | | | | | | |
| 8 (17.6) 48°-44° | 16.5 (.650) | 35.5 (1.398) | 1.5 (.059) | 529 026 700 | 417 300 127 | 381 (15.0) | 3072 (121) | | | | | | | | |
| N.A. S.O. 47°-47° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3072 (121) | | | | | | | | |
| 8 (17.6) 48°-44° | 16.5 (.650) | 35.5 (1.398) | 1.5 (.059) | 529 026 700 | 417 300 127 | 381 (15.0) | 3072 (121) | | | | | | | | |
| N.A. S.O. 50°-47° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3072 (121) | | | | | | | | |
| 8 (17.6) 48°-44° | 16.5 (.650) | 35.5 (1.398) | 1.5 (.059) | 529 026 700 | 417 300 127 | 381 (15.0) | 3072 (121) | | | | | | | | |
| N.A. S.O. 47°-44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3455 (136) | | | | | | | | |
| N.A. S.O. 47°-44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3072 (121) | | | | | | | | |
| N.A. S.O. 44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3648 (143.62) | | | | | | | | |

|  | CHAINCASE GEARS ① PIGIONS DU CARTER DE CHAÎNE ① | | CHAIN PITCH/TYPE OR LINK QTY TYPE/PAS DE LA CHAÎNE OU QTE MAILLONS | | TYPE, RAMP OR BLOCK ② TYPE, RAMPE OU BLOC ② | | TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ POSITION DE LA VIS TRA OU QTE PESÉES, TYPE DE GOUPILLE ③ | | SPRING COLOR COULEUR DU RESSORT | |
|---|--|--------------|--|-------------|--|-------------------|--|--|------------------------------------|--|
| | | | | | | | | | mm (in/po) | |
| | | | | | | | | | ± 100 RPM tr/mn | |
| DRIVE PULLEY/POULIE MOTRICE | | | | | | | | | | |
| 2002 (cont'd/suite) | | | | | | | | | | |
| SUMMIT 800 SPORT | 21/43 | Sl. 74-13 | TRA 300 | 1 S | BL/OR BU/OR | 135.5 (5.335) | 4000 | | | |
| SUMMIT 800 R X | 21/43 | Sl. 74-13 | TRA 300 | 1 S | BL/OR BU/OR | 135.5 (5.335) | 4000 | | | |
| SUMMIT 800 X | 21/43 | Sl. 74-13 | TRA 300 | 1 S | BL/OR BU/OR | 135.5 (5.335) | 4000 | | | |
| SUMMIT 800 R H.M. | 19/43 | Sl. 72-13 | TRA 300 | 1 S | BL/OR BU/OR | 135.5 (5.335) | 4000 | | | |
| SUMMIT 800 H.M. | 19/43 | Sl. 72-13 | TRA 300 | 1 S | BL/OR BU/OR | 135.5 (5.335) | 4000 | | | |
| SUMMIT 800 R H.M. X | 19/43 | Sl. 72-13 | TRA 300 | 1 S | BL/OR BU/OR | 135.5 (5.335) | 4000 | | | |
| SUMMIT 800 H.M. X | 19/43 | Sl. 72-13 | TRA 300 | 1 S | BL/OR BU/OR | 135.5 (5.335) | 4000 | | | |
| MX Z 800 R RENEGADE | 24/43 | Sl. 74-13 | TRA 301 | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3800 | | | |
| MX Z 800 TRAIL | 26/43 | Sl. 76-13 | TRA 301 | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3800 | | | |
| MX Z 800 R SPORT | 26/43 | Sl. 76-13 | TRA 301 | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3800 | | | |
| MX Z 800 SPORT | 26/43 | Sl. 76-13 | TRA 301 | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3800 | | | |
| MX Z 800 R ADRENALINE | 26/43 | Sl. 76-13 | TRA 301 | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3800 | | | |
| MX Z 800 R X | 26/43 | Sl. 76-13 | TRA 301 | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3800 | | | |
| MX Z 800 X | 26/43 | Sl. 76-13 | TRA 301 | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3800 | | | |
| MX Zx 440 RACING | 21/43 | Sl. 74-15 | TRA 296 | 4 HT 491 | PI/WH RE/BC | 124.50 (4.902) | 5000 | | | |

| DRIVEN PULLEY PRELOAD, CAM ANGLE PRÉCHARGE DE LA POULIE MÈNÉE, ANGLE DE LA CAMÉ | | PULLEY DISTANCE ÉCART ENTRE LES POULIES | | DISTANCE X ± 0.5 mm (± .020 in/po) | | DISTANCE Y - X | | ALIGNMENT BAR PART NUMBER NUMÉRO DE PIÈCE DE LA BARRE D'ALIGNEMENT | | DRIVE BELT NUMBER NUMÉRO DE LA COURROIE | | TRACK WIDTH LARGEUR CHÉNILLE | | TRACK LENGTH LONGUEUR CHÉNILLE | |
|--|----------------|--|---------------|---------------------------------------|----------------|----------------|------------------|---|--|--|--|---------------------------------|--|-----------------------------------|--|
| kg ± 7 (lb ± 1.5) | | mm (in/po) | | mm (in/po) | | mm (in/po) | | mm (in/po) | | mm (in/po) | | mm (in/po) | | mm (in/po) | |
| N.A. S.O. 44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3648 (143.62) | | | | | | | | |
| N.A. S.O. 44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3648 (143.62) | | | | | | | | |
| N.A. S.O. 44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3648 (143.62) | | | | | | | | |
| N.A. S.O. 44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3836 (151.02) | | | | | | | | |
| N.A. S.O. 44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3836 (151.02) | | | | | | | | |
| N.A. S.O. 44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3836 (151.02) | | | | | | | | |
| N.A. S.O. 44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3455 (136) | | | | | | | | |
| N.A. S.O. 47°- 44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3072 (121) | | | | | | | | |
| N.A. S.O. 47°- 44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3072 (121) | | | | | | | | |
| N.A. S.O. 47°- 44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3072 (121) | | | | | | | | |
| N.A. S.O. 47°- 44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3072 (121) | | | | | | | | |
| N.A. S.O. 47°- 44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3072 (121) | | | | | | | | |
| N.A. S.O. 47°- 44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3072 (121) | | | | | | | | |
| N.A. S.O. 47°- 44° | 17.5 (.689) | 35.5 (1.398) | 1.5 (.059) | 529 035 530 | 417 300 127 | 381 (15.0) | 3072 (121) | | | | | | | | |
| 7 (15.4) 48° - 44° | 16.5 (.650) | 35.5 (1.398) | 1.5 (.059) | 529 026 700 | 414 860 700 | 381 (15.0) | 3072 (121) | | | | | | | | |

| | | | | | | | | | | | | | | |
|---|--|--------------|--|--------|--|-------------------|--|--|------------------------------------|--|--|--|--|--|
|  | CHAINCASE GEARS ① PIGNONS DU CARTER DE CHAÎNE ① | | CHAIN FIT/TYPE OR LINK QTY TYPE/PAS DE LA CHAÎNE OU QTE MAILLONS | | TYPE, RAMP OR BLOCK ② TYPE, RAMPE OU BLOC ② | | TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ POSITION DE LA VIS TRA OU QTE PESÉES, TYPE DE GOUPILLE ③ | | SPRING COLOR COULEUR DU RESSORT | | SPRING FREE LENGTH LONGUEUR LIBRE DU RESSORT | | ENGAGEMENT SPEED RÉGIME D'EMBRAYAGE | |
| | | | | | | | | | | | mm (in/po) | | ± 100 RPM tr/mn | |
| DRIVE PULLEY/POULIE MOTRICE | | | | | | | | | | | | | | |
| 2002 (cont'd/suite) | | | | | | | | | | | | | | |
| MACH Z SPORT | 26/43 | Sl. 72-13 | TRA 295 | 2 s | GN/BL VE/BU | 147.40 (5.803) | 4200 | | | | | | | |
| MACH Z TECH PLUS | 26/43 | Sl. 72-13 | TRA 295 | 2 s | GN/BL VE/BU | 147.40 (5.803) | 4200 | | | | | | | |

| | | | | | | | | | | | | | | | |
|--|--|--|--|---------------------------------------|--|----------------|--|---|--|--|--|---------------------------------|--|-----------------------------------|--|
| DRIVEN PULLEY PRELOAD, CAM ANGLE PRÉCHARGE DE LA POULIE MÈNÉE, ANGLE DE LA CAMÉ | | PULLEY DISTANCE ÉCART ENTRE LES POULIES | | DISTANCE X ± 0.5 mm (± .020 in/po) | | DISTANCE Y - X | | ALIGNMENT BAR PART NUMBER NUMÉRO DE PIÈCE DE LA BARRE D'ALIGNEMENT | | DRIVE BELT NUMBER NUMÉRO DE LA COURROIE | | TRACK WIDTH LARGEUR CHENILLE | | TRACK LENGTH LONGUEUR CHENILLE | |
| kg ± .7 (lb ± 1.5) | | | | mm (in/po) | | | | | | | | mm (in/po) | | | |
| 7.0 (15.4) 53° - 44° | | 121.0 (4.764) | | 35.5 (1.398) | | 1.5 (.059) | | 529 035 527 | | 417 300 066 | | 381 (15.0) | | 3072 (121) | |
| N.A. S.O. 47° - 44° | | 121.0 (4.764) | | 35.5 (1.398) | | 1.5 (.059) | | 529 035 594 | | 417 300 066 | | 381 (15.0) | | 3072 (121) | |


|  | CHAINCASE GEARS ① PIGNONS DU CARTER DE CHAÎNE ① | CHAIN PITCH/TYPE OR LINK QTY TYPE/PAS DE LA CHAÎNE OU QTE. MAILLONS | TYPE, RAMP OR BLOCK ② TYPE, RAMPE OU BLOC ② | TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ POSITION DE LA VIS TRA OU QTE PESEES, TYPE DE GOUPILLE ③ | SPRING COLOR COULEUR DU RESSORT | SPRING FREE LENGTH LONGUEUR LIBRE DU RESSORT | ENGAGEMENT SPEED RÉGIME D'EMBRAYAGE |
|---|--|---|--|--|------------------------------------|--|--|
| | | | | | | mm (in/pt) | ± 100 RPM tr/mn |
| DRIVE PULLEY/POULIE MOTRICE | | | | | | | |
| 2001 | | | | | | | |
| MINI Z | 10/48 | 1/2" S. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| SKANDIC 440 LT | — | Sl. 70-11 | COMET | | SR/BK AR/NO | 79 (3.11) | 3000 |
| SKANDIC 500 WT | — | N.A. S.O. | TRA 290 | 4 H | YL/OR JA/OR | 105.7 (4.161) | 3000 |
| SKANDIC 500 SWT | — | N.A. S.O. | TRA 290 | 2 H | YL/OR JA/OR | 105.7 (4.161) | 3000 |
| SKANDIC 600 WT LC | — | N.A. S.O. | TRA 290 | 4 S | RD/RD RO/RO | 96.3 (3.791) | 2900 |
| TOURING 380 FAN/CARGO | 18/44 | Sl. 70-11 | BOMB. LITE | N.A. S.O. | GN/GN VE/VE | 72.0 (2.835) | 2500 |
| TOURING 500 FAN/CARGO | 21/44 | Sl. 72-11 | TRA 292X | 3 H | RD/RD RO/RO | 97.2 (3.826) | 2900 |
| FORMULA DLX 380 FAN | 18/44 | Sl. 70-11 | BOMB. LITE | N.A. S.O. | RD/BL RO/BU | 96 (3.780) | 3500 |
| FORMULA DLX 500 STD | 22/44 | Sl. 72-11 | TRA 281 | 3 S | GN/BL VE/BU | 147.4 (5.803) | 4100 |
| FORMULA DLX 500 FAN | 21/44 | Sl. 72-11 | TRA 291X | 3 H | YL/RD JA/RO | 121.1 (4.768) | 3300 |
| FORMULA DLX 600 GSE/STD | 24/44 | Sl. 76-13 | TRA 281 | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3800 |
| FORMULA DLX 700 GSE | 25/43 | Sl. 76-13 | TRA 299 | 3 S | BL/BL BU/BU | 99.8 (3.929) | 3600 |
| FORMULA DLX 700 GS | 25/43 | Sl. 76-13 | TRA 299 | 3 S | BL/BL BU/BU | 99.8 (3.929) | 3600 |
| GRAND TOURING 500 STD | 22/44 | Sl. 74-11 | TRA 292X | 3 S | BL/YL BU/JA | 115.1 (4.531) | 3500 |
| GRAND TOURING 600 STD | 23/44 | Sl. 74-13 | TRA 281 | 3 S | BL/YL BU/JA | 115.1 (4.531) | 3600 |
| GRAND TOURING 700 GS | 23/44 | Sl. 74-13 | TRA 299 | 3 S | BL/BL BU/BU | 99.8 (3.929) | 3600 |

| DRIVEN PULLEY PRELOAD, CAM ANGLE PRÉCHARGÉ DE LA POULIE MÈNÉE, ANGLE DE LA CAMÉ | PULLEY DISTANCE ÉCART ENTRE LES POULIES Z + 0 + 0 - 1.0 mm (.040 in/pt) | DISTANCE X ± 0.5 mm (± .020 in/pt) | DISTANCE Y - X | ALIGNMENT BAR PART NUMBER NUMÉRO DE PIÈCE DE LA BARRÉ D'ALIGNEMENT | DRIVE BELT NUMBER NUMÉRO DE LA COURROIE | TRACK WIDTH LARGEUR/CHENILLE | | TRACK LENGTH LONGUEUR/CHENILLE | |
|--|--|---------------------------------------|---------------------------|---|--|---------------------------------|---------------|-----------------------------------|---------------|
| | | | | | | mm (in/pt) | mm (in/pt) | mm (in/pt) | mm (in/pt) |
| kg ± .7 (lb ± 1.5) | mm (in/pt) | | | | | mm (in/pt) | | | |
| N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | 254 (10) | 1749 (68.85) | | |
| — 40° | 34.2 (1.346) | 37 (1.46) | 0.75 - 2.25 (0.30 - .089) | 529 035 808 | 414 633 800 | 381 (15.0) | 3968 (152) | | |
| 7 (15.4) 40° | 32.3 (1.272) | 35.0 (1.378) | 0.75 - 2.25 (0.30 - .089) | 529 031 000 | 414 633 800 | 500 (20.0) | 3968 (156) | | |
| 7 (15.4) 40° | 32.3 (1.272) | 35.0 (1.378) | 0.75 - 2.25 (0.30 - .089) | 529 031 000 | 414 633 800 | 600 (24.0) | 3968 (156) | | |
| 7 (15.4) 40° | 32.3 (1.272) | 35.0 (1.378) | 0.75 - 2.25 (0.30 - .089) | 529 031 000 | 414 633 800 | 500 (20.0) | 3968 (156) | | |
| N.A. S.O. 47° - 44° | 26.0 (1.024) | 33.4 (1.315) | 1 - 2 (.039 - .079) | 529 035 586 | 415 060 600 | 381 (15.00) | 3455 (136) | | |
| N.A. S.O. 47° - 44° | 17.0 (.669) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 035 530 | 415 060 600 | 381 (15.0) | 3455 (136) | | |
| N.A. S.O. 47° - 44° | 26.0 (1.024) | 33.4 (1.315) | 1 - 2 (.039 - .079) | 529 035 530 | 415 060 600 | 381 (15.00) | 3072 (121) | | |
| N.A. S.O. 44° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 035 530 | 414 860 700 | 381 (15.0) | 3074 (121) | | |
| N.A. S.O. 47° - 44° | 17.0 (.669) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 035 530 | 415 060 600 | 381 (15.0) | 3072 (121) | | |
| 7 (15.4) 50° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) | | |
| 8 (17.637) 50° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 127 | 381 (15.0) | 3074 (121) | | |
| 8 (17.637) 50° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 127 | 381 (15.0) | 3074 (121) | | |
| 7 (15.4) 44° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3455 (136) | | |
| 7 (15.4) 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3455 (136) | | |
| 8 (17.637) 50° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 127 | 381 (15.0) | 3455 (136) | | |




| 2001 (cont'd/suite) | CHAINCASE GEARS ① PIGIONS DU CARTER DE CHAÎNE ① | CHAIN PITCH/TYPE OR LINK QTY TYPE/PAS DE LA CHAÎNE OU QTE MAILLONS | TYPE, RAMP OR BLOCK ② TYPE, RAMPE OU BLOC ② | TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ POSITION DE LA VIS TRA OU QTE PESÉES, TYPE DE GOUPILLE ③ | SPRING COLOR COULEUR DU RESSORT | SPRING FREE LENGTH LONGUEUR LIBRE DU RESSORT | ENGAGEMENT SPEED RÉGIME D'EMBRAYAGE |
|-----------------------------|--|--|--|--|------------------------------------|--|---|
| | | | | | | mm (in/po) | ± 100 RPM tr/mn |
| DRIVE PULLEY/POULIE MOTRICE | | | | | | | |
| GRAND TOURING 800 SE | 24/43 | Sl. 72-13 | TRA 299 | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3300 |
| SUMMIT 500 FAN | 17/44 | Sl. 70-11 | TRA 227 | 3 H | GN/VI VE/VI | 133.7 (5.264) | 4500 |
| SUMMIT 600 STD | 19/43 | Sl. 72-13 | TRA 287 | 3 H | PI/WH RE/BC | 124.5 (4.902) | 4500 |
| SUMMIT 700 STD | 21/43 | Sl. 74-13 | TRA 299 | 3 H | VI/YL VI/JA | 157.9 (6.217) | 4100 <small>4100 (CAN/ U.S./E.-U.) 3800 (EUROPE)</small> |
| SUMMIT 700 X | 21/43 | Sl. 74-13 | TRA 299 | 3 H | VI/YL VI/JA | 157.9 (6.217) | 4100 |
| SUMMIT 700 H.M. | 19/43 | Sl. 72-13 | TRA 300 | 3 H | VI/YL VI/JA | 157.9 (6.217) | 4100 |
| SUMMIT 800 STD | 21/43 | Sl. 74-13 | TRA 300 | 3 H | VI/YL VI/JA | 157.9 (6.217) | 4100 |
| SUMMIT 800 X | 21/43 | Sl. 74-13 | TRA 300 | 3 H | VI/YL VI/JA | 157.9 (6.217) | 4100 <small>4100 (CAN/ U.S./E.-U.) 3800 (EUROPE)</small> |
| SUMMIT 800 H.M. | 19/43 | Sl. 72-13 | TRA 300 | 3 H | VI/YL VI/JA | 157.9 (6.217) | 4100 |
| SUMMIT 800 H.M. X | 19/43 | Sl. 72-13 | TRA 300 | 3 H | VI/YL VI/JA | 157.9 (6.217) | 4100 |
| MX Z 380 FAN | 18/44 | Sl. 70-11 | BOMB. LITE | N.A. S.O. | RD/BL RO/BU | 96 (3.780) | 3500 |
| MX Z 440 FAN | 21/44 | Sl. 72-11 | TRA 287 | 3 H | GN/VI VE/VI | 133.7 (5.264) | 4500 |
| MX Zx 440 RACING | 21/43 | Sl. 74-15 | TRA 296 | 3 HT 700 | PI/WH RE/BC | 124.5 (4.902) | 5000 |
| MX Z 500 FAN | 21/44 | Sl. 72-11 | TRA 287 | 3 H | GN/BL VE/BU | 147.4 (5.803) | 4500 |
| MX Z 500 STD | 22/43 | Sl. 74-11 | TRA 281 | 3 S | GN/BL VE/BU | 147.4 (5.803) | 4100 |


| DRIVEN PULLEY PRELOAD, CAM ANGLE PRÉCHARGE DE LA POULIE MÈNÉE, ANGLE DE LA CAMÈ MÈNÉE | PULLEY DISTANCE ÉCART ENTRE LES POULIES Z + 0 + 0 - 1.0 mm (- .040 in/po) | DISTANCE X ± 0.5 mm (± .020 in/po) | DISTANCE Y - X | ALIGNMENT BAR PART NUMBER NUMÉRO DE PIÈCE DE LA BARRE D'ALIGNEMENT | DRIVE BELT NUMBER NUMÉRO DE LA COURROIE | TRACK WIDTH LARGEUR CHENILLE | TRACK LENGTH LONGUEUR CHENILLE |
|---|--|---------------------------------------|-----------------------------|---|--|---------------------------------|-----------------------------------|
| kg ± 7 (lb ± 1.5) | mm (in/po) | | | mm (in/po) | | | |
| N.A. S.O. 47° - 44° | 121 (4.764) | 35.5 (1.398) | 0.5 - 1.5 (.0195 - .059) | 529 035 594 | 417 300 066 | 381 (15.0) | 3455 (136) |
| N.A. S.O. 47° - 44° | 17.0 (.669) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 035 530 | 417 300 064 | 381 (15.0) | 3455 (136) |
| 8 (17.6) 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 300 1270 | 381 (15.0) | 3648 (144) |
| 8 (17.6) 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 127 | 381 (15.0) | 3648 (144) |
| 8 (17.6) 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 127 | 381 (15.0) | 3648 (144) |
| 8 (17.6) 50° - 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 127 | 381 (15.0) | 3836 (151) |
| 8 (17.6) 50° - 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 127 | 381 (15.0) | 3648 (144) |
| 8 (17.6) 50° - 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 127 | 381 (15.0) | 3836 (151) |
| 8 (17.6) 50° - 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 127 | 381 (15.0) | 3836 (151) |
| N.A. S.O. 47° - 44° | 26.0 (1.024) | 33.4 (1.315) | 1 - 2 (.039 - .079) | 529 035 530 | 415 060 600 | 381 (15.00) | 3072 (121) |
| N.A. S.O. 47° - 44° | 17.0 (.669) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 035 530 | 415 060 600 | 381 (15.0) | 3072 (121) |
| 7 (15.4) 44° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) |
| N.A. S.O. 47° - 44° | 17.0 (.669) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 035 530 | 415 060 600 | 381 (15.0) | 3072 (121) |
| 7 (15.4) 44° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3072 (121) |

|  | CHAINCASE GEARS ① PIGNONS DU CARTER DE CHAÎNE ① | | CHAIN PITCH/TYPE OR LINK QTY TYPE/PAS DE LA CHAÎNE OU QTE MAILLONS | | TYPE, RAMP OR BLOCK ② TYPE, RAMPE OU BLOC ② | | TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ POSITION DE LA VIS TRA OU QTE PESÉES, TYPE DE GOUPILLE ③ | | SPRING COLOR COULEUR DU RESSORT | | SPRING FREE LENGTH LONGUEUR LIBRE DU RESSORT | ENGAGEMENT SPEED RÉGIME D'EMBRAYAGE |
|---|--|--------------|--|--------|--|------------------|--|--|------------------------------------|--|--|--|
| | DRIVE PULLEY/POULIE MOTRICE | | | | | | | | | | | mm (in/po) |
| 2001 (cont'd/suite) | | | | | | | | | | | | |
| MX Z 500 TRAIL | 22/43 | Sl. 74-11 | TRA 281 | 3 S | GN/BL VE/BU | 147.4 (5.803) | 4100 | | | | | |
| MX Z 600 STD | 24/43 | Sl. 74-13 | TRA 293X | 3 S | GN/WH VE/BC | 110.7 (4.358) | 4100 | | | | | |
| MX Z 600 ADRENALINE | 24/43 | Sl. 74-13 | TRA 293X | 3 S | GN/WH VE/BC | 110.7 (4.358) | 4100 | | | | | |
| MX Z 600 TRAIL | 24/43 | Sl. 74-13 | TRA 293X | 3 S | GN/WH VE/BC | 110.7 (4.358) | 4100 | | | | | |
| MX Z 600 X | 24/43 | Sl. 74-13 | TRA 293X | 3 S | GN/WH VE/BC | 110.7 (4.358) | 4100 | | | | | |
| MX Z 700 STD | 25/43 | Sl. 76-13 | TRA 300 | 3 S | GN/VI VE/VI | 133.7 (5.264) | 4100 | | | | | |
| MX Z 700 ADRENALINE | 25/43 | Sl. 76-13 | TRA 300 | 3 S | GN/VI VE/VI | 133.7 (5.264) | 3800 | | | | | |
| MX Z 700 TRAIL | 25/43 | Sl. 76-13 | TRA 300 | 3 S | GN/VI VE/VI | 133.7 (5.264) | 3800 | | | | | |
| MX Z 700 X | 25/43 | Sl. 76-13 | TRA 300 | 3 S | GN/VI VE/VI | 133.7 (5.264) | 3800 | | | | | |
| MX Z 800 STD | 26/43 | Sl. 76-13 | TRA 300 | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3800 | | | | | |
| MX Z 800 ADRENALINE | 26/43 | Sl. 76-13 | TRA 300 | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3800 | | | | | |
| MX Z 800 X | 26/43 | Sl. 76-13 | TRA 300 | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3800 | | | | | |
| MACH Z STD | 26/43 | Sl. 72-13 | TRA 295 | 3 S | GN/BL VE/BU | 147.4 (5.803) | 4200 | | | | | |
| MACH Z TECH PLUS | 26/43 | Sl. 72-13 | TRA 295 | 3 S | GN/BL VE/BU | 147.4 (5.803) | 4200 | | | | | |


| DRIVEN PULLEY PRELOAD, CAM ANGLE PRÉCHARGE DE LA POULIE MÈNÉE, ANGLE DE LA CAMÉE | PULLEY DISTANCE ÉCART ENTRE LES POULIES Z + 0 - 1.0 mm (-.040 in/po) | DISTANCE X ± 0.5 mm (± .020 in/po) | DISTANCE Y - X | ALIGNMENT BAR PART NUMBER NUMÉRO DE PIÈCE DE LA BARRED ALIGNEMENT | DRIVE BELT NUMBER NUMÉRO DE LA COURROIE | TRACK WIDTH LARGEUR CHENILLE | TRACK LENGTH LONGUEUR CHENILLE |
|---|--|---------------------------------------|------------------------|--|--|---------------------------------|-----------------------------------|
| kg ± .7 (lb ± 1.5) | mm (in/po) | | | mm (in/po) | | | |
| 7 (15.4) 44° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3072 (121) |
| 7 (15.4) 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3072 (121) |
| 7 (15.4) 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3072 (121) |
| 7 (15.4) 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3072 (121) |
| 7 (15.4) 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3072 (121) |
| 8 (17.6) 50° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 127 | 381 (15.0) | 3072 (121) |
| 8 (17.6) 50° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 127 | 381 (15.0) | 3072 (121) |
| 8 (17.6) 50° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 127 | 381 (15.0) | 3072 (121) |
| 8 (17.6) 50° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 127 | 381 (15.0) | 3072 (121) |
| 8 (17.6) 53° - 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 127 | 381 (15.0) | 3072 (121) |
| 8 (17.6) 53° - 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 127 | 381 (15.0) | 3072 (121) |
| 7 (15.4) 53° - 44° | 121 (4.764) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 066 | 381 (15.0) | 3072 (121) |
| N.A. S.O. 47° - 44° | 121 (4.764) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 035 530 | 417 300 066 | 381 (15.0) | 3072 (121) |

|  | CHAINCASE GEARS ① PIGIONS DU CARTER DE CHAÎNE ① | CHAIN PITCH/TYPE OR LINK QTY TYPE/PAS DE LA CHAÎNE OU QTE MAILLONS | TYPE, RAMP OR BLOCK ② TYPE, RAMPE OU BLOC ② | TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ POSITION DE LA VIS TRA OU QTE PESÉES, TYPE DE GOUPILLE ③ | SPRING COLOR COULEUR DU RESSORT | SPRING FREE LENGTH LONGUEUR LIBRE DU RESSORT | ENGAGEMENT SPEED RÉGIME D'EMBRAYAGE |
|---|--|--|--|--|------------------------------------|--|--|
| | | | | | | mm (in/po) | |
| DRIVE PULLEY/POULIE MOTRICE | | | | | | | |
| 2000 | | | | | | | |
| MINI Z | 10/48 | 1/2" S. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| TUNDRA R | 14/25 | 1/2" S. | BOMB. LITE 1143 | 1C 3S3.4 | TURQUOISE | 85.3 (3.358) | 3000 |
| SKANDIC 380 TOURING E | 18/44 | Sl. 70-11 | BOMB. LITE 1181 | 1C 1S21 | GN/GN VE/VE | 72.0 (2.835) | 2500 |
| SKANDIC 500 | 18/44 | Sl. 70-11 | TRA 292X | 3 H | RD/RD RO/RO | 97.2 (3.826) | 2900 |
| SKANDIC WT | — | N.A. S.O. | TRA 290 | 4 H | YL/OR JA/OR | 105.7 (4.161) | 3000 |
| SKANDIC SWT | — | N.A. S.O. | TRA 290 | 2 H | YL/OR JA/OR | 105.7 (4.161) | 3000 |
| SKANDIC WT LC | — | N.A. S.O. | TRA 290 | 4 S | YL/BL JA/BU | 90.7 (3.571) | 3000 |
| TOURING LE | 21/44 | Sl. 72-11 | TRA 284 | 2 H | RD/YL RO/JA | 87.9 (3.461) | 2900 |
| TOURING SLE | 21/44 | Sl. 72-11 | TRA 291X | 3 H | RD/RD RO/RO | 97.2 (3.826) | 2900 |
| TOURING 500 LC | 23/44 | Sl. 72-11 | TRA 228 | 2 H | BL/GN BU/VE | 105.7 (4.161) | 3600 |
| FORMULA S | 18/44 | Sl. 70-11 | BOMB. LITE 1181 | 1C 1S21 | RD/BL RO/BU | 96 (3.780) | 3500 |
| FORMULA DLX 380 | 18/44 | Sl. 70-11 | BOMB. LITE 1181 | 1C 1S21 | RD/BL RO/BU | 96 (3.780) | 3500 |
| FORMULA DLX 500 | 21/44 | Sl. 72-11 | TRA 291X | 3 H | YL/RD JA/RO | 121.1 (4.768) | 3300 |
| FORMULA 500 LC | 23/43 | Sl. 72-11 | TRA 281 | 2 H | VI/YL VI/JA | 157.9 (6.217) | 4100 |
| FORMULA DLX 500 LC | 23/44 | Sl. 72-11 | TRA 286 | 2 H | VI/BL VI/BU | 114.6 (4.512) | 3800 |
| FORMULA Z 600 | 24/43 | Sl. 74-13 | TRA 281 | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3800 |


| DRIVEN PULLEY PRELOAD, CAM ANGLE PRÉCHARGE DE LA POULIE MÉNÉE, ANGLE DE LA CAMÉE | PULLEY DISTANCE ÉCART ENTRE LES POULIES | DISTANCE X ± 0.5 mm (± .020 in/po) | DISTANCE Y - X | ALIGNMENT BAR PART NUMBER NUMÉRO DE PIÈCE DE LA BARRE D'ALIGNEMENT | DRIVE BELT NUMBER NUMÉRO DE LA COURROIE | TRACK WIDTH LARGEUR CHENILLE | TRACK LENGTH LONGUEUR CHENILLE |
|---|--|---------------------------------------|----------------------------|---|--|---------------------------------|-----------------------------------|
| kg ± 7 (lb ± 1.5) | mm (in/po) | | | | | mm (in/po) | |
| N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | 254 (10) | 1749 (68.85) |
| N.A. S.O. | 37 (1.457) | 36.0 (1.417) | 0 - 1.5 (0 - .059) | 529 035 530 | 414 827 600 | 381 (15.00) | 3535 (139) |
| N.A. S.O. | 26.0 (1.024) | 33.4 (1.315) | 0.5 - 1.5 (0.020 - 0.059) | 529 026 900 | 415 060 600 | 381 (15.00) | 3455 (136) |
| N.A. S.O. | 17.0 (.669) | 35.5 (1.398) | 1 - 2 (.039 - 0.079) | 529 035 530 | 415 060 600 | 381 (15.0) | 3455 (136) |
| 7 (15.4) 40° | 32.3 (1.272) | 35.0 (1.378) | 0.75 - 2.25 (0.30 - 0.089) | 529 031 000 | 414 633 800 | 500 (20.0) | 3968 (156) |
| 7 (15.4) 40° | 32.3 (1.272) | 35.0 (1.378) | 0.75 - 2.25 (0.30 - 0.089) | 529 031 000 | 414 633 800 | 600 (23.6) | 3968 (156) |
| 7 (15.4) 40° | 32.3 (1.272) | 35.0 (1.378) | 0.75 - 2.25 (0.30 - 0.089) | 529 031 000 | 414 633 800 | 500 (20.0) | 3968 (156) |
| N.A. S.O. | 17.0 (.669) | 35.5 (1.398) | 1 - 2 (.039 - 0.079) | 529 031 000 | 415 060 600 | 381 (15.0) | 3455 (136) |
| N.A. S.O. | 17.0 (.669) | 35.5 (1.398) | 1 - 2 (.039 - 0.079) | 529 035 530 | 415 060 600 | 381 (15.0) | 3455 (136) |
| 7 (15.4) 44° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - 0.079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3455 (136) |
| 4.8 (10.6) 44° | 26.0 (1.024) | 33.4 (1.315) | 0.5 - 1.5 (0.020 - 0.059) | 529 026 700 | 415 060 600 | 381 (15.0) | 3072 (121) |
| N.A. S.O. | 26.0 (1.024) | 33.4 (1.315) | 0.5 - 1.5 (0.020 - 0.059) | 529 035 530 | 415 060 600 | 381 (15.0) | 3072 (121) |
| N.A. S.O. | 17.0 (.669) | 35.5 (1.398) | 1 - 2 (.039 - 0.079) | 529 035 530 | 415 060 600 | 381 (15.0) | 3072 (121) |
| 7 (15.4) 50° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - 0.079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) |
| 7 (15.4) 50° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - 0.079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) |
| 7 (15.4) 50° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - 0.079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) |

|  | CHAINCASE GEARS ① PIGIONS DU CARTER DE CHAÎNE ① | CHAIN PITCH/TYPE OR LINK QTY TYPE/PAS DE LA CHAÎNE OU QTE MAILLONS | TYPE, RAMP OR BLOCK ② TYPE, RAMPE OU BLOC ② | TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ POSITION DE LA VIS TRA OU QTE PESÉES, TYPE DE GOUPILLE ③ | SPRING COLOR COULEUR DU RESSORT | SPRING FREE LENGTH LONGUEUR LIBRE DU RESSORT | ENGAGEMENT SPEED RÉGIME D'EMBRAYAGE |
|---|--|--|--|--|------------------------------------|--|--|
| | | | | | | mm (in/po) | ± 100 RPM tr/mn |
| DRIVE PULLEY/POULIE MOTRICE | | | | | | | |
| 2000 (cont'd/suite) | | | | | | | |
| FORMULA DLX 600 | 24/44 | Sl. 72-14 | TRA 281 | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3800 |
| FORMULA Z 700 | 25/43 | Sl. 76-13 | TRA 297 | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3800 |
| FORMULA DLX 700 | 25/44 | Sl. 76-13 | TRA 298 | 3 S | VI/VI VI/VI | 107.0 (6.217) | 3800 |
| GRAND TOURING 600 | 23/44 | Sl. 74-13 | TRA 281 | 3 S | BL/YL BU/JA | 115.0 (4.531) | 3600 |
| GRAND TOURING 700 | 24/43 | Sl. 72-13 | TRA 293X | 3 S | BL/VI BU/VI | 96.9 (3.815) | 3300 |
| GRAND TOURING SE/SE M.E. | 24/43 | Sl. 72-13 | TRA 293X | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3300 |
| SUMMIT 600 | 21/43 | Sl. 74-13 | TRA 294 | 5 H | GN/BL VE/BU | 147.4 (5.803) | 4200 |
| SUMMIT 700/700 M.E. | 22/43 | Sl. 74-13 | TRA 293X | 4 H | VI/YL VI/JA | 157.9 (6.217) | 4100 |
| SUMMIT 700 H.M. | 21/43 | Sl. 74-13 | TRA 293X | 4 H | VI/YL VI/JA | 157.9 (6.217) | 4100 |
| SUMMIT 800 H.M. | 21/43 | Sl. 74-13 | TRA 295 | 3 H | BL/OR BU/OR | 135.5 (5.335) | 3800 |
| MX Z 440 | 21/44 | Sl. 72-11 | TRA 291X | 3 H | BL/YL BU/JA | 115.0 (4.531) | 3700 |
| MX Zx 440 LC | 21/43 | Sl. 74-15 | TRA 296 | 4 HT 700 | PI/WH RE/BC | 124.5 (4.902) | 5000 |
| MX Z 500 | 22/43 | Sl. 74-11 | TRA 281 | 3 S | GN/BL VE/BU | 147.4 (5.803) | 4100 |
| MX Z 600/600 DPM (SB) | 24/43 | Sl. 74-13 | TRA 281 | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3800 |
| MX Z 700/700 DPM (SB)/700 M.E. | 25/43 | Sl. 76-13 | TRA 298 | 3 S | GN/VI VE/VI | 133.7 (5.264) | 3800 |
| FORMULA III 700 R | 25/43 | Sl. 72-13 | TRA 293X | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3800 |

| DRIVEN PULLEY PRELOAD, CAM ANGLE PRÉCHARGE DE LA POULIE MÈNÉE, ANGLE DE LA CAMÉE | PULLEY DISTANCE ÉCART ENTRE LES POULIES Z + 0 + 0 - 1.0 mm (- .040 in/po) | DISTANCE X ± 0.5 mm (± .020 in/po) | DISTANCE Y - X | ALIGNMENT BAR PART NUMBER NUMÉRO DE PIÈCE DE LA BARRE D'ALIGNEMENT | DRIVE BELT NUMBER NUMÉRO DE LA COURROIE | TRACK WIDTH LARGEUR CHENILLE | TRACK LENGTH LONGUEUR CHENILLE |
|---|--|---------------------------------------|----------------------------|---|--|---------------------------------|-----------------------------------|
| kg ± .7 (lb ± 1.5) | mm (in/po) | | | mm (in/po) | | | |
| 7 (15.4) 50° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) |
| 7 (15.4) 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 067 | 381 (15.0) | 3074 (121) |
| 7 (15.4) 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 067 | 381 (15.0) | 3074 (121) |
| 7 (15.4) 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3455 (136) |
| N.A. S.O. 47° - 44° | 121 (4.764) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 035 530 | 417 300 066 | 381 (15.0) | 3455 (136) |
| N.A. S.O. 47° - 44° | 121 (4.764) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 035 530 | 417 300 066 | 381 (15.0) | 3455 (136) |
| 7 (15.4) 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3455 (136) |
| 8 (17.6) 50° - 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 127 | 381 (15.0) | 3455 (136) |
| 8 (17.6) 50° - 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 127 | 381 (15.0) | 3836 (151) |
| 8 (17.6) 50° - 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 127 | 381 (15.0) | 3836 (151) |
| 6 (13.4) 47° | 16.5 (.650) | 35.5 (1.398) | 0.5 - 1.5 (.020 - .059) | 529 026 700 | 415 060 600 | 381 (15.0) | 3074 (121) |
| 8 (17.6) 44° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) |
| 7 (15.4) 44° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) |
| 7 (15.4) 50° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) |
| 7 (15.4) 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 067 | 381 (15.0) | 3074 (121) |
| N.A. S.O. 47° - 44° | 121 (4.764) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 035 530 | 417 300 066 | 381 (15.0) | 3074 (121) |

| | | | | | | | | | | | | | | |
|---|--|--------------|--|--------|--|------------------|---|--|------------------------------------|--|--|--|--|--|
|  | CHAINCASE GEARS ① PIGNONS DU CARTER DE CHAÎNE ① | | CHAIN PITCH/TYPE OR LINK QTY TYPE/PAS DE LA CHAÎNE OU QTE MAILLONS | | TYPE, RAMP OR BLOCK ② TYPE, RAMPE OU BLOC ② | | TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ POSITION DE LA VIS TRAC OU QTE PESÉES, TYPE DE GOUPILLE ③ | | SPRING COLOR COULEUR DU RESSORT | | SPRING FREE LENGTH LONGUEUR LIBRE DU RESSORT | | ENGAGEMENT SPEED RÉGIME D'EMBRAYAGE | |
| | | | | | | | | | | | mm (in/po) | | ± 100 RPM tr/mn | |
| DRIVE PULLEY/POULIE MOTRICE | | | | | | | | | | | | | | |
| 2000 (cont'd/suite) | | | | | | | | | | | | | | |
| FORMULA III 800 | 26/43 | Sl. 72-13 | TRA 295 | 2 S | VI/YL VI/JA | 157.9 (6.217) | 3800 | | | | | | | |
| MACH 1 R | 25/43 | Sl. 72-13 | TRA 286 | 3 S | GN/VI VE/VI | 133.7 (5.264) | 4200 | | | | | | | |
| MACH Z | 26/43 | Sl. 72-13 | TRA 295 | 3 S | GN/BL VE/BU | 147.4 (5.803) | 4200 | | | | | | | |
| MACH Z R/Z R M.E. | 26/43 | Sl. 72-13 | TRA 295 | 3 S | GN/BL VE/BU | 147.4 (5.803) | 4200 | | | | | | | |

| | | | | | | | | | | | | | |
|--|--|--|--|---|--|--|--|---------------------------------|--|-----------------------------------|--|--------------------------------|--|
| DRIVEN PULLEY PRELOAD, CAM ANGLE PRÉCHARGE DE LA POULIE MÈNEE, ANGLE DE LA CAMÉ | | PULLEY DISTANCE ÉCART ENTRE LES POULIES | | ALIGNMENT BAR PART NUMBER NUMÉRO DE PIÈCE DE LA BARRE D'ALIGNEMENT | | DRIVE BELT NUMBER NUMÉRO DE LA COURROIE | | TRACK WIDTH LARGEUR CHENILLE | | TRACK LENGTH LONGUEUR CHENILLE | | | |
| Z + 0 - 1.0 mm (-.040 in/po) | | DISTANCE X ± 0.5 mm (± .020 in/po) | | DISTANCE Y - X | | | | | | | | | |
| kg ± .7 (lb ± 1.5) | | mm (in/po) | | | | | | | | mm (in/po) | | | |
| | | | | | | | | | | | | | |
| 7 (15.4) 50° - 47° | | 120 (4.724) | | 35.5 (1.398) | | 1 - 2 (.039 - .079) | | 529 026 700 | | 417 300 066 | | 381 3074 (15.0) (121) | |
| N.A. S.O. 47° - 44° | | 121 (4.764) | | 35.5 (1.398) | | 1 - 2 (.039 - .079) | | 529 035 530 | | 417 300 066 | | 381 3074 (15.0) (121) | |
| 7 (15.4) 53° - 44° | | 120 (4.724) | | 35.5 (1.398) | | 1 - 2 (.039 - .079) | | 529 026 700 | | 417 300 066 | | 381 3074 (15.0) (121) | |
| N.A. S.O. 47° - 44° | | 121 (4.764) | | 35.5 (1.398) | | 1 - 2 (.039 - .079) | | 529 035 530 | | 417 300 066 | | 381 3074 (15.0) (121) | |

|  | CHAINCASE GEARS ① PIGIONS DU CARTER DE CHAÎNE ① | | CHAIN PITCH/TYPE OR LINK QTY TYPE/PAS DE LA CHAÎNE OU QTE MAILLONS | | TYPE, RAMP OR BLOCK ② TYPE, RAMPE OU BLOC ② | | TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ POSITION DE LA VIS TRA OU QTE PESEES, TYPE DE GOUPILLE ③ | | SPRING COLOR COULEUR DU RESSORT | | SPRING FREE LENGTH LONGUEUR LIBRE DU RESSORT | | ENGAGEMENT SPEED RÉGIME D'EMBRAYAGE | |
|---|--|-----------|---|-----------------------|--|---------------|--|-----------|------------------------------------|-----------|---|-----------|--|-----------|
| | DRIVE PULLEY/POULIE MOTRICE | | | | | | | | | | | | | |
| | mm (in/po) | | | | | | | | | | | | | |
| 1999 | | | | | | | | | | | | | | |
| MINI Z | 10/48 | 1/2" S. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| TUNDRA R | 14/25 | 1/2" S. | BOMB. LITE 1143 | 1C [†] 3S3.4 | TURQUOISE | 85.3 (3.358) | 3000 [†] | | | | | | | |
| TUNDRA | 14/25 | 1/2" S. | BOMB. LITE 1143 | 2C | TURQUOISE | 85.3 (3.358) | 3100 | | | | | | | |
| SKANDIC 380 TOURING E | 18/44 | Sl. 70-11 | BOMB. LITE 1181 | 1C 1S21 | GN/GN VE/VE | 72.0 (2.835) | 2500 | | | | | | | |
| SKANDIC 500 | 18/44 | Sl. 70-11 | TRA 292X | 3 H | RD/RD RO/RO | 97.2 (3.826) | 2900 | | | | | | | |
| SKANDIC WT | — | N.A. S.O. | TRA 290 | 4 H | YL/OR JA/OR | 105.7 (4.161) | 3000 | | | | | | | |
| SKANDIC SWT | — | N.A. S.O. | TRA 290 | 2 H | YL/OR JA/OR | 105.7 (4.161) | 3000 | | | | | | | |
| SKANDIC WT LC | — | N.A. S.O. | TRA 290 | 4 S | YL/BL JA/BU | 90.7 (3.571) | 3000 | | | | | | | |
| TOURING LE | 21/44 | Sl. 72-11 | TRA 284 | 2 H | RD/YL RO/JA | 87.9 (3.461) | 2900 | | | | | | | |
| TOURING SLE | 21/44 | Sl. 72-11 | TRA 291X | 3 H | RD/RD RO/RO | 97.2 (3.826) | 2900 | | | | | | | |
| FORMULA S | 18/44 | Sl. 70-11 | BOMB. LITE 1181 | 1C 1S21 | RD/BL RO/BU | 96 (3.780) | 3500 | | | | | | | |
| FORMULA DLX 380 | 18/44 | Sl. 70-11 | BOMB. LITE 1181 | 1C 1S21 | RD/BL RO/BU | 96 (3.780) | 3500 | | | | | | | |
| FORMULA SL | 21/44 | Sl. 72-11 | TRA 291X | 3 H | YL/RD JA/RO | 121.1 (4.768) | 3300 | | | | | | | |
| FORMULA DLX 500 | 23/44 | Sl. 72-11 | TRA 291X | 3 H | YL/RD JA/RO | 121.1 (4.768) | 3300 | | | | | | | |
| FORMULA Z 500 | 23/43 | Sl. 72-11 | TRA 281 | 2 H | VI/YL VI/JA | 157.9 (6.217) | 4100 | | | | | | | |

† As Warranty Bulletin 99-4
Selon le Bulletin de garantie 99-4


| DRIVEN PULLEY PRELOAD, CAM ANGLE PRÉCHARGE DE LA POULIE MÈNÉE, ANGLE DE LA CAMÉ | | PULLEY DISTANCE ÉCART ENTRE LES POULIES | | DISTANCE X | | DISTANCE Y - X | | ALIGNMENT BAR PART NUMBER NUMÉRO DE PIÈCE DE LA BARRÉ D'ALIGNEMENT | | DRIVE BELT NUMBER NUMÉRO DE LA COURROIE | | TRACK WIDTH LARGEUR CHENILLE | | TRACK LENGTH LONGUEUR CHENILLE | |
|--|--------------|--|---------------------------|-------------|-------------|----------------|------------|---|-----------|--|----------|---------------------------------|--|-----------------------------------|--|
| kg ± .7 (lb ± 1.5) | | mm (in/po) | | mm (in/po) | | mm (in/po) | | mm (in/po) | | mm (in/po) | | mm (in/po) | | mm (in/po) | |
| N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | 254 (10) | 1749 (68.85) | | | |
| N.A. S.O. 37.8° | 37 (1.457) | 36.0 (1.417) | 0 - 1.5 (0 - .059) | 529 026 900 | 414 827 600 | 381 (15.00) | 3535 (139) | | | | | | | | |
| 3.6 (7.9) 37.8° | 37 (1.457) | 36.0 (1.417) | 0 - 1.5 (0 - .059) | 529 026 900 | 414 827 600 | 381 (15.00) | 3535 (139) | | | | | | | | |
| N.A. S.O. 47° - 44° | 26.0 (1.024) | 33.4 (1.315) | 0.5 - 1.5 (.020 - .059) | 529 035 530 | 415 060 600 | 381 (15.00) | 3455 (136) | | | | | | | | |
| N.A. S.O. 47° - 44° | 17.0 (.669) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 035 530 | 415 060 600 | 381 (15.0) | 3455 (136) | | | | | | | | |
| 7 (15.4) 40° | 32.3 (1.272) | 35.0 (1.378) | 0.75 - 2.25 (0.30 - .089) | 529 026 700 | 414 633 800 | 500 (20.0) | 3968 (156) | | | | | | | | |
| 7 (15.4) 40° | 32.3 (1.272) | 35.0 (1.378) | 0.75 - 2.25 (0.30 - .089) | 529 026 700 | 414 633 800 | 600 (23.6) | 3968 (156) | | | | | | | | |
| 7 (15.4) 40° | 32.3 (1.272) | 35.0 (1.378) | 0.75 - 2.25 (0.30 - .089) | 529 026 700 | 414 633 800 | 500 (20.0) | 3968 (156) | | | | | | | | |
| N.A. S.O. 47° - 44° | 17.0 (.669) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 035 530 | 415 060 600 | 381 (15.0) | 3455 (136) | | | | | | | | |
| N.A. S.O. 47° - 44° | 17.0 (.669) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 035 530 | 415 060 600 | 381 (15.0) | 3455 (136) | | | | | | | | |
| 4.8 (10.6) 44° | 25.5 (1.004) | 33.4 (1.315) | 0.5 - 1.5 (.020 - .059) | 529 026 700 | 415 060 600 | 381 (15.0) | 3072 (121) | | | | | | | | |
| N.A. S.O. 47° - 44° | 26.0 (1.024) | 33.4 (1.315) | 0.5 - 1.5 (.020 - .059) | 529 035 530 | 415 060 600 | 381 (15.0) | 3072 (121) | | | | | | | | |
| 4.8 (10.6) 44° | 16.5 (.650) | 35.5 (1.398) | 0.5 - 1.5 (.020 - .059) | 529 026 700 | 415 060 600 | 381 (15.0) | 3072 (121) | | | | | | | | |
| N.A. S.O. 47° - 44° | 17.0 (.669) | 35.5 (1.398) | 0.5 - 1.5 (.020 - .059) | 529 035 530 | 415 060 600 | 381 (15.0) | 3074 (121) | | | | | | | | |
| 7 (15.4) 50° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) | | | | | | | | |



| 1999 (cont'd/suite) | CHAINCASE GEARS ① PIGNONS DU CARTER DE CHAÎNE ① | | CHAIN PITCH/TYPE OR LINK QTY TYPE/PAS DE LA CHAÎNE OU QTE MAILLONS | | TYPE, RAMP OR BLOCK ② TYPE, RAMPE OU BLOC ② | | TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ POSITION DE LA VIS TRA OU QTE PESÉES, TYPE DE GOUPILLE ③ | | SPRING COLOR COULEUR DU RESSORT | | SPRING FREE LENGTH LONGUEUR LIBRE DU RESSORT | ENGAGEMENT SPEED RÉGIME D'EMBRAYAGE |
|------------------------|--|--------------|--|-------------|--|-------------------|--|--|------------------------------------|--|--|--|
| | DRIVE PULLEY/POULIE MOTRICE | | | | | | | | | | | mm (in/po) |
| FORMULA DLX 500 LC | 23/44 | Sl. 72-11 | TRA 286 | 2 H | VI/BL VI/BU | 114.6 (4.512) | 3800 | | | | | |
| FORMULA Z 583 | 25/43 | Sl. 74-13 | TRA 286 | 3 H | VI/BL VI/BU | 114.6 (4.512) | 4100 | | | | | |
| FORMULA DLX 583 | 23/44 | Sl. 72-13 | TRA 286 | 3 H | VI/BL VI/BU | 114.6 (4.512) | 4100 | | | | | |
| FORMULA Z 670 | 25/43 | Sl. 74-13 | TRA 286 | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3800 | | | | | |
| FORMULA DLX 670 | 25/44 | Sl. 74-13 | TRA 286 | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3800 | | | | | |
| GRAND TOURING 500 | 23/44 | Sl. 72-11 | TRA 228 | 2 H | BL/GN BU/VE | 105.7 (4.161) | 3600 | | | | | |
| GRAND TOURING 583 | 23/44 | Sl. 72-13 | TRA 285 | 3 H | RD/OR RO/OR | 91.2 (3.591) | 3100 | | | | | |
| GRAND TOURING 700 | 24/43 | Sl. 72-13 | TRA 285 | 4 S | YL/RD JA/RO | 121.1 (4.768) | 3300 | | | | | |
| GRAND TOURING SE | 24/43 | Sl. 72-13 | TRA 293X† | 3 S | VI/YL† VI/JA | 157.9† (6.217) | 3300 | | | | | |
| SUMMIT 500 | 21/43 | Sl. 72-11 | TRA 294 | 4 H | GN/BL VE/BU | 147.4 (5.803) | 4200 | | | | | |
| SUMMIT 600 | 21/43 | Sl. 74-13 | TRA 294 | 5 H | GN/BL VE/BU | 147.4 (5.803) | 4200 | | | | | |
| SUMMIT x 670 | 21/43 | Sl. 72-13 | TRA 287 | 5 H | VI/YL VI/JA | 157.9 (6.217) | 4100 | | | | | |
| SUMMIT 700 | 22/43 | Sl. 74-13 | TRA 297 | 4 H | VI/YL VI/JA | 157.9 (6.217) | 4100 | | | | | |
| MX Z 440 | 21/44 | Sl. 72-11 | TRA 291X | 3 H | BL/YL BU/JA | 115.0 (4.531) | 3700 | | | | | |
| MX Zx 440 LC | 21/43 | Sl. 74-13 | TRA 296 | 4 HT 700 | WH/SR BC/AR | 127.6 (5.024) | 5300 | | | | | |

† As Warranty Bulletin 99-5
Selon le Bulletin de garantie 99-5

| DRIVEN PULLEY PRELOAD, CAM ANGLE PRÉCHARGE DE LA POULIE MÉNÉE, ANGLE DE LA CAMÉE | PULLEY DISTANCE ÉCART ENTRE LES POULIES Z + 0 + 0 - 1.0 mm (- .040 in/po) | DISTANCE X ± 0.5 mm (± .020 in/po) | DISTANCE Y - X | ALIGNMENT BAR PART NUMBER NUMÉRO DE PIÈCE DE LA BARRE D'ALIGNEMENT† | DRIVE BELT NUMBER NUMÉRO DE LA COURROIE | TRACK WIDTH LARGEUR CHENILLE | TRACK LENGTH LONGUEUR CHENILLE |
|---|--|---------------------------------------|----------------------------|--|--|---------------------------------|-----------------------------------|
| kg ± 7 (lb ± 1.5) | mm (in/po) | | | mm (in/po) | | | |
| 7 (15.4) 50° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) |
| 7 (15.4) 50° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) |
| 7 (15.4) 50° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) |
| 7 (15.4) 50° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 067 | 381 (15.0) | 3074 (121) |
| 7 (15.4) 50° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 067 | 381 (15.0) | 3074 (121) |
| 7 (15.4) 44° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3455 (136) |
| 7 (15.4) 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3455 (136) |
| N.A. S.O. 47° - 44° | 121 (4.764) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 035 530 | 417 300 066 | 381 (15.0) | 3455 (136) |
| N.A. S.O. 47° - 44° | 121 (4.764) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 035 530 | 417 300 066 | 381 (15.0) | 3455 (136) |
| 7 (15.4) 44° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3455 (136) |
| 7 (15.4) 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3455 (136) |
| 7 (15.4) 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 067 | 381 (15.0) | 3455 (136) |
| 7 (15.4) 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 300 067 | 381 (15.0) | 3455 (136) |
| 6 (13.4) 47° | 16.5 (.650) | 35.5 (1.398) | 0.5 - 1.5 (.020 - .059) | 529 026 700 | 415 060 600 | 381 (15.0) | 3074 (121) |
| 7 (15.4) 44° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) |

|  | CHAINCASE GEARS ① PIGIONS DU CARTER DE CHAÎNE ① | | CHAIN PITCH/TYPE OR LINK QTY TYPE/PAS DE LA CHAÎNE OU QTE MAILLONS | | TYPE, RAMP OR BLOCK ② TYPE, RAMPE OU BLOC ② | | TRA SCREW POSITION OR WEIGHT QTY, PIN TYPE ③ POSITION DE LA VIS TRA OU QTE PESÉES, TYPE DE GOUPILLE ③ | | SPRING COLOR COULEUR DU RESSORT | | SPRING FREE LENGTH LONGUEUR LIBRE DU RESSORT | | ENGAGEMENT SPEED RÉGIME D'EMBRAYAGE | |
|---|--|--------------|--|--------|--|------------------|--|--|------------------------------------|--|--|--|--|--|
| | DRIVE PULLEY/POULIE MOTRICE | | | | | | | | | | mm (in/pt) | | ± 100 RPM tr/mn | |
| 1999 (cont'd/suite) | | | | | | | | | | | | | | |
| MX Z 500 | 23/43 | Sl. 72-13 | TRA 281 | 2 H | VI/YL VI/JA | 157.9 (6.217) | 4100 | | | | | | | |
| MX Z 600 | 24/43 | Sl. 74-13 | TRA 281 | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3800 | | | | | | | |
| MX Z 670 HO | 25/43 | Sl. 74-13 | TRA 297 | 2 S | GN/BL VE/BU | 147.4 (5.803) | 4200 | | | | | | | |
| MX Z 700 | 25/43 | Sl. 76-13 | TRA 297 | 3 S | VI/YL VI/JA | 157.9 (6.217) | 3800 | | | | | | | |
| FORMULA III 600 | 24/43 | Sl. 72-13 | TRA 297 | 3 S | GN/BL VE/BU | 147.4 (5.803) | 4200 | | | | | | | |
| FORMULA III 700 | 25/43 | Sl. 72-13 | TRA 297 | 3 S | VI/BL VI/BU | 114.6 (4.51) | 3800 | | | | | | | |
| FORMULA III 800 | 26/43 | Sl. 72-13 | TRA 295 | 3 S | VI/BL VI/BU | 114.6 (4.51) | 3800 | | | | | | | |
| MACH 1 | 25/43 | Sl. 72-13 | TRA 286 | 3 S | GN/VI VE/VI | 126.7 (4.988) | 4200 | | | | | | | |
| MACH 1 R | 25/43 | Sl. 72-13 | TRA 286 | 3 S | GN/VI VE/VI | 126.7 (4.988) | 4200 | | | | | | | |
| MACH Z | 26/43 | Sl. 72-13 | TRA 295 | 3 S | GN/BL VE/BU | 147.4 (5.803) | 4200 | | | | | | | |
| MACH Z R | 26/43 | Sl. 72-13 | TRA 295 | 3 S | GN/BL VE/BU | 147.4 (5.803) | 4200 | | | | | | | |
| MACH Z LT | 25/43 | Sl. 72-13 | TRA 295 | 3 S | GN/BL VE/BU | 147.4 (5.803) | 4200 | | | | | | | |
| MACH Z LT R | 25/44 | Sl. 72-13 | TRA 295 | 3 S | GN/BL VE/BU | 147.4 (5.803) | 4200 | | | | | | | |

| DRIVEN PULLEY PRELOAD, CAM ANGLE PRÉCHARGE DE LA POULIE MÈNÉE, ANGLE DE LA CAMÉ | | PULLEY DISTANCE ÉCART ENTRE LES POULIES | | DISTANCE X ± 0.5 mm (± .020 in/pt) | | DISTANCE Y - X | | ALIGNMENT BAR PART NUMBER NUMÉRO DE PIÈCE DE LA BARRÉD'ALIGNEMENT | | DRIVE BELT NUMBER NUMÉRO DE LA COURROIE | | TRACK WIDTH LARGEUR CHENILLE | | TRACK LENGTH LONGUEUR CHENILLE | |
|--|----------------|--|------------------------|---------------------------------------|----------------|----------------|---------------|--|--|--|--|---------------------------------|--|-----------------------------------|--|
| kg ± .7 (lb ± 1.5) | | Z + 0 + 0 - 1.0 mm (- .040 in/pt) | | mm (in/pt) | | | | | | | | mm (in/pt) | | | |
| 7 (15.4) 50° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) | | | | | | | | |
| 7 (15.4) 50° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 860 700 | 381 (15.0) | 3074 (121) | | | | | | | | |
| 7 (15.4) 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 067 | 381 (15.0) | 3074 (121) | | | | | | | | |
| 7 (15.4) 47° | 16.5 (.650) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 414 300 067 | 381 (15.0) | 3074 (121) | | | | | | | | |
| 7 (15.4) 50° - 47° | 120 (4.724) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 066 | 381 (15.0) | 3074 (121) | | | | | | | | |
| 7 (15.4) 50° - 47° | 120 (4.724) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 066 | 381 (15.0) | 3074 (121) | | | | | | | | |
| 7 (15.4) 50° - 47° | 120 (4.724) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 066 | 381 (15.0) | 3074 (121) | | | | | | | | |
| 7 (15.4) 53° - 44° | 120 (4.724) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 066 | 381 (15.0) | 3074 (121) | | | | | | | | |
| N.A. S.O. 47° - 44° | 121 (4.764) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 035 530 | 417 300 066 | 381 (15.0) | 3074 (121) | | | | | | | | |
| 7 (15.4) 53° - 44° | 120 (4.724) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 066 | 381 (15.0) | 3074 (121) | | | | | | | | |
| N.A. S.O. 47° - 44° | 121 (4.764) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 035 530 | 417 300 066 | 381 (15.0) | 3074 (121) | | | | | | | | |
| 7 (15.4) 53° - 44° | 120 (4.724) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 026 700 | 417 300 066 | 381 (15.0) | 3455 (136) | | | | | | | | |
| N.A. S.O. 47° - 44° | 121 (4.764) | 35.5 (1.398) | 1 - 2 (.039 - .079) | 529 035 530 | 417 300 066 | 381 (15.0) | 3455 (136) | | | | | | | | |



ABBREVIATIONS AND NOTES ABRÉVIATIONS ET NOTES

SECTION: POWER TRAIN

SECTION: ROUAGE D'ENTRAÎNEMENT

- ① To find gear ratio, divide number of teeth of large sprocket by number of teeth of small sprocket.

Example: Large = 34 th Small = 16 th
 $34 \div 16 = 2.1$ The ratio is 2.1: 1

① *Pour trouver le rapport d'engrenage, diviser le nombre de dents du grand pignon par le nombre de dents du petit pignon.*
Exemple: Grand = 34 dents Petit = 16 dents
 $34 \div 16 = 2.1$ Le rapport est 2.1: 1

- ② For TRA drive pulleys:
Ramp identification number.

For Bombardier Lite drive pulleys:

1157 = Red block, push type 38 g (P/N 417 115 700)
1181 = Black block, screw type 39.6 g (P/N 417 118 100)
1143 = Red block, screw type 41.8 g (P/N 417 114 300)

② *Pour les poulies TRA:*
Numéro d'identification de la rampe.
Pour les poulies motrices Bombardier Lite:
1157 = Bloc rouge à pression 38 g (N/P 417 115 700)
1181 = Bloc noir à filet 39.6 g (N/P 417 118 100)
1143 = Bloc rouge à filet 41.8 g (N/P 417 114 300)

- ③ Where applicable: TRA Drive pulley calibration screw position.

H: Hollow Pin

HT 700: Hollow Threaded Pin: (P/N 504 151 700) 10.3 g

HT 477: 10.3 g Threaded Pin: (P/N 417 222 477) + 4.09 g Set Screw (206 262 099)

HT 491: Hollow Threaded Pin: (P/N 417 222 491) 10.3 g

S: Solid Pin

For Bombardier Lite drive pulleys:

W = Washer 1.8 g (P/N 417 115 800)

C = Cap 1.65 g (P/N 417 114 500)

S3.4 = Weight, screw type 3.4 g (P/N 417 114 400)

S21 = Weight, screw type 21 g (P/N 417 120 400)

- ③ *Selon le cas: Position des vis de calibrage de la poulie motrice.*

H: Goupille creuse

HT 700: Goupille creuse à filet: (N/P 504 151 700) 10.3 g

HT 477: Goupille creuse à filet de 10.3 g (N/P 417 222 477) + vis de pression de 4.09 g (N/P 206 262 099)

HT 491: Goupille creuse à filet: (N/P 417 222 491) 10.3 g

S: Goupille pleine

Pour les poulies motrices Bombardier Lite:

W = Rondelle 1.8 g (N/P 417 115 800)

C = Capsule 1.65 g (N/P 417 114 500)

S3.4 = Pesée, à filet 3.4 g (N/P 417 114 400)

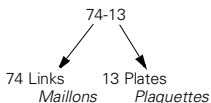
S21 = Pesée, à filet 21 g (N/P 417 120 400)



ABBREVIATIONS AND NOTES ABRÉVIATIONS ET NOTES

SECTION: POWER TRAIN SECTION: ROUAGE D'ENTRAÎNEMENT

Sl: Silent Chain
Sl: Chaîne silencieuse



S.: Single
S.: Simple

Fix.: Fixed
Fix.: Fixe

TRA: Total Range Adjustable Clutch
TRA: Transmission à rapports ajustables complets

N.A.: Not applicable
S.O.: Sans objet

BK = BLACK
NO = NOIR

BL = BLUE
BU = BLEU

GN = GREEN
VE = VERT

OR = ORANGE
OR = ORANGE

PI = PINK
RE = ROSE

RD = RED
RO = ROUGE

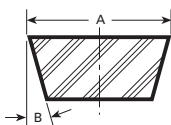
SR = SILVER
AR = ARGENT

VI = VIOLET
VI = VIOLET

WH = WHITE
BC = BLANC

YL = YELLOW
JA = JAUNE

DRIVE BELTS COURROIES D'ENTRAÎNEMENT



A01D10Q

| N/P BOMBARDIER P/N | LENGTH/ ① LONGUEUR ① mm (in) | A | | B |
|--------------------------|------------------------------------|----------------------|------------------|-------|
| | | INITIAL/ INITIALE | MINIMUM | |
| 414 523 300 | 1117.6 (44) | 35 (1-3/8) | 32 (1-1/4) | 13° |
| 414 617 500 | 1117.6 (44) | 34.5 (1-23/64) | 32 (1-1/4) | 13° |
| 414 633 800 | 1117.6 (44) | 35 (1-3/8) | 32 (1-1/4) | 13° |
| 414 741 300 | 1117.6 (44) | 34.5 (1-23/64) | 32 (1-1/4) | 13° |
| 414 827 600 | 1117.6 (44) | 33.3 (1-5/16) | 30.1 (1-3/16) | 15° |
| 414 828 700 | 1098.5 (43.25) | 33.7 (1.327) | 32 (1-1/4) | 12.5° |
| 414 860 700 | 1107.9 (43.6) | 35.30 (1.390) | 32.5 (1.28) | 12.5° |
| 415 060 300† | 1117.6 (44) | 35.50 (1.398) | 33.0 (1.299) | 12.5° |
| 415 060 600 | 1104.7 (43.50) | 35.20 (1.386) | 32.3 (1.272) | 12.5° |
| 415 099 000† | 1113.5 (43.84) | 35 (1.378) | 32.5 (1.26) | 11.5° |
| 417 300 066 | 1303 (51.30) | 35.1 (1.382) | 33 (1.299) | 12° |
| 417 300 067 | 1113.5 (43.84) | 35 (1.378) | 33 (1.299) | 12° |
| 417 300 127 | 1112.0 (43.78) | 36.35 (1.431) | 33.35 (1.313) | 12.5° |
| 417 300 069†† | 1318.0 (51.89) | 35.56 (1.400) | 32.56 (1.282) | 12° |
| 417 300 166 | 1107 (43.58) | 37.7 (1.484) | 34.7 (1.366) | 13° |
| 417 300 197 | 1112 (43.78) | 37.3 (1.470) | 33.4 (1.315) | 13° |
| 570 041 100 | 1092.2 (43) | 30.1 (1-3/16) | 26.9 (1-1/16) | 15° |
| 570 277 700 | 1149 (45) | 35 (1-3/8) | 32 (1.250) | 13° |
| 417 300 064 | 1303 (51.3) | 35 (1-3/8) | 33 (1.299) | 12° |

† Will be replaced by P/N 417 300 067
Sera remplacée par N/P 417 300 067

†† Replaces P/N 415 045 000
Remplace N/P 415 045 000

① The belt length is measured outside. All dimensions are given in mm (in).

① La longueur de la courroie est mesurée à l'extérieur. Toutes les dimensions sont données en mm (po).



DRIVE PULLEY SPRING TABLE DESCRIPTION

(all types)

DESCRIPTION DES TABLEAUX DE RESSORTS DE POULIE (TOUS LES TYPES)



A02D1NQ

- ① Do not install a TRA spring in a Bombardier Lite drive pulley or vice-versa.
 - ① *Ne pas interchanger les ressorts d'un type de poulie à un autre (TRA par rapport à Bombardier Lite).*
- ② Length of spring when installed in drive pulley at fully "open" position.
 - ② *Longueur du ressort monté dans la poulie au neutre, «ouverte» au maximum.*
- ③ Length of spring in drive pulley when fully "closed".
 - ③ *Longueur du ressort monté dans la poulie embrayée, «fermée» au maximum.*

ABBREVIATIONS:

ABRÉVIATIONS:

BK = BLACK
NO = NOIR

BL = BLUE
BU = BLEU

GN = GREEN
VE = VERT

OR = ORANGE
OR = ORANGE

PI = PINK
RE = ROSE

RD = RED
RO = ROUGE

SR = SILVER
AR = ARGENT

VI = VIOLET
VI = VIOLET

WH = WHITE
BC = BLANC

YL = YELLOW
JA = JAUNE



- 1 -



TRA PULLEY SPRINGS RESSORTS DE POULIE TRA

A06D27Q

| PART NO. N° PIÈCE | COLOR CODE CODE COULEUR | LOAD WHEN COMPRESSED TO 74 mm ② CHARGE LORSQUE COMPRIMÉE À 74 mm ② | LOAD WHEN COMPRESSED TO 41 mm ③ CHARGE LORSQUE COMPRIMÉE À 41 mm ③ | SPRING RATE TAUX DE COMPRESSION | FREE LENGTH LONGUEUR LIBRE |
|----------------------|----------------------------|---|---|---------------------------------------|-------------------------------|
| | | N (lbf) | | N/mm (lbf/in/po) | mm (in/po) |
| 414 605 500 | YELLOW JAUNE | 712 (160) | 1200 (270) | 14.82 (84.6) | 122 (4.80) |
| 414 605 600 | WHITE BLANC | 667 (150) | 1077 (240) | 12.15 (69.4) | 128.7 (5.07) |
| 414 639 000 | BL/OR BU/OR | 580 (130) | 890 (200) | 9.42 (53.8) | 135.5 (5.33) |
| 414 678 400 | YL/VI JA/VI | 455 (102) | 1420 (320) | 29.64 (169.2) | 88.99 (3.50) |
| 414 689 200 | RD/GN RO/VE | 311 (70) | 1157 (260) | 25.64 (144.5) | 85.9 (3.38) |
| 414 689 400 | BL/BL BU/BU | 580 (130) | 1290 (290) | 21.55 (122.6) | 99.8 (3.93) |
| 414 689 500 | BL/YL BU/JA | 580 (130) | 1025 (230) | 13.48 (76.9) | 115.1 (4.53) |
| 414 689 700 | YL/OR JA/OR | 455 (100) | 890 (200) | 13.48 (76.9) | 105.7 (4.13) |
| 414 689 800 | RD/RD RO/RO | 311 (70) | 756 (170) | 13.49 (77.0) | 97.2 (3.83) |
| 414 691 500 | RD/BL RO/BU | 311 (70) | 1290 (290) | 29.68 (169.5) | 84.1 (3.31) |
| 414 701 000 | RD/VI RO/VI | 311 (70) | 1424 (320) | 33.72 (192.5) | 83.1 (3.27) |
| 414 742 100 | YL/GN JA/VE | 445 (100) | 1157 (260) | 21.58 (123.2) | 94.61 (3.72) |
| 414 748 600 | YL/YL JA/JA | 445 (100) | 1023 (230) | 17.52 (100.0) | 100.3 (3.95) |
| 414 754 200 | PI/VI RE/VI | 1023 (230) | 1424 (320) | 12.15 (69.4) | 154.7 (6.09) |
| 414 756 900 | GN/PI VE/RE | 890 (200) | 1557 (350) | 20.21 (115.4) | 116.1 (4.57) |
| 414 949 500 | VI/PI VI/RE | 712 (160) | 1557 (350) | 25.62 (146.2) | 101.8 (4.008) |



- 2 -



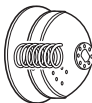
TRA PULLEY SPRINGS RESSORTS DE POULIE TRA

A06D27Q

| PART NO. N° PIÈCE | COLOR CODE CODE COULEUR | LOAD WHEN COMPRESSED TO 74 mm ② CHARGE LORSQUE COMPRIMÉE À 74 mm ② | LOAD WHEN COMPRESSED TO 41 mm ③ CHARGE LORSQUE COMPRIMÉE À 41 mm ③ | SPRING RATE TAUX DE COMPRESSION | FREE LENGTH LONGUEUR LIBRE |
|----------------------|----------------------------|---|---|---------------------------------------|-------------------------------|
| | | N (lbf) | | N/mm (lbf/in/po) | mm (in/po) |
| 414 762 800 | GN/VI VE/VI | 890 (200) | 1424 (320) | 16.21 (92.6) | 133.7 (5.264) |
| 414 768 200 | GN/BL VE/BU | 890 (200) | 1290 (290) | 12.12 (69.2) | 147.4 (5.80) |
| 414 817 500 | RD/YL RO/JA | 318 (70) | 1024 (230) | 21.39 (121.7) | 87.9 (3.46) |
| 414 817 700 | BL/GN BU/VE | 579 (130) | 1157 (260) | 17.52 (100.0) | 105.7 (4.16) |
| 414 817 800 | BL/VI BU/VI | 579 (130) | 1424 (320) | 25.61 (146.2) | 96.9 (3.82) |
| 414 817 900 | VI/VI VI/VI | 712 (160) | 1424 (320) | 21.57 (123.2) | 106.98 (4.21) |
| 414 8180 00 | YL/BL JA/BU | 445 (100) | 1290 (290) | 25.61 (146.2) | 90.7 (3.57) |
| 414 916 300 | BL/PI BU/RE | 579 (130) | 1557 (350) | 29.65 (169.3) | 93.5 (3.68) |
| 414 991 400 | PI/WH RE/BC | 1023 (230) | 1690 (380) | 20.22 (115.5) | 124.5 (4.90) |
| 414 993 000 | YL/RD JA/RO | 445 (100) | 756 (170) | 9.64 (55.0) | 121.1 (4.77) |
| 415 015 200 | RD/OR RO/OR | 311 (70) | 890 (200) | 17.55 (100.2) | 91.2 (3.59) |
| 415 015 300 | VI/YL VI/JA | 712 (160) | 1023 (230) | 9.42 (54) | 157.9 (6.22) |
| 415 015 400 | VI/GN VI/VE | 712 (160) | 1157 (260) | 13.48 (77) | 133.5 (5.26) |
| 415 019 800 | BLUE BLEU | 579 (130) | 1290 (290) | 21.57 (123.2) | 120.0 (4.72) |
| 417 222 004 | WH/WH BC/BC | 1112 (250) | 1690 (380) | 17.53 (100) | 137.4 (5.41) |
| 417 222 371 | GN/WH VE/BC | 890 (200) | 1690 (380) | 24.24 (138.5) | 110.7 (4.36) |
| 415 034 900 | VI/BL VI/BU | 712 (160) | 1290 (290) | 17.52 (100) | 114.6 (4.51) |



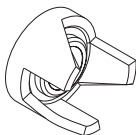
BOMBARDIER LITE PULLEY SPRINGS RESSORTS DE POULIE BOMBARDIER LITE



A05D0RQ

| NO. BOMBARDIER N° | COLOR COULEUR | SPRING PRESSURE ② FORCE DU RESSORT ② | SPRING PRESSURE ③ FORCE DU RESSORT ③ | SPRING RATE TAUX DE COMPRESSION | FREE LENGTH LONGUEUR LIBRE |
|-------------------------|------------------------------|---|---|---------------------------------------|-------------------------------|
| | | N @ 62 mm (lbf @ 2.44 in) (lbf @ 2.44 po) | N @ 40 mm (lbf @ 1.57 in) (lbf @ 1.57 po) | N/mm (lbf/in) (lbf/po) | mm (in) (po) |
| 414 817 500 | RED/YELLOW ROUGE/JAUNE | 318 (70) | 1024 (230) | 21.39 (121.7) | 87.9 (3.46) |
| 415 128 607 | VI / (VI/GN) VI / (VI/VE) | N.A. S.O. | N.A. S.O. | 14 (78.5) | 134 (5.28) |
| 415 128 608 | VI / (VI/YL) VI / (VI/JA) | N.A. S.O. | N.A. S.O. | 9.5 (53.4) | 158 (6.22) |
| 417 115 600 | BLUE BLEU | 255 (57) | 507 (114) | 11.45 (65.4) | 86 (3.39) |
| 417 115 900 | TURQUOISE | 258 (58) | 605 (136) | 13.36 (76.3) | 85 (3.35) |
| 417 118 400 | RED/BLUE ROUGE/BLEU | 564 (127) | 951 (214) | 17.60 (100.5) | 102 (4.02) |
| 417 118 500 | YELLOW/GREEN JAUNE/VERT | 392 (88) | 888 (199) | 22.5 (128.5) | 82 (3.23) |
| 417 125 300 | GREEN/GREEN VERT/VERT | 259 (58) | 888 (199) | 28.6 (162.8) | 72 (2.835) |
| 417 126 621 | VI / (BL/GN) VI / (BU/VE) | N.A. S.O. | N.A. S.O. | 16 (90) | 110 (4.33) |

DRIVEN PULLEY CAMS CAMES DE POULIE MENÉE



A01D19Q

| P/N N/P | CAM ANGLE ANGLE DE CAME | OUTSIDE DIAMETER DIAMÈTRE EXTÉRIEUR MM (IN) MM (PO) |
|-------------|-------------------------------|--|
| 417 126 380 | 53° - 47° | |
| 417 126 333 | 44° | |
| 417 126 337 | 47° | |
| 417 126 339 | 50° - 47° | |
| 417 126 343 | 50° | |
| 417 126 385 | 47° - 44° | |
| 417 126 387 | 53° - 44° | |
| 417 126 391 | 44° | |
| 417 126 590 | 42° | |
| 417 126 600 | 48° - 44° | |
| 417 126 350 | 37,8° | |
| 417 123 700 | 40° | |
| 417 124 100 | 37,8° | 105.2 (4-9/64) |
| 417 124 700 | 47° - 44° | |
| 417 125 900 | 44° - 40° | 88.9 (3-1/2) |
| 504 087 400 | 37,8° | |
| 504 092 100 | 40° | 88.9 (3-1/2) |

NOTE: All 88.9 mm (3-1/2 in) diameter cams are interchangeable.

REMARQUE: Toutes les cames de 88.9 mm (3-1/2 po) dia. sont interchangeables.

- 1 -

SPROCKET IDENTIFICATION CHART
TABLEAU D'IDENTIFICATION
DES PIGNONS



A01D1AQ

| PART NO. N° DE PIÈCES | TEETH DENTS | TYPE | SHAFT ARBRE in/po | SPLINES CANNELURES | PITCH PAS in/po |
|--------------------------|----------------|-----------|-------------------------|-----------------------|-----------------------|
| 504 000 800 | 10 | SIN./SIM. | 3/4 | 8 | 1/2 |
| 504 001 300 | 25 | SIN./SIM. | 1 | 10 | 1/2 |
| 504 054 100 | 12 | SIN./SIM. | 1 | 15 | 1/2 |
| 504 088 500 | 14 | SIN./SIM. | 1 | 15 | 1/2 |
| 504 088 600 | 25 | SIN./SIM. | 1 | 15 | 1/2 |
| 504 054 300 | 27 | SIN./SIM. | 1 | 15 | 1/2 |
| 504 010 600 | 16 | DOUBLE | 1 | 15 | 3/8 |
| 504 044 000 | 21 | TRIPLE | 1 | 10 | 3/8 |

Sin.: Single

Sim.: Simple



- 2 -
SPROCKET IDENTIFICATION CHART
TABLEAU D'IDENTIFICATION
DES PIGNONS



A01D1AQ

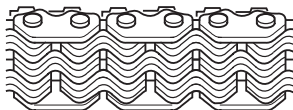
| PART NO. N° DE PIÈCES | TEETH DENTS | TYPE | SHAFT ARBRE in/po | SPLINES CANNELURES | PITCH PAS in/po |
|--------------------------|----------------|--------------|-------------------------|-----------------------|-----------------------|
| 420 434 910 | 17 | TRIPLE | 1 | 15 | 3/8 |
| 504 064 500 | 46 | TRIPLE | 1 | 15 | 3/8 |
| 504 152 030 | 19 | SIL. (13) | 1 | 15 | 3/8 |
| 504 126 200 | 21 | SIL. (13) | 1 | 15 | 3/8 |
| 504 151 913 | 21 | SIL. (15) | 1 | 15 | 3/8 |
| 504 139 300 | 21 | SIL. (13) | 1 | 15 | 3/8 |
| 504 083 500 | 22 | SIL. (13) | 1 | 15 | 3/8 |
| 504 071 800 | 17 | SIL. | 1 | 15 | 3/8 |
| 504 070 100 | 18 | SIL. (11) | 1 | 15 | 3/8 |
| 414 680 500 | 19 | SIL. | 1 | 15 | 3/8 |
| 504 074 800 ^① | 20 | SIL. | 1 | 15 | 3/8 |
| 504 084 000 | 21 | SIL. | 1 | 15 | 3/8 |
| 504 091 200 | 21 | SIL. (11) | 1 | 15 | 3/8 |
| 504 096 200 | 21 | SIL. (13) | 1 | 15 | 3/8 |
| 504 152 044 | 21 | SIL. (15) | 1 | 15 | 3/8 |
| 504 056 000 | 22 | SIL. (11) | 1 | 15 | 3/8 |
| 504 074 700 ^① | 22 | SIL. | 1 | 15 | 3/8 |
| 504 091 100 | 22 | SIL. (13) | 1 | 15 | 3/8 |
| 504 078 400 | 23 | SIL. | 1 | 15 | 3/8 |
| 504 085 400 | 23 | SIL. W | 1 | 15 | 3/8 |
| 504 087 800 | 23 | SIL. (11) | 1 | 15 | 3/8 |
| 504 091 000 | 23 | SIL. (13) | 1 | 15 | 3/8 |
| 504 078 600 | 24 | SIL. | 1 | 15 | 3/8 |
| 504 090 900 | 24 | SIL. (13) | 1 | 15 | 3/8 |
| 504 139 700 | 24 | SIL. (13) | 1 | 15 | 3/8 |
| 504 084 100 | 25 | SIL. | 1 | 15 | 3/8 |
| 504 084 300 | 25 | SIL. (13) | 1 | 15 | 3/8 |
| 504 055 900 | 26 | SIL. | 1 | 15 | 3/8 |
| 504 085 300 | 26 | SIL. (13) | 1 | 15 | 3/8 |
| 504 148 400 | 27 | SIL. | 1 | 15 | 3/8 |
| 504 070 900 | 44 | SIL. (11) | 1 | 15 | 3/8 |
| 504 056 400 | 38 | SIL. | 1-1/8 | 17 | 3/8 |
| 504 056 200 | 40 | SIL. | 1-1/8 | 17 | 3/8 |
| 504 148 500 | 43 | SIL. (13/15) | 1-1/8 | 17 | 3/8 |
| 504 148 600 | 43 | SIL. (11) | 1-1/8 | 17 | 3/8 |
| 504 057 300 | 44 | SIL. | 1-1/8 | 17 | 3/8 |
| 504 085 500 | 44 | SIL. W | 1-1/8 | 17 | 3/8 |
| 581 095 900 | 44 | SIL. (11) | | | |
| 581 096 800 | 44 | SIL. (11/13) | | | |
| 414 652 600 | 44 | SIL. | 1-13/16 | 29 | 3/8 |
| 504 084 400 | 44 | SIL. | | | 3/8 |

Sil.: Silent chain sprocket ① Heavy duty () chain plate qty

Sil.: Pignon de chaîne silencieuse ① Extra-robuste () quantité de
plaquettes de chaîne



- 1 -
DRIVING CHAINS
CHAÎNES D'ENTRAÎNEMENT



A00D10Q

| PART NO. N° DE PIÈCES | TYPE | PITCH PAS MM (in/po) | LINK AND PLATE QTY QTÉ DE MAILLONS ET DE PLAQUETTES |
|--------------------------|-----------|----------------------------|---|
| 504 151 856 | SIL. | 9.52 (3/8) | 76-13 |
| 504 151 859 | SIL. | 9.52 (3/8) | 74-11 |
| 504 151 857 | SIL. | 9.52 (3/8) | 74-13 |
| 504 151 830 | SIL. | 9.52 (3/8) | 72-13 |
| 504 151 883 | SIL. | 9.52 (3/8) | 72-11 |
| 504 151 910 | SIL. | 9.52 (3/8) | 74-15 |
| 504 151 882 | SIL. | 9.52 (3/8) | 70-11 |
| 412 107 600 | SIL. | 9.52 (3/8) | 76-13 |
| 412 104 800 | SIN./SIM. | 12.7 (1/2) | 62 |
| 412 106 300 | SIN./SIM. | 12.7 (1/2) | 62 |
| 412 106 200 | SIN./SIM. | 12.7 (1/2) | 64 |
| 412 104 100 | DOUBLE | 9.52 (3/8) | 88 |
| 412 105 100 | DOUBLE | 9.52 (3/8) | 92 |
| 420 499 080 | TRIPLE | 9.52 (3/8) | 92 |
| 420 499 084 | TRIPLE | 9.52 (3/8) | 96 |
| 420 499 087 | TRIPLE | 9.52 (3/8) | 98 |
| 412 104 900 | SIL. | 9.52 (3/8) | 92 |
| 412 106 400 | SIL. | 9.52 (3/8) | 96 |
| 412 106 600 | SIL. | 9.52 (3/8) | 98 |

Sin.: Single

Sim.: Simple

Sil.: Silent chain


Sil.: Chaîne silencieuse




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ÉLECTRIQUE**


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| <i>de feu arrière</i> | | | |
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| Bulbs | | | |
| <i>Ampoules de tachymètre et</i> | | | |
| <i>indicateur de vitesse</i> | | | |
| - Fuel and Temperature Gauge | | | |
| Bulbs | | | |
| <i>Ampoules d'indicateur de</i> | | | |
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| <i>démarrreur</i> | | | |

|  | MAGNETO OUTPUT/TYPE PUISSANCE MAGNETO/ TYPE | IGNITION TYPE TYPE D'ALLUMAGE | SPARK PLUG NO. NUMÉRO DE BOUGIE | SPARK PLUG GAP ÉCARTÈMENT BOUGIE | IGNITION TIMING (BTDC) RÉGLAGE DE L'ALLUMAGE (AV.P.M.H.) | IGNITION GENERATOR COIL BOBINE GÉNÉRATRICE D'ALLUMAGE |
|---|---|----------------------------------|------------------------------------|-------------------------------------|---|--|
| | WATT | | | mm (in/po) | OHM ② MIN. - MAX. | |
| 2003 | | | | | LOW SPEED BAS RÉGIME HIGH SPEED HAUT RÉGIME | |
| MINI Z | 50 | TRANS. | NGK BPR6S | 0.75 (.030) | 25° | — |
| TUNDRA 280F | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.610 ③ (.1421) | — 5.09 - 6.22 |
| GRAND TOURING FAN 380 | 340 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.79 ③ (.110) | — 6.3 - 7.7 |
| LEGEND FAN 380 | 340 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.79 ③ (.110) | — 6.3 - 7.7 |
| MX Z FAN 380 | 340 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.79 ⑤ (.110) | — 6.3 - 7.7 |
| SKANDIC LT 440F | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.79 ③ (.110) | — 5.1 - 6.2 |
| SKANDIC LT (E) 440F | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.79 ③ (.110) | — 5.1 - 6.2 |
| SKANDIC SPORT 500F | 300 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.29 ③ (.090) | — 5.1 - 6.2 |
| SKANDIC SWT 500F | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.66 ① (.065) | — 5.1 - 6.2 |
| SKANDIC WT 500F | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.66 ① (.065) | — 230 - 330 |
| GRAND TOURING FAN 550 | 340 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.77 ③ (.109) | — 6.3 - 7.7 |
| LEGEND FAN 550 | 340 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.77 ③ (.109) | — 6.3 - 7.7 |
| MX Z FAN 550 | 340 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.77 ③ (.109) | — 6.3 - 7.7 |
| SUMMIT FAN 550 | 340 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.77 ③ (.109) | — 6.3 - 7.7 |
| MX Zx RACING 440 | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 3.140 ③ (0.1236) | 17.5 - 42.5 2.4 - 5.8 |
| GRAND TOURING 500 SPORT | 360 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ③ (.118) | N.A. S.O. |
| LEGEND SPORT 500 | 360 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ③ (.118) | N.A. S.O. |


| LIGHTS COIL BOBINE D'ÉCLAIRAGE | TRIGGER COIL BOBINE DE DÉCLENCHEMENT | IGNITION COIL | | HEADLIGHT HIGH/LOW PHARE ROUTE/CROISEMENT TAIL/STOP LAMP FEU ARRIÈRE/ARRÊT | TACHO/SPEEDOMETER TACHY. - IND. DE VITESSE | FUEL/TEMP. GAUGES BULBS AMP. IND. TEMP. ET CARB. | STARTER SOLENOID DÉMARREUR | FUEL LEVEL SENSOR SONDE DE NIV. DE CARB. | MAIN WIRING CABLAGE PRINCIPAL |
|-----------------------------------|---|---------------------|-------------------------|---|---|---|-------------------------------|---|----------------------------------|
| | | PRIMARY PRIMAIRE | SECONDARY SECONDAIRE | | | | | | |
| OHM ② | | KOHM | | BULBS (W) AMPOULES (W) | | | FUSES (A) FUSIBLES (A) | | |
| MIN. - MAX. | | | | | | | | | |
| 0.18 0.23 | N.A. S.O. | 0.8 1.0 | 5.9 7.1 | 35 (Bulb/ Ampoule) 4.5 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.145 0.175 | 160 180 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.145 0.175 | 160 180 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.145 0.175 | 160 180 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | — 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | — 3 | N.A. S.O. | 15 | N.A. S.O. | N.A. S.O. |
| 0.12 0.15 | 160 180 | N.A. S.O. | 5.1 6.1 | 60/55 H4 8/27 | 3 3 | S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 5.1 6.3 | 60/55 H4 8/27 | — 3 | N.A. S.O. | 15 | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 5.1 6.3 | 60/55 H4 8/27 | — 3 | N.A. S.O. | 15 | N.A. S.O. | N.A. S.O. |
| 0.145 0.175 | 160 180 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.145 0.175 | 160 180 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.145 0.175 | 160 180 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.145 0.175 | 160 180 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | — 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |

|  | MAGNETO OUTPUT/TYPE PUISSANCE MAGNÉTO/ TYPE | IGNITION TYPE TYPE D'ALLUMAGE | SPARK PLUG NO. NUMÉRO DE BOUJIE | SPARK PLUG GAP ÉCARTÈMENT BOUJIE | IGNITION TIMING (BTDC) RÉGLAGE DE L'ALLUMAGE (A.V.P.M.H.) | IGNITION GENERATOR COIL BOBINE GÉNÉRATRICE D'ALLUMAGE |
|---|---|----------------------------------|------------------------------------|-------------------------------------|--|--|
| | WATT | | | mm (in/po) | OHM ② MIN. - MAX. | |
| 2003 (cont'd/suite) | | | | | LOW SPEED BAS RÉGIME HIGH SPEED HAUT RÉGIME | |
| MX Z ADRENALINE 500/R | 360 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ③ (.118) | N.A. S.O. |
| MX Z ADRENALINE 500 (E) R | 360 DESS | CDI ADC | NGK BR8ES | 0.45 (.018) | 3.00 ③ (.118) | N.A. S.O. |
| MX Z TRAIL 500 | 360 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ③ (0.118) | N.A. S.O. |
| GRAND TOURING SE 600 | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 3.00 ③ (.118) | N.A. S.O. |
| GRAND TOURING SPORT 600 | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 3.00 ③ (.118) | N.A. S.O. |
| LEGEND SE 600 | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 3.00 ③ (.118) | N.A. S.O. |
| LEGEND SPORT 600 | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 3.00 ③ (.118) | N.A. S.O. |
| MX Z TRAIL 600 / R | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 3.00 ③ (.118) | 17.5 - 42.5 2.4 - 5.8 |
| SKANDIC SUV 600 | 290 DESS | CDI ADC | NGK BR9ECS | 0.50 (.020) | 3.00 ① (.118) | — 2.4 - 5.8 |
| SKANDIC WT LC 600 | 290 DESS | CDI ADC | NGK BR9ECS | 0.50 (.020) | 3.00 ① (.118) | — 2.4 - 5.8 |
| MX Z ADRENALINE 600 HO / R | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2.79 ③ (.110) | N.A. S.O. |
| MX Z RENEGADE 600 HO / R | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2.79 ③ (.110) | N.A. S.O. |
| MX Z RENEGADE 600 HO (E) R | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2.79 ③ (.110) | N.A. S.O. |
| MX Z 007 Special Edition/Edition speciale 600 HO | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2.79 ③ (.110) | N.A. S.O. |
| MX Z SPORT 600 HO (REV) | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2.79 ③ (.110) | N.A. S.O. |
| MX Z SPORT 600 HO (E) (REV) | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2.79 ③ (.110) | N.A. S.O. |
| MX Z X 600 HO (REV) | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2.79 ③ (.110) | N.A. S.O. |


| LIGHTING COIL BOBINE D'ÉCLAIRAGE | TRIGGER COIL BOBINE DE DÉCLANCHÉMENT | IGNITION COIL | | HEADLIGHT HIGH/LOW PHARE ROUTE/CROISEMENT TAILL/STOP LAMP FEU ARRIÈRE/ARRÊT | TACHO/SPEEDOMETER TACHY. - IND. DE VITESSE | FUEL/TEMP. GAUGES BULBS AMP. - IND. TEMP. ET CARB. | STARTER SOLENOID DÉMARREUR | FUEL LEVEL SENSOR SONDE DE NIV. DE CARB. | MAIN WIRING CÂBLAGE PRINCIPAL |
|-------------------------------------|---|---------------------|-------------------------|--|---|---|-------------------------------|---|----------------------------------|
| | | PRIMARY PRIMAIRE | SECONDARY SECONDAIRE | | | | | | |
| OHM ② | | KOHM | | BULBS (W) AMPOULES (W) | | FUSES (A) FUSIBLES (A) | | | |
| MIN. - MAX. | | | | | | | | | |
| 0.1 1.0 | 190 300 | .03 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | .03 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |

|  | MAGNETO OUTPUT/TYPE BUSSANCE MAGNÉTO/ TYPE | IGNITION TYPE TYPE D'ALLUMAGE | SPARK PLUG NO. NUMÉRO DE BOUJIE | SPARK PLUG GAP ÉCARTÈMENT BOUJIE | IGNITION TIMING (BTDC) RÉGLAGE DE L'ALLUMAGE (A.V.P.M.H.) | IGNITION GENERATOR COIL BOBINE GÉNÉRATRICE D'ALLUMAGE |
|---|--|----------------------------------|------------------------------------|-------------------------------------|--|--|
| | WATT | | | mm (in/po) | OHM ② MIN. - MAX. | |
| 2003 (cont'd/suite) | | | | | | LOW SPEED BAS RÉGIME HIGH SPEED HAUT RÉGIME |
| MX Z X 600 HO (E) REV | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2.79 ③ (.110) | N.A. S.O. |
| SUMMIT ADRENALINE 600 HO / R | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2.79 ③ (.110) | N.A. S.O. |
| GRAND TOURING SE 700 | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 3.370 ③ (0.133) | N.A. S.O. |
| GRAND TOURING SPORT 700 | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 3.370 ③ (0.133) | N.A. S.O. |
| LEGEND SE 700 | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 3.370 ③ (0.133) | N.A. S.O. |
| LEGEND SPORT 700 | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 3.370 ③ (0.133) | N.A. S.O. |
| MX Z ADRENALINE 700 | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 3.370 ③ (0.133) | N.A. S.O. |
| MX Z ADRENALINE 700 R | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 3.370 ③ (0.133) | N.A. S.O. |
| SUMMIT X 700 | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 3.370 ③ (0.133) | N.A. S.O. |
| MX Z ADRENALINE 800 | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2092 ③ (0.115) | N.A. S.O. |
| MX Z ADRENALINE 800 (E) R | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2092 ③ (0.115) | N.A. S.O. |
| MX Z RENEGADE 800 | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2092 ③ (0.115) | N.A. S.O. |
| MX Z RENEGADE 800 (E) R | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2092 ③ (0.115) | N.A. S.O. |
| MX Z SPORT 800 (REV) | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2.92 ③ (0.115) | N.A. S.O. |
| MX Z SPORT 800 (E) (REV) | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2.92 ③ (0.115) | N.A. S.O. |
| MX Z X 800 (REV) | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2.92 ③ (0.115) | N.A. S.O. |
| MX Z X 800 (E) (REV) | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2.92 ③ (0.115) | N.A. S.O. |


| LIGHTING COIL BOBINE D'ÉCLAIRAGE | TRIGGER COIL BOBINE DE DÉCLANCHÉMENT | IGNITION COIL | | HEADLIGHT HIGH/LOW PHARE ROUTE/CROISEMENT TAILL/STOP LAMP FEU ARRIÈRE/ARRÊT | TACHO/SPEEDOMETER TACHY. - IND. DE VITESSE | FUEL/TEMP. GAUGES BULBS AMP. IND. TEMP. ET CARB. | STARTER SOLENOID DÉMARREUR | FUEL LEVEL SENSOR SONDE DE NIV. DE CARB. | MAIN WIRING CÂBLAGE PRINCIPAL |
|-------------------------------------|---|---------------------|-------------------------|--|---|---|-------------------------------|---|----------------------------------|
| | | PRIMARY PRIMAIRE | SECONDARY SECONDAIRE | | | | | | |
| OHM ② MIN. - MAX. | | KOHM | | BULBS (W) AMPOULES (W) | | FUSES (A) FUSIBLES (A) | | | |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | 3 3 | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | 3 3 | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | 3 3 | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | .25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | 3 3 | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | 3 3 | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |

|  | MAGNETO OUTPUT/TYPE PUISSANCE MAGNÉTO/ TYPE | IGNITION TYPE TYPE D'ALLUMAGE | SPARK PLUG NO. NUMÉRO DE BOUGIE | SPARK PLUG GAP ÉCARTÈMENT BOUGIE | IGNITION TIMING (BTDC) RÉGLAGE DE L'ALLUMAGE (A.V.P.M.H.) | IGNITION GENERATOR COIL BOBINE GÉNÉRATRICE D'ALLUMAGE |
|---|---|----------------------------------|------------------------------------|-------------------------------------|--|--|
| | WATT | | | mm (in/po) | OHM ② MIN. - MAX. | |
| 2003 (cont'd/suite) | | | | | LOW SPEED BAS RÉGIME HIGH SPEED HAUT RÉGIME | |
| SUMMIT ADRENALINE 800 HO | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2.37 ③ (0.093) | N.A. S.O. |
| SUMMITHIGHMARK 800 HO | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2.37 ③ (0.093) | N.A. S.O. |
| SUMMITHIGHMARK X 800 HO | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2.37 ③ (0.093) | N.A. S.O. |
| SUMMITHIGHMARK Xtreme 800 HO | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2.37 ③ (0.093) | N.A. S.O. |
| SUMMIT X 800 HO | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 2.37 ③ (0.093) | N.A. S.O. |
| GRAND TOURING SE 800 SDI | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 3.51 (0.138) | N.A. S.O. |
| LEGEND SE 800 SDI | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 ⑤ (.018) | 3.51 (0.138) | N.A. S.O. |
| MACH Z TECH PLUS 800 | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.590 ③ (0.102) | 25 - 56 3.5 - 8.1 |
| GRAND TOURING SPORT V-1000 | 480⑥ DESS | DI NI | NGK DCPR8E | 0.80 (.032) | N.A. S.O. | N.A. S.O. |
| LEGEND SPORT V-1000 | 480⑥ DESS | DI NI | NGK DCPR8E | 0.80 (.032) | N.A. S.O. | N.A. S.O. |


| LIGHTING COIL BOBINE D'ÉCLAIRAGE | TRIGGER COIL BOBINE DE DÉCLENCHEMENT | IGNITION COIL BOBINE D'ALLUMAGE | | HEADLIGHT HIGH/LOW PHARE ROUTE/CROISEMENT TAILL/STOP LAMP FEU ARRIÈRE/ARRÊT | TACHO/SPEEDOMETER TACHY. - IND. DE VITESSE | FUEL/TEMP. GAUGES BULBS AMP. - IND. TEMP. ET CARB. | STARTER SOLENOID DÉMARREUR | FUEL LEVEL SENSOR SONDE DE NIV. DE CARB. | MAIN WIRING CÂBLAGE PRINCIPAL |
|-------------------------------------|---|--|-------------------------|--|---|---|-------------------------------|---|----------------------------------|
| | | PRIMARY PRIMAIRE | SECONDARY SECONDAIRE | | | | | | |
| OHM ② | | KOHM | | BULBS (W) AMPOULES (W) | | | FUSES (A) FUSIBLES (A) | | |
| MIN. - MAX. | | | | | | | | | |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | 3 3 | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | 3 3 | 30 | 0.25 | N.A. S.O. |
| 0.15 0.35 | 190 300 | 0.2 0.3 | 6.0 13.0 | 60/55 H4 8/27 | 3 3 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| N.A. S.O. | N.A. S.O. | 1.0 | 11.5 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | .25 | N.A. S.O. |
| 0.15 0.35 | 190 300 | 1.0 | 11.5 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |

|  | MAGNETO OUTPUT/TYPE PUISSANCE MAGNÉTO/ TYPE | IGNITION TYPE TYPE D'ALLUMAGE | SPARK PLUG NO. NUMÉRO DE BOUGIE | SPARK PLUG GAP ÉCARTÈMENT BOUGIE | IGNITION TIMING (BTDC) RÉGLAGE DE L'ALLUMAGE (A.V.P.M.H.) | IGNITION GENERATOR COIL BOBINE GÉNÉRATRICE D'ALLUMAGE |
|---|---|----------------------------------|------------------------------------|-------------------------------------|--|--|
| | WATT | | | mm (in/po) | OHM ② MIN. – MAX. | |
| 2002 | | | | | LOW SPEED BAS RÉGIME HIGH SPEED HAUT RÉGIME | |
| MINI Z | 50 | TRANS. | NGK BPR6ES | 0.75 (.030) | 25° | — |
| TUNDRA 277 R | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.610③ (.1421) | — 5.09 - 6.22 |
| SKANDIC 440 LT | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.79③ (.110) | — 5.1 - 6.2 |
| SKANDIC 500 WT | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.66① (.065) | — 230 - 330 |
| SKANDIC 500 SWT | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.66① (.065) | — 230 - 330 |
| SKANDIC 600 WT LC | 290 DESS | CDI ADC | NGK BR9ES | 0.50 (.020) | 3.00③ (.118) | 17.5 - 42.5 2.4 - 5.8 |
| GRAND TOURING 380 FAN | 300 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.79③ (.110) | — 5.1 - 6.2 |
| LEGEND 380 F | 300 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.79③ (.110) | — 5.1 - 6.2 |
| MX Z 380 F | 300 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.79③ (.110) | — 5.1 - 6.2 |
| GRAND TOURING 500 FAN | 300 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.290③ (0.902) | — 5.1 - 6.2 |
| LEGEND 500 FAN | 300 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.290③ (0.902) | — 5.1 - 6.2 |
| SUMMIT 500 FAN | 300 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.290③ (0.902) | — 5.1 - 6.2 |
| MX Z 500 FAN | 300 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.290③ (0.902) | — 5.1 - 6.2 |
| GRAND TOURING 500 SPORT | 360 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00③ (.118) | N.A. S.O. |
| LEGEND 500 SPORT | 360 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00③ (.118) | N.A. S.O. |
| MX Z 500 SPORT | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00③ (.118) | 17.5 - 42.5 2.4 - 5.8 |


| LIGHTING COIL BOBINE D'ÉCLAIRAGE | TRIGGER COIL BOBINE DE DÉCLENCHÈMENT | IGNITION COIL | | HEADLIGHT HIGH/LOW PHARE ROUTE/CROISEMENT TAILL/STOP LAMP FEU ARRIÈRE/ARRÊT | TACHO/SPEEDOMETER TACHY. - IND. DE VITESSE | FUEL/TEMP. GAUGES BULBS AMP. IND. TEMP. ET CARB. | STARTER SOLENOID DÉMARREUR | FUEL LEVEL SENSOR SON DE NIV. DE CARB. | MAIN WIRING CÂBLAGE PRINCIPAL |
|-------------------------------------|---|---------------------|-------------------------|--|---|---|-------------------------------|---|----------------------------------|
| | | PRIMARY PRIMAIRE | SECONDARY SECONDAIRE | | | | | | |
| OHM ② | | KOHM | | BULBS (W) AMPOULES (W) | | | FUSES (A) FUSIBLES (A) | | |
| MIN. – MAX. | | | | | | | | | |
| 0.18 0.23 | N.A. S.O. | 0.8 1.0 | 5.9 7.1 | 35 (Bulb/ Ampoule) 4.5 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | — 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | — 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.23 0.28 | 140 180 | N.A. S.O. | 5.1 6.3 | 60/55 H4 8/27 | — 3 | N.A. S.O. | 15 | N.A. S.O. | N.A. S.O. |
| 0.23 0.28 | 140 180 | N.A. S.O. | 5.1 6.3 | 60/55 H4 8/27 | — 3 | N.A. S.O. | 15 | N.A. S.O. | N.A. S.O. |
| 0.1 0.4 | 190 300 | .03 0.7 | 8.0 16.0 | 60/55 H4 8/27 | — 3 | N.A. S.O. | 15 | N.A. S.O. | N.A. S.O. |
| 0.123 0.153 | 160 180 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | — 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.123 0.153 | 160 180 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | — 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.123 0.153 | 160 180 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.123 0.153 | 160 180 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | — 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.123 0.153 | 160 180 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.123 0.153 | 160 180 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.1 0.4 | 190 300 | .03 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |

|  | MAGNETO OUTPUT/TYPE PUISSANCE MAGNÉTO/ TYPE | IGNITION TYPE TYPE D'ALLUMAGE | SPARK PLUG NO. NUMÉRO DE BOUGIE | SPARK PLUG GAP ÉCARTÈMENT BOUGIE | IGNITION TIMING (BTDC) RÉGLAGE DE L'ALLUMAGE (A.V.P.M.H.) | IGNITION GENERATOR COIL BOBINE GÉNÉRATRICE D'ALLUMAGE |
|---|---|----------------------------------|------------------------------------|-------------------------------------|--|--|
| | WATT | | | mm (in/po) | OHM ② MIN. - MAX. | |
| 2002 (cont d/suite) | | | | | LOW SPEED BAS RÉGIME HIGH SPEED HAUT RÉGIME | |
| MX Z 500 R SPORT | 290 DESS | CDI ADC | NGK BR8ES | 0.45 (.018) | 3.00 ③ (.118) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 500 TRAIL | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.000 ③ (0.118) | 17.5 - 42.5 2.4 - 5.8 |
| GRAND TOURING 600 SPORT | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.00 ③ (.118) | N.A. S.O. |
| GRAND TOURING 600 SE/SE (SB) | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.00 ③ (.118) | N.A. S.O. |
| LEGEND 600 SPORT | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.00 ③ (.118) | N.A. S.O. |
| LEGEND 600 GS/600 SE | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.00 ③ (.118) | N.A. S.O. |
| SUMMIT 600 SPORT | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.00 ③ (.118) | 17.5 - 42.5 2.4 - 5.8 |
| SUMMIT 600 R SPORT | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.00 ③ (.118) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 600 R ADRENALINE | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.00 ③ (.118) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 600 R RENEGADE | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.00 ③ (.118) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 600 TRAIL | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.00 ③ (.118) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 600 R SPORT | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.00 ③ (.118) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 600 SPORT | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.00 ③ (.118) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 600 R X | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.00 ③ (.118) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 600 X | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.00 ③ (.118) | 17.5 - 42.5 2.4 - 5.8 |
| GRAND TOURING 700 SPORT | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.360 ③ (0.1323) | N.A. S.O. |

| LIGHTING COIL BOBINE D'ÉCLAIRAGE | TRIGGER COIL BOBINE DE DÉCLENCHEMENT | IGNITION COIL | | HEADLIGHT HIGH/LOW PHARE ROUTE/CROISEMENT TAILL/STOP LAMP FEU ARRIÈRE/ARRÊT | TACHO/SPEEDOMETER TACHY. - IND. DE VITESSE | FUEL/TEMP. GAUGES BULBS AMP. IND. TEMP. ET CARB. | STARTER SOLENOID DÉMARREUR | FUEL LEVEL SENSOR SONDE DE NIV. DE CARB. | MAIN WIRING CÂBLAGE PRINCIPAL |
|-------------------------------------|---|---------------------|-------------------------|--|---|---|-------------------------------|---|----------------------------------|
| | | PRIMARY PRIMAIRE | SECONDARY SECONDAIRE | | | | | | |
| OHM ② | | KOHM | | BULBS (W) AMPOULES (W) | | FUSES (A) FUSIBLES (A) | | | |
| MIN. - MAX. | | | | | | | | | |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |

|  | MAGNETO OUTPUT/TYPE PUISSANCE MAGNÉTO/ TYPE | IGNITION TYPE TYPE D'ALLUMAGE | SPARK PLUG NO. NUMÉRO DE BOUGIE | SPARK PLUG GAP ÉCARTÈMENT BOUGIE | IGNITION TIMING (BTDC) RÉGLAGE DE L'ALLUMAGE (A.V.P.M.H.) | IGNITION GENERATOR COIL BOBINE GÉNÉRATRICE D'ALLUMAGE |
|---|---|----------------------------------|------------------------------------|-------------------------------------|--|--|
| | WATT | | | mm (in/po) | OHM ② MIN. - MAX. | |
| 2002 (cont'd/suite) | | | | | LOW SPEED BAS RÉGIME HIGH SPEED HAUT RÉGIME | |
| GRAND TOURING 700 GS | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.360 ③ (0.1323) | N.A. S.O. |
| LEGEND 700 SPORT | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.360 ③ (0.1323) | N.A. S.O. |
| LEGEND 700 GS | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.360 ③ (0.1323) | N.A. S.O. |
| SUMMIT 700 R SPORT | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.360 ③ (0.1323) | 17.5 - 42.5 2.4 - 5.8 |
| SUMMIT 700 SPORT | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.360 ③ (0.1323) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 700 R RENEGADE | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.360 ③ (0.1323) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 700 R ADRENALINE | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.360 ③ (0.1323) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 700 TRAIL | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.360 ③ (0.1323) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 700 R SPORT | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.360 ③ (0.1323) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 700 SPORT | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.360 ③ (0.1323) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 700 R X | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.360 ③ (0.1323) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 700 X | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.360 ③ (0.1323) | 17.5 - 42.5 2.4 - 5.8 |
| GRAND TOURING 800 SE | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.510 ③ (0.1382) | N.A. S.O. |
| LEGEND 800 SE | 360 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.510 ③ (0.1382) | N.A. S.O. |
| SUMMIT 800 R SPORT | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.3510 ③ (0.1382) | 17.5 - 42.5 2.4 - 5.8 |
| SUMMIT 800 SPORT | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.3510 ③ (0.1382) | 17.5 - 42.5 2.4 - 5.8 |


| LIGHTING COIL BOBINE D'ÉCLAIRAGE | TRIGGER COIL BOBINE DE DÉCLANCHÉMENT | IGNITION COIL BOBINE D'ALLUMAGE | | HEADLIGHT HIGH/LOW PHARE ROUTE/CROISEMENT TAILL/STOP LAMP FEU ARRIÈRE/ARRÊT | TACHO/SPEEDOMETER TACHY. - IND. DE VITESSE | FUEL/TEMP. GAUGES BULBS AMP. IND. TEMP. ET CARB. | STARTER SOLENOID DÉMARREUR | FUEL LEVEL SENSOR SON DE NIV. DE CARB. | MAIN WIRING CÂBLAGE PRINCIPAL |
|-------------------------------------|---|------------------------------------|-------------------------|--|---|---|-------------------------------|---|----------------------------------|
| | | PRIMARY PRIMAIRE | SECONDARY SECONDAIRE | | | | | | |
| OHM ② MIN. - MAX. | | KOHM | | BULBS (W) AMPOULES (W) | | FUSES (A) FUSIBLES (A) | | | |
| | | | | | | | | | |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | 3 3 | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | 3 3 | 30 | 0.25 | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | 3 3 | 30 | 0.25 | N.A. S.O. |
| 0.1 1.0 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | 3 3 | 30 | 0.25 | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |

|  | MAGNETO OUTPUT/TYPE PUISSANCE MAGNÉTO/ TYPE | IGNITION TYPE TYPE D'ALLUMAGE | SPARK PLUG NO. NUMÉRO DE BOUGIE | SPARK PLUG GAP ÉCARTÈMENT BOUGIE | IGNITION TIMING (BTDC) RÉGLAGE DE L'ALLUMAGE (A.V.P.M.H.) | IGNITION GENERATOR COIL BOBINE GÉNÉRATRICE D'ALLUMAGE |
|---|---|----------------------------------|------------------------------------|-------------------------------------|--|--|
| | WATT | | | mm (in/po) | OHM ② MIN. - MAX. | |
| 2002 (cont'd/suite) | | | | | LOW SPEED BAS RÉGIME HIGH SPEED HAUT RÉGIME | |
| SUMMIT 800 R X | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.3510 ③ (0.1382) | 17.5 - 42.5 2.4 - 5.8 |
| SUMMIT 800 X | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.3510 ③ (0.1382) | 17.5 - 42.5 2.4 - 5.8 |
| SUMMIT 800 R H.M. | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.3510 ③ (0.1382) | 17.5 - 42.5 2.4 - 5.8 |
| SUMMIT 800 H.M. | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.3510 ③ (0.1382) | 17.5 - 42.5 2.4 - 5.8 |
| SUMMIT 800 R H.M. X | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.3510 ③ (0.1382) | 17.5 - 42.5 2.4 - 5.8 |
| SUMMIT 800 H.M. X | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.3510 ③ (0.1382) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 800 R RENEGADE | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.3510 ③ (0.1382) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 800 TRAIL | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.3510 ③ (0.1382) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 800 R SPORT | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.3510 ③ (0.1382) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 800 SPORT | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.3510 ③ (0.1382) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 800 R ADRENALINE | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.3510 ③ (0.1382) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 800 R X | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.3510 ③ (0.1382) | 17.5 - 42.5 2.4 - 5.8 |
| MX Z 800 X | 290 DESS | CDI ADC | NGK BR9ECS | 0.45 (.018) | 3.3510 ③ (0.1382) | 17.5 - 42.5 2.4 - 5.8 |
| MX Zx 440 RACING | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.140 ③ (0.1236) | 17.5 - 42.5 2.4 - 5.8 |
| MACH Z SPORT | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.940 ③ (0.0764) | 25 - 56 3.5 - 8.1 |
| MACH Z TECH PLUS | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.940 ③ (0.0764) | 25 - 56 3.5 - 8.1 |


| LIGHTING COIL BOBINE D'ÉCLAIRAGE | TRIGGER COIL BOBINE DE DÉCLANCHÉMENT | IGNITION COIL | | HEADLIGHT HIGH/LOW PHARE ROUTE/CROISEMENT TAILL/STOP LAMP FEU ARRIÈRE/ARRÊT | TACHO/SPEEDOMETER TACHY. - IND. DE VITESSE | FUEL/TEMP. GAUGES BULBS AMP. IND. TEMP. ET CARB. | STARTER SOLENOID DÉMARREUR | FUEL LEVEL SENSOR SON DE NIV. DE CARB. | MAIN WIRING CÂBLAGE PRINCIPAL |
|-------------------------------------|---|---------------------|-------------------------|--|---|---|-------------------------------|---|----------------------------------|
| | | PRIMARY PRIMAIRE | SECONDARY SECONDAIRE | | | | | | |
| OHM ② | | KOHM | | BULBS (W) AMPOULES (W) | | | FUSES (A) FUSIBLES (A) | | |
| MIN. - MAX. | | | | | | | | | |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.1 0.4 | 190 300 | 0.3 0.7 | 8.0 16.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.15 0.35 | 190 300 | 0.2 0.3 | 6.0 13.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.15 0.35 | 190 300 | 0.2 0.3 | 6.0 13.0 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |

|  | MAGNETO OUTPUT / TYPE PUISSANCE MAGNETO/ TYPE | IGNITION TYPE TYPE D'ALLUMAGE | SPARK PLUG NO. NUMERO DE BOUGIE | SPARK PLUG GAP ÉCARTÈMENT BOUGIE | IGNITION TIMING (BTDC) RÉGLAGE DE L'ALLUMAGE (AV.P.M.H.) | IGNITION GENERATOR COIL BOBINE GÉNÉRATRICE D'ALLUMAGE |
|---|---|----------------------------------|------------------------------------|-------------------------------------|---|--|
| | WATT | | | mm (in/po) | OHM ^② MIN. – MAX. | |
| 2001 | | | | | LOW SPEED BAS RÉGIME HIGH SPEED HAUT RÉGIME | |
| MINI Z | 50 | TRANS. | NGK BPR6ES | 0.75 (.030) | 2 5° | — |
| SKANDIC 440 LT | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.79 ^① (.110) | — 230 - 330 |
| SKANDIC 500 WT | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.66 ^① (.065) | — 230 - 330 |
| SKANDIC 500 SWT | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.66 ^① (.065) | — 230 - 330 |
| SKANDIC 600 WT LC | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ^③ (.118) | 11.6 - 21.6 — |
| TOURING 380 FAN/CARGO | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.79 ^③ (.110) | — 5.1 - 6.2 |
| TOURING 500 FAN/CARGO | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.77 ^③ (.110) | — 5.1 - 6.2 |
| FORMULA DLX 380 FAN | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.79 ^③ (.110) | — 5.1 - 6.2 |
| FORMULA DLX 500 STD | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ^③ (.118) | 11.6 - 21.6 — |
| FORMULA DLX 500 FAN | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.77 ^③ (.110) | — 5.1 - 6.2 |
| FORMULA DLX 600 GSE/ STD | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ^③ (.118) | 11.6 - 21.6 — |
| FORMULA DLX 700 GSE | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.36 ^③ (.132) | 11.6 - 21.6 — |
| FORMULA DLX 700 GS | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.36 ^③ (.132) | 11.6 - 21.6 — |
| GRAND TOURING 500 STD | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ^③ (.118) | 11.6 - 21.6 — |
| GRAND TOURING 600 STD | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ^③ (.118) | 11.6 - 21.6 — |
| GRAND TOURING 700 GS | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.36 ^③ (.132) | 11.6 - 21.6 — |

| LIGHTING COIL BOBINE D'ÉCLAIRAGE | TRIGGER COIL BOBINE DE DÉCLANCHÉMENT | IGNITION COIL BOBINE D'ALLUMAGE | | HEADLIGHT HIGH/LOW PHARE ROUTE/CROISEMENT TAILL/STOP LAMP FEU ARRIÈRE/ARRÊT | TACHO/SPEEDOMETER TACHY. – IND. DE VITESSE | FUEL/TEMP. GAUGES BULBS AMP. IND. TEMP. ET CARB. | STARTER SOLENOID DÉMARREUR | FUEL LEVEL SENSOR SONDE DE NIV. DE CARB. | MAIN WIRING CÂBLAGE PRINCIPAL |
|-------------------------------------|---|--|-------------------------|--|---|---|-------------------------------|---|----------------------------------|
| | | PRIMARY PRIMAIRE | SECONDARY SECONDAIRE | | | | | | |
| OHM ^② | | KOHM | | BULBS (W) AMPOULES (W) | | | FUSES (A) FUSIBLES (A) | | |
| MIN. – MAX. | | | | | | | | | |
| 0.18 0.23 | N.A. S.O. | 0.8 1.0 | 5.9 7.1 | 35 4.5 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.23 0.28 | 140 180 | N.A. S.O. | 5.1 6.3 | 60/55 H4 8/27 | — 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.23 0.28 | 140 180 | N.A. S.O. | 5.1 6.3 | 60/55 H4 8/27 | 3 — | N.A. S.O. | 15 | N.A. S.O. | N.A. S.O. |
| 0.23 0.28 | 140 180 | N.A. S.O. | 5.1 6.3 | 60/55 H4 8/27 | — 3 | N.A. S.O. | 15 | N.A. S.O. | N.A. S.O. |
| 0.10 0.40 | 190 300 | 0 0.9 | 9.5 16.5 | 60/55 H4 8/27 | 3 — | N.A. S.O. | 15 | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | — 3 | N.A. S.O. | 30 | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | — 3 | N.A. S.O. | 30 | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | 3 — | N.A. S.O. | 30 | N.A. S.O. | N.A. S.O. |
| 0.04 0.10 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | — 3 | N.A. S.O. | 30 | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | 0.0 0.9 | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.04 0.1 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.04 0.1 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.04 0.10 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.04 0.1 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.04 0.1 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. |

|  | MAGNETO OUTPUT / TYPE PUISSANCE MAGNÉTO/ TYPE | IGNITION TYPE TYPE D'ALLUMAGE | SPARK PLUG NO. NUMÉRO DE BOUGIE | SPARK PLUG GAP ÉCARTÈMENT BOUGIE | IGNITION TIMING (BTDC) RÉGLAGE DE L'ALLUMAGE (A.V.P.M.H.) | IGNITION GENERATOR COIL BOBINE GÉNÉRATRICE D'ALLUMAGE |
|---|---|----------------------------------|------------------------------------|-------------------------------------|--|--|
| | WATT | | | mm (in/po) | OHM ② MIN. – MAX. | |
| 2001 (cont'd/suite) | | | | | LOW SPEED BAS RÉGIME HIGH SPEED HAUT RÉGIME | |
| GRAND TOURING 800 SE | 360 DESS | CDI ADC | NGK BR8ES | 0.45 (.018) | 2.59 ③ (.102) | N.A. S.O. |
| SUMMIT 500 FAN | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.77 ③ (.110) | — 5.1 - 6.2 |
| SUMMIT 600 STD | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ③ (.118) | 11.6 - 21.6 — |
| SUMMIT 700 STD | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.36 ③ (.132) | 11.6 - 21.6 — |
| SUMMIT 700 X | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.36 ③ (.132) | 11.6 - 21.6 — |
| SUMMIT 700 H.M. | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.36 ③ (.132) | 11.6 - 21.6 — |
| SUMMIT 800 STD | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.51 ③ (.138) | 11.6 - 21.6 — |
| SUMMIT 800 X | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.51 ③ (.138) | 11.6 - 21.6 — |
| SUMMIT 800 H.M. | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.51 ③ (.138) | 11.6 - 21.6 — |
| SUMMIT 800 H.M. X | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.51 ③ (.138) | 11.6 - 21.6 — |
| MX Z 380 FAN | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.79 ③ (.110) | — 5.1 - 6.2 |
| MX Z 440 FAN | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.79 ③ (.110) | — 5.1 - 6.2 |
| MX Zx 440 RACING | 290 | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.14 ③ (.124) | 11.6 - 21.6 — |
| MX Z 500 FAN | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.77 ③ (.110) | — 5.1 - 6.2 |
| MX Z 500 STD | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ③ (.118) | 11.6 - 21.6 — |
| MX Z 500 TRAIL | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ③ (.118) | 11.6 - 21.6 — |
| MX Z 600 STD | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ③ (.118) | 11.6 - 21.6 — |


| LIGHTING COIL BOBINE D'ÉCLAIRAGE | TRIGGER COIL BOBINE DE DÉCLANCHÈMENT | IGNITION COIL BOBINE D'ALLUMAGE | | HEADLIGHT HIGH/LOW PHARE ROUTE/CROISEMENT TAILL/STOP LAMP FEU ARRIÈRE/ARRÊT | TACHO/SPEEDOMETER TACHY. - IND. DE VITESSE | FUEL/TEMP. GAUGES BULBS AMP. IND. TEMP. ET CARB. | STARTER SOLENOID DÉMARREUR | FUEL LEVEL SENSOR SONDE DE NIV. DE CARB. | MAIN WIRING CÂBLAGE PRINCIPAL |
|-------------------------------------|---|------------------------------------|-------------------------|--|---|---|-------------------------------|---|----------------------------------|
| | | PRIMARY PRIMAIRE | SECONDARY SECONDAIRE | | | | | | |
| OHM ② MIN. – MAX. | | KOHM | | BULBS (W) AMPOULES (W) | | FUSES (A) FUSIBLES (A) | | | |
| | | | | | | | | | |
| N.A. S.O. | 190 300 | 0.2 0.5 | 6 13 | 60/55 H4 8/27 | 3 3 | 3 3 | 30 | 0.25 | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | — 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | — 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | — 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | — 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.10 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.10 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |

|  | MAGNETO OUTPUT / TYPE PUISSANCE MAGNETO/ TYPE | IGNITION TYPE TYPE D'ALLUMAGE | SPARK PLUG NO. NUMERO DE BOUGIE | SPARK PLUG GAP ECARTEMENT BOUGIE | IGNITION TIMING (BTDC) REGLAGE DE L'ALLUMAGE (A.V.P.M.H.) | IGNITION GENERATOR COIL BOBINE GENERATRICE D'ALLUMAGE |
|---|---|----------------------------------|------------------------------------|-------------------------------------|--|--|
| | WATT | | | mm (in/po) | OHM ② MIN. - MAX. | |
| 2001 (cont'd/suite) | | | | | LOW SPEED BAS REGIME HIGH SPEED HAUT REGIME | |
| MX Z 600 ADRENALINE | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ③ (.118) | 11.6 - 21.6 — |
| MX Z 600 TRAIL | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ③ (.118) | 11.6 - 21.6 — |
| MX Z 600 X | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ③ (.118) | 11.6 - 21.6 — |
| MX Z 700 STD | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.36 ③ (.132) | 11.6 - 21.6 — |
| MX Z 700 ADRENALINE | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.36 ③ (.132) | 11.6 - 21.6 — |
| MX Z 700 TRAIL | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.36 ③ (.132) | 11.6 - 21.6 — |
| MX Z 700 X | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.36 ③ (.132) | 11.6 - 21.6 — |
| MX Z 800 STD | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.51 ③ (.138) | 11.6 - 21.6 — |
| MX Z 800 ADRENALINE | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.51 ③ (.138) | 11.6 - 21.6 — |
| MX Z 800 X | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.51 ③ (.138) | 11.6 - 21.6 — |
| MACH Z STD | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.94 ③ (.076) | 25 - 56 3.5 - 8.1 |
| MACH Z TECH PLUS | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.59 ③ (.102) | 25 - 56 3.5 - 8.1 |


| LIGHTING COIL BOBINE D'ECLAIRAGE | TRIGGER COIL BOBINE DE DECLENCHEMENT | IGNITION COIL | | HEADLIGHT HIGH/LOW PHARE ROUTE/CROISEMENT TAILL/STOP LAMP FEU ARRIERE/ARRÊT | TACHO/SPEEDOMETER TACHY. - IND. DE VITESSE | FUEL/TEMP. GAUGES BULBS AMP. IND. TEMP. ET CARB. | STARTER SOLENOID DEMARREUR | FUEL LEVEL SENSOR SON DE NIV. DE CARB. | MAIN WIRING CÂBLAGE PRINCIPAL |
|-------------------------------------|---|---------------------|-------------------------|--|---|---|-------------------------------|---|----------------------------------|
| | | PRIMARY PRIMAIRE | SECONDARY SECONDAIRE | | | | | | |
| OHM ② | | KOHM | | BULBS (W) AMPOULES (W) | | | FUSES (A) FUSIBLES (A) | | |
| MIN. - MAX. | | | | | | | | | |
| 0.04 0.1 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.15 0.35 | 190 300 | 0.2 0.5 | 6 13 | 60/55 H4 8/27 | 3 3 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.15 0.35 | 190 300 | 0.2 0.5 | 6 13 | 60/55 H4 8/27 | 3 3 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. |

|  | MAGNETO OUTPUT / TYPE PUISSANCE MAGNÉTO / TYPE | | IGNITION TYPE TYPE D'ALLUMAGE | SPARK PLUG NO. NUMÉRO DE BOUGIE | SPARK PLUG GAP ÉCARTÈMENT BOUGIE | IGNITION TIMING (BTDC) RÉGLAGE DE L'ALLUMAGE (A.V.P.M.H.) | IGNITION GENERATOR COIL BOBINE GÉNÉRATRICE D'ALLUMAGE |
|---|--|------------|----------------------------------|------------------------------------|-------------------------------------|--|--|
| | WATT | | | | mm (in/po) | OHM ② MIN. – MAX. | |
| 2000 | | | | | | | LOW SPEED BAS RÉGIME HIGH SPEED HAUT RÉGIME |
| MINI Z | 50 | TRANS. | NGK BPR6ES | 0.75 (.030) | 25° | — | |
| TUNDRA R | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.61 ③ (.142) | 5.65 ± 10% | |
| SKANDIC 380 | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.79 ③ (.110) | — 5.1 - 6.2 | |
| SKANDIC WT LC | 220 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.81 ① (.071) | — 10 - 17 | |
| SKANDIC 500 | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.76 ③ (.109) | — 5.1 - 6.2 | |
| SKANDIC WT/ SWT | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.66 ① (.065) | — 230 - 330 | |
| TOURING E FORMULA DLX 380 | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.79 ③ (.110) | — 5.1 - 6.2 | |
| TOURING LE | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.79 ③ (.110) | — 5.1 - 6.2 | |
| TOURING SLE FORMULA DLX 500 | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.76 ③ (.109) | — 5.1 - 6.2 | |
| TOURING 500 LC | 220 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.81 ① (.071) | — 10 - 17 | |
| FORMULA S | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.38 ① (.054) | — 230 - 330 | |
| FORMULA 500 LC | 220 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.81 ① (.071) | — 10 - 17 | |
| FORMULA DLX 500 LC | 220 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.81 ① (.071) | — 10 - 17 | |
| FORMULA Z 600 | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ③ (.118) | 11.6 - 21.6 — | |
| FORMULA DLX 600 | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ③ (.118) | 11.6 - 21.6 — | |
| FORMULA Z 700 | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.36 ③ (.132) | 11.6 - 21.6 — | |
| FORMULA DLX 700 | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.36 ③ (.132) | 11.6 - 21.6 — | |


| LIGHTING COIL BOBINE D'ÉCLAIRAGE | TRIGGER COIL BOBINE DE DÉCLANCHÉMENT | IGNITION COIL | | HEADLIGHT HIGH/LOW PHARE ROUTE/CROISEMENT TAILL/STOP LAMP FEU ARRIÈRE/ARRÊT | TACHO/SPEEDOMETER TACHY. - IND. DE VITESSE | FUEL/TEMP. GAUGES BULBS AMP. IND. TEMP. ET CARB. | STARTER SOLENOID DÉMARREUR | FUEL LEVEL SENSOR SONDE DE NIV. DE CARB. | MAIN WIRING CÂBLAGE PRINCIPAL |
|-------------------------------------|---|---------------------|-------------------------|--|---|---|-------------------------------|---|----------------------------------|
| | | PRIMARY PRIMAIRE | SECONDARY SECONDAIRE | | | | | | |
| OHM ② MIN. – MAX. | | KOHM | | BULBS (W) AMPOULES (W) | | | FUSES (A) FUSIBLES (A) | | |
| | | | | | | | | | |
| 0.18 0.23 | N.A. S.O. | 0.8 1.0 | 5.9 7.1 | 35 4.5 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.19 ±10% | 160 180 | N.A. S.O. | 1.0 ±10% | 60/55 H4 8/27 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | — 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.20 0.35 | 190 300 | 0.3 0.7 | 8 16 | 60/55 H4 8/27 | — 3 | N.A. S.O. | 20 | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | — 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.23 0.28 | 140 180 | N.A. S.O. | 5.1 6.3 | 60/55 H4 8/27 | — 3 | N.A. S.O. | 20 | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | — 5 | N.A. S.O. | 30 | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | — 3 | N.A. S.O. | 30 | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | — 3 | N.A. S.O. | 30 | N.A. S.O. | N.A. S.O. |
| 0.20 0.35 | 190 300 | 0.3 0.7 | 8 16 | 60/55 H4 8/27 | — 3 | N.A. S.O. | 30 | N.A. S.O. | N.A. S.O. |
| 0.23 0.28 | 140 180 | N.A. S.O. | 5.1 6.3 | 60/55 H4 8/27 | — 5 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.20 0.35 | 190 300 | 0.3 0.7 | 8 16 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.20 0.35 | 190 300 | 0.3 0.7 | 8 16 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.04 0.1 | 190 300 | 0.0 0.9 | 9.5 16.5 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | 0.0 0.9 | 9.5 16.5 | 60/55 H4 8/27 | 3 3 | 3 — | 30 | 0.25 | N.A. S.O. |
| 0.04 0.1 | 190 300 | 0.0 0.9 | 9.5 16.5 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | 0.0 0.9 | 9.5 16.5 | 60/55 H4 8/27 | 3 3 | 3 3 | 30 | 0.25 | N.A. S.O. |

|  | MAGNETO OUTPUT / TYPE PUISSANCE MAGNÉTO / TYPE | IGNITION TYPE TYPE D'ALLUMAGE | SPARK PLUG NO. NUMÉRO DE BOUGIE | SPARK PLUG GAP ÉCARTÈMENT BOUGIE | IGNITION TIMING (BTDC) REGLAGE DE L'ALLUMAGE (A.V.P.M.H.) | IGNITION GENERATOR COIL BOBINE GÉNÉRATRICE D'ALLUMAGE |
|---|--|----------------------------------|------------------------------------|-------------------------------------|--|--|
| | WATT | | | mm (in/po) | OHM ② MIN. - MAX. | |
| 2000 (cont'd/suite) | | | | | LOW SPEED BAS RÉGIME HIGH SPEED HAUT RÉGIME | |
| GRAND TOURING 600 | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ③ (.118) | 11.6 - 21.6 — |
| GRAND TOURING 700 | 360 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.77 ③ (.109) | N.A. S.O. |
| GRAND TOURING SE/ SE M.E. | 360 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.59 ③ (.102) | N.A. S.O. |
| SUMMIT 600 | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ③ (.118) | 11.6 - 21.6 — |
| SUMMIT 700/ 700 M.E./700 H.M. | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.36 ③ (.132) | 11.6 - 21.6 — |
| SUMMIT 800 H.M. | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.52 ③ (.139) | 11.6 - 21.6 — |
| MX Z 440 | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.38 ① (.054) | — 230 - 330 |
| MX Zx 440 LC | 290 | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.14 ③ (.124) | 11.6 - 21.6 — |
| MX Z 500 | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ③ (.118) | 11.6 - 21.6 — |
| MX Z 600 | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ③ (.118) | 11.6 - 21.6 — |
| MX Z 700/700 M.E. | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.36 ③ (.132) | 11.6 - 21.6 — |
| FORMULA III 700 R | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.77 ③ (.109) | 25 - 56 3.5 - 8.1 |
| FORMULA III 800 | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.94 ③ (.076) | 25 - 56 3.5 - 8.1 |
| MACH 1 R | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.77 ③ (.109) | 25 - 56 3.5 - 8.1 |
| MACH Z | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.94 ③ (.076) | 25 - 56 3.5 - 8.1 |
| MACH Z R/ Z R M.E. | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.59 ③ (.102) | 25 - 56 3.5 - 8.1 |


| LIGHTING COIL BOBINE D'ÉCLAIRAGE | TRIGGER COIL BOBINE DE DÉCLANCHÉMENT | IGNITION COIL | | HEADLIGHT HIGH/LOW PHARE ROUTE/CROISEMENT TAILL/STOP LAMP FEU ARRÊTE/ARRÊT | TACHY. - IND. DE VITESSE | FUEL/TEMP. GAUGES BULBS AMP. IND. TEMP. ET CARB. | STARTER SOLENOID DÉMARREUR | FUEL LEVEL SENSOR SONDE DE NIV. DE CARB. | MAIN WIRING CÂBLAGE PRINCIPAL |
|-------------------------------------|---|---------------------|-------------------------|---|--------------------------|---|-------------------------------|---|----------------------------------|
| | | PRIMARY PRIMAIRE | SECONDARY SECONDAIRE | | | | | | |
| OHM ② | | KOHM | | BULBS (W) AMPOULES (W) | | | FUSES (A) FUSIBLES (A) | | |
| MIN. - MAX. | | | | | | | | | |
| 0.04 0.1 | 190 300 | 0.0 0.9 | 9.5 16.5 | 60/55 H4 8/27 | 3 3 | 3 — | 30 | 0.25 | N.A. S.O. |
| 0 0.5 | 190 300 | 0.2 0.5 | 6 13 | 60/55 H4 8/27 | 3 3 | 3 3 | 30 | 0.25 | N.A. S.O. |
| 0 0.5 | 190 300 | 0.2 0.5 | 6 13 | 60/55 H4 8/27 | 3 3 | 3 3 | 30 | 0.25 | N.A. S.O. |
| 0.04 0.1 | 190 300 | 0.0 0.9 | 9.5 16.5 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | 0.0 0.9 | 9.5 16.5 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | N.A. S.O. | N.A. S.O. | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.23 0.28 | 140 180 | N.A. S.O. | 5.1 6.3 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | 0.0 0.9 | 9.5 16.5 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | 0.0 0.9 | 9.5 16.5 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | 0.0 0.9 | 9.5 16.5 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | 0.0 0.9 | 9.5 16.5 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.15 0.35 | 190 300 | 0.2 0.5 | 6 13 | 60/55 H4 8/27 | 3 3 | 3 3 | N.A. S.O. | 0.25 | N.A. S.O. |
| 0.15 0.35 | 190 300 | 0.2 0.5 | 6 13 | 60/55 H4 8/27 | 3 3 | 3 3 | N.A. S.O. | 0.25 | N.A. S.O. |
| 0.15 0.35 | 190 300 | 0.2 0.5 | 6 13 | 60/55 H4 8/27 | 3 3 | 3 3 | N.A. S.O. | 0.25 | N.A. S.O. |
| 0.15 0.35 | 190 300 | 0.2 0.5 | 6 13 | 60/55 H4 8/27 | 3 3 | 3 3 | N.A. S.O. | 0.25 | N.A. S.O. |

|  | MAGNETO OUTPUT / TYPE PUISSANCE MAGNÉTO / TYPE | IGNITION TYPE TYPE D'ALLUMAGE | SPARK PLUG NO. NUMERO DE BOUGIE | SPARK PLUG GAP ÉCARTÈMENT BOUGIE | IGNITION TIMING (BTDC) RÉGLAGE DE L'ALLUMAGE (AV.P.M.H.) | IGNITION GENERATOR COIL BOBINE GÉNÉRATRICE D'ALLUMAGE |
|---|--|----------------------------------|------------------------------------|-------------------------------------|---|--|
| | WATT | | | mm (in/po) | OHM ② MIN. – MAX. | |
| 1999 | | | | | LOW SPEED BAS RÉGIME HIGH SPEED HAUT RÉGIME | |
| MINI Z | 50 | TRANS. | NGK BPR6ES | 0.75 (.030) | 25° | — |
| TUNDRA R | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.04 ③ (.120) | 5.65 ± 10% |
| TUNDRA | 160 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.62 ① (.064) | 40 - 76 — |
| SKANDIC 380 | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.79 ③ (.110) | — 5.1 - 6.2 |
| SKANDIC WT LC | 220 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.81 ① (.071) | — 10 - 17 |
| SKANDIC 500 | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.76 ③ (.109) | — 5.1 - 6.2 |
| SKANDIC WT/ SWT | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.66 ① (.065) | — 230 - 330 |
| TOURING E FORMULA DLX 380 | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.79 ③ (.110) | — 5.1 - 6.2 |
| TOURING LE | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.79 ③ (.110) | — 5.1 - 6.2 |
| TOURING SLE FORMULA DLX 500 | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.76 ③ (.109) | — 5.1 - 6.2 |
| FORMULA S | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.38 ① (.054) | — 230 - 330 |
| FORMULA SL | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.66 ① (.065) | — 230 - 330 |
| FORMULA Z 500 | 220 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.81 ① (.071) | — 10 - 17 |
| FORMULA DLX 500 LC | 220 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.81 ① (.071) | — 10 - 17 |
| FORMULA Z 583 | 220 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.75 ① (.069) | — 10 - 17 |
| FORMULA DLX 583 | 220 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.75 ① (.069) | — 10 - 17 |

| LIGHTING COIL BOBINE D'ÉCLAIRAGE | TRIGGER COIL BOBINE DE DÉCLENCHÈMENT | IGNITION COIL | | HEADLIGHT HIGH/LOW PHARE ROUTE/CROISEMENT TAILL/STOP LAMP FEU ARRIÈRE/ARRÊT | TACHO/SPEEDOMETER TACHY. – IND. DE VITESSE | FUEL/TEMP. GAUGES BULBS AMP. IND. TEMP. ET CARB. | STARTER SOLENOID DÉMARREUR | FUEL LEVEL SENSOR SONDE DE NIV. DE CARB. | MAIN WIRING CÂBLAGE PRINCIPAL |
|-------------------------------------|---|---------------------|-------------------------|--|---|---|-------------------------------|---|----------------------------------|
| | | PRIMARY PRIMAIRE | SECONDARY SECONDAIRE | | | | | | |
| OHM ② | | KOHM | | BULBS (W) AMPOULES (W) | | | FUSES (A) FUSIBLES (A) | | |
| MIN. – MAX. | | | | | | | | | |
| 0.18 0.23 | N.A. S.O. | 0.8 1.0 | 5.9 7.1 | 35 4.5 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.19 ±10% | 160 180 | N.A. S.O. | 1.0 ±10% | 60/55 H4 8/27 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.05 0.6 | N.A. S.O. | 0.11 0.21 | 4.9 7.5 | 60/55 H4 8/27 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | — 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.20 0.35 | 190 300 | 0.3 0.7 | 8 16 | 60/55 H4 8/27 | — 3 | N.A. S.O. | 20 | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | — 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.23 0.28 | 140 180 | N.A. S.O. | 5.1 6.3 | 60/55 H4 8/27 | — 3 | N.A. S.O. | 20 | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | — 5 | N.A. S.O. | 30 | N.A. S.O. | N.A. S.O. |
| 0.17 0.21 | 160 180 | N.A. S.O. | 0.9 1.1 | 60/55 H4 8/27 | — 3 | N.A. S.O. | 30 | N.A. S.O. | N.A. S.O. |
| 0.23 0.28 | 140 180 | N.A. S.O. | 5.1 6.3 | 60/55 H4 8/27 | — 5 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.23 0.28 | 140 180 | N.A. S.O. | 5.1 6.3 | 60/55 H4 8/27 | — 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.20 0.35 | 190 300 | 0.3 0.7 | 8 16 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.20 0.35 | 190 300 | 0.3 0.7 | 8 16 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | 30 | 0.25 | N.A. S.O. |
| 0.20 0.35 | 190 300 | 0.3 0.7 | 8 16 | 60/55 H4 8/27 | 3 3 | 3 3 | N.A. S.O. | 0.25 | N.A. S.O. |
| 0.20 0.35 | 190 300 | 0.3 0.7 | 8 16 | 60/55 H4 8/27 | 3 3 | 3 3 | 30 | 0.25 | N.A. S.O. |

|  | MAGNETO OUTPUT / TYPE PUISSANCE MAGNÉTO / TYPE | IGNITION TYPE TYPE D'ALLUMAGE | SPARK PLUG NO. NUMÉRO DE BOUGIE | SPARK PLUG GAP ÉCARTÈMENT BOUGIE | IGNITION TIMING (BTDC) RÉGLAGE DE L'ALLUMAGE (A.V.P.M.H.) | IGNITION GENERATOR COIL BOBINE GÉNÉRATRICE D'ALLUMAGE |
|---|--|----------------------------------|------------------------------------|-------------------------------------|--|--|
| | WATT | | | mm (in/po) | OHM ② MIN. - MAX. | |
| 1999 (cont d/suite) | | | | | LOW SPEED BAS RÉGIME HIGH SPEED HAUT RÉGIME | |
| FORMULA Z 670 | 220 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.93 ① (.076) | — 10 - 17 |
| FORMULA DLX 670 | 220 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.93 ① (.076) | — 10 - 17 |
| GRAND TOURING 500 | 220 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.81 ① (.071) | — 10 - 17 |
| GRAND TOURING 583 | 220 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.75 ① (.069) | — 10 - 17 |
| GRAND TOURING 700 | 360 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.77 ③ (.109) | N.A. S.O. |
| GRAND TOURING SE | 360 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.59 ③ (.102) | N.A. S.O. |
| SUMMIT 500 | 220 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.81 ① (.071) | — 10 - 17 |
| SUMMIT 600 | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ③ (.118) | 11.6 - 21.6 — |
| SUMMIT x 670 | 220 | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.20 ④ (.126) | — 10 - 17 |
| SUMMIT 700 | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.36 ③ (.132) | 11.6 - 21.6 — |
| MX Z 440 | 240 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.38 ① (.054) | — 230 - 330 |
| MX Zx 440 LC | 290 | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.14 ③ (.124) | 11.6 - 21.6 — |
| MX Z 500 | 220 | CDI ADC | NGK BR9ES | 0.45 (.018) | 1.81 ① (.071) | — 10 - 17 |
| MX Z 600 | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.00 ③ (.118) | 11.6 - 21.6 — |
| MX Z 670 HO | 220 | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.20 ④ (.126) | — 10 - 17 |
| MX Z 700 | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 3.36 ③ (.132) | 11.6 - 21.6 — |

| LIGHTING COIL BOBINE D'ÉCLAIRAGE | TRIGGER COIL BOBINE DÉCLENCHÈMENT | IGNITION COIL | | HEADLIGHT HIGH/LOW PHARE ROUTE/CROISEMENT TAILL/STOP LAMP FEU ARRIÈRE/ARRÊT | TACHO/SPEEDOMETER TACHY. - IND. DE VITESSE | FUELTEMP. GAUGES BULBS AMP. IND. TEMP. ET CARB. | STARTER SOLENOID DÉMARREUR | FUEL LEVEL SENSOR SONDE DE NIV. DE CARB. | MAIN WIRING CÂBLAGE PRINCIPAL |
|-------------------------------------|--------------------------------------|---------------------|-------------------------|--|---|--|-------------------------------|---|----------------------------------|
| | | PRIMARY PRIMAIRE | SECONDARY SECONDAIRE | | | | | | |
| OHM ② | | KOHM | | BULBS (W) AMPOULES (W) | | | FUSES (A) FUSIBLES (A) | | |
| MIN. - MAX. | | | | | | | | | |
| 0.20 0.35 | 190 300 | 0.3 0.7 | 8 16 | 60/55 H4 8/27 | 3 3 | 3 3 | N.A. S.O. | 0.25 | N.A. S.O. |
| 0.20 0.35 | 190 300 | 0.3 0.7 | 8 16 | 60/55 H4 8/27 | 3 3 | 3 3 | 30 | 0.25 | N.A. S.O. |
| 0.20 0.35 | 190 300 | 0.3 0.7 | 8 16 | 60/55 H4 8/27 | 3 3 | 3 3 | 30 | 0.25 | N.A. S.O. |
| 0.20 0.35 | 190 300 | 0.3 0.7 | 8 16 | 60/55 H4 8/27 | 3 3 | 3 3 | 30 | 0.25 | N.A. S.O. |
| 0 0.5 | 190 300 | 0.2 0.5 | 6 13 | 60/55 H4 8/27 | 3 3 | 3 3 | 30 | 0.25 | N.A. S.O. |
| 0 0.5 | 190 300 | 0.2 0.5 | 6 13 | 60/55 H4 8/27 | 3 3 | 3 3 | 30 | 0.25 | N.A. S.O. |
| 0.20 0.35 | 190 300 | 0.3 0.7 | 8 16 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | — | — | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.20 0.35 | 190 300 | 0.3 0.7 | 8 16 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | — | — | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.23 0.28 | 140 180 | N.A. S.O. | 5.1 6.3 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | — | — | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.20 0.35 | 190 300 | 0.3 0.7 | 8 16 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | — | — | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.20 0.35 | 190 300 | 0.3 0.7 | 8 16 | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |
| 0.04 0.1 | 190 300 | — | — | 60/55 H4 8/27 | 3 3 | N.A. S.O. | N.A. S.O. | N.A. S.O. | N.A. S.O. |

|  | MAGNETO OUTPUT / TYPE PUISSANCE MAGNÉTO / TYPE | IGNITION TYPE TYPE D'ALLUMAGE | SPARK PLUG NO. NUMÉRO DE BOUGIE | SPARK PLUG GAP ÉCARTÈMENT BOUGIE | IGNITION TIMING (BTDC) RÉGLAGE DE L'ALLUMAGE (A.V.P.M.H.) | IGNITION GENERATOR COIL BOBINE GÉNÉRATRICE D'ALLUMAGE |
|---|--|----------------------------------|------------------------------------|-------------------------------------|--|--|
| | WATT | | | mm (in/po) | OHM ② MIN. - MAX. | |
| 1999 (cont'd/suite) | | | | | LOW SPEED BAS RÉGIME HIGH SPEED HAUT RÉGIME | |
| FORMULA III 600 | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.77 ③ (.109) | 25 - 56 3.5 - 8.1 |
| FORMULA III 700 | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.77 ③ (.109) | 25 - 56 3.5 - 8.1 |
| FORMULA III 800 | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.59 ③ (.102) | 25 - 56 3.5 - 8.1 |
| MACH 1/1 R | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.77 ③ (.109) | 25 - 56 3.5 - 8.1 |
| MACH Z/Z R | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.59 ③ (.102) | 25 - 56 3.5 - 8.1 |
| MACH Z LT/ Z LT R | 290 DESS | CDI ADC | NGK BR9ES | 0.45 (.018) | 2.59 ③ (.102) | 25 - 56 3.5 - 8.1 |

| LIGHTING COIL BOBINE D'ÉCLAIRAGE | TRIGGER COIL BOBINE DE DÉCLENCHEMENT | IGNITION COIL | | HEADLIGHT HIGH/LOW PHARE ROUTE/CROISEMENT TAILL/STOP LAMP FEU ARRIÈRE/ARRÊT | TACHO/SPEEDOMETER TACHY. - IND. DE VITESSE | FUEL/TEMP. GAUGES BULBS AMP. IND. TEMP. ET CARB. | STARTER SOLENOID DÉMARREUR | FUEL LEVEL SENSOR SONDE DE NIV. DE CARB. | MAIN WIRING CÂBLAGE PRINCIPAL |
|-------------------------------------|---|---------------------|-------------------------|--|---|---|-------------------------------|---|----------------------------------|
| | | PRIMARY PRIMAIRE | SECONDARY SECONDAIRE | | | | | | |
| OHM ② | | KOHM | | BULBS (W) AMPOULES (W) | | | FUSES (A) FUSIBLES (A) | | |
| MIN. - MAX. | | | | | | | | | |
| 0.15 0.35 | 190 300 | 0.2 0.5 | 6 13 | 60/55 H4 8/27 | 3 3 | 3 3 | N.A. S.O. | 0.25 | N.A. S.O. |
| 0.15 0.35 | 190 300 | 0.2 0.5 | 6 13 | 60/55 H4 8/27 | 3 3 | 3 3 | N.A. S.O. | 0.25 | N.A. S.O. |
| 0.15 0.35 | 190 300 | 0.2 0.5 | 6 13 | 60/55 H4 8/27 | 3 3 | 3 3 | N.A. S.O. | 0.25 | N.A. S.O. |
| 0.15 0.35 | 190 300 | 0.2 0.5 | 6 13 | 60/55 H4 8/27 | 3 3 | 3 3 | N.A. S.O. | 0.25 | N.A. S.O. |
| 0.15 0.35 | 190 300 | 0.2 0.5 | 6 13 | 60/55 H4 8/27 | 3 3 | 3 3 | N.A. S.O. | 0.25 | N.A. S.O. |
| 0.15 0.35 | 190 300 | 0.2 0.5 | 6 13 | 60/55 H4 8/27 | 3 3 | 3 3 | N.A. S.O. | 0.25 | N.A. S.O. |



ABBREVIATIONS AND NOTES ABRÉVIATIONS ET NOTES

SECTION: ELECTRICAL SECTION: ÉLECTRIQUE

- ① Engine cold and lights on, magneto ring mark and crankcase central mark should align at 6000 RPM.
① *Moteur froid et lumières allumées, le repère de la magnéto doit coïncider avec la marque centrale de carter à 6000 tr/mn.*
- ② All resistance measurements must be performed with parts at room temperature (approx. 20°C (68°F)). Temperature greatly affects resistance measurements.
② *Il est nécessaire de prendre toutes les mesures de résistance lorsque les pièces sont à la température ambiante (approx. 20°C (68°F)). La température affecte considérablement les mesures de la résistance.*
- ③ With lights on, marks should align at 3500 ± 500 RPM.
③ *Lumières allumées, les marques doivent coïncider à 3500 ± 500 tr/mn.*
- ④ With lights on, marks should align at 3750 ± 250 RPM.
④ *Lumières allumées, les marques doivent coïncider à 3750 ± 250 tr/mn.*
- ⑤ **CAUTION:** Do not attempt to adjust gap on spark plug BR 9 ECS. The specification is given for verification purpose only. If found out of specification, replace with a new one.
⑤ **ATTENTION:** *Ne pas tenter de régler l'écartement des électrodes d'une bougie BR 9 ECS. Cette donnée technique est offerte à des fins de vérification seulement. Si l'écartement n'est pas conforme à cette donnée, remplacer la bougie par une neuve.*
- ⑥ Alternator (12 V - 40 A @ 25 °C)
⑥ *Alternateur (12 V - 40 A @ 25 °C)*

CDI: Capacitor discharge ignition

ADC: Allumage par décharge de condensateur

DI: Digital induction

NI: Allumage numérique à induction

N.A.: Not applicable

S.O.: Sans objet

TRANS.: Transistorisé

TRANS.: Transistorisé

DESS.: Digitally encoded security system

DESS.: Système de sécurité à encodage numérique

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Hauteur hors tout
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- Mass
Masse
- Bearing Area
Surface portante
- Ground Pressure
Pression au sol
- Frame Material
Matériau du châssis
- Hood Material
Matériau du capot
- Fuel Tank Capacity
Contenance réservoir de carburant
- Injection Oil Reservoir Capacity
Contenance réservoir d'huile à injection
- Chaincase Capacity
Contenance carter de chaîne
- Cooling System Capacity
Contenance système de refroidissement

TABLE ABBREVIATION AND NOTES


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|  | ENGINE AND BODY TYPES ① TYPE DE MOTEUR ET DE CARROSSERIE ① | LENGTH OVERALL LONGUEUR HORS TOUT | WIDTH OVERALL LARGEUR HORS TOUT | HEIGHT OVERALL HAUTEUR HORS TOUT | SKI STANCE ÉCART DES SKIS | MASS MASSE |
|---|--|--------------------------------------|------------------------------------|-------------------------------------|------------------------------|---------------|
| | | cm (in/po) | | | cm (in/po) | kg (lb) |
| 2003 | | | | | | |
| MINI Z | 4-S/4-T 118 | 186.0 (73.2) | 78.8 (31.0) | 75.0 (29.53) | 68.5 (26.97) | 70 (154) |
| TUNDRA 280F | 277 | 284.5 (112.01) | 95.3 (37.52) | 114.0 (44.88) | 81.3 (32.01) | 173 (380) |
| GRAND TOURING FAN 380 | 377 ZX | 303.4 (119.4) | 114.4 (45.0) | 140.9 (55.4) | 108.0 (42.5) | 218 (479) |
| LEGEND FAN 380 | 377 ZX | 277.6 (108.9) | 114.4 (45.0) | 123.2 (48.5) | 108.0 (42.5) | 200 (440) |
| MX Z FAN 380 | 377 ZX | 276.6 (110.9) | 114.4 (45.0) | 113.0 (44.5) | 108.0 (42.5) | 191 (420) |
| SKANDIC LT 440F | 443 | 302.0 (118.9) | 96.0 (37.8) | 129.5 (50.98) | 82.0 (32.28) | 217 (478) |
| SKANDIC LT 440F (E) | 443 | 302.0 (118.9) | 96.0 (37.8) | 129.5 (50.98) | 82.0 (32.28) | 225 (496) |
| SKANDIC SPORT 500F | 503 | 300.4 (118.3) | 114.4 (45) | 140.9 (55.5) | 108.0 (42.5) | 206 (454) |
| SKANDIC WT 500F | 503 | 302.0 (118.9) | 104.5 (41.14) | 129.5 (50.98) | 90.0 (35.4) | 266 (586) |
| SKANDIC SWT 500F | 503 | 315.0 (124) | 110.0 (43.3) | 133 (52.36) | 90.0 (35.4) | 286 (631) |
| GRAND TOURING FAN 550 | 552 ZX | 300.4 (118.3) | 114.4 (45.0) | 140.9 (55.4) | 108.0 (42.5) | 227 (500) |
| LEGEND FAN 550 | 552 ZX | 276.6 (108.9) | 114.4 (45.0) | 123.2 (48.5) | 108.0 (42.5) | 209 (460) |
| MX Z FAN 550 | 552 ZX | 276.6 (108.9) | 121.3 (47.8) | 113.0 (44.5) | 108 (42.5) | 200 (440) |
| SUMMIT FAN 550 | 552 ZX | 293.2 (115.43) | 113.90 (44.84) | 113.0 (44.5) | 108 (42.5) | 207 (456) |
| MX Zx Racing 440 | 453 REV | 278.7 (109.7) | 121.7 (47.9) | 128.0 (50.4) | 108.0 (42.52) | 199 (438) |
| GRAND TOURING SPORT 500 | 493 ZX | 303.9 (119.6) | 121.3 (47.7) | 140.9 (55.4) | 119.5 (47.1) | 248 (546) |

MMT2003-001G_DIMENSION.FM

| BEARING AREA SURFACE PORTANTE | GROUND PRESSURE PRESSION AU SOL | FRAME MATERIAL MATÉRIAU CHASSIS | HOOD MATERIAL MATÉRIAU CAPOT | FUEL TANK RÉSERVOIR DE CARBURANT | INJECTION OIL RESERVOIR RÉSERVOIR HUILE INJECT. | CHAINCASE OIL HUILE À CARTER DE CHAÎNE | COOLING SYSTEM ② REFROIDISSEMENT ② |
|--|------------------------------------|------------------------------------|---------------------------------------|-------------------------------------|--|---|---------------------------------------|
| | | | | L (U.S. gal) (gal E.-U.) | L (U.S. oz) (oz E.-U.) | mL (U.S. oz) (oz E.-U.) | L (U.S. oz) (oz E.-U.) |
| cm ² (in ² /po ²) | kPa (PSI/lb/po ²) | | | | | | |
| 2754 (427) | 2.49 (.361) | STEEL ACIER | POLYETHYLENE/ POLYÉTHYLÈNE | 1.8 (0.5) | 0.6 ^① (20.3) | N.A. S.O. | N.A. S.O. |
| 7570 (1173) | 2.24 (.325) | STEEL ACIER | H.D. POLYETHYLENE/ POLYÉTHYLÈNE | 26 (6.9) | 1.9 (64.3) | 250 (8.5) | N.A. S.O. |
| 7162.8 (1110) | 2.99 (0.434) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | N.A. S.O. |
| 6477 (1004) | 3.03 (0.439) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | N.A. S.O. |
| 6477 (1004) | 2.89 (0.417) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | N.A. S.O. |
| 8811.3 (1365.7) | 2.46 (.36) | STEEL ACIER | RRIM POLYURETHANE/ POLYURÉTHANE | 37 (9.8) | 2.5 (84.5) | 250 (8.5) | N.A. S.O. |
| 8811.3 (1365.7) | 2.55 (.370) | STEEL ACIER | RRIM POLYURETHANE/ POLYURÉTHANE | 37 (9.8) | 2.5 (84.5) | 250 (8.5) | N.A. S.O. |
| 7163 (1110) | 2.82 (.409) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | N.A. S.O. |
| 10792 (1672.8) | 2.46 (.36) | STEEL ACIER | RRIM POLYURETHANE/ POLYURÉTHANE | 42 (11.1) | 2.5 (84.5) | 400 (13.5) | N.A. S.O. |
| 13986 (2167.8) | 2.04 (.296) | STEEL ACIER | H.D. POLYETHYLENE/ POLYÉTHYLÈNE | 42 (11.1) | 2.5 (84.5) | 400 (13.5) | N.A. S.O. |
| 7162.8 (1110) | 3.11 (0.451) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | N.A. S.O. |
| 6477 (1004) | 3.17 (0.460) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | N.A. S.O. |
| 6477 (1004) | 3.03 (0.439) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | N.A. S.O. |
| 8226.9 (1275.1) | 2.47 (0.358) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | N.A. S.O. |
| 6670 (1033) | 2.93 (.425) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 21 (5.5) | N.A. S.O. | 250 (8.5) | 4.3 (145.4) |
| 7596 (1177.4) | 3.20 (.464) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |


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|  | ENGINE AND BODY TYPES ① TYPE DE MOTEUR ET DE CARROSSERIE ① | LENGTH OVERALL LONGUEUR HORS TOUT | WIDTH OVERALL LARGEUR HORS TOUT | HEIGHT OVERALL HAUTEUR HORS TOUT | SKI STANCE ÉCART DES SKIS | MASS MASSE |
|--|--|--------------------------------------|------------------------------------|-------------------------------------|------------------------------|---------------|
| | | cm (in/po) | | | cm (in/po) | kg (lb) |
| 2003 (cont'd/suite) | | | | | | |
| LEGEND SPORT 500 | 493 ZX | 280.1 (110.3) | 121.3 (47.8) | 123.2 (48.5) | 119.5 (47.1) | 222 (489) |
| MX Z ADRENALINE 500 | 493 ZX | 280.1 (110.3) | 121.3 (47.8) | 113 (44.5) | 119.5 (47.1) | 221 (486) |
| MX Z TRAIL 500 | 493 ZX | 280.1 (110.3) | 121.3 (47.8) | 113 (44.5) | 119.5 (47.1) | 216 (476) |
| GRAND TOURING SE 600 | 593 ZX | 303.9 (119.44) | 121.3 (47.75) | 140.9 (55.4) | 119.5 (47.1) | 249 (547) |
| with air shock / avec amortisseur pneumatique | | | | | | 251 (553) |
| GRAND TOURING SE 600 (E) | 593 ZX | 303.9 (119.44) | 121.3 (47.75) | 140.9 (55.4) | 119.5 (47.1) | 249 (547) |
| GRAND TOURING SPORT 600 | 593 ZX | 303.9 (119.44) | 121.3 (47.75) | 140.9 (55.4) | 119.5 (47.1) | 249 (547) |
| LEGEND SE 600 | 593 ZX | 280.1 (110.30) | 121.3 (47.8) | 123.2 (48.65) | 119.5 (47.1) | 227 (500) |
| with air shock / avec amortisseur pneumatique | | | | | | 230 (505) |
| LEGEND SPORT 600 | 593 ZX | 280.1 (110.30) | 121.3 (47.8) | 123.2 (48.65) | 119.5 (47.1) | 227 (500) |
| MX Z TRAIL 600 | 593 ZX | 280.1 (110.30) | 121.3 (47.8) | 113.0 (44.5) | 119.5 (47.1) | 217 (477) |
| SKANDIC SUV 600 | 593 | 304 (119.7) | 108.9 (42.9) | 129.5 (51.0) | 90.0 (35.4) | 291 (642) |
| SKANDIC WT LC 600 | 593 | 315 (124) | 110.0 (43.3) | 122 (48.0) | 90.0 (35.4) | 287 (633) |
| MX Z ADRENALINE 600 HO | 593 ZX | 280.1 (110.30) | 121.3 (47.8) | 113.0 (44.5) | 119.5 (47.0) | 222 (488) |
| MX Z RENEGADE 600 HO | 593 ZX | 300.5 (118.30) | 117.2 (46.14) | 113.0 (44.5) | 119/115 (46/45) | 234 (514) |
| MX Z RENEGADE 600 HO (E) | 593 ZX | 300.5 (118.30) | 117.2 (46.14) | 113.0 (44.5) | 119/115 (46/45) | 245 (540) |


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| BEARING AREA SURFACE PORTANTE | GROUND PRESSURE PRESSION AU SOL | FRAME MATERIAL MATÉRIAU CHASSIS | HOOD MATERIAL MATÉRIAU CAPOT | FUEL TANK RÉSERVOIR DE CARBURANT | INJECTION OIL RESERVOIR INJECTION HUILE INJECT. | CHAINCASE OIL HUILE À CARTER DE CHAÎNE | COOLING SYSTEM ② REFROIDISSEMENT ② |
|--|------------------------------------|------------------------------------|---------------------------------------|-------------------------------------|--|---|---------------------------------------|
| | | | | L (U.S. gal) (gal E.-U.) | L (U.S. oz) (oz E.-U.) | mL (U.S. oz) (oz E.-U.) | L (U.S. oz) (oz E.-U.) |
| cm ² (in ² /po ²) | kPa (PSI/lb/po ²) | | | | | | |
| 6910 (1071.1) | 3.15 (.457) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6836 (1059.5) | 3.17 (.460) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6836 (1059.5) | 3.10 (.450) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6910 (1071.1) | 3.53 (.512) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 6910 (1071.1) | 3.56 (.516) | | | | | | 4.0 (135.3) |
| 7596 (1177.4) | 3.22 (.467) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 7596 (1177.4) | 3.22 (.467) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 6910 (1071) | 3.22 (.467) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6910 (1071.1) | 3.26 (.472) | | | | | | 3.8 (128.5) |
| 6910 (1071.1) | 3.22 (.467) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6835 (1060) | 3.11 (.451) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 12335 (1912) | 2.36 (.342) | STEEL ACIER | RRIM POLYURETHANE/ POLYURÉTHANE | 42 (11.1) | 2.5 (84.5) | 400 (13.5) | N.A. S.O |
| 12335 (1912) | 2.33 (.34) | STEEL ACIER | RRIM POLYURETHANE/ POLYURÉTHANE | 42 (11.1) | 2.5 (84.5) | 400 (13.5) | 4.5③ (152.) |
| 6835.8 (1159.5) | 3.19 (.463) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 7521 (1165.8) | 3.05 (.442) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 7521 (1165.8) | 3.20 (.464) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |

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|  | ENGINE AND BODY TYPES ① TYPE DE MOTEUR ET DE CARROSSERIE ① | LENGTH OVERALL LONGUEUR HORS TOUT | WIDTH OVERALL LARGEUR HORS TOUT | HEIGHT OVERALL HAUTEUR HORS TOUT | SKI STANCE ÉCART DES SKIS | MASS MASSE |
|---|--|--------------------------------------|------------------------------------|-------------------------------------|------------------------------|---------------|
| | | cm (in/po) | | | cm (in/po) | kg (lb) |
| 2003 (cont'd/suite) | | | | | | |
| MX Z 007 Special Edition/Edition spéciale 600 HO | 593 REV | 278.7 (109.7) | 121.7 (47.91) | 128.0 (50.4) | 119.5 (47.04) | 220 (483) |
| MX Z SPORT 600 HO (REV) | 593 REV | 278.7 (107.3) | 121.7 (47.91) | 128.0 (50.4) | 119.5 (47.04) | 208 (457) |
| MX Z X 600 HO (REV) | 593 REV | 278.7 (109.7) | 121.7 (47.91) | 128.0 (50.4) | 119.5 (47.04) | 220 (483) |
| SUMMIT ADRENALINE 600 HO | 593 ZX | 313.4 (123.4) | 113.9 (44.84) | 113.0 (44.5) | 102.5 (40) | 233 (512) |
| GRAND TOURING SE 700 with air shock / avec amortisseur pneumatique | 693 ZX | 303.9 (119.6) | 121.3 (47.75) | 140.9 (55.4) | 119.5 (47.1) | 250 (550) |
| | | | | | | 252 (555) |
| GRAND TOURING SPORT 700 | 693 ZX | 303.9 (119.6) | 121.3 (47.75) | 140.9 (55.4) | 119.5 (47.1) | 250 (550) |
| LEGEND SE 700 | 693 ZX | 280.1 (110.30) | 121.3 (47.8) | 123.2 (48.5) | 119.5 (47.1) | 229 (503) |
| with air shock / avec amortisseur pneumatique | | | | | | 231 (508) |
| LEGEND SPORT 700 | 693 ZX | 280.1 (110.30) | 121.3 (47.8) | 123.2 (48.5) | 119.5 (47) | 249 (547) |
| MX Z ADRENALINE 700 | 693 ZX | 280.1 (110.30) | 121.3 (47.8) | 113.0 (44.48) | 119.5 (47.04) | 221 (487) |
| MX Z ADRENALINE 700 (E) | 693 ZX | 280.1 (110.30) | 121.3 (47.8) | 113.0 (44.48) | 119.5 (47.04) | 233 (513) |
| SUMMIT ADRENALINE 700 | 693 ZX | 313.4 (123.4) | 113.9 (44.8) | 113.0 (44.48) | 102.5 (40.4) | 234 (514) |
| SUMMIT HIGHMARK 700 | 693 ZX | 321.6 (126.6) | 113.9 (44.8) | 113.0 (44.48) | 102.5 (40.4) | 238 (523) |
| SUMMIT X 700 | 693 ZX | 313.4 (123.4) | 113.9 (44.8) | 113.0 (44.48) | 102.5 (40.4) | 234 (514) |

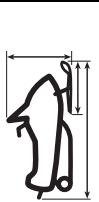
| BEARING AREA SURFACE PORTANTE | GROUND PRESSURE PRESSION AU SOL | FRAME MATERIAL MATÉRIAU CHÂSSIS | HOOD MATERIAL MATÉRIAU CAPOT | FUEL TANK RÉSERVOIR DE CARBURANT | INJECTION OIL RESERVOIR INJECTION HUILE INJECT. | CHAINCASE OIL HUILE À CARTER DE CHAÎNE | COOLING SYSTEM ② REFROIDISSEMENT ② |
|--|------------------------------------|------------------------------------|------------------------------------|-------------------------------------|--|---|---------------------------------------|
| | | | | L (U.S. gal) (gal E.-U.) | L (U.S. oz) (oz E.-U.) | mL (U.S. oz) (oz E.-U.) | L (U.S. oz) (oz E.-U.) |
| cm ² (in ² /po ²) | kPa (PSI/lb/po ²) | | | | | | |
| 6835.8 (1059.5) | 3.16 (.458) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 41.0 (10.8) | 3.5 (118.4) | 250 (8.5) | 4.3 (145.4) |
| 6835.8 (1059.5) | 2.98 (.432) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 41.0 (10.8) | 3.5 (118.4) | 250 (8.5) | 4.3 (145.4) |
| 6835.8 (1059.5) | 3.16 (.458) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 41.0 (10.8) | 3.5 (118.4) | 250 (8.5) | 4.3 (145.4) |
| 8684.1 (1346.0) | 2.63 (.381) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 6910 (1071.1) | 3.55 (.515) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 6910 (1071.1) | 3.58 (.519) | | | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 6910 (1071.1) | 3.55 (.515) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 6910 (1071.1) | 3.25 (.471) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6910 (1071.1) | 3.35 (.485) | | | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6910 (1071.1) | 3.53 (.512) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6835 (1059) | 3.17 (.460) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6835 (1059) | 3.34 (.484) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 8684 (1346) | 2.64 (.383) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 9141 (1417) | 2.55 (.370) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.2 (142) |
| 8684 (1346) | 2.64 (.387) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |

|  | ENGINE AND BODY TYPES ① TYPE DE MOTEUR ET DE CARROSSERIE ① | LENGTH OVERALL LONGUEUR HORS TOUT | WIDTH OVERALL LARGEUR HORS TOUT | HEIGHT OVERALL HAUTEUR HORS TOUT | SKI STANCE ÉCART DES SKIS | MASS MASSE |
|---|--|--------------------------------------|------------------------------------|-------------------------------------|------------------------------|---------------|
| | | cm (in/po) | cm (in/po) | kg (lb) | | |
| 2003 (cont'd/suite) | | | | | | |
| MX Z ADRENALINE 800 | 793 ZX | 280.1 (110.30) | 121.3 (47.8) | 113.0 (44.48) | 119.5 (47.04) | 222 (489) |
| MX Z ADRENALINE 800 (E) | 793 ZX | 280.1 (110.30) | 121.3 (47.8) | 113.0 (44.48) | 119.5 (47.04) | 234 (515) |
| MX Z RENEGADE 800 | 793 ZX | 300.5 (118.3) | 117.2 (46.14) | 113.0 (44.48) | 115.1 (45.3) | 235 (516) |
| MX Z RENEGADE 800 (E) | 793 ZX | 300.5 (118.3) | 117.2 (46.14) | 113.0 (44.48) | 115.1 (45.3) | 246 (542) |
| MX Z SPORT 800 (REV) | 793 REV | 278.7 (109.7) | 121.7 (47.9) | 128.0 (50.4) | 119.5 (47.04) | 208 (457) |
| MX Z X 800 (REV) | 793 REV | 278.7 (109.7) | 121.7 (47.9) | 128.0 (50.4) | 119.5 (47.04) | 220 (483) |
| SUMMIT ADRENALINE 800 HO | 793 ZX | 313.4 (123.3) | 113.9 (44.8) | 113.0 (44.5) | 102.5 (40.3) | 236 (520) |
| SUMMIT HIGHMARK 800 HO | 793 ZX | 321.6 (126.6) | 113.9 (44.8) | 113.0 (44.5) | 102.5 (40.3) | 240 (529) |
| SUMMIT HIGHMARK X 800 HO | 793 ZX | 321.6 (126.6) | 113.9 (44.8) | 113.0 (44.5) | 102.5 (40.3) | 240 (529) |
| SUMMIT HIGHMARK Xtreme 800 HO | 793 ZX | 331.4 (130) | 113.9 (44.8) | 113.0 (44.5) | 102.5 (40.3) | 243 (534) |
| SUMMIT X 800 HO | 793 ZX | 313.4 (123.3) | 113.9 (44.8) | 113.0 (44.5) | 102.5 (40.3) | 236 (520) |
| GRAND TOURING SE 800 SDI | 793 ZX | 303.4 (119.4) | 121.3 (47.7) | 125.9 (49.2) | 108.0 (42.52) | 251 (552) |
| LEGEND SE 800 SDI | 793 ZX | 300.5 (118.3) | 117.2 (46.14) | 118.5 (46.65) | 119.5 (47.04) | 225 (495) |
| MACH Z TECH PLUS 800 | 809 ZX | 280.1 (110.3) | 117.9 (46.42) | 114.3 (45.00) | 104.1 (40.98) | 254 (559) |
| GRAND TOURING SPORT V-1000 | 1004 (4-TEC) | 303.9 (119.6) | 121.3 (47.7) | 140.9 (55.5) | 119.5 (47.04) | 281 (619) |
| LEGEND SPORT V-1000 | 1004 (4-TEC) | 280.1 (110.3) | 121.3 (47.7) | 123.2 (48.5) | 119.5 (47.04) | 263 (578) |

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| BEARING AREA SURFACE PORTANTE | GROUND PRESSURE PRESSION AU SOL | FRAME MATERIAL MATERIAU CHASSIS | HOOD MATERIAL MATERIAU CAPOT | FUEL TANK RÉSERVOIR DE CARBURANT | INJECTION OIL RESERVOIR INJECTION HUILE INJECT. | CHAINCASE OIL HUILE À CARTER DE CHAÎNE | COOLING SYSTEM ② REFROIDISSEMENT ② |
|--|------------------------------------|------------------------------------|---------------------------------------|-------------------------------------|--|---|---------------------------------------|
| | | | | L (U.S. gal) (gal E.-U.) | L (U.S. oz) (oz E.-U.) | mL (U.S. oz) (oz E.-U.) | L (U.S. oz) (oz E.-U.) |
| cm ² (in ² /po ²) | kPa (PSI/lb/po ²) | | | | | | |
| 6835 (1059) | 3.19 (.463) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6835 (1059) | 3.36 (.465) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 7521 (1165) | 3.06 (.444) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 7521 (1165) | 3.21 (.465) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 6835 (1059) | 2.98 (.432) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 41.0 (10.8) | 3.5 (118.4) | 250 (8.5) | 4.3 (145.4) |
| 6835 (1059) | 3.16 (.458) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 41.0 (10.8) | 3.5 (118.4) | 250 (8.5) | 4.3 (145.4) |
| 8684 (1346) | 2.67 (.387) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 9141 (1416) | 2.58 (.374) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.2 (142.0) |
| 9141 (1416) | 2.58 (.374) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.2 (142.0) |
| 9598 (1487) | 2.48 (.360) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.2 (142.0) |
| 8684 (1346) | 2.67 (.387) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 7356 (1140) | 3.35 (.486) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 6758 (1047) | 3.27 (.474) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6910 (1071) | 3.61 (.523) | ALU. | TPO | 42.0 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.0 (169.1) |
| 7596 (1177) | 3.63 (.526) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 39.0 (10.3) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 6910 (1071) | 3.73 (.541) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 39.0 (10.3) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |


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|  | ENGINE AND BODY TYPES ① TYPE DE MOTEUR ET DE CARROSSERIE ① | LENGTH OVERALL LONGUEUR HORS TOUT | WIDTH OVERALL LARGEUR HORS TOUT | HEIGHT OVERALL HAUTEUR HORS TOUT | SKI STANCE ÉCART DES SKIS | TOE-OUT AND CAMBER ② DIVERGENCE ET CARROSSAGE ② | MASS MASSE |
|---|--|--------------------------------------|------------------------------------|-------------------------------------|------------------------------|---|---------------|
| | | cm (in/po) | cm (in/po) | mm (in/po) | kg (lb) | | |
| 2002 | | | | | | | |
| MINI Z | 4-S/4-T 118 | 186.0 (73.2) | 88.5 (34.84) | 75.0 (29.53) | 68.5 (26.97) | 0 (0) 0 | 70 (154) |
| TUNDRA 277 R | 277 | 284.5 (112.01) | 95.3 (37.52) | 114.0 (44.88) | 81.3 (32.01) | 6.0 (1/4) | 173 (380) |
| SKANDIC 440 LT | 443 | 302.0 (118.9) | 96.0 (37.080) | 129.5 (50.98) | 82.0 (32.28) | 5 (3/16) -2 | 212 (467) |
| SKANDIC 500 WT | 503 | 302.0 (118.9) | 104.5 (41.14) | 129.5 (50.98) | 90.0 (35.4) | 5 (3/16) -2 | 260 (573) |
| SKANDIC 500 SWT | 503 | 315.0 (124) | 110.0 (43.3) | 133 (52.36) | 90.0 (35.4) | 5 (0.20) -2 | 277 (611) |
| SKANDIC 600 WT LC | 593 | 315 (124) | 110.0 (43.3) | 122 (48.0) | 90.0 (35.4) | 5 (3/16) -2 | 281 (620) |
| GRAND TOURING 380 FAN | 377 ZX | 303.4 (119.4) | 121.3 (47.75) | 140.9 (55.4) | 108.0 (42.5) | 3.0 (1/8) 0 | 205 (452) |
| LEGEND 380 F | 377 ZX | 300.5 (118.3) | 117.27 (46.1) | 113.6 (44.72) | 108.0 (42.5) | 3.0 (1/8) 0 | 200 (440) |
| MX Z 380 F | 377 ZX | 300.5 (118.3) | 117.27 (46.1) | 113.6 (44.72) | 108.0 (42.5) | 3.0 (1/8) 0 | 191 (420) |
| GRAND TOURING 500 FAN | 503 ZX | 303.4 (119.4) | 121.3 (47.75) | 140.9 (55.4) | 108.0 (42.5) | 3.0 (1/8) 0 | 224 (493) |
| LEGEND 500 FAN | 503 ZX | 300.5 (118.3) | 117.27 (46.1) | 113.6 (44.72) | 108.0 (42.5) | 3.0 (1/8) 0 | 209 (460) |
| SUMMIT 500 FAN | 503 ZX | 293.2 (115.43) | 113.90 (44.84) | 113.0 (44.5) | 102.5 (40.35) | 3.0 (5/16) 0 | 202 (445) |
| MX Z 500 FAN | 503 ZX | 300.5 (118.3) | 117.2 (46.14) | 113.6 (44.7) | 108 (42.5) | 3.0 (1/8) 0 | 200 (440) |
| GRAND TOURING 500 SPORT | 493 ZX | 303.4 (119.4) | 121.3 (47.7) | 140.9 (55.4) | 108 (42.5) | 3.0 (1/8) 0 | 248 (546) |
| LEGEND 500 SPORT | 493 ZX | 300.5 (118.3) | 117.27 (46.1) | 118.5 (46.65) | 108 (42.5) | 3.0 (1/8) 0 | 222 (489) |
| MX Z 500 SPORT | 493 ZX | 272.5 (107.3) | 132.9 (52.3) | 113 (44.5) | 119.5 (47.04) | 3.0 (1/8) -2 | 213 (468) |

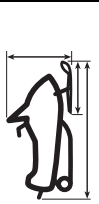
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| BEARING AREA SURFACE PORTANTE | GROUND PRESSURE PRESSION AU SOL | FRAME MATERIAL MATÉRIAU CHÂSSIS | HOOD MATERIAL MATÉRIAU CAPOT | FUEL TANK RÉSERVOIR DE CARBURANT | INJECTION OIL RESERVOIR RÉSERVOIR HUILE INJECT. | CHAINCASE OIL HUILE À CARTER DE CHAÎNE | COOLING SYSTEM ② REFROIDISSEMENT ② |
|--|------------------------------------|------------------------------------|---------------------------------------|-------------------------------------|--|---|---------------------------------------|
| | | | | L (U.S. gal) (gal E.-U.) | L (U.S. oz) (oz E.-U.) | mL (U.S. oz) (oz E.-U.) | L (U.S. oz) (oz E.-U.) |
| cm ² (in ² /po ²) | kPa (PSI/lb/po ²) | | | | | | |
| 2754 (427) | 2.49 (.361) | STEEL ACIER | POLYETHYLENE/ POLYÉTHYLÈNE | 1.8 (0.5) | 0.6 ① | N.A. S.O. | N.A. S.O. |
| 2198 (340.69) | 7.72 (1.119) | STEEL ACIER | H.D. POLYETHYLENE/ POLYÉTHYLÈNE | 26 (6.9) | 1.9 (64.3) | 250 (8.5) | N.A. S.O. |
| 8811.3 (1365.7) | 2.41 (.34) | STEEL ACIER | H.D. POLYETHYLENE/ POLYÉTHYLÈNE | 37 (9.8) | 2.5 (84.5) | 250 (8.5) | N.A. S.O. |
| 10792 (1672.8) | 2.41 (.34) | STEEL ACIER | H.D. POLYETHYLENE/ POLYÉTHYLÈNE | 42 (11.1) | 2.5 (84.5) | 400 (13.5) | N.A. S.O. |
| 13986 (2167.8) | 1.98 (.28) | STEEL ACIER | H.D. POLYETHYLENE/ POLYÉTHYLÈNE | 42 (11.1) | 2.5 (84.5) | 400 (13.5) | N.A. S.O. |
| 12335 (1912) | 2.28 (.34) | STEEL ACIER | H.D. POLYETHYLENE/ POLYÉTHYLÈNE | 42 (11.1) | 2.5 (84.5) | 400 (13.5) | 4.5 ③ (152.) |
| 6835.8 (1059.5) | 2.67 (0.387) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | N.A. S.O. |
| 7521.6 (1165.8) | 2.87 (0.416) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | N.A. S.O. |
| 6835.8 (1059.5) | 2.74 (0.397) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | N.A. S.O. |
| 7521.6 (1165.8) | 2.92 (0.423) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | N.A. S.O. |
| 6835.8 (1059.5) | 3.00 (0.435) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | N.A. S.O. |
| 8226.9 (1275.1) | 2.41 (0.349) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | N.A. S.O. |
| 6835.8 (1059.5) | 2.87 (0.416) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | N.A. S.O. |
| 7357 (1033.9) | 3.31 (.480) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 6670 (1140) | 3.26 (.473) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6835.8 (1059.5) | 3.06 (.444) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |

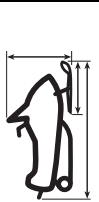
MMT2003-001G_DIMENSION.FM

|  | ENGINE AND BODY TYPES ① TYPE DE MOTEUR ET DE CARROSSERIE ① | LENGTH OVERALL LONGUEUR HORS TOUT | WIDTH OVERALL LARGEUR HORS TOUT | HEIGHT OVERALL HAUTEUR HORS TOUT | SKI STANCE ÉCART DES SKIS | TOE-OUT AND CAMBER ② DIVERGENCE ET CARROSSAGE ② | MASS MASSE |
|---|--|--------------------------------------|------------------------------------|-------------------------------------|------------------------------|---|---------------|
| | | cm (in/po) | cm (in/po) | mm (in/po) | kg (lb) | | |
| 2002 (cont'd/suite) | | | | | | | |
| MX Z 500 R SPORT | 493 ZX | 272.5 (107.3) | 132.9 (52.3) | 113.0 (44.5) | 119.5 (47.04) | 3.0 (1/8) -2 | 213 (468) |
| MX Z 500 TRAIL | 493 ZX | 272.5 (107.3) | 121.3 (47.75) | 113 (44.5) | 108.0 (42.52) | 3.0 (1/8) -1 | 213 (468) |
| GRAND TOURING 600 SPORT | 593 ZX | 303.4 (119.44) | 121.3 (47.75) | 140.9 (55.4) | 108.0 (42.52) | 3.0 (1/8) 0 | 249 (547) |
| GRAND TOURING 600 SE/SE (SB) | 593 ZX | 303.4 (119.44) | 121.3 (47.75) | 140.9 (55.4) | 108.0 (42.52) | 3.0 (1/8) 0 | 249 (547) |
| LEGEND 600 SPORT | 593 ZX | 300.5 (118.30) | 117.2 (46.14) | 118.5 (46.65) | 108.0 (42.52) | 3.0 (1/8) 0 | 223 (490) |
| LEGEND 600 GS/ 600 SE | 593 ZX | 300.5 (118.30) | 117.2 (46.14) | 118.5 (46.65) | 119.5 (47.04) | 3.0 (1/8) 0 | 223 (490) |
| SUMMIT 600 SPORT | 593 ZX | 294.7 (116.02) | 113.9 (44.84) | 113.0 (44.5) | 102/108 (40/42) | 8.0 (5/16) 0 | 222 (489) |
| SUMMIT 600 R SPORT | 593 ZX | 294.7 (116.02) | 113.9 (44.84) | 113.0 (44.5) | 102/108 (40/42) | 8.0 (5/16) 0 | 222 (489) |
| MX Z 600 R ADRENALINE | 593 ZX | 272.5 (107.3) | 121.8 (47.9) | 113.0 (44.5) | 119.5 (47.04) | 3.0 (1/8) -2 | 215 (472) |
| MX Z 600 R RENEGADE | 593 ZX | 300.5 (118.30) | 117.2 (46.14) | 113.6 (44.7) | 119/115 (46/45) | 8.0 (5/16) 0 | 221 (486) |
| MX Z 600 TRAIL | 593 ZX | 272.5 (107.3) | 121.3 (47.75) | 113.0 (44.5) | 108 (42.5) | 3.0 (1/8) -1 | 213 (468) |
| MX Z 600 R SPORT | 593 ZX | 272.5 (107.3) | 132.9 (52.32) | 113.0 (44.5) | 119.5 (47.04) | 3.0 (1/8) -2 | 215 (472) |
| MX Z 600 SPORT | 593 ZX | 272.5 (107.3) | 132.9 (52.32) | 113.0 (44.5) | 119.5 (47.04) | 3.0 (1/8) -2 | 215 (472) |
| MX Z 600 R X | 593 ZX | 280.1 (110.27) | 121.7 (47.91) | 108.5 (42.71) | 119.5 (47.04) | 0 0 | 215 (472) |
| MX Z 600 X | 593 ZX | 280.1 (110.27) | 121.7 (47.91) | 108.5 (42.71) | 119.5 (47.04) | 0 0 | 215 (472) |

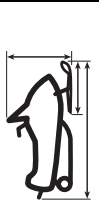
| BEARING AREA SURFACE PORTANTE | GROUND PRESSURE PRESSION AU SOL | FRAME MATERIAL MATÉRIAU CHÂSSIS | HOOD MATERIAL MATÉRIAU CAPOT | FUEL TANK RÉSERVOIR DE CARBURANT | INJECTION OIL RESERVOIR RÉSERVOIR HUILE INJECT. | CHAINCASE OIL HUILE À CARTER DE CHAÎNE | COOLING SYSTEM ② REFROIDISSEMENT ② |
|----------------------------------|------------------------------------|------------------------------------|---------------------------------------|-------------------------------------|--|---|---------------------------------------|
| | | | | L (U.S. gal) (gal E.-U.) | L (U.S. oz) (oz E.-U.) | mL (U.S. oz) (oz E.-U.) | L (U.S. oz) (oz E.-U.) |
| 6835.8 (1059.5) | 3.06 (.444) | ALU. | RRIM POLYURETHANE/ POLYURETHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6670.9 (1033.9) | 3.13 (.454) | ALU. | RRIM POLYURETHANE/ POLYURETHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 7356 (1140.2) | 3.32 (.481) | ALU. | RRIM POLYURETHANE/ POLYURETHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 7356 (1140.2) | 3.32 (.481) | ALU. | RRIM POLYURETHANE/ POLYURETHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 6670.9 (1033.9) | 3.28 (.476) | ALU. | RRIM POLYURETHANE/ POLYURETHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6758.4 (1047.5) | 3.24 (.470) | ALU. | RRIM POLYURETHANE/ POLYURETHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 8684.1 (1346.0) | 2.51 (.364) | ALU. | RRIM POLYURETHANE/ POLYURETHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 8684.1 (1346.0) | 2.51 (.364) | ALU. | RRIM POLYURETHANE/ POLYURETHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 6835.8 (1159.5) | 3.09 (.448) | ALU. | RRIM POLYURETHANE/ POLYURETHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 7521 (1165.8) | 2.88 (.418) | ALU. | RRIM POLYURETHANE/ POLYURETHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 6670 (1034) | 3.13 (.454) | ALU. | RRIM POLYURETHANE/ POLYURETHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6835.8 (1059.5) | 3.09 (.448) | ALU. | RRIM POLYURETHANE/ POLYURETHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6835.8 (1059.5) | 3.09 (.448) | ALU. | RRIM POLYURETHANE/ POLYURETHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6835.8 (1059.5) | 3.09 (.448) | ALU. | RRIM POLYURETHANE/ POLYURETHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6835.8 (1059.5) | 3.09 (.448) | ALU. | RRIM POLYURETHANE/ POLYURETHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |

|  | ENGINE AND BODY TYPES ① TYPE DE MOTEUR ET DE CARROSSERIE ① | LENGTH OVERALL LONGUEUR HORS TOUT | WIDTH OVERALL LARGEUR HORS TOUT | HEIGHT OVERALL HAUTEUR HORS TOUT | SKI STANCE ÉCART DES SKIS | TOE-OUT AND CAMBER ② DIVERGENCE ET CARROSSAGE ② | MASS MASSE |
|---|--|--------------------------------------|------------------------------------|-------------------------------------|------------------------------|---|---------------|
| | | cm (in/po) | cm (in/po) | mm (in/po) | kg (lb) | | |
| 2002 (cont'd/suite) | | | | | | | |
| GRAND TOURING 700 SPORT | 693 ZX | 303.4 (119.44) | 121.3 (47.75) | 140.9 (55.4) | 108.0 (42.52) | 3.0 (1/8) 0 | 250 (550) |
| GRAND TOURING 700 GS | 693 ZX | 303.4 (119.44) | 121.3 (47.75) | 140.9 (55.4) | 108.0 (42.52) | 3.0 (1/8) 0 | 250 (550) |
| LEGEND 700 SPORT | 693 ZX | 300.5 (118.30) | 117.2 (46.14) | 118.5 (46.65) | 108 (42.5) | 3.0 (1/8) 0 | 224 (493) |
| LEGEND 700 GS | 693 ZX | 300.5 (118.30) | 117.2 (46.14) | 118.5 (46.65) | 119.5 (47.04) | 3.0 (1/8) 0 | 224 (493) |
| SUMMIT 700 R SPORT | 693 ZX | 294.7 (116.02) | 131.0 (51.75) | 113.0 (44.48) | 113.9 (44.84) | 8.0 (5/16) 0 | 224 (493) |
| SUMMIT 700 SPORT | 693 ZX | 294.7 (116.02) | 131.0 (51.75) | 113.0 (44.48) | 113.9 (44.84) | 3.0 (1/8) -2 | 224 (493) |
| MX Z 700 R RENEGADE | 693 ZX | 300.5 (118.30) | 117.2 (46.14) | 113.6 (44.72) | 119/115 (46/45) | 8.0 (5/16) 0 | 221 (487) |
| MX Z 700 R ADRENALINE | 693 ZX | 272.5 (107.3) | 132.9 (52.32) | 113.0 (44.48) | 119.5 (47.04) | 3.0 (1/8) -2 | 215 (472) |
| MX Z 700 TRAIL | 693 ZX | 272.5 (107.3) | 121.3 (47.7) | 113.0 (44.48) | 108 (42.5) | 3.0 (1/8) -1 | 215 (472) |
| MX Z 700 R SPORT | 693 ZX | 272.5 (107.3) | 132.9 (52.32) | 113.0 (44.48) | 119.5 (47.04) | 3.0 (1/8) -2 | 215 (472) |
| MX Z 700 SPORT | 693 ZX | 272.5 (107.3) | 132.9 (52.32) | 113.0 (44.48) | 119.5 (47.04) | 3.0 (1/8) -2 | 215 (472) |
| MX Z 700 R X | 693 ZX | 280.1 (110.2) | 121.7 (47.9) | 108.5 (42.71) | 119.5 (47.04) | 3.0 (1/8) -2 | 215 (472) |
| MX Z 700 X | 693 ZX | 280.1 (110.2) | 121.7 (47.9) | 108.5 (42.71) | 119.5 (47.04) | 3.0 (1/8) -2 | 215 (472) |
| GRAND TOURING 800 SE | 793 ZX | 303.4 (119.4) | 121.3 (47.7) | 140.9 (55.47) | 108.0 (42.52) | 3.0 (1/8) 0 | 251 (552) |
| LEGEND 800 SE | 793 ZX | 300.5 (118.3) | 117.2 (46.14) | 118.5 (46.65) | 119.5 (47.04) | 3.0 (1/8) 0 | 225 (495) |
| SUMMIT 800 R SPORT | 793 ZX | 313.4 (123.3) | 131.0 (51.57) | 113.0 (44.48) | 102.5/108 (40.3/42.5) | 8.0 (5/16) 0 | 225 (494) |

| BEARING AREA SURFACE PORTANTE | GROUND PRESSURE PRESSION AU SOL | FRAME MATERIAL MATÉRIAU CHÂSSIS | HOOD MATERIAL MATÉRIAU CAPOT | FUEL TANK RÉSERVOIR DE CARBURANT | INJECTION OIL RESERVOIR RÉSERVOIR HUILE INJECT. | CHAINCASE OIL HUILE À CARTER DE CHAÎNE | COOLING SYSTEM ② REFROIDISSEMENT ② |
|----------------------------------|------------------------------------|------------------------------------|---------------------------------------|-------------------------------------|--|---|---------------------------------------|
| | | | | L (U.S. gal) (gal E.-U.) | L (U.S. oz) (oz E.-U.) | mL (U.S. oz) (oz E.-U.) | L (U.S. oz) (oz E.-U.) |
| 7356 (1140.2) | 3.33 (.483) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 7356 (1140.2) | 3.33 (.483) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 6670 (1034) | 3.29 (.477) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6758 (1047) | 3.25 (.471) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 7506 (1163) | 2.93 (.425) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 8649 (1340) | 2.54 (.368) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 7521 (1165) | 2.88 (.418) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 6835 (1059) | 3.09 (.448) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6670 (1034) | 3.16 (.458) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6835 (1059) | 3.09 (.448) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6835 (1059) | 3.09 (.448) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6835 (1059) | 3.09 (.448) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6835 (1059) | 3.09 (.448) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 7356 (1140) | 3.35 (.486) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 6758 (1047) | 3.27 (.474) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 8684 (1346) | 2.54 (.368) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |

|  | ENGINE AND BODY TYPES ① TYPE DE MOTEUR ET DE CARROSSERIE ① | LENGTH OVERALL LONGUEUR HORS TOUT | WIDTH OVERALL LARGEUR HORS TOUT | HEIGHT OVERALL HAUTEUR HORS TOUT | SKI STANCE ÉCART DES SKIS | TOE-OUT AND CAMBER ② DIVERGENCE ET CARROSSAGE ② | MASS MASSE |
|---|--|--------------------------------------|------------------------------------|-------------------------------------|-------------------------------------|---|---------------|
| | | cm (in/po) | cm (in/po) | mm (in/po) | kg (lb) | | |
| 2002 (cont'd/suite) | | | | | | | |
| SUMMIT 800 SPORT | 793 ZX | 313.4 (123.3) | 131.0 (51.57) | 113.0 (44.48) | 102.5/108 (40.3/ 42.5) | 8.0 (5/16) 0 | 225 (494) |
| SUMMIT 800 R X | 793 ZX | 313.4 (123.3) | 131.0 (51.57) | 113.0 (44.48) | 102.5/108 (40.3/ 42.5) | 8.0 (5/16) 0 | 225 (494) |
| SUMMIT 800 X | 793 ZX | 313.4 (123.3) | 131.0 (51.57) | 113.0 (44.48) | 102.5/108 (40.3/ 42.5) | 8.0 (5/16) 0 | 225 (494) |
| SUMMIT 800 R H.M. | 793 ZX | 321.6 (126.6) | 113.9 (44.84) | 113.0 (44.48) | 102.5/108 (40.3/ 42.5) | 8.0 (5/16) 0 | 227 (494) |
| SUMMIT 800 H.M. | 793 ZX | 321.6 (126.6) | 113.9 (44.84) | 113.0 (44.48) | 102.5/108 (40.3/ 42.5) | 8.0 (5/16) 0 | 227 (494) |
| SUMMIT 800 R H.M. X | 793 ZX | 321.6 (126.6) | 113.9 (44.84) | 113.0 (44.48) | 102.5/108 (40.3/ 42.5) | 8.0 (5/16) 0 | 227 (494) |
| SUMMIT 800 H.M. X | 793 ZX | 321.6 (126.6) | 113.9 (44.84) | 113.0 (44.48) | 102.5/108 (40.3/ 42.5) | 8.0 (5/16) 0 | 227 (494) |
| MX Z 800 R RENEGADE | 793 ZX | 300.5 (118.3) | 117.2 (46.14) | 113.6 (44.72) | 119.2/ 115.6 (46.9/ 45.54) | 8.0 (5/16) 0 | 222 (489) |
| MX Z 800 TRAIL | 793 ZX | 272.5 (107.3) | 121.3 (47.75) | 113.0 (44.48) | 108.0 (42.52) | 3.0 (1/8) -1 | 215 (472) |
| MX Z 800 R SPORT | 793 ZX | 272.5 (107.3) | 121.8 (47.9) | 113.0 (44.48) | 119.5 (47.04) | 3.0 (1/8) -2 | 215 (472) |
| MX Z 800 SPORT | 793 ZX | 272.5 (107.3) | 121.8 (47.9) | 113.0 (44.48) | 119.5 (47.04) | 3.0 (1/8) -2 | 215 (472) |
| MX Z 800 R ADRENALINE | 793 ZX | 272.5 (107.3) | 132.9 (52.32) | 108.6 (42.75) | 119.5 (47.04) | 3.0 (1/8) -2 | 215 (472) |
| MX Z 800 R X | 793 ZX | 280.1 (110.2) | 121.7 (47.9) | 108.5 (42.71) | 119.5 (47.04) | 3.0 (1/8) -2 | 215 (472) |
| MX Z 800 X | 793 ZX | 280.1 (110.2) | 121.7 (47.9) | 108.5 (42.71) | 119.5 (47.04) | 3.0 (1/8) -2 | 215 (472) |
| MX Zx 440 RACING | 453 ZX | 280.1 (110.2) | 121.3 (47.75) | 113.0 (44.48) | 108.0 (42.52) | 0 0 | 210 (463) |

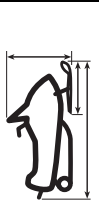
| BEARING AREA SURFACE PORTANTE | GROUND PRESSURE PRESSION AU SOL | FRAME MATERIAL MATÉRIAU CHÂSSIS | HOOD MATERIAL MATÉRIAU CAPOT | FUEL TANK RÉSERVOIR DE CARBURANT | INJECTION OIL RESERVOIR RÉSERVOIR HUILE INJECT. | CHAINCASE OIL HUILE À CARTER DE CHAÎNE | COOLING SYSTEM ② REFROIDISSEMENT ② |
|----------------------------------|------------------------------------|------------------------------------|---------------------------------------|-------------------------------------|--|---|---------------------------------------|
| | | | | L (U.S. gal) (gal E.-U.) | L (U.S. oz) (oz E.-U.) | mL (U.S. oz) (oz E.-U.) | L (U.S. oz) (oz E.-U.) |
| 8684 (1346) | 2.54 (.368) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 8684 (1346) | 2.54 (.368) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 8684 (1346) | 2.54 (.368) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 9141 (1416) | 2.44 (.354) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.3 (143.7) |
| 9141 (1416) | 2.44 (.354) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.3 (143.7) |
| 9141 (1416) | 2.44 (.354) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.3 (143.7) |
| 9141 (1416) | 2.44 (.354) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.3 (143.7) |
| 7521 (1165) | 2.90 (.421) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 6670 (1033) | 3.16 (.458) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6835 (1059) | 3.09 (.448) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6835 (1059) | 3.09 (.448) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6835 (1059) | 3.09 (.448) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6835 (1059) | 3.09 (.448) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6670 (1033) | 3.09 (.448) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | N.A S.O. | 250 (8.5) | 3.8 (128.5) |

|  | ENGINE AND BODY TYPES ① TYPE DE MOTEUR ET DE CARROSSERIE ① | LENGTH OVERALL LONGUEUR HORS TOUT | WIDTH OVERALL LARGEUR HORS TOUT | HEIGHT OVERALL HAUTEUR HORS TOUT | SKI STANCE ÉCART DES SKIS | TOE-OUT AND CAMBER ② DIVERGENCE ET CARRROSSAGE ② | MASS MASSE |
|---|--|--------------------------------------|------------------------------------|-------------------------------------|------------------------------|--|---------------|
| | | cm (in/po) | cm (in/po) | mm (in/po) | kg (lb) | | |
| 2002 (cont'd/suite) | | | | | | | |
| MACH Z SPORT | 809 ZX | 277.5 (109.2) | 117.4 (46.22) | 114.3 (45.00) | 104.1 (40.98) | 8.0 (5/16) -0.5 | 254 (559) |
| MACH Z TECH PLUS | 809 ZX | 277.5 (109.2) | 117.4 (46.22) | 114.3 (45.00) | 104.1 (40.98) | 8.0 (5/16) -0.5 | 254 (559) |

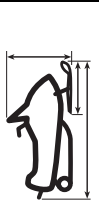
| BEARING AREA SURFACE PORTANTE | GROUND PRESSURE PRESSION AU SOL | FRAME MATERIAL MATÉRIAU CHÂSSIS | HOOD MATERIAL MATÉRIAU CAPOT | FUEL TANK RÉSERVOIR DE CARBURANT | INJECTION OIL RESERVOIR RÉSERVOIR HUILE INJECT. | CHAINCASE OIL HUILE À CARTER DE CHAÎNE | COOLING SYSTEM ② REFROIDISSEMENT ② |
|--|------------------------------------|------------------------------------|---------------------------------|-------------------------------------|--|---|---------------------------------------|
| cm ² (in ² /po ²) | kPa (PSI/lb/po ²) | | | L (U.S. gal) (gal E.-U.) | L (U.S. oz) (oz E.-U.) | mL (U.S. oz) (oz E.-U.) | L (U.S. oz) (oz E.-U.) |
| 6670 (1033) | 3.74 (.542) | ALU. | TPO | 42.0 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.0 (169.1) |
| 6670 (1033) | 3.74 (.542) | ALU. | TPO | 42.0 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.0 (169.1) |

| | ENGINE AND BODY TYPES ① TYPE DE MOTEUR ET DE CARROSSERIE ① | LENGTH OVERALL LONGUEUR HORS TOUT | WIDTH OVERALL LARGEUR HORS TOUT | HEIGHT OVERALL HAUTEUR HORS TOUT | SKI STANCE ÉCART DES SKIS | TOE-OUT AND CAMBER ② DIVERGENCE ET CARROSSAGE ② | MASS MASSE |
|--------------------------------|--|--------------------------------------|------------------------------------|-------------------------------------|------------------------------|---|---------------|
| | | cm (in/po) | cm (in/po) | mm (in/po) | kg (lb) | | |
| 2001 | | | | | | | |
| MINI Z | 4-S/4-T 118 | 186.0 (73.2) | 88.5 (34.84) | 75.0 (29.53) | 68.5 (26.97) | 0 (0) 0 | 70 (154) |
| SKANDIC 440 LT | 443 | 302 (118.9) | 96 (37.8) | 129.5 (51.0) | 82 (32.3) | 5 (3/16) -2 | 212 (467) |
| SKANDIC 500 WT | 494 | 315.0 (124) | 110.0 (43.3) | 122 (48.0) | 90.0 (35) | 5 (3/16) -2 | 260 (573) |
| SKANDIC 500 SWT | 503 | 315 (124) | 110.0 (43.3) | 133 (52.4) | 90.0 (35) | 5 (3/16) -2 | 277 (611) |
| SKANDIC 600 WT LC | 593 | 315 (124) | 110.0 (43.3) | 122 (48.0) | 90.0 (35) | 5 (3/16) -2 | 281 (620) |
| TOURING 380 FAN/CARGO | 377 S | 293.9 (115.7) | 120.7 (47.5) | 122 (48.0) | 106.7 (42.0) | 0 (0) 0 | 205 (452) |
| TOURING 500 FAN/CARGO | 503 S | 293.9 (115.7) | 120.7 (47.5) | 122 (48.0) | 106.7 (42) | 0 (0) 0 | 224 (493) |
| FORMULA DLX 380 FAN | 377 S | 272.5 (107.3) | 120.7 (47.5) | 116.9 (46.0) | 106.7 (42.0) | 3 (1/8) ⁽²⁾ 0 | 202 (445) |
| FORMULA DLX 500 STD | 494 ZX | 272.5 (107.3) | 121.3 (47.7) | 113 (44.5) | 108 (42.5) | 3 (1/8) ⁽²⁾ 0 | 248 (546) |
| FORMULA DLX 500 FAN | 503 S | 272.5 (107.3) | 120.7 (47.5) | 117 (46.0) | 106.7 (42) | 3 (1/8) ⁽²⁾ 0 | 225 (496) |
| FORMULA DLX 600 GSE/ STD | 593 ZX | 272.5 (107.3) | 121.3 (47.7) | 113.0 (44.5) | 108.0 (42.5) | 3 (1/8) ⁽²⁾ 0 | 226 (498) |
| FORMULA DLX 700 GSE | 693 ZX | 272.5 (107.3) | 121.3 (47.7) | 113.0 (44.5) | 108.0 (42.5) | 3 (1/8) ⁽²⁾ 0 | 228 (502) |
| FORMULA DLX 700 GS | 693 ZX | 272.5 (107.3) | 121.3 (47.7) | 113.0 (44.5) | 108.0 (42.5) | 3 (1/8) ⁽²⁾ 0 | 228 (502) |
| GRAND TOURING 500 STD | 494 ZX | 297.8 (117.2) | 121.3 (47.7) | 123.2 (48.5) | 108 (42.5) | 3 (1/8) ⁽²⁾ 0 | 252 (554) |
| GRAND TOURING 600 STD | 593 ZX | 297.8 (117.2) | 121.3 (47.7) | 123.2 (48.5) | 108.0 (42.5) | 3 (1/8) ⁽²⁾ 0 | 252 (555) |
| GRAND TOURING 700 GS | 693 ZX | 297.8 (117.2) | 121.3 (47.7) | 123.2 (48.5) | 108.0 (42.5) | 3 (1/8) ⁽²⁾ 0 | 255 (560) |

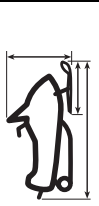
| BEARING AREA SURFACE PORTANTE | GROUND PRESSURE PRESSION AU SOL | FRAME MATERIAL MATÉRIAU CHÂSSIS | HOOD MATERIAL MATÉRIAU CAPOT | FUEL TANK RÉSERVOIR DE CARBURANT | INJECTION OIL RESERVOIR RÉSERVOIR HUILE INJECT. | CHAINCASE OIL HUILE À CARTER DE CHAÎNE | COOLING SYSTEM ② REFROIDISSEMENT ② |
|--|------------------------------------|------------------------------------|---------------------------------------|-------------------------------------|--|---|---------------------------------------|
| | | | | L (U.S. gal) (gal É.-U.) | L (U.S. oz) (oz É.-U.) | mL (U.S. oz) (oz É.-U.) | L (U.S. oz) (oz É.-U.) |
| cm ² (in ² /po ²) | kPa (PSI/lb/po ²) | | | | | | |
| 2754 (427) | 2.49 (.361) | STEEL ACIER | POLYETHYLENE/ POLYÉTHYLÈNE | 1.8 (0.5) | 0.6 ^① (20.3) | N.A. S.O. | N.A. S.O. |
| 8911 (1366) | 2.41 (.34) | STEEL ACIER | RRIM POLYURETHANE/ POLYURÉTHANE | 37 (9.8) | 2.5 (84.5) | 375 (12.7) | N.A. S.O. |
| 10793 (1673) | 2.41 (.34) | STEEL ACIER | RRIM POLYURETHANE/ POLYURÉTHANE | 42 (11.1) | 2.5 (84.5) | 400 (13.5) | N.A. S.O. |
| 13986 (2168) | 1.98 (.287) | STEEL ACIER | RRIM POLYURETHANE/ POLYURÉTHANE | 42 (11.1) | 2.5 (84.5) | 400 (13.5) | N.A. S.O. |
| 12335 (1912) | 2.28 (.32) | STEEL ACIER | RRIM POLYURETHANE/ POLYURÉTHANE | 42 (11.1) | 2.5 (84.5) | 400 (13.5) | 4.5 ^③ (135.3) |
| 7227 (1120) | 2.78 (.403) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 38 (10) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |
| 7227 (1120) | 3.04 (.441) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 38 (10) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |
| 6503 (1008) | 3.05 (.442) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 38 (10) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |
| 7357 (1140) | 331 (.480) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 40 (10.6) | 2.8 (94.7) | 250 (8.5) | 4.7 (158.9) |
| 6671 (1034) | 3.31 (.480) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6671 (1034) | 3.32 (.481) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6671 (1034) | 3.35 (.486) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6671 (1034) | 3.35 (.486) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 7357 (1140) | 3.36 (.487) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 7357 (1140) | 3.36 (.487) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 7357 (1140) | 3.40 (.493) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |

|  | ENGINE AND BODY TYPES ① TYPE DE MOTEUR ET DE CARROSSERIE ① | LENGTH OVERALL LONGUEUR HORS TOUT | WIDTH OVERALL LARGEUR HORS TOUT | HEIGHT OVERALL HAUTEUR HORS TOUT | SKI STANCE ÉCART DES SKIS | TOE-OUT AND CAMBER ② DIVERGENCE ET CARROSSAGE ② | MASS MASSE |
|---|--|--------------------------------------|------------------------------------|-------------------------------------|------------------------------|---|---------------|
| | | cm (in/po) | cm (in/po) | mm (in/po) | kg (lb) | | |
| 2001 (cont'd/suite) | | | | | | | |
| GRAND TOURING 800 SE | 809 CK3 | 303.5 (119.5) | 117.4 (46.2) | 130 (51.2) | 104.1 (41) | 12 (1/2) ⑤ | 279 (614) |
| SUMMIT 500 FAN | 503 S | 293.9 (115.7) | 120.7 (47.5) | 122 (48.0) | 106.7 (42) | 0 (0) 0 | 205 (450) |
| SUMMIT 600 STD | 593 ZX | 294.7 (115.7) | 107.3 (42.2) | 113 (44.5) | 94.0 (37.0) | 0 (0) 0 | 222 (489) |
| SUMMIT 700 STD | 693 ZX | 294.7 (115.7) | 107.3 (42.2) | 113 (44.5) | 94.0 (37.0) | 0 (0) 0 | 224 (492) |
| SUMMIT 700 X | 693 ZX | 294.7 (115.7) | 107.3 (42.2) | 113 (44.5) | 94.0 (37.0) | 0 (0) 0 | 224 (492) |
| SUMMIT 700 H.M. | 693 ZX | 315.3 (124.1) | 107.3 (42.2) | 113 (44.5) | 94.0 (37) | 0 (0) 0 | 226 (497) |
| SUMMIT 800 STD | 793 ZX | 293.9 (115.7) | 107.3 (42.2) | 113 (44.5) | 94.0 (37) | 0 (0) 0 | 225 (494) |
| SUMMIT 800 X | 793 ZX | 294.7 (115.7) | 107.3 (42.2) | 113 (44.5) | 94.0 (37) | 0 (0) 0 | 225 (494) |
| SUMMIT 800 H.M. | 793 ZX | 315.3 (124.1) | 107.3 (42.2) | 113 (44.5) | 94.0 (37) | 0 (0) 0 | 227 (499) |
| SUMMIT 800 H.M. X | 793 ZX | 315.3 (124.1) | 107.3 (42.2) | 113 (44.5) | 94.0 (37) | 0 (0) 0 | 227 (499) |
| MX Z 380 FAN | 377 S | 272.5 (107.3) | 120.7 (47.5) | 117 (46.0) | 106.7 (42.0) | 0 (0) 0 | 193 (425) |
| MX Z 440 FAN | 443 S | 272.5 (107.3) | 120.7 (47.5) | 117 (46.0) | 106.7 (42.0) | 0 (0) 0 | 201 (442) |
| MX Zx 440 RACING | 453 ZX | 272.5 (108.3) | 121.3 (47.7) | 100 (39.4) | 108 (42.5) | 4 (5/32) ⑤ | 210 (463) |
| MX Z 500 FAN | 503 S | 272.5 (107.3) | 120.7 (47.5) | 117 (46.0) | 106.7 (42) | 0 (0) 0 | 202 (445) |
| MX Z 500 STD | 493 ZX | 272.5 (107.3) | 121.3 (47.7) | 113 (44.5) | 108 (42.5) | 8 (5/16) ⑤ | 213 (468) |
| MX Z 500 TRAIL | 493 ZX | 272.5 (107.3) | 121.3 (47.7) | 113 (44.5) | 108 (42.5) | 3 (1/8) ⑤ | 213 (468) |

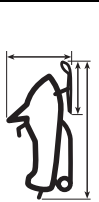
| BEARING AREA SURFACE PORTANTE | GROUND PRESSURE PRESSION AU SOL | FRAME MATERIAL MATÉRIAU CHÂSSIS | HOOD MATERIAL MATÉRIAU CAPOT | FUEL TANK RÉSERVOIR DE CARBURANT | INJECTION OIL RESERVOIR RÉSERVOIR HUILE INJECT. | CHAINCASE OIL HUILE À CARTER DE CHAÎNE | COOLING SYSTEM ② REFROIDISSEMENT ② |
|--|------------------------------------|------------------------------------|---------------------------------------|-------------------------------------|--|---|---------------------------------------|
| | | | | L (U.S. gal) (gal É.-U.) | L (U.S.oz) (oz É.-U.) | mL (U.S.oz) (oz É.-U.) | L (U.S.oz) (oz É.-U.) |
| cm ² (in ² /po ²) | kPa (PSI/lb/po ²) | | | | | | |
| 7357 (1140) | 3.73 (.541) | ALU. | TPO | 42 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.1 (172.5) |
| 7227 (1120) | 2.78 (.403) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 38 (10) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |
| 7814 (1211) | 2.81 (.407) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 7814 (1211) | 2.81 (.407) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 7814 (1211) | 2.81 (.407) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 8271 (1282) | 2.68 (.389) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 7814 (1211) | 2.82 (.409) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 7814 (1211) | 2.82 (.409) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 8271 (1282) | 2.69 (.390) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 8271 (1282) | 2.69 (.390) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 6503 (1008) | 2.91 (.422) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 38 (10) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |
| 6503 (1008) | 3.03 (.439) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 38 (10) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |
| 6671 (1034) | 3.09 (.448) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | N.A. S.O. | 250 (8.5) | 3.8 (128.5) |
| 6503 (1008) | 3.05 (.442) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 38 (10) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |
| 6671 (1034) | 3.13 (.454) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6671 (1034) | 3.13 (.454) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |

|  | ENGINE AND BODY TYPES ① TYPE DE MOTEUR ET DE CARROSSERIE ① | LENGTH OVERALL LONGUEUR HORS TOUT | WIDTH OVERALL LARGEUR HORS TOUT | HEIGHT OVERALL HAUTEUR HORS TOUT | SKI STANCE ÉCART DES SKIS | TOE-OUT AND CAMBER ② DIVERGENCE ET CARRROSSAGE ② | MASS MASSE |
|---|--|--------------------------------------|------------------------------------|-------------------------------------|------------------------------|--|---------------|
| | | cm (in/po) | cm (in/po) | mm (in/po) | kg (lb) | | |
| 2001 (cont'd/suite) | | | | | | | |
| MX Z 600 STD | 593 ZX | 272.5 (107.3) | 121.3 (47.7) | 113 (44.5) | 108 (42.5) | 8 (5/16) ^② -2 | 213 (468) |
| MX Z 600 ADRENALINE | 593 ZX | 272.5 (107.3) | 121.3 (47.7) | 113 (44.5) | 108 (42.5) | 8 (5/16) ^② -2 | 213 (468) |
| MX Z 600 TRAIL | 593 ZX | 272.5 (107.3) | 121.3 (47.7) | 113 (44.5) | 108 (42.5) | 3 (1/8) ^② -2 | 213 (468) |
| MX Z 600 X | 593 ZX | 272.5 (107.3) | 121.3 (47.7) | 113 (44.5) | 108 (42.5) | 4 (5/32) ^② -2 | 213 (468) |
| MX Z 700 STD | 693 ZX | 272.5 (107.3) | 121.3 (47.7) | 113 (44.5) | 108 (42.5) | 8 (5/16) ^② -2 | 215 (472) |
| MX Z 700 ADRENALINE | 693 ZX | 272.5 (107.3) | 121.3 (47.7) | 113 (44.5) | 108 (42.5) | 8 (5/16) ^② -2 | 215 (472) |
| MX Z 700 TRAIL | 693 ZX | 272.5 (107.3) | 121.3 (47.7) | 113 (44.5) | 108 (42.5) | 3 (1/8) ^② -2 | 215 (472) |
| MX Z 700 X | 693 ZX | 272.5 (107.3) | 121.3 (47.7) | 113 (44.5) | 108 (42.5) | 4 (5/32) ^② -2 | 215 (472) |
| MX Z 800 STD | 793 ZX | 293.9 (115.7) | 107.3 (42.2) | 113 (44.5) | 94.0 (37) | 8 (5/16) ^② -2 | 225 (494) |
| MX Z 800 ADRENALINE | 793 ZX | 272.5 (107.3) | 121.3 (47.7) | 113 (44.5) | 108 (42.5) | 8 (5/16) ^② -2 | 215 (474) |
| MX Z 800 X | 793 ZX | 272.5 (107.3) | 121.3 (47.7) | 108.6 (42.8) | 108 (42.5) | 4 (5/32) ^② -2 | 215 (474) |
| MACH Z STD | 809 CK3 | 277.5 (109.3) | 117.4 (46.2) | 114 (45.0) | 104.1 (41) | 8 (5/16) ^② -0.5 | 254 (559) |
| MACH Z TECH PLUS | 809 CK3 | 277.5 (109.3) | 117.4 (46.2) | 114 (45.0) | 104.1 (41) | 8 (5/16) ^② -0.5 | 254 (559) |

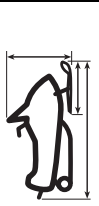
| BEARING AREA SURFACE PORTANTE | GROUND PRESSURE PRESSION AU SOL | FRAME MATERIAL MATÉRIAU CHÂSSIS | HOOD MATERIAL MATÉRIAU CAPOT | FUEL TANK RÉSERVOIR DE CARBURANT | INJECTION OIL RESERVOIR RÉSERVOIR HUILE INJECT. | CHAINCASE OIL HUILE À CARTER DE CHAÎNE | COOLING SYSTEM ② REFROIDISSEMENT ② |
|----------------------------------|------------------------------------|------------------------------------|---------------------------------------|-------------------------------------|--|---|---------------------------------------|
| | | | | L (U.S. gal) (gal É.-U.) | L (U.S. oz) (oz É.-U.) | mL (U.S. oz) (oz É.-U.) | L (U.S. oz) (oz É.-U.) |
| 6671 (1034) | 3.13 (.454) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6671 (1034) | 3.13 (.454) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6671 (1034) | 3.13 (.454) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6671 (1034) | 3.16 (.458) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6671 (1034) | 3.16 (.458) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6671 (1034) | 3.16 (.458) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6671 (1034) | 3.16 (.458) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6671 (1034) | 3.16 (.458) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 7357 (1140) | 2.99 (.434) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 6671 (1034) | 3.16 (.458) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6671 (1034) | 3.16 (.458) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6671 (1034) | 3.74 (.542) | ALU. | TPO | 42 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.0 (169.1) |
| 6671 (1034) | 3.74 (.542) | ALU. | TPO | 42 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.0 (169.1) |

|  | ENGINE AND BODY TYPES ① TYPE DE MOTEUR ET DE CARROSSERIE ① | LENGTH OVERALL LONGUEUR HORS TOUT | WIDTH OVERALL LARGEUR HORS TOUT | HEIGHT OVERALL HAUTEUR HORS TOUT | SKI STANCE ÉCART DES SKIS | TOE-OUT AND CAMBER ② DIVERGENCE ET CARROSSAGE ② | MASS MASSE |
|---|--|--------------------------------------|------------------------------------|-------------------------------------|------------------------------|---|---------------|
| | | cm (in/po) | cm (in/po) | mm (in/po) | kg (lb) | | |
| 2000 | | | | | | | |
| MINI Z | 4-S/4-T 118 | 186.0 (73.2) | 88.5 (34.84) | 75.0 (29.53) | 68.5 (26.97) | 0 (0) 0 | 70 (154) |
| TUNDRA R | 277 | 284.5 (112.01) | 95.3 (37.52) | 114.0 (44.88) | 81.3 (32.01) | 6 (1/4) 0 | 173 (380) |
| SKANDIC 380 | 377 S | 293.9 (115.7) | 108.0 (42.5) | 122 (48.0) | 94.0 (37) | 0 (0) 0 | 209 (459) |
| SKANDIC WT LC | 494 | 315.0 (124) | 110.0 (43.3) | 122 (48.0) | 90.0 (35) | 10 (3/8) -2 | 281 (620) |
| SKANDIC 500 | 503 S | 293.9 (115.7) | 108.0 (42.5) | 122 (48.0) | 94.0 (37) | 0 (0) 0 | 225 (494) |
| SKANDIC WT | 503 | 302 (119) | 104.5 (41.1) | 122 (48.0) | 90.0 (35) | 10 (3/8) -2 | 260 (573) |
| SKANDIC SWT | 503 | 315 (124) | 110.0 (43.3) | 133 (52.4) | 90.0 (35) | 10 (3/8) -2 | 277 (611) |
| TOURING E | 377 S | 293.9 (115.7) | 115.6 (45.5) | 122 (48.0) | 101.6 (40) | 0 (0) 0 | 209 (459) |
| TOURING LE | 443 S | 293.9 (115.7) | 120.7 (47.5) | 122 (48.0) | 106.7 (42) | 0 (0) 0 | 202 (445) |
| TOURING SLE | 503 S | 293.9 (115.7) | 120.7 (47.5) | 122 (48.0) | 106.7 (42) | 0 (0) 0 | 216 (475) |
| TOURING 500 LC | 494 S | 298 (117.2) | 120.0 (47.2) | 128 (50.5) | 106.7 (42) | 0 (0) 0 | 248 (546) |
| FORMULA S | 377 S | 272.5 (107.3) | 115.6 (45.5) | 112 (44.1) | 101.6 (40) | 0 (0) 0 | 193 (425) |
| FORMULA DLX 380 | 377 S | 272.5 (107.3) | 115.6 (45.5) | 116.9 (46.0) | 101.6 (40) | 0 (0) 0 | 202 (445) |
| FORMULA 500 LC | 494 S | 272.5 (107.3) | 120.0 (47.2) | 106.9 (42.1) | 106.7 (42) | 0 (0) 0 | 216 (475) |
| FORMULA DLX 500 LC | 494 S | 272.5 (107.3) | 120.0 (47.2) | 106.9 (42.1) | 106.7 (42) | 0 (0) 0 | 230 (505) |
| FORMULA DLX 500 | 503 S | 272.5 (107.3) | 120.7 (47.5) | 117 (46.0) | 106.7 (42) | 0 (0) 0 | 211 (465) |

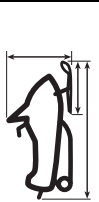
| BEARING AREA SURFACE PORTANTE | GROUND PRESSURE PRESSION AU SOL | FRAME MATERIAL MATÉRIAU CHÂSSIS | HOOD MATERIAL MATÉRIAU CAPOT | FUEL TANK RÉSERVOIR DE CARBURANT | INJECTION OIL RESERVOIR RÉSERVOIR HUILE INJECT. | CHAINCASE OIL HUILE À CARTER DE CHAÎNE | COOLING SYSTEM ② REFROIDISSEMENT ② |
|----------------------------------|------------------------------------|------------------------------------|---------------------------------------|-------------------------------------|--|---|---------------------------------------|
| | | | | L (U.S. gal) (gal É.-U.) | L (U.S. oz) (oz É.-U.) | mL (U.S. oz) (oz É.-U.) | L (U.S. oz) (oz É.-U.) |
| 2754 (427) | 2.49 (.361) | STEEL ACIER | POLYETHYLENE/ POLYÉTHYLÈNE | 1.8 (0.5) | 0.6 ① (20.3) | N.A. S.O. | N.A. S.O. |
| 7570 (1173) | 2.24 (.325) | STEEL ACIER | H.D. POLYETHYLENE/ POLYÉTHYLÈNE | 26 (6.9) | 1.9 (64.3) | 250 (8.5) | N.A. S.O. |
| 7227 (1120) | 2.84 (.412) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 40 (10.6) | 2.5 (86.2) | 250 (8.5) | N.A. S.O. |
| 12335 (1912) | 2.28 (.329) | STEEL ACIER | RRIM POLYURETHANE/ POLYURÉTHANE | 42 (11.1) | 2.5 (86.2) | 400 (13.5) | 4.0 135.3 |
| 7227 (1120) | 3.05 (.442) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 40 (10.6) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |
| 10793 (1673) | 2.41 (.34) | STEEL ACIER | RRIM POLYURETHANE/ POLYURÉTHANE | 42 (11.1) | 2.5 (86.2) | 400 (13.5) | N.A. S.O. |
| 13986 (2168) | 1.98 (.287) | STEEL ACIER | RRIM POLYURETHANE/ POLYURÉTHANE | 42 (11.1) | 2.5 (86.2) | 400 (13.5) | N.A. S.O. |
| 7227 (1120) | 2.84 (.412) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |
| 7227 (1120) | 2.74 (.397) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |
| 7227 (1120) | 2.93 (.425) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |
| 7357 (1140) | 331 (.480) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 40 (10.6) | 2.8 (94.7) | 250 (8.5) | 4.7 (158.9) |
| 6503 (1008) | 2.91 (.422) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |
| 6503 (1008) | 3.05 (.442) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |
| 6671 (1034) | 3.18 (.461) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.8 (94.7) | 250 (8.5) | 4.7 (158.9) |
| 6671 (1034) | 3.38 (.490) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.8 (94.7) | 250 (8.5) | 4.7 (158.9) |
| 6503 (1008) | 3.18 (.461) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |

| |  | ENGINE AND BODY TYPES ① TYPE DE MOTEUR ET DE CARROSSERIE ① | LENGTH OVERALL LONGUEUR HORS TOUT | WIDTH OVERALL LARGEUR HORS TOUT | HEIGHT OVERALL HAUTEUR HORS TOUT | SKI STANCE ÉCART DES SKIS | TOE-OUT AND CAMBER ② DIVERGENCE ET CARROSSAGE ② | MASS MASSE |
|-------------------------------|---|--|--------------------------------------|------------------------------------|-------------------------------------|-------------------------------|---|---------------|
| | | | cm (in/po) | cm (in/po) | mm (in/po) | kg (lb) | | |
| 2000 (cont'd/suite) | | | | | | | | |
| FORMULA DLX 600 | 593 ZX | 272.5 (107.3) | 121.3 (47.7) | 113.0 (44.5) | 108.0 (42.5) | 3 (1/8) ^④ | 226 (498) | |
| FORMULA DLX 700 | 693 ZX | 272.5 (107.3) | 121.3 (47.7) | 113.0 (44.5) | 108.0 (42.5) | 3 (1/8) ^④ | 228 (501) | |
| FORMULA Z 600 | 593 ZX | 272.5 (107.3) | 121.3 (47.7) | 113.0 (44.5) | 108.0 (42.5) | 3 (1/8) ^④ -2 | 213 (469) | |
| FORMULA Z 700 | 693 ZX | 272.5 (107.3) | 121.3 (47.7) | 113.0 (44.5) | 108.0 (42.5) | 3 (1/8) ^④ -2 | 216 (475) | |
| GRAND TOURING 600 | 593 ZX | 298 (117.2) | 121.3 (47.7) | 123.2 (48.5) | 108.0 (42.5) | 3 (1/8) ^④ | 252 (555) | |
| GRAND TOURING 700 | 699 CK3 | 303.5 (119.5) | 117.4 (46.2) | 130 (51.2) | 104.1 (41) | 12 (1/2) ^④ -4.5 | 278 (612) | |
| GRAND TOURING SE/ SE M.E. | 809 CK3 | 303.5 (119.5) | 117.4 (46.2) | 130 (51.2) | 104.1 (41) | 12 (1/2) ^④ -4.5 | 282 (620) | |
| SUMMIT 600 | 593 ZX | 293.9 (115.7) | 107.3 (42.2) | 113 (44.5) | 94.0 (37) | 6 (1/4) ^④ | 220 (485) | |
| SUMMIT 700/700 M.E. | 693 ZX | 293.9 (115.7) | 107.3 (42.2) | 113 (44.5) | 94.0 (37) | 6 (1/4) ^④ | 226 (497) | |
| SUMMIT 700 H.M. | 693 ZX | 315.3 (124.1) | 107.3 (42.2) | 113 (44.5) | 94.0 (37) | 6 (1/4) ^④ | 228 (502) | |
| SUMMIT 800 H.M. | 793 ZX | 315.3 (124.1) | 107.3 (42.2) | 113 (44.5) | 94.0 (37) | 0 0 0 | 227 (499) | |
| MX Z 440 | 443 S | 272.5 (107.3) | 117.4 (46.2) | 108 (42.5) | 104.1 (41) | 0 (0) 0 | 201 (442) | |
| MX Zx 440 LC | 453 ZX | 272.5 (108.3) | 121.3 (47.7) | 95.0 (37.4) | 108 (42.5) | 0 (0) ^④ 2 | 210 (463) | |
| MX Z 500 | 493 ZX | 272.5 (107.3) | 121.3 (47.7) | 113 (44.5) | 108 (42.5) | 6 (1/4) ^④ -1 | 210 (463) | |
| MX Z 600 | 593 ZX | 272.5 (107.3) | 121.3 (47.7) | 113 (44.5) | 108 (42.5) | 6 (1/4) ^④ -1 | 213 (469) | |
| MX Z 700/700 M.E. | 693 ZX | 272.5 (107.3) | 121.3 (47.7) | 113 (44.5) | 108 (42.5) | 6 (1/4) ^④ -1 | 215 (472) | |

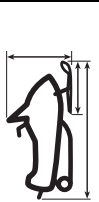
| BEARING AREA SURFACE PORTANTE | GROUND PRESSURE PRESSION AU SOL | FRAME MATERIAL MATÉRIAU CHÂSSIS | HOOD MATERIAL MATÉRIAU CAPOT | FUEL TANK RÉSERVOIR DE CARBURANT | INJECTION OIL RESERVOIR RÉSERVOIR HUILE INJECT. | CHAINCASE OIL HUILE À CARTER DE CHAÎNE | COOLING SYSTEM ② REFROIDISSEMENT ② |
|--|------------------------------------|------------------------------------|---------------------------------------|-------------------------------------|--|---|---------------------------------------|
| | | | | L (U.S. gal) (gal É.-U.) | L (U.S.oz) (oz É.-U.) | mL (U.S.oz) (oz É.-U.) | L (U.S.oz) (oz É.-U.) |
| cm ² (in ² /po ²) | kPa (PSI/lb/po ²) | | | | | | |
| 6671 (1034) | 3.32 (481) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6671 (1034) | 3.35 (486) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6671 (1034) | 3.13 (454) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6671 (1034) | 3.18 (461) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 7357 (1140) | 3.36 (487) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 7423 (1151) | 3.87 (532) | ALU. | TPO | 42 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.1 (172.5) |
| 7423 (1151) | 3.73 (541) | ALU. | TPO | 42 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.1 (172.5) |
| 7357 (1140) | 2.93 (425) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 7357 (1140) | 3.01 (436) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 8271 (1282) | 2.70 (392) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 8271 (1282) | 2.69 (390) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 6671 (1034) | 2.96 (429) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 37 (9.8) | 2.5 (86.2) | 250 (8.5) | N.A. S.O. |
| 6671 (1034) | 3.09 (448) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 37.3 (9.9) | N.A. S.O. | 250 (8.5) | 3.8 (128.5) |
| 6671 (1034) | 3.09 (448) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6671 (1034) | 3.13 (454) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6671 (1034) | 3.16 (458) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 37.3 (9.9) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |

|  | ENGINE AND BODY TYPES ① TYPE DE MOTEUR ET DE CARROSSERIE ① | LENGTH OVERALL LONGUEUR HORS TOUT | WIDTH OVERALL LARGEUR HORS TOUT | HEIGHT OVERALL HAUTEUR HORS TOUT | SKI STANCE ÉCART DES SKIS | TOE-OUT AND CAMBER ② DIVERGENCE ET CARROSSAGE ② | MASS MASSE |
|---|--|--------------------------------------|------------------------------------|-------------------------------------|------------------------------|---|---------------|
| | | cm (in/po) | cm (in/po) | mm (in/po) | kg (lb) | | |
| 2000 (cont'd/suite) | | | | | | | |
| FORMULA III 700 R | 699 CK3 | 277.5 (109.3) | 117.4 (46.2) | 114 (45.0) | 104.1 (41) | 12 (1/2) ^⑤ -2.5 | 245 (539) |
| FORMULA III 800 | 809 CK3 | 277.5 (109.3) | 117.4 (46.2) | 114 (45.0) | 104.1 (41) | 12 (1/2) ^⑤ -2.5 | 251 (552) |
| MACH 1 R | 699 CK3 | 277.5 (109.2) | 117.4 (46.2) | 114 (45.0) | 104.1 (41) | 8 (5/16) ^⑤ -0.5 | 254 (559) |
| MACH Z | 809 CK3 | 277.5 (109.3) | 117.4 (46.2) | 114 (45.0) | 104.1 (41) | 8 (5/16) ^⑤ -0.5 | 260 (572) |
| MACH Z R/R M.E. | 809 CK3 | 277.5 (109.2) | 117.4 (46.2) | 114 (45.0) | 104.1 (41) | 8 (5/16) ^⑤ -0.5 | 261 (574) |

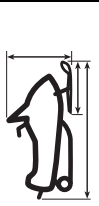
| BEARING AREA SURFACE PORTANTE | GROUND PRESSURE PRESSION AU SOL | FRAME MATERIAL MATÉRIAU CHÂSSIS | HOOD MATERIAL MATÉRIAU CAPOT | FUEL TANK RÉSERVOIR DE CARBURANT | INJECTION OIL RESERVOIR RÉSERVOIR HUILE INJECT. | CHAINCASE OIL HUILE À CARTER DE CHAÎNE | COOLING SYSTEM ② REFROIDISSEMENT ② |
|--|------------------------------------|------------------------------------|---------------------------------|-------------------------------------|--|---|---------------------------------------|
| | | | | L (U.S. gal) (gal E.-U.) | L (U.S. oz) (oz E.-U.) | mL (U.S. oz) (oz E.-U.) | L (U.S. oz) (oz E.-U.) |
| cm ² (in ² /po ²) | kPa (PSI/lb/po ²) | | | | | | |
| 6671 (1034) | 3.60 (.522) | ALU. | TPO | 42 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.0 (169.1) |
| 6671 (1034) | 3.69 (5.35) | ALU. | TPO | 42 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.0 (169.1) |
| 6671 (1034) | 3.74 (.542) | ALU. | TPO | 42 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.0 (169.1) |
| 6671 (1034) | 3.82 (.554) | ALU. | TPO | 42 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.0 (169.1) |
| 6671 (1034) | 3.84 (.557) | ALU. | TPO | 42 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.0 (169.1) |

|  | ENGINE AND BODY TYPES ① TYPE DE MOTEUR ET DE CARROSSERIE ① | LENGTH OVERALL LONGUEUR HORS TOUT | WIDTH OVERALL LARGEUR HORS TOUT | HEIGHT OVERALL HAUTEUR HORS TOUT | SKI STANCE ÉCART DES SKIS | TOE-OUT AND CAMBER ② DIVERGENCE ET CARROSSAGE ② | MASS MASSE |
|---|--|--------------------------------------|------------------------------------|-------------------------------------|------------------------------|---|---------------|
| | | cm (in/po) | cm (in/po) | mm (in/po) | kg (lb) | | |
| 1999 | | | | | | | |
| MINI Z | 4-S/4-T 118 | 186.0 (73.2) | 88.5 (34.84) | 75.0 (29.53) | 68.5 (26.97) | 0 (0) | 70 (154) |
| TUNDRA R TUNDRA | 277 | 284.5 (112.01) | 95.3 (37.52) | 114.0 (44.88) | 81.3 (32.01) | 6 (1/4) | 173 (380) |
| SKANDIC 380 | 377 S | 293.9 (115.7) | 108.0 (42.5) | 122 (48.0) | 94.0 (37) | 0 (0) | 209 (459) |
| SKANDIC WT LC | 494 | 302 (119) | 104.5 (41.1) | 122 (48.0) | 90.0 (35) | 10 (3/8) -2 | 281 (620) |
| SKANDIC 500 | 503 S | 293.9 (115.7) | 108.0 (42.5) | 122 (48.0) | 94.0 (37) | 0 (0) | 225 (494) |
| SKANDIC WT | 503 | 302 (119) | 104.5 (41.1) | 122 (48.0) | 90.0 (35) | 10 (3/8) -2 | 255 (562) |
| SKANDIC SWT | 503 | 315 (124) | 110.0 (43.3) | 133 (52.4) | 90.0 (35) | 10 (3/8) -2 | 277 (611) |
| TOURING E | 377 S | 293.5 (115.7) | 115.6 (45.5) | 122 (48.0) | 101.6 (40) | 0 (0) | 193 (425) |
| TOURING LE | 443 S | 293.5 (115.7) | 120.7 (47.5) | 122 (48.0) | 106.7 (42) | 0 (0) | 202 (445) |
| TOURING SLE | 503 S | 293.5 (115.7) | 120.7 (47.5) | 122 (48.0) | 106.7 (42) | 0 (0) | 216 (475) |
| FORMULA S | 377 S | 272.5 (107.3) | 115.6 (45.5) | 112 (44.1) | 101.6 (40) | 0 (0) | 193 (425) |
| FORMULA DLX 380 | 377 S | 272 (107.3) | 115.6 (45.5) | 116.9 (46.0) | 101.6 (40) | 0 (0) | 202 (445) |
| FORMULA Z 500 | 494 S | 272.5 (107.3) | 117.4 (46.2) | 118 (46.4) | 104.1 (41) | 0 (0) | 216 (475) |
| FORMULA DLX 500 LC | 494 S | 272.5 (107.3) | 120.0 (47.2) | 106.9 (42.1) | 106.7 (42) | 0 (0) | 230 (505) |
| FORMULA DLX 500 | 503 S | 272.5 (107.3) | 120.7 (47.5) | 117 (46.0) | 106.7 (42) | 0 (0) | 211 (465) |
| FORMULA SL | 503 S | 272.5 (107.3) | 120.7 (47.5) | 112 (44.1) | 106.7 (42) | 0 (0) | 202 (445) |

| BEARING AREA SURFACE PORTANTE | GROUND PRESSURE PRESSION AU SOL | FRAME MATERIAL MATÉRIAU CHÂSSIS | HOOD MATERIAL MATÉRIAU CAPOT | FUEL TANK RÉSERVOIR DE CARBURANT | INJECTION OIL RESERVOIR RÉSERVOIR HUILE INJECT. | INJECTION OIL RESERVOIR RÉSERVOIR HUILE INJECT. | COOLING SYSTEM ② REFROIDISSEMENT ② |
|--|------------------------------------|------------------------------------|---------------------------------------|-------------------------------------|--|--|---------------------------------------|
| | | | | L (U.S. gal) (gal É.-U.) | L (U.S. oz) (oz É.-U.) | mL (U.S. oz) (oz É.-U.) | L (U.S. oz) (oz É.-U.) |
| cm ² (in ² /po ²) | kPa (PSI/lb/po ²) | | | | | | |
| 2754 (427) | 2.49 (.361) | STEEL ACIER | POLYETHYLENE/ POLYÉTHYLÈNE | 1.8 (0.5) | 0.6 ^① (20.3) | N.A. S.O. | N.A. S.O. |
| 7570 (1173) | 2.24 (.325) | STEEL ACIER | H.D. POLYETHYLENE/ POLYÉTHYLÈNE | 26 (6.9) | 1.9 (64.3) | 250 (8.5) | N.A. S.O. |
| 7227 (1120) | 2.84 (.412) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 40 (10.6) | 2.5 (86.2) | 250 (8.5) | N.A. S.O. |
| 1121.3 (1738) | 2.27 (.329) | STEEL ACIER | RRIM POLYURETHANE/ POLYURÉTHANE | 42 (11.1) | 2.5 (86.2) | 400 (13.5) | 4.0 135.3 |
| 7227 (1120) | 3.05 (.442) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 40 (10.6) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |
| 10793 (1673) | 2.35 (.341) | STEEL ACIER | RRIM POLYURETHANE/ POLYURÉTHANE | 42 (11.1) | 2.5 (86.2) | 400 (13.5) | N.A. S.O. |
| 13986 (2168) | 1.98 (.287) | STEEL ACIER | RRIM POLYURETHANE/ POLYURÉTHANE | 42 (11.1) | 2.5 (86.2) | 400 (13.5) | N.A. S.O. |
| 7227 (1120) | 2.62 (.380) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |
| 7227 (1120) | 2.74 (.397) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |
| 7227 (1120) | 2.93 (.425) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |
| 6503 (1008) | 2.91 (.422) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |
| 6503 (1008) | 3.05 (.442) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |
| 6671 (1034) | 3.18 (.461) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.8 (94.7) | 250 (8.5) | 4.7 (158.9) |
| 6671 (1034) | 3.38 (.490) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.8 (94.7) | 250 (8.5) | 4.7 (158.9) |
| 6503 (1008) | 3.18 (.461) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |
| 6503 (1008) | 3.05 (.442) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.5 (86.2) | 250 (8.5) | N.A. S.O. |

|  | ENGINE AND BODY TYPES ① TYPE DE MOTEUR ET DE CARROSSERIE ① | LENGTH OVERALL LONGUEUR HORS TOUT | WIDTH OVERALL LARGEUR HORS TOUT | HEIGHT OVERALL HAUTEUR HORS TOUT | SKI STANCE ÉCART DES SKIS | TOE-OUT AND CAMBER ② DIVERGENCE ET CARROSSAGE ② | MASS MASSE |
|---|--|--------------------------------------|------------------------------------|--|------------------------------|---|---------------|
| | | cm (in/po) | cm (in/po) | mm (¹ / ₁₆ po) | kg (lb) | | |
| 1999 (cont'd/suite) | | | | | | | |
| FORMULA 583 DL | 583 S | 272.5 (107.3) | 120.0 (47.5) | 106.9 (42.1) | 106.7 (42) | 0 (0) 0 | 240 (529) |
| FORMULA Z 583 | 583 S | 272.5 (107.3) | 117.4 (46.2) | 108 (42.5) | 104.1 (41) | 0 (0) 0 | 227 (499) |
| FORMULA Z 670 | 670 S | 272.5 (107.3) | 117.4 (46.2) | 108 (42.5) | 104.1 (41) | 0 (0) 0 | 229 (503) |
| FORMULA DLX 670 | 670 S | 272.5 (107.3) | 120.7 (47.5) | 106.9 (42.1) | 106.7 (42) | 0 (0) 0 | 242 (533) |
| GRAND TOURING 500 | 494 S | 298 (117.2) | 120.0 (47.2) | 128 (50.5) | 106.7 (42) | 0 (0) 0 | 245 (539) |
| GRAND TOURING 583 | 583 S | 298 (117.2) | 120.0 (47.2) | 128 (50.5) | 106.7 (42) | 0 (0) 0 | 251 (553) |
| GRAND TOURING 700 | 699 CK3 | 303.5 (119.5) | 117.4 (46.2) | 130 (51.2) | 104.1 (41) | 12 (1/2) [Ⓓ] - 4.5 | 278 (612) |
| GRAND TOURING SE | 809 CK3 | 303.5 (119.5) | 117.4 (46.2) | 130 (51.2) | 104.1 (41) | 12 (1/2) [Ⓓ] - 4.5 | 282 (620) |
| SUMMIT 500 | 494 S | 293.9 (115.7) | 108.0 (42.5) | 119 (46.9) | 94.0 (37) | N.A. S.O. | 220 (484) |
| SUMMIT 600 | 593 ZX | 293.9 (115.7) | 107.3 (42.2) | 113 (44.5) | 94.0 (37) | 6 (1/4) [Ⓓ] — | 220 (485) |
| SUMMIT 700 | 693 ZX | 293.9 (115.7) | 107.3 (42.2) | 113 (44.5) | 94.0 (37) | 6 (1/4) [Ⓓ] — | 221 (487) |
| MX Z 440 | 443 S | 272.5 (107.3) | 117.4 (46.2) | 108.0 (42.5) | 104.1 (41) | 0 (0) 0 | 201 (442) |
| MX Zx 440 LC | 453 ZX | 275 (108.3) | 121.3 (47.7) | 95.0 (37.4) | 104.1 (41) | 0 (0) [Ⓓ] 2 | 210 (463) |
| MX Z 500 | 494 S | 272.5 (107.3) | 117.4 (46.2) | 108 (42.5) | 104.1 (41) | 0 (0) 0 | 216 (475) |
| MX Z 600 | 593 ZX | 272.5 (107.3) | 121.3 (47.7) | 100 (39.4) | 108 (42.5) | 8 (5/16) [Ⓓ] 1 | 216 (475) |
| MX Z 670 HO | 670 S | 272.5 (107.3) | 117.4 (46.2) | 108 (42.5) | 104.1 (41) | 0 (0) 0 | 228 (502) |

| BEARING AREA SURFACE PORTANTE | GROUND PRESSURE PRESSION AU SOL | FRAME MATERIAL MATÉRIAU CHÂSSIS | HOOD MATERIAL MATÉRIAU CAPOT | FUEL TANK RÉSERVOIR DE CARBURANT | INJECTION OIL RESERVOIR RÉSERVOIR HUILE INJECT. | INJECTION OIL RESERVOIR RÉSERVOIR HUILE INJECT. | COOLING SYSTEM ② REFROIDISSEMENT ② |
|--|------------------------------------|------------------------------------|---------------------------------------|-------------------------------------|--|--|---------------------------------------|
| | | | | L (U.S. gal) (gal É.-U.) | L (U.S.oz) (oz É.-U.) | mL (U.S.oz) (oz É.-U.) | L (U.S.oz) (oz É.-U.) |
| cm ² (in ² /po ²) | kPa (PSI/lb/po ²) | | | | | | |
| 6671 (1034) | 3.53 (.512) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.8 (94.7) | 250 (8.5) | 4.7 (158.9) |
| 6671 (1034) | 3.34 (.484) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.8 (94.7) | 250 (8.5) | 4.7 (158.9) |
| 6671 (1034) | 3.37 (.489) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.8 (94.7) | 250 (8.5) | 4.7 (158.9) |
| 6671 (1034) | 3.56 (.516) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.8 (94.7) | 250 (8.5) | 4.7 (158.9) |
| 7423 (1151) | 3.24 (.470) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 40 (10.6) | 2.8 (94.7) | 250 (8.5) | 5.0 (169.1) |
| 7423 (1151) | 3.32 (.481) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 40 (10.6) | 2.8 (94.7) | 250 (8.5) | 5.0 (169.1) |
| 7423 (1151) | 3.67 (.532) | ALU. | TPO | 42 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.1 (172.5) |
| 7423 (1151) | 3.73 (.541) | ALU. | TPO | 42 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.1 (172.5) |
| 7357 (1140) | 2.93 (.425) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 40 (10.6) | 2.8 (94.7) | 250 (8.5) | 5.0 (169.1) |
| 7357 (1140) | 2.93 (.425) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 40 (10.6) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 7357 (1140) | 2.95 (.428) | ALU. | RRIM POLYURETHANE/ POLYURÉTHANE | 40 (10.6) | 3.5 (118.4) | 250 (8.5) | 4.0 (135.3) |
| 6633 (1028) | 2.97 (.431) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 37 (9.8) | 2.55 (86.2) | 250 (8.5) | N.A. S.O. |
| 6671 (1034) | 3.09 (.448) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 37 (9.8) | N.A. S.O. | 250 (8.5) | 3.3 (111.6) |
| 6671 (1034) | 3.18 (.461) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.8 (94.7) | 250 (8.5) | 4.7 (158.9) |
| 6671 (1034) | 3.18 (.461) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6671 (1034) | 3.35 (.486) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 2.8 (94.7) | 250 (8.5) | 4.7 (158.9) |

|  | ENGINE AND BODY TYPES ① TYPE DE MOTEUR ET DE CARROSSERIE ① | LENGTH OVERALL LONGUEUR HORS TOUT | WIDTH OVERALL LARGEUR HORS TOUT | HEIGHT OVERALL HAUTEUR HORS TOUT | SKI STANCE ECART DES SKIS | TOE-OUT AND CAMBER ② DIVERGENCE ET CARROSSAGE ② | MASS MASSE |
|---|--|--------------------------------------|------------------------------------|-------------------------------------|------------------------------|---|---------------|
| | | cm (in/po) | cm (in/po) | mm (in/po) | kg (lb) | | |
| 1999 (cont'd/suite) | | | | | | | |
| MX Z 700 | 693 ZX | 272.5 (107.3) | 121.3 (47.7) | 100 (39.4) | 108 (42.5) | $\frac{8}{1}$ (5/16) ^⑤ | 221 (487) |
| FORMULA III 600 | 599 CK3 | 277.5 (109.3) | 117.4 (46.2) | 114 (45.0) | 104.1 (41) | $\frac{16}{-2.5}$ (5/8) ^⑤ | 253 (556) |
| FORMULA III 700 | 699 CK3 | 277.5 (109.3) | 117.4 (46.2) | 114 (45.0) | 104.1 (41) | $\frac{16}{-2.5}$ (5/8) ^⑤ | 244 (537) |
| FORMULA III 800 | 809 CK3 | 277.5 (109.3) | 117.4 (46.2) | 114 (45.0) | 104.1 (41) | $\frac{16}{-2.5}$ (5/8) ^⑤ | 251 (552) |
| MACH 1 | 699 CK3 | 277.5 (109.3) | 117.4 (46.2) | 114 (45.0) | 104.1 (41) | $\frac{16}{-2.5}$ (5/8) ^⑤ | 253 (557) |
| MACH 1 R | 699 CK3 | 277.5 (109.2) | 117.4 (46.2) | 114 (45.0) | 104.1 (41) | $\frac{16}{-2.5}$ (5/8) ^⑤ | 254 (559) |
| MACH Z | 809 CK3 | 277.5 (109.3) | 117.4 (46.2) | 114 (45.0) | 104.1 (41) | $\frac{16}{-2.5}$ (5/8) ^⑤ | 260 (572) |
| MACH Z R | 809 CK3 | 277.5 (109.2) | 117.4 (46.2) | 114 (45.0) | 104.1 (41) | $\frac{16}{-2.5}$ (5/8) ^⑤ | 261 (574) |
| MACH Z LT | 809 CK3 | 297.2 (117.0) | 118.1 (46.5) | 114 (45.0) | 104.1 (41) | $\frac{12}{-4.5}$ (1/2) ^⑤ | 265 (582) |
| MACH Z LTR | 809 CK3 | 297.2 (117.0) | 118.1 (46.5) | 114 (45.0) | 104.1 (41) | $\frac{12}{-4.5}$ (1/2) ^⑤ | 265 (584) |

| BEARING AREA SURFACE PORTANTE | GROUND PRESSURE PRESSION AU SOL | FRAME MATERIAL MATÉRIAU CHÂSSIS | HOOD MATERIAL MATÉRIAU CAPOT | FUEL TANK RÉSERVOIR DE CARBURANT | INJECTION OIL RESERVOIR RÉSERVOIR HUILE INJECT. | INJECTION OIL RESERVOIR RÉSERVOIR HUILE INJECT. | COOLING SYSTEM ② REFROIDISSEMENT ② |
|--|------------------------------------|------------------------------------|---------------------------------------|-------------------------------------|--|--|---------------------------------------|
| | | | | L (U.S. gal) (gal E.-U.) | L (U.S. oz) (oz E.-U.) | mL (U.S. oz) (oz E.-U.) | L (U.S. oz) (oz E.-U.) |
| cm ² (in ² /po ²) | kPa (PSI/lb/po ²) | | | | | | |
| 6671 (1034) | 3.25 (.471) | ALU. | RRIM POLYETHYLENE/ POLYÉTHYLÈNE | 40 (10.6) | 3.5 (118.4) | 250 (8.5) | 3.8 (128.5) |
| 6671 (1034) | 3.72 (.539) | ALU. | TPO | 42 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.0 (169.1) |
| 6671 (1034) | 3.59 (.521) | ALU. | TPO | 42 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.0 (169.1) |
| 6671 (1034) | 3.69 (.535) | ALU. | TPO | 42 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.0 (169.1) |
| 6671 (1034) | 3.72 (.539) | ALU. | TPO | 42 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.0 (169.1) |
| 6671 (1034) | 3.74 (.542) | ALU. | TPO | 42 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.0 (169.1) |
| 6671 (1034) | 3.82 (.554) | ALU. | TPO | 42 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.0 (169.1) |
| 6671 (1034) | 3.84 (.557) | ALU. | TPO | 42 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.0 (169.1) |
| 7549 (1170) | 3.44 (.499) | ALU. | TPO | 42 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.0 (169.1) |
| 7549 (1170) | 3.44 (.499) | ALU. | TPO | 42 (11.1) | 4.1 (138.7) | 250 (8.5) | 5.0 (169.1) |

ABBREVIATIONS AND NOTES ABRÉVIATIONS ET NOTES



SECTION: DIMENSIONS *SECTION: DIMENSIONS*

ALU.: Aluminum
ALU.: Aluminium

FIB.: Fiber glass
FIB.: Fibre de verre

N.A.: Not applicable
S.O.: Sans objet

H.D.: High Density
H.D.: Haute densité

RRIM: Reinforced reaction injection molding
RRIM: Moulage de mousse renforcée par réaction (chimique)

4-S: 4 stroke
4-T: 4 temps

TPO: Thermo Plastic Olefin
TPO: Oléfine thermoplastique

- ① Crankcase oil capacity
① Contenance d'huile du carter moteur
- ② Coolant mixture: 60% antifreeze/40% water
② Liquide de refroidissement: 60% d'antigel/40% d'eau
- ③ Coolant mixture: 50% antifreeze/50% water
③ Liquide de refroidissement: 50% d'antigel/50% d'eau



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TORQUE COUPLE DE SERRAGE

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| - Drive Pulley Screw <i>Vis de poulie motrice</i> | |
| - Magneto Flywheel Nut <i>Écrou du volant magnétique</i> | |
| - Cylinder Head Nut <i>Écrou de culasse</i> | |
| - Crankcase Nut <i>Écrou de carter</i> | |
| - Crankcase/Support Nut <i>Écrou moteur/support</i> | |
| - Fan Shaft Nut <i>Écrou arbre ventilateur</i> | |
| - Cylinder/Crankcase Nut <i>Écrou cylindre/carter</i> | |
| TABLE ABBREVIATION AND NOTES <i>ABRÉVIATIONS ET NOTES</i> | 225 |



DRIVE PULLEY SCREW
VIS DE POULIE MOTRICE

MAG. FLYWHEEL NUT
ÉCROU DU VOLANT
MAGNÉTIQUE

CYLINDER HEAD NUT
ÉCROU DE CULASSE

CRANKCASE NUT
ÉCROU DE CARTER

CRANKCASE/SUPPORT
NUT
ÉCROU MOTEUR/SUPP.

FAN SHAFT NUT
ÉCROU ARBRE VENTIL.

CYLINDER CRANK. NUT
ÉCROU CYLINDRE/
CARTER

ALL SPECIFICATIONS IN N•m (lbf•ft)
TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi)

| 2003 | | | | | | | |
|----------------------------|------------|---------------|--------------|---------------------------------|--------------|--------------|--------------|
| MINI Z | 25 (19) | 75 (54) | 24 (18) | 12 (9) | 15 (11) | N.A. S.O. | N.A. S.O. |
| TUNDRA 280F | ① | 95 (70) | 27 (20) | M 8: 21 (15.5) | 21 (15.5) | N.A. S.O. | N.A. S.O. |
| GRAND TOURING FAN 380 | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| LEGEND FAN 380 | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| MX Z FAN 380 | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| SKANDIC LT 440F | ② | 105.5 (77) | 29 (21) | M8: 22 (16) M6: 9.0 (6.5) | 39 (29) | 48 (35) | N.A. S.O. |
| SKANDIC SPORT 500F | ① | 105.5 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| SKANDIC WT 500F | ① | 105.5 (77) | 22 (16) | M8: 22 (16) | 39 (29) | 48 (35) | N.A. S.O. |
| SKANDIC SWT 500F | ① | 105.5 (77) | 21.5 (16) | M8: 21.5 (16) | 39 (29) | 48 (35) | N.A. S.O. |
| GRAND TOURING FAN 550 | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| LEGEND FAN 550 | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| MX Z FAN 550 | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| SUMMIT FAN 550 | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| MX Zx Racing 440 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| GRAND TOURING SPORT 500 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| LEGEND SPORT 500 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |



DRIVE PULLEY SCREW
VIS DE POULIE MOTRICE

MAG. FLYWHEEL NUT
ÉCROU DU VOLANT
MAGNÉTIQUE

CYLINDER HEAD NUT
ÉCROU DE CULASSE

CRANKCASE NUT
ÉCROU DE CARTER

CRANKCASE/SUPPORT
NUT
ÉCROU MOTEUR/SUPP.

FAN SHAFT NUT
ÉCROU ARBRE VENTIL.

CYLINDER CRANK. NUT
ÉCROU CYLINDRE/
CARTER

ALL SPECIFICATIONS IN N•m (lbf•ft)
TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi)

| 2003 (cont'd/suite) | | | | | | | |
|--|---|---------------|------------|---------------------------|------------|--------------|----------------|
| MX Z ADRENALINE 500 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| MX Z TRAIL 500 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| GRAND TOURING SE 600 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| GRAND TOURING SPORT 600 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| LEGEND SE 600 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| LEGEND SPORT 600 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| SKANDIC SUV 600 | ① | 125.0 (92) | 29 (21) | M8: 23 (17) M6: 9.0(7) | 35 (26) | N.A. S.O. | 29.0 (21.3) |
| SKANDIC WT LC 600 | ① | 125.0 (92) | 29 (21) | M8: 23 (17) M6: 9.0(7) | 35 (26) | N.A. S.O. | 29.0 (21.3) |
| MX Z ADRENALINE 600 HO | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| MX Z RENEGADE 600 HO | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| MX Z 007 Special Edition/Édition spéciale 600 HO | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| MX Z SPORT 600 HO (REV) | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| MX Z TRAIL 600 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| MX Z X 600 HO (REV) | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| SUMMIT ADRENALINE 600 HO | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| GRAND TOURING SPORT 700 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |



DRIVE PULLEY SCREW
VIS DE POULIE MOTRICE

MAG. FLYWHEEL NUT
ÉCROU DU VOLANT
MAGNÉTIQUE

CYLINDER HEAD NUT
ÉCROU DE CULASSE

CRANKCASE NUT
ÉCROU DE CARTER

CRANKCASE/SUPPORT
NUT
ÉCROU MOTEUR/SUPP.

FAN SHAFT NUT
ÉCROU ARBRE VENTIL.

CYLINDER CRANK. NUT
ÉCROU CYLINDRE/
CARTER

ALL SPECIFICATIONS IN N•m (lbf•ft)
TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi)

| 2003 (cont'd/suite) | | | | | | | |
|-------------------------------|---|----------|---------|--------------------------|---------|--------------|---------|
| GRAND TOURING SE 700 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| LEGEND SPORT 700 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| LEGEND SE 700 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| MX Z ADRENALINE 700 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| SUMMIT ADRENALINE 700 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| SUMMIT HIGHMARK 700 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| SUMMIT X 700 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| MX Z ADRENALINE 800 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| MX Z RENEGADE 800 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| MX Z SPORT 800 (REV) | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| MX Z X 800 (REV) | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| SUMMIT ADRENALINE 800 HO | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| SUMMIT HIGHMARK 800 HO | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| SUMMIT HIGHMARK X 800 HO | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| SUMMIT HIGHMARK Xtreme 800 HO | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| SUMMIT X 800 HO | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |



DRIVE PULLEY SCREW
VIS DE POULIE MOTRICE

MAG. FLYWHEEL NUT
ÉCROU DU VOLANT
MAGNÉTIQUE

CYLINDER HEAD NUT
ÉCROU DE CULASSE

CRANKCASE NUT
ÉCROU DE CARTER

CRANKCASE/SUPPORT
NUT
ÉCROU MOTEUR/SUPP.

FAN SHAFT NUT
ÉCROU ARBRE VENTIL.

CYLINDER CRANK. NUT
ÉCROU CYLINDRE/
CARTER

ALL SPECIFICATIONS IN N•m (lbf•ft)
TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi)

| 2003 (cont'd/suite) | | | | | | | |
|-------------------------------|---|--------------|-------------------------------------|---------------------------|---------|--------------|---------|
| GRAND TOURING SE 800 SDI | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| LEGEND SE 800 SDI | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (29) |
| MACH Z TECH PLUS 800 | ① | 125 (92) | 29 (21) | M6: 11 (8) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| LEGEND SPORT V-1000 | ③ | N.A. S.O. | M6: 9 (7) M8: 50+90° (37+90°) | M6: 9 (7) M8: 23 (17) | — | N.A. S.O. | — |
| GRAND TOURING SPORT V-1000 | ③ | N.A. S.O. | M6: 9 (7) M8: 50+90° (37+90°) | M6: 9 (7) M8: 23 (17) | — | N.A. S.O. | — |



DRIVE PULLEY SCREW
VIS DE POULIE MOTRICE

MAG. FLYWHEEL NUT
ÉCROU DU VOLANT
MAGNETIQUE

CYLINDER HEAD NUT
ÉCROU DE CULASSE

CRANKCASE NUT
ÉCROU DE CARTER

CRANKCASE/SUPPORT
NUT
ÉCROU MOTEUR/SUPP.

FAN SHAFT NUT
ÉCROU ARBRE VENTIL.

CYLINDER CRANK. NUT
ÉCROU CYLINDRE/
CARTER

ALL SPECIFICATIONS IN N•m (lbf•ft)
TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi)

| 2002 | | | | | | | |
|-------------------------------|------------|---------------|--------------|-----------------------------|------------|--------------|----------------|
| MINI Z | 25 (19) | 75 (54) | 24 (18) | 12 (9) | 15 (11) | N.A. S.O. | N.A. S.O. |
| TUNDRA 277 R | ① | 90 (66) | N.A. S.O. | M 8: 22 (16) | 21 (15) | N.A. S.O. | 26 (19) |
| SKANDIC 440 LT | ① | 105.5 (77) | 29 (21) | M8: 21.5 (16) M6: 9.0(7) | 39 (29) | 48 (35) | 29.0 (21.3) |
| SKANDIC 500 WT | ① | 105.5 (77) | 21.5 (16) | M8: 21.5 (16) M6: 9.0(7) | 39 (29) | 48 (35) | N.A. S.O. |
| SKANDIC 500 SWT | ① | 105.5 (77) | 21.5 (16) | M8: 21.5 (16) M6: 9.0(7) | 39 (29) | 48 (35) | N.A. S.O. |
| SKANDIC 600 WT LC | ① | 125.0 (92) | 29 (21) | M8: 29 (21) M6: 9.0(7) | 35 (26) | N.A. S.O. | 29.0 (21.3) |
| GRAND TOURING 380 FAN | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| LEGEND 380 F | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| MX Z 380 F | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| GRAND TOURING 500 FAN | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| LEGEND 500 FAN | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| SUMMIT 500 FAN | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| MX Z 500 FAN | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| GRAND TOURING 500 SPORT | ① | 125 (92) | 29 (21) | M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| LEGEND 500 SPORT | ① | 125 (92) | 29 (21) | M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| MX Z 500 SPORT | ① | 125 (92) | 29 (21) | M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |



DRIVE PULLEY SCREW
VIS DE POULIE MOTRICE

MAG. FLYWHEEL NUT
ÉCROU DU VOLANT
MAGNETIQUE

CYLINDER HEAD NUT
ÉCROU DE CULASSE

CRANKCASE NUT
ÉCROU DE CARTER

CRANKCASE/SUPPORT
NUT
ÉCROU MOTEUR/SUPP.

FAN SHAFT NUT
ÉCROU ARBRE VENTIL.

CYLINDER CRANK. NUT
ÉCROU CYLINDRE/
CARTER

ALL SPECIFICATIONS IN N•m (lbf•ft)
TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi)

| 2002 (cont'd/suite) | | | | | | | |
|------------------------------------|---|-------------|------------|--------------------------|------------|--------------|------------|
| MX Z 500 R SPORT | ① | 125 (92) | 29 (21) | M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| MX Z 500 TRAIL | ① | 125 (92) | 29 (21) | M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| GRAND TOURING 600 SPORT | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| GRAND TOURING 600 SE/SE (SB) | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| LEGEND 600 SPORT | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| LEGEND 600 GS/ 600 SE | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| SUMMIT 600 SPORT | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| SUMMIT 600 R SPORT | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| MX Z 600 R ADRENALINE | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| MX Z 600 R RENEGADE | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| MX Z 600 TRAIL | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| MX Z 600 R SPORT | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| MX Z 600 SPORT | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| MX Z 600 R X | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| MX Z 600 X | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| GRAND TOURING 700 SPORT | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |



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|---|--|---------------------------------------|----------------------------------|--|--------------------------------------|--|
| DRIVE PULLEY SCREW VIS DE POULIE MOTRICE | MAG. FLYWHEEL NUT ÉCROU DU VOLANT MAGNETIQUE | CYLINDER HEAD NUT ÉCROU DE CULASSE | CRANKCASE NUT ÉCROU DE CARTER | CRANKCASE/SUPPORT NUT ÉCROU MOTEUR/SUPP. | FAN SHAFT NUT ÉCROU ARBRE VENTIL. | CYLINDER CRANK. NUT ÉCROU CYLINDRE/ CARTER |
|---|--|---------------------------------------|----------------------------------|--|--------------------------------------|--|

ALL SPECIFICATIONS IN N•m (lbf•ft)
TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi)


| 2002 (cont'd/suite) | | | | | | | |
|------------------------|---|----------|---------|---------------------------|---------|--------------|---------|
| GRAND TOURING 700 GS | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| LEGEND 700 SPORT | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| LEGEND 700 GS | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| SUMMIT 700 R SPORT | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| SUMMIT 700 SPORT | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| MX Z 700 R RENEGADE | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| MX Z 700 R ADRENALINE | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| MX Z 700 TRAIL | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| MX Z 700 R SPORT | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| MX Z 700 SPORT | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| MX Z 700 R X | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| MX Z 700 X | ① | 125 (92) | 29 (21) | M6: 11 (8) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| GRAND TOURING 800 SE | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| LEGEND 800 SE | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| SUMMIT 800 R SPORT | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| SUMMIT 800 SPORT | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |




| | | | | | | |
|---|--|---------------------------------------|----------------------------------|--|--------------------------------------|--|
| DRIVE PULLEY SCREW VIS DE POULIE MOTRICE | MAG. FLYWHEEL NUT ÉCROU DU VOLANT MAGNETIQUE | CYLINDER HEAD NUT ÉCROU DE CULASSE | CRANKCASE NUT ÉCROU DE CARTER | CRANKCASE/SUPPORT NUT ÉCROU MOTEUR/SUPP. | FAN SHAFT NUT ÉCROU ARBRE VENTIL. | CYLINDER CRANK. NUT ÉCROU CYLINDRE/ CARTER |
|---|--|---------------------------------------|----------------------------------|--|--------------------------------------|--|


ALL SPECIFICATIONS IN N•m (lbf•ft)
TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi)


| 2002 (cont'd/suite) | | | | | | | |
|------------------------|---|----------|---------|---------------------------|---------|--------------|---------|
| SUMMIT 800 R X | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| SUMMIT 800 X | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| SUMMIT 800 R H.M. | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| SUMMIT 800 H.M. | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| SUMMIT 800 R H.M. X | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| SUMMIT 800 H.M. X | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| MX Z 800 R RENEGADE | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| MX Z 800 TRAIL | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| MX Z 800 R SPORT | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| MX Z 800 SPORT | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| MX Z 800 R ADRENALINE | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| MX Z 800 R X | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| MX Z 800 X | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 40 (30) |
| MX Zx 440 RACING | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| MACH Z SPORT | ① | 125 (92) | 29 (21) | M6: 11 (8) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| MACH Z TECH PLUS | ① | 125 (92) | 29 (21) | M6: 11 (8) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |


|  | DRIVE PULLEY SCREW VIS DE POULIE MOTRICE | MAG. FLYWHEEL NUT ÉCROU DU VOLANT MAGNÉTIQUE | CYLINDER HEAD NUT ÉCROU DE CULASSE | CRANKCASE NUT ÉCROU DE CARTER | CRANKCASE/SUPPORT NUT ÉCROU MOTEUR/SUPP. | FAN SHAFT NUT ÉCROU ARBRE VENTIL. | CYLINDER/CRANK. NUT ÉCROU CYLINDRE/ CARTER |
|---|---|--|---------------------------------------|----------------------------------|--|--------------------------------------|--|
| ALL SPECIFICATIONS IN N•m (lbf•ft) TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi) | | | | | | | |
| 2001 | | | | | | | |
| MINI Z | 25 (19) | 75 (54) | 24 (18) | 12 (9) | 15 (11) | N.A. S.O. | N.A. S.O. |
| SKANDIC 440 LT | ① | 105.5 (77) | 29 (21) | M8: 21.5 (16) M6: 9.0(7) | 39 (29) | 48 (35) | 29.0 (21.3) |
| SKANDIC 500 WT | ① | 105.5 (77) | 21.5 (16) | M8: 21.5 (16) M6: 9.0(7) | 39 (29) | 48 (35) | N.A. S.O. |
| SKANDIC 500 SWT | ① | 105.5 (77) | 21.5 (16) | M8: 21.5 (16) M6: 9.0(7) | 39 (29) | 48 (35) | N.A. S.O. |
| SKANDIC 600 WT LC | ① | 125.0 (92) | 29 (21) | M8: 29 (21) M6: 9.0(7) | 35 (26) | N.A. S.O. | 29.0 (21.3) |
| TOURING 380 FAN/CARGO | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| TOURING 500 FAN/CARGO | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| FORMULA DLX 380 FAN | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| FORMULA DLX 500 STD | ① | 125 (92) | 29 (21) | M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| FORMULA DLX 500 FAN | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| FORMULA DLX 600 GSE/STD | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| FORMULA DLX 700 GSE | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| FORMULA DLX 700 GS | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| GRAND TOURING 500 STD | ① | 125 (92) | 29 (21) | M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| GRAND TOURING 600 STD | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| GRAND TOURING 700 GS | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |

|  | DRIVE PULLEY SCREW VIS DE POULIE MOTRICE | MAG. FLYWHEEL NUT ÉCROU DU VOLANT MAGNÉTIQUE | CYLINDER HEAD NUT ÉCROU DE CULASSE | CRANKCASE NUT ÉCROU DE CARTER | CRANKCASE/SUPPORT NUT ÉCROU MOTEUR/SUPP. | FAN SHAFT NUT ÉCROU ARBRE VENTIL. | CYLINDER/CRANK. NUT ÉCROU CYLINDRE/ CARTER |
|---|---|--|---------------------------------------|----------------------------------|--|--------------------------------------|--|
| ALL SPECIFICATIONS IN N•m (lbf•ft) TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi) | | | | | | | |
| 2001 (cont'd/suite) | | | | | | | |
| GRAND TOURING 800 SE | ① | 125 (92) | 29 (21) | M6: 11 (8) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| SUMMIT 500 FAN | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| SUMMIT 600 STD | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| SUMMIT 700 STD | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| SUMMIT 700 X | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| SUMMIT 700 H.M. | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| SUMMIT 800 STD | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| SUMMIT 800 X | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| SUMMIT 800 H.M. | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| SUMMIT 800 H.M. X | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| MX Z 380 FAN | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| MX Z 440 FAN | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| MX Zx 440 RACING | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| MX Z 500 FAN | ① | 105 (77) | 21.5 (16) | M8: 21.5 (16) | 40 (30) | 48 (35) | N.A. S.O. |
| MX Z 500 STD | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| MX Z 500 TRAIL | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |

| | | | | | | | |
|---|---|--|---------------------------------------|----------------------------------|--|--------------------------------------|--|
|  | DRIVE PULLEY SCREW VIS DE POULIE MOTRICE | MAG. FLYWHEEL NUT ÉCROU DU VOLANT MAGNETIQUE | CYLINDER HEAD NUT ÉCROU DE CULASSE | CRANKCASE NUT ÉCROU DE CARTER | CRANKCASE/SUPPORT NUT ÉCROU MOTEUR/SUPP. | FAN SHAFT NUT ÉCROU ARBRE VENTIL. | CYLINDER/CRANK. NUT ÉCROU CYLINDRE/ CARTER |
| ALL SPECIFICATIONS IN N•m (lbf•ft) TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi) | | | | | | | |
| 2001 (cont'd/suite) | | | | | | | |
| MX Z 600 STD | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| MX Z 600 ADRENALINE | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| MX Z 600 TRAIL | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| MX Z 600 X | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| MX Z 700 STD | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| MX Z 700 ADRENALINE | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| MX Z 700 TRAIL | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| MX Z 700 X | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| MX Z 800 STD | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| MX Z 800 ADRENALINE | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| MX Z 800 X | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| MACH Z STD | ① | 125 (92) | 29 (21) | M6: 11 (8) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| MACH Z TECH PLUS | ① | 125 (92) | 29 (21) | M6: 11 (8) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |

| | | | | | | | |
|---|---|--|---------------------------------------|----------------------------------|--|--------------------------------------|--|
|  | DRIVE PULLEY SCREW VIS DE POULIE MOTRICE | MAG. FLYWHEEL NUT ÉCROU DU VOLANT MAGNETIQUE | CYLINDER HEAD NUT ÉCROU DE CULASSE | CRANKCASE NUT ÉCROU DE CARTER | CRANKCASE/SUPPORT NUT ÉCROU MOTEUR/SUPP. | FAN SHAFT NUT ÉCROU ARBRE VENTIL. | CYLINDER/CRANK. NUT ÉCROU CYLINDRE/ CARTER |
| ALL SPECIFICATIONS IN N•m (lbf•ft) TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi) | | | | | | | |
| 2000 | | | | | | | |
| MINI Z | | 25 (19) | | | | 12 (9) | 15 (11) |
| TUNDRA R | ① | 90 (66) | | N.A. S.O. | M 8: 22 (16) | 21 (15) | N.A. S.O. |
| SKANDIC 380 | ① | 105 (77) | 21 (15) | M6: 9 (7) M8: 21 (15) | 39 (28) | 48 (35) | N.A. S.O. |
| SKANDIC WT LC | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (29) | N.A. S.O. | 29 (21) |
| SKANDIC 500/ WT/SWT | ① | 105 (77) | 21 (15) | M8: 21 (15) | 39 (28) | 48 (35) | N.A. S.O. |
| TOURING E/ LE/SLE | ① | 105 (77) | 21 (15) | M6: 9 (7) M8: 21 (15) | 39 (28) | 48 (35) | N.A. S.O. |
| FORMULA S/ DLX 380 | ① | 105 (77) | 21 (15) | M6: 9 (7) M8: 21 (15) | 39 (28) | 48 (35) | N.A. S.O. |
| FORMULA DLX 500 | ① | 105 (77) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (29) | N.A. S.O. | 29 (21) |
| FORMULA DLX 600 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| FORMULA Z 600 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| FORMULA Z 700 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| TOURING 500 LC FORMULA 500 LC/DLX 500 LC | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (29) | N.A. S.O. | 29 (21) |
| GRAND TOURING 600 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| GRAND TOURING 700/ SE/SE M.E. | ① | 125 (92) | 29 (21) | M6: 13 (9) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| SUMMIT 500 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| SUMMIT 600 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |

| | | | | | | | |
|---|---|--|---------------------------------------|----------------------------------|--|--------------------------------------|--|
|  | DRIVE PULLEY SCREW VIS DE POULIE MOTRICE | MAG. FLYWHEEL NUT ÉCROU DU VOLANT MAGNETIQUE | CYLINDER HEAD NUT ÉCROU DE CULASSE | CRANKCASE NUT ÉCROU DE CARTER | CRANKCASE/SUPPORT NUT ÉCROU MOTEUR/SUPP. | FAN SHAFT NUT ÉCROU ARBRE VENTIL. | CYLINDER/CRANK. NUT ÉCROU CYLINDRE/ CARTER |
| ALL SPECIFICATIONS IN N•m (lbf•ft) TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi) | | | | | | | |
| 2000 (cont'd/suite) | | | | | | | |
| SUMMIT 700/700 M.E./700 H.M. | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| SUMMIT 800 H.M. | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (30) | N.A. S.O. | 29 (21) |
| MX Z 440 | ① | 105 (77) | 21 (15) | M6: 9 (7) M8: 21 (15) | 39 (29) | N.A. S.O. | N.A. S.O. |
| MX Zx 440 LC | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| MX Z 500 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| MX Z 600 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 23 (16) | 35 (26) | N.A. S.O. | 29 (21) |
| MX Z 700/700 M.E. | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 23 (16) | 35 (26) | N.A. S.O. | 29 (21) |
| FORMULA III 700 R/800 | ① | 125 (92) | 29 (21) | M6: 13 (9) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| MACH 1 R/ Z/ Z R/Z R M.E. | ① | 125 (92) | 29 (21) | M6: 13 (9) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |

| | | | | | | | | | |
|---|---|--|---------------------------------------|----------------------------------|--|--------------------------------------|--|--------------|--------------|
|  | DRIVE PULLEY SCREW VIS DE POULIE MOTRICE | MAG. FLYWHEEL NUT ÉCROU DU VOLANT MAGNETIQUE | CYLINDER HEAD NUT ÉCROU DE CULASSE | CRANKCASE NUT ÉCROU DE CARTER | CRANKCASE/SUPPORT NUT ÉCROU MOTEUR/SUPP. | FAN SHAFT NUT ÉCROU ARBRE VENTIL. | CYLINDER/CRANK. NUT ÉCROU CYLINDRE/ CARTER | | |
| ALL SPECIFICATIONS IN N•m (lbf•ft) TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi) | | | | | | | | | |
| 1999 | | | | | | | | | |
| MINI Z | | 25 (19) | | 24 (18) | | 12 (9) | 15 (11) | N.A. S.O. | N.A. S.O. |
| TUNDRA R/ TUNDRA | ① | 90 (66) | | N.A. S.O. | | M 8: 22 (16) | 21 (15) | N.A. S.O. | 26 (19) |
| SKANDIC 380 | ① | 105 (77) | 21 (15) | M6: 9 (7) M8: 21 (15) | 39 (28) | 48 (35) | N.A. S.O. | | |
| SKANDIC WT LC | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (29) | N.A. S.O. | 29 (21) | | |
| SKANDIC 500/ WT/SWT | ① | 105 (77) | 21 (15) | M8: 21 (15) | 39 (28) | 48 (35) | N.A. S.O. | | |
| TOURING E/ LE/SLE | ① | 105 (77) | 21 (15) | M6: 9 (7) M8: 21 (15) | 39 (28) | 48 (35) | N.A. S.O. | | |
| FORMULA S/ DLX 380 | ① | 105 (77) | 21 (15) | M6: 9 (7) M8: 21 (15) | 39 (28) | 48 (35) | N.A. S.O. | | |
| FORMULA Z 500/ DLX 500 LC | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (29) | N.A. S.O. | 29 (21) | | |
| FORMULA SL/ DLX 500 | ① | 105 (77) | 21 (15) | M8: 21 (15) | 39 (28) | 48 (35) | N.A. S.O. | | |
| FORMULA DLX 583 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 23 (16) | 40 (29) | N.A. S.O. | 29 (21) | | |
| FORMULA Z 583 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 23 (16) | 40 (29) | N.A. S.O. | 29 (21) | | |
| FORMULA Z 670/ DLX 670 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (29) | N.A. S.O. | 29 (21) | | |
| GRAND TOURING 500 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (29) | N.A. S.O. | 29 (21) | | |
| GRAND TOURING 583 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 23 (16) | 39 (28) | N.A. S.O. | 29 (21) | | |
| GRAND TOURING 700/ SE | ① | 125 (92) | 29 (21) | M6: 13 (9) M8: 29 (21) | 36 (26) | N.A. S.O. | 29 (21) | | |
| SUMMIT 500 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (29) | N.A. S.O. | 29 (21) | | |



DRIVE PULLEY SCREW
VIS DE POULIE MOTRICE

MAG. FLYWHEEL NUT
ÉCROU DU VOLANT
MAGNETIQUE

CYLINDER HEAD NUT
ÉCROU DE CULASSE

CRANKCASE NUT
ÉCROU DE CARTER

CRANKCASE/SUPPORT
NUT
ÉCROU MOTEUR/SUPP.

FAN SHAFT NUT
ÉCROU ARBRE VENTIL.

CYLINDER/CRANK. NUT
ÉCROU CYLINDRE/
CARTER

**ALL SPECIFICATIONS IN N•m (lbf•ft)
TOUTES LES SPÉCIFICATIONS EN N•m (lbf•pi)**

| 1999 (cont'd/suite) | | | | | | | |
|---|---|-------------|------------|---------------------------|------------|--------------|--------------|
| SUMMIT 600 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (29) | N.A. S.O. | 29 (21) |
| SUMMIT 700 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (29) | N.A. S.O. | 29 (21) |
| SUMMIT x 670 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (29) | N.A. S.O. | 29 (21) |
| MX Z 440 | ① | 105 (77) | 21 (15) | M6: 9 (7) M8: 21 (15) | 39 (28) | N.A. S.O. | N.A. S.O. |
| MX Zx 440 LC/ MX Z 670 H.O. | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (29) | N.A. S.O. | 29 (21) |
| MX Z 500 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (29) | N.A. S.O. | 29 (21) |
| MX Z 600 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (29) | N.A. S.O. | 29 (21) |
| MX Z 700 | ① | 125 (92) | 29 (21) | M6: 9 (7) M8: 29 (21) | 40 (29) | N.A. S.O. | 29 (21) |
| FORMULA III 600/600 R/ 600 LT/700/700 R | ① | 125 (92) | 29 (21) | M6: 13 (9) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |
| MACH 1/ 1 R/ Z/ Z R/Z LT/ Z LT R | ① | 125 (92) | 29 (21) | M6: 13 (9) M8: 29 (21) | 35 (26) | N.A. S.O. | 29 (21) |



**ABBREVIATIONS AND NOTES
ABRÉVIATIONS ET NOTES**

**SECTION: DIMENSIONS
SECTION: DIMENSIONS**

N.A.: Not applicable

S.O.: Sans objet

- ① Drive pulley retaining screw: torque to 90 to 100 N•m (66 to 74 lbf•ft), install drive belt, accelerate the vehicle at low speed (maximum 30 km/h (20 MPH)) and apply the brake; repeat 5 times. Recheck the torque of 90 to 100 N•m (66 to 74 lbf•ft).
 - ① *Vis de fixation de poulie motrice: serrer entre 90 et 100 N•m (66 et 74 lbf•pi), installer la courroie d'entraînement, faire accélérer le véhicule à basse vitesse (maximum: 30 km/h ou 20 MPH) et appliquer le frein; refaire cette opération 5 fois. Vérifier si le couple de serrage est encore entre 90 et 100 N•m (66 et 74 lbf•pi).*
- ② Tightening torques for Skandic LT/LT E Comet drive pulley. Retaining screw: 60 to 68 N•m (44 to 50 lbf•ft). Spider: 170 N•m (125 lbf•ft). Cover screws: 12.5 N•m (110 lbf•in). Pivot bolts and nuts: 5.6 N•m (50 lbf•in).
 - ② *Couples de serrage pour la poulie motrice Comet (Skandic LT/LT E). Vis de retenue: 60 à 68 N•m (44 à 50 lbf•pi). Tripode: 170 N•m (125 lbf•pi). Vis de couvercle: 12,5 N•m (110 lbf•po). Boulons et écrous de pivot: 5,6 N•m (50 lbf•po).*
- ③ Drive pulley retaining screw: torque to 125 to 135 N•m (92 to 100 lbf•ft), install drive belt, accelerate the vehicle at low speed (maximum 30 km/h (20 MPH)) and apply the brake; repeat 5 times. Recheck the torque of 125 to 135 N•m (92 to 100 lbf•ft).
 - ③ *Vis de fixation de poulie motrice: serrer entre 125 et 135 N•m (92 - 100 lbf•pi), installer la courroie d'entraînement, faire accélérer le véhicule à basse vitesse (maximum: 30 km/h ou 20 MPH) et appliquer le frein; refaire cette opération cinq fois. Vérifier si le couple de serrage est encore entre 125 et 135 N•m (92 - 100 lbf•pi).*

GENUINE SKI-DOO PARTS
PIÈCES D'ORIGINE SKI-DOO

Genuine Ski-Doo parts are designed to careful tolerances for specific machines, based on extensive testing programs tailored to rigorous standards of quality control and backed by the Bombardier 90 day warranty.

Les pièces d'origine Ski-Doo sont dessinées à partir de tolérances très strictes pour des véhicules spécifiques, selon un programme d'essais répondant à des contrôles de qualité rigoureux et protégés par la garantie Bombardier de 90 jours.

ski-doo[®]

Engineered For The Way You Ride.

Des motoneiges à votre mesure.

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MISCELLANEOUS

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SI* METRIC INFORMATION CHART
TABLEAU D'INFORMATION SI*

| BASE UNITS — UNITÉS DE BASE | | |
|------------------------------------|--|-------------------|
| DESCRIPTION | UNIT UNITÉ | SYMBOL SYMBOLE |
| length <i>longueur</i> | meter <i>mètre</i> | m |
| mass <i>masse</i> | kilogram <i>kilogramme</i> | kg |
| force <i>force</i> | Newton <i>Newton</i> | N |
| liquid <i>liquide</i> | liter <i>litre</i> | L |
| temperature <i>température</i> | celsius | °C |
| pressure <i>pression</i> | kilopascal | kPa |
| torque <i>couple</i> | Newton meter <i>Newton mètre</i> | N•m |
| speed <i>vitesse</i> | kilometer per hour <i>kilomètre par heure</i> | km/h |

| PREFIXES — PRÉFIXES | | | |
|----------------------------|-------------------|--|-----------------|
| PREFIX PRÉFIXE | SYMBOL SYMBOLE | MEANING SIGNIFICATION | VALUE VALEUR |
| kilo | k | one thousand <i>un millier</i> | 1,000 |
| centi | c | one hundredth <i>un centième</i> | 0.01 |
| milli | m | one thousandth <i>un millième</i> | 0.001 |
| micro | μ | one millionth <i>un millionième</i> | 0.000001 |

CONVERSION FACTORS FACTEURS DE CONVERSION

| TO CONVERT POUR CONVERTIR | TO EN | MULTIPLY BY* MULTIPLIER PAR * |
|---|-------------------------------|----------------------------------|
| in (<i>po</i>) | mm | 25.40 |
| in (<i>po</i>) | cm | 2.54 |
| ft (<i>pi</i>) | m | 0.30 |
| miles (<i>milles</i>) | km | 1.61 |
| MPH (<i>mille/h</i>) | km/h | 1.61 |
| in ² (<i>po²</i>) | cm ² | 6.45 |
| in ³ (<i>po³</i>) | cm ³ | 16.39 |
| oz imp. (<i>oz imp.</i>) | oz U.S. (<i>oz É.-U.</i>) | 0.96 |
| oz imp. (<i>oz imp.</i>) | mL | 28.41 |
| oz U.S. (<i>oz É.-U.</i>) | mL | 29.57 |
| gal imp. | gal U.S. (<i>gal É.-U.</i>) | 1.20 |
| gal imp. | L | 4.55 |
| gal U.S. (<i>gal É.-U.</i>) | L | 3.79 |
| oz | g | 28.35 |
| lb | kg | 0.45 |
| lbf | N | 4.45 |
| lbf•in (<i>lbf•po</i>) | N•m | 0.11 |
| lbf•ft (<i>lbf•pi</i>) | N•m | 1.36 |
| lbf•ft (<i>lbf•pi</i>) | lbf•in (<i>lbf•po</i>) | 12.00 |
| lbf/in ² (<i>lbf/po²</i>) | kPa | 6.89 |
| Fahrenheit | Celsius | (°F - 32) ÷ 1.8 |
| Celsius | Fahrenheit | (°C × 1.8) + 32 |

* TO OBTAIN THE INVERSE SEQUENCE, DIVIDE BY THE GIVEN FACTOR.
EX: To convert mm to in, divide by 25.4

* *POUR OBTENIR LES CONVERSIONS INVERSES, DIVISER L'UNITÉ PAR LE FACTEUR DONNÉ. EX.: Pour convertir mm à po, diviser par 25.4*

CONVERSION FACTORS ARE ROUNDED OFF TO TWO DECIMALS FOR EASIER USE.

POUR FACILITER LEUR UTILISATION, LES FACTEURS DE CONVERSION SONT ARRONDIS À DEUX DÉCIMALES.

TAP DRILL SIZE (imperial)
GROSSEUR DES FORETS
DE TARAUDAGE (impérial)

| TAP SIZE GROSSEUR DU TARAUD NO./N° | TPI | TAP DRILL GROSSEUR DU FORET |
|--|-------------------------|--------------------------------|
| — | 80 NF | 3/64 |
| 1 | 64 NC 72 NF | 53 53 |
| 2 | 56 NC 64 NF | 50 50 |
| 3 | 48 NC 56 NF | 47 45 |
| 4 | 36 NS 40 NC 48 NF | 44 43 42 |
| 5 | 40 NC 44 NF | 38 37 |
| 6 | 32 NC 40 NF | 36 33 |
| 8 | 32 NC 36 NF | 29 29 |
| 10 | 24 NC 32 NF | 25 21 |
| 12 | 24 NC 28 NF | 16 14 |
| 1/4 | 20 NC 28 NF | 7 3 |
| 5/16 | 18 NC 24 NF | F I |
| 3/8 | 16 NC 24 NF | 5/16 Q |
| 7/16 | 14 NC 20 NF | U 25/64 |
| 1/2 | 13 NC 20 NF | 27/64 29/64 |
| 9/16 | 12 NC 18 NF | 31/64 33/64 |
| 5/8 | 11 NC 18 NF | 17/32 37/64 |
| 11/16 | 11 NC 16 NF | 19/32 5/8 |
| 3/4 | 10 NC 16 NF | 21/32 11/16 |
| 7/8 | 9 NC 14 NF | 49/64 13/16 |

TAP DRILL SIZE (metric)
GROSSEUR DES FORETS
DE TARAUDAGE (métrique)

| SIZE GROSSEUR mm | PITCH PAS mm | DRILL FORET mm | in/po | DRILL FORET in/po |
|------------------------|--------------------|----------------------|-------|-------------------------|
| M1.6 | 0.35 | 1.25 | .049 | 3/64 |
| M2 | 0.4 | 1.6 | .063 | 1/16 |
| M2.5 | 0.45 | 2.05 | .081 | 46 |
| M3 | 0.5 | 2.5 | .098 | 40 |
| M4 | 0.7 | 3.3 | .130 | 30 |
| M5 | 0.8 | 4.2 | .165 | 19 |
| M6 | 1.0 | 5.0 | .197 | 9 |
| M7 | 1.0 | 6.0 | .236 | 15/64 |
| M8 | 1.25 | 6.75 | .266 | 17/64 |
| M8 | 1.0 | 7.0 | .276 | J |
| M10 | 1.5 | 8.5 | .335 | Q |
| M10 | 1.25 | 8.75 | .344 | 11/32 |
| M12 | 1.75 | 10.2 | .402 | Y |
| M12 | 1.25 | 10.7 | .421 | 27/64 |
| M14 | 2.0 | 12.0 | .472 | 15/32 |
| M14 | 1.5 | 12.5 | .492 | 31/64 |
| M16 | 2.0 | 14.0 | .551 | 35/64 |
| M16 | 1.5 | 14.5 | .571 | 9/16 |
| M18 | 2.5 | 15.5 | .610 | 39/64 |
| M18 | 1.5 | 16.5 | .650 | 41/64 |
| M20 | 2.5 | 17.5 | .689 | 11/16 |
| M20 | 1.5 | 18.5 | .728 | 23/32 |
| M24 | 3.0 | 21.0 | .827 | 53/64 |
| M24 | 2.0 | 22.0 | .866 | 55/64 |

DRILL DIAMETER DECIMAL EQUIVALENTS — mm/in

ÉQUIVALENCE DÉCIMALE DES DIAMÈTRES DE FORETS — mm/po

- 1 -

BASED ON 1 INCH = 25.4 MM

BASÉ SUR 1 POUCE = 25.4 MM

| DRILL SIZE GROSSEUR FORET | mm | INCHES POUCES | DRILL SIZE GROSSEUR FORET | mm | INCHES POUCES |
|---------------------------------|------|------------------|---------------------------------|------|------------------|
| — | 0.10 | .0039 | 58 | 1.07 | .0420 |
| — | 0.20 | .0079 | 57 | 1.09 | .0430 |
| — | 0.25 | .0098 | 56 | 1.18 | .0465 |
| — | 0.30 | .0118 | 3/64 | 1.19 | .0469 |
| 80 | 0.34 | .0135 | 55 | 1.32 | .0520 |
| 79 | 0.37 | .0145 | 54 | 1.40 | .0550 |
| 1/64 | 0.40 | .0156 | 53 | 1.51 | .0595 |
| 78 | 0.41 | .0160 | 1/16 | 1.59 | .0625 |
| 77 | 0.46 | .0180 | 52 | 1.61 | .0635 |
| — | 0.50 | .0197 | 51 | 1.70 | .0670 |
| 76 | 0.51 | .0200 | 50 | 1.78 | .0700 |
| 75 | 0.53 | .0210 | 49 | 1.85 | .0730 |
| 74 | 0.57 | .0225 | 48 | 1.93 | .0760 |
| — | 0.60 | .0236 | 5/64 | 1.98 | .0781 |
| 73 | 0.61 | .0240 | 47 | 1.99 | .0785 |
| 72 | 0.64 | .0250 | — | 2.00 | .0787 |
| 71 | 0.66 | .0260 | 46 | 2.06 | .0810 |
| — | 0.70 | .0276 | 45 | 2.08 | .0820 |
| 70 | 0.71 | .0280 | 44 | 2.18 | .0860 |
| 69 | 0.74 | .0292 | 43 | 2.26 | .0890 |
| — | 0.75 | .0295 | 42 | 2.37 | .0935 |
| 68 | 0.79 | .0310 | 3/32 | 2.38 | .0938 |
| 1/32 | 0.79 | .0313 | 41 | 2.44 | .0960 |
| — | 0.80 | .0315 | 40 | 2.49 | .0980 |
| 67 | 0.81 | .0320 | 39 | 2.53 | .0995 |
| 66 | 0.84 | .0330 | 38 | 2.58 | .1015 |
| 65 | 0.89 | .0350 | 37 | 2.64 | .1040 |
| — | 0.90 | .0354 | 36 | 2.71 | .1065 |
| 64 | 0.91 | .0360 | 7/64 | 2.78 | .1094 |
| 63 | 0.94 | .0370 | 35 | 2.79 | .1100 |
| 62 | 0.97 | .0380 | 34 | 2.82 | .1110 |
| 61 | 0.99 | .0390 | 33 | 2.87 | .1130 |
| — | 1.00 | .0394 | 32 | 2.95 | .1160 |
| 60 | 1.02 | .0400 | — | 3.00 | .1181 |
| 59 | 1.04 | .0410 | 31 | 3.05 | .1200 |

DRILL DIAMETER DECIMAL EQUIVALENTS — mm/in

ÉQUIVALENCE DÉCIMALE DES DIAMÈTRES DE FORETS — mm/po

- 2 -

BASED ON 1 INCH = 25.4 MM

BASÉ SUR 1 POUCE = 25.4 MM

| DRILL SIZE GROSSEUR FORET | mm | INCHES POUCES | DRILL SIZE GROSSEUR FORET | mm | INCHES POUCES |
|---------------------------------|------|------------------|---------------------------------|------|------------------|
| 1/8 | 3.18 | .1250 | 4 | 5.31 | .2090 |
| 30 | 3.26 | .1285 | 3 | 5.41 | .2130 |
| 29 | 3.45 | .1360 | 7/32 | 5.56 | .2188 |
| 28 | 3.57 | .1405 | 2 | 5.61 | .2210 |
| 9/64 | 3.57 | .1406 | 1 | 5.79 | .2280 |
| 27 | 3.66 | .1440 | A | 5.94 | .2340 |
| 26 | 3.73 | .1470 | 15/64 | 5.95 | .2344 |
| 25 | 3.80 | .1495 | — | 6.00 | .2362 |
| 24 | 3.86 | .1520 | B | 6.05 | .2380 |
| 23 | 3.91 | .1540 | C | 6.15 | .2420 |
| 5/32 | 3.97 | .1562 | D | 6.25 | .2460 |
| 22 | 3.99 | .1570 | 1/4 | 6.35 | .2500 |
| — | 4.00 | .1575 | E | 6.35 | .2500 |
| 21 | 4.04 | .1590 | F | 6.53 | .2570 |
| 20 | 4.09 | .1610 | G | 6.63 | .2610 |
| 19 | 4.22 | .1660 | 17/64 | 6.75 | .2656 |
| 18 | 4.31 | .1695 | H | 6.76 | .2660 |
| 11/64 | 4.37 | .1719 | I | 6.91 | .2720 |
| 17 | 4.39 | .1730 | — | 7.00 | .2756 |
| 16 | 4.50 | .1770 | J | 7.04 | .2770 |
| 15 | 4.57 | .1800 | K | 7.14 | .2810 |
| 14 | 4.62 | .1820 | 9/32 | 7.14 | .2812 |
| 13 | 4.70 | .1850 | L | 7.37 | .2900 |
| 3/16 | 4.76 | .1875 | M | 7.49 | .2950 |
| 12 | 4.80 | .1890 | 19/64 | 7.54 | .2969 |
| 11 | 4.85 | .1910 | N | 7.67 | .3020 |
| 10 | 4.91 | .1935 | 5/16 | 7.94 | .3125 |
| 9 | 4.98 | .1960 | — | 8.00 | .3150 |
| — | 5.00 | .1968 | O | 8.03 | .3160 |
| 8 | 5.05 | .1990 | P | 8.20 | .3230 |
| 7 | 5.11 | .2010 | 21/64 | 8.33 | .3281 |
| 13/64 | 5.16 | .2031 | Q | 8.43 | .3320 |
| 6 | 5.18 | .2040 | R | 8.61 | .3390 |
| 5 | 5.22 | .2055 | 11/32 | 8.73 | .3438 |

DRILL DIAMETER DECIMAL EQUIVALENTS — mm/in

ÉQUIVALENCE DÉCIMALE DES DIAMÈTRES DE FORETS — mm/po

- 3 -

BASED ON 1 INCH = 25.4 MM

BASÉ SUR 1 POUCE = 25.4 MM

| DRILL SIZE GROSSEUR FORET | mm | INCHES POUCES | DRILL SIZE GROSSEUR FORET | mm | INCHES POUCES |
|---------------------------------|-------|------------------|---------------------------------|-------|------------------|
| S | 8.84 | .3480 | 41/64 | 16.27 | .6406 |
| — | 9.00 | .3543 | 21/32 | 16.67 | .6562 |
| T | 9.09 | .3580 | — | 17.00 | .6693 |
| 23/64 | 9.13 | .3594 | 43/64 | 17.07 | .6719 |
| U | 9.35 | .3680 | 11/16 | 17.46 | .6875 |
| 3/8 | 9.53 | .3750 | 45/64 | 17.86 | .7031 |
| V | 9.58 | .3770 | — | 18.00 | .7087 |
| W | 9.80 | .3860 | 23/32 | 18.26 | .7188 |
| 25/64 | 9.92 | .3906 | 47/64 | 18.65 | .7344 |
| — | 10.00 | .3937 | — | 19.00 | .7480 |
| X | 10.08 | .3970 | 3/4 | 19.05 | .7500 |
| Y | 10.26 | .4040 | 49/64 | 19.45 | .7656 |
| 13/32 | 10.32 | .4062 | 25/32 | 19.84 | .7812 |
| Z | 10.49 | .4130 | — | 20.00 | .7874 |
| 27/64 | 10.72 | .4219 | 51/64 | 20.24 | .7969 |
| — | 11.00 | .4331 | 13/16 | 20.64 | .8125 |
| 7/16 | 11.11 | .4375 | — | 21.00 | .8268 |
| 29/64 | 11.51 | .4531 | 53/64 | 21.03 | .8281 |
| 15/32 | 11.91 | .4688 | 27/32 | 21.43 | .8438 |
| — | 12.00 | .4724 | 55/64 | 21.83 | .8594 |
| 31/64 | 12.30 | .4844 | — | 22.00 | .8661 |
| 1/2 | 12.70 | .5000 | 7/8 | 22.23 | .8750 |
| — | 13.00 | .5118 | 57/64 | 22.62 | .8906 |
| 33/64 | 13.10 | .5156 | — | 23.00 | .9055 |
| 17/32 | 13.49 | .5312 | 29/32 | 23.02 | .9062 |
| 35/64 | 13.89 | .5469 | 59/64 | 23.42 | .9219 |
| — | 14.00 | .5512 | 15/16 | 23.81 | .9375 |
| 9/16 | 14.29 | .5625 | — | 24.00 | .9449 |
| 37/64 | 14.68 | .5781 | 61/64 | 24.21 | .9531 |
| — | 15.00 | .5906 | 31/32 | 24.61 | .9688 |
| 19/32 | 15.08 | .5938 | — | 25.00 | .9842 |
| 39/64 | 15.48 | .6094 | 63/64 | 25.00 | .9844 |
| 5/8 | 15.88 | .6250 | 1 | 25.40 | 1.0000 |
| — | 16.00 | .6299 | — | — | — |

NOTES/NOTES



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