**June 1st, 2012** Subject: **Predelivery Inspection Can-Am™ Commander™ Series** No. **2013-1**

**REVISION ▶ 1 ◀**
**▶ August 9th, 2012 ◀**

▶UNDERLINE TEXT(S) BETWEEN ARROWS IS (ARE) ADDED ELEMENT(S) TO THE PREVIOUS PUBLICATION.◀

| YEAR | ENGINE | MODEL | MODEL NUMBER | SERIAL NUMBER |
|---|---|---|---|---|
| 2013 | 800 | Std | 6CDA, 6CDB, 6CDC | All |
| | | DPS | 6TDA | |
| | | XT | 6DDA, 6DDB, 6DDC | |
| | 1000 | Std | 6ADA, 6ADB, 6RDA, 6RDB | |
| | | DPS | 6PDA | |
| | | X | 6EDA, 6EDB, 6EDC, 6EDD, 6SDA, 6SDB, 6SDC, 6VDA, 6WDA, 7ADA | |
| | | XT | 6BDA, 6BDB, 6BDD, 6BDE, 6BDF, 6BDG, 6BDH | |
| | | LTD | 6GDA, 6GDB, 6GDD | |

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# IMPORTANT NOTICE

This bulletin must be used in conjunction with the check list enclosed in the bag with the *OPERATOR'S GUIDE*. Make sure that *PREDELIVERY CHECK LIST* is completed and signed.

**⚠ WARNING**

To obtain warranty coverage, predelivery procedures must be performed by an authorized BRP Can-Am SSV dealer/distributor. Apply all necessary torques as indicated.

NOTE: The information and components/system descriptions contained in this document are correct at the time of publication. BRP however, maintains a policy of continuous improvement of its products without imposing upon itself any obligation to install them on products previously manufactured.

Due to late changes, there might be some differences between the manufactured product and the descriptions and/or specifications in this document. BRP reserves the right at any time to discontinue or change specifications, designs, features, models or equipment without incurring obligation.

The illustrations in this document show the typical construction of the different assemblies and may not reproduce the full detail or exact shape of the parts. However, they represent parts that have the same or similar function.

The content of this bulletin is designed as a guideline only. All mechanics performing predelivery procedures should have attended the current model year service training.

Further information or inquiries should be directed to your service representative and/or specific *SHOP MANUAL* sections.

Please complete the *PREDELIVERY CHECK LIST* for each vehicle and retain a customer-signed copy.

Make sure the customer receives the *OPERATOR'S GUIDE*, *PREDELIVERY CHECK LIST* signed copy and *SAFETY DVD*.

**⚠ WARNING**

Torque wrench tightening specifications must be strictly adhered to. Where specified, install new locking devices (e.g. lock tabs, elastic stop nuts). If the efficiency of a locking device is impaired, it must be renewed.

# PDI BULLETIN UPDATE SUMMARY

This summary highlights updates to the Predelivery Inspection for MY2013. It does not supersede procedures detailed further in this publication.

IMPORTANT: Technicians should read and apply all procedures in this PDI bulletin as applicable to model.

| APPLICABLE TO | UPDATE DESCRIPTION | REFERENCE |
|---|---|---|
| LTD models | Procedures for the LTD models added | Procedures taken from PDI Bulletin 2012-002 (LTD). No change from that bulletin.<br>– Vehicle Removal from Crate<br>– Parts to be Installed<br>– Shock Absorber Identification<br>– Rear Shock Absorber Installation<br>– Front Shock Absorber Installation<br>– Cage Installation<br>– Seat Belt Installation<br>– Sport Visor<br>– Rear Wind Screen<br>– Roof Middle Section<br>– Rear Speakers<br>– Half Windshield<br>– Mirrors<br>– Air Controlled Suspension (ACS)<br>– Technical Specifications |
| All Models | Crate cover removal updated | Uncrating — Crate cover removal |
| | Battery installation revised | Parts to be installed — Battery Installation |
| | Tail gate installation added | Parts to be installed — Tail gate installation |
| | Technical specifications data updated | Technical specifications |

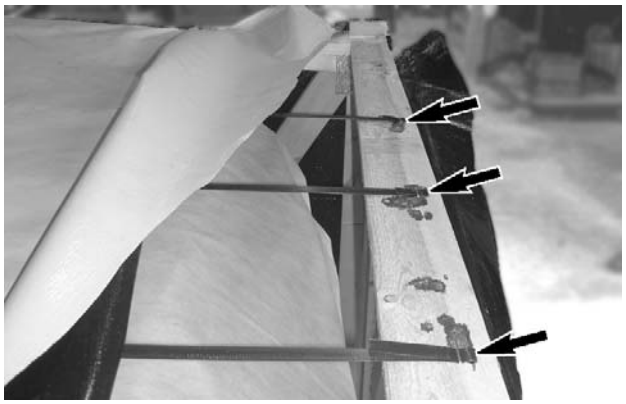
# UNCRATING

## Crate Cover Removal

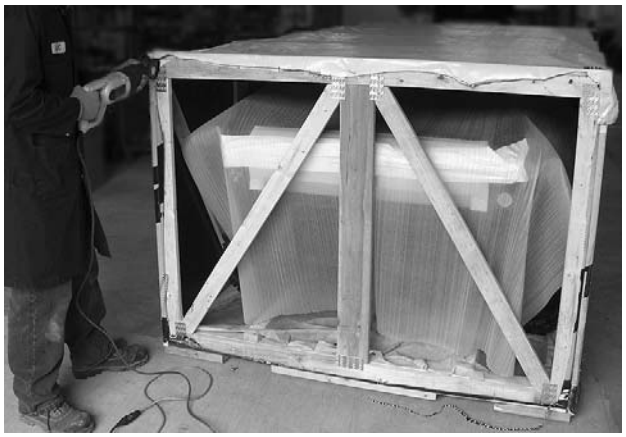
1. Carefully lay the crate on its bottom on a firm, level surface.

***NOTICE*** Allowing the crate to drop may cause serious damages to vehicle.

2. Remove all screws retaining crate cover to crate base. Use a Robertson screwdriver #2.
3. Carefully cut both ends of crate tarpaulin to locate the rear of vehicle.
4. Cut straps on the top of crate.




5. Remove the rear end cover.

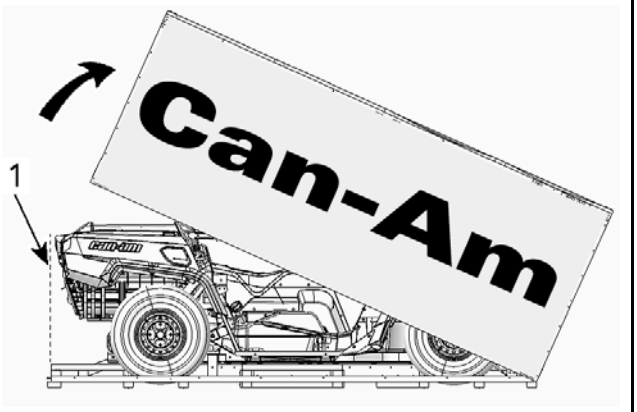



*REMOVING REAR END COVER*

6. Assisted by another person, tilt the top cover.

**NOTICE**

**Remove rear end cover BEFORE top cover.**



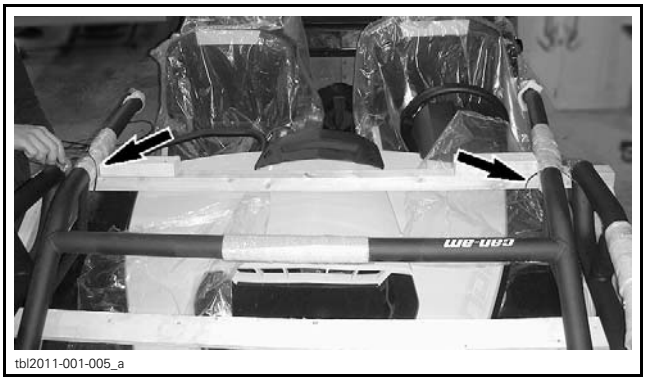

1. Rear end cover removed

## Vehicle Removal from Crate (All except LTD)

1. Remove protective wrapping from the vehicle.


*1. Protective wrapping*

2. Remove both sections of the cage from vehicle.
   2.1 Cut locking ties securing both sections together.




   2.2 Remove screws securing the rear section of the cage to wood frame.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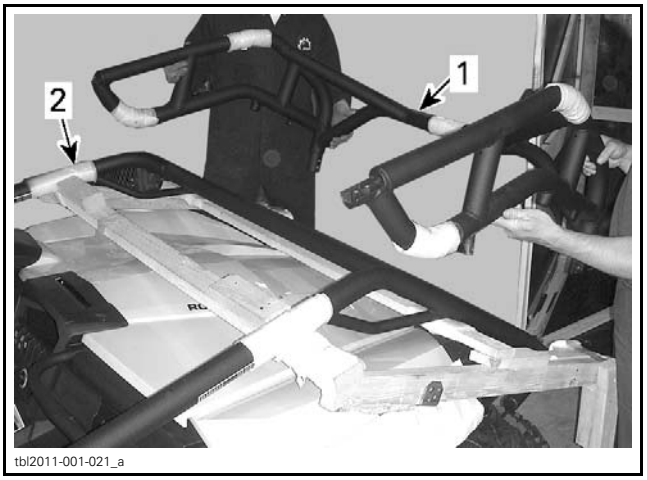
tbl2011-001-007_a

2.3 Remove rear and front sections of cage from vehicle.



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*1. Rear section of cage*
*2. Front section of cage*

3. Remove screws retaining wood frame to steel supports.


tbl2011-001-010_a

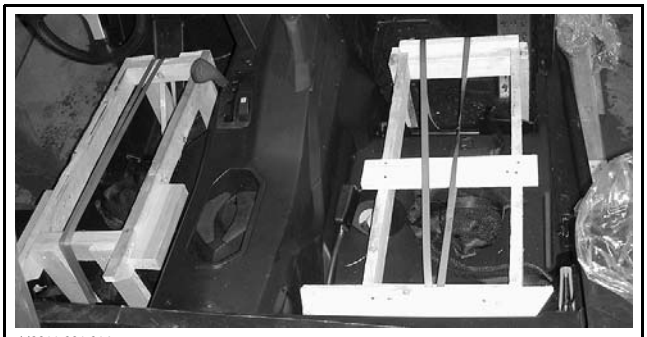
4. Move the wood frame forward and remove it.
5. Remove steel supports from the front fenders. Discard bolts and support.


tbl2011-001-009

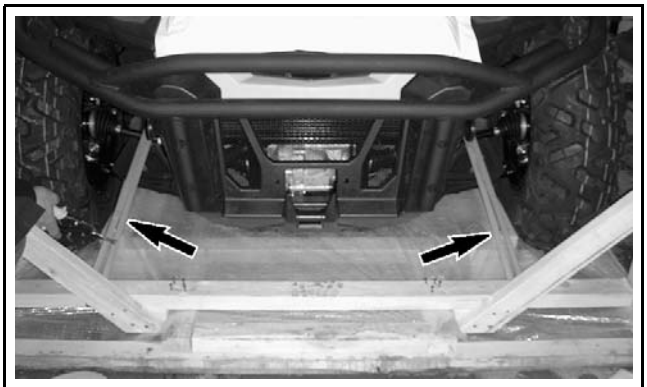
6. Remove seats from vehicle.
   6.1 Remove screw securing the top of the backrest to wood support.


tbl2011-001-013

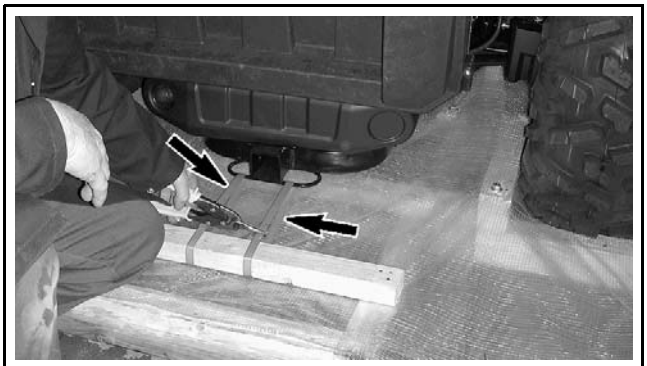
   6.2 Lift the bottom of the seat and remove seat from vehicle.
7. Cut retaining straps and remove wood support.


tbl2011-001-014

8. Cut front and rear straps retaining the vehicle to crate base.

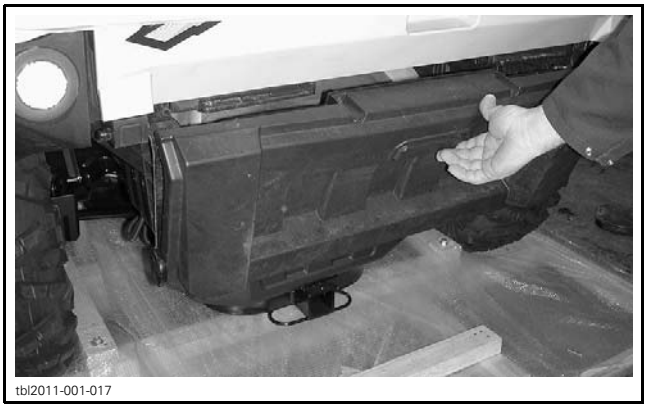

tbl2011-001-015_a

*FRONT OF VEHICLE*


tbl2011-001-016_a

*REAR OF VEHICLE*

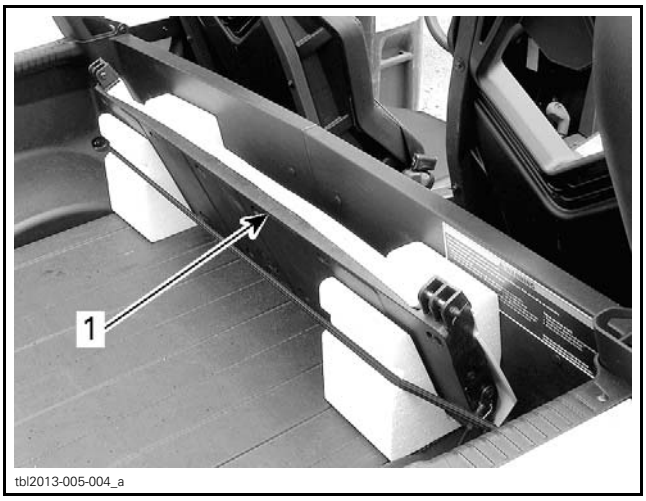
9. Remove parts from the rear cargo lower compartment.


tbl2011-001-017

*TYPICAL*

Unlatch tail gate and discard bungee cord and packing material.

Remove tail gate from cargo box.



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*1. Tail gate*

10. Cut the front and rear of crate base.

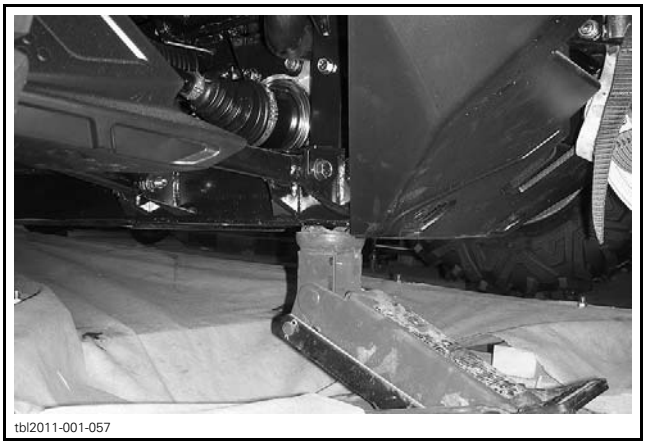

tbl2011-001-055

*FRONT OF VEHICLE*

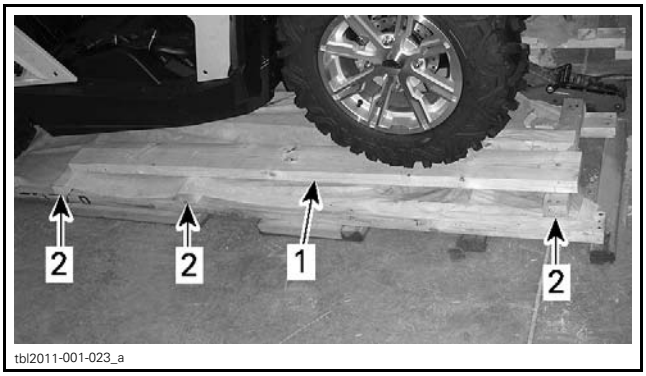

tbl2011-001-056

*REAR OF VEHICLE*

11. Prepare 4 pieces of wood:
    - 2 pieces of 2x6 by 1.78 m (70 in)
    - 2 pieces of 2x6 by 1.27 m (50 in)
12. Install the jack under a frame member, in line with a suspension arm.


tbl2011-001-057

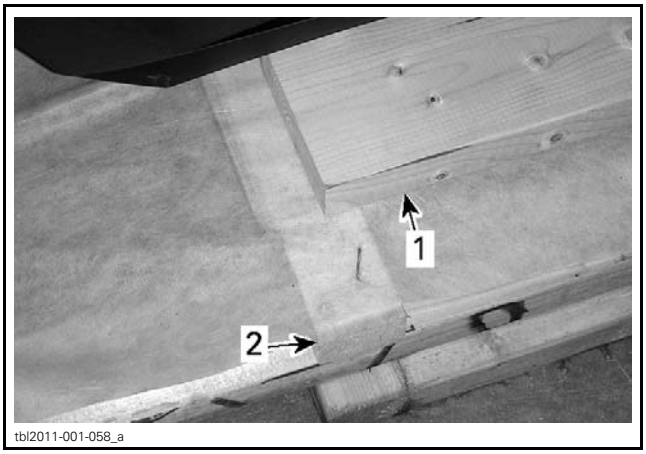
13. Lift the front of vehicle just enough to place the pieces of wood (1.78 m (70 in)) between wheel and base crate, as illustrated below.



tbl2011-001-023_a

*1. 2x6 by 1.78 m (70 in)*
*2. Crate braces*

NOTE: Position the 2x6 over crate braces. The rear of the 2x6 must be halfway on brace.



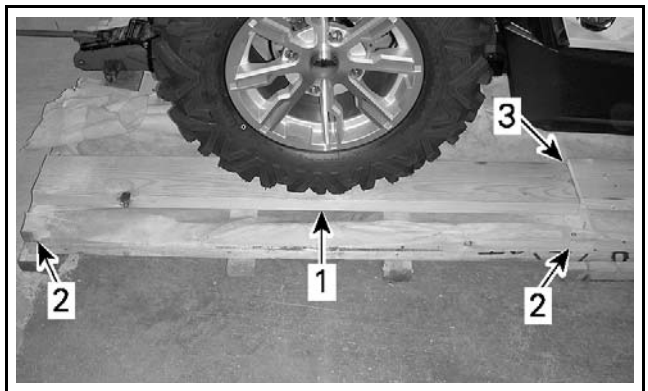
tbl2011-001-058_a

*1. 2x6*
*2. Crate braces*

14. Lower the front of the vehicle and repeat the procedure at the rear.
    14.1 Place the jack under the hitch to lift the rear of the vehicle.


tbl2011-001-059

    14.2 Position the 2x6 on crate braces. Place both 2x6 end to end.



tbl2011-001-060_a

*1. 2x6 by 1.27 m (50 in)*
*2. Crate braces*
*3. Pieces of wood end to end*

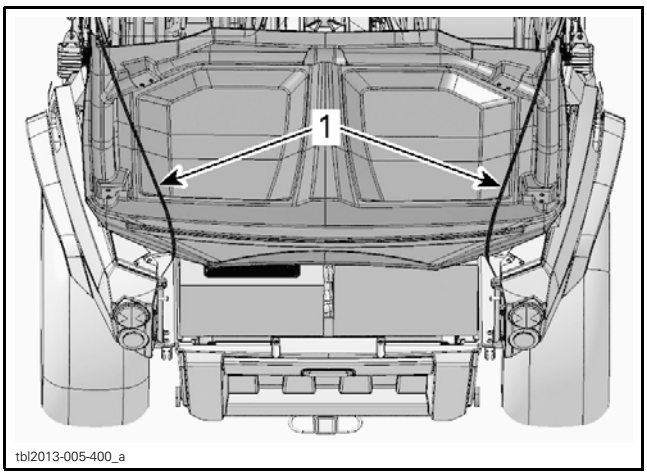
15. Lower the vehicle.
16. Place the shift lever on N position and carefully move the vehicle forward out of the crate base.
17. Position the shifter lever on PARK and install the required parts and accessories. Refer to *PARTS TO BE INSTALLED*.

## Vehicle Removal from Crate (All LTD Models)

1. Remove protective wrapping from the vehicle.


*1. Protective wrapping*

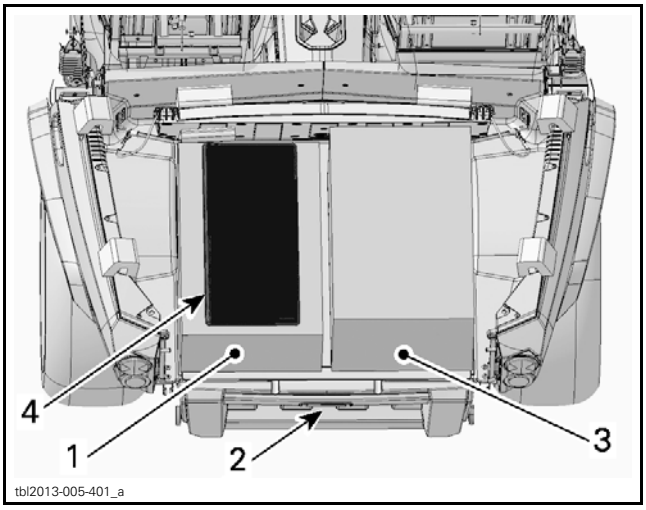
2. Remove bungees securing the roof middle section on rear cargo box.




*1. Bungees*

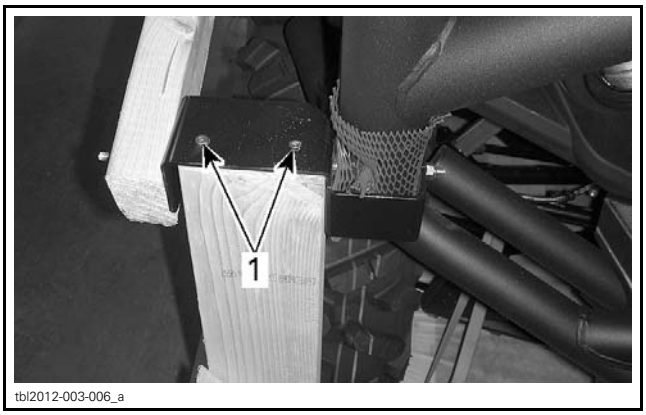
3. Remove the roof middle section, the rear wind screen and the predelivery box #1from the cargo box.

NOTE: On CE models, also remove the predelivery box #3.

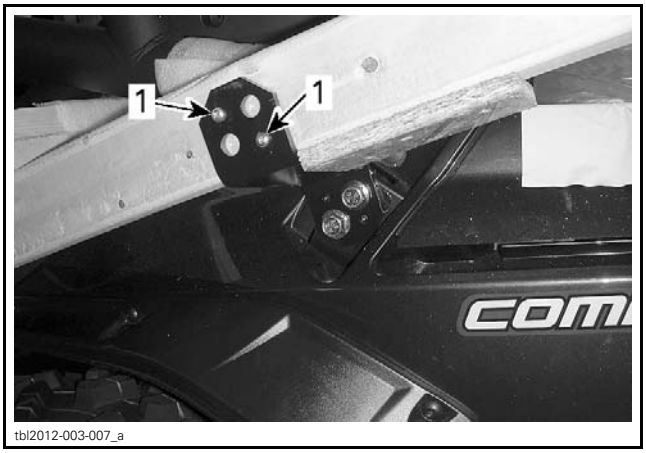



*1. Predelivery box #1*
*2. Predelivery box #2*
*3. Predelivery box #3 (CE models only)*
*4. Rear wind screen*

4. Remove cage from vehicle.
   4.1 Remove all screws (square head) retaining cage section support.
      – Two front brackets (4 screws)
      – Two lateral brackets (4 screws)
   4.2 Carefully remove the cage section support from vehicle crate.



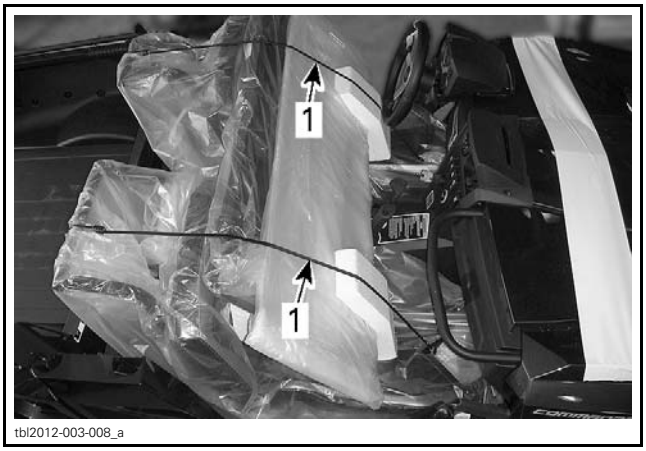

*TYPICAL – FRONT RH SIDE OF VEHICLE*
*1. Retaining screws*




*TYPICAL – LH SIDE OF THE VEHICLE*
*1. Retaining screws*

5. Remove steel supports from the front fenders. Discard bolts and support.

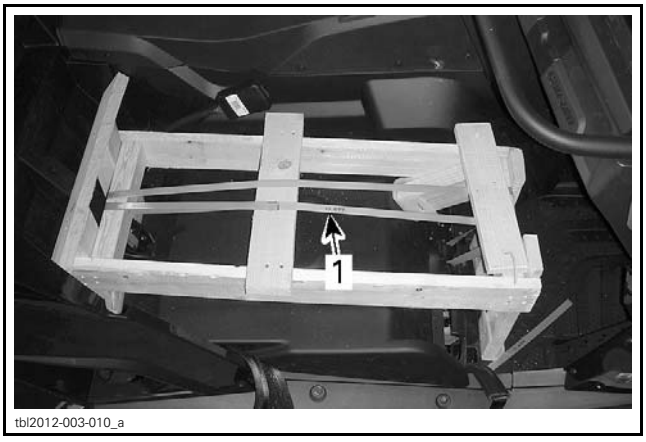

6. Detach bungees retaining half windshield and sport visor to seats.




*1. Bungees*

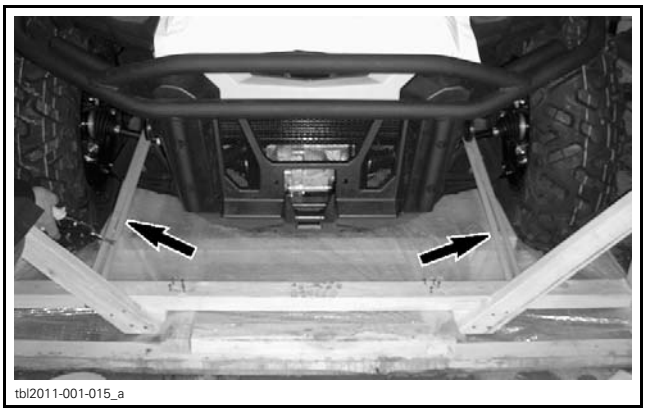
7. Remove seats from vehicle.
   - 7.1 Cut locking ties securing the headrest to the wood support.
   - 7.2 Lift the bottom of the seat and remove seat from vehicle.


8. Cut retaining straps and remove wood supports.

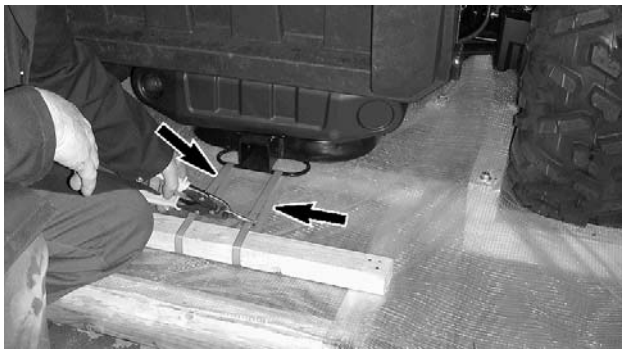



*TYPICAL – PASSENGER SIDE*
*1. Retaining strap*

9. Cut front and rear straps retaining the vehicle to crate base.




*FRONT OF VEHICLE*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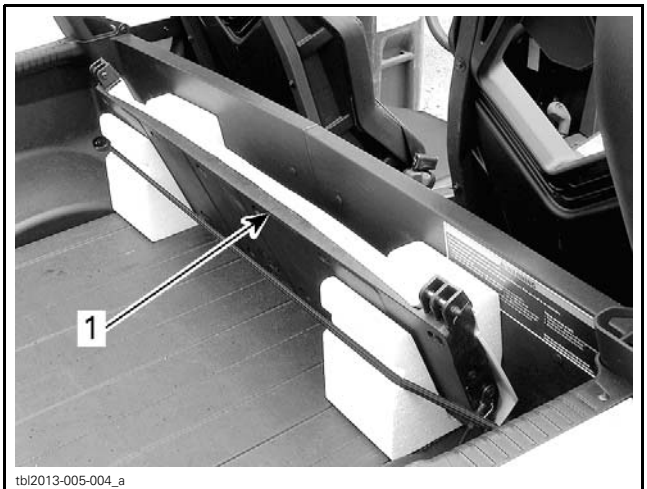
*REAR OF VEHICLE*

10. Remove parts from the rear cargo lower compartment.
    – Predelivery box #2
    – GPS.


tbl2011-001-017

Unlatch tail gate and discard bungee cord and packing material.

Remove tail gate from cargo box.



tbl2013-005-004_a

*1. Tail gate*

11. On CE models, remove mirrors from the glove box.
12. Cut the front and rear of crate base.


tbl2011-001-055

*FRONT OF VEHICLE*

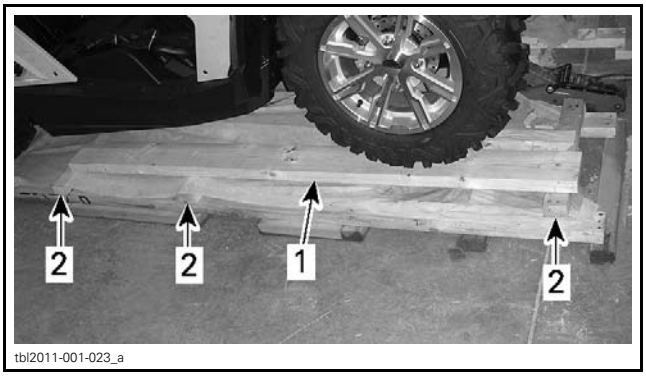

tbl2011-001-056

*REAR OF VEHICLE*

13. Prepare 4 pieces of wood:
    – 2 pieces of 2x6 by 1.78 m (70 in)
    – 2 pieces of 2x6 by 1.27 m (50 in)
14. Install the jack under a frame member, in line with a suspension arm.


tbl2011-001-057

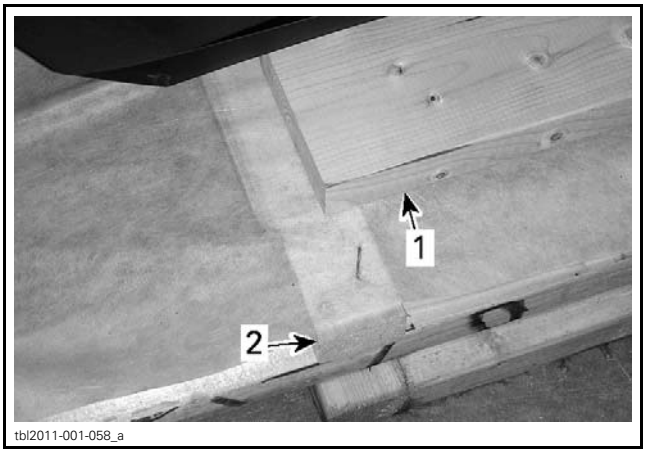
15. Lift the front of vehicle just enough to place the pieces of wood (1.78 m (70 in)) between wheel and base crate, as illustrated below.



tbl2011-001-023_a

*1. 2x6 by 1.78 m (70 in)*
*2. Crate braces*

NOTE: Position the 2x6 over crate braces. The rear of the 2x6 must be halfway on brace.



tbl2011-001-058_a

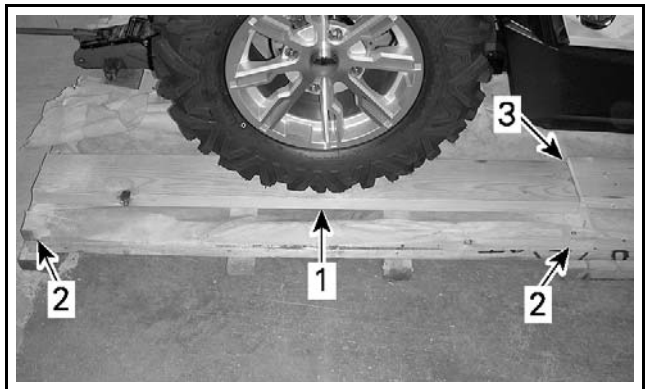
*1. 2x6*
*2. Crate braces*

16. Lower the front of the vehicle and repeat the procedure at the rear.

    16.1 Place the jack under the hitch to lift the rear of the vehicle.


tbl2011-001-059

    16.2 Position the 2x6 (1.27 m (50 in)) on crate braces. Place both 2x6 end to end.



tbl2011-001-060_a

*1. 2x6 by 1.27 m (50 in)*
*2. Crate braces*
*3. Pieces of wood end to end*

17. Lower the vehicle.
18. Place the shift lever on N position and carefully move the vehicle **forward** out of the crate base.
19. Position the shifter lever on PARK and install the required parts and accessories. Refer to *PARTS TO BE INSTALLED*.

# PARTS TO BE INSTALLED

Ensure that the following parts are provided with the vehicle.

| ALL EXCEPT LTD | |
|---|---|
| DESCRIPTION | QTY |
| Tail gate | 1 |
| Front shock absorber kit | 1 |
| Rear shock absorber kit | 1 |
| Shoulder guard | 2 |
| Predelivery kit | 1 |
| Can-Am decal (X model only) | 1 |
| Mudguard kit (CE models only) | 1 |
| Mirrors (CE models only) | 1 |

| LTD MODELS | | |
|---|---|---|
| PARTS | LOCATION | QTY |
| Tail gate | In the cargo box | 1 |
| Predelivery box #1 | In the cargo box | 1 |

| LTD MODELS | | |
|---|---|---|
| PARTS | LOCATION | QTY |
| Predelivery box #2 | Inside lower cargo box | 1 |
| GPS | Inside lower cargo box | 1 |
| Mirrors (CE models only) | Inside glove box | 1 |
| Roof middle section | In the cargo box | 1 |
| Rear wind screen | In the cargo box | 1 |
| Half windshield | Inside vehicle, on seats | 1 |
| Sport visor | Inside vehicle, on seats | 1 |
| Rear speakers | Inside predelivery box #1 | 1 |
| Predelivery box #3 | In the cargo box | 1 |

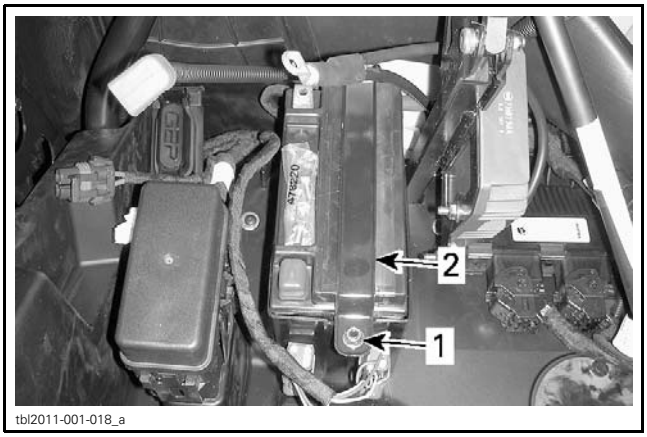
# Battery

## Battery Removal

**⚠ WARNING**

**Battery BLACK (–) lead must always be disconnected first and connected last. Never charge or boost battery while installed on vehicle.**

1. From underneath dash, unscrew battery holder retaining nut.
2. Remove battery holder.




tbl2011-001-018_a

*1. Bracket retaining nut*
*2. Battery holder*

3. Remove the battery. Keep the bag with battery fastener for installation.

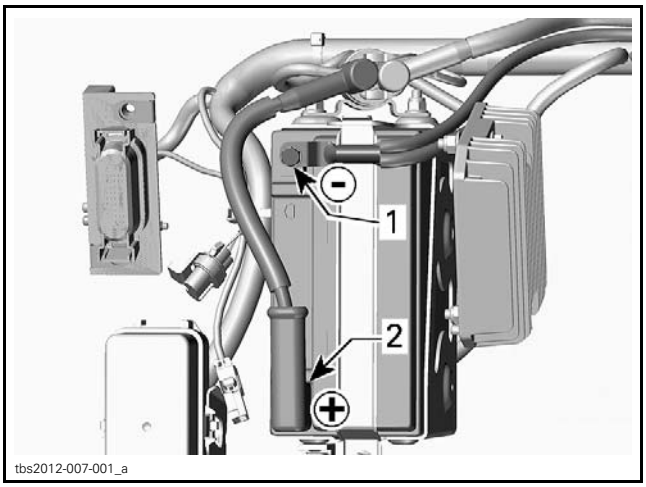
## Battery Preparation

**Refer to the *CAN-AM SIDE-BY-SIDE VEHICLES BATTERIES ACTIVATION, CHARGING AND MAINTENANCE BULLETIN (2013-1)* and to instructions notice attached to battery for proper activating, charging and maintenance procedure.**

## Battery Installation

NOTE: The battery should be installed only when properly activated and charged.

1. Install the battery in its rack.
2. **Make sure to position the negative POST upwards.**

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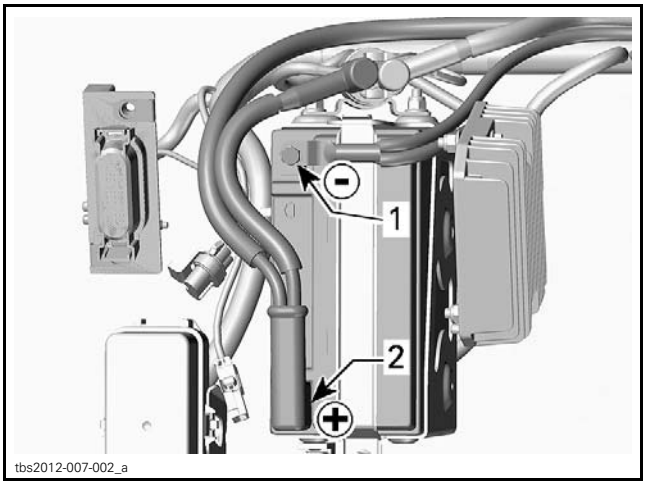
*ALL EXCEPT XT AND LTD*
*1. Negative cables (Black)*
*2. Positive cable (Red)*




tbs2012-007-002_a

*XT AND LTD*
*1. Negative cables (Black)*
*2. Positive cables (Red)*

3. Install battery holder and tighten the retaining nut.

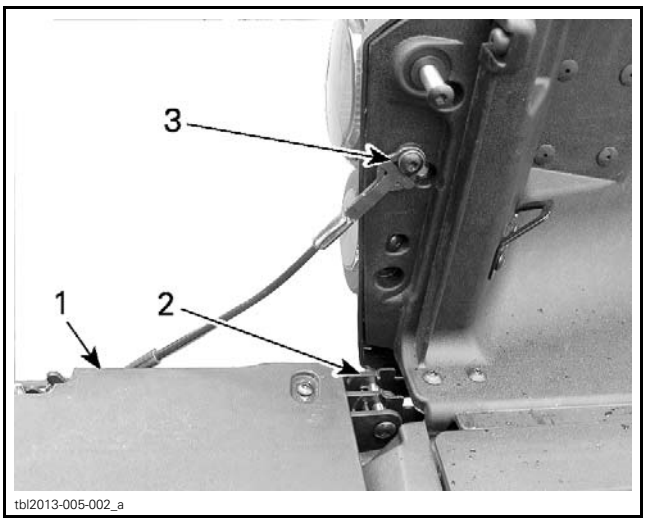
| PARTS | TORQUE |
|---|---|
| Battery holder nut | 10 N•m (89 lbf•**in**) |

4. Connect the RED (+) lead using provided screw and nut.
5. Connect the BLACK (–) lead on the top post.

## Tail Gate Installation

Install tail gate to cargo box.

Secure tail gate to cargo box hooks.




*1. Tail gate*
*2. Secure into hooks*
*3. Secure both straps*

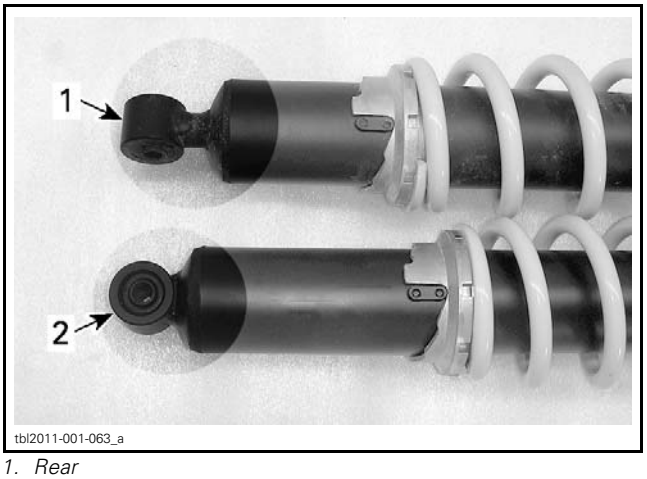
## Shock Absorber Installation

### Shock Absorbers Identification

When installing shock absorbers, make sure not to mix front and rear shock absorbers.

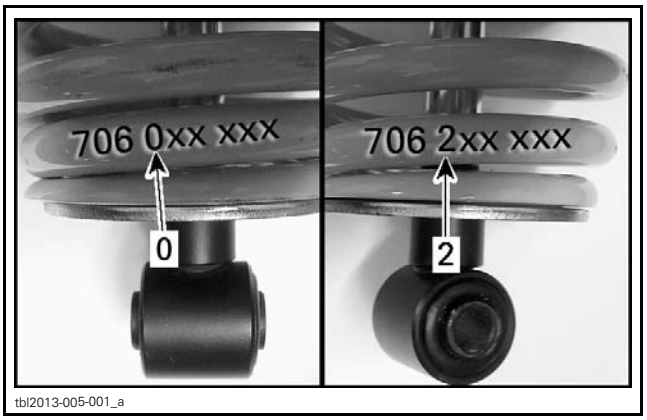
#### *All except X Models*

Front and rear shock absorbers can be easily identified by **comparing the lower attachment point**.




*1. Rear*
*2. Front*

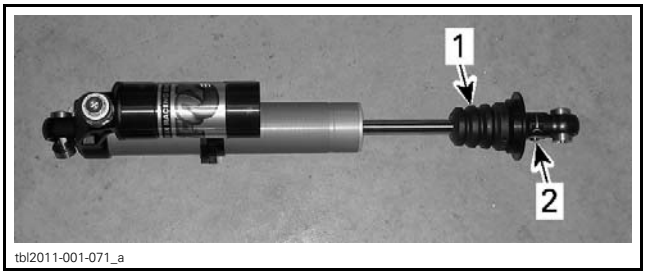
Also, the 4th digit of the spring part number indicates its mounting location.



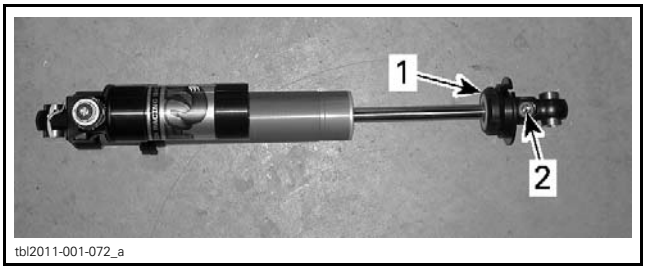

*0 = Rear*
*2 = Front*

#### *X Models*

Front and rear shock absorbers can be easily identified by **comparing the bottom bumper and the position of the low speed compression adjuster**.




*FRONT – SPRING REMOVED FOR CLARITY*
*1. Long bumper*
*2. Low speed compression adjuster on the side*




*REAR – SPRING REMOVED FOR CLARITY*
*1. Short bumper*
*2. Low speed compression adjuster on the top*

#### *LTD Models*

Front and rear shock absorbers can be easily identified by **comparing the length of air hoses**.

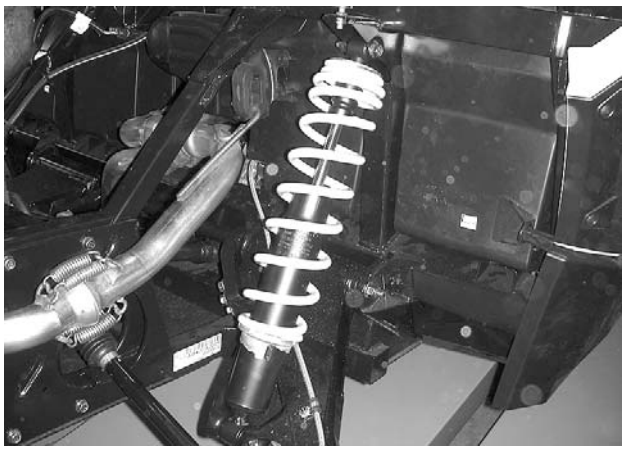
| FRONT | |
|---|---|
| Short air hose on reservoir side |  |

| REAR | |
|---|---|
| Long air hose on the opposite side of reservoir |  |

## Rear Shock Absorber Installation

1. Block front wheels.
2. Loosen wheel lug nuts.
3. Open cargo box.
4. Place the jack under the hitch and lift the rear of vehicle.
5. Install jack stands to support the vehicle.
6. Remove wheels.
7. Remove the suspension bracket. Discard bolts and nuts.
8. Install shock absorbers.

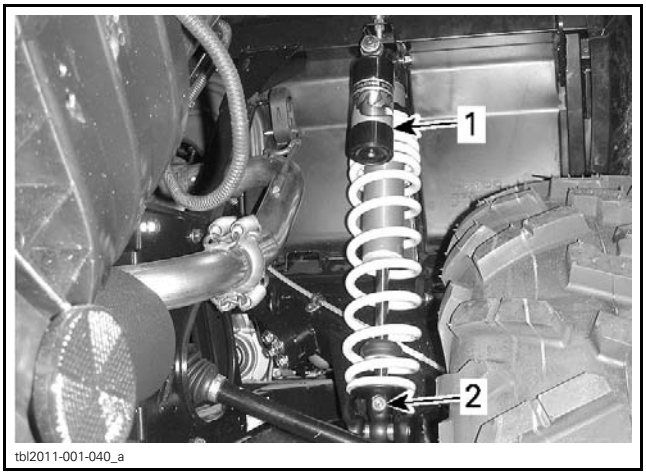
| PDI KIT PARTS | QTY |
|---|---|
| M10 x 55 hexagonal flange bolts | 4 |
| M10 elastic flange nuts | 4 |




*STD AND XT MODELS*

### *X Model*

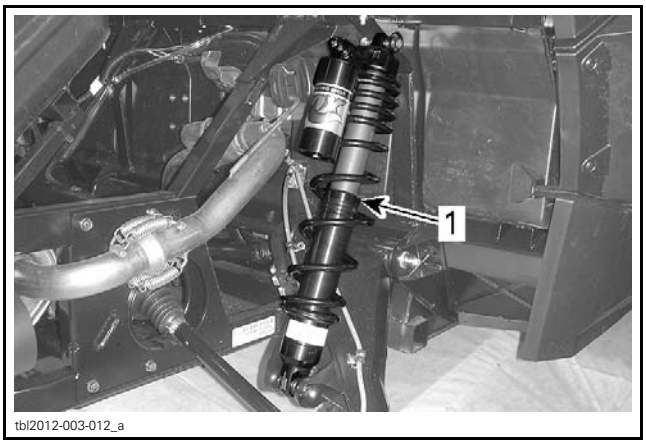
Place the reservoir rearwards.




*X MODEL*
1. *Reservoir facing rearward*
2. *Low speed compression adjuster facing rearward*

### *LTD Models*

9. Install shock absorbers with the reservoir rearwards.



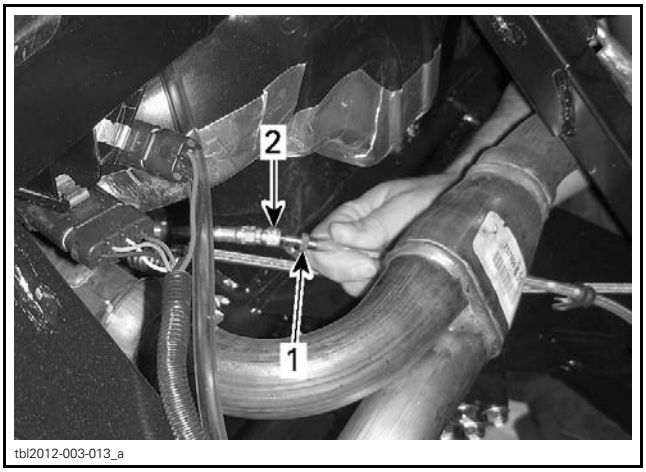

*TYPICAL – RH REAR SHOCK ABSORBER*

### *All Models*

| PARTS | TORQUE |
|---|---|
| Shock absorber nuts | 48 N•m (35 lbf•ft) |

### *LTD Models*

10. Connect shock absorber hoses to vehicle air supply hoses.



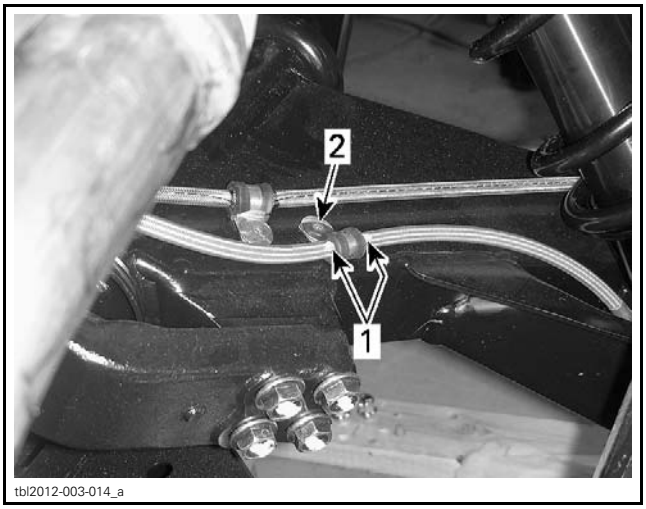
tbl2012-003-013_a

*TYPICAL*
1. *RH shock absorber hose*
2. *Vehicle air supply hose*

| TORQUE | |
|---|---|
| Air supply hose | 6 N•m (53 lbf•**in**) |

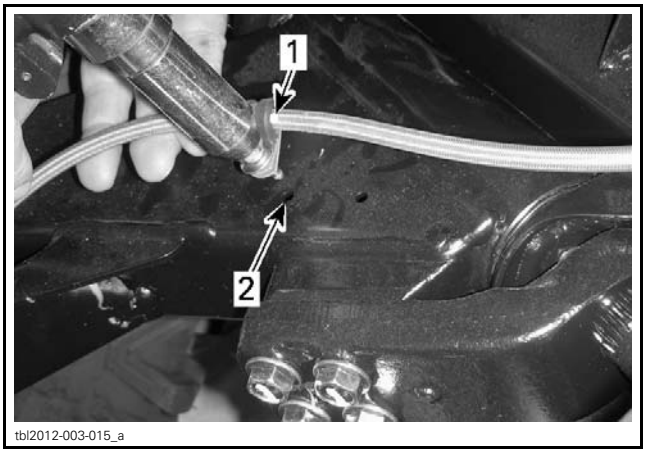
11. Secure shock absorber hoses to trailing arms. Ensure to position hose clamp between YELLOW dots.

| PDI KIT PARTS | QTY |
|---|---|
| Rivets | 2 |



tbl2012-003-014_a

***RH SIDE OF VEHICLE***
1. *YELLOW dots*
2. *Rivet from PDI kit*



tbl2012-003-015_a

***LH SIDE OF VEHICLE***
1. *YELLOW dot*
2. *Install the rivet in this hole*

### *All Models*

12. Clean brake disc. Use the XPS BRAKES AND PARTS CLEANER (P/N 219 701 705) and a clean rag.

**NOTICE** **A thin layer of anticorrosion product can be present on the brake disc and must be removed before using the vehicle. Not conforming to this procedure may lead to a brake chattering and the brake pads replacement would be necessary to solve the problem.**

13. Install wheels.
14. Lower the vehicle and remove the jack.
15. Tighten wheel lug nuts as per the following sequence.

| PARTS | TORQUE |
|---|---|
| Wheel lug nuts | 100 N•m (74 lbf•ft) |

tbl2012-003-016_a

***TYPICAL***

16. Close the cargo box.

## Front Shock Absorber

1. Block rear wheels.
2. Loosen wheel lug nuts.
3. Lift the front of vehicle and support it securely.
   - 3.1 Insert the jack under the vehicle by the side, behind front wheels.
   - 3.2 Place the jack under the central beam.
   - 3.3 Lift the front of vehicle.
4. Remove front wheels.

NOTE: Wheels removal is not necessary but allows more room.

5. Remove the suspension brackets. Discard bolts and nuts.
6. Install shock absorbers.

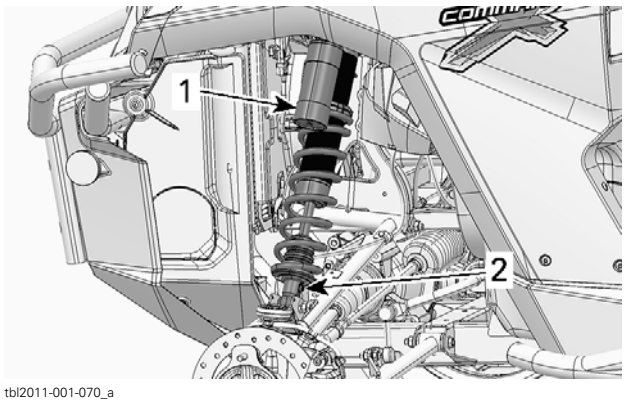
### *All except LTD*

NOTE: Make sure to position nuts rearward.

| PDI KIT PARTS | QTY |
|---|---|
| M10 x 55 hexagonal flange bolts | 4 |
| M10 elastic flange nuts | 4 |


*STD, DPS AND XT MODELS*

NOTE: On **X model**, place the reservoir outwards.




*X MODELS — LH SIDE OF THE VEHICLE*
1. *Reservoir facing outside*
2. *Low speed compression adjuster facing rearward*

| PARTS | TORQUE |
|---|---|
| Shock absorber nuts | 48 N•m (35 lbf•ft) |

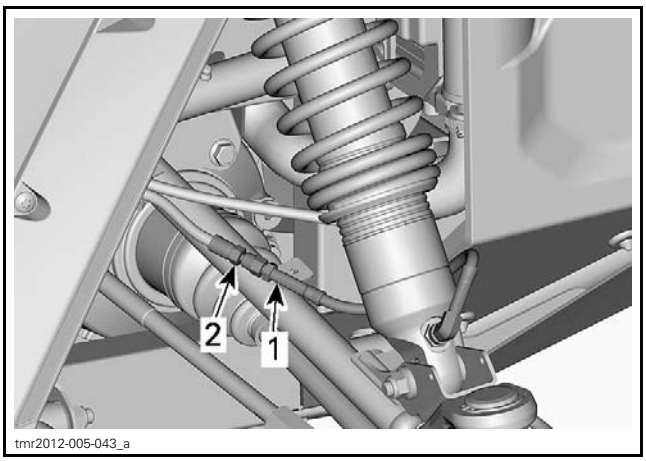
### *LTD Models*

7. Install the front shock absorbers.
   - 7.1 Install shock absorbers with the reservoir outwards.
   - 7.2 Secure shock absorbers using the following fasteners.

| PDI KIT PARTS | QTY |
|---|---|
| M10 x 55 hexagonal flange bolts | 2 |
| M10 elastic flange nuts | 2 |

| TIGHTENING TORQUE | |
|---|---|
| Shock absorber nuts | 48 N•m (35 lbf•ft) |

   - 7.3 Route the hoses in front of the shock absorbers.
   - 7.4 Connect the shock absorber hoses to vehicle air supply hoses.

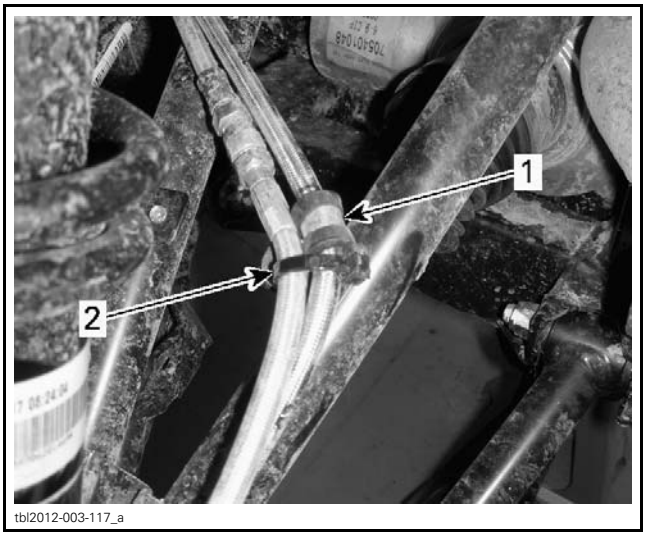



*TYPICAL – RH SIDE SHOWN*
1. *Shock absorber hose*
2. *Vehicle air supply hose*

| TIGHTENING TORQUE | |
|---|---|
| Air supply hose | 6 N•m (53 lbf•**in**) |

   - 7.5 Secure shock absorber hoses to brake hoses using locking ties.

| PDI KIT PARTS | QTY |
|---|---|
| Locking ties | 2 |




*TYPICAL – RH SIDE SHOWN*
1. *Brake hose retaining clamp*
2. *Locking tie*

### *All Models*

8. Clean brake disc. Use the XPS BRAKES AND PARTS CLEANER (P/N 219 701 705) and a clean rag.

**NOTICE** **A thin layer of anticorrosion product can be present on the brake disc and must be removed before using the vehicle. Not conforming to this procedure may lead to a brake chattering and the brake pads replacement would be necessary to solve the problem.**

9. Install wheels.
10. Lower the vehicle.
11. Tighten wheel lug nuts as per the following sequence.

| PARTS | TORQUE |
|---|---|
| Wheel lug nuts | 100 N•m (74 lbf•ft) |


*TYPICAL*

## ► Cage Installation ◄

1. Assemble the cage.

| PDI KIT PARTS | QTY |
|---|---|
| M10 x 30 TORX screws | 4 |

NOTE: DO NOT TIGHTEN screws until installation is completed.

2. On **X model**, install the Can-Am decal on the front tube of cage.
   2.1 Clean the right portion of the front tube.
   2.2 Install the decal.

| DECAL POSITION |
|---|
| 100 mm (4 in) from right tube |

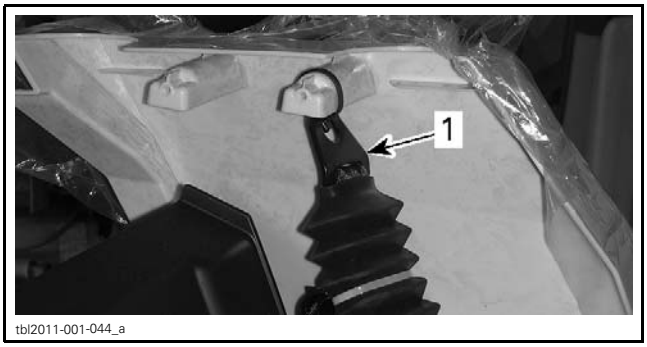

3. Open the rear cargo box.
4. On both side of vehicle, remove support plates.

NOTE: Keep screws for reinstallation.


*LH SIDE OF VEHICLE SHOWN*
1. *Support plate*

5. Cut locking ties securing the seat belts.

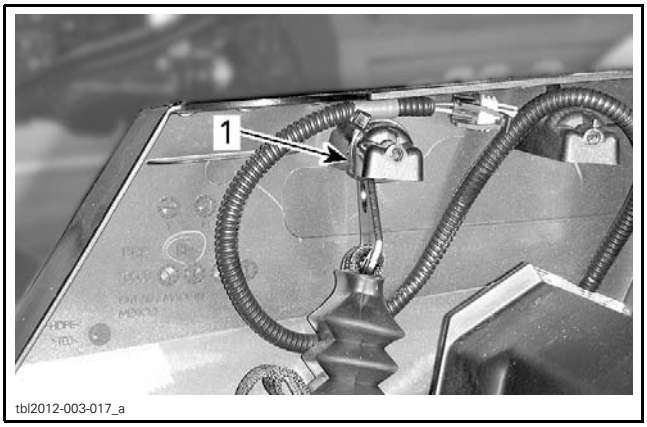
*All except LTD*




*LH SIDE OF VEHICLE SHOWN*
*1. Seat belt attachment*

*LTD Models*

6. Cut locking ties securing the seat belts. Do not remove the piece of tape holding the wiring harness.




*LH SIDE OF VEHICLE SHOWN*
*1. Seat belt attachment*

7. Using a hoist, lift the cage assembly over the vehicle and carefully position it on vehicle. Insert the rear of cage first.

NOTE: As an alternate method, one person at each attachment point can position the cage on the vehicle.

**⚠ CAUTION To avoid injury or vehicle damages, never handle the cage alone.**


8. Secure the cage to vehicle.

| PDI KIT PARTS | QTY |
|---|---|
| M10 x 30 TORX screws | 8 |

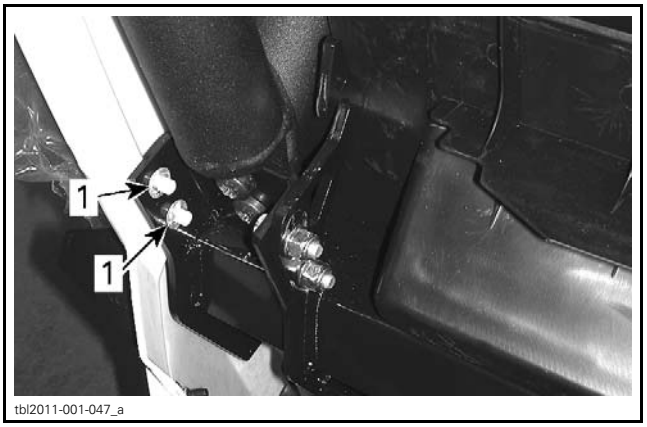

*TYPICAL — RH FRONT CAGE ATTACHMENT POINT*


*TYPICAL — RH REAR CAGE ATTACHMENT POINT*
*1. M10 x 30 TORX screws*

9. Tighten all cage screws.
   - Front attachment points
   - Rear attachment points
   - Joints between front and rear portion of cage.

| PARTS | TORQUE |
|---|---|
| M10 x 30 TORX screws | ▶ 60 N•m (44 lbf•ft) ◀ |

10. Secure rear lateral panels using **NEW** push nuts (from PDI kit).

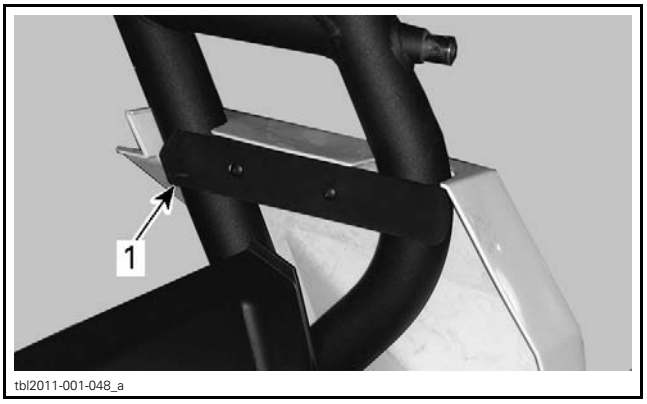



*TYPICAL*
*1. Push nuts*

### *All except LTD*

11. Install support plates to retain the top of the rear lateral panels.

| PARTS | TORQUE |
|---|---|
| K50 x 16 TORX screws (previously removed) | Hand torque only |




*LH SIDE OF VEHICLE SHOWN*
*1. Support plate*

### *LTD Models*

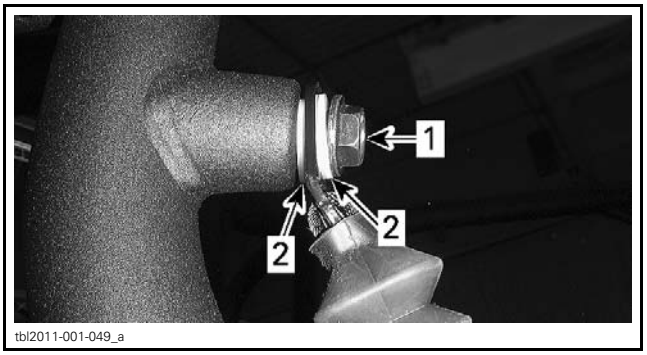
Do not install support plates now. They will be removed to connect rear speakers.

## Seat Belt Installation (All except CE Models)

1. Cut locking tie attaching seat belt.
2. Secure the seat belt to cage post.

| PDI KIT PARTS | QTY |
|---|---|
| 7/16-20 x 1 shoulder bolts | 2 |
| 7/16-20 elastic nuts | 2 |
| Nylon flat washers | 4 |

**NOTICE** Make sure belt is not twisted.

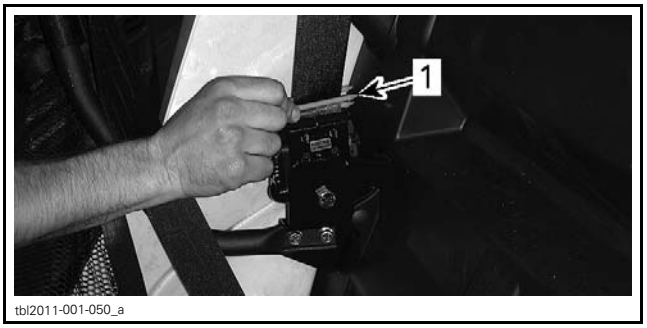



*1. Shoulder bolt*
*2. Nylon flat washer*

| PART | TORQUE |
|---|---|
| 7/16-20 x 1 shoulder bolts | 60 N•m (44 lbf•ft) |

### *LTD Models*

3. Remove and discard the ORANGE belt lock near seat belt mechanism.




*1. ORANGE belt lock*

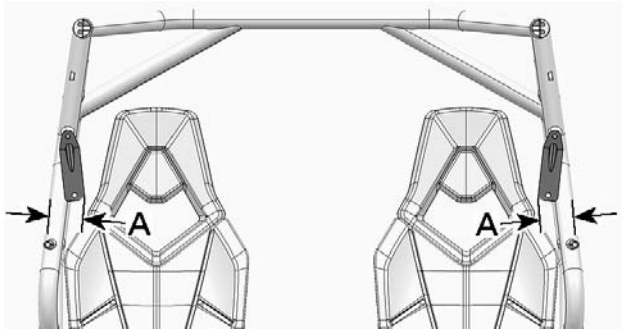
## Seat Belt Installation (CE Models)

1. Cut locking tie attaching seat belt.
2. Secure the seat belt to cage post.

| PDI KIT PARTS | QTY |
|---|---|
| 7/16-20 x 1 hexagonal flange bolts | 2 |
| 7/16-20 elastic nuts | 2 |

**NOTICE** Make sure belt is not twisted.

Position seat belt bracket as per the following illustration.



tbl2011-001-067_a

*A. Approximately 90 mm (3-17/32 in)*

| PART | TORQUE |
|---|---|
| 7/16-20 x 1 hexagonal flange bolts | 60 N•m (44 lbf•ft) |

3. Remove and discard the elastic retaining drive belt.

tbl2012-003-036_a

*1. Remove and discard this elastic*

## Shoulder Guard installation

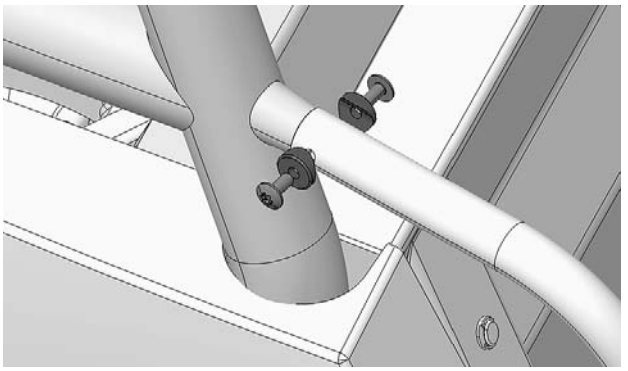
1. Slide shoulder guard into lateral net hoops.


tbl2011-0011-030

2. Install shoulder guard to frame.

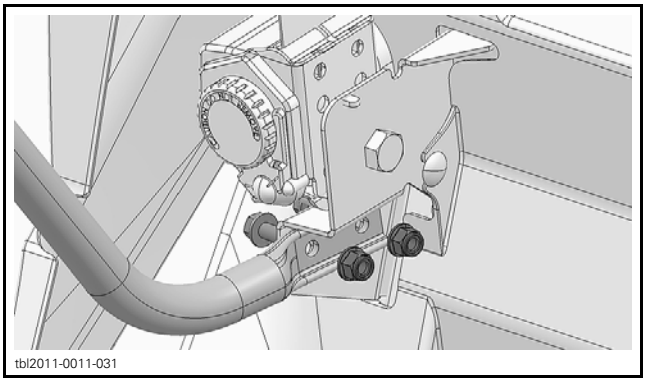
2.1 Secure the top of the shoulder guard.

| PDI KIT PARTS | QTY |
|---|---|
| M6 x 14 TORX screws | 2 |
| Support washers | 2 |


tbl2011-0011-032

2.2 Secure the bottom of the shoulder guard to seat belt mechanism bracket.

| PDI KIT PARTS | QTY |
|---|---|
| M8 x 20 hexagonal flange bolts | 2 |
| M8 elastic flange nuts | 2 |


tbl2011-0011-031

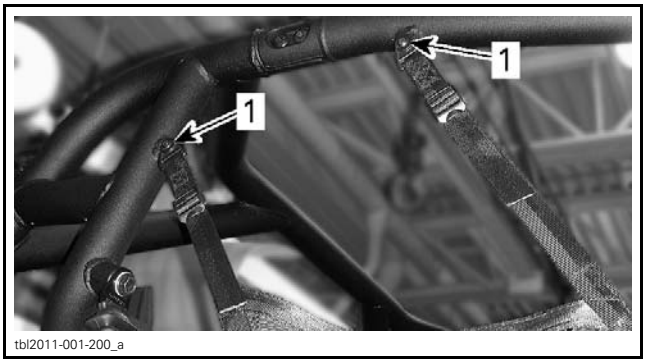
## Lateral Net Installation

1. Buckle the lateral net.


tbl2011-001-051

2. Attach the top of lateral net to the cage.

| PDI KIT PARTS | QTY |
|---|---|
| M5 x 14 TORX screws | 4 |



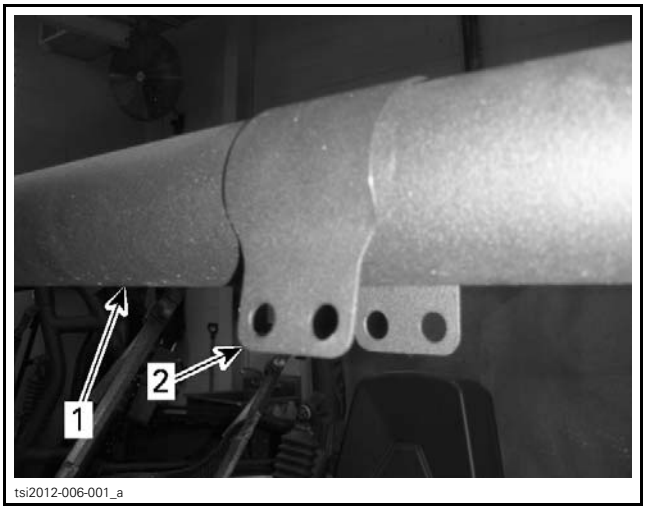
tbl2011-001-200_a

*1. M5 x 14 TORX screws*

3. Adjust the length of the lateral net straps.
4. Buckle off the lateral net.

## Central Mirror (LTD CE Models Only)

1. Install central mirror collar in the center of the front transversal cage tube.



tsi2012-006-001_a

*1. Front transversal cage tube*
*2. Central mirror collar*

2. Position central mirror bushing in the central mirror collar opening.

NOTE: Make sure rounded section of bushing is oriented towards rear of vehicle.

3. Tighten using clamp pliers to allow for insertion of retaining screws.

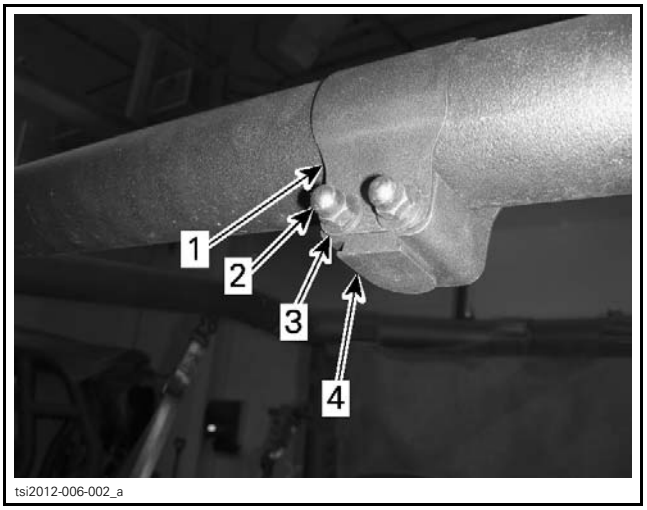

tsi2012-006-004_a

*TIGHTENED CENTRAL MIRROR COLLAR ONTO CENTRAL MIRROR BUSHING USING CLAMP PLIERS*

4. From inside of vehicle, insert a M6 X 45 Torx screw and secure with a cap nut to hold temporarily the central mirror bushing in place.
5. Install the second M6 X 45 Torx screw with a flat washer and a cap nut.
6. Remove previously installed domed nut from retaining screw holding central mirror bushing in place.
7. Install flat washer and reinstall domed nut.

| TORQUE | |
|---|---|
| M6 cap nut | 6 N•m (53 lbf•**in**) |

8. Remove clamp pliers.



tsi2012-006-002_a

*1. Central mirror collar*
*2. Cap nut*
*3. Flat washer*
*4. Central mirror bushing*

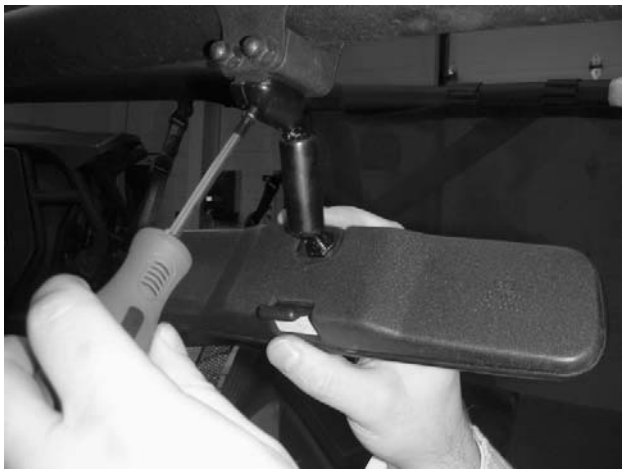
9. Loosen screw on central mirror to remove metal bushing.


tsi2012-006-007_a

*LOOSENING SCREW TO REMOVE THE METAL BUSHING*

10. Slide central mirror onto central mirror bushing.
11. Torque screw to specification.

| TORQUE | |
|---|---|
| Central mirror retaining screw | 2.5 N•m (22 lbf•**in**) |


tsi2012-006-003_a

*INSTALLING THE MIRROR*

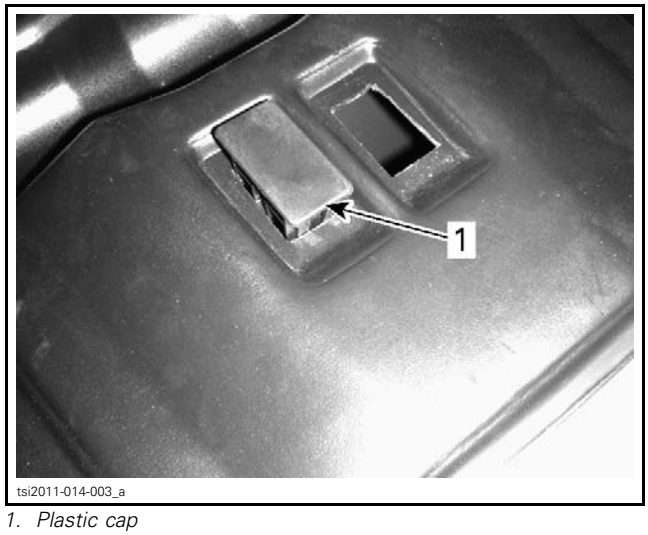
# Sport Visor (LTD Models)

| REQUIRED PARTS | QTY |
|---|---|
| Sport visor | 1 |
| Sport visor installation kit (from predelivery box #1) | 1 |

1. Place sport visor upside down on a non abrasive surface.


tsi2011-014-002

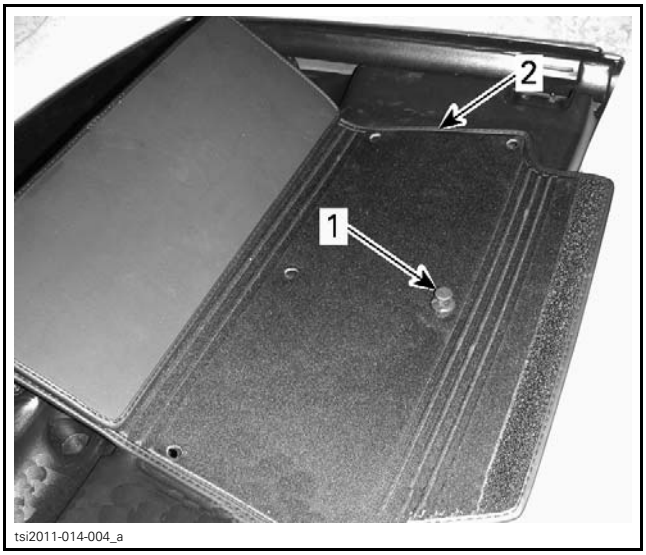
2. Install plastic caps into openings in sport visor if installed without lights. Otherwise refer to lights instruction sheets.



tsi2011-014-003_a

*1. Plastic cap*

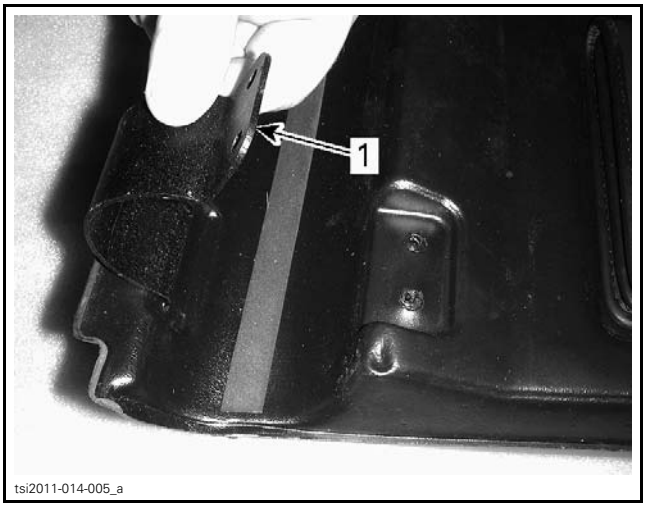
3. Install visors pockets on sport visor and secure with plastic rivets.



tsi2011-014-004_a

*1. Plastic rivet.*
*2. Visor pocket*

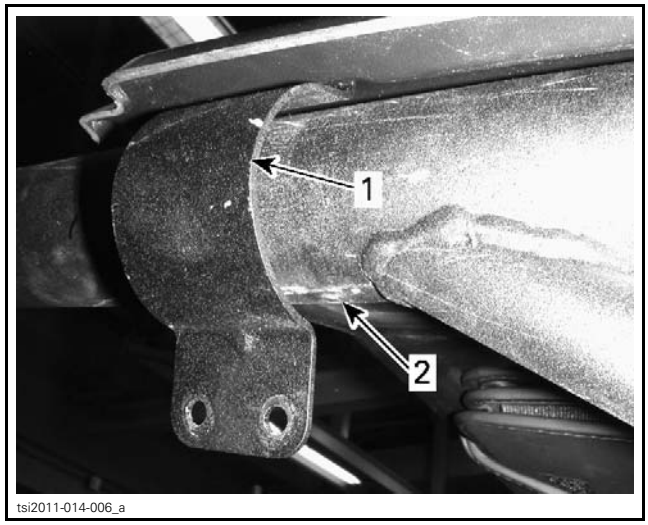
4. Install foam gasket on all rounded sections, previously cleaned with isopropyl alcohol, where sport visor will be in contact with cage tubes.
5. Install sport visor onto vehicle.
   5.1 Install open clamps into slot in sport visor.



tsi2011-014-005_a

*1. Open clamp*

   5.2 Pass open clamps around cage tubes.



tsi2011-014-006_a

*TYPICAL*
*1. Open clamp*
*2. Side cage tube*

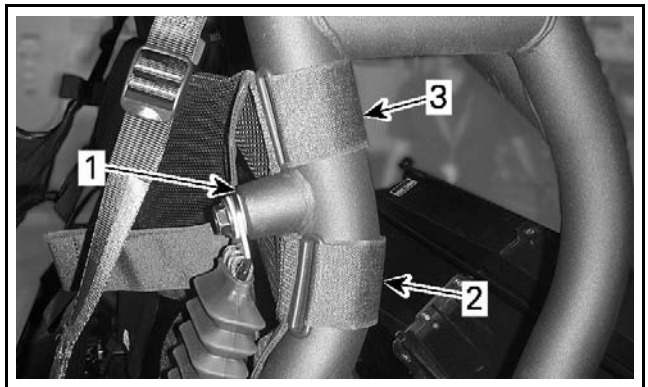
6. Secure sport visor with k50 screws into clamps.

| TORQUE | |
|---|---|
| Sport visor screws | 2.5 N•m (22 lbf•**in**) |

# Rear Wind Screen (LTD Models)

| REQUIRED PARTS | QTY |
|---|---|
| Rear wind screen | 1 |
| Rear wind screen installation kit (from predelivery box #1) | 1 |

1. Unfold rear wind screen.
2. Install the upper middle straps loosely around the rear upper cage tube to support the rear wind screen.
3. On both sides, secure the second strap below seat belt attachment point and the third strap above this point, as shown on the following illustration.



tbl2012-003-018_a

*1. Seat belt attachment point*
*2. Second strap*
*3. Third strap*

4. Attach all remaining straps to cage tube.

5. Secure rear wind screen hooks at the bottom of the seat belt mechanism attachment plate.


*1. Rear net hook*

6. Pull hook straps tight.
7. Secure lower section of rear wind screen.
   7.1 Remove the top middle screw, metallic flat washer and nut from the rear bulkhead.
   7.2 Using previously removed fasteners, secure the bottom of the rear wind screen against the bulkhead. Install the new plastic washer (from the rear net installation kit) between rear wind screen and screw head.
   7.3 Tighten screw to specification.

| TORQUE | |
|---|---|
| Bulkhead screw | 10 N•m (89 lbf•**in**) |

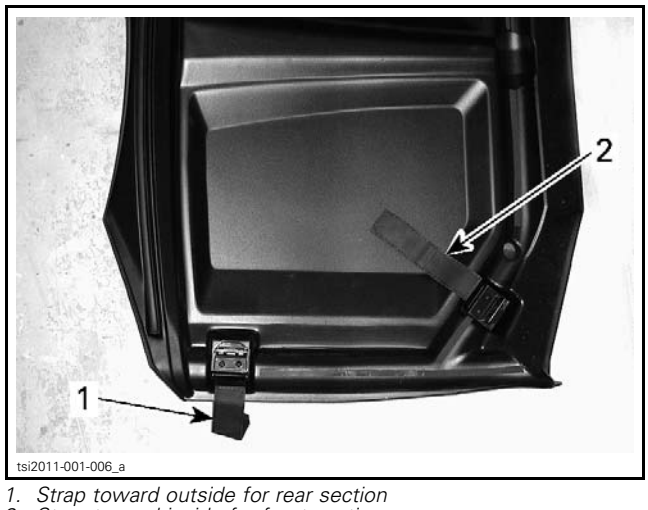
## Roof Middle Section (LTD Models)

| REQUIRED PARTS | QTY |
|---|---|
| Roof middle section | 1 |
| Roof middle section installation kit (from predelivery box #1) | 1 |

1. Install roof middle section upside down on a smooth non abrasive surface.
2. Clean seal groove with isopropyl alcohol.
3. Install neoprene seal into groove located toward front of top. Cut extra length if needed.


*1. Neoprene seal*

4. Install foam gasket into on all rounded sections, previously cleaned with isopropyl alcohol, where roof middle section will be in contact with cage tubes.
5. Install straps holder on roof middle section as depicted on picture below.




*1. Strap toward outside for rear section*
*2. Strap toward inside for front section*

NOTE: Slots in strap holders are for roof adjustment against cage tubes and sport visor.

6. Secure strap holders in place with k50 screws from the roof middle section installation kit. Tighten screws to specification.

| TORQUE | |
|---|---|
| Strap holder screws | 2.5 N•m (22 lbf•**in**) |

7. Install roof middle section above sport visor. Pay attention to fit both tops with notch between both.
8. Install straps around cage tube. Do not tighten before all straps are installed.
9. Tighten each strap.

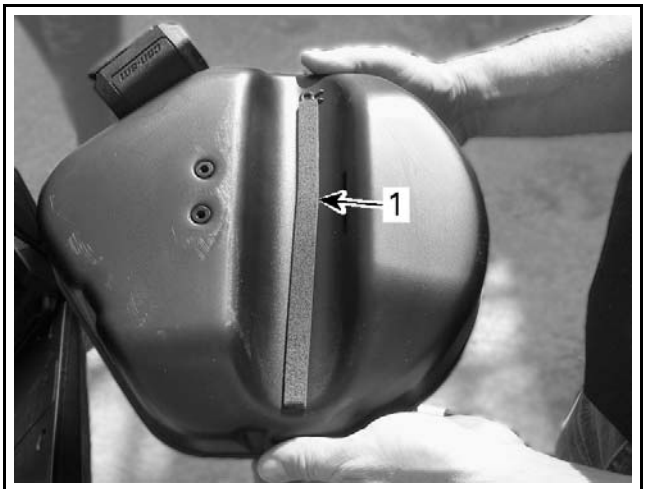
# Rear Speakers (LTD Models)

| REQUIRED PARTS | QTY |
|---|---|
| Rear speaker (from predelivery box #1) | 2 |
| Rear speaker installation kit (from predelivery box #1) | 1 |

Speakers are identified by a letter to the back of box, in the rounded section.

| SPEAKER LETTER | POSITION |
|---|---|
| L | Left side |
| R | Right side |

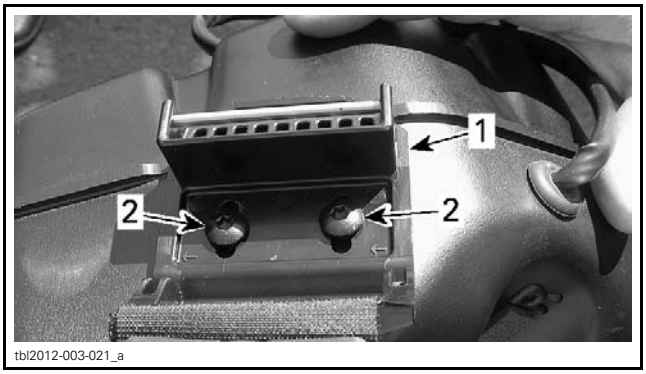
1. Install foam gasket on rounded section, previously cleaned with isopropyl alcohol, where rear speaker box will be in contact with cage tube.



tbl2012-003-020_a

*1. Foam gasket*

2. Slacken strap holder screw and position the rear speaker box on cage. Move the strap holder to determine the best position.



tbl2012-003-021_a

*1. Strap holder*
*2. Strap holder screws*

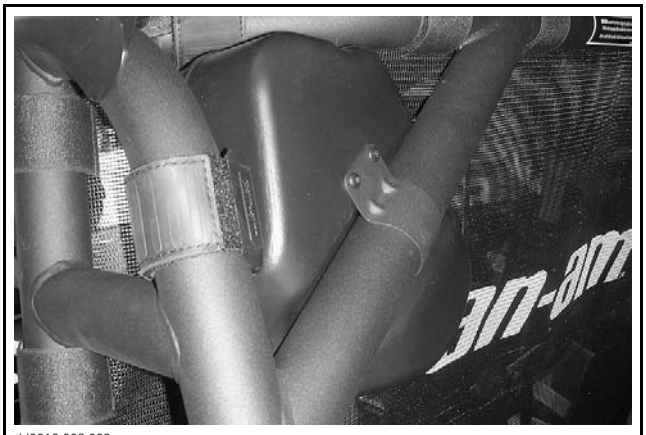
3. Hold the strap holder in this position and remove rear speaker box from cage to tighten strap holder screws.

| TORQUE | |
|---|---|
| Strap holder screws | 0.5 N•m (4 lbf•**in**) |

4. Install an open clamp into slot in rear speaker box.
5. Position the rear speaker box on cage.
6. Secure the open clamp with K50 screws (from the rear speaker installation kit).

| TORQUE | |
|---|---|
| Rear speaker screws | 2.5 N•m (22 lbf•**in**) |

7. Attach the strap around cage tube


tbl2012-003-022

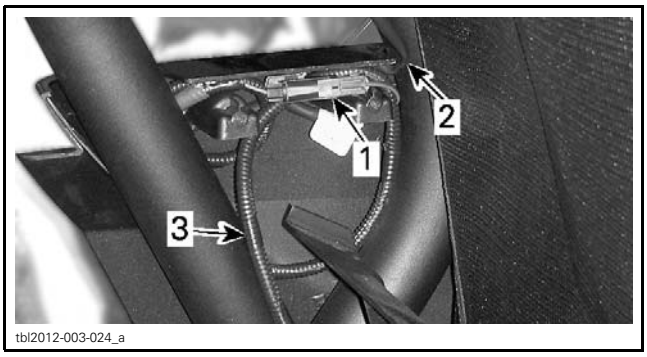
8. Route the rear speaker harness along the cage tube and secure it using rear wind screen straps.


tbl2012-003-023

9. Connect rear speaker.
   9.1 Connect rear speaker connector with vehicle connector.

9.2 Route harnesses around rear lateral panel posts.

9.3 Position connectors between post.



tbl2012-003-024_a

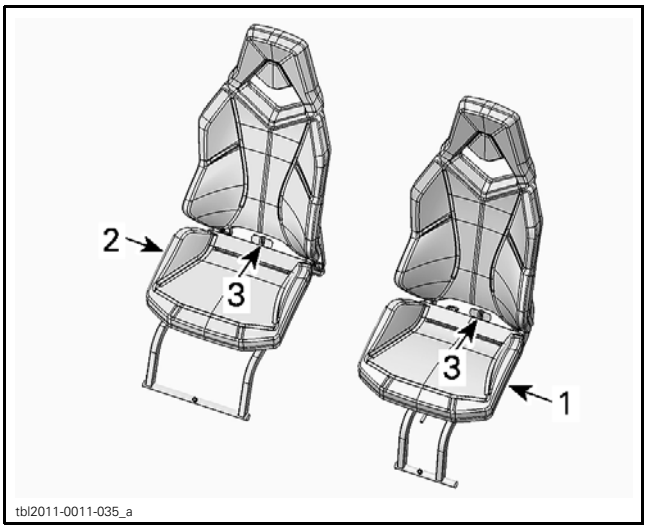
*1. Connectors between posts*
*2. Rear speaker harness*
*3. Vehicle harness*

10. Reinstall support plate using previously removed K50 x 16 Torx screws.

| PARTS | TORQUE |
|---|---|
| K50 x 16 TORX screws (previously removed) | Hand torque only |

11. Repeat on the other side.

## Seats



tbl2011-0011-035_a

*1. Driver's seat*
*2. Passenger's seat*
*3. Latch to release the seat*

1. Insert the seat in the cockpit.
2. Install the seat support into retaining brackets.
3. Push down the backrest to latch the seat.

### Seat Latch Adjustment

If the seat is hard to lock, the seat latch pin must be readjusted.

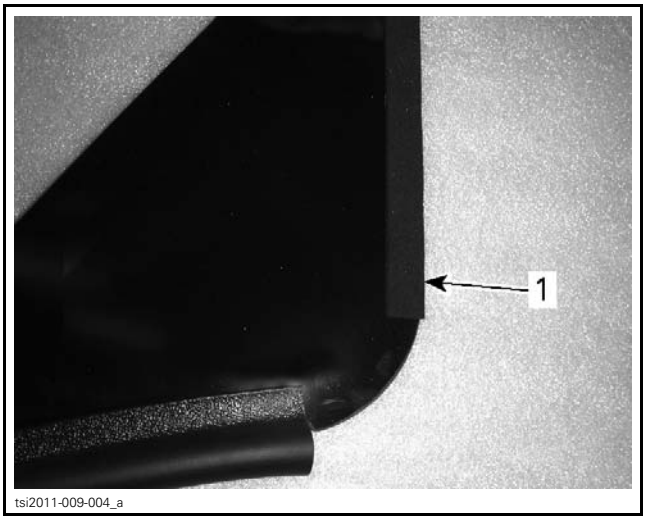
Loosen retaining screws and reposition the seat latch pin.


tbl2011-001-062

## Half Windshield (LTD Models)

| REQUIRED PARTS | QTY |
|---|---|
| Half windshield | 2 |
| Hal windshield installation kit (from predelivery box #1) | 1 |

1. Install windshield on a clean, non abrasive surface with the interior facing up.
2. Install a neoprene seal on LH and RH side along the straight edges of the windshield.



tsi2011-009-004_a

*1. Neoprene seal*

3. Turn windshield upside down to have outside facing up.
4. Push the strap holders to snap into the slots in windshield.

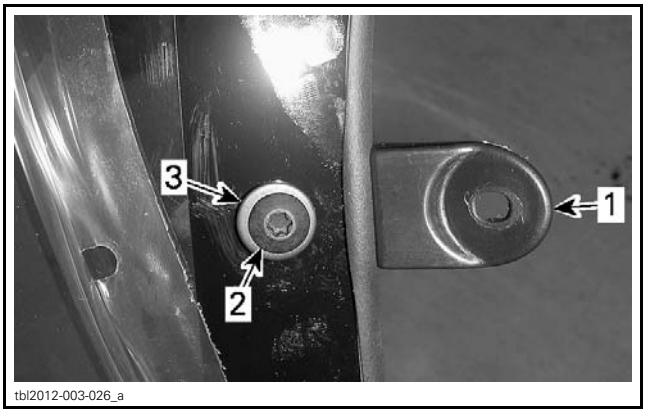

tsi2011-009-012


tbl2012-003-025

5. Install windshield supports at the bottom of windshield as per the following illustrations.

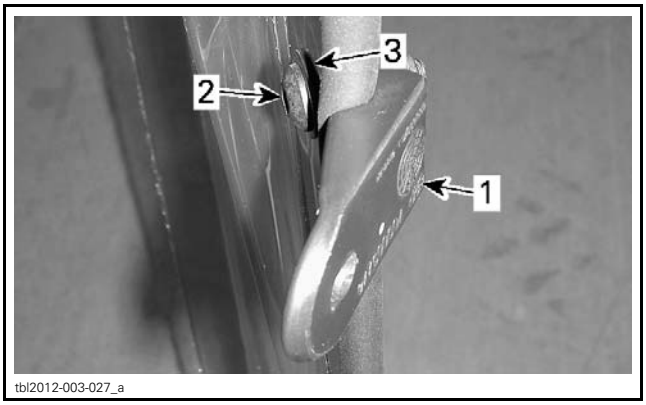
NOTE: Ensure windshield support is properly seated against windshield.

| TORQUE | |
|---|---|
| M6 x 25 Torx screws | Hand torque |



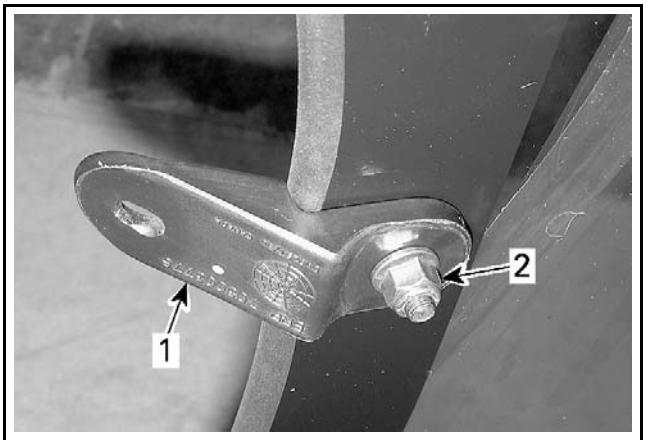
tbl2012-003-026_a

*OUTSIDE FACING UP*
1. *Windshield support*
2. *M6 x 25 Torx screw*
3. *Stainless steel washer*



tbl2012-003-027_a

1. *Windshield support*
2. *M6 x 25 Torx screw*
3. *Stainless steel washer*

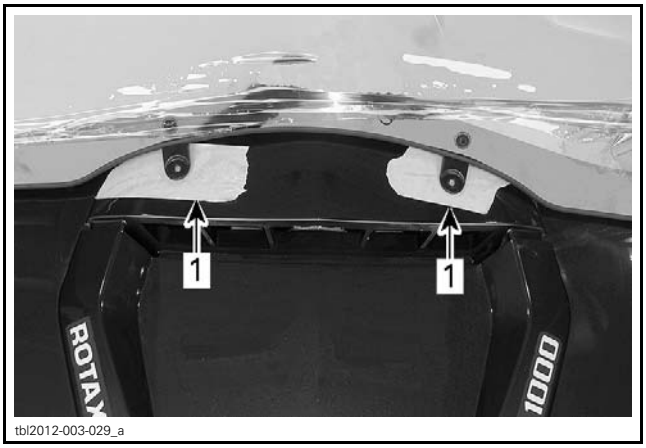


tbl2012-003-028_a

*INTERIOR FACING UP*
1. *Windshield support*
2. *M6 elastic flange nut*

6. Install the windshield on vehicle.

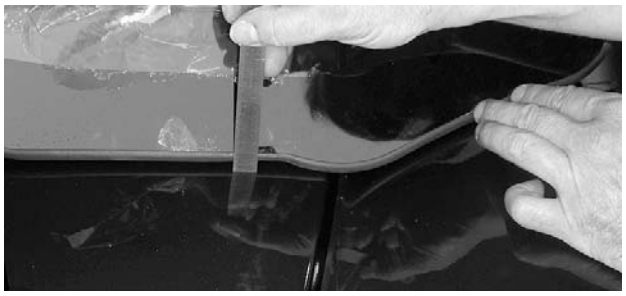
6.1 Install a piece of masking tape under each windshield support to avoid scratching the hood.



tbl2012-003-029_a

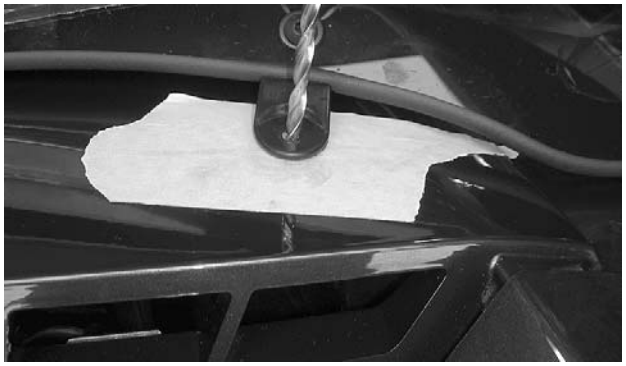
1. *Pieces of masking tape*

6.2 Position the bottom of windshield at 7 mm to 10 mm (9/32 in to 3/8 in) from hood.


tbl2012-003-030

6.3 Using a 6.4 mm (1/4 in) drill bit and windshield support as template, drill 2 holes through the hood.

**NOTICE** Retain the drill to avoid damaging the air intake silencer.


tbl2012-003-031

6.4 Secure windshield supports using M6 x 20 Torx screws and M6 elastic flange nuts (from half windshield installation kit)

| TORQUE | |
|---|---|
| M6 x 20 Torx screws | 10 N•m (89 lbf•**in**) |


tbl2012-003-032

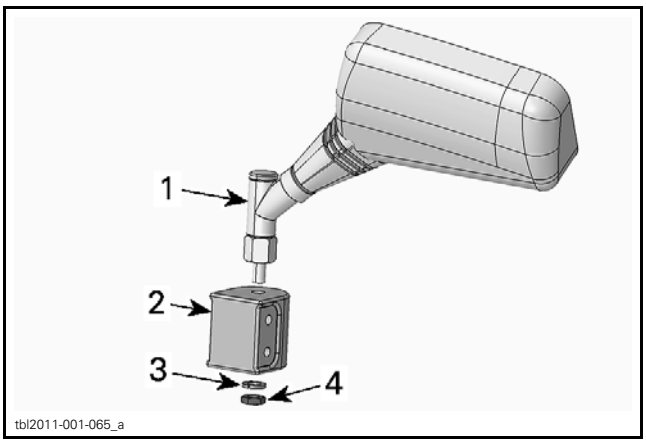
7. Secure half windshield using the four straps.
8. Remove the plastic protective film from the windshield.

# Mirrors (CE Models Only)

## LH Mirror

### *All except LTD*

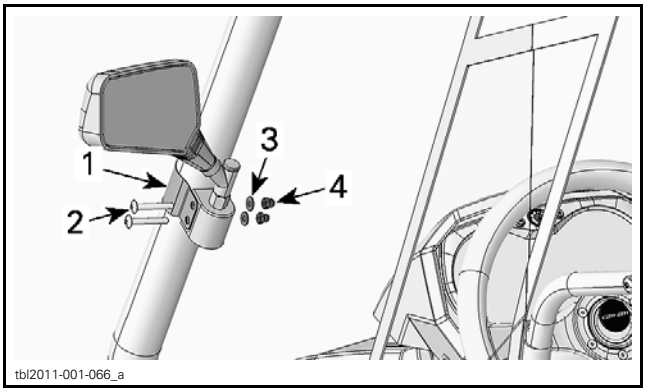
1. Assemble the LH mirror on its adaptor.
   1.1 Insert threaded rod of mirror into adaptor hole.
   1.2 Secure mirror using M8 lock washer and M8 nut. Do not torque yet.



tbl2011-001-065_a

*1. LH mirror*
*2. Adaptor*
*3. M8 lock washer*
*4. M8 nut*

2. Install the LH mirror on cage post.
   2.1 Install the U bracket around the LH cage post.
   2.2 Install the mirror between U bracket ends.
   2.3 Secure them using M6 x 45 Torx screws, M6 flat washers and M6 cap nuts. Do not torque yet.



tbl2011-001-066_a

*1. U bracket*
*2. M6 x 45 Torx screw*
*3. M6 flat washer*
*4. M6 cap nut*

3. Position mirror as per owner preference and tighten all nuts.

| PART | TORQUE |
|---|---|
| Mirror nut | 24.5 N•m (18 lbf•ft) |

| PART | TORQUE |
|---|---|
| M6 cap nut | 10 N•m (89 lbf•**in**) |

## LH Mirror

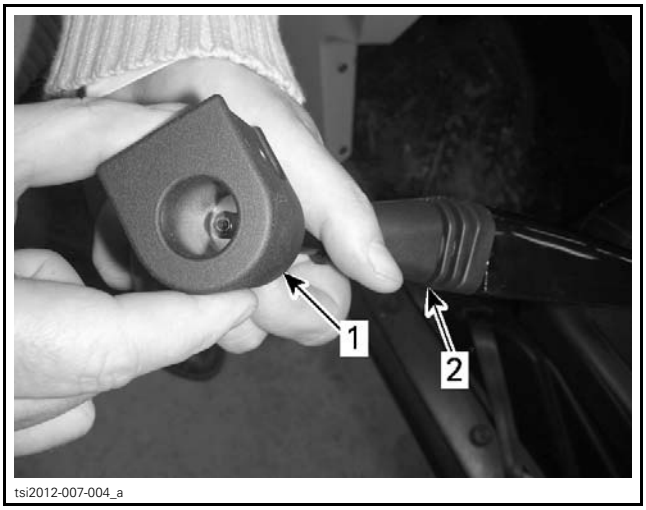
### *LTD Models*

1. Remove and keep nut from the bottom of the LH mirror assembly pivoting pole.


tsi2012-007-008_a

*REMOVE NUT FROM LH MIRROR ASSEMBLY*

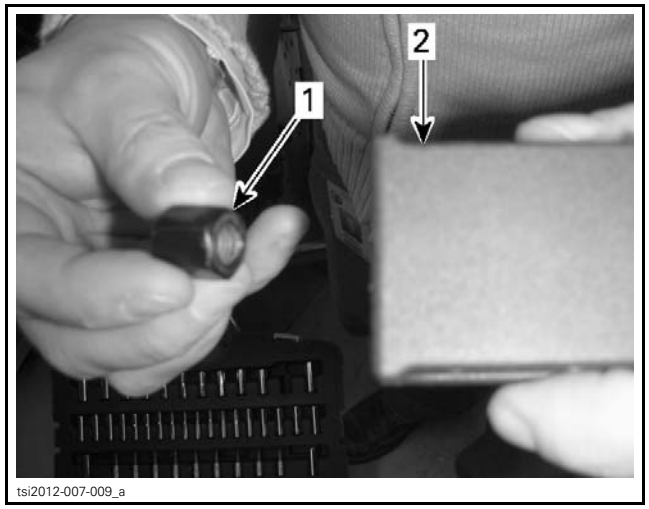
2. Insert LH mirror assembly pivoting pole into mirror bushing.



tsi2012-007-004_a

*INSERT LH MIRROR ASSEMBLY PIVOTING POLE INTO MIRROR BUSHING*

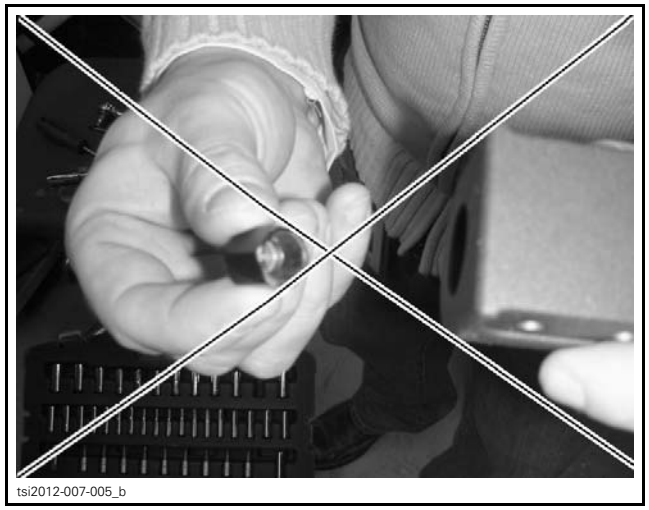
3. Insert lock washer.
4. Insert previously removed nut and tighten. Do not torque yet



tsi2012-007-009_a

*INSERT PREVIOUSLY REMOVED NUT INTO MIRROR BUSHING*
1. *Previously removed nut*
2. *Mirror bushing*

NOTE: Make sure nut is oriented properly.


tsi2012-007-005_b

*INCORRECT NUT ORIENTATION*

5. Position mirror collar onto LH cage post, between both half windshield retaining straps.
6. Position mirror bushing into mirror collar.
7. Hold using clamp pliers to allow for insertion of retaining screws.

***NOTICE*** **To prevent damage to surface, use rubber ended clamp pliers or material between clamp pliers and the mirror collar.**

tsi2012-007-003_b

*TIGHTENED MIRROR BUSHING INTO MIRROR COLLAR*

NOTE: Ensure pivoting pole is installed so that the mirror will turn towards the rear of vehicle.


tsi2012-007-007_a

*MIRROR PIVOT TOWARDS THE REAR*

8. From outside of vehicle, insert a M6 X 45 Torx screw and secure with a cap nut to hold temporarily the mirror bushing in place.
9. Install the second M6 X 45 Torx screw with a flat washer and a cap nut.

| TORQUE | |
|---|---|
| M6 cap nut | 6 N•m (53 lbf•**in**) |


tsi2012-007-006

*TIGHTEN RETAINING SCREW*

10. Adjust mirror angle.


tsi2012-007-001_a

*LH SIDE MIRROR INSTALLED*

11. Torque nut, inside mirror bushing, to specification.

| TORQUE | |
|---|---|
| Mirror bushing nut | 15 N•m (133 lbf•**in**) |

## Central Mirror

1. Install the U bracket in center of the front transversal cage tube.
2. Install the central mirror.
3. Secure them using M6 x 45 Torx screws, M6 flat washers and M6 cap nuts.
4. Tighten cap nuts.

| PART | TORQUE |
|---|---|
| M6 cap nut | 10 N•m (89 lbf•**in**) |

## Mudguards (CE Models Only)

A kit of mudguard is delivered with the vehicle. This kit may be installed or not in accordance with owner preferences.

Install mudguard kit as per their installation instructions (included in the bag).

## Accessories Installation

1. Install accessories (if any) as per their installation instructions (included in each kit).
2. Install any other equipment required by law (if any).

## Vehicle Decals

1. Install decals on vehicle according to customer country language and local legislation.
2. Ensure that the new decals are installed at the same location and over the factory installed decals.

# FLUIDS

All fluids (except fuel) have already been filled at factory, it is only necessary to validate some of them. If refill is needed, use the provided procedure.

## Fuel

1. Add fuel in the fuel reservoir.

***NOTICE*** Never mix oil with fuel, these vehicles are equipped with a 4-stroke engine.

***NOTICE*** Never place anything over fuel tank cap as this could block the vent hole, leading to engine misfire.

**⚠ WARNING**

- Always stop engine before refueling. Open reservoir cap slowly.
- If a differential pressure condition is noticed (whistling sound heard when loosening fuel reservoir cap) have vehicle inspected and/or repaired before further operation.
- Fuel is flammable and explosive under certain conditions.
- Never use an open flame to check fuel level.
- Never smoke or allow flame or spark in vicinity.
- Always work in a well-ventilated area.
- Never top up the fuel tank before placing the vehicle in a warm area. As temperature increases, fuel expands and may overflow.
- Always wipe off any fuel spillage from the vehicle.
- Never fill a fuel container in the vehicle cargo box or on-board vehicle as electrical static discharge may ignite fuel.

### Recommended Fuel

Use regular unleaded gasoline, available from most service stations or oxygenated fuel containing a maximum total of 10% of ethanol or methanol. The gasoline used must have the following recommended minimum octane rating.

| MINIMUM OCTANE RATING | |
|---|---|
| Inside North America | 87 (R + M)/2 |
| Outside North America | 92 RON |

***NOTICE*** Never experiment with other fuels. The use of non recommended fuel can result in vehicle performance deterioration and damage to critical parts in the fuel system and engine components.

## Engine Oil

***NOTICE*** Do not overfill. Operating the engine with an improper oil level may severely damage engine. Wipe off any oil spillage.

### Recommended Engine Oil

| RECOMMENDED OIL | |
|---|---|
| SEASON | TYPE |
| Summer | XPS 4-STROKE SYNTH. BLEND OIL (SUMMER) (P/N 293 600 121) |
| Winter | XPS 4-STROKE SYNTHETIC OIL (ALL CLIMATE) (P/N 293 600 112) |

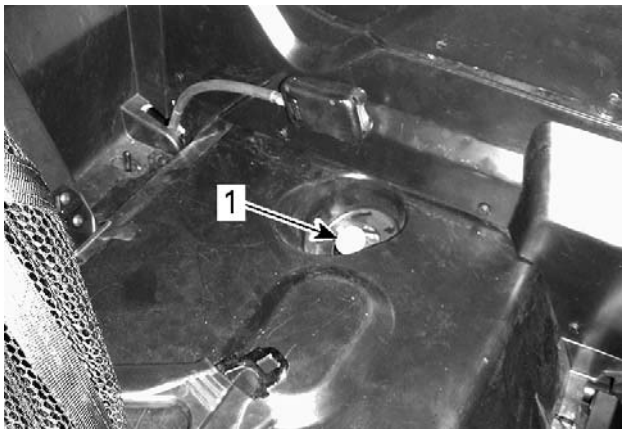
NOTE: The XPS oil is specially formulated to meet the lubrication requirements of this engine. BRP strongly recommends the use of its XPS 4-stroke oil.

***NOTICE*** **Damages caused by the use of oil not suitable for this engine will not be covered by the BRP limited warranty.**

If XPS oil is not available, use 4-stroke SAE 5W 40 engine oil that meets or exceeds the requirements for API service classification SM, SL or SJ. Always check the API service label certification on the oil container it must contain at least one of the above standards.

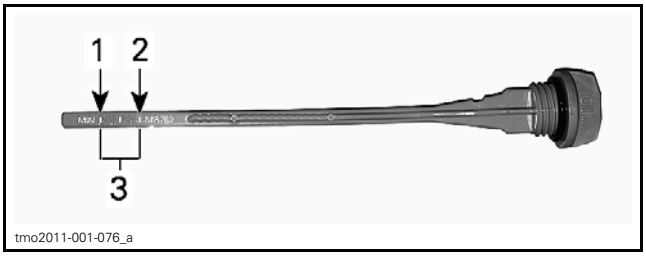
### Engine Oil Level Verification

1. Unscrew dipstick then remove it and wipe clean.




*1. Dipstick*

2. Reinstall dipstick, screw in it completely.
3. Remove and check oil level. It should be near or equal to the upper mark.




*TYPICAL*
*1. MIN*
*2. MAX*
*3. Operating range*

To add oil, remove the dipstick. Place a funnel into the dipstick tube.

Add a small amount of recommended oil and recheck oil level.

Repeat the above procedures until oil level reaches the dipstick upper mark.

NOTE: Do not overfill. Wipe off any spillage.

Properly tighten dipstick.

## Engine Coolant

### Recommended Engine Coolant

| COOLANT HEADER | |
|---|---|
| BRP recommended product | BRP PREMIXED COOLANT (P/N 219 700 362) |
| Alternative if not available | Distilled water and antifreeze solution (50% distilled water, 50% antifreeze) |

***NOTICE*** **Always use ethylene-glycol antifreeze containing corrosion inhibitors specifically for internal combustion aluminum engines.**

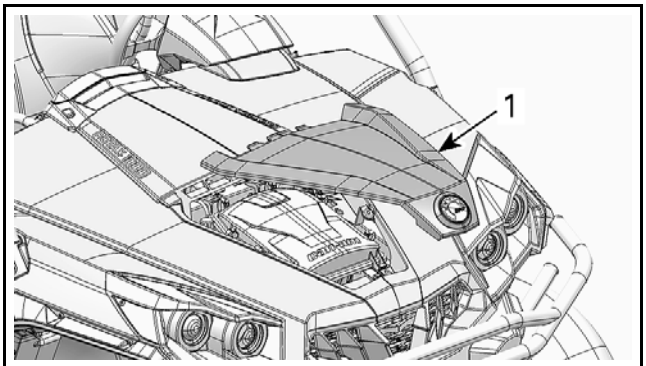
### Engine Coolant Level Verification

**⚠ WARNING**

**Check coolant level with engine cold.**

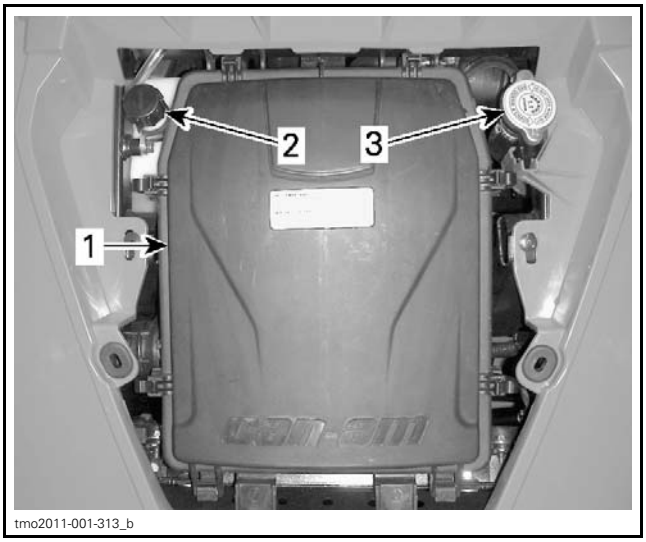
Place vehicle on a level surface.

Open service cover.



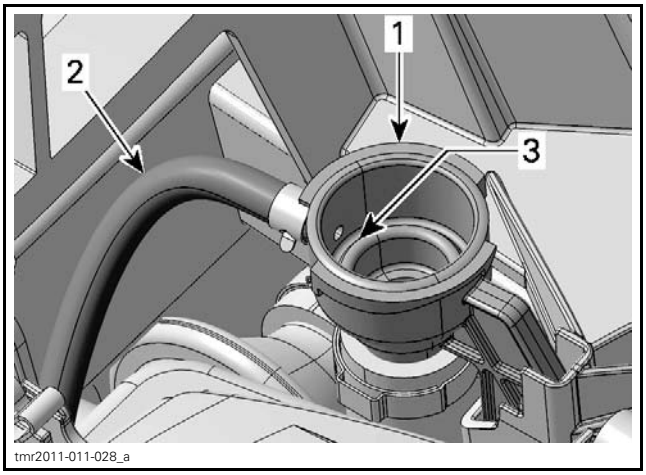

*1. Service cover*

Remove radiator pressure cap.




*1. Air filter housing cover*
*2. Coolant expansion tank cap*
*3. Radiator pressure cap*

Ensure cooling system is full up to the pressure cap seat.




*1. Cooling system refill adapter*
*2. Expansion tank hose*
*3. Coolant system full level (pressure cap seat)*

Add coolant in system if necessary.

Reinstall radiator pressure cap.

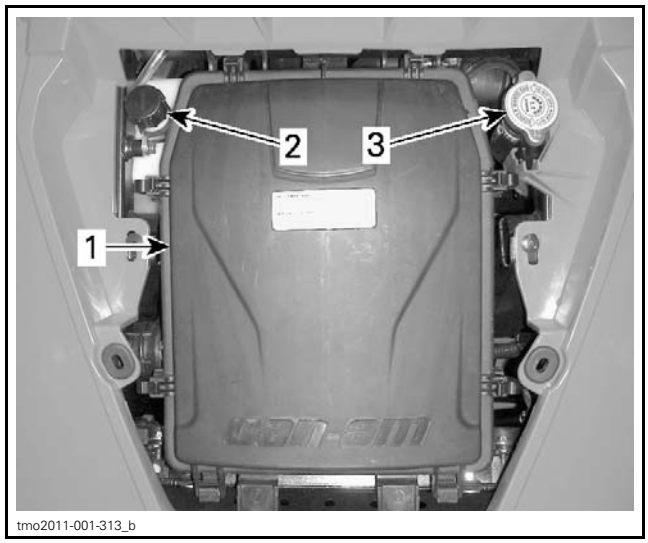
Check coolant level in expansion tank by looking at the side of the coolant expansion tank under the RH front fender.

Coolant should be at the **MIN** mark when engine is COLD.


*COOLANT EXPANSION TANK*
*1. MIN level*

Add coolant if required.

Locate coolant reservoir cap.




*1. Air filter housing cover*
*2. Coolant reservoir cap*
*3. Radiator cap*

Remove filler cap.

Add coolant up to **MIN** mark.

Use a funnel to avoid spillage. **Do not overfill.**

Reinstall filler cap.

Reinstall service cover.

# SET-UP

## Tires Pressure

From factory, tires air pressure could be different from the recommended air pressure. To ensure proper seating of the tire bead, inflate tires at 200 kPa (29 PSI) THEN set tire pressure to vehicle specification. Refer to the following table.

**NOTICE** Always check pressure when tires are cold.

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

NOTE: Tire pressure varies with temperature and altitude.

| TIRE PRESSURE | FRONT | REAR |
|---|---|---|
| MINIMUM | 69 kPa (10 PSI) | 83 kPa (12 PSI) |
| MAXIMUM (USE WHEN TOTAL LOAD IS GREATER THAN 180 KG (397 LB) | 83 kPa (12 PSI) | 152 kPa (22 PSI) |

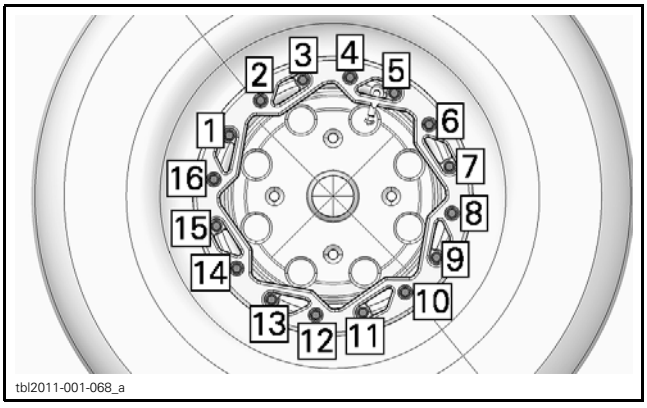
## Wheel Beadlock

### Wheel Beadlock Tightening

*X Model*

**NOTICE** Do not use an impact wrench for tightening beadlock screws in order to avoid to damage them.

Check beadlock screws tightening as per the following sequence.

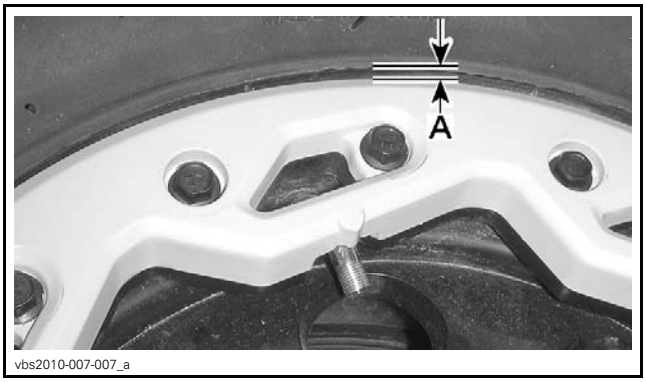



| PART | TORQUE |
|---|---|
| Beadlock screws | 8 N•m (71 lbf•**in**) |

### Wheel Beadlock Gap Verification

*X Model*

Verify the gap between tire and beadlock clamp ring, it should be practically equal all around the ring.




*A. Gap equal all around bead lock clamp ring*

Readjust if required. Refer to proper shop manual for complete procedure.

## Protective Materials

Ensure that all protective materials are removed from vehicle.

## Recall or Factory-directed Modification

Complete applicable recall or factory-directed modification.

# B.U.D.S. PROGRAMMING

## Diagnostic Connector Location

The diagnostic connector is located under the dashboard on the driver's side. It is stored in its protective cap on the lower RH side of the battery rack.


*1. Diagnostic connector*

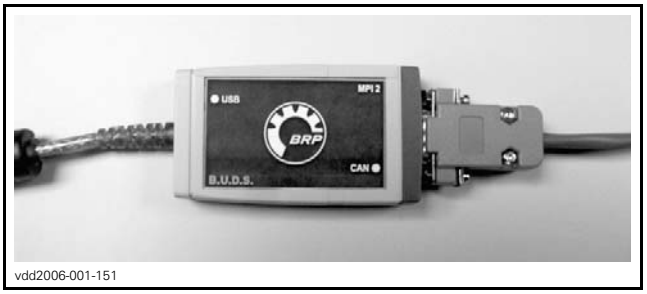
NOTE: Do not mismatch the diagnostic connector with the one on the LH side of the battery rack. This connector has 2 wires and is for manufacturer use only.

## Connecting the PC to the Vehicle

| REQUIRED TOOLS | |
|---|---|
| MPI-2 DIAGNOSTIC CABLE (P/N 710 000 851) |  |
| MPI-2 INTERFACE CARD (P/N 529 036 018) |  |

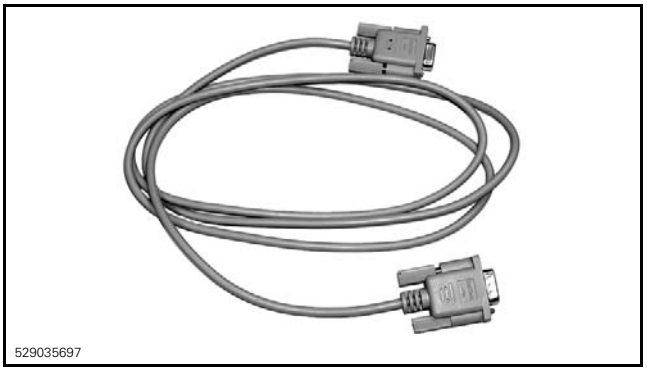
1. Locate the 6-pin diagnostic connector, refer to *DIAGNOSTIC CONNECTOR LOCATION*.
2. Disconnect the 6-pin diagnostic connector from its holder (protective cap).
3. Connect one end of the MPI-2 diagnostic cable to the vehicle connector.


4. Connect the other end of diagnostic cable to the MPI-2 interface card.



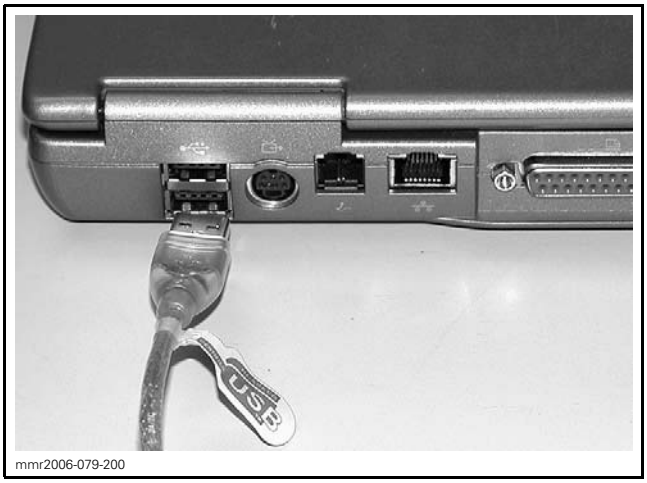

*DIAGNOSTIC CABLE CONNECTED TO MPI-2 INTERFACE CARD*

NOTE: An optional MALE-FEMALE EXTENSION SERIAL CABLE (P/N DB9) available at electronic retail outlets can be used between diagnostic cable and MPI-2 interface. Do not exceed 7.6 m (25 ft).




*OPTIONAL MALE-FEMALE EXTENSION SERIAL CABLE*

5. Connect the MPI-2 interface card to the USB port of a PC (personal computer).



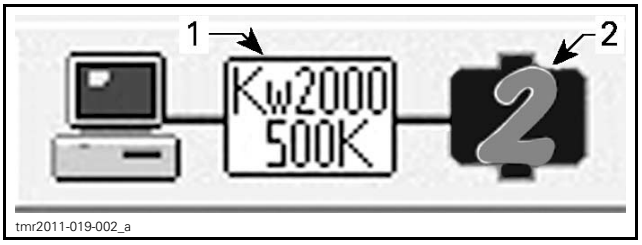

*MPI-2 INTERFACE CARD CONNECTED TO USB PORT*

# How to Establish Communication Using B.U.D.S. Software

NOTE: Before beginning, check if the latest version of B.U.D.S., available on BOSSWeb for this vehicle, is installed on your computer.

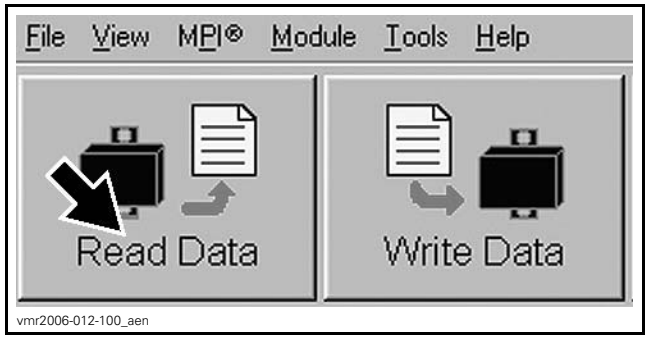
IMPORTANT: Ensure all connections have been made **before starting B.U.D.S.** to allow proper operation.

1. Turn ignition switch to ON using any of the key provided with the vehicle. DO NOT start the engine.
2. Start B.U.D.S. and logon.
3. Wait during detection setup.
4. Ensure the status bar shows the Kw2000 protocol and the appropriate number of modules to its right according to the vehicle model.




*TYPICAL - SUCCESSFUL CONNECTION*
*1. Connection protocol*
*2. Number of modules read*

5. Click the **Read Data** button.



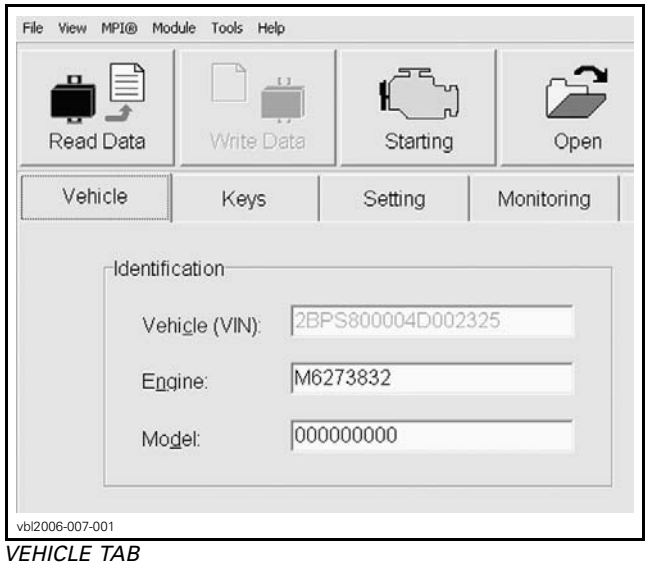

B.U.D.S. is now ready for edition, programming and for diagnostics.

## Entering Customer's Name

When starting the vehicle, the multifunction display will show the name of the customer.

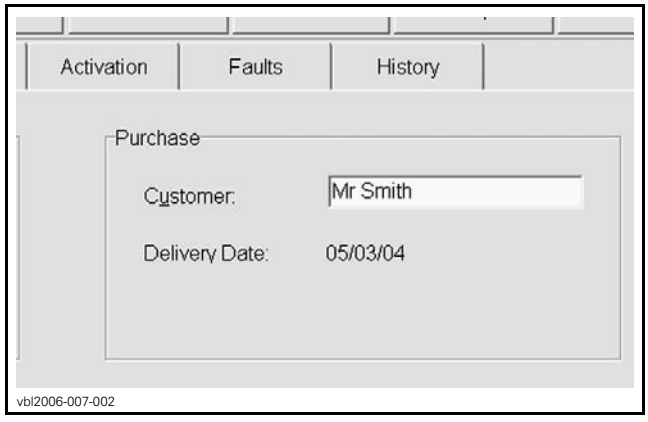
To set the customer name in the multifunction display:

1. Click on the VEHICLE tab to open the vehicle information page.




*VEHICLE TAB*

2. Type the name of the customer.

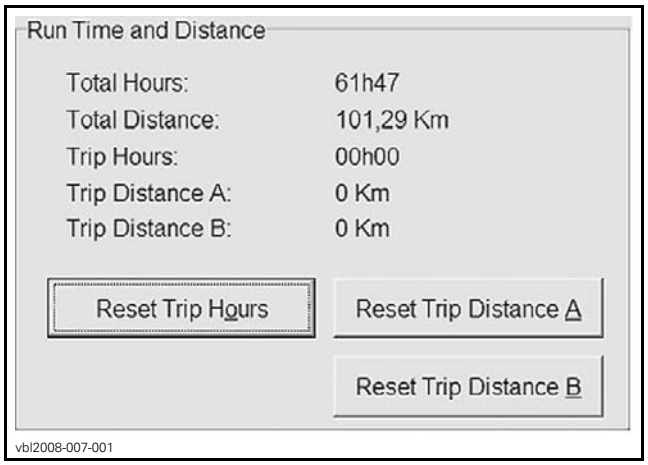



3. Click on WRITE DATA to save the information in the ECM.

NOTE: After you are finished typing the name, B.U.D.S. automatically updates the Delivery Date on the screen.

## Resetting Trip Hours and Trip Distance

1. Ensure that the VEHICLE tab is selected.
2. Click on the RESET TRIP buttons to reset the information.

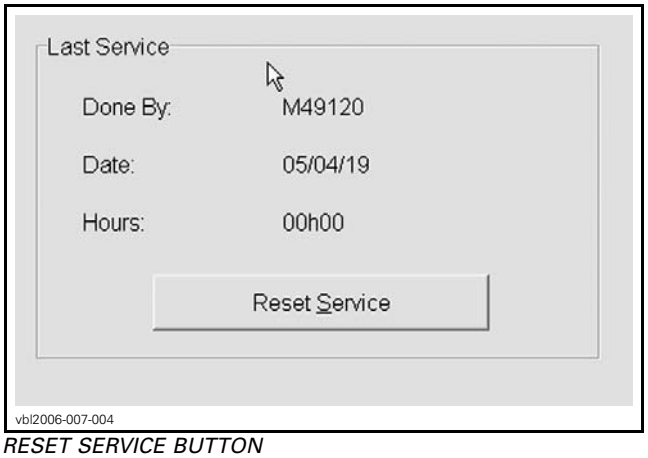



*RESET TRIP BUTTONS*

NOTE: It can also be done directly on the info-center, using the selector button.

## Resetting Last Service

1. Click on the RESET SERVICE button to reset the informations.

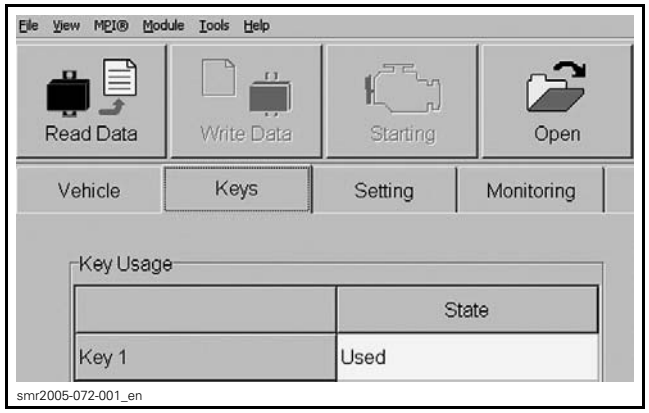



*RESET SERVICE BUTTON*

After each maintenance service, last service should be reset to keep a good tracking of the vehicle service history.

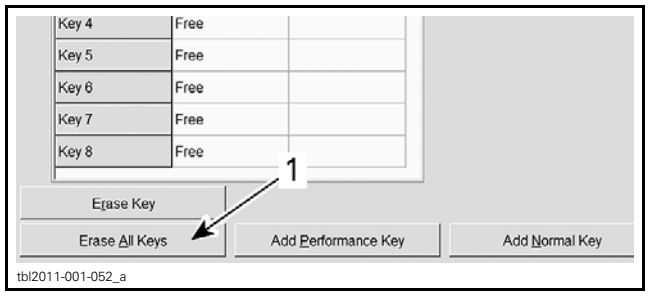
## Programing Keys

1. Click on KEYS tab.




*KEYS TAB*

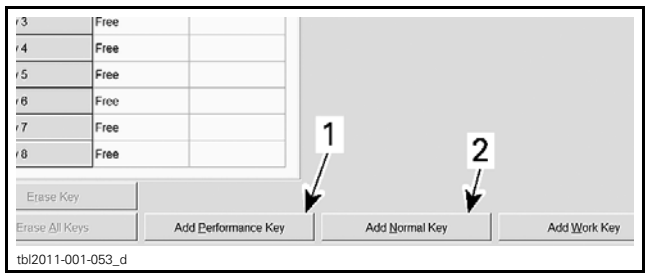
2. Click on ERASE ALL KEYS button.




*1. Click here to erase all keys*

3. Click "YES" to confirm the action.
4. Confirm key color in ignition switch.
5. Program the key by selecting the right type according to chart.

| KEY | KEY TYPE |
|---|---|
| BLACK key | Performance key |
| GRAY key | Normal key |




*1. Add Performance Key button*
*2. Add Normal Key button*

6. Turn ignition switch to OFF. Remove the key.
7. Install the other key.
8. Turn ignition key to ON position.
9. Program the other key by selecting the right type according to above chart.
10. Repeat steps 6 to 9 to program other keys (8 maximum).

NOTE: The Work key (ORANGE key) is optional.

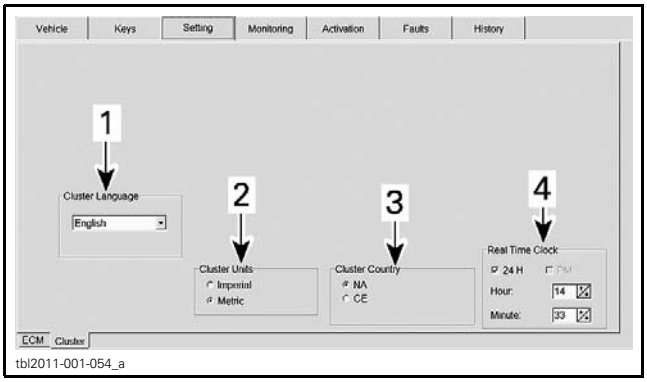
### Language and Speedometer Reading

Gauge settings can be changed to accommodate the owner preferences:

– Language (English, French, Spanish, Dutch, etc.)
– Units (Miles or Kilometers)
– Country (NA or CE)
– Time clock (12hr or 24hr)

1. Select SETTING tab in B.U.D.S.
2. Modify the selections in accordance with the owner preferences.

NOTE: No data will be lost when changing this setting.




*1. Language*
*2. Units*
*3. Country*
*4. Time clock*

### Checking for Fault Codes

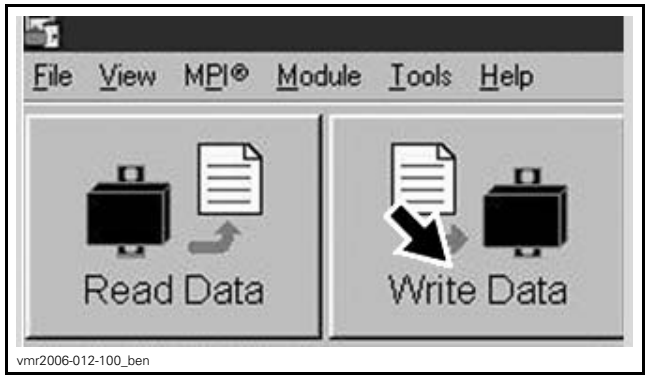
Click on FAULT tab and check if there are active faults.

– If so, service vehicle then clear the faults in B.U.D.S.

***NOTICE*** **After a problem has been solved, ensure to clear the fault(s) in the ECM. This will properly reset the appropriate counter(s). This will also records that the problem has been fixed in the ECM memory.**

## Saving Changes and Exiting the B.U.D.S. Session

1. Click on WRITE DATA button to transfer new settings and information to the ECM.




*WRITE DATA BUTTON*

2. Click on EXIT button to end session.
3. Disconnect all cables and hardware from vehicle.
4. Ensure to reinstall the connector into its housing.

# ADJUSTMENTS

All adjustments have already been performed at factory, it is only necessary to validate them.

## Suspension Adjustments Guideline

Vehicle handling and comfort depend upon suspension adjustments.

**⚠ WARNING**

**Suspension adjustment could affect vehicle handling. Always take time to familiarize yourself with the vehicle behavior after any suspension adjustment has been made.**

Choice of suspension adjustments vary with vehicle load, personal preference, riding speed and terrain condition.

The best way to set up the suspension, is to start from factory settings, then customize each adjustment one at a time.

Front and rear adjustments are interrelated. It may be necessary to readjust the rear shock absorbers after adjusting front shock absorbers for instance.

Test run the vehicle under the same conditions; trail, speed, load, etc. Change one adjustment and retest. Proceed methodically until you are satisfied.

Following are guidelines to fine-tune suspension.

## Suspension Factory Settings

For adjustment procedures, refer to *SPRING PRELOAD ADJUSTMENT (FRONT AND REAR)* and *SHOCK DAMPING ADJUSTMENTS (FRONT AND REAR)* in this section.

To adjust compression and rebound to factory settings, proceed as follows:

1. Turn adjuster clockwise until it stops.
2. Turn adjuster counter clockwise by the specified amount, see table below.

| FRONT SUSPENSION FACTORY SETTINGS | | |
|---|---|---|
| ADJUSTMENT | MODEL | FACTORY SETTING |
| Spring preload | Base<br>DPS<br>XT | Cam position 1 (soft) |
| | X | Spring length 310 mm (12.2 in) |
| | LTD | Not adjustable |
| Compression damping (low speed) | X | 12 positions |
| | LTD | 10 positions |
| Compression damping (high speed) | X | 12 positions |
| Rebound damping | X | 12 positions |

| REAR SUSPENSION FACTORY SETTINGS | | |
|---|---|---|
| ADJUSTMENT | MODEL | FACTORY SETTING |
| Spring preload | Base<br>DPS<br>XT | Cam position 1 (soft) |
| | X | Spring length 362 mm (14.3 in) |
| | LTD | Not adjustable |
| Compression damping (low speed) | X | 12 positions |
| | LTD | 10 positions |
| Compression damping (high speed) | X | 12 positions |
| Rebound damping | X | 12 positions |

## Spring Preload Adjustment (Front and Rear)

*All except LTD*

Shorten the spring for a firmer ride and rough riding condition or when pulling a trailer.

Lengthen the spring for a softer ride and smooth riding condition.

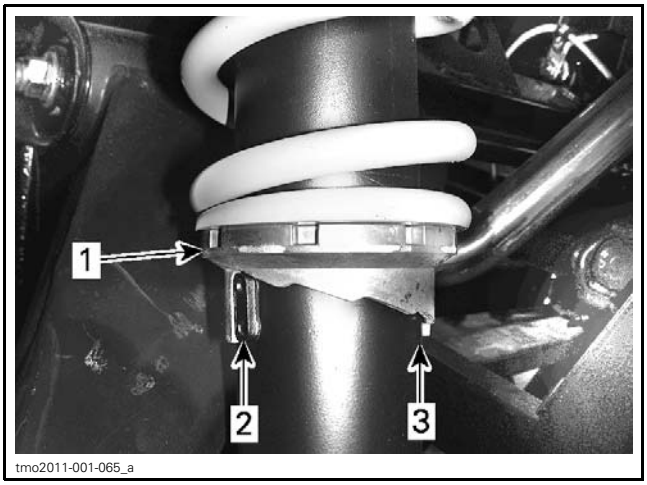
**⚠ WARNING**

**The left and right shock adjustment on front or rear suspension must always be set to the same position. Never adjust one shock only. Uneven adjustment can cause poor handling and loss of stability, which could lead to an accident.**

Lift the vehicle. Spring length should be measured without load on the wheels.

*All except X Models*

Adjust by turning adjusting cam. Use tool from vehicle tool kit.



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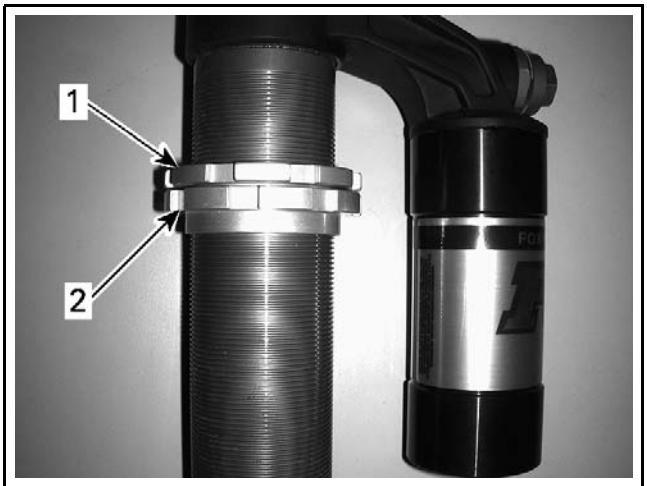
*TYPICAL*
1. *Turn adjusting cams*
2. *Smooth adjustment*
3. *Hard adjustment*

### *X Models*

Adjust by loosening lock ring and turning adjuster ring accordingly. Use tool from vehicle tool kit.



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*TYPICAL - SPRING NOT SHOWN*
1. *Loosen top lock ring*
2. *Turn adjuster ring accordingly*

## Shock Damping Adjustments (Front and Rear)

### *X and LTD Models*

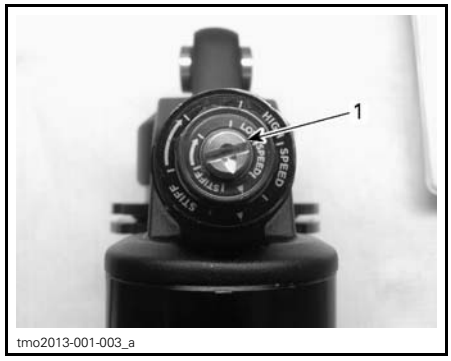
Perform adjustments **one** position (click) at a time. Test run the vehicle under the same conditions. Proceed methodically until you are satisfied.

### Low Speed Compression Damping

Low speed compression damping controls how the shock absorber reacts to a low suspension velocity (slow compression strokes, in most cases when riding at lower speeds).

| ACTION | RESULT ON BIG BUMPS |
|---|---|
| Increasing low speed compression damping force | Firmer compression damping (slow compression) |
| Decreasing low speed compression damping force | Softer compression damping (slow compression) |

Use a flat screwdriver to adjust it.



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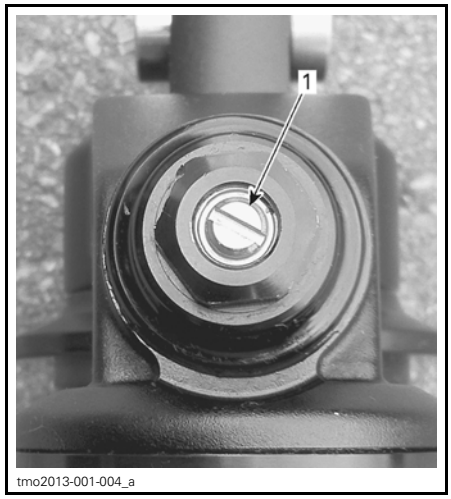
*TYPICAL - X MODEL*
1. *Low speed compression adjuster*



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*TYPICAL - LTD MODEL*
1. *Low speed compression adjuster*

Turning it clockwise (H) **increases** shock damping action (stiffer).

Turning it counterclockwise (S) **decreases** shock damping action (softer).

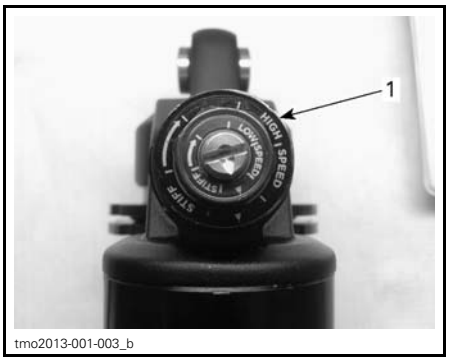
### High Speed Compression Damping

### *X Models*

High speed compression damping controls how the shock absorber reacts to a high suspension velocity (quick compression strokes, in most cases when riding at higher speeds).

| ACTION | RESULT ON SMALL BUMPS |
|---|---|
| Increasing high speed compression damping force | Firmer compression damping (fast compression) |
| Decreasing high speed compression damping force | Softer compression damping (fast compression) |

Use a 17 mm wrench to adjust it.



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*TYPICAL*
*1. High speed compression adjuster (17 mm socket)*

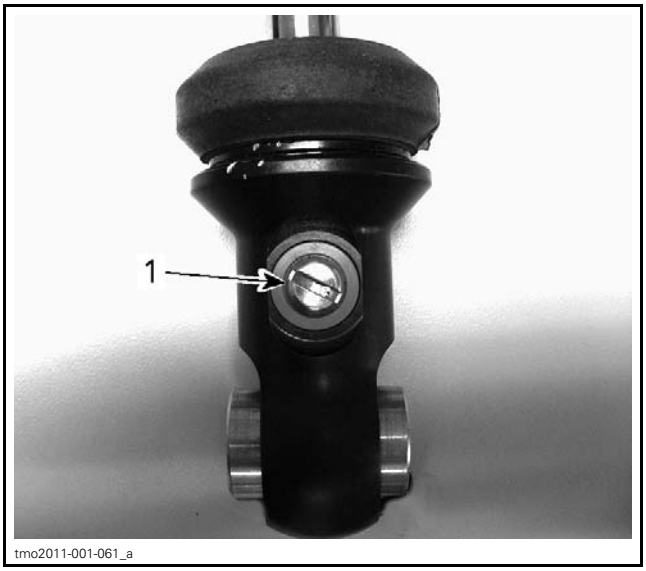
Turning it clockwise (H) **increases** shock damping action (harder).

Turning it counterclockwise (S) **decreases** shock damping action (softer).

### Rebound Damping

*X Models*

Use a flat screwdriver to adjust it.



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*1. Rebound adjuster*

Turning it clockwise (H) **increases** shock damping action (harder).

Turning it counterclockwise (S) **decreases** shock damping action (softer).

## Air Controlled Suspension (ACS)

*LTD Models*

Verify if the ACS compressor works.

– Start engine.
– Press the ACS button up and down to verify ACS compressor settings in multifunction gauge.

Check all suspension hose fittings for leak. Retighten if required.

# ASSEMBLY INSPECTION

Inspect the following parts to make sure that the vehicle is properly assembled.

1. Chassis
2. Steering operation
3. Suspension arm ball joint cotter pins
4. Tie rod end nuts and cotter pins

# FINAL INSPECTION

## Vehicle Test Run

Ride the vehicle to ensure proper operation of all systems and components.

## Vehicle Cleaning

1. Wash and dry the vehicle.

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

2. Remove any dirt.
3. Clean vinyl and plastic parts, using a chamois, a flannel cloth or a microfiber cloth with XPS MULTI-PURPOSE CLEANER (P/N 219 701 709).

**NOTICE** **It is necessary to use a chamois, a flannel cloth or a microfiber cloth on plastic parts to avoid damaging surfaces. Never clean plastic parts with strong detergent, degreasing agent, paint thinner, acetone, products containing chlorine, etc.**

4. Clean the entire vehicle, including metallic parts, with XPS ATV WASH (P/N 219 701 702).
5. Painted parts which are damaged should be properly repainted to prevent rust.

# Delivery To Customer

## Before Delivery the Vehicle

Complete the *PREDELIVERY CHECK LIST*.

The customer must read and sign the *PREDELIVERY CHECK LIST*.

Give *OPERATOR'S GUIDE* and *SAFETY DVD* to customer.

Any person who rides this vehicle should read and understand all the information given on hang tag and safety labels before riding.

# TECHNICAL SPECIFICATIONS

*Non-CE Models*

| MODEL | | 800R | 1000 |
|---|---|---|---|
| ENGINE | | | |
| Engine type | | ROTAX® 810 | ROTAX® 1010 |
| | | 4-stroke, Single Over Head Camshaft (SOHC), liquid cooled | |
| Number of cylinders | | 2 | |
| Number of valves | | 8 valves (mechanical adjustment) | |
| Bore | | 91 mm (3.58 in) | 91 mm (3.58 in) |
| Stroke | | 61.5 mm (2.42 in) | 75 mm (2.95 in) |
| Displacement | | 799.9 $cm^3$ (48.81 $in^3$) | 976 $cm^3$ (59.56 $in^3$) |
| Exhaust system | | Spark arrester approved by USDA Forest Service | |
| Engine air filter | | Synthetic paper filter | |
| LUBRICATION SYSTEM | | | |
| Type | | Wet sump. Replaceable oil filter | |
| Oil filter | | BRP Rotax® paper type, replaceable | |
| Engine oil | Capacity (oil change with filter) | 2.2 L (2.3 qt (U.S. liq.)) | |
| | Recommended | For the summer season, use XPS 4-STROKE SYNTH. BLEND OIL (SUMMER) (P/N 293 600 121). For the winter season, use XPS 4-STROKE SYNTHETIC OIL (ALL CLIMATE) (P/N 293 600 112). If not not available, use a 5W 40 motor oil that meets the requirements for API service classification SM, SL or SJ | |
| COOLING SYSTEM | | | |
| Coolant | Type | Ethyl glycol/water mix (50% coolant, 50% water). Use premixed coolant sold by BRP (P/N 219 700 362) or coolant specifically designed for aluminum engines | |
| | Capacity | 3.85 L (1.02 U.S. gal.) | 4.25 L (1.12 U.S. gal.) |
| CVT TRANSMISSION | | | |
| Type | | CVT (Continuously Variable Transmission) | |
| Engagement RPM | | 1800 RPM | |
| GEARBOX | | | |
| Type | | Dual range (HI-LO) with PARK, neutral and reverse | |
| Gearbox oil | Capacity | 450 ml (15 U.S. oz) | |
| | Recommended | XPS synthetic gear oil (P/N 293 600 140) or a 75W 140 API GL-5 | |
| ELECTRICAL SYSTEM | | | |
| Magneto generator output | | 625 W @ 6000 RPM | |
| Ignition system type | | IDI (Inductive Discharge Ignition) | |
| Ignition timing | | Not adjustable | |
| Spark plug | Quantity | 2 | |
| | Make and type | NGK DCPR8E | |
| | Gap | 0.7 mm to 0.8 mm (.028 in to .031 in) | |

| MODEL | | | | 800R | 1000 |
|---|---|---|---|---|---|
| ELECTRICAL SYSTEM (cont'd) | | | | | |
| Engine RPM limiter setting | | | | 8000 RPM | |
| Battery | Type | | | Dry battery type | |
| | Voltage | | | 12 volts | |
| | Nominal rating | | | 18 A•h | |
| | Power starter output | | | 0.7 KW | |
| Headlights | | | | 4 x 60 W | |
| Taillight | | | | 2 x 8/26 W | |
| Fuses | Main | | | 40 A | |
| | Accessories (main) | | | 50 A | |
| | ACS/DPS | | | 50 A | |
| | Speedometer/tail lamp | | | 10 A | |
| | Ignition/injection/speed sensor | | | 7.5 A | |
| | Engine control module (ECM) | | | 5 A | |
| | 4WD Actuator (winch if equipped) | | | 5 A | |
| | Key switch | | | 5 A | |
| | Fan (fuse breaker) | | | 25 A | |
| | European component | | | 5 A | |
| | Head lamp | | | 30 A | |
| | DC Outlet | | | 15 A | |
| | Relay Driver | | | 5 A | |
| | Accessories | | | 15 A | |
| | Fuel pump | | | 5 A | |
| FUEL SYSTEM | | | | | |
| Fuel delivery | Type | | | Electronic fuel injection (EFI) with iTC | |
| Throttle body | | | | 54 mm with ETA | |
| Fuel pump | Type | | | Electric (in fuel tank) | |
| Idle speed | | | | 1250 ± 100 RPM (not adjustable) | |
| Fuel | Type | | | Regular unleaded gasoline (which may contain up to 10% MAX ethanol) | |
| | Minimum octane | Inside North America | | 87 (R+M)/2 or higher | |
| | | Outside North America | | 92 RON or higher | |
| Fuel tank capacity | | | | 37.8 L (10 U.S. gal.) | |
| Fuel remaining when low fuel light turns ON | | | | ± 12 L (3.2 U.S. gal.) | |
| DRIVE SYSTEM | | | | | |
| Drive system type | | | | Selectable 2WD/4WD | |
| Front Differential oil/rear final drive oil | Capacity | | Front | 500 ml (17 U.S. oz) | |
| | | | Rear | 350 ml (11.8 U.S. oz) | |
| | Type | | Front | XPS Synthetic gear oil (75W 90 API GL-5) (P/N 293 600 043) or synthetic oil 75W 90 API GL5 | |
| | | | Rear | XPS Synthetic gear oil (P/N 293 600 140) or a 75W 140 API GL-5 synthetic gear oil | |
| Front drive | | | | Visco-lok† front differential | |
| Front drive ratio | | | | 3.6:1 | |
| Rear drive | | | | Shaft driven/single differential | |

| MODEL | | | 800R | 1000 |
|---|---|---|---|---|
| DRIVE SYSTEM (cont'd) | | | | |
| Rear drive ratio | | | 3.6:1 | |
| CV joint grease | | | CV joint grease (P/N 293 550 019) | |
| STEERING | | | | |
| Steering wheel | | | Adjustable tilt steering | |
| Turning radius | | | 240 cm (94.5 in) | |
| Total toe (vehicle on ground) | | | 0° ± 0.2° ( ± ) | |
| Camber angle (vehicle on ground) | | | 0.7° positive | |
| FRONT SUSPENSION | | | | |
| Suspension type | | Base<br>DPS<br>X<br>XT | Double suspension-arm with dive-control geometry | |
| | | LTD | Double suspension-arm with dive-control geometry with ACS | |
| Suspension travel | | | 254 mm (10 in) | |
| Shock absorber | Qty | | 2 | |
| | Type | Base | Oil/5 spring preload settings | |
| | | DPS | Oil/5 spring preload settings | |
| | | X | HPG shock with remote reservoir. Dual speed compression damping and rebound damping adjustments | |
| | | XT | Oil/5 spring preload settings | |
| | | LTD | HPG shock with remote reservoir. Compression damping (low speed) and air pressure adjustments | |
| REAR SUSPENSION | | | | |
| Suspension type | | Base<br>DPS<br>X<br>XT | Torsional Trailing arm Independant (TTI) with external sway bar | |
| | | LTD | Torsional Trailing arm Independant (TTI) with external sway bar with ACS | |
| Suspension travel | | | 254 mm (10 in) | |
| Shock absorber | Qty | | 2 | |
| | Type | Base | Oil/5 spring preload settings | |
| | | DPS | Oil/5 spring preload settings | |
| | | X | HPG shock with remote reservoir. Dual speed compression damping and rebound damping adjustments | |
| | | XT | Oil/5 spring preload settings | |
| | | LTD | HPG shock with remote reservoir. Compression damping (low speed) and air pressure adjustments | |
| BRAKES | | | | |
| Front brake | Type | | Dual 214mm ventilated disc brakes with hydraulic twin-piston calipers | |
| Rear brake | Type | | Single 214mm ventilated disc brake with hydraulic twin-piston caliper | |
| Brake fluid | Capacity | | 125 ml (4.2 U.S. oz) | |
| | Type | | DOT 4 | |
| Caliper | | | Floating | |
| Brake pad material | Front | | Metallic | |
| | Rear | | Metallic | |

| MODEL | | | 800R | 1000 |
|---|---|---|---|---|
| BRAKES (cont'd) | | | | |
| Minimum bake pad thickness | | | 1 mm (.039 in) | |
| Minimum brake disc thickness | Front | | 4.1 mm (.161 in) | |
| | Rear | | 4.1 mm (.161 in) | |
| Maximum brake disc warpage | | | 0.2 mm (.001 ft) | |
| TIRES | | | | |
| Pressure | Front | | Maximum: 83 kPa (12 PSI)<br>Minimum: 69 kPa (10 PSI) | |
| | Rear | | Maximum: 152 kPa (22 PSI)<br>Minimum: 83 kPa (12 PSI) | |
| Minimum tire thread depth | | | 3 mm (.118 in) | |
| Tire size | Front | Base | 27 x 9 x 12 (in) | |
| | | X | 27 x 9 x 12 (in) | |
| | | DPS/XT/LTD | 27 x 9 x 14 (in) | |
| | Rear | Base | 27 x 11 x 12 (in) | |
| | | X | 27 x 11 x 12 (in) | |
| | | DPS/XT/LTD | 27 x 11 x 14 (in) | |
| WHEELS | | | | |
| Type | | Base | Steel | |
| | | X | Aluminum beadlock wheels | |
| | | DPS/XT/LTD | Cast Aluminum | |
| Rim size | Front | Base | 12 x 6 (in) | |
| | | X | 12 x 6 (in) | |
| | | DPS/XT/LTD | 14 x 7 (in) | |
| | Rear | Base | 12 x 8 (in) | |
| | | X | 12 x 7.5 (in) | |
| | | DPS/XT/LTD | 14 x 8.5 (in) | |
| Wheel nuts torque | | | 100 N•m ± 10 N•m (74 lbf•ft ± 7 lbf•ft) | |
| CHASSIS | | | | |
| Cage type | | | 50 mm (2 in) diameter, high strength steel, ROPS-approved cage | |
| DIMENSIONS | | | | |
| Overall length | | | 300.4 cm (118.3 in) | |
| Overall width | | | 148.9 cm (58.6 in) | |
| Overall height | | | 182.9 cm (72 in) | |
| Wheelbase | | | 192.4 cm (75.7 in) | |
| Wheel track | Front | | 125.7 cm (49.5 in) | |
| | Rear | | 121.9 cm (48 in) | |
| Ground clearance | | | 27.9 cm (11 in) | |

| MODEL | | | 800R | 1000 |
|---|---|---|---|---|
| LOADING CAPACITY AND WEIGHT | | | | |
| Dry weight | | | 584 kg (1,287 lb) | 587 kg (1,295 lb) |
| Weight distribution (front/rear) | | | 44/56 | |
| Cargo box capacity | | Total | 272 kg (600 lb) | |
| | | Upper | 181 kg (400 lb) | |
| | | Lower | 272 kg (600 lb) | |
| Total vehicle load allowed (including driver, passenger, all other loads and added accessories) | | | 363 kg (800 lb) | |
| Gross vehicle weight rating | | | 990 kg (2,183 lb) | |
| Towing capacity | Hitch support | 50.8 mm (2 in) x 50.8 mm (2 in) | 680 kg (1,500 lb) | |
| | Hitch support | 38.1 mm (1.5 in) x 38.1 mm (1.5 in) | 400 kg (880 lb) | |

*CE Models*

| MODEL | | 800R | 1000 |
|---|---|---|---|
| ENGINE | | | |
| Engine type | | ROTAX® 810 | ROTAX® 1010 |
| | | 4-stroke, Single Over Head Camshaft (SOHC), liquid cooled | |
| Number of cylinders | | 2 | |
| Number of valves | | 8 valves (mechanical adjustment) | |
| Bore | | 91 mm (3.58 in) | 91 mm (3.58 in) |
| Stroke | | 61.5 mm (2.42 in) | 75 mm (2.95 in) |
| Displacement | | 799.9 cm³ (48.81 in³) | 976 cm³ (59.56 in³) |
| Exhaust system | | Spark arrestor approved by USDA Forest Service | |
| Engine air filter | | Synthetic paper filter | |
| LUBRICATION SYSTEM | | | |
| Type | | Wet sump. Replaceable oil filter | |
| Oil filter | | BRP Rotax® paper type, replaceable | |
| Engine oil | Capacity (oil change with filter) | 2.2 L (2.3 qt (U.S. liq.)) | |
| | Recommended | For the summer season, use XPS 4-STROKE SYNTH. BLEND OIL (SUMMER) (P/N 293 600 121). For the winter season, use XPS 4-STROKE SYNTHETIC OIL (ALL CLIMATE) (P/N 293 600 112). If not not available, use a 5W 40 motor oil that meets the requirements for API service classification SM, SL or SJ | |
| COOLING SYSTEM | | | |
| Coolant | Type | Ethyl glycol/water mix (50% coolant, 50% water). Use premixed coolant sold by BRP (P/N 219 700 362) or coolant specifically designed for aluminum engines | |
| | Capacity | 3.85 L (1.02 U.S. gal.) | 4.25 L (1.12 U.S. gal.) |
| CVT TRANSMISSION | | | |
| Type | | CVT (Continuously Variable Transmission) | |
| Engagement RPM | | 1800 RPM | |
| GEARBOX | | | |
| Type | | Dual range (HI-LO) with PARK, neutral and reverse | |
| Gearbox oil | Capacity | 450 ml (15 U.S. oz) | |
| | Recommended | XPS synthetic gear oil (P/N 293 600 140) or a 75W 140 API GL-5 | |
| ELECTRICAL SYSTEM | | | |
| Magneto generator output | | 625 W @ 6000 RPM | |
| Ignition system type | | IDI (Inductive Discharge Ignition) | |
| Ignition timing | | Not adjustable | |
| Spark plug | Quantity | 2 | |
| | Make and type | NGK DCPR8E | |
| | Gap | 0.7 mm to 0.8 mm (.028 in to .031 in) | |
| Engine RPM limiter setting | | 8000 RPM | |
| Battery | Type | Dry battery type | |
| | Voltage | 12 volts | |
| | Nominal rating | 18 A•h | |
| | Power starter output | 0.7 KW | |

| MODEL | | | 800R | 1000 |
|---|---|---|---|---|
| ELECTRICAL SYSTEM (cont'd) | | | | |
| Headlights | | | 4 x 60 W | |
| Taillight | | | 2 x 8/26 W | |
| Fuses | Main | | 40 A | |
| | Accessories (main) | | 50 A | |
| | ACS/DPS | | 50 A | |
| | Speedometer/tail lamp | | 10 A | |
| | Ignition/injection/ speed sensor | | 7.5 A | |
| | Engine control module (ECM) | | 5 A | |
| | 4WD Actuator (winch if equipped) | | 5 A | |
| | Key switch | | 5 A | |
| | Fan (fuse breaker) | | 25 A | |
| | European component | | 5 A | |
| | Head lamp | | 30 A | |
| | DC outlet | | 15 A | |
| | Relay driver | | 5 A | |
| | Accessories | | 15 A | |
| | Fuel pump | | 5 A | |
| FUEL SYSTEM | | | | |
| Fuel delivery | Type | | Electronic fuel injection (EFI) with iTC | |
| Throttle body | | | 54 mm with ETA | |
| Fuel pump | Type | | Electric (in fuel tank) | |
| Idle speed | | | 1250 ± 100 RPM (not adjustable) | |
| Fuel | Type | | Regular unleaded gasoline (which may contain up to 10% MAX ethanol) | |
| | Minimun octane | | 92 RON or higher | |
| Fuel tank capacity | | | 37.8 L (10 U.S. gal.) | |
| Fuel remaining when low fuel light turns ON | | | ± 12 L (3.2 U.S. gal.) | |
| DRIVE SYSTEM | | | | |
| Drive system type | | | Selectable 2WD/4WD | |
| Front Differential oil/rear final drive oil | Capacity | Front | 500 ml (17 U.S. oz) | |
| | | Rear | 350 ml (11.8 U.S. oz) | |
| | Type | Front | XPS Synthetic gear oil (75W 90 API GL-5) (P/N 293 600 043) or synthetic oil 75W 90 API GL5 | |
| | | Rear | XPS Synthetic gear oil (P/N 293 600 140) or a 75W 140 API GL-5 synthetic gear oil | |
| Front drive | | | Visco-lok† front differential | |
| Front drive ratio | | | 3.6:1 | |
| Rear drive | | | Shaft driven/single differential | |
| Rear drive ratio | | | 3.6:1 | |
| CV joint grease | | | CV joint grease (P/N 293 550 019) | |

| MODEL | | | 800R | 1000 |
|---|---|---|---|---|
| STEERING | | | | |
| Steering wheel | | | Adjustable tilt steering | |
| Turning radius | | | 240 cm (94.5 in) | |
| Total toe (vehicle on ground) | | | 0° ± 0.2° ( ± ) | |
| Camber angle (vehicle on ground) | | | 0.7° positive | |
| FRONT SUSPENSION | | | | |
| Suspension type | | Base/X/XT | Double suspension-arm with dive-control geometry | |
| | | LTD | Double suspension-arm with dive-control geometry with ACS | |
| Suspension travel | | | 254 mm (10 in) | |
| Shock absorber | Qty | | 2 | |
| | Type | Base | Oil / 5 spring preload settings | |
| | | X | HPG shock with remote reservoir. Dual speed compression damping and rebound damping adjustments | |
| | | XT | Oil / 5 spring preload settings | |
| | | LTD | HPG shock with remote reservoir. Compression damping (low speed) and air pressure adjustments | |
| REAR SUSPENSION | | | | |
| Suspension type | | Base/X/XT | Torsional Trailing arm Independant (TTI) with external sway bar | |
| | | LTD | Torsional Trailing arm Independant (TTI) with external sway bar with ACS | |
| Suspension travel | | | 254 mm (10 in) | |
| Shock absorber | Qty | | 2 | |
| | Type | Base/XT | Oil / 5 spring preload settings | |
| | | X | HPG shock with remote reservoir. Dual speed compression damping and rebound damping adjustments | |
| | | LTD | HPG shock with remote reservoir. Compression damping (low speed) and air pressure adjustments | |
| BRAKES | | | | |
| Front brake | Type | | Dual 214mm ventilated disc brakes with hydraulic twin-piston calipers | |
| Rear brake | Type | | Single 214mm ventilated disc brake with hydraulic twin-piston caliper | |
| Brake fluid | Capacity | | 125 ml (4.2 U.S. oz) | |
| | Type | | DOT 4 | |
| Caliper | | | Floating | |
| Brake pad material | Front | | Metallic | |
| | Rear | | Metallic | |
| Minimum bake pad thickness | | | 1 mm (.039 in) | |
| Minimum brake disc thickness | Front | | 4.1 mm (.161 in) | |
| | Rear | | 4.1 mm (.161 in) | |
| Maximum brake disc warpage | | | 0.2 mm (.001 ft) | |

| MODEL | | | 800R | 1000 |
|---|---|---|---|---|
| TIRES | | | | |
| Pressure | Front | | Maximum: 83 kPa (12 PSI)<br>Minimum: 69 kPa (10 PSI) | |
| | Rear | | Maximum: 152 kPa (22 PSI)<br>Minimum: 83 kPa (12 PSI) | |
| Minimum tire thread depth | | | 3 mm (.118 in) | |
| Tire size | Front | Base | 27 x 9 x 12 (in) | |
| | | X | 27 x 9 x 12 (in) | |
| | | XT/LTD | 27 x 9 x 14 (in) | |
| | Rear | Base | 27 x 11 x 12 (in) | |
| | | X | 27 x 11 x 12 (in) | |
| | | XT/LTD | 27 x 11 x 14 (in) | |
| WHEELS | | | | |
| Type | | Base | Steel | |
| | | X | Aluminum beadlock wheels | |
| | | XT/LTD | Cast Aluminum | |
| Rim size | Front | Base | 12 x 6 (in) | |
| | | X | 12 x 6 (in) | |
| | | XT/LTD | 14 x 7 (in) | |
| | Rear | Base | 12 x 8 (in) | |
| | | X | 12 x 7.5 (in) | |
| | | XT/LTD | 14 x 8.5 (in) | |
| Wheel nuts torque | | | 100 N•m ± 10 N•m (74 lbf•ft ± 7 lbf•ft) | |
| CHASSIS | | | | |
| Cage type | | | 50 mm (2 in) diameter, high strength steel, ROPS-approved cage | |
| DIMENSIONS | | | | |
| Overall length | | | 300.4 cm (118.3 in) | |
| Overall width | | | 148.9 cm (58.6 in) | |
| Overall height | | | 182.9 cm (72 in) | |
| Wheelbase | | | 192.4 cm (75.7 in) | |
| Wheel track | Front | | 125.7 cm (49.5 in) | |
| | Rear | | 121.9 cm (48 in) | |
| Ground clearance | | | 27.9 cm (11 in) | |
| LOADING CAPACITY AND WEIGHT | | | | |
| Dry weight (models without accessories) | | | 610 kg (1,344.8 lb) | 635 kg (1,399.9 lb) |
| Weight distribution (front/rear) | | | 44 / 56 | |
| Cargo box capacity | Total | | 272 kg (600 lb) | |
| | Upper | | 181 kg (400 lb) | |
| | Lower | | 272 kg (600 lb) | |
| Total vehicle load allowed (including driver, passenger, all other loads and added accessories) | | | 363 kg (800 lb) | |
| Gross vehicle weight rating | | | 990 kg (2,183 lb) | |
| Towing capacity | | | 270 kg (600 lb) | |
| Hitch support | | | 50.8 mm (2 in) x 50.8 mm (2 in) | |