

Date: **November 9, 2007** Subject: **Adventure Series**

No. **2008-1004**

YEAR	MODEL	ENGINE	MODEL NUMBER
2008	ADVENTURE 600 SDI	593 HO SDI	LR8D
	ADVENTURE 550	552	LN8B

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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 limited warranty coverage, predelivery procedures must be performed by an authorized Lynx® snowmobile 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. Bombardier Recreational Products Inc. (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 distributor service representative and/or specific *SHOP MANUAL* sections. Please complete the *PREDELIVERY CHECK LIST* for each snowmobile and retain a customer signed copy. Make sure the customer receives the *OPERATOR'S GUIDE*, *PREDELIVERY CHECK LIST* signed copy.

PREDELIVERY KIT

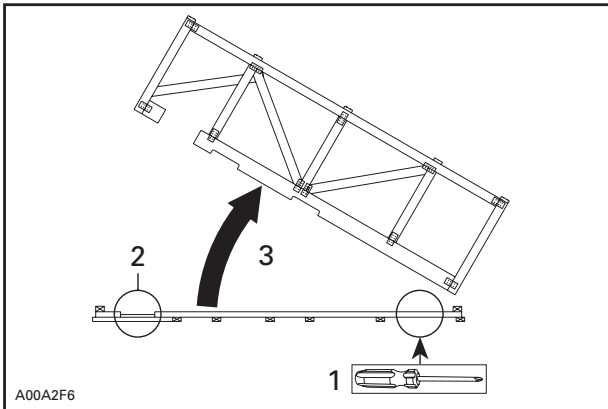
NOTE: Predelivery kits contains parts for various models, all parts may not be necessary for all vehicles, refer to the following tables for proper parts usage.

ADVENTURE 550/600SDI

DESCRIPTION	P/N	QTY	LOCATION	TO BE INSTALLED
Flanged nut M6 Nylock DIN 6926	33200	4	Snow guard	X
Washer A6.4 DIN9021-St m Zne	20009	4		X
Screw M6 x 22 DIN933m8.8Zne	40078	4		X
Cap	415073300	4		X
Hex-screw. M10x130 DIN912m8.8Zne	40391	2	Ski	X
Washer hardened M10 Zne M10	20105	2		X
Flanged elastic M10X1.5 DIN 6926	33074	2		X
Screw M10x 40 DIN931m8.8Zne	40014	2	Suspension	X
Lockwasher D10 (Nord-lock)	20068	2		X
Screw M10x 45 DIN931m8.8Zne	40016	1		X
Elastic nut. M10	33012	1		X
Bushing	5446652	1		X
Cap	570063600	2		X
Latch	570023800	2		X
Screw	732600030	4	Hood / Cover	X
Plastic nut	28035	2		X

UNCRATING

Crate Cover



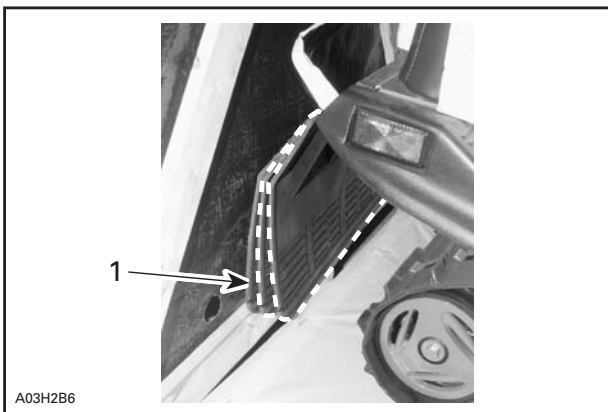
- Carefully lay the crate on it's bottom.

CAUTION: Allowing the crate to drop may cause serious damage to the vehicle.

- Using a drill or a screwdriver, remove all screws [1] retaining crate cover to crate base.
- Tilt [3] the crate cover toward the front or the rear of the vehicle.

NOTE: There is a notch at the front of the crate that indicates the front of the vehicle [2].

- Lift the crate cover slowly to avoid damaging the vehicle.



NOTE: On some models, if cover is tilted toward the front of the vehicle, snow guard may interfere with crate cover, push on snow guard [1] when lifting cover.

- Remove polyethylene foam protective sheets.
- Remove parts to be installed from vehicle or crate base.

Crate Brackets

CAUTION: Make sure vehicle is properly supported before removing ski legs and rear suspension from crate brackets.

- Remove retaining straps.



- Detach the ski legs from the crate base.
- Discard screws and lift the vehicle to floor.



Retaining Hook(s)

⚠ WARNING

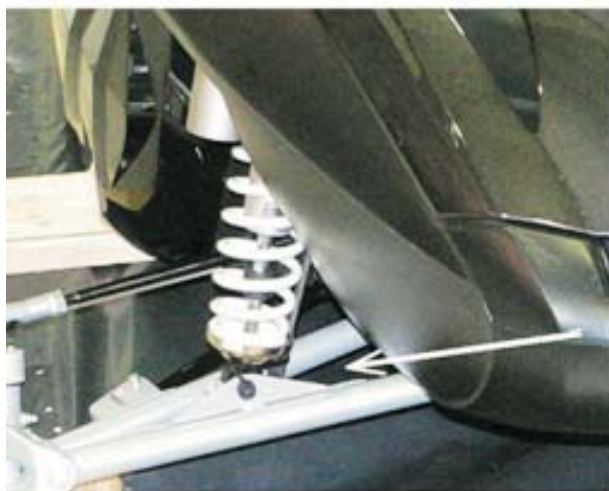
Hooks must be removed to have the snowmobile suspension operational.

- Secure parking brake on.

⚠ WARNING

Before removing hook, always verify that vehicle is properly supported and that parking brake is applied.

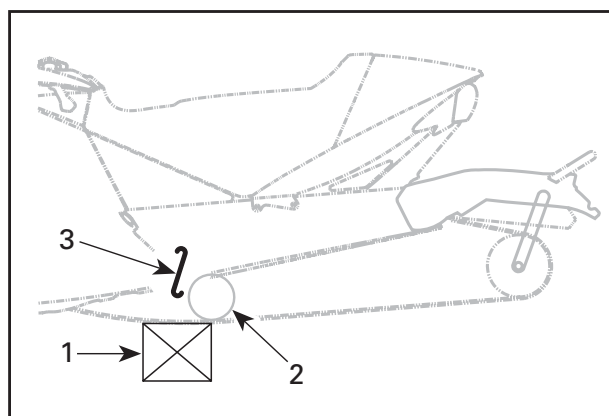
- Cut the locking tie retaining the front hooks.
- Press down the front end and remove hooks.



- Lift rear end of the vehicle .

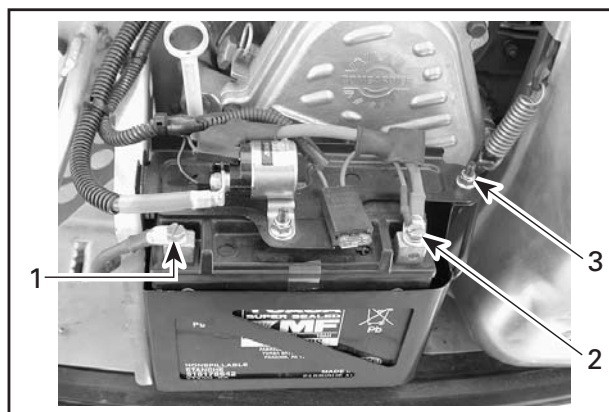


- Put under the idler [2] wheel piece of wood or box [1].
- NOTE:** in some models there are two hooks.
- Cut locking ties from retaining hooks [3].
- Press the rear end of the vehicle and remove the hooks



BATTERY

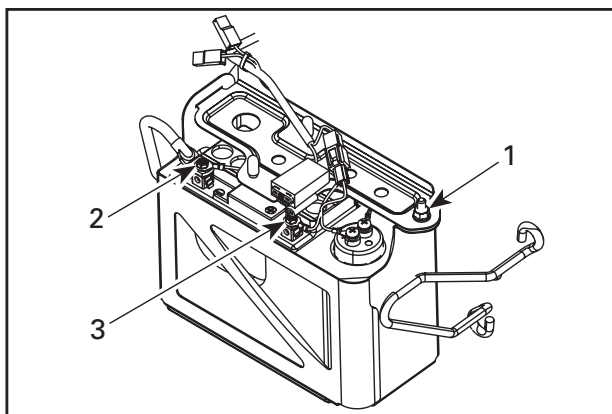
Battery removal



Model(s): All models with battery

<p>⚠ WARNING</p> <p>Battery BLACK (-) cable must always be disconnected first and connected last.</p>
<p>⚠ WARNING</p> <p>Never charge or boost battery while installed on vehicle.</p>

- Open the right side panel of the vehicle.
- Disconnect BLACK (-) cable [1] from the terminal.
- Slide off the rubber boot from the RED (+) cable [2] and disconnect it.
- Remove the bracket by unscrewing the bracket retaining nut [3].
- Remove the battery.



- Open the right side panel of the vehicle.
- Remove the bracket by unscrewing the bracket retaining nut [1].
- Remove the battery plastic cover.
- Disconnect BLACK (-) cable [2] from the terminal.
- Disconnect RED (+) cable [3] from the terminal.
- Remove the battery.

Battery Preparation

Model(s): With Electric Starting

All electric starting equipped vehicles using a YTX20L-BS or YTX24L-BS type battery require a specific charging procedure at predelivery. Follow the appropriate procedure as described below.

⚠ WARNING

Always wear safety glasses and charge in a ventilated area. Never charge or boost battery while installed on vehicle. Do not open the sealed caps during charging. Do not place battery near open flame.

CAUTION: If battery becomes hot, stop charging and allow it to cool before continuing.

NOTE: Sealed VRLA batteries have an internal safety valve. If battery pressure increases due to overcharging, the valve opens to release excess pressure, preventing battery damage.

An automatic charger is the fastest and most convenient way for error-proof charging.

NOTE: If battery cannot be recharged using the following charging chart, replace battery.

Battery Voltage below 12.8 V

STANDARD CHARGING (RECOMMENDED)

BATTERY TYPE	TIME	CHARGE
YTX20L-BS	4 – 9 hours	2 A
YTX24HL-BS	5 – 10 hours	

QUICK CHARGING

BATTERY TYPE	TIME	CHARGE
YTX20L-BS	50 minutes	10 A
YTX24HL-BS	1 hour	

Model(s): Without Electric Starting

All vehicles with SDI engine and **without** electric starting are equipped with a YTX20L-BS type battery that requires a specific charging procedure at predelivery.

- Follow the appropriate procedure as described below.

⚠ WARNING

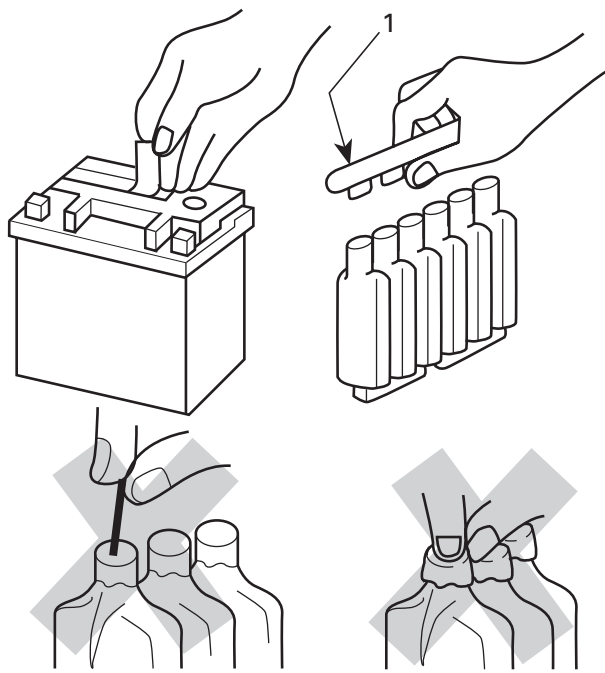
Always wear safety glasses and charge in a ventilated area. Never charge or boost battery while installed on vehicle. Do not open the sealed caps during charging. Do not place battery near open flame.

- These sealed batteries have to be tested with a voltmeter.
- Batteries with a voltage of 12.8 volts and above, no charge is required
- Batteries with a voltage of 12.7 volts and below must be charged as follows:

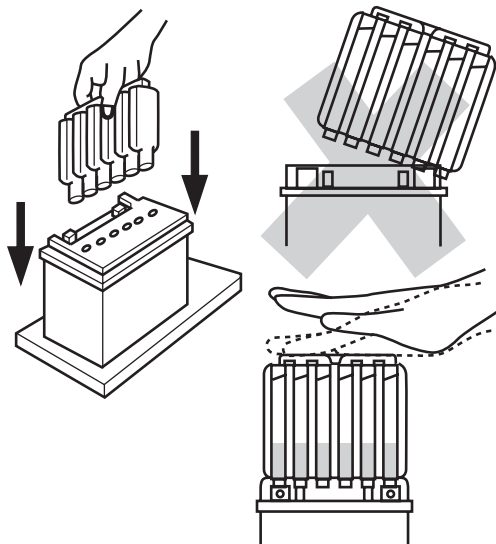
BATTERY TYPE	STANDARD CHARGE	QUICK CHARGE
YT4L-BS	0.3 Amps/hour for 5 to 10 hours	3.0 Amps/hour for 30 min.

Activating Battery

- Place the battery on a level surface. Battery must be out of the vehicle.



- Remove electrolyte container from vinyl bag. Remove the strip of caps [1].
- Put the strip aside (will be used later as the battery sealing plug).
- Use only the dedicated container that comes with the battery.



- Place electrolyte container, sealed top of the cells down, into the filler ports of the battery.
- Hold the container level, push down to break the seals. You'll see air bubbles as the ports fill. Do not tilt or compress the electrolyte container.

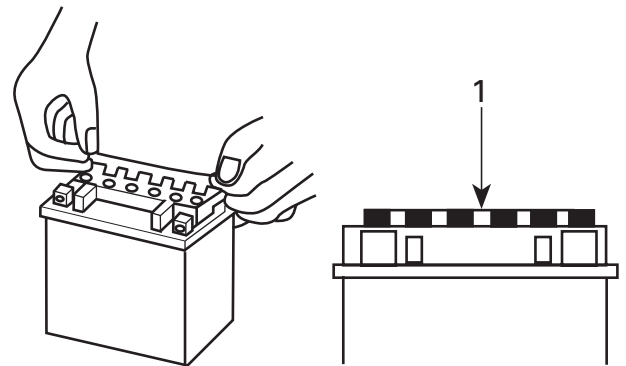
⚠ WARNING

Improper activation or excessive over charging (possibly by equipment failure) could cause damage to the battery or vehicle by forcing acid out of the safety vent.

- Check the electrolyte flow. **Keep the container in place for 20 minutes or longer until it empties completely.** If no air bubbles are coming up from the filler ports, or if container cells have not emptied completely, tap the container a few times. Do not remove the container from the battery until it's empty. The battery requires all the electrolyte from the container for proper operation.
- Remove the container. This allows the electrolyte to permeate into the plates for optimum performance. Yuasa[†] sealed VRLA batteries have the amp hours printed right on the front of the battery.

For batteries 3 - 12 A, and for batteries greater than 12 A, let stand for at least 1 HOUR.

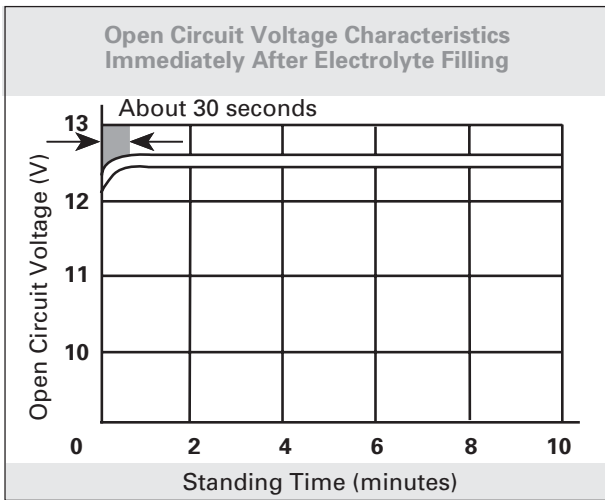
NEWLY ACTIVATED SEALED VRLA BATTERIES REQUIRE AN INITIAL CHARGE. After adding electrolyte, a new battery is approximately 80% charged.



- Place cap strip [1] loosely over the filling holes as shown. Immediately charge the battery after the "stand" period, to bring it to a full state of charge. Refer to "Charging a Newly Activated Sealed VRLA Battery".
- After charging is completed, press down firmly with both hands to seat the caps (do not pound or hammer).

The battery is sealed. There is no need to remove the strip of caps or add electrolyte for the life of the battery.

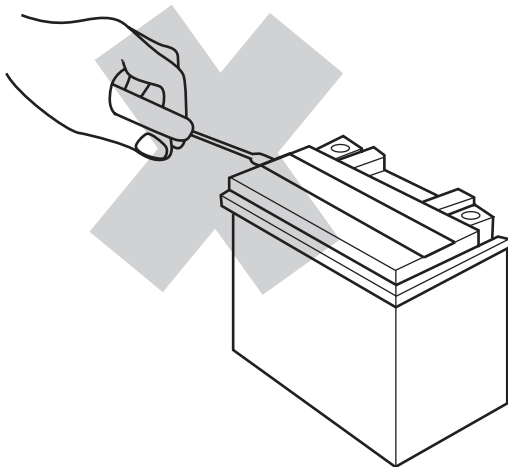
[†] Yuasa is a registered trademark of Yuasa Battery Inc.



The graph shows an open circuit voltage characteristic of a sealed VRLA battery just after the electrolyte is filled.

If the battery is only filled with electrolyte, but not being given a supplementary charge, the open circuit voltage will be somewhere around 12.5 to 12.6 V, as shown in the graph. The reasons for the voltage being low are that:

- The capacity reached by filling with electrolyte is about 80% of the fully charged capacity.
- The electrolyte around the plates gets its concentration lowered temporarily.



CAUTION: Remember that unlike a conventional battery, the sealed VRLA battery won't be topped off during its life. Never pry off sealing caps: it is dangerous and damaging.

Charging a Newly Activated Sealed VRLA Battery

YTX20L-BS CHARGING METHOD • THIS IS A SEALED BATTERY; THE SEALING CAPS SHOULD BE CONSIDERED PERMANENT. • DO NOT REMOVE THE CAPS TO ADD WATER OR TO CHARGE THE BATTERY; CHARGE AT 12V AT THE AMPERAGE AND HOURS STATED BELOW.
STD.: 1.8A x 5-10h or QUICK: 9.0A x 1.0h



Sealed VRLA batteries require an initial charge.

- If you are using a constant current charger, refer to the standard (STD) charging method printed on the battery.
- If you are using an automatic type taper charger, check to make sure that the charger current (amps) is equal to or greater than the standard (STD) charging method listed on the battery.

NOTE: These batteries are a sealed VRLA construction; **NEVER REMOVE THE SEALING STRIP AFTER CHARGING IS COMPLETED!** If the battery gets very hot to the touch, cease charging and allow battery to cool down. Check voltage using a voltmeter. Reading for a charged, newly-activated battery should be 12.8 volts or higher after the battery is charged and sits for at least 1 – 2 hours. If less, it needs an additional charge.

Sealed VRLA Battery Routine Charging

The single most important thing to maintaining a VRLA battery is to not let it sit discharged: keep it fully charged. A sealed VRLA battery should be kept to near fully charged for peak performance. In fact, it can need charging more often than a car battery because it's probably not used routinely and, therefore, not "automatically" charged.

Use the following guidelines for boost charge. Always verify battery condition

- before charging
- and 30 minutes after charging.

Stage of charge	Voltage	Action	Charging time ‡
100%	12.8 – 13.0	None Check at 3 months from date of manufacture	None required
75% – 100%	12.5 – 12.8	May need slight charge, if no charge given, check in 3 months	3 – 6 hours
50% – 75%	12 – 12.5	Need charge	5 – 11 hours
25% – 50%	11.5 – 12	Need charge	At least 13 hours verify state of charge
0% – 25%	11.5 or less (see instructions below)	Need charge	20 hours

‡ Using a constant current charger at standard amps specified on the battery. Charging times can vary depending on type of charger. Follow the charger's instructions.

- A fully charged battery should read 12.8V or higher after battery has been off the charger 1 - 2 hours.

CAUTION: Overcharging can harm the battery beyond recovery.

It is not recommended to overcharge sealed VRLA batteries. Because of their characteristics, too much of a boost charge will decrease the volume of electrolyte. The longer the overcharge time, the greater the drop in electrolyte – and starting power.

CAUTION: Water cannot be added to the sealed VRLA battery to make up the difference.

Overcharging can warp plates, making future charging difficult or impossible. Watch charging times carefully, or ideally, use a Yuasa Automatic Charger. Always stop charging if the battery becomes really warm to the touch. Let it cool down 6 - 12 hours and resume charging.

⚠ WARNING

Always wear protective goggles and charge in a ventilated area. If battery gets really warm to the touch, discontinue charging and allow battery to cool down. No sparks, flames or smoking when charging.

Charging Instructions for Sealed VRLA Batteries with Voltage of 11.5 or Less

Batteries with voltage below 11.5 V may require special equipment and procedures to recharge. In charging an over discharged battery having a terminal voltage of 11.5 V or lower, its internal resistance may be too high to charge at a normal charge voltage.

Therefore, it may be necessary to raise the voltage of the battery initially (25 V as a maximum), and charge for approximately 5 minutes. If the ammeter shows no change in current after 5 minutes, you need a new battery. Current flowing into the battery at high voltage can become excessive. Monitor amperage and adjust voltage as necessary to keep current at the battery's standard amp rating. Charge for approximately 20 hours.

Battery Installation

Model(s): With Electric Starting

- Install the bracket and screw the bracket retaining nut.
- Connect RED (+) cable it to positive battery terminal.
- Connect RED wire (coming from 30 A fuse).
- Connect BLACK (-) cable LAST.

⚠ WARNING

Battery BLACK (-) cable must always be disconnected first and connected last.

⚠ WARNING

Never charge or boost battery while installed on vehicle.

- Cover the RED (+) terminal with rubber boot.
- Apply silicone dielectric grease (P/N 293 550 004) on battery posts and connectors.

Model(s): Without Electric Starting

- Properly position the battery on its rack.
- Connect RED (+) cable to positive battery terminal.
- Connect RED wire (coming from 30 A fuse).
- Connect BLACK (-) cable LAST.
- Connect ground wire from harness.
- Apply silicone dielectric grease (P/N 293 550 004) on battery posts and connectors.
- Install the battery plastic cover.
- Install the bracket and screw the bracket retaining nut.

⚠ WARNING

Battery BLACK (-) cable must always be disconnected first and connected last.

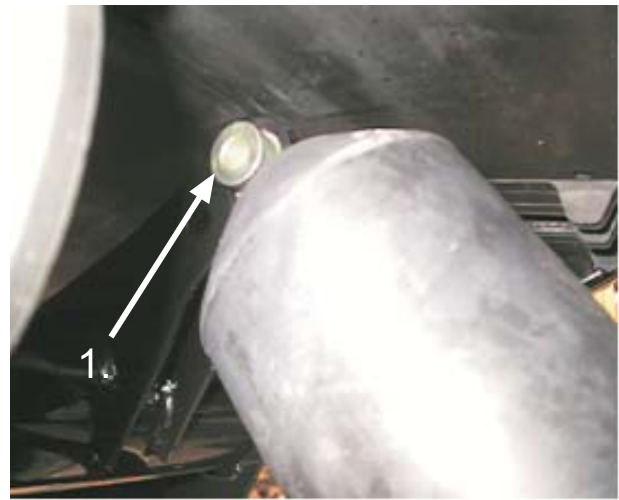
⚠ WARNING

Never charge or boost battery while installed on vehicle.

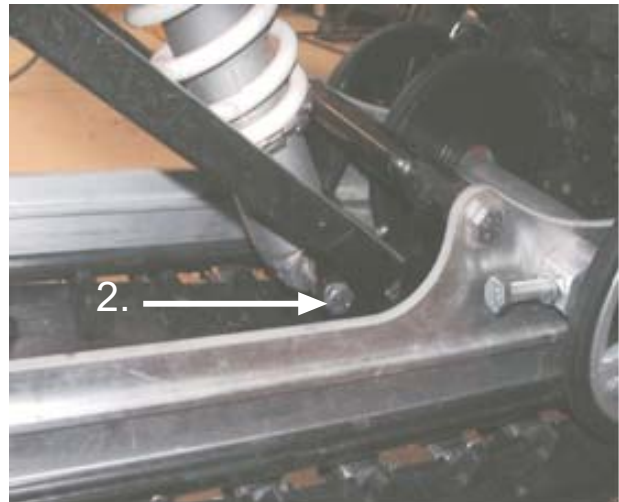
SET-UP

Rear suspension

- Install protector rubber into shock absorber.
- Install shock absorber, pay attention to the upper sleeve [1].



- Install lower axle [2] using screws M10x40 and lock washer. Tightening to 45 N•m.
- Install upper side using screw M10x40 and M10 locknut. Tightening to 45 N•m.



Ski

- Install ski stopper into ski.
- Lubricate bushing with grease.
- Install carbide runners to the ski so that the hard metal peace's is placed to inside of the ski
- install ski using screws M10 x 130, washer M10 and flanged elastic nut M10 so that the nut comes inside of the ski.

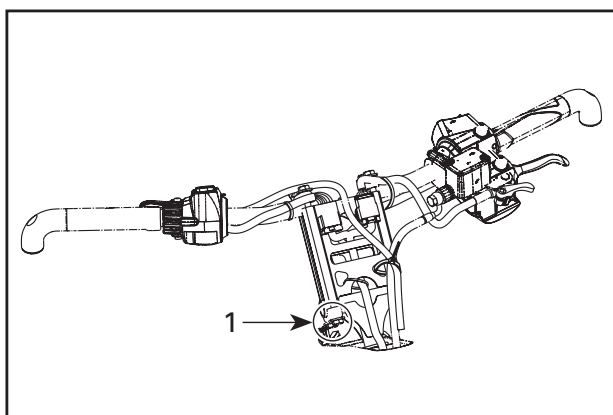
Torque flanged elastic nut to 46–49 Nm

- Check toe-out 12 ±2 mm (measure front suspension without weight or lift up the front end in the air).

NOTE: Measuring points on the skis.



Steering bar



- Loosen bolts [1] retaining the steering extension to the steering column.
- Lift steering extension until it comes in contact with the steering column thrust.
- On some models, adjust the handlebar so that the brake fluid reservoir is level.
- Secure steering extension to the steering column.

Torque to 24 N•m (18 lbf•ft).

- Secure if necessary the handlebar to the steering extension.

Torque to 24 N•m (18 lbf•ft).

Wide steering pad

- Install wide steering pad using 4 short and 1 longer o-ring .
- Put two short o-ring from each side of the handlebar [1].
- Use the longer o-ring [2] to fasten the pad around the steering column.



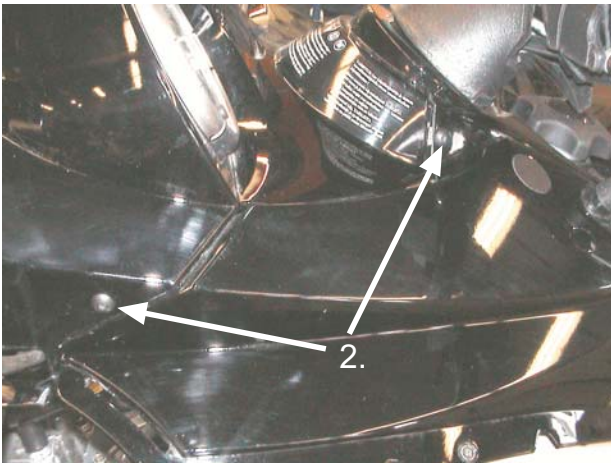
Windshield / Upper panel

- Install windshield support [1] into two upper holes, pulling with pliers from inside. Lubricate the rubber with water only (DO NOT USE OIL).



- Install connectors to meters and install panel using M6 x 12 torx screws (4pcs) [2].

NOTE: Before installing the screws secure cable routing to avoid damage in the cables from steering bar.



Choke lever, DESS post and Key switch

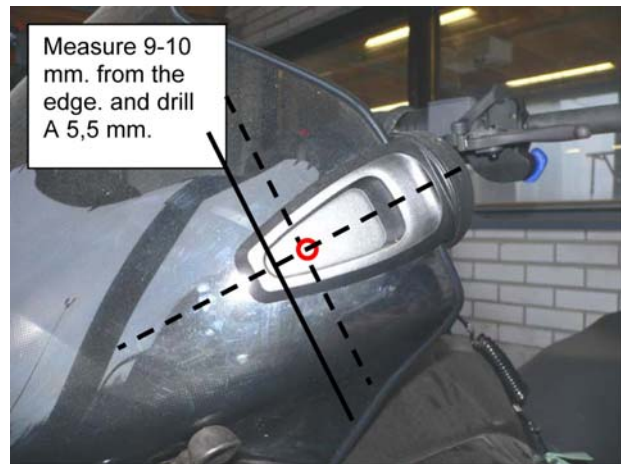
- Install choke lever, DESS post and in fan cooled models the key switch.

NOTE: Choke cable routing should be drawn under DPM device.

Mirrors



- Clean windshield outside surface with isopropyl alcohol or suitable liquid.
- Remove protective plastic from mirror sticker surface.
- Position mirror in the middle of flat place in the windshield side and “click” mirror on the rear edge of the windshield.



- Measure hole position 9–10mm from the mirror support edge (NOTE! pre hole on the support).
- Drill 5,5mm diameter hole through the mirror support and windshield.
- Push locking stud through the support and windshield.

Snowguard

- Install snowguard using M6 x 20 screws, M6 nuts and install covers.
- Install hitch [2].

Torque to 26 N•m



- Install front reflector [3].
- Install horn.



PROGRAMMING, USING B.U.D.S.

Model(s): All except fan cooled models

NOTE: The vehicle will not start until a key code is programmed in the vehicle's ECM using B.U.D.S.

Always use the **Latest version of B.U.D.S** that can be downloaded from BOSSWeb (www.bossweb.brp.com). User Name and Password are needed.

Go to the ComCenter and select B.U.D.S & MPEM from the scroll down menu.

There are two ways to connect B.U.D.S.:

- 1- Using MPI technology
- 2- Using MPI-2 technology.

Connecting PC to Vehicle Using MPI technology

NOTE: The MPI can use the vehicle power for its supply. Four AA batteries or an AC/DC power supply can also be used. Make sure to respect MPI specification if a power supply is used.

Connections with Vehicle

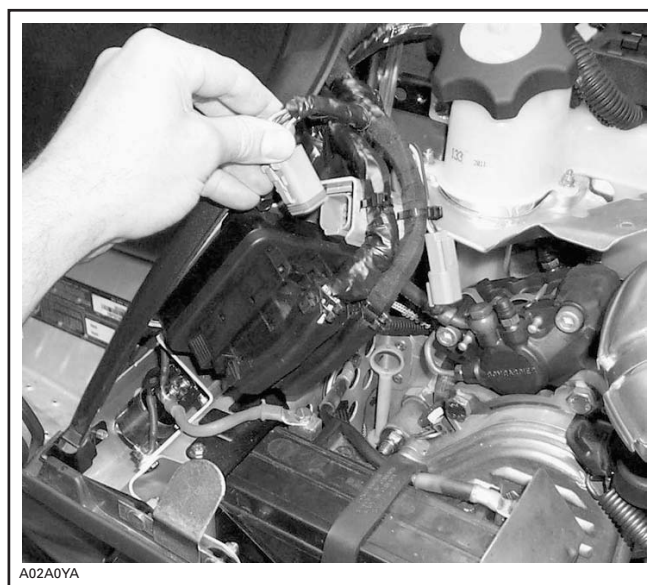
WARNING

If the computer used is connected to the power outlet, there is a potential risk of electrocution when working in contact with water. Be careful not to touch water while working with the computer.

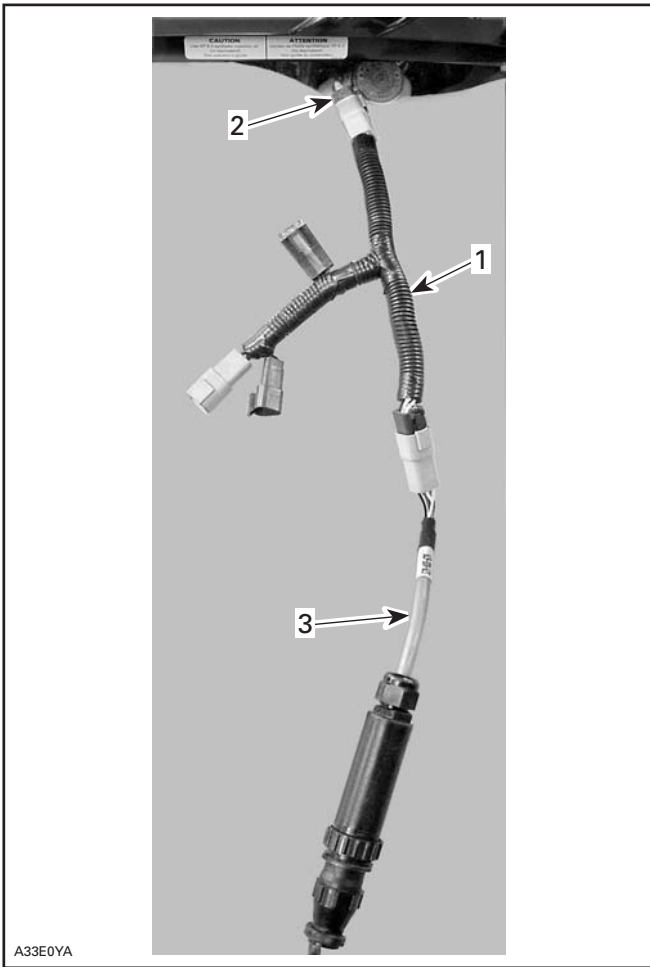
Remove the 6 pin connector from the protective cap on the right side of the engine.



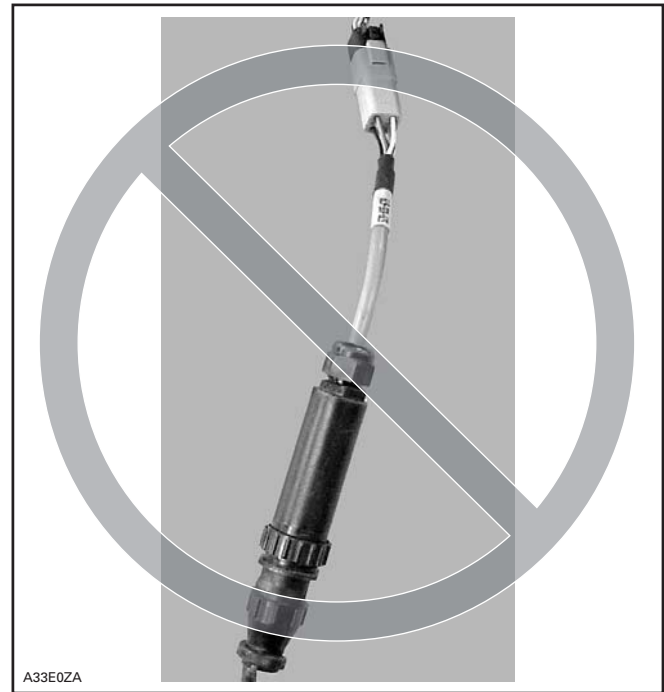
All liquid cooled models (except SDI)



SDI models



Connect the MPI cable [3] to supply T-harness [1] then to vehicle 6-pin connector [2].

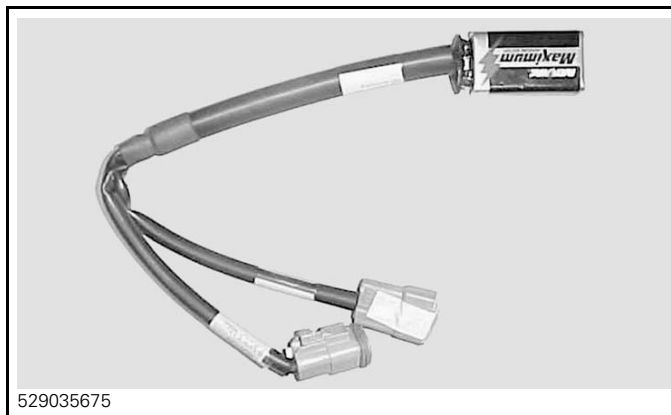


CAUTION: Connecting MPI directly to vehicle connector (without supply T-harness) may prevent proper communication. Always use the proper supply T-harness.

Model(s): *All Liquid Cooled except SDI*



- Connect supply T-harness to a 12 V battery, using the 12 V battery supply cable (P/N 529 035 997);



- or to a 9 V battery, using the 9 V battery supply cable (P/N 529 035 675).

NOTE: The 9 V battery allows programming keys, setting ignition timing, resetting closed throttle, etc. The 12 V battery allows to activate solenoids, spark plugs, etc., from B.U.D.S. Activation tab. In this case, all sensors and actuators will be continuously supplied from the battery. The ECM will switch the circuit to the ground when activated through B.U.D.S. If engine starting is required, disconnect clips from battery.

Model(s): 600 HO SDI

These models do not need any external 9 V or 12 V power to allow programming and troubleshooting. The use of the supply T-harness will keep the ECM ON. Not using it will make the ECM shut-off after a few seconds.

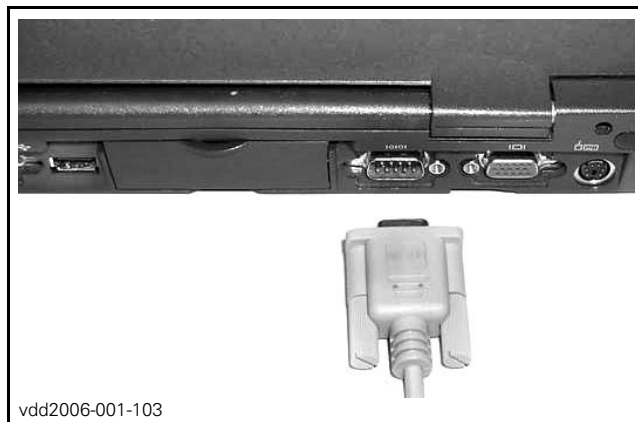
Model(s): All Liquid Cooled

CAUTION: Always use the proper supply T-harness and cables. Ensure to respect polarity when connecting cable clips to battery. Match RED cables together.

NOTE:

On all models, it is suggested to disconnect headlight fuse and to turn OFF heated grips to reduce battery discharge rate. On manual start models, it is necessary to use an external 12 V battery and to connect the supply cable clips on it to supply ECM and sensors/actuators. On electric start models, it is necessary to connect the supply cable clips to the battery to supply ECM and sensors/actuators (except SDI models)

NOTE: Some components will generate heat when leaving vehicle in diagnostic mode for a long period. Always disconnect MPI supply harness and supply cable from vehicle/battery when not working on vehicle.



- Connect remaining MPI connector to the serial port of a PC (personal computer).

Connecting PC to Vehicle Using the new MPI-2 technology

NOTE: The MPI-2 uses the PC USB port for its power supply.

Connections with Vehicle

⚠ WARNING

If the computer used is connected to the power outlet, there is a potential risk of electrocution when working in contact with water. Be careful not to touch water while working with the computer.



- Remove the 6 pin connector from the protective cap on the right side of the engine.

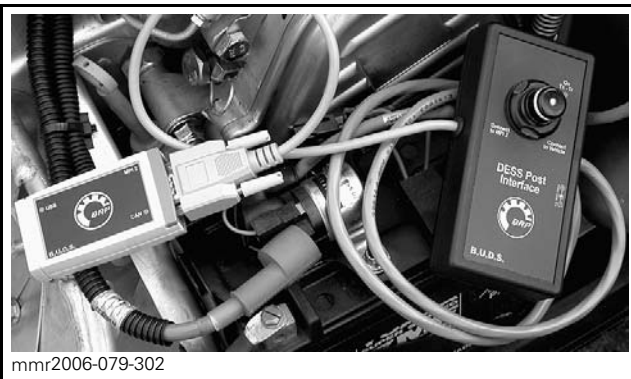


- Connect supply T-harness (P/N 529 035 869), to vehicle 6-pin connector.

Model(s): 600 HO SDI



- Connect DESS post interface (P/N 529 036 019) to supply T-harness connector.



- Connect MPI-2 (P/N 529 036 018) to DESS post interface.

Model(s): All Liquid Cooled except 600 HO SDI



- Connect diagnostic cable (P/N 710 000 851) to supply T-harness connector.

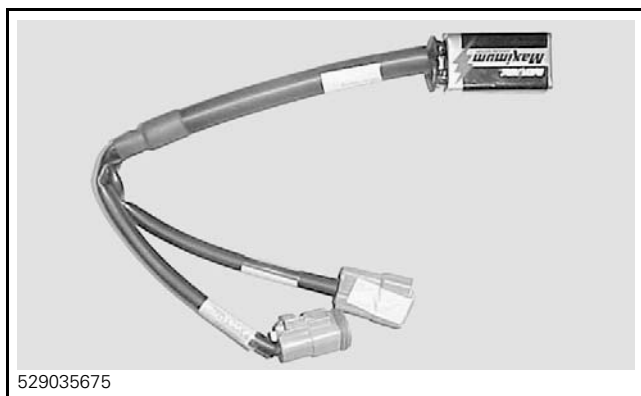


- Connect MPI-2 (P/N 529 036 018) to diagnostic cable.

CAUTION: Connecting MPI-2 directly to vehicle connector (without supply T-harness) may prevent proper communication. Always use the proper supply T-harness.



- Connect supply T-harness to a 12 V battery, using the 12 V battery supply cable (P/N 529 035 997);



- or to a 9 V battery, using the 9 V battery supply cable (P/N 529 035 675).

NOTE: The 9 V battery allows programming keys, setting ignition timing, resetting closed throttle, etc. The 12 V battery allows to activate solenoids, spark plugs, etc., from B.U.D.S. Activation tab. In this case, all sensors and actuators will be continuously supplied from the battery. The ECM will switch the circuit to the ground when activated through B.U.D.S. If engine starting is required, disconnect clips from battery.

Model(s): 600 HO SDI

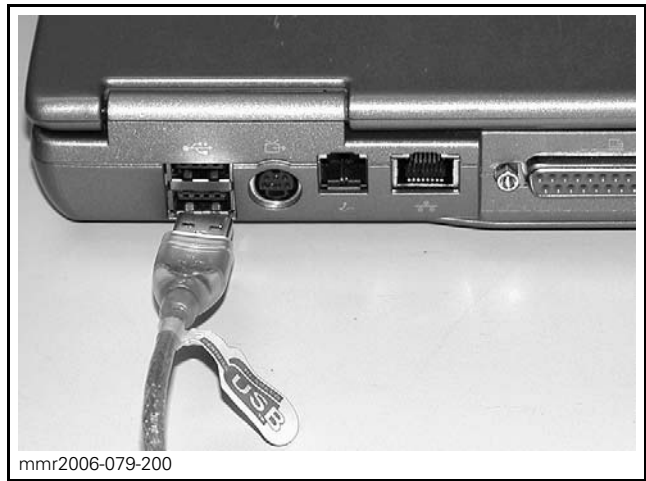
These models do not need any external 9 V or 12 V power to allow programming and troubleshooting. The use of the supply T-harness will keep the ECM ON. Not using it will make the ECM shut-off after a few seconds.

Model(s): All Liquid Cooled

CAUTION: Always use the proper supply T-harness and cables. Ensure to respect polarity when connecting cable clips to battery. Match RED cables together.

NOTE:
 On all models, it is suggested to disconnect headlight fuse and to turn OFF heated grips to reduce battery discharge rate. On manual start models, it is necessary to use an external 12 V battery and to connect the supply cable clips on it to supply ECM and sensors/actuators. On electric start models, it is necessary to connect the supply cable clips to the battery to supply ECM and sensors/actuators (except SDI models)

NOTE: Some components will generate heat when leaving vehicle in diagnostic mode for a long period. Always disconnect MPI supply harness and supply cable from vehicle/battery when not working on vehicle.

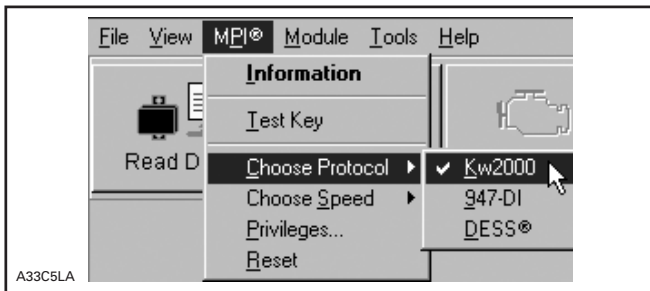


- Connect remaining MPI-2 connector to the USB port of a PC (personal computer).

Initializing B.U.D.S.

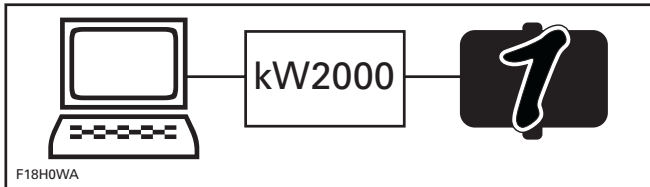
The type of MPI technology that is being used does not have any effect on the interface and the features of B.U.D.S.

- 1) Initialize B.U.D.S.



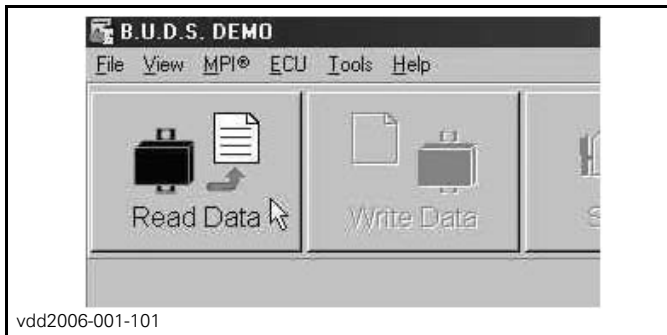
Select Protocol Kw2000

2) Select the vehicle's Protocol in "Chose Protocol" from the "MPI" menu. It may take a few seconds for the Protocol to load in the MPI. Make sure the status bar shows the proper Protocol.



Make sure the number 1 in displayed. If an "X" is shown instead of a "1" it means that there is no communication between the MPI and the ECM. Possible causes are:

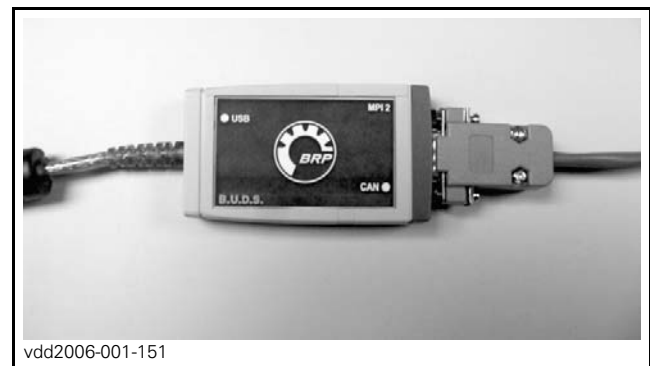
- ECM not powered
- wrong protocol used
- bad connection between MPI and ECM



3) Press the "Read Data" button from the tool bar to initiate communication with the vehicle.

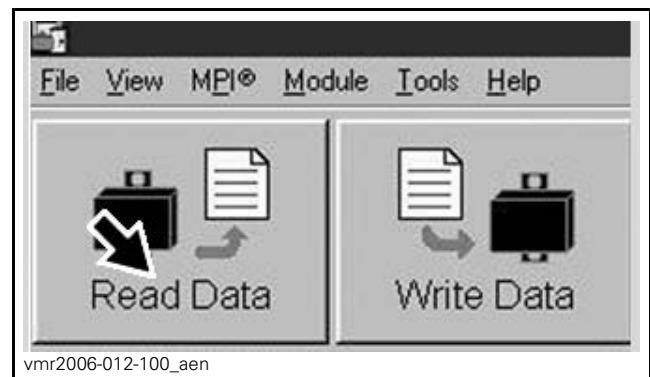


On the MPI, the "Rx/Tx MPEM" LED on middle of the enclosure will blink to indicate that data is being exchanged with the vehicle.



On the MPI-2, LEDs on enclosure will blink to indicate that data is being exchanged with the vehicle.

Programing Keys with B.U.D.S.



- Read ECM using READ DATA button.

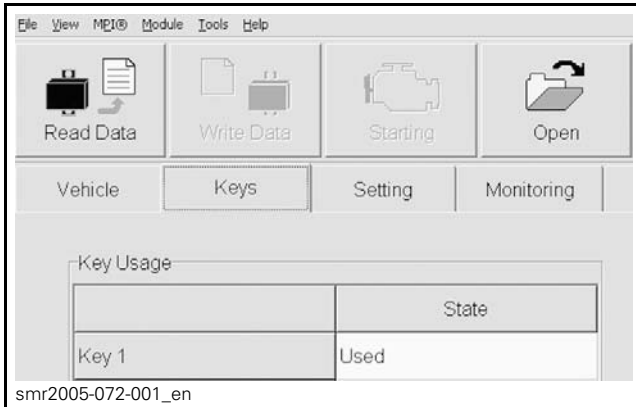
Model(s): Liquid Cooled except SDI (includes PTEK and 500SS)

- Install the new key to be programmed on vehicle DESS post.

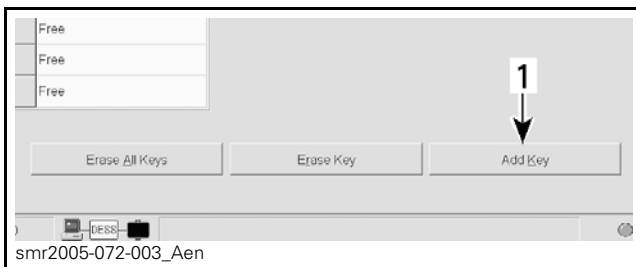
Model(s): SDI

- Install the new key to be programmed on vehicle DESS post interface tool.

Model(s): All Liquid Cooled



- Click on "Keys" tab.

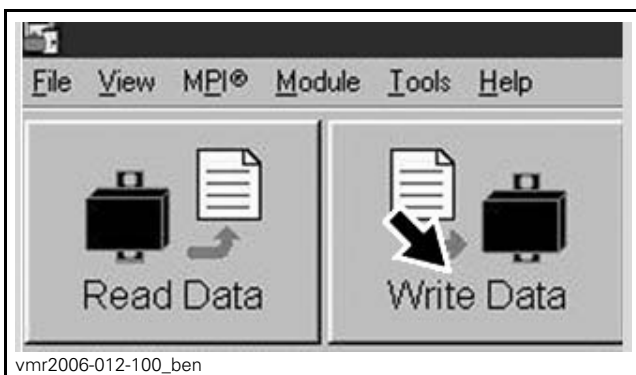


NOTE: When programming a vehicle for the first time, you need to click on "Erase All Keys" button.

- Click on "Add Key" [1].

A new key is now saved in the computer.

- Repeat to program more keys.



- Click on "Write Data" to save new keys in the vehicle's ECM.

Ending a B.U.D.S. Session

- Click on FAULT tab and check if there are active faults. If so, service vehicle then clear the faults in B.U.D.S

CAUTION: 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 MPEM memory.

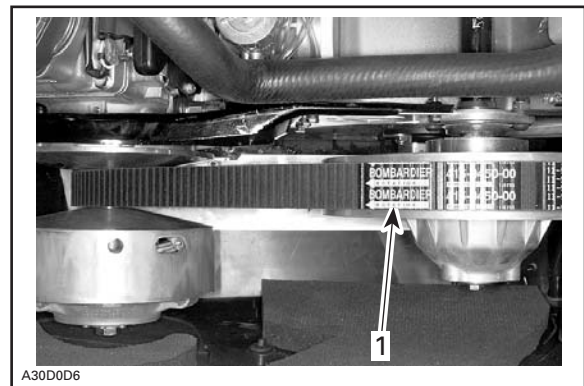
- Click on WRITE DATA button to transfer new settings and information to the ECM.
- Click on EXIT button (right most) to end session.
- Ensure to reinstall the cap over the communication connector.

FINAL PREPARATION

Drive Belt

- Clean pulleys and disc brake before installing the drive belt.

NOTE: Use a suitable cleaner such as Pulley flange cleaner (P/N 413 711 809).



TYPICAL

CAUTION: The arrow [1] is indicating the direction of rotation.

Recommended Oil

CAUTION: Use only injection oil that flows at - 40°C (- 40°F).

- Oil is contained in the injection oil reservoir.
- Use only two-stroke engine injection oil sold by BRP.
- See oil type by the model on the technical data sheet end of this document.

All XP-S injection oils are compatible, they can be mixed together.

The XP-S 2-stroke synthetic blend and XP-S synthetic 2-stroke injection oil **provide superior lubrication**, reduced engine component wear and oil deposit, thus maintaining maximum-level performance and anti-friction properties. These synthetic injection oils meet the latest ASTM and JASO standards by ensuring high biodegradability and low exhaust smoke.

CAUTION: Never use four-stroke petroleum or synthetic motor oil and never mix these with outboard motor oil. Do not use NMMA TC-W, TC-W2 or TC-W3 outboard two-stroke engine oils or ashless two-stroke engine oils. Avoid mixing different brands of API TC oil as resulting chemical reactions may cause severe engine damage.

⚠ WARNING
Wipe off any oil spills. Oil is highly flammable.

Break-in Period

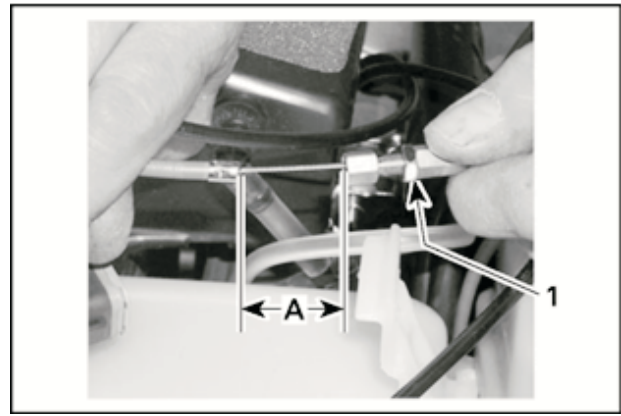
Model(s): All except SDI engine equipped models

- To assure additional protection during the initial engine break-in, 500ml of the recommended injection oil should be added to fuel for the first full filling of fuel tank.

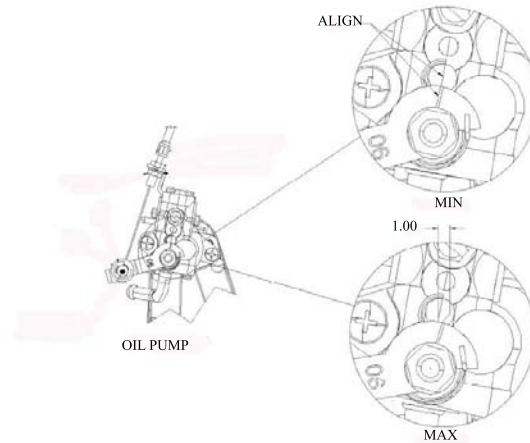
NOTE: Always remove and clean spark plugs after engine break-in.

Oil Pump Adjustment

Oil injection pump is factory set. However, if adjustment needs to be checked or modified, refer to *SERVICE BULLETIN 2006-1001* for the complete instructions regarding the oil pump cable adjustment procedure.



- A = Oil pump cable measurement



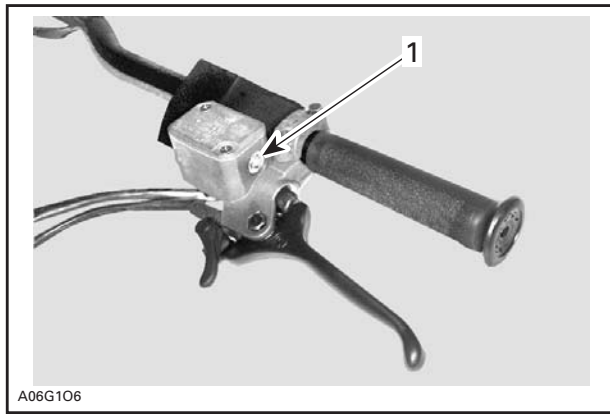
- Visual oil pump adjustment

MODEL	MEASUREMENT
550 F	Visual (marks on oilpump lever)
600 HO SDI	20 mm

Brake Fluid Level

- Check brake fluid in reservoir for proper level [1].
- Add brake fluid (DOT 4) as required.

CAUTION: Use only (DOT 4) brake fluid from a sealed container. Do not store or use a started bottle of brake fluid.



Disk Brake

- Remove any rust built-up on braking surfaces.
- Clean brake disk with pulley flange cleaner (P/N 413 711 809).

Track

- Refer to *LYNX SHOP MANUAL 2007* to adjust track tension and alignment.

NOTE: See Track deflection by the model from data sheet section.

- Install wheel caps provided in Predelivery Kit.

NOTE: If lubricant is needed to help cap installation, use lens cleaner instead of soapy water to avoid cap to pop-out from its location due to soap residue.

DELIVERY TO CUSTOMER

Suspension Adjustments

- Suspensions are calibrated at the factory. At predelivery, mechanics should perform suspension adjustments according to customer riding style and vehicle load.
- For the complete instructions regarding the suspension adjustments, refer to the appropriate *OPERATOR'S GUIDE*.

TECHNICAL DATA

MODEL		ADVENTURE	
		550	
Engine System			
Engine type		Rotax 552, axial fan cooled w/cylinder reed porting	
Cylinders		2	
Displacement (cc)		553,4	
Bore (mm)		76	
Stroke (mm)		61	
Maximum engine speed		7000 RPM	
Carburetion		2 x VM34 Choke	
Exhaust system		Single tuned pipe, baffle muffler	
Fan belt part number		420 980 517	
Drive System			
Drive pulley type		IBC	
Driven pulley type		LPV	
Drive belt part number (2)		415 060 600	
Engagement (RPM)		3000	
Small sprocket number of teeth		19	
Large sprocket number of teeth		43	
Drive sprocket number of teeth		9	
Brake system		Hydraulic, RT type brake lever	
Track nominal width (mm)		381	
Track nominal length (mm)		3648	
Track profile height		32	
Track adjustment	Deflection (mm)	20-25	
	Force ⁽¹⁾ (kg)	7,3	
Track alignment		Equal distance between edges of track guides and slider shoes	
Suspension			
Front suspension		A-VRC	
Front shock		HP-Gas 30	
Front suspension max. travel (mm)		260	
Rear suspension		RCG	
Front arm shock		HP-Gas 36	
Rear arm shock		HP-Gas 36	
Rear suspension max. travel (mm)		340	

TECHNICAL DATA

MODEL		ADVENTURE	
		550	
Electrical			
Lightning system output		340 Watts @ 6000 RPM	
Headlamp bulb HI/LOW beam		2 x 60/55 Watts (H4)	
Taillight bulb		21/5W	
Spark plug	Type	NGK BR9ES	
	Gap	0,45 ± 0,05mm	
Fuse		Refer to FUSE section	
Dimensions			
Vehicle overall length	(mm)	3155	
Vehicle overall width	(mm)	1245	
Vehicle overall height	(mm)	1340	
Mass (incl. cooling liquid)	(kg)	257	
Ski stance	(mm)	1080	
Liquids			
Recommended fuel type		Regular unleaded	
Minimum octane	RON	95E	
Recommended oil (engine) ⁽³⁾		XP-S 2 stroke mineral injection oil	
Brake system fluid		SRF (DOT4) or GTLMA (DOT4)	
Oil type (chaincase/transmission)		XP-S synthetic chaincase oil	
Capacities			
Fuel tank	(L)	38	
Oil tank	(L)	3,5	
<p>(1) Measure gap between slider shoe and bottom inside track when exerting a downward pull to the track.</p> <p>(2) Drive belt height must be adjusted every time a new drive belt is installed. Confirm drive belt part number application with an authorized Lynx dealer.</p> <p>(3) Note: Although XP-S mineral 2–stroke injection oil or XP-S semi-synthetic 2–stroke injection oil is recommended as a minimum level oil for your vehicle, XP-S Synthetic 2–stroke injection oil is recommended to offer even better protection for your vehicle in extreme conditions.</p>			

TECHNICAL DATA

MODEL		ADVENTURE	
		600SDI	
Engine System			
Engine type		Rotax 593 HO SDI, liquid cooled w/Reed valve, eR.A.V.E	
Cylinders		2	
Displacement (cc)		594,4	
Bore (mm)		72	
Stroke (mm)		73	
Maximum engine speed (RPM)		8100	
Carburetion / throttle body type		Electronic SDI	
Exhaust system		Single tuned pipe, baffle muffler	
Drive System			
Drive pulley type		TRA III	
Driven pulley type		HPV	
Engagement		3800	
Drive belt part number		417 300 197	
Small sprocket number of teeth		24	
Large sprocket number of teeth		43	
Drive sprocket number of teeth		9	
Brake system		Hydraulic, RT-type brake lever	
Track nominal width (mm)		381	
Track nominal length (mm)		3648	
Track profile height (mm)		32	
Track tension		Deflection (mm)	
		Force ⁽¹⁾ (kg)	
		20–25	
		7,3	
Track alignment		Equal distance between edges of track guides and slider shoes	
Suspension			
Front suspension		A-VRC	
Front shock		HPG36	
Front suspension max. travel (mm)		260	
Rear suspension		RCG	
Front arm shock		HPG36	
Rear arm shock		HPG36 EA	
Rear suspension max. travel		340	
Electrical			
Lightning system output		480 Watts @ 6000 RPM	
Headlamp bulb HI/LOW beam		2 x 60/55 Watts (H-4)	
Taillight bulb		21/5W	
Spark plug		Type	
		Gap (mm)	
		NGK BR8ECS ⁽²⁾	
		0,8 ± 0,05	
Fuse		Refer to FUSE section	

TECHNICAL DATA

MODEL		ADVENTURE	
		600SDI	
Dimensions			
Vehicle overall length	(mm)	3155	
Vehicle overall width	(mm)	1245	
Vehicle overall height (incl. windshield)	(mm)	1340	
Mass (incl. cooling liquid)	(kg)	279	
Ski stance	(mm)	1080	
Liquids			
Recommended fuel type		Regular unleaded	
Minimum octane	RON	95E	
Recommended oil (engine)		XP-S Semi synthetic 2-stroke oil	
Brake system fluid		SRF (DOT4) or GTLMA (DOT4)	
Oil type (chaincase/transmission)		XP-S Synthetic chaincase oil	
Coolant	Mixture	Ethyl glycol/water mix (50% coolant, 50% distilled water). Use coolant specially designed for aluminium engines.	
	Premix	(P/N 219 700 362) 12 x 1L	
Thermostat opening temperature		(°C)	42
Capacities			
Fuel tank	(L)	38	
Oil tank	(L)	3,5	
Coolant system	(L)	4,3	
Chaincase	(mL)	250	
(1) Measure gap between slider shoe and bottom inside track when exerting a downward pull to the track. (2) CAUTION: Do not attempt to adjust gap on spark plug BR8ECS or BR9ECS. (3) Drive belt height must be adjusted every time a new drive belt is installed. Confirm drive belt part number application with an authorized Lynx dealer.			