I973

mx-1* & t'nt* 125/175cc

can-am*

Owner's Manual

Foreword

For many years, the North American motorcycle market has felt the need for a lightweight, high performance sport motorcycle.

Until now, American motorcyclists have been buying imported machines for the simple reason that there were no North American motorcycles of this type available.

CAN-AM has changed all of this.

Your CAN-AM motorcycle was designed, developed and tested by motorcyclists to fulfil your particular need and taste for high quality craftsmanship.

Bombardier Limited, inventor of the Ski-Doo snowmobile and builders of advanced recreational vehicles, provides the necessary background and experience to make the advent of this outstanding machine possible.

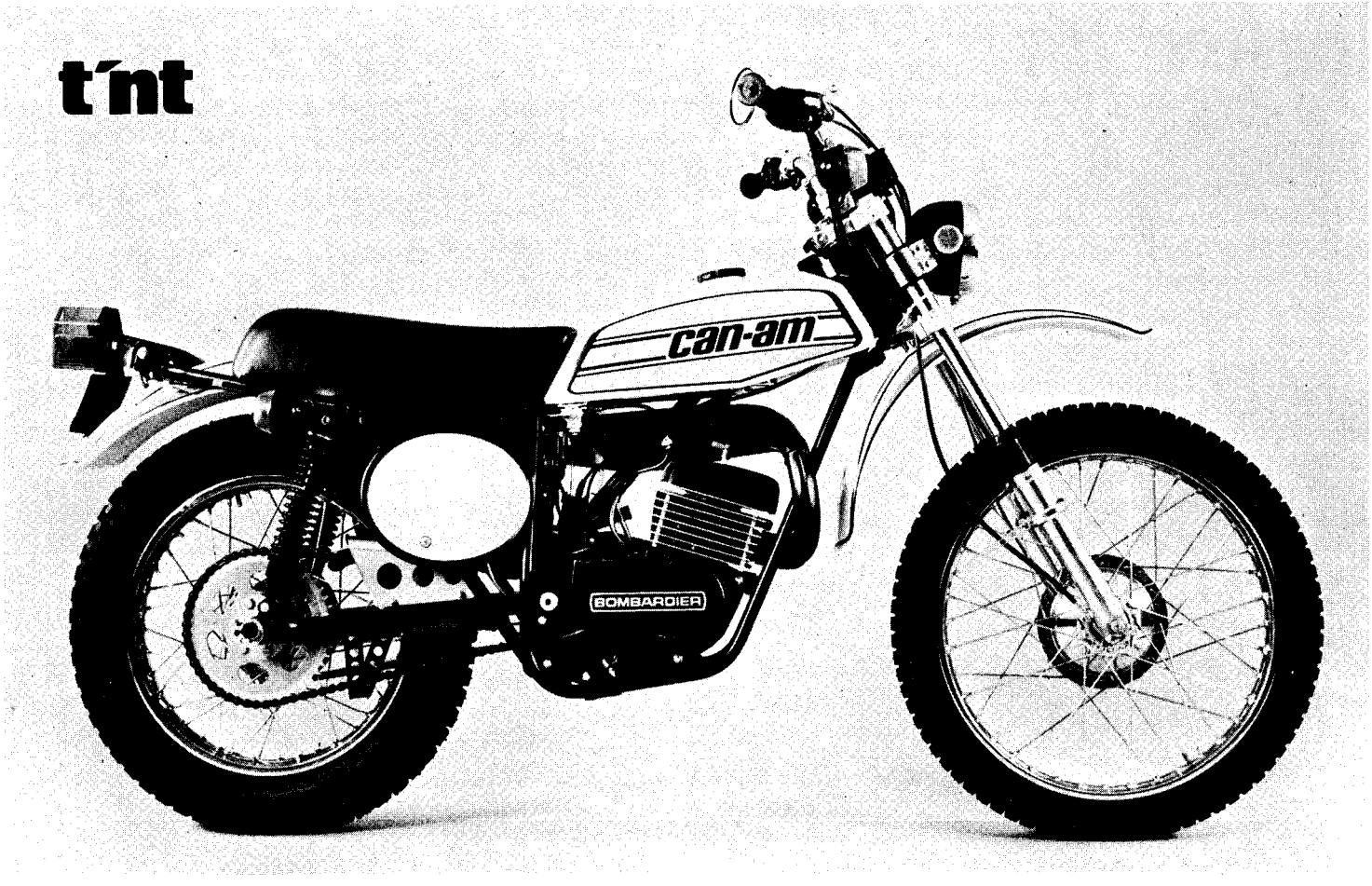
CAN-AM is backed by Bombardier's international dealer network and factory trained, in field personnel. Our dealer network is geared to provide CAN-AM motorcyclists with prompt, efficient service and parts availability.

We congratulate you for your excellent choice and thank you for the confidence which you have placed in our product. We are sure our motorcycle will pay you back with dividends of top performance and long, trouble-free use.

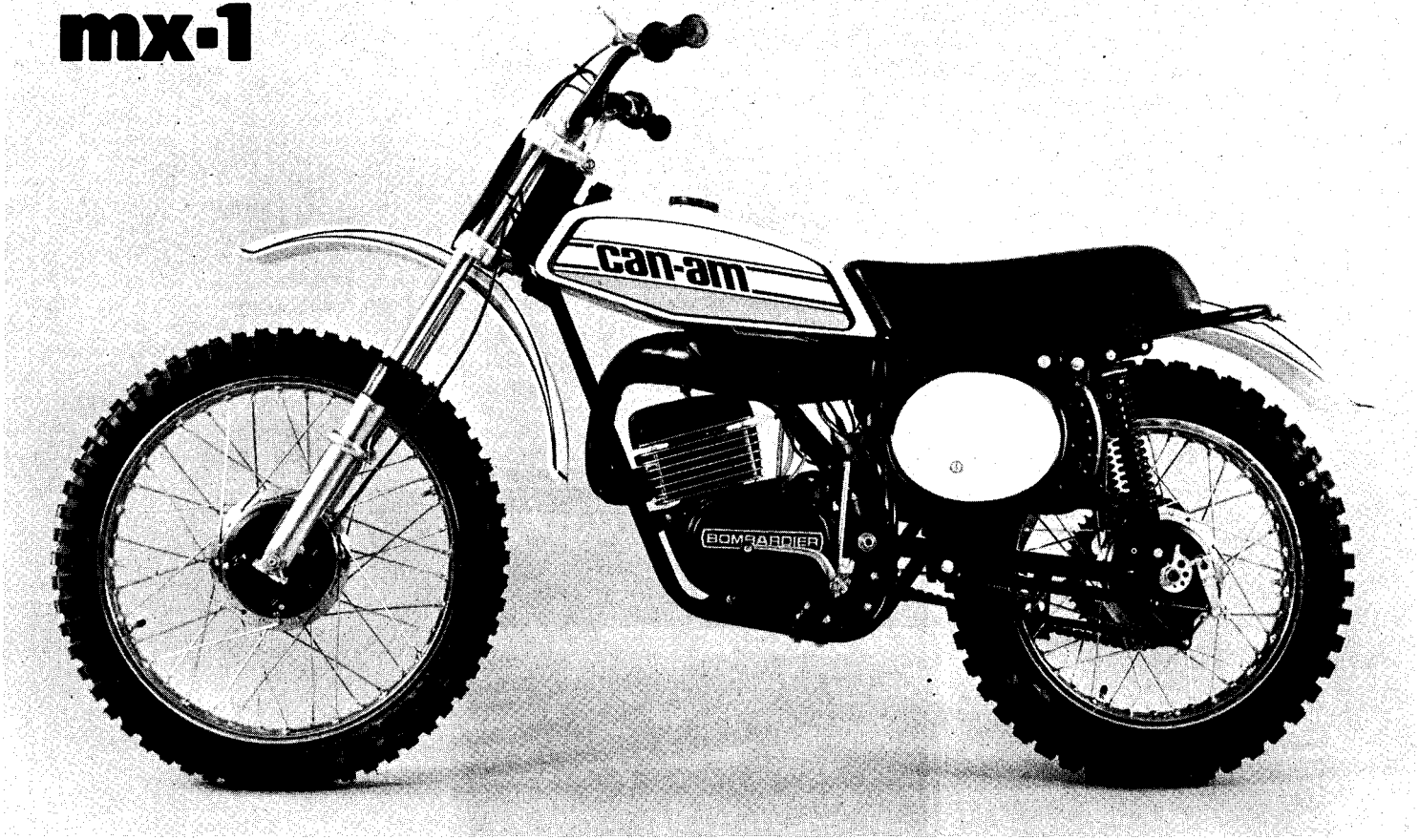
This manual has been published by the Technical Information Center of the CAN-AM Division, Bombardier Ltd., Valcourt, Quebec, Canada.

Index

t'nt



mx-1



CONTROL LOCATION

1. The **ignition switch** is located on top of the fork crown to the left of center*. It is labelled "OFF", "IGNITION" and "LIGHT". The "IGNITION" position permits operation of engine; the "LIGHT" position will operate the engine with the lights on. Turn key counterclockwise all the way to turn off entire system.

*Each time mention is made to **right** and **left** in this manual, it is always referring to the position of a seated rider in a normal position.

2. The **throttle** is located on the right end of the handlebar. Turn grip inward to open throttle; it is spring loaded and will return to the idle position automatically when released.

3. The **front wheel brake lever** is located on the right side of the handlebar. Squeeze to engage.

4. The **clutch lever** is located on the left side of the handlebar. Squeeze to disengage.

5. The **headlamp beam control, turn signal** and **horn switch** are located on the left handlebar. Push knob upward for high beam, downward for low beam.

6. The **turn signal switch** is labelled "TURN", "R-L" for the right or left turn position.

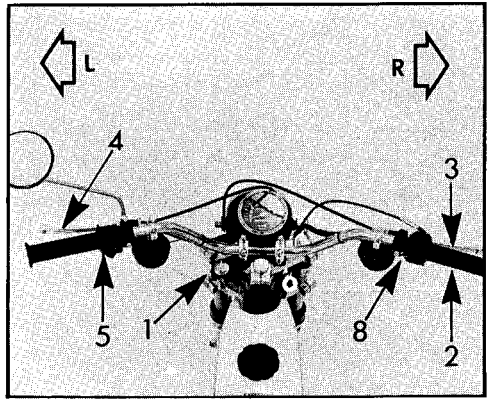
7. The **horn button** is labelled "HORN".

8. The **engine stop switch** (engine emergency stop switch) is located on the right handlebar and will override the "IGNITION" switch and enable you to stop the engine whenever you desire. It is labelled "RUN and OFF".

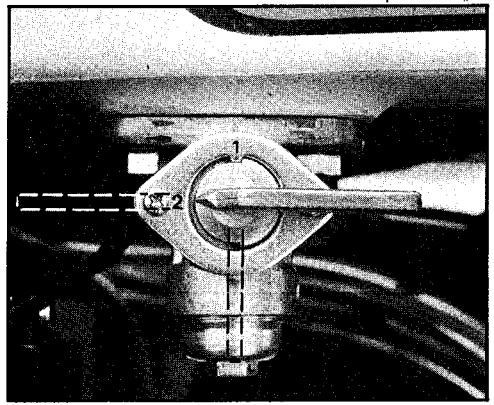
NOTE: This switch will not turn off the entire electrical system. It will only turn off the ignition.

9. **Three (3) indicator lights** are located on the speedometer dial. The green light indicates that the transmission is in neutral; the red is for high beam and the yellow is for turn signals.

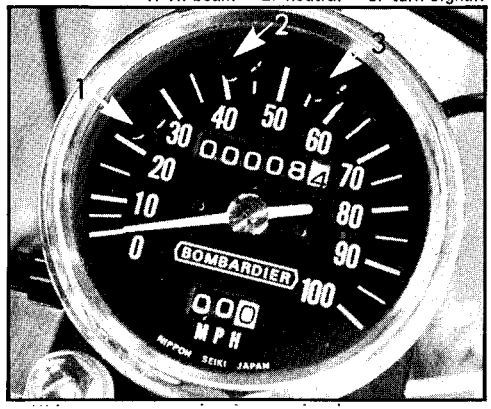
10. The **fuel shut-off valve** is located under the fuel tank on the right side of the motorcycle. Full clockwise position (lever points to #0) is off; full counterclockwise position (#2) is re-



The "reserve" position #2



1: Hi-beam 2: neutral 3: turn signal.



serve and center position (#1) is on. The reserve will permit you to drive an additional 10 to 15 miles.

11. The **choke knob** is located on the right side of the carburetor. Lift and rotate ¼ turn to operate.

12. The **rear brake pedal** is foot operated and located on the right side of the motorcycle. Depress to engage.

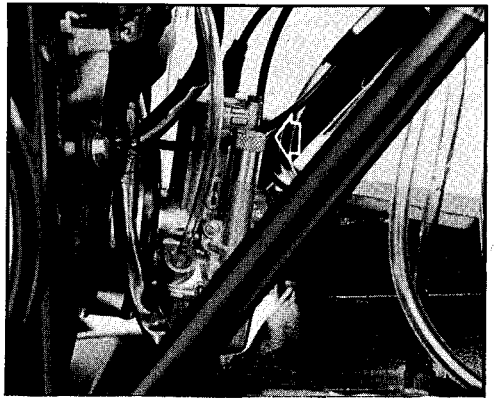
13. The **kick start lever** is located on the left side of the engine and is folded outward to start. A downstroke will engage it with the engine. The kick starter can be operated when the transmission is in any gear, with clutch disengaged.

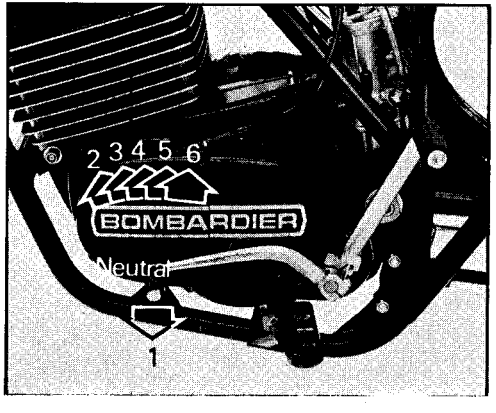
14. The **gear change lever** is foot operated and located on the left side of the engine. Move lever downward to engage lower gears. Move lever upward to engage higher gears— neutral is located between 1st and second. The lever must be released after every gear change in order to select the next gear. It is not possible to shift directly from 1st to 6th gear or from 6th to 1st gear.

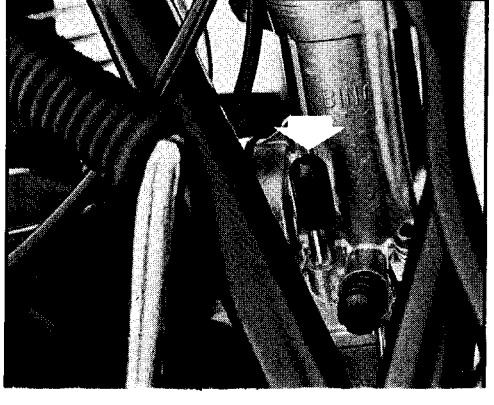
15. To insure an easy start of the engine, the carburetor is fitted with a spring loaded plunger that pushes down the carburetor float, insuring complete filling of the float bowl. The use of **primer** will raise the carburetor fuel lever — this will ease cold starting. To avoid overflowing of the fuel into the engine, once the carburetor is filled, the excess fuel will come out through the overflow tube on the bottom of the carburetor.

To use the primer, press the black knob down until the fuel flows out of the carburetor overflow.

WARNING: Gasoline is flammable and explosive under certain conditions. Always perform this procedure in a well ventilated area.







PRE-RIDE INSPECTION

We recommend that before riding each day, you perform the following inspection of your vehicle. This will help develop the habit of routine inspection which could prevent costly and frustrating breakdowns.

1. Check the amount of injection oil in the oil tank. Replenish with *CAN-AM* Injection Oil when the dipstick indicates low oil level.

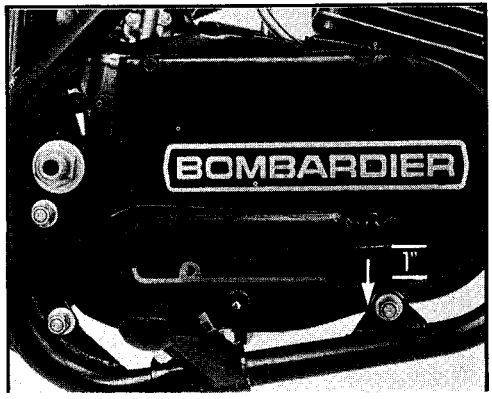
2. Check the amount of fuel in the gas tank.

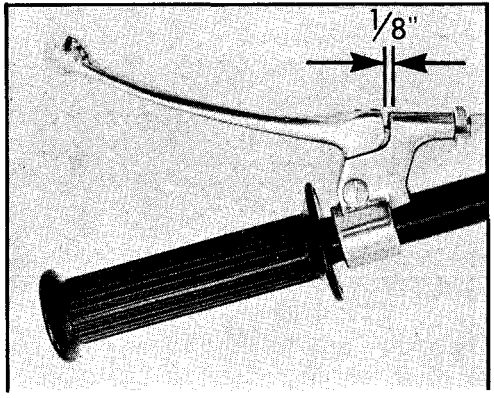
3. Check the front and rear brake control for proper adjustment. The play should be 1 inch measured at outer end of either control. Adjust if necessary.

4. Check the clutch lever free play. The gap between lever and housing should be 1/8 inch. Adjust if necessary.

5. Check tire air pressure front and rear. The tire pressure is of prime importance for tire life and good road holding (see tire pressure chart page 7).

6. Check all electrical accessories headlamp, taillamp, turn signals and horn. Check the stoplamp operation for front and rear brake.





STARTING THE ENGINE

1. Turn the fuel shut-off valve to the on position (#1).

2. Turn the ignition key to the ignition position.

3. Shift transmission to neutral — green neutral indicator will light up.

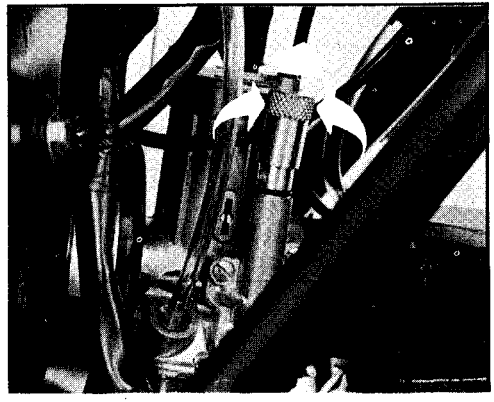
4. Unfold the kick starter lever.

5. Engage choke (lift and rotate choke knob 1/4 turn).

NOTE: Do not open the throttle when using choke. Opening the throttle will cancel the effect of the choke.

6. If the motorcycle has not been used for some time, depress the primer knob until the carburetor overflows.

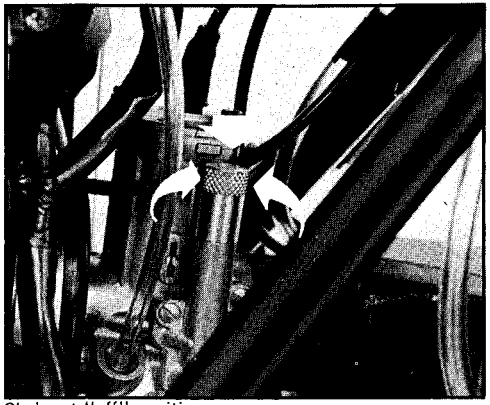
Choke at "on" position.



NOTE: Delete #5 and #6 if engine is warm.

7. Depress kick starter lever with your foot until you feel resistance. Then push the lever down with a firm kick and follow through. The engine will start.

8. Once the engine is running smoothly and has warmed, return choke to the down (or off) position).



Choke at "off" position.

1. After the engine has warmed up, pull in the clutch lever to disengage clutch and depress the gear change lever to select first gear.

2. Slowly release the clutch while gradually increasing the engine speed by twisting the throttle grip inward. Coordination of throttle and clutch will insure a smooth start of the motorcycle.

3. When the vehicle attains sufficient speed, close the throttle, disengage clutch and select 2nd gear by raising the gear change lever.

4. This sequence is repeated progressively to select 3rd, 4th, 5th and 6th gear.

To decelerate the vehicle, close throttle, use both brakes simultaneously and shift the transmission to a lower gear, each time it is required to keep the transmission in a gear appropriate for the speed of the vehicle (using clutch and depressing the shift lever for every gear change). When the vehicle comes to a complete stop, the transmission should be in first gear. The smooth gradual application of both brakes will assure positive speed reduction and stability under most conditions. Caution should be used on streets which are sand, gravel, water or ice covered.

NOTE: Special attention must be given when accelerating in low gears, or when down shifting at high speed, to ensure that maximum engine RPM is not exceeded.

Warning: Failure to maintain the recommended tire inflation pressure or to increase tire pressure as recommended when operating at maximum loaded vehicle weight, or loading the vehicle beyond the capacities specified , may result in unsafe operating conditions due to premature tire failure, unfavorable handling characteristics, and excessive tire wear. The tire reserve load percentage is a measure of tire capacity, not of vehicle capacity. Loading beyond the specified vehicle capacity may result in failure of other vehicle components.

MODEL: T'NT 125/175	FRONT	REAR
RECOMMENDED TIRE SIZE DESIGNATION (YOKOHAMA)	3.00 x 21	4.00 x 18
RECOMMENDED COLD INFLATION PRESSURE FOR MAXIMUM LOADED VEHICLE WEIGHT (485 LBS.)	26 PSI	28 PSI
TIRE RESERVE PERCENTAGE	55	45

BREAK IN

Due to precise construction tolerances designed to insure a long, trouble-free life for the engine of your *CAN-AM* motorcycle, break in procedures should be carefully followed.

The correct engine break in procedure consists of alternating between high and low throttle operation to permit all components to adjust themselves to one another, while preventing harmfull overheating.

For the first 300 miles (or first 5 hours on MX-I) do not drive at full throttle opening or fixed throttle position for extended periods) Try to pass quickly through the revolution ranges and do not lug engine at low RPM in higher gears.

NOTE: The first owner of any *CAN-AM* motorcycle is entitled to a free inspection of his vehicle, to be performed by a *CAN-AM* dealer within one (1) year of retail purchase date.

Inspection recommended on T'NT after: 300 to 500 miles.

Inspection recommended on MX-I after: five (5) hours.

During the next 1200 miles, do not operate engine at full throttle for long periods of time.

MAINTENANCE SCHEDULE

	after first five hours MX only	after first 300 miles	once a year	every 2000 miles	daily
Re-torque cylinder head and cylinder nuts	●	●		●	
Adjust ignition timing	●	●		●	
Clean carburetor bowl			●		
Adjust carburetor	●	●		●	
Adjust oil system synchronization	●	●		●	
Clean air filter	●	●		●	
Clean or change oil filter				●	
Clean or change gas filter				●	
Change transmission oil	●	●	●	●	
Adjust front and rear brake	●	●		●	●
Adjust clutch cable	●	●		●	●
Check battery level and fill if necessary		●		●	
Check steering stem bearing play and repack with grease	●	●	●	●	
Inspect wheel bearing			●		
Check all electrical components		●		●	
Change fork oil	●	●	●	●	
Clean and lubricate drive chain	●	●	●	●	●
Adjust drive chain	●	●		●	●
Check and retighten all nuts and bolts	●	●	●		●
Lube cables	●	●			●
Tighten spokes and sprockets bolts	●	●		●	

ENGINE TIMING

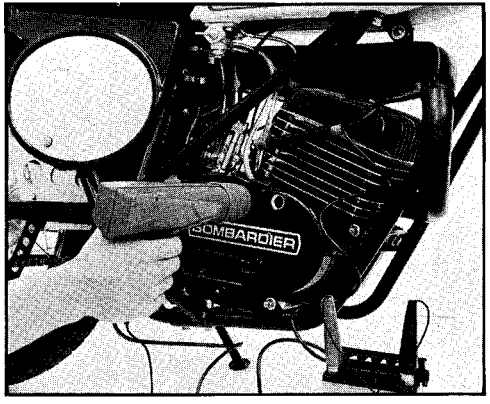
The maintenance periods have been tabulated for a motorcycle operated on the road only. If the motorcycle is operated off-road, the following items maintenance period should be shortened because of possible damage due to dirt, water and vibration: all filters, wheel and steering bearings, brake mechanism, wheel spoke tension, drive chain lubrication and all nuts and bolts.

NOTE: To tighten the cylinder nuts, remove the cylinder head to have access to the nuts. Tighten to 20 foot/pounds with a 11/mm socket, using a criss-cross sequence. Replace cylinder head and tighten cylinder head nuts to 12 foot/pounds with a 11 mm socket using the same sequence.

1. Connect a battery operated timing light (stroboscopic) to the high tension wire and to the motorcycle battery. For the MX-I model, an external power source must be used.
2. Remove the ignition timing inspection plug.
3. Start the engine and let it warm up.
4. Run the engine up to 6000 RPM — or about 30% of throttle opening.
5. The mark on the flywheel should align with the pointer located on the edge of the inspection hole.
6. If the marks do not align, take note of the position of the flywheel mark.
7. Stop the engine; remove the ignition cover (4 allen screws); loosen the two (2) screws holding the ignition backing plate; turn the ignition backing plate in the direction necessary to bring the timing marks into alignment. Re-tighten the backing plate screws and replace the cover, being careful not to lose the three (3) case locating dowels.

NOTE: When replacing cover, use silicone sealing compound (*CAN-AM* part #747-002-000) to insure water resistance.

8. Start the engine and re-check the timing.
9. Replace the timing inspection plug.



WARNING: To prevent powerful electric shock, do not touch the high tension wire while engine is running.

NOTE: Only stroboscopic timing lights utilizing capacitor or inductive pick-up can achieve correct spark setting without disturbing the electronic equilibrium of the ignition circuit.

Examples of current models available:

Sun PTL 45

Snap-on MT 215B

Bosch EFAW 169A

CARBURETOR & OIL SYSTEM ADJUSTMENT

ENGINE IDLING ADJUSTMENT

1. Adjust the idle mixture screw (located on the right hand side of the carburetor) to its primary setting: to achieve the primary setting, screw it all the way in (not too tight) and then back it out 1¼ turns.

2. Start the engine and allow it to warm up.

3. Adjust the idle speed screw (located on the left side of the carburetor) so the desired engine idle speed is attained (between 1000 and 1500 RPM). Screw the idle mixture screw in and out within ¼ turn from the primary setting to find the position where the engine runs smoothly.

NOTE: The motorcycle should be held level to make this adjustment.
Re-adjust idle speed if necessary.

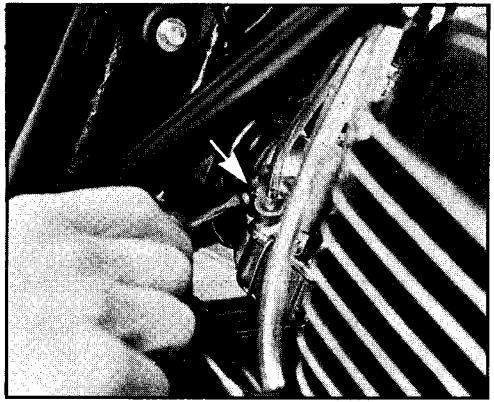
NOTE: Turning the idle mixture adjusting screw clockwise enriches the mixture; counterclockwise will lean the mixture.

CABLE ADJUSTMENT

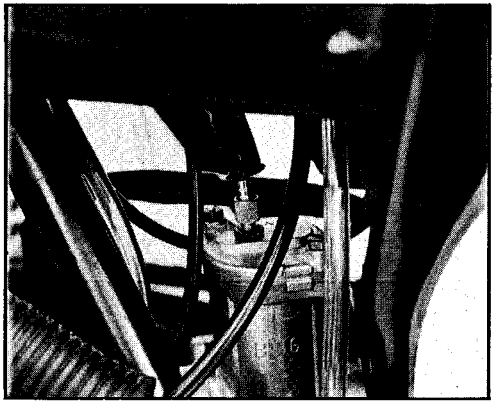
1. Before you begin this operation, insure that there is some slack (⅛") at the twist grip cable adjuster. The throttle cable must be adjusted at the carburetor cable adjuster, located on top of the carburetor, to have 1/32 in. of slack at this point.

2. Since the throttle cable also controls the oil flow to the engine, it should also be adjusted now to insure a good synchronization between carburetor opening and oil flow valve opening: remove the forward left engine cover (3 screws). Set the oil pump cable adjuster so the two (2) marks align when the throttle is fully closed (released).

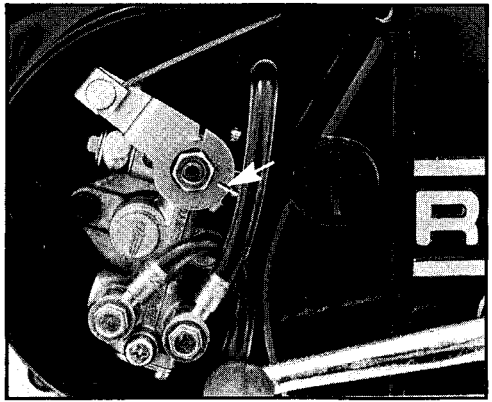
3. Set the throttle cable adjuster so the cable has 1/32" of total slack at the twist grip.



Adjusting idle mixture.



Throttle cable adjustment



Oil pump adjustment

CHAIN ADJUSTMENT

Chain adjustment should be performed on a clean and a freshly lubricated chain with the motorcycle on its side stand and transmission in neutral.

Loosen the axle nut and turn both adjuster cams until the slack of the chain becomes 3/4 inch (measured midway between sprockets at the bottom of the chain loop). Check the sprocket alignment visually by sighting across them from the rear of the motorcycle or by placing a straight edge against them to see if they are in the same plane. If required, make the alignment by turning the left adjuster cam.

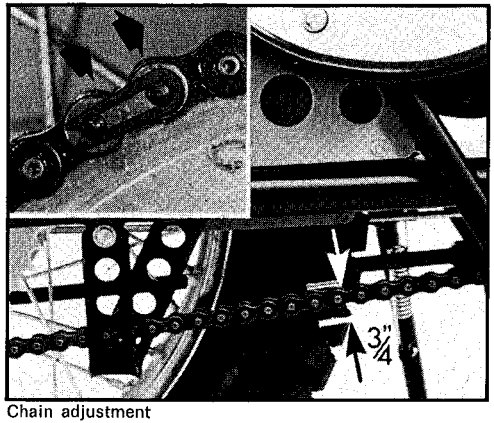
Retighten axle nut and re-adjust the rear brake (page 12).

Recheck chain adjustment after the axle nut has been tightened.

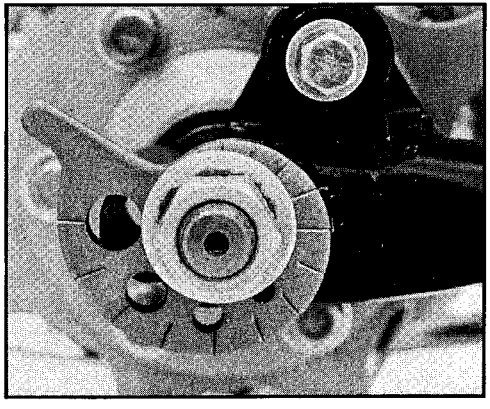
NOTE: The axle should always be installed from right to left, to insure that tightening the axle nut will not change the cam adjustment.

The chain master link clip must be reinstalled with its closed end in the direction of the rotation of the chain.

The adjustment cams should be installed so as to have the gripping tab upward when the axle is completely forward in its slot.



Chain adjustment



CLUTCH ADJUSTMENT

1. Loosen clutch cable adjuster locking nut at handlebar lever.

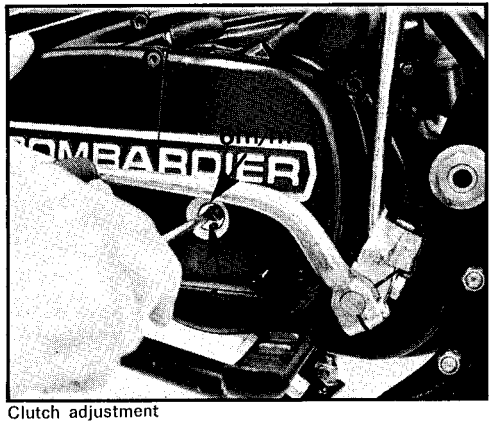
2. Screw cable adjuster all the way in (loose).

3. Remove the clutch adjustment access plug, located on the left side of engine.

4. Release plate locking screw. (4 m/m headless).

5. Turn clutch center adjusting screw (6 m/m headless) in and out until you find the exact position where it contacts the clutch release bearing hub. Then back the adjusting screw out 1/8 turn.

6. Retighten plate locking screw. (4 m/m headless). Caution should be tak-


Clutch adjustment

en not to over tighten this small 4 m/m screw.

7. Replace the inspection plug.

8. Re-adjust clutch lever to have a free play gap of 1/8 inch measured between lever and lever housing.

9. Retighten cable adjuster locking nut.

BRAKE ADJUSTMENT

REAR

Turn rear brake adjusting nut until the free play measured at the end of brake pedal is one (1) inch.

Turning adjustment nut clockwise will decrease pedal free play.

FRONT

Adjust the brake cable so there is one (1) inch of free play in brake lever. (Measured at outer end of lever).

This can be done by the handlebar adjuster or the hex head adjuster nut located on the end of the brake cable at the brake arm.

REAR SUSPENSION ADJUSTMENT

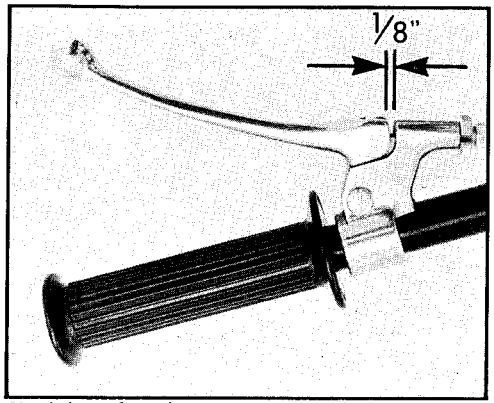
To conform to each rider's individual taste and weight, the rear suspension of your *CAN-AM* motorcycle is adjustable two (2) ways:

1) spring preload

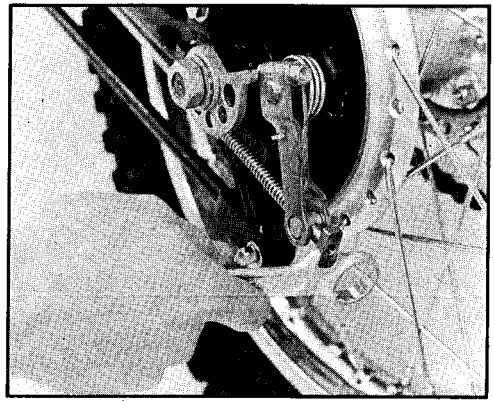
2) spring rate

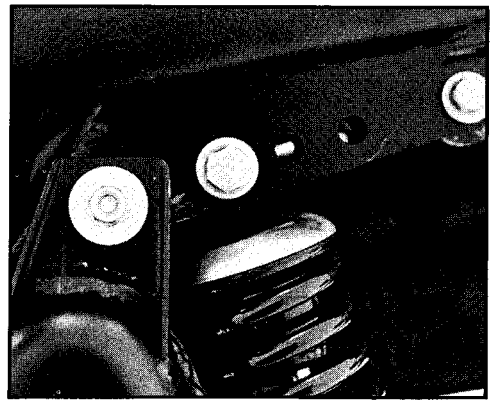
To adjust the spring rate, the spring upper mounting bolt has three (3) possible positions. The center hole is a factory setting; the forward hole gives a weaker spring rate and a softer ride; the rearward hole is for stronger spring rate and harsher ride.

To adjust the spring preload, the cam collar can be turned right to increase, left to decrease. A high spring preload will increase the machine carrying ca-



Clutch lever free play


Rear brake adjustment

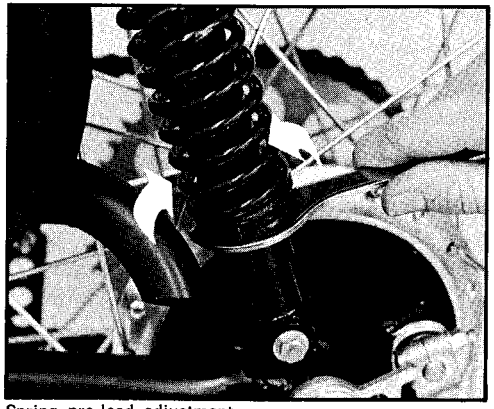

Spring rate adjustment

pacity. The cam collar can be turned by hand or by using a hook spanner.

Your motorcycle is supplied with 75 pound rated spring (color code: yellow/yellow); an optional 88 pound rated spring is available from your *CAN-AM* dealer, recommended for rider's weight of 175 pounds and more. (color code is yellow/white/yellow and *CAN-AM* part 742-006-001).

NOTE: Do not use replacement shock absorbers with more than three (3) inches of total movement as this may result in damage to the motorcycle.

Always use *CAN-AM* shock absorber. (*CAN-AM* part #742-005-000).



Spring pre-load adjustment

FORK ANGLE ADJUSTMENT

The fork angle of your *CAN-AM* motorcycle is adjustable to conform to the type of competition circuit or terrain on which you are going to ride.

An extended fork angle gives a greater stability at high speed, while a retracted angle gives maneuverability in restricted areas or on trial circuits. In order to achieve these adjustments, the steering stem turns in the frame head on needle bearings fixed to eccentric bearing holders.

These bearing holders (or cones) are set in cups so they can pivot to self align when the stem angle is to be changed.

They are available in four (4) different eccentricities. The standard frame head angle being 28°, the fork angle can be set from 25° to 31°.

The following table gives a list of cones to be used to attain a given fork angle. There are other combinations that will give the same results.

	UPPER BEARING			LOWER BEARING		
FORK ANGLE	CONE KEY POSITION	CAN-AM PART No.	CONE ANGLE	CONE KEY POSITION	CAN-AM PART No.	CONE ANGLE
31°	FORWARD (F)	746 — 010 — 300	+ 1½	REARWARD (R)	746 — 010 — 300	+ 1½
30½°	F	746 — 010 — 300	+ 1½	R	746 — 010 — 200	+ 1
* 30°	F	746 — 010 — 200	+ 1	R	746 — 010 — 200	+ 1
29½°	F	746 — 010 — 200	+ 1	R	746 — 010 — 100	+ 1
29°	F	746 — 010 — 100	+ ½	R	746 — 010 — 100	+ ½
28½°	F	746 — 010 — 100	+ ½	R or F	746 — 010 — 000	0
28°	F or R	746 — 010 — 000	0	R or F	746 — 010 — 000	0
27½°	R	746 — 010 — 100	− ½	F	746 — 010 — 000	0
27°	R	746 — 010 — 100	− ½	F	746 — 010 — 100	− ½
26½°	R	746 — 010 — 200	− 1	F	746 — 010 — 100	− ½
26°	R	746 — 010 — 200	− 1	F	746 — 010 — 200	− 1
25½°	R	746 — 010 — 300	− 1½	F	746 — 010 — 200	− 1
25°	R	746 — 010 — 300	− 1½	F	746 — 010 — 300	− 1½

* STANDARD SETTING

TO CHANGE THE BEARING CONES

NOTE: Refer to drawing page 15.
Put the motorcycle on a stand so that the front wheel does not touch the ground.

Loosen the four (4) allen screws (5 m/m wrench) retaining the two (2) fork legs to the upper crown.

Loosen the allen screw (6 m/m wrench) retaining the steering stem to the upper crown.

Remove the front brake cable at lever.

Remove the speedometer cable at drive.

Remove the steering stem nut.

Remove handlebar and crown and let it hang by the control cables in a place where it will not interfere with your work.

Support fork assembly and remove steering stem split nut.

Remove the upper "O" ring retainer, the "O" ring, the first thrust washers, the thrust bearing and the other thrust washer and place them in order, on a clean rag.

Carefully lower the fork assembly out of the frame head.

Remove the upper and lower cones from their cups.

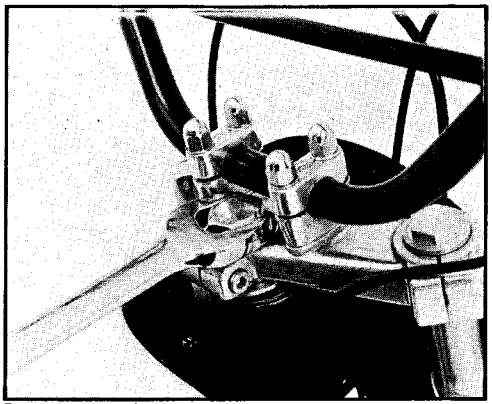
WARNING: Do not attempt to remove or turn the cups. They are press fitted into the frame head and their misalignment would result in the fork being positioned out of center line with the frame.

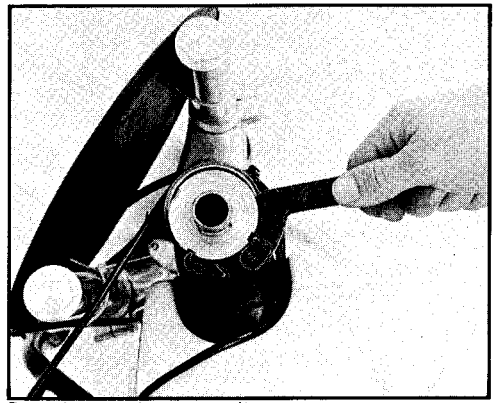
ASSEMBLY

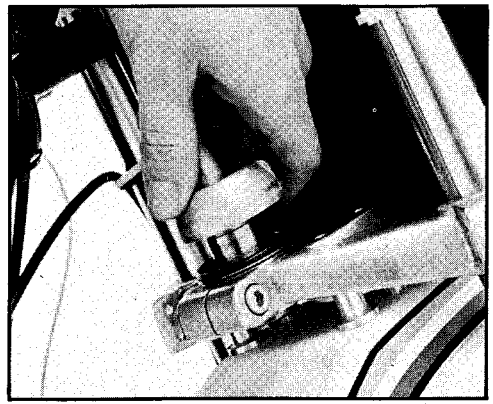
Select the cones needed and determine their position as per table (page 13).

Coat the round surface of both cones with a thin coating of silicone compound (*CAN-AM* part number 747-002-000) to insure water tightness of frame head.

Install the cones in the cups in their respective position, making sure that the cone key perfectly aligns with the cup keyway.


Removing steering stem nut


Removing steering stem split nut



NOTE: The bearings can not be removed from cones without damage. Do not attempt to re-use a bearing that has been removed. If necessary to replace a bearing (*CAN-AM* part number 235-003-000) insert it into the cone with a large vise. Lubricate the bearings with lithium grease (*CAN-AM* part number 745-015-000).

Lubricate both needle thrust bearings and the "O" rings with lithium grease (*CAN-AM* part #747-015-000). Replace fork assembly into frame head being careful not to damage or move the cups.

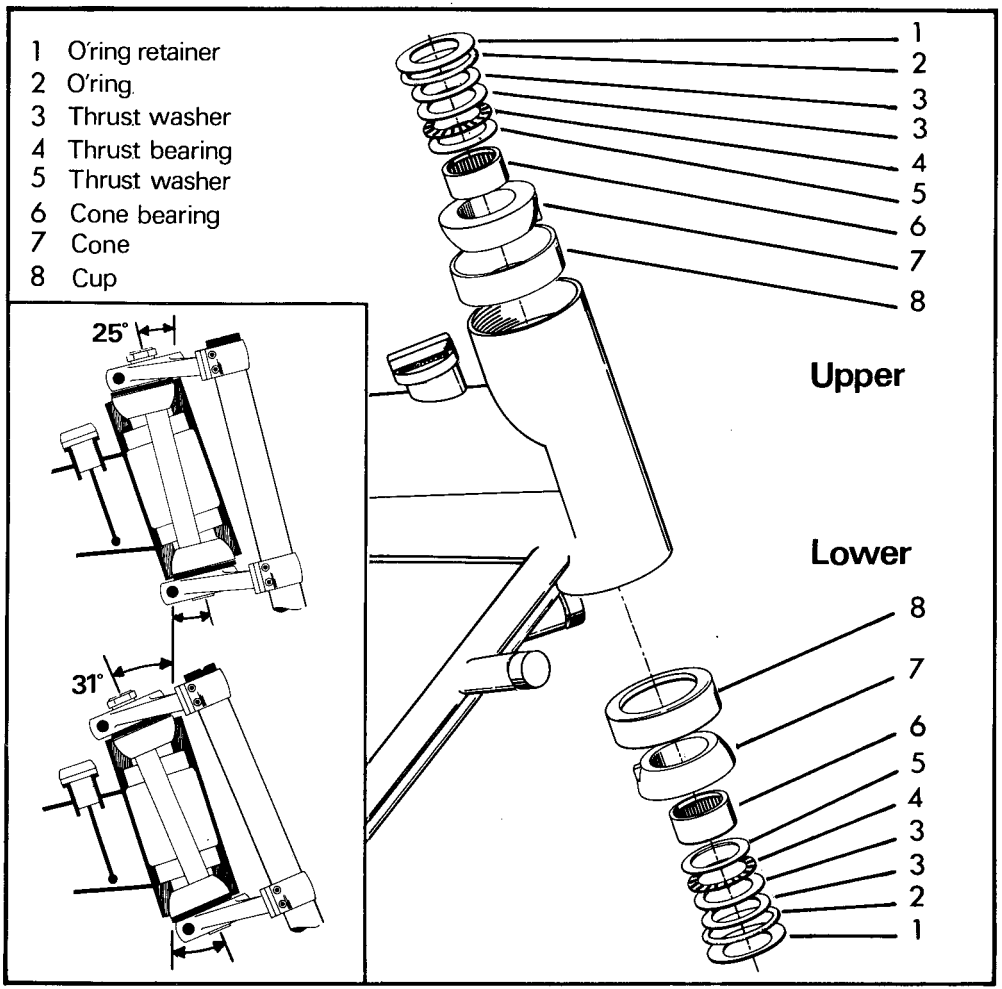
Replace the upper thrust washer, the thrust bearing, the other thrust washers, the "O" ring and the "O" ring retainer.

Replace the steering stem locking split nut and tighten it until there is no end play.

Replace handlebar, crown and stem nut.

Tighten the five (5) allen screws holding the fork leg and steering stem to the upper crown.

Re-connect brake and speedometer cables.



LIGHT BULB CHANGE

HEADLAMP:

1. Unscrew headlamp rim retaining screw until rim can be removed. Do not remove the screw.

2. Remove the three (3) prong connector plug from the lamp.

3. Pull out the rubber insert that holds the lamp to the rim.

Reverse procedure to re-install.

NOTE: Make sure that the locating pin, on the seal beam, is at the bottom. When replacing the rubber insert, make sure that the insert lip properly fits into the rim edge. An easy method of installing the rubber insert is to use, as a lubricant, a solution of soap and water.

TAILLAMP AND TURN SIGNAL

The taillamp and turn signal bulbs can be reached by removing the lenses held in place by two (2) screws.

REPLACEMENT BULB

The electrical system of your *CAN-AM* motorcycle is accurately balanced with the specific light bulb values listed below. For this reason, you should adhere to this table whenever you are replacing burned or broken bulbs.

The table below indicates the value of each bulb to be used, its *CAN-AM* part number and a corresponding trade number. This table can also be found under the right side cover of your motorcycle. (T'NT only).

REAR BRAKE STOPLAMP SWITCH ADJUSTMENT

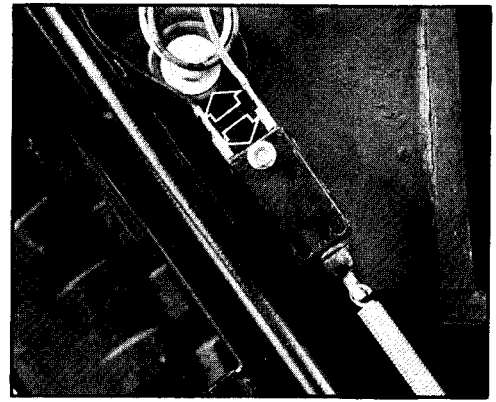
The rear brake stoplamp switch should be adjusted so that the stoplamp goes on when the brake pedal completes its free play travel and starts its application of the brake.

In order to achieve this adjustment, the stoplamp switch can be moved up or down in its mounting hole.

To make this adjustment, loosen the switch mounting bolt, move the switch to the correct position and retighten the mounting bolt.

1973 CAN-AM T'NT 125 / 175

DESCRIPTION	RATING		CAN-AM PART NO.	TRADE NUMBERS
HEADLIGHT	25/25 W	12 V	738 010 000	
TAILLIGHT	27/8 W	12 V	738 052 000	1157
TURN SIGNAL	2 3 W	12 V	738 051 000	1073
SPEEDO ILLUMINATION	1.7 W	12 V	738 050 000	53 X
NEUTRAL INDICATOR	2 8 W	12 V	738 050 001	363
HI/BEAM INDICATOR	1.7 W	12 V	738 050 000	53 X
TURN INDICATOR	2.8 W	12 V	738 050 001	363
FLASHER	3.75 W	12 V	738 039 000	SIGNAL STAT No. 142
BATTERY	5 A/H	12 V	738 023 000	YUASA No. 12N5-4B
FUSE	14 A		738 056 000	S F E 14A



FILTERS

All the filters of your *CAN-AM* motorcycle are of prime importance for the safe operation of the engine. Special care should be taken to keep them clean at all times, especially when operating vehicle in dusty or muddy conditions.

1. Gas filter clogging will bring partial or complete fuel starvation at carburetor, resulting in engine stoppage or lean running condition, possible overheat and piston seizure. Visually inspect and clean as often as necessary. Inspection can be made without removing filter from line as filter body is transparent.

2. Oil filter clogging will result in lack of lubrication and excessive engine wear. Inspect (as for gas filter) and clean as often as necessary.

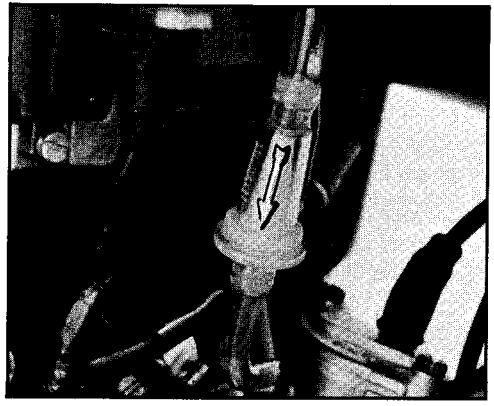
The oil and gas filters can be cleaned by running a flow of gasoline through it in a reverse direction. Flow is shown by embossed arrow on side of filter housing. If it is not possible to clean them thoroughly in that manner, the filters have to be replaced.

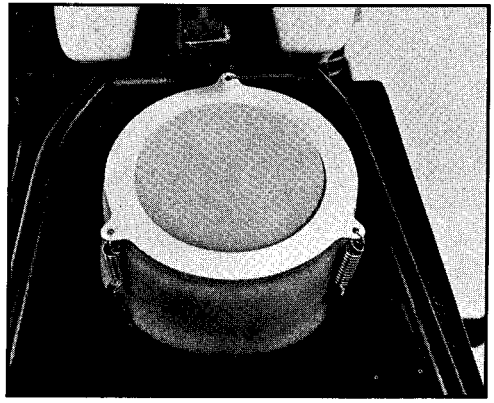
3. Air filter clogging will result in over rich carburation, carbon deposit in combustion chamber and rapid plug fouling. Inspect as often as possible. When the green color of the filter is no longer visible, or when it begins to look dusty, the filter must be cleaned. To do so, remove the filter element from the metal screen, wash in solvent such as kerosene or gasoline and dry. Then soak in filter oil, squeeze out excess oil and re-install.

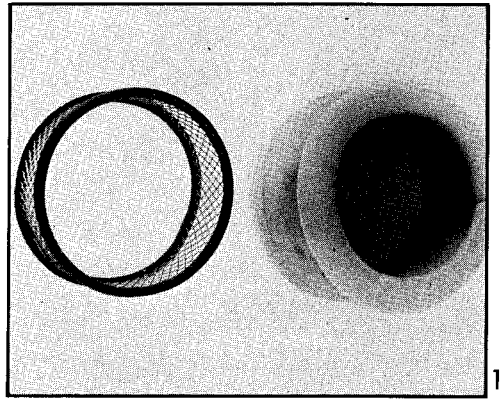
(Refer to the "cleaning" section page 21 for the procedures to re-install the air filter).

NOTE: Do not use lacquer thinner, acetone or similar synthetic solvents.

If filter is particularly muddy or impregnated in dust, it must be washed in solvent and then washed again in warm detergent solution and dried before oiling.







WHEEL REMOVAL

REAR

1. Remove the brake adjustment nut. Pull out the actuating rod.

2. Remove the 6 m/m bolt holding the torque arm to the brake back plate; take the torque arm off.

3. Remove the chain master link; remove the chain from the wheel sprocket.

4. Remove the axle nut, the washer and the cam adjuster; pull the axle out from the other side. The wheel will then easily be removed.

INSTALLATION

Reverse the above procedures to re-install the wheel.

Make sure the rubber seal is properly inserted between the spacer and the backing plate.

Once the wheel is re-installed, adjust the chain tension (see page 11) and the brake pedal free play (page 12).

FRONT

1. Remove the brake cable retaining nut and slide the brake cable out of the barrel. Place the barrel and the nut back on the cable to prevent loss.

2. Unscrew the speedometer cable collar at speedometer drive.

3. Remove the axle nut.

4. Loosen the two (2) axle clamping bolts located at the bottom of the fork legs.

5. Pull the axle out.

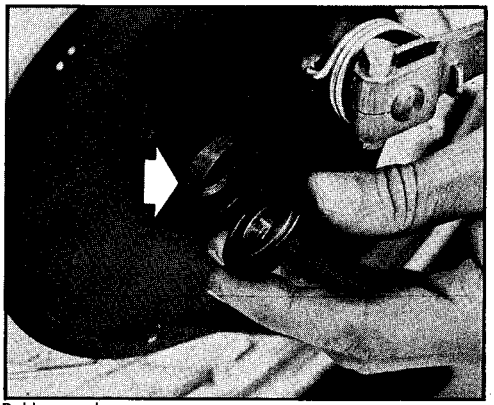
6. Remove the wheel.

To re-install the front wheel, place wheel between fork leg and insert the axle from the right side. (Referring to the position of a seated rider).

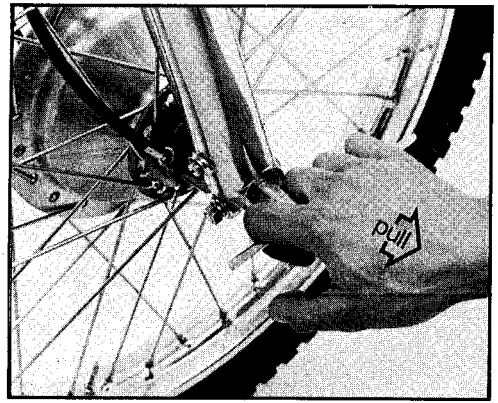
NOTE: On the MX-I, insert the spacer between the right leg and the wheel. On the T'NT, make sure that the speedometer drive is properly installed: the two (2) drive lugs should fit in the channels of the wheel hub.

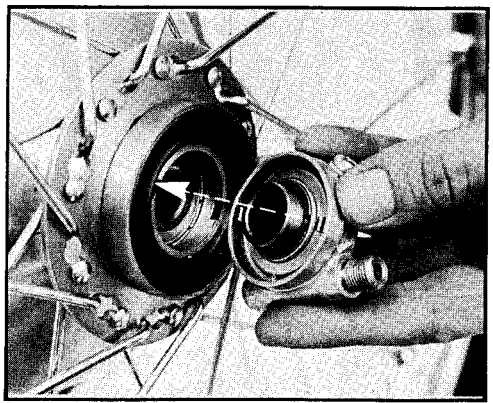
Re-install the axle nut and tighten it. Depress the front fork five or six times to permit the fork sliders and axle to align. Re-tighten the axle nut and the two (2) clamping bolts.

Replace the brake cable and adjust it. Re-install the speedometer cable.



Rubber seal





Speedo drive and hub channels

STORAGE

During winter, or other times when your motorcycle is not in use for a long period of time, proper storage is a necessity.

Storage of your *CAN-AM* motorcycle during long periods of inactivity consists of checking and replacing missing or worn parts; properly lubricating and treating parts to insure that they do not become rusted; cleaning items such as the carburetor to prevent gum varnish formation; and, in general, preparing the vehicle so that when the time comes to use your motorcycle again, it will be in top condition.

ENGINE

Remove the spark plug and put two (2) ounces of motor oil in the cylinder through the spark plug hole, with piston at bottom dead center. Rotate the engine slowly a few turns to insure good oil coating on the cylinder wall. Replace the spark plug or block the spark plug hole with a *CAN-AM* storage plug #748-019-000 to prevent moisture from damaging the engine.

FUEL SYSTEM

Empty the gas tank by removing the fuel shut-off valve sediment bowl. The carburetor can be emptied by removing the retaining clip on the float bowl. Remove the bowl being careful not to harm the main jet screen and float. Empty all gas and wipe bowl dry with soft cotton cloth. Replace the bowl making sure the rubber gasket seats properly and re-snap the retaining clip.

WARNING: Gasoline is flammable and explosive under certain conditions. Always perform this procedure in a well ventilated area.

GEARBOX

Remove the transmission drain plug and drain the transmission oil. Refill with fresh oil to level plug with the motorcycle held vertical (this should **not** be done with the machine resting on the side stand).

OIL TANK

Fill completely to avoid rust formation.

BATTERY

1. Disconnect and remove the battery.

2. Clean the exterior of the battery with a solution of baking soda and water. Rinse thoroughly with water.

CAUTION. **Avoid penetration of soda solution or water into the battery.**

3. Cover both positive (+) and negative (—) terminals with grease, or coat them with L.P.S. (*CAN-AM* part #413-900-700).

4. Check the liquid level. Fill to the upper level with distilled water if necessary.

5. Recharge the battery at a maximum rate of 0.5 amp. till fully charged.

WARNING: Charge the battery in a well ventilated area; the vapors emitted by the battery during the charge are explosive.

6. Store the battery in a dry, cool place.

NOTE: Completely recharge at least every 30 days (0.5 amp. charging rate). A stored battery will gradually lose its charge and begin to sulfate. Once this reaction has begun, the battery cannot be salvaged.

DRIVE CHAIN

Clean and soak in oil overnight. Drain and wipe off excess oil. Re-install and adjust.

TIRES

Support the motorcycle so the tires are **not** in contact with the ground. This will prevent flat spots due to cord deformation.

FORK

Remove the drain screw at the bottom rear of each fork slider.

Remove the cap from the top of each fork tube.

Drain oil into a small pan held below the drain hole. To insure all the oil is removed, depress forks 2 or 3 times.

Replace the drain screw and replenish with *CAN-AM* fork oil (150cc in each leg).

Replace the fork caps. (27 m/m).

Be sure to wipe all the excess oil from the tire and wheel rim.

MISCELLANEOUS

Coat all exposed metal parts with L.P.S. (*CAN-AM* part #413-900-700), petroleum jelly or any other metal protector. Cover the machine.

CONVERSION FROM T'NT TO MX-I

Since the two (2) motorcycles are basically the same, the conversion from T'NT to MX-I consists of removing all equipment unnecessary for motocross or racing.

REMOVE:

1. headlamp assembly
2. turn signals
3. taillamp assembly
4. rear view mirror
5. ignition switch
6. headlamp beam control and turn signal switch
7. horn
8. flasher unit
9. rectifier
10. battery
11. rear brake stoplamp switch
12. speedometer
13. speedometer cable
14. speedometer cable guide
15. side stand
16. speedometer mount

Remove the main wiring harness.

The two (2) wires coming out of the engine stop switch should be routed along the frame and connected:

1) to the black wire coming out of the engine wiring harness.

2) to ground, using the taillamp ground wire as an extension to reach one of the bolts that was holding the horn to the frame.

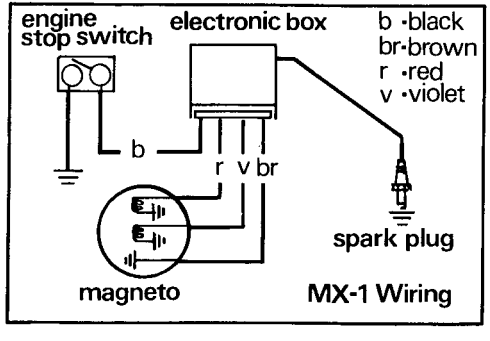
To avoid bearing contamination, plug the speedometer drive or change the speedometer drive to a MX-I spacer and seal (*CAN-AM* part #743-013-000 and #234-004-000).

Install a front number plate (*CAN-AM* part #744-003-000).

Install the proper type of tires, front and rear. Your motorcycle is now ready for motocross racing.

NOTE: Operating a *CAN-AM* motorcycle in competition will void any and all warranties implied or written.

The above conversion renders your T'NT motorcycle illegal for road use.



MX-1 Wiring

CLEANING

A solution of warm water and detergent is an effective way to clean your motorcycle. Wash areas particularly oily with solvent first. Care should be taken to prevent the water from entering the electrical components, the air filter, the three (3) vent tube openings (transmission, carburetor and magneto), and the muffler.

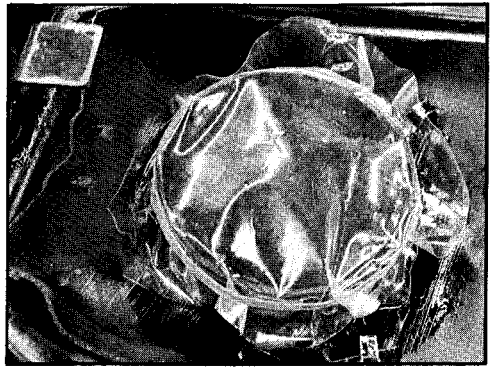
If using a high pressure hose, do not direct the stream of water on any electrical components, on the carburetor, or in the muffler opening.

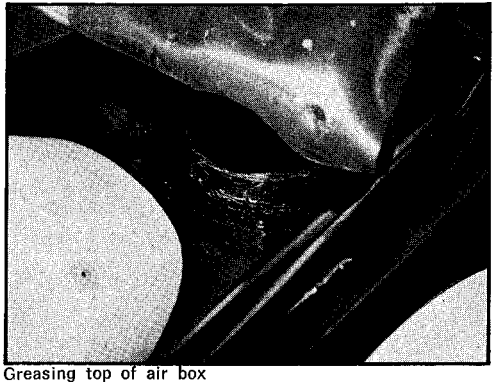
The air filter should be removed and the air intake hole should be sealed with a plastic bag held in place with a rubber band. The three (3) vent tubes should also be plugged to prevent water from entering.

WARNING: If the high pressure system of a car wash is used, thoroughly rinse all detergent from the motorcycle with clear water after all cleaning is completed. The highly toxic character of the detergent will damage the electrical connectors and corrode the bare metal surfaces.

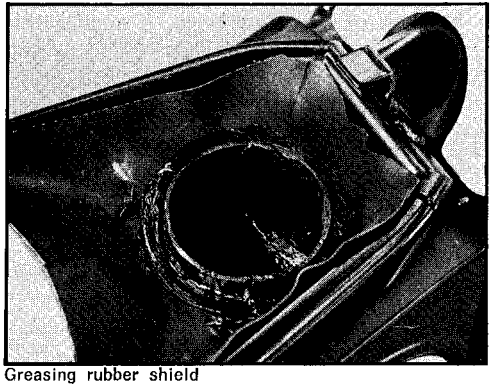
After your motorcycle is clean, wipe the high tension wire dry and make sure that no water is trapped inside the electronic box rubber boot and connector. Coat all electrical connectors with a water repellent silicone grease. (*CAN-AM* part #247-018-000). Put a drop of oil on each part that is inclined to rust or corrode: control cable pivots, rear brake rod, footrest pivot bolt, side stand, and especially the kick starter lever pivot. Clean and oil the air filter. Lift the air filter rubber shield and carefully clean the top of the carburetor air box. Spread a thick coat of lithium grease (*CAN-AM* part #747-015-000) on the top surface of the air box around the air filter opening and replace the rubber shield. Spread a coat of grease on the top surface of the shield around the air box opening and install the filter. Open the three (3) vent lines and make a complete pre-ride inspection before using the motorcycle again.

CAUTION: If water has entered the brakes during the cleaning, the stopping distance may increase by as much as 20% due to wet brake linings. Drive carefully until the brakes are dry.





Greasing top of air box



Greasing rubber shield

Consumer Information

Vehicle Stopping Distance

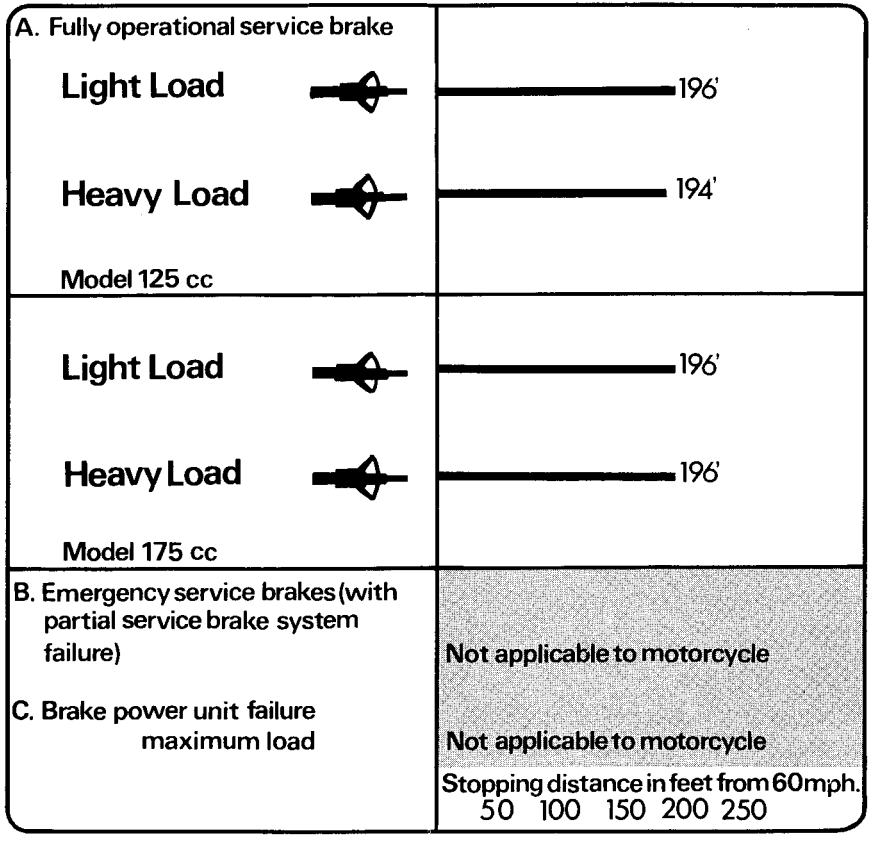
This figure indicates braking performance that can be met or exceeded by the vehicle to which it applies, without locking the wheels, under different conditions of loading and with partial failures of the braking system.

NOTICE: The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies:

*CAN-AM**motorcycle model T'NT*125cc

model T'NT 175cc



* Trade Mark(s) of Bombardier Limited

Acceleration and Passing Ability

This figure indicates passing times and distances that can be met or exceeded by the vehicle to which it applies in the situations diagrammed below.

The low-speed pass assumes an initial speed of 20 mph and a limiting speed of 35 mph. The high-speed pass assumes an initial speed of 50 mph and a limiting speed of 80 mph.

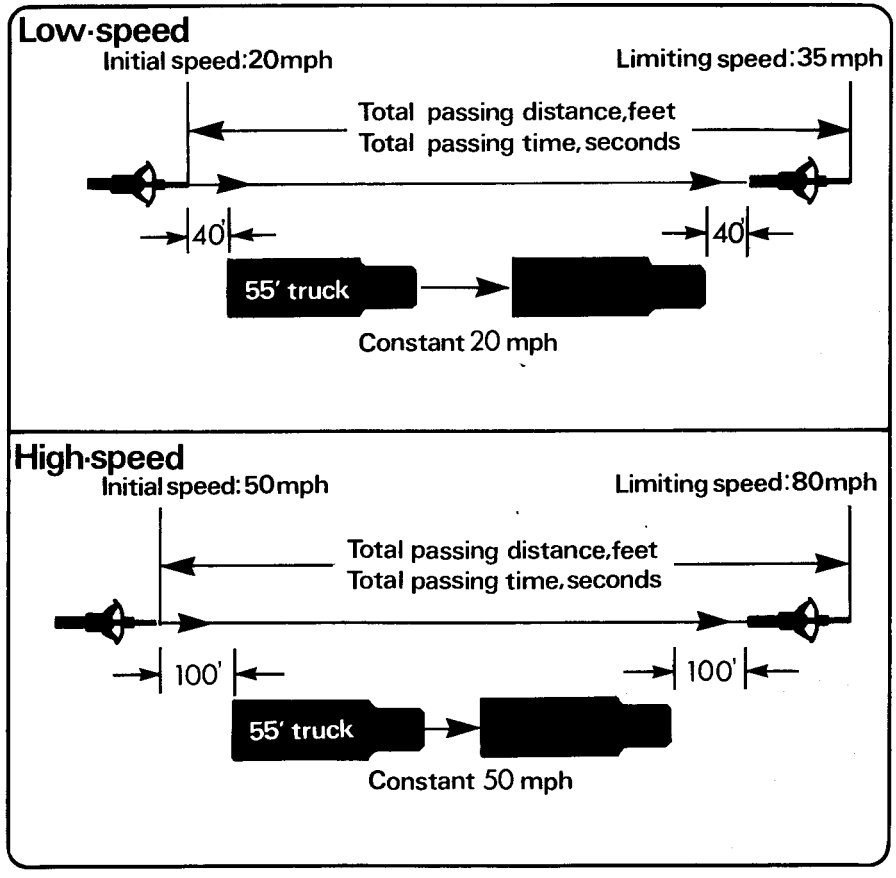
NOTICE: The information presented represents results obtainable by skilled drivers under controlled road and vehicle conditions, and the information may not be correct under other conditions.

Description of vehicles to which this table applies:

CAN-AM motorcycle model T'NT 125cc

model T'NT 175cc

125cc	Low-speed pass	361' - 7.5sec
	High-speed pass	1397'-15.5sec
175cc	Low-speed pass	361' - 7.5sec
	High-speed pass	1324'-14.5sec



Specifications

	125 MX-1	125 T'NT	175 MX-1	175 T'NT
CHASSIS:				
Type	Tubular double loop spaceframe with tapered back bone			
Front suspension	"Betor" teledraulic, 6" travel (152.4 m/m)			
Rear suspension	Swinging arm; adjustable "Girling" hydraulically dampened			
Fork angle	Adjustable fork angle — 25° to 31° in ½° increment (30° standard)			
Brakes/front & rear	Drum, single leading shoe 6" x 1", 18.85 sq. in. (121.6 sq. cm)			
Rims /front	WM 1 x 21"			
rear	WM 2 x 18"			
Tires / front	knobby 3.00 x 21	trial 3.00 x 21	knobby 3.00 x 21	trial 3.00 x 21
rear	knobby 4.00 x 18	trial 4.00 x 18	knobby 4.00 x 18	trial 4.00 x 18
brand	Trelleborg	Yokohama	Trelleborg	Yokohama
Overall length (standard fork angle)	84" — (153.3cm)			
Overall width (w/o mirror)	34" — (98.3cm)			
Overall height (w/o mirror)	45" — (129.3cm)			
Ground clearance	9" — (22.8cm)			
Seat height (measured at lowest point)	30" — (76.2cm)			
Wheelbase (standard fork angle)	54" — (137.2cm)			
Weight (dry)	216 lbs. (97.9kg)	231 lbs. (104.8kg)	216 lbs. (97.9kg)	233 lbs. (105.6kg)
Gross weight (starting line weight)	233 lbs. (105.7kg)	248 lbs. (112.5kg)	233 lbs. (105.7kg)	250 lbs. (113.3kg)
LIQUID CAPACITIES				
Gas tank	1.9 U.S. gallons — 1.6 Imperial gallons — (7.27 liters)			

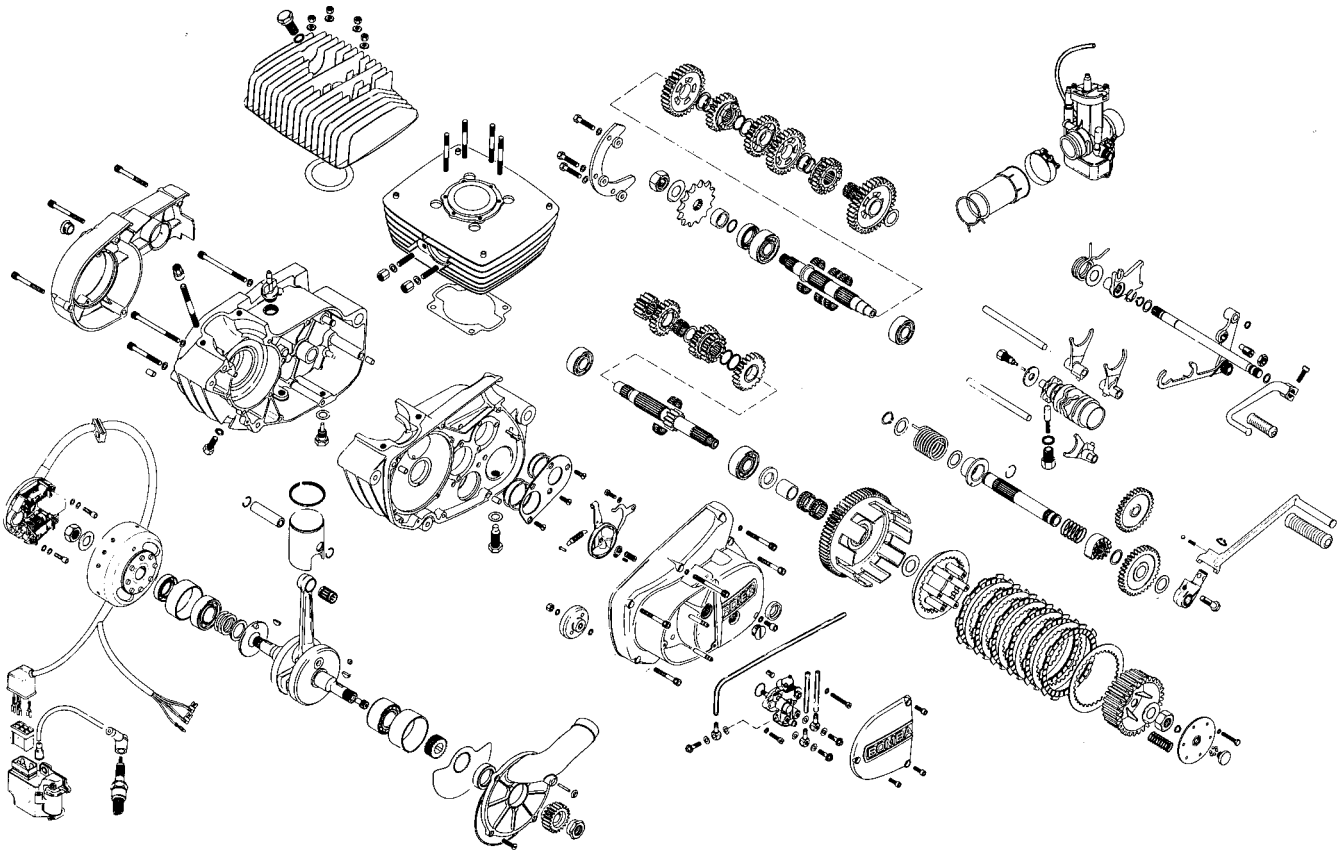
	125 MX-1	125 T'NT	175 MX-1	175 T'NT
Oil tank	2.3 U.S. quarts — 1.9 Imperial quarts — (2.16 liters)			
Transmission	1¼ U.S. quarts — 1 Imperial quart — (1200cc)			
Fork (each leg)	5.5 fl. oz (160cc) dry			
	5.1 fl. oz (150cc) refill			
ENGINE				
Engine type	2 cycle, single cylinder, air cooled, with rotary valve and 5 transfer ports			
Bore	2.126" (54 m/m)		2.441" (62 m/m)	
Stroke	2.126" (54 m/m)		2.264" (57.5 m/m)	
Displacement	7.54 cu. in. (123.7cc)		10.60 cu. in. (173.6cc)	
Compression ratio				
(uncorrected)	13 to 1			
(corrected)	5 to 1			
Horse power at rear wheel	20 h.p. (S.A.E.)		25 h.p. (S.A.E.)	
Lubrication	Mikuni twin port injection pump			
Starter	Primary drive, kick, in gear starting			
POWER TRAIN				
Primary drive:	Straight cut gears			
Primary drive ratio	3.286/1 (21/69T)			
Clutch	Multi plate — oil bath — 6 plates			
Transmission	Constant mesh — 6 speed — rotary cam — sliding dog			
Gear ratios: 1st	3.40 (10/34T)			
2nd	2.31 (13/30T)			
3rd	1.68 (16/27T)			

	125 MX-1	125 T'NT	175 MX-1	175 T'NT
4th	1.31 (19/25T)			
5th	1.09 (21/23T)			
6th	0.96 (22/21T) overdrive			
Chain	5/8" pitch, 1/4" roller width (#520)			
Engine sprocket	14T std.	14T std.	14T std.	14T std.
Rear wheel sprocket	50T std.	48T std.	46T std.	42T std.
Ratio	3.57	3.43	3.28	3.00
Overall ratio (6th gear)	11.26	10.82	10.35	9.46
CARBURETION				
Carburetor type	Bing 32 m/m (type V-84) concentric bowl			
Carburetor number	1/32/102	1/32/103	1/32/104	1/32/105
Main jet	155	155	155	160
Needle jet	2.73	2.73	2.76	2.76
Idle jet	40	40	40	40
Needle setting	2nd ring position (from top)			
Slide cutaway	7.9 #1			
Idle jet screw adjustment	1 1/4 turn out			
Float level	(1-1/32 inch) 27 m/m			
Choke type		Mixture enrichment operated by a mechanical plunger		Mixture enrichment operated by a mechanical plunger
Air filter	Foam (oil impregnated)			

ELECTRICAL

	125 MX-1	125 T'NT	175 MX-1	175 T'NT
Ignition system	Bosch electronic C.D. ignition			
Maximum ignition output	30,000 volts			
Ignition timing at 6000 RPM	1.3 m/m BTDC ± 0.2 m/m 16° BTDC ± 1°		1.4 m/m BTDC ± 0.2 m/m 16° BTDC ± 1°	
Spark plug type	14 m/m — ¾" reach			
Spark plug number	Bosch W280MZ2 (W280M2)	W300MZ2 (W300M2)	W280 MZ2 (W280M2)	W300MZ2 (W300M2)
Spark plug gap	(0.020") 0.5 m/m			
Lighting	Bosch alternator			
Maximum alternator output	55 watts			
Rectifier		Bosch, full wave 4 diode		Bosch, full wave 4 diode
Battery (12 volts)		Yuasa #12N5-4B		Yuasa #12N5-4B
Battery rating		5 A/H		5 A/H
Fuse capacity		14 amps		14 amps
Headlamp sealed beam		25/25w		25/25w
Tail/stop bulb		8/27w		8/27w
Speedo. illumination bulbs		1.7w		1.7w
Neutral indicator bulb		2.8w		2.8w
High beam indicator bulb		1.7w		1.7w
Turn signal bulbs (4)		23w		23w
Turn signal ind. bulb		2.8w		2.8w
Turn signal flasher		3.75w signal stat #142		3.75w signal stat #142

ENGINE DRAWING

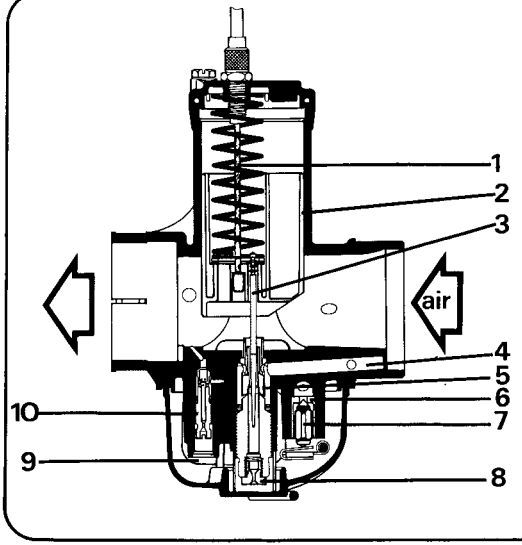


FUEL AND OIL

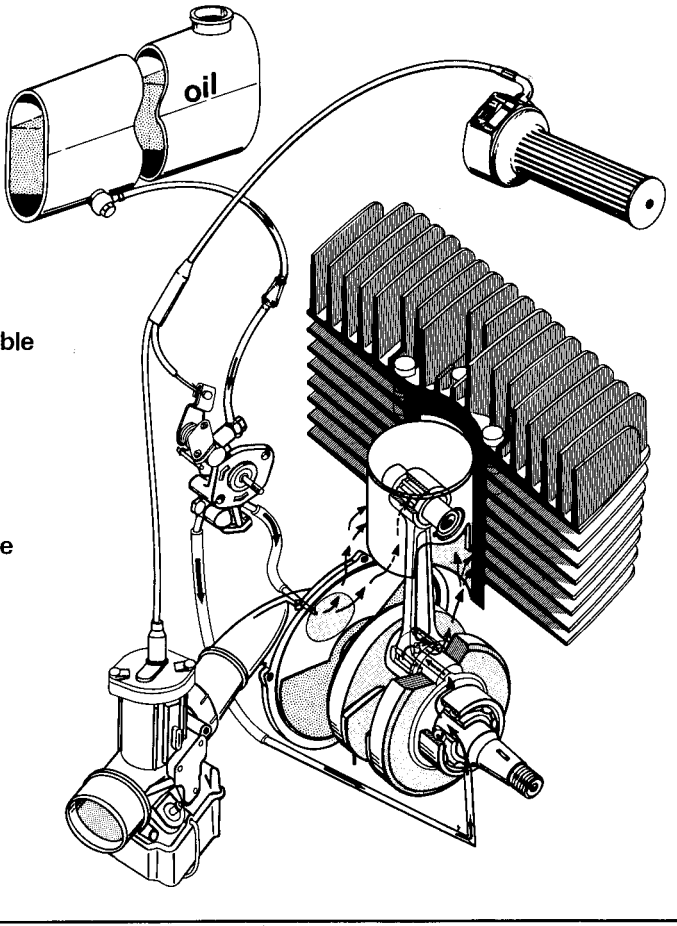
FUEL: Use premium gasoline only. Do not use low octane or non leaded gasoline.

ENGINE OIL: Use *CAN-AM* injection oil. In an emergency situation, a good quality two cycle injection oil can be used as a temporary replacement.

TRANSMISSION OIL: Use *CAN-AM* transmission oil; if not available, a good quality SAE 80 gear oil can be used. In an emergency situation, SAE 10-30 motor oil can be used temporarily.

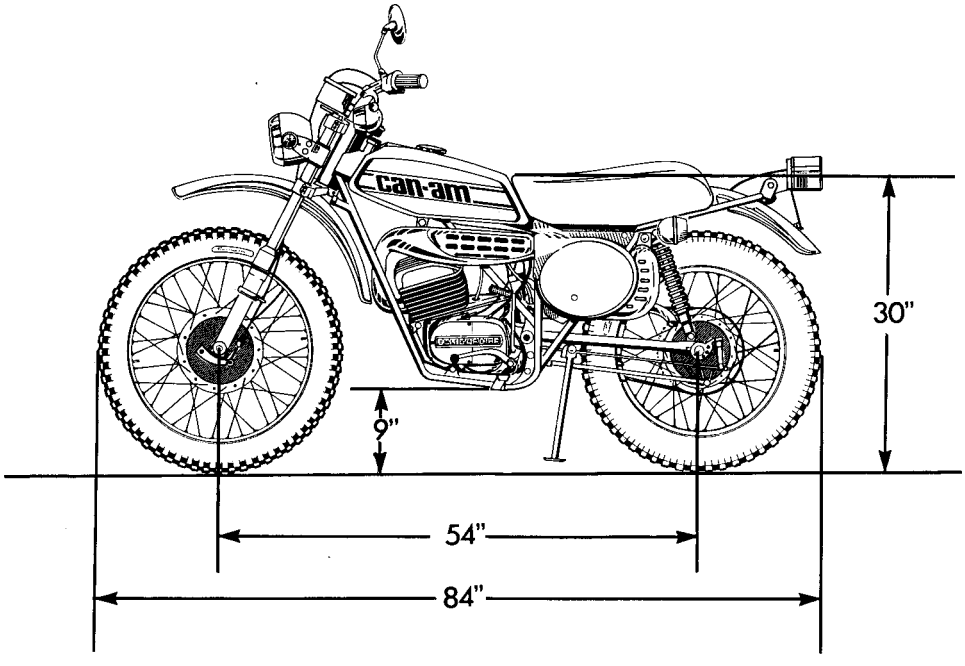


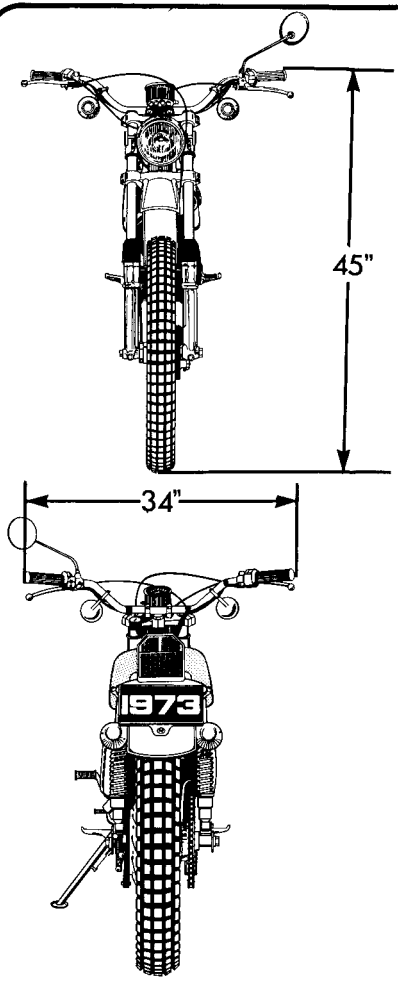
1 Throttle cable
2 Slide
3 Needle
4 Air vent
5 Needle jet
6 Seat
7 Float needle
8 Main jet
9 Float
10 Idle jet



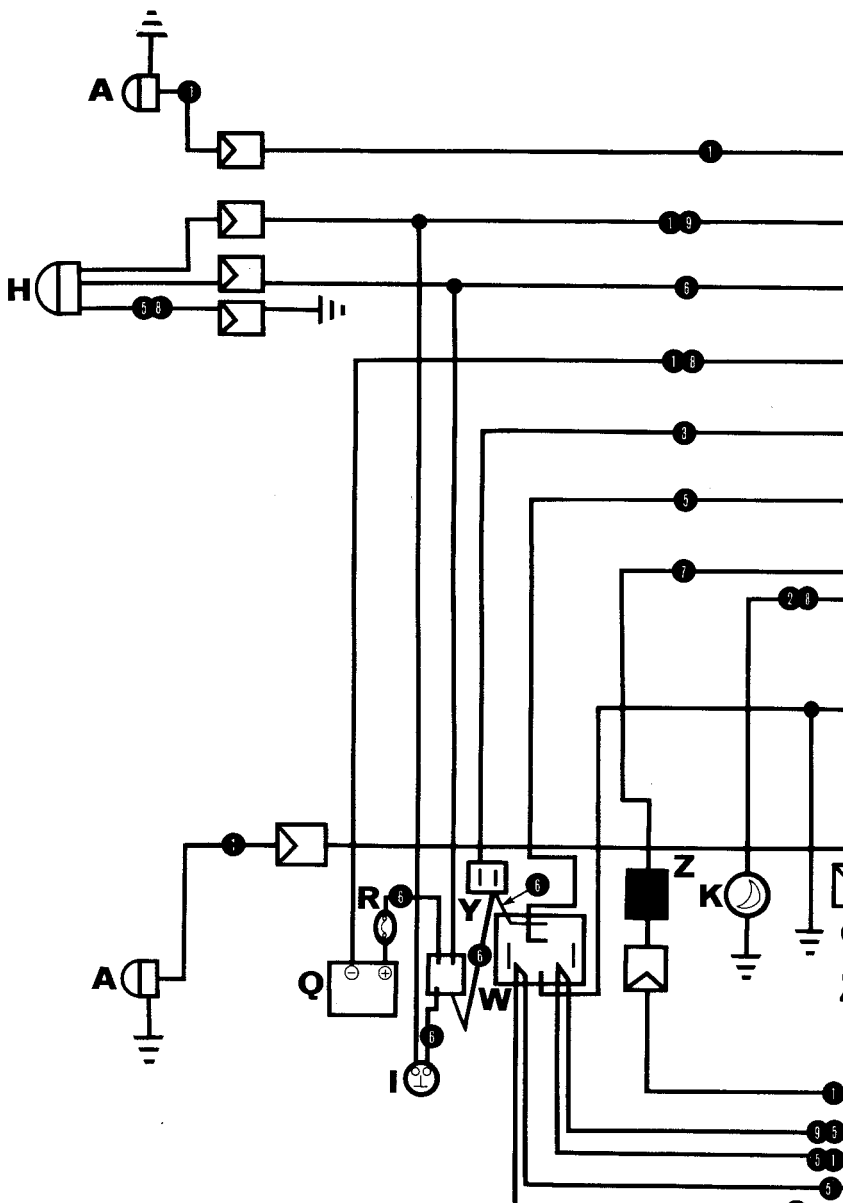
MOTORCYCLE DIMENSIONS

Overall length (standard fork angle)	84" — (153.3cm)	**Seat height (measured at lowest point)**	30" — (76.2cm)
Overall width	34" — (98.3cm)		
Overall height	45" — (129.3cm)	**Wheelbase (standard fork angle)**	54" — (137.2cm)
Ground clearance	9" — (22.8cm)		



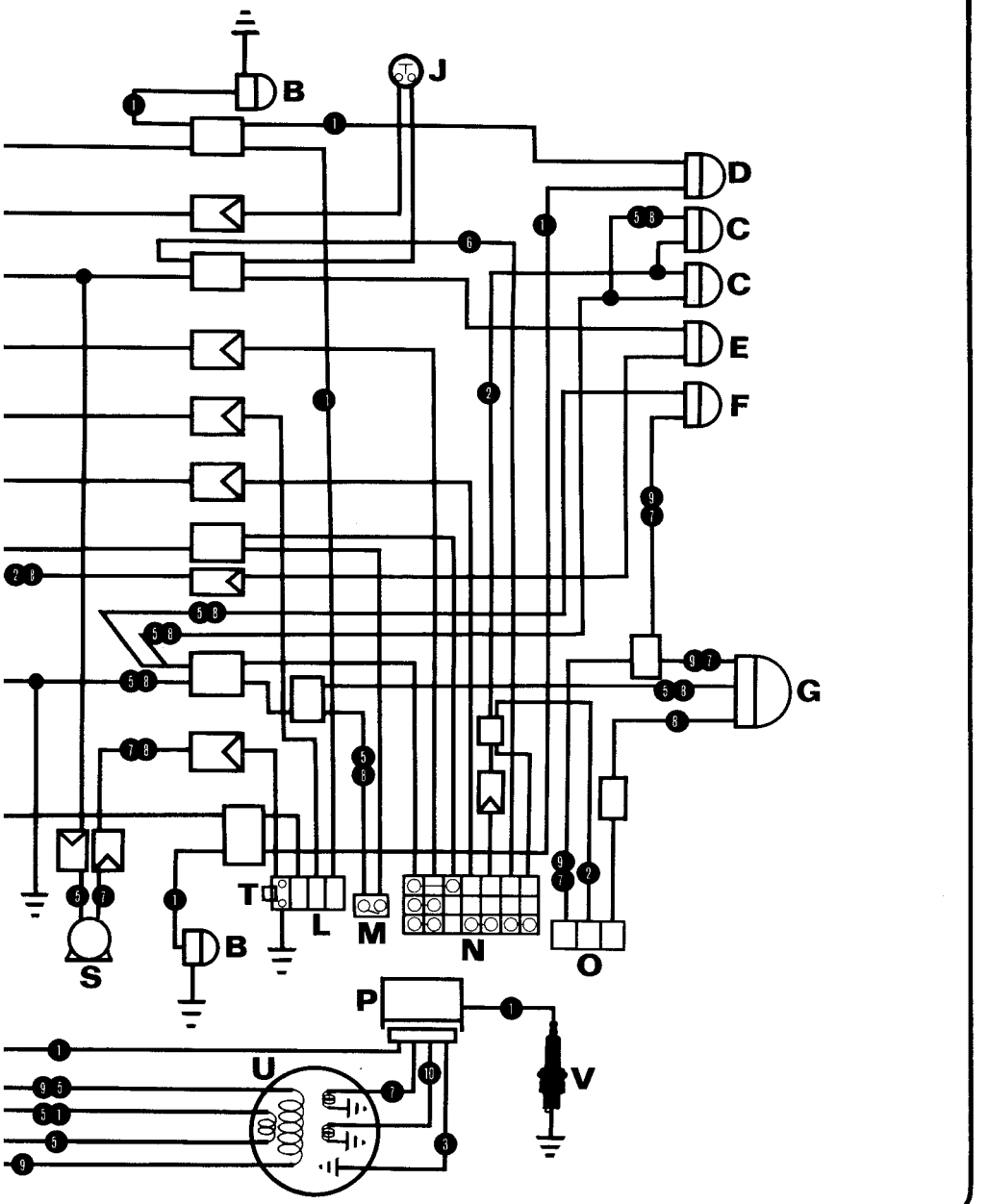


WIRING DIAGRAM



A) Turn signal (Rear)
B) Turn signal (Front)
C) Speedo illumination
D) Turn signal indicator
E) Neutral indicator
F) Hi-beam indicator
G) Headlamp
H) Taillamp
I) Stoplamp switch (Rear)
J) Stoplamp switch (Front)
K) Neutral indicator switch
L) Turn signal switch
M) Engine stop switch
N) Ignition switch
O) Headlamp beam control

1) Black 2) Blue 3) Brown 4) Grey 5) Green 6) G



or switch
itch
itch
n control

P) Electronic box
Q) Battery
R) Fuse (14A)
S) Horn
T) Horn button

U) Armature
V) Spark plug
W) Rectifier
Y) Turn signal flasher
Z) Black marker

6) Orange
7) Red
8) White
9) Yellow
10) Violet

Trouble Shooting

Symptoms	Causes	Remedy
1. Engine turns but fails to start or starts with difficulty	Faulty spark plug	Check for fouled or defective spark plug: remove plug, ground it to the engine head and turn the engine with the kick starter. If no spark occurs, replace the plug and, if necessary, check the following items: **NOTE: Never turn the engine over with an open high tension circuit.**
	Faulty high tension wire	Check the connectors and/or replace them.
	Faulty low tension wire	Check for moisture in the electronic box connector booth. Check for corroded, dirty or broken connectors.
	Faulty ignition or engine shut-off switch and wiring	Check for grounded or broken wires.
	Restriction in the gas cap vent	Gently blow into the ventilation hole located on the bottom center of gas cap. If restriction persists, replace the gas cap.
	No gas in the tank	Check the gas level and fill the tank.
	Clogged shut-off valve	Clean or replace and check condition of the gas tank. Clean if necessary.
	Clogged gas filter	Clean or replace.
	Pinched gas line	Replace the gas line. Check for the proper routing of the line.
	Faulty carburetor	First, check preliminary carburetor adjustments (see page 10). Clean, repair or see your CAN-AM dealer.
	Flooded engine	Start the engine with the throttle fully opened. In extreme cases, remove the engine crankcase drain plug, turn off the shut-off valve, turn off the engine stop switch and kick start until excess fuel is expelled.
	Poor engine compression	See your CAN-AM dealer.
2. Engine does not turn	Engine seized	See your CAN-AM dealer. Seizure is a direct result of poor lubrication or overheating conditions.

Symptoms	Causes	Remedy
3. Engine turns when the clutch is released	Transmission seized	See your CAN-AM dealer.
4. Engine idles roughly	Wrong spark plug type	See the specification chart for the proper spark plug type; change the spark plug if necessary.
	Wrong spark plug gap	Adjust the spark plug gap in accordance with the specification chart.
	Faulty carburetor	Adjust the idle mixture or see your CAN-AM dealer to have the carburetor properly repaired or adjusted.
5. Engine lacks acceleration or power	Clogged air filter	Remove and clean (see page 17).
	Wrong engine timing	Check and adjust (see page 9).
	Partial throttle operation	Adjust (see page 10).
	Restricted exhaust system	Check for possible crushed pipes — repair or replace. Check for foreign material in the muffler outlet — clean.
	Restriction in the fuel supply	Check for restricted gas cap vent, shut-off valve, gas filter or gas line.
	Poor engine compression	See your CAN-AM dealer.
6. Engine misfires	Faulty or incorrect spark plug	See preceding items.
	Faulty ignition system	See your CAN-AM dealer.
	Carburetor out of adjustment	Adjust the idle mixture or see your CAN-AM dealer in order to have the carburetor properly fixed.
	Restriction in the fuel supply	See no. 5 in the above section.
	Carbon deposit in the combustion chamber	Remove the cylinder head and scrape carefully excessive carbon from the cylinder head and piston with a soft tool.

Warranty Policies and Procedures

Bombardier Limited (Bombardier), as manufacturer, warrants every new 1973 *CAN-AM* motorcycle **sold as a new vehicle, by an authorized dealer,** including all motocross models, to be free from defects in material and workmanship under normal use and service, for a period of ninety (90) days from the date of the original retail purchase, subject to the following exceptions:

Bombardier's obligation under this warranty is strictly limited to the repair or replacement at its option, of any part or parts thereof which shall, within the specified warranty period, be returned to an authorized *CAN-AM* Dealer at such Dealer's place of business and, which examination shall disclose to the satisfaction of Bombardier to have been thus defective. The parts under this warranty will be made repair or replacement of defective by such Dealer, without charge for parts or labor, under the following conditions only:

1. that proof of ownership and warranty registration be submitted to the Dealer by means of the *CAN-AM* warranty registration card.

2. that warranty repairs be effected at the dealer's place of business.

EXCLUSIONS

THIS WARRANTY DOES NOT APPLY to normal maintenance services, (including but not limited to normal wear on tires, tubes, bulbs, nuts, bolts and common fasteners, clutch plates, brake shoes, chain and sprockets, spark plugs, paints, fuel and oil filters, soft trim exposed decals, all oils, non genuine parts).

This warranty does not apply to any defect which results from: misuse or accident; installation of repair parts other than genuine Bombardier replacement parts or; repairs by any person other than an authorized *CAN-AM* motorcycle Dealer; lack of preventive maintenance; alterations or modifications other than those approved in writing by Bombardier.

Operating a *CAN-AM* motorcycle in competition, or modifying it with high performance parts (whether or not such parts are supplied by Bombardier or are installed by an authorized Dealer) will void any and all warranties implied or written.

FREE INSPECTION

Notwithstanding the terms contained herein above, **the first owner** of any *CAN-AM* motorcycle is entitled to a free inspection of his vehicle, to be performed by a *CAN-AM* Dealer within a year of retail purchase date.

Inspection recommended on **T'NT** after: 300 to 500 miles.

Inspection recommended on **MX-1** after: five (5) hours.

LONG DISTANCE WARRANTY REPAIR

If a *CAN-AM* motorcycle owner moves or is stranded more than 250 miles away from the closest *CAN-AM* Dealer*, arrangements can be made to use a local retail motorcycle Dealer of the customer's choice, **for a one (1) time only warranty repair** if so authorized in writing by the Distributor Service Manager of that area. Any parts or labor information will be supplied by our Distributor's parts and service department to complete this emergency repair.

A check will be sent to that Dealer, to compensate for labor and parts used, when a copy of his work order and the defective parts are received at the Distributor's office. All reimbursements will be made using the *CAN-AM* flat rate manual.

A listing of each Distributor's address and phone number can be found below. This warranty extension does not apply to said accessories and/or replacement parts which:

a) have been subjected to any misuse, alteration, modification, or accident;

b) have been repaired with parts other than genuine Bombardier replacement parts, or:

c) have been repaired by any person other than an authorized *CAN-AM* Dealer.

This warranty is expressly in lieu of all other expressed or implied warranties of Bombardier, its Distributors and the selling Dealer, including any implied warranty of merchantability or fitness for any particular purpose. Neither Bombardier, its Distributors nor the selling Dealer shall be responsible, under any circumstances, for any loss or damage as a result of hidden defects, accidents, misuses or other faults.

Neither the Distributor, the selling Dealer nor any other person has been authorized to make any affirmation, representation or warranty other than those contained in this warranty and if made, such affirmation, representation or warranty shall not be enforceable against Bombardier or any other person.

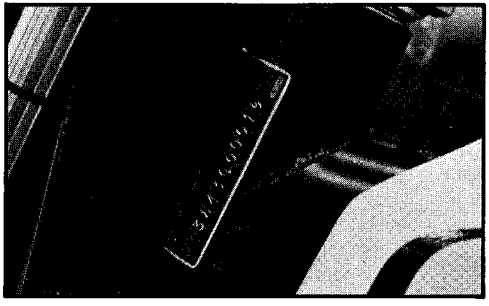
* The address of the closest *CAN-AM* Dealer can be obtained from the Distributor of your area.

Bombardier Limited
Valcourt, Que.

can-am*

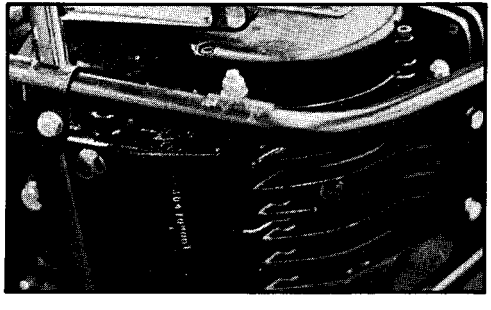
VEHICLE IDENTIFICATION

The VIN plate (Vehicle Identification Number Plate) can be found on the left side of the frame head.



The engine serial number can be found under the engine crankcase and is identical to the VIN.

The four (4) first digits are the vehicle model while the last six (6) digits are the number of the unit.



NOTES

DISTRIBUTOR'S NAME & ADDRESS

**CAN-AM and T'NT* are trademarks of Bombardier Limited

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Quebec, plus Eastern part of Ontario and Maritimes provinces

BOMBARDIER (ONTARIO) LTD.
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Ontario, less far Eastern part of the province

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Colorado, Kansas
Nebraska, South Dakota (West of Missouri River)

All the information, illustrations and component/system descriptions contained in this manual are correct at the time of publication. However, Bombardier Limited reserves the right to make changes in design and specifications, and/or to make additions to or improvements in its products without imposing any obligations upon itself to install them on its products previously manufactured.

Bombardier Ltd. is a member of the American Motorcycle Association and of the Motorcycle Industry Council.

(Detach on dotted line)

can-am*

* Trade Mark of Bombardier Limited

NOTICE:

The *CAN-AM* MX-1 motorcycle was not manufactured for use on public streets, roads or highways, and notice is hereby given against such use.

MOTORCYCLE ASSEMBLY

1. Remove the foam block from the top of the handlebar.

2. Remove the ass'y kit from the floor of the crate and open it; make an inventory; you should find these items:

T' N T * — speedometer assembly — battery — 10 tie wraps — mirror — tool kit — documents — breather tube for battery.

MX-I — 5 tie wraps — tool kit — documents.

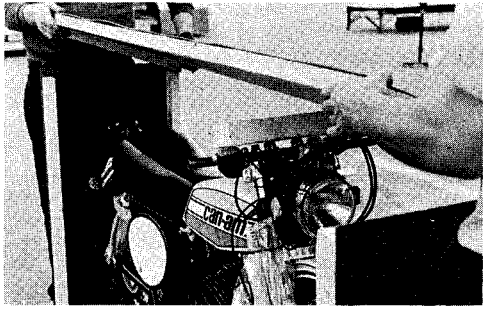
3. Remove the four (4) nuts from the foot peg clamps. Remove the foot peg clamps.

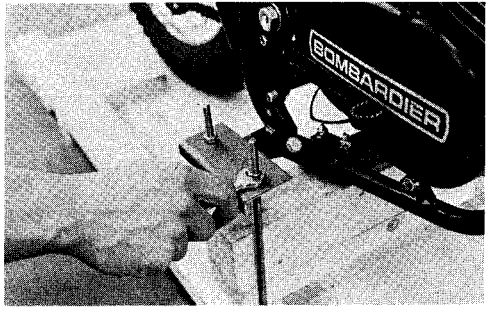
4. With a wire cutter, remove the tie wraps from the bottom of both rear shocks.

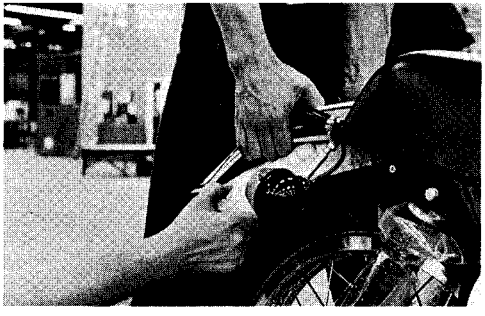
5. With the help of an assistant, lift up the rear of the motorcycle and take out the foam block inserted between the rear wheel and the rear fender; then, install each rear shock with a 8 m/m bolt (the nut goes on the wheel side).

6. Remove the motorcycle from the crate bottom and rest it on the side stand.

7. Using a wire cutter, cut the tie wraps holding the fork springs, the







handlebar and the throttle assembly.

NOTE: Do not cut the tie-wrap that holds the speedometer cable to the right fork leg.

8. Remove the four (4) acorn bolts from the handlebar mounts, using two (2) 14 m/m wrenches. Put the bolts back into the mounts. **Place a rag or a plastic bag on top of the fuel tank to keep from scratching it with the levers,** then move the short handlebar back out of the way onto the gas tank.

NOTE: The chamfer side of the washers goes toward the nuts.

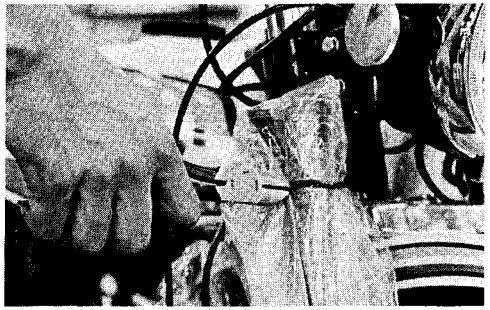
9. Remove both plugs on top of the fork tubes with either a 10 inch. adjustable wrench or a 27 m/m box wrench.

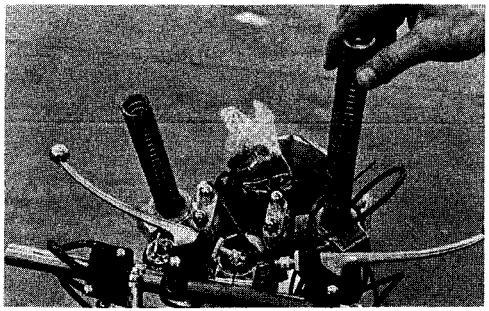
10. Insert both fork springs.

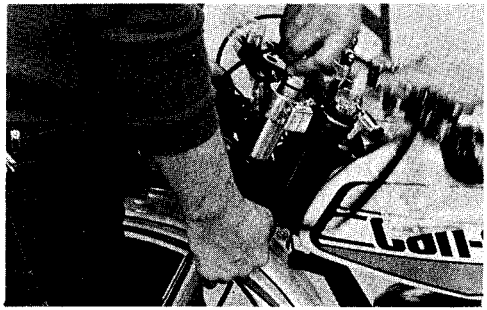
NOTE: Both fork legs have been filled with the proper amount of oil at the factory. DO NOT ADD ADDITIONAL OIL.

11. With the aid of your assistant, lift up the front of the motorcycle and install both fork leg plugs.

12. With a wire cutter, cut the tie-wrap holding the plastic bag which covers the speedometer bulbs and the end of the speedometer cable; **be careful not to cut any of the wires.**







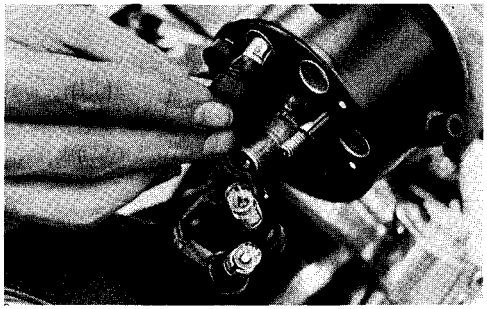
13. Install the five (5) speedometer indicator bulbs. There is a color dot on each rubber socket that corresponds to the color dot of each socket hole. The two (2) white ones are illumination bulbs, one yellow for turn signal, one red for high beam, one green for neutral. Press each socket firmly all the way in.

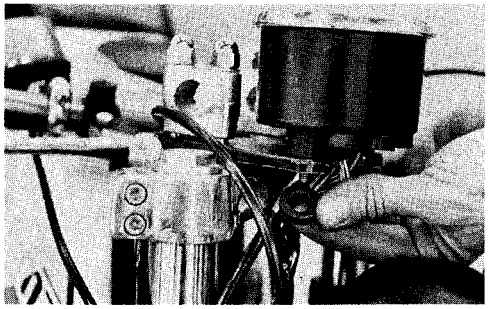
14. The speedometer rubber mount with the cut away must be on the same side as the trip meter knob.

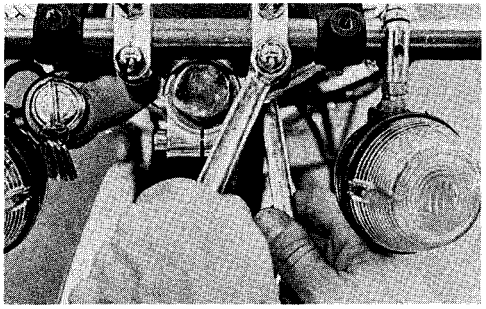
15. Insert the large rubber mounts onto the speedometer studs. Install the speedometer on its support; then insert the two (2) small rubber mounts, the flat washers and the nuts onto the studs. Do not over tighten these speedometer nuts, as the speedometer should be flexible on its mounts.

16. Place the end of the speedometer cable into the speedometer drive socket. Tighten nut onto the socket while spinning the front wheel to insure proper seating of the cable to the drive.

17. Remove all the levers and switches from the short handlebar. Install the chromed handlebar. Do not tighten the mount acorn nuts yet.







18. Install both turn signals.

19. Remove the clutch and brake cables from the lever assemblies, install the clutch lever on the left end of the handlebar. To install the brake lever assembly, swing the handlebar down until the lever will slide on without putting strain on the switch wire that is connected to the lever housing.

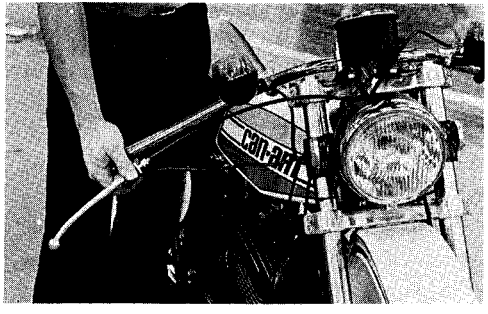
20. Install the throttle assembly while the handlebar is swung down and be sure the wires pass behind the right hand turn signal and the throttle cable above the lever housing.

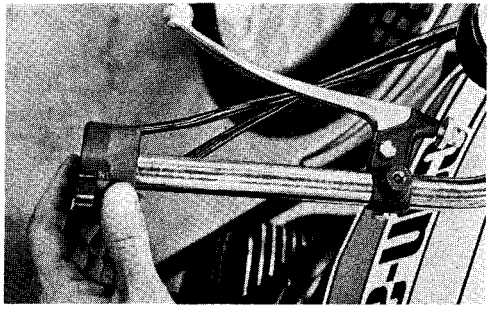
21. With the handlebar still in the swung down position, slip the dimmer switch onto the left end of the handlebar. Once again, be sure not to put a strain on the switch wire. Swing the handlebar up to proper position.

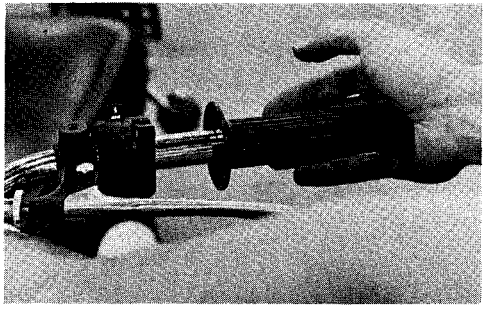
NOTE: The angle of the handlebar riser and the angle of the fork should be the same. This is the most common setting used and it can be adjusted by the customer after the purchase. Now tighten the acorn nuts on the handlebar mount.

22. Slip the left hand grip onto the handlebar by tapping with the palm of your hand to insure it is completely seated.

23. Slip the dimmer switch outward to the left grip and tighten the screws.







Position the clutch lever as shown. Tighten the bolts.

24. Install the clutch cable and make the proper adjustments. (See the owner's manual for procedure).

25. Position the throttle stop switch so that the throttle cable is parallel to the brake cable and the kill button is within easy thumb reach.

26. Install the brake cable and adjust it properly. (See owner's manual for procedure).

27. Install four (4) tie wrap to hold the wires to the handlebar as shown in picture.

28. Install the mirror on the left side.

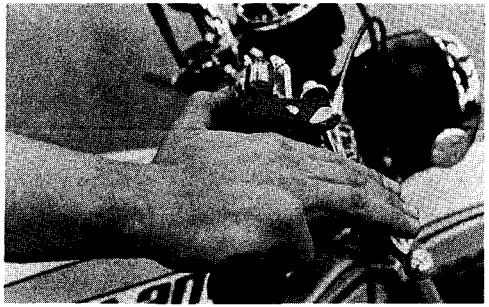
29. Remove the right hand side cover.

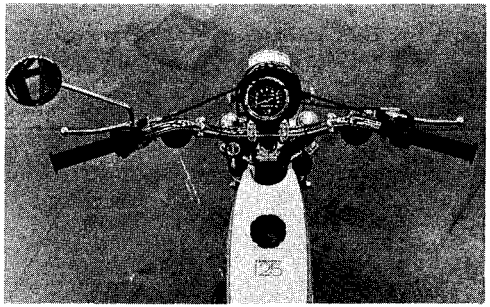
30. Fill the battery with acid solution to upper level.

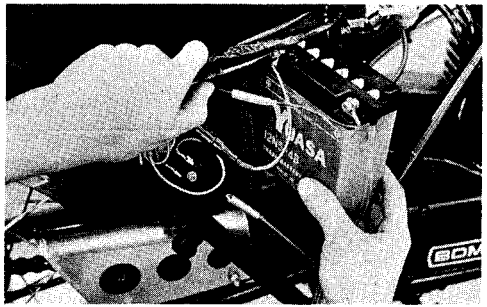
31. Remove the short breather tube and discard it. Install the long one.

32. Connect the battery leads (black/white to negative, yellow/black to positive).

33. Slide the battery into its compartment. Route the battery breather tube behind the coil bracket and down between the swing arm and the engine mount and in front of the cross shaft of the brake pedal. (Be sure not to







pinch the line especially where it must take a sharp bend).

34. Re-install the right side cover.

35. Remove the pin and the warning tag from the oil cap. Fill the oil tank with *CAN-AM** injection oil.

36. Check the oil level of the transmission. (See owner's manual).

37. Add gasoline (do not use non-leaded or low octane).

38. Check for free operation of the throttle.

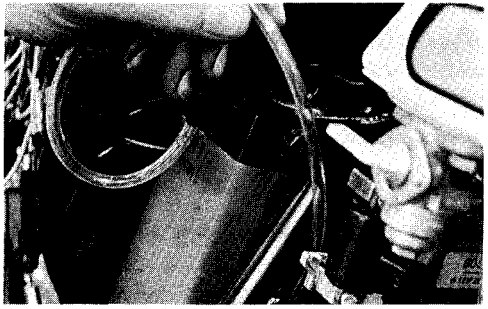
39. Check the tire pressure. (See owner's manual for proper pressure).

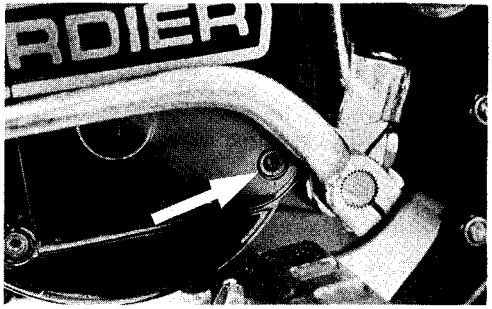
40. Start the engine; adjust the idle speed and the idle mixture (see owner's manual).

41. Check all the electrical equipments and the operation of the brake light.

42. Test ride the motorcycle.

43. If the vehicle is not to be used, immediately close the shut-off valve.





WARNING: ***Service the air filter before test ride (See Owner's Manual for procedure).***

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Printed in Canada

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MONTAGE DE LA MOTOCYCLETTE

1. Enlevez le bloc de mousse du guidon.

2. Dégagez la boîte de pièces du fond de la caisse; ouvrez-la et faites son inventaire. vous trouverez:

T' N T * un indicateur de vitesse, un accumulateur, 10 attaches, un miroir, un sac d'outils, un tube de ventilation pour l'accumulateur et les documents

MX-I: cinq attaches, un sac d'outils et les documents.

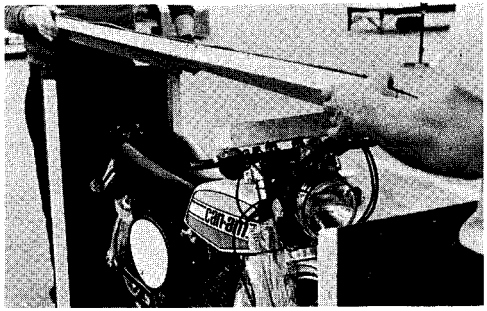
3. Enlevez les quatre (4) écrous des cales de fixation des repose-pieds; enlevez les cales de fixation.

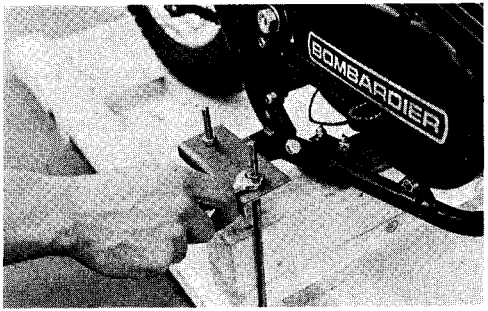
4. Au moyen d'un coupe-fils, enlevez les attaches qui retiennent le bas des amortisseurs arrières.

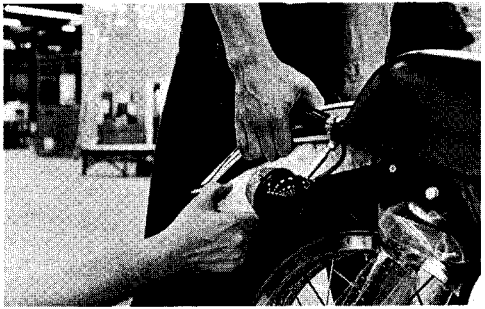
5. Aidé d'un assistant, soulevez l'arrière de la motocyclette et enlevez le bloc de mousse plastique logé entre la roue arrière et le garde-boue. Attachez ensuite les amortisseurs à la fourche oscillante avec deux (2) boulons de 8 m/m. (Les écrous doivent être du côté de la roue).

6. Roulez la motocyclette hors du plancher de la caisse et appuyez-la sur son pied-appui.

7. Avec un coupe-fils, coupez les at-







taches qui retiennent les ressorts avants, le guidon et l'accélérateur.

NOTE: Ne pas couper l'attache qui retient le câble de l'indicateur de vitesse au bras de fourche droit.

8. Enlevez les quatre (4) écrous de retenu du guidon. **Placez un sac de plastique ou un chiffon sur le réservoir d'essence.** Enlevez le faux guidon et placez-le, avec ses accessoires, sur le réservoir à essence. Replacez les écrous et les contre-écrous sur les boulons afin de ne pas les perdre.

9. Enlevez les bouchons de la fourche au moyen d'une clé à molette de 10 pouces ou d'une clé de 27 m/m.

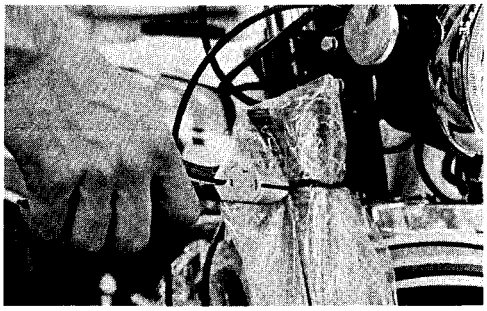
10. Insérez les ressorts avant dans la fourche.

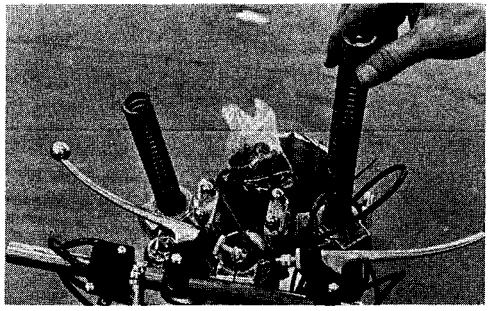
NOTE: La fourche est remplie d'huile à l'usine. N'ajoutez pas d'huile.

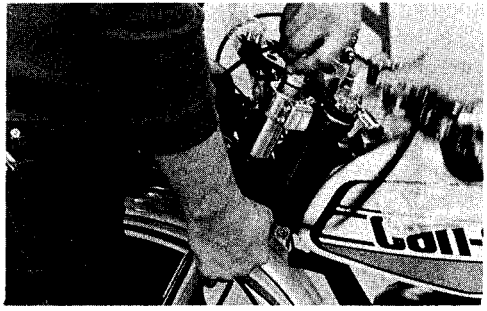
11. Aidé d'un assistant, soulevez l'avant de la motocyclette et replacez les bouchons de fourche en compressant les ressorts.

12. Avec un coupe-fils, coupez le sac de plastique qui enveloppe les lampes de l'indicateur de vitesse et le bout de son câble; **prenez garde de ne couper aucun fil.**

13. Installez les cinq (5) lampes de l'indicateur de vitesse. La couleur de chaque douille correspond à la cou-







leur de chaque cavité. Les deux blanches sont pour l'éclairage, la jaune pour les clignotants, la verte pour le neutre et la rouge pour le phare de route.

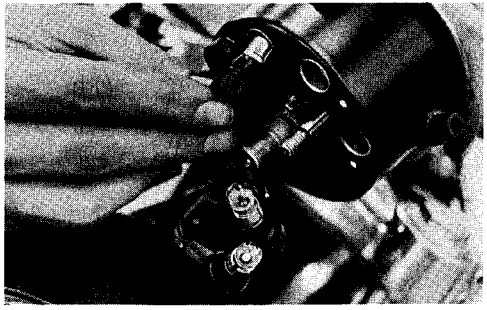
Pressez les douilles fermement pour les mettre en place.

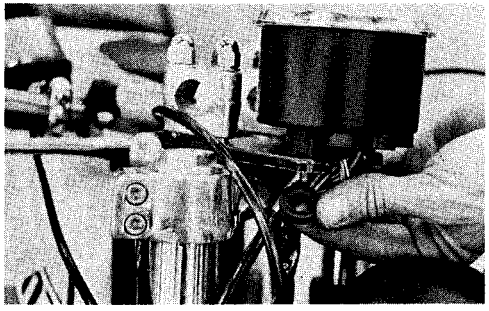
14. Insérez les gros supports de caoutchouc dans les tiges de l'indicateur de vitesse. Le support qui comporte deux coupes, doit être placé sur le même côté que le bouton de l'odomètre.

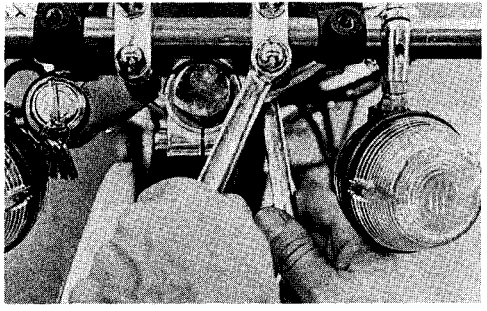
15. Installez l'indicateur de vitesse sur sa ferrure et placez ensuite les petits supports de caoutchouc, les contre-écrous et les écrous. Ne serrez pas ces écrous plus qu'il ne faut, car l'indicateur de vitesse doit rester flexible dans sa ferrure.

16. Insérez l'extrémité du câble dans la douille de l'indicateur de vitesse et vissez la bague de son enveloppe en faisant tourner la roue avant, pour permettre au câble de s'ajuster facilement à la douille.

17. Enlevez tous les accessoires du faux guidon. Installez le guidon sur la motocyclette. Le côté conique des contre-écrous du guidon doit être vers le haut. **Ne serrez pas les écrous du guidon tout de suite.**







18. Installez les feux de direction.

19. Détachez les câbles de l'embrayage et du frein avant de leur levier. Tournez le guidon vers le bas et insérez le levier de frein du côté droit en prenant soin de ne pas tirer sur son fil. Installez le levier de l'embrayage du côté gauche.

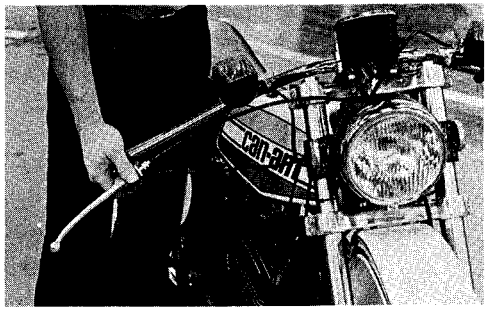
20. Installez l'accélérateur du côté droit en faisant passer le fil derrière le clignotant et le câble au-dessus du levier de frein.

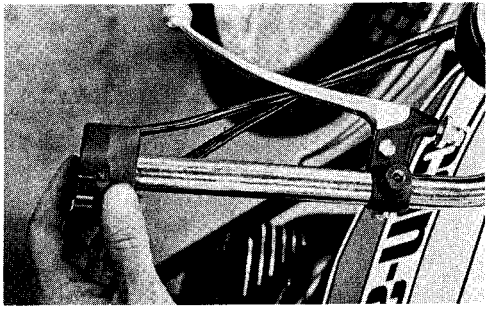
21. Insérez l'interrupteur du phare avant du côté gauche. Assurez-vous de ne pas tirer sur le câblage électrique qui lui est relié. Relevez maintenant le guidon à sa position normale et serrez les quatre (4) écrous de retenu.

NOTE: La partie oblique du guidon devrait être dans le même axe que l'angle de la fourche (voir photo). Le guidon peut cependant être ajusté plus tard selon le goût du client.

22. Installez la poignée sur le côté gauche du guidon. Frappez-la de la paume de la main pour vous assurer qu'elle entre jusqu'au fond.

23. Faites glisser l'interrupteur du phare avant vers la gauche jusqu'à la poignée; fixez-le à cet endroit. Faites également glisser le levier de l'embrayage vers la gauche jusqu'à l'interrupteur. Placez-le en position (voir





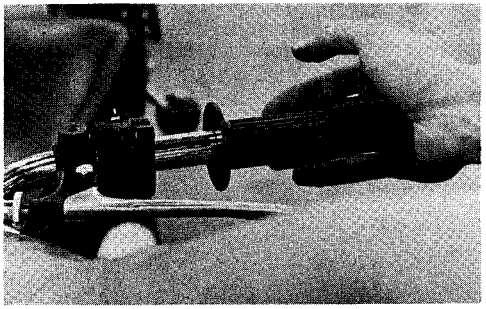


photo) et fixez-le.

24. Ré-installez le câble de l'embrayage et ajustez-le (voir manuel du propriétaire).

25. Placez l'accélérateur de façon à ce que son câble soit parallèle au câble du frein avant, et que le bouton coupe-circuit soit facile à atteindre. Fixez-le dans cette position.

26. Ré-installez le câble de frein et ajustez-le (voir manuel du propriétaire).

27. Attachez le câblage au guidon avec quatre (4) attaches de nylon (voir photo).

28. Installez le miroir sur la gauche.

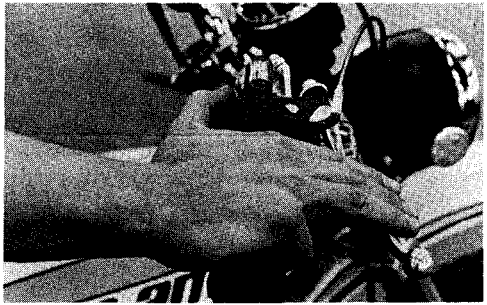
29. Enlevez le panneau droit de la motocyclette.

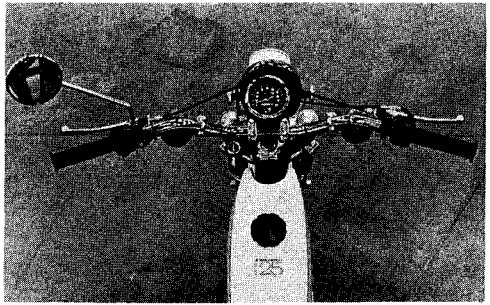
30. Emplissez l'accumulateur de solution jusqu'à son niveau supérieur.

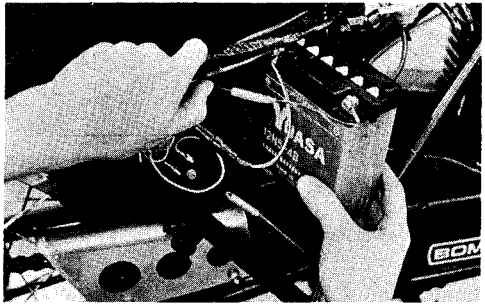
31. Enlevez le petit tube de ventilation de l'accumulateur et installez le plus long.

32. Connectez l'accumulateur: le fil noir/blanc à la borne négative, le fil jaune/noir à la borne positive.

33. Glissez l'accumulateur dans sa niche. Faites passer le tube de ventilation derrière le support de la bobine







et entre la fourche oscillante et le support du moteur, en avant de la tige transversale du frein. Prendre soin de ne pas pincer le tube, spécialement où il doit tourner à angle aigu.

34. Reposez le panneau droit.

35. Enlevez la goupille de retenu de l'étiquette du bouchon du réservoir d'huile. Remplissez le réservoir d'huile à injection *CAN-AM**.

36. Vérifiez le niveau d'huile de la transmission (voir manuel du propriétaire).

37. Emplissez le réservoir de gazoline à haut indice d'octane. **(N'utilisez pas d'essence sans plomb).**

38. Vérifiez si l'accélérateur fonctionne librement.

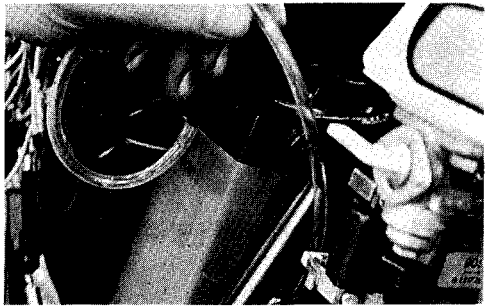
39. Vérifiez la pression des pneus (voir manuel du propriétaire).

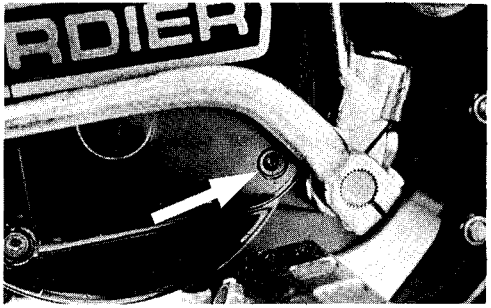
40. Faites démarrer le moteur; ajustez la vitesse et le mélange au ralenti. (Voir manuel du propriétaire).

41. Vérifiez tous les accessoires électriques et n'oubliez pas le feu d'arrêt.

42. Faites un tour d'essai.

43. Si le véhicule doit être en stationnement pour plusieurs heures, n'oubliez pas de refermer le robinet d'essence.





ATTENTION: ***Huiler le filtre à air avant le tour d'essai (Voir le manuel du propriétaire pour la procédure).***

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