

MAINTENANCE

MANUAL

BOMBARDIER

TRACTOR

MODEL

J-5

BOMBARDIER SNOWMOBILE LIMITED

L'AUTO-NEIGE BOMBARDIER LIMITEE

VALCOURT,

QUE.

CANADA

TRACTOR MODEL J-5

GENERAL INSTRUCTIONS.

The J-5 tractor differs from ordinary vehicles only by the steering and the braking system. The operator will become familiar quickly with the steering and brake levers which replace the steering wheel and the brake pedal of ordinary vehicles. A right turn will be made by pulling on the right hand lever, a left turn by pulling on the left hand lever. To apply the brakes, pull on both levers at the same time.

The following instruments are found on the dash: ignition switch, ammeter, temperature, oil pressure and fuel gauges.

The starter rod is placed below the driver's seat on the right hand side. To operate the starter, pull the rod towards the front.

Model J-5 tractor is equipped with an automatic choke. There are only 2 control pedals: the clutch pedal and the accelerator pedal.

The standard equipment of the J-5 tractor includes a 3-speed transmission operated by a lever to the right of the driver. To engage the transmission in low gear or reverse, the handle of the lever has to be turned to the right to engage the gear selector; then push the lever forward for reverse and backward for low gear. For second and high gears, push the lever forward and backward respectively without turning the handle.

When a unit is equipped with a 4-speed transmission, there are two gear changing levers right in front of the transmission. The lever on the right side is for reverse and one on the left is for the 4 forward speeds.

REMOVAL OF THE TRACK ASSY; INSTALLATION AND ADJUSTMENT

TO REMOVE THE TRACK, Proceede as follows:

- A: Remove the central wheel.
- B: Remove the lock-nut on the adjustment screw.
- C: Loosen the adjustment screw nut until the adjustment screw can be removed.
- D: Loosen the nuts on the adjuster unit pressure plate.
- E: Push the rear wheel forward as far as it will go.
- F: Remove the track assembly.

TO INSTALL THE TRACK ASSEMBLY.

Reverse the operations outlined above. To push the rear wheel backward so as to be able to install the adjustment screw, it will be necessary to use a pry against the rear wheel to push it back.

The track is adjusted by means of the adjusting nut. Always tighten the lock nut and the nuts of the adjuster unit pressure plate when the adjustment is completed.

ADJUSTMENT OF THE CONTROL LEVERS.

The control levers are adjusted by means of a nut which must be tightened if the levers have excessive play. When the tractor is running, do not let the brake bands drag by pulling unnecessarily on the levers.

All the pedal or transmission rods are adjustable to give a perfect operation.

INSTALLATION OF THE AXLES AND SPROCKETS

To replace a sprocket or an axle, it is necessary to remove the track assembly; procede as outlined previously.

We recommend the following procedure to replace a differential axle.

- A. Remove the track assembly.
- B. Remove the bolts which hold the aluminum axle support to the chassis.
- C. The axle and support can now be removed as a unit which can be repaired with ease.

When an axle is replaced, the axle bearings should be adjusted by using shims before reinstalling the axle & support in place.

LUBRICATION

ENGINE, TRANSMISSION AND PROPELLER SHAFT.

See instructions in engine Maintenance Manual under Lubrication. Approximately every 60 hours.

DIFFERENTIAL.

Change oil every 60 hours; use engine oil SAE 30.

CONTROL JOINTS.

Every 200 hours at joints and intersections.

SUSPENSION AND WHEEL BEARINGS.

With grease gun at every 60 hours of operation.

T H E M U S K E G T R A C T O R

August, 1953

SPECIFICATIONS OR DATA

(1) WEIGHT AND DIMENSIONS:

| | |
|------------------------|------------|
| Length | 11' 8" |
| Width | 7' |
| Height | 5' 8" |
| Weight (Approx.) | 4,400 lbs. |
| Road clearance | 16" |

(2) PERFORMANCE:

| | |
|------------------------------------|------------|
| Maximum speed | 25 M.P.H. |
| Cruising speed | 18 M.P.H. |
| Turning radius | 15 ft. |
| Approx. ground pressure (unload) . | 3/4 p.s.i. |
| Payload capacity | 2,500 lbs. |
| Draw bar capacity (when loaded) .. | 3,000 lbs. |

(3) ENGINE:

| | |
|---------------------------|---------------------|
| Make | Chrysler |
| Brake horse power | 115 at 3,400 R.P.M. |
| Number of cylinders | 6 |
| Bore | 3 7/16" |
| Valve Arrangement | L |
| Battery | 6 volts |
| Generator | 45 AMP |
| Carburator | Downdraft. |
| Manifold | Up Stack. |
| Lubrication | Full pressure. |
| Clutch | Dry disc type. |

(4) POWER TRAIN:

| | |
|---------------------------|-------------------------|
| Transmission type | Synchromesh. |
| Transmission speeds | 4 forward, 1 reverse. |
| Driving axle type | Controlled differential |
| Differential ratio | 5.83 to 1 |
| Drive sprockets | 4 solid rubber type. |

(5) TRACKS AND SUSPENSION:

| | |
|------------------------|---|
| Track type | Belts with steel cross link. |
| Track width | 29" |
| Track belts | Rubber and fabric reinforced with steel cable. |
| Number of wheels | 16 |
| Type of wheels | Drop center. |
| Tire | Pneumatic 4.50 x 16 - 6 ply. |

(6) FRAME AND HULL:

| | |
|------------------------------|---------------------------|
| Frame | 100% welded - Waterproof. |
| Frame type | Toboggan (Bottom) |
| Cargo platform | Steel checkered plates. |
| 2 Cargo platf. dimensions ea | 11' 4" x 2' 6". |
| Drivers cab | Removable hull and top. |
| Instruments panel | Bolted to frame. |
| Hitch plate | Welded to frame (rear). |

(7) CAPACITIES (Imperial measure)

| | |
|----------------------------|------------------------|
| Fuel tank | 22 $\frac{1}{2}$ gals. |
| Cooling system | 15 qts. |
| Crankcase (refill) | 4 qts. |
| Oil filter | 1 qt. |
| Transmission | 2 qts. |
| Controlled differential .. | 6 qts. |