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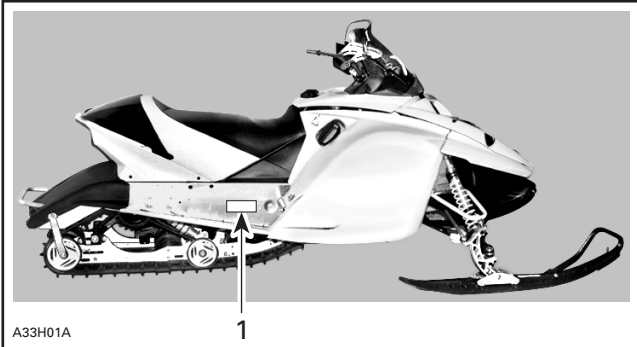
# INTRODUCTION

MODEL	ENGINE	MODEL NUMBER
EXPEDITION	550F	FJ5A, FJ5B
GSX	380F	DG5B
	550F	DF5A
	500 SS	DC5A, DC5B
	600 HO	DB5A, DB5B
	600 HO SDI	DD5A, DD5B, DE5A, DE5B
	800 HO DPM Power Tek	DA5A, DA5B
GTX	380F	EM5A, EM5B
	550F	EL5A, EL5B
	500 SS	ED5A, ED5B, ED5C
	600 HO	EC5A, EC5B
	600 HO SDI	EH5A, EH5B, EJ5A, EJ5B, EJ5C
	800 HO DPM Power Tek	EA5A, EA5B, EA5C
MX Z	380F	BR5A, BR5B, BR5C
	550F	BP5A, BP5B, BP5C
	500 SS	BF5A, BF5B, BF5C, BF5G, BF5H, BF5J, BF5L, BH5B, BH5C, BH5D, BH5A, BH5E
	600 HO	BC5A, BC5C, BC5F, BC5G, BC5H, BC5J, BC5K, BC5L, BC5M, BE5A, BE5B, BE5C, BE5G, BE5H, BE5J, BE5K, BE5L, BE5M, BE5N, BG5A, BG5B, BV5A, BV5B, BV5C, BV5D
	600 HO SDI	BK5A, BK5B, BK5C, BK5D, BK5F, BK5G, BK5H, BK5J, BK5K, BK5L, BK5M, BK5N, BL5A, BL5B, BL5C, BL5G, BL5H, BL5J, BL5K, BL5L, BL5M, BW5C, BW5F, BW5G, BW5H, BW5J, BW5K, BW5L, BW5M, BX5C, BX5D, BX5E, BX5F, BX5G
MX Z (Adrenaline)	800 HO	BD5A, BD5B, BD5C, BD5G, BD5H, BD5J, BD5K, BD5L, BD5M
MX Z	800 HO DPM Power Tek	BB5A, BB5B, BB5C, BB5D, BB5F, BB5G, BB5H, BB5J, BB5K, BB5L, BB5M, BB5N, BS5C, BS5D, BS5E, BS5F, BS5G, BS5H, BS5J, BS5K, BS5L, BS5M, BS5N, BU5A, BU5B, BU5C, BU5D
SUMMIT	550F	CM5A, CM5B
	800 HO DPM	CG5A, CG5B, CG5C, CG5D, CH5A, CH5B, CH5C, CH5D, CJ5A, CJ5B, CJ5C, CK5A, CK5B, CL5A, CL5B, CL5C, CP5A, CP5B, CP5C, CP5D

# INTRODUCTION

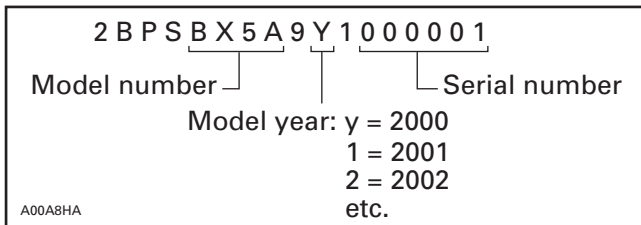
## VEHICLE IDENTIFICATION NUMBER

### Vehicle Identification Number Location



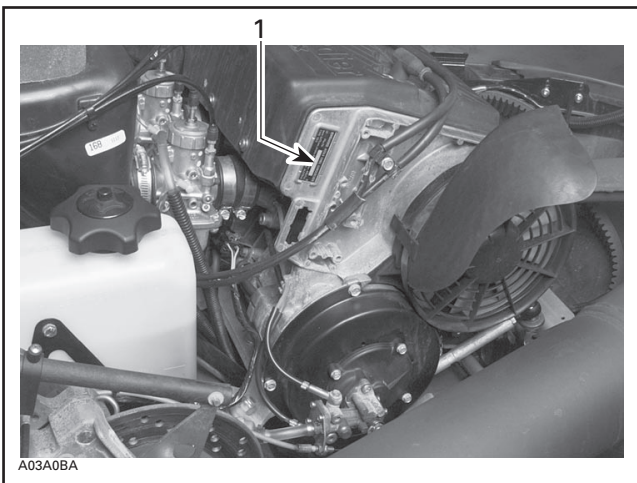
TYPICAL  
1. Vehicle identification number

### Identification Number Meaning

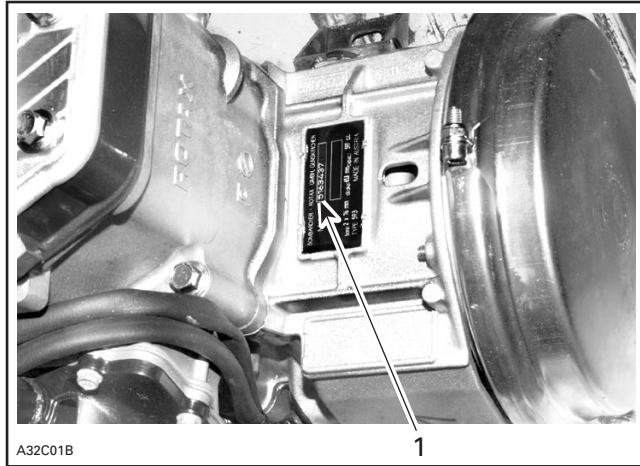


## ENGINE SERIAL NUMBER

### Engine Serial Number Location



TYPICAL — 2-STROKE FAN-COOLED ENGINES  
1. Engine serial number



TYPICAL — 2-STROKE LIQUID-COOLED ENGINES  
1. Engine serial number

## LIST OF ABBREVIATIONS USED IN THIS MANUAL

ABBREVIATION	MEANING
A	ampere
amp	ampere
A•h	ampere-hour
AC	alternate current
ACM	acceleration and control modulator
AMG	absorbed glass mat
BDC	bottom dead center
BTDC	before top dead center
°C	degree Celsius
cc	cubic centimeter
CDI	capacitor discharge ignition
CTR	center
cm	centimeter
cm <sup>2</sup>	square centimeter
cm <sup>3</sup>	cubic centimeter
DC	direct current
DESS	digitally encoded security system
DPM	digital performance management

# INTRODUCTION

ABBREVIATION	MEANING
°F	degree Fahrenheit
FC	fan cooled
fl. oz	fluid ounce
ft	foot
GRD	ground
H.A.C.	high altitude compensator
hal.	halogen
HI	high
IFP	internal floating piston
imp. oz	imperial ounce
in	inch
in <sup>2</sup>	square inch
in <sup>3</sup>	cubic inch
k	kilo (thousand)
kg	kilogram
km/h	kilometer per hour
kPa	Kilopascal
L	liter
lb	pound
lbf	pound (force)
lbf/in <sup>2</sup>	pound per square inch
LH	left hand
LO	low
LT	long track
m	meter
MAG	magneto
Max.	maximum
Min.	minimum
mL	milliliter
mm	millimeter
M.E.	millennium edition
MPEM	multi-purpose electronic module
MPH	mile per hour
N	newton

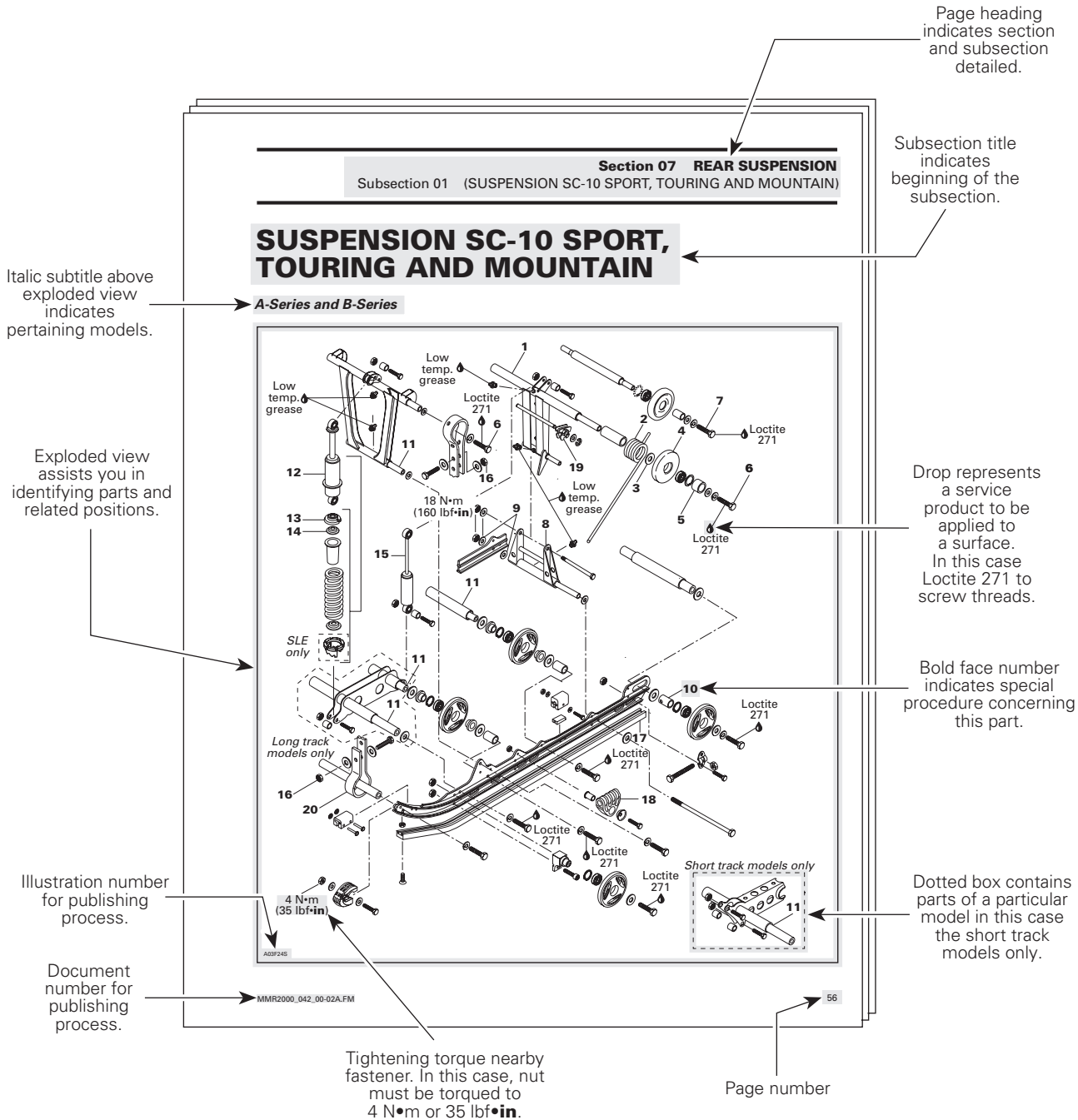
ABBREVIATION	MEANING
N.A.	not applicable
no.	number
0	continuity
0.L	open line (open circuit)
O.D.	outside diameter
OPT	optional
oz	ounce
P/N	part number
PSI	pound per square inch
PTO	power take off
R	rectangular
RH	right hand
R.A.S.	response angle suspension
RAVE	Rotax adjustable variable exhaust
RER	Rotax electronic reverse
RPM	revolution per minute
RMS	root mean square
RRIM	reinforced reaction injection molding
SDI	semi-direct injection
Sp. Gr.	specific gravity
ST	semi-trapez
TDC	top dead center
TRA	total range adjustable
U.S. oz	ounce (United States)
V	volt
Vac	volt (alternative current)
VSA	variable sheave angle

# INTRODUCTION

## ARRANGEMENT OF THIS MANUAL

This *Shop Manual* uses technical terms which may be slightly different from the ones in the parts catalog.

### TYPICAL PAGE



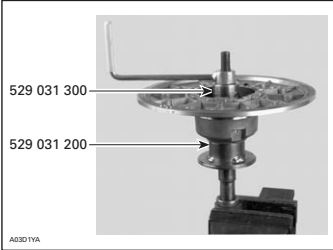
TYPICAL PAGE

**Section 05 TRANSMISSION**  
Subsection 03 (DRIVEN PULLEY)

Turn puller handle and sliding half at once to extract the bushing.

529 031 300

529 031 200

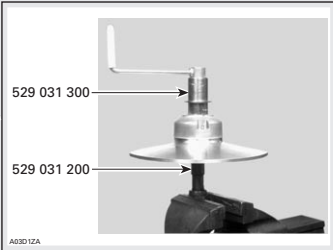


A0301YA

**IMPORTANT:** Large bushing retaining screws and washers must be removed before small bushing installation.  
Coat bushing outside diameter with Loctite 609 (P/N 413 703 100).  
Install bushing as following photo.

529 031 300

529 031 200



A0301ZA

**ASSEMBLY**

**Came Slider Shoe**

When replacing slider shoes **no. 4**, always install a new set (3 shoes) to maintain equal pressure on the cam.  
Assemble driven pulley components by reversing the disassembly procedure.

**Cam**

Coat cam **no. 18** interior with anti-seize lubricant.

MMR2000\_042\_00-02A.FM

57

Illustration always follows text to which it pertains.

Subtitle indicates a particular procedure for the named part.

Bold face number following part name refers to exploded view at beginning of subsection.

Title indicates main procedure to be carried-out.

Italic bold face type setting indicates a particular procedure concerning a model.

Italic bold face setting in this case indicates that particular procedure for A and B-Series is finished, so from this point, all models are concerned.

"TYPICAL" caption indicates a general view which does not represent full detail. "TOP VIEW" caption helps you in understanding illustration.

Call-outs for above illustration.

Reference to look up a certain section and subsection. In this case it concerns pulleys adjustment.

# INTRODUCTION

## GENERAL INFORMATION

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

Due to late changes, it may have some differences between the manufactured product and the description 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.

## ILLUSTRATIONS AND PROCEDURES

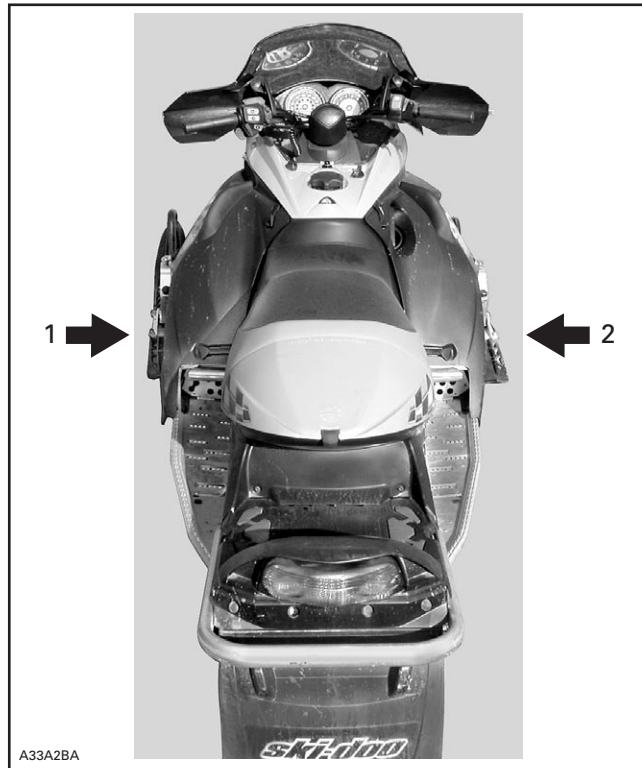
Illustrations and photos show the typical construction of the different assemblies and, in all cases, may not reproduce the full detail or exact shape of the parts shown. However, they represent parts which have the same or a similar function.

**CAUTION:** Most components of those vehicles are built with parts dimensioned in the metric system. Most fasteners are metric and must not be replaced by customary fasteners or vice-versa. Mismatched or incorrect fasteners could cause damage to the vehicle or possible personal injury.

As many of the procedures in this manual are inter-related, we suggest, that before undertaking any task, you read and thoroughly understand the entire section or subsection in which the procedure is contained.

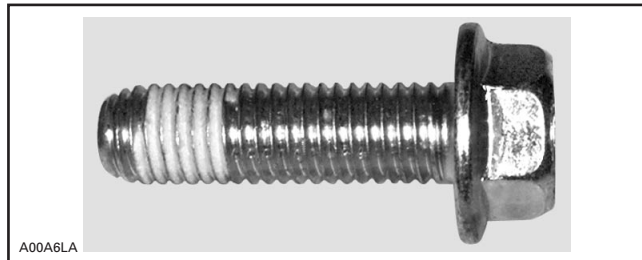
A number of procedures throughout the book require the use of special tools. Before commencing any procedure, be sure that you have on hand all the tools required, or approved equivalents.

The use of RIGHT and LEFT indications in the text, always refers to driving position (when sitting on vehicle).



TYPICAL  
1. Left  
2. Right

## SELF-LOCKING FASTENERS PROCEDURE



TYPICAL — SELF-LOCKING FASTENER

The following describes the most common application procedures when working with self-locking fasteners.

Use a metal brush or a tap to clean the hole properly then use a solvent (Methyl-Chloride), let act during 30 minutes and wipe off. The solvent utilization is to ensure the adhesive works properly.



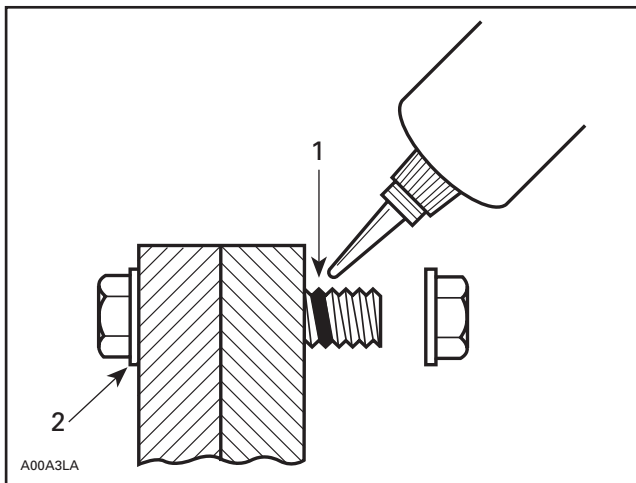
## LOCTITE APPLICATION PROCEDURE

The following describes the most common application procedures when working with Loctite products.

**NOTE:** Always use proper strength Loctite product as recommended in this shop manual.

## THREADLOCKER

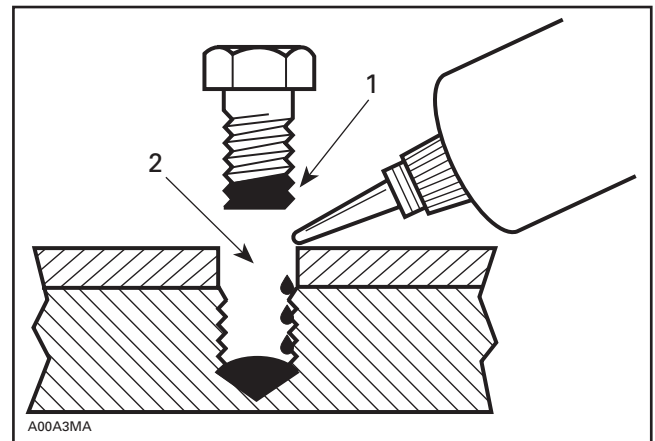
### Uncovered Holes (bolts and nuts)



1. Apply here
2. Do not apply

- Clean threads (bolt and nut) with solvent.
- Apply Loctite Primer N (P/N 293 800 041) on threads and allow to dry.
- Choose proper strength Loctite threadlocker.
- Fit bolt in the hole.
- Apply a few drops of threadlocker at proposed tightened nut engagement area.
- Position nut and tighten as required.

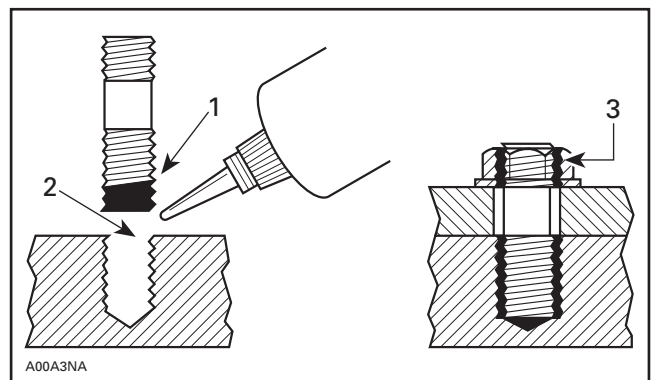
### Blind Holes



1. On threads
2. On threads and at the bottom of hole

- Clean threads (bolt and hole) with solvent.
- Apply Loctite Primer N (P/N 293 800 041) on threads (bolt and nut) and allow to dry for 30 seconds.
- Choose proper strength Loctite threadlocker.
- Apply several drops along the threaded hole and at the bottom of the hole.
- Apply several drops on bolt threads.
- Tighten as required.

### Stud in Blind Holes



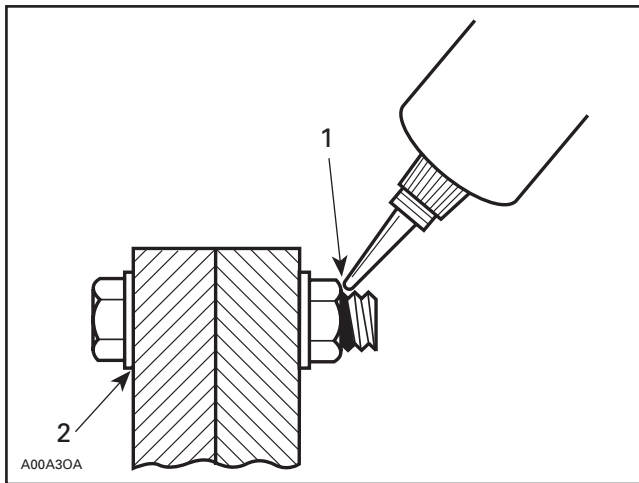
1. On threads
2. On threads and in the hole
3. Onto nut threads

- Clean threads (stud and hole) with solvent.
- Apply Loctite Primer N (P/N 293 800 041) on threads and allow to dry.
- Put several drops of proper strength Loctite threadlocker on female threads and in hole.

# INTRODUCTION

- Apply several drops of proper strength Loctite on stud threads.
- Install stud.
- Install cover, etc.
- Apply drops of proper strength Loctite on uncovered threads.
- Tighten nuts as required.

## Preassembled Parts

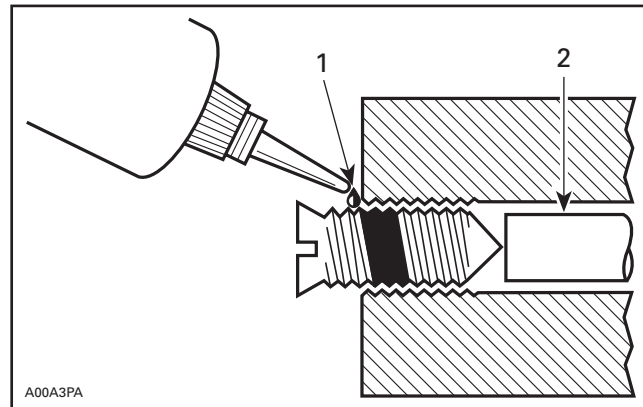


1. Apply here
2. Do not apply

- Clean bolts and nuts with solvent.
- Assemble components.
- Tighten nuts.
- Apply drops of proper strength Loctite on bolt/nut contact surfaces.
- Avoid touching metal with tip of flask.

**NOTE:** For preventive maintenance on existing equipment, retighten nuts and apply proper strength Loctite on bolt/nut contact surfaces.

## Adjusting Screw



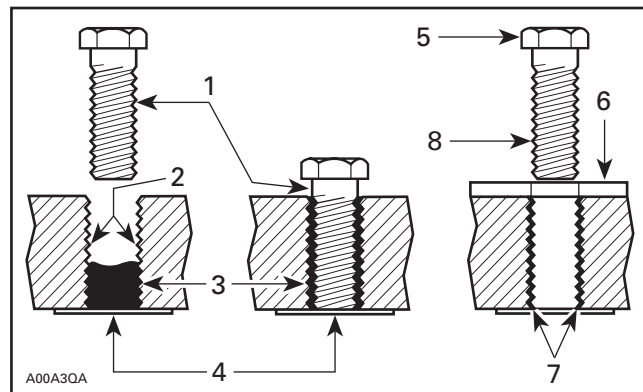
1. Apply here
2. Plunger

- Adjust screw to proper setting.
- Apply drops of proper strength Loctite threadlocker on screw/body contact surfaces.
- Avoid touching metal with tip of flask.

**NOTE:** If it is difficult to readjust, heat screw with a soldering iron (232°C (450°F)).

## STRIPPED THREAD REPAIR

### Stripped Threads



1. Release agent
2. Stripped threads
3. Form-A-Thread
4. Tape
5. Cleaned bolt
6. Plate
7. New threads
8. Threadlocker

### Standard Thread Repair

- Follow instructions on Loctite FORM-A-THREAD 81668 package.

- If a plate is used to align bolt:
  - Apply release agent on mating surfaces.
  - Put waxed paper or similar film on the surfaces.
  - Twist bolt when inserting it to improve thread conformation.

**NOTE:** NOT intended for engine stud repairs.

## Repair of Small Holes/Fine Threads

Option 1: Enlarge damaged hole, then follow STANDARD THREAD REPAIR procedure.

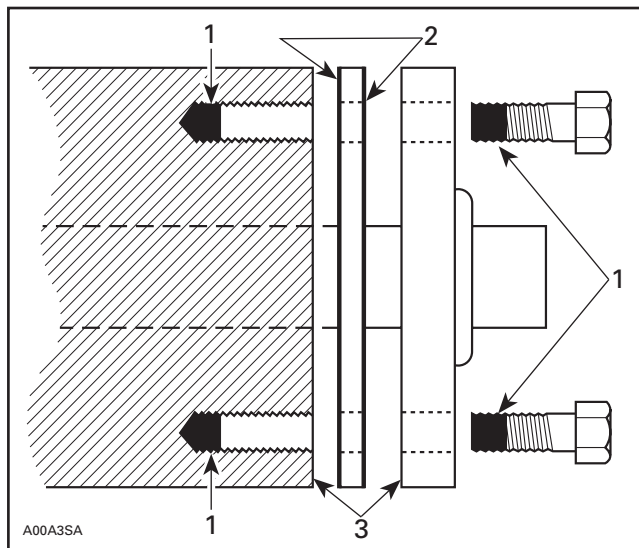
Option 2: Apply FORM-A-THREAD on the screw and insert in damaged hole.

## Permanent Stud Installation (light duty)

- Use a stud or thread on desired length.
- DO NOT apply release agent on stud.
- Do a STANDARD THREAD REPAIR.
- Allow to cure for 30 minutes.
- Assemble.

## GASKET COMPOUND

### All Parts



1. Proper strength Loctite
2. Loctite Primer N (P/N 413 708 100) and Gasket Eliminator 515 (P/N 413 702 700) on both sides of gasket
3. Loctite Primer N only

- Remove old gasket and other contaminants with Loctite Chisel remover (P/N 413 708 500). Use a mechanical mean if necessary.

**NOTE:** Avoid grinding.

- Clean both mating surfaces with solvent.

- Spray Loctite Primer N on both mating surfaces and on both sides of gasket. Allow to dry 1 or 2 minutes.
- Apply GASKET ELIMINATOR 515 (P/N 413 702 700) on both sides of gasket, using a clean applicator.
- Place gasket on mating surfaces and assemble immediately.

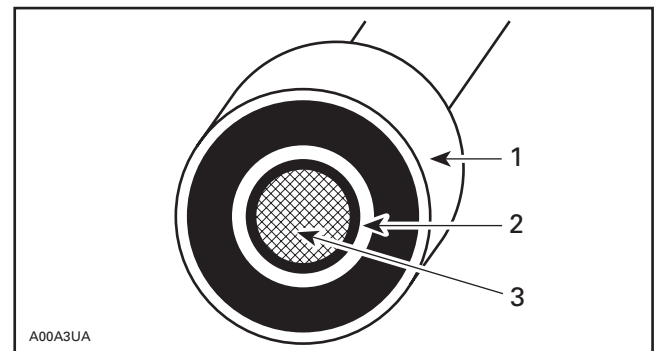
**NOTE:** If the cover is bolted to blind holes (above), apply proper strength Loctite in the hole and on threads. Tighten.

If holes are sunken, apply proper strength Loctite on bolt threads.

- Tighten as usual.

## MOUNTING ON SHAFT

### Mounting with a Press



1. Bearing
2. Proper strength Loctite
3. Shaft

### Standard

- Clean shaft external part and element internal part.
- Apply a strip of proper strength Loctite on shaft circumference at insert or engagement point.

**NOTE:** Retaining compound is always forced out when applied on shaft.

- DO NOT use anti-seize Loctite or any similar product.
- No curing period is required.

### Mounting in Tandem

- Apply retaining compound on internal element bore.
- Continue to assemble as shown above.