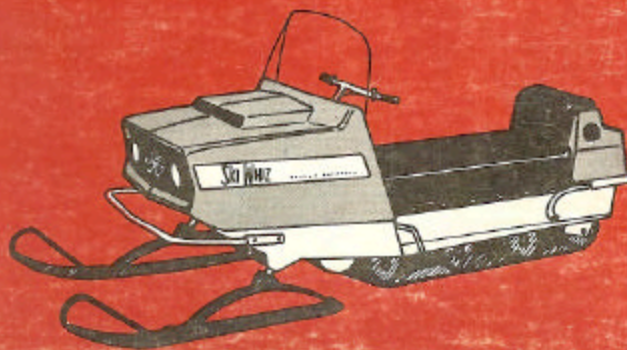


Operator's Manual

MODELS 300S, 350SS, 400SST, 500SST

MASSEY-FERGUSON

Ski Whiz



TO OUR CUSTOMER:

Congratulations on your selection of a Massey-Ferguson Product. We believe you have exercised excellent judgment in the purchase of your Massey-Ferguson machine. We are most appreciative of your patronage.

Your Dealer has performed every pre-delivery service on your new machine. This machine is covered by a Registration and Inspection Certificate and your Dealer will present you with your copy.

He will be happy to acquaint you with the operating and maintenance instructions given in this manual, and to instruct you in the proper and varied applications of this machine. Call on him at any time when you have a question, or need equipment related to the use of your machine.

We recommend that you CAREFULLY READ THIS ENTIRE MANUAL before operating the unit. Also, time spent in becoming fully acquainted with its performance features, adjustments and maintenance schedules will be repaid in a long and satisfactory line of the product.

THIS PIECE OF EQUIPMENT IS COVERED BY WARRANTY.

Massey-Ferguson reserves the right to make changes or add improvements to its products at any time without incurring any obligation to make such changes to products manufactured previously. Massey-Ferguson, or its dealers, accept no responsibility for variations which may be evident in the actual specifications of its products and the statements and descriptions contained in this publication.



Look for this symbol to point out important safety precautions. It means — ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED.

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IDENTIFICATION NUMBERS

The chassis identification plate is attached to the left side of the chassis on all models, Fig. A, just behind the chain case. The identification plate, on single cylinder engines, Fig. B, is attached to the lower left side of the blower housing. On twin cylinder engines, (not shown), the identification plate is attached at the bottom on the back side. Record these numbers in the spaces provided below and refer to them whenever requesting parts or service.

Chassis Model No. _____

Chassis Serial No. _____

Engine Model No. _____

Engine Serial No. _____

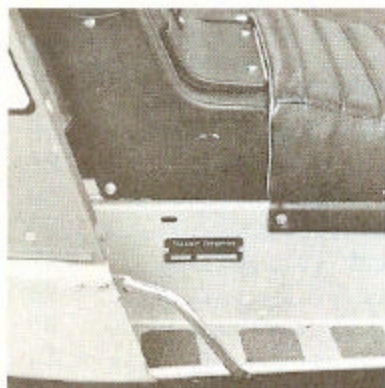


Fig. A — Chassis Identification Plate

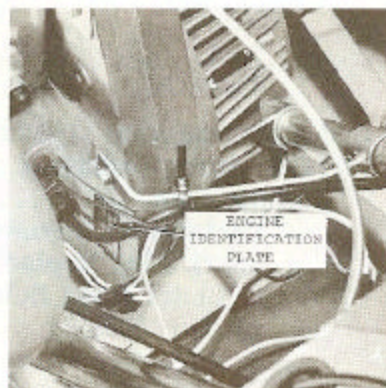


Fig. B — Engine Identification Plate — 300S and 350SS

INTRODUCTION

MF Ski Whiz Snowmobiles are rugged, versatile machines, designed for work or play. They will operate efficiently in all snow conditions and practically any terrain, providing a comfortable, stable ride.

Four models, with four different engines, are available: 300 S - 295 cc; 350 SS - 340 cc single cylinder; 400 SST - 340 cc twin cylinder and 500 SST - 399 cc twin cylinder. Operating and maintenance instructions are similar for all models. Where differences do occur, they are noted in this Manual.

During the first 20 hours, operation should be exactly as prescribed in this Manual. As soon as possible after the 20-hour break-in period, the Ski Whiz should be returned to the Massey-Ferguson Dealer where it was purchased for a check-up and servicing.

Genuine Massey-Ferguson parts should always be used when repairing or servicing a Ski Whiz.

READ THIS MANUAL CAREFULLY BEFORE OPERATING THE SKI WHIZ AND REFER TO IT REGULARLY IN REGARD TO OPERATION AND MAINTENANCE.

When directions, left or right are given, they are when at the rear, facing the front of the machine.

OPERATION

BREAK-IN PERIOD (20 HOURS)

Operate the Ski Whiz at approximately 4500 to 4800 rpm (1/2 to 3/4 throttle), under light to medium loads, the first 20 hours. The Ski Whiz should never be operated at full throttle at any time during the break-in period. After approximately 20 hours of operation, return the Ski Whiz to the Massey-Ferguson Dealer where it was purchased for a service check and adjustments.

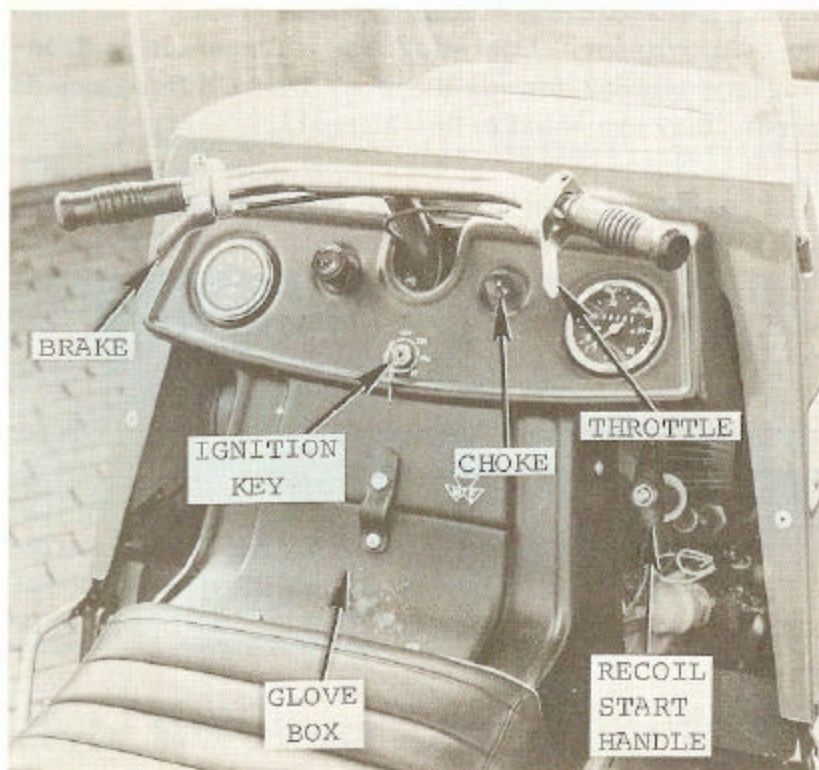


Fig. 1 — Controls

CONTROLS

Throttle

The throttle control is located on the right side of the handle bar, Fig. 1. Pressing on the throttle control increases engine speed. Releasing the control decreases engine speed and causes the converter to shift into "Neutral", gradually stopping the machine. Before operating the machine, depress the throttle fully, several times, to make sure it does not stick.

Brake

The brake control is located on the left side of the handle bar. Depressing the control engages the brake. When the control is released, the brake disengages.

NOTE: Throttle and brake controls are adjustable to suit individual preference. Refer to the "Adjustments" section.

Ignition Switch

The ignition switch is key-operated and is located in the center of the instrument panel. It has four positions; "off", "lights", "on" and "start". The key must be turned to the "on" position to start the engine. Turning to the "off" position shuts off the engine. After the engine is running, the key should be turned to the "lights" position if lights are required. The "start" position is used to engage the electric starter on machines equipped with the electric start accessory.

Choke

The choke is located on the right side of the instrument panel. When starting after the Ski Whiz has been shut off for a reasonable period of time, the choke should be used to make starting easier. Refer to the section on "Starting".

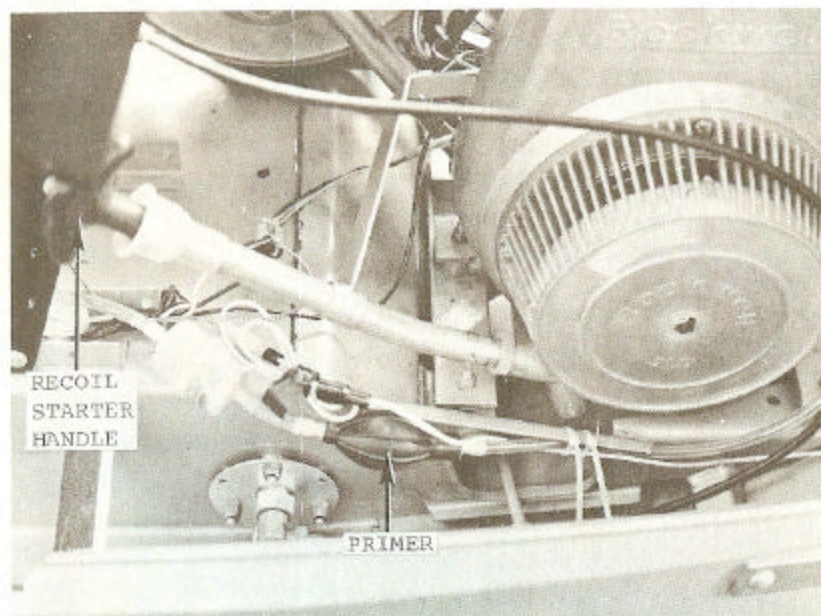


Fig. 2 — Primer and Recoil Starter Handle

Primer

The primer is located below the recoil start handle, Fig. 2, inside the engine compartment on the right side of the machine. Squeezing the primer places raw fuel in the crankcase for easier starting and should always be used for cold starts. Should vapor lock occur in the twin cylinder engines, squeeze the primer once to clear the lines. This is most likely to occur at high altitude or during warm weather.

Recoil Start Handle

The recoil start handle is located on the right side of the machine, at the rear of the engine compartment. Pulling out on the handle turns the engine. Never release the handle and allow it to fly back. Hold on to the handle and allow the cable to rewind gradually. If the battery is inactive on a machine equipped with electric start (accessory), the manual start may be used without interference.

NOTE: If the starter cable becomes broken or is fouled, the emergency starting pulley may be used. Remove the recoil starter housing and wind a rope around the pulley, pulling sharply on the rope to turn the engine. The starter cable or spring should be repaired or replaced as soon as possible, using the emergency system only when needed.



SAFETY SUGGESTIONS



The Ski Whiz was designed with safety in mind. However, since it is a high-speed vehicle, care and common sense should be used in its operation.

Before operating the Ski Whiz at high speed, become thoroughly familiar with its controls and handling characteristics. Special attention should be given to steering, as it differs sharply from that of wheeled vehicles.

- Never accelerate quickly with persons close behind the machine. The drive track may throw rocks or ice particles which could cause injury. Do not attempt sharp turns at high speeds when on light snow or ice.

- Operate with care in wooded areas, avoiding large rocks, closely spaced trees, low hanging limbs or sharp drop-offs.

- Be suspicious of deep drifts. They could hide a cliff edge or other traps for the unwary.

- Operate cautiously on glare ice or other slick surfaces until familiar with machine handling.

- Always keep both hands on the steering handles whenever the Ski Whiz is in motion.

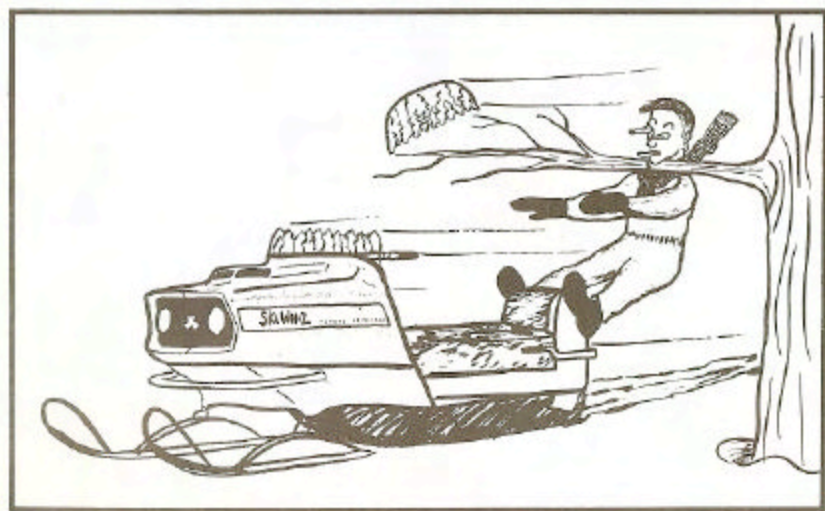
- Never touch cold metal with bare skin. Much of the Ski Whiz covering is made of fiber glass, but warm hands can stick to cold metal parts, causing painful injury.

- Trailing feet can cause leg injuries. Keep feet on running boards at all times.

- For maximum safety, a helmet is recommended.

- Never work on the Ski Whiz when the engine is running.

- Due to glare from snow, vision may be impaired temporarily. Operate cautiously until accustomed to bright sun.



Things Go Awry when You Fly Too High!

FUEL

The Ski Whiz must never be operated on plain gasoline. A mixture of regular gasoline and SAE 40 two-cycle engine oil must be used. The gasoline and oil must be well mixed when reasonably warm (at least 50° F.) so that the mixture will not separate when left standing for long periods of time.

Mix the regular gasoline and two-cycle engine oil at a ratio of 20 parts gasoline to one oil, or five gallons of gasoline to one quart oil, thoroughly mixed. If additional gasoline or oil is added to previously mixed fuel, the 20 to one ratio must always be maintained and the fuels must be thoroughly mixed. Use of fuels which are not mixed thoroughly at the proper ratio can quickly ruin an engine.

Use any of the following oils or their equivalent:

MF Two-Cycle Engine Oil:

Part No. 814 614 M1 (U. S. Qt.)

Part No. 814 615 M1 (Imp. Qt.)

(Available from Massey-Ferguson Dealers)

American Outboard Motor Oil - American Oil Co.

Tech Lube Cycle Oil - Empak Industries, Omaha, Nebraska

Itasca 2-cycle Motor Oil, Suffix P, Westland Oil Co., Minot, North Dakota

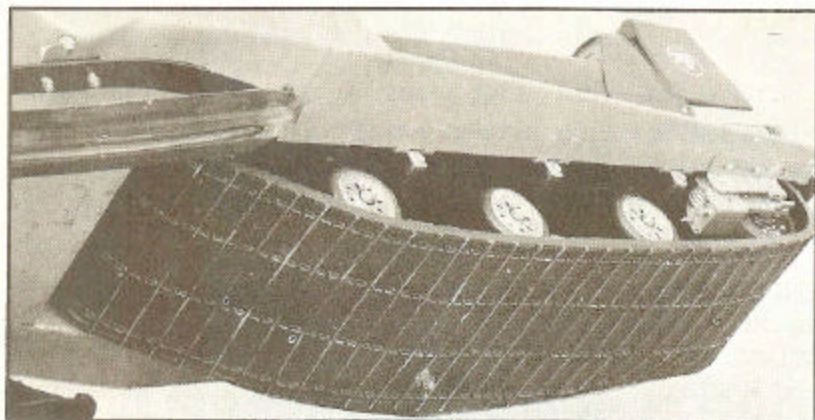


Fig. 3 — Breaking Track Loose from Ice

STARTING

Whenever the machine is stored outside, make certain the track is not frozen to the ground before attempting to start the engine. Before starting, tilt the machine sharply to make certain the entire track is broken free. See Fig. 3. To start the engine, proceed as follows:



CAUTION: Release the throttle quickly after the engine starts. If the engine speed is too high, the machine will move when the engine starts.

1. Turn the ignition key to the "start" position.
2. Squeeze the primer once to inject raw fuel into the crankcase.
3. Pull the choke out approximately half way.
4. Squeeze throttle control slightly (approximately 1/4 open).

5. Pull gradually on the starter handle until resistance is felt, then pull sharply to turn the engine. Hold on to the starter handle and allow the cable to rewind slowly.

6. As soon as the engine starts, release the throttle control and allow the engine to run at slow speed until it warms up.

7. Adjust the choke as needed and operate at moderate speed until the engine reaches normal operating temperature.

ADJUSTMENTS

Although all components of the Ski Whiz are carefully assembled and adjusted at the factory, and checked and pre-delivered by the Massey-Ferguson Dealer, additional adjustments will eventually be required, due to wear. Due to differences in operator's techniques and use of the machine, no specific recommendations as to length of operation are made before such adjustments should be checked.

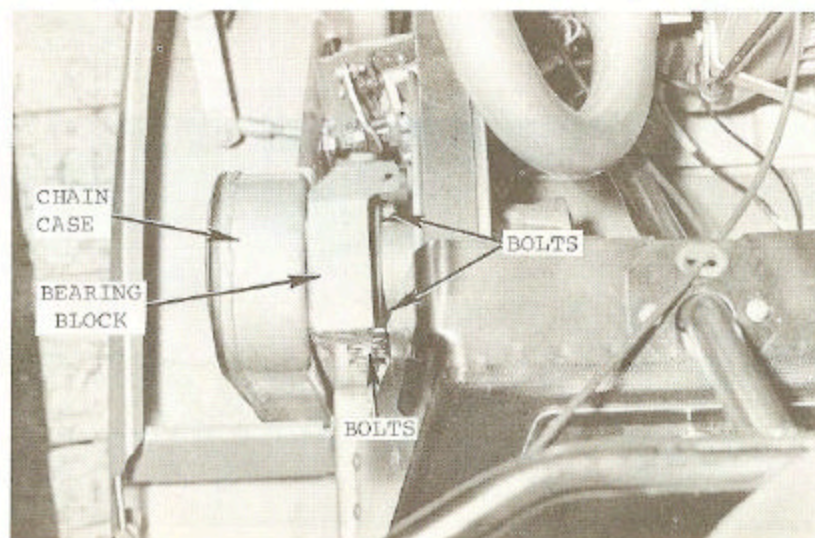


Fig. 4 — Chain Tension Adjustment

Drive Chain Tension

Remove the drive chain cover on the left side of the machine and check chain tension. If the chain is not taut, tighten as follows: Loosen two bolts on the right and two at the rear of the bearing block, see Fig. 4. Pry up on the drive shaft, inside the chain case, until the chain is taut. Maintain chain tightness and retighten all four bolts. Replace cover securely after adjusting chain.

Track Tension

The track should be tight enough so that it maintains its proper position when in operation. All parts of the track, under the bogey wheels, must be in contact with the ground. To adjust the track, loosen the locking nuts and screw the adjusting bolts in or out as needed. See Fig. 5. After tightening the track, raise the rear of the machine. Approximately 1" clearance should exist between the center wheels and the track. Measure the threads of the adjusting bolts to make certain the track is equally adjusted on each side. Tighten locking nuts firmly after the adjustment is completed.

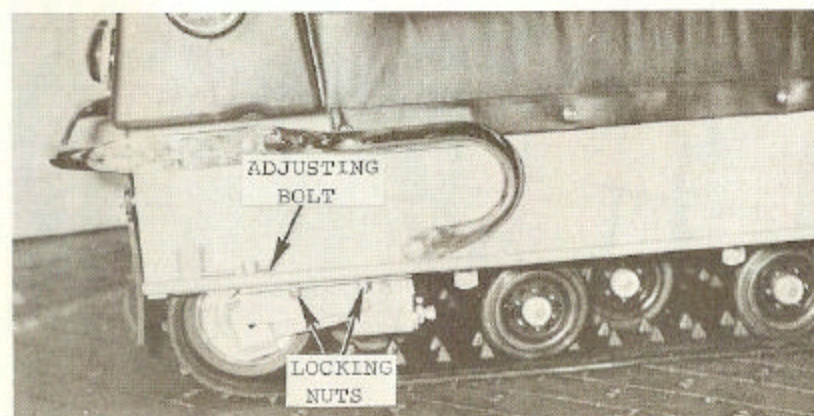


Fig. 5 — Track Tension Adjustment

Drive Belt Alignment

To align the drive belt, adjust the drive pulley so that it is in line with the driven pulley. To check pulley alignment, proceed as follows:

1. Measure from the center of the drive pulley shaft to the center of the driven pulley shaft. This distance should be 11-1/2" to 11-9/16". If this measurement is correct, proceed to step 2. If not, loosen the engine bolts and align the engine.

2. Use a 18" long straight-edge (9/16" thick on two cylinder engines; 7/16" thick on single cylinder engines) and measure between the two fixed pulleys. See Fig. 7. Place the straight-edge behind the fixed face of the driven pulley (next to the engine), and measure the distance from the straight-edge to the front and rear of the fixed half of the driven pulley. The measurements should agree within 1/32". If not, align the engine, again checking as instructed in step 1, and retighten the engine mounting bolts.

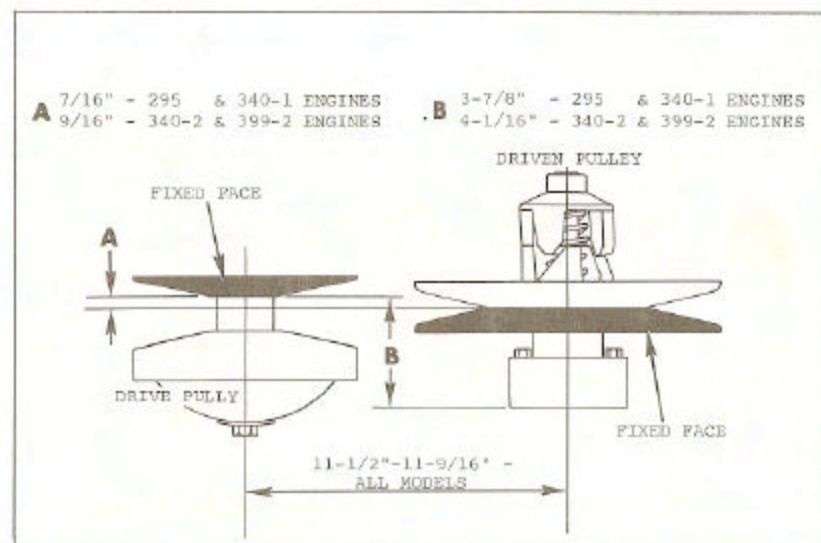


Fig. 6 — Pulley Alignment Measurements

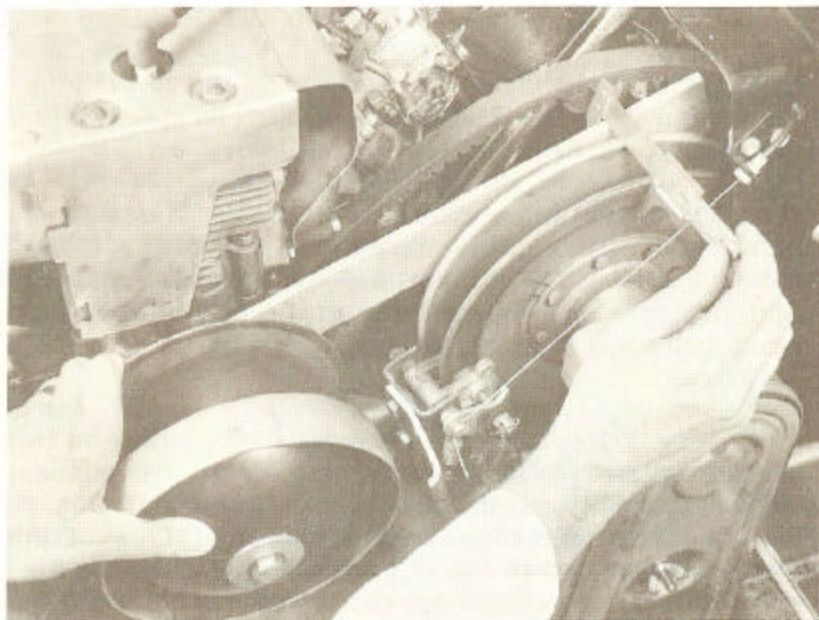


Fig. 7 — Checking Lateral Alignment

3. Place the straight-edge ($9/16$ " on two cylinder or $7/16$ " on single cylinder engines) between the halves of the drive and driven pulleys. The straight-edge should be flat against each fixed face. See Fig. 8. If it is not, add or remove shims from behind the fixed face of the driven pulley. (Should be performed by Dealer Servicemen.) After the adjustments are completed, prop up the rear of the machine, replace the drive belt and observe its movement while operating the engine at moderate speed. If the belt does not run straight, then repeat the adjustments.

IMPORTANT: Never operate the engine at high speed under no load, (track off ground). Under no load, engine may exceed maximum rated speed and serious damage may result.

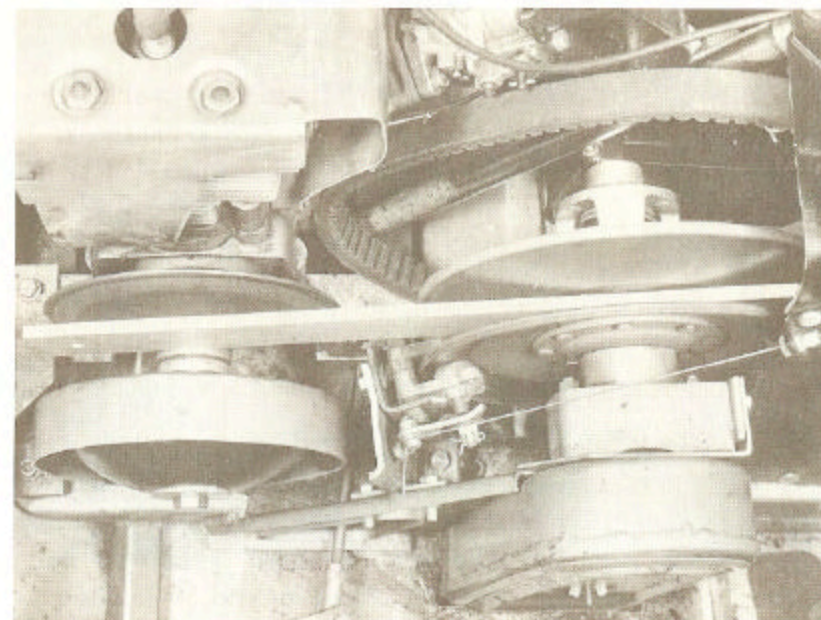


Fig. 8 — Checking Alignment of Fixed Faces

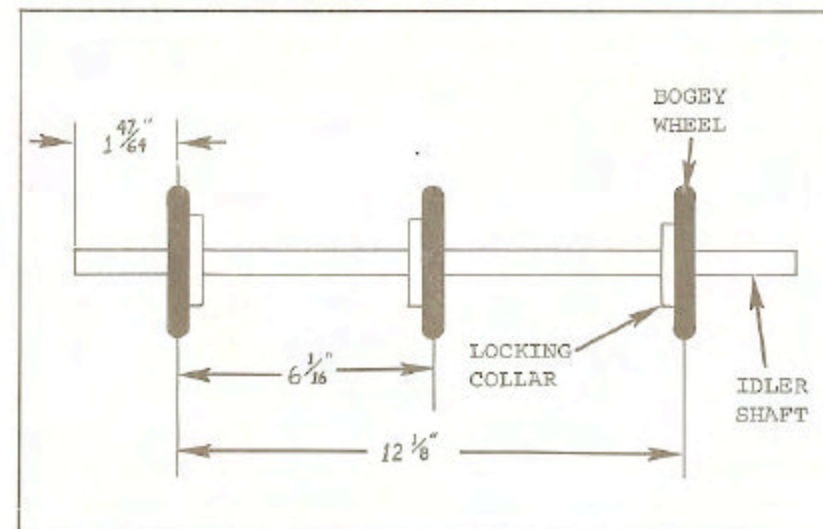


Fig. 9 — Rear Idler Alignment

Rear Idler Alignment

Block up the rear of the machine and operate the engine at slow speed. Observe the track to see if it runs straight. Make this check after adjusting track tension.

IMPORTANT: Never operate the engine at high speed with the machine off the ground. Under no load, the engine may easily exceed maximum rated speed and serious damage can result.

If the track does not appear to be running straight, check the position of the bogey wheels on the rear idler shaft. See Fig. 9. The center wheel should be centered on the shaft. The left wheel should be located 1-47/64" from the left end of the shaft, measured from the center of the wheel. The right wheel should be located 12-1/8" from its center to the center of the left wheel. After checking bogey wheel locations and adjusting, if necessary, firmly lock each wheel in place with its locking collar. Always turn the locking collars in the opposite direction of the shaft's rotation when tightening.

Ski Alignment

The skis should be parallel or toed in slightly. Measure the distance between the skis at the front and rear edges. The distance from the center of each ski, at the front, should be 25-1/2". See Fig. 10, loosen the locknut and turn the tie rod in or out. Repeat adjustment on other side, adjusting both skis so that tie rod length is the same on each side. After the adjustment is completed, make sure the locknuts are securely tightened.

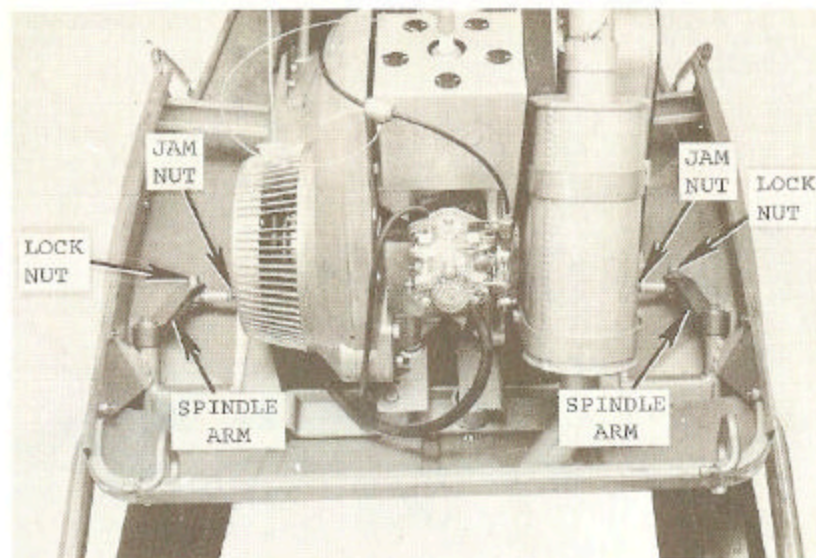
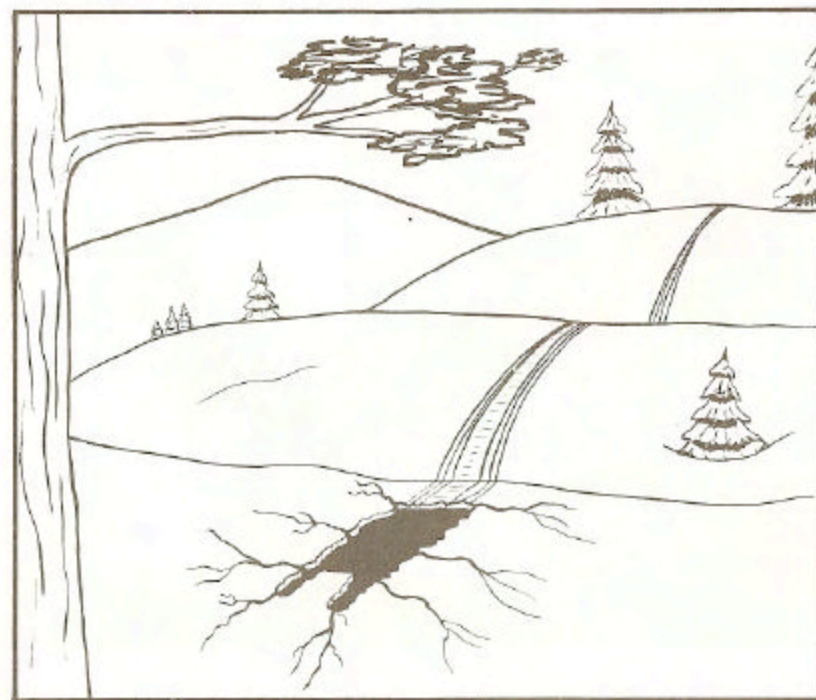


Fig. 10 — Ski Alignment



Think Twice When Near Thin Ice.

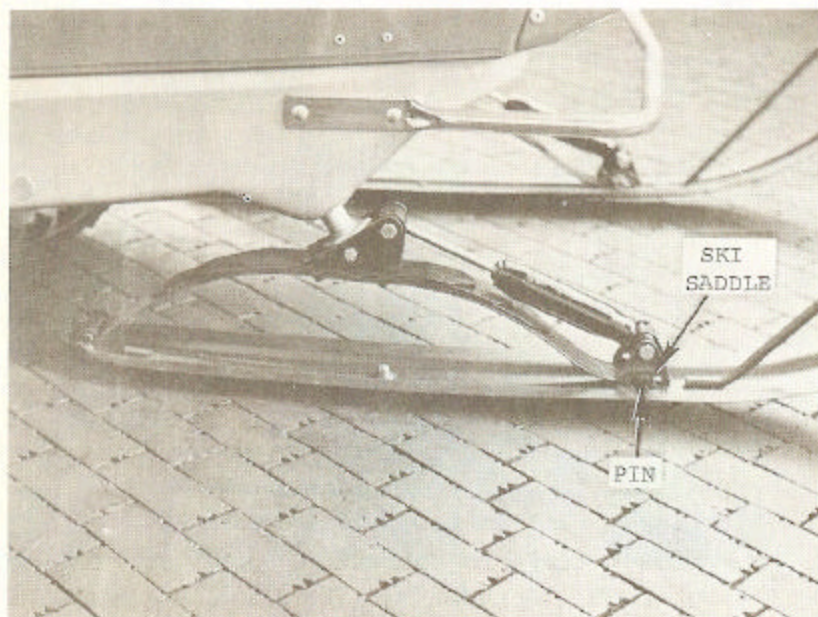


Fig. 11 — Weight Distribution — Skis

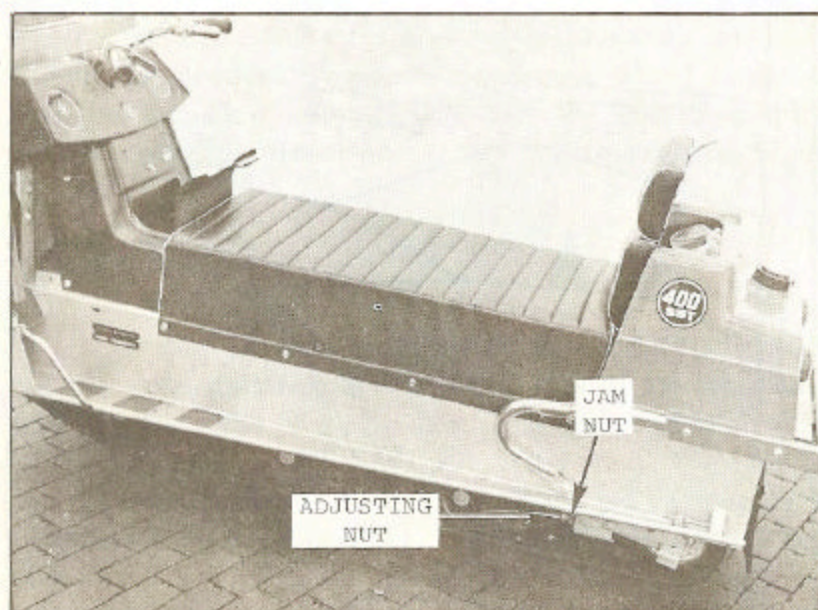


Fig. 12 — Weight Distribution — Track

Weight Distribution

The Ski Whiz has an exclusive weight distribution system. It is adjustable at two points; ski saddles in the front and the suspension arms at the rear, Figs. 11 and 12. At one end of the adjustment range, handling is excellent on hard packed snow, and at the other end of the adjustment range, handling is superior in deep, soft snow. Intermediate positions improve handling under conditions between these two extremes.

For maximum maneuverability in hard packed snow, position the skis in the rear holes of the ski saddles. Depress the front of the machine to take the pressure off the saddles when removing the skis. Loosen the jam nuts and back off the bolts on the rear suspension to allow the rear of the machine to rise. Always adjust both sides equally. Through this adjustment, most of the machine and operator weight rests on the skis and the rear of the track, permitting improved high speed handling on hard packed snow.

For better handling in soft, deep snow, position the skis at the front holes and screw in the rear suspension. This provides more uniform weight distribution for better speed, improved handling and hill climbing in deep, soft snow.

After experience with the machine, operators will easily find the most suitable adjustments to match their driving techniques under various snow conditions.

Throttle and Brake Controls

The Ski Whiz is equipped with adjustable throttle and brake controls, Fig. 13. To change the position of the levers, loosen the socket head setscrews in the lever pivot blocks. The levers may be moved in or out to meet individual desires. Care should be taken not to twist the cable when adjusting as binding may result, causing throttle sticking.

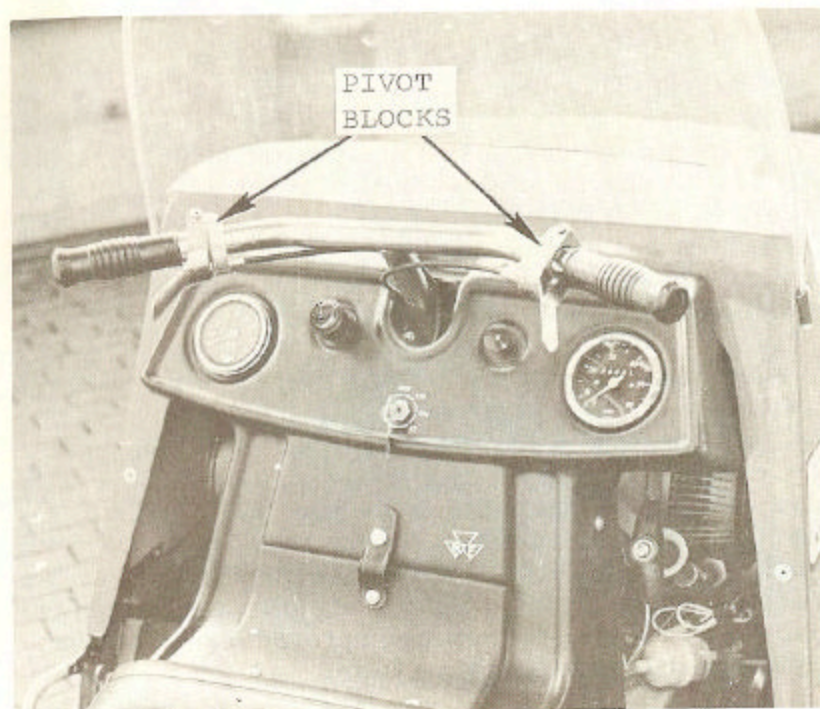


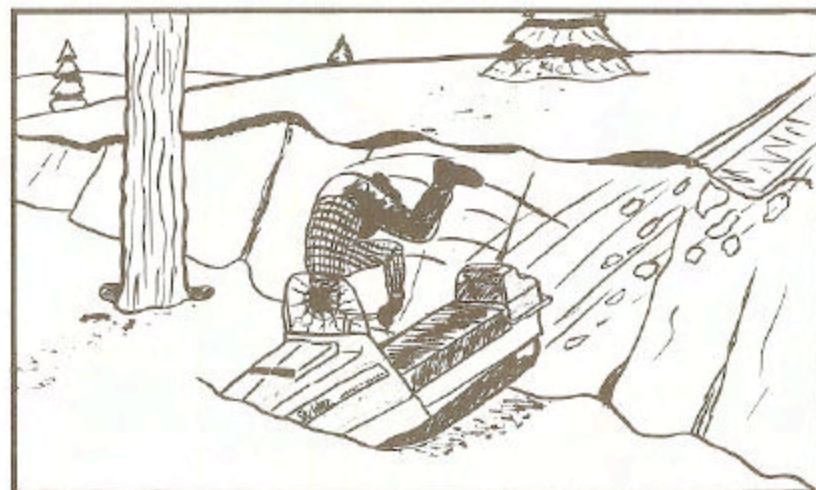
Fig. 13 — Throttle and Brake Lever Adjustment

The Ski Whiz is delivered with the control levers toward the rear, for thumb operation. If turned forward, they are for finger control.

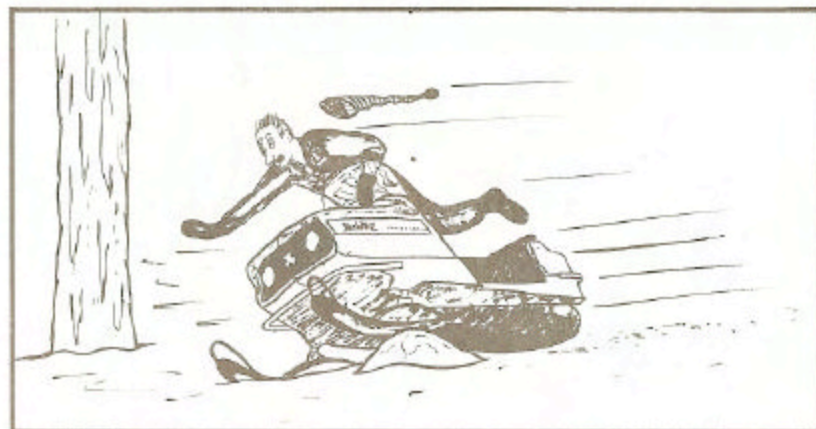
NOTE: Before operating, check throttle cable and control for freedom of movement. Should the throttle stick, make sure the control lever moves freely and the cable is not binding due to twisting.



CAUTION: Inexperienced operators may have a tendency to grasp the throttle in emergency situations. For this reason, it is wiser to position the throttle for thumb operation until the operator is thoroughly familiar with the operating characteristics of the Ski Whiz.



Careless Travel Can Make You Unravel!



Bad Bumps Can Give You Lumps!

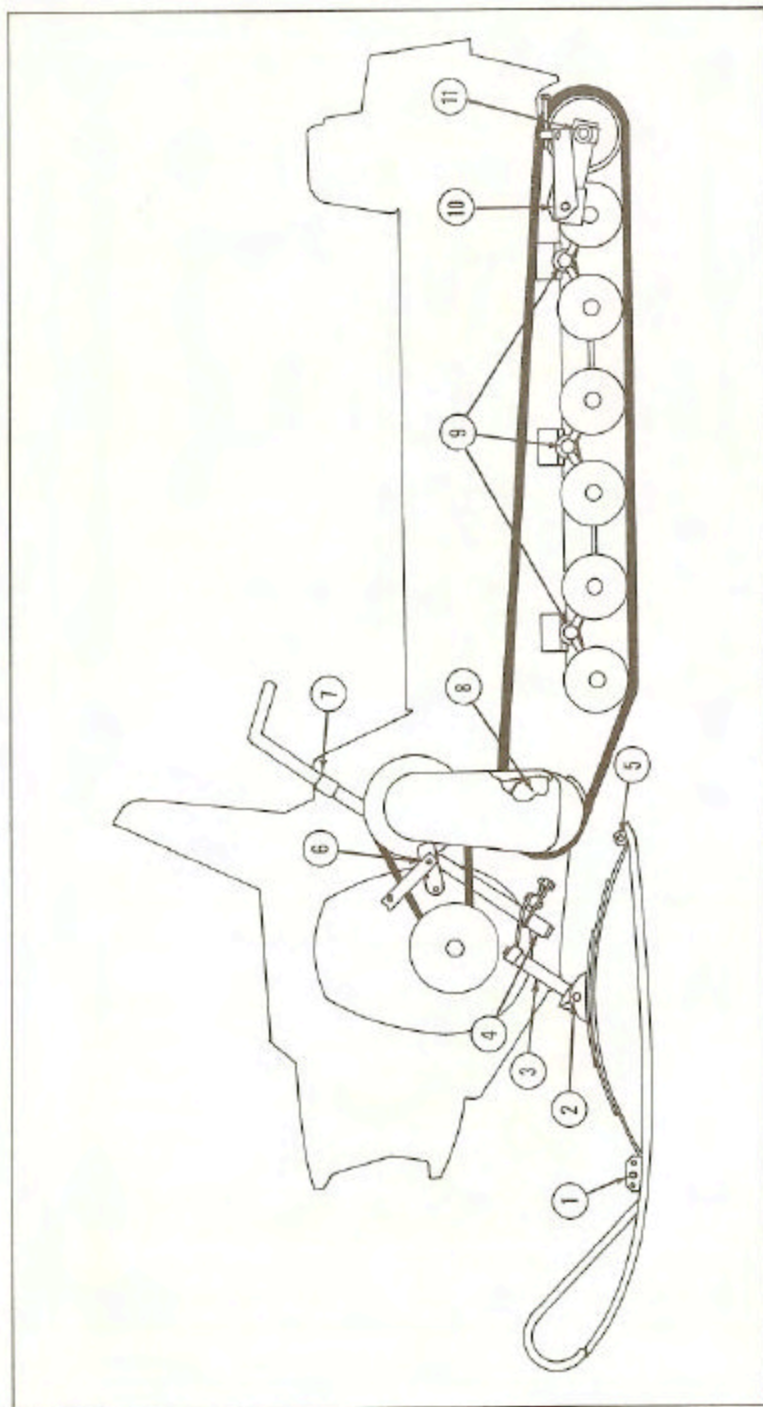


Fig. 14 - Lubrication Points

LUBRICATION AND MAINTENANCE

LUBRICATION

The Ski Whiz was designed for minimum maintenance, however, lubrication is occasionally required. Lubricate at the following locations and at the intervals stated. See Diagram, Fig. 14.

Take care to keep oils and greases from belts and track. Always wipe off oils or grease if accidentally spilled. Do not over-lubricate at any point.

Wear Plates (No. 1) - Every 30 hours operation. Grease liberally with general purpose, lithium base grease.

Spring Pivots (No. 2) - Every 30 hours operation. Oil with SAE 5W-20 or 10W-30 motor oil.

Steering Spindles (No. 3) - When needed. Oil occasionally with SAE 5W-20 or 10W-30 motor oil.

Steering Shaft - Bottom (No. 4) - When needed. Oil occasionally with SAE 5W-20 or 10W-30 motor oil.

Spring Spacers (No. 5) - Every 30 hours. Oil liberally with SAE 5W-20 or 10W-30 motor oil.

Brake Pivot Points (No. 6) - When needed. Grease with general purpose, lithium base grease.

Steering Shaft - Top (No. 7) - When needed. Oil liberally with SAE 5W-20 or 10W-30 motor oil.

Chain Case (No. 8) - Change oil after first 15 hours operation -- thereafter add oil when needed.

Keep chain covered at bottom of case with approximately 1" SAE 80 transmission oil. When changing after break-in, 4-1/2 ozs. will fill case to proper level.

Suspension Springs (No. 9) - Every 30 hours. Grease liberally with general purpose, lithium base grease.

Pivot Assemblies (No. 10) - Annually. Oil liberally with SAE 5W-20 or 10W-30 motor oil.

Idler Shaft (No. 11) - Annually. Grease liberally with general purpose, lithium base grease.

MAINTENANCE

Carburetor Adjustment

The carburetor is adjusted at the factory and should not be readjusted unless performance is exceptionally poor or erratic. See Figs. 15 and 16.

Both high speed and idler mixture screws are turned clockwise to close, or lean the mixture; and counterclockwise to open, or enrich the mixture. To adjust the carburetor, proceed as follows:



CAUTION: Never attempt to adjust the Ski Whiz when it is moving.

1. Turn the high speed and idler mixture screws clockwise until fully closed, then open by turning coun-

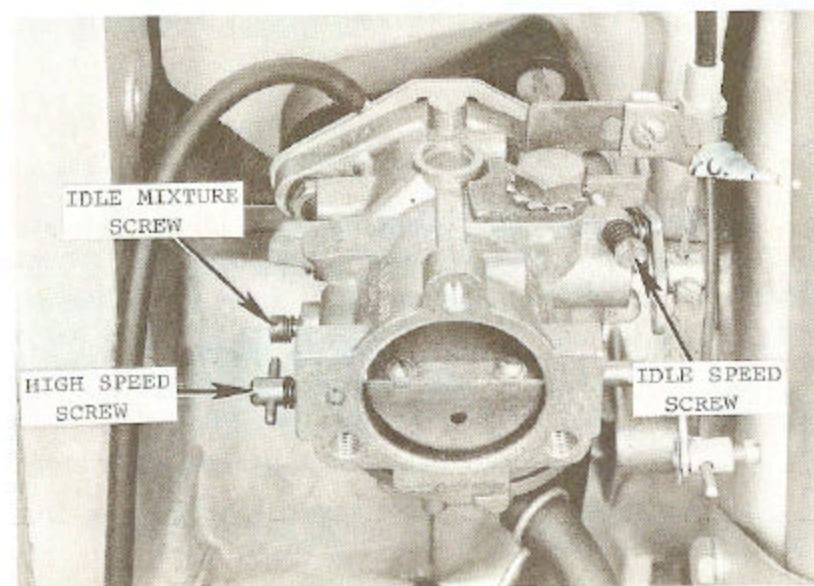


Fig. 15 - Carburetor Adjustment - 300S and 350SS

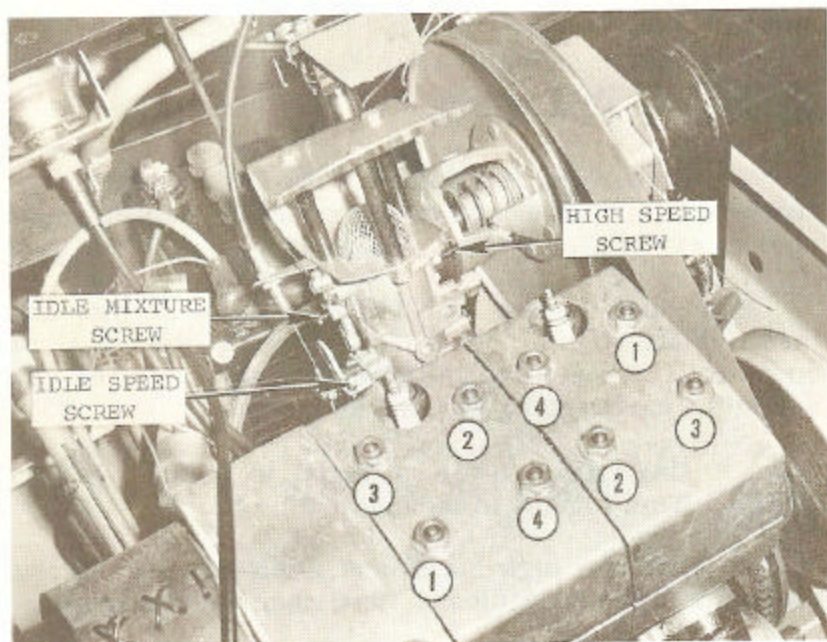


Fig. 16 — Carburetor Adjustment — 400SST and 500 SST
terclockwise 1-1/4 turns on idle mixture screw and 1-
1/2 turns on high speed screw.

IMPORTANT: Do not turn adjusting screws in
tight as seats may become damaged.

2. Start engine and allow to run at idle speed until
normal operating temperatures are reached. Never
race a cold engine.



CAUTION: If adjustment is made indoors, at-
tach a tube to the exhaust pipe so that fumes
will be emitted outside. Carbon monoxide is
deadly.

3. Adjust the idle mixture screw 1/8 turn at a time
until a smooth steady idle is achieved.

4. Adjust the idle speed screw until the engine is
operating just fast enough so that the torque converter
does not engage.

5. Readjust the idle mixture screw at this speed
until the engine again runs smoothly.

After the carburetor has been adjusted, shut off
the engine, then attempt to restart. It should start
easily and run smoothly, if the carburetor adjustments
have been correctly made.

6. Adjust high speed screw 1/8 turn at a time, to
provide best performance for climatic conditions and
type of operation desired.

**IMPORTANT: DO NOT ADJUST CARBURETOR
EXCEPTIONALLY LEAN, SINCE ENGINE
DAMAGE CAN RESULT. A SLIGHTLY RICH
MIXTURE IS PREFERABLE FOR PROLONGED
ENGINE LIFE AND VARYING OPERATING
CONDITIONS.**

Make adjustments with engine at idling speed, then
operate machine in snow to check adjustment. Do not
race engine under no load as severe damage may result
if engine exceeds maximum rated speed.

Spark Plug Replacement

Should carburetor adjustment fail to produce a
smooth running engine, the cause may be a fouled or
burned spark plug. Periodically clean and check the
spark plug, (2 plugs on Models 400SST and 500 SST) re-
setting the point gap from .016 inch to .019 inch. When
replacing the spark plug, make sure the gasket is in
place and tighten carefully, making sure not to over-
tighten, as damage to the head may result.

When replacing plugs, use the following: Champion
K9, UK 180 or Bosch M240T1 - single cylinder engines;
Champion N3 or Bosch W240T2 - twin cylinder engines.

Always replace gasket with a new one when re-
placing spark plugs.

Cylinder Head Bolt Tightness

After the first 20 hours of operation, the head bolts must be checked for proper tightness. If loose, tighten to 18-20 ft.-lbs. torque. Tighten each a little at a time, in an order similar to that shown in Fig. 16. Periodically check the head bolts, especially after prolonged, high speed operation.

IMPORTANT: Overtightening head bolts can strip threads or damage cylinder head. Most engine nuts and bolts are of metric rather than fractional sizes.

Ignition Timing

Should the engine fail to perform satisfactorily and other adjustments or maintenance do not cause improvement, take the Ski Whiz to a Massey-Ferguson Dealer and have the ignition timing checked and adjusted.

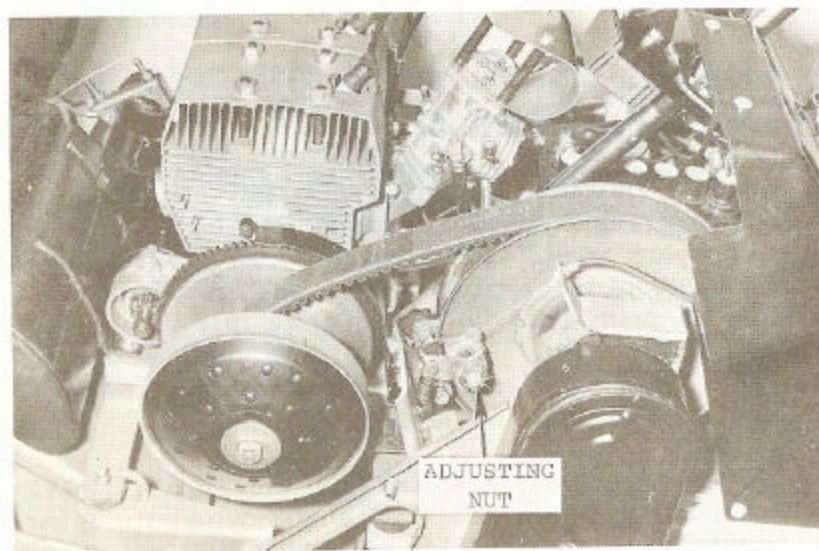


Fig. 17 — Brake Adjustment

Brake Adjustment

Remove the cotter pin and adjust the castellated nut so that the brake pads firmly grasp the pulley when the brake is engaged and barely clear when the brake is released. Replace the cotter pin after adjustment. See Fig. 17.

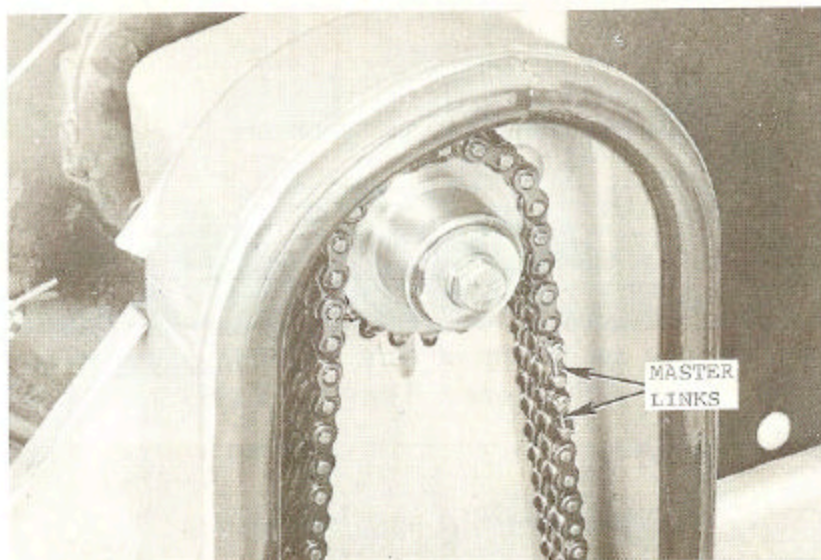


Fig. 18 — Drive Chain Replacement

Drive Chain Replacement

The drive chain is equipped with a master link, Fig. 18, for easy removal and replacement of the chain. Remove all tension by loosening the four bolts on the bearing block and chain case, then remove the master link and chain. When replacing, make sure the wire in the master link is toward the outside of the case. Re-adjust the chain and tighten four nuts securely.

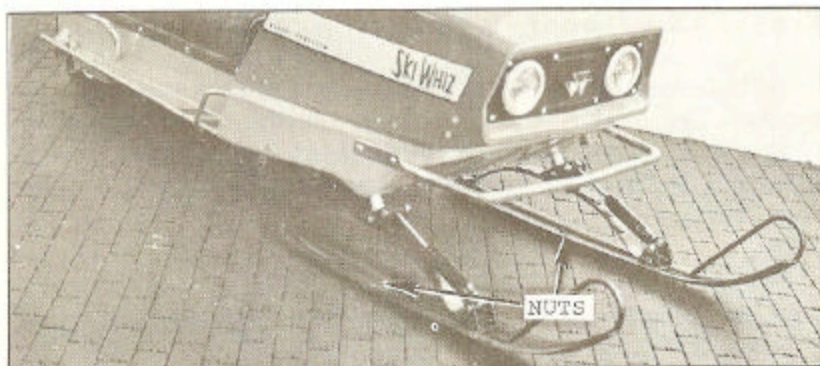


Fig. 19 — Ski Runner Replacement

Ski Runner Replacement

When runners are worn badly, they may be replaced by removing nut on top of skis and sliding runners out from bottom, Fig. 19.

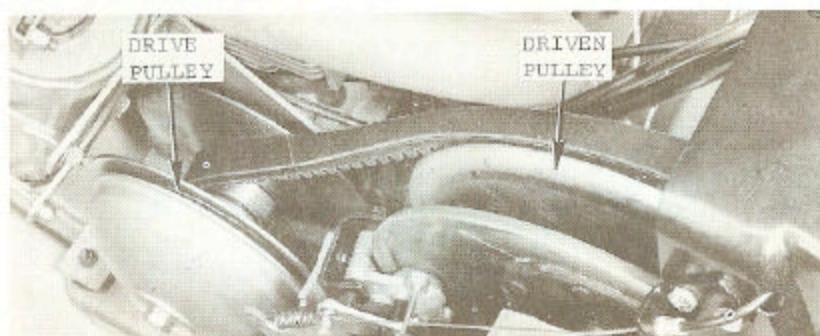


Fig. 20 — Drive Belt Replacement

Drive Belt Replacement

To remove an old belt, pry open driven pulley with a piece of soft wood, and work around drive pulley, Fig. 20.

To replace the belt, place on the drive pulley first, then the driven pulley.

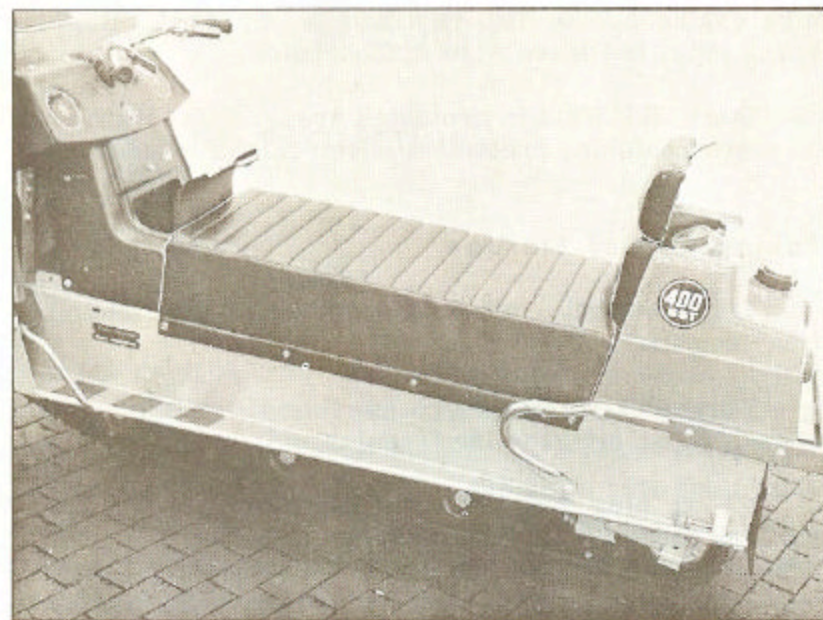


Fig. 21 — Glove Box and Tool Box

Glove Box and Tool Box

The glove box is located just below the instrument panel. The tool box (400SST and 500SST) is located on the back of the seat. To open either box, Fig. 21, un-snap fastener and lift up.

Summer Storage

Block vehicle off ground, taking weight off drive track and skis.

Loosen drive track and drive chain tension.

Oil skis on top and bottom with motor oil.

Remove spark plug or plugs, place a few drops of SAE 30 motor oil in cylinder, or cylinders, and

turn engine one or two revolutions, by hand. Replace spark plug, but leave wire disconnected.

Store Ski Whiz in protected area. If Ski Whiz must be stored outside, protective cover should be used.

Taking Out of Storage

Lubricate all points as described in the "Lubrication" section.

Flush out fuel tank, clean, then fill with fresh fuel of the proper oil-gasoline (regular) mixture.

Check plug gap and retighten spark plug to 26-30 ft.-lbs. torque. Replace plug wire.

Adjust tension of drive track and drive chain, checking alignment of track.

Run engine thoroughly until warm, at low speed, then adjust carburetor if needed.

ACCESSORIES

WINTER AND PROTECTIVE CLOTHING

Ski Whiz Suits

Lightweight, water and windproof suits are available in one and two-piece types. Jump suits are available in red and Rallaye suits in black. Two-piece suits have red jackets and black pants. All suits have detachable hoods. One Ski Whiz patch is sewn over the left breast pocket. Additional patches are available from Massey-Ferguson Dealers. All type suits are available in men, women and child sizes.



Fig. 22 — One-Piece Suit and Helmet



Fig. 23 — Rallaye Suits

Helmet, Visor and Goggles

The full, jet-style helmet (Z 90 - 1966 USAFI approved) has an acetate rayon, foam-padded liner and molded rubber edge for warmth and protection. Optional chin cup, detachable visor, or goggles with interchangeable lenses, are also available.

Mittens and Boots

Nylon mittens are pile lined for warmth. They have leather palms, zippers and elastic cuffs. Boots are made of nylon and rubber and have zippers, drawstrings and straps. Their felt liners are replaceable.



Fig. 24 — Winter Boot and Liner

Protective Cover

A heavy, vinyl cover is tailored to fit the shape of the Ski Whiz, for use in storing or transport. Top

vents allow cooling of engine without collecting moisture and prevent billowing of cover when traveling. The cover is equipped with drawstrings, for easy removal.

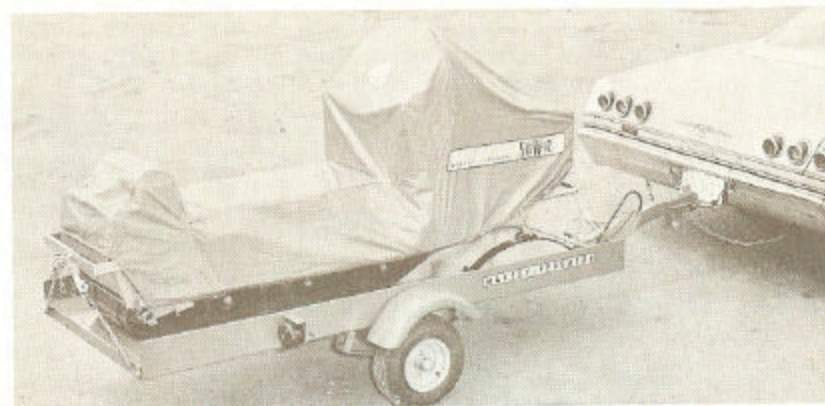


Fig. 25 — Transport Trailer and Cover



Fig. 26 — Loading on Double Trailer

Transport Trailer — Double or Single

Either trailer may be towed at highway speeds and is equipped to meet highway regulations of most areas. Check with local officials regarding use. The trailers tilt either direction for easy unloading and loading. A

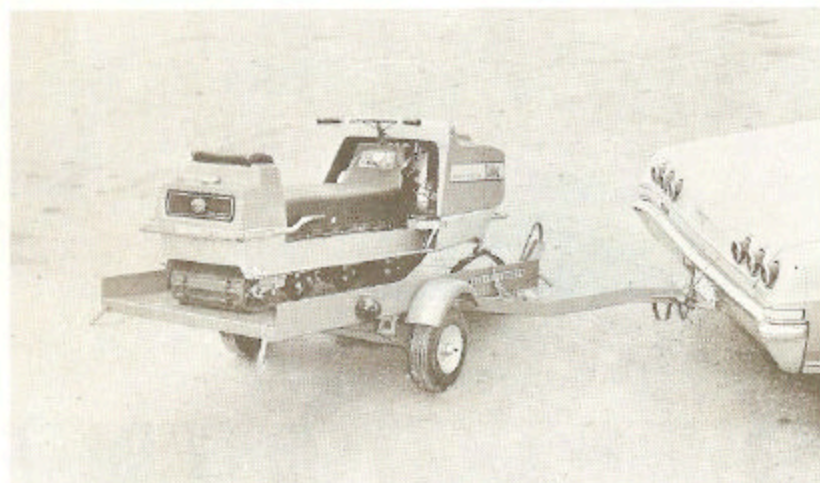


Fig. 27 — Unloading

swivel hitch permits turning the trailer to the side, allowing loading and unloading without unhitching from the towing vehicle. Metal cleats prevent slippage. Nylon tie-downs are optional. Break-away chains, for the towing vehicle, taillights with stop and turn signals and license plate brackets are standard.

Electric Starting Kits — All Models

Permits easy starts in all weather. Standard recoil starter remains on the machine and may be used if electric starter is inoperative.

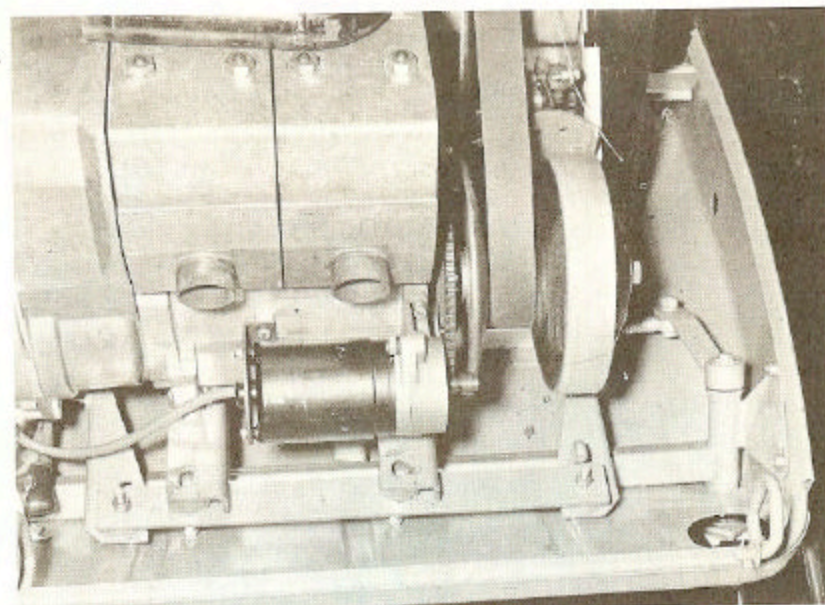


Fig. 28 — Electric Start Installed

Tinted Windshields — All Models

Blue and amber tinted, non-glare windshields; also available in low profile versions.

Sprockets

Provide a wider speed range - 17 teeth for 300S and 350SS; 21 and 23 teeth for all models and 25 teeth for 400SST and 500SST.

Fuel Gauge and Gas Cap — All Models

Replaces standard gas cap; no electrical connections required.

Rear View Mirror — All Models

Shock Absorber Kit — All Models

For easier steering and soft ride. Attach to front spindles and skis.



Fig. 29 — Rear Handles

Rear Handles — 300 S

Hand holds for passenger comfort and safety.

Snow Flap — All Models

Protects passengers on Ski Whiz or those in pull-behind sleigh.

Speedometer — All Models

Cable plugs in drive shaft and body fits in instrument panel.

Tachometer — All Models

Provides engine speed up to 8000 rpm; fits in instrument panel.

Rear Backrest — 300 S and 350 SS

For passenger comfort.

Cigarette Lighter

Plugs into dash.

Hourmeter

Records hours in tenths. Useful in computing operating range.

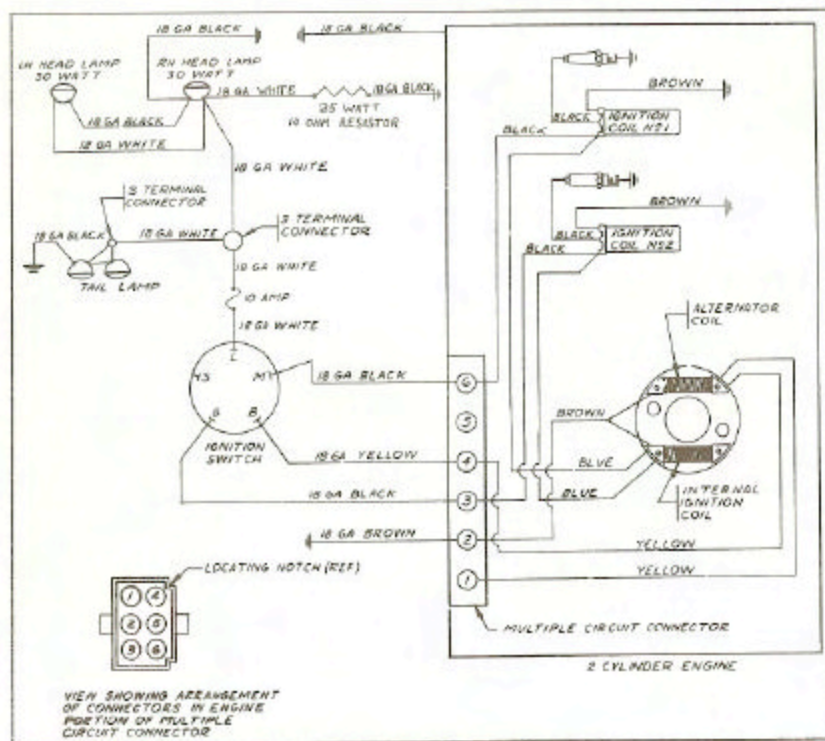


Fig. 33 - Manual Start Wiring - 400SST and 500SST

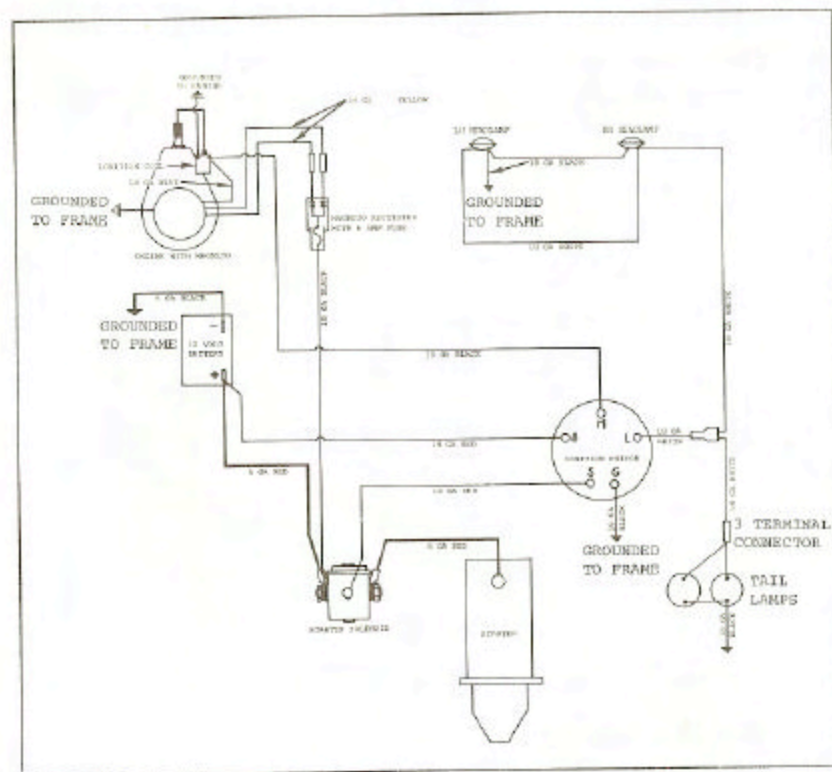


Fig. 34 - Electric Start Wiring - 300S and 350SS

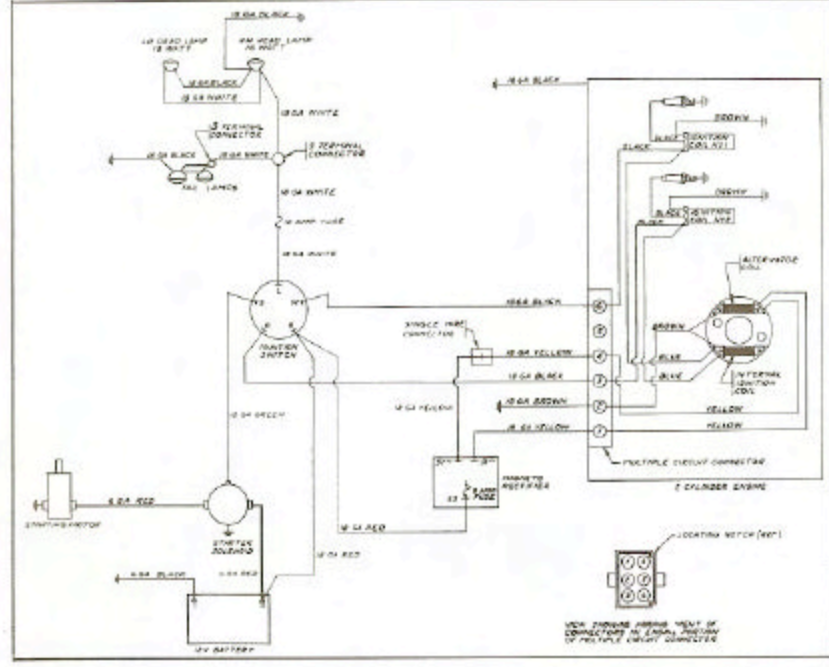


Fig. 35 - Electric Start Wiring - 400SST and 500SST

SPECIFICATIONS

	MF 300S	MF 350SS	MF 400SST	MF 500 SST
Track				
Length on Ground	38"		44-1/2"	44-1/2"
Width	15-1/2"	15-1/2"	15-1/2"	15-1/2"
Surface on Ground	589 sq. in.		690 sq. in.	
Skis:				
Length	41-1/2"	41-1/2"	41-1/2"	41-1/2"
Width	5"	5"	5"	5"
Overall Dimensions:				
Height Over Windshield	41"	41"	42"	42"
Length	99-1/2"	99-1/2"	106"	106"
Width	32"	32"	32"	32"
Drive				
Brake				
Engine (JLO)	1 cyl.	1 cyl.	2 cyl.	2 cyl.
Size	295 CC	340 CC	340 CC	399 CC

	MF 300S	MF 350SS	MF 400SST	MF 500SST
Horsepower at Given RPM (Mfgr's Rating)	18.5 at 5500	22 at 5500	24 at 6500	28 at 6500
Carburetor (Tillotson)	HR 54A	HR 56A	HD 49A	HD 49A
Fuel Tank Capacity (gals.)	4	4	5-1/4	5-1/4
Seat:				
Capacity (Persons)	2	2	2-3	2-3
Length	35"	35"	39-1/2"	39-1/2"
Width	17"	17"	17"	17"
Weight (approx.)	355 lbs.	360 lbs.	385 lbs.	385 lbs.

WARRANTY AND AGREEMENT

All new Massey-Ferguson Snowmobiles and attachments (hereinafter called Products) are sold by the Dealer to the purchaser upon the following warranty and agreement, WHICH IS IN LIEU OF AND EXCLUDES ALL OTHER WARRANTIES AND CONDITIONS EXPRESSED OR IMPLIED, INCLUDING THE WARRANTIES AND CONDITIONS OF MERCHANTABILITY AND FITNESS FOR PURPOSE, AND ANY OTHER OBLIGATION ON THE PART OF THE DEALER OR MASSEY-FERGUSON. Neither the Dealer or Massey-Ferguson assumes, or authorizes any person to assume for it, any liability in connection with the sale of such Products. The obligation of the Dealer, under this warranty, is limited to replacing parts at no charge to the Customer, which prove defective with normal and proper use of the Product for the purpose intended.

This warranty applies only to new, unused, Massey-Ferguson Products, there being no warranty of any nature in respect to used products or new products that have been modified, altered, repaired, adjusted, neglected or used in any way which, in the opinion of the Dealer or Massey-Ferguson, adversely affects its performance.

All such new, unused Massey-Ferguson Products are warranted to be free from defects in material or workmanship, which cause failure, for a period of twelve months from date of delivery to purchaser, with the following exceptions:

1. Windshield, drive "V"-belt, spark plugs, light bulbs, points and condensers, brake linings, filters, screens and wear-rods, which items are not warranted.
2. Warranty on engine, battery, muffler and torque converter shall be limited to 90 days from date of delivery to the purchaser.
3. Warranty on rental and leasing units is limited to 30 days from the date of delivery to the purchaser-lessor.

It is the responsibility of the purchaser, at his expense, to transport the machine or attachment to the Dealer's service shop, or alternatively, to reimburse the Dealer for any travel or transportation expense involved in fulfilling this warranty. When requested by the Dealer, part or parts shall be returned for inspection, transportation prepaid, to a place designated by the Dealer. IN NO EVENT SHALL THE PURCHASER BE ENTITLED TO RECOVER FOR INCIDENTAL OR CONSEQUENTIAL DAMAGES, INCLUDING, BUT NOT LIMITED TO INCONVENIENCE, RENTAL OR REPLACEMENT EQUIPMENT, LOSS OF PROFITS, OR OTHER COMMERCIAL LOSS.

REPLACEMENTS PARTS WARRANTY — Massey-Ferguson repair or replacements parts, supplied by the Dealer, will be warranted for ninety days from date of replacement or the balance of the unexpired warranty period of the Product, whichever period shall be longer. The exchange of a new part for the defective part shall constitute compliance with this warranty.

MASSEY-FERGUSON ORIGINAL EQUIPMENT BATTERY WARRANTY — Notwithstanding any other provisions hereof, the original equipment batteries are warranted for full replacement for ninety days.

OTHER MANUFACTURERS — Allied attachments, parts and accessories are warranted by the respective manufacturers thereof and not by the Dealer or Massey-Ferguson.

