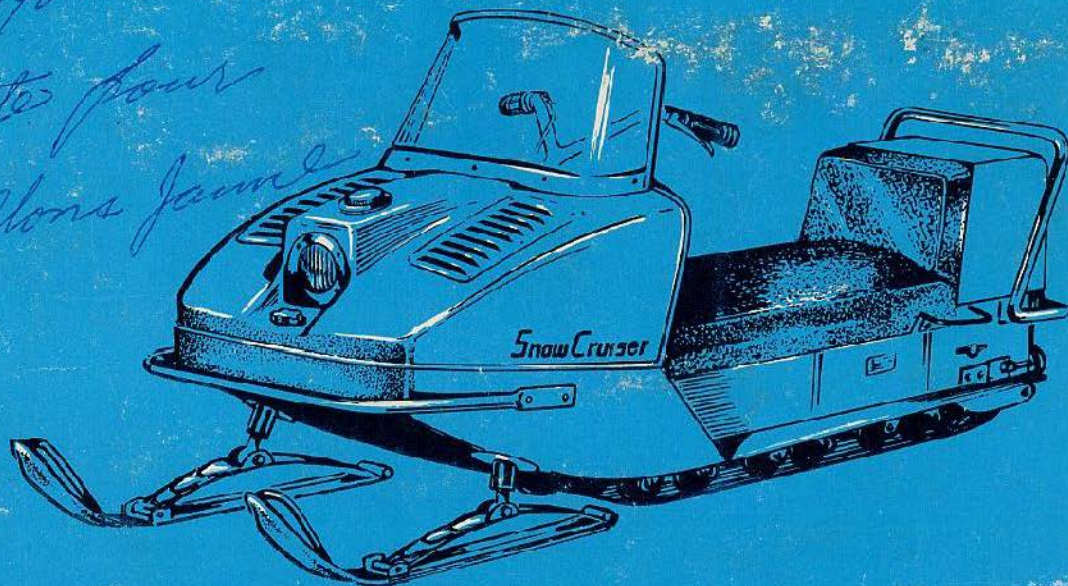


Esso Extra 30 MS

1 Pintes pour

4 Gallons jauge



OMC *Snow Cruiser* / OWNER MANUAL

1966 MODEL C-1560, MODEL C-2060, MODEL C-2065

a division of Outboard Marine Corporation of Canada Ltd., Peterborough, Canada

HAPPY SNOW CRUISING

This Owner's Manual has been prepared to assist you in the operation and maintenance of your new Snow Cruiser. It contains information that you should know in order to realize the peak performance and pleasure of operation that has been built into this machine. Read the entire book carefully, then keep it handy for future reference.

Your Snow Cruiser is produced under the finest quality controlled methods and built to give many hours of dependable service. It is our belief that a sale does not complete the transaction between the manufacturer and the buyer. It establishes, rather, a new obligation -- an obligation whereby Outboard Marine Corporation of Canada Ltd. agrees to assist the buyer in obtaining utmost service from his Snow Cruiser.

With this policy uppermost in our minds, we have appointed our most capable Johnson, Evinrude and Lawn-Boy Service Dealers as Snow Cruiser Service Dealers. These people are trained and equipped to service your unit. Away from home, authorized O.M.C. Service Dealers' names may be located in the yellow pages of the telephone directory.



Outboard Marine Corporation of Canada Ltd.,
Peterborough, Canada.

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SPECIFICATIONS

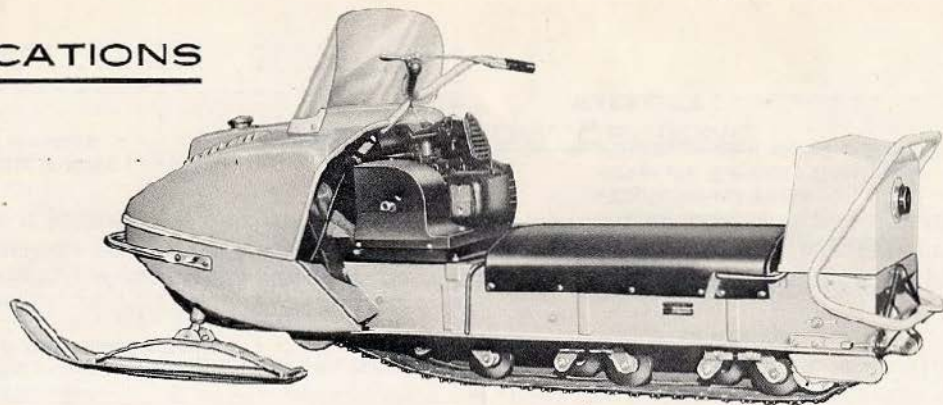


FIGURE 1

LENGTH -- 107"

WIDTH -- 32"

HEIGHT -- 40-1/4" (33-1/4" less windshield)

ENGINE -- OMC 2-cycle opposed twin

RATING -- Maximum 14 HP at 4500 rpm

SPEED -- 30 mph plus

STARTER --

Model 1560 -- Manual rewind

Model 2060 -- Manual rewind

Model 2065 -- Electric and manual rewind

CLUTCH -- Centrifugal-operated sheave engages belt

DRIVE -- Torque Sensitive, Variable Speed, V-belt and chain.

TRANSMISSION -- Variable speed, 3:1 to 1:1 ratio

NEUTRAL LOCK-OUT -- Neutral lock for starts and warm-ups

MUFFLER -- Engine muffler for quiet operation

BRAKE -- Disc type, hand operated

TRACK -- Specially designed flexible track, fully adjustable

WIDTH

Model 1560 -- 15.5 in.

Model 2060 -- 20.5 in.

Model 2065 -- 20.5 in.

SKIS -- Formed steel, equipped with shock-absorbing leaf

springs and replaceable wear runners

SEATING -- Two adults, vinyl coated twill cover, molded urethane foam cushion

SHROUD -- Molded fiberglass with built-in headlight

FUEL TANK -- Capacity 4.5 Imp. or 5.4 U.S. gallons

FUEL MIXTURE--15:1 using SAE 30 Oil

IGNITION BREAKER POINT

GAP -- .020

SPARK PLUG AND GAP -- Champion J8J or equivalent - .028" gap

ASSEMBLY INSTRUCTIONS

All small parts are packed in rear corner support of pack.

WINDSHIELD

Insert five (5) Rawlnuts (rubber covered nuts) into screw holes in shroud. Assemble inner and outer frames on windshield, red identification marks on side edge of frames must appear on the left side of the windshield assembly. Position windshield on shroud and align holes. Insert center screw first, then work to sides. Figure 2.

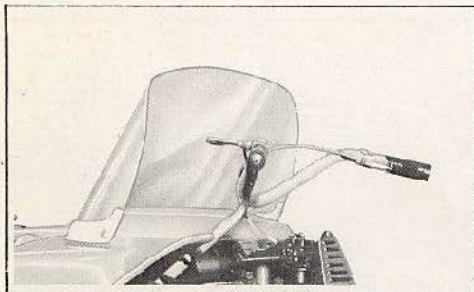


FIGURE 2

TAILLIGHT

Insert lead on vehicle through hole in seat back compartment. Insert split rubber grommet in hole. Connect to taillight lead and attach to anchor.

SKIS

Block up front end of vehicle. Connect both skis as illustrated in Figure 3, using nuts and bolts provided.

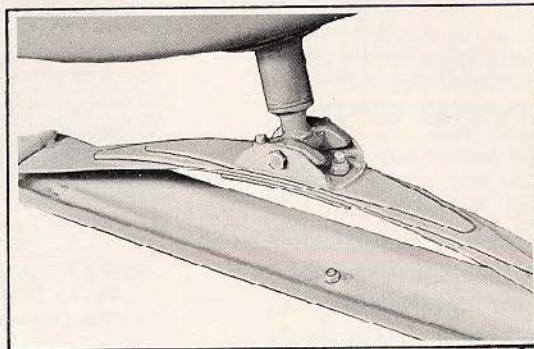


FIGURE 3

TOW BAR, SEAT BACK and COMPARTMENT

Position Tow Bar and Seat Back Compartment as illustrated in Figure 4. Fasten in place using nuts, lockwashers and bolts provided. Fasten elastic cord and clamp to seat back with screw provided.

BATTERY

Due to the extreme weather and temperature conditions under which the battery must operate, proper battery selection is very important. We recommend a 12 volt battery having a 42 ampere hour rating or better, with a minimum of 2.7 minutes cold starting capacity at 150 amperes discharge, zero degrees Fahrenheit and a 5 second voltage rating of 8.4 volts.

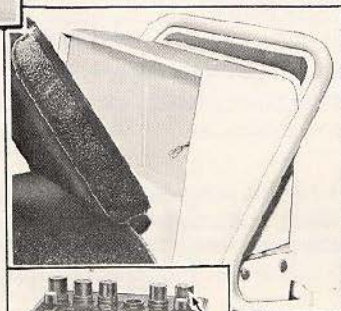
The following batteries or their equivalent are recommended:

Presto-lite	HN-10
Auto-lite	10-HN
Willard	22-NF

IMPORTANT

In order to provide maximum protection from battery acid damage in event of accidental upset, special spill-proof battery caps are supplied with the vehicle. Make certain these special battery caps are installed on your battery. See Figure 5.

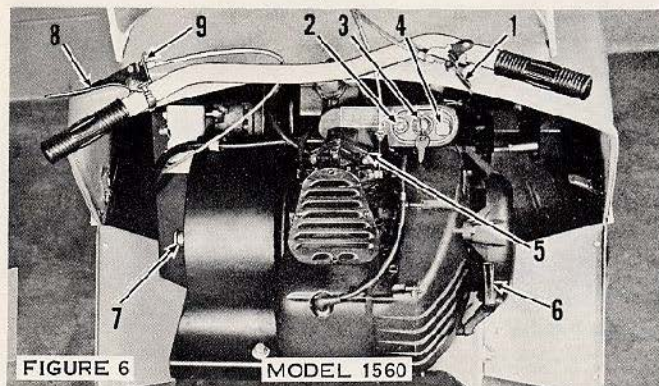
FIGURE 4



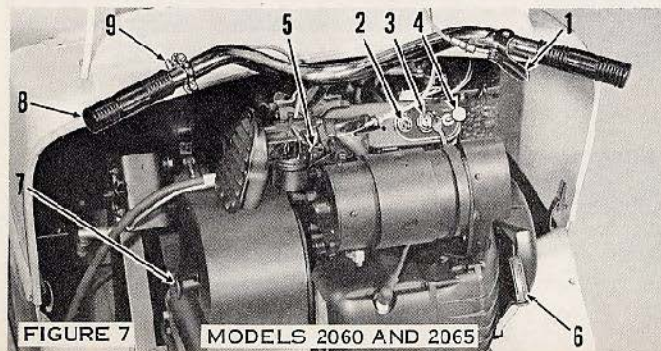
SPILL-PROOF
BATTERY CAPS

FIGURE 5

CONTROLS



- | | | |
|--------------------|-------------------|------------------|
| 1. Throttle Lever | 5. Warm-Up Lever | 7. Neutral Shift |
| 2. Light Switch | 6. Manual Starter | 8. Hand Brake |
| 3. Ignition Switch | Handle | 9. Parking Brake |
| 4. Primer | | Lock |



THROTTLE

The thumb operated type throttle lever is located on the right hand steering arm (Figures 6 and 7, Ref. 1). Squeezing the throttle causes an engine speed to increase, thereby transmitting power to the track. When released, engine will return to idle.

WARM-UP LEVER

Move carburetor "Warm-up Lever" in direction of arrow to warm-up engine. NOTE: Do not use warm-up lever when engine is warm. (Figures 6 and 7, Ref. 5.)

LIGHT SWITCH

Vehicle is equipped with a 12 volt sealed beam head light and a tail light. The head light has a high and a low beam.

NEUTRAL SHIFT

The "Neutral Shift" feature, as illustrated in Figures 6 and 7, Ref. 7, is designed for quick engine warm-up. Pull out for neutral, push in to engage drive mechanism.

CAUTION

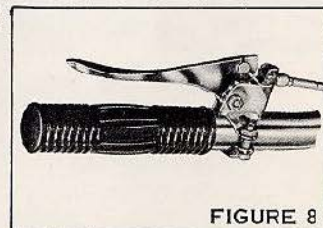
Do not push into drive position when engine is running above normal idle speed.

HAND BRAKE

To apply brake, squeeze brake lever as illustrated in Figure 8.

PARKING BRAKE

With brake engaged, slip parking brake lock into position as illustrated in Figure 8. To release, squeeze brake lever and slip the brake lock out of the lock position.



CONTROLS CONTINUED TRANSMISSION

The transmission assembly transmits power from the engine to the track which propels the vehicle.

The "Primary Sheave Assembly" attaches directly to the power take off end of the crankshaft.

The "Secondary Sheave Assembly" has its own mounting base and is larger in diameter than the Primary Assembly. The two are connected by the drive belt.

The Primary Sheave is centrifugally operated and engages when the engine speed reaches approximately 2000 rpm. As the engine speed is increased, the Primary Sheave halves close forcing the belt to ride on the outer diameter of the primary drive which increases the belt speed.

At this point the Secondary Sheave halves spread apart, allowing the belt to ride on the small diameter.

Basically, the vehicle speed increases due to the power being transmitted from the primary pulley to the secondary drive mechanism.

The secondary drive mechanism incorporates a torque sensitive device that allows automatic shifting to a lower gear ratio for steep inclines.

The primary assembly is equipped with an emergency starting sheave and a neutral shift mechanism, both of which are covered in other parts of this Manual.

As stated on the "warning label", do not attempt to disassemble the transmission. Contact your dealer.

HOW TO GET STARTED BREAK-IN PERIOD

For the first tank full of fuel, we suggest that you operate your vehicle at reduced speeds. This will allow the internal moving parts to seat themselves, thus greatly prolonging



engine life. Treat this vehicle as you would any other piece of precision machinery. Always allow the engine to warm up before putting vehicle in gear, start out slow and avoid sudden starts. Do not overspeed for load and operating conditions. Give it reasonable and periodic care and it will give you many hours of enjoyment. After first hour of operation retighten exhaust manifold clamp (Figure 9).

FUEL MIXTURE AND RECOMMENDATIONS

The correct fuel mixture ratio is 16:1 or 1/2 pint of oil to each gallon of gasoline.

We recommend using a reputable automotive engine oil, SAE 30. Avoid use of low price third grade (ML light duty) oils or multiple viscosity oils, such as 10W30.

Use only a good grade of regular gasoline. Higher octane fuels may be used, but generally do not offer any advantages.

The only additive compounds recommended for use in your engine are Outboard Marine Corporation "Engine Cleaner" and Outboard Marine Corporation "Rust Preventative". These two additives are available at your authorized O.M.C. Dealer.

MIXING FUEL

Always use a separate, clean container for mixing fuel. Do not pour oil or gasoline separately into vehicle tank. Pour approximately 1/2 desired amount of gasoline into mixing container, add oil, then remainder of gasoline, bringing mixture to recommended ratio. Mix thoroughly. When pouring mixed fuel into vehicle tank, use a clean funnel equipped with a fine screen.

STARTING ENGINE

(Refer to Figures 6 and 7)

MANUAL STARTING

MODELS 1560 AND 2060

1. Fill tank with correct fuel mixture (see page 5).
2. Pull "Neutral-Shift" knob out to neutral position and Set Parking Brake in "lock" position.
3. Move carburetor "Warm-up Lever" in direction of arrow, to warm-up position.
4. Turn ignition key to "ON".
5. Push primer rod three or four times. If engine does not start immediately, prime once more. The number of times will depend upon the operator becoming familiar with starting a cold or warm engine. Do not over prime. Priming delivers solid fuel to the crankcase bypassing the carburetor.
6. While holding throttle lever partially open, grasp starter handle firmly and pull slowly until starter engages, then pull to start. After engine is warm, move "Warm-up Lever" in opposite direction of arrow to operating position. CAUTION: Do not over speed engine when vehicle is stationary and shift knob is pulled out in neutral position.
7. After engine has warmed up, push "Neutral-Shift" knob in to running position and release Parking Brake. Pressing throttle lever will put vehicle in motion. Releasing the throttle lever will bring engine back to idle.
8. To stop vehicle, squeeze brake lever. Put in "lock" position when vehicle is not in use.
9. To stop engine, turn ignition switch to "OFF" position.
10. For warm starts, it is not usually necessary to prime or use the Warm-up Lever.

ELECTRIC STARTING

MODEL 2065

1. Fill tank with correct fuel mixture (see page 5).
2. Pull "Neutral-Shift" knob out to neutral position and Set Parking Brake in "lock" position.
3. Move carburetor "Warm-up Lever" in direction of arrow, to warm-up position.
4. Turn ignition key to "ON".
5. Push primer rod three or four times. If engine does not start immediately, prime once more. The number of times will depend upon the operator becoming familiar with starting a cold or warm engine. Do not over prime. Priming delivers solid fuel to the crankcase bypassing the carburetor.
6. While holding throttle lever partially open turn key to "START" position. As soon as engine starts release key. If engine fails to start, don't hold key start switch on for over 10 seconds. Momentarily release and then try again. After engine is warm, move "Warm-up Lever" in opposite direction of arrow to operating position. CAUTION: Do not over speed engine when vehicle is stationary and shift knob is out or in neutral position.
7. After engine has warmed up, push "Neutral-Shift" knob in to running position and release Parking Brake. Pressing throttle lever will put vehicle in motion. Releasing the throttle lever will bring engine back to idle.
8. To stop vehicle, squeeze brake lever. Put in "lock" position when vehicle is not in use.
9. To stop engine, turn ignition switch to "OFF" position.
10. For warm starts, it is not usually necessary to prime or use the Warm-up Lever.

EMERGENCY STARTING

On Electric Starting Models emergency starting can be accomplished with the Rewind Starter. (See page 6) If the Rewind Starter should not function, proceed as follows.

1. Remove transmission guard (Figure 13).
2. Pull "Neutral-Shift" knob out.
3. Wind starter rope, provided in tool kit, around sheave in counterclockwise direction and pull. Be sure to grasp starter rope handle securely. Figure 10.
4. Follow "Starting Instructions" outlined on page 6.

CAUTION

Reinstall transmission guard before operating vehicle.

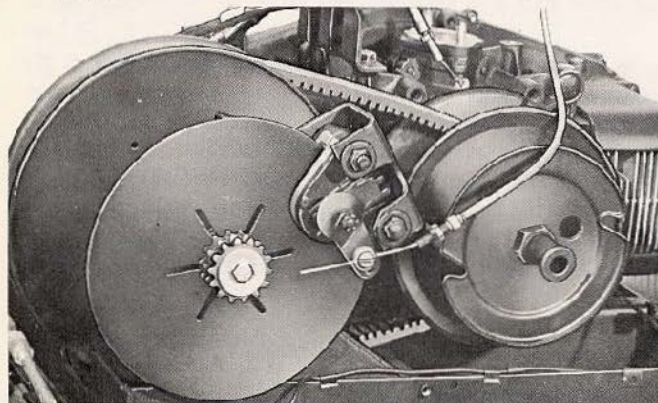


FIGURE 10

OPERATION ELECTRIC STARTING MODELS

In the event it becomes necessary to run an electric starting machine with a battery which is too weak to start the engine or the battery is removed, the following is recommended:

Weak battery: A weak battery will have no effect on the running of your machine with the exception of actual starting.

No battery: If for some reason it becomes necessary to run your machine with the battery removed, we suggest you leave the lights on. This will absorb the output from the alternator and provide a measure of safety in protecting the electric circuit components.

EXTREME COLD WEATHER

Operation in extreme cold weather can cause a slow down in the drive and track mechanism. When this occurs, block up rear of vehicle as described in "Track Alignment", place front edge of skis against stationary object and run to free drive mechanism.

UPHILL

Slight throttle reduction to reduce possibility of spinning the track. Very steep hills, run cross-hill and gradually work way to top.

DOWNHILL

Maintain slight throttle on steep and dangerous slopes. This will allow engine to check momentum.

GLARE ICE

Caution should be exercised and operator should familiarize himself with the performance of the vehicle under such conditions before assuming normal operation.

SAFETY PRECAUTIONS

1. Do not attempt to perform repairs on your vehicle while engine is running.
2. Always disconnect spark plug wires before servicing any part of the engine or drive unit.
3. Never use your vehicle without the rewind starter or the chain and transmission guard properly secured in place.
4. Be certain no one is behind unit when making a fast start, as ice, stones, etc., may be thrown into the air by the lugs on the track.
5. Always use two hands for steering.
6. Keep feet on running boards at all times.
7. Neutral-Shift knob out and Parking Brake on whenever vehicle is not in use.

GENERAL MAINTENANCE

CARBURETOR

See Figure 11 for carburetor adjustment and identification. For average use, the engine will operate satisfactorily with the carburetor adjusted as it left the factory.

It may be necessary to re-adjust the "Low Speed Needle Valve", Fig. 11, Ref. 2, due to altitude and climatic conditions. It was adjusted to approximately 1 - 1-1/4 turns open at the factory. Turning counterclockwise will allow the engine to run richer.

The "Idle Adjustment Screw", Fig. 11, Ref. 3, when turned to the right, or clockwise, will increase the engine speed. Recommended idle speed is 1500 rpm. NOTE: This adjustment must be made with the "Neutral-Shift" knob out, or in the neutral position. See Ref. 7, Figures 6 and 7.

The "High Speed Needle Valve", Fig. 11, Ref. 1, has been set at the factory for best all around performance, approximately 1 - 1-1/4 turns open. Due to altitude and climatic conditions, it may be necessary to re-adjust slightly. Turning counterclockwise causes engine to run richer. Adjusting must be done when moving vehicle is operating at full throttle. CAUTION: Do not over speed engine when vehicle in stationary and shift knob is out or in neutral position.

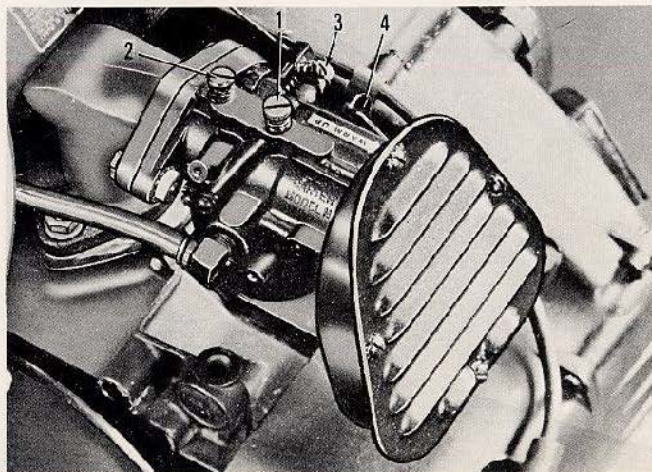


FIGURE 11

GENERAL MAINTENANCE CONTINUED

ENGINE SHROUD - REMOVAL

1. Release latches.
2. Remove knurled knob.
3. Remove gas cap and ring cover.
4. Disconnect wiring (Figure 12).
5. Shroud can now be taken off unit.
6. Reverse procedure to re-assemble.

BATTERY

CAUTION: Before disconnecting any electrical components, disconnect the battery cables thus removing the battery from the electrical circuit. When reconnecting battery cables, observe polarity, red cable to positive (+) battery terminal and black cable to negative (-) battery terminal. Reverse polarity will damage the rectifier assembly which provides the necessary current to charge the battery.

CHAIN & TRANSMISSION GUARD

Metal guards shield the belt and transmission chain. For chain inspection or servicing, remove left foot rest, then screws which hold guard in place.

GAS TANK

To drain gas tank for service or off-season storage remove drain plug in fuel line fitting. Be certain to check for leakage when refilling gas tank.

DRIVE CHAIN ADJUSTMENT

Total slack must be $1/2"$, Figure 14.

1. Loosen adjusting screw lock nut (Fig. 15, Ref. 1).
2. To tighten chain, move screw clockwise (Ref. 2).
3. To loosen chain, move screw counterclockwise.
4. Re-tighten nut (Ref. 1).

NOTE: If it is impossible to retain adjusting screw in its original hole, remove it and insert in second hole which has appeared in the slot. Consult your Dealer when further adjustment is necessary.

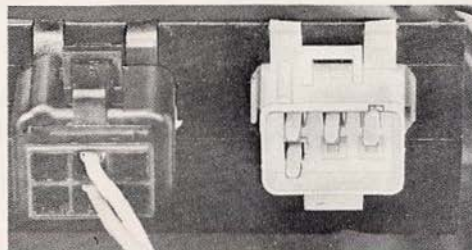


FIGURE 12

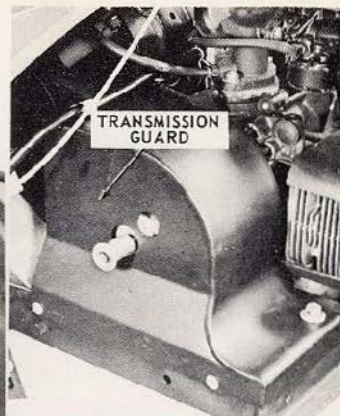


FIGURE 13

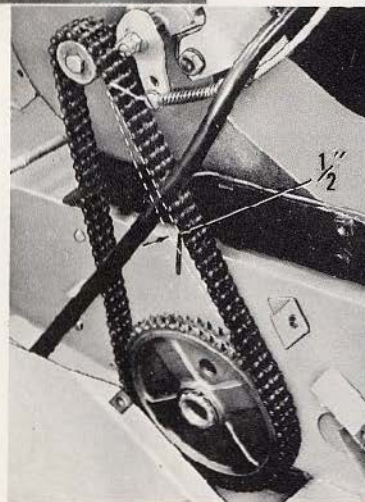


FIGURE 14

GENERAL MAINTENANCE CONTINUED

INSTALLING DRIVE CHAIN

Installing a new drive chain can be accomplished very easily. Proceed as follows:

1. Remove chain guard.
2. Loosen eccentric screw lock nut, Fig. 15, Ref. 1, which will permit you to move eccentric screw, Ref. 2, loosening chain. Remove screw holding small sprocket and remove chain and sprocket.
3. If chain does not have adequate slack for removal, loosen rear transmission mounting screw, and remove front transmission mounting screw. This will allow transmission to pivot downward, increasing chain slack.
4. Reverse procedure above to install drive chain.
5. Move eccentric screw, Fig. 15, Ref. 2, tightening chain to desired tension. Chain should have $1/2$ " total slack, Figure 14, then tighten lock nut, Figure 15, Ref. 1.
6. To prolong chain life, we suggest chain be removed occasionally, when dirty, and cleaned in a petroleum solvent such as kerosene. When thoroughly clean, chain should be soaked for about 24 hours in lubricating oil. Use clean oil SAE 20 or 30.

BRAKE ADJUSTMENT

Brake is positive acting disc type with long lasting fibre pads and requires little maintenance, only an occasional adjustment. See Figure 15.

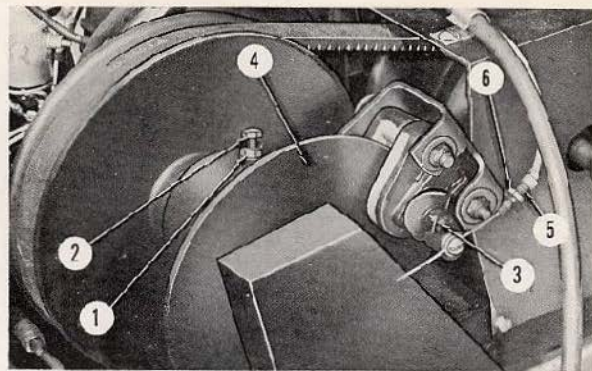


FIGURE 15

The brake is tightened by turning the cast-iron nut, Ref. 3, to the right, after the cotter pin has been removed. To obtain the correct adjustment, turn the nut until there is a slight drag on the brake disc, Ref. 4. Then the nut should be turned to the left, one notch, and the cotter pin reinstalled.

If hand brake lever does not have proper amount of travel, it can be adjusted by moving screw, Ref. 5, after loosening lock nut, Ref. 6. Turning this screw to the right increases travel.

IMPORTANT - Before completing the adjustment, be certain there is sufficient movement of the lever to permit locking of the Parking Brake.

GENERAL MAINTENANCE

TRACK TENSION

Track tension should be checked periodically. If adjustment is necessary: (Figure 16).

1. Loosen bolts, Ref. 1.
2. Back trunnion nut away from trunnion, Ref. 2.
3. Turn trunnion bolt clockwise to tighten, counterclockwise to loosen, Ref. 3.
4. To complete adjustment, tighten trunnion nut and the three bolts.

NOTE: When making adjustment in the field, be certain to adjust both trunnions so the track tension is equal on both sides.

Track should have 3/4" total slack between track and center truck wheels (Figure 17). Consult your Dealer if track repair is necessary.

TRACK ALIGNMENT

Proper track alignment is essential to keep rubber sprocket teeth wear to a minimum. Alignment can be seriously altered by improper adjustment of the track tension.

When re-installing track, or when adjustment is necessary, block up rear of vehicle, and place front edge of skis against stationary object. Start engine and run at idle allowing track to turn free. The rubber sprocket teeth must be centered in their slots. If track must be adjusted to right, tighten the left trunnion adjusting bolts as outlined under "Track Tension".

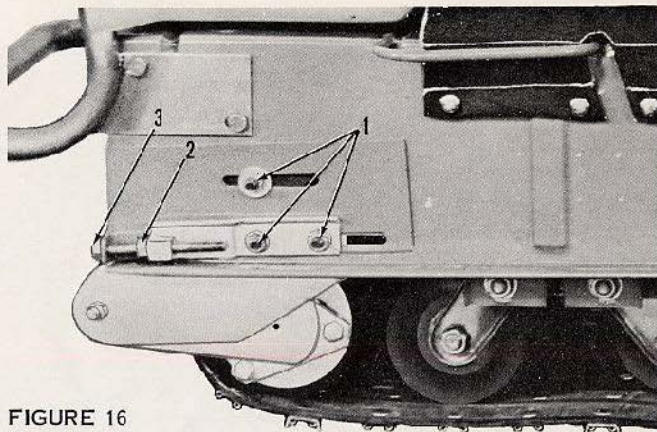


FIGURE 16

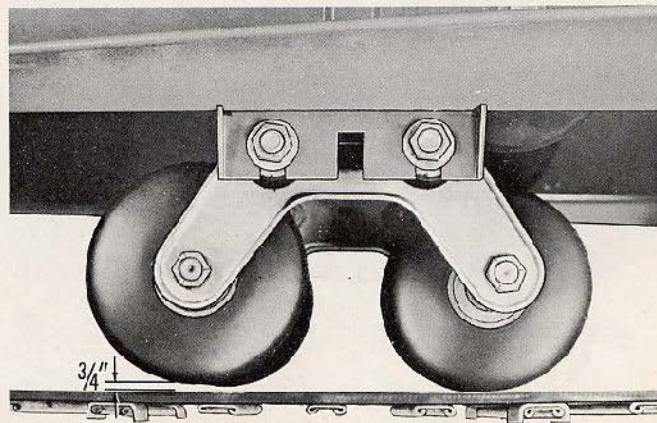


FIGURE 17

GENERAL MAINTENANCE CONTINUED

DRIVE BELT REPLACEMENT

Procedure for Removing Transmission Belt:

1. Remove shroud.
2. Remove transmission guard.
3. Grasp the top of the belt about midway between the large and small sheave (Fig. 18).
4. Pull up on belt, spreading the two secondary sheaves as far apart as possible.
5. Slide the top edge of the belt over the sheave closest to the steering column (Fig. 19).
6. Push bottom half of belt from between sheave so that the two sheaves move as close together as possible.
7. Work the bottom of the belt out from under the two sheaves.
8. Rotate the sheaves until one of the two flat surfaces on the End Cap is adjacent to the flat surface on the steering column. This will permit the belt to pass between the end cap and steering column (Fig. 19).
9. Move the belt between the end cap and the steering column.
10. Rotate the sheaves so that the above mentioned flat spot is adjacent to the engine. This will allow the belt to pass between the end cap and the engine (Fig. 19).
11. Move the belt between the end cap and the engine.
12. Pass the belt from around the primary sheaves and the belt is free to be removed from the vehicle.

NOTE: A belt measuring less than 1" across the width or outer surface must be discarded and replaced with a new one. Worn belt may be retained and used as a spare.

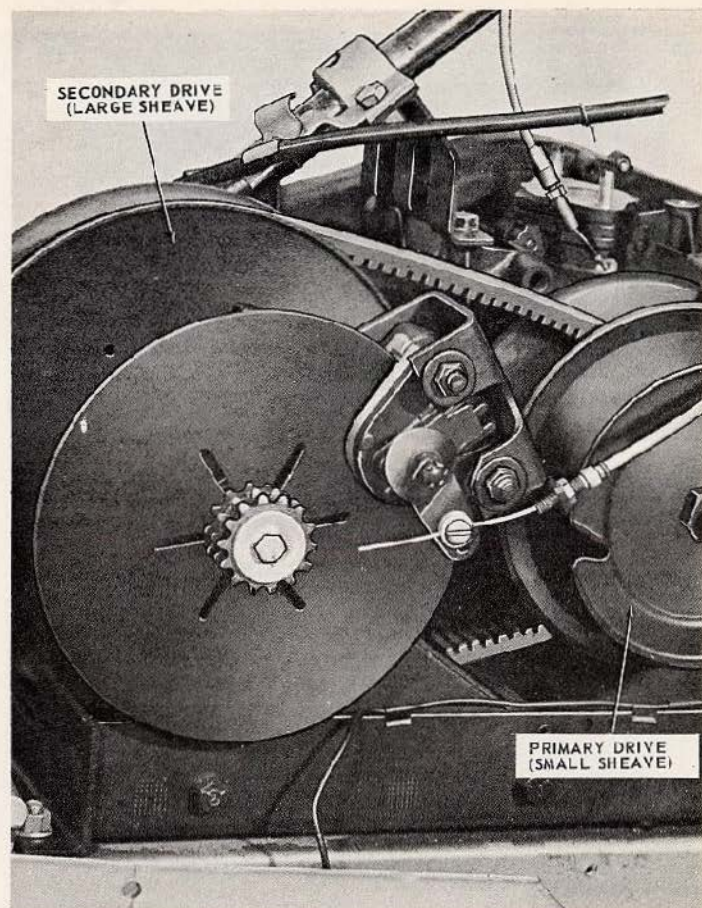
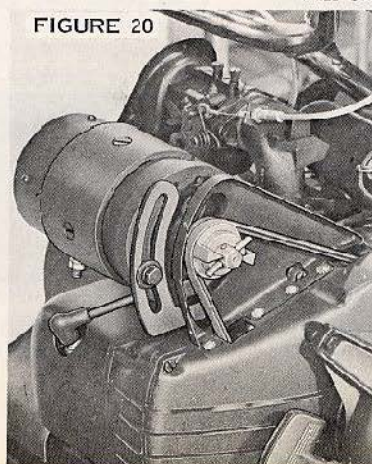
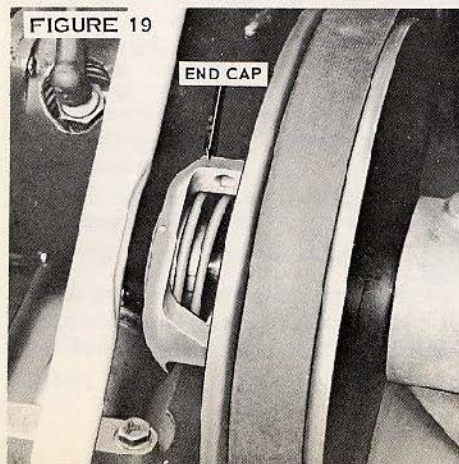


FIGURE 18

GENERAL MAINTENANCE CONTINUED

PROCEDURE FOR INSTALLING THE TRANSMISSION BELT:

1. Loop one end of the replacement belt around the primary sheaves (Fig. 18).
2. Rotate secondary sheaves until one of the flat surfaces on End Cap is adjacent to engine. This will permit belt to pass between end cap and engine (Fig. 19).
3. Move belt between end cap and engine.
4. Rotate large sheaves until the above mentioned flat spot is adjacent to the flat surface on the steering column (Fig. 19).
5. Move belt between end cap and steering column.



6. Work bottom of belt under and around the two large sheaves as much as possible.
7. Spread secondary sheaves with hands (Figure 19). CAUTION: Do not forcibly pry sheaves apart with tools.
8. The secondary sheaves can be spread by holding the fixed or stationary half next to the mounting pedestal, and rotating the movable half toward the rear of the vehicle. This will allow pulley to move up the ramps in the end cap.
9. Continue to work belt the remainder of the way around sheave.
10. Replace transmission guard.
11. Replace shroud.

STARTER MOTOR DRIVE BELT

Correct starter motor drive belt tension is extremely important, a loose belt will cause slippage and a tight belt will cause a ratcheting effect of the drive pulley.

Procedure for adjusting belt tension:

1. Remove outer belt guard.
2. Adjust belt tension so that drive belt is pulled down in pulley as shown in Figure 20. Be certain pulley halves are closed (drive position) when making this adjustment.

Procedure for replacing starter motor drive belt:

1. Remove outer belt guard.
2. Remove outer fan housing.
3. Loosening starter motor mounting bolts and replace drive belt.
4. Adjust tension of drive belt.
5. Reinstall fan housing and belt guard.

SKI ALIGNMENT

Ski alignment is necessary when the skis are not parallel with each other and the vehicle body when the handle bar is in the normal straight-driving position.

To align skis, proceed as follows:

1. Place handle bar in the normal straight-driving position.
2. Remove shroud.
3. Remove nut and washer from steering arm, Figure 21, Ref. 1.
4. Loosen locking nut, as illustrated in Figure 21, Ref. 2.
5. Turn ball joint clockwise to toe ski out -- counterclockwise to toe ski in.
6. Reassemble when skis are parallel with each other and vehicle body.

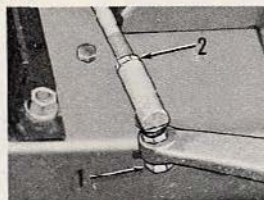


FIGURE 21

OFF SEASON STORAGE

1. Block vehicle off ground to take weight off track and skis.
2. Drain gas tank.
3. Remove carburetor intake filter screen.
4. Run engine with "warm-up" lever set at point of arrow and inject OMC Rust Preventative Oil (with oil can) rapidly into carburetor until engine stops.
5. Turn off ignition and replace filter screen.
6. Loosen track tension.
7. Rub bottom of ski and other unprotected surfaces of vehicle with oily cloth.
8. Store in dry, well-ventilated area.

AFTER STORING-BEFORE USING

1. Adjust track for proper tension.

2. Lubricate all points as specified under "Lubrication".
3. Tighten all screws and nuts.
4. Thoroughly clean any surfaces that need refinishing, and touch-up. Obtain paint from your Dealer.

TROUBLE CHECK LIST

Do not immediately assume you have mechanical difficulties before you ...

CHECK FUEL SYSTEM FOR

Fuel in tank
Proper fuel mixture
Fuel flow to carburetor
Proper carburetor adjustment

CHECK IGNITION SYSTEM FOR

Loose spark plug lead
Loose spark plug (poor compression)
Incorrect spark plug gap
Spark plug carboned or burned

CHECK DRIVE BELT & DRIVE CHAIN FOR

Worn belt -- loss of normal speed
Broken belt
Improper chain tension
Dry chain
Broken chain

CHECK TRACK FOR

Improper tension
Alignment
Broken cleat
Loose cleat
Missing rivets
Damaged belt

SERVICE DIAGNOSIS

TROUBLE	PROBABLE CAUSE	REMEDY
Engine fails to start.	Fuel tank empty. Ignition switch off. Engine starving for fuel. Plugged fuel line or filter. Engine floods. Improper or no ignition.	Fill with correct fuel mixture. Turn on or check for short. Prime and check carburetor adjustment. Check for position of warm-up lever. Clean fuel lines and filter. Check carburetor adjustment, and position of warm-up lever. Check spark plug leads to be sure they are securely in place. Check for correct spark plug with the recommended gap and in good condition. With spark plug removed, attach high tension lead, and place metal seat of plug against engine. Pull starter. If spark appears across electrodes spark plug and magneto are in good condition. If no spark appears, place a small metal object into the end of the high tension lead, and hold the end about 1/8" away from a clean metal surface. Pull starter. If spark appears, replace spark plug. If no spark appears, trouble is located somewhere in the internal magneto. Consult your dealer. Repeat procedure for second cylinder. CAUTION: When checking for spark, grasp the high tension lead at least 1" back from terminal to avoid shock. If engine fails to start after the above checks have been made, consult your dealer.
Rewind starter fails to engage.	Broken or worn parts internally.	Consult your dealer. Follow procedure outlined for emergency starting.
Engine runs rough.	Carburetor out of adjustment. Poor ignition.	Adjust carburetor. Follow same check procedure as for "improper or no ignition" under "engine fails to start".
Engine won't idle.	Idle speed set too low. Carburetor out of adjustment.	Increase idle speed setting to approximately 1500 RPM. Adjust carburetor.
Low RPM.	Poor ignition. Carburetor air filter dirty	Follow same check procedure as for "improper or no ignition" under "engine fails to start". Remove and wash in clean gasoline, shake dry - DO NOT oil.

SERVICE DIAGNOSIS CONTINUED

TROUBLE	PROBABLE CAUSE	REMEDY
Low RPM. (cont.)	Carburetor out of adjustment. Excessive engine wear.	Adjust carburetor. Consult your dealer.
Vehicle fails to move when throttle is depressed.	Neutral shift in neutral position. Drive belt worn or broken. Drive chain out of adjustment or broken.	Push neutral shift knob into drive position, Figure 22. Replace drive belt. Adjust or replace drive chain.
Low vehicle speed.	Drive belt worn. Skis out of alignment. Tight track.	Replace drive belt. Align skis. Adjust track tension.
Lights won't light.	Loose connections. Bad switch. Bulb burned out. No apparent output from alternator.	Check and tighten. Check or replace. Replace bulb. CAUTION: If headlight burns out, voltage rise will automatically burn out taillight. Disconnect connector in light wire harness and, with engine running, momentarily short across the terminals on the engine lead. If a spark appears, check wiring, connections and bulbs. If no spark appears, problem is internal. Consult your dealer.

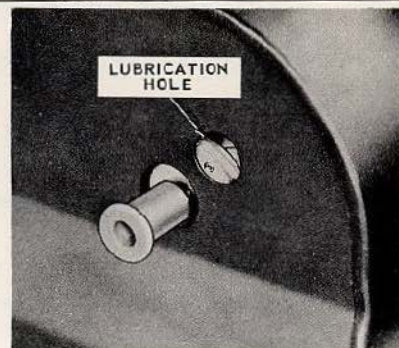


FIGURE 22

MAINTENANCE		LUBRICATION		
TIME	MAINTENANCE	TIME	MAINTENANCE	REFERENCE
After 1st 3 hrs.	Adjust Chain Tension (Adjust every 25 hrs. or as required) Adjust Track Tension Check Track Alignment	Annually	Ski Columns	*Texaco ALL-TEMP or equivalent
		After 25 hrs. Automatic Every 15-20 hrs. Figure 22	Ski Linkage Drive Chain Primary Shcave	SAE 10 Oil Page 10 Item 6 *Texaco ALL-TEMP or equivalent

NOTE: The automatic chain oiler should be checked periodically for position of the end of the tube over the chain, and flow of oil.

*Available from your Dealer.

ITEMS OF SPECIAL INTEREST

REPAIR SERVICE

Dealers usually carry a complete stock of spare parts. If you need parts, or repair service, consult your dealer, whose name and address can be found in the yellow pages of your telephone directory under "Outboard Motors".

REPLACEMENT PARTS

Be sure that only factory approved parts designed for your vehicle are used as replacements. Your OMC dealer can be relied on as a source of genuine OMC parts. Replacement parts not of our manufacture have not been approved for use on Snow Cruisers.

Your warranty will be void as to failures traced to the use of parts not manufactured by OMC.

OWNER'S WARRANTY CERTIFICATE

In order to afford nationwide service to all customers, an "Owner's Warranty Certificate" is attached to the vehicle. THIS CERTIFICATE MUST BE FILLED OUT COMPLETELY BY THE DEALER AND CUSTOMER AT THE TIME THE SALE IS COMPLETED. The owner may present this certificate to a Johnson dealer when making claim for warranty.

WHERE TO FIND MODEL & SERIAL NUMBER

VEHICLE -- The model and serial numbers are stamped on a nameplate which is located on left hand side, below passenger handle, as illustrated in Fig. 23.

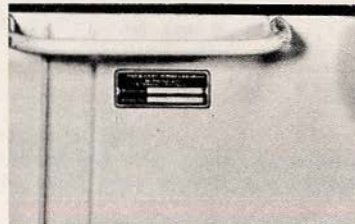


FIGURE 23

ENGINE -- Model Number and Serial Number: The model and serial numbers are stamped on a nameplate which is attached to fan housing above starter, as illustrated in Fig. 24. Serial Number: The serial number is also stamped on a plug located on the primary side of the crankcase, as illustrated in Fig. 25.



FIGURE 24



FIGURE 25

WARRANTY

We warrant, to the original purchaser, each new snow vehicle of our manufacture to be free from defects in material and workmanship under normal use and service, our obligation under this warranty being limited to making good at the factory any part or parts thereof which shall, within 90 days from date of first use, be returned to us with the transportation charges prepaid, and which our examination shall disclose to our satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties and representations expressed or implied and of all other liabilities in connection with the sale or use of any vehicles.

This warranty shall not apply to any vehicle which shall have been repaired or altered outside the factory in any way so as to affect its stability, nor which has been subject to misuse, negligence or accident, or operated in any other way than in accordance with our operating and maintenance instructions. Nor does the warranty extend to repairs made necessary by the use of inferior parts or accessories, or by the use of types of accessories not recommended by Outboard Marine Corporation of Canada Ltd., nor does it apply to normal wear and tear.

We make no warranty in respect to trade accessories not of our manufacture, inasmuch as they are usually warranted separately by their respective manufacturers.

To make a claim under this warranty, contact the authorized Dealer from whom your vehicle was originally purchased or the nearest authorized Dealer. Vehicles or parts thereof shipped to the factory for our inspection must show model and serial numbers, and must be shipped transportation charges prepaid.

THIS WARRANTY APPLIES TO ALL SNOW CRUISER SNOWMOBILES SOLD IN CANADA.

SNOW CRUISERS SOLD ELSEWHERE, EXCLUDING THE UNITED STATES OF AMERICA, ARE WARRANTED BY EITHER OUTBOARD MARINE INTERNATIONAL S.A. NASSAU, BAHAMAS OR, OUTBOARD MARINE BELGIUM S.A., BRUGES BELGIUM.