



1971 OWNER MANUAL

OMC ***Snow Cruiser***

A PRODUCT OF OUTBOARD MARINE CORPORATION OF CANADA LTD. PETERBOROUGH, CANADA

**MODELS 281, 321, 361,**

## FOREWORD

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 peak performance and pleasure of operation. Please read the entire book carefully and keep it handy for future reference.

Your Snow Cruiser was produced under the finest quality controlled methods and built to give years 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., your Snow Cruiser dealer, or OMC Servicecentre will stock service parts and will have service information for the complete unit.

Do not attempt repairs, always contact your Snow Cruiser Dealer or OMC Servicecentre. Specify the model number of the complete unit and the engine specification number.

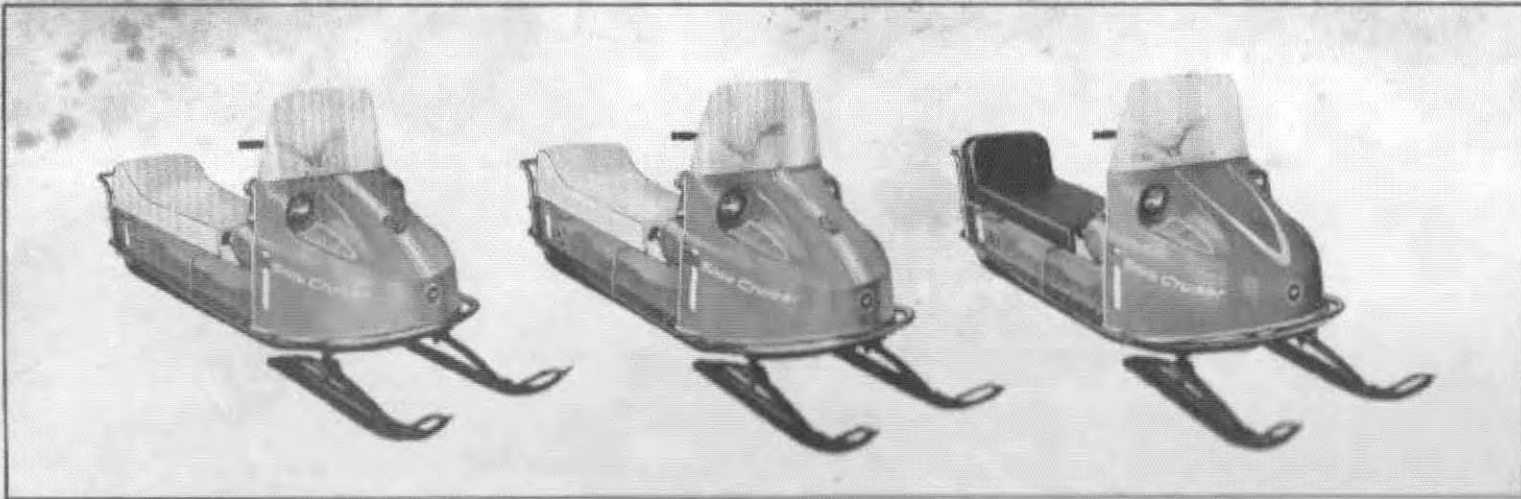
**\*NOTICE:** To fully enjoy your Snow Cruiser and avoid problems, it is extremely important that you be familiar with provincial and municipal laws governing its operation.

PART NO. 405648

A

**MODELS 281, 321, 361,**

## FEATURES



- \* ONE PIECE DURABLE FIBREGLASS HOOD
- \* TWIN SEALED BEAM HEAD LIGHTS
- \* NEW REINFORCED MOLDED TRACK
- \* REMOVABLE GAS TANK
- \* BREAK-AWAY WINDSHIELD
- \* SIMPLE, EASY, TRACK ADJUSTMENT

- \* CONVENIENT TOOL BOX
- \* CHROME WRAP-AROUND BUMPER(STD.EQUIP.)
- \* STRONG LIGHTWEIGHT CONSTRUCTION
- \* WEATHERPROOF DEEP FOAM VINYL SEAT
- \* LARGE SKI GRIPS FOR EFFORTLESS HANDLING
- \* POSITIVE CALIPER DISC BRAKE

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## DRIVING TIPS AND SAFETY RULES

To properly maneuver your new Snow Cruiser you must first master the technique of shifting your weight.

### UPHILL

Slight throttle reduction to reduce possibility of spinning the track. Very steep hills, run cross-hill and gradually work your way to the top shifting your weight towards the uphill side of the slope.

### DOWNHILL

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

### GLARE ICE

Caution should be exercised and operator should familiarize himself with the performance of the vehicle under such conditions before assuming normal operation.  
(Installation of the track stud kit can be helpful)

### TURNING

Shift your weight to the inside of your turn as you steer, taking into consideration the surface on which you are turning and the speed of your Snow Cruiser.

### OTHER IMPORTANT CONSIDERATIONS

- \* Never use your vehicle without the engine cover secured in place.
- \* Be certain no one is behind unit, when clearing track or making a fast start, as ice, stones, etc., may be thrown into the air by the lugs on the track.
- \* Always use two hands for steering.
- \* Keep feet on running board at all times.

### WHEN MAKING ADJUSTMENTS

- \* Do not attempt to perform repairs on your vehicle while engine is running.
- \* Always disconnect spark plug wires before servicing any part of the engine or drive unit.

## WHERE TO FIND MODEL AND SERIAL NUMBER

VEHICLE -- The model and serial numbers are stamped on a nameplate which is located on top of the frame ahead of tool box.



FIG. 2

ENGINE -- Model Number and Serial Number: The model and serial numbers are stamped on a nameplate which is attached to the Cylinder Head Housing (Top of Engine)

## 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.

## REPLACEMENT PARTS

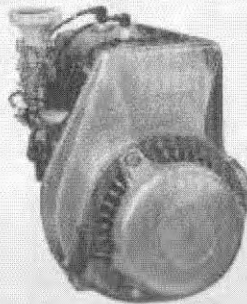
Be sure that only factory approved parts designed for your vehicle are used as replacements. Your Snow Cruiser Dealer or OMC Servicecentre can be relied on as a source of genuine parts. Parts not of our manufacture, other than genuine original equipment replacements are not approved for use on Snow Cruisers.

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

## SPECIFICATIONS

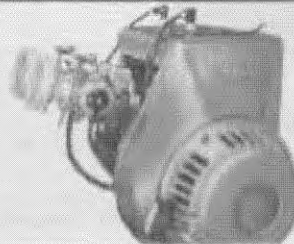
|           | MODEL C 281                                                          | MODEL C 321                                                          | MODEL C 361                                                          |
|-----------|----------------------------------------------------------------------|----------------------------------------------------------------------|----------------------------------------------------------------------|
| LENGTH    | 96" with skis                                                        | 96" with skis                                                        | 96" with skis                                                        |
| WIDTH     | 32 9/16"                                                             | 32 9/16"                                                             | 32 9/16"                                                             |
| HEIGHT    | 42" with windshield                                                  | 37 1/2" with windshield                                              | 37 1/2" with windshield                                              |
| CLUTCH    | Centrifugal operated sheave engages belt                             | Centrifugal operated sheave engages belt                             | Centrifugal operated sheave engages belt                             |
| DRIVE     | Variable speed, V-belt and chain                                     | Variable speed, V-belt and chain                                     | Variable speed, V-belt and chain                                     |
| TRACK     | Molded, flexible, fully adjustable                                   | Molded, flexible, fully adjustable                                   | Molded, flexible, fully adjustable                                   |
| SKIS      | Formed steel, shock absorbing leaf springs, replaceable wear runners | Formed steel, shock absorbing leaf springs, replaceable wear runners | Formed steel, shock absorbing leaf springs, replaceable wear runners |
| SEATING   | Two adults                                                           | Designed for one                                                     | Designed for one                                                     |
| HOOD      | Molded high impact fibreglass                                        | Molded high impact fibreglass                                        | Molded high impact fibreglass                                        |
| FUEL TANK | 5 Imperial                                                           | 5 Imperial                                                           | 5 Imperial                                                           |
| CAPACITY  | gallons                                                              | gallons                                                              | gallons                                                              |

## KOHLER MOTOR SPECIFICATIONS



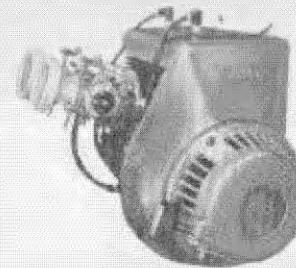
MODEL: - K399-2T  
TYPE: - Twin cylinder air cooled, two stroke, alternate firing  
BORE: - 2.56 x stroke 2.36  
DISPLACEMENT: - 399 c.c.  
COMPRESSION RATIO: - 11.5:1  
IGNITION POINTS: - Dual heavy duty under flywheel. (Point setting .014 .016)  
LIGHTING COIL: - 75 watt, 12 volt A.C.  
SPARK PLUG: - 18 mm. with protective rubber boot (Champion K-7)  
FUEL: - 92 octane (min) regular grade gas and OMC 2 cycle motor oil or SAE 30 2 cycle air cooled engine oil.  
FUEL-OIL MIXTURE: - 24:1 (1 quart of oil to 6 gals. gasoline)

MODEL: - RK399-2T  
TYPE: - Twin cylinder, air cooled,  
Two stroke, alternate firing.  
BORE: - 2.56 x stroke 2.36  
DISPLACEMENT: - 399 c.c.  
COMPRESSION RATIO: - 11.5:1



IGNITION POINTS: - Dual heavy duty under flywheel. Point setting .014 .016  
LIGHTING COIL: - 75 watt, 12 volt A.C.  
SPARK PLUG: - 18 mm with protective rubber boot (Champion K-7)  
FUEL: - 92 octane (min.) regular grade gas and OMC 2 cycle motor oil or SAE 30 2 cycle air cooled engine oil.  
FUEL-OIL MIXTURE: - 24:1 (1 qt. of oil to 6 gals. gasoline)

MODEL: - RK440-2T  
TYPE: - Twin cylinder, air cooled, two stroke, alternate firing.  
BORE: - 2.677 x stroke 2.362  
DISPLACEMENT: - 440 c.c.  
COMPRESSION RATIO: - 11.5:1  
IGNITION POINTS: - Dual heavy duty under flywheel point setting .014 .016  
LIGHTING COIL: - 75 watt, 12 volt a.c.  
SPARK PLUG: - 18 mm. with protective rubber boot (Champion K-7)  
FUEL: - 92 octane (min.) regular grade gas and OMC 2 cycle motor oil or SAE 30 2 cycle air cooled engine oil.  
FUEL-OIL MIXTURE: - 24:1 (1 qt. of oil to 6 gal. gasoline).



## CONTROLS

- 1) Throttle. The thumb operated type throttle lever is located on the right hand steering arm. Squeezing the throttle increases engine speed and power is transmitted to the track. When lever is released, engine returns to idle.
- 2) Ignition Switch. Vehicle has a key operated ignition switch with OFF, Ignition & Lights Positions.
- 3) Choke. On carburetor - swing lever or levers up or clockwise depending on the number of carburetors, for choke position.
- 4) Starter Handle. The recoil starter is the primary means of starting this machine. See page 8 for Emergency Starting.

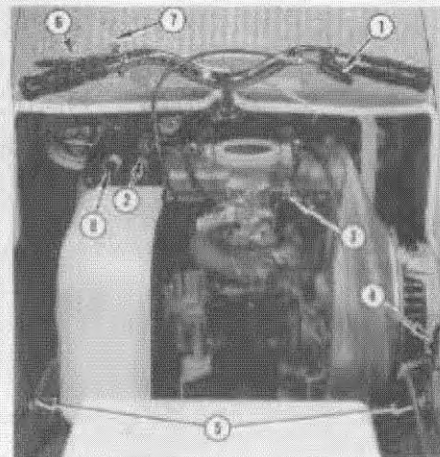


FIG. 4

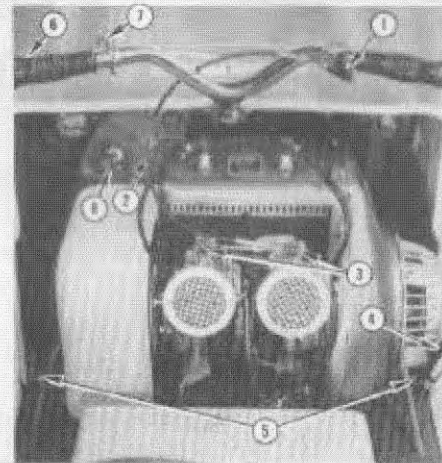


FIG. 3

- 5) To Remove Hood. Remove both wing nuts inside rear of hood. Loosen two front knobs and disconnect headlight connector and remove gas cap. Lift hood straight up.
- 6) Hand Brake. To apply brake, squeeze brake lever. CAUTION: Always release hand brake when engine speed is increased above idle speed.
- 7) Parking Brake. To apply parking brake lock, engage brake and slip lock into position. To release brake, squeeze brake lever and slip the lock out of position.
- 8) Primer. A primer is provided for manually pumping fuel into the crankcase prior to starting a cold engine.

## FUEL RECOMMENDATIONS

The correct fuel mixture ratio is 24 parts of a good grade, regular gasoline to one part oil. For ease of measurement, this is equivalent to one quart of oil to 6 gallons of gasoline or one pint of oil to 3 gallons of gasoline.

Use only OMC 2 Cycle Motor Oil or SAE 30 2 cycle air cooled engine oil. Avoid use of low price third grade (ML light duty) oils. DO NOT USE MULTIPLE VISCOSITY OILS, SUCH AS 16W30, OR ANY OUTBOARD MOTOR OILS OTHER THAN OMC 2 CYCLE MOTOR OIL.

Use only 92 octane (minimum) which is a regular grade gasoline. Higher octane fuels may be used, but generally do not offer any advantages.

1. Always use a separate, clean container for mixing fuel.
2. Do not pour oil or gasoline separately into vehicle tank.
3. To prepare the snowmobile fuel properly, pour into a SEPARATE, clean container half the amount of regular grade gasoline required and add all the required oil.

Thoroughly shake this partial mixture. Next, add the balance of gasoline necessary to bring the mixture to the required ratio of 24:1. Again, thoroughly agitate the mixture. A clean funnel equipped with a fine screen should be used when pouring the fuel mixture into the vehicle tank.

DO NOT POUR GASOLINE OR OIL DIRECTLY INTO VEHICLE FUEL TANK. USE AN APPROPRIATE CONTAINER FOR MIXING AND STORING THE FUEL.

Whenever it is necessary to mix fuel and oil at temperature below 32° F (0° C), the oil should be prediluted with gasoline to improve its mixability. The oil should be prediluted with approximately one part gasoline to one part oil. Predilution of the oil should take place with the oil temperature above 32° F.

Do not use kerosene or fuel oils for pre-mixing. When pouring fuel into vehicle tank, use a clean funnel equipped with a fine screen.

## BREAK-IN PERIOD

During the first hour, run for short periods of time at varying speeds up to 3/4 throttle. Avoid operation at low and continuous speeds as this causes buildup of heat especially during warm weather or heavy load conditions. After first hour, operate normally up to full throttle ----no further "babying" of the engine is necessary. Give it reasonable and periodic care and it will give you many hours of enjoyment.

## IMPORTANT

Adjust drive chain tension after the first 5 hours of operation. Refer to page 12 for drive chain adjustment instructions.

Adjust track tension after the first 10 hours of operation. Refer to pages 13 and 14 for track tension and track alignment adjustment instructions.

#### HARD STARTING

##### LACK OF FUEL

1. Tank empty.
2. Line pinched or disconnected.
3. Plugged vent hole in filler cap.
4. Fuel filter plugged.
5. Impulse tube loose or pinched.

##### POOR OR NO IGNITION SPARK

1. Ignition not turned on.
2. Spark plug wet or carbon fouled.
3. Spark electrodes broken or improperly gapped.
4. High tension lead loose or broken.
5. Breaker points damp, pitted or improperly gapped.
6. Ignition switch faulty.
7. Ignition coil faulty.
8. Condenser faulty.

##### INCORRECT FUEL - AIR MIXTURE

1. Engine flooded, overchoking.
2. Fuel stale, doesn't vaporize properly.
3. Water in fuel.
4. Dirt or gum forming to restrict fuel supply.
5. Carburetor loose --too much air.

##### POOR COMPRESSION

1. Spark plug loose.
2. Cylinder head loose.
3. Cylinder head gasket "blown".
4. Piston rings broken.
5. Piston and cylinder badly worn.

##### RUNNING TROUBLES

1. Spark plug in poor condition.
2. Wrong spark plug.
3. High tension lead loose.
4. Breaker points pitted.
5. Fuel bubbles in carburetor from overheating.

#### TROUBLE-SHOOTING

##### POOR ACCELERATION (ENGINE "FOURSTROKES")

1. Choke closed.
2. Carburetor improperly adjusted or malfunctioning.
3. Dirt on carburetor inlet needle.
4. Exhaust port heavily coated with carbon.

##### WILL NOT ACCELERATE

1. Carburetor idle mixture too lean.
2. Carburetor diaphragm coverplate loose.
3. Carburetor diaphragm gasket leaking.
4. Carburetor and/or manifold loose and leaking.
5. Carburetor malfunctioning.

##### BACK FIRES THRU CARBURETOR

1. Insufficient fuel.
2. Spark plug "too hot".
3. Water in carburetor.
4. Air leakage from faulty gaskets or oil seals.

##### PINGS UNDER HEAVY LOAD, FULL THROTTLE

1. Ignition timing too early.
2. Spark plug wrong heat range.
3. Carburetor main fuel set too lean.
4. Combustion chamber coated with carbon.

##### ENGINE STOPS

1. Fuel tank empty.
2. Vapor locks.
3. Ignition inadvertently turned off.
4. Exhaust pipe plugged.
5. Stalls from overload.
6. Clogged, restricted cooling system.
7. Insufficient oil content in fuel.
8. Fuel line between tank and pump plugged or leaking.
9. Impulse tube plugged, kinked or loose.
10. Carburetor inlet screen or passages clogged.

## HOW TO GET STARTED

### ENGINE COLD

1. Turn key to "IGNITION" position. See figure 5.
2. Prime until primer button is firm. Under normal operating conditions 4 or 5 times should be enough. For priming an engine with an empty fuel system it may be necessary to pump it a number of times to draw the fuel from the fuel tank into the crankcase.
3. Pull choke shut. Choking not normally required with primer. See figure (6 & 7).
4. Partially depress throttle lever.
5. Grasp starter handle firmly, and take up slack until resistance is felt. Quickly pull to start engine. See figure 8. If engine fails to start after three to five pulls, check the fuel line to make sure that gas is getting to the carburetor.
6. After engine starts, open choke. Partial choke may be required while the engine is cold.
7. When engine is warm, open choke.
8. To move forward, release brake and apply throttle as desired. To stop, release throttle and depress hand brake.
9. To stop engine, turn key to "OFF".

CAUTION: DO NOT OPERATE ENGINE AT HIGH SPEEDS WHEN VEHICLE IS STATIONARY.

### ENGINE WARM

1. When starting a warm engine, do not choke. If engine is flooded, completely depress throttle control. Continue to pull starter until engine starts. Should engine fail to start, remove and dry spark plugs.

### EMERGENCY STARTING

Remove the recoil starter if it should fail to function properly. There is a special sheave under the recoil starter on which a rope may be wound to start the engine. See Figures 8 and 9.

FIG. 5

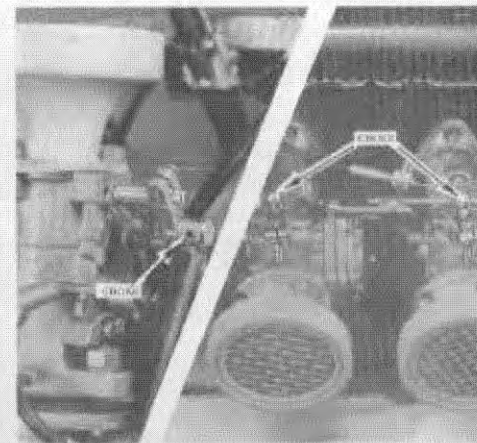


FIG. 6

FIG. 7



FIG. 8

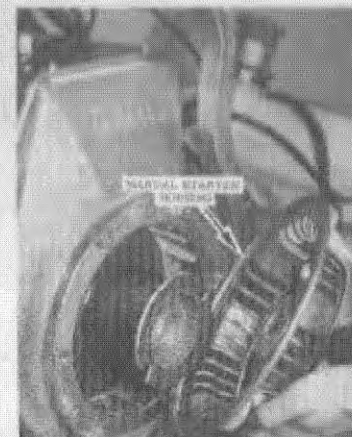


FIG. 9

## GENERAL MAINTENANCE

### CARBURETOR

Carburetors are adjusted at the factory and readjustment should not be attempted unless there is definite evidence of "overrich" or too lean operation. Changing carburetor settings on two cycle engines also alters the amount of lubrication the engine receives. DO NOT operate on lean mixtures; this will cause possible engine seizure.

The engine idle adjustment screw(s) Figure 10, should be set so the engine idle speed is just below the point of the torque converter being engaged, approximately 1500 R.P.M.

| MODELS | HIGH SPEED ADJUSTMENT    | LOW SPEED ADJUSTMENT |
|--------|--------------------------|----------------------|
| C-281  | 1 5/8 - 1 1/2 turns open | 1 - 1 1/8 turns open |
| C-321  | 1 5/8 - 1 1/2 turns open | 1 - 1 1/8 turns open |
| C-361  | 1 5/8 - 1 1/2 turns open | 1 - 1 1/8 turns open |

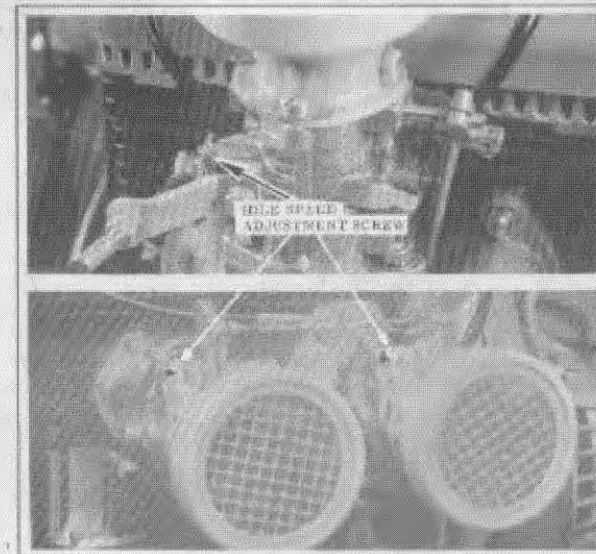


FIG. 10

### TRANSMISSION

The transmission assembly transmits power from the engine to the track which propels the vehicle. See Figure 11.

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

The "Secondary Sheave Assembly" is mounted to chain case 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 R.P.M.

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 is torque sensitive and allows automatic shifting to a lower gear ratio for steep inclines.

**DO NOT ATTEMPT TO DISASSEMBLE THE TRANSMISSION.**  
Contact your Snow Cruiser Dealer or OMC Servicentre.

### TRANSMISSION BELT INSPECTION AND REPLACEMENT

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. A spare belt should be carried at all times.

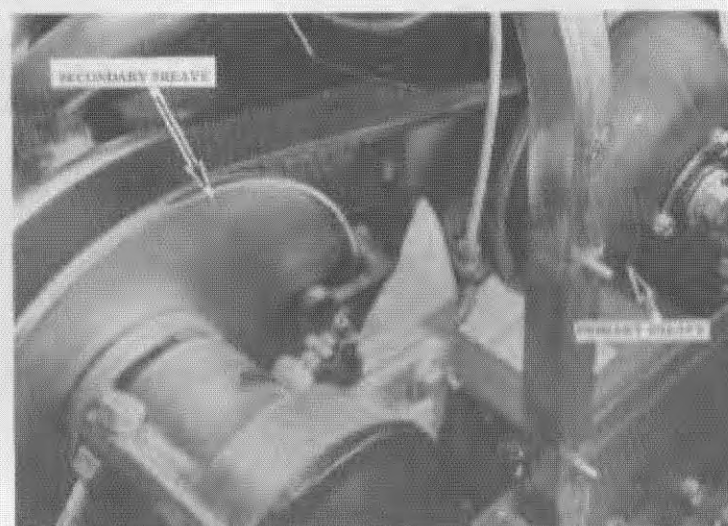


FIG.11

## GENERAL MAINTENANCE

### PROCEDURE FOR REMOVING TRANSMISSION BELT

1. Remove hood.
2. Remove belt guard.
3. Take hold of top of belt and pull upwards (see Figure 12) until belt becomes loose.
4. Slide the top edge of the belt over the sheave closest to the steering column (see Figure 13).
5. Push bottom half of belt from between secondary sheave.
6. Pass the belt from around the primary sheaves and the belt is free to be removed from the vehicle.

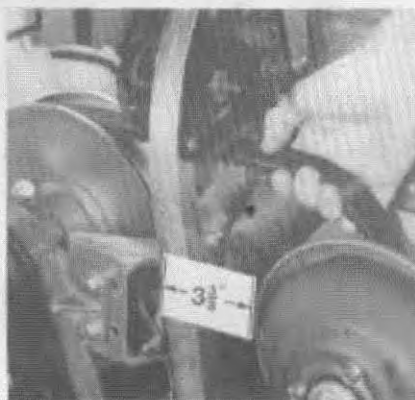


FIG.12



FIG.13

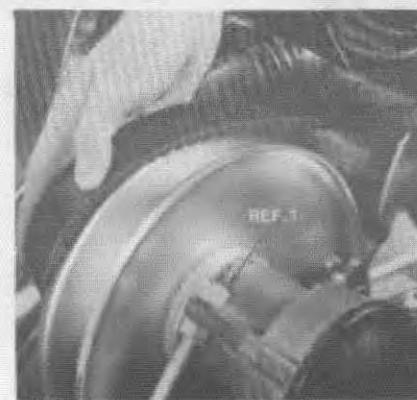


FIG.14

### PROCEDURE FOR INSTALLING TRANSMISSION BELT

1. Loop one end of the replacement belt around the primary sheaves.
2. Start belt over secondary sheave. (See Figure 14).
3. Take hold of sheave, the edge nearest front of machine, and rotate it in a counterclockwise direction until belt snaps in between sheaves.
4. Reinstall belt guard.
5. Replace shroud.
6. Proper adjustment of belt is  $3 \frac{3}{8}$  " between sheave flanges as shown in Figure 12. This can be obtained by adjusting studs as shown in Figure 14. Ref. no.1.

## GENERAL MAINTENANCE

### BRAKE ADJUSTMENT

The brake is positive action disc type with long lasting fiber pads and requires little maintenance, only an occasional adjustment.

The brake is tightened by turning the castellated nut, Figure 15, 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. 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 inner wire in attachment bracket on brake. See Figure 16.



FIG.15



FIG.16

## IMPORTANT

Before completing the adjustment, be certain there is sufficient movement of the lever to permit use of the Parking Lock.

### DRIVE CHAIN ADJUSTMENT

Total slack must be  $1/4"$ .

1. Loosen adjusting screw lock nut (Fig. 17, Ref. 1).
2. To tighten chain, move screw down in slot (Ref. 2).
3. To loosen chain, move screw up in slot (Ref. 2).
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.

Consult your Snow Cruiser Dealer or OMC Servicecentre when chain replacement is necessary. (See page 16 for available accessory chain)

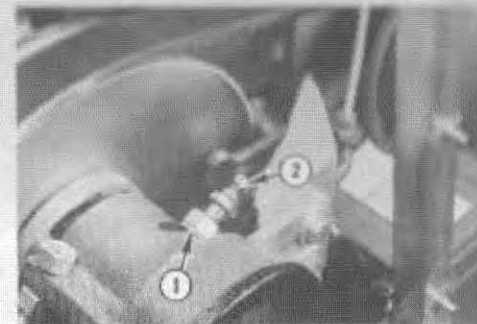


FIG.17

## GENERAL MAINTENANCE

### DRIVE CHAIN LUBRICATION

The drive chain & chain case bearings are lubricated by oil in the chain case. Should it be necessary to add oil, use only Esso GX 75/80 and follow these instructions.

Remove the two rubber stoppers shown in Fig.18 ref.1. Add oil through the top hole until level with the lower hole and replace stoppers. (Do not exceed 4 fld. oz.)



FIG.18

### TRACK TENSION

Track tension is correct & tension is equalized if the distance from the bottom pivot arm bearing bore to the bottom of track adjusting bracket is  $1\frac{1}{2}$ " when the track is not supporting the weight of the vehicle. See Fig.19. If adjustment is necessary, perform the following steps on both sides of the vehicle.

1. Loosen track tension. See Fig.19.
2. Loosen nut on pivot arm adjusting screw.
3. Turn pivot arm adjusting screw clockwise to tighten, counter-clockwise to loosen to attain proper dimension.
4. Retighten all retaining nuts.
5. Track tension should be checked every 10 hours of operation.

Failure to do so could result in serious damage to the track.

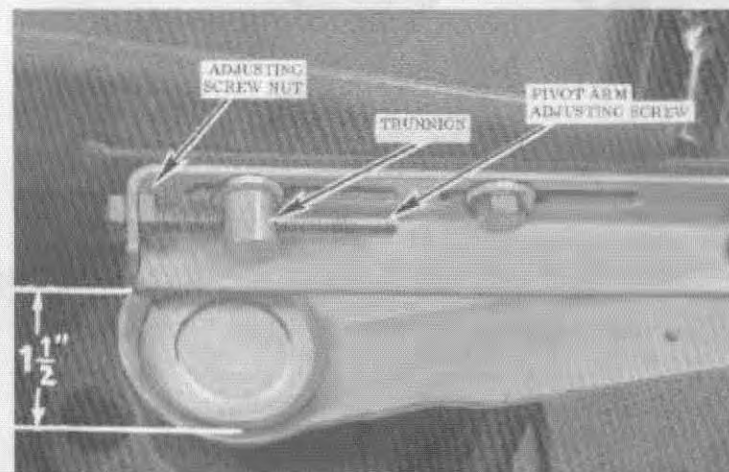


FIG.19

### TRACK ALIGNMENT

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

Improper alignment will also cause the edge of track to rub against the pivot arm and cause wear to the edge of track & pivot bracket. Start engine and run at low speed allowing track to run free. Track must have a minimum of 1/8" from edge of track to pivot arms.

1. If adjustment is necessary, stop engine and turn pivot arm adjusting screw clockwise to tighten, counterclockwise to loosen to attain proper dimension as shown in Fig. 19.
2. Now measure distance from bracket to rear of frame on both sides. If measurements are not equal, move bracket closest to rear of frame forward. This is done by turning the pivot arm adjusting screw counterclockwise.
3. Tighten all retaining nuts and check distance between track & pivot arms by starting engine and running at low speed.



FIG. 20

To align skis, proceed as follows:

1. Remove shroud.
2. Place handle bars in the normal straight driving position.
3. Loosen lock nuts on tie rod assemblies.
4. Turn tie rod to adjust for ski toe in or toe out.
5. Tighten lock nuts when skis are parallel with each other and vehicle body.

### SPARK PLUG RECOMMENDATION AND REPLACEMENT

Using the correct spark plug is most important for efficient operation. The recommended spark plugs for your engine are Champion KT or equivalent in normal operation. The proper spark plug gap is .018" - .020". Remove rubber covered spark plug terminal by pulling straight off. Remove spark plugs for inspection or replacement as necessary.

When reinstalling spark plugs, clean the spark plug seat in cylinder head. Be sure spark plug gasket is in place and tighten plugs securely. (Recommended torque 25 ft. lbs.). Always carry a spare spark plug.



FIG. 21

### FUEL TANK

Drain and clean the fuel tank prior to off season storage. To remove the tank for cleaning, disconnect the fuel line at the tank, remove the fuel tank straps on both sides of the tank, and lift out tank.

Clean the tank by pouring some gasoline into the tank through a filtering funnel. Cover the fuel line opening and agitate the tank and contents. Empty the contents through the fill opening. Use additional gasoline to flush the fuel line opening. Then reinstall the tank and hoses.

### OFF SEASON STORAGE

1. Block vehicle off ground to take weight off track and skis.
2. Remove carburetor air silencer and clean. See Page 9.

3. Run engine with choke open and inject rust preventative oil (with oil can) rapidly into carburetor until engine stops.
4. Turn off ignition and replace air silencer.
5. Drain and clean the fuel tank. Refer to instructions above.
6. Loosen track tension. See Page 13.
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. See Page 13.
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 Snow Cruiser Dealer or OMC Service Centre.

### SCHEDULED LUBRICATION

| LUBRICATION RECOMMENDATIONS |                                  |                               | MAINTENANCE RECOMMENDATIONS |               |
|-----------------------------|----------------------------------|-------------------------------|-----------------------------|---------------|
| Time                        | Maintenance                      | Lubricant                     | Time                        | Maintenance   |
| Every 100 Hrs.              | Ski Columns.                     | Texaco All Temp or equivalent | After first 3 hours,        | Adjust        |
| After 25 hours              | Ski Linkage                      | SAE 10 Oil                    | then every 25 hours or      | chain tension |
|                             | Rear Axle Pivot Bushings         |                               | as required.                |               |
| Automatic                   | Drive Chain                      | Esso GX 75/80                 | After every 10 hours        | Adjust track  |
|                             | Check and add fluid if required  |                               | of operation                | tension,      |
|                             | in chain cases ( See Page 13 )   |                               |                             | check track   |
| Annually                    | Truck Axle(Removal Req.)         | Texaco All Temp or equivalent |                             | alignment.    |
| Annually                    | Rear Axle Pivot Bushings         | Texaco All Temp or equivalent |                             |               |
| Every 40 hours              | Clean & Lubricate Internal       | Texaco All Temp or equivalent |                             |               |
|                             | Mechanism of Primary Drive Assy. |                               |                             |               |

## ACCESSORY EQUIPMENT

**YOUR OFFICIAL SNOW CRUISER SUIT AND BOOTS**



Snowcruiser apparel will make you a distinctive member of any Snowmobile crew.

### OPTIONAL VEHICLE ACCESSORIES

Models : C-281, C-321, C-361

- \* 11 Tooth Sprocket
- \* 15 Tooth Sprocket
- \* 16 Tooth Sprocket
- \* 18 Tooth Sprocket
- \* Chain - 87 Pitch (for 11 Tooth)
- \* Chain - 89 Pitch (for 15 Tooth)
- \* Chain - 90 Pitch (for 16 & 18 Tooth)
- \* TRACK STUD KIT . . Increases traction.  
                                . Adds an extra measure  
                                of safety
- \* SNOW DEFLECTOR . Prevents ice and stones  
                                from being thrown in  
                                the air by the track
- \* TOW HITCH . . . For trailing sleigh

ORDER THESE AND MANY OTHER SNOWCRUISER ACCESSORIES FROM YOUR LOCAL DEALER

## SAFETY

\*Get permission to use personal property.  
Don't cut fences or open closed gates.  
Don't trample shrubs or people, for that matter.  
Explore winters' wonders, not private property.



\*Know ice conditions.  
Don't cross before checking thickness.  
Ask people acquainted with the area.  
Your life depends on thickness.

\*Jumping and trick driving is not recommended.  
Serious injury to you and machine may result.  
Know your limitations and your machines.  
Don't show off - you might fall off.

\*Travel with caution in unknown areas.  
Always travel with others.  
Tell others where you're going: when you'll be back.  
Carry emergency supplies.



\*Before crossing, shut down machine -  
you'll hear what you might not see.  
Cross at 90° angle to the roadway.  
Remember, traffic always has the right of way.

### WARRANTY SERVICE

1. Proof of purchase will be required by the dealer to substantiate a warranty claim.
2. All warranty work must be performed by an Authorized Snow Cruiser Dealer.
3. Warranty Service: It is recommended that warranty service be performed by the Snow Cruiser Dealer from whom you purchased your Snow Cruiser, because of his personal interest in you.

### ITEMS NOT COVERED BY WARRANTY

Provisions of the warranty will not apply to:

1. Snow Cruiser subject to misuse, accident, neglect, alterations or used for racing purposes including abnormal use of vehicle such as jumping, etc.
2. Pick-up and delivery of Snow Cruiser, mechanics travel time, telephone or telegram charges, taxi or towing charges or rental of another Snow Mobile during period warranty repairs are being performed.
3. Used or second hand Snow Cruisers are not covered under the provisions of warranty. This warranty applies only to the original retail purchaser.
4. Damage to skis, track, or suspension system due to using Snow Cruiser on bare ground or running over sharp objects.
5. Damage due to impact, upset or trailering at high speed.

### OWNER'S OBLIGATION AND RESPONSIBILITY

Normal maintenance service is the responsibility of the owner. Parts replaced due to normal wear and tear are not considered defective in material or workmanship within the terms of the warranty. Individual operating habits and usage contribute to the frequency for need of maintenance service. To assist you in obtaining maximum satisfaction from your new Snow Cruiser, the principle service requirements and replacement items are described as follows:

**PROPER MAINTENANCE AND CARE** will assist in keeping your overall operating cost at a minimum. Your Snow Cruiser Dealer will help you to avoid maintenance problems caused by neglect.

**10 HOUR CHECK AT CUSTOMER'S EXPENSE.** Any precision piece of mechanical equipment such as your Snow Cruiser should have an inspection after the initial break in period. This inspection will be performed at local dealer rates and paid for by the owner. This is an opportune time to discuss with your dealer any questions on your Snow Cruiser which have arisen in the first 10 hours of operation, and to establish a routine preventative maintenance schedule. After the 10 hour check your Snow Cruiser should be taken to an authorized dealer every 3 months or 50 hours for ski and track suspension alignment and lubrication, carbon removal and engine tune-up.

**LUBRICATION.** Grease ski columns and primary drive.

**ENGINE TUNE UP AND ELECTRICAL CHECK.** Fuel and electrical systems are subject to wear and contamination and require periodic cleaning and adjustment to maintain top performance.

**INDIVIDUAL OPERATING HABITS.** Snow Cruisers not operated or maintained in accordance with instructions in your Owner's Manual may contribute to the need for abnormal maintenance service.

**CARBON DEPOSITS.** A degree of carbon build up is normal in the combustion chamber of any gasoline engine, depending on fuel quality, carburetor adjustment and operating conditions, and should be periodically removed. For best results, follow the gasoline oil recommendations outlined in your Owner Manual.

**SPARK PLUGS AND IGNITION POINTS.** These items are subject to wear and/or contamination. Check and replace, if necessary, for maximum engine performance and economy. In most cases, these items are part of normal tune up and are not subject to warranty.

**FILTERS.** The filters should be replaced when necessary in order that they properly perform their function of cleaning the fuel mixture. This is a normal service replacement item.

**CARBURETOR ADJUSTMENTS.** Carburetor adjustment is a normal maintenance service and an owner expense. It should be done periodically to obtain peak engine performance.

For complete details with regard to Warranty exclusions and owner responsibilities contact your authorized OMC Snow Cruiser Dealer.

## WARRANTY

Warranty is given to the original purchaser of each new Snow Cruiser of our manufacture to be free from defects in material and workmanship under normal use and service. This obligation under this warranty being limited to repairing or replacing at our factory, any part or parts thereof which shall, within 90 days from date of first use, be shown to us by an authorized Snow Cruiser Dealer with transmission or charge receipt, and with the consideration shall disclose in writing a statement to have been thus defective. Provided however, that the warranty in respect to a new Snow Cruiser track shall be satisfied by the installation of a track repaired. All warranty work must be performed by an authorized Snow Cruiser Dealer. This warranty is 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 Snow Cruiser. The manufacturer reserves the right to change or improve the design of any Snow Cruisers without assuming any obligations to modify any Snow Cruiser previously manufactured.

Due to their expendable nature the warranty period of the Drive Belt is limited to thirty (30) days and the following items are excluded from this warranty: Battery, Head Lamp, Lens, Light Bulbs, Spark Plugs, Windshield.

Warranty is 30 days from date of first use on Snow Cruisers used for commercial purposes such as rental or other income producing activities.

This warranty shall not apply to Snow Cruiser Models 321 and 341 which are manufactured and sold for racing purposes nor will it apply to any Snow Cruiser which has been repaired or altered outside the factory in any way so as to affect its ability, nor which has been subject to misuse, negligence or accident, or operated for racing purposes 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 normal wear or 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.

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

This warranty shall not apply to a engine which is not of our manufacture. The warranty on such engine supplied on a new Snow Cruiser will be provided by the manufacturer of the engine.

To make a claim under this warranty, contact the Snow Cruiser Dealer from whom the Snow Cruiser was originally purchased or the nearest Snow Cruiser dealer. Snow Cruisers 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 ARE WARRANTED BY EITHER OUTBOARD MARINE BELGIUM S.A., BRUGES, BELGIUM; OUTBOARD MARINE INTERNATIONAL INC., MIAMI, FLORIDA; OUTBOARD MARINE INTERNATIONAL S.A., HONG KONG; OR OUTBOARD MARINE AUSTRALIA PTY. LIMITED, BANKSTOWN, N.S.W., AUSTRALIA.

CMC **Snow Cruiser**

A PRODUCT OF OUTBOARD MARINE CORPORATION OF CANADA LTD., PETERBOROUGH, CANADA

