

INFORMATION BULLETIN NO. 5

DATE: December 10, 1970

SUBJECT: Jetting for the 1971 Model Mikuni Carburetor

THIS IS ELEVATION AND JETTING FOR EACH ENGINE 1971 MIKUNI CARBURETOR

Elevation (in thousands of feet):

	0 - 5	5 - 10	10 - up
Engine	Jet Size	Jet Size	Jet Size
294	115	110	105
335	115	110	105
398	120	115	110
432	120	115	110
488	125	120	115

During set-up or while fine tuning:

Correct carburetor adjustment will give you better spark plug life, less fouling (chocolate brown color on porcelain around center electrode), also better smoother running engine.

Never set the machine on a stand and rev. engine. This is very hard on slide rail units and most important, it is very dangerous as this may cause the clutch or track to blow due to over reving.

Sincerely,
POLARIS INDUSTRIES

Leland Dahlquist
Leland Dahlquist
Service Department

WARRANTY BULLETIN

DATE: November 9, 1970

TO: All Polaris Dealers

This year Polaris Industries has started a new system of processing warranty claims. We will check the serial number, model number and engine number against our Production Inventory Listing to insure the claim is, in fact, a valid warranty request. Date of purchase, date of failure and date of repair will also be checked to insure the dealer has submitted the claim within seven (7) days of date of repair. The owner's signature must also be on each and every claim. If any of this information has been omitted, the claim will be refused. Also, the Pre-Delivery Check List and Warranty Card (both items on 1971 models) must be on file with Polaris Industries and your Distributor before a warranty request will be honored.

Polaris has a 90 day and 30 day (on TX models) Warranty Policy. We will not accept claims on parts or repairs completed after the allowed warranty period.

Please keep in mind that your Distributor will also be screening claims for required information, submitted Warranty Cards and Pre-Delivery Check Lists, etc. In some cases, he will refuse a warranty request before it reaches Polaris; so, if you have any questions on the status of your claims, please contact him first. If he cannot supply you with an answer, he will contact us.

Should your Distributor contact you to return parts for inspection, we must insist that you do so within ten (10) days of receipt of such a request. We will be holding your warranty claim until the requested parts are received and inspected. So you can see, by complying with this ten (10) day request limitation, we can issue credit on your claims much faster.

We will continue to use the Warranty Adjustment Request Form of last year. If a claim is rejected or one item is rejected, we will indicate this by placing a rejection code (listed at bottom of form) in the light blue section to the right of the claim. We will send a copy of the rejected claim to your Distributor who will in turn notify you. Any claim to be re-submitted, will have to be placed on a new warranty claim form; do not submit the old claim.

The upper left-hand corner of the warranty claim must be left completely open for our use. Please refer to the attached sample claim form. The stamp that appears on the upper left-hand corner is used by IBM when issuing credit memos. Each warranty claim is stamped in the Warranty Department, coded and the customer number is affixed. Included on this stamp is the discount factor, parts requested by the dealer, parts allowed by the factory, labor requested by the dealer and labor allowed by the factory. We will use the Flat Rate Labor Book in determining all labor allowances. A copy of the claim will not be sent to the Distributor if there is a difference in the labor requested and the labor allowed; a copy will be sent only if a claim has any parts rejected.

In summary, you the dealer, will be the determining factor in making our new warranty system function. If you supply us with all the necessary information, we will get your warrant credits to you sooner than ever before.

Thank you for your cooperation.

Sincerely,
POLARIS INDUSTRIES

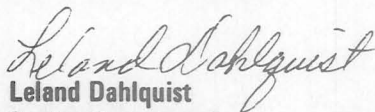

Cyril Flem
Warranty Department

INFORMATION BULLETIN NO. 3

DATE: November 18, 1970

- 1.) Polaris Star Engines are jetted for winter running when they leave the factory. If for any reason the jetting is changed for warmer running conditions be sure the engines are re-jetted for winter use.
- 2.) Main jets on the 1971 Mikuni carburetors should be checked for tightness in a new machine. It is very easy to remove the banjo bolt and tighten the main jet.
- 3.) Check to see that the timing advance cam can move freely. It is possible that the starter pulley mounting bolts could be over-length and bind the governor weights, limiting the movements of the advance cam. If the cam cannot advance this will cause a definite lack of mid-range and top end power. Correct length of the bolt is 12MM (5/8") — a lock washer must be used.
- 4.) On early 1971 production models, all gas line hoses were plastic. Due to the angle of the gas tank on some machines the gas line was changed to the rubber type hose to prevent a gas leak between the tank and the rear of seat.
- 5.) Do not run slide rail machines without adequate snow conditions. Running on grass can cause melted rails.
- 6.) Handle bar bolts should be checked for torque. Torque should be 6-8 ft. lbs.
- 7.) When replacing the plastic track slide on the driftskipper suspension springs, be sure the bushings are re-installed.
- 8.) Service Bulletin No. 47 concerns the return gas line kit. The kit number is 2520109.
- 9.) Information Bulletin No. 1, dated September 29, 1970, concerns clutches for 294cc & 335cc engines. If the clutches on these engines are stamped "HQ", the center weights mentioned in the bulletin have already been removed.
- 10.) Part numbers for service tools:
 - A. Clutch Alignment Tool-Black Steel Clutch-Part No. 2870150
 - B. Clutch Alignment Tool-1970 Aluminum Racing Clutch-Part No. 2870150
 - C. Clutch Center Distance Tool-1970 & 1971 Racers-Part No. 5210528
 - D. Steel Clutch Puller - Part No. 2870030
- 11.) The crankcase drain plugs should be checked for tightness periodically.
- 12.) Spindle bolts: Be sure the steering arm bolt in the upper spindle is always tight. A loose condition can cause extreme wear.
- 13.) All the bolts in all suspensions should be checked periodically.
- 14.) During pre-delivery set-up be sure all controls are working properly. Advise your new customers as to the importance of the pre-start list on the machine and in the Owners Manual, Page 1.
- 15.) Track tension should be checked frequently. For the correct procedure see pages 21 & 22 in the Owners Manual.
- 16.) This is the time of the year when snowmobiles suffer most abuse by the average operator — not enough snow to cover obstructions of any kind and anxious customers trying for their first speed run. They should be cautioned against this practice, especially if they expect warranty to cover the expense of repair.
- 17.) Correct part numbers: When entering orders for parts be sure the part numbers are correct. We are experiencing a delay in shipments because of transposing numbers incorrectly on orders.
- 18.) The four (4) starting solenoid mounting bolts on electric start models should be tightened periodically. Many hours of running can cause the bolts to loosen, and cause a malfunction of the solenoid.
- 19.) If a Polaris Star Engine is jetted smaller for any reason it is advisable to use a colder range spark plug.

Sincerely,
POLARIS INDUSTRIES


Leland Dahlquist
Service Department

PREVENTIVE MAINTENANCE NO. 4

POP RIVETS IN BRAKE BLOCK ON EARLY PRODUCTION: ALL MODELS

On some early production machines the pop rivets in the plastic blocks which hold the brake handle, may be protruding somewhat from the plastic.

Using the pop rivet hole as a guide, a No. .158 drill should be used to drill the rivets out. Then insert the long solid rivet purchased under Part No. 7661609. Then the end of the rivet should be flared by tapping lightly.

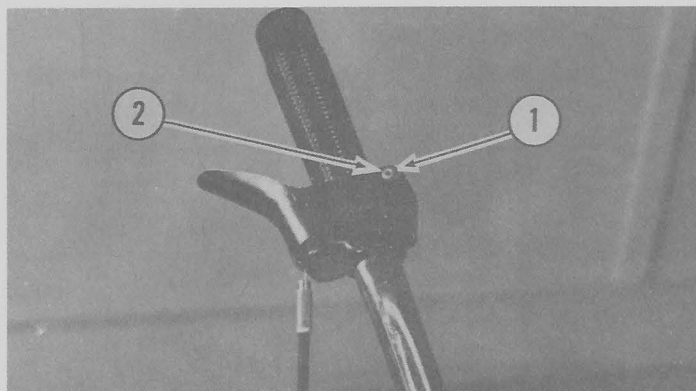
CAUTION: Tap lightly to prevent binding of the rivet in the plastic block. The lever must work freely!

Sincerely,
POLARIS INDUSTRIES

Leland Dahlquist

Leland Dahlquist
Service Department

1. Drill pop rivet here
with No. .158 drill
2. Also install longer solid rivet here
where original rivet was located
3. After flaring the solid pin,
make sure the control works freely



SERVICE BULLETIN NO. 55

DATE: November 10, 1970

SUBJECT: Slide Rail Cleat Guide

MODEL AFFECTED: 1971 Mustang with Power Slide

PART DESCRIPTION: Kit Number - 1540345

Quantity	Part No.	Part
2	5210537	Cleat Guide
6	7542110	Acorn Nut
6	7512179	Cap Screw

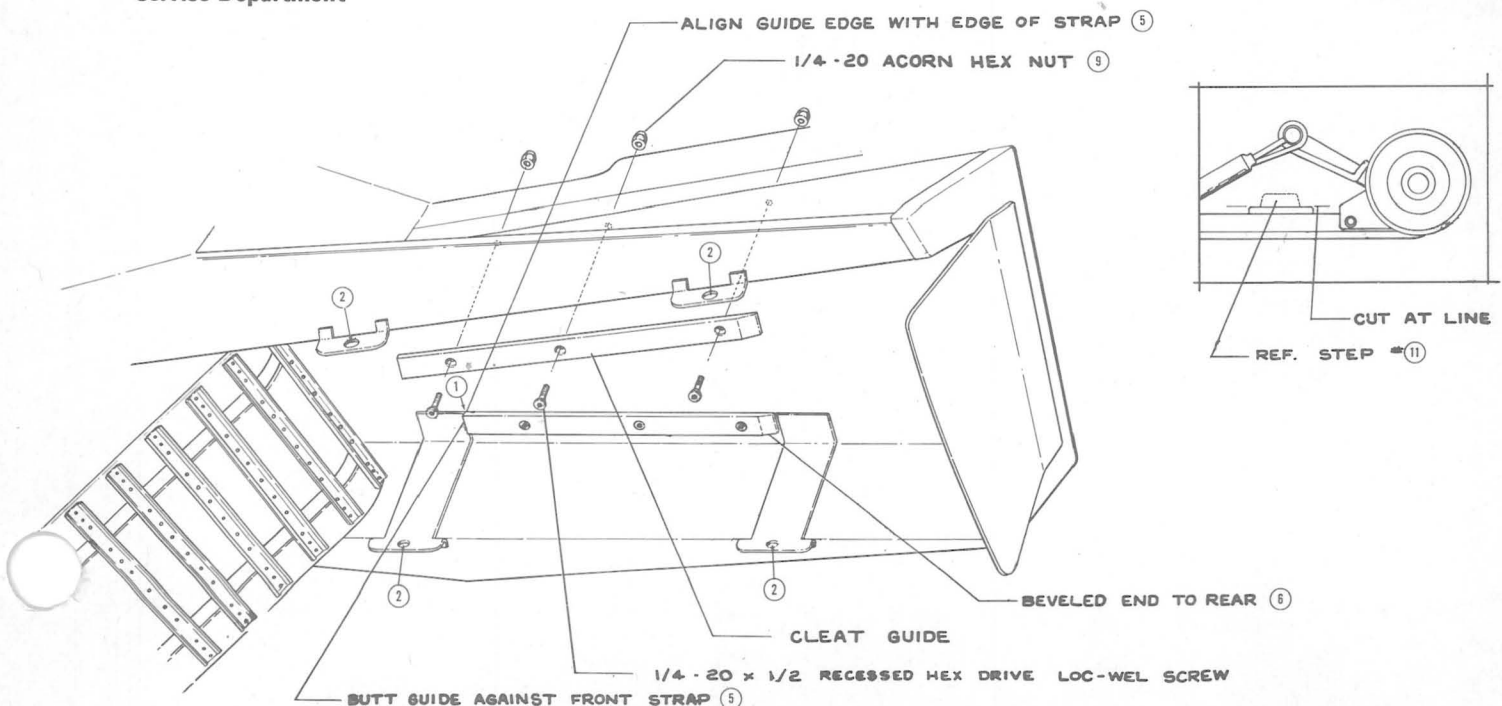
PROCEDURE:

- 1.) Use a hoist and lift the rear of the machine approximately six (6) inches.
- 2.) Remove the four (4) suspension mounting bolts (2 on each side). See Diagram No. 2.
- 3.) Lift the rear end of the unit approximately three (3) feet and let the track and suspension hang down.
- 4.) Make sure that the top end of the reinforcing straps lay flat against the top of the tunnel body. If not, flatten against the tunnel with a hammer. Do not allow any portion of the reinforcing bracket to hang below the cleat guide. See Diagram Circle No. 1.
- 5.) Butt the cleat guide against the front tunnel reinforcing strap, as per Diagram, making sure the inside edge of the cleat guide is aligned with the top end of the reinforcement straps both front and rear.
- 6.) Make sure the beveled end of the guide is toward the rear of the machine.
- 7.) Drill three (3) one-fourth (1/4) inch holes through the tunnel, using the cleat guide as a reference for the hole location.
- 8.) Install the bolts through the cleat guide and tunnel.
- 9.) Install the acorn nuts and tighten. (These nuts should be checked periodically for tightness.)
- 10.) Repeat steps No. 4 through 8 on the other side of the tunnel.
- 11.) To better the ride of this suspension, cut both rear rubber pads off even with the base of the pad. See insert Diagram.
- 12.) Lower the machine and install the suspension and track.
- 13.) Make sure the suspension mounting bolts have sufficient torque.
- 14.) Check the track for proper alignment and tension. See Shop Manual (Pages 50 & 51).

LABOR RATE: .6 per hour

Sincerely,
POLARIS INDUSTRIES

Leland Dahlquist
Leland Dahlquist
Service Department



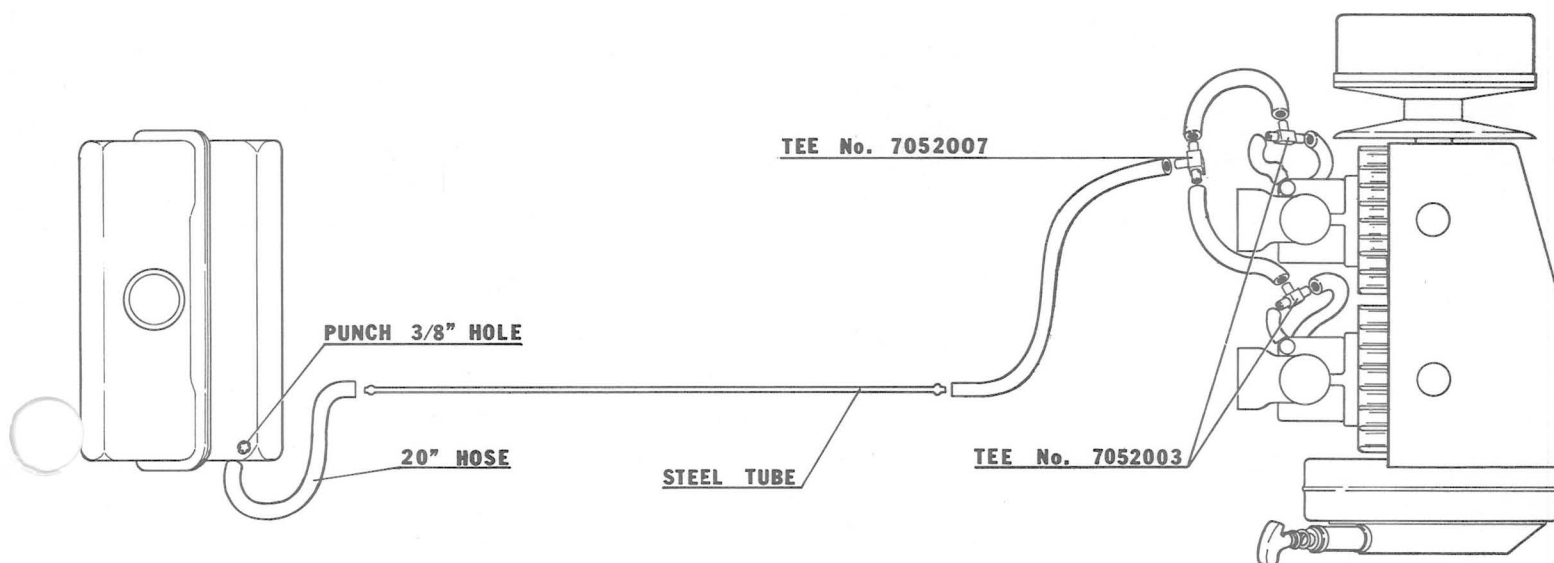
SERVICE BULLETIN NO. 47

DATE: March 5, 1970

TO: All Dealers and Distributors

SUBJECT: Return Gas Line

MODEL AFFECTED: 1970 Polaris Chargers and Mustangs with Mikuni Carburetors



KIT CONTENTS

Quantity	Description	Part Number
1 Each	Hose, 20 " Long	5420077
2 Each	Tees	7052003
1 Each	Tee	7052007
1 Each	Steel Gas Line	5331006
1 Each	Hose, 18 " Long	5420076
2 Each	Hose, 3 " Long	5420075

1. Unsnap the seat cushion from the teepee.
2. Remove the four (4) nuts which hold the gas tank, bumper and teepee assemblies to the chassis.
3. Lift the teepee high enough so the wooden tank spacer can be removed. (Be careful not to pull the taillight wires off.)
4. Hold the spacer with the two (2) notches up and the straight side towards you. (The angle side away from you.)
5. On the end of the spacer and on your left, mark off 1 1/2 inches.
6. Cut the spacer off on the mark made in Step 8. (The spacer should now be approximately 9 15/16 inches long.
7. Slide the bumper out from around the teepee.
8. Lift the teepee up and slide the gas tank out as far as the gas hose will permit.
9. Use a vise grip or equivalent to clamp the gas hose shut midway between the gas tank and the gas tube which runs through the seat or the seat riser. (This is to prevent gas from leaking all over.)
10. Now disconnect the gas hose from the tube which runs through the seat or the seat riser. (Caution - Do not disconnect the hose from the tank.)
11. Remove the gas tank and set the teepee down on the back of the chassis.
12. Pour the gas from the tank into a container.
13. Place the gas tank on a clean work bench. (Be sure the cap is off the tank.)
14. **CAUTION:** Carefully read Steps 15 and 16 before you proceed. (Also see print.)
15. In the upper left hand corner, punch a 3/8 " hole. You must use a sharp pointed punch. (The tank must be sitting, so that the hose you pinched shut in Step 9 is towards you.) Do not drill this hole, punch it.
16. Extreme care must be used; the hole must be the size specified, so the hose will fit tightly in the hole.
17. Once the hole has been punched, insert the rubber hose, (part no. 5420077), and push it approximately four (4) inches into the tank. (This hose is 20 " long.)
18. Now, take the steel tube, (part no. 5331006), from the kit and place a piece of tape over the straight end of the tube.
19. Start pushing the taped end through the seat riser rubber grommet on the Mustang, or the slit in the seat cushion on the Charger.
20. While pushing the steel tube through, use extreme caution so it goes through the proper holes in the console. Once the tube is through, remove the tape installed in Step 18.
21. On the left side of the carburetor, (when you are facing the same direction as the machine), you will find a gas hose which goes from the fuel pump to carburetor.
22. Cut this hose off approximately mid-way between the carburetor and the fuel pump.
23. **CAUTION:** In the kit you find three (3) tees. Carefully check each tee. (One tee will have one end with a very small hole in it.) Once you have this particular tee, set it aside as we are not ready to use it yet.
24. Pick up one of the tees that have the same size hole in each nipple, (part no. 7052003).
25. Now, insert that tee into both ends of the hose, which you cut in Step 22.
26. Repeat Steps 21 through 25 for the other carburetor.
27. Install one (1) hose, (part no. 5420075), approximately three (3) inches long to each of the tees installed in Step 25.
28. **CAUTION:** Take the tee, which you set aside in Step 23, (part no. 7052007). Find the nipple with the small hole in it and hold that nipple in your hand.
29. On the remaining two (2) nipples of this tee, place the other end of the hoses which were installed in Step 27.

30. Take the hose, (part no. 5420076), and connect it to the nipple with the small hole of the tee installed in Step 29.
31. Take the other end of this hose and connect it to the steel tube installed in Steps 18 through 20.
32. Set the gas tank on the pads and connect the hose you installed in Step 17 to the steel tube installed in Steps 18 through 20.
33. Remove the vise grip or equivalent (see Step 19) and connect this hose to the same tube as it was previously connected.
34. Install the wood spacer, (which you cut off in Step 6). Be sure the end you cut off is towards the hose you installed in the tank.
35. Now, install the bumper and teepee. Use great caution so you will not pinch off the taillight wires or pinch the gas hoses shut.
36. Install and secure the nuts and bolts removed in Step 2.
37. Re-snap the seat cushion.

Sincerely,

POLARIS INDUSTRIES



John P. Walker
Service Manager

INFORMATION BULLETIN NO. 7

DATE: February 12, 1971

SUBJECT: Carburetion and Plug Fouling on 432 and 488 Engines.

We have experienced plug fouling and backfiring on some engines.

Spark plug reading is one way to check on proper carburetion, and of course, if your carburetor is not set properly, there will be a great loss of power and performance. Proper plug reading is brown electrode and dark rim. If you do a lot of trail riding and your plugs foul and get black when doing so, replace the No. 40 pilot jet, which is in your carburetor now, with the No. 35 pilot jet, Part Number — 3080632, then lower the jet needle by placing the E Clip in 2nd notch from top of needle. Float arms should be level when holding the carburetor upside down. Also, the air set screw should be from 3/4 to 1 turn open, and again, slide valves must be synchronized to rise and lower evenly.

Maintain a .017 to .020 spark plug gap.

We also recommend the highest grade 2 cycle air cooled engine oil available.

Sincerely,
POLARIS INDUSTRIES


Leland Dahlquist
Service Department



POLARAGRAM



POLARIS INDUSTRIES

A **Textron** Company

Roseau, Minnesota 56751

February 7, 1971

FORREST LAKE, MINNESOTA

A.S.A. Sanctioned

POLARIS CAPTURES THREE OUT OF FIVE FIRSTS IN THE MODIFIED FINALS AGAINST STRONG COMPETITION AT THE 4th ANNUAL U.S. INTERNATIONAL SNOWMOBILE CHAMPIONSHIP RACES AT FORREST LAKE ON FEBRUARY 7th.

Speed Oval — Modified

	1st	2nd	3rd
Class I 0 — 295cc	POLARIS Tom Pederson	POLARIS Darwin Coffield	Arctic Cat
Class II 296 — 340cc	Arctic Cat	POLARIS Leo Lunzer	Arctic Cat
Class III 341 — 440cc	POLARIS Joe Masso	POLARIS Greg Grahm	Sno-Jet
Class IV 441 — 650cc	Sno-Jet	Sno-Jet	POLARIS Larry Swanson
Class V 651 — 800cc	POLARIS Brad Boltz	POLARIS Greg Grahm	Arctic Cat

SERVICE BULLETIN NO. 32

DATE: December 12, 1969

TO: All Dealers & Distributors

SUBJECT: Venting of Gas Caps

MODEL AFFECTED: All 1969 — 1970 Polaris

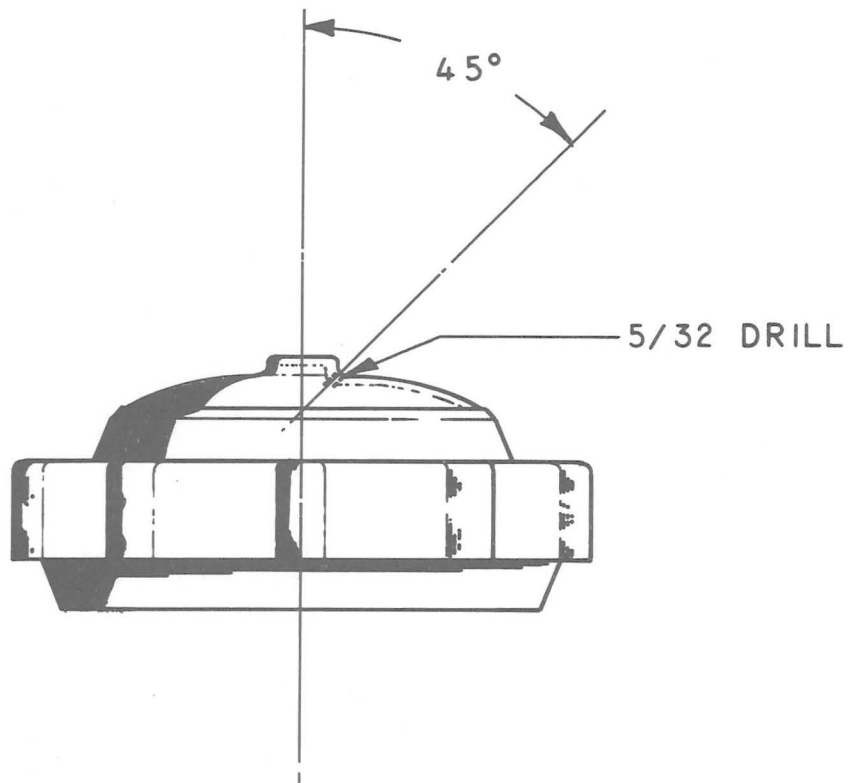
Reason: To eliminate the possibility of a lean fuel/air mixture caused by partially blocked vent tube on the steel gas tank.

Procedure: Drill a vent hole 5/32 through the clear plastic part of the gas cap.

Sincerely
POLARIS INDUSTRIES

John P. Walker

John P. Walker
Service Manager





POLARAGRAM



POLARIS INDUSTRIES

Division of **Textron** Inc.

Roseau, Minnesota 56751

September 28, 1969

A CROWD OF 6,000 SPECTATORS WATCHED POLARIS COMPLETE ITS COAST TO COAST STRING OF VICTORIES IN THE MODIFIED CLASSES. AGAINST 130 ENTRIES, POLARIS WON 4 FIRST PLACES IN 6 EVENTS AT DOLGERVILLE, N.Y. SEPTEMBER 28, 1969.

0-295	MOD.	292cc	TX PLAYMATE	1st
296-340	MOD.	292cc	TX PLAYMATE	1st
341-440	MOD.	436cc	TX CHARGER	1st
441-650	MOD.	634cc	SKIROULE	1st
*651-800	MOD.	793cc	MOTO SKI	1st

POWDER PUFF

0-440	MOD.	436cc	TX CHARGER	1st
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*POLARIS WAS NOT ENTERED IN THE 800 CLASS BECAUSE OF A MECHANICAL PROBLEM.



POLARAGRAM



POLARIS INDUSTRIES

Division of **Textron** Inc.

Roseau, Minnesota 56751

OCTOBER 12, 1969

BUFFALO, MINNESOTA

POLARIS MACHINES LEAD ALL THE WAY IN BUFFALO, MINNESOTA! ON OCTOBER 12th POLARIS WENT AGAINST 150 ENTRIES AND MADE IT A CLEAN SWEEP!!... SEVEN FIRSTS OUT OF A TOTAL OF 7 EVENTS (MODIFIED ONLY).

0-295	MOD.	292cc	TX PLAYMATE	1st
296-317	MOD.	292cc	TX PLAYMATE	1st
318-350	MOD.	292cc	TX PLAYMATE	1st
351-400	MOD.	398cc	TX CHARGER	1st
401-500	MOD.	436cc	TX CHARGER	1st
501-675	MOD.	648cc	TX CHARGER	1st
676-800	MOD.	793cc	TX CHARGER	1st

SERVICE BULLETIN NO. 42

DATE: January 23, 1970

TO: All dealers & distributors

SUBJECT: Installation of Guard for Adjustment Bolt

MODEL AFFECTED: All 1970 with driftskipper suspension

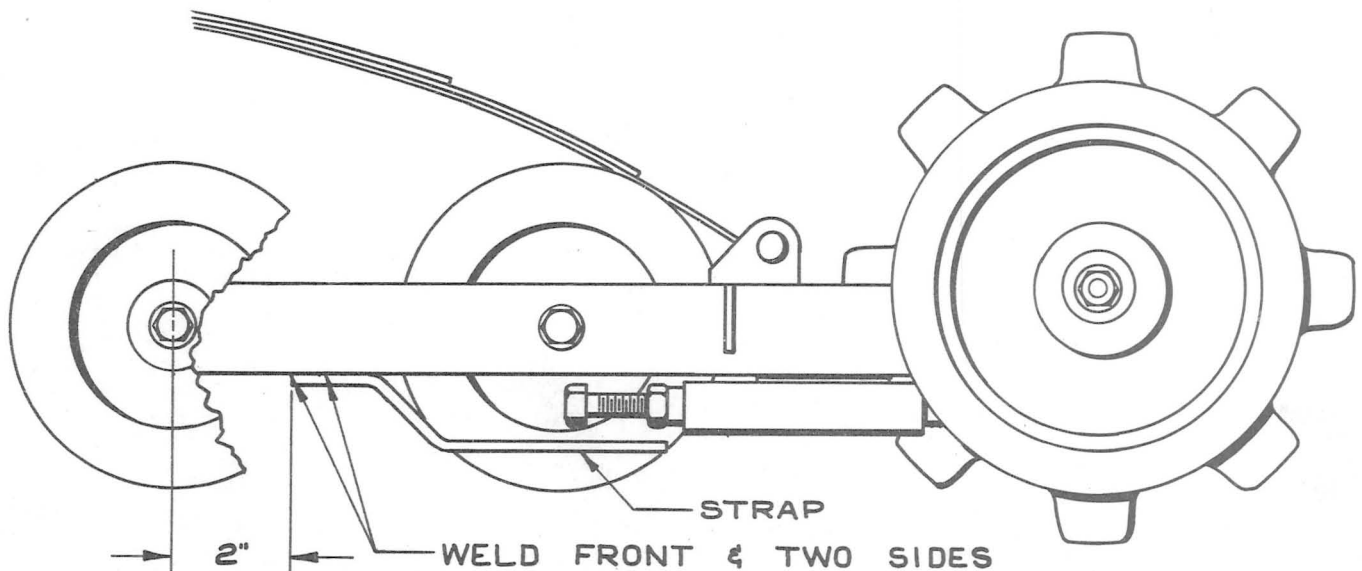
REASON: To eliminate possible damage to the track should it hit a small hard object directly on the adjustment bolt.

Quantity	KIT CONTENTS	
Description		Part No.
2 each	Strap—protecting idler adjuster	5223581

1. Tip the entire unit over on its side.
2. Place the guard in agreement with specifications called out in the print and weld it in.
3. Tip the unit over on the other side and repeat the procedure.

Sincerely,
POLARIS INDUSTRIES

John P. Walker
John P. Walker
Service Manager



INFORMATION BULLETIN NO. 8

DATE: March 23, 1971

SUBJECT: Warranty

TO: All Polaris Dealers and Distributors

This bulletin is to advise you of a deadline date of May 1, 1971 for the completion and submission of all pending Warranty Adjustment Requests.

Thank you for your cooperation.

Sincerely,


Cyril Flem
Warranty Department

INFORMATION BULLETIN NO. 9

DATE: March 22, 1971

SUBJECT: Power Slide Assembly

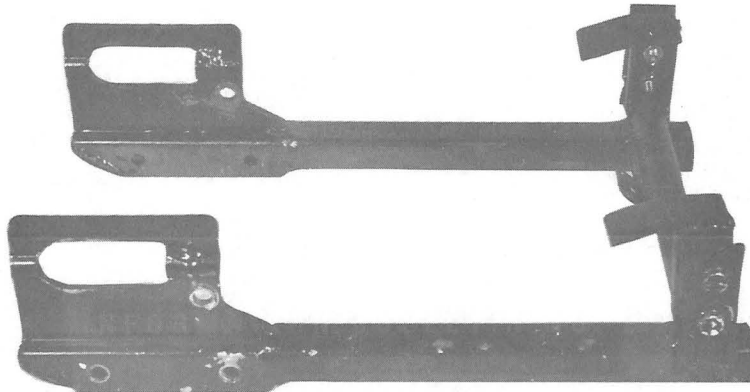
MODEL AFFECTED: Playmate T-X's

Rear Hanger Assembly — Part Number 1540352 is now available as a replacement part for the Playmate Power Slide.

This replaces Part Numbers — 1540301 — Rear Hanger Assembly and Part Number — 1540292 — Tube and Spring Adjuster Assembly.

**Sincerely,
POLARIS INDUSTRIES**

Leland Dahlquist
**Leland Dahlquist
Service Department**



No. 1540352

SERVICE BULLETIN NO. 56

DATE: December 16, 1970

SUBJECT: All T-X Hoods

To insure a free operating throttle mechanism, the following steps should be taken on all 1971 T-X hoods.

PROCEDURE:

- 1.) Remove Jiffy trim from hood. See No. 1 in Figure 2.
- 2.) Draw a line as pictured in No. 2 in Figure 1, to indicate the portion of fiberglass to be removed. This line should be drawn within one-half (1/2) inch from radius. By so doing, the strip removed should be approximately one (1) inch in width, and will achieve a better throttle radius. The fiberglass may be cut with a hack saw.
- 3.) Place Jiffy trim back on hood.
- 4.) After this operation, the carburetor and cables should appear as shown in No. 3 in Figure 2.

IMPORTANT: CONTACT YOUR CUSTOMERS IMMEDIATELY, BY REGISTERED MAIL AND INSTRUCT THEM TO BRING THEIR MACHINES IN FOR THIS MODIFICATION.

Sincerely,
POLARIS INDUSTRIES

Leland Dahlquist
Leland Dahlquist
Service Department

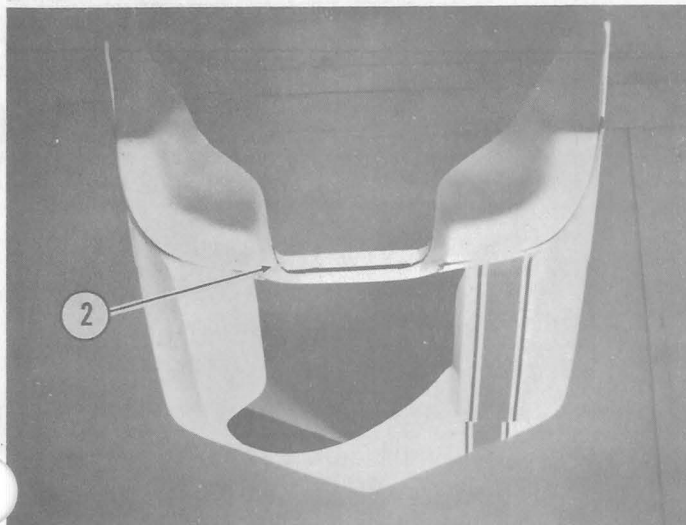


Figure 1

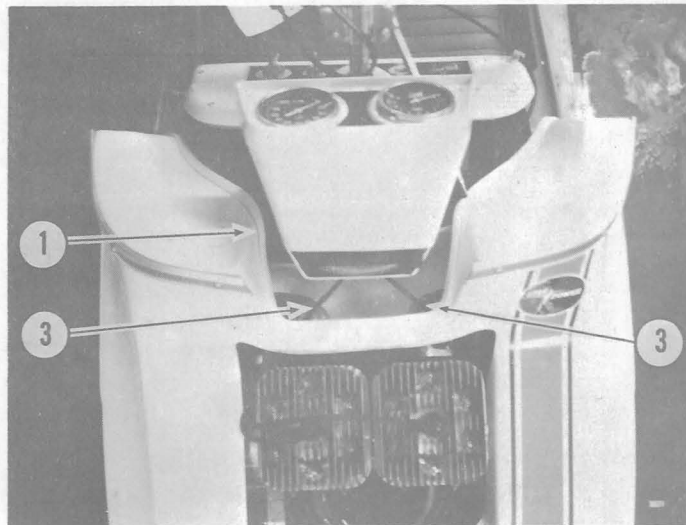


Figure 2



POLARAGRAM



POLARIS INDUSTRIES

A **Textron** Company

Roseau, Minnesota 56751

February 12, 1971

MINNEAPOLIS, MINNESOTA

POLARIS DISTRIBUTOR TEAM IN IOWA MAKES CLEAN SWEEP ON TWO CONSECUTIVE RACE WEEK-ENDS!

January 31, 1971

CRESCO, IOWA
U.S.S.A. Sanctioned

POLARIS SWEEPS ALL FIVE FIRSTS IN THE MODIFIED CLASSES ON THE 3/8 MILE SPEED OVAL IN THE "CRESCO INTERNATIONAL" JANUARY 31st.

	1st	2nd	3rd
Class I 0 - 295cc	POLARIS 294cc (Paine)	POLARIS 294cc (Rogers)	POLARIS 294cc (Bruns)
Class II 296 - 340cc	POLARIS 335cc (Gast)	POLARIS 335cc (Caley)	POLARIS 335cc (Helder)
Class III 341 - 440cc	POLARIS 439cc (Havens)	POLARIS 439cc (Hadachek)	POLARIS 335cc (Caley)
Class IV 441 - 650cc	POLARIS 649cc (Redman)	POLARIS 649cc (Gast)	POLARIS 439cc (Havens)
Class V 651 - 800cc	POLARIS 795cc (Rewerts)	Rupp	Arctic Cat

February 7, 1971

ESTHERVILLE, IOWA
U.S.S.A. Sanctioned

FOR THE SECOND CONSECUTIVE WEEK IN IOWA, POLARIS MAKES A CLEAN SWEEP WINNING ALL FIVE MODIFIED CLASSES ON THE NEW 1/2 MILE SPEED OVAL IN THE ESTHERVILLE WINTER SPORTS FESTIVAL ON FEBRUARY 7th.

	1st	2nd	3rd
Class I 0 - 295cc	POLARIS 294cc (Pedersen)	POLARIS 294cc (Rogers)	POLARIS 294cc (Stinger)
Class II 296 - 340cc	POLARIS 335cc (Gast)	Arctic Cat	POLARIS 294cc (Rogers)
Class III 341 - 440cc	POLARIS 439cc (Havens)	Rupp	POLARIS 432cc (Hempen)
Class IV 441 - 650cc	POLARIS 649cc (Gast)	POLARIS 439cc (Hempen)	Sno-Jet
Class V 651 - 800cc	POLARIS 649cc (Havens)	POLARIS 795cc (Rewerts)	POLARIS 649cc (Meyer)



POLARAGRAM



POLARIS INDUSTRIES

A **Textron** Company

Roseau, Minnesota 56751

January 29, 1971

FAIRBANKS, ALASKA

POLARIS WINS FASTEST OVER-ALL TIME IN ALASKA "MIDNIGHT SUN 600"! ED KAREEN, POLARIS DISTRIBUTOR RACER FROM ANCHORAGE, POSTED THE WINNING TIME OF 10:24:56 IN THE RUGGED 600 MILE ANCHORAGE TO FAIRBANKS CROSS COUNTRY RACE JANUARY 27 - 29.

	1st	2nd	3rd
Class A 0 - 340cc	Arctic Cat 11:05:08	POLARIS 12:03:31 Dwayne Comstock	Ski-Doo 12:14:06
Class B 341 - 440cc	(1) POLARIS 10:24:56 Ed Kareen	POLARIS 10:34:19 Vine Smith	Ski-Doo 11:34:40
Class C 441 - 650cc	(2) Yamaha 10:29:30	Rupp 10:32:16	Ski-Doo 11:17:28
Class D 651 - 800cc	Ski-Doo 11:36:37	Ski-Doo 12:00:10	Arctic Cat 13:02:46
Class E Open	Scorpion 10:50:07	Sno-Jet 13:07:06	Yamaha 14:42:51

(1) Fastest Time

(2) Second Fastest Time

SERVICE BULLETIN NO. 31
Important Modification Required

DATE: December 11, 1969

TO: All Dealers & Distributors

SUBJECT: Throttle Cables-Mikuni Carburetors

MODEL AFFECTED: Up to and including the following serial numbers:

Model	Serial	Model	Serial	Model	Serial	Model	Serial	Model	Serial	Model	Serial
139800	502241	143600	510192	148801	502592	339800	503450	348811	504082	739810	502236
139810	511048	143610	510213	148810	510591	339801	504166	348800	503316	748820	500470
139811	510896	143611	512259	148811	510727	339811	504312	348801	503135	743620	500588
								348810	509345	743600	501875
										739828	500609
										739800	500681

Due to the recent problem encountered with failure of the throttle cable junction block (fig. no. 1), the following policy is being adopted:

ALL 1970 Polaris machines equipped with the throttle cable shown in fig. no. 1 must be replaced.

In order to accomplish this program, it will be necessary to install the new throttle cable (fig. no. 2) on machines that fall into three categories.

(1) Machines in Service -- It is strongly recommended that all purchasers of the above mentioned units be contacted via Certified Mail, recommending that appointments for this modification be made, and the work itself be done with a minimum of delay and inconvenience to the customer.

(2) New Machines in Stock and Future Orders -- All above mentioned units now in your new machine stock must be modified prior to sale.

(3) Second Owners, Used Machines, Transients, etc. -- Owners on vacation, second owners, and those who have changed address may not receive a letter notifying them of the need of this change. If you have any knowledge of any such machines, or if a machine in this category is brought to your shop for any reason, take whatever steps necessary to assure that the modification is performed without delay.

The modified throttle cable (fig. no. 2) will be controlled under the same part number as the original parts, which they fully supersede: part no. 2050001.

You will be charged for all modified cables, subject, of course, to warranty reimbursement.

CHECKING

Following installation of the throttle cable, an operating check should be made. The throttle should operate smoothly, and the slide should drop back to its stop without hesitation when the throttle is released. When the throttle is depressed the slides should begin to lift at exactly the same time. If there is any evidence of sticking, do not attempt to start the engine until it has been corrected.

Remember, Rider Safety is involved in this problem; only conscientious action at dealer level can assure that no injuries will occur as a result of a sticking throttle.

Sincerely,
POLARIS INDUSTRIES

John Walker
John Walker
Service Manager

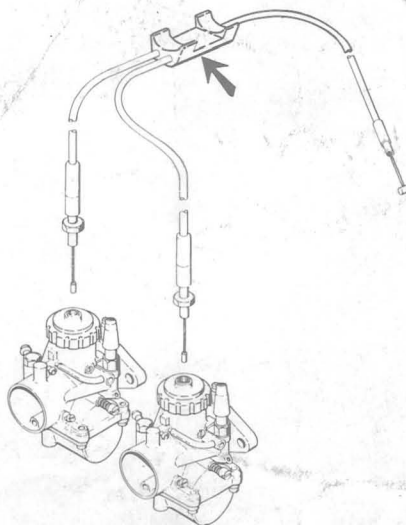


Fig. No. 1

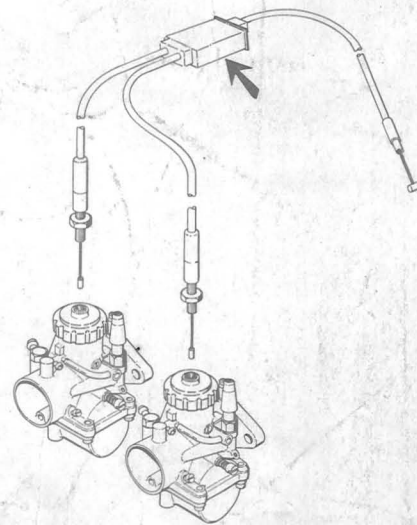


Fig. No. 2