

NITRO E/A



RUPP

Only The Best

RIDERS MANUAL

WELCOME RUPP RIDER!

We are pleased at the confidence you have shown in selecting a Rupp snowmobile from the many models available. Your Rupp snowmobile represents the finest in engineering, design, and workmanship which are traditional at Rupp Industries.

We ask that you read this manual carefully so you will be able to give your snowmobile the care and consideration it deserves. With such attention, you'll enjoy all the performance and durability built into your new Rupp machine. Make it a point to familiarize yourself with every phase of your snowmobile's operation and care.

Your complete satisfaction is our goal. Rupp dealers stand ready to help you with your maintenance needs, repairs, parts or any help you may need.

Thank you for choosing Rupp.



1975 NITRO F/A RIDERS MANUAL

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1776 Airport Road
Mansfield, Ohio 44903*

All information, illustrations and specifications contained in this manual are based on the latest product information available at the time of publication. The right is reserved to make changes at any time without notice.

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OPERATION INFORMATION

FUEL

The 2-cycle air cooled engine in your Rupp snowmobile uses a gasoline and oil mixture for fuel. Use Rupp Super Synthetic Lubricant or a known brand of SAE 40 diluted 2-cycle (air cooled type) engine oil. GASOLINE TO OIL MIXTURE OF 20 TO 1 MUST BE USED. USE ONLY PREMIUM GRADE GASOLINE*, MINIMUM OCTANE 92. DO NOT USE WHITE GAS, NAPHTHA, METHANOL, OR OTHER FUELS.

FUEL MIXING PROCEDURE

WARNING: Observe fire prevention rules. Mix fuel outdoors whenever possible or in a well-ventilated location. Put out all cigarettes and never mix fuel near an open flame.

Thoroughly mix 1 quart of oil to five U.S. gallons of premium gasoline in a clean container. Measure gasoline and oil accurately. Pour about a gallon of gasoline into the container first. Add the quart of oil and shake vigorously to mix thoroughly. Add the balance of gasoline and mix again. At temperatures below freezing, oil does not mix readily with gasoline and extra care must be taken to get a good mixture.

Cleanliness is important in mixing fuel. A small particle of dirt can cause carburetor trouble. Always use fresh gasoline.

* Non-or-low leaded gasolines have not been approved for 2-cycle engines.

Gum and varnish deposits found in old gasoline may cause carburetor trouble and spark plug fouling. DO NOT POUR OIL DIRECTLY INTO THE SNOWMOBILE FUEL TANK.

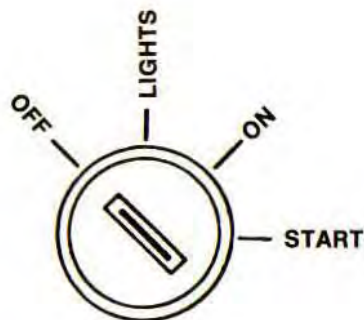
Carburetor adjustments are sensitive to fuel mixture variations which result from use of different gasoline and oil ratios due to inaccurate measuring or mixing. Be consistent. Prepare each batch of fuel exactly the same as previous one. Using more than the recommended proportion of oil will cause erratic carburetion, excessive smoking and faster-than-normal carbon accumulation. Using less oil will result in damage to the engine.

After mixing, pour fuel into the snowmobile fuel tank. Take care when filling gas tank. Do not spill fuel on the machine. **WARNING:** DO NOT FILL GAS TANK WHILE ENGINE IS RUNNING OR HOT!

Spilled gasoline on a hot engine or exhaust pipe will create a fire hazard. Avoid problems by allowing the engine and exhaust system to cool down prior to adding gasoline. Use a funnel and pour carefully. Wipe up any spillage at once.

IGNITION/LIGHT SWITCH

The key switch on the dash controls all electrical functions of your snowmobile. The "off" position grounds the ignition circuit and stops the motor. The headlight and taillights are operated by turning the key to the "lights" position with the motor running.



BRAKE

The brake control lever is at the left handgrip on the handlebars. To operate brake, squeeze lever with fingers.

WARNING: CHECK BRAKE CONTROLS FOR PROPER OPERATION BEFORE STARTING ENGINE.



THROTTLE

The throttle control lever, or accelerator, is attached to the handgrip on the right-hand side of the handlebars. Depress the throttle lever to move the vehicle forward and to increase speed and power. When the lever is released, engine speed will return to idle. **WARNING:** CHECK THROTTLE CONTROLS TO BE SURE THROTTLE RETURNS TO IDLE FREELY AND NORMAL FORCE TO OPERATE BOTH CARBURETORS IS FELT BEFORE STARTING ENGINE. NEVER START ENGINE WITHOUT FIRST CHECKING BRAKE AND THROTTLE CONTROLS.

STEERING

Steering is controlled by the handlebars. Turning the handlebars right or left will turn the vehicle into the direction of travel desired.

CHOKE

Nitro F/A models have a choke lever on the dash (see illustration). Place the choke lever in "choke" position to richen fuel/air mixture for cold starts and during initial warm up periods. Throttle must be closed (idle position) during choke operation. Choke will not function if throttle is open. Do not choke a warm engine or "flooding" of the engine can occur.

KILL SWITCH

The kill switch on the handlebar controls has three positions. The center position is the "run" position. The other two positions ground the ignition which stops the engine. Check position of switch before starting engine. USE KILL SWITCH TO STOP THE ENGINE IN AN EMERGENCY.

TETHER SWITCH

Tether switch is located in the center of the dash. When the tether cord is pulled the switch "kills" the engine and the tether cord "pops" apart. To reset switch to run position, push red sleeve on cord into switch receptacle. Wear the black strap supplied snugly around your waist. Attach lanyard clasp to "D" ring on strap. **CAUTION:** COMPLETE LANYARD HOOK UP BEFORE STARTING ENGINE.

STARTING

The starter handle is located on the right side of the engine. This starter is an automatic rewind type and will provide many hours of trouble-free service by observing the proper starting technique:

1. Be sure that fuel tank contains a sufficient amount of properly mixed fuel.
2. Be sure tether lanyard is hooked up to your waistband.
3. Check to see that tether and kill switch are in "run" position.

4. Place choke lever in "CHOKE" position, turn the ignition key to "ON" position.

NOTE: Choke only functions when throttle is in idle position.

WARNING: WHEN APPLYING PARTIAL THROTTLE THE TORQUE CONVERTER CAN UNEXPECTEDLY ENGAGE AND CAUSE VEHICLE TO LURCH FORWARD. BE SURE THROTTLE AND BRAKE CONTROLS OPERATE FREELY AND AREA IN FRONT OF MACHINE IS CLEAR BEFORE STARTING ENGINE.

5. Grasp manual starting handle firmly and pull outward slowly until engagement of ratchet mechanism can be felt. Then continue to pull outward with a vigorous stroke. Do not allow rope to snap back. Retain grip on handle and allow rope to rewind slowly. Do not pull rope to end of travel. Return choke to open position after two or three pulls of manual starter or after engine has fired to avoid engine flooding.

6. When engine starts, if the choke is still on, return choke lever to "off" (normal running) position. If engine falters, actuate choke as needed. Do not use choke when starting a warm engine, or flooding may occur.

7. DO NOT use or operate the automatic rewind starter while the engine is running, or damage may occur to the starter assembly.

EMERGENCY STARTING

If, for any reason, the rewind starter becomes inoperative, the engine can be started via an emergency starter rope which should be carried in tool box at all times.

1. Remove four capscrews which secure rewind starter to fan housing, and remove complete rewind starter housing assembly.
2. Wind length of rope around the starter sheave in a clockwise direction.



3. To start the engine, pull the rope with a vigorous stroke, following the procedure previously outlined.

CAUTION: STAY CLEAR OF STARTER SHEAVE WHEN OPERATING SNOWMOBILE WITH REWIND STARTER HOUSING REMOVED TO AVOID SERIOUS INJURY. HAVE REWIND STARTER REPAIRED AND REINSTALLED BEFORE FURTHER USE.

SAFETY PRECAUTIONS

Your Nitro F/A is a specialized high performance machine and is not designed for the novice rider. DO NOT OPERATE THIS VEHICLE UNLESS

YOU ARE AN EXPERIENCED SNOWMOBILE RIDER.

1. Always wear a helmet and face shield. The Nitro F/A is not equipped with a windshield and your face shield must replace its function.

2. Never start engine without first hooking tether switch cord to strap around your waist.

3. Always check your throttle and brake controls BEFORE you turn on the ignition key.

4. Never run engine with the torque converter guard removed.

5. Observe all caution decals on the snowmobile.

6. Never smoke while refueling or while checking fuel level. Fuel gives off inflammable vapors which can ignite instantly without warning. Install gas tank cap securely.

7. Start each ride with a full fuel tank. Check fuel supply every 1/2 hour. Always leave yourself a safety margin. A snowmobile does not travel the same

distance each time on the same amount of fuel.

8. Do not overload your machine. Your machine is designed for the driver only. NO PASSENGERS.

9. Always carry emergency materials, extra spark plugs, torque converter belt, tools, knife, and supplies. Keep your Owner's Manual with the vehicle.

10. Jumping is fun but hard on the machine. This type of activity can put you and your machine out of commission for the season.

11. Do not over-drive your brakes. Test braking distances at various speeds on the snow and ice conditions in which you will be operating.

12. If you are planning to explore new areas, leave word with someone of your approximate whereabouts and estimated time of return. Remember, a snowmobile can travel further in 15 minutes than you can walk in a day.

14. Do not run snowmobile leaned over or on a stand to clear track. Flying objects thrown from the track are extremely dangerous.

HEADLIGHT BULB REPLACEMENT

The headlight has a replaceable bulb.

To replace a bulb:

1. Open shroud.
2. Headlight assembly is located on the underside of the shroud.
3. Unscrew plastic cap to remove headlight bulb and sealing gasket.
4. Unplug wiring harness from bulb and replace with new bulb.
5. When reinstalling socket in the headlight be sure the locating notch "lines up."



HEADLIGHT ADJUSTMENT

The headlight aim is adjustable. Four adjustment screws are located in the front of the headlight. Turn the screws to move the headlight beam in the desired direction until proper adjustment is achieved.



TAILLIGHTS

The taillight is a single tail/stop light with replaceable bulb.

To replace a taillight bulb:

1. Remove two screws retaining tail-light lens.

2. Remove the taillight lens by inserting a screwdriver between the taillight lens and housing and pry off lens.

3. Pull out defective bulb and replace.

4. Reassemble gasket and lens to housing. Be sure "Top" of lens is at top of body. Secure with screws.



INSTRUMENT LIGHTS

Your snowmobile is equipped with a tachometer with an illuminating light.

The lights have a push in type socket. The bulbs can be removed from the socket by pushing in and turning counterclockwise.

DRIVE BELT REPLACEMENT

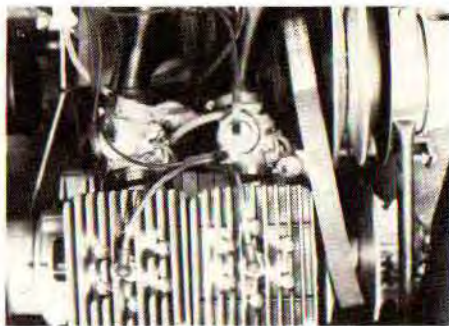
The drive belt is a vital part of the drive mechanism. Frequent inspection of the belt is recommended and if it is found to be severely worn, replace as follows:

1. Raise the center shroud, unlatch and raise belt guard.

2. Apply brake to prevent fixed half of driven flange from turning. Rotate the movable half of the driven flange and push it toward center of vehicle (compressing the spring). Then, slide the torque converter belt over the top of the movable driven flange.

3. After removing the belt from the driven sheave, you can work it off the drive sheaves.

4. Install new belt in reverse order. Do not force or use tools to pry the belt into place, as this could cut or break the cords in the belt.



TORQUE CONVERTOR

The torque converter does not require any maintenance other than periodic lubrication of the shafts and ramps upon which the movable sheaves slide and flyweight pivot points of the drive torque converter cover. Use a small amount of graphite base low temperature lubricant.

Excessive lubricant will "throw off" and cause belt slippage. Torque converter sheave alignment should be checked periodically since misalignment of the torque converter sheaves will cause premature belt failure.

1. Remove the torque converter belt.

2. Place a straightedge against the moveable driven flange and use to see that the fixed drive flange is offset $\frac{1}{2}$ inch inboard and parallel to driven flange. Check alignment at top and bottom of driven flange.

3. Align by loosening bolts that secure rubber engine mounts and shift engine to correct position. Be certain drive and driven flanges remain parallel. If chain case is not perpendicular shim by installing washers between chain case and chassis.

4. The chain case brace has an adjustable bracket to control twist and alignment of the chain case. Loosen lock nut, then rotate bolt to obtain desired alignment, then secure lock nut.

5. Check center distance between the drive and driven clutch assemblies. Distance should be 2 to $2\frac{1}{4}$ inches for optimum performance.

If a torque converter sticks or operates erratically, it may be necessary to disassemble and clean shaft and bearings.

PERFORMANCE ALTERNATES

The following adjustments can be made on your machine to give it the "custom performance" you desire.

(a) The driven torque convertor spring is factory set for optimum performance under most conditions. When a machine is used with extra heavy load, deep snow, steep hills or lake ice it may become desirable to have your dealer change the spring setting to provide improved performance under your running conditions.

(b) Optional sprockets for higher or lower gearing.

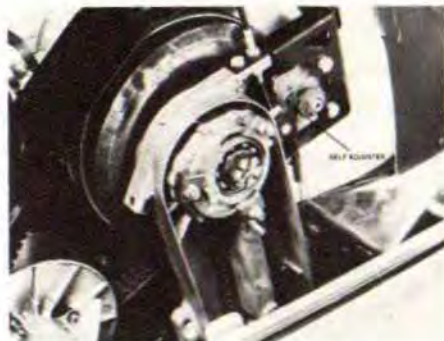
(c) Drive torque convertor springs, to change engagement RPM's and shifting pattern.

CAUTION: The above modifications should be performed only by a competent snowmobile mechanic. Be certain changes will not cause the engine to overspeed.

(d) For best performance, the 440 F/A should operate at 8500 RPM, the 340 at 8750 RPM.

SELF ADJUSTER BRAKE

This brake system will need little or no maintenance. Check the brake pucks (wear shoes) for wear occasionally.



When the pucks are worn thin, contact your Rupp dealer for replacement.

CHAINCASE

The lubrication level in the chaincase should be checked periodically and changed at the end of each season. To check the chaincase oil, remove the oil fill plug with the machine on a level surface. The oil should be level with bottom of the fill plug hole. Use Dexron

qualified automatic transmission oil or high quality motorcycle chain oil suitable for low temperatures.

DRIVE CHAIN TENSION

To check chain tension, remove the chain inspection rubber plug or cover and press on the side of the chain. Chain tension is correct when the chain is not so tight as to be preloaded, and a slight $\frac{1}{8}$ " deflection (slack in chain) is noticeable when pressing on the chain.

NOTE: Over-tight tension on chain can cause premature wear on sprockets, bearings, and chain. Too much slack in chain could cause chain to "jump" teeth on the sprockets, with subsequent damage to sprockets, chain and/or chaincase.

If the chain tension is incorrect:

1. Remove left tuned pipe and muffler assembly.
2. Tip the machine on the right side to prevent chaincase oil leakage when the cover is removed.
3. Remove the chaincase cover by removing the two retaining nuts.

4. Loosen the three retaining nuts securing the eccentric barrel approximately two complete turns and lightly tap bolts back the amount loosened.



5. Rotate eccentric barrel until proper chain tension is achieved and secure three retaining nuts.

6. Install the chaincase cover and secure with two retaining nuts. To insure correct placement of the cover seal, position the seal on the case and then install cover.

7. Set machine upright and check for leaks and proper oil level.

8. Re-install tuned pipe and muffler assembly.

SUSPENSION ADJUSTMENTS

Three adjustments are provided with the slider suspension to change handling and ride characteristics depending on snow conditions and rider weight and preference.

1. The rear spring tension can be adjusted by means of the eye bolt connecting the spring to the swing arm. A normal adjustment would provide only slight ($\frac{1}{2}$ ") deflection (measured at the rear of the chassis), with the driver in the normal operating position. For double riding or rough, cross-country riding more spring tension will be required.

2. The tension of the front leaf springs can be adjusted with the tapered shim. Installing the shim between the spring and the spring mount changes slider position.

(a) With the thick side of the shim forward, slider load is increased and ski load decreased. Acceleration and traction will be improved but decreased ski load will result in reduced turning ability. Hill climbing ability is also improved.

(b) With the thick side of the shim rearward, cornering ability will improve, acceleration performance will decrease but can be improved by an extreme aft riding position. Hill climbing ability will decrease due to less traction.

3. Slider suspension travel and chassis ground clearance are adjustable. Two adjustable screws limit the up-travel of the slider system.

For racing or high performance requirements several variations should be tried to provide the best performance for the specific rider.

SLIDER SUSPENSION

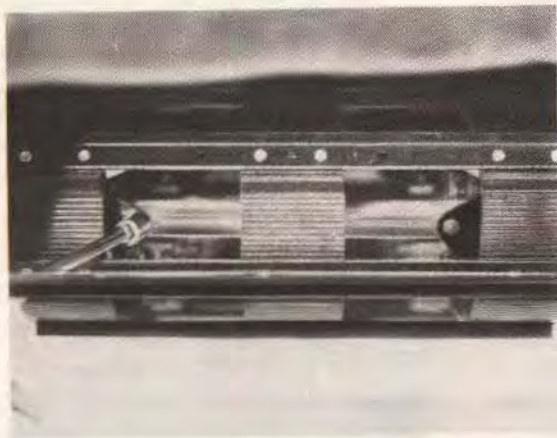
Proper track tension and alignment are essential to minimize wear to the drive components and track — also to maintain efficient operation of the snowmobile. Check track tension frequently (every 20 miles) in the initial 150 miles of operation. After the track conforms to the suspension, check the tension and alignment every 10 hours of operation.

Adjust track tension as follows:

1. Loosen the locking bolts on each end of secondary axle.

2. Lay the sled over on its right side so the track is not touching the ground. At the center of the slide rail, grasp a grauser bar with your index finger and pull track away from the slide rail; then adjust until distance between inside of track and slide rail wear bar is 1 to 1½ inch (both sides). Too loose a track will produce a racheting noise during rapid acceleration and should not be allowed to continue or damage to the track will result. Adjustment is made by tightening the adjusting bolt to force the secondary axle to the rear of the machine.





Tighten until correct track tension is attained.

3. Place rear of vehicle on suitable blocking to raise track off ground and block front end for stability.

4. Before starting engine be sure grauser bars are securely fastened and the track is free of all foreign objects which could be thrown out by the moving track.

5. Start engine and run track slowly for a minute or so, then turn engine off.

6. With track stopped and rear of vehicle raised off the ground observe distance between outside of rear idler wheel and inside edge of internal drive lugs on each side. If lugs on one side are closer to the idler wheel than those on the opposite side, an alignment adjustment is necessary. An improperly adjusted track will always run or drift toward the LOOSE side, and this condition requires a track tension adjustment on the loose side only.

7. When correct track tension and alignment have been attained, retighten locking nut retaining the secondary axle.

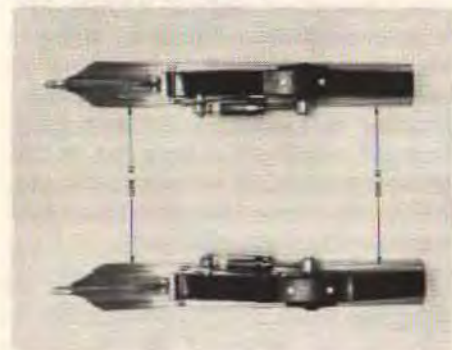


SKI ALIGNMENT

The skis have been properly aligned at the factory and will not need further adjustment unless the skis or steering have received a severe impact. Skis are in correct alignment when they are parallel to each other.

To correct alignment:

1. Turn the handlebar so it is level.
2. If steering is out of adjustment, keep the handlebar level in the straight-ahead position.
3. Loosen lock nuts on steering tie-rod tube to be adjusted.



4. Rotate tie rod adjuster to change tie-rod length as required to make the skis parallel.

5. Check to see that skis are parallel by measuring distance between skis at front and rear.

6. Tighten the lock nuts.

7. Oil spindles periodically.

8. Lift front of machine off ground and check steering for binding.

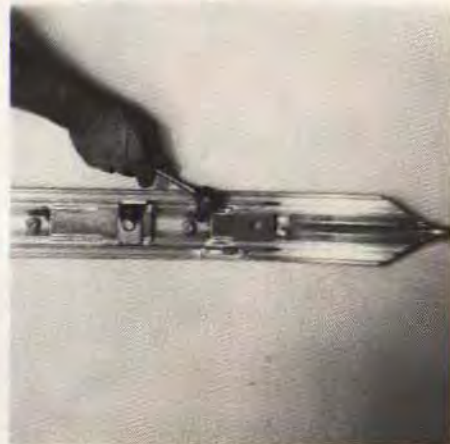
9. Check all lock nuts to be sure they are tight.

SKI WEAR BAR

A replaceable wear bar (skag, skæg) is fastened to the bottom of the ski to prevent ski damage when running over abrasive terrain and to aid in turning in hard-packed snow conditions. Periodic inspection is required so that worn wear bars are replaced before skis are damaged and to maintain good steering.

To replace wear bars on the bottom of the skis, proceed as follows:

1. Tip the vehicle to one side.
2. Remove the nuts and wear bar studs.
3. Insert the straight end of the new wear bar in the front ski hole and align the stud holes in ski.
4. Replace the nuts and repeat process on the other ski.



THROTTLE ADJUSTMENT

The throttle must be properly adjusted to prevent stretching of the cable, allow wide open throttle, and synchronize carburetors so that both are open an equal amount at all times.

To adjust cable:

1. Loosen elbow locking nut at carburetor.
2. Hold thumb throttle open. Adjust threading housing (at carb) for maximum throttle as handle bar thumb throttle hits bottom then retighten elbow locking nut.
3. Operate the hand lever to wide open throttle position, check the carburetors for wide open throttle travel without stretching the cable.
4. Be certain that you have free play in cable with throttle released and both carbs are in synchronization.

CARB ADJUSTMENT

As the operator of a Nitro F/A you must maintain correct carburetor adjustments.

HIGH SPEED

Carburetors have a fixed high speed jet which establishes the minimum amount of fuel flow at high speed. To richen high speed fuel mixture rotate plastic knob counter-clockwise. To establish correct setting start with richest setting and test run vehicle in an area where full throttle operation can be safely used. If engine "blubbers" or "4-cycles" stop engine and reset high speed adjustment $\frac{1}{8}$ turn leaner. Test run until engine stops "4-cycling". Check setting frequently by "reading" spark plug.

CAUTION: a too lean condition will cause serious engine damage.



IDLING

The idle air mixture screw (smallest adjusting screw) is closed or enriched by turning clockwise and leaned or opened by turning counter-clockwise. After engine is warm adjust air mixture screw to obtain best running condition, then richen slightly (turn clockwise) until acceleration is without hesitation.



Adjust idle speed screw (large knurled head) on both carburetors so that throttle opening is the same for both and engine idles at about 1200 RPM. If idle is set too high choke becomes ineffective.

IGNITION SYSTEM

All models are equipped with a capacitor discharge ignition. Rupp's CD ignition contains no wearing parts and is factory preset. The super high energy characteristics of the CD ignition virtually eliminates plug fouling and spark plug-induced pre-ignition. Normally the only owner maintenance required is to check and/or replace the surface gap spark plug. The spark plug should be replaced when the distance from the tip of the center electrode to the threaded end of the plug is 1/32 inch or greater or when it becomes oil fouled. Use Rupp part no. 25086 or Champion N19V spark plug only.

WARNING: IGNITION VOLTAGE IS VERY HIGH. NEVER REMOVE INSULATORS WHILE SYSTEM IS IN OPERATION.

TROUBLE SHOOTING

The following are the most common troubles experienced and the probable causes.

NOTE: Items shown with an asterisk(*) may be corrected by owner. All others must be performed by an authorized Rupp dealer.

ENGINE FAILS TO START OR STARTS WITH DIFFICULTY

- * Kill or tether switch not in "run" position
- * Spark plug fouled or faulty
- * Engine over-choked
- * Water in fuel
- * Obstructed fuel line
- * No fuel in tank
 - Loose or defective ignition wiring/switch
 - Poor compression
 - Blown head gasket

ENGINE WILL NOT IDLE

- * Faulty spark plug
- Idle jet clogged
- * Idle speed setting improper
- * Idle mixture setting improper

EXCESSIVE SMOKE

- * Improper fuel mixture
- * Air intake blocked
- * Incorrect carburetor adjustment

ENGINE LACKS POWER

- Carburetor dirty or damaged
- * Choke partially closed
- Ignition system malfunction
- Leaky head gasket
- Worn piston or rings
- * Track or drive system binding
- Torque converter not functioning properly

ENGINE KNOCKS

- Carbon in combustion chamber
- Loose flywheel
- Loose or worn connecting rod
- Worn cylinder
- * Fuel octane too low
- Improper ignition timing

ENGINE OVERHEATS

Carbon in combustion chamber

Engine improperly timed

- * Excessive load in engine
- * Improper fuel/oil mixture

ENGINE VIBRATES EXCESSIVELY

- * Associated equipment out of balance
- Bent crankshaft
- * Engine not securely mounted

PERIODS OF POWER LOSS

- * Fuel line clogged or kinked
- * Faulty ignition cable
- * Water in fuel system

STORAGE

When the snowmobile is stored take the following steps to protect it:

1. Remove fuel line from carburetors and run the engine at idle until it stops. This uses up fuel in carburetor. After engine stops, shut off ignition switch.

2. Remove spark plug(s) and put approximately two teaspoons of oil through the spark plug holes with pistons at "Top Dead Center." Crank the engine over 15 or 20 times with starter

and replace spark plug. Use a good quality anticorrosive oil.

NOTE: Repeat step No. 2 every 60 days of storage.

3. Siphon fuel from tank.
4. Remove torque convertor belt.
5. The snowmobile must be stored with the track off the ground.
6. Cover machine and store in a dry place to prevent rusting.

SET-UP INSTRUCTIONS

1. Remove carton top and cut band which secures chassis to skid.
 2. Remove bolts which secure the ski spindles to the carton skid and remove the snowmobile from the skid. Retain the bolts, washers and nuts for attaching skis.
 3. SKIS—Remove skis from chassis.
 4. Tip the snowmobile on one side and align ski spring bracket hole with the bushing installed in the ski spindle.
- NOTE:** Skis are right and left hand; install with stops toward inside.

5. Install bolt through bracket, spindle, shock absorber washer and secure with nut toward center of the snowmobile. Torque bolt to 60 foot pounds torque.

6. Repeat steps 4 and 5 for opposite ski.

CHAINCASE

Remove left tuned pipe assembly. Tip snowmobile on the right side. Remove the two nuts that retain chaincase cover. Check chain tension, re-install seal on edge of case, gently set cover in place. Chaincase cover is pulled into proper position when the two retaining nuts are tightened down, do not push cover onto chaincase. With snowmobile on level surface remove oil fill plug and fill to bottom edge of fill hole. Re-install tuned pipe and muffler assembly.

HANDLE BAR

With the skis in a straight forward position insert splined steering shaft into handlebar mount and secure with special locking bolt provided. **CAUTION:** BOLT MUST BE TIGHTENED TO 15 FOOT POUNDS TORQUE.

Install handlebars in position desired and secure with bolts provided. **CAUTION:** TIGHTEN NUTS EVENLY TO 10 FOOT POUNDS TORQUE.

STIRRUPS

Stirrups are included and may be installed at a position to suit the rider. **CAUTION:** MAKE CERTAIN THEY ARE INSTALLED IN SUCH A WAY THAT THE RIDERS FOOT REGARDLESS OF BOOT SIZE COMES FREE SHOULD HE BE THROWN FROM THE MACHINE.

WARRANTY

SERVICE POLICY AND WARRANTY INFORMATION ARE COVERED IN THE SEPARATE "WARRANTY FACTS BOOKLET."

1975 NITRO F/A SNOWMOBILE SPECIFICATIONS

1975 NITRO F/A	340	440
Engine Manufacturer	Rupp	Rupp
Engine Model	K340-2RS	K440-2RS
Displacement CC	339	429.4
Bore (mm)	60	67
Stroke	60	60
Carburetor Make	Mikuni	Mikuni
Carburetor Size	2/36 mm	2/38 mm
Gas/Oil Ratio	20:1	20:1
Starting System	Recoil	Recoil
Ignition Type	CDI	CDI
Engine Timing	.095 BT DC	.095 BT DC
Alternator Output	150 Watt	150 Watt
Headlamp Wattage	60/60	60/60
Spark Plug Type	Surface Gap	Surface Gap
Compression Ratio	7.0:1	7.0:1
Number of Cylinders	2	2
Torque Converter Drive System	Yes	Yes
Variable Drive Ratio	Yes	Yes
Track Surface Bearing Length	34.5"	34.5"
Overall Length	95.0"	95.0"
Height W/Windshield	30.0"	30.0"
Track Width	16"	16"
Suspension	Slider	Slider
Gas Tank Capacity	3.2 Gallons	3.2 Gallons
Type of Track Drive	Internal	Internal

RUPP KLAWS

Spike type traction studs with a chisel-shaped Karbide point. Large 1 1/8" square backing plate and T-shaped anchor nut anchor Klaws to the track. Available in package of 20. PN 36993



RUPP KROWNS

Krown shaped traction studs with five digging points that attack in all directions for excellent cornering, stopping, and acceleration. Heated treated to file steel hardness, circle design can't bend out of shape. Rib head bolt anchors Krown tightly to the track. Special locking nut with star washer permanently affixed gives sure lock mounting. Krown your Rupp with a package of 20. PN 36992

SNOWMOBILE COVER

Special Rupp design, urethane coated nylon construction. Each cover is custom-fitted for your particular Rupp model.



RUPP SUPER SYNTHETIC LUBRICANT

A chemical based lubricant for all out performance. Mix with gasoline or alcohol for two-cycles or replaces SAE 20 thru 50W in the 4 stroke crankcase. Virtually eliminates carbon build-up and plug fouling. PN 33018



SLIDER ROLLER KIT

Includes boggie wheels and mounting hardware to add boggies to slide rails. Lets you go in marginal snow. PN 37717

SPEEDOMETER/ODOMETER

Precision made for more accurate readings. Gear reducer, cable and mounting hardware included. PN 37728

KARBIDE SKI WEAR BARS

Get the competitive edge. Wear bars host stay sharp karbide inserts. Replaces standard ski wear bar. PN 36991

TC SPRING KIT

The kit consists of a selection of 4 Torque Converter Springs varied in tension to allow you to set your T/C engagement at a speed best suited for your type of use. PN 32623

TC WEIGHT KIT

An assortment of drive torque converter weights which can be used to obtain various shifting patterns. PN 37721



CENTAUR 

Half Cycle...Half Economy Car

PN 37625

Rupp Industries, Inc., 1776 Airport Road, Mansfield, Ohio 44903 (419) 522-5732

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