



Informations techniques / Technical Matters

Industries Bouchard, Inc.

FILIALE - SUBSIDIARY La Pocatière, P.Q., Canada
GIFFEN RECREATION code 418 tél.: 856-1232
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DATE June, 24 1970

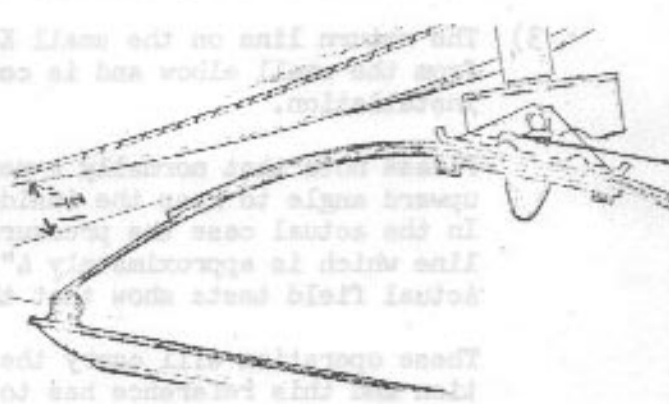
SUBJECT: Modification on 1971 Mini-Sno

Our 1971 Mini Sno models have been assembled with problems that has to be cured before delivery to your customers.

PROBLEMS AND CURE ARE AS FOLLOWS:

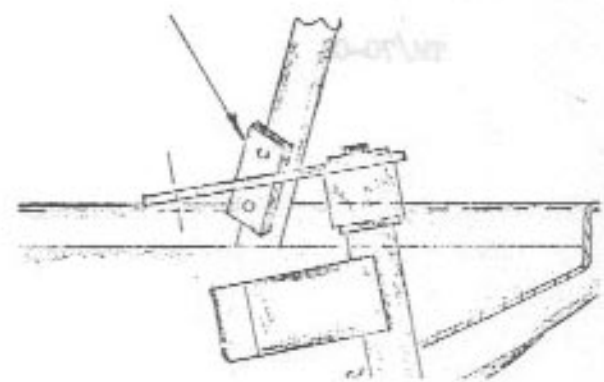
1) Skis: you will notice that the ski stops prevent the skis from lifting at the rear end.

CURE: Before installing the skis, grind the bottom portion of the ski stop so that the closest distance between the top of the spring leaf and bottom of the pan is $1\frac{1}{2}$ ". The amount of grinding required may vary between units; this is why we are giving the minimum distance to be maintained instead of the amount of metal to be removed from the stop.



2) When the steering is turned, the handle bar touch the motor cover. The reason for this is that the front brace is located slightly to far ahead allowing the steering arms to turn at too wide an angle.

CURE Insertion of rubber stops on both sides: before assembling skis, remove the steering arms from ski legs to allow room to reach the vertical portion of the front brace. This easily done by slackening the locking screw 2 full turns and hitting slightly to break the hold of the taper. Drill two $13/64$ holes at a position such that the steering arm will hit the middle of the stop. Place the required thickness of rubber stops so that the steering handle clears the motor cover sufficiently and safely. This will reduce the angular play of the skis but since the angle was too much at the start, the reduction caused by the stops only brings it back to normal on the Mini Sno.





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June 25 1970

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THE KIT CONSIST OF:

<u>QUANTITY</u>	<u>REFERENCE</u>	<u>DESIGNATION</u>
6 or req.	1B-14-00-074 (9309)	Rubber Stop
4	(9580)	Pop rivet

Which you can obtain by ordering through regular channel.

- 3) The return line on the small Kei-Hin carburetor starts directly downwards from the small elbow and is considered by several persons to be wrong in installation.

Please note that normally a return line is set up at approximately a 30° upward angle to keep the inside pressure and prevent a draining action. In the actual case the pressure is kept by the other end of the return line which is approximately 4" higher than the elbow on the carburetor. Actual field tests show that the entire carburation function properly.

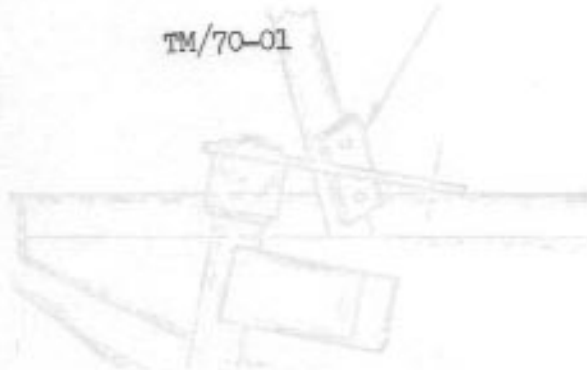
These operation will carry the number STO 49.001 special technical operation and this reference has to appear on the warranty claim submitted.

Labour allowance \$1.95 plus parts.

Y. Arpin
Director of After Sales

YA: ro

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