



Informations techniques/Technical Matters

DATE November 23rd, 1971.

SUBJECT: DRIVEN PULLEY SPRING TENSION SPECIFICATION.

RE: ALL 1972 MOTO-SKI SNOWMOBILES.

The performance of the vari-drive pulley system on a Moto-Ski snowmobile depends greatly on the accuracy of the driven pulley spring pre-load.

The specifications, herein, are informational and should be followed carefully, whenever work is performed on the driven pulley.

Cadet	250 B.S.E.	1/3 of a turn
Capri	295 Hirth	1/3 of a turn
Capri	338 Hirth	1/3 of a turn
Capri	340 J.L.O. twin	2/3 of a turn
Capri	399 J.L.O. twin	2/3 of a turn
Zephyr	340 B.S.E. twin	2/3 of a turn
Zephyr	440 B.S.E. twin	5/6 of a turn
MS-18	399 J.L.O.	2/3 of a turn
MS-18	440 B.S.E. twin	5/6 of a turn
Grand Prix	340 B.S.E. twin SS	1/2 of a turn
Grand Prix	440 B.S.E.	5/6 of a turn

ADJUSTMENT PROCEDURE

- 1° Drive out the roll pin which secures the cam to the driven pulley shaft.
- 2° Allow the cam to return to its neutral position (Position where no rotating tension is felt).
- 3° Holding the cam stationary on the pulley shaft, rotate the mobile pulley half against the normal rotation of the pulley until the proper location is reached.
- 4° Slide the cam inwards on the shaft and drive the roll pin in position to secure the cam on the shaft.

RL/lb

Technical Information Department.