

Snowmobile


**POLARIS**
The Way Out.

Team Tips

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***** IMPORTANT-PLEASE DISTRIBUTE TO ALL SNOWMOBILE SALES/SERVICE STAFF*****

2011 PRO-RIDE Rush/Switchback/RMK Oil Pump Hose Inspection

Please inspect the oil supply hose for kinks between the oil tank and oil pump on ALL 2011 600/800 PRO-RIDE Rush/Switchback/RMK snowmobiles during Pre-Delivery Inspection (PDI) or when performing routine service.

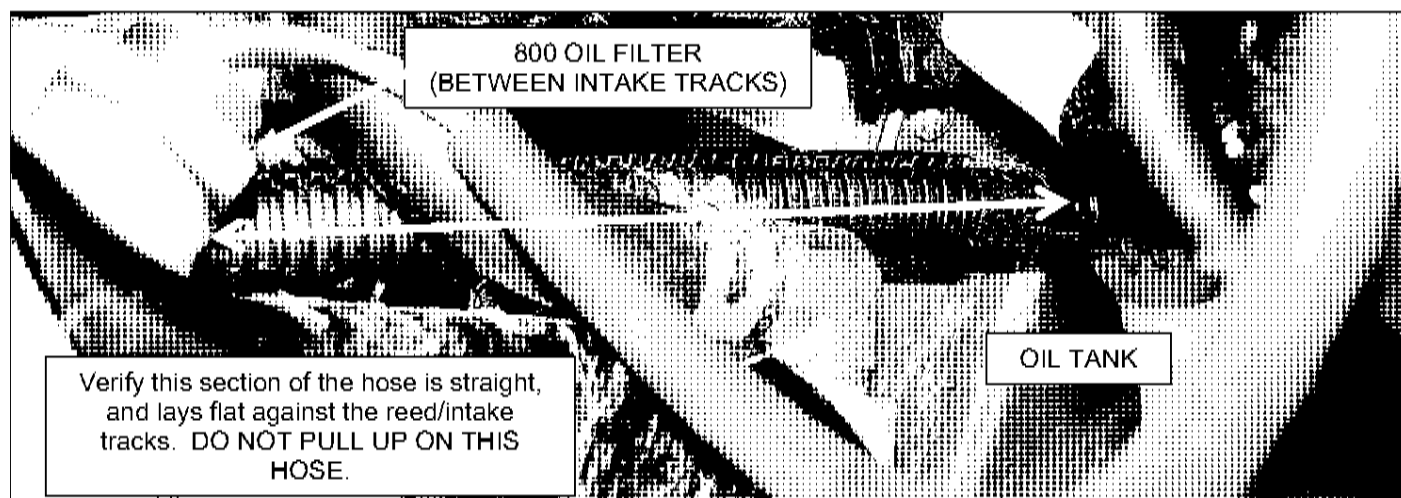
The oil supply hose **MUST** be routed straight out of the oil tank and lay flat across the top of the PTO reed/intake track as shown in the photo below. Inspect the hose as it curves down between the intake tracks and connects to the oil filter behind the adapter plate.

CAUTION: DO NOT PULL UP ON THE SUPPLY HOSE DURING INSPECTION! PULLING ON THE HOSE MAY CREATE A KINK IN THE HOSE AT THE OIL PUMP.

INSPECTION 1:

Inspect upper section of oil supply hose. Verify there are no kinks or slack in this section of hose. Make sure that all sections of convoluted tubing are properly installed on each hose. A section of convoluted tubing that appears to be pushed off of the oil hose typically means that the oil hose underneath is kinked.

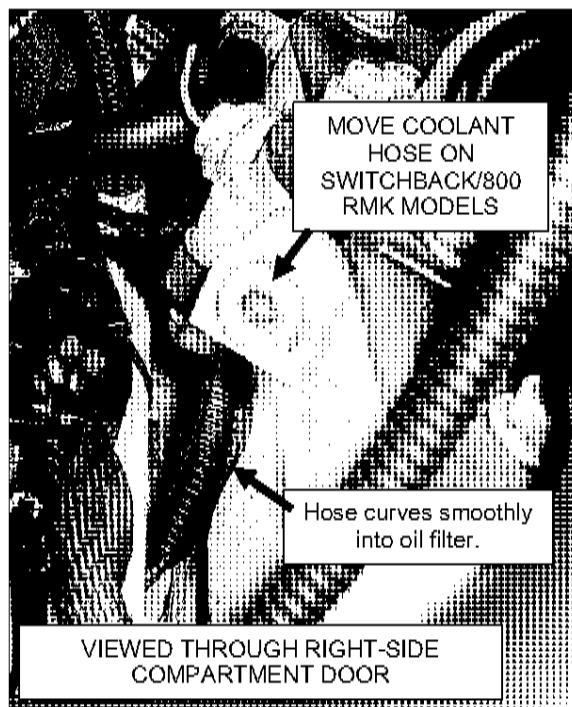
NOTE: Hood is removed in photo. Inspection can be performed with hood installed by opening the exhaust-side compartment door panel.



NOTE: On 600 PRO-RIDE snowmobiles the oil filter is located near the oil tank

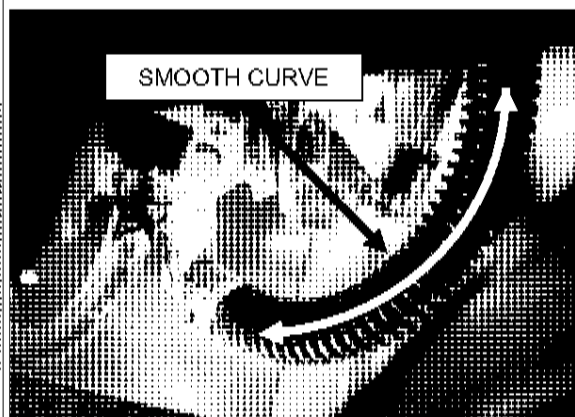
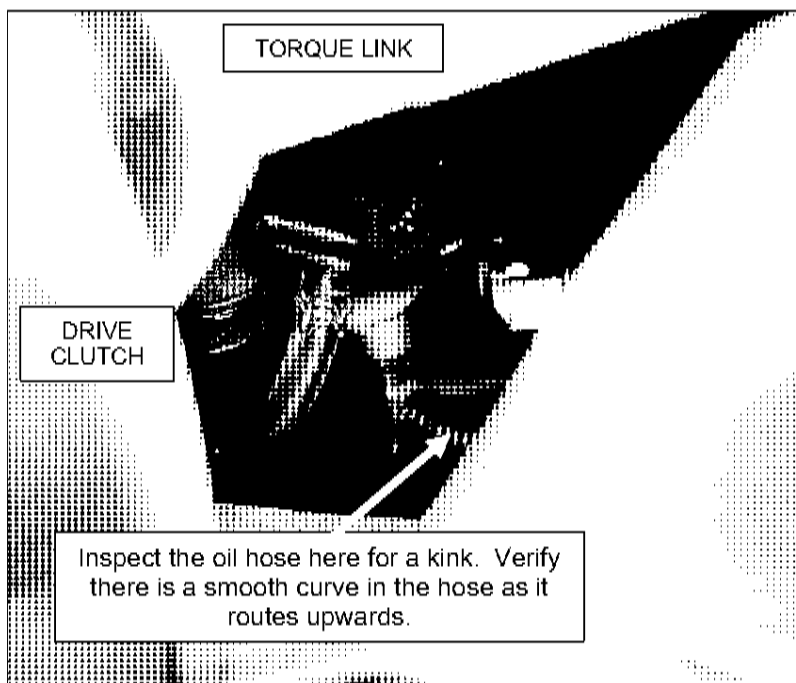
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Verify the hose curves smoothly into the oil filter between the two intake tracks.



INSPECTION 2:

Open the left-side compartment door panel. Using a flashlight, inspect the oil hose for a kink at the oil pump fitting by looking between the drive and driven clutches, underneath the engine torque link.



Note that the oil hose on 600 PRO-RIDE snowmobiles features a panduit strap that secures the hose to the lower fuel rail. The strap is designed to maintain the smooth curve in the hose as it routes to the oil pump.

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ADDITIONAL NOTES:

- Inspect the PTO bearing oil supply hose (located behind drive clutch) to verify the presence of oil.
- If a section of the oil supply hose is kinked, Polaris recommends replacing the section with new hose (PN: 8450003-1525). When installing new hoses, cut the hoses to the following lengths:
- 800 PRO-RIDE:
Tank-to-Filter = 25cm
Filter-to-Oil Pump = 21cm
- 600 PRO-RIDE:
Tank-to-Filter = 6cm
Filter-to-Oil Pump = 42cm
- When installing convoluted tubing on oil hose(s), always position the split end to the outside of the curve.
- **DO NOT SHORTEN (CUT) THE EXISTING HOSE LENGTHS.**
- When removing the oil tank from the clutch cover, do not hang the tank from the hose. Always remove the tank from the hose.
- In addition to inspecting the oil supply hose, it is extremely important to review the break-in procedures with your customers and specifically the importance of pre-mixing the first tank of fuel, monitoring the oil level in the storage tank to verify the oil injection system is working, and to inspect the oil supply lines.
- Pre-mixing the first tank of fuel, monitoring the oil level in the oil tank, and inspecting the oil supply lines is outlined in the Owner's Manual, AND in Team Tip S-10-11-02.

OIL PUMP BLEEDING/INJECTION HOSE PRIMING:**CAUTION: FAILURE TO PROPERLY BLEED THE OIL PUMP MAY CAUSE SEVERE ENGINE DAMAGE.**

The oil pump must be bled whenever the supply hoses are removed or when the oil tank has been run dry, etc. Loosen the oil pump bleed screw to allow oil and air to flow out of the pump. Secure the bleed screw once a steady flow of oil is seen coming out the bleed port.

To prime the oil injection hoses follow these steps:

1. With the hood removed from the snowmobile locate the oil pump linkage rod end on the top of the throttle body.
2. Obtain a length of wire (coat hanger) with a small hook on one end.
3. Hook the oil pump linkage rod on the throttle body as shown in the photo.
4. With the left-side compartment door closed, have an assistant start the engine. With the engine running, pull the linkage upwards to set the oil pump to maximum flow. Continue doing this for a few minutes.
5. Stop the engine. Inspect the oil injection hoses for air bubbles. If there are air bubbles greater than one inch in length, repeat step 4 until they are pushed out of the hoses. Air bubbles less than one inch in length are permissible but you must verify they are moving towards each injector when the engine is running. The fact that the air bubbles are moving through the hoses signals that the pump is properly bled.

