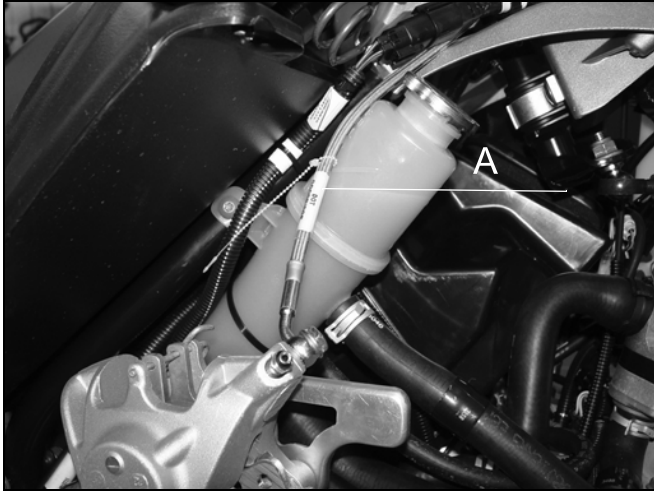


Maintenance

Surge Tank

Keep the level of the coolant inside the surge tank at the FULL COLD level mark (A) when the coolant is at room temperature.

Always add coolant when the cooling system is COLD.



CAUTION

Never remove the surge tank pressure cap when the cooling system is warm. Severe burns to skin may occur from escaping coolant or steam.

Recommended Coolant

Use Polaris Premium 60/40 pre-mixed antifreeze. This premium antifreeze is rated for temperatures down to -62°F (-52°C).

Cooling System Bleeding

1. Position the snowmobile in a well-ventilated area.
2. Raise the front-right ski/suspension off the ground.
3. Allow the cooling system to cool completely. Open the engine compartment door panels. Remove the hood.
4. Verify the coolant level in the surge tank is at the COLD mark. Fill the surge tank with coolant if required. Loosely install the pressure cap.
5. Open the thermostat housing bleed screw. Wrap a clean shop towel around the housing to absorb any coolant that may flow out of the bleed screw.

6. Apply the parking brake and start the engine.
7. Immediately add coolant to the surge tank if the coolant level drops significantly after the engine is started. Watch the level and add more coolant until the level stops dropping.

NOTE: Squeeze the coolant hoses to purge air from the cooling system.

8. Continue to run the engine until the engine temperature is at least 130° F (54° C). Secure the bleed screw after the thermostat begins to open and coolant begins to flow out of the bleed screw.
9. Verify the tunnel coolers and front heat exchanger (if equipped) begin to warm as the engine continues to run.
10. The thermostat outlet bleed screw may need to be opened slightly to allow any residual air trapped in the outlet to escape.
11. Verify that all of the coolers are warm, including the tunnel-length cooling system. Shut off the engine once all of the tunnel coolers are warm. Release the parking brake.

CAUTION

Always verify all tunnel coolers / heat exchangers are warm to the touch. A cooler or return hose that is significantly "colder" than another cooler or hose is an indication of trapped air within the cooling system.

12. Allow time for the coolant temperature to cool. Re-check the coolant level in the surge tank. Add more coolant if required.
13. Reinstall the surge tank cap, hood, and engine compartment door panels.