

Division of Edmonton International Speedway Limited

14325 - 114th AVENUE EDMONTON, ALBERTA T5NI 2Y8

Parts and Service

BOMBARDIER RECREATIONAL PRODUCTS INDUSTRIAL TRACKED VEHICLES

April 6. 1978

SERVICE BULLETIN # 20 CAN-AM

MX-4 - 250

AREA CODE 403

PHONE 452-9910

TELEX 037-2706

These modifications can be done after the motorcycle is broken in. This is what we have done to T. Gaetz's and S. Currington's race bikes.

If the motorcycle is too rich on top end, change Main Jet to # 150.

If the motorcycle is too rich in mid-range, drop the needle one notch.

If the motorcycle is rich on bottom end, change pilot jet to # 35.

Adjust air screw for best idle 3/4 to 1 turn.

For better starts in second gear change the rear sprocket to 50 teeth - this gears it down, you could put on a 13 tooth counter shaft sprocket but the chain wears out faster.

Change steering head angle - reverse the bottom cone, changes fork angle from 31 to 29½ allowing much better fork action.

Modify forks - as per drawing, refilling with Bel-ray # 10 in cold weather # 20 when hot weather or fast expert rider.

Put in 350 cc when forks are washed dry. 330 cc when forks are drained.

Rear Shocks can be replaced - the top experts use "Ohlins".

Avaiable from :Western Moto-Cross 10126 - 156 Street PHONE: 489-4035

contact Ed MacDonald or Don Galloway.

These shocks will be adjusted to your weight and riding SOMEARDIER yle. They are re-buildable and retail for about \$ 275.00.

AIR BOX & FILTER SERVICING

The aluminum plate in the filter tub should be siliconed on both sides and then a drain installed on the back side - use the parts from a MX 3 or Qualifier - Insert 744-059-000 Tube# 414-254-200, also install a drain in the lower part of the tub using the same parts.

Duct tape around the rear fender and filter tub and also the side panels and filter tub.

MX 4-370

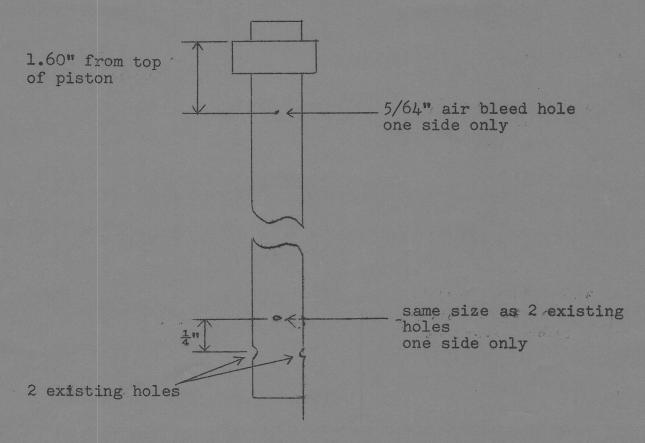
Same modifications.

Jetting - we have gone to 160 Main Jet, dropped the needle one notch and put in 55 Pilot jet.

Don't change sprockets.

How to modify the dampening rods:

The bottom has 2 existing holes - drill one more hole the same size but $\frac{1}{4}$ higher and at 90°.



When tightening the dampening rod back into the forks make sure the fork is fully compressed so as to centre the dampening rod.

Yours truly TRACT EQUIPMENT

Ed Max Donald per B.B.

EM/clb

Ed MacDonald Service & Warranty Representative