



CAN-AM*

Service Bulletin

no. 1

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Sales Dept. _____
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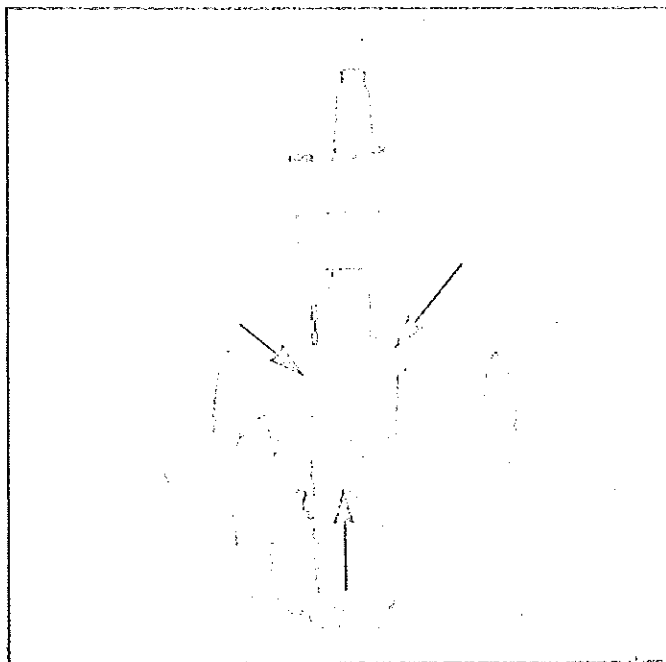
Subject CHOKE ASSEMBLY
 Models 3841 and 3851 (TNT 125 and 175cc)
 Serial nos. From All to incl.
 Date July 19, 1973

It has been reported that the choke assembly retaining screws have a tendency to loosen and fall off when the motorcycle is submitted to severe vibrations.

These three (3) screws should be checked for tightness at pre-delivery or whenever the bike is serviced.

NOTE: This bulletin constitutes a suggestion for product improvement only; it is not for warranty authorization.

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 CAN-AM Division
 Bombardier Limited
 Valcourt, Quebec, Canada





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Subject VENT LINES
 Models 3843 (MX-1, 125cc)
 Serial nos. From 000001 to 000090 incl.
 Date July 19, 1973

The opening of the three (3) engine vent lines (transmission, magneto and carburetor) are located in the air filter space under the seat.

We found that routing the transmission and magneto vent lines together along the frame reinforcement tube and tying them there with their openings downward, would allow less water or dust to enter.

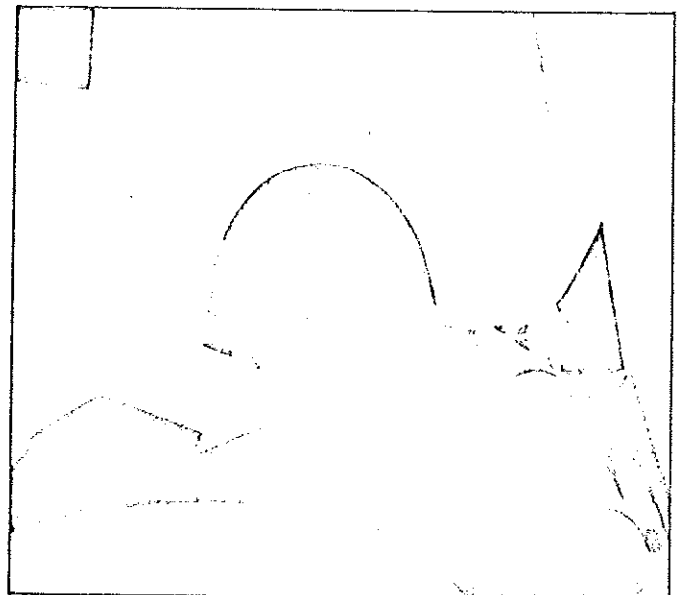
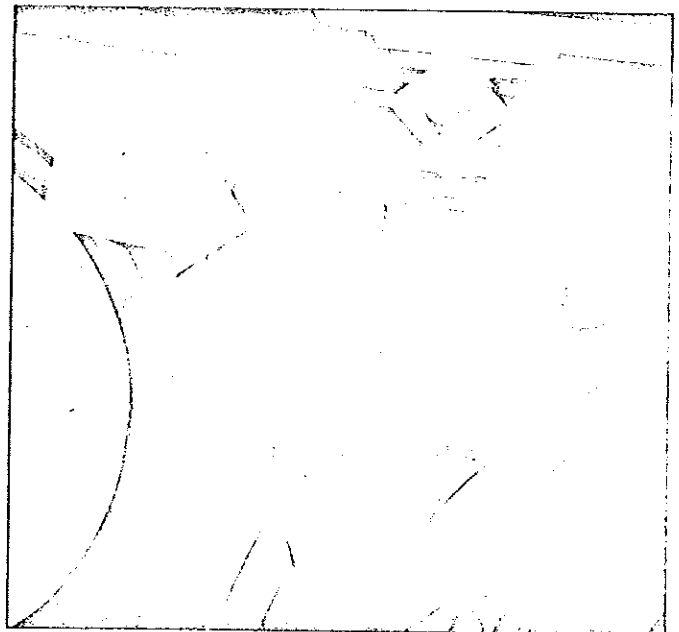
A more efficient carburetion is also obtained with a 155 main jet and with the carburetor vent line routed behind the electronic box retaining bracket and its opening downward in the dead air space inside the right side cover.

The three (3) holes in the air filter shield must be blocked with tape to prevent dirt and water from going directly to the filter.

The only part necessary for this product improvement is some tape, a 155 main jet (CAN-AM #420-2689-84) and a tie wrap (CAN-AM #748-0010-00)

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no. 3

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Subject REAR WHEEL LACING

Models All

Serial nos. All

Date September 5, 1973

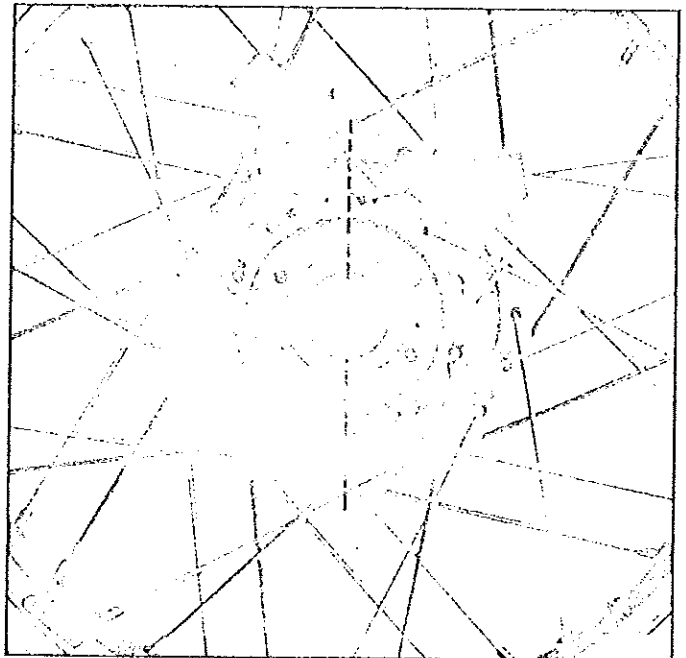
In order to be able to properly assemble a rear wheel, the lacing should be initiated at the marked spoke hole on the sprocket side and at the spoke hole exactly opposite on the brake side.

The marked hole aligns with one of the sprocket bolts.

The position of the different spokes should also be adhered to (see picture).

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Subject **SIDE REFLECTORS**

Models 3841 (T'NT 125cc)

Serial nos. From 000 001 to 000 110 incl.

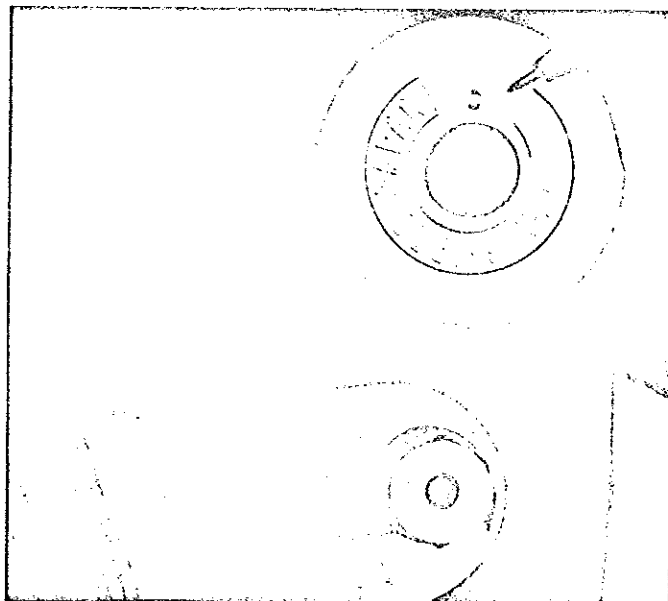
Date September 5, 1973

In order to comply with the government requirements, the front side reflector has to be positioned with its locating boss in the vertical axis.

A rubber washer, part number 748 0160 00, has to be fitted between the reflector and the headlight mounting nut to hold the reflector in the proper timed position.

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5

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Subject AIR BOX RIVETS

Models All

Serial nos. All

Date September 6th, 1973

It has been reported that some air box rivet heads have broken and have fallen off, to be swallowed up by the engine, resulting in expensive repairs.

These rivets should be checked for tightness; rivets and the immediate area can be coated with silicone sealant as a preventive measure.

NOTE: This bulletin does not constitute a warranty authorization.

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Subject PISTON BREAKAGE

Models All

Serial nos. All

Date September 6th, 1973

Piston breakage generally occurs when piston/cylinder clearance is excessive due to piston wear. Rapid piston wear is the direct result of dust entering the engine through the intake system.

It is of prime importance that the air filter be properly serviced as often as possible according to the procedures described in the Owner's Manual.

Every time the filter is serviced, the air box should be checked for leaks. To do so, remove the air box/carburetor rubber adaptor, block the carburetor/air box opening with a piece of old tube and a collar. Fill the box with water. Any leak should be repaired with fiberglass resin or with silicone rubber. When this operation is completed, make

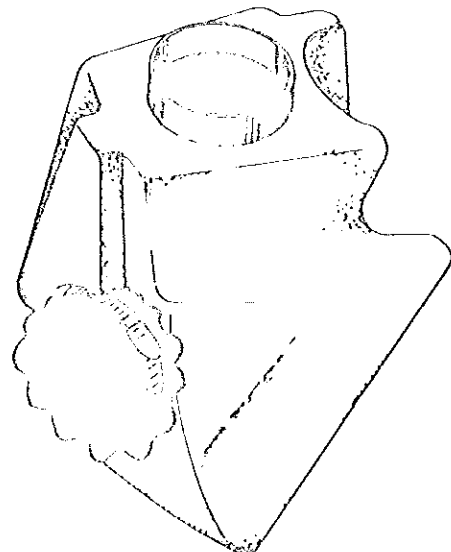
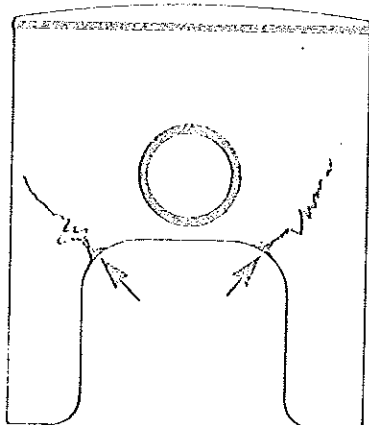
sure the inside of the air box is wiped dry.

If dust is suspected to have entered the engine, check for excessive clearance between piston and cylinder.

Piston/cylinder clearance limits:

125cc :	Min. 0.0025"	Max. 0.006"
175cc :	Min. 0.0025"	Max. 0.006"

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Subject **HARD SHIFTING**

Models All

Serial nos. All

Date **September 10, 1973**

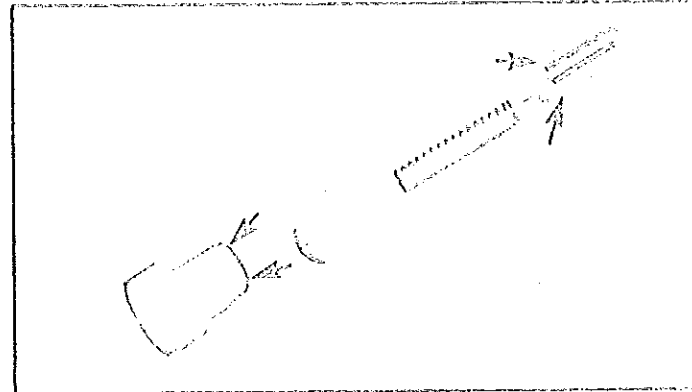
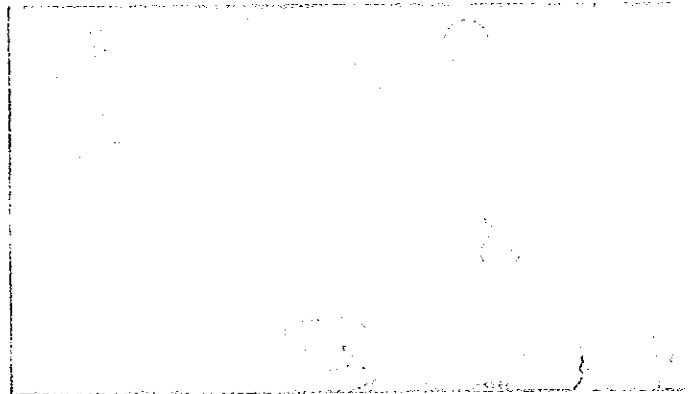
If the shifting mechanism is excessively hard to operate, the problem can generally be traced to a faulty shift drum index plunger assembly.

To remove the index plunger assembly, remove the transmission drain plug, drain the transmission oil and unscrew the assembly from the engine.

File the sharp machined edges of the plunger and the plunger body (as indicated on picture). If the problem persists, the index plunger assembly should be replaced.

Install the transmission drain plug and fill the transmission with fresh oil.

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Subject LIGHT BULB FAILURE

Models T'NT 125, 175 (3841 and 3851)

Serial nos. All

Date September 14, 1973

Reports have been received on some light bulb failures possibly due to a battery in a deteriorated condition or to fuse holder problems such as:

- a) fuse loses contact due to soft or weakened spring tension.
- b) fuse works its way down into the large end of the spring and loses contact.
- c) fuse holder leads break possibly from vibration.

Correct these various situations as follows:

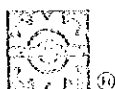
- a) charge the battery if found to be in a low charge state.

b) replace any weak or defective spring but be sure to place the small end in contact with the fuse.

c) replace the fuse holder complete with new lead wires.

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Subject **PARTIAL THROTTLE OPENING**

Models All

Serial nos. All

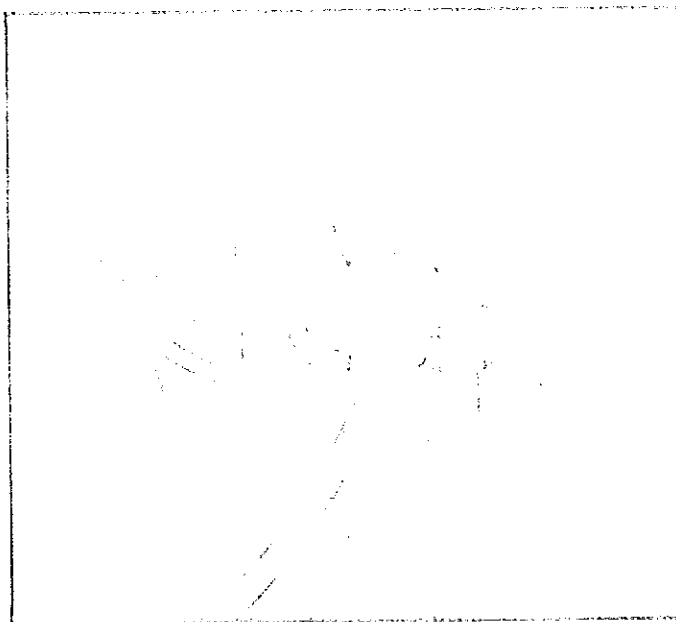
Date September 18, 1973

Backward installation of the carburetor top cover plate will prevent full opening of the carburetor piston (slide), due to throttle cable interference between piston and cover plate.

Always install the cover plate with the cable adjuster closest to engine.

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Subject **EXCESSIVE ENGINE NOISE**
 Models All
 Serial nos. All
 Date September 17, 1973

Excessive engine noise can be generated by a loose crankshaft gear nut.

To cure the problem, drain the transmission, remove the left footrest, the kickstart and shift levers and the clutch cover. Temporarily replace the shift lever and engage 6th gear.

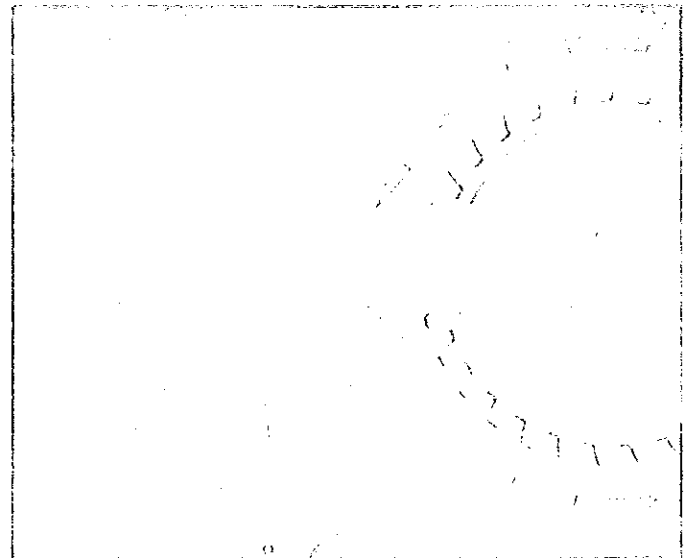
Hold the rear brake pedal down and remove the crankshaft nut. Clean the threads on both crankshaft and crankshaft nut. Coat the threads with "Loctite Primer". Let dry for two minutes and coat the first 3 threads with "Loctite Thread Lock".

Re-install the nut and torque to 80-90 ft./lbs. while holding the rear brake.

Remove the shift lever and replace the clutch cover, the kickstart and shift lever and the footrest. Replenish the transmission with fresh oil.

NOTE: Excessive "Loctite" will lock the drive gear into the crankshaft and impede removal at a later date.

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Subject SERIAL NUMBER STRUCTURE

Models All
 Serial nos. All
 Date September 19, 1973

The complete serial number of a CAN-AM motorcycle comprises 10 digits of which the four first represent the vehicle model while the last six are the serial number of the unit.

The model number reads as follow:

- 1st digit: year of production
- 2nd digit: CAN-AM division (8)
- 3rd digit: engine size
- 4th digit: model type

ENGINE SIZE

Up to 50cc	1
51 to 80cc	2
81 to 100cc	3
101 to 125cc	4
126 to 200cc	5
201 to 250cc	6
251 to 350cc	7
351 to 500cc	8
501 to 750cc	9
751 to 1000 open	0

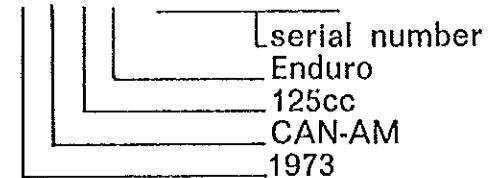
MODEL TYPE

Enduro (TN'T)	1
Touring	2
Motocross(MX-1)	3
Road race	4
Trials	5
T.T. short track	6
Speedway	7
Trail	8
Mini-Midi	9
Open	0

The engine serial number corresponds with the motorcycle serial number.

EXAMPLE: 1973, 125 cc T'NT

3 8 4 1 - 0 0 0 X X X



NOTE: Whenever your serial number is required, mention all of the 10 digits.

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