



BOMBARDIER*

Service Bulletin

no. 16

READ, SIGN AND PASS ON

Sales Dept. _____

Parts Dept. _____

Service Manager _____

Mechanics _____

Subject CRANKSHAFT REBUILD KIT

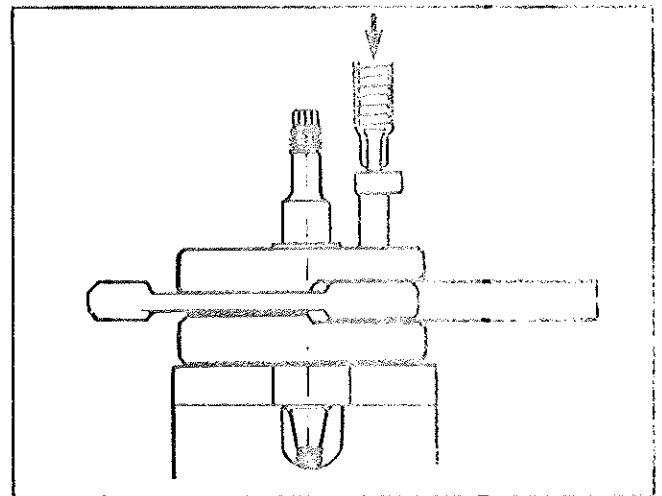
Models All

Serial nos. All

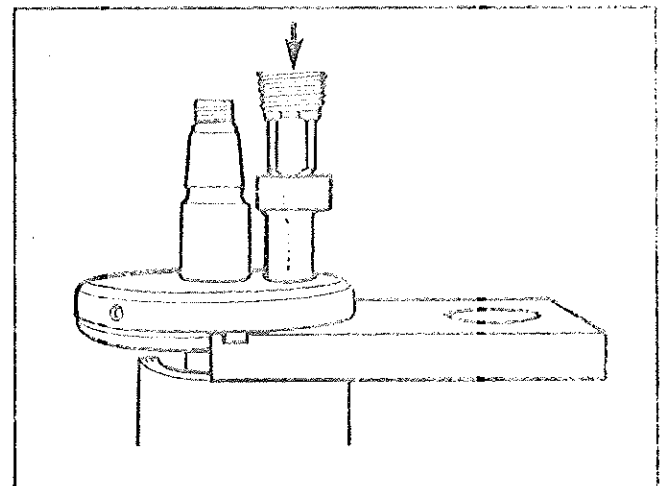
Date June 15th, 1974

Instructions:

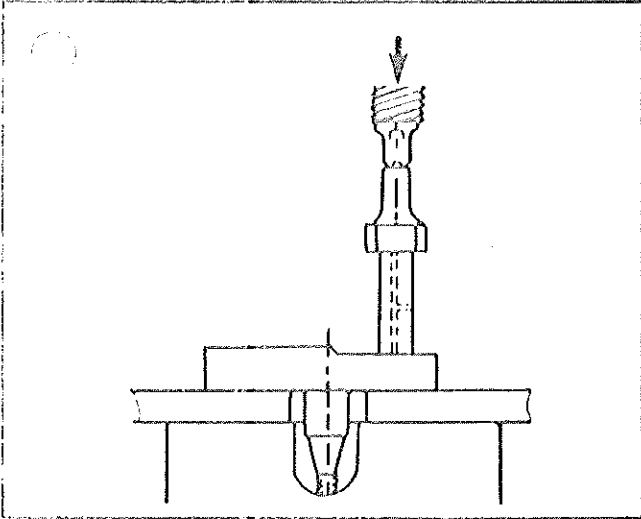
1. Mount the crankshaft assembly in a jig and press the crankpin out of the magneto side flywheel.
2. Remove the connecting rod and the bearing.



3. Press the crankpin out of the clutch side flywheel.

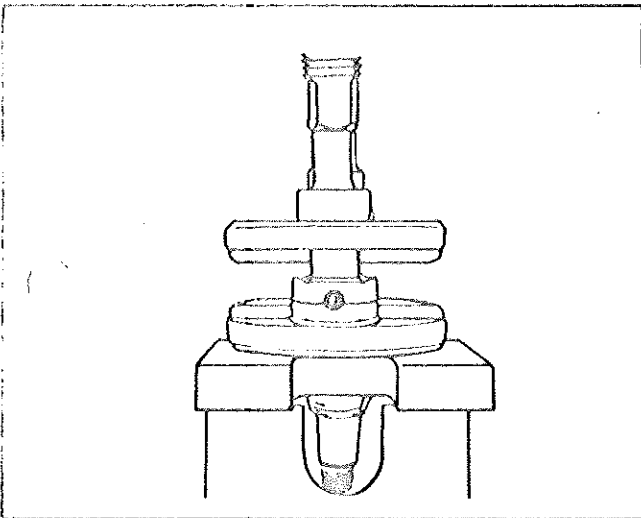


Page 1



4. Press the new crankpin into the clutch side flywheel. Crankpin lubrication hole must point to the outside.

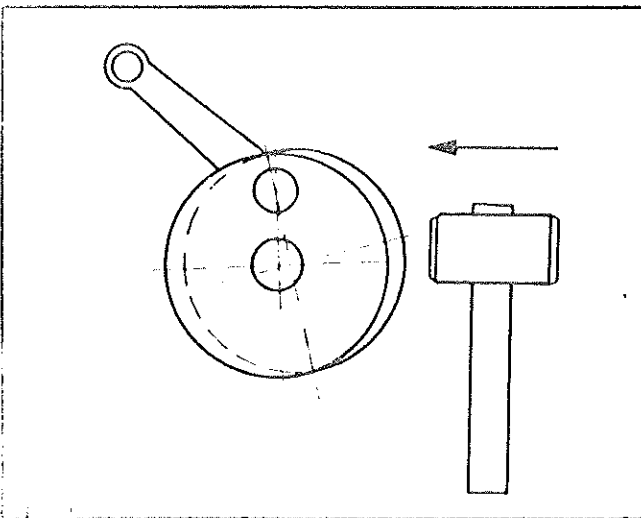
NOTE: The crankpin must enter the bore straight to prevent damage to the bore and/or the crankpin.



5. Fit the connecting rod and the bearing into place with light grease.

6. Place the magneto side flywheel on the jig. Align the clutch side flywheel with the magneto side flywheel and press the crankpin (with rod assembly) into magneto side flywheel.

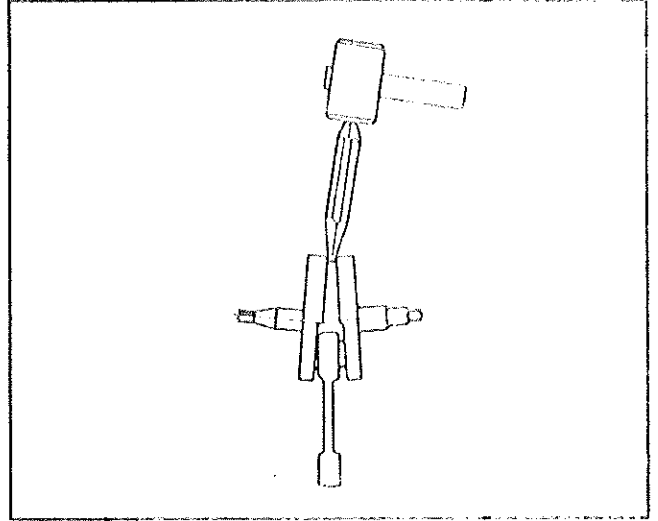
NOTE: The rod side clearance must be .012" min. to .014" max. (.3mm min. to .35mm max.)



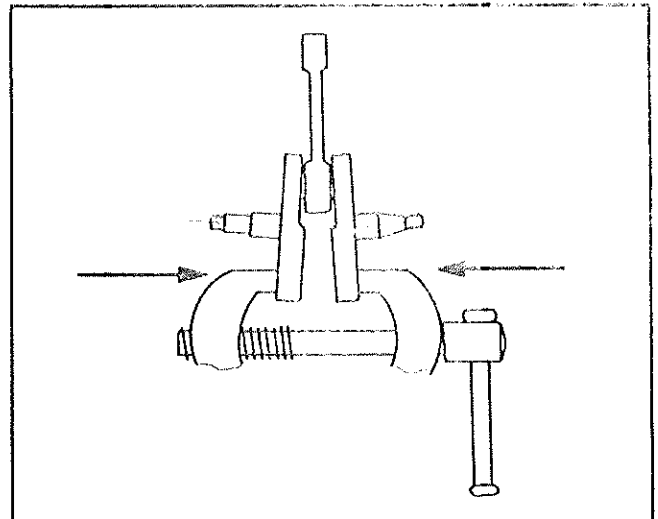
7. Using a "straight edge", check for flywheel alignment. Drift with a heavy brass mallet to align if necessary.

8. Using a micrometer or vernier caliper, check for flywheel alignment.

Use a wedge to correct this situation.

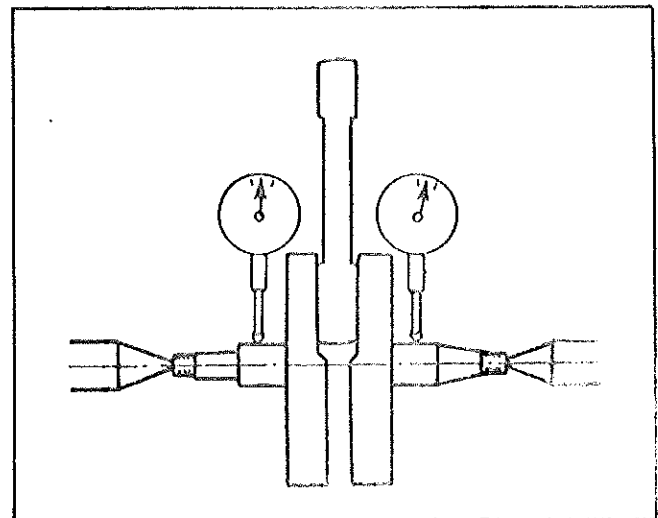


Use a clamp or vise to correct this situation.

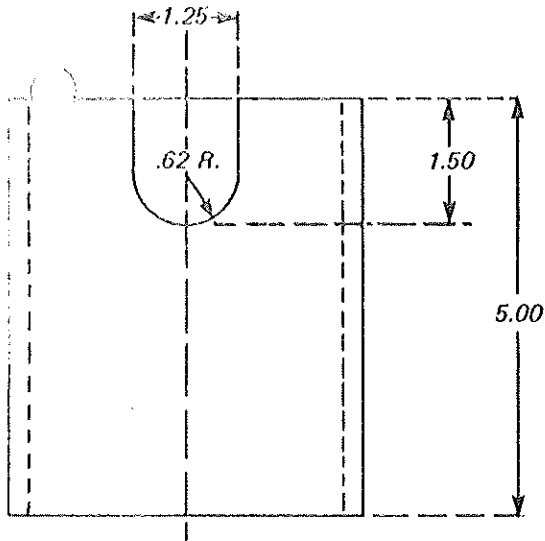
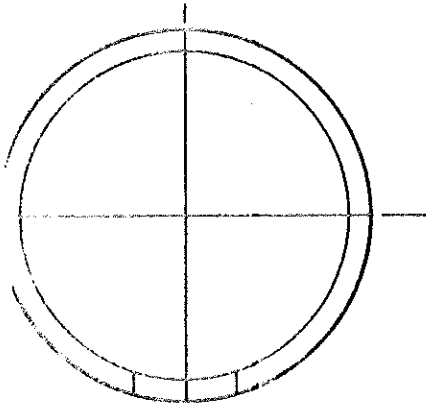


9. When overall alignment is completed, verify connecting rod side clearance.

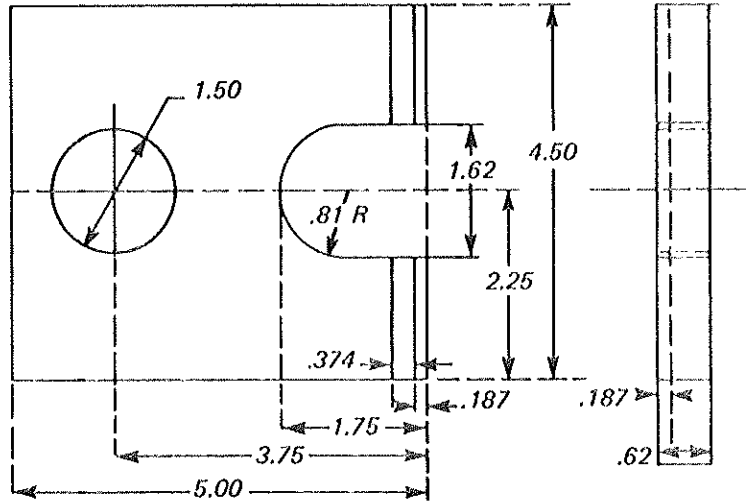
NOTE: Make a final alignment check using a dial indicator.



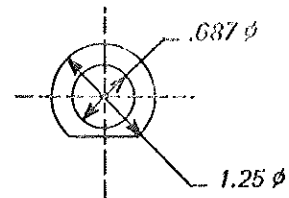
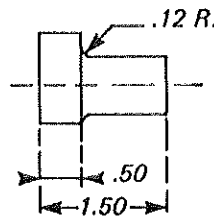
Suggested crankshaft repair tool:



STEEL TUBE 4.5 O.D. x .25 WALL



H.R. ST'L PLATE 4 1/2" x 6.25" THICK



H.R.C.Q. STL 1.25 ϕ

Note: All values are in inches.

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Service Bulletin

no. 17

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Subject CYLINDER SLEEVE REPLACEMENT

Models All

Serial nos. All

Date June, 15th 1974

Cylinder sleeve should be replaced whenever its inside diameter becomes 0.006" (0.15 mm) or more, larger than a new 3rd oversize piston.

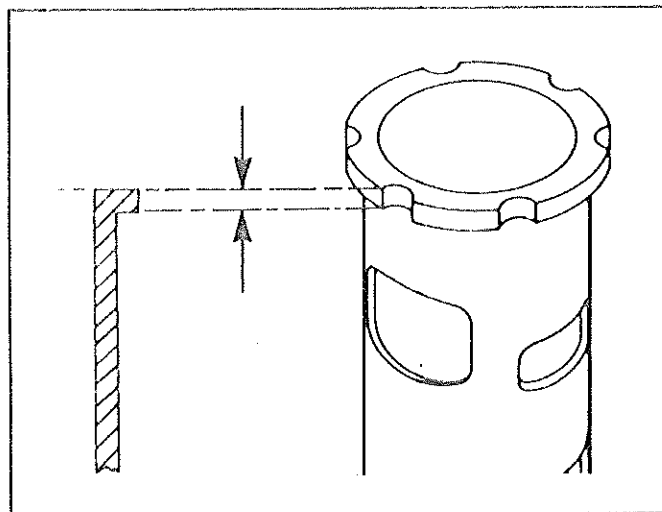
INSTRUCTIONS

1) Heat cylinder assembly to 350°F maximum. (200°C).

NOTE: A drop of water, dripped onto cylinder assembly will bounce if heat is sufficient.

2) Support cylinder block upside down and press out old cylinder sleeve.

3) Measure the thickness of the liner top flange, and if necessary, face the new liner flange to the same measurement.



4) Inspect cylinder block and clean away all carbon and dirt.

5) Re-heat cylinder block to 350° F.

6) Immediately align new cylinder sleeve with hot cylinder, drop into place from top side and hold until assembly is cold.

NOTE: You have 3-4 seconds maximum before cylinder cools sufficiently to grip onto sleeve.

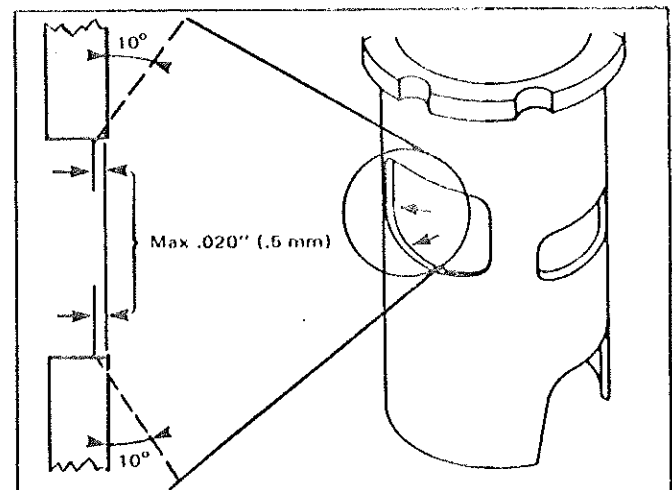
7) Bore the new sleeve to provide piston clearance of .002" min. to .0025" max. (.06 mm min. to .063 mm max.)

FINISHED BORE DIMENSIONS

124cc: 2.126" + .0005" (54 mm + .015 mm)
- .000" - .000 mm

175cc: 2.441" + .0005" (62 mm + .015 mm)
- .000" - .000 mm

8) Using a rotary file or jeweler's hand file, chamfer the sharp edges of each port 10°, to a width of .020" (.5 mm).





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Service Bulletin

no. 18a

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Subject ENGINE NOISE REDUCTION

Models All except 4851-4841

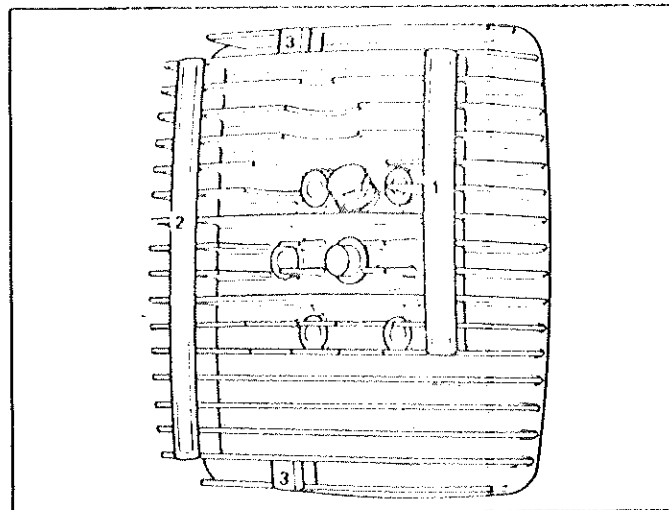
Serial nos. All

Date June 28th, 1974

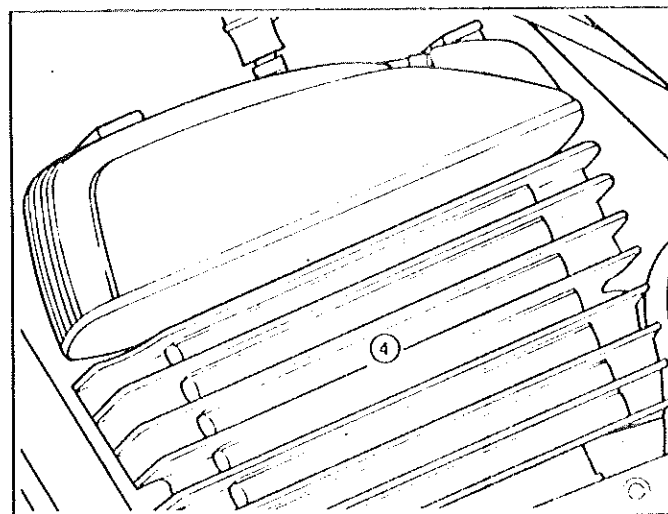
In order to lower the sound level of the engine power head, the '74 T'NT's noise dampers can be fitted to all other Can-Am motorcycle engines.

- ① Damper No 734-011-000 (short) fit rear of cylinder head. 1 -
- ② Damper No 734-011-001 (long) fit front of cylinder head. 1 -
- ③ Damper No 734-011-002 (small) fit both sides of cylinder head. 2 -
- ④ Damper No 734-011-003 should be inserted between cylinder fins. 12 -

This bulletin does not constitute a warranty authorization.



This bulletin replaces bulletin no. 18.



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Service Bulletin

no. 19

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Subject CLUTCH DRAG

Models All except 4851

Serial nos. All

Date July 1st, 1974

Clutch drag, due to plate warpage, is normally the result of excessive clutch slippage and bad driving habits.

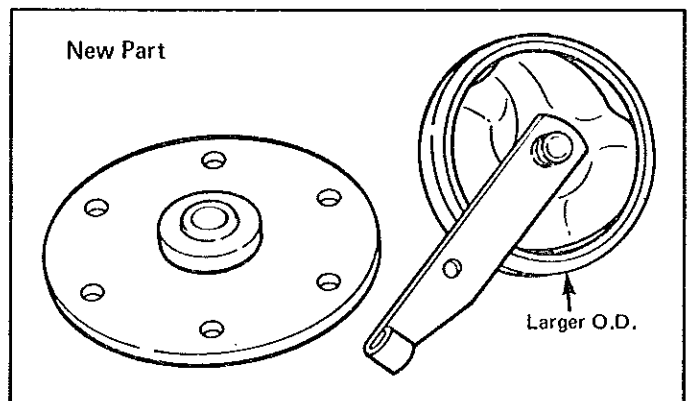
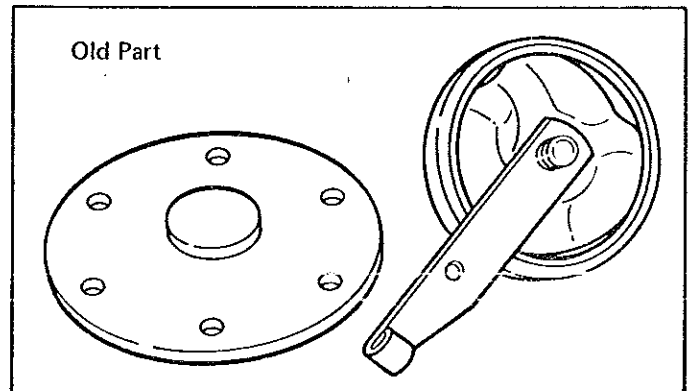
In order to correct slight clutch drag, a new clutch release cam assembly has been designed and is standard on all 74 T'NT 175cc.

This cam assembly can be installed on all other models. Find below the list of parts to be replaced:

Part name	Old part no.	New part no.
Plate, clutch spring retaining	420-259-590	420-259-596
Clutch release cam	420-259-615	420-259-619
Clutch adjustment screw	420-241-790	420-241-791
Clutch release bearing	420-932-990	
	420-259-600	420-259-705

NOTE: On 125cc T'NT 74 only, if the steel plates are warped excessively, align the plates so that the warped part on each plate faces the same way and is in the same position.

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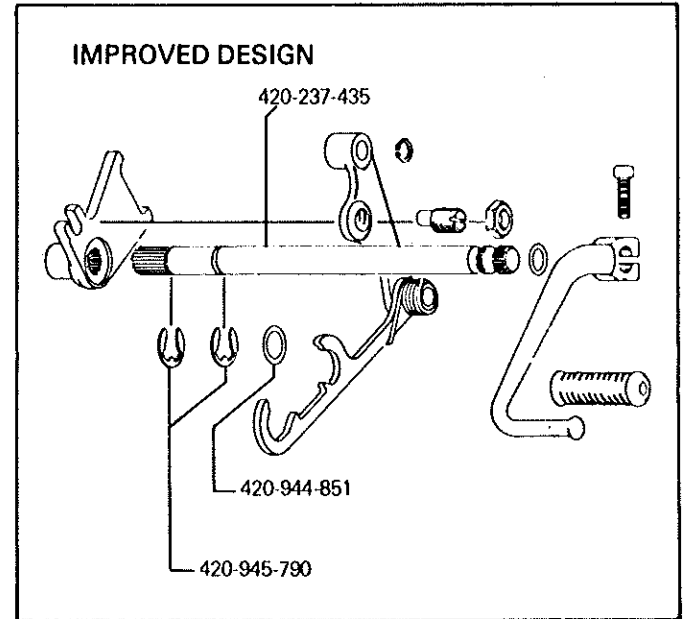
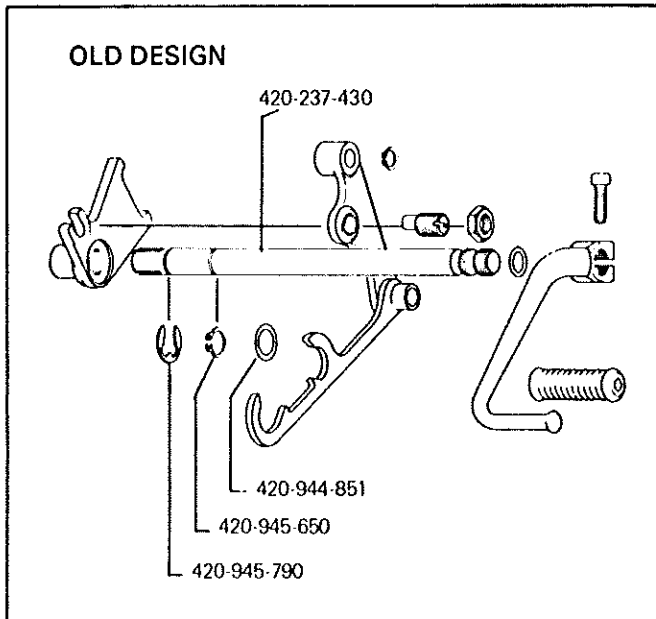
Subject **SHIFT SHAFT SNAPRING**
 Models **ALL 1973 PLUS 1974 MX**
 Serial nos. **ALL**
 Date **AUGUST 6th, 1975**

Snapping, p / n 420-945-650, has been known to come out of the locating groove in shift shaft, p / n 420-237-430, allowing the shift shaft to slide outwards and away from the actuator lever spline.

Unfortunately, this requires complete engine disassembly to correct the situation.

The remedy for this problem is to install shift shaft, p / n 420-237-435, with the larger clip, p / n 420-945-790.

○ NOTE: Be sure to include thrust washer, p / n 420-944-851.



▼ CAUTION: It is recommended that you update to the improved parts before you reassemble any older engines.

○ NOTE: For improved oil sealing, refer to Service Bulletin C-75-46-S.





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Service Bulletin

no. 21

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Subject FUEL STARVATION

Models ALL

Serial nos. ALL

Date JULY 10, 1974

To avoid the danger of engine damage resulting from fuel starvation, it is recommended that the fuel filter be mounted as close to the carburetor as possible. This will create more "head" pressure and thereby help overcome the combined effect of normal mesh restriction and contamination.

PROCEDURE:

Install the longer gas line between gas tank and filter, and the shorter one between filter and carburetor.

Make sure the filter is installed in the right direction of flow. Filter has a flow arrow embossed on its body.

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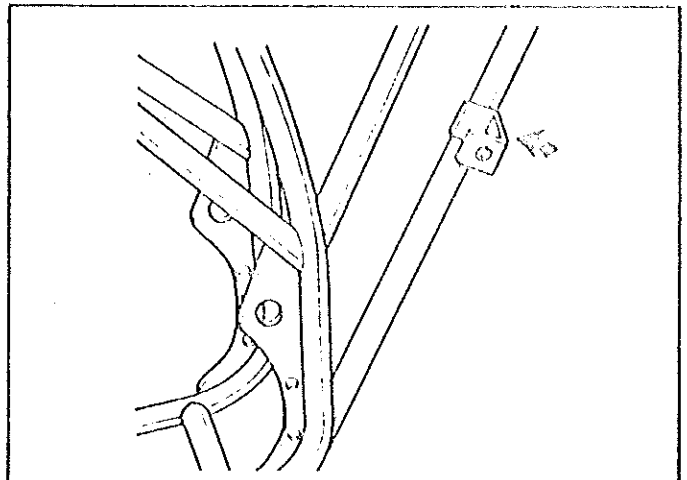
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Subject LEFT SIDE PANEL BRACKET
Models 1974
Serial nos. ALL
Date July 18th, 1974

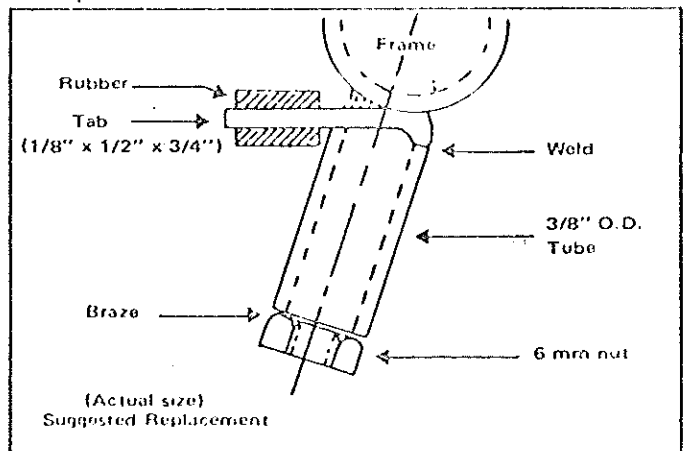
In the case of breakage of the left side panel bracket, a replacement is now available under part number 746 063-001.

This bracket can be gas or heli-arc welded, but care should be exercised not to overheat the air box area close to the frame. A heat shield should be employed between airbox and frame tube to prevent airbox from melting during welding.



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Service Bulletin

no. 23

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Subject EXHAUST NOISE

Models 4841-4851

Serial nos. ALL

Date July 18th, 1974

Some motorcycles have excessive exhaust noise due to insufficient pressure of exhaust pipe on exhaust flange and exhaust flange gasket.

Remedy:

1. Remove muffler and exhaust pipe.
2. Front mount: Slot the exhaust lord mount frame hole toward the rear of the motorcycle to permit extra rearward clearance for the mount stud.
3. Rear mount: Slot the exhaust lord mount hole in the exhaust pipe toward the front to permit extra forward clearance of the mount stud in the exhaust retaining plate. This will permit the exhaust pipe to move rearward, thus apply more pressure to the gasket.
4. Re-install muffler and exhaust pipe but do not tighten the mounting bolts.
5. Install two extra exhaust retaining springs.
6. With a rubber hammer, drive the exhaust pipe onto the flange.
7. Tighten the mounting bolts.

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Subject FRONT TURN SIGNAL LAMP SPACING

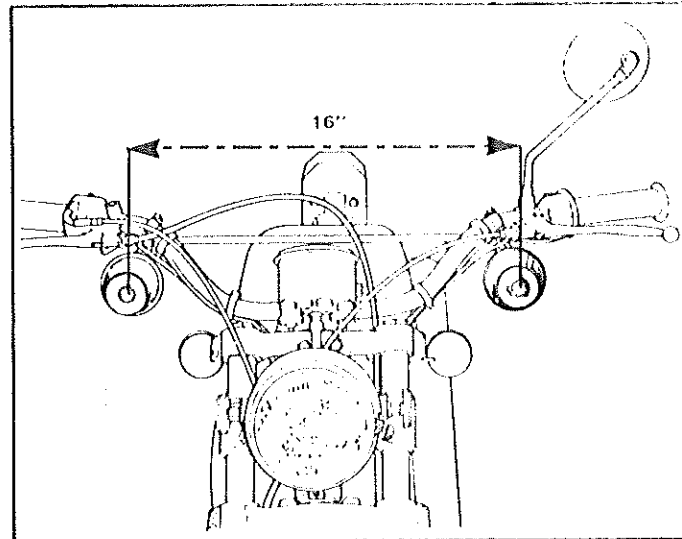
Models ALL T'NT

Serial nos. ALL

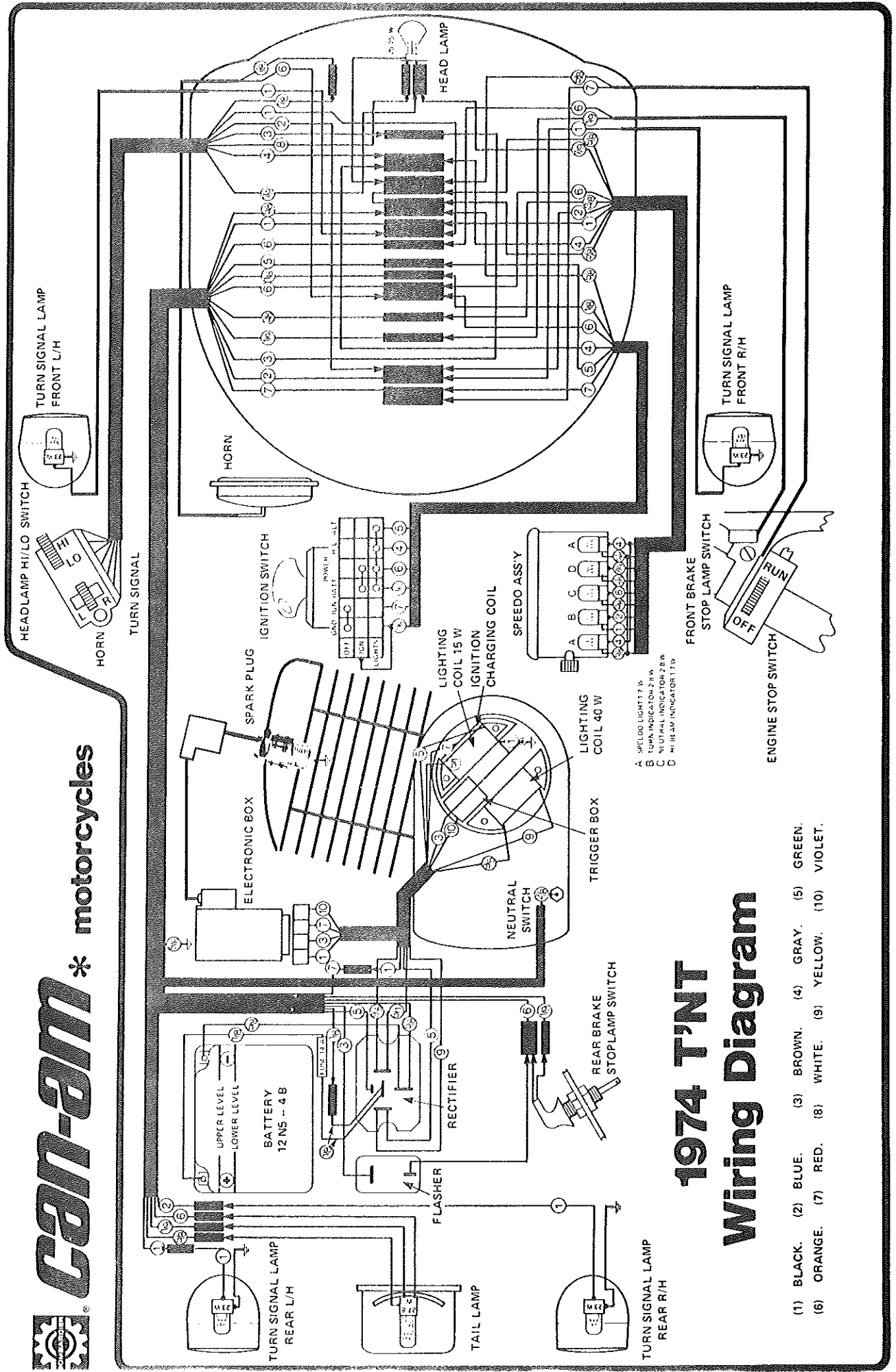
Date AUGUST 15TH, 1974

On pre-delivery or whenever a Cam-Am motorcycle is serviced, make sure the front turn signal lamps are positioned 16" apart. (Center to center). This a legal requirement and it has to be adhered to.

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1974 T'NT Wiring Diagram

- (1) BLACK. (2) BLUE. (3) BROWN. (4) GRAY. (5) GREEN.
- (6) ORANGE. (7) RED. (8) WHITE. (9) YELLOW. (10) VIOLET.

- A SPEEDO LIGHT 1.7 W
- B TOWN INDICATOR 2.8 W
- C TAIL INDICATOR 2.8 W
- D HI BEAM INDICATOR 1.7 W



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Service Bulletin

no. 26

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Subject ENGINE SERIAL NUMBER

Models ALL

Serial nos. ALL

Date OCTOBER 15, 1974

The Can-Am motorcycle has an engine serial number stamped on the top right of the crankcase.

This number should be referred to when parts are ordered. It should also be recorded in the customer's service file for future reference.

The engine serial numbers are:

124 c.c.: 50,0001 to 60,000 incl.

174 c.c.: 60,0001 to 70,000 incl.

244 c.c.: 70,0001 to 80,000 incl.

Failure to use these engine numbers may result in parts ordering errors.

Example of part list referring to engine number:

(As shown in Parts Lists) 420-242-580

45	420 242 580	Nut M8, Cylinder Base (Only For Engine Type 174 up to Engine Serial Number 61,069)	4	--	--
	420 242 585	Nut M8, Cylinder Base (For All Engines Types 124 and For Engine Type 174, Serial Number 61,070 And Above)			

CAN-AM* MOTORCYCLES
SPARE PARTS CATALOG

SECTION 1 - PAGE 3
CATALOG NO 735 009 002 JULY 1974

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Service Bulletin

no. 27A

REPLACES NO 27

READ, SIGN AND PASS ON

Sales Dept. _____

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Subject 48-41-4851

Models ALL

Serial nos. REAR FENDER AND SPLASH PAN

Date 27 November 1974

Because of assembly difficulties, the splash pan has been reworked to fit to the rear fender. All splash pans, rear fenders and decals to be sold as parts are already corrected. However, because of this amendment, a slight change in the installation of replacement parts is needed.

Replacement Procedures:

1. To replace decals only
 - Order p/n 744-018-002 for R.H. side
 - Order p/n 744-018-003 for L.H. side

Note: If rear fender has already been replaced, use decal p/n 744-018-004 for R.H. side and decal p/n 744-018-005 for L.H. side.

2. To replace fender only
 - a) Order:
 - 1 Rear fender p/n 744-017-002
 - 1 R.H. side decals p/n 744-018-004
 - 1 L.H. side decals p/n 744-018-005
 - 2 Rubber plugs p/n 748-031-000

- b) Bolt fender to bracket (rear of frame).
- c) Drill two (2) 1/4" dia. holes in fender (Holes should align with existing splash pan holes).
- d) Fasten splash pan to fender using original screws.
- e) Plug the two (2) remaining holes in fender using two (2) rubber plugs, p/n 748-031-000.

3. To replace splash pan only
 - a) Order: 1 splash pan p/n 744-046-000
 - b) Cut 5/8" off the rear of the splash pan. (Holes should align with fender holes).
 - c) Drill two (2) 1/4" dia. holes in the splash pan. (Holes should align with fender holes).
 - d) Fasten splash pan to fender using original screws.

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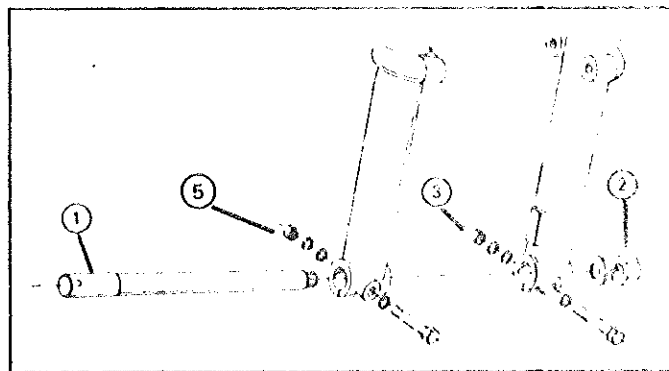
Subject FORK ALIGNMENT
Models ALL
Serial nos. ALL
Date OCTOBER 15, 1974

It has been reported that the fork sliders stick or jam after motorcycle assembly or front wheel servicing. The most probable cause of this situation is misaligned fork legs.

The correct procedure for installing the front wheel and aligning forks is explained in the Assembly Sheet, as follows:

- ① Position wheel then insert axle from magneto side.
- ② Tighten axle nut.
- ③ Tighten the clutch side axle pinch bolt.
4. Depress the fork two or three times to align fork.
- ⑤ Tighten the magneto side axle pinch bolt.

Note: When installing the front wheel on the T'NT model, make sure the speedometer cable drive is positioned to prevent speedometer cable damage. The cable must not have sharp bends when fork is completely extended, or completely compressed.



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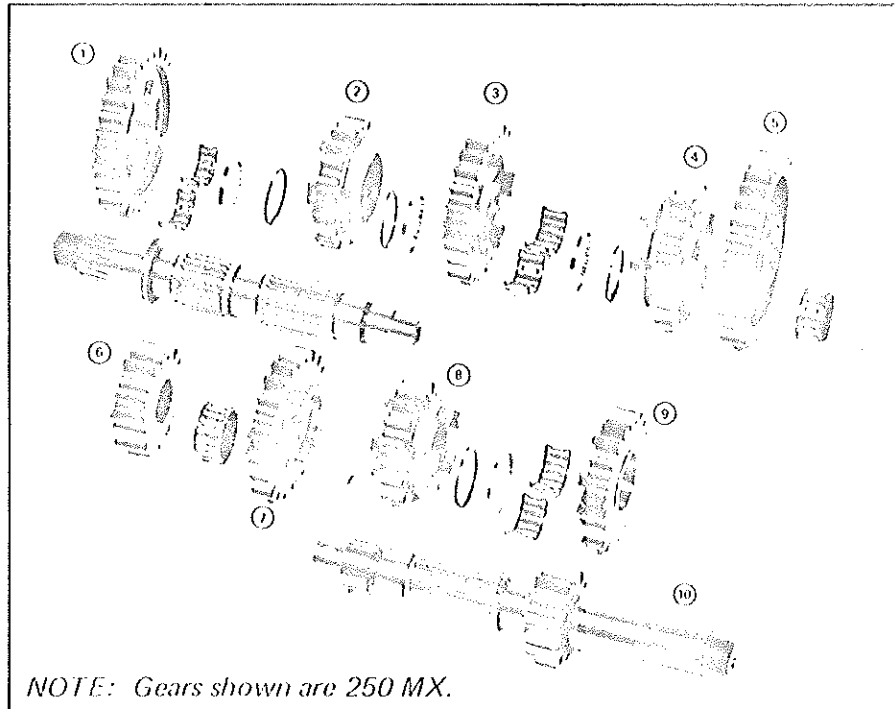
no. 29

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Subject GEAR CLUSTER
Models 250 cc
Serial nos. ALL
Date OCTOBER 15, 1974

The Can-Am 5-speed gearbox can be rebuilt as per the instructions found in the current shop manual. The picture below indicates the correct location of each gear.



ITEM#	1	2	3	4	5	6	7	8	9	10
MODEL	28T	21T	25T	23T	31T	16T	23T	18T	21T	13T
250 T'NT	28T	21T	25T	23T	32T	15T	23T	18T	21T	11T
GEAR	2ND	5TH	3RD	4TH	1ST	2ND	5TH	3RD	4TH	1ST
	CLUTCH SHAFT					MAIN SHAFT				

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Service Bulletin

no. S30

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Subject BATTERY VENT TUBE

Models T'NT

Serial nos. ALL

Date NOVEMBER 1st, 1974

During vehicle operation, the battery produces gas. Since the filling caps have no vents, this gas has to escape through the battery breather and vent tube.

The vent tube supplied with each T'NT motorcycle has tiny slits near each end. These slits permit the battery to vent even if vent tube is pinched.

If for any reason the tube has to be shortened, make sure the "slit" end is installed on the battery breather spigot otherwise, if tube is pinched, pressure may build inside battery to a point where it could explode.

WARNING: When a battery is being charged, always remove the filler caps and ensure that the area is well ventilated.

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Service Bulletin

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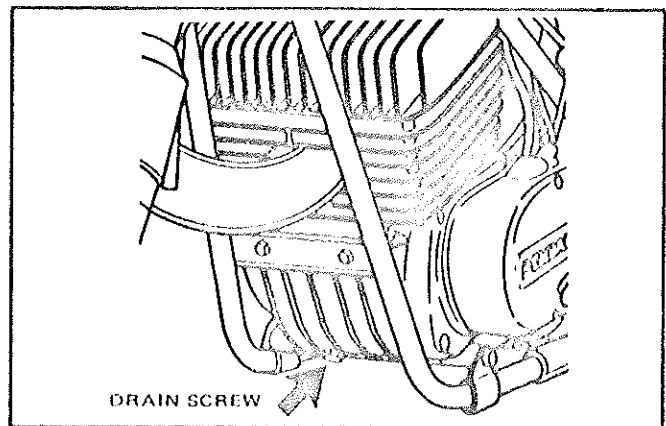
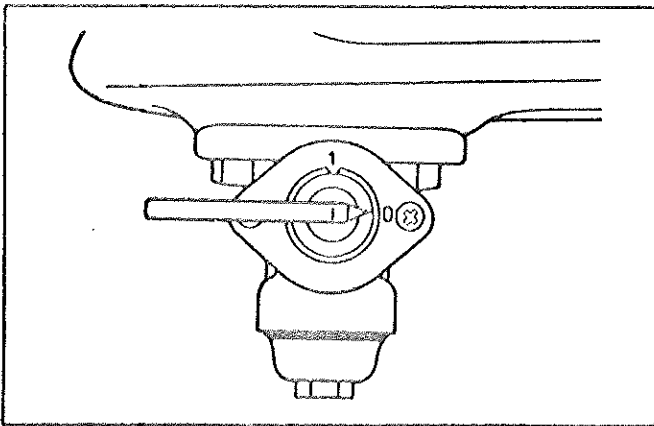
Subject FUEL SHUT-OFF VALVE
Models All
Serial nos. All
Date NOVEMBER 20, 1974

The carburetor float needle is designed to regulate fuel flow to the float chamber. It cannot act as a shut-off valve.

Anytime a Can-Am motorcycle is not in use, the fuel shut-off valve should be closed (#0 position) to prevent gasoline overflowing into the intake manifold and engine crankcase.

Gasoline in crankcase may cause connecting rod or connecting rod bearing damage when engine is cranked, due to hydraulic piston lock.

If gasoline is suspected to be present in crankcase, remove the crankcase drain screw and allow the crankcase to drain before starting.



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Service Bulletin

no. S32

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Subject TRANSMISSION ACTUATING LEVER
 Models All
 Serial nos. All
 Date December 6th, 1974

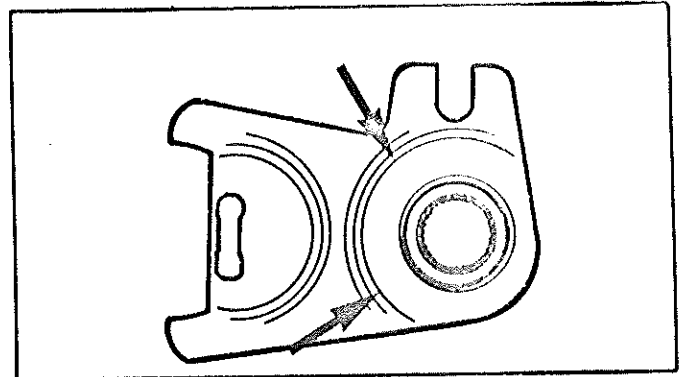
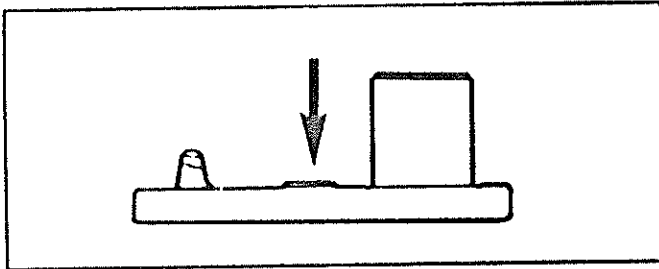
PROBLEM: When fitting a new transmission lever, p/n 420 258 575, you may find that the shifter shaft has no end play, and that the shifter level will not return to its static position properly.

PROBABLE CAUSE: The new actuating lever has a slight ridge on the outer thrust washer support face (see drawing) that has eliminated the necessary clearance.

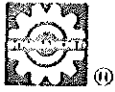
NOTE: Even the slightest ridge may cause a problem.

SOLUTION: Using a grinder (eg: Dremel), remove the ridge until the thrust washer sits flatly in position.

NOTE: Check for shift shaft end play when crankcase is firmly bolted together.



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Service Bulletin

no. S33

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Subject RECTIFIER

Models All 1974 T'NT

Serial nos. All 4841 & all 4851

Date DECEMBER 13, 1974

The "Bosch" rectifier, p/n 738-038-000, has been replaced by a new rectifier, p/n 738-038-003. Due to a difference in the internal circuit, some minor wiring changes must be made (as shown) if a new rectifier is to be fitted.

Any 1974 rectifier that fails should be replaced by the new rectifier (p/n 738-038-003).

NOTE: This new system is employed on all 1975 T'NT 5841, 5851, 5861.

INSTRUCTIONS:

1. Remove the battery.
2. Remove the battery box.
3. Remove the old rectifier.

4. Remove the winker relay rubber box.

5. Fit the new rectifier and the rubber box into place (as shown), mark and drill the holes required, and bolt them into place.

NOTE: Cut the rectifier flange as shown.

6. Install battery box and battery.

7. As per the drawing, route all wires eliminating as much surplus length as possible.

8. Using crimp connectors or "twist, solder and tape" joints, connect the wires as shown.

NOTE: Use "radio or TV" type solder (resin core) ONLY.

CAUTION: Despite the similarity in appearance, the Ski-Doo regulator cannot be used on Can-Am.

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