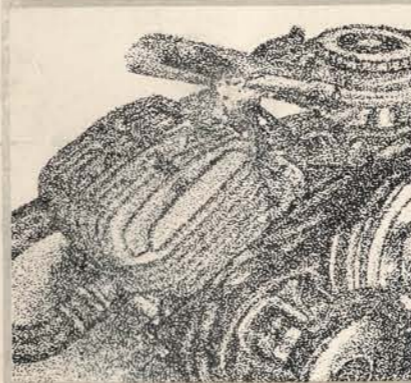


**POLARIS**  
INDUSTRIES INC.



W867627 TRAIL BOSS  
W867027 SCRAMBLER  
November 15, 1985  
Part Number 9911197




**POLARIS**  
INDUSTRIES INC.

**OWNERS SAFETY & MAINTENANCE MANUAL**



## SAFETY PRECAUTIONS

 This symbol is a warning symbol and is used to alert the rider of areas which require special attention to prevent serious personal injury or vehicle damage. It is used on important safety instruction decals on your ATV and throughout this manual.

### KNOW YOUR VEHICLE BEFORE YOU BEGIN RIDING!

Read this manual thoroughly referring to the various areas which are being discussed on your machine. Operating this vehicle carries with it responsibilities for your personal safety, the safety of others, and the protection of our environment.

**NOTE:** The word "NOTE:" in this manual will alert you to key information or instructions.

Due to our concern for the safety of our customers and the general public, Polaris hereby strongly recommends and requests that consumers not have installed on a Polaris ATV, any equipment which is intended to increase the speed or power of the vehicle, or make any other modifications to the vehicle for these purposes. Any modifications to the original equipment of the ATV substantially increase the risk of bodily injury. Please be aware that these modifications may create a substantial safety hazard.

Polaris hereby informs you that the warranty on your ATV is terminated if any such equipment has been added to the ATV or any modifications have been made to the ATV which increases its speed or power.

We also advise you to strictly follow the recommended maintenance program outlined on pages 41 - 64. This preventive maintenance program is designed to insure that all critical components on the ATV are thoroughly inspected by your dealer at various mileage intervals.

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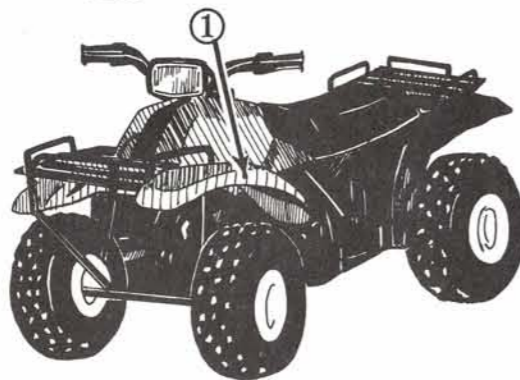
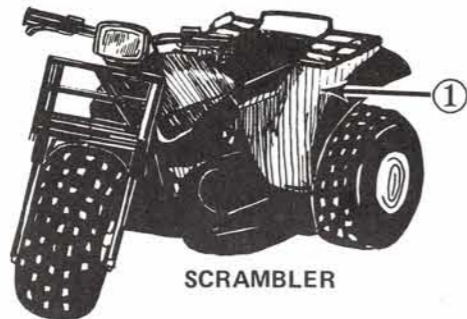
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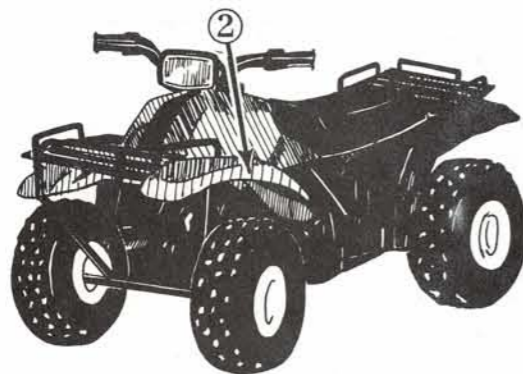
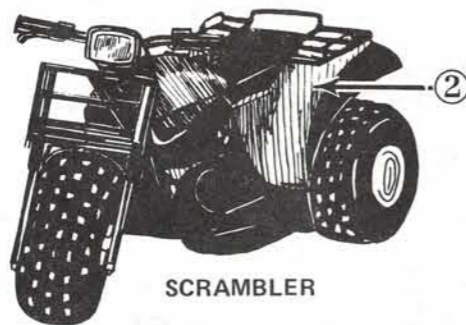


①

**WARNING**

READ AND UNDERSTAND WARNINGS AND OWNERS MANUAL BEFORE OPERATION. SEVERE INJURY OR DEATH COULD RESULT FROM IMPROPER USE OF VEHICLE.

- Rear brake NOT operational when vehicle transmission in neutral.
- OFF-ROAD use only, vehicle does not comply to street legal requirements.
- Vehicle designed for operator only, no passengers. Carrying passengers can significantly reduce stability and control.
- Always wear a helmet, eye protection, heavy shoes and gloves.
- ADULT VEHICLE ONLY. Vehicle is not a toy and is **NOT DESIGNED FOR ADOLESCENT USE.** Vehicle should be driven slowly until operator becomes familiar with the operation of the vehicle controls. Careless or inexperienced operation can result in unexpected and serious injury. Get qualified training and ride within your skill.
- Vehicle designed primarily for warm weather operation. Operation in freezing conditions requires extra care. Check throttle and brake controls to insure proper operation before starting engine. Throttle and brake linkage may freeze if ATV is operated in cold weather, causing loss of control.
- Do not use alcohol or drugs when operating vehicle. Operating under a drug influence will increase reaction time and inhibit decision making.
- Keep feet on footrests at all times.
- Avoid "wheelies" and jumping as they may cause loss of control.
- BRAKES BECOME LESS EFFECTIVE WHEN WET. Exercise extreme caution until brake effectiveness returns. Front brakes require periodic adjustment.

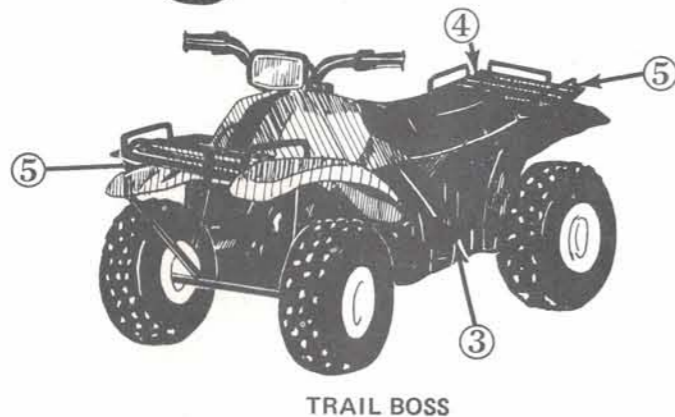
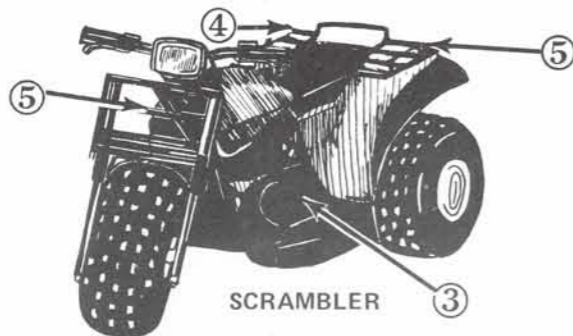


②

**DANGER**

- **HILL CLIMBING IS DANGEROUS.** Operation of vehicle on hilly terrain can be dangerous and should be attempted by experienced operators only. Use FRONT brakes for hill climbing and REAR brakes for descending hills. Improper use of brakes may cause vehicle to tip over on top of operator causing serious injury or death. Shifting operators weight may be required to maintain vehicle stability.  
NEVER: carry passengers or excessive cargo during hill climbing as vehicle stability will be greatly reduced.
  - **EXCESSIVE SPEED IS DANGEROUS.** Vehicle is capable of speeds in excess of 45 mph. High speed operation limits reaction time required for maintaining proper vehicle control. Operation in rough or unfamiliar terrain requires reduced vehicle speeds.
  - **VEHICLE CAPABLE OF EXCESSIVE REVERSE SPEED.** Reverse operation can be dangerous even at moderate speeds. Sudden rear brake application can cause unexpected tip over and steering control becomes unstable in reverse. MISUSE OF REVERSE CAN RESULT IN SERIOUS INJURY OR DEATH.
  - **DECELERATION WHILE TURNING THE VEHICLE (3-WHEELER) CAN CAUSE LOSS OF GROUND CONTACT ON THE INNER REAR WHEEL.** Vehicle control will then become hazardous and sideways tip over may result.
- **VIOLATION OF WARNINGS COULD CAUSE SEVERE INJURY OR DEATH.** ■

SAFETY WARNING AND OPERATION DECALS



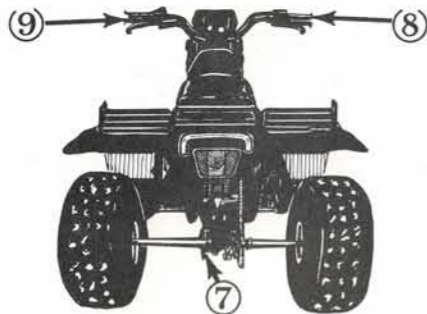
SAFETY WARNING AND OPERATION DECALS

<p>③</p> <p><b>NO STEP</b></p> <p><b>⚠ WARNING</b></p> <p>DO NOT OPERATE VEHICLE WITH BELT GUARD REMOVED</p>	<p><b>REPOSE-PIED INEXISTANT</b></p> <p><b>⚠ AVERTISSEMENT</b></p> <p>Ne pas faire fonctionner ce véhicule sans protecteur de courroie.</p>
--	---

<p>④</p> <p><b>⚠ CAUTION</b></p> <p>DO NOT USE RACK AS TOW HITCH. VEHICLE TIP OVER MAY RESULT CAUSING INJURY TO THE OPERATOR.</p>	<p><b>⚠ PRÉCAUTION</b></p> <p>Ne pas utiliser le porte-bagages comme point de traction pour éviter tout risque de renversement et de blessures graves.</p>
---	--

<p>⑤</p> <p><b>⚠ CAUTION</b></p> <p>HEAVY LOADS CAN CAUSE STEERING, TIPPING, AND BRAKING PROBLEMS.</p>	<p><b>⚠ PRÉCAUTION</b></p> <p>Toutes charges lourdes peuvent causer des problèmes de direction, d'équilibre ainsi que des difficultés à freiner.</p>
--	--

**SAFETY WARNING AND OPERATION DECALS**



**SCRAMBLER**



**TRAIL BOSS**

**SAFETY WARNING AND OPERATION DECALS**

**TRAILER MAX. WEIGHT**

Poids maximum de la remorque  
850 LBS. (386 KG)

**HITCH MAX. VERTICAL WEIGHT**

Poids maximum d'attache vertical  
30 LBS. (14 KG)

**CAUTION!**

Remove hitch ball when not in use. Damage to tool box and tail light may result.

Attention:  
Retirer la boule d'attelage lorsque le véhicule n'est pas utilisé, pour éviter d'endommager la boîte à outils et le feu arrière.

7

**⚠ WARNING**  
USE FRONT BRAKE WHEN HILL CLIMBING OR IN REVERSE. TIP OVER COULD RESULT IF REAR BRAKE IS USED.

**⚠ AVERTISSEMENT**  
Utiliser le frein avant en montée ou en marche arrière. L'utilisation du frein arrière peut pousser le véhicule à se renverser.

8

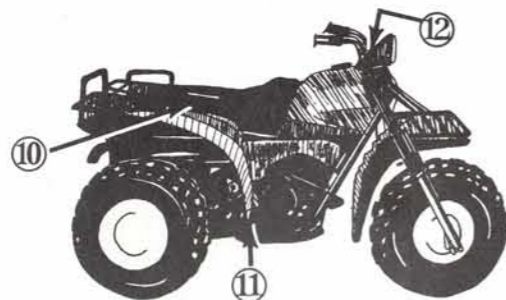
**⚠ WARNING**  
USE REAR BRAKE WHEN DESCENDING HILLS. TIP OVER COULD RESULT IF FRONT BRAKE IS USED.

**⚠ AVERTISSEMENT**  
Utiliser le frein arrière en descente. L'utilisation du frein avant peut pousser le véhicule à se renverser.

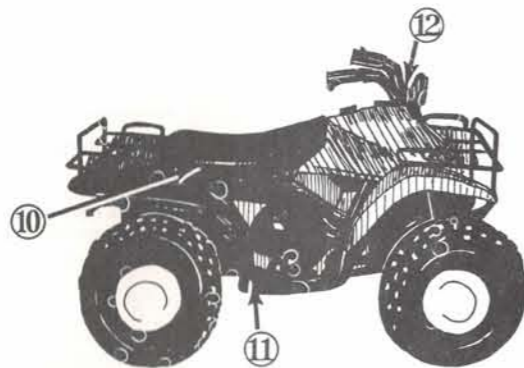
9



**SAFETY WARNING AND OPERATION DECALS**



**SCRAMBLER**



**TRAIL BOSS**

**SAFETY WARNING AND OPERATION DECALS**

10

**ATTENTION**

CLEAN AIR FILTER OFTEN, MORE FREQUENT CLEANING REQUIRED IN DUSTY CONDITIONS.

**ATTENTION**

Nettoyer souvent le filtre à air, surtout dans des situations poussiéreuses.

11

**WARNING**

BRAKE SHIELD, DO NOT REMOVE AS SEVERE INJURY MAY RESULT

**AVERTISSEMENT**

Ne pas retirer la tôle de protection du frein pour éviter tout risque de blessures graves.

12

**WARNING**

PLACE VEHICLE IN NEUTRAL BEFORE STARTING ENGINE. CHECK OIL LEVEL WHEN REFUELING.



**AVERTISSEMENT**

Avant tout fonctionnement, mettre le véhicule au point mort. Vérifier le niveau d'huile à chaque plein de carburant.

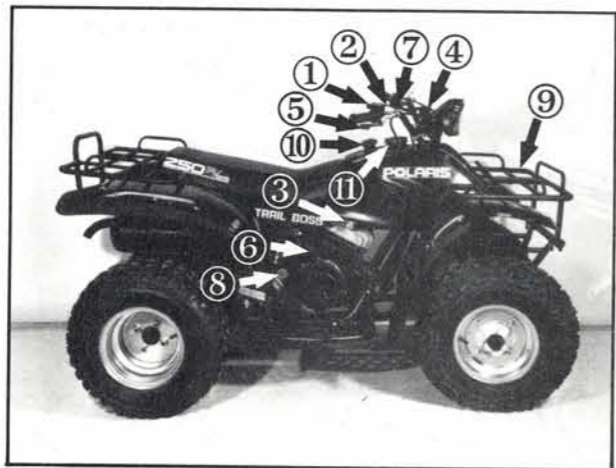
**ATTENTION**

THE THREE-WHEELED MODEL IS LESS STABLE AND LESS SAFE TO OPERATE THAN THE FOUR-WHEELED MODEL. THE TWO FRONT WHEELS ON THE FOUR-WHEELER PROVIDE A WIDER STANCE THAN THE SINGLE FRONT WHEEL OF THE THREE-WHEELER.

**ATTENTION**

LE MODÈLE À TROIS ROUES EST MOINS STABLE ET DE SÛRETÉ À OPÉRER QUE LE MODÈLE À QUATRE ROUES. LES DEUX ROUES AVANT SUR LE MODÈLE À QUATRE ROUES ONT UNE BASE DE CONTACT PLUS LARGE QUE LA SEULE ROUE AVANT DUE MODÈLE À TROIS ROUES.

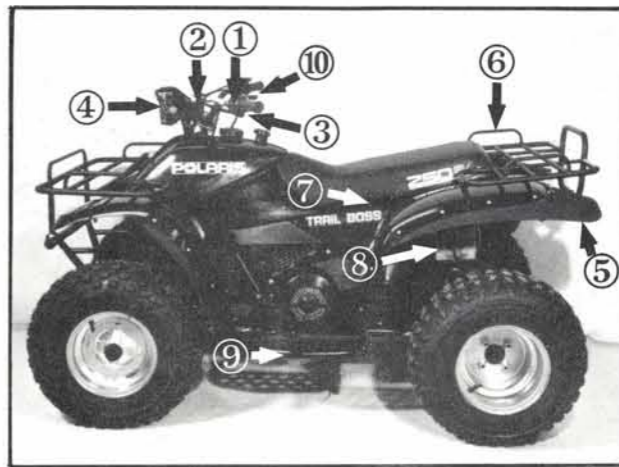
VEHICLE NOMENCLATURE



TRAIL BOSS

- |                             |                                  |
|-----------------------------|----------------------------------|
| 1. Front Brake Lever        | 7. Headlight – Hi/Lo Beam Switch |
| 2. Parking Brake Control    | 8. Transmission Gear Selector    |
| 3. Fuel Tank Shut-Off Valve | 9. Front Carrier                 |
| 4. Ignition Switch          | 10. Oil Injection Filler Cap     |
| 5. Throttle Control         | 11. Fuel Tank Filler Cap         |
| 6. Recoil Starter           |                                  |

VEHICLE NOMENCLATURE

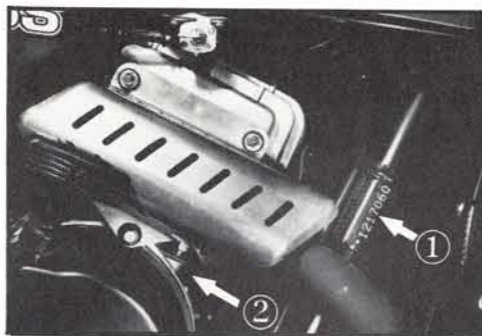


TRAIL BOSS

- |                          |                                  |
|--------------------------|----------------------------------|
| 1. Engine Choke          | 6. Rear Carrier                  |
| 2. Rear Brake Lever      | 7. Air Cleaner                   |
| 3. Electric Start Button | 8. Battery                       |
| 4. Headlamp              | 9. Foot Rest                     |
| 5. Taillamp              | 10. Engine Emergency Stop Switch |

Note: Controls and nomenclature for the Scrambler are identical.

## VEHICLE IDENTIFICATION NUMBERS



①. Frame Serial Number \_\_\_\_\_

②. Engine Serial Number \_\_\_\_\_

(Record for future reference)

The vehicle frame and engine serial numbers are important for model identification when registering your vehicle, obtaining insurance or whenever replacement parts are required.

**NOTE:** Ignition Key Number \_\_\_\_\_

Record your ignition key number here in the event it is lost so replacement can be made by supplying your dealer with the key number.

## CONTROL AND PARTS FUNCTIONS

### ENGINE ELECTRICAL SWITCHES

**⚠ WARNING:**

Read starting instructions before starting the engine.

- ①. **Override Switch (Reverse speed limiter)**  
This vehicle is equipped with a reverse speed limiter system. To obtain additional power, depress the override button while backing.

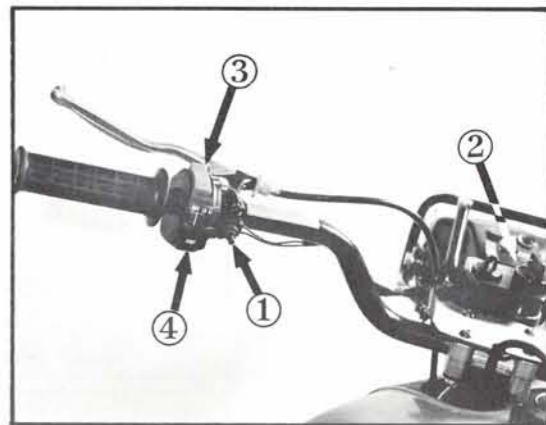
**⚠** Always exercise caution when backing and use front brakes only! (Use extreme caution when backing down inclines).

**NOTE:** The reverse indicator lamp must be functioning for the system to operate properly.

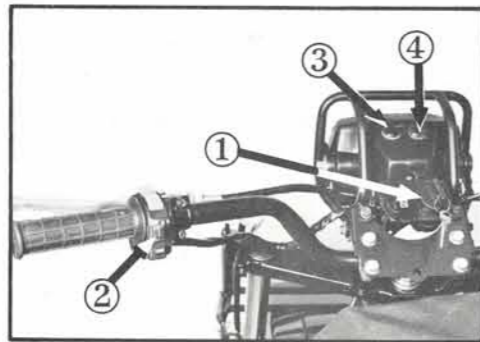
- ②. **Main Switch**  
This switch must be on to start the engine. It also turns on the headlight and taillight.

- ③. **Emergency Engine Stop Switch**  
The engine will not start or run when the switch is in its off position. Its purpose is to provide the operator with a quick means of engine shutdown in case of an emergency.

- ④. **Engine Start Button**  
Press to start the engine.



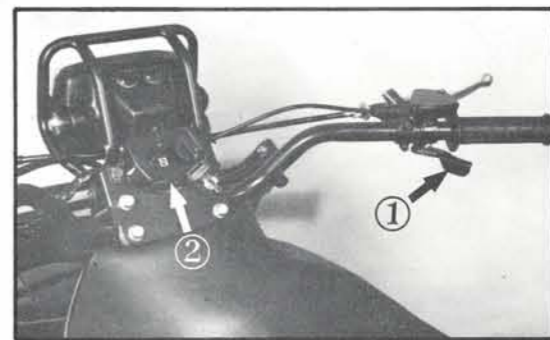
## LIGHT SWITCHES AND INDICATOR LIGHTS



- ① Lights are turned on with the main switch when the handlebar switch is on
- ② Handlebar switch and headlight "Hi"-"Lo" beam control
- ③ Headlight "Hi" beam indicator (Green)
- ④ Transmission reverse indicator (Red)  
Indicator lights red whenever the transmission is in reverse

**NOTE:** Indicator lamp must be operational for the reverse speed limiter system to function.

## ENGINE THROTTLE AND CHOKE



- ① Engine speed and vehicle movement is controlled by pressing the throttle lever. The throttle is spring loaded and engine speed will return to idle when the lever is released.

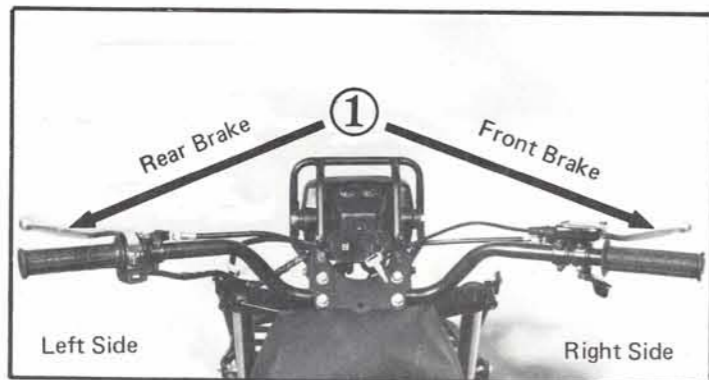
**WARNING:**

Always check the throttle lever for free movement and return before starting the engine.

- ② Choke Lever

**NOTE:** Refer to engine starting procedure for correct throttle and choke use during starting.

## BRAKES



① Brakes are applied by squeezing the levers toward the handlebar.

**⚠ WARNING:** The rear brake is inoperative with transmission in neutral!

The rear brake is predominant and should always be applied first when slowing or stopping the vehicle on level surfaces when traveling forward. The rear brake must never be used when backing.

The front brake is used to aid the rear brake and must be applied after the rear brake. The front brake only must be used whenever the vehicle is backed up.

**NOTE:** Refer to riding techniques section in this manual to familiarize yourself with proper brake use.

## PARKING BRAKE



① The parking brake is applied by squeezing the front brake lever and locking with the parking lever as shown.

**⚠ WARNING:**

1. Always shift the transmission into gear and apply the parking brake anytime the vehicle is left unattended.
2. Never attempt to operate the vehicle with the parking brake applied.
3. Be certain the parking brake is working properly at all times. If not, contact your dealer for repair or adjustment.

## AUTOMATIC TRANSMISSION GEAR SELECTOR



- ① The transmission gear selector lever is located on the right side of the vehicle directly behind the engine recoil starter. The transmission selector lever has three positions, forward, neutral, and reverse. To change gears, with the engine idling, apply the rear brake, pull out on the selector knob and move the lever abruptly to the gear desired. Release the knob and allow it to enter the detent provided in the transmission case.

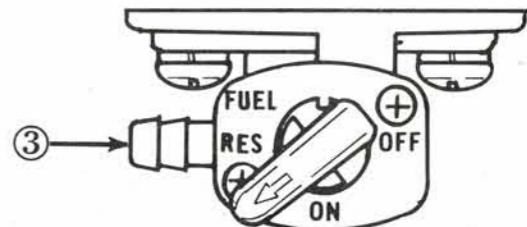
**NOTE:** Releasing the rear brake momentarily while shifting will aid in meshing of the transmission gears.

**⚠ WARNING:**

1. Do not attempt to shift the transmission while the vehicle is moving.
2. Always place the transmission in gear with the parking brake applied whenever the vehicle is left unattended.

## ENGINE FUEL AND OILING SYSTEM

**⚠ WARNING:**  
GASOLINE IS  
HIGHLY  
FLAMMABLE



1. The fuel tank cap is removed by unplugging the vent line from its holder and turning the cap counter-clockwise. Always reconnect the vent hose and tighten the cap securely after refueling.

Fuel Tank Capacities			
Scrambler —	4 U.S./3.3 Imp.	Reserve —	.75 U.S./ .62 Imp.
Trail Boss —	5 U.S./4.1 Imp.	Reserve —	.75 U.S./ .62 Imp.

2. The engine oil injection reservoir cap is located directly behind the fuel cap and is removed in the same manner. Reservoir capacity is 1/2 U.S./ .4 Imp. gallon.

**NOTE:** Use Polaris Injection Oil. Fill the reservoir to the bottom of the filler neck to prevent overflow each time the gasoline tank is filled.







- ③ The fuel tank supply valve has three positions.  
OFF: For vehicle storage and whenever transporting  
ON: For normal operation  
RES: For reserve supply in the event of main supply exhaustion. Always fill the fuel tank as soon as possible and return the valve lever to its "ON" position for future needs, any time the reserve supply is needed.

**⚠ WARNING:** Leaving the fuel valve in the "ON" position when the vehicle is not being used may cause fuel to overflow from the carburetor creating a dangerous fire hazard.

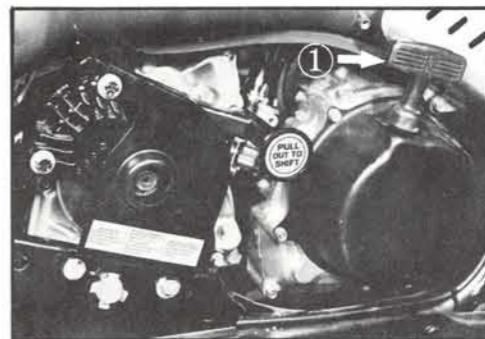
## ENGINE FUEL AND OILING SYSTEM


 **WARNING**

Gasoline is extremely flammable and also explosive under certain conditions.

-  Always refuel with the engine stopped and outdoors or in a well ventilated area.
-  Do not smoke or allow open flames or sparks in or near the area where refueling is performed or where gasoline is stored.
-  Do not over fill the tank (Do not fill the tank neck).
-  If you should get gasoline in your eyes or if you should swallow gasoline, see your doctor immediately.
-  If you should spill gasoline on your skin or clothing, immediately wash it off with soap and water and change clothing.
-  Never start your engine or let it run in an enclosed area. Gasoline powered engine exhaust fumes are poisonous and can cause loss of consciousness and death in a short time.

## RECOIL STARTER



- ① In the event the battery becomes weak and cannot start the engine, use of the recoil starter will enable vehicle operation until repairs can be made.
1. Be certain the parking brake is set.
  2. Grasp the recoil starter tightly and pull slightly until the starter mechanism engages.
  3. Pull the rope abruptly to start the engine taking care not to extend the starter rope so far that it "stops" which can cause damage to the recoil assembly.
-  **WARNING:** Never start the engine with the battery disconnected as severe damage to the electrical system and lamps will result.

## CONTROL AND PARTS FUNCTIONS

### TIRES

Polaris all-terrain vehicles are equipped with special low pressure tubeless tires. Attention must be paid to maintaining correct tire pressures as uneven inflation can greatly affect vehicle handling. Punctures can be repaired using the plug method. Whenever the vehicle is to be operated far from service facilities we advise the rider to carry a suitable repair kit and hand tire pump for emergencies.

Tire Specifications	
Trail Boss	Scrambler
Front – 22 x 8.00-10 Inflation pressure – 3 PSI	Front – 22 x 11.00-8 Inflation pressure – 3 PSI
Rear – 22 x 11.00-10 Inflation pressure – 4 PSI	Rear – 22 x 11.00-10 Inflation pressure – 4 PSI
Vehicle capacity – 400 lbs. (180 kg)	Vehicle capacity – 330 lbs. (150 kg)

**NOTE:** Tire pressures should be checked when the tires are cold before you ride.



### WARNING:

1. Never operate with tire pressures below specification as the tire could separate from the wheel during operation causing possible loss of vehicle control and serious injury.
2. Use care when airing tires with a high pressure hose as overinflation can occur quickly causing the tire to burst. Consult your Polaris dealer for a special low pressure gauge designed for ATV use.
3. Removal of tires from wheels involves special equipment and should be performed by your Polaris dealer.

## DAILY PRE-RIDE INSPECTION



### WARNING:

Before riding your vehicle become familiar with all operating controls and their function. If a proper inspection is not performed serious injury or vehicle damage can result.

### ITEM

1. Tires – check condition and pressures
2. Fuel/oil injection tanks – fill both tanks to their proper levels
3. Brakes – check operation and adjustment
4. Throttle – check for free operation and closing
5. Headlight/Taillight – check operation of all indicator lights and switches
6. Engine stop switch – check for proper function
7. Wheels – check for tightness of wheel nuts and axle nuts and that the axle nuts are secured by cotter pins
8. Drive chain – condition and slack, (Refer to drive chain adjustment)
9. Air cleaner element – check for dirt; clean or replace
10. Steering – check for free operation noting any unusual looseness in any area
11. Loose parts – visually inspect vehicle for any damaged or loose nuts/bolts or fasteners
12. Operators helmet, goggles and clothing



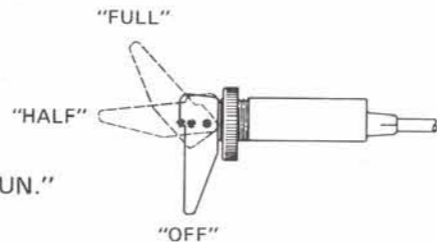
## STARTING THE ENGINE

### **! WARNING:**

1. Never run the engine in an enclosed area. Carbon monoxide exhaust gas is poisonous.
2. Be extra careful if starting the engine with the transmission in gear as personal injury or vehicle damage could result.

#### Procedure For Cold Engines

1. Place the transmission in neutral and push the vehicle to a level surface.
2. Lock the parking brake
3. Turn the fuel tank valve to "ON."
4. Sit on the vehicle
5. Move the choke lever to the "FULL" position.
6. Turn the ignition key to "ON" and the engine stop switch to "RUN."
7. Press the starter button
8. Do not press the throttle while starting the engine.



#### After The Engine Starts

1. Move the choke to "OFF" and press the throttle lever slightly.
2. If the engine slows or stops, intermittent use of the choke lever to its "HALF" position will allow proper engine warmup.
3. Vary the engine RPM slightly with the throttle to aid in warmup until the engine idles smoothly.

**! WARNING:** Avoid high engine RPM during warmup.

## STARTING THE ENGINE

#### Procedure For Warm Engines

### **! WARNING:**

All precautions and procedures used for cold engine starting are to be observed when starting warm engines with the exception of choke usage.

1. Warm engines do not normally require the use of the choke as the spark plug can easily become wet fouled.
2. If the engine has cooled to a point where it does not readily start, intermittent use of the choke lever to its "HALF" position is permitted.
3. If the engine is over choked by mistake when warm, depress the throttle lever fully while cranking to aid in starting.

### **! WARNING:**

Release the throttle lever immediately after the engine starts to prevent engine RPM over speeding.

4. If the engine does not start and all conditions are favorable, remove and change the spark plug as it may be fouled.

## VEHICLE BREAK-IN PERIOD

### **!** WARNING:

Thoroughly read and understand this manual prior to attempting vehicle operation.

The break-in period for your new Polaris ATV is defined as the time it takes to use the first tank of gasoline. No single action on your part is as important to long trouble free vehicle life as a proper break-in period. Please perform the following procedures carefully.

1. Mix one (1) pint of injection oil to five (5) gallons of gasoline in a suitable gas can and fill the fuel tank as outlined earlier.

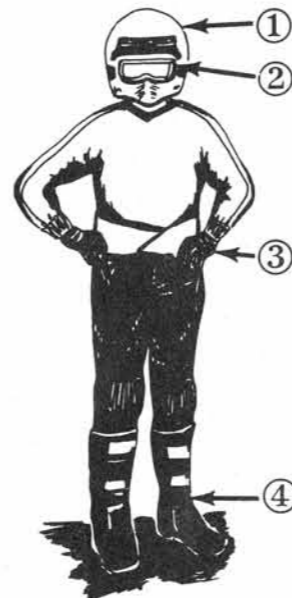
### **!** WARNING:

Gasoline is highly flammable. Always use a clean can and screened funnel when filling the fuel tank.

2. Fill the oil tank with Polaris Injection Oil
3. Drive slowly at first. Select an area which is open and will give you room to familiarize yourself with vehicle operation and handling.
4. Vary the throttle positions. Do not operate at full throttle or high speeds for extended periods during the first three (3) hours of use as excessive heat can build up and cause damage to close fitted engine parts.
5. Perform regular checks on fluid levels, controls and in general all important areas on your vehicle.

## THE RIDER

Always wear clothing suited to the type of riding you are doing. Aggressive ATV riding requires special protective clothing which will make you feel more comfortable and reduce chances of injury during hazardous conditions.



### ①. Helmet

Your helmet is the most important piece of protective gear for safe riding. A helmet can prevent a serious head injury.

Select an approved helmet that meets or exceeds your state's safety standards and bears either the Department of Transportation (DOT) label, the American National Standards Institute label (ANSI z90.1), or the Snell Memorial Foundation label.

### ②. Eye Protection

Do not depend on sunglasses for proper eye protection. A pair of goggles or helmet face shield offer the best protection for your eyes. They should be kept clean and be of the shatterproof design. (Bearing the markings z2.1 or VESC 8)

### ③. Gloves

Off-road style with knuckle pads are the best for comfort and protection.

### ④. Boots

The best foot wear is a pair of strong over the calf type boots with heels such as the moto cross boot.

### ⑤. Clothing

To protect your body, long sleeves and pants should always be worn. Riding pants with kneepads, a jersey and shoulder pads provide the best protection.

## SAFE RIDING RULES

### **!** WARNING

Understand the operation of all controls before riding!

1. Ride with your feet on the footrests at all times.
2. Have an experienced rider assist you.
3. Select an area to practice which has level, even ground.
4. Keep alert and plan your path of travel.
5. Drive according to your abilities and experience. Do not become intimidated by someone who has been riding for years and is a well seasoned rider.
6. Avoid "wheelies" and "showing off" to your friends as these are instances when you may be driving over your ability and more likely to have an accident.

**!** Heavy loads can cause braking and control problems.

Total Load Capacity	Front Rack Maximum	Rear Rack Maximum
Trail Boss 400 Lbs.	75 Lbs.	125 Lbs.
Scrambler 330 Lbs.	25 Lbs.	125 Lbs.

## RIDING



1. Sit upright with both feet on the footrests and both hands on the handlebars.
  2. After starting the engine and allowing it to warmup, shift the transmission into gear.
  3. Check your surroundings and determine your path of travel.
  4. Release the parking brake.
  5. Slowly depress the throttle with your right thumb and begin driving. Vehicle speed is controlled by the amount of throttle opening and all transmission shifting is done automatically.
  6. Drive slowly, practice maneuvering and using the throttle and brakes on level surfaces.
- !** Always apply the rear brake (left lever) first and aid braking action with the front brake (right lever).

## MAKING TURNS

Practice making turns at slow speeds. Polaris ATV's are equipped with a solid rear axle which drives both rear wheels equally at all times. This means that the wheel on the outside of the turn must travel a greater distance than the inside wheel when turning and the inside tire must slip traction slightly. To turn, steer in the direction of the turn leaning your upper body to the inside of the turn while supporting your weight on the outer footrest. This technique alters the balance of traction between the rear wheels allowing the turn to be made smoothly.



## SIDEHILLING

**!** WARNING

Sidehilling your ATV is one of the most dangerous types of riding and should be avoided if possible. In the event you do enter into a situation where sidehilling is necessary always:

1. Slow down
2. Lean into the hill transferring your upper body weight towards the hill while keeping your feet on the footrests
3. Steer slightly into the hill to maintain vehicle direction.

If the vehicle begins to tip, quickly turn the front wheel down hill, if possible, or dismount on the uphill side immediately!



## TRAVELING DOWNHILL

Whenever descending a hill always:

1. Drive directly downhill
2. Transfer your weight to the rear of the vehicle
3. Slow down
4. Apply the rear brake slightly to aid in slowing.

**WARNING:**

Never apply the front brake first! Use the front brake to aid the rear brake in slowing your vehicle.

**WARNING:**

5. Never coast downhill with the transmission in neutral. The rear brake is inoperable when the gearshift is in neutral!



## TRAVELING UPHILL

**WARNING:**

Novice riders should avoid climbing hills as their lack of experience and judgement can result in the ATV overturning and personal injury.

Always:

1. Avoid steep inclines
2. Keep both feet on the footrests
3. Transfer your weight forward
4. Proceed at a steady rate of speed and throttle opening
5. Remain alert and be prepared to take emergency action.
6. Use only the front brake if it becomes necessary to stop.
7. If sliding downhill backwards occurs even with the front brake applied, due to hill steepness, do not apply the rear brake as backwards flip over may occur.



## CROSSING STREAMS

**! WARNING**

Never try to cross any fast flowing stream as the large tires may float causing loss of control.

Your Polaris ATV can operate through water up to depths reaching the footrests. Before fording streams always:

1. Determine water depths and current
2. Choose a crossing where both banks have gradual inclines
3. Proceed slowly, avoiding rocks and obstacles if possible
4. After crossing, dry the brakes by applying light pressure to the levers until they resume to normal.



## KEEP ALERT!

**! WARNING**

Look ahead and learn to read the trail as you ride. Stay on the right side of the trail, if possible, and be constantly alert for hazards such as logs, rocks and low hanging branches.



## BACKING UP

**!** WARNING

Always use the front brake only whenever backing your vehicle!

1. Back slowly
2. Avoid backing downhill
3. When in reverse, apply the front brake for stopping. Never use the rear brake as loss of steering control and rear tip over can occur.

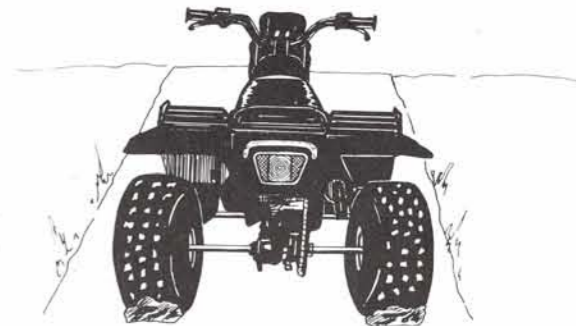
**NOTE:**

This vehicle is equipped with a reverse speed limiter. Use of the override button is permitted only when the vehicle is stuck.

## PARKING ON AN INCLINE

Whenever the vehicle is parked:

1. Place the transmission in gear
2. Set the parking brake
3. Avoid parking on an incline. If it is necessary to park on an incline, always block the rear wheels on the down hill side as shown.



## RIDING

### RIDING ON SLIPPERY SURFACES

Whenever riding on slippery surfaces such as wet trails, loose gravel or during cold freezing weather, special attention must be paid to prevent vehicle turnover.

Always:

1. Slow down when entering slippery areas
2. Maintain a high level of alertness, reading the trail and avoid quick, sharp turns which can cause skids.
3. Correct a skid by turning the handlebars in the direction of the skid and shifting your body weight forward.



#### **WARNING:**

Never apply brakes during a skid as complete loss of vehicle control will result!



## NOISE EMISSION CONTROL SYSTEM REGULATION

### TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED:

Federal law prohibits the following acts or the causing thereof:

(1) The removal or rendering inoperative by any person other than for purposes of maintenance, repair, or replacement of any device or element of design incorporated into any new vehicle for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use or (2) the use of the vehicle after such device or element of design has been removed or rendered inoperative by any person.

"AMONG THOSE ACTS PRESUMED TO CONSTITUTE TAMPERING ARE THE ACTS LISTED BELOW."

1. Removal or alteration or the puncturing of the muffler or any engine component which conducts removal of engine exhaust gases.
2. Removal or alteration or the puncturing of any part of the engine air induction system.
3. Replacement of any vehicle parts with parts not in compliance with federal regulations.
4. Lack of proper maintenance.

#### **USDA Approved Spark Arrestor**

The muffler on your ATV was tested and approved in accordance with the USDA Forest Service Standard 5100-1A.



## PERIODIC MAINTENANCE SCHEDULE

Careful periodic maintenance will keep your vehicle in the safest and most reliable condition possible. Inspection, adjustment and lubrication of important items are explained on the following chart and in the maintenance pages of this manual.

### ⚠ WARNING:

Items included in the chart which are marked "X" are to be performed by a Polaris dealer or qualified mechanic. Unless you are familiar with mechanical repair do not attempt to perform this work. Items marked "O" can be performed by the owner.

### TOOL KIT

To aid in the performance of periodic maintenance, a tool kit is provided in the storage compartment beneath the seat. Other mechanics tools are also necessary for certain operations.



## PERIODIC MAINTENANCE SCHEDULE

**NOTE:** Inspection may reveal the need for replacement parts. Always use genuine Polaris parts available from your Polaris dealer.

X = Polaris dealer or qualified mechanic

O = Owner

ITEM	REMARKS	Before Riding	*First 5 Hrs.	25 Hrs.	50 Hrs.	75 Hrs.	100 Hrs.
Air Cleaner	Remove and clean filter			O	O	O	O
Air Cleaner	Replace filter						O
Brakes	Check/adj. - front-rear-park	O	O	O	O	O	O
Drive Chain	Check adjustment - lubricate	O	O	O	O	O	O
Torque Convertor	Check drive belt condition						X
Cylinder Head	Retorque head (25 ft./lbs.)			X			
Rear Shock Absorber	Check attaching bolts - tighten			O			O
Transmission	Check lubricant level			O			O
Tires/Wheels	Check pressure wear and wheel tightness	O	O	O	O	O	O
Lights	Operation - adjustment	O	O	O	O	O	O
Brake Levers/Cables	Check condition - lubricate			O			O
Battery	Electrolyte level - breather pipe			O			O
Spark Plug	Condition			O			O
Engine Idle	Adjust		O				
Oil Injection Pump	Adjust pump lever						X
Rear Axle Housing	Lubricate				O		O
Throttle Cable	Lubricate cable			O		O	
Fuel Lines	Replace every 2 years						X
Front Forks	Drain - replace oil (10 wt. fork oil)			X			X
Ignition Switches	Condition and operation	O	O	O	O	O	O
Nuts/Bolts	Check for loose fasteners	O	O	O	O	O	O

\*Based upon 10 mile per hour average

## PERIODIC MAINTENANCE RECORD

The following chart is printed to enable you to record periodic maintenance work.

Maintenance Interval Performed	Servicing Date	Servicing Dealer or Person	Remarks
First 5 Hrs.			
25 Hrs.			
50 Hrs.			
100 Hrs.			

## MAINTENANCE

### TORQUE SPECIFICATIONS/REAR SPRING ADJUSTMENT

The following items should be checked occasionally for tightness or whenever they have been loosened for maintenance service.

Torque Specifications

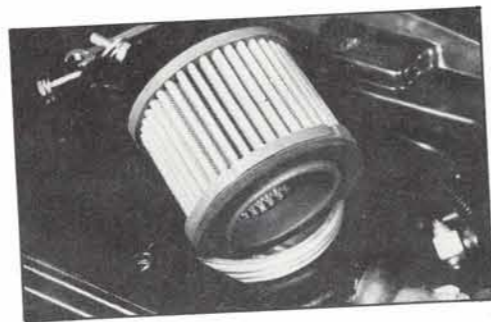
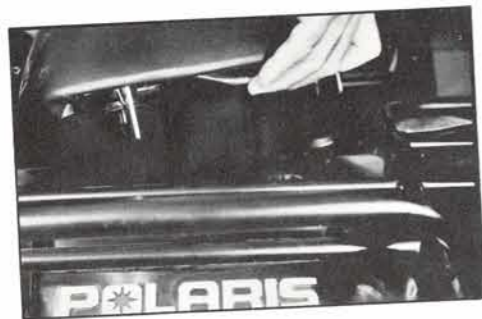
Item	Trail Boss	Scrambler
Front Axle Nut(s)	40 Ft./Lbs.	36 Ft./Lbs.
Rear Wheel Nuts	50 Ft./Lbs.	50 Ft./Lbs.
Rear Axle Nut(s)	80 Ft./Lbs.	80 Ft./Lbs.
Front Wheel Nuts	20 Ft./Lbs.	40 Ft./Lbs.

#### Rear Spring Adjustment

The rear shock absorber spring cam should be maintained in its most firm setting to avoid shock "bottoming" and failure. Rotate the cam to tailor your ride for slow speed pleasure type riding where terrain conditions will not cause shock "bottoming."



## AIR CLEANER



The engine air cleaner is made of a dry mesh polyester material. It should be cleaned at 25 hour intervals and daily in severe dusty operation.

**Removal**

1. Unlatch and remove the seat
2. Remove the three bolts which hold the support bracket
3. Unscrew the air cleaner cover by turning counterclockwise and lift out the air cleaner filter.

## AIR CLEANER

**Cleaning the Filter****Important:**

Whenever the air filter is cleaned, observe the following practices.

- A. Never immerse the filter in water as dirt can be transferred to the clean air side of the filter.
- B. If compressed air is used, never exceed a pressure of 40 psi. Always use a dispersion type nozzle to prevent filter damage and clean from the inside of the filter.

**Dust Contamination**

1. Tap the filter lightly to remove large particles.
2. Rinse the filter under a faucet directing the water to the inside of the filter.
3. Dry the filter thoroughly.

**NOTE:** The filter can also be cleaned using compressed air following the precautions mentioned above.

**Air Filter Chamber Drain:**

1. Check drain tube for water contamination, especially after running in water.
2. Replace drain tube if discolored or brittle.

**AIR CLEANER**

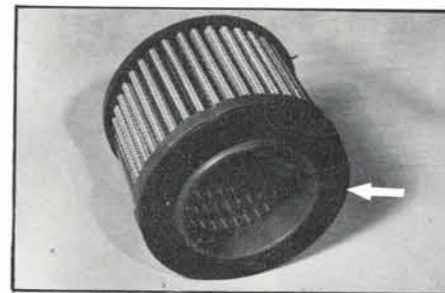
**Cleaning a Filter with Oil Contamination**

If the filter is contaminated with oil it may also be cleaned as follows:

1. Use a mild soap and warm water solution.
2. Wash the outside of the filter only. Take care so dirty water does not contaminate the "clean air" or inside of the filter.
3. Rinse the filter from the inside with warm water.
4. Dry thoroughly.

**NOTE:** Clean the filter every 25 hours of operation and install a new filter every 100 hours. The importance of a clean serviceable air filter cannot be over emphasized. If the filter is not serviced properly, poor performance, shortened engine life and other problems will result!

**AIR CLEANER**



**Installation**

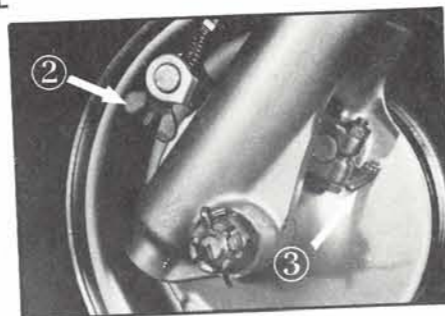
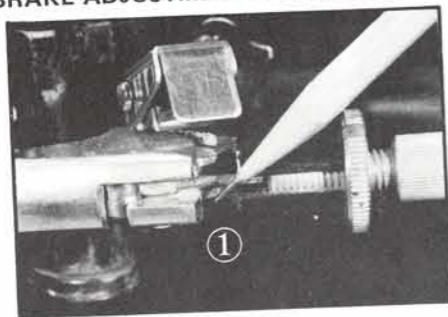
1. Inspect the gasket on the lower end of the filter, replacing if damaged.
2. Install the filter into the air cleaner. Coat the top and bottom of the filter with a light film of grease.
3. Install the filter cover, tightening securely by hand.
4. Reinstall the support bracket, taking care to note the correct entry of the bracket into the ribs provided on the air cleaner cover.
5. Reinstall the seat.

**NOTE:** Replace the air filter every 100 hours.

**⚠ WARNING:**

Never operate the vehicle with the air filter removed as dust will enter the engine.

FRONT BRAKE ADJUSTMENT – SCRAMBLER MODEL



The front brake cable should be adjusted to maintain a range of 5–8mm (0.2–0.3 in.) of free play at the handlebar lever.

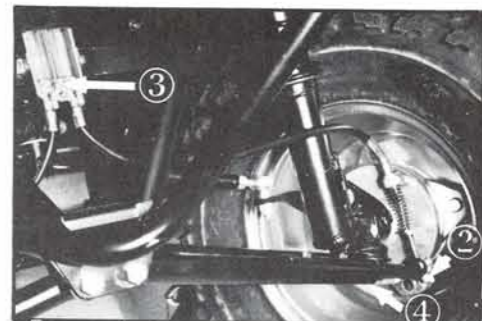
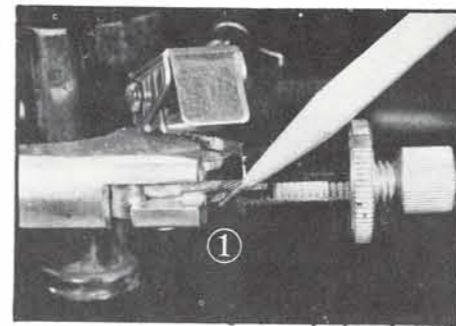
**Procedure:**

- ① Loosen the locknut on the brake lever holder and turn the adjuster in fully for a large amount of free play.
- ② ⚠ With the front wheel safely supported off the floor, turn the adjuster on the wheel brake shoe lever in until a slight drag is noted while rotating the wheel, then back off the adjuster slightly. Adjust the lever for proper free play and tighten the locknut.

**Front Brake Lining Inspection**

- ③ To check brake lining, pull the brake lever and note the position of the wear indicator. If the indicator reaches the wear limit line contact your Polaris dealer for brake shoe replacement.

FRONT BRAKE ADJUSTMENT – TRAIL BOSS

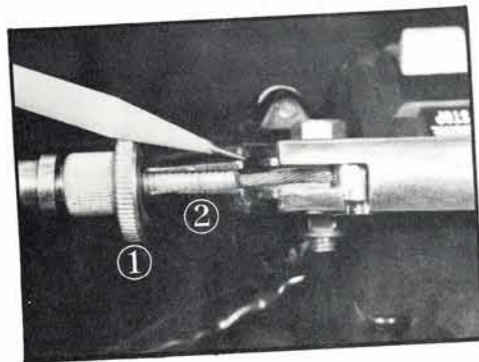


The front brake cable should be adjusted to maintain 5–8mm (0.2–0.3 in.) of free play at the handlebar lever.

**Procedure:**

- ① Loosen the locknut on the brake lever holder and turn the adjuster in fully for a large amount of free play.
- ② ⚠ With the front wheels safely supported off the floor, turn the adjuster on each brake shoe lever until a slight drag is noted while rotating the wheel, then back off the adjuster one turn.
- ③ Note position of the cable joint completing adjustment so it is horizontal, as shown, then adjust the lever for proper free play and tighten the locknut.
- ④ Check the wear indicator while pulling the brake lever. If the indicator reaches the limit line contact your Polaris dealer for brake shoe replacement.

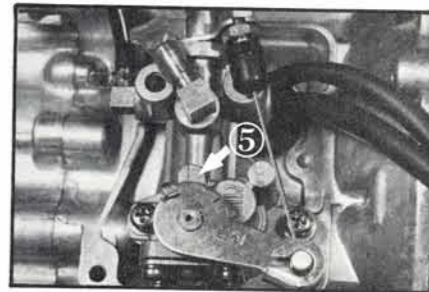
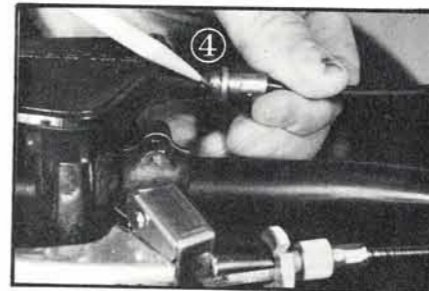
REAR BRAKE ADJUSTMENT



Procedure:

- ① Loosen the knurled jamnut.
- ② Rotate the cable adjuster inward so a large amount of lever freeplay exists (3/8" - 1/2").
- ③ Pump the brake lever several times (15 - 20 recommended).
- ④ Rotate the cable adjuster so 1/4" of lever freeplay exists, as shown, then retighten the jamnut.
- ⑤ Inspect the rear brake pad for wear occasionally. Contact your dealer for pad replacement when the wear reaches the indicator groove as shown or when brake adjustment does not provide positive braking action.

THROTTLE LEVER/OIL PUMP CABLE ADJUSTMENT



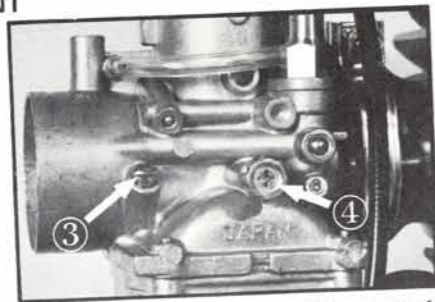
Check the throttle cable for correct adjustment by slipping the protective boot back and checking lever free play (approximately 1/4 in.) as shown.

Adjustment:

1. Check and adjust engine idle RPM if necessary.
2. Remove the oil pump cable from the pump lever.
3. Loosen the throttle cable sleeve jamnut located above the carburetor.
- ④ Rotate the cable sleeve until 1/4 inch of cable free play exists as shown, then retighten the jamnut and reposition the cable boot.
- ⑤ Reinstall the oil pump cable, then depress the throttle slightly to the point where freeplay is removed and check the alignment marks as shown. To adjust the oil pump lever, loosen the two jamnuts and move the cable housing in the direction required to achieve mark alignment. Always retighten the jamnuts securely.

## MAINTENANCE

### ENGINE IDLE RPM ADJUSTMENT

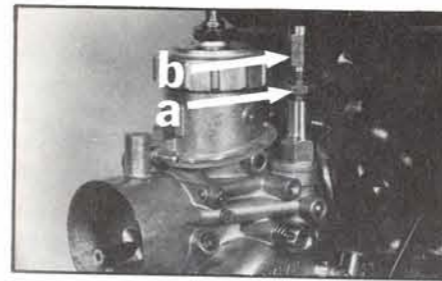


If the engine idle speed is not satisfactory and all other conditions are favorable, the carburetor can be adjusted as follows:

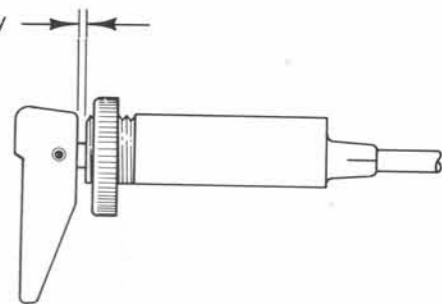
1. Warm up the engine by operating the vehicle approximately five (5) minutes.
2. Place the transmission in gear with the parking brake applied.
- ③ The carburetor air screw is adjusted at one turn counterclockwise from its seat at the time of manufacture. The following variations to air screw adjustment should be noted.
  - A. For improving cold weather start and reducing audible detonation noise, the air screw can be closed to approximately  $\frac{1}{2}$  turn.
  - B. During hot weather and/or high altitude operation the air screw can be adjusted to approximately  $1\frac{1}{2}$  turn for smooth operation.
- ④ Adjust the carburetor idle screw in or out until the desired idle RPM is reached (500–800 RPM recommended).

## MAINTENANCE

### ENGINE CHOKE ADJUSTMENT



$\frac{1}{8}$ "– $\frac{1}{4}$ " Freeplay



With the dash mounted choke control toggle flipped to full off position, the choke plunger must be seated on fuel passage-way, in carburetor. If plunger is not seated on passage-way, the engine will flood or run too rich, causing plug fouling and very poor engine performance.

Likewise, if cable slack is too great resulting in excessive toggle free play, the engine will be hard starting when cold and the half on position used for intermittent applications will not function.

#### Choke Adjustment

1. Flip choke toggle to the full off position.
2. Loosen the adjustment locknut (A) on the carburetor.
3. Turn the cable sleeve adjusting nut (B) clockwise on the carburetor until  $\frac{1}{4}$ " or more choke toggle free play is evident.
4. Turn the cable sleeve adjusting nut counterclockwise on the carburetor until the toggle has zero free play, then rotate it clockwise until  $\frac{1}{8}$ " –  $\frac{1}{4}$ " toggle free play is evident.
5. Tighten the adjustment locknut.

## MAINTENANCE

### SPARK PLUG — Champion RN-4YC or Equivalent (Electrode Gap .025")

The spark plug and its condition can be used to indicate correct engine operation. Reading the spark plug firing end condition should be performed after the engine is warmed up and the vehicle driven at higher speeds, then immediately check the spark plug for correct color. Spark plug torque — 17 Ft./Lbs.

#### 1. Normal:

The insulator tip is gray, tan, or light brown. There will be few combustion deposits and the electrodes are not burned or eroded. This indicates the proper type and heat range for the engine and the service.

**NOTE:** The tip should not be white as this indicates overheating which can be caused by use of an improper spark plug or incorrect carburetion adjustments.

#### 2. Wet Fouled:

The insulator tip is black. A damp oily film covers the firing end. There also may be a carbon layer over the entire nose. Generally the electrodes are not worn. This can be the result of a dirty air filter, using non recommended injection oil, improper use of the choke or incorrect carburetion adjustments.



## MAINTENANCE

### TRANSMISSION LUBRICANT LEVEL

1. Transmission lubricant level is checked by removing the check plug.
2. Lubricant is added until it flows from the check plug hole.

Lubricant:

Polaris Chaincase Lubricant

Do not mix or use any other type of lubricant!

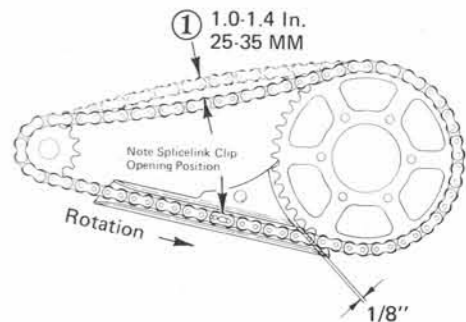
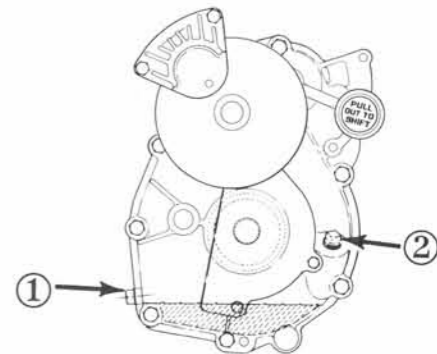
**NOTE:** Clean the magnet in the checkplug of metal particles which result from normal usage.

### Drive Chain Slack Adjustment

1. Check the amount of chain slack by moving the vehicle slightly forward to gain slack at the top side. Then pull up and down on the chain, total slack should be 25-35mm, 1.0-1.4 inches. If slack is not within this range it must be adjusted.

#### **⚠ WARNING!**

Never adjust or operate the vehicle with the drive chain slack out of the specified 1.0-1.4 inch (25-35 mm) range as severe damage to the transmission and drive components can result.





**DRIVE CHAIN INSPECTION/ADJUSTMENT**

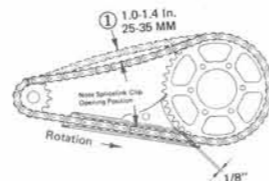
**⚠ WARNING!**  
Polaris ATV drive chains are equipped with "O" ring sealed permanently greased pins and rollers.

**DO NOT!**

1. Wash the chain with a high pressure washer or gasoline or any type of petroleum solvents as damage to the "O" rings and loss of lubricant will cause premature wear and failure.
2. Do not use any type of lubricant on the chain.

**ALWAYS!**

Inspect the drive chain prior to operating the vehicle checking for damaged or missing "O" rings, rollers and correct slack adjustment and maintain the stoneguard to rear sprocket clearance at 1/8".

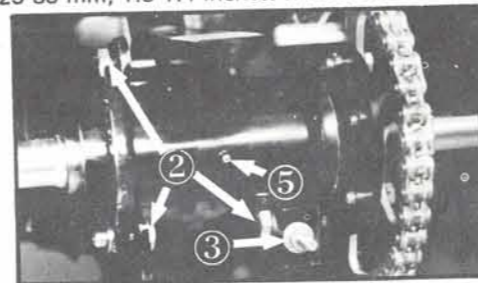


**Drive Chain Slack Adjustment**

- ① Check the amount of chain slack by moving the vehicle slightly forward to gain slack at the top side. Then pull up and down on the chain, total slack should be 25-35 mm, 1.0-1.4 inches. If slack is not within this range it must be adjusted.

**Procedure**

- ② Loosen the three (3) pinch bolts.
- ③ Turn the adjuster bolt nut to achieve correct slack.
4. Retighten pinch bolts. (70 Ft. Lbs. Torque)
- ⑤ Lubricate the rear axle bearings until grease is visible. (Multi purpose automotive chassis lube)



**⚠ WARNING!**

Never adjust or operate the vehicle with the drive chain slack out of the specified 1.0-1.4 inch (25-35 mm) range as severe damage to the transmission and drive components can result.

**FRONT WHEEL REMOVAL – SCRAMBLER**



**Removal**

1. ⚠ Place the transmission in gear.
2. Loosen all cable adjusters and remove the cable from the handlebar lever, then remove the cable from the brake shoe lever.

Remove the cotter pin from the front wheel axle nut and remove the nut.

Support the front wheel off the floor using a suitable stand.

Remove the front axle, collar and wheel from the fork.

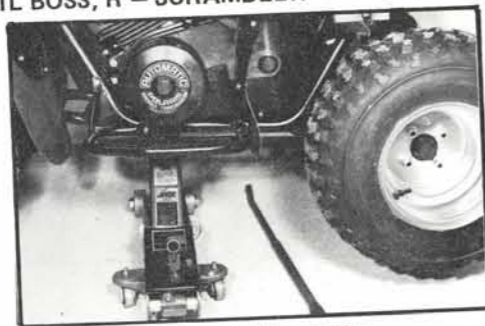
**Installation**

Reverse the removal procedure for wheel installation noting the following:

1. Check for proper entry of the fork tube boss into the slot on the brake shoe plate.
2. Torque the axle nut (36 Ft./Lbs.).
3. ⚠ Always install a new cotter pin into the axle nut.

## MAINTENANCE

### WHEEL REMOVAL F-R TRAIL BOSS, R - SCRAMBLER



1. ⚠ Place the transmission in gear and lock the parking brake.
2. Loosen the wheel nuts slightly.
3. Elevate the side of the vehicle by placing a suitable stand under the footrest frame as shown.
4. Remove the wheel nuts and remove the wheel.

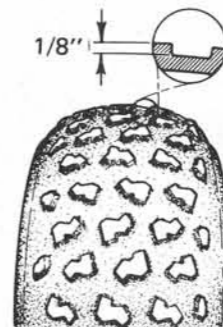
#### Wheel Installation

Reverse the procedure for wheel installation making certain the wheel nuts are tightened securely.

Item	Wheel Nut Torque	
	Trail Boss	Scrambler
Rear Wheel Nuts	50 Ft. Lb.	50 Ft. Lb.
Front Wheel Nuts	20 Ft. Lb.	40 Ft. Lb.

## MAINTENANCE

### TIRE INSPECTION

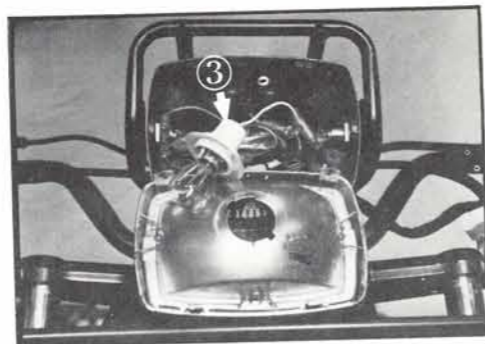


#### ⚠ WARNING:

Operating your vehicle with worn tires will decrease its performance and increase the possibility of skidding. Always replace tires when tread depth is 1/8" or less.

Tire Specifications		
Trail Boss		Scrambler
Front - 22 x 8.00-10		Front - 22 x 11.00-8
Inflation pressure - 3 PSI		Inflation pressure - 3 PSI
Rear - 22 x 11.00-10		Rear - 22 x 11.00-10
Inflation pressure - 4 PSI		Inflation pressure - 4 PSI
Vehicle capacity - 400 lbs. (180 kg)		Vehicle capacity - 330 lbs. (150 kg)

HEADLIGHT ADJUSTMENT/BULB REPLACEMENT



Bulb 12V 45/45 Stanley

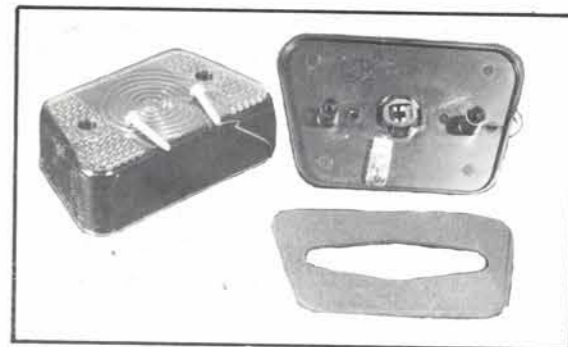
- ① The headlight beam can be adjusted for vertical aiming by loosening the body mounting nuts and tilting the headlight up or down as desired.
- ② If the headlight does not work when all conditions are normal, the bulb may require replacement. Remove the 2 screws which fasten the light unit to the housing.
- ③ Rotate the bulb holder counterclockwise and remove and replace the defective bulb.
4. Reassemble the headlight.



**WARNING:**

Never handle a lighted bulb. Always turn the headlight switch off when replacing the bulb as it is hot while it is on and can cause burns to your skin.

TAILLIGHT BULB REPLACEMENT



Bulb 12V GE 168 3 C.P.

If the taillight does not work, the bulb may require replacing.

BATTERY

**⚠ WARNING:**

Battery electrolyte is poisonous and dangerous, causing severe burns, etc. Contains sulfuric acid. Avoid contact with skin, eyes or clothing.

Antidote:

EXTERNAL — Flush with water.

INTERNAL — Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg or vegetable oil. Call physician immediately.

Eyes: Flush with water for 15 minutes and get prompt medical attention. Batteries produce explosive gases. Keep sparks, flame, cigarettes, etc. away. Ventilate when charging or using in closed space. Always shield eyes when working near batteries. **KEEP OUT OF REACH OF CHILDREN.**

BATTERY



**Replenishing the battery fluid**

A poorly maintained battery will deteriorate quickly. The battery fluid should be checked at least once a month.

1. The level should be between the upper and lower level marks. Use only distilled water if refilling is necessary.

**CAUTION:**

Normal tap water contains minerals which are harmful to a battery; therefore, refill only with distilled water. When your ATV is placed in storage for 3 months or more, the battery should be removed and stored in a cool dry place.

**NOTE:** Before reusing, take the battery to your dealer for testing and recharging. Make certain the connections are clean and tight and the vent tube is connected and properly routed away from the frame and body to prevent corrosion damage.

**⚠ WARNING:**

1. Whenever removing or reinstalling the battery, disconnect the negative cable first and reinstall the negative cable last!
2. Batteries produce explosive gases! The area around the battery should be well ventilated whenever any type of battery maintenance is performed.

## CLEANING YOUR ATV

Keeping your ATV clean will not only improve its appearance and make it more fun to drive but can also extend the life of various components. With a few precautions, your ATV can be washed and dried much the same as you would an auto.

**! WARNING:**

If a high pressure type car wash system is used, extreme care must be used to avoid water contamination of the drive chain, wheel bearings, transmission seals, front fork seals and brakes. Many expensive repair bills can result from using high pressure detergent systems. The best and safest way to clean your ATV is with a garden hose and a pail of mild dish washing type soap and water. Use a professional type washing mitten, cleaning the upper body first and the lower parts last. Rinse with water frequently and dry with a chamois to prevent water spots.

**Waxing** — Your ATV can be waxed with any quality brand automotive paste wax. Avoid the use of harsh cleaners as they can scratch the body finish.

## STORAGE GUIDE



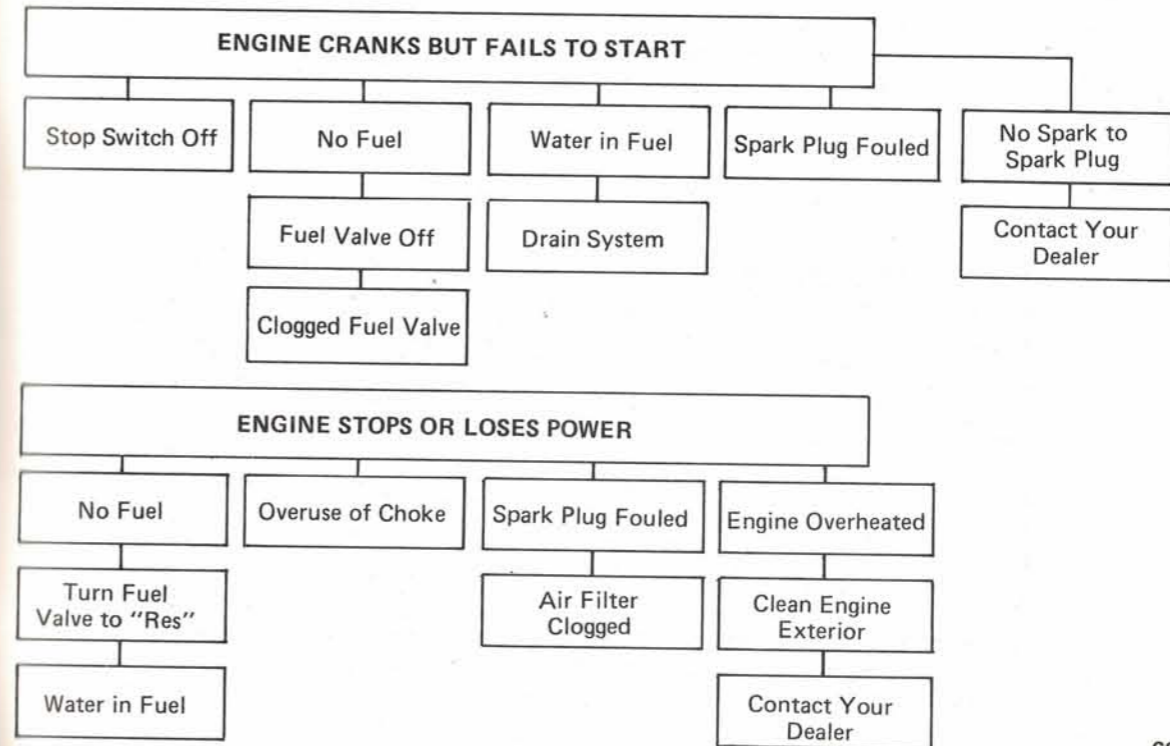
If your ATV is to be placed in extended or off season storage, the following steps should be taken to preserve its condition.

1. Perform all necessary repairs and thoroughly clean the ATV.
2. Turn the fuel valve to off and drain the carburetor.
3. Remove the spark plug and pour approximately 1 ounce of injection oil into the cylinder then operate the starter for a few seconds and reinstall the spark plug.
4. Remove the battery.
5. Block the ATV so all tires are suspended off the ground.
6. Cover the ATV with a canvas cover. Do not use plastic or coated materials as they do not allow ventilation of the vehicle.
7. Lubricate suspension pivot points, lower steering post and rear axle fittings.

TRANSPORTING

Whenever the ATV is to be transported the following measures should be taken.

1. Turn the fuel valve to "OFF."
2. Be certain the fuel cap and vent line are installed correctly.
3. Always tie the ATV to the transporting unit securely using suitable straps and rope.
4. Always place the transmission in gear and lock the parking brake.



## HIGH ALTITUDE ADJUSTMENTS

If your ATV is to be operated at high altitudes, certain adjustments can be made to improve its operation and driveability. Above 6000 feet (1,800 m) the engine air-fuel mixture becomes overly rich. An engine loses approximately 3 1/2 percent of its power for each 1000 foot (304.8 m) increase in elevation. Although this power cannot be regained, changes to the carburetor and drive system can be made to allow efficient operation.

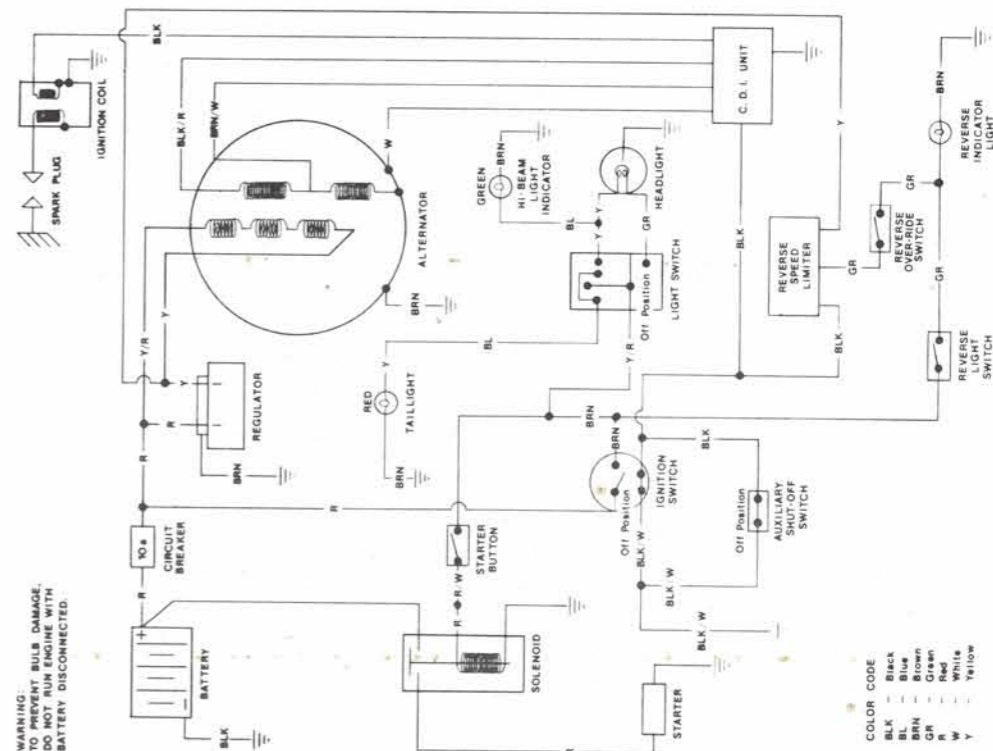
These changes are:

1. Carburetor rejetting to compensate for atmospheric pressure and oxygen loss.
2. Transmission convertor modification to adjust for engine horsepower loss.

VEHICLE SPECIFICATIONS				SPÉCIFICATIONS DU MODÈLE																																																			
<ul style="list-style-type: none"> <li>Model Trail Boss 250 R/es</li> <li>Tire Size Front 22 x 8.00-10, Rear 22 x 11.00-10</li> <li>Vehicle Capacity 400 lbs. (180 kg)</li> <li>Spark Plug Champion RN-4YC</li> <li>Spark Plug Gap .025</li> <li>Fuel Requirement 88 Octane (R+M)/2</li> <li>Full Throttle Operating RPM 6000 ± 200</li> <li>Production Setting Main Jet 145</li> <li>Cutaway 2.5 Jet Needle SDP7-3</li> <li>Pilot Jet 50 Air Screw 1.0 Turn</li> </ul>				<ul style="list-style-type: none"> <li>Modèle Trail Boss 250 R/es</li> <li>Grandeur de pneu avant 22 x 8.00-10, arrière 22 x 11.00-10</li> <li>Capacité du véhicule 400 livres (180 kg)</li> <li>Bougie d'allumage Champion RN-4YC</li> <li>Espace de l'électrode .025 po. .06 cm</li> <li>Essence indice minimum 88 octane (R+M)/2</li> <li>Course de haute vitesse T.P.M. 6000 ± 200</li> <li>Ajutage principal 145</li> <li>Angle du boiseau 2.5 aiguille d'ajutage SDP7-3</li> <li>Ajutage pilote 50 vis du débit d'air 1.0 tour</li> </ul>																																																			
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**NOTE:** Contact your dealership for altitude adjustments as they have the training and special tools required to perform all necessary modifications for you.

## ELECTRICAL WIRING DIAGRAM



## HEADLIGHT POD WIRING HARNESS

### TRAIL BOSS/SCRAMBLER

1. Brown wire of high beam green light to 2-way molded (brown ground) main wire harness.
2. Black/white wire from ignition switch to 2-way molded (brown ground) of main wire harness.
3. Black/white wire from handlebar switch to 2-way molded (brown ground) of main wire harness.
4. Black wire from headlight to 2-way molded (brown ground) of main wire harness.
5. Brown wire from ignition switch to brown wire from large connector of main wire harness.
6. Green wire from red reverse light to green wire of main wire harness.
7. Brown wire from red reverse light to brown wire of main wire harness.
8. Red wire from ignition switch to double red wire of main wire harness.
9. Yellow wire from headlight to yellow and blue wires of small wire harness.
10. Yellow wire from small harness to yellow wire of handlebar switches.
11. Blue wire from small harness to blue wire of high beam green light.
12. Black wire from main harness to ignition switch and kill switch black wires.
13. Green wire from headlight to green wire of handlebar switches.
14. Green wires from reverse over-ride switch to 2-way molded (green wires) of the main wire harness.

## WARRANTY INFORMATION

### LIMITED WARRANTY

Polaris Industries Inc., 1225 North County Road 18, Minneapolis, Minnesota 55441, gives a SIX MONTH LIMITED WARRANTY on all components of the Polaris All Terrain Vehicle (ATV) to the original consumer purchaser against defects in material or workmanship. This warranty begins on the date of purchase.

A warranty registration must be completed by your dealer and submitted to Polaris by the dealer prior to the time you attempt to obtain any service under this warranty. Be sure that you receive your copy of the Warranty Registration from your dealer as this is your entitlement to warranty repairs. **UNLESS YOUR ATV IS REGISTERED WITH POLARIS NO WARRANTY COVERAGE WILL BE ALLOWED.**

### WARRANTY COVERAGE AND EXCLUSIONS; LIMITATIONS OF WARRANTIES AND REMEDIES

This warranty also covers labor charges relating to repair or replacement of defective parts which are covered by this warranty.

This warranty does not cover accidental damage, normal wear and tear, abuse or improper handling. This warranty also does not cover any ATV that has been altered structurally, neglected, improperly maintained, used for racing, or used for purposes other than for which it was manufactured, or for any damages which occur during trailer transit or as a result of unauthorized service or the use of unauthorized parts. In addition, this warranty does not cover physical damage to paint or finish, tearing or puncturing of upholstery material, corrosion, or defects in parts, components or ATV'S due to fire, explosions or any other cause beyond Polaris' control. Warranty on tires, shock dampeners and drive chains are also excluded.

The exclusive remedy for breach of this warranty shall be, at Polaris' exclusive option, repair or replacement of any defective materials, components or products. **THE REMEDIES SET FORTH IN THIS WARRANTY ARE THE ONLY REMEDIES AVAILABLE TO ANY PERSON FOR BREACH OF THIS WARRANTY.**



POLARIS SHALL HAVE NO LIABILITY TO ANY PERSON FOR INCIDENTAL, CONSEQUENTIAL OR SPECIAL DAMAGES OF ANY DESCRIPTION, WHETHER ARISING OUT OF WARRANTY (INCLUDING ANY IMPLIED WARRANTIES) OR ANY OTHER CONTRACT, NEGLIGENCE, OR OTHER TORT OR OTHERWISE. Some states do not permit the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

ALL IMPLIED WARRANTIES (INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE) ARE LIMITED IN DURATION TO THE ABOVE SIX MONTH WARRANTY PERIOD. POLARIS FURTHER DISCLAIMS ALL EXPRESS WARRANTIES NOT STATED IN THIS WARRANTY. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

#### HOW TO OBTAIN WARRANTY SERVICE

After you have purchased your ATV your dealer should send the Warranty Registration Form to Polaris. If your ATV requires warranty service, you must take it to an Authorized Polaris Servicing Dealer. When requesting warranty service you must present your copy of the Warranty Registration Form to the dealer. (THE COST OF TRANSPORTATION TO AND FROM THE DEALER IS YOUR RESPONSIBILITY.) Polaris suggests that you use your original selling dealer; however, you may use any Authorized Polaris Servicing Dealer to perform warranty service.

If any of the above terms are void because of state or federal law, all other warranty terms will remain in effect.

 **ATV SAFETY WARNING** 

**SEVERE INJURY OR DEATH COULD RESULT FROM IMPROPER USE OF YOUR ATV.**

Read and Understand the Owner's Manual Before Operation. It contains very important warnings and safety instructions.

The following is a list of some of those warnings and instructions. You should review the Owner's Manual for more information about these items and for important additional warnings and safety instructions.

- [✓] Always wear a helmet, eye protection, heavy shoes and gloves.
- [✓] Your ATV should only be used by adults.
- [✓] This vehicle designed for operator only. No passengers. Carrying passengers can significantly reduce stability and control.
- [✓] Hill-climbing is dangerous -- applying rear brake while sliding back downhill could result in flip-over.
- [✓] Rear brake doesn't operate in neutral.
- [✓] Do not operate your ATV under the influence of alcohol or drugs.

- [✓] High speeds are dangerous and could result in loss of control and other accidents.
- [✓] Get qualified training.
- [✓] Ride within your skills.
- [✓] Never operate on public roads -- your ATV is not built for operation on roads and is more likely to tip over in turns on roads than off-road.
- [✓] When backing up, use front brakes only -- use of rear brakes while backing up may result in flip-over.
- [✓] All brakes are less effective when wet. Front brakes require periodic adjustment.
- [✓] Throttle and brake linkage may freeze if ATV is operated in cold weather, causing loss of control.
- [✓] **READ ALL WARNINGS AND INSTRUCTIONS IN OWNER'S MANUAL BEFORE OPERATING.**