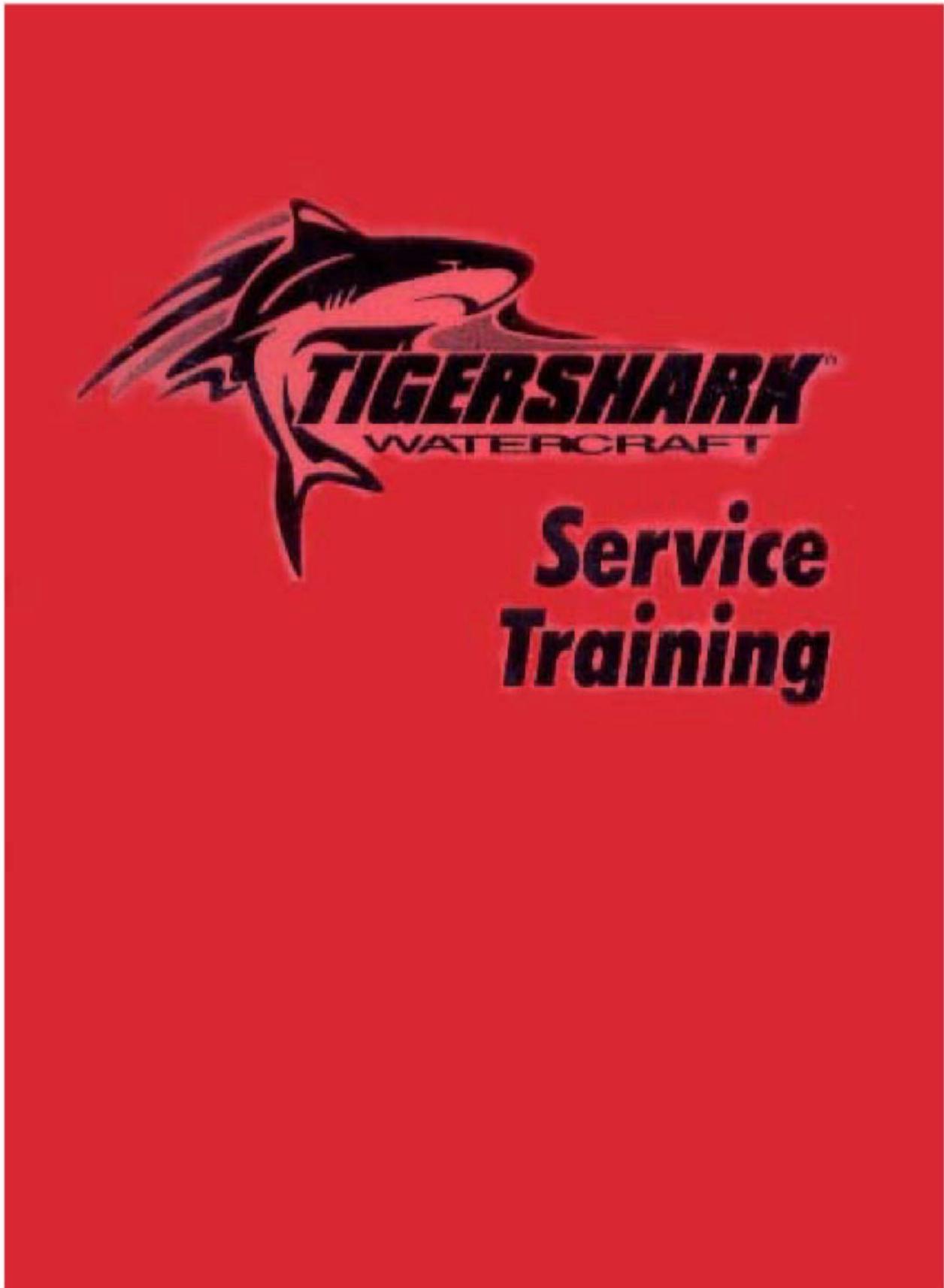


Product: 1995 Arctic Cat TigerShark Watercraft Service Repair Workshop Manual

Full Download: <https://www.arepairmanual.com/downloads/1995-arctic-cat-tige>

[rshark-watercraft-service-repair-workshop-manual/](https://www.arepairmanual.com/downloads/1995-arctic-cat-tige-rshark-watercraft-service-repair-workshop-manual/)



Sample of manual. Download All 178 pages at:

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# Bulletins & Newsletters

Sample of manual. Download All 178 pages at:  
<https://www.arepairmanual.com/downloads/1995-arctic-cat-tigershark-watercraft-service-repair-workshop-manual/>

## 1995 Carburetor Recalibration Specifications

Monte Carlo Carburetor Calibration changes must be made in conjunction with switching the existing flame arrestor for the Montego flame arrestor using the following components.

Quantity	Part Number	Item
1	0673-044	Flame arrestor base
1	0673-045	Flame arrestor cover
1	0673-046	Screen
4	0624-053	Cap screw
4	0624-036	Lock washer
2	0624-046	Cap screw
2	0624-036	Lock washer

The parts listed above must be installed with the flame arrestor intake opening positioned toward the rear of the boat.

■ **NOTE:** High-speed and low-speed screw calibrations may differ slightly from area to area as water temperature will effect these settings. These calibrations will not work on the Monte Carlo models unless the above mentioned flame arrestor is installed.

### 1995 Montego and Montego Deluxe

Item	Specification
Low Speed Screw	1 1/8 Turns
Spring	115
Needle	1.5
Low Speed Jet	120
High Speed Jet	115
High Speed Screw	1 Turn

### 1995 Daytona

Item	Specification
Low Speed Screw	2.0 Turns
Spring	95
Needle	2.0
Low Speed Jet	67.5
High Speed Jet	100
High Speed Screws	7/8 Turn

### 1995 Monte Carlo with Water to Muffler

Item	Specification
Low Speed Screw	1 Turn
Spring	95
Needle	1.5
Low Speed Jet	115
High Speed Jet	142.5
High Speed Screw	3/4 Turn

### 1995 Monte Carlo without Water to Muffler

Item	Specification
Low Speed Screws	1 1/4 Turns
Spring	95
Needle	2.0
Low Speed Jet	117.5
High Speed Jet	140.0
High Speed Screw	3/4 Turn

# SERVICE WATS LINE INSTRUCTIONS

## MESSAGE #1:

Welcome to the Arctic Service Department.  
Please enter your dealer number.

## MESSAGE #2:

(NOTE: If the number is valid, system transfers to MESSAGE #3).

If the dealer number is invalid, the message will be:  
Please check the number and try again.

If a second invalid number is received, the message will be:  
Please contact Arctic, Inc., by calling 218-681-8558  
or 218-681-4999. Thank you.

## MESSAGE #3:

If you have a technical question, Dial 1 (system transfers to message #4).

If you have a question concerning warranty credits or warranty claims submitted, Dial 2.

If you have a question concerning registrations, Dial 3.

If you have a question concerning Service Training or the SharkMaster Program, Dial 4.

If you have a call concerning a parts shortage or a parts order, Dial 5.

### IF 5 IS DIALED...

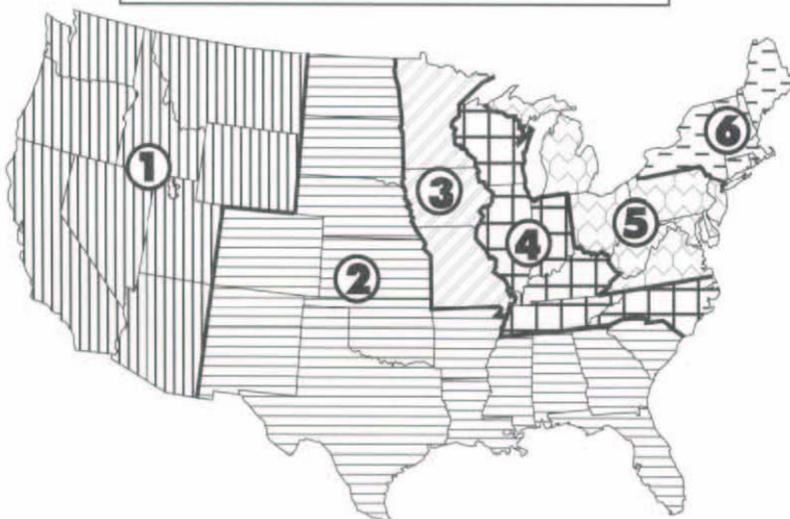
For questions concerning parts order, a needed part, or parts return, please dial  
1-800-279-9419 and ask for extension 183 or 400.

To place a parts order, please dial 1-800-279-2281.

## MESSAGE #4:

You have reached the technical support area.

To reach a Service Technician, Dial 3.



## Western Region



**Bob Klade**  
Service Representative  
Area 1



**Joe Koch**  
Service Representative  
Area 2



**Bruce Paulson**  
Customer Service, Western Region

## Central Region



**Ward Brink**  
Service Representative  
Area 3



**Don Berg**  
Service Representative  
Area 4



**Jim Weckwerth**  
Customer Service, Central Region

## Eastern Region



**Harry Kramer**  
Service Representative  
Area 5



**Rusty Scott**  
Service Representative  
Area 6



**Rick Kezar**  
Customer Service, Eastern Region



<b>Bulletin No.</b>	95-01W
<b>Model:</b>	1995 Montego® 1995 Montego® Deluxe 1995 Monte Carlo™
<b>Subject:</b>	Bilge Pump Fuse Holder
<b>Date:</b>	February 8, 1995

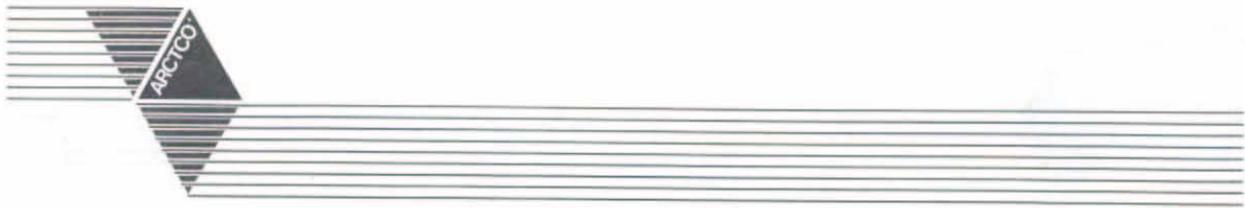
**CONDITION:** Several watercraft were manufactured without a fuse in the circuit to protect the bilge pump. The following list shows the models affected and the serial number range that these models fall within.

- 1995 Montego, Serial No. 0922 through 5076
- 1995 Montego Deluxe, Serial No. 0363 through 1421
- 1995 Monte Carlo, Serial No. 4054 through 5075

**SOLUTION:** When setting up one of the above models within the serial number range, disconnect the brown bilge pump wire from the main harness orange/green wire. Attach the red fuse holder wire to the brown wire from the bilge pump and the opposite end to the orange/green wire. Apply dielectric grease to each connection.

**PARTS:** Order one fuse holder (p/n 0630-082) for each model you have in the above serial number range.

**WARRANTY:** A group warranty claim containing up to 10 serial numbers will be accepted. Write 95-01W in the failure code section of the warranty claim form. A labor allowance of 0.1 hours will be paid for each watercraft within the serial number range that is updated.



March 10, 1995

Dear Service Manager,

Enclosed you will find a Gusset Kit, which must be welded on the four place Watercraft trailer hitch (as shown in the kit instruction sheet) to reinforce the hitch area.

It is very important that the gussets are welded on the hitch as shown to prevent possible hitch damage in the event of jack knifing while towing the trailer.

After completing the gusset installation, please complete a warranty claim for each trailer repaired. Claim 0.5 hours for the repair, and use failure code P13 in the failure code section of the claim.

Best Regards,

THE ARCTCO SERVICE DEPARTMENT



Q & A

VOL. 2, NO. 1

English Edition

April 21, 1995

### In This Issue:

#### PAGE 14

- *Damaged Reed Valve Symptoms*
- *Spark-Plug Fouling*
- *Miscellaneous Part Numbers*

#### PAGE 15

- *Procedure After Complete Engine Replacement*
- *1993 Hanger Bearing Replacement*
- *Proper Warranty Procedures*
- *1994 Models Seat Adjustment*
- *1995 Air Core Tachometers*
- *Discharge Fitting Plug*
- *Optional Shut-Off Valve (p/n 0744-013)*
- *Optional Fire Extinguisher*

#### PAGE 16

- *Uprighting Capsized Watercraft (1995 Models)*
- *Arctco Gel Coat*
- *1995 Monte Carlo™ Storage Canister*
- *900 Jet Pump Oil*
- *1995 Daytona® or 900 Gauges*
- *Loose Trim Inserts*
- *Seat Base Seals*
- *Hatch Seal Kit (p/n 0637-106)*
- *Securing 1995 Daytona & 900 Models to A Trailer*
- *1994 Model Riding Capacities*
- *1995 Daytona Carburetor Specifications (Sea Level)*
- *Engine Failure Troubleshooting*

#### PAGE 17

- *1995 Daytona Carburetor Fuel Screws*
- *Exhaust Component Overheating*
- *Overheat Sensor*

### SPARK-PLUG FOULING

Spark-plug fouling is more likely to occur when operating the watercraft in an area where there are no wake zones. When continuous spark-plug fouling is encountered, perform the following tests:

1. Check that the oil-injection pump alignment marks are properly aligned.
2. The idle RPM screw should be set between 1500 and 1800 RPM (with the watercraft in the water).
3. Check that the low- and high-speed fuel screws are adjusted properly for your area.

### MISCELLANEOUS PART NUMBERS

- *Rivnut Installation Tool (p/n 0644-232)*  
Used for installing sponsons on 1995 model watercraft
- *Rivnut (p/n 0623-557)*  
Used to secure sponsons on 1995 model watercraft
- *Screw-Type Clamp (p/n 3003-218)*  
Used to secure the oil-injection line to the nipple on the intake manifold
- *Hatch Shims (p/n 0673-401)*  
Used on 1994-95 model hatch cover latch
- *Hinge Shims (p/n 0673-402)*  
Used on 1994-95 model hatch cover hinge
- *1995 Tigershark Watercraft Service Training Manual (2255-287)*
- *Tie-Down Strap Kit (0678-266)*  
Secures either a 1995 Daytona or 900 to a Leland trailer
- *Trailer Winch Kit (0696-275)*  
Secures all models to Leland trailer
- *New 1995 Warranty Failure Code Wall Chart (2255-201)*

### DAMAGED REED VALVE SYMPTOMS

We have had several calls wondering what types of symptoms a damaged reed valve might cause. A damaged reed valve may cause hard starting, rough idling, running on one cylinder, or forcing of the fuel/air mixture back up through the carburetor venturi either while the watercraft is idling or when attempting to start.

## PROCEDURE AFTER COMPLETE ENGINE REPLACEMENT

When replacing a complete engine, be sure to use the original engine magneto housing in order to keep the serial number of the engine correct with the customer's registration card. If the original engine magneto housing cannot be used, call Monica @ ext. 811 to re-register the new engine serial number with the hull serial number.

## 1993 HANGER BEARING REPLACEMENT

When replacing a hanger bearing on a 1993 Tigershark, always peel the driveshaft at the point the hanger bearing will be located and apply LOCTITE to the area before installing the hanger bearing. This will prevent the driveshaft from spinning inside the hanger bearing (which would make the bearing act like a bushing).

■ **NOTE:** The thick portion of the hanger bearing is the front side.

## PROPER WARRANTY PROCEDURES

Please remember to use the new failure codes from either the 1995 Wall Chart (p/n 2255-201) or from page 2-26 of the Policy and Procedure Manual when filling out all warranty claims or the claim may be rejected. The part that caused the progressive damage must be listed on the first line of the warranty claim. In the event that the part that caused the damage wasn't replaced (for example, a loose fastener), still list the part number of the part that caused the progressive damage and indicate a quantity of 0.

**ALWAYS** attach a red warranty parts tag and send the parts with the claim unless instructed to do otherwise by either a bulletin/newsletter or a service representative.

■ **NOTE:** Remember that authorization numbers given out by your service representative are good for 30 days ONLY.

Warranty parts must be returned to us within 10 DAYS or warranty **will not be given**. By returning them within 10 days, you will be paid faster and we will be able to analyze a potential parts failure by model and prevent any future problems.

If you receive any watercraft with a damaged hull (**concealed** crate damage) from Arctco, you must first call your service representative and then send in a photograph and an estimate along with a letter asking your service representative to call you (please include phone number, dealer number, and the serial number of the watercraft).

## 1994 MODELS SEAT ADJUSTMENT

If experiencing a loose seat when boarding a 1994 watercraft, replace the seat bolt with a bolt and washer weldment assembly (p/n 0773-281) available through your normal parts channel.

## 1995 AIR CORE TACHOMETERS

The three wires for the 1995 tachometer serve the following purposes:

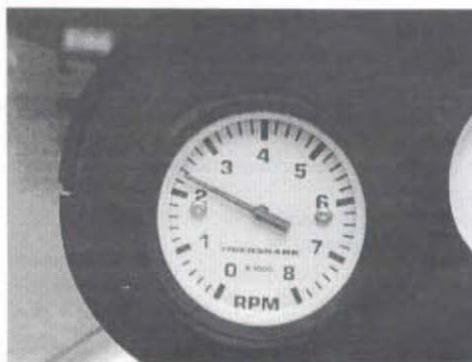
1—Black = ground

1—Violet = 12-volt power source

1—Yellow = Pulse (tachometer signal)

■ **NOTE:** Air Core tachometers do not completely return to zero when the watercraft is not running; however, the tachometer will reset the next time the engine is run.

Fig. 1



B1145

## DISCHARGE FITTING PLUG

You may have noticed on all 1995 Daytona and 2nd-run Monte Carlo models (serial number ARJ4054A495 and above) a discharge fitting plug (with a 3/16 in. hole in the center) installed in the port-side water outlet discharge fitting. This plug causes most of the discharge water to exit through the muffler, which helps reduce exhaust noise.

This plug must be unscrewed when back-flushing a 1995 Daytona or Monte Carlo in the above serial number range. Operating the watercraft without the plug installed is not recommended because it will alter carburetor calibration.

## OPTIONAL SHUT-OFF VALVE (p/n 0744-013)

An optional shut-off valve is available to customers for back-flushing a 1995 Daytona or a 1995 2nd-run Monte Carlo (Serial # ARJ2546L495 and above). Without the valve, customers with a 1995 Daytona or 2nd-run Monte Carlo must be informed to pinch off the water line to the muffler before back-flushing the engine or engine damage may result.

## OPTIONAL FIRE EXTINGUISHER

The fire extinguisher (p/n 0673-093) is optional for 1995 models but is available from the Service Parts department.

### **UPRIGHTING CAPSIZED WATERCRAFT (1995 MODELS)**

Because of late changes, the operator's manual indicates the improper direction to upright a capsized watercraft. The proper way to upright all 1995 Tigershark Watercraft is by turning **CLOCKWISE** due to the new exhaust system on the Daytona and 2nd-run Monte Carlo models. The other models may be uprighted in either direction; however, we would like you to educate your customers to always upright their watercraft in the direction indicated on the decal at the rear of the boat. All 1995 model decals (as well as those on any 1993 or 94 model) are correct and should be followed.

### **ARCTCO GEL COAT**

Because of shipping restrictions, Arctco Gel Coat does not contain Methyl Ethyl Keytone Peroxide (MEKP), the agent that acts as a hardener. When using Arctco Gel Coat, you must pre-mix MEKP with the amount of Gel Coat to be used at a ratio of 1-2% by quantity. For example, use 2 ml MEKP to every 100 ml of Gel Coat. Any remaining mixed solution must be discarded because the MEKP will cause the gel coat to harden. MEKP may be purchased at nearly all auto parts store.

### **1995 MONTE CARLO STORAGE CANISTER**

The storage canister used in the 1995 Monte Carlo may be used in a 1994 Monte Carlo; however, in order to mount the canister, you will have to drill new holes.

### **900 JET PUMP OIL**

The 1995 900 jet pump will come from Arctco filled with 81 ml (2 3/4 fl oz.) Tigershark Jet Pump Oil (p/n 0678-120).

### **1995 DAYTONA OR 900 GAUGES**

If none of the gauges on a 1995 Daytona or 900 model work, check that the 1 amp fuse (located in the wire harness near the carburetor assembly) is not blown.

### **LOOSE TRIM INSERTS**

To secure a trim insert that has loosened, install 4 push pins (p/n 0623-585) in the center of the trim insert.

### **SEAT BASE SEALS**

If a seat base seal becomes loose and is not damaged, clean the seat base with alcohol and secure the seat base seal with "super glue". New seals may be ordered through your normal parts channel using part number (p/n 0773-478).

### **HATCH SEAL KIT (P/N 0637-106)**

To replace a hatch seal that has poor adhesion or prevents the hatch from opening or closing easily, order the Hatch Seal Kit (p/n 0637-106). One kit per watercraft is required and the kit will fit all Tigershark models.

Use failure code M01 and claim a labor allowance of 0.5 hours for each watercraft repaired.

### **SECURING 1995 DAYTONA & 900 MODELS TO A TRAILER**

Due to changes in the 1995 Daytona and 900 model bow eyes, it is necessary to use either the tie-down strap kit (p/n 0678-266) or the trailer winch kit (p/n 0696-275) to properly secure either of these models to a trailer.

### **1994 MODEL RIDING CAPACITIES**

Some dealers have called asking if they can convert 1994 Barracuda or Montego Deluxe riding capacities into 1995 Barracuda or Montego Deluxe riding capacities. This modification can not be performed.

### **1995 DAYTONA CARBURETOR SPECIFICATIONS (SEA LEVEL)**

At sea level, adjust the screws as follows:

**Low speed = 1 turn**

**High speed = 7/8 mag, 3/4 pto**

Other model specifications can be found in the Set-Up and Predelivery Manuals. Until other high altitude specifications are available, refer to the Set-Up and Predelivery manuals.

### **ENGINE FAILURE TROUBLESHOOTING**

Before disassembling an engine that has seized or burnt a hole in a piston for no obvious reason, please inspect the following areas before calling your service technician:

1. Inspect the fuel line routing for kinks.
2. Inspect the carburetor(s) for improper jetting or dirty orifices.
3. Inspect the oil pump and oil lines for air bubbles.
4. Check the alcohol content of the fuel using the Alcohol Test Kit (p/n 0644-044). Excessive alcohol content is over 10%.
5. If excessive alcohol is not the cause, pressure test the engine using the Pressure Testing Kit (p/n 0644-199) and soapy water to inspect for air leaks around the crankcase halves, crankshaft end seals, or damaged gaskets.

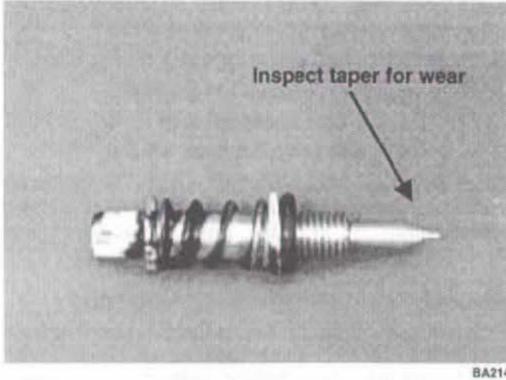
Please perform all of these tests before disassembling the engine or calling your service technician.

### 1995 DAYTONA CARBURETOR FUEL SCREWS

If a Daytona is running at low RPM (i.e., lower than 6800-7200 RPM) at wide-open-throttle in the water, inspect the taper on the fuel screws (see Fig. 2) for damage. Replace the fuel screw(s) if damage is present. A service bulletin addressing this situation will be out shortly.

■ **NOTE:** There should be no step on the taper.

Fig. 2

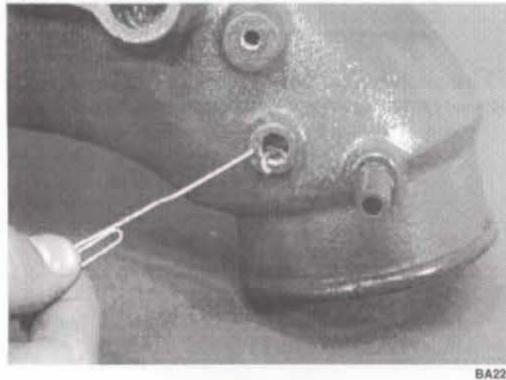


### EXHAUST COMPONENT OVERHEATING

If you have a problem with straps or exhaust hoses melting on a Tigershark and you have checked all possible causes (blocked intake grate, etc.), there is one of two areas to always check for, depending on the model that is overheating.

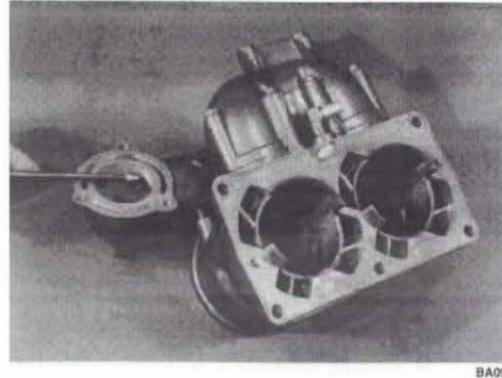
If the model has an aluminum expansion chamber equipped with a cast pipe, inspect the bleed hole for obstructions (see Fig. 3).

Fig. 3



If the model has a stainless steel expansion chamber, inspect the 5 mm exhaust coolant orifice in the exhaust elbow. It must be clean and unobstructed (see Fig. 4).

Fig. 4



### OVERHEAT SENSOR

When your customer takes delivery of a watercraft, be sure to explain about the overheat sensor and the proper procedures to follow if the overheat sensor is activated.

1. If the overheat sensor is activated, they should immediately stop the engine and clean the intake grate of any debris (refer to the Operator's Manual).
2. If engine overheating is still experienced after starting the engine, they should shut the watercraft off and get the watercraft towed back to shore. If nobody is around to tow them into shore, they should try to idle the watercraft back to shore, without applying any additional thrust.
3. If idling the watercraft doesn't provide enough thrust to overcome the surf and a life-threatening situation exists, instruct the customer that then and ONLY THEN should they run the watercraft up against the overheat sensor's RPM limiter (which is approximately 3,000 RPM). When the watercraft is operating at 3,000 RPM with the overheat sensor activated, the cooling hoses will be severely damaged. Remember that running the engine to get the watercraft back to shore is a last resort and should only be done in life-threatening situations.

■ **NOTE:** Operating the watercraft according to the Operator's Manual will prevent the overheat sensor from becoming activated (i.e., operating the watercraft in at least two feet of water at all times).



**Bulletin No.** 95-02W

**Model:** 1995 Barracuda™

**Subject:** Oil Gauge

**Date:** April 25, 1995

**CONDITION:** The oil gauge on 1995 Barracuda models has a short float which may lead the operator to believe the watercraft is out of oil when, in fact, there are several quarts of oil left.

**SOLUTION:** Replace the existing oil gauge on every 1995 Barracuda model in your inventory with a new oil gauge.

**PARTS:** Order one oil gauge (p/n 0670-466) for each 1995 Barracuda model you have in your inventory.

**WARRANTY:** A group warranty claim containing up to 10 serial numbers will be accepted. Write 95-02W in the failure code section of the warranty claim form. A labor allowance of 0.1 hours will be paid for each watercraft updated. In order to receive prompt warranty credit, return the old oil gauge in the same box you received the new oil gauge in to the Arctco Warranty Department. Be sure to affix the Red Warranty Parts Return label to the box.



**Bulletin No.** 95-03W

**Model:** 1995 Models

**Subject:** Hatch Seal

**Date:** April 25, 1995

**CONDITION:** Several dealers have called regarding hatch seals that fail to adhere properly to the hatch cover and/or cause hard closing of the hatch cover once opened.

**SOLUTION:** On any 1995 model watercraft with the above condition, replace the existing hatch seal with a new hatch seal.

**PARTS:** Order one Hatch Seal Kit (p/n 0637-106) for each model with the above condition.

**WARRANTY:** A group warranty claim containing up to 10 serial numbers will be accepted. Write 95-03W in the failure code section of the warranty claim form. A labor allowance of 0.5 hours will be paid for each watercraft updated. In order to receive prompt warranty credit, return the old hatch seal in the same box you received the new hatch seal in to the Arctco Warranty Department. Be sure to affix the Red Warranty Parts Return label to the box.



<b>Bulletin No.</b>	95-04W
<b>Model:</b>	1995 Daytona®
<b>Subject:</b>	Performance Update Kit
<b>Date:</b>	May 11, 1995

**CONDITION:** Several conditions exist on the 1995 Daytona which require attention. These conditions are:

- A. Lower than desired top speed.
- B. Exhaust bolt breaking.
- C. Fuel and oil tank filler neck hose clamp reinforcement.
- D. Trim ring screws loosening.
- E. Dim low oil warning light.

**SOLUTION:** Installing the performance update kit (p/n 0637-109), which contains the following components, will improve the 1995 Daytona performance.

- a. Improved ride plate
- b. New carburetor high speed needles
- c. Exhaust support bracket
- d. Low oil warning light sensor
- e. Hose clamps (for the fuel and oil tank)

**PARTS:** Each dealership will automatically receive enough Daytona Update Kits to update half the Daytona models shipped to them. Each dealer should then order the remaining number of Daytona Update Kits (p/n 0637-109) from the Arctco Parts Department.

**WARRANTY:** A group warranty claim of up to 10 serial numbers will be accepted. Write 95-04W in the failure code section of the warranty claim form. A labor allowance of 1.6 hours will be paid for each 1995 Daytona updated. Please return the original ride plate and low oil sensor with the warranty claim.

**■ NOTE:** The 1995 Daytona Update Kits are now available. After May 20, a letter will be sent out to all registered owners of the 1995 Daytona informing them of the update kit. If you have sold this model and have not sent in the registration, please contact the customer to have their Daytona updated as soon as possible.



VOL. 2, NO. 2

English Edition

June 5, 1995

**In This Issue:**

**PAGE 18**

- 1995 Daytona® Intake Manifold Fasteners
- 1995 Illustrated Parts Manuals Corrections
- 1994 Tigershark® Operator's Manual Correction
- Tigershark 900 Fuel Tank Filler Cap Decal
- 1995 Daytona Throttle Adjustment
- Hatch Closing Difficulties (1995 Models)
- 1995 Accessory Mirrors

**PAGE 19**

- Pre-Delivery Note (1995 Barracuda™ and Daytona)
- 1995 Carburetor Specifications

**1995 DAYTONA INTAKE MANIFOLD FASTENERS**

We have received reports where the fasteners securing the intake manifold and carburetors on the 1995 Daytona have come loose. If you encounter this situation during the season, please Loctite both the intake manifold cap screws and the nuts securing the carburetors with LOCTITE Stud and Bearing Mount. Torque the intake manifold cap screws to 0.8-1.1 kg-m (6-8 ft-lb).

**1995 ILLUSTRATED PARTS MANUALS CORRECTIONS**

In the 1995 Montego-Montego Deluxe Illustrated Parts Manual (p/n 2255-238), make the following change:

PAGE	REFERENCE #	CHANGE
16	16	Change p/n from 0673-152 to 0673-363

In the 1995 Daytona Illustrated Parts Manual (p/n 2255-240), make the following change:

PAGE	REFERENCE #	CHANGE
22	1	Change p/n from 3008-241 to 3008-360

**1994 TIGERSHARK OPERATOR'S MANUAL CORRECTION**

On page 39, step 11 of the Winter Storage section incorrectly states to pour "29.5 ml (7 oz.)" of oil into each spark plug hole. It should read (1 oz.). Please make this correction and inform any customer who might have a question about the amount.

**TIGERSHARK 900 FUEL TANK FILLER CAP DECAL**

We have had several reports that the decal below the fuel tank filler cap has been damaged by fuel spillage.

To prevent damage to the decal in this area, Arctco now has a clear decal protector (p/n 0614-232) to go over the decal. Instructions for installation will be included with the decal protector. Please order the decal protector as needed from the Arctco Service Parts Department.

If the decal has already been damaged on a Tigershark 900 you have, please order a new decal (p/n 0614-135). The part number in the parts book (p/n 0614-129) is not correct and should be changed to (p/n 0614-135).

**1995 DAYTONA THROTTLE ADJUSTMENT**

Please check the throttle adjustment on all 1995 Daytona models. Many of the cables are adjusted too long, preventing the carburetors from opening past the 3/4 position.

**HATCH CLOSING DIFFICULTIES (1995 MODELS)**

If you have experienced difficulties in closing a hatch, refer to Service Bulletin 95-03W. The difficulty is caused by the rubber trim used to seal the area. A new hatch seal (p/n 0637-106) is available that is smaller in size.

**1995 ACCESSORY MIRRORS**

We have received reports that the 1995 accessory mirrors may become loose or fall off. To prevent this from happening, replace the existing cap screw and expansion nut with a new cap screw (p/n 0624-292) and expansion nut (p/n 0623-570). A Service Bulletin will be issued in the near future.

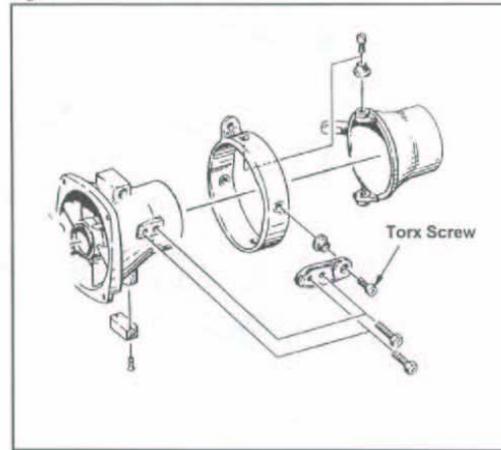
**PRE-DELIVERY NOTE  
(1995 BARRACUDA AND DAYTONA)**

When setting up a 1995 Barracuda or Daytona model, please check that the Torx screws securing the trim bracket to the venturi are properly torqued. Use the following procedure:

1. Using a No. 40 Torx bit, make sure the screws securing the trim bracket to the venturi will withstand 2.6 kg-m (19 ft-lb) of torque.
2. If either Torx screw will not withstand 2.6 kg-m (19 ft-lb) of torque (i.e., the screw either tightens or moves), remove the Torx screw; then apply Green 609 LOCTITE (p/n 0638-289) to the threads of the Torx screw and install. Tighten to 2.6 kg-m (19 ft-lb).

■ **NOTE: Always Use LOCTITE Primer before applying LOCTITE.**

Fig. 1



731-441a

**1995 CARBURETOR SPECIFICATIONS**

The following tables give the latest carburetor specifications according to altitude for all 1995 models. Use this table in place of any previously printed information.

**0-1524 m (0-5000 ft) Altitude**

	900	Daytona	Barracuda	Monte Carlo (1st Run)*	Monte Carlo (2nd Run)**	Montego Montego Deluxe
Low Speed Jet	110	75	125	125	120	125
High Speed Jet	40 mag 85 pto & center	100	175	175	205	107.5
Low Speed Mixture Screw (Turns Out)	1 1/4	1	1	1	1	1
High Speed Mixture Screw (Turns Out)	5/8 center 1/2 pto & mag	7/8 mag 3/4 pto	1	1	1	1 1/4
Needle and Seat	2.5	2.0	2.5	2.5	2.0	1.5
Spring	80	80	80	80	80	115
Pop-Off Test Specifications	14	21	14	14	21	55

**Over 1524 m (5000 ft) Altitude**

	900	Daytona	Barracuda	Monte Carlo (1st Run)*	Monte Carlo (2nd Run)**	Montego Montego Deluxe
Low Speed Jet	90	75	125	125	120	125
High Speed Jet	40 mag 70 pto & center	100	175	175	200	107.5
Low Speed Mixture Screw (Turns Out)	1 1/4	1 1/8	1 1/8	1 1/8	1	1 1/8
High Speed Mixture Screw (Turns Out)	1/2	5/8 pto 3/4 mag	1	1	3/4	7/8
Needle and Seat	2.0	2.0	2.0	2.0	2.0	1.5
Spring	80	80	115	115	65	115
Pop-Off Test Specifications	21	21	32	32	18	55

\* 1st Run Monte Carlo - Serial # thru ARJ4053A595

\*\* 2nd Run Monte Carlo - Serial # ARJ4054A595 and above



**Bulletin No.** 95-05W

**Model:** 1995 Barracuda™, Monte Carlo™, Daytona®

**Subject:** Intake Manifold Hardware and Carburetor Nuts

**Date:** June 8, 1995

**CONDITION:** A condition exists on the 1995 Barracuda, Monte Carlo, and Daytona where the intake manifold cap screws and carburetor securing nuts may loosen.

**SOLUTION:** On the Daytona, remove the intake manifold hardware, and remove the manifold and carburetors as an assembly. Loosen the four carburetor nuts securing the carburetors and apply red LOCTITE stud and bearing mount; then tighten the nuts. Install the intake and carburetor assembly and apply LOCTITE to the intake cap screws as they are installed. Torque the cap screws to 0.8 - 1.2 kg-m (6-9 ft-lb). Also, LOCTITE and torque all flame arrestor bolts to 0.8 - 1.2 kg-m (6-9 ft-lb).

On the Barracuda and Monte Carlo models, remove the intake manifold hardware, apply red LOCTITE stud and bearing mount to the threads and torque to 0.8-1.2 kg-m (6-9 ft-lb). Also, loosen the two carburetor nuts, apply red LOCTITE and tighten. LOCTITE the three flame arrestor bolts and torque to 0.8 - 1.2 kg-m (6-9 ft-lb).

Also, on the Barracuda and Monte Carlo, install Exhaust Bracket Kit (p/n 0637-112). This is the same kit as used on the Daytona model.

**PARTS:** Please order the Exhaust Bracket Kit (p/n 0637-112) from the Arctco Parts Department. One kit will be required for each Barracuda and Monte Carlo update.

**WARRANTY:** For carburetion and securing intake hardware on the Daytona, claim 1.0 hours labor per model. Group claim these models repaired, you can claim up to 10 serial numbers per claim. Use Service Bulletin 95-05W in the failure code section.

For work performed on the Barracuda and Monte Carlo, claim 1.6 hours labor per model repaired, plus the Exhaust Bracket Kit used. Group claim by model (all Barracuda models on one claim) up to 10 models per claim. Use 95-05W in the failure code section.



June 9, 1995

Dear Service Manager,

Enclosed is a customer letter that is being sent out to all registered Tigershark owners. Because there is a lag time between when a customer purchases their Watercraft and when they receive their warranty card, please instruct the customer on the proper procedure of turning the Watercraft upright if it should be capsized.

There is a decal on the back of the Watercraft also, which is correct.

Thank you for your assistance.

Best Regards,

THE ARCTCO SERVICE DEPARTMENT



**Bulletin No.** 95-06W

**Model:** Hydroshark Tubes

**Subject:** Recall

**Date:** June 28, 1995

**Condition:** Our vendor has requested that a recall be issued on all new and used Hydroshark Tubes due to tow harness and seam failure. It has been determined that a drain cover is required to prevent water accumulation through the drain during use. The added water weight and extra drag places excessive stress on the tow harness and seams which may result in seam failure. Seam failure can cause disconnection of the tube from the towing vehicle.

**Solution:** Arctco is requesting that the sale and use of the Hydroshark tubes be discontinued immediately and that all dealer inventory and sold units be returned to Arctco for replacement. Since the purchasers of this product are not registered with Arctco, it is the dealer's responsibility to recall the sold units from the customers. Please contact all customers who have purchased the Hydroshark tubes and have them return their tubes immediately for a full refund. Return all Hydroshark tubes to the Arctco Service and Warranty Department accompanied by a group warranty claim. Replacement Hydroshark tubes can be ordered immediately through the Arctco Parts Order Line. All orders will be placed in back order status until the product is available.

**Parts:** The following part numbers will have to be returned: Hydroshark Tubes p/n 0678-131 & 0678-168; Hydroshark covers p/n 0680-061 & 0680-058.

**Warranty:** A group warranty claim of up to 10 units will be accepted. Enter O01 in the failure code section of the warranty claim form. Dealers will be credited full dealer cost for all returned Hydroshark Tubes.

**Reordering:** When reordering new Hydroshark Tubes please order according to the following part number listing:

0678-313	Hydroshark Tube Kit-Teal/Purple
0678-314	Hydroshark Tube Kit-Red/Purple
0680-137	Tube Cover Only-Teal /Purple
0680-138	Tube Cover Only-Red/Purple



VOL. 2, NO. 3

English Edition

July 5, 1995

**In This Issue:**

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- Green LOCTITE #609
- Exhaust Support Bracket (p/n 0673-844)
- Accessory Mirrors
- 1995 Daytona No-Start Situation
- 1995 Daytona Performance
- High-Speed Jet Part Numbers
- 900 Trim Rings
- Porpoising and Trim Motors

**PAGE 21**

- New Parts Personnel
- Spark-Plug Caps
- Daytona Injection Oil
- Service Reminder
- 1995 Carburetor Specifications Update

**GREEN LOCTITE #609**

Green LOCTITE #609 is available and can be ordered as p/n 0638-289. Green LOCTITE should be used when installing all update kits. Use LOCTITE Primer or contact spray to remove any excess oil. Whenever LOCTITE is used, a curing period of 12 to 24 hours should be allowed to ensure proper bonding. Failure to allow sufficient time for bonding could result in repeated loosening of critical hardware.

**EXHAUST SUPPORT BRACKET (p/n 0673-844)**

If installing the exhaust support bracket (p/n 0673-844) on a 1994 model with a 639 cc engine, a 1995 Barracuda, or a 1995 Monte Carlo, use the original "short" magneto housing cap screws.

**ACCESSORY MIRRORS**

Accessory mirrors that are loose should be tightened using a different cap screw (p/n 0624-292) and an expansion nut (p/n 0623-570).

**1995 DAYTONA NO-START SITUATION**

If a no-start situation is experienced on a 1995 Daytona, be sure to check the ring connector on the starter end of the red solenoid-to-starter cable.

**1995 DAYTONA PERFORMANCE**

If, after performing Service Bulletin 95-04W, a 1995 Daytona still does not run optimally, remove additional material from the air opening sides of the spark arrestor center section (see 1995 Daytona Update Kit, p/n 0637-109)

**INLET NEEDLE, SPRING, AND HIGH-SPEED JET PART NUMBERS**

The following charts give the part numbers of the available inlet needles, springs, and high speed jets.

INLET		SPRING	
Seat Diameter	p/n	Weight	p/n
1.5	6505-671	115 g	6505-669
2.0	6505-716	96 g	6505-719
2.3	6505-717	80 g	6505-720
2.5	6505-718	65 g	6505-721

HIGH SPEED JETS AVAILABLE	
JET NO.	P/N
30	6505-878
32.5	6505-879
60	6505-880
62.5	6505-881
65	6505-882
67.5	6505-883
72.5	6505-884
75	6505-296
77.5	6505-885

**900 TRIM RINGS**

When installing a 900 trim ring (p/n 0673-732), it is necessary to enlarge the trim cable hole in order for the bushing to fit properly. Drill the hole out to 9.5 mm (3/8 in.).

**PORPOISING AND TRIM MOTORS**

We have discovered that many of the trim nozzles are not adjusted to give the necessary 8° up and 8° down. If a customer complains about riding difficulties, particularly porpoising, even when the watercraft is trimmed all the way down, it is possible the nozzle may not be trimmed down far enough to overcome the porpoising.

To check for proper range of movement, level the watercraft; then, place an angle finder (p/n 0644-097) over the opening of the nozzle. With the trim indicator at neutral, the angle should be 0°. Check the angle trimmed completely up and trimmed completely down. Each angle should max out at 8°. If not, adjust the trim assembly until the range of nozzle degrees is 8° up and 8° down.

To adjust the nozzle if the range is incorrect (or if an angle finder is unavailable), remove the heim joint from the nozzle end of the trim push rod; then install the heim joint on the trim cable 5 turns. This should give the required range of movement down.

■ **NOTE: One turn on the heim joint equals 1° of nozzle adjustment.**

### NEW PARTS PERSONNEL

The Parts Department would like to introduce Steve Thibert (ext. 183) and his assistant, Shannon Gunderson (ext. 400). When calling about parts problems, special orders, rush shipments, or out-of-stock problems, call either one of these people for assistance. If unable to talk with them immediately, leave a message; they will call you back.

### SPARK-PLUG CAPS

There have been reports of the spark-plug cap(s) not being securely screwed on to the coil wire(s). If you encounter any loose spark-plug caps, cut 6 mm (1/4 in.) off the end of the spark-plug wire; then install the spark-plug cap on the wire.

### DAYTONA INJECTION OIL

When operating a 1995 Daytona, please remind your customers to keep the oil tank as full of injection oil as possible. A good reminder is to fill the oil tank after every other tank of fuel. A service bulletin will shortly be issued addressing this.

### SERVICE REMINDER

Whenever a situation arises that requires a call to the Arctco Service Department, please have the service person working on the watercraft in question call. Also, remind them to have the watercraft serial number and the dealer number ready before they call in.

### 1995 CARBURETOR SPECIFICATIONS UPDATE

The carburetor specifications given in the tables below are correct for all altitudes. Use the information below in place of any previously printed information.

#### 0-1524 m (0-5000 ft) Altitude - Sea Level

	900	Daytona	Barracuda	Monte Carlo (1st Run)*	Monte Carlo (2nd Run)**	Montego Montego Deluxe
Low Speed Jet	110	75	125	125	120	125
High Speed Jet	40 mag 85 pto & center	100	175	175	205	107.5
Low Speed Mixture Screw (Turns Out)	1 1/4	1	1	1	1	1
High Speed Mixture Screw (Turns Out)	5/8 center 1/2 pto & mag	7/8 mag 3/4 pto	1	1	1	1 1/4
Needle and Seat	2.5	2.0	2.5	2.5	2.0	1.5
Spring	80	80	80	80	80	115
Pop-Off Test Specifications	14	21	14	14	21	55

#### Over 1524 m (5000 ft) Altitude

	900	Daytona	Barracuda	Monte Carlo (1st Run)*	Monte Carlo (2nd Run)**	Montego Montego Deluxe
Low Speed Jet	120	80	125	125	120	125
High Speed Jet	32.5 mag 65 pto & center	75	175	175	200	107.5
Low Speed Mixture Screw (Turns Out)	5/8	1 1/2	1 3/8	1 3/8	1 1/4	1 1/2
High Speed Mixture Screw (Turns Out)	1/2 mag 5/8 center 1/2 pto	1/2 pto 5/8 mag	1	1	3/4	3/4
Needle and Seat	2.5	2.0	2.5	2.0	2.0	1.5
Spring	80	80	115	115	65	115
Pop-Off Test Specifications	14	21	19	19	18	55
Impeller	14-19 SOLAS	Stock w/-0.050 in. off trailing edge	Stock	Stock w/-0.050 in. off trailing edge	Stock w/-0.050 in. off trailing edge	Stock 16.5 stainless steel

■ NOTE: Above 1524 m (5000 ft), adjust the oil-injection pump arm to 3/8 - 7/8 in. of travel at W.O.T.

\* 1st Run Monte Carlo - Serial # thru ARJ4053A595

\*\* 2nd Run Monte Carlo - Serial # ARJ4054A595 and above



<b>Bulletin No.</b>	95-07W
<b>Model:</b>	1993-1995 Tigershark 2-Place Trailers
<b>Subject:</b>	Trailer Reinforcement
<b>Date:</b>	August 2, 1995

**CONDITION:** The possibility exists on ALL 1993-95 Tigershark 2-place trailers (manufactured by Leland), that the welds securing the long, front crossbrace to the sides of the trailer may break.

**SOLUTION:** Reinforce the areas where the front crossbrace is secured to the sides of the trailer by installing the Trailer Reinforcement Kit (p/n 0637-115).

- PARTS:**
- (1) Arctco will automatically send one Trailer Reinforcement Kit for each Tigershark 2-place trailer **you received directly from Arctco** in the past three years.
  - (2) If you have any Tigershark 2-place trailers you **did not receive directly from Arctco**, please order one Trailer Reinforcement Kit (p/n 0637-115) for each of those trailers.

In addition, enough paint will also be sent to cover the number of kits you receive.

**NOTE:** Please make every effort to locate each and every trailer you have sold in the past three years and make arrangements for the customer to bring in the trailer and have this very important update performed on their trailer.

**WARRANTY:** A group warranty claim containing up to 10 serial numbers will be accepted. Write 95-07W in the failure code section of the warranty claim form. A labor allowance of 1 hour will be paid for each trailer repaired.



# Q & A

VOL. 3, NO. 1

English Edition

May 6, 1996

### In This Issue:

#### PAGE 23

- *Engine Coupler Lubrication*
- *1996 Tigershark Operator's Manual*
- *Hand Grease Gun*
- *Monte Carlo 900 Speedometer*
- *1994-95 Exhaust Update Kit*

#### Page 24

- *1995 Tigershark 900 Stator Update Kit*
- *1996 Tigershark Jet Pump Noise*
- *1995 Tigershark Handlebar Grips*
- *1995 Tigershark 900 Low-End Throttle Response*
- *1995 Daytona Update Kits*

#### PAGE 25

- *Mikuni BN Carburetor Video and Engine Servicing Video*
- *Accessories Catalog Update*
- *1996 Montego/Montego Deluxe Setup*
- *Pop-Off Tester Pump*
- *1996 Driveshaft/Molded Inlet Pump*
- *1996 Engine/Molded Inlet Pump Alignment*
- *Monte Carlo 900 Coupler Hose Clamps*

### ENGINE COUPLER LUBRICATION

Please inform the purchasers of all 1996 Monte Carlo models that it is very important to lubricate the driveshaft coupler every 10 hours of operation. If the coupler is not kept well-lubricated, significant damage to the coupler will occur.

### 1996 TIGERSHARK OPERATOR'S MANUAL (P/N 2255-382)

1. Due to a running change in the lubrication process for Daytona and Monte Carlo models, some Operator's Manuals are without important information.
2. Please check page 40 of all Operator's Manuals accompanying Daytona and Monte Carlo models, and if the first item reads DRIVESHAFT (Daytona and Monte Carlo Models), the manual is updated and correct. If the information is not in a manual, contact the Service Department at Arctco and an updated, correct manual(s) will be sent to you.
3. Please make every effort possible to contact owners of sold Daytona and Monte Carlo models so they will be benefited by this information. In such cases, either you or the owner can contact Arctco.

### HAND GREASE GUN (P/N 0644-253)

Arctco will be making available a hand grease gun in the near future. This grease gun is specially designed for use on the 1996 Monte Carlo. For information on when it will become available and cost, contact your service representative here at Arctco.

### MONTE CARLO 900 SPEEDOMETER

Some speedometers on this model may not register speeds above 40 MPH. If this condition is diagnosed, replace the existing speedometer with the new Speedometer (p/n 0620-188).

### 1994-1995 EXHAUST UPDATE KIT (P/N 0637-125)

This kit will soon be available for 1994-1995 Barracuda and Monte Carlo models and for the 1994 Daytona model. The kit is similar to the 1995 Daytona kit with the exception of pipe replacement. For warranty purposes, use B-13 as the failure code and 3.5 hours as the flat rate labor charge.

### 1995 TIGERSHARK 900 STATOR UPDATE KIT (P/N 0637-129)

1. If bearing failure occurs in a 1995 900 due to a porous stator housing, install the updated stator (which will come assembled in the kit).
2. To identify an updated stator, a "356T" will be embossed onto the stator on the outside near the edge. A "356" without the "T" indicates an older stator. The updated stator will automatically supersede the older one. A stator housing can also be ordered by itself.

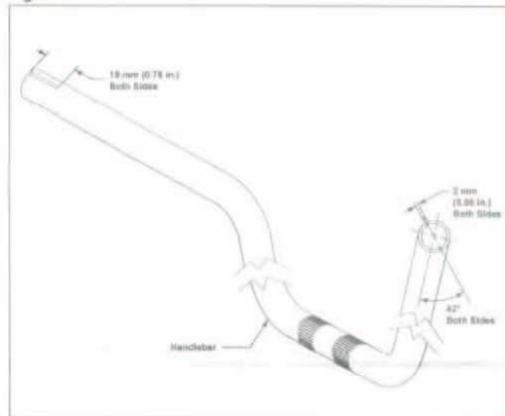
### 1996 TIGERSHARK JET PUMP NOISE

If a 1996 Tigershark engine is started out of water, a "jingling" sound may be heard from the jet pump. The noise occurs because of a closer impeller/wear ring clearance tolerance. When the watercraft is in the water, the noise will stop.

### 1995 TIGERSHARK HANDLEBAR GRIPS

If any 1995 watercraft have grips that are not satisfactory, replace the existing grips with 1996 Grips (p/n 0673-990), Rivets (p/n 8060-230), and Plugs (p/n 1673-111). Note that both handlebar ends must be slotted typical of the 1996 handlebars so the grip fits correctly. Also, use a high-quality waterproof adhesive when installing the grips.

Fig. 1



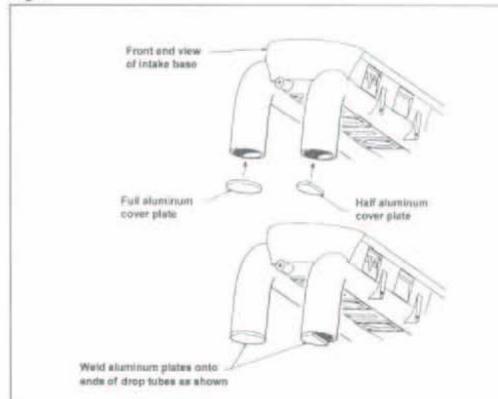
0732-581

### 1995 TIGERSHARK 900 LOW-END THROTTLE RESPONSE

1. If low-end throttle response is less than satisfactory, different carburetor jets and an intake base modification will help if the intake base is stock. If the intake base is not stock or if individual spark arresters have been installed, this procedure will not be beneficial.
2. Remove the existing low-speed jets from all three carburetors and install No. 100 Jets (p/n 6505-786).

3. Remove the existing high-speed jet from the MAG-side carburetor and install a No. 85 Jet (p/n 6505-724).
4. Modify the existing intake base according to the illustration.

Fig. 2



0732-567

■ **NOTE:** Only the front drop tubes must be modified.

### 1995 DAYTONA UPDATE KITS (P/N 0637-120) AND (P/N 0637-122)

1. If you have not already done so, please place your orders for the required Update Kit (p/n 0637-120) for installation on your customers' 1995 Daytona watercrafts.
2. Any unsold 1995 Daytona, which is not updated by Update Kit (p/n 0637-122), must have both kits installed. Please order enough of both kits to cover unsold crafts.
3. Remember to send in the customer inspection card with the warranty form. Staple the inspection card to the claim form and write the watercraft Hull Identification Number on the top of the card. The inspection card was sent to each 1995 Daytona owner earlier this season. In order for you to receive credit for the gallon of oil claimed by the customer, the inspection card must accompany the claim form sent to the Warranty Department.
4. When installing the Update Kits, we have found it much easier to tap the manifold bolt holes and install the new exhaust pipe with the engine moved over to the intake side of the hull.
5. To tighten the 10 mm bolts securing the exhaust pipe, push in on the outlet end of the exhaust pipe and clamp the rear pipe support foot to the engine plate (at the left rear motor mount position) with a vise-grip pliers.

## MIKUNI BN CARBURETOR VIDEO AND ENGINE SERVICING VIDEO

1. Two excellent videos, one covering theory and servicing of the Mikuni BN carburetor and one covering disassembly and assembly of the Tigershark 640 engine, are available from Arctco.
2. If you are interested, order the videos as a set or individually from the Arctco Parts Department.
3. The carburetor video is p/n 2255-486 and the engine video is p/n 2255-484. The cost of each video is \$12.50 U.S. funds (\$19.25 Canadian funds).

## ACCESSORIES CATALOG UPDATE

This is a second notice on changes for your 1996 Accessories Catalog. We apologize if any inconvenience has been experienced.

### Changes:

#### Page 19

Colored Nose Cones Change to 1996 Models Only

### Deletions:

#### Page 19

p/n 0678-310 Shark Step Delete 1996 Daytona

p/n 0678-309 Shark Step Delete 1996 Monte Carlo

p/n 0678-327 Shark Step Delete 1995 Tigershark 900

#### Page 20

p/n 0678-283 Impeller Kit Delete 1996 Monte Carlo 640

#### Page 25

p/n 0678-282 Bilge Pump Kit Delete 1996 Monte Carlo 640, Montego

■ **NOTE:** Whenever a kit is deleted from the catalog, any back-order will be canceled.

## 1996 MONTEGO/MONTEGO DELUXE SETUP

If the 1996 Montego and Montego Deluxe will not start during setup, please check that the fuel hoses are connected correctly (they may have been crossed). The fuel hose with the fuel filter must be installed on the bottom carburetor/fuel pump fitting.

## POP-OFF TESTER PUMP (P/N 0644-255)

Arctco will be making available a 60 lb tester pump in the near future. For information on when it will be available and cost, contact your service representative here at Arctco.

## 1996 DRIVESHAFT/MOLDED INLET PUMP

When installing the driveshaft into the new molded inlet pump, it is necessary to install a Seal Protector on the end of the driveshaft. Seal protectors will be shipped automatically to dealers; however, if more are needed, order Seal Protector (p/n 0644-251).

## 1996 ENGINE/MOLDED INLET PUMP ALIGNMENT

When aligning the engine with the new molded inlet pump, a new alignment tool will be needed. The alignment tools will be shipped automatically to dealers when they become available. After availability, if more are desired, order Alignment Tool (p/n 0644-252).

## MONTE CARLO 900 COUPLER HOSE CLAMPS

A condition exists in which the two clamps on the rearward end of the coupler hose may have been installed incorrectly in relation to the trim motor bracket foot.

■ **NOTE:** The clamp securing the coupler guard to the forward end of the coupler hose is not affected by this condition.

Visually inspect the two clamps to ensure . . .

- A. That the rearward clamp is positioned on the coupler hose only and not positioned over the trim motor bracket foot. . .
- B. That the middle clamp is positioned over the trim motor bracket foot and includes the foot (see Fig. 3).

Fig. 3



8D253D

If the two clamps are positioned correctly, no adjustment is needed.

If either or both clamps are positioned incorrectly, loosen the clamps and arrange them correctly. Then tighten the clamps securely.

**In This Issue:**

**PAGE 26**

- 1996 Daytona 770 Peak RPM
- 1996 Carburetor Specifications
- Reverse Deflector Operation
- 1996 Trim Bellows (Daytona 770 & Monte Carlo 900)
- 1995 Carburetor Updates

**1996 Daytona 770 Peak RPM**

We have received many calls on peak RPM of the 1996 Daytona 770. The correct peak RPM is 6400. Disregard any other printed information on this subject.

**1996 Carburetor Specifications**

The carburetor calibration specifications in the 1996 Service Training Manual are incorrect. Please refer to the chart below for 1996 carburetor calibration specifications.

MODEL	H.S. JET	H.S. NEEDLE *	L.S. JET	L.S. NEEDLE *	INLET VALVE	SPRING
MONTEGO/DLX	107.5	1 1/2	117.5	1 1/4	1.5	115
MONTE CARLO 640	107.5	1 1/2	112.5	7/8	1.5	115
MONTE CARLO 770	112.5	1	77.5	1 1/8	2	65
MONTE CARLO 900	102.5	1	77.5	1	2	80
DAYTONA 770	100	7/8	77.5	1 1/4	2	65

\* Turn(s) out

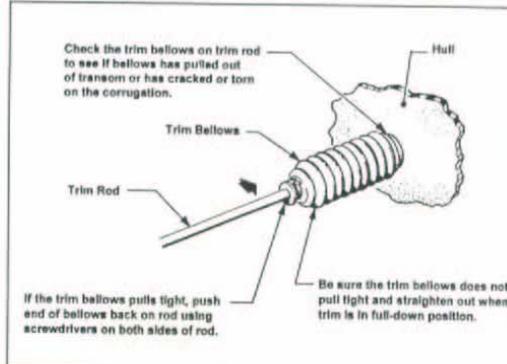
**Reverse Deflector Operation**

Be aware that during set up of a watercraft, the idle speed is important for the deflector to operate easily. A 1200 RPM idle will make shifting much easier for the operator. A higher RPM idle will create greater thrust against the deflector and make operation more difficult.

**1996 Trim Bellows (Daytona 770 & Monte Carlo 900)**

Please check all Daytona 770 and Monte Carlo 900 for the possibility of an over-extended bellows at full-down trim or a tear or crack on the corrugation that may have occurred during installation. Please fix or replace as necessary.

Fig. 1



0732-694

**1995 Carburetor Updates**

The updates listed below are for 1995 models that had performance problems. These kits must be installed in their entirety as the instructions state. Installation of the kits will improve all-around performance including reduced spark plug fouling and improved drive-ability.

p/n 0637-133	1995 Daytona
p/n 0637-134	1994 & 1995 Monte Carlo & DLX
p/n 0637-132	1994 & 1995 Barracuda 1995 Monte Carlo (without water to muffler)
p/n 0637-131	1995 Monte Carlo (with water to muffler)

Refer to Service Newsletter Vol. 3, No. 1, May 6, 1996, for the 1995 Tigershark 900 carburetor update information.



# Service Bulletin

**Date:** January 23, 1997

**Model(s):** 1997 Monte Carlo 770

**Bulletin No:** 97-01W

**Serial #:** See List Below

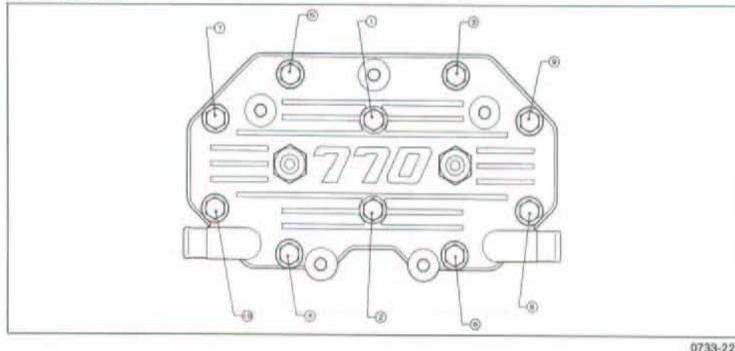
**Product Line:** Watercraft

**Subject:** Head Bolt Torque - Exhaust Brace - Attenuator Brace

**CONDITION:** The Arctic Cat Engineering Department has determined that the following 1997 Monte Carlo 770 Watercraft require updating in accordance to serial number.

- A. Serial Number ARJ01167K697 to ARJ02375L697 require the Exhaust Brace Kit (p/n 0637-154), the Attenuator Brace Kit (p/n 0637-153), and the Head Bolt Torque procedure.
- B. Serial Number ARJ02376L697 to ARJ02815L697 require the Attenuator Brace Kit (p/n 0637-153) and the Head Bolt Torque procedure.
- C. Serial Number ARJ02816L697 to ARJ03683L697 require the Attenuator Brace Kit (p/n 0637-153).

**Solution:** Exhaust Brace Kit (p/n 0637-154) and Attenuator Brace Kit (p/n 0637-153) will contain installation instructions. When appropriate, tighten the head bolts to 3.5 kg-m (25 ft-lb) using the pattern shown.



0733-227

**NOTE:** It is critical that the serial number ARJ01167K697 to ARJ02815L697 watercraft have the head bolts tightened to the recommended torque factor or head gasket failure will occur.

**Parts:** The appropriate number of Exhaust Brace Kit (p/n 0637-154) and Attenuator Brace Kit (p/n 0637-153) should be ordered from the Service Parts Department at Arctic Cat.

**Warranty:** Group Warranty Claim Forms of up to 10 serial numbers will be accepted. Please group the serial numbers having the same update procedure (A, B, or C).

Write 97-01W in the Failure Code section of the Warranty Claim Form.

A labor allowance will be paid according to the following guidelines:

- Procedure A - 0.7 hr
- Procedure B - 0.3 hr
- Procedure C - 0.2 hr



# Service Newsletter

VOL. 4, NO. 1

English Edition

May 1997

## In This Issue:

- Lubricating/Inspecting Floating Driveshaft Bearing
- Thru-Hull Fitting Repair Kit (p/n 0637-145)
- Deck/Hull Bonding Agent Usage
- Fuel Reserve Valve
- Low Oil/Overheat Lights
- Driveshaft Removal
- Stainless Steel Stator Kit (p/n 0678-401)
- Installing Stainless Steel Stator
- Loctite
- Lubricating Floating Bearing Clamp (1997 Daytona 770)
- Alignment Tool Modification
- Floating Bearing Housing/Thru-Hull Fitting Clamps (All 1997 Models)

### Lubricating/Inspecting Floating Driveshaft Bearing

When preparing a 1996 Tigershark for the season, remember to inspect the floating driveshaft bearing (used on all models except for the Montego) for any corrosion that may have occurred during storage. Remember to grease the floating bearing before returning the watercraft into service. Also, be sure to inspect all hose clamps for proper tension. To order, use the following part numbers: Grease Gun (p/n 0678-348) for gun w/grease and new-style grease fitting, Grease Gun (p/n 0744-017) for gun only, and/or 3-Package Replacement Cartridges (p/n 0678-389).

### Thru-Hull Fitting Repair Kit (p/n 0637-145)

If the thru-hull driveshaft fitting should ever break, this repair kit which includes the proper bonding agents needed to repair this type of damage is available.

### Deck/Hull Bonding Agent Usage

The bonding agent used to secure the deck to the hull can be used as a body filler. Separate components include Glue (p/n 0678-416), Applicator Gun (p/n 0644-265), and/or Nozzle (p/n 0639-607).

### Fuel Reserve Valve

Running any 2-cycle engine out of gasoline will cause a lean condition which could cause severe engine damage. This type of engine damage is not covered under warranty; therefore, it is very important to remind customers not to run the watercraft completely out of gasoline. Remember to inform all Monte Carlo 1000 and Daytona 1000 customers that there is no fuel reserve valve on those models.

### Low Oil/Overheat Lights

There have been some reports that the low oil and overheat lights may illuminate very dimly on some Monte Carlo 770 and Daytona 770 models. This can be corrected by installing an improved Wiring Harness Adapter Kit (p/n 0637-159).

### Driveshaft Removal

When removing the driveshaft from the splined engine coupler, it is mandatory to mark the driveshaft and coupler splines. This will ensure that these components will remain in their original seated position which will greatly enhance the life of these components.

### Stainless Steel Stator Kit (p/n 0678-401)

This stainless steel stator kit assembly is available for all 1996 and 1997 models that use the jumbo pump.

### Installing Stainless Steel Stator

Before tightening a stainless steel stator, make sure that each of the four ears are flat. This can be checked using a straightedge or surface plate and a feeler gauge. If the ears are not flat, they may be tapped flat with a plastic mallet. The cap screws should be coated with blue Loctite #243. When tightening the stator to the wear ring, use a crisscross pattern with a three step torque procedure to a final torque factor of 2.8 kg-m (20 ft-lb). A stainless steel stator has been used in production on the 1997 Daytona 770, Daytona 1000, and Monte Carlo 1000.

### Loctite

Loctite is available in 0.5 ml tubes. To order, use the following part numbers: blue Loctite #243 (p/n 0678-413) and/or red Loctite #271 (p/n 0678-414).

### Lubricating Floating Bearing Clamp (1997 Daytona 770)

When installing the improved floating bearing hose clamp on the 1997 Daytona 770, it is recommended to spray LPS 3 on the threads to prevent them from corroding.

### Alignment Tool Modification

Engineering has determined that it may be necessary to increase the radius by 0.254 mm (0.010 in.) on the original Engine-To-Molded Inlet Alignment Tool (p/n 0744-015), which is used for aligning the engine to the jet pump. This modification may need to be performed if the wear ring has been manufactured at the large end of the specification and has a very thick coat of powder paint.

### Floating Bearing Housing/Thru-Hull Fitting Clamps (All 1997 Models)

There is a possibility that the two clamps (the front clamp securing the hose to the floating bearing housing and the rear clamp securing the hose to the hull) may not have been properly tightened on 1997 models.

During setup of all 1997 models and for any already completed, please inspect the two clamps to ensure they are tightened securely and, if not, please tighten them.



# Service Newsletter

THE DEALER SERVICE PUBLICATION OF THE ARCTIC CAT SERVICE DEPARTMENT  
VOL. 4, NO. 2 English Edition May 1997

## ***In This Issue:***

- *Engine Coupler/Driveshaft Spline Damage*
- *Marking Driveshaft and Engine Coupler Splines*
- *1997 Daytona 770 Left-Hand Turn Power Loss*
- *1997 770 cc High Compression Cylinder Head*
- *900 cc Counterbalance Shaft*
- *1996 770 cc Exhaust Manifold/Expansion Chamber*

### **Engine Coupler/Driveshaft Spline Damage**

If the engine coupler or driveshaft splines are damaged, the probable causes are either a lack of lubrication or improper engine/jet pump alignment. It is necessary to replace both the coupler and the driveshaft even if only one appears to be damaged.

When installing the coupler onto the crankshaft or an impeller onto the driveshaft, it is necessary to coat the threads of the crankshaft or driveshaft with Loctite Anti-Seize Lubricant (p/n 0678-146). The impeller must be tightened to 14.5 kg-m (125 ft-lb).

### **Marking Driveshaft and Engine Coupler Splines**

Whenever the driveshaft and engine coupler are disengaged, it is mandatory to mark the driveshaft and engine coupler splines prior to disengagement. This will ensure that the components will remain in their original seated position and enhances the life of these components. To precisely align the engine and jet pump, use the Engine-to-Molded Inlet Alignment Tool (p/n 0744-015).

### **1997 Daytona 770 Left-Hand Turn Power Loss**

If while making a hard left-hand turn with the 1997 Daytona 770, there is a noticeable loss of power, the two left-side fuel fittings and hoses must be switched around. The fittings in question are located closest to the gasoline filler hose on the top left-side of the gas tank.

To visually inspect for proper placement of the fittings, remove the seat and note the position of the fittings. If they are installed correctly, the plastic 90° elbow fitting will be on the left-side of the gas tank. The other three fittings are straight brass fittings, and they will face directly upward.

If it is necessary to relocate the fittings, keep the original fuel hose with original fitting and use teflon tape on the threads when installing.

### **1997 770 cc High Compression Cylinder Head**

The cylinder head on the 1997 770 cc engine produces a higher compression ratio than those on the 1996 770 cc engine; therefore, the 1997 770 cc engine cylinder head must not be machined or severe engine damage will result.

### **900 cc Counterbalance Shaft**

A number of inquiries have been made concerning removing the counterbalance shaft from a 900 cc engine when it's being serviced. Arctic Cat Engineering has tested the 900 cc engine without a counterbalance shaft and found no adverse effects while running the engine with the counterbalance shaft removed.

### **1996 770 cc Exhaust Manifold/Expansion Chamber**

The exhaust manifold and expansion chamber for the 1996 770 cc engine are no longer available as individual components.

If an exhaust manifold or expansion chamber is needed for a 1996 770 cc engine, you must order Exhaust Kit (p/n 0678-050) which includes both components and all necessary mounting hardware and gaskets.



# Service Bulletin

**Date:** August 1, 1997

**Model(s):** 1997 Montego/Montego DLX

**Bulletin No:** 97-03W

**Serial #:** ALL

**Product Line:** Watercraft

**Subject:** Gas Tank Filler Neck and Filler Hose

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**Condition:** The Arctic Cat Engineering Department has determined that under certain conditions, the filler neck may crack.

**Solution:** Replace the gas tank filler neck and filler hose. Please immediately notify all owners of the affected watercraft for this important replacement procedure.

**Parts:** The appropriate number of Fuel Filler Neck Replacement Kit (p/n 0637-169) will be sent to a dealership automatically according to the number of watercraft ordered. Instructions will be included. If additional kits are needed, order through normal parts-ordering channels.

**Warranty:** Group warranty claim form of up to 10 serial numbers will be accepted.

Write 97-03W in the Failure Code section of the Warranty Claim Form. A labor allowance of 0.5 hr will be paid per watercraft.



# Service Bulletin

**Date:** August 20, 1997

**Model(s):** 1997 Daytona Models

**Bulletin No:** 97-04W

**Serial #:** ALL

**Product Line:** Watercraft

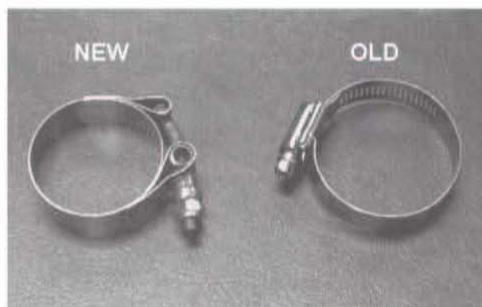
**Subject:** Front Floating Bearing  
Housing Hose Clamp

**Condition:** The Arctic Cat Engineering Department has determined that on the 1997 Daytona models, the front hose clamp on the floating bearing housing hose is insufficient in strength and may break. This will cause the engine compartment to fill with water.

**Solution:** Order sufficient number of Hose Clamp Replacement Kit (p/n 0637-158) for all 1997 Daytona models sold and in stock at your dealership. Replace the existing front floating bearing housing hose clamp with the new clamp from the kit.

■ **NOTE:** The p/n 0637-158 kits have been available for a period of time, and there is a possibility that the updated clamp may already have been installed on a particular 1997 Daytona watercraft. If this is the case, disregard this bulletin for that watercraft. Visually inspect the existing hose clamp and use Fig. 1 to determine the presence of the "old" or "new" clamp.

Fig. 1



0000-074

### CAUTION

It is imperative that on used 1997 Daytona watercraft, the floating bearing housing seal and hose be inspected for damage (and repaired as necessary) prior to installing the improved clamp.

**Warranty:** Send in the Warranty Claim Form(s) within ten days after the completion of the replacement. Group warranty claim form of up to 10 Hull Identification Numbers (HIN) will be accepted.

Write 97-04W in the Failure Code section of the Warranty Claim Form(s).

Write 0624-444 in the Part No. section of the Warranty Claim Form(s).

A labor allowance of 0.5 hr will be paid for each watercraft updated.