

THE ALL-NEW
900 RMK®



THE ALL-NEW 900 RMK[®]

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Fifty years ago when Polaris began, people worked hard for themselves and their families, but knew getting out to recharge was important, too. It's time well spent that can shake off a week's worth of work and let the entire family have fun. Polaris gave them The Way Out in exhilarating new forms. Our machines inspired people, and discovering so many others shared our enthusiasm inspired us.

People still work hard, and Polaris keeps adding exciting new products, from the snowmobiles we first invented to ATVs, RANGER off-road utility vehicles, Victory[®] motorcycles, personal watercraft, sport boats, Professional Series Workmobiles,[™] and Pure Polaris[™] parts, apparel and accessories. Each Polaris machine is a sleekly designed reminder of The Way Out, bearing our name with the perfect measure of serious design and well-earned fun.

Polaris Industries has grown to include extensive support. Our large dealer network provides everything from customer service to financial services, so any assistance you need is never far away. At Polaris, we know our hard work pays off. We hope our machines remind you that yours does, too. Polaris. **The Way Out.**



For your nearest dealer, call 1-800-POLARIS or go to www.polarisindustries.com.
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POLARIS
 The Way Out.


PURE
 PARTS APPAREL ACCESSORIES

GRAB LIFE BY THE HORNS
 The official vehicle of Polaris


WIDE AND FLAT FOR SUPERIOR FLOTATION

Getting on top of the snow and staying there is the most critical element of deep snow prowess. In designing the 900 RMK, we analyzed every component that comes in contact with the snow to better understand the all-important characteristics of "float." Unlike competitive mountain sleds, the 900 RMK nose pan was developed with a dramatically reduced front angle of attack – a shallow 18° to be exact – to properly position the RMK chassis for a smooth transition atop the snow. Then we went to work making the nose an extra-wide 22". The added width delivers more surface area for superior flotation, while simultaneously diverting snow out and around the front-suspension components. These design characteristics, along with a smooth and contoured pan, allow the all-new RMK to get on top of the snow quickly and efficiently. Once there, only the sky and your imagination are the limits.

THE FLOTATION QUOTIENT™

What makes a great mountain snowmobile? We have the answer, and it's something so definitive we've trademarked it: the Flotation Quotient. It's a formula that measures pan area and approach angle to determine how well a machine not only climbs on top of the snow, but the level of efficiency it takes to keep it there. The long and short of it is that more surface area and a shallow angle provide better lift. So you'll get on top of the snow quickly and use less power to stay there. Meaning you can spend your time slicing through bowls of powder instead of digging out of one.

SMOOTH AND SCULPTED LINES WITH A PURPOSE

When you're at 10,000 feet and chest deep in snow, every detail counts. So we not only thought about how to manage snow to aid in flotation, we also determined ways to slice through the snow with minimal effort and drag. Sculpted shock wells feature no exposed fasteners and a unique snow deflection lip that diverts snow from flying into the rider's face.

A unique hood-to-pan relationship also helps deflect snow down and around the snowmobile, and we've integrated a small rub rail to protect the sides. Plus, our high-intensity headlight is shaped to direct snow away from the rider when busting through a cornice or slicing up a meadow of fresh powder. Even our hood vents are designed with deep powder in mind, thanks to external flaring that allows for maximum under-hood airflow while minimizing plugging in extreme deep snow.

CUTTING-EDGE SIDEHILLER® 2 SKIS

You don't walk away from something that's right. So we equipped the new 900 RMK with the same Sidehiller 2 skis that an industry-leading magazine coined "the best production ski in the business." They feature a patented offset design for added flotation without added width. A deep keel and dual runners provide easy steering effort with virtually no darting. And the patented, down-turned outer edges deliver extra bite when sidehilling.

OUT HERE, WHAT DOESN'T FLOAT, DOESN'T FLY.

IN A PLACE WHERE THE JAGGED OUTCROPPINGS OF THE ROCKY MOUNTAINS MEET THE SKY AND SNOW IS MEASURED IN FEET, A SNOWMOBILE IS ONLY AS GOOD AS ITS ABILITY TO GET ON TOP OF THE DEEP POWDER. SO WHEN WE SET OUT TO PURPOSE-BUILD THE GREATEST MOUNTAIN SLED EVER, WE DESIGNED IT TO FLOAT LIKE NO OTHER. INTRODUCING THE NEXT GREAT POLARIS DEEP SNOW MACHINE, THE ALL-NEW 900 RMK.

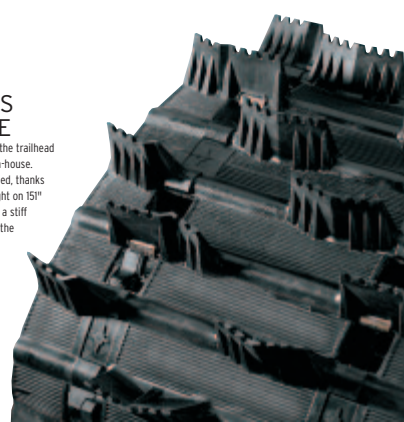
INTELLIGENT CHASSIS DESIGN FOR DEEP SNOW TRACTION

From the aggressive tunnel angle and bulkhead relationship to tapered running boards, every inch of the all-new 10" RMK chassis was purpose-built to slice through powder. The rear of the tunnel is lighter and stronger due to a new rear cooler design. It's also angled upward to allow the 900 RMK track to dig deep and find the elusive firm snow base for optimum acceleration and deep snow mobility. Running boards are narrowed toward the rear and flared upward so as to not hang up or high-center in deep snow. Underneath, brackets and fasteners are engineered to hug the chassis tight, making for a smooth and flowing path of little resistance. It's a level of intelligent engineering designed to take you higher than ever before.

SERIES 4 TRACK – THE WORLD'S MOST VERSATILE AND DURABLE

To build a track that excels in the deepest powder, yet is robust enough to get to the trailhead and back, is no easy task. This is why we designed our exclusive Series 4 track in-house. Benchmarked as the most versatile and durable track ever to grace a mountain sled, thanks to its split-drummer technology, the Series 4 track is available with a 2" lug height on 151" and 159" models. Split-drummer technology speaks of a lug design that features a stiff base for durability and hardpack performance, and a soft, flexible lip to massage the powder and provide uncompromising lift in the deepest snow. Lug shape and placement have also been thoroughly designed and tested, and the Series 4 delivers with a "teamwork" design featuring several opposing, staggered lugs. The concept allows all of the deep lugs to work as a team, and deliver increased traction even if one or two individual lugs lose their bite.

2.4" powder track available during Snow Check® Select.



WE BELIEVE.

THE ONLY PLACE TO DESIGN A MOUNTAIN SLED IS 10,000 FEET ABOVE SEA LEVEL. THERE IS NO GLORY AT THE BOTTOM. AND IF YOU WANT A MOUNTAIN SLED DONE RIGHT, IT HAS TO BE DONE BY MOUNTAIN RIDERS. THESE ARE OUR CONVICTIONS. WHAT WE NEVER STRAYED FROM WHEN PURPOSE-BUILDING THE WORLD'S FINEST DEEP SNOW MACHINE. AND IN THE END, THIS IS HOW POLARIS CONQUERS THE MOUNTAIN. AGAIN.

THE ALL-NEW **900 RMK**



THE NEW IQ™ FRONT SUSPENSION

Built upon a legacy of industry-leading suspension design, technology and ride quality, the new IQ Front Suspension reaps the rewards and attributes set forth by our legendary Indy® suspension. Featuring our patent-pending Variable Caster design, the new IQ suspension delivers an unmatched level of control and predictability by increasing caster angle as it travels through its range. A triangulated mounting design where the control arms are affixed to the bulkhead on a canted plane, similar to automotive racing applications, results in a design that is lighter yet stronger in critical locations. This design also allows us to mount the upper and lower control arms on a nonparallel axis to resist bottoming. True Progressive Motion Ratio shock geometry then controls this intelligent suspension with precision dampening through the entire range of travel. Couple the high-tech new spindle with near-zero bump steer, and the result is greatly reduced steering effort. This means you can tame the roughest trail, traverse unknown meadows with confidence, and predictably conquer a windswept peak with the smoothest ride in the industry. While the others are sacrificing "trailability," know that the new IQ RMX will get you higher on the mountain than ever, and at the same time, deliver unrivaled performance to and from the deep stuff.



IQ™ REAR SUSPENSION – SMOOTHEST RIDE AND MAXIMUM DEEP SNOW CAPABILITY

From shoulder-deep powder to a mogul-littered ascent to the top, nowhere on earth does a rear suspension get subjected to greater extremes. Having the ability to deliver flotation and deep snow mobility, while still taming the roughest trail, has been a long-standing attribute of Polaris suspension technology, and we just made it better. Featuring our Dual Purpose Rail with a deep snow-friendly approach angle and new, larger rear idler wheels, the new IQ RMX Rear Suspension delivers agility without compromising flotation. Three pounds lighter than previous designs, the new skid supports track lengths up to a monstrous 166", and vertical rear-axle travel up to 18.5". New Ryde FX® MPV shocks control the range of motion, with ride-quality traits subtle enough to gently massage an endless valley of powder, yet firm enough to smooth out the roughest terrain.

COMMITMENT TO INNOVATION. WHAT KEEPS US FROM SETTTLING FOR "GOOD."

IF FIFTY YEARS OF BUILDING SNOWMOBILES HAS TAUGHT US ANYTHING, IT'S TO NEVER SIT STILL. SO AT POLARIS, WE'RE DEDICATED TO CONSTANTLY IMPROVING. RETHINKING. DESIGNING FROM THE GROUND UP AND DOING WHATEVER IT TAKES TO DELIVER THE ULTIMATE RIDING EXPERIENCE. NOWHERE ELSE DOES THAT COME TO LIFE MORE THAN ON OUR INTELLIGENT NEW IQ CHASSIS. DESIGNED TO MAKE YOU A BETTER RIDER.

RIDER SELECT™ STEERING PUTS YOU IN CONTROL

During a near-vertical ascent above the tree line, you need to be in charge of your machine. So to help you do that, we introduce a revolutionary seven-position steering system named Rider Select that dramatically affects vehicle dynamics, rider control and the ability to ride all day with less fatigue. Rider Select adapts to the way you ride and positions you on the sled exactly where you need to be to conquer the wide array of conditions faced during a typical day of mountain riding. With the simple push of a button, you can adjust the handlebars, and your overall riding position, forward and back a total of 6 inches. Push the bars far forward to "attack" positions six or seven, and standing up comes naturally. You've centralized the mass and can easily shift your weight from side to side. The snowmobile feels lighter and reacts more quickly to rider input. Place the bars in the middle "control" positions and weight transfer is more pronounced. A perfect balance of front to rear distribution makes sidehilling practically second nature. Adjusting the bars all the way back to "comfort" positions one or two maximizes rear weight bias for getting on top of the super deep snow. Or, after a long day of boondocking, you can sit back and stretch out while heading home. Rider Select adapts to fit riders of all sizes. With Rider Select, you're always in the ideal position, resulting in a snowmobile that feels right, reacts quickly and makes you king of the mountains.



ATTACK POSITION

Adjust the Rider Select steering to the far forward positions 6 or 7, and rider mass adjusts forward as well. It allows for easy sitting-to-standing transitions and optimum deep snow agility.



CONTROL POSITION

Push the Rider Select steering to the middle positions, and the IQ chassis transforms into a perfectly balanced mountain sled. It positions rider mass for unsurpassed boondocking and sidehilling capabilities.



COMFORT POSITION

Pull the easy-to-adjust Rider Select steering system far back to positions 1 or 2, and the intelligent IQ chassis delivers maximum weight transfer in addition to end-of-day comfort.



TAILORED FOR THE MOUNTAINS

Every element of the 900 RMX is purpose-built to make you a better mountain rider. The new seat not only delivers all-day comfort, but also gives you greater control by placing you 4 inches taller than our industry-leading EDGE RMX®. It also makes transitioning from sitting to standing and back again easier than ever. And while the overall profile is taller, its narrow, sculpted design enables effortless transition from side to side. We contoured the seat and console (and even recessed the recoil handle) to perfectly fit your legs while standing, adding leverage and control that are critical to sidehilling and carving deep powder turns. At the rear of the seat, you'll find a slightly flatter surface that provides a comfortable ride back to base camp. And one flip of a lever enables you to remove the seat for overnight indoor storage, as well as access a large under-seat cargo area. We then went to work designing bumpers that don't pinch fingers, smart places for switches, and all the other usually unnoticed features that subtly impact the overall riding experience. We focused on what makes it better, and left behind those things that didn't. In the end, the 900 RMX is a mountain machine that promises to deliver the best deep snow riding experience, period.



PURE POLARIS™ XMT GORE-TEX® RIDING APPAREL

Designed and tested with the same demanding goals as the new 900 RMK, our new line of Pure Polaris XMT Gore-Tex riding apparel is purpose-built for deep snow riding. Developed using the most innovative and technologically advanced outerwear and materials available, our new line of XMT Gore-Tex riding apparel is lightweight and flexible, yet keeps you dry and warm. There's even an integrated avalanche transceiver pocket.

See full line brochure for complete line of Pure Polaris apparel and accessories.

ALL-NEW LIBERTY 900 ENGINE

Power without purpose is not an option when you set out to build the world's perfect mountain snowmobile engine. To earn its place in the engine bay of the new 900 RMK, our new Cleanfire-injected Liberty powerplant had to deliver a broad and fat torque curve. The type of useful power that can ease you on top of the snowpack one second, then hurl you up the face of the mountain the next. To achieve this, we designed a new long-stroke, high-torque engine that churns out huge masses of responsive power low in the rpm range. Ease into the throttle and the new 900 spools up seamlessly without hesitation. Crack it open and the engine responds with glorious and instantaneous power.

TECHNOLOGY TURNS INTO QUALITY

Before any Polaris engine gets near an assembly line, we go to great lengths to ensure it's ready for the rigors it will face beyond the factory doors. So during the design phase of the Liberty 900 engine, we incorporated a process called CFD, or Computational Fluid Dynamics. A marvel of modern powertrain technology, CFD is a sophisticated computerized tool that simulates coolant flow within an engine design. The computer differentiates open flow areas from obstructions. Engine functions like coolant velocity and heat transfer rates get perfected this way, ensuring the highest quality design of critical components.

TORQUE MAKES THE WORLD A MORE RIVETING PLACE.

LOW-END TORQUE. THE KIND OF GRUNT THAT GETS YOU ON TOP OF THE DEEP SNOW. CRISP THROTTLE RESPONSE. SMOOTH ACCELERATION THROUGHOUT THE POWERBAND. OUT HERE, THIS IS WHAT YOU NEED. SO WHEN WE WENT TO WORK FORGING A NEW ENGINE, IT HAD TO BE BUILT TO TAKE ON THE RIGORS OF THE MOST DEMANDING MOUNTAIN CLIMBS. OTHERWISE IT JUST WOULDN'T CUT IT. WITH THAT, WE INTRODUCE THE NEXT GREAT POLARIS ENGINE, THE ALL-NEW LIBERTY 900 WITH CLEANFIRE™ INJECTION.

CLEANFIRE™ INJECTION – THE FUTURE HAS ARRIVED

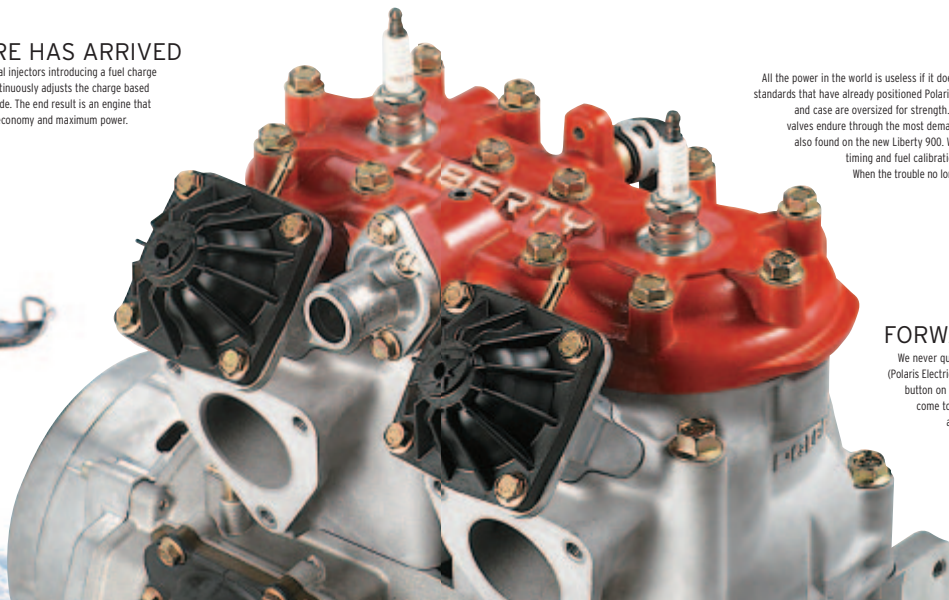
Introducing Cleanfire Injection from Polaris. A batteryless, chokeless injection system with dual injectors introducing a fuel charge directly into the crankcase. It's a lightweight, sophisticated fuel management system that continuously adjusts the charge based on a wide range of dynamics including engine speed, throttle position, temperature and altitude. The end result is an engine that delivers instantaneous throttle response, automatic calibration, easy starting, improved fuel economy and maximum power.

DURABLE BY DESIGN

All the power in the world is useless if it doesn't last. So we constructed the new Liberty 900 with the same exacting standards that have already positioned Polaris as the quality leader in high-performance snowmobiles. The crankshaft and case are oversized for strength. Nicasil-lined cylinder walls. Grafal™-coated pistons and titanium exhaust valves endure through the most demanding conditions. Our latest Detonation Elimination Technology (DET™) is also found on the new Liberty 900. When the engine-mounted DET sensor recognizes detonation, the ignition timing and fuel calibration are automatically adjusted to protect the engine from potential harm. When the trouble no longer exists, the DET system will return performance calibrations to normal.

FORWARD THINKING IN REVERSE

We never quit moving forward, even when it comes to reverse. So we made PERC™ (Polaris Electric Reverse Control) standard on the new RMK. With the simple push of a button on the left-hand control block, the advanced Liberty engine is directed to come to a stop, then restart in reverse. Whether backing off a trailer or out of a tight spot, PERC delivers effortless benefits with zero weight penalty.





50TH ANNIVERSARY 900 RMK®

Nobody else has the kind of history that we do. So we're celebrating it the only way we rightfully could, with a special line of sleds worthy of such a monumental occasion. The 151" 900 RMK Anniversary model is available with our bold 50th Anniversary colors and graphics. Premium Ryde FX® gas shocks and 2.4" powder track package* available during Snow Check Select. For the ultimate in flotation, a monstrous 166" 900 RMK Anniversary model is available exclusively during Snow Check Select. You'll not only get the 50th Anniversary colors and graphics, premium shocks and 2.4" powder track,* you'll also get a limited-edition multi-function display with altimeter and air temp display and our exclusive Projector Beam lighting. Now that's the way fifty years was meant to be celebrated.

*Note: 2.4" lug track is designed specifically for powder snow conditions. Track failure may occur in extended high-speed conditions and is not warrantable.

SCRUTINIZE EVERYTHING. OVERLOOK NOTHING. THAT'S THE ONLY WAY TO GET TO PERFECT.

FROM DAY ONE OF BUILDING THE NEW RMK, WE COMMITTED OURSELVES TO MAKING THE BEST PURPOSE-BUILT MOUNTAIN SLED. SO NOTHING WENT OVERLOOKED. WE CONSIDERED EVERYTHING, ALL THE WAY DOWN TO THE SMALLEST RIVET. AND ALL THROUGHOUT THE DEVELOPMENT PROCESS, WE STAYED STEADFAST IN OUR ATTENTION TO DETAIL. AND WHEN YOU PAY THAT MUCH ATTENTION TO THE PARTS, THE SUM BECOMES THAT MUCH GREATER.

DEFINITIVE INSTRUMENTATION

With technology characterizing the all-new RMK, we created a gauge package with equal genius. Toggle between the digital/analog multi-function display, and you'll find a wealth of information at your fingertips. From the left-hand control block switch, you can keep tabs on fuel level, engine temperature, max speed and rpm, dual trip meters, an hour meter and even change to a metric readout. Plus you can switch between two dynamic backlight colors. And for those who like to measure their accomplishments, we offer an altimeter and air temperature display on the 900 RMK 166" 50th Anniversary model. Keeping the face of this new gauge package clear is a warm air-venting system exiting behind the windshield, eliminating snow swirl on both the console and audio.



SIMPLE BUT SMART – STORAGE AND ACCESSIBILITY

Little things don't seem so little when you're out in the middle of miles of untouched powder. So you'll be glad to find the 900 RMK equipped with sealed console storage compartments, plus an under-seat cargo storage area for survival gear, water or a cell phone. A quick flip of a rear-mounted lever and the entire seat lifts off, revealing storage and the ability to take your seat inside to keep it soft and dry for the next day's ride. Getting to key components was also considered, so we developed removable side panels for quick and easy access to the engine, chaincase and clutching, even if for no other reason than to marvel at the technology.

INGENIOUS ILLUMINATION

As we did with every aspect of the all-new RMK, we set out to develop components that perform beyond expectations. Take our new headlight, for example. Aside from its aggressive styling and clear projection-type illumination, it lights the way like no other headlight in the industry. Twin beam lights generate a brighter, wider pattern far down the snowpack. Then we designed Snow Beams™ to capture and redirect a portion of this intense light to the ski tips for added visibility while climbing. To top it off, we made the entire lighting assembly vertically adjustable with a simple rotation of a dash-mounted dial. For even more candlepower to shine across a canyon, an optional Projector Beam delivers locomotive-type intensity.



DESIGNED IN THE WEST FOR THE WEST

To truly understand the mountain environment, we went to the source. We gathered experts from across the Rocky Mountain range, those who have spent their lives riding and living within its snow-covered peaks. It was a collection of respected dealers, expert riders and hillclimb champions who helped us design, build and test the new RMK. To further culminate their ideas and ambition, the team was led by a product manager with four Jackson Hole World Championship titles. We discovered what works, what doesn't and what it takes to dominate some of the most rugged snow-covered terrain on the planet.



900 RMK TECHNICAL SPECIFICATIONS – 2005

| MODEL NAME | 900 RMK 151" / 150P* | 900 RMK 166" |
|---|---|---|
| DIMENSIONS | | |
| OVERALL LENGTH (IN.) | 129 / 124 | 126 |
| OVERALL WIDTH (IN.) | 46.5 | 46.5 |
| OVERALL HEIGHT (IN.) | 46.5 | 46.5 |
| SKI CENTER DISTANCE | 41 | 41 |
| FUEL CAPACITY (GALLONS) | 11.8 | 11.8 |
| ENGINE AND DRIVE TRAIN | | |
| ENGINE TYPE / COOLING | Liberty / Liquid | Liberty / Liquid |
| CYLINDERS / DISPLACEMENT (CC) | 2 / 864 | 2 / 864 |
| BORE x STROKE (MM) | 83 x 80 | 83 x 80 |
| IGNITION | Digital CDI w/ EPS, W/S, 301 | Digital CDI w/ EPS, W/S, 301 |
| EXHAUST | | |
| | Silverwood catalytic M/C, Single Pipe | Silverwood catalytic M/C, Single Pipe |
| FUEL SYSTEM | | |
| | Carburetor Injection | Carburetor Injection |
| DRIVE SHAFT TYPE | | |
| | Phantom, Hydraulic | Phantom, Hydraulic |
| DRIVE / BRAKE CLUTCH | | |
| | P-85 / FS4M®* Motor | P-85 / FS4M®* Motor |
| SUSPENSION | | |
| FRONT SUSPENSION | | |
| | In RUC | In RUC |
| FRONT TRAVEL (IN.) | 9.0 | 9.0 |
| FRONT SHOCKS | | |
| | Ryde FX, MPX Select, Compression Adjustable | Ryde FX, MPX Select, Compression Adjustable |
| SKI TYPE | | |
| | Scanlon® 2 | Scanlon® 2 |
| REAR SUSPENSION | | |
| | Dual Purpose Rail | Dual Purpose Rail |
| REAR TRAVEL | | |
| | 16.5 / 15.5 | 16.5 |
| FRONT TRACK CHOCK | | |
| | Ryde FX, MPV | Ryde FX, High Pressure Res. |
| REAR TRACK CHOCK | | |
| | Ryde FX, MPX Select, Compression Adjustable | Ryde FX, High Pressure Res. Rapid Adjust |
| TRACK WIDTH / LENGTH / RIDGEHT (IN.) | | |
| | 15 x 151 / 151 x 2 | 15 x 166 x 2.4 |
| FEATURES | | |
| ELECTRIC START | | |
| | Yea | Yea |
| REVERSE | | |
| | PSDC | PSDC |
| SPEEDOMETER / MILE, SPEED RESCAL | | |
| TACHOMETER / MILE, RPM RESCAL | | |
| | Multi-Function Display | Multi-Function Display |
| FUEL GAUGE | | |
| DUAL TRIP METERS | | |
| TEMP DISPLAY / LOW OIL LIGHT | | |
| 12-VOLT DC OUTLET | | |
| | Accessory | Accessory |
| HAND & THUMB RESTRAINTS | | |
| | Std. Adjustable | Std. Adjustable |
| MIRRORS | | |
| | Accessory | Accessory |
| SEAT TYPE | | |
| | IG RMK, Removable | IG RMK, Removable |
| REAR BACK / TOW HITCH | | |
| | Std / Accessory | Std / Accessory |
| COLOR / GRAPHICS (C) | | |
| | July Red | 50th Anniversary Blue |
| COLOR / GRAPHICS (S) | | |
| | 50th Anniversary Blue (Std)* only | N/A |

OPTIMUM COOLING FOR CONFIDENCE AND PERFORMANCE

Riding in extreme conditions is just part of the experience, so we developed a patent pending cooling system to perform regardless of whether or not Mother Nature cooperates. A unique three-part cooling process ensures our new Liberty 900 engine operates at optimum temperatures even in dreaded low-snow conditions.

First, coolant is routed through our Perimeter Cooling System, which not only delivers great cooling, but also provides ice- and snow-free running boards for surefooted grip. Second, a new rear cooler that incorporates a turbulated coolant flow design bolsters cooling efficiency by as much as 50% at low engine speeds, and is integrated to add rear-tunnel strength. Finally, a radiator located in the front cowl delivers cooling performance even in lean snow conditions.

POLARIS RESERVES THE RIGHT TO CHANGE SPECIFICATIONS AT ANY TIME WITHOUT INCURRING LIABILITY. INCLUDES COMPENSATION TO 2004 MODELS. EPS® IS A REGISTERED TRADEMARK OF SHIMANO MOTOR FACTORY. MPX IS A REGISTERED TRADEMARK OF PASCAL INC. ALL OTHER PATENTS AND PROFESSIONAL PRODUCT RECOMMENDATIONS THAT ALL SNOWMOBILE RIDERS TAKE A TRAINING COURSE. DO NOT ATTEMPT MANEUVERS BEYOND YOUR CAPABILITY. ALWAYS WEAR A HELMET AND OTHER SAFETY APPARATUS. NEVER DRINK AND RIDE.