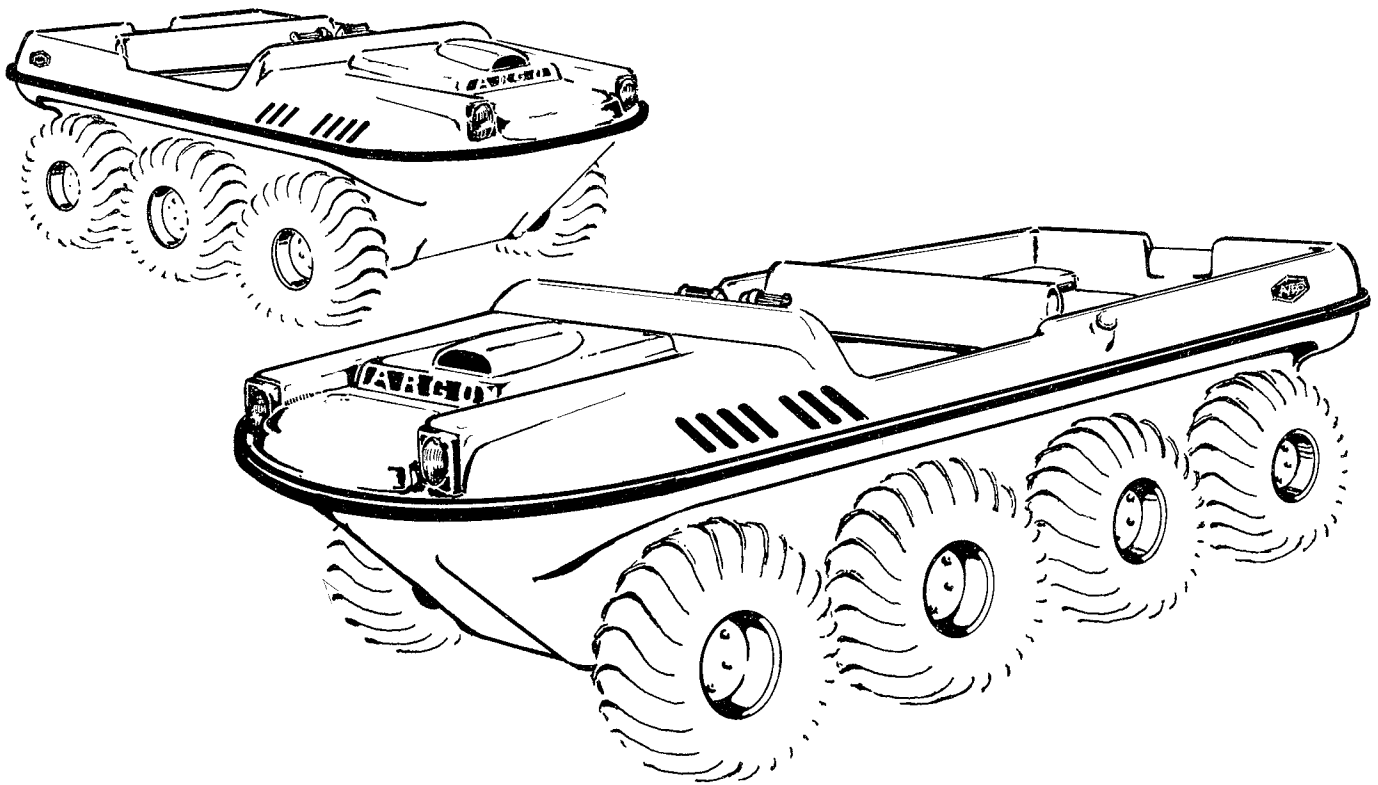




OWNER'S MANUAL



OPERATOR'S INSTRUCTION AND BASIC MAINTENANCE INFORMATION



ontario drive and gear limited

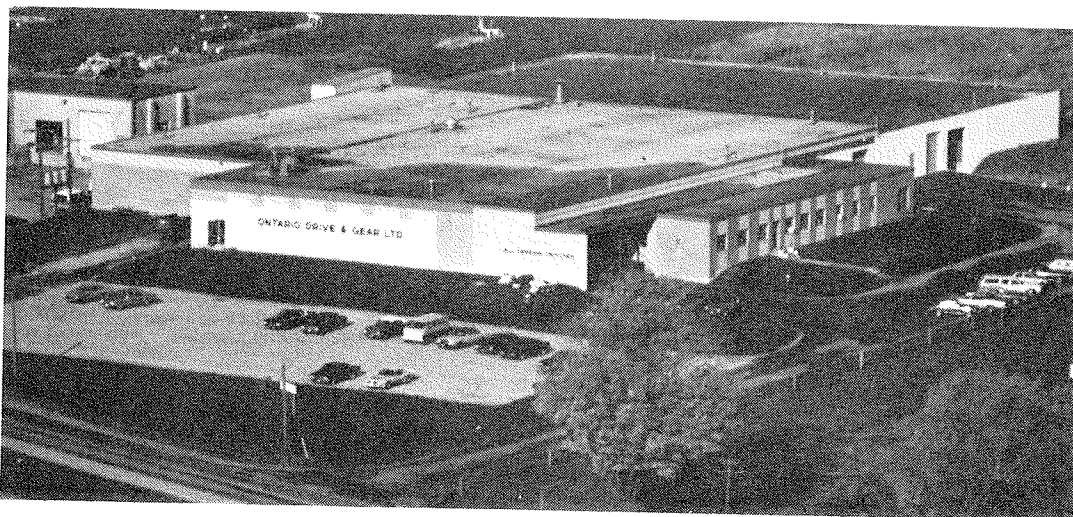
P.O. Box 280, Bleams Road, New Hamburg, Ontario, Canada N0B 2G0

Phone (519) 662-2840 — Telex 069-55426

ONTARIO DRIVE & GEAR LIMITED

THE COMPANY AND ITS BEGINNING

- 1962 - Company was established in Kitchener, Ontario to market imported power transmission components.
- 1963 - original manufacturing plant was built at 589 Fairway Road, Kitchener for the custom production of gears, shafts and splines and for the continued marketing of power transmission components.
- 1967 - first exposure to the growing ATV market when approached to design and produce ATV transmissions.
- 1967 - design and testing of the Argo 6 all terrain vehicle.
- 1968 - production and marketing of the fiberglass bodied Argo 6.
- 1969 - completion of the New Hamburg plant specifically designed for all terrain vehicle production.
- 1970 - installation of the Illig vacuum forming equipment for molding ABS Cycloc body components and the start of production of the Argo 8 wheeled model.
- 1972 - consolidation of all production and office facilities in the enlarged premises in New Hamburg and the change over to polyethylene body material production.
- 1975 - completion of the 22,000 sq. ft. warehouse and parts department addition bringing the total plant size to the current 55,000 sq. ft.
- 1976 - completion of testing and the start of 4 cycle powered Argo production to compliment the existing 2 cycle models and meet the changing requirements of you . . . our customer.
- 1978 - emphasis on improving and refining the Argo to provide the ultimate in reliability and versatility.



"THE HOME OF THE ARGO"

A WORD TO THE NEW ARGO OWNER

This manual has been prepared to acquaint you with the controls, operation, features and basic maintenance of your Argo All Terrain Vehicle. It is our primary concern that you receive the utmost in safe, long term service from your investment, so we ask that you read, carefully all the information contained in this manual BEFORE initially operating your ARGO ATV.

Acquaint yourself with the operation of the steering and braking system by driving the vehicle in a wide open area away from buildings, trees and other vehicles, until you become completely familiar with the handling characteristics. Please note that low gear is not intended for extended periods of use.

The Argo is strictly an off-road vehicle. It is not intended for asphalt or concrete roadways. These surfaces cause extensive wear to the tires when turning.

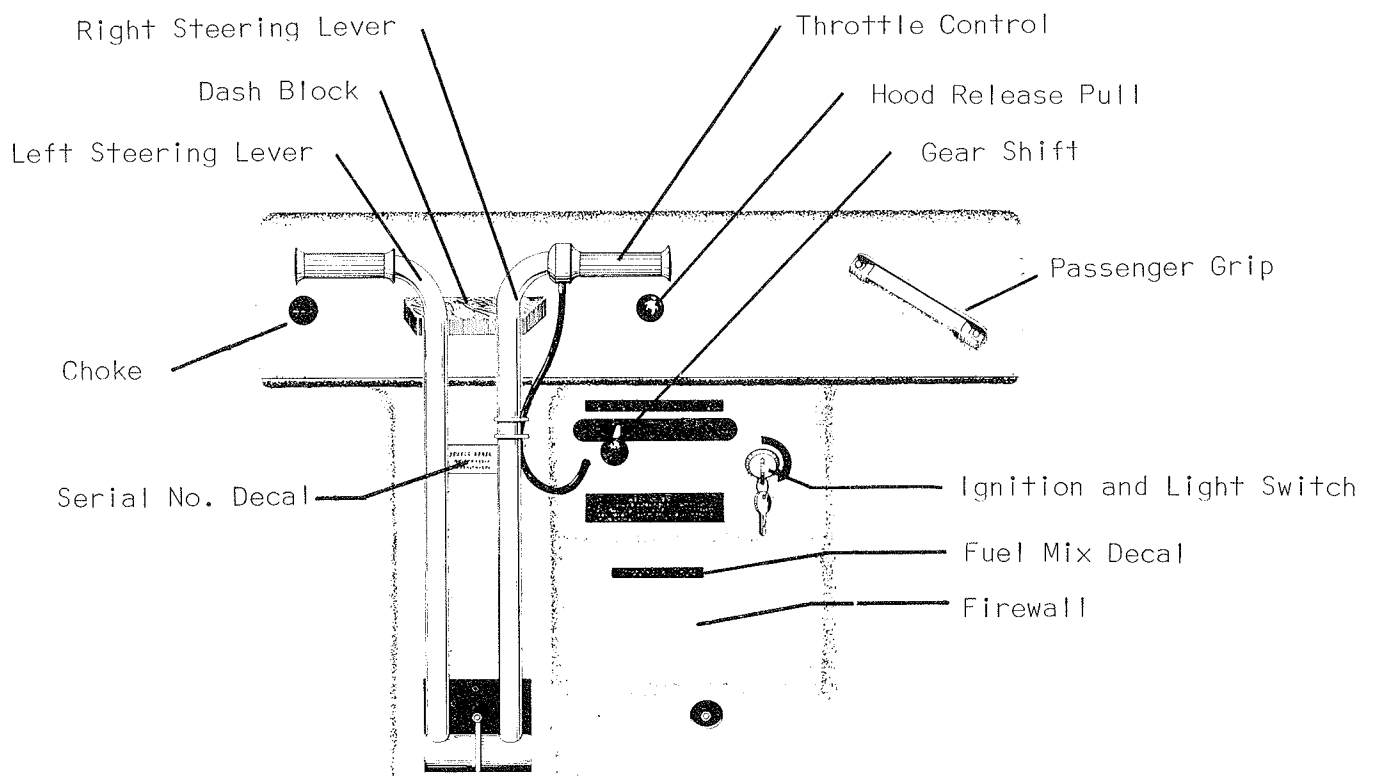
For your safety and protection it is wise to equip the vehicle with a First Aid Kit and a fire extinguisher.

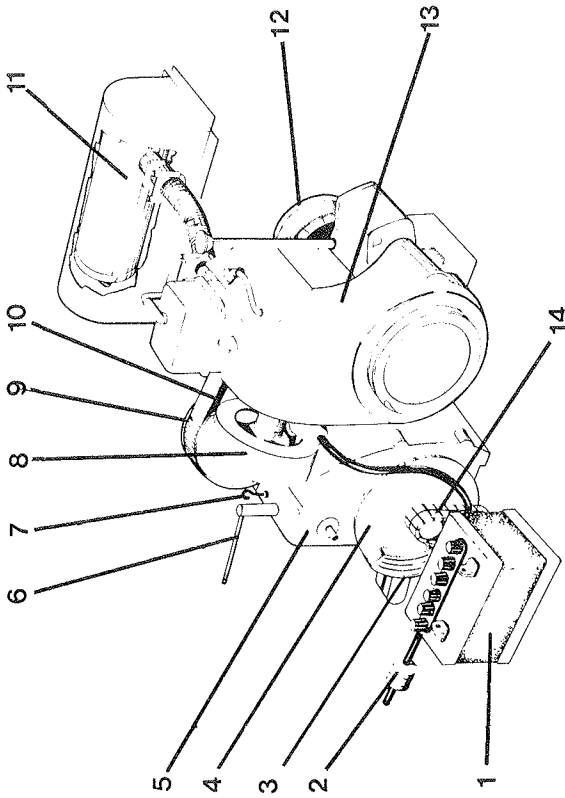
It is suggested that an approved safety helmet be worn by the operator and all passengers for their protection.

Common sense precaution should prevail at all times while operating the vehicle. It is not a toy and should be treated with respect as you would a trail bike, snowmobile or power boat.

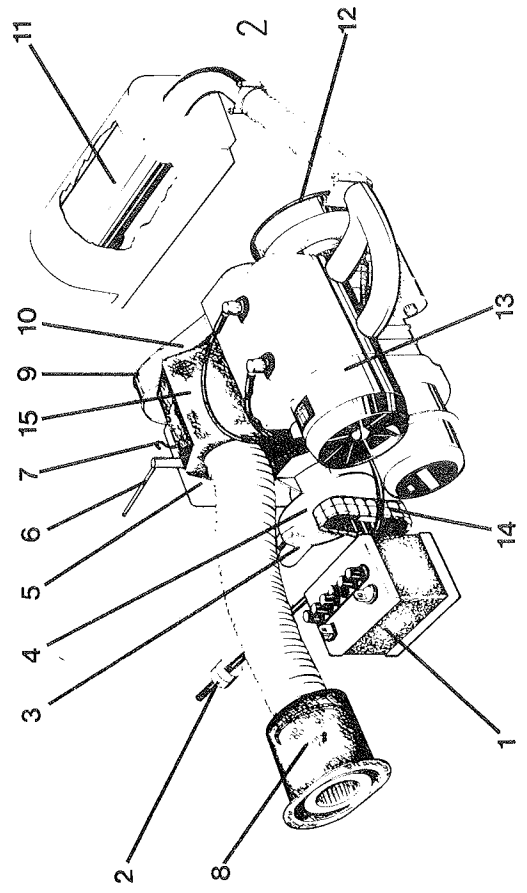
INTRODUCTION TO YOUR ARGO

FIG. 1 CONTROLS





4 - CYCLE TECUMSEH
FIG. 2



2 - CYCLE KOHLER
FIG. 3

MAIN COMPONENTS

- 1 Battery
- 2 Fuel Filter
- 3 Brake Callipers
- 4 Brake Disc
- 5 Transmission
- 6 Gear Shift
- 7 Transmission Dipstick
- 8 Air Filter
- 9 Driven Clutch
- 10 Drive Belt
- 11 Muffler
- 12 Driver Clutch
- 13 Engine
- 14 Drive Chains
- 15 Carburetor

BEFORE STARTING OUT

- make sure there is an adequate fuel supply by checking the level of the "see-thru" tank under the driver's seat.
- check that all tires are correctly inflated. Improperly inflated tires cause the vehicle to pull one way which means constant steering correction (standard low pressure tires should be inflated to 2.5 p.s.i. --- 23" heavy duty tires should be inflated to 6 p.s.i.). A special low pressure tire gauge (Part No. 619) is available from your Argo dealer.
- make sure the throttle operation is smooth and the twist grip returns to full closed position.
- the steering lever travel should not be more than 8". (Fig. 4)

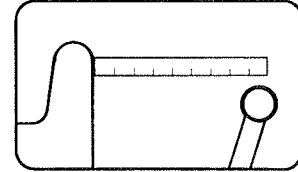


FIG. 4

REMOTE AREA USE -

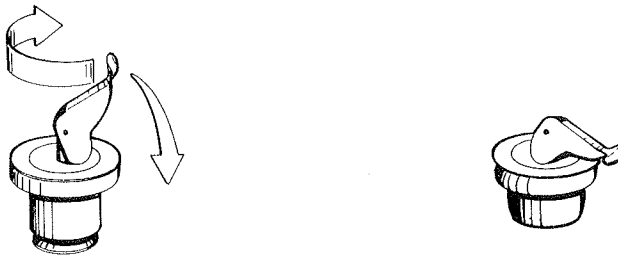
As an additional precaution, it is recommended that you equip the vehicle with:

- | | |
|--------------------|-------------------|
| Basic Hand Tools | Extra Fuel Supply |
| Spare Spark Plugs | Safety Matches |
| Extra Drive Belt | Emergency Flares |
| Weather Protection | |

If the vehicle is to be operated in water it should be equipped with:

- Paddle
- Life vests for each passenger
- Accessory Bilge Pump (Part No. 638-01) available from your Argo dealer

BEFORE VENTURING INTO THE WATER MAKE SURE, BOTH DRAIN PLUGS IN THE REAR OF THE LOWER BODY ARE FIRMLY IN PLACE. (Fig. 5)



Twist lever clockwise to tighten

FIG. 5

Push lever down to lock

- the lower body is free of punctures and cuts so it is water tight.
- all outer axle bearings are in good condition with their seals intact and properly sealed with caulking compound where the 4 bolt flange contacts the body material and the axle shaft passes through the bearing.

STARTING PROCEDURE

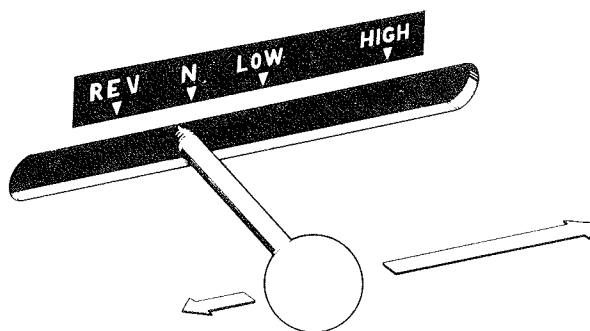


FIG. 6 Shifting lever in neutral

1. Place gear shift lever in neutral (N) position. (Fig. 6)
2. Pull out choke control IF ENGINE IS COLD.
3. Open accelerator "twist grip" control 1/8 turn, using left hand. (Fig. 7)
4. After inserting key in ignition switch, turn key to "Start" position as indicated on the ignition switch decal. As soon as the engine starts, release key and it will automatically return to the "On" position. NOTE: The electric starter motor should not be operated for more than a 20 second interval.
5. Gradually push choke control in, as the engine warms up.

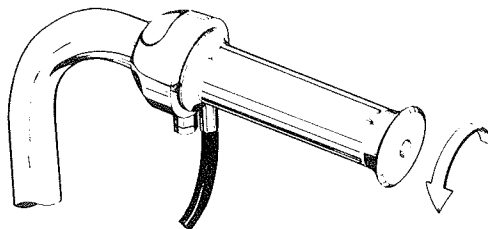


FIG. 7 Open accelerator control 1/8th turn

MANUAL STARTING PROCEDURE

1. Place gear shift lever in neutral (N) position.
2. Pull out choke control IF ENGINE IS COLD.
3. Pull hood release knob, lift and remove engine hood.
4. Turn ignition key to "On" position.
5. Open accelerator "twist grip" control 1/8 turn, using left hand and pull firmly on the recoil starter handle (2 cycle engine) or the manual start rope wound on the manual start pulley (4 cycle engine). Also refer to ENGINE OPERATOR'S MANUAL.
6. Gradually push choke control in, as the engine warms up.

TO STOP ENGINE

Allow accelerator control to return to closed position and turn ignition key to "Off".

DRIVING PROCEDURE

VERY IMPORTANT After the engine has been started in the neutral "N" position and allowed to warm up sufficiently, LET THE ENGINE IDLE DOWN COMPLETELY BEFORE ATTEMPTING TO MOVE THE GEAR SHIFT LEVER INTO ANY GEAR.

NOTE: Low gear is intended for intermitent, short duration use only. Prolonged periods of use can result in premature failure and expensive repairs.

SELECTING TRANSMISSION GEAR

1. Allow engine to idle down completely.
2. Pull the brake levers both back to braking position.
3. Move the gear shift with a quick snap to the gear you wish to use.

NOTE: You will find it easier to engage high gear if the lever is first moved to reverse position, then directly over to high with one quick snap.

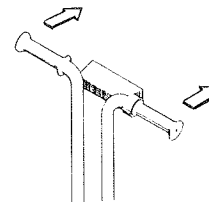
4. IF ANY RESISTANCE OR GRINDING ARE EXPERIENCED SHUT OFF THE ENGINE, SELECT THE DESIRED GEAR AND RESTART THE ENGINE. Have the engine idle speed adjusted by your dealer to insure transmission damage does not result.
5. Make sure you can feel the detent position which indicates the gear selected is properly engaged.

CHANGING TRANSMISSION GEAR

Should you wish to change gears after you have started driving, make sure you observe the procedure above AFTER YOU HAVE BROUGHT THE VEHICLE TO A COMPLETE HALT.

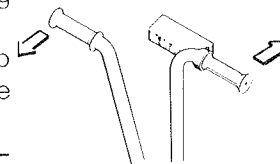
STRAIGHT AHEAD

Push both steering levers ahead and against steering block mounted on dash area. Turn the "twist grip" accelerator handle slowly until the torque converter clutch system engages and the vehicle moves forward. Vehicle speed will increase as the throttle is opened. The throttle will return to idle position when released.



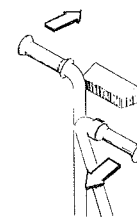
LEFT TURN

After starting the vehicle in motion as above, pull back gradually on the left lever which applies braking on the left side. The amount of pressure applied determines the turning radius. An abrupt turn or stop may cause you or your passengers to be thrown from the vehicle. After the turn has been completed make sure the steering handle is returned to the full ahead position, against the steering block. This will insure long, effective use of the brake pads and discs.



RIGHT TURN

Same as above left turn procedure but using the right steering lever.



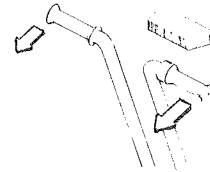
IMPORTANT Avoid stationary turns. Always start the vehicle in motion before beginning a turn.

HELPFUL HINTS

1. It may be easier to maintain even throttle pressure if the right thumb is wrapped around the stationary portion of the twist grip handle.
2. The Argo is a skid steer vehicle that turns quite differently than an automobile. Generally the inside front tire is the pivot point of the vehicle while turning. This means the rest of the vehicle is swinging around to effect the turn. Good distance judgement will prevent your vehicle from striking someone or something during your turn.

STOPPING

Allow the twist grip throttle to return to idle position and pull back evenly on both steering levers. DO NOT PULL ABRUPTLY BACK ON THE BRAKES. They are VERY effective and may cause you and your passengers to be thrown from the vehicle. ALWAYS USE EXTRA CAUTION WHILE BRAKING ON A DOWN HILL SLOPE - USE GENTLE, EVEN PRESSURE TO PREVENT POSSIBLE UPSET.



BACKING UP THE ARGO

This is something that should be practised and always done carefully. Pulling back on the left steering lever means a turn to the left and the rear of the vehicle skids to the operators left. It takes some time to get used to the procedure. Care should be taken not to hit something or someone when turning while backing up.

TRAVELLING THROUGH WATER

Although the Argo ATV is a completely amphibious vehicle, certain precautions should be observed.
BEFORE ENTERING THE WATER ---

1. Make sure both drain plugs are in place and properly tightened.
2. Check the lower body periodically to make sure it is water tight at the muffler housing and axle bearing seals. Resealing these areas can be done with a good automotive or architectural caulking or the various silicone compounds available.
3. Provide each occupant with a life jacket and make sure you have a paddle.
4. The bilge pump assembly (Part No. 638-01) is recommended.

IN THE WATER

1. Observe the recognized rules of boating.
2. The turning radius is somewhat greater in water and the vehicle will not reverse. It must be paddled backwards.
3. The use of an outboard motor will provide greater speed for long distances.
4. Do not attempt to travel upstream against a strong current.
5. Do not venture into rough water when waves or high winds are apparent.
6. If, for some reason, your vehicle fills with water, do not leave the vehicle. It will continue to float at the surface, even after it is full of water. The tires provide excellent flotation. Most Important --- DO NOT PANIC!!
7. Use high gear and only part throttle. Full throttle operation only results in excessive water turbulence - not higher speed.

7. Care should be taken on entry to and exit from water not to submerge the bumper moulding as water may enter the vehicle between the body halves.

8. Check under the hood to see if there is water in the lower body, if so park the vehicle on land with the front end slightly higher than the rear, remove the rear floor pan, using a Robertson screwdriver and pull the drain plugs to drain out the water. BE SURE TO RE-INSTALL THEM SECURELY.

9. Never park the vehicle in water for any extended period of time. This may cause axle bearing failure which means costly repair.

UPHILL OPERATION

1. Always attempt to approach at right angles or head on to avoid any possibility of sliding sideways or roll over.
2. Try to keep the wheels from spinning. Once traction is lost the vehicle may slide backwards.
3. NEVER ACCELERATE ABRUPTLY ON A HILL. The vehicle may flip over backwards.
4. Steep inclines are not recommended. If one is impossible to avoid be prepared to shift occupant weight forward to avoid flip over backwards.
5. It may be advantageous to use low gear.

DOWNHILL OPERATION

1. Always attempt to approach at right angles or head on to avoid any possibility of sliding sideways or roll over.
2. While braking, use gentle, even pressure to prevent upset. NEVER JAM ON THE BRAKES.
3. Steep declines are not recommended. If one is impossible to avoid be prepared to shift occupant weight to the rear to avoid flip over forwards. NEVER USE EXCESSIVE SPEED.

SIDE SLOPE OPERATION

1. Side slope operation at greater than 30 degrees is not recommended.
2. Avoid any sudden braking or steering. Abrupt motions could cause roll over sideways.
3. It is possible for the engine to stall due to lack of fuel IF the fuel level in the tank is low and the vehicle is driven on a steep side slope with the right side of the vehicle to the high side. The fuel line pick up fitting is at the bottom of the fuel tank, on the right side. Always try to insure the fuel level is well up in the tank before driving the unit on a side slope as described above.
4. Continuous side slope operation may cause premature brake wear due to the constant steering action required to correct the natural downhill drift of the vehicle.

GENERAL OPERATING PRECAUTIONS

1. Excessive speed over unfamiliar or rough areas can be dangerous. Rocks, stumps or other obstacles may be hidden from view and cause damage to tires or the lower body. A protective skid plate can be added to extend the life of your Argo lower body. Kit No. 623
2. Driver and passengers should be properly seated and holding on while the vehicle is in motion. A variety of passenger handrails and grips are available as options from your Argo Dealer.

3. Never allow spilt fuel to accumulate in or on the vehicle. Gasoline is a volatile substance and should be treated with caution.
4. Make sure a new operator has received proper instructions in the operation of the vehicle. This manual should be read by each driver.
5. It is suggested that LOW gear be used when loading the Argo on a trailer or truck. This will reduce the possibility of accidentally driving over the car trunk or truck cab.
6. Safety helmets should be worn by all occupants.
7. Never allow dirt, water, snow or ice to accumulate in the bottom of the lower body around the frame and running gear. Dirt causes premature chain and bearing failure. Water, snow and ice can cause chain and bearing rusting or breakage. Follow the cleaning recommendations to extend the drive train life.

CLEANING

The exterior of your Argo can be washed with any household detergent. If an accumulation of dirt and debris is noticed inside the lower body, remove the floor pans and drain plugs and flush it out by using a high pressure sprayer or garden hose. Be sure to lubricate all drive chains and chain tensioner sprockets after they are dried out. MAKE SURE DRAIN PLUGS ARE PROPERLY IN PLACE.

STORAGE FOR EXTENDED PERIOD

1. Set the vehicle up on blocks so all tires are off the ground.
2. Drain the fuel tank, fuel lines and carburetor.
3. Remove the battery and store in a warm, dry place.
4. Refer to engine owner's manual for engine storage instructions.

TROUBLE SHOOTING

TROUBLE	POSSIBLE CAUSE	REMEDY
Electric starter inoperative	<ol style="list-style-type: none"> 1. loose electrical connections 2. battery charge low or dead 3. faulty starter motor 	<ol style="list-style-type: none"> 1. Retighten connections making sure they are clean. 2. Re-charge battery or replace as necessary. 3. remove and repair or replace as necessary.
Engine turns over but will not start (make sure choke is used for cold engine starts)	<ol style="list-style-type: none"> 1. empty fuel tank 2. Blocked fuel or air filter or fuel line 3. carburetor adjustment too lean 4. no fuel at carburetor 5. Spark plug lead loose or wire broken 6. Spark plug defective or fouled 7. Ignition system inoperative 8. Insufficient compression 	<ol style="list-style-type: none"> 1. refill tank as per engine manual recommendations. 2. remove obstruction or replace filter as necessary 3. adjust as per manufacturer's specifications. 4. inspect pulse line from crankcase to carburetor for proper connection and condition. Repair or replace as necessary. 5. Secure lead or replace as necessary 6. Clean and re-gap or replace. 7. have unit serviced by properly trained and equipped mechanic. 8. See #7 above.
Engine will not run properly	refer to Engine Manual	Have engine serviced by properly trained and equipped mechanic.
Vehicle will not move	<ol style="list-style-type: none"> 1. transmission in neutral or not properly engaged in gear 2. drive belt worn or stretched 3. clutch not engaging 4. transmission failure 	<ol style="list-style-type: none"> 1. Place gear shift correctly in gear until detent position is felt. 2. replace belt. 3. have vehicle serviced by properly trained and equipped mechanic. 4. (as above #3)

TROUBLE	POSSIBLE CAUSE	REMEDY
Vehicle will not turn or difficult to turn	<ol style="list-style-type: none"> 1. brakes not functioning 2. brake disc key sheared 3. RC40 double drive chain broken 4. idler sprocket or brake disc sprocket weld broken 5. transmission failure 	<ol style="list-style-type: none"> 1. adjust caliper or linkage or replace brake pads 2. remove disc and replace key 3. repair or replace 4. have vehicle serviced by properly trained and equipped mechanic. 5. (as above #4)
Vehicle pulls to right	<ol style="list-style-type: none"> 1. right tire pressure too low. 2. left tire pressure too high 3. right brake engaged 4. right side drive chain broken 	<ol style="list-style-type: none"> 1. inflate each tire to 2.5 p.s.i. (low pressure tire gauge available from your Argo Dealer) 2. (same as above #1) 3. make sure steering lever is pushed forward to steering block. Adjust brake ass'y properly as per service manual instructions. 4. repair or replace
Vehicle pulls to left	(as in vehicle pulls to right but use "left" instead of "right")	
Severe vibration in vehicle	<ol style="list-style-type: none"> 1. engine loose at mounting 2. driver clutch or engine defective 3. axle bent 4. wheel rim bent 5. axle bearing defective 	<ol style="list-style-type: none"> 1. have vehicle serviced by properly trained and equipped mechanic 2. (same as above) 3. remove and straighten or replace 4. remove and straighten or replace 5. replace
Water leaking into lower body	<ol style="list-style-type: none"> 1. leak has developed at axle bearing flange seal to body 2. bearing seal has been destroyed 3. muffler housing to body seal is leaking water thrown up by tire. 4. lower body has been cut or punctured 	<ol style="list-style-type: none"> 1. loosen off flange and re-install caulking 2. replace bearing insert 3. re-caulk joint between housing and body 4. have leak repaired by properly trained and equipped mechanic

TROUBLE	POSSIBLE CAUSE	REMEDY
Tire leaks air	<ol style="list-style-type: none"><li data-bbox="581 191 959 254">1. tire has been punctured<li data-bbox="581 380 959 443">2. tire bead to rim seal leaks air<li data-bbox="581 537 959 604">3. position of air leak is not obvious	<ol style="list-style-type: none"><li data-bbox="984 191 1424 380">1. repair with liquid sealant installed through valve stem. Repair with tubeless tire plug. Remove tire from rim and patch or vulcanize as required.<li data-bbox="984 380 1424 537">2. deflate tire, carefully push tire bead off rim and clean rim bead area to remove dirt and foreign matter. Re-inflate tire.<li data-bbox="984 537 1424 695">3. submerge wheel ass'y in water tank - air may be escaping thru rim halves or at valve stem. Repair as necessary.

MAINTENANCE TIPS

ENGINE - refer to engine owner's manual.

AIR FILTER ELEMENT - Kohler 2 cycle - is located in a fiberglass housing above the battery on the right side of the upper body. It can be removed by unfastening nuts visible from under the hood. It should be replaced when it is clogged with dirt.

BATTERY - located on frame in the engine compartment on right side. The special "spill proof" caps are a safety precaution should the vehicle tip over. The electrolyte level should be maintained so each cell is full to the "ring", same as any auto battery.

DRIVE BELT - located on the clutch units on the left side of the engine compartment. Like any belt/torque convertor drive system, the belt eventually wears out. It should be replaced when it wears to 1-1/8" wide or shows signs of cracking or separation. The belt alignment and tension are pre-set at the factory and should not require adjustment. Both are critical to the proper operation of the clutch and transmission.

TRANSMISSION OIL LEVEL - The combination dipstick and vent tube is located in the top of the transmission case as shown in Fig. 2 or 3. The oil level is indicated by the groove in the tube. Use SAE 90/140 gear oil to refill. Oil should be changed if metallic particles are evident in the oil. This will help lengthen the transmission bearing life. Unless the transmission is removed from the vehicle, it is necessary to remove the oil through the dipstick filler hole with a suction gun. This accessory item is available from your Argo Dealer. Part No. 638-02.

NOTE: The 4 cycle Tecumseh engine crankcase oil can be drained by using a suction gun as above or by draining the oil into a disposable plastic bag (make sure the oil is NOT HOT) through the drain plug in the crankcase.

FUEL FILTER - located in the fuel line where it goes through the frame into the engine compartment on the right side below the ignition switch. The filter should be replaced at least once a year.

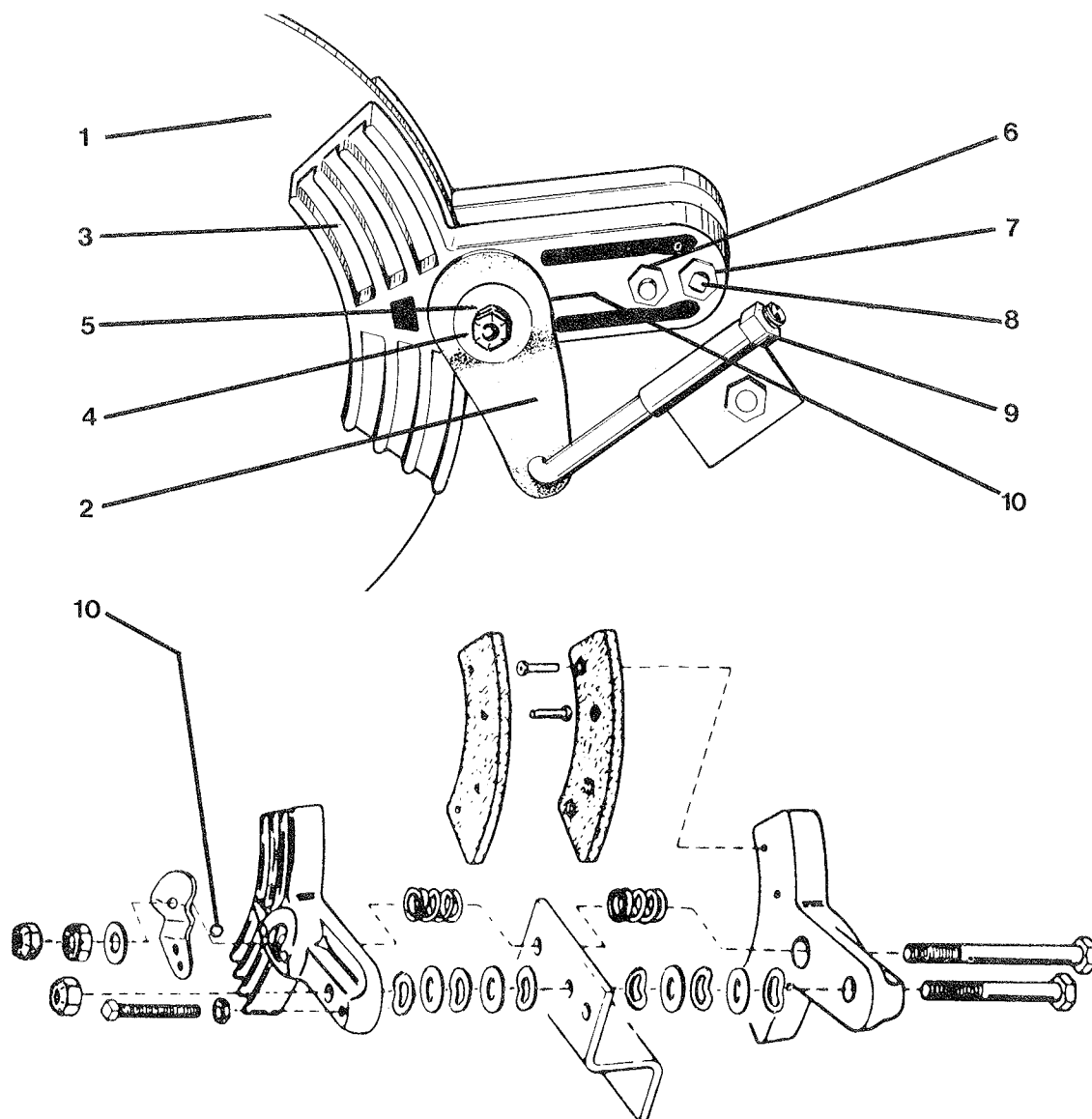
DRIVE CLUTCH - located on the engine should be cleaned and lubricated by your dealer once a year. Special tools are required.

DRIVEN CLUTCH - located on the transmission can be serviced by lubricating the wear blocks and the shaft every 50 hours.

BRAKE CALIPERS - located to the rear of the transmission on each side. It is imperative that the brake caliper castings be adjusted PERIODICALLY to keep them parallel for maximum brake efficiency and pad life. Brake components and adjustments procedure is indicated in Fig. 8.

BRAKE PADS - riveted to each brake casting. They should be inspected every 20 hours and replaced when they wear down to the rivet heads.

FIG. 8 ADJUSTING THE DISC BRAKES



Each brake is properly adjusted, when both brake castings are parallel to the brake disc and have an equal clearance of .025" on each side. To adjust brake, move and hold steering levers against dashblock. Loosen adjustment nut (9) until brake cam (2) is in neutral position. Now loosen locknuts (7) and (4). Tighten nuts (6) and (5) and turn equalizer screw (8) counter clockwise until both brake shoes (3) are parallel to the brake disc (1). They must be parallel and have .025" maximum clearance on each side. Now tighten locknuts (7) and (4). Care must be taken that both steel balls (10) remain in their sockets. If necessary, reset them with some grease. After each brake adjustment it is necessary to re-adjust the steering levers as well. (Refer to Steering and Braking Lever Adjustment, page 14.) This is done by tightening adjustment nut (9).

STEERING AND BRAKE LEVERS - should be oiled at the mounting point every 20 hours to prevent seizing. The lever travel is adjusted as shown in Fig. 9 below. The levers should be parallel and not more than 8" from dash in full brake position as in Fig. 4 on page 3.

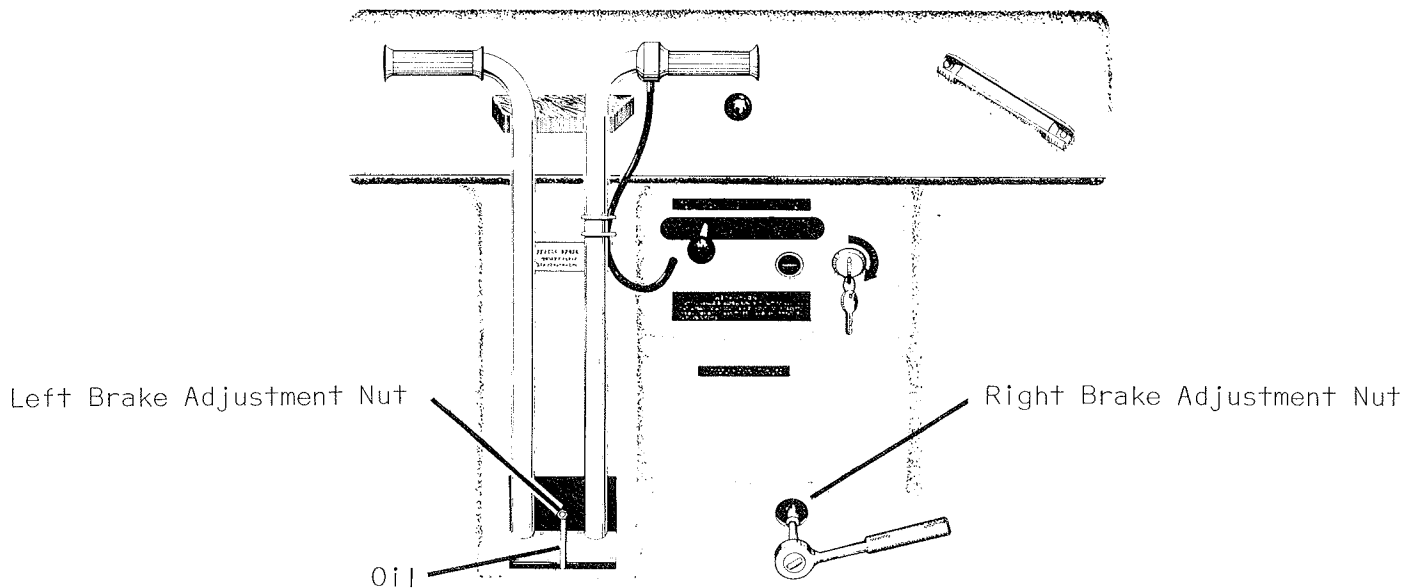


FIG. 9 Adjusting and oiling the steering

DRIVE CHAINS - The RC40 double and RC50 single chains will "stretch" during the initial break in period and will require adjustment after 10 hours of operation. The RC40 double idler chains are adjusted by moving the powerpack assembly forward and the RC50 single axle chains are adjusted by individual chain tensioner units for the center and rear chains. The chains require lubrication every 50 hours under normal conditions. (For dirty or wet conditions lubricate every 20 hours or as necessary.) The dry lubricants in aerosol containers are quite acceptable and much cleaner in use but grease or oil are also acceptable.

TIRES - Maintain an even pressure in all tires. 2.5 p.s.i. is recommended for the standard low pressure tires. (the heavy duty 23" lug type tires should be 6 p.s.i. minimum.) A special low pressure gauge is available from your Argo Dealer, Part No. 619 Periodically tighten the wheel nuts.

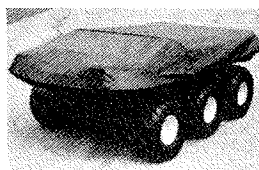
REMEMBER -

A few minutes spent completing a maintenance check of your Argo is well spent BEFORE you venture into any remote area where you must count on the vehicle to bring you back safely!

ACCESSORIES FIG. 11



TONNEAU COVER
651 - 6 wheel
851 - 8 wheel



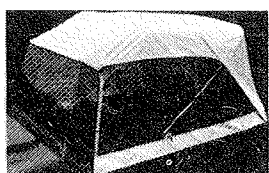
STORAGE COVER
621 - 6 wheel
821 - 8 wheel



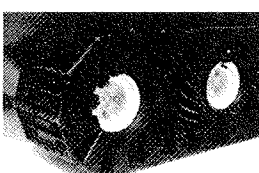
HANDRAIL SET
639 - 6 wheel
839 - 8 wheel



OUTBOARD MOTOR BRACKET
618 - all models



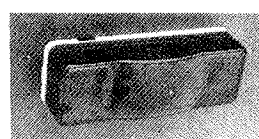
CONVERTIBLE TOP
630 - 6 wheel
830 - 8 wheel



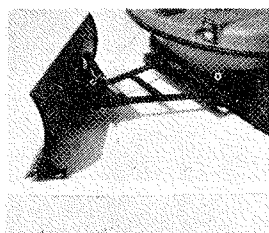
TRACK SET
615 - 6 wheel
815 - 8 wheel



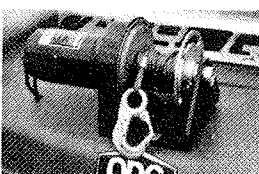
TRAILER HITCH
616 - all models



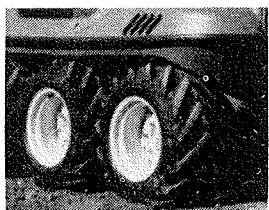
DUAL TAIL LIGHT
624 - all models



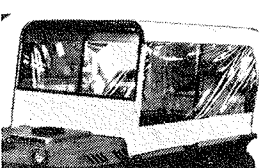
SNOW PLOW ASSEMBLY
652 - all models



POWER WINCH ASS'Y
622 - all models



OPTIONAL HEAVY DUTY TIRE
125-16 - 23" L.H. Ass'y
125-17 - 23" R.H. Ass'y



CONVERTIBLE TOP ASS'Y
662 - 6 wheel
862 - 8 wheel
ROLL CAGE
660 - 6 wheel
860 - 8 wheel
SAFETY GLASS WINDSHIELD
661 - all models

WARRANTY

Ontario Drive & Gear Limited hereby warrants to the original retail purchaser that each new and unused Argo All Terrain Vehicle is free from defects in both material and workmanship with respect to the manufacture and assembly of parts by Ontario Drive & Gear Limited for a period of 90 days from the date of purchase, under normal use and service by the original purchaser. This warranty shall not apply to used or demonstrator Argo All Terrain Vehicles or to such units delivered to a distributor or dealer more than twelve months before its retail sale unless specifically made so applicable by written notice specifying the vehicle in question and duly executed on behalf of Ontario Drive & Gear Limited.

This warranty does not extend to engines, engine parts, tires, batteries, or other components or accessories not manufactured by Ontario Drive & Gear Limited.

This warranty is void unless a Factory Warranty Registration Card is completed in full, according to the instructions contained therein and mailed, postage paid, to Ontario Drive & Gear Limited within 10 days of the date of purchase.

This warranty applies only to the original retail purchaser and is not transferrable. All service and parts replacement or exchange under this warranty must be performed by an authorized Argo dealer or repair facility with service calls or transportation of the vehicle to and from the dealer or service facility being the responsibility of the owner.

This warranty is subject to the following further exclusions:

1. Warranty shall not apply to any machine or part which shall have been repaired or altered in any way outside of the manufacturer's factory or by an authorized Argo dealer according to factory specifications.
2. Warranty shall not apply where normal use has spent the life of a part or the machine, or when the machine has been damaged from abuse or overloading or other misuse.
3. Warranty shall not apply for normal service, maintenance or parts damaged by reason of being struck or other external or internal damages.
4. Warranty shall not apply where machines or parts are lost or damaged in shipment.
5. Warranty shall not apply when Factory Warranty Registration Card is not properly completed by the distributor, dealer or sales department and customer, or if Registration Card is not in file with Ontario Drive & Gear Limited.
6. Warranty does not apply to engine, engine parts, tires, components, or accessories not manufactured by Ontario Drive & Gear Limited.
7. Warranty is void immediately upon the machine being used in any speed contest (racing, dragging, etc.).

This shall constitute the complete and only warranty given by Ontario Drive & Gear Limited and, except as specifically set forth in the foregoing, Ontario Drive & Gear Limited shall not, in any event, be liable for any losses, damages, costs, whether special, incidental, consequential or otherwise, in any way related to any vehicle or its sale. No warranty, expressed, implied or statutory, as to merchantability, fitness for a particular purpose, description, quality or any other matter is given in connection with any vehicle or its sale and no agent, employee or other person has any authority to vary any of the foregoing provisions. Provided, however, that this clause shall be severable where voided by application of the Consumer Protection Act.

SUGGESTED MAINTENANCE SCHEDULE - FIG. 10

	BEFORE INITIAL USE	AFTER INITIAL 10 HRS.	EVERY 10 HRS.	EVERY 20 HRS.	EVERY 50 HRS.	EVERY 100 HRS.	YEARLY	REF. TO ENGINE MANUAL
Check and tighten all nuts and bolts	X	X				X		
Check and adjust drive chains	X	X				X		
Lubricate drive chains				X				
Check throttle control and cable for smooth operation and condition	X		X					
Check air filter element for excessive dirt		X	X				X	
Replace fuel filter							X	
Check battery fluid level and cable connections	X				X			
Inspect drive belt for wear and cracking			X					
Check transmission oil level	X	X				X		
Check 4 cycle engine oil								X
Replace 4 cycle engine oil								X
Check 2 cycle fan belt for tension and condition		X			X			
Check for wear and adjust brake calipers as necessary		X	X					
Check position and tightness of body drain plugs	X	X	X					
Check tire inflation and tread wear	X	X	X					
Adjust and lubricate steering levers				X				
Inspect fuel tank, connections and lines for leaks	X				X			
Clean and lube drive and driven clutch							X	
Clean, adjust or replace spark plugs								X
Inspect wiring harness for loose connections or corrosion	X		X					
Lube driven clutch wear blocks and ramps					X			

ARGO DEALER.....PLEASE COMPLETE THIS PAGE AT THE TIME OF SALE
TO THE NEW OWNER SO YOUR CUSTOMER HAS ALL THE PERTINENT
INFORMATION HE MAY REQUIRE,

ARGO MODEL.....

ARGO SERIAL NO.....

ENGINE SERIAL NO.....

TRANSMISSION SERIAL NO.....

SOLD TO.....

STREET ADDRESS.....

CITY OR TOWN.....PROV/STATE.....

DATE OF SALE.....

WARRANTY PERIOD EXPIRES.....

DEALER NAME.....PHONE.....

ADDRESS.....

CITY OR TOWN.....PROV/STATE.....

ARGO PRODUCTS MANUFACTURED BY:



ONTARIO DRIVE & GEAR LIMITED
P. O. Box 280, BLEAMS RD.
NEW HAMBURG, ONTARIO CANADA
NOB 2G0
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TELEX: 069-55426