

MAX

ALL TERRAIN VEHICLE

OPERATOR'S MANUAL

**DO NOT REMOVE THIS OPERATOR'S MANUAL
FROM THIS VEHICLE**

**READ THIS MANUAL CAREFULLY
IT CONTAINS IMPORTANT SAFETY INFORMATION**



RECREATIVES INDUSTRIES INC.

Your ATV can be hazardous to operate

A collision or rollover can occur quickly, even during routine maneuvers such as turning and driving on hills, over obstacles or while operating in water, if you fail to take proper precautions.

For your safety, understand and follow all the warnings contained in this Operator's Manual and the labels on your vehicle.

Keep this Operator's Manual with your vehicle at all times.

FAILURE TO FOLLOW THE WARNINGS CONTAINED IN THIS MANUAL CAN RESULT IN SERIOUS INJURY OR DEATH.

Particularly important information is distinguished in the manual by the following notations:



The ALERT symbol means ATTENTION! BE ALERT! YOUR SAFETY IS INVOLVED.



Failure to follow WARNING instructions could result in severe injury or death to the operator, a bystander, or a person inspecting or repairing the machine.



A CAUTION indicates special precautions that must be taken to avoid damage to the machine.



A NOTE provides key information to make procedures easier or clearer.

Revision Summary

Revision No	Issue No.	Detail	Date
202407-22	1.0	New Release for 2024 MAX 2 ATV	22 July 2024

1 INTRODUCTION

1.1 Foreword

Congratulations and thank you from Recreatives Industries, Inc. for purchasing our MAX 2 Amphibious All-Terrain Vehicle (ATV).

This Operator's Manual is provided to ensure that the operator is aware of safe operating procedures. It also includes information about the general care and maintenance of your ATV.

Carefully read the following pages. If you have any questions regarding this ATV, contact an authorized MAX ATV dealer or Recreatives Ind at +1 (800) 255-2511 for assistance. Remember, only an authorized Max ATV dealer and Recreatives Ind. have the knowledge to provide you with the best service possible.

Protect Your Sport:

- Know all local, state/provincial riding laws;
- Respect your vehicle;
- Respect the environment; and
- You will gain the respect of others.

We also advise you to strictly follow the recommended maintenance program as outlined. This preventive maintenance program is designed to ensure that all critical components on this ATV are thoroughly inspected at various intervals.

All information in this manual is based upon the latest product data and specifications available at the time of printing. Recreatives Ind. reserves the right to make product changes and improvements which may affect illustrations or explanations without notice.

1.2 Company and Vehicle Particulars

1.2.1 COMPANY DETAILS

Recreatives Industries, Inc.
1936 59th Terrace East
Bradenton, Florida 34203
USA

Phone: +1 (800) 255-2511
Website: www.maxatvs.com

1.2.2 VEHICLE DESIGNATION

The MAX 2 is designated as an All-Terrain Vehicle (ATV).

1.2.3 VEHICLE DESCRIPTIONS

MAX Amphibious 6x6 ATVs are mechanically driven by the T-20 Transmission, which is manufactured by Recreatives.

1.2.4 VEHICLE USES

MAX ATVs have many uses; some of these include the following:

- Exploration
- Utilities
- Mining
- Land Management
- Emergency Services
- Disaster Response
- Leisure, Sporting & Media
- Defense
- Rental

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2 SAFETY

An ATV is not a toy and can be hazardous to operate

An ATV handles differently from other vehicles including motorcycles and cars. A collision or rollover can occur quickly, even during routine maneuvers such as turning and driving on hills, over obstacles or while operating in water, if you fail to take proper precautions.

2.1 Warnings



WARNING SEVERE INJURY OR DEATH can result if you do not follow these instructions:

- △ Read this manual and all labels carefully and follow the operating procedures described. If you did not receive an owner's manual, please call Recreatives Ind. at +1 (800) 255-2511.

Drivers and Passengers

- △ No one under the age of 18 should operate this ATV. Some operators at the age of 18 may not be able to operate an ATV safely. Use of the ATV should be supervised by a responsible adult at all times. Use should be permitted only if the operator has the ability to operate the ATV safely.
- △ Never permit a guest to operate the ATV unless the guest has read this manual and all product labels.
- △ Never carry more passengers than the vehicle is designed to carry. The MAX 2 is a two-passenger vehicle. Do not exceed the passenger total.
- △ Never carry passengers in the cargo area of a MAX ATV at any time.

Load Capacity

- △ Never exceed the stated load capacities for an ATV. The stated load capacity on land is different than in water as described in this manual.
- △ Cargo should be properly distributed and securely attached. Reduce speed and follow the instructions in this manual for carrying cargo or pulling a trailer and allow greater distance for braking. Never exceed loads of 600 pounds (272 Kg) on land in the MAX 2, including driver, passengers and any cargo and this capacity is further reduced if any accessories and options have been installed (see the specifications section in this operator's manual for the weights of accessories and options.)
- △ Never exceed loads of 500 pounds (226 Kg) when taking any MAX ATV into water, including driver, passengers and any cargo and this capacity is further reduced if any accessories and options have been installed (see the specifications section in this operator's manual for the weights of accessories and options).
- △ Never exceed loads of 100 pounds (45 Kg) in the cargo area of the MAX 2 when used on land.

Water

- △ Never carry any cargo in the cargo area of MAX ATV when used in water.
- △ Always make sure that your drain plugs are properly installed when the ATV is used in water.
- △ Never tow anything when the ATV is in water.
- △ Never operate an ATV in rough water.
- △ Never operate your ATV in water without the driver and passengers wearing an approved life vest.
- △ Always make sure that when the ATV is in water that you have a paddle on board.
- △ Always make sure that when the ATV is in water that the driver and passengers adjust their positions so that the ATV is floating level.
- △ Always enter the water directly, head-on, and very slowly.

Operation

- △ Always make sure that driver and passengers fasten their seat belts if the vehicle is equipped with rollover protection.
- △ Always make sure that driver and passengers unfasten their seat belts (if so equipped) when operating this ATV in water deeper than one foot.
- △ Never start the engine on a MAX ATV in forward or neutral gear. This ATV must be in reverse gear with the parking/auxiliary brake applied and then locked as described in this manual, before starting the engine.
- △ Always apply and lock parking/auxiliary brake when shifting gears. Never operate an ATV on any paved surfaces, including sidewalks, driveways, parking lots and streets.
- △ Never operate an ATV on public roads.
- △ Never operate an ATV without wearing an approved helmet that fits properly. You should also wear eye protection, gloves, boots, long-sleeved shirt or jacket, and long pants.
- △ Never consume alcohol or drugs before or while operating an ATV.
- △ Never operate at excessive speeds. Always travel at a speed which is proper for the terrain, visibility and operating conditions, and your experience.
- △ Never attempt wheelies, jumps and other stunts.
- △ Always keep both hands and feet inside the ATV during operation.
- △ Always follow proper procedures for turning as described in this manual. Practice turning at slow speeds before attempting to turn at faster speeds. Do not turn at excessive speed.
- △ Never accelerate suddenly.
- △ Never apply brakes suddenly.
- △ Always be sure there are no obstacles or people behind you when you operate in reverse. When it is safe to proceed in reverse, go slowly.

Vehicle

- △ Always inspect your ATV each time you use it to make sure it is in safe operating condition. Always follow the inspection and maintenance procedures and schedules described in this manual.

- △ Always have the ATV checked by an authorized MAX dealer if it has been involved in an accident.
- △ Always use the size and type of tires specified in this manual.
- △ Always maintain proper tire pressure as described in this manual.
- △ Never improperly install or improperly use accessories on your ATV.

Difficult Terrain

- △ Always go slowly and be extra careful when operating on unfamiliar terrain. Always be alert to changing terrain conditions when operating the ATV.
- △ Never operate on excessively rough, slippery, or loose terrain. Avoid shifting gears on a slope. If you must shift gears make sure the parking/auxiliary brake is applied and locked as described in this manual.
- △ Never apply brakes suddenly when going downhill. If you must apply brakes when going downhill apply them smoothly and gradually.
- △ Never operate the ATV on hills too steep for the ATV or for your abilities. Practice on smaller hills before attempting larger hills.
- △ Always follow proper procedures for climbing hills as described in this manual. Check the terrain carefully before you start up any hill.
- △ Never climb hills with slippery or loose surfaces. Never go over the top of any hill at high speed.
- △ Always follow proper procedures for going down hills and for braking on hills as described in this manual. Check the terrain carefully before you start down any hill.
- △ Never go down a hill at high speed.
- △ Avoid going down a hill at an angle which would cause the vehicle to lean sharply to one side. Go straight down the hill, where possible. Always follow proper procedures for crossing the side of a hill as described in this manual.
- △ Avoid hills with slippery or loose surfaces.
- △ Never attempt to turn the ATV around on any hill until you have mastered the turning techniques described in this manual on level ground.
- △ Avoid crossing the side of a steep hill if possible.
- △ Always use proper procedures if you stall or roll backward when climbing a hill. To avoid stalling, maintain a steady speed when climbing a hill and keep both control levers forward. If you stall or roll backwards, follow the special procedure for braking described in this manual. Slowly coast backward using the control levers and parking/auxiliary brake to control your descent.
- △ Always check for obstacles before operating in a new area.
- △ Never attempt to operate over large obstacles, such as large rocks or fallen trees.
- △ Always follow proper procedures when operating over obstacles as described in this manual.
- △ Always be careful of skidding or sliding. On slippery surfaces, such as ice, go slowly and be very cautious in order to reduce the chance of skidding or sliding out of control.

2.2 Mandatory Warning Labels



WARNING Make sure the following five labels are attached to your ATV. If they are missing or damaged call Recreatives Industries, Inc. at +1 (800) 255-2511 for replacement labels.

WARNING

SEVERE INJURY OR DEATH CAN RESULT IF YOU DO NOT FOLLOW THESE INSTRUCTIONS:

BEFORE YOU OPERATE THIS ATV, READ THE OPERATOR'S MANUAL

- NEVER CARRY MORE THAN 2 PERSONS TOTAL IN THE MAX 2.
- NEVER EXCEED LOADS OF 600 LBS (272 KG) ON LAND, INCLUDING DRIVER, PASSENGER, AND ANY CARGO. THIS CAPACITY IS FURTHER REDUCED IF ANY ACCESSORIES AND OPTIONS HAVE BEEN INSTALLED.
- NEVER EXCEED LOADS OF 500 LBS (226 KG) WHEN TAKING ANY ATV INTO WATER, INCLUDING DRIVER, PASSENGERS, AND ANY CARGO. THIS CAPACITY IS FURTHER REDUCED IF ANY ACCESSORIES AND OPTIONS HAVE BEEN INSTALLED.
- NO OPERATORS UNDER THE AGE OF 18.
- ALWAYS WEAR AN APPROVED MOTORCYCLE HELMET AND EYE PROTECTION.
- DRIVER AND PASSENGER MUST FASTEN SEATBELTS IF THE VEHICLE IS EQUIPPED WITH ROLLOVER PROTECTION.
- DRIVER AND PASSENGER MUST UNFASTEN THEIR SEATBELTS (if so equipped) WHEN OPERATING THIS ATV IN WATER DEEPER THAN ONE FOOT.

MAX

Warning Label 1

WARNING

SEVERE INJURY OR DEATH CAN RESULT IF YOU DO NOT FOLLOW THESE INSTRUCTIONS:

BEFORE YOU OPERATE THIS ATV, READ THE OPERATOR'S MANUAL

- ALWAYS PROPERLY INSTALL DRAIN PLUGS FOR USE IN WATER.
- NEVER OPERATE THIS ATV IN ROUGH WATER.
- DRIVER AND PASSENGER MUST WEAR APPROVED LIFEVESTS WHEN OPERATING IN WATER.
- WHEN OPERATING IN WATER THE DRIVER AND PASSENGER MAY NEED TO ADJUST THEIR POSITIONS SO THAT THE ATV IS FLOATING LEVEL.
- NEVER START THE ENGINE WHILE IN FORWARD OR NEUTRAL GEAR. THIS ATV MUST FIRST BE IN REVERSE GEAR WITH THE PARKING/AUXILIARY BRAKE APPLIED AND LOCKED.
- ALWAYS FOLLOW PROPER PROCEDURES FOR TURNING AND FOR OPERATION ON HILLS.
- NEVER APPLY BRAKES SUDDENLY WHEN GOING DOWNHILL.
- AVOID SHIFTING GEARS ON A SLOPE.
- NEVER OPERATE THIS ATV AT EXCESSIVE SPEEDS.

MAX

Warning Label 2

WARNING

SEVERE INJURY OR DEATH CAN RESULT IF YOU DO NOT FOLLOW THESE INSTRUCTIONS:

BEFORE YOU OPERATE THIS ATV, READ THE OPERATOR'S MANUAL

NEVER CARRY PASSENGERS IN THE CARGO AREA OR CARGO RACK AT ANY TIME.

NO CARGO ALLOWED IN THE CARGO AREA OR CARGO RACK WHEN OPERATING IN WATER.

MAXIMUM CARGO CAPACITY ON LAND IS 100 LBS (45 KG) EVENLY DISTRIBUTED.

MAX

Warning Label 3

!WARNING

SEVERE INJURY OR DEATH CAN
RESULT IF YOU DO NOT FOLLOW
THESE INSTRUCTIONS:

**BEFORE YOU OPERATE
THIS ATV, READ THE
OPERATOR'S MANUAL**

NEVER TOW ANYTHING
WHEN OPERATING IN WATER

MAXIMUM TOWING
CAPACITY: 1000 LBS (453 KG)

MAX

Warning Label 4

!WARNING

**BEFORE YOU OPERATE
THIS ATV, READ THE
OPERATOR'S MANUAL**

TO SHIFT GEARS:

STOP VEHICLE COMPLETELY
PARKING/AUX. BRAKE MUST
BE APPLIED AND LOCKED

Reverse Up

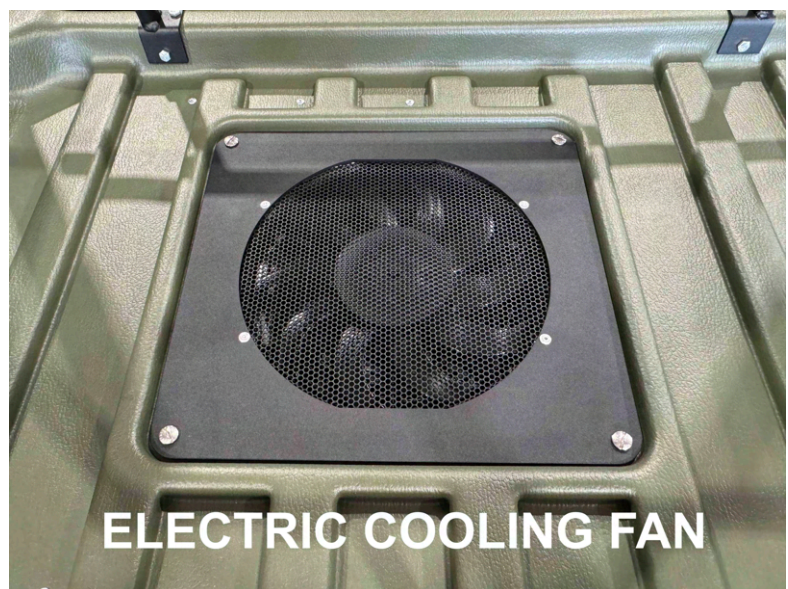
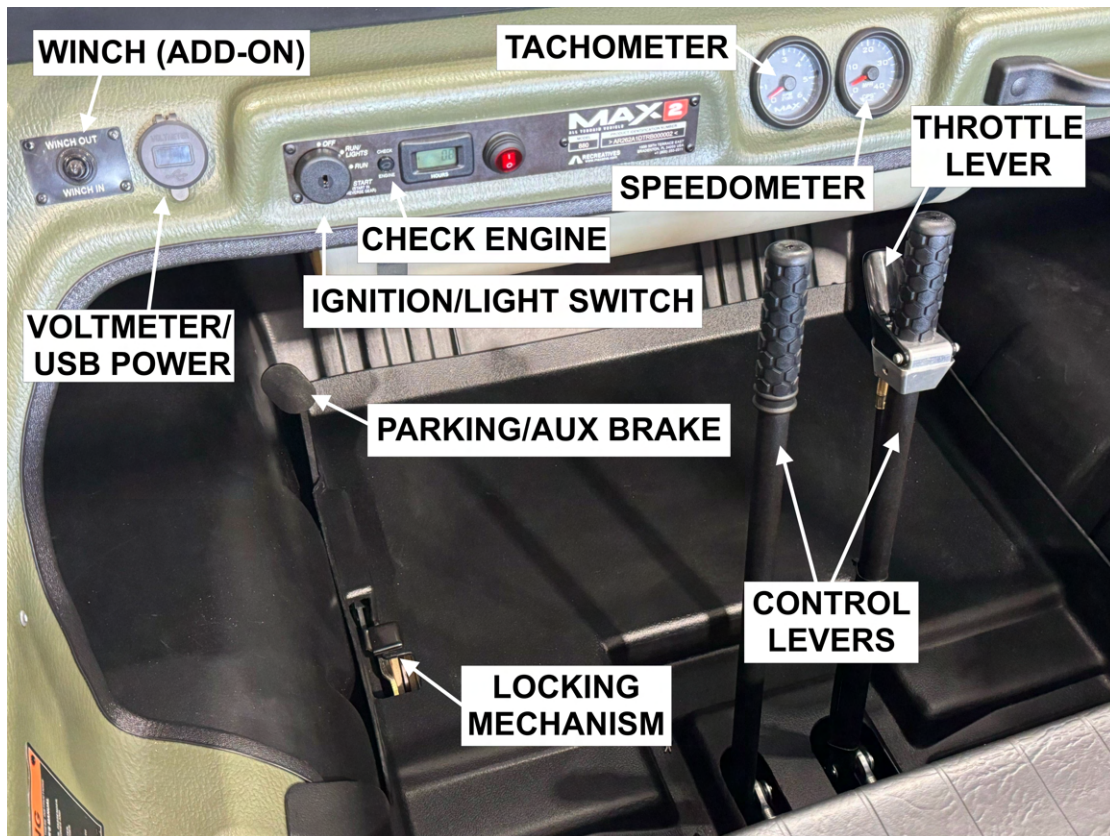
Neutral

Forward Down





MAX





Warning Label 5





2.3 Location of Parts and Controls











2.4 Operation Warnings





<div> WARNING</div> <div><u>POTENTIAL HAZARD</u> Operating this ATV without reading and understanding the operator's manual.</div> <div><u>WHAT CAN HAPPEN</u> The risk of accident is greatly increased if the operator does not know how to operate the ATV properly in different situations and on different types of terrain.</div> <div><u>HOW TO AVOID THE HAZARD</u> Beginning and inexperienced operators should read and understand the operator's manual. They should then regularly practice the operating techniques described in this Operators manual.</div>	<div> WARNING</div> <div><u>POTENTIAL HAZARD</u> Allowing anyone under age 18 to operate this ATV.</div> <div><u>WHAT CAN HAPPEN</u> Use of ATVs by children can lead to severe injury or death. Children under the age of 18 may not have the skills, abilities, or judgment needed to operate the ATV safely and may be involved in a serious accident.</div> <div><u>HOW TO AVOID THE HAZARD</u> A child under age 18 should never operate this ATV.</div>
<div> WARNING</div> <div><u>POTENTIAL HAZARD</u> Carrying more than 2 persons total in the MAX 2.</div> <div><u>WHAT CAN HAPPEN</u> Greatly reduces your ability to balance and control this ATV on both land and in the water. Could cause an accident, including an overturn on both land and in the water, resulting in injury or death to driver and passengers.</div> <div><u>HOW TO AVOID THE HAZARD</u> Never carry more than 2 persons total in the MAX 2.</div>	<div> WARNING</div> <div><u>POTENTIAL HAZARD</u> Carrying passengers in the cargo area of the Max ATV at any time.</div> <div><u>WHAT CAN HAPPEN</u> Greatly reduces your ability to balance and control this ATV on both land and in the water. Could cause an accident, including an overturn on both land and in the water, resulting in injury or death to driver and passengers.</div> <div><u>HOW TO AVOID THE HAZARD</u> Never carry passengers in the cargo area of the ATV at any time.</div>





<p style="text-align: center;"> WARNING</p> <p style="text-align: center;"><u>POTENTIAL HAZARD</u></p> <p>Carrying cargo in the cargo area of the MAX ATV when used in water.</p> <p style="text-align: center;"><u>WHAT CAN HAPPEN</u></p> <p>Greatly reduces your ability to balance and control this ATV in the water. Could cause an accident, including capsizing and sinking, resulting in injury or drowning to driver and passengers.</p> <p style="text-align: center;"><u>HOW TO AVOID THE HAZARD</u></p> <p>Never carry any cargo in the cargo area when ATV is in water.</p>	<p style="text-align: center;"> WARNING</p> <p style="text-align: center;"><u>POTENTIAL HAZARD</u></p> <p>Overloading the MAX ATV by exceeding loads of 600 pounds on land in the MAX 2, including driver, passengers, and any cargo. This capacity is further reduced if any accessories and options have been installed (see the specifications section in this operator's manual for the weights of accessories and options.)</p> <p style="text-align: center;"><u>WHAT CAN HAPPEN</u></p> <p>Could cause changes in vehicle handling, which could lead to an accident, resulting in injury or death to driver and passengers.</p> <p style="text-align: center;"><u>HOW TO AVOID THE HAZARD</u></p> <p>Never exceed the stated load capacity for the ATV.</p>
<p style="text-align: center;"> WARNING</p> <p style="text-align: center;"><u>POTENTIAL HAZARD</u></p> <p>Overloading the ATV by exceeding loads of 500 pounds when taking any MAX ATV into water, including driver, passengers, and any cargo. This capacity is further reduced if any accessories and options have been installed (see the specifications section in this operator's manual for the weights of accessories and options.)</p> <p style="text-align: center;"><u>WHAT CAN HAPPEN</u></p> <p>Greatly reduces your ability to balance and control this ATV in the water. Could cause an accident, including capsizing and sinking, which could result in injury or drowning to driver and passengers.</p> <p style="text-align: center;"><u>HOW TO AVOID THE HAZARD</u></p> <p>Never exceed the stated load capacity for the ATV.</p>	<p style="text-align: center;"> WARNING</p> <p style="text-align: center;"><u>POTENTIAL HAZARD</u></p> <p>Overloading the ATV by exceeding loads of 100 pounds in the cargo area of the MAX 2 when used on land.</p> <p style="text-align: center;"><u>WHAT CAN HAPPEN</u></p> <p>Could cause an accident, including an overturn, resulting in injury or death to driver and passengers.</p> <p style="text-align: center;"><u>HOW TO AVOID THE HAZARD</u></p> <p>Never exceed the stated load capacity of 100 pounds in the cargo area of the MAX 2 when used on land.</p>





<p> WARNING</p> <p><u>POTENTIAL HAZARD</u></p> <p>Operating the ATV without the drain plugs properly installed when the ATV is used in water.</p> <p><u>WHAT CAN HAPPEN</u></p> <p>Will cause the vehicle to fill with water and cause it to capsize or sink, which could result in injury or drowning to driver and passengers.</p> <p><u>HOW TO AVOID THE HAZARD</u></p> <p>Always make sure the drain plugs are properly installed in the ATV as is described in the operator's manual.</p>	<p> WARNING</p> <p><u>POTENTIAL HAZARD</u></p> <p>Towing anything when using the MAX ATV in water.</p> <p><u>WHAT CAN HAPPEN</u></p> <p>Greatly reduces your ability to balance and control this ATV in the water. Could cause an accident, including capsizing and sinking, which could result in injury or drowning to driver and passengers.</p> <p><u>HOW TO AVOID THE HAZARD</u></p> <p>Never tow anything when the ATV is used in water.</p>
<p> WARNING</p> <p><u>POTENTIAL HAZARD</u></p> <p>Operating the ATV through rough water.</p> <p><u>WHAT CAN HAPPEN</u></p> <p>Greatly reduces your ability to balance and control this ATV in the water. Could cause an accident, including capsizing and sinking, which could result in injury or drowning to driver and passengers.</p> <p><u>HOW TO AVOID THE HAZARD</u></p> <p>Never operate the ATV in rough water.</p>	<p> WARNING</p> <p><u>POTENTIAL HAZARD</u></p> <p>Operating or driving the ATV in water without the driver and passengers wearing an approved life vest.</p> <p><u>WHAT CAN HAPPEN</u></p> <p>If you lose control of the ATV in water and it capsizes and sinks, the driver and passengers may be injured or drown.</p> <p><u>HOW TO AVOID THE HAZARD</u></p> <p>Never operate or drive in the ATV without the driver and passengers wearing an approved life vest.</p>





<p> WARNING</p> <p><u>POTENTIAL HAZARD</u></p> <p>Operating the ATV in water without taking along a paddle.</p> <p><u>WHAT CAN HAPPEN</u></p> <p>If you run out of gas or have an engine failure the ATV will not be able to move under its own power and you may be stranded.</p> <p><u>HOW TO AVOID THE HAZARD</u></p> <p>Never operate the ATV in water without taking along a paddle.</p>	<p> WARNING</p> <p><u>POTENTIAL HAZARD</u></p> <p>Failure to make sure that when ATV is in water that the driver and passengers adjust their positions so that the ATV is floating level.</p> <p><u>WHAT CAN HAPPEN</u></p> <p>Water may enter the vehicle and cause it to capsize or sink, which could result in injury or drowning to driver and passengers.</p> <p><u>HOW TO AVOID THE HAZARD</u></p> <p>Always make sure that when ATV is in water that the driver and passengers adjust their positions so that the ATV is floating level.</p>
<p> WARNING</p> <p><u>POTENTIAL HAZARD</u></p> <p>Failure to enter the water directly, head-on, and very slowly.</p> <p><u>WHAT CAN HAPPEN</u></p> <p>You may cause waves, which will enter the ATV and cause it to capsize or sink, which could result in injury or drowning to driver and passengers.</p> <p><u>HOW TO AVOID THE HAZARD</u></p> <p>Always enter the water directly, head-on, and very slowly.</p>	<p> WARNING</p> <p><u>POTENTIAL HAZARD</u></p> <p>Failure to fasten seat belts if the ATV is equipped with rollover protection.</p> <p><u>WHAT CAN HAPPEN</u></p> <p>If the ATV overturns, the driver and passengers may be thrown from the vehicle and the roll bar or roll cage could strike them.</p> <p><u>HOW TO AVOID THE HAZARD</u></p> <p>Always make sure that the driver and passengers fasten their seat belts if the ATV is equipped with rollover protection.</p>





<p style="text-align: center;"> WARNING</p> <p style="text-align: center;"><u>POTENTIAL HAZARD</u></p> <p>Failure to unfasten seat belts (if the ATV is so equipped) when in more than one foot of water.</p> <p style="text-align: center;"><u>WHAT CAN HAPPEN</u></p> <p>If the ATV capsizes or sinks the driver and passengers may be unable to unfasten their seat belts and may drown.</p> <p style="text-align: center;"><u>HOW TO AVOID THE HAZARD</u></p> <p>Always make sure that the driver and passengers unfasten their seat belts (if the ATV is so equipped) when in more than one foot of water.</p>	<p style="text-align: center;"> WARNING</p> <p style="text-align: center;"><u>POTENTIAL HAZARD</u></p> <p>Starting MAX ATV in forward or neutral gear.</p> <p style="text-align: center;"><u>WHAT CAN HAPPEN</u></p> <p>Could cause loss of control, which could cause an accident.</p> <p>The ATV could run away from you if the engine speed is too high and it is in forward gear.</p> <p>The control levers will not provide any braking or steering control when the ATV is in neutral.</p> <p style="text-align: center;"><u>HOW TO AVOID THE HAZARD</u></p> <p>Always start the ATV in reverse gear with the parking/auxiliary brake applied and locked before starting motor.</p>
<p style="text-align: center;"> WARNING</p> <p style="text-align: center;"><u>POTENTIAL HAZARD</u></p> <p>Failure to apply and lock the parking/auxiliary brake when shifting gears on MAX ATV.</p> <p style="text-align: center;"><u>WHAT CAN HAPPEN</u></p> <p>The control levers will not provide any braking or steering control when the ATV is in neutral.</p> <p>You could lose control of the ATV on a slope, which could cause an accident including an overturn resulting in injury or death to driver and passengers.</p> <p style="text-align: center;"><u>HOW TO AVOID THE HAZARD</u></p> <p>Always make sure that the parking/auxiliary brake is applied and locked when shifting gears.</p>	<p style="text-align: center;"> WARNING</p> <p style="text-align: center;"><u>POTENTIAL HAZARD</u></p> <p>Shifting MAX ATV gears on a slope.</p> <p style="text-align: center;"><u>WHAT CAN HAPPEN</u></p> <p>The control levers will not provide any braking or steering control when the ATV is in neutral.</p> <p>Could cause loss of control of the ATV, causing an accident, including an overturn.</p> <p style="text-align: center;"><u>HOW TO AVOID THE HAZARD</u></p> <p>Avoid shifting gears on a slope.</p> <p>If you must shift gears make sure the parking/auxiliary brake is applied and locked.</p>





<p style="text-align: center;"> WARNING</p> <p style="text-align: center;"><u>POTENTIAL HAZARD</u></p> <p>Applying brakes suddenly when going downhill.</p> <p style="text-align: center;"><u>WHAT CAN HAPPEN</u></p> <p>The ATV may overturn, which could result in injury or death to driver and passengers.</p> <p style="text-align: center;"><u>HOW TO AVOID THE HAZARD</u></p> <p>Always make sure that the brakes are applied smoothly and gradually when going downhill.</p>	<p style="text-align: center;"> WARNING</p> <p style="text-align: center;"><u>POTENTIAL HAZARD</u></p> <p>Operating this ATV on paved surfaces.</p> <p style="text-align: center;"><u>WHAT CAN HAPPEN</u></p> <p>The ATV's tires are designed for off-road use only, not for use on pavement. Paved surfaces may seriously affect handling and control of the ATV, which could cause an accident, resulting in injury or death to driver and passengers.</p> <p style="text-align: center;"><u>HOW TO AVOID THE HAZARD</u></p> <p>Never operate the ATV on any paved surfaces, including sidewalks, driveways, parking lots and streets.</p>
<p style="text-align: center;"> WARNING</p> <p style="text-align: center;"><u>POTENTIAL HAZARD</u></p> <p>Operating this ATV on public streets, roads, or highways.</p> <p style="text-align: center;"><u>WHAT CAN HAPPEN</u></p> <p>You can collide with another vehicle.</p> <p style="text-align: center;"><u>HOW TO AVOID THE HAZARD</u></p> <p>Never operate this ATV on any public street, road, or highway, even a dirt or gravel one. In many states it is illegal to operate ATVs on public streets, roads, or highways.</p>	<p style="text-align: center;"> WARNING</p> <p style="text-align: center;"><u>POTENTIAL HAZARD</u></p> <p>Operating or driving as a passenger in this ATV without wearing an approved motorcycle helmet, eye protection, and protective clothing.</p> <p style="text-align: center;"><u>WHAT CAN HAPPEN</u></p> <p>Operating or driving without an approved motorcycle helmet increases the chance of a severe head injury or death in the event of an accident. Operating or driving without eye protection can result in an accident and increases your chances of a severe injury in the event of an accident.</p> <p style="text-align: center;"><u>HOW TO AVOID THE HAZARD</u></p> <p>Always make sure that you and your passengers wear an approved motorcycle helmet that fits properly. You should also wear: Eye protection (safety glasses or goggles) Gloves, Boots Long sleeved shirt or jacket Long pants</p>

<p> WARNING</p> <p><u>POTENTIAL HAZARD</u></p> <p>Operating this ATV after or while consuming alcohol or drugs.</p> <p><u>WHAT CAN HAPPEN</u></p> <p>Could seriously affect your judgment. Could cause you to react more slowly. Could affect your balance and perception. Could result in an accident.</p> <p><u>HOW TO AVOID THE HAZARD</u></p> <p>Never consume alcohol or drugs before or while driving this ATV.</p>	<p> WARNING</p> <p><u>POTENTIAL HAZARD</u></p> <p>Operating at excessive speeds.</p> <p><u>WHAT CAN HAPPEN</u></p> <p>Increases your chances of losing control of the ATV, which can result in an accident.</p> <p><u>HOW TO AVOID THE HAZARD</u></p> <p>Never operate at excessive speeds. Always drive at a speed that is proper for the terrain, visibility, and operating conditions, and your experience.</p>
<p> WARNING</p> <p><u>POTENTIAL HAZARD</u></p> <p>Attempting wheelies, jumps, and other stunts.</p> <p><u>WHAT CAN HAPPEN</u></p> <p>Increases the chance of an accident, including an overturn.</p> <p><u>HOW TO AVOID THE HAZARD</u></p> <p>Never attempt stunts, such as wheelies or jumps. Don't show off.</p>	<p> WARNING</p> <p><u>POTENTIAL HAZARD</u></p> <p>Removing hands from control levers or feet from floorboard during operation.</p> <p><u>WHAT CAN HAPPEN</u></p> <p>Removing even one hand or foot can reduce your ability to control the ATV or could cause you to lose your balance and fall out of the ATV.</p> <p><u>HOW TO AVOID THE HAZARD</u></p> <p>Always keep both hands on the control levers and both feet on the floorboard of your ATV during operation.</p>

<p style="text-align: center;"> WARNING</p> <p style="text-align: center;"><u>POTENTIAL HAZARD</u></p> <p>Failure to inspect the ATV before operating. Failure to properly maintain the ATV.</p> <p style="text-align: center;"><u>WHAT CAN HAPPEN</u></p> <p>Increases the possibility of an accident or equipment damage.</p> <p style="text-align: center;"><u>HOW TO AVOID THE HAZARD</u></p> <p>Always inspect your ATV each time you use it to make sure the ATV is in safe operating condition.</p> <p>Always follow the inspection and maintenance procedures and schedules described in this Operator's manual.</p>	<p style="text-align: center;"> WARNING</p> <p style="text-align: center;"><u>POTENTIAL HAZARD</u></p> <p>Failure to use extra care when operating the ATV on unfamiliar terrain.</p> <p style="text-align: center;"><u>WHAT CAN HAPPEN</u></p> <p>You can come upon hidden rocks, bumps or holes without enough time to react. Could cause loss of control of the ATV, causing an accident, including overturning.</p> <p style="text-align: center;"><u>HOW TO AVOID THE HAZARD</u></p> <p>Go slowly and be extra careful when operating on unfamiliar terrain. Always be alert to changing terrain conditions when operating the ATV.</p>
<p style="text-align: center;"> WARNING</p> <p style="text-align: center;"><u>POTENTIAL HAZARD</u></p> <p>Failure to use extra care when operating on rough, slippery, or loose terrain.</p> <p style="text-align: center;"><u>WHAT CAN HAPPEN</u></p> <p>Could cause loss of traction or vehicle control, which could result in an accident, including an overturn</p> <p style="text-align: center;"><u>HOW TO AVOID THE HAZARD</u></p> <p>Do not operate on rough, slippery, or loose terrain until you have learned and practiced the skills necessary to control the ATV on such terrain.</p>	<p style="text-align: center;"> WARNING</p> <p style="text-align: center;"><u>POTENTIAL HAZARD</u></p> <p>Turning improperly.</p> <p style="text-align: center;"><u>WHAT CAN HAPPEN</u></p> <p>ATV could run out of control, causing an accident including an overturn.</p> <p style="text-align: center;"><u>HOW TO AVOID THE HAZARD</u></p> <p>Always follow proper procedures for turning as described in this Operator's Manual. Practice turning at slow speeds before attempting to turn at faster speeds. Do not turn at excessive speed.</p>

<p style="text-align: center;"> WARNING</p> <p style="text-align: center;"><u>POTENTIAL HAZARD</u></p> <p style="text-align: center;">Operating on steep hills.</p> <p style="text-align: center;"><u>WHAT CAN HAPPEN</u></p> <p>The ATV can overturn more easily on steep hills than on level surfaces or small hills.</p> <p style="text-align: center;"><u>HOW TO AVOID THE HAZARD</u></p> <p>Never operate the ATV on hills too steep for the ATV or for your abilities.</p> <p>Practice on smaller hills before attempting larger hills.</p>	<p style="text-align: center;"> WARNING</p> <p style="text-align: center;"><u>POTENTIAL HAZARD</u></p> <p style="text-align: center;">Climbing hills improperly.</p> <p style="text-align: center;"><u>WHAT CAN HAPPEN</u></p> <p>Could cause loss of control, which could lead to an accident including an overturn.</p> <p style="text-align: center;"><u>HOW TO AVOID THE HAZARD</u></p> <p>Always follow proper procedures for climbing hills as described in this Operator's Manual.</p> <p>Always check terrain carefully before you start up any hill. Never climb hills with slippery or loose surfaces.</p> <p>Shift your weight forward.</p> <p>Never open the throttle suddenly or make sudden movements with the control levers.</p> <p>The ATV could flip over backwards.</p> <p>Never go over the top of any hill at high speed. An obstacle, a sharp drop, or another vehicle or person could be on the other side of the hill.</p>
<p style="text-align: center;"> WARNING</p> <p style="text-align: center;"><u>POTENTIAL HAZARD</u></p> <p style="text-align: center;">Going downhill improperly.</p> <p style="text-align: center;"><u>WHAT CAN HAPPEN</u></p> <p>Could cause loss of control, which could lead to an accident including an overturn.</p> <p style="text-align: center;"><u>HOW TO AVOID THE HAZARD</u></p> <p>Always follow proper procedures for going down hills as described in this Operator's Manual.</p> <p>Always check the terrain carefully before you start down any hill.</p> <p>Shift your weight backward.</p> <p>Never go down a hill at high speed.</p> <p>Avoid going down a hill at an angle that would cause the vehicle to lean sharply to one side. Go straight down the hill where possible.</p> <p>Never pull back suddenly on the control levers.</p> <p>Never push down suddenly on the parking/auxiliary brake.</p>	<p style="text-align: center;"> WARNING</p> <p style="text-align: center;"><u>POTENTIAL HAZARD</u></p> <p style="text-align: center;">Improperly crossing hills or turning on hills.</p> <p style="text-align: center;"><u>WHAT CAN HAPPEN</u></p> <p>Could cause loss of control, which could lead to an accident including an overturn.</p> <p style="text-align: center;"><u>HOW TO AVOID THE HAZARD</u></p> <p>Never attempt to turn the ATV around on any hill until you have mastered the turning techniques described in this Operator's Manual. Practice first on level ground. Be very careful when turning on any hill.</p> <p>Avoid crossing the side of a steep hill, if possible.</p> <p>When crossing the side of a hill:</p> <p>Always follow proper procedures as described in this Operator's Manual.</p> <p>Avoid hills with slippery or loose surfaces.</p> <p>Shift your weight to the uphill side of the ATV.</p>

<p> WARNING</p> <p><u>POTENTIAL HAZARD</u></p> <p>Stalling, or rolling backwards while climbing a hill.</p> <p><u>WHAT CAN HAPPEN</u></p> <p>Could cause loss of control, which could lead to an accident including an overturn.</p> <p><u>HOW TO AVOID THE HAZARD</u></p> <p>Maintain steady speed when climbing a hill.</p> <p>If you lose all forward speed: Keep weight uphill.</p> <p>Pull back on both control levers to apply the brakes.</p> <p>Slowly coast backwards down the hill using the control levers or parking/auxiliary brake to control your descent.</p>	<p> WARNING</p> <p><u>POTENTIAL HAZARD</u></p> <p>Improperly operating over obstacles.</p> <p><u>WHAT CAN HAPPEN</u></p> <p>Could cause loss of control, which could lead to an accident including an overturn.</p> <p><u>HOW TO AVOID THE HAZARD</u></p> <p>Before operating in a new area, check for obstacles.</p> <p>Never attempt to drive over large obstacles, such as large rocks or fallen trees. When you go over obstacles, always follow proper procedures as described in this Operator's Manual.</p>
<p> WARNING</p> <p><u>POTENTIAL HAZARD</u></p> <p>Skidding or sliding.</p> <p><u>WHAT CAN HAPPEN</u></p> <p>You may lose control of the ATV.</p> <p>You may also regain traction unexpectedly, which may cause the ATV to overturn.</p> <p><u>HOW TO AVOID THE HAZARD</u></p> <p>Learn to safely control skidding or sliding by practicing at slow speeds and on level, smooth terrain.</p> <p>On extremely slippery surfaces, such as ice, go slowly and be very cautious in order to reduce the chance of skidding or sliding out of control.</p>	<p> WARNING</p> <p><u>POTENTIAL HAZARD</u></p> <p>Improperly operating in reverse.</p> <p><u>WHAT CAN HAPPEN</u></p> <p>You could hit an obstacle or person behind you, resulting in serious injury.</p> <p><u>HOW TO AVOID THE HAZARD</u></p> <p>Before you engage reverse gear, make sure there are no obstacles or people behind you.</p> <p>When it is safe to proceed, go slowly.</p>

<p> WARNING</p> <p><u>POTENTIAL HAZARD</u></p> <p>Operating the ATV with improper tires, or with improper or uneven tire pressure.</p> <p><u>WHAT CAN HAPPEN</u></p> <p>Use of improper tires on the ATV, or operation of the ATV with improper or uneven tire pressure, may cause loss of control, increasing your risk of an accident.</p> <p><u>HOW TO AVOID THE HAZARD</u></p> <p>Always use the size and type tires specified in this Operator's Manual for this ATV.</p> <p>Always maintain proper tire pressure as described in this Operator's Manual.</p>	<p> WARNING</p> <p><u>POTENTIAL HAZARD</u></p> <p>Overloading the ATV or carrying or towing cargo improperly.</p> <p><u>WHAT CAN HAPPEN</u></p> <p>Could cause changes in vehicle handling, which could lead to an accident.</p> <p><u>HOW TO AVOID THE HAZARD</u></p> <p>Never exceed the stated load capacity for the ATV.</p> <p>Cargo should be properly distributed and securely attached.</p> <p>Reduce speed when carrying cargo or pulling a trailer. Allow greater distance for braking.</p> <p>Always follow the instructions in this Operator's Manual for carrying cargo or pulling a trailer.</p>
<p> WARNING</p> <p><u>POTENTIAL HAZARD</u></p> <p>Operating the ATV with improper modifications.</p> <p><u>WHAT CAN HAPPEN</u></p> <p>Improper installation of accessories or modification of the ATV may cause changes in handling which, in some situations, could lead to an accident.</p> <p><u>HOW TO AVOID THE HAZARD</u></p> <p>Never modify the ATV through improper installation or improper use of accessories. All parts and accessories added to this ATV should be genuine MAX components manufactured by Recreatives Industries, Inc., designed for use on the ATV, and should be installed and used according to instructions.</p>	<p> WARNING</p> <p><u>POTENTIAL HAZARD</u></p> <p>Operating the ATV without the rear cooling fan or blocking the fan vent on top of the rear cargo area.</p> <p><u>WHAT CAN HAPPEN</u></p> <p>Damage can potentially occur to the engine, the vehicle's body, and/or internal components due to excessive heat and lack of ventilation.</p> <p><u>HOW TO AVOID THE HAZARD</u></p> <p>Never operate the ATV without a properly functioning cooling fan. Visually inspect the cargo area to verify that the fan's vent is not blocked.</p>

If you have questions, consult an authorized MAX dealer or contact Recreatives Industries, Inc. at +1 (800) 255-2511

2.5 Quick Reference - ATV Safety Basics

2.5.1 OVERVIEW

This section is intended to give you the basics of ATV safety. More specific information that will help you “PASS” the safety test follows in the Safety section of this Operator’s Manual. The idea is that if ATV drivers “had only known” safe driving techniques, things to check, and things to watch for, they could have avoided accidents, injuries, and death.

Prevention is:

Wearing proper clothing and gear.

- Helmet
- Eye Protection
- Long Pants
- Long Sleeve Shirt
- Gloves
- Boots / Ankle Protection

Prevention is:

Checking the condition of the ATV every time you drive:

- **Brakes** - Control levers and parking/auxiliary.
- **Throttle and Choke** - Smooth movement, without sticking.
- **Tires and Wheels** - Tire pressure and tire surface (tread and sidewalls).
- **Fluids** - Gas and oil.
- **Lights** - Headlights and taillights.
- **Electrical** - Ignition switch
- **Controls** - Forward, neutral and reverse gears
- **Miscellaneous** - Air filter, battery, tighten nuts and bolts.

Prevention is:

Using T-CLOC to remember parts to check.

- T- Tires and Wheels
- C- Controls and Cables
- L- Lights and Electric System
- O- Oil and Fuel
- C- Chassis

Prevention is:

Keeping first aid and survival supplies on board every time you drive.

- Tools
Bulbs, duct tape, rope, spark plug, drive belt and spare parts.
- Water
- Identification
- Money
- Maps
- Emergency Kit.
Flashlight, matches, flares, First Aid Kit.

Active Driving is:

Learning basic ATV operating maneuvers.

- Starting
- Braking
- Steering
- Shifting
- Parking

Active Driving is:

Using BRIC to remember the starting procedure.

- B- Brakes locked
- R- Reverse gear must be engaged
- I- Ignition Switch to Start Position
- C- Choke on

Active Driving is:

- Driving
- Turns
- Driving Uphill
- Driving Downhill
- Swerving
- Crossing Obstacles

Active Driving is:

Knowing how to use safe riding techniques in special situations.

- Reversing
- Skidding or Sliding
- Parking on a Hill
- Stalling on a Hill
- Operating in Water
- Crossing Roads

Sound Judgment is:

Knowing the environment you drive in.

- **Weather**-Know what the forecast is for your riding time.
- **Terrain**-Know where you're riding and the possible hazards.
- **Night Riding**-Don't do it.
- **Paved Surfaces**-Stay off paved surfaces.
- **Trail Riding**-Be aware of trail conditions and other trail users.

Sound Judgment is:

Being aware of those around you.

- **Riding companions**-Keep a safe distance from others in your group and don't carry more passengers than are allowed.
- **Other vehicles**-Make yourself visible and watch for others.
- **Hikers**-Expect people to be in unexpected places.
- **Animals and Nature**-Respect the environment.

Sound Judgment is:

Driving within the ability of your equipment.

- **Vehicle Maintenance**-Driving only when the ATV is in good mechanical condition.
- **Cargo Limitations**-Cargo area weight limit, trailer weight limit, weight distribution and vehicle speed.

Sound Judgment is:

Making personal choices that affect your safety.

- **Alcohol and Drug Consumption**-Do not consume alcohol, medication, or illegal/mood altering drugs before or during your drive.
- **Your Physical Condition**-Don't drive if you're tired.
- **Reckless Driving**-Respect ATV limitations.
- **Laws and Regulations**-Learn local and state/provincial laws and regulations.
- **Group Behavior**-Avoid risky group situations.
- **Underage Drivers**-Never let anyone under the age of 18 operate the ATV

Sound Judgment is:

- Using **SIPDE** to evaluate yourself, your vehicle, and your environment.
- **S**- Scan/Search
- **I**- Identify Hazards
- **P**- Predict What Will Happen
- **D**- Decide What To Do
- **E**- Execute The Decision

Supervision

Taking responsibility for others that use your ATV.

- Inexperienced Drivers/Keep them off your ATV
- Experienced Drivers/Get them familiar with the controls and characteristics of your ATV.
- Underage Drivers/Do not permit anyone, experienced or not, to drive your vehicle if they are under the age of 18.

2.6 Prevention - Better than a Cure



Indicates a potential hazard that could result in serious injury or death.

2.6.1 OVERVIEW

When using an ATV, prevention is the name of the game. “Had you only known” something could go wrong, you would have prevented it. If you don’t notice your conditions and surroundings before driving your ATV, you give up control over the situation. Using ATV prevention techniques helps you forecast potential hazards before they injure you or damage your machine.

Following the safety instructions and warnings in this manual will help you “P.A.S.S.” the safety test. P.A.S.S. stands for “Prevention,” “Active driving,” “Sound judgment,” and “Supervision.” Remembering P.A.S.S. and what it stands for will help you have a safe, predictable drive every time you go out on your ATV.

2.6.2 CLOTHING AND GEAR

Unless you want to scrape your skin or spend months recovering from a serious head injury, you’ll find it important to dress correctly for ATV driving. It’s easy and could save you time in the long run from picking gravel out of your skin. This is the minimum protection you need to wear during every drive:

- Helmet
- Eye Protection
- Long Pants
- Long sleeve shirt
- Gloves
- Boots / Ankle Protection

Of course, it also makes sense to remember the seasons. Wear a hat under your helmet and a snowmobile suit in the winter, and lighter, protective clothing in the summer.

2.6.2.1 Helmet

There are several types of helmets on the market, but make sure you wear a helmet that complies with the standards of the U.S. Department of Transportation (DOT), The Snell Memorial Foundation, or the American National Standards Institute (ANSI).

Helmets that comply with one or more of these agency's standards have a sticker on the inside or outside of the helmet.

Helmets should have one of these:

- D.O.T. Label
- SNELL Label
- ANSI Z901 Label

If you drop or damage your helmet, get a new one immediately. Your helmet may not protect your head from injury if it has cracks, fissures, or other damage to its outside or core padding.

And remember, your helmet won't do you any good if the chin strap isn't fastened.

2.6.2.2 Eye Protection

Dirt in the eye could mean hitting that rut you planned to avoid or hitting that grass-covered stump that you didn't see ... or worse. Wear eye protection, such as safety glasses or goggles designed to resist impact. Sunglasses are not recommended; they may not be shatterproof or resist being knocked off.

2.6.2.3 Long Pants and Long Sleeve Shirt

The goal is to protect your body from branches, long grass, airborne objects, or anything else that could cause you damage. The thicker and more durable the material, the better protection it will provide.

2.6.2.4 Gloves

Your hands are targets for flying objects and branches. Along with providing skin protection, gloves will shield your hands from harsh weather. Wear gloves that are weather resistant and have a gripping surface to keep them from sliding off the control levers.

2.6.2.5 Boots / Ankle Protection

Wear a boot that covers your ankle and provides good support. Choosing boots with low heels and a good tread will help prevent your feet from slipping on the floorboard in wet or rugged conditions, or getting hurt if they get hit by rocks, dirt or branches.

2.6.3 CONDITION OF THE ATV

The second step in **Prevention** is checking the condition of your machine. Chances are good that you'll be using your ATV in some rough terrain, and there's no way you want

your brakes to fail when driving downhill. You need to check the following parts on your ATV before every drive:

- Brakes
- Throttle
- Tires and Wheels
- Fluids
- Lights
- Electrical
- Controls and Cables
- Chassis
- Miscellaneous

One easy way to remember what parts you need to check is by using the acronym “T-CLOC”. It stands for:

- T-Tires and Wheels
- C-Controls and Cables
- L-Lights and Electric System
- O-Oil and Fuel
- C-Chassis

2.6.3.1 Brakes

Check:

- Control Levers
- Parking/Auxiliary Brake
- Locking Mechanism for Parking/Auxiliary Brake

Pull on the control levers. Make sure when you pull back on them that they stop moving before they make contact with the seat. Push forward on them and make sure they stop moving before they make contact with the dashboard. The total travel of the control levers (measured at the top, where the hand grips are located) should not exceed 7 inches / 18 cm from all the way forward to all the way back....Refer to the Maintenance section of this Operator's Manual for instructions. Don't use the machine until the brakes are operating correctly.

Test your Parking/Auxiliary Brake and see if it applies the brake into position; then disengage it to release the brake. Be sure that the locking mechanism will hold the Parking/Auxiliary Brake in the “ON” position. Your brakes could fail during a drive, if they're not maintained.

2.6.3.2 Throttle

Check:

- Free, smooth range of motion of throttle lever

The throttle should have a free, smooth range of motion, if it seems to “stick” at any point, refer to the maintenance section of this Operator’s Manual for instructions. Driving your ATV with a sticking throttle can turn your leisurely drive into an unwelcome accident. Don’t drive your ATV if the throttle sticks.

2.6.3.3 Tires and Wheels

Check:

- Tire pressure
- Tire surface (tread and sidewalls)

Correct tire pressure is crucial. Consult the Maintenance section of this Operator’s Manual for tire pressure guidelines.

Incorrect tire pressure can cause poor handling, instability, and a loss of vehicle control.

While checking the tire pressure, inspect the tread and sidewalls of the tires for cracks, cuts, or other damage that could indicate they need to be replaced.

2.6.3.4 Fluids

Check:

- Fuel
- Engine Oil
- Coolant
- Transmission Fluid

Start with a full tank of fuel as appropriate before every drive and make sure that the engine oil, coolant and hydraulic and transmission fluid are at the proper level.

2.6.3.5 Lights

Check:

- Headlights
- Taillights

Turn the headlights on and off to make sure they work. At the same time check that the taillights work. Don’t drive the ATV unless the headlights and taillights are working.

2.6.3.6 Electrical

Check:

- Ignition Switch in “Off” position
- Ignition Switch in “Lights-Run” position
- Ignition Switch in “Run” position
- Ignition Switch in “Start” position

Check to make sure all four positions operate properly.

2.6.3.7 Controls

Check:

- Forward
- Forward Left Turn
- Forward Right Turn
- Neutral
- Reverse
- Reverse Left Turn
- Reverse Right Turn

With the ATV on level ground and the engine running, check all shift lever and control lever positions: forward, forward left turn, forward right turn, neutral, reverse, reverse left turn and reverse right turn.

IN NEUTRAL GEAR THERE IS NO STEERING/BRAKING CONTROL—THE PARKING/AUXILIARY BRAKE MUST BE USED FOR STOPPING.

2.6.3.8 Chassis/Body

Check:

- Chains
- Belt
- Axles

Grass, leaves, and other debris can get caught in your chains, belt or axles. Clear and clean the chains, belt, and axles.

2.6.3.9 Miscellaneous

Check:

- Air Filter
- Battery
- Tighten parts, nuts and bolts.

Inspect your air filter. Look for debris or damage that may indicate you need to replace it. A clogged filter can stop an engine. Check your battery terminals for corrosion. Refer to the maintenance section of this Owner's Manual for cleaning instructions. Also, be sure to tighten any loose parts, nuts or bolts.

2.6.4 FIRST AID AND SURVIVAL

You need to prepare for the unexpected. Emergencies and accidents are traumatic enough, but they're even worse when you're not prepared for them. At the minimum, during every ATV drive, you should have the following items on board:

- Tools
- Water
- Identification
- First Aid Kit

For drives that are longer in duration and distance, the following additional items are recommended:

- Money
- Maps
- Emergency Kit (with flashlight and First Aid Kit)

2.6.4.1 Tools

Routine maintenance will generally eliminate the need for emergency repairs. But just when you think you're safe, that tree trunk you crossed a few miles back has knocked some bolts loose and you need to make minor adjustments—where's that wrench? Especially on long drives, carrying the right tools can prevent inconveniences from becoming crises.

2.6.4.2 Water

Water is so important that you need to carry it regardless of the duration of your drive. Heat exhaustion and heat stroke creep up suddenly and they take you out of commission; if you become dehydrated, you could find yourself physically unable to safely operate your vehicle.

2.6.4.3 Identification

If something does happen to you, emergency personnel will want to know who you are and who to contact. It's possible you may be in no condition to give them that information. Put your I.D. in your pocket before you drive. Without it, you're anonymous.

2.6.4.4 Communications

Radio, mobile phone. Leave a copy of your intended route with someone you trust.

2.6.4.5 Money

So many uses!

2.6.4.6 Maps and Navigation Devices

Maps are unnecessary when you're familiar with the area. But when you're driving on unfamiliar trails, it's good to know where you are, what's coming up, and how to get back.

2.6.4.7 Emergency Kit with Flashlight and First Aid Kit

Carry these items:

- Flashlight
- Matches
- Flares
- First Aid Kit.

2.7 Active Driving

2.7.1 OVERVIEW

“Active driving” is the second part of “P.A.S.S.” It involves an understanding of how balance, gravity, and physical forces of you and your passengers affect the handling of the ATV. For example, when you drive a car quickly into a sharp turn, your body is pulled to the outside of the vehicle; this is centrifugal force. And though your MAX ATV is relatively stable, enough centrifugal force can cause it to roll over. Making sure that your load is balanced and that you and your passengers remain seated is necessary to avoid rolling or flipping the machine. This is true on both land and in water.

2.7.2 BASIC OPERATING MANEUVERS

Active driving and basic maneuvers are the foundation of your ATV drive. Without basic skills, it's impossible to move to the next level---active driving. These are your basic maneuvers:

- Entering the ATV
- Starting
- Braking/Stopping
- Shifting
- Driving and Steering
- Parking
- Exiting the ATV

2.7.2.1 Entering the ATV

To get seated:

- Make sure the parking/auxiliary brake is in the locked position and the shift lever is in the Reverse position. Step into the ATV and sit in the center of the seat if you are the only one in the seat. Sit on the left side of the seat and have your passenger sit on the right side if you are taking a passenger in that seat. The same applies on rear seating areas. This will ensure that the ATV is balanced.
- Make sure the parking/auxiliary brake is in the locked position and the shift lever is in the Reverse position.
- Fasten seat belts.
- Make sure that the driver and passengers' feet are on the floorboard.

2.7.2.2 Starting

Always start with the ATV on a flat, level surface. Carbon monoxide poisoning can kill you, so keep your ATV outside while it's running. Then follow these steps to start it up:

- Climb into the ATV
- Turn the ignition key to the START position and let it return to the RUN position as soon as the engine starts.
- Let the engine warm up.

2.7.2.3 Braking/Stopping

Your ATV actually has two braking systems. One is controlled by the control levers which operate the transmission, and the other is controlled by the foot operated Parking/Auxiliary Brake, which operates the disc brakes mounted near the front axles.

Your Max ATV uses a skid steer transmission for braking and for steering. This transmission is operated by the left hand and right-hand control levers. **These control levers are effective only when the transmission is in the Forward or Reverse position. *IN NEUTRAL GEAR THERE IS NO STEERING/BRAKING CONTROL—THE PARKING/AUXILIARY BRAKE MUST BE USED FOR STOPPING.***

Coming to a stop should be a slow, easy process. Always allow plenty of room and time to stop smoothly. Sometimes quick stops are inevitable, so always be prepared. Whether you're stopping slowly or stopping quickly, do this:

In Forward Gear:

- Pull back gently and evenly on both the right- and left-hand control levers to apply both the left and right brakes. Since both control levers are spring loaded forward you will find that it will take a moderate amount of effort to pull back on the levers.
- If your wheels lock, release the control levers briefly, then apply them again.

In Reverse Gear:

- Push forward gently and evenly on both the right- and left-hand control levers to apply both the left and right brakes. Since the levers are spring loaded forward you will find it takes very little effort to push forward on them.
- If your wheels lock, pull the control levers backward slightly, then apply them again.

In Neutral Gear:

- Push down on the Parking/Auxiliary brake to apply both the left and right brakes.
- If your wheels lock, release the Parking/Auxiliary Brake briefly, then apply it again.

IN NEUTRAL GEAR THERE IS NO STEERING/BRAKING CONTROL—THE PARKING/AUXILIARY BRAKE MUST BE USED FOR STOPPING.

2.7.2.3.1 Parking/Auxiliary Brake

Here is how to apply the Parking/Auxiliary Brake:

Push down on the foot pedal until moderate resistance is felt. This will apply the disc brakes mounted on the front axles and will slow and then stop the ATV if it is moving or hold it still if it isn't moving.

In order to lock the Parking/Auxiliary brake you must:

- Apply the Parking/Auxiliary Brake as described above.

- Push down on the locking mechanism and lift your foot off of the foot pedal.
- This will lock the Parking/Auxiliary Brake.

To release the Parking/Auxiliary Brake:

Push down on the foot pedal to automatically release the brake.

2.7.2.4 Shifting Gears

The MAX really has two transmissions:

- The first is the Recreatives T-20 skid steer transmission, which provides braking and steering controls as well as a gear selector, which must be shifted to engage Forward, Neutral and Reverse Gears.
- The second is the continuously variable drive belt system which automatically selects a high or low ratio to compensate for the heavy load on the vehicle when climbing or towing, or the light load when on level ground. This transmission is completely automatic and requires no manual shifting.

You will find it easier to shift between forward and reverse gears with the engine running, if the engine is stopped, you may have to rock the vehicle back and forth to get it into gear.

Whenever the ATV is not on level ground, the Parking/Auxiliary brake must be applied when shifting gears. **The control levers are effective only when the Skid Steer transmission is in the Forward or Reverse gear.**

IN NEUTRAL GEAR THERE IS NO STEERING/BRAKING CONTROL—THE PARKING/AUXILIARY BRAKE MUST BE USED FOR STOPPING.

To select Forward, Neutral and Reverse gears follow these steps:

- Stop the ATV completely.
- Apply the Parking/Auxiliary Brake.
- Shifting from neutral to reverse: With one hand pull back both control levers and, at the same time, with your free hand pull up on the shift lever into the reverse position.
- Shifting from reverse to neutral: With one hand pull back both control levers, and then, with your free hand push down on the shift lever into the neutral position.
- Shifting from neutral to forward: With one hand pull back both control levers and let them spring forward at the same time you push down on the shift lever with your free hand into the forward position.
- Shifting from forward to neutral: With one hand pull back both control levers and then, with your free hand pull up on the shift lever into the neutral position.

2.7.2.5 Driving and Steering in Forward and Reverse

Your MAX ATV is fun and easy to drive. It is extremely responsive to controls. First of all, the control levers are spring loaded forward: to accelerate you merely squeeze the throttle. This feature eliminates the need to move the levers forward and operate the throttle simultaneously. Allow time to familiarize yourself with the controls.

Always avoid jerky or sudden movements of the control levers. This will save wear and tear on the transmission. You will have a far more pleasant drive as well.

Forward movement is achieved by gradually squeezing the throttle lever with the control levers pushed as far forward as they will go. The more the throttle is squeezed, the faster the ATV goes.

Reverse movement is achieved by gradually squeezing the throttle lever with the control levers pulled back as far as they will go. The more the throttle is squeezed, the faster the ATV goes.

Steering can only be accomplished when the transmission is in Forward or Reverse gear. The control levers are not effective when the transmission is in Neutral.

When in Forward gear: To steer right, ease back on the right-hand control lever: to steer left, ease back on the left hand lever. Pulling back on one lever gradually disengages the three drive wheels on that side. As the lever is pulled farther back, a neutral position is passed, and a gradual engagement of the brakes occurs. With one lever all the way back, the brakes on that side of the vehicle are fully applied and it will pivot within its own length. (NOTE: For smooth turning and longer transmission life, initiate turns after it is rolling, not from a standing position.)

When in Reverse gear: To steer right, ease the right control lever as far forward as it will go and pull back the left lever. To steer left ease the left lever as far forward as it will go and pull back the right lever. Releasing the lever forward disengages the clutch and applies the brake.

2.7.2.6 Parking

Parking involves following the previous rules for braking, then:

- After the ATV stops, apply the parking/auxiliary brake and move the shift lever to the reverse position.
- Stop the engine, using the ignition switch.
- Try to park only on level surfaces.
- Apply and lock the parking/auxiliary brake.

2.7.2.7 Exiting the ATV

After you've followed the procedure for parking, it's time to exit:

- Double check that the parking/auxiliary brake is applied and locked.
- Stand up and with your hand grab hold of the upper body and step out of the ATV.

2.8 How to Handle the ATV (Active Driving Techniques)

Active driving involves using your steering and braking controls as well as understanding the principles of gravity and balance to maintain control.

Your safety depends on using safe driving techniques. You are much more likely to have an accident when you first start driving your ATV than after you have some experience.

Safe driving techniques include:

- Driving
- Turns
- Driving Uphill
- Driving Downhill
- Traversing Hills
- Crossing Obstacles

2.8.1 DRIVING

Once the engine's warm, the ATV is ready to go.

- If your vehicle is equipped with a roll bar or roll cage--Make sure all occupants put on their seat belts and pull them tight.
- Shift into Forward gear.
- Pull back both control levers.
- Release the parking/auxiliary brake
- Push both control levers forward.
- Gently squeeze the throttle lever.

2.8.1.1 Turns In Forward Gear

ATV accidents can occur during turns. It's easy for your ATV to get away from you by losing traction or tipping. Pay attention to the handling -- if you feel the tires coming off the ground, reduce your speed and make your turn wider.

Use this method for turns:

- Ease off the throttle as you approach the turn to slow down.
- Ease back *gently* on the control lever appropriate for the direction you are turning. (Pull the left control lever to turn left and the right control lever to turn right)
- Maintain a steady throttle pressure. Turns will be smoother if you maintain a steady throttle pressure (or at slow speeds even increase it slightly) when you pull back on one of the control levers. Higher throttle pressure enables you to "power" through turns.
- For sharper turns you will have to pull back on the control lever a little harder.
- For quicker turns you will have to pull back firmly on the control lever and add a little extra throttle pressure.

- Gradually increase your speed as you come out of the turn and ease the control lever forward.

2.8.1.1.1 Turns from a standing start in Forward

Turns from a standing start are possible by pulling back the control lever on the inside of the turn all the way back and pushing on the lever on the outside of the turn, then squeezing the throttle gently.

2.8.1.2 Turns in Reverse Gear

The steering and braking controls are reversed when driving in reverse. Keep in mind that in order to stop you must push the control levers forward and to drive backwards you must pull the control levers back.

Use this method for turns in reverse gear:

- Ease off engine revs as you approach the turn to slow down.
- Ease forward *gently* on the control lever appropriate for the direction you are turning.
- (Push the left control lever to turn left and the right control lever to turn right)
- Maintain a steady throttle pressure. Turns will be smoother if you maintain a steady throttle pressure (or at slow speeds even increase it slightly) when you push forward on one of the control levers.
- For sharper turns you will have to push forward on the control lever a little harder.
- For quicker turns you will have to push forward firmly on the control lever and add a little extra throttle pressure.
- Gradually increase your speed as you come out of the turn and ease the control lever backward.

2.8.1.2.1 Turns from a standing start in Reverse

Turns from a standing start are possible by pushing forward on the control lever on the inside of the turn all the way forward and pulling back on the control lever on the outside of the turn, then squeezing the throttle gently.

2.8.1.3 Driving Uphill in Forward Gear

Accidents can happen when maneuvering on hills, so use extreme caution. A direct approach is favored. Angling across the gradient of a hill makes the vehicle more vulnerable to sliding or rolling over. Follow this method for driving uphill.

- If you are unfamiliar with the terrain and cannot see your route clearly, scout the area on foot before committing
- Approach the hill at a slow and cautious pace.
- Keep your control levers pushed forward.
- Maintain a steady pace.
- If you lose speed, increase it slightly by squeezing the throttle lever until you are back up to speed.

- If you have lost all forward motion or if you feel the front of the vehicle get “light” and unable to achieve sufficient traction, release the throttle and pull back on both control levers to stop the vehicle. Then allow the ATV to coast down the hill backwards slowly, keeping in mind that you can stop the ATV by pulling back on the control levers and also by applying the parking/auxiliary brake.

2.8.1.4 Driving Downhill in Forward Gear

Making a turn while going downhill can be dangerous. Easing back gradually on one control lever may cause a turn in the opposite direction from the one you would normally expect. That’s because the engine is acting as a brake on all wheels, and if one control lever is eased into neutral, the wheels on that side will free-wheel and overrun the braking force acting on the wheels on the other side, causing the “wrong way” turn. The answer is simple—pull the control lever back through the neutral position quickly enough to apply positive braking.

Engine braking will be provided with the control levers forward and the throttle released. Success in driving downhill depends on how well you know your brakes—take it easy on them, or you could flip over.

Do not apply brakes suddenly while going downhill, it could cause the ATV to overturn.

- Approach the hill at a slow and cautious pace.
- Release the throttle and use engine braking to keep the ATV at a slow speed.
- If you want to slow down even more, pull back both control levers past the neutral position until you feel the brakes start to engage and keep a constant steady pressure on them. The harder you pull the greater the stopping power.
- You can also use the parking/auxiliary brake. The harder you apply the brake the greater the stopping force. Remember that there is no steering control with this brake.
- If you need to change direction, remember to pull the control levers quickly past the neutral position to avoid the “wrong way” turn.

2.8.1.5 Traversing Hills

Traversing Hills is considered an advanced skill; it’s really tricky and unpredictable. So, whether your skills are advanced or not, try to avoid this kind of driving. If you’re in a situation in which you absolutely have to traverse a hill, follow this method:

- Keep your speed low and consistent.
- Steer as though you’re driving into the hill.
- If the ATV feels like it’s tipping, steer downhill. If that’s not possible because of terrain or other conditions, or if it just doesn’t work, stop and remove your passengers and then yourself from the ATV. Exit the ATV on the uphill side while maintaining the balance of the ATV.

2.8.1.6 Crossing Obstacles

Crossing obstacles is risky; avoid it if possible. Driving over logs, rocks, and ruts requires a cautious and direct approach. In certain situations (a heavily rutted ditch, to name one) angling across works better. Experience will be your best teacher in these matters.

- Stop and evaluate the obstacle.
- Move slowly straight ahead until your front tires touch it.
- Increase throttle pressure and keep steady until you are up and over it.

2.8.1.7 Operation in Water

Remember- Always insert your drain plugs before entering water. You risk a chance of drowning if you don't.

Your MAX ATV is amphibious, and you'll probably want to try it in water soon. Remember that its effective water speed is about four miles per hour (six and half kilometers per hour). With that in mind, you won't try to run against a ten mph wind or strong current. You're not about to tow any water skiers, either. But you will have a lot of fun in sheltered waters, and you'll be able to fish or use it as a mobile duck blind.

2.8.1.7.1 Entering water

When entering water, you should take as direct an approach as possible. If the entrance to the water is steep or rough you could slide or rollover.

- Proceed at a slow cautious pace.
- Continue until you are in the water.

2.8.1.7.2 Driving in shallow water (Less than 4 inches / 10 cm deep)

When you're in shallow water your ATV won't start floating until the water is in excess of one foot deep. You won't be able to see hidden objects under the water, so you should drive slowly and be ready to react to a rock or log that might be hiding under the surface.

- Proceed at a slow cautious pace
- Continue at a slow pace.
- If you do make contact with an obstacle, back up and try to find a way around it.
- If you must pass over the obstacle, you should go forward until your front tires touch it.
- Then you should increase the throttle pressure slightly until you are over it.

2.8.1.7.3 Driving in deep water (more than 1 foot / 25 cm deep)

Your MAX ATV will start to float when the water gets above one foot /25 cm deep. As soon as it starts to float you will notice whether the ATV is properly balanced. If it is leaning to one side, then you or your passenger(s) should shift their weight slightly away from that side until the ATV is floating level. If the ATV is leaning forward or backward you and your passenger(s) should lean their upper bodies in the opposite direction of the lean. If the ATV is still unbalanced after everyone has shifted their weight, then you should return to land and redistribute the load.

When you are in deep water there is always a chance that there is a hidden obstacle under the water and there is a chance that your tires will start to climb it and tip or capsize the ATV.

Use this method for operating in deep water:

- For maximum water speed squeeze the throttle halfway.
- Pull one control lever back when turning and keep the motor revving at half throttle.
- Lean toward the inside of the turn.
- If you feel the ATV start to make contact with an obstacle you should reduce forward speed and back up the ATV then try to find a way to avoid the obstacle.
- If you must pass over the obstacle, you should go forward until your front tires touch it.
- Then you should increase the throttle pressure slightly until you are over it.
- If you feel the ATV is going to tip over, you should back up and get off of the obstacle.

2.8.2 DRIVING TIPS

Here are a few situations that require special attention:

- Reversing
- Stalling on a hill
- Skidding or sliding
- Crossing roads
- Parking on a hill

2.8.2.1.1 Reversing

It's tough to see things behind you. They just seem to jump out while you're looking the other way.

- Go slowly. It's hard to see behind you.
- Pull back both control levers all the way back.
- Remember that to stop you will have to push the control levers forward.

2.8.2.1.2 Skidding or sliding

If you lose control after hitting sand, ice, oil or water:

- Turn into the slide.
- Maintain a steady throttle setting.
- Resume your course as soon as the ATV straightens out.

If your ATV doesn't turn and plows straight ahead: Here's how to handle it:

- Reduce your speed by releasing the throttle slightly.
- Once you regain traction, start to turn the ATV.
- Proceed on course.

2.8.2.1.3 Parking on a hill

You should avoid parking on a hill, but if you do:

- Keep the ATV in forward or reverse gear.
- Apply and lock the parking/auxiliary brake.
- Move the shift lever to the reverse position
- Find something to block the rear tires.

2.8.2.1.4 Stalling on a hill

It is unlikely that this will happen but if it does:

- Keep it in forward or reverse gear, do not shift gears.
- Apply the parking/auxiliary brake.
- Re-start your engine and continue up or down the hill.
- If you can't continue up the hill or the engine won't start, then coast down the hill using the control levers and the parking auxiliary brake together to control your speed.

2.8.2.1.5 Crossing roads

Crossing roads on your ATV is a bad idea, so avoid it. If you can't:

- Stop completely on the shoulder of the road.
- Check both directions for traffic.
- Crossing near a blind corner or intersection is dangerous; don't do it.
- Drive straight across to the opposite shoulder.
- Take into account that your ATV could stall while crossing; give yourself enough time to get off the road.
- You have to assume that oncoming cars don't see you, and if they do, they won't be able to predict your actions.
- It's illegal to cross public roads in some places. Know your local laws.

2.8.2.1.6 Operation with Tracks installed

Your ATV may be equipped with Tracks. These tracks will allow you to go through conditions that will stop an ATV with only tires installed. You should avoid sharp (aggressive) turns so that you don't damage the body when the tracks shift as you turn.

Follow this method:

- When starting from a standstill squeeze the throttle gently.
- If you start to get stuck relax your grip on the throttle so that you don't lose traction.
- If you do get stuck, back away and try to find another way around.

2.9 The Importance of Sound Judgment

2.9.1 OVERVIEW

You are not invincible. And knowing that the first “S” in “P.A.S.S.” stands for “Sound Judgment” means you need to use yours. Sound judgment is what prevents you from speeding along a trail in the middle of the night and slamming into a tree.

Do you consider yourself to be pretty conservative or, are you a heavy risk-taker? Before continuing with this section on sound judgment, check your **Risk Factor** by doing this short survey

Do you drive over the speed limit on the highway?

1 never 2 sometimes 3 often

Are you more daring around your friends than you are when alone?

1 never 2 sometimes 3 often

Do you drive your car when the gas gauge is on empty?

1 never 2 sometimes 3 often

Do you feel that no matter what you do, you won’t get hurt?

1 never 2 sometimes 3 often

Do you drink or use drugs before you drive your car?

1 never 2 sometimes 3 often

Do you drive your car even if it has a major problem with the brakes, tires, or engine?

1 never 2 sometimes 3 often

Do you thrive on the adrenaline rush you get from speeding and dangerous situations?

1 never 2 sometimes 3 often

Do you hurt yourself because you do things that are out of your ability range?

1 never 2 sometimes 3 often

Do you tailgate other drivers when you think they’re driving too slowly?

1 never 2 sometimes 3 often

Do you disregard weather reports before you do outside activities, like swimming, camping, fishing, or boating?

1 never 2 sometimes 3 often

Add the totals from these 10 questions. **YOUR RISK FACTOR IS:**

10-15: You’re pretty conservative. Chances are good that the consistently safe choices you make will help you avoid hurting yourself and the people around you.

16-20: You’re straddling the fence. Depending on your mood or who you’re with, the choices you make may help you or hurt you.

21-30: You’re taking your chances. Time to reconsider a lot of the judgments you make...you leave too much of your personal safety up to luck, whim, and the draw

of the cards. You're destined to put yourself in dangerous situations and potentially hurt yourself and the people around you.

2.9.1.1 The Environment

The environment controls you, not the other way around. And there's nothing you can do about it except respect it.

2.9.1.1.1 Weather

You need to consider the weather. Think about the last time you ignored that thunderhead, gusting wind or black sky and "did it anyway". If you can't remember the last time, keep it that way. If the last time was yesterday, you're a menace to yourself.

2.9.1.1.2 Terrain

You're wrong if you think you can go speeding through terrain you've never driven through before and come out unhurt all the time. And because you're on familiar terrain doesn't mean you don't have to pay attention. Had you "only known" that little creek would turn into a raging river, you wouldn't have tried to cross it. You can't assume that the landscape you're used to doesn't change. Weather, climate and development take their toll. The thing about terrain is that sometimes you don't know it's changed until you get there. Did you know there was a fallen tree around that blind corner before you slammed into it? Whether it's familiar or not, check out your surroundings before and during your drive: it's better than tearing yourself up on that new fence. Because saying "that wasn't there before" isn't going to help you get better.

2.9.1.1.3 Night Driving

Don't do it! It's a lot more difficult to see what's ahead.

2.9.1.1.4 Paved Surfaces

Don't do it! The ATV isn't designed for pavement. Its handling becomes more difficult on paved surfaces and your tires won't last very long.

2.9.1.1.5 Trail Driving

Use sound judgment when trail driving; that means driving on a trail that fits your ability level.

Make yourself visible by using headlights and taillights and pull completely off the trail if you need to stop.

It also helps to know which trails you can drive and who else might be on those same trails.

2.9.1.2 Those around You

People do all kinds of things that you can't predict or control.

2.9.1.2.1 Passengers

Keep in mind that your passengers have minds of their own and may do foolish things like standing up or moving around while you are driving. Passengers could weigh a lot and can upset the balance of the vehicle. So, make sure you can keep your passengers under control or don't take them along.

2.9.1.2.2 Driving companions

What is that car that's tailgating you on the freeway going to do if you have to stop suddenly? He's going to plow into the back of you before he can react. Leave a lot of space between you and other drivers. Especially if you're kicking up dust, it'll be difficult to see the drivers in front of you stopping.

2.9.1.2.3 Other Vehicles

Depending on where you're driving, you might encounter other ATVs, bikes, or motor vehicles on public lands. Respect the presence of cars if you're crossing roads or driving in public areas and make yourself be seen. If you can't see other vehicles coming, that means you're invisible, too.

2.9.1.2.4 Hikers

People can get to some strange places on their feet that you'd never expect them to be. For the sake of the guy who's innocently collecting firewood or the kid who happens to wander onto your private land, keep your eyes open.

2.9.1.2.5 Animals and Nature

You love the outdoors...so it wouldn't be you out there tearing up streambeds, crops, and vegetation with your tire treads. You love to hunt and fish... so charging through lake and forest habitats is helping to destroy what you love. Tread lightly and leave it as you found it.

2.9.1.3 Equipment

All mechanical equipment has limits. If you are going to a remote place, take along a radio or cellular phone or, best of all, travel with other ATVs as company.

2.9.1.3.1 Vehicle Maintenance

You have to maintain your vehicle. The Maintenance section of this Operator's Manual tells you about taking care of your ATV. If there's something you don't know, give your MAX dealer a call or Recreatives Industries, Inc. at +1 (800) 255-2511.

2.9.1.3.2 Passenger and Cargo Limitations

The way you load your vehicle with passengers and cargo makes the difference between a safe outing and a dangerous one. There are two things that are important:

- Weight
- Balance

To determine the maximum weight you can carry you will have to add the weights of the driver, passenger(s), accessories and cargo. The weights of accessories are shown in the specifications section of this Operator's Manual.

For example:

MAX 2

22" Optional Goodyear Tires -----	72 lbs. (32.6 Kg)
Roll Bar with Seat belts-----	26 lbs. (11.8 Kg)
Windshield-----	15 lbs. (6.8 Kg)
Driver (Your own weight) -----	180 lbs. (82 Kg) (For example)
Passenger-----	175 lbs. (79.4 Kg) (For example)
Cargo (placed in cargo area behind the seat)-----	24 lbs. (10.9 Kg) (For example)

**Total weight of driver, passengers,
Accessories and cargo----- 492 lbs. (223.5 Kg)**

The specifications section of this Operator's Manual shows that the maximum weight this vehicle (MAX 2) can carry is 600 lbs. (272.1 Kg) on land and 500 lbs. (226.7 Kg) in water including driver, passengers' accessories and cargo. In this example the vehicle is not overweight for land or water use.

Keep in mind that it's possible to be within the weight limits on land but overloaded for water use.

Driver and Passenger location can throw off the weight and balance of the machine if it's not balanced properly. For instance, when you are in water by yourself you should stay seated in the middle of the seat, so the ATV doesn't lean to one side. Also, when you are taking others with you in the water you want to make sure that you don't have all the weight off to one side because if you do the ATV will lean to one side and might even tip over. This is true on land as well.

Limit the weight in the cargo area of the MAX 2 to 100 lbs. (45.3 Kg) when on land and leave them empty when going in the water. Cargo can throw off the weight and balance of the ATV if it is not distributed evenly front-to-rear and side-to-side. You wouldn't want to put a 100 lb. (45.3 Kg) load in a cargo area (which is located in the back of the ATV) with only one occupant in the front seat if you were climbing a steep grade. Shifting your weight forward isn't going to do enough to compensate for that cargo sitting over the back tires.

Your MAX ATV is equipped with a trailer hitch, and there are limits to the amount of weight you can put on it.

- The maximum gross trailer weight is the total weight of the trailer and the cargo that is loaded on to it. The maximum gross trailer weight is 1000 lbs. The maximum tongue weight is 100 lbs. (45.3 Kg).

2.9.1.4 Personal Choices

You value your freedom....the freedom to be adventurous, and careless, and reckless...to live life to its fullest and take chances. The other side of the story is the tragedy that sometimes occurs during these adventures...when a victim's family says,

“Had I only known how dangerous these vehicles can be.” Making good personal choices is your responsibility.

2.9.1.4.1 Alcohol and Drug Consumption

You’ve heard the statistics before...alcohol is related to 30% of all hospital admissions due to ATV accidents in the U.S. This isn’t an issue of morality. It’s extremely dangerous to drink alcoholic beverages and drive...it’s also very foolish. When the alcohol starts kicking in and you’re tearing along on your ATV and those odds do catch you. It’s guaranteed that the emergency room doctors who are trying to piece your skull back together again will be thinking one thing... This guy was really foolish.

Be aware of prescription and over-the-counter medications. That codeine might soothe your back, but the drowsiness it causes could knock you right out of your ATV seat. The same is true of allergy, cold, flu, and headache medications. Your physical size and weight can’t protect you...just one antihistamine tablet can make some 200-pound guys drop right into dreamland.

If your sense of adventure persuades you to do illegal drugs when you’re driving your ATV, this is a reality check. Two things to think about—legal consequences that will take away all that freedom you love. And the damage you will do to your body if you have a serious accident. Don’t use alcohol or drugs before or during your ATV drive.

2.9.1.4.1.1 The Effects of Alcohol - According to the ATV Safety Institute.

The Number of Drinks that Impair Mental and Physical Abilities:

1-2 DRINKS Mental processes such as restraint, awareness, concentration and judgment affected; reaction time slowed; inability to perform complicated tasks.

3-4 DRINKS Depth perception, glare recovery, eye movement and focus affected; decreased judgment and control.

5+ DRINKS Coordination deteriorates, loss of critical judgment, impaired memory and comprehension.

2.9.1.4.2 Your Physical Condition

Being physically exhausted is like being drunk. Try to do something that’s detail-oriented when you’re really tired, and you’ll feel totally uncoordinated. What makes you think that you’re going to be any more successful driving an ATV?

2.9.1.4.3 Reckless Driving

If you cause an ATV accident when you’re speeding, you have a 25% chance of landing yourself in hospital. The faster you go, the more likely you are to destroy your head and internal organs. And skip the wheelies, jumps, stunts, and any other showboating.

2.9.1.4.4 Laws and Regulations

Any police officer will tell you that ignorance of the law is no defense. Your best defense is to check out your local, state, or provincial ATV laws before driving. It’ll also make sure that you can continue to drive in your favorite areas. The quickest way to have a land area closed is by driving over the regulations.

2.9.1.4.5 Group Behavior

People always do crazier and riskier things in a group than they would consider doing by themselves. When you're ATV driving with others and things start to get out of hand, decide whether you're willing to be injured or see your friends injured.

2.9.1.5 Scan - Id - Predict - Decide - Execute

By themselves, none of these safe behaviors and sound judgments will go very far. But when you put them all together...when you're paying attention to how you feel, you're monitoring the movements of your ATV, and you're constantly evaluating your environment, then you're practicing **SIPDE**. **SIPDE** is an acronym that stands for:

- **S** **SCAN/SEARCH**
- **I** **IDENTIFY HAZARDS**
- **P** **PREDICT WHAT WILL HAPPEN**
- **D** **DECIDE WHAT TO DO**
- **E** **EXECUTE THE DECISION**

2.9.2 SUPERVISION

2.9.2.1 Overview

You're responsible for supervising those who drive your ATV. Your wisdom is valuable. It'll bring them all back safely—your friends, your family, your relatives, and your ATV. It's crucial that you consider yourself a supervisor for all drivers of your vehicle. Whether you accept responsibility or not, the truth is that you are responsible for others driving your ATV.

2.9.2.1.1 Taking Responsibility

You're to the last letter in "**P.A.S.S.**"... "**Supervision.**" You've just gone through the manual. And you've seen what's involved. That puts you in a good position to be confident about what you know. So now it's time to use your knowledge and supervise others who drive your ATV.


2.9.2.1.2 Inexperienced/Untrained Drivers

You can't let people drive your ATV who don't know what they're doing. Unless they've had over a year of experience with ATV driving, it's your responsibility to keep them off your ATV. There's no way you're going to let your 13-year-old nephew drive your car...so why let him drive your ATV?

2.9.2.1.3 Experienced/Trained Drivers

If anyone is going to borrow your ATV, you are responsible for their supervision. Before they drive, have them read the Operator's Manual. You train them. It doesn't matter how you do it, as long as you do it.

ATVs are all a little different, from the handling, to the stability, to the controls. So regardless of how much experience your family members have with ATVs, they don't have experience with **your** ATV. Let experienced drivers get familiar with your ATV—show them the basics before they take off. You don't want it on your conscience that someone got hurt because you didn't tell them how to use your ATV.

 **WARNING** Remember that regardless of experience, you should never let anyone under the age of 18 operate your ATV. This is a potential hazard that could result in serious injury or death.

3 OPERATION

This MAX ATV Operator's Manual should be considered a permanent part of the ATV and must remain with the ATV at the time of resale. If the ATV changes ownership more than once, contact Recreatives Industries, Inc. Service Department at +1 (800) 255-2511 for proper registration information.

You have chosen a quality Recreatives product designed and manufactured to give dependable service. Be sure, as the owner/operator of a MAX ATV, to become thoroughly familiar with its basic operation, maintenance, and storage procedures. Read and understand the entire Operator's Manual before operating the ATV to ensure safe and proper use of your new MAX ATV. Always operate the ATV within your level of skill and current terrain conditions.

Part 2 of this manual covers operator-related maintenance, operating instructions, and storage instructions. If repair or service is ever required, contact a MAX dealer if there is one in your area or contact Recreatives Industries, Inc. at +1 (800) 255-2511 to find out who to take it to.

At the time of publication, all information, photographs, and illustrations were technically correct. Because Recreatives Ind. Inc. constantly refines and improves its products, no retroactive obligation is incurred.

3.1 Parts and Accessories

When in need of replacement parts or accessories for your MAX ATV, be sure to use only GENUINE Recreatives PARTS AND ACCESSORIES. Only genuine Recreatives parts and accessories are engineered to meet the standards and requirements of your MAX ATV. For a complete list of accessories, refer to the current MAX ATV brochure.

For Parts and Accessories for your MAX 2, contact your local MAX ATV dealer, or contact Recreatives Industries, Inc. at

Phone: +1 (800) 255-2511

Web: www.maxatvs.com

3.2 MAX 2 Vehicle Specifications

LENGTH	86" (218 cm)
HEIGHT	37" (94 cm)
WIDTH	56" (142 cm)
WHEELBASE	50" (127cm)
BODY	VACUUM FORMED UPPER BODY AND LOWER HULL MADE FROM HIGH MOLECULAR WEIGHT POLYETHYLENE (HMWPE)
TRANSMISSION	RECREATIVES T-20 "SKID STEER"
SEATING CAPACITY	2 PERSONS
BRAKES	T-20 TRANSMISSION BRAKING
PARKING BRAKE	FOOT STYLE MECHANICAL
FUEL CAPACITY	5 US GALLONS (19 LITERS)
*SKID STEER TRANSMISSION FLUID TOTAL CAPACITY	32 OZ (0.91 LITERS)
BATTERY	12 VOLT 300CCA
HEADLIGHTS/STANDARD	LED
TAILLIGHTS	LED
TIRE INFLATION PRESSURE	3.5 PSI (24.1 kPa)
MAIN FUSE	MINI-FUSE 30 AMP
AXLES	1 ¼" (32mm) DIAMETER
FRAME	5" (127 cm) STEEL CHANNEL
DRY WEIGHT (MAX 2 880-T, STANDARD 21" TIRES, ROLL BAR, NO ADDITIONAL OPTIONS OR ACCESSORIES)	725 LBS (303.9 Kg)
GROSS VEHICLE WEIGHT (INCLUDES PASSENGERS CARGO, ACCESSORIES AND OPTIONS)	1270 LBS (576.0 Kg)
GROSS PERMISSABLE WEIGHT IN WATER (INCLUDES PASSENGERS, CARGO, ACCESSORIES AND OPTIONS)	1170 LBS (530.7 Kg)
GROSS TRAILER WEIGHT	1000 LBS (453.6 Kg)
CARGO AREA MAXIMUM LOAD 100 LBS CARGO AREA MAXIMUM LOAD	100 LBS (45.6 Kg)
AIRBORNE NOISE LEVEL (A-WEIGHTING)	DOES NOT EXCEED 70 dB(A)

3.2.1 WEIGHT OF ACCESSORIES AND OPTIONS (MAX 2)

Option or Accessory	Weight Added to ATV
WINDSHIELD	15 LBS (6.8 Kg)
CONVERTIBLE TOP WITH SIDE CURTAINS	12 LBS (5.4 Kg)
PLOW (INCLUDES WINCH PLATE AND WINCH)	192 LBS (87.1 Kg)
15" RUBBER TRACK SET	211 LBS (95.7 Kg)
BEARING CAGES	36 LBS (16.3 Kg)
WHEEL EXTENSION SET FOR TRACKS	27 LBS (12.2 Kg)
WINCH AND WINCH PLATE	31 LBS (14.1 Kg)
DUAL 21" WHEELS WITH WHEEL EXTENSIONS	168 LBS (76.2 Kg)

If the weight of an accessory installed on your ATV is not listed, call Recreatives Ind. Inc. at +1 (800) 255-2511 for information

*Use a mixture of 28 oz. (0.828 liters) Type "F" ATF or DEXRON III and 4oz (0.118 liters) additive (GM part no. 1052358)

3.3 General Information

3.3.1 VEHICLE RECEPTION PROCESS

Following delivery of your vehicle it will be necessary to undertake preparation and checks before first use, depending on the mode of transport used.

3.3.1.1 Air Freight

Vehicles shipped by air are subject to rigorous safety constraints. These include:

1. Fully degassed fuel tanks (new, unused tanks will usually be fitted following factory checks and before crating).
2. Battery disconnected or removed (in some cases)
3. Engine Oil drained (in some cases)
4. Hydraulic systems drained (in some cases).

Items 1 and 2 will apply in all cases, items 3 - 4 may occur in some cases. We will notify you if items 3 or 4 apply, however we may not always be aware of actions undertaken by agents enroute, so it is essential that all system levels are checked upon receipt, prior to usage.

Fuel System

While some fuel may remain in fuel lines and engine systems, air locks will have been introduced. Before the engine can be started the fuel system must be re-primed. This involves clearing the fuel lines of residual air from the fuel tank to the engine.

Operation - Remove from Crate

The crate is designed to be readily disassembled. Carefully remove top and side panels and remove any equipment stowed in the body of the machine. Inflate tires to correct

operating pressure and fit as necessary, remove the vehicle from the crate base onto level hard standing.

3.3.1.2 All Freight Types

Operation - Visual Inspection. Conduct a visual inspection of the vehicle, looking for items that may have been damaged in transit. Remove access panels as necessary to check chain runs and tension and engine accessories. Examine the outer body for signs of impact or damage.

Operation - Reconnect Battery. Reconnect the battery leads, or fit a replacement battery as necessary, observing polarity.

Operation - Fill the fuel tank and prime the system.

Fill the fuel tank with the appropriate grade of fuel for the engine type (see engine user handbook for additional guidance).

Operation - How to Install Tracks. Air freighted vehicles will not normally be crated with tracks fitted. If you intend to operate the vehicle with tracks, follow the installation instructions included with the tracks.

Operation - First Use. At this stage the vehicle is ready to use. Take the time to familiarize yourself with the vehicle and its controls. The vehicle does not need to be run-in, though moderate handling and diligent user checks/adjustments during its early life will allow you to get the very best from it.

3.3.2 MAX ATV INFORMATION

3.3.2.1 MAX ATV Identification

Max ATVs have three identification numbers: Product Identification Number (PIN), Engine Identification Number and Transmission Identification Number.

These numbers are required by the dealer to complete warranty claims properly. No warranty will be allowed by Recreatives Ind. Inc. if the Vehicle or Engine or Transmission Identification Numbers are removed or mutilated in any way.

Always provide the ATV name, Product Identification Number, Engine Identification Number and Transmission Identification Number when contacting a MAX dealer or Recreatives Ind. Inc. for parts, service, accessories, or warranty.

3.3.2.2 Ignition Switch Key

Two keys come with this ATV. Keep the spare key in a safe place.

3.3.2.3 MAX Ignition Switch

The ignition switch has four positions.

- OFF position – all electrical circuits are off. The engine will not start. The key can be removed in this position.
- RUN/LIGHTS Position – the ignition circuit is complete, and the engine can run and the headlights and taillights are on. The key cannot be removed in this position.
- RUN Position – the ignition circuit is complete, and the engine can run. The key cannot be removed in this position.
- START Position – the ignition circuit is complete, and the starter is activated. The key cannot be removed in this position.



⚠ CAUTION Leaving the ignition switch in the LIGHTS/RUN Position for a long period of time when the engine is not running may cause battery damage. Always leave the ignition switch in the OFF position when the engine is not running.

3.3.2.4 Dash Gauges

3.3.2.4.1 Tachometer and GPS Speedometer



Your MAX 2 is equipped with a Tachometer and a GPS Speedometer. The Tachometer is connected directly to the EFI engine and displays the engine's revolutions per minute (RPM), and the Speedometer displays the speed of the vehicle in miles per hour (MPH). The Speedometer measures the speed of the vehicle on land and in water using a GPS (Global Positioning System) module that is mounted under the dash. When transporting your MAX to a different geographical location, please allow up to 3 minutes after starting the engine for the Speedometer's GPS module to reconnect to the satellite network.

⚠ CAUTION The engine's governor is set to the engine manufacturer's specifications. Modifying the engine's governor settings may damage the engine and will void the engine warranty.

3.3.2.4.2 Hour Meter

Every MAX is equipped with an hour meter on the dash, which displays the total number of operating hours on the vehicle. The engine's electric control unit (ECU) records the engine's running hours in a separate internal clock.

3.3.2.4.3 Check Engine Light



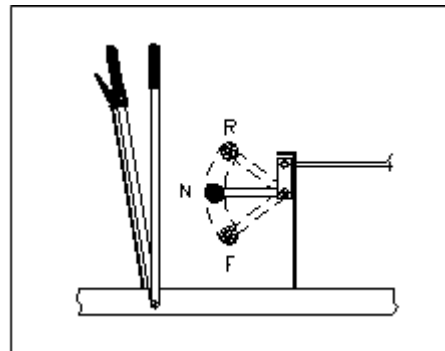
The Check Engine Light or Malfunction Indicator Lamp (MIL) indicates a malfunction or problem detected by the engine's engine control unit (ECU). If this light is illuminated, contact your local MAX dealer or Briggs & Stratton dealer for servicing.

3.3.2.4.4 Voltmeter and USB Power Socket

A voltmeter and USB outlet are located on the far left side of the dash. The voltmeter/USB power socket is equipped with an inline fuse (10 Amp) under the dash.

3.3.2.5 Shift Lever

Your MAX 2 ATV has a shift lever located under the seat, which must be shifted to engage Forward, Neutral and Reverse Gears.



3.3.2.5.1 To Shift Gears:

You will find it easier to shift gears with the engine running. If the motor is off, you may have to rock the vehicle back and forth to get it in or out of gear.

To select Forward, Neutral and Reverse gears follow these steps:

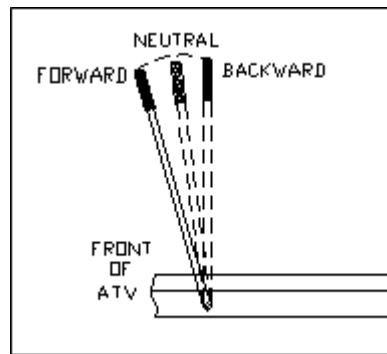
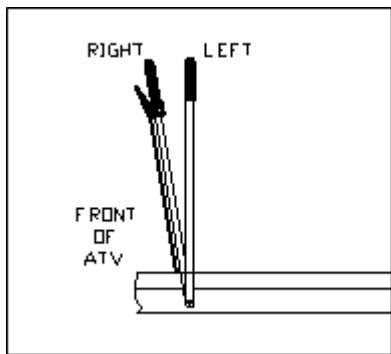
- **Stop the ATV completely.**
- **Apply the Parking/Auxiliary Brake.**
- **Shifting from neutral to reverse:** With one hand pull back both control levers and, at the same time, with your free hand pull up on the shift lever into the reverse position.
- **Shifting from reverse to neutral:** With one hand pull back both control levers and then, with your free hand push down on the shift lever into the neutral position.
- **Shifting from neutral to forward:** With one hand pull back both control levers and let them spring forward at the same time you push down on the shift lever with your free hand into the forward position.

- **Shifting from forward to neutral:** With one hand pull back both control levers and then, with your free hand pull up on the shift lever into the neutral position.

⚠ WARNING Never shift the ATV into neutral gear when the ATV is moving or when it is not on level ground. The control levers are effective only when the transmission is in the Forward or Reverse position. **IN NEUTRAL GEAR THERE IS NO STEERING/BRAKING CONTROL – THE PARKING/AUXILIARY BRAKE MUST BE USED FOR STOPPING.**

3.3.2.6 Control Levers

This ATV has a left and right control lever with forward, neutral and backward position.



The control levers provide braking and steering for your ATV.

The left-hand lever controls the left side of the ATV and the right hand lever controls the right hand side.

The control levers are spring loaded in the forward position to make driving in forward easier.

When the shift lever is in the Forward position you must pull back on the control levers to stop or slow the ATV. Both control levers must be pulled back to stop the ATV in a straight line. Pulling back only one control lever while the other is forward will cause the ATV to steer in the direction of the control lever which is being pulled back.

When the shift lever is in the Reverse position the control levers work exactly the opposite. That is: You must pull back on the control levers to make the ATV go and release them to stop or steer the ATV.

⚠ WARNING Never shift the ATV into neutral gear when the ATV is moving or when it is not on level ground. The control levers are effective only when the transmission is in the Forward or Reverse position. **IN NEUTRAL GEAR THERE IS NO STEERING/BRAKING CONTROL – THE PARKING/AUXILIARY BRAKE MUST BE USED FOR STOPPING.**

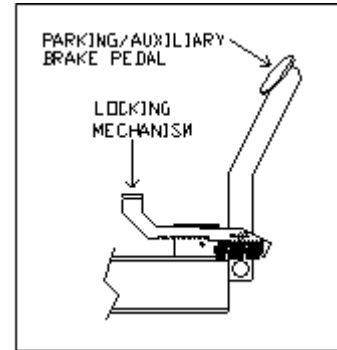
3.3.2.7 Parking/Auxiliary Brake and Locking Mechanism

Here is how to apply the Parking/Auxiliary Brake:

Push down on the foot pedal until moderate resistance is felt. This will apply the disc brakes mounted on the front axles and will slow and then stop the ATV if it is moving or hold it still if it isn't moving.

In order to lock the Parking/Auxiliary brake you must:

- Apply the Parking/Auxiliary Brake as shown above.
- Push down on the locking mechanism and lift your foot off of the foot pedal.
- This will lock the Parking/Auxiliary Brake.

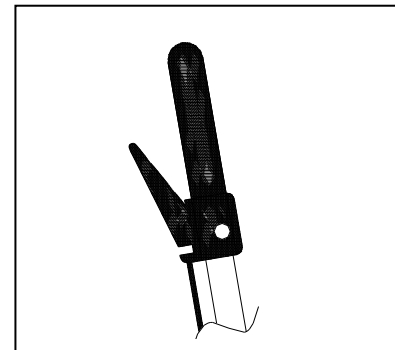


To release the Parking/Auxiliary Brake:

Pushing down on the foot pedal will automatically release the brake.

3.3.2.8 Throttle Lever

Control engine RPM with the position of the throttle lever. Operate this lever with the three fingers next to your index finger of your right hand. Pulling it backward, *that is squeezing it*, increases engine RPM and allowing it to retract decreases engine RPM.



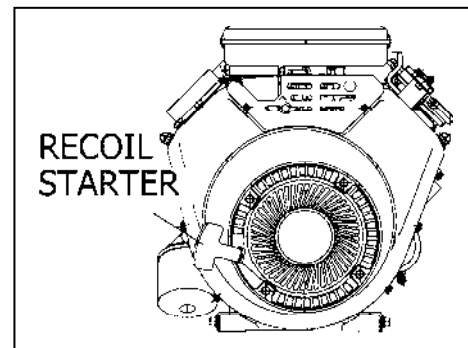
3.3.2.9 Emergency Recoil Starter



NOTE

The ignition switch must be in the RUN position for the engine to start.

Depending on the type of engine installed in your ATV it may be equipped with an emergency recoil starter. If the electric starter becomes inoperative you should use the recoil starter. This recoil starter should never be used as the main starting system for the ATV. Use in emergency only. If the emergency recoil starter is to be used, make sure the shift lever is in the reverse position and make sure you apply and lock the parking/auxiliary brake.





WARNING Make sure the shift lever is in the reverse position and make sure you apply and lock the parking/auxiliary brake when using the emergency recoil starter.

To use the recoil starter, grip the starter rope handle, pull the rope gently until resistance is felt, and then give a short quick pull. Repeat until the engine starts. Allow the rope to rewind slowly.



CAUTION To avoid damaging the recoil starter, **DO NOT** pull the recoil rope to its limit or release the recoil handle from an extended position. Allow the rope to rewind slowly.

3.3.2.10 Gas Tank Cap/Gauge

To remove the gas tank cap, twist the cap counterclockwise. To install the cap, twist it clockwise and tighten it securely. On some models the cap has a gauge that shows the approximate amount of gas remaining in the gas tank.

3.3.2.11 Engine Oil Dipstick

This ATV is equipped with an engine oil dipstick mounted on the top of the engine. Remove the dipstick and clean it off with a rag. Re-insert the dipstick into the engine until the threads on the cap rests on the oil dipstick tube and then pull the dipstick out again. The amount of oil will be visible on the end of the dipstick. Oil level must be between the “F” (full) and “E” (empty) marks on the end of the dipstick.



NOTE Some engines do not have threaded caps on the dipstick. On these engines you must insert the dipstick until it bottoms out, then remove it to check the oil level.



CAUTION If the oil level is not between “F” and “E” on the oil dipstick you could cause serious engine damage.

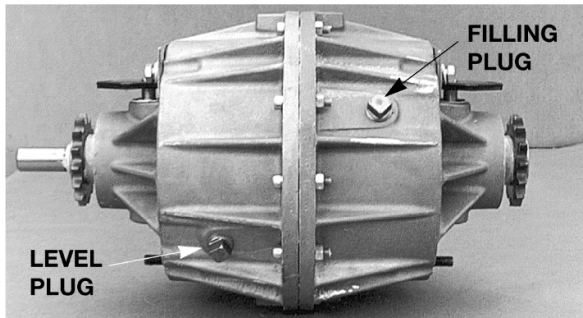
3.3.2.12 Recommended Engine Oil

The recommended engine oil for your ATV depends on the type of engine installed into it. Consult the engine Operator’s Manual, which is supplied in addition to this Operator’s Manual.



CAUTION Any oil used in place of the recommended oil could cause serious engine damage.

3.3.2.13 Transmission Level Plug and Filling Plug



Skid Steer Transmission Level Plug and Filling Plug

The Skid Steer Transmission in your ATV is equipped with a level plug and a filling plug. The purpose of the level plug is to check for proper fluid level. Fluid should be at the same level as the bottom of the hole that is exposed when the fluid level plug is removed. *The ATV must be sitting on level ground in order to obtain an accurate reading.*

❖ **NOTE** To drain fluid, use a suction pump placed into the level plug hole. If fluid must be added, use the hole that is exposed when the filling plug is removed.

⚠ **CAUTION** If the transmission fluid level is incorrect you could cause serious transmission damage.

⚠ **CAUTION** Do not insert the filling plug (there is a vent hole in it) into the level plug hole, if you do the transmission fluid will leak out causing serious transmission damage.

3.3.2.14 Recommended Skid Steer Transmission Fluid

The recommended transmission Fluid is a mixture of 28 oz (.841 liter) Type “F” ATF or DEXRON III and 4oz (.120 liter) locking differential additive (GM part no. 1052358). Total capacity is 1 Quart (1.14 liter).

3.3.2.15 Recommended Gasoline

The Recommended gasoline to use in this ATV is 87 minimum octane regular unleaded. In many areas, oxygenates (either ethanol or MTBE) are added to the gasoline. Oxygenated gasoline containing up to 10% ethanol, 5% methane, or MTBE are acceptable gasoline. When using ethanol blended gasoline, it is not necessary to add a gasoline antifreeze since ethanol will prevent the accumulation of moisture in the fuel system.

⚠ **CAUTION** Do not use white gas. Engine damage could occur.

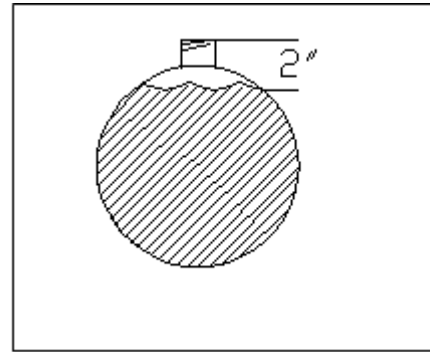
3.3.2.16 Filling Gas Tank

⚠️ WARNING Always fill the gas tank in a well-ventilated area. Never add fuel to the ATV gas tank near any open flames or with the engine running. **DO NOT SMOKE** while filling the gas tank.

Since gasoline expands as its temperature increases, the gas tank must be filled so that there is some expansion room left in the tank. When filling leave about 2 inches below the fuel cap empty of fuel. This will leave enough room for gas to expand.

Care must be taken not to overfill the tank. If overfilled, gas may leak into the ATV creating a fire hazard.

Maximum Fuel Level in Gas Tank



⚠️ WARNING Do not overflow gasoline when filling the gas tank. A fire hazard could materialize.

Tighten the gas tank cap securely after filling the tank.

⚠️ WARNING Do not overfill the gas tank.

3.3.2.17 Trailering and Towing

Use a trailer and towing equipment that are compatible to this ATV. Use only a No. 1 trailer hitch ball 48 mm (1 7/8 in.) in diameter or larger. Never use a trailer hitch bracket that provides a trailer coupler location lower than the center of the rear wheels.

Make sure cargo weight is evenly distributed between the right and left sides of the trailer and properly secured.

⚠️ WARNING Make sure that the load in the trailer is properly secured and will not shift while moving. Also, do not overload the trailer.

When loading a trailer properly, two items are critical: Gross Trailer Weight and Trailer Tongue Weight.

Gross Trailer Weight is the weight of the trailer plus cargo. Gross Trailer Weight should never exceed 1,000 lbs.

Trailer Tongue Weight is the downward force exerted on the hitch by the trailer coupler when the trailer is fully loaded, and the coupler is at its normal towing height. Approximately 60% of the cargo load must be located in front of the axle of the trailer. Spread the cargo in the trailer so the Trailer Tongue Weight is approximately 10% of the Gross Trailer Weight.

Always maintain a slow speed when towing a trailer and avoid sudden accelerations, quick maneuvers, and sudden stops. Braking distance will be affected when towing a trailer. When towing a trailer, always maintain slow speed and allow more stopping distance than when not towing a trailer.

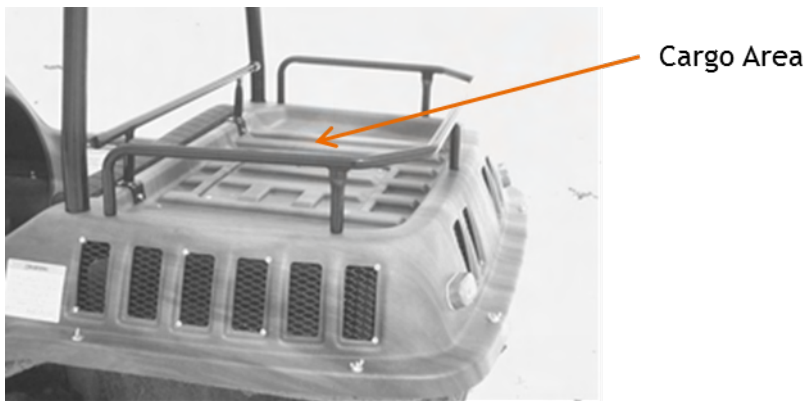
⚠️ WARNING Driving this ATV without extra caution when towing a trailer will be hazardous. Trailer towing can affect the handling and braking of the ATV. Tow only at low speeds (below 10 MPH). Avoid sudden accelerations and stopping of the ATV. Do not make quick maneuvers. Avoid uneven surfaces and do not tow on hills unless they are very small. Allow more stopping distance than when not towing a trailer.

Never operate this ATV in water deeper than 4 inches when a trailer is attached. The trailer affects the buoyancy of this ATV in water, and it is unsafe to operate in water deeper than 4 inches.

⚠️ WARNING Driving this ATV with a trailer attached, in water deeper than 4 inches is hazardous. Severe personal injury or death may result from operating this ATV in water deeper than 4 inches when a trailer is attached.

3.3.2.18 Cargo Carriage

Loading the Cargo Area on the MAX 2:



The cargo area for the Max 2 is designed to carry loads up to 100 lb. and is not designed for use in water deeper than 4 inches.

2.12.2.19 DRAIN PLUGS

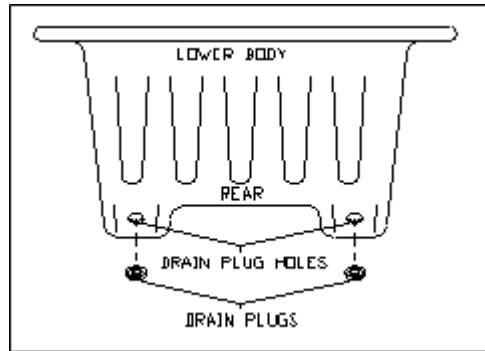
This ATV has two drain plugs located at the bottom rear corners of the lower body.

They are used to keep water out when the vehicle is in water. Your ATV will take on small amounts of water during water use. This water must be drained when the ATV is back on dry land.

To insert the drain plugs, screw them clockwise into the drain plug holes from the outside of the ATV until they are tight.

To remove the drain plugs, simply unscrew them. Inspect the drain plugs and their O-rings before re-using. If they are missing or torn/mutilated in any way, do not re-use. Spare drain plugs can be ordered from an authorized MAX dealer or Recreatives Ind. Inc. at +1 (800) 255-2511.

Drain plugs being inserted into body



⚠ WARNING Make sure drain plugs are installed properly before using the ATV in water deeper than 4 inches. If the drain plugs are not installed when the ATV is in water deeper than 4 inches the ATV will take on water and could sink which could result in the driver and passengers drowning. Do not re-use drain plugs if the O-rings installed on the plugs show any signs of damage. If your drain plug is defective in any way, do not use it. Drowning could occur.

⚠ CAUTION Make sure the drain plugs are removed after use in water. Failure to drain the water out of the ATV will cause damage to the chains and sprockets.

3.3.3 TRANSPORTING YOUR MAX ATV


When transporting the ATV, Recreatives Ind. recommends that the ATV remains in its normal operating position (on all six wheels)

- Move the shift lever into reverse gear.
- Apply and lock the parking/auxiliary brake.
- Move the fuel shutoff valve (located on the fuel line) to the OFF position.
- Secure the ATV with hold-down straps attached to the axles only or to the tabs on the front and rear axle bearing cages if the vehicle is equipped with bearing cages.
- Use a minimum of 4 hold-down straps total.

❖ NOTE Suitable hold-down straps are available from a MAX dealer or Recreatives Ind. Inc. Ordinary rope is not recommended because it can stretch under load.

⚠ CAUTION Do not attach any additional hold-down straps anywhere on the ATV, especially the body, Roll Bar or Roll Cage. If you do, you will damage the body,

causing it to distort. This will reduce the clearance between the tires and body, allowing the tires to rub the body until a hole is worn through it.

 **NOTE** When transporting the ATV, make sure that it is in Reverse gear the Parking/Auxiliary Brake is applied and locked (All models).

3.3.4 BREAK -IN- PROCEDURE

New ATVs and overhauled ATV engines require a “break-in” period. The first month is most critical to the life of this ATV. Proper operation during this break-in period will help assure maximum life and performance from the ATV.


During the first 10 hours of operation always use less than ½ throttle. Varying the engine RPM during the break-in period allows the components to “load” (aiding the mating process) and then “unload” (allowing components to cool). Although it is essential to place some stress on the engine components during break-in, care should be taken not to overload the engine too often. Do not pull a trailer during the break-in period.

When the engine starts, allow it to warm up properly. Idle the engine several minutes until the engine has reached normal operating temperature. Do not idle the engine for excessively long periods of time.

During the break-in period, a maximum of ½ throttle is recommended; however, brief full-throttle accelerations and variations in driving speeds contribute to good engine break-in.

The skid steer transmission requires no special break in procedures.

During the break-in period the parking/auxiliary brake pads must be burnished. Slow disc-speed brakes must be properly burnished in order to achieve maximum stopping power. Burnish the brakes by repeatedly driving the ATV slowly and pushing down the foot pedal several times to heat up the brake pads (then allowing them to cool). This procedure burnishes the brake pads, stabilizes the pad material, and extends the life of the brake pads.

 **WARNING** Do not attempt sudden stops with the parking auxiliary brake or put yourself into a situation where a sudden stop will be required until the brake pads are properly burnished.

After completion of the break-in period the engine oil and oil filter should be changed. Other maintenance after break-in should include checking of all prescribed adjustments and tightening of all fasteners. At the discretion and expense of the owner/operator, the ATV may be taken to a MAX dealer for this initial service.

3.3.4.1 Air Filter


The air filter and foam wrap must be kept clean to provide good engine power and gas mileage. If the ATV is used under normal conditions, service the air filter at the intervals specified in the engine Operator’s Manual. If dusty, wet, or muddy conditions are encountered, inspect and either clean or replace the air filter and foam wrap much more frequently.

3.4 Operating Instructions

3.4.1 PRECAUTIONS


Before driving your ATV, carefully read, understand, and observe all of the information in Part 1 of the manual. Being properly prepared means a safer and more enjoyable drive.

Always use protective clothing and related apparel when operating an ATV. Recommended items include a helmet, eye protection, long-sleeved shirts and long pants, gloves, and boots.

 **WARNING** If your ATV is equipped with a roll bar or roll cage----Make sure all occupants put on their seat belts and adjust them correctly.

 **WARNING** Beginners and inexperienced operators must read and understand this Operator's Manual.

3.4.1.1 Pre-Start Inspection

 **WARNING** Always inspect the ATV before it is used to make sure it is in safe operating condition. Perform the following checks with the engine off.

3.4.1.2 Control Levers

Check smoothness by pulling the left and right control levers fully back and push them forward. Check that there is no binding, restriction, free-play, or looseness in control levers.

3.4.1.3 Parking/Auxiliary Brake

Check the foot pedal to see if has the proper amount of travel (1.75 inches) and there is no binding and it returns freely when released. It should stop well before contacting the ATV's body when moderate pressure is applied. Visually check the thickness of the brake pads (the floorboard must be removed in order to do this) and make sure that they are at least .125 in. thick.

3.4.1.4 Tire/Air Pressure

Check each tire for proper air pressure. The proper tire pressure is approximately 3.5 PSI. Also, check the circumference of each tire and adjust the tire pressure as necessary to match all 6 tires. This will ensure that the vehicle will drive straight.

Check that each tire has no cracks, rips, or other damage. Check that tread wear is not significant (treads should be at least 1/16" deep for safe usage).

3.4.1.5 Gasoline

Check the gasoline level in the tank to ensure a sufficient amount. Check the gasoline delivery hose for any damage and make sure the tank cap is secured.

 **WARNING** Do not refuel the machine with the engine running.

3.4.1.6 Lighting

Check that all lights are working properly.

3.4.1.7 Ignition Switch

Check that the ignition switch moves freely and smoothly in all positions.

3.4.1.8 Engine Oil

Check the engine oil dipstick for proper oil level in the crankcase. Add if needed.

3.4.1.9 Transmission Fluid

Check the skid steer transmission fluid level. Add if needed.

3.4.1.10 Throttle

Check the throttle lever by compressing three or four times. There should be a slight amount of free-play, and it should return to the idle position smoothly and quickly.

3.4.1.11 Gear Shift Lever

Check the shift lever for smooth operation in all gear positions.

3.4.1.12 General Condition

Check the general condition of the entire ATV. There should be no loose components and no evidence of damage. All fasteners should be tight and secure.

3.4.1.13 Starting the Engine

To start the engine, use the following procedure:

- Perform the Pre-Start Inspection.
- Apply and lock the Parking/Auxiliary Brake.
- Test the control levers by pulling back on them and pushing forward on them. They should feel firm when they reach the limit of their forward and backward travel.



WARNING Do not start the ATV engine if the brake systems are not functioning properly (if the parking brake and control levers do not have proper travel or correct feel), or if the Parking/Auxiliary Brake does not lock the wheels or if the control levers will not lock the wheels. Service the brake systems or have them properly repaired prior to operating the ATV. Serious personal injury or even death may occur if the brake systems are not operating properly.

- Test the throttle control lever by completely compressing and releasing it several times. The lever **MUST** return to the idle position quickly and completely.



WARNING If the throttle control lever does not function properly, **DO NOT ATTEMPT TO START THE ENGINE.**

- Shift the transmission into the Reverse position. You may have to rock the ATV to engage reverse.



CAUTION It is extremely important that the engine is properly warmed up before subjecting the engine to high RPM operation or heavy loads. The engine should be allowed to idle at least 3-4 minutes before it is operated at more than ½ throttle. In extremely cold conditions, the warm-up time will be longer. Damage caused by insufficient warm-up will not be covered by warranty.

3.4.1.14 Emergency Starting

Some models have an emergency recoil starter to use if the electric starter becomes inoperative. To use the recoil starter, follow this procedure:



WARNING Make sure the shift lever is in the reverse position and the parking/auxiliary brake is applied and locked when using the emergency recoil starter.

- Turn the ignition switch to the RUN position.
- Pull the recoil starter handle slowly until resistance is felt; then give a short, quick pull.
- Repeat until engine starts.



WARNING Be sure to follow all starting procedures when using the emergency recoil starter.



CAUTION To avoid damaging the recoil starter, **DO NOT** pull the recoil rope to its limit or release the recoil handle from an extended position. Allow the rope to rewind slowly.

3.4.1.15 Stopping the Engine

To stop the engine, turn the ignition switch key to the OFF position.

3.4.1.16 Shifting and Starting Off



WARNING Never carry more passengers than the ATV is designed for. See Part 1 for further information.




WARNING Never operate the ATV on any paved surfaces including sidewalks, driveways, parking lots, and streets.


- After making sure that the engine is warm, push down on the foot pedal of the Parking/Auxiliary Brake to automatically release its locking mechanism.


- Push down on the foot pedal again to engage the Parking/Auxiliary brake but do not engage the locking mechanism. Move the shift lever to the forward position and make sure the control levers are in the forward position. To start moving, release the Parking/Auxiliary Brake; then gradually open the throttle until you reach the desired speed. Since your ATV has an “automatic type” transmission, there are no higher or lower gears to shift into. When you are on level ground the continuously variable drive belt system will automatically shift into high gear for maximum speed and when a steep hill or a heavy load is encountered it will automatically shift into low gear.
- Reduce vehicle speed by releasing the throttle, braking as necessary (using the control levers). The continuously variable drive belt system will automatically shift into a lower gear.


3.4.1.17 Braking

When operating this ATV keep in mind that the main braking system is hand controlled and relies on proper operation of the transmission and the chains and sprockets. If the transmission does not have the proper amount and type of fluid, it may fail causing the main braking system to be inoperable. The same is true if the chains are worn or not adjusted properly. If the main braking system does fail you will lose steering control, however the Parking/Auxiliary Brake system will provide adequate braking and should be used if the main braking system fails.


 **WARNING** Make sure the transmission has the proper amount and type of fluid in it. If it doesn't the main braking system may fail, causing the main braking system to be inoperable.

 **WARNING** Make sure the chains are adjusted properly. If they aren't, the main braking system may fail, causing the main braking system to be inoperable.

 **WARNING** If the ATV is in a turn or on a hill the brakes should be used with caution so that the ATV does not overturn.

 **WARNING** Do not put yourself into a situation where the Parking/Auxiliary brake will be required until the Parking/Auxiliary brake pads are properly burnished. See Break-In Procedure for further information.

Never “ride” the Parking/Auxiliary Brake. Even maintaining minimal pressure on the foot pedal will cause the brake pads to drag on the discs and may cause them to overheat, reducing their effectiveness.

 **WARNING** Excessive repetitive use of the Parking/Auxiliary Brake for high-speed stops will cause overheating and premature brake wear which will result in an unexpected loss of brakes.

To stop the ATV, first release the throttle lever. Next apply the brakes using the control levers. Remember you must pull back on the control levers to apply the brakes when in Forward gear and release them forward and push them to apply the brakes when in

Reverse gear. Except in the case of an emergency (control lever malfunction) or if you want less sensitive brakes when descending hills, always use the hand braking system of the ATV.


3.5 Operating Techniques

The following should be referred to as a “summary” of techniques, which are emphasized in Part 1 of this manual. For more detailed information, refer to the Safety Section, Active Driving pages in Part 1.

3.5.1 TURNING

To turn the ATV, the driver must use the proper technique. Because this ATV uses a specialized transmission, the left and right wheels are controlled independently. The left side of wheels is controlled with the left control lever. The right side of wheels is controlled by the right control lever. In order for the ATV to turn, the wheels on the inside of the turn must slow down relative to the wheels on the outside of the turn. In order for this to happen when in Forward Gear the driver must pull back on the control lever on the same side as the inside of the turn and keep the other control lever forward. In order for this to happen when in Reverse Gear the driver must push forward on the control lever on the same side as the inside of the turn and continue to pull the other control lever backward.

Maintain a steady throttle pressure. Turns will be smoother if you maintain a steady throttle pressure (or at slow speeds even increase it slightly).

 **WARNING** The turning procedure when in Reverse Gear is different than when in Forward Gear. The control levers will provide braking when pulled back when in Forward Gear, *however when in Reverse Gear the control levers must be pushed forward to provide braking.*

To turn the ATV in Forward Gear, use the following technique:

- Ease off the throttle as you approach the turn to slow down.
- Ease back *gently* on the control lever appropriate for the direction you are turning. (Pull the left control lever to turn left and the right control lever to turn right)
- Maintain a steady throttle pressure. Turns will be smoother if you maintain a steady throttle pressure (or at slow speeds even increase it slightly) when you pull back on one of the control levers. Additional engine speed enables you to “power” through turns.
- For sharper turns you will have to pull back on the control lever a little harder.
- For quicker turns you will have to pull back firmly on the control lever and add a little throttle pressure.
- Gradually increase your speed as you come out of the turn and ease the control lever forward.
- If the ATV starts to tip or slip while turning, reduce the throttle and make the turn wider.

Turns from a standing start in forward gear are possible using the following technique:

Pull back the lever on the inside of the turn all the way back and push on the control lever on the outside of the turn and squeeze the throttle gently.

To Turn the ATV in Reverse Gear, use the following technique:

- Ease off the throttle as you approach the turn to slow down.
- Ease forward *gently* on the control lever appropriate for the direction you are turning. (Push the left control lever to turn left and the right control lever to turn right)
- Maintain a steady throttle pressure. Turns will be smoother if you maintain a steady engine speed (or at slow speeds even increase it slightly) when you push forward on one of the control levers. Throttle pressure enables you to “power” through turns.
- For sharper turns you will have to push forward on the control lever a little harder.
- For quicker turns you will have to push forward firmly on the control lever and add a little extra throttle pressure.
- Gradually increase your speed as you come out of the turn and ease the control lever backward.
- If the ATV starts to tip or slip while turning, reduce the engine speed and make the turn wider.

Turns from a standing start in reverse gear are possible using the following technique:

Push forward on the control lever on the inside of the turn all the way forward and pull back on the control lever on the outside of the turn and squeeze the throttle gently.

3.5.2 SKIDDING

To overcome skidding when braking, follow this technique:

- Ease off the brakes until you regain control.
- Apply the brakes as soon as you regain control.

3.5.3 SLIDING

To overcome sliding when turning, use the following technique:

- Turn into the slide.
- Maintain a steady throttle setting.
- Resume your course as soon as the ATV straightens out.

3.5.4 OPERATION ON HILLS



WARNING Never operate the ATV on hills too steep for the ATV or for operator abilities. Practice on smaller hills before trying larger hills.



WARNING Do not operate the ATV on angles greater than 35 degrees.

Climbing a Hill

To climb a hill with the ATV in Forward gear, use the following technique:

- Approach the hill at a slow and cautious pace.
- Keep the control levers pushed forward.
- Maintain a steady pace.
- Slow down when approaching the top.
- If unable to make it to the top of the hill and if terrain allows, turn around on the hill.
- If the ATV loses forward movement, pull back on the control levers (all the way back, until they stop) and stop the ATV.
- If the terrain allows turn around or allow the ATV to coast down the hill backwards slowly, keeping in mind that you can stop the ATV by pulling back on the control levers and also by applying the parking/auxiliary brake.



WARNING Avoid shifting gears on a slope. If you must shift gears make sure the parking/auxiliary brake is applied.

3.5.4.1 Descending a Hill



WARNING When using the engine as a brake going downhill the control levers will cause a turn in the opposite direction when they are pulled into their neutral position. Pull the control levers past the neutral position to the back position to avoid the opposite or “wrong way” turn.

To descend a hill with the ATV in Forward gear, use the following technique:

- Check the terrain carefully for any obstacles before starting down the hill.
- Point the ATV straight downhill.
- Start down the hill and use engine braking to keep the ATV at a slow speed.
- To slow down even more, pull back on the control levers past the neutral position until you feel the brakes start to engage and use the control levers to control your downhill speed.
- Avoid going down a hill at an angle that would cause the ATV to lean sharply to one side. Go straight down a hill whenever possible.
- If you need to change direction, remember to pull the control levers past the neutral position to avoid the “wrong way” turn.

3.5.4.2 Traversing a Slope


To traverse a slope with the ATV, use the following technique:

- Keep your speed slow and consistent.
- Steer slightly uphill, if necessary to maintain a straight course.


3.5.5 DRIVING OVER OBSTACLES

If an obstacle cannot be avoided, use the following technique:


- With the obstacle straight in front, approach at slow speed.
- Move slowly straight ahead until your front tires touch it.
- Increase throttle pressure and keep it steady until you are up and over it.

 **NOTE** Some obstacles are too high for an ATV or for the operator abilities. If not sure about safely crossing an obstacle, find another path that you feel is safer.


3.5.6 OPERATION IN WATER


 **WARNING** Make sure drain plugs are inserted when your ATV is in water deeper than 4 inches.

 **WARNING** If you are going to be in water more than 1 foot deep---Take along a paddle.

 **WARNING** If you are going to be in water more than 1 foot deep---Wear an approved life vest.

 **WARNING** Do not operate in open waters.

 **WARNING** Under no circumstances should you operate an ATV in frozen or open waters with a snowplow attached.

 **NOTE** Even though your ATV is designed for water use, a small amount of water may enter the ATV and reduce the effectiveness and stopping capability of the parking/auxiliary brake. Test the parking/auxiliary brake after leaving the water. If necessary, apply them several times to let friction dry out the pads.

The transmission's braking system is not affected by water use, and the control levers will still operate normally, even if there is water inside the ATV.

3.5.6.1 Entering Water

When entering calm water, drive slowly and steady, only enter water at an angle of 25 degrees or less to make sure you do not allow water to flow into the ATV. Do not operate in waters with a current, or open water such as large lakes and oceans.

When entering water, use the following technique:

- Take as direct an approach as possible.
- Proceed at a slow cautious pace.
- Continue until you are in the water.

3.5.6.2 Driving In Shallow Water (Less Than 4 Inches Deep)

When driving in water less than 4 inches deep, use the following technique:

- Proceed at a slow cautious pace.
- Continue at a slow pace.
- If you make contact with an obstacle, back up and try to find another way around it.
- If you must pass over the obstacle, you should go forward until your front tires touch it.
- Then you should increase the throttle pressure slightly until you are over it.

3.5.6.3 Driving In Deep Water (More Than 1 Foot Deep)



WARNING If you enter water more than 1 foot deep and your ATV is equipped with seatbelts---Make sure that all occupants unfasten their seatbelts.

When driving in water more than 1 foot deep, use the following technique:

- For maximum water speed, squeeze the throttle halfway.
- Pull one control lever back when turning and keep the motor revving at half throttle.
- Lean toward the inside of the turn.
- If you feel the ATV start to make contact with an obstacle you should release the throttle and back up the ATV and try to find a way to avoid the obstacle.
- If you must pass over the obstacle, you should go forward until your front tires touch it.
- Then you should increase the throttle pressure slightly until you are over it.
- If you feel the ATV is going to tip over, you should back up and get off of the obstacle.

3.5.7 OPERATION WITH TRACKS INSTALLED

If your ATV is equipped with optional tracks, follow this method.

- When starting from a standstill squeeze the throttle gently.
- If you start to get stuck relax your grip on the throttle so that you don't lose traction.
- If you do get stuck, back away and try to find another way around.

**NOTE**

When tracks are installed the maximum water speed is 1 MPH

3.5.7.1 Driving In Cold Weather



CAUTION Check that all controls move freely. Make sure that the control levers and foot pedal are free of ice and snow.

- Start the engine and make sure the throttle operates normally. If it is frozen it must be thawed out before operating the ATV.
- As long as the throttle and controls operate normally, try to drive the ATV. If it does not move with the normal amount of power applied the tires may be frozen to the ground or the parking/auxiliary brake pads may be frozen to the discs.
- If the tires are frozen to the ground, pour warm water around them to melt the ice.
- If the parking/auxiliary brakes are frozen, take the ATV to a warmer area to thaw them out.

**NOTE**

After the parking/auxiliary brakes thaw, dry them by applying them several times while driving slowly.



WARNING Go slowly and be extra careful when driving on snow-covered or ice-covered terrain. Always be alert to changing terrain conditions when operating the ATV.

- Practice driving in an open snow-covered or ice-covered area at slow speeds before driving on snow-covered or ice-covered trails.
- Learn how the ATV responds to steering and braking on the type of terrain to be encountered on the drive.

3.5.7.2 Driving In Reverse




WARNING When selecting reverse gear, make sure there are no obstacles or people behind. When it is safe, back up slowly.


- Stop the vehicle and apply and lock the parking/auxiliary brake.
- Put the gearshift into the reverse position.
- Check to make sure there is nothing behind.
- Pull the control levers all the way back and gently squeeze the throttle lever and unlock the parking/auxiliary brake.



WARNING When driving in reverse, go slowly and turn carefully.


4 GENERAL MAINTENANCE

 **NOTE** Proper maintenance of the ATV is important for optimum performance. Follow the Maintenance Schedule, Periodic Maintenance Checklist, and all ensuing Maintenance Instructions/Information.

 **NOTE** A separate Operator's Manual is supplied with each ATV for the engine. Consult the engine Operator's Manual for maintenance schedules and information.

If, at any time, abnormal noises, vibrations, or improper functioning of any component of this ATV are detected, DO NOT OPERATE THE ATV. Take the ATV to an authorized MAX dealer for inspection and adjustment or repair. If you do not have an authorized MAX dealer in your area, contact Recreatives Ind. Inc. at +1 (800) 255-2511.

If the owner/operator does not feel qualified to perform any of these maintenance procedures or checks, return the ATV to an authorized MAX dealer for professional service. If you do not have an authorized MAX dealer in your area, contact Recreatives Ind. Inc. at +1 (800) 255-2511.

 **NOTE** The following instructions and information refer to specific items in the maintenance and care of the ATV.

4.1 Maintaining Your MAX 2

4.1.1 MAINTENANCE SCHEDULE

Max Variants	Before Each Use	After Initial 4 hrs	Initial Service	Every			
				10 hours or 1 mth	30 hours or 6 mths	60 hours or 6 mths	200 hours or 2 years
Check coolant levels (water cooled engines)	I						
Check fan belt tension (water cooled engines)	I						
Check fuel level	I						
Check tire pressures	I						
Check engine speed control/throttle operation	I						
Check control lever travel	I						
Check engine intake/exhaust for obstructions	I						
Check that drain plugs are in place	I						
Check engine oil level	I						
Battery			I	I			
Remove floorboards and clean Out chain troughs			I	I			
Visual inspection of all:							
Fasteners			I	I			
Chains		I	I	I			
Bearings			I		I		
Jackshaft Bushings			I	I			
Tires/Air pressure		I	I	I			
Idle Speed			I	I			
Engine Oil and Filter**			I	I	R		
Transmission Fluid			I	I		R	
Throttle/Choke Cable			I	I			
Air filter/foam wrap			I	I	C	R	
Parking/Auxiliary Brake		I	I	I			
Control Levers			I	I			
Drive Belt (CVT)			I	I			R
Fuel Filter			I	I		R	
Continuously variable drive			I	I			
Pulleys			I				I
Chain Drives						L	
Idler Chains (if fitted)					L		
Output Shafts						L	
Axle Bearings (Inner)						L	
Axle Bearings (Outer)							L
Clutch (Driver and Driven)				S			

**Review Engine Owner's Manual for detailed operation and maintenance of the engine

I Inspect

L Lubricate

C Clean

R Replace

4.1.2 GETTING INSIDE THE MAX 2

4.1.2.1 Engine Hatch Cover

In order to remove the hatch cover, use the following procedure:

- Loosen the ¼ turn fasteners.
- Lift off the engine cover.



NOTE

This gives you access to the oil dip stick, the air filter and the recoil starter.



CAUTION Do not operate the ATV with the engine hatch cover removed.

4.1.2.2 Seat/Floorboard

The seat and floorboard are removed as one unit. In order to remove them use the following procedure:

- Place the ATV on level ground.
- Remove the hitch pin on the bottom of the seat/floorboard unit located near the base of the left-hand control lever.
- Place the gearshift into the reverse position.
- Stand on the left side of the ATV and remove the unit by grasping the seat/floorboard unit and lift it over the control levers and gearshift lever.



NOTE

Once the seat/floorboard unit is removed, access to the battery is provided and the main, center, and front drive chains can be inspected, lubricated and adjusted.



WARNING Do not operate the ATV with the seat/floorboard unit removed.

4.1.2.3 Upper Body

With the seat/floorboard removed use the following technique to raise the upper body:

- Remove all the wing nuts along the edge of the body except three on the front edge.
- If equipped with a roll bar, remove the hitch pins, which hold the roll bar bracket to the vehicle chassis.
- Raise the upper body.
- Swing the upper body support away from the lower body until it is vertical.
- Lower the upper body onto the support.



NOTE

This gives you access to the rear chains and engine.

4.1.3 GENERAL LUBRICATION AND MAINTENANCE

4.1.3.1 Throttle Cables

The throttle cable should be lubricated at the scheduled intervals. Use a good cable lubricant and a cable lubricating device to ensure that the cable is completely lubricated.

To lubricate the throttle cable, use the following procedure:

- Disconnect the cable from the engine and the throttle lever.
- Attach the cable lubricating device to the end of the cable that attaches to the engine.
- Insert the nozzle attached to the aerosol can which contains the cable lubricant into the cable lubricating device and inject about 1 ounce into the cable.



NOTE

Clean up any excess lubricant after lubricating the throttle cable.

- Disconnect the cable lubricating device from the cable and reattach the cable to the throttle lever and engine.



WARNING Make sure that cable moves freely and make sure that the idle speed is correct after you have reattached the throttle cable to the throttle lever and engine. Refer to the section on Idle Speed adjustment.

4.1.3.2 Engine Oil and Filter

Change the engine oil and oil filter at the scheduled intervals. The engine should always be warm when the oil is changed so the oil will drain easily and completely.

To change the oil, use the following procedure:

- Park the ATV on level ground.
- Remove the oil filler cap.
- Open the oil drain valve with a quick twist and pull.
- Drain the oil into a suitable container
- Using an oil filter wrench, remove the oil filter.

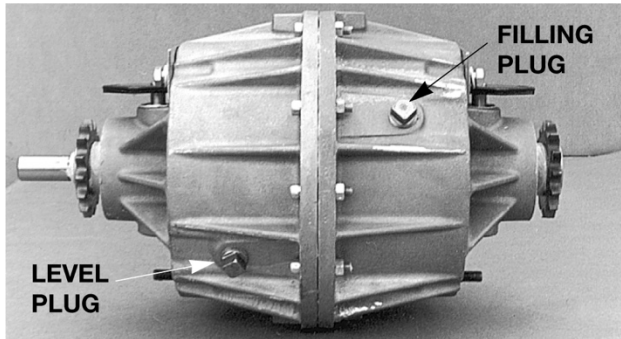


NOTE

Clean up any excess oil after removing the filter.

- Apply oil to the gasket and check to make sure it is positioned correctly; then install the new oil filter. Tighten securely.
- Close the oil drain valve by pushing and twisting, until it is locked.
- Pour the recommended oil and amount in the filler hole.
- Start the engine (while the ATV is outside on level ground) and allow it to idle for a few minutes.
- Turn the engine off and wait approximately one minute. Recheck the oil level using the dipstick. The oil should be between the “L” and “F” marks on the dipstick. If oil is not visible or below the “L” mark, add recommended oil until the oil level is at the proper level.
- Inspect the area around the oil drain valve and oil filter for leaks.

4.1.3.3 Transmission Fluid



Change the transmission fluid at the specified intervals.

To change the transmission fluid, use the following procedure:

- Park the ATV on level ground
- Apply and lock the parking/auxiliary brake.
- Remove the filler plug.
- Remove the level/drain plug.
- Position a drain pan to catch the fluid.
- Using a jack raise the front of the ATV about 1 foot. This will drain the transmission.



NOTE

Clean up any excess fluid after draining the transmission.



CAUTION Inspect the fluid for any signs of metal filings. If found, take the ATV to an authorized MAX dealer or call Recreatives Ind. Inc. at +1 (800) 255-2511 for advice.

- Lower the jack, until the ATV is level.
- Using a funnel pour the recommended Automatic Transmission Fluid (Type “F” or DEXRON III) into the filler plug hole until the fluid level reaches the bottom of the level/drain hole.
- Install the filler plug and the level/drain plug.



CAUTION The filler plug has a vent and must be inserted into the upper hole in the transmission case. If the filler plug is inserted into the lower hole in the transmission case, the fluid will leak out and damage the transmission.

Recommended Skid Steer Transmission Fluid:

The recommended transmission Fluid is a mixture of 28 oz (.841 liter) Type “F” ATF or DEXRON III and 4oz (.120 liter) locking differential additive (ACDelco part no. 88900330)


Total capacity is 1 Quart.


4.1.3.4 Axle Bearings

Lubricate the axle bearings at the scheduled intervals. The ATV should always be on level ground to prevent the ATV from rolling.

To lubricate the outer axle bearings, use the following procedure:


- Raise the ATV off of the ground.
- Remove the wheels.
- Attach a grease gun to the fittings on the bearings.
- Pump marine grade wheel bearing grease into the bearings.

 **NOTE** One or two pumps of grease should be enough to lubricate the bearing properly.

 **CAUTION** Do not over lubricate the bearing, if you do, you may damage the seal on the bearing and shorten the life of the bearing.

To lubricate the inner axle bearings, use the following procedure:

- Remove the floorboard or raise the upper body as required.
- Attach a grease gun to the fittings on the bearings.
- Pump marine grade wheel bearing grease into the bearings.


 **NOTE** Clean up any excess grease after lubricating the bearings.

4.1.3.5 Jackshaft Bushings


Lubricate the jackshaft bushings for the left- and right-hand jackshafts at the specified intervals.

To lubricate the jackshaft bushings, use the following procedure:

- Place the ATV on level ground.
- Remove the seat/floorboard unit.
- Attach a grease gun to the fittings on the jackshaft.
- Pump marine grade wheel bearing grease into the bushings until the grease starts to come out of them.

 **NOTE** Clean up any excess grease after lubricating the bearings.


4.1.3.6 Control Levers

 **WARNING** Be sure to check the control levers for free movement and proper travel before each use. If they are binding or sticking or don't have the proper amount of travel, take the ATV to an authorized MAX dealer or call Recreatives Ind. Inc. at +1 (800) 255-2511 for advice.

The control levers must be checked regularly so that the ATV has a fully functional steering and braking system.

To check the control levers, use the following procedure:


- Make sure the ATV is on level ground.
- Pull the left and right control levers backwards until they come to a stop and then release them forward. Make sure that they are not binding or sticking.
- Using a tape measure placed horizontally at the tops of the control levers, measure the total amount of travel from the forward position to the backward position. It should be between 5 and 7 inches.

 **CAUTION** If the control lever travel is less than 4 inches or more than 8 inches, take the ATV to an authorized MAX dealer or Call Recreatives Ind. Inc. at +1 (800) 255-2511 for advice.


Lubricating the control lever shaft:

The control lever shaft should be lubricated at the scheduled intervals to avoid binding or sticking of the control levers.

To lubricate the control lever shaft, put a few drops of engine oil into the holes in the top of the hand grips mounted on the control levers.

 **NOTE** Clean up any excess oil after lubricating the control lever shaft.

4.1.3.7 Parking/Auxiliary Brake

 **WARNING** Be sure to inspect the parking/auxiliary brake system before each use. Always maintain brake according to the Maintenance Schedule.

4.1.3.7.1 Brake Pads

The clearance between the brake pads and brake discs must be adjusted periodically as the brake pads wear. Replace the brake pads when they show excessive wear. Check the thickness of each of the brake pads as follows:

- Remove the floorboard, which is above the front axles.
- Measure the thickness of each brake pad.
- If thickness of either brake pad is less than .125 in., take the ATV to an authorized MAX dealer to have the brake pads replaced or call Recreatives Ind. Inc. at +1 (800) 255-2511 for advice.
- Install the floorboard.

The parking/auxiliary brake must be maintained to be fully functional as a parking and auxiliary brake.

To check the parking/auxiliary brake for proper operation, use the following procedure:

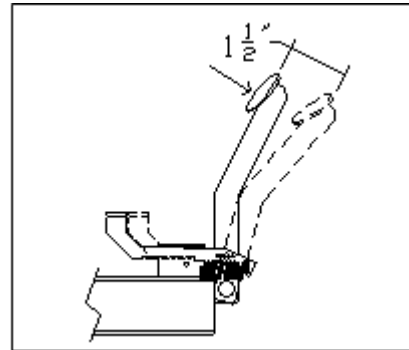
- Press the parking/auxiliary brake and apply the locking mechanism.
- With the engine off, gearshift in neutral position, attempt to push the ATV.
- If the brake has locked the wheels, it is adjusted properly.
- If the brake does not lock the wheels, it must be adjusted.

To adjust the parking/auxiliary brake, use the following procedure:

 **NOTE** The parking/auxiliary brake must be disengaged for this procedure.

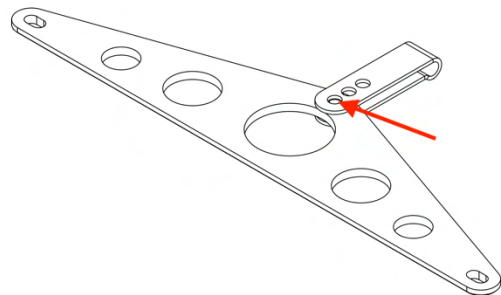
Foot Pedal Free Play


Measure the free play at the top of the foot pedal. It should not exceed 1.5 inches.




If the free play is greater than 1.75 inches use the following procedure:

- Remove the floorboard
- Locate the brake hanger-shaped bracket and connecting brake lug bracket.
- Remove the pin that connects the brake hanger bracket and the brake lug bracket and adjust as necessary so that the free play does not exceed 1.75 inches.
- Re-install the floorboard.



 **WARNING** The parking/auxiliary brake may fail if the foot pedal free play is greater than 1.5 inches.

 **NOTE** The thickness of the brake pads will also affect the adjustment of the parking/auxiliary brake. If the thickness of either brake pad is less than .125 in., take the ATV to an authorized MAX dealer to have the brake pads replaced or call Recreatives Ind. Inc. at +1 (800) 255-2511 for advice.

4.1.3.8 Drive Belt

The Drive belt must be inspected at the scheduled intervals so that the variable speed transmission functions properly.

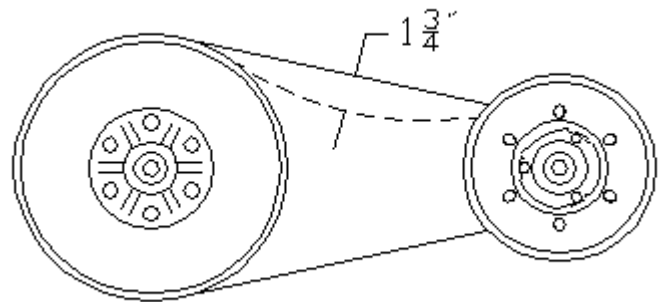
To inspect the drive belt, use the following procedure:

- Place the ATV on level ground.
- Remove the floorboard, pins, and wingnuts, and raise the upper body.
- Measure the widest portion of the belt to make sure it is at least 1 1/16 inches wide.



NOTE

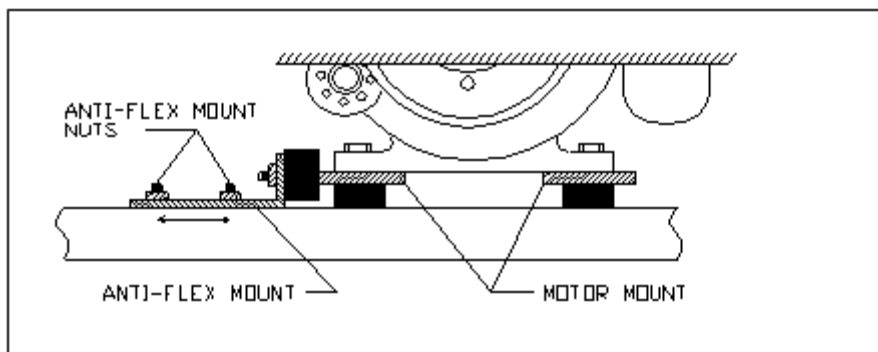
If the belt is less than 1 1/16 inches wide, it should be replaced with a new belt. It is recommended to replace the belt every two years.



Check the belt tension by depressing the belt with your index finger, and make sure that the belt deflects 1 3/4 inches. If it does not, it must be adjusted.

To adjust the belt tension on the MAX 2, use the following procedure:

- Remove the floorboard, pins, and wingnuts, and raise the upper body.
- Loosen the bolts which hold the engine mount to the chassis.
- Loosen the nuts on the anti-flex mount.
- Slide the engine forward or backward to adjust the belt tension.
- Tighten the bolts on the engine mount.
- Slide the anti-flex mount until it makes contact with the engine mount.
- Tighten the nuts on the anti-flex mount.



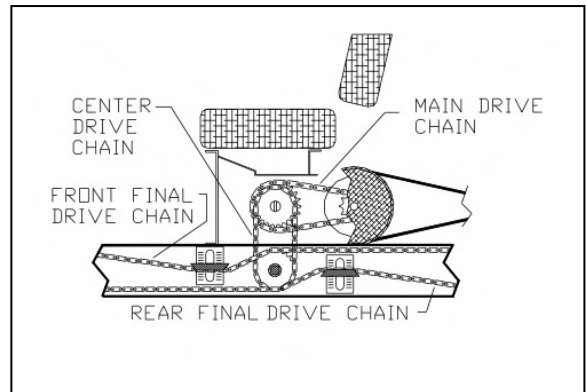
WARNING If the belt tension is too tight, the ATV may start to move when put into forward gear when it is at idle speed. Be prepared to apply the brakes. If this occurs the belt tension must be re-adjusted.

4.1.3.9 Chain Drive System

This ATV is equipped with chains and sprockets that transmit power from the transmission to all six axles. In order for the drive system to operate properly, these chains must be lubricated at the scheduled intervals and adjusted when they develop excess travel.

4.1.3.9.1 MAX 2 Drivetrain


Two main drive chains travel from the transmission to the jackshaft on each side of the ATV. The center drive chains transmit power from the jackshaft to the center sprockets (located on the center axles). There are two final drive chains on each side of the vehicle; they transmit power from the center sprockets to the front and rear sprockets (located on the front and rear axles).



4.1.3.9.2 CHAIN LUBRICATION

In order to lubricate the chains, use the following procedure:

- Remove the floorboard, pins, and wingnuts, and raise the upper body to gain access to the chains.
- Wipe the chain with a rag in order to remove any water, dirt or debris.
- Lubricate the chain completely using a good grade of motorcycle chain lubricant.

 **NOTE** Since your ATV is equipped with X-Ring chain, use a chain lubricant that is approved for use on X-Ring chains.

 **NOTE** Clean up any excess chain lubricant after lubricating the chains.

4.1.3.10 Inspecting Chain Tension

Proper chain tension must be maintained so that the chain drive system will be fully functional.

In order to measure the chain tension properly, the inspection and chain adjustment (if necessary) must be made with the ATV raised off the ground so the tires are not making contact with the ground.

Use the following procedure to inspect the chain tension in the MAX 2:

- Park the ATV on level ground.
- Remove the floorboard and raise the upper body.
- Raise the ATV so that the tires are not making contact with the ground.
- Check the chain tension on the main and center chains by grasping the chain midway between the sprockets while rotating the tires slowly by hand.

- Check the chain tension on the final drive chains by grasping the chain midway between the sprockets on the side opposite the chain adjuster while rotating the tires slowly by hand.
- Chain tension should be $\frac{1}{2}$ - $\frac{3}{4}$ inch of travel at the “tight point”.

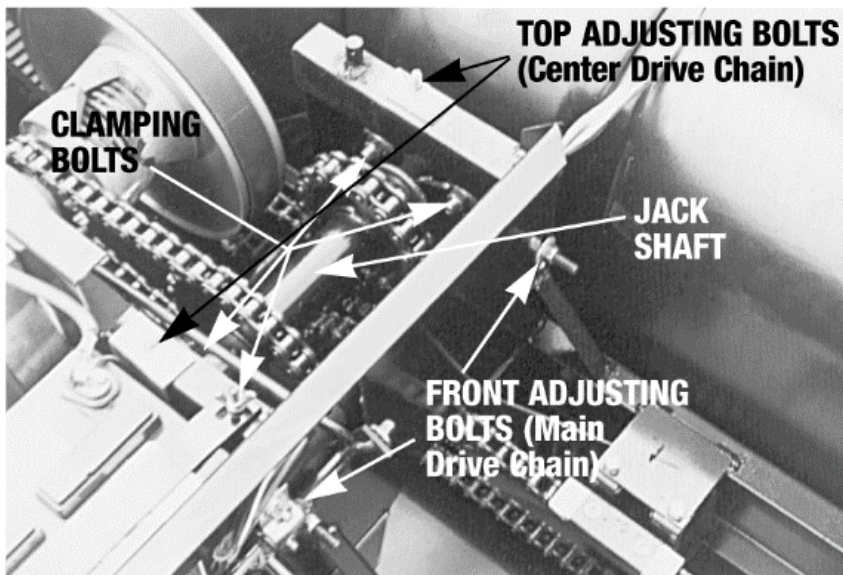
NOTE Chain tension varies as the sprockets rotate. Rotate the tires slowly (by hand) as you check the chain tension to find the point at which the chain has the least amount of travel (this is the tight point). Always measure the chain tension when it is at its tight point.

CAUTION Failure to adjust the chains when they have excess travel can damage the chain drive system.

4.1.3.11 Adjusting Chain Tension

NOTE In order to measure the chain tension properly, the inspection and chain adjustment (if necessary) must be made with the ATV raised off the ground so the tires are not making contact with the ground.

4.1.3.12 MAX 2 Main and Center Drive Chains




Adjustment for Main & Center Drive Chains, MAX 2

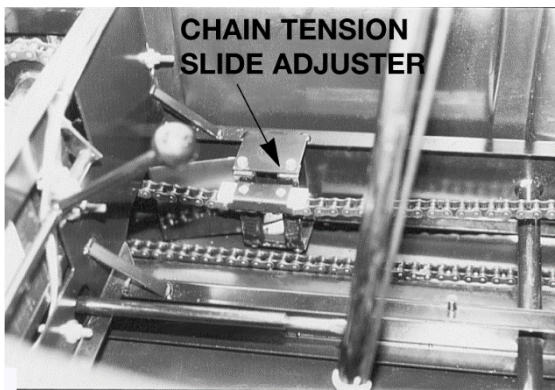
The main and center drive chains are adjusted by relocating the jackshaft slightly.

The clamping bolts hold the jackshaft in place. The adjusting bolts reposition the jackshaft. When your ATV is assembled at the factory the jackshaft is positioned straight and level. When the chain tension is adjusted you can make sure the jackshaft stays as straight and level as it was when it left the factory by turning the adjusting bolts an equal number of turns. Once they are adjusted, the clamping bolts must be tightened securely to hold the jackshaft in place.

Use the following technique to adjust the chain tension on the MAX 2 main and center drive chains:

- Loosen the four clamping bolts.
- To adjust the main drive chains, turn the two adjusting bolts in front of the jackshaft an equal number of turns until the chain has $\frac{1}{2}$ - $\frac{3}{4}$ inch travel at the tightest point.
- To adjust the center drive chains, turn the two adjusting bolts above the jackshaft an equal number of turns until the chain has $\frac{1}{2}$ - $\frac{3}{4}$ inch travel at the tightest point.
- Tighten the clamping bolts securely.

 **NOTE** Make sure you turn the adjusting bolts an equal number of turns so that the jackshaft remains straight and level.



4.1.3.13 MAX 2 Final Drive Chains


4.1.3.13.1 Adjustment

The final drive chains are adjusted by moving the slide adjusters. These adjusters can be positioned anywhere in the slider by loosening the adjuster bolt. Once they are tightened into position, they can only be released by again loosening the adjuster bolt. The front chain adjuster on the MAX 2 must be pushed down to tighten the chain. The rear chain adjuster must be pulled up to tighten the chain.

Use the following technique to adjust the final drive chains on the MAX 2:

4.1.3.13.2 Front chains MAX 2:

- Push down the chain adjuster to tighten the chain until the travel (on the side opposite the adjuster) is $\frac{1}{2}$ - $\frac{3}{4}$ inch at the tightest point.
- Pull up slightly on the adjuster to make sure it has locked into position.

 **NOTE** The chain adjuster can be unlocked by loosening the adjuster bolt and pushing it away (towards the center of the ATV) from the bracket that it is attached to and pulling it up (towards the top of the ATV).

4.1.3.13.3 Rear chains MAX 2:

- Pull up the chain adjuster to tighten the chain until the travel (on the side opposite the adjuster) is $\frac{1}{2}$ - $\frac{3}{4}$ inch at the tightest point.
- Push down slightly on the adjuster to make sure it has locked into position.



NOTE

The chain adjuster can be unlocked by loosening the adjuster bolt and pushing it away (towards the center of the ATV) from the bracket that it is attached to and pushing it down (towards the bottom of the ATV).

4.1.3.14 Battery

The battery is located under the seat on the MAX 2.

The battery is maintenance free and does not require the fluid level to be checked.



WARNING Battery acid is harmful if it contacts eyes, skin, or clothing. Care must be taken whenever handling a battery.

If the battery is discharged, remove the battery from the ATV and charge the battery at the standard charging rate of 1.4A x 10 hr.

To remove the battery, use the following procedure:

- Remove the battery hold-down bracket.



WARNING Anytime service is performed on a battery, the following must be observed: Keep sparks, open flame away. Always wear safety glasses. Protect skin and clothing when handling batteries. When servicing battery in enclosed space, keep the area well-ventilated. Make sure battery venting is not obstructed.

- Remove the negative battery cable; then remove the positive cable. Remove the battery from the ATV.



WARNING Avoid spillage and contact with skin, eyes, and clothing.



CAUTION Do not charge the battery while it is in the ATV with the battery terminals connected.



CAUTION Never exceed the standard charging rate.

- Trickle charge the battery at 1.4 amps for 10 hours.
- Place the battery into position in the ATV and secure with the hold-down bracket.
- Connect cables to the proper terminals: positive cable to the positive terminal (+) and negative cable to the negative (-) terminal. Connect the negative cable last.



CAUTION Connecting cables in reverse (positive to negative and negative to positive) can cause serious damage to the electrical system.

4.1.3.15 Spark Plugs

There are two spark plugs in the engine of your ATV. Make sure that the correct plugs are used. This will be specified in the engine Operator's Manual supplied with the ATV. A light brown insulator indicates that the plug is correct. A white or dark insulator indicates that the engine may need to be serviced. Consult an authorized Briggs and Stratton or Kohler dealer (depending on which engine is installed in your ATV) if the plug insulators are not a light brown color.

To maintain a hot, strong spark, keep the plug free of carbon.


Before removing the spark plugs be sure to clean the area around the spark plug. If you do not, dirt could enter the engine when removing or installing the spark plugs.

Adjust the gap to the specification provided in the engine Operator's Manual.

When installing the spark plugs, be sure to tighten it securely. A new spark plug should be tightened $\frac{1}{2}$ turn once the washer contacts the cylinder head. A used spark plug should be tightened $1\frac{1}{8}$ - $1\frac{1}{4}$ turn once the washer contacts the cylinder head.


4.1.3.16 Engine Idle Adjustment

To properly adjust the idle a tachometer is necessary. If one is not available, take the ATV to an authorized MAX, Briggs & Stratton or Kohler dealer.

 **WARNING** Make sure the ATV is on level ground, the shift lever is in the neutral position and the parking/auxiliary brake is applied and locked when adjusting idle speed.

To adjust idle RPM:


- Start the engine and warm it up to normal operating temperature.
- Turn the throttle stop screw in or out until the engine idles at 1,250-1,350 RPM.


 **WARNING** Adjust the idle to the correct RPM. Make sure the engine is at normal operating temperature before adjusting the idle RPM.

4.1.3.17 Throttle Cable Adjustment

To properly adjust the throttle cable a tachometer is necessary. If one is not available, take the ATV to an Authorized MAX, Briggs & Stratton or Kohler dealer.

Check the throttle lever free play. It should be $1/8$ - $3/16$ in. If it is not in this range adjust the throttle cable free play. The maximum RPM must be checked after adjusting the throttle cable to ensure maximum performance.

 **CAUTION** The maximum RPM should never exceed 4200 RPM. If it exceeds 4200 RPM serious engine damage could occur.

 **WARNING** Make sure the ATV is on level ground, the shift lever is in the neutral position and the parking/auxiliary brake is applied and locked when adjusting the throttle cable.

To adjust the throttle cable free play, use the following technique:

- Start the engine and warm it up to normal operating temperature.
- Shut off the engine.
- Loosen the screw on the swivel assembly on the engine that the inner cable is attached to.
- Slide the inner cable in or out of the swivel assembly and tighten the screw lightly.
- Check the free play, if it is correct; then tighten the screw securely. If it is not correct move the inner cable again until the free play is correct.
- Start the engine.
- Apply full throttle and observe the tachometer reading. It should be >4000 RPM.
- Slide the inner cable in or out of the swivel assembly until the correct RPM is obtained.
- Check the throttle lever free play again and make sure it is within the specified range. If it is not, try the above procedure again. If you cannot obtain the correct throttle lever free play or maximum RPM, contact an authorized MAX, Briggs & Stratton or Kohler dealer.



WARNING If the throttle cable free play or the maximum RPM cannot be adjusted to the correct specifications using this method take the ATV to an Authorized MAX, Briggs & Stratton or Kohler dealer.

4.1.3.18 Air Filter

The two-part air filter inside the air filter housing must be kept clean to provide good engine power and gas mileage. If the ATV is used under normal conditions, service the filter at the intervals specified. If operated in dusty, wet, or muddy conditions inspect and service the filter more frequently. See the engine Operator's Manual for specific instructions for servicing the air filter.



NOTE In order to gain access to the air filter the hatch cover must be removed on the MAX 2.

4.1.3.19 Tires

This ATV is equipped with low-pressure tubeless tires of the size and type listed below. Do not, under any circumstances, substitute tires of a different type or size.

MODEL	SIZES
MAX 2	21" X 11" X 8"

SIZE	APPROVED TIRES
21" X 11" X 8"	OTR 22 MAG or Carlisle AT101



WARNING Always use the size and type of tires listed above.

This ATV has low-pressure tubeless tires. Air is sealed by the contact surfaces of the inner wheel rim and the tire bead. If either the inner wheel rim or tire bead is damaged, air may leak. Be extremely careful not to damage these areas when replacing tires.

It is very important to use the proper tools when repairing or replacing tires to prevent damage to the tire bead or wheel rims. If proper tools and related items are not available, have this maintenance performed by an authorized MAX dealer or contact Recreatives Ind. Inc. at +1 (800) 255-2511 for advice.

4.1.3.20 Tire Inflation Pressure

Use a low-pressure gauge to measure the air pressure in the tires. Check the air pressure in all tires before each use of the vehicle.

The usual tire pressure should be 3.5 psi for all tire types and sizes.


 **CAUTION** When breaking the tire bead loose from the wheel, be extremely careful not to damage the inner wheel surface or the tire bead.

4.1.3.21 Tubeless Tire Repair

Should a leak or flat tire occur due to a puncture, the tire may be repaired using a plug-type patch. If the damage is from a cut or if the puncture cannot be repaired using a plug, the tire must be replaced. When operating the ATV in areas where transportation or service facilities are not readily available, it is strongly recommended to carry a plug-type repair kit and a pump.

4.1.3.22 Wheel Removal & Replacement

- Park the ATV on level ground and apply and lock the parking/auxiliary brake.
- Loosen the lug nuts on the wheel to be removed.
- Elevate the ATV by placing a jack under the lower body.

 **NOTE** Use a piece of wood or similar object to prevent the jack from damaging the lower body.

- Remove the lug nuts.
- Remove the wheel.
- Install the wheel and install the lug nuts.
- Tighten the lug nuts in a crisscross pattern to 40 ft-lb.
- Remove the jack.

4.1.3.23 Spark Arrester

Your ATV may be equipped with an optional Spark Arrester, which must be periodically cleaned at the intervals shown in the Maintenance Schedule.

To clean the spark arrester using the following procedure:

- Remove the spark arrester retaining screw.

- Pull out the spark arrester.
- Use a wire brush to clean the carbon off the spark arrester.
- Install the spark arrester.
- Tighten the spark arrester retaining screw.

4.1.3.24 Light Bulb Replacement

The MAX 2 is equipped with LED headlight and LED taillights. When needing to replace an LED headlight or taillight, contact an authorized MAX dealer or Recreatives Ind. Inc. at +1 (800) 255-2511 to order replacement parts.

 **CAUTION** Use only OEM headlight and taillights as a replacement light.

4.1.3.25 Headlights

To replace the LED headlight in the MAX 2, use the following procedure:

- Disconnect the wire harness from the headlight.
- Remove the headlight by removing all four bolts holding the headlight in place and the backing plates. Install the new headlight assembly.
- After installing the new headlight by fastening all four bolts, reconnect the headlight to the wire harness.

4.1.3.26 Taillights

To replace the taillight on all models, use the following procedure:

- Disconnect the LED taillight from the wire harness inside the upper body.
- Remove the lens cover and unfasten the taillight base.
- Remove the black taillight base.
- Reinstall the new taillight and connect to the wire harness.

4.1.4 FUSES AND RELAYS


The MAX 2 contains 4 fuses and 1 relay, which are listed in the table below:

DESCRIPTION	TYPE	RATING	LOCATION
Main Fuse	Mini-Fuse	30 Amp	Under left side of dashboard
Accessory Switch	Mini-Fuse	2 Amp	Under left side of dashboard
Voltmeter/USB Power Socket	Cartridge Fuse	10 Amp	Behind Voltmeter/USB Power Socket on dashboard
Electric Cooling Fan	Mini-Fuse	10 Amp	Fan relay, mounted on the engine
Electric Cooling Fan	Relay (SPST)	30 Amp	Mounted on the engine


To remove a fuse, pull on it firmly and lift it out. To install a fuse, push on it firmly until it is well seated.

To replace the relay, first remove it from the engine by removing the screw holding it in place, then unplug the relay from the relay wire harness connector. Next, plug the new relay in to the relay wire harness connector, then re-attach it to the engine.

 **CAUTION** Always replace a blown fuse or relay with a fuse or relay of the same type and rating.


 **CAUTION** Do not operate the vehicle if the relay is not functioning and operating the cooling fan. Doing so may cause the engine and the vehicle to overheat, which will result in damage.

4.1.5 PREPARATION FOR STORAGE

 **CAUTION** Prior to storing the ATV, it must be properly serviced to prevent rusting and component deterioration.

Recreatives Ind. recommends the following procedure to prepare the ATV for storage:

- Clean the seat cushion with a damp cloth and allow it to dry.
- Clean the inside and outside of the ATV by thoroughly hosing dirt, oil, grass, and other foreign matter from the entire ATV. Allow the ATV to dry thoroughly. DO NOT get water into any part of the engine.
- Move the fuel shutoff valve (located on the fuel line) to the OFF position.
- Start & run the engine until it stops. This will empty the fuel line of fuel and will help prevent common problems sometimes associated with long term storage.
- Either drain the gas tank or add a fuel stabilizer to the gas.
- Remove the spark plugs. Add one tablespoon of engine oil into each spark plug hole. Install the plugs, but do not connect the plug leads. Crank the engine two or three revolutions.
- Plug the hole in the exhaust system with a clean cloth.
- Spray a half ounce of light oil into the holes in the hand grips to lubricate the control lever shaft.
- Tighten all nuts, bolts and screws.
- Lubricate the chains.
- Grease the axle bearings.
- Store the ATV indoors in a level position.
- Disconnect the battery cables: then clean the battery posts and cables. Remove the battery and store in a clean, dry area.

 **CAUTION** Avoid storing outside in direct sunlight and avoid using a plastic cover, as moisture will collect on the ATV causing corrosion.

4.1.6 PREPARATION AFTER STORAGE

Taking the ATV out of storage and correctly preparing it will assure many hours of trouble-free driving. Recreatives recommends the following procedure to prepare the ATV:

- Clean the ATV thoroughly.
- Clean the engine. Remove the cloth from the exhaust system.
- Check all cables and wires for signs of wear and fraying. Replace if necessary.
- Change the engine oil and filter.
- Change the transmission fluid.
- Charge the battery: then install, connect the battery cables.
- Check the entire braking and steering systems (brake pads, control lever travel etc.), all controls, headlight and taillight; replace or adjust as necessary.
- Tighten all nuts, bolts and screws.
- Check the spark plugs. Clean or replace as necessary.
- Move the fuel shutoff valve (located on the fuel line) to the ON position.

5 WARRANTY

Identification Numbers Record.

Vehicle's Product Identification Number _____

Engine Serial Number _____

Transmission Serial Number _____

Record your Vehicle's Product Identification Number, Engine Serial Number and Transmission Serial Number in the spaces provided to assist you in ordering spare parts or for reference in case the ATV is stolen.

RECREATIVES INDUSTRIES, INC. LIMITED CUSTOMER WARRANTY POLICY

Limited Warranty. Recreatives Industries, Inc. ("RI") warrants that the products manufactured by it are free from defects in material and workmanship under normal use and service for a period of one (1) year from the date of purchase by the original purchaser, OR 500 HOURS USE, WHICHEVER OCCURS FIRST, which is not transferable.

Engines sold with each new All-Terrain Vehicle are warranted by the engine manufacturer to be free from defects in material and workmanship under normal use and service for a period of three (3) years from the date of purchase by the original purchaser. See the engine manufacturer's warranty for specific details.

If during the warranty period the Product becomes defective under normal use and service, RI will, without charge, as its sole obligation and owner's exclusive remedy, repair or, at its option, replace with a new or reconditioned part, any part found defective.

This warranty does not cover defects, damage, or deterioration due to normal use, wear and tear, or exposure; normal maintenance services; replacement of service items; deterioration of upholstery, trim or appearance items; damage or defect due to misuse, alteration, negligence, or accident; or any Product modified or operated contrary to the instructions in this Operator's Manual. Rental machines are not covered by warranty.

RI shall not be liable for any loss or damage by reason of its failure to discover, repair, report, or modify latent defects inherent in the design of any Product.

THIS WARRANTY IS THE ONLY EXPRESS WARRANTY MADE BY RI APPLICABLE TO NEW PRODUCTS MANUFACTURED BY IT. NO PERSON IS AUTHORIZED TO CREATE ANY OTHER OBLIGATION OR LIABILITY IN CONNECTION WITH THE PRODUCT. THIS WARRANTY IS IN LIEU OF, AND RI EXPRESSLY DISCLAIMS, ALL OTHER WARRANTIES, EXPRESS OR IMPLIED,

ARISING BY OPERATION OF LAW OR OTHERWISE INCLUDING, WITHOUT LIMITATION, ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE.

5.1.1 WARRANTY

Limitation of Liability. THE SOLE AND EXCLUSIVE REMEDIES OF THE OWNER SHALL BE THOSE SPECIFICALLY SET FORTH IN THE WARRANTIES SECTION HEREOF. THE MAXIMUM LIABILITY OF RI FOR ANY AND ALL CLAIMS ARISING DIRECTLY OR INDIRECTLY, WHETHER OR NOT OCCASIONED BY ITS NEGLIGENCE, SHALL NOT IN THE AGGREGATE EXCEED THE PURCHASE PRICE OF THE PRODUCT. RI SHALL NOT BE LIABLE FOR LOSS OF USE OF PRODUCTS, LOSS OF TIME, INCONVENIENCE, TOWING, RENTAL OR SUBSTITUTE TRANSPORTATION, COMMERCIAL DAMAGES, LOSS OF BUSINESS OR PROFIT OR ANY OTHER INCIDENTAL, SPECIAL, INDIRECT, OR CONSEQUENTIAL DAMAGES. THE FOREGOING CONSTITUTES THE SOLE LIABILITY OF RI AND THE EXCLUSIVE REMEDY OF CUSTOMER WHETHER OR NOT BASED UPON NEGLIGENCE, BREACH OF CONTRACT, BREACH OF WARRANTY, STRICT LIABILITY, TORT, OR ANY OTHER COURSE OF ACTION.

Indemnification. RI does not warrant that the Products comply with any or all federal, state, municipal, or other governmental statutes, laws, or regulations, and the owner assumes all risk and liability whatsoever resulting from the use of the Products. RI has no control over, and is not responsible for, the manner in which the Products will be used by the Owner. The Owner assumes all responsibility for any and all sums which RI and/or the owner may be obligated to pay including, without limitation, for bodily injury or property damage, caused by or resulting directly or indirectly from the use of the Products and indemnifies and holds RI harmless from and against any and all actions, claims, and demands arising out of or in any way connected with the use of the Products.

Governing Law and Jurisdiction. “By using the Product, Owner hereby understands and agrees that any dispute which arises between the parties shall be governed by and construed under the laws of the State of Florida without reference to provisions of conflict of laws. The federal and state courts of the County of Manatee, State of Florida, shall have exclusive jurisdiction to adjudicate any dispute between the parties. The parties hereto each consent to: (I) the personal jurisdiction of the courts in the County of Manatee, State of Florida, and (II) service of process being effected upon it by registered mail sent to the following address:”

Recreatives Industries, Inc.
1936 59th Terrace East
Bradenton, Florida 34203 USA

Notes:

1. Warranty may be offered on ex-demonstrator vehicles; in no case will this exceed 30 days from the date of resale.
2. Items not covered by this warranty:
 - Battery (manufacturer’s warranty applies)
 - Tires (manufacturer’s warranty applies if available)

- Bent or broken axles or wheels (damage of this kind indicates that the vehicle was operated in an overloaded condition, or under conditions or in a manner in which the vehicle was not designed for).
 - Vehicles or components damaged or lost during shipment.
 - Normal maintenance or adjustments to the vehicle.
 - Normal replacement of service items, such as air and oil filters, chains and bearings.
 - Accessory items not supplied or manufactured by RI.
 - Damages resulting from:
 - Misuse, accident, theft or fire.
 - Use of improper or insufficient fuel, fluids or lubricants.
 - Use of parts or components which were not supplied by RI.
 - Any modification, alteration, tampering or any improper repair performed by any party.
3. It is the customer's responsibility to transport the ATV to the closest MAX dealer for warranty service. Any parts required for warranty that are not in the dealer's inventory will be shipped to the servicing dealer via UPS Ground or USPS priority mail at RI's discretion.
 4. Products which RI determines violate such warranty shall be returned to the BUYER at the BUYER'S expense.
 5. This shall constitute the complete and only warranty given by RI and except as specifically set forth in the foregoing paragraphs, RI shall not, in any event, be liable for any losses, damages, or costs, whether special, incidental, consequential or otherwise, in any way related to any vehicle or its sale.
 6. The above warranty is exclusive, and RI hereby expressly disclaims all other warranties, expressed or implied, including those as to the merchantability, and/or fitness for a particular purpose. Only the warranty expressed in this Warranty Policy shall apply and no distributor, dealer, corporation, or individual is authorized to amend, modify or extend this warranty in any way on resale.

MANUFACTURER:

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 Bradenton, Florida 34203 USA
 Phone: +1 (800) 255-2511
 Website: www.maxatvs.com