

RECREATIVES INDUSTRIES INC.

MAX AND BUFFALO ATV

OPERATOR'S MANUAL

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

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

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 Safety Alert Symbol means
**ATTENTION! BE ALERT! YOUR
SAFETY IS INVOLVED.**



WARNING

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



CAUTION

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



NOTE:

A NOTE provides key information to make procedures easier or more clear.

Introduction

FOREWORD

Congratulations and thank you from Recreatives Industries Inc. for purchasing one of our MAX or Buffalo All Terrain Vehicles (ATVs)

This Operator's Manual is furnished 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 or 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.

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WARNING

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

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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.

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.
- Never allow anyone under 18 years of age to operate your ATV.
- Never permit a guest to operate your 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 II is a two passenger vehicle and the MAX IV is a four passenger vehicle, the Buffalo is a two passenger model. Do not exceed the passenger total.
- Never carry passengers in the cargo area of the ATV at any time.
- Never carry any cargo in the cargo area of the ATV when used in water.
- Never exceed loads of 600 pounds on land in the MAX II, 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 800 pounds on land in the MAX IV, 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 owner's manual for the weights of accessories and options.)
- Never exceed loads of 1000 pounds on land in the Buffalo, 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 when taking any 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).



WARNING

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

- Never exceed loads of 100 pounds in the cargo area of the MAX II or MAX IV when used on land.
- Never exceed loads of 750 pounds in the cargo area of the Buffalo when used on land.
- Never raise or lower the Buffalo's cargo box unless the ATV is stationary and the parking/auxiliary brake is applied and locked, as described in this manual.
- Never raise or lower the Buffalo's cargo box unless the ATV is on level ground.
- Never raise or lower the Buffalo's cargo box unless you are properly seated in the ATV, as described in this manual.
- Never place any part of your body in between the Buffalo's cargo box and any other part of the ATV, when the cargo box is being raised or lowered.
- Never lean into the Buffalo's engine/transmission area, unless the support bar is raised and locked.
- Never carry loads above the height of the Buffalo's load guard.
- Make sure loads are securely anchored and evenly distributed.
- Never allow the rear wheels to hang over the edge of a loading dock or ravine, when you are dumping a load from the Buffalo's cargo box.
- Never drive the Buffalo with the cargo box in the raised position.
- 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 lifevest.
- Always make sure that when ATV is in water that you have a paddle on board.
- Always make sure that when 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.
- 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 motor on this 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 motor.
- Always apply and lock parking/auxiliary brake when shifting gears.
- 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 an ATV on any paved surfaces, including sidewalks, driveways, parking lots and streets.



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

- 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, other stunts.
- Always keep both hands and feet inside the ATV during operation.
- 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 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.
- 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.
- Always have the ATV checked by an authorized Max dealer if it has been involved in an accident.
- 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 open the throttle suddenly.
- 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.
- Never apply brakes suddenly.
- 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.
- 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.
- Always use the size and type 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.
- 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.
- 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. Parents should supervise the use of the ATV at all times. Parents should permit continued use only if they determine that the operator has the ability to operate the ATV safely.

**WARNING**

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

**WARNING**

Make sure the following five labels are attached to your ATV. If they aren't call Recreatives Ind. at 1/800-255-2511 for replacement labels.

**WARNING****LABEL 1**

**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 II AND BUFFALO AND NEVER MORE THAN 4 PERSONS TOTAL IN THE MAX IV.
- NEVER EXCEED LOADS OF 600 POUNDS ON LAND IN THE MAX II, INCLUDING DRIVER, PASSENGERS AND ANY CARGO AND THIS CAPACITY IS FURTHER REDUCED IF ANY ACCESSORIES AND OPTIONS HAVE BEEN INSTALLED
- NEVER EXCEED LOADS OF 800 POUNDS ON LAND IN THE MAX IV, INCLUDING DRIVER, PASSENGERS AND ANY CARGO AND THIS CAPACITY IS FURTHER REDUCED IF ANY ACCESSORIES AND OPTIONS HAVE BEEN INSTALLED
- NEVER EXCEED LOADS OF 1000 POUNDS ON LAND IN THE BUFFALO, INCLUDING DRIVER, PASSENGERS AND ANY CARGO AND THIS CAPACITY IS FURTHER REDUCED IF ANY ACCESSORIES AND OPTIONS HAVE BEEN INSTALLED
- NEVER EXCEED LOADS OF 500 POUNDS WHEN TAKING ANY ATV INTO WATER, INCLUDING DRIVER, PASSENGERS AND ANY CARGO AND THIS CAPACITY IS FURTHER REDUCED IF ANY ACCESSORIES AND OPTIONS HAVE BEEN INSTALLED
- NO OPERATOR UNDER AGE 18
- ALWAYS WEAR AN APPROVED MOTORCYCLE HELMET AND EYE PROTECTION
- ALWAYS MAKE SURE THAT DRIVER AND PASSENGERS FASTEN THEIR SEATBELTS IF THE VEHICLE IS EQUIPPED WITH ROLLOVER PROTECTION.
- ALWAYS MAKE SURE THAT DRIVER AND PASSENGERS UNFASTEN THEIR SEATBELTS (if so equipped) WHEN OPERATING THIS ATV IN WATER DEEPER THAN ONE FOOT

**WARNING****LABEL 2**

**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 IN ROUGH WATER
- ALWAYS MAKE SURE THAT WHEN THE ATV IS IN WATER THAT THE DRIVER AND PASSENGERS WEAR APPROVED LIFEVESTS AND TAKE ALONG A PADDLE
- ALWAYS MAKE SURE THAT WHEN ATV IS IN WATER THAT THE DRIVER AND PASSENGERS ADJUST THEIR POSITIONS SO THAT THE ATV IS FLOATING LEVEL.
- NEVER START THE MOTOR ON THIS ATV IN FORWARD OR NEUTRAL GEAR. THIS ATV MUST BE IN REVERSE GEAR WITH THE PARKING/AUXILIARY BRAKE APPLIED AND THEN LOCKED BEFORE STARTING MOTOR.
- NEVER APPLY BRAKES SUDDENLY WHEN GOING DOWNHILL.
- AVOID SHIFTING GEARS ON A SLOPE.
- ALWAYS FOLLOW PROPER PROCEDURES FOR OPERATION ON HILLS.
- NEVER OPERATE AT EXCESSIVE SPEEDS.
- ALWAYS FOLLOW PROPER PROCEDURES FOR TURNING.

**WARNING****LABEL 3**

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 AT ANY TIME.

NO CARGO ALLOWED IN THE CARGO AREA WHEN USED IN WATER.

**MAXIMUM LOAD IN THE CARGO AREA OF THE MAX II AND MAX IV ON LAND:
100 pounds evenly distributed.**

MAXIMUM LOAD IN THE CARGO AREA OF THE BUFFALO ON LAND: 750 pounds evenly distributed.

LABEL 4**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 in water.

MAXIMUM TOWING CAPACITY: 1000 lbs

LABEL 5**WARNING**

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

TO SHIFT GEARS

STOP VEHICLE COMPLETELY

PARKING/AUXILIARY BRAKE MUST BE APPLIED AND LOCKED.

Reverse UP

Neutral

Forward DOWN



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

Make sure the following label (label 6) is attached to the Buffalo's cargo box. If it isn't please call Recreatives Ind. at 1/800-255-2511 for a replacement label.



WARNING

LABEL 6

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

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

NEVER RAISE OR LOWER THE BUFFALO'S CARGO BOX UNLESS THE ATV IS STATIONARY AND THE PARKING/AUXILIARY BRAKE IS APPLIED AND LOCKED, AS DESCRIBED IN THIS MANUAL

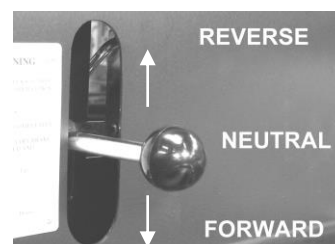
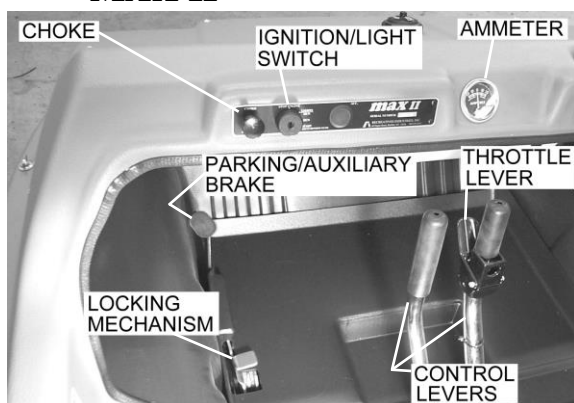
NEVER RAISE OR LOWER THE BUFFALO'S CARGO BOX UNLESS THE ATV IS ON LEVEL GROUND

NEVER RAISE OR LOWER THE BUFFALO'S CARGO BOX UNLESS YOU ARE PROPERLY SEATED IN THE ATV

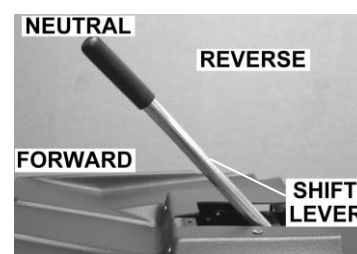
NEVER PLACE ANY PART OF YOUR BODY IN BETWEEN THE BUFFALO'S CARGO BOX AND ANY OTHER PART OF THE ATV, WHEN THE CARGO BOX IS BEING RAISED OR LOWERED

Location of Parts and Controls

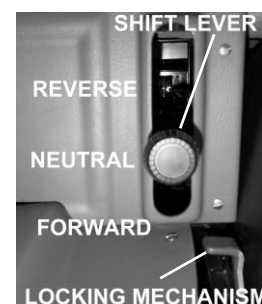
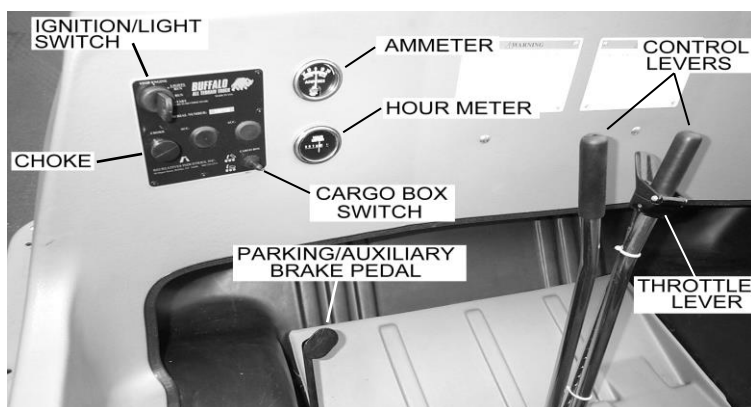
MAX II



MAX IV



BUFFALO



OPERATION WARNINGS



WARNING

POTENTIAL HAZARD

Operating this ATV without reading and understanding the Operator's Manual.

WHAT CAN HAPPEN

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.

HOW TO AVOID THE HAZARD

Beginning and inexperienced operator's should read and understand the Operator's Manual. They should then regularly practice the operating techniques described in this Operator's Manual.



WARNING

POTENTIAL HAZARD

Allowing anyone under age 18 to operate this ATV.

WHAT CAN HAPPEN

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.

HOW TO AVOID THE HAZARD

A child under age 18 should never operate this ATV.



WARNING

POTENTIAL HAZARD

Carrying more than 2 persons total in the MAX II and Buffalo or carrying more than 4 persons total in the MAX IV.

WHAT CAN HAPPEN

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.

HOW TO AVOID THE HAZARD

Never carry more than 2 persons total in the MAX II and Buffalo or carry more than 4 persons total in the MAX IV.



WARNING

POTENTIAL HAZARD

Carrying passengers in the cargo area of the ATV at any time.

WHAT CAN HAPPEN

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.

HOW TO AVOID THE HAZARD

Never carry passengers in the cargo area of the ATV at any time.

**WARNING****POTENTIAL HAZARD**

Carrying cargo in the cargo area of the ATV when used in water.

WHAT CAN HAPPEN

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.

HOW TO AVOID THE HAZARD

Never carry any cargo in the cargo area when ATV is in water.

**WARNING****POTENTIAL HAZARD**

Overloading the ATV by exceeding loads of 600 pounds on land in the Max II, 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.)

WHAT CAN HAPPEN

Could cause changes in vehicle handling, which could lead to an accident, resulting in injury or death to driver and passengers.

HOW TO AVOID THE HAZARD

Never exceed the stated load capacity for the ATV.

**WARNING****POTENTIAL HAZARD**

Overloading the ATV by exceeding loads of 800 pounds on land in the Max IV, 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.)

WHAT CAN HAPPEN

Could cause changes in vehicle handling, which could lead to an accident, resulting in injury or death to driver and passengers.

HOW TO AVOID THE HAZARD

Never exceed the stated load capacity for the ATV.

**WARNING****POTENTIAL HAZARD**

Overloading the ATV by exceeding loads of 1000 pounds on land in the Buffalo, 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.)

WHAT CAN HAPPEN

Could cause changes in vehicle handling, which could lead to an accident, resulting in injury or death to driver and passengers.

HOW TO AVOID THE HAZARD

Never exceed the stated load capacity for the ATV.

**WARNING****POTENTIAL HAZARD**

Overloading the ATV by exceeding loads of 500 pounds 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 (see the specifications section in this Operator's Manual for the weights of accessories and options.)

WHAT CAN HAPPEN

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.

HOW TO AVOID THE HAZARD

Never exceed the stated load capacity for the
ATV

**WARNING****POTENTIAL HAZARD**

Overloading the ATV by exceeding loads of 100 pounds in the cargo area of the MAX II or MAX IV when used on land.

WHAT CAN HAPPEN

Could cause an accident, including an overturn, resulting in injury or death to driver and passengers.

HOW TO AVOID THE HAZARD

Never exceed the stated load capacity of 100 pounds in the cargo area of the MAX II or MAX IV when used on land.

**WARNING****POTENTIAL HAZARD**

Overloading the ATV by exceeding loads of 750 pounds in the cargo area of the Buffalo when used on land.

WHAT CAN HAPPEN

Could cause an accident, including an overturn, resulting in injury or death to driver and passengers.

HOW TO AVOID THE HAZARD

Never exceed the stated load capacity of 750 pounds in the cargo area of the Buffalo when used on land.

**WARNING****POTENTIAL HAZARD**

Raising or lowering the Buffalo's cargo box when the ATV is not stationary and the parking/auxiliary brake is not applied and locked, as described in this manual.

WHAT CAN HAPPEN

Could cause an accident, including an overturn resulting in injury or death to driver and passenger.

HOW TO AVOID THE HAZARD

Never raise or lower the Buffalo's cargo box unless the ATV is stationary and the parking/auxiliary brake is applied and locked, as described in this manual.

**WARNING****POTENTIAL HAZARD**

Raising or lowering Buffalo's cargo box when the ATV is not on level ground.

WHAT CAN HAPPEN

Could cause an accident, including an overturn resulting in injury or death to driver and passenger.

HOW TO AVOID THE HAZARD

Never raise or lower the Buffalo's cargo box unless the ATV is on level ground.

**WARNING****POTENTIAL HAZARD**

Raising or lowering the Buffalo's cargo box when you are not properly seated.

WHAT CAN HAPPEN

The ATV could overturn resulting in injury or death to driver and passenger.

HOW TO AVOID THE HAZARD

Never raise or lower the Buffalo's cargo box unless you are properly seated in the ATV, as described in this manual.

**WARNING****POTENTIAL HAZARD**

Raising or lowering the Buffalo's cargo box if any part of your body is between the Buffalo's cargo box and any other part of the ATV.

WHAT CAN HAPPEN

The cargo box could crush you, causing injury or death.

HOW TO AVOID THE HAZARD

Never place any part of your body in between the Buffalo's cargo box and any other part of the ATV, when the cargo box is being raised or lowered.

**WARNING****POTENTIAL HAZARD**

Leaning into the Buffalo's engine/transmission area, unless the support bar is raised and locked.

WHAT CAN HAPPEN

The cargo box could fall and crush you, resulting in injury or death.

HOW TO AVOID THE HAZARD

Never lean into the Buffalo's engine/transmission area, unless the support bar is raised and locked.

**WARNING****POTENTIAL HAZARD**

Carrying loads above the height of the Buffalo's load guard.

WHAT CAN HAPPEN

The load could shift forward causing injury or death to the driver and passenger.

HOW TO AVOID THE HAZARD

Never carry loads above the height of the Buffalo's load guard.

**WARNING****POTENTIAL HAZARD**

Carrying loads that is not securely anchored and evenly distributed.

WHAT CAN HAPPEN

The load could shift, affecting stability, causing an accident, including an overturn resulting in injury or death to driver and passenger.

HOW TO AVOID THE HAZARD

Make sure loads are securely anchored and evenly distributed.

**WARNING****POTENTIAL HAZARD**

Allowing the rear wheels to hang over the edge of a loading dock or ravine, when you are dumping a load from the Buffalo's cargo box.

WHAT CAN HAPPEN

This would place the weight of the load in the cargo box over center and the ATV could tip over backwards.

HOW TO AVOID THE HAZARD

Never allow the rear wheels to hang over the edge of a loading dock or ravine, when you are dumping a load from the Buffalo's cargo box.

**WARNING****POTENTIAL HAZARD**

Driving the Buffalo with the cargo box in the raised position.

WHAT CAN HAPPEN

Could cause an accident, including an overturn resulting in injury or death to driver and passenger.

HOW TO AVOID THE HAZARD

Never drive the Buffalo with the cargo box in the raised position.

**WARNING****POTENTIAL HAZARD**

Operating the ATV without the drain plugs properly installed when the ATV is used in water.

WHAT CAN HAPPEN

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.

HOW TO AVOID THE HAZARD

Always make sure the drain plugs are properly installed in the ATV as is described in the Operator's Manual.

**WARNING****POTENTIAL HAZARD**

Towing anything when using the ATV in water.

WHAT CAN HAPPEN

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.

HOW TO AVOID THE HAZARD

Never tow anything when the ATV is used in water.

**WARNING****POTENTIAL HAZARD**

Operating the ATV through rough water.

WHAT CAN HAPPEN

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.

HOW TO AVOID THE HAZARD

Never operate the ATV in rough water.

**WARNING****POTENTIAL HAZARD**

Operating or driving the ATV in water without the driver and passengers wearing an approved lifevest.

WHAT CAN HAPPEN

If you lose control of the ATV in water and it capsizes and sinks, the driver and passengers may be injured or drown.

HOW TO AVOID THE HAZARD

Never operate or drive in the ATV without the driver and passengers wearing an approved lifevest.

**WARNING****POTENTIAL HAZARD**

Operating the ATV in water without taking along a paddle.

WHAT CAN HAPPEN

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.

HOW TO AVOID THE HAZARD

Never operate the ATV in water without taking along a paddle.

**WARNING****POTENTIAL HAZARD**

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.

WHAT CAN HAPPEN

Water may enter the vehicle and cause it to capsize or sink, which could result in injury or drowning to driver and passengers.

HOW TO AVOID THE HAZARD

Always make sure that when ATV is in water that the driver and passengers adjust their positions so that the ATV is floating level.

**WARNING****POTENTIAL HAZARD**

Failure to enter the water directly, Head-On, and very slowly.

WHAT CAN HAPPEN

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.

HOW TO AVOID THE HAZARD

Always enter the water directly, Head-On and very slowly.

**WARNING****POTENTIAL HAZARD**

Failure to fasten seat belts if the ATV is equipped with rollover protection.

WHAT CAN HAPPEN

If the ATV overturns, the driver and passengers may be thrown from the vehicle and the roll bar or roll cage could strike them, resulting in injury or death.

HOW TO AVOID THE HAZARD

Always make sure that the driver and passengers fasten their seat belts if the ATV is equipped with rollover protection.

**WARNING****POTENTIAL HAZARD**

Failure to unfasten seat belts (if the ATV is so equipped) when in more than one foot of water.

WHAT CAN HAPPEN

If the ATV capsizes or sinks the driver and passengers may be unable to unfasten their seat belts and may drown.

HOW TO AVOID THE HAZARD

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.

**WARNING****POTENTIAL HAZARD**

Starting ATV in forward or neutral gear.

WHAT CAN HAPPEN

Could cause loss of control, which could cause an accident.

The ATV could run away from you if the engine speed is too high and it is in forward gear.

The control levers will not provide any braking or steering control when the ATV is in neutral.

HOW TO AVOID THE HAZARD

Always start the ATV in reverse gear with the parking/auxiliary brake applied and locked before starting motor.

**WARNING****POTENTIAL HAZARD**

Failure to apply and lock the parking/auxiliary brake when shifting gears.

WHAT CAN HAPPEN

The control levers will not provide any braking or steering control when the ATV is in neutral.

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.

HOW TO AVOID THE HAZARD

Always make sure that the parking/auxiliary brake is applied and locked when shifting gears.

**WARNING****POTENTIAL HAZARD**

Shifting gears on a slope.

WHAT CAN HAPPEN

The control levers will not provide any braking or steering control when the ATV is in neutral.

Could cause loss of control of the ATV, causing an accident, including an overturn.

HOW TO AVOID THE HAZARD

Avoid shifting gears on a slope.

If you must shift gears make sure the parking/auxiliary brake is applied and locked.

**WARNING****POTENTIAL HAZARD**

Operating this ATV on paved surfaces.

WHAT CAN HAPPEN

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.

HOW TO AVOID THE HAZARD

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

**WARNING****POTENTIAL HAZARD**

Applying brakes suddenly when going downhill.

WHAT CAN HAPPEN

The ATV may overturn, which could result in injury or death to driver and passengers.

HOW TO AVOID THE HAZARD

Always make sure that the brakes are applied smoothly and gradually when going downhill.

**WARNING****POTENTIAL HAZARD**

Operating this ATV on public streets, roads, or highways.

WHAT CAN HAPPEN

You can collide with another vehicle.

HOW TO AVOID THE HAZARD

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.

**WARNING****POTENTIAL HAZARD**

Operating or driving as a passenger in this ATV without wearing an approved motorcycle helmet, eye protection, and protective clothing.

WHAT CAN HAPPEN

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.

HOW TO AVOID THE HAZARD

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

**WARNING****POTENTIAL HAZARD**

Operating this ATV after or while consuming alcohol or drugs.

WHAT CAN HAPPEN

Could seriously affect your judgement.

Could cause you to react more slowly.

Could affect your balance and perception.

Could result in an accident.

HOW TO AVOID THE HAZARD

Never consume alcohol or drugs before or while driving this ATV.

**WARNING****POTENTIAL HAZARD**

Never operate at excessive speeds.

WHAT CAN HAPPEN

Increases your chances of losing control of the ATV, which can result in an accident.

HOW TO AVOID THE HAZARD

Always drive at a speed that is proper for the terrain, visibility, and operating conditions, and your experience.

**WARNING****POTENTIAL HAZARD**

Attempting wheelies, jumps, and other stunts.

WHAT CAN HAPPEN

Increases the chance of an accident, including an overturn.

HOW TO AVOID THE HAZARD

Never attempt stunts, such as wheelies or jumps. Don't show off.

**WARNING****POTENTIAL HAZARD**

Removing hands from control levers or feet from floorboard during operation.

WHAT CAN HAPPEN

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.

HOW TO AVOID THE HAZARD

Always keep both hands on the control levers and both feet on the floorboard of your ATV during operation.

**WARNING****POTENTIAL HAZARD**

Failure to inspect the ATV before operating.

Failure to properly maintain the ATV.

WHAT CAN HAPPEN

Increases the possibility of an accident or equipment damage.

HOW TO AVOID THE HAZARD

Always inspect your ATV each time you use it to make sure the ATV is in safe operating condition.

Always follow the inspection and maintenance procedures and schedules described in this Operator's Manual.

**WARNING****POTENTIAL HAZARD**

Failure to use extra care when operating the ATV on unfamiliar terrain.

WHAT CAN HAPPEN

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.

HOW TO AVOID THE HAZARD

Go slowly and be extra careful when operating on unfamiliar terrain.

Always be alert to changing terrain conditions when operating the ATV.

**WARNING****POTENTIAL HAZARD**

Failure to use extra care when operating on rough, slippery, or loose terrain.

WHAT CAN HAPPEN

Could cause loss of traction or vehicle control, which could result in an accident, including an overturn

HOW TO AVOID THE HAZARD

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.

**WARNING****POTENTIAL HAZARD**

Turning improperly.

WHAT CAN HAPPEN

ATV could run out of control, causing an accident including an overturn.

HOW TO AVOID THE HAZARD

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.

**WARNING****POTENTIAL HAZARD**

Operating on steep hills.

WHAT CAN HAPPEN

The ATV can overturn more easily on steep hills than on level surfaces or small hills.

HOW TO AVOID THE HAZARD

Never operate the ATV on hills too steep for the ATV or for your abilities.
Practice on smaller hills before attempting larger hills.

**WARNING****POTENTIAL HAZARD**

Going downhill improperly.

WHAT CAN HAPPEN

Could cause loss of control, which could lead to an accident including an overturn.

HOW TO AVOID THE HAZARD

Always follow proper procedures for going down hills as described in this Operator's Manual.

Always check the terrain carefully before you start down any hill.

Shift your weight backward.

Never go down a hill at high speed.

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.

Never pull back suddenly on the control levers.

Never push down suddenly on the parking/auxiliary brake.

**WARNING****POTENTIAL HAZARD**

Climbing hills improperly.

WHAT CAN HAPPEN

Could cause loss of control, which could lead to an accident including an overturn.

HOW TO AVOID THE HAZARD

Always follow proper procedures for climbing hills as described in this Operator's Manual.

Always check terrain carefully before you start up any hill.

Never climb hills with slippery or loose surfaces.

Shift your weight forward.

Never open the throttle suddenly or make sudden movements with the control levers. The ATV could flip over backwards.

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.

**WARNING****POTENTIAL HAZARD**

Improperly crossing hills or turning on hills.

WHAT CAN HAPPEN

Could cause loss of control, which could lead to an accident including an overturn.

HOW TO AVOID THE HAZARD

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.

Avoid crossing the side of a steep hill, if possible.

When crossing the side of a hill:

Always follow proper procedures as described in this Operator's Manual.

Avoid hills with slippery or loose surfaces.

Shift your weight to the uphill side of the ATV.

**WARNING****POTENTIAL HAZARD**

Stalling, or rolling backwards while climbing a hill.

WHAT CAN HAPPEN

Could cause loss of control, which could lead to an accident including an overturn.

HOW TO AVOID THE HAZARD

Maintain steady speed when climbing a hill.

If you lose all forward speed:

Keep weight uphill.

Pull back on both control levers to apply the brakes.

Slowly coast backwards down the hill using the control levers or parking/auxiliary brake to control your descent.

**WARNING****POTENTIAL HAZARD**

Improperly operating over obstacles.

WHAT CAN HAPPEN

Could cause loss of control, which could lead to an accident including an overturn.

HOW TO AVOID THE HAZARD

Before operating in a new area, check for obstacles.

**WARNING****POTENTIAL HAZARD**

Skidding or sliding.

WHAT CAN HAPPEN

You may lose control of the ATV.

You may also regain traction unexpectedly, which may cause the ATV to overturn.

HOW TO AVOID THE HAZARD

Learn to safely control skidding or sliding by practicing at slow speeds and on level, smooth terrain.

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.

**WARNING****POTENTIAL HAZARD**

Improperly operating in reverse.

WHAT CAN HAPPEN

You could hit an obstacle or person behind you, resulting in serious injury.

HOW TO AVOID THE HAZARD

Before you engage reverse gear, make sure there are no obstacles or people behind you. When it is safe to proceed, go slowly.

**WARNING****POTENTIAL HAZARD**

Operating the ATV with improper tires, or with improper or uneven tire pressure.

WHAT CAN HAPPEN

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.

HOW TO AVOID THE HAZARD

Always use the size and type tires specified in this Operator's Manual for this ATV.

Always maintain proper tire pressure as described in this Operator's Manual.

**WARNING****POTENTIAL HAZARD**

Operating the ATV with improper modifications.

WHAT CAN HAPPEN

Improper installation of accessories or modification of the ATV may cause changes in handling which, in some situations, could lead to an accident.

HOW TO AVOID THE HAZARD

Never modify the ATV through improper installation or improper use of accessories. All parts and accessories added to this ATV should be genuine Recreatives components designed for use on the ATV and should be installed and used according to instructions. If you have questions, consult an authorized Recreatives dealer or contact Recreatives Ind. at 1-800-255-2511.

**WARNING****POTENTIAL HAZARD**

Overloading the ATV or carrying or towing cargo improperly.

WHAT CAN HAPPEN

Could cause changes in vehicle handling, which could lead to an accident.

HOW TO AVOID THE HAZARD

Never exceed the stated load capacity for the ATV.

Cargo should be properly distributed and securely attached.

Reduce speed when carrying cargo or pulling a trailer. Allow greater distance for braking.

Always follow the instructions in this Operator's Manual for carrying cargo or pulling a trailer.



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

Quick Reference

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.

1. Helmet
2. Eye Protection
3. Long Pants
4. Long Sleeve Shirt
5. Gloves
6. Boots / Ankle Protection

Prevention is:

Checking the condition of the ATV every time you drive:

- | | |
|-----------------------|--------------------------------------------------------------|
| 1. Brakes | <i>Control levers and parking/auxiliary.</i> |
| 2. Throttle and Choke | <i>Smooth movement, without sticking.</i> |
| 3. Tires and Wheels | <i>Tire pressure and tire surface (tread and sidewalls).</i> |
| 4. Fluids | <i>Gas and oil.</i> |
| 5. Lights | <i>Headlights and taillights.</i> |
| 6. Electrical | <i>Ignition switch</i> |
| 7. Controls | <i>Forward, neutral and reverse gears</i> |
| 8. Miscellaneous | <i>Air filter, battery, tighten nuts and bolts.</i> |

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.

1. Tools
Bulbs, duct tape, rope, spark plug, drive belt and spare parts.
2. Water
3. Identification

4. Money
5. Maps
6. Emergency Kit
Flashlight, matches, flares, First Aid Kit.

Active Driving is:

Learning basic ATV operating maneuvers.

1. Starting
2. Braking
3. Steering
4. Shifting
5. 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:

1. Driving
2. Turns
3. Driving Uphill
4. Driving Downhill
5. Swerving
6. Crossing Obstacles

Active Driving is:

Knowing how to use safe riding techniques in special situations.

1. Reversing
2. Skidding or Sliding
3. Parking on a Hill
4. Stalling on a Hill
5. Operating in Water
6. Crossing Roads

Sound Judgement is:

Knowing the environment you drive in.

1. Weather-*Know what the forecast is for your riding time.*
2. Terrain-*Know where you're riding and the possible hazards.*

3. Night Riding-*Reduced visibility requires extra caution.*
4. Paved Surfaces-*Stay off paved surfaces.*
5. Trail Riding-*Be aware of trail conditions and other trail users.*

Sound Judgement is:

Being aware of those around you.

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

Sound Judgement is:

Driving within the ability of your equipment.

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

Sound Judgement is:

Making personal choices that affect your safety.

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

Sound Judgement 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.

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

PREVENTION



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

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 “**P**revention,” “**A**ctive driving,” “**S**ound judgement,” and “**S**upervision.” 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.

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:

1. Helmet
2. Eye Protection
3. Long Pants
4. Long sleeve shirt
5. Gloves
6. 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.

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:

1. D.O.T. Label
2. SNELL Label
3. 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.

Eye protection

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

Long Pants and Long Sleeve Shirt

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

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.

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.

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:

- | | |
|---------------------|------------------------|
| 1. Brakes | 6. Electrical |
| 2. Throttle | 7. Controls and Cables |
| 3. Tires and Wheels | 8. Chassis |
| 4. Fluids | 9. Miscellaneous |
| 5. Lights | |

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

Brakes

Check:

1. Control Levers
2. Parking/Auxiliary Brake
3. 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 10 inches 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 normally.

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.

Throttle

Check:

1. Free, smooth range of motion

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.

Tires and Wheels

Check:

1. Tire pressure
2. 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.

Fluids

Check:

1. Gas
2. Engine Oil
3. Transmission Fluid

Start with a full tank of gas before every drive and make sure that the engine oil and transmission fluid are at the proper level.

Lights

Check:

1. Headlights
2. 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.

Electrical

Check:

1. Ignition Switch in "Off" position
2. Ignition Switch in "Lights-Run" position
3. Ignition Switch in "Run" position
4. Ignition Switch in "Start" position

The ATV won't go unless the ignition switch works. Check it and make sure all four positions operate properly.

Controls

Check:

- | | |
|-----------------------|-----------------------|
| 1. Forward | 5. Reverse |
| 2. Forward Left Turn | 6. Reverse Left Turn |
| 3. Forward Right Turn | 7. Reverse Right Turn |
| 4. Neutral | |

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

Chassis

Check:

1. Chains
2. Belt
3. Axles

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

Miscellaneous

Check:

1. Air Filter
2. Battery
3. Tighten parts, nuts and bolts

Inspect your air filter. You're looking 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.

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)

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.

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... then what are you going to do?

Identification

If something does happen to you, the 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.

Money

Just try making an urgent phone call without a quarter.

Maps

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.

Emergency Kit with Flashlight and First Aid Kit**Carry these items:**

1. Flashlight
2. Matches
3. Flares
4. First Aid Kit

You'll need several items in your Emergency Kit including a flashlight. The matches will come in handy if you need to start a fire to stay warm. And flares are appropriate for signaling help. A first aid kit is essential for medical emergencies.

ACTIVE DRIVING

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 Recreatives 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.

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

Entering the ATV

To get seated:

1. Make sure the parking/auxiliary brake is in the locked position and the shift lever is in the Reverse position.
2. 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 for the back seat of the Max IV. This will insure that the ATV is balanced.
3. Make sure that the driver and passengers feet are on the floorboard.

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:

1. Climb into the ATV
2. Pull the choke cable out to its closed position if starting the engine cold (if it’s already warmed-up, you shouldn’t need to use the choke at all).

3. Turn the ignition key to the START position and let it return to the RUN position as soon as the engine starts.
4. Let the engine warm up.

Another way to remember the starting procedure is by using the acronym “**BRIC**”

It stands for:

B-----BRAKES LOCKED

R-----REVERSE GEAR ENGAGED

I-----IGNITION SWITCH TO “START” POSITION

C-----CHOKE ON

Braking/Stopping

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

Your ATV uses the 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:

1. **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 strength to pull back on the levers.
2. If your wheels lock, release the control levers for a second, then apply them again.

In Reverse Gear:

1. **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.
2. If your wheels lock, pull the control levers backward slightly for a second, then apply them again.

In Neutral Gear:

1. Push down on the Parking/Auxiliary brake to apply both the left and right brakes.
2. If your wheels lock, release the Parking/Auxiliary Brake for a second, then apply it again.

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

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:

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

To release the Parking/Auxiliary Brake:

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

Shifting Gears

The MAX really has two transmissions.

1. The first is the 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.
2. 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 shifting.

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 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:

1. Stop the ATV completely.
2. Apply the Parking/Auxiliary Brake.
3. 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.

4. 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 in to the neutral position.
5. 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.
6. 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.

Driving and Steering in Forward and Reverse

Your Recreatives 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.

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.

Parking

Parking involves following the previous rules for braking, then:

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

4. Apply and lock the parking/auxiliary brake.

Exiting the ATV

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

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

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

Driving

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

1. 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.
2. Shift into Forward gear.
3. Pull back both control levers.
4. Release the parking/auxiliary brake
5. Push both control levers forward.
6. Gently squeeze the throttle lever.

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:

1. Ease off the throttle as you approach the turn to slow down.
2. 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)

3. 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. Throttle pressure enables you to “power” through turns.
4. For sharper turns you will have to pull back on the control lever a little harder.
5. For quicker turns you will have to pull back firmly on the control lever and add a little extra throttle pressure.
6. Gradually increase your speed as you come out of the turn and ease the control lever forward.

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

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

Turns in reverse gear

The steering and braking controls are reversed in the Reverse Gear position. 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:

1. Ease off the throttle as you approach the turn to slow down.
2. 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)
3. 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. Throttle pressure enables you to “power” through turns.
4. For sharper turns you will have to push forward on the control lever a little harder.
5. For quicker turns you will have to push forward firmly on the control lever and add a little extra throttle pressure.
6. Gradually increase your speed as you come out of the turn and ease the control lever backward.

Turns from a standing start 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

Driving uphill in forward gear

Accidents can happen while driving up hill. So, obviously use extreme caution. A direct approach is favored. Angling up a hill may cause a downhill slide or a rollover. Follow this method for driving uphill.

1. Approach the hill at a slow and cautious pace.
2. Keep your control levers pushed forward.
3. Maintain a steady pace.

4. If you lose speed, increase it slightly by squeezing the throttle lever until you are back up to speed.
5. If you have lost all forward motion or if you feel the front of the vehicle get “light”, 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.

Driving downhill in forward gear

Making a turn while going downhill can be tricky at times. 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.

1. Approach the hill at a slow and cautious pace.
2. Release the throttle and use engine braking to keep the ATV at a slow speed
3. 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.
4. You can also use the parking/auxiliary brake. The harder you push on the foot lever the greater the stopping power. Remember there is no steering control with this brake.
5. If you need to change direction remember to pull the control levers past the neutral position to avoid the “wrong way” turn.

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 where you absolutely have to traverse a hill, follow this method:

1. Keep your speed low and consistent.
2. Steer as though you’re driving into the hill.
3. 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.

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.

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

Operation in water

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

Your Recreatives 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. 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.

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.

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

Driving in shallow water (Less than 4 inches deep)

When you're in shallow water your ATV won't start floating until the water is about 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.

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

Driving in deep water (more than 1 foot deep)

Your Recreatives ATV will start to float when the water gets about one foot 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:

1. For maximum water speed squeeze the throttle halfway.
2. Pull one control lever back when turning and keep the motor revving at half throttle.
3. Lean toward the inside of the turn.
4. 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.
5. If you must pass over the obstacle you should go forward until your front tires touch it.
6. Then you should increase the throttle pressure slightly until you are over it.
7. If you feel the ATV is going to tip over, you should back up and get off of the obstacle.

Tips

Here are a few situations that require special attention:

Reversing

Skidding or sliding

Parking on a hill

Stalling on a hill

Crossing roads

Reversing

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

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

Skidding or sliding

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

1. Turn into the slide.
2. Maintain a steady throttle setting.
3. 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:

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

Parking on a hill

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

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

Stalling on a hill

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

1. Keep it in forward or reverse gear, do not shift gears.
2. Press down on the parking/auxiliary brake.
3. Re-start your engine and continue up or down the hill.
4. 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.

Crossing roads

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

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

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:

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

SOUND JUDGEMENT

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 60 mph 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 slow?

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.

The Environment

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

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.

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.

Night Driving

Reduced visibility requires extra caution.

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.

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.

Those Around You

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

Passengers

Keep in mind that your passengers have minds of their own and may do foolish things like standing up or move 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.

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.

Other Vehicles

Depending on where you're driving, you might encounter other ATV's, 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.

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.

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.

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 ATV's as company.

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 Recreatives dealer or Recreatives Ind. a call at 1 800- 255-2511.

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 is shown in the specifications section of this Operator's Manual.

For example:

Max II

22" Optional Goodyear Tires-----	72 lbs
Roll Bar with Seat belts-----	26 lbs
Windshield-----	15 lbs
Driver (Your own weight)-----	195 lbs (For example)
Passenger-----	175 lbs (For example)
Cargo (placed in cargo area behind the seat)-----	24 lbs (For example)
Total weight of driver, passengers, accessories and cargo-----	507 lbs

The specifications section of this Operator's Manual shows that the maximum weight this vehicle can carry is 600 lbs on land and 500 lbs in water including driver, passengers accessories and cargo. In this example the vehicle is not overweight for land but it is overweight for water use. Another reason you wouldn't want to take this ATV into the water is because there is a load in the cargo area.

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 II & Max IV to 100 lbs. and the Buffalo to 750 lbs. 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.

The maximum weight the Buffalo can carry is 1000 pounds. The maximum weight that can be placed in it's cargo area is 750 pounds. However, you **won't** be able to carry 750 pounds in the cargo area of the Buffalo if you put more than 250 pounds of additional weight in the ATV.

For example:

Lets say you (you're the driver) weigh 250 pounds and your Buffalo has had the 26" tire option installed on it. The 26" tire option weighs 132 pounds (as shown in the specification section of this manual) and you will have to reduce the load in the cargo area to offset the additional 132 pounds that the tires weigh. That means that you can only carry 618 pounds in the cargo area if the Buffalo is equipped with 26" tires and even less if it is equipped with additional accessories or options.

Your 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.

Cargo has such an enormous effect on handling, that you need to pay extra attention to your speed especially on rough or uneven terrain. Even on very flat surfaces you should keep it under 10 mph if you've got a trailer attached. Avoid rough or uneven terrain. Also, consider that your braking distance is going to increase with the more weight you carry.

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.

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.

The Effects of Alcohol*

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.

*According to the ATV Safety Institute.

Your Physical Condition

Being physically exhausted is sort of 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?

Reckless Driving

Today you're a regular person, doing regular things—walking into the station to get a soda, opening it, drinking it, thinking about your hunting trip this weekend, and going home to wax your car. On your way home you do the regular speeding-on-the-highway thing. When you finally open your eyes in the hospital, your life as a regular person has ended. No more hunting trips, no more driving...you can't even move your hand to open a can of soda.

You've heard this all before, but it's worth saying again...if you cause an ATV accident when you're speeding, you have a 25% chance of landing yourself in the 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.

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.

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.



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

SIPDE

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**

SUPERVISION**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.

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.

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?

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.

ATV's 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.

And remember that regardless of experience, you should never let anyone under the age of 18 operate your ATV.

PREFACE – DIVISION II (Operation/Maintenance)

This Recreatives 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, 60 Depot St. Buffalo N.Y. 14206, for proper registration information. Division II of this Operator's Manual was prepared by the Service Department of Recreatives Industries Inc.

You have chosen a quality Recreatives product designed and manufactured to give dependable service. Be sure, as the owner/operator of a Recreatives 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 Recreatives ATV. Always operate the ATV within your level of skill and current terrain conditions.

Division II of this manual covers operator-related maintenance, operating instructions, and storage instructions. If repair or service is ever required, contact a Recreatives dealer if there is one in your area or contact Recreatives Ind. 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.

PARTS AND ACCESSORIES

When in need of replacement parts or accessories for your Recreatives 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 Recreatives ATV. For a complete list of accessories, refer to the current Recreatives ATV brochure.

MAX II – Specifications

LENGTH.....	86" (218cm)
HEIGHT.....	37" (94cm)
WIDTH.....	56" (142cm)
WHEELBASE.....	50" (127cm)
SEATING CAPACITY.....	2 PERSONS
FUEL CAPACITY.....	5 U.S. GALLONS (19 liters)
*SKID STEER TRANSMISSION FLUID <i>TOTAL CAPACITY</i>	32 OZ(.961)
BATTERY.....	12 VOLT 250CCA
HEADLIGHTS/STANDARD.....	GE 1156/27W
HEADLIGHTS/OPTIONAL HALOGEN.....	GE 894/37W
TAILLIGHTS.....	WAGNER 193/4.9W
TIRE INFLATION PRESSURE.....	3.5 P.S.I.
FUSE.....	MINI-FUSE 30 AMP
AXLES.....	1 ¼ " (32mm) DIAMETER
FRAME.....	5" (12.7 cm) STEEL CHANNEL
DRY WEIGHT (MAX II-450-T, 21" NANKANG TIRES, NO OPTIONS OR ACCESSORIES).....	710 LBS
GROSS VEHICLE WEIGHT.....	1310 LBS
(INCLUDES PASSENGERS CARGO, ACCESSORIES AND OPTIONS)	
GROSS PERMISSABLE WEIGHT IN WATER	1210 LBS
(INCLUDES PASSENGERS, CARGO, ACCESSORIES AND OPTIONS)	
GROSS TRAILER WEIGHT.....	1000 LBS
CARGO AREA MAXIMUM LOAD.....	100 LBS

WEIGHT OF ACCESSORIES AND OPTIONS (MAX II)

Option or Accessory	Weight Added to ATV
BRIGGS AND STRATTON 16HP AND 18HP MOTOR.....	0 LBS
KOHLER COMMAND 23HP MOTOR.....	25 LBS
21" GOODYEAR RAWHIDE TIRES (SET OF 6).....	42 LBS
22" GOODYEAR RAWHIDE III TIRES (SET OF 6).....	72 LBS
O-RING CHAIN (STANDARD ON II-500, 600, 850-T)....	0 LBS
WINDSHIELD	15 LBS
CONVERTIBLE TOP WITH SIDE CURTAINS	12 LBS
ROLL BAR AND SEAT BELTS (KIT).....	26 LBS
PLOW (INCLUDES WINCH PLATE AND WINCH).....	192 LBS
TRACK..	211 LBS
WINCH PLATE.....	9 LBS
WINCH.....	22 LBS
HEAVY DUTY SOLID AXLES (SET OF 6) STD. ON II-500, 600, 850-T.....	31 LBS

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

***Use a mixture of 28 oz(.841) Type "F" ATF and 4oz(.120) additive(GM part no. 1052358)**

MAX IV – Specifications

LENGTH.....	96" (244cm)
HEIGHT.....	42" (107cm)
WIDTH.....	56" (142cm)
WHEELBASE.....	58" (147cm)
SEATING CAPACITY.....	4 PERSONS
FUEL CAPACITY.....	5 U.S. GALLONS (19 liters)
*SKID STEER TRANSMISSION FLUID <i>TOTAL CAPACITY</i>	32 OZ(.961)
BATTERY.....	12 VOLT 250CCA
HEADLIGHTS/STANDARD.....	GE 1156/27W
HEADLIGHTS/OPTIONAL HALOGEN.....	GE 894/37W
TAILLIGHTS.....	WAGNER 193/4.9W
TIRE INFLATION PRESSURE.....	3.5 P.S.I.
FUSE.....	MINI-FUSE 30 AMP
AXLES.....	1 ¼ " (32mm) DIAMETER
FRAME.....	4" (10.2 cm) STEEL CHANNEL
DRY WEIGHT (MAX IV-500-T, 21" GOODYEAR RAWHIDE	
TIRES, NO OPTIONS OR ACCESSORIES).....	805 LBS
GROSS VEHICLE WEIGHT	1605 LBS
(INCLUDES PASSENGERS CARGO, ACCESSORIES AND OPTIONS)	
GROSS PERMISSABLE WEIGHT IN WATER.....	1305 LBS
(INCLUDES PASSENGERS, CARGO, ACCESSORIES AND OPTIONS)	
GROSS TRAILER WEIGHT	1000 LBS

WEIGHT OF ACCESSORIES AND OPTIONS (MAX IV)

Option or Accessory	Weight Added to ATV
BRIGGS AND STRATTON 18HP MOTOR.....	0 LBS
KOHLER COMMAND 23/25 HP MOTOR.....	20 LBS
KAWASAKI 27HP MOTOR.....	64 LBS
22" GOODYEAR RAWHIDE III TIRES (SET OF 6).....	30 LBS
26" GOODYEAR SUPER TERRA-GRIP TIRES (SET OF 6).....	114 LBS
O-RING CHAIN (STANDARD ON IV-600, 850, 900, 950-T).....	8 LBS
WINDSHIELD.....	20 LBS
CONVERTIBLE TOP WITH SIDE CURTAINS.....	15 LBS
ROLL CAGE AND SEAT BELTS (KIT).....	85 LBS
PLOW (INCLUDE WINCH PLATE AND WINCH).....	194 LBS
TRACK.....	222 LBS
WINCH PLATE.....	11 LBS
WINCH.....	22 LBS
FRONT SKID PLATE (STANDARD ON IV-600, 850, 900, 950-T)..	7 LBS
REAR SKID PLATE (STANDARD ON IV-600, 850, 900, 950-T)	6 LBS
HEAVY DUTY SOLID AXLES (SET OF 6) (STD. IV-600, 850, 900, 950-T).....	29 LBS

If the weight of an accessory installed on your ATV is not listed, call

Recreatives Ind. at 1/800-255-2511 for information.

***Use a mixture of 28 oz(.841) Type "F" ATF and 4oz(.120) additive(GM part no. 1052358)**

BUFFALO - Specifications

LENGTH.....	99" (251cm)
HEIGHT.....	52" (132cm)
WIDTH.....	57" (145cm)
WHEELBASE.....	58" (147cm)
BED SIZE (LENGTH).....	53" (140cm)
BED SIZE (WIDTH).....	51" (127cm)
BED SIZE (HIGH).....	10" (46cm)
SEATING CAPACITY.....	2 PERSONS
FUEL CAPACITY.....	5 U.S. GALLONS (19 liters)
*SKID STEER TRANSMISSION FLUID <i>TOTAL CAPACITY</i>	32 OZ(.961)
BATTERY.....	12 VOLT 250CCA
HEADLIGHTS.....	GE 862/37 W
TAILLIGHTS.....	WAGNER 193/4.9W
TIRE INFLATION PRESSURE.....	3.5 P.S.I.
FUSE.....	MINI-FUSE, SEE FUSE PANEL FOR RATINGS
AXLES.....	1 ¼ " (32mm) DIAMETER
FRAME.....	4" (10.2 cm) STEEL CHANNEL
DRY WEIGHT (BUFFALO, 21" GOODYEAR RAWHIDE	
TIRES, NO OPTIONS OR ACCESSORIES).....	1135 LBS
GROSS VEHICLE WEIGHT	2135 LBS
(INCLUDES PASSENGERS CARGO, ACCESSORIES AND OPTIONS)	
GROSS PERMISSABLE WEIGHT IN WATER.....	1635 LBS
(INCLUDES PASSENGERS, CARGO, ACCESSORIES AND OPTIONS)	
GROSS TRAILER WEIGHT	1000 LBS

WEIGHT OF ACCESSORIES AND OPTIONS (BUFFALO)

Option or Accessory	Weight Added to ATV
22" GOODYEAR RAWHIDE III TIRES (SET OF 6).....	30 LBS
26" GOODYEAR SUPER TERRA-GRIP TIRES (SET OF 6)....	114 LBS
WINDSHIELD.....	20 LBS
CONVERTIBLE TOP WITH SIDE CURTAINS.....	14 LBS
ROLL CAGE AND SEAT BELTS (KIT).....	76 LBS
PLOW (INCLUDES WINCH PLATE AND WINCH).....	194 LBS
TRACK.....	222 LBS
WINCH PLATE.....	9 LBS
WINCH.....	22 LBS

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

***Use a mixture of 28 oz(.841) Type "F" ATF and 4oz(.120) additive(GM part no. 1052358)**

GENERAL INFORMATION

ATV Identification

Recreatives ATV's have three identification numbers: Vehicle Identification Number, Engine Identification Number and Transmission Identification Number.

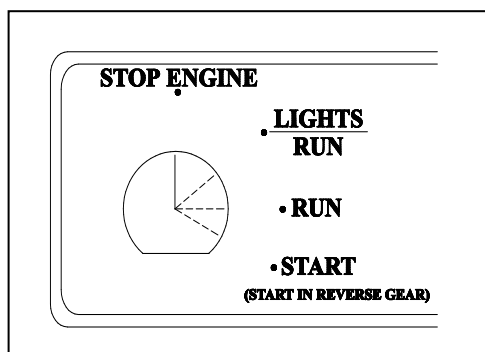
These numbers are required by the dealer to complete warranty claims properly. No warranty will be allowed by Recreatives Ind. if the Vehicle or Engine or Transmission Identification Numbers are removed or mutilated in any way.

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

Ignition Switch Key

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

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.

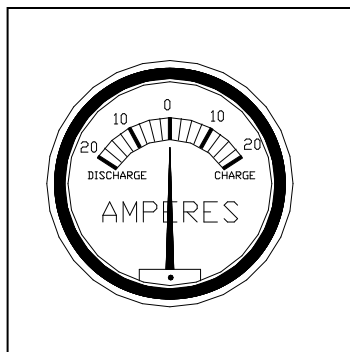
LIGHTS/RUN Position—The ignition circuit is complete and the engine can run and the headlights and taillights are on. The key cannot be removed in this position.

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.

Ammeter

The ammeter shows the rate of charge or discharge for the battery. If the battery is fully charged, the ammeter will be in the center position. If the battery is in a low state of charge the ammeter will show a high rate of charge. If the headlights are on the ammeter will show a lower rate of charge. If there are any other electrical accessories on, such as a winch, the ammeter may show a negative charge.

**CAUTION**

Continued operation of the ATV with the ammeter showing a negative charge may damage the electrical system.

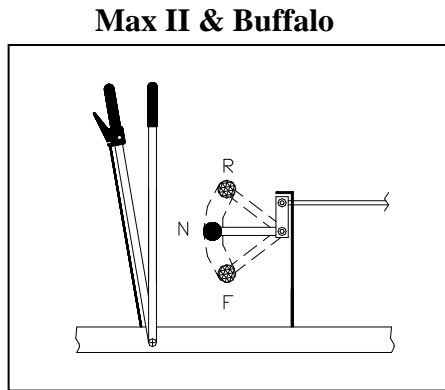
Hour/Maintenance Meter**NOTE:**

Some vehicles may be equipped with a Hour/Maintenance Meter. Please read the following if your vehicle is so equipped.

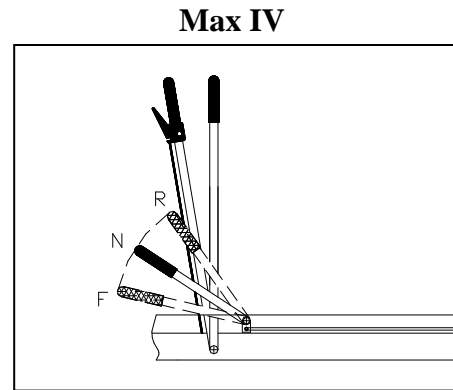
The hour meter for a Max and Buffalo ATV is programmed with a maintenance function. The hour meter will flash “LUBE” every 10 hours (for 1 hour before and after). This means it is time to perform the 10-hour vehicle maintenance as stated in your Operators Manual. The hour meter will flash “CNG OIL” every 50 hours (for one hour before and after). This means it is time to change your engine oil and filter.

The hour meter is key switch operated. If the key switch is not turned to the **STOP ENGINE** position, the hour meter will continue to run even if the engine is not running. Be sure that the key switch is in the **STOP ENGINE** position when the ATV is not in use to avoid a false hour meter reading.

Shift Lever



Max II & Buffalo Shift Lever



Max IV Shift Lever

This ATV has a shift lever, which must be shifted to engage Forward, Neutral and Reverse Gears.

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:

1. **Stop the ATV completely.**
2. **Apply the Parking/Auxiliary Brake.**
3. **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.
4. **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.
5. **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.
6. **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.

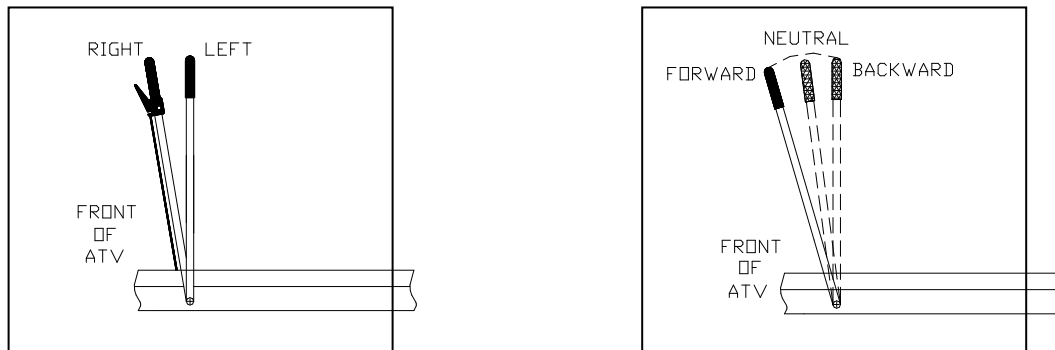


WARNING

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.*

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.

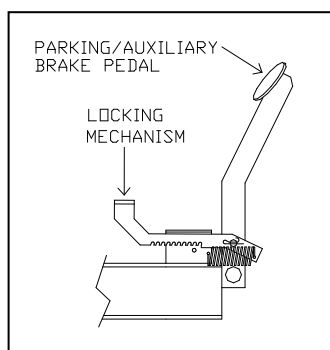
When the shift lever is in the Reverse position the control levers work exactly the opposite. That is: You must pull back on the control levers to make the ATV go and release them to stop or steer the ATV.



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.*

Parking/Auxiliary Brake



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:

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

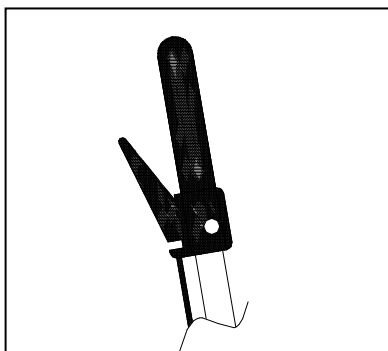
To release the Parking/Auxiliary Brake:

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

Choke Knob

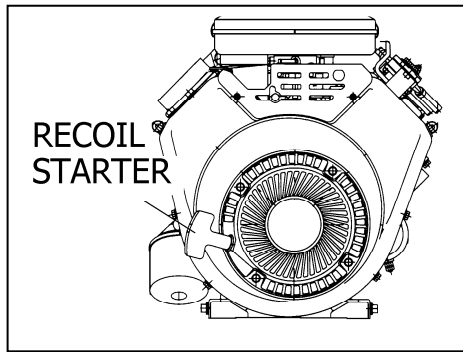
The carburetor has a choke system to provide easy starting when the engine is cold. The choke is operated by pulling the choke knob out to "engage" and pushing it in to "disengage". The choke operates best when the throttle is in the closed position. When the engine is warm the choke should not be used for starting.

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.

Emergency Recoil Starter



Location of 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.

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.

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.

Recommended Engine Oil

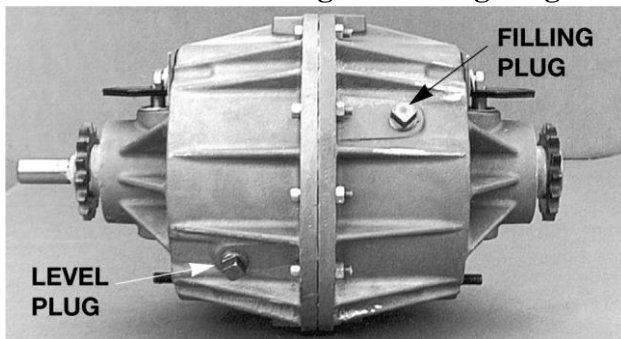
The recommended engine oil for your ATV depends on the type of engine installed into it. Consult the engine Operator’s Manual, which is supplied in addition to this Operator’s Manual.



CAUTION

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

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.



NOTE:

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.

Recommended Skid Steer Transmission Fluid.

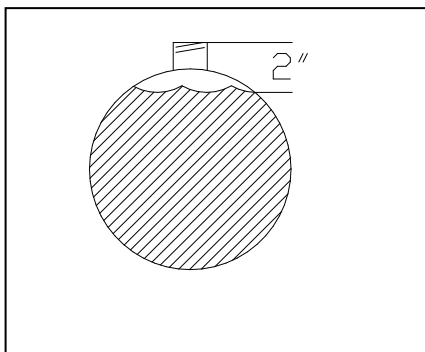
The recommended transmission Fluid is a mixture of 28 oz(.84l) Type “F” ATF and 4oz(.120l) locking differential additive(GM part no. 1052358)
Total capacity is 1 Quart.

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 gasolines containing up to 10% ethanol, 5% methane, or MTBE are acceptable gasolines. 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.
Filling Gas Tank



Maximum Fuel Level in 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.

**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.

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.

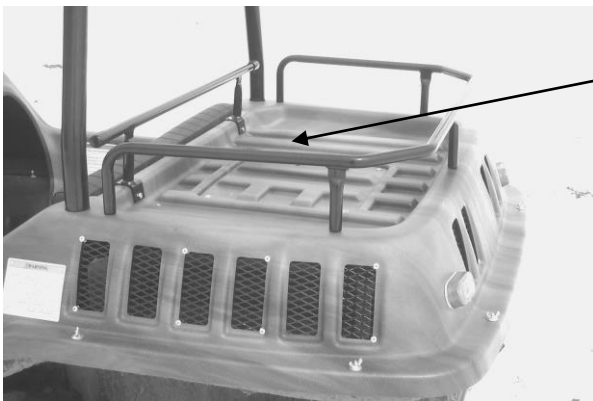
Never operate this ATV in water deeper than 4 inches when a trailer is attached. The trailer affects the buoyancy of this ATV in water and it is unsafe to operate in water deeper than 4 inches.



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.

Loading the Cargo Area on the Max II

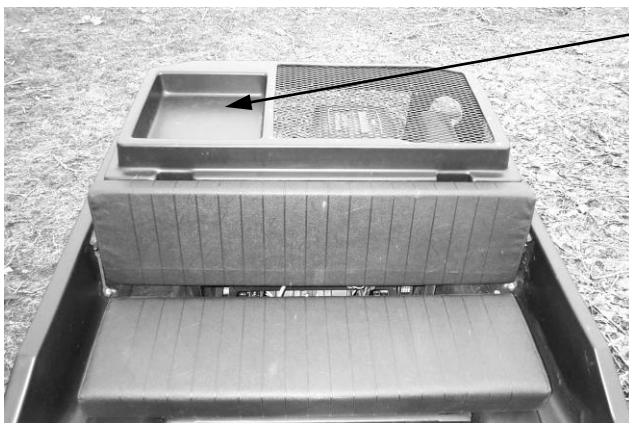


CARGO AREA

Cargo Area on the Max II

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

Loading the Cargo Area on the Max IV



CARGO AREA

Cargo Area on the Max IV

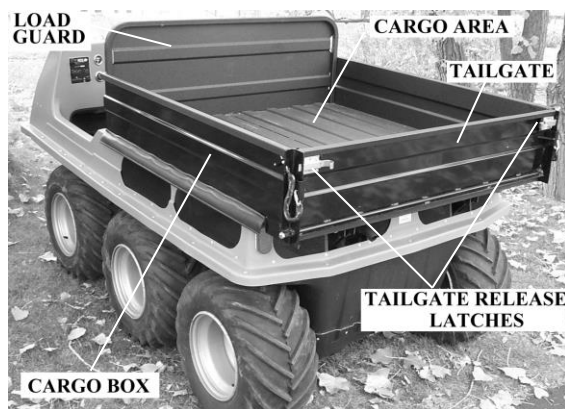
The cargo area for the Max IV is designed to carry loads up to 100 lb., and is not designed for use in water deeper than 4 inches.



WARNING

Make sure the loads in the cargo area are evenly distributed, properly secured, and will not shift while operating the ATV. Do not put any load in the cargo area when using the ATV in water deeper than 4 inches.

Loading the Cargo Area on the Buffalo



Cargo Area on the Buffalo

The cargo area for the Buffalo is designed to carry loads up to 750 lb., and is not designed for use in water deeper than 4 inches.



WARNING

- Never exceed the stated load capacity, which is 750 pounds
- Reduce speed when carrying cargo. Allow a greater distance for braking
- Reduce load when operating on rough or uneven terrain
- Make sure load is securely anchored and evenly distributed
- Avoid concentrated loads at the side or rear to prevent vehicle from tipping over
- Never carry loads above the height of the load guard
- Make sure load is securely anchored and evenly distributed



NOTE: The only way of getting the true weight of the load you are carrying is to use a weigh scale.

Raising and Lowering cargo box



WARNING

Never raise or lower the Buffalo's cargo box unless the ATV is stationary and the parking/auxiliary brake is applied and locked and make sure it is on level ground

**WARNING**

Never place any part of your body between the Buffalo's cargo box and any other part of the ATV, when it is being raised or lowered.

The Buffalo's cargo box is raised and lowered using an electric power lift. It can not be raised or lowered manually.

If the battery is dead, the cargo box cannot be raised or lowered. The battery will need to be recharged in order for the cargo box to be raised or lowered. The battery is located underneath and behind the seat, which is hinged at the front for easy battery access.

To raise the cargo box follow these steps:

1. Insert the key into the ignition switch and turn the ignition switch to the lights/run or run position.
2. Push upwards on the cargo box switch until the cargo box is fully raised and then release the switch. When it is fully raised, you will hear a clicking noise, which indicates the power lift is fully extended.



Note: You will also hear a clicking noise if you are trying to raise the cargo box and it is overloaded. If this occurs, empty the cargo box by hand until the load is within proper limits. This noise occurs when the clutch in the power lift cylinder is slipping.



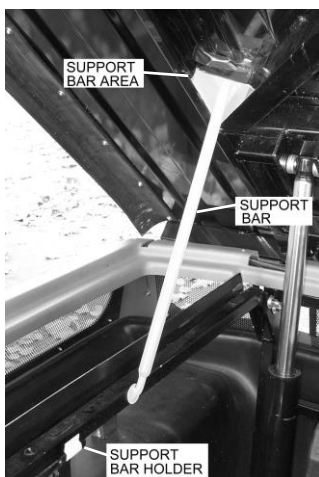
CAUTION: In order to prevent damage to the power lift you should release the cargo box switch as soon as you hear the clicking noise.

**WARNING**

Never lean into the engine/transmission area, unless the support bar is raised and locked.

In order to raise and lock the support bar follow these steps:

1. Insert the key into the ignition switch and turn the ignition switch to the lights/run or run position.
2. Fully raise the cargo box
3. Place support bar into the area shown in the photo below
4. Push downwards on the switch and lower the cargo box until the support rod just starts to make contact with the cargo box.



**CAUTION:**

Make sure you release the cargo box switch as soon as the support bar makes contact with the cargo box. If you don't you may cause damage to the ATV

In order to unlock and lower the support bar follow these steps:

1. Insert the key into the ignition switch and turn the ignition switch to the lights/run or run position.
2. Fully raise the cargo box
3. Lower the support rod and push it into the support rod holder

To lower the cargo box follow these steps:

1. Insert the key into the ignition switch and turn the ignition switch to the lights/run or run position.
2. Push downwards on the cargo box switch until the cargo box is fully lowered and then release the cargo box switch.

Opening and Closing the Tailgate

In order to open the tailgate, disengage the tailgate release latches by pulling them towards the center of the ATV and pull the tailgate open.

In order to close the tailgate, lift the tailgate up and push it forward until the tailgate release latches engage.

Dumping a load from the cargo box

**WARNING**

Never allow the rear wheels to hang over the edge of a loading dock or ravine, when you are dumping a load from the cargo box.

**WARNING**

Never drive the ATV with the cargo box in the raised position.

In order to dump a load from the cargo box follow these steps:

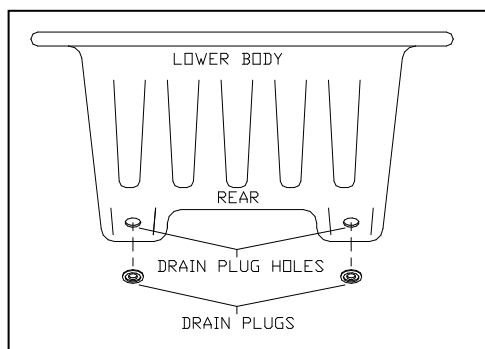
1. Back the ATV to area where load is desired.
 2. Apply and lock the auxiliary/parking brake.
 3. Disengage the tailgate release latches.
 4. Raise the cargo box.
- After the load is dumped, lower the cargo box and close the tailgate.



WARNING

Make sure the loads in the cargo area are evenly distributed, properly secured, and will not shift while operating the ATV. Do not put any load in the cargo area when using the ATV in water deeper than 4 inches.

DRAIN PLUGS



Drain Plugs being inserted into body

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

In order to insert the drain plugs, push them into the drain plug holes from the outside of the ATV until they seat firmly and cannot be removed with your fingers. They usually require more pressure to insert than can be applied with your finger or thumb so we suggest using a blunt object like the blunt end of a disposable ball point pen. It helps to lubricate the drain plug with oil or grease before inserting.

To remove the drain plugs, use pliers to grab hold of the outside edge of the drain plug on the outside of the ATV and pull firmly. Inspect the drain plug before re-using. If it is torn

or mutilated in any way do not re-use. Spare drain plugs are available from an authorized Recreatives dealer or Recreatives Ind. at 1-800-255-2511.



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 unless they have been inspected for defects. If you find a defective drain plug--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.

TRANSPORTING ATV

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

1. Move the shift lever into reverse gear.
2. Apply and lock the parking/auxiliary brake.
3. Move the fuel shutoff valve, which is located on the fuel line, to the OFF position.
4. Secure the ATV with hold-down straps attached to the axles only.
5. Use a minimum of 4 hold-down straps total.



NOTE:

Suitable hold-down straps are available from a Recreatives dealer or Recreatives Ind. 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 or Optional Roll Bar or Roll Cage. If you do, you will damage the body, causing it to sag down. 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 and the Parking/Auxiliary Brake is applied and locked.

BREAK –IN- PROCEDURE

New ATV's 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 Recreatives dealer for this initial service.

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.

OPERATING INSTRUCTIONS

PRECAUTIONS

Before driving your ATV, carefully read, understand, and observe all of the information in Division I 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 an optional roll bar or roll cage----Make sure all occupants put on their seat belts and pull them tight.



WARNING

Beginning and inexperienced operators must read and understand this Operator's Manual.

PRE –START INSPECTION



WARNING

Always inspect the ATV each time it is used to make sure it is in safe operating condition. Perform the following inspection with the engine off.

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.

Parking/Auxiliary Brake

Check the foot pedal to see if has the proper amount of travel (1.5 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.

Tire/air pressure

Check each tire for proper air pressure. The proper tire pressure is 3.5 PSI. Also, 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).

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.

Lighting

Check that all lights are working properly.

Ignition Switch

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

Engine Oil

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

Transmission Fluid

Check the Skid Steer Transmission Fluid level. Add if needed.

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.

Shift Lever

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

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.

STARTING THE ENGINE

To start the engine, use the following procedure:

1. Perform the Pre-Start Inspection.
2. Apply and lock the Parking/Auxiliary Brake.
3. 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 foot pedal 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.

4. 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.

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

Starting a Cold Engine

If the ambient temperature is below 40 F (5 C):

1. Pull the choke knob out until it stops. Then twist the ignition key to the start position.
2. Immediately after the engine starts release the key and it will spring to the run position. Push the choke knob half way in; then when the engine is sufficiently warmed up, push the choke knob all the way in.

If the ambient temperature is at or above 40 F (5 C):

1. Pull the choke knob half way out. Then twist the ignition key to the start position.
2. When the engine is sufficiently warmed up, push the choke knob all the way in.



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.

Starting a Warm Engine

Operating the choke should not be necessary. Open the throttle slightly and twist the ignition key to the start position.



NOTE:

Operating the choke should not be necessary to start a warm engine. Operating the choke could make the engine hard to start due to too rich gas/air mixture.

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.

1. Turn the ignition switch to the RUN position.

2. Pull the recoil starter handle slowly until resistance is felt; then give a short, quick pull.
3. 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.

STOPPING THE ENGINE

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

SHIFTING AND STARTING OFF



WARNING

Never carry more passengers than the ATV is designed for. See Division I for further information.



WARNING

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

1. 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.
2. 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.
3. 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.

BRAKING

When operating this ATV keep in mind that the main braking system is hand controlled and relies on proper operation of the Skid Steer Transmission and the chains and sprockets. If the Skid Steer 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 Skid Steer 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.

OPERATING TECHNIQUES

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

TURNING

To turn the ATV, the driver must use the proper technique. Because this ATV uses a Skid Steer 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:

1. Ease off the throttle as you approach the turn to slow down.
2. 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)
3. 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. Throttle pressure enables you to “power” through turns.
4. For sharper turns you will have to pull back on the control lever a little harder.
5. For quicker turns you will have to pull back firmly on the control lever and add a little extra throttle pressure.
6. Gradually increase your speed as you come out of the turn and ease the control lever forward.
7. 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:

1. Ease off the throttle as you approach the turn to slow down.
2. 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)
3. 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. Throttle pressure enables you to “power” through turns.
4. For sharper turns you will have to push forward on the control lever a little harder.

5. For quicker turns you will have to push forward firmly on the control lever and add a little extra throttle pressure.
6. Gradually increase your speed as you come out of the turn and ease the control lever backward.
7. If the ATV starts to tip or slip while turning, reduce the throttle 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.

SKIDDING

To overcome skidding when braking follow this technique:

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

SLIDING

To overcome sliding when turning, use the following technique:

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

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.

Climbing a Hill

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

1. Approach the hill at a slow and cautious pace.
2. Keep the control levers pushed forward.
3. Maintain a steady pace.
4. Slow down when approaching the top.
5. If unable to make it to the top of the hill and if terrain allows, turn around on the hill.
6. If the ATV loses forward movement, pull back on the control levers (all the way back, until they stop) and stop the ATV.
7. 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.

Descending a Hill**WARNING**

When using the engine as a brake going down hill 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:

1. Check the terrain carefully for any obstacles before starting down the hill.
2. Point the ATV straight downhill.
3. Start down the hill and use engine braking to keep the ATV at a slow speed.
4. 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.
5. 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.
6. If you need to change direction remember to pull the control levers past the neutral position to avoid the “wrong way” turn.

Traversing a Slope

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

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

DRIVING OVER OBSTACLES

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

1. With the obstacle straight in front, approach at slow speed.
2. Move slowly straight ahead until your front tires touch it.
3. 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.

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 lifevest.



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 (Skid Steer Transmission) braking system is not affected by water use, and the control levers will still operate normally, even if there is water inside the ATV.

Entering the water

When entering the water, use the following technique:

1. When entering the water take as direct an approach as possible.
2. Proceed at a slow cautious pace.
3. Continue until you are in the water.

Driving in shallow water (less than 4 inches deep)

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

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

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:

1. For maximum water speed squeeze the throttle halfway.
2. Pull one control lever back when turning and keep the motor revving at half throttle.
3. Lean toward the inside of the turn.
4. 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.
5. If you must pass over the obstacle you should go forward until your front tires touch it.
6. Then you should increase the throttle pressure slightly until you are over it.
7. If you feel the ATV is going to tip over, you should back up and get off of the obstacle.

OPERATION WITH TRACKS INSTALLED

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

1. When starting from a standstill squeeze the throttle gently.
2. If you start to get stuck relax your grip on the throttle so that you don't lose traction.
3. 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

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.

1. Start the engine and make sure the throttle operates normally. If it is frozen it must be thawed out before operating the ATV.
2. As long as the throttle operates normally, try to drive the ATV. If it does not move with the normal amount of throttle applied the tires may be frozen to the ground or the parking/auxiliary brake pads may be frozen to the discs.
3. If the tires are frozen to the ground, pour warm water around them to melt the ice.
4. 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.

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

DRIVING IN REVERSE**WARNING**

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

1. Stop the vehicle and apply and lock the parking/auxiliary brake.
2. Put the gearshift into the reverse position.
3. Check to make sure there is nothing behind.
4. 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.

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 Recreatives dealer for inspection and adjustment or repair. If you do not have an authorized Recreatives dealer in your area contact Recreatives Ind. 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 Recreatives dealer for professional

service. If you do not have an authorized Recreatives dealer in your area contact Recreatives Ind. at 1-800-255-2511.



NOTE:

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

MAINTENANCE SCHEDULE

Item	0	Every 10 hours or 1 month	Every 50 hours or 3 months	Every 60 hour or 6 months	Every 200 hours or 2 years
Battery	I	I	-	-	-
Remove floorboards and clean Out chain troughs	I	I	-	-	-
Visual inspection of all Fasteners	I	I	-	-	-
Chains	I	I	-	-	-
Bearings	I	I	-	-	-
Jackshaft Bushings	I	I	-	-	-
Tires/air pressure	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	-	-	-
Control levers	I	I	-	-	-
Drive belt	I	I	-	-	R
Fuel filter	I	I	-	R	-
Continuously variable drive Pulleys	I	-	-	-	I

I= Inspect and clean, adjust, lubricate, replace as necessary

T= Tighten

R=Replace

C=Clean

0=Initial service (after break in)

GETTING INSIDE THE MAX II

ENGINE HATCH COVER

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

1. Loosen the ¼ turn fasteners.
2. 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.

SEAT/FLOORBOARD

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

1. Place the ATV on level ground.

2. Remove the hitch pin on the bottom of the seat/floorboard unit located near the base of the left hand control lever.
3. Place the gearshift into the reverse position.
4. 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.

UPPER BODY

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

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

**NOTE:**

This gives you access to the rear chains and engine.

GETTING INSIDE THE MAX IV**ENGINE COVER IV-500, 600, 850, 900-T**

To remove the engine cover; use this procedure:

1. Release the four rubber hold-downs
2. Remove the engine cover.

**NOTE:**

This gives you access to the oil dip stick, the air filter and the recoil starter, if vehicle is so equipped, as well as the rear chains, inner bearings, oil drain, oil filter and the drive belt.

**WARNING**

Do not operate the ATV with the engine cover removed.

ENGINE COVER IV-950-T


Access to the engine area of the Max IV 950T can be obtained two ways:

The top area of the engine cover can be unhooked and lifted towards the front of the

vehicle.

To lift the top area of the engine cover, use this procedure:

1. Release the two top rear rubber hold-downs.
2. Lift the top area of the engine cover and slowly allow it to swing forward.

 **NOTE:** This gives you access to the air cleaner, oil dipstick, throttle and choke cable hook-up, radiator cap, overflow bottle and the grass screen.




WARNING

Do not operate the ATV with the engine cover open.

To remove the engine cover, use this procedure:

Release the four lower rubber hold-downs.

Remove the engine cover.

 **NOTE:** This gives you access to the above items as well as the rear chains, inner bearings, oil drain, oil filter and the drive belt.



CAUTION

When re-installing the engine cover, make sure the air intake hose passes through the hole behind the air deflector in the rear of the engine cover. Failure to do so will result in very poor engine performance and fuel economy. Extended use may result in permanent engine damage.



WARNING

Do not operate the ATV with the engine cover removed.

FRONT FLOORBOARD

To Remove the front floorboard, use the following procedure:

1. Place the ATV on level ground.
2. Remove the four screws located on the floorboard.
3. Lift out the front floorboard.

 **NOTE:** This gives you access to the parking/auxiliary brake.




WARNING

Do not operate the ATV with the front floorboard removed.

REAR FLOORBOARD

To Remove the rear floorboard use the following procedure:

1. Place the ATV on level ground.
2. Grasp the back of the rear floorboard and pull up.

 **NOTE:**
This gives you access to the front and center chains.

**CAUTION**

When re-installing the rear floorboard make sure that it rests on top of the front floorboard. This will prevent any foreign material from falling into the drive train.

**WARNING**

Do not operate the ATV with the rear floorboard removed.

GETTING INSIDE THE BUFFALO

RAISING THE CARGO BOX

**WARNING**

Never lean into the engine/transmission area, unless the support bar is raised and locked

To raise the cargo box follow these steps:

1. Insert the key into the ignition switch and turn the ignition switch to the lights/run or run position.
2. Push upwards on the cargo box switch (located on the dashboard) until the cargo box is fully raised and then release the switch. When it is fully raised, you will hear a clicking noise, which indicates the power lift is fully extended.
3. Raise and lock the support bar.

**NOTE:**

This gives you access to engine/transmission area, as well as the main, center and rear chains

**WARNING**

Never drive the ATV with the cargo box in the raised position

FLOORBOARD

To Remove the floorboard, use the following procedure:

1. Place the ATV on level ground.
2. Remove the four screws located on the floorboard.
3. Lift out the floorboard.

**NOTE:**

This gives you access to the parking/auxiliary brake and front chains.

**WARNING**

Do not operate the ATV with the floorboard removed.

SEAT BOTTOM

To raise the seat bottom, grasp the rear portion of the seat bottom and pull up.

**NOTE:**

The front of the seat bottom is hinged

**NOTE:**

This give you access to the battery and fuse panel

**WARNING**

Do not operate the ATV with the seat raised

GENERAL LUBRICATION

Cables

The choke cable does not require lubrication; however it is advisable to lubricate the ends of the cable periodically with a good cable lubricant.

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:

1. Disconnect the cable from the engine and the throttle lever.
2. Attach the cable lubricating device to the end of the cable that attaches to the engine.
3. 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.
4. Disconnect the cable lubricating device from the cable and reattach the cable to the throttle lever and engine.

**NOTE:**

Clean up any excess lubricant after lubricating the throttle cable.



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

1. Park the ATV on level ground.
2. Remove the oil filler cap.
3. Open the oil drain valve with a quick twist and pull.
4. Drain the oil into a suitable container
5. Using an oil filter wrench, remove the oil filter.
6. Apply oil to the gasket and check to make sure it is positioned correctly; then install the new oil filter. Tighten securely.
7. Close the oil drain valve by pushing and twisting, until it is locked.
8. Pour the recommended oil and amount in the filler hole.
9. Start the engine (while the ATV is outside on level ground) and allow it to idle for a few minutes.
10. 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.

11. Inspect the area around the oil drain valve and oil filter for leaks.

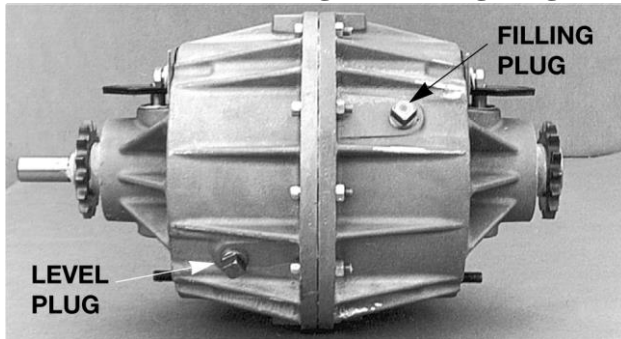


NOTE:

Clean up any excess oil after changing the oil and filter.

Transmission Fluid

Transmission Level Plug and Filling Plug



Skid Steer Transmission Level Plug and Filling Plug

Change the transmission fluid at the specified intervals.

To change the transmission fluid use the following procedure:

1. Park the ATV on level ground
2. Apply and lock the parking/auxiliary brake.
3. Remove the filler plug.
4. Remove the level/drain plug.
5. Insert a piece of 3/16” diameter tubing into the level/drain plug hole and position it so that it rests at the bottom of the transmission.
6. Attach a suction pump to the tubing and pump the fluid into a suitable container.
7. Using a funnel pour the recommended Automatic Transmission Fluid and additive into the filler plug hole until the fluid level reaches the bottom of the level/drain hole.
8. Install the filler plug and the level/drain plug



NOTE:

Clean up any excess transmission fluid after changing the fluid



CAUTION

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



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(.84l) Type “F” ATF and 4oz(.120l) locking differential additive(GM part no. 1052358)
Total capacity is 1 Quart.

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:

1. Raise the ATV off of the ground.
2. Remove the wheels.
3. Attach a grease gun to the fittings on the bearings.
4. 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:

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



NOTE:

Clean up any excess grease after lubricating the bearings.

JACKSHAFT BUSHINGS (MAX II & BUFFALO ONLY)

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

To lubricate the jackshaft bushings, use the following procedure:

1. Place the ATV on level ground.
2. Remove the seat/floorboard unit.
4. Attach a grease gun to the fittings on the jackshaft .
3. 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.

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 a Recreatives Authorized dealer or call Recreatives 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:

1. Make sure the ATV is on level ground.
2. 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.
3. 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 6 and 10 inches.



CAUTION !

If the control lever travel is less than 6 inches or more than 10 inches, Take the ATV to an authorized Recreatives Dealer or Call Recreatives Ind. 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.

PARKING/AUXILIARY BRAKE



WARNING

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

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:

1. Remove the floorboard, which is above the front axles.
2. Measure the thickness of each brake pad.
3. If thickness of either brake pad is less than .125 in., take the ATV to an authorized Recreatives Ind. Dealer to have the brake pads replaced or call Recreatives Ind. at 1-800-255-2511 for advice.
4. 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.

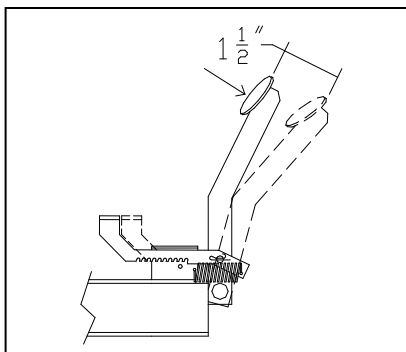
1. Press the parking/auxiliary brake and apply the locking mechanism.
2. With the engine off, gearshift in neutral position, attempt to push the ATV.
3. If the brake has locked the wheels, it is adjusted properly.
4. If the brake does not lock the wheels, it must be adjusted.

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 be 1.5 inches. If the free play is not 1.5 inches use the following procedure.

1. Remove the floorboard above the front axle.
2. Loosen the locknut on the turnbuckle.

3. Separate the male and female ends of the turnbuckle by unthreading the male end from the female end.
4. Thread the male end back into the female end and count the number of threads that are engaging. Make sure that at least 6 threads are engaged.



WARNING

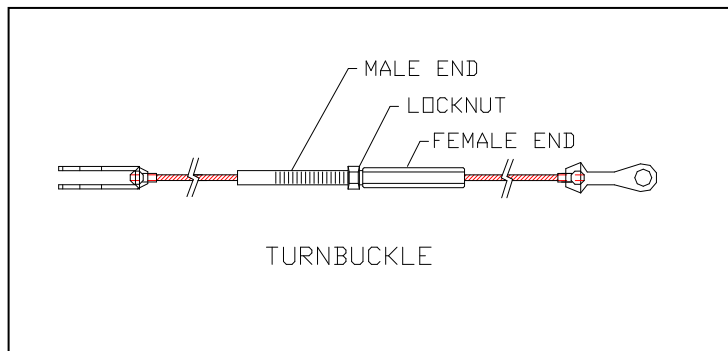
The parking/auxiliary brake may fail if the male and female ends of the parking/auxiliary brake turnbuckle are not engaged properly. They must have at least 6 threads engaged.

5. Continue to adjust the turnbuckle so that free play is 1.5 inches.
6. Tighten the locknut on the turnbuckle.
7. Install the floorboard.



NOTE:

Thread the turnbuckle together to reduce foot pedal travel and thread the turnbuckle apart to increase foot pedal travel. If the proper amount of foot pedal free play cannot be obtained by adjusting the turnbuckle, Take the ATV to an authorized Recreatives Ind. Dealer or contact Recreatives Ind. for advice.



Turnbuckle Adjustment for Parking/Auxiliary Brake

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:

1. Place the ATV on level ground.
2. Remove the engine cover or raise the upper body as required.
3. Measure the widest portion of the belt to make sure it is at least 1 1/16 inches wide.



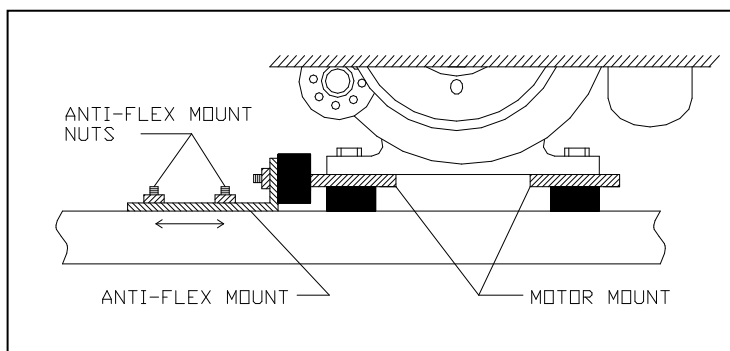
NOTE:

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 II or Buffalo, use the following procedure:

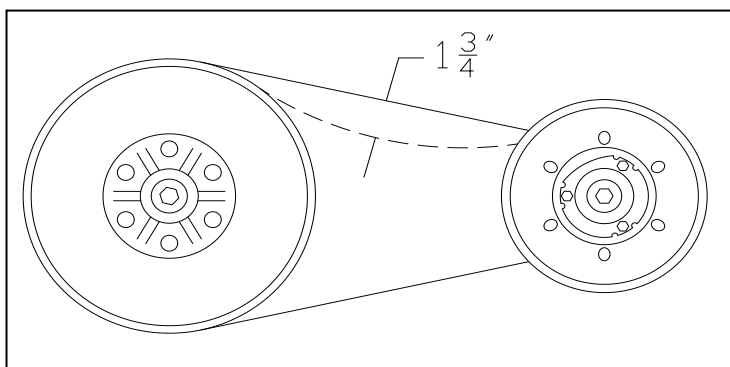
1. Raise the upper body or cargo box as required.
2. Loosen the bolts which hold the engine mount to the chassis.
3. Loosen the nuts on the anti-flex mount.
4. Slide the engine forward or backward to adjust the belt tension.
5. Tighten the bolts on the engine mount.
6. Slide the anti flex mount until it makes contact with the engine mount.
7. Tighten the nuts on the anti-flex mount.



Engine Mount and Anti-Flex Mount, Max II & Buffalo

To adjust the belt on the MAX IV, use the following procedure:

1. Place the ATV on level ground.
2. Loosen the nuts that attach the engine to the engine mount.
3. Add or remove the shims under the engine to tighten or loosen the belt.
4. Tighten the nuts that attach the engine to the engine mount.



Proper Belt Tension



WARNING

When adjusting the belt tension on the Max IV, make sure not to move the engine to the left or right or you will cause a misalignment of the centrifugal clutch and

torque converter, which may cause the ATV to start to move when put into forward gear when it is at idle speed. Be prepared to apply the brakes.



WARNING

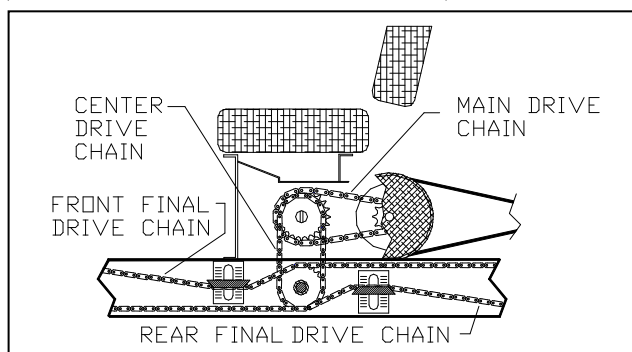
If the belt tension is too tight, the ATV may start to move when put into forward gear when it is at idle speed. Be prepared to apply the brakes. If this occurs the belt tension must be re-adjusted.

CHAIN DRIVE SYSTEM

This ATV is equipped with chains and sprockets that transmit power from the Skid Steer 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.

MAX II and BUFFALO

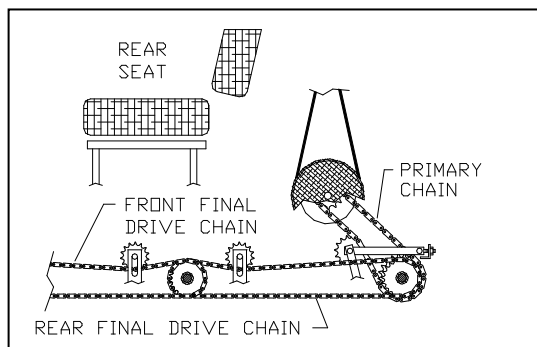
Two main drive chains travel from the Skid Steer Transmission to the jackshaft on each side of the ATV. The center drive chains transmit power from the jackshaft to the center sprockets (located on the center axles). There are two final drive chains on each side of the vehicle, they transmit power from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



Chain Drive for Max II & Buffalo

MAX IV

Two primary chains travel from the Skid Steer Transmission to the rear sprockets (located on the rear axles) on each side of the ATV. The rear final drive chains transmit power from the rear sprockets to the center sprockets (located on the center axles). The front final drive chains transmit power from the center sprockets to the front sprockets (located on the front axles).



Chain Drive for Max IV

CHAIN LUBRICATION

In order to lubricate the chains use the following procedure:

1. Remove the floorboard (s) and raise the upper body (Max II) or the cargo box (Buffalo) to gain access to the chains.
2. Wipe the chain with a rag in order to remove any water, dirt or debris.
3. Lubricate the chain completely using a good grade of motorcycle chain lubricant.



NOTE:

If your ATV is equipped with O-Ring chain, use a chain lubricant specifically designed for O-Ring chains.

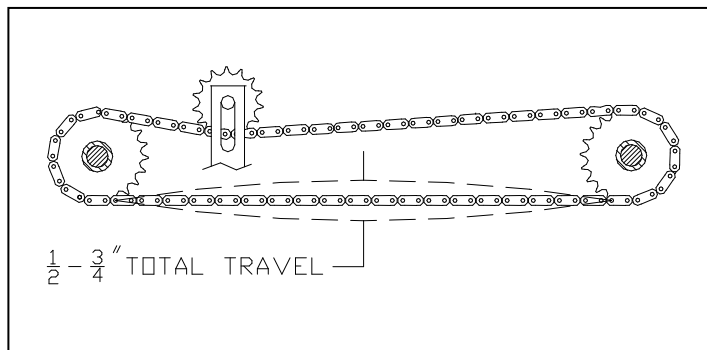


NOTE:

Clean up any excess chain lubricant after lubricating the chains.

INSPECTING CHAIN TENSION

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



Proper 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.

Use the following procedure to inspect the chain tension in the MAX II and Buffalo:

1. Park the ATV on level ground.
2. Remove the floorboard and raise the upper body (Max II) or raise the cargo box (Buffalo).
3. Raise the ATV so that the tires are not making contact with the ground.
4. 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.
5. 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.
6. Chain tension should be $\frac{1}{2}$ - $\frac{3}{4}$ inch of travel at the “tight point”.

Use the following procedure to inspect the chain tension in the Max IV:

1. Park the ATV on level ground.
2. Remove the rear floorboard.
3. Raise the ATV so that the tires are not making contact with the ground.
4. Check the chain tension on all chains by grasping the chain midway between the sprockets on the side opposite the idler sprockets while rotating the tires slowly by hand.
5. 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.

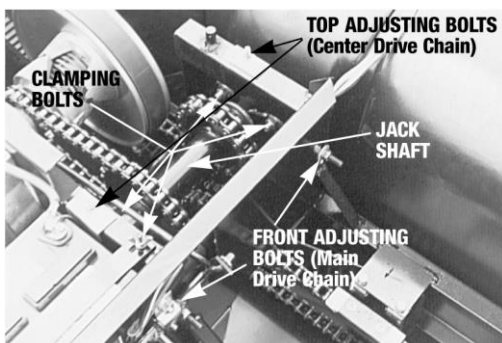
ADJUSTING CHAIN TENSION



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.

MAX II AND BUFFALO MAIN AND CENTER DRIVE CHAINS



Adjustment for Main & Center Drive Chains, Max II & Buffalo

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 II and Buffalo main and center drive chains:

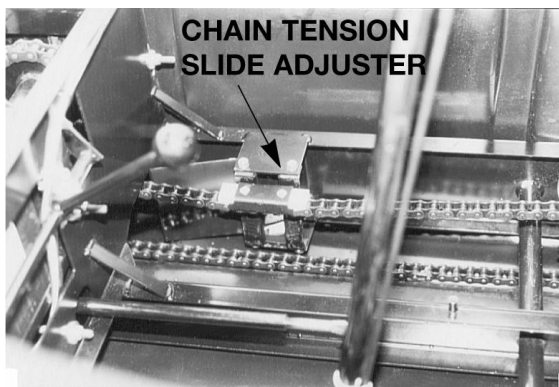
1. Loosen the four clamping bolts.
2. To adjust the main drive chains turn the two adjusting bolts in front of the jackshaft an equal number of turns until the chain has $\frac{1}{2}$ - $\frac{3}{4}$ inch travel at the tightest point.
3. To adjust the center drive chains turn the two adjusting bolts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

MAX II FINAL DRIVE CHAINS AND BUFFALO REAR FINAL DRIVE CHAINS



Adjusting Max II Final Drive Chains & Buffalo Rear Final Drive Chains

The final drive chains are adjusted by moving the slide adjusters. These adjusters have several positions and they move easily in one direction. Once they lock into position they can only be released by firmly grasping the plastic slide portion of the adjuster and pushing it away from the bracket bolted to the frame that it is attached to. The front chain adjuster on the MAX II 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 II and Buffalo rear final drive chains:

Front chains MAX II only:

1. 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.
2. Pull up slightly on the adjuster to make sure it has locked into position.

**NOTE:**

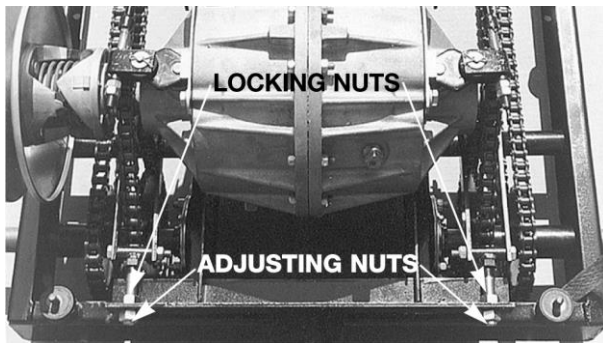
The chain adjuster can be unlocked by grasping the plastic slide portion and pushing it away (towards the center of the ATV) from the bracket that it is attached to and simultaneously pulling it up (towards the top of the ATV).

Rear chains MAX II and Buffalo:

1. 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.
2. Push down slightly on the adjuster to make sure it has locked into position.

**NOTE:**

The chain adjuster can be unlocked by grasping the plastic slide portion and pushing it away (towards the center of the ATV) from the bracket that it is attached to and simultaneously pushing it down (towards the bottom of the ATV).

MAX IV PRIMARY CHAINS

Adjustment for Max IV Primary Chains

**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.

The primary chains are adjusted by turning the adjusting nuts located on the primary chain adjusters. Turning the adjusting nuts clockwise tightens the chain and turning them counterclockwise loosens it.

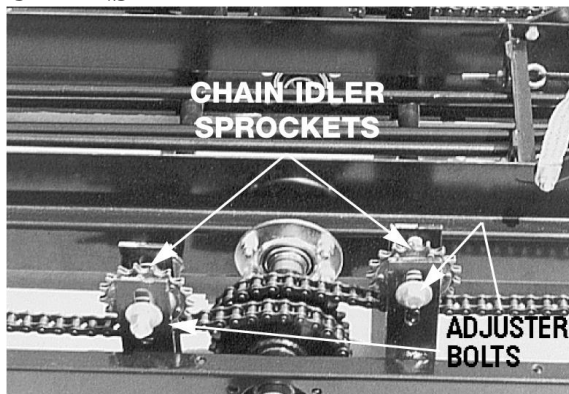
To adjust the primary chains use the following technique:

1. Loosen the locking nut located on the primary chain adjuster.
2. Turn the adjusting nuts until the chain has $\frac{1}{2}$ - $\frac{3}{4}$ inch travel at the tightest point (on the side opposite the adjuster).
3. Tighten the locking nut.

**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.

MAX IV FINAL DRIVE CHAINS AND BUFFALO FRONT FINAL DRIVE CHAINS



Adjusting Max IV Final Drive Chains & Buffalo Front Final Drive Chains

These final drive chains are adjusted by moving the idler sprockets. Pushing the idler sprocket down tightens the chain and pulling it up loosens it.

To adjust these final drive chains use the following technique:

1. Loosen the adjuster bolt.
2. Move the idler sprocket until the chain has $\frac{1}{2}$ - $\frac{3}{4}$ inch travel at the tightest point (on the side opposite the adjuster).
3. Tighten the adjuster bolt.

**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.

**CAUTION !**

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

BATTERY

The battery is located under the seat on the MAX II and Buffalo, and under the rear seat of the MAX IV.

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 and charge the battery, use the following procedure:

1. Remove the negative battery cable; then remove the positive cable.
2. Remove the battery hold-down bracket.
3. Remove the battery from the ATV.
4. Trickle charge the battery at 1.4 amps for 10 hours.
5. Place the battery into position in the ATV and secure with the hold-down bracket.
6. Connect cables to the proper terminals: positive cable to the positive terminal (+) and negative cable to the negative (-) terminal..
7. Connect the negative cable last.

**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.

**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.

**CAUTION**

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

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 or the carburetor may need to be adjusted. 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 $\frac{1}{8}$ - $\frac{1}{4}$ turn once the washer contacts the cylinder head.

ENGINE IDLE ADJUSTMENT, BRIGGS & STRATTON OR KOHLER

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



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:

1. Start the engine and warm it up to normal operating temperature.
2. Turn the throttle stop screw on the in or out until the engine idles at 1375-1450 RPM.



WARNING

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

THROTTLE LEVER FREE PLAY ADJUSTMENT, BRIGGS & STRATTON OR KOHLER

Check the throttle lever free play. It should be $\frac{1}{8}$ - $\frac{3}{16}$ in. (with the engine running) If it is not in this range adjust the throttle lever free play. The maximum RPM must be checked with a tachometer after adjusting the throttle cable to ensure maximum performance.

**CAUTION !**

The maximum RPM should never exceed 4000 RPM. If it exceeds 4000 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 lever free play use the following technique:

1. Shut off the engine.
2. Loosen the screw on the swivel assembly on the engine that the inner throttle cable is attached to.
3. Slide the inner cable in or out of the swivel assembly and tighten the screw lightly.
4. Start the engine.
5. Check the free play, if it is correct; then shut the engine off and tighten the screw securely. If it is incorrect; then shut off the engine and repeat the procedure, until the free play is correct.
6. Apply full throttle and observe the tachometer reading. It should be 3900-4000 RPM.
7. If the RPM is not within the specified range, a governor adjustment will be required.

**NOTE:**

If a governor adjustment is required, see your engine service manual or contact an Authorized Recreatives, Briggs & Stratton or Kohler dealer.

**WARNING**

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

ENGINE IDLE ADJUSTMENT KAWASAKI

To properly adjust the idle a tachometer is necessary. If one is not available, take the ATV to an Authorized Recreatives or Kawasaki 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:

1. Start the engine and warm it up to normal operating temperature.

2. Turn the throttle stop screw on the carburetor either in or out until the engine idles at 1375-1450 RPM.

**WARNING**

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

THROTTLE LEVER CABLE FREE PLAY ADJUSTMENT, KAWASAKI

Check for throttle lever free play. There shouldn't be any free play at all (with the engine running). If there is any free play then you should adjust the throttle cable to eliminate any free play. The maximum RPM must be checked with a tachometer after adjusting the throttle cable to ensure maximum performance.

**CAUTION !**

The maximum RPM should never exceed 3800 RPM. If it exceeds 3800 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 lever free play use the following technique:

1. Shut off the engine.
2. Loosen the screw on the swivel assembly on the engine that the inner throttle cable is attached to.
3. Slide the inner cable in or out of the swivel assembly and tighten the screw lightly.
4. Start the engine.
5. Check the free play, if it is correct; then shut the engine off and tighten the screw securely. If it is incorrect; then shut off the engine and repeat the procedure, until the free play is correct.

NOTE: If the idle speed increased after the throttle cable adjustment, then the cable was tightened too much and the adjustment procedure will have to be repeated until all the free play is eliminated without raising the idle speed.

6. Apply full throttle and observe the tachometer reading. It should be 3750-3800 RPM.
7. If the RPM is not within the specified range, a governor adjustment will be required

**NOTE:**

If a governor adjustment is required, see your engine service manual or contact an Authorized Recreatives or Kawasaki dealer.

**WARNING**

If the throttle lever free play or the maximum RPM cannot be adjusted to the correct specifications using this method take the ATV to an Authorized Recreatives, or Kawasaki dealer.

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 gain access to the air filter the hatch cover must be removed on the MAX II, the engine cover must be removed on the MAX IV and the cargo box must be raised on the Buffalo.

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 II	21 X 11.00 X 8 or 22 X 11.00 X 8
MAX IV	21 X 11.00 X 8 or 22 X 11.00 X 8 or 26 X 12.00 X 12
BUFFALO	21 X 11.00 X 8 or 22 X 11.00 X 8 or 26 X 12.00 X 12

SIZE	APPROVED TIRES
21 X 11.00 X 8	Nankang Chevron or Goodyear Rawhide
22 X 11.00 X 8	Goodyear Rawhide III
26 X 12.00 X 12	Goodyear Super Terra-Grip

**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 Recreatives dealer or contact Recreatives Ind. at 1-800-255-2511 for advice.

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.

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.

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 tire pump along.

WHEEL REMOVAL & REPLACEMENT

1. Park the ATV on level ground and apply and lock the parking/auxiliary brake.
2. Loosen the lug nuts on the wheel to be removed.
3. 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 scratching the lower body.**

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

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:

1. Remove the spark arrester retaining screw.
2. Pull out the spark arrester.
3. Use a wire brush to clean the carbon off the spark arrester.
4. Install the spark arrester.
5. Tighten the spark arrester retaining screw.

LIGHT BULB REPLACEMENT

The wattage rating of each bulb is shown below. When replacing a burned bulb, always use the same wattage rating.

MODEL	HEADLIGHT	TAILLIGHT
MAX II	GE 1156/27W/*GE894/37W	WAGNER 193/4.9W
MAX IV	GE 1156/27W/*GE894/37W	WAGNER 193/4.9W
BUFFALO	GE 862/37W	WAGNER 193/4.9W

* optional halogen bulb

**CAUTION**

Use only specified bulbs indicated above as replacement bulbs.

HEADLIGHT MAX II, MAX IV & BUFFALO

To replace the headlight bulbs use the following procedure:

1. Remove the wire terminals from the bulb holder.
2. Rotate the bulb holder ¼ turn counter clockwise and remove it from the headlight.
3. Remove the bulb from the bulb holder and replace it with a new one. (be careful not to touch the glass portion of a halogen bulb, as it will cause damage to it)
4. Install the bulb holder on the headlight and install the wire terminals to it.

**NOTE:**

Either wire can be attached to either terminal, polarity is unimportant.

TAILLIGHT-ALL MODELS

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

1. Remove the lens cover
2. Pull the bulb out.
3. Push the new bulb in.
4. Install the lens cover.

FUSES (MAX II and MAX IV)

The main fuse on the Max II & IV is located under the left side of the dashboard. It must be replaced with a 30 amp Mini Fuse.

FUSES (BUFFALO)

There are several fuses on the fuse panel, which is located under the seat. The fuses must be replaced with the proper type (Mini-Fuse) and rating



NOTE: The ratings are shown on the fuse panel.

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.

**CAUTION**

Always replace a blown fuse with a fuse of the same type and rating.

PREPARATION FOR STORAGE

**CAUTION**

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

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

1. Clean the seat cushion with a damp cloth and allow it to dry.
2. 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.
3. Move the fuel shutoff valve, which is located on the fuel line, to the OFF position.
4. Start & run the engine until it stops. This will empty the carburetor of fuel and will help prevent the carburetor problems sometimes associated with long term storage.
5. Either drain the gas tank or add a fuel stabilizer to the gas.
6. 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.
7. Plug the hole in the exhaust system with a clean cloth.
8. Spray a half ounce of light oil into the holes in the hand grips to lubricate the control lever shaft.
9. Tighten all nuts, bolts and screws.
10. Lubricate the chains.
11. Grease the axle bearings.
12. Store the ATV indoors in a level position.
13. 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 rusting.

PREPARATION AFTER STORAGE

Recreatives recommends the following procedure to prepare the ATV after storage:

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

WARRANTY

Identification Numbers Record.

1. Vehicle I.D. Number _____
2. Engine Serial Number _____
3. Transmission Serial Number _____

Record your Vehicle 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 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, 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 two 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 owners 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.

Warranty continued on next page.

WARRANTY

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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 New York without reference to provisions of conflict of laws. The federal and state courts of the County of Erie, State of New York, 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 Erie, State of New York, and (II) service of process being effected upon it by registered mail sent to the following address:”

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