Trapper-Nordik

Updated 27.12.2006

Spareparts

Artturi Lehtimäki pictured, aged 2+. Picture was taken in 1997 on the grounds of Kurikka Snow Mobile Ltd . The vehicle on the picture the Nordik 500GL was to participate on Rovaniemi Snow mobile show.
Artturi fell off the load then, but is now back as a fulltime employee at the Teo Lehtimäki Ltd office in Rovaniemi. We have also opened up our new office in Kauhajoki.

History

The history of Trapper snow mobiles starts from a company called Movac Sweden, which at the time was importing Skidoo in Sweden. The Trapper 602 was designed there. The zero model range was manufactured there until the 70's when the production was moved to Rovaniemi by Polar Metal Plast (PMP). PMP went bankrupt and Trapper was transferred to Kurikka Velsa Ltd in Kurikka. Since anything can happen the Lynx production was moved again – this time back to Rovaniemi. The last remaining parts of Trapper was put together to one last series in Rovaniemi by Velsa and the contract was cancelled. After this Movac was without a single track utility snowmobile. Read more Swedish connections on page 16.

When Velsa moved from Kurikka to Rovaniemi, taking some of the staff along, not everyone moved. Technician Martti Murtomäki, who designed the Lynx 5900 Finlandia model and other so-called wide track, remained in Kurikka. Also engineer Heikki Mikkola who designed the Lynx 3300 model and other so called narrow track, remained. Product manager Pekka Saari moved to Rovaniemi.
After Movac contract come to an end Pekka Saari in Rovaniemi was thinking about new snow mobile models and possibilities of manufacturing them again in Kurikka. Movac got interested again as well as Starck-Johann Telko Ltd, which imported Ski-doo to Finland. Lampiniemi-Marttila was set to manufacture the new model. During the evenings of 1982-83 Pekka Saari started to design the new vehicle meanwhile Aki Hakala worked on the Trapper 6000 model and Martti Murtomäki on the Trapper 5000 model. Late in 1983 prototypes were manufactured of both models and test marketing could begin. A 1000 piece production could be started to cover the 1985 – 1986 season. In May 1985 Teo Lehtimäki was hired as a factory director. The company that Martti Murtonmäki worked for forbid him to help out with design, but to everyone's delight Heikki Mikkola was able to help out during the evenings.

Winter 1985 was very cold with very little snow. Not many snow mobiles were sold. The pressure the bank put on meant manufacturing was stopped and a plan B was drafted. Tough negotiations started with Bombardier and Starck-Johann Telko. As a result a joint venture, Kurikka Snow Mobile Ltd was formed. Teo Lehtimäki remained as factory director and Olli Tulokas from Starck Johann, automobile sales director in Lahti, was appointed as CEO.

For 1986 the model had to be re-designed due to new markets in the Northern America. The result the Trapper 500GL, was far ahead on design when comparing it to competitors. The Trapper 500GL had HPDE- belly pan, that was not used by others in their utility snowmobiles. Same material was used for seat frame etc. SSCC norm was used as a base to all tests and improvements. Now the Nordik 50 and Nordic 60 were ready to meet the North American market. Only difference to the Nordic market model was the clutch. Bombardier wanted theirs to the North-American model whereas Trapper had IBC clutch. The future looked bright until a Swedish canoe manufacture demanded 1 million FIM for Trapper name usage. Instead of settling the amount Trapper name was changed to Nordik as used by Bombardier.

At the end of 80's Valmet, the owner of Nodtrack in Rovaniemi, wanted to sell the Lynx factory. Prior to the announcement Laurent Beaudoin from Bombardier had visited the site. The factory changed owners. Consequently Kurikka Snow mobile Ltd become Scanhold Ltd. Nordtrack Ltd and the Swedish Ockelbo become part of Scanhold's subsidiaries. This was dynamite in those days!

During 1989-90 the 540 and 550E were designed and the 300R was re-developed. The new models were rather daring designs when it came to look and seatframe. These models were great research and design achievements from a small manufacturing unit – employing only 35 people. 1800 snow mobiles were manufactured annually.

Recession hit Finland during 1991 – 93 and that had a detrimental impact on new snow mobile sales. Ockelbo factory was shut down first and remaining production was moved to Rovaniemi. . The Kurikka factory was also in danger. At the beginning of 1991 the possibility was confirmed to Teo Lehtimäki. He decided to quit and found a business of his own, Teo Lehtimäki Ltd. Jouni Rouru become the factory director after his departure.

Production carried on in Kurikka and the new 377R was an improved model from 300R. It had a 2 cylinder, Rotax 377 motor and wider skistance and some other new features. The 540 and 550E were still manufactured and some improvements were carried out. . Alongside new ideas were developed but implementation had to wait for the next boom times.
The markets did not show any signs of recovery during 1992 –95. Bombardier bought Starckjonann's share of Scanhold LTD. After analysing the markets Bombardier decided to shut down the Kurikka manufacturing unit since Rovaniemi had enough capacity and resources to deliver the orders. Jouni Rouru was ordered to move the business to Rovaniemi – no more snow mobiles was to be manufactured in Kurikka. After few months in Rovaniemi Jouni Rouru sought new challenges. First he went to southern Finland then to Germany and Canada. Finally in 2004 he returned to Finland as CEO of Camoplast Finntrack Ltd.

Pictures

Translation is not finished

Trapper 5000 1984, 1985

Rotax 377	Rotax 447	
09-751	09-752	pisto, std
09-751-01	09-752-01	piston, 0,25
09-751-02	09-752-02	piston, 0,50
09-751-04	09-752-04	piston, 1,00
35-505	35-505	needle cage
841-80237	841-8124	gasket, top kit
840-80238	840-8124	gasket, full set
09-167	09-167	oil seal
09-165	09-165	oil seal
08-101	08-101	manifold gasket
35-6206	35-6206	crankshaft bearing, 2 pcs
35-6207NR	35-6207NR	crankshaft bearing
01-1560	01-1560	starter spring
01-154	01-154	pawl kit

03-7000 primer
03-7311 filter in tank
08-103 carb. rep. kit
08-100 intake gasket
07-10010 carb. rubber

Electric
05-B8 spark plug
01-15402 regulator
01-15416 rectifier, E-mod.
01-14311 ign. coil
01-14340 CDI unit

35-15235 brake pad

15-0513A clutch

14-00 driven pulley

00-510 wind shield

Jouko Knuutila

12-01 hook

37-01 sprocket 9-teeth.

32-11 ski plast
31-01, 31-02
31-03
Vuotsolainen

04-5372 track 50 x 372 cm
38-02 cleat
38-03 cleat

20-135 wheel 135 mm

20-155 wheel 155 mm

11-11 rear shaft

35-6205N bearing, driveshaft
36-01 gasket, gearbox
37-01 drive sprocket, 9-teeth

40-4721 rear spring

20-108 wheel 108 mm

40-4715 front spring

MM215
MM176
runner

30-01 slide
30-601 slide

35-6205N
35-620258
bearings for suspension

Huom 1: Katso osien kuvat **pääluettelosta** tai viimeiseltä sivulta.
Huom 2: Tehtiin 100 kelkkaa **Rotax 447** moottorilla, myyntiesitteistä poiketen.
Huom 3: Takapyörä **37-01** voidaan korvata laakeroidulla **20-5286** pyörällä
Huom 4: Kokonaan muoviset telaston pyörät oli vain tämän vuoden mallissa
Huom 5: Bensatankit valmisti Dynoplast Pyrkijä Turussa.

Trapper 6000 1984, -85, -86

Rotax 503

09-741	piston, std
09-741-01	piston, 0,25
09-741-02	piston, 0,50
09-741-04	piston, 1,00
09-741-06	piston, 1,50
35-505	needle cage
841-8162	gasket, full set
840-8162	gasket, top kit
09-167	oil seal
09-165	oil seal
08-101	gasket, manifold
35-6206	crankshaft bearing, 2 pcs
35-6207NR	crankshaft bearing
01-1560	starter spring
01-154	pawl kit

Electric

05-B8	spark plug
01-15402	regulator
01-15416	rectifier, E-mod.
01-14311	ign. coil
01-14340	CDI unit

00-6000
windshield

03-7000 primer
03-7311 filter in tank
08-103 carb. rep. kit
08-100 intake gasket
07-10010 carb. rubber

12-01
hook

05-15235
brake pad

15-0513A
clutch
14-00
driven pulley

37-01 sprocket,
9-teeth

20-135 wheel
135 mm

41-535
spring

04-6372
track
38-02 cleat

35-6205N
bearing,
driveshaft
36-01 gasket,
gearbox
37-01
drive sprocket,
9-teeth

MM215
MM176
runner

32-11 ski plast
31-01, 31-02,
31-03
Vuotsolainen

Huom 1: **35-6205N**, kaikki alustan laakerit ovat tätä kokoa, myös taka-akselin laakerit
Huom 2: 1984 mallissa telapyörät ovat peltilaippojen välissä, tuote **37-06**
Huom 3: 1985 mallin kokomuoviset telipyörät vaihdettiin vuonna 1986 **37-06** pyöriin
Huom 4: Takahammaspyörä **37-01** voidaan korvata laakeroidulla **20-5286** pyörällä
Huom 5: Telamatot valmisti Oy Nokia Ab ja omistajan vaihdoksen jälkeen Skega Ab.

Trapper 500 GL 1986

Rotax 447

09-752	piston, std
09-752-01	piston, 0,25
09-752-02	piston, 0,50
09-752-04	piston, 1,00
35-505	needle cage
841-8124	gasket, full set
840-8124	gasket, top kit
09-167	oil seal
09-165	oil seal
08-101	gasket, manifold
35-6206	crankshaft bearing, 2 pcs
35-6207NR	crankshaft bearing
01-1560	starter spring
01-154	pawl kit

Electric

05-B8	spark plug
01-15406	regulator
01-15416	rectifier, E-mod.
01-14311	ign. coil
01-14340	CDI unit

00-510 windshield

03-7000 primer
03-7311 filter in tank
08-103 carb. rep. kit
08-100 intake gasket
07-10010 carb. rubber

12-01
hook

05-15235
brake pad

15-0513A
clutch

14-00
driven
pulley

11-11 rear
shaft

37-01
sprocket
rear, 9-teeth

20-108 wheel 108 mm
20-135 wheel 135 mm
20-155 wheel 155 mm

40-4721
rear spring

32-11 ski plast
31-01, 31-02,
31-03
Vuotsolainen

35-6205N
bearing,
driveshaft
36-01 gasket,
gearbox
37-01
drive sprocket,
9-teeth

04-5372
track
50 x 372 cm
38-02 cleat
38-03 cleat

40-4715 front
spring

MM215
MM176
runner

35-6205N
35-620258
bearings

30-01 slide
30-601 slide

Huom 1: Katso osien kuvat **pääluettelosta**.
Huom 2: Takapyörä **37-01** voidaan korvata laakeroidulla **20-5286** pyörällä
Huom 3: Kaikki HPDE osat valmisti Lokari Yhtiöt Raumalla.

Trapper 500 GL 1987, 1988

Rotax 447

09-752	piston, std
09-752-01	piston, 0,25
09-752-02	piston, 0,50
09-752-04	piston, 1,00
35-505	needle cage
841-8124	gasket, full set
840-8124	gasket, top kit
09-167	oil seal
09-165	oil seal
08-101	gasket, manifold
35-6206	crankshaft bearing, 2 pcs
35-6207NR	crankshaft bearing
01-1560	starter spring
01-154	pawl kit

1987

00-500 windshield

03-7000 primer
03-7311 filter in tank
08-103 carb. rep. kit
08-100 intake gasket
07-10010 carb. rubber

12-01
hook

1988

05-15235
brake pad

15-0513A
clutch

14-00
driven
pulley

11-11 rear
shaft

37-01
sprocket
rear, 9-teeth

32-11 ski plast
31-01, 31-02,
31-03
Vuotsolainen

40-4715 front
spring

40-4721
rear spring

35-6205N
bearing,
driveshaft
36-01 gasket,
gearbox
37-01
drive sprocket,
9-teeth

MM215
MM176
runner

20-108 wheel 108 mm
20-135 wheel 135 mm
20-155 wheel 155 mm

04-5372
track
50 x 372 cm
38-02 cleat
38-03 cleat

35-6205N
35-620258
bearings

30-01 slide
30-601 slide

Electric

05-B8	spark plug
01-15406	regulator
01-15416	rectifier, E-mod.
01-14311	ign. coil
01-14340	CDI unit

Huom 1: Katso osien kuvat **pääluettelosta**.
Huom 2: Takapyörä **37-01** voidaan korvata laakeroidulla **20-5286** pyörällä

Trapper 600 E 1987, 1988

Rotax 503

09-741	piston, std
09-741-01	piston, 0,25
09-741-02	piston, 0,50
09-741-04	piston, 1,00
09-741-06	piston, 1,50
35-505	needle cage
841-8162	gasket, full set
840-8162	gasket, top kit
09-167	oil seal
09-165	oil seal
08-101	gasket, manifold
35-6206	crankshaft bearing, 2 pcs
35-6207NR	crankshaft bearing
01-1560	starter spring
01-154	pawl kit

Electric

05-B8	spark plug
01-15406	regulator
01-15416	rectifier, E-mod.
01-14311	ign. coil
01-14340	CDI unit

1987

00-500 windshield

03-7000 primer
03-7311 filter in tank
08-103 carb. rep. kit
08-100 intake gasket
07-10010 carb. rubber

12-01
hook

05-15235
brake pad

15-0513A
clutch

14-00
driven
pulley

37-01
sprocket
rear, 9-teeth

04-6372
track
38-02 cleat

37-06 boggie
wheel 127 mm

41-535
spring

35-6205N
bearing,
driveshaft
36-01 gasket,
gearbox
37-01
drive sprocket,
9-teeth

MM215
MM176
runner

32-11 ski plast
31-01, 31-02,
31-03
Vuotsolainen

Huom 1: **35-6205N**, kaikki alustan laakerit ovat tätä kokoa, myös taka-akselilla.
Huom 2: Takahammaspyörä **37-01** voidaan korvata laakeroidulla **20-5286** pyörällä.
Huom 3: Keltainen konepeitto on kaikissa 1987 malleissa.
Huom 4: Vuoden 1988 malleista alkaen tulivat suksimuovit vakiona kaikkiin malleihin.

Nordik 500 GL 1989, 1990

Rotax 447

09-752	piston, std
09-752-01	piston, 0,25
09-752-02	piston, 0,50
09-752-04	piston, 1,00
35-505	needle cage
841-8124	gasket, full set
840-8124	gasket, top kit
09-167	oil seal
09-165	oil seal
08-101	gasket, manifold
35-6206	crankshaft bearing, 2 pcs
35-6207NR	crankshaft bearing
01-1560	starter spring
01-154	pawl kit

Electric

05-B8	spark plug
01-15406	regulator
01-15416	rectifier, E-mod.
01-14355	ign. coil
01-14340	CDI unit, 1989
01-14341	CDI unit, 1990-

1989

00-500 windshield

1990

03-7000 primer
03-7311 filter in tank
08-103 carb. rep. kit
08-100 intake gasket
07-10010 carb. rubber

12-01
hook

05-15235
brake pad

15-0513A
clutch

14-00
driven
pulley

11-11 rear
shaft

37-01
sprocket
rear, 9-teeth

04-5372
track
50 x 372 cm
38-02 cleat
38-03 cleat

30-01 slide
30-601 graf.
slide

40-4721
rear spring

32-11 ski plast
31-01, 31-02,
31-03
Vuotsolainen

35-6205N bearing
driveshaft
36-01 oil seal
driveshaft

40-4715 front
spring

MM215
MM176
runner

20-108 wheel 108 mm
20-135 wheel 135 mm
20-155 wheel 155 mm

35-6205N, 35-620258
bearings

Huom. 1: Teo Lehtimäki keksi ja kehitti tämän **32-11** suksimuovin 1987 aikana. Starckjohann-Telko Oy haki sille patenttia, jota ei myönnetty, koska hakemus tehtiin väärin perustein. Näin tuotteesta tuli julkinen, eikä patenttia voitu enää hakea oikeilla perusteillakaan. Teo Lehtimäelle tämä oli henkilökohtainen että taloudellinen menetys.
Huom. 2: Takahammaspyörä **37-01** voidaan korvata pyörällä **20-5286.**
Huom. 3: Katso tuotteet pääluettelosta, tuotenumerot löydät näiltä sivuilta.

Nordik 600 SLE 1989-1992

Rotax 503

09-741	piston, std
09-741-01	piston, 0,25
09-741-02	piston, 0,50
09-741-04	piston, 1,00
09-741-06	piston, 1,50
35-505	needle cage
841-8162	gasket, full set
840-8162	gasket, top kit
09-167	oil seal
09-165	oil seal
08-101	gasket, manifold
35-6206	crankshaft bearing, 2 pcs
35-6207NR	crankshaft bearing
01-1560	starter spring
01-154	pawl kit

Electric

05-B8	spark plug
01-15406	regulator
01-15416	rectifier, E-mod.
01-14311	ign. coil
01-14340	CDI unit, 1989
01-14341	CDI unit, 1990-

1989

00-500 windshield

03-7000 primer
03-7311 filter in tank
08-103 carb. rep. kit
08-100 intake gasket
07-10010 carb. rubber

12-01
hook

05-15235
brake pad

15-0513A
clutch

14-00
driven
pulley

37-01
sprocket
rear, 9-teeth

Track
04-6370
6GSH74

30-01 slide
30-601

40-4721 rear spring
40-4715 front spring

20-108 wheel 108 mm
20-135 wheel 135 mm
20-155 wheel 155 mm

35-6205N
bearing,
driveshaft
36-01 gasket,
gearbox
37-01
drive sprocket,
9-teeth

32-11 ski plast
31-01, 31-02,
31-03
Vuotsolainen

MM215
MM176
runner

Bearings: **35-6205N**, **35-620258**

Huom. 1: Telamatto on erikoismalli, jota on nyt saatavissa, uusia mattoja tietysti.
Huom. 2: Tämä kelkka oli ominaisuuksiltaan hyvä vetäjä, luja ja hiljainen. Miellyttävä kumppani vaativissa olosuhteissa. Moni on katunut jälkeenpäin, kun on luopunut tästä kelkasta. .

Nordik 500 PSSE 1989,1990

Rotax 447

09-752	piston, std
09-752-01	piston, 0,25
09-752-02	piston, 0,50
09-752-04	piston, 1,00
35-505	needle cage
841-8124	gasket, full set
840-8124	gasket, top kit
09-167	oil seal
09-165	oil seal
08-101	gasket, manifold
35-6206	crankshaft bearing, 2 pcs
35-6207NR	crankshaft bearing
01-1560	starter spring
01-154	pawl kit

Electric

05-B8	spark plug
01-15406	regulator
01-15416	rectifier, E-mod.
01-14355	ign. coil
01-14340	CDI unit, 1989
01-14341	CDI unit, 1990-

00-500 windshield

03-7000 primer
03-7311 filter in tank
08-103 carb. rep. kit
08-100 intake gasket
07-10010 carb. rubber

12-01
hook

05-15235
brake pad

clutch
15-9513B,
e-mod.

14-00
driven
pulley

11-11 rear
shaft

37-02
sprocket
rear, 10-teeth

04-5382
track
50 x 372 cm
38-02 cleat
38-03 cleat

30-00 slide

40-4721
rear spring

40-4715 front
spring

35-6205N bearing
driveshaft
36-01 oil seal
driveshaft

Note. 1.
no runners
available

37-02
drive sprocket,
10-teeth

20-108 wheel 108 mm
20-135 wheel 135 mm
20-155 wheel 155 mm

35-6205N, 35-620258
bearings

Huom. 1: Tähän sukseen ei voi asentaa normaalikonstein Vuotsolaisia, mutta: käytä esim. **31-02**, 20 cm Vuotsolaisia. Ota suksen omat pohjaraudat pois, käytä esim. **MM279** rautoja, joissa on pitkät pultit. Laita filmivanerisoiro suksen ja Vuotsolaisen väliin, poraa keskelle suksea pohjaraudalle reijät ja käytä vain yhtä rautaa keskellä suksea. Voit viimeistellä suksen ja muovin välisen tilan vaahtouretaanilla. Toimii hyvin.
Huom. 2: Takahammaspyörä **37-02** voidaan korvata pyörällä **20-5288.**
Huom. 3: Katso tuotteet pääluettelosta, tuotenumerot löydät näiltä sivuilta.
Huom.4: Tämä malli on maailman ensimmäinen erillisjousitettu leveätelainen kelkka.

Nordik 300 1989, 1990

Rotax 253

09-741	piston, std
09-741-01	piston, 0,25
09-741-02	piston, 0,50
09-741-04	piston, 1,00
09-741-06	piston, 1,50
35-505	needle cage
841-8123	gasket, full set
09-167	oil seal
09-169	oil seal
35-6206	crankshaft bearing
01-1560	starter spring
01-154	pawl kit

Electric

05-B8	spark plug
01-15406	regulator
01-14310	ign. coil
01-14340	CDI unit, 1989
01-14341	CDI unit, 1990-

00-300 windshield

03-7000 primer
03-7311 filter in tank
08-103 carb. rep. kit
08-100 intake gasket
07-10023 carb. rubber

12-01
hook

11-12
rear
shaft

05-15235
brake pad

15-0151C
clutch

20-190

20-5287
sprocket,
rear 11 t.

40-4716
rear spring

37-01
sprocket
drive 9-t.

20-155 wheel 155 mm
20-135 wheel 135 mm
20-108 wheel 108 mm
20-190 wheel 190 mm

35-6205N bearing
driveshaft
36-01 oil seal
driveshaft

32-11 ski plast
31-01, 31-02,
31-03
Vuotsolainen

04-3392 **track**
38-03 cleat
38-02 cleat

30-01
30-601
slide

MM215
MM176
runner

Huom. 1: Tämän kelka telassa on joko 79 tai 80 puikkoa. Sellaista telaa ei enää valmisteta. Telan **04-3392**, jossa on 78 puikkoa, voi asentaa tähän kelkkaan seuraavalla tavalla: telaston joustava jatko, ns. linkku, on kiinnitetty 5 mm ruuveilla alumiini-kiskoon. Irrota ruuvit ja siirrä linkkua yksi reikäväli eteenpäin. Lyhennä alumiinikiskosta ylimääräinen pala pois. Nykyiset matot eivät veny enää niin paljon kuin vuonna 1990 tehdyt. (paitsi venäläiset)
Huom. 2: Takapyörä 1989 mallissa on **20-190**, 190 mm pyöreä pyörä, kun taas 1990 mallissa se on 11 hampainen hammaspyörä, **20-5287**.
Huom. 3: Historiaa. Nordik 300 kehitettiin Tundra ELT:n tilalle. ELT mallia jatkettiin Kurikan Moottorikelkassa parina talvena. Uusinta uutta oli siihen aikaan HPDE muovinen kuomu, jonka raaka-aineeseen sekoitettiin vähän kumia. Kuomusta tuli luja mutta haittapuolena mainittakoon ettei pintaan tartu teipit eikä maali.

Nordik 540 1991, 1992, 1993

Rotax 503

09-741	piston, std
09-741-01	piston, 0,25
09-741-02	piston, 0,50
09-741-04	piston, 1,00
09-741-06	piston, 1,50
35-505	needle cage
841-8162	gasket, full set
840-8162	gasket, top kit
09-167	oil seal
09-165	oil seal
08-101	gasket, manifold
35-6206	crankshaft bearing, 2 pcs
35-6207NR	crankshaft bearing
01-1560	starter spring
01-154	pawl kit

Electric

05-B8 spark plug
01-15416 rectifier, E-mod.
01-14311 ign. coil
01-14341 CDI unit, 1990-

03-7000 primer
03-7311 filter in tank
08-103 carb. rep. kit
08-100 intake gasket

04-550 windshield

05-15235 brake pad

15-9513B clutch

12-01 hook

32-11 ski plast
31-01, 31-02, 31-03
Vuotsolainen

30-00 slide big profil

40-4715 front spring

11-11 rear shaft

20-5288 sprocket, rear 10 t.

MM215
MM176
runner

04-5382 track
38-02 cleat
38-03 cleat

20-108 wheel 108 mm
20-135 wheel 135 mm
20-155 wheel 155 mm

Bearings: **35-6205N**, **36-620258**

Huom 1: Liukukiskoprofiili on sattuman ja vahingon takia isompi kuin muissa Nordik malleissa. Silloinen alumiiniprofiilin toimittaja lähetti vahingossa karkaisematonta profiilia joka ei kestänyt prototyypeissä. Se tapahtui Nordik 500 PSSE testeissä 1988. Niinpä profiilia suurennettiin ja vaikka virhe huomattiin, päätettiin pitää iso profiili myös tulevien vuosien malleissa. Ei kuitenkaan Nordik 600 sarjassa.
Huom 2: kuvan kelkan omistaa **Pentti Kemppainen**, Sodankylä. Hän testasi poikansa Tapanin kanssa kaikki kelkat vuodesta 1987 alkaen. (Oi niitä aikoja, tuli Sodankylän kairat tutuiksi, ja aina huonolla kelillä. No, paistoi se aurinkokin.)

Nordik 550 1991, 1992, 1993

Rotax 503

09-741	piston, std
09-741-01	piston, 0,25
09-741-02	piston, 0,50
09-741-04	piston, 1,00
09-741-06	piston, 1,50
35-505	needle cage
841-8162	gasket, full set
840-8162	gasket, top kit
09-167	oil seal
09-165	oil seal
08-101	gasket, manifold
35-6206	crankshaft bearing, 2 pcs
35-6207NR	crankshaft bearing
01-1560	starter spring
01-154	pawl kit

Electric

05-B8 spark plug
01-15416 rectifier, E-mod.
01-14311 ign. coil
01-14341 CDI unit, 1990-

03-7000 primer
03-7311 filter in tank
08-103 carb. rep. kit
08-100 intake gasket

04-550 windshield

12-01 hook

05-15235 brake pad

15-9513B clutch

20-5288 sprocket, rear 10 t.

20-108 wheel 108 mm
20-135 wheel 135 mm
20-155 wheel 155 mm

11-11 rear shaft

04-5382 track
38-02 cleat
38-03 cleat

40-4715 front spring

30-00 slide-big profile

Bearings: **35-6205N**, **35-620258**

Huom. 1: Tämä kelkka muotoiltiin yhdessä Lahden taideteollisen oppilaitoksen kanssa.
Huom. 2: Liukukiskoprofiili on oma iso profiili.
Huom. 3: Suksimuovit ovat ongelma. Rakenna suksi kuten neuvottu PSS-mallin kohdalla.

Nordik 300 R 1991, 1992

Rotax 253

09-741	piston, std
09-741-01	piston, 0,25
09-741-02	piston, 0,50
09-741-04	piston, 1,00
09-741-06	piston, 1,50
35-505	needle cage
841-8123	gasket, full set
09-167	oil seal
09-169	oil seal
35-6206	crankshaft bearing
01-1560	starter spring
01-154	pawl kit

Electric

05-B8 spark plug
01-15406 regulator
01-14310 ign. coil
01-14341 CDI unit, 1990-

00-300 windshield

03-7000 primer
03-7311 filter in tank
08-103 carb. rep. kit
08-100 intake gasket
07-10023 carb. rubber

12-01
hook

05-15235
brake pad

15-0151C clutch

11-12 rear shaft

20-5287
sprocket,
rear 11 t.

40-4716
rear spring

37-01
sprocket
drive 9-t.

35-6205N bearing
driveshaft
36-01 oil seal
driveshaft

MM215
MM176
runner

32-11 ski plast
31-01, 31-02,
31-03
Vuotsolainen

20-108 wheel 108 mm
20-135 wheel 135 mm
20-155 wheel 155 mm

04-3392 track

30-01
30-601
slide

38-03 cleat
38-02 cleat
Bearings: **35-6205N**, **35-620258**

Huom. 1: Tämän kelkan telassa on joko 79 tai 80 puikkoa. Sellaista telaa ei enää valmisteta. Telan **04-3392**, jossa on 78 puikkoa, voi asentaa tähän kelkkaan seuraavalla tavalla: Telaston joustava jatko, ns. linkku, on kiinnitetty 5 mm ruuveilla alumiinikiskoon. Irrota ruuvit ja siirrä linkkua yksi reikäväli eteenpäin. Lyhennä alumiinikiskosta ylimääräinen pala pois. Tämän päivän matot eivät veny enää niin paljon kuin vuonna 1990 tehdyt, ei tarvita niin paljoa säätövaraa.
Huom. 2. Vaihdelaatikon osat ovat vaikeasti saatavia ja kalliita, huolla ja säädä säännöllisesti, muista synteettinen öljy.

Nordik 377 R 1993

Rotax 447

09-751	piston, std
09-751-01	piston, 0,25
09-751-02	piston, 0,50
09-751-04	piston, 1,00
35-505	needle cage
841-80238	gasket, full set
840-80238	gasket, top kit
09-167	oil seal
09-165	oil seal
08-101	gasket, manifold
35-6207NR	crankshaft bearing, 3 pcs
01-1560	starter spring
01-154	pawl kit

Electric

05-B8	spark plug
01-15406	regulator
01-14310	ign. coil
01-14341	CDI unit, 1990-

00-377 windshield

03-7000 primer
03-7311 filter in tank
08-103 carb. rep. kit
08-100 intake gasket
07-10020 carb. rubber

12-01
hook

05-15235
brake pad

15-0148C clutch

11-12
rear
shaft

20-5287
sprocket,
rear 11 t.

40-4716
rear spring

35-6205N bearing
driveshaft
36-01 oil seal
driveshaft

04-3392 tela

30-00
slide
Note!!

32-11 ski plast
31-01, 31-02,
31-03
Vuotsolainen

MM215
MM176
runner

38-03 cleat
38-02 cleat
Bearings: **35-6205N**, **35-620258**

Huom. 1: Tämän kelkan telassa on joko 79 tai 80 puikkoa. Sellaista telaa ei enää valmisteta. Telan **04-3392**, jossa on 78 puikkoa, voi asentaa tähän kelkkaan seuraavalla tavalla:Telaston joustava jatko, ns. linkku, on kiinnitetty 5 mm ruuveilla alumiinikiskoon. Irrota ruuvit ja siirrä linkkua yksi reikäväli eteenpäin. Lyhennä alumiinikiskosta ylimääräinen pala pois. Tämän päivän matot eivät veny enää niin paljon kuin vuonna 1990 tehdyt.
Huom. 2: Historiaa. Tämä 377R on viimeinen kelkka, joka kehitettiin Kurikassa. Tavoite oli saada isommalla koneella hyvät ominaisuudet ummenkulkuun, jossa myös onnistuttiin hyvin.Miellyttävä ajaa eikä niin kiikkerä kuin edeltäjänsä Nordik 300 ja 300R.

Trapper 602

HISTORY

The Trapper 600 has a Rotax 440 motor and Rotax 1+1 gearbox, 1978-79 model, manufacture by Polar Metal Plast Ltd, Rovaniemi (PMP). Production manager Jussi Tapio.

Next model Trapper 600, new model and design, 440 Rotax engine and 1+1 gear box. Was manufactured in Kurikka Velsa OY, Lynx workshop. At the time (1979) Teo Lehtimäki worked with raw-materials and had his first experience/contact with Trapper. Trapper 602 come out 1980-1981 with Rotax 503 engine and new gear box. In addition to this in 1980 the Trapper 602 was available with Rotax 444 L/C and 1981 Rotax 464 L/C engine.

Once again it was time to move. All production of Lynx was moved to Rovaniemi and Trapper was part of it. For final product that Velsa-Valmet wanted was Trapper 602 with Rotax 503 engine and Trapper 602 LC Rotax 464 L/C engine. Then the contract was cancelled. Worth mentioning that Jussi Tapio was head of production – the same man.

Lampiniemi & Marttila come next to build 1984 Trapper 5000 and 6000 zero series. Teo Lehtimäki was appointed as factory director. Production started with 1985 model. In 1986 L&M sold production as well as design to brand new joint venture Kurikka Snow mobile Ltd.

When Trapper was lounched to Northern American market the name was changed to Nordik. The reason for the name change was that a Swedish canoe maker had protected the Trapper brand. Soon after the snow mobile manufacture's name changed as well – it become Scanhold Ltd. Teo Lehtimäki left the company and founded his own enterprise in February 1991. Jouni Rouru replaced Teo as company director. He had the unpleasant job of closing down the factrory in 1993 and move reserve parts, drawings and tools to the Lynx factory in Rovaniemi. The production manager Jussi Tapio was this time a member of the welcoming committee.

Rotax 503 Scandinavia	Rotax 464 L/C		Rotax 440 F/C
09-741	09-761	piston, std	09-758 std, left
09-741-01	09-761-01	piston, 0,25	09-759 std, right
09-741-02	09-761-02	piston, 0,50	09-758-02, 0,50
09-741-04	09-761-04	piston, 1,00	09-759-02, 0,50
09-741-06			
35-505	35-505	needle cage	35-505
841-8162			
840-8162			
09-167	35-167	oil seal	09-167
09-165		oil seal	
08-101			
35-6206	35-6206NT	crankshaft bearing	
35-6207NR		crankshaft bearing	35-6206NR
01-1560	01-1560	starter spring	01-1560
01-153	01-153	pawl kit	01-153
Electric			
05-B8	05-B8	spark plug	05-B8
01-1430			
01-14322			
01-15402	01-15416	rectifier	01-15402

31-01, 31-02
31-03
Vuotsolainen

Bearings **35-6205N**

37-06 boggie wheel 127 mm
41-535 spring

04-6335
track
60 x 340 cm
38-02 cleat

Huom. 1: Näihin vanhoihin malleihin telan saa varmimmin kun tilaa sen ennakkoon.
Telan mitat 60 x 340 cm, harja 16 mm.
Huom. 2: Kuomun suunnitteli ins. Heikki Mikkola Kurikassa.

04-3392
38 x 392 cm

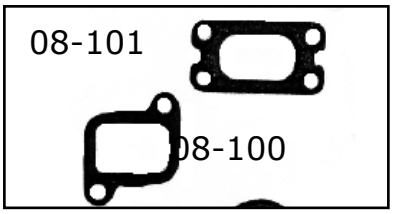
04-5372
50 x 372 cm

04-5382
50 x 382 cm

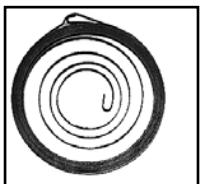
04-6370
60 x 370 cm

04-6372
60 x 370 cm

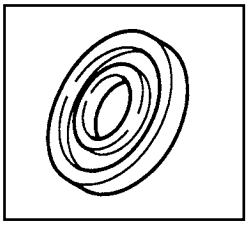
09-741
09-751
09-752
09-761



35-505



01-1560



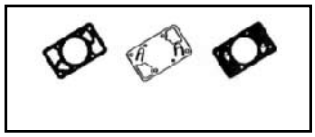
09-165
09-167
36-01

35-6206NR
35-6207NR

01-154

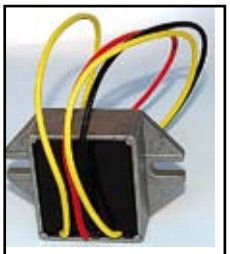
03-7311

03-7000



08-103

01-14341



01-15416

10-15406

05-B8
05-B9

01-14340

01-14311

01-14310

15-9513B

15-0513A

14-00

20-190

20-135
20-155

37-01

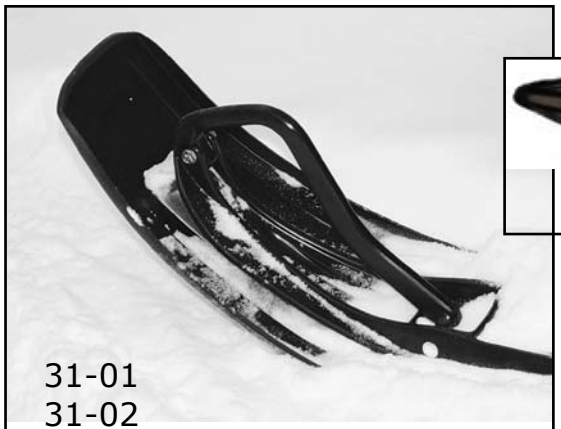
20-5286
20-5287

40-4721

40-4716

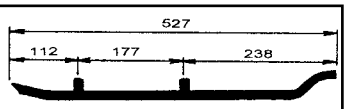
40-4715

35-6205N
35-620258



31-01
31-02
31-03

32-11



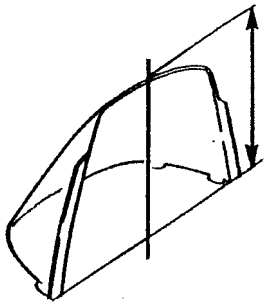
MM176
MM215

38-03

38-02

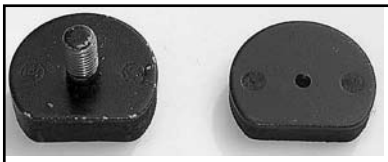
30-00
30-01
30-601

11-10
11-11



00-500
00-510
00-550
00-300
00-377

12-01



05-15235