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ENGINE

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1. INFORMATION

1.1	SAFTY	1.4	SERIAL NUMBER
1.2	NOTES	1.5	TORQUE VALUE
1.3	SPECIFICATION		

1.1 SAFETY

GASOLINE

Gasoline is extremely flammable and is explosive under certain condition.

Do not smoke or allow sparks or flames in your work area.

CARBON MONOXIDE

Never run the engine in a closed area. The exhaust contains poisonous carbon monoxide gas that may cause loss of consciousness and lead to death.

BATTERY ELECTROLYTE

The battery electrolyte contains sulfuric acid. Protect your eyes, skin and clothing. If you contact it, flush thoroughly with water and call a doctor if electrolyte gets in your eyes.

HOT PARTS

Engine and exhaust pipe become very hot and remain hot for one hour after the engine is run. Wear insulated gloves before handling these parts.

USED ENGINE/GEAR OIL

Used engine oil and gear oil may cause skin disease if repeatedly contact with the skin for long periods.

Keep out of reach of children.

1.2 NOTES

All information, illustrations, directions and specifications included in this publication are base on the latest product information available at the time of approval for printing.

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1.3 SPECIFICATION ENGINE

Type	4 Stroke , Single Cylinder, Water cooled
Displacement	249c.c.
Bore and Stroke	71 mm x 63 mm

Compression	10.6:1
Maximum Hp	19ps / 5600
Maximum Torque (Nm/rpm)	22.3 Nm / 5500
Carburetor	
Ignition	DC-CDI
Starting	Electric
Lubrication	Auto oil injection
Transmission	Automatic (C.V.T. V-belt + Reverse)

CHASSIS	
Overall Length	1815mm
Overall Width	1062mm
Overall Height	1130mm
Wheel base	1193mm
Ground Clearance	150mm
Dry Weight	225kg
Fuel Tank Capacity	12L

SUSPENSION	
Front	Double A-Arm & Adjustable Shocks
Rear	Swing Arm & Adjustable Shock
BRAKES	
Front	Hydraulic Disc*2
Rear	Hydraulic Disc*1
TIRES	
Front	21x7-10
Rear	22x10-10
PRESSURE 【 psi (kgf/cm²)】	
Front	12(0.8)
Rear	12(0.8)

COLORING

Specifications subject to change without notice.

1.4 SERIAL NUMBER

The frame serial number is stamped on the front of the frame.

The engine serial number is stamped on the left side of the crankcase.



Side Frame serial number



Engine serial number



Frame serial number

1.5 TORQUE VALUES

STANDARD

5 mm bolt and nut	5 N.m (3.5 lbf.ft)
6 mm bolt and nut	10 N.m (7.2 lbf.ft)
8 mm bolt and nut	22 N.m (16 lbf.ft)
10 mm bolt and nut	35 N.m (25 lbf.ft)
12 mm bolt and nut	55 N.m (40 lbf.ft)

ENGINE

Cylinder head nut	28 N.m (20.7 lbf.ft)
Spark plug	12 N.m (8.9 lbf.ft)
Cylinder head bolt	20 N.m (14.8 lbf.ft)
Alternator bolt	8 N.m (5.9 lbf.ft)

FRAME

Handlebar upper holder bolt	24 N.m (17.7 lbf.ft)
Throttle housing cover screw	4 N.m (2.9 lbf.ft)
Steering shaft nut	50 N.m (36.9 lbf.ft)
Steering shaft holder bolt	33 N.m (24 lbf.ft)
Wheel rim bolt	18 N.m (13.3 lbf.ft)
Tie rod lock nut	35 N.m (25.8 lbf.ft)
King pin nut	40 N.m (29 lbf.ft)
Handlebar lower holder nut	40 N.m (29.5 lbf.ft)
Front wheel bolt	24 N.m (17.7 lbf.ft)
Front axle castle nut	40-60 N.m (30-45 lbf.ft)
Front brake arm nut	4 N.m (3.0 lbf.ft)
Rear brake arm nut	7 N.m (5.2 lbf.ft)
Rear axle castle nut	40-60 N.m (30-45 lbf.ft)
Rear wheel bolt	24 N.m (17.7 lbf.ft)
Exhaust muffler mounting bolt	30 N.m (22.1 lbf.ft)
Engine hanger bolt	30 N.m (22 lbf.ft)
Rear axle holder bolt	90 N.m (65 lbf.ft)
Swing arm pivot nut	90 N.m (65 lbf.ft)
Rear shock absorber mounting nut	45 N.m (33 lbf.ft)

2. MAINTENANCE

2.1 MAINTENANCE DATA	2.8 IDLE SPEED
2.2 MAINTENANCE SCHEDULE	2.9 DRIVE CHAIN
2.3 FUEL TUBLE	2.10 BRAKE SYSTEM
2.4 THROTTLE OPERATION	2.11 WHEELS AND TIRES
2.5 THROTTLE CABLE AJUSTMENT	2.12 STEERING SYSTEM
2.6 AIR CLEANER	2.13 TOE-IN
2.7 SPARK PLUG	

2.1 MAINTENANCE DATA

SPECIFICATION

SPARK PLUG

SPARK PLUG GAP 0.8 mm

RECOMMENDED SPARK PLUGS NGK CR8E

THROTTLE LEVER FREE PLAY 5-10 mm

IDLE SPEED 1700±100 rpm

BRAKE LEVER FREE PLAY 15-25 mm

DRIVE CHAIN SLACK 10-25 mm

TOE-IN 5±10 mm

TORQUE VALUES

SPARK PLUG 12-19 N.m

TIE-ROD LOCK NUT 35-43 N.m

ENGINE OIL 1.4 Liter (1.2Liter for change)

GEAR LUBRICATION OIL 750cc (650cc for change)

2.2 MAINTENANCE SCHEDULE

The internal maintenance in the following table is based on average riding, normal conditions. Riding in unusually dusty areas, require more frequent servicing.

	300KM	Every 1000KM	Every 3000KM	Every 6000 KM	Every 12000KM	Notes
	1 Month	3 Months	6 Months	1 Year	2 Years	
Fuel Lines	I		I		R	
Throttle Operation	I	I				
Air Filter	I	C	R			
Fuel Filter				R		
Spark Plug	I	I	R			
Drive Chain	I, L	Lubricate for every 1 month				
Brake Shoes		I				
Brake System	I	I				
Brake Fluid	I				R	
Nuts, Bolts & Fasteners	I					
WHEEL/TIRES	I		I			
Wheels	I	I				
Steering System	I		I			
Suspension System	I			I		
C.V.T Drive belt			I		R	
Transmission Oil	R	Replace for every 3,000km or 6 Months				
Engine Oil	R	Replace for every 3,000km or 6 Months				
Battery	I	I,C		I,C		
Oil Filter (Screen)	C	C				
Valve Clearance	I		I			
Coolant	I	I			R	
Cooling Fan	I	I				
Carburetor (Idle Speed)	I	I				
Choke	I					

Note – I: Inspect and Clean, Adjust, Lubricate or Replace, if necessary

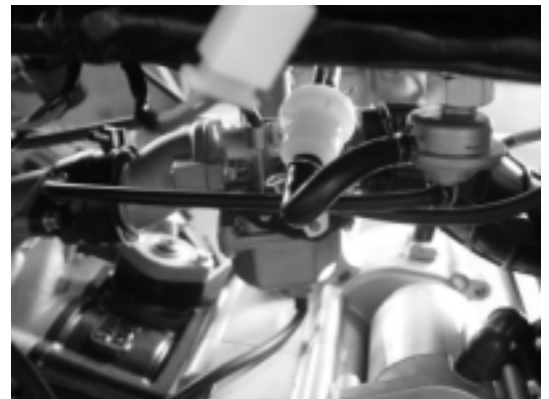
C: Clean

L: Lubricate

R: Replace

2.3 FUEL TUBE

Inspect the fuel lines for deterioration, damaging or leakage and replace if necessary.



2.4 THROTTLE OPERATION

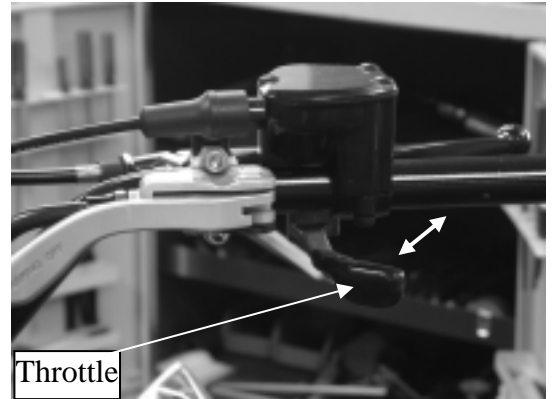
Inspect for smooth throttle lever full opening and automatic full closing in all steering positions.

Inspect if there is no deterioration, damage or kink in the throttle cable, replace it if necessary.

Check the throttle lever, free play is 5-10 mm at the tip of the throttle lever.

Disconnect the throttle cable at the upper end.

Lubricate the cable with commercially lubricant to prevent premature wear.



2.5 THROTTLE CABLE ADJUSTMENT

Slide the rubber cap of the adjuster off the throttle Housing, loosen the lock nut and adjust the free play of the throttle lever by turning the adjuster on the throttle housing. Inspect the free play of the throttle lever.



2.6 AIR CLEANER

Please remove the four hooks, and then disassemble two screws inside the air cleaner case.

Pull out the air filter element from the air cleaner case.

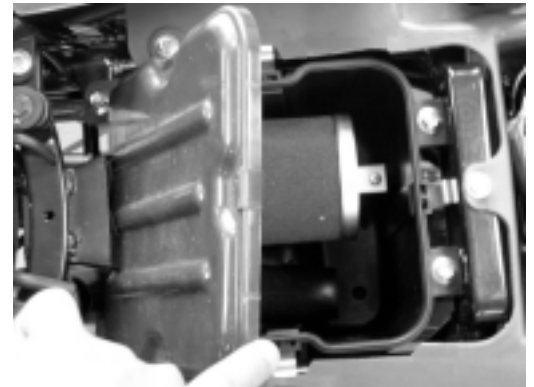
Washing the element in non-flammable solvent, squeeze out the solvent thoroughly.

Let it dry.

Soak the filter element in gear oil and then squeeze out the excess oil.

Install the every component into air cleaner in the reverse order of removal.

Note: for more detail please check chapter 5-10



2.7 SPARK PLUG

This spark plug is located at the front of the engine. Disconnect the spark plug cap and unscrew the spark plug.

Check the condition of spark plug electrodes wear. Change a new spark plug if the electrodes and insulator tip appear unusually fouled or burned. Discard the spark plug if there is apparent wear or if the insulator is cracked or chipped.

The spark plug gap shall keep in 0.6-0.7mm

With the sealing washer attached, thread the spark plug in by hand to prevent crosses threading.

Tighten the spark plug with 12-19 N.m



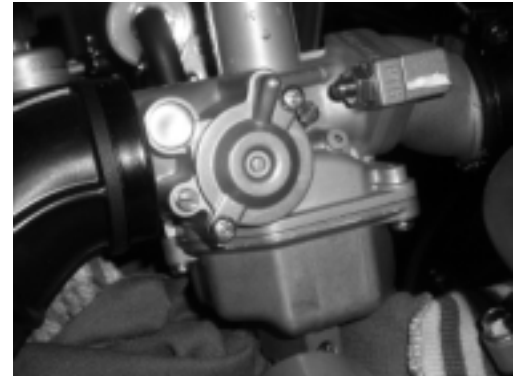
2.8 IDLE SPEED

Connect an engine speed meter.

Warm up the engine, 10 minutes are enough.

Turn the idle-speed adjust screw on the carburetor to obtain the idle speed. "Turn in" (clockwise) will get higher speed. "Turn out" (counter clockwise) will get lower speed.

IDLE SPEED: 1700±100 rpm



2.9 DRIVE CHAIN

Stopping the ATV and shift the transmission into neutral(N) . Measure the drive chain slack midway between the sprockets.

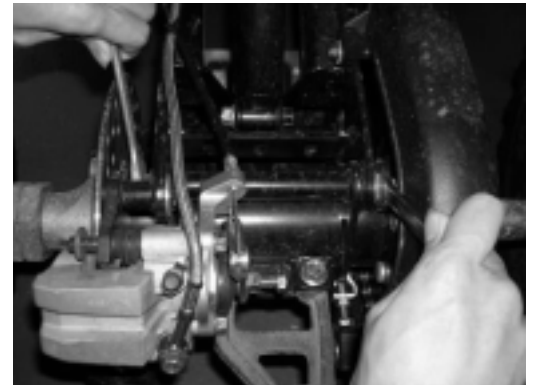
Chain slack =15~25mm (5/8~1 inch)

Adjust the chain slack.

Loosen the lock nuts and turn drive chain adjusting nuts until get the correct slack.

Tighten the axle holder bolts.

Torque = 90N.m (65 lbf.ft)



When the drive chain becomes very dirty, it should be removed, cleaned and lubricated by specify lubricator. Please use special chain oil to lubricate the drive chain.

Clean the drive chain with kerosene and wipe it dry. Inspect the drive chain for any possible wearing or damaging. Replace the chain, if it is worn excessively or damaged.



Inspect the sprocket teeth, if it is excessive wearing or damaging, please replace it.

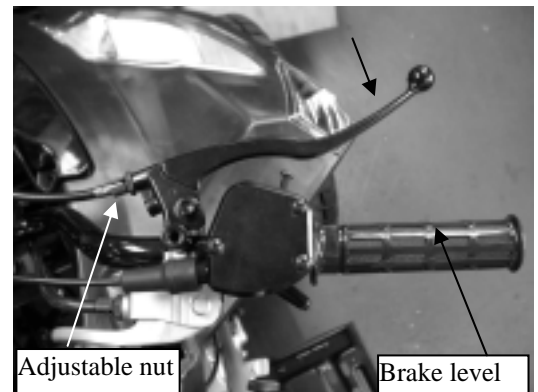
2.10 BRAKE SYSTEM

Inspect the front brake lever and cable for excessive play or other damage.

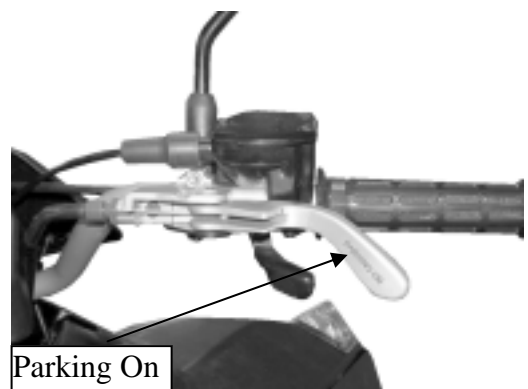
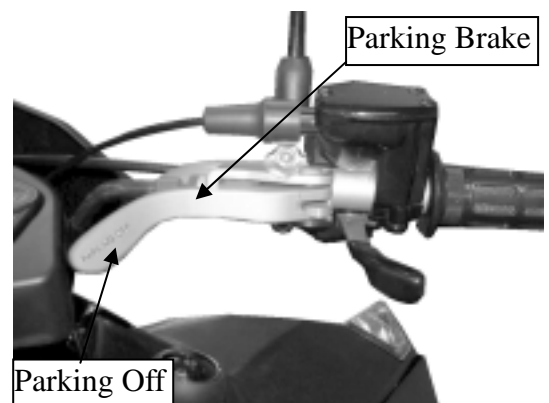
Replace or repair if necessary.

Measure the free play of the brake lever at the end of the brake lever.

The standard of free play is 15-25 mm.

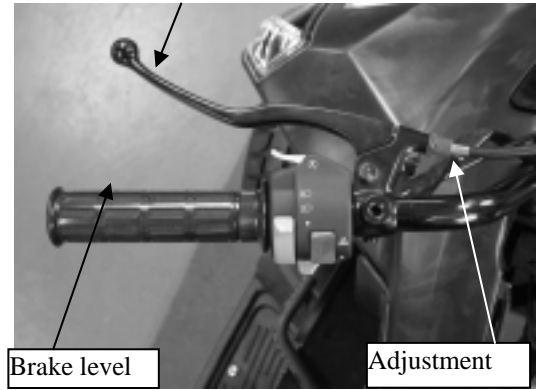


The parking brake is shown on the picture. The position of parking Off is on the left side. Turn parking brake to right side is parking on



Inspect the rear brake lever and cable for excessive play or other damage.
Replace or repair if necessary.
Measure the free play of the rear brake lever at the end of the lever.

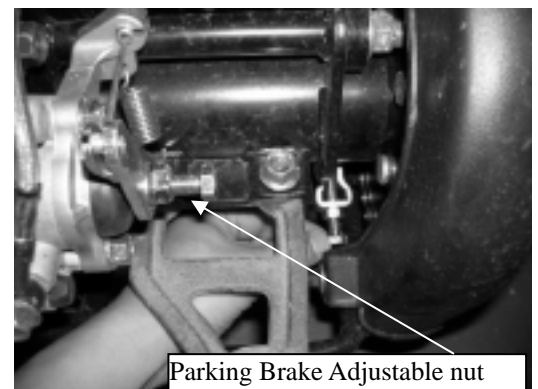
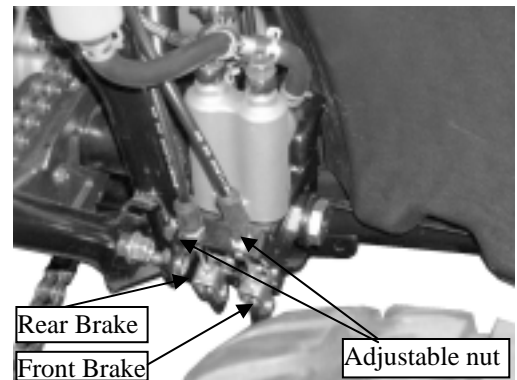
The standard is 15-25 mm.



NOTE:

The second method to adjust brake level is under the driver seat and rear brake component.

Because the brake system is different, ones need to adjust it to reach a proper brake level.



2.11 WHEELS AND TIRES

Inspect the tire surfaces for cuts, nails or other sharp objects.
Check the each tire surface at cold tire condition.

*The standard of tire pressure is 12(0.8) psi (kgf/cm²)



2.12 STEERING SYSTEM

Check the free play of the steering shaft with the front wheels, turned straight ahead.
When there is excessive play, inspect the tie-rod, kingpin bushing and ball joint.



STEERING SHAFT HOLDER BUSHING

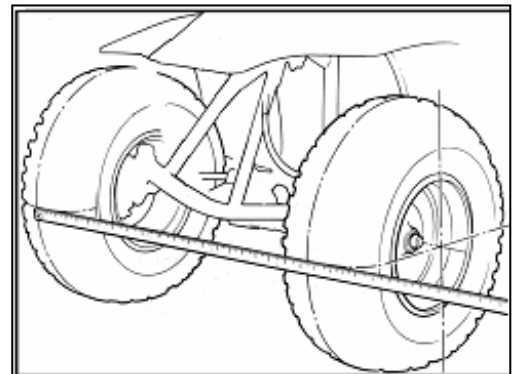
Remove the front fender first.
Remove the steering shaft holder and check the steering shaft bushing for wears or damage.
If the bushing is worn or damaged, please change a new one.
Grease the steering shaft bushing and install the parts in the reverse order of removal.

Torque: steering shaft holder bolt: 33 N.m (24 lbf.ft)



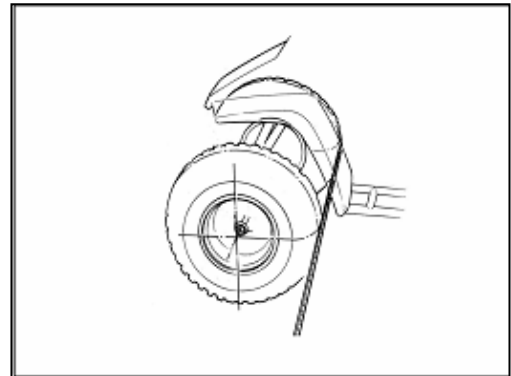
2.13 TOE-IN

Keep the vehicle on level ground and the front wheels facing straight ahead.
Mark the centers of the tires to indicate the axle center height.
Measure the distance between the marks.



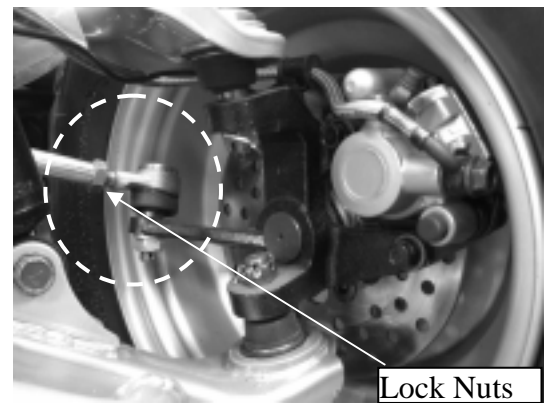
Carefully to move the vehicle back, let the wheels turn 180 degree, so the marks on the tires are aligned with the axle center height.
Measure the distance between the marks.
Calculate the difference in the front and rear measurements.

Toe-in: $5\pm 10\text{mm}$



If the toe-in is out of standard, adjust it by changing the length of the tie-rods equally by turning the tie-rod while holding the ball joint.
Tighten the lock nuts.

Torque: 35-43 N.m



3. ENGINE REMOVE AND INSTALLATION

3.1 REPAIR CONDITION
3.2 ENGINE REMOVAL

3.3 ENGINE INSTALLATION

3.1 ENGINE SHALL BE REMOVED IN THE CONDITIONS OF NECESSARY REPAIRMENT OR ADJUSTMENT TO THE TRANSMISSION AND COMBUSTION SYSTEM ONLY

3.2 ENGINE REMOVAL

Before removing engine, you need to remove all of components such as seat, front and back fender, fuel tube, exhaust pipe, carburetor cable and drive chain...etc. You can then see three hanger bolts which have screwed on engine.

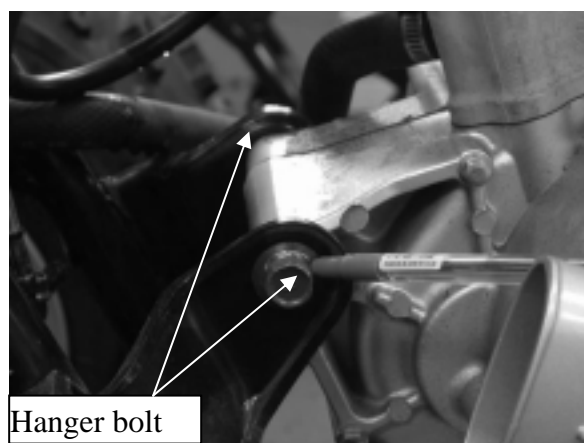
Loosen these three hanger bolts. You have succeeded to remove this engine.

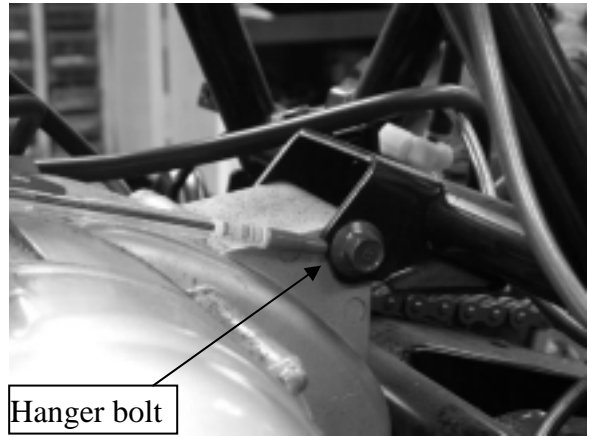
There are some pictures to describe main step of removing engine.

Disconnect the wire connectors. There are three connectors for carburetor auto-choke, starter motor and generator respectively.



Remove the drive chain cover.
Remove the drive chain retaining clip and master link,
and remove the drive chain.





3.3 ENGINE INSTALLATION

The Engine installation is essentially in the reverse order of removal.

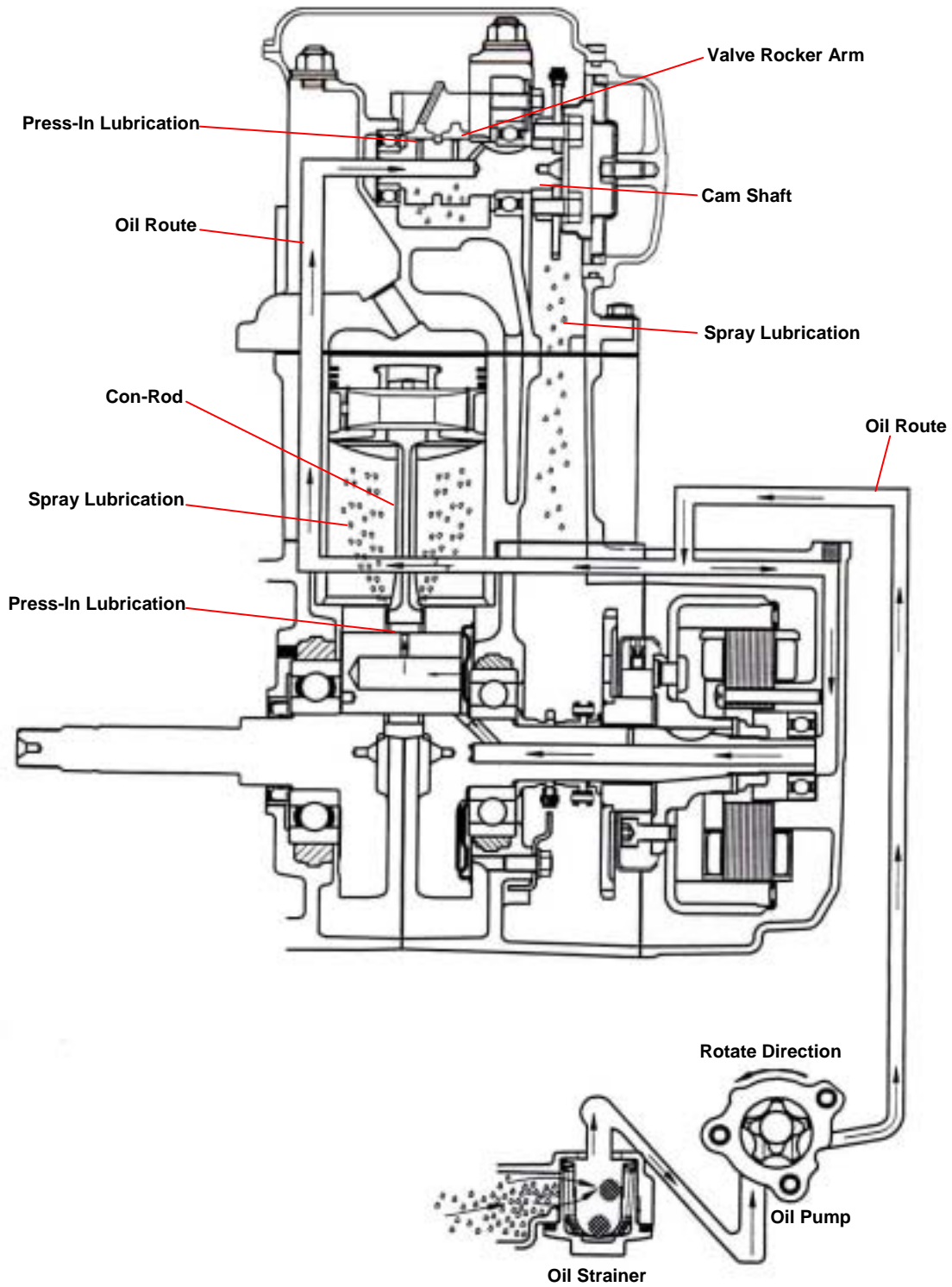
The torque of engine hanger bolt is 30 N.m

Route the wires and cable in reverse order properly.

4. LUBRICATION SYSTEM

4-1 Mechanism Diagram	4-5 Engine Oil Strainer Clean
4-2 Precautions in Operation	4-6 Oil Pump
4-3 Troubleshooting	4-7 Gear Oil
4-4 Engine Oil	

4-1 Mechanism Diagram



4-2 Precautions in Operation

General Information:

- This chapter contains maintenance operation for the engine oil pump and gear oil replacement.

Specifications

Engine oil quantity Disassembly: 1400 c.c.

Change: 1200c.c.

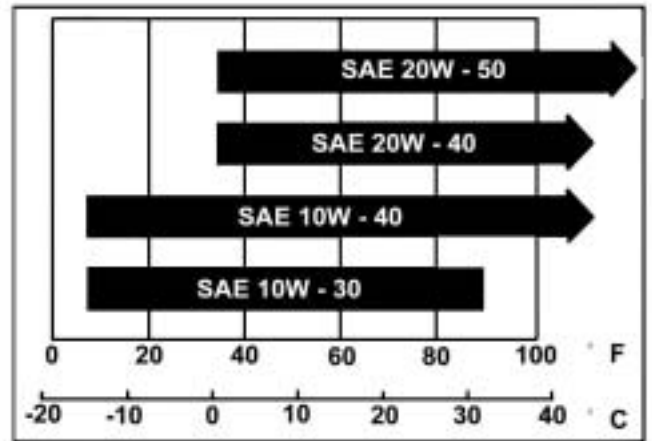
Oil viscosity SAE 10W-30 (Recommended King serial oils)

Gear oil Disassembly: 750c.c.

Change: 650c.c.

Gear oil viscosity SAE 140

(Recommended SYM Hypoid gear oils)



單位:mm

Items		Standard (mm)	Limit (mm)
Oil pump	Inner rotor clearance	0.15	0.20
	Clearance between outer rotor and body	0.15~0.20	0.25
	Clearance between rotor side and body	0.04~0.09	0.12

Torque value

Torque value oil strainer cap	1.5~3.0kgf-m
Engine oil drain bolt	1.9~2.5kgf-m
Gear oil drain bolt	1.0~1.5kgf-m
Gear oil join bolt	1.0~1.5kgf-m
Oil pump connection bolt	0.8~1.2kgf-m

4-3 Troubleshooting

Low engine oil level

- Oil leaking
- Valve guide or seat worn out
- Piston ring worn out

Low oil pressure

- Low engine oil level
- Clogged in oil strainer, circuits or pipes
- Oil pump damage

Dirty oil

- No oil change in periodical
- Cylinder head gasket damage
- Piston ring worn out

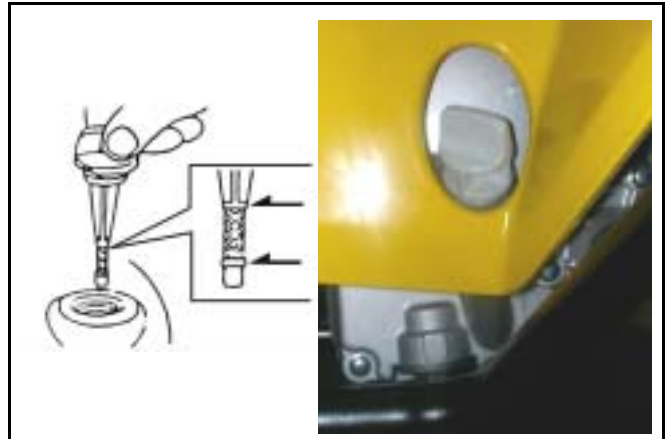
4-4 Engine Oil

Turn off engine, and park the ATV in flat surface with main stand.

Check oil level with oil dipstick.

So not screw the dipstick into engine as checking.

If oil level is nearly low level, fill out recommended oil to upper level.



Oil Change

Caution

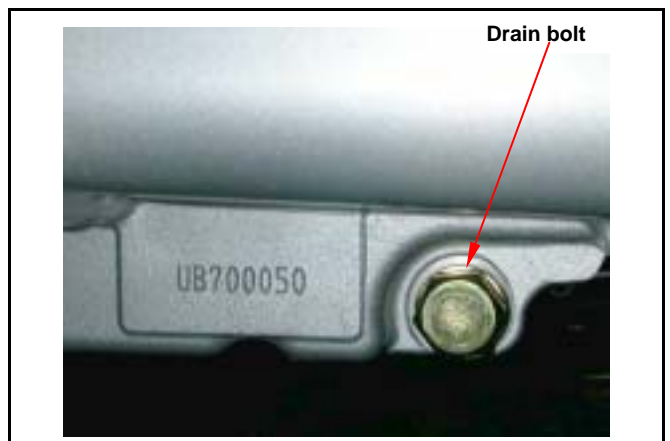
Drain oil as engine warmed up so that makes sure oil can be drained smoothly and completely.

Place an oil pan under the ATV, and remove oil drain bolt.

After drained, make sure washer can be re-used.

Install oil drain bolt.

Torque value : 1.9~2.5kgf-m



4-5 Engine Oil Strainer Clean

Drain engine oil out.

Remove oil strainer and spring.

Clean oil strainer.

Check if O-ring can be re-used.

Install oil strainer and spring.

Install oil strainer cap.

Torque value : 1.5~3.0kgf-m

Add oil to crankcase (oil viscosity SAE 10W-30)

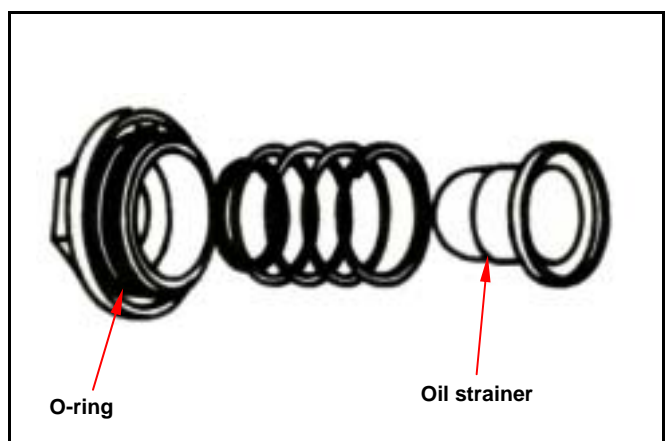
Recommended using King serial oil.

Engine oil capacity: 1200c.c. when replacing

Install dipstick, start the engine for running several minutes.

Turn off engine, and check oil level again.

Check if engine oil leaks.



4-6 Oil Pump

Oil Pump Removal

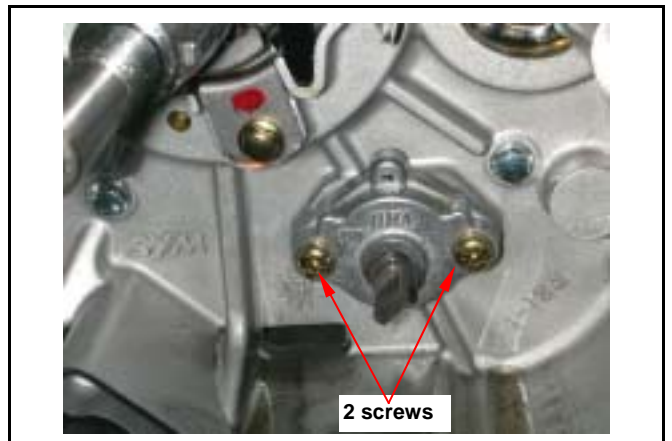
Remove generator and starting gear. (Refer to chapter 10) .



Remove cir clip and take out oil pump driving chain and sprocket.



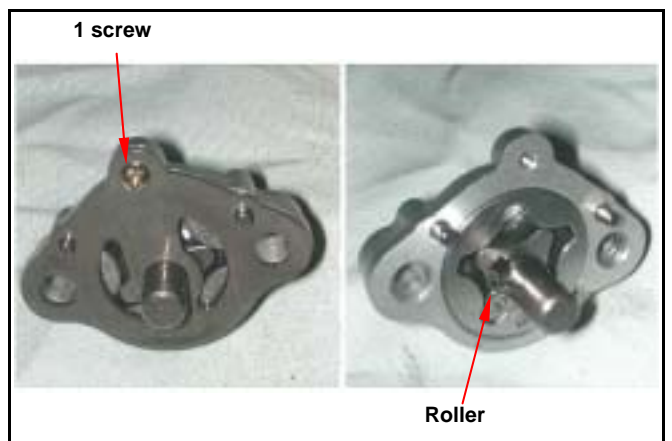
Make sure that pump shaft can be rotated freely.
Remove 2 screws on the oil pump, and then remove oil pump.



Oil Pump Disassembly

Remove the screws on oil pump cover and remove the cover.

Remove oil pump shaft roller and shaft.



Oil Pump Inspection

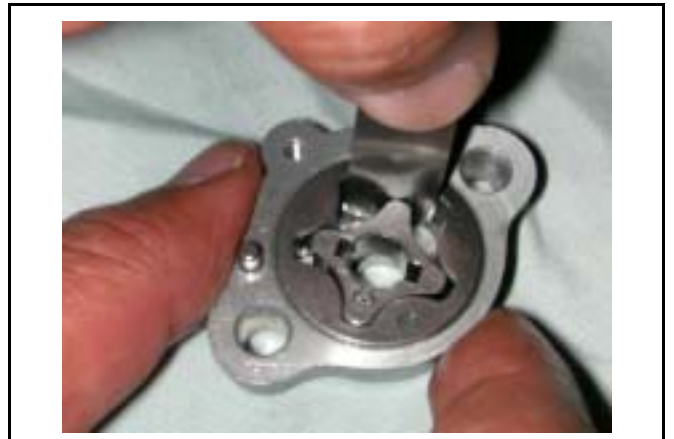
Check the clearance between oil pump body and outer rotor.

Limit: 0.25 mm



Check clearance between inner and outer rotors.

Limit: 0.20 mm



Check clearance between rotor side face and pump body

Limit: 0.12 mm

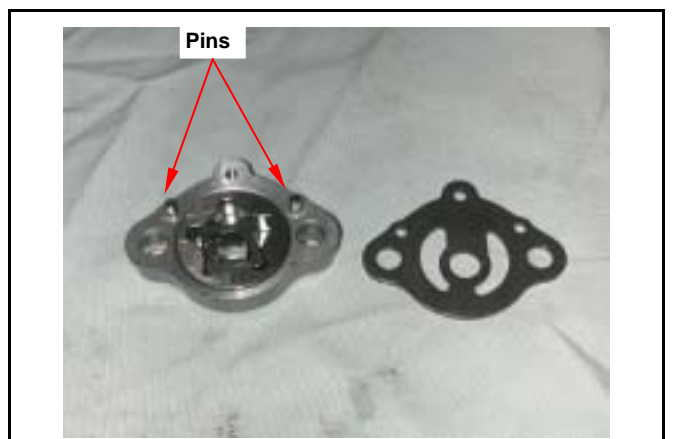


Oil Pump Re-assembly

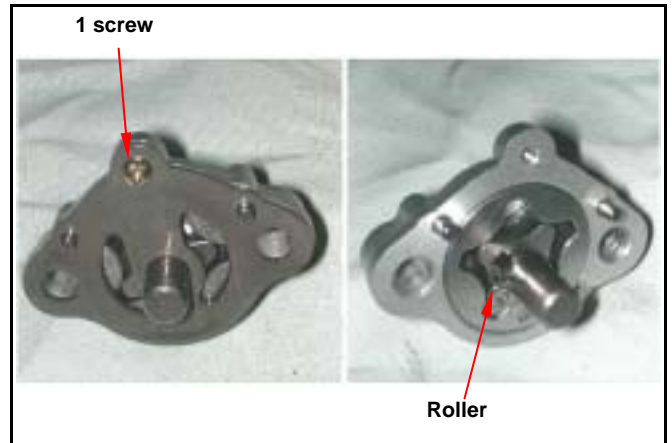
Install inner and outer rotors into the pump body.
Align the indent on driving shaft with that of inner rotor.

Install the oil pump shaft and roller.

Install the oil pump cover and fixing pins properly.



Tighten the oil pump screw.

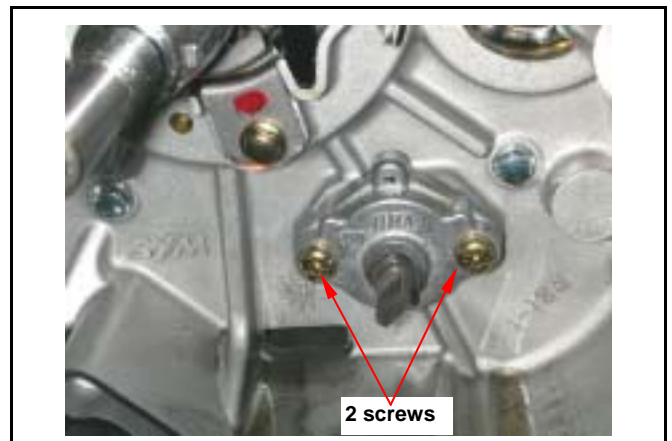


Oil Pump Installation

Install the oil pump, and then tighten screws.

Torque value : 0.8~1.2kgf-m

Make sure that oil pump shaft can be rotated freely.



Install oil pump drive chain and sprocket, and then install cir clip onto oil pump shaft.



Install starting gear and generator.
(Refer to chapter 10)



4-7 Gear Oil

Gear Oil Change

Remove oil join bolt.

Remove drain bolt and drain gear oil out.

Install the drain bolt after drained.

Torque value: 1.0~1.5kgf-m

Make sure that the drain bolt washer can be re-used.

Add oil to specified quantity from the join hole.

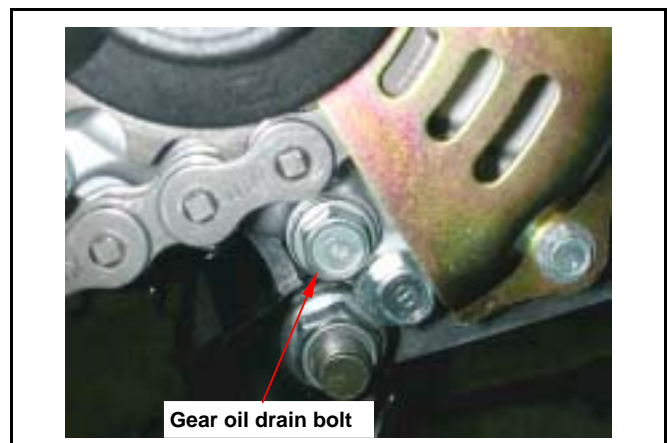
Gear Oil Quantity: 650c.c. when replacing

Make sure that the join bolt washer can be re-used, and install the bolt.

Start engine and run engine for 2-3 minutes.

Turn off engine and make sure that oil level is in correct level.

Make sure that no oil leaking.



5. FUEL SYSTEM

5-1 Mechanism Diagram

5-2 Precautions in Operation

5-3 Trouble Diagnosis

5-4 Carburetor Remove / Install

5-5 Air Cut-Off Valve

5-6 Throttle Valve

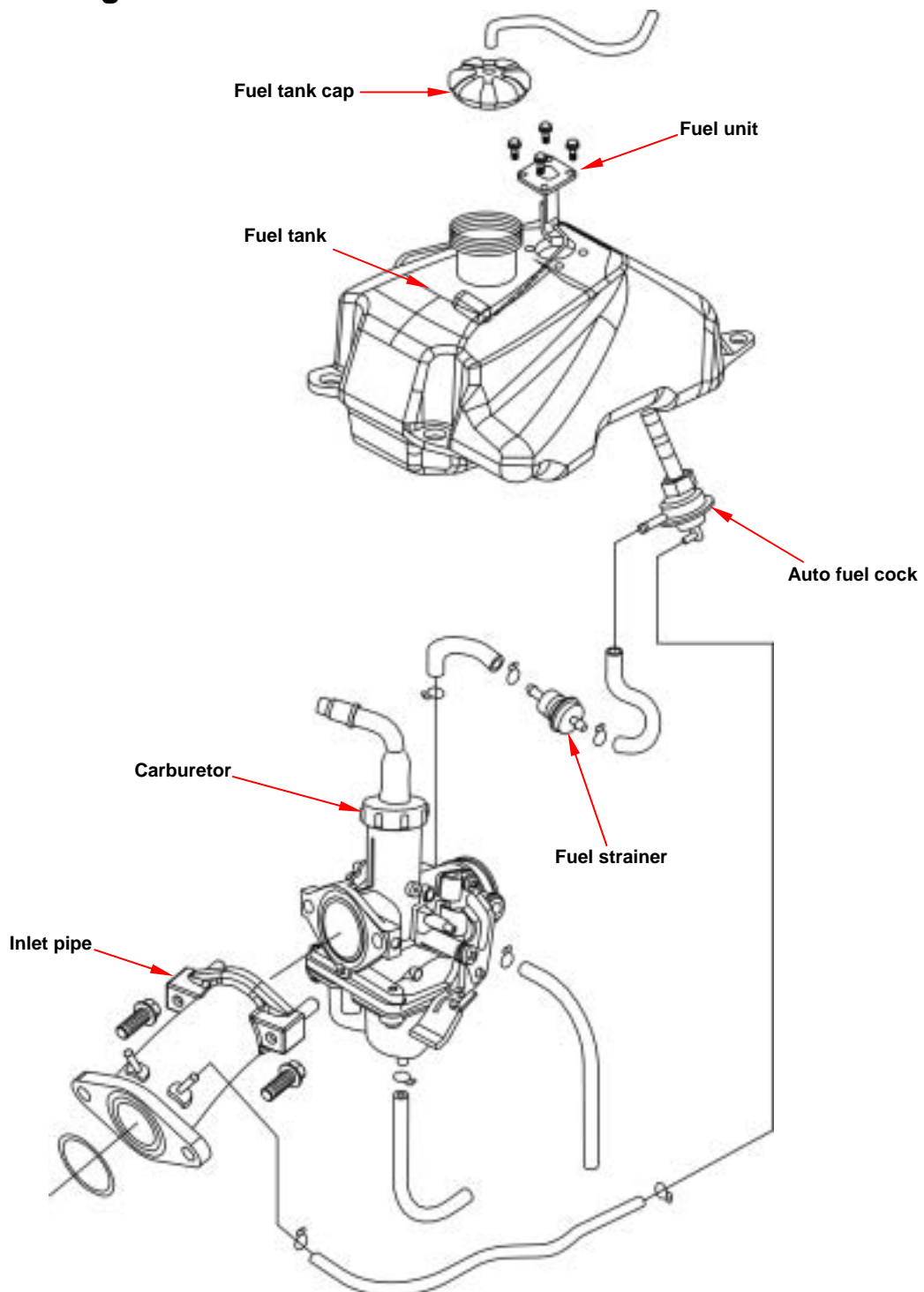
5-7 Float Chamber

5-8 Adjustment of Idle Speed

5-9 Fuel Tank

5-10 Air Cleaner

5-1 Mechanism Diagram



5-2 Precautions in Operation

General Information

Warning

Gasoline is a low ignition point and explosive materials, so always work in a well-ventilated place and strictly prohibit flame when working with gasoline.

Cautions

- Do not bend off throttle cable. Damaged throttle cable will make unstable drive-ability.
- When disassembling fuel system parts, pay attention to O-ring position, replace with new one as re-assembly
- There is a drain screw in the float chamber for draining residual gasoline.
- Do not disassemble air cut valve arbitrarily.

Tool

Special service tools

- Vacuum/air pressure pump
- Fuel level gauge

Specification of CARBURETOR

ITEM	UA25A
Carburetor diameter	Ø22mm
I.D. number	PTG 050
Fuel level	14.8mm
Main injector	# 110
Idle injector	# 35
Idle speed	1700 ± 100rpm
Throttle lever clearance	1~3 mm
Air screw	2 turns

5-3 Trouble Diagnosis

Poor engine start

- No fuel in fuel tank
- Clogged fuel tube
- Too much fuel in cylinder
- No spark from spark plug(malfunction of ignition system)
- Clogged air cleaner
- Malfunction of carburetor chock
- Malfunction of throttle operation

Mixture too lean

- Clogged fuel injector
- Vacuum piston stick and closed
- Malfunction of float valve
- Fuel level too low in float chamber
- Clogged fuel tank cap vent
- Clogged fuel filter
- Obstructed fuel pipe
- Clogged air vent hose
- Air existing in intake system

Stall after started

- Malfunction of carburetor chock
- Incorrect ignition timing
- Malfunction of carburetor
- Dirty engine oil
- Air existing in intake system
- Incorrect idle speed

Mixture too rich

- Clogged air injector
- Malfunction of float valve
- Fuel level too high in float chamber
- Malfunction of carburetor chock
- Dirty air cleaner

Rough idle

- Malfunction of ignition system
- Incorrect idle speed
- Malfunction of carburetor
- Dirty fuel

Intermittently misfire as acceleration

- Malfunction of ignition system

Late ignition timing

- Malfunction of ignition system
- Malfunction of carburetor

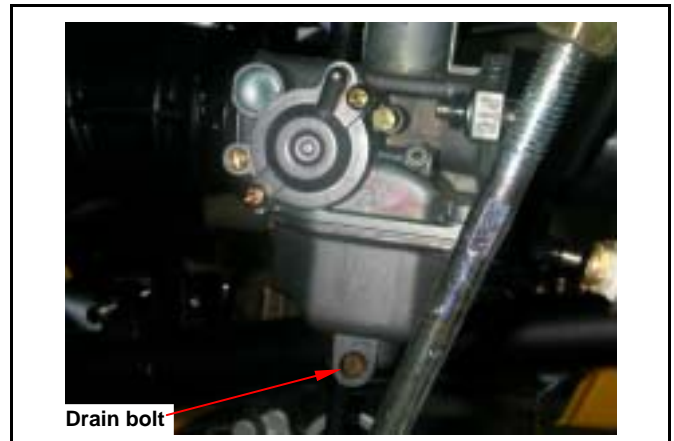
Power insufficiency and fuel consuming

- Fuel system clogged
- Malfunction of ignition system

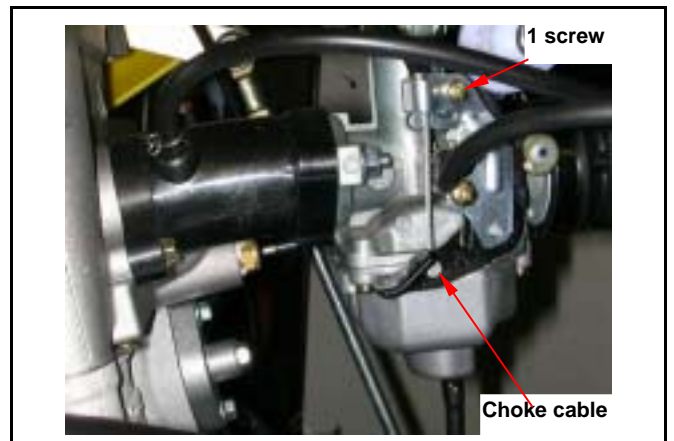
5-4 Carburetor Remove / Install

Removal

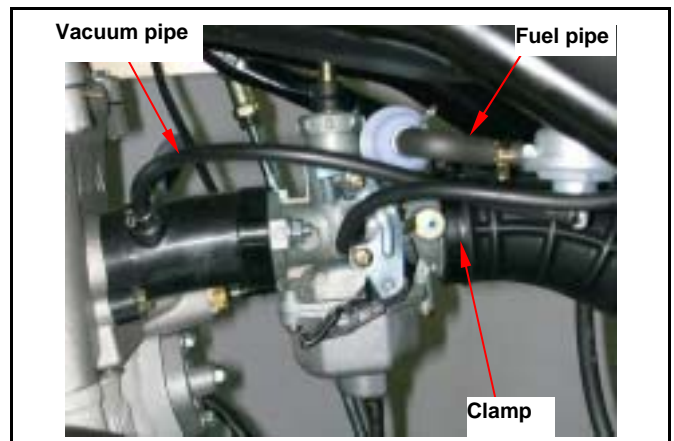
Drain out fuel in the float chamber.



Loosen the choke cable fixed iron sheet screw from plate.
Remove the choke cable.



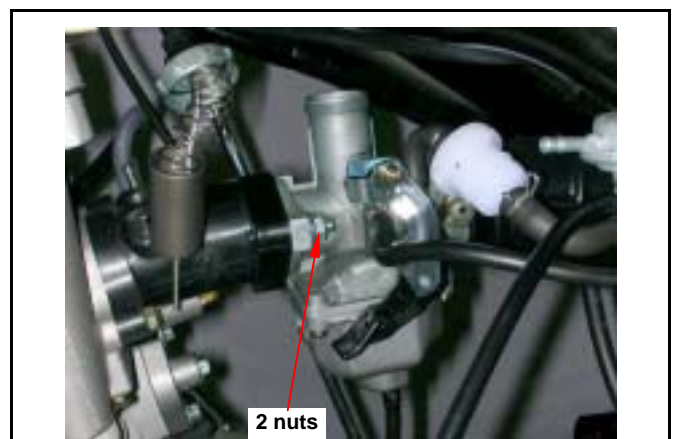
Disconnect the fuel hose.
Release the clamp strip of air cleaner.



Remove the carburetor upper parts from the carburetor.
Release the 2 nuts of carburetor insulator, and then remove the carburetor.

Installation

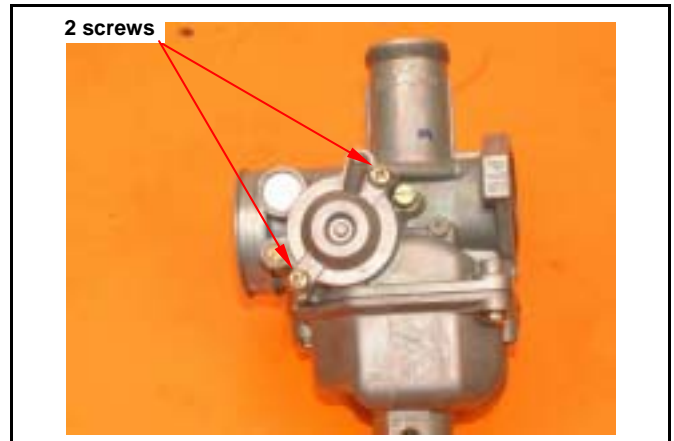
Install in reverse order of removal procedures.



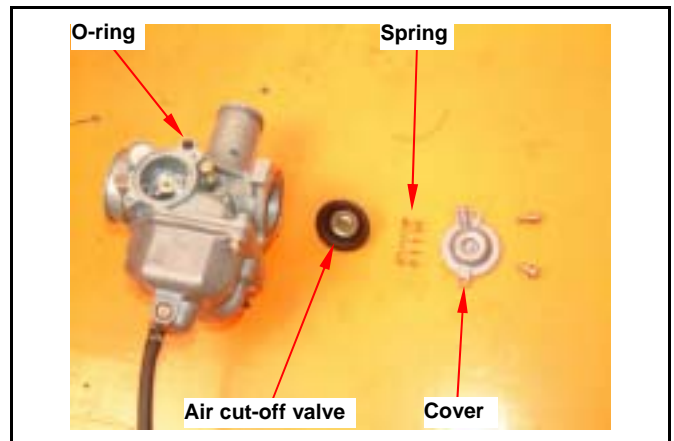
5-5 Air Cut-Off Valve

Disassembly

Remove 2 screws.



Remove air cut-off valve cover, spring and valve.



Inspection

Check the valve is in normal.
If the valve is in normal, it will restrict air-flow.
If air-flow is no restricting, replace carburetor assembly.
Check the vacuum pipe o-ring is in normal.

Assembly

Install in reverse order of removal procedures.



5-6 Throttle Valve

Disassembly

Remove carburetor upper parts, and then remove throttle valve and throttle cable.



Disconnect the throttle cable from the throttle valve and remove the valve spring. Remove the fuel needle clamp and fuel needle.

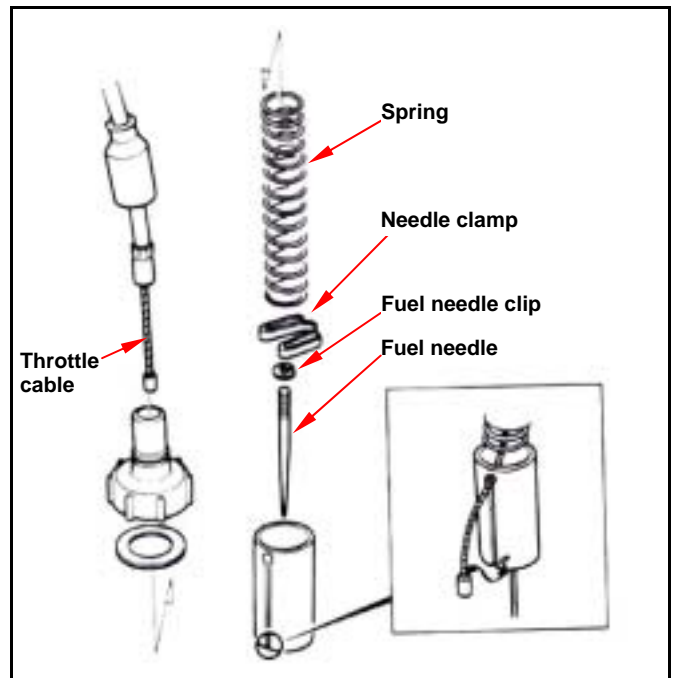
Assembly

Place the fuel needle onto the throttle valve and clip it with needle clamp. Install the sealed cap, carburetor upper part, and throttle valve spring. Connect the throttle valve cable to the throttle valve. Install the throttle valve into the carburetor body.

Caution

Align the groove inside the throttle valve with the throttle stopper screw of the carburetor body.

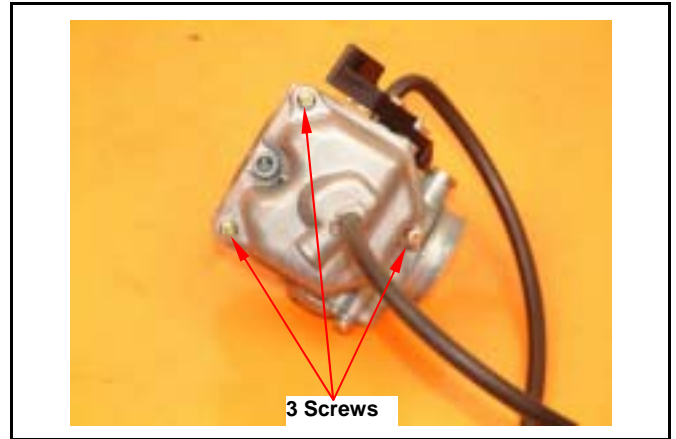
Tighten the carburetor upper part.
Adjust the free play of throttle valve cable.



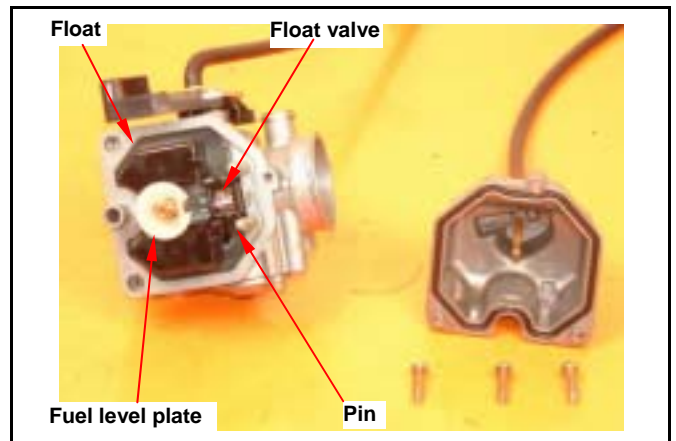
5-7 Float Chamber

Disassembly

Remove 3 mounting screws and remove float chamber cover.



Remove the fuel level plate, float pin, float and float valve.

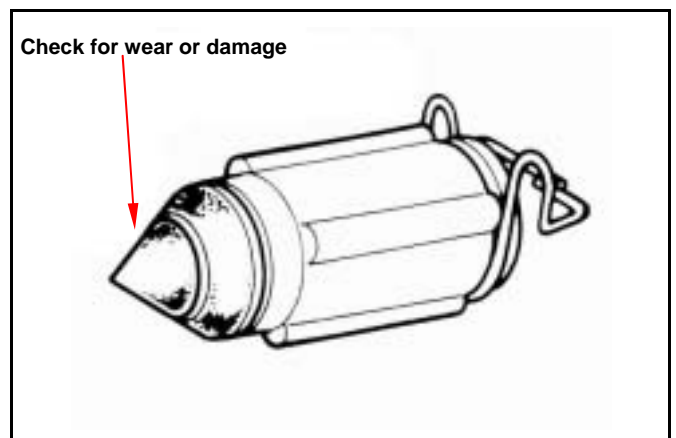
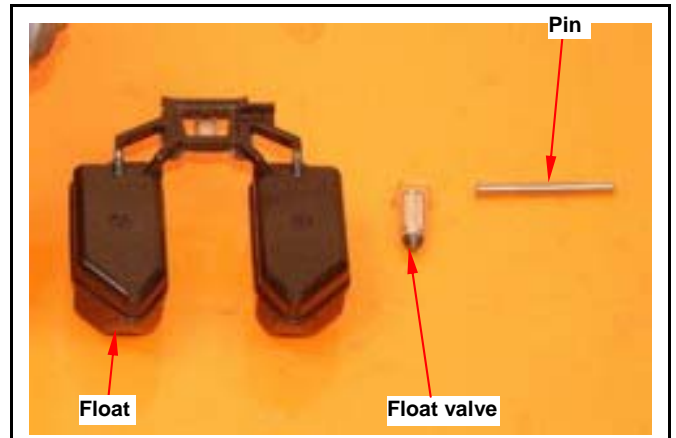


Inspection

Check float valve and valve seat for damage, blocking.
Check float valve for wearing, and check valve seat face for wear, dirt.

Caution

In case of worn out or dirt, the float valve and valve seat will not tightly close causing fuel level to increase and as a result, fuel flooding. A worn out or dirty float valve must be replaced with a new one.



Remove main jet, needle jet holder, needle jet, slow jet and air adjustment screw.

⚠ Caution

- Take care not to damage jets and adjust screw.
- Before removing adjustment screw, turn it all the way down and note the number of turns.
 - Does not turn adjust screw forcefully to avoid damaging valve seat face.

Clean jets with cleaning fluid. Then use compressed air to blow the dirt off. Blow carburetor body passages with compressed air.

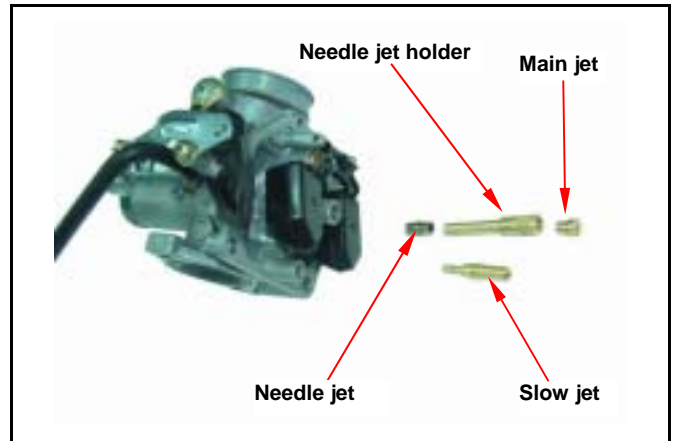
Assembly

Install main jet, needle jet holder, needle jet, slow jet and air adjustment screw.

⚠ Caution

Set the air adjustment screw in according to number of turns noted before it was removed.

Install the float valve, float, and float pin.

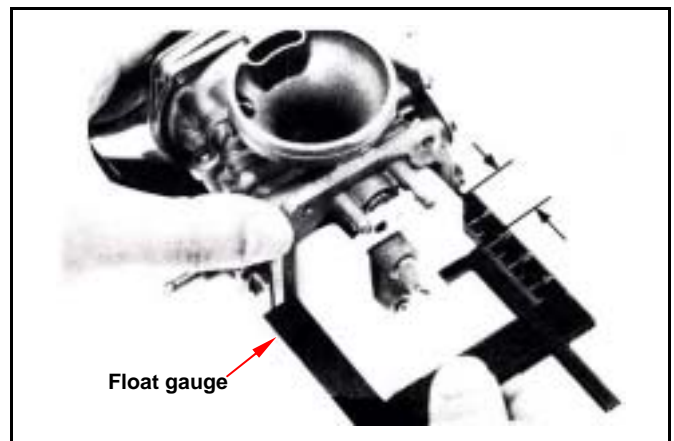


Checking fuel level

⚠ Caution

- Check again to ensure float valve, float for proper installation.
- To ensure correct measurement, position the float meter in such a way so that float chamber face is vertical to the main jet.

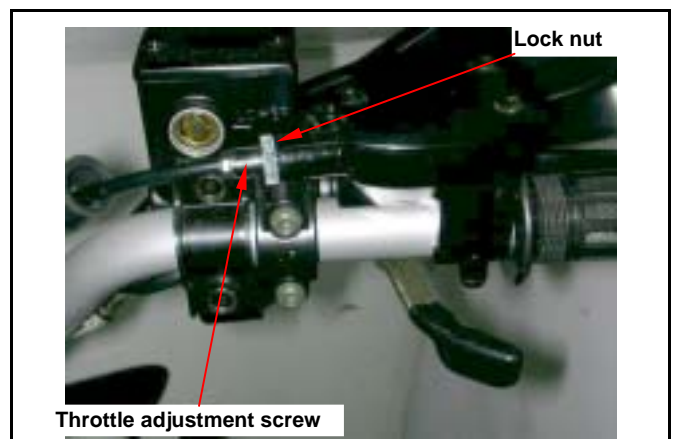
Fuel level: 14.8mm



Installation of carburetor

Install carburetor in the reverse order of removal. Following adjustments must be made after installation.

- Throttle cable adjustment.
- Idle adjustment



5-8 Adjustment of Idle Speed

Caution

- Air screw was set at factory, so no adjustment is needed. Note the number of turns it takes to screw it all the way in for ease of installation.
- The parking brake must be used to stop the ATV to perform the adjustments.

Use a tachometer when adjusting engine RPM. Screw in air adjustment screw gently, then back up to standard turns.

Standard turns: 1 1/2 turns

Warm up engine; adjust the throttle stopper screw of throttle valve to standard RPM.

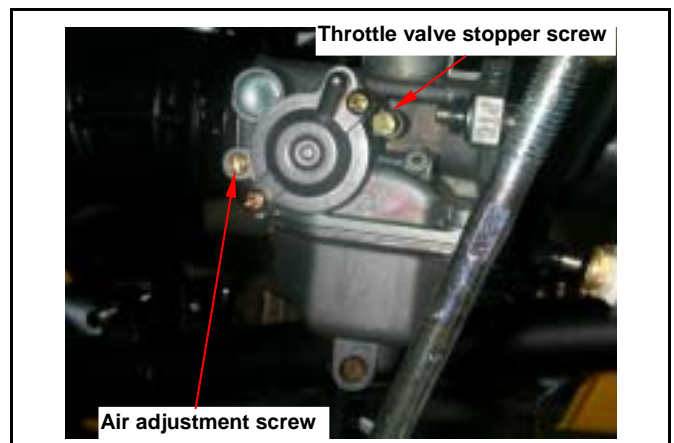
Idle speed rpm: 1700 ± 100 rpm

Connect the hose of exhaust analyzer to exhaust front end. Press test key on the analyzer.

Adjust the pilot screw and read CO reading on the analyzer

CO standard value: 1.0~1.5 %

Accelerate in gradual increments; make sure rpm and CO value are in standard value after engine running in stable. If rpm and CO value fluctuated, repeat the procedures described above for adjusting to standard value.



5-9 Fuel Tank

Fuel unit removal

Open the seat.
Remove the front cover and fuel tank.
Remove the side covers and lower side covers.
Remove the front fender.
(Covers remove please refer chapter 13)
Disconnect fuel unit coupler.
Remove fuel unit (4 bolts).

Caution

- Do not bend the float arm of fuel unit
- Do not fill out too much fuel to fuel tank.

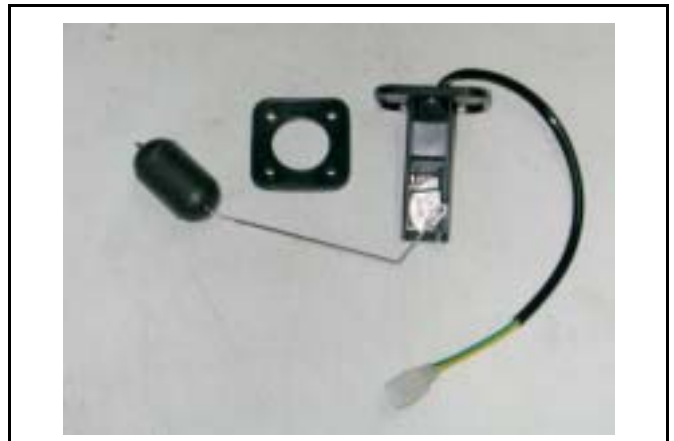
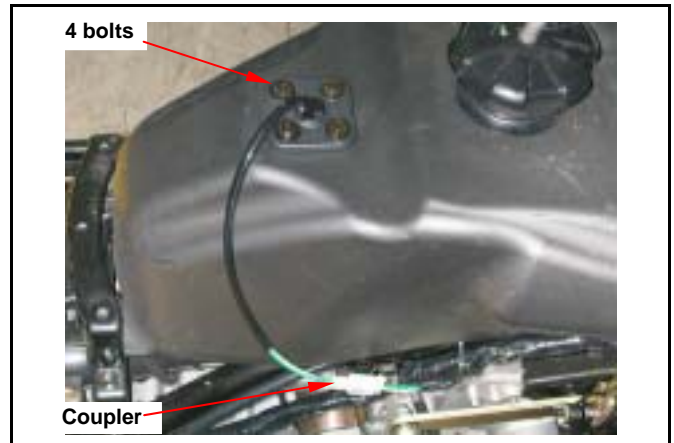
Fuel unit inspection (Refer to electrical equipment chapter 17).

Fuel unit installation

Install the gauge in the reverse order of removal.

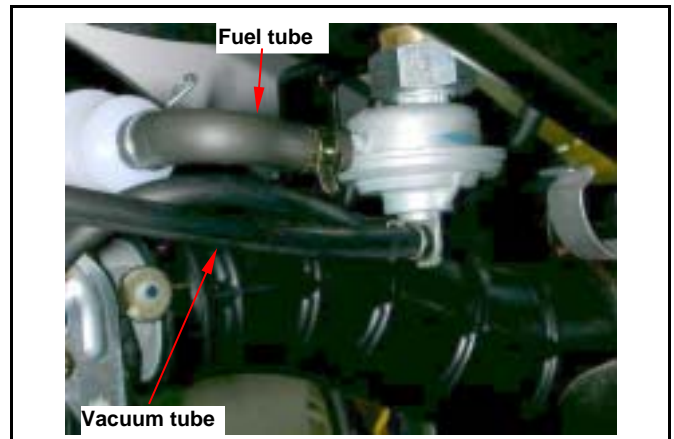
Caution

Do not forget to install the gasket of fuel unit or damage it.



Fuel tank removal

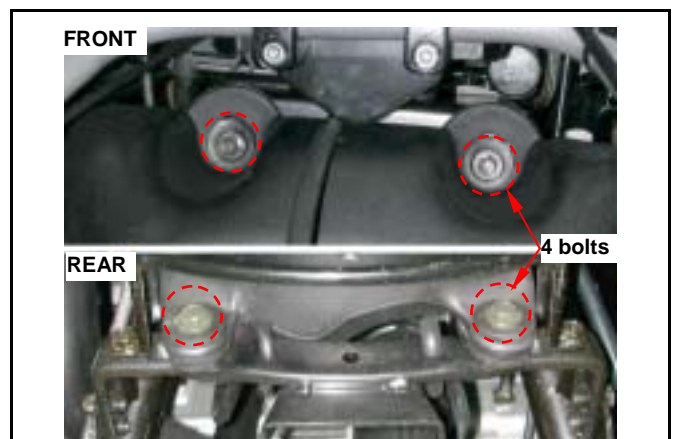
Open the seat.
Remove the front cover and fuel tank.
Remove the side covers and lower side covers.
Remove the front fender.
(Covers remove please refer chapter 13)
Disconnect fuel unit coupler.
Remove fuel unit (4 bolts).
Remove the fuel tube.
Remove the vacuum tube.



Remove fuel tank front and rear side 4 bolts, and then remove fuel tank.

Installation

Install the tank in the reverse order of removal.



5-10 Air Cleaner

Removal

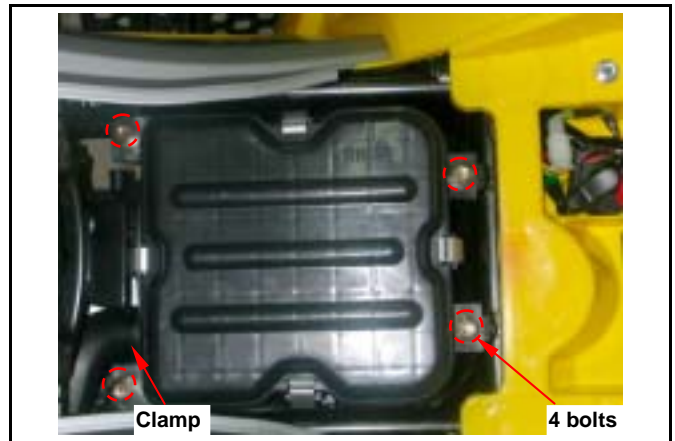
Loosen the clamp strip of air cleaner and carburetor, and then remove the vapor hose.



Loosen the clamp strip of air cleaner, and then remove the air cleaner vapor hose. Remove the air cleaner (4 bolts).

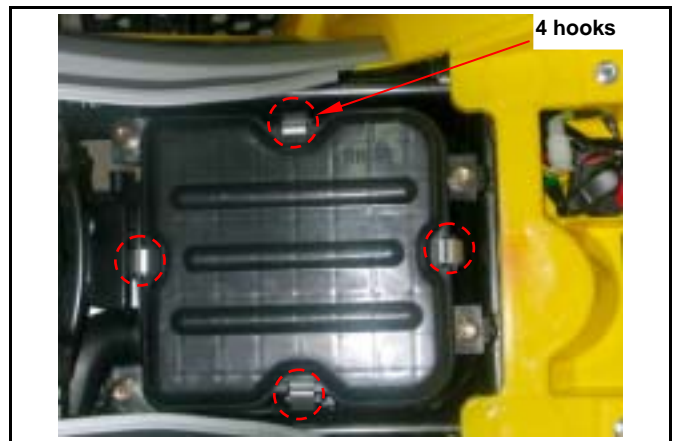
Installation

Install the tank in the reverse order of removal.



Cleaning air cleaner element

Remove the air cleaner cover (4 catch hooks).

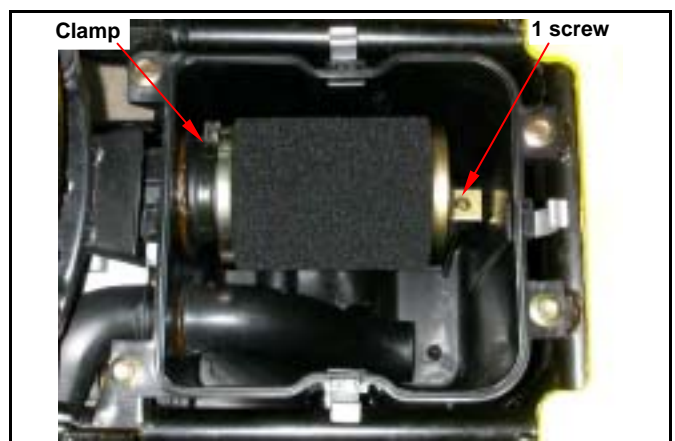


Remove element mounting screw. Loosen the clamp strip of air cleaner element, and then remove the air cleaner element. Clean the element with non-flammable or high-flash point solvent and then squeeze it for dry.

Caution

Never use gasoline or acid organized solvent to clean the element.

Soap the element into cleaning engine oil and then squeeze it out. Install the element onto the element seat and then install the air cleaner cover.

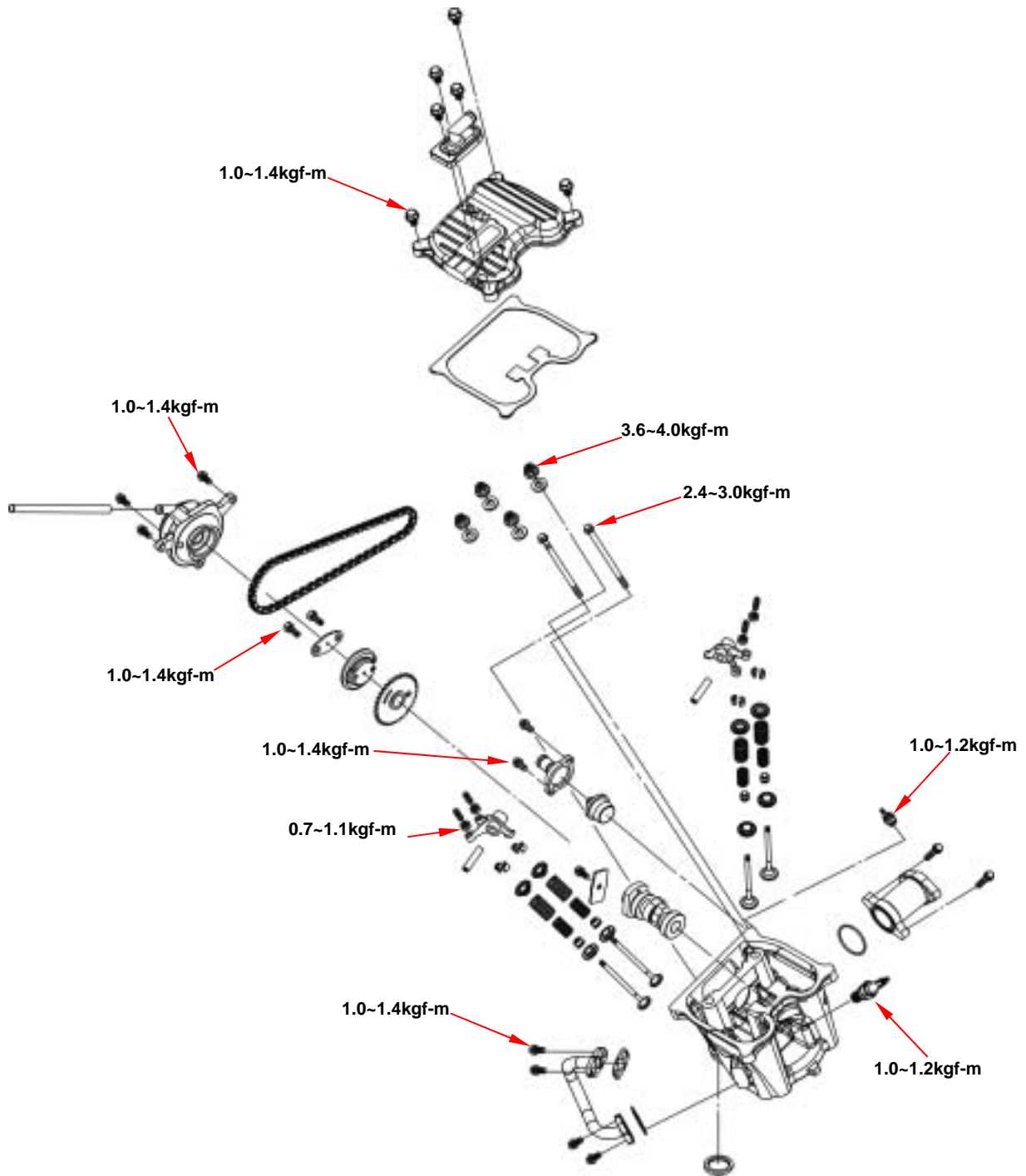


6. CYLINDER HEAD/VALVE

6-1 Mechanism Diagram
6-2 Precautions in Operation
6-3 Troubleshooting
6-4 Cylinder Head Removal
6-5 Cylinder Head Inspection

6-6 Valve Stem Replacement
6-7 Valve Seat Inspection and Service
6-8 Cylinder Head Reassembly
6-9 Cylinder Head Installation
6-10 Valve Clearance Adjustment

6-1 Mechanism Diagram



6-2 Precautions in Operation

General Information

- This chapter is contained maintenance and service for cylinder head, valve, and camshaft as well as rocker arm.
- Cylinder head service can be carried out when engine is in frame.

Specification of CYLINDER HEAD

Item		Standard	Limit	
Compression pressure		12±2 kg/cm ²	---	
Camshaft	Height of cam lobe	Intake	5.90	
		Exhaust	5.70	
Rocker arm	ID of valve rocker arm	11.982~12.000	12.080	
	OD of valve rocker arm shaft	11.966~11.984	11.936	
Valve	OD of valve stem	Intake	4.975~4.990	
		Exhaust	4.950~4.975	
	ID of valve guide		5.000~5.012	5.030
	Clearance between valve stem and guide	Intake	0.010~0.037	0.080
		Exhaust	0.025~0.062	0.100
	Free length of valve spring	Intake	38.700	35.200
		Exhaust	40.400	36.900
	Valve seat width		3.400	4.000
	Valve clearance	Intake	0.10±0.02mm	-
		Exhaust	0.15±0.02mm	-
Tilt angle of cylinder head		---	0.050	

Torque Value

Cylinder head cover bolt	1.0~1.4kgf-m
Exhaust pipe stud bolt	2.4~3.0kgf-m
Cylinder head bolt	1.0~1.4kgf-m
Cylinder head Nut	3.6~4.0kgf-m
Sealing bolt of cam chain auto-tensioner	0.8~1.2kgf-m
Bolt of cam chain auto-tensioner	1.2~1.6kgf-m
Cylinder side cover bolt	1.0~1.4kgf-m
Cam sprocket bolt	1.0~1.4kgf-m
Tappet adjustment screw nut	0.7~1.1kgf-m
Spark plug	1.0~1.2kgf-m

Tools

Special service tools

- Valve reamer: 5.0mm
- Valve guide driver: 5.0mm
- Valve spring compressor

6-3 Troubleshooting

Engine performance will be affected by troubles on engine top parts. The trouble usually can be determined or by performing cylinder compression test and judging the abnormal noise generated.

Low compression pressure

1. Valve

- Improper valve adjustment
- Burnt or bent valve
- Improper valve timing
- Valve spring damage
- Valve carbon deposit.

2. Cylinder head

- Cylinder head gasket leaking or damage
- Tilt or crack cylinder

3. Piston

- Piston ring worn out.

High compression pressure

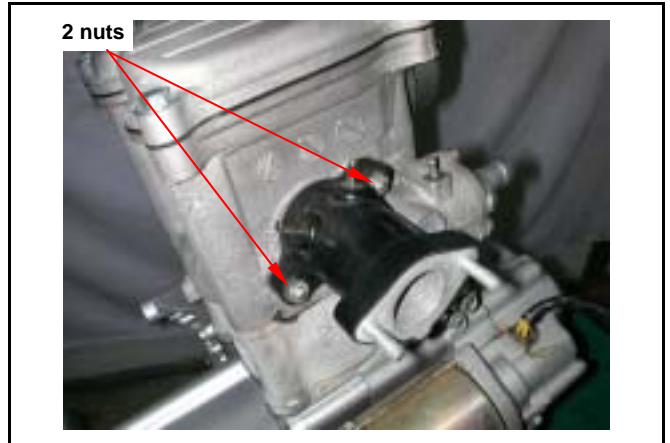
- Too much carbon deposit on combustion chamber or piston head

Noise

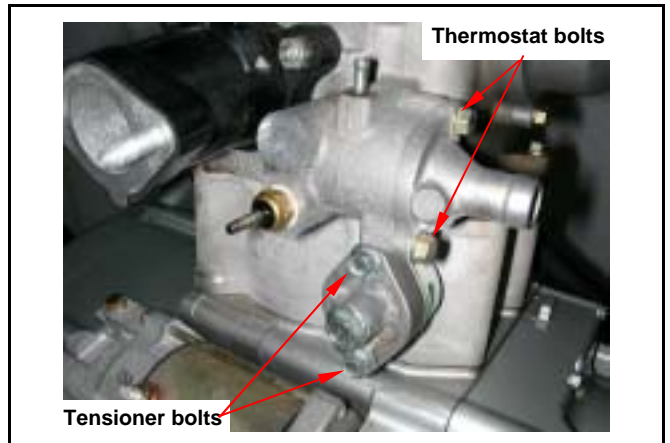
- Improper valve clearance adjustment
- Burnt valve or damaged valve spring
- Camshaft wear out or damage
- Chain wear out or looseness
- Auto-tensioner wear out or damage
- Camshaft sprocket
- Rocker arm or rocker arm shaft wear out

6-4 Cylinder Head Removal

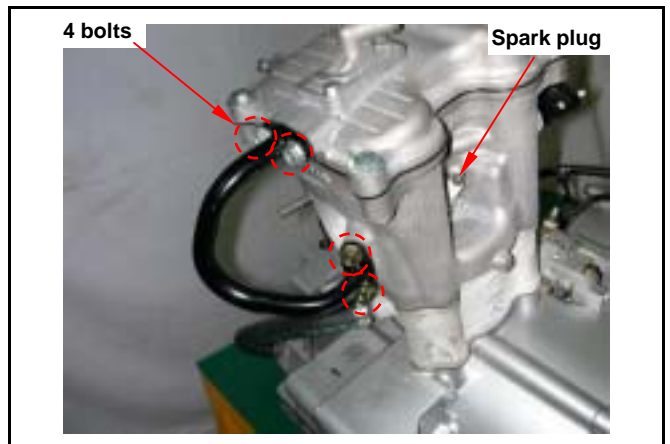
Remove engine. (Refer to chapter 5)
Remove the inlet pipe (2 nuts).



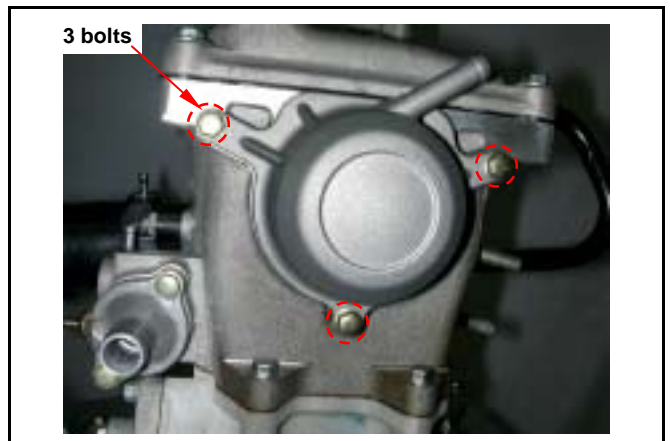
Remove 1 bolt of thermostat and then remove the thermostat.
Remove hole bolt and spring for the cam chain tensioner.
Loosen 2 bolts, and then remove tensioner.
Remove thermostat (2 bolts).



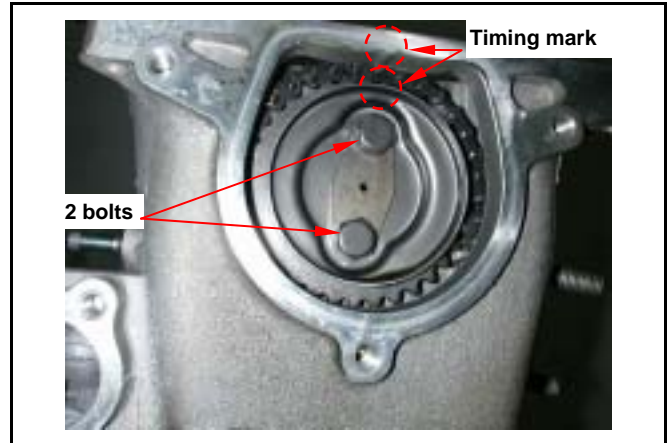
Remove Air Injection system (AI) pipe mounting bolts.
Remove spark plug.



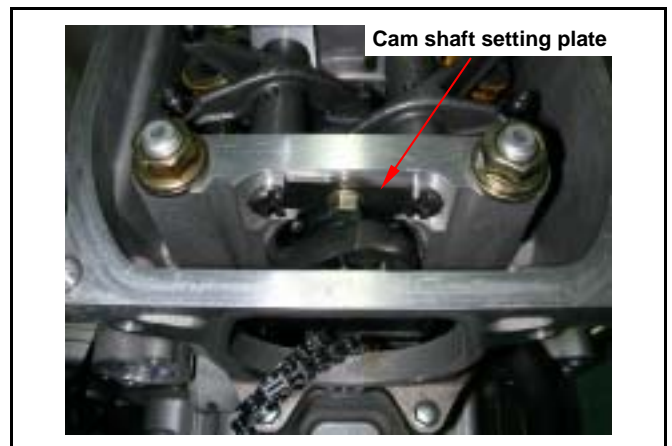
Remove the side cover mounting bolts of cylinder head, and then take out the side cover.



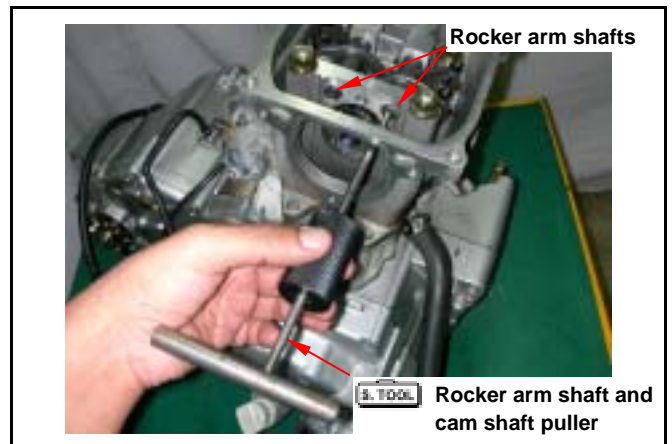
Remove left crankcase cover, and turn the
Turn the drive face, and align the timing mark on
the sprocket with that of cylinder head, piston is at
TDC position.
Remove cam sprocket bolts and then remove the
sprocket by prying chain out.



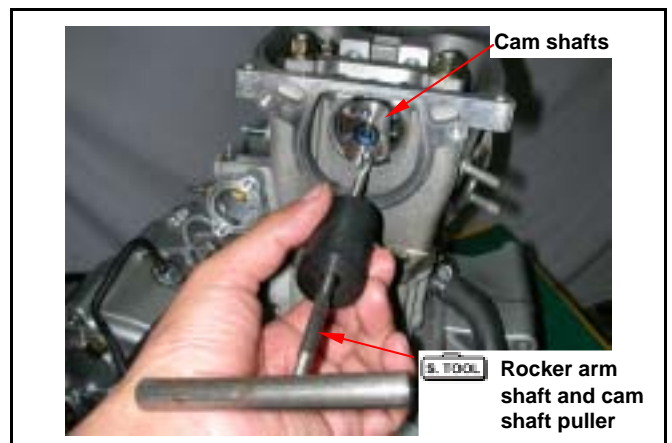
Remove cam shaft setting plate (1 bolt).



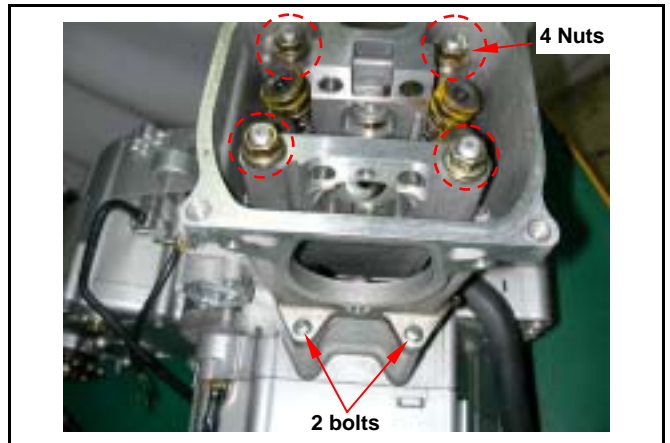
Remove rocker arm shafts and rocker arms.
Special Service Tool:
Rocker arm and cam shaft puller



Remove cam shafts.
Special Service Tool:
Rocker arm and cam shaft puller



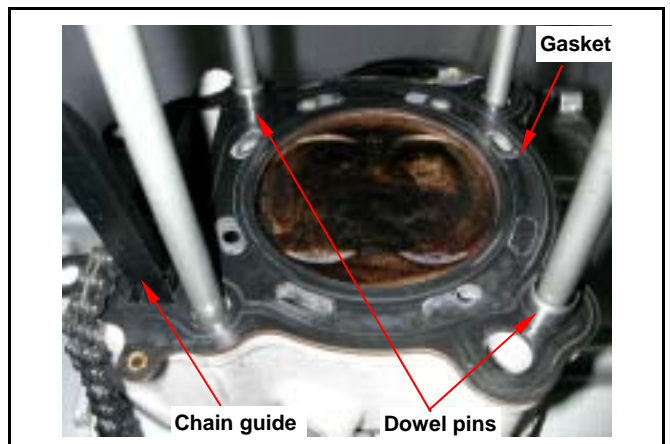
Remove the 2 cylinder head mounting bolts from cylinder head right side, and then remove 4 nuts and washers from cylinder head upper side. Remove the cylinder head.



Remove cylinder head gasket and 2 dowel pins. Remove chain guide. Clean up residues from the matching surfaces of cylinder and cylinder head.

⚠ Caution

- Do not damage the matching surfaces of cylinder and cylinder head.
- Avoid residues of gasket or foreign materials falling into crankcase as cleaning.

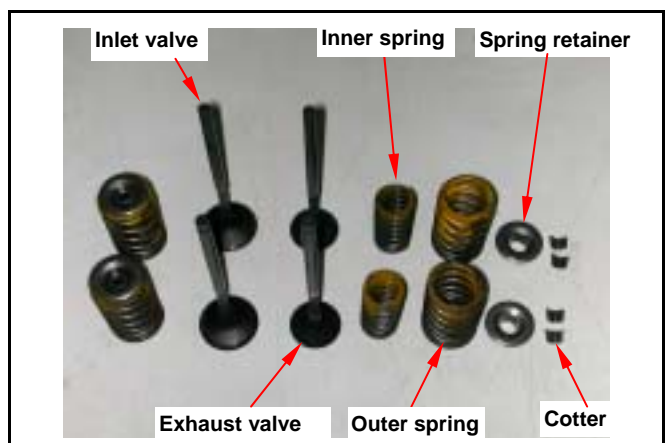
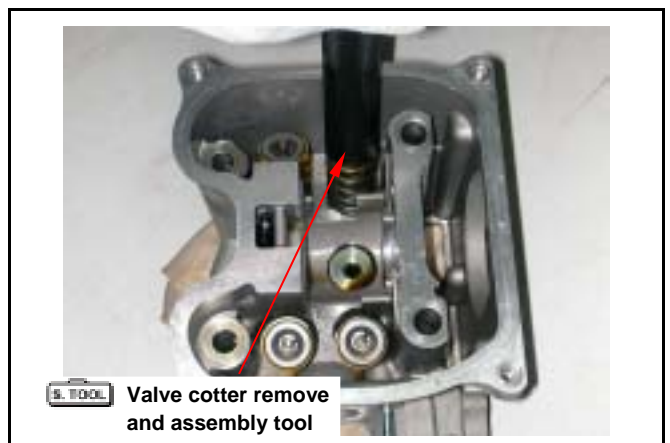


Use a valve cotter remove & assembly tool to press the valve spring, and then remove valves.

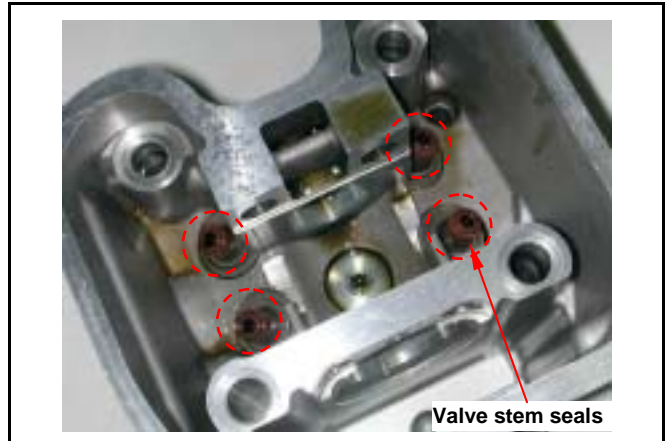
⚠ Caution

- In order to avoid losing spring elasticity, do not press the spring too much. Thus, press length is based on the valve cotter in which can be removed.

Special Service Tool:
Valve cotter remove & assembly tool



Remove valve stem seals.



Clean carbon deposits in combustion chamber.
Clean residues and foreign materials on cylinder head matching surface.

⚠ Caution

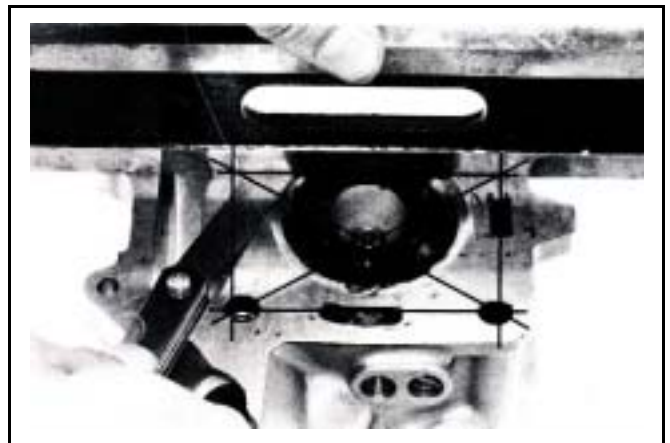
Do not damage the matching surface of cylinder head.



6-5 Cylinder Head Inspection

Check if spark plug and valve holes are cracked.
Measure cylinder head warp with a straightedge and thickness gauge.

Service limit: 0.5 mm



Camshaft

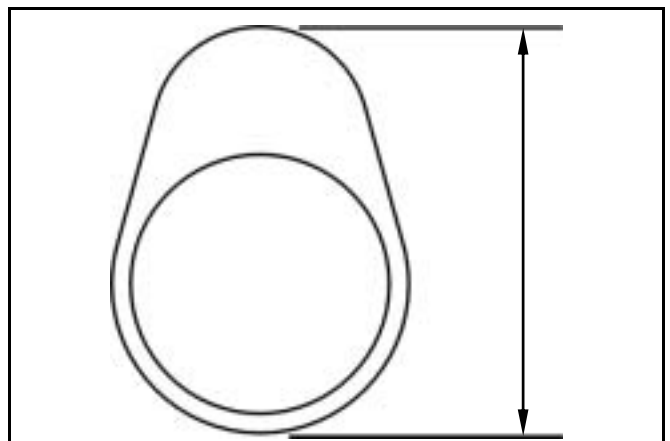
Inspect cam lobe height for damaged.

Service Limit:

IN: Replacement when less than 34.45mm

EX: Replacement when less than 34.30mm

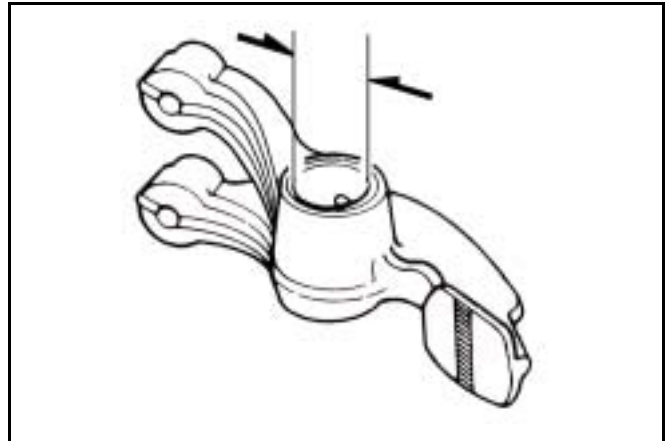
Inspect the camshaft bearing for looseness or wear out. If any damage, replace whole set of camshaft and bearing.



Rocker Arm

Measure the cam rocker arm I.D., and wear or damage, oil hole clogged?

Service Limit: Replace when it is less than 12.10 mm.



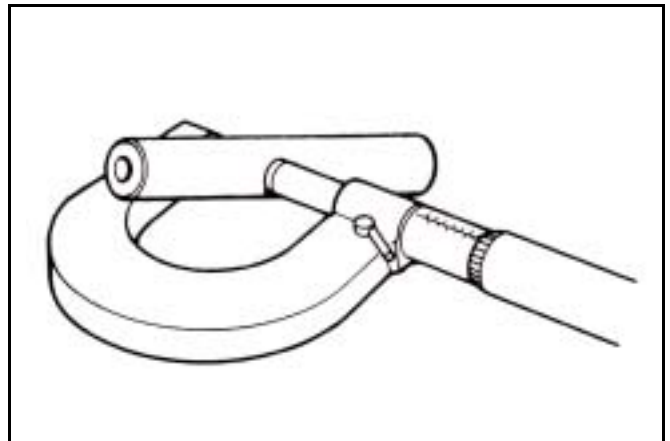
Rocker Arm Shaft

Measure the active O.D. of the cam rocker arm shaft and cam rocker arm.

Service Limit: Replace when it is less than 11.91 mm.

Calculate the clearance between the rocker arm shaft and the rocker arm.

Service Limit: Replace when it is less than 0.10 mm.



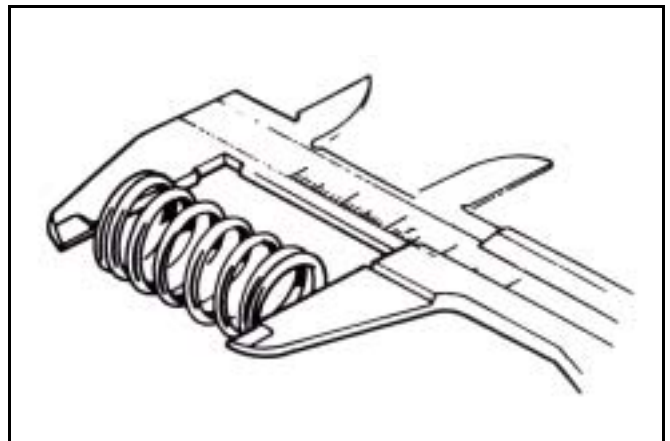
Valve spring free length

Measure the free length of intake and exhaust valve springs.

Service limit:

Inner spring 35.00 mm

Outer spring 39.00 mm

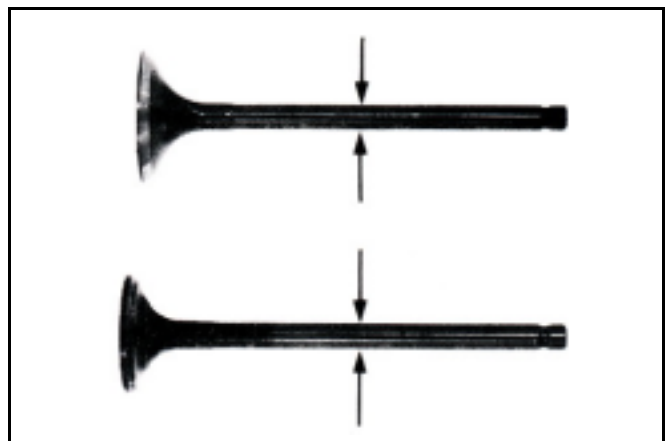


Valve stem

Check if valve stems are bend, crack or burn.
Check the operation condition of valve stem in valve guide, and measure & record the valve stem outer diameter.

Service Limit: IN: 4.90 mm

EX: 4.90 mm

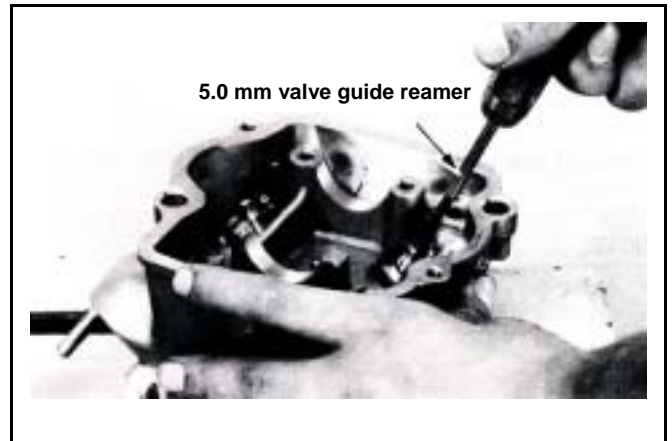


Valve guide

Caution

Before measuring the valve guide, clean carbon deposits with reamer.

Tool: 5.0 mm valve guide reamer



Measure and record each valve guide inner diameters.

Service limit: 5.03 mm

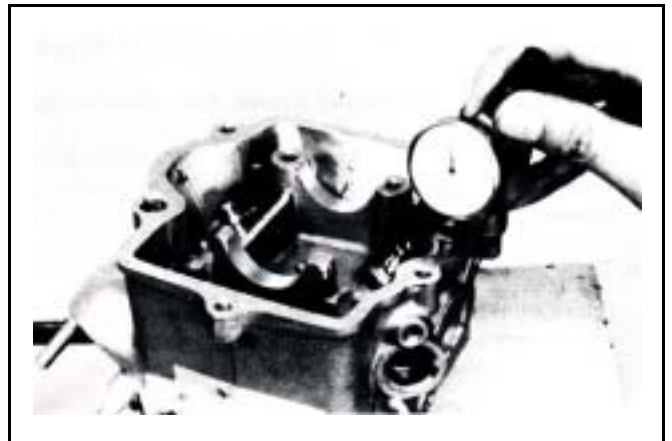
The difference that the inner diameter of valve guide deducts the outer diameter of valve stem is the clearance between the valve stem and valve guide.

Service Limit: IN 0.08 mm

EX 0.10 mm

Caution

If clearance between valve stem and valve guide exceeded service limit, check whether the new clearance that only replaces new valve guide is within service limit or not. If so, replace valve guide.



Correct it with reamer after replacement.

If clearance still exceeds service limit after replaced valve guide, replace valve stem too.

Caution

It has to correct valve seat when replacing valve guide.

6-6 Valve Stem Replacement

Heat up cylinder head to 100~150 with heated plate or toaster.

Caution

- Do not let torch heat cylinder head directly. Otherwise, the cylinder head may be deformed as heating it.
- Wear on a pair of glove to protect your hands when operating.

Hold the cylinder head, and then press out old valve guide from combustion chamber side.

Tool: Valve guide driver: 5.0 mm

Caution

- Check if new valve guide is deformation after pressed it in.
- When pressing in the new valve guide, cylinder head still have to be kept in 100~150 .

Adjust the valve guide driver and let valve guide height is in 13 mm.

Press in new valve guide from rocker arm side.

Tool: Valve guide driver: 5.0 mm

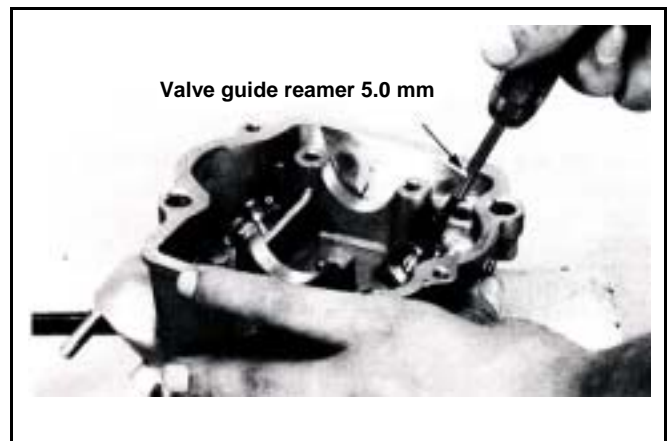
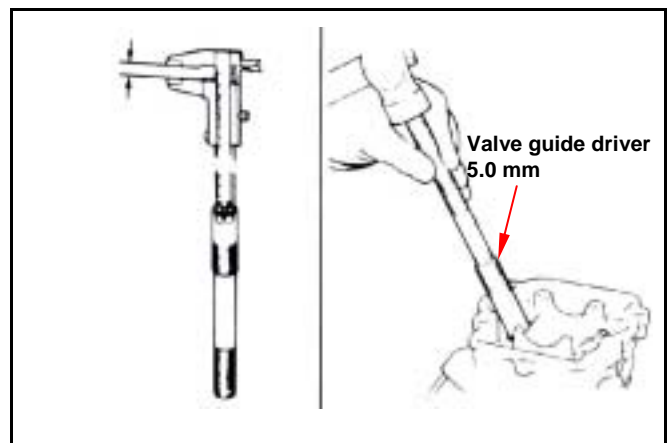
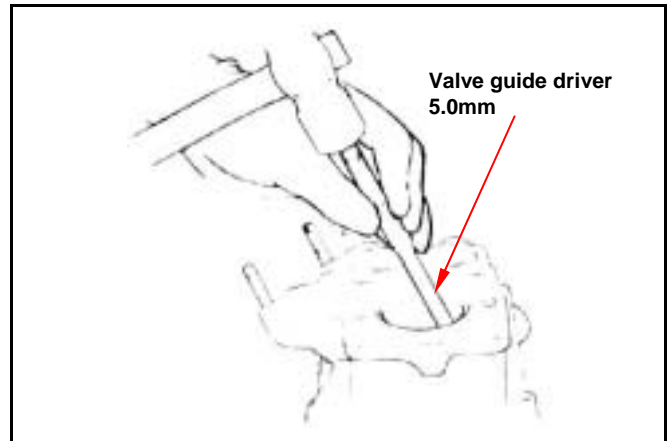
Wait for the cylinder head cooling down to room temperature, and then correct the new valve guide with reamer.

Caution

- Using cutting oil when correcting valve guide with a reamer.
- Turn the reamer in same direction when it be inserted or rotated.

Correct valve seat, and clean up all metal residues from cylinder head.

Tool: Valve guide reamer: 5.0 mm



6-7 Valve Seat Inspection and Service

Clean up all carbon deposits onto intake and exhaust valves.

Apply with emery slightly onto valve contact face. Grind valve seat with a rubber hose or other manual grinding tool.

Caution

- Do not let emery enter into between valve stem and valve guide.
- Clean up the emery after corrected, and apply with engine oil onto contact faces of valve and valve seat.

Remove the valve and check its contact face.

Caution

Replace the valve with new one if valve seal is roughness, wear out, or incomplete contacted with valve seat.

Valve seat inspection

If the valve seat is too width, narrow or rough, corrects it.

Valve seat width

Service limit: 1.6mm

Check the contact condition of valve seat.

Valve seat grinding

The worn valve seat has to be ground with valve seat chamfer cutter.

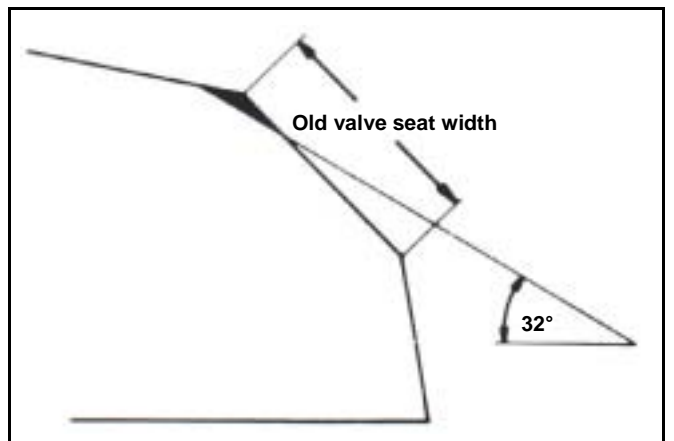
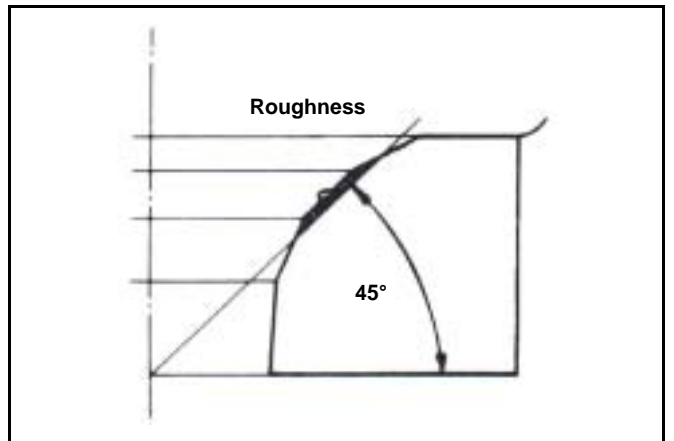
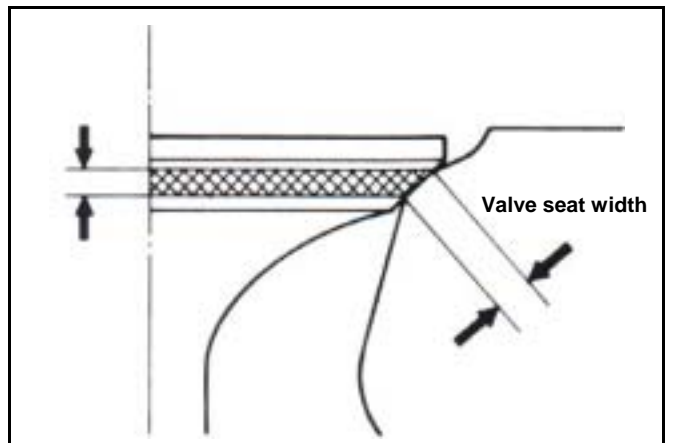
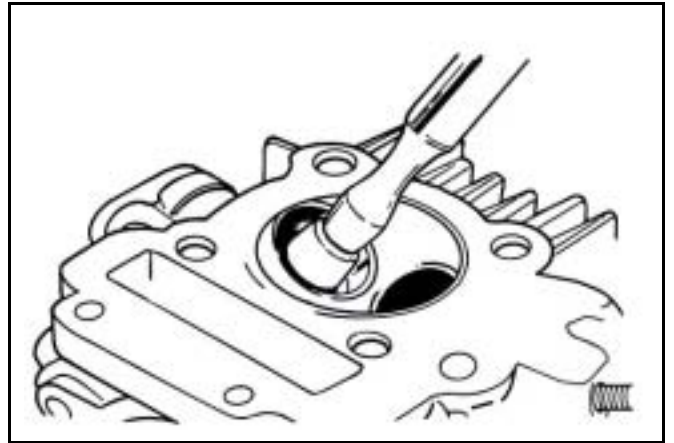
Refer to operation manual of the valve seat chamfer cutter.

Use 45° valve seat chamfer cutter to cut any rough or uneven surface from valve seat.

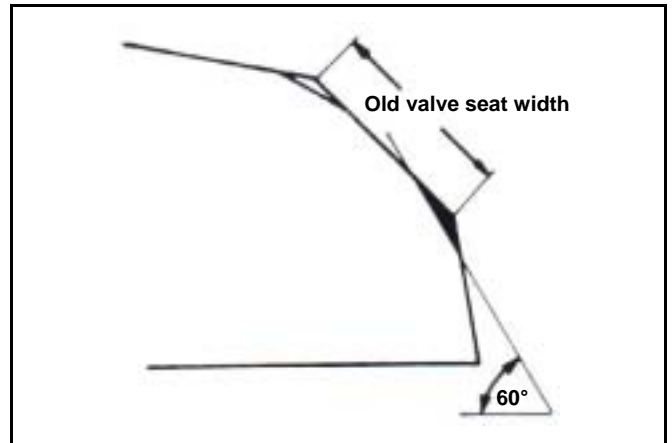
Caution

After valve guide had been replaced, it has to be ground with 45° valve seat chamfer cutter to correct its seat face.

Use 32° cutter to cut a quarter upper parts out.



Use 60° cutter to cut a quarter lower parts out.
Remove the cutter and check new valve seat.

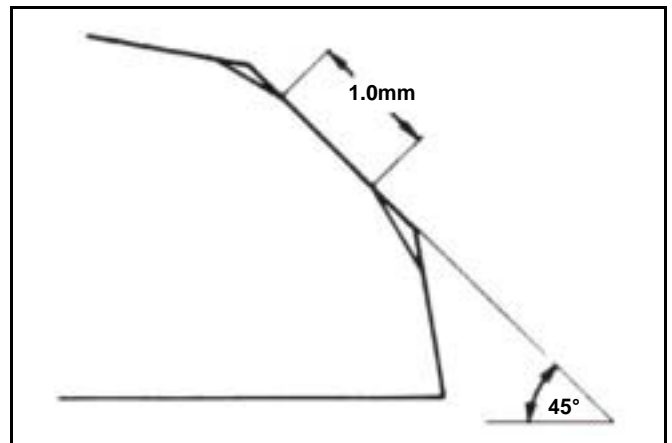


Use 45° cutter to grind the valve seat to specified width.

⚠ Caution

Make sure that all roughness and uneven faces had been ground.

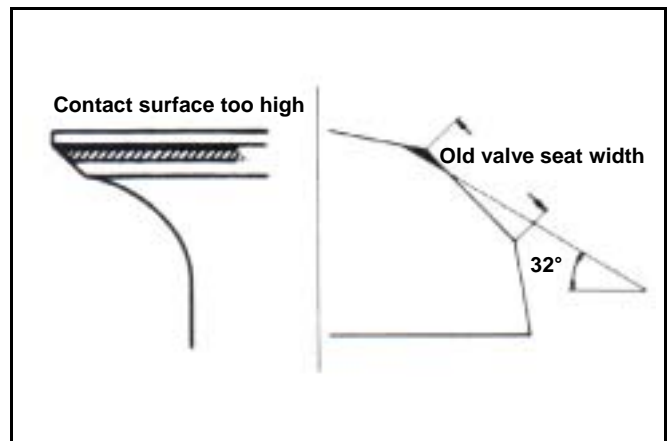
Grind valve seat again if necessary.



Coat the valve seat surface with red paint.
Install the valve through valve guide until the valve contacting with valve seat, slightly press down the valve but do not rotate it so that a seal track will be created on contact surface.

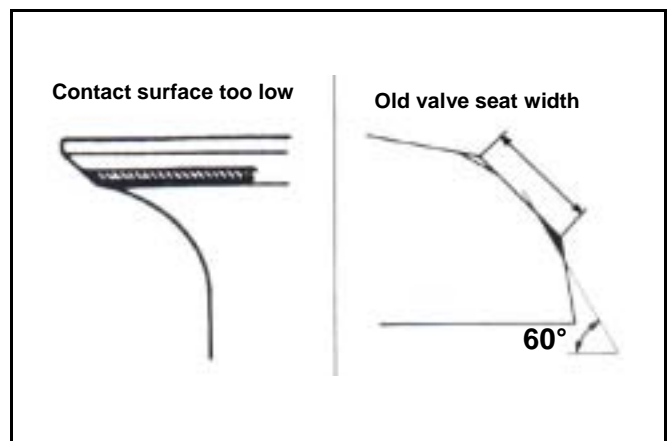
⚠ Caution

The contact surfaces of valve and valve seat are very important to the valve sealing capacity.

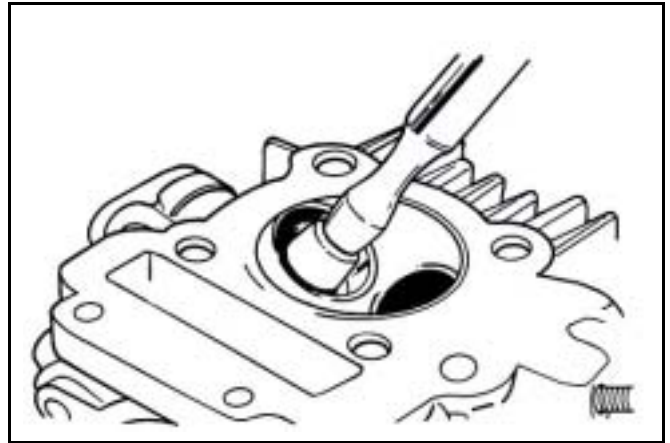


If the contact surface too high, grind the valve seat with 32° cutter.
Then, grind the valve seat to specified width.

If the contact surface too low, grind the valve seat with 60° cutter.
Then, grind the valve seat to specified width.



After the valve seat ground, coat valve seat surface with emery and then slightly press the ground surface.
Clean up all emery coated onto cylinder and valve after ground.

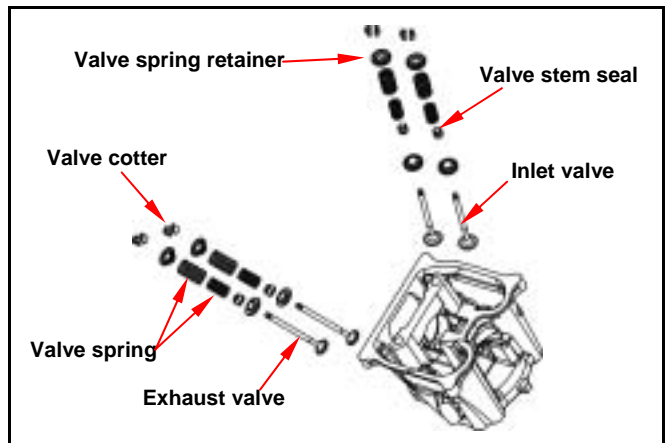


6-8 Cylinder Head Reassembly

Lubricate valve stem with engine oil, and then insert the valve into valve guide.
Install new valve stem oil seal.
Install valve springs and retainers.

⚠ Caution

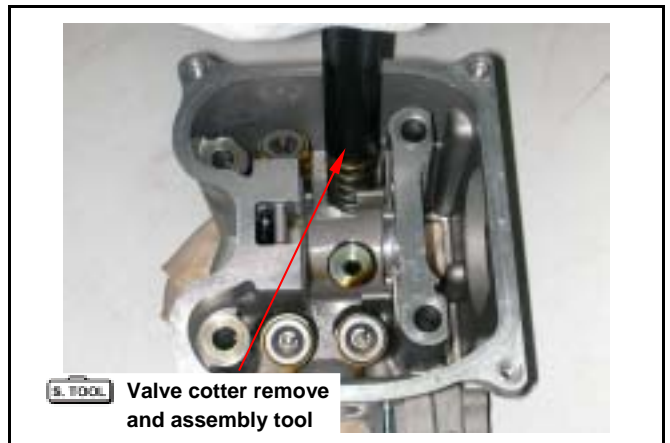
The closed coils of valve spring should face down to combustion chamber.



Use a valve cotter remove & assembly tool to press the valve spring, and then remove valves.

⚠ Caution

In order to avoid damaging the valve stem and the cylinder head, in the combustion chamber place a rag between the valve spring remover/installer as compressing the valve spring directly.

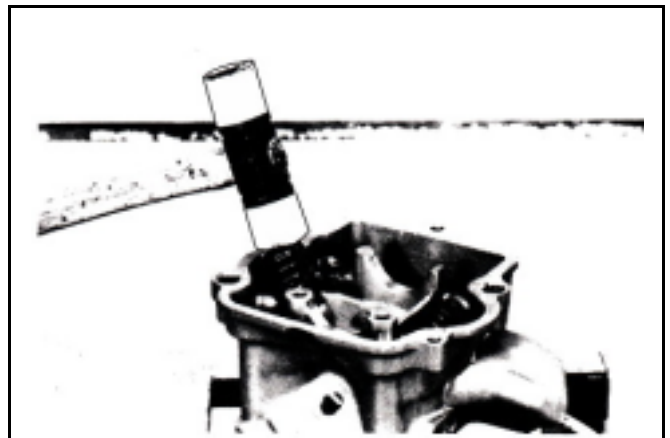


Special Service Tool:
Valve cotter remove & assembly tool

Tap the valve stems gently with a plastic hammer to make sure valve retainer and valve cotter is settled.

⚠ Caution

Place and hold cylinder head on to working table so that can prevent from valve damaged.

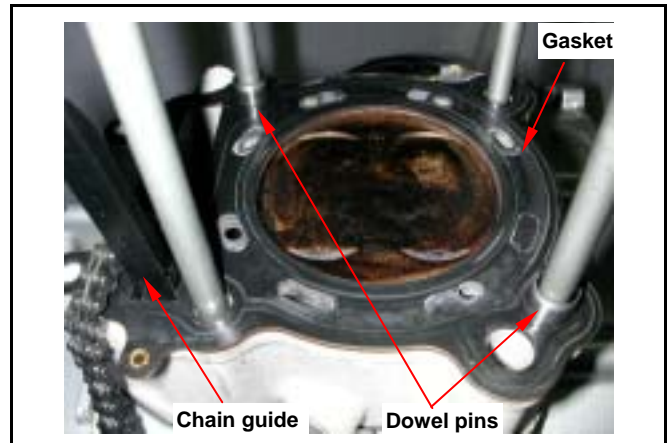


6-9 Cylinder Head Installation

Clean up all residues and foreign materials onto the matching surfaces of both cylinder and cylinder head.
Install chain guide, dowel pins and a new cylinder head gasket onto the cylinder.

Caution

Do not damage the matching surfaces of cylinder and cylinder head.
Avoid residues of gasket or foreign materials falling into crankcase as cleaning.

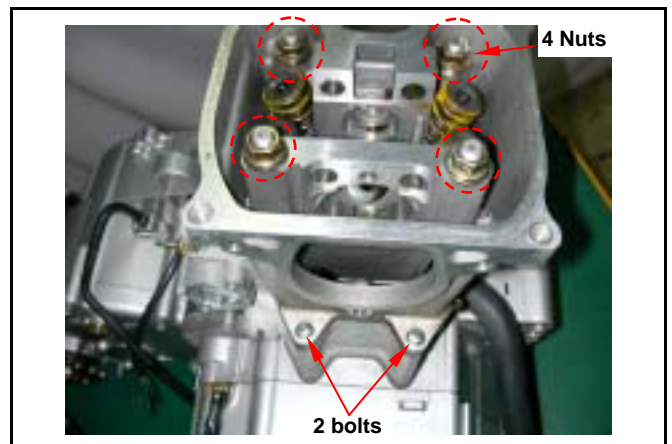


Install 4 washers and tighten 4 nuts on the cylinder head upper side, and then tighten 2 cylinder head mounting bolts of cylinder head right side.

Torque value:

Nut 3.6~4.0kgf-m

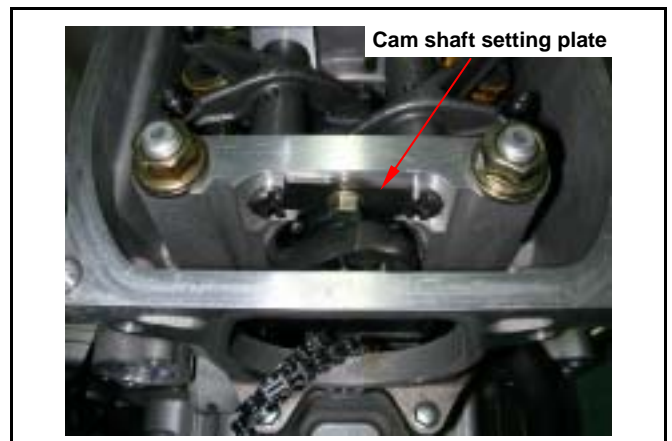
Bolt 1.0~1.4kgf-m



Install camshaft into cylinder head, and install rocker arm, rocker arm shaft.



Install rocker arm pin mounting plate.

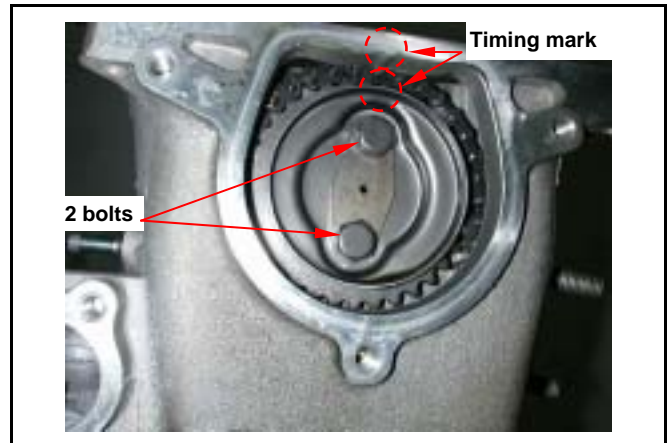


Install cam chain on to sprocket and align the timing mark on the sprocket with that of cylinder head.

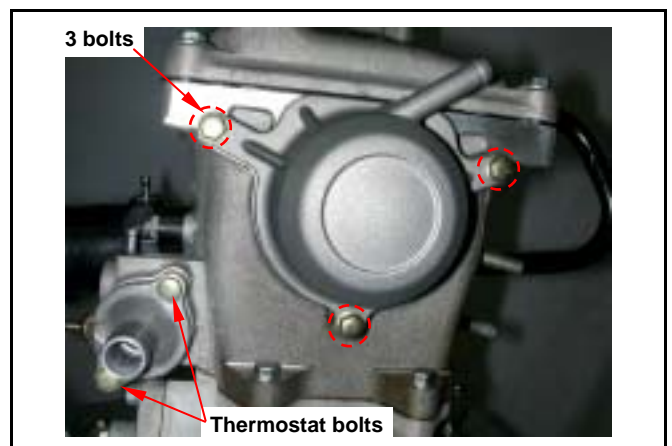
Align sprocket bolt hole with camshaft bolt hole.
Tighten the sprocket mounting bolts.

⚠ Caution

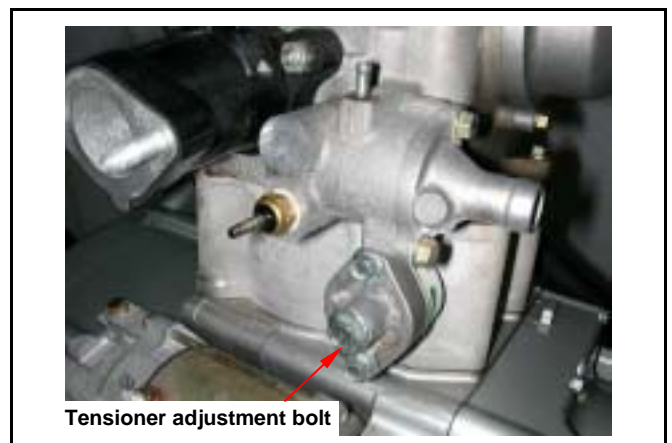
Make sure timing marks are matched.



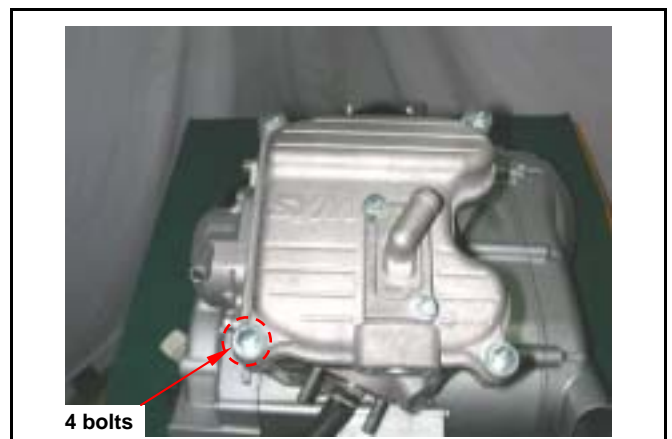
Install cylinder head side cover (3 bolts).
Install thermostat (2 bolts).



Loosen auto tensioner adjustment bolt and remove bolt and spring.
Install tensioner and install spring and adjustment bolt.



Install cylinder cover (4 bolts).

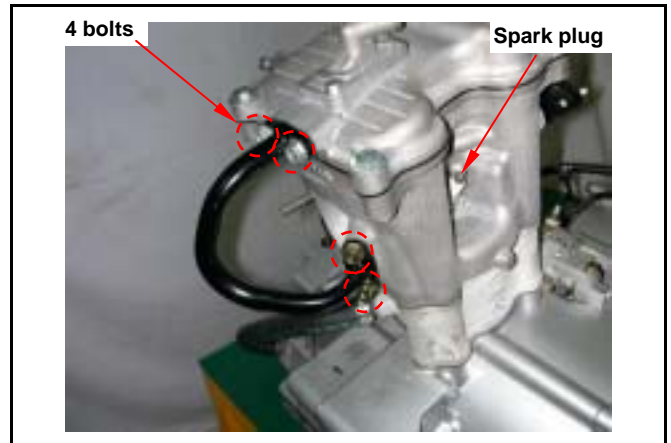


Install Air Injection system (AI) pipe. (4 bolts)
 Install inlet pipe onto cylinder
 Install and tighten spark plug
Torque value: 1.0~2.0kgf-m

⚠ Caution

This model is equipped with more precision 4-valve mechanism so its tighten torque can not be exceeded standard value in order to avoid causing cylinder head deformation, engine noise and leaking so that motorcycle's performance be effected.

Install the engine onto frame (refer chapter 5).



6-10 Valve Clearance Adjustment

Loosen Air Injection system (AI) pipe upper side bolt (2 bolts).

Remove cylinder head cover.



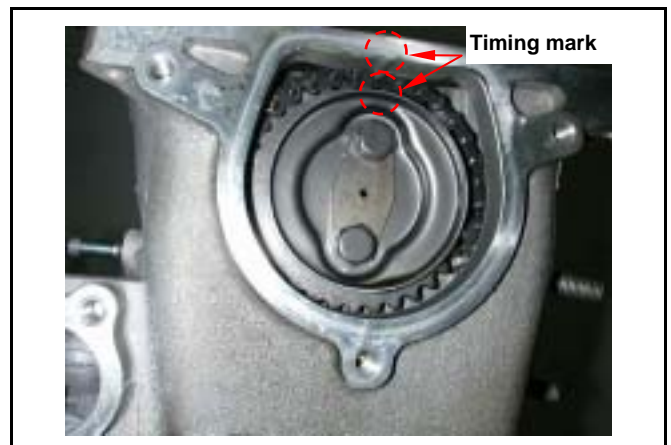
Remove the cylinder head side cover.
 Remove left crankcase cover, and turn the drive face, and align the timing mark on the cam sprocket with that of cylinder head, piston is at TDC position.
 Loosen valve clearance adjustment nuts and bolts located on valve rocker arm.
 Measure and adjust valve clearance with feeler gauge.
 After valve clearance had been adjusted to standard value, hold adjustment bolt and then tighten the Adjustment nut.

Standard Value: IN 0.10 ± 0.02 mm
EX 0.15 ± 0.02 mm

Install the cylinder head side cover.
 Start the engine and make sure that engine oil flows onto the cylinder head.
 Stop the engine after confirmed, and then install the cylinder head cover and AI pipe.

⚠ Caution

- If lubricant does not flow to cylinder head, engine components will be worn out seriously. Thus, it must be confirmed.
- When checking lubricant flowing condition, run the engine in idle speed. Do not accelerate engine speed.



7. CYLINDER/PISTON

7-1 Mechanism Diagram

7-2 Precautions in Operation

7-3 Trouble Diagnosis

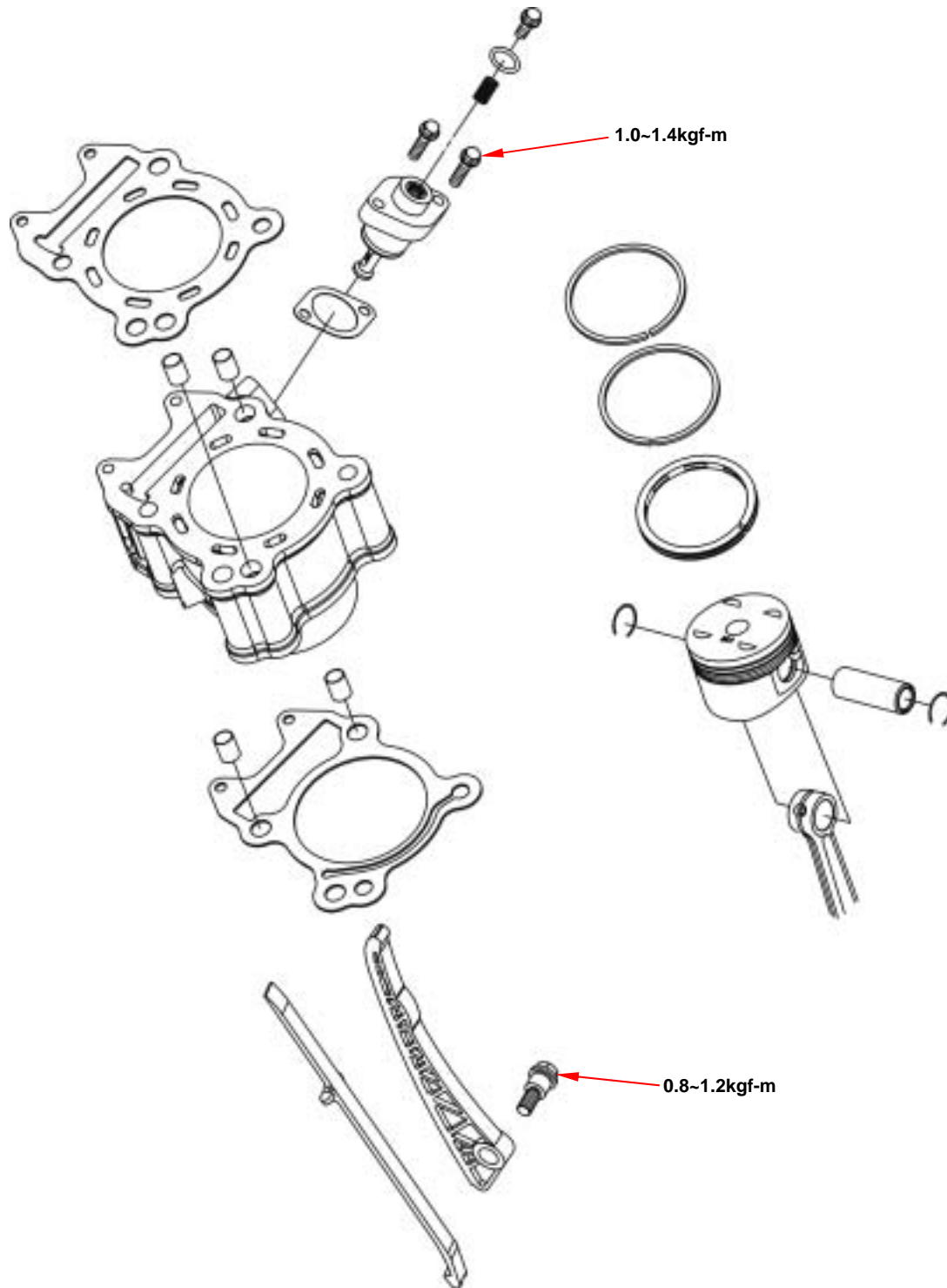
7-4 Cylinder and Piston Removal

7-5 Piston Ring Installation

7-6 Piston Installation

7-7 Cylinder Installation

7-1 Mechanism Diagram



7-2 Precautions in Operation

General Information

- Both cylinder and piston service cannot be carried out when engine mounted on frame.

Specification of CYLINDER

Item		Standard	Limit	
Cylinder	ID	70.995~71.015	71.100	
	Bend	-	0.050	
Piston/ Piston ring	Clearance between piston rings	Top ring	0.015~0.050	
		2 nd ring	0.015~0.050	
	Ring-end gap	Top ring	0.150~0.300	
		2 nd ring	0.300~0.450	
		Oil ring side rail	0.200~0.700	
	OD of piston (2 nd)		70.430~70.480	70.380
	Clearance between piston and cylinder		0.010~0.040	0.100
	ID of piston pin boss		17.002~17.008	16.970
OD of piston pin		16.994~17.000	16.960	
Clearance between piston and piston pin		0.002~0.014	0.020	
ID of connecting rod small-end		17.016~17.034	17.064	

7-3 Trouble Diagnosis

Low or Unstable Compression Pressure

- Cylinder or piston ring worn out

Knock or Noise

- Cylinder or piston ring worn out
- Carbon deposits on cylinder head top-side
- Piston pin hole and piston pin wear out

Smoking in Exhaust Pipe

- Piston or piston ring worn out
- Piston ring installation improperly
- Cylinder or piston damage

Engine Overheat

- Carbon deposits on cylinder head top side
- Cooling pipe clogged or not enough in coolant flow

7-4 Cylinder and Piston Removal

Remove cylinder head (refer to chapter 6).
Remove coolant hose from cylinder.
Remove cylinder.



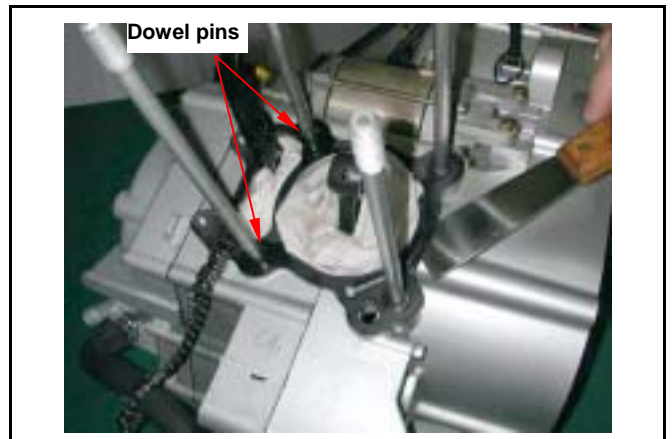
Cover the holes of crankcase and cam chain with a piece of cloth.
Remove piston pin clip, and then remove piston pin and piston.



Remove cylinder gasket and dowel pin.
Clean up all residues or foreign materials from the two matching surfaces of cylinder and crankcase.

Caution

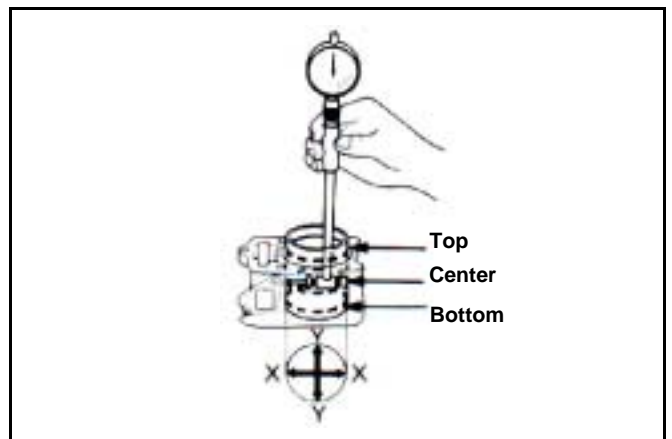
- Soap the residues into solvent so that the residues can be removed more easily.



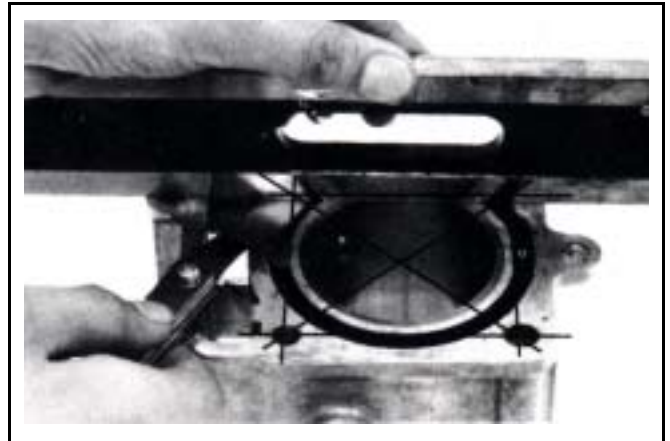
Inspection

Check if the inner diameter of cylinder is wear out or damaged.
In the 3 positions, top, center and bottom, of cylinder, measure the X and Y values respective in the cylinder.

Service limit: 71.016 mm



Check cylinder if warp.
Service limit: 0.05 mm



Measure clearance between piston rings and grooves.

Service Limit: Top ring: 0.09 mm
2nd ring: 0.09 mm



Remove piston rings

Check if the piston rings are damaged or its grooves are worn.

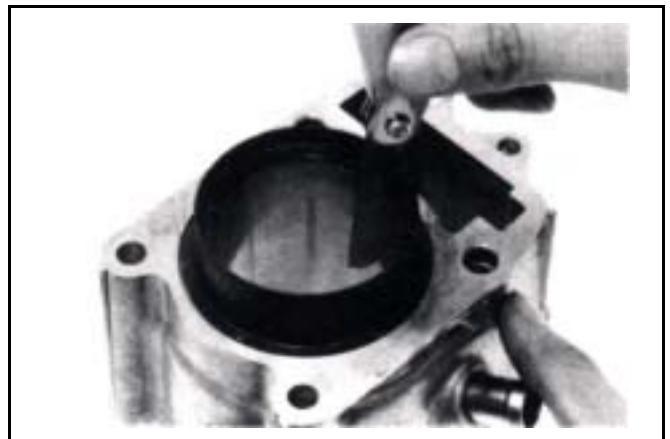
Caution

Pay attention to remove piston rings because they are fragile.



Place piston rings respective into cylinder below 20 mm of cylinder top. In order to keep the piston rings in horizontal level in cylinder, push the rings with piston.

Service Limit: Top ring: 0.50 mm
2nd ring: 0.65 mm



Measure the outer diameter of piston pin.

Service Limit: 17.00 mm



Measure the inner diameter of connecting rod small end.

Service Limit: 17.02 mm



Measure the inner diameter of piston pin hole.
Service Limit: **17.02 mm**
Calculate clearance between piston pin and its hole.

Service Limit: **0.02 mm**



Measure piston outer diameter.

⚠ Caution

The measurement position is 10 mm distance from piston bottom side, and 90° to piston pin.

Service limit : 71.00 mm

Compare measured value with service limit to calculate the clearance between piston and cylinder.



7-5 Piston Ring Installation

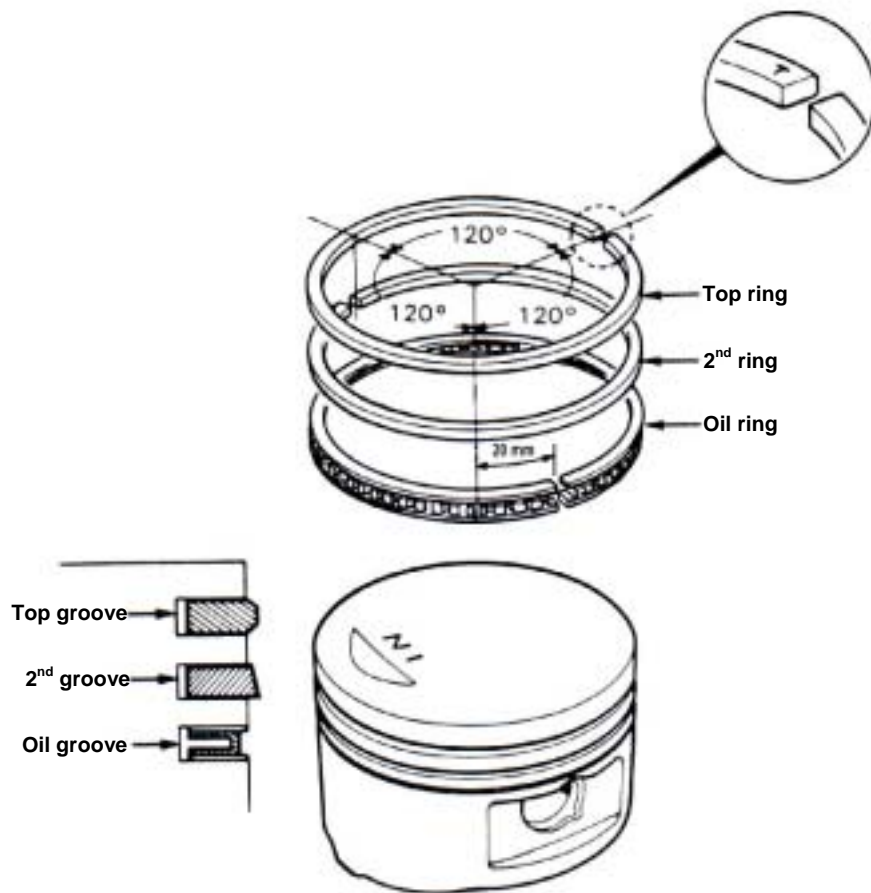
Clean up piston top, ring groove, and piston surface.

Install the piston ring onto piston carefully.

Place the openings of piston ring as diagram shown.

Caution

- Do not damage piston and piston rings as installation.
- All marks on the piston rings must be forwarded to up side.
- Make sure that all piston rings can be rotated freely after installed.



Clean up all residues and foreign materials on the matching surface of crankcase. Pay attention to not let these residues and foreign materials fall into crankcase.

⚠ Caution

Soap the residues into solvent so that the residues can be removed more easily.



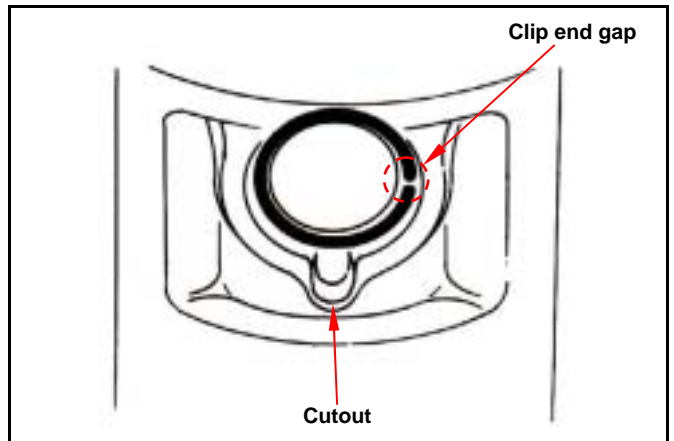
7-6 Piston Installation

Install piston and piston pin, and place the IN marks on the piston top side forward to inlet valve.

Install new piston pin clip.

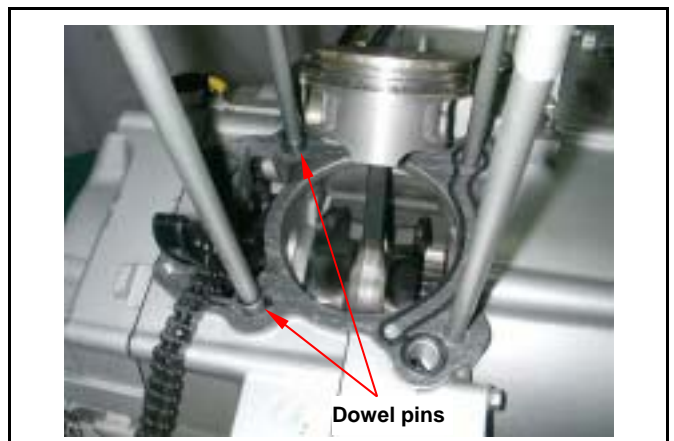
⚠ Caution

- Do not let the opening of piston pin clip align with the piston cutout.
- Place a piece of cloth between piston and crankcase in order to prevent snap ring from falling into crankcase as operation.



7-7 Cylinder Installation

Install dowel pins and new gasket.



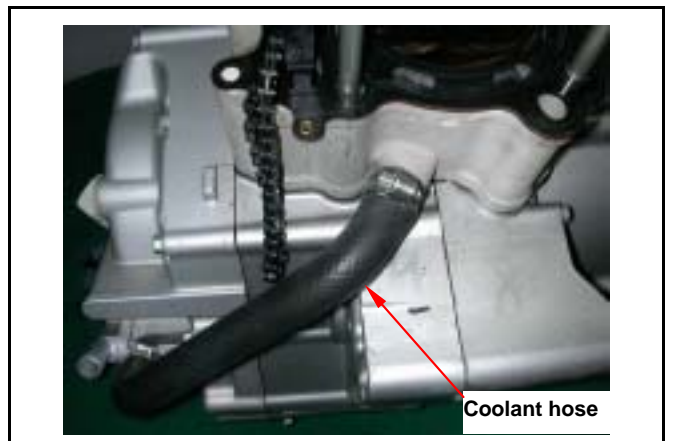
Coat some engine oil to inside of cylinder, piston and piston rings.
Care to be taken when installing piston into cylinder. Press piston rings in one by one as installation.

⚠ Caution

Do not push piston into cylinder forcefully because piston and piston rings will be damaged.



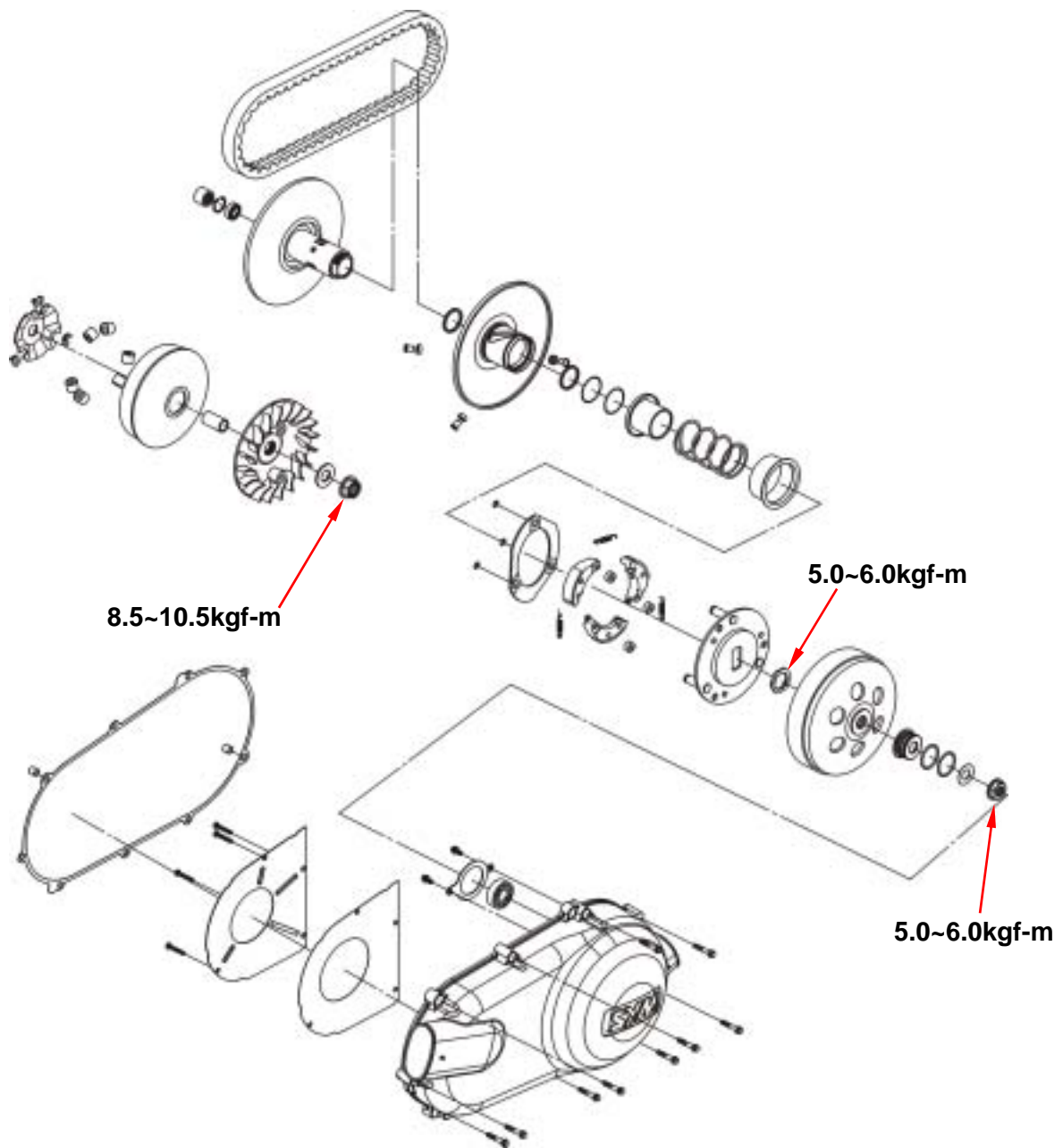
Install coolant hose onto cylinder.
Install cylinder head (refer to Chapter 6).



8. V-BELT DRIVING SYSTEM

8-1 Mechanism Diagram	8-5 Drive Belt
8-2 Maintenance Description	8-6 Drive Face
8-3 Trouble Diagnosis	8-7 Clutch Outer/Driven Pulley
8-4 Left Crankcase Cover	

8-1 Mechanism Diagram



8-2 Maintenance Description

Precautions in Operation

General Information

- Drive face, clutch outer, and driven pulley can be serviced on the motorcycle.
- Drive belt and drive pulley must be free of grease.

Specification of V-BELT SYSTEM

Item	Standard value (mm)	Limit (mm)
Driving belt width	24.000	22.500
OD of movable drive face boss	29.946~29.980	29.926
ID of movable drive face	30.000~30.040	30.060
OD of weight roller	19.500~20.000	19.000
ID of clutch outer	144.850~145.150	145.450
Thickness of clutch weight	6.000	3.000
Free length of driven pulley spring	102.400	97.400
OD of driven pulley boss	40.950~40.990	40.930
ID of driven face	41.000~41.050	41.070
Weight of weight roller	17.700~18.300 g	17.200 g

Torque value

- Drive face nut: 8.5~10.5kgf-m
- Clutch outer nut: 5.0~6.0kgf-m
- Drive plate nut: 5.0~6.0kgf-m

Clutch spring compressor: SYM-2301000

Inner bearing puller: SYM-6204002

Clutch nut wrench 39 x 41 mm: SYM-9020200

Universal holder: SYM-2210100

Bearing driver: SYM-9100100

Special Service Tools

8-3 Trouble Diagnosis

Engine can be started but motorcycle can not be moved

1. Worn drive Belt
2. Worn drive face
3. Worn or damaged clutch weight
4. Broken driven pulley

Insufficient horsepower or poor high speed performance

1. Worn drive belt
2. Insufficient spring force of driven pulley
3. Worn roller
4. Driven pulley operation un-smoothly

Shudder or misfire when driving

1. Broken clutch weight
2. Worn clutch weight

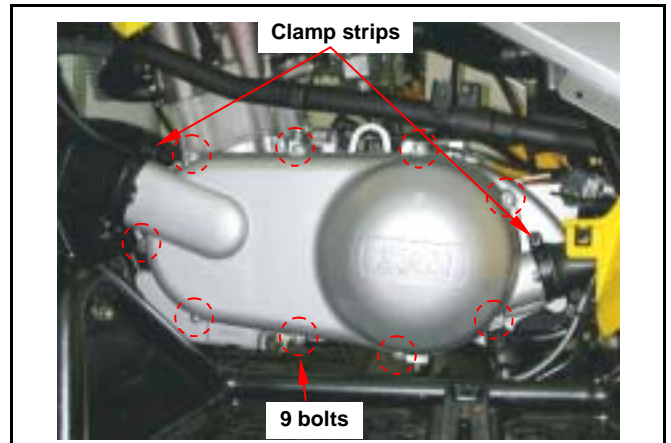
8-4 Left Crankcase Cover

Left crankcase cover removal

Release the 2 clamp strips of left crankcase cover ducts, and then remove the ducts.

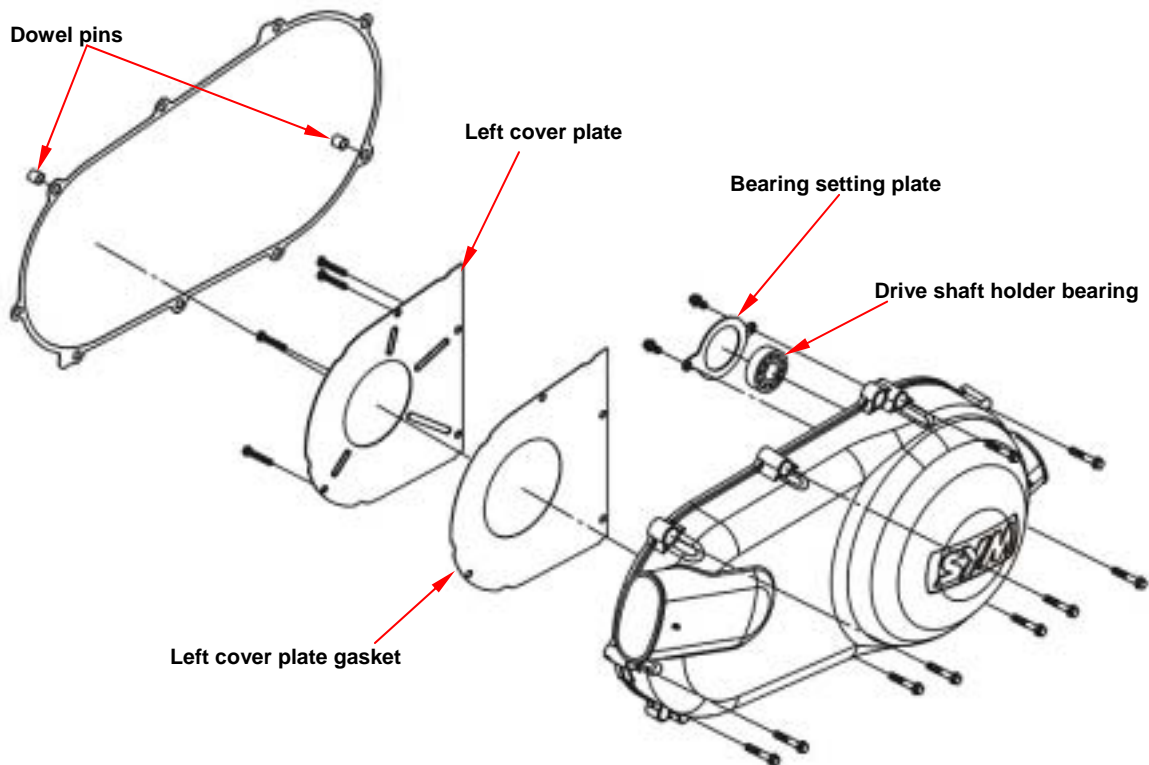
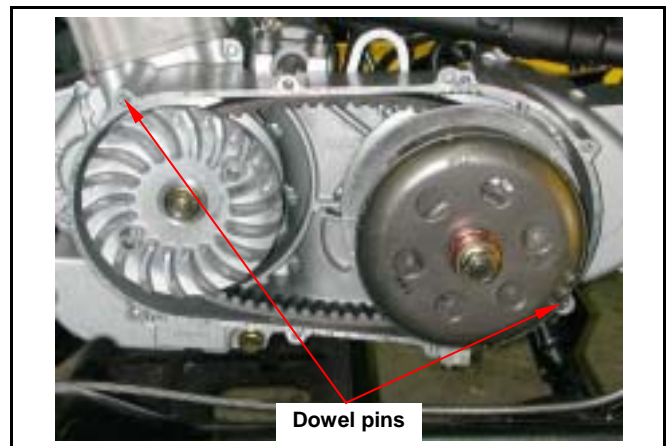
Remove left crankcase cover. (9 bolts)

Remove 2 dowel pin and gasket.



Left crankcase cover install

Install left crankcase cover in the reverse procedures of removal.

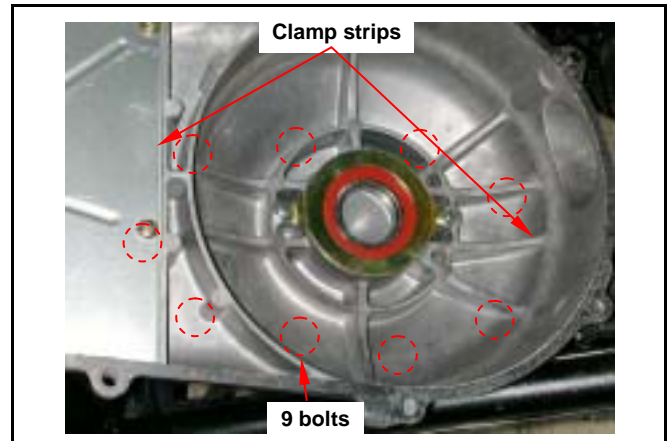


Left crankcase cover inspection

Release the 2 clamp strips of left crankcase cover ducts, and then remove the ducts.

Remove left crankcase cover. (9 bolts)

Remove 2 dowel pin and gasket.



8-5 Drive Belt

Removal

Remove left crankcase cover.

Hold drive face with universal holder, and remove nut and drive face.

Special Tool : universal holder



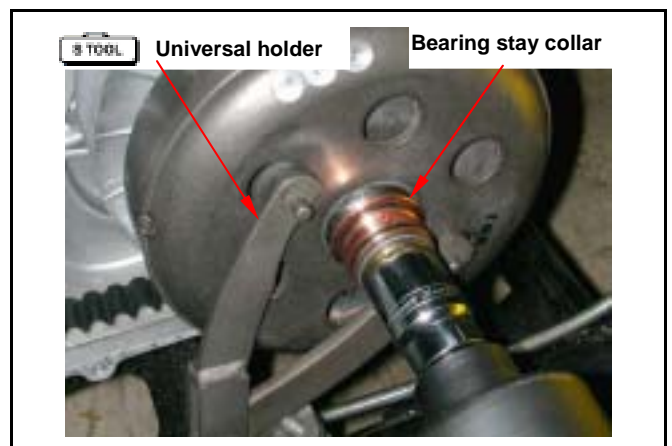
Hold clutch outer with universal holder, and remove nut, bearing stay collar and clutch outer.

⚠ Caution

- Using special service tools for tightening or loosening the nut.
- Fixed rear wheel or rear brake will damage reduction gear system.

Push the drive belt into belt groove as diagram shown so that the belt can be loosened, and then remove the driven pulley.

Remove driven pulley. Do not remove drive belt. Remove the drive belt from the groove of driven pulley.



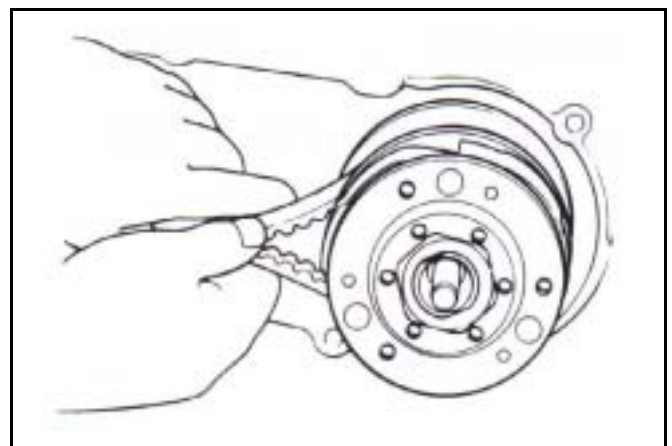
Inspection

Check the drive belt for crack or wear. Replace it if necessary.

Measure the width of drive belt as diagram shown.

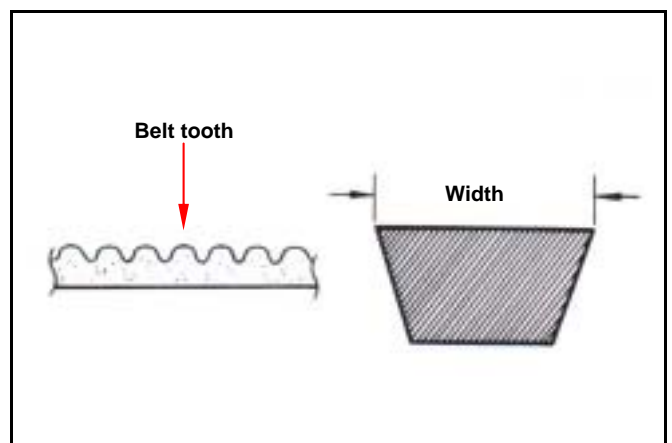
Service Limit: 22.5 mm

Replace the belt if exceeds the service limit.



⚠ Caution

- Using the genuine parts for replacement.
- The surfaces of drive belt or pulley must be free of grease.
- Clean up all grease or dirt before installation.

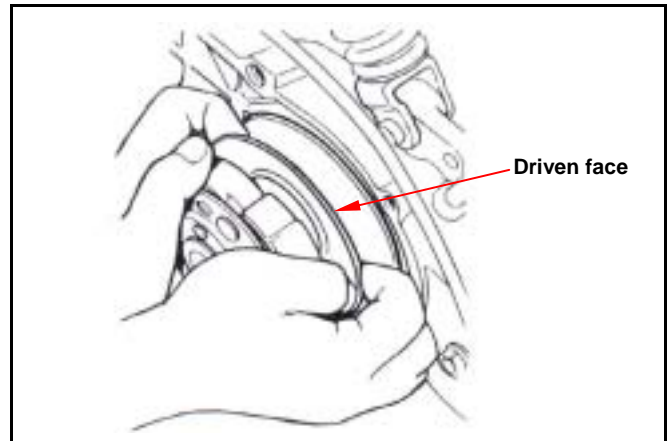


Installation

Caution

- Pull out driven face to avoid it closing.
- Cannot oppress friction plate comp in order to avoid creates the distortion or the damage.

Install drive belt onto driven pulley.



Install the driven pulley that has installed the belt onto drive shaft.

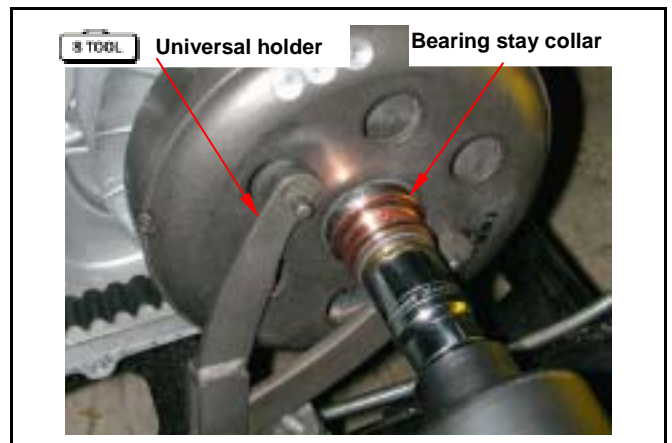
On the drive belt another end to the movable drive face.



Install the clutch outer and bearing stay collar.

Hold the clutch outer with universal holder, and then tighten nut to specified torque value.

Torque value: 5.0~6.0kgf-m



Install the drive face, washer and drive face nut.

Hold drive face with universal holder, and then tighten nut to specified torque value.

Torque value: 8.5~10.5kgf-m



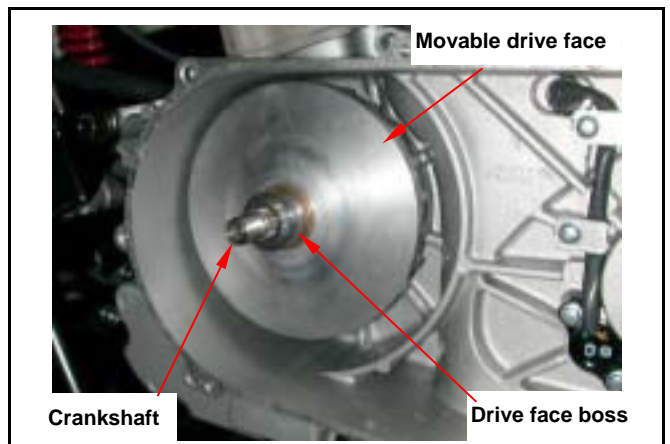
8-6 Drive Face

Removal

Remove left crankcase cover.
Hold drive face with universal holder, and then
remove drive face nut.
Remove drive face and drive belt.



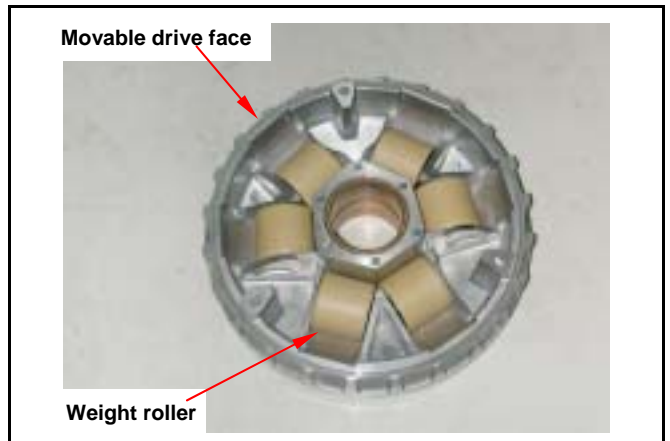
Remove movable drive face comp and drive face
boss from crankshaft.



Remove ramp plate.



Remove weight rollers from movable drive face.



Inspection

The weight rollers are to press movable drive face by means of centrifuge force.

Thus, if weight rollers are worn out or damaged, the centrifuge force will be affected.

Check if rollers are worn or damaged. Replace it if necessary.

Measure each roller's outer diameter. Replace it if it exceed the service limit.

Service limit: mm

Weight: 18.2g

Check if drive face boss is worn or damaged and replace it if necessary.

Measure the outer diameter of movable drive face boss, and replace it if it exceed service limit.

Service limit: mm

Measure the inner diameter of movable drive face, and replace it if it exceed service limit.

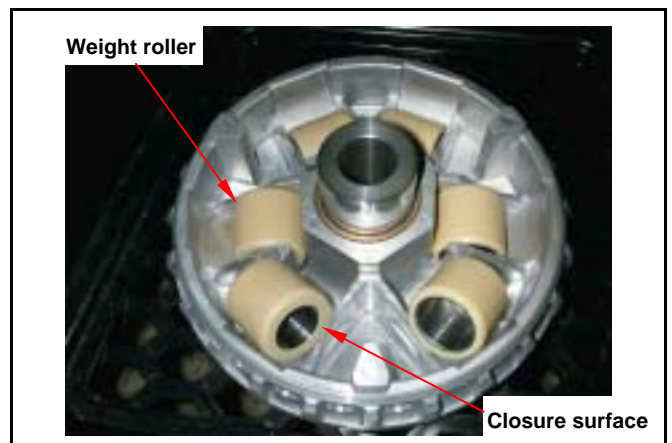
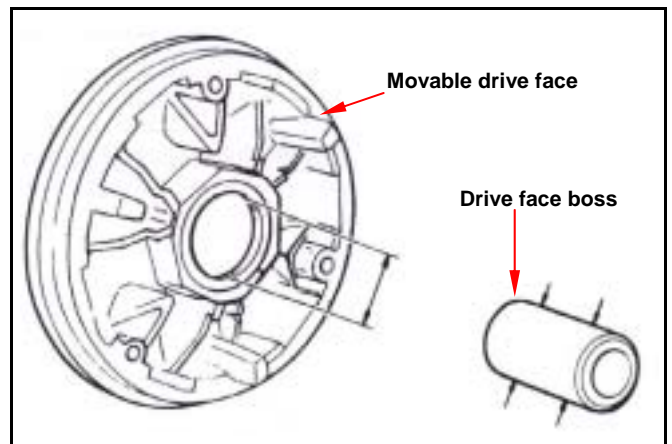
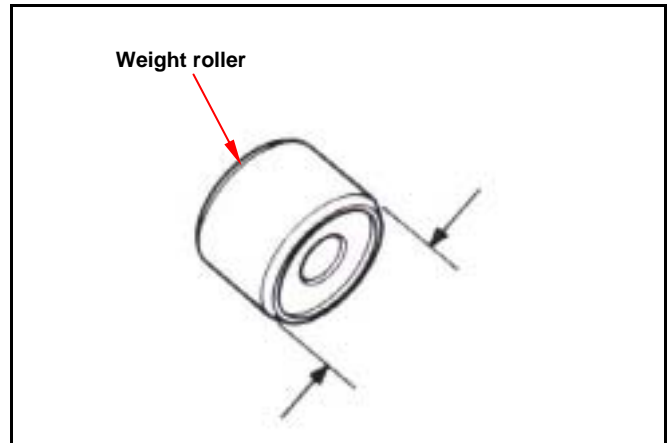
Service limit: mm

Reassembly/installation

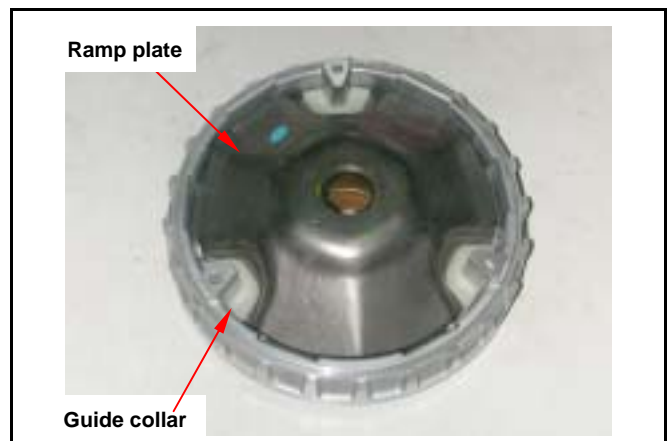
Install weight rollers.

Caution

The weight roller two end surfaces are not certainly same. In order to lengthen the roller life and prevented exceptionally wears the occurrence, Please end surface of the closure surface counter clockwise assembles onto movable drive face.



Install ramp plate.

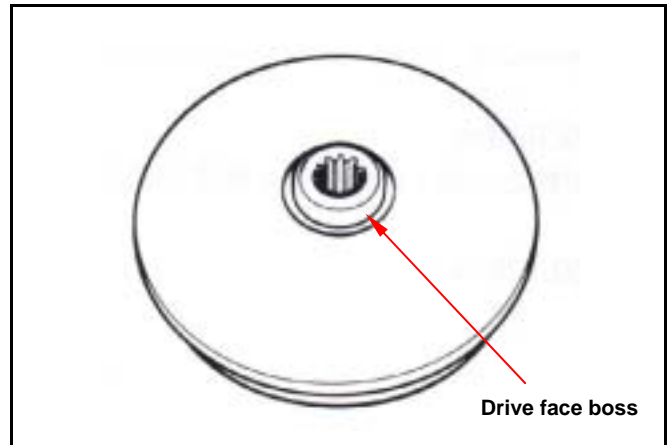


With 4~5g grease spreads wipes drives in the movable drive face axis hole.

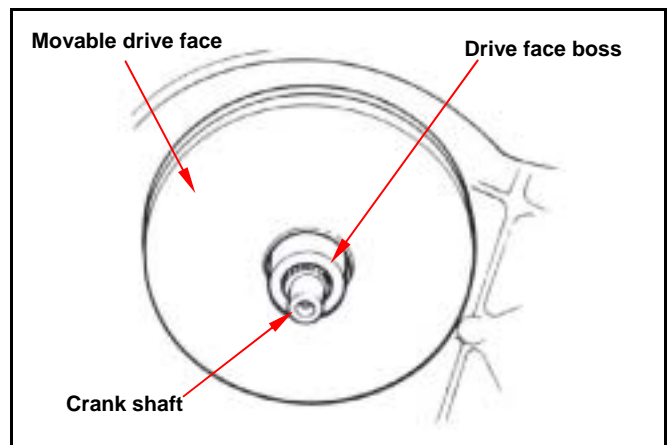
Install drive face boss.

⚠ Caution

The movable drive face surface has to be free of grease. Clean it with cleaning solvent.

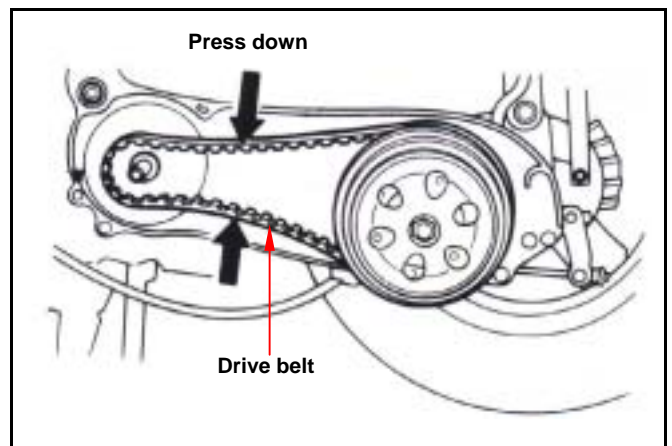


Install movable drive face comp. onto crankshaft.



Driven pulley installation

Press drive belt into pulley groove, and then pull the belt onto drive shaft.



Install drive face, washer and nut.

⚠ Caution

Make sure that two sides of pulley surfaces have to be free of grease. Clean it with cleaning solvent.

Hold drives face with universal holder.

Tighten nut to specified torque.

Torque value: 8.5~10.5kgf-m

Install left crankcase cover.



8-7 Clutch Outer/Driven Pulley

Disassembly

Remove drive belt, clutch outer and driven pulley. Install clutch spring compressor onto the pulley assembly, and operate the compressor to let the wrench be installed more easily.

Caution

Do not press the compressor too much.

Hold the clutch spring compressor onto bench vise, and then remove mounting nut with special service tool.

Release the clutch spring compressor and remove friction plate, clutch weight and spring from driven pulley.

Remove seal collar from driven pulley.

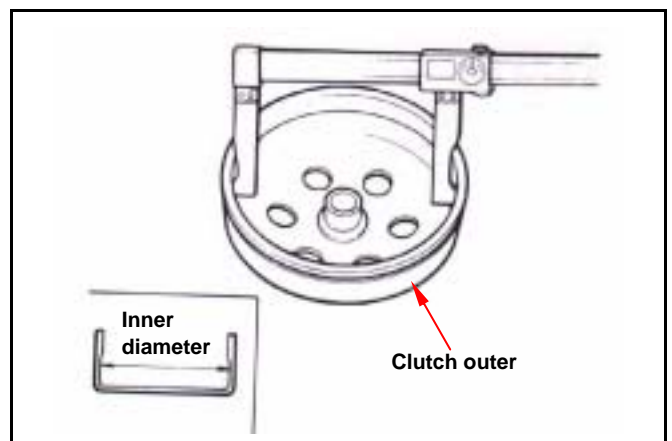
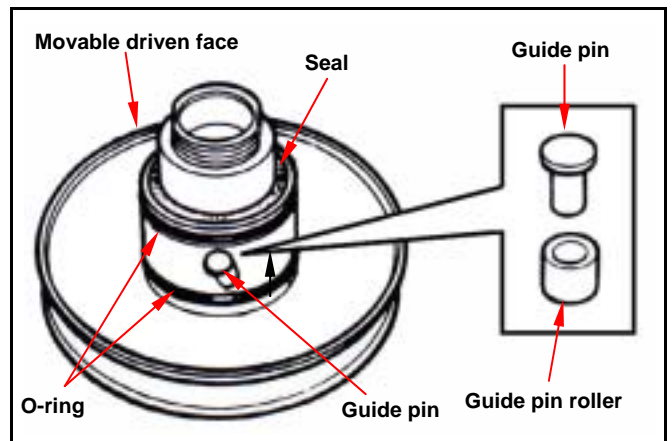
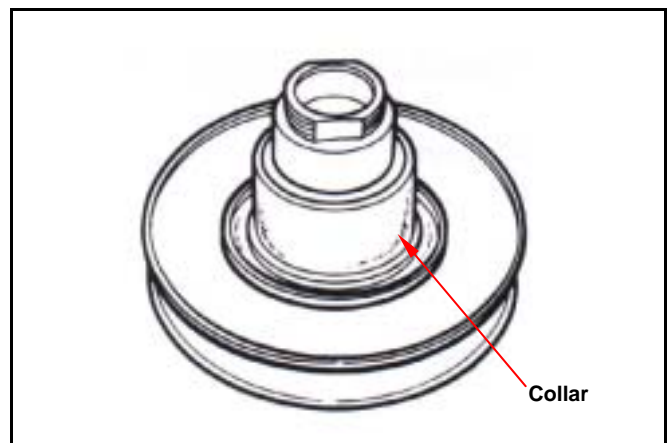
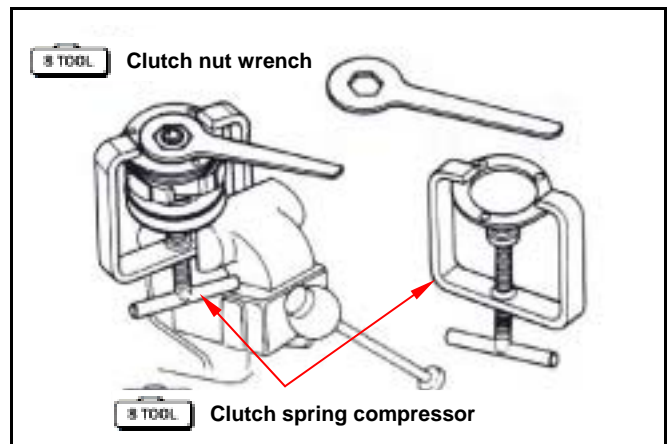
Remove guide pin, guide pin roller, and movable driven face, and then remove O-ring & oil seal seat from movable driven face.

Inspection

Clutch outer

Measure the inner diameter of clutch outer. Replace the clutch outer if exceed service limit.

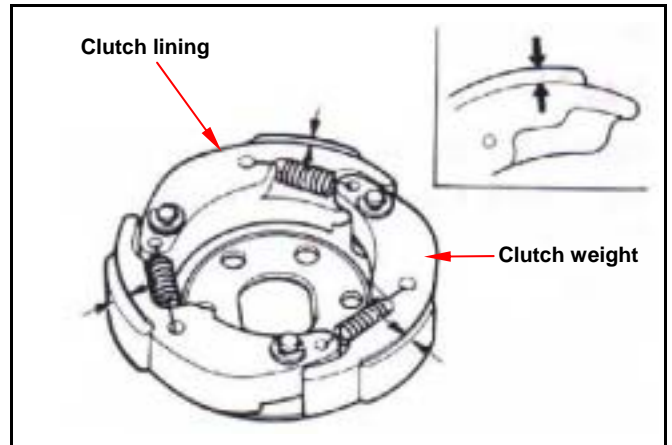
Service limit: mm



Clutch lining

Measure each clutch weight thickness. Replace it if exceeds service limit.

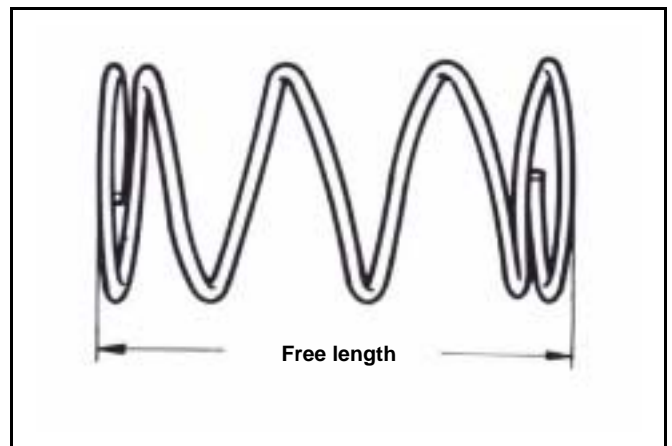
Service limit: 2.0 mm



Driven pulley spring

Measure the length of driven pulley spring. Replace it if exceeds service limit.

Service limit: 83.2 mm



Driven pulley

Check following items:

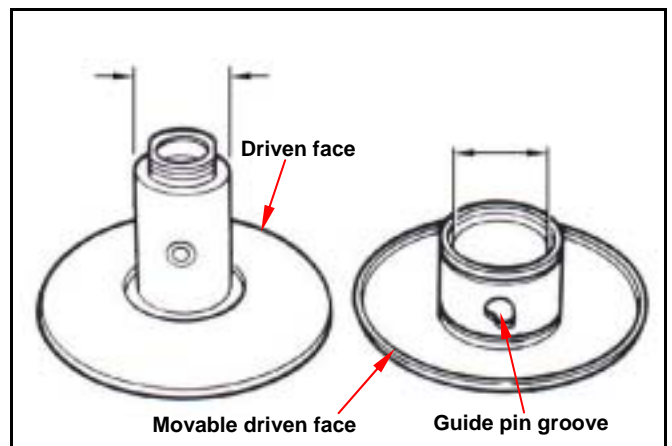
- If both surfaces are damaged or worn.
- If guide pin groove is damaged or worn.

Replace damaged or worn components.

Measure the outer diameter of driven face and the inner diameter of movable driven face. Replace it if exceeds service limit.

Service limit: Outer diameter 33.94 mm

Inner diameter 34.06 mm



Driven Pulley Bearing Inspection

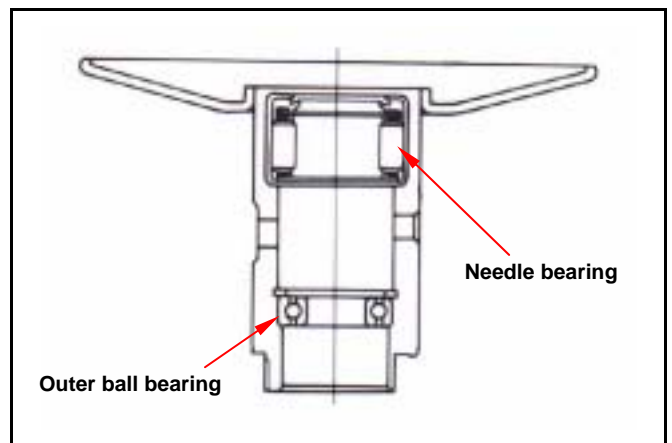
Check if the inner bearing oil seal is damage.

Replace it if necessary.

Check if needle bearing is damage or too big clearance. Replace it if necessary.

Rotate the inside of inner bearing with fingers to check if the bearing rotation is in smooth and silent.

Check if the bearing outer parts are closed and fixed. Replace it if necessary.



Clutch weight Replacement

Remove snap ring and washer, and then remove clutch weight and spring from driving plate.

Caution

Some of models are equipped with one mounting plate instead of 3 snap rings.

Check if spring is damage or insufficient elasticity.

Check if shock absorption rubber is damage or deformation. Replace it if necessary.

Apply with grease onto setting pins.

Install new clutch weight onto setting pin and then push to the specified location.

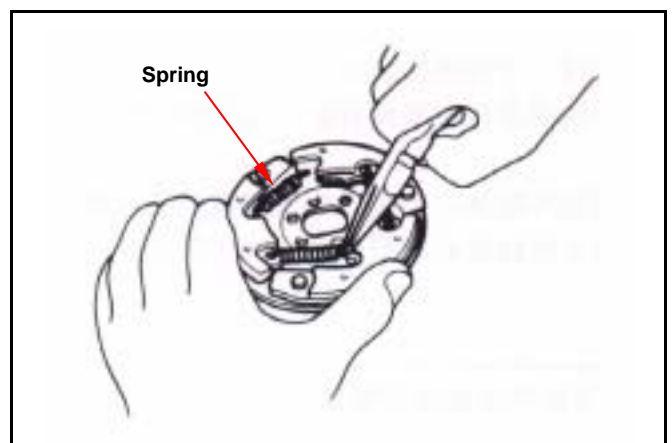
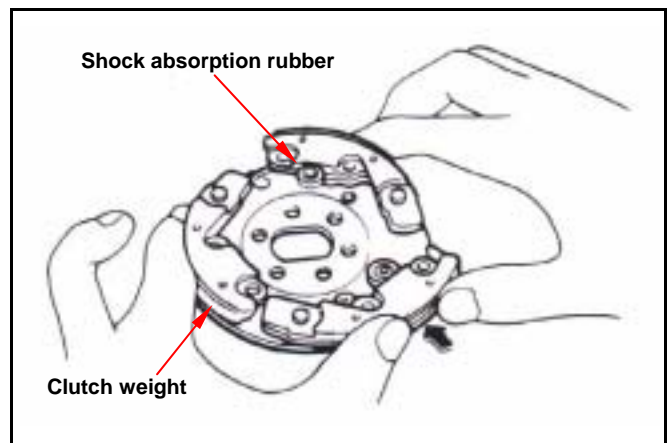
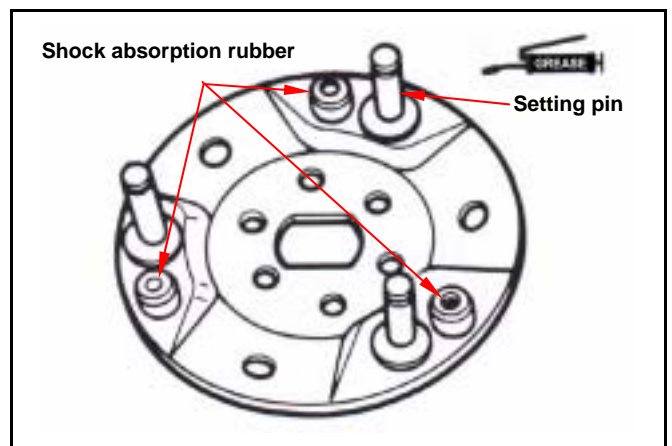
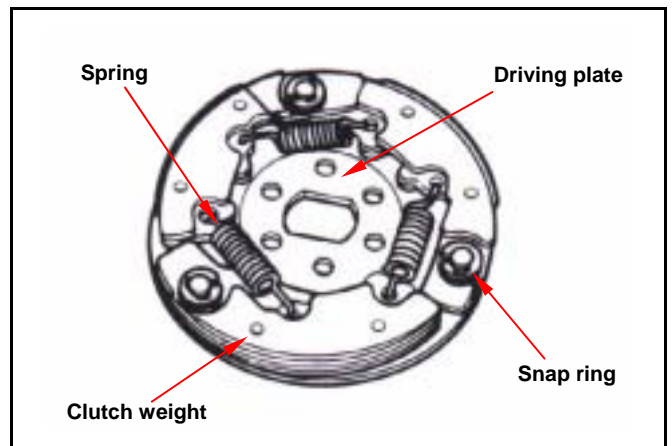
Apply with grease onto setting pins.

But, the clutch block should not be greased. If so, replace it.

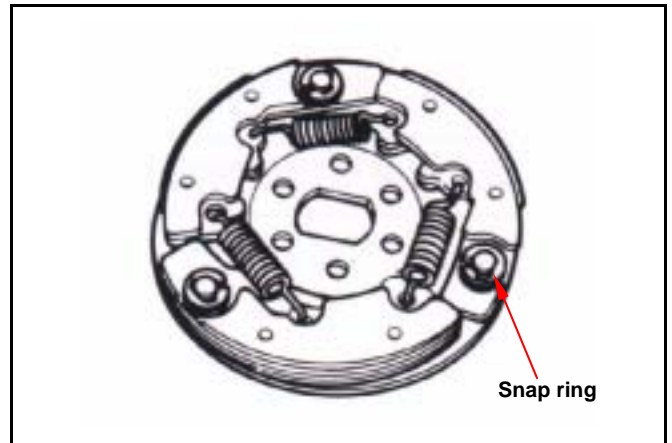
Caution

Grease or lubricant will damage the clutch weight and affect the block's connection capacity.

Install the spring into groove with pliers.



Install snap ring and mounting plate onto setting pin.

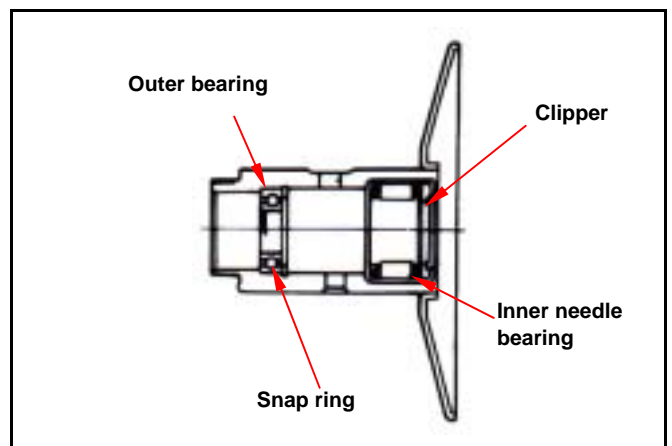


Replacement of Driven Pulley Bearing

Remove inner bearing.

Caution

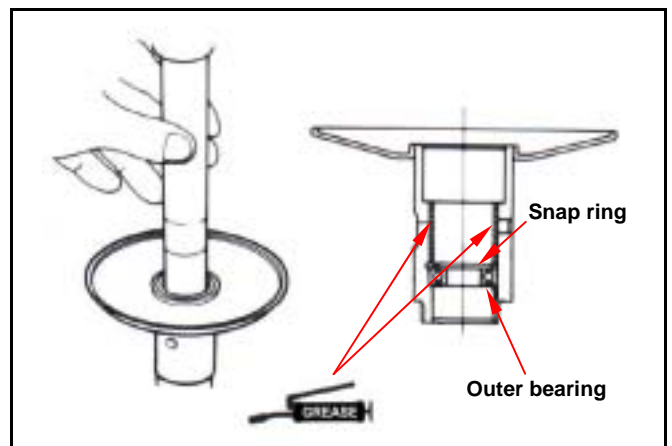
- If the inner bearing equipped with oil seal on side in the driven pulley, then remove the oil seal firstly.
- If the pulley equipped with ball bearing, it has to remove snap ring and then the bearing.



Remove snap ring and then push bearing forward to other side of inner bearing.

Place new bearing onto proper position and its sealing end should be forwarded to outside.

Apply with specified oil.



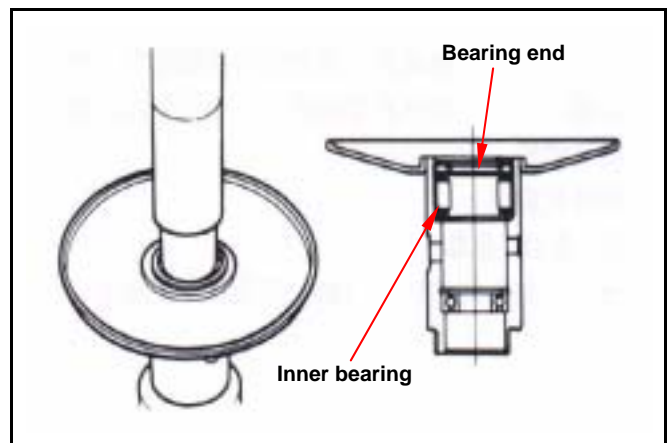
Install new inner bearing.

Caution

- Its sealing end should be forwarded to outside as bearing installation.
- Install needle bearing with hydraulic presser. Install ball bearing by means of hydraulic presser.

Install snap ring into the groove of drive face.

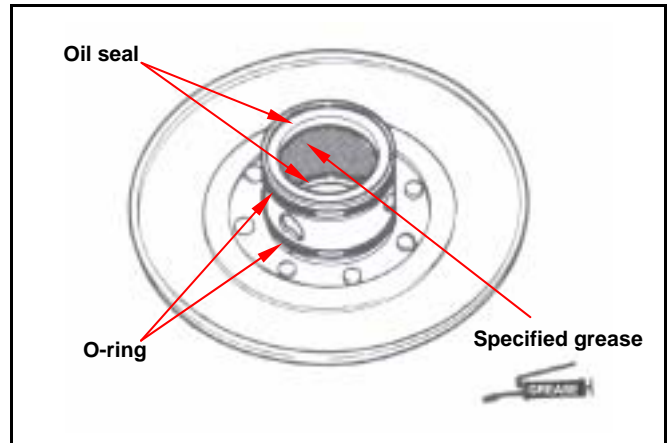
Align oil seal lip with bearing, and then install the new oil seal (if necessary).



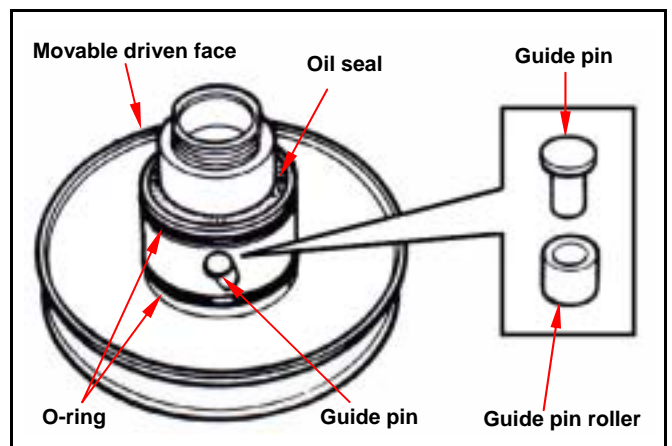
Installation of Clutch OUTER/Driven Pulley Assembly

Install new oil seal and O-ring onto movable driven face.

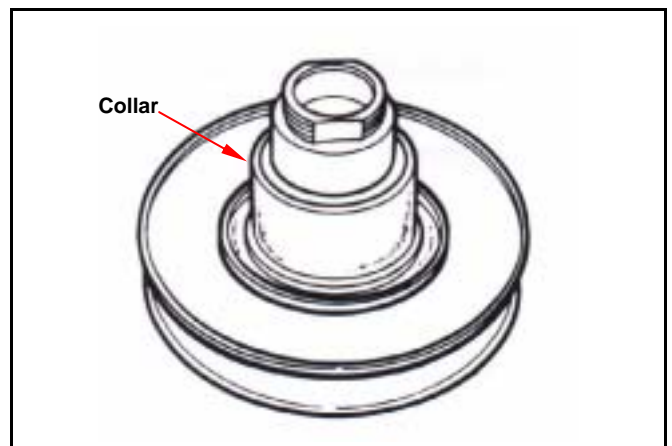
Apply with specified grease to lubricate the inside of movable driven face.



Install the movable driven face onto driven face.
Install the guide pin and guide pin roller.



Install the collar.



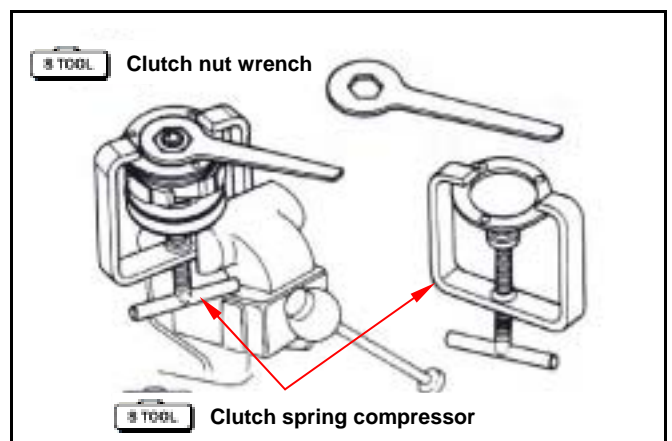
Install friction plate, spring and clutch weight into clutch spring compressor, and press down the assembly by turning manual lever until mounting nut that can be installed.

Hold the compressor by bench vise and tighten the mounting nut to specified torque with clutch nut wrench.

Remove the clutch spring compressor.

Torque value: 5.0~6.0kgf-m

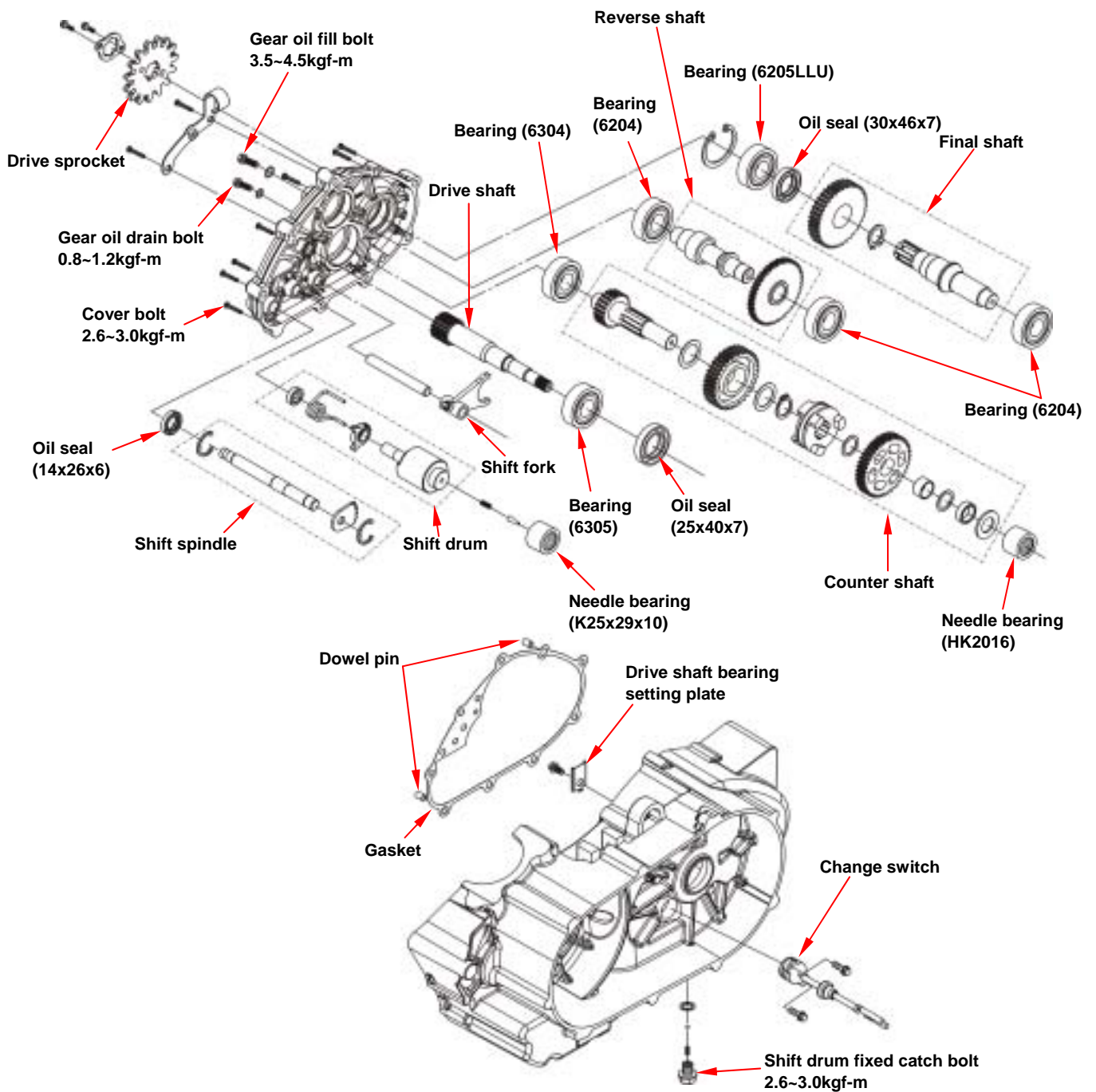
Install clutch outer/driven pulley and drive belt onto drive shaft.



9. FINAL DRIVING MECHANISM

<p>9-1 Mechanism Diagram - transmission cover</p> <p>9-2 Precautions in operation</p> <p>9-3 Trouble Diagnosis</p> <p>9-4 Disassembly of Transmission</p>	<p>9-5 Inspection of Mission Mechanism</p> <p>9-6 Bearing Replacement</p> <p>9-7 Re-assembly of Final Driving Mechanism</p>
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9-1 Mechanism Diagram - transmission cover



9-2 Precautions in operation

Specification

Application oil: scooter gear oil

Recommended oil: KING MATE serial gear oils

Oil quantity: 750c.c. (650c.c. when replacing)

Torque value

Gear box cover 2.6~3.0kgf-m

Gear oil drain bolt 0.8~1.2kgf-m

Gear oil fill bolt 3.5~4.5kgf-m

Tools

Special tools

Bearing driver (6204): SYM-9110400

Bearing driver (6205LLU): SYM-9100400-HMA

Bearing driver (6305): SYM-9100400-RB1

Needle bearing driver (HK2016): SYM-9100300-RB1

Drive shaft and oil seal driver: SYM-9120200-HMA

Drive shaft puller: SYM-2341100

Inner bearing puller: SYM-6204002

9-3 Trouble Diagnosis

Engine can be started but motorcycle can not be moved.

- Damaged drive gear
- Burnt out drive gear
- Damaged gear shift system

Noise

- Worn or burnt gear
- Worn gear

Gear oil leaks

- Excessive gear oil.
- Worn or damage oil seal

9-4 Disassembly of Transmission

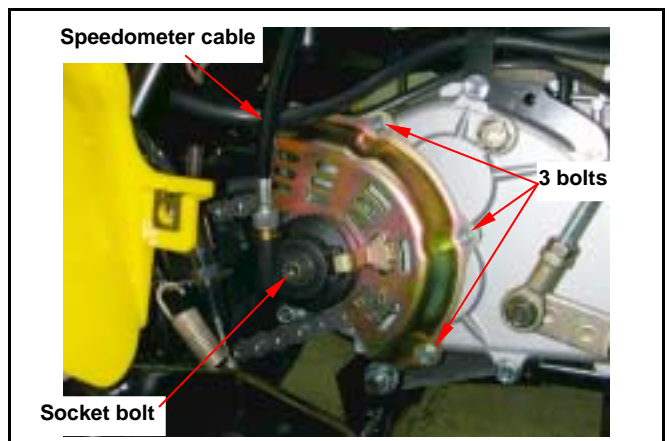
Remove gear change lever (1 bolt).



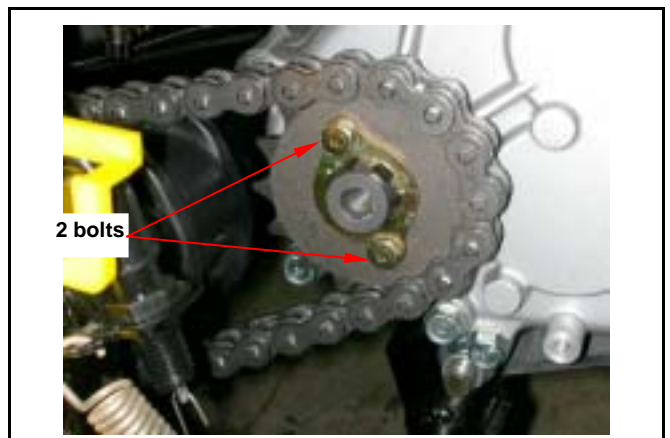
Loosen speedometer cable mounting nut, and then remove the cable.
Remove 3 bolts and remove drive chain protector.
Turn the socket bolt clockwise, and then remove speedometer gear box.

Caution

The socket bolt is provided with left turn thread.



Remove 2 bolts, and then remove the drive sprocket fixing plate, drive chain and drive sprocket.

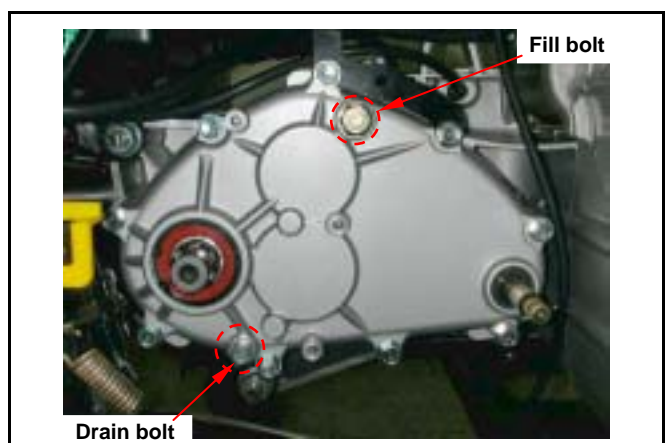


Remove gear fill bolt.
Place an oil pan under the ATV, and remove gear oil drain bolt.
After drained, make sure washer can be re-used.
Install oil drain bolt.

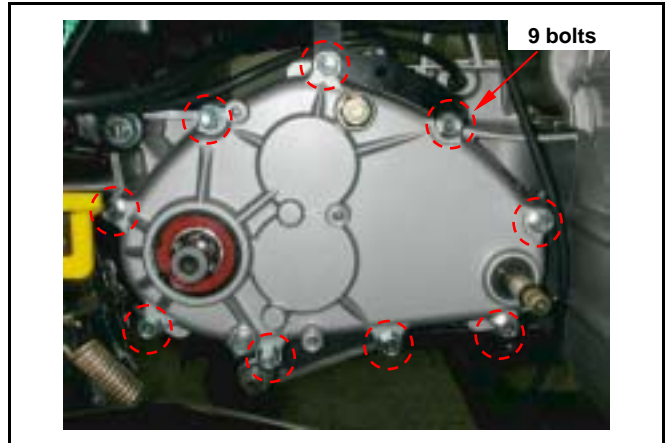
Torque value:

Gear oil fill bolt 3.5~4.5kgf-m

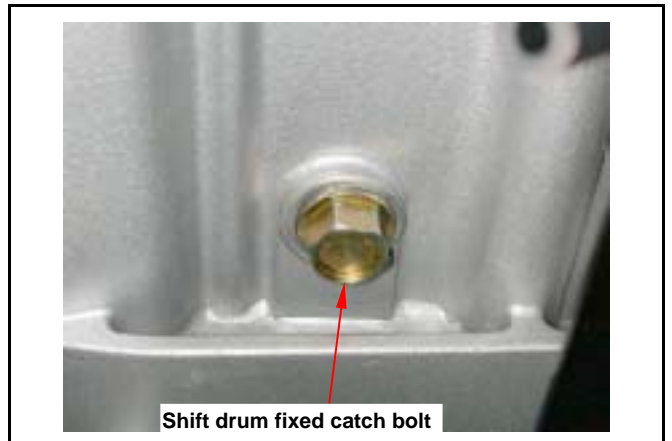
Gear oil drain bolt 0.8~1.2kgf-m



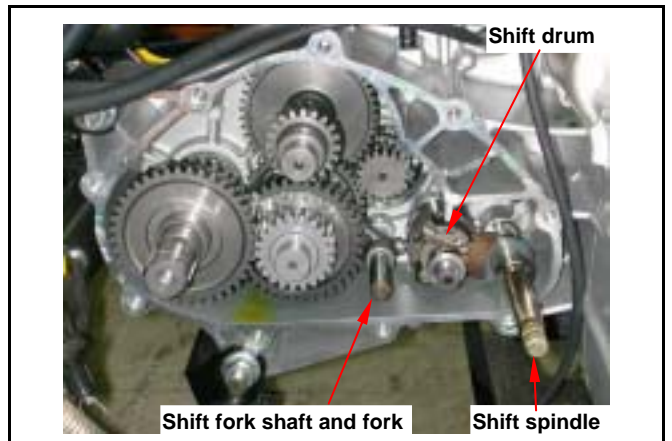
Remove gear box cover bolts (9 bolts) and then remove the cover.



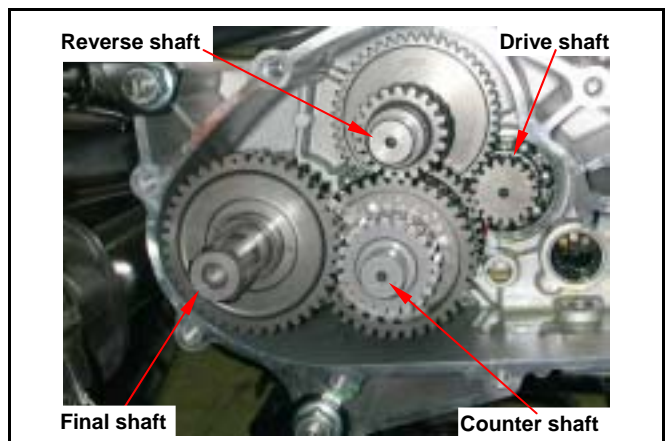
Remove shift drum catch ball, spring and bolt.



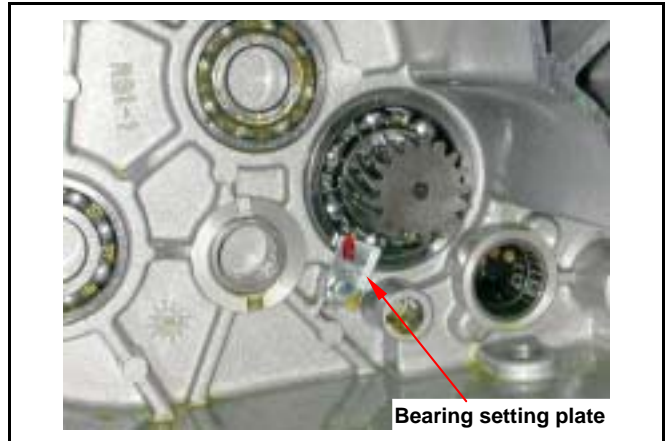
Remove shift spindle, shift fork shaft, shift fork and shift drum.



Remove final shaft, counter shaft and reverse shaft.



Remove drive shaft bearing setting plate (1 bolt).



Remove the drive shaft.

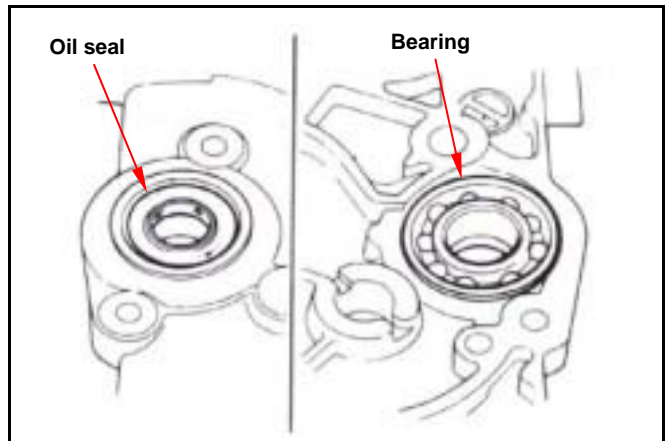
Special tool:

Shaft protector

Remove gasket and dowel pin.

⚠ Caution

- If non- essential do not remove the drive shaft from the case upper side.
- If remove the drive shaft from the gear box, then its bearing and oil seal has to be replaced.



9-5 Inspection of Mission Mechanism

Check if the shift spindle is wear or damage.



Check if the shift drum is wear or damage.



Check if the shift fork and shaft is wear or damage.



Check if the counter shaft is wear or damage.



Check if the reverse shaft is wear or damage.



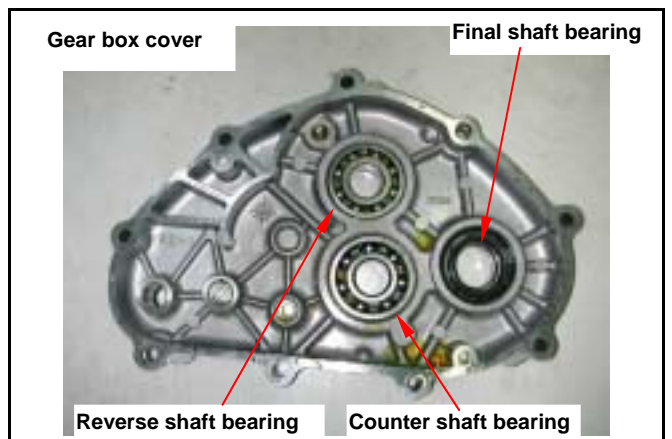
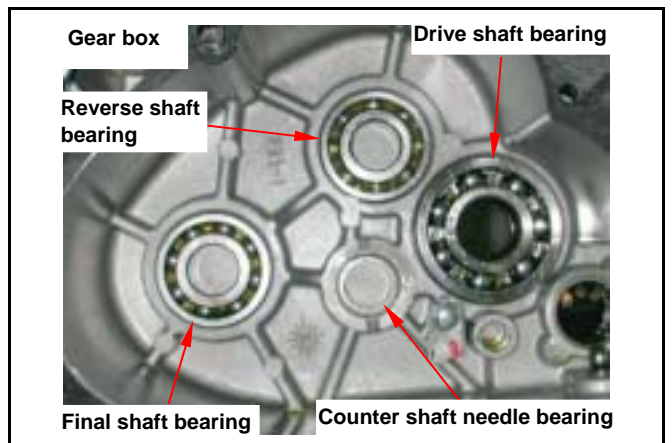
Check if the final shaft and gear are burn, wear or damage.



Check bearings on gear box and gear box cover. Rotate each bearing's inner ring with fingers. Check if bearings can be turned in smooth and silent, and also check if bearing outer ring is mounted on gear tightly. If bearing rotation is uneven, noising, or loose bearing mounted, then replace it. Check oil seal for wear or damage, and replace it if necessary.

⚠ Caution

- If remove the drive shaft from the crankcase upper side, then its bearing has to be replaced.



9-6 Bearing Replacement

Caution

- Never install used bearings. Once bearing removed, it has to be replaced with new one.

Crankcase side

Remove drive shaft bearing setting plate, and then remove drive shaft bearing from left crankcase using following tools.

Remove reverse shaft bearing and counter shaft bearing from left crankcase using following tools.
Remove drive shaft oil seal.

Special tool:

Inner bearing puller

Install new final shaft, counter shaft and reverse shaft bearings into left crankcase.

Special tool:

Bearing driver (6204)

Needle bearing driver (HK2016)

Install new drive shaft bearings and bearing driver into left crankcase.

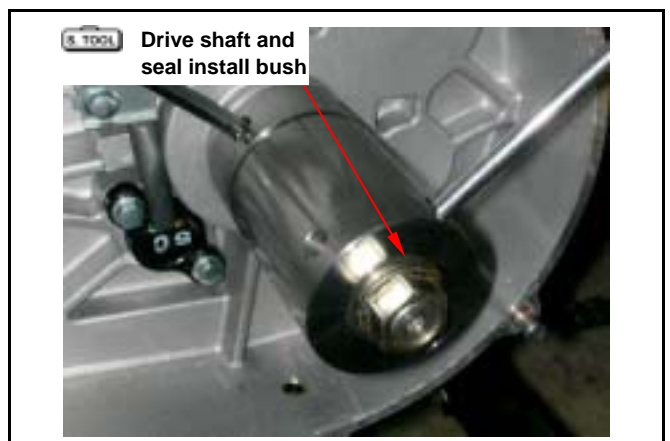
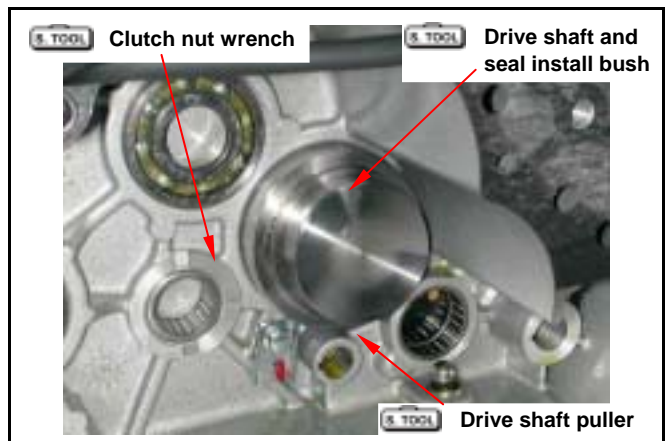
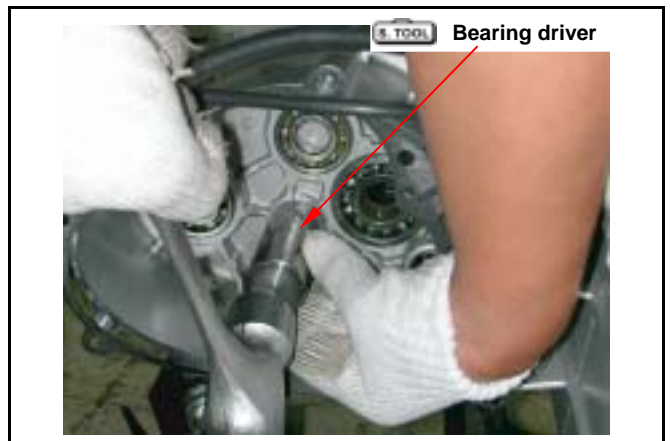
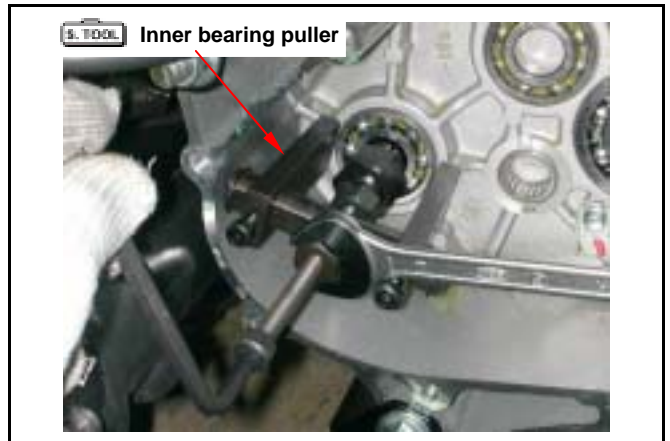
Install the universal bearing puller and bearing driver.

Turn the universal bearing puller to install drive shaft bearing.

Special tool:

Bearing driver (6305)

Universal bearing puller



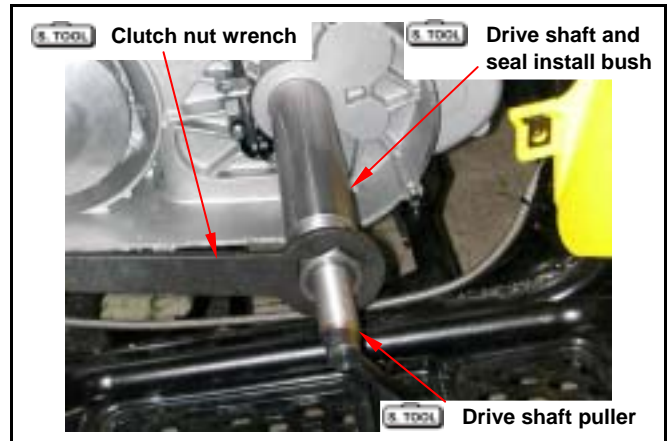
Install drive shaft.

Special tool:

Drive shaft puller

Drive shaft and oil seal install bush

Clutch nut wrench

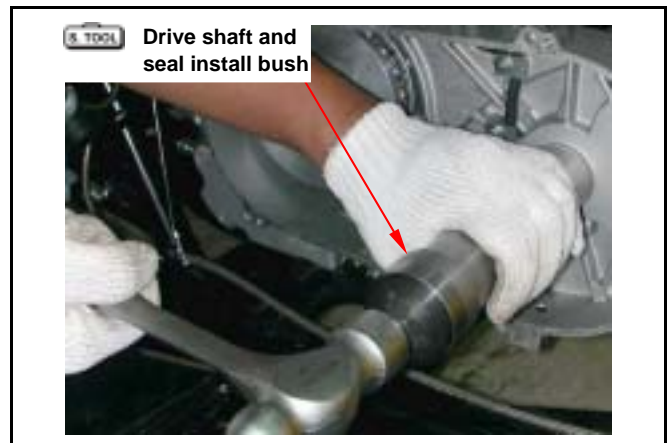


Apply with grease onto new drive shaft oil seal lip, and then install the oil seal.

Special tool:

Drive shaft and oil seal install bush

Install drive shaft bearing setting plate (1 bolt).

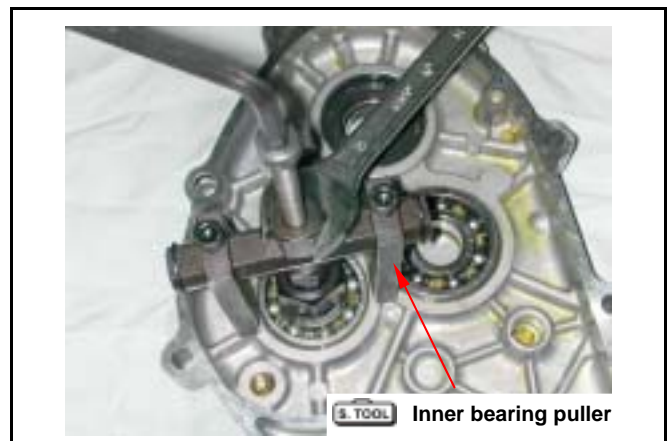


Gear box side

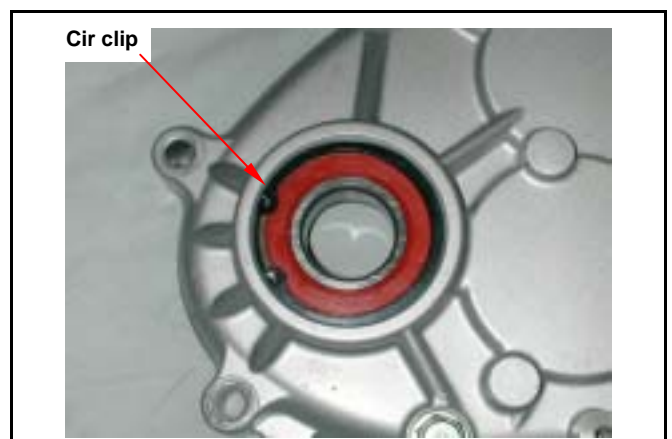
Use inner bearing puller to remove the final shaft needle bearing, gear shift shaft bearing and counter shaft bearing from the cover inner side.

Special tool:

Inner bearing puller



Remove cir clip of final shaft out side bearing.

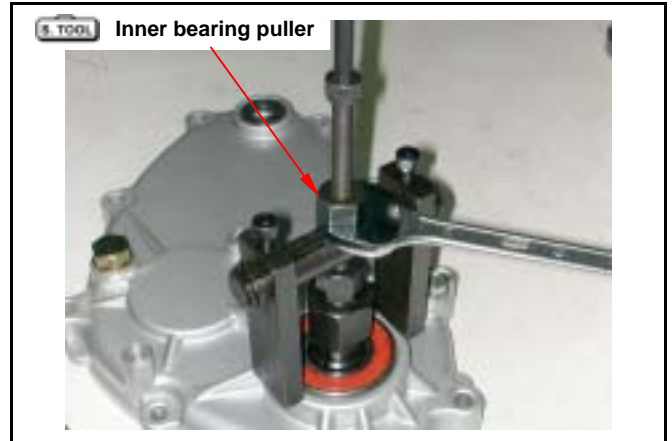


Remove final shaft outside bearing.

Special tool:

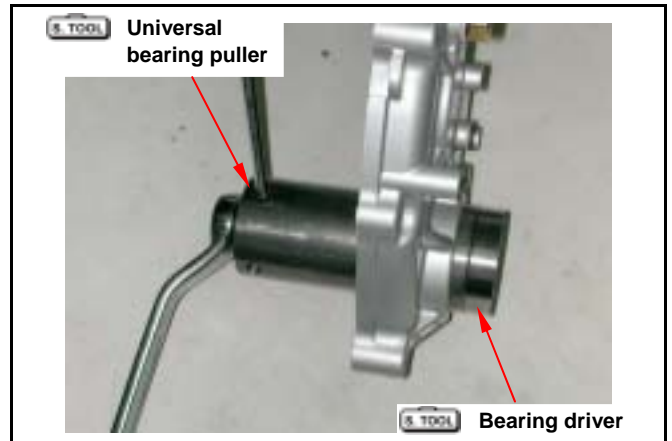
Inner bearing puller

Remove oil seal from gear box cover and discard the seal



Install new bearing and bearing driver into gear box cover outer side.

Install the universal bearing puller and bearing driver.

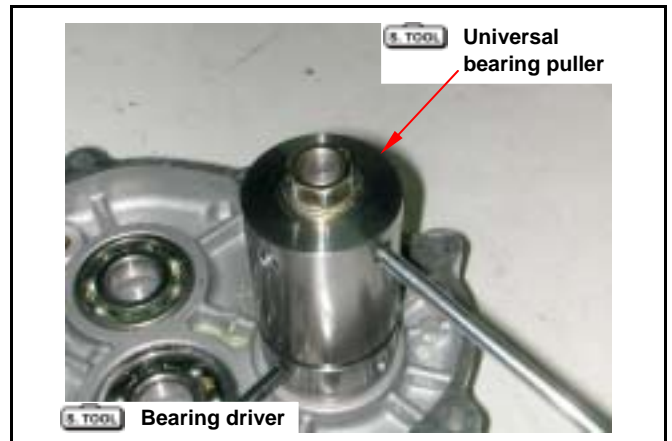


Turn the universal bearing puller to install drive shaft bearing.

Special tool:

Bearing driver (6205)

Universal bearing puller



Install new oil seal and bearing driver into gear box cover inner side.

Install the universal bearing puller and bearing driver.

Turn the universal bearing puller to install drive shaft oil seal.

Special tool:

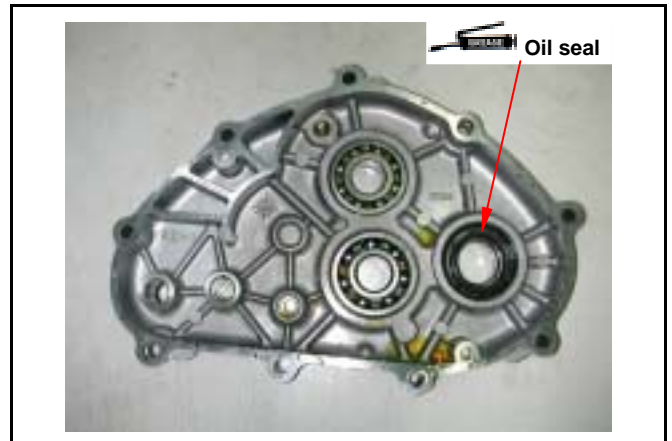
Bearing driver (6205)

Universal bearing puller

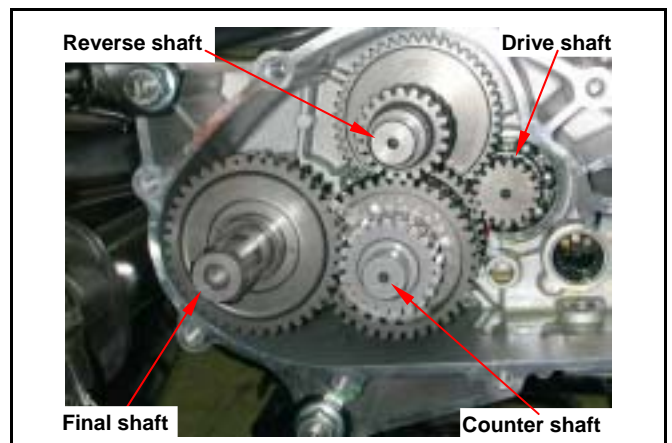


9-7 Re-assembly of Final Driving Mechanism

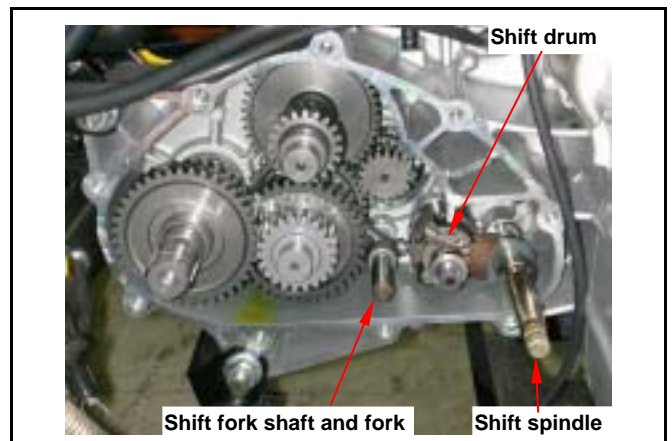
Apply with grease onto the oil seal lip of final driving shaft.



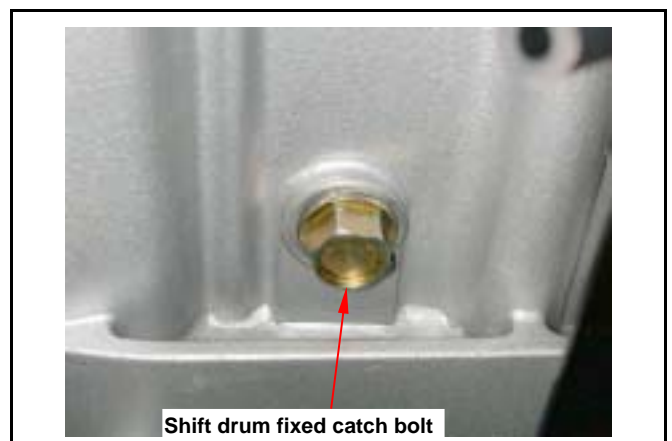
Install counter shaft, reverse shaft and final shaft onto gear box.



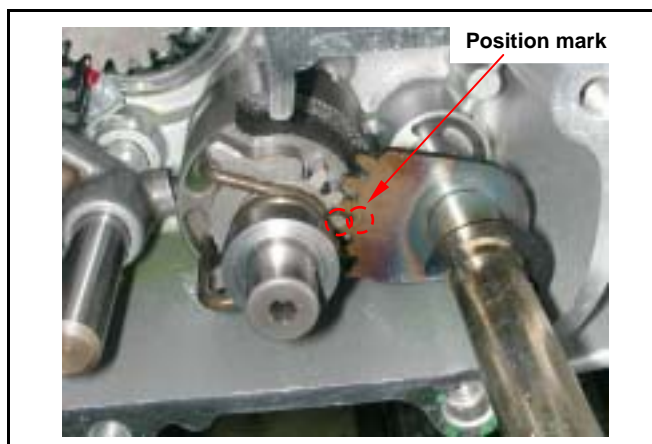
Install shift drum, shift fork and fork shaft onto gear box.



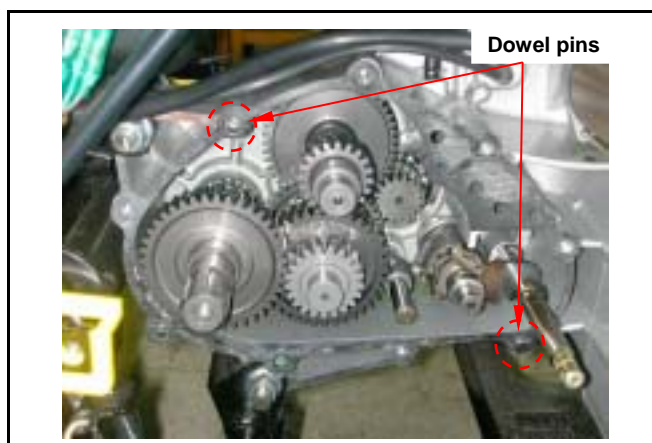
Install shift drum fixed catch ball, spring and bolt onto gear box.



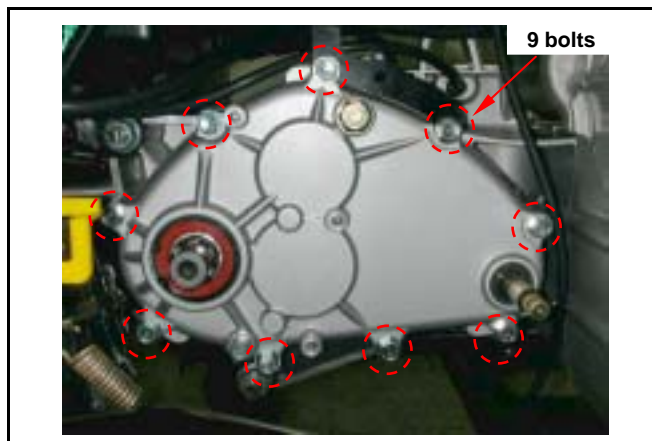
Align the position mark on the shift spindle sprocket with that of shift drum, and then install shift spindle.



Install dowel pins and new gasket.



Install gear box cover and bolts, and tighten.
Torque value: 1.0~1.4kgf-m



Install the shift spindle bracket, drive chain protector, speedometer gear box and gear change lever.
Add gear oil.
Gear oil quantity: 750c.c.



10. ALTERNATOR/STARTING CLUTCH

10-1 Mechanism Diagram

10-2 Precautions in Operation

10-3 Right Crankcase Cover Removal

10-4 A.C.G. Set Removal

10-5 Right Cover Bearing

10-6 Flywheel Removal

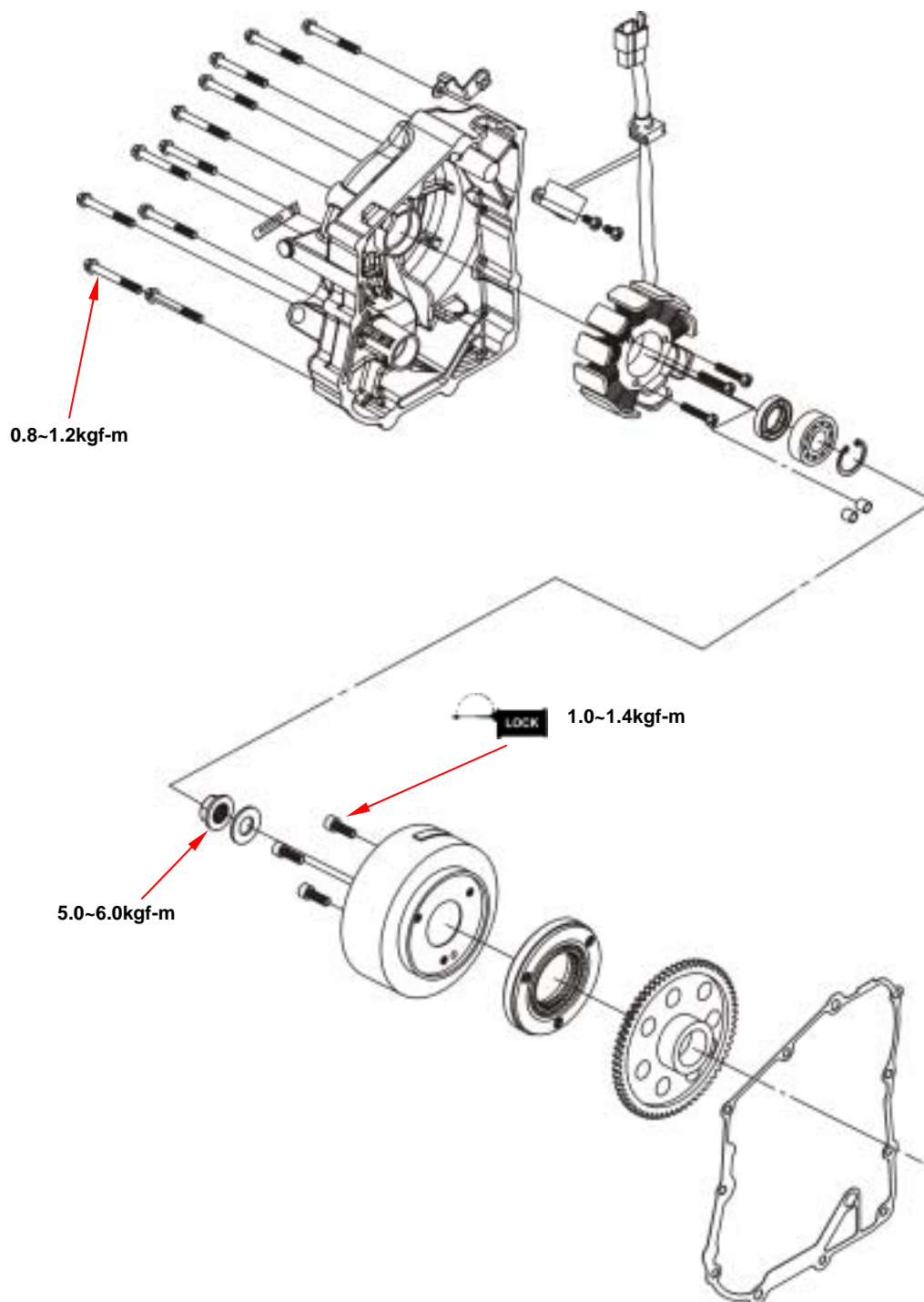
10-7 Starting Clutch

10-8 Flywheel Installation

10-9 A.C.G. Set Installation

10-10 Right Crankcase Cover Installation

10-1 Mechanism Diagram



10-2 Precautions in Operation

General information

- Refer to chapter 17: The troubleshooting and inspection of alternator
- Refer to chapter 17: The service procedures and precaution items of starter motor

Specification

Item	Standard value (mm)	Limit (mm)
ID of starting clutch gear	25.026~25.045	25.100
OD of starting clutch gear	42.175~42.200	42.100

Torque value

Flywheel nut	5.0~6.0kgf-m
Starting clutch hexagon bolt	1.0~1.4kgf-m with adhesive
8 mm bolts	0.8~1.2kgf-m
12 mm bolts	1.0~1.4kgf-m

Tools

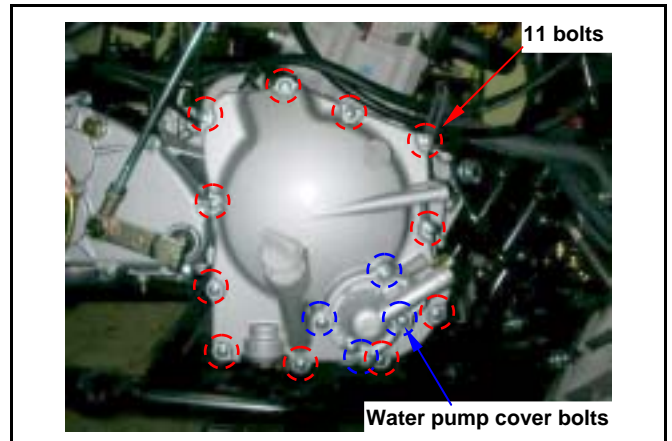
Special tools

A.C.G. flywheel puller: SYM-3110A00

Universal holder: SYM-2210100

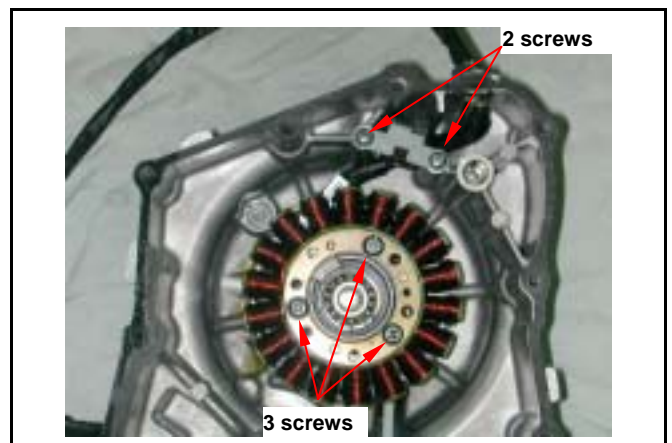
10-3 Right Crankcase Cover Removal

Remove left footrest.
Drain out the engine oil and coolant, and then remove coolant hoses.
Remove water pump cover (4 bolts).
Remove 11 bolts from the right crankcase cover.
Remove the right crankcase cover.
Remove dowel pin and gasket.



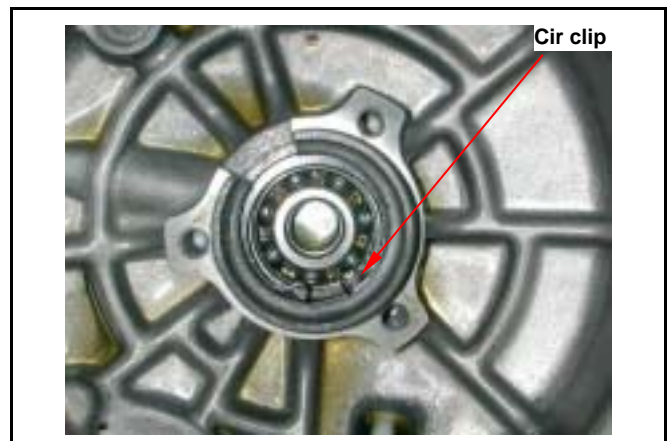
10-4 A.C.G. Set Removal

Remove 2 mounted screws from pulse generator and then remove it.
Remove 3 screws from right crankcase cover and then remove generator coil set.



10-5 Right Cover Bearing Inspection

Rotate the bearing with finger to check if the bearing rotation is in smooth and silent.
Check if the bearing outer parts are closed and fixed. Replace it if necessary.



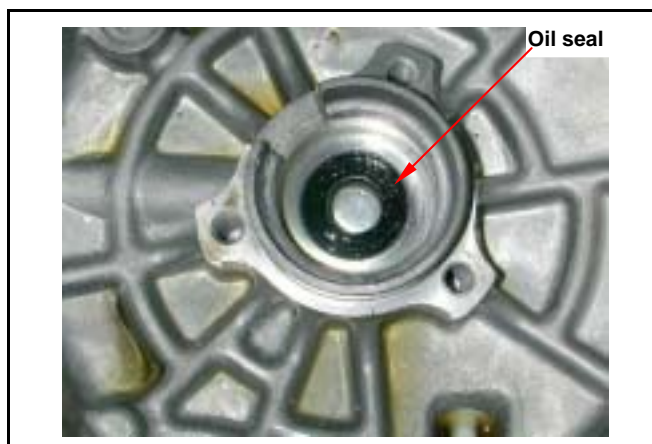
Remove the cir clip, and then remove bearing.

Special tool:

Inner bearing puller

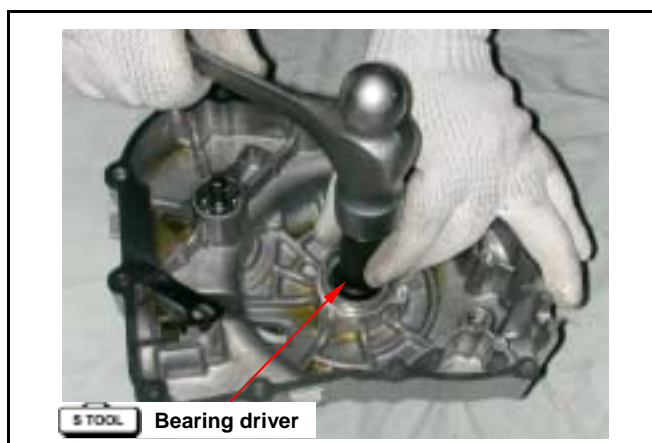


Check the oil seal for wear or damage. Replace it if necessary.



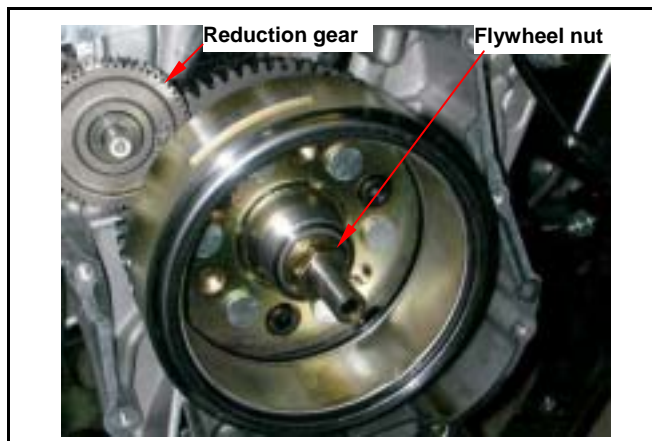
Install a new one bearing (6201LU) by bearing driver.

Special tool:
Bearing driver



10-6 Flywheel Removal

Remove right crankcase cover.



Remove left crankcase cover.
Hold the flywheel by drive face with universal holder.

Remove flywheel nut.

Special tool:
Universal Holder

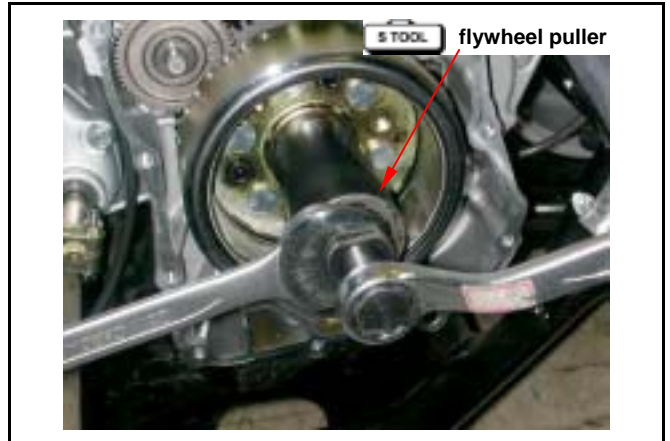


Remove starter reduction gear and shaft.
Pull out flywheel with A.C.G. flywheel puller.

Special tool:

A.C.G. Flywheel puller

Remove flywheel and starting driven gear.

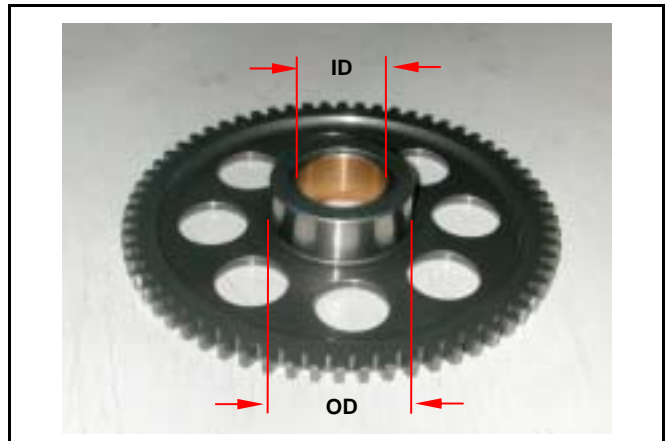


10-7 Starting Clutch

Starting Clutch Inspection

Remove starting clutch driven gear.
Check the gear for wear or damage.
Measure the ID and OD of the starting clutch driven gear.

Service Limit: ID: 25.1 mm
OD: 42.10 mm



Check the starting reduction gear and shaft for wear or damage.



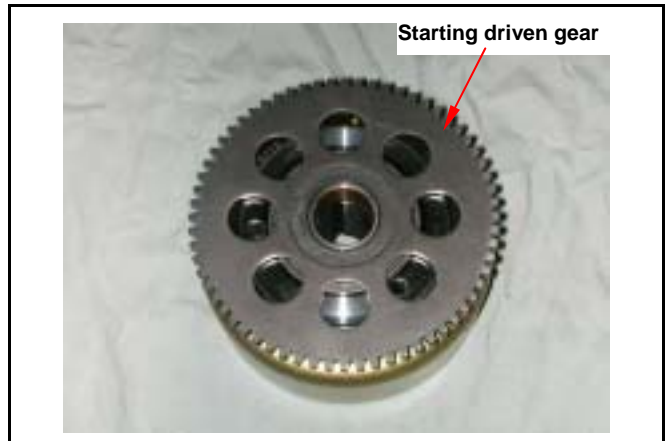
Check each roller for wear or damage.



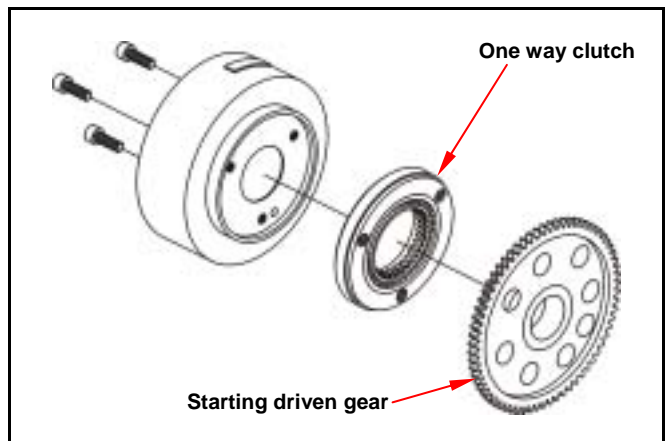
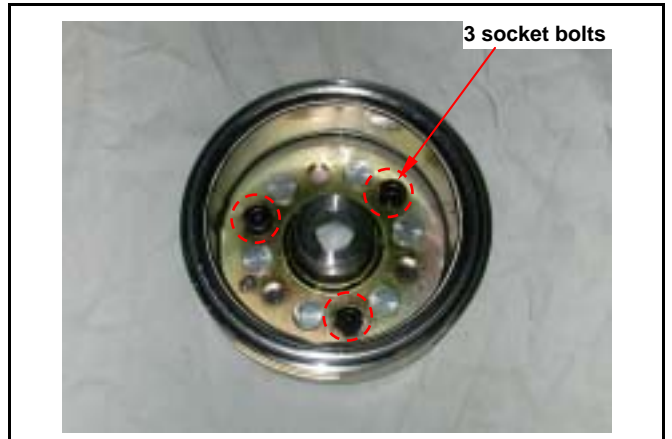
Install starting clutch driven gear onto one way clutch.
Hold flywheel and rotate starting clutch gear.
The starting clutch gear should be rotated in C.C.W direction freely, but not C.W direction.
(View as shown in this figure.)



One way clutch removal
Remove starting driven gear.



Remove 3 socket bolts, and then remove one way clutch.



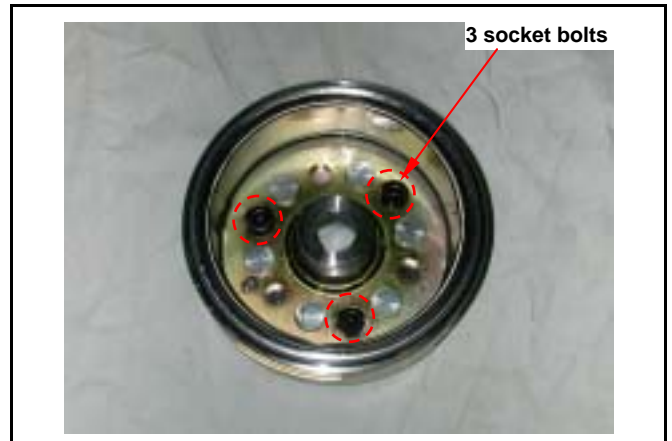
One way clutch Installation

Install the components in the reverse procedures of removal.

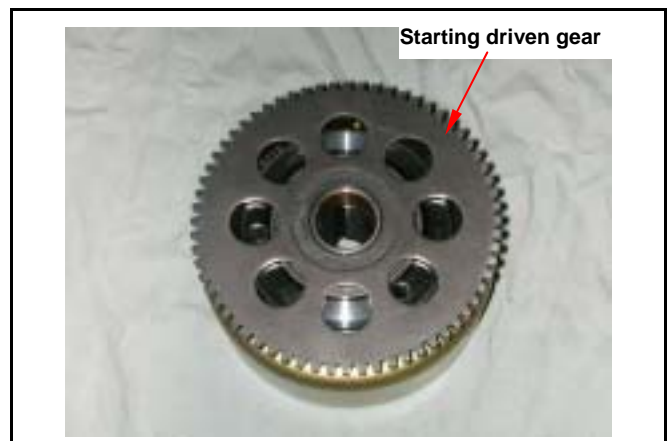
Caution

Tape a tightening tape onto the thread of hexagon bolt.

Torque value: 1.0~1.4kgf-m

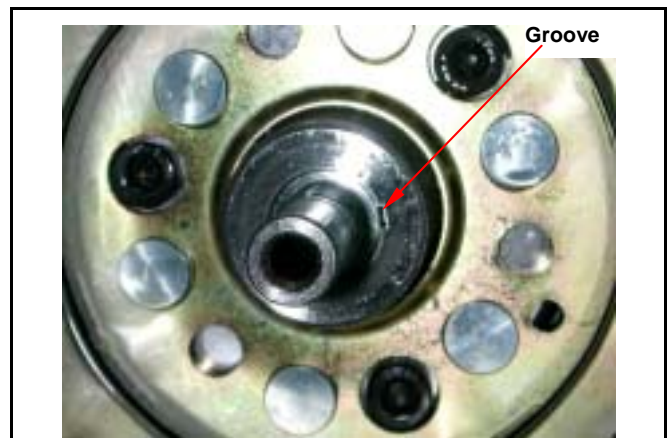


Install starting driven gear.



10-8 Flywheel Installation

Align the key on crankshaft with the flywheel groove, and then install the flywheel.



Hold the flywheel by drive face with universal holder, and tighten flywheel nut.

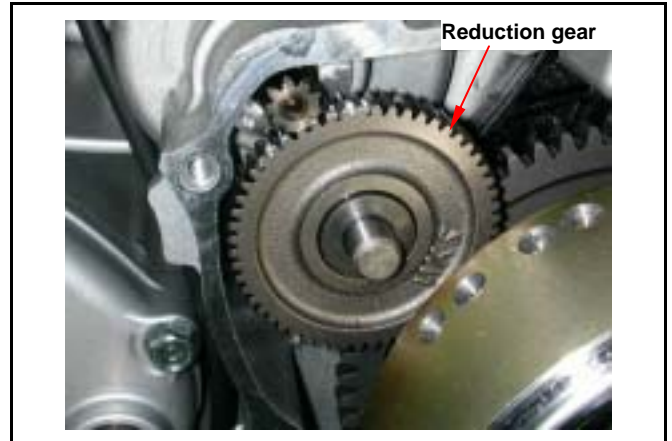
Torque value: 5.0~6.0kgf-m

Special tool:

Universal Holder



Install reduction gear shaft and reduction gear.

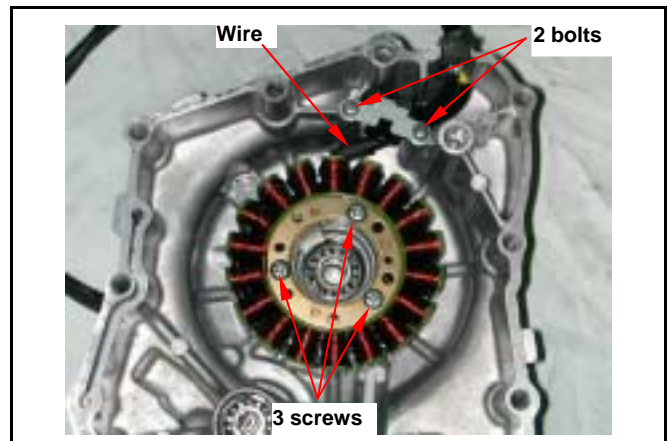


10-9 A.C.G. Set Installation

Install the A.C.G. coil set onto right crankcase cover (3 screws).
Install pulse generator (2 screws).
Tie the wire harness securely onto the indent of crankcase.

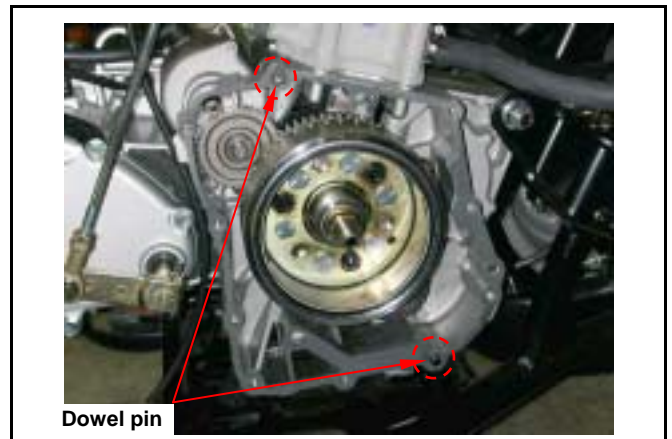
Caution

Make sure that the wire harness is placed under pulse generator.



10-10 Right Crankcase Cover Installation

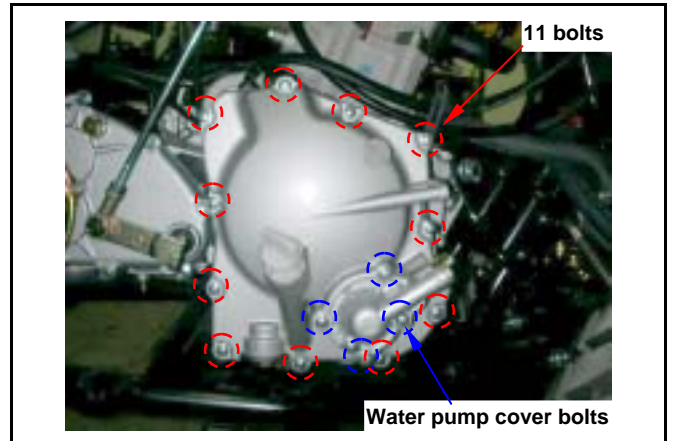
Install dowel pin and new gasket.



Remove water pump cover.
Install right crankcase cover onto the crankcase.
Note: Align the water pump shaft indent with the oil pump shaft.



Install right crankcase cover (11 screws).
Install the dowel pin, new gasket and water pump cover onto crankcase cover.



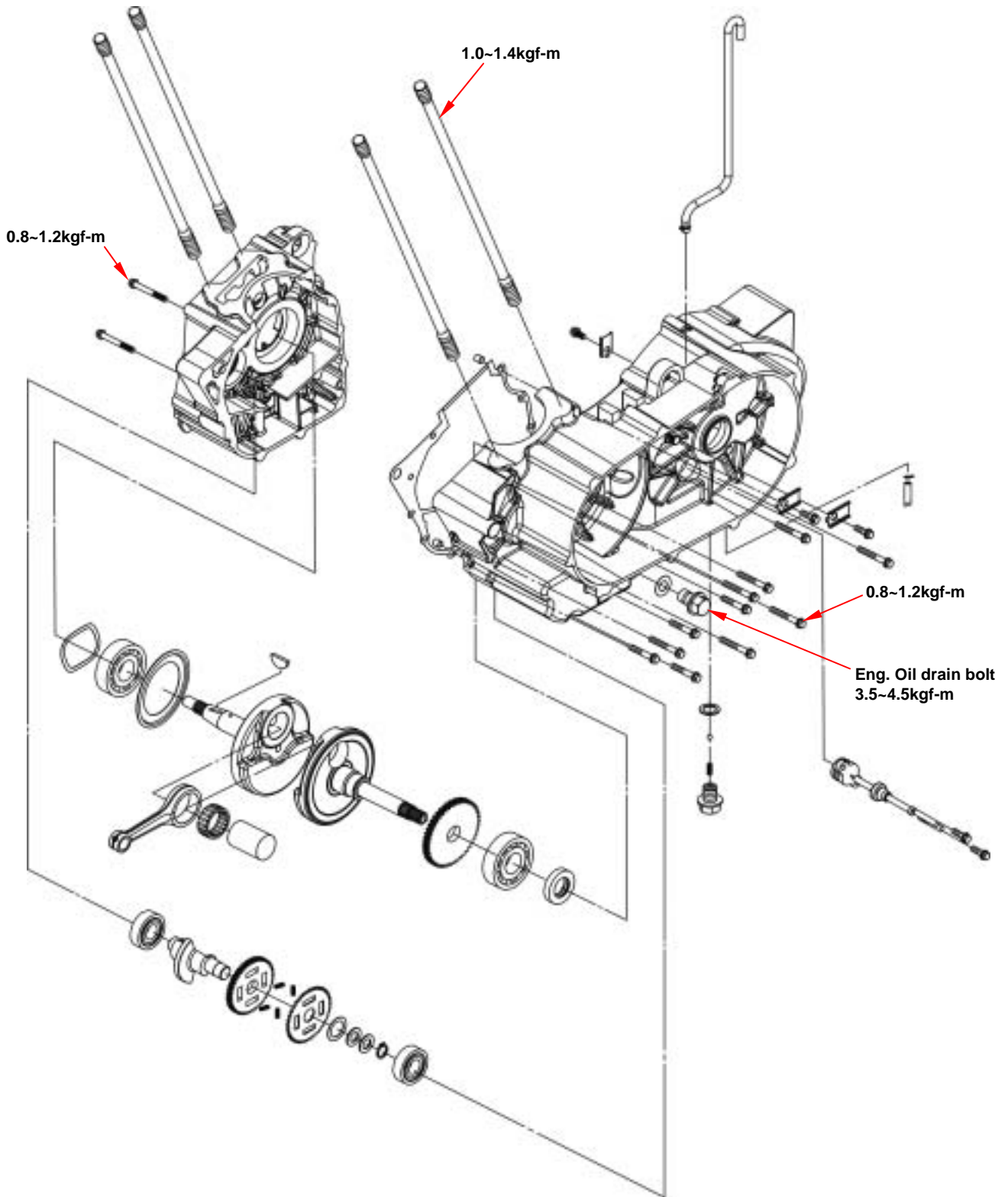
Connect water hoses to the right crankcase cover and water pump cover.



11. CRANKCASE / CRANK



11-1 Mechanism Diagram



11-2 General information

Operational precautions

- This Section concerns disassembly of the crankcase for repair purpose.
- Remove following components before disassembling crankcase.
 - Engine remove Section 5
 - Cylinder head Section 6
 - Cylinder and piston Section 7
 - Drive face and driven pulley Section 8
 - AC generator/Start one way clutch Section 10
- In case it requires replacing the crankshaft bearing, the driving chain of engine oil pump or the timing chain, it is preferably to replace crankshaft as a unit.

Specification

Unit: mm

	Item	Standard	Limit
Crankshaft	Connecting rod side clearance of the big end	0.100~0.400	0.600
	Vertical clearance of the big end of the connecting rod	0~0.008	0.050
	Run-out	0.030	0.100

Torque value

Bolts for crankcase	0.8~1.2kgf-m
Engine oil drain bolt	3.5~4.5kgf-m
Cylinder stud bolt	1.0~1.4kgf-m

Tools

Special tools

L. crank shaft oil seal driver (27*42*7): SYM-1332100-HMA

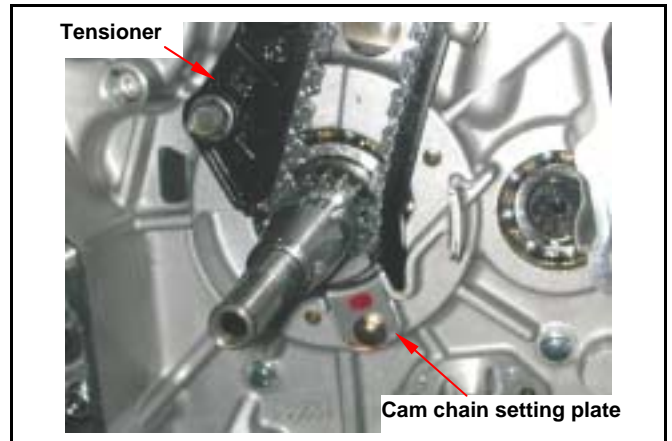
11-3 Trouble diagnosis

Engine noise

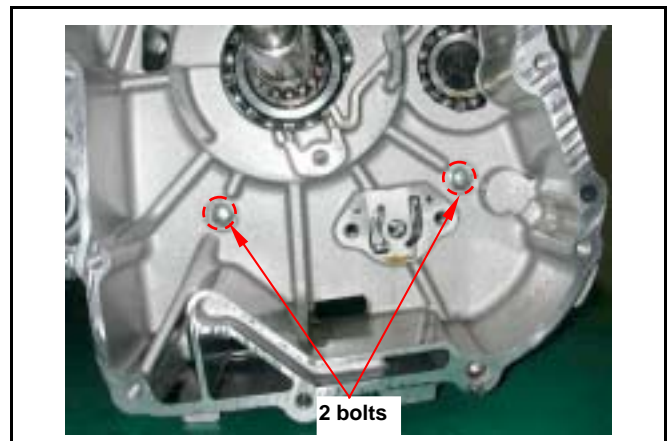
- Loose crankshaft bearing
- Loose crankshaft pin bearing
- Worn out piston pin and pin hole

11-4 Disassembly of crankcase

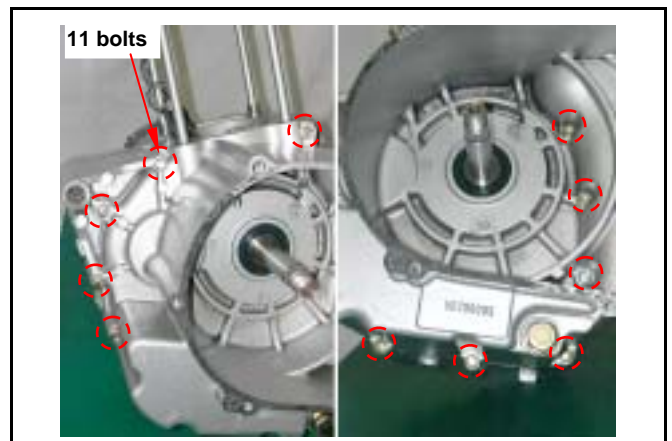
Remove the cam chain setting plate, and then remove cam chain.
Loosen the pivot bolt and remove the tensioner.



Loosen 2 bolts on the right crankcase.



Loosen 11 bolts on the left crankcase.



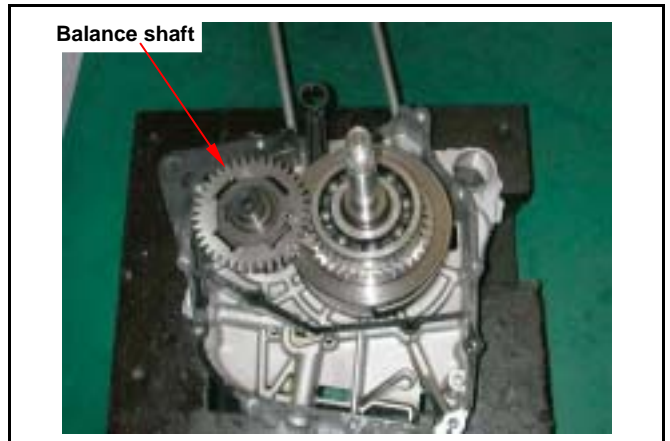
Place right crankcase downward and left crankcase up.
Tap the left crankcase with a plastic hammer to remove it.

Caution

Care should be taken not to damage the contact surfaces.



Remove balance shaft from right crankcase.



Remove crankshaft from right crankcase.



Remove gasket and dowel pins.
Scrape gasket residues off the crankcase contact surface.

⚠ Caution

Do not damage contact surface of the gasket.
It is better to moisten the gasket residue for
easy scrapping.



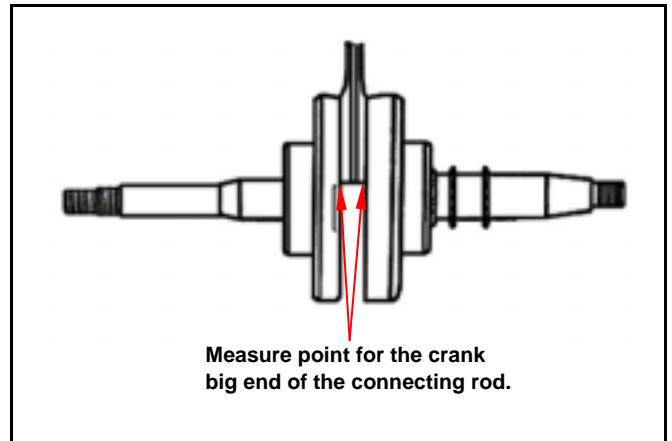
Drive out left crankcase oil seal.



11-5 Crankshaft Inspection

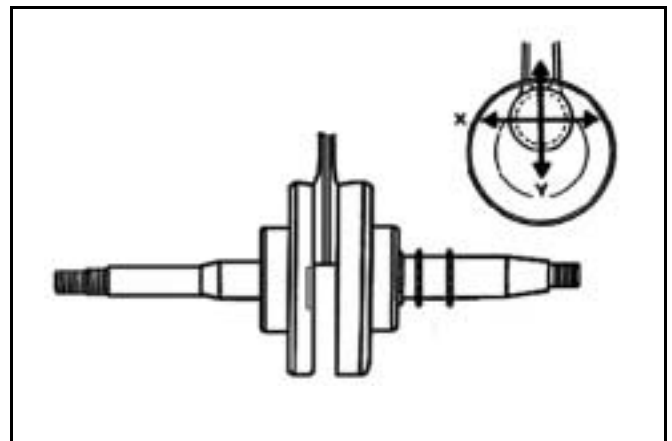
Use a thickness gauge to measure left and right clearance of connecting rod big end.

Service limit: 0.6 mm



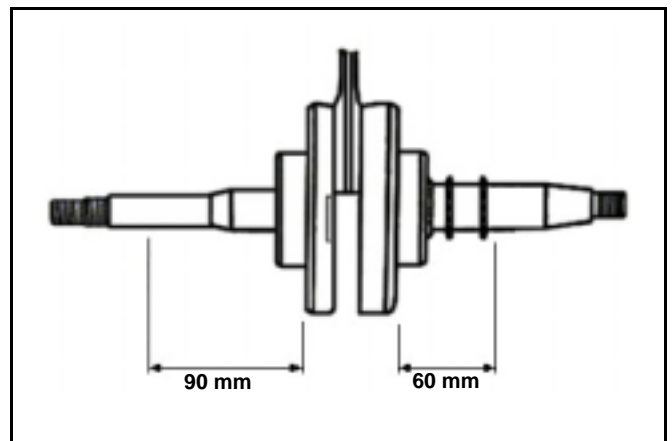
Measure the clearance of the big end at the vertical directions.

Service limit: 0.05 mm



Place the crankshaft on a V-block, measure run-out of the crankshaft.

Service limit: 0.10 mm



Check crankshaft bearing

Use hand to crank the bearing to see it moves freely, smoothly and noiseless.

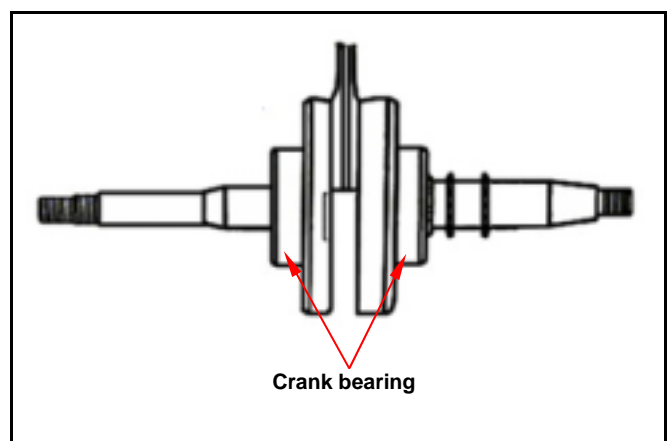
Check the inner ring to see it links firmly on the bearing.

If any roughness, noise and loose linkage are detected, replace the bearing with new one.

⚠ Caution

The bearing shall be replaced in pair.

Special tool: outer bearing puller



Check balance shaft bearing

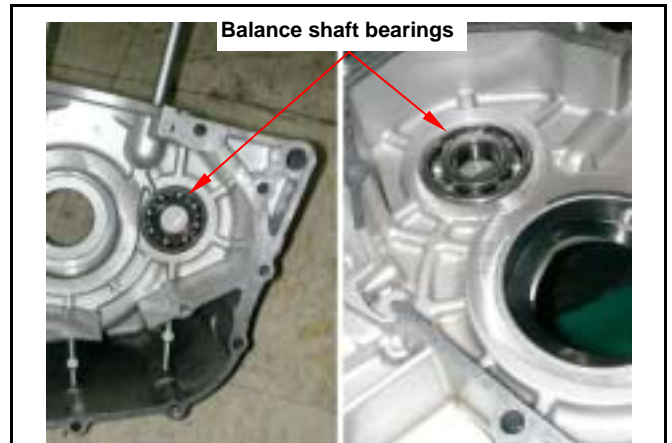
Check bearings on right and left crankcase. Rotate each bearings inner ring with fingers. Check if bearings can be turned in smooth and silent, and also check if bearing outer ring is mounted on gear tightly.

If bearing rotation is uneven, noising, or loose bearing mounted, then replace it.

**Special tool: Inner bearing puller
Bearing driver**

11-6 Assembly of crankcase

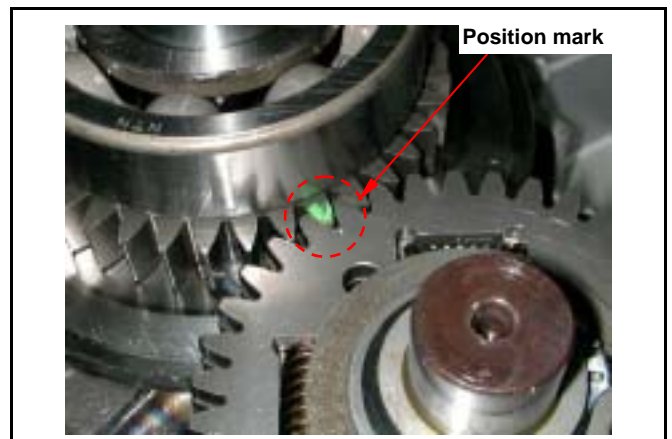
Install wave washer into right crank bearing seat.



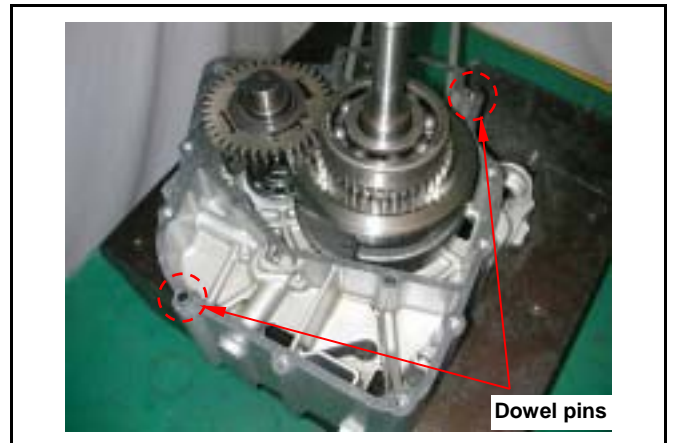
Install crank shaft on the right crankcase.



Align the position mark on the balance shaft drive gear with that of balance shaft driven gear, and then install balance shaft onto right crankcase.



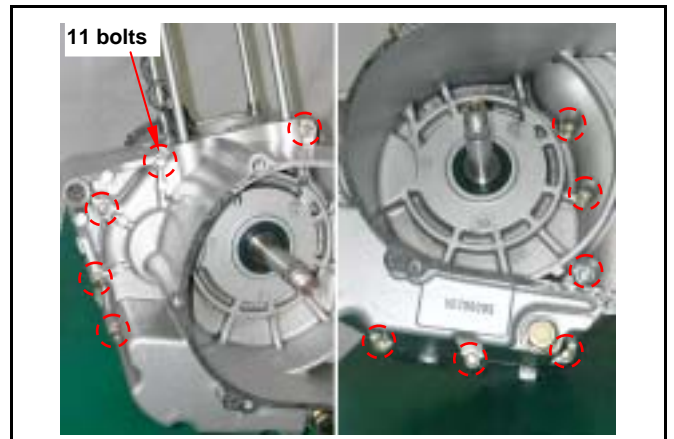
Install 2 dowel pins and new gasket.



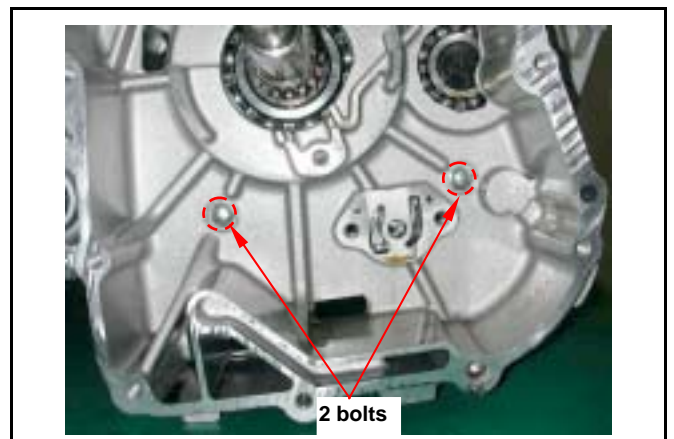
Install the left crankcase onto the right crankcase.



Tighten 11 bolts on the left crankcase.
Torque value: 0.8~1.2kgf-m



Tighten 2 bolts on the right crankcase.
Torque value: 0.8~1.2kgf-m



Clean the crankshaft.

Apply a layer of grease on the lip of oil seal, Puts on the left crank shaft.

Install the oil seal in the left crankcase with care not to damage the lip of the oil seal.



By oil seal driver (27x42x7), oil seal will knock into located.

Special tool:

Oil seal driver (27x42x7)

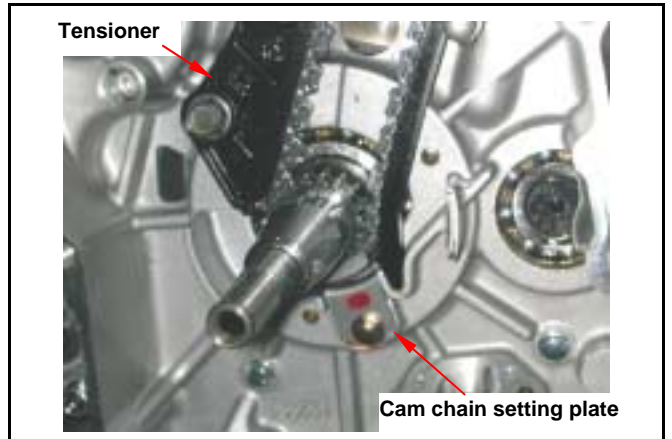


Install the tensioner and tighten the pivot bolt.

Torque value: 0.8 ~1.2kgf-m

Install the cam chain.

Install the cam chain setting plate.



12. COOLING SYSTEM

12-1 Mechanism Diagram

12-2 General Information

12-3 Trouble Diagnosis

12-4 Trouble Diagnosis for Cooling System

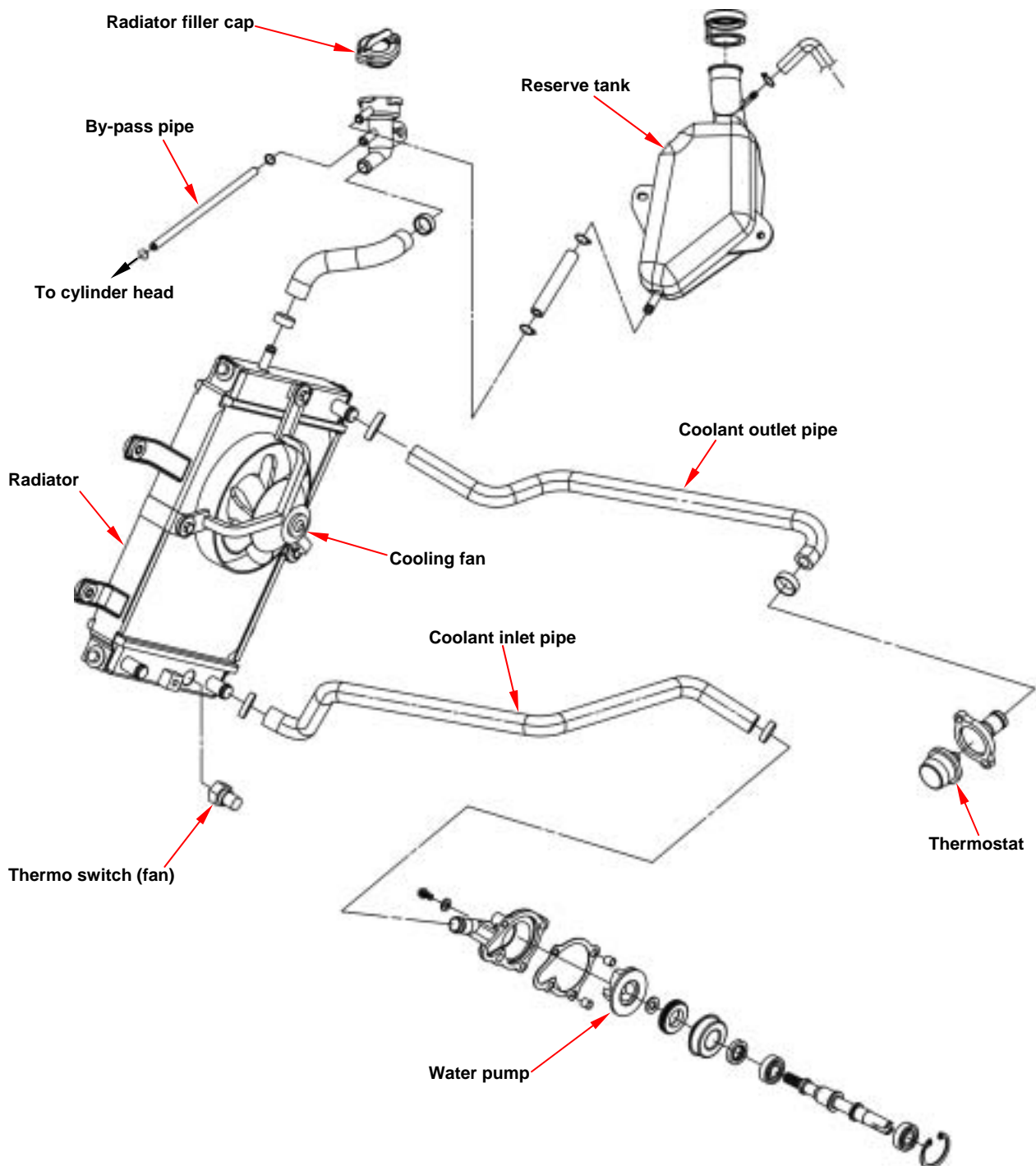
12-5 System Test

12-6 Radiator

12-7 Water Pump

12-8 Thermostat

12-1 Mechanism Diagram



12-2 General Information

General

Warning:

While the engine is running, never attempt to open the radiator filler cap, the pressurized hot coolant may shoot out and cause serious scalding injury. No maintenance work is allowed to perform unless the engine is completely cooled down.

- Refill the radiator with distilled water or specified additives.
- Add coolant to the reservoir.
- The cooling system can be serviced on the ATV.
- Never spill the coolant to the painted surface.
- Test the cooling system for any leakage after the repair.
- Please refer to Section 17 for inspection of the temperature sensor switch for the fan motor and the water thermometer.

Technical Specification

Item	Specification
Pressure to open filler cap	0.9±0.15 kgf/cm ²
Capacity of coolant: Engine + radiator Reservoir upper	850c.c. 420c.c.
Thermostat	Begins to activate at 82~95 Stroke: 0.05~3mm
Thermos switch (fan)	Begins to activate at 98±3
Boiling point	Not-pressure: 107.7 Pressurized: 125.6

Torque Value

For water pump rotor 1.0~1.4kgf-m

Tools Requirement

Special tools

Water pump bearing driver (6901): SYM-9100100
Water pump oil seal driver (Inner): SYM-9120500-H9A
Water pump mechanical seal driver: SYM-1721700-H9A
Inner bearing puller: SYM-6204020

12-3 Trouble Diagnosis

The engine temperature is too high

- The water thermometer and the temperature sensor do not work properly.
- The thermostat is stuck to close.
- Insufficient coolant.
- The water hose and jacket are clogged.
- Fan motor malfunction.
- The filler cap of the radiator malfunction.

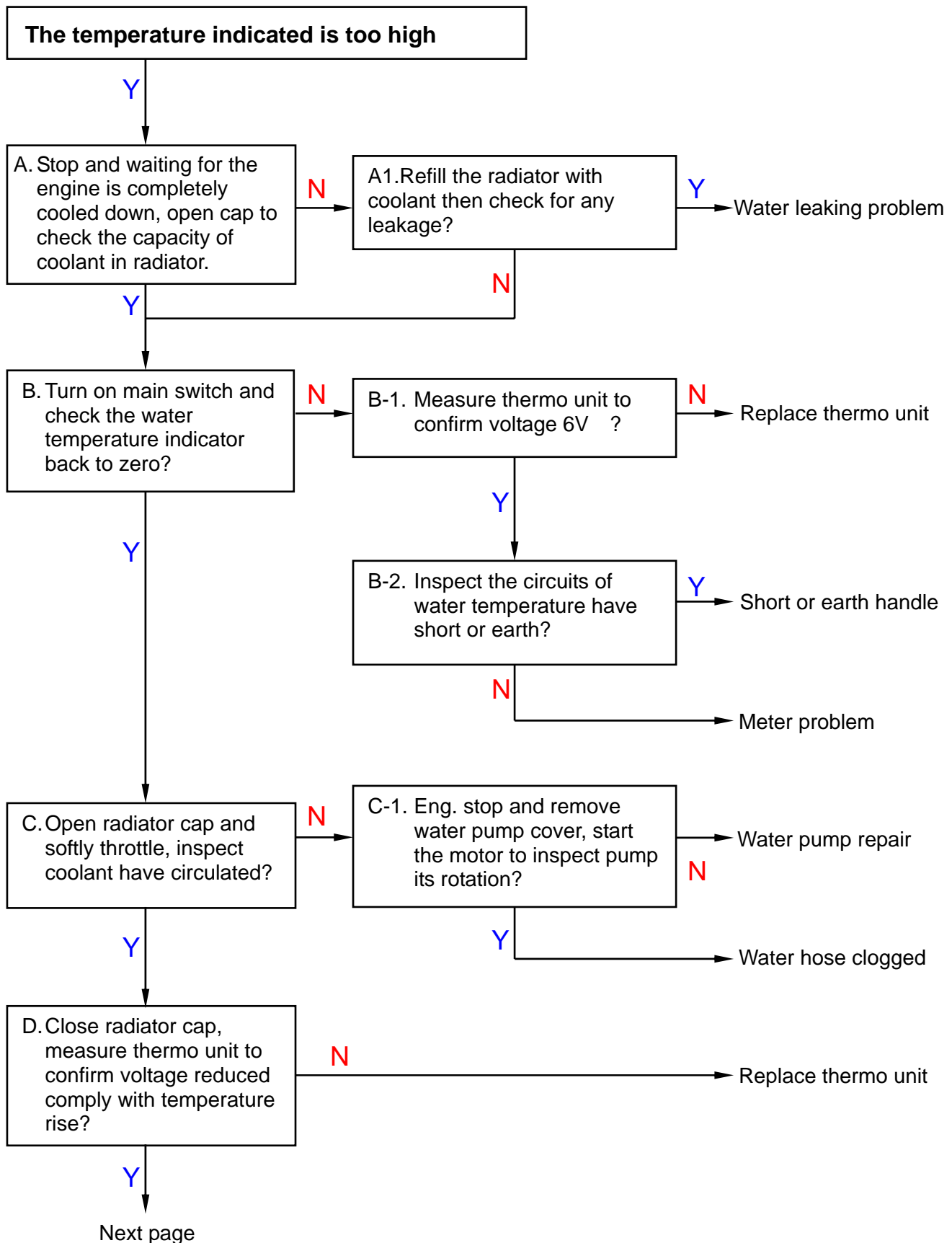
The engine temperature is too low

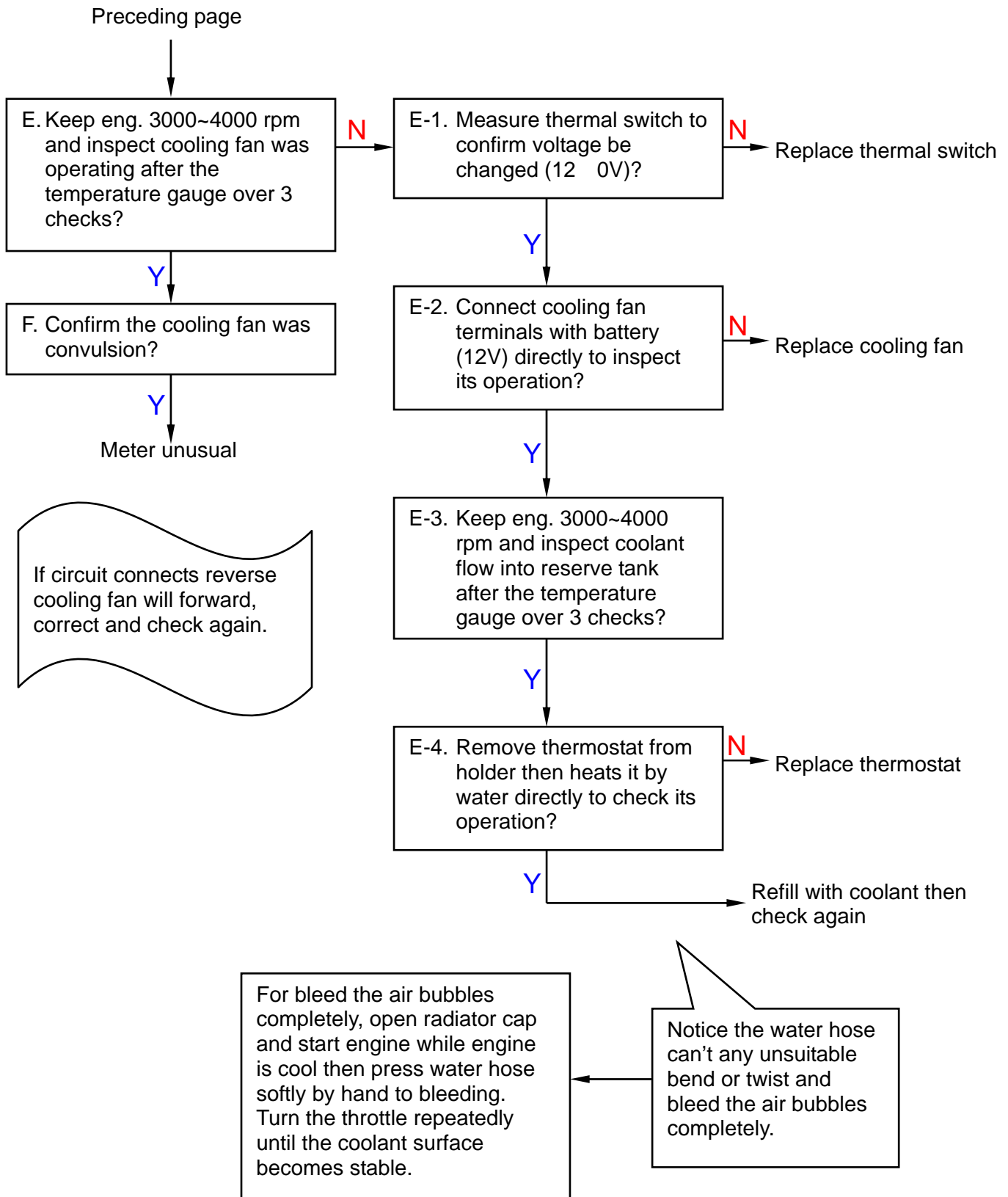
- The water thermometer and the temperature sensor malfunction.
- The thermostat is stuck to open.

Coolant is leaking

- The water pump mechanical seal does not function properly.
- The O ring is deteriorated.
- The water hose is broken or aged.

12-4 Trouble Diagnosis for Cooling System





12-5 System Test

Test on the filler cap

Hermetically seal the filler cap, apply water and pressure to the filler cap. Replace it with new one if found failing to maintain the specified pressure within a given time limit, or the opening pressure is too high or too low. The specified pressure shall be maintained at least for 6 seconds in the test

Relief pressure for the filler cap: 0.9-0.15 kgf/cm²

Apply pressure to the radiator, engine and water hose to check for any leakage

Caution

Pressure which is too high may damage the radiator. Never use pressure which exceeds 1.05 kg/cm².

If the system fails to maintain the specified pressure for at least 6 seconds, repair or replace parts.

Change of coolant

Warning

Never attempt to carry out service work on the cooling system unless the engine is completely cooled down, otherwise, you may get scalded.

Remove the front center cover, and then remove filler cap.

Place a water pan under the water pump; loosen the drain bolt to drain out the coolant.

Reinstall the drain bolt.

Refilling system with coolant and bleeding the air bubbles.

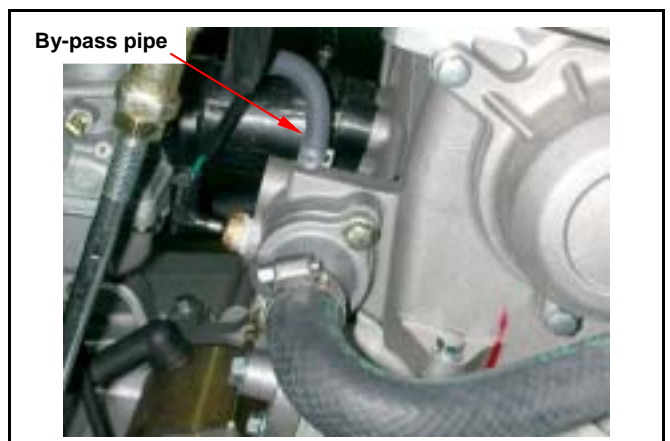
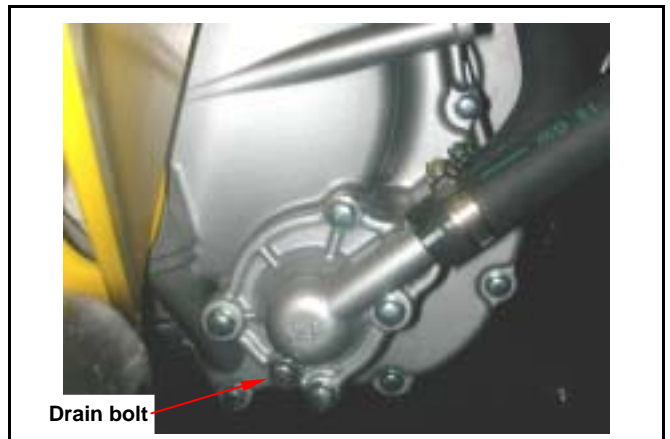
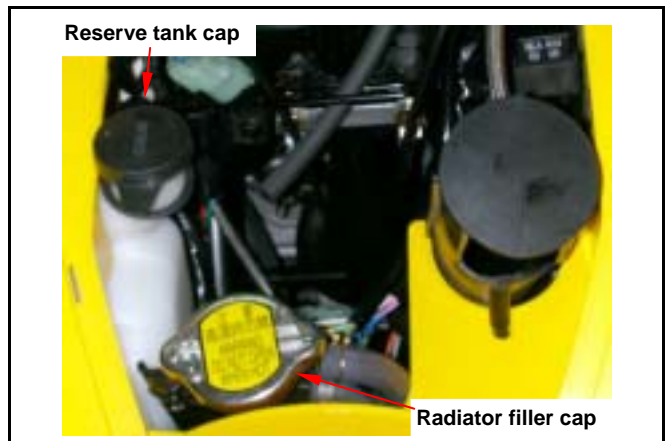
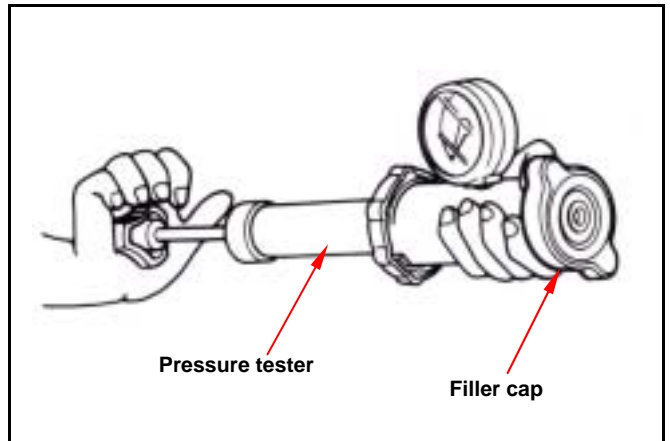
- Run the engine, and remove by-pass pipe.
- Check by-pass hole whether has the air bubble to emit.
- If emits without the air bubble, only has the coolant to flow out, then backflow pipe joint on, engine flameout.
- Remove radiator filler cap.
- Starts the engine, inspects does not have the air bubble in the radiator coolant, also the coolant liquid level is stable.
- Stop the engine. Add coolant to proper level if necessary.
- Screw and tighten up the radiator filler cap.

Caution

In order to avoid the water tank rusting, please do not use the unclear trade mark refrigerant.

Coolant recommended: SYM Bramax radiator agent.

Concentration: 50%

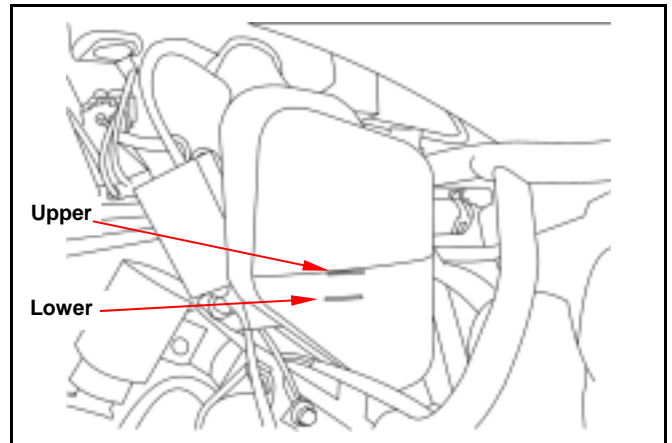


Check reserve tank

- Remove the front center cover, and then remove reserve tank filler cap.
- Check the liquid level in the front fender right side. Add coolant to proper level if too low.
- Reinstall the reserve tank filler cap.

Caution

The reserve tank liquid level can be too high, after avoiding the water temperature elevating, in the cooling system the refrigerant backflow floods.



12-6 Radiator

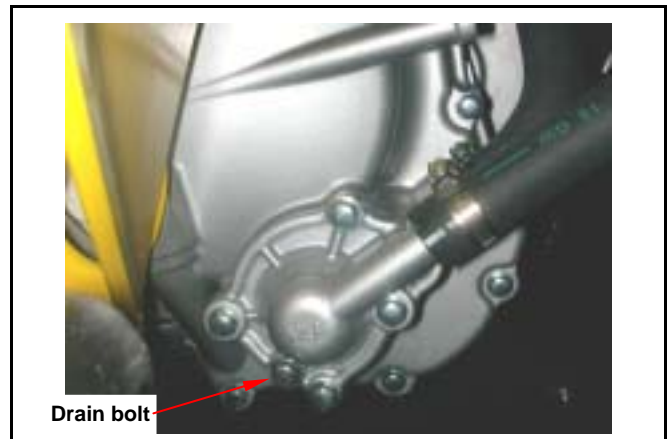
Check

Remove the front center cover, side covers and front fender. (refer chapter 13), check for any leakage from weld seam. Blow radiator clean using compressed air. If the radiator is blocked by dirt, use low pressure water jet to clean it. Care shall be taken when straightening the sink fan.

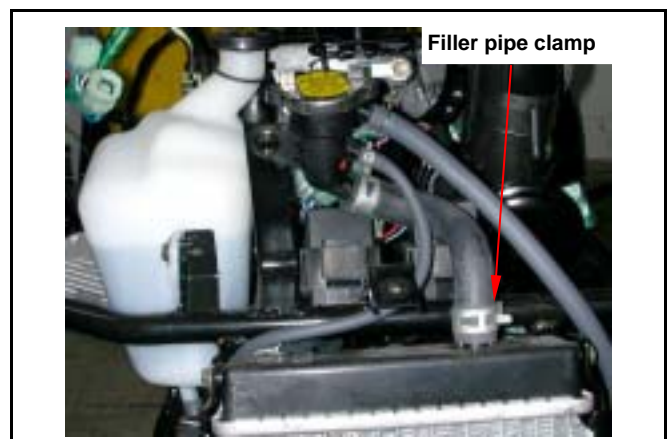


Removal

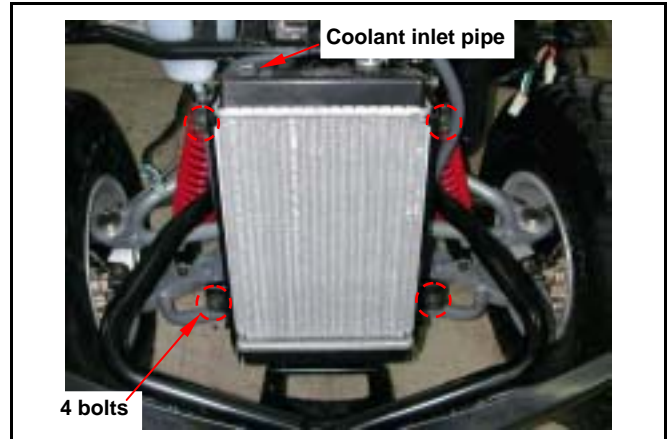
Place a water pan under the water pump; loosen the drain bolt to drain out the coolant.



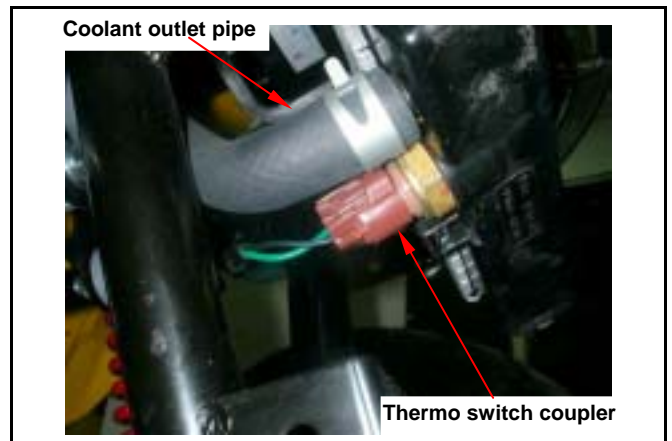
Remove coolant filler pipe.



Loosen the radiator 4 bolts.
Remove coolant upper side pipes.

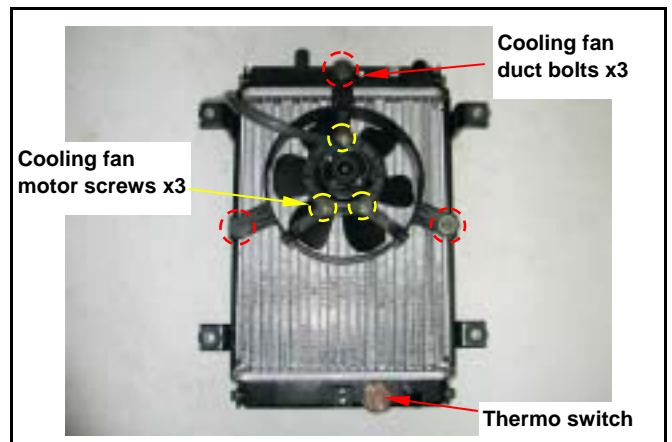


Remove coolant outlet pipe.
Disconnect the couplers for the thermo switch and fan motor, and then remove radiator and cooling fan.



Disassembly

Loosen the 3 bolts from the fan duct, and then remove the fan duct.
Loosen 3 screws from the fan motor, and take off the fan motor.
Remove nut to remove the fan from fan motor.



Assembly

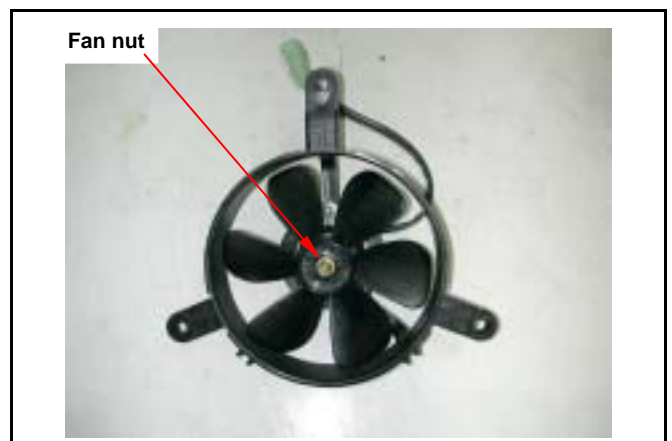
Install fan motor onto fan duct and insert the fan into the motor shaft.
Apply a coat of the adhesive to the shaft thread of the motor, and then install the washer and the lock nut.
Tighten the fan duct onto the radiator with 3 bolts.
Please refer to chapter 17 for the inspection of the thermo switch.

⚠ Caution

Liquid packing must be applied to the thermo switch before installing to avoid damaging the radiator.

Installation

Install the removed parts in the reverse order of removal.
Install radiator in the reverse order of removal.
Upon completion, check for any leakage.



12-7 Water Pump

Check water pump seal / cooling system divulges inspection

- Disassembles the refrigerant drain bolt, overflows little buckles the N actually fluid, confirmed overflows the refrigerant whether has the greasy dirt.
- Turns on lathe the engine oil gauge rule, the inspection engine oil whether does have bleaches situation of the emulsified.

If has the above two kind of interior to divulge the phenomenon, possibly for the water pump inner two seal damages, the engine cooling system damages or the cylinder and the cylinder head gasket damages, please first dismantles the right crank case to say A confirms the replacement water pump seal, if does not have the question to take apart for overhaul cooling system of system again the cylinder head, the cylinder.

Removal of water pump

Loosen the drain bolt to drain out the coolant.
Remove the water hose.
Loosen 4 bolts and remove the pump cover.
Loosen 9 bolts and remove the right cover.
Take off the gasket and dowel pins.

Turn pump rotor clockwise and remove.

Caution

The rotor is provided with left turn thread.

Remove the cir clip from the right crankcase cover.
Remove the water pump shaft and the inner bearing.

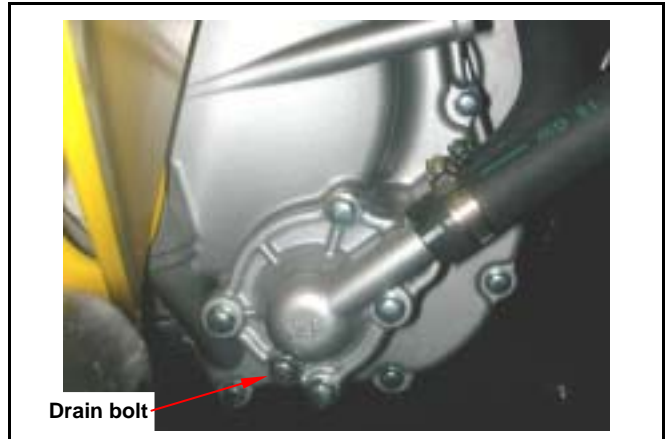
Remove the outside bearing by inner bearing puller.

Rotate the inner ring of bearing, the bearing shall move smoothly and quietly.

If the bearing does not rotate smoothly or produces a noise, replace it with new one.

Special tool:

Inner bearing puller



Check any wear and damage of the mechanical seal and inside seal.

⚠ Caution

The mechanical seal and inside seal must be replaced as a unit.



Replacement of Mechanical Seal

Remove the inside bearing by inner bearing puller. Drive the mechanical seal and inner seal out of the right crankcase.

Special tools:

Inner bearing puller

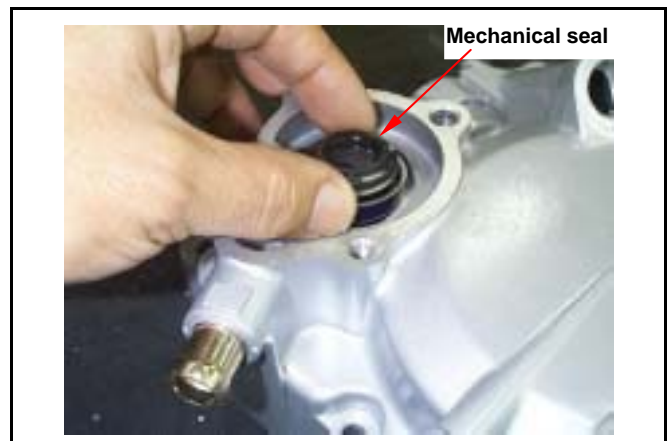
Water pump bearing driver

⚠ Caution

Replace a new mechanical seal after removing it.



Apply a coat of sealant to the mating surfaces of the right crankcase before installing the new mechanical seal.



Install the mechanical seal onto the right crankcase.

Special tools:

Water pump mechanical seal driver



Install the new inner seal onto the right crankcase.

Special tools:

Water pump oil seal driver (inner)



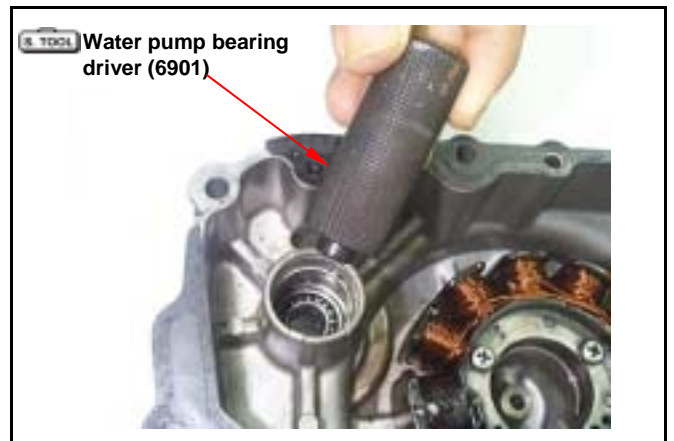
Install a new outside bearing to the right crankcase cover.

Special tools:

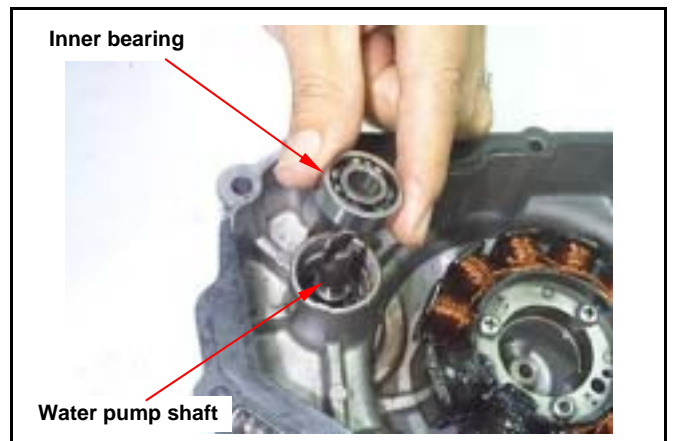
Water pump bearing driver (6901)

⚠ Caution

Do not reuse old bearing. It must be replaced with a new one once it has been removed.



Mount the water pump shaft and the inner bearing to the right crankcase cover.



Install the cir clip to hold the inner bearing.



Install the seal washer into the rotor.

⚠ Caution

Washer must be replaced together with the mechanical seal.

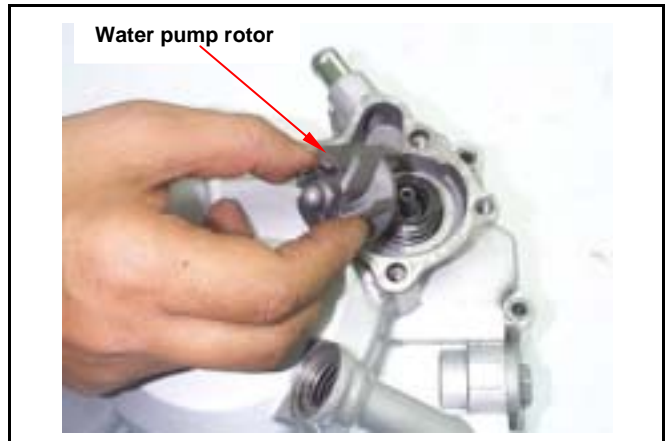


Install the rotor onto the water pump shaft and tighten.

Torque Value: 1.0~1.4kgf-m

⚠ Caution

The rotor is left thread.



Install the dowel pin and right cover gasket.
The rotation water pump rotor, causes the water pump drive shaft scoop channel, aligns the oil pump drive shaft flange, install the right crank case. (9 bolts)



Install the dowel pin and new gasket.
Install the water pump cover with 4 bolts.



12-8 Thermostat

Please refer to chapter 17 for inspection of temperature sensor.

Removal

Drain out the coolant.

Remove the thermostat set. (2 bolts)

Inspection

Visually inspect thermostat for any damage.

Place the thermostat into heated water to check its operation.

Caution

Whenever the thermostat and the thermometer are in contact to the wall of heated water container, the reading displayed is incorrect. If the valve of the thermostat remains open at room temperature or the valve operation is not corresponding to the temperature change, then it must be replaced.

Technical Data

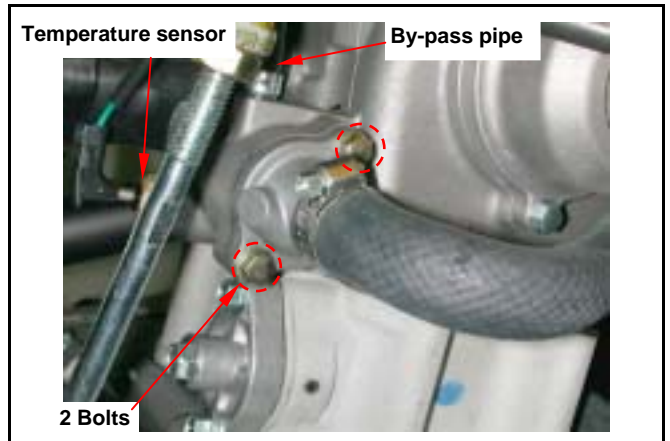
Valve begins to open	82~95
Valve stroke	0.05 ~ 3mm

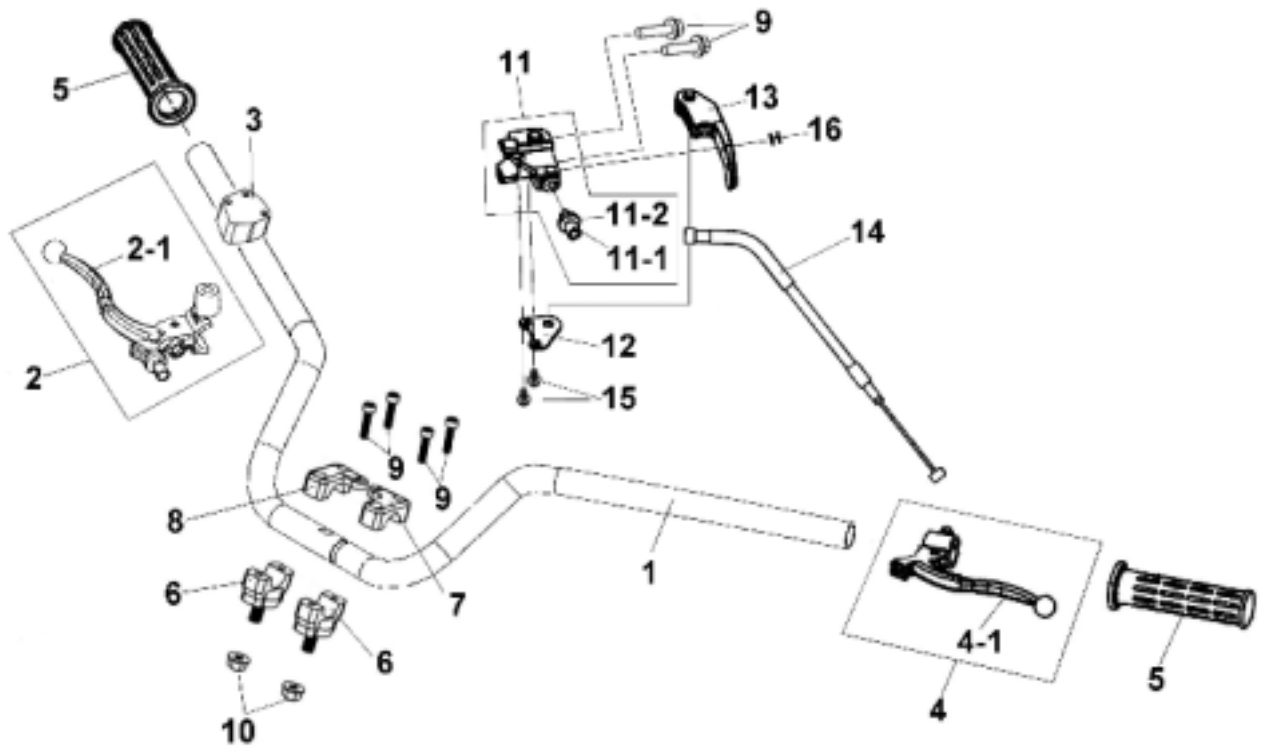
Installation

Install the thermostat.

Install the thermostat cover. (2 bolts)

Refill the coolant and bleed out the air bubble (Page 12-5).





Handle bar

13.2 TROUBLESHOOTING

HARD STEERING

Faulty tire
Steering shaft holder too tight
Insufficient tire pressure
Faulty steering shaft bushing
Damaged steering shaft bushing

FRONT WHEEL WOBBLING

Faulty tire
Worn front brake drum bearing
Bent rim
Axle nut not tightened properly

STEERS TO ONE SIDE

Bent tie rods
Wheel installed incorrectly
Unequal tire pressure
Bent frame
Worn swing arm pivot bushings
Incorrect wheel alignment

FRONT SUSPENSION NOISE

Loose front suspension fasteners
Binding suspension link

HARD SUSPENSION

Faulty front swing arm bushings
Improperly installed front swing arms
Bent front shock absorber swing rod

SOFT SUSPENSION

Weak front shock absorber springs
Worn or damage front swing arm bushings

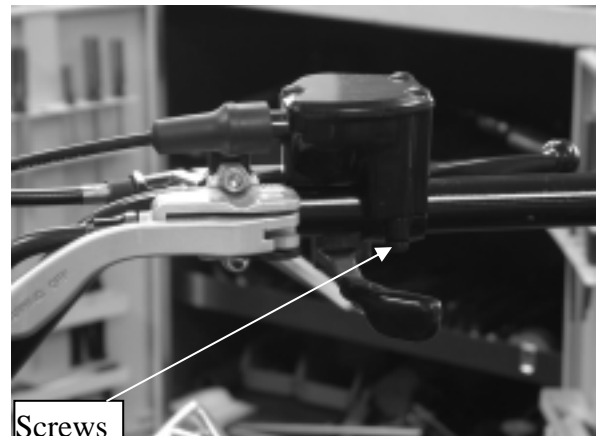
13.3 HANDLEBAR

REMOVAL

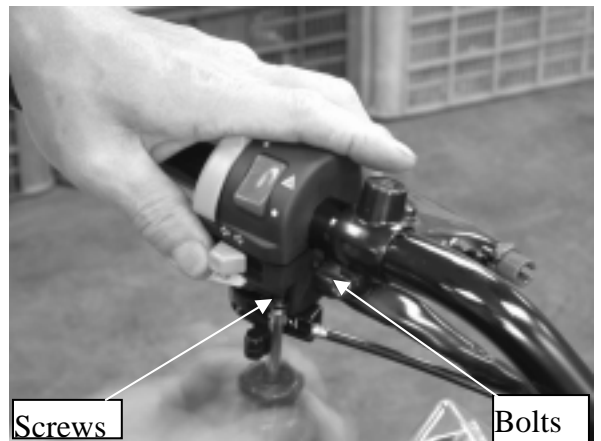
Remove the throttle housing by two fixed screws.

Remove the throttle lever housing on the right side handle bar.

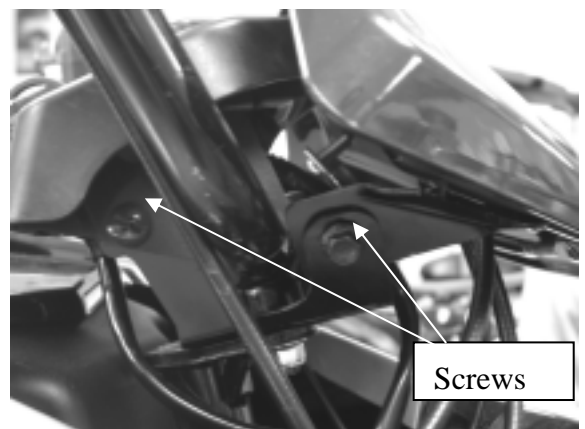
Remove brake lever bracket assembly.



Remove the handle bar switch on the left handle bar.
Remove rear brake lever bracket assembly.



Remove the handle cover and instrument panel by four screws at right and left side as shown in picture.



Remove the bolts attaching the handlebar upper holder.
Remove the handlebar.



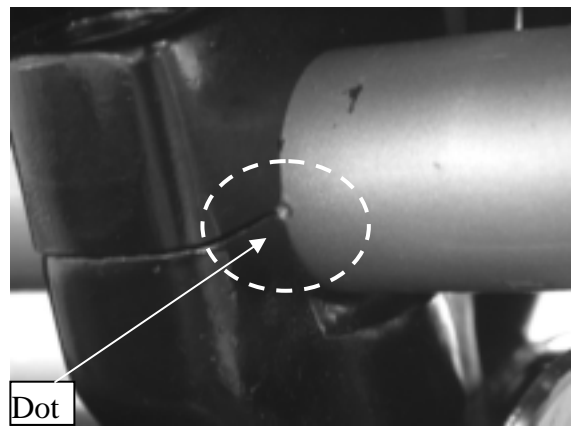
INSTALLATION

Put the handlebar on the lower holders.
Make sure the handlebar punch marks match with the top end of the handlebar of lower holders.

Install the handlebar upper holders with the L or R marks facing forward.
Tighten the forward bolts first, and then tighten the rear bolts.
Install the handlebar upper holder's cover.



Install the switch housing, aligning the small dot of the handlebar.
Tighten the upper screw firstly, after that tighten the lower one.



Install the rear brake lever bracket, aligning the small dot of the handlebar.
Tighten the screw securely.



13.4 THROTTLE HOUSING

DISASSEMBLY

- Loosen the screws on the throttle housing cover.
- Remove throttle housing cover and gasket.
- Disconnect throttle cable from the throttle arm and remove from the throttle housing.

NOTE:

Assembly is in the reverse order of disassembly.

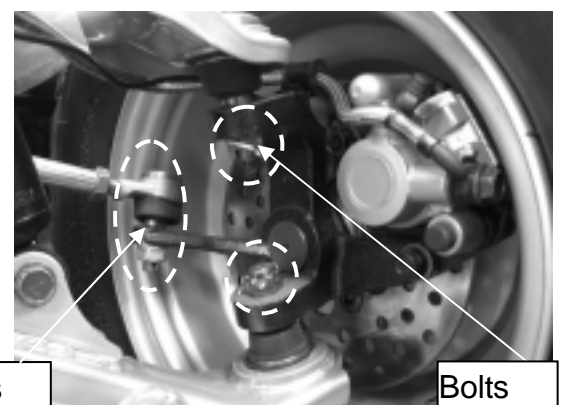
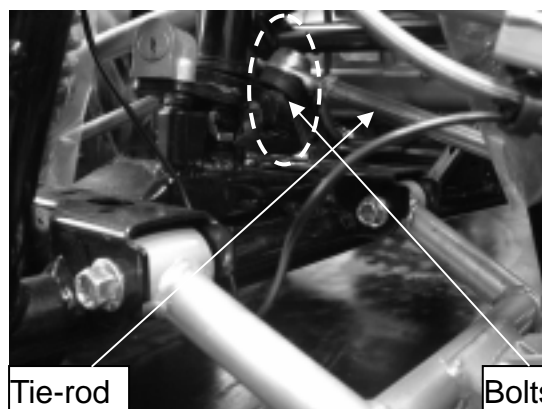
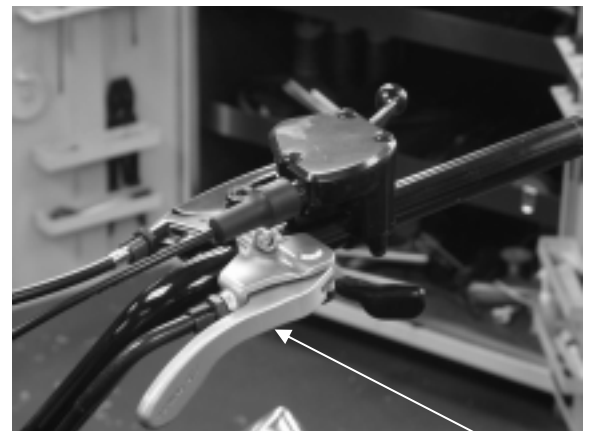


13.5 STEERING SYSTEM

Removal of Kingpin and Tie-rod

Remove the front wheels and **hub assy.**

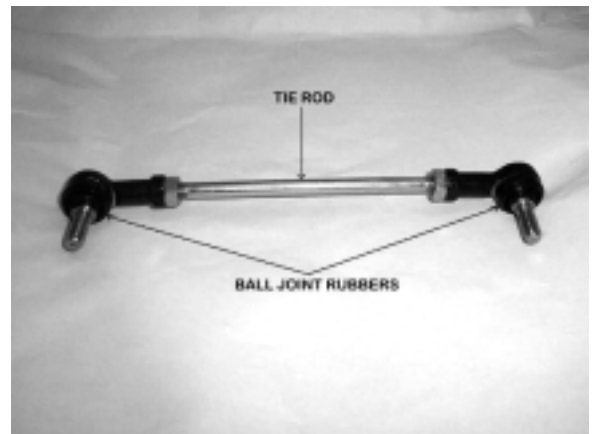
Remove the four self-lock nuts from the tie-rod ball joints and take off the two tie-rods.



Tie-rod Inspection

Inspect the tie-rod for damage or bending.
Inspect the ball joint rubbers for damage, wear or deterioration.

Turn the ball joints with fingers. The ball joints should turn smoothly and quietly.



Steering Shaft Removal

Remove the handle bar cover and handle bar.

(See section 8-3)

Remove the front fender. (See section 11-1)

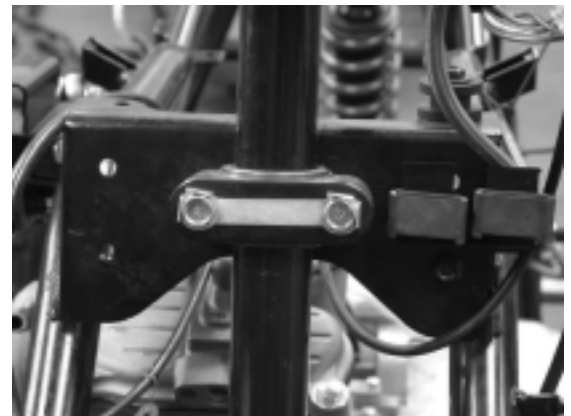
Remove handlebar lower holder.

Loosen the steering shaft holder bolt and remove steering shaft holder.

Take off the cotter pin below steering shaft.

Loosen the steering shaft fixed out below shaft.

Pull steering shaft carefully.



Steering Shaft Holder Inspection

Remove the steering shaft.

Remove the bushing from the shaft.

Inspect the bushing for damage or wear, replace if necessary.

Measure the bushing inner diameter.

Maximum limit: $\text{Ø}39.5 \text{ mm}$

Steering Shaft Inspection

Inspect the steering shaft for damage or cracks.

Installation of Steering Shaft

Apply grease to the holder.

Install the holder and oil seal tighten with the nuts.

Torque: 33 N.m (24 lbf-ft)



**Install the steering shaft nut and tighten it.
This nut is under this steering shaft.
Torque: 50 N.m (37 lbf.ft)**



14. FRONT WHEEL AND BRAKE SYSTEM

14.1 PARTS DRAWING

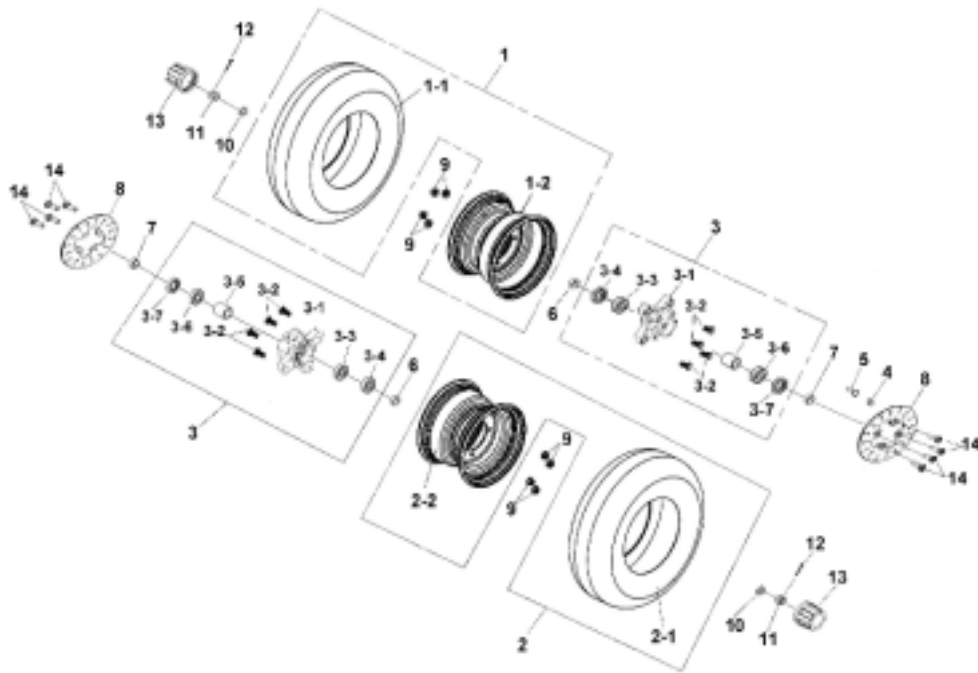
14.2 TROUBLESHOOTING

14.3 FRONT WHEEL

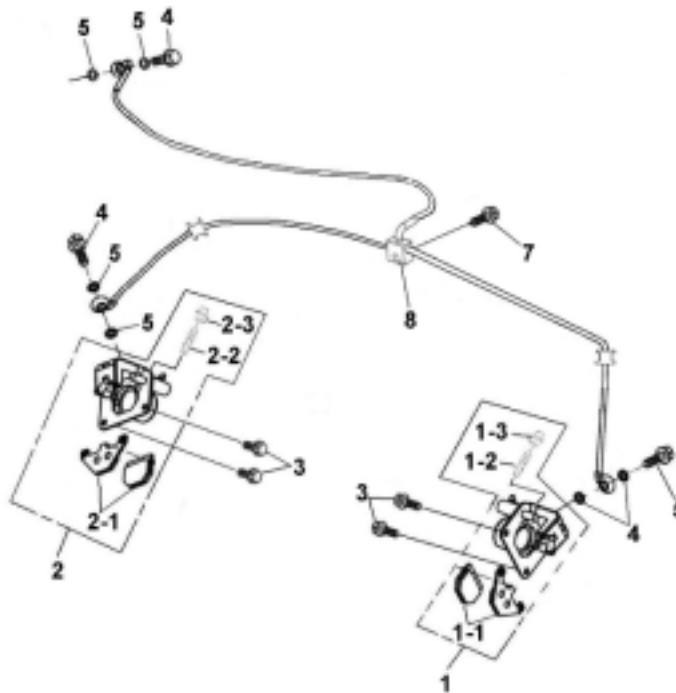
14.4 HYDRAULIC BRAKE

14.5 SUSPENSION SYSTEM

14.1 PARTS DRAWING



FRONT WHEEL



FRONT BRAKE

14.2 TROUBLESHOOTING

HARD STEERING _____

Faulty tire
Insufficient tire pressure

FRONT WHEEL WOBBLING _____

Faulty tire
Worn front brake drum bearing
Bent rim
Axle nut not tightened properly

BRAKE DRAG _____

Incorrect brake adjustment
Sticking brake cable

STEERS TO ONE SIDE _____

Bent tie rods
Wheel installed incorrectly
Unequal tire pressure
Incorrect wheel alignment

POOR BRAKE PERFORMANCE _____

Brake shoes worn
Worn brake drum
Brake linings oily, greasy or dirty
Improper brake adjustment

14.3 FRONT WHEELS

REMOVAL

(The disassemble of front wheel system in this serials are the same)

Raise the front wheels off the ground by placing a jack or other support under the frame.

Remove the front wheel nuts, washer and wheels.

INSTALLATION

Install and tighten the four-wheel nuts

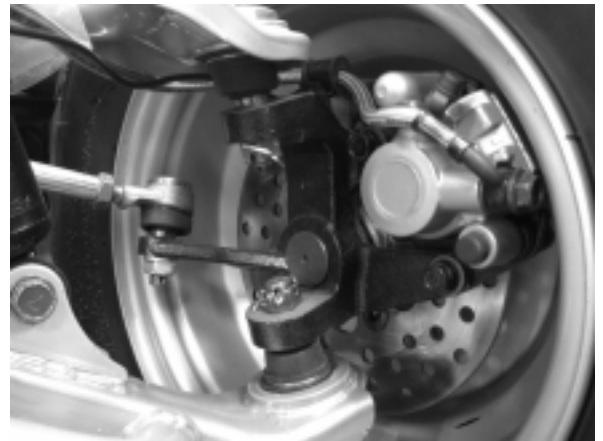
Torque: 24 N.m (17.7 lbf.ft)

Remember put a cotter pin in the castle nut.



14.4 HYDRAULIC BRAKE

This type of brakes are applying in front of two wheels of RA1



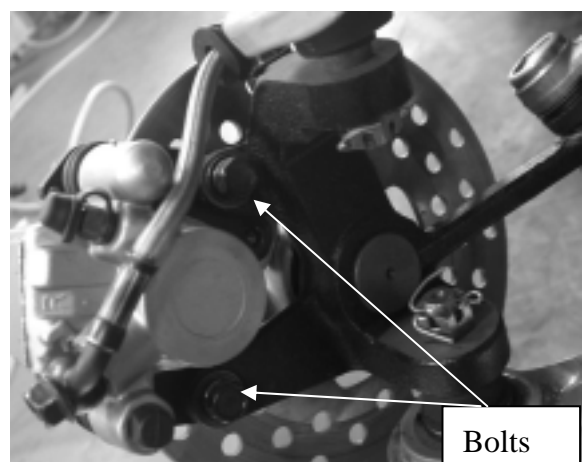
REMOVAL

Raise the front wheels off the ground by placing a jack or other support under the frame.
Remove the front wheel nuts, washer and wheels.
Please follow the next three steps of right pictures.

Loosen four nuts as shown in picture
Then take the wheel out.

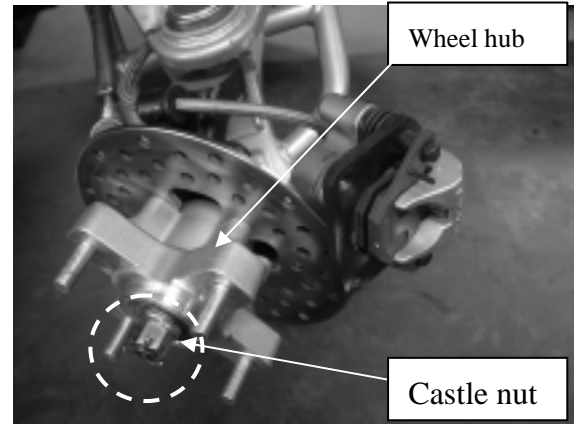


you can find two bolts fixed at front hydraulic disk component.
Loosen these two bolts and you can take out disk component.

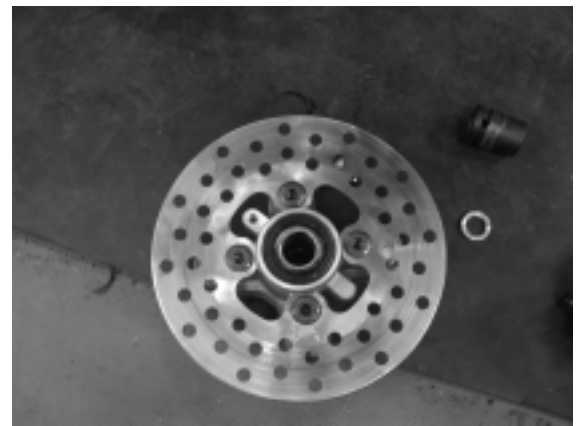


After disassembling the wheel, please inspect the disk plate. If the disk plate needs to be changed, you have to loosen castle nut to take wheel hub apart.

Before loosening castle nut, you have to remove cotter pin



Then using the power tools to take the screw out from brake stopping plate. You can take the brake disc off.



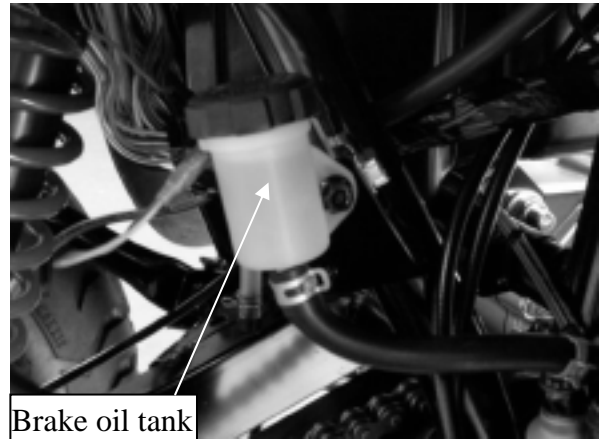
When change brake shoe wear, you must push the master piston to rearward.

After removal the front brake assembly, you must fabricate in reverse sequence.



ADD BRAKE OIL

The brake oil tank is under the driver seat at right hand side.
Please check the brake oil level position at outside of tank.
To open the cap of brake oil tank, please turn "CCW" direction.



14.5 SUSPENSION SYSTEM

Suspension system in this type of AVT can be adjustable.
There are two ways to adjust suspension:

1. You can raise the all ATV body up by using a repair platform.
The four wheel are in the free position, you can easy to adjust the suspension.
2. If you do not have any repair platform, just using specific tool to adjust it. But you need to use more power.



There is a specific tool to adjust suspension as show
in picture

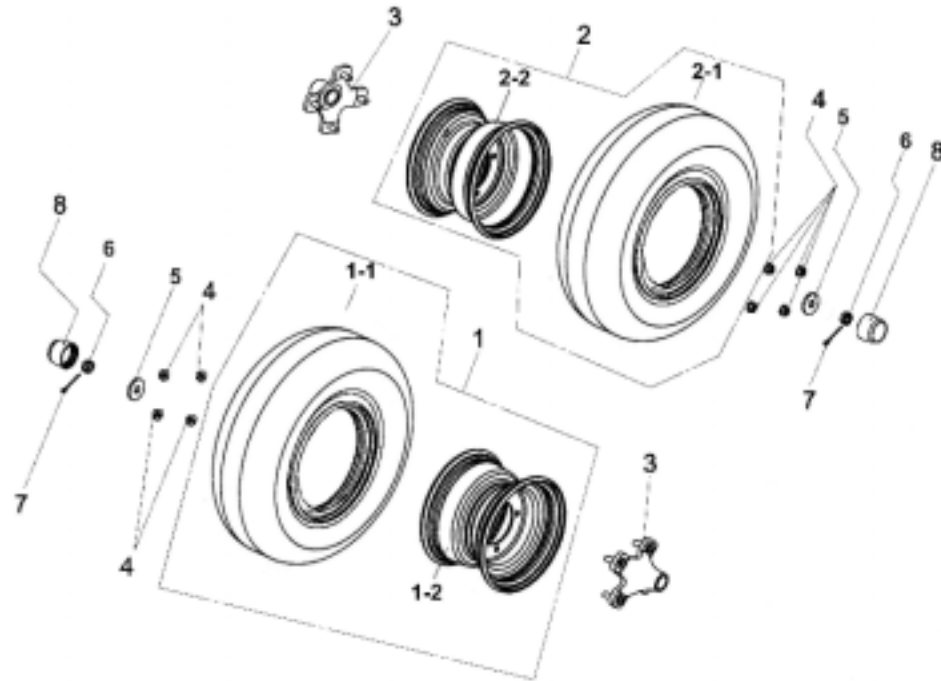


15. REAR WHEEL AND BRAKE SYSTEM

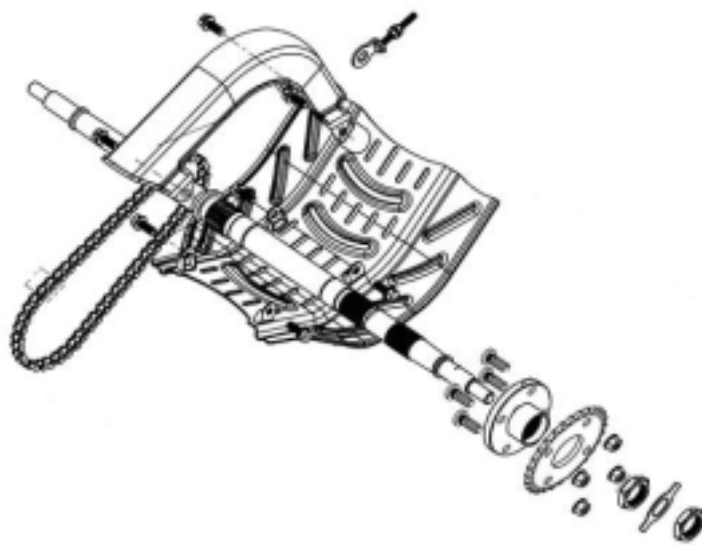
15.1 PARTS DRAWING
15.2 TROUBLESHOOTING

15.3 REMOVE REAR WHEEL AND REAR BRAKE
15.4 SWINGARM & REAR AXLE HOLDER

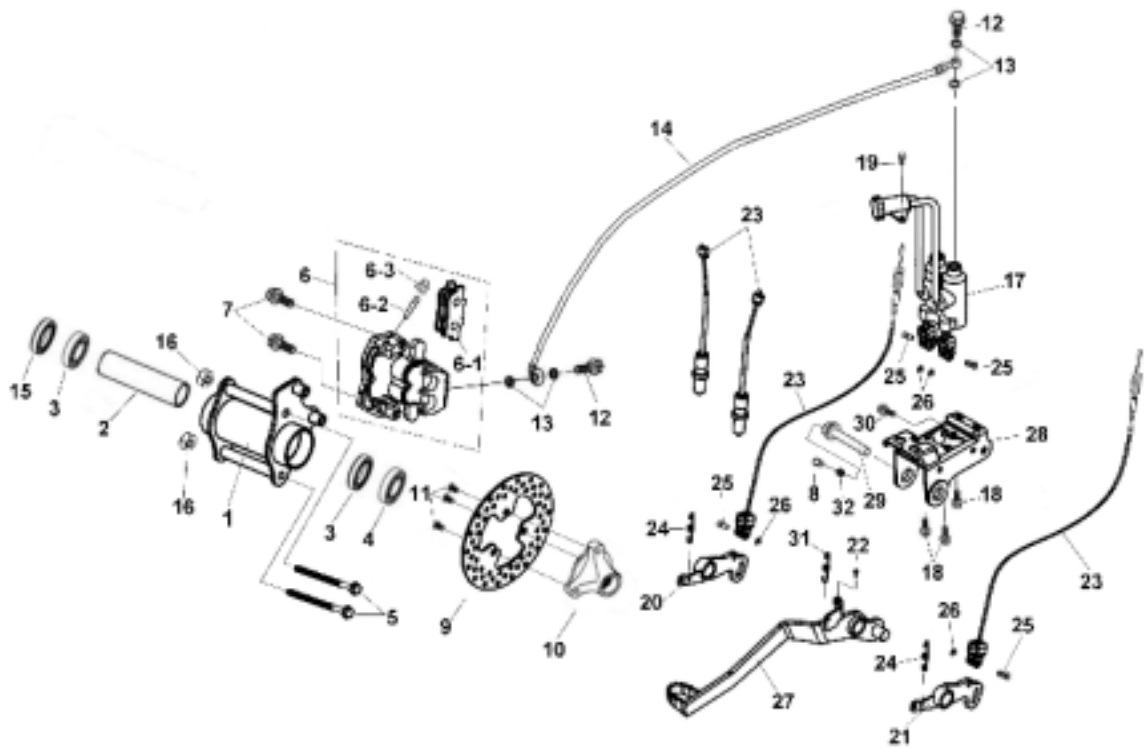
15.1 PARTS DRAWING



REAR WHEEL



REAR Wheel Axel



REAR BRAKE

15.2 TROUBLESHOOTING

Bad Brake Performance

Brake shoes are worn
Bad brake adjustment
Brake linings are oily, greasy or dirty
Brake drums are worn
Brake arm setting is improperly engage

Vibration or Wobble

Axle is not tightened well
Bent rim
Axle bearings are worn
Faulty tires

Brake Drag

Rear axle bearing holder is faulty
Incorrect brake adjustment
Sticking brake cam
Sticking brake cable

Hard Suspension

Bent damper rod
Faulty swing arm pivot bushings

Soft Suspension

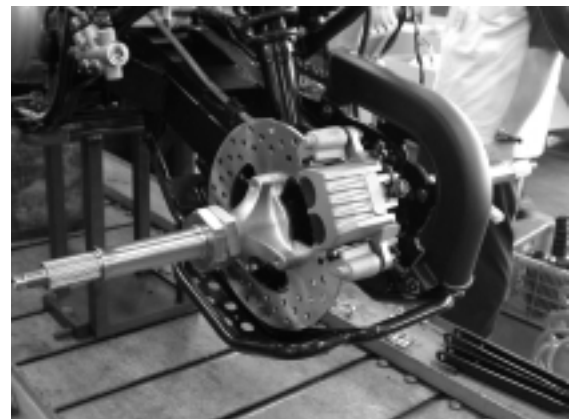
Weak shock absorber damper
Weak shock absorber spring

15.3 REMOVE REAR WHEEL AND REAR BRAKE

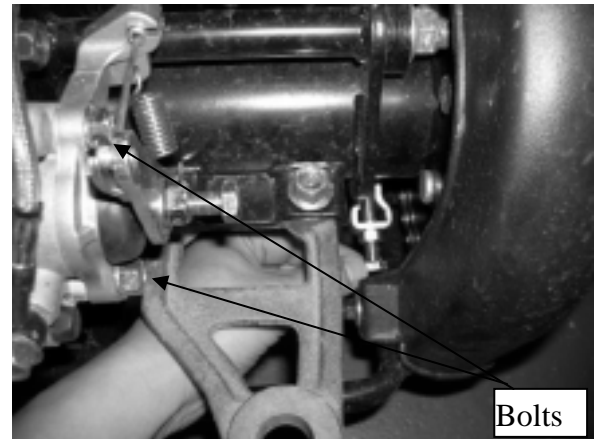
To replace brake disk

The produce of removing the rear left tire is same as removing front tire.

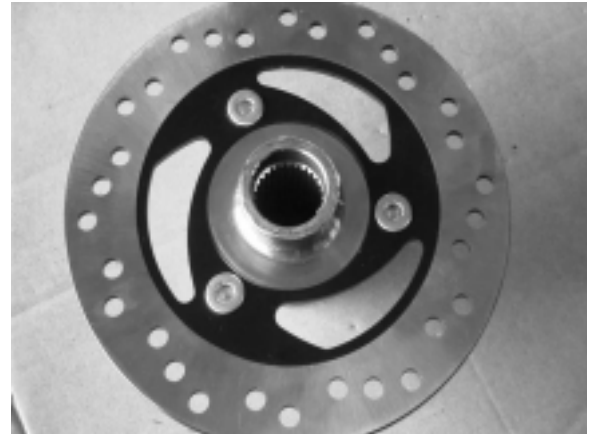
You need to loosen four nuts firstly.



Loosen two bolts to take out rear brake disk as shown in picture.

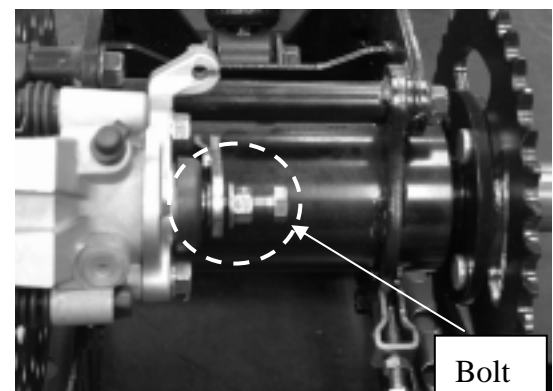


**Loosen bolts and remove the brake disc
Check the thickness of disc and replace a new one
if the thickness less than 3mm**

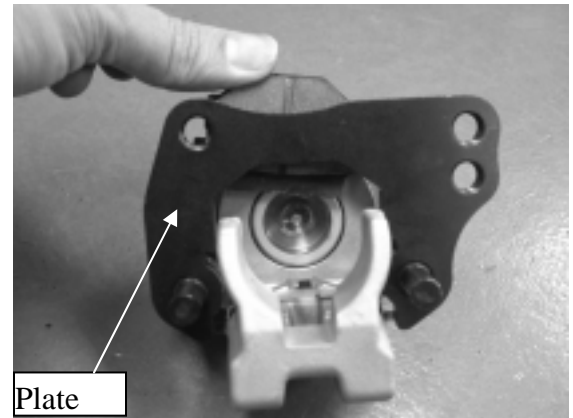


TO REPLACE THE BRAKE SHOE

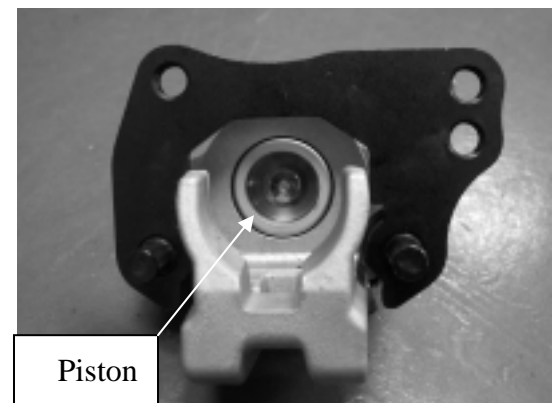
To replace the brake shoe, please loosen this bolt as shown in picture.



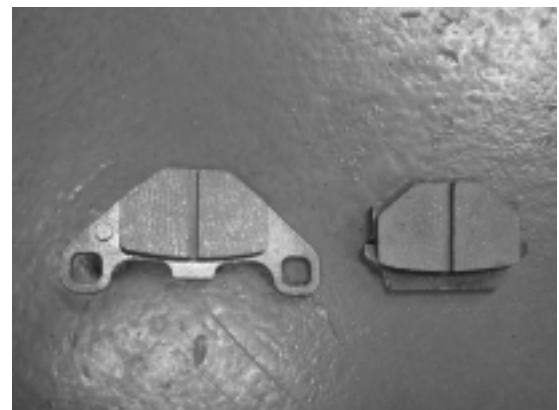
Please push the plate back to take a shoe out as shown in picture



Eventually, you can take all brake shoe out the hub.

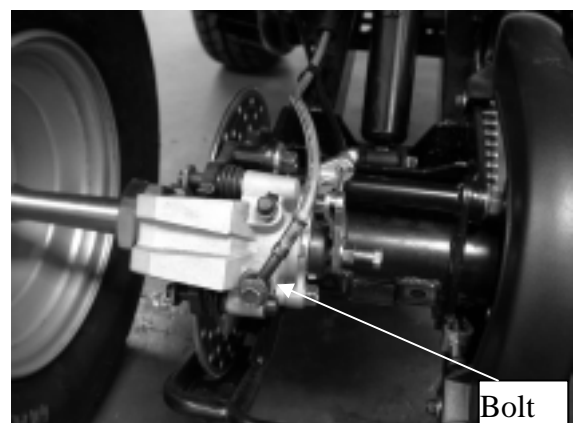


There are two kind of brake linings as shown in picture



TO REPLACE THE BRAKE HYDRAULIC OIL

Loosen the bolts and open the cover
Loosen the bolt and drain the used oil out.
Tighten the bolt after the used oil being drained out completely

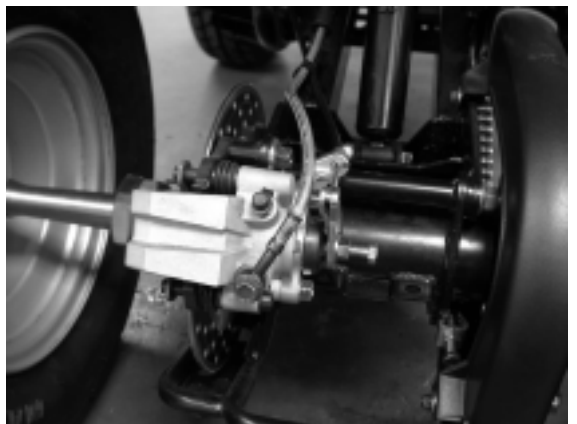


Add the brake oil (Dot 3 or Dot 4)
Keep oil level at least half of the cup in order to avoid
air in the brake system.

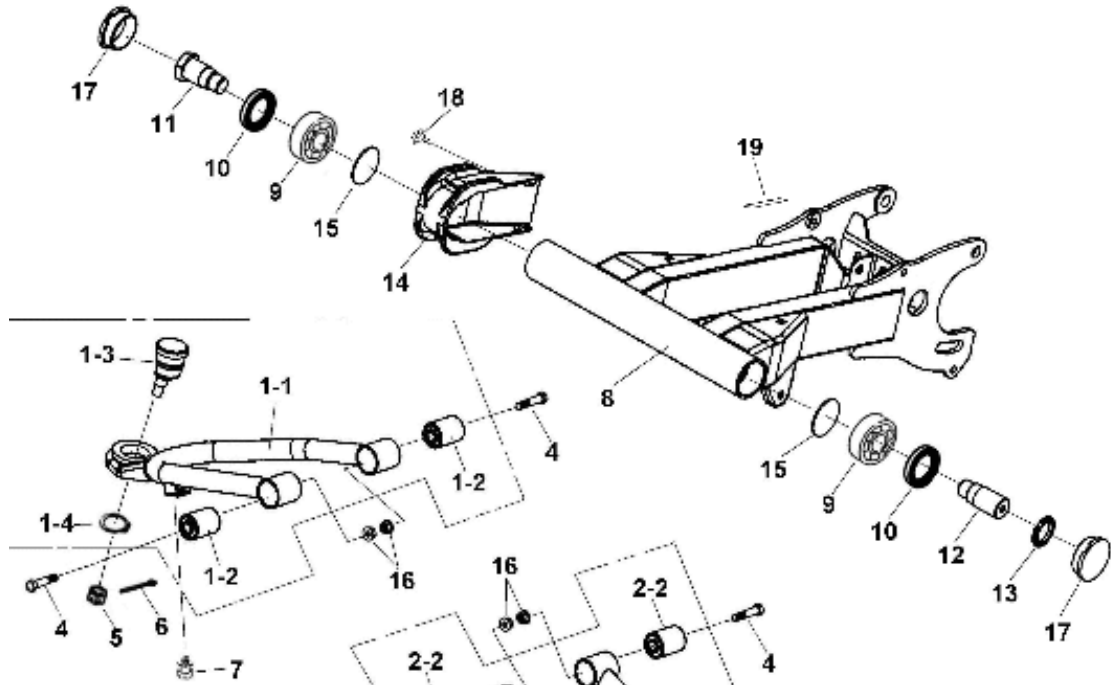


Loosen the bolt to vent the air from brake system.
Tighten the bolt if there isn't any air in the brake system
Tighten torque 40~70kgf-cm

Pull left brake lever slightly in order to extract air from
brake system
Fill the brake oil in the level shown on the cup
when no air comes out
Assemble the cover

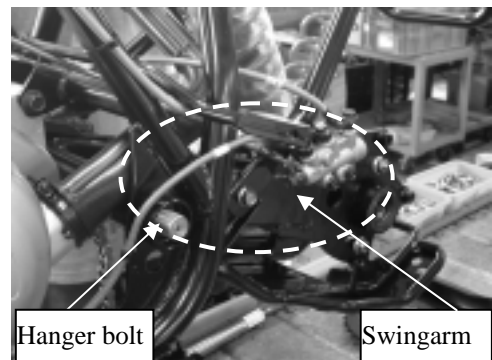


15.4 SWINGARM & REAR AXLE HOLDER

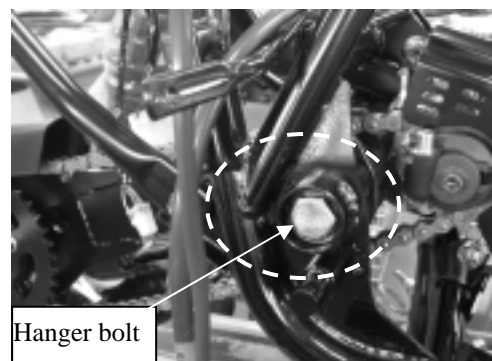


This section is to introduce how to repair the swingarm, The following pictures are going to teach you how to Install the swingarm.

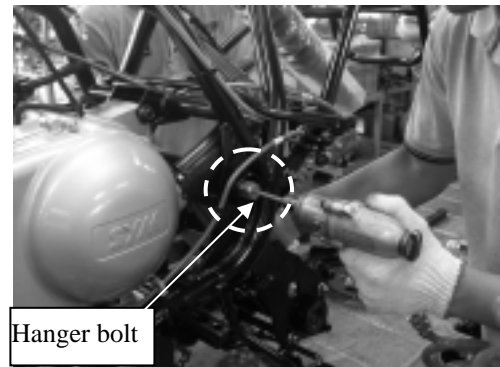
1. Put the swingarm at proper position as shown in picture. Two hanger bolts will be used to hold the swingarm at right and left side.



2. Tighten a hanger bolt on the right side as shown in picture.



3. Screw another hanger bolt on the left side as shown in picture. But do not tighten it. Let the cross-section of bolt and cross-section of hole in the same plane.



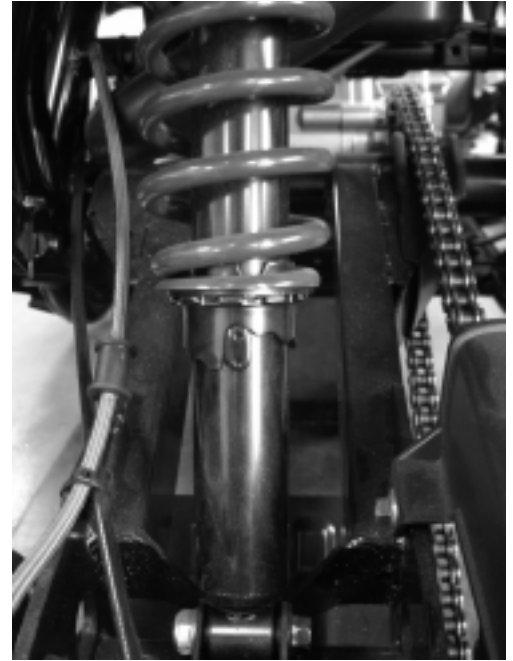
4. Tighten a nut



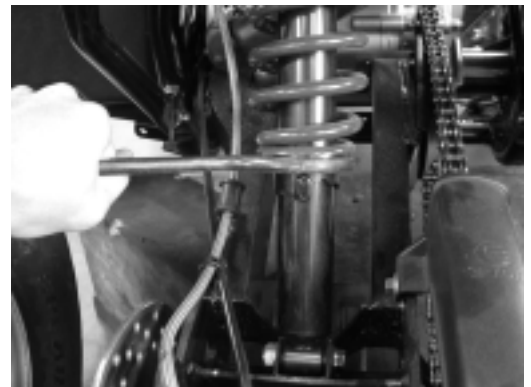
Suspension adjustment

Suspension system in this type of AVT can be adjustable its height. There are two ways to adjust suspension:

1. You can raise the all ATV body up by using a repair platform. The four wheel are in the free position, you can easy to adjust the suspension.
2. If you do not have any repair platform, just using specific tool to adjust it. But you need to use more power.



There is a specific hand tool to adjust suspension as show in picture



16. FENDERS AND EXHAUST PIPE

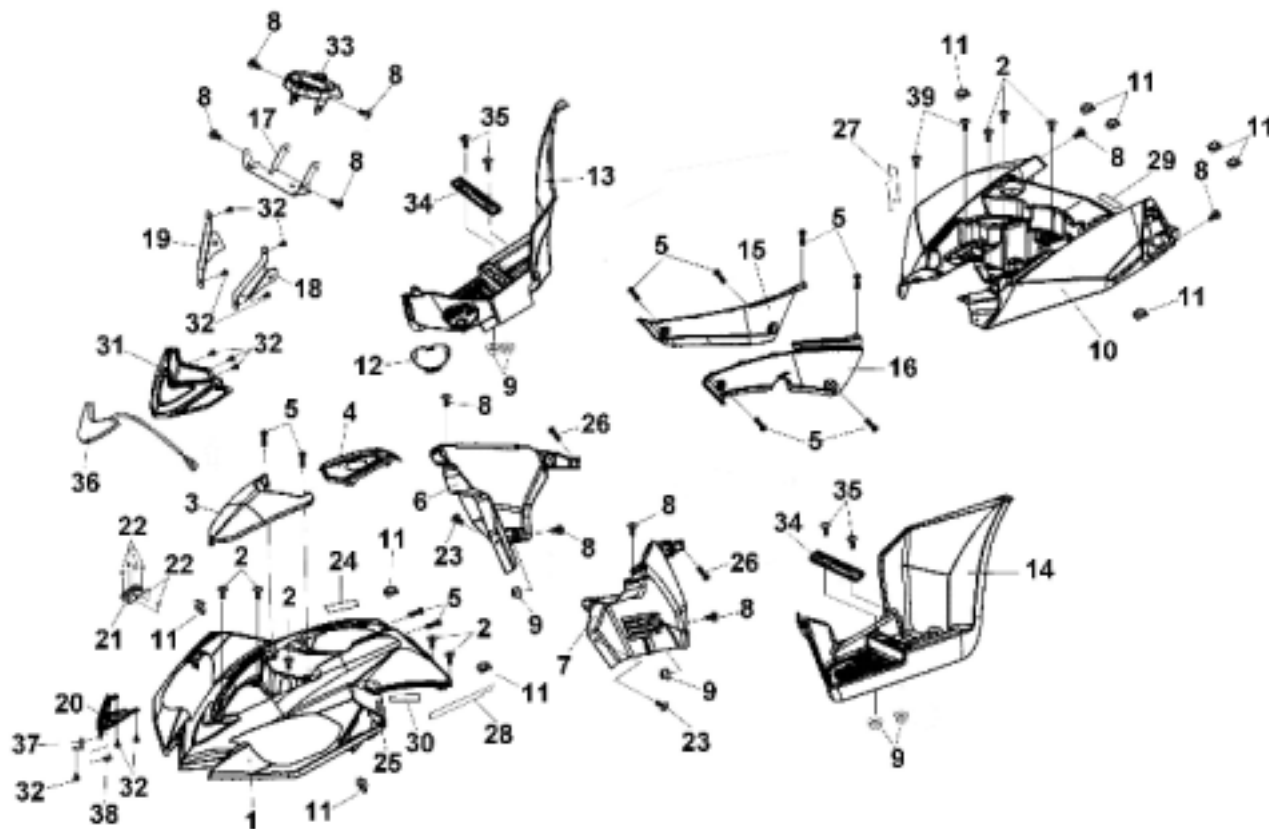
16.1 FENDERS DRAWING

16.2 REAR FENDERS REMOVAL

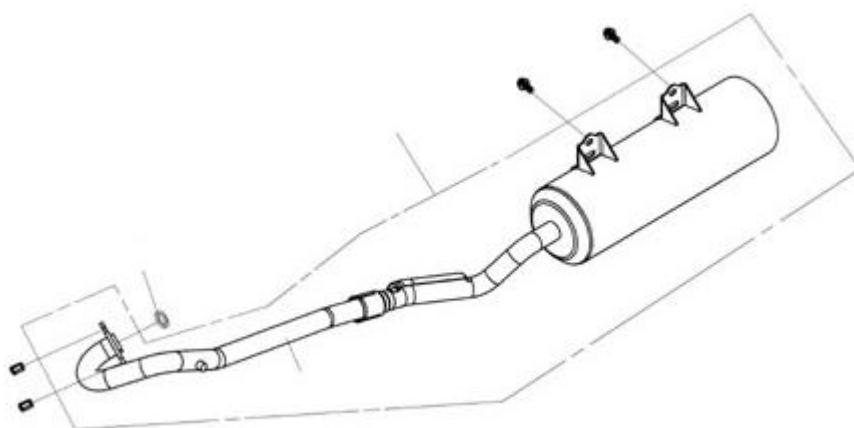
16.3 FRONT FENDER REMOVAL

16.4 EXHAUST PIPE REMOVAL

16.1 FENDERS DRAWING

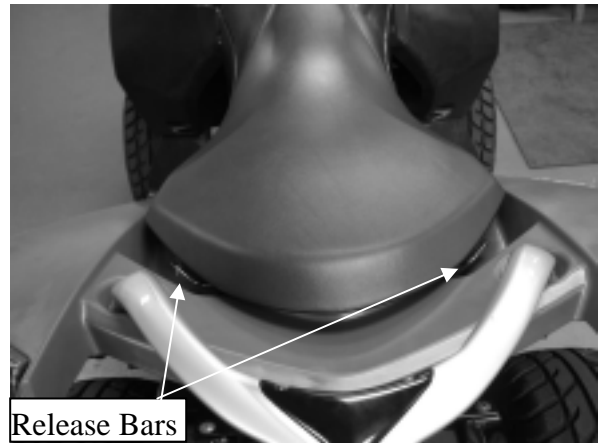


EXHAUST PIPE (For all serials)



16.2 REAR FENDERS REMOVAL

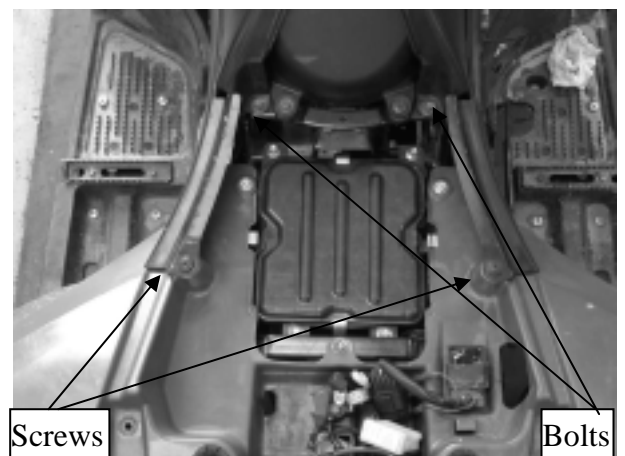
There are two seat release bars located at the right and left hand side of the seat. Please remove the seat first.



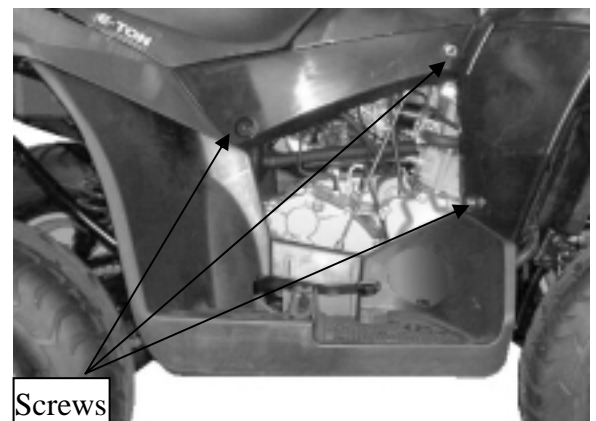
Procedures of remove the rear fender:

Remove the rear rack.

1. Open the seat.
2. Loosen the four bolts which connect the front fender and rear fender.
3. Loosen the two bolts, which connect the rear tender and frame, these two bolts just below the seat.

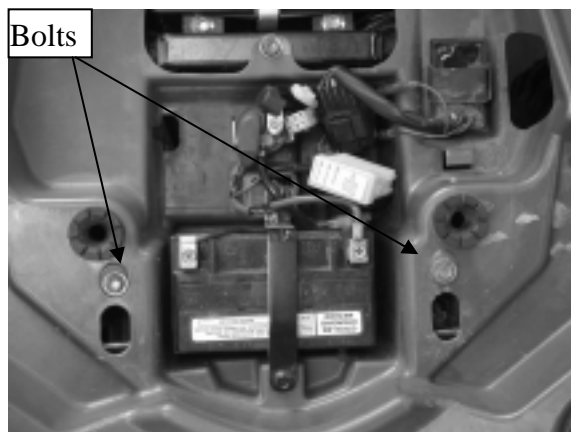


Loosen the three screws which connect with footrest plate.
Pull the rear fender backward.
So the rear fender can be removed.

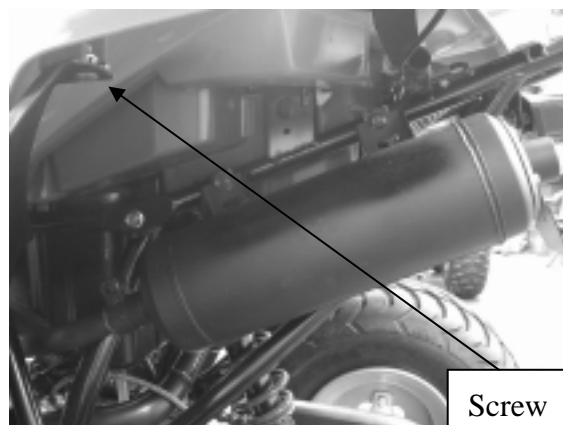


Pull the seat handle up first.

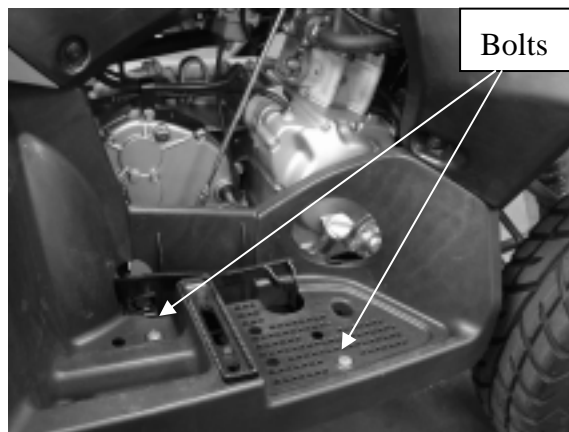
**There are two screws on the top of seat compartment.
Please remove them.**



Next, there are two screws on side of the tail.



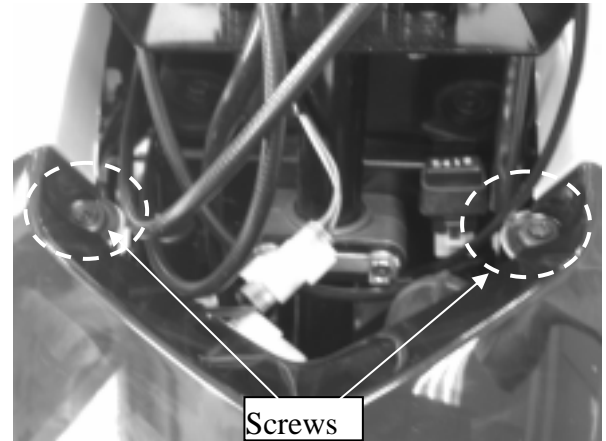
Finally, you must remove the bolts on the footrest.



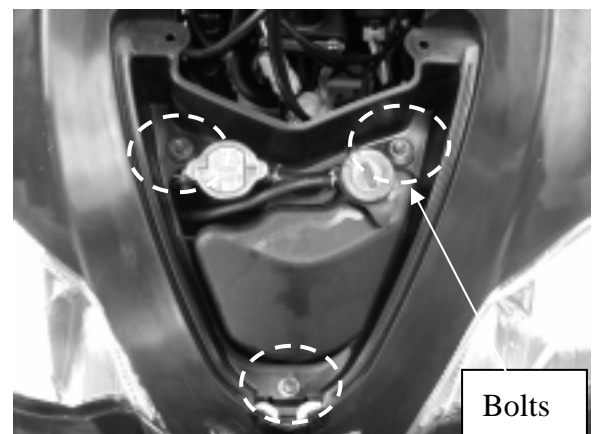
16.3 FRONT FENDER REMOVAL

To remove the front fender, there are several steps to indicate users how to remove it.

1. First picture shows there are two screws, loosen it.

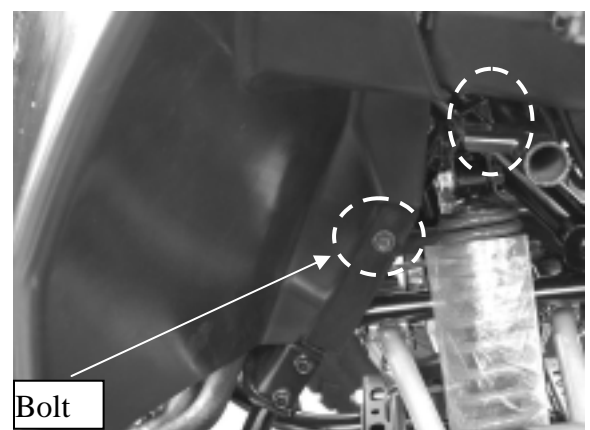


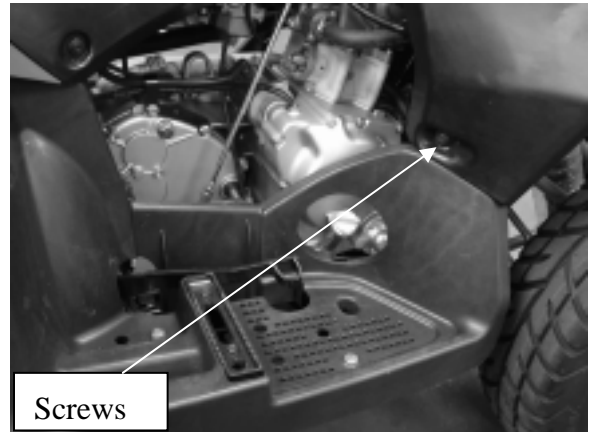
Remove the mounting bolts from the front fender.



Please remove the two screws on the top of the headlight. Then you can see there is a screw on the tip of the vehicle. Please remove it.

There is a screw near the suspension as shown in picture.



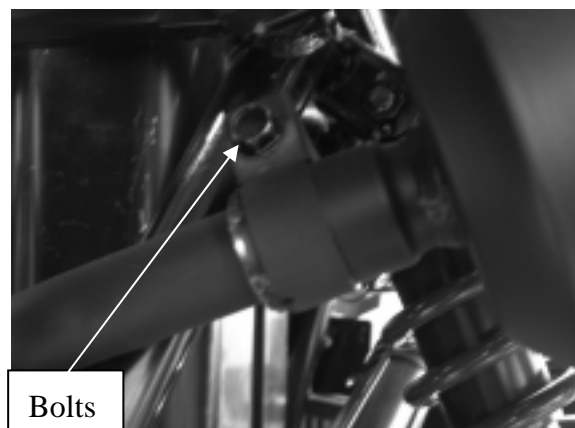
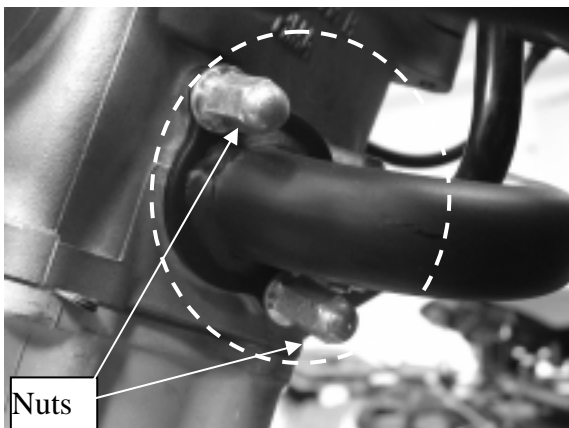


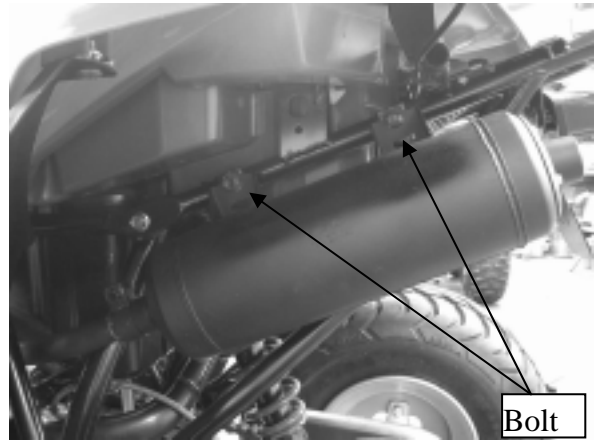
16.4 EXHAUST PIPE REMOVAL

You must wait at least 15 minutes after stopping the engine. You need to remove the seat, rear fender and footrest plate, before you take off the exhaust pipe. Loosen the two exhaust pipe bolts that fixed on the engine.

Warning : DO NOT service the exhaust pipe while they are hot.

Remove the exhaust pipe bolts mounting on the frame below the seat. Remove the exhaust pipe carefully.





EXHAUST PIPE INSTALLATION

Installation is the reverse order of removal.

Torque: Exhaust muffler bolts 30 N.m (22 lbf.ft)

 **CAUTION:**

After installing, make sure that there are no exhaust leaks.

17. ELECTRICAL SYSTEM

17.1 TROUBLESHOOTING

17.2 IGNITION COIL

17.3 IGNITION TIMING

17.4 BATTERY INFORMATION

17.5 ELECTRIC STARTER

17.6 LIGHT BULBS REPLACEMENT

17.7 INSTRUMENT PANEL

17.8 WIRING DIAGRAM

17.1 TROUBLESHOOTING

ENGINE STARTS BUT STOPS

NO SPARK AT PLUG

ENGINE STARTS BUT RUNS POORLY

CHARGING SYSTEM FAILURE

ENGINE INTERMITTENT POWER

STARTER MOTOR CAN NOT WORK

ENGINE CAN NOT WORK

HEAD LIGHT CAN NOT WORK

IMPROPER IGNITION TIMING

FAULTY SPARK PLUG

ENGINE STOP SWITCH AT “ OFF “ POSTION

GEARSHIFT BAR IS NOT AT NORMAL POSITION

FAULTY IGNITION COIL

FAULTY GENERATOR

FAULTY CDI UNIT

POOLY CONNECTED:

Between CDI and ignition coil

Between alternator and CDI unit

Between CDI and engine stop switch

Between ignition coil and spark plug

Between generator and CDI unit

IGNITION PRIMARY CIRCUIT

Faulty generator

Faulty CDI unit

Faulty alternator exciter coil

Loosen contacted terminals

Faulty ignition coil

IGNITION SECONDARY CIRCUIT

Faulty plug

Loosen contacted spark plug wire

IMPROPER IGNITION TIMING

Faulty generator

Faulty CDI unit

LOOSE, BROKEN OR SHORTED WIRE

FAULTY ALTERNATOR

FAULTY IGNITION SWITCH

LOOSE BATTERY CONNECTION

LOOSE CHARGING SYSTEM CONNECTION

BATTERY SHORTAGE

FAULTY IGNITION SWITCH

LOOSE OR DISCONNECTED WIRE

FAULTY IGNITION SYSTEM

ENGINE PROBLEMS

FAULTY ENGINE STOP SWITCH

THE SWITCH DO NOT TURN TO “ON” POSITION

THE LIGHT BULB WAS BROKEN, REPLACED

17.2 IGNITION COIL

Remove the spark plug cap from the spark plug.
Disconnect the ignition coil primary wire.

Measure the primary coil resistance.

STANDARD: 0.1 - 0.3 (20)

Measure the secondary coil resistance with
the spark plug cap in place.

STANDARD : 7.4 – 12 k (20)



17.3 IGNITION TIMING

The ignition advance is 15°± 3°/4000rpm

The Capacitive Discharge Ignition (CDI) system is factory pre-set and does not require adjustment.

17.4 BATTERY INFORMATION

The battery gives off explosive gases; keep sparks, flames and cigarettes away. Provide adequate ventilation when charging or using the battery in an open area. The battery contains sulfuric acid (Electrolyte). Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield. Electrolyte is poisonous. If swallowed drink large quantities of water or milk and call a physician.

BATTERY VOLTAGE INSPECTION

Battery is under the seat. Measure the battery voltage by
using a multifunction electric meter.

VOLTAGE: Fully charged: 13.1 V
Undercharged: Below 12.0 V

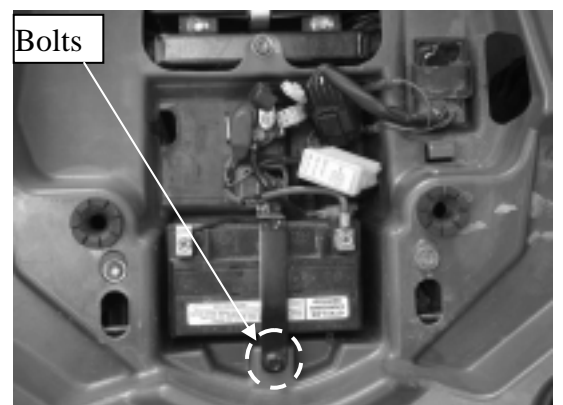


BATTERY REMOVAL

There are two main steps to teach you how to take out battery.
Open the seat, and then you can see the battery.
Disconnect the negative cable (Black -) first and then the
positive cable (Red +).

BATTERY INSTALLATION

Install the battery in the reverse order of removal.
After installing the battery, coat the terminals with
clean grease.



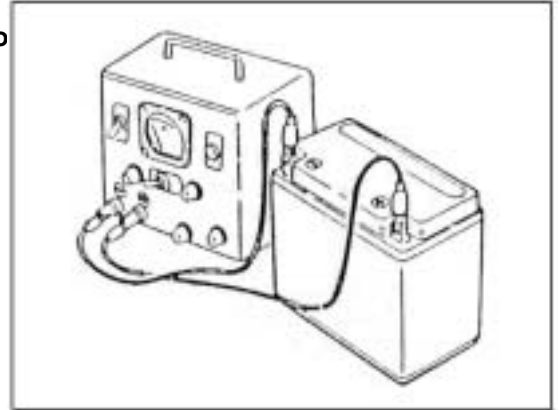
CHARGING

Firstly, connect the charged positive cable to the battery positive terminal. Secondly, connect the charged negative cable to negative terminal.

Using 0.9A-charging current about 11 hours. (Normal charging)

Or using 4A-charging current about 3 hour. (Quick charging)

Keep flames and sparks away from a battery being charged. Quick charging should be limited to an emergency; Normal charging is preferred.



17.5 ELECTRIC STARTER

Information

If a battery has not work a period of time, the voltage may reduce and may not provide enough power to starter motor. If a battery is in a good condition, but engine can not be start. Please go back to service.

TROUBLESHOOTING

Starter Motor Turns Slowly

- Weak battery.
- Poorly connected starter motor cable.
- Failed starter motor.
- Poorly connected battery ground cable.

Starter Motor Cannot Work

- Engine stop switch at "off" position.
- Gearshift bar is not at neutral position.
- Check for a blown fuse near battery.
- Make sure that the battery is fully charged and in good condition.



17.6 LIGHT BULBS REPLACEMENT

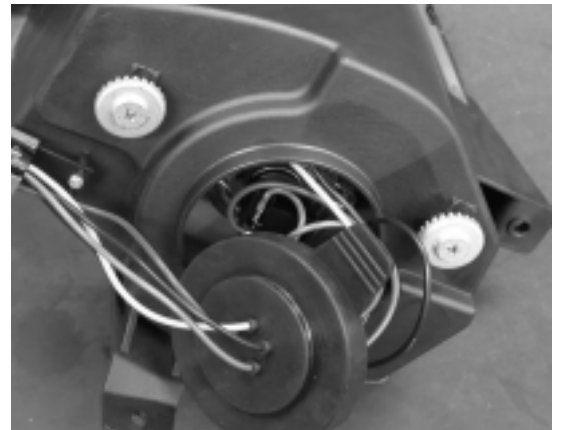
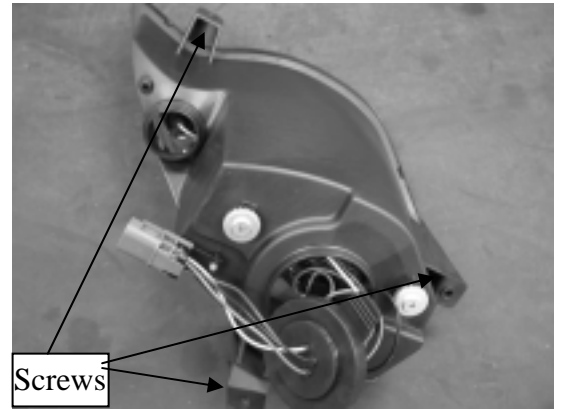
HEADLIGHT

To remove the headlight, please loosen three screws at back of the headlight.



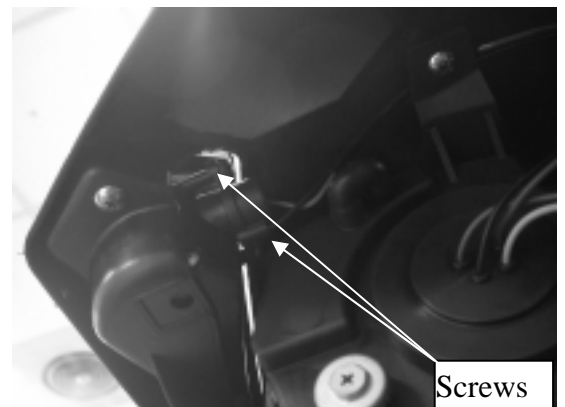
After loosen these three screws, users can find a connector. Please disjoin the connector in order to replace an electrical bulb conveniently and safely. The steps show on pictures.

Installation is in the reverse order of disassembly.



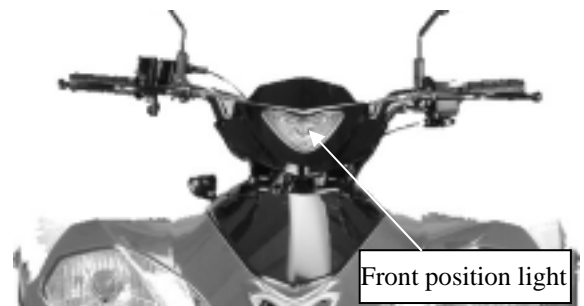
Front Direction lights remove

To replace the direction lights must loosen the screws as shown in picture.



Front position light removes

There are two screws inside the cap.
Please disassemble first then push the cap upward.
You could replace the electrical bulb.



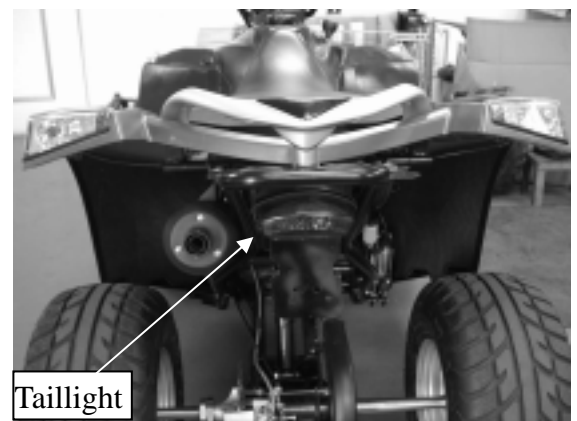
Front position light

Turn around the cap, you could see the connector.
Turn the seat to replace the electrical bulb.



TAILLIGHT

The taillight combines a position and a rear brake light.
Normally, when users switch the key to "ON" position, the front & rear position lights are always keep the light slightly.
Until a brake handlebar is depressed, the rear position light become more light

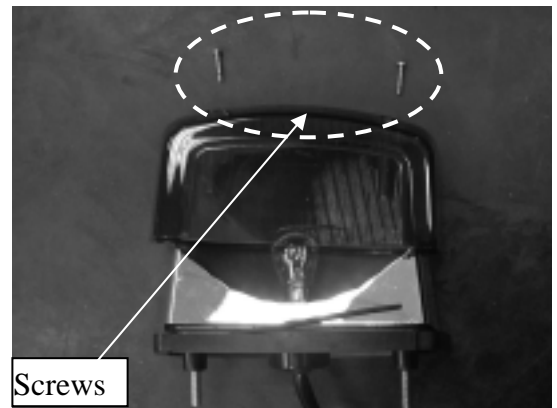


Taillight

Rear Brake lights remove

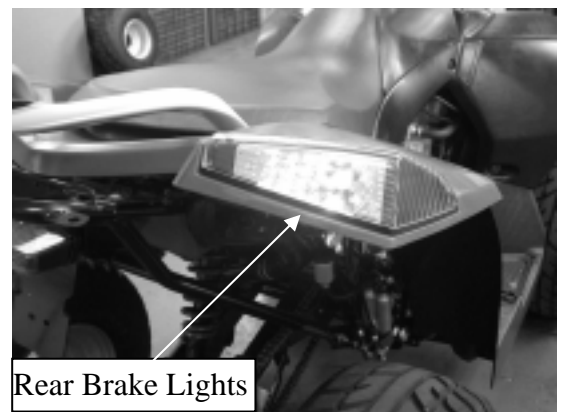
On the back of the brake light, you could see the cap. There are two screws to fix this cap, loosen them can open the cap.

Please rotate the electrical bulb, and then it could be removed.



Rear Direction lights remove

The same disassembling procedure like front direction light. Please use the pliers to remove the seat. Then the bubble could be see and replaced.



17.7 Instrument Panel

The instrument panel includes fuel gauge, speed meter, water Temperature gauge, right and left turn signal, trip do-meter, and indicator camp. A LCD is used on ATV8E's instrument panel to display all driving information for users. Therefore, this is an all-in-one instrument panel.

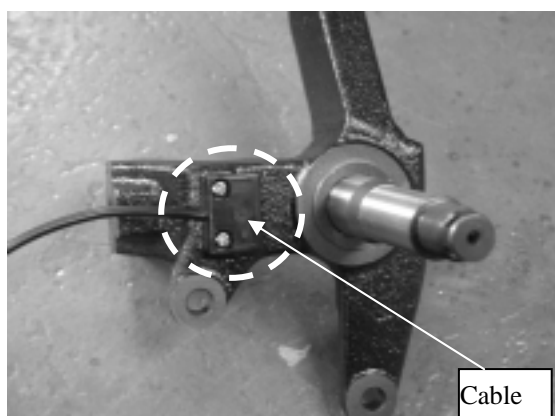
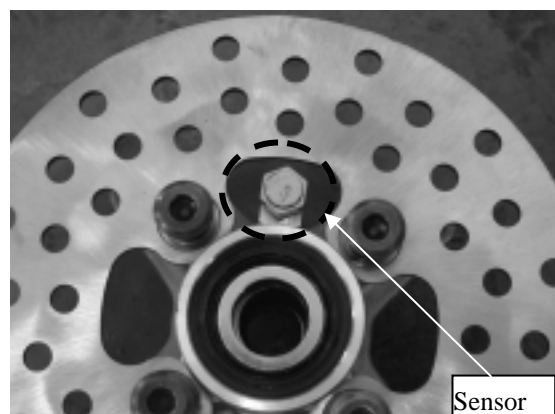


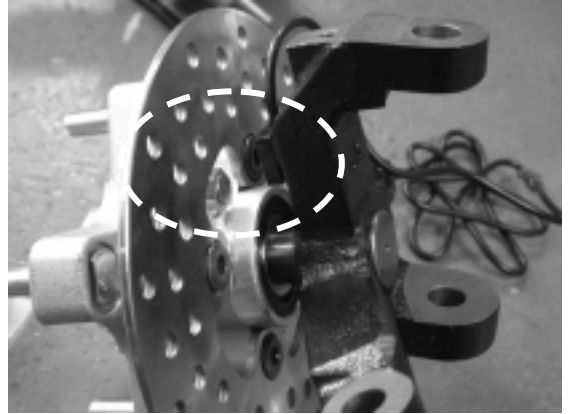
Instrument Panel REMOVAL

There is a cable and connector on the back of the instrument panel. After removing instrument panel, users can find out an electrical connector which is connected with a driving sensor at the back of the instrument panel.

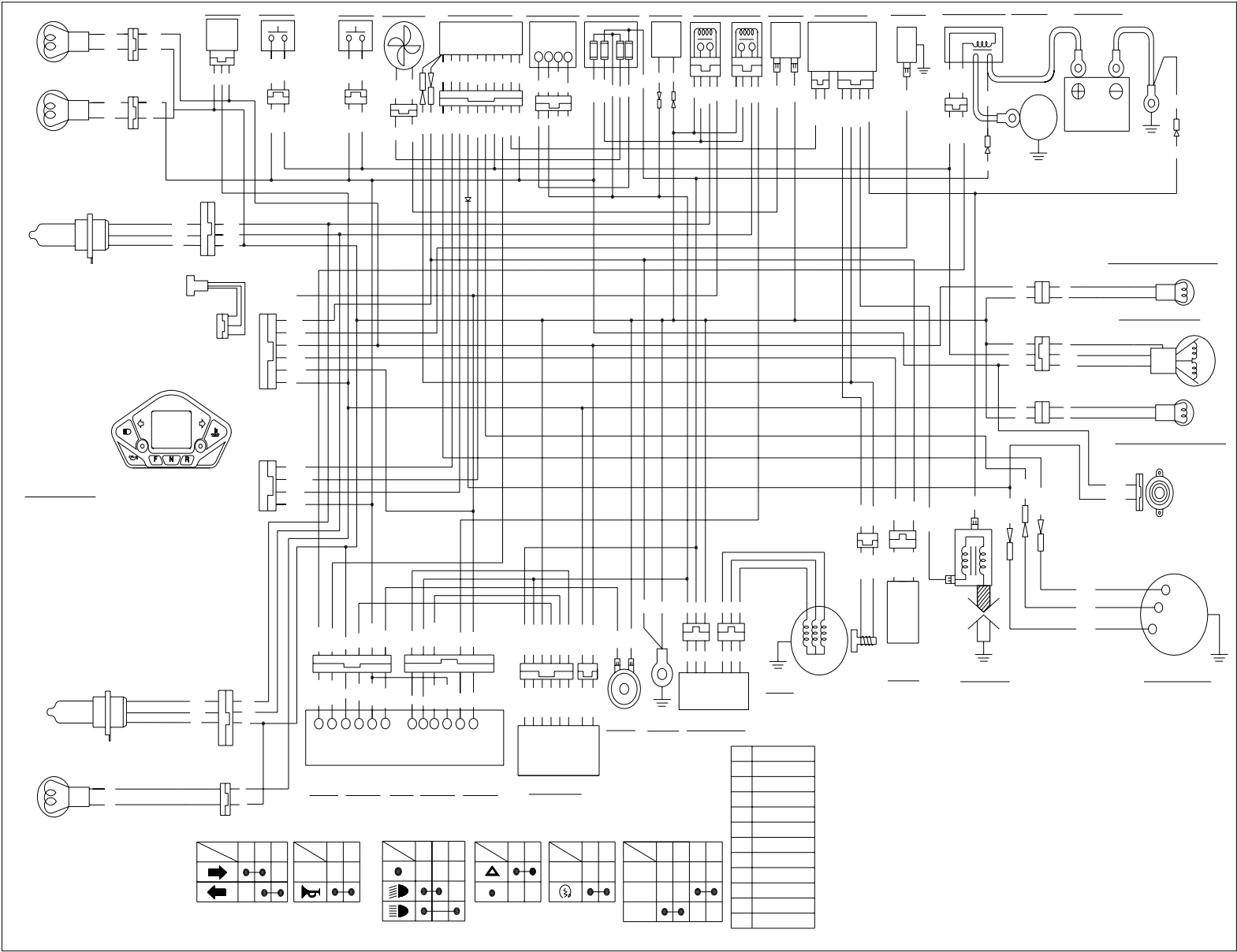


The sensor is installed at the brake disk and a cable is tightened on the left side of knuckle component as shown in pictures





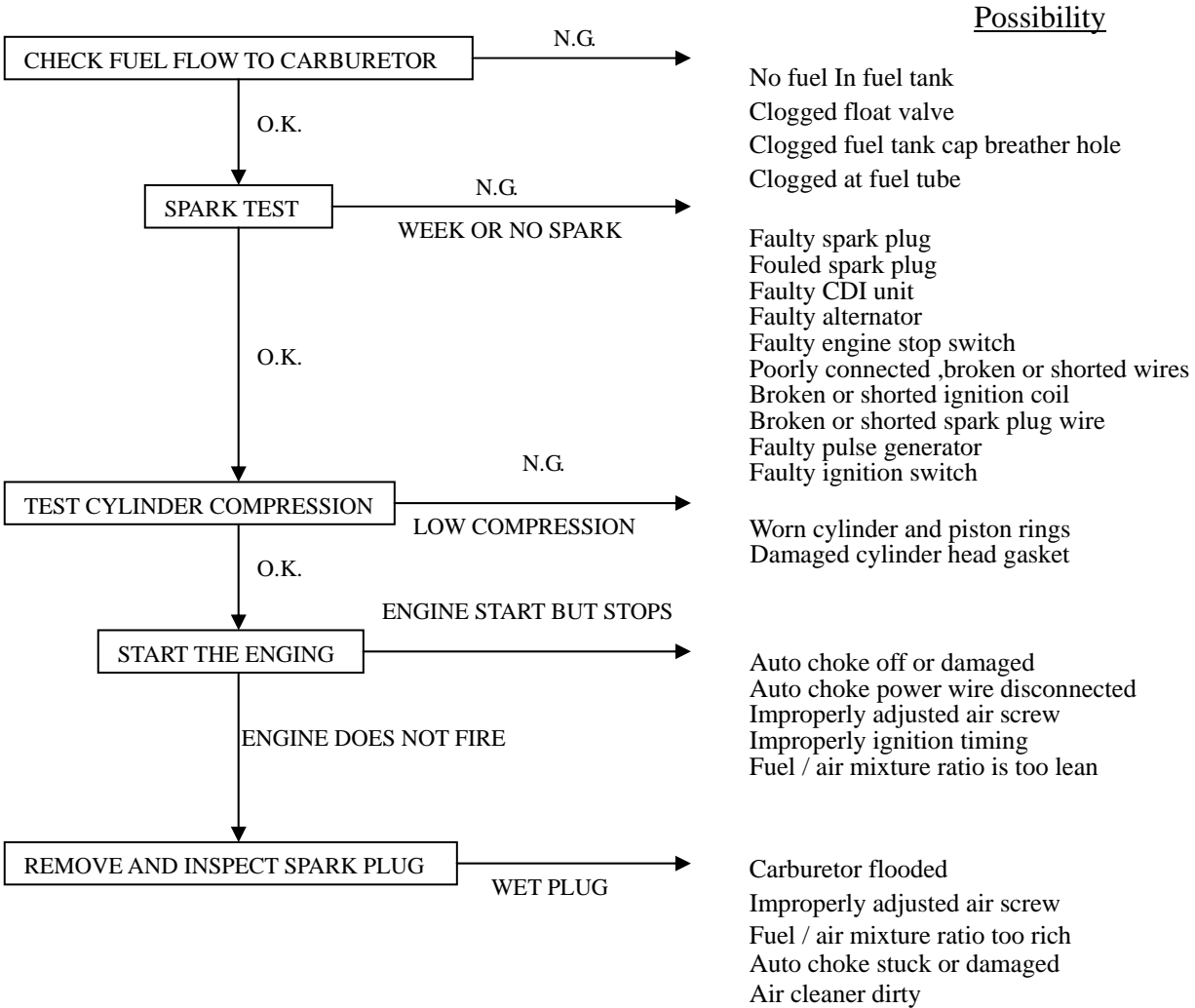
12.8 WIRING DIAGRAM



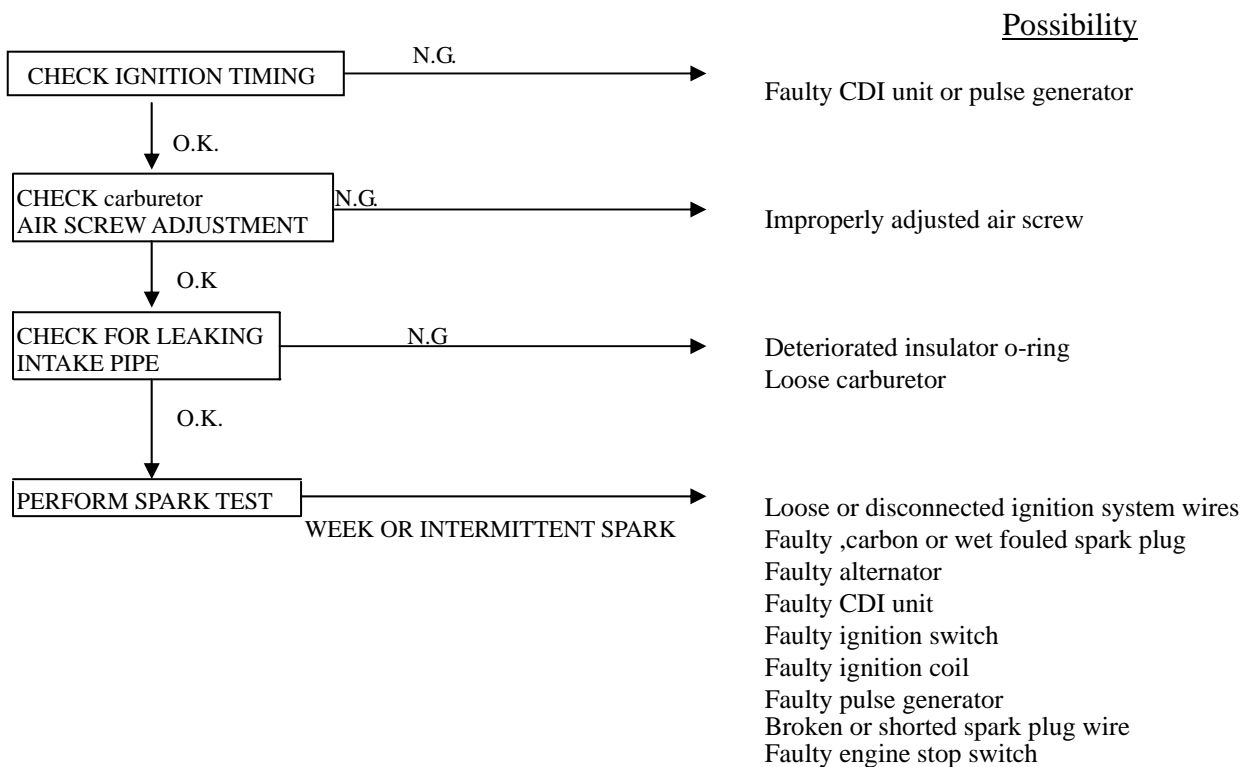
18.TROUBLESHOOTING

18.1 ENGINE CAN NOT WORK	18.4 LOSS POWER
18.2 POOR PERFORMANCE AT LOW AND IDLE SPEEDS	18.5 POOR HANDLING
18.3 POOR PERFORMANCE AT HIGH SPEED	

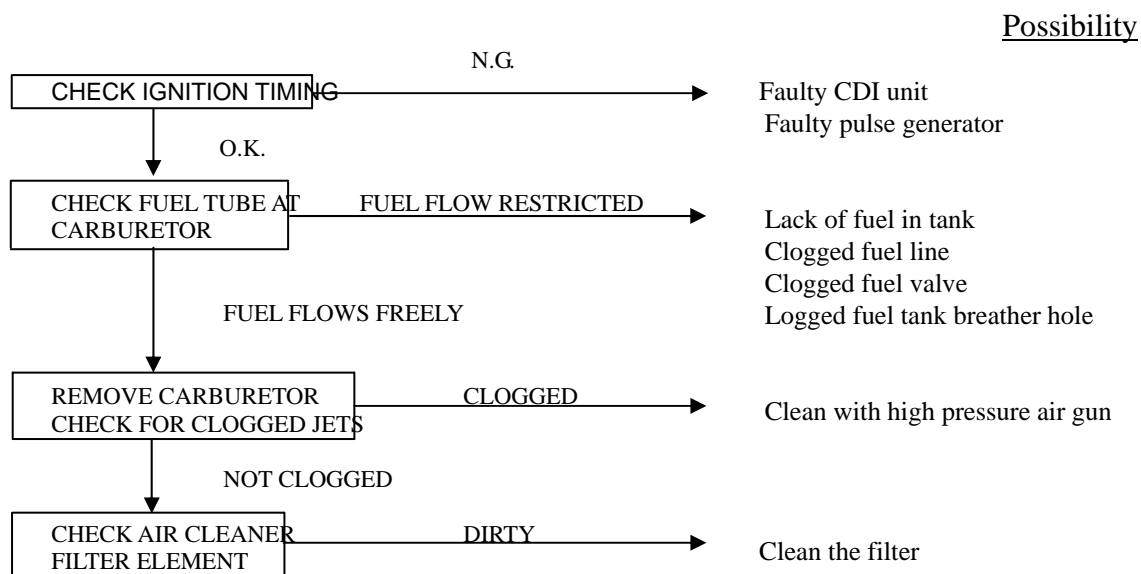
18.1 ENGINE CAN NOT WORK



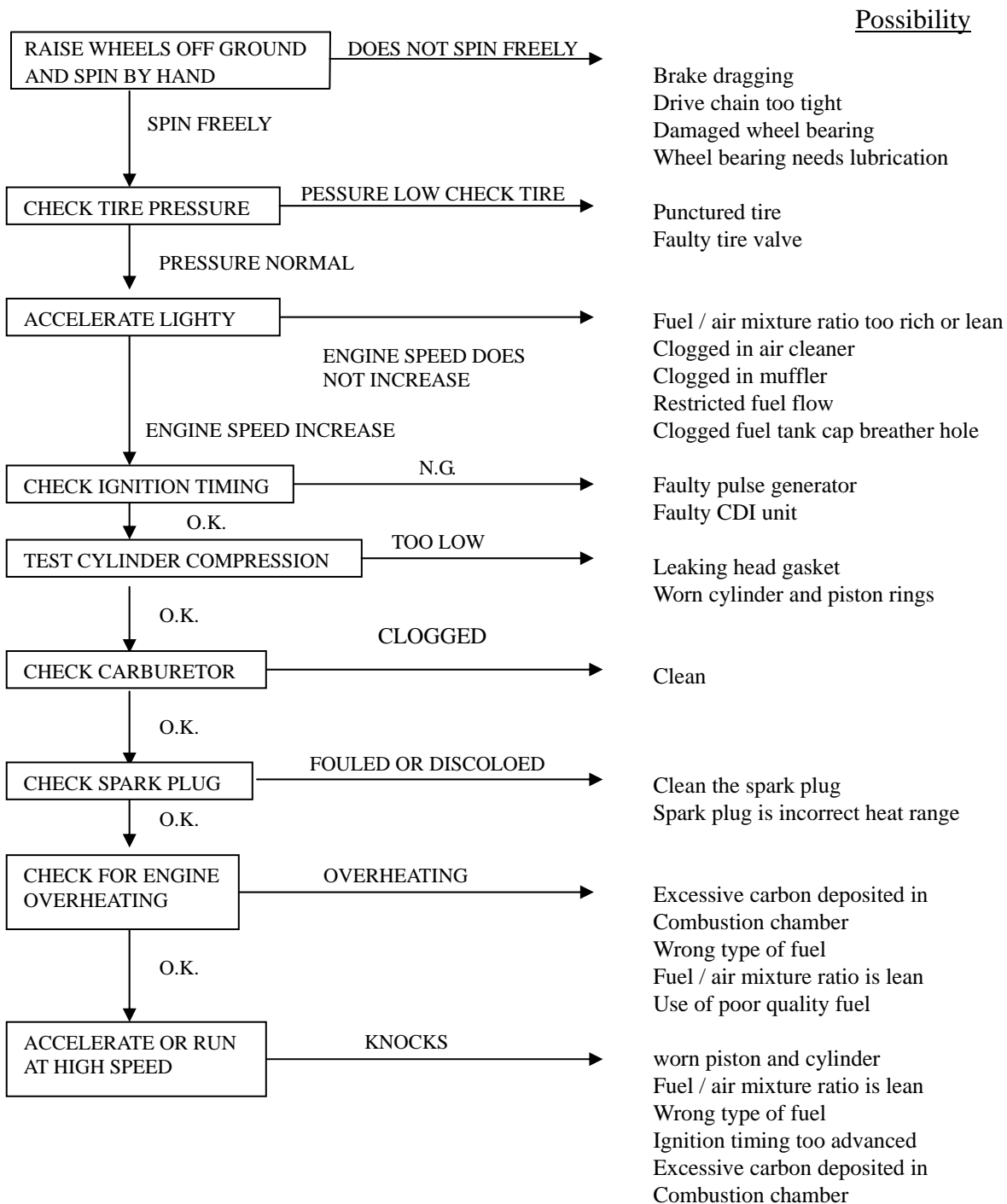
18.2 POOR PERFORMANCE AT LOW AND IDLE SPEEDS



18.3 POOR PERFORMANCE AT HIGH SPEED

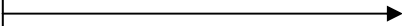


18.4 LOSS POWER



18.5 POOR HANDLING

STEERING IS HEAVY



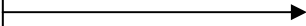
Possibility
Damaged steering bearing
Damaged steering shaft bushing

ONE WHEEL IS WOBBLING



Bent rim
Improperly installed wheel hub
Excessive wheel bearing play
Bent swingarm
Bent frame
Swing arm pivot bushing excessively
Worn

VEHICLE PULLS TO ONE SIDE



Bent tie-rod
Incorrect tie-rod adjustment
Rear tie air pressure incorrect
Improper wheel alignment
Bent frame