

SERVICE MANUAL



a.four

HOW TO USE THIS MANUAL

This manual describes effective maintenance procedure for the A-Four manufactured by DAELIM Motor Co., Ltd. To ensure safety and optimal operating conditions of the vehicle, carry out regular inspections according to the maintenance schedule (Section 2).

Sections 1 through 2 provide information on overall vehicle; section 3, assembly and disassembly procedures for external components, and section 4 describes maintenance procedure for the engine, frame and electrical systems.

To facilitate use of this manual, each page starts with disassembly and system diagrams, service information, and troubleshooting guide. If you cannot find the cause of trouble, refer to Section 18: Troubleshooting.

- Contents of this manual and specifications are subject to change without prior notice for improvement of vehicle quality.
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1. SERVICE INFORMATION

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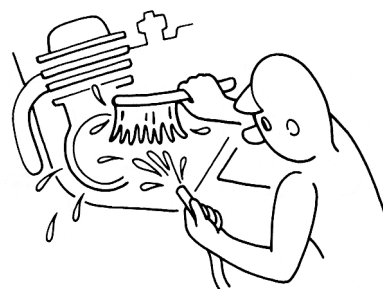
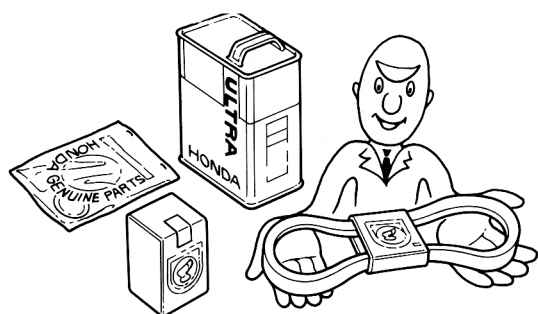
GENERAL SAFETY

WARNING

1. Do not run the engine for a long time in closed or not well-ventilated area because the exhaust gas contains toxic substances such as carbon monoxide, hydrocarbon, nitric oxide.
2. The battery fluid(lean sulfuric acid) is extremely toxic. It is dangerous if skin is exposed to it or if it enters into the eye. Be careful in handling. When exposed to the battery fluid, wash it with water and get a medical check up.(store the battery fluid in a safe place to avoid touching by the children)
3. Pay attention not to be burned and always put on the protection gears because the engine or the muffler is hot right after engine stops.
4. Gasoline is extremely flammable. Maintenance must performed in the place free of the open fire or electric spark.
5. When more than two person are working, always pay attention to other worker's action and alway have safety in mind.
6. The skin exposed to used engine oil can be a major reason of the skin cancer. Pay attention not to exposed and wash carefully with soap and water after handling.
7. If compressed air is used to clean the brake, dust scattered in the air can be breathed in by workers. Please take action not to scatter dust in the brake cleaner, etc.
8. Flammable nitrogen gas is generated during charging the battery so charging must be performed in well-ventilated area and free of the open fire and spark.

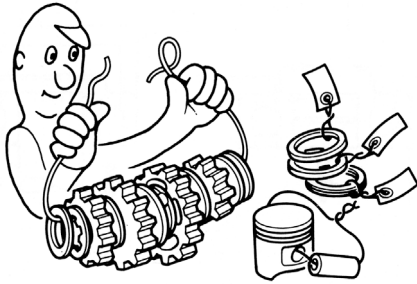
SERVICE RULES

1. Parts and lubrication oil must be DAELIM genuine or recommended parts.
2. Before maintenance, remove deposit or dust from the chasis.



SERVICE INFORMATION

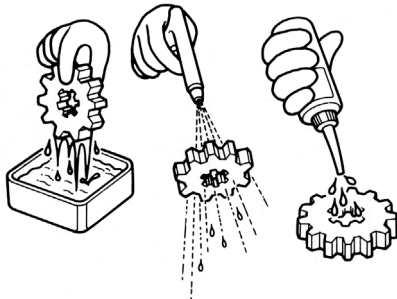
3. Store the parts of each system discriminatively to install each part in the right place.



4. After removing gasket, O-ring, piston pin clip and cotter pin, always replace them with the new one. When removing the snap ring, it can be easily missed after transformation or installation.



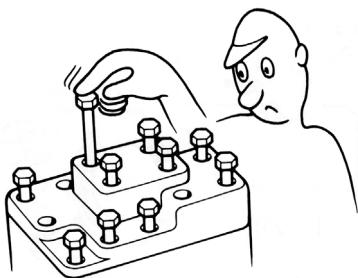
5. Clean the parts after the overhaul and before the test and remove the cleaning oil with compressed air. Apply oil to seal face during installation.



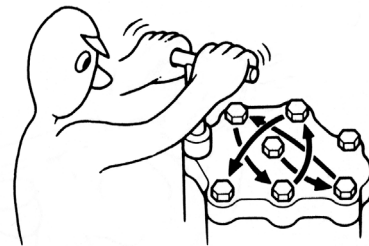
6. Check necessary place and measure necessary data during installation. When installing, return to the state before removing.



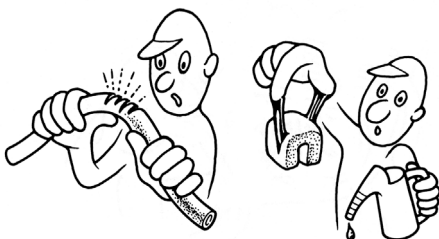
7. Align the bolts to uniform the tightening points before tightening them when you don't know the bolt length.



8. Bolts, nuts and pieces must be tightened from the bigger diameter to the smaller one, from inside to outside and diagonally with the specified torque.



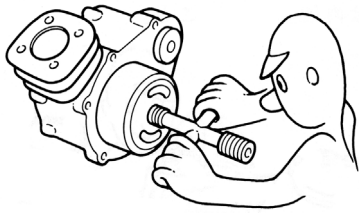
9. Check to see if the rubber part is worn out when removing it and replace it if necessary. Some rubber part is weak to gasoline and kerosene, so pay attention not to soak with gasoline or oils.



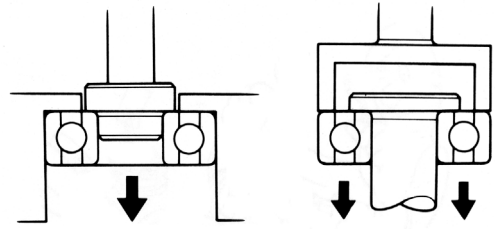
10. Recommended grease must be applied to or filled in the specified place.



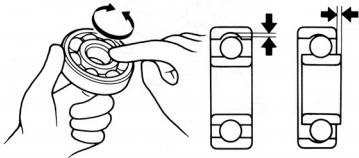
11. Maintenance needed to use the specialized tools must be performed with the right tool.



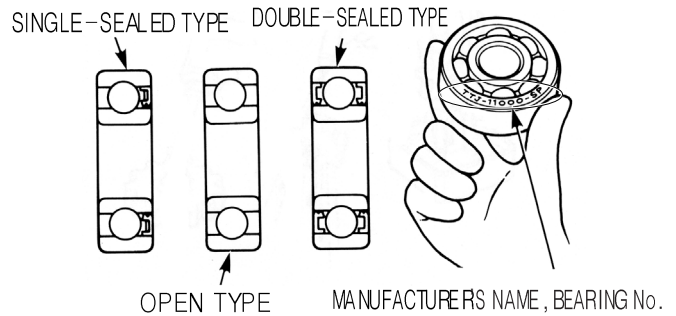
12. Never reuse the ball bearing removed with the ball applied pressure when removing press-fitted the bearing.



13. Check the smooth rotation of inner or outer race of the ball bearing by rotating it manually.
- Replace the ball bearing having excessive axial/longitudinal hanging.
 - Wipe the ball bearing likely to have hanging with cleaning oil.(except double-sided sealed type ball bearing)
 - Replace the ball bearing of which press-fitted part is slacked at the case or shaft.



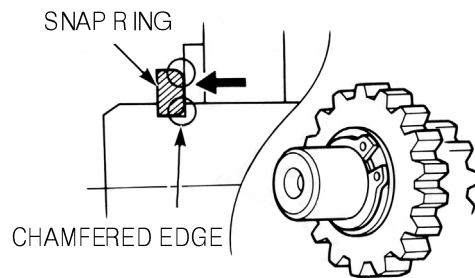
14. Pay attention to installation direction in case of the single-sided sealed ball bearing. Install the open-direction or double-sided sealed bearing in the way that the face marked with manufacturer and size should direct to the outer axle.



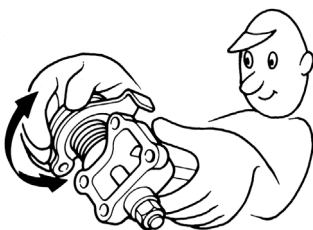
15. When blowing the ball bearing with compressed air after cleaning, keep the race from rotating. High speed rotation of the race may damage the bearing. Prior to installation, apply oil or grease to the bearing.



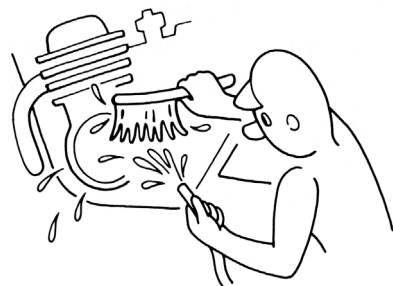
16. Install the snap ring so that chamfered side directs to the load-applied side. After installation, check the proper installation by rotating the snap ring.



17. Check each part for proper tightening and operation after installation.



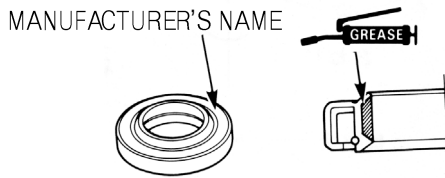
18. The brake fluid and coolant can damage the painted plastic or rubber parts. Keep these parts from contacting with them and wash these parts with water in case of contact.



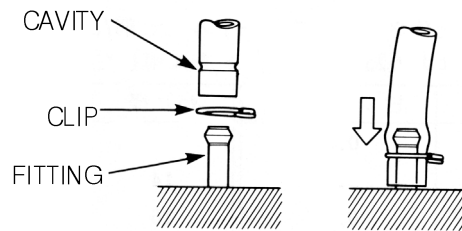
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19. Install the oil seal so that the manufacturer marked surface directs outer surface.(direction not covered with oil)

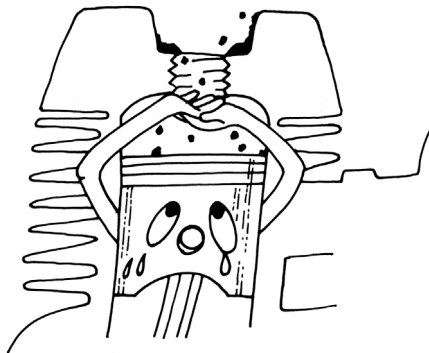
- Pay attention not to bend or damage the lip
- Apply the grease to the lip



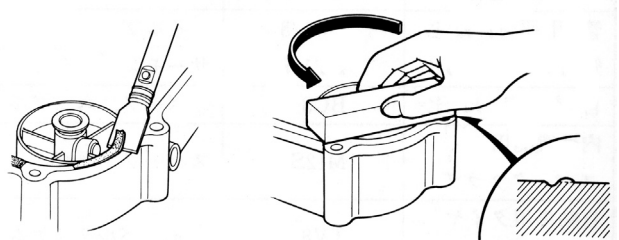
20. Connect the tube until the tube fully inserted in the joint. Install the clip if it is supplied. Replace the tube having slacked end.



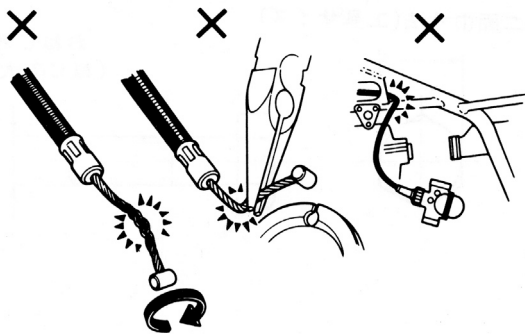
21. Keep the pneumatic system interior or the engine interior from the infiltration of dust.



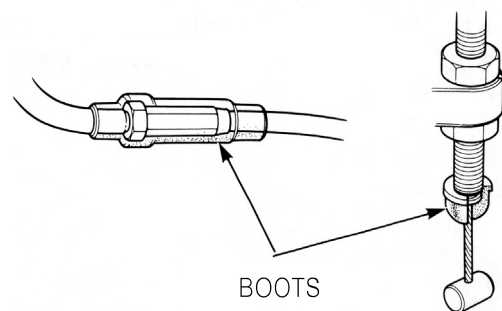
22. Install the gasket mounted in the contact surface of each case of the engine while removing gasket material completely. Remove damaged contact surface by wiping with the oil stone equally.



23. Pay attention not to bend the cable excessively. Transformed or damaged cable may cause malfunction or damage.

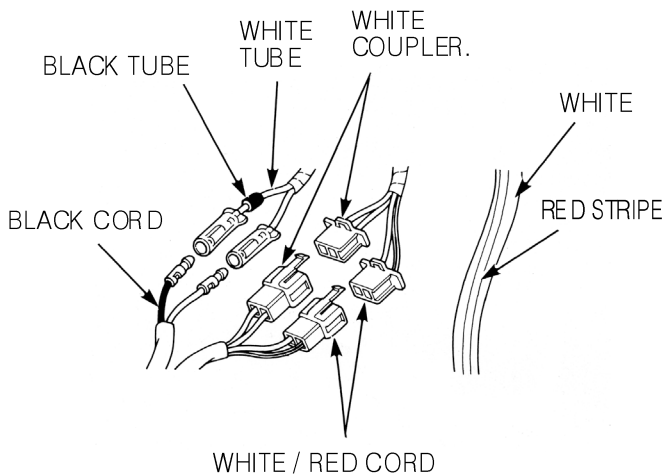


24. Install the boots with the installing groove by inserting the boots into the groove.

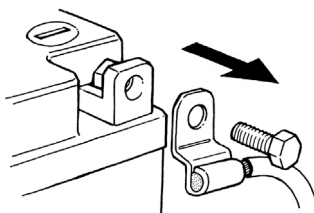


CAUTION WHEN WIRING

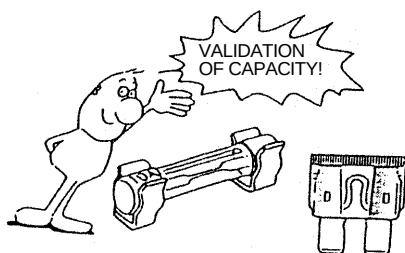
- Each cord must be connected depending on its color. When connecting different cord, attach color tube around the connector. Connect the coupler to the connector with same color and same pin number.
- Identify the two-colored cord by main color first and then striped color .



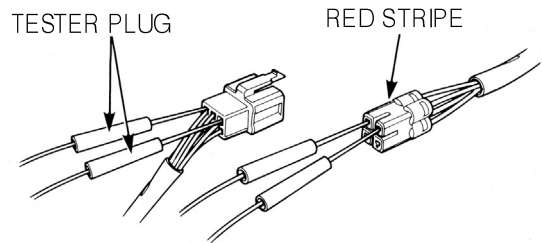
- When disconnecting the battery, the minus terminal must be disconnected first.
- Make sure that the tool such as spanner do not contact with the frame.



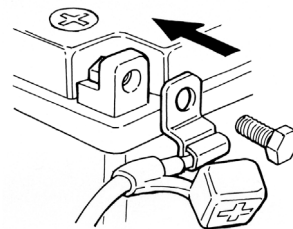
- If the fuse is short-circuited, find out the cause and repair. Replace with the fuse having the specified capacity.



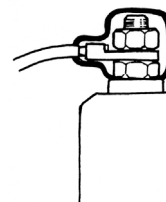
- When measuring voltage or resistance of the cord terminal using tester, contact the tester plug behind of the coupler. Pay attention not to open the cord terminal and contact the tester plug from the front of the coupler in case of water-proof coupler.



- Recheck the condition of contact, securing and continuity of each part after maintenance.
- When connecting the battery, the plus terminal must be connected first.
- After connecting the terminal, apply the grease to the terminal.



- Connect covers to the terminal after maintenance.

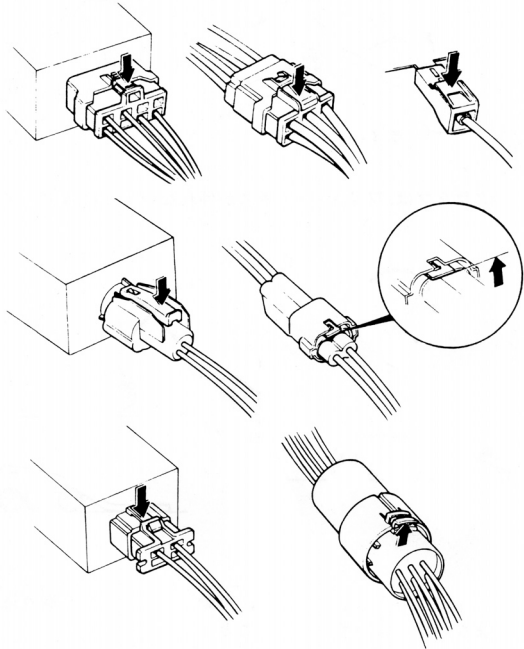


- If there is rust in the terminal, remove the rust with sand paper prior to connecting.

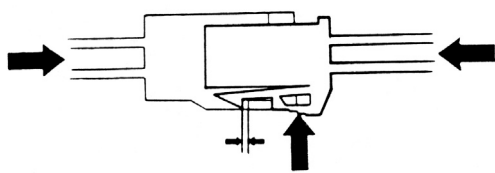


SERVICE INFORMATION

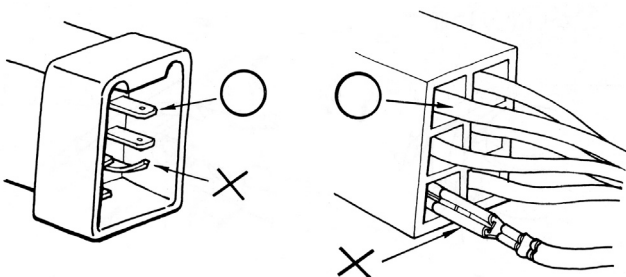
- Turn off the main switch before connecting/disconnecting.
- Release the lock to disconnect the lock of the coupler.
- The lock of the coupler has two types according to releasing method (press type and pull type) so release it properly according to the shape.
- Typical releasing method of the coupler is illustrated in the following.



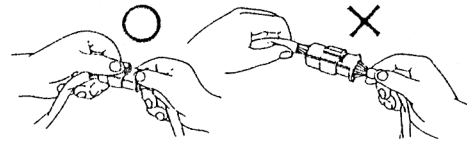
- Release the lock by inserting the coupler slightly and then narrowing connection to remove the coupler.



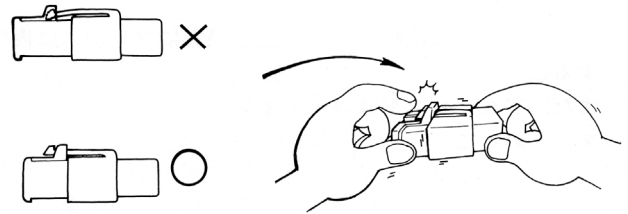
- Check to see if there is bended terminal and secure it to avoid disconnecting.



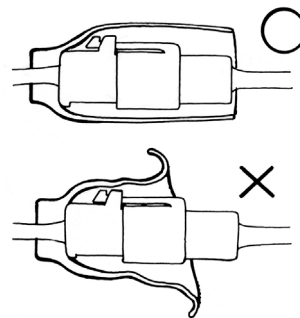
- When disconnecting the coupler, disconnect it while holding the coupler body. Pull while holding the wire harness cord and do not remove the coupler connection.



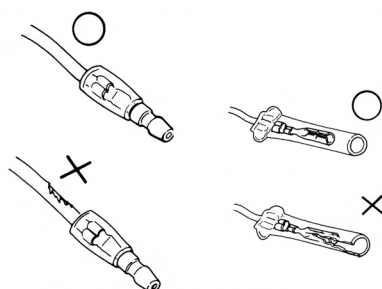
- Insert the lock of the coupler until the lock is fully secured.



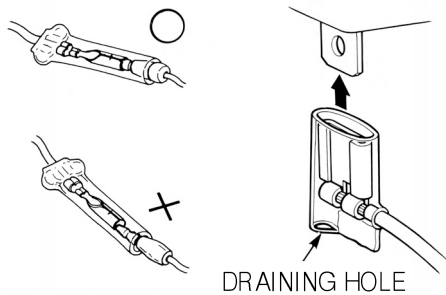
- Pay attention not to damage the vinyl cover of the coupler.



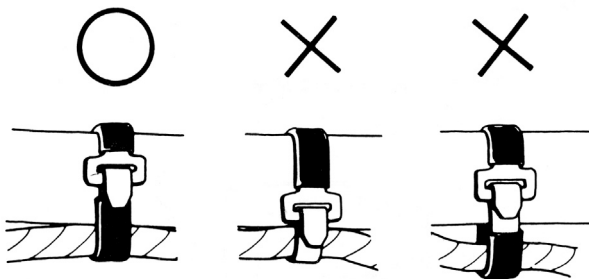
- If the wire harness coating is damaged, repair by winding vinyl tape or replace it.
- Prior to connecting the connector, make sure that the cover is not damaged and the mess terminal is not opened.



- Insert the connector until the vinyl cover is fully inserted into the terminal.
- The opening of the vinyl cover must face at the ground direction but in case of the plain connector, the draining opening must face at the sky direction.



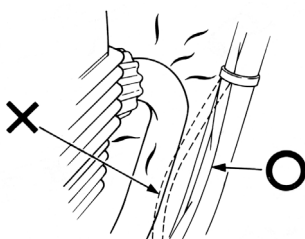
- Wire band must be secured firmly in the specified location of the frame. In case of aluminium band, secure the wire harness to the coated part.



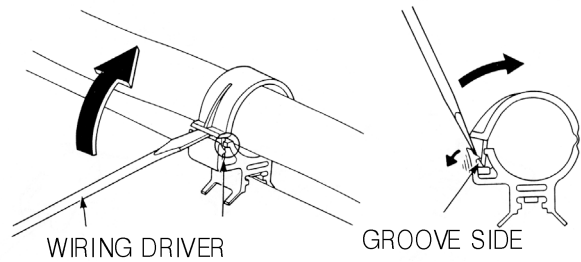
- In case of the weld clamp, do not clamp in the welded part.



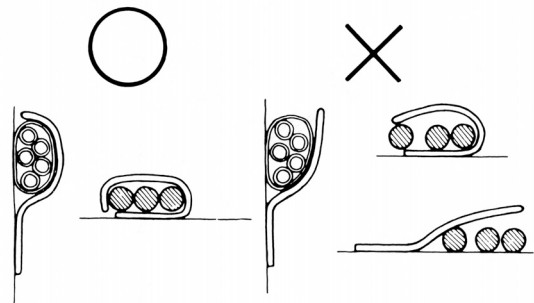
- When clamping the wire, pay attention not to contact with hot part.



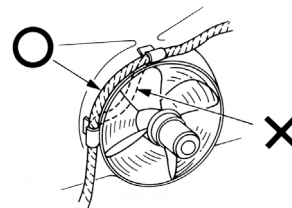
- When removing T-start, broaden the groove of T-start using the wiring driver and release the torque.
- Connect the harness and the hose to T-start and then insert until the groove is locked.
- When removing T-start from the frame, replace it with the new one.



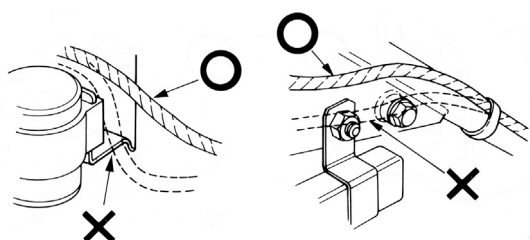
- Secure the wire harness firmly using the clamp.



- When clamping the wire harness, make sure that the harness is not contacted with the shaft or rotating part.

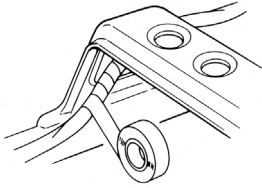


- The wire harness must be routed without contacting with the end of the lamp or any sharp edge.
- The wire harness must be routed without contacting with the end of the bolt or the piece.

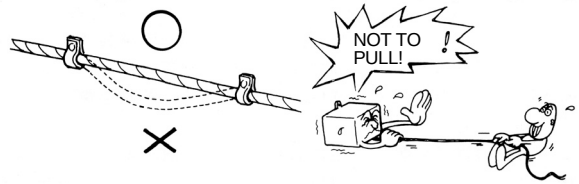


SERVICE INFORMATION

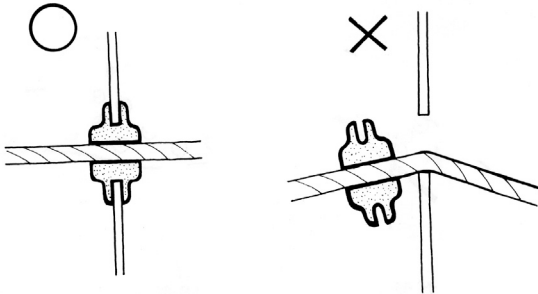
- In case that the wire harness is contacted with the end or the sharp edge, protect both parts with tube or tape.



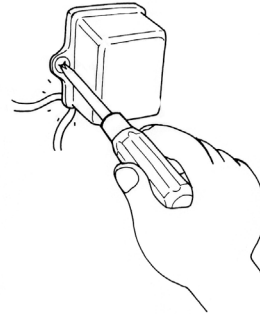
- The wire must not hang down or be pulled excessively.



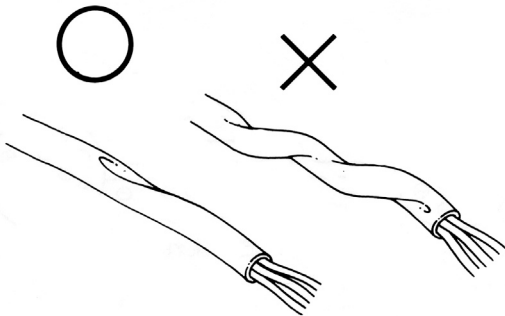
- If necessary, lock the wire harness properly.



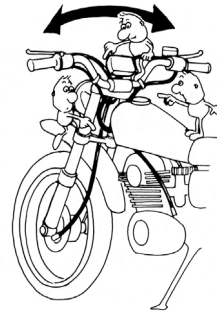
- When mounting parts, make sure that the wire harness is not pressed by the parts.



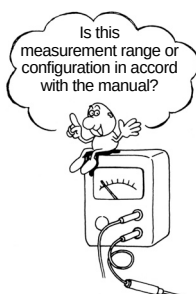
- Do not twist the wire harness.



- Wire the wire harness not to be pulled or expanded when the handle is turned to the right or the left completely. Avoid excessive bending or chewing and interference with the engine.



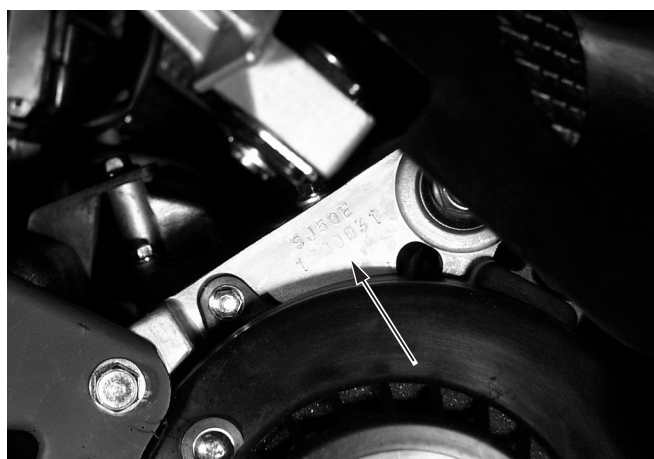
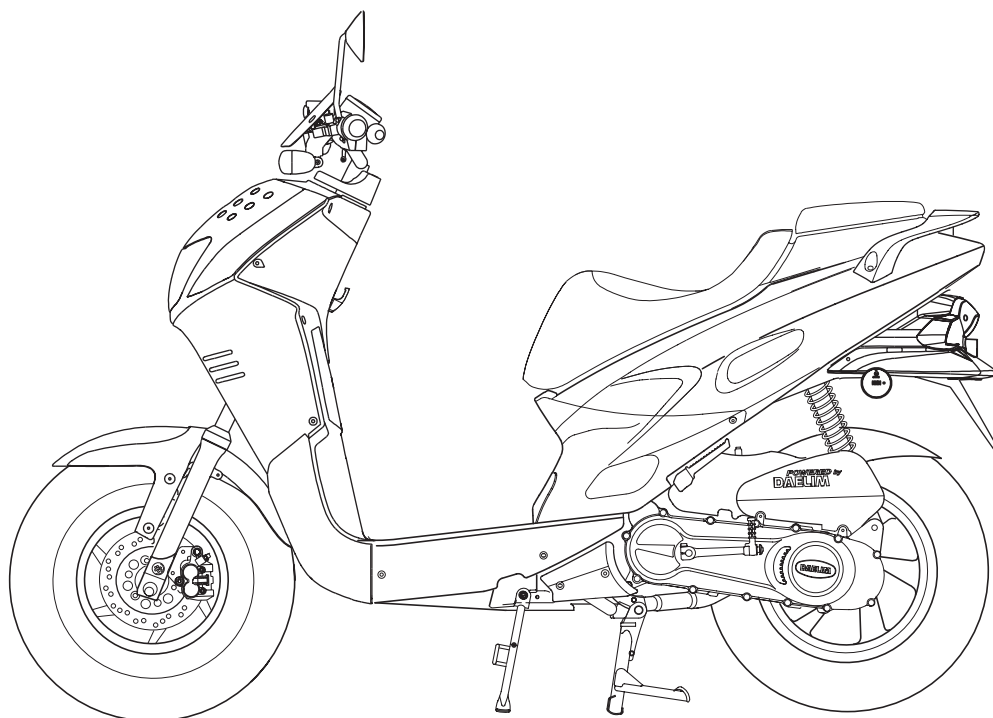
- Prior to using the tester, please read the manual carefully and understand the contents.
- When testing the resistance of the tester, the zero adjustment must be performed before testing.



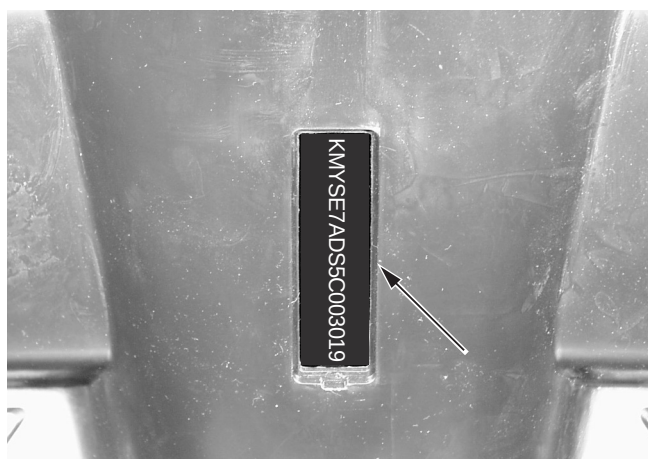
- Do not drop or throw the parts especially semiconductor contained parts because these parts may be damaged by the impact of the drop.



SERIAL NUMBER LOCATION



ENGINE SERIAL NUMBER LOCATION



FRAME SERIAL NUMBER LOCATION

SERVICE INFORMATION

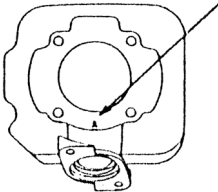
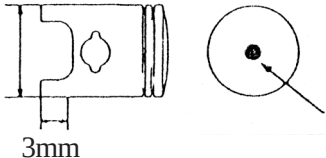
MAINTENANCE INFORMATION

SPECIFICATIONS

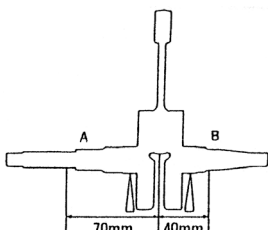
TYPE OF VEHICLE		a-Four	FRAME TYPE	UNDER BONE
OVERALL LENGTH		1,798mm	BRAKING DISTANCE	8.0m(30km/h VELOCITY)
OVERALL WIDTH		683mm	MIN. REVOLUTION RADIUS	1,800mm
OVERALL HEIGHT		1,107mm	COOLING TYPE	AIR-COOLED
WHEEL BASE		1,260mm	STARTING	STARTER MOTOR, KICK
MOTOR TYPE		SJ50R	MOTOR TYPE	2-CYCLE
DISPLACEMENT		49.5cc	NO. OF CYLINDERS, MOUNTING	1 CYLINDER, TRANSVERSE
FUEL TYPE		UNLEADED GASOLINE	VALVE APPARATUS	READ VALVE PISTON VALVE COMBINATION
DRY WEIGHT	FRONT AXLE	34kg	BORE & STROKE	39.0X41.4mm
	REAR AXLE	58kg	COMPRESSION RATIO	6.8:1
	TOTAL	92kg	MAX. OUTPUT	5.1PS/7,000rpm
PASSENGERS		2(65kg)	MAX. TORQUE	0.42kgf · m/7,500rpm
GROSS WEIGHT	FRONT AXLE	58.5kg	PRIMARY SPEED REDUCTION RATIO	4.083
	REAR AXLE	100.5kg	SECONDARY SPEED REDUCTION RATIO	3.615
	TOTAL	159kg	TRANSMISSION	GEARLESS TRANSMISSION
GROUND CLEARANCE		115mm	TRANSMISSION RATIO 1ST GEAR	0.76~2.41
CASTER		26°		
TRAIL		80.5mm		

MAINTENANCE SPECIFICATIONS

ITEM		STANDARD	USE LIMITS
LUBRICATION SYSTEM			
ENGINE OIL TANK CAPACITY	FULL CAPACITY	1.2 liters	
RECOMMENDED ENGINE OIL		DMC Ultra 2 super oil, 2-Cycle Oil	
TRANSMISSION OIL CAPACITY	FULL CAPACITY	0.09 liters	
RECOMMENDED TRANSMISSION OIL		DMC Pure Mission Oil or SAE 80W/90	
LUBRICATION TYPE		Separation Lubrication	
OIL FILTER TYPE		Current Filtration,	
OIL PUMP TYPE		Plunger Type	
COOLING TYPE			
COOLING TYPE		Air-Cooled	

ITEM			STANDARD	USE LIMITS
FUEL SYSTEM				
FUEL TANK CAPACITY	FULL CAPACITY		6 l	-
AIR CLEANER TYPE			Urethane Foam	-
CARBURETOR	SETTING MARK		PB11P	-
	VENTURI DIAMETER		φ 16mm	-
	AIR SCREW OPENING		1 1/4 Rotation	-
	FLOAT LEVEL		8.0mm	-
	IDLING RPMS		1,800 ± 100rpm	-
	NO. OF JET NEEDLES		4	-
	MAIN JET		#65	-
	SLOW JET		#38	-
THROTTLE GRIP CLEARANCE			2-6mm	-
CYLINDER HEAD, CYLINDER, PISTON				
PORT OPEN/CLOSE PERIODS	INHALATION	OPEN	Auto Control	-
		CLOSE	Auto Control	-
	EXHAUST	OPEN	81.5° BBDC	-
		CLOSE	81.5° ABDC	-
	SCAVENGING	OPEN	56.5° BBDC	-
		CLOSE	56.5° ABDC	-
CYLINDER HEAD	COMPRESSION PRESSURE		10kgf/cm ² -600rpm	-
CYLINDER	ID MARK LOCATION		Side of Cylinder	
				
	INSIDE DIAMETER	ID MARK(A)	39.000-39.005mm	39.05mm
		NO ID MARK	39.005-39.010mm	39.05mm
	CYLINDRICAL DEGREE		-	0.10mm
	OUT OF ROUNDNESS		-	0.10mm
PISTON	OUTSIDE DIAMETER MEASUREMENT LOCATION			
OUTSIDE DIAMETER				
	OUTSIDE DIAMETER	ID MARK(A)	38.955-38.960mm	38.90mm
		ID MARK(B)	38.965-38.970mm	38.90mm
		NO ID MARK	38.960-38.965mm	38.90mm
	CYLINDER AND PISTON CLEARANCE		0.035-0.050mm	0.10mm
	PISTON PIN HOLE INSIDE DIAMETER		12.002-12.008mm	12.03mm
	PISTON PIN OUTSIDE DIAMETER		11.994-12.000mm	11.98mm
	PISTON AND PISTON PIN CLEARANCE		0.002-0.014mm	0.03mm
PISTON RING	GAP	TOP	0.10-0.25mm	0.40mm
		SECOND	0.10-0.25mm	0.40mm
	RING MARK		Turning up	-
CONNECTING ROD SMALL END PORTION DIAMETER			17.005-17.017mm	17.03mm

SERVICE INFORMATION

ITEM			STANDARD	USE LIMITS
CLUTCH				
CLUTCH	AUTOMATIC TYPE		Automatic Centrifugal Continuously Variable Transmission	-
	CLUTCH OUTER DIAMETER		107.0-107.2mm	107.5mm
	CLUTCH LINING THICKNESS		3.0mm	2.0mm
DRIVE BELT	WIDTH		17.5mm	16.5mm
MOVABLE DRIVE FACE				
	BUSH INSIDE DIAMETER		20.035-20.085mm	20.60mm
	BOSS OUTSIDE DIAMETER		20.011-20.025mm	19.97mm
	WEIGHT ROLLER OUTSIDE DIAMETER		15.920-16.080mm	15.40mm
DRIVEN PULLEY				
	FACE SPRING FREE LENGTH		98.1mm	92.8mm
	FACE OUTSIDE DIAMETER		33.965-33.985mm	33.94mm
	MOVABLE FACE INSIDE DIAMETER		34.000-34.025mm	34.06mm
CRANK SHAFT				
CRANK SHAFT	LARGE END SIDE CLEARANCE		0.15~0.55mm	0.60mm
	CONNECTING ROD LARGE END RIGHT ANGLE DIRECTION CLEARANCE		0.010~0.02mm	0.04mm
	CRANK SHAFT SHAKING A		0.03mm(70mm from center)	0.15mm
	B		0.05mm(40mm from center)	0.10mm
				
FRONT, REAR WHEELS				
WHEELS	RIM RUNOUT	RADICAL	-	2.0mm
		AXIAL	-	2.0mm
TIRES	AXLE DEFLECTION		-	0.2mm
	TYPE		TUBELESS	-
	TIRE PRESSURE	FRONT	1.75kgf/cm ² (1.75 kgf/cm ²)	-
	(2 PERSON)	REAR	2.00kgf/cm ² (2.25 kgf/cm ²)	-
	TIRE SIZE	FRONT	120/70-12 58L	-
		REAR	130/70-12 62L	
BRAKES				
FRONT BRAKE	LEVER FREE PLAY		10~20mm	-
	BRAKE FLUID		DOT3 or DOT4	-
	BRAKE PAD THICKNESS		-	to wear line
	DISK THICKNESS		3.5mm	3.0mm
	DISK SHAKING		-	0.3mm
	DISK WEAR LINE		3.0mm	
	MASTER CYLINDER INSIDE DIAMETER		12.740-12.743mm	12.755mm
	MASTER PISTON OUTSIDE DIAMETER		12.657-12.684mm	12.645mm
REAR BRAKE	CALIPER CYLINDER INSIDE DIAMETER		33.960-34.010mm	34.02mm
	CALIPER PISTON OUTSIDE DIAMETER		33.878-33.928mm	33.87mm
	LEVER FREE PLAY		10~20mm	-
	DRUM INSIDE DIAMETER		110mm	111mm
	LINING THICKNESS		4.0mm	2.0mm
SUSPENSION				
FRONT	FRONT CUSHION FREE LENGTH		278.6mm	-
REAR	REAR CUSHION FREE LENGTH		220.6mm	-

ITEM		STANDARD	USE LIMITS
IGNITION SYSTEM			
SPARK PLUG	STANDARD PLUG GAP	BR8HSA 0.6~0.7mm	
IGNITION TIMING	F MARK	BTDC 17° ± 2° /1,800rpm	
PEAK VOLTAGE	IGNITION COIL(PRIMARY VOLTAGE) EXCITE COIL PULSE GENERATOR	over 120V over 120V over 1.5V	
IGNITION COIL RESISTANCE VALUES(20°C)	PRIMARY COIL SECONDARY COIL(PLUG CAP CONNECTION) SECONDARY COIL(PLUG CAP DISCONNECTION)	0.1-0.5 Ω 6.5-9.5 $k\Omega$ 2.6 ± 1.25 $k\Omega$	
EXCITE COIL RESISTANCE VALUE(20°C)		500 Ω ± 20%	
PLUSE GENERATOR RESISTANCE VALUE(20°C)		100 Ω ± 20%	
CHARGING SYSTEM, AC GENERATOR			
AC GENERATOR	TYPE OUTPUT CHARGING COIL RESISTANCE VALUE(20°C) LIGHTING COIL RESISTANCE VALUE(20°C)	AC 12V-9.5A/5,000rpm 0.8 Ω ± 20% 0.55 Ω ± 20%	
REGULATOR/RECTIFIER	TYPE CONTROL VOLTAGE LAMP SIDE CHARGING SIDE	Semi-conductor 12.6-13.6V/5,000rpm 14.0-15.0V/5,000rpm	
REGISTER RESISTANCE VALUE	REGISTER(6.7 Ω 5W) REGISTER(5.9 Ω 30W)	6.3-7.1 Ω 5.5-6.5 Ω	
LIGHTS, METER, SWITCHES			
LIGHTS, BULBS	HEADLIGHT TAIL/STOP LIGHT WINKER LIGHTS FRONT REAR METER LIGHTS HIGH BEAM PILOT OIL PILOT WINKER PILOTS FUSE LICENSE LAMP	12V-35/35W 12V-5/21W 12V-10W × 2 12V-10W × 2 12V-1.7W 12V-3W 12V-3W 12V-3W 7A 12V-5W	
BATTERY			
	TYPE CAPACITY TERMINAL VOLTAGE(20°C) CHARGING CURRENT/STANDARD CHARGING CURRENT/RAPID	MF BATTERY 12V-3AH 13.0-13.2V 0.4A/5h 4A/0.5h	

TWIST TORQUE

STANDARD TWIST TORQUE

TYPE	TWIST TORQUE	TYPE	TWIST TORQUE
5mm BOLT, NUT	0.5kgf · m	5mm SCREW	0.4kgf · m
6mm BOLT, NUT	1.0kgf · m	6mm SCREW	0.9kgf · m
8mm BOLT, NUT	2.2kgf · m	6mm SCREW FLANGE BOLT, NUT	1.2kgf · m
10mm BOLT, NUT	3.5kgf · m	8mm SCREW FLANGE BOLT, NUT	2.7kgf · m
12mm BOLT, NUT	5.5kgf · m	10mm SCREW FLANGE BOLT, NUT	4.0kgf · m

Bolts not appearing in the following table are tightened using standard torque.

ENGINE PARTS

TWIST PART	NUMBER	SCREW DIAMETER (mm)	TWIST TORQUE	REFERENCE
FLY WHEEL NUT	1	10	4.0kgf · m	
DRIVE FACE NUT	1	12	5.5kgf · m	
CYLINDER HEAD BOLT	4	6	1.0kgf · m	
SPARK PLUG	1	14	1.4kgf · m	
DRIVEN FACE NUT	1	28	5.5kgf · m	
CLUTCH OUTER NUT	1	10	4.0kgf · m	
OIL LEVEL CHECK BOLT	1	8	1.3kgf · m	
EXHAUST PIPE JOINT NUT	2	6	1.2kgf · m	
MUFFLER BRACKET BOLT	2	8	3.3kgf · m	
CRANK CASE BOLT	6	6	1.0kgf · m	

FRAME PARTS

TWIST PART	NUMBER	SCREW DIAMETER	TWIST TORQUE	REFERENCE
STEERING STEM LOCK NUT	1	-	7.0kgf · m	
HANDLE POST TWIST NUT	1	10	5.0kgf · m	
FRONT BRAKE LEVER PIVOT BOLT	1	6	1.0kgf · m	
FRONT BRAKE LEVER PIVOT NUT	1	6	1.0kgf · m	
REAR BRAKE LEVER PIVOT SCREW	1	5	0.3kgf · m	
REAR BRAKE LEVER PIVOT NUT	1	5	0.4kgf · m	
MASTER CYLINDER HOLDER BOLT	2	6	1.2kgf · m	
MASTER CYLINDER COVER SCREW	2	4	0.2kgf · m	
BRAKE HOSE BOLT	2	10	3.5kgf · m	
CALIPER MOUNT BOLT	2	8	2.7kgf · m	
CALIPER BREATHER VALVE	1	8	0.6kgf · m	
CALIPER PAD PIN	2	10	1.8kgf · m	
CALIPER SLIDE PIN BOLT	1	8	2.3kgf · m	
BRAKE SWITCH SCREW	1	4	0.12kgf · m	
STEERING STEM BOLT(FRONT FORK SIDE)	4	10	3.5~4.5kgf · m	
FRONT AXLE NUT	1	12	6kgf · m	
REAR AXLE NUT	1	14	11.0kgf · m	
SPEEDOMETER CABLE SETTING SCREW	1	4	0.2kgf · m	
REAR BRAKE ARM BOLT	1	6	0.6kgf · m	
FRONT BRAKE DISK BOLT	3	8	3.9kgf · m	
REAR CUSHION UPPER BOLT	1	10	4.0kgf · m	
REAR CUSHION LOWER BOLT	1	10	4.0kgf · m	
ENGINE HANGER BRACKET NUT	2	10	5.0kgf · m	
EXHAUST PIPE JOINT NUT	3	6	1.2kgf · m	
MUFFLER BRACKET BOLT	2	8	3.3kgf · m	
EXHAUST PIPE PROTECTOR SCREW	4	6	0.5kgf · m	

SPECIALIZED TOOLS

TOOL NAME	TOOL NO.	USAGE	CHAPTER
FLOAT LEVEL GAUGE	07401-001000	Carburetor Oil Level Measurement	5
BEARING DIRVER	07945-GC80000	Change of Driven Face Outer Bearing	7
BEARING REMOVER	07936-3710300	Disassembly of Driven Face Needle Bearing	
REMOVER HANDLE	07936-3710100		
REMOVER WEIGHT	07741-0010201		
DRIVER HANDLE A	07749-0010000	Assembly of Driven Face Needle Bearing	
OUTER DRIVER 24 × 26mm	07746-0010700		
CLUTCH SPRING COMPRESSOR	07960-KM10000	Disassembly/Assembly of Clutch/Driven Face	
SOCKET WRENCH 39mm	0723-03900		
CLUTCH CENTER HOLDER	07724-0050001	Disassembly/Assembly of Driven Pulley/Driven Face	
UNIVERSAL HOLDER	07725-0030000	Disassembly/Assembly of Clutch/Driven Pulley	
CRANK ASSEMBLY	0740-00001	Assembly of Drive Shaft	9
DRIVER HANDLE A	0749-0010000	Assembly of Drive Shaft Bearing	
OUTER DRIVER 37 × 40mm	07746-0010200		
DRIVER PILOT, 17mm	07746-0040400		
UNIVERSAL BEARING PULLER	0755-00001	Disassembly of Crank Shaft Bearing	
CRANK CASE PULLER	0751-00003	Disassembly of R/L Crank Case, Crank Shaft	
CRANK ASSEMBLY	0740-00001	Disassembly of R.Crank Case, Crank Shaft	
OUTER DRIVER 52 × 55mm	07746-0010400	Assembly of Crank Shaft Bearing	
DRIVER PILOT 20mm	07746-0040500		
DRIVER HANDLE A	07749-0010000		
CRANK ASSEMBLY	0740-00001	Assembly of R/L Crank Shaft Oil Seal	
LOCK NUT WRENCH A	07916-1870101	Disassembly of Top Cone Race	10
LOCK NUT WRENCH B	07916-KM10000		
BALL RACE REMOVER	07946-GA70000	Assembly of Ball Race	
OUTER DRIVER, 42 × 47mm	07746-0010300		
DRIVER HANDLE A	07749-0010000		
SHOCK ABSORBER COMPRESSOR	07GM-0010000	Disassembly/Assembly of Rear Cushion	11
COMPRESSOR SCREW ASS' Y	079GME-0010100		
SPRING COMPRESSOR ATTACHMENT	07967-GA70102		
SPRING COMPRESSOR ATTACHMENT	07JME-GW20100		
UNIVERSAL HOLDER	07725-0030000	Disassembly/Assembly of Fly Wheel	13
A.G.G ROTOR PULLER	0750-00006	Disassembly of Fly Wheel	

LUBRICATION OIL

ENGINE PARTS

APPLICATION AREAS	CAUTIONARY SUGGESTIONS	OIL TYPE
CRANK CASE JOINING FACE CRANK CASE REVOLUTION PART CYLINDER BIG REVOLUTION PART, FRICTION PART		Gasket Fluid(TB 1215) Ultra-2 Super, 2-Cycle Oil (Separation Lubrication Use)
TRANSMISSION(FINAL REDUCTION)	Capacity : 0.09 l	SAE 80W/90
KICK SPINDLE BUSH STARTER PINION STARTER DRIVE GEAR OPERATION PART MOVEABLE DRIVEN FACE (DRIVEN FACE OPERATION PART)	Capacity : 5.0~5.6g	Multi-Purpose Grease
OIL PUMP DRIVE GEAR		Molybdenum Grease

FRAME PARTS

APPLICATION AREAS	CAUTIONARY SUGGESTIONS	OIL TYPE
FRONT WHEEL DUST SEAL EDGES FRONT PIVOT ARM BUSH FRICTION FACE FRONT PIVOT ARM SEAL EDGES REAR BRAKE CAM AXLE PART, CAM PART WHOLE AREA OF REAR BRAKE CAM DUST SEAL REAR BRAKE ANCHOR PIN AXLE PART FRONT BRAKE OIL SEAL EDGES FRONT BRAKE CAM AXLE PART, CAM PART WHOLE AREA OF FRONT BRAKE CAM DUST SEAL SPEEDOMETER GEAR/PINION INSIDE DIAMETER PART, AXLE PART, GEAR TEETH PART BALL RACE, BEARING REVOLUTION PART		Multi-Purpose Grease
HANDLE GRIP INSIDE AXLE PART		Adhesives ROYAL BOND 1300

SYMBOLS

The following symbols appear in this manual and offer cautionary suggestions which need to be heeded when performing maintenance work on the vehicle.

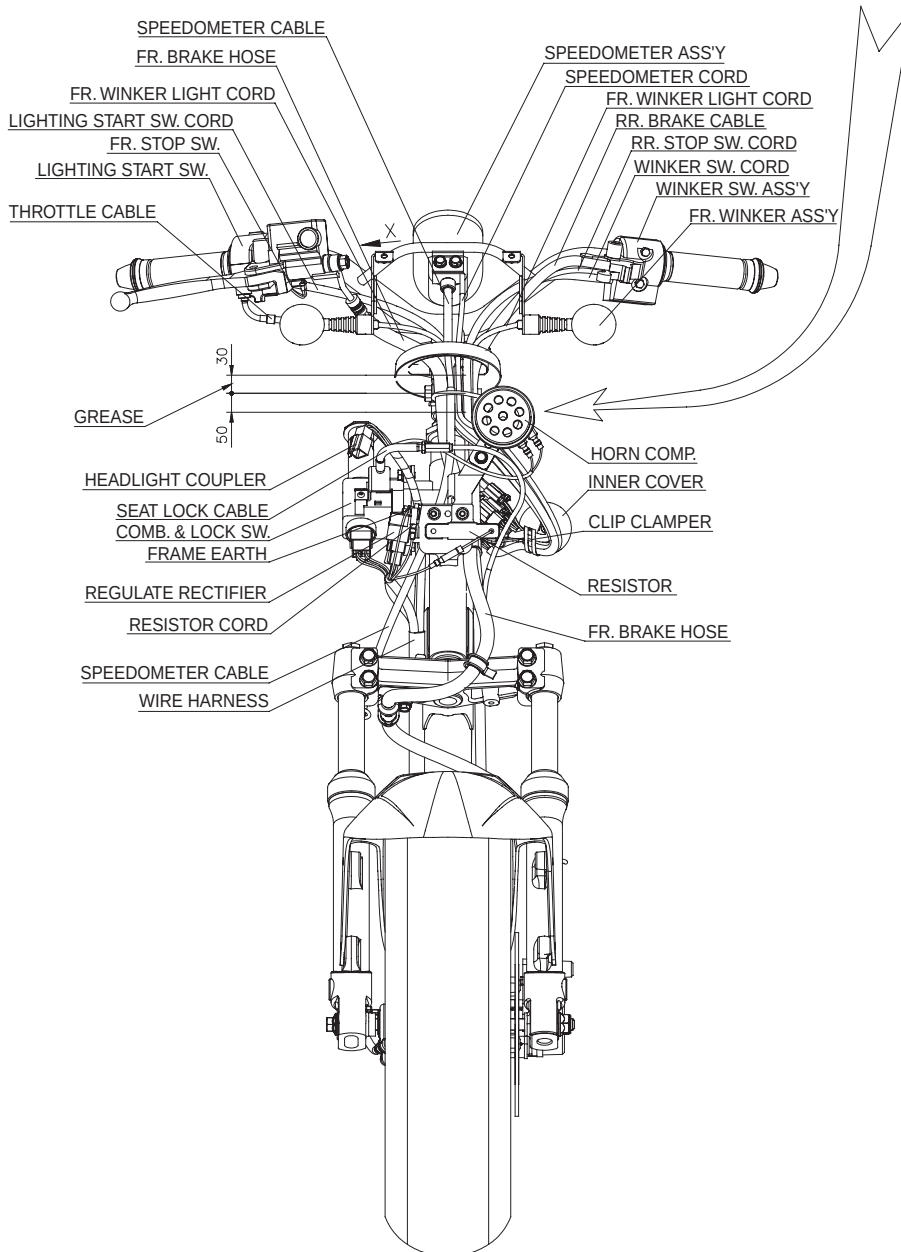
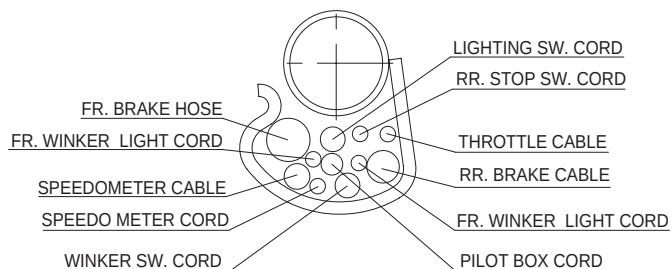
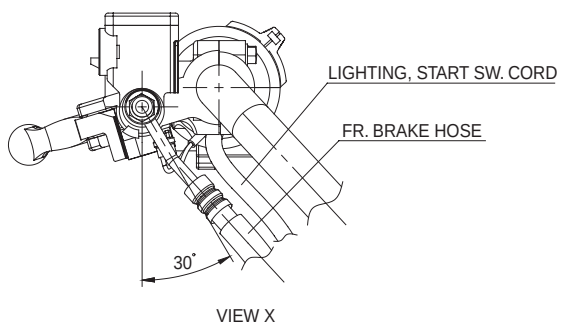
SYMBOL	CAUTION	SYMBOL	CAUTION
WARNING	Indicates special caution needed. Possibility of resulting in serious malfunctioning of vehicle if ignored.	CAUTION	Indicates an important step or operation. Possibility of resulting in minor malfunctioning or damage to part if ignored.
		NOTE	Indicates general caution. Caution needed to be taken when performing the maintenance operation or in the handling of part.

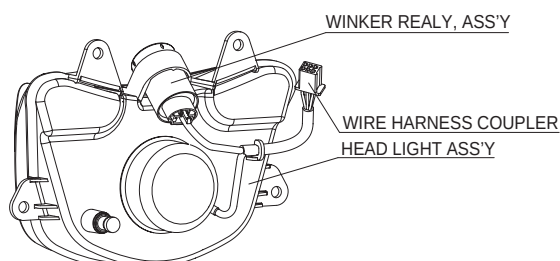
The following symbols indicate needed lubrication steps, the changing of parts, and required specialized tools, etc. when performing maintenance.

SYMBOL	CAUTION
	Indicates needed application of oil. When a designated brand is not listed, use the designated or suggested engine oil when this symbol appears.
	Indicates needed application of a molybdenum solution. The molybdenum solution is made by mixing molybdenum grease with engine oil at a 1:1 ratio.
	Indicates needed application of a multi purpose grease. (NLG 1 #2 using a lithium soap base) Example brand: Shell Albania EP-2(Fire-proof Shell Oil)
	Indicates needed application of molybdenum grease. (containing over 3% of emulsified molybdenum, NCG 1 #2)
	Indicates needed application of molybdenum paste. (containing over 40% of emulsified molybdenum, NLG 1 #2)
	Indicates needed application of silicon grease.
	Indicates needed application of an antilock substance. When a designated brand is not listed, use a medium-strength brand.
	Indicates needed application of a sealant.
	Indicates new part needed every time when disassembled.
	Indicates brake fluid needed. Use recommended DOT3 or DOT4 brake fluid.
	Use recommended cushion oil.
	Use Specialized Tool.
	Use Option Tool. These tools are needed for the part, see part list for tool number.
(⇒3-1)	Indicates reference page. This particular symbol indicates chapter 3 page 1.

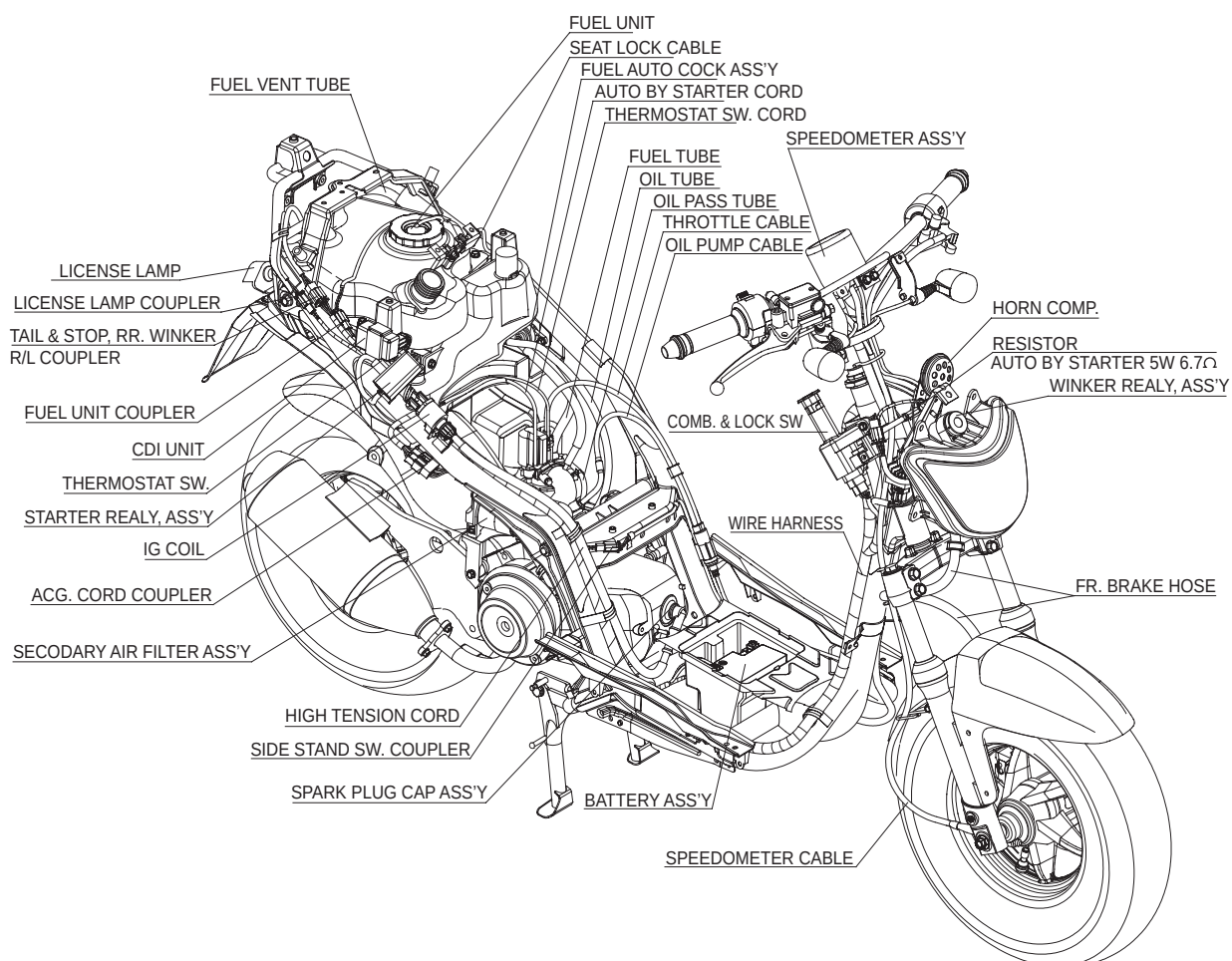
Special grease, etc. that do not correspond to the above are indicated without using symbols.

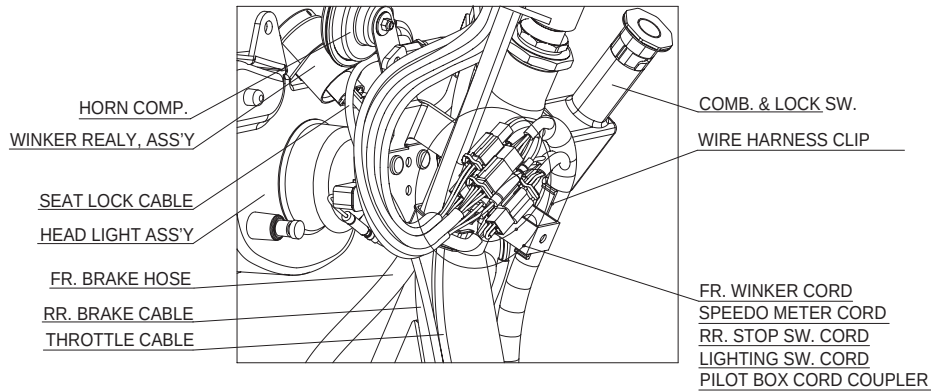
WIRING DIAGRAM



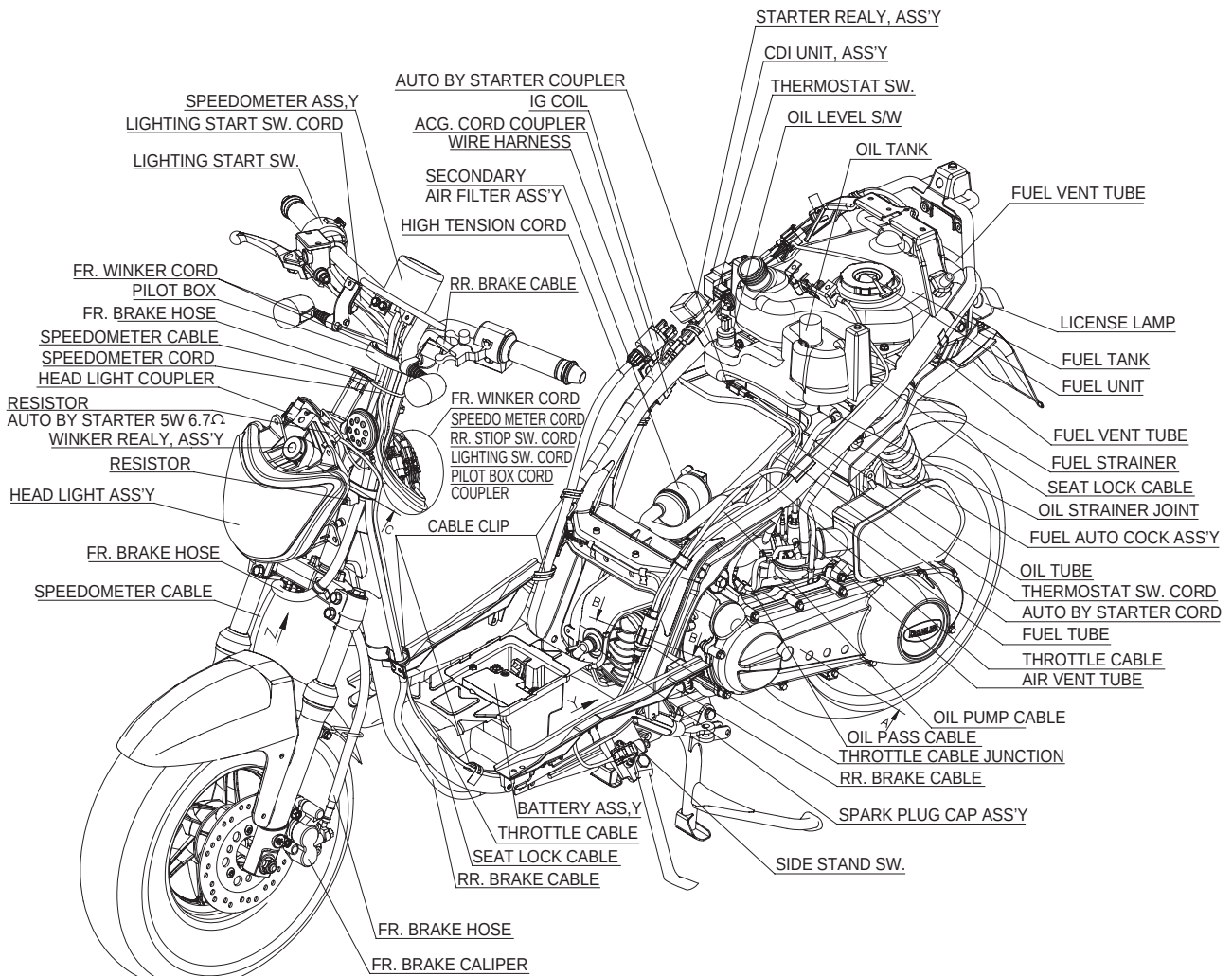


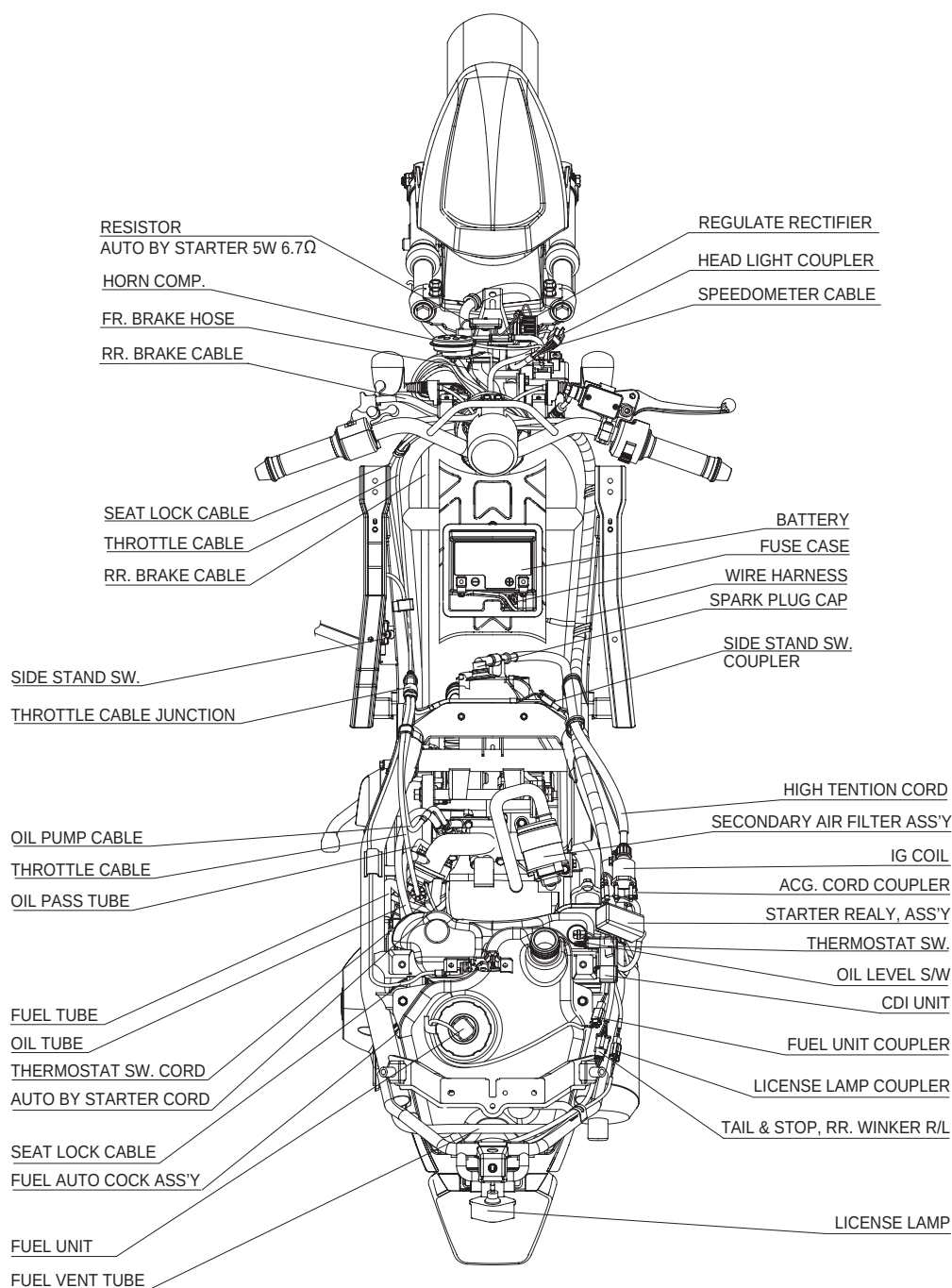
HEAD LIGHT REAR WIRING DETAIL





WIRE FRONT WIRING DETAIL





2. INSPECTIONS/ADJUSTMENTS

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REGULAR INSPECTION SCHEDULE .	2-2	BRAKE PAD/SHOE	2-7
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FUEL LINE FOR CLOGGING .	2-3	HEADLIGHT ADJUSTMENT . .	2-8
THROTTLE GRIP OPERATION . .	2-3	SIDE STAND	2-8
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CYLINDER COMPRESSION PRESSURE .	2-5	WHEELS/TIRES	2-9
CARBURETOR IDLING	2-6	STEERING HEAD BEARING .	2-10
AIR SCREW ADJUSTMENT . .	2-6	BATTERY	2-10

SERVICE INFORMATION

 WARNING

- The exhaust gas contains poisonous substance. Do not keep engine idling in a closed or poorly ventilated place for a long period of time.

 NOTE

- Erect the main stand prior to beginning work.

SPECIFICATIONS

ITEM	STANDARD VALUE	REFERANCE
THROTTLE GRIP FREE PLAY	2-6mm	
SPARK PLUG	BR8HSA	
SPARK PLUG GAP	0.6~0.7mm	
CARBURETOR IDLE SPEED	1,800±100rpm	
CYLINDER COMPRESSION PRESSURE	10 kgf/cm ² - 600rpm	

TORQUE VALUES

SPARK PLUG	1.4kgf · m
CYLINDER HEAD COVER BOLTS	1.0kgf · m

INSPECTIONS/ADJUSTMENTS

REGULAR INSPECTION SCHEDULE

Carry out pre-operation check at each scheduled maintenance period based on the information described in the owner's manual.

I : INSPECT AND CLEAN, ADJUST, LUBRICATE OR REPLACE IF NECESSARY.

R : REPLACE L : LUBRICATE C : CLEAN

ITEM		FREQUENCY	ODOMETER READING(NOTE 1)					REMARK
			x 1000Km	1	4	8	12	
			MONTH		6	12	18	
*	FUEL LINE(FUEL TUBE)				I	I	I	
*	THROTTLE GRIP OPERATION			I	I	I	I	
**	OIL PUMP, OIL LINE				I	I	I	
	AIR CLEANER				C	C	C	
	SPARK PLUG				I	I	I	NOTE 2
**	CARBON REMOVAL			Every 8,000km : C				
*	CARBURETOR IDLE SPEED			I	I	I	I	
*	TRANSMISSION OIL						R	
	BRAKE SHOE/PAD WEAR				I	I	I	
	BRAKE SYSTEM			I	I	I	I	NOTE 3
*	BRAKE STOP SWITCH				I	I	I	
*	HEADLIGHT ADJUSTMENT				I	I	I	
**	CLUTCH SHOE WEAR				I	I	I	
*	SUSPENSION				I	I	I	
*	BOLTS, NUTS, FASTENERS			I		I		
**	WHEELS/TIRES				I	I	I	
**	STEERING HEAD BEARING			I		I		
*	DRIVE BELT				I	I	I	
*	WEIGHT ROLLER				I	I	I	
*	SLIDE PIECE				I	I	I	

* If there are no appropriate type of tools and maintenance data available, or if you do not have mechanical technology contact authorized maintenance shops, dealers or other designated repair shops for maintenance and inspections.

** To ensure safety, inspections and maintenance of these parts must be carried out by authorized maintenance shops, dealers or registered repair center.

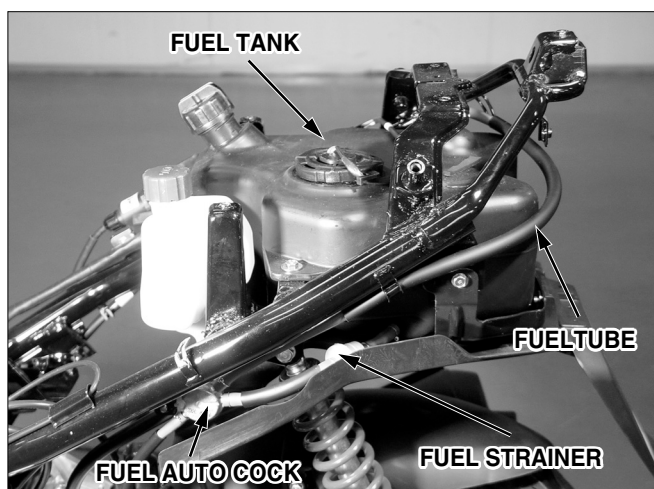
NOTE

1. After the odometer reading exceeds 12,000km, repeat maintenance service at intervals indicated in the table.
2. After riding in areas with high humidity or pollution, carry out maintenance service more frequently.
3. Replace every 2 years. Proper technology is required for this job.



FUEL LINE(FUEL TUBE)

- Remove the luggage box. (⇒3-3)
- Check the fuel tube of the fuel auto cock connected to the fuel tank and carburetor. If the fuel tube is cranked, damaged or leaks, replace it.



FUEL LINE FOR CLOGGING

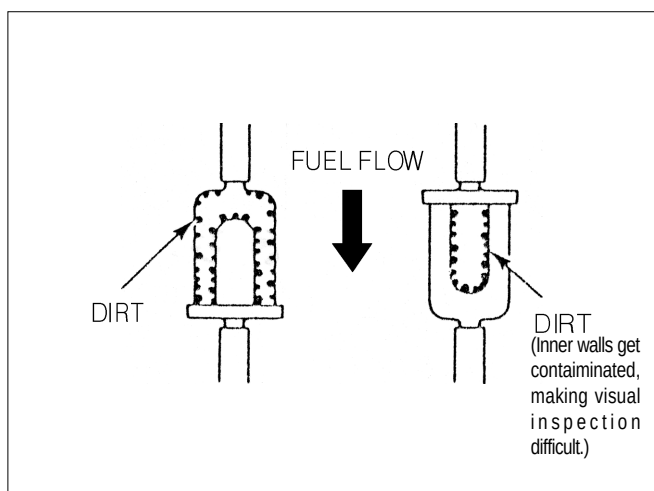
⚠ NOTE

- Refer to section 2 for fuel filter inspection.

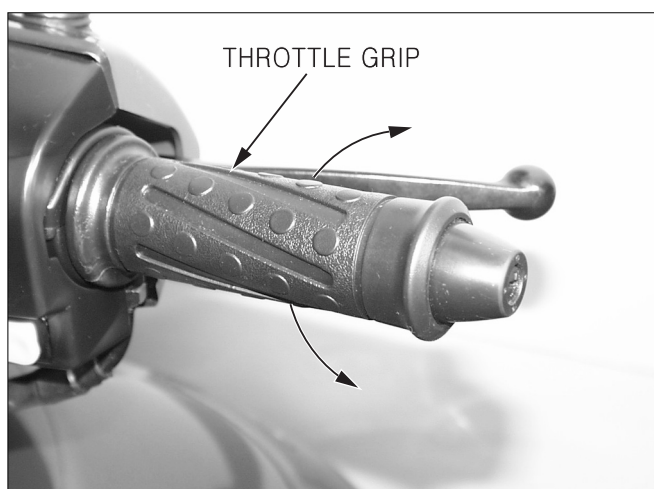
- Check the fuel tank cap and/or fuel tank breather tube for clogging.
- Visually inspect the fuel strainer for contamination. Check the fuel flow with the fuel strainer installed and with the strainer removed. Replace the fuel strainer if it is excessively contaminated or if the fuel flow is not smooth.

⚠ CAUTION

- Note the installation direction of the fuel strainer. Be sure to install it as shown in the drawing, i.e., with the cup facing down. Fuel flows even though the strainer is installed upside down, but it contaminates the inner wall of the strainer and prevents visual inspection of the strainer.



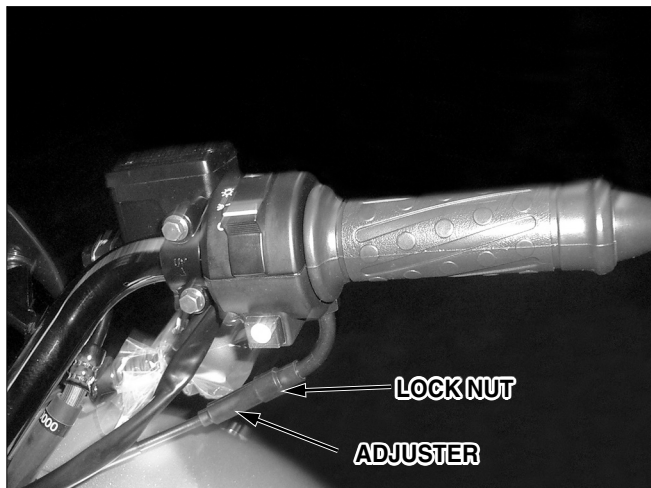
- Remove the fuel valve lock nut and check the fuel strainer screen for contamination. Tighten the lock nut to the specified torque.



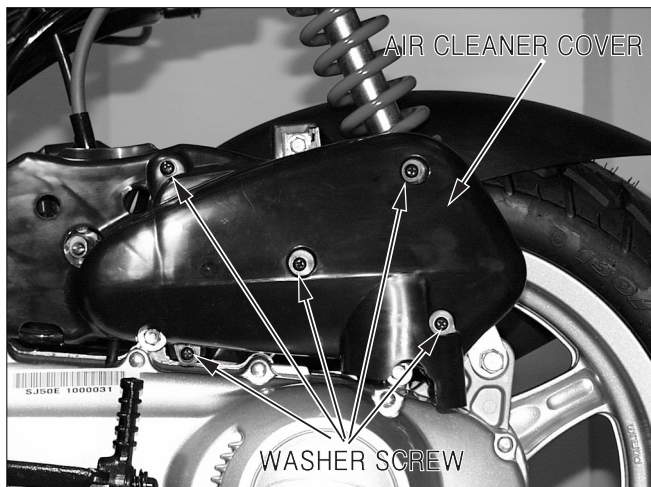
THROTTLE GRIP OPERATION

- Check if the throttle grip operates smoothly in any steering position
- If the throttle grip does not operate properly, lubricate the throttle cable.
- If the throttle grip does not operate properly, check the throttle cable for aging, damage or kinking.
- Check the throttle grip free play.

FREE PLAY : 2~6mm



- For adjustment, loosen the lock nut and turn adjuster.
- After adjusting, tighten lock nut. After adjustment is completed, recheck the throttle grip free play.



AIR CLEANER

- Loosen the 5 setting screw assembled to the air cleaner case cover, and then remove the air cleaner case cover.



- Remove the air cleaner element.
- Wash away any accumulated dust or dirt, by gently squeezing it in non flammable or high flash point solvent.

⚠ WARNING

- Using gasoline or low flash point solvents for cleaning parts may result in a fire or explosion.

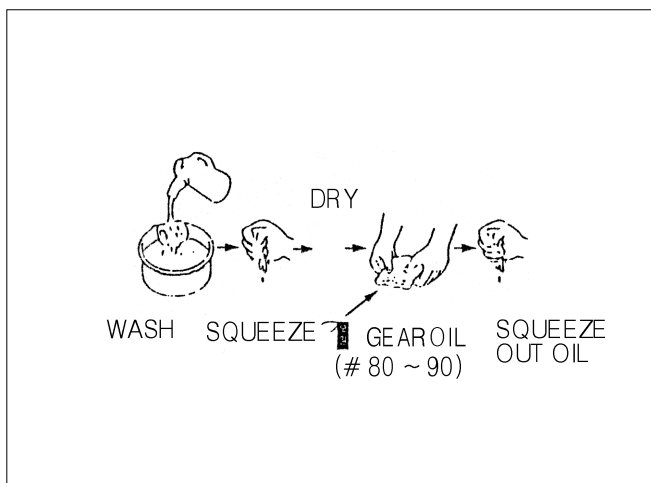
⚠ CAUTION

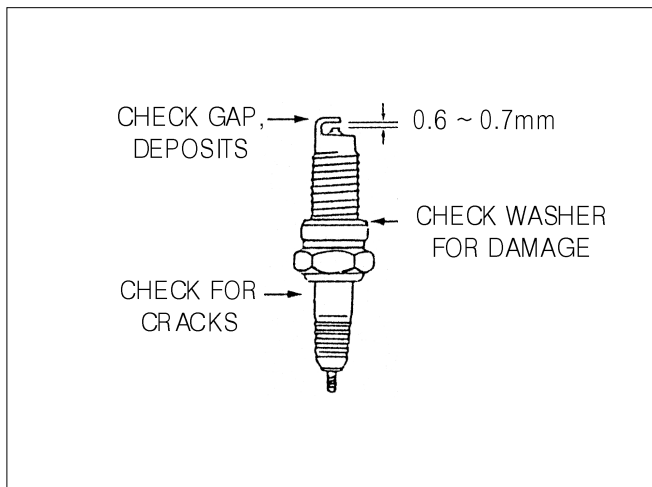
- Cleaning the element with gasoline or any acid, alkaline, or organic, volatile type oil may cause improper ignition, deterioration of the element, or a loosening of the element adhesive.

- Be sure to allow the element to dry thoroughly before applying oil. Otherwise, the oil will be diluted by the and the filtering ability of the filter will be much less effective.
- Spread clean #80~90 gear oil on the element, rubbing inthoroughly over the surface with both hands, and then squeeze out any excess oil.

⚠ CAUTION

- Using air filter oil when riding in extremely dusty conditions prevents premature engine wear due to dust/dirt drawn into the engine. Apply air filter oil to the entire surface of the element and rub it with both hands to saturate the element with oil. Squeeze out excess oil.





SPARK PLUG

- Remove the plug maintenance cover.
- Remove the spark plug cap and disassemble the plug.

- Check the plug for damage, contamination or deposits.
- If the spark plugs are severely contaminated or damaged, replace with new ones. If the plugs can be reused after removing only the carbon, use plug cleaner and wire brush to clean the plugs.
- Always use a feeler gauge to check the gap.

SPARK PLUG GAP : 0.6~0.7mm

⚠ CAUTION

- Make sure there is no dirt or debris on the seat of the spark plug hole before inserting the spark plug.
- To prevent damage to the cylinder head, hand-tighten the spark plug before using a wrench to tighten to the specified torque.(torque : 14kgf · m)
- Do not overtighten the spark plug.

CYLINDER COMPRESSION PRESSURE

- Start and warm up the engine.
- Remove the plug maintenance cover.
- Stop engine, and remove the spark plug cap and spark plug.
- Install a compression gauge.
- Open the throttle completely, and crank the engine with the starter motor until the gauge reading rising.

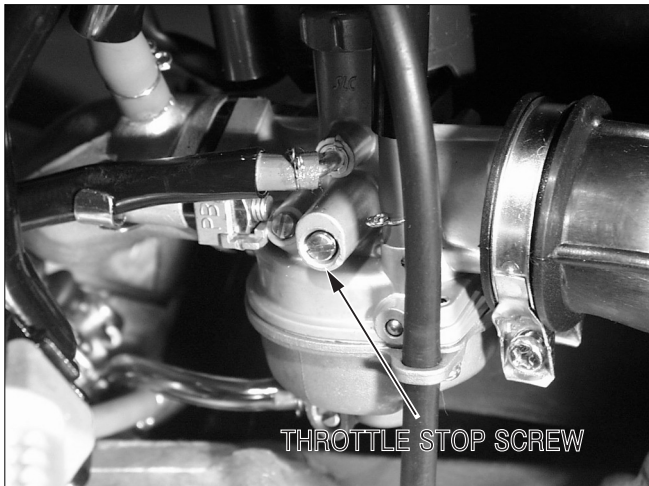
⚠ NOTE

- The maximum reading is usually reached within 4~7 seconds.

COMPRESSION PRESSURE : 10kg/cm² (600rpm)

- If the pressure is low, check the following:
 - Leakage from the cylinder head gasket
 - Piston/cylinder worn
- If pressure is high, check the following:
 - Carbon deposits on the piston head, and cylinder head.

TOOL : COMPRESSION GAUGE



CARBURETOR IDLING

- Stand the vehicle on the main stand.
- Heat the engine to make accurate idling inspection and adjustment.
- Verify all engine adjustments satisfy specifications. Make adjustments, if necessary.
- Turn the throttle stop screw and make adjustments to prescribed idling speed.

AIR SCREW ADJUSTMENT

⚠ NOTE

- The air screw is factory pre-set. Adjustment is not necessary unless the carburetor is overhauled or a new air screw is installed.
- Tightening the air screw against its seat will damage the seat.

- Turn the air screw clockwise until it seats lightly then back it out to the specification given. This is an initial setting prior to the final air screw adjustment.
- Rev the engine up slightly from the idle speed and make sure that engine speed rises and returns smoothly.
- Adjust by turning the air screw in or out within a 1/4 turn if necessary. If the engine cannot be adjusted by turning the air screw within a 1/4 turn, check for other engine problems.

⚠ CAUTION

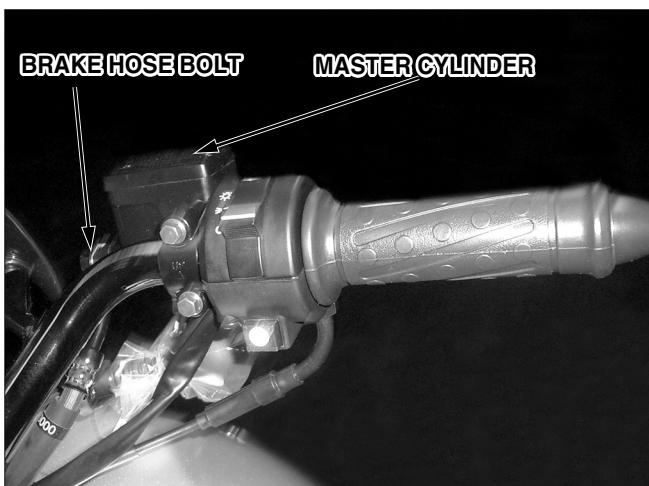
- Excessive air screw adjustment may cause the engine sticking and deteriorate the starting performance.

BRAKE FLUID

- Remove the brake fluid cover.
- Check the oil level inside the front brake reservoir. If the oil level is near the lower limit line, remove the reservoir diaphragm and fill DOT 3 and DOT 4 brake fluid to the top limit line.
- If the brake fluid reaches the lower limit line, check the entire brake system for leaks.

⚠ CAUTION

- Brake fluid will damage painted, plastic or rubber parts.
- Mixing incompatible fluids can impair braking efficiency.
- Foreign materials can clog the system, causing a reduction or complete loss of braking ability.
- A leak in the brake system can lead to reduced braking efficiency and possible loss of braking ability.



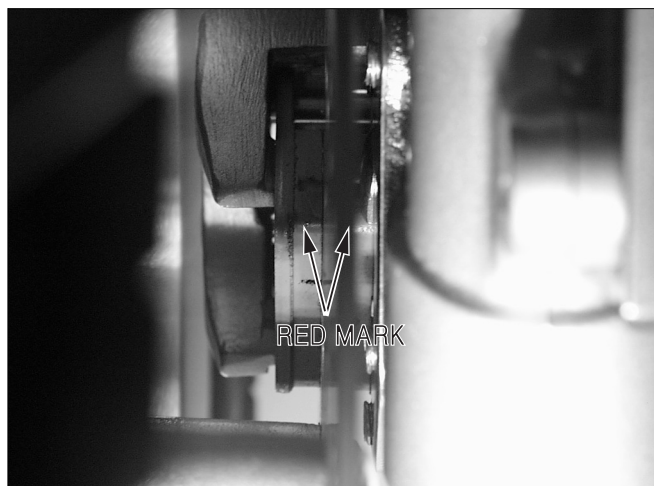
BRAKE PAD/SHOE

BRAKE PAD REPLACEMENT

- Check the brake pads for wear.
- If the red mark on the pad reaches the brake disc, replace the pads.

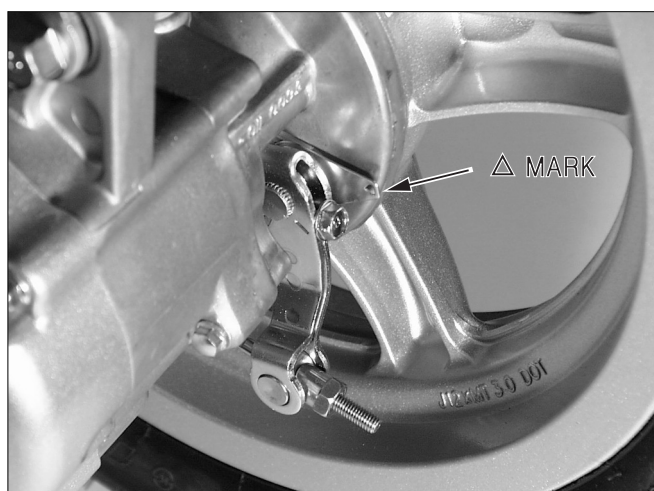
 **NOTE**

- Replace the brake pads in sets.



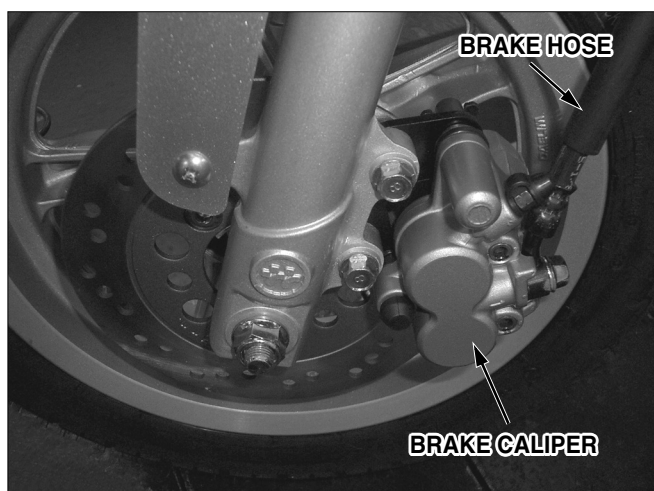
BRAKE SHOE REPLACEMENT

- If the arrow mark of the wear limit aligns with the '△' mark when the rear brake lever is fully pressed, it indicates the brake lining has reached the service limit. Replace the brake shoes.



BRAKE SYSTEM

- Check the front brake hose for cracks or damage. If any leaks are found, replace immediately.
- Check the brake rod for looseness or damage, and replace it if necessary.



BRAKE LEVER FREE PLAY

- Check the free play after pulling the lever.

FRONT : 10~20mm

REAR : 10~20mm





REAR BRAKE FREE PLAY ADJUSTMENT

- Turn the adjuster nut to adjust the free play.
- After initial adjustment, check the operation of the rear brake light switch. Make additional adjustments, if necessary.



HEADLIGHT ADJUSTMENT

- Adjust the headlight beam level by operating the adjusting screw located on the upper side of the front fender.

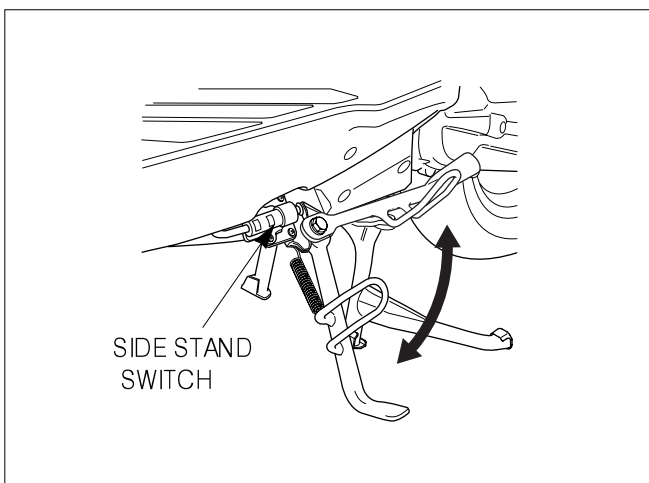
NOTE

- Adjust the beam level according to local laws and regulations.
- Improper beam level adjustment may blind oncoming drivers, or may incorrectly light the road ahead.

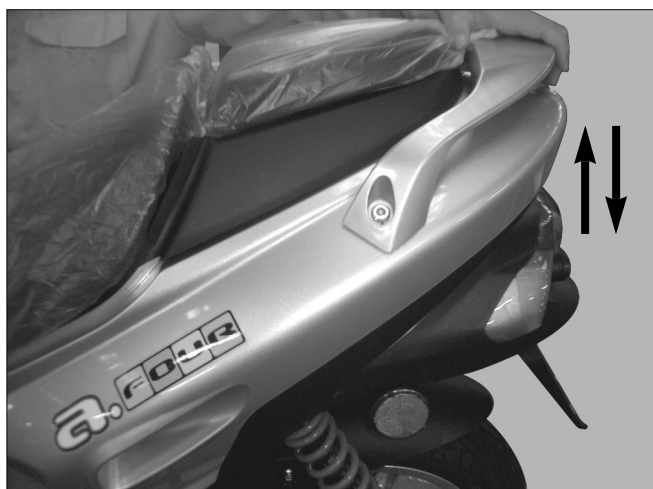


SIDE STAND

- Erect the main stand.
- Pull the lower end of the side stand, and see if it moves freely.
- If the side stand does not move smoothly, apply grease to the pivot area.
- If the side stand moves too freely, check the side stand spring.
- Check the axial movement of the side stand.



- Check the side stand ignition cut-off switch :
 - Put the side stand up.
 - Start the engine.
 - Lower the side stand. The engine should stop as you put the side stand down.
- If there is a problem with the system, check the side stand switch.



SUSPENSION

NOTE

- Do not ride motor cycle with an unsatisfactory suspension. Loose or worn suspension parts will lead to deterioration in the vehicle's safety and operation efficiency.

FRONT WHEEL

- Hold the brake lever, and compress the front cushion up and down several times to check the operating conditions.
- Check the front fork for oil leakage, parts damage or looseness.

REAR WHEEL

- Compress the rear cushion up and down several times to check the operating conditions.
- Check the rear fork for oil leakage, parts damage or looseness.

BOLTS, NUTS, FASTENERS

- Check all nuts and bolts of the frame during the regular maintenance to check if they meet the prescribed torque value.
- Check all pins, clips, hose clamps and cable stays.



WHEELS/TIRES

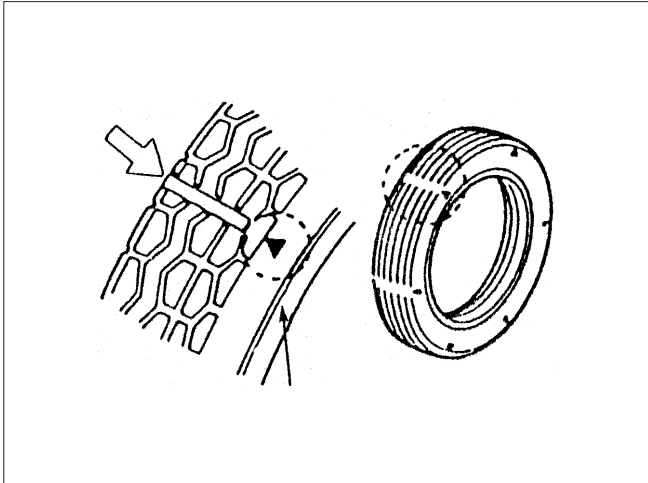
NOTE

- Check the tire pressure when the tires have been cooled off. Check the tread (the part making contact with the road surface) and side for wear, cracks or damage. Replace damaged tires.

STANDARD PRESSURE

kgf/cm² (kpa)

ITEM	FRONT WHEEL	REAR WHEEL
DRIVER ONLY	1.75(175)	2.00(200)
DRIVER AND A PASSENGER	2.00(200)	2.25(225)



- Check the tread depth at the tire center.
- If the tread depth has reached the service limit, replace the tire.

**SERVICE LIMIT : 4.0mm
7.5mm**

WEAR INDICATOR LOCATION MARKING

STEERING HEAD BEARING

⚠ NOTE

- Check the cable if it interferes with the handle operation.

- Lift the front wheel and check if the handle moves right and left smoothly. If the handles move heavily, check if the cable or electric cord interferes with the handle. If the handle moves satisfactorily, adjust the steering head bearing.

BATTERY

- Remove a tapping screw securing the battery cover from the floor panel.
- Check if the terminal is loose.
- If the terminal is loose, check and clean the contacting surface and then tighten it.
- Apply grease thinly after tightening.
- If the terminal is rusted, remove the battery, pour warm water and clean with the wire brush.

**- FULL CHARGING VOLTAGE : 13.0~13.2V
- LOW CHARGING VOLTAGE : LESS THAN 12.3V**

⚠ NOTE

- Check the charging condition using the voltmeter.
- Pay attention not to transform the battery terminal.
- Never remove the filler cap.



3. EXTERNAL PARTS

SERVICE INFORMATION . . . 3-1	ENGINE HANGER SIDE COVER . . . 3-5
MAINTENANCE PRECEDURE . 3-2	FRONT COVER 3-5
LUGGAGE BOX 3-3	FRONT FENDER 3-5
PLUG MAINTENANCE COVER/CENTER COVER . . 3-3	INNER COVER 3-5
REAR CARRIER 3-3	FRONT UNDER COVER . . . 3-6
BODY COVER 3-3	MUFFLER 3-6
TAILLIGHT BASE 3-4	REAR FENDER 3-7
FLOOR SIDE COVER 3-4	REAR WHEEL MUD GUARD . 3-8
FLOOR PANEL 3-4	UNDER COVER 3-8

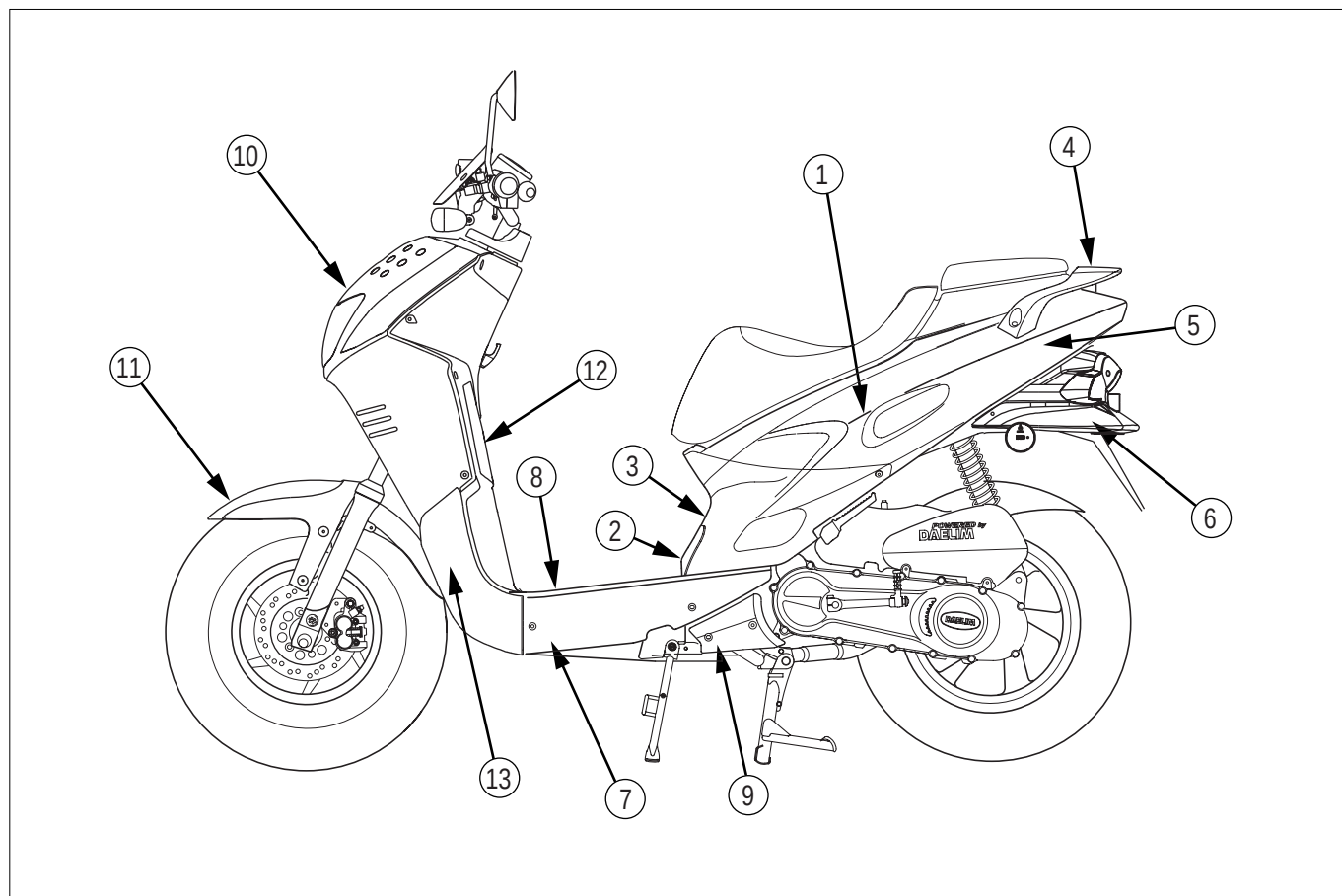
SERVICE INFORMATION

 NOTE

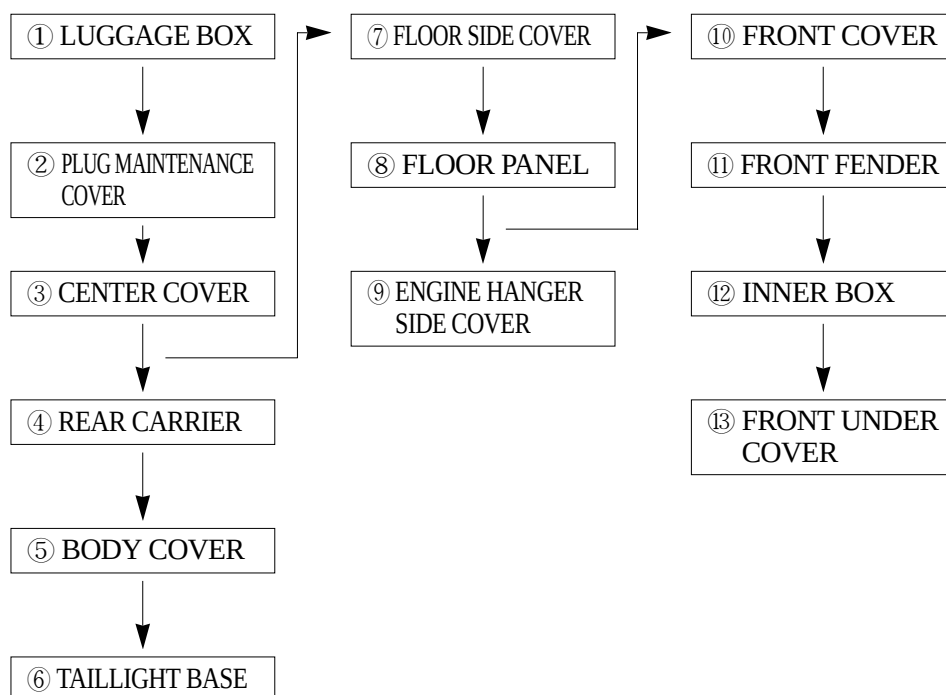
- This section describes external parts removal/installation.
- Do not apply unreasonable force when disassembling covers, to prevent possible damage.
- A muffler is hot. Do not service it immediately after the engine is stopped.

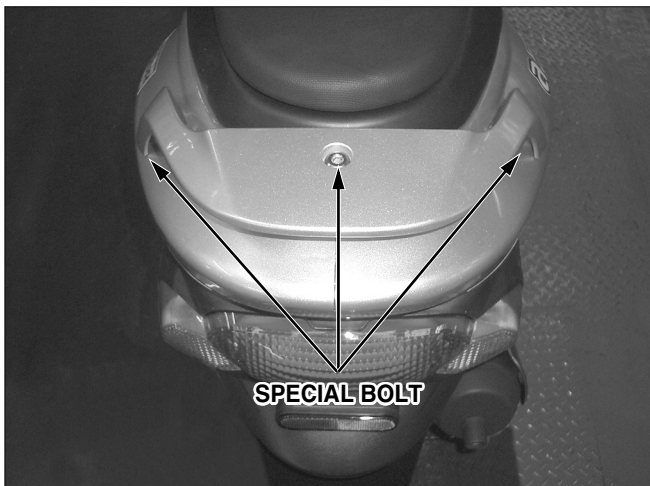
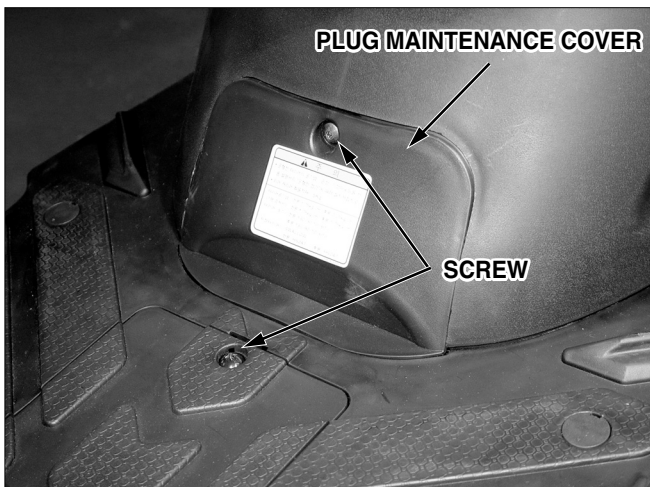
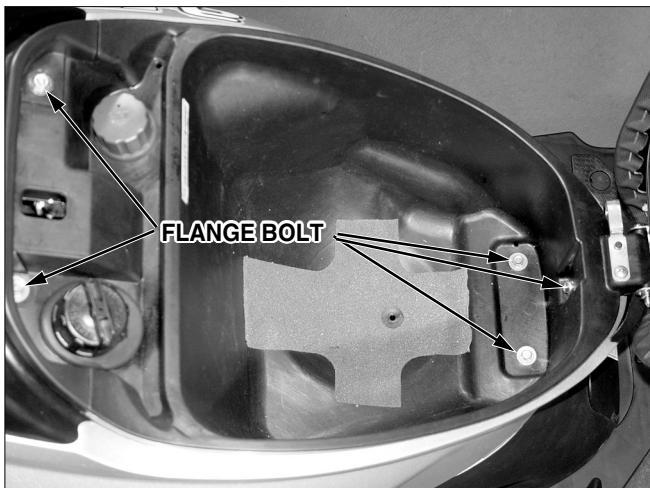
MAINTENANCE PROCEDURE

NAMES OF FRAME COVERS



● This chart shows arrows connected in the order of disassembling covers.





LUGGAGE BOX

- Release the seat lock using the main key to open the seat.
- Loosen 4 washer bolts and 2 flange bolts.
- Remove the oil tank cap and the fuel tank cap.

NOTE

- Luggage box can be removed with the seat.

- Remove the luggage box.
- Install in the reverse order of removal.

CAUTION

- Install the oil tank cap and the fuel tank cap temporarily to prevent the foreign material from entering after removing the luggage box.

PLUG MAINTENANCE COVER/CENTER COVER

- Release the seat lock using the main key to open the seat.
- Loosen the washer bolt securing the luggage box.
- Loosen the special screw to remove the plug maintenance cover.
- Loosen 2 tapping screw securing the floor panel.
- Loosen 2 special screw (R/L) securing the body cover.
- Remove the center cover.

CAUTION

- If removal is difficult, recheck each connection and then try removing again.

- Install in the reverse order of removal.

REAR CARRIER

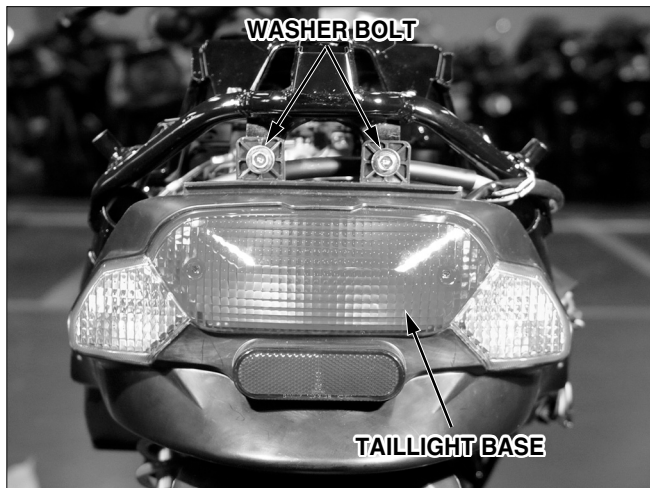
- Loosen 3 special bolts securing the top of the body cover.
- Remove the rear carrier.
- Install in the reverse order of removal.

CAUTION

- Pay attention not to break or damage the rear carrier when installing or removing.

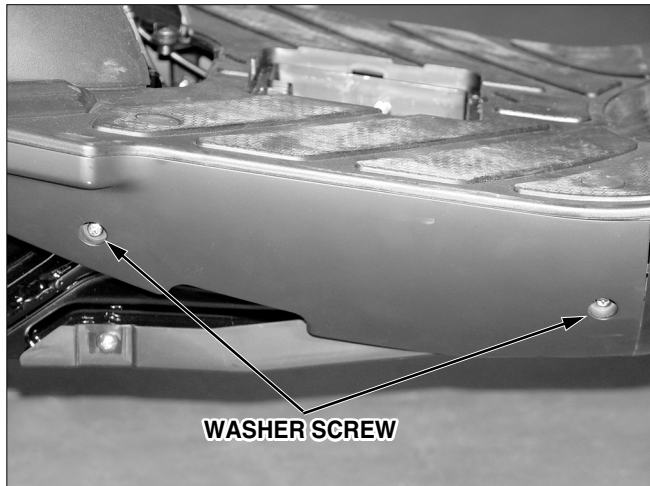
BODY COVER

- Remove the luggage box. (⇒3-3)
- Remove the center cover. (⇒3-3)
- Remove the rear carrier. (⇒3-3)
- Loosen 2 special screw (R/L) securing the frame body.
- Loosen 2 body cover clip (R/L) securing the tail light base.
- Remove the body cover.
- Install in the reverse order of removal.



TAILLIGHT BASE

- Remove
 - Luggage box. (⇨3-3)
 - Center cover. (⇨3-3)
 - Rear carrier. (⇨3-3)
 - Body cover. (⇨3-3)
- Loosen 2 washer bolt securing the frame.
- Loosen 2 body cover clip securing the rear fender.
- Disconnect the taillight wiring.
- Remove the taillight base.
- Install in the reverse order of removal.



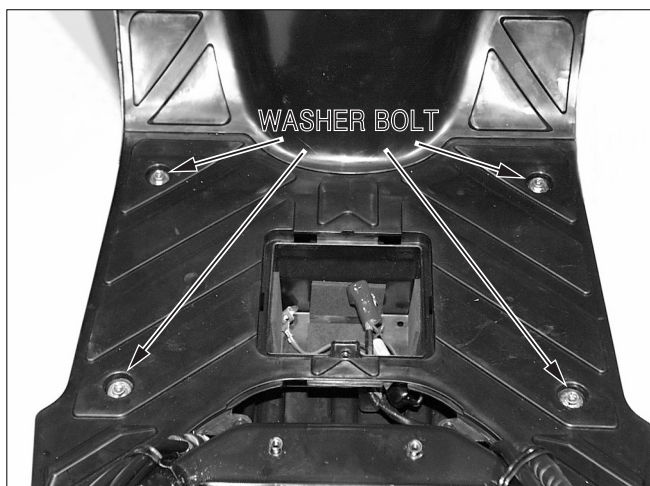
FLOOR SIDE COVER

- Loosen the 2 washer screw located in the side of the R,L floor side cover.
- Loosen the tapping screw (R/L) securing the lower and rear end of the floor panel.
- Pull the front part of the floor side cover to remove the floor panel.
- Remove the floor side cover.
- Install in the reverse order of removal.

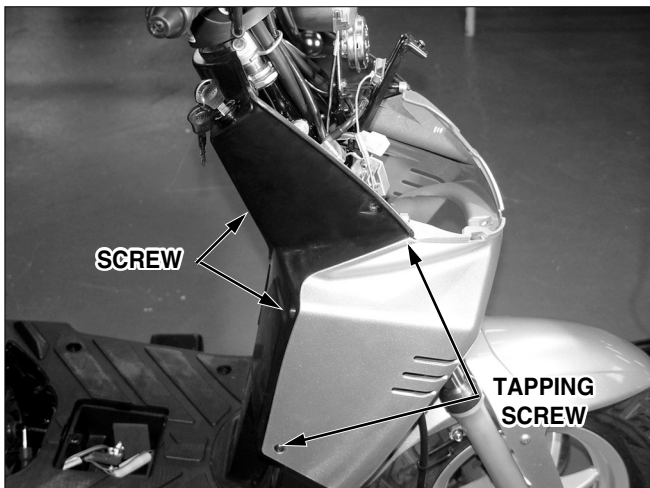


FLOOR PANEL

- Remove the plug maintenance cover. (⇨3-3)
- Remove the center cover. (⇨3-3)
- Loosen the tapping screw securing the battery cover to remove the battery cover.
- Disconnect the battery wiring to remove the battery.
- Remove the floor side cover.
- Remove the floor panel cap A and B.



- Loosen the 4 washer bolts securing the floor panel.
- Remove the floor panel from the connecting groove of the inner box by lifting the rear part of the panel slightly.
- Draw the floor panel moving it to the right and left to remove it.
- Install in the reverse order of removal.



FRONT COVER

- Loosen the upper cover set screws (R/L) securing the inner box.
- Loosen the upper cover set screws (R/L) securing the front under cover.
- Loosen the special bolt securing the front of the front cover.
- Draw the upper part of the front cover to remove it.
- Disconnect the head light wiring and remove the front cover.
- Install in the reverse order of removal.

NOTE

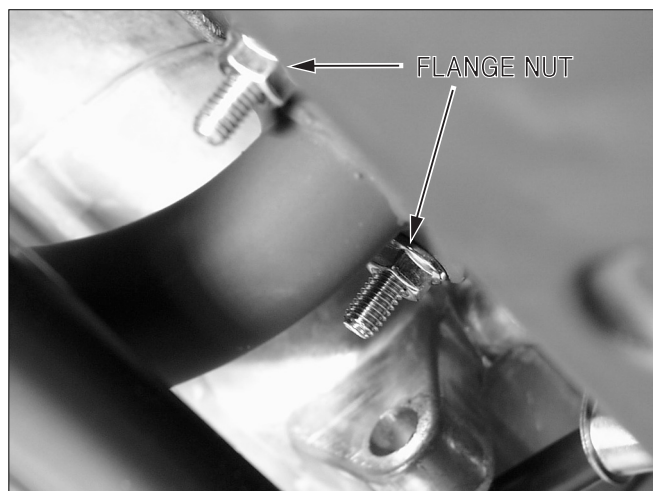
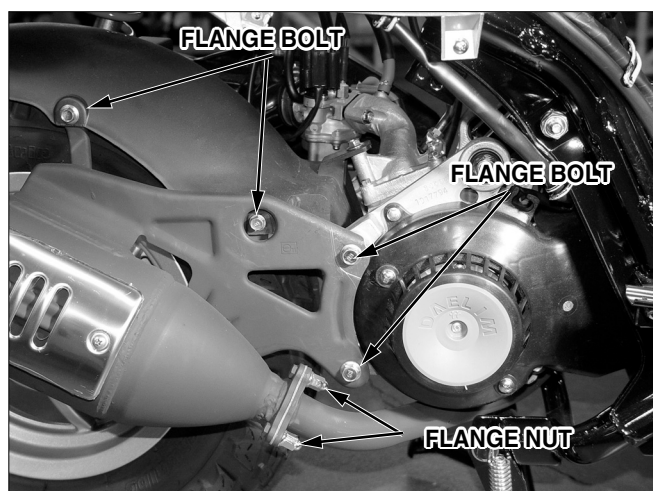
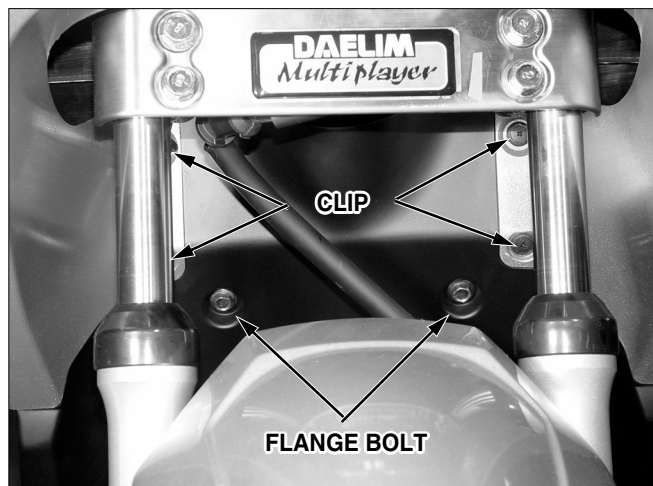
- Check for proper alignment of the connection (hook) before performing installation.

FRONT FENDER

- Loosen the flange bolts (R/L) securing the front fork.
- Remove the front fender.
- Install in the reverse order of removal.

INNER COVER

- Remove the center cover. (⇒3-3)
- Remove the floor side cover. (⇒3-4)
- Remove the floor panel. (⇒3-4)
- Remove the front cover. (⇒3-5)
- Loosen the tapping screws (R/L) securing the front under cover.
- Loosen the special bolts securing the right and left sides of the front cover.
- Turn the main key cover slightly to release the locking and remove the cover.
- Remove the cover set screw securing the back holder, take off the joint part of the front under cover and remove the inner box.
- Install in the reverse order of removal.



FRONT UNDER COVER

- Remove the front cover. (⇒3-5)
- Remove the inner box. (⇒3-5)
- Remove the front fender. (⇒3-5)
- Remove the front wheel. (⇒10-5)
- Loosen the flange bolts securing the lower end of the inner box.
- Remove the front under cover.
- Install in the reverse order of removal.

NOTE

- Pay attention not to turn over the vehicle.

MUFFLER

- Loosen the 3 flange nuts securing the EX pipe comp.
- Loosen the 2 flange bolts securing the R. crankcase.
- Loosen the 2 flange bolts securing the rear wheel mud guard.
- Remove the EX muffler comp.

WARNING

- Never perform the maintenance of the muffler right after stopping the vehicle because the muffler is extremely hot

EX. PIPE REMOVAL

- Loosen the 2 flange bolts securing the cylinder comp.
- Remove the EX pipe by drawing it to the ground direction.

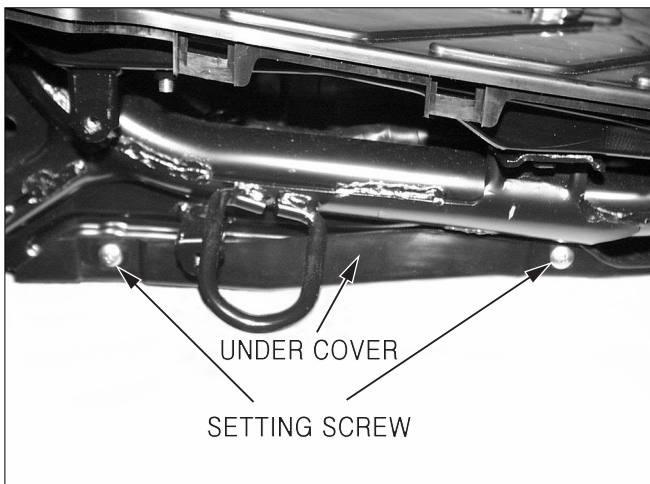
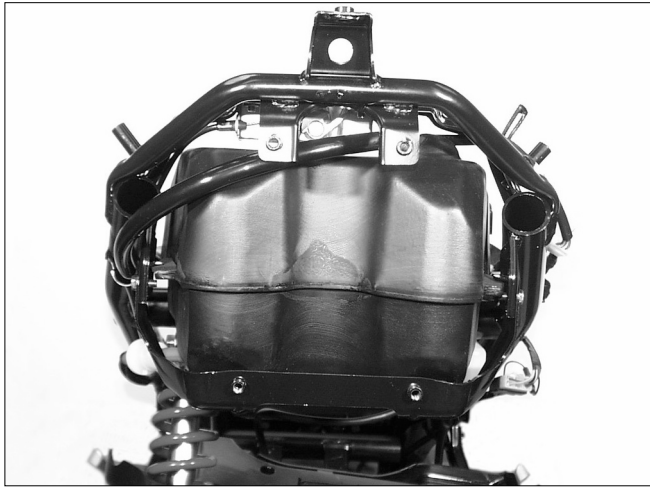
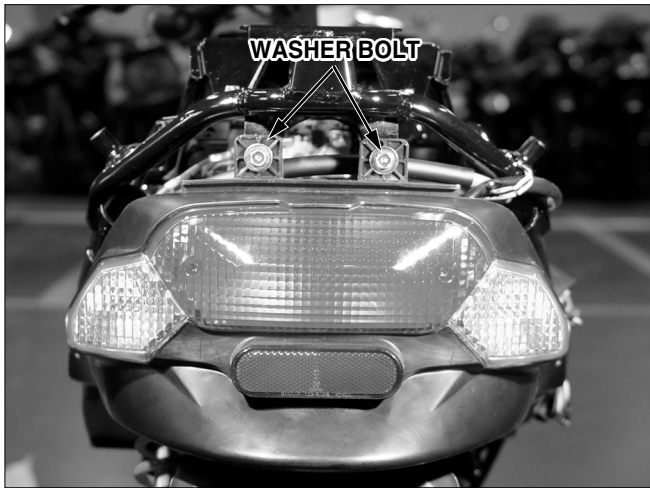
INSTALLATION

- Install the 2 flange bolts after securing the EX pipe with the stud bolt of the cylinder comp.
- Install the gasket on the EX muffler, connect the EX pipe and install the 2 flange nuts temporarily.
- Install the 2 flange bolts on the R. crankcase temporarily.
- Tighten the 3 flange nuts to install the EX muffler and the EX pipe.
- Install the 2 flange bolts on the rear wheel mud guard.
- Tighten the muffler securing 2 flange bolts to install the R. crankcase.
- Tightening torque of the R. crankcase.

TORQUE : 3.3kgf · m

CAUTION

- When installing the gasket, replace it with the new one.
- Check to see if there is any evacuation after installing the muffler.



REAR FENDER

- Luggage box. (⇒3-3)
- Plug maintenance cover. (⇒3-3)
- Center cover. (⇒3-3)
- Rear carrier. (⇒3-3)
- Body cover. (⇒3-3)
- Taillight base. (⇒3-4)
- Remove the 2 washer bolts securing the fuel tank support stay.
- Draw the rear part of the rear fender from the bracket in the frame.
- Loosen the rear cushion under bolt, remove the rear fender.

CAUTION

- If removal is difficult, recheck each connection and try removing again.

- Install in the reverse order of removal.

REAR WHEEL MED GUARD

- Loosen the 2 flange bolts securing the EX muffler.
- Loosen the flange bolt securing the air cleaner.
- Loosen the flange bolt securing the inlet pipe.
- Remove the rear wheel mud guard.
- Install in the reverse order of removal.

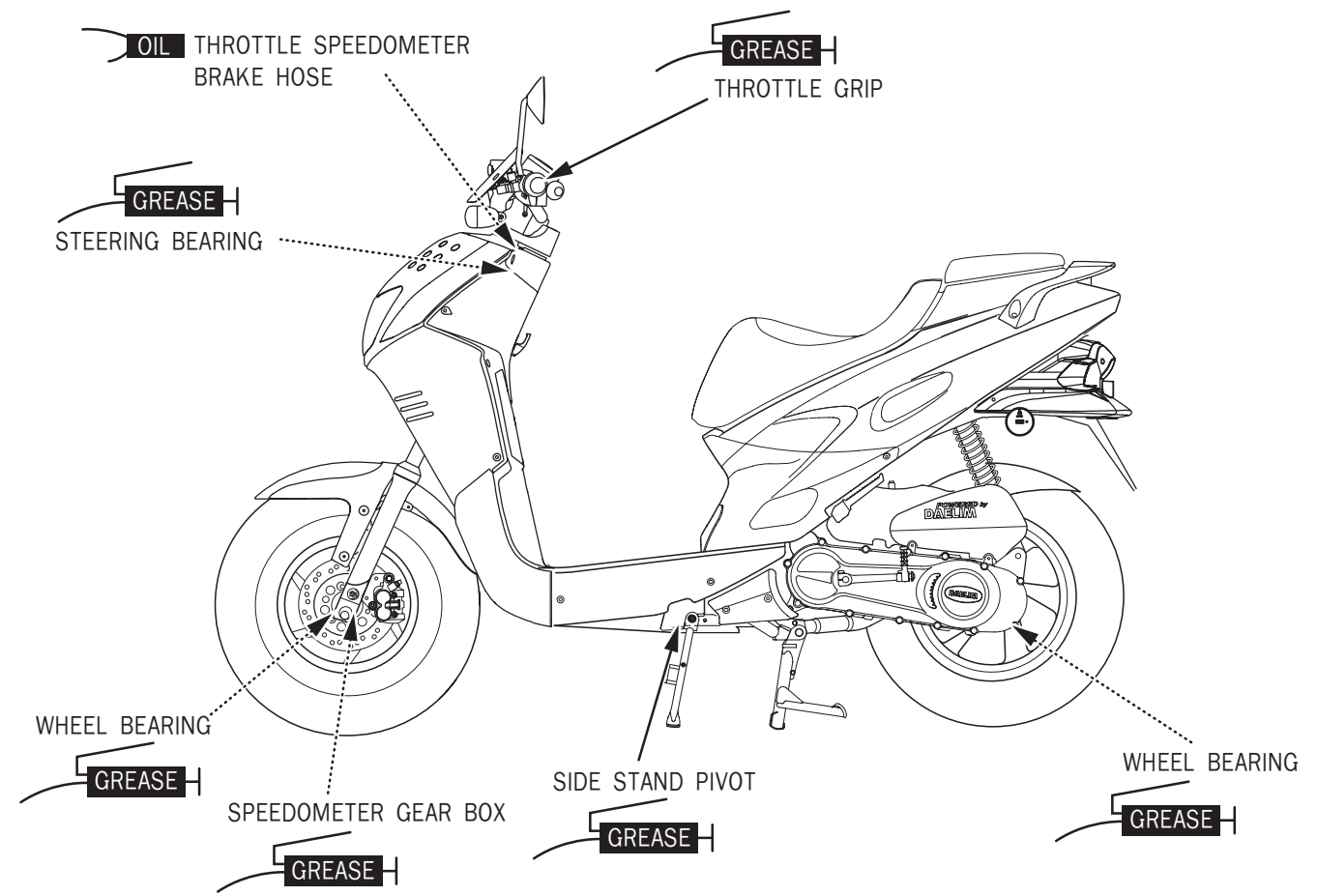
NOTE

- Never perform the maintenance of the muffler right after stopping the vehicle because the muffler is extremely hot.

UNDER COVER

- Remove the floor side cover. (⇒3-4)
- Remove the engine hanger side cover. (⇒3-5)
- Loosen the 2 R/L setting screws securing the frame.
- Remove the under cover.
- Install in the reverse order of removal.

LUBRICATION POINTS



4. LUBRICATION SYSTEM

SERVICE INFORMATION . . . 4-1	OIL PUMP BLEEDING . . . 4-4
TROUBLESHOOTING . . . 4-1	ENGINE OIL LEVEL INSPECTION . 4-6
OIL SYSTEM DRAWING . . . 4-2	TRANSMISSION OIL INSPECTION . 4-7
OIL PUMP DISASSEMBLY/ ASSEMBLY 4-3	OIL TANK DISASSEMBLY . . . 4-8
OIL PUMP INSPECTION/ ADJUSTMENT 4-3	LUBRICATION POINTS . . . 4-9

SERVICE INFORMATION



- Remove air from oil tube and oil pump if the oil tube is taken off or if air enters the oil tube.

- If the oil tube is disassembled, remove the air in the oil pass tube.
- Maintenance on the oil pump is done without the engine being removed from the vehicle.
- When disassembling the oil pump, do not allow foreign substances from entering the engine or oil pump.
- Do not disassemble the oil pump assembly.
- If the oil tube is disassembled, place a tube clip or band on the oil tube to prevent oil from leaking out.

TROUBLESHOOTING

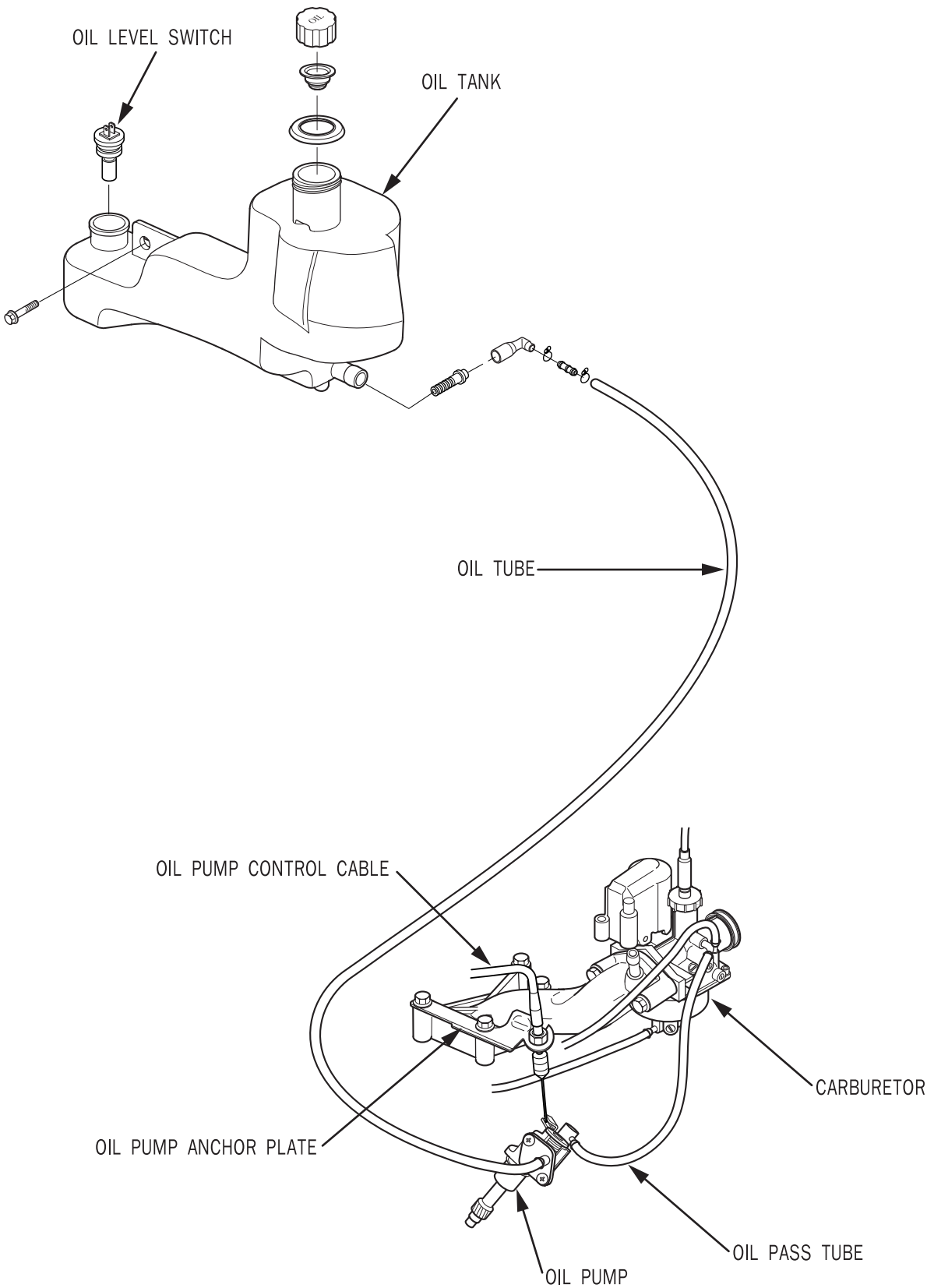
Overheating or engine clogging

- Faulty adjustment of oil pump(insufficient amount pumped).
- Bad quality of engine oil.
- Engine oil not being injected or blocked, bent strainer screen or oil tube.
- Entering of air in oil tube system.
- Faulty oil pump.
- Engine oil not being supplied from oil tank.
 - Blocked oil tank cap air hole
 - Blocked oil strainer screen

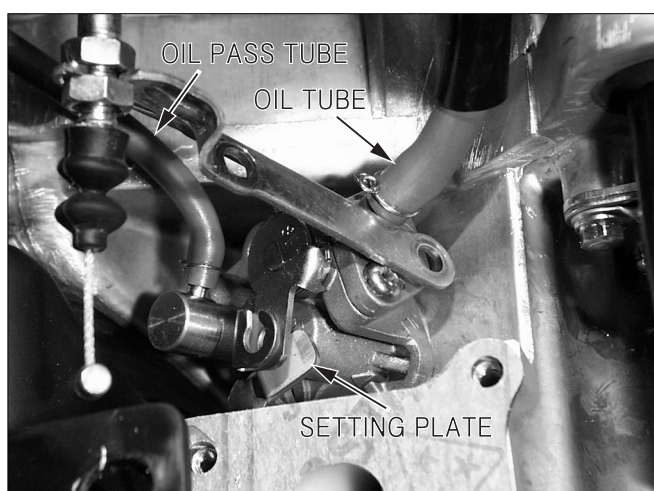
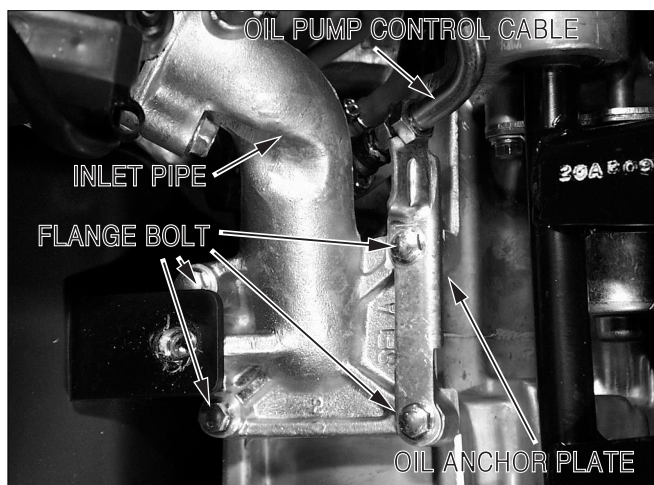
Excess exhaust smoke, accumulation of carbon on spark plug

- Faulty adjustment of oil pump(over-pumped amount).
- Bad quality of engine oil.

OIL SYSTEM DRAWING



OIL PUMP DISASSEMBLY/ASSEMBLY



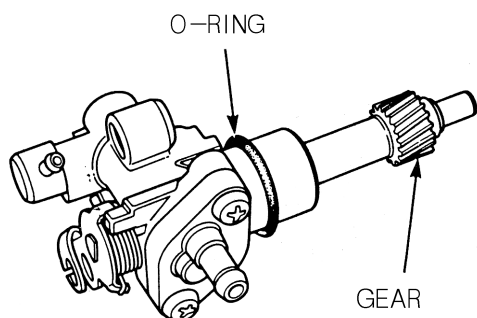
- Remove
 - Luggage box. (⇨3-3)
 - Rear wheel mud guard. (⇨3-8)
 - Air cleaner. (⇨5-4)
 - Carburetor. (⇨5-4)
- Loosen the oil pump cable stay bolt to remove the oil pump anchor plate.
- Disconnect the oil control cable from the oil pump.
- Remove the inlet pipe. (⇨5-9)
- Remove the oil tube in the oil pump side.
- Remove the oil pass tube.
- Loosen the flange bolt securing the oil pump.
- Remove the setting plate of the oil pump.
- Remove the oil pump.
- Install in the reverse order of removal.

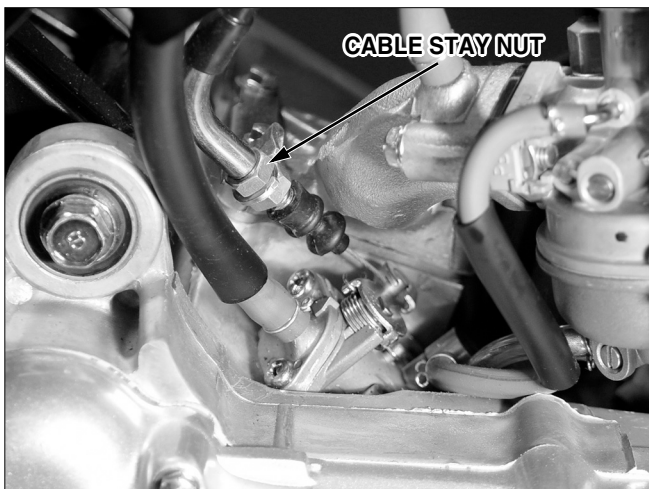
⚠ CAUTION

- When assembling/disassembling the oil pump, do not allow foreign substances from entering the engine and oil tube by cleaning around the oil pump.
- If the air enters into the oil line, it may cause faulty lubrication or engine sticking. Always remove the air in the oil line after maintenance.
- Pay attention not to damage the O-ring when assembling the oil pump.

OIL PUMP INSPECTION/ADJUSTMENT

- Remove the oil pump.
- Rotate the shaft and check for proper rotation.
- Check the gear for wear, damage and leak of each seal.
- If the oil comes out from the outlet of the oil pump after connecting the oil tube (which is connecting between the tank and the oil pump) to the inlet and rotating the shaft in the driving direction, consider the oil pump is in good condition.





ADJUSTMENT

⚠ CAUTION

- Perform after inspection and adjustment of throttle cable.

- Check to see if the matching mark of the oil pump body and control lever are aligned in a state where the throttle grip is completely rotated.
- Adjustment is performed by loosening the oil pump control cable lock nut and turning the control nut.
- While the engine is running, slightly open the throttle and check to see if the control lever operates together with the increase in engine rpms.

⚠ CAUTION

- Do not adjust the control lever matching mark to the closed side of the oil pump body matching mark. If this is done, the amount of pumped oil is reduced, negatively affecting the engine.
- Make sure that the open axis stays within an 1mm sphere.

- The following occurs when the oil pump is adjusted incorrectly.
 - When the oil pump lever is excessively opened :
Emitting of white exhaust gas or starting problems.
 - When the oil pump lever is insufficiently opened :
Clogging of engine.

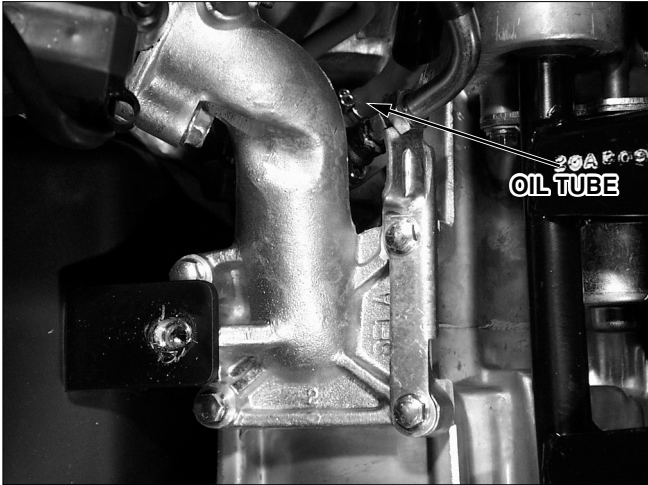
⚠ NOTE

- If the oil pump cable stay bolt is removed, apply the screw locking compound to the bolt thread.

OIL PUMP BLEEDING

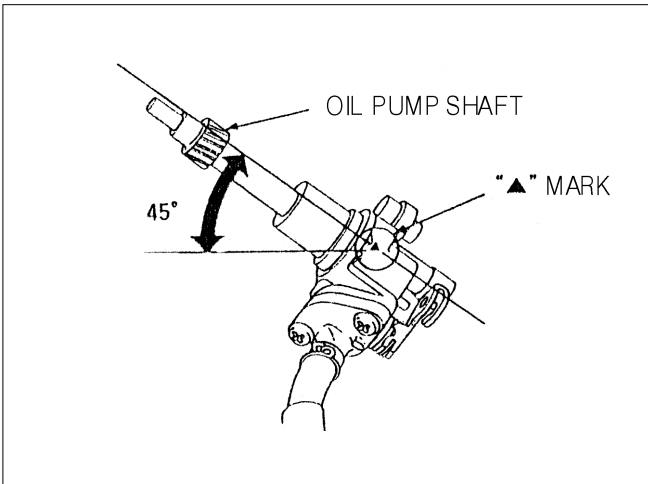
⚠ CAUTION

- Air infiltration in the oil pass may cause the engine sticking. Always remove the air in the oil pass after maintenance.
- When disassembling the oil tube, air can be enter into the oil tube and the oil pump because of the oil leaking in the oil tube. Remove the air completely.
- Do not allow foreign substances from entering the oil pass.

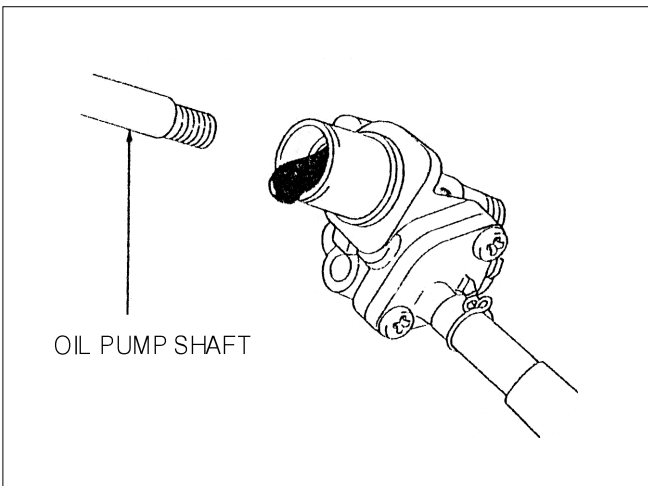


OIL PUMP/OIL TUBE INSPECTION

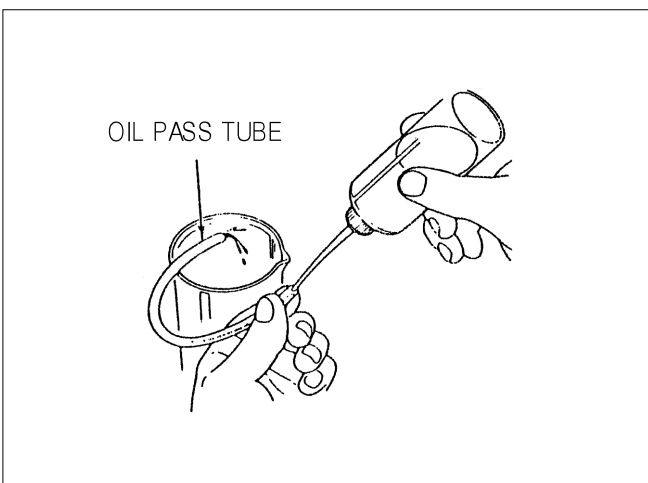
- Fill the oil tank with engine oil.
- Cap around the oil pump and the carburetor with dry cloth.
- Locate the end of the oil tube in the level lower than the oil tank and drain the oil to bleed the air.
- Install the oil tube in the oil pump.



- Incline the oil pump to locate the oil pump shaft at the angle of 45° from the “▲” mark with oil tube connected.



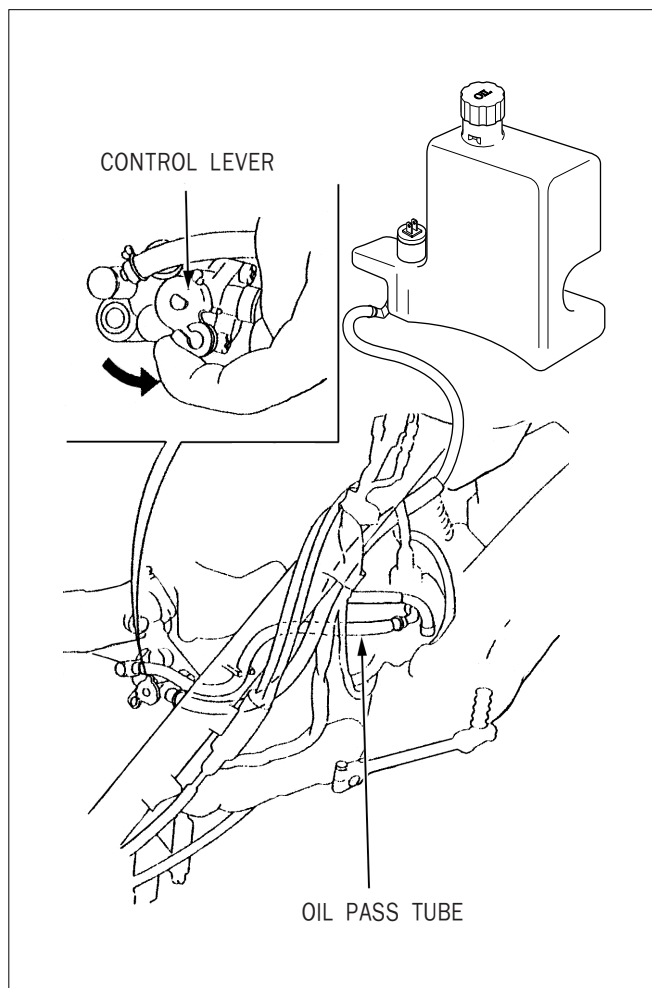
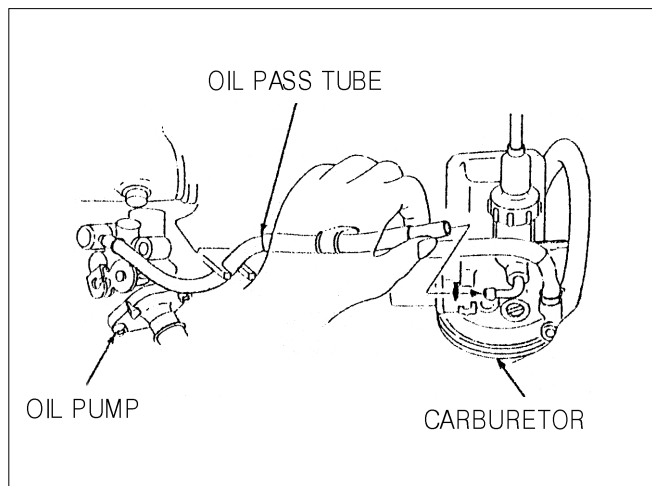
- In this state, locate the oil pump in the level lower than the oil tank and drain the oil to bleed the air.
- Install the oil pump shaft in the oil pump after completing the bleeding.
- Install the oil pump in the crankcase.



OIL PASS TUBE INSPECTION

- Bend the oil pass tube in the “U” shape, keep the two ends parallel with each other and fill the oil pass tube with the oil.

LUBRICATION SYSTEM



- Connect the oil pump and then the carburetor quickly with the both ends of the tube pressed to avoid the air from entering.

NOTE

- Make sure that the tubes are arranged correctly.

- Start the engine.

NOTE

- Do not start the engine in the poorly-ventilated area.

- Open the oil pump control level fully and idle for 2minutes to bleed the air remained in the oil pass tube with the oil drained from the oil pump.

NOTE

- Do not increase the engine RPM more than required.

- Connect the oil control cable.

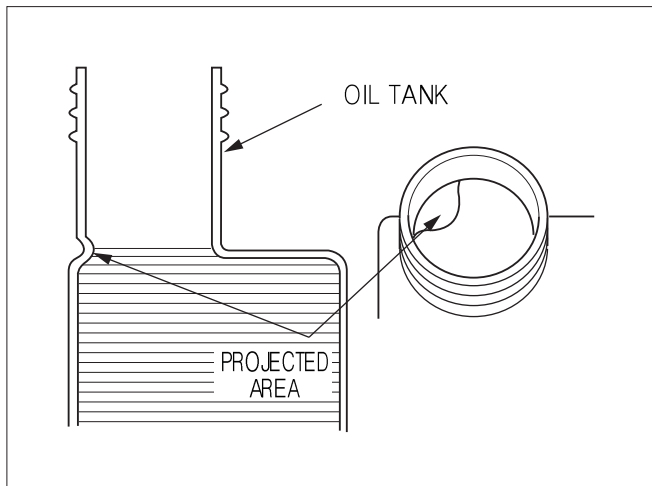
NOTE

- Adjust the oil pump if the adjustment nut of the oil control lever is loose.

ENGINE OIL LEVEL INSPECTION

- Check the engine oil level if the pilot lamp blinks when the main switch is turned on.

LOW OIL WARNING LIGHT BLINKING LEVEL : 0.3 l



- Remove the oil tank cap and fill the oil tank with oil to the level of the projected portion

RECOMMENDED OIL : ULTRA 2 SUPER OIL

- Reinstall the oil tank cap and check to see if the pilot lamp turns off when the main switch is turned on.



TRANSMISSION OIL INSPECTION

- Check the body and the connection of each engine component for any leak.
- Remove the oil check bolt and check to see if the oil overflows from the oil check hole.
- If only the small amount of oil overflows, fill the recommended transmission oil through the oil filler hole gradually.

⚠ NOTE

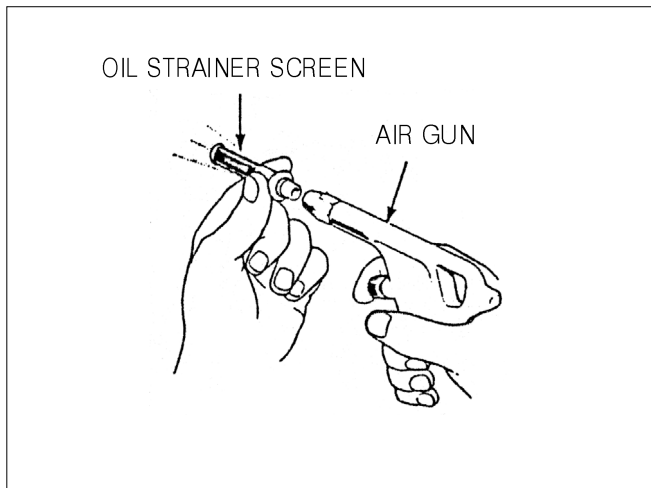
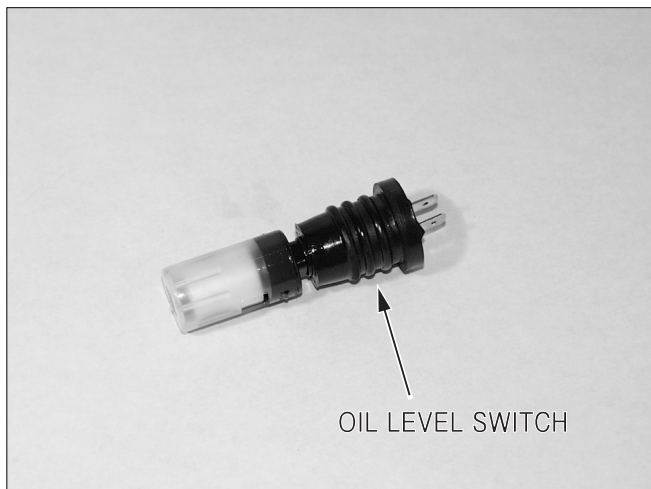
- Oil level inspection must be performed in the flat ground with the vehicle being straight by raising the main stand.

RECOMMENDED OIL : SAE 80W / 90

- Tighten the oil level check bolt.

TIGHTENING TORQUE : 1.3kgf · m

- Start the engine and check for leak.



OIL TANK DISASSEMBLY

- Remove the luggage box.
- Remove the oil level switch connector.
- Remove the tube in the oil pump.
- Install the tube clip or the valve in the oil tube to avoid the oil from leaking.
- Remove the flange bolt securing the oil tank and press the left and lower rear fender to remove the oil tank.
- Drain the oil from the oil tank.
- Remove the oil level switch.
- Remove the oil tube.
- Remove the oil strainer.

INSPECTION

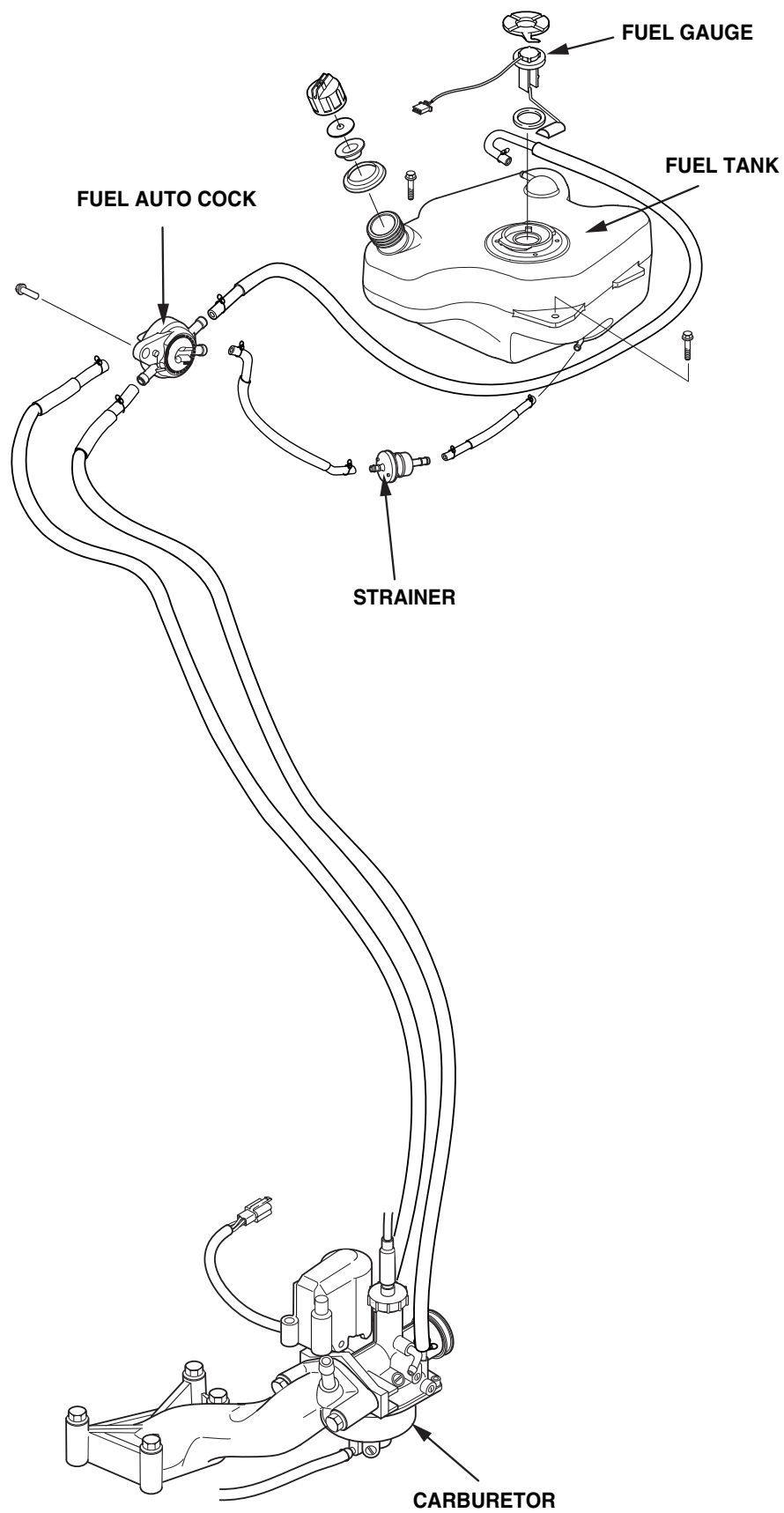
- Check the oil level switch and the oil tube for proper installation.
- Install in the reverse order of removal.

CAUTION

- If the oil enters into the oil pass, it may cause abnormal lubrication or engine sticking. Always remove the air in the oil pass after maintenance.
- Make sure that the oil tube is connected properly.
- Drain the oil in the clean container.
- Install the oil strainer after cleaning it.

MEMO

FUEL SYSTEM



5. FUEL SYSTEM

SERVICE INFORMATION	5-1	CARBURETOR REMOVAL/	
TROUBLESHOOTING	5-2	INSTALLATION	5-4
FUEL TANK	5-3	CARBURETOR INSPECTION .	5-6
AIR CLEANER REMOVAL . . .	5-4	THROTTLE VALVE	5-7
AIR CLEANER ELEMENT		FUEL AUTO COCK	5-8
DISASSEMBLY	5-4	INLET PIPE . REED VALVE .	5-9

SERVICE INFORMATION

GENERAL SAFETY

 WARNING

- Gasoline is extremely flammable. Avoid fire in the work place, also paying particular attention to sparks. Furthermore, the evaporated (gasified) gasoline is highly explosive. Work in a well-ventilated areas.
- Exhaust gas contains poisonous substance. Do not keep engine running for a long period of time in a closed, or poorly ventilated area.

 CAUTION

- Do not excessively bend or twist cable. Distorted or damaged cable may lead to mechanical malfunctions.
- Pay particular attention to the position of O-ring. Replace with new ones when disassembled.
- If it is desired to store a vehicle for a period longer than 1 month, drain gasoline out of the carburetor float chamber. Gasoline left in the float chamber will be deteriorated causing the slow jet to be clogged with deposits, and idling may become unstable.

SPECIFICATIONS

FUEL TANK CAPACITY : 5.8 l
RESERVE FUEL CAPACITY: 1.7 l

CARBURETOR

ITEM	STANDARD	ITEM	STANDARD
TYPE/THROTTLE BORE	PB11P	PILOT SCREW OPENING	1, 1/4 RETURNS
VENTURI DIAMETER	16mm OR EQUIVALENT	FLOAT LEVEL	8.0mm
MAIN JET No.	#65	IDLING SPEED	1,800 ± 100rpm
SLOW JET No.	#38	THROTTLE GRIP FREE PLAY	2-6mm

TOOL

FLOAT LEVEL GAUGE

TROUBLESHOOTING

The vehicle does not start.

- No gasoline in fuel tank.
- Fuel is not coming out of carburetor.
- Too much fuel is flowing into cylinder.
- No spark emitted from spark plug.
- Air cleaner is blocked.
- Suction system is experiencing secondary intake of air.
- Using low quality gasoline.
- Starter is damaged.
- Throttle cable is working improperly.
- Fuel tank is functioning improperly.

Idle is unstable and engine turns off after starting.

- Starter is damaged.
- Ignition system is damaged.
- Using low quality gasoline.
- Suction system is experiencing secondary intake of air.
- Idle is adjusted improperly.
- Air screw is adjusted improperly.
- Compression pressure is low.
- Air/Fuel mixture is either too lean or rich.
- Carburetor is blocked.

Mis-firing occurs when driving at high speeds.

- Ignition system is damaged.
- Mixture is too lean.

Back firing

- Ignition system is damaged.
- Mixture is too lean.

Insufficient power and high fuel consumption.

- Air cleaner is blocked.
- Ignition system is damaged.
- Mixture is too rich.

Air/Fuel mixture is extremely lean

- Fuel jet is blocked.
- Float valve is damaged.
- Oil level is low.
- Bad ventilation of air in tank cap.
- Fuel strainer screen is blocked.
- Fuel tube is bent, creased or blocked.
- Suction system is receiving secondary suction of air.

Air/Fuel mixture is extremely rich.

- Air jet is blocked.
- Float valve is damaged.
- Oil level is too high.
- Starter is damaged.
- Air cleaner is blocked.

FUEL TANK REMOVAL

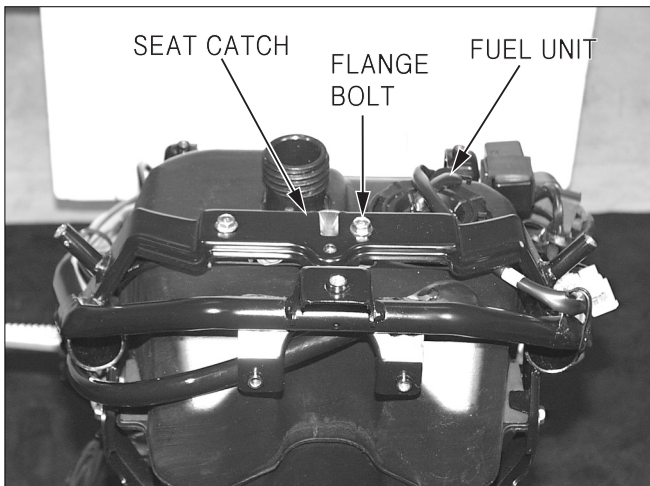
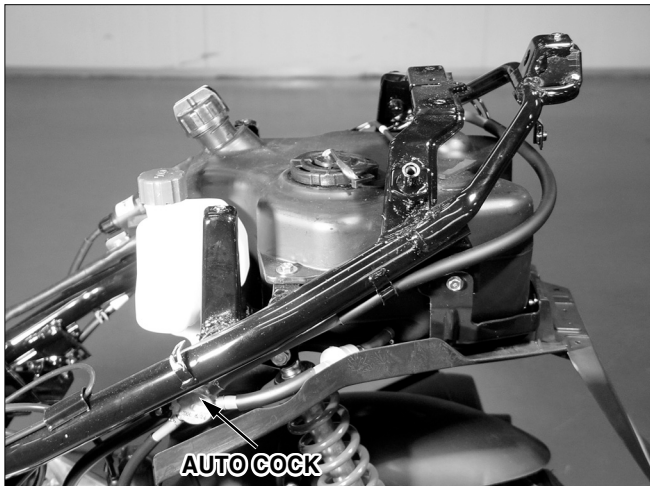
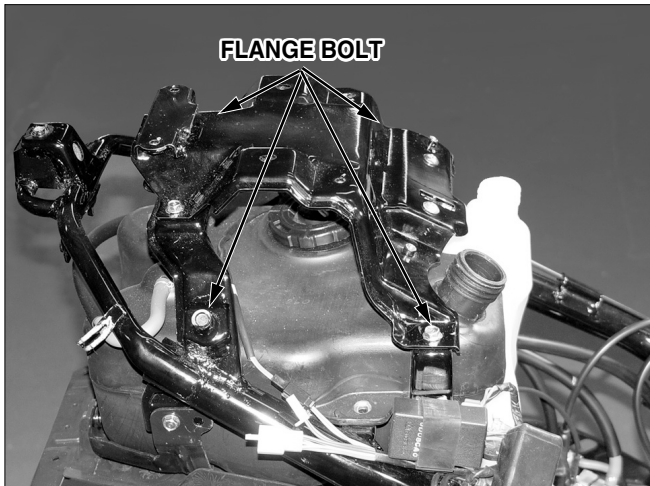
⚠ WARNING

- Gasoline is extremely flammable. Avoid fire during work, and pay particular attention to electric sparks. Furthermore, the evaporated (gasified) gasoline is highly explosive. Work in a well-ventilated areas.

- Remove the following parts.
 - Luggage box. (⇒3-3)
 - Plug maintenance cover.(⇒3-3)
 - Center cover. (⇒3-3)
 - Rear carrier. (⇒3-3)
 - Body cover. (⇒3-3)
 - Taillight base. (⇒3-4)
 - Fuel tube from the fuel auto cock.

⚠ NOTE

- Use the tube clip or the cap to prevent the gasoline from leaking.



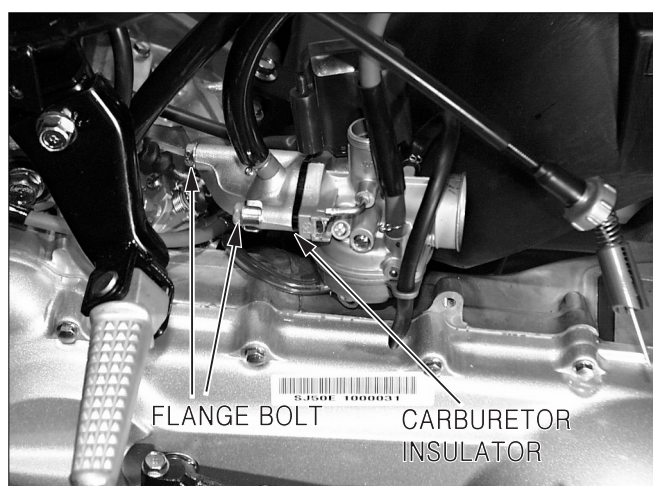
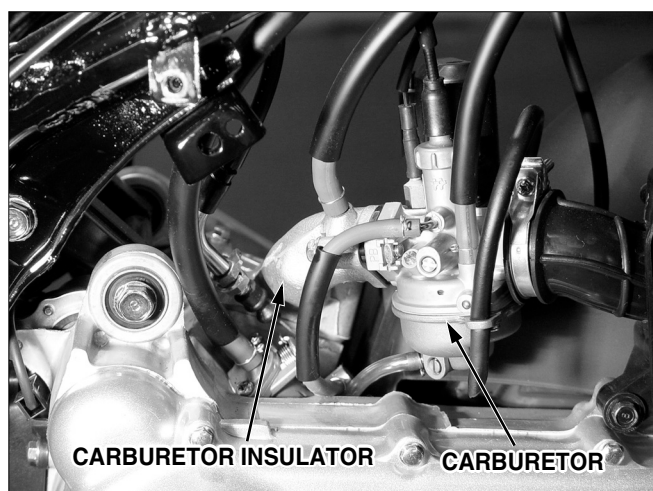
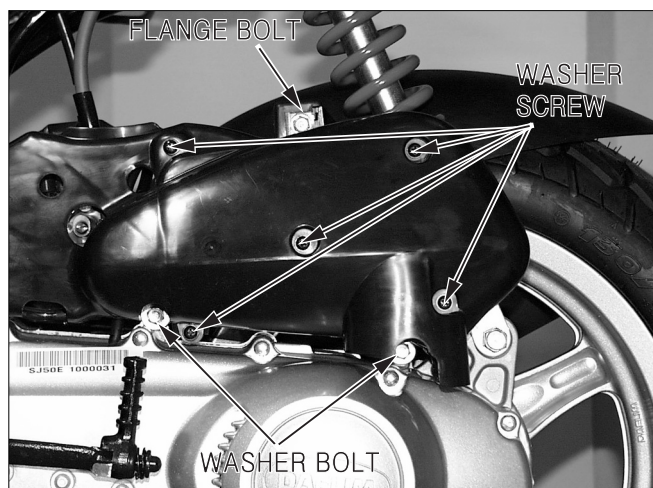
- Remove the fuel unit wire coupler.
- Remove the rear fender. (⇒3-7)
- Loosen the 2 flange bolts and remove the seat catch.
- Loosen the 2 flange bolts and remove the fuel tank support stay.
- Loosen the 2 flange bolts and remove the fuel tank.

INSTALLATION

Install in the reverse order of removal.

⚠ NOTE

- Check for gasoline leakage.
- “Gasoline” mark is on the fuel tank cap.
- Check this mark when filling gasoline.



AIR CLEANER REMOVAL

- Loosen the air cleaner connecting bend screw pin.
- Loosen the 2 bottom air cleaner washer bolts.
- Loosen the top rear fender flange bolt.
- Remove the air cleaner from the carburetor.
- Install in the reverse order of removal.

AIR CLEANER ELEMENT DISASSEMBLY

- Loosen the 5 air cleaner cover washer screws.
- Remove the air cleaner cover.
- Remove the air cleaner element.
- Install in the reverse order of disassembly.

CARBURETOR REMOVAL/INSTALLATION

⚠ NOTE

- Fire is strictly prohibited.
- Open the drain screw to drain the gasoline in the carburetor chamber.

- Remove
 - Luggage box. (⇨3-3)
 - Plug maintenance cover. (⇨3-3)
 - Center cover. (⇨3-3)
 - Air cleaner. (⇨5-4)
 - Wiring coupler of the auto by starter.
 - Oil pass tube.
 - Throttle valve set.
 - 2 flange bolts securing the inlet pipe.
 - Carburetor insulator.
 - Carburetor.
- Install in the reverse order of removal.

⚠ NOTE

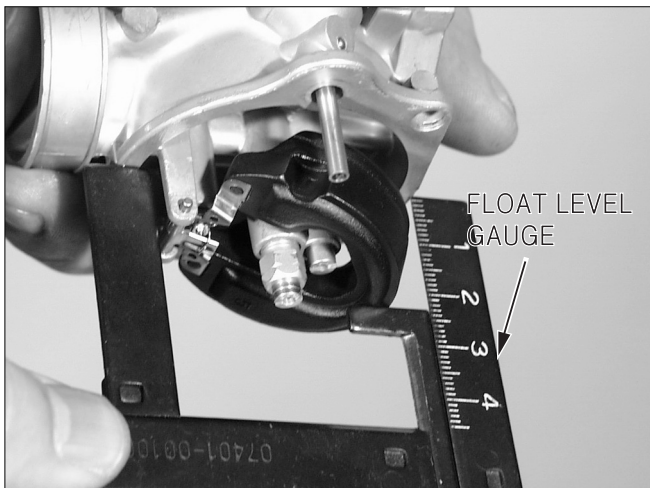
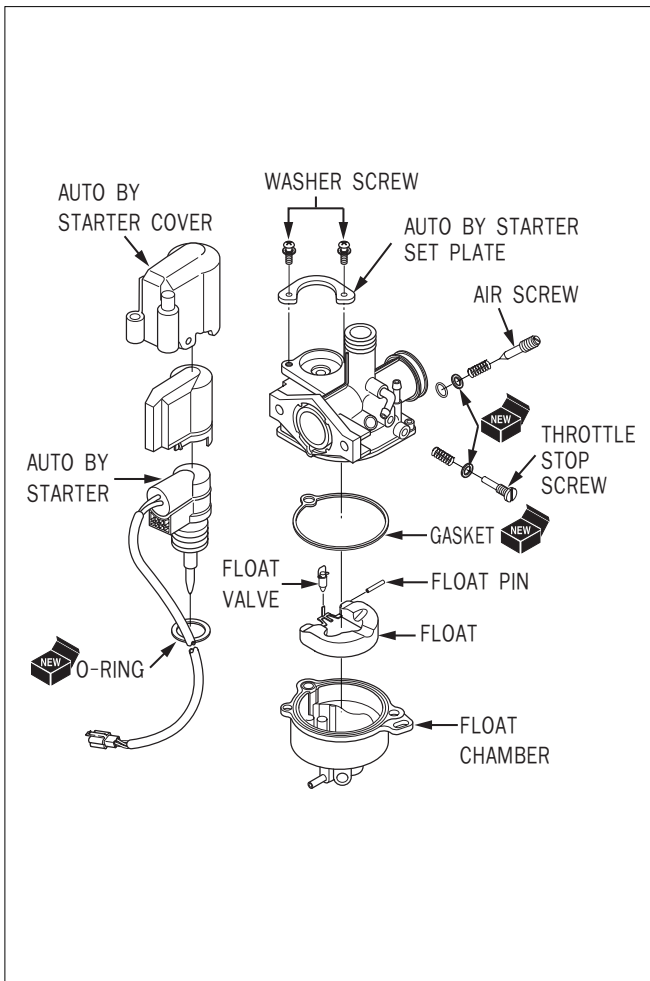
- Install the carburetor after aligning the throttle valve cutaway and the throttle stop screw.
- Tighten the top set correctly so that it is not released.

CARBURETOR DISASSEMBLY/ASSEMBLY

- Remove the auto by starter cover.
- Loosen the 2 washer screws
- Remove the auto by starter set plate.
- Remove the auto by starter.
- Remove the auto by starter O-ring.
- Assemble in the reverse order of disassembly.

NOTE

- Install the auto by starter in the carburetor body after applying grease to the starter O-ring and then tighten firmly with set plate piece.



FLOAT CHAMBER/FLOAT/JET DISASSEMBLY/ASSEMBLY

- Loosen the 2 float chamber screws.

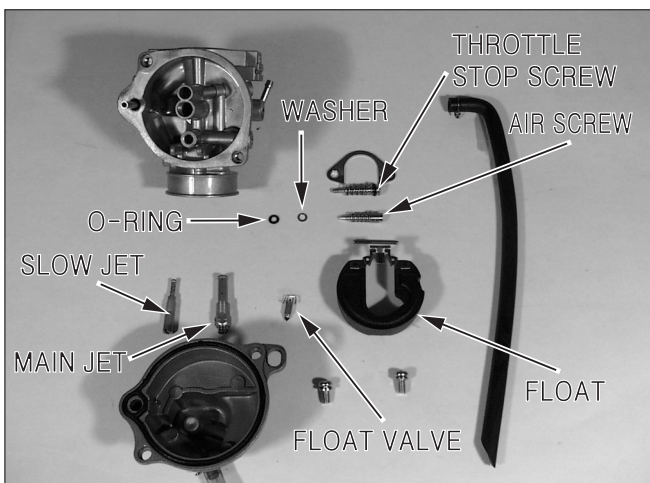
CHECK

- Float valves and seats for cracks or damage.
- Float valve operation.
- Float valve level.

FLOAT LEVEL : 8mm

REMOVE

- Main jet, needle jet holder, and needle jet, and remove the slow jet.
- Air screw, spring, washer, O-ring.
- Throttle stop screw, spring, O-ring.





CARBURETOR PASSAGES CLEANING

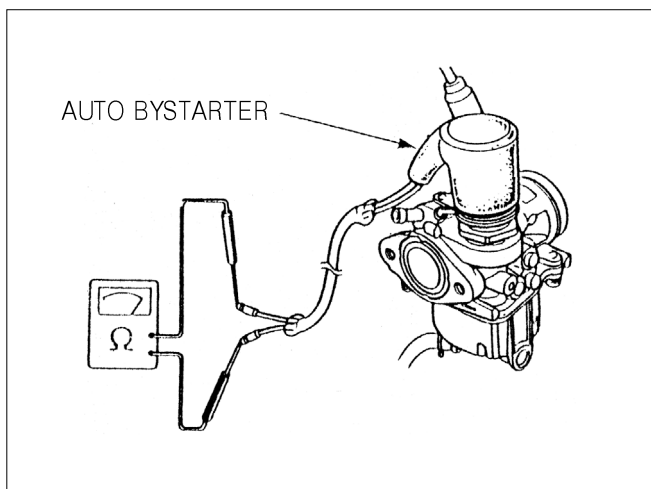
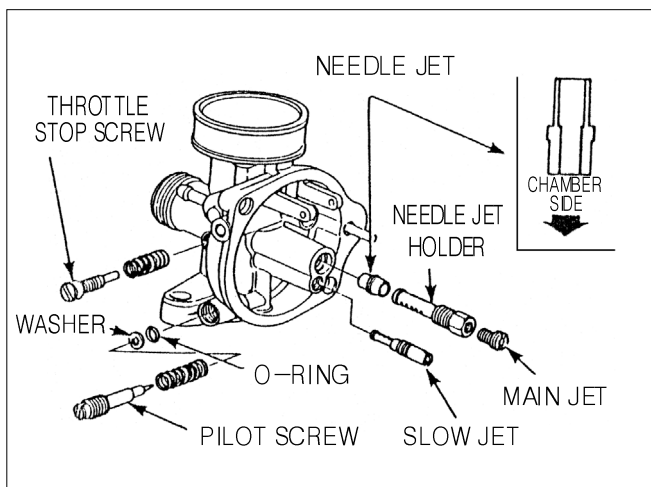
- Disassemble all component parts of carburetor and then clean the air and fuel passages of carburetor body with compressed air.

⚠ CAUTION

- Do not use it wire, otherwise the carburetor body and fuel pump get damaged.

⚠ NOTE

- Be sure to install the needle jet with the smaller hole toward the float chamber.
- Install the air screw and its O-ring and washer in the order as shown in the drawing. If the air screw and carburetor body are replaced with the new ones, adjustment is necessary.
- Do not fasten it strongly, otherwise the face of seat get damaged.



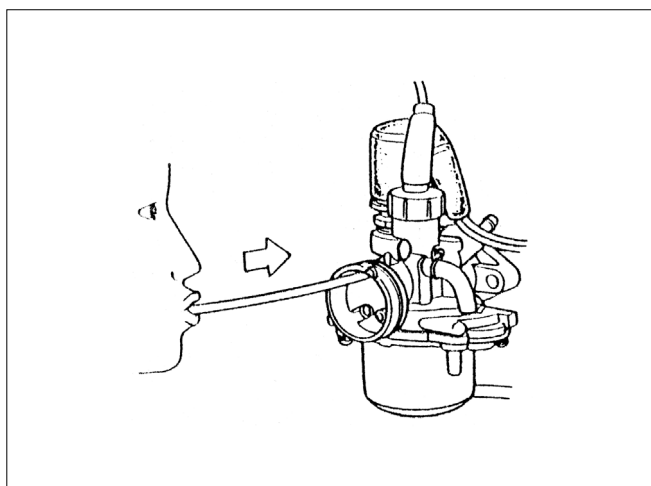
CARBURETOR INSPECTION

- Connect an ohmmeter to the auto bystarter wire connector terminals and measure the resistance. If the resistance is greatly out of specification, it indicates a faulty PTC in the auto bystarter. Replace the auto bystarter.

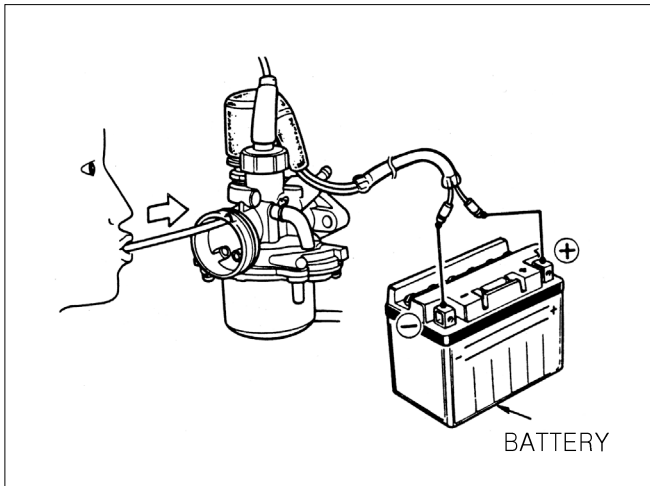
RESISTANCE: $4.0 \Omega \pm 1 \Omega (20^\circ \text{C})$

⚠ NOTE

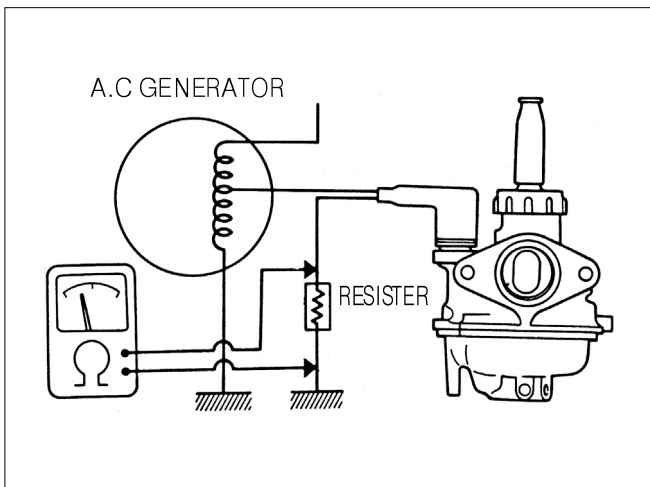
- The auto by starter might be normal if the resistance is only slightly out of specification. However, be sure to check all related parts for trouble.



- Remove the carburetor and let it cool down for 30 minutes. Insert a vinyl tube into the fuel increasing circuit and blow into the tube.
- Air should flow into the circuit.
- If air does not flow into the circuit, replace the auto bystarter.



- Connect the battery to the auto bystarter terminals and wait for 5 minutes.
- Insert a vinyl tube into the fuel increasing circuit and blow into the tube.
- Air should not flow into the circuit. If air flows into the circuit, replace the auto bystarter.



- Check the resister if the auto bystarter is normal but engine is still hard to start.
- If there is a broken wire in the resister, current will not flow to the PTC and the auto bystarter will not operate.
- If there is a shorted wire in the resister, current of a higher voltage than specified will reach the PTC. This will cause the fuel enrichening circuit to close too soon, and starting will be difficult.

THROTTLE VALVE

REMOVE

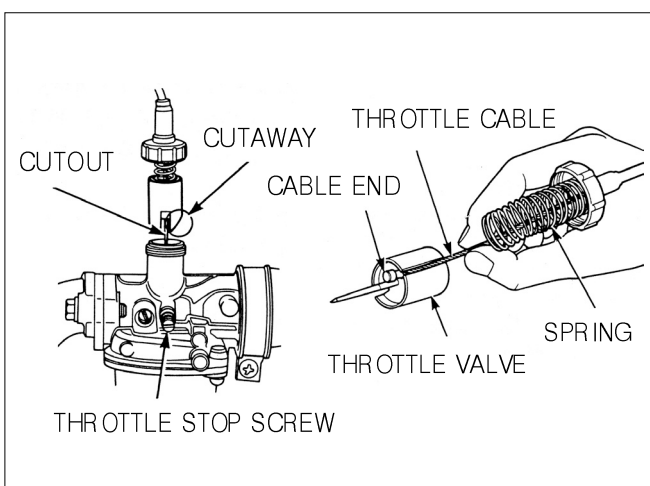
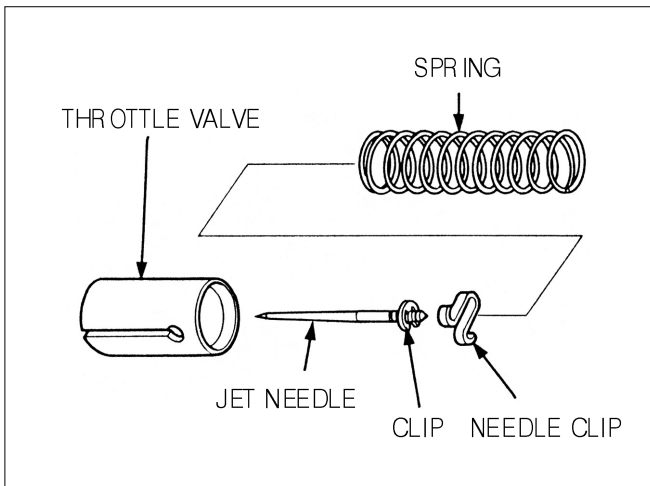
- Throttle valve.
- Throttle cable.
- Throttle valve spring.
- Needle clip.
- Seal cap.
- Clip.
- Jet needle.

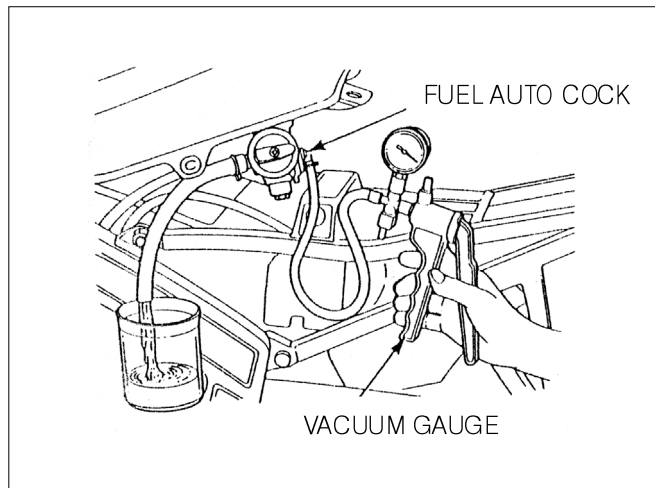
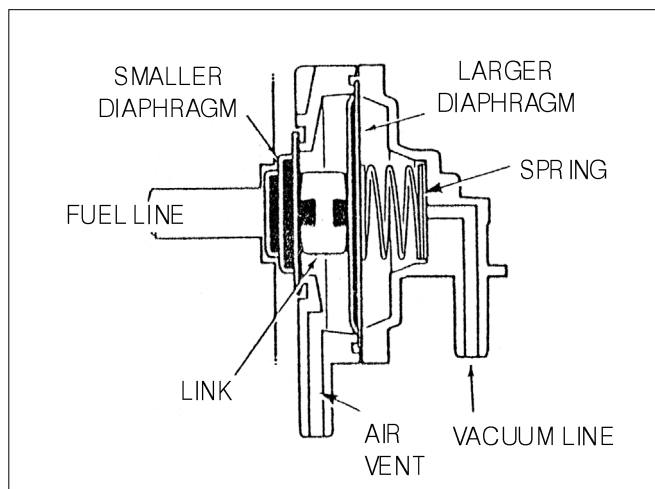
ASSEMBLY

- Install the jet needle into the throttle valve and be sure to fix the needle clip.
- Route the throttle cable through the spring and compress the spring fully.
- Attach the throttle cable end to the bottom of the throttle valve and thread the throttle cable through the slot in the valve.
- Align the cutout in the throttle valve with the throttle stop screw on the carburetor body and install the valve on the carburetor.

NOTE

- Be sure to check if the cutaway turns toward air cleaner. If it is assembled reversely, the engine may spring up like fountain due to the throttle valve not going down.





FUEL AUTO COCK REMOVAL/INSTALLATION

- Remove
 - Luggage box. (⇒3-3)
 - Plug maintenance cover. (⇒3-3)
 - Center cover. (⇒3-3)
 - Rear carrier. (⇒3-3)
 - Body cover. (⇒3-3)
 - Fuel tube A, B connected to the carburetor.
 - Inlet pipe negative pressure tube.
 - Fuel tube A, B connected to the fuel tank.
 - Flange bolt securing the fuel auto cock and the frame.
 - Fuel auto cock.
- Install in the reverse order of removal.

INSPECTION

⚠ WARNING

- Gasoline is extremely flammable and is explosive under certain conditions.

- Keep flames and sparks away from gasoline and wipe up spilled gasoline at once.

⚠ CAUTION

- Be sure to remove the diaphragms from the fuel auto valve before using compressed air to blow out the air passages. Compressed air will damage the diaphragms or may force them off the aluminum link.

- Disconnect the fuel line and place it in a clean container as shown.

⚠ NOTE

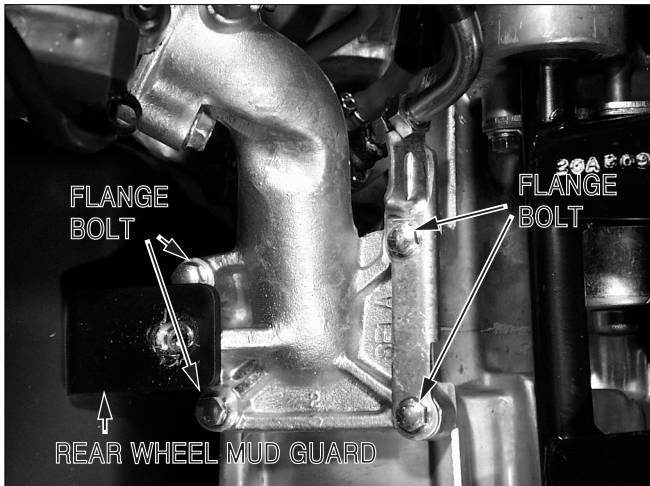
- Place a clean container under the fuel tube.

- Connect the fuel auto valve vacuum tube to the vacuum pump and apply vacuum. Be sure that the fuel flows out smoothly. If the vacuum does not remain steady, it indicates the diaphragm is incorrectly installed or damaged. If the vacuum remains steady, but the fuel flow is not smooth, it indicates a clogged filter or incorrectly installed diaphragm.
- If the fuel flows without the vacuum applied, the diaphragm is incorrectly installed.

INLET PIPE • REED VALVE

REMOVAL/INSTALLATION

- Remove
 - Luggage box. (⇒3-3)
 - Air cleaner. (⇒5-4)
 - Carburetor. (⇒5-4)
 - Negative pressure tube connected to the inlet pipe.
 - Oil pump cable. (⇒4-3)
 - Rear wheel mud guard. (⇒3-8)
 - Inlet pipe securing 4 flange bolts connected to the L crank case.
 - Oil pump anchor plate.
 - Inlet pipe.
 - Reed valve.
- Install in the reverse order of removal.



⚠ NOTE

- Do not remove the reed valve and replace the assembly if necessary.
- Keep the foreign material from entering into the engine by cleaning around the needle valve.

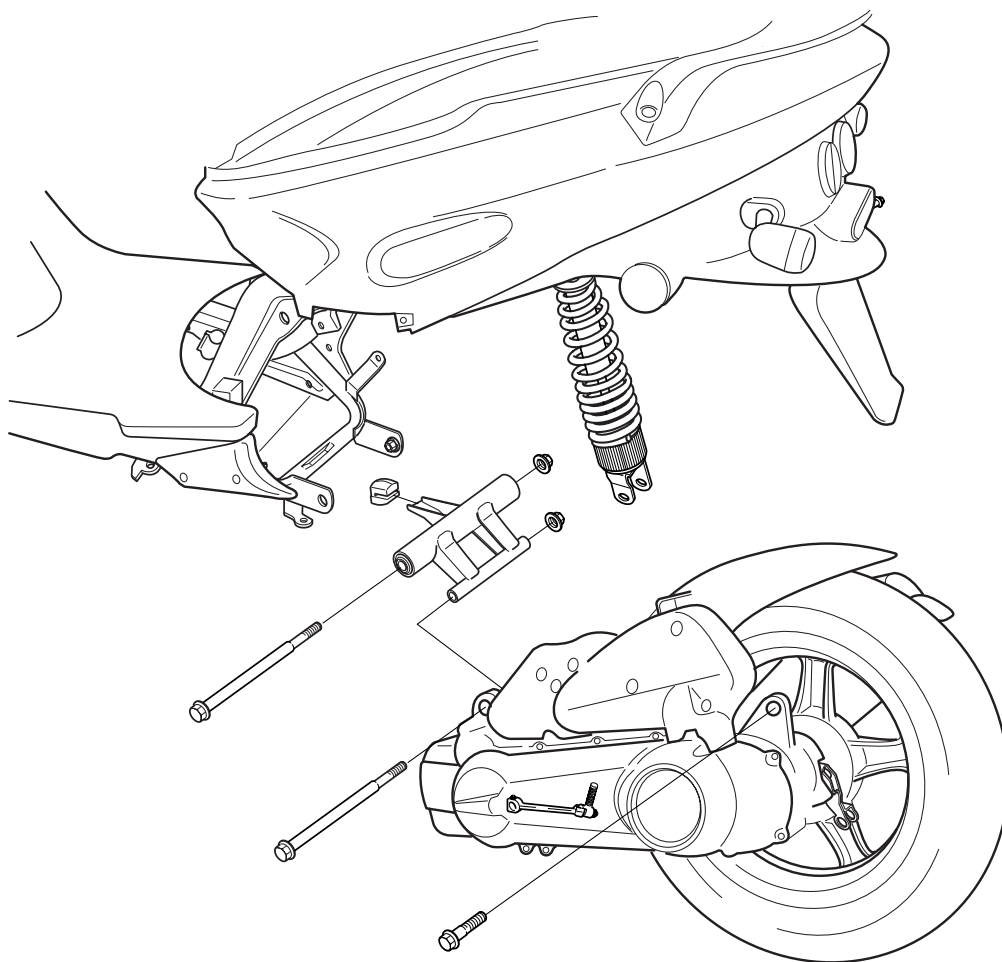
INSPECTION

- Check the reed valve for fatigue or damage and replace the reed valve assembly if necessary.
- Check the reed valve seat for cracks, damage and clearance from the reed and replace the reed valve assembly if necessary.

⚠ NOTE

- Be sure to replace the reed valve as an assembly. Disassembling or bending the reed stopper will cause engine trouble.





6. ENGINE REMOVAL/INSTALLATION

SERVICE INFORMATION	6-1
ENGINE REMOVAL/INSTALLATION	6-2
ENGINE HANGER LINK REMOVAL	6-3

SERVICE INFORMATION

GENERAL SAFETY



NOTE

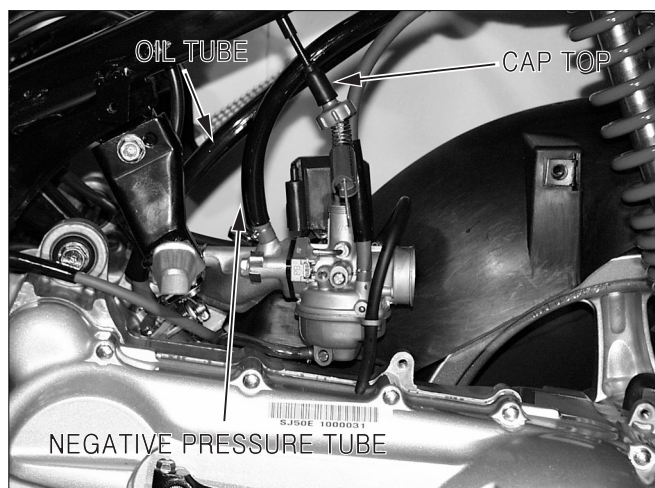
- Use a jack to remove or install the engine. Support the motorcycle with a jack firmly, taking precautions not to damage the frame, engine, cable or harness.
- Attach tape to the frame to protect it during the engine removal or installation.

6

- The following works can be carried out without removing the engine from the vehicle body.
 - TRANSMISSION (⇒SECTION 9)
 - A.C. GENERATOR (⇒SECTION 13)
 - KICK STARTER/ CONTINUOUSLY VARIABLE TRANSMISSION (⇒SECTION 7)
 - CYLINDER HEAD/ CYLINDER/ PISTON (⇒SECTION 8)
 - CARBURETOR (⇒SECTION 5)
 - OIL PUMP (⇒SECTION 4)
- Items to be worked after removing engine
 - CRANKSHAFT, CRANKSHAFT BEARING, CRANK CASE BEARING.

TORQUE VALUES :

ENGINE HANGER BOLT (ENGINE) : 5.0kgf · m
(FRAME) : 7.3kgf · m



ENGINE REMOVAL/INSTALLATION

- Remove
 - Luggage box. (⇒3-3)
 - Plug maintenance cover. (⇒3-3)
 - Center cover. (⇒3-3)
- Disconnect
 - AC generator coupler. (⇒13-7)
 - Carburetor auto bystarter coupler.
- Remove
 - Spark plug cap.
 - Oil pump cable.
 - Oil tube connected to the oil pump.
 - Negative pressure tube connected to the inlet pipe.
 - Fuel tube connected to the carburetor.
- Loosen the carburetor cap top, remove the throttle valve.
- Loosen the rear brake adjust nut, remove the brake arm joint B and rear brake cable.
- Remove the bottom rear cushion under bolt.

- Loosen the engine hanger U-nut.
- Loosen the engine hanger flange bolt.
- Remove the engine. (with the muffler and rear wheel attached)

NOTE

- Take action to prevent oil from leaking (Install the clip in the oil tube)
- Take precautions not to damage the engine when removing the engine from the chassis.

REMOVE

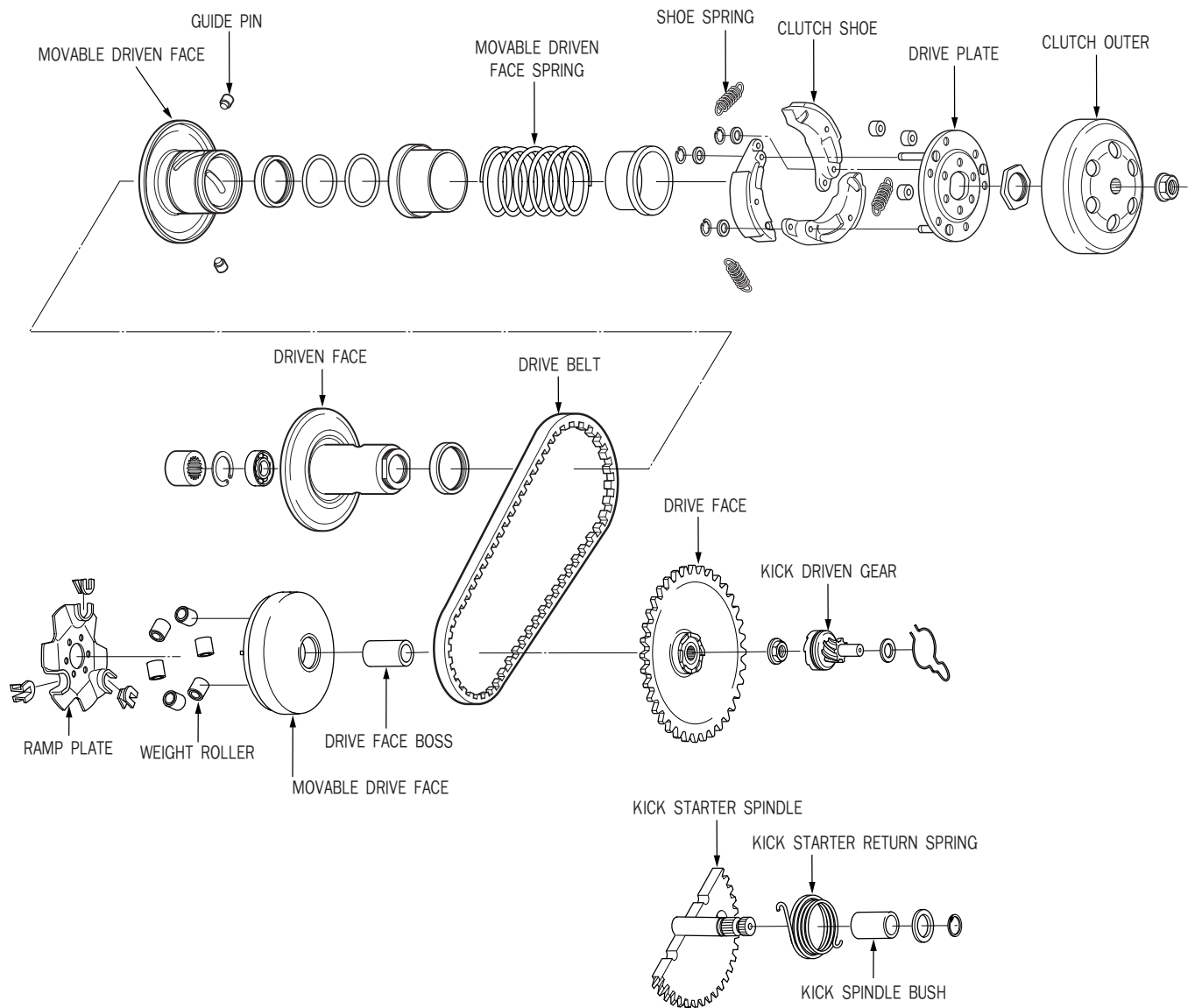
- Muffler. (⇒3-7)
- Rear wheel. (⇒11-3)
- Install in the reverse order of removal.

NOTE

- Pay attention not to damage wiring and cable and not to damage the threaded part of bolts.
- Arrange the cable tubes and wiring in the right positions.

- Check the following after the engine is assembled.
 - Electric systems.
 - Adjust of the rear brake free play.
 - Inspection of the throttle cable operation.
 - Inspection of the oil pump cable operation.

KICK STARTER/CONTINUOUSLY VARIABLE TRANSMISSION



7. KICK STARTER/CONTINUOUSLY VARIABLE TRANSMISSION

SERVICE INFORMATION . . . 7-1	DRIVE BELT 7-4
TROUBLESHOOTING 7-1	DRIVE PULLEY 7-6
L. SIDE COVER REMOVAL . . 7-2	CLUTCH/DRIVEN PULLEY . . 7-8
KICK STARTER 7-2	

SERVICE INFORMATION

GENERAL SAFETY

- Do not allow oil to contact the drive belt or the pulley face. The transmission rate of driving force is reduced with oil contact.
- Do not operate starter motor while the L. crank case front cover is removed.

NOTE

- Pay attention not to apply the grease oil to the movable drive face or weight roller.

7

SPECIFICATIONS

ITEM	STANDARD	SERVICE LIMIT
MOVABLE DRIVE FACE BUSHING INNER DIAMETER	20.035-20.085mm	20.60mm
DRIVE FACE BOSS OUTER DIAMETER	20.011-20.025mm	19.97mm
DRIVE BELT WIDTH	17.5mm	16.50mm
WEIGHT ROLLER OUTER DIAMETER	15.920-16.080mm	15.40mm
CLUTCH OUTER AND INNER DIAMETER	107.0-107.2mm	107.50mm
DRIVEN FACE SPRING PLAY	98.1mm	92.8mm
DRIVEN FACE OUTER DIAMETER	33.965-33.985mm	33.94mm
DRIVEN FACE INNER DIAMETER	34.000-34.025mm	34.06mm

TROUBLESHOOTING

Engine starts but motorcycle does not work.

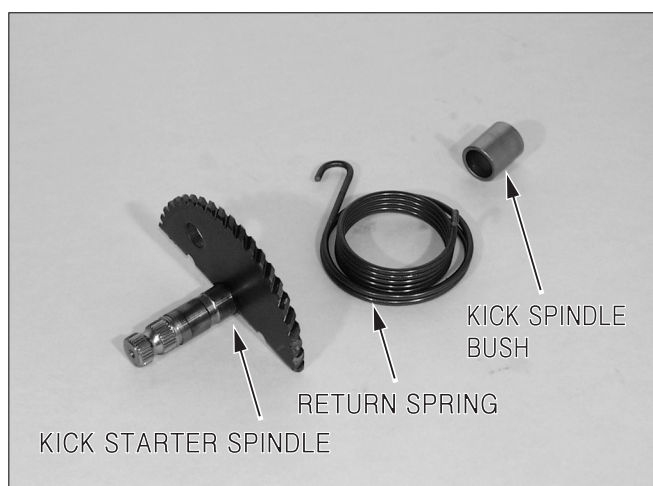
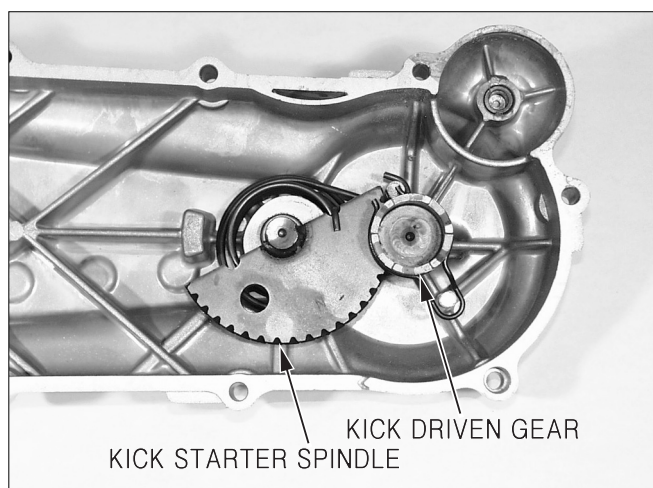
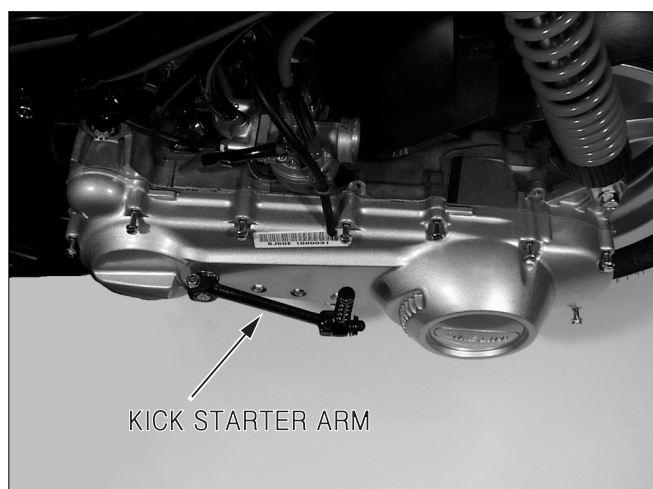
- Drive belt worn.
- Ramp plate damaged.
- Clutch shoe worn or damaged.
- Movable driven face spring cut.

Engine stops, or the vehicle runs suddenly, after starting.

- Clutch shoe spring cut.

Vehicle unable to run at the maximum speed, or lack of output

- Drive belt worn.
- Defective movable driven face spring.
- Weight roller worn.
- Pulley face contaminated.



L. SIDE COVER REMOVAL

- Remove
 - 13 flange bolts securing L. side cover.
 - Rear brake cable clamp.
 - L. side cover gasket.
 - Dowel pin.
- Install in the reverse order of removal.

NOTE

- Install the new gasket and dowel pin after removing the gasket of the crankcase surface.
- Align the bolts to uniform the tightening location before tightening then when you don't know the bolt length.
- Tighten the bolts diagonally with specified tightening torque.

TORQUE : 1.0kgf · m

KICK STARTER

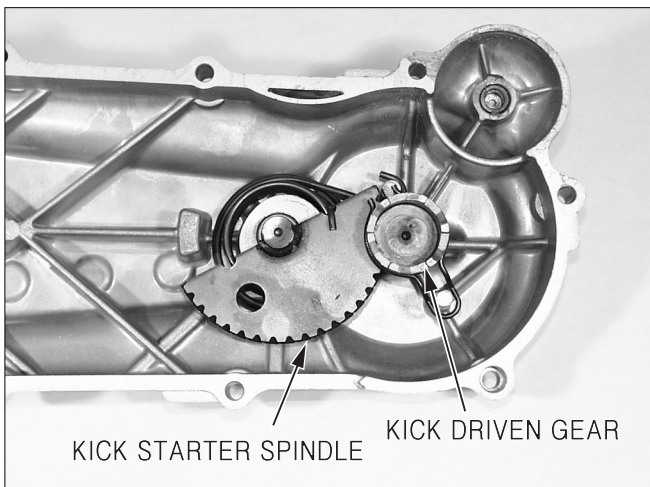
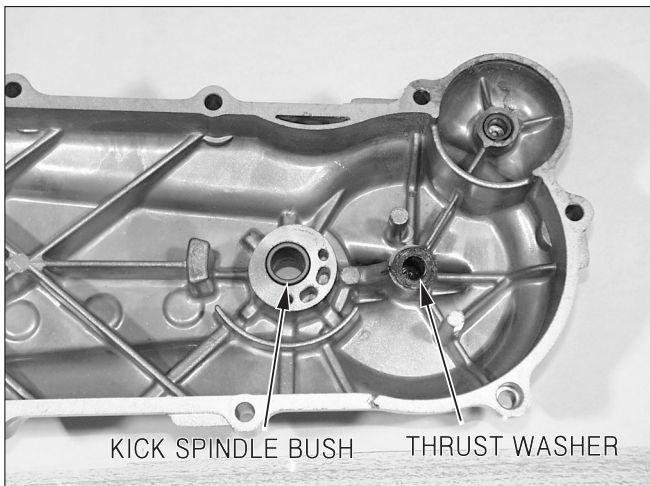
- Remove
 - L. side cover. (⇒7-2)
 - Kick starter ratchet and the thrust washer while rotating the kick starter arm.
- Loosen the flange bolt securing the kick starter arm, remove the kick starter arm.
- Remove
 - 14mm external circlip.
 - Kick spindle washer.
 - Kick starter spindle.
 - Kick spindle spring, bush.

INSPECTION

- Wear and damage of the kick starter spindle and gear portion.
- Damage to return spring.
- Defects and damage of the kick starter spindle bushing.
- Wear and damage of the kick starter ratchet.
- Damage to friction spring.

KICK STARTER INSTALLATION INSTALL

- Kick spindle bush, spring in the L. side cover.
- Kick starter spindle in the L. side cover.
- Kick starter spindle washer.
- 14mm external circlip in the L. side cover.
- Kick starter arm.
- Kick spindle spring in the groove of the L. side cover.
- Thrust washer.



- Rotate the kick starter spindle using the kick starter arm, draw the spindle to the L. side cover and assemble the kick starter ratchet.

⚠ NOTE

- When installing the 14mm external circlip, keep holding the spindle manually and install the circlip in the groove correctly.
- Apply the grease to the kick starter ratchet groove and gear.
- Check the kick starter ratchet and the kick starter spindle for smooth operation after installation.



DRIVE BELT

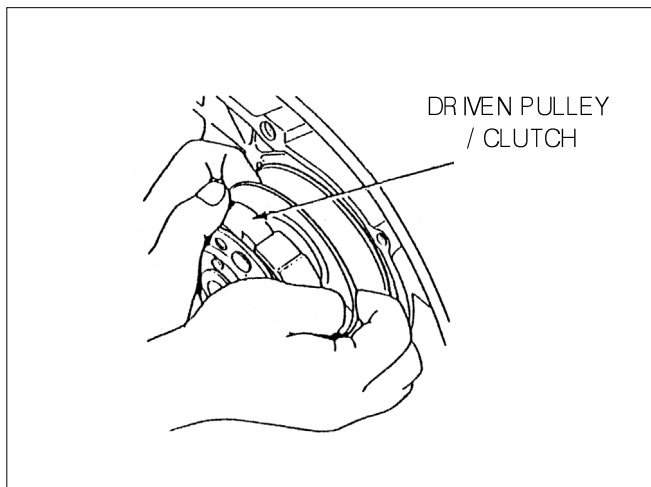
REMOVAL

- Remove the L. side cover. (⇒7-2)
- Hold the clutch outer using the universal holder and remove the nut.
- Remove the clutch outer.

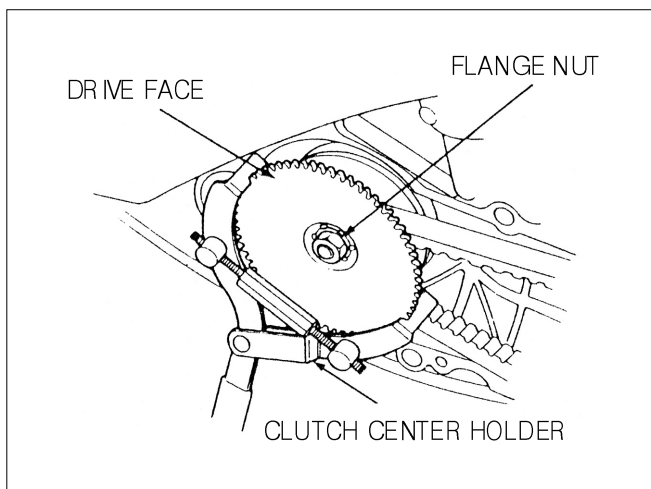
TOOL: UNIVERSAL HOLDER

CAUTION

- Use the special tool when loosening the lock nut. Holding the rear wheel or rear brake will damage the final reduction system.

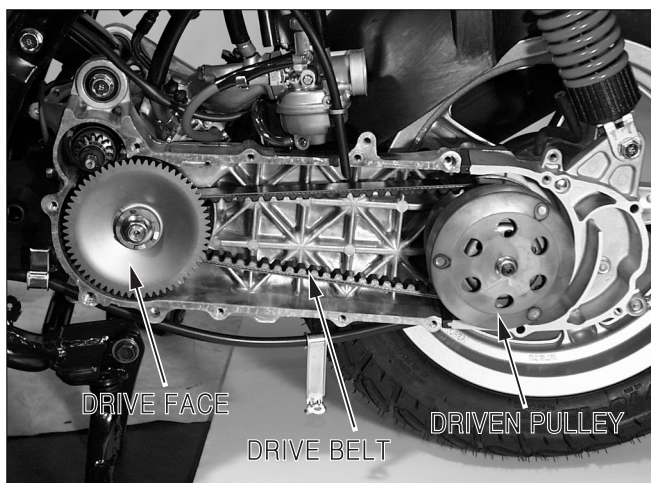


- Squeeze the drive belt into the pulley groove as shown so that it slackens enough to remove the driven pulley from the drive shaft.



- Loosen the drive face setting nut 12mm with the clutch center holder.

TOOL: CLUTCH CENTER HOLDER



REMOVE

- Driven pulley/ clutch with the drive belt in place.
- Drive belt from the driven pulley groove and drive pulley groove.

DRIVE BELT INSPECTION

- Check the drive belt for cracks, pry separation and wear; replace as necessary.
- Measure the width of the drive belt as shown.
- Replace the belt if the service limit is exceeded.

SERVICE LIMIT : 16.5mm

NOTE

- Use only a genuine DAELIM replacement drive belt.
- Do not get oil or grease on the drive belt or pulley faces. Clean off any grease or oil before reinstalling.

DRIVE BELT INSTALLATION

- Temporarily install the driven pulley/clutch assembly on the drive shaft.
- Turn the pulley clockwise and spread the faces apart while installing the drive belt.
- Remove the pulley assembly once with the drive belt installed.

NOTE

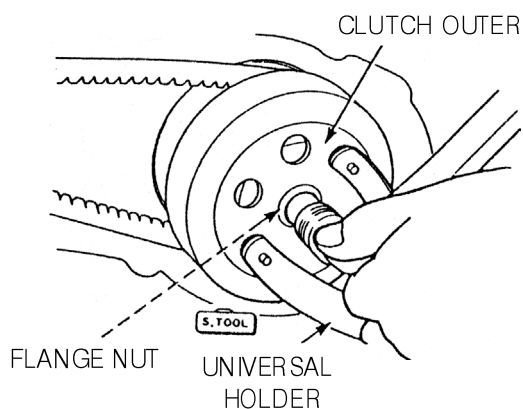
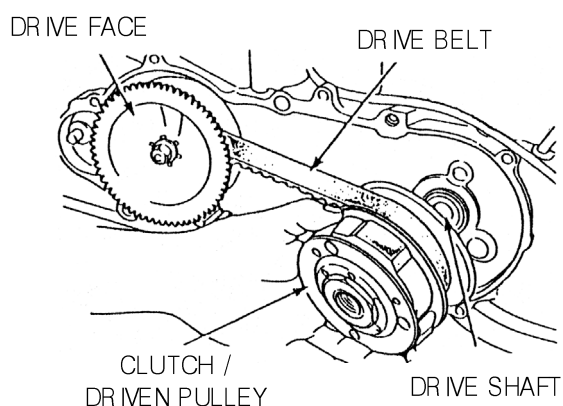
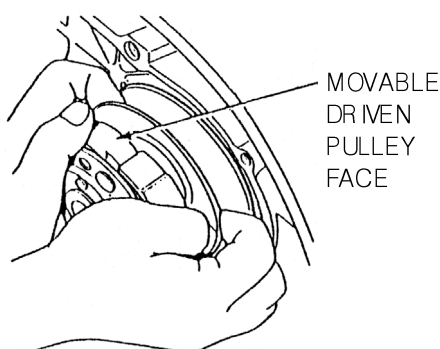
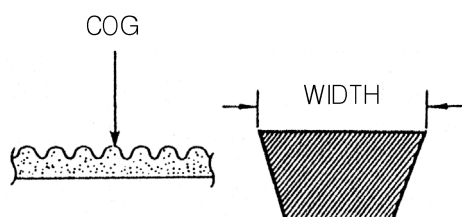
- Hold the pulley faces apart preventing them from closing.

- Put the drive belt over the drive pulley.
- Reinstall the driven pulley on the drive shaft with the drive belt attached.

- Install the clutch outer and the universal holder. Tighten the nut to the specified torque.

TORQUE VALUE : 4.0kgf · m
TOOL : UNIVERSAL HOLDER

- Reinstall the L. side cover.





DRIVE PULLEY REMOVAL

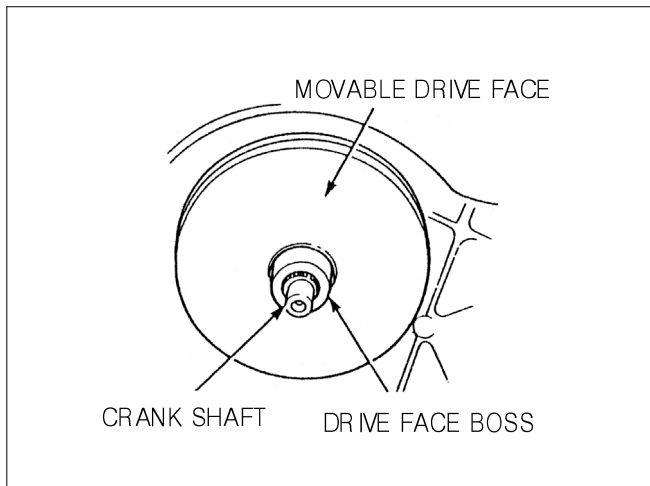
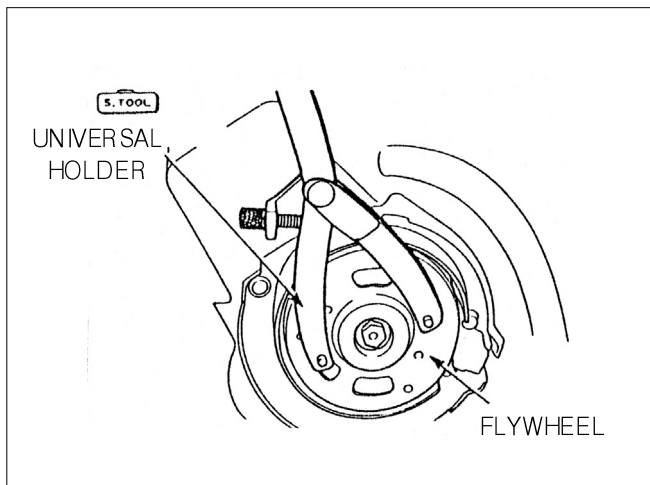
- Remove the L. side cover. (⇒7-2)
- Hold the drive face using the clutch center holder and remove the nut and washer.

TOOL : CLUTCH CENTER HOLDER

- Remove the drive face.

- If the drive pulley holder cannot be used, remove the cooling fan at the right side of the crankshaft, and hold the flywheel with the universal holder.

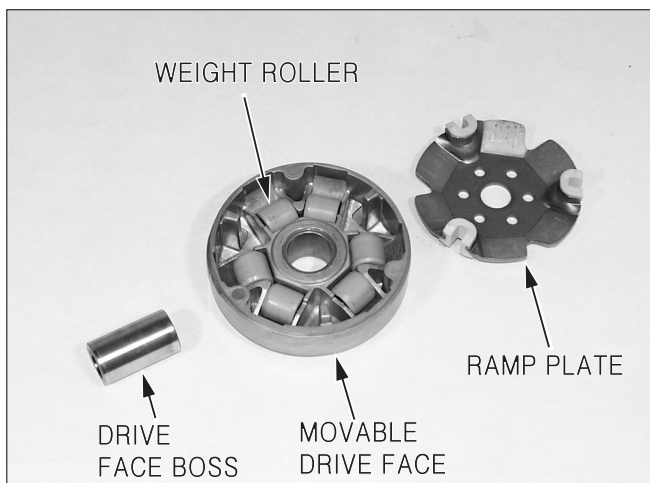
TOOL : UNIVERSAL HOLDER



MOVABLE DRIVE FACE DISASSEMBLY

- Remove
 - Drive face. (⇒7-6)
 - Drive belt. (⇒7-4)
 - Movable drive face.

- Remove the ramp plate and weight rollers from the movable drive face.



MOVABLE DRIVE FACE INSPECTION

- The weight rollers push on the movable drive pulley face (by centrifugal force); worn or damaged weight rollers will interfere with this force.
- Check the rollers for wear or damage and replace as necessary.
- Measure the O.D. of each roller, replace if the service limit is exceeded.

SERVICE LIMIT : 15.4mm

- Check the drive face boss for wear or damage and replace as necessary.
- Measure the O.D of the drive face boss. Replace the boss if the service limit is exceeded.
- Measure the I.D. of the drive face. Replace it if the service limit is exceeded.
- Movable drive face boss outer diameter

SERVICE LIMIT : 19.97mm

- Movable drive face inner diameter

SERVICE LIMIT : 20.6mm

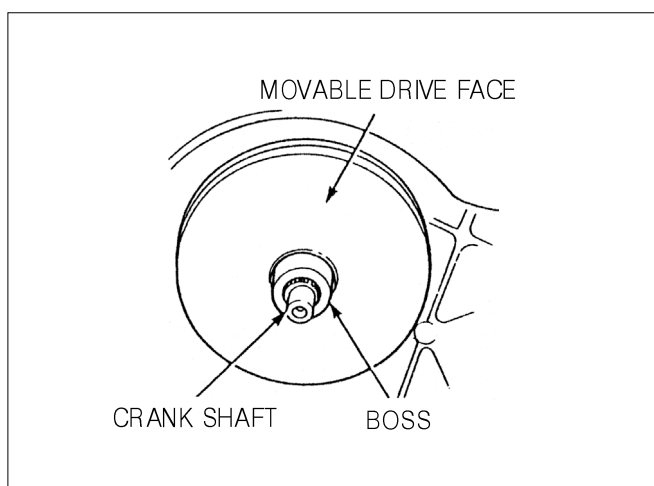
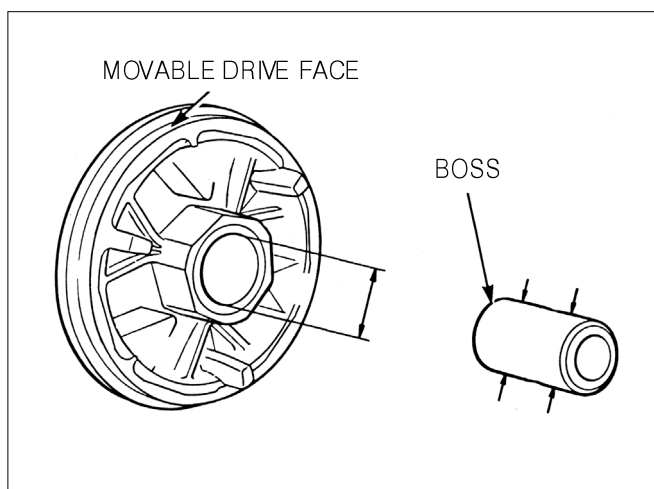
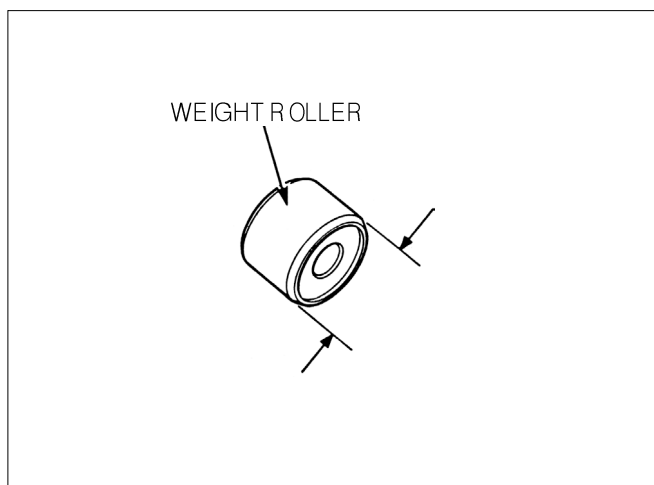
MOVABLE DRIVE FACE ASSEMBLY/INSTALLATION

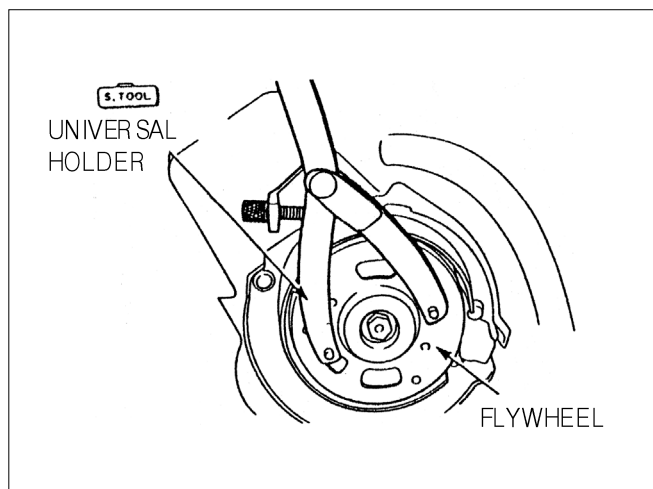
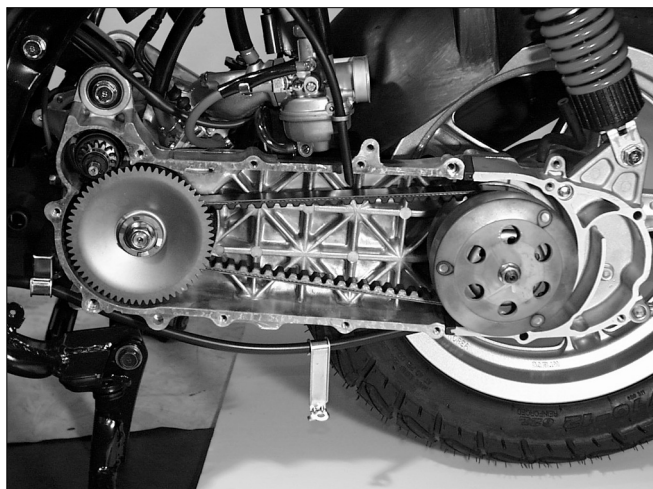
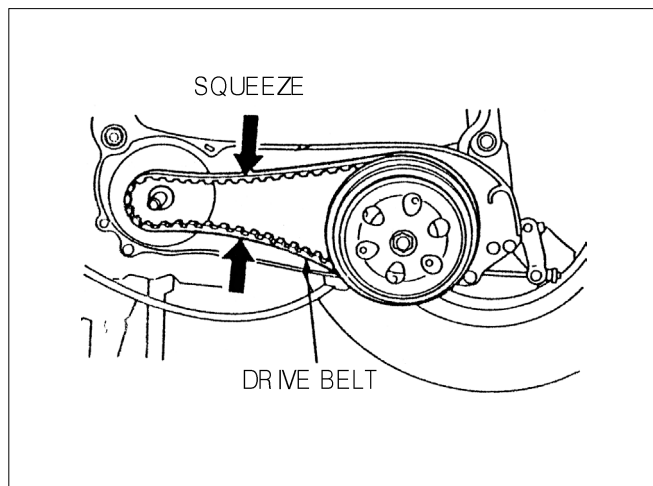
- Install the weight roller on the movable drive face.
- Install the ramp plate.
- Pack the inside of the movable drive face with the specified amount of grease.
- Install the movable drive face boss.

NOTE

- Do not get the grease on the pulley face. Remove any misplaced grease with a degreasing agent.

- Install the movable face assembly on the crankshaft.





DRIVE FACE INSTALLATION

- Squeeze the drive belt into the pulley groove and pull the drive belt over the drive face shaft.

- Hold the drive pulley face using the clutch center holder and tighten the nut to the specified torque.

TORQUE VALUE : 5.5kgf · m

TOOL : CLUTCH CENTER HOLDER

- Install the drive pulley face, washer and nut.

NOTE

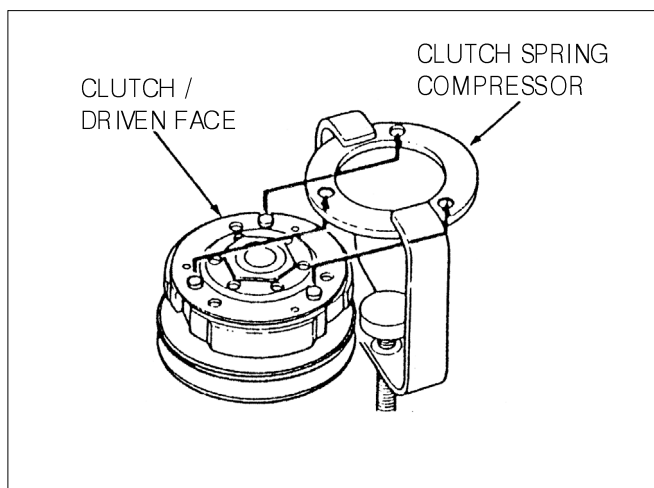
- Tighten the drive pulley nut to the specified torque.
- Correctly match the drive pulley face and crank shaft serration when assembling.
- If the universal holder cannot be used, remove the cooling fan and hold the flywheel with the universal holder.

- Install the L. side cover.

CLUTCH/DRIVEN PULLEY

DISASSEMBLY

- Remove
 - L.side cover. (⇨7-2)
 - Drive face. (⇨7-9)
- Hold the clutch outer using the universal holder and remove the flange nut, then remove the clutch outer.
- Remove
 - Drive belt.
 - Driven pulley.
- Install in the reverse order of removal.



28mm SPECIAL NUT DISASSEMBLY

- The clutch/driven face are assembled toward the clutch spring compressor.

⚠ CAUTION

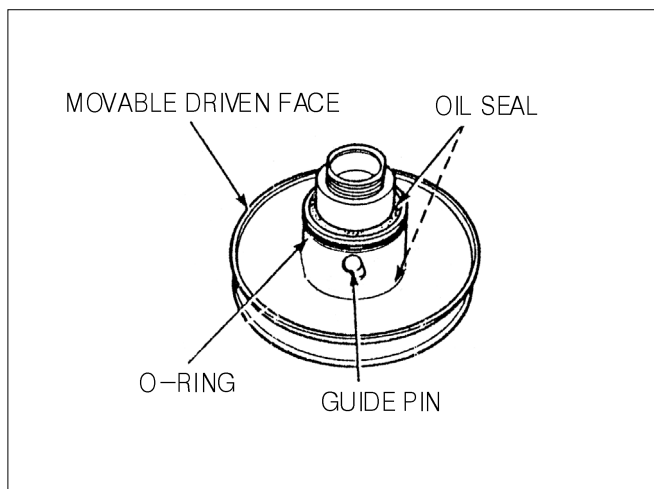
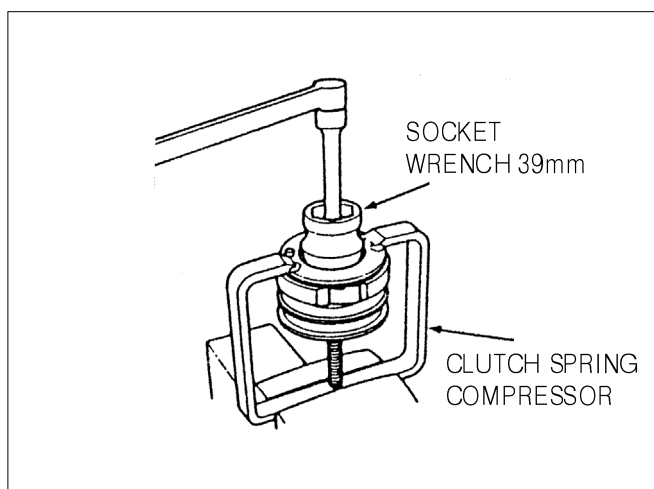
- Make sure that the boss portions of the clutch/driven face are matched with the clutch spring compressor hole.

TOOL : CLUTCH SPRING COMPRESSOR

- Fix the clutch spring compressor with a vice, etc.
- Disassemble the 28mm special nut with a socket wrench. Disassemble the clutch driven face from the clutch spring compressor.

TOOL : CLUTCH SPRING COMPRESSOR SOCKET WRENCH 39 × 41mm

- Assembly is done in the reverse order of disassembly.



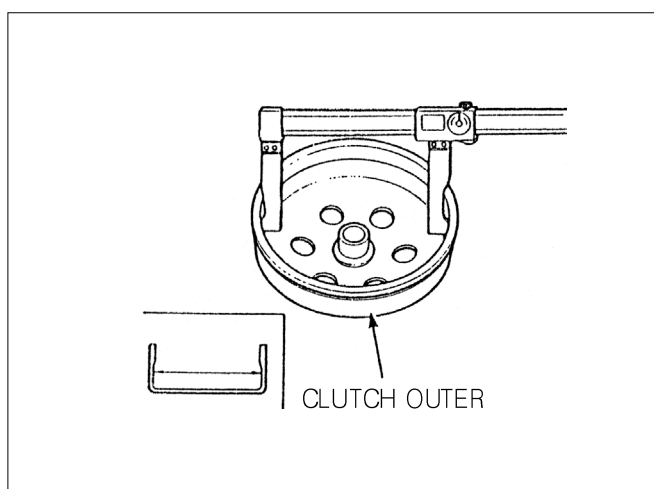
REMOVE

- Seal collar from the driven pulley.
- Guide pins and guide pin rollers and the movable driven pulley face.

⚠ NOTE

- Some guide pin can be separated to the roller and the pin.

- Remove the O-ring and oil seals from the movable driven face.

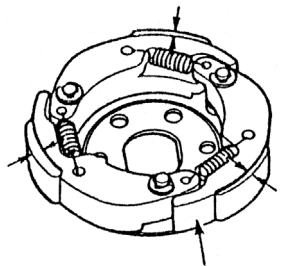


INSPECTION

Clutch outer

- Measure the I.D. at shoe contact surface of the clutch outer. Replace the outer if the service limit is exceeded.

SERVICE LIMIT : 107.5mm



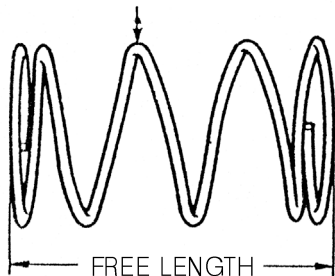
CLUTCH SHOE

Clutch Shoe Inspection

- Measure the thickness of each shoe ; replace if the service limit is exceeded.

SERVICE LIMIT : 2.0mm

MOVABLE DRIVEN FACE SPRING



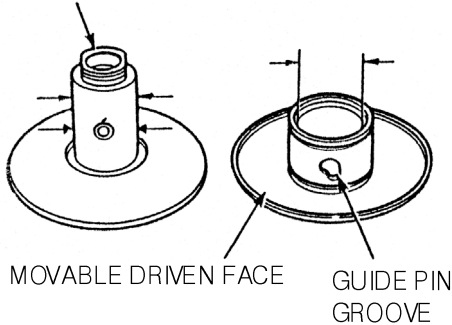
FREE LENGTH

Movable Driven Face Spring Inspection

- Measure the free length of the driven pulley spring and replace if the service limit is exceeded.

SERVICE LIMIT : 92.8mm

DRIVEN FACE



MOVABLE DRIVEN FACE

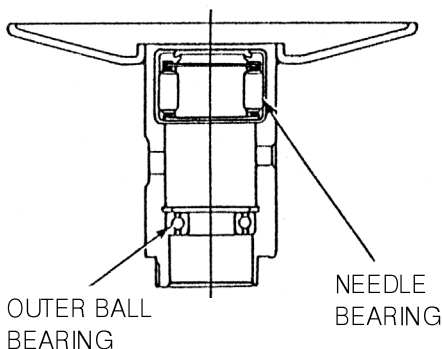
GUIDE PIN GROOVE

Driven Face Inspection

- Check the following;
 - Both faces for damage or excessive wear.
 - Guide pin groove for damage or deformation.
- Replace damaged or worn parts as necessary.
- Measure the O.D. of the driven face and the I.D. of the movable driven face. Replace either part if the service limit is exceeded.

Driven face outer diameter service limit : 33.94mm

Movable driven face inner diameter service limit : 34.06mm



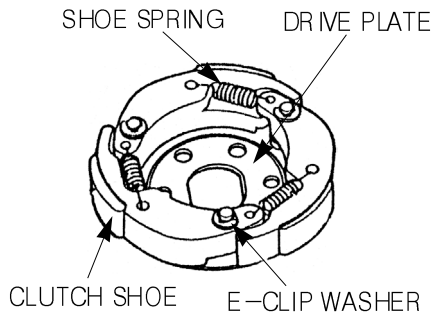
OUTER BALL BEARING

NEEDLE BEARING

Driven Face Bearing Inspection

- Check the inner bearing oil seal (if installed) for damage; replace as necessary.
- Check the needle bearing for damage or excessive play and replace as necessary.
- Turn the inner race of the outer bearing with your finger. Check that the bearing turns smoothly and quietly, and that the bearing outer race fits securely. Replace the bearing if necessary.

CLUTCH SHOE REPLACEMENT

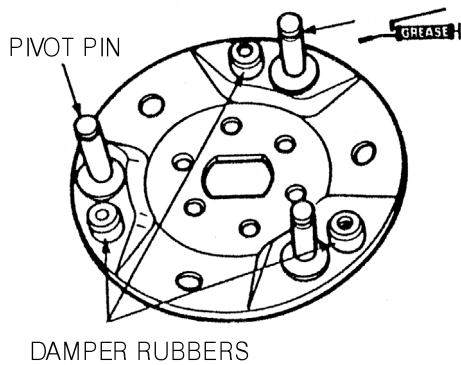


- Remove the E-clip and washers, then remove the clutch shoes and shoe springs from the drive plate.

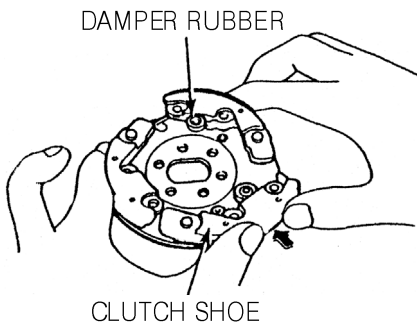
NOTE

- Some models use one retainer plate instead of three washers.

- Check the shoe springs for damage or loss of tension.



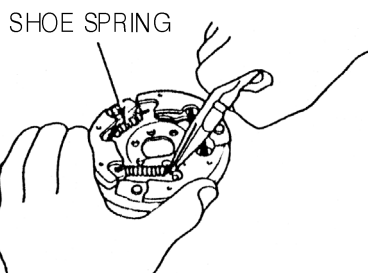
- Check the damper rubbers for damage or deformation; replace as necessary.
- Apply a small amount of grease on the pivot pins.



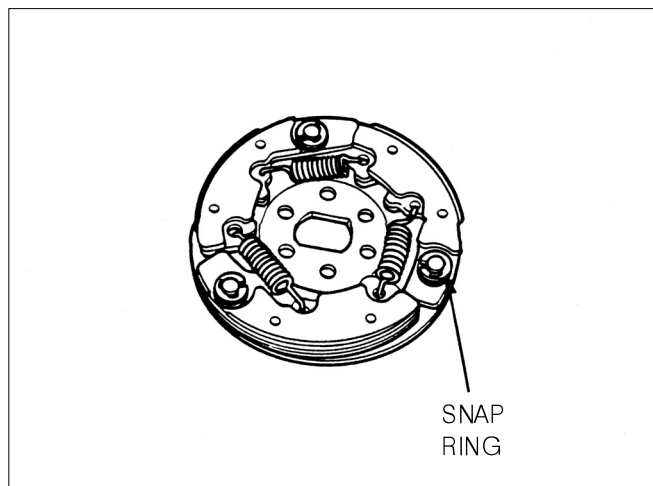
- Install new clutch shoes on the pivot pins and push them into place.
- Use a small amount of grease on the pivot pin and keep grease off of the brake shoes. Replace the brake shoes if there is any grease on them.

CAUTION

- Grease or oil damages clutch shoes and can lead to a loss of engaging ability.



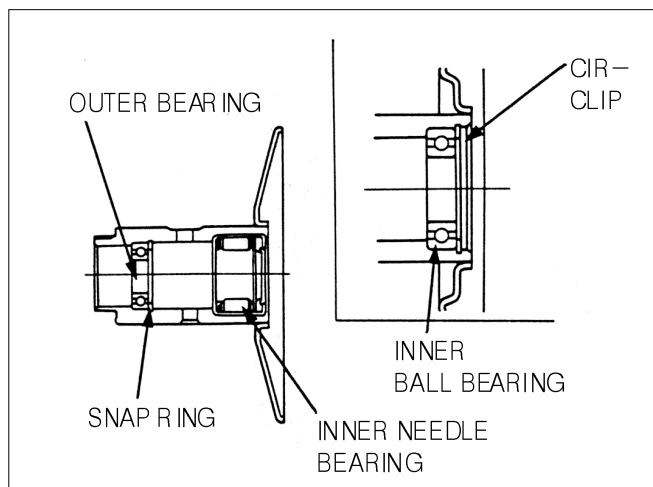
- Use pliers to hook the springs to the shoes.



- Install the E-clip and washers or retainer plate into the pivot pins.

NOTE

- Apply only to the belt type gearless transmission.
- Wipe the grease came out from the pivot pin thoroughly.



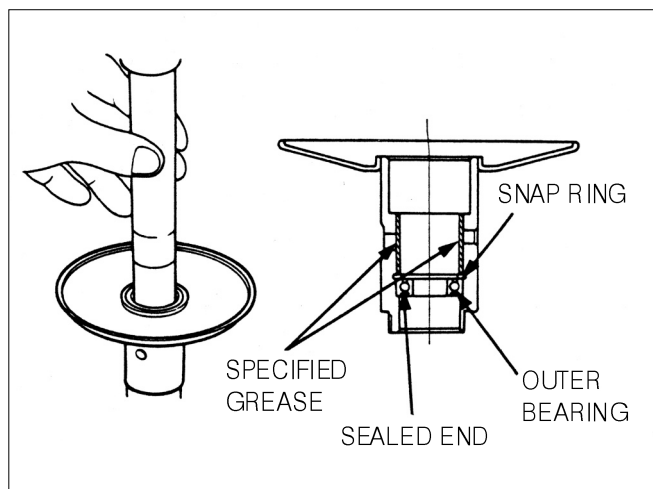
DRIVEN FACE BEARING REPLACEMENT

- Remove the inner bearing

NOTE

- If the driven face has an oil seal at inner bearing side, remove the oil seal first.
- If a ball bearing is used oh the inside, remove the snap ring first then remove the bearing.

- Remove the snap ring then drive out the outer bearing toward the inner bearing side.

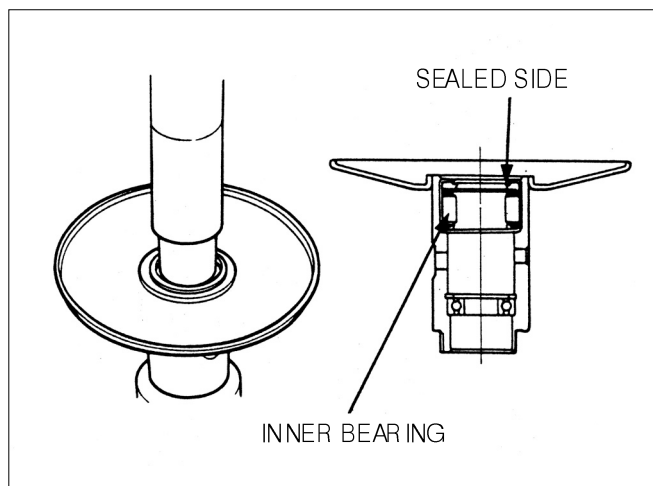


- Drive a new outer bearing into place with the sealed end toward the outside. Install the snap ring securely.

NOTE

- Apply the specified amount of specified grease as shown.

GREASE APPLICATION : 5.0~5.5g



- Install in a new inner bearing

NOTE

- Install the bearing with the sealed side facing out.
- Install the needle bearing using a hydraulic press. Install the ball bearing by driving it in or using a hydraulic press.

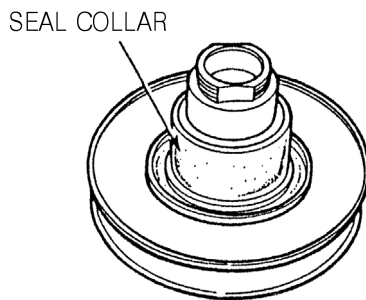
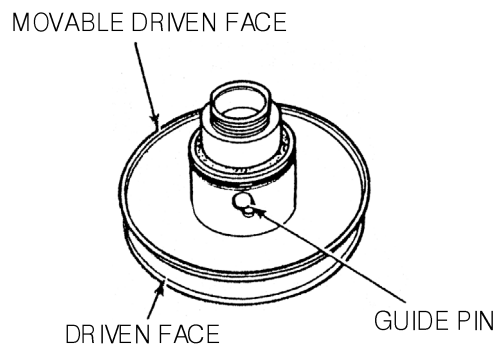
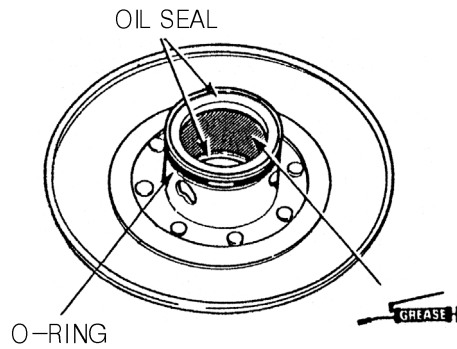
- Install the snap ring into the groove in the driven face.
- Install a new oil seal with the lip toward the bearing (if required).

CLUTCH/DRIVEN PULLEY ASSEMBLY

- Install new oil seals and O-rings on the movable driven pulley face.

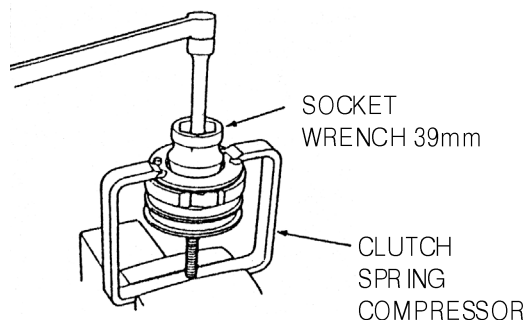
- Lubricate the inside of the movable face with the specified amount of grease.

GREASE APPLICATION : 5.0~5.5g



- Install the movable face on the driven pulley face.
- Install the guide pins, or guide pins and guide pin rollers.

- Install the seal collar.



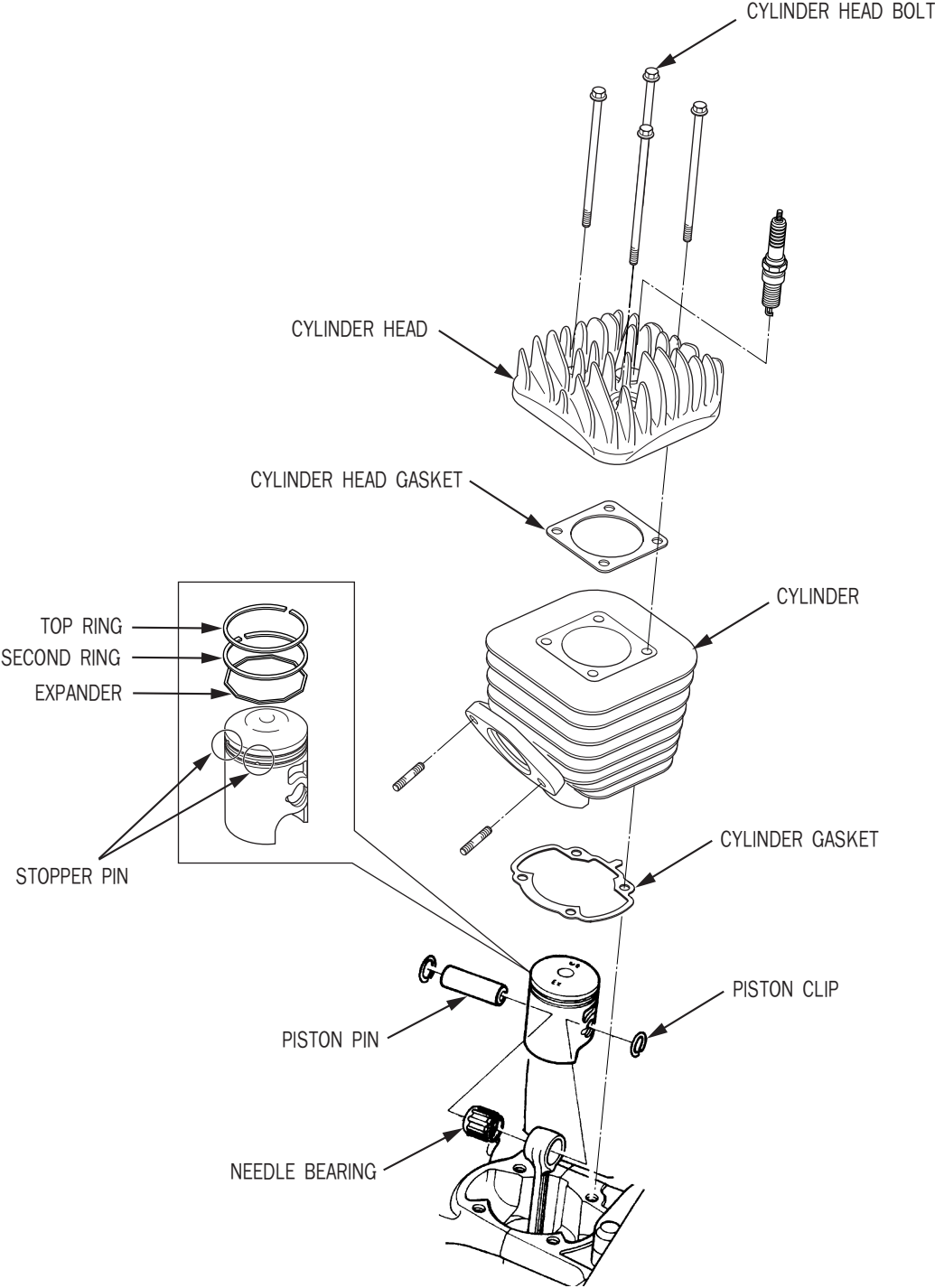
- Assemble the driven pulley, spring and clutch in the clutch spring compressor. Compress the assembly by turning the tool handle until the lock nut can be installed.
- Clamp the clutch spring compressor in a vise and tighten the lock nut to the specified torque using the lock nut wrench.

TORQUE VALUE : 4.0kgf · m

- Remove the spring compressor.
- Install the clutch/driven pulley and drive belt onto the drive shaft.

**TOOL : CLUTCH SPRING COMPRESSOR
SOCKET WRENCH 39mm**

CYLINDER HEAD/CYLINDER/PISTON



8. CYLINDER HEAD/CYLINDER/PISTON

SERVICES INFORMATION	8-1
TROUBLESHOOTING	8-1
FAN COVER, SHROUD REMOVAL	8-2
CYLINDER HEAD/ CYLINDER/ PISTON . .	8-3

SERVICE INFORMATION

GENERAL SAFETY

- Take precautions not to damage the joint part with a driver when removing the cylinder, or not to damage the cooling pin by striking the cylinder too hard.
- Take precautions not to damage the inside of the cylinder or the exterior part of the piston.
- Check parts after disassembling, and clean and dry with an air hose prior to taking measurements.

SPECIFICATIONS

Unit : mm(in)

ITEM		STANDARD VALUE	SERVICE LIMIT
CYLINDER	Inner diameter	39.000-39.005mm	39.05mm
	Cylindricity	-	0.10mm
	Out of roundness	-	0.10mm
PISTON, PISTON PIN, PISTON RING	Piston skirt outer diameter	38.955-38.970mm	38.90mm
	Piston pin hole inner diameter	12.002-12.008mm	12.03mm
	Piston pin outer diameter	11.994-12.000mm	11.98mm
CYLINDER TO PISTON CLEARANCE		0.002-0.014mm	0.03mm

8

TROUBLESHOOTING

Comperssion low

- Worn cylinder or piston rings
- Leaking valve seats

Excessive smoke

- Worn cylinder or piston
- Improper installation of piston rings
- Scored or scratched piston or cylinder wall

Overheating

- Excessive carbon build-up on the piston combustion
- Incorrect spark plug

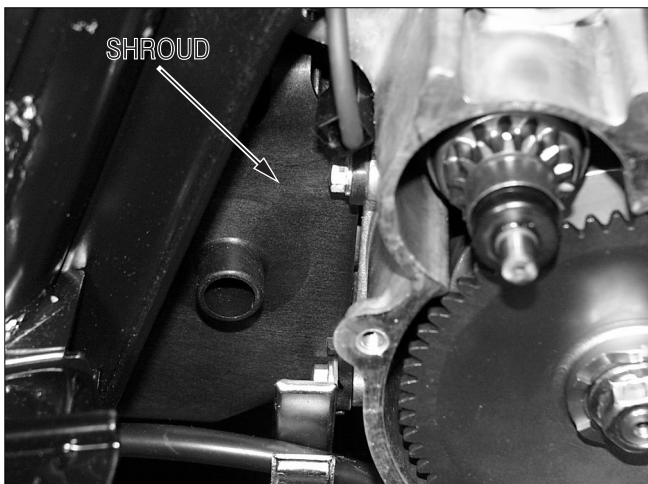
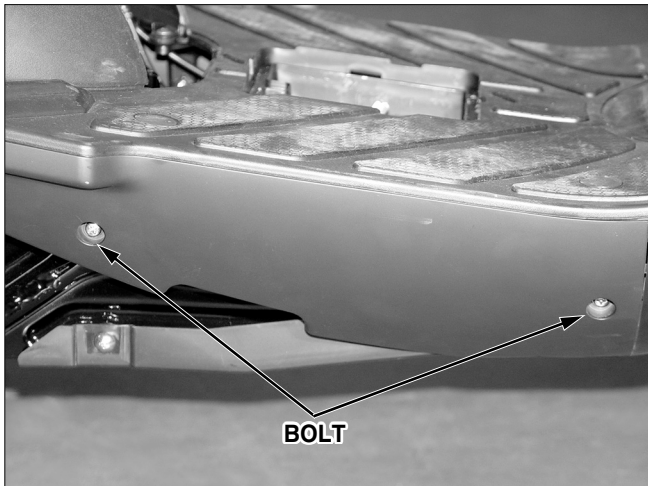
Knocking or abnormal noise

- Worn piston and cylinder
- Excessive carbon build-up
- Low octane fuel

FAN COVER, SHROUD REMOVAL

REMOVE

- Luggage box. (⇒3-3)
- Plug maintenance cover. (⇒3-3)
- Center cover. (⇒3-3)
- Floor side cover. (⇒3-4)
- Floor panel. (⇒3-4)
- Plug cap.



- Loosen the 3 fan cover cover comp washer screws.
- Remove the fan cover element B.
- Remove the fan cover rubber.
- Loosen the 2 fan cover flange bolts.
- Remove the fan cover toward the floor panel.
- Loosen the 2 left shroud flange bolts.
- Remove the left shroud.

NOTE

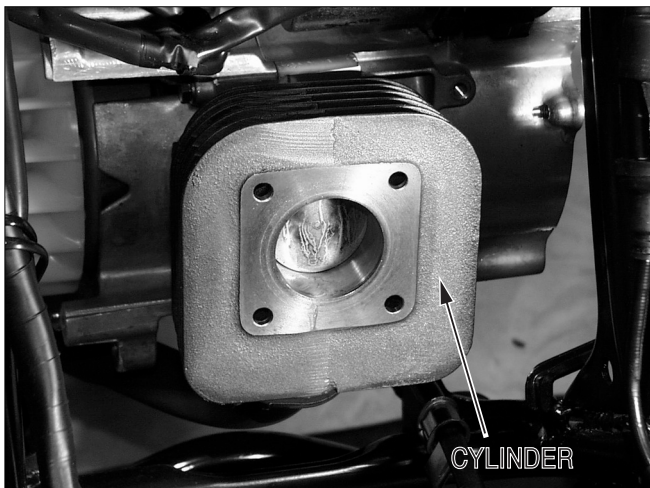
- Pay attention not to damage certain part when removing
- Remove according to the working procedure.

- Install in the reverse order of removal.

CYLINDER HEAD/ CYLINDER/ PISTON

REMOVAL

- Luggage box. (⇒3-3)
- Plug maintenance cover. (⇒3-3)
- Center cover. (⇒3-3)
- Floor side cover. (⇒3-4)
- Floor panel. (⇒3-4)
- Exhaust muffler assembly. (⇒3-7)
- Fan cover shroud. (⇒3-2)



Cylinder Head

- Loosen the 4 cylinder head bolts.

⚠ NOTE

- Bolts are loosened by rotating 2~3 times and alternating to a diagonal bolt.

- Remove
 - Cylinder head.
 - Cylinder head gasket.

Cylinder

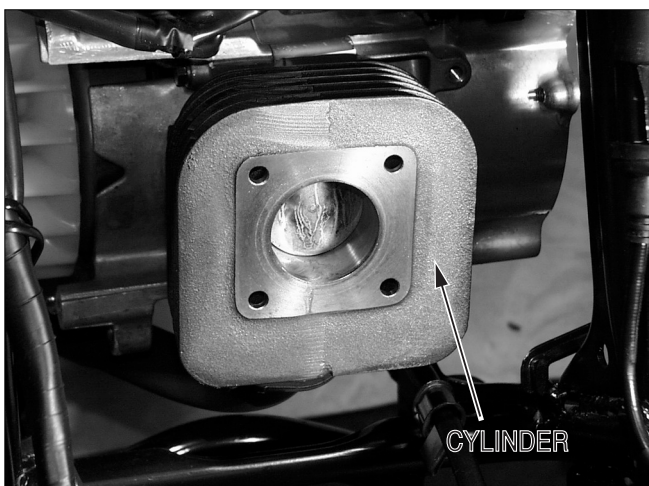
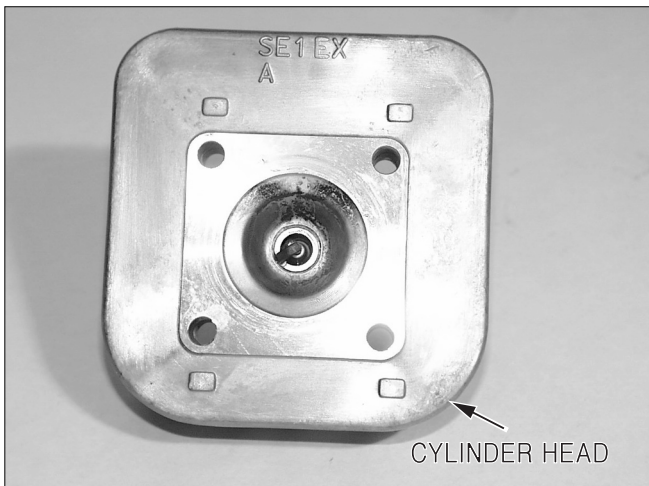
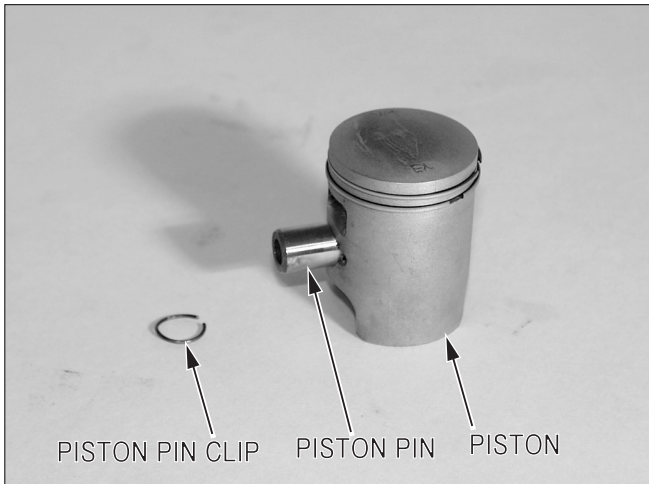
- Remove the cylinder.

Piston/Piston Ring

- Remove
 - Piston pin clip.
 - Piston pin.

⚠ NOTE

- Be careful not to bend pins.
- Be careful not to damage the cylinder and crankcase gasket face when cleaning.



REMOVE

- Piston.
- Piston ring.
- Expander.
- Needle bearing from the small end of the connecting rod.

⚠ NOTE

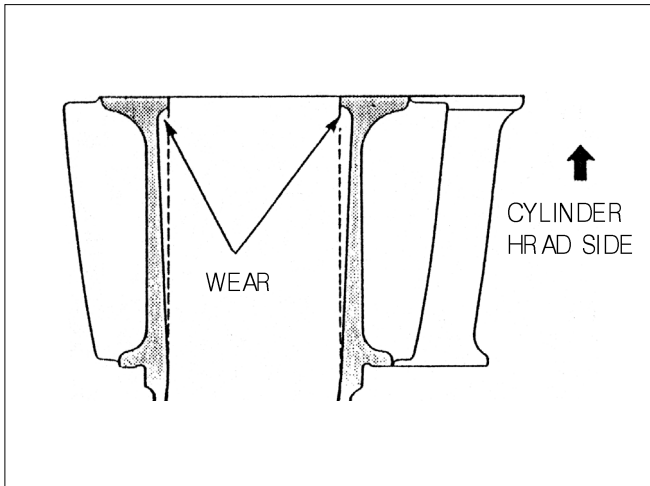
- Do not damage or scratch the piston.
- Do not apply side force to the connecting rod.
- Do not let the clip fall into the crankcase.
- Mark and store the pistons and piston pins so that they can be reinstalled in their original positions.

INSPECTION

- There is more carbon deposit within the engine in case of 2 cycle engine than 4 cycle engine because the engine oil is burnt in the 2 cycle engine. Excessive carbon deposit may cause self-ignition by the overheating of the carbon in the combustion chamber and the piston head and may damage the engine.
- Carbon deposit in the exhaust gas port disturbs exhaust gas flow and causes decrease of the output. Remove the carbon deposit periodically.

⚠ CAUTION

- Pay attention not to damage the combustion chamber, the piston and the cylinder when removing the carbon.
- Remove the cylinder head and remove the carbon with the piston being in the top dead center.
- Dismount the cylinder, remove the carbon deposited in the exhaust gas port and clean the remaining carbon in the cylinder.

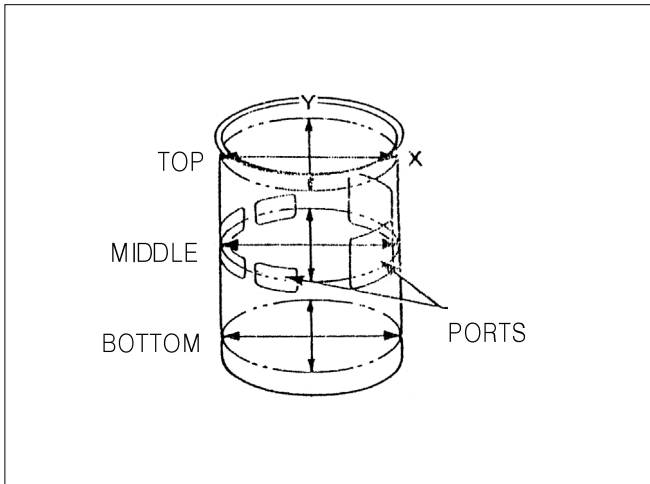


Cylinder Wear Inspection

- Inspect the cylinder wall for scratches and wear.

NOTE

- Inspect the area near T.D.C (Top Dead Center) carefully. This area is especially subject to wear due to the possibility of borderline lubrication from heat and top ring compression.



- Measure and record the cylinder I.D. at the three levels in both an X and Y axis.
- Take the maximum reading to determine the cylinder wear.

NOTE

- Avoid the intake and exhaust ports when measuring.

- Measure the piston O.D.

SERVICE LIMIT : 39.05mm

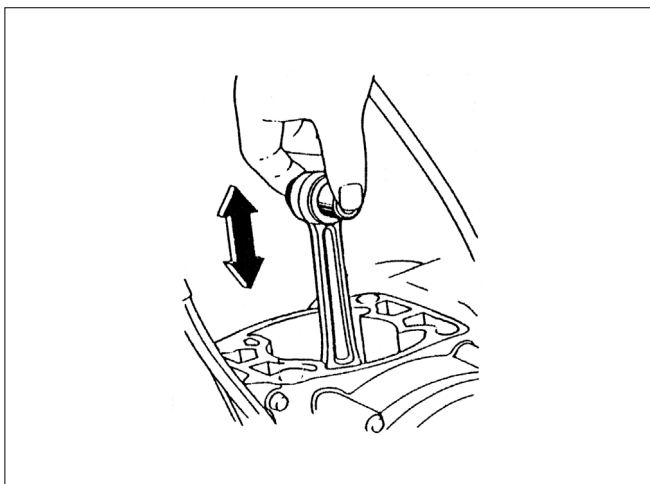
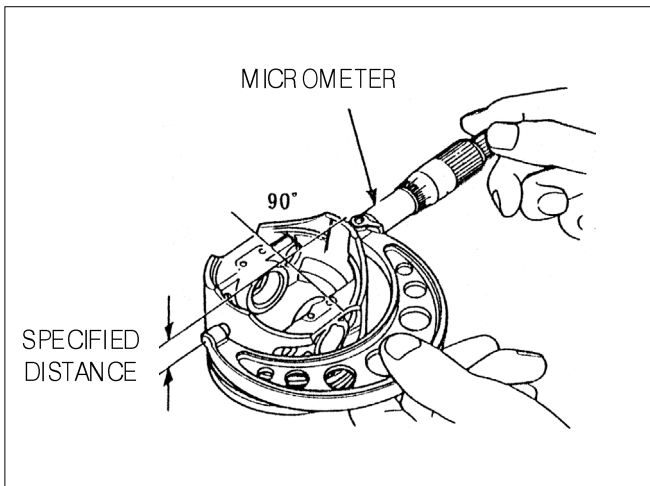
- Calculate the piston-to-cylinder clearance. Take the maximum reading to determine the clearance.

Piston Outer Diameter Inspection

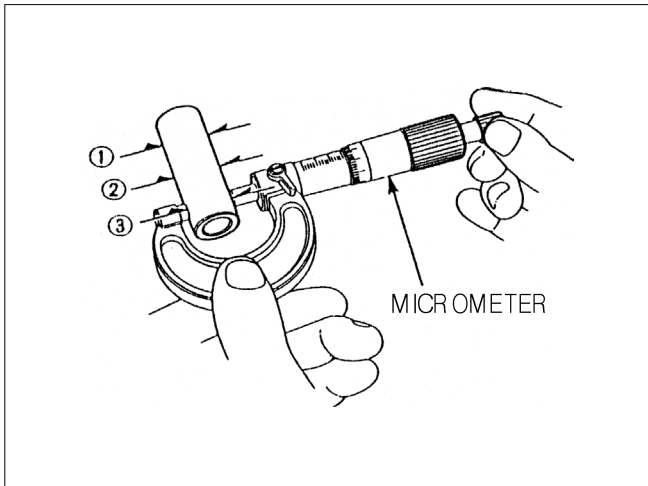
- Measure and record the piston O.D. 90° to the piston pin bore and at the point specified in the Model Specific manual, near the bottom of the piston skirt.
- Replace the piston if the service limit is exceeded.

SERVICE LIMIT : 38.90mm

- Calculate the piston-to-cylinder clearance



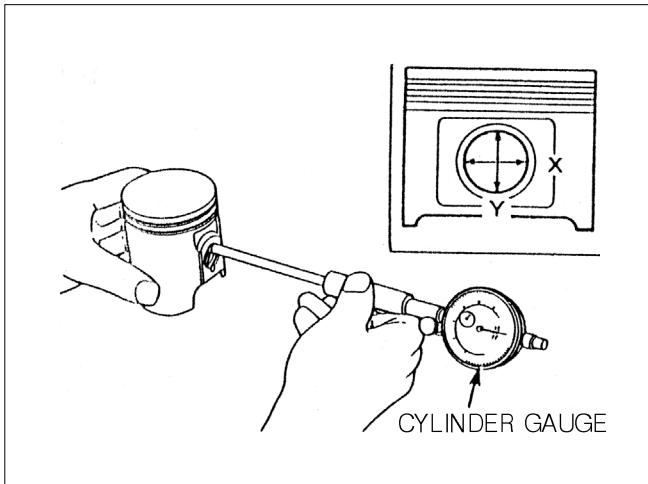
- Install the needle bearing and piston pin in the connecting rod small end and check for excessive play.
- If the piston pin I.D. is over the service limit, the crankshaft must be replaced. Measure the I.D. of the connecting rod small end.



Piston Pin Inspection

- Measure the piston pin O.D. at three points.
- Replace the piston pin if the service limit is exceeded.

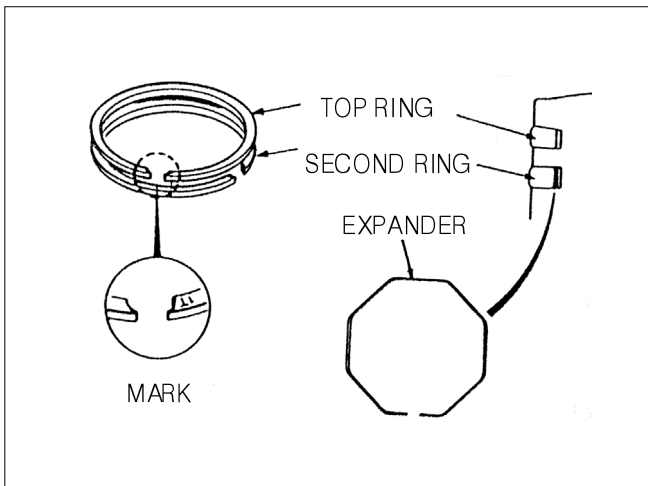
SERVICE LIMIT : 11.98mm



Piston Pin Bore Inspection

- Measure the piston pin bore I.D. in an X and Y axis. Take the maximum reading to determine the I.D.
- Replace the piston if the I.D. is over the service limit.

SERVICE LIMIT : 12.03mm

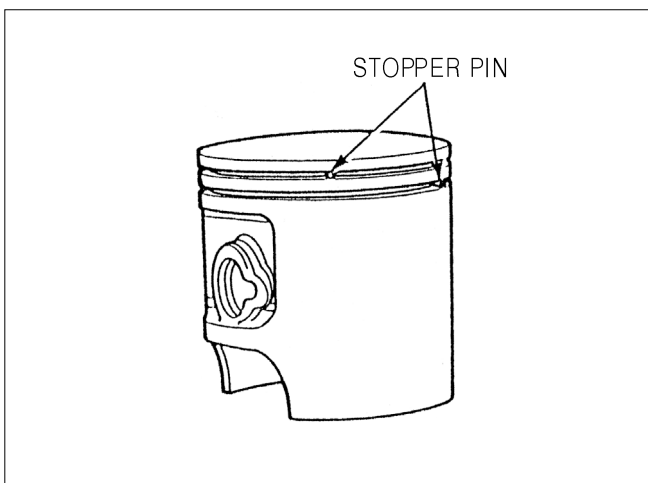


PISTON/PISTON RING INSTALLATION

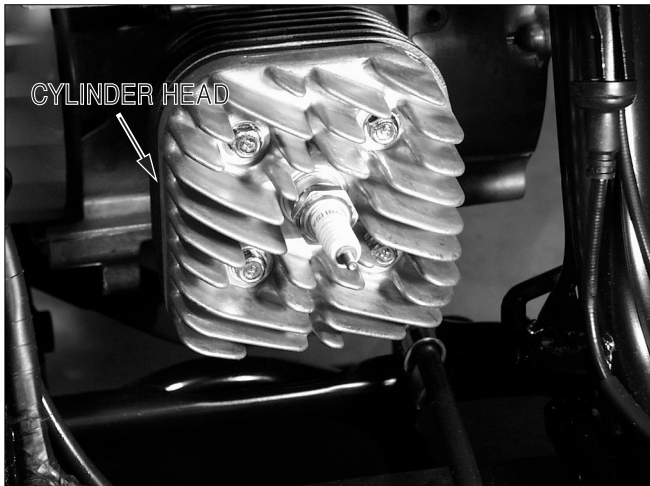
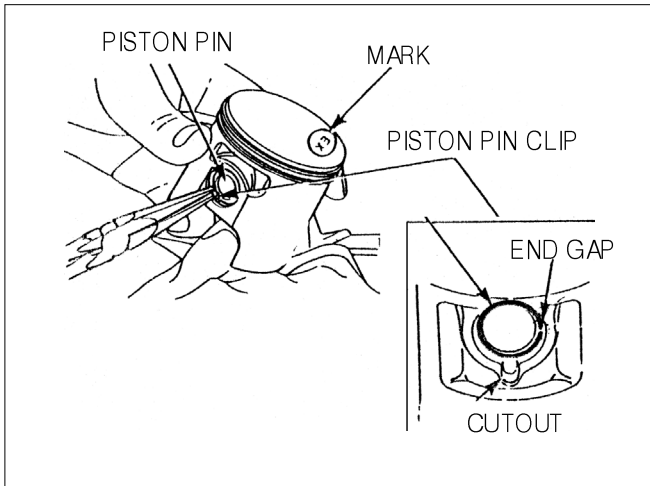
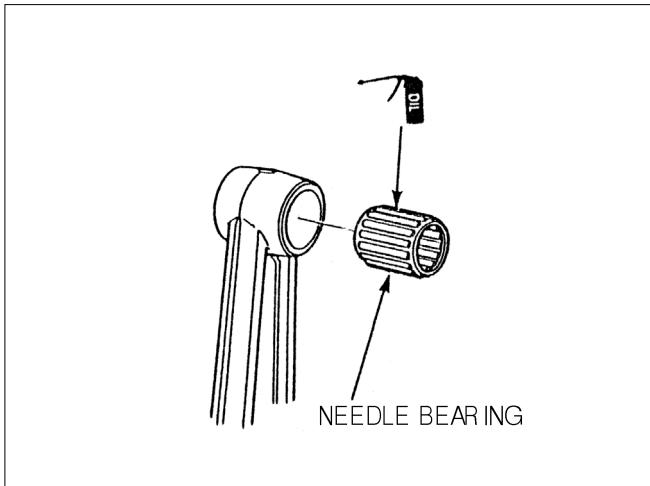
- Clean the piston ring grooves.
- Lubricate the piston rings and ring grooves with clean 2-stroke oil.
- Install the piston rings on the piston with the marks facing up.

⚠ NOTE

- Do not confuse the top and second rings. Be sure to install them in the proper grooves.
- Some 2-stroke engines use an expander ring behind the second ring.



- In 2-stroke engines, the piston has stopper pins that hold the piston rings away from the intake and exhaust ports.
- Align the piston ring end gaps with the stopper pins.
- Check the fit of each ring in its groove by pressing the ring into the groove. Make sure that it is flush with the piston at several points around the ring.
- If the ring rides on the stopper pin, it is damaged during assembly.



- Coat the needle bearing (2-stroke engine only) and piston pin with the recommended oil. Lubricate the piston pin

2-Stroke engine : Recommended engine oil.

⚠ NOTE

- Place a clean shop towel over the crankcase to prevent the clip from falling into the crankcase.

- Install the needle bearing into the connecting rod.
- Install the piston and insert the piston pin.

⚠ NOTE

- The mark that is stamped on the piston head should be facing the correct direction.
"IN" MARK : TO INTAKE SIDE
"EX" or "Δ" MARK : TO EXHAUST SIDE

- Install new piston pin clips.

⚠ CAUTION

- Always use new piston pin clips Reinstalling used piston pin clips may lead to serious engine damage.

⚠ NOTE

- Take care not to drop the piston pin clip into the crankcase.
- Set the piston pin clip in the groove properly.
- Do not align the clip's end gap with the piston cutout.

CYLINDER/ CYLINDER HEAD INSTALLATION

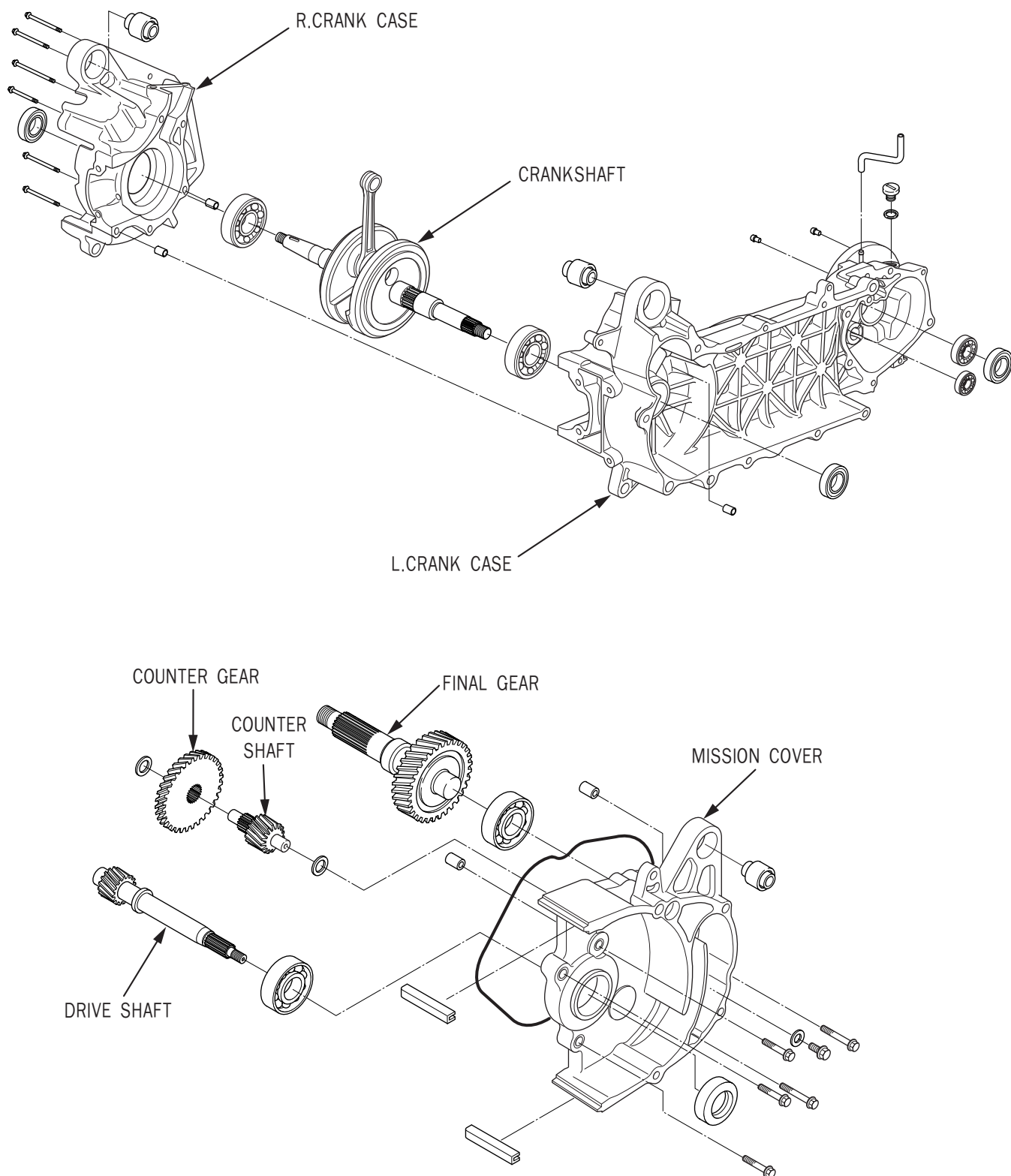
- Coat the cylinder wall and piston ring with clean engine oil and install the cylinder.

⚠ NOTE

- Be careful not to damage the piston ring.

- Install the cylinder head.

TRANSMISSION/CRANKSHAFT/CRANKCASE



9. TRANSMISSION/CRANKSHAFT/CRANKCASE

SERVICE INFORMATION 9-1

TROUBLESHOOTING 9-1

TRANSMISSION 9-2

CRANKSHAFT REMOVAL 9-5

CRANKCASE BEARING REMOVAL . 9-6

CRANKSHAFT INSTALLATION . . 9-7

SERVICE INFORMATION

GENERAL SAFETY

- This section describes how to remove the crank case and to maintain the transmission and the crankshaft.
- Always use special tools to change the drive shaft. Fix the bearing inner race, and install the shaft.
- The following parts must be removed prior to removing the crank case. Follow the removal procedure specified in each section.
 - OIL PUMP (⇒SECTION 4)
 - CARBURETOR (⇒SECTION 5)
 - ENGINE (⇒SECTION 6)
 - CYLINDER HEAD/ CYLINDER/ PISTON (⇒SECTION 8)
 - AC GENERATOR (⇒SECTION 13)
 - DRIVE PULLEY (⇒SECTION 7)
 - CLUTCH/DRIVEN PULLEY (⇒SECTION 7)
 - REED VALVE (⇒SECTION 5)
- The following parts must be removed prior to changing the L. crank case. Follow the removal procedure specified in each section.
 - TRANSMISSION (⇒SECTION 9)
 - REAR BRAKE (⇒SECTION 12)
- To assemble the crank case and crankshaft, set the special tool to the inner race of the crankshaft bearing, and push and assemble. Remove the bearing from the crankshaft during disassembling work, and insert a new bearing in the case. Install the oil seal after the case is assembled.

9

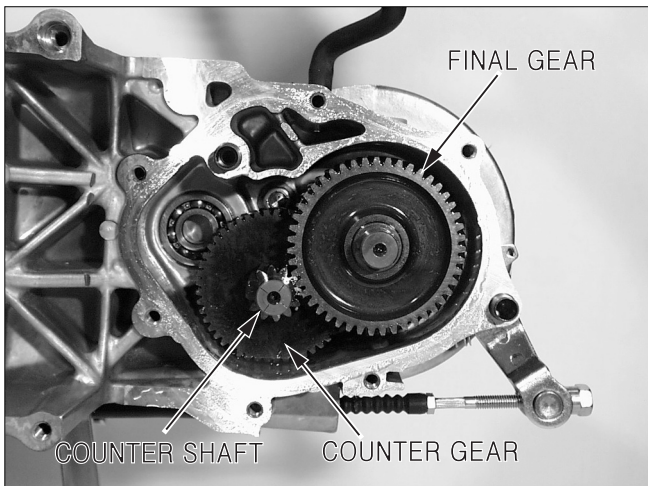
SPECIFICATIONS

ITEM			STANDARD VALUE	SERVICE LIMIT
CRANK SHAFT	Large end side clearance		0.15~0.55mm	0.60mm
	Connecting rod large end right angle direction clearance		0.010~0.02mm	0.04mm
	Crank shaft shaking	Right	0.03mm	0.15mm
		Left	0.05mm	0.10mm

TROUBLESHOOTING

Engine Noise

- Clearance in the connecting rod large end portion/small end portion bearing.
- Clearance in the crankshaft bearing.



TRANSMISSION

DISASSEMBLY

- Remove
 - L. side cover. (⇒7-2)
 - Continuously variable transmission. (⇒SECTION 7)
 - Exhaust muffler. (⇒3-7)
 - Rear wheel. (⇒11-3)
- Install the oil sump under the cover of transmission.
- Loosen the 6 transmission cover flange bolts.
- Remove
 - Transmission cover.
 - Mission cover guide ruber.
 - Drive shaft from the transmission cover by using a hydraulic press.

NOTE

- Take precautions not to damage the cover joints.

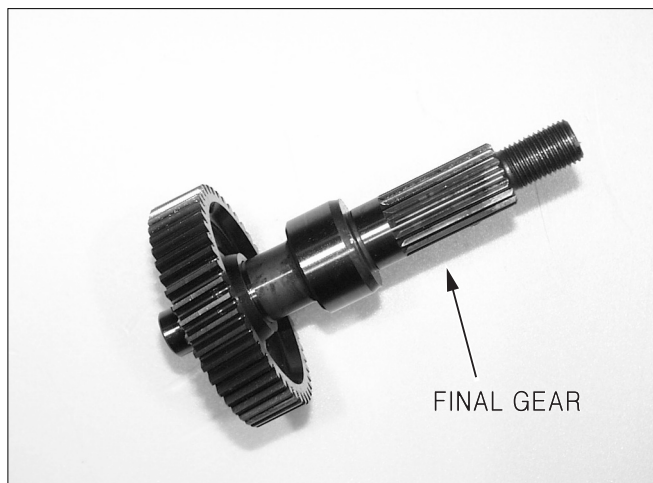
- Remove the oil seal of the drive shaft.

REMOVE

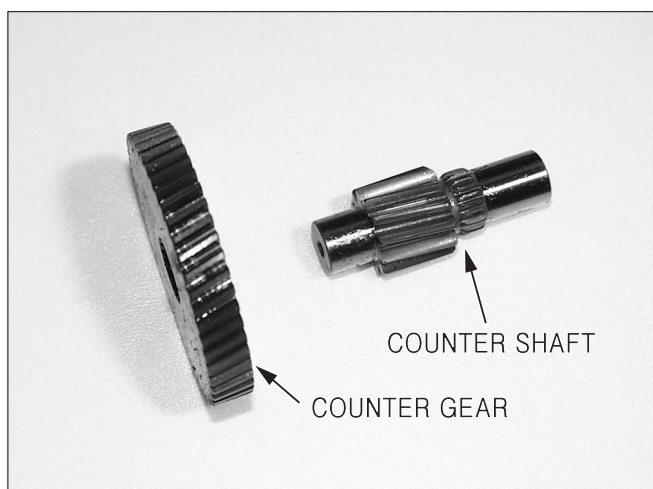
- Final shaft gear.
- Thrust washer.
- Countershaft.
- Counter shaft gear.
- Side washer.

INSPECTION

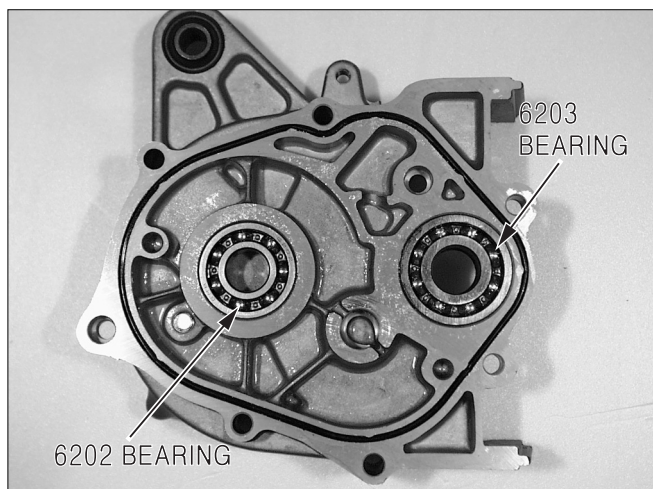
- Inspect the drive shaft for wear or damage.



- Inspect the final shaft for wear or damage.



- Inspect the countershaft for wear or damage.

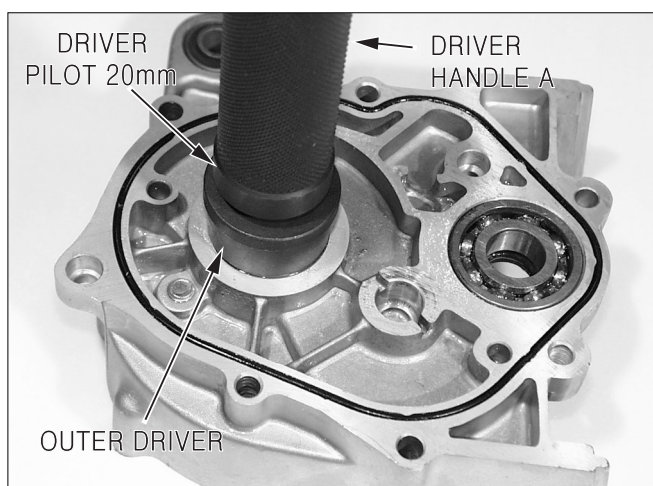


Bearing Inspection

- Manually turn the bearing inner race installed inside the transmission cover, and check if the race is turning smoothly.
- Verify the outer race is accurately installed in the case.
- Replace the bearing, if necessary.

NOTE

- Install the bearing with the carved mark directing to the outside.



- Use special tools to push in the bearing into the case.

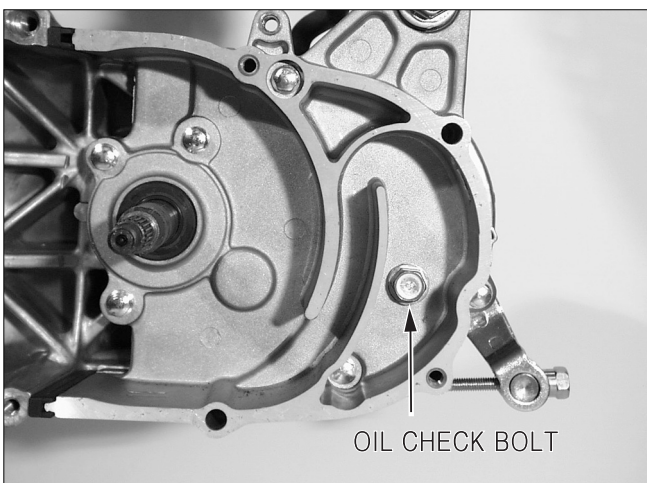
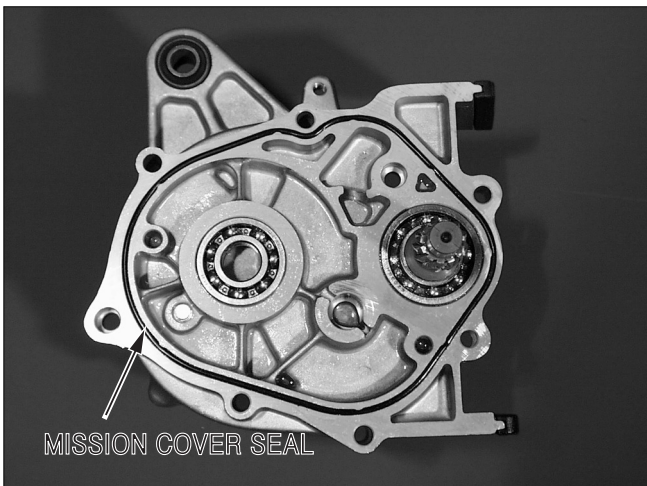
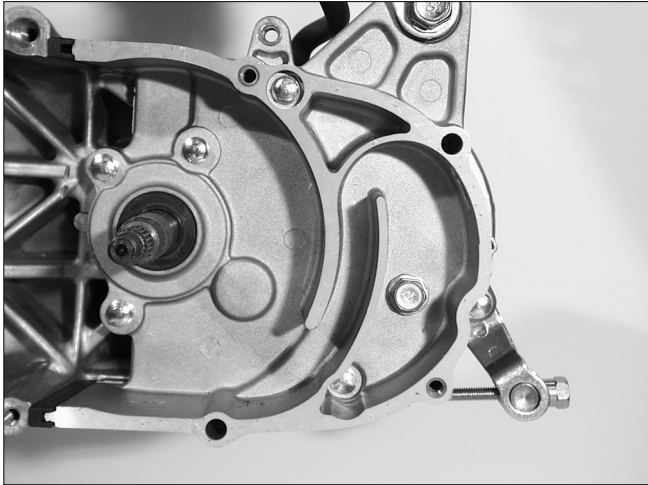
**TOOLS : DRIVER HANDLE A
OUTER DRIVER 52X55mm
DRIVER PILOT 20mm**

- Check the L. crank case oil seal for wear or damage.

TRANSMISSION ASSEMBLY

- Install the drive shaft on the transmission cover.
- Install a new drive shaft oil seal.

TOOL : CRANK ASSEMBLY



- Install the thrust washer, final gear and counter gear, side washer on the L. crankcase.

- Install
 - New dowel pins.
 - New transmission cover seal on the transmission cover.
 - Transmission cover.
- Tighten the transmission cover with the flange bolts.

NOTE

- Tighten bolts diagonally and alternately and tighten with specified torque in the end.

- Remove the oil check bolt, release the transmission oil filler ACG cap or the L. crankcase until the oil overflow through oil hole and fill the recommended oil slowly.
- Install the oil check bolt and the cap .

RECOMMENDED OIL : SAE #80~90
TRANSMISSION OIL AMOUNT : 0.09 l

CRANKSHAFT REMOVAL

- Loosen the 6 R. crankcase flange bolts.
- Secure a crankcase puller on the R. crankcase and remove the R. crankcase from the L. crankcase.

TOOL : CRANKCASE PULLER(0751-00003)

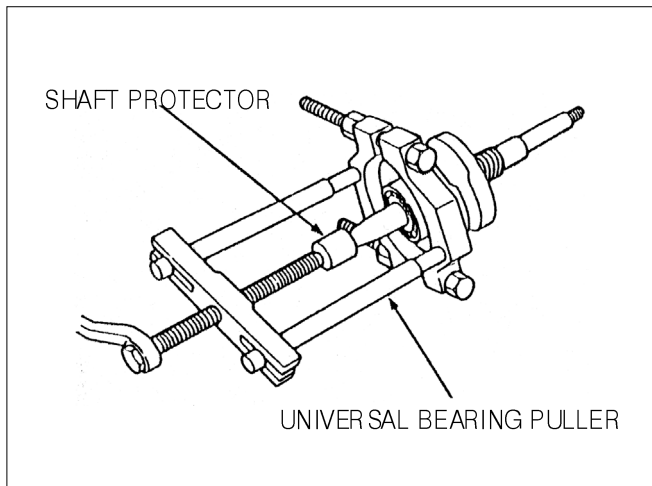
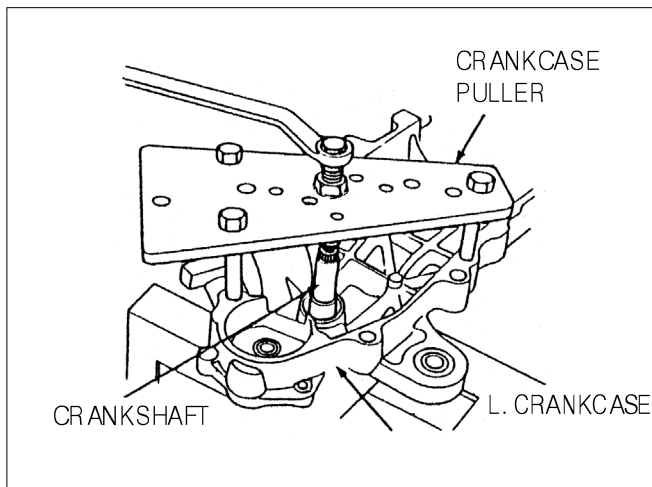
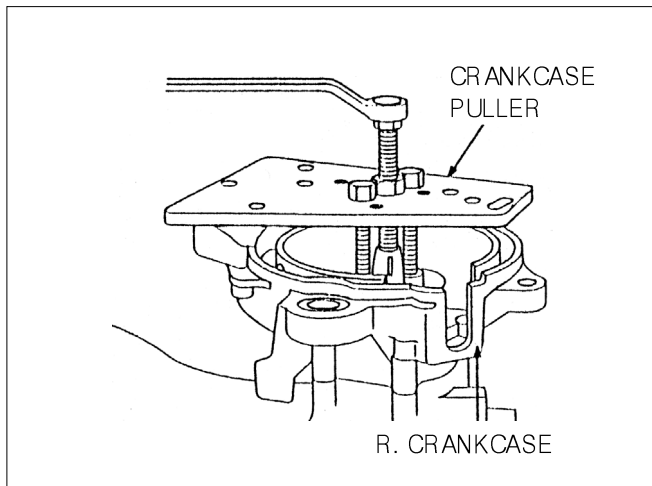
- Secure a crankcase puller on the L. crankcase and remove the crankshaft from the L. crankcase.

NOTE

- Be careful not to distort the mating surface of the crank case during disassembly.
- Do not force to disassemble by pounding on the crankshaft.

TOOL : CRANKCASE PULLER(0751-00003)

- Remove the oil seal from the R. and L. crankcases.
- Remove the dowel pin.



CRANKSHAFT BEARING REMOVAL

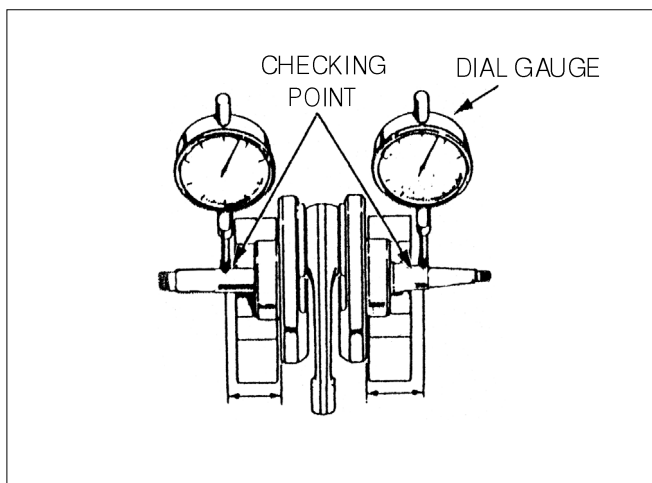
- If the radial ball bearing is left on the crankshaft, remove the bearings out of the crankshaft using a bearing puller.

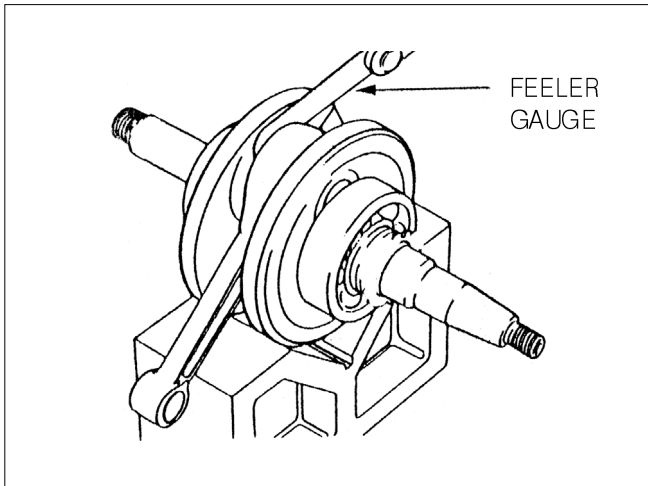
TOOL : UNIVERSAL BEARING PULLER(0755-00001)

CRANKSHAFT INSPECTION

- Place the crankshaft on a stand or V-block, and check the journal vibration.

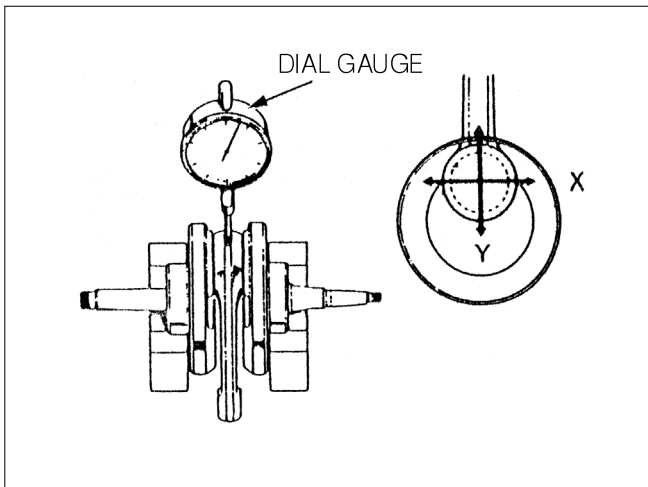
**SERVICE LIMIT : RIGHT SIDE 0.1mm
LEFT SIDE 0.1mm**





- Measure the side gap between the connecting rod big end and the crank weight.

SERVICE LIMIT : 0.6mm



- Check the vertical shaft play of the connecting rod big end from the X and Y direction.

SERVICE LIMIT : 0.05mm



CRANKCASE BEARING REMOVAL

- Remove the transmission and crankshaft.

INSPECTION

- Manually turn the bearing inner race to see if it rotates smoothly.
- Check the outer race to see if it is accurately pressed into the case.
- If the outer race is excessively loose, or is loosely pressed into the case, remove it and replace with a new one.

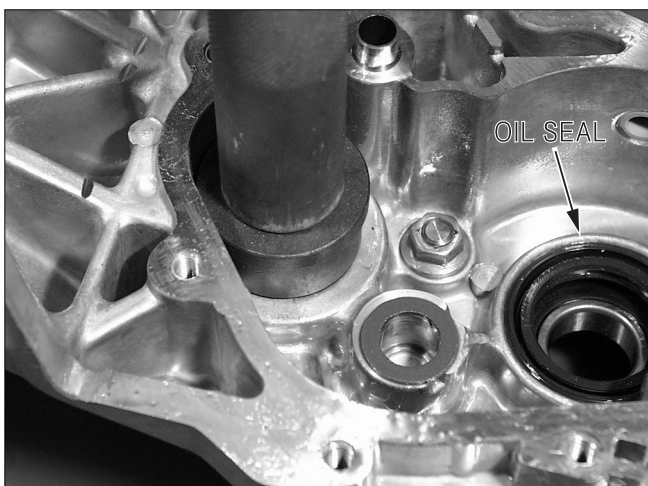
REPLACEMENT

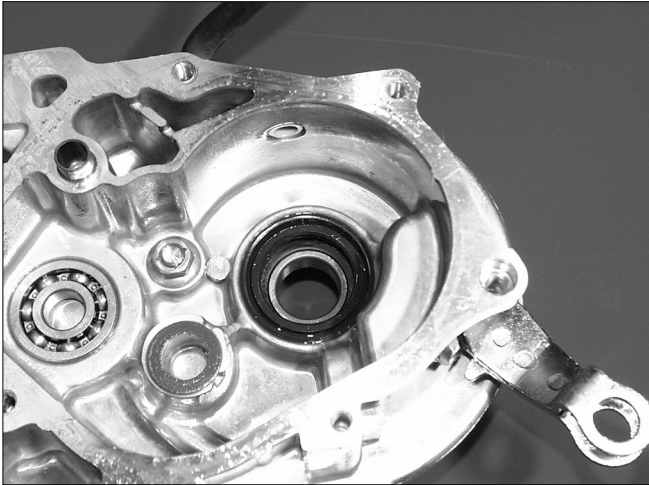
L. Crankcase

- Use special tools to remove the drive shaft bearing.

**TOOLS : BEARING REMOVER SET
REMOVER SHAFT
REMOVER HEAD**

- Remove the final gear bearing and oil seal.
- Remove the counter gear bearing.





- Apply clean engine oil to a new bearing, and assemble it to the crank case.
- Install a new final gear oil seal.

CRANKSHAFT INSTALLATION

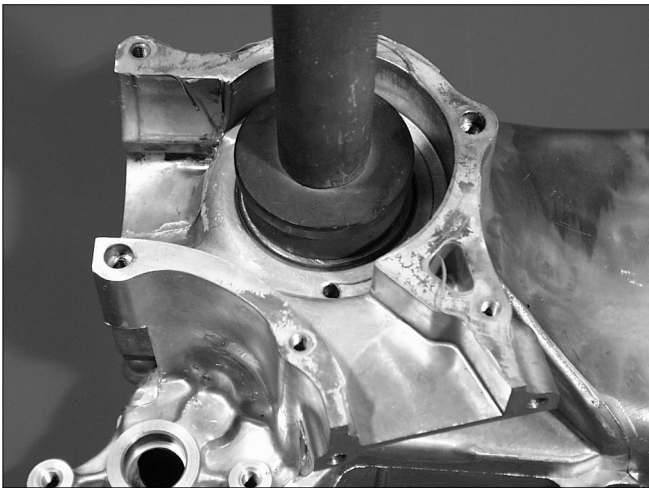
- Apply clean engine oil to the new R. crankshaft bearing, and press in the bearing into the R. crank case.

**TOOLS : DRIVER HANDLE A
OUTER DRIVER 52x55mm
DRIVER PILOT 20mm**



- Use special tools to assemble the crankshaft bearing to the L. crank case.

**TOOLS : DRIVER HANDLE A
OUTER DRIVER 52x55mm
DRIVER PILOT 20mm**



- Clean the crankcase using cleaning oil, and check for rack and damage to each area.

NOTE

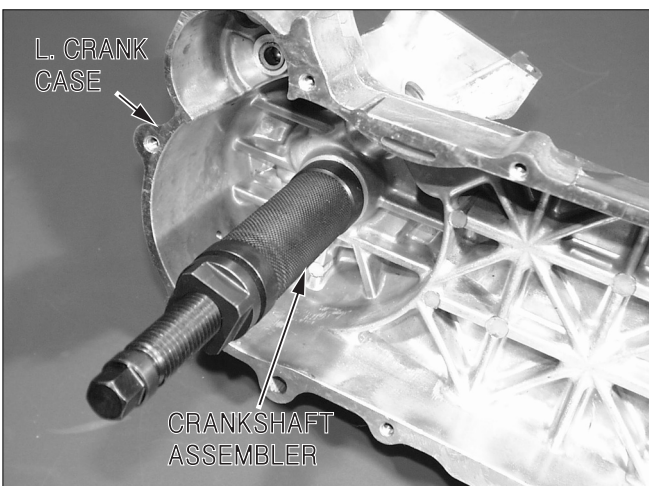
- After removing the liquid gasket from the joining face of the crankcase, amend the scratched areas using oil ston.
- Apply 2-cycle oil to the radial ball bearings and the connecting rod large end portion.

- Install the crankshaft to the L. crankcase.

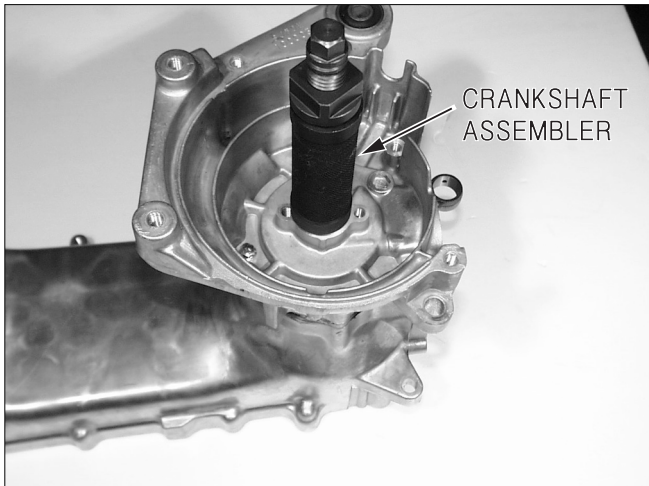
NOTE

- Install not to interfere with the case with being careful of connecting rod location.

TOOL : CRANKSHAFT ASSEMBLER



TRANSMISSION/CRANKSHAFT/CRANKCASE

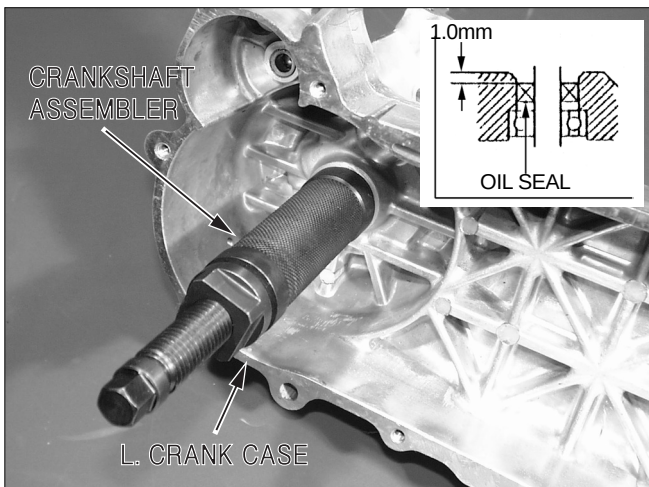


- Apply a liquid gasket to the L. crankcase joining face, install the dowel pins.
- Install the R. crankcase.
- Install the 6 flange bolts.

NOTE

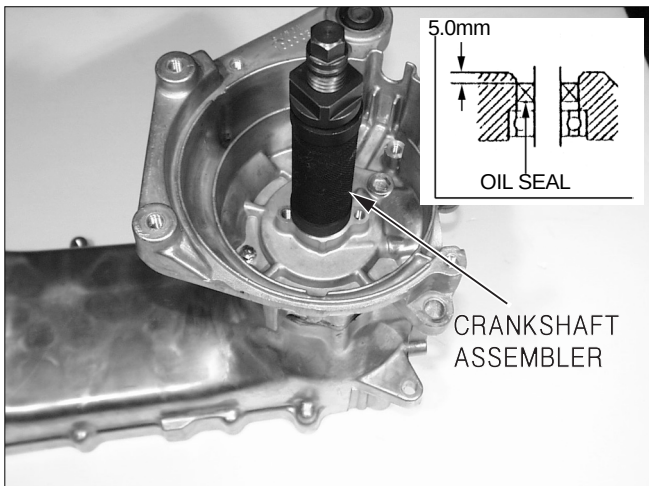
- Make sure that there is no adhesion of gasoline to the R., L. crankcase liquid gasket face.
- Do not apply excessive liquid gasket fluid excessively.

TOOL : CRANKSHAFT ASSEMBLER

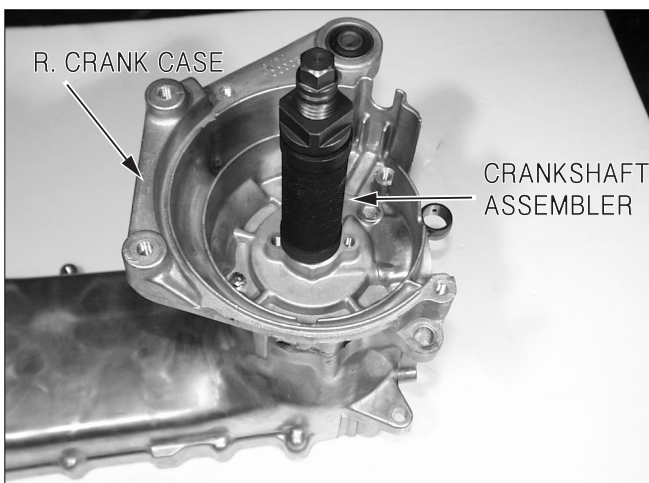


CAUTION

- Make sure that the crankshaft is rotated smoothly after installation (prior to oil seal installation).
- If the smooth rotation is not acquired, tap the crankshaft bearing part of crankcase with plastic hammer to ensure proper installation without mismatch.



- Install a new L. oil seal in the crankcase end portion at 1.0mm depth.



- Install a new R. oil seal in the crankcase end portion at 5.0mm depth.

[illegible]



10. FRONT WHEEL/FRONT FORK/STEERING

SERVICE INFORMATION	10-1	TUBELESS TIRE	10-9
TROUBLESHOOTING	10-2	FRONT FORK	10-14
STEERING HANDLE	10-3	STEERING STEM	10-20
FRONT WHEEL	10-5		

SERVICE INFORMATION

GENERAL SAFETY



- Keep oil or brake fluid off the brake disk and pad because the contaminated brake disk and pad reduces the braking performance. If contaminated, replace the pad with a new one, and clean the disk.
- Use special tire levers and rim protectors to remove or assemble tires to protect the rim from being damaged.
- This section describes how to remove and maintain front wheels, front fork and steering system. For information on the front brake system, refer to section 10.
- Place a jack underneath the engine to support the 2-wheeled vehicle.

SPECIFICATIONS

ITEM		STANDARD VALUE	SERVICE LIMIT
FRONT AXLE DEFLECTION		-	0.2mm
FRONT WHEEL RIM RUNOUT	RADICAL	-	2.0mm
	AXIAL	-	2.0mm
FRONT FORK TUBE DEFLECTION		-	0.2mm
FRONT FORK OIL LEVEL		58cm ³	-
FORK SPRING FREE LENGTH		278.6mm	-

10

TORQUE VALUES

STEERING STEM LOCK NUT	7.0kg · m
BRAKE DISK BOLT	3.9kgf · m
FRONT AXLE NUT	6.0kgf · m

TROUBLESHOOTING

Hard steering

- Steering bearing adjustment nut too tight.
- Faulty steering stem bearings.
- Damaged steering stem bearings.
- Insufficient tire pressure.

Steers to one side or does not track straight

- Unevenly adjusted right and left shock absorbers.
- Bent front forks.
- Bent front axle : wheel installed incorrectly.

Front wheel wobbling

- Bent rim.
- Worn front wheel bearings.
- Faulty tire.
- Axle nut not tightened properly.
- Wheel out of balance.

Soft suspension

- Weak fork springs.
- Insufficient fluid in front forks.

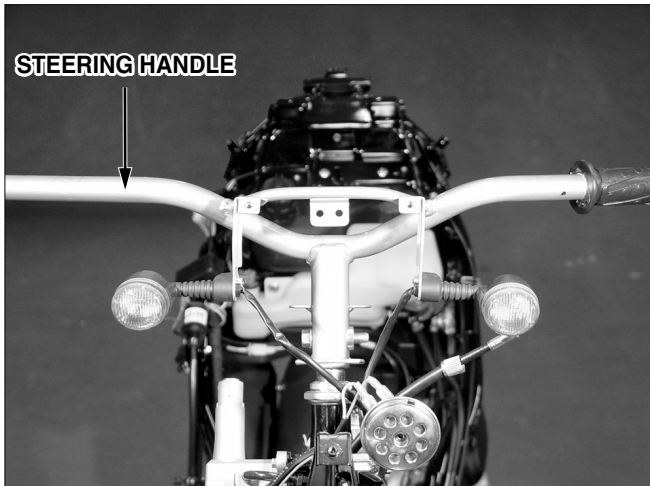
Hard suspension

- Incorrect fluid weight in front forks.
- Front fork air pressure incorrect.
- Bent fork tubes.
- Clogged fluid passage.
- Clogged anti-dive orifice.

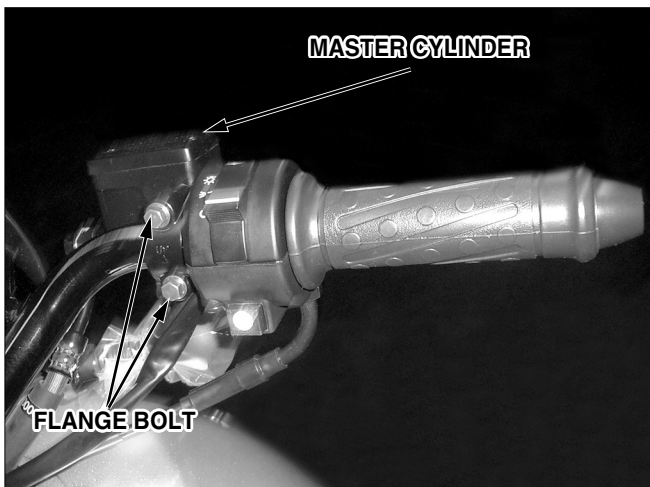
Front suspension noise

- Worn slider or guide bushings.
- Insufficient fluid in forks.
- Loose front fork fasteners.
- Lack of grease in speedometer gear box.

STEERING HANDLE



- Remove
 - Wind screen.
 - Front cover.
 - Wire coupler
- Loosen
 - Throttle housing fixing pin screw.
- Remove
 - Throttle upper/under housing.
 - Throttle grip.
- After fixing the master cylinder and then loosen the two flange bolts, remove the master cylinder.



⚠ CAUTION

- Support master cylinder properly to prevent brake fluid from leaking.
- If the master cylinder is dropped upside down, air may enter the hydraulic system. Fix it to the vehicle while maintaining the correct assembled location.

- Loosen the handle bracket fixing washer bolt.
- Remove
 - Handle bracket bend.
 - Handle bracket.
 - L. handle grip.



- Loosen the handle setting U-nut, remove the handle set collar and flange bolt.
- Remove the rear brake cable, front brake hose, speedometer cable, handle cable from the guide.
- Remove the steering handle from the steering stem.



INSTALLATION

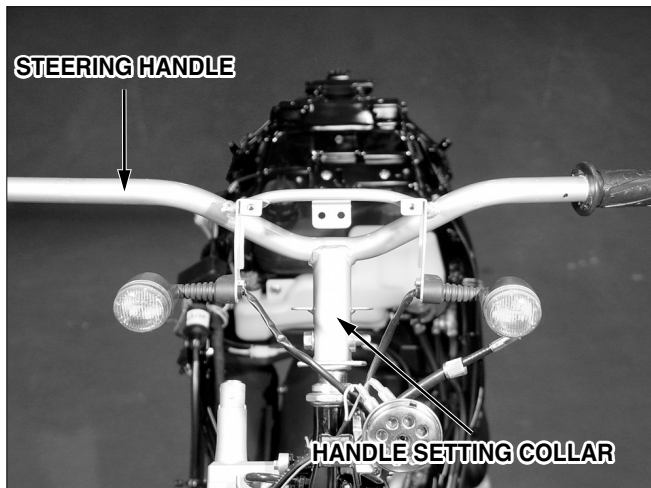
- Install steering handle to the steering stem.
- Install the handle setting bolt, U-nut, handle set collar.

⚠ NOTE

- When installing the handle setting collar, match it with the groove accurately.

TORQUE VALUE : 5.0kgf · m

FRONT WHEEL/Front FORK/STEERING



- Install the rear brake cable, front brake hose, speedometer cable to the handle cable guide.
- Apply DAELIM Bond A to the inside surface of the grip and to the clean surface of the left handle bar. Wait 3~6 minutes and install the grip.
(Bond A :ROYAL BOND 1300)

NOTE

- Clean the bonding surface to avoid oil, grease or gasoline from attaching.
- Leave it for minimum 1 hour until the bond is dried.
- Use the bond according to the bond manual enclosed and install the grip while rotating it before the bond is dried completely.



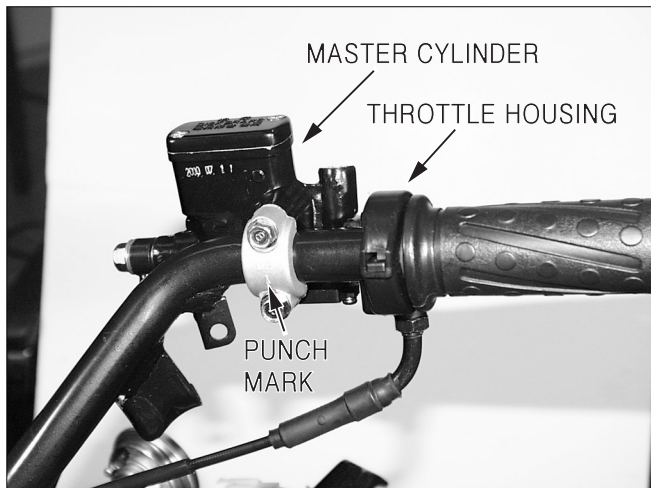
- Align the positioning pin with the handle hole and install the L. handle bracket.

TORQUE : 1.2kgf · m

- Clean the throttle grip surface, apply the grease and install the grip.
- Connect the throttle cable to the groove of the grip.
- Tighten the pin screws after assembling the under and upper throttle housings.

NOTE

- Check the throttle grip for smooth operation and adjust the free play to 2~6mm.



- Match the master cylinder with the punch mark of the handle, install it with the mark in the master cylinder holder facing upwards or front and tighten the rear or front first.

NOTE

- Check to see if the cylinder is passing each cable and wire harness directly and make sure that there is any interference by rotating the handle to the right and left.



INSTALL

- Rear handle cover.
- Front handle cover.
- Front cover.



FRONT WHEEL

REMOVAL

- Remove screws from the speedometer gear box, and separate the speedometer cable.

 **NOTE**

- Loosen axle nuts. Support bottom of engine with a jack until the front wheel is lifted.



- Loosen the axle nut.
- Remove the front axle.
- Remove the front wheel.

 **NOTE**

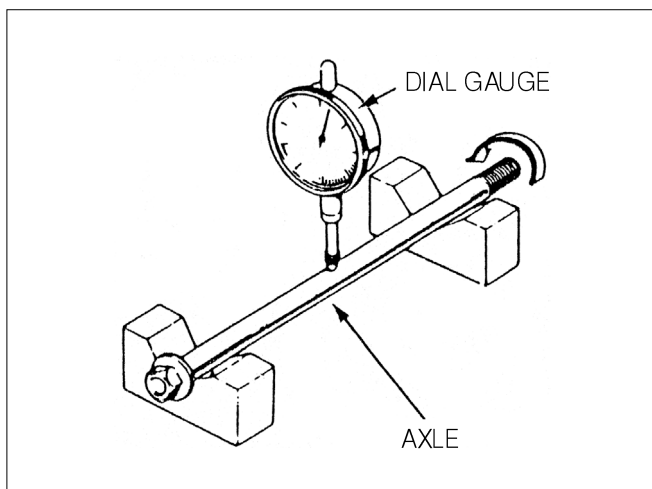
- Do not operate brake lever after the front wheel is removed.

- Remove the speedometer gear box.

INSPECTION

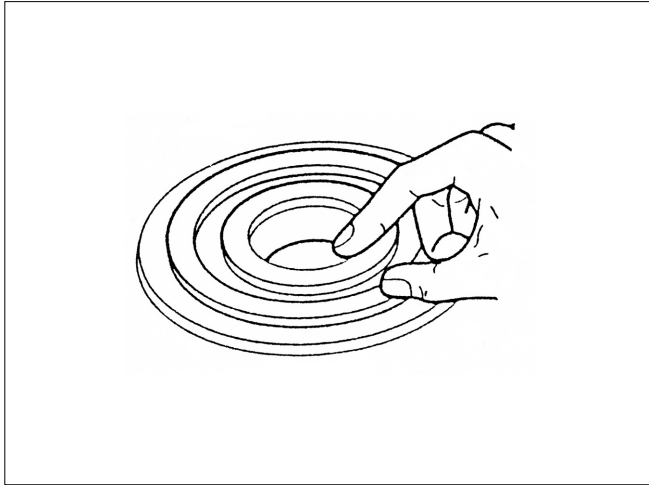
- Check the front axle for deflection. Place the front axle on a V-block, and measure deflection with a dial gauge.

SERVICE LIMIT : 0.2mm



- Place the front wheel on an inspection stand. Slowly turn the wheel, and check the rim runout with a dial gauge.

**SERVICE LIMIT : Radial 2.0mm
Axial 2.0mm**



Bearing Inspection

- Manually turn the bearing inner race, and replace if it makes noise or is worn. Check if the bearing outer race is accurately fitted into the wheel hub, and replace worn ones.

⚠ NOTE

- Replace bearings in pairs (left and right set).

FRONT WHEEL DISASSEMBLY

- Remove
 - Speedometer gear box.
 - Dust seal.
 - Speedometer gear retainer.



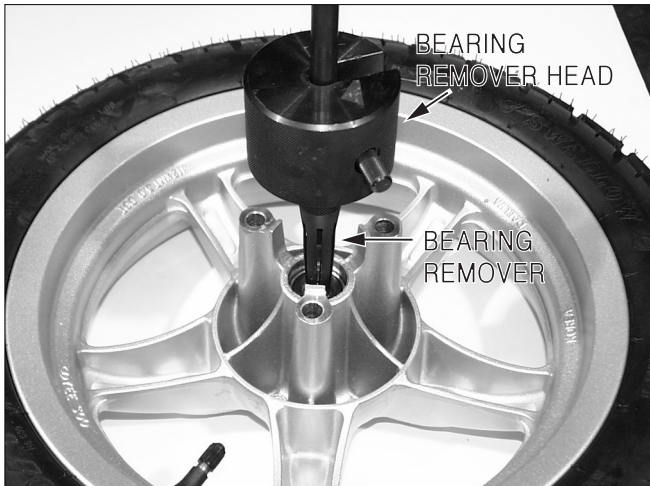
- Remove the front brake collar A.



- Remove the dust seal and brake disc.
- Check the disc for defects.



WHEEL BEARING REPLACEMENT



- Install the bearing remover head and the remover shaft on the wheel, and remove the bearing and distance collar.

NOTE

- Always replace bearings in pairs, and never use old bearings.

**TOOLS : BEARING REMOVER HEAD
BEARING REMOVER**

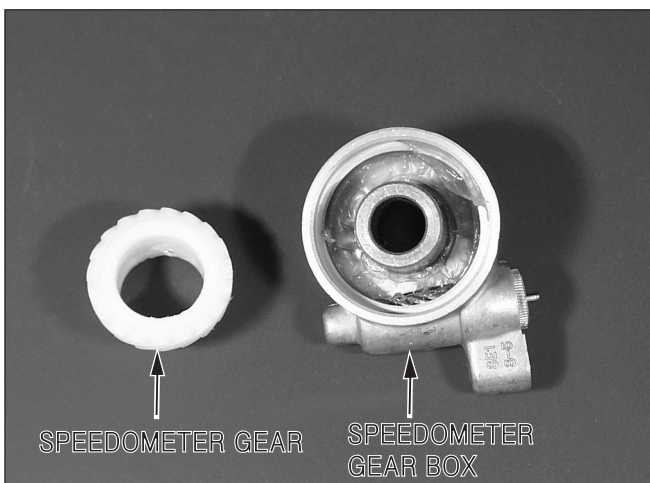


- Apply sufficient amount of grease to the bearing.
- Insert the right bearing with its seal surface facing outside.
- Do not tilt the bearing. Insert accurately.
- Upon assembling the distance collar, insert the left bearing with its seal surface facing outside.

**TOOLS : DRIVER
ATTACHMENT, 32x35mm
PILOT, 15mm**

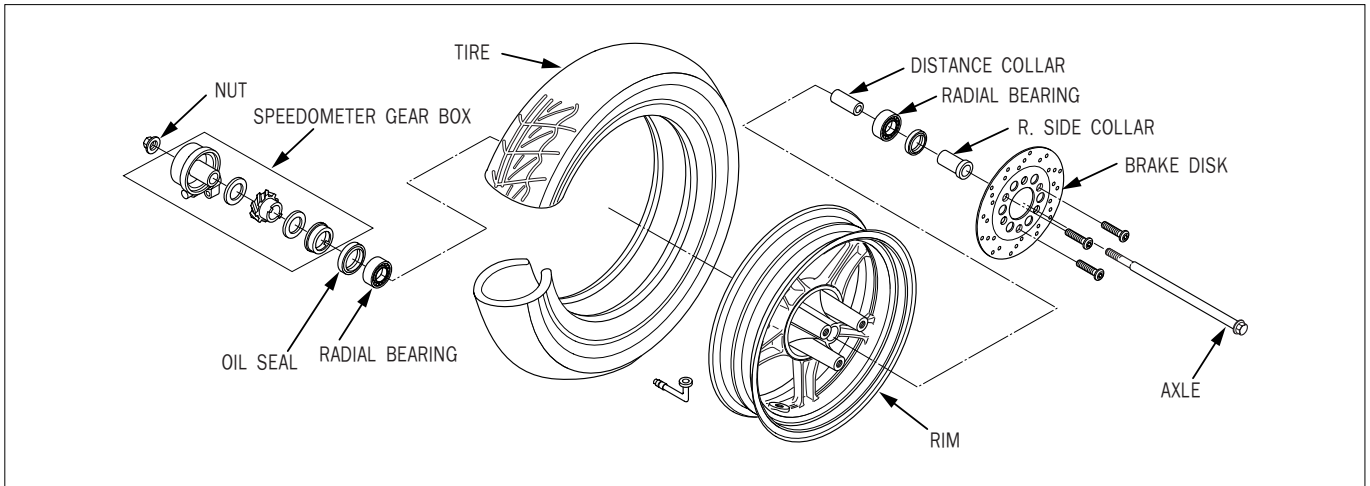
CAUTION

- The bearing inserted in the last must be inserted until it contacts with the distance collar.
- Excessively inserted bearing can cause damage the opposite side bearing.



SPEEDOMETER GEAR REPLACEMENT

- Remove the speedometer gear and washer from the speedometer gear box.
- Check the gear for wear or damage.
- Install the washer.
- Apply grease to the speedometer gear prior to assembling.



FRONT WHEEL ASSEMBLY

- Apply grease to the right side dust seal rim.
- Install the right side dust seal.
- Install the brake disk.
- Install disk bolts.

TORQUE VALUE : 3.9kgf · m



- Install the front brake collar A.

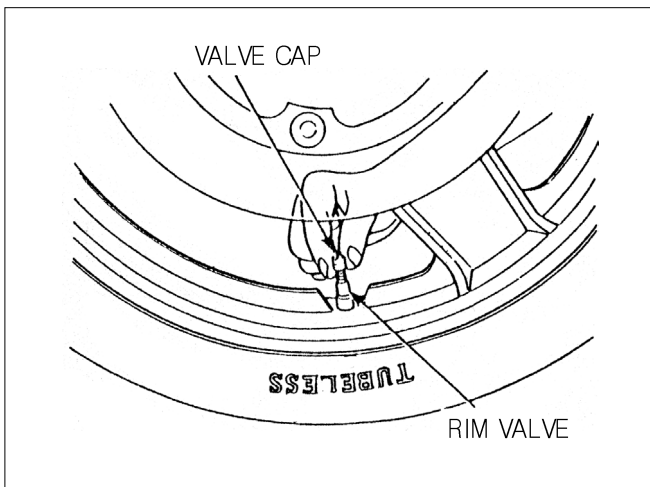


- Align the wheel hub tangs with the slots of the speedometer gear retainer, and assemble the speedometer gear box seal.





- Apply grease to the dust seal rim.
- Install the dust seal, and align the tangs of the speedometer gear retainer with the gear groove to assemble the speedometer gear box.



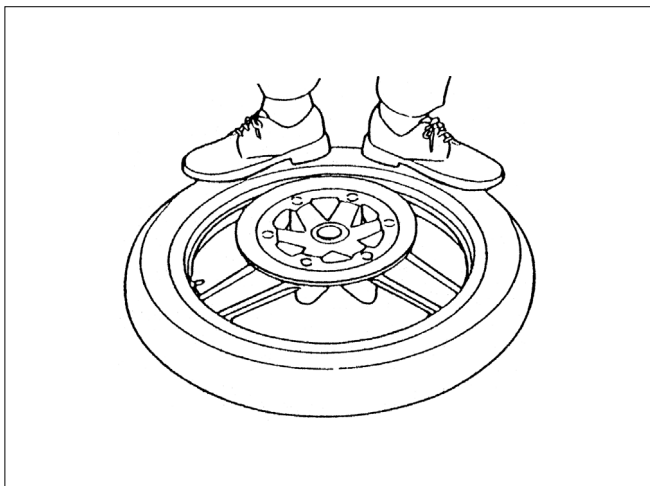
TUBELESS TIRE

REMOVAL

- Remove the wheel.

⚠ NOTE

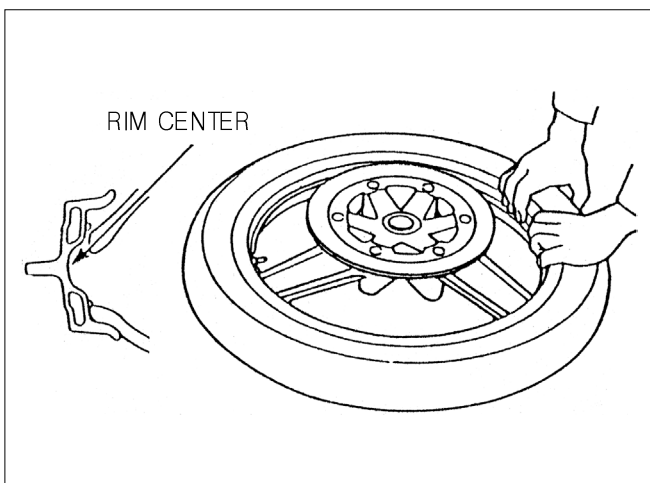
- Single brake disk type : To prevent damage to the disk, place the wheel on the level surface with the disk facing up.
- Double brake disk type : Remove one disk first, then place the wheel on the level surface with the other disk facing up.



- Remove the valve cap and bleed air by pressing the valve core.
- Remove the valve core after bleeding air completely.
- Remove the valve stem nut and push the valve stem lightly.
- If a bead stopper is installed, loosen the lock nut and push the bead stopper down.
- Collapse in the bead with a tire bead breaker.
- If no tire bead breaker is available, step on the side wall to collapse the bead.

⚠ NOTE

- Do not step on the rim.



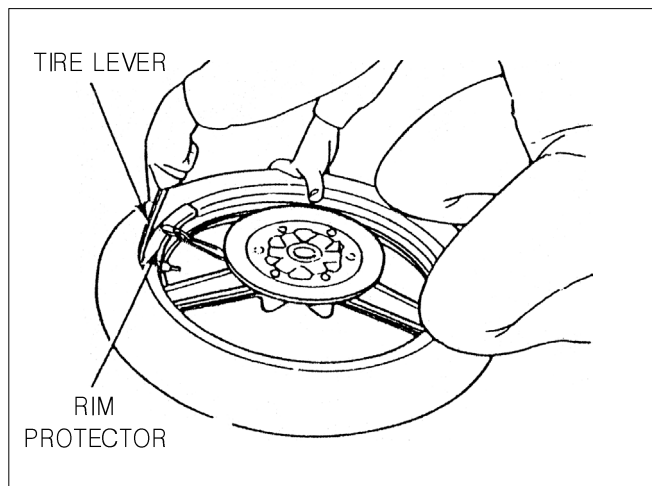
- Collapse the bead into the rim center and slide the tire out of position.

⚠ NOTE

- Tire can be easily removed once the beads are collapsed completely.

- Apply a mild detergent solution to the rim and tire mating surfaces.

FRONT WHEEL/FRONT FORK/STEERING



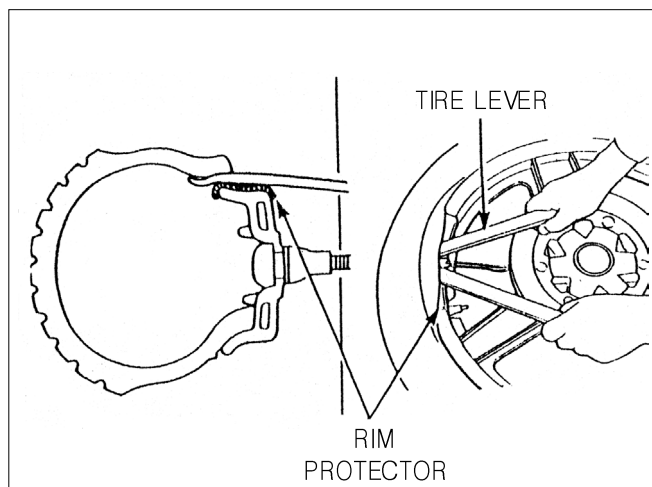
- Be sure that the bead is completely collapsed.
- In case of the tube type tire, insert the tire lever from the opposite side of the valve and raise the bead over the rim.
- On tubeless tires, insert the tire lever from the valve side and raise the bead over the rim.
- Always use a rim protector when using tire levers.

⚠ CAUTION

- To avoid damaging the rim when using the tire lever, always use rim protectors.

⚠ NOTE

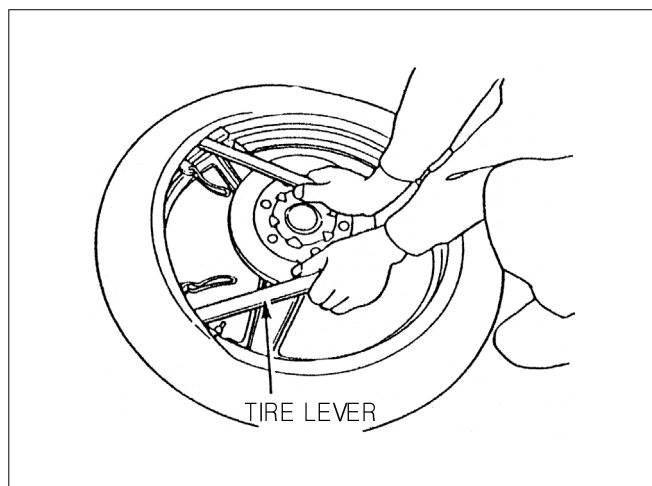
- Be sure to use motorcycle tire levers.
- Do not apply the mild detergent solution to the rim and tire mating surfaces of low pressure tire. Apply water only.



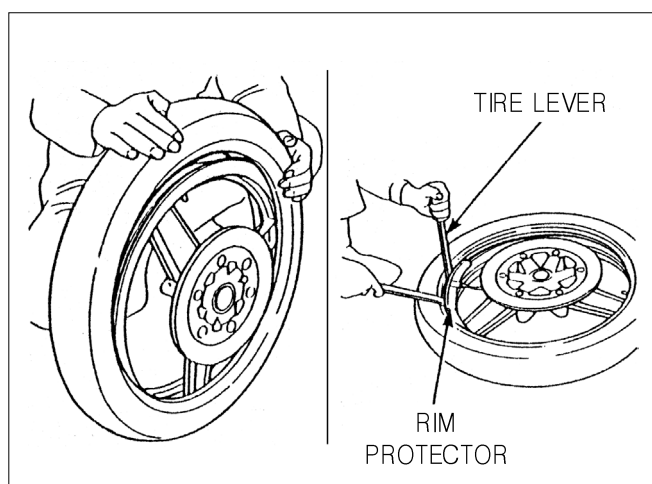
- Insert another tire lever at 30~50mm from the first tire lever and remove the tire from the rim, little by little.

⚠ NOTE

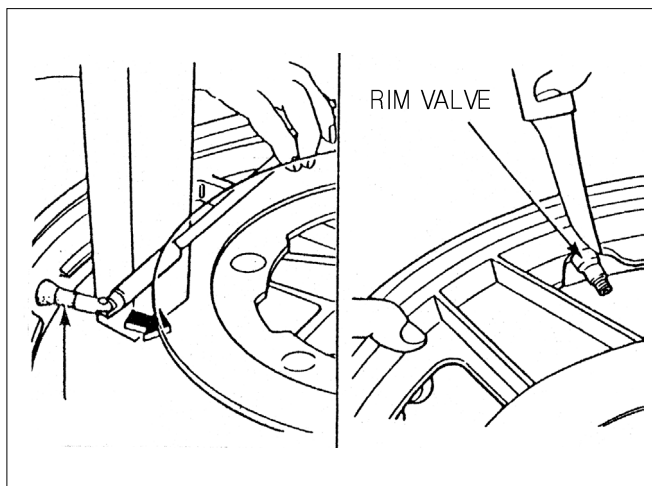
- Do not try to remove the bead too much at one time.
- Do not pry against or scratch the bead stopper area with the tire lever.



- Repeat the above procedures until half of bead is removed. Then remove the remaining bead by hand.



- Remove the tire from the rim.

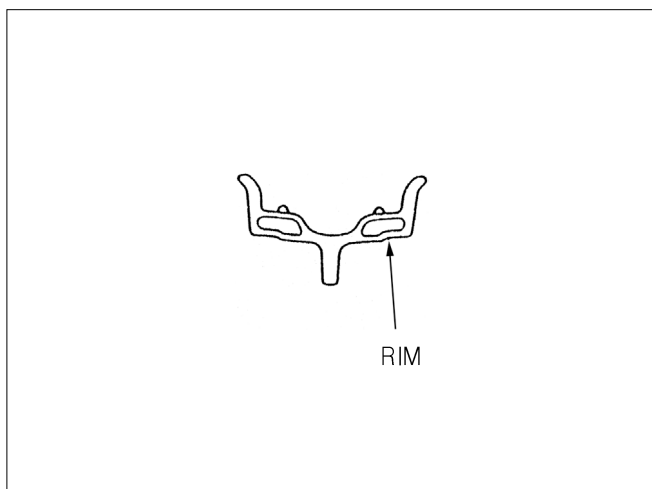


RIM VALVE REPLACEMENT

- Cut off the rim valve at its base.
- Apply mild detergent solution to a replacement rim valve and insert it from inside of the rim.

NOTE

- Be sure to use the recommended rim valve.
- Do not damage the valve hole.
- Replace the rim valve whenever installing a tubeless tire.



RIM INSPECTION

- For a tube type tire, check the rim band and rim lock to be sure they are installed properly.

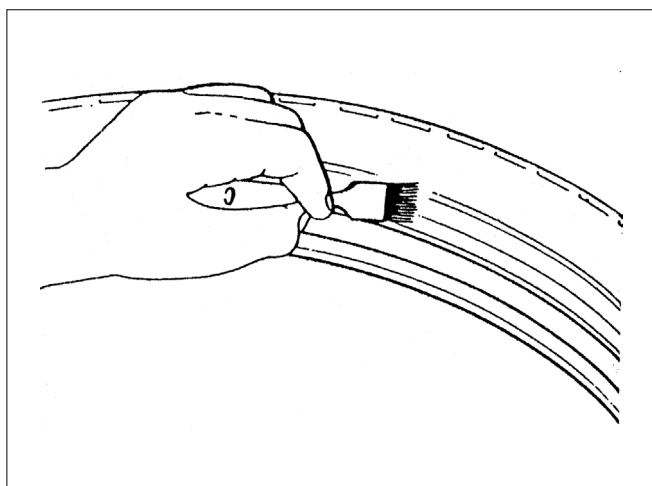
WARNING

- Any attempt to mount passenger car tires on a motorcycle rim may cause the tire bead to separate from the rim with enough explosive force to cause serious injury or death.

CAUTION

- Always change rims which have been bent or have cracks, as they may cause air leakage.
- Always change the rim if there are any flaws over 0.5mm in depth and 1.0mm in width on the surface touching the bead.

- Check the tire for overall condition and use a mild detergent solution on the bead.



TUBELESS TIRE INSTALLATION

- Use only water as a lubricant when removing or mounting tires.
- Soap or other tire lubricants may leave a slippery residue that can cause the tire to shift on the rim.

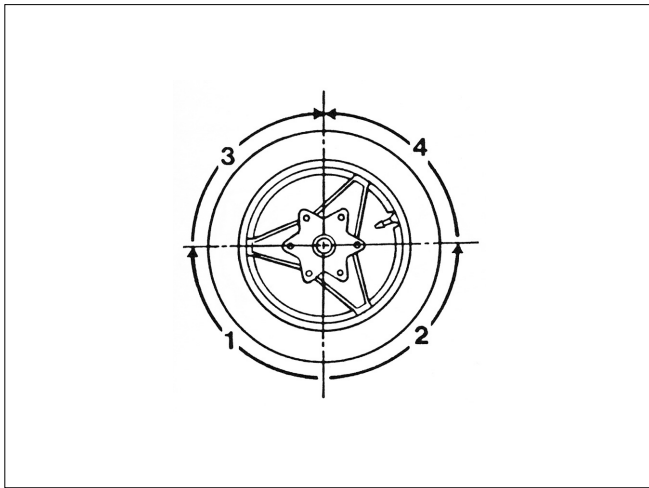
WARNING

- A tire that shifts on the rim may lead to a sudden loss of air pressure while riding and an accident could occur.

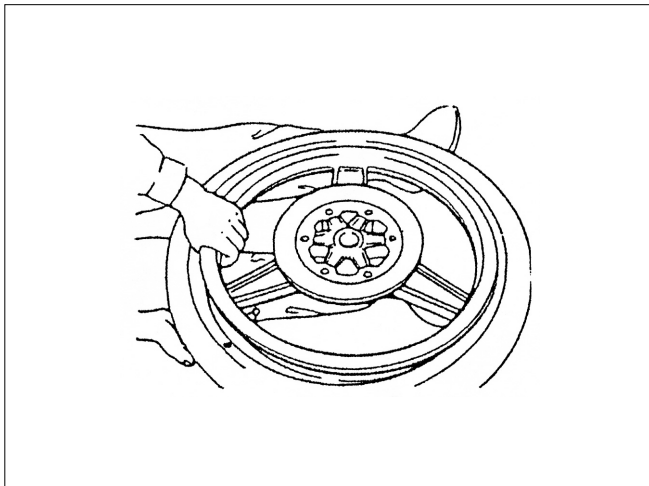
NOTE

- Be sure to use motorcycle tire levers.
- Do not use the detergent solution on low pressure tires. Use water only.

FRONT WHEEL/Front FORK/STEERING



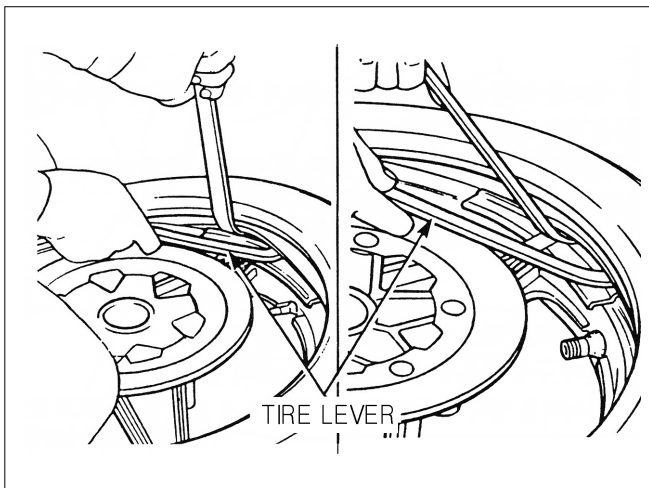
- If the tire has a light mark (yellow paint mark), install the tire with this mark aligned with the valve.
- If the tire has an arrow mark, install the tire with the mark pointing in the direction of rotation.
- Stand the tire upright, hold it with one hand and, starting from the opposite side to the valve, install one side of the tire on the rim as much as you can by hand.



- Be sure to assemble in the sequence shown.
- Place the wheel on the level surface and install the remaining portion of the tire using two tire levers.

⚠ NOTE

- For easy assembly, apply a mild detergent solution to the tire and rim mating surfaces.
- Do not use the detergent solution on the tire and rim mating surfaces of the low pressure tires. Use water only.



- Install the other side of the bead while holding the assembled portion of the bead with your knee to prevent it from coming off.

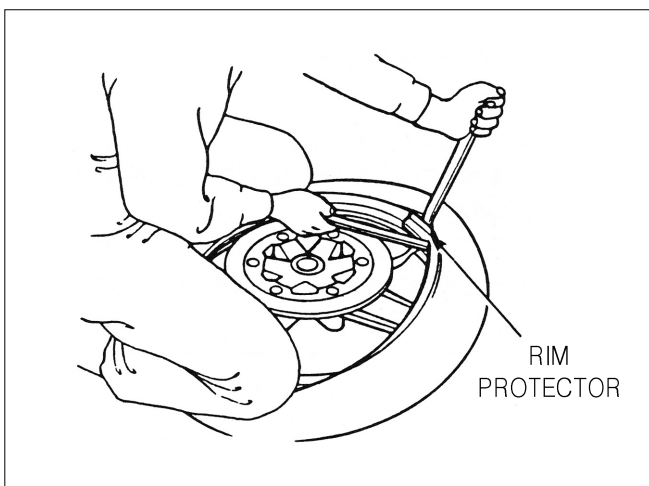
⚠ NOTE

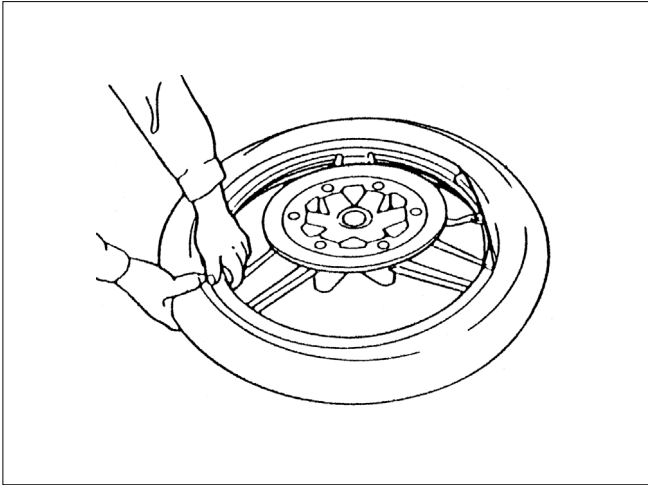
- Before using the levers, be sure that the bead on the opposite side is positioned in the center of the rim.

- Install the bead a little at a time; using care not to damage the tube or wheel with the tire levers.
- After 1/2 of the bead has been installed, insert the two tire levers at a distance of 30~40mm to install it. Repeat this procedure until 3/4 of the bead has been installed.

⚠ NOTE

- Hold one tire lever upright to remove the other lever.

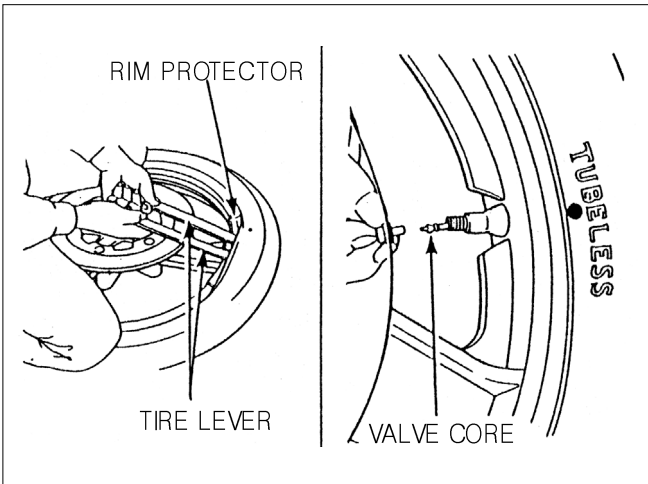




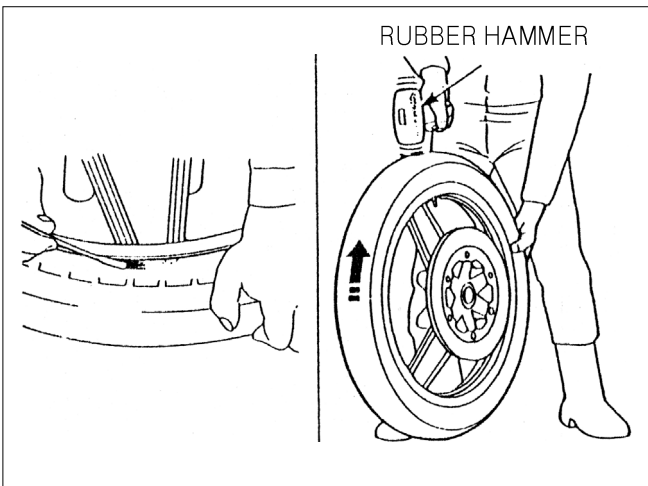
- After 3/4 of the bead has been installed, check the bead on the opposite side. Be sure it is still in the center of the rim.

⚠ NOTE

- The last portion of the bead is more difficult to install. The rim and bead may be damaged if the bead on the opposite side of the point where you are working is not in the rim center.



- When the remaining bead is only 50~60mm, pull the two levers up and over.

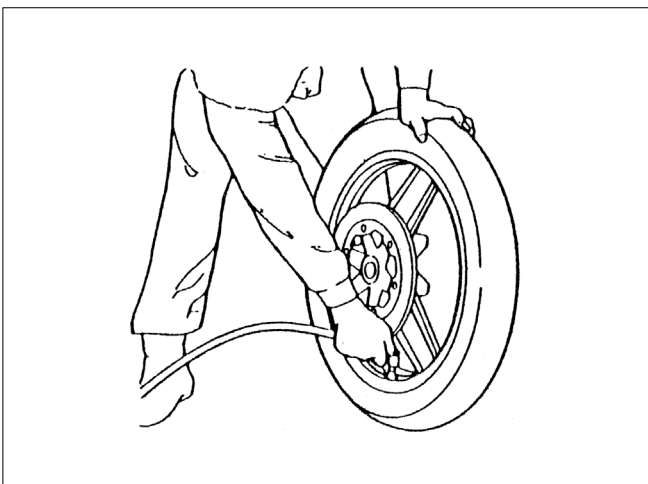


- Apply a mild detergent solution to the bead again.

⚠ WARNING

- Use only water as a lubricant when removing or mounting tires. Soap or other tire lubricants may leave a slippery residue which can cause the tire to shift on the rim.

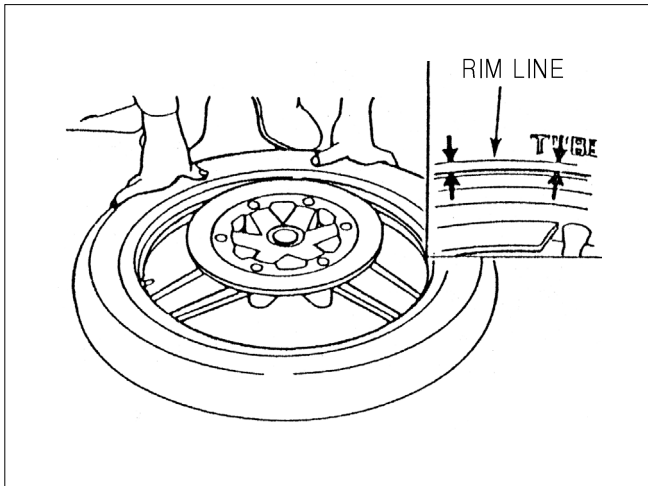
- Tap on the tire tread surface with a rubber hammer so that the tire and rim fit evenly around the circumference.
- Be sure that the tire center and rim center are aligned.



- Inflate the tire to 1.5 times the standard recommended pressure to seat the bead on the rim.

⚠ WARNING

- Use the tire pressures specified in the Model Specific manual or on the tire label. Overinflation may cause a tire to burst with sufficient force to result in serious injury or death.



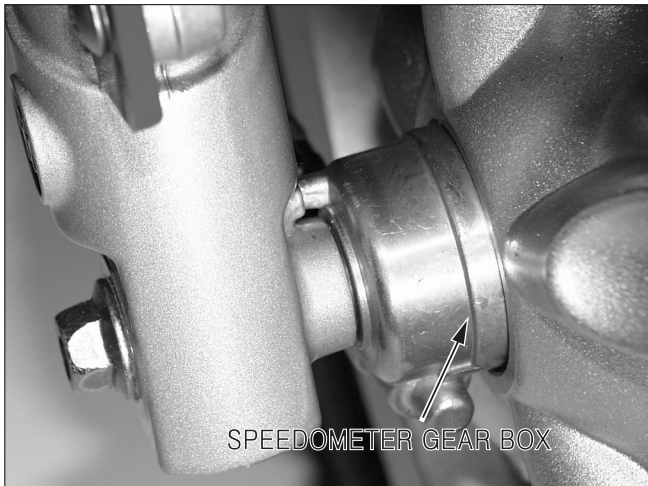
NOTE

- For tubeless tires, you may hear a loud sound as the bead seats onto the rim. This is normal.
- For tubeless tires, if air leaks out from between the rim and bead, let the wheel stand with the valve at the bottom and put air in while pushing down on the tire.

- Check that the tire bead seats on the tire rim securely and the rim line of the tire is concentric with the rim.
- Adjust the tire pressure to the specified pressure.
- Check the wheel balance.

FRONT WHEEL INSTALLATION

- Insert the front wheel between the front forks.
- Insert the disk, taking precautions not to damage the pad, and assemble the wheel.
- Align the slots of the speedometer gear with the tangs of the left fork slider.
- Insert the front axle into the speedometer gear box and the wheel hub.



- Install the axle nut.
- Assemble the speedometer cable, and tighten with screws.
- Place the front wheel on the ground, and tighten the axle nut to the prescribed torque.

TORQUE VALUE : 6.0kgf · m



FRONT FORK REMOVAL

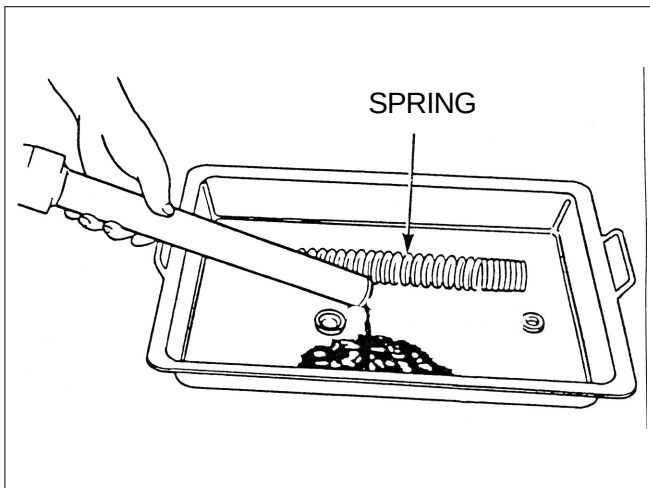
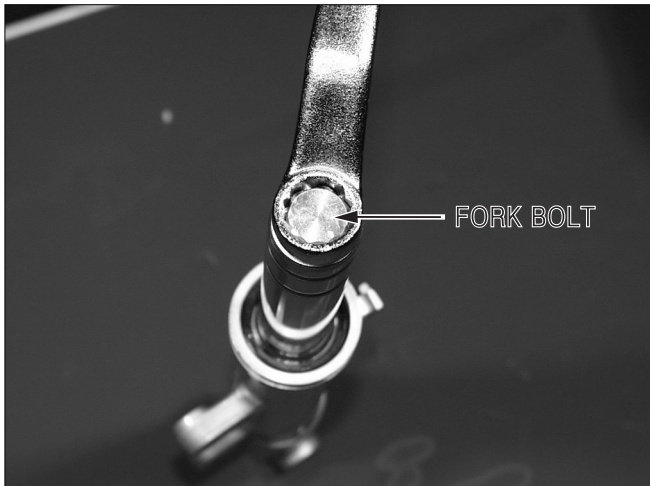
- Remove
 - Front cover. (⇨3-5)
 - Front fender. (⇨3-5)
 - Front brake caliper. (⇨12-7)
 - Front wheel. (⇨10-5)
- Loosen the front brake hose stay bolt, remove the L. fork.
- Speedometer cable from R. fork speedometer cable guide.
- Loosen the R. fork securing bolt, remove the speedometer cable and guide.



- Loosen the 2 steering stem front fork R., L. stay bolts.
- Remove the front fork.

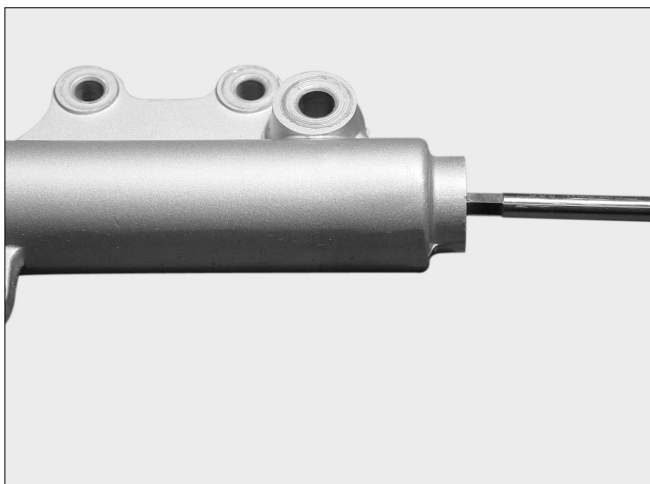
FRONT FORK DISASSEMBLY

- Remove the fork tube cap bolt.

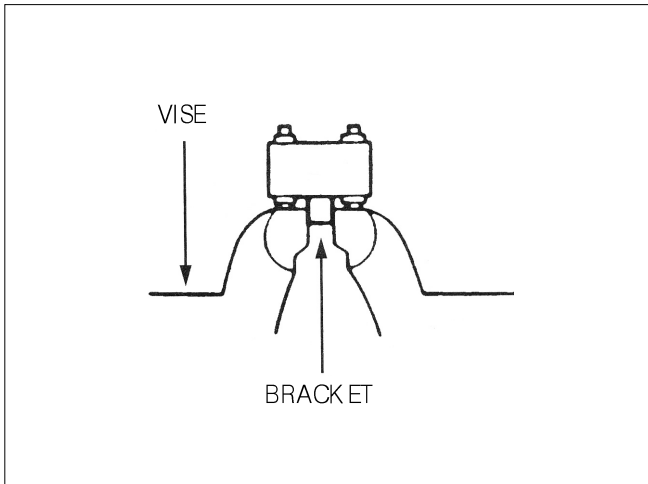


NOTE

- If the screw is completely loosened, the fork tube cap bolt may spring out by the force of the spring. Take due precautions.
- Remove the fork spring, and expand and release the fork pipe several times to drain fork oil.



- Wrap the bottom case with a piece of cloth, and remove the socket bolt.



 NOTE

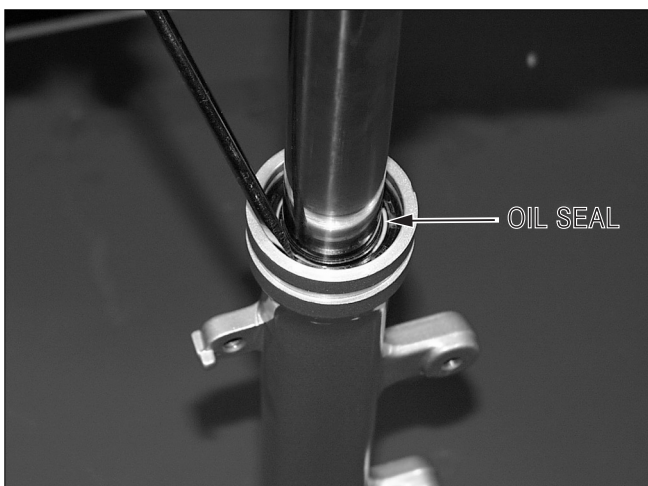
- If the socket bolt turns idle but cannot be removed, temporarily assemble the spring and the fork tube cap bolt first.
- Hold the bottom case firmly with a vise, taking precautions not to distort or damage it.



- Remove the dust seal.



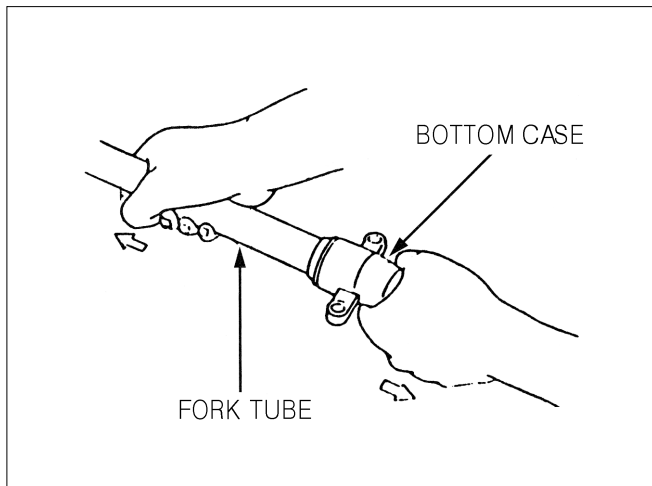
- Remove the oil seal stopper ring.



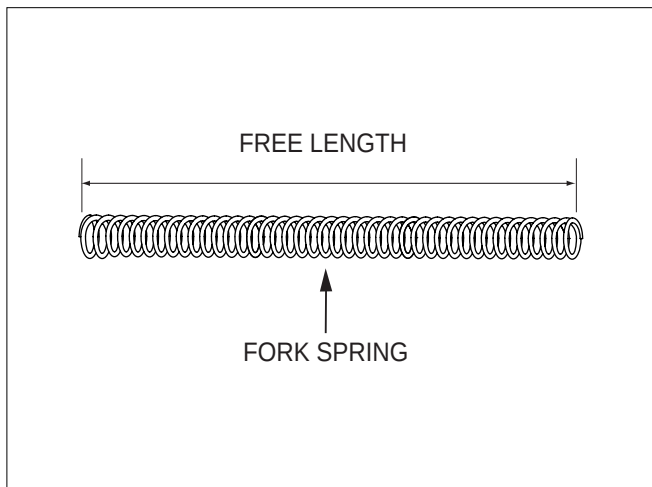
- Remove the oil seal.

 NOTE

- Take precautions not to damage the interior and exterior rim of the bottom case.



- Remove the fork tube from the bottom case.
- Remove the piston and rebound spring from the fork tube.



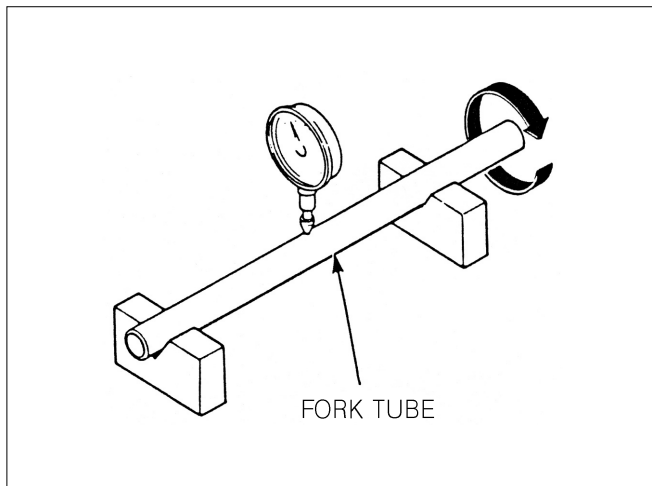
FRONT FORK INSPECTION

- Place the fork spring on a level place, and measure the free length.
- If the free length deviates from the service limit, replace the spring with a new one.
- Check components for damage or abnormal wear. Replace defective parts with new ones.

SERVICE LIMIT : 243mm

- Place the fork tube on a V-block, and measure deflection with a dial gauge.

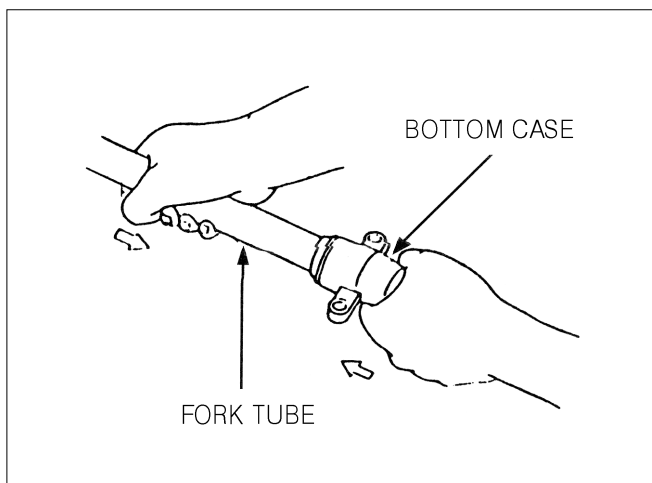
SERVICE LIMIT : Replace if the deflection is greater than 0.2mm



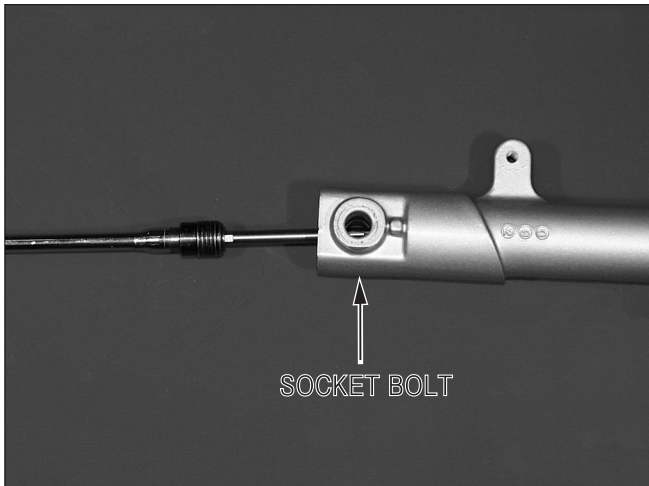
- Check the slider bush contact face.
- If the slider bush is extensively damaged, replace the bottom case.

FRONT FORK ASSEMBLY

- Wash parts with clean oil prior to assembling.
- Assemble the rebound spring and the fork piston to the fork tube.
- Assemble the fork tube to the bottom case.



FRONT WHEEL/FRONT FORK/STEERING

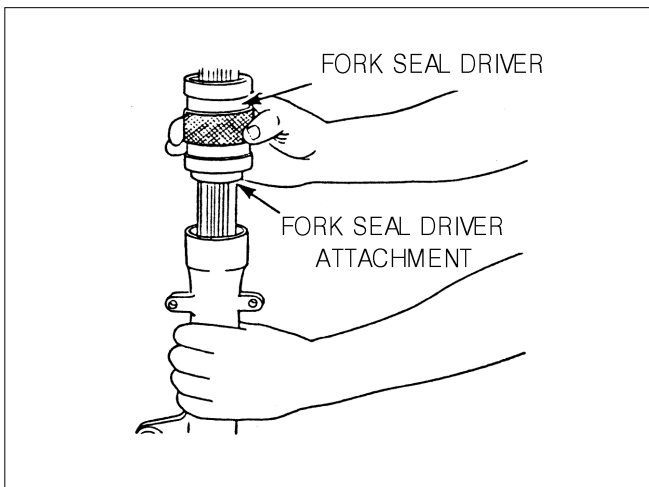


- Wrap the bottom case with a piece of cloth, and fix it to the vise.
- Apply screw locking agent to the socket bolt thread, and assemble the socket bolt to the fork piston.

TORQUE VALUE : 2.0kgf · m

⚠ NOTE

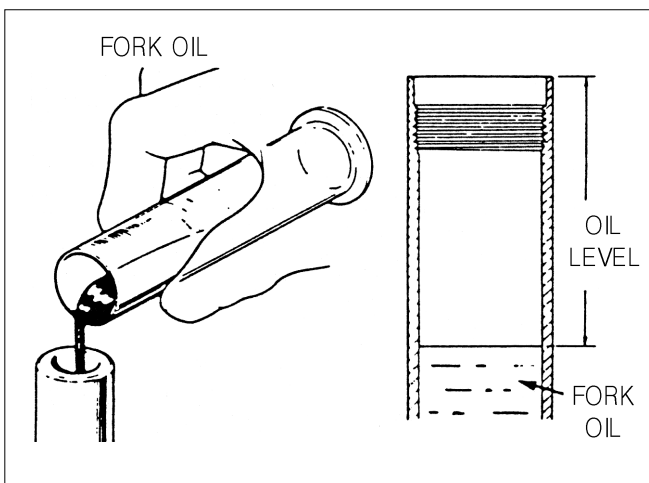
- When a vise is used to hold the bottom case, do not insert the case itself but insert the bracket.



- Apply ATF to a new oil seal.
- Assemble the oil seal to the bottom case.
- Insert the oil seal with special tools until the attachment groove of the bottom case set ring is exposed.

**TOOLS : FORK SEAL DRIVER
FORK SEAL DRIVER BODY**

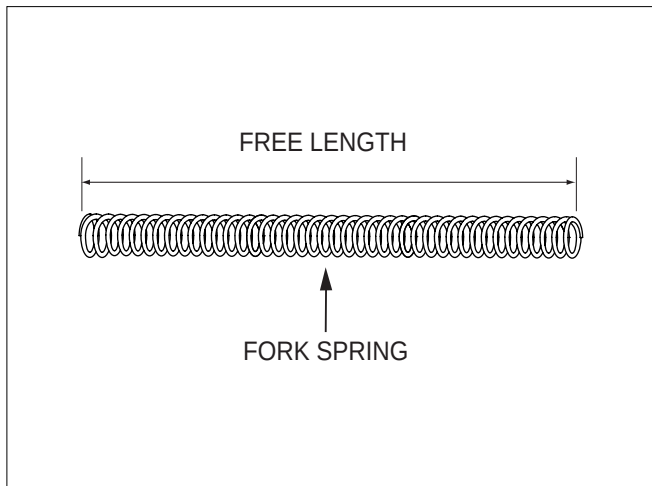
- Install the set ring.
- Accurately assemble the set ring to the bottom case.



- Install the dust seal.
- Fill a prescribed amount of automatic transmission fluid(ATF) into the fork tube.

CAPACITY : 58cm³

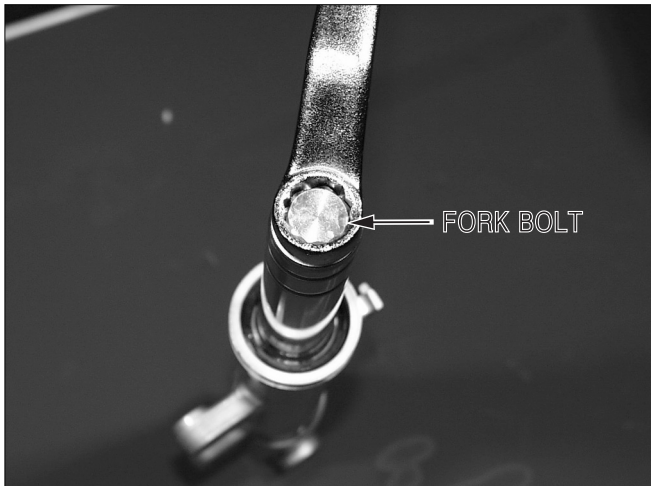
- Slowly press the fork tube 2-3 times to discharge air.



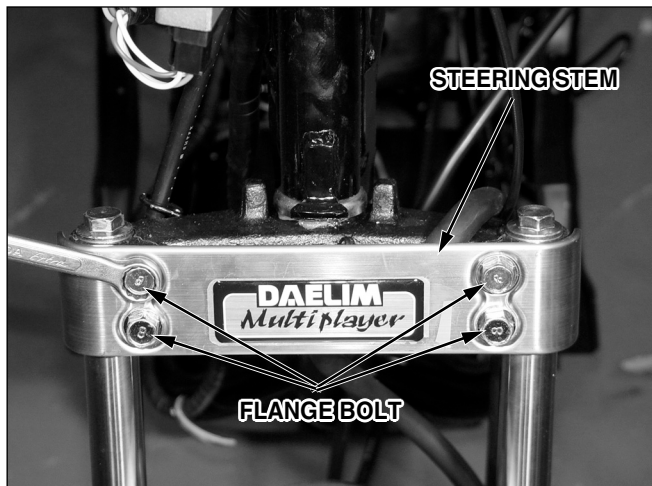
- Assemble the spring to the fork pipe.

NOTE

- Install the spring with the smaller pitch side facing downward.



- Assemble the fork bolt to the fork tube.



FRONT FORK INSTALLATION

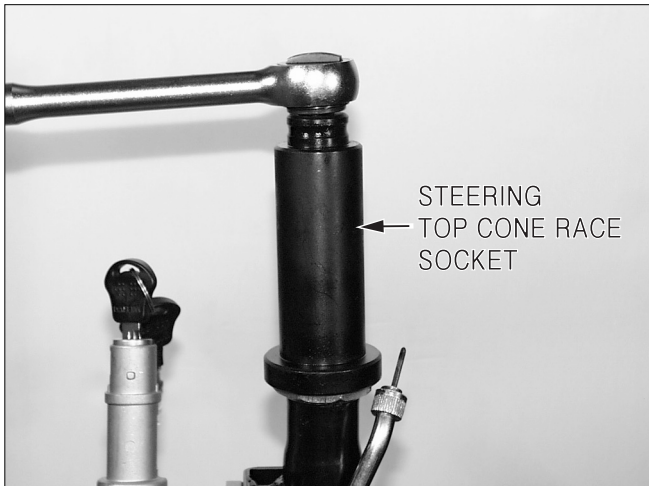
- Install the front fork to the steering stem.
- Install the front fork setting bolt.

TORQUE VALUE : 4.0kgf · m



- Install the following parts.

- Front wheel (⇒10-5)
- Brake caliper (⇒12-7)
- Front fender (⇒3-5)
- Front cover (⇒3-5)



STEERING STEM

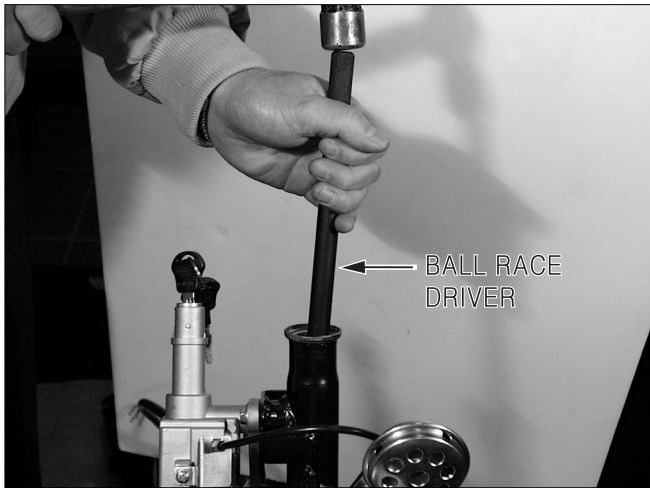
REMOVAL

- Front cover.
 - Front fender.
 - Front handle cover/rear handle cover.
 - Steering handle.
 - Front wheel.
 - Front brake caliper.
 - Front fork.
-
- Loosen the steering stem lock nut.
 - Remove the speedometer cable and front brake hose from the steering stem bracket.
 - Loosen the steering top cone race.
 - Remove the steering stem.

NOTE

- Place steel ball in a pan to prevent from being lost.

- Check the steel ball, cone race, and ball race for wear or damage. Replace worn or damaged ones.
-
- Remove the steering steel ball/ upper steering ball race/ steering bottom cone race.



- Remove the upper ball race/ steering bottom cone race.

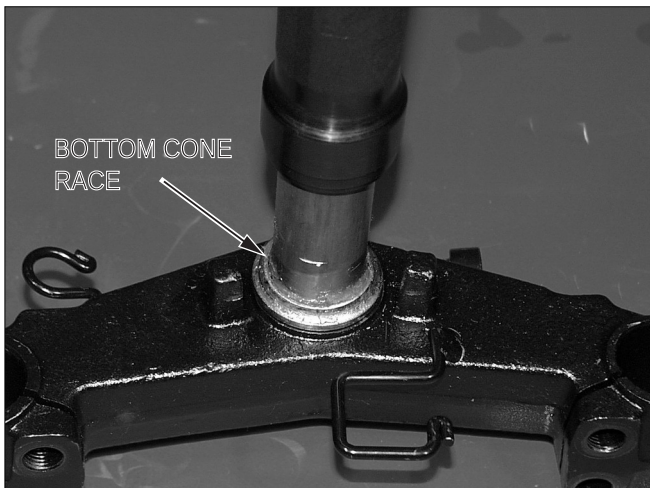
TOOL : BALL RACE DRIVER

NOTE

- Check all of the races and balls for damage or abnormal wear and replace as necessary.
- If the vehicle has been involved in a collision, the steering stem may be damaged.

STEERING STEM INSTALLATION

- Insert the upper/under ball race into the steering head pipe.



- Using a steering stem driver, drive the steering stem bottom cone race into the steering stem.



- Insert the ball race after applying grease thereto.

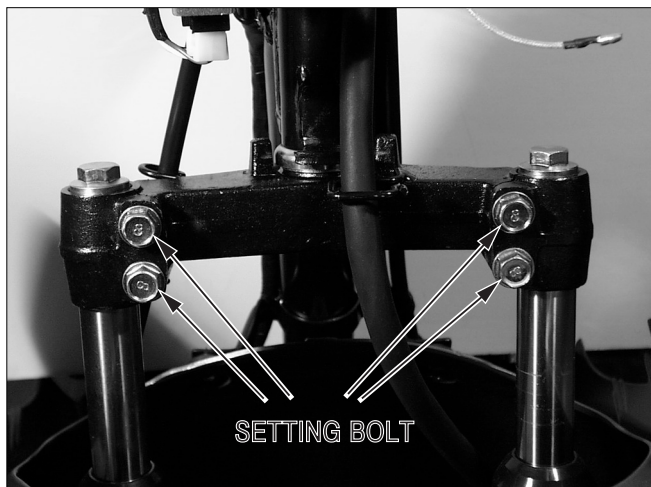
FRONT WHEEL/FRONT FORK/STEERING



- Install the top cone race and the steering head top thread nut on the steering head.
- Tighten the top thread nut completely, and loosen by 1/8 turn.

TORQUE VALUE : 1.0kgf · m

- Check the top and bottom free play, and check for smooth left and right movement.



- Temporarily install the R/L front forks first, and tighten the steering stem nuts.

TORQUE VALUE : 7.0kgf · m
TOOLS : LOCK NUT WRENCH
EXTENSION BAR



- Install the front fork.
- Install the following parts.
 - Steering handle (⇒10-3)
 - Front wheel (⇒10-5)
 - Front handle cover/ rear handle cover (⇒3-6)
 - Front fender (⇒3-5)
 - Front brake caliper (⇒12-7)

NOTE

- Check the cables and wiring for interference.



- Install the front cover.

11. REAR WHEEL/BRAKE/SUSPENSION

SERVICE INFORMATION . . .	11-1	REAR BRAKE	11-4
TROUBLESHOOTING	11-2	REAR CUSHION	11-6
REAR WHEEL	11-3		

SERVICE INFORMATION

GENERAL SAFETY

- If the brake drum or lining is contaminated with oil, braking power will be lost. If contaminated with oil, clean the brake drum, and replace the brake shoe.
- Inhaled asbestos fibers have been found to cause respiratory disease and cancer. Never use an air hose or dry brush to clean brake assemblies. Use a brake cleaner, designed to minimize the hazard caused by airborne asbestos fibers.

SPECIFICATIONS

ITEM		STANDARD VALUE	SERVICE LIMIT
AXLE SHAFT RUN OUT		-	0.2 mm
REAR WHEEL RIM RUNOUT	RADICAL	-	2.0 mm
	AXIAL	-	2.0 mm
REAR BRAKE DRUM INNER DIAMETER		110.0~110.3mm	111.0mm
REAR BRAKE LINING THICKNESS		4.0 mm	2.0 mm
REAR CUSHION SPRING FREE LENGTH		220.6mm	-

TORQUE VALUES :

AXLE SHAFT RUN OUT	10.0~12.0kgf · m
REAR CUSHION UPPER BOLT	3.5~4.5kgf · m
REAR CUSHION LOWER BOLT	3.5~4.5kgf · m

TROUBLESHOOTING

Wobble or vibration in motorcycle

- Tire pressure incorrect
- Faulty tire
- Bent rim
- Loose wheel bearing
- Swing arm bushing worn
- Wheel out of balance

Soft suspension

- Weak springs
- Rear damper improperly adjusted, oil leakage

Hard suspension

- Rear damper improperly adjusted
- Bent shock absorber rod

Suspension noise

- Loose fasteners
- Worn shock

REAR WHEEL

REMOVAL

- Support the motor cycle on the main stand.
- Loosen the rear brake adjuster, and remove the brake cable.
- Remove the brake arm joint B.



- Remove
 - Muffler. (⇒3-7)
 - Rear wheel mud guard.
- Loosen the rear wheel U nut.
- Remove
 - Washer.
 - Rear wheel.



INSPECTION

- Turn the wheel, and check the rim for wobbles.

**SERVICE LIMIT : Radical 2.0mm
Axial 2.0mm**

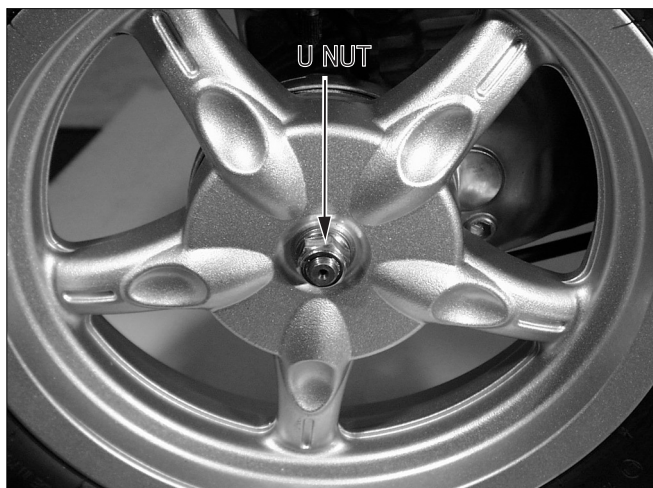


INSTALLATION

- Insert the rear wheel over the final shaft.



REAR WHEEL/BRAKE/SUSPENSION



- Insert the washer, and tighten with the U nut.

TORQUE VALUE : 6.0~8.0kgf · m



INSTALL

- Brake arm joint B.
- Rear brake cable.
- Rear brake rod adjusting nut.
- Rear wheel mud guard.
- Muffler.



REAR BRAKE

- Remove the rear wheel. (⇒11-3)

INSPECTION

- Measure the brake drum of inner diameter

SERVICE LIMIT : 111mm

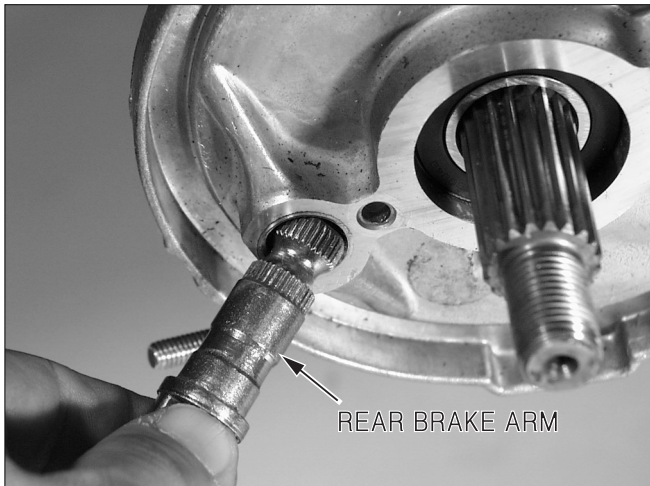
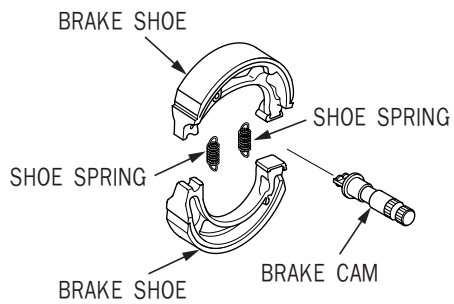


- Measure the thickness of the brake lining.

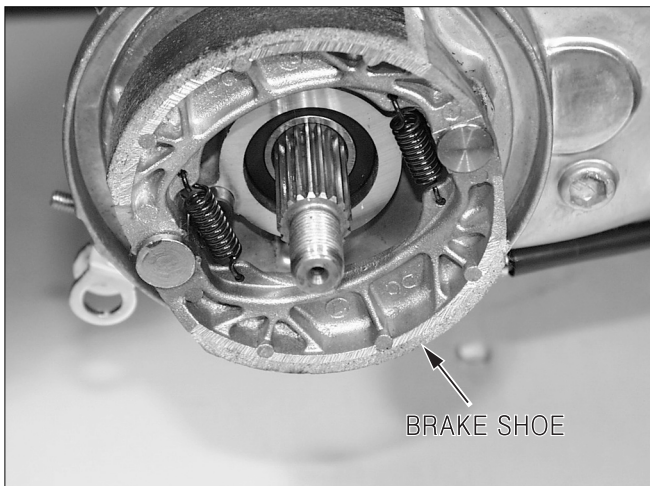
SERVICE LIMIT : 2.0mm

REAR BRAKE DISASSEMBLY

- Manually open the brake shoe and remove it.
- Remove the shoe spring from the brake shoe.



- Loosen the rear brake arm fixing bolt.
- Remove the rear brake arm, rear brake indicator, brake cam, dust seal.
- Remove the rear brake cam.



REAR BRAKE ASSEMBLY/INSTALLATION

- Apply small amount of grease to the brake cam.
- Install the brake cam.
- Install the rear brake dust seal, indicator, rear brake arm.

NOTE

- Align the punch marks of the brake arm and the brake cam before assembly.
- Remove the excessive grease after assembling the shoe.

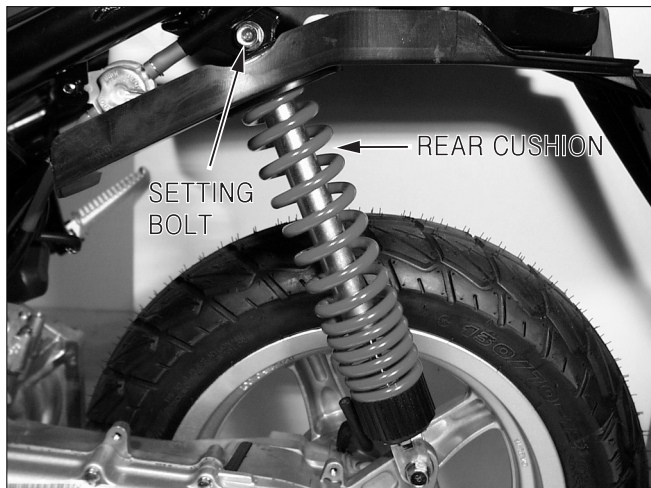
INSTALL

- Brake shoe and spring.
- Rear brake shoe to the rear brake cam.
- Rear wheel.
- Washer and U nut.

NOTE

- Check the brake for smooth operation.





REAR CUSHION

REMOVAL

- Remove the plug maintenance cover/ center cover. (⇒3-3)
- Remove the luggage box. (⇒3-3)
- Remove the body cover. (⇒3-3)
- Loosen the top and bottom rear cushion setting bolts.

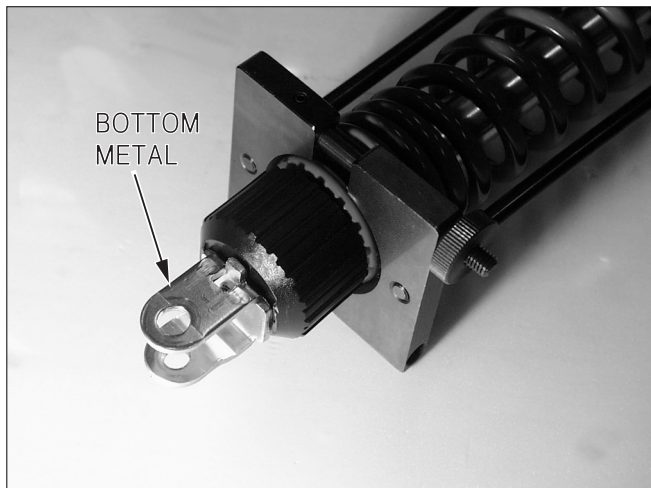


- Support the frame firmly prior to working.

DISASSEMBLY

- Install the compressor attachment as shown in the figure.
- Install the cushion on the cushion compressor, and compress the spring.

**TOOLS : COMPRESSOR ATTACHMENT
REAR COMPRESSOR**

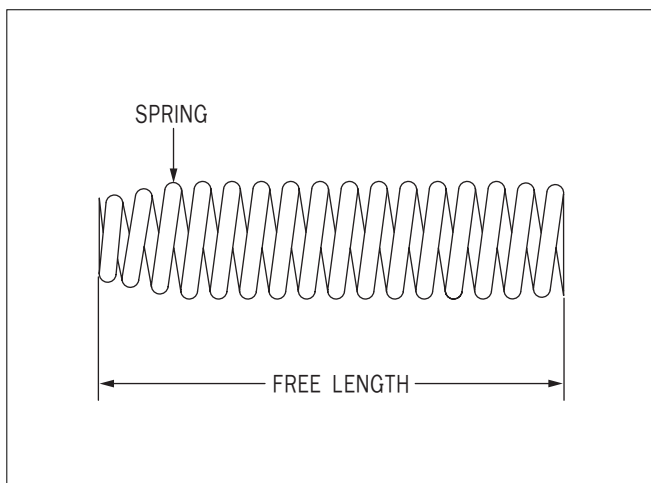


- Fix the bottom metal, and loosen the lock nut.
- Remove the bottom metal.
- Remove the stopper rubber, spring from the damper component.

INSPECTION

- Measure the rear cushion spring free length.
- Check the damper rod for deflection or damage.

SERVICE LIMIT : 228.0mm



REAR WHEEL/BRAKE/SUSPENSION



REAR CUSHION ASSEMBLY/INSTALLATION

- Assemble the spring, spring guide, and stopper rubber.

⚠ NOTE

- Install the spring with its narrow pitch side facing upward

- Apply thread locking agent to the lock nut, and install the rear cushion compressor attachment on the damper rod.
- Fix the upper joint, and tighten the lock nut.

TORQUE VALUE : 4.0kgf · m

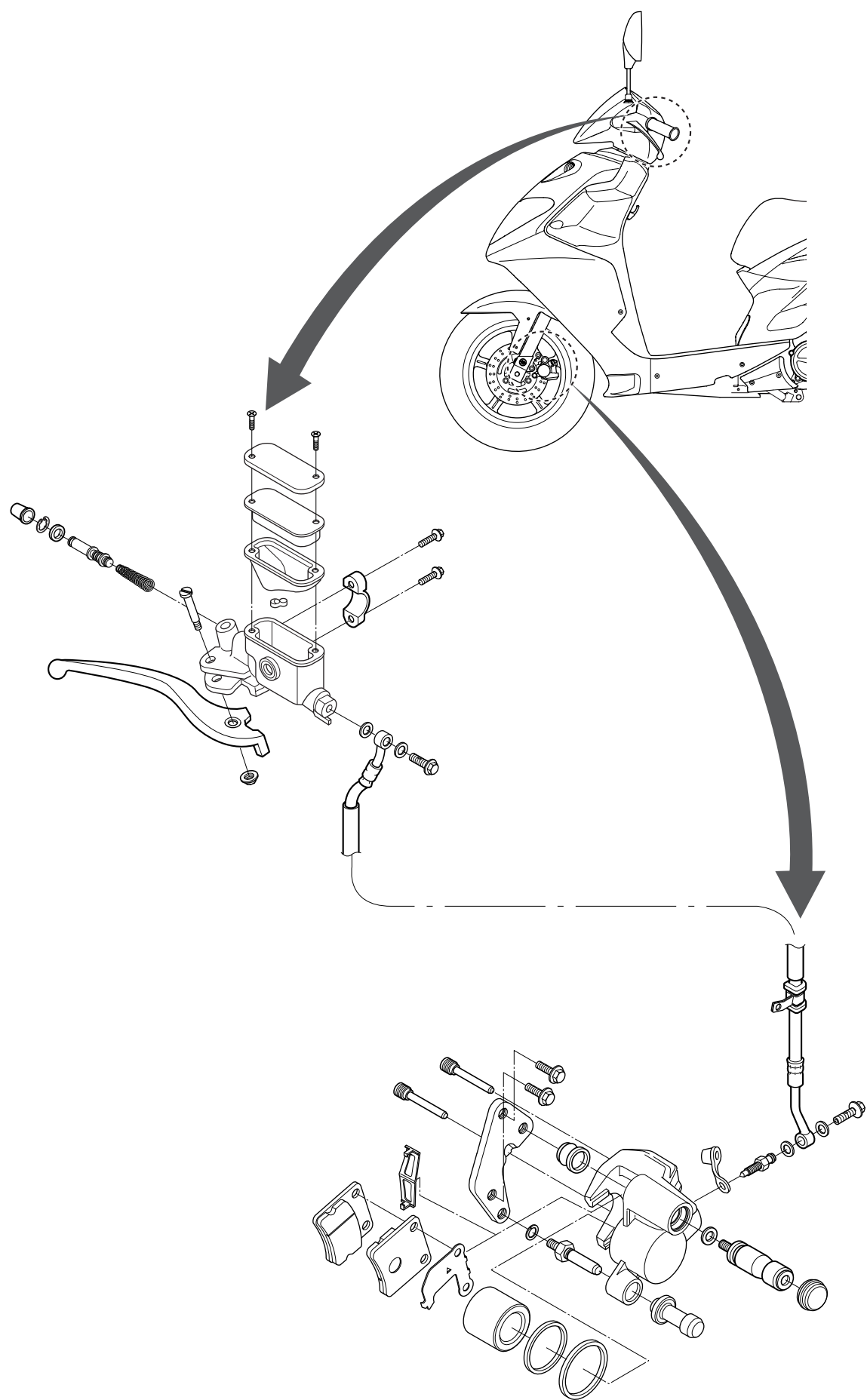
**TOOLS : REAR CUSHION COMPRESSOR
REAR CUSHION COMPRESSOR ATTACHMENT**

- Install the rear cushion.
- Tighten the top and bottom of the cushion with bolt.

**TORQUE VALUE : UPPER SIDE 3.5kgf · m
LOWER SIDE 3.5kgf · m**



BRAKE SYSTEM



12. BRAKE SYSTEM

SERVICE INFORMATION	12-1	BRAKE DISK INSPECTION	12-6
TROUBLESHOOTING	12-1	BRAKE CALIPER	12-7
BRAKE FLUID/BLEEDING	12-3	MASTER CYLINDER	12-9
BRAKE PAD REPLACEMENT	12-4		

SERVICE INFORMATION

GENERAL SAFETY

- Do not allow foreign material to enter the system when replenishing brake fluid.
- To prevent chemical changes, do not mix different types of brake fluid.
- Do not use the old brake fluid again.
- Brake fluid can cause damage to painted, plastic, and rubber surfaces. Take precaution not to allow parts to be contaminated by the brake fluid.
- Do not reuse sealing washers.
- Clean the disassembled parts with brake fluid, and check for any clogged passage with compressed air.
- Bleed the brake hose after removing it.

TROUBLESHOOTING

HYDRAULIC DISK BRAKE

Braking power unsatisfactory

- Air in the brake system.
- Moisture in brake fluid
- Brake pad and disk contaminated.
- Caliper piston seal worn
- Master cylinder piston seal worn
- Brake pad worn
- Caliper inside contaminated
- Unsatisfactory caliper sliding part operation
- Lopsided wear of brake pad and disk
- Low brake fluid level
- Clogged brake fluid line
- Disk bent or distorted
- Caliper piston seized or worn
- Master cylinder piston seized or worn
- Disk worn
- Master cylinder inside contaminated
- Brake lever bent

Hard brake lever movement or unsatisfactory return

- Brake system clogged
- Caliper piston seized or worn
- Unsatisfactory caliper sliding part operation
- Brake fluid line clogged
- Caliper piston seal worn
- Master cylinder piston seized or worn
- Brake lever bent

Brake drag

- Brake pad and disk contaminated
- Improper wheel alignment
- Lopsided wear of brake pad and disk
- Disk bent or distorted
- Unsatisfactory caliper sliding part operation
- Hydraulic system contaminated with dust.

BRAKE SYSTEM

MECHANICAL DRUM BRAKE

Poor brake performance

- Improperly adjusted brake
- Worn brake linings
- Worn brake drum
- Worn brake cam
- Improperly installed brake linings
- Brake cable sticking/needs lubrication
- Contaminated brake linings
- Contaminated brake drum
- Worn brake shoes at cam contact areas
- Improper engagement between brake arm and camshaft serrations

Brake lever hard or slow to return

- Worn/broken return spring
- Improperly adjusted brake
- Sticking brake drum due to contamination
- Worn brake shoes at cam contact areas
- Brake cable sticking/needs lubrication
- Worn brake cam
- Improperly installed brake linings

Brake squeaks

- Worn brake linings
- Worn brake drum
- Contaminated brake linings
- Contaminated brake drum

BRAKE FLUID/BLEEDING

BRAKE FLUID CHANGE

⚠ CAUTION

- A contaminate disk or pad reduces braking power. Do not allow the disk or pad to be contaminated by oil.
- Replace contaminated pads, and remove pollutants from the disk completely.

⚠ NOTE

- Check the brake fluid level often, and replenish new fluid as required. Do not spill fluid on painted, plastic or rubber parts.

- Remove the front handle cover. (⇒3-6)
- Remove the master cylinder cap, master cylinder holder, and diaphragm from the master cylinder.
- Connect the bleeder hose to the bleeder valve. Loosen the bleeder valve, and pump the brake lever repeatedly.
- When there is no more fluid flowing out of the bleeder valve, stop pumping the brake lever.

AIR BLEEDING

- Fill the reservoir with DOT 3 or 4 brake fluid up to the upper level.

⚠ CAUTION

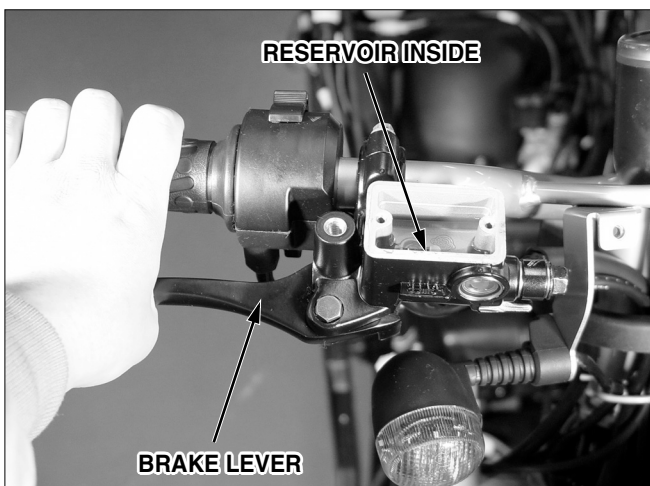
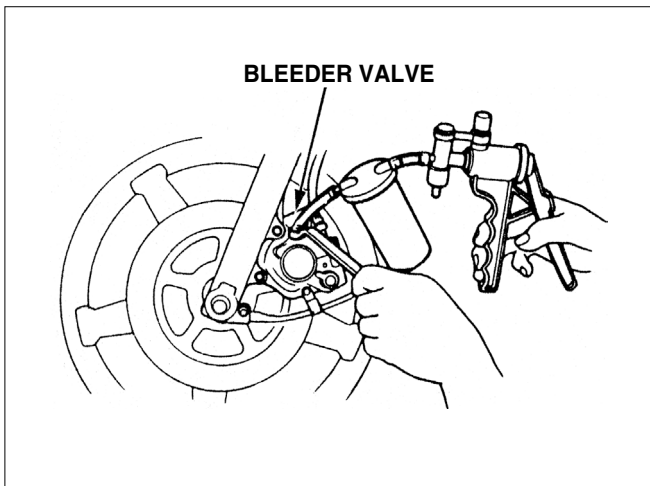
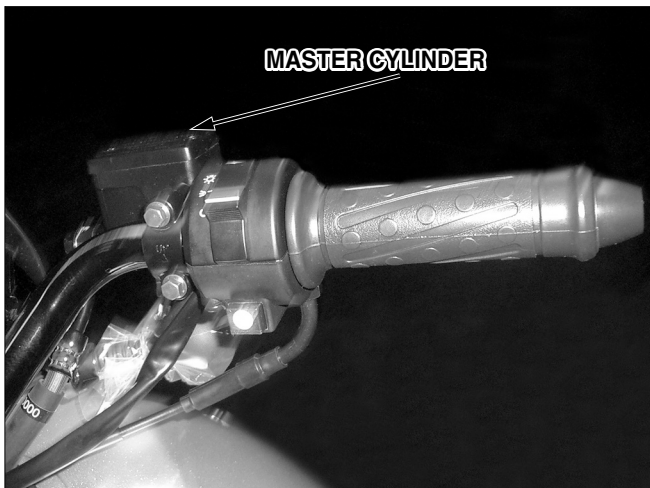
- To prevent chemical changed, do not use different types of brake fluid.

- Connect the recommended brake bleeder to the bleeder valve.
- Loosen the bleeder valve while pumping the brake lever.
- Repeat this operation until the brake fluid flows out of the brake bleeder.

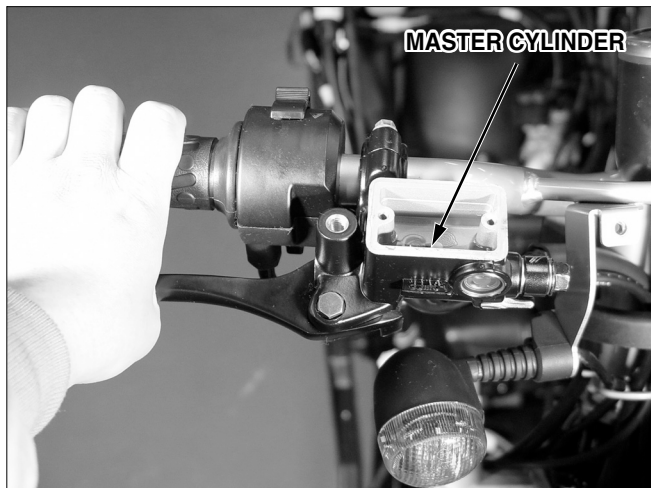
⚠ NOTE

- Check fluid level often, and replenish fluid if the amount of fluid is reduced to the lower level.
- Read the user's manual carefully prior to disassembling or using the brake bleeder.
- Protect the bleeder valve with tape to prevent air from entering the bleeder valve.

- Repeat the above operation until there is no air flowing out of the bleeder hose.
- Squeeze the bleeder valve and operate the brake lever to check the ingress of air.
- Add brake fluid.



BRAKE SYSTEM



- If the brake bleeder is not used, do the following.
- First, fill the brake fluid up to the upper limit line.
- Connect the hose to the bleeder valve to receive brake fluid.
- ① Squeeze the brake lever completely loosen the bleeder valve 1/2 turn, and tighten it again.

NOTE

- Do not release the brake lever until the bleeder valve is tightened.
- ② Release the brake lever slowly to its fullest extent, and leave it unattended for a few seconds.
 - ③ Repeat the process specified in item ① and ② until there is no more air bubbles coming out of the bleeder valve.

- Check the fluid level often, and add fluid if the fluid level is near the lower level.
- If no air leaks out of the bleeder hose, operate the brake lever to check the presence of air.
- Assemble the bleeder valve.

TORQUE : 0.6kgf · m

- Add brake fluid up to upper level. Install diaphragm and master cylinder cap.

TORQUE VALUE : 1.0kgf · m



BRAKE PAD REPLACEMENT

NOTE

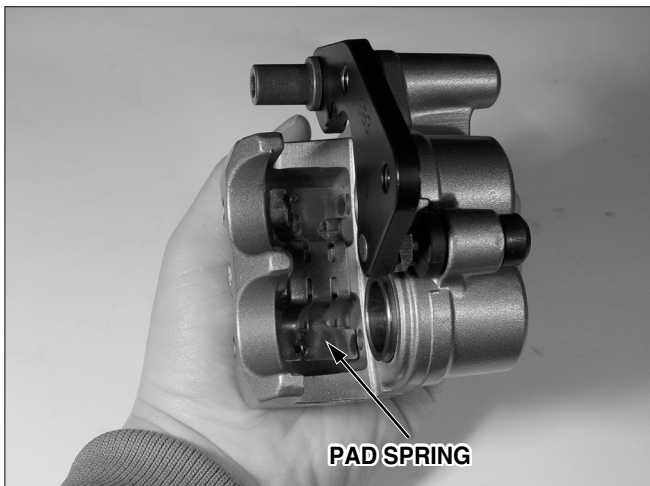
- When replacing brake pads, replace whole set.
 - Do not remove the brake hose when replacing brake pads.
- Loosen the hanger pin.



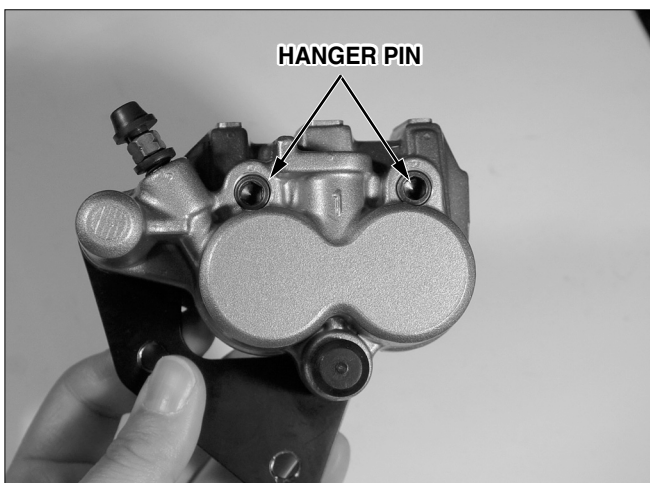
- Loosen the 2 front brake caliper fixing bolts from the front fork.
- Remove the front caliper.



- To install a new brake pad into the brake, press the piston to return to the original position.
- Remove the hanger pin, pad shim, and brake pad.



- Verify that the pad spring is installed in specific position.



- Install a new brake pad, pad shim, and hanger pin.

BRAKE SYSTEM



- Install the brake caliper into the left front fork.

⚠ NOTE

- Be careful not to damage the brake pad.

- Tighten the caliper bracket bolt.

TORQUE : 2.7kgf · m



- Tighten the hanger pin.



BRAKE DISK INSPECTION

- Measure the thickness of the disk.

SERVICE LIMIT : 3.0mm

⚠ NOTE

- Measure the brake disk thickness at the several points and replace if the smallest measurement is less than the specified service limit.



- Check the brake disk for bent and twist.

SERVICE LIMIT : 0.4mm

⚠ NOTE

- Replace the brake disk if the disk for damage or cracks.

BRAKE CALIPER

REMOVAL

- Remove the brake oil bolts and the brake hose from the brake caliper.
- Remove the caliper from the L. front fork and remove the pad spring, hanger pin and brake pad.

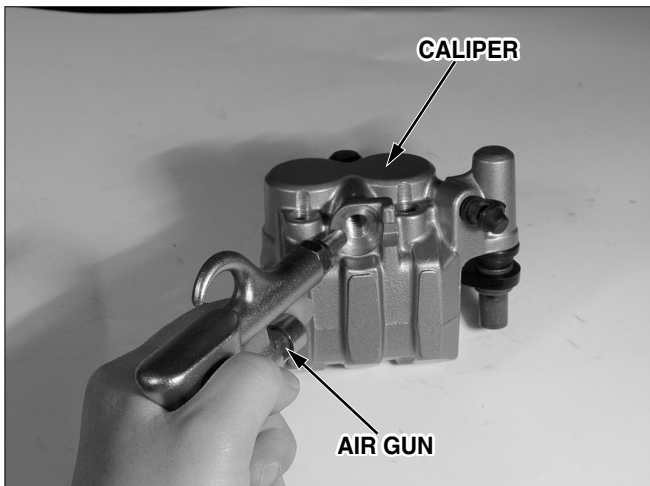


⚠ CAUTION

- Pay attention not to let the brake fluid adhere to the parts because it can damage the painted surface.
- Wind the hose joint with cloth to prevent the brake fluid from leaking.
- Clean the removed parts with the brake fluid and make sure that the each port isn't clogged with the compressed air.
- Keep the removed parts in order to avoid dust from adhering.

DISASSEMBLY

- Remove the slide pin, the L. bracket, the pin bush, the boot and the pin boot, and the pin bolt from the caliper.
- If there is any wear or damage in the boot, replace it with the new one.
- Wind the caliper with cloth to prevent the piston or brake fluid from leaking.
- Remove the piston from the caliper while blowing the low-pressure air in the opening of the brake hose.



⚠ CAUTION

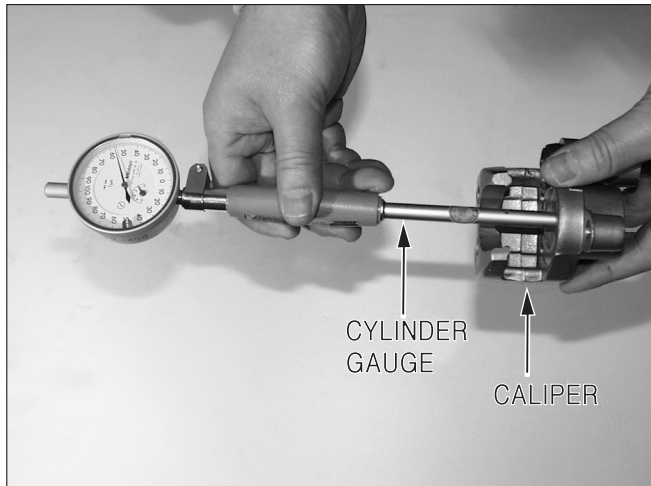
- Never use the high-pressure air or bring the air gun too close.
- Never touch the inside of the caliper

- Disassemble the piston seal and the dust seal

⚠ NOTE

- Pay attention not to damage the inner surface of the caliper.



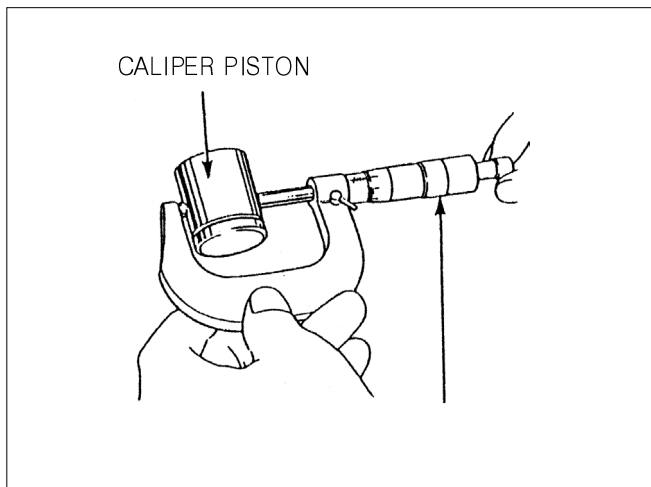


BRAKE CALIPER INSPECTION

Caliper Cylinder

- Check the caliper cylinder bore for scoring, scratches or other damage.
- Measure the caliper cylinder I.D. in X and Y axis at several points.
- Replace the caliper cylinder if the largest measurement is beyond the specified service limit.

SERVICE LIMIT : 27.10 mm

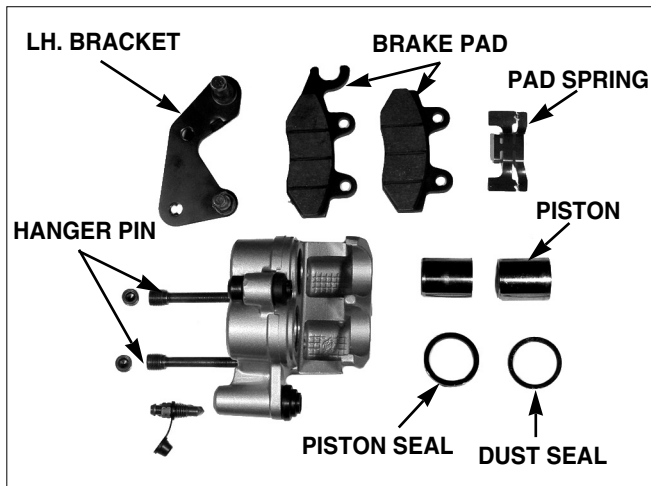


Caliper Piston

- Measure the caliper piston O.D. in X and Y axis at several points.
- Replace the caliper piston if the smallest measurement is less than the specified service limit.

SERVICE LIMIT : 26.84 mm

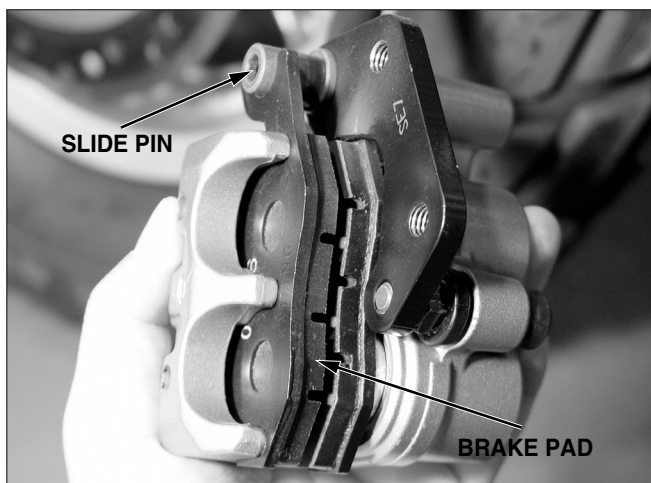
BRAKE CALIPER ASSEMBLY/INSTALLATION



- Clean the piston seal and the dust seal with the brake fluid and install them in the caliper. Install the piston in the caliper with the groove side of the piston facing the pad.

NOTE

- Make sure that each part is free from dust or dirt before reassembly.
- Replace the dust seals and piston seals as a set whenever they are removed.
- When cleaning with the brake fluid, use the specified brake fluid.



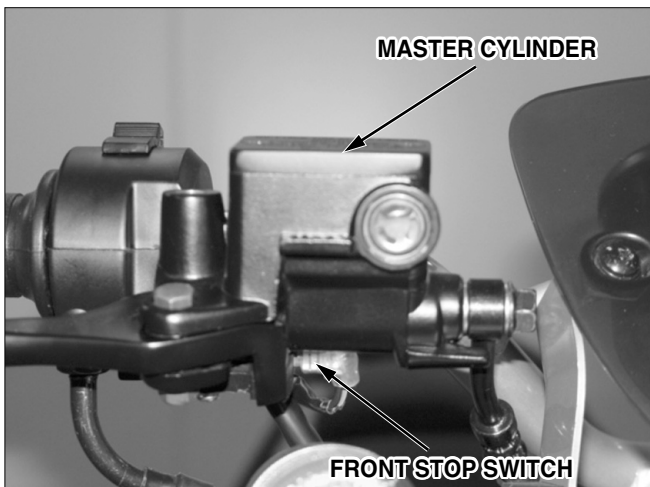
- Apply the silicone grease to the pin bush.
- Connect the pin bush to the portion of the caliper.
- Install the pad spring in the caliper.
- Install the caliper pin bolt and the slide pin in the caliper.
- Install the brake pad and the hanger pin in the caliper.



- Connect the brake hose to the caliper, and install 2 sealing washers and the brake hose bolt.

TORQUE : 3.5kgf · m

- Install the slide pin cap.
- Fill the brake fluid, and bleed air.



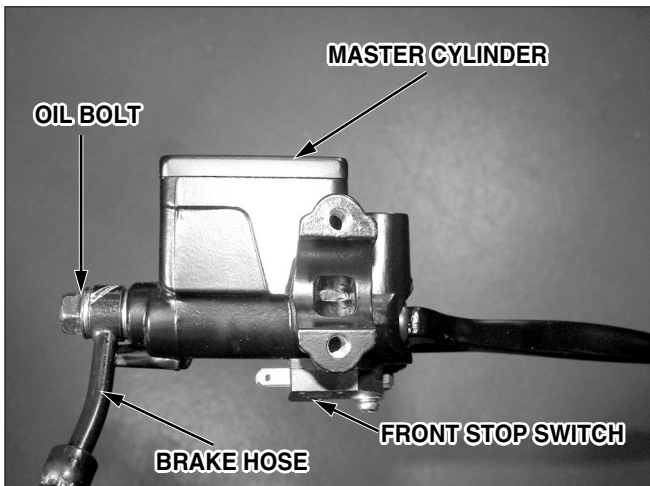
MASTER CYLINDER

REMOVAL

- Remove the back mirror.
- Remove the front handle cover. (⇒3-6)
- Remove the rear handle cover. (⇒3-6)
- Disconnect the front brake switch wire.
- Drain the brake fluid.
- Remove the brake hose from the master cylinder.

⚠ CAUTION

- Brake fluid causes damage to the painted, plastic or rubber parts. Do not spill fluid on these parts.
- If contaminated, gently wipe off the fluid with a piece of cloth or wash in water. Close hose joints properly to prevent leakage of brake fluid.
- Clean the disassembled parts with brake fluid, and use compressed air to verify each passage is not clogged.
- Do not allow the disassembled parts to be contaminated by waste material or dust.

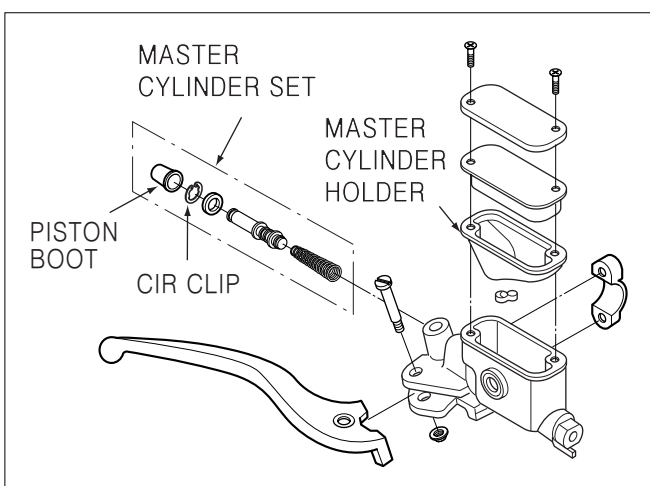


- Remove the master cylinder holder, and lift out the master cylinder.

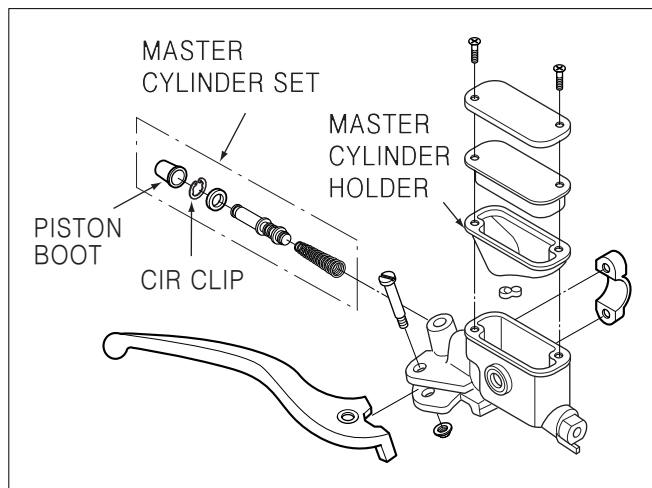
DISASSEMBLY

- Remove the front stop switch.
- Remove the piston boot, cir clip from the master cylinder.

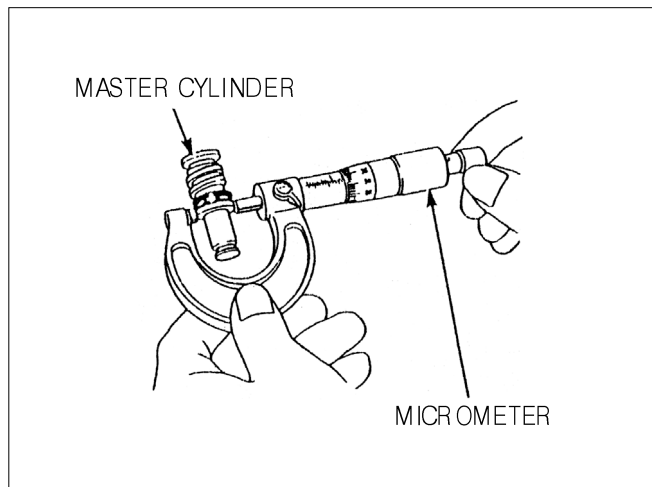
TOOL : SNAP RING PLIERS



BRAKE SYSTEM



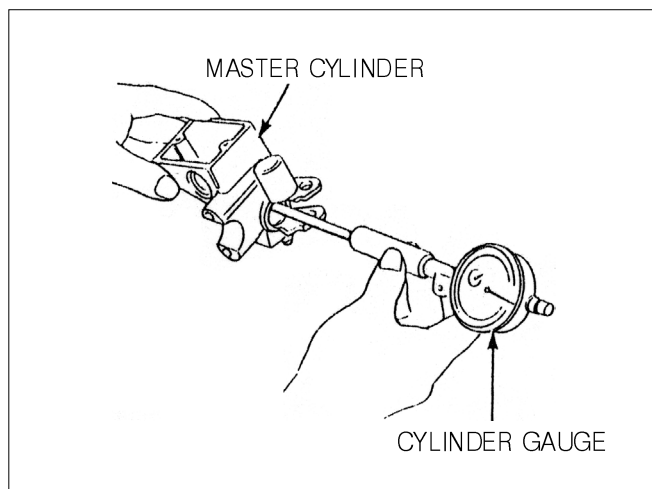
- Remove the washer, piston, spring from the master cylinder.
- Clean the master cylinder, reserve, master piston with the recommended brake fluid.



MASTER CYLINDER INSPECTION

- Check the piston periphery for kink or scratch.
- Check the primary and secondary cups for wear.
- Measure the O.D of the master pin

SERVICE LIMIT : 10.90 mm

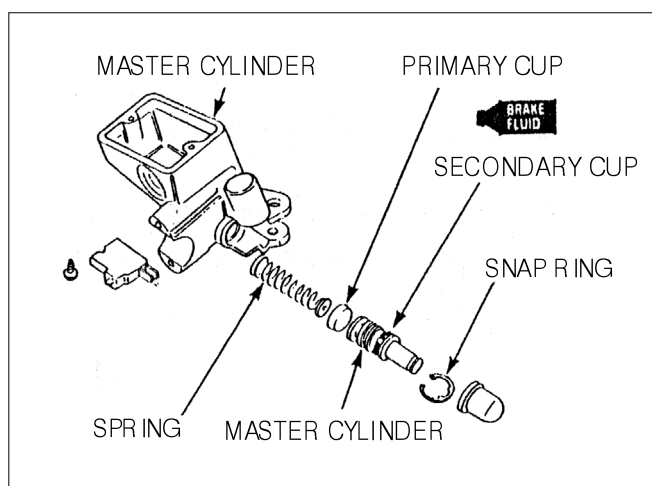


NOTE

- If there is any leak of fluid when installing new piston, it may indicate the side wear of the cylinder by the direction of the piston contacting face. In this case, the master cylinder must be replaced also.

- Check the master cylinder for scores, scratches or nicks and replace if necessary.
- Measure the master cylinder I.D. in X and Y axis at several points.

SERVICE LIMIT : 11.08 mm

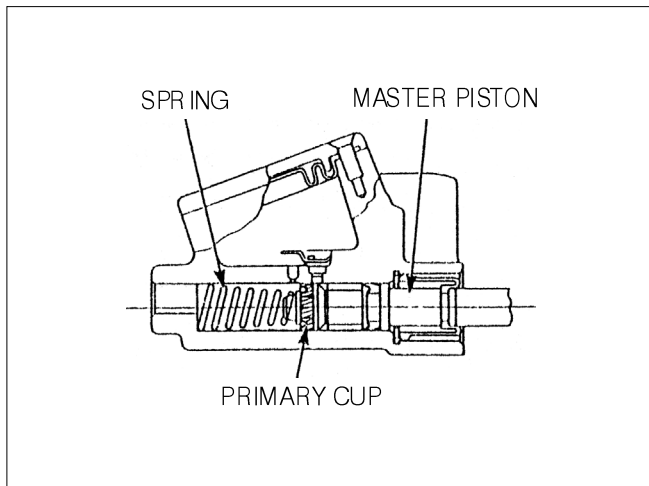


MASTER CYLINDER ASSEMBLY/INSTALLATION

CAUTION

- Replace the piston, spring, cups and snap ring as a set.
- Be sure that each part is free from dust or dirt before reassembly.
- When cleaning with the brake fluid, use the specified brake fluid.

- Coat the piston cup with the fresh brake fluid and install it on the piston. Install the spring with its larger diameter end toward the master cylinder.



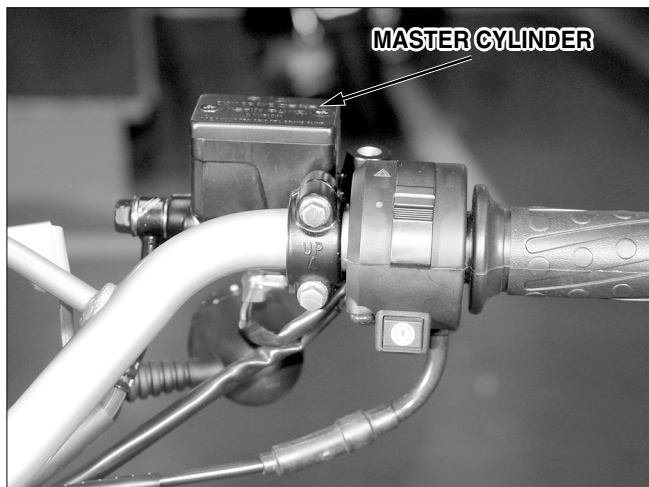
- Install the primary cup with its concaved side toward the inner side of the master cylinder.
- Install the snap ring.

TOOL : SNAP RING PLIERS

⚠ CAUTION

- When installing the cups, do not allow the lips to turn inside out. (Refer to the drawing.)
- Note the installation direction of the snap ring.
- Be certain that the snap ring is seated firmly in the groove.

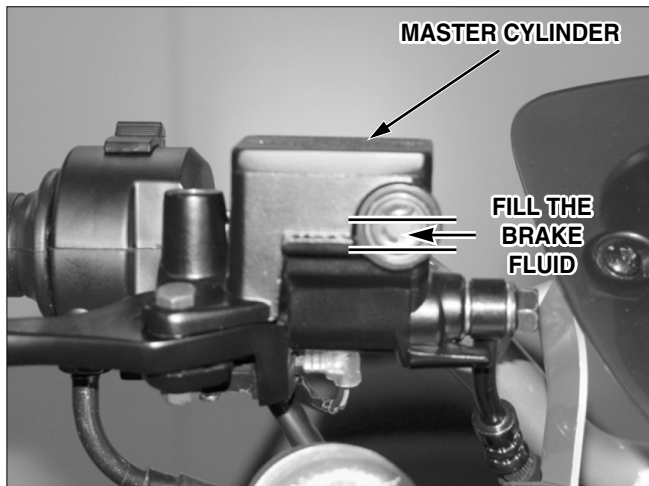
- Install the rubber boot in the groove properly.



- Install the master cylinder to the handle bar.

⚠ NOTE

- Install the holder with its “UP” mark facing upwards, and align the holder joint with the punch mark on the handle bar.
- Tighten the holder upper bolt first.



- Install the brake hose to the master cylinder with 2 new sealing washers and the hose bolt.

TORQUE VALUE : 3.5kgf · m

- Connect the brake stop switch wire.
- Fill the brake fluid, and bleed air.
- Install the rear handle cover. (⇒3-6)
- Install the front handle cover. (⇒3-6)
- Install the back mirror.

MEMO

13. CHARGING SYSTEM/A.C.GENERATOR

SERVICE INFORMATION 13-1	CHARGING SYSTEM INSPECTION . 13-4
CHARGING DEVICES LOCATION . 13-2	HEADLIGHT VOLTAGE INSPECTION . 13-6
TROUBLESHOOTING 13-3	REGULATOR/RECTIFIER INSPECTION . 13-6
BATTERY REMOVAL/INSTALLATION .13-4	A.C. GENERATOR 13-7
BATTERY INSPECTION 13-4	RESISTER INSPECTION 13-9

SERVICE INFORMATION

WARNING

- Do not place flammable materials near battery when charging. This can be a fire hazard as hydrogen gas is created during charging battery.
- Do not allow battery acid to come into contact with clothes, skin or eyes. Battery acid contact can cause burns or loss of eye sight. If contact occurs, thoroughly clean with water, and if acid enters eyes, flush with water and see a doctor.
- If battery acid gets on clothing, as it can seep through or make a hole through the clothing and make its way to the skin, make sure to change clothing that has come into contact with battery acid and wash the battery acid from the clothes.

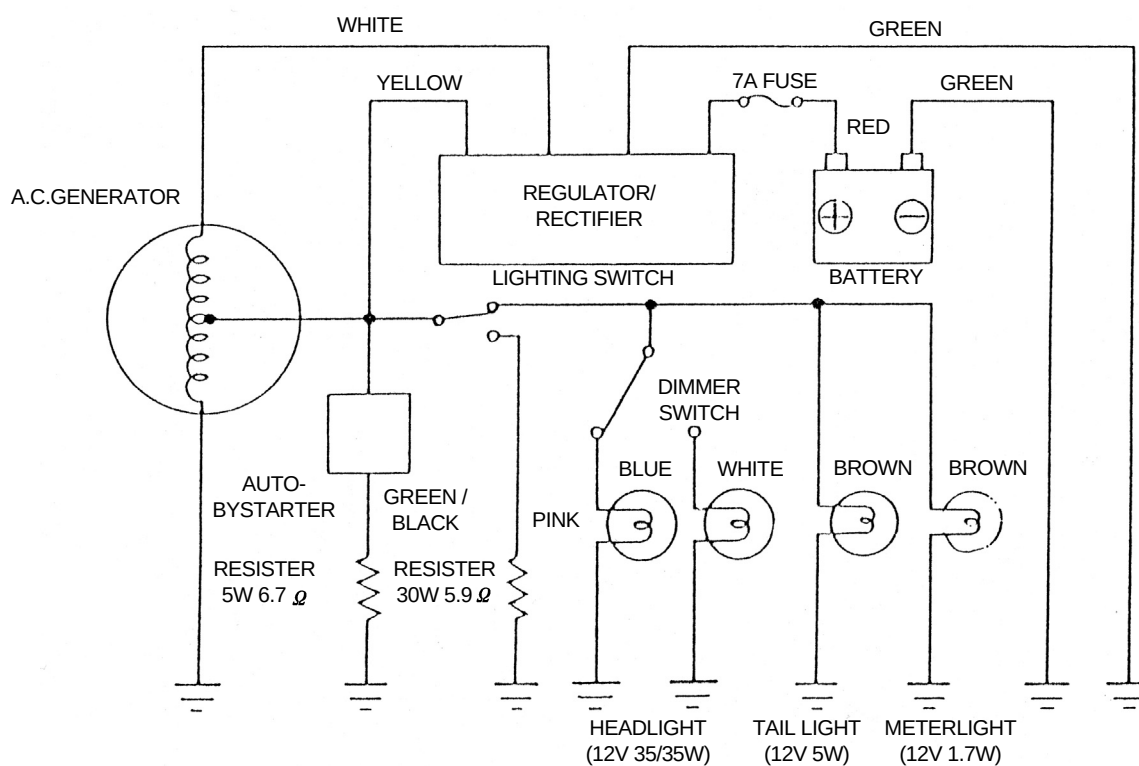
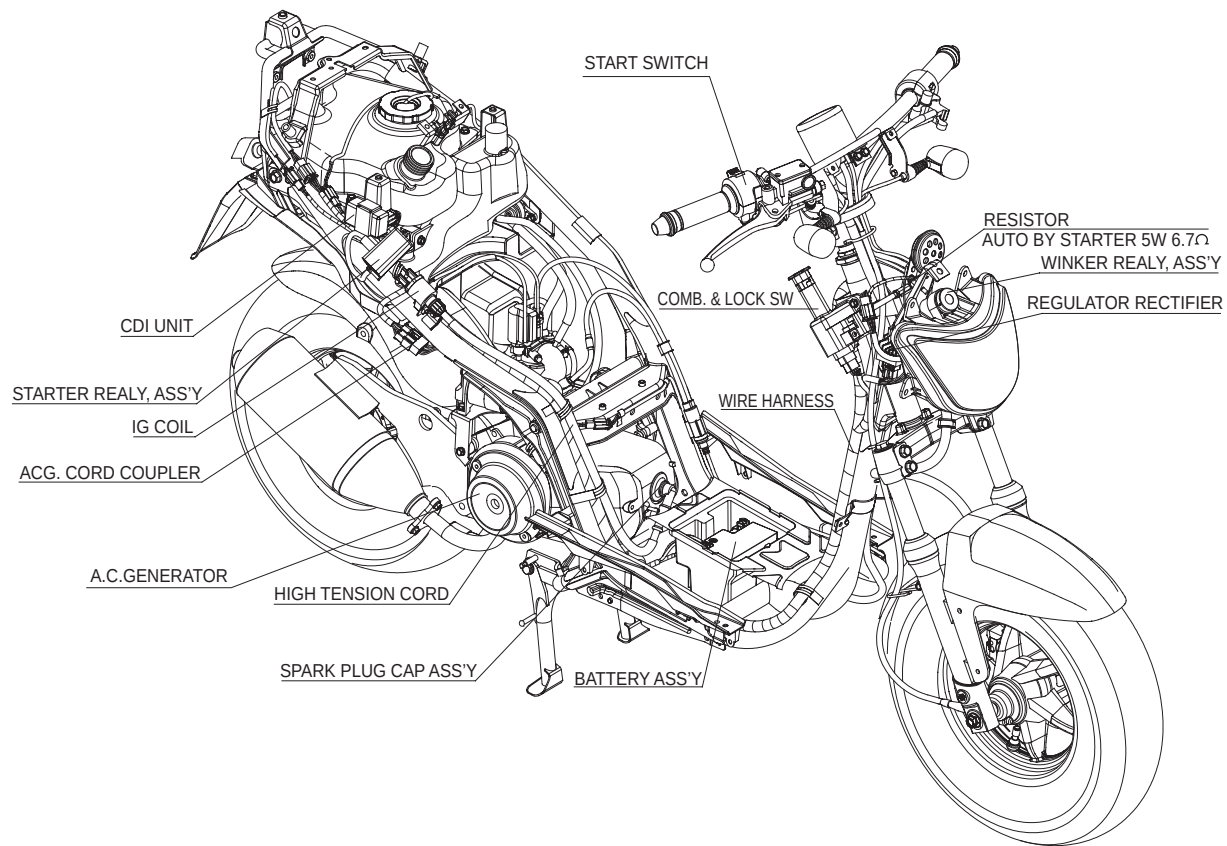
CAUTION

- This vehicle has a maintenance-free(MF) battery. Because MF batteries use different charging equipment, take special care when performing maintenance and especially when replacing parts. Not all regular battery equipment is compatible with MF batteries.
- When charging the battery, remove the battery from the frame and do not open stopper.
- There is the possibility of damaging the regulator/rectifier, etc. if the terminal or coupler is separated/connected when electricity is over flowing through the electrical devices. Make sure to turn the main switch OFF when performing maintenance to the charging equipment.

- If the battery is allowed to repeatedly lose all its charge, is repeatedly over-charged, or if it is left in an un-charged state, the battery can be damaged, its life can be reduced, or it can lose some of its strength. It is important to note here that the battery will naturally last 2-3 years of normal use, and although it will re-charge, its load is reduced, leading to a loss in battery strength.
- It is possible for the battery to become overcharged from battery body load. If a battery cell becomes short-circuited and if a state develops where voltage is not created between the terminals, the regulator will not operate and excessive voltage will develop in the battery and normal cell electrolytes will decrease.
- If the vehicle is not used for a long period, make sure to charge the battery every three months. If not so, the battery ability to store electricity is reduced.
- A new MF battery will not necessarily be ready for use in the vehicle with only the adding of battery acid. Make sure to charge battery after the adding of battery water in the following instances :
 - When open voltage (voltage between terminals) does not reach 12.4V after the adding of battery water : charge until open voltage reaches at least 12. 8V.
 - When battery acid temperature is under 0℃ : charge normally for 2-3 hours.
- See the part location drawing for the location of charging system parts. (⇒13-2)
- Follow the trouble shooting for charging equipment inspection. (⇒13-3)
- The charging equipment may after appear to be malfunctioning if the couplers or connectors are incorrectly attached. Make sure to check these connections before starting maintenance work on the charging equipment.

CHARGING SYSTEM/A.C.GENERATOR

CHARGING DEVICE LOCATION

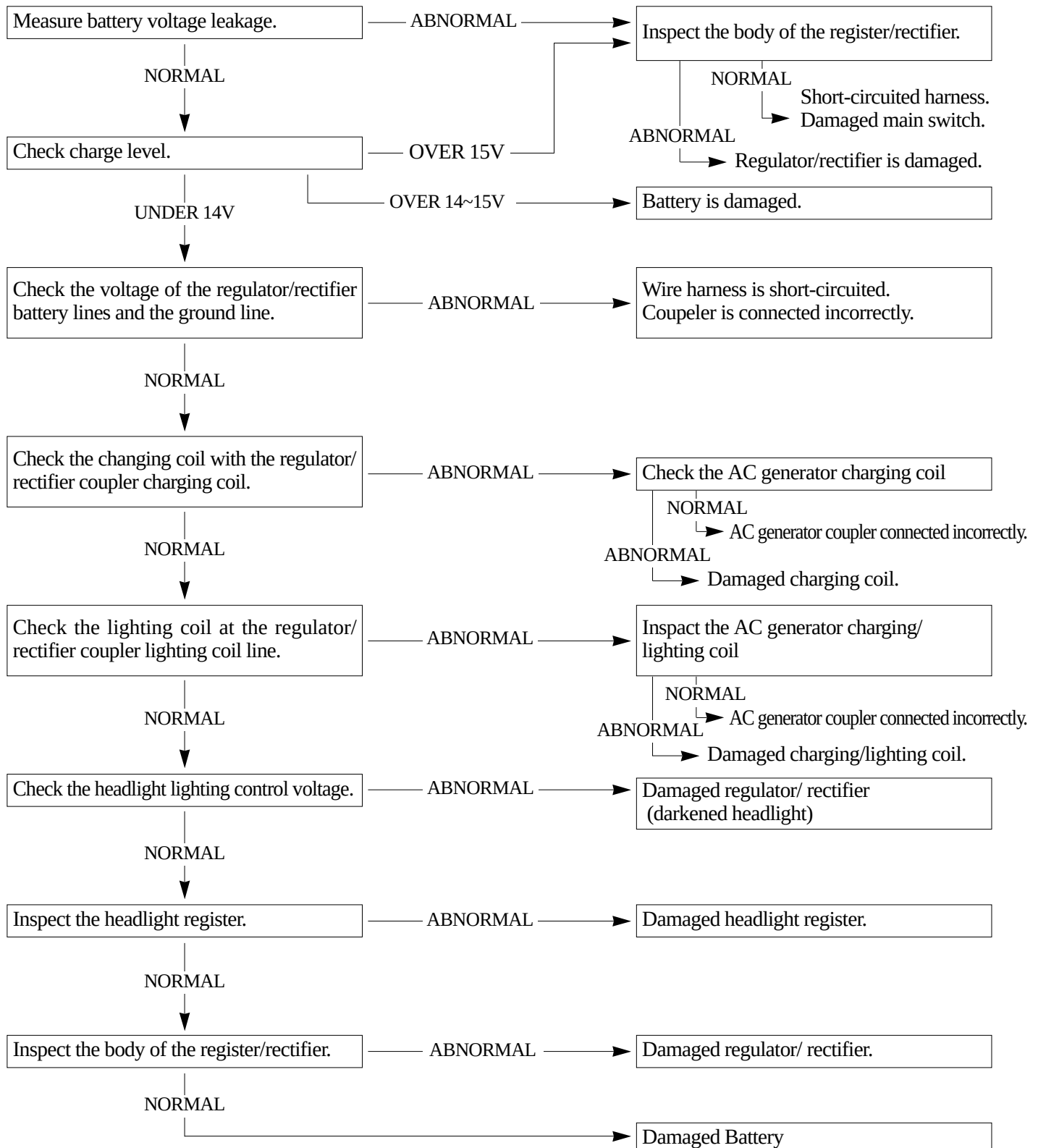


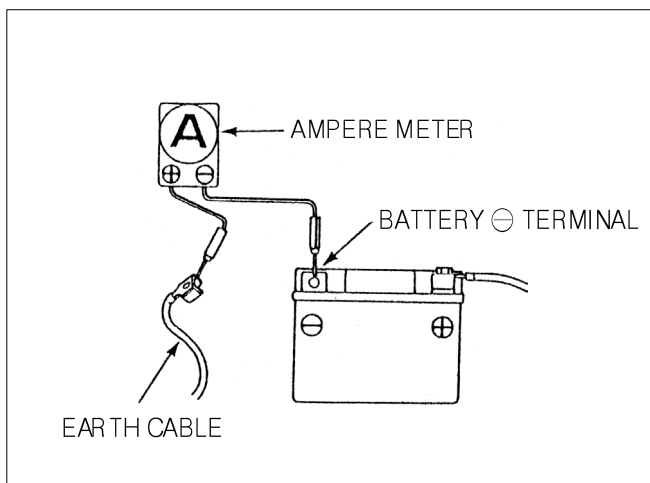
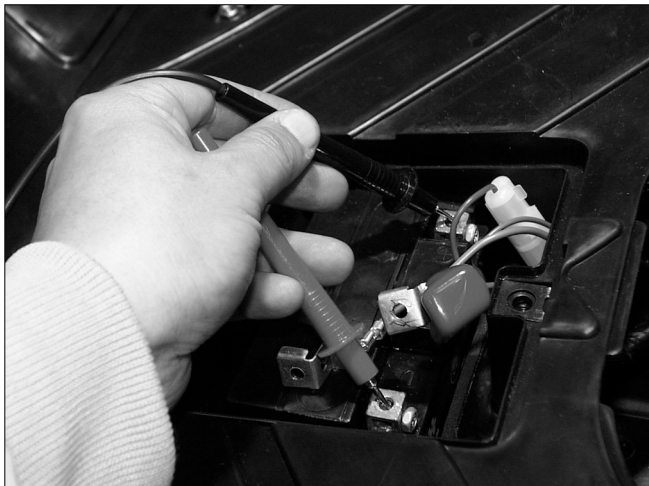
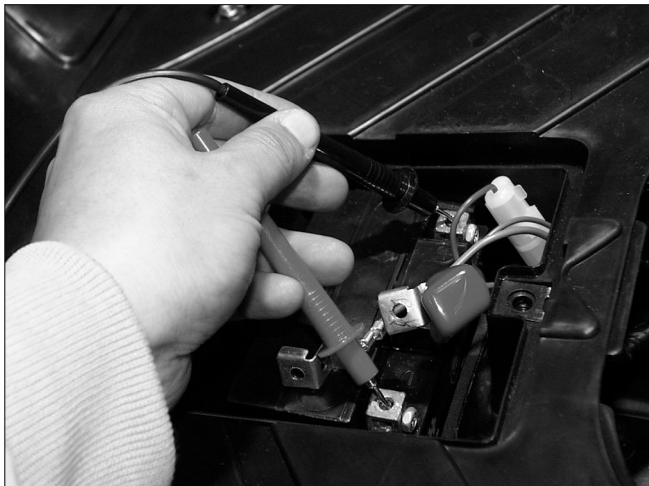
TROUBLESHOOTING

Battery is Overcharged

- Headlight bulb is out.
- No headlight beam wire.
- Headlight register is damaged (disconnected).
- Lighting switch is connected incorrectly.
- Regulator/rectifier is not grounded or connected incorrectly.

Problems with the Charging System





BATTERY REMOVAL/INSTALLATION

- Loosen the battery cover setting bolt.
- Remove the battery cover.
- After removing the negative “⊖” terminal of battery firstly, must remove the positive “⊕” terminal of battery.
- Install in the reverse order of removal.

BATTERY INSPECTION

CHARGE LEVEL (OPEN-CIRCUIT VOLTAGE)

INSPECTION

- Remove the battery cover and disconnect the battery terminals.
- Measure the voltage between the battery terminals.

- FULLY CHARGED : 13.0-13.2V

- INSUFFICIENTLY CHARGED : Under 12.3V

NOTE

- Use a digital voltmeter when measuring charge level.
: DAELIM PVA multi-tester
- Take special care not to deform the battery terminals.

TOOL : DIGITAL CIRCUIT TESTER

CHARGING SYSTEM INSPECTION

LEAK TEST

- Turn off the main switch, and remove the earth cable from the battery. Connect an ampere meter between the battery terminal and the earth cable, and check current when the main switch is turned off.

CAUTION

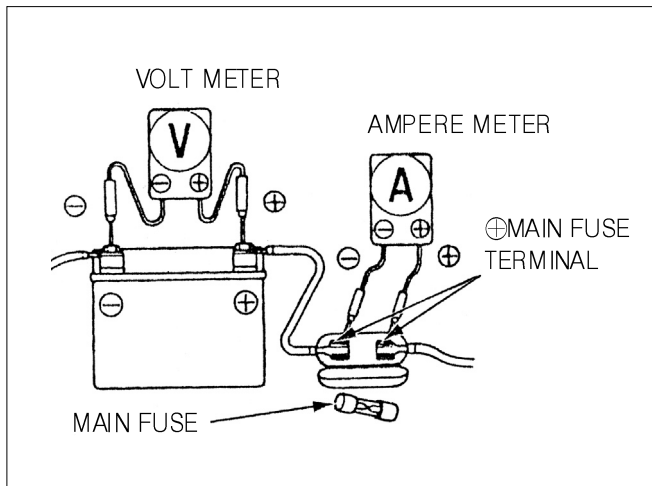
- Use an ampere meter while sequentially changing its measuring range from large to small. If the current level greater than the measuring limit is measured, the ampere meter fuse may be cut.
- Do not turn on the main switch while current is being measured.

LEAK CURRENT : Not to exceed 1mA

BATTERY ADJUSTMENT VOLTAGE CHECK

- Connect the voltmeter between the battery terminals.
- Connect the amperemeter between the main fuse terminals.
- Start the engine and measure the charging voltage and ampere while increase the rpm gradually.

CONTROL VOLTAGE (CHARGING SIDE) : 13.0-14.5 $\pm$ 0.5V/5,000rpm
(LAMP SIDE) : 13.1 $\sim$ $\pm$ 0.5V/5,000rpm



NOTE

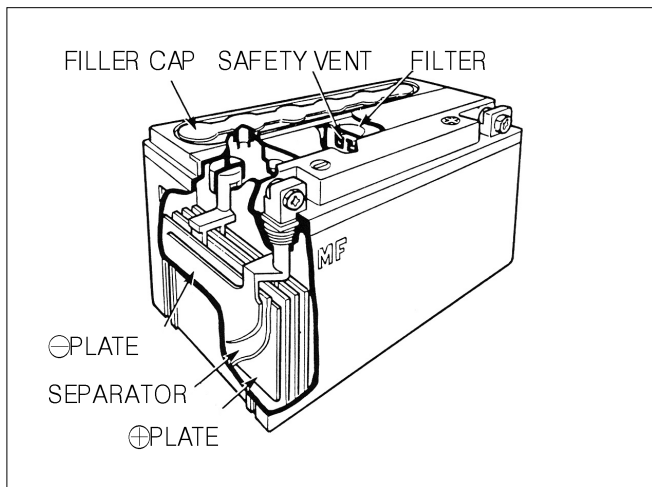
- Check with fully charge the battery which has the voltage between terminal of 13.0~13.2V.
- In case that the engine is started by the starter motor, measurement must be performed after accelating (charging) for 10 seconds.

CHARGING CURRENT CHECK

- Check the charging current passed through the generator assy, regulator comp is normal with the discharged battery.

CHARGING CURRENT : 1.5~2.4A/5,000rpm

TOOL : DIGITAL CIRCUIT TESTER



BATTERY CHARGING

- Remove the battery from the frame, and connect it to the battery charger.
 - Connect the charger positive (+) cable to the battery positive (+) terminal.
 - Connect the charger negative (-) cable to the battery negative (-) terminal.

NOTE

- Do not connect the charger to the battery coupler terminals.

- Never open the sealed filler cap.

WARNING

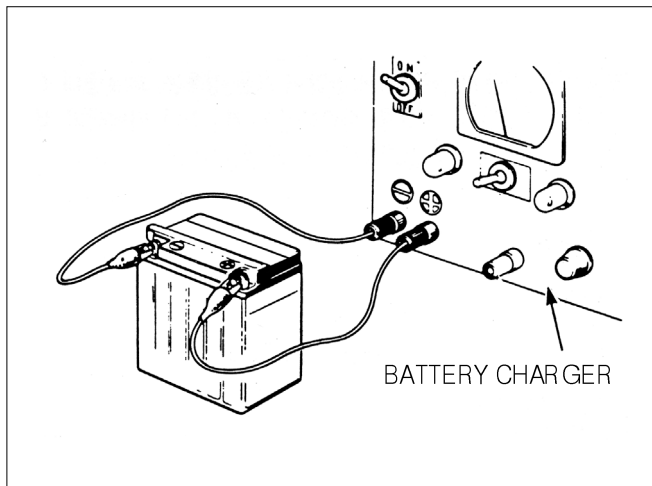
- The battery generates hydrogen gas which can be highly explosive. Do not smoke or allow flames or sparks near the battery, easpecially while charging it.
- Turn power ON/OFF at the charger, not at the battery terminals. If the cable is disconnected or connected at the battery terminal during charging, spark may jump and ignite the flammable gas.
- Always remove the battery from the frame when charging it. If the battery is charged while installed in the frame, the electrolyte may spill and corrode the frame components.

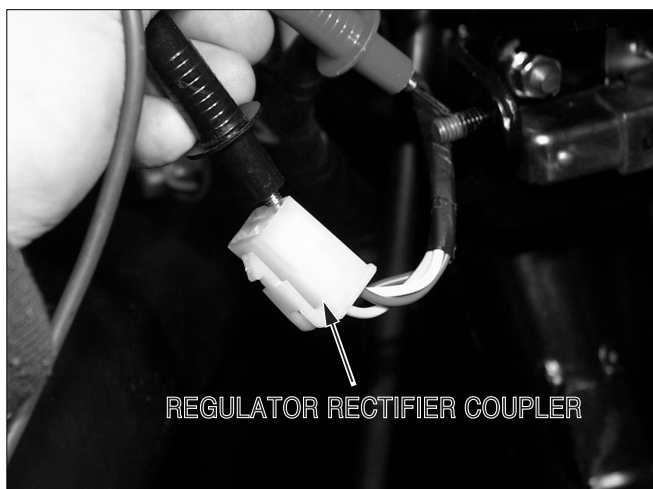
CHARGING CURRENT : 0.3A

CHARGING TIME : 8~10h

WARNING

- Do not let the electrolyte temperature rise above 45 °C(113°F). If the electrolyte temperature becomes too high, lower the charging current.
- Quick-charging will shorten the battery life and cause battery damage. It should only be done in emergency; slow-charging is preferred.





HEADLIGHT VOLTAGE INSPECTION

- Remove the front cover. (⇨3-5)

⚠ CAUTION

- Check voltage with the headlight coupler connected.

- After starting the engine, place the dimmer switch to HI and check the voltage between the blue (+) and green (-) wires of the headlight coupler.

⚠ CAUTION

- Measurement is performed in AC area.

CONTROL VOLTAGE : 12.6~13.6V/5,000rpm

- If voltage is incorrect, check the regulator/rectifier.

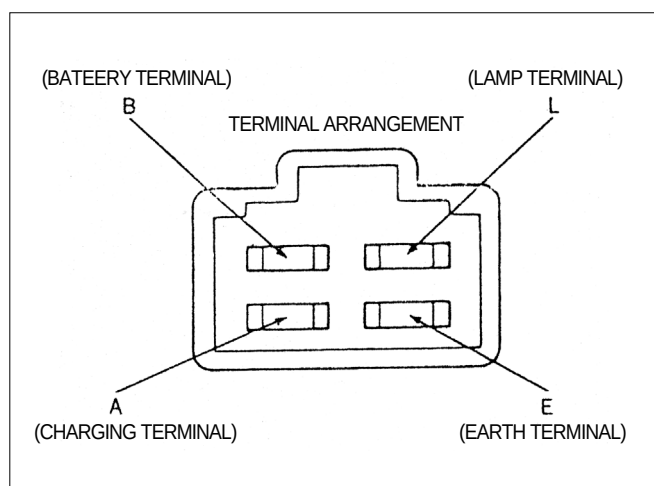
REGULATOR/RECTIFIER INSPECTION

HARNESS CIRCUIT INSPECTION

- Remove the front cover. (⇨3-5)
- Remove the 4P coupler of the regulator/rectifier and inspect the wiring circuit in the main harness side terminal.

ITEM	MEASUREMENT LOCATION	LEVEL	AREAS OF INSPECTION IF INCORRECT
BATTERY WIRE	Voltage between red “⊕” and green “⊖”.	There must be battery voltage.	Damaged, disconnected main fuse/harness.
CHARGING COIL	※ Resistance between white wire and earth wires. Disconnect the starter.	0.4~1.0 Ω (20℃)	AC generator (charging, lighting coil coupler connection damage) resister(6.7 Ω 5W) headlight lighting circuit.
LIGHTING COIL	※ Resistance between yellow wire and earth wires. Disconnect dimmer switch connection	0.2~0.8 Ω (20℃)	

Inspect ※ part after at least 10 minutes later.



REGULATOR/RECTIFIER INSPECTION

- If the inspection of the harness side proves to be satisfactory, check the regulator/rectifier coupler for faulty connection, and measure the resistance between the terminals of the regulator/rectifier.

RESISTANCE VALUE

(20℃) Unit : KΩ

Tester ⊕ Tester ⊖	A	L	B	E
A		∞	3-50	∞
L	∞		∞	5-100
B	∞	∞		∞
E	∞	5-100	∞	

A.C. GENERATOR

REMOVE

- Luggage box. (⇒3-3)
- Plug maintenance cover. (⇒3-3)
- Center cover. (⇒3-3)
- Floor side cover. (⇒3-4)
- Floor panel. (⇒3-4)
- Engine hanger side RH. cover. (⇒3-5)
- Plug cap.
- Loosen the 3 washer screws, remove the fan cover and the fan cover element A,B.
- Remove the fan cover rubber.
- Loosen the 2 flange bolts, remove the fan cover.
- Loosen the 4 cooling fan fixing flange bolts, remove the cooling fan.
- Hold the flywheel with a universal holder.

TOOL : UNIVERSAL HOLDER

- Remove the flywheel with a ACG rotor puller.

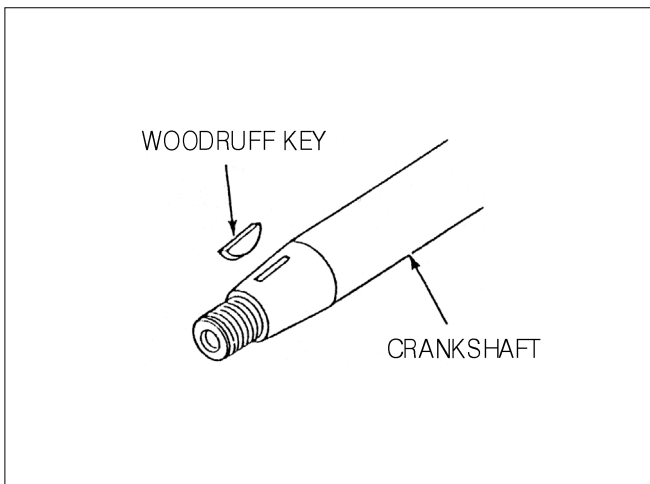
TOOL : ACG ROTOR PULLER 0750-00004

- Remove the connector/coupler on the wire harness or starter motor. Remove the ground wires.

- Loosen the 2 pulse generator fixing flange bolts, remove the pulse generator.
- Loosen the 2 stator fixing flange bolts.
- Remove the grommet from the crankcase cover.
- Remove the stator.

⚠ NOTE

- Insert the puller shaft and remove the flywheel after inserting the ACG rotor puller and securing it with spanner.
- The flywheel may easily removed if you rotate the puller while tapping the roller shaft with metal hammer.
- Always use a holder and a puller to remove the flywheel. Do not try to remove the flywheel by hammering directly on it. The crankshaft or components could be damaged.
- Remove the woodruff key with care not to lose it.





STATOR INSTALLATION

- Note the direction of stator, and install the stator on the crankcase.

INSTALL

- Grommet to R. crankcase cover.
- A.C. generator wire coupler to wire harness.
- Connector to starter motor, then install the ground wire.



FLYWHEEL INSTALLATION

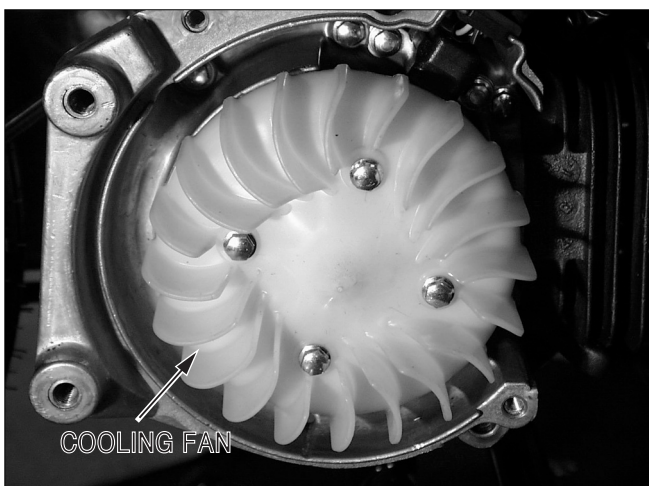
- Clean the tapered portion of the crankshaft.
- If the flywheel is installed with dust or dirt on the taper, the taper will not make secure contact with the flywheel and there will be excessive force on the woodruff key.
- Insert the woodruff key into the key groove in the crankshaft.
- Set the flywheel groove to the woodruff key and install the flywheel on the crankshaft.

- Tighten the flywheel bolt (or nut) with your fingers.

CAUTION

- Before installing the flywheel, check that no nuts or bolts are magnetically attached to the flywheel. Installing the flywheel with anything attached to it could damage the stator coil.

- Hold the flywheel rotor with a holder and tighten the bolt (nut) to the specified torque.



INSTALL

- Cooling fan.
- Fan cover.
- Fan cover rubber.
- Fan cover and the fan cover element A,B.
- Engine hanger side RH. (⇒3-5)
- Floor panel. (⇒3-4)
- Floor side cover. (⇒3-4)
- Center cover. (⇒3-3)
- Plug maintenance cover. (⇒3-3)
- Luggage box. (⇒3-3)

A.C. GENERATOR(CHARGING COIL) INSPECTION

⚠ NOTE

- This test is done with the starter mounted to the engine.

- Remove the luggage box. (⇒3-3)
- Disconnect the AC generator coupler. (⇒3-3)
- Measure the resistance of the charging coil (between the white wire and ground) and the lighting coil (between the yellow wire and ground).

STANDARD RESISTANCE (20℃)

BETWEEN WHITE WIRE AND GROUND : 0.3~1.2 Ω

BETWEEN YELLOW WIRE AND GROUND : 0.1~1.0 Ω

RESISTER INSPECTION

- Remove the front cover. (⇒3-5)
- Measure the resistance between the resister lead wire and ground.

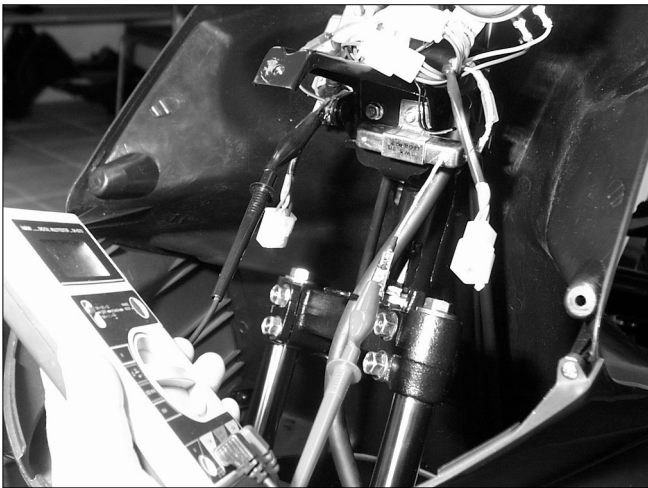
STANDARD VALUE (20℃)

RESISTER (6.7 Ω 5W) GREEN/BLACK/BODY GROUND : 6.3~7.1 Ω

RESISTER (5.9 Ω 30W) PINK/BODY GROUND : 5.6~6.5 Ω

⚠ NOTE

- Problems with the resister are caused by operational problems of the starter.



MEMO

14. IGNITION SYSTEM

SERVICE INFORMATION 14-1	EXCITE COIL INSPECTION . . . 14-6
IGNITION DEVICES LOCATION . 14-2	PULSE GENERATOR INSPECTION . 14-6
TROUBLESHOOTING 14-3	IGNITION TIMING INSPECTION .14-7
IGNITION SYSTEM INSPECTION (PEAK VOLTAGE MEASUREMENT) . 14-4	CDI UNIT 14-7
IGNITION COIL 14-5	SIDE STAND IGNITION CUT-OFF SWITCH 14-8

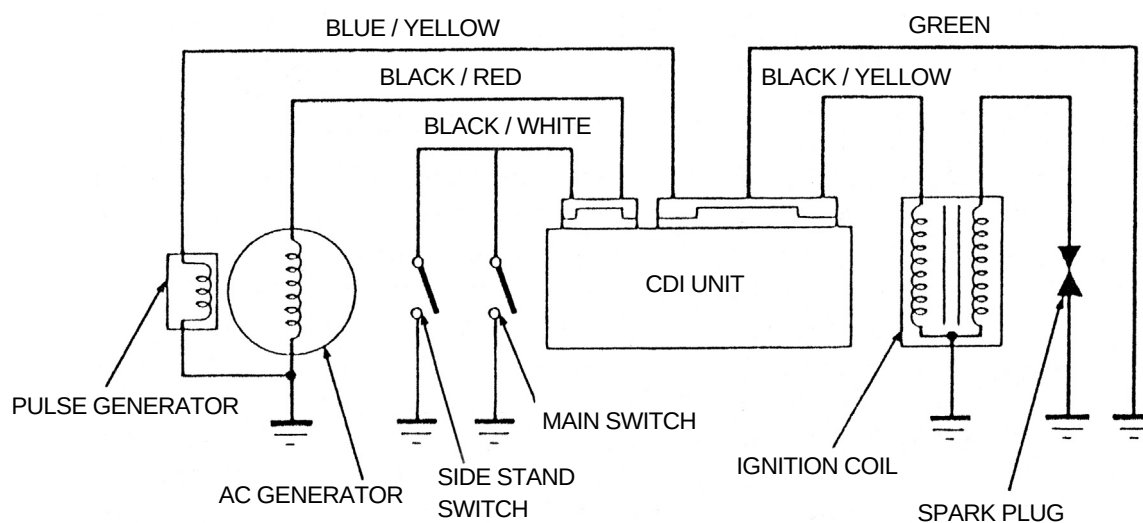
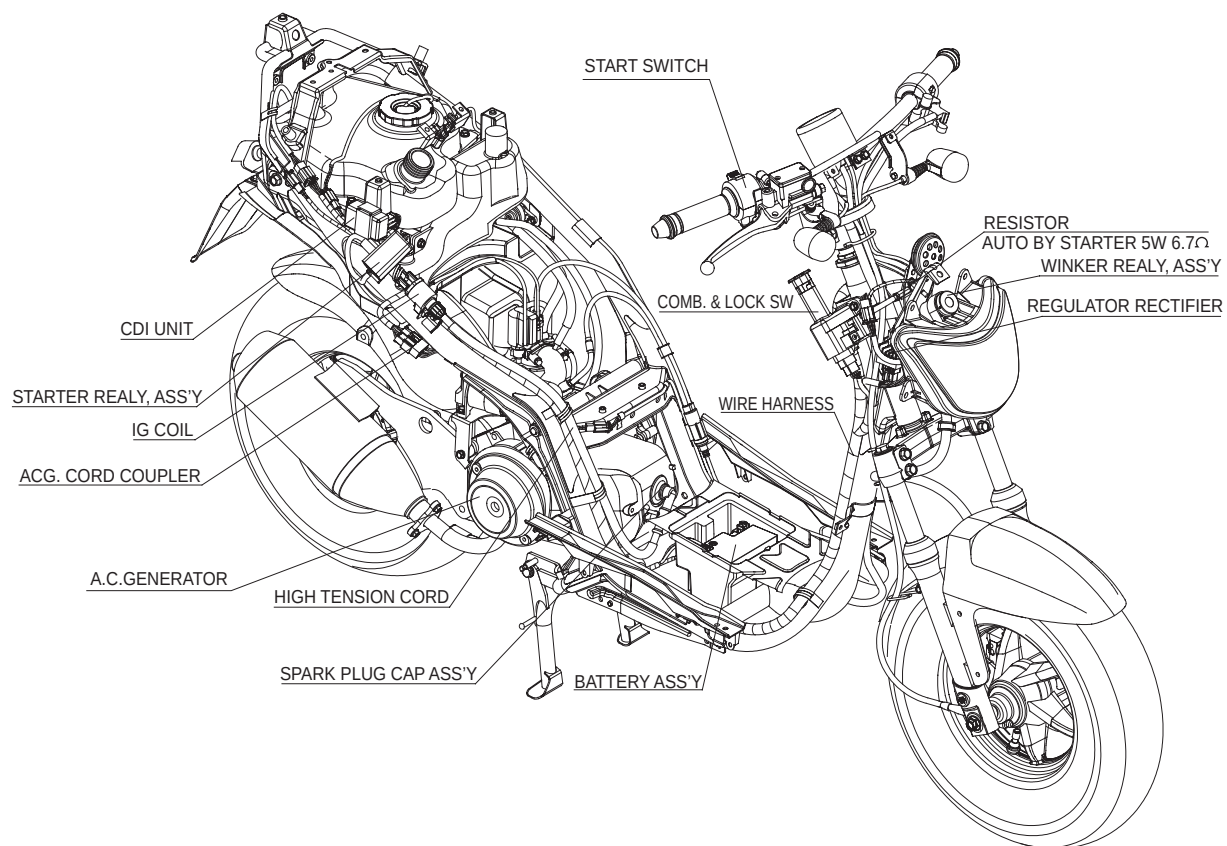
SERVICE INFORMATION

GENERAL SAFETY

- Refer to the malfunction diagnosis when inspecting ignition devices.
- Because the ignition devices have installed electrical advancer devices, it is impossible to adjust ignition timing.
- Be careful when handling the ignition devices as they can become easily damaged if dropped or bumped. Also, do not disconnect or connect the connectors and couplers when the main switch is turned ON as excessive electric current can cause damage in the unit. Always perform maintenance work on the ignition devices with the main switch turned OFF.
- Ignition devices can often appear to be malfunctioning when the couplers or connectors are disconnected. Check these connections before working on.
- Use recommended spark plug. Using incorrect spark plug may make the engine run badly or damage the engine.
- This manual gives explanations on inspections to receive peak voltage. As inspections for coil resistance values are also included, it may be difficult to make a correct determination.
- Conduct inspection on the main switch by referring to the wiring diagram continuity chart. (⇒chapter 16)

IGNITION SYSTEM

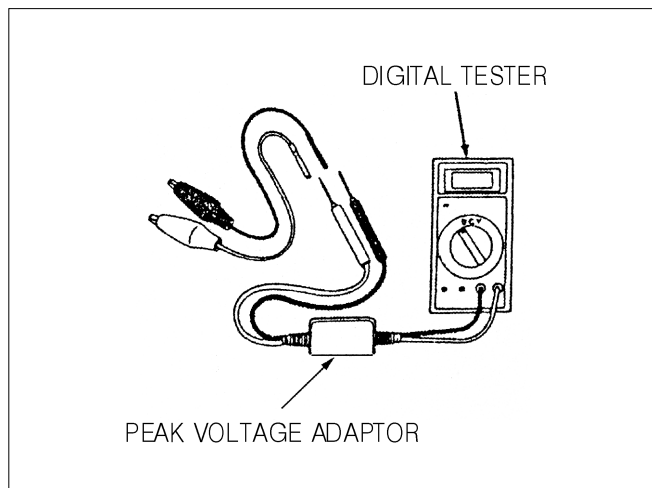
IGNITION DEVICES LOCATION



TROUBLESHOOTING

Spark plug does not emit sparks.

ABNORMAL STATE		POSSIBLE CAUSES (START FROM 1 AND GO THROUGH LIST IN ORDER)
IGNITION COIL PRIMARY VOLTAGE	Maximum voltage is low.	- Using a tester with a low internal resistance. - Cranking speed is low. - Battery is low or kick power is weak. - Influence of tester sampling time (normal state if measured a number of times and shows over the set voltage). - Problem in ignition system wiring (disconnected, damaged). - Ignition coil is damaged. - Excite coil is damaged (measure peak voltage). - CDI unit is damaged (when no problems in 1~6 and spark plug does not emit sparks)
	No, or almost no peak voltage.	- Adaptor is connected incorrectly. - Main switch damaged. - CDI unit coupler is connected incorrectly. - CDI unit ground wire disconnection. - Damage to excite coil (measure peak voltage). - Pulse generator is damaged (measure peak voltage). - Peak voltage adaptor is damaged. - CDI unit is damaged (when no problems in 1~7 and no sparks emitted from spark plug).
	Spark plug peak voltage is normal but spark plug does not emit sparks.	- Damage to spark plug or leakage of ignition coil secondary current. - Damaged ignition coil.
EXCITE COIL	Peak voltage is low.	- Using a tester with a low internal resistance. - Cranking speed is too low. - Battery is insufficiently charged or kick power is weak. - Influence of tester sampling time (normal state if measured a number of times and shows over the set voltage) - Excite coil is damaged (when 1~3 is okay).
	No, or almost no peak voltage.	- Peak voltage adaptor is damaged. - Excite coil is damaged.
PULSE GENERATOR	Maximum voltage is low.	- Using a tester with a low internal resistance. - Cranking speed is too low. - Battery is insufficiently charged or kick power is weak. - Influence of tester sampling time (normal state if measured a number of times and shows over the set voltage). - Pulse generator is damaged (when 1~3 is okay).
	No, or almost no maximum voltage.	- Maximum voltage adaptor is damaged. - Pulse generator is damaged.



IGNITION SYSTEM INSPECTION (PEAK VOLTAGE MEASUREMENT)

NOTE

- When sparks are not emitted from spark plug, after checking for disconnection in wires and looseness, measure peak voltage for each wire.

- Connect the peak voltage adaptor to the digital tester.

DAELIM PVA MULTI TESTER

IGNITION COIL PRIMARY VOLTAGE

NOTE

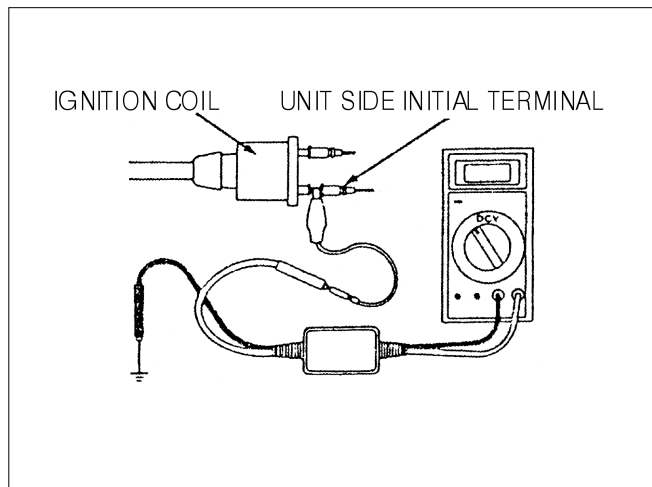
- Make sure each wire is correctly connected to ensure correct measurement.
- Inspect when there is cylinder compression pressure and with the spark plug cap securely connected to the spark plug.

- Remove the luggage box. (⇒3-3)
- With the ignition coil wire connected, contact the peak voltage adaptor to the initial wire adaptor terminal (black/yellow) and ground (on vehicle body.). Turn the main switch ON, operate the starter motor, and measure the ignition coil initial side peak voltage.

CONTACT POINTS : BLACK/YELLOW TERMINAL “⊕”-BODY EARTH “⊖”
PEAK VOLTAGE : OVER 120V

CAUTION

- When measuring voltage, do not touch the metal part of the handle rod as there is the danger of receiving an electric shock.



EXCITE COIL

CAUTION

- Assemble the spark plug to the cylinder head, inspect in a state having compression pressure.

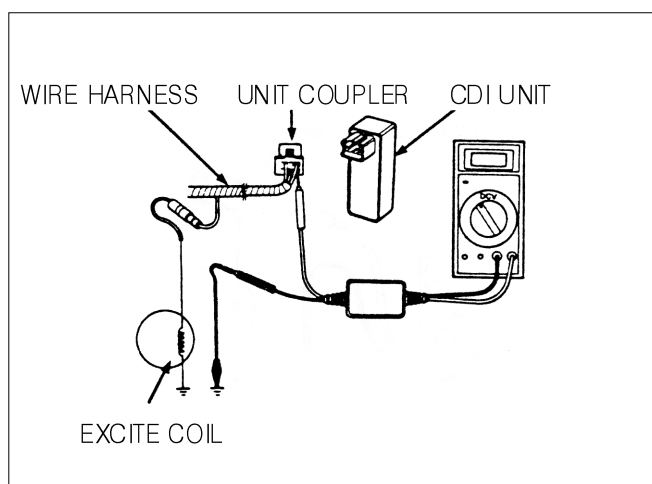
REMOVE

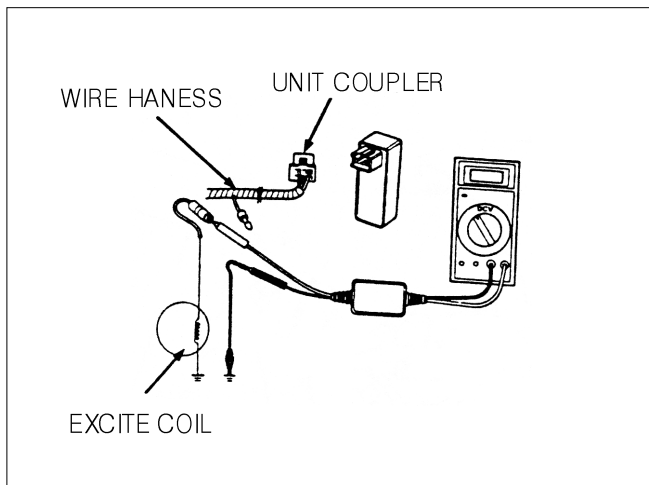
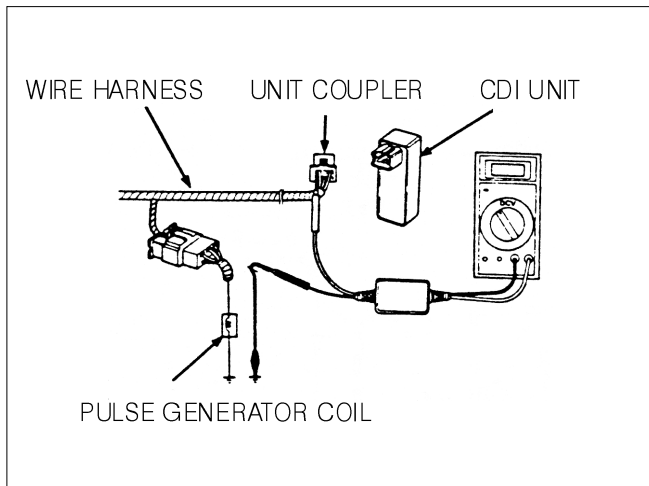
- Luggage box. (⇒3-3)
- CDI unit. (⇒14-7)
- Coupler from the CDI unit contact the peak voltage adaptor to the excite coil wire (black/red and green) of the harness side coupler.
- Operate the starter motor and measure the excite coil peak voltage.

CONTACT POINTS : BLACK/RED TERMINAL “⊕”-BODY EARTH “⊖”
PEAK VOLTAGE : OVER 120V

CAUTION

- When measuring voltage, do not touch the metal part of the handle rod as there is the danger of receiving an electric shock.





PULSE GENERATOR

NOTE

- Inspect with the spark plug assembled and while there is compression pressure.

- Remove the CDI unit. (⇒14-7)
- Remove the coupler from the CDI unit and connect the peak voltage adaptor to the pulse generator wire (blue/yellow and green) of harness coupler.
- Operate the starter motor and measure the peak voltage of the pulse generator coil.

CONTACT POINTS : BLUE/YELLOW TERMINAL “⊕”-BODY EARTH“⊖”
PEAK VOLTAGE : OVER 1.5V

CAUTION

- When measuring voltage, do not touch the metal part of the handle rod as there is the danger of receiving an electric shock.
- Perform the following inspections if measured peak voltage in the CDI unit coupler portion is abnormal.
- Disconnect the AC generator cord coupler and connect the adaptor.
- In the same manner as with the unit coupler side, measure peak voltage and compare with the first peak voltage.
- When the measured value in the unit side is abnormal and normal in the pulse generator side, the problem is either incorrect coupler connection or disconnection of the wire harness.
- When both measurements are abnormal, this indicates a problem with the pulse generator. Refer to the malfunction diagnosis are go through each step.

IGNITION COIL

REMOVAL/INSTALLATION REMOVE

- Luggage box. (⇒3-3)
- Plug maintenance cover.
- Spark plug cap.
- Loosen the ignition coil fixing bolt.
- Disconnect the ignition coil wire.
- Remove the ignition coil.
- Install in the reverse order of removal.

CAUTION

- Arrange the cords in the right place.



INSPECTION (RESISTANCE MEASUREMENT)

- Remove the luggage box. (⇨3-3)
- Measure primary coil resistance between the green and black/yellow terminals.

STANDARD VALUE : 0.1~0.5 kΩ (20℃)



- Measure the secondary coil resistance between the plug cap and green wire terminals.

**RESISTANCE VALUE
(SPARK PLUG CAP CONNECTION) : 6.5~9.5 kΩ (20℃)**

- The coil which the resistance value indicate “∞”(disconnection) remove the plugcap, and measure the resistance of secondary coil.
- Measure the resistance between the high tension code and green code terminals.

RESISTANCE VALUE : 2.6 ±1.25 kΩ (20℃).



EXCITE COIL INSPECTION

⚠ NOTE

- Assembly the spark plug to the cylinder head, and inspect in an state having compression pressure.

- Remove the luggage box. (⇨3-3)
- Remove the connection of the AC Generator wire connector (black/red), measure the resistance between the terminal of AC generator and body earth.

STANDARD VALUE : 500 Ω ±20% (20℃)



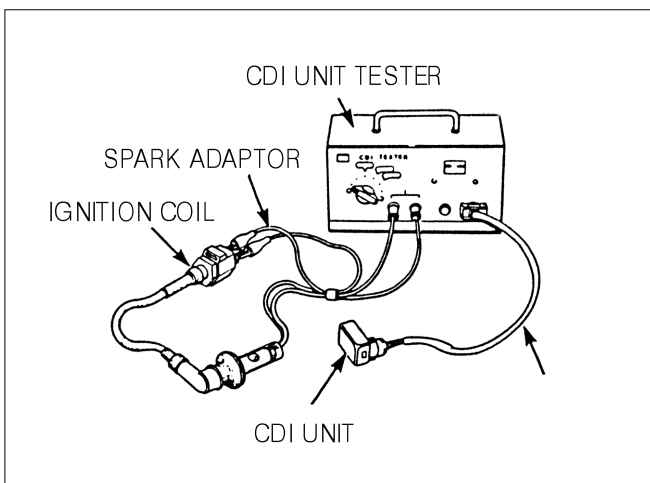
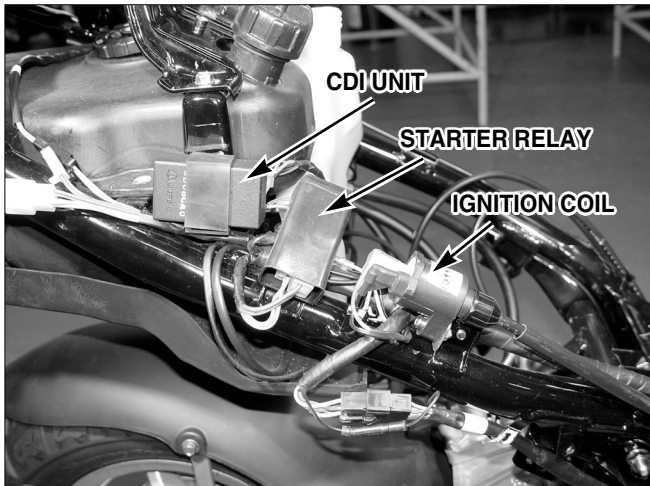
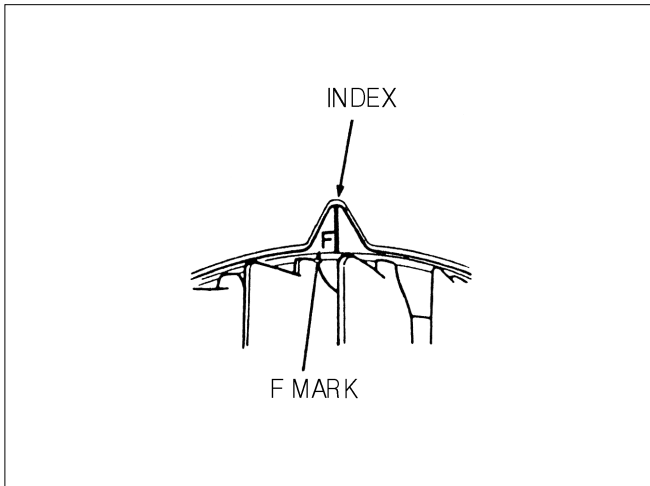
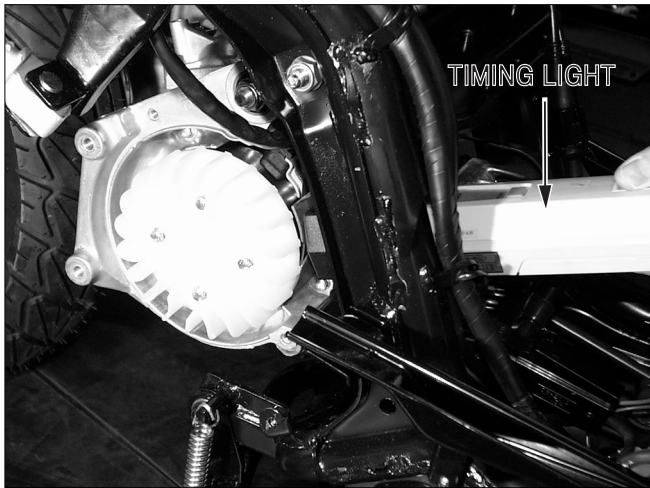
PULSE GENERATOR INSPECTION

⚠ NOTE

- The inspection of pulse generator is performed in a state assembling to the engine.

- Remove the luggage box. (⇨3-3)
- Remove the connection of the AC generator 6P coupler, and measure the resistance between the blue/yellow of starter and green code.

STANDARD VALUE : 100 Ω ±20% (20℃)



IGNITION TIMING INSPECTION

NOTE

- As a CDI device is used in this vehicle, there is no need for adjusting ignition timing. If ignition timing problems occur, inspect the CDI unit and the AC generator and replace if any malfunctions are found in the devices.
- Ignition timing inspection well read the instruction manual of timing light or revolution-indicator, and handle it exactly.

- Warm up the engine.
- Remove the center cover.
- Remove the floor panel.
- Remove the fan cover.
- Connect timing light to the high-tension cord.
- When engine rpms are at 1,800, ignition timing is correct if the "F" mark and crank case index mark are aligned.

IGNITION TIMING : 17 DEGREES $\pm$ 2 BTDC/1,800 rpms

NOTE

- Index mark must face the spark plug.

CDI UNIT

REMOVAL/INSTALLATION

- Remove the luggage box. (⇨3-3)
- Disconnect the coupler from the CDI unit and remove CDI Unit.
- Install in the reverse order of removal.

CIRCUIT INSPECTION

- Remove the coupler from the CDI unit, and check the ignition system circuits from the wiring coupler side.

INSPECTION ITEM	CHECK POINT	STANDARD VALUE
PULSE GENERATOR	BLUE/YELLOW AND GREEN	100 Ω $\pm$ 20%(20°C)
IGNITION COIL		
-PRIMARY COIL	BLACK/YELLOW AND GREEN	0.1~0.5 Ω (20°C)
-SECONDARY COIL	GREEN AND HIGH-TENSION CORD (ATTACH THE PLUG CAP)	6.5~9.5K Ω (20°C)
	(DETACH THE PLUG-CAP)	2.6 $\pm$ 1.25K Ω (20°C)

TESTING BY CDI TESTER

- Check the CDI unit spark performance by using a CDI tester.

NOTE

- Read tester manual carefully prior to using the tester.

MEMO

15. STARTING SYSTEM

SERVICE INFORMATION 15-1	STARTER MOTOR 15-4
STARTING DEVICES LOCATION . 15-2	STARTER RELAY INSPECTION . 15-7
TROUBLESHOOTING 15-3	STARTER PINION GEAR INSPECTION . 15-7

SERVICE INFORMATION

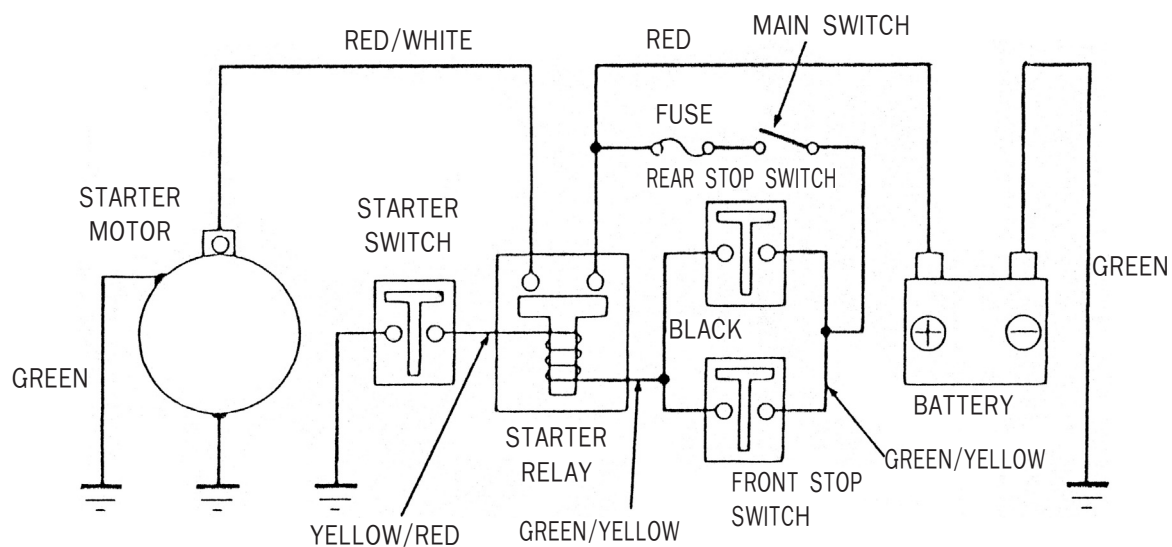
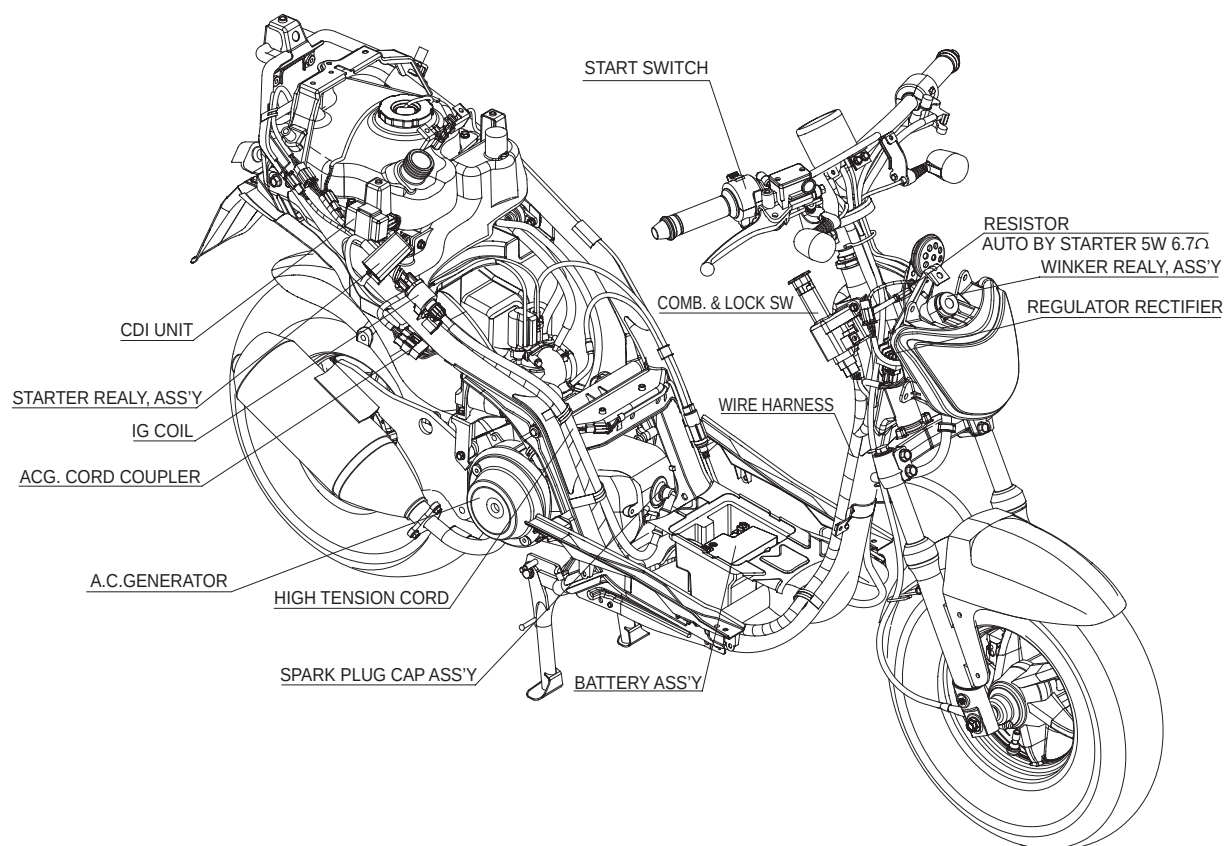
GENERAL SAFETY

 WARNING

- When performing maintenance on the starter motor and related parts, turn the main switch to OFF. There is the danger of the starter motor unexpectedly operating if the main switch is not turned to OFF.
- First check connection with battery and battery charge level before beginning maintenance on the starter motor.
 - It is possible for the starter motor coil to become damaged if the starter is operated when the engine does not turn over.

STARTING SYSTEM

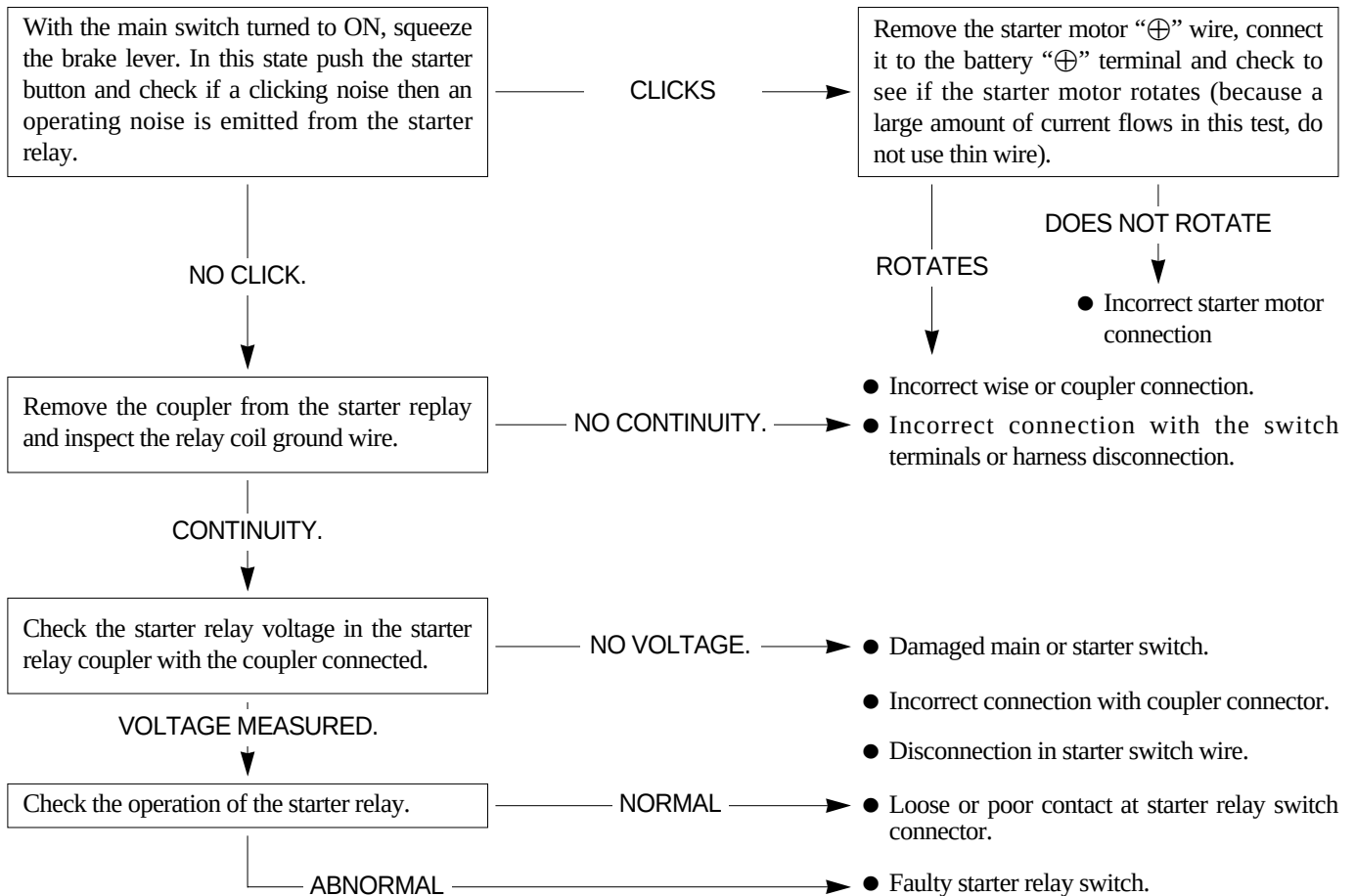
STARTING DEVICES LOCATION



TROUBLESHOOTING

Starter motor does not rotate (No response from starter motor).

- Check to see if the fuse is burned out.



Weak rotational power in starter motor (Does not turn over engine).

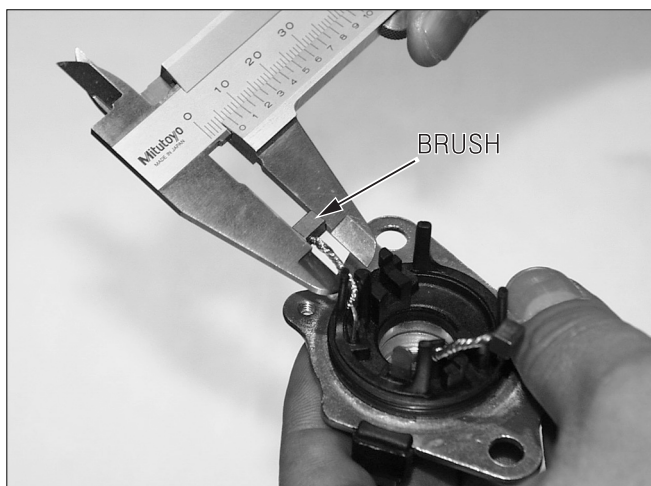
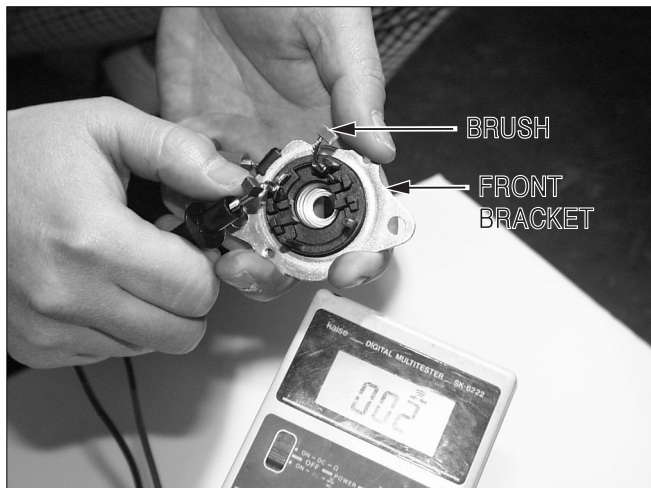
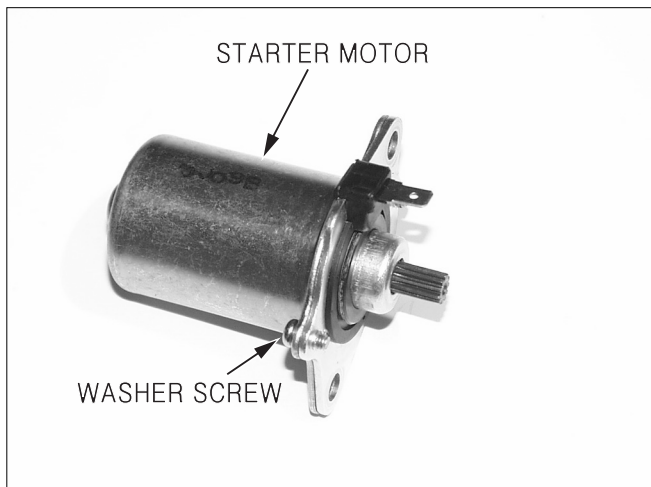
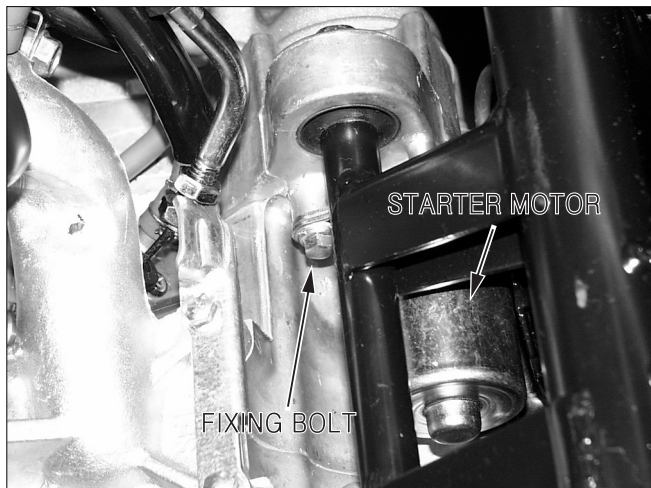
- Battery is insufficiently charged.
- Incorrect connection of battery terminal cord.
- Damaged starter motor.
- Ground wire is connected incorrectly
- Brush is damaged or worn.

Starter motor if free-wheeling

- Motor terminals are connected backwards.
- Starter pinion is damaged or operating incorrectly.

Starter motor is normal but does not turn engine over.

- Engine is malfunctioning so the crank shaft is not rotating.
- Incorrect meshing of gears in starter pinion.



STARTER MOTOR REMOVAL/INSTALLATION REMOVE

- Luggage box. (⇒3-3)
- Center cover. (⇒3-3)
- Floor side RH. cover. (⇒3-4)
- Engine hanger side cover RH. (⇒3-5)
- Disconnect the starter wire connector, remove the wire from the wire fixing clamp.
- Loosen the 2 starter motor fixing bolts.
- Remove the starter motor.
- Install in the reverse order of removal.

NOTE

- Accurately tighten the earth wire.
- Turn off the main switch prior to servicing the starter motor. If power is connected, the starter motor may be activated and damaged.

DISASSEMBLY

- Remove the starter motor screws and remove the motor cover.

NOTE

- Record the order so the parts can be installed correctly later.

INSPECTION

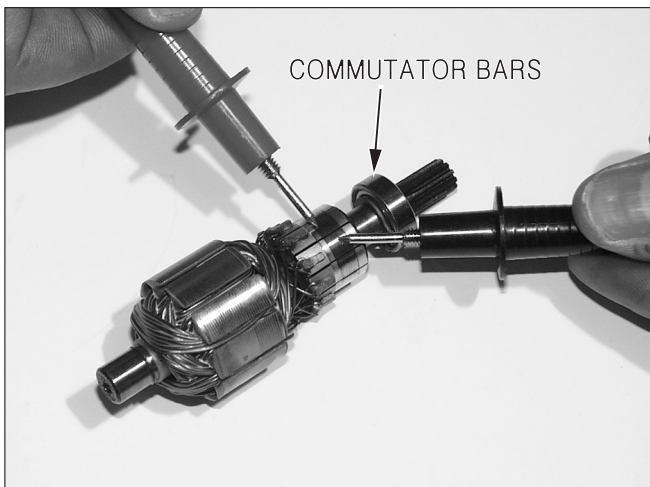
- Check for continuity of the starter motor case.
 - Between cord terminal“⊕” and bracket“⊖”: normal if no continuity.
 - Between cord terminal and brush (black wire) : normal if there is continuity.
- If abnormal, replace with a new one.

- Measure the brush length. Replace the brush if it is worn beyond the service limit.

SERVICE LIMIT : 3mm



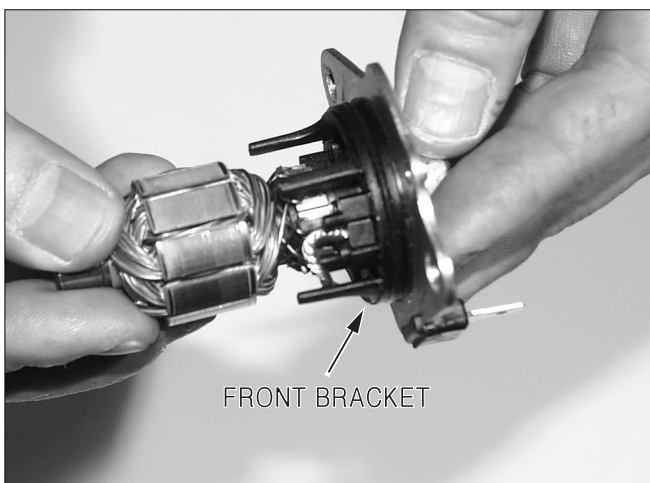
- Check the commutator for :
 - Damage or abnormal wear. → Replace with a new one.
 - Discoloration of the commutator bar. → Replace with a new one.
 - Metallic debris between commutator bars.→ Clean it off.



- Check for continuity between pairs of commutator bars.
- Make a continuity check between individual commutator bars and the armature shaft.
- There should be no continuity.



- Check the bearings.
 - Do not rotate smoothly. → Replace with a new one.
 - Loose bearing. → Replace with a new one.



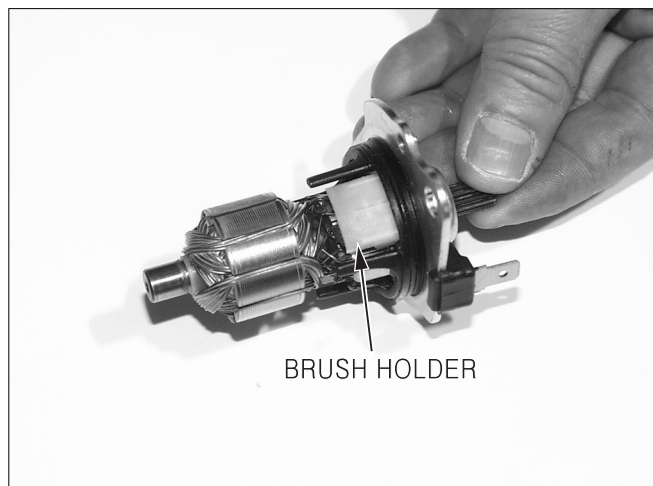
STARTER MOTOR ASSEMBLY

- Carefully insert the armature shaft into the front bracket.
- Align the front bracket notch with the brush.

CAUTION

- The sliding surfaces of the brushes can be damaged if they are not installed properly.

STARTING SYSTEM



- Insert the brush spring into the brush holder and install the front bracket.

 NOTE

- Insert the brush spring with care so that it does not lean in the holder.



- Apply grease to both ends of the armature shaft.



- Install the starter motor cover.

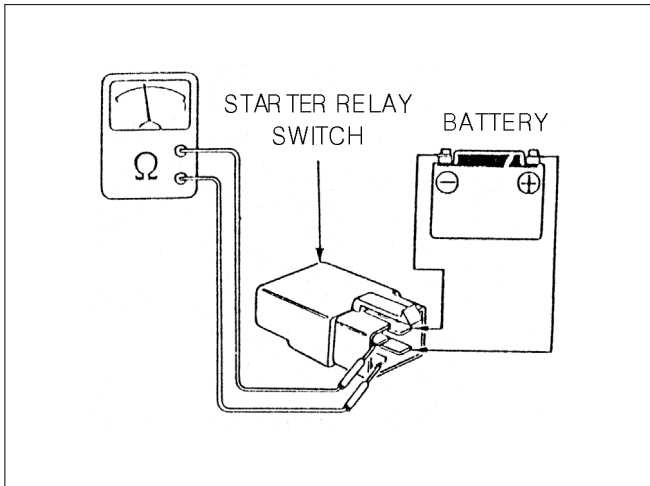
 NOTE

- The coil may be damaged if the magnet pulls the armature against the case.



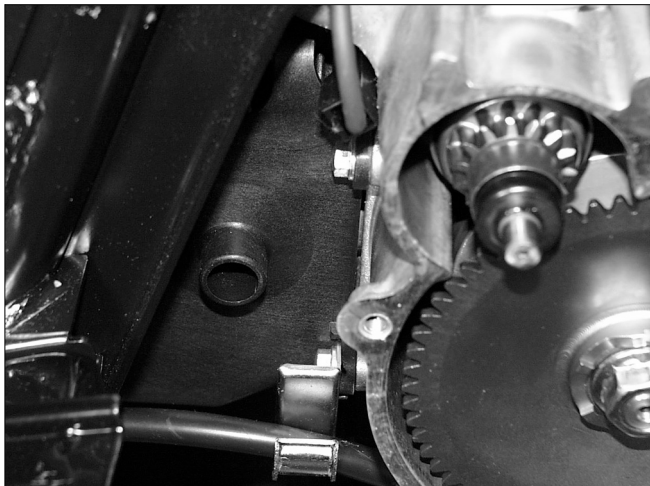
- Align the front bracket with the cover.
- Tighten the washer screw.

STARTER RELAY INSPECTION



- Remove the luggage box. (⇒3-3)
- When battery voltage is applied between the starter relay green/yellow wire and yellow/red terminals, there should be continuity between the red and red/white terminals. The terminals are distinguished by the corresponding wire color of the wire harness connector.

STARTER PINION GEAR INSPECTION

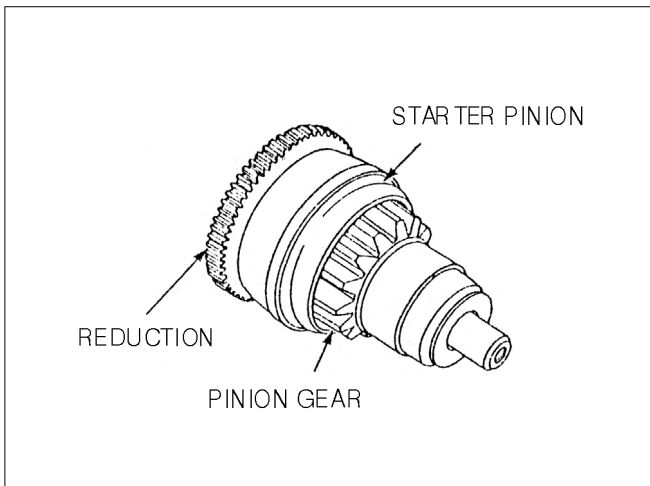


REMOVE

- L. side cover. (⇒7-2)
- Drive face. (⇒7-6)
- Starter pinion gear.
- Install in the reverse order of removal.

INSPECTION

- Wear or damage to the pinion, reduction gears.
→ Replace with a new one.
- Worn journals. → Replace with a new one.



- Check if the pinion gear moves smoothly along the axis.
- Pinion gear does not move smoothly. → Replace with a new one.

MEMO

16. LIGHTS/METER/SWITCHES

SERVICE INFORMATION 16-1	HANDLE SWITCH INSPECTION . 16-4
TROUBLESHOOTING 16-1	FRONT STOP SWITCH INSPECTION . 16-4
FUEL UNIT 16-2	BULBS REPLACEMENT 16-5
OIL LEVEL SWITCH 16-3	METER REPLACEMENT 16-7
MAIN SWITCH 16-3	HORN INSPECTION 16-7

SERVICE INFORMATION

GENERAL SAFETY

- Refer to tester owner’s manuals when performing continuity inspections.
- Refer to wiring diagram (chapter 17) for switch continuity.
- After inspecting and/or performing maintenance work make sure the wires and cables are properly placed and connected.

TROUBLESHOOTING

Fuel meter indicator malfunctioning

- Coupler separated.
- Harness disconnected.
- Float operation malfunction.
- Fuel unit damaged.
- Meter damaged.

Fuel meter needle unstable

- Coupler loose.
- Fuel unit damaged.
- Meter damaged.

Headlight hi-lo not operating

- Bulb malfunction.
- Dimmer switch damaged.

Oil indicator light not operating (when there is oil).

- Burned out fuse.
- Battery insufficiently charged.
- Main switch damaged.
- Meter damaged.
- Oil level switch damaged.
- Loose connector.
- Harness disconnection.

Oil indicator does not turn off (when oil is out)

- Oil level switch damaged.
- Green/red wire joined.



FUEL UNIT

REMOVAL

- Remove the luggage box. (⇒3-3)
- Remove the fuel unit wire from the wire harness.
- Turn the fuel unit fixing unit set cap comp to the left, and remove it.
- Remove the fuel unit from the fuel tank.

⚠ NOTE

- Be careful of prevention the fuel unit wire from damaging.
- When disassembling, be careful of prevention the float arm from damaging.



- Remove the base packing.

⚠ NOTE

- Check for damage.



INSTALLATION

- Install the base packing to the fuel tank.
- Install the fuel unit.

⚠ NOTE

- Install it aligning the  part of the fuel unit with the loop part of fuel tank.
- Check the fuel leakage.



OIL LEVEL SWITCH

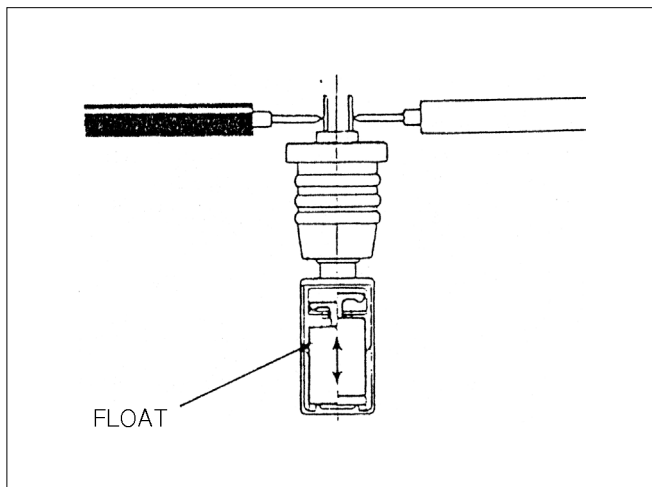
REMOVAL/INSTALLATION

REMOVE

- Luggage box. (⇒3-3)
- Oil level switch wire.
- Oil level switch from the oil tank.
- Install in the reverse order of removal.

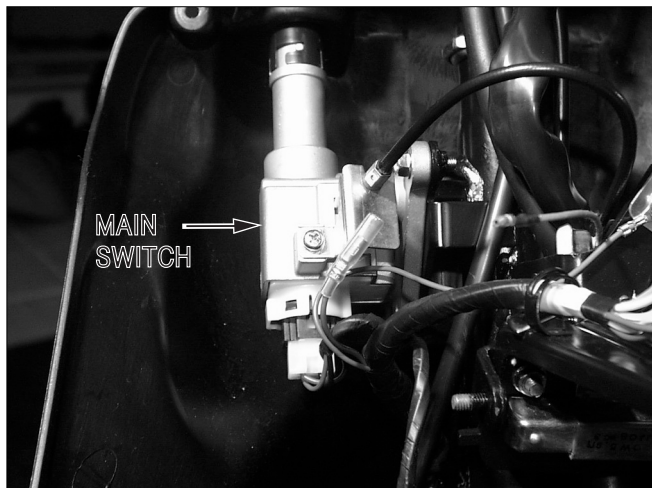


- Disassemble after adjusting the oil level.



INSPECTION

- Move the float to farthest extreme up and down and check the continuity of the terminals.
- It's normal state if there is no continuity when the float is up, but continuity when it is down.



MAIN SWITCH

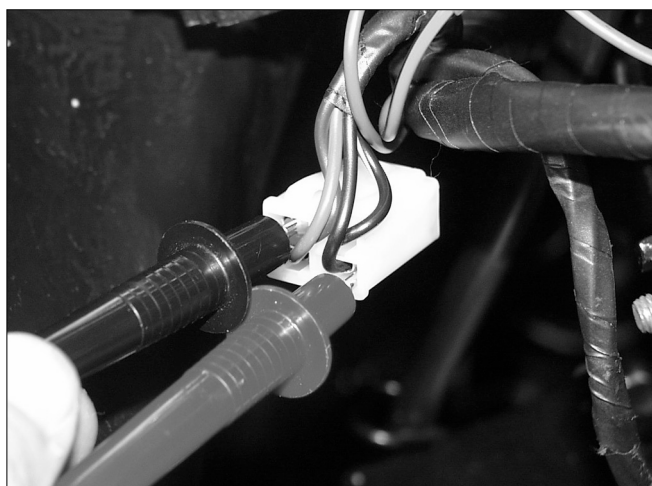
REMOVAL/ INSTALLATION

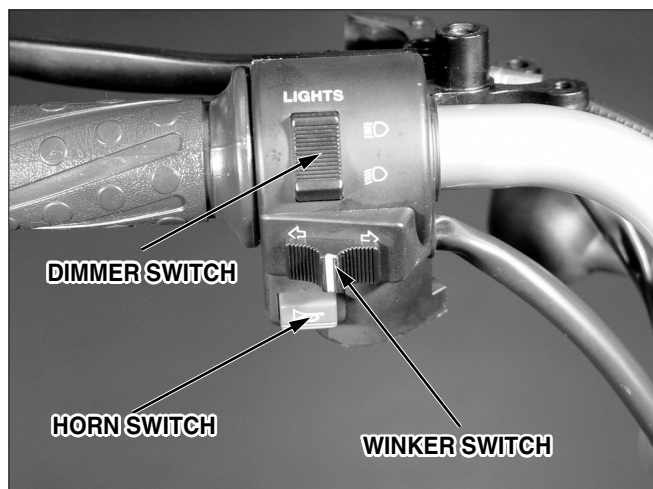
- Remove the front cover. (⇒3-5)
- Remove the inner box. (⇒3-5)
- Disconnect the main switch coupler.
- Remove the seat lock cable.
- Loosen the 2 screws and remove the main switch.
- Install in the reverse order of removal.

INSPECTION

- Inspect continuity of each terminal.

TERMINAL	IG	E	BA1	BA2
ON			○	○
OFF	○	○		
LOCK	○	○		
COLOR	BLACK/WHITE	GREEN	RED	BLACK





HANDLE SWITCH INSPECTION

REMOVE

- Front handle cover. (⇒3-6)
- Handle switch coupler, connector, inspect continuity of each terminal.
- If abnormal, inspect the switch.

STARTER SWITCH

	ST	E
FREE		
PUSH	○	○
COLOR	YELLOW/RED	GREEN

LIGHTING SWITCH

	HL	C1	TL	RE
OFF		○	○	○
(N)		○	○	
PO		○	○	
(N)	○	○	○	
H	○	○	○	
COLOR	BROWN / WHITE	BROWN	YELLOW	PINK

WINKER SWITCH

	R	L	WR
L		○	○
N			
R	○		○
COLOR	SKY BLUE	ORANGE	GRAY

DIMMER SWITCH

	HI	LO	HL
LO		○	○
N	○	○	○
HI	○		○
COLOR	BROWN	WHITE	BLUE

HORN SWITCH

	HO	BAT
FREE		
PUSH	○	○
COLOR	LIGHT GREEN	BLACK

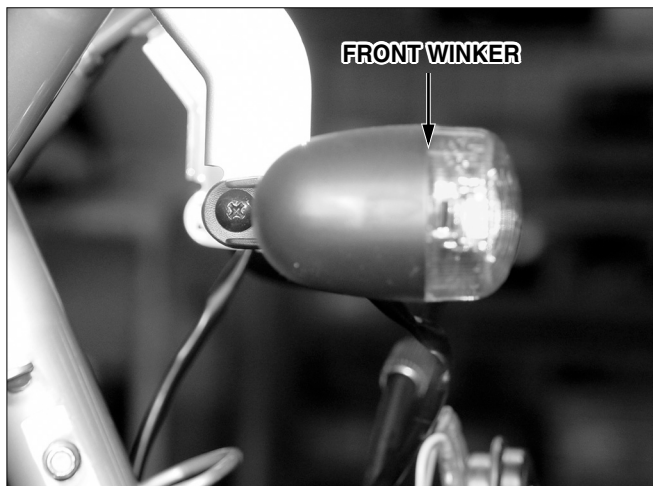
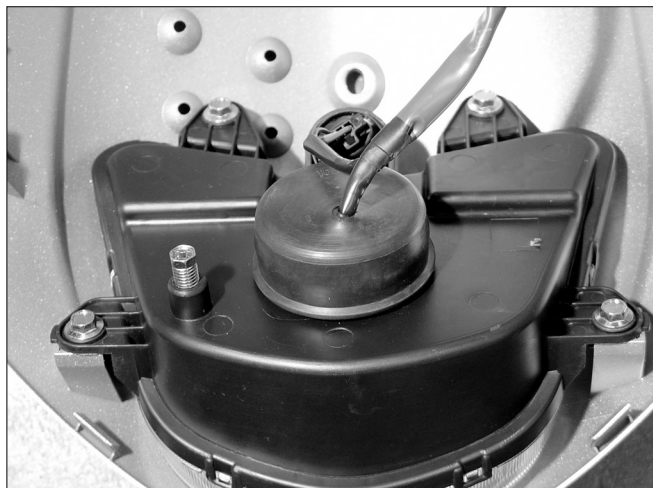
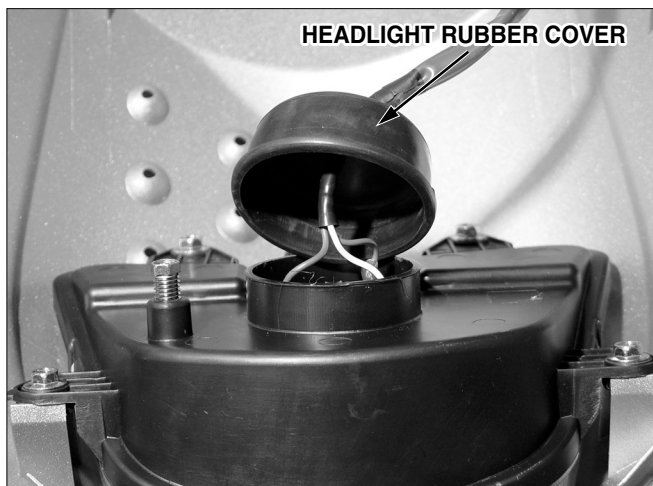
FRONT STOP SWITCH INSPECTION

- Remove the front handle cover. (⇒3-6)
- Remove the black wire and green/yellow wire terminals inside the speedometer assembly, and check the following.
 - When the brake lever is pulled - continuity.
 - When the brake lever is released - no continuity.

BULBS REPLACEMENT

HEADLIGHT BULB

- Remove the front cover. (⇒3-5)
- Remove the headlight rubber cover.
- Push down on the socket and turn to the left.
- Replace with new bulb.



NOTE

- Before replacing the bulb, be sure to check the switches for loose connection of the connectors.

- Install in the reverse order of removal.

WARNING

- Headlight bulbs become very hot while the headlight is ON, and remain hot for a while after they are turned OFF.
- Be sure to turn the ignition switch OFF and let the bulb cool down before replacement.

CAUTION

- If you touch the bulb with your bare hands, clean it with a cloth moistened with denatured alcohol to prevent early bulb failure.
- Be sure to install the dust cover after replacing the bulb.

FRONT WINKER BULB

- Remove the front cover. (⇒3-5)
- Remove the bulb from the socket, replace with new bulb.
- Install in the reverse order of removal.



REAR WINKER BULB REPLACEMENT

- Press the winker lens groove and open the winker lens using plain screwdriver.
- Remove the bulb from the socket, replace with new bulb.
- Install in the reverse order of removal.

NOTE

- Pay attention not to damage the lens.
- Do not apply excessive force when removing the lens.

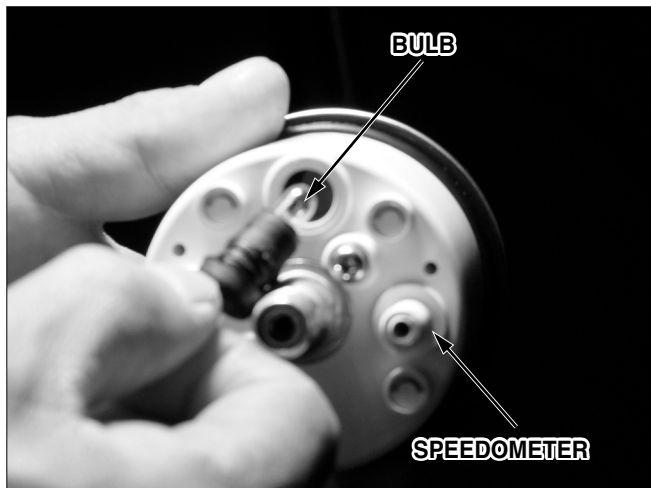


TAILLIGHT BULB REPLACEMENT

- Loosen the 2 pan screws, remove the tail light lens.
- Replace the tail stop light bulb with the new one.

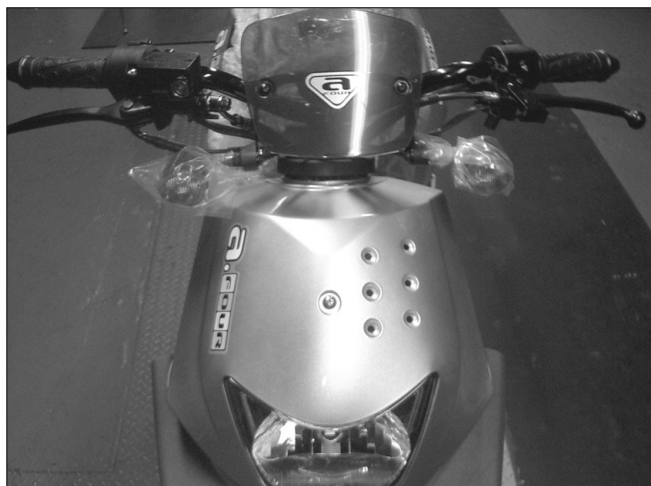
NOTE

- Pay attention not to damage the tail light lens when removing it.



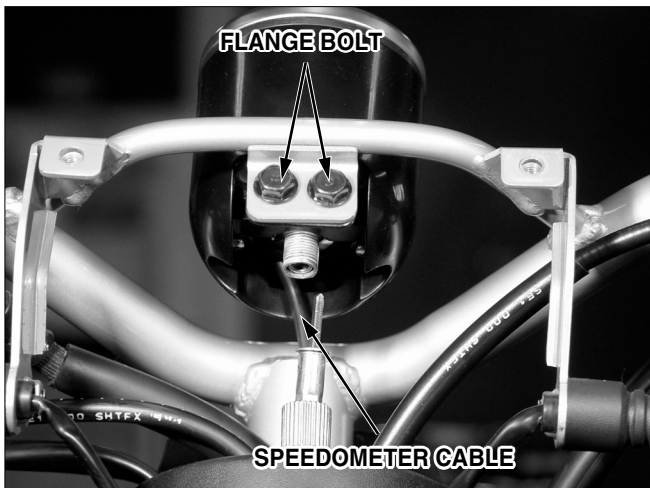
METER BULB REPLACEMENT

- Remove the front handle cover. (⇒3-5)
- Remove the bulb socket, replace with new bulb.



METERS REPLACEMENT

- Remove the front cover. (⇒3-5)
- Remove the front handle cover. (⇒3-6)
- Remove the front/rear stop switch wire.
- Remove the speedometer cable from the meter.
- Loosen the 4 steering handle tapping screws.
- Remove the speedometer coupler connected to the wire harness
- Remove the speedometer wiring from the steering handle cable guide.
- Remove the speedometer and the gear handle cover assembled from the steering handle.



- Loosen the 3 tapping screws securing the speedometer and the rear handle cover.
- Disconnect the R/L wiring.
- Remove the speedometer assembly.
- Install in the reverse order of removal.

 NOTE

- Check each switch for proper operation.
- The wire and cable must be connected accurately.

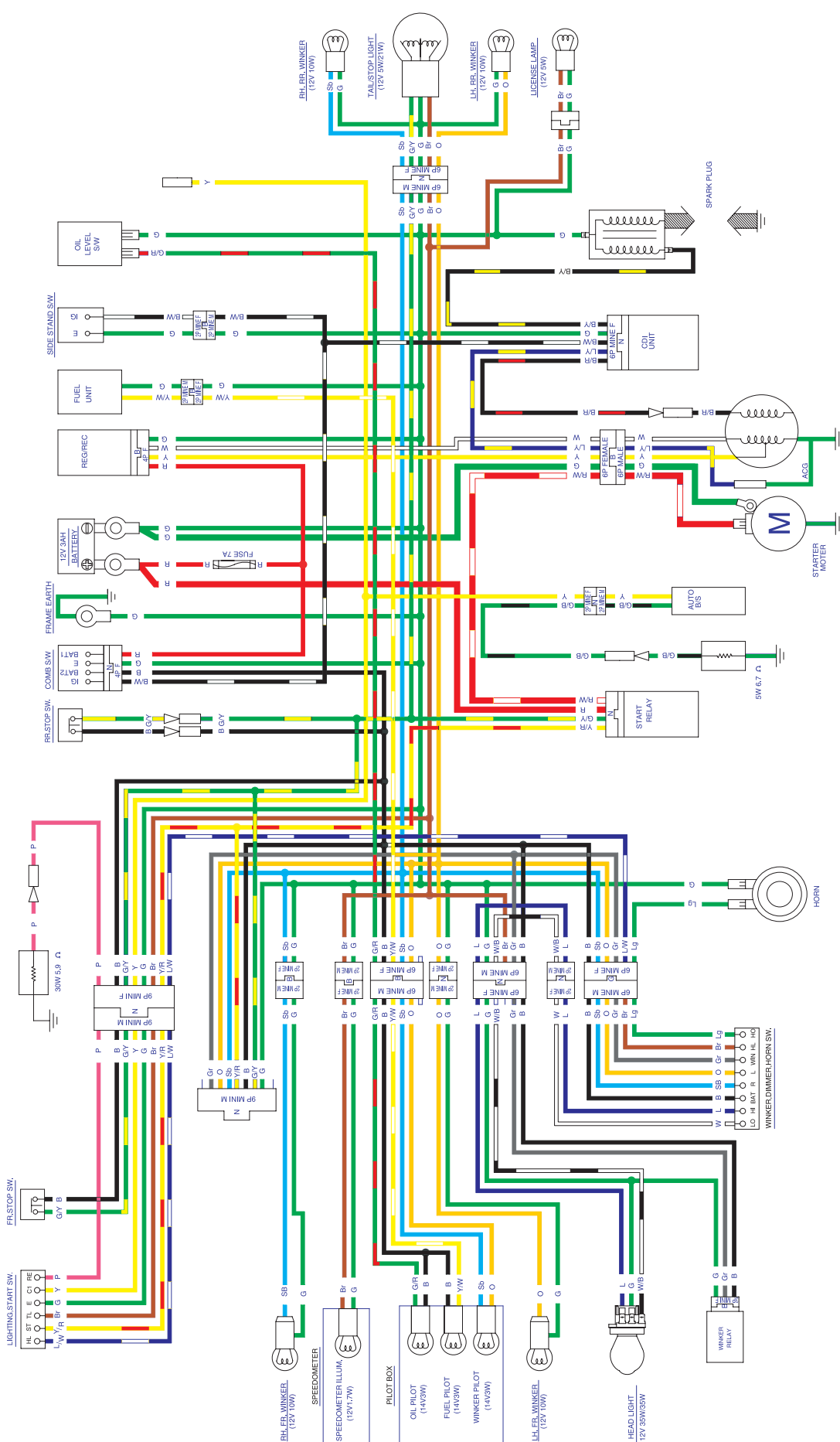
HORN INSPECTION



- Remove the front cover. (⇒3-5)
- Remove the horn wiring, and connect a fully charged 12V battery. Check the sound quality for any abnormalities.

MEMO

17. WIRING DIAGRAM



B	BLACK	BR	BROWN
Y	YELLOW	O	ORANGE
L	BLUE	SB	SKY BLUE
G	GREEN	LG	LIGHT GREEN
R	RED	P	PINK
W	WHITE	GR	GRAY

COLOR COMB. GROUND MARKING

IG	E	BATT1	BAT2
ON	OFF	LOCK	LOCK
COLOR	COLOR	COLOR	COLOR

HO	BAT
FREE	PUSH
COLOR	COLOR

IG	E
FREE	PUSH
COLOR	COLOR

WINKER	SW
L	R
L	R
COLOR	COLOR

HL	LO	HI
LO	N	HI
COLOR	COLOR	COLOR

ST	E
FREE	PUSH
COLOR	COLOR

HL	TL	C1	RE
OFF	P	ON	ON
COLOR	COLOR	COLOR	COLOR

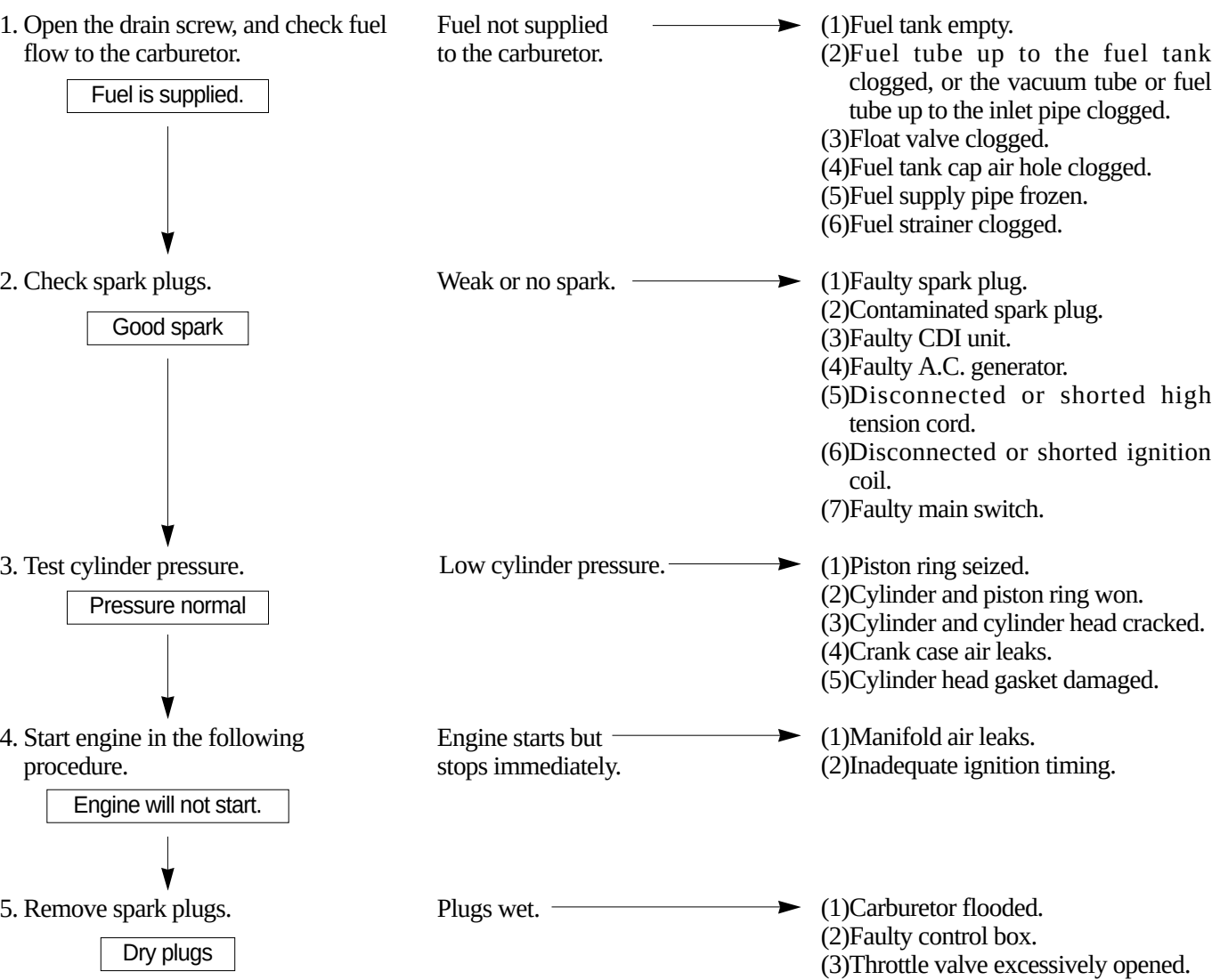
MEMO

18. TROUBLESHOOTING

ENGINE DOES NOT START OR IS HARD TO START . . .	18-1
ENGINE OUTPUT INSUFFICIENT	18-2
POOR PERFORMANCE AT LOW SPEED AND IDLING . .	18-3
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UNSATISFACTORY OPERATION	18-4
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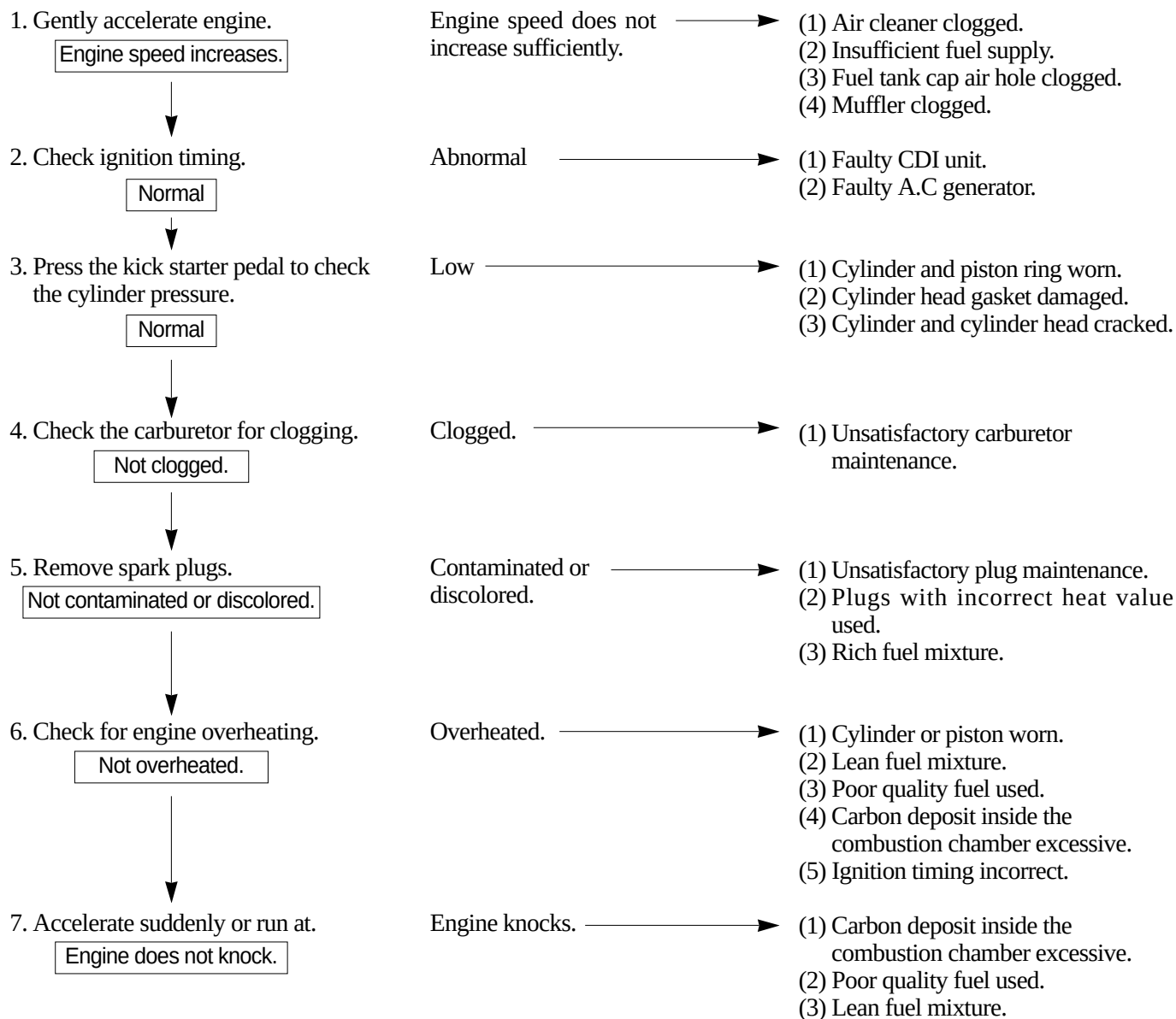
ENGINE DOES NOT START OR IS HARD TO START

CAUSE OF TROUBLE



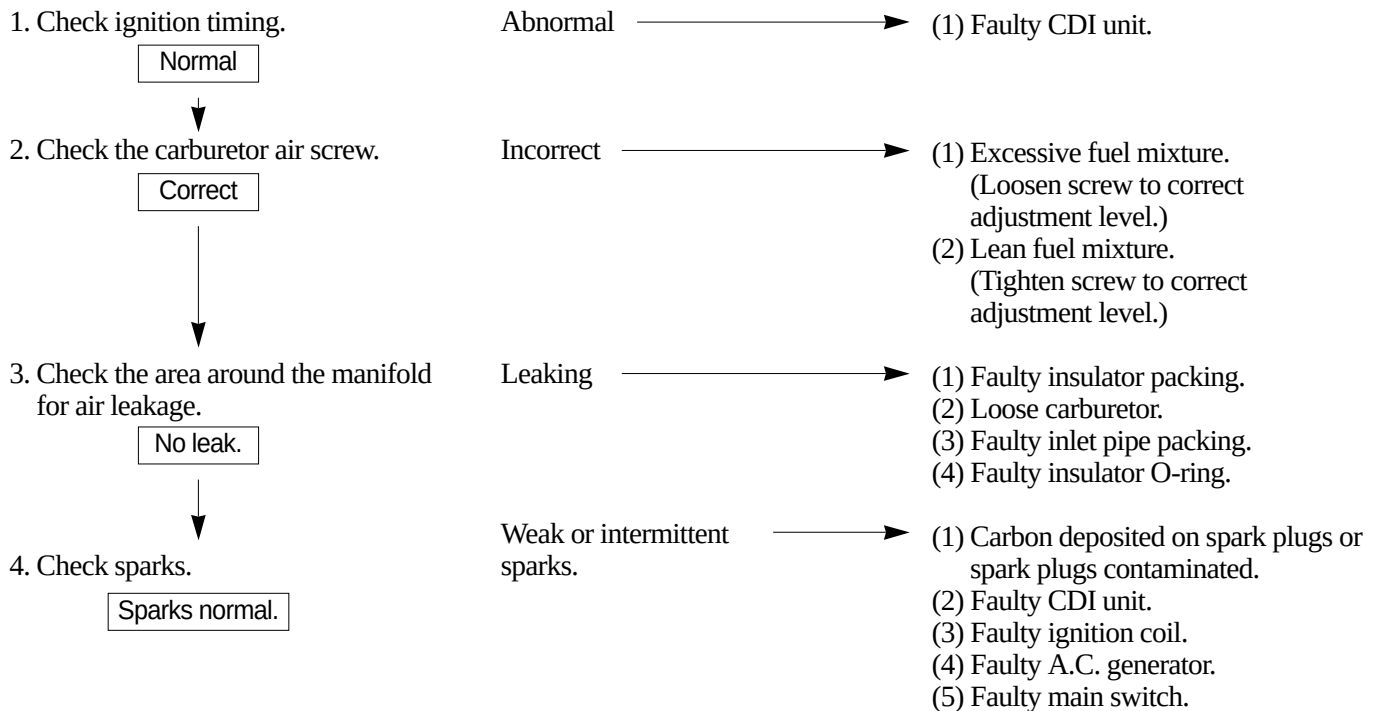
ENGINE OUTPUT INSUFFICIENT

CAUSE OF TROUBLE



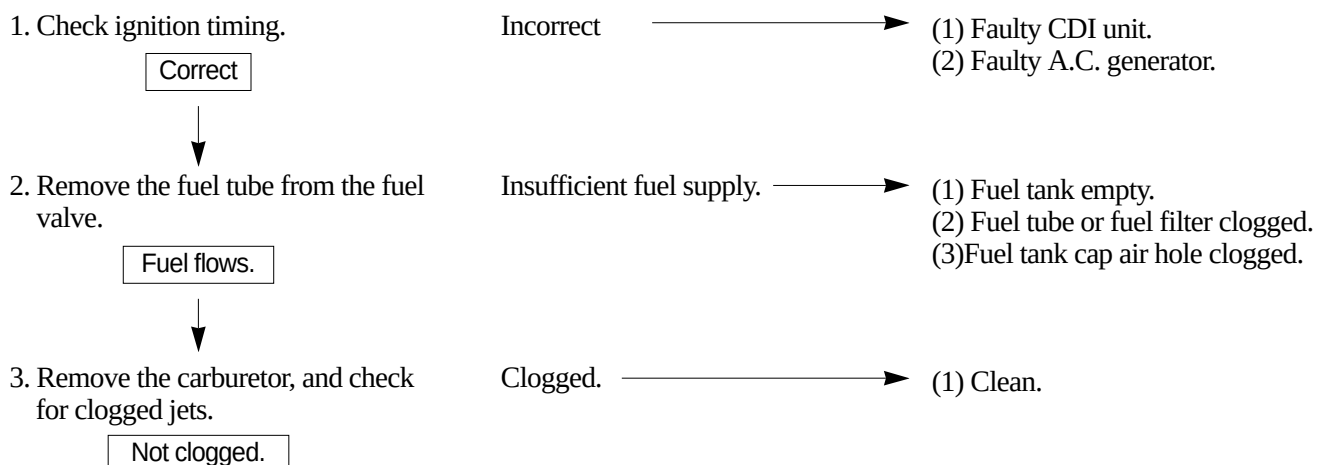
POOR PERFORMANCE AT LOW SPEED AND IDLING

CAUSE OF TROUBLE



POOR PERFORMANCE AT HIGH SPEED

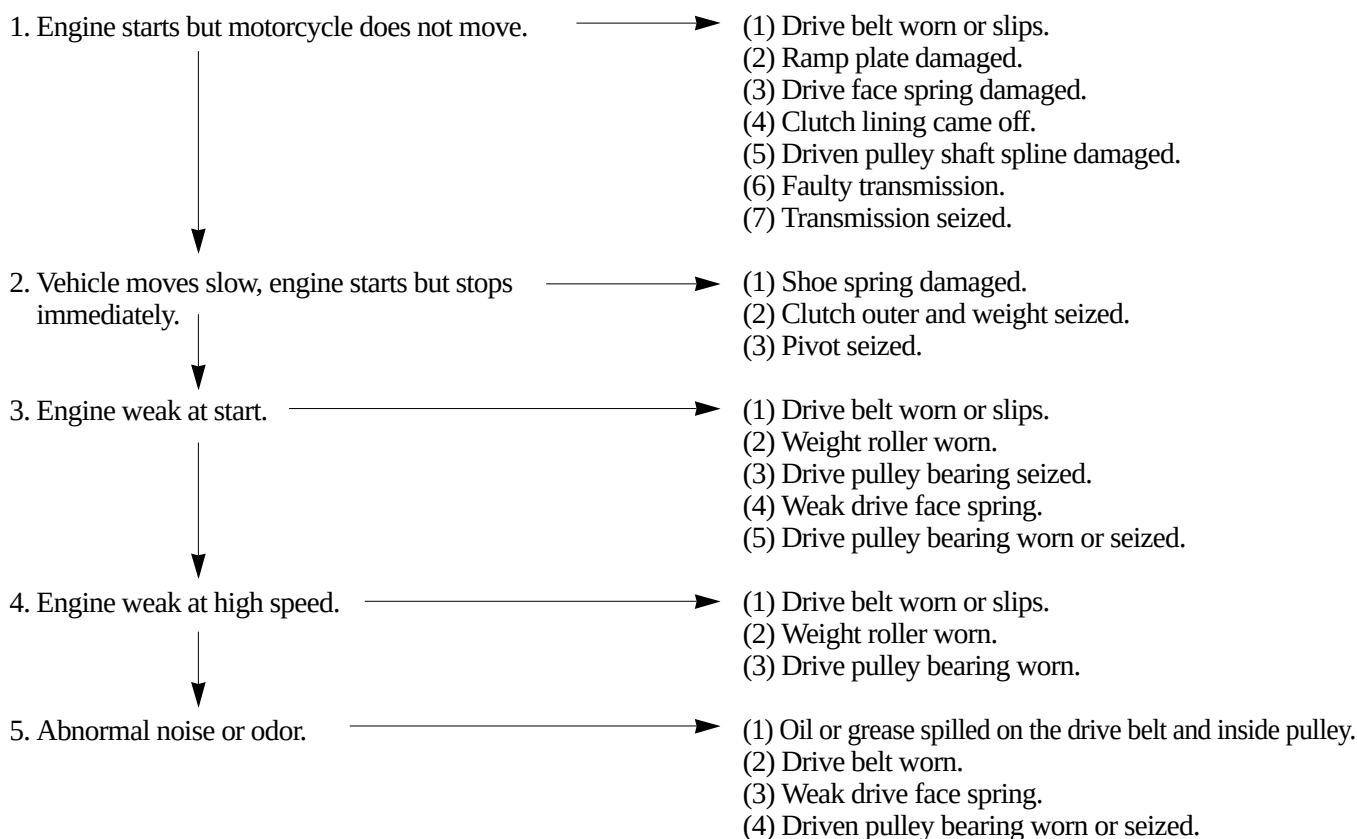
CAUSE OF TROUBLE



UNSATISFACTORY OPERATION

CLUTCH DRIVE/DRIVEN PULLEY

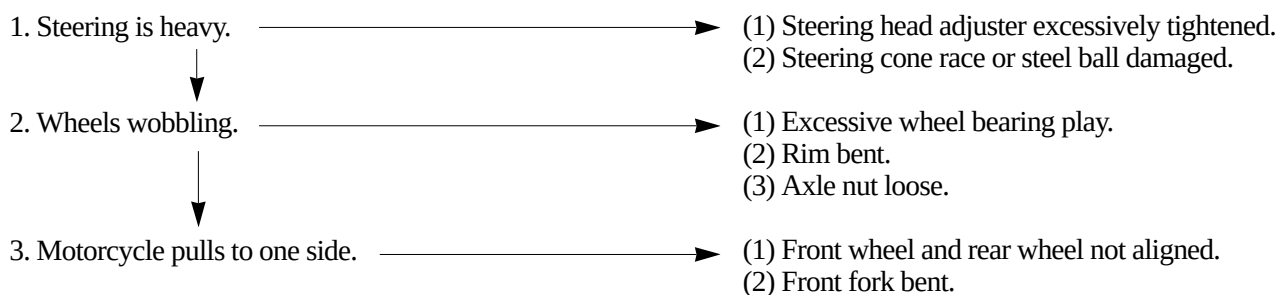
CAUSE OF TROUBLE



POOR MECHANICAL PERFORMANCE

..... Check tire pressure.

CAUSE OF TROUBLE



POOR FRONT/REAR SUSPENSION PERFORMANCE Check tire pressure.

CAUSE OF TROUBLE

- | | | |
|---------------------------------|---|--|
| 1. Suspension excessively soft. | → | (1) Cushion spring weak.
(2) Overloaded.
(3) Damper oil leaks. |
| ↓ | | |
| 2. Suspension excessively hard. | → | (1) Fork pipe or cushion rod bent. |
| ↓ | | |
| 3. Noise from the suspension. | → | (1) Sliders stuck.
(2) Cushion stopper rubber damaged. |

POOR BRAKE PERFORMANCE Check brake adjustment.

CAUSE OF TROUBLE

- | | | |
|---|---|---|
| 1. If the arrow were mark and the brake panel mark match with each other. | → | (1) Brake shoe worn.
(2) Brake cam worn.
(3) Shoe and cam contact surface worn.
(4) Brake drum worn. |
| ↓ | | |
| 2. Brake noise. | → | (1) Brake shoe worn.
(2) Foreign matter in the brake lining.
(3) Brake drum and shoe contact surface curved. |
| ↓ | | |
| 3. Poor braking. | → | (1) Brake wire defective or expanded.
(2) Only part of the brake shoe makes contact with the brake drum.
(3) Clay or moisture inside the brake drum.
(4) Brake lining contaminated by grease or oil. |

FUEL GAUGE

GAUGE READING INACCURATE (IGNITION SWITCH ON)

CAUSE OF TROUBLE

1. Operate the turn signal to check the battery circuit.

Signal operates satisfactorily.

Signal continuously operates dim or does not operate at all.

- (1) Fuse cut.
- (2) Battery weak or totally discharged.
- (3) Faulty ignition switch.
- (4) Faulty terminal connection.
- (5) Wire harness damaged.

2. Remove the fuel level sensor, and move float to check the status of operation.

Float up : Full position

Float down : Empty position

Needle not moving.

Needle moves.

- (1) Faulty float.

3. Short-circuit the tank unit terminal on the wire harness side.

Needle not moving.

Needle not moving.

- (1) Balance coil damaged or shorted.

4. Terminal joints loose or faulty connection.

Unsatisfactory

- (1) Terminal loose.
- (2) Faulty terminal connection.

Check

- (1) Balance coil/lead shorted or damaged.

GAUGE NEEDLE SHAKES OR VERTICALLY WOBBLES. (IGNITION SWITCH ON)

CAUSE OF TROUBLE

1. Operate the turn signal to check the battery circuit.

Signal operates satisfactorily.

Signal continuously operates dim or does not operate at all.

- (1) Fuse cut.
- (2) Battery weak or totally discharged.
- (3) Ignition switch damaged or shorted.
- (4) Terminal loose or faulty connection.
- (5) Wire harness damaged.

2. Remove the tank and operate the float.

Needle moving.

Needle not moving.

- (1) Faulty fuel level sensor connection.

3. Move the float rapidly. One up/down motion per second.

Needle moving.

Needle not moving.

- (1) Damper oil inside the meter insufficient.

4. Start the engine, and measure the fuel level sensor resistance.

Resistance not changed.

Resistance changed significantly.

- (1) Faulty connection between the sliding arm and the resistance.

5. Check each joint.

Unsatisfactory

- (1) Terminal connection loose or faulty connection.

Satisfactory

- (1) Balance coil/lead shorted or damaged.

STARTER MOTOR

STARTING MOTOR WILL NOT TURN

CAUSE OF TROUBLE

1. Apply the brake and check the brake stop light for operation.

Light is activated.



2. Operate the turn signal to check the battery circuit.

Signal operates satisfactorily.
(60~120 signaling/second)



3. Press the starter switch to check the starter magnetic.

Satisfactory



4. Connect the starter to battery and check operation. Light not activated.

Starter turns.

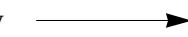


Light not activated.



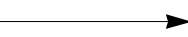
- (1) Fuse cut.
- (2) Battery weak or totally discharged.
- (3) Faulty stop switch.
- (4) Faulty terminal connection.
- (5) Ignition switch damaged or shorted.

Signal continuously operates dim or does not operate at all.



- (1) Battery totally discharged.

Unsatisfactory



- (1) Faulty starter switch connection.
- (2) Starter magnetic damaged or shorted.
- (3) Connector and terminals loose.

Starter does not turn.



- (1) Worn brush worn.
- (2) Faulty connection between the rotor and brush.
- (3) Faulty the starter motor subwire connection.
- (4) Terminal loose.

- (1) Wire harness damaged.

STARTER MOTOR TURNS SLOW OR FAILS TO CRANK MOTOR

CAUSE OF TROUBLE

1. Operate the turn signal to check the battery circuit.

Signal operates satisfactorily.



2. Connect the starter subwire to the battery.

Turns slowly.
(with speed not changing)



3. Operate the kick starter.

Operates light.



Signal continuously operates dim or does not operate at all.



- (1) Battery totally discharged.

Operates satisfactory.



- (1) Connector/terminal loose.
- (2) Faulty starter relay connector.

Operates heavy.



- (1) Engine seized.
- (1) Faulty connection between the rotor and brush.

STARTER ROTATE WITHOUT STOPPING

CAUSE OF TROUBLE

1. Turn off the ignition switch.

Will not stop



- (1) Pinion seized.

- Starter relay connection seized.

MEMO

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