

ZQ800U-A/ZQ800UL

Maintenance Manual

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Foreword

This manual contains such content as introductions on overhaul, maintenance, overhauling program, dismantling, assembling, troubleshooting and service data of UTV800

This manual will help you know the vehicle beter so that you can assure your customers of fast and reliable service.

This manual hass been prepared on the basis of the latest specifications at the time of publication.If modifications have been made sine then,differences may exist between the content of this manual and the actual vehicle.

Illustrations in this manual are used to show the basic principles of operation and work procedures.They may not represent the actual vehicle exactly in detail.

Manufacturer reserves the right of no prior notice on product improvement or modification. Repair and maintenance shall be carried out according to actual situation of vehicle.

WARNING

Inexperienced mechanics or mechanics without the proper tools and equipment may not be able to properly perform the services described in this manual.

Improper repair may result in injury to the mechanic and may render the vehicle unsafe for the rider.

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1. GENERAL INFORMATION

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PRECAUTIONS

1. Do not make engine under operation at a closed place or place with poor ventilation for a long time.
2. If engine stops operation, please do not touch it or silencer to avoid burning.
3. Due to high corrosiveness, battery fluid (dilute sulphuric acid)) may cause burns to skin and eyes. In case of splashing it to skin, please clean it with water and see the doctor immediately. In case of splashing it to clothes, please wash it with water immediately. Keep battery fluid far away from Children.
4. Cooling liquid is toxic. Do not drink it or splash it to skin, eyes and clothes. once splashing it to skin, please wash it with a lot of soapy water. In case of splashing it to eyes, please wash eyes immediately and see the doctor. In case of drinking cooling liquid, resulting in vomit, please see the doctor. Keep cooling liquid far away from children.
5. Wear proper working suit, boots and hat. If necessary, please wear long-sleeve working suit and gloves for operation.
6. Gasoline is highly inflammable. No smoking or firing. At the same time, fire sparks shall be avoided. Vaporized gasoline is explosive as well. Operation shall be carried out at places with good ventilation.
7. Battery may produce explosive hydrogen in charging. Please ensure charging at places with good ventilation.
8. Use legal parts, lubricating oil and lubricating grease.
9. Before overhauling, please clean soil and dust.
10. Keep accessories of each part well for correct assembly.
11. Replace dismantled gasket, O-shaped ring, piston pin retainer and cotter pin.
12. Retainer of rubber ring may be deformed after dismantling. So, please do not use loose and soft retainer.
13. Please wash and dry dismantled parts. Use lubricant on the surface of moving parts. For correct installation, please measure data well in dismantling process.
14. If do not know length of screw, please install screws one by one to ensure their corresponding depth.
15. Pre-tighten bolts and nuts and then tighten them with designated torque from the big to the small and from the inside to the outside.
16. Check whether rubber parts are aged. If necessary, replace them. Keep rubber parts far away from grease.
17. If necessary, special tools can be used.
18. Rotate inside and outside races of bearing to ensure flexibility of balls.
 - a) If axial or radial resistance is too large, please replace it. If there is concave-convex on the surface, please use oil for washing. If no effect is achieved with washing, please replace it.

- b) If bearing cannot be clamped tightly in pressing into machine or axle, please replace bearing.
- 19. Please install a side dust proof bearing at correct direction. In installation of open or double-face dust proof bearing, pay attention to that marks of manufacturer shall be outward.
- 20. In cleaning and drying bearing, please keep bearing support still. Before installation, please carry out lubrication with oil or lubricating oil.
- 21. Please correct install elastic retaining ring. Assembling after opening can ensure installation of snap ring into slot.
- 22. After assembly, please check whether all parts are of perfect tightening and flexible movement.
- 23. Brake fluid and coolant may damage shell and plastic and rubber parts. In case of being splashed by them, please use water for washing.
- 24. In installing pipeline, please insert them to bottom of connecting pipeline. In installing pipe clamp, please install them to groove if there is. As for pipeline or pipe clamp that cannot be tightened, please replace them.
- 25. Do not mix soil or dust into engine and/or hydraulic braking system.
- 26. Before installation, please clean gasket and spacer of engine shell. Use oil stone to polish scratch of joint face evenly.
- 27. Do not twist or bend too much cable. Twisted or damaged cables may cause inflexible operation.
- 28. In assembling protective caps of parts, insert cap into groove if any.

TECHNICAL SPECIFICATIONS

Item		Parameter	
Dimensions		ZQ800U-A	ZQ800UL
Overall length		3170mm	3920mm
Overall width		1640mm	1640mm
Overall height		1710mm	1710mm
Seat height		540mm	540mm
Wheelbase		2245mm	3005mm
Ground clearance		290mm	290mm
Engine			
Type		V-type cylinder, four-stroke, overhead camshaft, water-cooled engine	
Number of valves		8(mechanical adjustment)	
Cylinder diameter		91 mm	
Piston stroke		61.5 mm	
Compression ratio		10.3: 1	
Displacement		799cc	
Maximum power		44Kw/6000rpm	
Maximum torque		73N.m/5000 rpm	
Idle speed		1250rpm	
Lubrication	Type	Wet tank lubrication, oil filters can be changed	
	Oil pressure	0.18-0.3MPa at 1250rpm	
	Type of oil	SAE10W-40/SJ	
	Oil quantity	2200mL	
	Replacement of capacity	1850mL	
Fuel	Type	Unleaded gasoline only 93# or higher	
	Fuel pressure	350 kpa	
	Fuel tank capacity	22L	
Valve clearance	Intake	0.05 to 0.09mm	
	Exhaust	0.10 to 0.15mm	
Diameter of valve rod(IN)	New	4.960 to 4.975mm	
	Service limit	4.930mm	
Diameter of valve rod(EX)	New	4.945 to 4.965mm	
	Service limit	4.930mm	
Valve seat contact width(IN)	New	1.05 to 1.35mm	
	Service limit	1.80mm	
Valve seat contact width(EX)	New	1.25 to 1.55mm	
	Service limit	2.00mm	
Valve guide diameter	New	5.000 to 5.015mm	
	Service limit	5.050mm	
Free length of valve spring	New	40.5mm	
	Service limit	39mm	
Rocker arm bore diameter	New	12.000 to 12.018mm	
	Service limit	12.030	

Rocker arm shaft diameter	New	11.983 to 11.994
	Service limit	11.97mm
Piston measurement	Size “A”	90.955 to 90.962mm
	Size “B”	90.962 to 90.970mm
Cylinder measurement	Size “A”	90.995 to 91.003mm
	Size “B”	91.003 to 91.010mm
Intake cam height	New	32.15 to 32.25mm
	Service limit	32.09mm
Exhaust take cam height	New	31.95mm to 32.05mm
	Service limit	31.92mm
Crankshaft main journal diameter	New	34.95 to 34.975mm(Timing chain side) 21.959 to 21.980mm(Spark plug side)
	Service limit	34.94mm(Timing chain side) 21.95mm(Spark plug side)
Crankshaft radial clearance	Service limit	0.06mm
Crankshaft deflection	Service limit	0.07mm
Crankshaft pin diameter	New	40.009 to 40.025mm
	Service limit	39.990mm
Connecting rod big end radial clearance	Service limit	0.09mm
Connecting rod small end diameter	New	20.010 to 20.020mm
	Service limit	20.060mm
Piston pin diameter	New	19.996 to 20.000mm
	Service limit	19.980mm
Spark plug	Type/manufacturer	DCPR8E / NGK
	Gap	0.7 to 0.9mm
Transmission type		CVT(Continuously Variable Transmission)
Continuously variable ratio		0.71 to 3.1
Drive belt width	Service limit	30.00mm
Gearbox type		Dual range(H/L) with park, neutral and reverse
Gearbox oil	Capacity	420mL(GL-4-90)
Gear ratio	H	2.886
	L	5.292
	R	5.087
Cooling liquid temperature thermostat	Valve opening	65C°
	Fan opening	88C°
Magneto generator output		520W@6000rpm
Crankshaft position sensor value of resistance		774 to 946 Ω @20°C
Tire		
Type		Tubeless
Pressure		100KPa
Size Front		26×9 R14/26×8–14
Size Rear		26×11R14/26×10–14
Brakes		

System		Front and rear unified
Type Front		Dual disc brake
Type Rear		Dual disc brake
New disk thickness		5.0mm(Front) 5.0mm(Rear)
Minimum disk thickness		4.0mm(Front) 3.5mm(Rear)
Maximum disk warpage		0.2mm
Operation		Foot operation
Suspension and shock absorber		
Front suspension		Double-wishbone independent suspension
Rear suspension		Double-wishbone independent suspension
Front shock absorber		Coil spring + hydraulic-damped shock absorber / air-bag composite shock absorption
Front shock absorber travel		120mm
Rear shock absorber		Coil spring + hydraulic damping / air-bag composite shock absorption
Rear shock absorber travel		100mm
Drive train		
Front differential		Shaft driven/single auto-lock differential
Front differential ratio		3.67:1
Rear axle		Shaft driven/single differential
Rear axle ratio		3.67:1
Front differential oil capacity		180mL(GL-4-90)
Rear differential oil capacity		220mL(GL-4-90)
Electrical		
Ignition system		EFI-DELPHI
Battery	Type	Maintenance Free
	Voltage	12V
	Capacity	32AH
Fuses	Daytime running light	10A
	Fuel pump	10A
	EFI system meter	15A
	BCM	10A
	Bat ECU	10A
	Fan	20A
	EPS	40A
	SW-IGI	15A
	Light horn	10A
	12V-5V power	15A
Head lamp (High beam / Low beam)		12V 55W/55W
Fog light		Front: 12V 0.4W Rear: 12V 0.4W
Stoplight		12V 1.8W
Indicator light		Front: 12V 0.35W

	Rear: 12V 0.4W
Turn light	Front: 12V 5W Rear: 12V 1.8W

TIGHTENING TORQUE

Locking devices (e.g.: locking tabs, elastic stop nuts ,self-locking fasteners ,etc.) must be installed or replaced with new ones, where specified. If the efficiency of a locking device is impaired, it must be renewed.

In order to avoid a poor assembling, tighten screws, bolts or nuts in accordance with the following recommended torque value:

Grade	Torque (N·m)					
	M6	M8	M10	M12	M14	M16
4.6	4~5	10~12	20~25	36~45	55~70	90~110
5.6	5~7	12~15	25~32	45~55	70~90	110~140
6.8	7~9	17~23	33~45	58~78	93~124	145~193
8.8	9~12	26~30	50~60	78~104	124~165	193~257
10.9	13~16	30~36	65~78	110~130	180~201	280~330
12.9	16~21	38~51	75~100	131~175	209~278	326~434

Grade	Torque (lbf.ft)					
	M6	M8	M10	M12	M14	M16
4.6	3~3.7	7.4~8.6	14.8~18.5	26.6~33.2	40.6~51.7	66.4~81.2
5.6	3.7~5.2	8.9~11.1	18.5~23.6	33.2~40.6	51.7~66.4	81.2~103.3
6.8	5.2~6.6	12.5~17	24.4~33.2	42.8~57.6	68.6~91.5	107~142.4
8.8	6.6~8.6	19~22.1	37~44	57.6~76.8	91.5~121.8	142.4~189.7
10.9	9.6~11.8	22.1~26.6	48~57.6	81.2~95.9	132.8~148.3	206.6~243.5
12.9	11.8~15.5	28~37.6	55.4~73.8	96.7~129.2	154.2~205.2	240.6~320.3

CAUTION

Be sure to use the proper tightening torque for the proper strength grade. Always torque screws, bolts and / or nuts in a criss-cross sequence.

	Bolt length comparison table							
Length(mm)	12	14	16	20	25	30	35	40
Length(in)	0.47	0.55	0.63	0.79	0.98	1.18	1.38	1.57
Length(mm)	45	50	55	60	65	70	75	80
Length(in)	1.77	1.97	2.17	2.36	2.56	2.76	2.95	3.15
Length(mm)	85	90	95	100	105	110	115	120
Length(in)	3.35	3.54	3.74	3.94	4.13	4.33	4.53	4.72
Length(mm)	125	130	135	140	145	150	155	160
Length(in)	4.92	5.12	5.31	5.51	5.71	5.91	6.1	6.3
Length(mm)	165	170	175	180	185	190	195	200
Length(in)	6.5	6.69	6.89	7.09	7.28	7.48	7.68	7.8

As for important tightening torques , please refer to following standards.

Installation location	Specifications (mm)	Torque N.m(Ft.lbs)
Fastening bolt of engine	M10	50-60(37-44)
Fastening nut of suspension arm	M10	50-60(37-44)
Bolt of rear shock absorber	M10	78-100(57.1-73.3)
Bolt of front shock absorber	M10	50-60(37-44)
Fastening nut of wheel rim	M10	65-75(48-55)
Nut of wheel hub	M24	180-200(133-148)
Bolt of rear brake/stop pump (calipers)	M10	50-60(37-44)
Bolt of brake/stop disc	M8	24-28(17.6-20.5)
Bolt of front brake/stop pump (calipers)	M10	50-60(37-44)
Lock nut of steering rod	M12	70(52)
Lock bolt of steering gearbox	M8	28(20.5)
Bolt of exhaust pipe	M8	18-26(13.2-19)
Fastening nut of rear differential	M10	55(41)
Fastening nut of front differential	M10	55(41)
Bolt of front propeller shaft flange	M8	26-30(19-22)
Bolt of front propeller shaft flange	M10	50-60(37-44)
Spark plug	M12	18(13.2)
Water temperature sensor	M12	16(11.7)
Oil pressure switch	M10	12.5(9.2)
Adjusting nut of valve clearance	M6	12(8.8)
Main pulley bolt	M12	100(73.3)
Driven pulley bolt	M10	60(44)
Magneto flywheel bolt	M16	150(109.9)
Magneto stator bolt	M6	12.5(9.2)
One way bolt 单向螺栓	M8	30(22)
Engine oil drain plug	M12	20(14.7)
Gearbox oil drain plug	M12	20(14.7)
Decompression valve plug	M22	20(14.7)
Cylinder head bolt	M10	60(44)
Cylinder head bolt	M6	12.5(9.2)
Connecting rod bolt	M8	50(36.6)
Timing chain wheel bolt	M8	30(22)
Front output shaft flange bolt	M8	25(18)
Rear output shaft flange bolt	M10	50(37)

2. PERIODIC MAINTENANCE

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MAINTENANCE SCHEDULE

In order to maintain the best performance and economical performance of vehicles, suggestions on intervals for necessary regular maintenance are listed. Following maintenance is calculated in km, mile and hour based on firstly appeared data.

However, keep in mind that if the vehicle isn't used for a long period of time, the month maintenance intervals should be followed.

Items marked with an asterisk should be performed by a dealer as they require special tools and technical skills.

In case of complicated road conditions, regular maintenance shall be carried for vehicles.

ITEM	ROUTINE	Whichever Comes first ⇒	month	INITIAL			EVERY	
				1	3	6	6	12
			Km (mi)	320 (200)	1200 (750)	2400 (1500)	2400 (1500)	4800 (3000)
			hours	20	75	150	150	300
Valves*	● Check vale clearance. ● Adjust if necessary.		O		O	O	O	O
Cooling system	● Check coolant leakage. ● Repair if necessary. ● Replace coolant every 24 months.		O	O	O	O	O	O
Spark plug	● Check condition. ● Adjust gap and clean. ● Replacement every 24 months		O	O	O	O	O	O
Air filter elements	● Clean. ● Replacement every 24 months	Every 20-40 hours (More often in dusty areas)						
Crankcase breather system*	● Check breather hose for cracks or damage. ● Replace if necessary.				O	O	O	O
Exhaust system*	● Check for leakage. ● Tighten if necessary. ● Replace gasket(s) if necessary.				O	O	O	O
Fuel line*	● Check fuel hose for cracks or damage.. ● Replacement fuel hose every 48 months ● Replacement fuel filter every 24 months				O	O	O	O
Engine oil	● Replace (Check oil level every month) .		O		O	O	O	O
Engine oil filter	● Replace.		O		O			O
Differential and gearbox oil	● Check oil level/oil leakage. ● Replacement every 24 months.		O					O
Brake*	●Check operation/brake pad wear/fluid leakage.		O	O	O	O	O	O

	● Brake fluid needs to be above the lowest position. ● Correct if necessary. Replace pads/disk if worn to the limit.					
Accelerator pedal*	● Check operation and free play.	O	O	O	O	O
Wheels*	● Check balance/damage/ run out ● Repair if necessary.	O		O	O	O
Wheel bearings*	● Check bearing assemblies for looseness or damage.. ● Replace if damaged.	O		O	O	O
Front and rear Suspension*	● Check no deformation and looseness. ● Correct if necessary.			O		O
Steering system*	● Check operation and no looseness. ● Repair if damage. ● Check toe-in/Adjust if necessary.	O	O	O	O	O
Rear knuckle pivots and suspension arms*	● Lubricate with lithium-soap-based grease.			O	O	O
Drive shaft universal joint*	● Lubricate with lithium-soap-based grease.			O	O	O
Engine mount*	● Check for cracks or damage. ● Correct bolt tightness.			O	O	O
Front and rear axle boots*	● Check operation. ● Replace if damage.	O				O
Stabilizer bushings*	● Check for cracks or damage.			O	O	O
Fittings and fasteners*	● Check all chassis fittings and fasteners. ● Correct if necessary.	O	O	O	O	O
Battery	● End connection	O		O	O	O
Lamp and steering indication	● Operation	O	O	O	O	O

If the device is deployed in operational conditions or scenarios with harsh environmental conditions, please schedule maintenance plans in advance!

AIR CLEANER

When driving in dusty environments, the air filter element should be cleaned regularly or replaced with a new one. Failure to use an air filter element or the use of an air filter element that does not meet the required specifications can likely accelerate engine wear. Therefore, always ensure that the air filter is in good condition. If the vehicle is operated in dusty areas, it should be inspected more frequently than specified in the maintenance schedule.

If the air filter element is clogged with dust, intake resistance will be increased, with a resultant decrease in power output and an increase in fuel consumption. never remove or modify any component in the air filter housing. The engine management system is calibrated to operate specifically with these components. Otherwise, engine performance degradation or damage can occur. Check and clean the air cleaner element in the following manner:

Remove the three clips around the air filter, then take off the air filter cover.



Take out the internal air filter element.

Blow low pressure compressed air on filter element to clean it.

Properly re-install removed parts in the reverse order of their removal.



CAUTION

1. If liquid /deposits are found, squeeze and dry the foam filter. Replace filter element if damaged.
2. Do not start engine if liquid or deposit are found. If there is oil in the air filter housing, check engine oil level. Oil level may be too high.
3. Inspect the air cleaner element for tears, a torn element must be replaced.

VALVE CLEARANCE

Excessive valve clearance results in valve noise and insufficient valve clearance results in valve damage and reduced power.

Check the intake and exhaust valve clearances at the distances indicated above and adjust the valve clearances to specification, if necessary.

Valve clearance is to be checked when the engine is cold. The intake and exhaust valves must be checked and adjusted when the piston is at TOP-DEAD –CENTER (TDC) on the compression stroke.

All connecting parts and covering components linked to the engine shall be completely removed before disassembly..

Remove spark plug cable and spark plug of both cylinders.

Remove the cylinder head covers of the two cylinders.

1. Hex flange bolt
2. Cylinder head cover

Remove the plug screw and O-ring of magneto cover.

Remove the crankshaft position sensor.

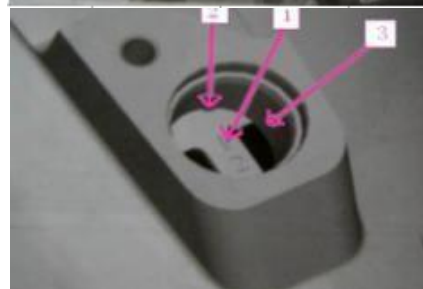
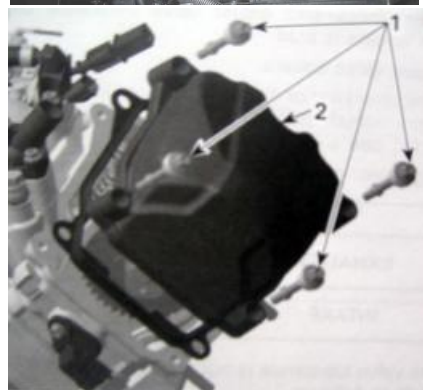
1. Crankshaft position sensor
2. Screw

Valve clearance of cylinder 2

Use a 14 mm Allen key to turn crankshaft until piston 2, rear is at TDC ignition.

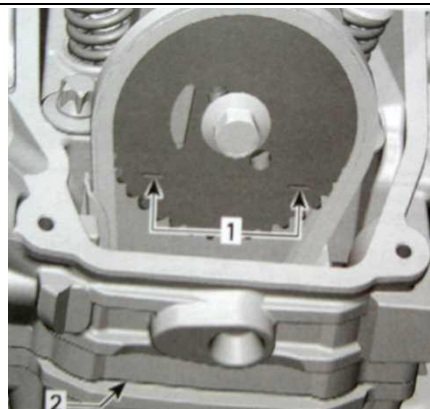
When rear piston is at TDC ignition, marks on magneto flywheel “2” and on the magneto cover are aligned.

1. Mark “2” on magneto flywheel
2. Notch on magneto cover
3. Crankshaft position sensor location



At TDC ignition, the printed marks on the camshaft timing gear have to be parallel to cylinder head base. If not, use Allen key to turn crankshaft 360°

1. Printed marks on camshaft timing gear
2. Cylinder head base



Insert the feeler gauge between the valve stem end and adjusting screw on the rocker arm to check the clearance.

If the valve clearance is out of specification, adjust valves as follows.

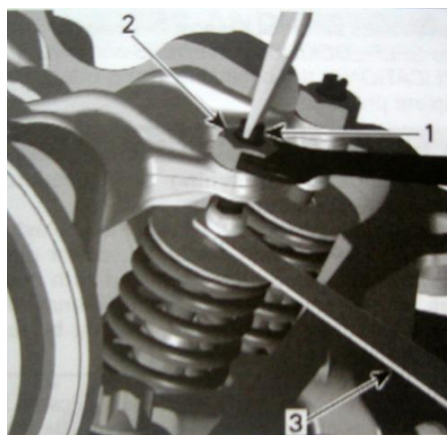
Valve clearance	
intake valve	0.06 to 0.10mm(0.00236 to 0.00394 inches)
exhaust valve	0.11 to 0.15mm(0.00433 to 0.00591 inches)

Use mean value of exhaust/intake to ensure a proper valve adjustment.

Hold the adjustment screw at the proper position and torque the locking nut.

Repeat the procedure for each valve.

1. Adjustment screw
2. Adjustment nut
3. Feeler gauge



CAUTION

Securely tighten the locknut after completing adjustment.

Valve clearance adjustment locknut: 12N.m(8.856Lbf.ft)

Valve clearance of cylinder 1

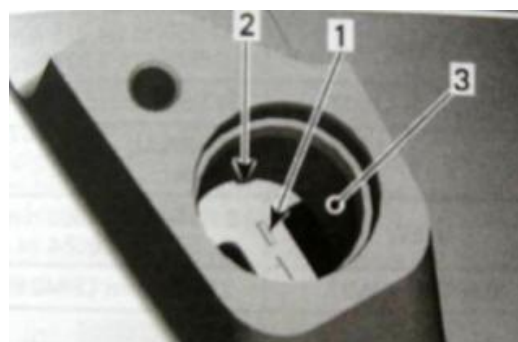
Using a 14 mm Allen key, turn crankshaft 280° counterclockwise.

1. Allen key 14mm
2. Turn crankshaft 280° counterclockwise



Until marks on magneto flywheel "1" and magneto cover are aligned.

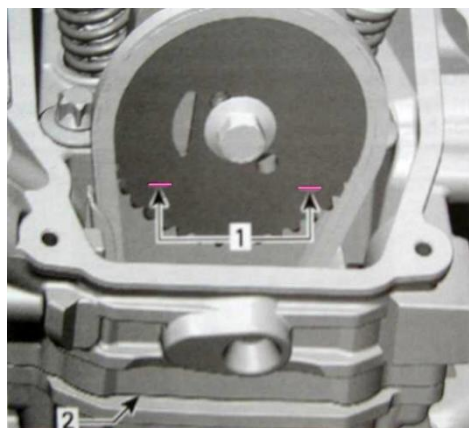
1. Mark "1" on magneto flywheel
2. Notch on magneto cover
3. Location of crankshaft position sensor



At TDC ignition, the printed marks on the camshaft timing gear have to be parallel to cylinder head base as per following illustration.

TYPICAL

1. Printed marks on camshaft timing gear
2. Cylinder head base



Insert the feeler gauge between the valve stem end and adjusting screw on the rocker arm to check the clearance.

If the valve clearance is out of specification, adjust valves as follows.

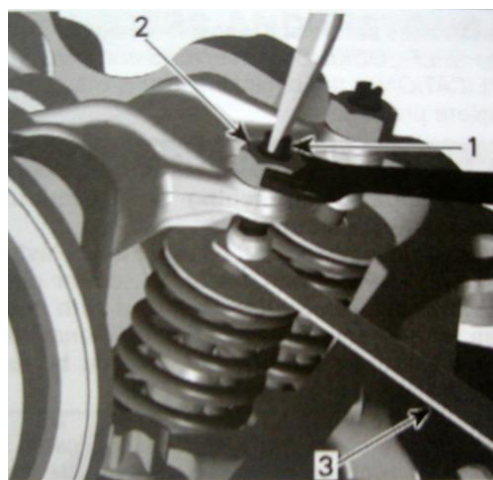
Valve clearance	
Intake	0.06 to 0.10mm(0.00236 to 0.00394 inches)
Exhaust	0.11 to 0.15mm(0.00433 to 0.00591 inches)

Use mean valve of exhaust/intake to ensure a proper valve adjustment.

Hold the adjustment screw at the proper position and torque the locking nut.

Repeat the procedure for each valve.

1. Adjustment screw
2. Adjustment nut
3. Feeler gauge



Valve clearance adjuster locknut: 12N · m(8.856Lbf.ft)

CAUTION

Securely tighten the locknut after completing adjustment.

Install the valve cover of both cylinders, spark plug cable and spark plug of both cylinders, the plug screw and O-ring of magneto cover and the crankshaft position sensor.

SPARK PLUG

In case of serious wear or burn to electrode or burn to insulator by spark plug or damage to thread etc, please replace it with new spark plug

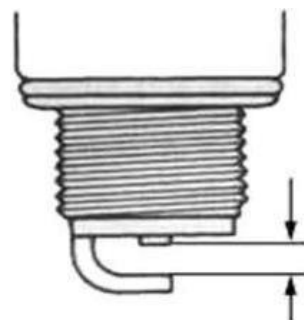
In case of carbon deposit, please use proper tools for cleaning.

Spark plug gap

Measure the spark plug gap with a thickness gauge.

In case of exceeding designated range, then adjust the gap.

0.7-0.9mm(0.028-0.035inches)



Spark plug heat range

Check the spark plug heat range by observing the electrode color. If the electrode of the spark plug is appearing wet or dark color, replace the spark plug with a hotter type one. If it is white or appearing glazed, replace the spark plug with a colder type one.

Standard type: DCPR8E / NGK

Colder type: DCPR9E / NGK

Hotter type: DCPR7E / NGK

CAUTION

In order to avoiding damaging cylinder cap thread, firstly use hands to tighten spark plug and then use spark plug wrench to tighten cylinder cap with designated torque.

THROTTLE CABLE FREE TRAVEL

Before starting the engine, check the gas pedal to be sure it is operating correctly. Make sure the gas pedal fully returns to the idle position as soon as it is released.

Check the free play and adjust if needed. Press the throttle to make sure it moves smoothly without sticking and snaps back automatically when it is released. Check to see that the gas pedal operates correctly. It must operate smoothly and fully spring back to the idle position when released. Have a dealer repair if necessary for proper operation.

Check throttle pedal free play:

3 - 5mm(0.118-0.197inches)

In case of out of range: → adjustment

Loose throttle cable (bracing cable). Turn adjuster to adjust free play of throttle pedal.

After adjustment, tighten nut.

If free play after adjustment cannot reach designated requirement or there is viscosity for throttle valve, replace it with new throttle cable.



ENGINE OIL

Oil level verification

Strictly follow this procedure, otherwise wrong oil level may be indicated.

1. Ensure vehicle is on a level surface.
2. Start engine and let idle for a few minutes.
3. Stop engine. Wait a few minutes to allow oil to flow down to crankcase then check oil level.

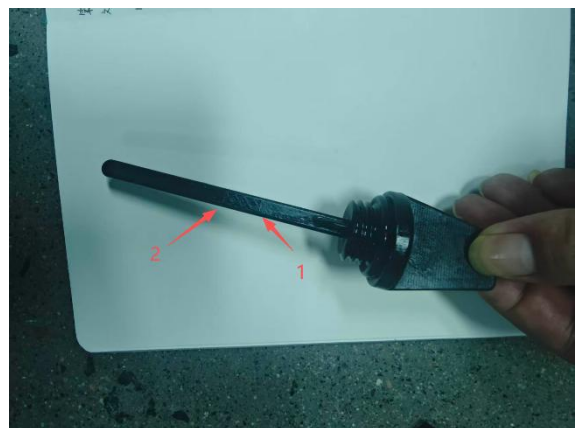
4. Remove dipstick and wipe clean stem.
Fully screw in dipstick to check oil level.

5. Remove dipstick and read oil level. Oil level must be between minimum(2) and maximum(1) marks on dipstick.

6. There is a capacity of 300 ml between the two

7. Marks. Refill oil as necessary. Do not overfill.

8.Re-install dipstick.



Replace engine oil

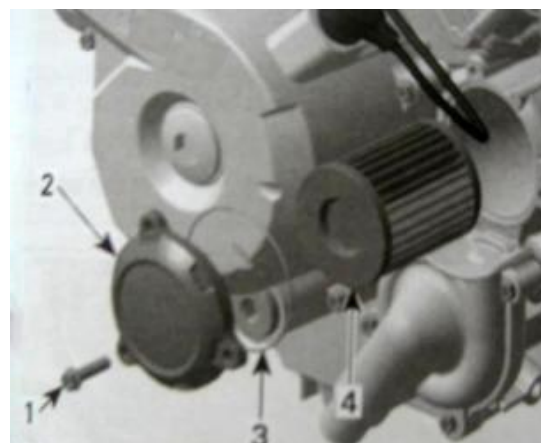
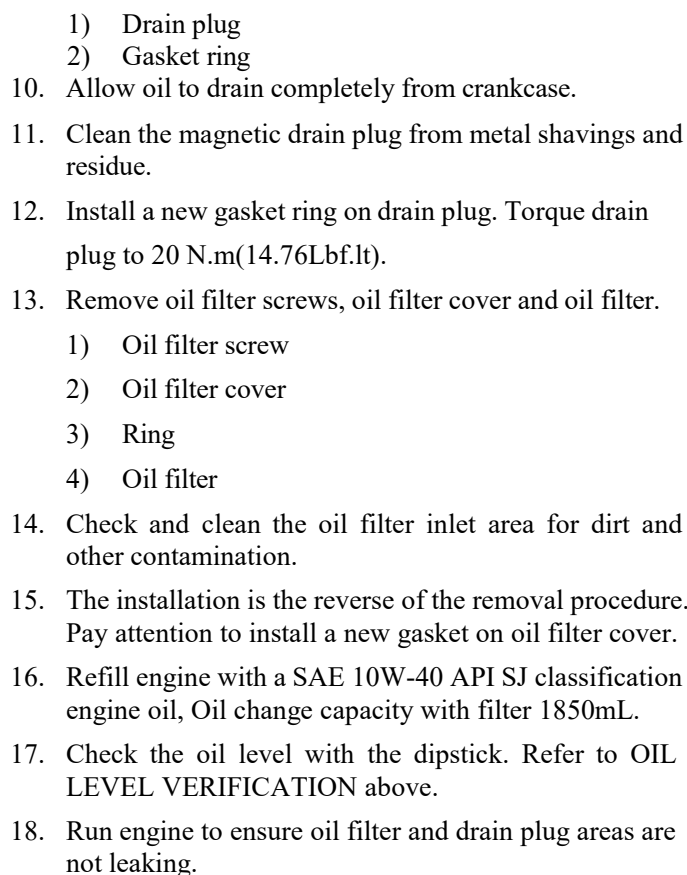
Prior to change the oil, ensure vehicle is on a level surface. Oil and oil filter must be replaced at the same time. Oil change and oil filter replacement should be done with a warm engine.

WARNING

The engine oil can be very hot. Wait until engine oil is warm.

CAUTION

Dispose oil and filter as per your local environmental regulations.

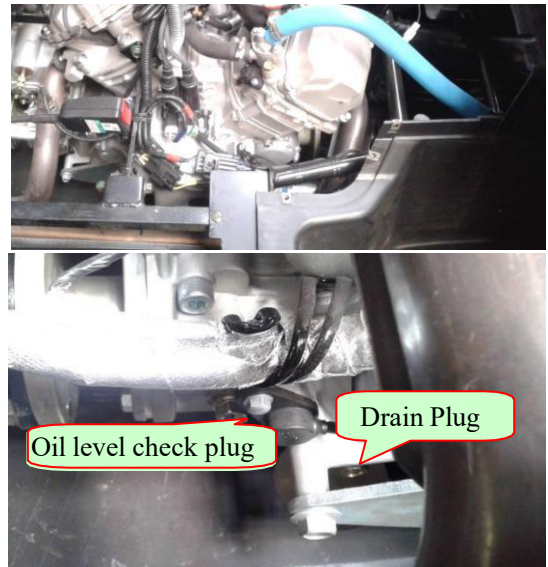


Viscosity	20W-50
	15W-40, 15W-50
	10W-40, 10W-50
	10W-30
	5W-30
Temp. °C	-30 -20 -10 0 10 20 30 40
°F	-22 -4 14 32 50 68 86 104

In order to expand service life of vehicle, please use grade SJ standard engine oil conforming to API with its viscosity indication being SAE10W/40. If viscosity of engine does not reach SAE 10W/40, make corresponding selection according to drawing

Prior to change the gearbox oil, ensure vehicle is on a level surface, should be done with a warm engine.

1. Drive vehicle for a few minutes.
2. Ensure vehicle is on a level surface.
3. Stop engine and wait a few minutes.
4. Engine air intake.
5. Remove the oil level check plug.
6. Place an oil pan under the gearbox case, and then drain oil completely by removing the drain plug.
7. Tighten the drain plug to 20 N.m(14.76Lbf.lt).
8. Pour the specified oil(GL-4-90) about 360~450mL by syringe through the oil level check plug hole until the oil over flows.
9. Tighten the oil level check plug to 20 N.m(14.76Lbf.lt).



FRONT DIFFERENTIAL OIL

To change the front differential oil, locate the vehicle on a level position and carry out the following steps.

Clean the oil level check plug area and remove the oil level check plug.



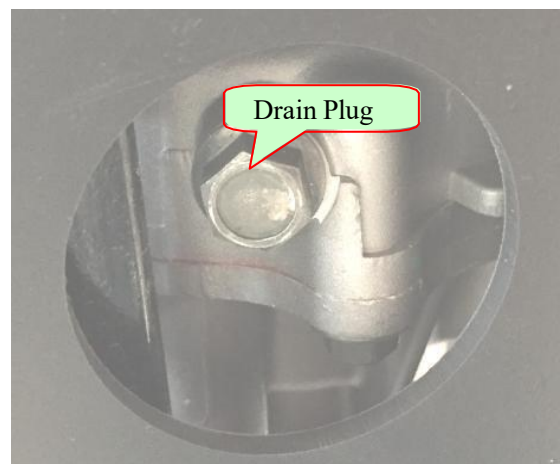
Clean the oil drain plug area.

Place an oil pan under the front reducer case, and then drain oil completely by removing the drain plug.

Tighten the drain plug to 20 N.m. (14.76Lbf.lt)

Pour the specified oil(GL-4-90) about 150~180mL by syringe through the oil level check plug hole until the oil over flows.

Tighten the oil level check plug to 20 N.m(14.76Lbf.lt).



STEERING SYSTEM

Park vehicle at flat ground and hold steering wheel for wobbling to up, down, left and right. Check whether there is loosening. In case of wobbling, tighten nut or dismantle steering column for further inspection.

Park vehicle at flat ground and turn handle left or right slowly to see whether it can be turned flexibly. In case of obstacles, check whether it is caused by main cable or other wiring installation. If it is not caused by above situations, please check the bottom of steering tie rod and see whether steering column bearing is damaged or not.

Park vehicle on flat ground, make sure the tire pressure for right and left tires is same and set to the proper specification, set the front wheels in the straight position, then place a load of 75kg on the seat.

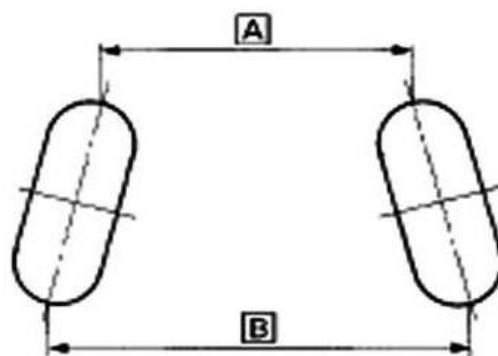


Measure the distance A and B of the front wheels and calculate the difference.

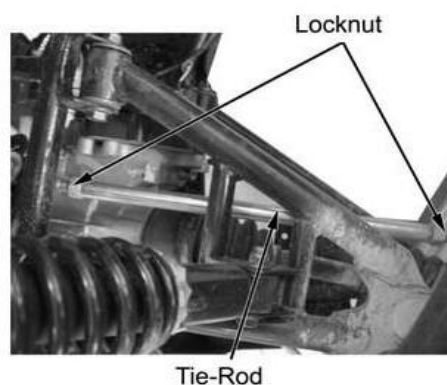
Toe-in.: $B - A = 5\text{mm}(0.197\text{inches})$

A: Front of front wheel

B: Rear of front wheel



Out of range of toe-in: → Adjust nut of tie rod



CAUTION

After adjusting toe-in, first rotate steering wheel from center position to the left and right completely, to ensure that it is the same corner, then slowly run vehicle to see whether its direction can be controlled.

BRAKING SYSTEM

Check to see if any brake fluid is leaking out of the pipe joints or the brake fluid reservoir. Apply the brakes firmly for one minute. If there is any leakage, have the vehicle inspected by an authorized dealer.

Test the brakes at slow speed after starting out to make sure they are working properly. If the brakes do not provide proper braking performance, inspect the brake system. If needed, have the vehicle inspected by an authorized dealer.

Brake fluid level

Check the brake fluid level by observing the lower limit line on the brake fluid reservoir.

Note: Mixing brake fluid of the same model from different manufacturers may also cause adverse reactions.



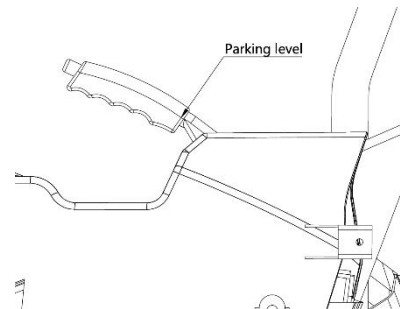
Brake pedal adjustment

The brake pedal stroke is 30~40mm(1.18~1.57inches). If less than equal 30mm, it will be a hidden dangers, must adjust the brake pin connecting the brake pedal.



Parking brake adjustment

Pull the parking brake lever up to engage the parking brake. To release the unit, press button on front end of parking lever then push the parking lever to the bottom.



The free play is 15~20mm(0.59~0.79inches), the travel is 7 teeth.



If necessary, slacken the cable by loosening the locknut and screwing the adjuster on the brake holder. After adjusting the play, tighten the locknut. Or screwing the adjustment nut on the parking brake caliper



GEAR SHIFT

Check the shift lever to ensure smooth gear shifting and reverse gear engagement. Also the meter display is correct.

The shift lever should be vertical when the gear is in neutral. If not, only remove the the engine air intake and adjust rear side of the shift cable and then tighten the nuts of the shift cable.



COOLING SYSTEM

To prevent rust formation or freezing condition, always replenish the system with the premixed coolant or with 50% antifreeze and 50% water. Do not use tap water, straight antifreeze or straight water in the system. Tap water contains minerals and impurities which build up in the system. During cold weather, straight water causes the system to freeze while straight antifreeze thickens and does not have the same efficiency. Always use ethylene glycol antifreeze containing corrosion inhibitors specifically recommended for aluminum engines.

Cooling liquid may be reduced by natural evaporation. Regularly check horizontal position of cooling liquid

Coolant level verification

Park vehicle at flat ground, lift the front hood and then check horizontal line of cooling liquid.

Check the level of cooling water in fluid reservoir (auxiliary radiator) is between upper and lower critical levels.



CAUTION

To avoid potential burns, do not remove the radiator cap or loosen the cooling drain plug if the engine is hot. Never drain or refill cooling system when engine is hot.

Coolant replacement

Park vehicle at flat ground and lift the front hood.

Remove the radiator cap.



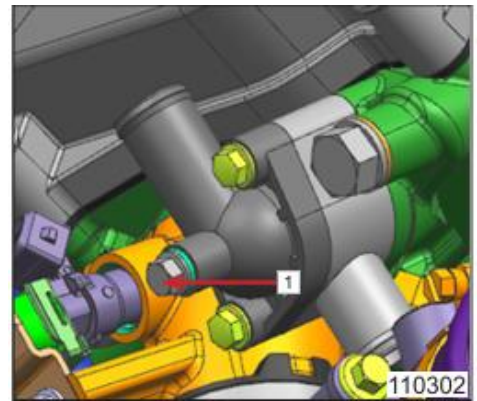
Remove the vent plug on the engine cylinder head.

Add coolant until bubble-free coolant flows out from the vent port.

Reinstall the vent plug with a torque of 5N·m(44 lbf·in).

Loosen the vent drain screw of the vent two-way pipe (only turn it a few turns).

Tighten the vent drain bolt to 5 N·m (44 lbf·in) when coolant flows out from the hole on the vent two-way pipe.



Fill the radiator with coolant fully and install the radiator cap.

Add coolant to the auxiliary tank until the liquid level is between the upper and lower marks, then fit the auxiliary tank cap.

Start the engine until the thermostat opens, then shut off the engine.



Press and relax the throttle pedal five times to bleed air bubbles completely.

Refill coolant to radiator, and install the the radiator cap.

Run engine until radiator fan opens.

Stop the engine. When engine has completely cooled down, recheck coolant level in the coolant tank, Top up if necessary

WHEELS

Lift wheels up at horizontal position and ensure no load to each wheel.

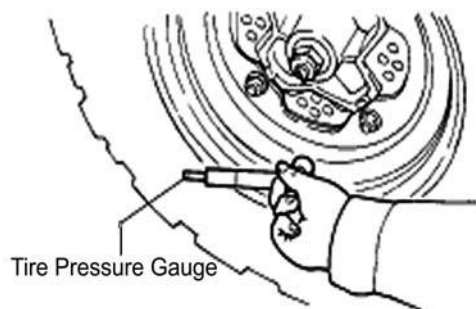
Shake wheels to left and right to see whether their connecting parts are installed tightly and check whether they can be swung.

No adequate tightening: → tightening

Swing: → replace rocker arm

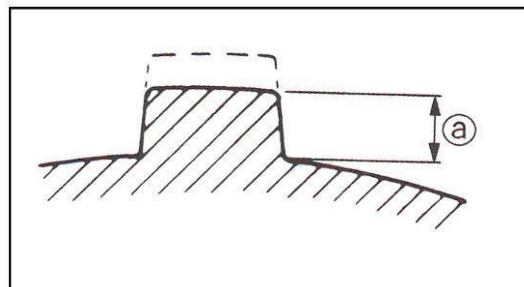
Tire pressure

Improper tire pressure will lower comfort of operation and driving and may lead to wear to side edges of tires.



Tire thread.

When the tire groove decreases to 6 mm (0.24 in) due to wear, replace the tire.



ENGINE COMPRESSION PRESSURE

The compression pressure reading of a cylinder is a good indicator of its internal condition. The decision to overhaul the cylinder is often based on results of a compression test.

Before measuring cylinder pressure, ensure installation and tightening of cylinder cap bolt with designated torque and reasonable clearance of valve.

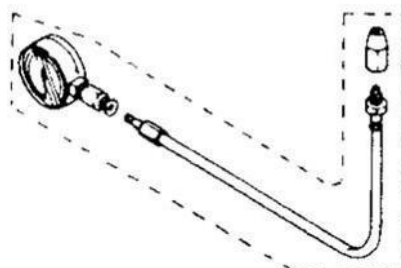
Standard cylinder pressure: 0.9 ~ 1.2Mpa(130.5PSI~174PSI)

Too low cylinder pressure may cause the following:

- Excessive wear to cylinder;
- Wear to piston or piston ring;
- Blockage of piston ring in groove;
- Close valve seat;
- Damage to cylinder lining or faults of other parts

Measure engine compression pressure:

1. Warm up engine.
2. Ensure full charging of battery.
3. Dismantle spark plugs.
4. At spark plug hole, install cylinder pressure meter.



5. Press button of start for several seconds. Record indication of maximum cylinder pressure.

ENGINE OIL PRESSURE

Check the engine oil pressure periodically. This will give a good indication of the condition of the moving parts. The engine oil pressure test should be done with a warm engine 90°C and the recommended oil.

Remove left and right seats, the engine air intake and engine shield.



Remove the oil pressure switch wire connector and switch on the right of engine.



Install oil pressure gauge and adapter hose. Start engine on idle speed. The engine oil pressure should be within the following values.

Oil pressure	1250 RPM	6000 RPM
Minimal	70kPa (10.2PSI)	300kPa (43.5PSI)
Nominal	150kPa (21.8PSI)	350kPa (50.8PSI)
Maximal	250kPa (36.3PSI)	450kPa (65.3PSI)

Remove oil pressure gauge and adapter hose.

Installation oil pressure switch to 12 N.m(8.86Lbf.lt) and the oil pressure switch wire connector. Reinstall the engine cowling, gear shift knob and body panels.



SUSPENSION SYSTEM

Lubricate both suspension arms with lithium-soap based grease. Check operation and for leakage.

Remove the bolts and nuts securing the front and rear cradles respectively. Inject lithium-soap-base grease into the cradle shaft sleeve.



Inject lithium-soap-based grease directly into the oil filling hole of the rear yoke after the rear cradle is installed.

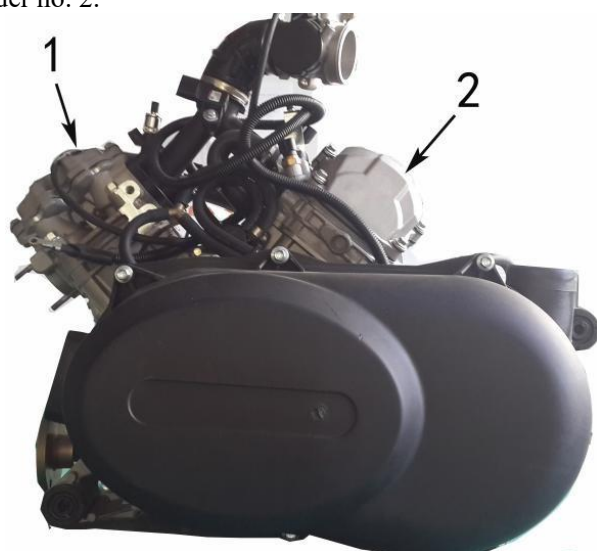


3. ENGINE

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Components which are identical for both cylinders/cylinder heads are identified in the two exploded views by the same number. Components which are different or which are, for instance, present on one of the cylinders/cylinder heads but not on the other, have different numbers. The information given below always relates as a general rule.

Special reference is made in the text to work instructions which are not the same for cylinder no. 1 and cylinder no. 2.



1. Cylinder 1
2. Cylinder 2

!WARNING

Torque wrench tightening specifications must strictly be adhered to.

Locking devices (e.g.: locking tabs, elastic stop nuts, self-locking fasteners, cotter pin, etc.) must be installed or replaced with new ones where specified. If the efficiency of a locking device is impaired, it must be repaired.

When diagnosing an engine problem, always perform a cylinder leak test. This will help pin-point a problem. Refer to the instructions included with your leak tester and to LEAK TEST section for procedures. Always place the vehicle on level surface.

NOTE: For a better understanding, the many illustrations are taken with engine out of vehicle. To perform the following instructions, it is not necessary to remove engine from vehicle.

Always disconnect BLACK (-) cable from the battery, then RED (+) cable before working on the engine. Even if the removal of many parts is not necessary to reach another part, it is recommended to remove these parts in order to check them.

When disassembling parts that are duplicated in the engine, (e.g.: valves), it is a strongly recommended to note their position (PTO/MAG side, front/rear cylinder) and keep them as a “group”. If you find a defective component, it would be must easier to find the cause of the failure among it group of parts (e.g.: you found a worn valve guide. A bent spring could be the cause and it will be easy to know which one among the springs is the cause to replace it if you grouped them at disassembly). Also, since used pars have matched together during the engine operation, they will keep their matched fit when you reassemble them together within their “group”.

ENGINE REMOVAL

To avoid potential burns, let engine and exhaust system cool down before performing any servicing.

Place vehicle on a work station that will have access to an engine-lifting hoist. Then start with initial preparation of vehicle.

Disconnect the BLACK(-) cable from battery, then the RED(+) cable.

Drain coolant from engine cooling system. Drain engine oil only if engine overhaul is necessary. To work on gearbox the removal is necessary but do not drain engine oil.

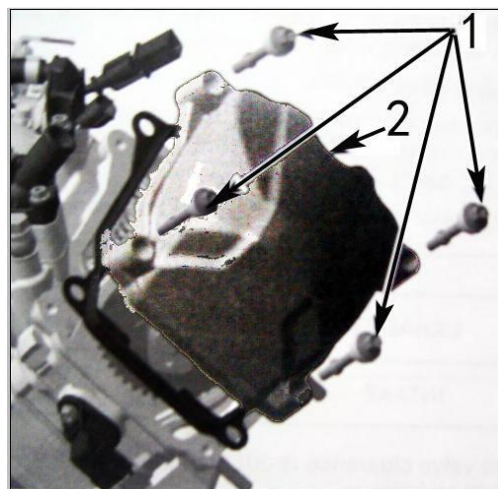
VALVE COVER

Cover Removal

Remove:

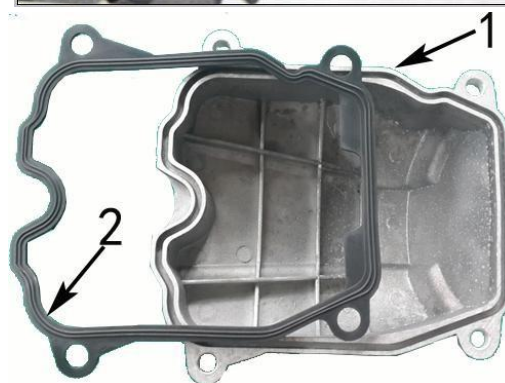
- distance screws of valve cover

1. Distance screws
2. Valve cover



- valve cover and gasket.

1. Valve cover
2. Gasket



Repeat the procedure for the other valve cover if required.

Cover Inspection

Check the gasket on the valve cover if it is brittle, cracked or hard. If so, replace the gasket.

Cover Installation

For installation, reverse the removal procedure.

Torque the valve cover distance screws in a criss-cross sequence.

TIMING CHAIN TENSIONER

NOTE: Before removal and installation, make sure that the respective cylinder is set to TDC ignition. Refer to CAMSHAFT.

Tensioner removal

! WARNING

Timing chain tensioner is spring loaded. Never perform this operation immediately after the engine has been turn because the exhaust system can be very hot. Wait until exhaust system is warm or cold.

Remove:

- Chain tensioner plug
- O-ring
- Spring
- Chain tensioner plunger

1. Chain tensioner plug
2. O-ring
3. Spring
4. Chain tensioner plunger

Screws retaining chain tensioner housing

- Chain tensioner housing with O-ring

1. Chain tensioner screws
2. Chain tensioner housing
3. O-ring

Tensioner Inspection

Check the housing for cracks or other damages.

Replace if necessary.

Check chain tensioner plunger for free movement and/or scoring.

Check if O-rings are brittle, cracked or hard.

Replace if necessary.

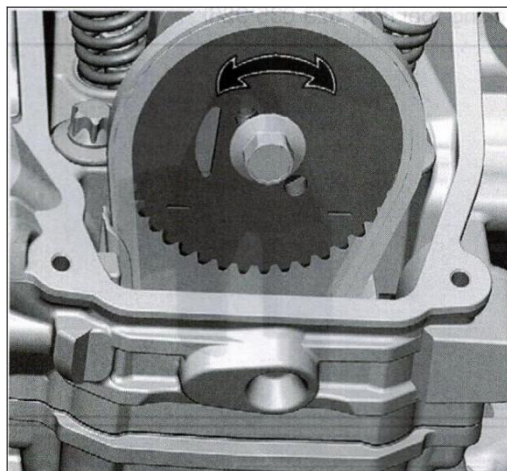
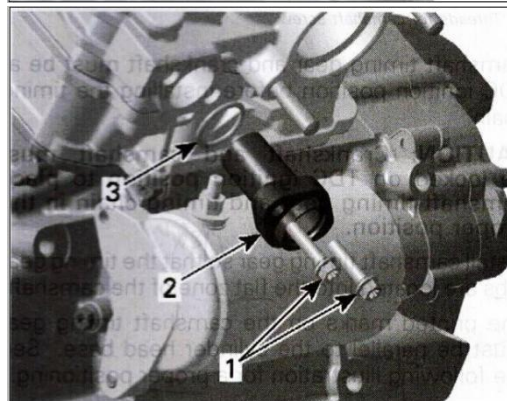
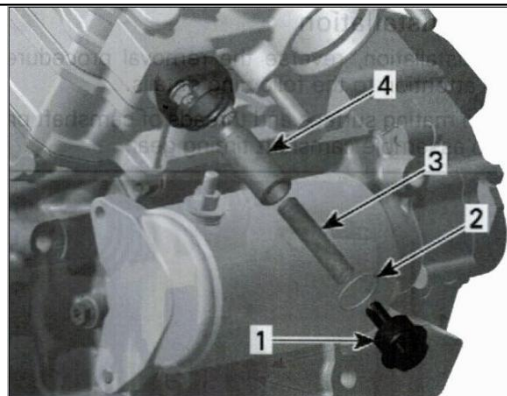
Check spring condition. Replace if broken or worn.

Tensioner Installation

For installation, reverse the removal procedure. However, pay attention to the following.

NOTE: Before installing the chain tensioner make sure, that the camshaft timing gear can be moved back and forth.

Apply engine oil on the plunger before installing.



NOTE: Slightly screw in the plunger until the timing chain allows no more back and forth movement of the camshaft timing gear. Then screw in the plunger an additional 1/8 turn to reach the required torque of 0.1 N.m.

CAUTION: Improper adjustment of the timing chain will lead to severe engine damage.

Fit the spring on one side into the slot of the plug screw and on the other side into the plunger. Turn spring only clockwise in order to fit the spring end into the notch of the plunger and to avoid loosening the plunger during spring installation. Do not preload the spring.

NOTE: Do not forget to place the O-ring on chain tensioner plug.

Then compress the spring and screw in plug screw.

Finally, tighten the plug screw to 4.5 N.m.

CAMSHAFT TIMING GEAR

Gear Removal

Turn crankshaft to TDC ignition of the respective cylinder.

Unscrew timing chain tensioner.

Remove camshaft timing gear screw.

1. Camshaft timing gear screw
2. Camshaft timing gear

Remove the camshaft timing gear.

NOTE: Secure timing chain with a retaining wire.

Gear Inspection

Check camshaft timing gear for wear or deterioration.

If gear is worn or damaged, replace it as a set (camshaft timing gear and timing chain).

Gear Installation

For installation, reverse the removal procedure. Pay attention to the following details.

Clean mating surface and threads of camshaft, prior to assemble camshaft timing gear.

1. Mating surface on camshaft
2. Threads for camshaft screw

Camshaft timing gear and crankshaft must be at TDC ignition position before installing the timing chain.

CAUTION: Crankshaft and camshaft must be locked on TDC ignition position to place camshaft timing gear and timing chain in the proper position.

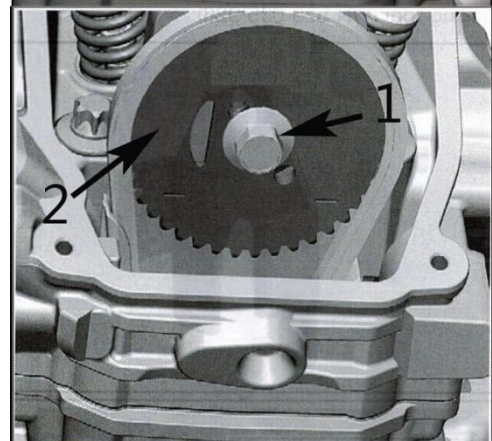
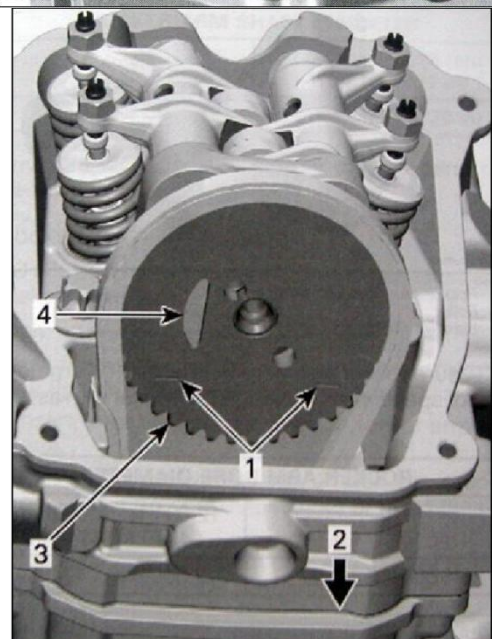
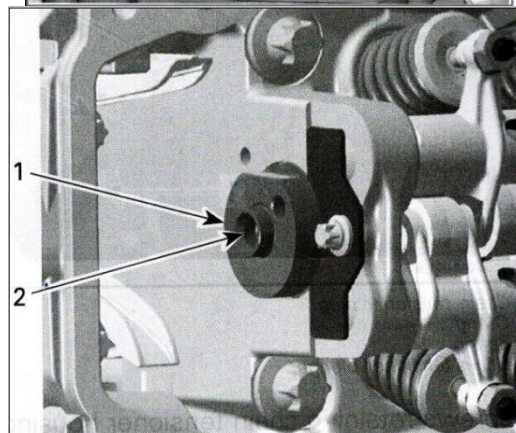
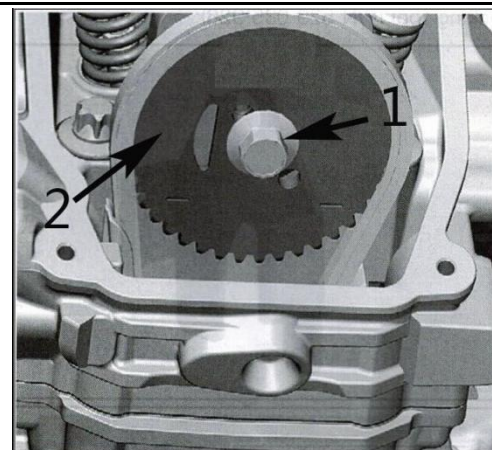
Install camshaft timing gear so that the timing gear tabs are located into the flat zone of the camshaft.

The printed marks on the camshaft timing gear must be parallel to the cylinder head base. See the following illustration for a proper positioning.

1. Printed marks on camshaft timing gear
2. Cylinder head base
3. Camshaft timing gear
4. Timing gear tab

Install trigger wheel on camshaft timing gear of cylinder 1.

1. Camshaft timing gear screw
2. Camshaft timing gear



When the camshaft timing gear and the timing chain are installed, remove the crankshaft locking bolt as well as the camshaft locking tool.

NOTE: Before installing the camshaft screw adjust the chain tension and check again if marks on the timing gear are parallel to cylinder head base.

Reinstall all other removed parts.

ROCKER ARM

Rocker Arm Removal

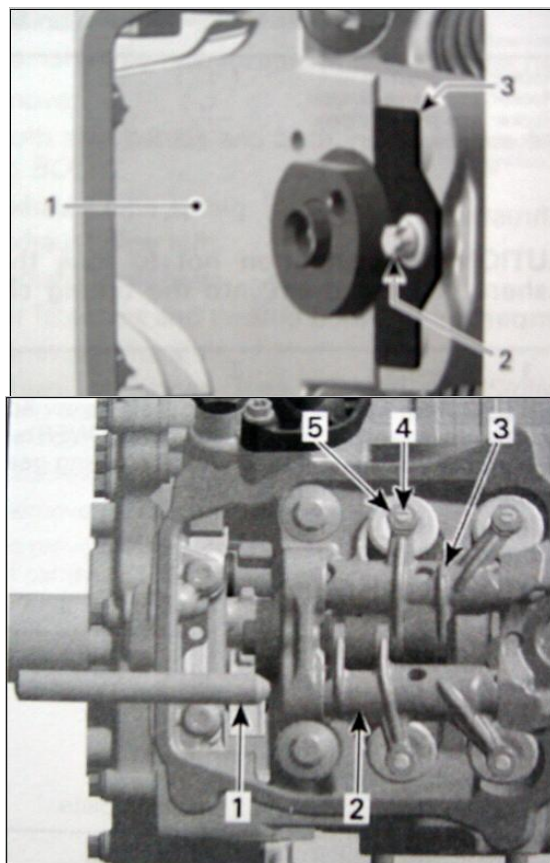
Remove:

- Valve cover
- Chain tensioner
- Camshaft timing gear
- Allen screw and camshaft retaining plate

1. Cylinder head
2. Allen screw
3. Camshaft retaining plate
- Rocker arm shafts
- Rocker arm assembly (exhaust side and intake side) with adjustment screws and nuts.

1. Rocker arm shaft
2. Rocker arm (exhaust side)
3. Rocker arm (intake side)
4. Adjustment screw
5. Locking nut

- Thrust washer



CAUTION: Pay attention not to lose thrust washers or drop them into the timing chain compartment.

Rocker Arm Inspection

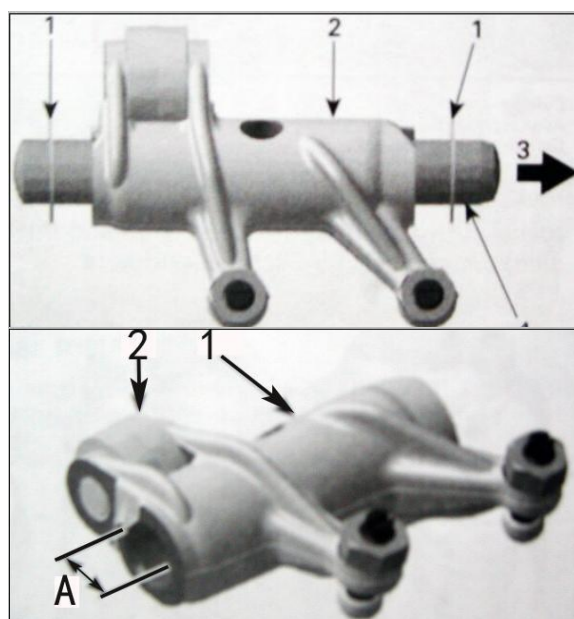
Inspect each rocker arm for cracks and scored friction surfaces. If so, replace rocker arm assembly.

Check the rocker arm rollers for free movement, wear and excessive radial play. Replace rocker arm assembly if necessary.

1. Rocker arm (exhaust side)
2. Roller
3. Bore for rocker arm shaft

Measure rocker arm bore diameter. If diameter is out of specification, change the rocker arm assembly.

Rocker arm bore diameter	
new	12.000 to 12.018 mm
Service limit	12.030 mm



Check adjustment screws for free movement, cracks and/or excessive play.

1. Free movement of adjustment screw top

Rocker arm shaft

Check for scored friction surfaces, if so, replace parts.

Measure rocker arm shaft diameter.

A: Measure rocker arm shaft diameter here

Rocker arm shaft diameter	
New	11.983 to 11.994 mm
Service limit	11.970 mm

Any area worn excessively will require parts replacement.

Rocker Arm Installation

NOTE: use the same procedure for exhaust and intake rocker arm.

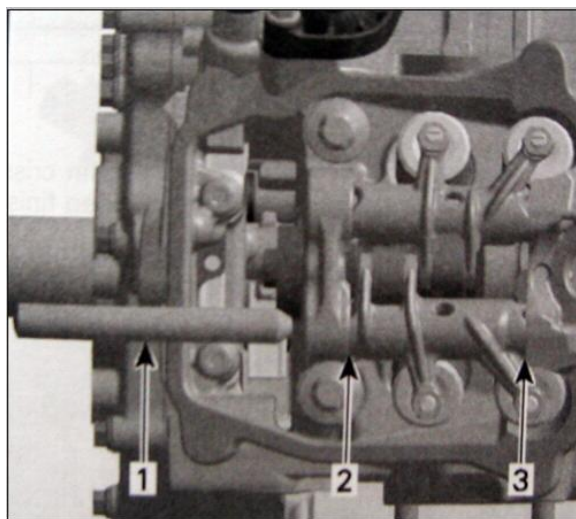
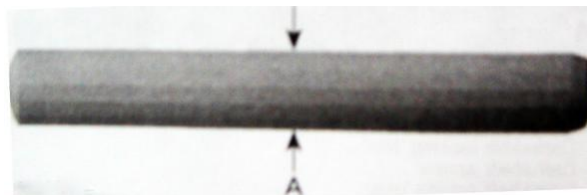
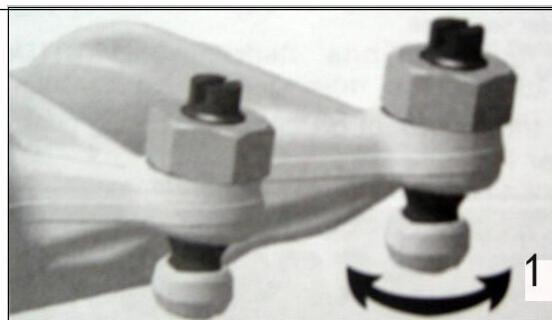
Apply engine oil on rocker arm shaft.

Install the rocker arm shafts with the chamfered edge first and use following procedure:

- Insert a rocker arm pin through rocker arm pin bore.
- Install a thrust washer then the proper rocker arm.
- Push in rocker arm shaft until its chamfer reaches the end of rocker arm bore.

1. Rocker arm shaft
2. Thrust washer (timing chain side)
3. Thrust washer (spark plug side)

- Place the other thrust washer and push rocker arm shaft to end position.
- Install the camshaft retaining plate no. 5.



CYLINDER HEAD

Cylinder Head Removal

The removal procedure is the same for both cylinder heads.

Drain coolant.

CAUTION

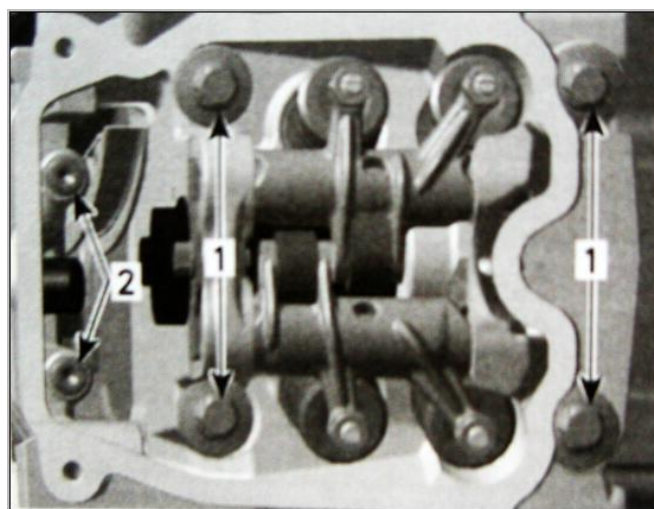
Before removing cylinder head, blow out remaining coolant by air pressure. During cylinder head removal, the remaining coolant in cylinder head could overflow into the engine and a little quantity of coolant could drop into the engine. In this case, the engine oil will be contaminated, controlled.

Disconnect:

- Spark plug wire
- Temperature sensor connector, located at rear cylinder head

Remove:

- Exhaust pipe spring
- Exhaust pipe nuts
- Radiator inlet hose
- Air filter box and throttle body
- Air intake manifold
- Chain tensioner
- Valve cover and gasket
- Camshaft timing gear
- Cylinder head screws M6
- Cylinder head screws M10 retaining cylinder head and cylinder to cylinder base.



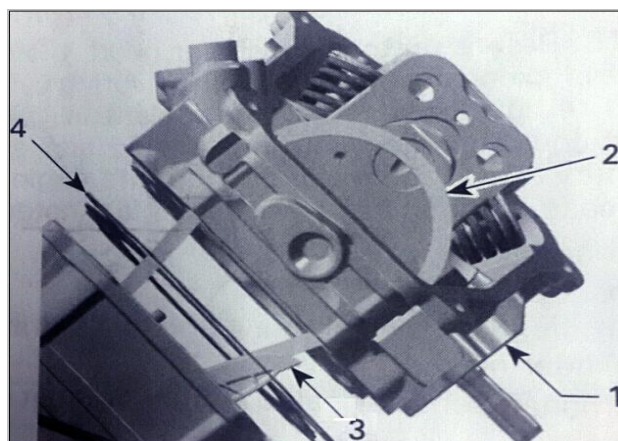
1. Cylinder head screws M10
2. Cylinder head screws M6

Pull up cylinder head.

Remove:

- chain guide
- cylinder head gasket and scrap it.

1. Cylinder head
2. Timing chain
3. Chain guide
4. Cylinder head gasket



Cylinder Head Inspection

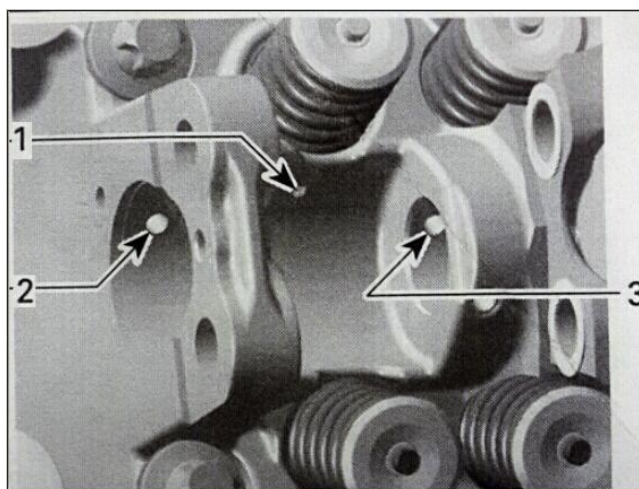
Inspect timing chain guide for wear, cracks or other damages. Replace if necessary.

Check for cracks between valve seats, if so, replace cylinder head.

Check mating surface between cylinder and cylinder head for contamination. If so, clean both surfaces.

Clean oil support through the cylinder head from contamination.

1. Oil port to lubricate camshaft lobes intake/exhaust
2. Oil supply to camshaft bearing journal timing chain side
3. Oil supply to camshaft bearing journal spark plug side



Cylinder Head Installation

NOTE: The cylinder heads are not identical in design. Do not invert the cylinder heads at assembly.

For installation, reverse the removal procedure. Pay attention to the following details. Ensure dowel pins are in place

CAUTION: Chain guide has to be fixed between cylinder and cylinder head.

1. Chain guide (fixed between cylinder and cylinder head)
2. Chain tensioner guide (mounted in crankcase)

Install a new cylinder head gasket.

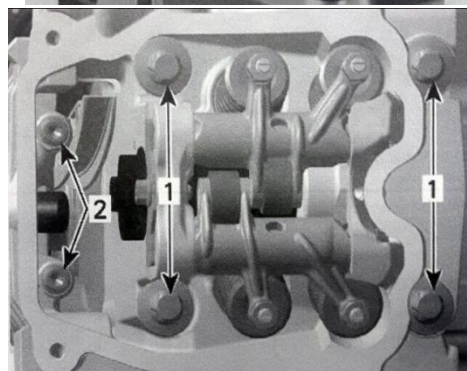
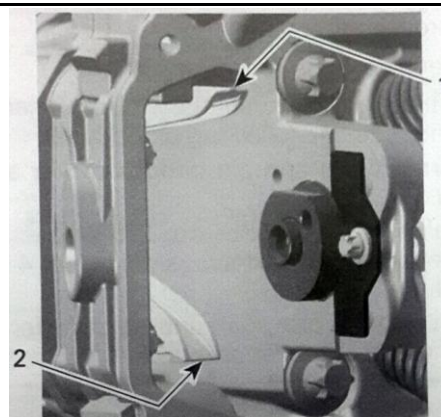
First, torque cylinder head screws M 10 in crisscross sequence to 20 N.m then finish by tightening to 60 N.m.

Install cylinder head screws M6.

1. Cylinder head screws M10
2. Cylinder head screws M6

Check chain guide for movement.

Remove crankshaft locking bolt and reinstall plug screw with sealing ring



CAMSHAFT

NOTE: The engine is equipped with two different camshafts.

1. Camshaft of cylinder 1
2. Camshaft of cylinder 2



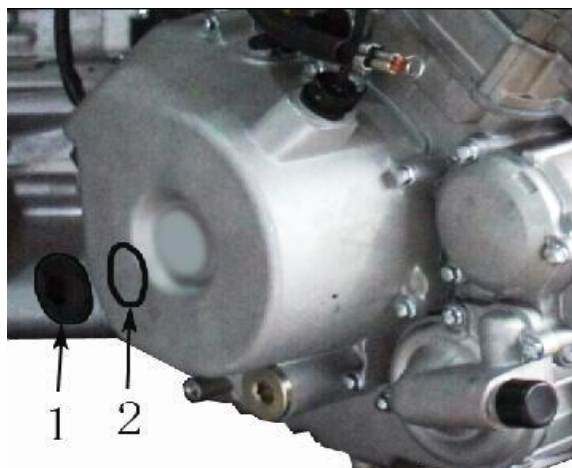
Camshaft timing cylinder 2

Turn crankshaft until piston is at TDC ignition as follows.

Remove:

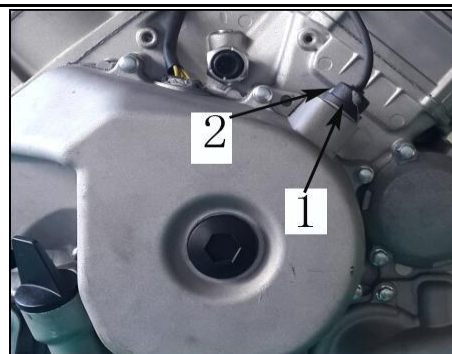
- Spark plug cable and spark plug of both cylinders
- Valve cover of both cylinders
- Plug screw and O-ring of magneto cover

1. Plug screw
2. O-ring



■ crankshaft position sensor

1. Crankshaft position sensor
2. Screw



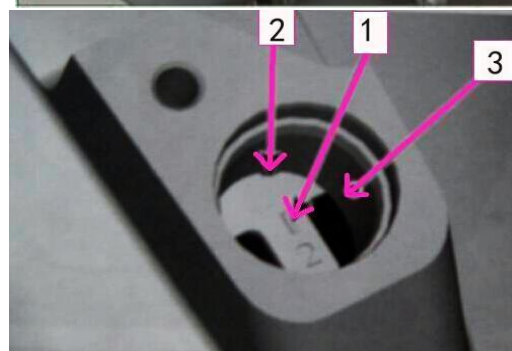
Use a 14 mm Allen key to turn crankshaft until piston 2, rear is at TDC ignition.

1. Allen key 14 mm



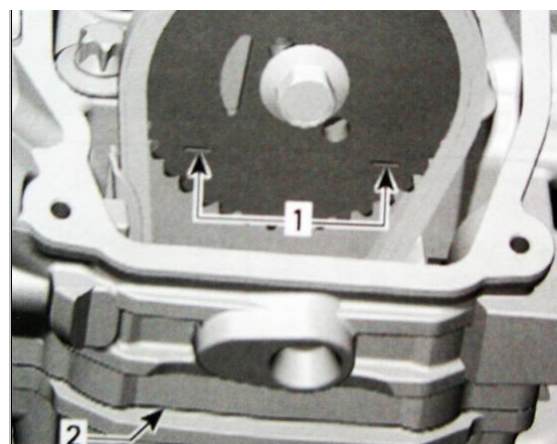
When rear piston is at TDC ignition, marks on magneto flywheel "2" and on the magneto cover are aligned.

1. Mark "2" on magneto flywheel
2. Notch on magneto cover
3. Crankshaft position sensor location



At TDC ignition, the printed marks on the camshaft timing gear have to be parallel to cylinder head base.

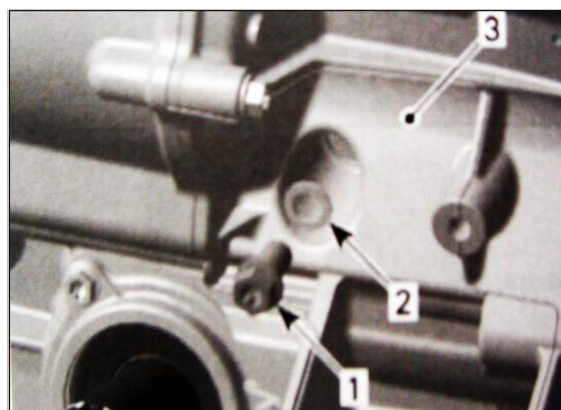
1. Printed marks on camshaft timing gear
2. Cylinder head base



To lock crankshaft at TDC ignition, proceed as follows.

Remove from crankcase plug screw with sealing ring.

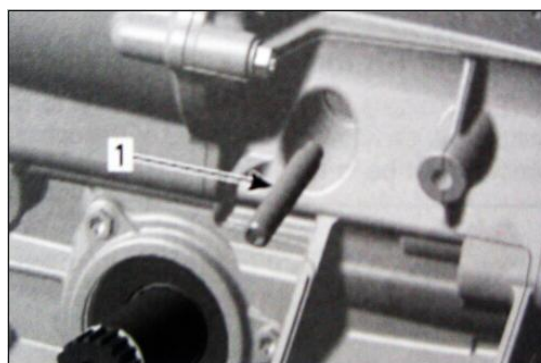
- 1 Plug screw
- 2 Sealing ring
- 3 Crankcase PTO side, front side



Lock crankshaft with crankshaft locking bolt.

1. Crankshaft locking bolt

NOTE: Make sure the locking bolt engages in the groove of the crankshaft.



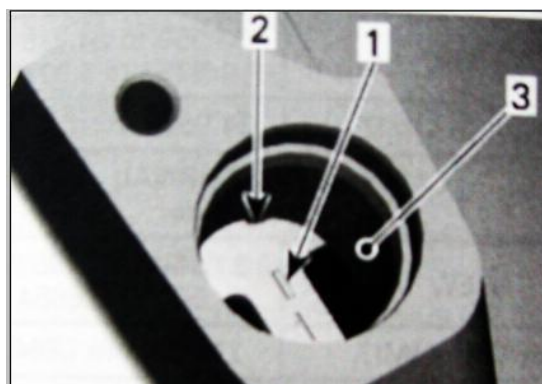
Camshaft Timing Cylinder 1

Using a 14 mm Allen key, turn crankshaft 280 ° counterclockwise, until marks on magneto flywheel “1” and magneto cover are aligned.

1. Allen key 14mm
2. Turn crankshaft 280° counterclockwise

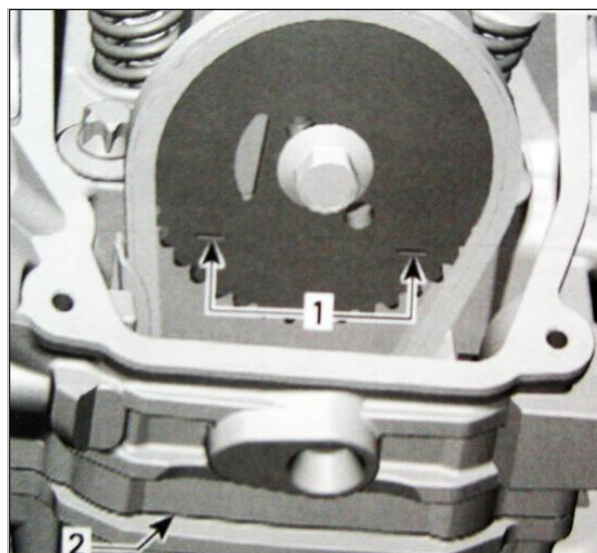


1. Mark “1” on magneto flywheel
2. Notch on magneto cover
3. Location of crankshaft position sensor



NOTE: At TDC ignition, the printed marks on the camshaft timing gear have to be parallel to cylinder head base as per following illustration.

1. Printed marks on camshaft timing gear
2. Cylinder head base



CAUTION: Crankshaft can not be locked at cylinder 1 TDC ignition.

Camshaft Removal

The removal procedure is the same for both camshafts.

Each camshaft is different in design. Thus, it is important not to mix up any parts of the camshaft assembly with that of the other cylinder. Keep parts as a group.

Remove:

- Valve cover (see VALVE COVER above)
- Chain tensioner (see CHAIN)

TENSIONER above)

- Camshaft timing gear (see CAMSHAFT TIMING GEAR above)
- Camshaft retaining plate

1. Cylinder head
2. Allen screw
3. Camshaft retaining plate

- rocker arms (see ROCKER ARM above)
- camshaft.

NOTE: For removal rotate camshaft so that intake/exhaust lobe shows to upper side of cylinder head.

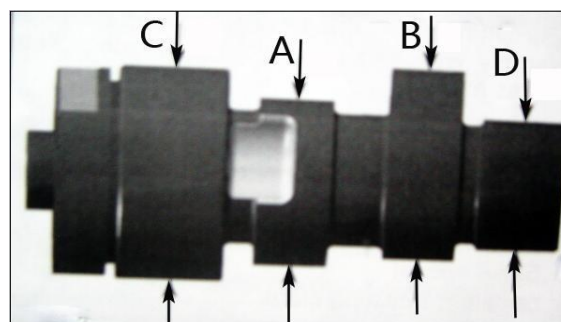
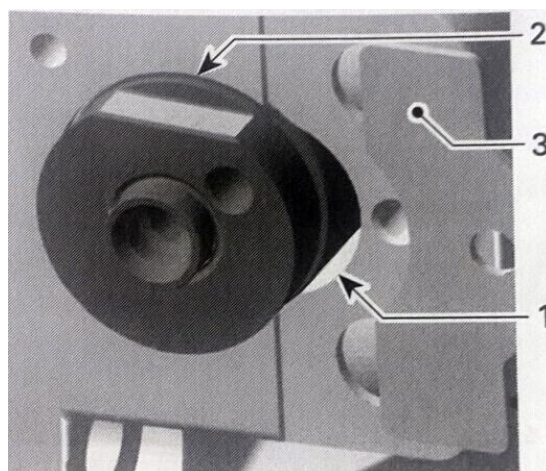
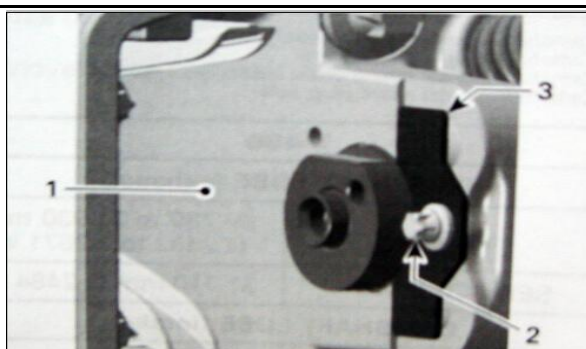
1. Area for camshaft lobes
2. Camshaft
3. Camshaft retaining

Camshaft Inspection

Check each lobe and bearing journal of camshaft for scoring, scuffing, cracks or other signs of wear.

Measure camshaft bearing journal diameter and lobe height using a micrometer.

- A. Camshaft lobe (exhaust valves)
- B. Camshaft lobe (intake valves)
- C. Camshaft journal timing chain side
- D. Camshaft journal spark plug side

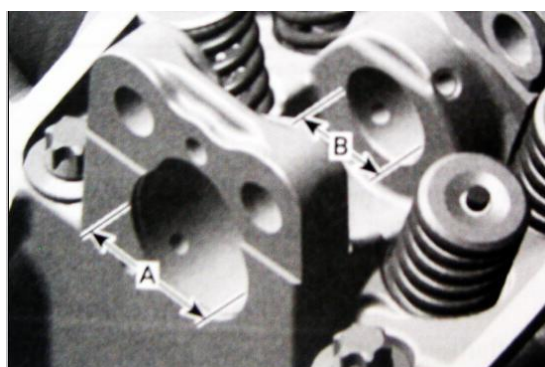


Camshaft lobe (exhaust)	
New	31.95 to 32.05mm
Service limit	31.92mm
Camshaft lobe (intake)	
New	32.15 to 32.25 mm
Service limit	32.09 mm

Camshaft journal(timing chain side)	
New	34.95 to 34.975 mm
Service limit	34.94mm
Camshaft journal (spark plug side)	
New	35 to 35.025 mm
Service limit	35.04 mm

Measure clearance between both ends of camshaft and cylinder head. Replace parts that are not within specifications.

- A. Cylinder head camshaft bearing timing chain side
- B. Cylinder head camshaft bearing spark plug side



Cylinder head camshaft bearing(timing chain side)	
New	35.000 to 35.025 mm
Service limit	35.040 mm
Cylinder head camshaft bearing(spark plug side)	
New	22.000 to 22.021 mm
Service limit	22.040 mm

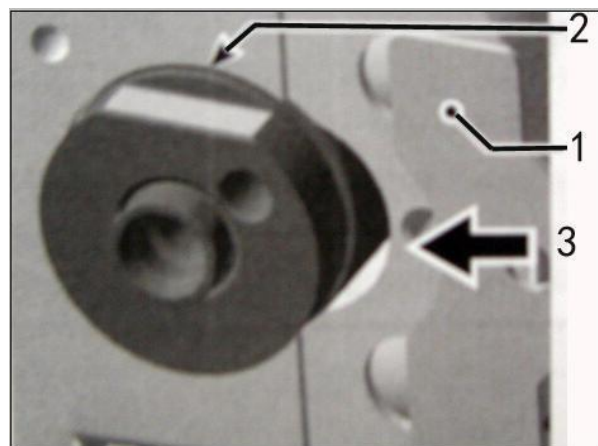
Camshaft Installation

For installation, reverse the removal procedure. Pay attention to the following details.

CAUTION: The camshafts are not identical in design. Do not invert the camshafts during assembly. Any mix-up of the components will lead to engine damage.

Place the camshaft retaining plate in the slot of the camshaft.

1. Camshaft retaining plate position
2. Slot retaining camshaft
3. Direction of movement



For other parts, refer to proper installation procedure.

VALVE SPRING

Valve Spring Removal

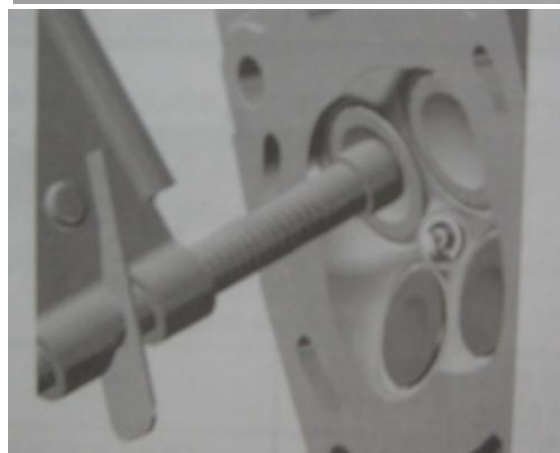
Remove:

- Rocker arms (see ROCKER ARM above)
- Cylinder head (see CYLINDER HEAD above).

Compress valve spring; use valve spring compressor clamp and valve spring compressor cup.

!WARNING

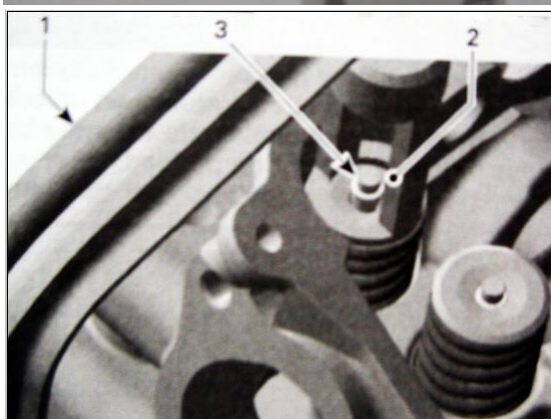
Always wear safety glasses when disassembling valve springs. Be careful when unlocking valves. Components could fly away because of the strong spring preload.



Remove valve cotters.

1. Valve spring compressor clamp
2. Valve spring compressor cup
3. Valve cotter

Withdraw valve spring compressor, valve spring retainer and valve spring.



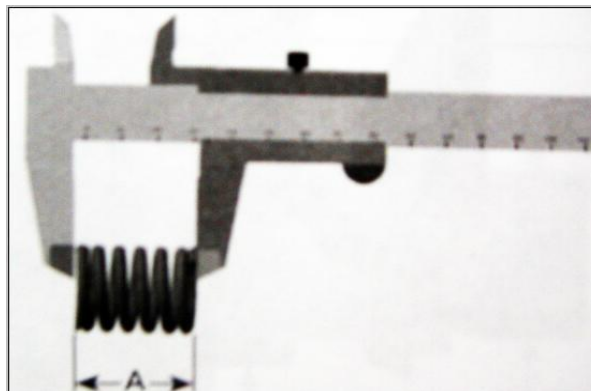
Valve Spring Inspection

Check valve spring for visible damages. If so, replace valve spring.

Check valve spring for free length and straightness. Replace valves springs if not within specifications.

A. Valve spring length

Valve spring free length		
Nominal	New	40.5 mm
	Service limit	39.00 mm



Valve Spring Installation

For installation, reverse the removal procedure. Pay attention to the following details.

Colored area of the valve spring must be placed on top.

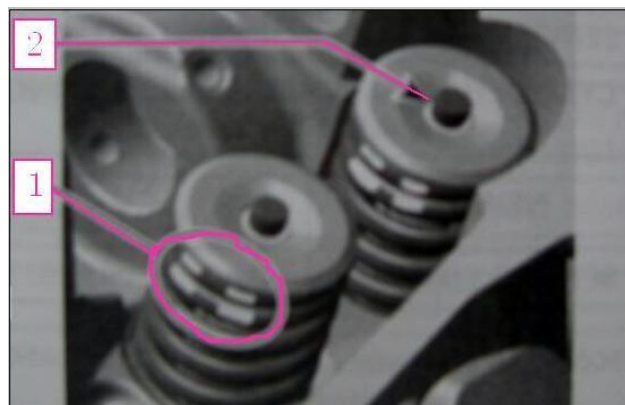
To ease installation of cotters, apply oil or grease on them so that they remain in place while releasing the spring.

NOTE: Valve cotter must be properly engaged in valve stem grooves.

1. Position of the spring
2. Valve cotter

After spring is installed, ensure it is properly locked by tapping on valve stem end with a soft hammer so that valve opens and closes a few times.

CAUTION: An improperly locked valve spring will cause engine damage



VALVE

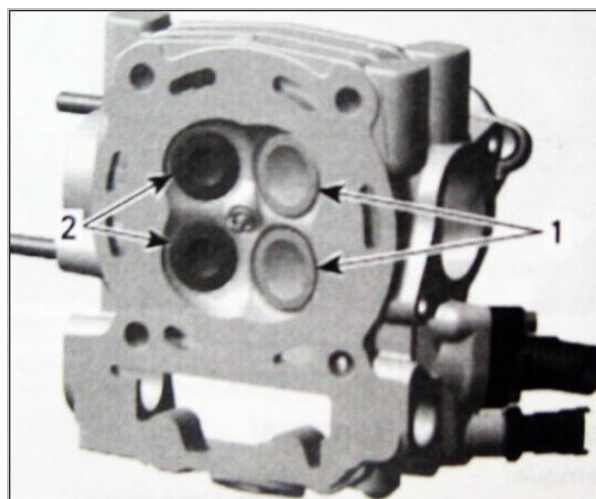
VALVE Removal

Remove valve spring, see VALVE SPRING above.

Push valve stem, then pull valves (intake and exhaust) out of valve guide.

1. Intake valves 31mm
2. Exhaust valve 27mm

Remove valve stem seal with Snap-On pliers and discard it.



Valve Inspection

Valve Stem seal

Always install new seals whenever valves are removed.

Valve

Inspect valve surface, check for abnormal stem wear and bending .If out of specification, replace by a new one.

Valve out of round(intake and exhaust valves)	
New	0.006 mm
Service limit	0.06 mm

Valve Stem and Valve Guide Clearance

Measure valve stem and valve guide in three places using a micrometer and a small bore gauge.

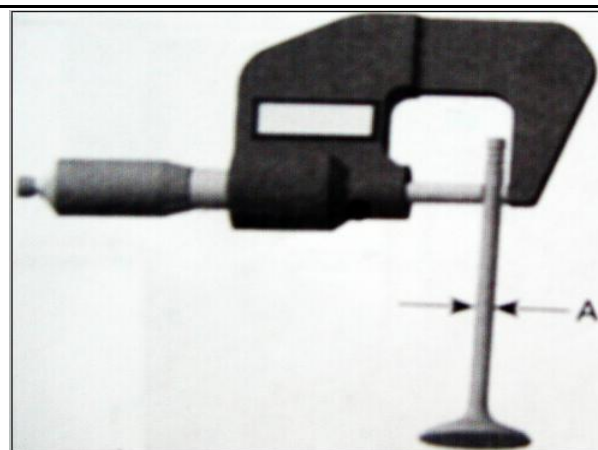
NOTE: Clean valve guide to remove carbon deposits before measuring.

Change valve if valve stem is out of specification or has other damages such as wear or friction surface.

A. Valve stem diameter

Valve stem diameter	
Exhaust valve	
New	4.945 to 4.965 mm
Service limit	4.930 mm
Intake valve	
New	4.960 to 4.975 mm
Service limit	4.930 mm

Replace valve guide out of cylinder head if valve guide or out of specification or has other damages such as wear or friction surface (see VALVE GUIDE PROCEDURE below)



Valve guide diameter(intake and exhaust valves)	
New	5.006 to 5.015 mm
Service limit	5.050 mm

Valve Face and Seat

1. Valve seat
 2. Exhaust valve contaminated
 3. Valve face (contact surface to valve seat)
- Check valve face and seat for burning or pitting, and replace valve or cylinder head if there are signs of damage.

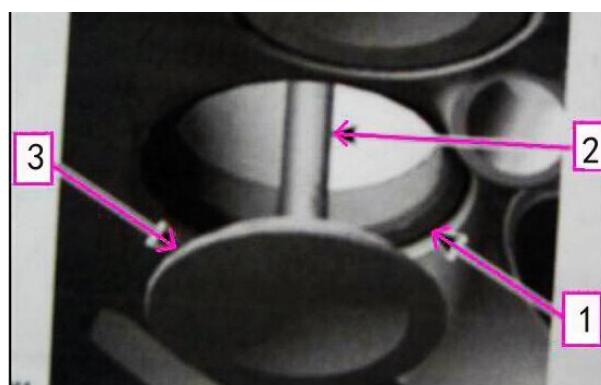
Ensure to seat valve properly. Apply some lapping compound to valve face and work valve on its seat with a lapping tool (see VALVE GUIDE PROCEDURE below).

Measure valve face contact width.

NOTE: The location of contact area should be in center of valve seat.

Measure valve seat width using a caliper.

If valve seat contact width is too wide or has dark spots, replace the cylinder head



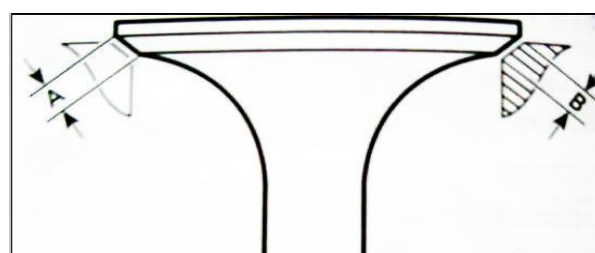
Valve seat contact width	
Exhaust valve	
New	1.25 to 1.55 mm
Service limit	2.00 mm
Intake valve	
New	1.05 to 1.35 mm
Service limit	1.80 mm

- A. Valve face contact width
- B. Valve seat contact width

Valve installation

For installation, reverse the removal procedure. Pay attention to the following details.

Install a NEW valve stem seal. Make sure thrust washer is installed before installing seal.



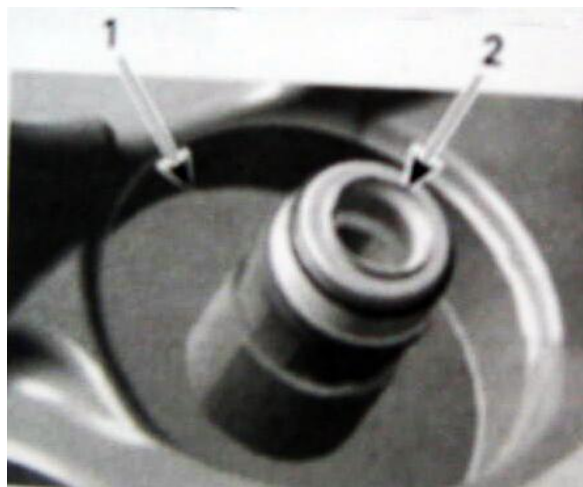
Apply engine oil on valve stem and install it.
CAUTION: Be careful when valve stem is passed through sealing lips of valve stem seal.

1. Thrust washer
2. Sealing lips of valve stem seal.

To ease installation of cotters, apply oil or grease on them so that they remain in place while releasing the spring.

After spring is installed, ensure it is properly locked by tapping on valve stem end with a soft hammer so that valve opens and closes a few times.

CAUTION: An improperly locked valve spring will cause engine damage.



VALVE GUIDE

Valve Guide Removal

Remove:

■ Cylinder head (see CYLINDER HEAD above)

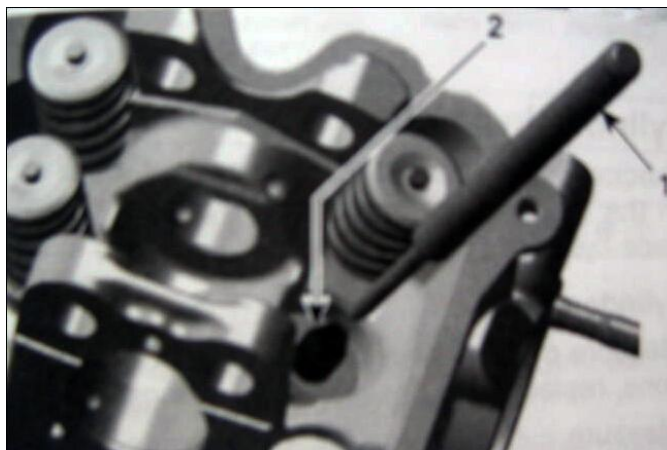
■ Valve spring (see VALVE SPRING above)

■ Valves (see VALVE above)

NOTE: Clean valve guide area from contamination before removal.

Using valve guide remover, remove valve guide with a hammer.

1. Valve guide remover
2. Valve guide



Valve Guide Inspection

Always replace valve stem seals whenever valve guides are removed.

Clean the valve guide bore before reinstalling the valve guide into cylinder head.

Valve Guide Installation

For installation, reverse the removal procedure. Pay attention to the following details.

Use valve guide installer to install valve guide.



NOTE: Apply LOCTITE 767 on valve guide prior to install it into the cylinder head.

Valve guide to be adjusted in diameter by using a reamer.

NOTE: Ensure to turn reamer in the right direction.

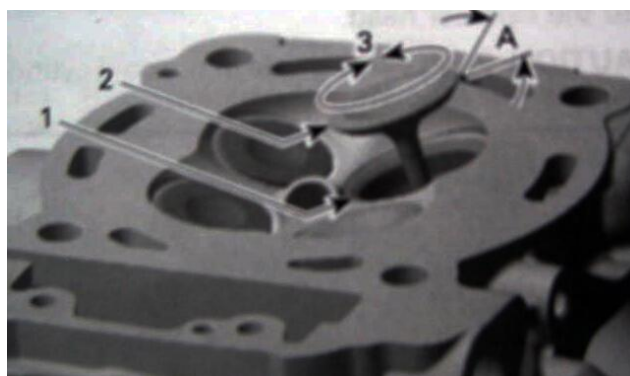
Using cutting oil and make strokes to clean reamer/valve guide from metal shavings.

Apply some lapping compound to valve face and work valve on its seat with a lapping tool.

Valve guide diameter (intake and exhaust valves)	
new	5.006 to 5.015 mm
Service limit	5.050mm

1. Valve seat
 2. Valve face (contact surface to valve seat)
 3. Turn valve while pushing against cylinder head
- A. Valve seat angle 45°.

NOTE: Ensure to seat valves properly. Apply marking paste to ease checking contact pattern. Repeat procedure until valve seat/valve face fits together.



CYLINDER

Cylinder removal

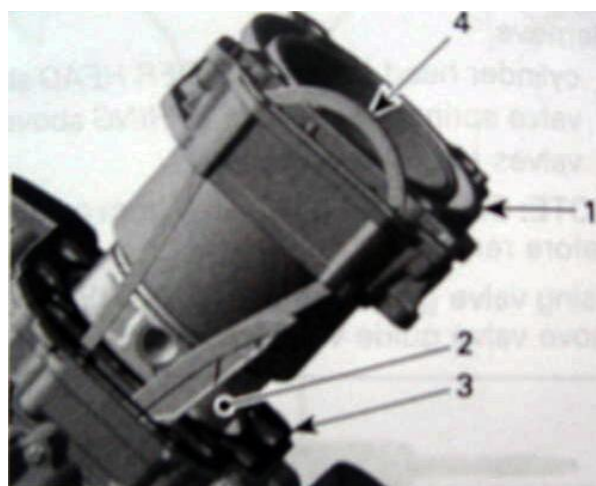
Remove:

- Chain tensioner (see CHAIN TENSIONER)
- Camshaft timing gear (see CAMSHAFT TIMING GEAR)
- Cylinder head (see CYLINDER HEAD)

Pull cylinder.

Discard cylinder base gaskets.

1. Cylinder
2. Piston assembly
3. Cylinder base gasket
4. Camshaft timing chain



Cylinder Inspection

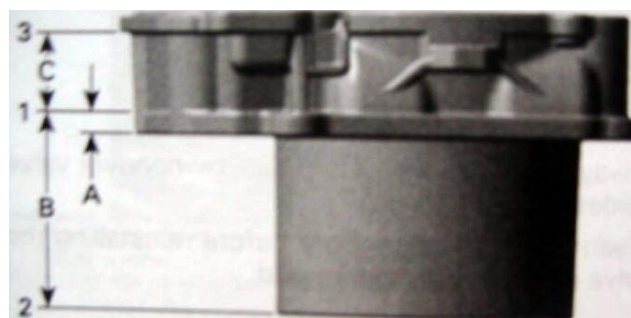
Check cylinder for cracks, scoring and wear, ridge on the top and bottom of the cylinder. If so, replace cylinder.

Cylinder taper

Measure cylinder bore and if it is out of specifications, replace cylinder and piston rings.

Measure cylinder bore at 3 recommended positions. See the following illustration.

1. First measuring of diameter
 2. Second measuring of diameter
 3. Third measuring of diameter
- A. 7mm from cylinder bottom
B. 68mm
C. 32mm



Cylinder taper in diameter	
New (maximum)	0.033-0.048 mm
Service limit	0.090 mm

Distance between measurements should not exceed the service limit mentioned above

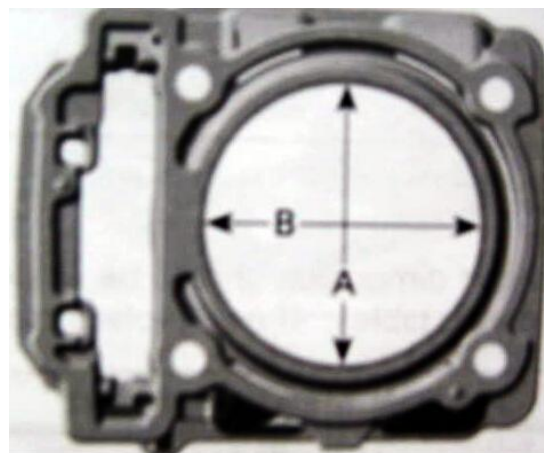
Cylinder out of Round

Measure cylinder diameter in piston axis direction from top of cylinder. Take another measurement 90° from first one and compare.

NOTE: Take the same measuring points like described in CYLINDER TAPER above.

- A. Perpendicular to crankshaft axis
B. Parallel to crankshaft axis

Cylinder out of round	
New (maximum)	0.003 mm
Service limit	0.020 mm



Cylinder Installation

For installation, reverse the removal procedure. Pay attention to the following details.

CAUTION: Always replace cylinder base gasket before installing the cylinder.

First mount cylinder 2. then remove crankshaft locking bolt. Crank the engine further and position piston 1 at TDC. Mount cylinder 1. The cylinder can not be pushed fully over the piston unless the piston is located at TDC.

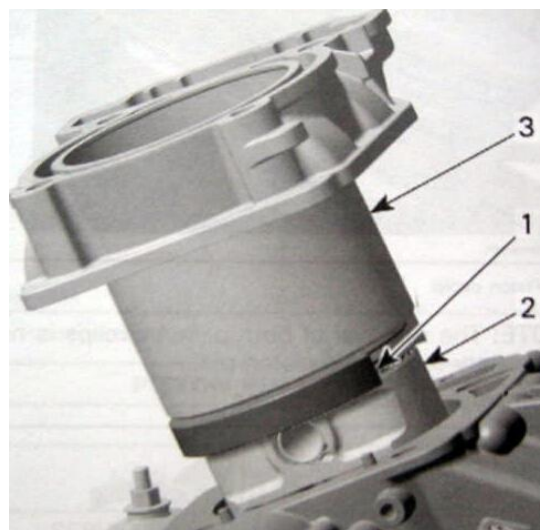
Apply engine oil in the bottom area of cylinder bore and also on the band of the piston ring compressor tool.

1. Piston ring compressor
2. Piston
3. Cylinder

NOTE: Put timing chain through the chain pit then put the cylinder in place.

CAUTION: Chain guide has to be fixed between cylinder and cylinder head.

NOTE: After both cylinders are installed, turn crankshaft until piston of cylinder 2 is at TDC ignition and lock crankshaft. Install cylinder head and the other parts in accordance with the proper installation procedures.



PISTON AND RINGS

Piston removal

Remove:

- Cylinder head (see CYLINDER HEAD above)
- Cylinder (see CYLINDER above).

Place a rag under piston and in the area of timing chain compartment.

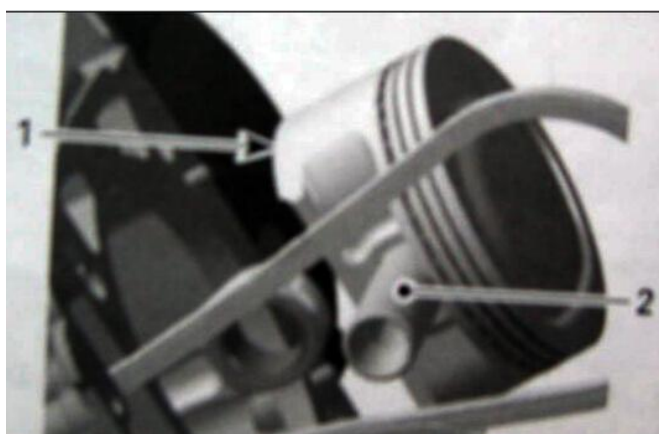
Remove one piston circlip and discard it.

NOTE: The removal of both piston circlips is not necessary to remove piston pin.

Push piston pin out of piston.

1. Piston
2. Piston Pin

Detach piston from connecting rod.



Piston Inspection

Inspect piston for scoring, cracking or other damages. Replace piston and piston rings if necessary.

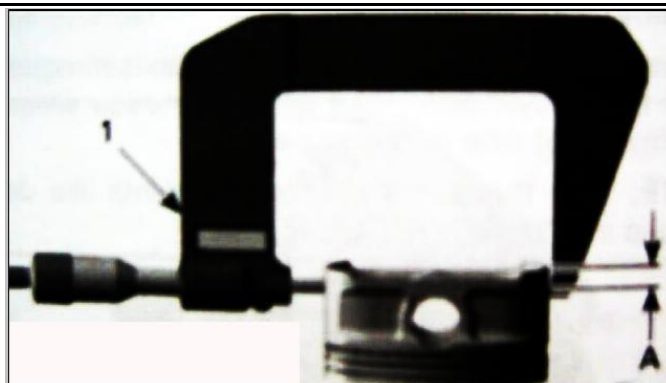
Using a micrometer, measure piston at 8 mm perpendicularly (90°) to piston pin.

1. Measuring perpendicularly to piston pin

A. 8 mm

The measured dimension should be as described in the following tables. If not, replace piston.

Piston measurement	
Size "A"	
New	90.955 to 90.962mm
Service limit	90.930mm
Size "B"	
New	90.962 to 90.970 mm
Service limit	90.940mm



Piston/Cylinder Clearance

Adjust and lock a micrometer to the piston dimension .

1. Micrometer set to the piston dimension

With the micrometer set to the dimension, adjust a cylinder bore gauge to the micrometer dimension and set the indicator to 0 (zero).



1. Use the micrometer to set the cylinder bore gauge
2. Dial bore gauge



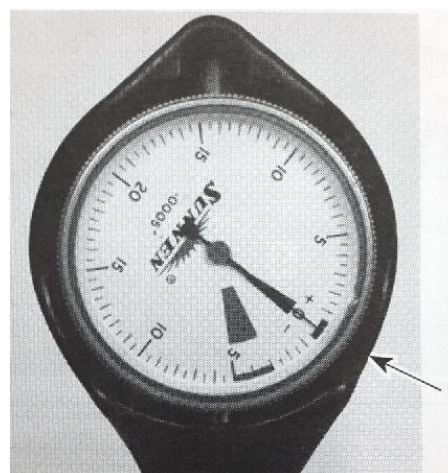
1. Indicator set to 0

Position the dial bore gauge 20 mm above cylinder base, measuring perpendicularly (90°) to piston pin axis.

Read the measurement on the cylinder bore gauge. The result is the exact piston/cylinder wall clearance.

Piston/cylinder clearance	
v-800	
New	0.033 to 0.048 mm
Service limit	0.09 mm

NOTE: Make sure used piston is not worn.
If clearance exceeds specified tolerance; replace piston by a new one and measure piston/cylinder clearance again. Make sure the cylinder bore gauge indicator is set exactly at the same position as the micrometer, otherwise the reading will be false.



Connecting Rod/Piston Pin clearance

Using synthetic abrasive woven clean piston pin from deposits.

Inspect piston pin for scoring, cracking or other damages.

Measure piston pin. See the following illustration for the proper measurement positions.

A. Piston pin diameter

Piston pin diameter	
New	19.996 to 20.000 mm
Service limit	19.980 mm

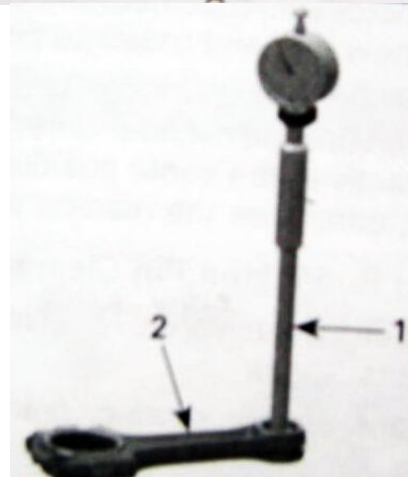
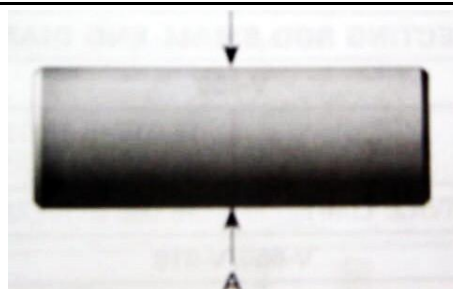
Replace piston pin if diameter is out of specifications.

Measure inside diameter of connecting rod small end bushing .

1. Bore gauge
2. Connecting rod

Connecting rod small end diameter	
New	20.010 to 20.020 mm
Service limit	20.060 mm

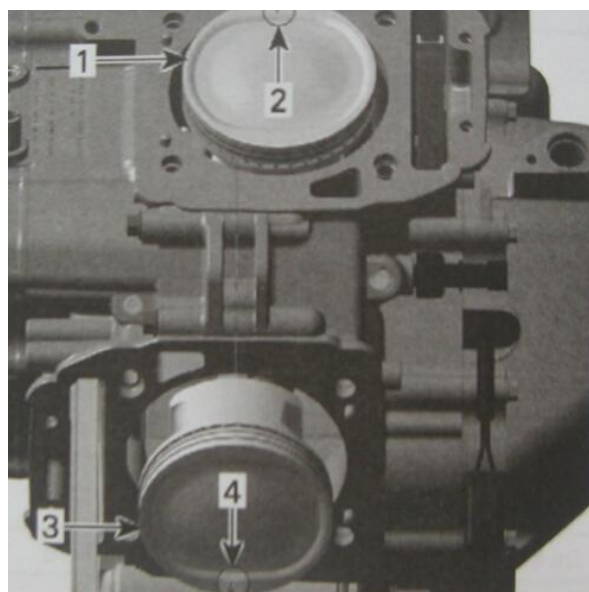
Replace connecting rod if diameter of connecting rod small end is out of specifications.

**Piston Installation**

For installation, reverse the removal procedure. Pay attention to the following details.

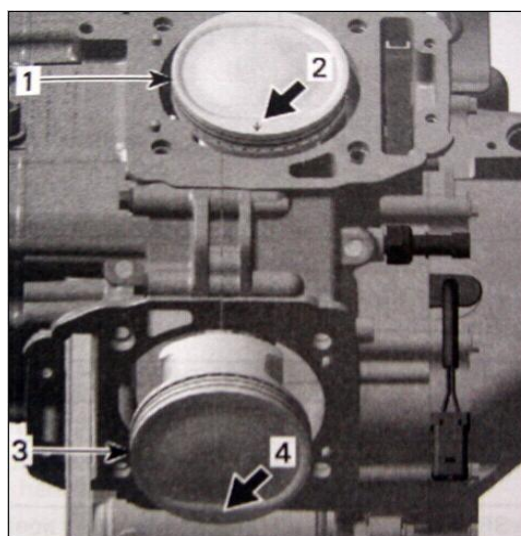
Apply engine oil on the piston pin.
Insert piston pin into piston and connecting rod.

1. Piston of cylinder 1
2. Mark on piston must show to exhaust side of cylinder1
3. Piston of cylinder2
4. Mark on piston must show to exhaust side of cylinder 2



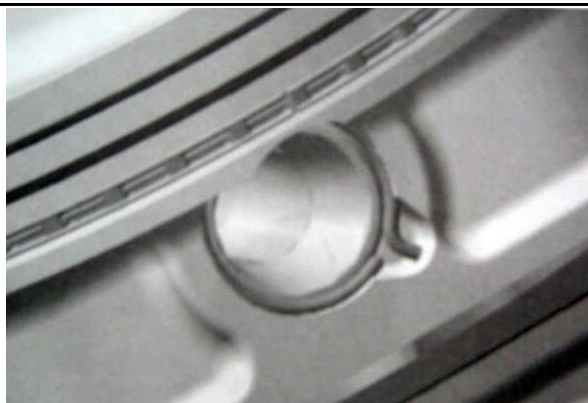
CAUTION: Take care that pistons will be installed with the punched arrow on piston top direction to the rear side of the engine.
Front cylinder: Mark on top of piston must show to intake side.
Rear cylinder: Mark on top of piston must show to exhaust side.

1. Piston of cylinder 1
2. Mark on piston must show to intake side of cylinder 1
3. Piston of cylinder 2
4. Mark on piston must show to exhaust side of cylinder 2



CAUTION: Always replace disassembled piston circlip(s) by new ones. Place a rag on cylinder base to avoid dropping the circlip inside the engine.

NOTE: Take care that the hook of the piston circlip is positioned properly.



PISTON RINGS

Ring Removal

Remove:

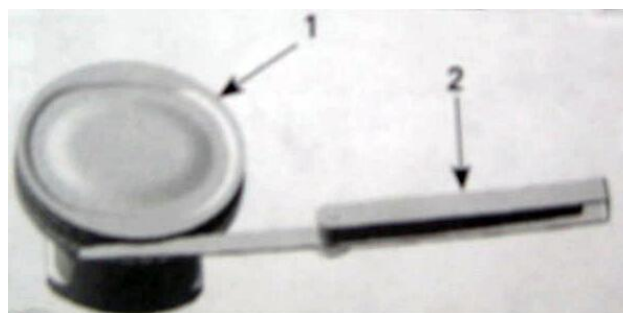
- Cylinder head
- Cylinder
- Piston pin.

Ring Inspection

Ring/piston Groove Clearance

1. Piston
2. Feeler gauge

Using a feeler gauge measure each ring/piston groove clearance. If the clearance is too large, the piston and the piston rings should be replaced.



Ring/piston groove clearance	
Upper compression ring	
New	0.030 to 0.070 mm
Service limit	0.150 mm
Lower compression ring	
New	0.020 to 0.060 mm
Service limit	0.150 mm
Oil scraper ring	
New	0.010 to 0.045 mm
Service limit	0.150 mm

Ring end gap	
Upper compression ring	
New	0.25 to 0.40 mm
Service limit	1.50 mm
Lower compression ring	
New	0.35 to 0.50 mm
Service limit	1.50 mm
Oil scraper ring	
New	0.20 to 0.80 mm
Service limit	1.50 mm

To measure the ring end gap place the ring in the cylinder in the area of 8 to 16 mm from top of cylinder.

NOTE: In order to correctly position the ring in the cylinder, use piston as a pusher.

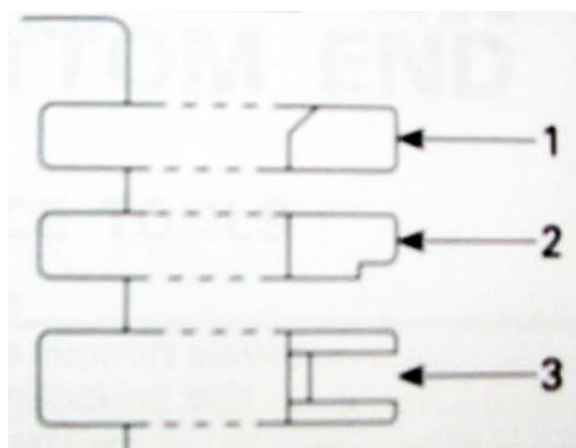
Using a feeler gauge, check ring end gap. Replace ring if gap exceeds above described specified tolerance.

Ring Installation

For installation, reverse the removal procedure. Pay attention to the following details.

NOTE: First install spring and then rings of oil scraper ring. Install the oil scraper ring first, then the lower compression ring with the word "N and TOP" facing up, then the upper compression ring with the word "N and TOP" facing up.

1. Upper compression ring
2. Lower compression ring
3. Oil scraper

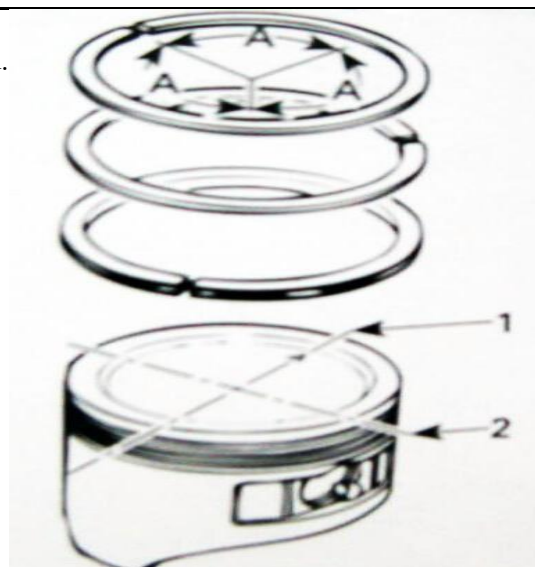


CAUTION: Ensure that top and second rings are not interchanged.

NOTE: Use a ring expander to prevent breakage during installation. The oil ring must be installed by hand.

Check that rings rotate smoothly after installation. Space the piston ring end gaps 120° apart and do not align the gaps with the piston pin bore or the thrust side axis.

1. DO NOT align gap with piston thrust side axis
2. DO NOT align ring with piston pin bore axis
- A. 120°.



DRIVE SHAFT

Oil Seal Removal

To remove the front oil seal, no need to remove the engine. Lift the front of vehicle to avoid engine oil spillage. Separate the front propeller shaft from engine. For the rear oil seal the gearbox removal is necessary.

Engine Drive Shaft Removal

NOTE: The engine drive shaft is located inside the engine and comes through it to drive the front differential.

Separate gearbox from engine.

To the rear of engine, remove the bearing cover and its O-ring.

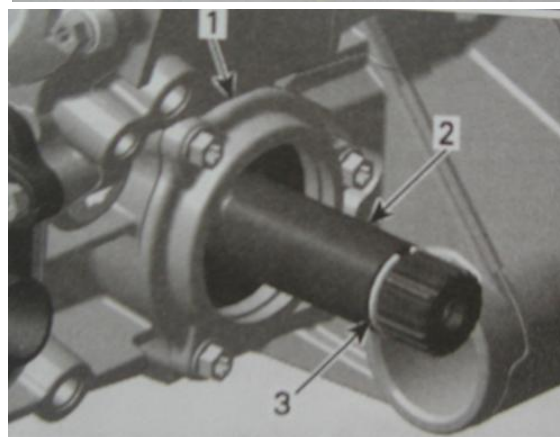
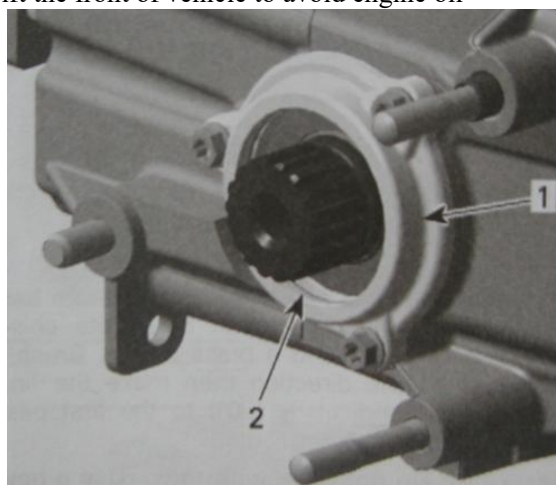
1. Bearing cover
2. O-ring

Pull out drive shaft.

CAUTION: check ends of the circlip for sharp edges or burr before removing the drive shaft, to avoid damaging the oil seal.

1. Bearing cover gearbox side
2. Drive shaft
3. Circlip

Remove the other bearing cover at the front of engine



Engine Drive Shaft Inspection

Replace oil seals and/or O-ring if they are brittle, hard or damaged.

Check drive shaft bearings for contamination and/or metal shavings. Check if bearings turn freely and smoothly. Replace if necessary.

Check drive shaft for cracks, bend, pitting or other visible damages.

Check drive shaft splines for wear or damages.

Check oil seal running surface of the drive shaft for scratches. Replace if necessary.

Engine Drive Shaft Installation

The installation is reverse of removal procedure. Pay attention to the following details.

Clean all metal components in a solvent.

Crankcase surface and bearing covers are best cleaned using a combination of LOCTITE chisel and a brass brush. Brush a first pass in one direction then make the final brushing perpendicularly (90°) to the first pass cross (hatch).

CAUTION: Do not wipe with rags. Use a new clean hand towel only.

Then install drive shaft oils with the oil seal installer.

Use a suitable installer for installing bearings.

Use LOCTITE 5910 on mating surfaces.

IMPORTANT: When beginning the application of the bearing cover sealant, the assembly and the first torquing should be done within 10 minutes. It is suggested to have you need on hand to save time.

Use a plexiglass plate and apply some sealant on it. Use a soft rubber roller (50-75 mm) available in arts products suppliers for printing, and roll the sealant to get a thin uniform coat on the plate (spread as necessary). When ready, apply the sealant on bearing cover surfaces.

Do not apply in excess as it will spread out inside crankcase.

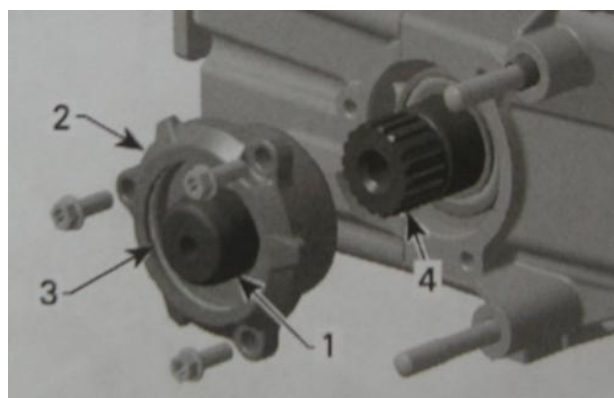
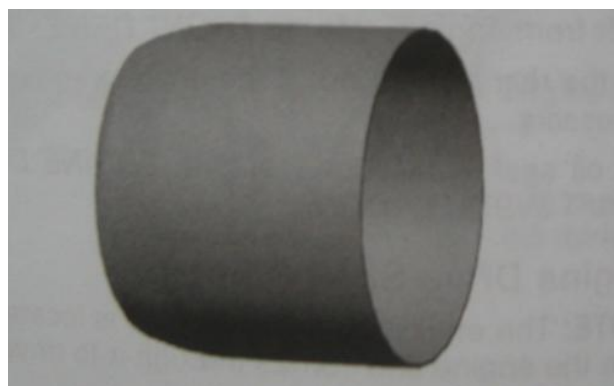
NOTE: It is recommended to apply this specific sealant as described here to get a uniform application without lumps. If you do not use the roller method, you may use your finger to uniformly distribute the sealant (using a finger will not affect the adhesion).

To install bearing cover no. 6, fit oil seal protection sleeve into oil seal.

1. Protection sleeve
2. Bearing cover
3. O-ring
4. Drive shaft

Install bearing cover then place O-ring inside cover.

Finally check for axial play of the drive shaft



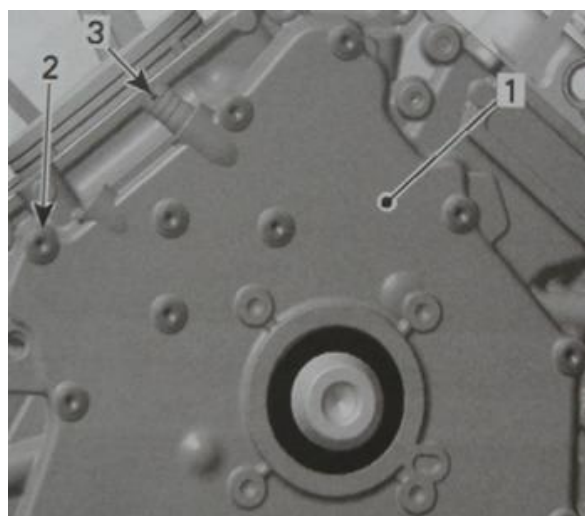
PTO COVER

Cover Removal

Remove

- CVT and air guide. Refer to TRANSMISSION
- Disconnect vent hose
- PTO cover screws and pull PTO cover.

1. PTO cover
2. PTO cover screws
3. Vent hose nipple



Cover Inspection

Check the PTO cover for cracks or other damage.

Replace PTO cover if damaged.

Clean oil breather bore in PTO cover from contaminations with part cleaner then use an air gun to dry it.

1. Oil breather bore

Check oil seal running surface of crankshaft PTO side for grooves. Replace if necessary.

Oil Seal Installation

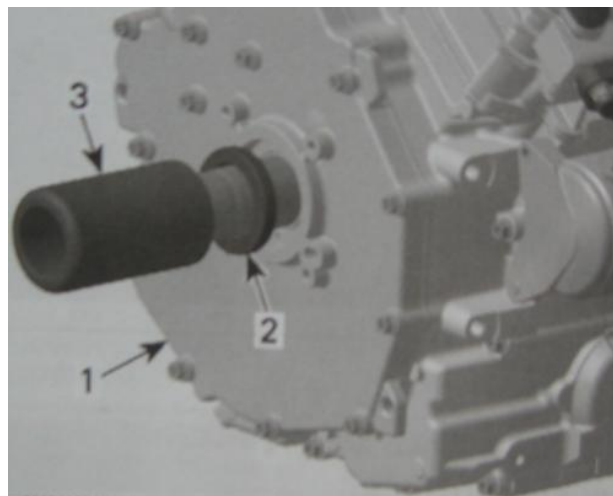
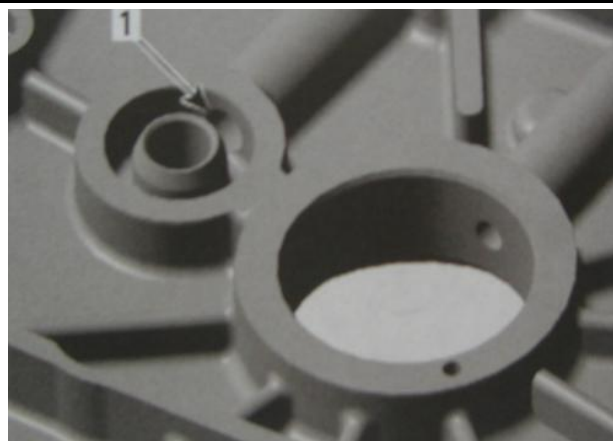
The installation is the reverse of the removal procedure.

Pay attention to the following details.

CAUTION: Oil seal must be installed with sealing lip toward the engine.

Push oil seal in place by using the oil seal installer

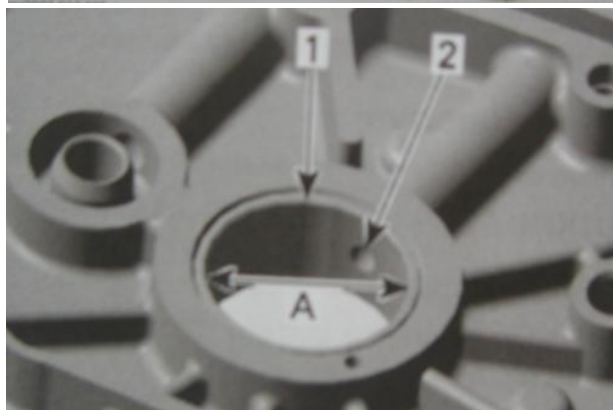
1. PTO cover
2. Oil seal
3. Oil seal installer



Check plain bearings for scorings or other damages.

NOTE: Measure plain bearing inside diameter and compare to crankshaft journal diameter (PTO support bearing). Refer to CRANKSHAFT in this section. Replace if the measurement is out of specification.

1. plain bearing
2. oil bore
- A. measure plain bearing inside diameter



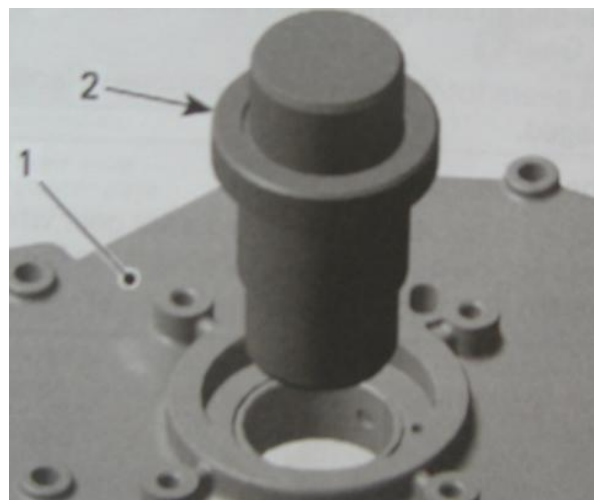
Plain bearing inside diameter (PTO side support bearing)	
Service limit	34.080 mm

Plain Bearing Replacement Procedure**Plain Bearing Removal**

Carefully remove the oil seal **no. 9** with a screwdriver, without damaging the PTO cover. Push-out the plain bearings from the outside towards the inside using the plain bearing remover/installer.

The PTO cover has to be supported from below with suitable support with straight surface, in order to prevent damage of the sealing surface.

1. PTO cover
2. Plain bearing remover/installer



Plain Bearing Installation

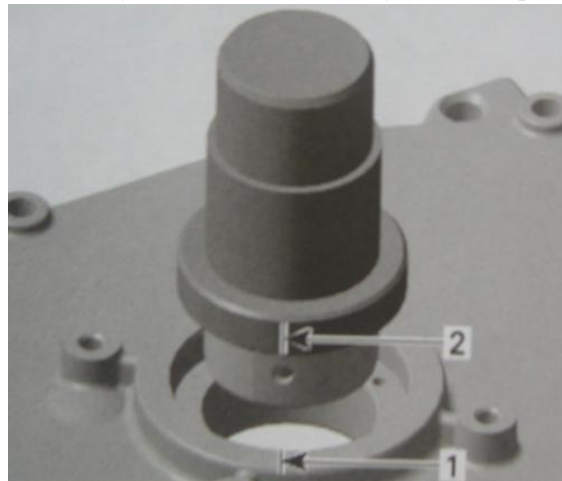
CAUTION: Unless otherwise instructed, never use hammer to install plain bearings. Use press only.

Install plain bearings with the proper plain bearing remover/installer in a cool PTO cover. Do not lubricate plain bearings and/or PTO cover for installation.

Carefully press-in the plain bearings in the same direction as during disassembly, from the outside towards the inside. Support PTO cover with suitable support with straight surface, in order to prevent damage of the sealing surface.

CAUTION: Mark position of oil bore on PTO cover and on plain bearing remover/installer. Align mark on plain bearing remover/installer with mark on PTO cover.

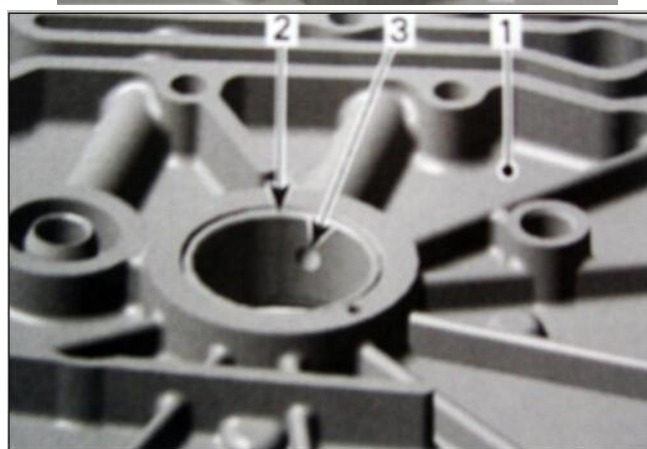
1. Mark position of oil bore on PTO cover
2. Mark position of oil bore on plain bearing remover/installer



NOTE: Wrong oil bore position will stop oil supply to plain bearings and will damage the engine.

CAUTION: The partition of the plain bearings must be positioned near to oil bore in counterclockwise direction (refer to no.3 in next illustration).

1. PTO cover (inside)
2. partition
3. Oil bore



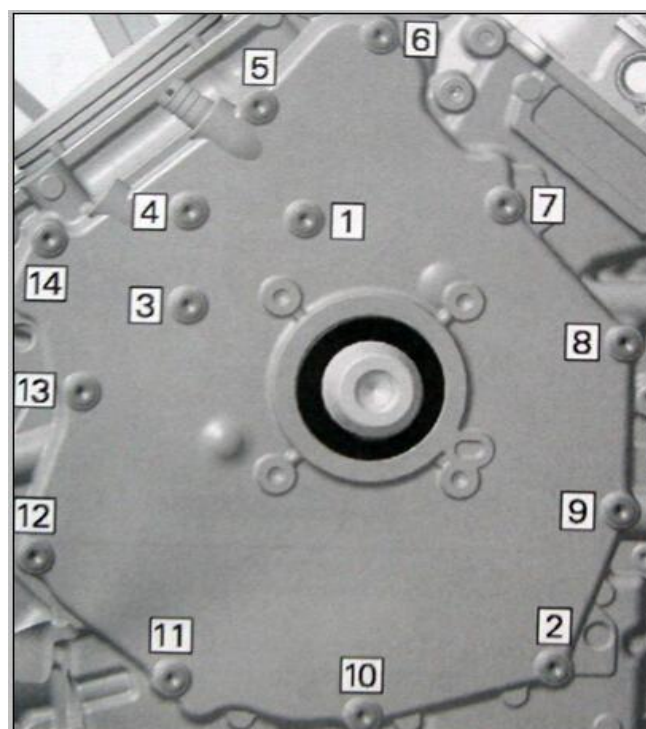
Cover Installation

For installation, reverse the removal procedure.

Pay attention to the following details.

NOTE: At installation, replace PTO cover gasket and oil seal.

Tightening sequence for screws on PTO cover is as per following illustration.



DRIVE GEARS

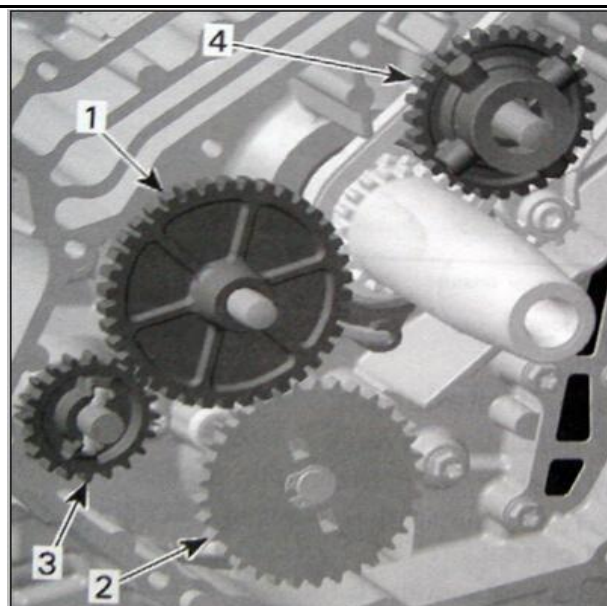
The drive gears are located on the engine PTO side behind the PTO cover.

1. Intermediate gear
2. Oil pump gear
3. Water pump gear
4. Breather gear

Drive Gear Removal

Remove:

- PTO cover (refer to PTO COVER)
- Intermediate gear
- Oil pump gear
- Water pump gear



To remove water pump gear, pull the shaft assembly a bit out and turn it about one teeth until it stays out.

Now you can push water pump gear down. Remove needle pin and pull water pump gear out.

Remove breathe gear.

Drive Gear Inspection

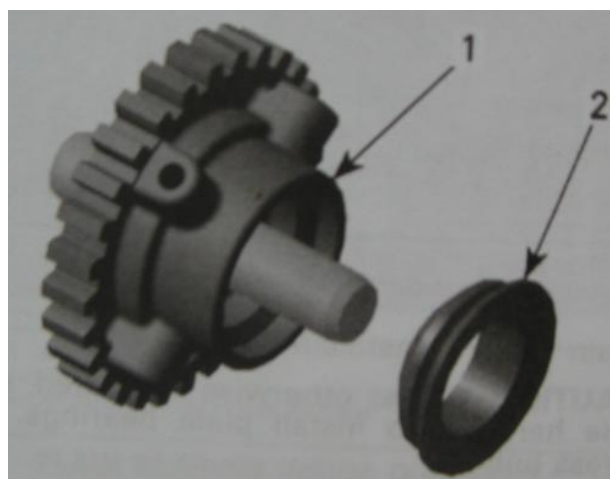
Intermediate Gear/Oil Pump Gear/Water Pump Gear.

Inspect gears for wear or other damage. Replace if damaged.

Breather Gear

The engine is equipped with a breather gear which prevents engine oil coming out through the breathing system into the air box.

1. Breather gear
2. V-ring



Inspect gear for wear or other damage.

Check ball bearing for excessive play and smooth operation. Replace breather gear assembly if necessary.

Drive Gear Installation

The installation is essential the reverse of the removal procedure, but pay attention to the following details.

NOTE: At installation replace the V-ring no. 16 of the breather gear.

Adequately oil the ball bearing of the breather gear.

TIMING CHAIN

The engine is equipped with two timing chains. One of the timing chain is located on engine MAG side behind the magnet cover. The second timing chain is located on engine PTO side behind the PTO cover.

Removal of Magneto Side Timing Chain

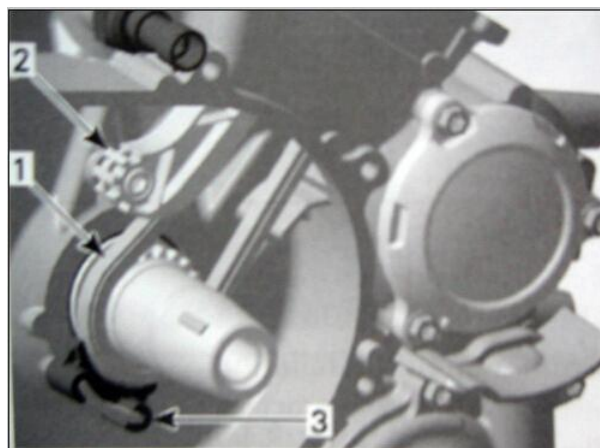
Remove:

- Valve cover, chain tensioner and camshaft timing gear (refer to CYLINDER AND HEAD)
- Magneto cover and rotor (refer to MAGNETO SYSTEM)
- Timing chain guide and lower timing chain guide.

1. Timing chain
2. Timing chain guide
3. Lower timing chain guide

Carefully pull the timing chain sideward and down from the crankcase.

NOTE: Mark the operating direction of the timing chain before removal.



Removal of PTO Side Timing Chain

Remove:

- Valve cover, chain tensioner and camshaft timing gear (refer to CYLINDER AND HEAD section)
- PTO cover (refer to PTO COVER)
- Intermediate gear and breather gear (refer to DRIVE GEARS)
- Timing chain guide and lower timing chain guide (see illustration above).

Carefully pull the timing chain sideward and down from the crankcase.

NOTE: Mark the operating direction of the timing chain before removal.

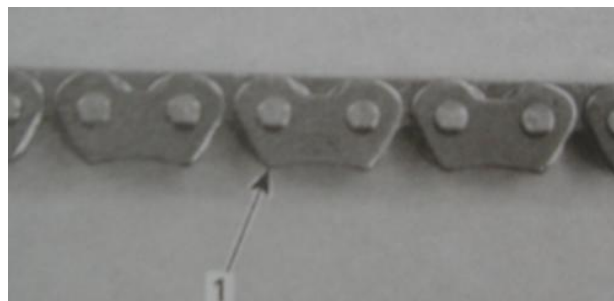
Timing Chain Inspection

Inspection is the same for both timing chains.

NOTE: Check timing chain on camshaft timing gear for excessive radial play.

Check chain condition for wear and teeth condition.

If chain is excessively worn or damaged, replace it as a set (camshaft timing gear and timing chain).



Timing Chain Installation

Installation is the same for both timing chains.

The installation is essentially the reverse of the removal procedure, but pay attention to the following details.

NOTE: Ensure to perform proper valve timing. Lock crankshaft (see CRANKSHAFT) and camshaft at TDC ignition (refer to CYLINDER AND HEAD section).

Install timing chain with camshaft timing gear then, adjust chain tension (refer to CYLINDER AND HEAD section).

CAUTION: Improper valve timing will damage engine components.

CRANKCASE

Crankcase Disassembly

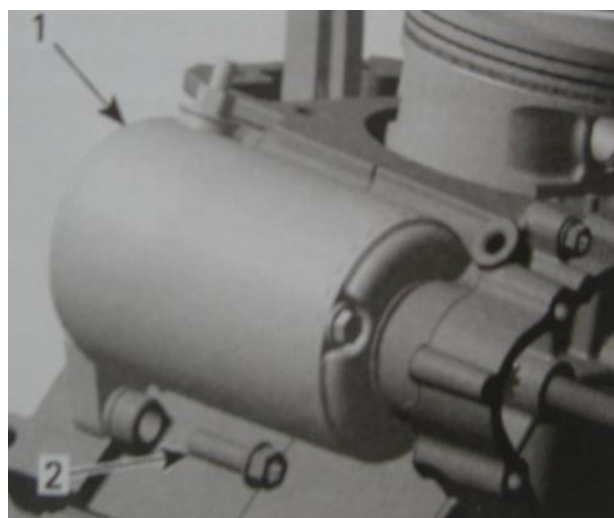
Remove:

- Drive shaft (refer to ENGINE DRIVE SHAFT)
- PTO cover (refer to PTO COVER)
- Drive gears (refer to DRIVE GEARS)

NOTE: Oil pump removal from crankcase is not necessary, but recommended to see condition of oil pump (refer to LUBRICATION SYSTEM section).

- Electric starter

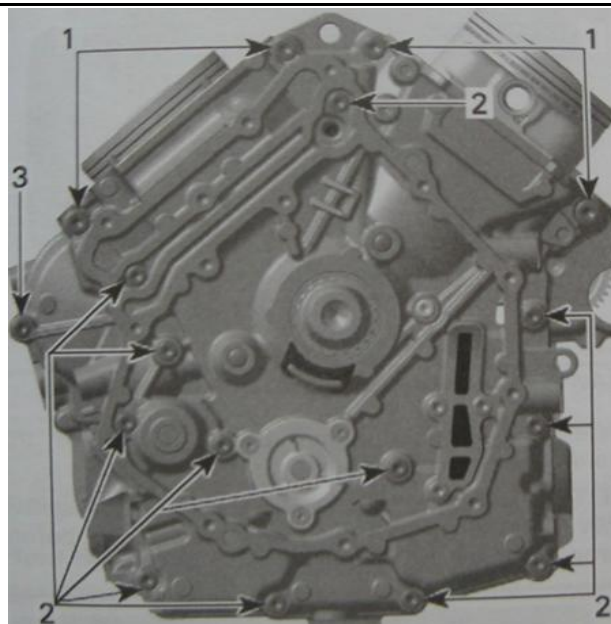
1. Electric starter
2. Screw



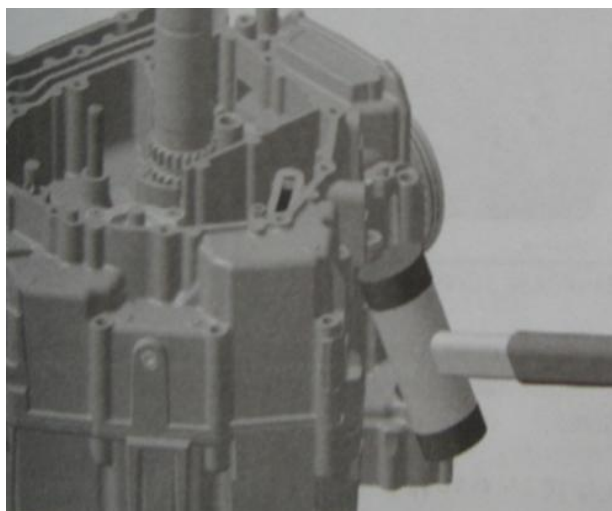
- Magneto cover and rotor (refer to MAGNETO SYSTEM section)
- Electric starter drive gears (refer to MAGNETO SYSTEM section)
- Water pump housing (refer to COOLING SYSTEM section)
- Oil filter (refer to LUBRICATION SYSTEM section)
- Cylinder head and cylinder (refer to CYLINDER AND CYLINDER HEAD section)
- Timing chains and timing chain guides (refer to TIMING CHAIN and TIMING CHAIN GUIDE).

Remove retaining screws of crankcase.

1. 4 screws M8 x 65
2. 12 screws M6 x 75
3. 1 screw M6 x 35

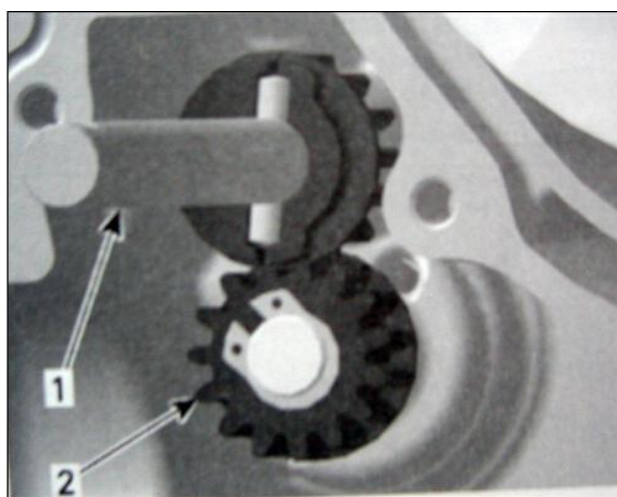


Carefully split crankcase halves by using a screw driver and a soft hammer.



NOTE: During disassembly, do not damage the sealing surfaces of the crankcase halves. Pull crankshaft out of crankcase. Remove the water pump intermediate shaft and the water pump gear.

1. Water pump intermediate shaft
2. Water pump gear



Remove engine oil strainer.

1. Engine oil strainer
2. Retaining plate
3. Screws

Crankcase Inspection

NOTE: Remove all remaining parts from the crankcase halves; they could get damaged during repair work.

Clean crankcase halves from contaminations and blow the oil supply lines with compressed air.

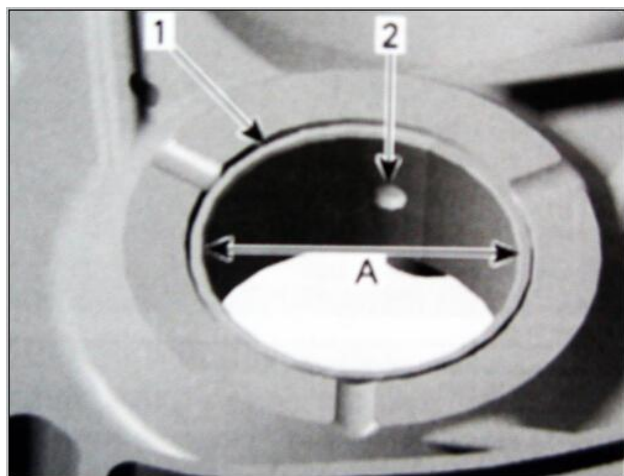
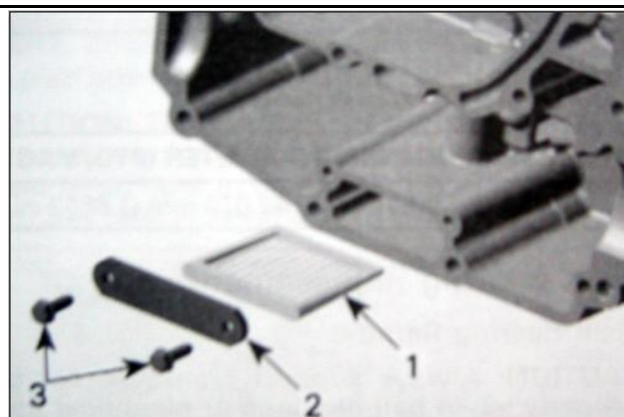
Check crankcase halves for cracks or other damage. Replace if damaged.

Check plain bearings no. 17 and no.18 for scorings or other damages.

NOTE: Measure plain bearing inside diameter and compare to PTO/MAG side journal diameters of crankshaft (refer to *CRANKSHAFT*). Replace if the measurements are out of specification.

1. Plain bearing
2. Oil bore
- A. Measure plain bearing inside diameter

plain bearing inside diameter	
service limit	42.070 mm



Plain Bearing Replacement

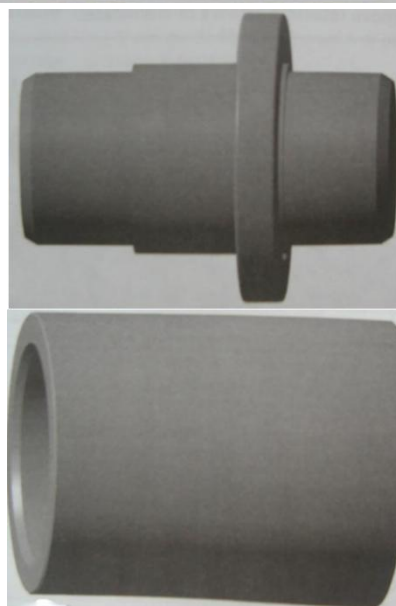
Plain bearing Removal

CAUTION: Always support crankcase halves properly when ball bearing or plain bearings are removed. Damages to crankcase halves may occur if this procedure is not performed correctly.

NOTE: Always use a press for removal of plain bearings.

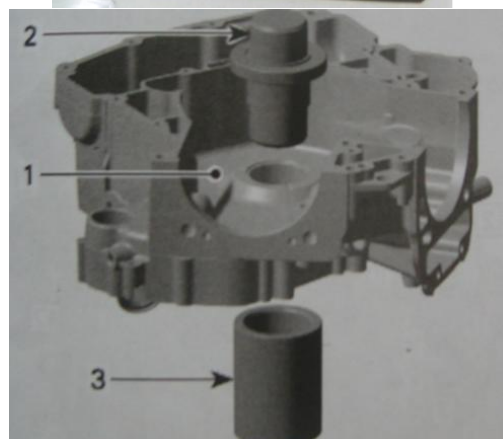
Remove plain bearings with the proper plain bearing remover/installer.

Carefully push the plain bearings out, from the crankcase half inside towards the outside.



NOTE: Place the proper crankcase support sleeve under crankcase halves before removing plain bearings. During disassembly, make sure not to damage the surfaces of the crankcase halves.

1. Crankcase half
2. Plain bear remover/installer
3. Crankcase support sleeve



Plain Bearing Installation

CAUTION: Unless otherwise, instructed, never use hammer to install ball bearings or plain bearings. Use press only.

Install plain bearings with the proper plain bearing remover/installer in a cool crankcase. Do not lubricate plain bearings and/or crankcase for installation.

NOTE: Place the proper crankcase support sleeve under crankcase halves before installing the plain bearings.

Carefully press-in the plain bearings in the same direction as during disassembly, from the crankcase inside toward the outside.

During reassembly, make sure not to damage the sealing surface of the crankcase halves.

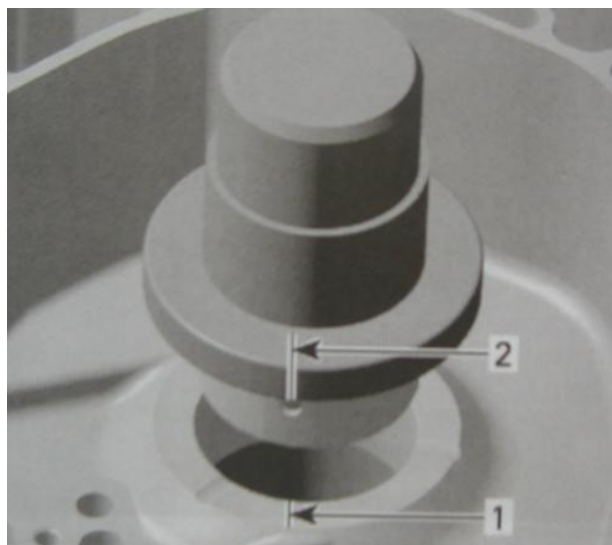
CAUTION: Mark position of oil bore on crankcase half and on plain bearing remover/installer. Align mark on plain bearing remover/installer with mark on crankcase half.

1. Oil bore position marked on crankcase
2. Oil bore position marked on plain bearing remover/installer

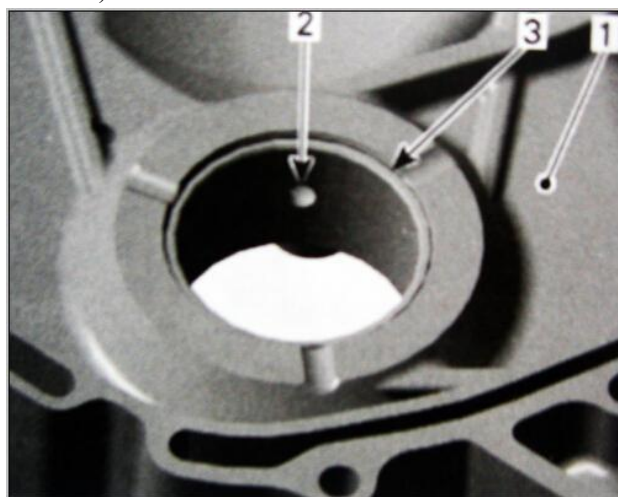
NOTE: Wrong oil bore position will stop oil supply to plain bearings and will cause engine damage.

CAUTION: The partition of the plain bearings in crankcase half MAG side must be positioned near to oil bore in clockwise direction (refer to no. 3 in next illustration).

CAUTION: The partition of the plain bearings in crankcase half PTO side must be positioned near to oil bore in counterclockwise direction (refer to no. 3 in next illustration).



1. Crankcase half PTO (inside)
2. Oil bore
3. Partition



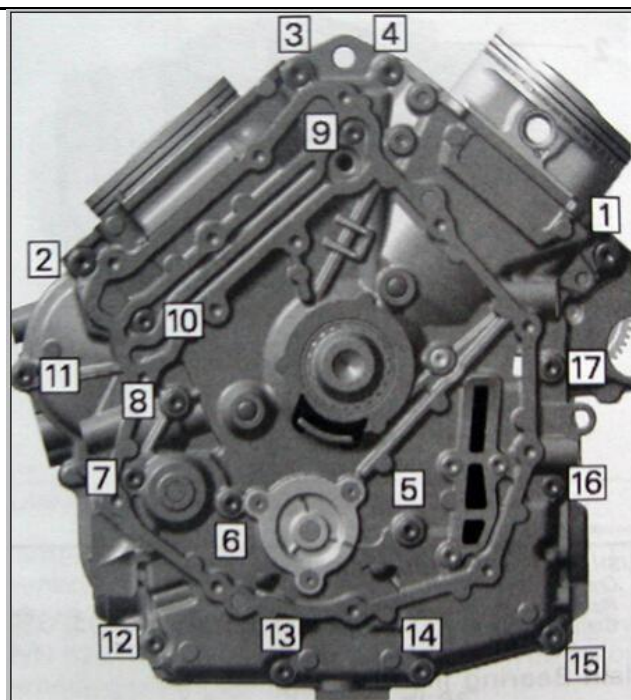
NOTE: Use an O-ring ($\phi 42 \times 1$ or 1.5 mm thickness) to hold plain bearings in place during installation. The O-ring will disappear in the groove, of the plain bearing remover/installer.

Crankcase Assembly

The assembly of crankcase is essentially the reverse of removal procedure. However, pay attention to the following details.

NOTE: Clean oil passages and make sure they are not clogged.
Clean all metal components in a solvent.
At installation, replace crankcase gasket.
Oil the plain bearings before mounting the crankshaft.

CAUTION: Correctly reinstall crankshaft (refer to CRANKSHAFT).
Reinstall engine oil strainer.
Reinstall water pump shaft shafts /gears.
Tightening sequence for screws on crankcase is as per following illustration.



CRANKSHAFT

Crankshaft Removal

Refer to CRANKCASE.

Crankshaft Inspection

NOTE: Check each bearing journal of crankshaft for scoring, scuffing, cracks or other signs of wear.

NOTE: Replace crankshaft if the gears are worn or otherwise damaged.

CAUTION: Components with less than the service limit always have to be replaced. If this is not observed, severe damage may be caused to the engine.

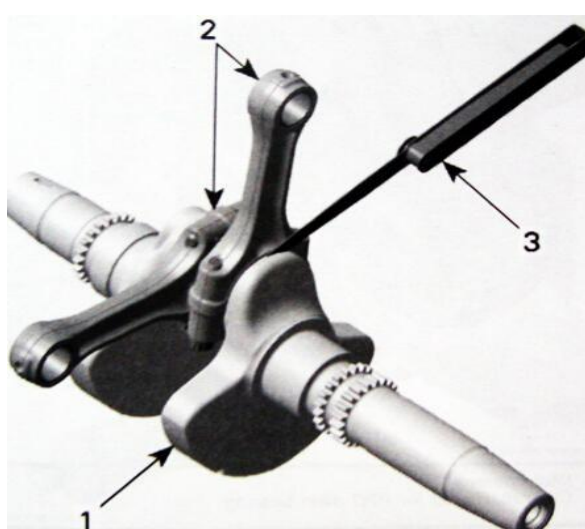
1. Crankshaft timing gears



Connecting Rod Big End Axial Play

Using a feeler gauge, measure distance between butting face of connecting rods and crankshaft counterweight. If the distance exceeds specified tolerance, replace the crankshaft.

1. Crankshaft
2. Connecting rods
3. Feeler gauge



Connecting rod big end axial play	
New	0.200 to 0.500 mm
Service limit	0.6 mm

Connecting Rod/Piston Pin Clearance

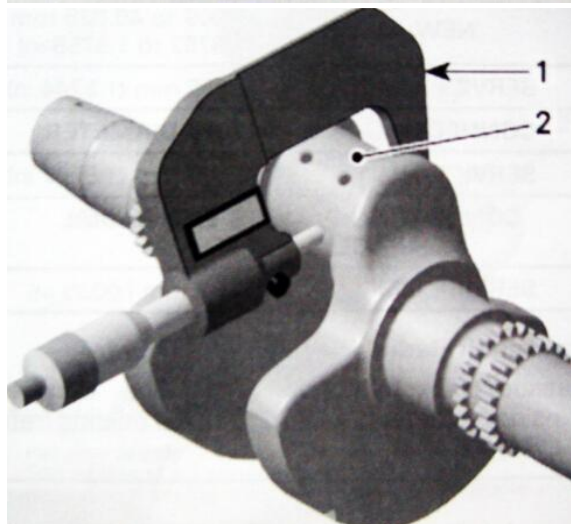
NOTE: Prior to remove connecting rod from crankshaft, mark big end halves together to ensure a correct reinstallation (cracked surface fits in only one position).

Remove connecting rods from crankshaft.
CAUTION: Always replace connecting rod screws no. 19 if removing the connecting rod. It is recommended to replace plain bearings no. 20, in case of installing the connecting rod.

1. Connecting rod screws.

Measure crankpin Compare to inside diameter of connecting rod big end.

1. Micrometer
2. Crankpin area for plain bearing

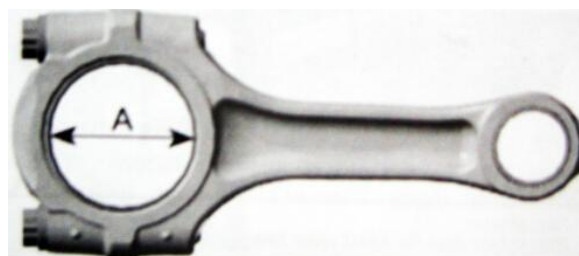


To measure the rod big end diameter, use the OLD screws .

Install the OLD plain bearings as they were mounted initially.

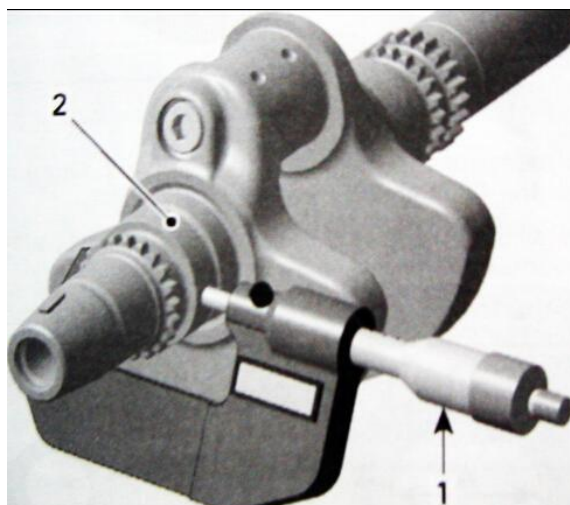
Do the torque procedure as described further.

Crankshaft pin diameter	
new	40.009 to 40.025 mm
Service limit	39.990 mm
Connecting rod big end diameter	
Service limit	40.100 mm
Connecting rod big end radial clearance	
Service limit	0.09 mm



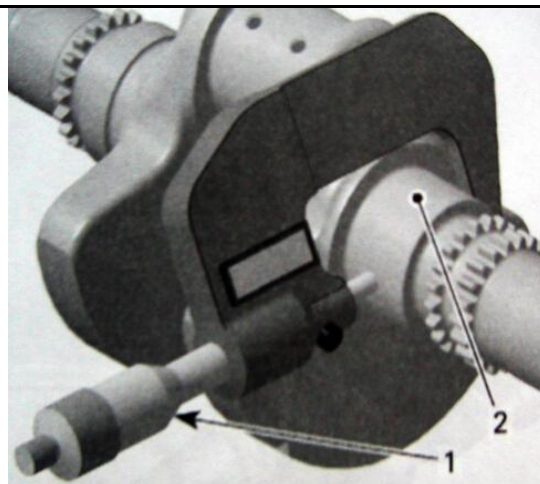
Crankshaft Radial Play MAG/PTO Side
 Measure crankshaft on MAG/PTO side.
 Compare to inside diameter of MAG/PTO plain bearing (refer to CRANKCASE).

1. Micrometer
2. Crankshaft area for MAG plain bearing



1. Micrometer
2. Crankshaft area for PTO plain bearing

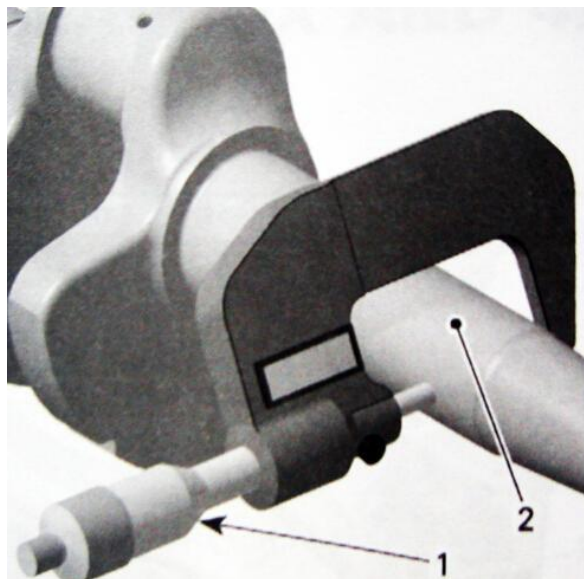
Crankshaft main journal diameter	
New	42.024 to 42.040 mm
Service limit	42.000 mm
Crankshaft deflection	
Service limit	0.07mm
Crankshaft radial clearance	
Service limit	0.06 mm



Crankshaft Radial Play (PTO side support bearing)

Measure crankshaft journal of PTO support bearing. Compare to inside diameter of PTO support bearing in PTO cover (refer to PTO COVER).

Crankshaft pin journal diameter (PTO support bearing)	
new	34.024 to 34.040 mm
Service limit	34.010mm
Crankshaft PTO support bearing radial clearance	
Service limit	0.01 mm

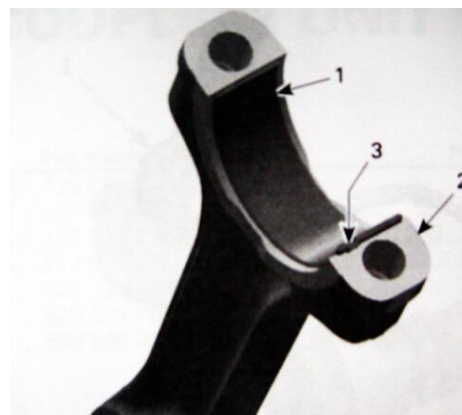


Crankshaft Assembly

For assembly, reverse the disassembly procedure.
Pay attention to following details.

NOTE: Use **NEW** plain bearings **no. 20**, when connecting rod big end diameter is out of specification. Put plain bearings correctly in place and clean the split surface on both sides (cracked area) carefully with compressed air.

1. Half plain bearing of connecting rod big end
2. Split surface of the connecting rod
3. Nose of plain bearing in line with connecting rod groove



NOTE: Oil the plain bearing surface of the connecting rod and crank pin before installation.

Torque NEW connecting rod screws as per following procedure:

First, install screws with half of the recommended torque. Do not apply any thread locker.

Secondly, torque connecting rod screws to 20 N.m.

Finish tightening the screws with an additional 60° turn using an angle torque wrench.

CAUTION: failure to strictly follow this procedure may cause screw to loosen and lead to engine damage. The plain bearing tapered end must be against the counterweight. Besides, as the “crankpin” has been stretched from the previous installation, it is very important to use a new screw at assembly. The running direction of big end bearings and of the piston pins must not change.

Crankshaft Installation

For installation of crankshaft in crankcase reverse the removal procedure. Pay attention to the following details. **CAUTION:** Observe the correct installation position when fitting the crankshaft with the connecting rods. The connecting rod MAG side has to face to cylinder 1.

OIL PRESSURE REGULATOR

The oil pressure regulator is located the engine magneto side (inside magneto cover).

1. Engine pressure regulator

NOTE: The oil pressure regulator system works when the oil pressure exceeds 450kPa (65ps).

Removal

Remove plug screw and pull oil pressure regulator out.

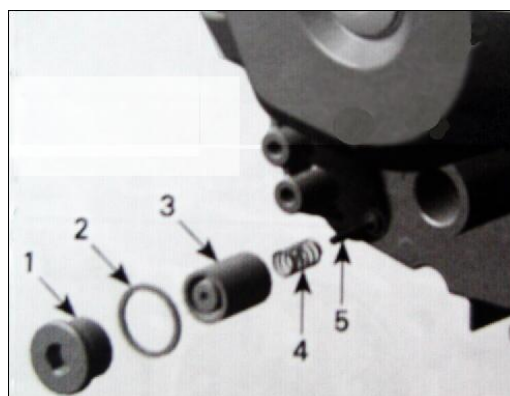
- 1.Plug screw
- 2.Gasket ring
- 3.Pressure regulator housing
- 4.Spring
- 5.Pressure regulator valve

Inspection

Inspect pressure regulator hosing and valve for scoring or other damages.
Check spring for free length.

NOTE: Replace worn or damaged components.

Clean bore and thread in the magneto housing from metal shavings and other contaminations.



SPRING FREE LENGTH	
New nominal	39 mm(1.535 in)
Service limit	37 mm(1.457in)

Installation

For installation, reverse the removal procedure.

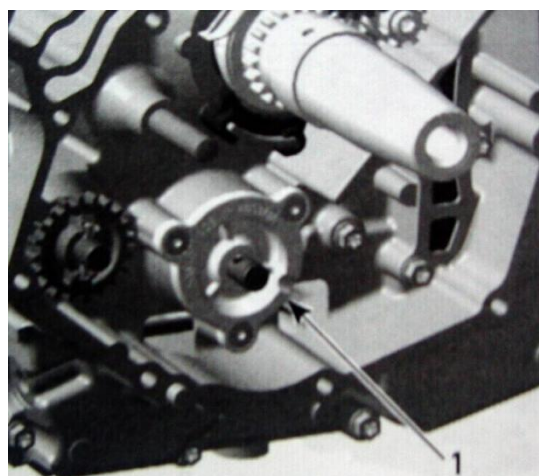
Pay attention to the following details.

NOTE: At installation, always replace the gasket ring no. 3 of the plug screw.

OIL PUMP

The oil pump is located on the engine PTO side (behind cover).

1. Oil pump



Removal

Remove parts to access the engine crankcase PTO cover.

Remove the engine crankcase PTO cover. .

Remove:

- retaining ring
- oil pump gear
- needle pin
- thrust washer
- oil pump cover screws and pull oil pump cover
- oil pump shaft with inner rotor and outer rotor.

1. Retaining ring
2. Oil pump gear
3. Needle pin
4. Thrust washer

1. Retaining screws
2. Oil pump cover

Inspection

Inspect oil pump for marks or other damages.

Check for scratches in crankcase between outer rotor and oil pump bore. If so, replace damaged parts.

1. Oil pump bore
2. outer rotor
3. Oil pump shaft
4. Needle pin
5. Inner rotor

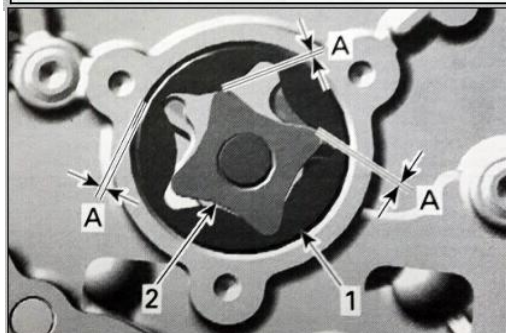
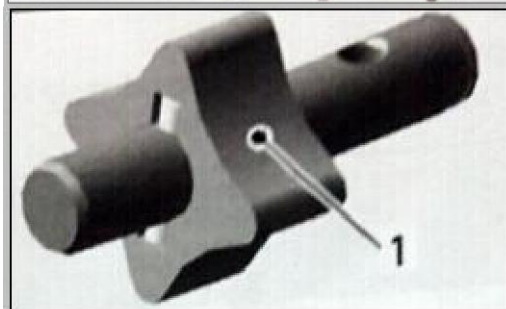
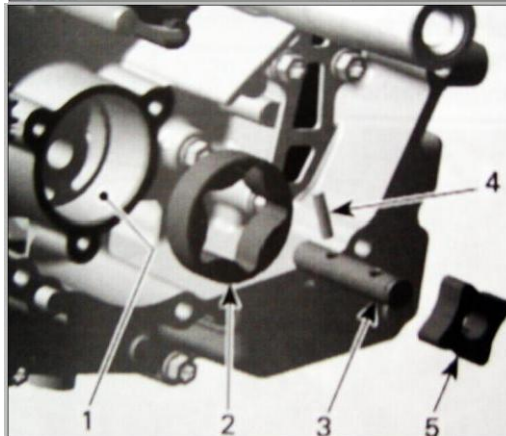
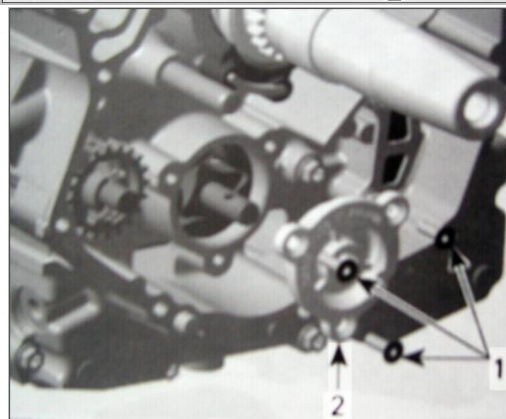
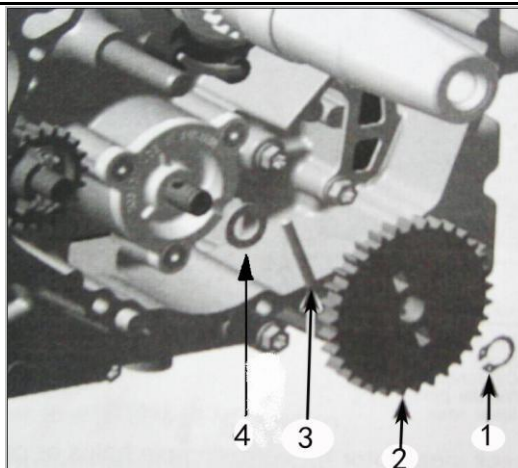
Check inner rotor for corrosion
pin holes or other damages. If so, replace oil pump
shaft assembly.

1. Pitting on the teeth

Using a feeler gauge, measure the clearance of inner
and outer rotors as shown.

1. Outer rotor
2. inner rotor

A. SERVICE LIMIT:0.25mm(0.09in)

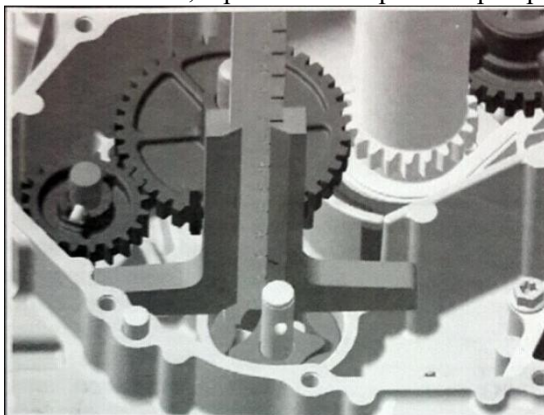


If clearance of inner and outer rotors exceeds the tolerance, replace oil pump shaft assembly. Ensure to also check oil pump cover. If damaged, replace the complete oil pump assembly.

If clearance between outer rotor and its bore in crankcase exceeds the tolerance, replace the complete oil pump assembly and/ or the crankcase.

Using a depth gauge, measure the axial clearance of the oil pump as shown..

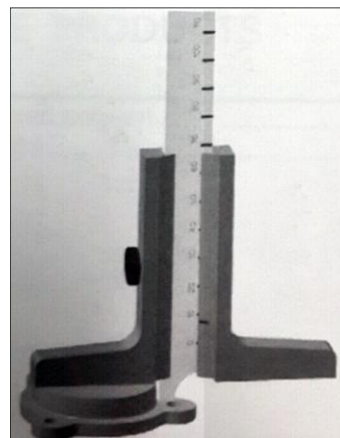
Oil PUMP-MEASUREMENT “A”



Oil PUMP COVER - MEASUREMENT “B”

Difference between measurements should not exceed 0.2 mm. if so, replace the complete oil pump assembly.

NOTE: When the axial clearance of the oil pump shaft assembly increases, the oil pressure decreases.

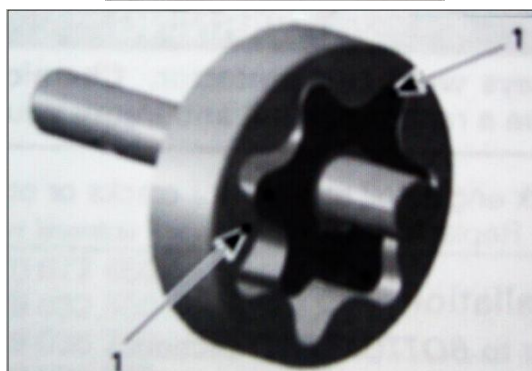


Installation

For installation, reverse the removal procedure.

Pay attention to the following details.

NOTE: The outer rotor and inner rotor are marked. When installing, make sure both markings are on the upper side.



1. Markings

After reinstallation of the remaining parts, check for smooth operation of the oil pump assembly.

Final Test

After engine is completely reassembled, start engine and make sure oil pressure is within specifications .

MAGNETO COVER

Magneto Cover Removal

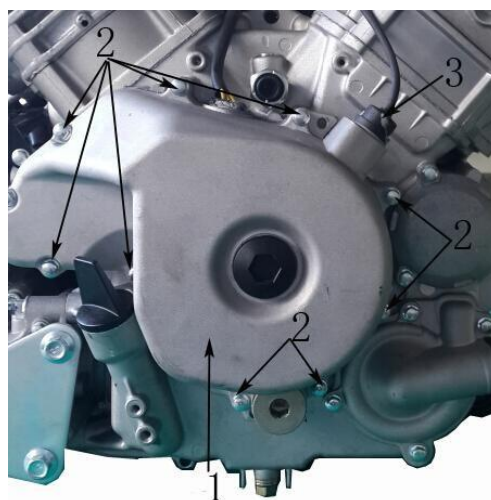
Lock crankshaft at TDC.

Drain engine oil.

Disconnect crankshaft position sensor (CPS) connector and cut tie rap.

Remove magneto cover retaining screws.

1. magneto cover
 2. retaining screws
 3. crankshaft position sensor
- Pull magneto cover.



Magneto Cover Inspection and Cleaning

Check magneto cover for cracks or other damage. Replace if necessary.

Magneto Cover Installation

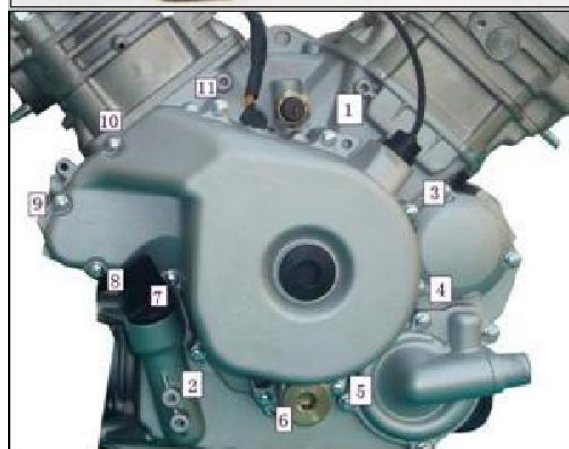
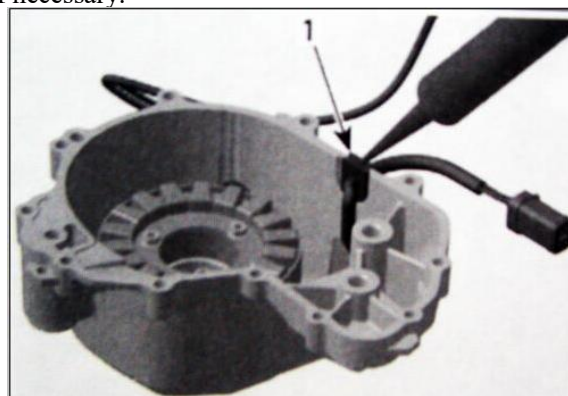
For installation, reverse the removal procedure.

However, pay attention to the following.

NOTE: At installation replace magneto cover gasket. Apply Drei Bond sealing compound on stator cable grommet as shown in the illustration.

1. Apply drei bond sealing compound

Tightening sequence for screws on magneto cover is as per following illustration.



STATOR

Stator Removal

Remove magneto cover.

Remove screws securing holding strip.

Remove stator retaining screws then the stator.

1. Stator
2. Stator retaining screws
3. holding strip
4. holding strip screws



Stator Inspection

Check stator condition. If damaged replace it.

Check if stator wires are brittle, bard or otherwise damaged.

For electrical inspection, refer to CHARGING SYSTEM.

Stator Installation

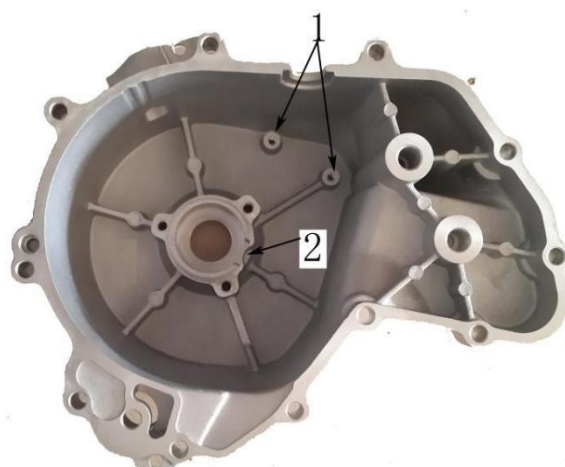
For installation, reverse the removal procedure.

However, pay attention to the following.

CAUTION: When installing the stator take care that the cable is in place (guide for wire).

NOTE: There is only one position for the stator (notch in the magneto housing cover).

1. Threads for cable holding strip
2. Notch for stator



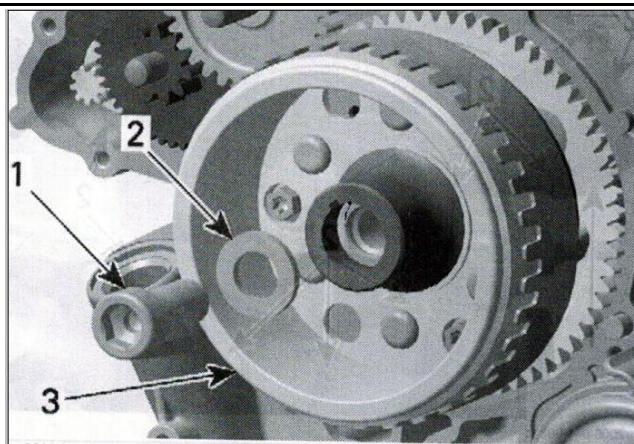
ROTOR

Rotor Removal

Lock crankshaft with crankshaft locking bolt.
Remove magneto cover. Refer to *MAGNETO COVER* above.

Remove screw and washer securing rotor to crankshaft.

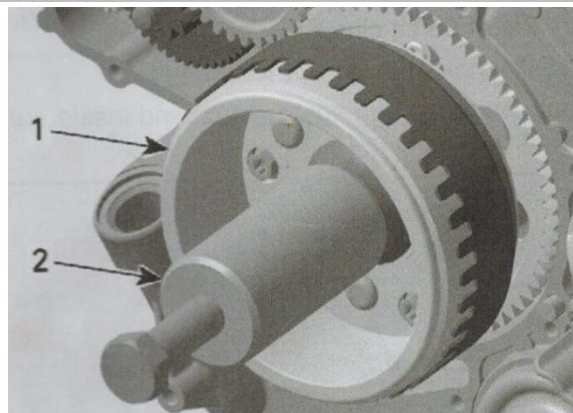
1. Screw M16
2. Washer
3. Rotor



Install magneto puller and crankshaft then remove rotor.

NOTE: Use grease to place protector on crankshaft end prior to screw on the magneto puller.

1. Rotor
2. Magneto puller



Screw magneto puller bolt to remove rotor.

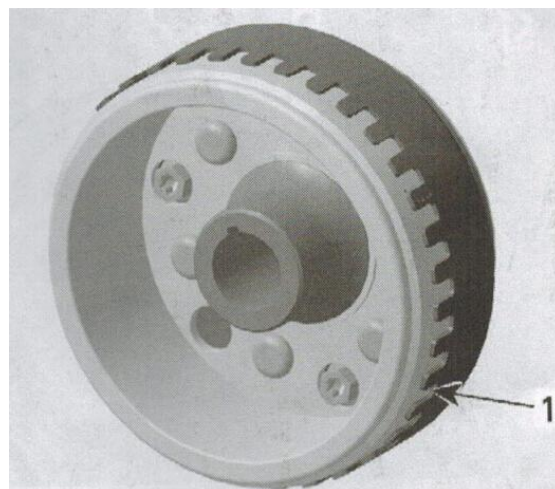
Rotor Inspection

Check inner side of rotor for scratches or other damage.

Check keyway of the rotor for wear or damages.

Check if trigger wheel teeth are bent or otherwise damaged.

1. Rotor with trigger wheel



Check woodruff and keyway on the crankshaft for wear or damages.

Replace parts as necessary.

Rotor Installation

For installation, reverse the removal procedure.

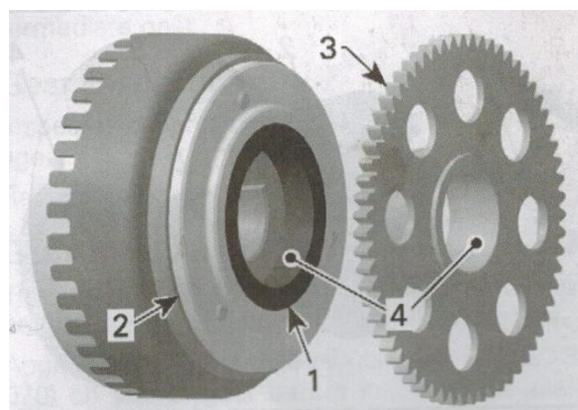
However, pay attention to the following.

Clean crankshaft taper and rotor with pulley flange cleaner.

CAUTION: Taper on crankshaft and rotor must be free of grease.

Oil sprag clutch in sprag clutch housing and install sprag clutch gear.

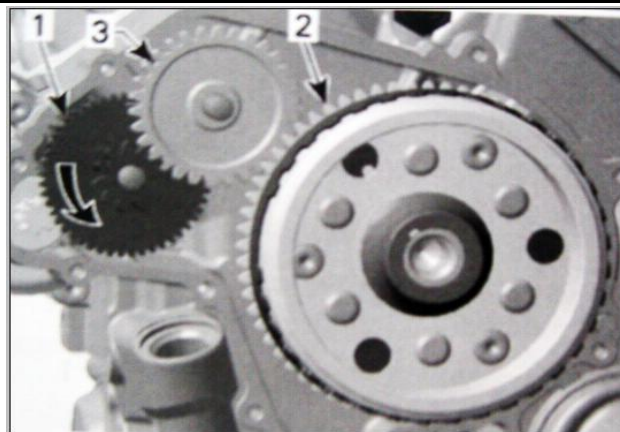
1. Sprag clutch
2. Sprag clutch housing
3. Sprag clutch gear
4. Apply engine oil here



Slide rotor onto crankshaft. The woodruff key and the keyway must be aligned.

Rotate starter double gear counterclockwise to align intermediate gear teeth with sprag clutch gear.

1. Starter double gear
2. Sprag clutch gear
3. intermediate gear



SPRAG CLUTCH

Sprag Clutch Removal

Remove magneto cover

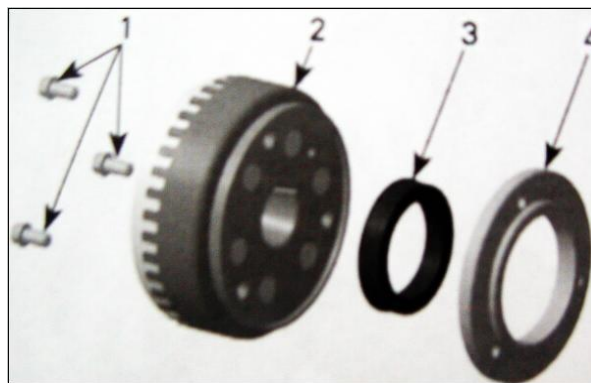
Loosen sprag clutch housing screws located inside rotor.

Remove rotor (refer to ROTOR above)

Remove sprag clutch gear.

Remove sprag clutch housing screws and sprag clutch housing.

1. Sprag clutch housing screws
2. Rotor
3. Sprag clutch
4. Sprag clutch housing



Sprag Clutch Inspection

Inspect sprag clutch and sprag clutch housing for wear and damage.

Also check the collar of the sprag clutch gear.

Perform a functional test of the sprag clutch. To do so, rotate sprag clutch gear in sprag clutch.

NOTE: Sprag clutch must lock in counterclockwise direction.

1. Lock



NOTE: Sprag clutch, housing and gear must be replaced at the same time, if damaged.

Sprag Clutch Installation

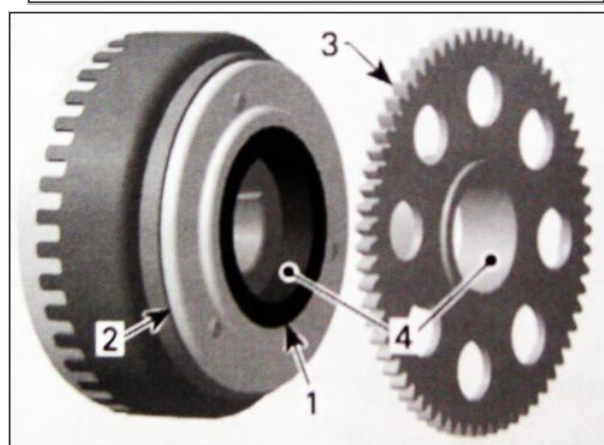
For installation, reverse the removal procedure. Pay attention to the following details.

Apply LOCTITE 648 (green) on threads of sprag clutch housing screws.

Install screw but do not torque yet.

Apply engine oil on sprag clutch and inside sprag clutch gear hole.

1. Sprag clutch
2. sprag clutch housing



Install rotor then torque sprag clutch housing screws to 30 N.m.

SPRAG CLUTCH GEAR

Sprag Clutch Gear removal

Remove rotor .

Pull sprag clutch gear from rotor.

1. Rotor
2. Sprag clutch gear

Sprag Clutch Gear Inspection

Inspect gear, especially teeth and sprag clutch collar, for wear and other damage.

Check needle bearing condition. Replace sprag clutch gear if necessary.

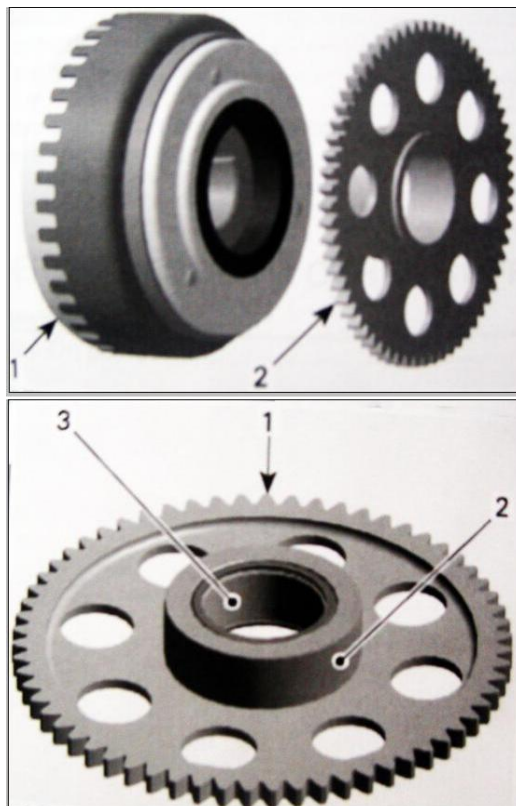
INSPECT

1. Teeth
2. Collar
3. Needle bearing

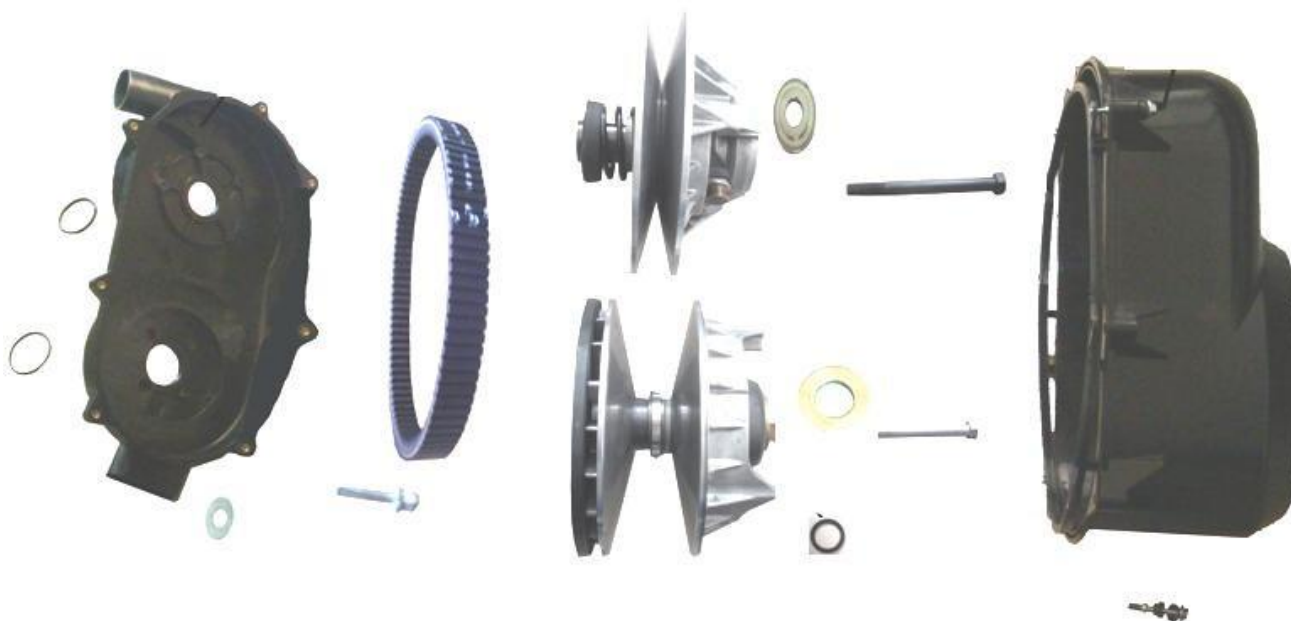
Sprag Clutch Gear Installation

The installation is the reverse of the removal procedure.

NOTE: Apply engine oil on needle bearing and collar of sprag clutch gear.



TRANSMISSION



Never touch CVT while engine is running.

Never drive vehicle when variator cover is removed.

Subcomponent installation and assembly tolerances require strict adherence to procedures detailed.

Never use any type of impact wrench at drive pulley removal and installation.

The clutch assembly is a precisely balanced unit. Never replace parts with used parts from another clutch assembly. These pulleys have metric threads. Do not use SAE threads puller. Always tighten puller by hand to ensure that the drive pulley has the same type of threads prior to fully tightening.

DRIVE BELT

Removal

Remove:

- Distance screws
- remove variator cover and gasket.

1. Variator cover
2. Distance screw
3. Gasket

NOTE:

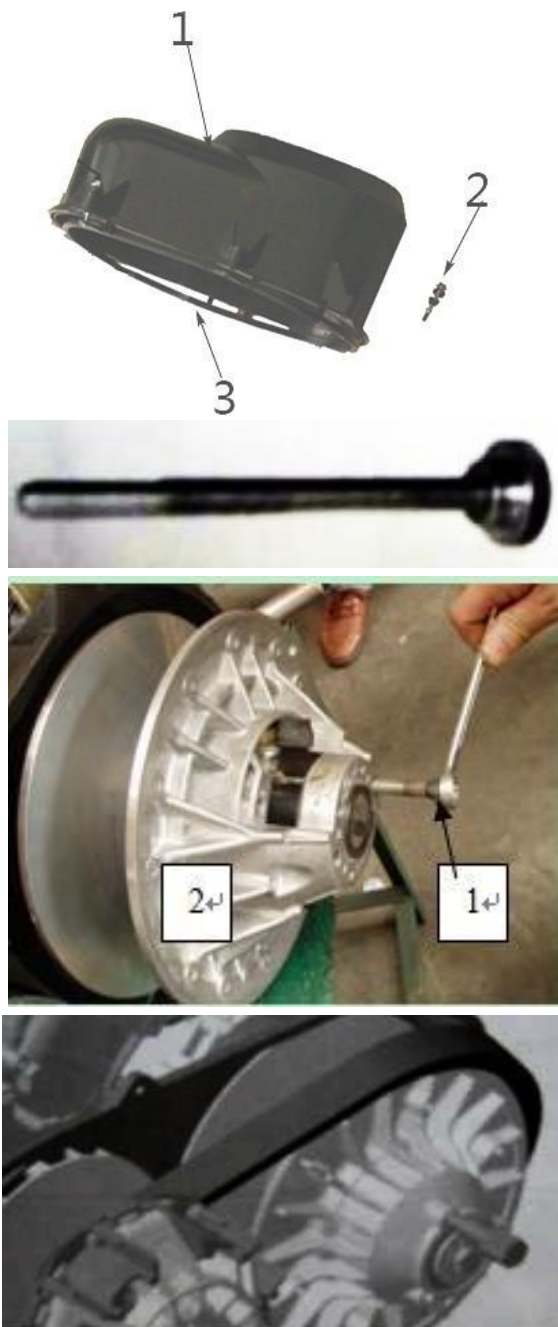
Remove the center top screw last. This screw allows to support the cover during removal.

Open driven pulley with the driven pulley expander.

Screw tool in the threaded hole of driven pulley and tighten to open the pulley.

1. Driven pulley expander
2. Fixed sheave of driven pulley

To remove belt, slip the belt over the edge of fixed sheave as shown.



INSPECTION

Inspect belt for cracks, fraying or abnormal wear. Replace if necessary.

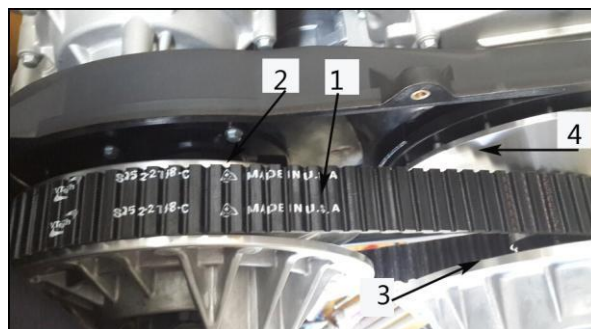
Drive belt width	
Service limit	30.00mm(1.181 in)

Installation

For installation, reverse the removal procedure. Pay attention to following details.

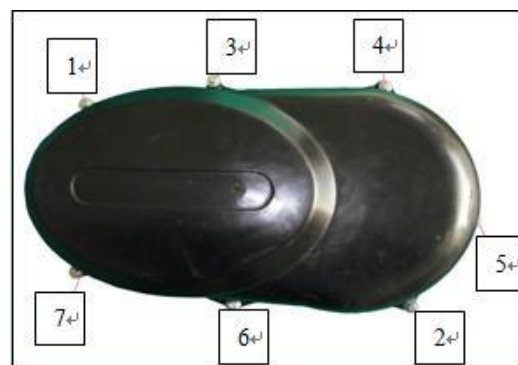
1. Word printed on belt
2. Drive pulley (front)
3. Driven pulley (rear)
4. Rotation direction

The maximum drive belt life span is obtained when the drive belt has the proper rotation direction. Install it so that the arrow printed on belt is pointing towards front of



the vehicle, viewed from top.

Install variator cover gasket.
Install the center top screw in first.
Tighten the distance screw as per following sequence.



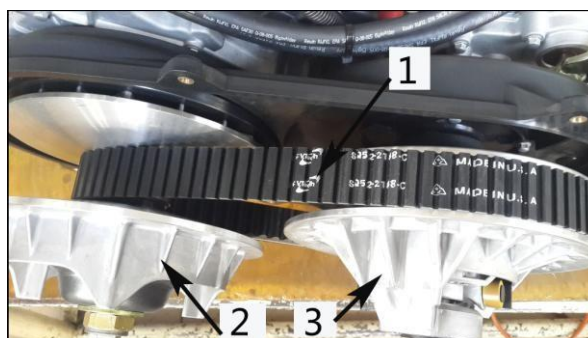
DRIVE PULLEY

1. Belt
2. Drive pulley
3. Driven pulley

Removal

- remove variator cover and gasket.
- Remove belt

Block the drive pulley as followed.

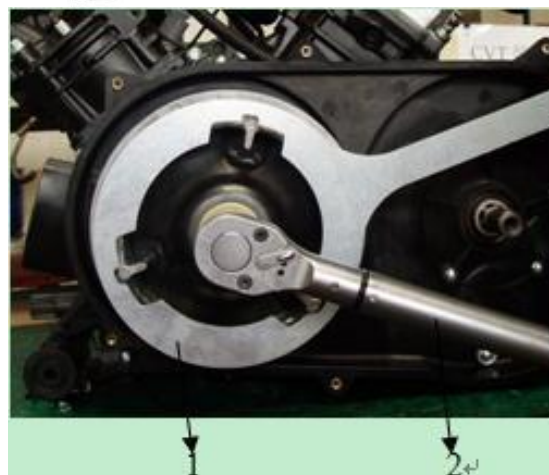


Block drive pulley with the pulley holding tool.

1. Pulley holding tool
2. Torque wrench

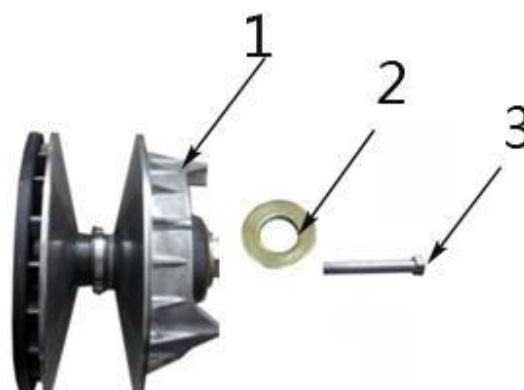


When the drive pulley is blocked, mark sliding sheave and governor cup to ensure correct reinstallation.



Unscrew the drive pulley screw (right hand thread), then remove it as well as the conical spring washer and thrust washer.

1. Drive pulley
2. Thrust washer
3. Drive pulley screw



Inspection

Drive pulley should be inspected annually for wear or damages.

Check drive pulley for cracks and sliding contact surface for excessive wear. Replace it if necessary.

Check one-way clutch bearing for excessive play and smooth operation. Replace one-way clutch if necessary.

Installation

For installation, reverse the removal procedure. Pay attention to the following details.

Do not apply any lubricant on crankshaft and drive pulley tapers.

Clean pulley faces and shaft with dry cloth.

Install drive pulley on crankshaft extension.

Do not forget to place thrust washer

Never substitute conical spring washer and/ or screw with jobber ones. Always use genuine parts for this particular case.

Install thrust washer with its concave side towards drive pulley then install drive pulley screw.

To torque the drive pulley screw, block the drive pulley. Refer at the beginning of this section.

When the drive pulley is blocked, torque screw to 100N.m.

DRIVEN PULLEY

Removal

- remove variator cover and gasket.
- Remove belt

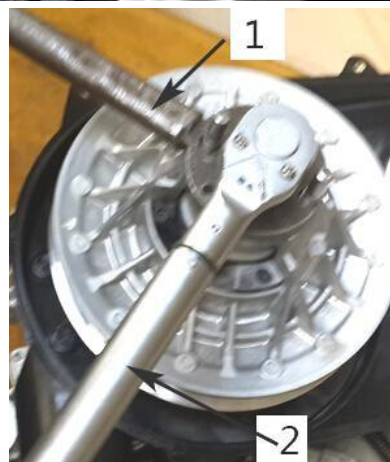
Using the pulley holding tool, hold the driven pulley during the removal of the driven pulley screw, do not remove screw completely.

Put in tow STUD to Driven Pulley



1. Driven Pulley holding tool
2. Torque wrench

When the driven pulley is blocked, unscrew the driven pulley screw.



1. Driven pulley
2. Thrust washer
3. Driven pulley screw



Inspection

Driven pulley should be inspected annually for wear or damages.

Check sliding and fixed sheave for cracks and sliding contact surface for excessive wear. Replace sliding sheave if necessary.

Check sliding sheave bushings for cracks, scratch and for free movement when assembled to sliding sheave.

Check ball bearing for free play and smooth operation. Replace if necessary.

Installation

For installation, reverse the removal procedure. Pay attention to the following details.

Chamfer on inside diameter of the spacer must face engine side.

Clean pulley faces and shaft with dry cloth.

Driven pulley is a spring loaded system.

Always place washer at the time of driven pulley installation.

When the driven pulley is blocked, torque screw to 60N.m.

CVT AIR GUIDE**Removal**

Remove:

- Variator cover
- Drive belt
- Drive pulley
- Driven pulley

Unscrew the clamps retaining the CVT air hoses

Remove CVT air guide.

Inspection

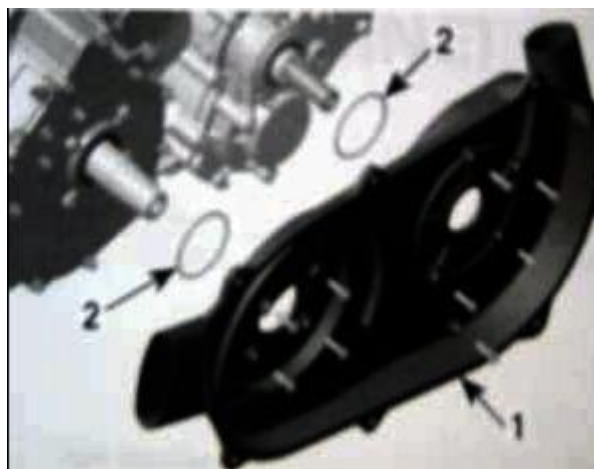
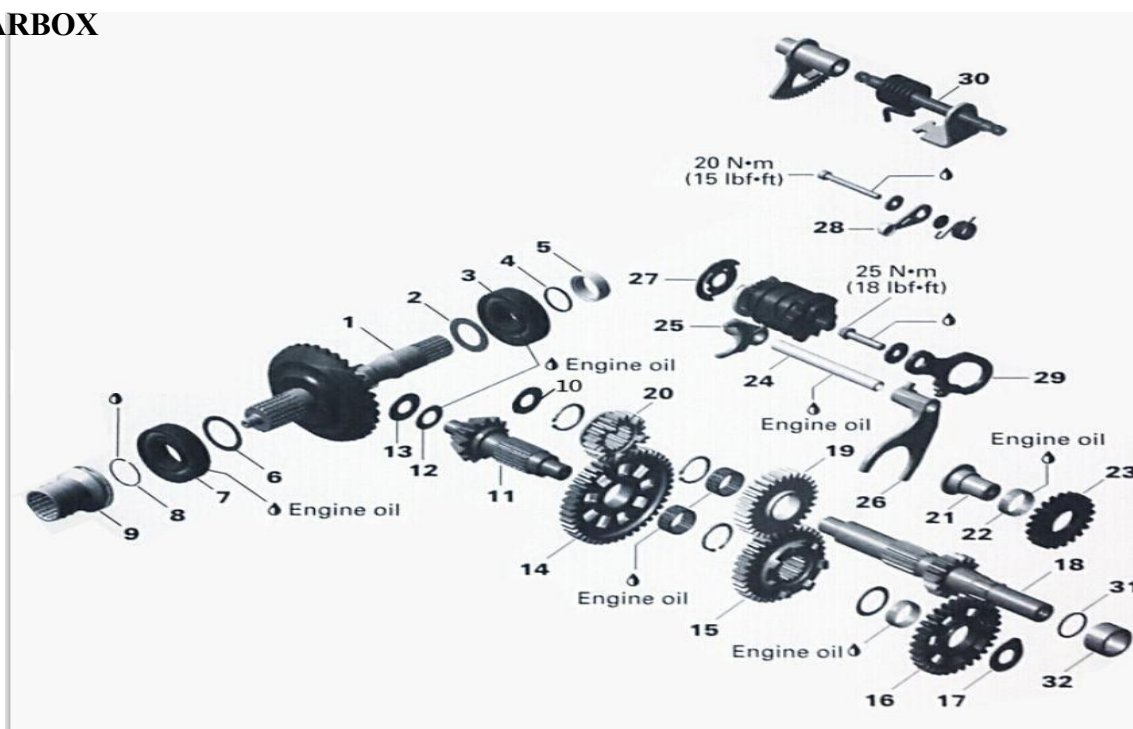
Clean CVT air guide from contamination.

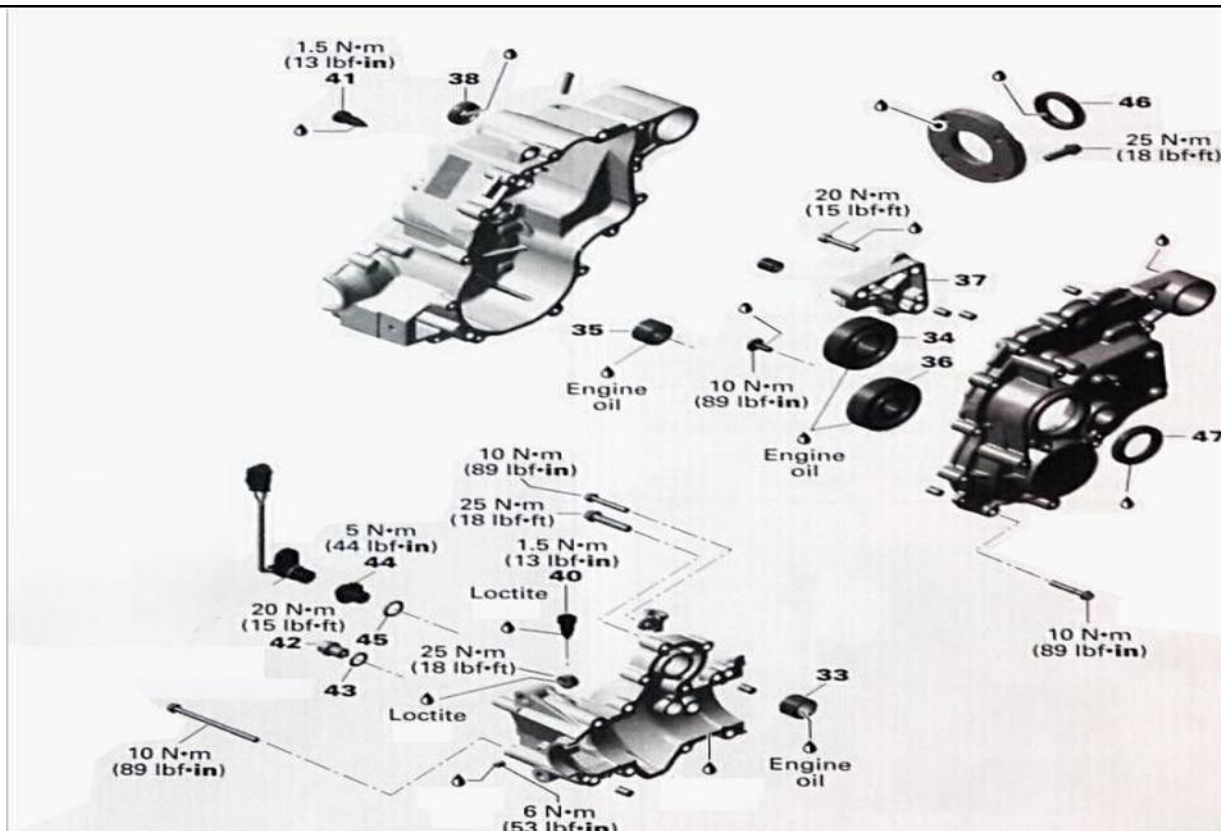
Check O-rings if brittle, hard or damaged. Replace if necessary.

1. CVT air guide
2. O-rings

Installation

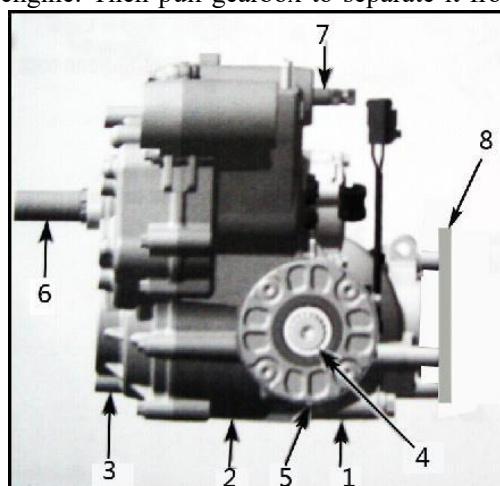
For installation, reverse the removal procedure.

**GEARBOX**



To remove gearbox, the engine removal is necessary. First remove drive and driven pulley and CVT air guide. After unscrew the three (3) nuts attach the gearbox to the engine. Then pull gearbox to separate it from engine. Always drain the gearbox oil before working on.

1. Right housing
2. Center housing
3. Left housing
4. Output shaft
5. Bearing cover
6. Countershaft
7. Shift shaft
8. Cover



GEARBOX OIL DRAIN

Prior to change the oil, ensure gearbox is on a level surface. Place a drain pan under the gearbox drain plug area.

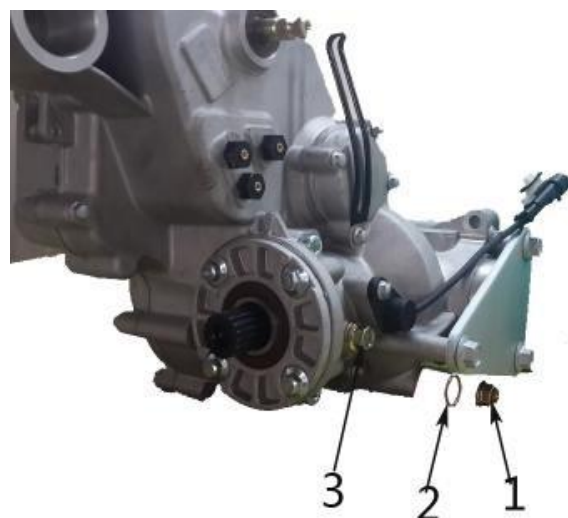
Clean drain plug area and remove magnetic drain plug with its sealing ring to drain gearbox oil.

Remove oil filler screw including its o-ring.

CAUTION: Pay attention not to loose O-ring on drain plug screw.

Wait a while to allow oil flow out of gearbox.

1. Magnetic drain plug
2. Sealing ring
3. Oil filler screw



Dispose gearbox oil as per your local environmental regulations.

Inspection

Oil condition gives information about the teeth condition inside the gearbox.

Clean the magnetic drain plug from metal shavings and dirt. Presence of debris gives an indication of failure inside the gearbox. Check gearbox to correct problem.

Change gasket ring on the magnetic drain plug if damaged.

Replace o-ring if brittle, hard or otherwise damaged.

POSTION INDICATOR SWITCHES

NOTE: The gearbox removal is not necessary to reach the gearbox position indicator switches.

Removal

To reach the gearbox position indicator switches, remove the rear engine cover.

Remove screw retaining indicator switch wire.

1. Gearbox position indicator switches
2. BROWN/ GREY wire
3. WHITE/ GREY wire
4. ORANGE/ GREY wire

Unscrew switch.

Test

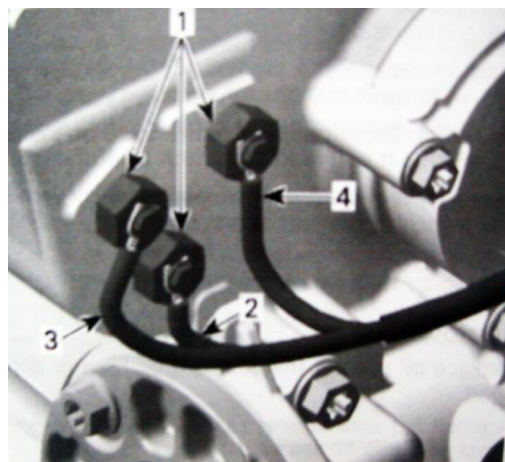
Check if gearbox position indicator switches work properly as per following procedure:

NOTE: Remove insulating paint to obtain correct readings.

Put gearbox in park, reverse, neutral, high and low position. Use a multi meter to measure the resistance from the indicator switch to engine ground. Compare results with the logic table below.

An “x” indicates switch is making ground contact, thus there should be continuity (R is close to 0 ohms)

A blank space indicates switch is not making contact, there should be no continuity (R = infinite). If the indicator switch is good, check the vehicle harness and /or indicator lights.



Shifter position	Corresponding switch wires		
	Brown/ grey	White/ grey	Orange/ grey
L	x		x
H			x
N		x	x
R		x	

Installation

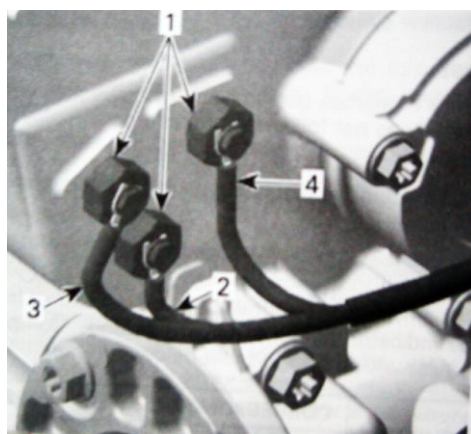
For installation, reverse the removal procedure.

Pay attention to the following details.

Take care do not damage shifting indicator switched threads during installation.

If all switches are removed, make sure to put the wires back in the right location.

1. Gearbox position indicator switches
2. BROWN/ GREY wire
3. WHITE/ GREY wire
4. ORANGE/ GREY wire



Spray a layer of electrical insulating paint or varnish over switches to prevent shorts and corrosion.

OIL SEALS

Removal

Replace oil seals if they are brittle, hard or damaged.

A small flat screwdriver can be used to remove most of these oil seals.

CAUTION: Avoid scoring housings, bearing cover, shift shaft, distance sleeve of countershaft or output shaft during oil seal removal.

Countershaft oil seal

The countershaft oil seal can be removed without removing gearbox from vehicle. Remove drive and driven pulley and CVT air guide.

NOTE: When oil seal is removed also inspect O-ring

1. Countershaft oil seal
2. Distance sleeve

Shift shaft oil seal

The shift shaft oil seal can be removed without removing the gearbox from the vehicle.

Remove side panel and the shifting plate from shift shaft to reach the oil seal.

Output shaft oil seal

Removal of output shaft oil seal requires that the rear propeller shaft is separated from the output shaft. The removal of the gearbox or bearing cover is not necessary.

NOTE: When oil seal is removed also inspect O-ring

1. Shift oil seal
2. Output shaft oil seal

Inspection

Check bearings behind each oil seal for contamination and / or metal shavings.

Check oil seal running surfaces for scratches. Replace if necessary.

Check if the countershaft O-ring and the output shaft O-ring are brittle, hard or damaged. Replace if necessary.

Installation

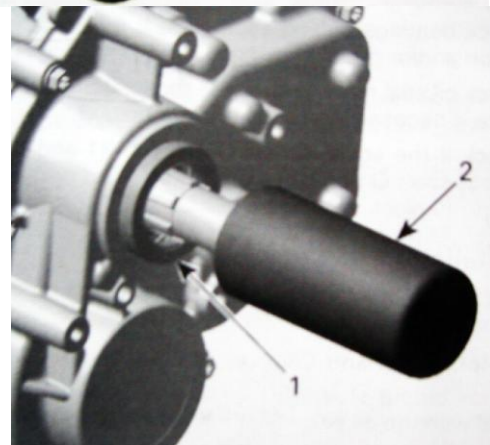
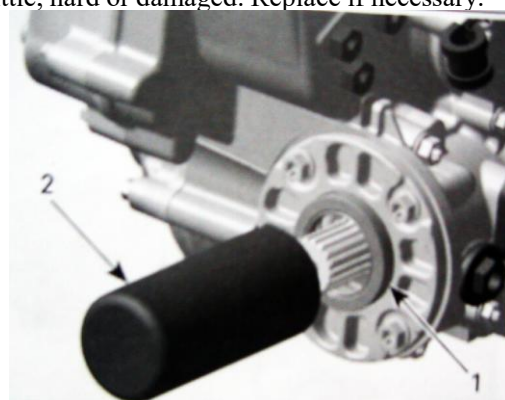
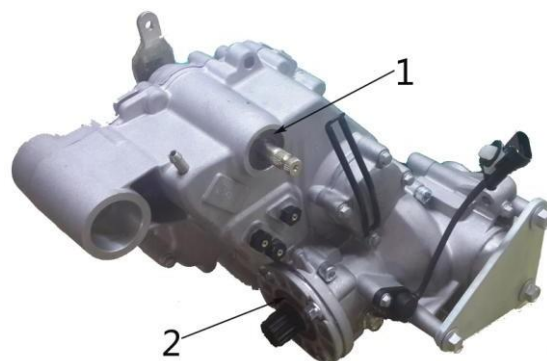
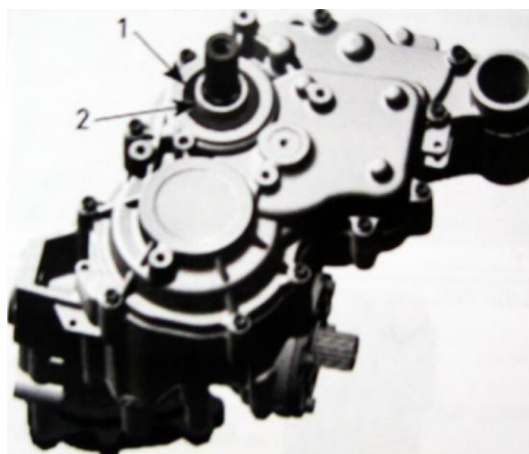
The installation is the reverse of removal procedure. Pay attention to the following details.

Output shaft and countershaft oil seal

Install output shaft oil seal and countershaft oil seal with the oil seal installer.

1. Output shaft oil seal
2. Oil seal installer

1. Countershaft oil seal
2. Oil seal installer

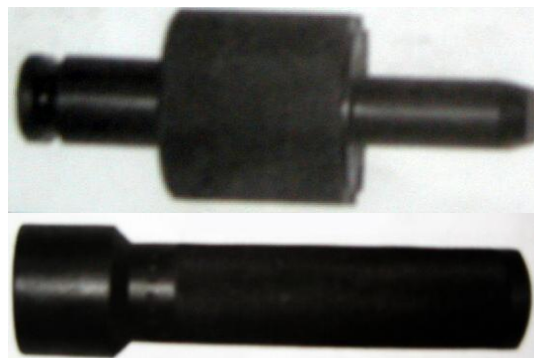


Shift shaft oil seal

Using a suitable tube with the proper diameter to install the shift shaft oil seal.

If gear housing is apart, the oil seal installer and installer handle can be used for shift shaft oil installation.

CUTION: Oil seal must be installed with sealing lip toward gearbox.

**OUTPUT SHAFT**

Remove gearbox.

Before removing the right housing and output shaft measure the back lash on output shaft. This measure will indicate if output shaft adjustment is necessary.

Output Shaft Back lash Procedure

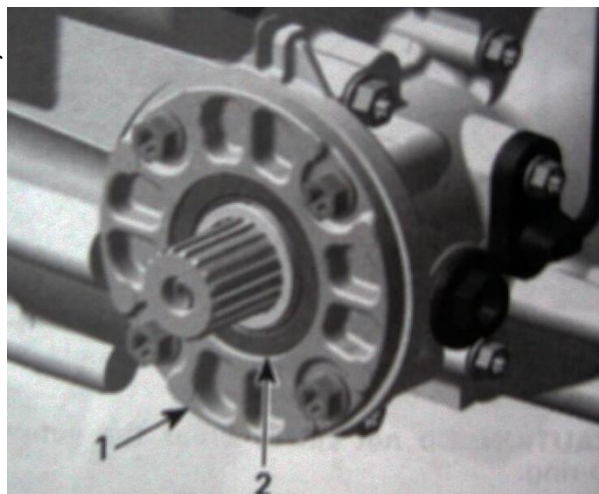
Engage PARK position on the gear shaft to block gearbox.

Remove:

- Bearing cover with oil seal

1. Bearing sleeve
2. Oil seal

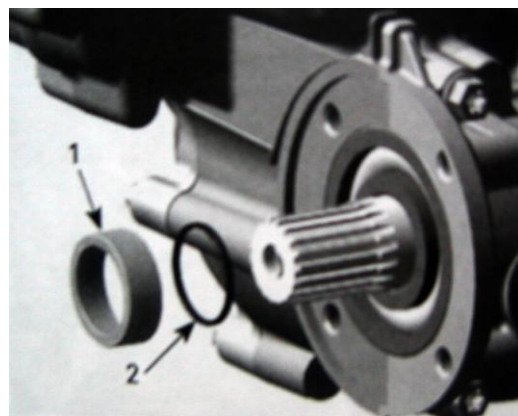
- Distance sleeve
- O-ring



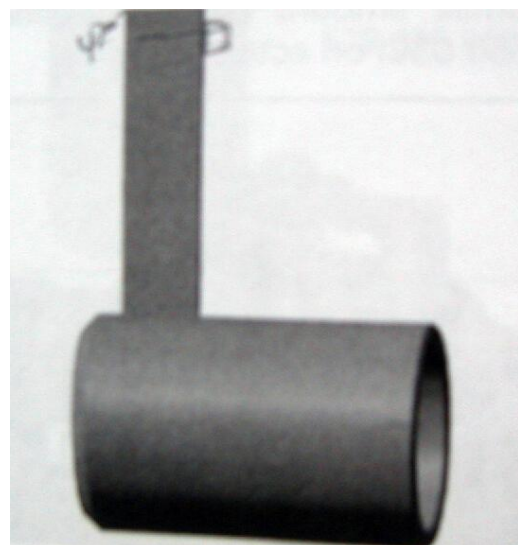
NOTE: It is recommended to apply this specific sealant as described here to get a uniform application without lumps. If you do not use the roller method, you may use your finger to uniformly distribute the sealant (using a finger will not affect the adhesion).

Install all the screws on right housing then the O-ring and the distance sleeve on end of output shaft. Chamfered bore of distance sleeve has to face the engine.

1. Distance sleeve
2. O-ring



Install the backlash measurement tool at the end of output shaft.



From center of tool bolt, measure 47 mm and place a mark on the tab.

1. Back lash measurement tool
2. Mark on tab
- A 47 mm

Position the head of the dial indicator, against the tab at a 90° angle and on the line. Then, gently rotate the output shaft.

This reading gives the back lash measurement.

Refer to the following table for backlash specifications.

Output shaft backlash	
New	0.10 to 0.20 mm
Service limit	0.25 mm

If back lash is not within the specification, remove the output shaft and select the next larger or smaller shim to meet the specifications.

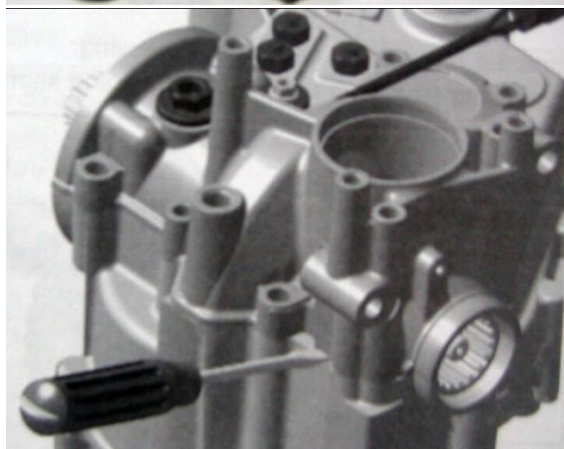
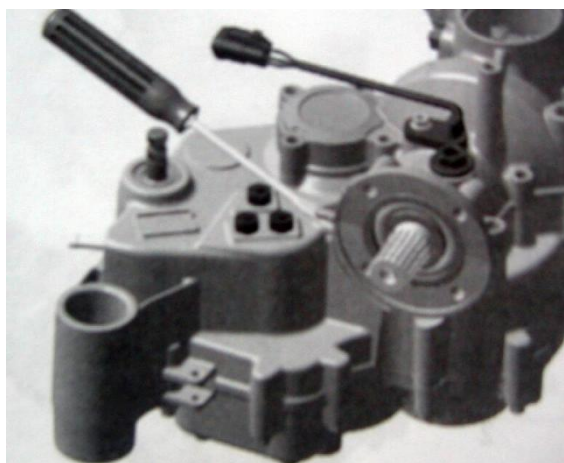
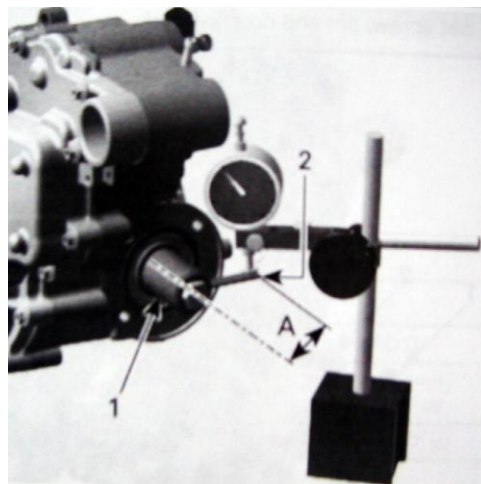
NOTE: Use next larger shim to increase back lash and next small shim to reduce backlash.

Removal

Remove the bearing cover with oil seal.

Unscrew all bolts retaining the right housing to the center housing.

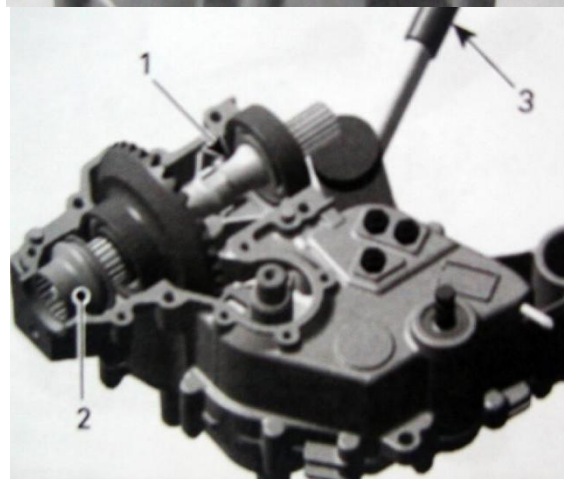
To remove right housing, use 2 big screwdrivers.



Remove output shaft.

CAUTION: Use a soft hammer to remove output shaft from center housing.

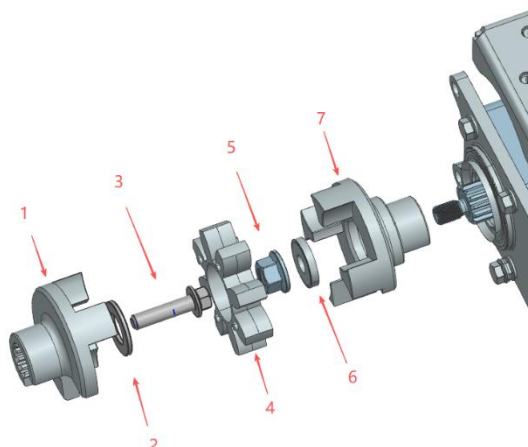
1. Output shaft
2. Coupling sleeve
3. Soft hammer



Continue removal procedure by removing:

- Front end of coupling, Gasket ($\Phi 30 \times \Phi 10.5 \times 3$)
- Bolt, flange (M10x1.5x25), Coupling buffer
- Locknut, flange (M12), Gasket ($\Phi 12$)
- and Rear end of coupling.

1. Front end of coupling
2. Gasket ($\Phi 30 \times \Phi 10.5 \times 3$)
3. Bolt, flange (M10x1.5x25)
4. Coupling buffer
5. Locknut, flange (M12)
6. Gasket ($\Phi 12$)
7. Rear end of coupling



Inspection

Check output shaft and its gear for cracks, bend, pitting or other visible damages.

Check output shaft splines for wear or other damages.

CAUTION: Always replace output shaft and bevel gear shaft at the same time. Adjust these components upon replacement.

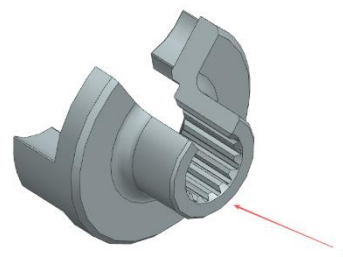
Check if the output shaft bearings and turn freely and smoothly. Replace if necessary.

Replace oil seal if brittle, hard or damaged.

Replace O-rings and if brittle, hard or damaged.

Check whether the splines of the coupling are worn.

Check if the coupling buffer pad has severe deformation or damage. Replace it promptly if deformation or damage occurs.



1. Rear end of coupling

Installation

Assemble the coupling cushion, flange bolts, gaskets and the front end of the coupling onto the output shaft in sequence.

Install the rear end of the coupling, gaskets and flange lock nuts

Fit the output shaft into the gearbox housing.

Use a rubber mallet to mount the bearing accurately in place and make it closely fit the gearbox housing.

Clean the bearing cover location then attach bearing cover with oil seal to the housing.

Temporarily install the right housing with the four (4) M8 screws beside bearing seats.

NOTE: Prior to tightening the screws, tap on the gear end of output shaft with a soft hammer to take up all gear free play.

Verify output shaft backlash. Refer to OUTPUT SHAFT BACK LASH PROCEDURE in this section. Adjust as required.

If back lash is within specifications, remove dial indicator, backlash measuring tool, bearing cover and right housing.

Clean all metal components in a solvent.

Housing mating surfaces are best cleaned using a combination of chisel (gasket remover) and a brass brush. Brush a first pass in one direction then make the final brushing perpendicularly (90°) to the first pass cross (hatch).

CAUTION: Do not wipe with rags. Use a new clean hand towel only.

Important: When beginning the application of sealant, the assembly and the first torquing should be done within 10 minutes. It is suggested to have all you need on hand to save time.

Use LOTITE 5910 on mating surfaces.

Use a plexiglass plate and apply some sealant on it. Use a soft rubber roller (50-75 mm), available in arts products suppliers for printing, and roll the sealant to get a thin uniform coat on the plate (spread as necessary). When ready, apply the sealant on housing mating surfaces.

Do not apply in excess as it will spread out inside housing.

NOTE: It is recommended to apply this specification without lumps. If you do not use the roller method, you may use your finger to uniformly distribute the sealant (using a finger will not affect the adhesion).

Install all other screws on right housing then the O-ring no. 4 and the distance sleeve on end of output shaft. Chamfered bore of distance sleeve has to face the engine.

1. O-ring
2. Distance sleeve

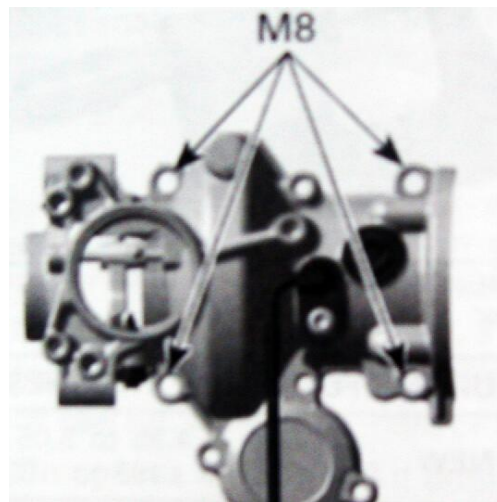
NOTE: To install the right housing align the coupling fork no. 10 with the groove in the coupling sleeve no. 9.

First, torque the four (4) M8 screws in a crisscross sequence by hand then retighten to 25 N.m.

Tighten all M 6 screws to 10 N.m.

Before installing bearing cover, apply Loctite 5910 on the housing and Super Lube grease on seal.

Once this is done, complete final assembly.



GEARS

Removal

Unscrew the three (3) nuts attach the gearbox to the engine.

Pull gearbox to separate it from engine.

Disassembly

NOTE: During gearbox disassembly, inspect the condition of each part closely.

Remove the output shaft.

Push bevel gear with a pin lightly down and measure the axial clearance of bevel gear with a feeler gauge.

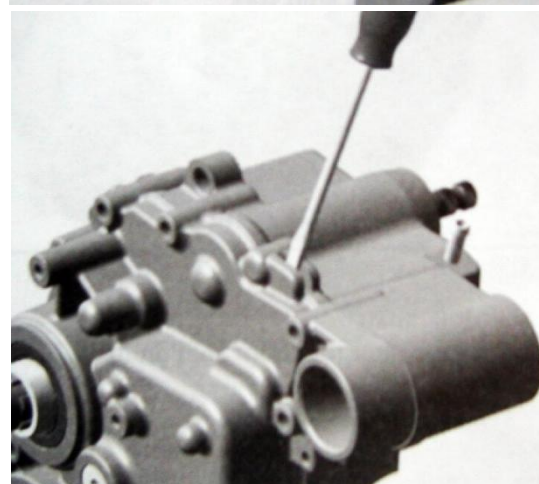
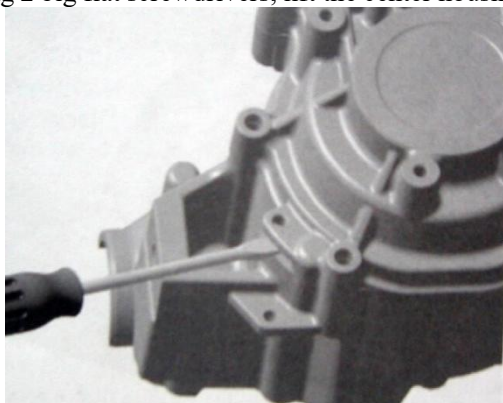
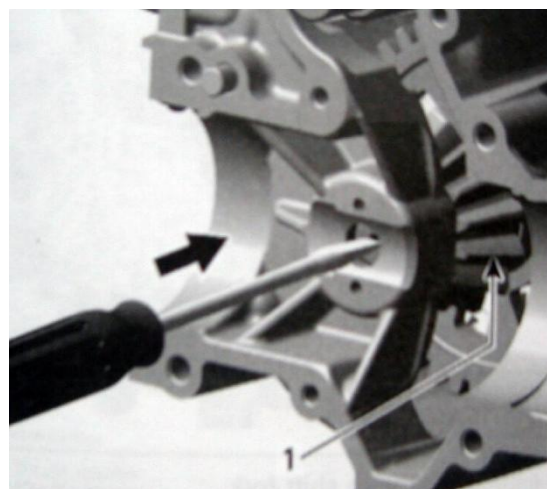
NOTE: Bevel gear axial clearance must be measured before center and left housings separation.

1. Bevel gear

Unscrew the left housing screws.

Place the left housing on a wood stand, center housing pointing upwards.

Using 2 big flat screwdrivers, lift the center housing.

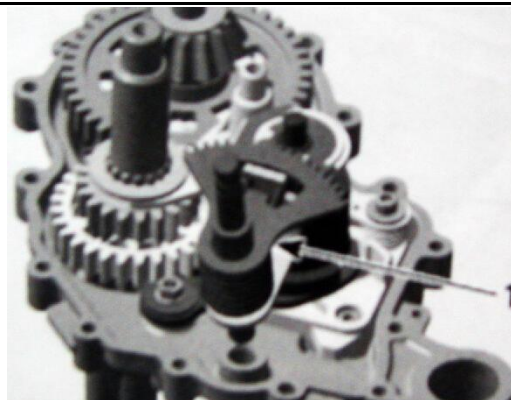


Remove center housing completely.

Remove:

■ Shift shaft assembly

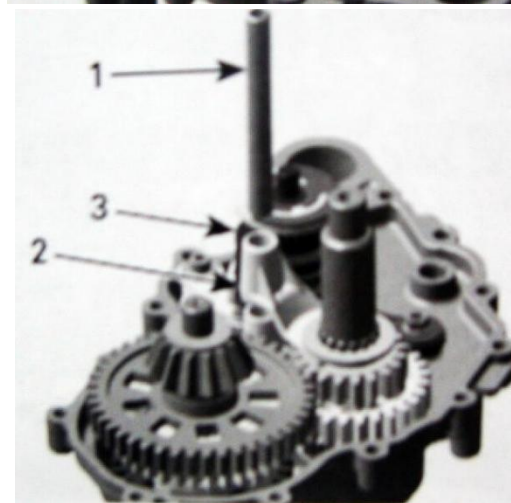
1. Shift shaft assembly



■ Shift fork shaft

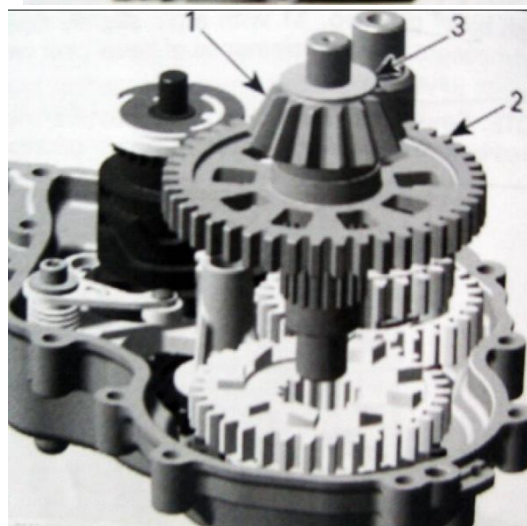
■ Disengage shift fork from shift drum

1. Shift fork shaft
2. Shift fork
3. Shift drum



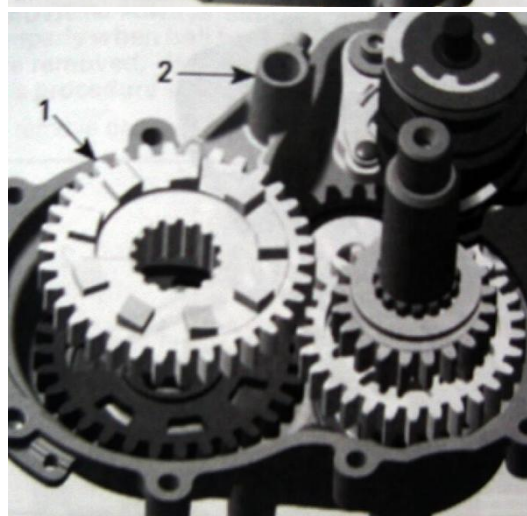
■ Bevel gear shaft with low range gear assembly and thrust washer

1. Bevel gear
2. Low range gear
3. Thrust washer



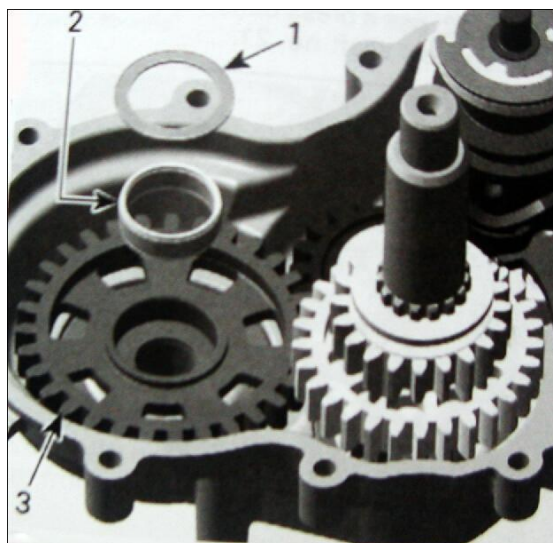
■ Sliding gear with shift fork

1. Sliding gear
2. Shift fork



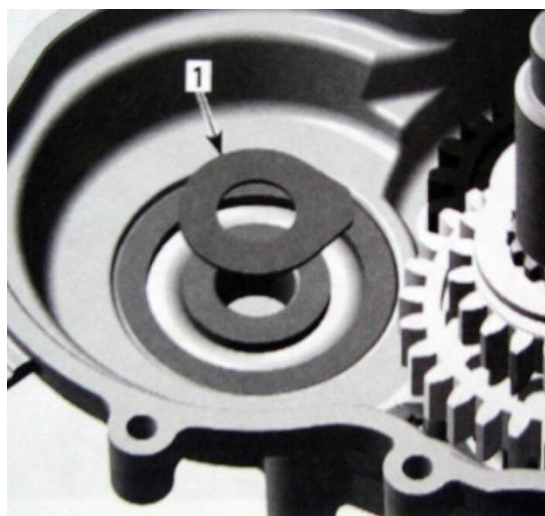
■ Thrust washer, needle bearing and reverse gear

1. Thrust washer
2. Needle bearing
3. Reverse gear



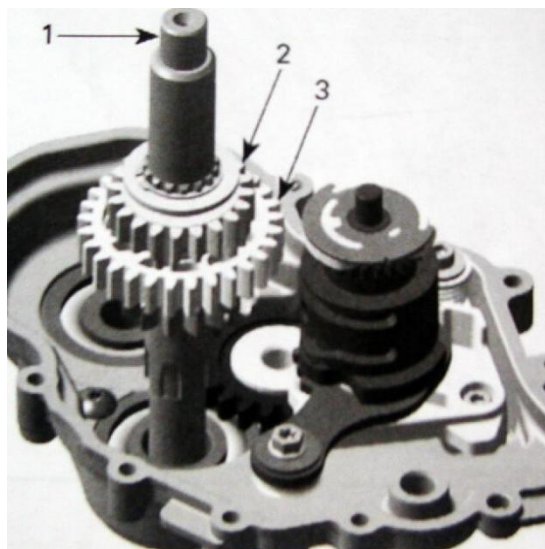
■ Thrust washer CVT side

1. Thrust washer CVT side



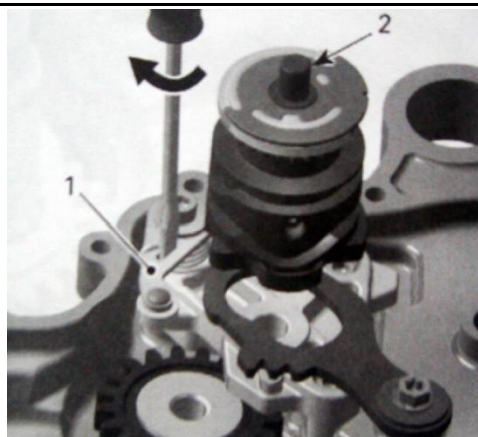
■ Countershaft with low range gear and high range gear assembly.

1. Countershaft
2. Low range gear
3. High range gear



Insert a flat screwdriver in the slot of index lever. Turn screwdriver clockwise and remove shift drum.

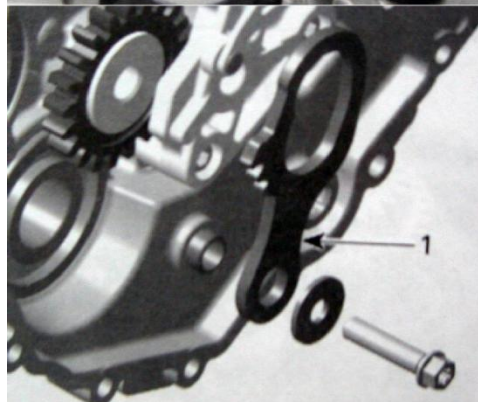
1. Index level
2. Shift drum



Continue by removing the following:

■ Parking lock lever

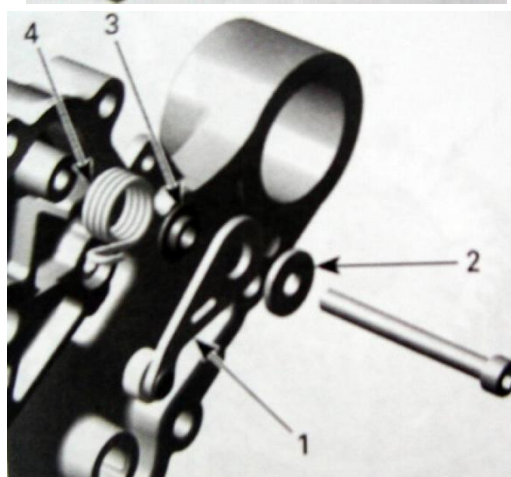
1. Parking lock level



■ Index lever with washer, step ring and spring

1. Index lever
2. Washer
3. Step ring]
4. Index spring

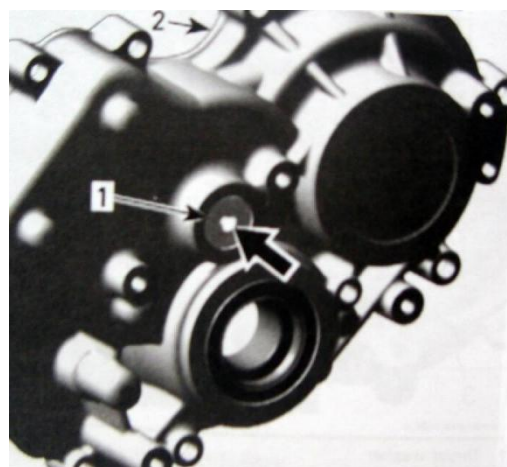
■ Support flange.



To remove intermediate gear and needle bearing, use a press bench to push out the intermediate gear shaft.

PRESS SHAFT IN THE DIRECTION AS SHOWN BY THE ARROW

1. Intermediate gear shaft
2. Left housing



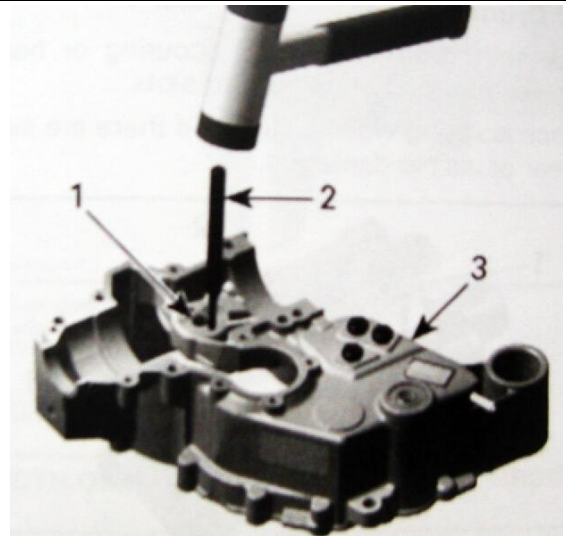
Bearing removal in Housing

If necessary heat housing up to 100°C before removing ball bearings or needle bearings.

CAUTION: Always support gearbox housings properly when ball bearings or needle bearings are removed. Housing damages may occur if this procedure is not performed correctly.

To remove bevel gear needle bearing use a punch.

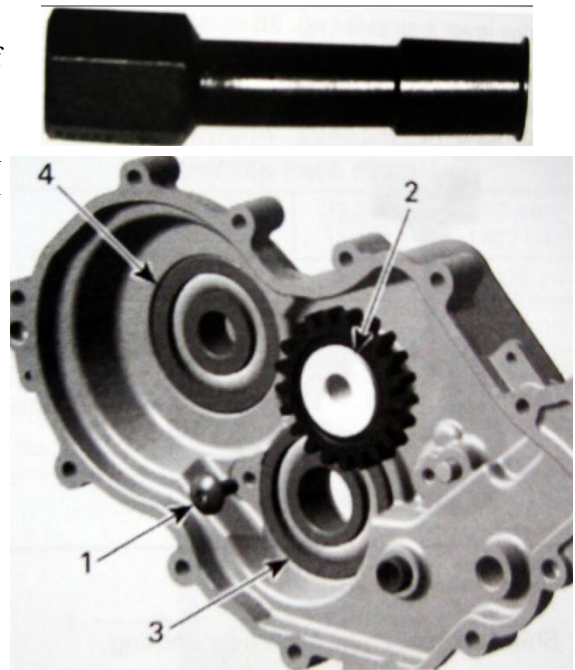
1. Bevel gear needle bearing
2. Punch
3. Center housing



To remove ball bearings of bevel gear and needle bearing of countershaft, use a blind hole bearing puller.

For countershaft ball bearing, remove screw and intermediate gear shaft, then push with a suitable puller from outside in.

1. Screw
2. Intermediate gear shaft
3. Ball bearing countershaft
4. Bevel gear ball bearing



Inspection

Always verify for the following when inspecting gearbox components:

- Gear teeth damage
- Worn or scoured bearing surfaces
- Worn or scoured shift fork
- Worn or scoured shift fork shaft
- Rounded engagement dogs and slots
- Bent shift forks
- Bent shift fork shaft
- Worn shift fork engagement pins
- Worn tracks on shift drum
- Worn shift fork engagement groove
- Worn splines on shafts and gears.

Bearing

Check if bearings as well as needle bearings turn freely and smoothly.

Check all bearings, bearing points, tooth flanks, taper grooves and annular grooves. Annular grooves must have sharp edges.

Shift Forks

Check both shift forks for visible damage, wear or bent shift fork claws.

Measure the shift fork claw thickness.

1. Micrometer

A. Shift fork claw thickness

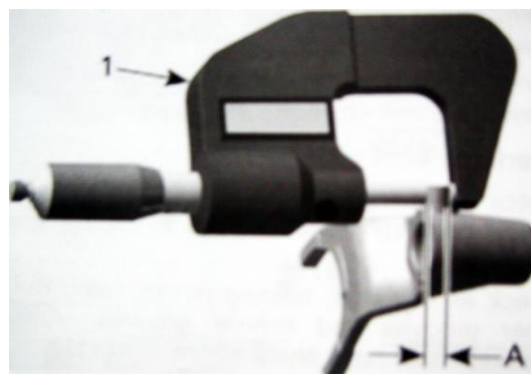
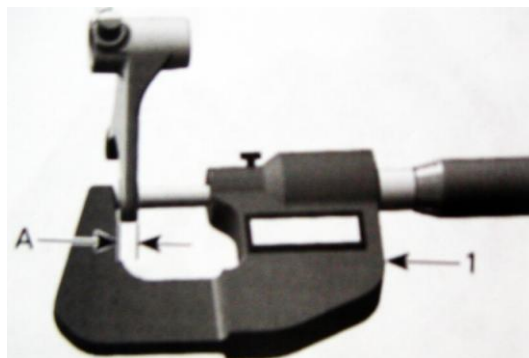
Shift fork claw thickness		
New	4.95 to 5.05	mm
Service limit	4.80mm	

Measure shift fork pins.

1. Micrometer

A. Shift fork pin diameter

Shift fork pin diameter		
New	6.942 to 7.00	mm
Service limit	6.850 mm	



Shift Drum

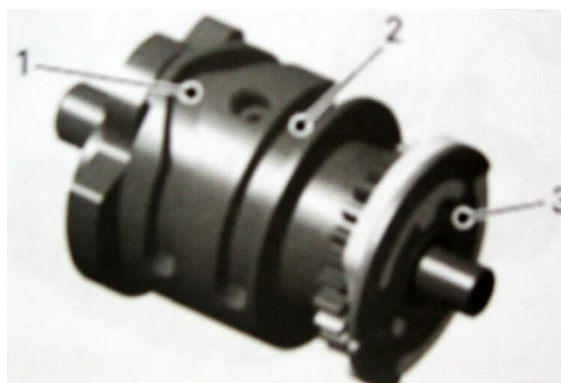
Check shift drum tracks for scouring or heavy wear, like rounded engagement slots.

Replace isolating washer if there are signs of wear or visible damages.

1. Track for the low/reverse gear shift fork

2. Track for the high gear shift fork

3. Isolating washer on the shift drum



Levers

Check parking lever for cracks or other damages.

Index lever with roller must move freely.

Gears

NOTE: Replace gears only together with the corresponding meshing gears. Always replace circlips and use special pliers to install them.

Measure the width of shift fork engagement groove.

1. Main gear

2. Caliper

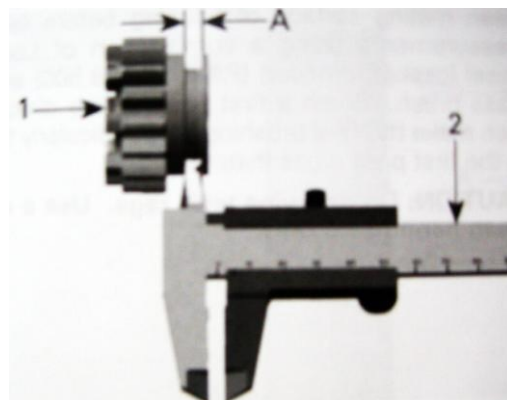
A. Width for engagement of shift fork

■ Gear for high gear shifting.

Width of shift fork engagement groove (high gear shifting)		
New	5.10 to 5.17	mm
Service limit	5.20 mm	

■ Gear for low/ reverse gear shifting.

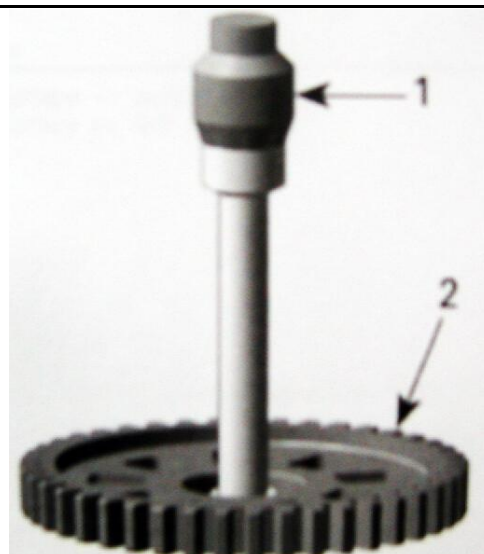
Width of shift fork engagement groove (low/reverse gear shifting)		
New	5.10 to 5.17	mm
Service limit	5.20 mm	



Check free pinion for wear.

1. Micrometer
2. Free pinion

Diameter free pinion	
New	29.007 to 29.028 mm
Service limit	29.030 mm



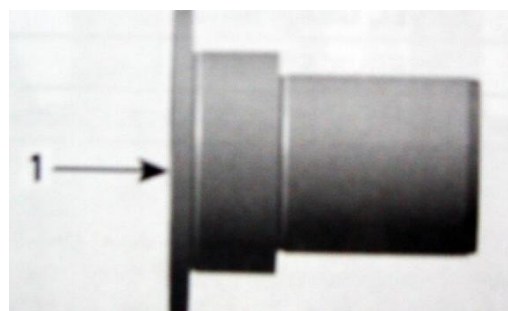
Shafts

Check shaft for worn splines and gears.

Check intermediate shaft for wear.

1. intermediate gear bearing

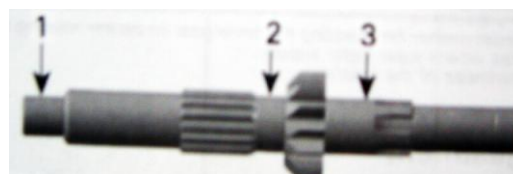
Intermediate gear shaft	
New	24.980 to 24.993 mm
Service limit	24.977 mm



Check countershaft for wear.

1. MAG side
2. Free pinion bearing
3. CVT side

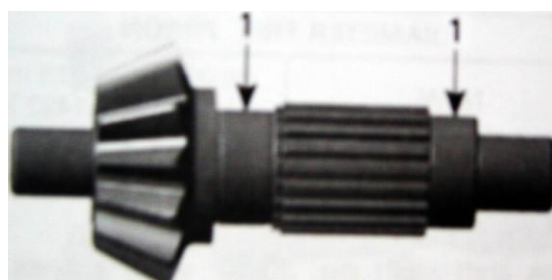
Countershaft	
Service limit	
MAG side	17.974 mm
Free pinion bearing	24.970 mm
CVT side	24.970



Check bevel gear shaft.

1. Free pinion bearings

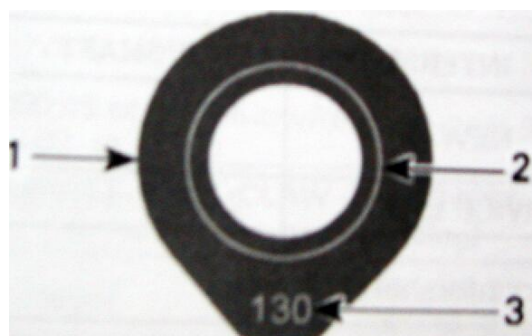
Bevel gear shaft	
Service limit	
Free pinion bearing	24.972 mm



Shims

Always replace shim by a new one with the same thickness, when reassembling the gearbox with existing output shaft and bevel gear shaft.

1. Thrust washer for adjusting the bevel gear on center housing side
2. Area where wear signs appear
3. Thickness of the washer



Bevel Gear Adjustment

NOTE: Only necessary if backlash and axial clearance of the bevel gear is out of specification or if parts are changed (output shaft, bevel gear shaft or housing).

There are 2 adjustments to perform on the bevel gear.

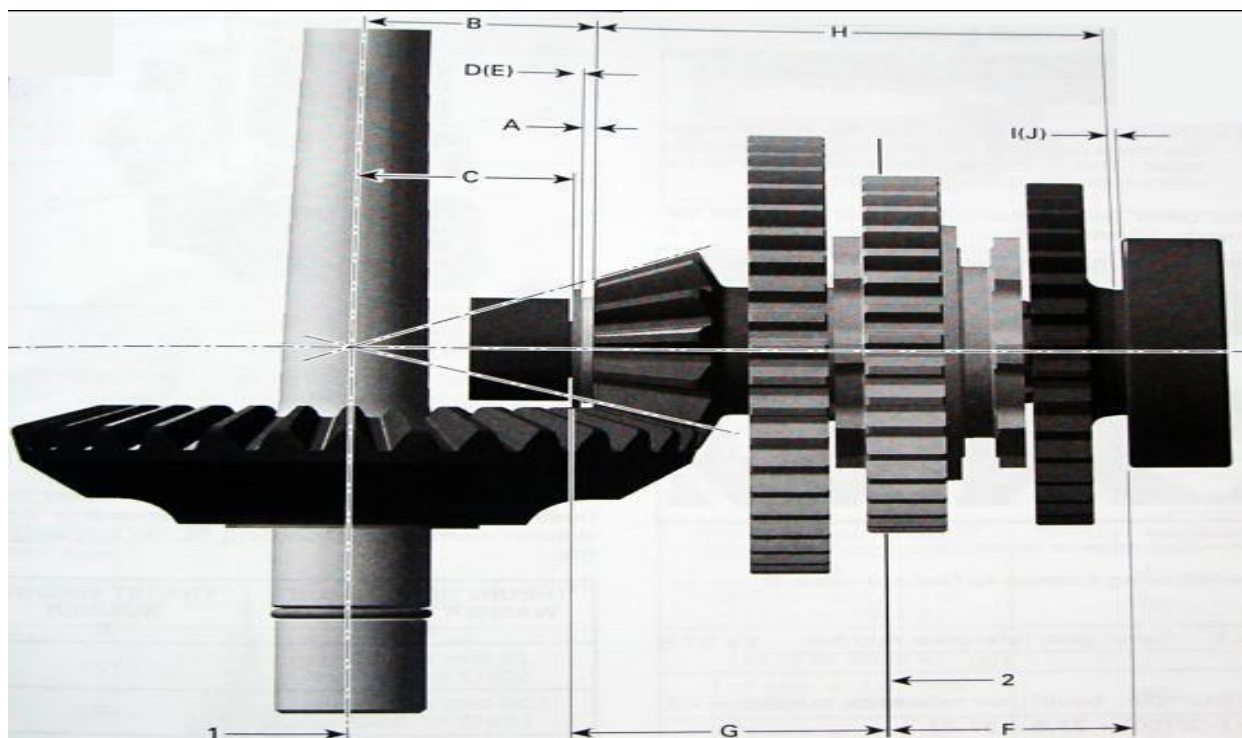
- Bevel gear backlash on center housing
- Bevel gear axial clearance on left housing.

The bevel gear backlash is adjusted by finding the proper thrust washer thickness E as per following illustration.

The bevel gear axial clearance is adjusted by finding the proper thrust washer thickness J as per following illustration.

Clean mating surface of housing before taking measurements.

CAUTION: Do not wipe with rags. Use a new clean hand towel only.



Bevel Gear Backlash Procedure

Use the following course of calculation to determine the theoretical thrust washer thickness D:

$$D = B - C - A$$

B = The distance between the thrust surface of the bevel gear and the theoretical center of its taper. This is defined by manufacturer and is written on the bevel gear shaft. This bevel gear reference number could be between -10 and +10.

1. Bevel gear
2. Bevel gear reference number

Use following formula to find out value **B**.

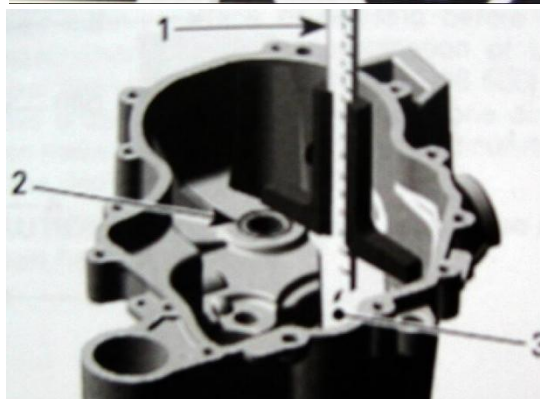
$$B = \left(\frac{\text{bevel gear reference number}}{100} \right) + 37.8$$

For example: Bevel gear reference number = -3.

$$B = (-3/100) + 37.8 = 37.77$$

C = Distance between the shim thrust surface in the center housing and the mating surface to left housing.

1. Deep gauge – measurement C
2. Thrust washer surface in center housing
3. Mating surface to left housing



$A = 2$ mm nominal thickness of axial needle bearing .

When the measurements are taken, calculate the theoretical thrust washer thickness **D** using the formula ($D = B - C - A$)

Take the obtained theoretical thrust washer thickness **D** and choose the corresponding thrust washer number **E** according to the following table.

NOTE: For example, if the theoretical thrust washer thickness **D** is 1.53 mm, choose the corresponding thrust washer number 150 **E**. the thrust washer number 150 represents a nominal value equal to 1.50 mm.

Theoretical Thrust Washer Thickness D	Thrust Washer Number E
1.20 mm to 1.29 mm	120
1.30 mm to 1.39 mm	130
1.40 mm to 1.49 mm	140
1.50 mm to 1.59 mm	150
1.60 mm to 1.69 mm	160
1.70 mm to 1.79 mm	170
1.80 mm to 1.89 mm	180

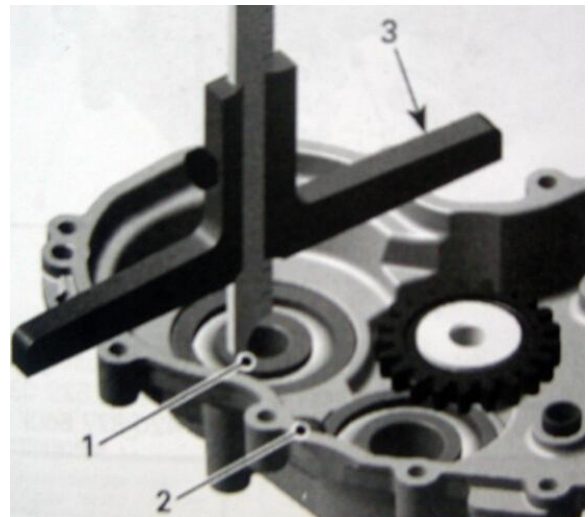
Bevel Gear Axial Clearance Procedure

Use the following course of calculation to determine the theoretical thrust washer thickness **I**:

$$I = F + G - H - A - E$$

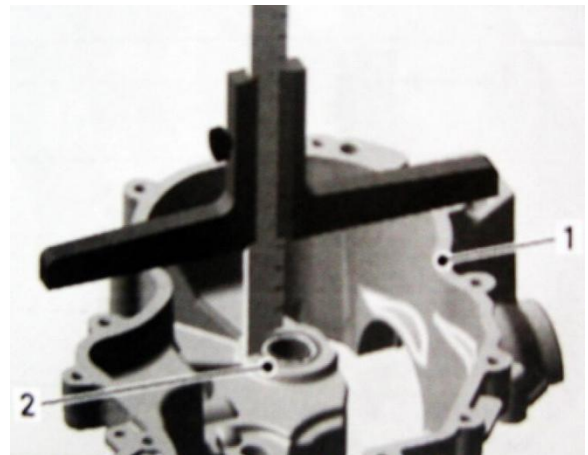
F = Distance between mating surface of left housing to ball bearing inner race.

1. Ball bearing inner race
2. Mating surface of left housing
3. Depth gauge



G = Distance between mating surface of center housing and thrust washer surface.

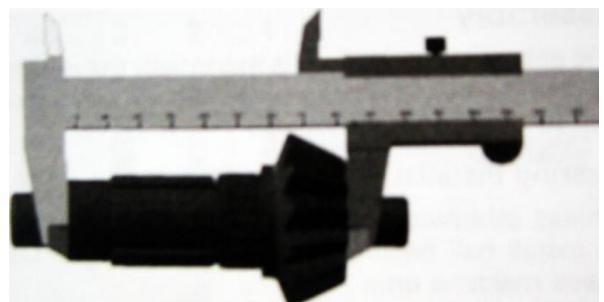
1. Mating surface of center gear housing
2. Thrust washer surface



H = Distance between thrust surface of bevel gear shaft.

A = 2mm nominal thickness of axial needle bearing no. 12 .

E = The thrust washer number nominal value as found in the BEVEL GEAR BACKLASH PROCEDURE. For example, thrust washer number 150 represents a value of 1.50 mm.



When the measurements are taken, calculate the theoretical

thrust washer thickness I using the formula

$$(I = F + G - H - A - E)$$

Take the obtained theoretical thrust washer thickness I and choose the corresponding thrust washer number J according to the following table.

For example, if the theoretical thrust washer thickness I is 1.53 mm, choose the corresponding shim number 150 J.

Bevel gear axial clearance of 0.02 to 0.11 mm is included in the table.

THEORETICAL THRUST WASHER THICKNESS I	THRUST WASHER NUMBER J
1.22 mm to 1.31 mm	120
1.32 mm to 1.41 mm	130
1.42 mm to 1.51 mm	140
1.52 mm to 1.61 mm	150
1.62 mm to 1.71 mm	160
1.72 mm to 1.81 mm	170
1.82 mm to 1.91 mm	180

Assembly

The assembly of gearbox is essentially the reverse of disassembly procedure. However, pay attention to the following details.

Bearing Installation in Housing

Unless otherwise instructed, never use hammer to install ball bearings or needle bearings. Use press machine only.

If necessary heat housings up to 100°C before installing ball bearings or needle bearings.

Place new bearing in freezer for 10 minutes before installation.

Use a suitable installer for installing ball bearings of countershaft and bevel gear.

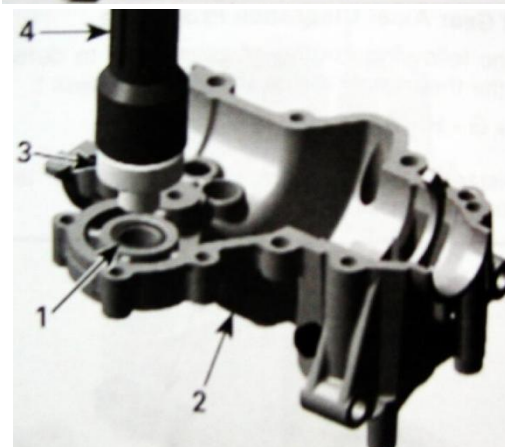
NOTE: Place gearbox housings on a wood stand before installing bearings.

Install countershaft needle bearing with the main shaft needle bearing installer and the installer handle in right housing.

1. Needle bearing installer
2. Installer handle

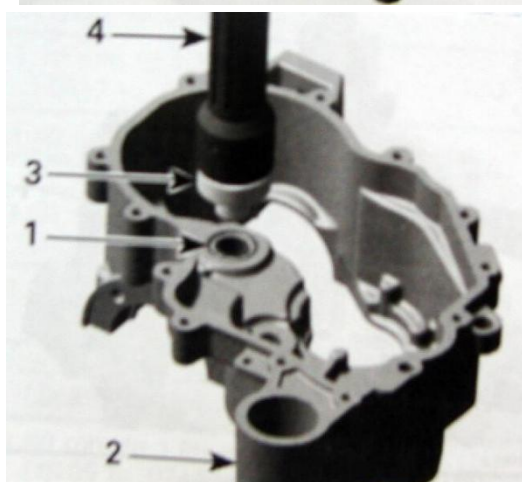


1. Countershaft needle bearing
2. Right housing
3. Needle bearing installer
4. Installer handle



Install bevel gear needle bearing using the bevel gear needle bearing installer and the installer handle.

1. Bevel gear needle bearing
2. Center housing
3. Needle bearing installer
4. Installer handle



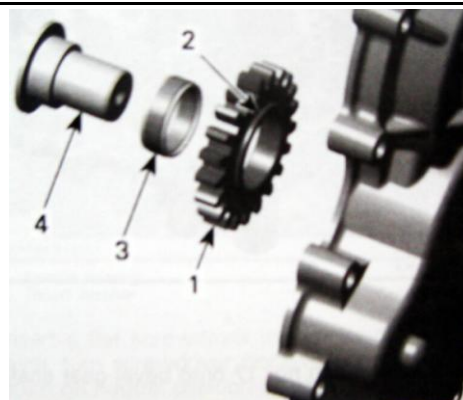
Install new oil seals with the proper installer.

Other Gearbox Components

Fit intermediate gear with needle bearing on intermediate gear shaft.

NOTE: Fit gear with collar face to housing side on the intermediate shaft.

1. Intermediate gear
2. Collar facing housing
3. Needle bearing
4. Intermediate gear shaft



Press intermediate gear shaft in the left housing.

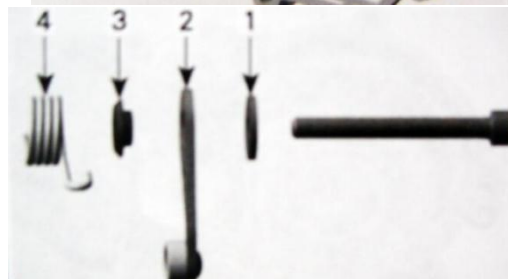
1. Intermediate gear shaft



Fit support flange in the left housing and install index lever.

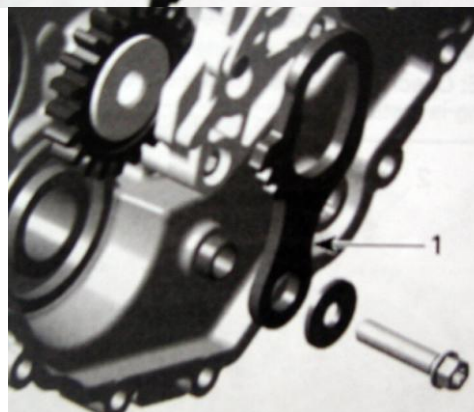
NOTE: Fit step ring into index lever.

1. Shim
2. Index lever
3. Step ring
4. Index spring



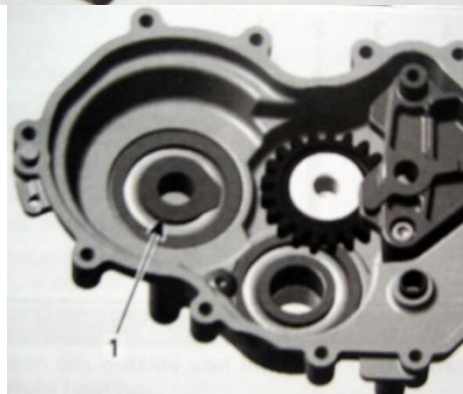
Install parking lock level, teeth showing to countershaft.

1. parking lock lever



Place thrust washer CVT side on bearing.

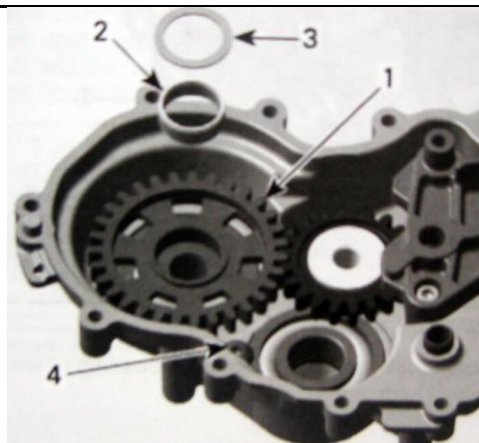
1. Thrust washer CVT side



Place reverse gear with needle bearing and thrust washer.

NOTE: Check if the screw to secure countershaft bearing is installed.

1. Reverse gear
2. Needle bearing
3. Thrust washer
4. Countershaft bearing



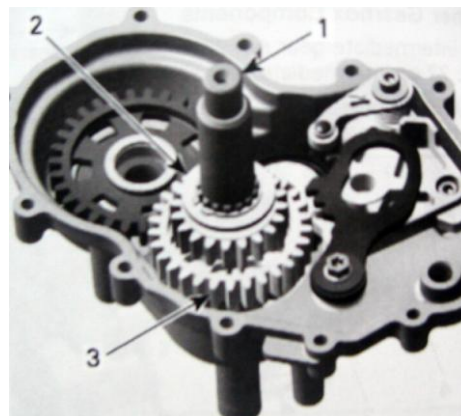
Install countershaft with low gear and high gear assembly.

1. Countershaft
2. Low gear
3. High gear

Install a new shim onto bevel gear shaft, fork side.

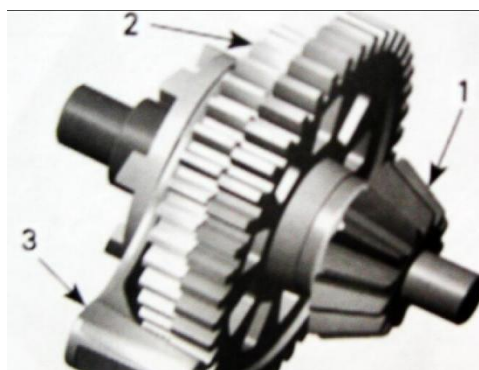
Install bevel gear with sliding gear assembly together with shift fork.

NOTE: If a new bevel gear and output shaft are used, it is necessary to verify the shim adjustment prior to



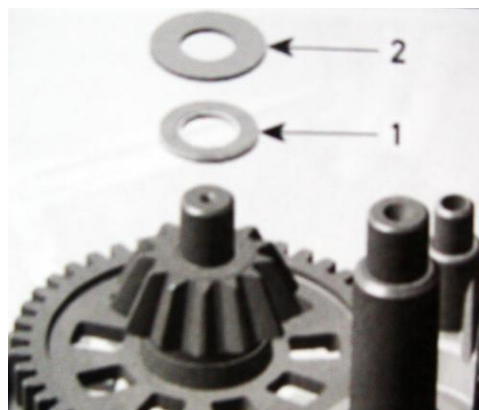
Finalize assembly. Refer to *ADJUSTMENT* above in this section. If the existing bevel gear is used, it is mandatory to use a new shim with the same thickness, a new needle bearing and thrust washer .

1. Bevel gear
2. Sliding gear
3. Shift fork



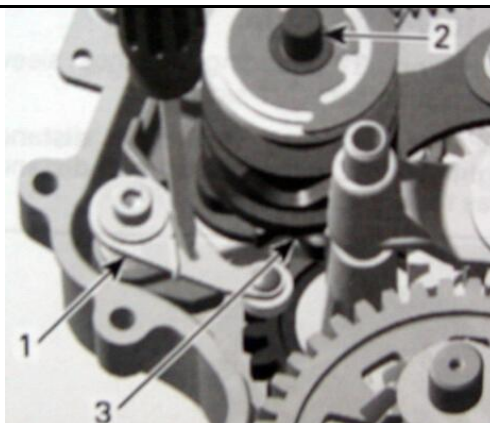
Install a new needle bearing and thrust washer.

1. Needle bearing
2. Thrust washer

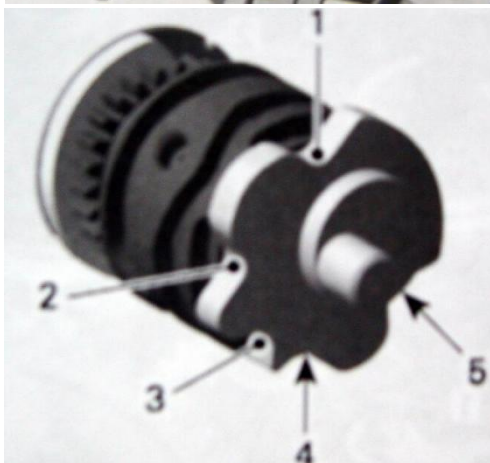


Insert a flat screwdriver in the slot of the index lever, turn screwdriver clockwise and install shift drum on neutral position as per following illustration.

1. Index lever
2. Shift drum
3. Neutral position



1. Parking stop location
2. Reverse stop location
3. Neutral stop location
4. High gear stop location
5. Low gear stop location



Install shift shaft assembly.

NOTE: Marks on shift drum/isolating washer and shift shaft must align.

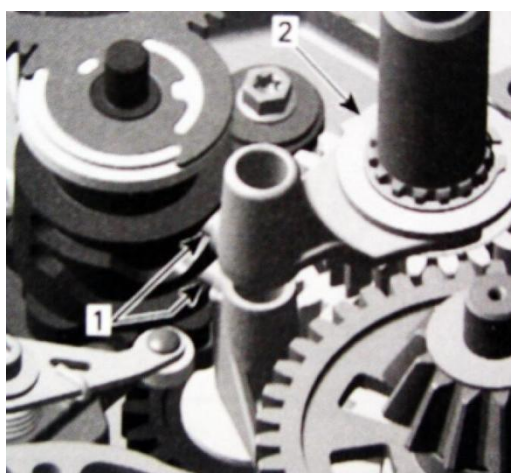
1. Shift shaft assembly
2. Isolating washer
3. Marks



Install shift fork then engage both shift fork pins in their corresponding groove on the shift drum.

NOTE: Move sliding gears to facilitate engagement of pins inside grooves.

1. Shift fork pin
2. Sliding gear



Install shift fork.

NOTE: Run all gears as a final function check before installing center housing.

Now, close the housings by doing the following:

Clean all metal components in a solvent.

Gearbox housing mating surfaces are best cleaned.

CAUTION: Do not wipe with rags. Use a new clean hand towel only.

IMPORTANT: When beginning the application of the gear housing sealant, the assembly and the first torquing should be done within 10 minutes. It is suggested to have all you need on hand to save time.

Use Loctite 5910 on mating surfaces.

Use a plexiglass plate and apply some sealant on it. Use a soft rubber (50-75 mm), available in arts products suppliers for printing, and roll the sealant to get a thin uniform coat on the plate (spread as necessary). When ready, apply the sealant on gear housing mating surfaces.

Do not apply in excess as it will spread out inside gear housing.

NOTE: It is recommended to apply this specification without lumps. If you do not use the roller method, you may use your finger to uniformly distribute the sealant (using a finger will not affect the adhesion).

Hand-torqued gear housing screws in a crisscross sequence. Repeat procedure, retightening all screws to **10 N.m**.

Install O-ring including distance sleeve on countershaft CVT side.

CAUTION: Place O-ring including distance sleeve right away. Chamfered bore of distance sleeve has to face the gearbox.

Installation

The installation is the reverse of the removal procedure.

Filling Procedure

Make sure that magnetic drain plug is reinstalled and tight.

With the gearbox on a level surface, fill the gearbox through the oil filler hole with GL-4-90 or with an equivalent product until the oil reaches the lower threads of the oil filler hole (about 420 ml).

ENGINE INSTALLATION

The engine installation is the reverse of the removal procedure. However, pay attention to the following.

1. Prior to install engine, inspect condition of engine mounts. If necessary, replace the engine mounts, you can insert a punch in hole of engine mount bushing and push the other bushing out of the housing.
2. Make sure coolant and oil drain plugs are reinstalled and tight.

Refill engine oil and check the oil level with the dipstick.

4. COOLING SYSTEM

FAULT OVERHAULING.....4-1	COOLING SYSTEM TEST..... 4-2
THERMOSTAT..... 4-3	RADIATOR AND CAP.....4-3
COOLANT TANK..... 4-5	RADIATOR FAN..... 4-5
WATER PUMP HOUSING..... 4-7	WATER PUMP IMPELLER..... 4-7
WATER PUMP SHAFT AND SEALS..... 4-8	

FAULT OVERHAULING

1. If cover of radiator is open and temperature of cooling liquid is over 100°C, pressure of cooling liquid will be reduced rapidly and boiled. Vapor injection may cause danger and injuries. After drop of temperature of cooling liquid, use one cloth to cover the cover of radiator and then slowly open the cover. Cooling liquid can only be tested after complete cooling.
 2. Cooling liquid is toxic. Do not drink it or splash it to skin, eyes or clothes. In case of splashing cooling liquid to your eyes, use clean water to wash your eyes completely and see the doctor. In case of splashing cooling liquid to your clothes, use soapy water to wash it rapidly. In case of drinking cooling liquid, vomit will be caused immediately. Please see the internist physician immediately. Store cooling liquid well and keep it out of reach of children.
 3. Check whether soil of fins is blocked or damaged. Correct curved fins. Use water and compressed air to clean soil. If damaged area reaches 20%, please replace radiator.
 4. Pump overhauling can be carried out before dismantling engine.
 5. Add cooling liquid to water tank. In addition to adding or exhausting cooling liquid, please do not open cover of radiator.
1. Do not splash cooling liquid to plastic parts. Once splashed, please use clean water for washing.
 2. After dismantling cooling system, check leakage situation of joint.

Sharp rise of water temperature

- Faults of radiator cover
- There is air in cooling system.
- Faults of water pump
- Faults of thermostat (thermostat is not open)
- Blockage of radiator tube or cooling tube
- Damage or blockage to radiator
- Incomplete cooling liquid
- Failure or faults of fan motor

No rise or slow rise of water temperature.

- Faults of thermostat (thermostat is not closed)
- Faults of line of water temperature display

Leakage of cooling liquid

- Faults of water seal
- Aging, damage or improper sealing to O-shaped ring.
- Aging, damage or improper sealing to gasket
- Improper installation of pipe or hose
- Aging, damage or improper sealing to pipe and/or hose

! Warning

Never start engine without coolant. Some engine parts such as the rotary seal on water pump shaft can be damaged.

COOLING SYSTEM TEST

! Warning

To avoid potential burns, do not remove the radiator cap or loosen the cooling drain plug if the engine is hot.

Open the upper cover of engine hood and remove the radiator cap.

Install the test cap and a small hose pincher on overflow hose.

Using pressure/ vacuum pump, pressurize system to 100 kPa.

Check all hoses, radiator and cylinder(s)/base for coolant leaks or air bubbles.

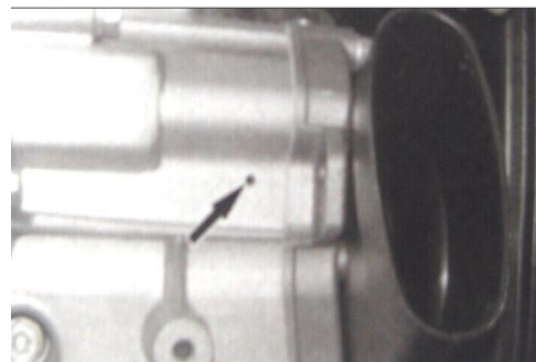
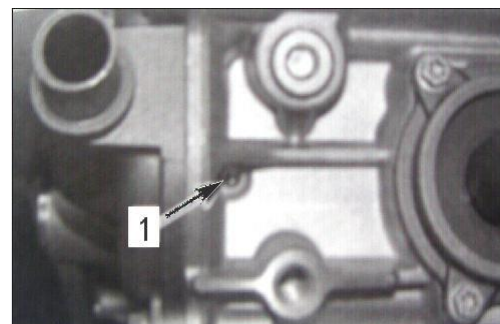
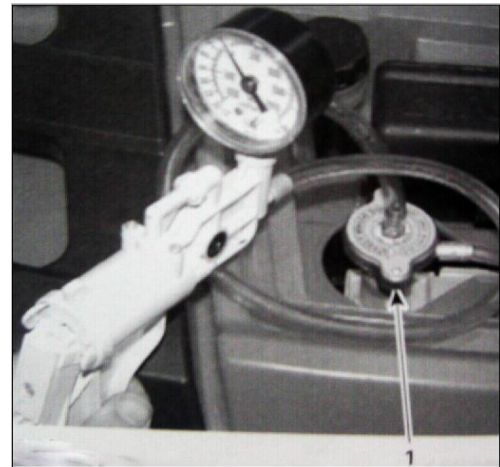
Inspection

Check general condition of hoses and clamps tightness.

Check the leak indicator hole if there is oil or coolant.
NOTE: Flowing coolant indicates a defective rotary seal. Oil indicates a defective inner oil seal. If either seal is leaking, both seals must be replaced at same time. Refer to *WATERPUMP SHAFT AND SEAL* in this section.

1. Leak indicator hole

Another leak indicator hole is visible on the PTO side. It indicate if the PTO gasket is in good condition. If a liquid leaks by this hole, the PTO gasket replacement is necessary.



THERMOSTAT

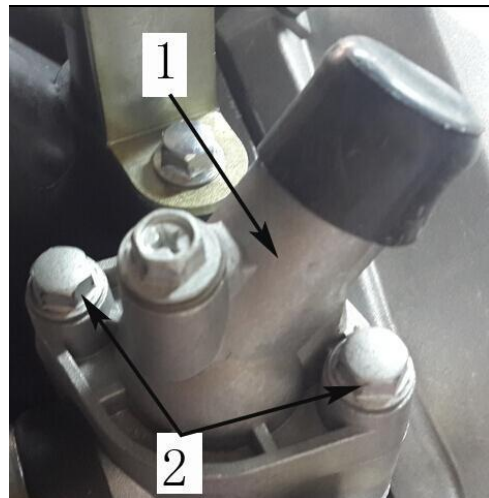
The thermostat is a single action type. The thermostat is located on the top of cylinder head, on intake side.

Remove:

- Thermostat housing screws and pull thermostat cover

1. Thermostat cover
2. Screws

- Thermostat with gasket out of the hole.



Thermostat Test

To check thermostat, put in water and heat water. Thermostat should open when water temperature reaches 65°C (149° F).

Check if the gasket is brittle, hard or damaged. If so replace gasket.

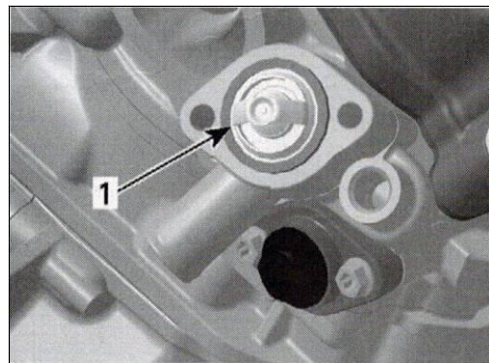
Thermostat Installation

For installation, reverse the removal procedure, pay attention to the following details.

Install the thermostat cover then torque screws to 6N.m.

Check coolant level in radiator and coolant tank and top up if necessary.

Do not forget to bleed the cooling system. Refer to COOLANTREPLACEMENT.



RADIATOR AND CAP

Using a pressure cap tester, check the efficiency of radiator cap. If the efficiency is feeble, install a new 100 kPa cap (do not exceed this pressure).

Radiator Inspection

Check radiating fins for clogging or damage.

Remove insects, mud or other obstructions with compressed air or low pressure water.

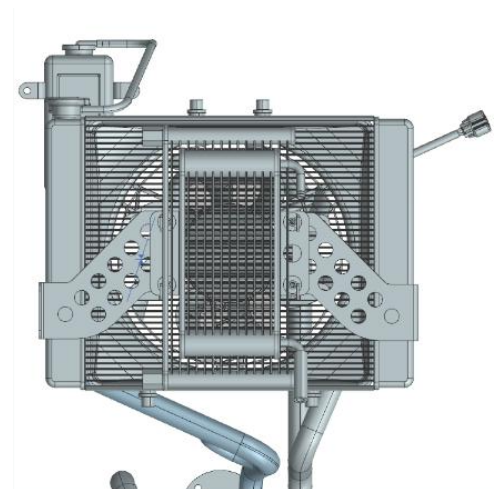
Radiator Removal

Drain cooling system.

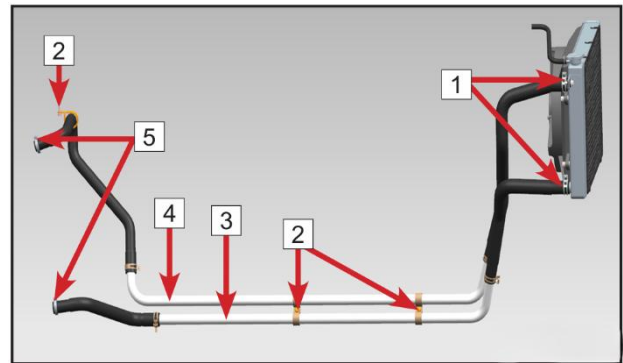
Remove body panels and the auxiliary reservoir assembly

Remove the oil cooler assembly: remove the 4 screws fixed to the radiator, and take down the oil cooler assembly.

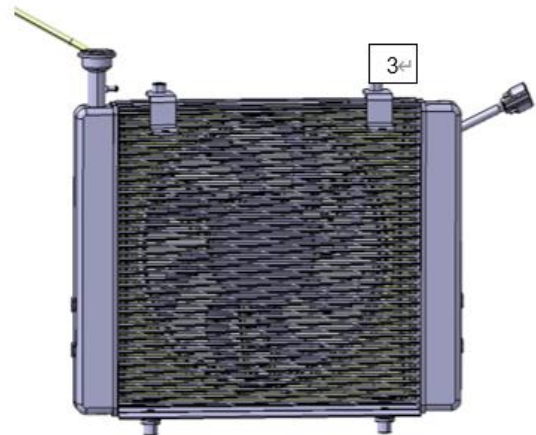
- Disconnect the radiator inlet hose and outlet hoses
- Disconnect the overflow hose



Remove two hose clamps 5.
 Remove two hose clamps 1 using special pliers.
 Remove three bolts 2.
 Detach radiator inlet pipe assembly 4.
 Detach radiator outlet pipe assembly 3..

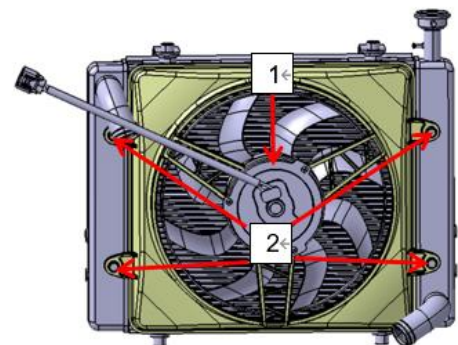


Remove the hose clamps.
 Remove the connecting pipes of the auxiliary water tank.
 Remove the radiator assembly.
 Remove 4 bolts 2.
 Remove the fan motor assembly 1.



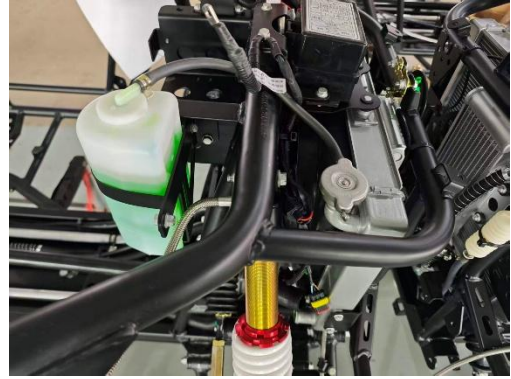
! Warning

Do not leave behind the radiator buffer rubber sleeve casing and radiator buffer rubber sleeve when removing bolt 6.



Radiator Installation

For installation, reverse the removal procedure.
Pay attention to the following detail.
Fill up the radiator. Refer to COOLANT REPLACEMENT, in this section.
Check for any coolant leakage from radiator and hoses.



COOLANT TANK

The coolant expands as the temperature (up to 100-110°C) and pressure rise in the system. If the limiting system working pressure cap is reached 110kPa, the pressure relief valve in the pressure cap is lifted from its seat and allows coolant to flow through the overflow hose into the overflow coolant tank.

COOLANT Tank Removal

Remove:

- Open the hood.
- Remove the fixing bracket screws of the coolant radiator.
- Remove the overflow hose and clamps.

Tank Installation

The installation is the reverse of the removal procedure.

RADIATOR FAN

Radiator Fan Removal

Remove radiator shroud.
Remove bolts.
Remove the radiator fan.

Radiator Fan Test

NOTE: The ECM controls the radiator fan via the input of the coolant temperature sensor (CTS). The radiator fan should turn on when coolant temperature reaches 98°C and should turn off when the coolant cools down at 95°C.(203° F).

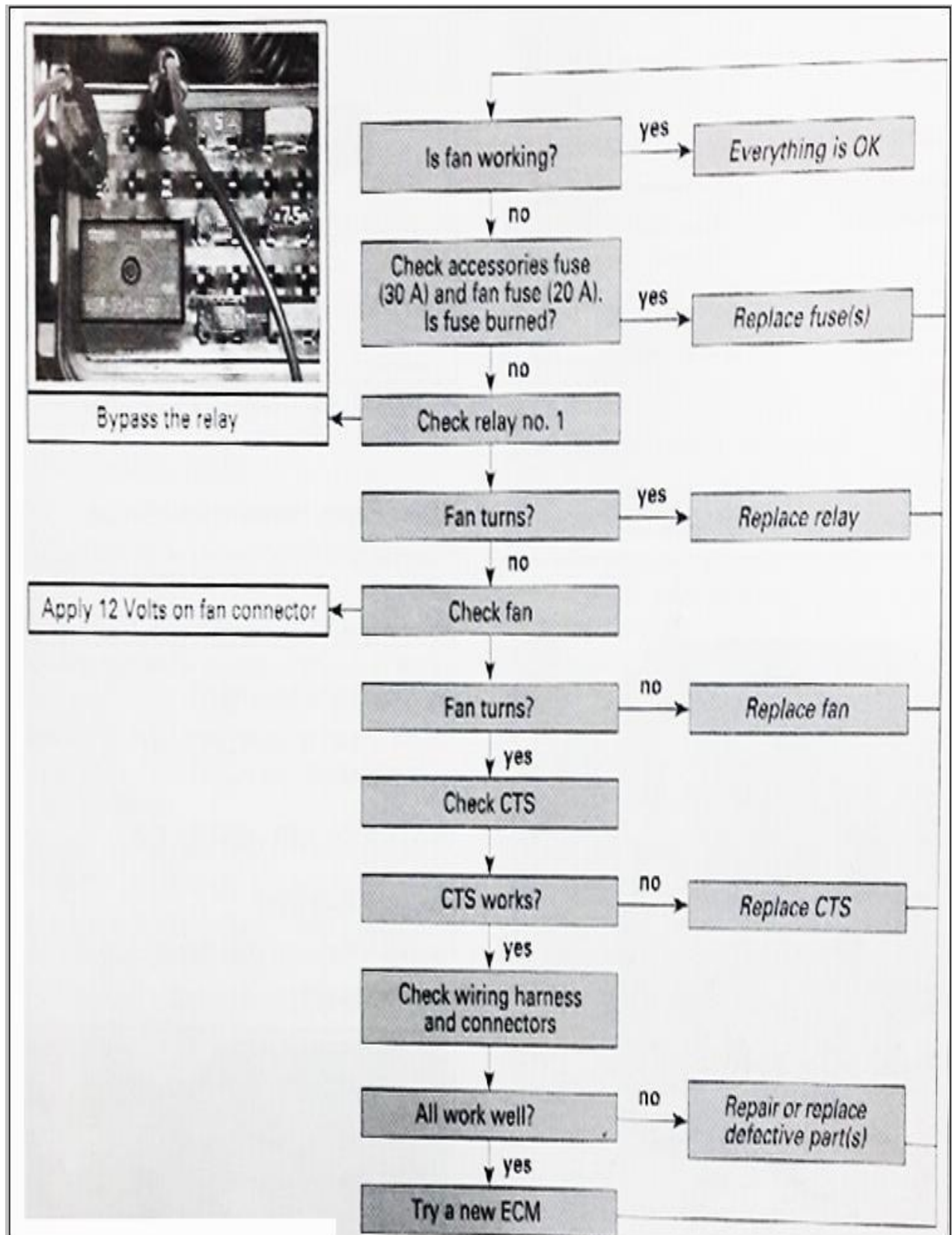
Connect the diagnostic device OBD to the vehicle. Refer to the relevant instructions of the engine management system for specific wiring steps and plug positions; click the cooling fan start button under the device action test menu.

If fan turns, check CTS, wiring harness and connectors. If all parts are good, replace the ECM.

If fan does not turn when COOLANT FAN button is pressed, use the following troubleshooting chart to resolve the problem.

Radiator Fan Installation

For the installation, reverse the removal procedure



WATER PUMP HOUSING

It is located on the engine MAG side.

Water Pump Housing Removal

Drain cooling system.

Remove radiator outlet hose from water pump housing.

Remove screws retaining water pump housing.

1. Screws
2. Water pump housing
3. Sealing ring

Pull water pump housing to remove it.

Water Pump Housing Inspection

Check if gasket is brittle, hard or damage and replace as necessary.

1. Gasket

Water Pump Housing installation

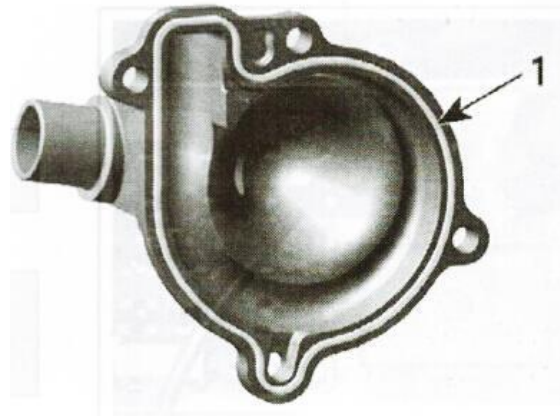
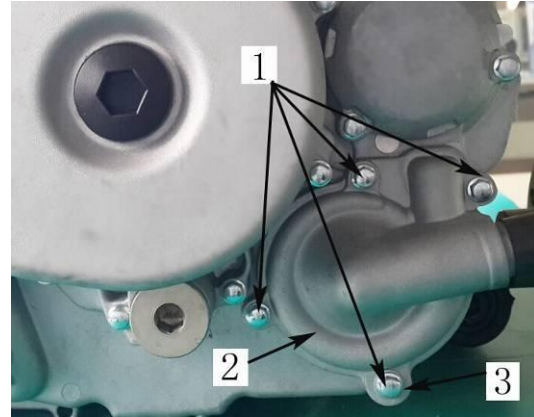
The installation is the opposite of the removal procedure.

CAUTION: To prevent leaking, take care that the gasket is exactly in groove when you reinstall the water pump housing.

Tighten screws of water pump housing in a criss-cross sequence.

! WARNING

To avoid potential burns, do not remove the radiator cap or loosen the cooling drain plug if the engine is hot .



WATER PUMP IMPELLER

Impeller Removal

Remove water pump housing.

Unscrew impeller.

1. Impeller

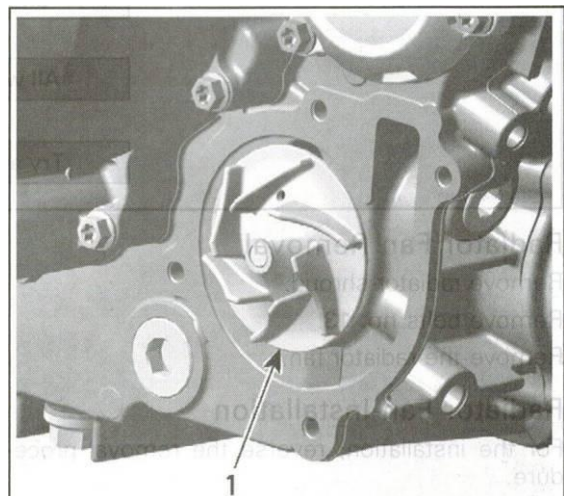
CAUTION:

The water pump shaft and impeller have right-hand threads. Rotate counterclockwise for disassembly and clockwise for installation.

Check impeller for cracks or other damage. Replace impeller if damaged.

Impeller Installation

The installation is the opposite of the removal procedure. Be careful not damage impeller wings during installation.



WATER PUMP SHAFT AND SEALS

Shaft/Seal Removal

NOTE: It is not required to split crankcase to replace the water pump shaft and seals, but engine removal is necessary.

Drain engine oil.

Remove engine from vehicle. Refer to ENGINE REMOVAL AND INSTALLATION section.

Detach gearbox from engine.

Remove engine drive shaft and engine PTO cover.

Remove water pump housing and impeller. See procedures in this section.

Pull out water pump gear to disengage the inner drive gear.

1. Water pump gear
2. Inner drive gear

Knock with a rubber mallet to drive out the water pump shaft quickly.

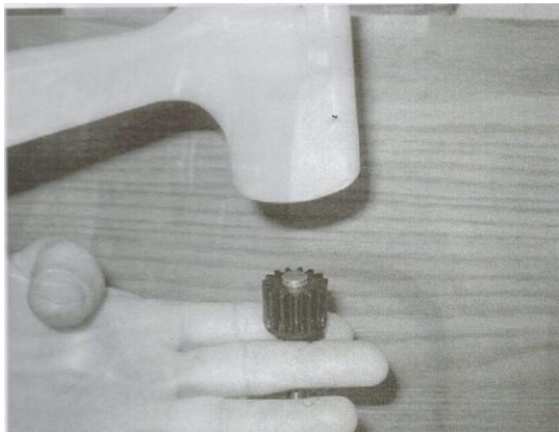
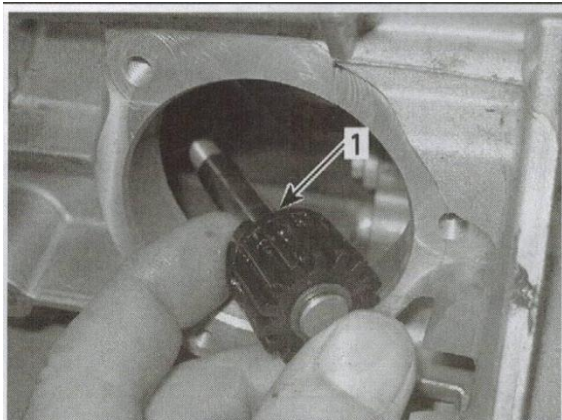
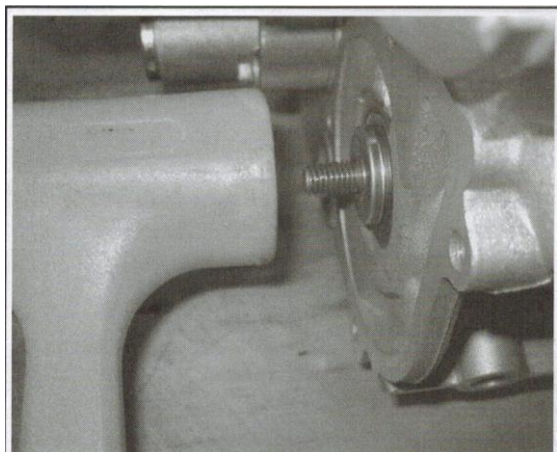
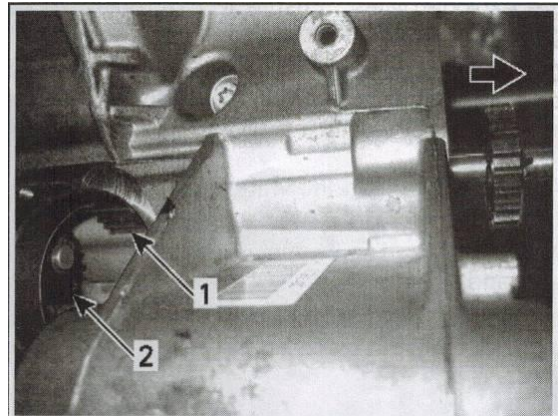
Pull out water pump shaft through the engine drive shaft opening.

NOTE: Pay attention to hold thrust washer to prevent it from falling in crankcase.

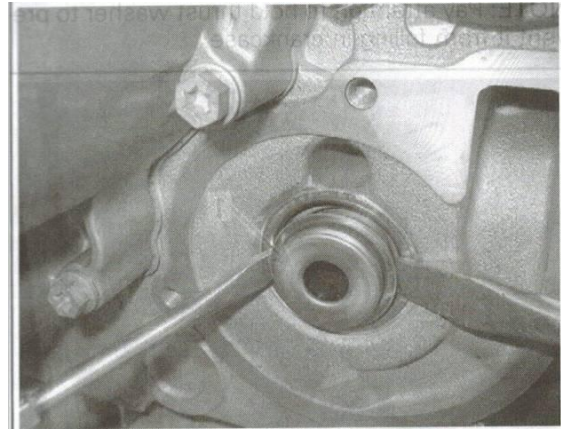
1. Thrust washer here

CAUTION: If thrust washer is not on water pump shaft, use a magnet to retrieve it inside crankcase. Using appropriate pliers remove and discard the retaining ring securing water pump gear on water pump shaft.

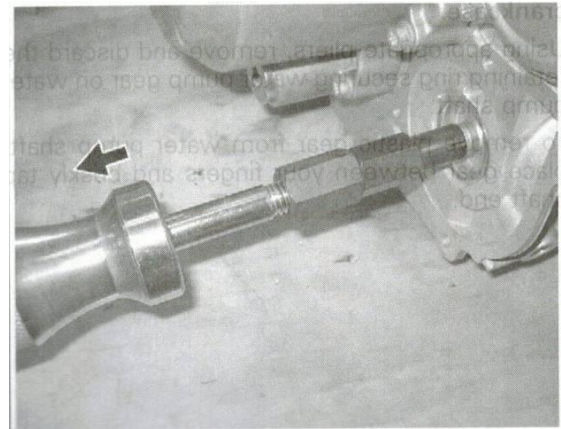
To remove plastic gear from water pump shaft place gear between your fingers and briskly tap shaft end.



Using 2 screwdrivers, pry out inner part of the rotary seal.



To remove outer part of rotary seal, use an expander from puller kit. Install expander snugly against outer part and pull rotary seal out.



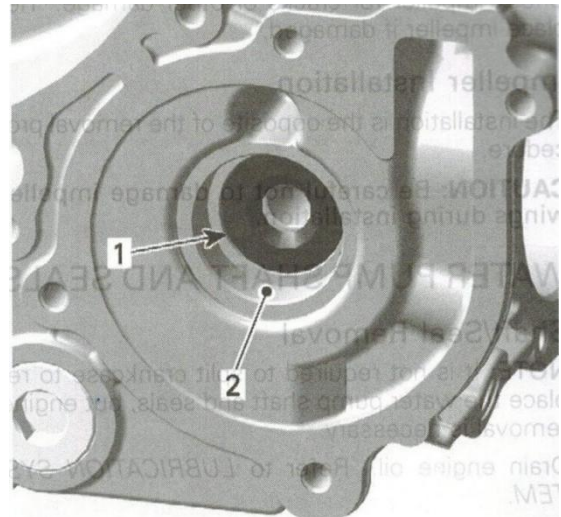
Remove inner oil seal.

1. Inner seal
2. Rotary seal surface

CAUTION: Be careful not to damage the rotary seal surface in crankcase.

Part Inspection

Inspect water pump gear for wear and damage on the snap mechanism to the needle pin. Replace if damaged.



Shaft/Seal Installation

For installation, reverse the removal procedure.

However, pay attention to the following.

NOTE: For installation use the torque values.

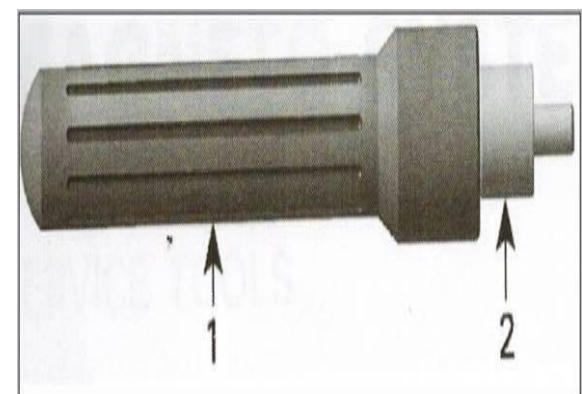
Ensure to use multipurpose grease oil seal.

CAUTION: Always replace rotary seal and water pump shaft together. Also, install a new inner oil seal (behind rotary seal) at the same time.

Apply engine oil on the water pump shaft and intermediate shaft.

NOTE: Never use oil in the press fit area of the oil seal and rotary seal.

Use the oil seal pusher and the installer Handle to install inner oil seal.



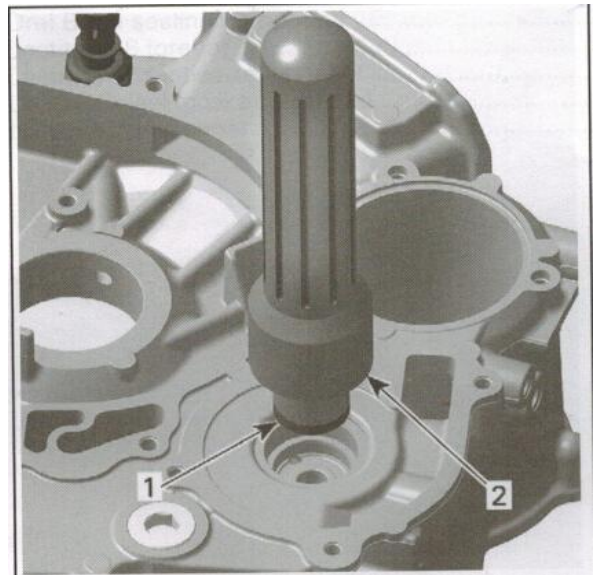
1. Handle
2. Pusher

Apply MOLYKOTE inside lips oil seal when installing the oil seal on the pusher, make sure sealing lip points outside.
Push inner oil seal in place.

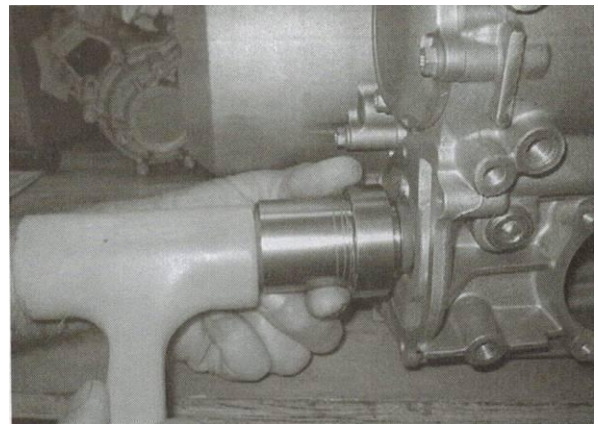
1. Inner oil seal
2. Installer handle with oil seal pusher

Slide water pump shaft with the new rotary seal into crankcase.

To properly install water pump shaft with rotary seal, use the rotary seal installer.



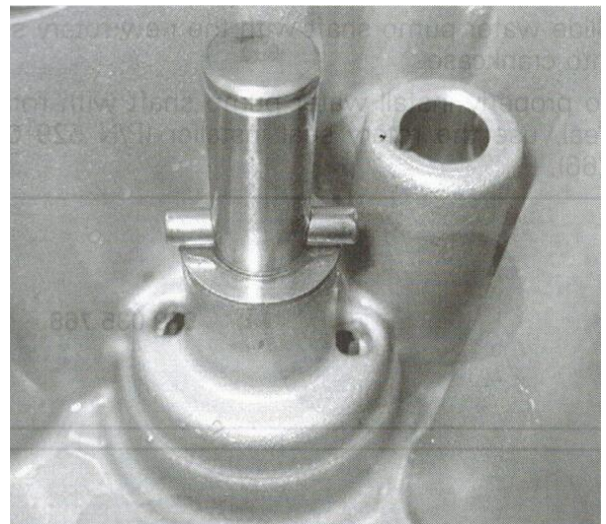
Use a rubber mallet to tap the rotary seal into the crankcase through the engine drive shaft mounting opening.



From engine drive shaft opening. Insert thrust washer pump shaft in crankcase.
Using a flashlight and a mirror, position the shaft hole so that pin can be installed.
Position pin between your fingers, push in water pump

Shaft to fully expose hole then install pin.
Position pin equal distance out of shaft hole so gear can be installed.
Install water pump shaft gear.

NOTE: Ensure gear properly snaps on pin.
A screwdriver may have to be used to push gear in place.
Use a 45°snap-ring pliers and install a NEW retaining ring on pump shaft end.



CAUTION: Never use the retaining ring a second time. Always install a new one.

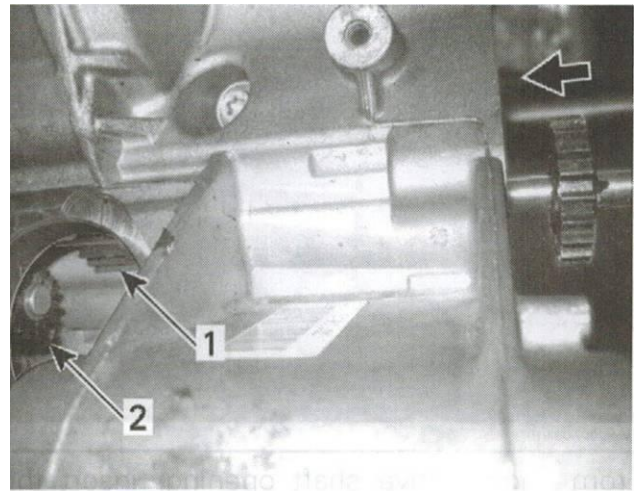
After installation, water pump shaft with rotary seal must rotate freely.

Carefully push in water pump gear while turning to mesh with the inner drive gear.

1. Water pump gear
2. Inner drive gear

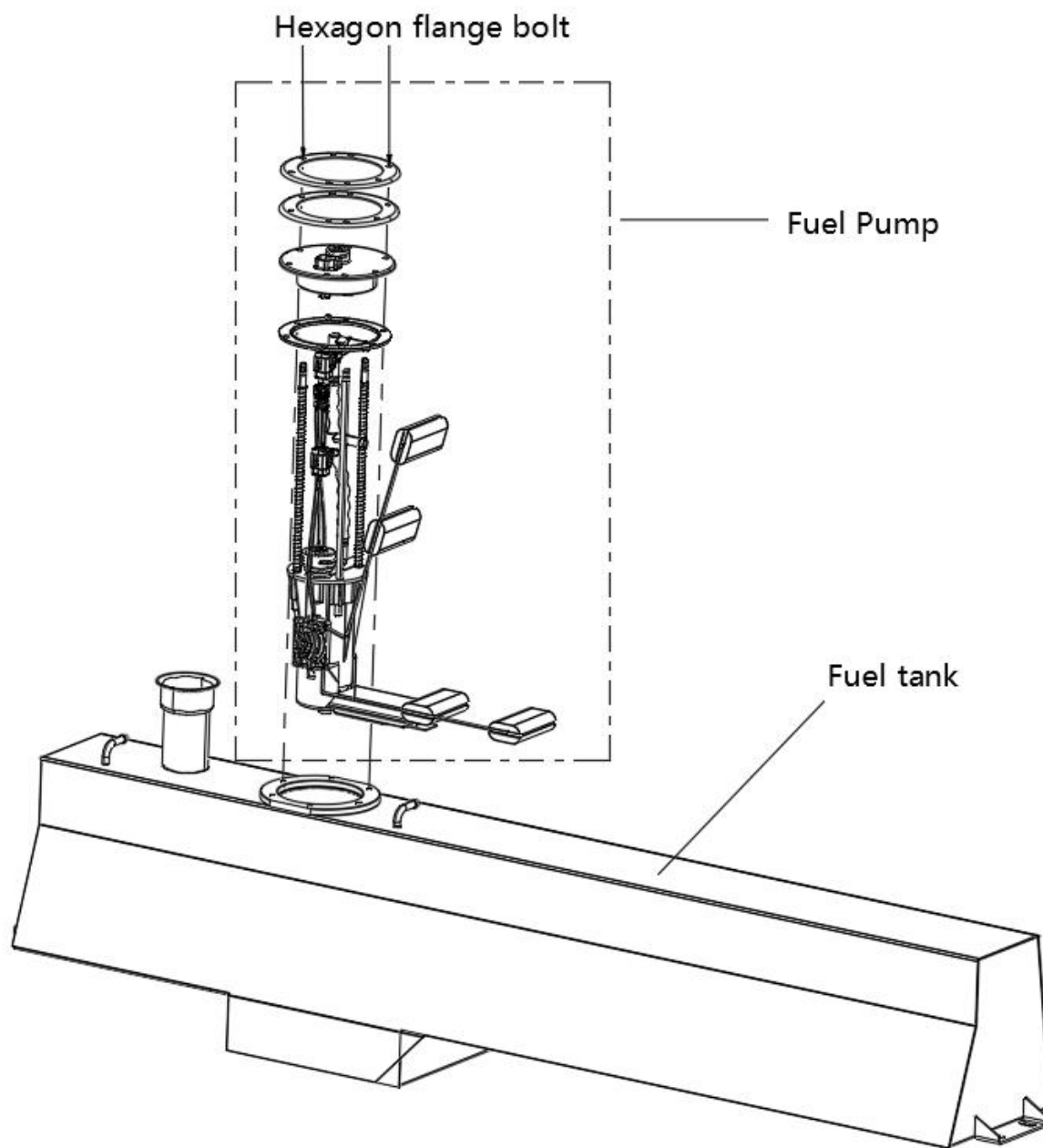
Tighten Screws of the water pump housing crosswise.

Refill all fluids



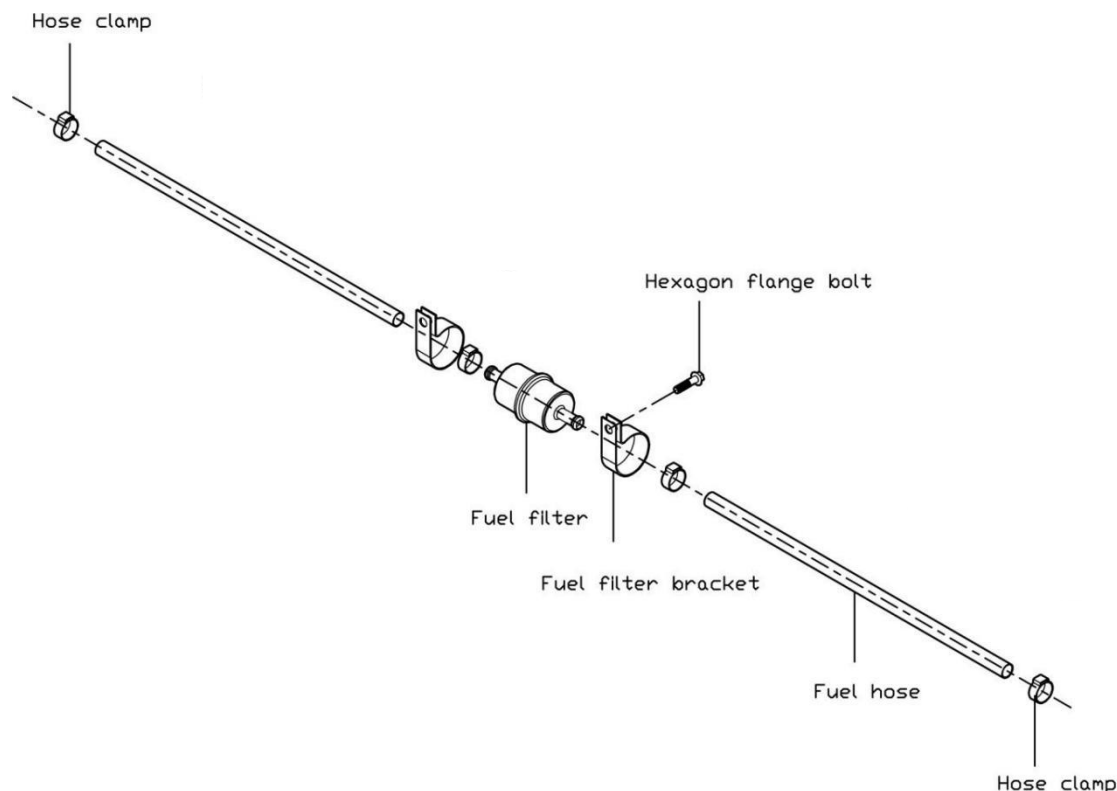
5. FUEL SYSTEM

FUEL PRESSURE TEST.....	5-2	FUEL FILTER.....	5-3
FUEL PUMP.....	5-3	FUEL TANK.....	5-4



The fuel system of a fuel injection system holds much more a pressure than on carbureted vehicle. Prior to disconnecting a hose or to removing a component from the fuel system, follow the recommendation described her

Fuel lines remain under pressure at all times. Always proceed with care and use appropriate safety equipment when working on pressurized fuel system. Wear safety glasses. Proceed with care when removing/installing pressure test equipment or disconnecting fuel line connections. Cover the fuel line connection with an absorbent shop rag. Slowly disconnect the fuel hose to minimize spilling. Wipe off any fuel spillage in the



When the repair is completed, ensure that all hoses are connected and secured.

Always perform the fuel pressure test if any component has been removed. A pressure test must be done before turning the ignition key to ON and setting the engine stop switch to RUN. The fuel pump is activated each time in these conditions.

To locate a leak, pressurize the system. Check for leaking fuel or fuel odor. Spray soapy water on all hose connections and injectors. Air bubbles will show the leaking area.

Inspect the fuel lines, fuel tank, fuel tank cap for damage, clogging and leakage of fuel. If any damages are found, replace the defective parts with the new ones.

FUEL PRESSURE TEST

The pressure test will show the available pressure at the fuel pump outlet. It validates the pressure regulator, the fuel pump and leaks in the system.

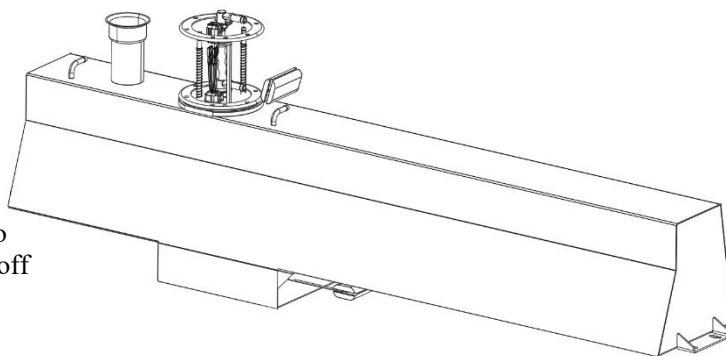
Before proceeding to the pressure test ensure the battery is fully charged. Battery voltage must be over 12 volts. Ensure there is enough gas in fuel tank.

Remove left seat.

Disconnect outlet hose.

Install fuel pressure gauge and T-fitting between disconnected hoses.

Turn ignition key ON and set engine stop switch to RUN and observe fuel pressure. Turn ignition key off then back on. Repeat the test.



Standard fuel pressure: 350kpa.

A rapid pressure drop indicates leakage is from the fuel rail, If there is not leaking then replace fuel pump.

A slow pressure drop indicates leakage either from the fuel injector or from the fuel pressure regulator. Check fuel injector and the fuel pressure regulator for leaks. If it is not leaking then replace fuel pump module.

If no leakage, start engine and observe fuel pressure. The fuel pressure should be the same as above.

If pressure is within limits, fuel pump and the fuel pressure regulator are working adequately.

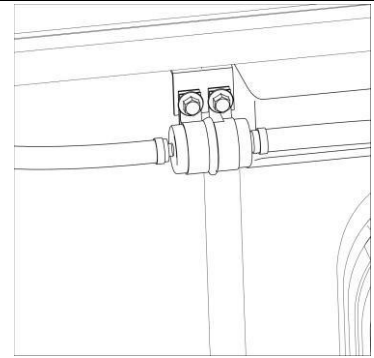
Remove pressure gauge from inlet hose. Reconnect inlet hose.

FUEL FILTER

Replace fuel filter as per amaintenance schedule.

Filter Removal

Remove oetiker clamps and pull hoses off. Detachfilter from body.



Filter inspection

If fuel filter is suspected to be clogged, it may be checked as follows:

Using low compressed air, check if fuel filter is clogged. Air should flow easily through filter. In doubt, install a new filter.

Filter installation

Use arrow on filter to position it according to fuel flow.

FUEL PUMP

Fuel pump electrical test.

When turning ignition key ON, the fuel pump should run for 5 seconds to build up the fuel pressure in the system.

If the pump does not work, disconnect the connector from the fuel pump.

Install a temporary connector to the fuel pump connector. Apply 12V to this test harness.

CAUTION

Running the fuel pump a few minutes with reverse polarity can damage the pump.

If pump does not run, replace a new pump.

Other wise, check fuse and if good, probe terminals of fuel pump connector on vehicle harness or its connector, Repair or replace appropriate part.

Fuel pump removal

Remove fuel pump outlet hose and harness.

Remove fuel pump retaining screws.

Gently push pump up.

CAUTION

While pulling out the fuel pump, pay attention to fuel sensor float arm. Float arm can get stuck and bend which can reduce the fuel sensor capabilities.

Fuel pump installation

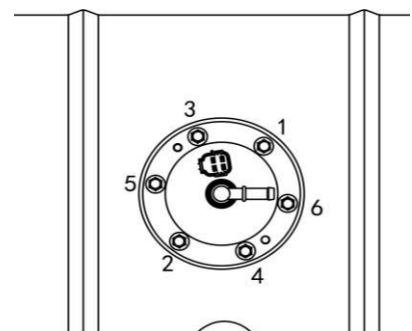
For installation, reverse the removal process but pay attention to the following.

Install a new gasket.

Pay attention to pump orientation.

Tighten retaining screws as per illustrated sequence.

Install hose properly on OUT nipples and harness.



FUEL TANK**Fuel tank draining**

Never perform this operation when the engine and/or the exhaust system is/are hot.

Never use a hose pincher on injection system high pressure hoses.

Remove fuel tank cap and siphon gas in an approved fuel container.

Fuel tank removal

Remove

Disconnect vent line from body.

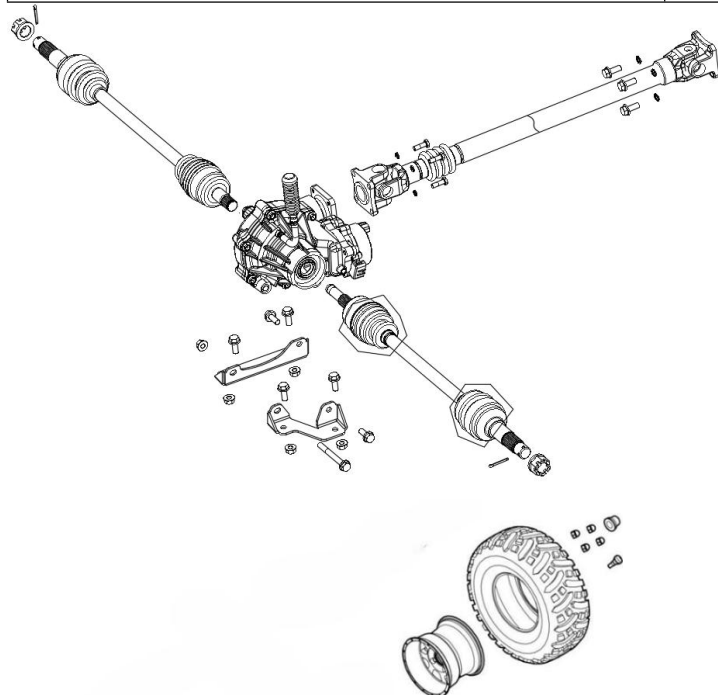
Fuel tank inspection

Inspect fuel tank for any damage or cracks which may result in fuel leaks. If so replace tank with a new one.

Inspect tank and protector attachment points for damage. Inspect protector for damage.

6. DRIVE TRAIN

FRONT WHEEL HUB.....	6-1	REAR WHEEL HUB.....	6-2
TIRES AND WHEELS.....	6-3		



FRONT WHEEL HUB

Front drive disk

Place the vehicle at the parking rack position and lift the front of the vehicle with a jack.

Remove the nuts, cotter pins and other standard parts from the front wheel, pull the rim outward and place the rim and the front drive disc on one side.

Check whether or not the rim is broken and cracked, etc., and check whether the spline in the front drive disc is damaged. If so, please replace it.

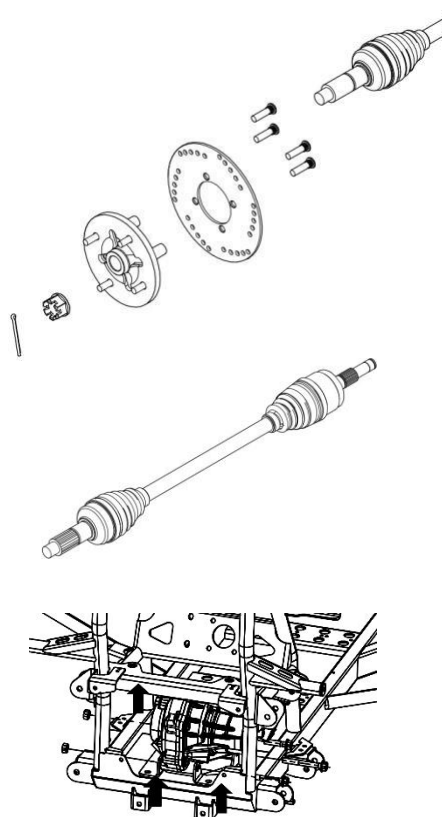
Front axle

Remove the half shafts on both sides from the front axle, check the outer splines of the half shafts for damage, cracks, etc. Check whether the connecting rubber sleeves are pulverized, cracked, etc. If any, please replace them in time.

Front reducer assembly

Remove the front axle mounting bolts, lift the front axle straight up, and remove it from the front of the frame to check whether the airbag is worn or damaged. Check whether the rubber sleeve is firmly connected. If yes, please replace it with a new one

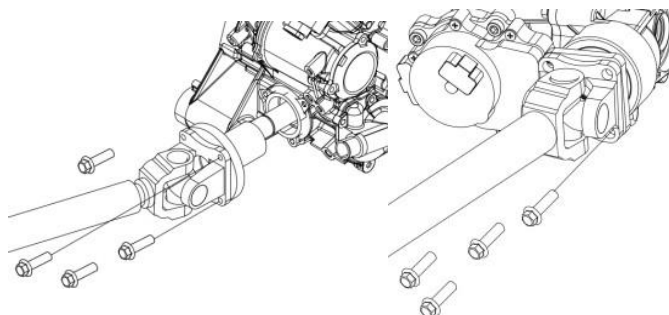
Check the gear box, cover, bearing, oil seal and dust



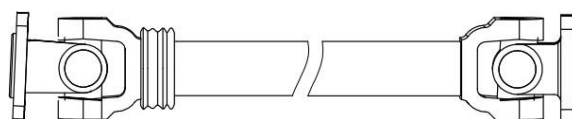
seal for wear or damage. If any damage or wear is found, replace with a new oil seal or dust seal. Check the internal spline meshing with the half shaft for damage, cracks, etc. If so, please replace it with a new one.

Front drive shaft

Remove the engine shield and set it aside, then remove the connecting bolts of the engine and front drive shaft front axle and front drive shaft respectively, and take them out from the side of the frame.



Check the drive shaft for wear or damage. If any defects are found, replace them with new drive shafts. Check if the U-shaped joint moves freely in all directions. Check the bellows for holes or brittleness.



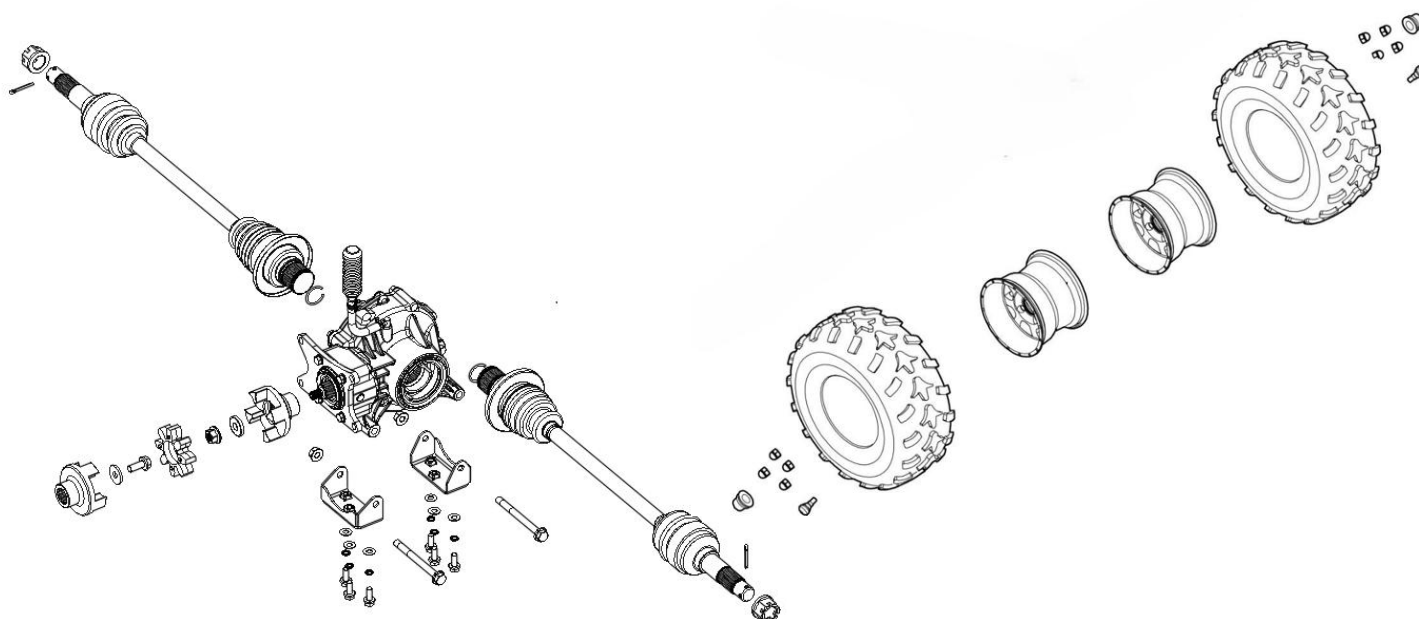
Installation

The installation is the reverse of the removal procedure.

Ensure tighten the bolts to specified torque.

Installation location	Specifications (mm)	Torque N.m(Ft.lbs)
Mounting nut of wheel rim	M10	60(44)
Nut of wheel hub	M22	300(220.6)
Fastening nut of front differential	M10	80(58.8)
Bolt of front propeller shaft flange	M8	40(29.4)
Bolt of front propeller shaft flange	M10	80(58.8)

REAR WHEEL HUB

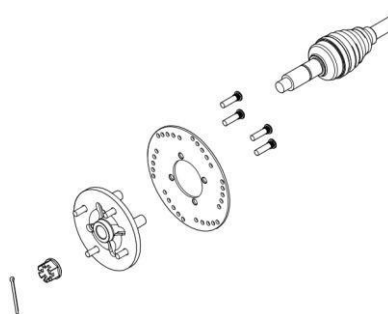


Rear drive

Place the vehicle at the parking rack position and lift the front of the vehicle with a jack.

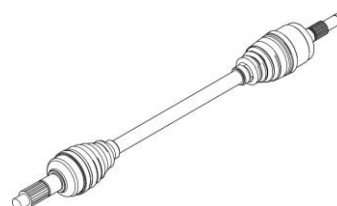
Remove the nuts, cotter pins and other standard parts from the front wheel, pull the rim outward and place the rim and the front drive disc on one side.

Check whether or not the rim is broken and cracked, etc., and check whether the spline in the front drive disc is damaged. If so, please replace it.

**Rear axle**

Remove the half shafts on both sides from the rear axle, and check the outer splines of the half shafts for damage, cracks, etc.

Check whether the connecting rubber sleeve is pulverized, cracked, etc. If any, please replace it in time

**Rear reducer assembly**

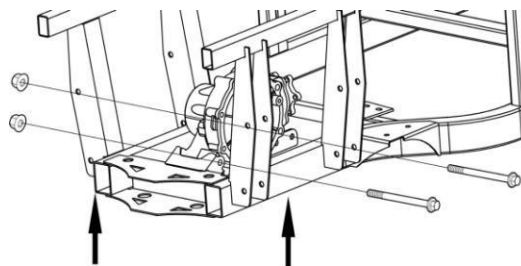
Remove the rear axle mounting bolts, lift the rear axle vertically upwards, and remove it from the rear of the frame.

Check whether the rubber sleeve is firmly connected. If so, please replace it with a new one.

Check the gear box, cover, bearing, oil seal and dust seal for wear or damage.

If any damage or wear is found, replace with a new oil seal or dust seal.

Check the internal spline meshing with the half shaft for damage, cracks, etc., replace with new ones if there are any.

**Coupling**

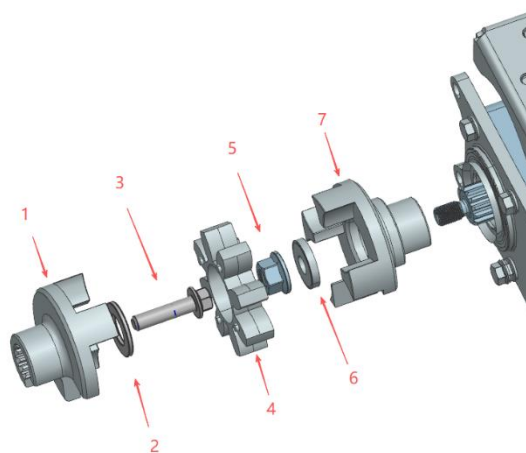
Remove the following components in sequence:

Front end of coupling, gaskets ($\Phi 30 \times \Phi 10.5 \times 3$)

Flange bolts (M10 $\times$ 1.5 $\times$ 25), coupling buffer elements

Flange lock nuts (M12), gaskets ($\Phi 12$)

and the rear end of coupling



1. Front end of coupling
2. Gasket ($\phi 30 \times \phi 10.5 \times 3$)
3. Flange screw (M10 $\times$ 1.5 $\times$ 25)
4. Coupling buffer component
5. Flange lock nut (M12)
6. Gasket $\phi 12$
7. Rear end of coupling

Check the work

Check the output shaft and its gear for cracks, bending, pitting or other obvious damage.

Check the output shaft splines for wear or other damage.

Note: Always replace the output shaft and bevel gear shaft together. Adjust these components during replacement.

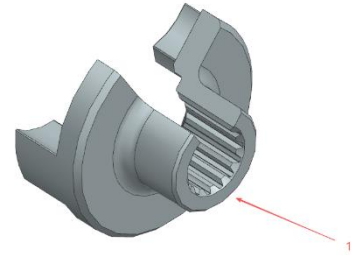
Check the output shaft bearing for free and smooth rotation. Replace it if necessary.

Replace the oil seal promptly if it suffers from aging embrittlement, hardening or damage.

Also replace the O-ring when it becomes brittle, hardened or damaged.

Replace it promptly if damaged.

1. Rear end of the coupling



Installation Work

Assemble the coupling buffer, flange bolts, gaskets and front end of the coupling onto the output shaft in sequence.

Install the rear end of the coupling, gaskets and flange lock nut.

Fit the output shaft into the gearbox housing.

Use a soft hammer to accurately seat the bearing flush against the gearbox housing.

Note: Before tightening the screws, tap the gear end of the output shaft lightly with a soft hammer to eliminate all gear backlash.

Check the output shaft backlash. Refer to the output shaft backlash procedure in this section. Adjust as required.

If the backlash meets specifications, remove the dial indicator, gear backlash measuring tool, bearing cover and right-hand housing.

Clean all metal components with solvent.

For best results, clean the housing mating surfaces using a chisel (gasket remover) together with a brass brush. Brush in one direction for the first pass, then cross-brush at 90° to the original direction for the final pass.

Note: Do not use rags for wiping. Only brand-new, clean dedicated wiping cloths are permitted.

Important: Once sealant application has started, assembly and initial torque tightening must be completed within 10 minutes. It is recommended to prepare all tools and accessories in advance to save operating time

TIRES AND WHEELS

Tire thread

When the tire groove decreases to 6 mm (0.24 in) due to wear, replace the tire.

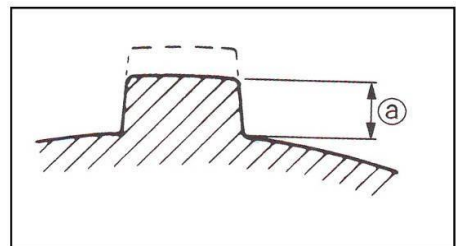
When the tires are replaced, never install a bias tire with a radial tire. such a combination could create handling and/or stability problems.

Dot mix tires of different size and/or design on the same axle.

Front and rear tire pairs must be the identical model and manufacturer.

For unidirectional tread pattern, ensure that the tires are installed in the correct direction of rotation.

The radial tires must be installed as a complete set.



In dismantling tires, use special crowbar and rim protection device.

Tire replacement

Use jack to support vehicle and ensure its no dropping.
Remove the wheels.
After removing the air valve cap, release the tire pressure by depressing the valve.
Dismount the bead from the rim completely.

Separate the tire from the rim by using a set of tire levers and rim protectors.

CAUTION

When using the tire lever, do not scratch or hit the sealing portion of the wheel or it may cause air leakage.

Apply tire lubricant to the new tire bead and the flange of the rim. But never apply grease, oil or gasoline to the tire bead because they will deteriorate the tire.

CAUTION

The standard tire fitted on this vehicle is AT26×9–14 for the front and AT26×11–14 for the rear.

The use of tires other than the standard may cause instability. It is highly recommended to use the specified tire.

Inspect the sealing portion of the rim for contamination and distortion before installing the

Mount the new tire on the rim.

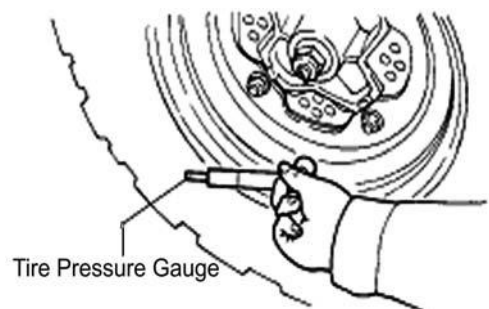
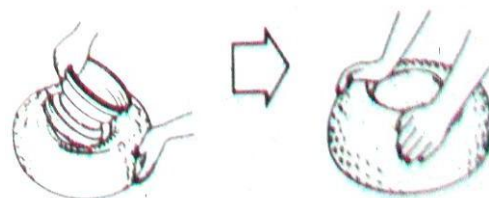
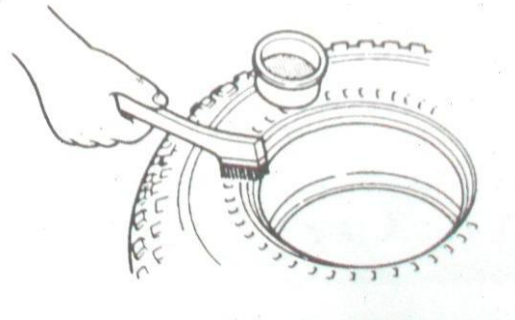
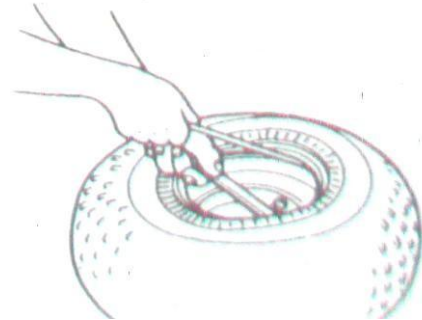
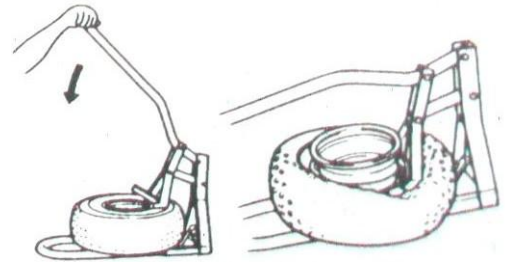
CAUTION

When installing each tire, make sure the arrow on the tire points in the direction of rotation. Also make sure the outer side of the wheel rim is facing outward.

Inflate the tire to seat the tire bead.

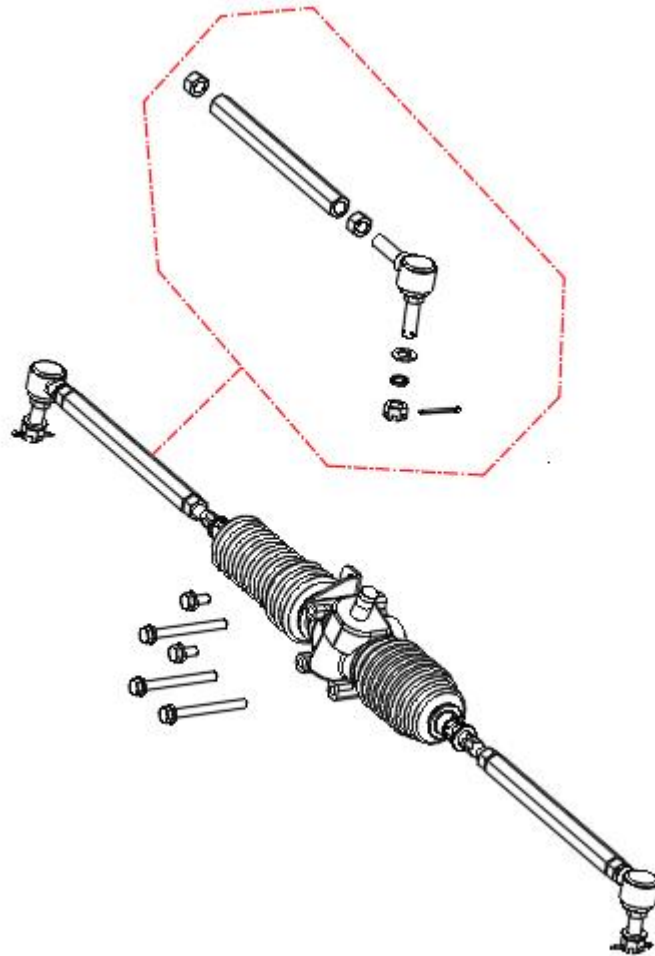
Check the rim line cast on the tire side walls. It must be equidistant from the wheel rim all the way around. If the distance between the rim line and the wheel rim varies this indicates that the bead is not properly seated. If this is so, deflate the tire completely, and unseat the tire bead on both sides. Then coat the bead with clean water and re-seat the tire.

Adjust the tire pressure to specification



7. STEERING SYSTEM

STEERING ALIGNMENT.....	7-2
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Inspect the tie rod for distortion or damage. If any damage are found, replace the tie rod with a new one.
 Inspect the tie ends for smooth movement. If there are any abnormalities, replace the tie rod end with a new one.
 Inspect the tie rod end boot for wear or damage. If any damage are found, replace with a brand-new dust boot.

Tie rod installation

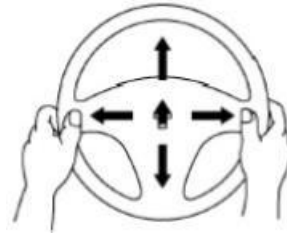
1. For the installation, reverse the removal procedure.
2. Tighten tie rod lock nuts finger tight.
3. Install tie rod on steering knuckle..
4. Torque tie rod retaining nut to 60N.m.
5. Install new cotter pins. Both ends of cotter pins must be folded around nut.

STEERING ALIGNMENT

Park vehicle on flat ground, make sure the tire pressure for right and left tires is same and set to the proper specification, set the front wheels in the straight position, then place a load of 75kg on the seat.

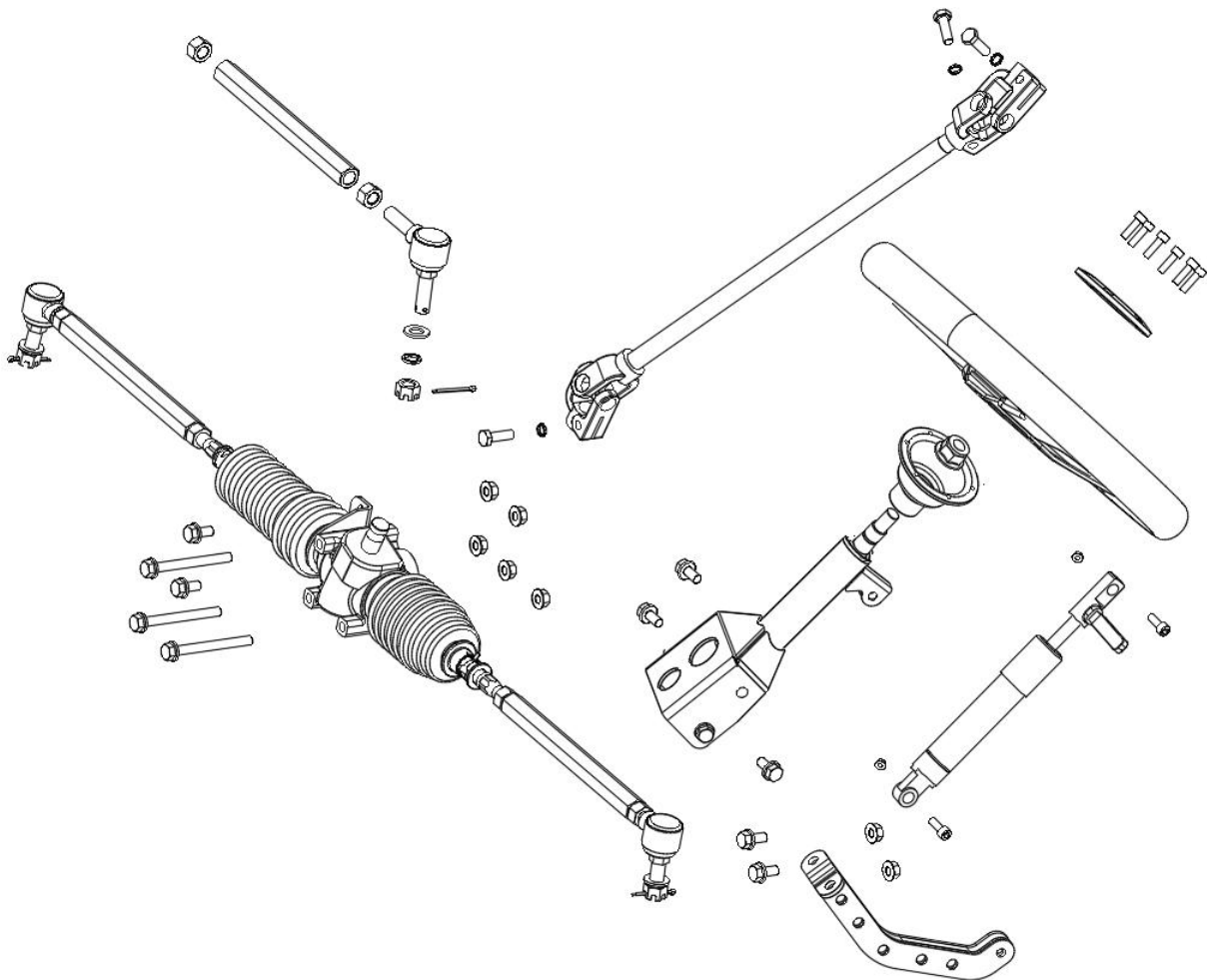
Steering wheel looseness check

Move the steering wheel as shown in the figure, check the steering column bearing wear, steering shaft reverse joint clearance, loose steering wheel and loose steering column. Replace or repair if necessary.



Steering wheel clearance check

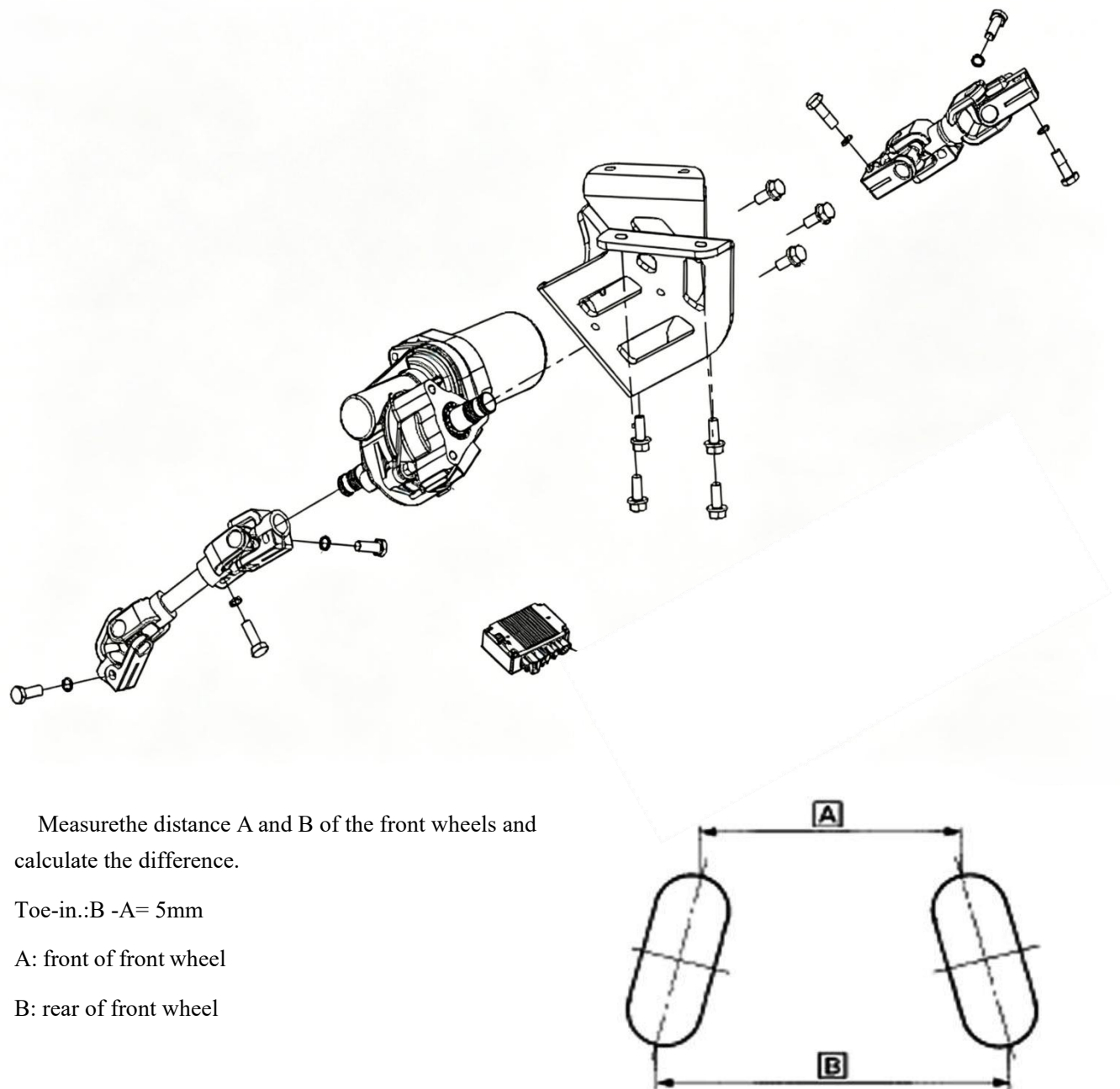
At the position directly in front of the steering wheel, lightly turn the steering wheel to the left and right to adjust the clearance to within the specification. If the clearance exceeds the specified range, whether the steering shaft universal joint is worn or the steering gear clearance is too large, it should be corrected.



Steering assist check

Check whether the steering power assist case is damaged. If the damage is serious, replace the new steering assist according to the actual situation.

Check whether the steering assist click is working normally under the working state of the engine. If the required steering force is too large or there is a stuck phenomenon, repair or replace it according to the situation.



Measure the distance A and B of the front wheels and calculate the difference.

Toe-in.: $B - A = 5\text{mm}$

A: front of front wheel

B: rear of front wheel

Out of range of toe-in: → Adjust nut of tie rod

CAUTION

After adjusting toe-in, first rotate steering wheel from center position to the left and right completely, to ensure that is the same corner, then slowly run vehicle to see whether its direction can be controlled.

INSPECTION

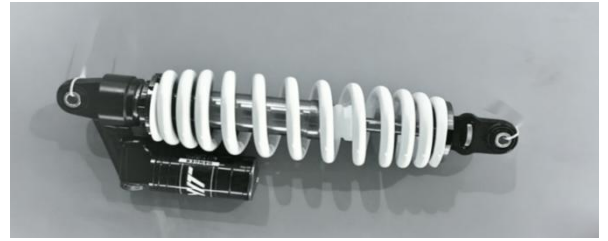
Shock absorber

Inspect the shock absorber for oil leakage or damage, inspect the bushing for wear or damage. If any damage are found, replace the front shock absorber with a new one.

Extend and compress the piston several times over its entire stroke. Check that it moves smoothly and with uniform resistance with rod up. Any of the following conditions will denote a defective shock:

- A skip or hang up when reversing stroke at mid-travel.
- Seizing or binding conditions except at extreme end of either stroke.
- A gurgling noise after completing one full compression and extension stroke.

Replace shock if any these conditions are found.



Knuckle

Inspect the knuckle for damage. If any damages are found, replace the knuckle with a new one.

Lower Suspension Arm

Inspect the suspension arm and for damage or distortion. If any damages or distortion are found, replace the suspension arm with a new one.

Move suspension arm from side to side. There should be no noticeable loose. Replace bushing if necessary.
Move suspension arm up and down. There should be no noticeable loose. Replace bushing if necessary.

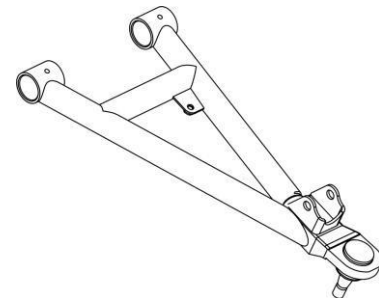
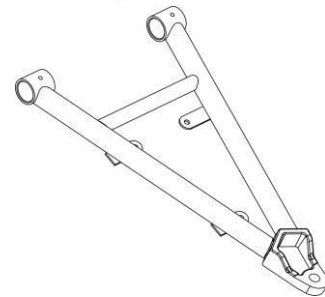
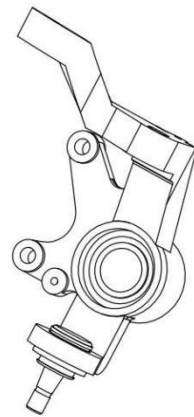
Upper Suspension Arm

Inspect the suspension arm and for damage or distortion. If any damages or distortion are found, replace the suspension arm with a new one.

Move suspension arm from side to side. There should be no noticeable loose. Replace bushing if necessary.
Move suspension arm up and down. There should be no noticeable loose. Replace bushing if necessary.

Check ball joint for damage, pitting, looseness and roughness. If so, replace it.

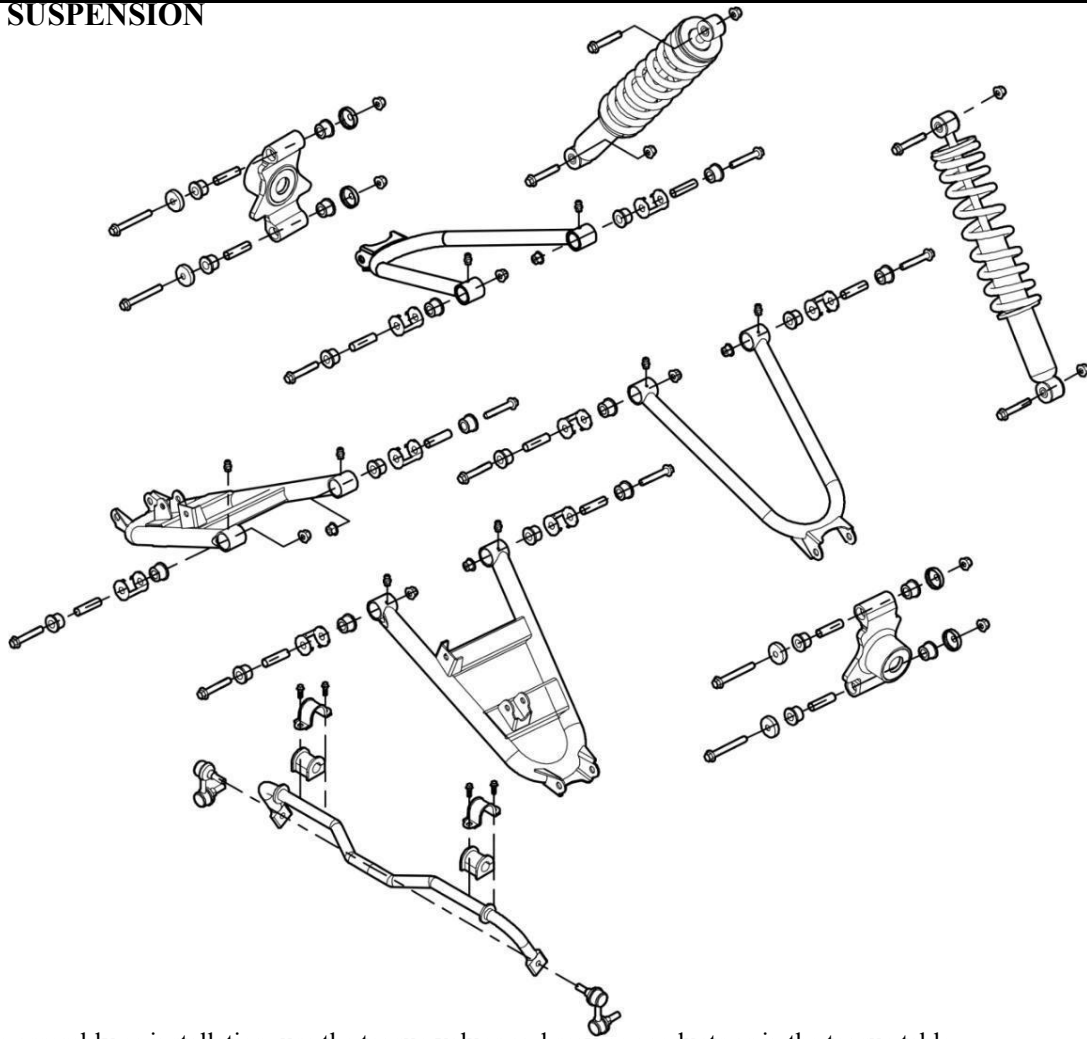
Check ball joint bellows for cracks. Change if necessary.



REASSEMBLY

Reassemble and remount the front suspension in the reverse order of removal and disassembly. Pay attention to the following points.

1. Install the washers and tighten the knuckle nuts to the specified torque.
2. Replace the removed cotter pins with new cotter pins.

REAR SUSPENSION

During assembly or installation, use the torque values and service products as in the torque table

REMOVAL AND DISASSEMBLY

Loosen wheel nut of the appropriate.

Install a jack stand under the frame to lift the rear of vehicle off the ground until the shock absorber is fully extended.

Remove wheels, brake caliper and hub
remove steering knuckle from ball cage tie rod

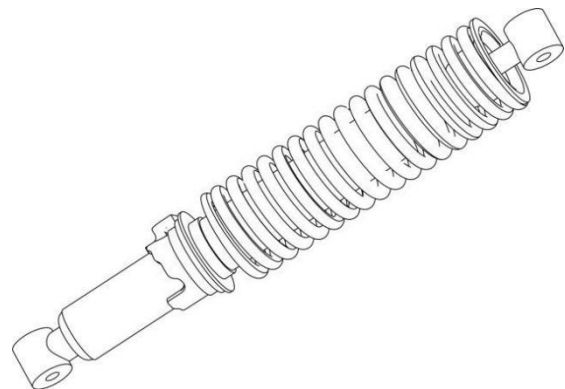
INSPECTION**Shock absorber**

Inspect the shock absorber for oil leakage or damage, inspect the bushing for wear or damage. If any damage are found, replace the rear shock absorber with a new one.

Extend and compress the piston several times over its entire stroke. Check that it moves smoothly and with uniform resistance with rod up. Any of the following conditions will denote a defective shock:

- A skip or hang up when reversing stroke at mid-travel.
- Seizing or binding conditions except at extreme end of either stroke.
- A gurgling noise after completing one full compression and extension stroke.

Replace shock if any these conditions are found



Knuckle

Inspect the knuckle for damage. If any damages are found, replace the knuckle with a new one.

Lower Suspension Arm

Inspect the suspension arm and for damage or distortion. If any damages or distortion are found, replace the suspension arm with a new one.

Move suspension arm from side to side. There should be no noticeable loose. Replace bushing if necessary.
Move suspension arm up and down. There should be no noticeable loose. Replace bushing if necessary.

Upper Suspension Arm

Inspect the suspension arm and for damage or distortion. If any damages or distortion are found, replace the suspension arm with a new one.

Move suspension arm from side to side. There should be no noticeable loose. Replace bushing if necessary.
Move suspension arm up and down. There should be no noticeable loose. Replace bushing if necessary.

Check ball joint for damage, pitting, looseness and roughness. If so, replace it.
Check ball joint bellows for cracks. Change if necessary.

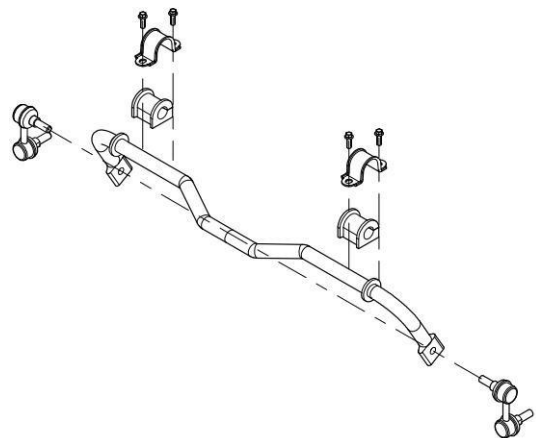
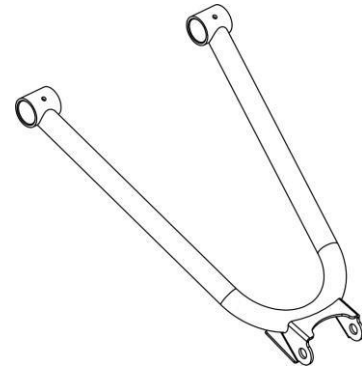
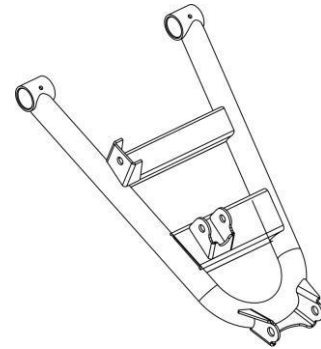
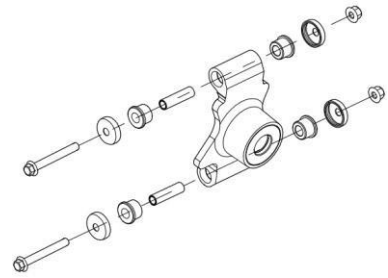
Stabilizer bar

Remove the stabilizer bar from the frame and the rear swing arm. Check whether the damping rubber sleeve of the stabilizer is powdered or cracked. If so, please replace it with a new rubber sleeve.
Check the transverse stabilizer ball head for damage, pitting, looseness, etc., and check the ball bellows for cracks, damage, powdering, etc. If so, please replace it with a new one

REASSEMBLY

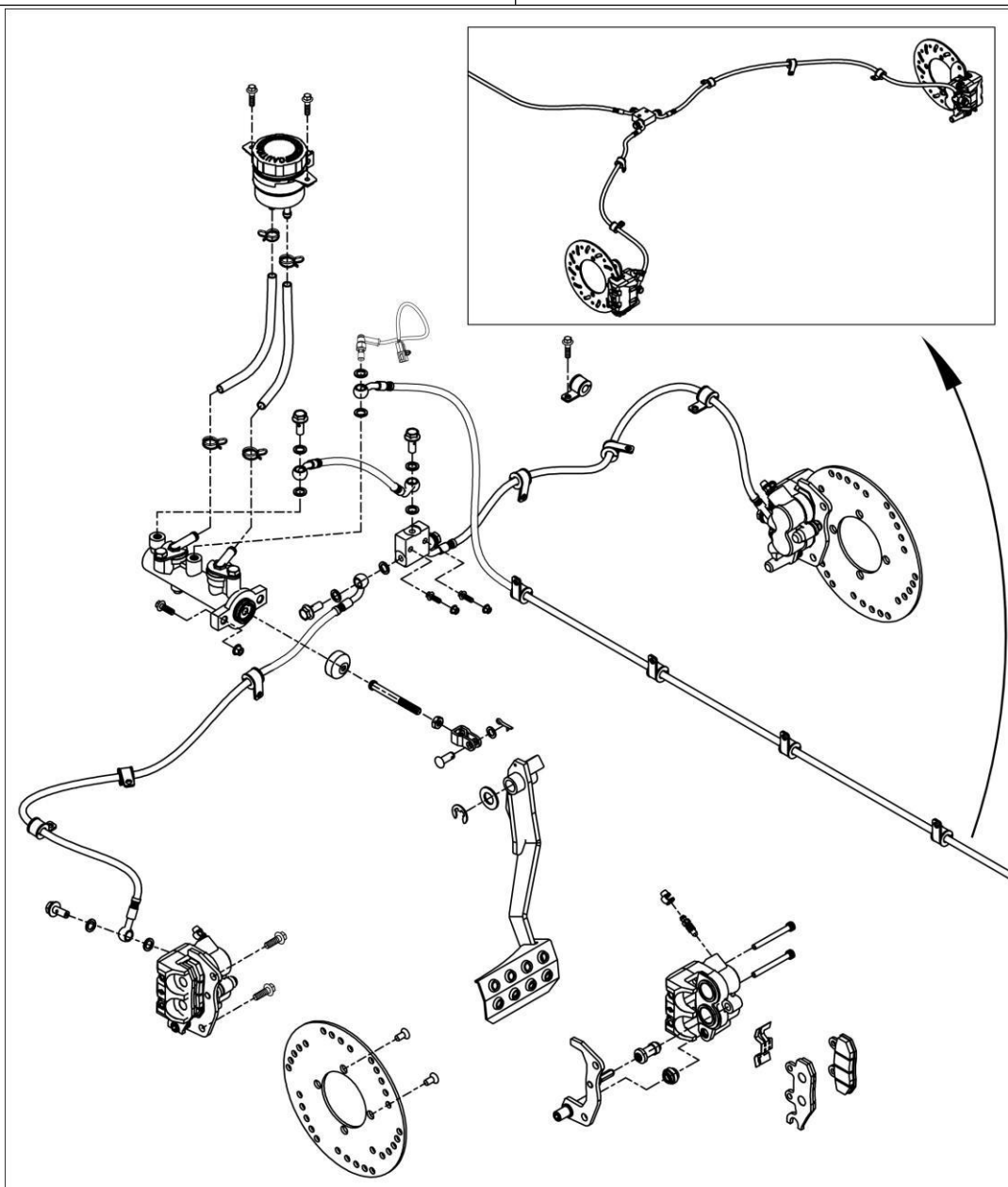
Reassemble and remount the front suspension in the reverse order of removal and disassembly. Pay attention to the following points.

1. Install the washers and tighten the knuckle nuts to the specified torque.
2. Replace the removed cotter pins with new cotter pins.



9. BRAKES SYSTEM

BRAKE FLUID REPLACEMENT.....	9-2	BRAKE PADS REPLACEMENT.....	9-3
BRAKE DISC.....	9-3	BRAKE CALIPER.....	9-4
BRAKE LIGHT SWITCH.....	9-4	BRAKE HOSE.....	9-5
HANDBRAKE.....	9-6		



This brake system is filled with an ethylene glycol-based DOT4 brake fluid. Do not use or mix different types of fluid, such as silicone-based or petroleum-based brake fluids.

Do not use any brake fluid taken from old, used or unsealed containers. Never reuse brake fluid left over from the last servicing or which has been stored for a long periods of time.

When storing brake fluid, seal the container completely and keep it away from children.

When replenishing brake fluid, take care not to get dust into fluid.

When washing brake components, use new brake fluid. Never use cleaning solvent.

A contaminated brake disc or brake pad reduces braking performance. Discard contaminated pads and clean the brake disc with high quality brake cleaner or neutral detergent.

Brake fluid may cause damage to surfaces of plastic and rubber parts. Keep it far away from these parts.

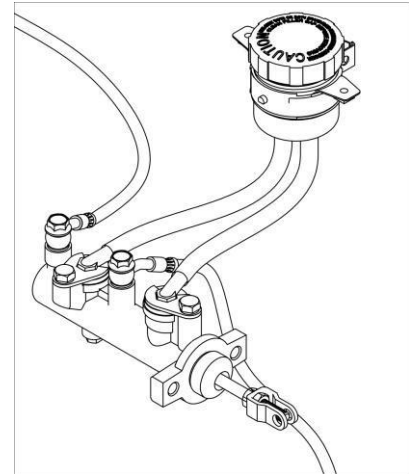
BRAKE FLUID REPLACEMENT

Place the vehicle on a level surface.

Remove the master cylinder reservoir cap and diaphragm.

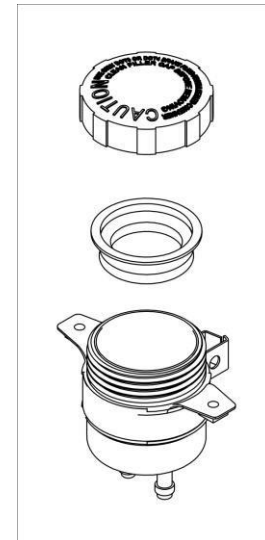
Suck up the old brake fluid as much as possible.

Fill the reservoir with new brake fluid.



Remove the dust cap of air bleeder valve. Connect a clear hose to the air bleeder valve and insert the other end of the hose into a receptacle.

Loosen the air bleeder valve and pump the brake pedal until the old brake fluid is completely out of the brake system.



Close the air bleeder valve and squeeze and release the brake pedal several times in rapid succession and hold the pedal fully squeezed. Loosen the air bleeder valve for about quarter of a turn so that the brake fluid runs into the receptacle, this will remove the tension of the brake pedal. Then close the bleeder valve, pump and squeeze the pedal and open the valve. Repeat this process until the fluid flowing into the receptacle contains no air bubbles.

Tighten the air bleeder valve to 6N.m.

Disconnect the clear hose and install the dust cap of air bleeder valve.

Fill the reservoir with new brake fluid to the upper edge of the inspection window.

Install the master cylinder reservoir cap and diaphragm.

CAUTION

While bleeding the brake system, replenish the brake fluid in the reservoir as necessary. Make sure that there is always some fluid visible in the reservoir.

BRAKE PADS REPLACEMENT

Remove the wheel.

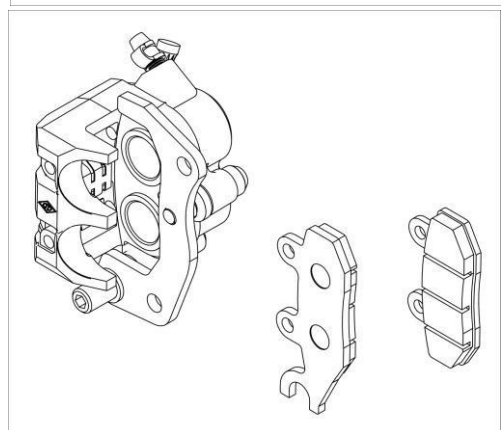
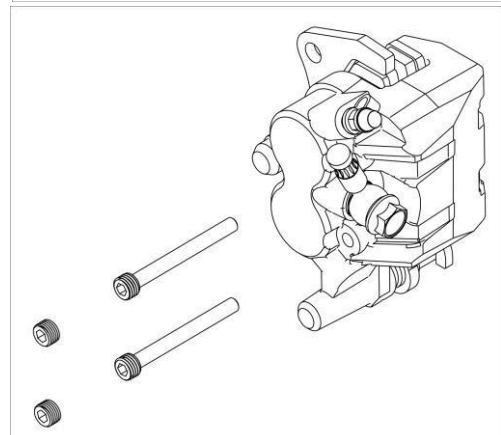
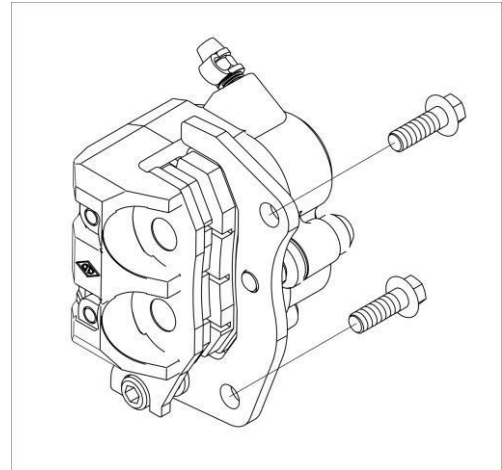
Remove the brake caliper mounting bolt and brake pads mounting pins.
 Remove the brake pads.
 Make sure that pad spring is in position. Install the new brake pads.
 Install pad pins by pushing in the pads against pad spring to align pad slots in the pads and caliper body.
 Tighten the brake pad mounting pins to 18N.m.
 Tighten the brake pad mounting pins to 80N.m.

CAUTION

Do not operate the brake pedal during or after brake pad removal.

Replace the brake pads as a set, otherwise braking performance will be adversely affected.

After replacing the brake pads, pump the brake pedal a few times to check for proper brake operation and then check the brake fluid level.



BRAKE DISC

Removal and disassembly

Remove the wheel.

Remove the caliper and hub.

Remove the brake disc.

Inspection

Inspect the brake disc for cracks or damage and measure the thickness using the micrometer. If any damage are found or the thickness is less than the service limit, replace the brake disc with a new one.

Minimum thickness of front brake disc: 3.5mm.

Minimum thickness of rear brake disc: 3.0mm

Measure the warpage using the dial gauge. If the warpage exceeds the service limit, replace the brake disc with a new one.

Maximum warpage of brake disc: 0.3mm.

Reassembly and remounting

Reassemble and remount the brake disc in the reverse order of removal and disassembly. Pay attention to the following points:

- Install the disc to the wheel hub with the punching letters on the disc showed up.
- Make sure that the disc is clean and free of any greasy matter.
- Apply THREAD LOCK to the brake disc bolts and tighten them to 26N.m.

BRAKE CALIPER**Removal**

- Loosen wheel nuts.
- Raise vehicle and support it securely.
- Remove appropriate wheel.
- Remove the caliper bolts then the caliper. If the caliper is not being removed from the vehicle as during brake pad replacement, simply hang the caliper with a piece of wire to take the weight off the brake hose.
- If the caliper is being removed for replacement, drain brake system before removing the banjo fitting and its sealing ring. Remove the caliper from the vehicle.
- Catch spilled fluid with a rag. Attach the brake hose in a position to prevent the fluid from flowing out.

Disassembly

- Remove brake pads.
- Remove slide caliper support and pad spring.
- Place rag over piston.
- Place caliper body with piston down and apply small squirts of air pressure to the fluid inlet to remove piston.
- Remove piston seal.
- Clean piston grooves, caliper cylinder and piston with clean brake fluid.
- Clean slide pins with brake cleaner and a rag.

Inspection

- If boots are deteriorated or hard, replace with new ones.
- Check caliper cylinder for scratches, rust or other damages. If so, replace caliper.
- Check piston for scratches, rust or other damages. If so, replace caliper.

Assembly

- Coat piston seal with clean brake fluid and install it into piston grooves in caliper.
- Coat piston with clean brake fluid and install into cylinder with the closing toward caliper body.
- Apply dielectric grease into sliding bores and install slide pins.
- Install pad spring, caliper bracket and pads.

Installation

- For installation, reverse the removal procedure, pay attention to the following details:
 - Use new sealing washers when installing banjo fitting retaining brake hose to caliper.
 - Install caliper in its original position.
 - Bleed the brake system
 - Check for leaks and make sure the brakes operate normally before driving.

BRAKE LIGHT SWITCH

The brake light switch is located on the brake master cylinder. It can not be adjusted.

Inspection

- First ensure brake light is good.
- Check switch for dirt or corrosion. Make sure it is operating properly.
- Depress brake pedal and check for brake light to turn on. Repeat with the brake pedal.

Test

Disconnect switch connectors.

Check switch operation as follows.

SWITCH POSITION	PIN		RESISTANCE
Firmly pushed	1	2	0.2Ω max
Released			Infinite

If switch is defective, replace with a new one. If switch tests good, check wiring harness.

Remove

Disconnect switch connectors.

Drain brake system.

Unscrew brake light switch from master cylinder.

Catch spilled fluid with a rag.

Installation

For installation, reverse the removal procedure.

Bleed the brake system

Check for leaks and make sure the brakes operate normally before driving.

BRAKE HOSE**Inspection**

Brake hose should be inspected frequently for leaks and damages.

Check if the hoses are crushed or damaged. Any deformation can restrict the proper flow of fluid and cause braking problems.

Check hoses for cracking scrapes. This damage can cause hose failure under pressure.

When hoses are removed or disconnected, cleanliness must be observed. Clean all joints and connections before disassembly. New hoses should be cleaned with brake fluid before installation to remove any contamination.

Replace any defective parts.

Removal

Before removing any hoses, drain brake system.

Remove all necessary parts to reach the hoses.

Thoroughly clean the area around the joints that will be disconnected.

Place a pan under the joint that will be disconnected.

Disconnect any retaining clips or brackets holding the hose and remove the defective parts.

Installation

Install the new hose.

Make sure the piece will not rub against any other part.

When there is a banjo fitting securing the hose to the caliper or to the master cylinder, always replace the sealing washers with new ones.

Install any retaining clips or brackets.

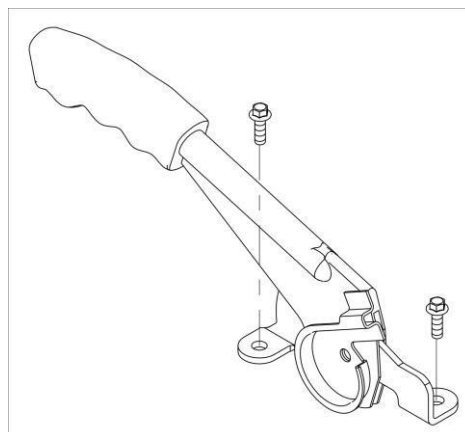
Refill and bleed the brake system.

Check for leaks and make sure the brakes operate normally before driving.

HANDBRAKE

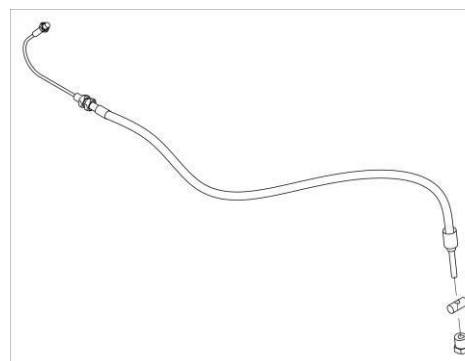
Grip Brake

Check whether the handbrake assembly is worn or damaged. If any defect is found, please replace it in time.



Brake cable

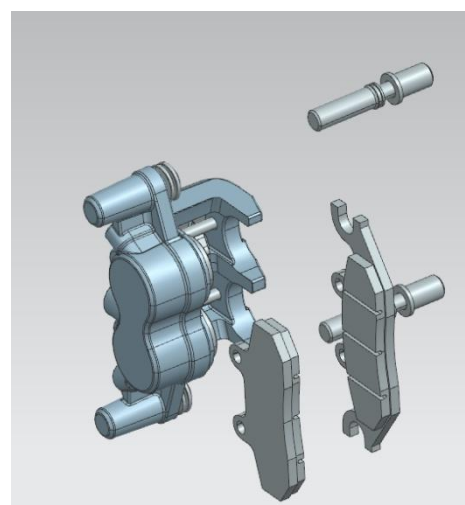
Check whether the handbrake wire is worn or damaged. If any defect is found, please replace it in time.



Brake Caliper

Check whether the wheel brake cylinder is worn and whether the piston is stuck or damaged.

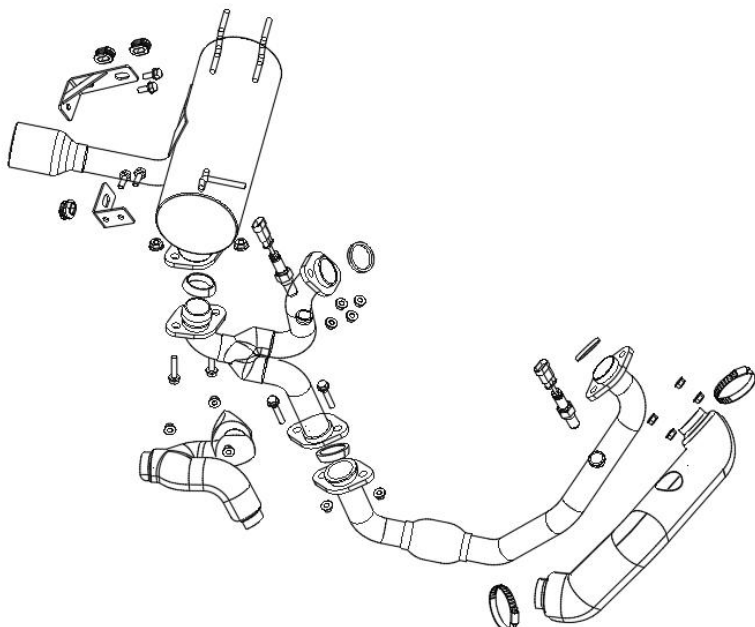
Replace it promptly if any faults are found.



10. CHASSIS

EXHAUST SYSTEM..... 10-1	SILENCER INSPECTION..... 10-1
CARGO BODY..... 10-2	SEAT..... 10-2
WINDSHIELD..... 10-3	CAR DOOR(FRONT)..... 10-3
CAR DOOR(REAR)..... 10-4	

EXHAUST SYSTEM



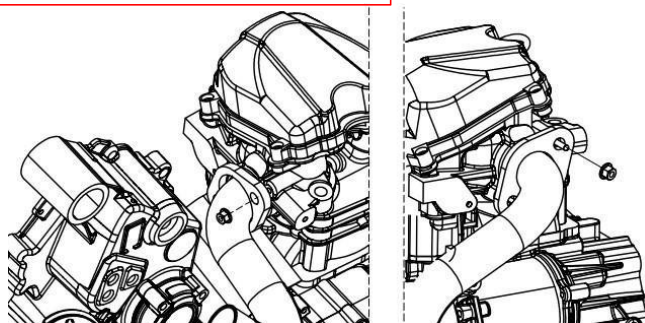
WARNING

Be careful not to operate when the engine is running or the silencer is at high temperature.

Disassemble /install procedures

1. Remove the clamp of the exhaust pipe of the first cylinder and the exhaust pipe of the second cylinder, and remove the clamp of the exhaust pipe of the second cylinder and the silencer
2. Remove the connecting nut between the exhaust pipe and the engine.
3. Remove the oxygen sensor from the exhaust pipe and remove the exhaust pipe.
4. Disassemble the silencer and remove it from the frame.
5. Disassemble the muffler tail pipe parts and take out the fire extinguishing net.

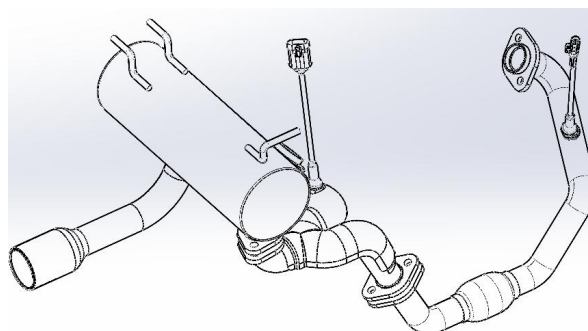
Note: Please refer to the above method when installing.



SILENCER INSPECTION

1. Check the leaks in exhaust pipe and the cracks in heat insulating shield. ◦
2. Check whether the rubber parts in silencer are cracked or weathered, etc.
3. Clean the sundries and inspect any damage in the fire retardant net.

If there is any problem, please replace it with a new one.



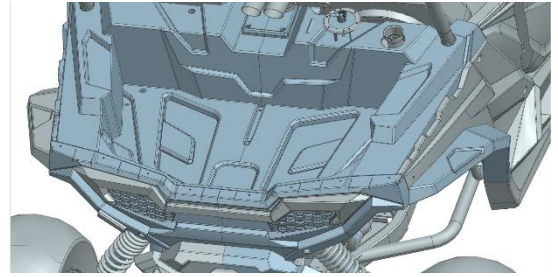
CARGO BODY

Check for the following conditions, if damaged, please replace it with a new one in time

1. Whether the door panels of the cargo box are damaged.
2. Whether there is any obvious damage or breakage on the skin of the cargo box.

WARNING

Be careful not to operate when the engine is running or the silencer is at high temperature



Check whether the nylon sleeve is worn seriously. If there is cracked, please replace it in time

Check whether the cargo body handle spring is deformed after stretching. If it is deformed, please replace it in time.

Check the cargo body handle limit rubber and replace it in time if cracked.

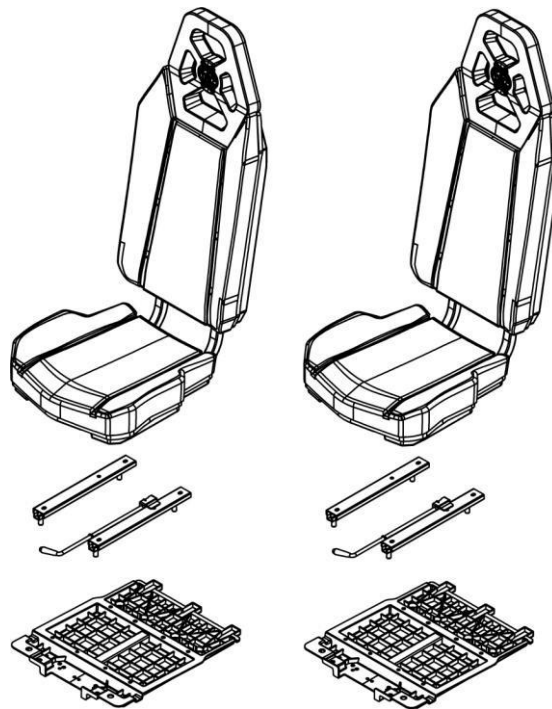
Check whether the rubber mount at the bottom of seat is cracked, if there is cracked need to replace it in time.

Cargo body air spring inspection

- 1、 Whether the piston is moving smoothly during stretching and compressing, has balanced resistance, and its pull rod upward。
- 2、 A suddenly fracture in stretching or compressing.
- 3、 Unable to stretch or have noise after compression.

If there is any problem, please replace it with a new one.

SEAT



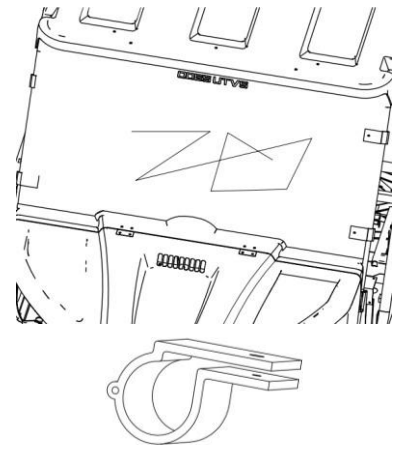
Long-term exposure of the seat to sunlight can cause some wear on its components.

1. Check whether the following parts of the seat are cracked or severely worn, etc. if they are replaced, please
 - (1) Torsion spring I
 - (2) Torsion spring II
 - (3) Rubber holster
2. Check the seat leather for cracks, damage, etc., please replace it in time.
3. Check whether the safety belt can return to the retractor after stretching if can not, please replace it with a new one in time.

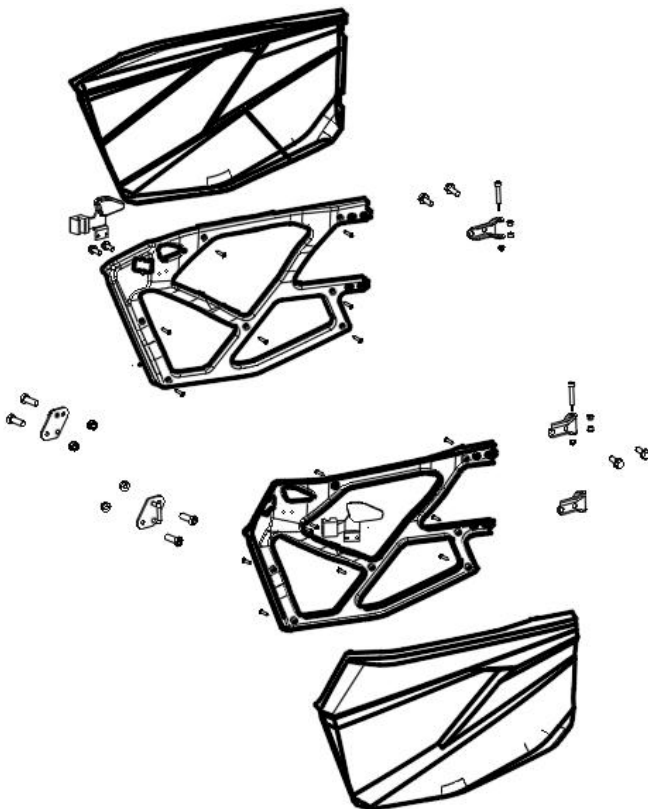
WINDSHIELD (Optional configuration)

After prolonged use, the debris flying in the air will cause some damage to the windshield. If the following conditions occur, please replace it immediately.

1. Unclear windshield affects driving.
2. The rubber of the windshield fixing buckle is worn and cracked.



CAR DOOR (FRONT)

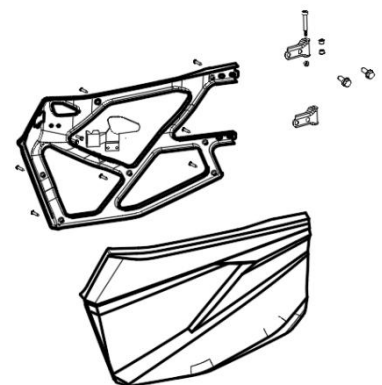


Disassembly procedures

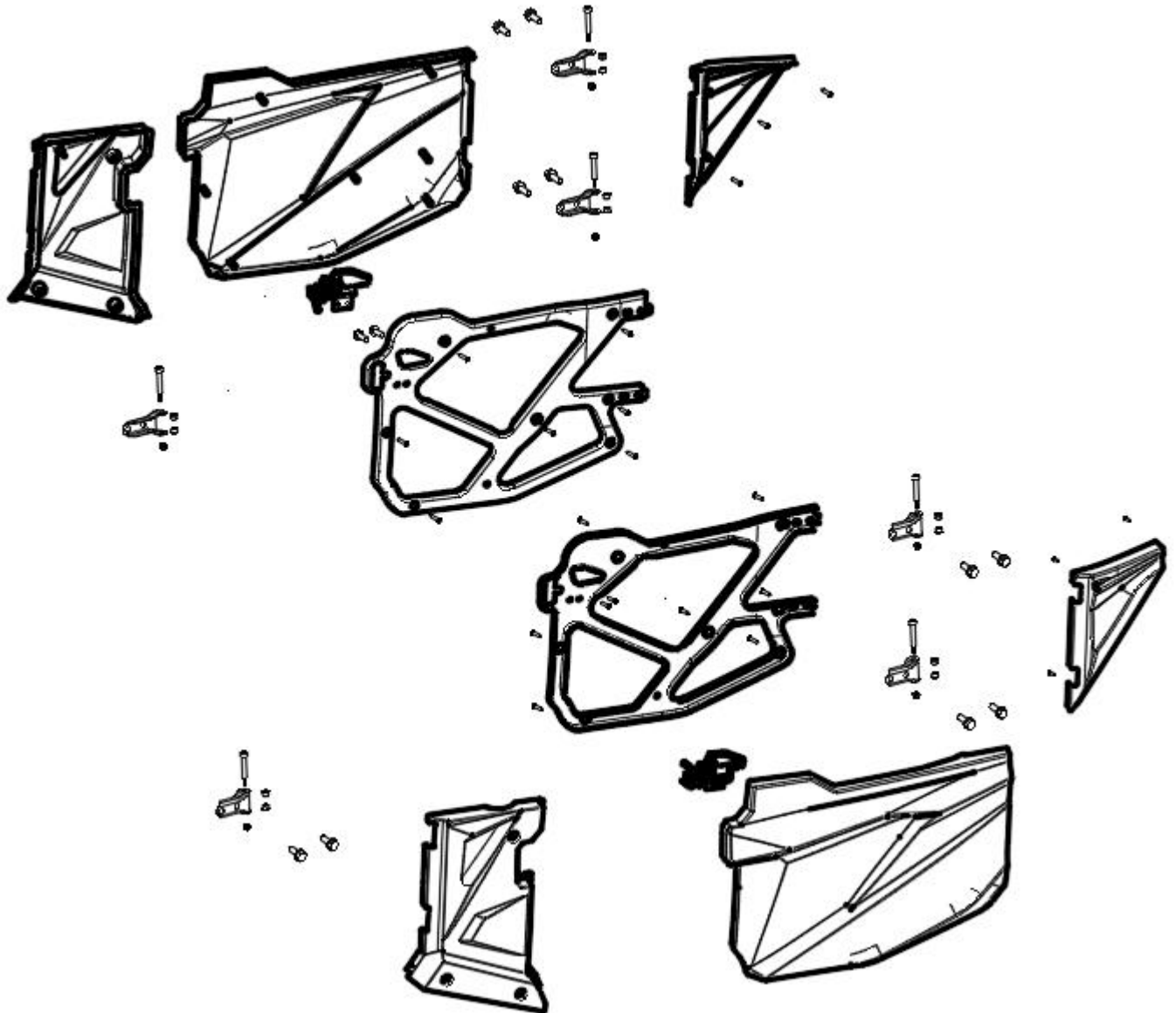
1. Remove the connecting screws of the door panel and door hinge bracket plate, as well as the connecting screws between the door panel and the door panel bracket.
2. Dismantle the door lock assembly.

Check for the following conditions, if damaged, please replace it with a new one in time

1. Check the door hinge bracket plate for cracks or deformation.
2. Examine the locking mechanism and torsion spring inside the door lock assembly for damage
3. Check the half door for cracks, extensive damage or gaps.



CAR DOOR (REAR)

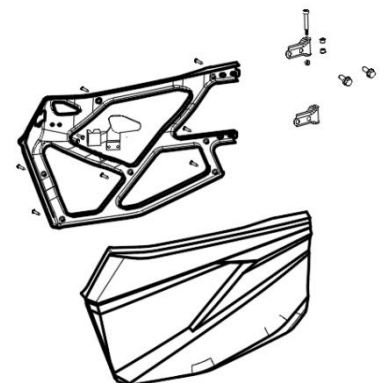


Disassembly procedures

1. Remove the connecting screws of the door panel and door hinge bracket plate, as well as the connecting screws between the door panel and the door panel bracket.
2. Dismantle the door lock assembly.

Check for the following conditions, if damaged, please replace it with a new one in time

1. Check the door hinge bracket plate for cracks or deformation.
2. Examine the locking mechanism and torsion spring inside the door lock assembly for damage
3. Check the half door for cracks, extensive damage or gaps.



11. ELECTRICAL SYSTEM

POWER SUPPLY SYSTEM..... 11-1	STARTING SYSTEM..... 11-7
IGNITION SYSTEM..... 11-9	CHARGING SYSTEM..... 11-11

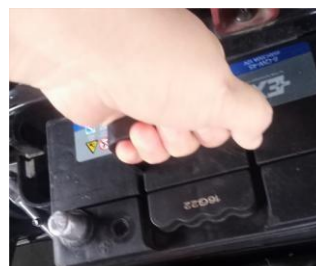
Bulb will be very hot after turning on headlamp. Please do not touch it immediately after its off. In operation, bulb needs to be cooled.

- < In warning inspection of water temperature, fire or high temperature liquid may be needed. Keep it far away from inflammable and do not to be burnt.
- < The temperature will be very high in turning of headlamp. For replacement, grease dirt will be splashed to glass in case of operation with bare hands or wearing dirty gloves. As a result, hot spots and glass deformation may be caused with damage to bulb as well.
- < Pay attention to the following in replacing bulb:
 - Do not replace bulb when it is on. Turn off ignition switch and replace it after cooling bulb.
 - In order to avoid splashing grease to glass, wear clean gloves in replacing bulb.
 - Use cloth with alcohol or banana water to clean glass to prevent any grease sticking to glass.
- < Check battery to confirm whether it is normal.
- < Regularly check switch and do not dismantle it from vehicle in inspection.
- < Cables and wires of each part need to be arranged reasonably.

POWER SUPPLY SYSTEM

Removal and installation of battery

- 1、 Turn off all electrical appliances and engines
- 2、 Use appropriate tools to loosen the clamps on the positive and negative battery terminals, then remove the positive and negative connecting posts from the battery terminals.;
- 3、 Remove the battery pressure plate welding assembly;
- 4、 Remove the battery from the battery box



Precautions for Fuse Application

After determining the cause of the burn and troubleshooting, replace the broken fuse with a specified type of fuse. If no troubleshooting is done before replacement, the fuse may be burned again.

Removal/installation of main fuse

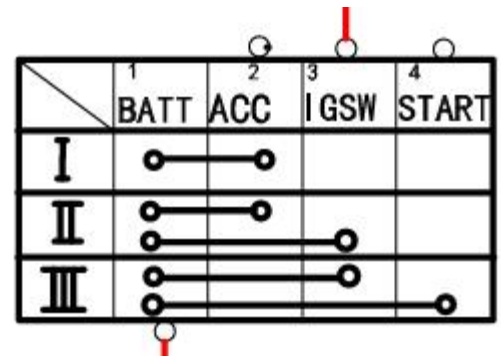
- 1、 Remove battery negative connection.
- 1、 Remove the main fuse box cover.
- 2、 Disassemble in the order specified in the table。

Installation sequence is opposite to disassembly sequence。

○——○Conduction

Remove/install fuse box

- 1、 Remove battery anode connection。
- 2、 Remove self-tapping nail for fixing fuse box。
- 3、 Installation sequence is opposite to disassembly sequence。



Inspection of ignition switches

- 1、 Remove battery negative connection.
- 2、 Open hood cover。
- 3、 Disconnect ignition switch connector。
- 4、 Check the conduction between the terminals of the ignition switch with an ohmmeter and replace the ignition switch if it does not meet the technical requirements renewal

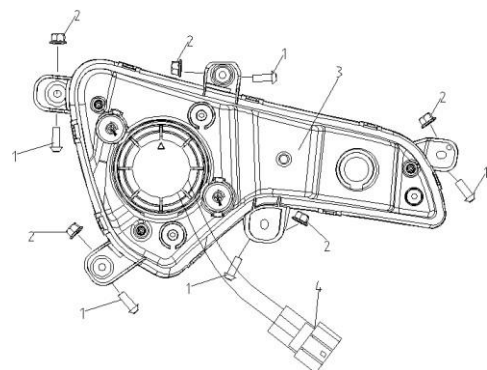
Inspection of backup power

- 1、 Open hood cover
- 2、 Disconnect the backup power connector.
- 3、 Use a voltmeter to check the wire harness end 12 voltage.

exterior lighting system

Removal and Installation of Front Combined Headlamps

- 1、 Remove the positive and negative connection of battery.
- 2、 Open front hood。
- 3、 Disassemble (1, bolt ;2, nut ;3, combined headlamp ;
- 4、 plug-in) in sequence as shown.



pay attention to :

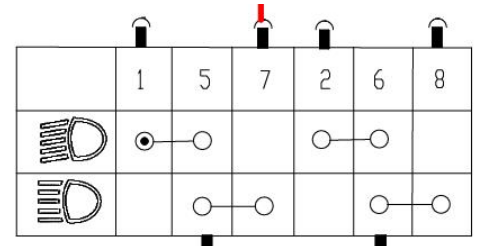
- 1、 Halogen bulbs produce a lot of heat when used, if the surface of the bulb is dirty, heat will continue to accumulate to shorten the service life of the bulb, when changing the bulb to hold the metal flange rather than glass. The ohmmeter can be used to detect the resistance of the bulb, the resistance is infinite or 0 to replace the bulb or lamp combination.

- 2、Front position lamp and front turn lamp are LED lamp band structure, can use ohmmeter to detect bulb resistance, resistance infinity or 0 replacement lamp combination

Removal and installation of light control switches

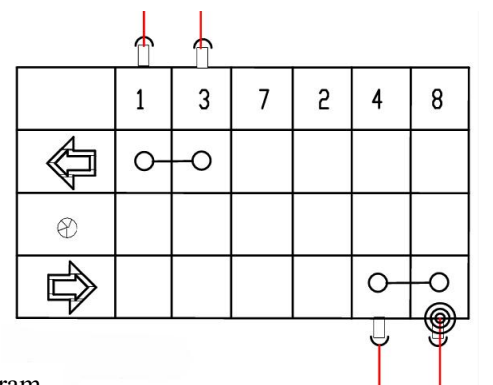
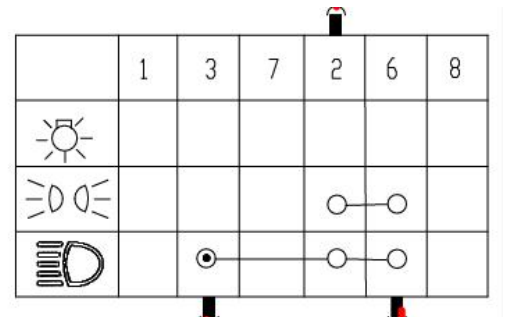
- 1、Remove the positive and negative connection of battery。
- 2、Open hood cover。
- 3、Disconnect headlight switch connector。
- 4、Push the switch out of the back of the meter。
- 5、Check the conductivity between the ignition switch

Terminals with an ohmmeter and replace the switch if it does not meet the technical requirements



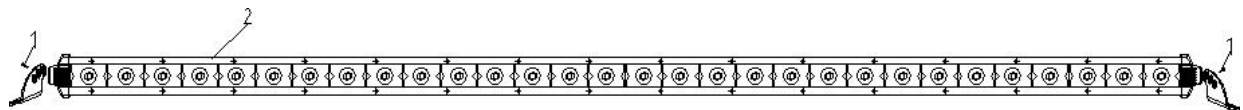
Removal and installation of steering light control switches

- 1、Open hood cover。
- 2、Disconnect steering light or four-flash switch connector。
- 3、Push the switch out of the back of the meter。
- 4、Check the conductivity between the ignition switch terminals with an ohmmeter and replace the headlamp if it does not meet the technical requirements。



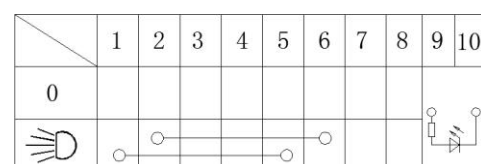
Removal and Installation of Top Lamps

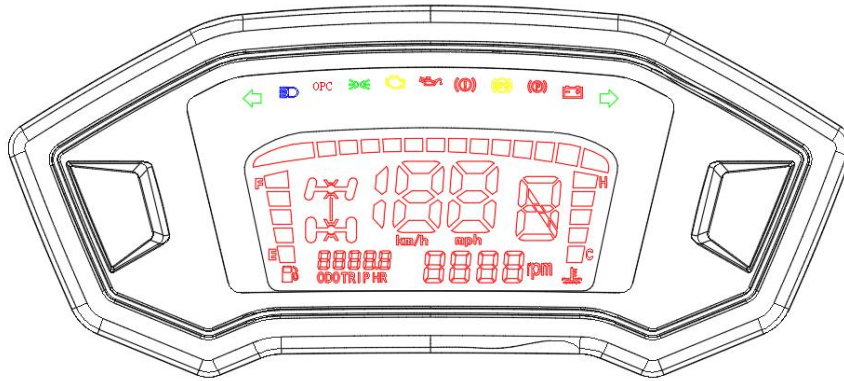
- 1、Remove the positive and negative connection of battery。
- 2、Disconnect the positive power supply connected to the top lamp。
- 3、Disassemble (1, bolt ;2, top lamp) in the sequence shown in the diagram
- 4、The order of installation is contrary to the order of disassembly



Removal and Installation of Top Lamp Control Switch

- 1、Open hood cover。
- 2、Disconnect headlamp switch connector。
- 3、Push the switch out of the back of the meter。
- 4、Check the conductivity between the ignition switch terminals with an ohmmeter and replace the switch if it does not meet the technical requirements。





Instrument Display Function Information

1、Backlight: The LCD screen has a white backlight and remains on continuously when powered on.

2、Left Turn Signal Indicator: Illuminates in green  when the left turn signal is active.

3、High Beam Indicator: Illuminates in blue  when the high beam signal is active.

4、Parking Brake Indicator: Illuminates in red  when the parking brake signal is active.

5、Engine Oil Pressure Warning Light: Illuminates in red  when the engine oil pressure warning signal is active (12V-).

6、Malfunction Indicator Lamp (MIL): Illuminates in yellow  when the instrument cluster receives an engine trouble code.

7、Low Beam Indicator: Illuminates in green  when the low beam signal is active (12V+).

8、Position Light Indicator: Illuminates in green  when the position light signal is active (12V+).

9、Charging Indicator: Illuminates in red  when powered on; extinguishes when the battery voltage exceeds 13.0~13.5V.

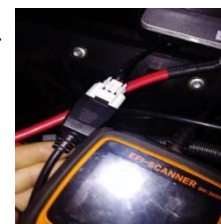
10、Right Turn Signal Indicator: Illuminates in green  when the right turn signal is active (12V+).

11、Function Switching: In normal operation mode, briefly pressing the reset button cycles the left LCD display mode between "ODO", "TRIP", and "HR". If an engine trouble code is present, the display cycles between the trouble code and the currently selected mode among the three above.

12、 Trip Meter Reset: In "TRIP" display mode, press and hold the reset button for more than 3 seconds to reset the trip meter to zero

13、 Parameter Setting: Includes two settings: metric/imperial units and wheel circumference.

- Press and hold the reset button, then turn the ignition key ON. Release the button once the wheel circumference setting interface is displayed.
- Briefly press the reset button (hold for about 0.3 seconds and release) to cycle through wheel circumference values: 25, 26, 27, 28.
- After setting the wheel circumference, press and hold the reset button (hold for about 2 seconds and release) to enter the unit setting interface.
- Briefly press the reset button to toggle between km and mile.
- After completing the settings, wait 8~10 seconds, then turn the ignition key OFF. The system will save the parameters automatically.



14、 Power-On Self-Test (POST): When the instrument cluster is powered on, the LCD screen displays all segments for 3 seconds before entering normal operation.

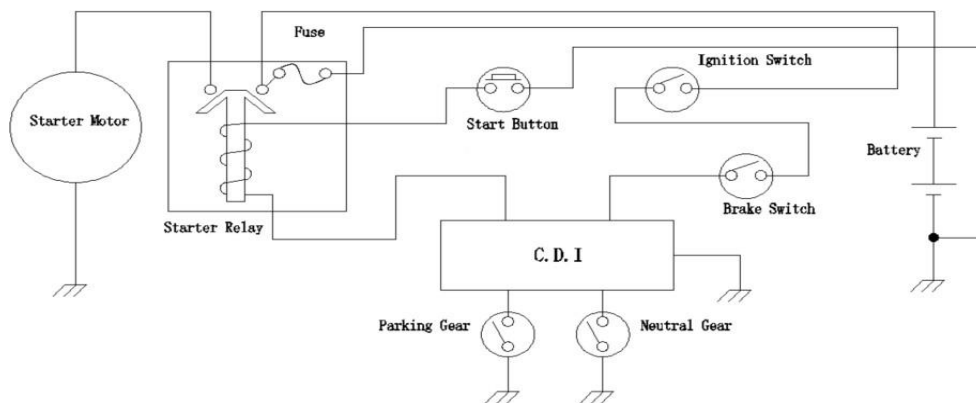
You can use a fault diagnostic instrument to read engine fault codes, which indicate malfunctions detected by the vehicle's self-diagnosis system. Open the upper cover of the engine compartment and locate the wiring harness connector for the fault diagnostic instrument next to the electronic control unit. Remove the protective cover and connect the fault diagnostic instrument with a dedicated data cable. Turn on the fault diagnostic tester and read the fault codes.

Motion China — DTCs List for MT05.2/MT05.3/MT05.09EuroV_2cyl OBD Develop				
NO.	DTC		Fault code name	Fault code information
1	P0118	280	CLTD_Coolant Short High	Cylinder temperature sensor circuit high voltage/open circuit
2	P0117	279	CLTD_Coolant ShortLow	Low voltage in cylinder temperature sensor circuit
3	P0116	278	CLTD_Coolant Stuck	Cylinder temperature sensor signal clamp
4	P1116	4374	CLTD High At Startup	High cylinder temperature (Performance/Out of Range)
5	P0336	822	Crank Noisy Signal	Signal interference in crankshaft position sensor circuit
6	P0335	821	Crank No Signal	The crankshaft position sensor circuit has no signal
7	P2301	8961	EST_A_Short High	Ignition coil "A" short circuited to high voltage (cylinder 1)
8	P2300	8960	EST_A_Short LoW	Ignition coil "A" short circuited to low voltage (cylinder 1)/open circuit
9	P2304	8964	EST_B_Short High	Ignition coil "B" short circuited to high voltage (cylinder 1)
10	P2303	8963	EST_B_Short LoW	Ignition coil 'B' short circuited to low voltage (cylinder 1)/open circuit
11	P0123	291	TPS Short High	The throttle position sensor is short circuited to high voltage
12	P0122	290	TPS_Short_Low	The throttle position sensor is short circuited to low voltage/open circuit
13	P0459	1113	CCP_circuitshort High	Carbon canister solenoid valve circuit short circuited to high voltage
14	P0458	1112	ccP_Circuit Short Low	Carbon canister solenoid valve circuit short circuited to low voltage/open circuit
15	P2A00	10752	EXSD_11_Time To Activity	Cylinder 1 front oxygen sensor signal cannot be activated (Circuit Range/Performance)

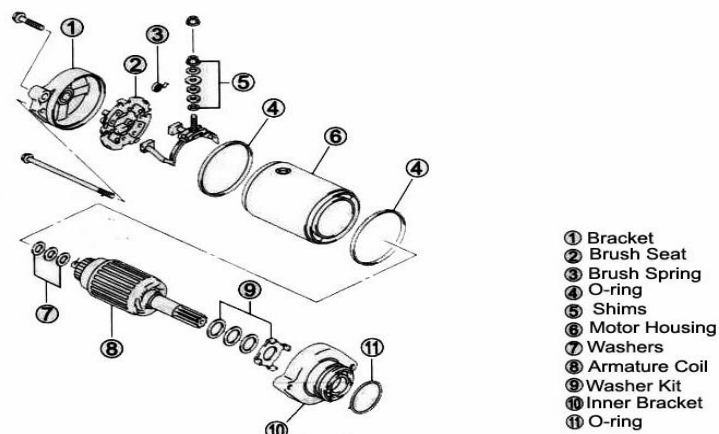
16	P00D1	209	EXSD_11_Underhea	The heating circuit current of the oxygen sensor in front of cylinder 1 is too low (heater performance fault)
17	P2A03	10755	EXSD 21 Time To Activity	The signal from the front oxygen sensor of cylinder 2 cannot be activated (Circuit Range/Performance)
18	P00D7	215	EXsD_21_Underheat	The heating circuit current of the oxygen sensor in front of cylinder 2 is too low (heater performance fault)
19	P0232	562	FPP_Circuit Short High	The oil pump relay is short circuited to high voltage
20	P0231	561	FPP_Circuit Short Low	Oil pump relay short circuited to low voltage/open circuit
21	P014D	333	EXSD_RSP_11_LtoR_Rate	Slow response from lean to rich oxygen in front of cylinder 1
22	P014C	332	EXSD_RSP_11_RtoL_Rate	Slow response of oxygen concentration to dilution in front of cylinder 1
23			EXSD_RSP_11_LtoR_Rate	Slow response from lean to rich oxygen in front of cylinder 2
24			EXSD_RSP_11_RtoL_Rate	Slow response of oxygen concentration to dilution in front of cylinder 2
25	P0601	1537	FILE_ROM_Checksum	ECM read-only memory verification error
26	P0262	610	Inj Cyl_1_ShortHigh	Cylinder 1 injector short circuited to high voltage
27	P0261	609	Inj Cyl_1_Short Low	Cylinder 1 injector short circuited to low voltage/open circuit
28	P0265	613	Inj Cyl_2_Short High	The fuel injector of cylinder 2 is short circuited to high voltage
29	P0264	612	Inj Cyl_2_Short Low	The fuel injector of cylinder 2 is short circuited to low voltage/open circuit
30	P3106	12500	IPSD_MAP_PwrLoTPS_Rationality	Low intake pressure in steady state
31	P0108	264	IPSD_MAP_Short_Hi	High voltage in the intake pressure sensor circuit
32	P0107	263	IPSD_MAP_ShortLo	Low voltage/open circuit in intake pressure sensor circuit
33	P0105	261	IPSD_MAP_Stuck	Intake pressure sensor signal STUCK
34	P0109	265	IPSD_MAP_Erratic	Signal error and fluctuation of intake pressure sensor
35	P0114	276	ITSD TOT ERRATIC	Signal error and fluctuation of intake temperature sensor
36	P0113	275	ITSD_TOT_HIGH_HI	High voltage/open circuit in intake temperature sensor circuit
37	P0112	274	ITSD_TOT HIGH L0	Low voltage in intake temperature sensor circuit
38	P0111	273	ITSD_TOT_STUCK	Intake temperature sensor signal STUCK
39	P0650	1616	MIL_Circuit	Engine malfunction indicator light malfunction
40	P2195	8597	O2_11_LeanPE	The PE of the oxygen sensor in front of cylinder 1 is too thin (Stuck)
41	P2196	8598	O2_11_Rich DFCO	Excessive concentration during oxygen deceleration and fuel cut-off in cylinder 1 (Stuck)
42	P2197	8599	O2_21_Lean PE	2 cylinder front oxygen sensor PE too dilute (Stuck)
43	P2198	8600	O2_21_Rich DFCO	2 cylinder front oxygen deceleration fuel cut-off too rich (Stuck)
44	P0132	306	O2_11_Short High	Cylinder 1 front oxygen sensor short circuited to high voltage/open circuit
45	P0131	305	O2_11_Short Low	Cylinder 1 front oxygen sensor short circuited to ground
46	P0301	769	Misfire CyL1	Cylinder 1 misfire
47	P0302	770	Misfire CyL2	2 cylinder misfire

48	P0031	49	O2_Heater Short Low	Cylinder 1 front oxygen sensor heater short circuited to low voltage/open circuit
49	P0032	50	O2_Heater Short High	Cylinder 1 front oxygen sensor heater short circuited to high voltage
50	P0138	312	O2_21_Short High	Front oxygen sensor of cylinder 2 short circuited to high voltage/open circuit
51	P0137	311	O2_21_ShortLow	Front oxygen sensor of cylinder 2 short circuited to ground
52	P0037	55	O2_2_Heater Short Low	2 cylinder front oxygen sensor heater short circuited to low voltage/open circuit
53	P0038	56	O2_2_Heater Short High	2 cylinder front oxygen sensor heater short circuited to high voltage
54	P0563	1379	Sys Volt High	System voltage high
55	P0562	1378	Sys Volt Low	Low system voltage
56	P0500	1280	Vss_Nosignal	Vehicle speed sensor malfunction
57	P2257	8791	Secondary Air Injection System Circuit Low	The secondary air supply valve is open/short circuited to low voltage
58	P2258	8792	Secondary Air Injection System Circuit High	Secondary air supply valve short circuited to high voltage
59	P0850	2128	Prk Ntrl Switch	Neutral/clutch switch circuit input fault
60	P1693	5799	TAC_Fault_Low	Engine speed output low voltage
61	P1694	5780	TAC_Fault_High	Engine speed output high voltage
62	P0505	1285	Idle Control	Idle control malfunction

STARTING SYSTEM



Starter motor



Brush

- Z Check the brush on the brush holder whether it is worn abnormal, cracked or not smooth.

Worn, cracked, or not smooth: → Replace

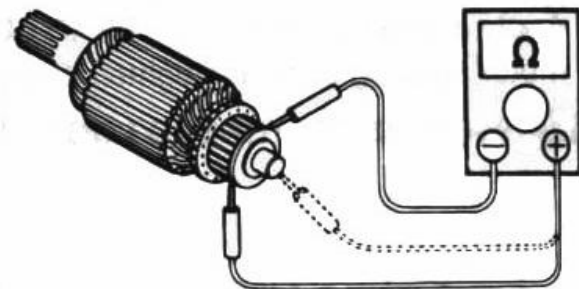
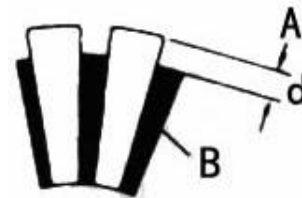
**Rectifier**

- Z Check the rectifier whether it is discolored, abnormal wear or concave.

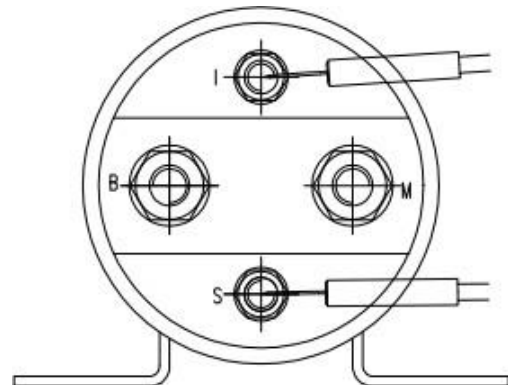
Abnormal wear or damage: → Replace

- Z If the rectifier is discolored, grind it with sanding paper, then wipe it with a clean fabric.
- Z If there is concave, scrape off insulator B, so that the distance with A is d.

$$d \geq 1.5\text{mm}$$

**Armature coil**

- Z Test the connection between each wire and the armature coil with the multimeter.
- Z If they are not connected, replace the armature shaft.

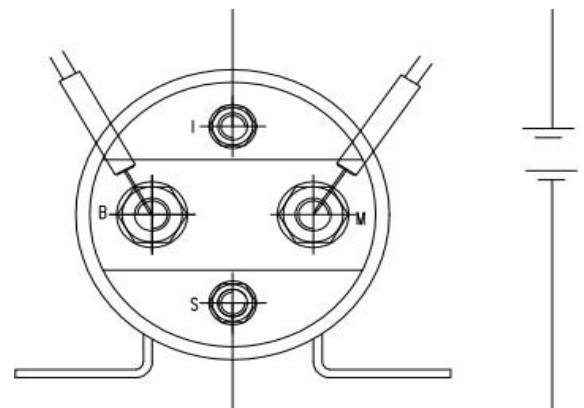
**Oil seal**

- Z Check the oil seal lip for damage or leak.

Damage or leakage: → Replace the starter motor.

Starter relay

- Z Inter-terminal voltage is 12V. Test the direct connection of positive and negative poles with the multimeter.
- Z If the starter relay clicks and connected, the starter relay is OK.
- Z When there is no voltage of 12V, they are not connected, the starter relay is OK.
- Z Measure the coil resistance with the multimeter.
- If the resistance exceeds the specified value, replace the starter relay.



The multimeter is set to $1 \times 10\Omega$.

Starter relay coil resistance: 3-5 Ω

OTE: Do not apply battery voltage on the starter relay for more than 2 seconds. This will result in overheating or damaging the relay coil.

Auxiliary starter relay

Z Apply 12V voltage between the positive and negative terminals of

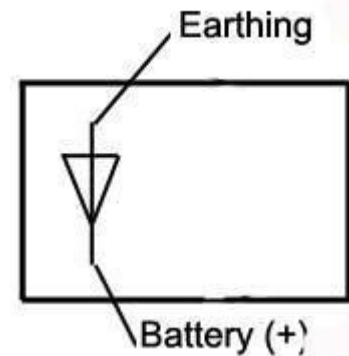
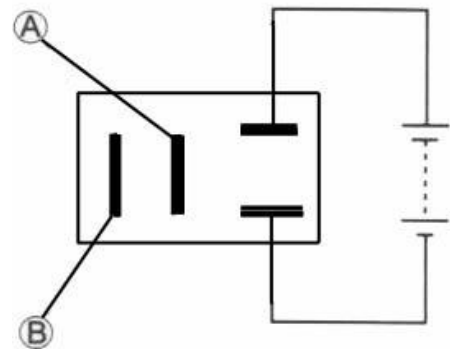
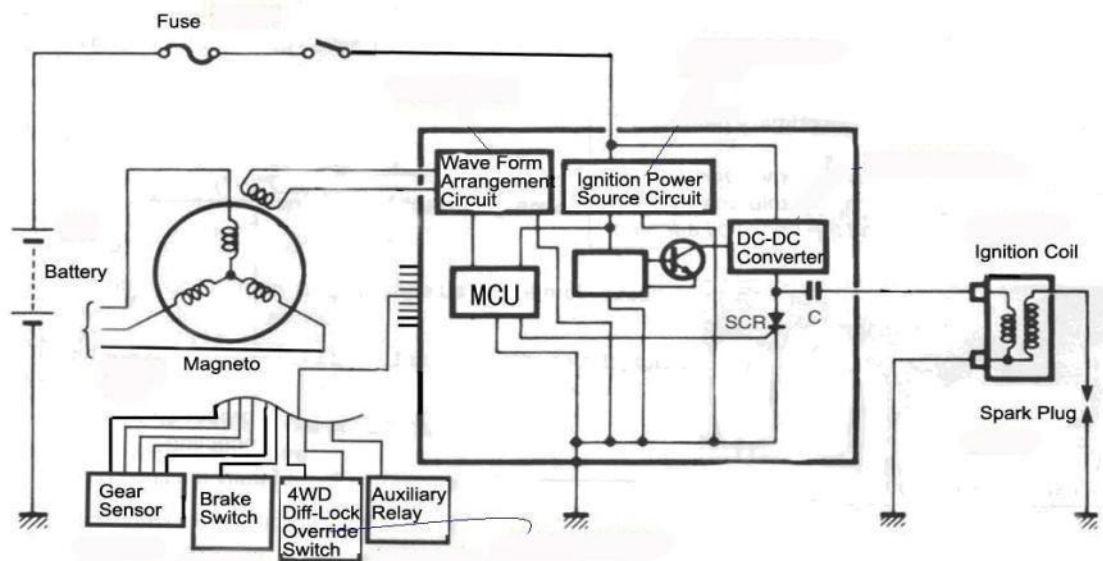
the starter relay. Test the connection between A and B with the multimeter.

Z If the starter relay clicks and is connected, the starter relay is OK.

Z When there is no voltage of 12V, they are not connected, the starter relay is OK.

The multimeter is set to $1 \times 10 \Omega$.

Auxiliary starter relay coil resistance: 90-100 Ω

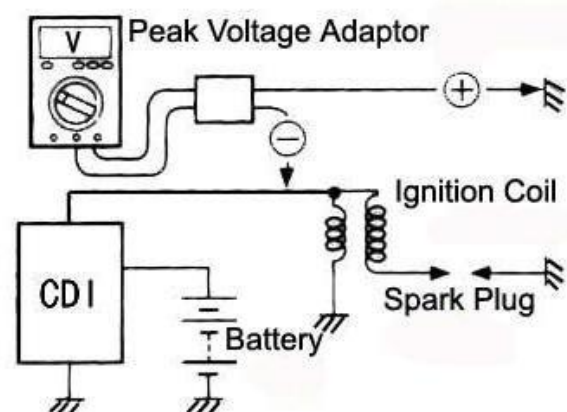
**IGNITION SYSTEM****Ignition coil****Primary peak voltage of ignition coil**

Z Remove the spark plug cap as shown in the right figure. Install the new spark plug to the cap. The cylinder is connected to grounding.

Z Connect the multimeter and the peak voltage adaptor as follows:

+Probe: Green wire or grounding wire

-Probe: Black / yellow wire



NOTE:

- Z Make sure the battery voltage $\geq 12V$. The ignition coil wires are connected.
 - Z When using multimeter and the peak voltage adapter, please refer to the user manual.
 - Z Move the gear to the neutral position, turn on the ignition device.
 - Z Press the start button and crank the engine for a few seconds. Then measure the primary peak voltage of the ignition coil;
 - Z Repeat the steps above for several times. Measure the maximal value of the primary peak voltage.
- Set the multimeter at the AC voltage position.

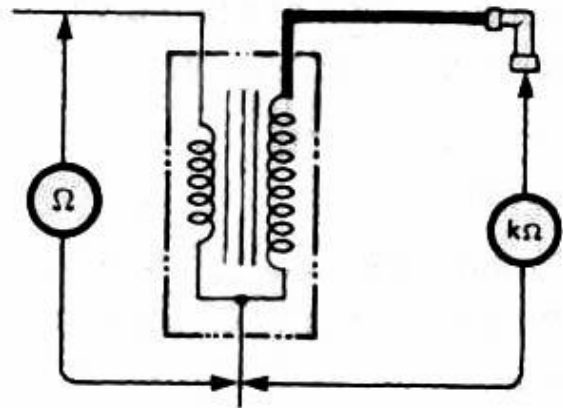
Primary peak voltage of ignition coil: $\geq 150V$

Note: Do not touch the test probes or spark plug, in case of electric shock.

- Z If the voltage is lower than the standard value, check the ignition coil and coupling coil.

Resistance of ignition coil

- Z Disconnect the ignition coil wires and spark plug cap. Remove the ignition coil;
- Z Measure the resistance of the primary and secondary windings of the ignition coil with the multimeter. If the resistance of two coils is close to the specified value, the ignition coil is in good condition.

**Resistance of ignition coil**

Primary winding: $0.1-1.5 \Omega$ (terminal - ground)

Secondary coil: $12-22K\Omega$ (terminal - spark plug cap)

Peak voltage of coupling coil

- Z Check the peak voltage of the coupling coil with following steps.
- Z As shown in right figure, connect the multimeter with the peak voltage adapter.

+Probe: Green wire

-Probe: Blue wire

- Z Move the gear to the neutral position, turn on the ignition device.
- Z Press the start button and crank the engine for a few seconds, and then measure the primary peak voltage of the coupling coil;
- Z Repeat the steps above for several times. Measure the maximal value of the primary peak voltage.

Put the multimeter at AC voltage step.

Peak voltage of coupling coil: $\geq 4V$

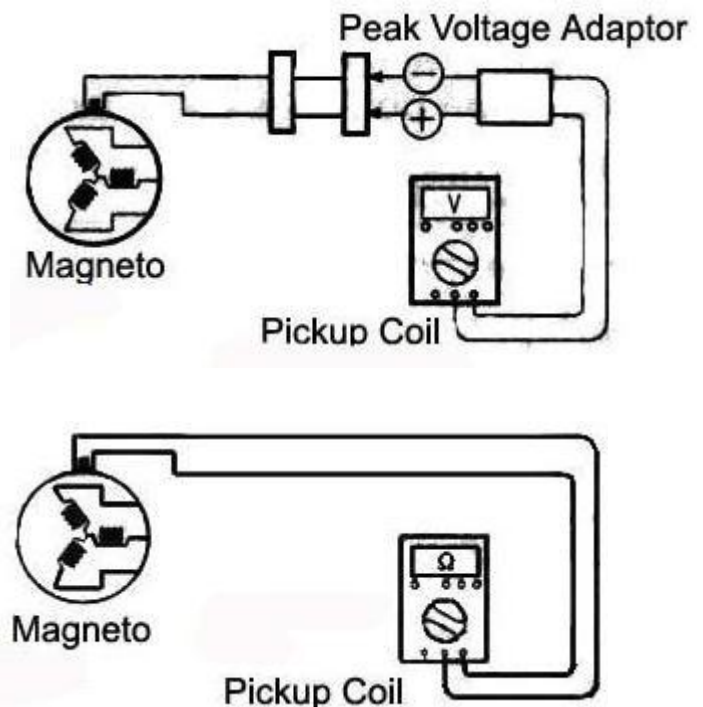
- Z If the voltage is lower than the standard value, replace coupling coil.

Resistance of coupling coil

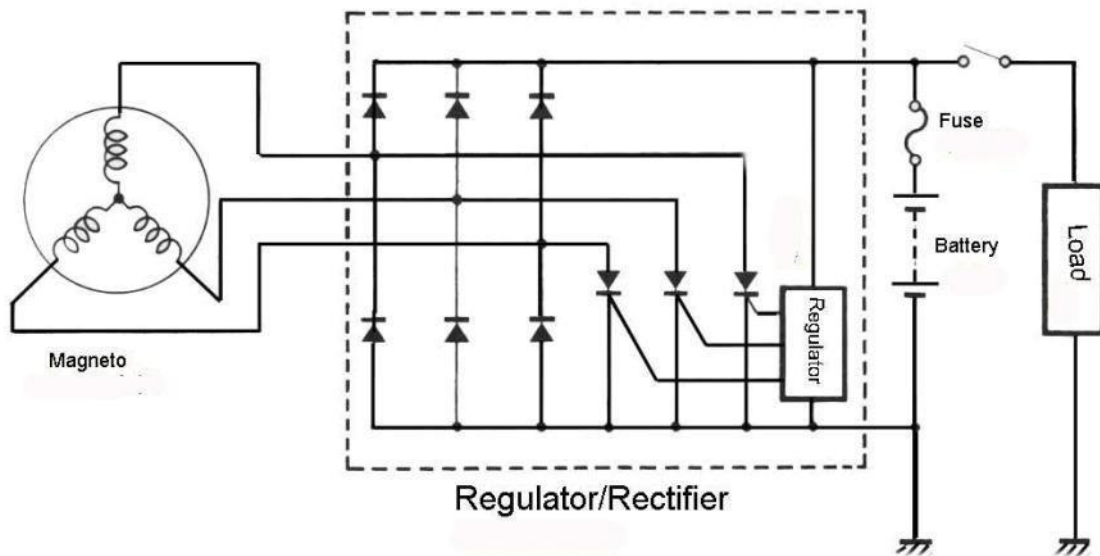
The multimeter is put at $1 \times 100\Omega$ step.

Resistance of coupling coil: $120-130\Omega$

- Z If the resistance is not within the specified value, replace the coupling coil.



CHARGING SYSTEM



Resistance of generator coil

- Z Measure the resistance between three wires;
- Z If the resistance is not within the specified value, replace the stator coil.
- Z Check the generator core whether it is insulated.
Install multimeter $1 \times 10\Omega$.

Resistance of generator coil: $0.9-1.5\Omega$ (color: yellow)

Insulation resistance $\infty\Omega$ (yellow - grounding wire)

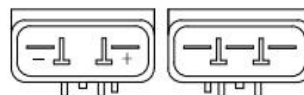
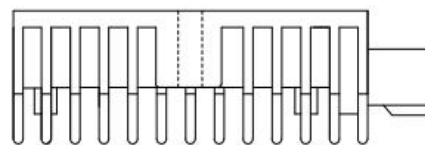
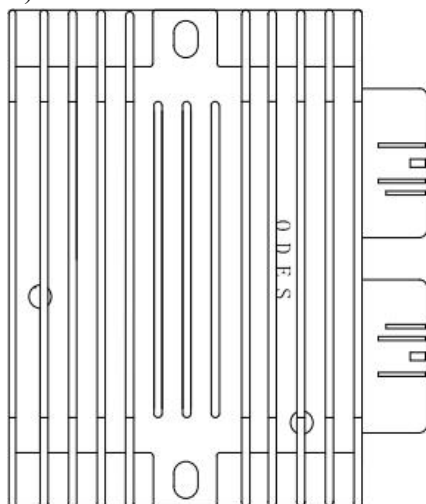
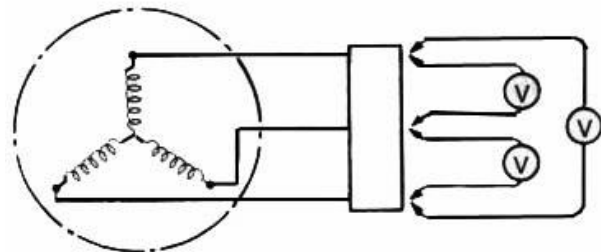
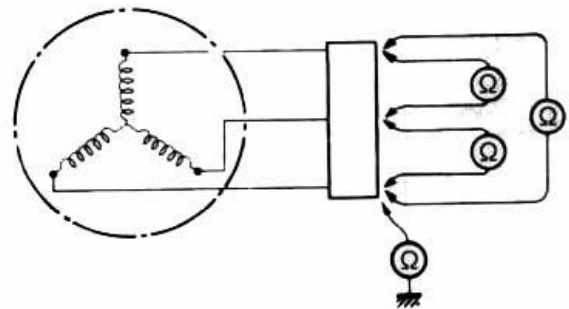
No- load performance of the generator

- Z Start the engine with the speed at 5000r/min.
- Z Measure AC voltage three wires inside the generator with the multimeter.
- Z If the voltage drops below a specified value, replace the generator.

Put the multimeter at AC step.

No- load performance of the generator:

> 200V (AC) at 5000r/min



Regulator / Rectifier

Z Measure the resistance between terminals with multimeter.

Z If the resistance is not within the range of specified values, replace the regulator / rectifier.

NOTE : If the probe is not connected and the multimeter reading is lower than 1.4V, replace the multimeter battery.

	Red 						
Black 		Yellow	Yellow	Yellow	Green	Red	Black
	Yellow	∞	∞	∞	400-500	∞	∞
	Yellow	∞	∞	∞	400-500	∞	∞
	Yellow	∞	∞	∞	400-500	∞	∞
	Green	∞	∞	∞	∞	∞	∞
	Red	400-500	400-500	400-500	750-850	∞	∞
	Black	∞	∞	∞	∞	∞	∞

12. TROUBLESHOOTING

ELECTRICAL SYSTEM..... 12-1	MAGNETO SYSTEM..... 12-1
COUPLING UNIT..... 12-1	ENGINE GENERAL..... 12-2

ELECTRICAL SYSTEM

Symptom: NO SPARK OR POOR SPARK

1. Refer to ignition

system. Symptom: STARTER

DOES NOT TURN

1. Refer to starting system.

Symptom: STARTER TURNS BUT DOES NOT CRANK THE ENGINE

1. Refer to starting system.
2. Check gear condition on electric starter.
 - Worn and/or damaged starter gear. Replace electric starter and/or starter drive.
3. Check condition of starter pinion gear.
 - Worn and/or damaged starter pinion and/or ring gear. Replace starter drive and/or drive pulley fixed sheave.
4. Check splines on starter drive.
 - Poor movement of pinion gear on splines. Clean and/or replace starter

drive. Symptom: STARTER TURNS BUT STARTER DRIVE DOES NOT MESH WITH RING GEAR

1. Refer to starting system.
- Symptom: STARTER
KEEPS RUNNING
1. Refer to starting system.

MAGNETO SYSTEM

Symptom: BATTERY NOT CHARGING OR CHARGING VOLTAGE INADQUATE

1. Check battery
 - Battery shows less power. Reload battery.
2. Check magneto for damage and/or electrical failure.
 - Radial position of rotor wrong due to broken woodruff key. Replace woodruff key.
 - Coating on stator winding is damaged. Replace stator.
 - Resistance value is out of specification (refer to technical specifications). Replace magneto.
 - Connector on magneto is damaged and/or has electrical failure. Repair and clean contacts of connector.
3. Check voltage regulator/rectifier.
 - Refer to charging system.
4. Check wiring harness for cracks or other damages.

harness shows electrical failure and/or other damages. Replace/repair wiring harness.

COUPLING UNIT

Symptom: 4 WHEEL DRIVE INDICATION FAILS

1. Check contact screw on gear housing right side for damage and/or wear.
 - Shifting indicator switch pin is worn and/or damaged. Replace shifting indicator switch.
 - Contact is corroded and/or contact screw for wiring harness got loose. Clean contact surface and retighten contact screw with recommended torque.
 - Wiring harness has broken cable. Replace wiring

harness. Symptom: 4 WHEEL DRIVE DOES NOT ENGAGE OR DISENGAGE

1. Check actuator and/or actuator shifting fork for wear and/or damages.
 - Check if selector works properly. If so, check actuator.
 - If selector is out of specifications, check wires, connectors and/or replace selector.
 - Actuator shifting fork is worn out and/or damaged. Replace shifting fork of actuator.
 - Check function of actuator. Replace if actuator is not turning, refer to GEARBOX.
2. Check shifting sleeve splines and/or shifting fork for wear and/or damages.
 - Check sleeve shows damaged splines. Replace shifting sleeve (refer to GEARBOX).
 - Shifting fork is worn out and/or engagement pin is damaged. Replace shifting fork.

Symptom: ENGINE MAXIMUM RPM IS TOO HIGH AND VEHICLE TOP SPEED IS NOT REACHED.

1. Check drive/driven pulley area for contamination and/or water intrusion.
 - CVT area is contaminated with water, dirt or oil. Clean CVT system and replace damaged part(s).
2. Check drive/driven pulley spring tension.
 - Drive pulley spring tension is too stiff. Replace spring.
 - Driven pulley spring tension is too smooth and/or damaged. Replace spring.

Symptom: DRIVE PULLEY NOISE IN IDLE SPEED

1. Check slider shoes (drive pulley).
 - Worn slider shoes (increased clearance between governor cup and drive pulley sliding sheave). Replace all slider shoes at the same time (slider shoes kit).
2. Check driven pulley sliding mechanism (between driven pulley outer and inner sheave).
 - Mechanism is stuck and/or damaged. Replace driven pulley assembly.
3. Check roller(s) and/or levers for wear (located on sliding sheave of drive pulley).
 - Roller(s) on governor cup is (are) worn out and/or damaged. Replace governor cup assembly.
 - Lever(s) on drive pulley sliding sheave is (are) worn out and/or damaged. Replace all levers at the same time (lever kit).
4. Check drive pulley screw for torque.
 - Loose screw. Retighten screw with recommended torque.
5. Check one-way clutch condition on drive pulley sliding sheave.
 - Bearing(s) do(es) not move freely. Replace damaged part(s) and lubricate inside of one-way clutch.
 - Spring sleeve(s) inside one-way clutch is (are) worn out. Replace both sleeves and springs and lubricate inside of one-way clutch.
 - Spring(s) inside one-way clutch is (are) worn out. Replace both pins and springs and lubricate inside of one-way clutch.

Symptom: DRIVE PULLEY NOISE WHEN ACCELERATING/DECELERATING

1. Check if belt runs in dry condition.
 - Drive pulley area is wet/contaminated due to water/dirt intrusion. Clean driven pulley area and/or drain water out of CVT cover.
2. Check drive/driven pulley screw for torque.
 - Loose screw on drive pulley. Retighten screw with recommended torque.
3. Check cam and driven pulley fixed sheave for wear.
 - Cam and/or drive pulley fixed sheave out of wear limit and/or damaged. Replace damaged part(s).
4. Check torque gear fixed in driven pulley sliding sheave for wear.
 - Torque gear out of wear limit and/or damaged. Replace torque gear).
5. Check for foreign particles in CVT area (stones, dirt, etc.).
 - Small particles damaged belt and/or pulley surface(s). clean system and replace damaged parts.

Symptom: VIBRATIONS ORIGINATING FROM DRIVE PULLEY

1. Check tightening torque of drive pulley screw.
 - Moving sliding sheave. Retighten screw.
2. Check fixed sheave bushings.
 - Excessive gap between bushings and fixed sheave shaft, thus restraining sliding sheave movements. Replace fixed sheave assembly.
3. Check if slider shoes are present and/or placed in correct position.
 - Slider shoe(s) is (are) missing and/or damaged. Replace all slider shoes at the same time (slider shoes kit).

Symptom: VIBRATIONS ORIGINATING FROM DRIVEN PULLEY

1. Check fixed and sliding sheave bushings on driven pulley.
 - Excessive gap between bushings and CVT shaft, thus restraining sliding sheave movements. Replace fixed and/or sliding sheave of driven pulley, polish CVT shaft area with fine

emery cloth and wipe clean with a cloth.

Symptom: PULLEYS DO NOT DOWN/UP SHIFT PROPERLY.

1. Check drive pulley bushings (cleanliness, wear, etc.)
 - Check items 1 and 2 of UNUSUAL ACCELERATION BEHAVIOR.
 - Bushings stick to fixed sheave pulley shaft. Clean or replace.
 - Spring seat sticks to sliding sheave pulley bushing. Clean system and/or replace sliding sheave pulley.
 - One-way clutch does not operate properly. Clean system and/or replace damaged part(s).
2. Check driven pulley spring tension.
 - Driven pulley spring tension is too weak or broken. Replace.
 - Driven pulley cam is worn or damaged. Replace.

Symptom: BELT GLAZED EXCESSIVELY OR HAVING BAKED APPEARANCE

1. Check if CVT air intake and/or outlet is clogged.
 - CVT area heats up due to contamination. Clean air intake and/or outlet from contamination.
 - Fans located on drive pulley is worn or damaged. Replace.
2. Check if pulley sheaves are clean.
 - Oil on pulley surfaces. Clean pulley sheaves and replace belt.
 - Water intrusion in CVT area. Find root cause and repair. Drain water and replace belt.

Symptom: BELT WORN EXCESSIVELY IN TOP WIDTH.

1. Check drive belt width.
 - Considerable wear. Replace belt if narrower than specified (refer to CONTINUOUSLY VARIABLE TRANSMISSION (CVT) OR TECHNICAL SPECIFICATIONS).
2. Check driver belt identification number.
 - Wrong type of belt. Replace belt with an appropriate drive belt.
3. Check for localized belt wear caused by belt slippage.
 - Localized wear. Replace belt.

Symptom: BELT DISINTEGRATION.

1. Check drive belt lifetime is exceeded..
 - Clean CVT system and rebuild with a new drive belt.
2. Check drive belt identification number.
 - Excessive belt speed. Using unspecified type of belt. Replace belt with proper type of belt.
3. Check if pulley sheaves are clean.
 - Oil on pulley surfaces. Clean pulley surfaces with fine emery cloth and wipe clean using pulley flange cleaner and a cloth.
 - Drive/driven pulley sheaves are damaged through stones inside CVT area. Clean pulley surfaces with fine emery cloth, wipe clean with a cloth or replace drive/driven pulley sheaves and belt.

Symptom: BACK BETWEEN COGS

1. Check drive belt condition.
 - Considerable use, belt wearing out. Replace.

Brittle belt condition through aging. Replace belt.

ENGINE GENERAL

Symptom: ENGINE CRANKS BUT FAIL TO START

1. Check if spark plug connectors fit on spark plugs (refer to IGNITION SYSTEM).
2. Check spark plugs.
 - Define spark plugs (no spark) or wrong spark plug gap. Readjust gap and clean spark plugs or replace.
3. Check for fuel on spark plugs.
 - Flooded engine (spark plugs wet when removed). Activate engine drowned mode and crank engine with rags over the spark plug holes.
4. Check battery voltage.
 - Battery is discharged and starter works not properly. Charge battery.
5. Check fuel level in fuel tank and fuel pressure. Ensure fuel pump was not disabled.
 - Low or no fuel pressure. Replace defective part(s).
6. Check fuel injectors.
 - Plugged or faulty injector(s). Replace defective part(s).

7. Check idle bypass valve.
 - Stuck or defective..
8. Check encoder wheel.
 - Bent tooth. Refer to MAGNETO SYSTEM.
9. Check engine compression.
 - Insufficient engine compression. Replace defective part(s).
10. Check fault codes in DELPHI. system.
 - Check if electrical actuator(s) is/are defective. Replace defective part(s) (refer to COMPONENT INSPECTION AND ADJUSTMENT).

Symptom: ENGINE DOES NOT START

1. Electrical problem.
 - Determine if the electrical system works correctly (fuse(s), battery, wiring harness, etc.). refer to IGNITION SYSTEM.
2. Problem with fuel system (carburetor, fuel pump, hoses, etc.).
 - Clean, inspect, repair or replace defective parts. Replace defective part(s).
3. Check engine compression.
 - Insufficient engine compression. Replace defective parts.
 - Valve seat worn and/or damaged. Repair by performing valve guide procedure (refer to CYLINDER AND HEAD). Readjust valve clearance.
4. Internal engine problem.
 - Overhaul engine to find defective parts. Refer to the appropriate section in ENGINE.

Symptom: ENGINE HARD TO START

1. Check idle bypass valve.
 - Stuck or defective. Refer to ENGINE MANAGEMENT.
2. Check closed throttle and idle actuator with DELPHI.
 - Wrong TPS zero setting/idle bypass valve reset. Refer to ENGINE MANAGEMENT.
3. Check engine compression.
 - Wrong adjustment (likely too tight). Refer to ENGINE MANAGEMENT.
4. Check engine compression.
 - Insufficient engine compression. Replace defective part(s) refer to LEAK TEST.
5. Verify spark plug condition.
 - Defective, improperly set, worn out, fouled. Identify source of problem and correct. Replace.
6. Check fuel level in fuel tank and fuel pressure.
 - Low or no fuel pressure. Replace defective part(s) refer to FUEL TANK AND FUEL PUMP.
7. Check CAPS (camshaft position sensor).

Defective sensor/wiring. Refer to ENGINE MANAGEMENT.