



COBRA
400

2012 COBRA 400

SERVICE MANUAL

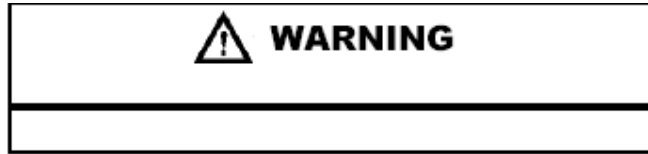
FOREWORD

This service manual is designed primarily for use by certified Aeon Master Service Dealer technicians in a properly equipped shop and should be kept available for reference. All references to left and right side of the vehicle are from the operator's perspective when seated in a normal riding position.

Some procedures outlined in this manual require a sound knowledge of mechanical theory, tool use, and shop procedures in order to perform the work safely and correctly. Technicians should read the text and be familiar with service procedures before starting the work. Certain procedures require the use of special tools. Use only the proper tools as specified.

UNDERSTANDING MANUAL SAFETY LABELS AND DIRECTIONS

Throughout this manual, important information is brought to your attention by the following symbols:



SAFETY ALERT WARNING indicates a potential hazard that may result in severe injury or death to the operator, bystander or person(s) inspecting or servicing the vehicle.



SAFETY ALERT CAUTION indicates a potential hazard that may result in minor personal injury or damage to the vehicle.



CAUTION indicates special precautions that must be taken to avoid vehicle damage or property damage.

NOTE:

NOTE provides key information by clarifying instructions.

IMPORTANT:

IMPORTANT provides key reminders during disassembly, assembly and inspection of components.

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GENERAL INFORMATION

VIN IDENTIFICATION

The frame can be found under front cab on the right side of frame.

The vehicle identification number (VIN) and engine serial number are important for identification purposes. See the illustrations.

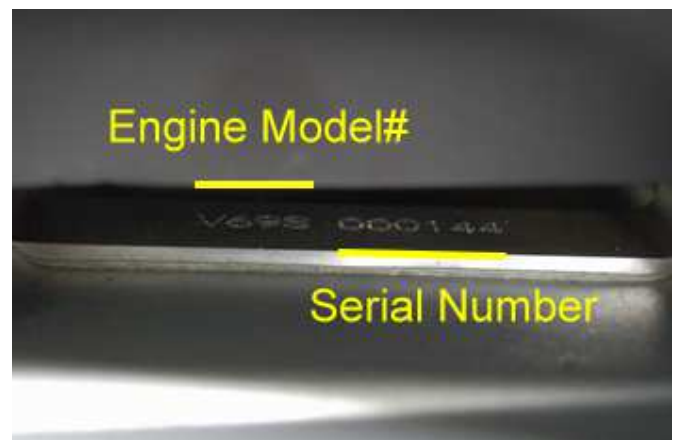
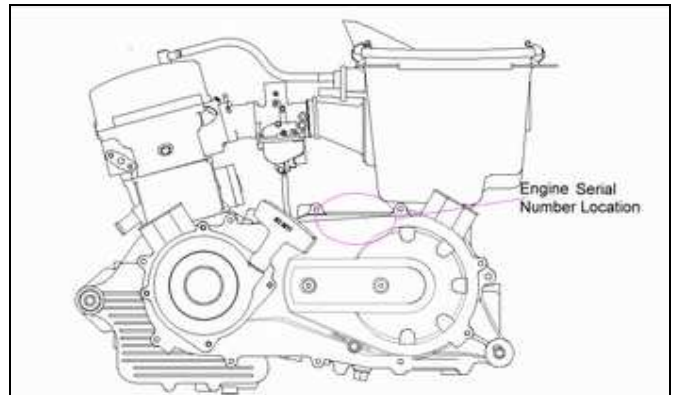
VEHICLE IDENTIFICATION NUMBER LOCATION



MODEL INFORMATION

ENGINE SERIAL NUMBER LOCATION

Engine serial number local under rear seat stamped on the rear of crankcase beneath exhaust pipe.



GENERAL INFORMATION

COBRA 400



COLORI/ COLORS:



Model---**AT56-69E**

Model Number---**RF3RA56XXCTXXXXXX**

Engine Model---**V69C**

GENERAL INFORMATION

SPECIFICATIONS MODEL: COBRA 400

ENGINE		DRIVE SYSTEM	
Type	4 Stroke, Single horizontal camshaft	Oil capacity/ type	900 CC/ 80w90
Displacement	346.4 CC	Transmission selection	Forward, Neutral, Reverse
Cooling	Liquid cooled	Clutch type	Centrifugal clutch
Bore and stroke	82 mm *65.6 mm	Final drive	Chain
Compression ratio	10.6: 1	Forward gear ratio	17/45* 30/47
Number of valve	2 Rocker arm activated	Reverse gear ratio	17/49* 21/37* 30/47
Inlet valve Ø	Ø 29.00mm	Rear Sprocket ratio	15/36
Inlet valve clearance	0.10mm	CHASSIS	
Exhaust valve Ø	Ø 25.00mm	Frame	Steel
Exhaust valve clearance	0.12mm	Front suspension	Duel shock with double wishbone
Lubrication	Wet sump and pump pressurized	Rear suspension	Single shock with swing Arm
Recommended oil	0W/ 40	Front brake	Duel disc with single bore caliper
Oil capacity	1800 CC	Rear brake	Single Disc with single bore caliper
Starting system	Electric start/ DC, CDI	Combined brake	Foot pedal
Max. Power	22kw/8500rpm	Parking device	Cable controlled parking through rear caliper
Max. Torque	30Nm/ 6500rpm	Front tire	21×7×10
CARBURATOR		Rear tire	20×10×9
Type	Keihin CVK36		
Slide valve	36		
Main jet	108	DIMENSIONS	
Pilot jet	90	Overall length	1820 mm
Jet needle	NJDB	Overall width	1150 mm
Idle RPM	1500±100 rpm	Overall height	1160 mm
Needle Jet	38	Seat height	790 mm
Air screw	1.5 Turn	Wheelbase	1040 mm
ENG. ELECTRICAL		Max. Permissible weight	173 Kg
Charging system	Alternator and voltage regulator	Number of passenger	2
Alternator output	176W@5000RPM	Min. ground clearance	170 mm
Ignition type	CDI	Dry weight	207 Kg
Spark plug type	NGK/ CR8E	Front track	930 mm
Spark plug gap	0.8~0.9mm	Rear track	1020 mm
RPM limiter setting	8500 rpm	Fuel tank capacity	9.3 Liter
Battery type	GTX12-BS	Max. Speed	97 Km/hr
Fuse type	Charge 30A/ Main 15A/ Light 10A/ Spare 15A		

CONVERSION TABLE

GENERAL INFORMATION

Unit of Measure	Multiplied by	Converts to
ft. lbs.	x 12	= in. lbs.
in. lbs.	x .0833	= ft. lbs.
ft. lbs.	x 1.356	= Nm
in. lbs	x .0115	= kg-m
Nm	x .7376	= ft. lbs.
kg-m	x 7.233	= ft. lbs.
kg-m	x 86.796	= in. lbs.
kg-m	x 10	= Nm
in.	x 25.4	= mm
Mm	x .03937	= in.
in.	x 2.54	= cm
mile (mi.)	x 1.6	= km
Km	x .6214	= mile (mi.)
Ounces (oz.)	x 28.35	= Grams (g)
Fluid Ounces (fl. oz.)	x 29.57	= Cubic Centimeters (cc)
Cubic Centimeters (cc)	x .03381	= Fluid Ounces (fl. oz.)
Grams (g)	x 0.035	= Ounces (oz.)
lb.	x .454	= kg
kg	x 2.2046	= lb.
Cubic inches (cu. in)	x 16.387	= Cubic centimeters (cc)
Cubic centimeters (cc)	x 0.061	= Cubic inches (cu. in)
Imperial pints (Imp pt.)	x 0.568	= Liters (l)
Liters (l)	x 1.76	= Imperial pints (Imp pt.)
Imperial quarts (Imp qt.)	x 1.137	= Liters (l)
Liters (l)	x 0.88	= Imperial quarts (Imp qt.)
Imperial quarts (Imp qt.)	x 1.201	= US quarts (US qt.)
US quarts (US qt.)	x 0.833	= Imperial quarts (Imp qt.)
US quarts (US qt.)	x 0.946	= Liters (l)
Liters (l)	x 1.057	= US quarts (US qt.)
US gallons (US gal)	x 3.785	= Liters (l)
Liters (l)	x 0.264	= US gallons (US gal)
Pounds - force per square inch	x 6.895	= Kilopascals (kPa)
Kilopascals (kPa)	x 0.145	= Pounds - force per square inch (psi)
Kilopascals (kPa)	x 0.01	= Kilograms - force per square cm
Kilograms - force per square	x 98.1	= Kilopascals (kPa)
P (3.14) xR ² x H (height)		= Cylinder Volume

$$^{\circ}\text{C to }^{\circ}\text{F: } 9/5(^{\circ}\text{C} + 32) = ^{\circ}\text{F}$$

$$^{\circ}\text{F to }^{\circ}\text{C: } 5/9(^{\circ}\text{F} - 32) = ^{\circ}\text{C}$$

Glossary Of Terms

ABDC: After bottom dead center.

GENERAL INFORMATION

ACV: Alternating current voltage.

Alternator: Electrical generator producing voltage alternating current.

ATDC: After top dead center.

BBDC: Before bottom dead center.

BDC: Bottom dead center.

BTDC: Before top dead center.

CC: Cubic centimeters.

Center Distance: Distance between center of crankshaft and center of driven clutch shaft.

Chain Pitch: Distance between chain link pins (No. 35 = 3/8" or 1 cm). Polaris measures chain length in number of pitches.

CI: Cubic inches.

Clutch Buttons: Plastic bushings which aid rotation of the movable sheave in the drive and driven clutch.

Clutch Offset: Drive and driven clutches are offset so that drive belt will stay nearly straight as it moves along the clutch face.

Clutch Weights: Three levers in the drive clutch which relative to their weight, profile and engine RPM cause the drive clutch to close and grip the drive belt.

Crankshaft Run-Out: Run-out or "bend" of crankshaft measured with a dial indicator while crankshaft is supported between centers on V blocks or resting in crankcase. Measure at various points especially at PTO.

CVT: Centrifugal Variable Transmission (Drive Clutch System)

DCV: Direct current voltage.

Dial Bore Gauge: A cylinder-measuring instrument, which uses a dial indicator. Good for showing taper and out-of-round in the cylinder bore.

Electrical Open: Open circuit. An electrical circuit which isn't complete.

Electrical Short: Short circuit. An electrical circuit, which is completed before the current, reaches the intended load. (i.e. a bare wire touching the chassis).

End Seals: Rubber seals at each end of the crankshaft.

Engagement RPM: Engine RPM at which the drive clutch engages to make contact with the drive belt.

ft.: Foot/feet.

Foot Pound: Ft. lb. A force of one pound at the end of a lever one foot in length, applied in a rotational direction.

g: Gram. Weight unit in the metric system.

gal.: Gallon.

ID: Inside diameter.

in.: Inch/inches.

Inch Pound: In. lb. 12 in. lbs. = 1 ft. lb.

kg/cm2: Kilograms per square centimeter.

kg-m: Kilogram meters.

Kilogram/meter: A force of one kilogram at the end of a lever one meter in length, applied in a rotational direction.

l or ltr: Liter.

lbs/in2: Pounds per square inch.

Left or Right Side: Always referred to base on normal operating position of the driver.

m: Meter/meters.

Mag: Magneto.

Magnetic Induction: As a conductor (coil) is moved through a magnetic field, a voltage will be generated in the windings. Mechanical energy is converted to electrical energy in the stator.

mi.: Mile/miles.

mm: Millimeter. Length unit in the metric system. 1 mm = approximately .040".

Nm: Newton meters.

OD: Outside diameter.

Ohm: The unit of electrical resistance opposing current flow.

GENERAL INFORMATION

oz.: Ounce/ounces.

Piston Clearance: Total distance between piston and cylinder wall.

psi.: Pounds per square inch.

PTO: Power take off.

qt.: Quart/quarts.

Regulator: Voltage regulator. Regulates battery charging system output at approx. 14.5 DCV as engine RPM increases.

Reservoir Tank: The fill tank in the liquid cooling system.

Resistance: In the mechanical sense, it means friction or load. In the electrical sense, it means ohms, resulting in energy conversion to heat.

RPM: Revolutions per minute.

Seized Piston: Galling of the sides of a piston. Usually there is a transfer of aluminum from the piston onto the cylinder wall.

Possible causes: 1) improper lubrication; 2) excessive temperatures; 3) insufficient piston clearance; 4) stuck piston rings.

Stator Plate: The plate mounted under the flywheel supporting the battery charging coils.

TDC: Top dead center. Piston is most outward travel from crankshaft.

Volt: The unit of measure for electrical pressure of electromotive force. Measured by a voltmeter in parallel with the circuit.

Watt: Unit of electrical power. Watts = amperes x volts.

WOT: Wide-open throttle.

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MAINTENANCE

PERIODIC MAINTENANCE CHART

PERIODIC MAINTENANCE OVERVIEW

Careful periodic maintenance will help keep your vehicle in the safest, most reliable condition. Inspection, adjustment and lubrication of important components are explained in the periodic maintenance chart.

Inspect, clean, lubricate, adjust and replace parts as necessary. When inspection reveals the need for replacement parts, use genuine Polaris parts available from your dealer.

NOTE: Service and adjustments are critical. If you're not familiar with safe service and adjustment procedures, have qualified dealer perform these operations.

Maintenance intervals in the following chart are based upon average riding conditions and an average vehicle speed of approximately 10 miles per hour. Vehicles subjected to severe use must be inspected and serviced more frequently.

Severe Use Definition

- Frequently immersion in mud, water or sand
- Racing or race-style high RPM use
- Prolonged low speed, heavy load operation
- Extended idle
- Short trip cold weather operation

Pay special attention to the oil level. A rise in oil level during cold weather can indicate contaminants collecting in oil sump or crankcase. Change oil immediately if the oil level begins to rise. Monitor the oil level, and if it continues rise, discontinue use and determine the cause or see your dealer.

Break-in Period

The break-in period consists of the first 40 hours of operation, or the time it takes to use 300 liters of fuel. Careful treatment of a new engine and drive components will result in more efficient performance and longer life for these components.

- Drive the vehicle slowly at first while varying the throttle position. Do not operate at sustained idle.
- Pull only light loads.
- Perform the regular checks on fluid levels and other areas outlined on the daily pre-ride inspection checklist.
- Change both the engine oil and filter after 25 hours or one month.
- See "Owner's Manual" for additional break-in information.

Maintenance Chart Key

The following symbols denote potential items to be aware of during maintenance:

■ = CAUTION: Due to the nature of these adjustments, it is recommended this service be performed by authorized AEON dealer.

◆ • = SEVERE USE ITEM -- See Above

NOTE: Inspection may reveal the need for replacement parts. Always use genuine Aeon parts.

 WARNING
Improperly performing the procedures marked with a ■ could result in component failure and lead to serious injury or death. Have an authorized AEON dealer perform these services.

MAINTENANCE

PRE-RIDE - 25 HOURS MAINTENANCE INTERVAL

Periodic Maintenance Chart

Item		Maintenance Interval (Whichever comes first)			Remarks
		Hours	Calendar	Km	
◆	Front- Suspension	-	Pre-Ride	-	Make adjustments as needed.
◆	Rear- Suspension	-	Pre-Ride	-	Make adjustments as needed.
	Tire	-	Pre-Ride	-	Make adjustments as needed.
	Brake fluid lever		Pre-Ride		Make adjustments as needed.
■	Brake Pedal Travel		Pre-Ride		Make adjustments as needed.
	Brake system	-	Pre-Ride	-	Check Operation
	Wheels/ Fasteners	-	Pre-Ride	-	Make adjustments as needed.
	Frame fasteners	-	Pre-Ride	-	Make adjustments as needed.
◆	Engine oil lever	-	Pre-Ride	-	Make adjustments as needed.
	Air filter	-	Pre-Ride	-	Inspect; clean often, replace as needed.
■	Coolant lever	-	Pre-Ride	-	Inspect coolant lever.
◆	Air filter		Daily		Drain deposits when visible.
	Head lamp/ tail lamp		Daily		Check operation; apply dielectric grease if replacing.
	CVT housing		Weekly		Drain water as needed, check often if operating in wet conditions.
	Battery	25H	Monthly	500	Check terminals; clean; test.
◆	Transmission oil change	25H 40H	Monthly 12M	500 1000	Inspect level; change yearly; perform break-in oil change after the first 25 hours of operation.
■	Engine oil change * Severe duty	25H	Monthly	500	Inspect level; change yearly; Perform a break-in oil change at 25 hours, change more frequently during cold weather
◆	**Normal Duty	50H	12M	1000	
■	Radiator	25H 50H	Monthly 12M	500 1000	Inspect external surface; change coolant Perform a break-in oil change at 25 hours,
◆	Oil pre-filter screen	50H	12M	1000	Clean filter at every oil change;

■ Perform these procedures more often for vehicles subjected to severe use.

◆ Have an authorized AEON dealer perform these services.

MAINTENANCE

50 - 300 HOUR MAINTENANCE INTERVAL

Periodic Maintenance Chart

Item		Maintenance Interval (Whichever comes first)			Remarks
		Hours	Calendar	Km	
◆	General lubrication	50H	3M	800	Lubricate all grease fittings, pivots, & cables.
■	Carburetor float bowl	50H	6M	800	Drain bowl periodically and prior to storage.
■	Throttle cable	50H	6M	800	Inspect; adjust; lubricate; replace if necessary.
■	Choke cable	50H	6M	800	Inspect; adjust; lubricate; replace if necessary.
◆	Carburetor intake flange	50H	6M	800	Inspect for proper sealing / air leaks.
■	Brake pads wear	50H	6M	800	Inspect; replace as needed.
■	Drive belt	50H	6M	800	Inspect; replace as needed.
	Shift linkage & cable	50H	6M	800	Inspect; adjust; lubricate; replace if necessary.
◆	Front suspension	50H	6M	800	Inspect; lubricate; tighten fasteners.
◆	Rear suspension	50H	6M	800	Inspect; lubricate; tighten fasteners.
■	Fuel system	100H	12M	1500	Check for leaks at tank cap, lines, fuel valve, filter, carburetor, replace lines every two years.
■	Fuel filter	100H	12M	1500	Replace yearly.
◆	Engine mounts	100H	12M	1500	Inspect.
◆	Exhaust muffler/ pipe	100H	12M	1500	Inspect.
■	Ignition timing	100H	12M	1500	Inspect.
◆	Wring	100H	12M	1500	Inspect for wear, routing, security; apply dielectric grease to connectors subjected to water, mud, etc.
■	Clutch (drive & driven)	100H	12M	1500	Inspect; clean; replace worn parts.
■	Front wheel bearings	100H	12M	1500	Inspect; replace as needed.
◆	Valve clearance	100H	12M	1500	Inspect; adjust.
◆	Ignition timing	100H	12M	1500	Inspect
◆	Brake fluid	100H	12M	1500	Change every two years.
■	Toe adjustment	-	-	-	Inspect periodically; adjust when parts are replaced.
	Headlight Aim				Adjust as needed

■ Perform these procedures more often for vehicles subjected to severe use.

◆ Have an authorized Aeon dealer perform these services.

MAINTENANCE

GENERAL VEHICLE INSPECTION AND MAINTENANCE

PRE-RIDE / DAILY INSPECTION

Perform the following pre-ride inspection daily, and when servicing the vehicle at each scheduled maintenance

- Tires - check condition and tire pressure
- Fuel and oil - fill both to their proper level; do not overfill
- All brakes - check operation
- Throttle - check for free operation
- Headlight / Taillight / Brake light - check operation of all indicator lights and switches
- Hazard switch - check for proper function
- Wheels - check for loose wheel nuts
- Air cleaner element - check for dirt or water; clean or replace
- Steering - check for free operation, noting any unusual looseness in any area
- Loose parts - visually inspect vehicle for any damaged or loose nuts, bolts or fasteners

MAINTENANCE QUICK CHART (SIDE)



MAINTENANCE

MAINTENANCE QUICK REFERENCE

	Item	Comment	Method	Frequency
1	Engine Oil	OW-50 Synthetic 20W-40 Semi-Synthetic	Check level or change oil	Check during pre-ride inspection change oil every 30 hours or 6 months.
2	Transmission	SAE80W-90 Gear Lubricant	Check level or change lube.	Inspect periodically and change lubrication every 40 hours or annually. More often in severe use.
3	Brake Fluid	DOT-4 Brake Fluid	Fill master cylinder reservoir to indicated lever inside reservoir.	As require. Change fluid every 2 years.
4	Radiator Coolant	50% Glycol with 50% Water	Fill Ext. tank to indicated lever.	Check Exe. Tank lever pre-ride. Change coolant yearly.
5	Front Suspension (A-Arm and Spindle)	Premium All Season Grease	Inspect; tighten fasteners; grease zerks	Every 3 months or 50 hours (also after washing SxS or driving in water). More often in severe use.

Frame, Nuts, Bolts and Fastener Inspection

Periodically inspect the torque of all fasteners in accordance with the maintenance schedule. Check that all cotter pins are in place. Refer to specific fastener torques listed in each chapter.

STANDARD TORQUE SPECIFICATIONS

The following torque specifications are to be used as a general guideline. There are exceptions in the steering, suspension, and engine areas. Always consult the exploded views in each manual section when available for torque values of fasteners before using standard torque.

Standard Fastener Torques

Thread Size	Torque (ft. lbs. / in. lbs.)	Torque (Nm)
5 mm bolts and nuts	39-52 in. lbs.	4.5-6 Nm
6 mm bolt and nuts	69-104 in. lbs.	8-12 Nm
8 mm bolts and nuts	13-18 ft. lbs.	18-25 Nm
10 mm bolts and nuts	22-29 ft. lbs.	30-40 Nm
12 mm bolts and nuts	36-43 ft. lbs.	50-60 Nm
4 mm screws	22-30 in. lbs.	2.5-3.4 Nm
5 mm screws	30-43 in. lbs.	3.5-5 Nm
6 mm Hex bolts	87-121 in. lbs.	10-14 Nm
8 mm Hex bolts	17-22 ft. lbs.	24-30 Nm
10 mm Hex bolts	25-32 ft. lbs.	35-45 Nm

MAINTENANCE

RE-COIL OIL STARTER AND OPERATION

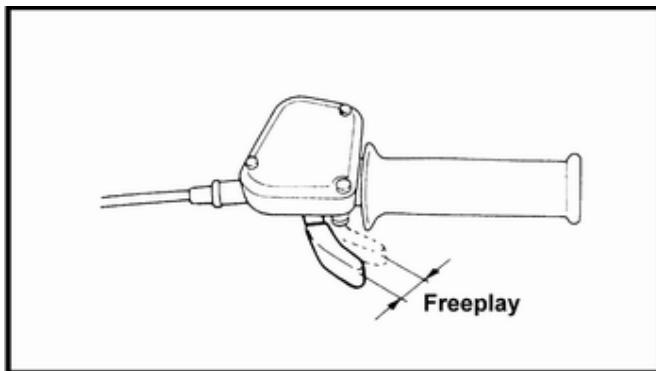
If the battery becomes too weak to start the engine, use the re-coil starter to start the engine until the battery is serviced.



1. Position the vehicle on a level surface.
2. Shift the transmission into neutral (if equipped).
3. Lock the parking brake.
4. Push the engine stop switch up to the RUN position.
5. Turn the key ON.
6. Pull the re-coil to crank the engine.

THROTTLE INSPECTION

If the throttle has excessive play due to cable stretch or cable maladjustment, it will cause a delay in throttle speed. Also, the throttle may not open fully. If the throttle lever has no play, the throttle may be hard to control, and the idle speed may be erratic.



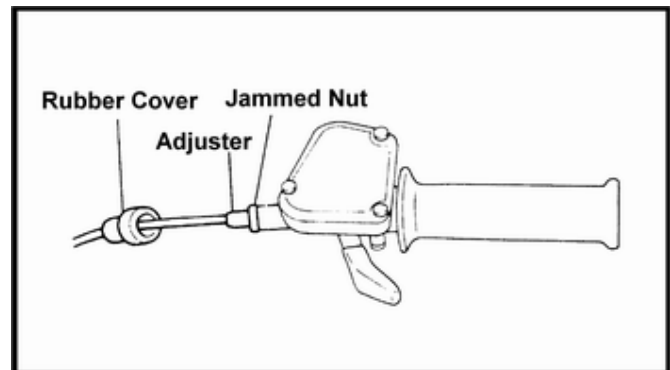
Check the throttle free play periodically in accordance with the Periodic Maintenance Chart and adjust the play if necessary.

Throttle Free Play Adjustment

Inspection

1. Place the transmission in the N position.
2. Start the engine, and warm it up thoroughly.
3. Measure the distance the throttle lever moves before the engine begins to pick up speed. Free play should be 1.5 - 3 mm (1/16" - 1/8").

Adjustment



1. Squeeze the end of the rubber boot and slide it far enough to expose the end of the inline cable adjuster.
2. Loosen the adjuster lock nut.
3. Rotate the boot to turn the adjuster until 1.5 - 3 mm (1/16" to 1/8") of free play is achieved at the throttle pedal.

NOTE: While adjusting, lightly flip the throttle pedal up and down.

4. Tighten the lock nut.
5. Squeeze the end of the rubber boot and slide it over the cable adjuster to its original position.

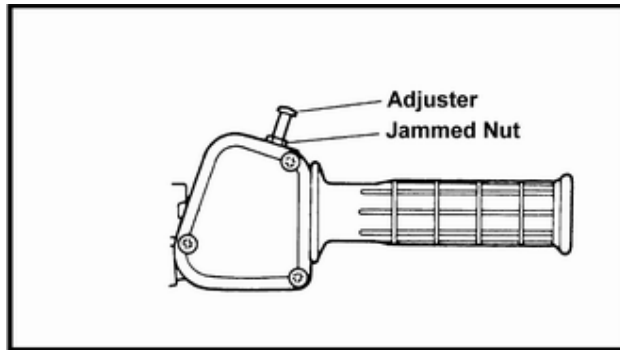
Adjusting The Speed Limiter

The speed limiter keeps the carburetor throttle from becoming fully opened even when the throttle lever is applied to the maximum position.

Screwing in the adjuster stops the engine speed from increasing.

MAINTENANCE

FUEL SYSTEM AND AIR INTAKE



IDLE SPEED ADJUSTMENT

1. Start engine and warm it up thoroughly.
2. Adjust idle speed by turning the slide adjustment screw in (clockwise) to increase or out (counterclockwise) to decrease RPM. (Refer to illustration).

Idle Speed
1500 ± 100 r.p.m.

NOTE: Adjusting the idle speed affects throttle cable free play. Always check throttle cable free play after adjusting idle speed and adjust if necessary.



Fuel Line

1. Check the quick-connect fuel line for signs of wear, deterioration, damage or leakage. Replace if necessary.
2. Be sure fuel line is routed properly.

IMPORTANT: Make sure line is not kinked or pinched.

3. Replace fuel line every two years.

Vent Lines

1. Check fuel tank, front gear case, and rear gear case and transmission vent lines for signs of wear, deterioration, damage or leakage. Replace every two years.
2. Be sure vent lines are routed properly and secured with cable ties.

IMPORTANT: Ensure lines are not kinked or pinched.

FUEL SYSTEM SAFETY

WARNING

Gasoline is extremely flammable and explosive under certain conditions.

WARNING

- . Always stop the engine and refuel outdoors or in a well-ventilated area.
 - . Do not smoke or allow open flames or sparks in or near the area where refueling is performed or where gasoline is stored.
 - . Do not overfill the tank.
 - . Fill the tank to the bottom of the filler neck.
 - . This will allow for thermal expansion.
 - . If you get gasoline in your eyes or swallow gasoline, see your doctor immediately.
 - . If you spill gasoline on your skin or clothing, immediately wash it off with soap and water and change clothing.
 - . Never start the engine or run it in an enclosed area
- Gasoline powered engine exhaust fumes are poisonous and can cause loss of consciousness and death in a short time.**

MAINTENANCE

FUEL FILTER

The fuel filter should be replaced in accordance with the “Periodic Maintenance Chart” or whenever sediment is visible in the filter.

Fuel Filter Location - Located in-line between fuel tank and fuel pump under seat.



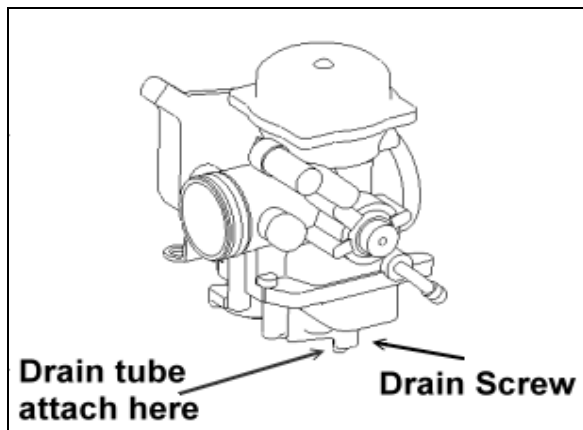
Fuel Filter Service

1. Shut off fuel supply at fuel tank and fuel pump.
2. Remove line clamps at both ends of the filter.
3. Replace new filter and clamps onto fuel lines.
4. Release both side fuel lines.
5. Start engine and inspect for leaks.

CARBURETOR DRAINING

The carburetor float bowl should be drained periodically to remove accumulated moisture or sediment from the bowl, or before extended periods of storage.

1. Place a container beneath the bowl drain hose.
2. Loosen drain screw and allow fuel in the float bowl and fuel line to drain completely.



3. Inspect the drained fuel for water or sediment.
4. Tighten drain screw.
5. Check for fuel leaks.
6. Start engine and re-check for leaks.

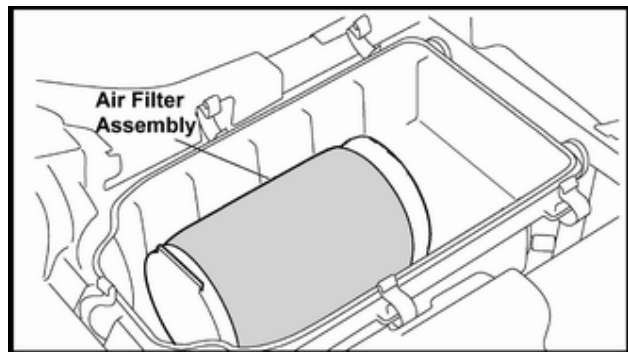
AIR CLEANER SERVICE

It is recommended that the air filter be inspected as part of pre-ride inspection. In extremely dusty conditions, air filter replacement will be required more often.

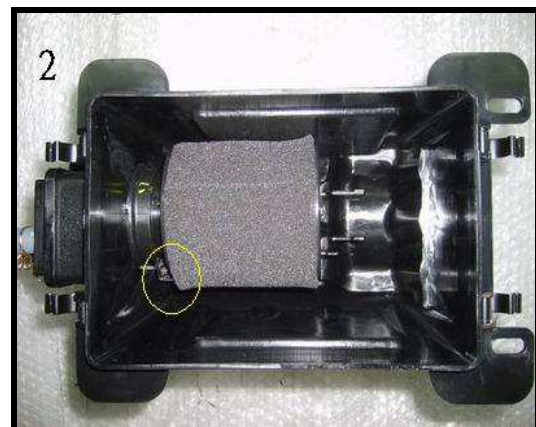
The filter should be inspected using the following procedure.

Remove

1. The air cleaner is located under the dump box.

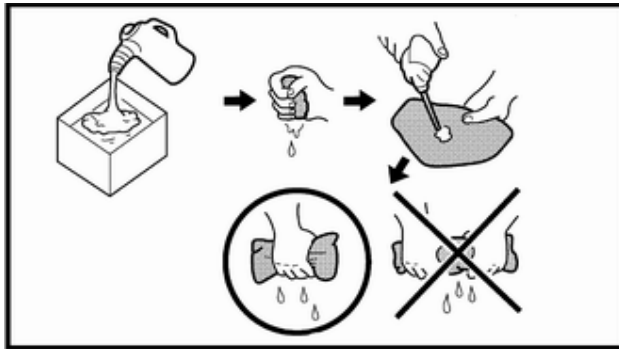


2. Release the air box cover spring clips and remove the cover.

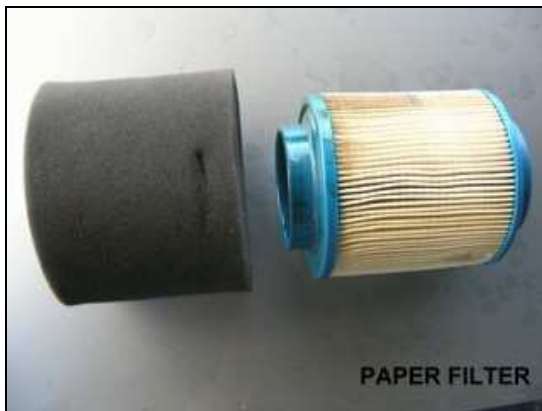
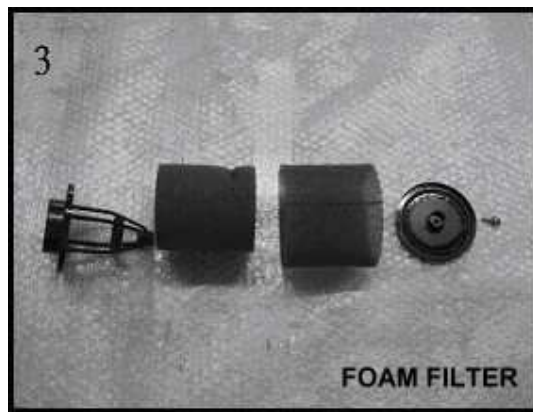


3. Remove the foam air filter. Wash the foam filter in warm soapy water, then rinse and let it dry. If the filter is damaged, install a new foam filter.

MAINTENANCE



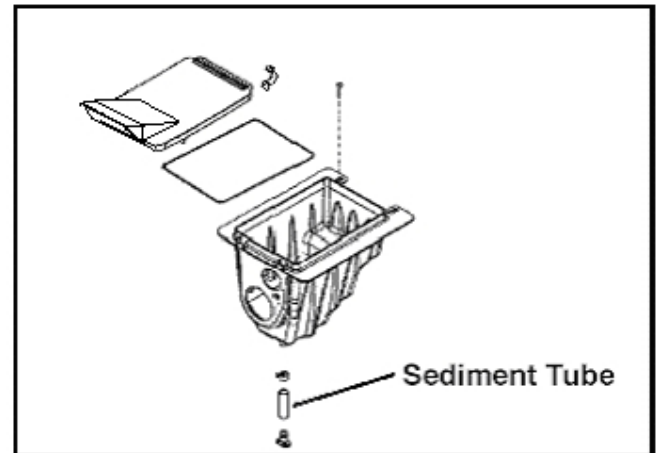
4. Apply commercially available foam filter oil to the foam filter.
5. Inspect the filter support screen and clean away any oil or sediments in the air box.



6. Reinstall the screen, foam filter and air box cover. Secure the clips.

AIR BOX SEDIMENT TUBE

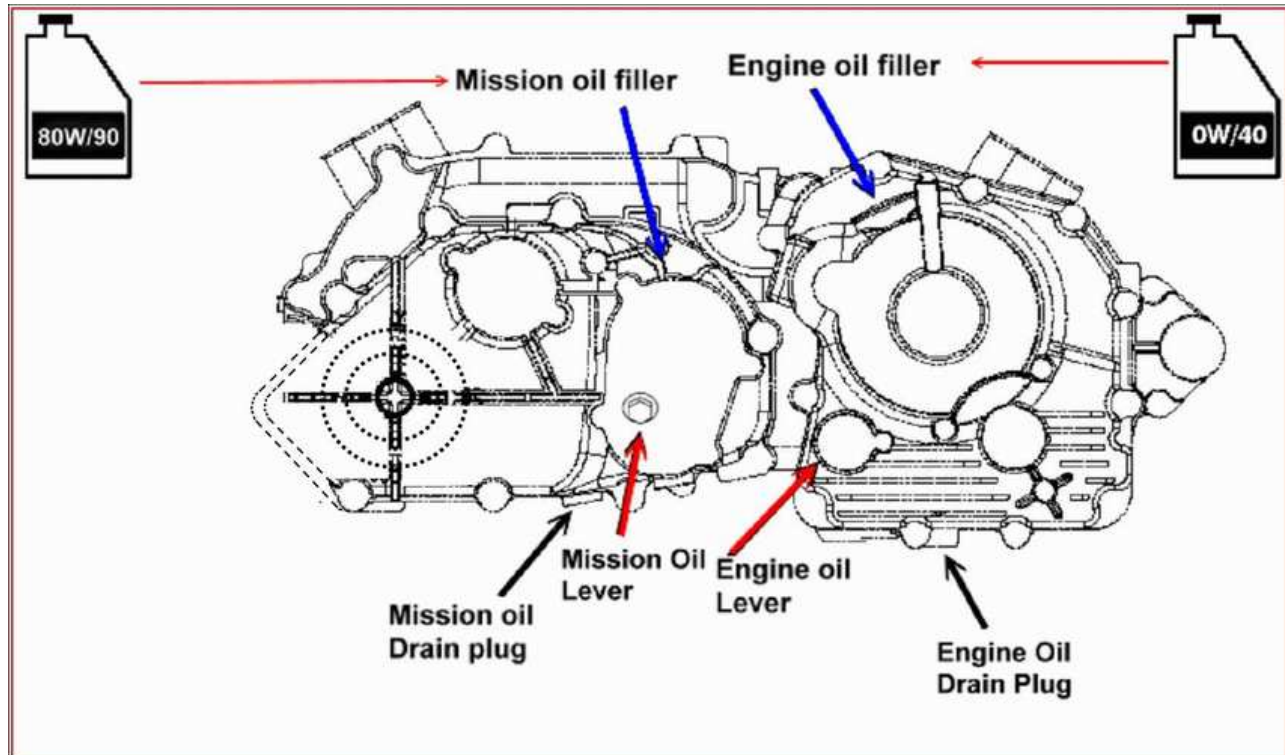
Periodically check the air box sediment tube located toward the rear of the machine. Drain whenever deposits are visible in the clear tube.



NOTE: The sediment tube will require more frequent service if the vehicle is operated in wet conditions or at high throttle openings for extended periods.

1. Remove the hose clamp and remove the sediment tube.
2. Drain and clean deposits from the tube.
3. Reinstall the tube and clamp.

ENGINE AND TRANSMISSION OIL LOCATION



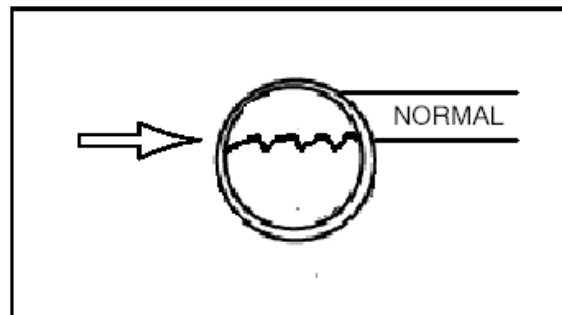
OIL LEVEL

To Check The Oil Level

1. Set machine on a level surface.
2. Start and run engine for 20-30 seconds. This will return oil to its true level in the engine sump.
3. Stop engine and check oil level sight glass.



4. Check to see that the oil level is in the 'normal' range. The level should be, at minimum, halfway between to the top of the viewing area. Add oil as needed to reach the indicated level shown. Do not overfill.



NOTE: Do not fill the over the normal oil operating range. Filling over the normal operating range could cause a mist of oil to enter the air box.

NOTE: Rising oil level between checks in cool weather driving, can indicate moisture collecting in the oil reservoir. If the oil level is over the full mark, change the oil.

MAINTENANCE

Recommended Engine oil:
Synthetic, 0W-40 Above 0°C (32°F)
Semi-Synthetic 20W-40 Below 0°C (32°F)

NOTE: The sealing surfaces on the drain plug and crankcase should be clean and free of burrs, nicks or scratches.

ENGINE OIL AND FILTER SERVICE

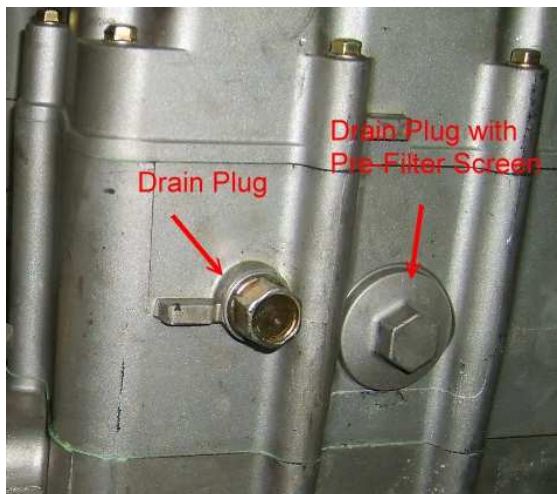
The single cylinder engine is a wet-sump engine, meaning the oil is contained in the bottom of the crankcase. To check the oil level follows the procedure listed below.

1. Position the vehicle on a level surface.
2. Clean area around the drain plug.
3. Run engine two to three minutes until warm.
4. Stop the engine.

CAUTION

Hot oil can cause serious burns to skin. Do not allow hot oil to come in contact with skin.

5. Place a drain pan beneath the engine crankcase.
6. Remove the drain plug and pre-filter screen. Allow the oil to drain completely.



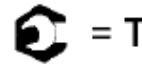
7. Wash the oil pre-filter screen with solvent to remove any debris. Allow the screen to air dry.



8. Inspect the O-ring on drain plug, replace if needed.

9. Reassemble the pre-filter screen and spring to the pre-filter plug.

10. Reinstall the pre-filter drain plug. Torque to 11 ft. lbs. (15Nm).



Crankcase Drain Plug: 15 Nm (11 ft. lbs.)

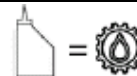
11. Remove the filler. Add 1800 ml (60 oz.) of recommended oil. Do not overfill.

12. Reinstall the filler .

13. Start the engine. Allow it to idle for one to two minutes.

14. Stop the engine and inspect for leaks.

15. Check the oil level. Add oil as needed to bring the level is in the "normal range".



Engine Oil Capacity:

1800 ml (40 oz.)/ 0W40 or 20W/40

VALVE CLEARANCE ADJUSTMENT

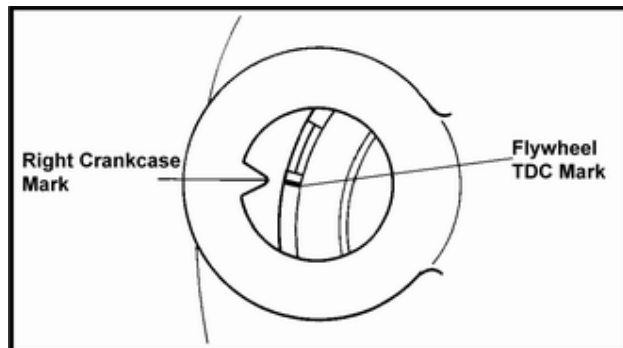
Intake / Exhaust Valve Clearance

1. Remove the cylinder head cover to expose the intake and exhaust rocker arms.

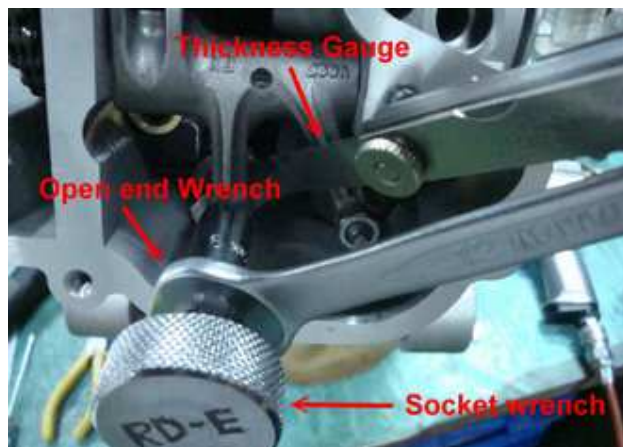


MAINTENANCE

2. Remove spark plug and rotate engine to TDC on the compression stroke. There are 2 places align TDC, One locates in engine oil filling cap of upper right crankcase, another locate at in inspection cover of right cylinder dead.



3. Insert a 0.1 mm feeler gauge between end of intake valve stem and adjuster screw.
4. If adjustment is required, loosen the locknut and turn adjuster until the proper clearance is obtained.



5. When clearance is correct, hold adjuster screw and tighten locknut securely.
6. Re-check the valve clearance.
7. Repeat steps 3-5 to adjust the exhaust valve clearance.

Valve Clearance

In: 0.1 mm

Ex: 0.12 mm

ENGINE MOUNTS LOCATION

Inspect engine mounts for cracks or damage.

Front-



Rear-



Engine Fastener Torque

Check engine fasteners and ensure they are tight.



Engine Mount Torque Value: 40 Nm (30 ft. lbs.)

MAINTENANCE

TRANSMISSION

TRANSMISSION LUBRICATION

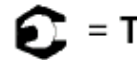
The transmission lubricant level should be checked and changed in accordance with the maintenance schedule.

Remember to:

- Verify the vehicle is level before proceeding.
- Verify the vent hose is routed properly and is not obstructed.
- Follow instructions to check / change transmission fluid.



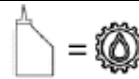
5. Clean and reinstall the drain plug. Torque to 19 Nm (14 ft. lbs.).



Transmission Drain Plug: 19 Nm (14 ft. lbs.)

6. Add the recommended lubricant. Maintain the lubricant level at the bottom of the fill plughole threads.

7. Reinstall the fill plug. Check for leaks.



Transmission Lubricant Capacity: 1200 ml (40 oz.)

Transmission Lubricant Level

The gear case fill plug is located on the side of the gear case on the right side of the vehicle. Maintain the lubricant level at the oil lever bolt be checked monthly and changed annually.

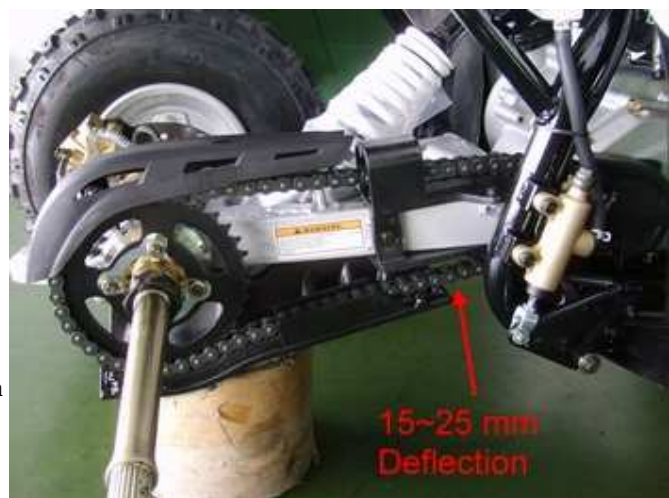
1. Position the vehicle on a level surface.
2. Remove the fill plug and lever check bolt.
3. View the lubricant level through the lever check hole.
4. If the level is low, add the recommended lubricant.
5. Reinstall the fill plug and oil lever bolt.

Transmission Lubricant Change

1. Position the vehicle on a level surface.
2. Remove the fill plug.
3. Place a drain pan beneath the axle gear case drain.
4. Remove the drain bolt and allow the lubricant to drain completely.

DRIVE CHAIN INSPECTION

1. Check the amount of chain slack by moving the vehicle slightly forward to gain deflection at the top of the chain.



MAINTENANCE

2. The chain should have **6-12 mm (1/4"-1/2")** deflection. If the chain needs adjustment, use the following procedure.

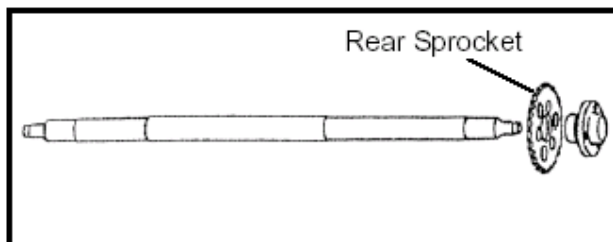


3. Turn the chain adjuster clockwise until chain tension is setting specification.



Sprocket Inspection

Inspect the front and rear sprockets for worn, broken or bent teeth.



To check for wear, pull upward on the chain at the top of the rear sprocket. Replace sprocket if chain movement exceeds 6mm (1/4").

MAINTENANCE

COOLING SYSTEM

CVT DRYING

NOTE: If operating the vehicle through water, be sure to check the CVT and other components for water ingestion. The vehicle should be checked immediately.

There may be some instances when water is accidentally ingested into the CVT system. Use the following instructions to dry it out before operating. The drain plug is located on the bottom of the CVT cover.

1. Remove the drain plug located under the CVT housing. Allow the water to drain. Reinstall the drain plug.



2. Shift the transmission into neutral.
3. Start the engine. Apply varying throttle for 10-15 seconds to expel the moisture and air-dry the belt and clutches. Do not hold the throttle wide open for more than 3 - 4 seconds.
4. Allow the engine RPM to settle to an idle speed.
5. Test for belt slippage. If the belt slips, repeat the process.

CAUTION

Exposure to salt water will cause corrosion to metal components. If the vehicle is operated in salt-water areas, rinse it off frequently with fresh water.

COOLING SYSTEM OVERVIEW

The engine coolant level is controlled, or maintained, by the recovery system. The recovery system components are the recovery bottle, radiator filler neck, radiator pressure cap and connecting hose.

As coolant-operating temperature increases, the expanding (heated) excess coolant is forced out of the radiator past the pressure cap and into the recovery bottle. As engine coolant temperature decreases the contracting (cooled) coolant is drawn back up from the tank past the pressure cap and into the radiator.

NOTE: Some coolant level drop on new machines is normal as the system is purging itself of trapped air.

Observe coolant levels often during the break-in period.

NOTE: Overheating of engine could occur if air is not fully purged from system.

Fill premixed and ready to use antifreeze coolant. Do not dilute with water.

COOLANT LEVEL INSPECTION

The pressure cap and recovery bottle are located under the front cab of the vehicle. The coolant level must be maintained between the minimum and maximum levels indicated on the recovery bottle.



MAINTENANCE

With the engine at operating temperature, the coolant level should be between the upper and lower marks on the coolant recovery bottle. If not, perform the following procedure.

1. Position the vehicle on a level surface.
2. View the coolant level in the recovery bottle.
3. If the coolant level is below the MIN line, inspect the coolant level in the radiator.

NOTE: If overheating is evident, allow system to cool completely and check coolant level in the radiator and inspect for signs of trapped air in system.

WARNING

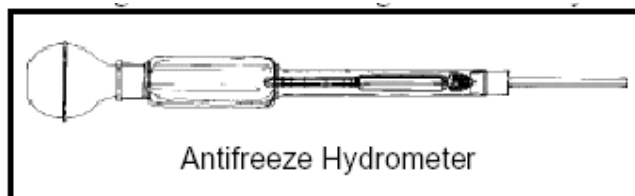
Never remove the pressure cap when the engine is warm or hot. Escaping steam can cause severe burns. The engine must be cool before removing the pressure cap.

NOTE: Use of a non-standard pressure cap will not allow the recovery system to function properly.

7. Remove recovery bottle cap and add coolant using a funnel.
8. Fill recovery bottle to MAX level with 50/50 or 60/40 mixture of antifreeze and distilled water as required for freeze protection in your area.
9. Reinstall the recovery bottle cap.
10. If coolant was required, start engine and check for leaks. Make sure radiator fins are clean to prevent overheating.

COOLANT STRENGTH / TYPE

Test the strength of the coolant using an antifreeze hydrometer.



- A 50/50 or 60/40 mixture of antifreeze and distilled water will provide the optimum cooling, corrosion protection, and antifreeze protection.

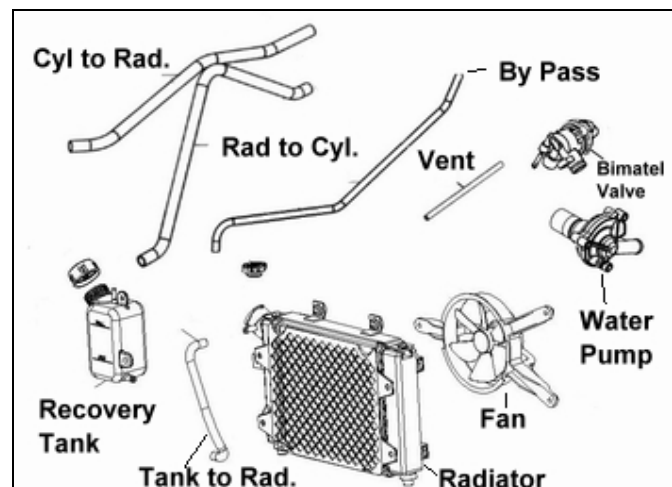
- Do not use tap water, straight antifreeze, or straight water in the system. Tap water contains minerals and impurities, which build up in the system.
- Straight water or antifreeze may cause the system to freeze, corrode, or overheat.

Cooling System Pressure Test

Refer to Chapter 4 for cooling system pressure test procedure.

COOLING SYSTEM HOSES

1. Inspect all hoses for cracks, deterioration, abrasion or leaks. Replace if necessary.



2. Check tightness of all hose clamps.

CAUTION

Do not over-tighten hose clamps at radiator, or radiator fitting may distort, causing a restriction to coolant flow. Radiator hose clamp torque is 4 Nm (36 in. lbs.).

COOLANT DRAIN / RADIATOR REMOVAL

Coolant Drain

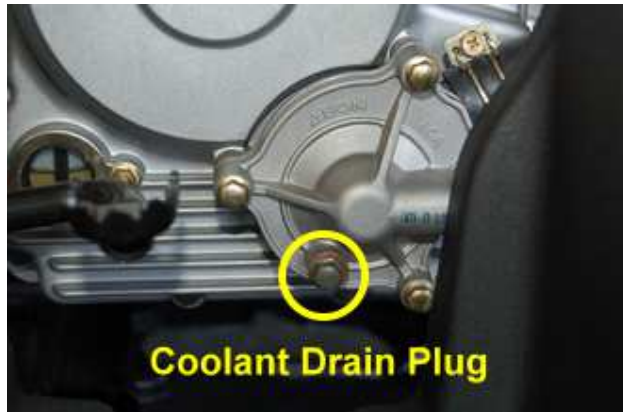
1. Remove the front bumper.

WARNING

Never drain the coolant when the engine and radiator are warm or hot. Hot coolant can cause severe burns. Allow engine and radiator to cool.

MAINTENANCE

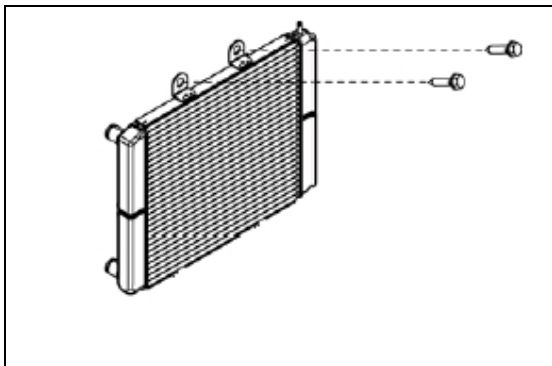
ELECTRICAL AND IGNITION SYSTEM



2. Slowly remove the pressure cap to relieve any cooling system pressure.
3. Place a suitable drain pan underneath the water pump on the RH side of the engine.
4. Drain the coolant from the water pump radiator.
5. Allow coolant to completely drain.

Radiator Removal

1. Remove the front bumper.
2. Remove the upper engine outlet hose and recovery hose from the top of the radiator.
3. Remove the (2) upper radiator retaining bolts and the bracket from the frame.



4. Disconnect the fan motor and remove the radiator from the vehicle. Take care not to damage the cooling fins.
5. Reverse procedure for installation.

BATTERY MAINTENANCE

Keep battery terminals and connections free of corrosion. If cleaning is necessary, remove the corrosion with a stiff wire brush. Wash with a solution of one-tablespoon baking soda and one cup water. Rinse well with tap water and dry off with clean shop towels. Coat the terminals with dielectric grease or petroleum jelly.

Be careful not to allow cleaning solution or tap water into the battery.

NOTE: Batteries must be fully charged before use or battery life will be reduced by 10-30% of full potential.

Charge battery for 3-5 hours at a current equivalent of 1/10 of the battery rated amp/hour capacity. Do not use the alternator to charge a new battery.

Battery Removal

WARNING

Battery electrolyte is poisonous. It contains sulfuric acid. Serious burns can result from contact with skin, eyes or clothing. Antidote:

External: **Flush with water.**

Internal: **Drink large quantities of water or milk.**

Follow with milk of magnesia, beaten egg, or vegetable oil. Call physician immediately.

Eyes: Flush with water for 15 minutes and get prompt medical attention.

Batteries produce explosive gases. Keep sparks, flame, cigarettes, etc. away. Ventilate when charging or using in an enclosed space. Always shield eyes when working near batteries.

KEEP OUT OF REACH OF CHILDREN.

MAINTENANCE

CAUTION

Always wear safety glasses, rubber protective gloves and appropriate clothing when working with batteries.

IMPORTANT: DO NOT activate ATV batteries unless they will be put into service within 30 days of activation.

The ATV has a Low Maintenance style battery. Do not remove the battery cap strip to check acid level or add water once the battery has been activated. Perform the proper battery tests and charge or replace the battery as required.

New batteries must be fully charged before use or battery life will be significantly reduced (10-30% of the battery's full potential).

To remove the battery:

1. Remove right foot of plastic cover to access the battery.
2. Loosen the strap securing the battery in position.
3. Disconnect the black negative (-) battery cable first.
4. Disconnect the red positive (+) battery cable last.
5. Lift the battery out of the ATV.



CAUTION

To reduce the chance of sparks:

Whenever removing the battery, disconnect the negative (black) cable first. When reinstalling the battery, install the negative cable last.

Battery Cleaning

Keep the battery terminals and connections free of corrosion.

If cleaning is necessary, remove the corrosion with a stiff wire brush. Wash with a solution of one-tablespoon baking soda and one cup water. Rinse well with tap water and dry off with clean shop towels. Coat the terminals with dielectric grease or petroleum jelly.

Battery Installation

IMPORTANT: Using a new battery that has not been fully charged can damage the battery and result in a shorter life. It can also hinder vehicle performance.

Follow the battery charging procedure before installing the battery.

1. Place the fully charged battery in its holder.
2. Attach the hold-down strap(s).
3. Connect and tighten the red positive (+) cable first.
4. Connect and tighten the black negative (-) cable last.
5. Torque the battery terminal bolts to 4.7 Nm. (3.5 ft. lbs)
6. Verify that the cables are properly routed.

BATTERY OFF SEASON STORAGE

Whenever the vehicle is not used for a period of three months or more, remove the battery from the vehicle, ensure that it's fully charged, and store it out of the sun in a cool, dry place.

Check battery voltage each month during storage and recharge as needed to maintain a full charge.

NOTE: Battery charge can be maintained by using a battery tender charger or by charging about once a month to make up for normal self-discharge.

Battery tenders can be left connected during the storage period, and will automatically charge the battery if the voltage drops below a pre-determined point.

MAINTENANCE

BATTERY CHARGING (SEALED BATTERY) BATTERY INSPECTION

The sealed battery is already filled with electrolyte and has been sealed at the factory. Never pry the sealing strip off or add any type of fluid to this battery.

The single most important thing about maintaining a sealed battery is to keep it fully charged. Since the battery is sealed and the sealing strip cannot be removed, you must use a voltmeter or multi-meter to measure the DC voltage at the battery terminals.

1. Check the battery voltage with a voltmeter or multi-meter. The battery voltage should read 12.8 VDC or higher.
2. If the voltage is less than 12.8 volts, charge the battery at 1.2 amps or less until battery voltage is 12.8 VDC or greater.

NOTE: When using an automatic charger, refer to the charger manufacturer's instructions for battery charging directions. When using a constant current charger, follow the guidelines in the following table:

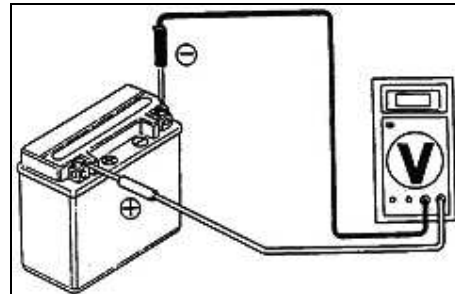
STATE OF CHARGE	VOLTAGE	ACTION	CHARGE TIME
100%	12.8 - 13 VDC	None, check again in 3 months	None Required
75% - 100%	12.5 - 12.8 VDC	May need slight charge, check again in 3 months	3 - 6 hrs
50% - 75%	12.0 - 12.5 VDC	Needs Charge	5 - 11 hrs
25% - 50%	11.5 - 12.0 VDC	Needs Charge	At least 13 hrs, verify state of charge
0% - 25%	11.5 VDC or less	Needs Charge with de-sulfating charger	At least 20 hrs

When installing a new battery, make sure it's fully charged prior to its initial use. Using a new battery that has not been fully charged can damage the battery and result in a shorter life. It can also hinder vehicle performance.

Note:

Fully charged: over 12.8 V

Failure charged: under 12.5 V

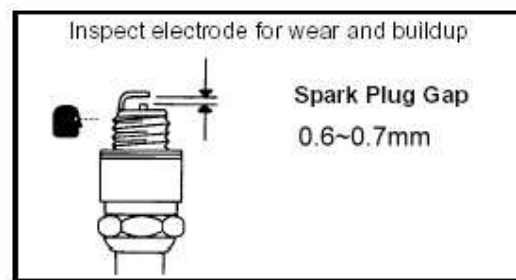
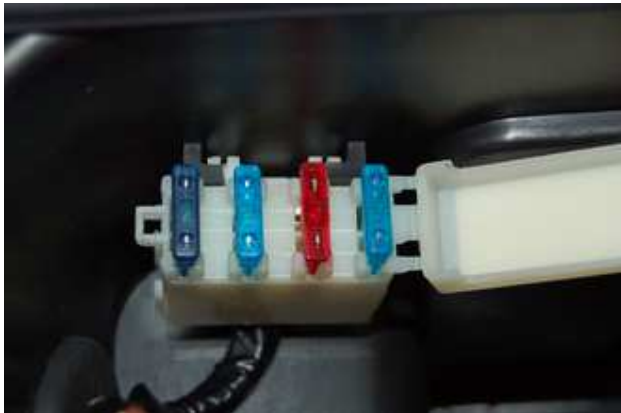


MAINTENANCE

FUSES / FUSE HOLDER LOCATION

A 15 Amp fuse protects the main electrical system, a 30 Amp fuse protects ignition system and a 10 Amp fuse protects the headlight and taillight. See illustrations for fuse locations.

1. It locates under the seat and in storage box.
2. Left up the seat and appropriate support it.



4. Clean with electrical contact cleaner or a glass bead spark plug cleaner only.

CAUTION: A wire brush or coated abrasive should not be used.

5. Measure gap with a wire gauge. Refer to specifications for proper spark plug type and gap. Adjust gap if necessary by bending the side electrode carefully.

6. If necessary, replace spark plug with proper type.

CAUTION: Severe engine damage may occur if the incorrect spark plug is used.

7. Apply a small amount of anti-seize compound to the spark plug threads.

8. Install spark plug and torque to 12~14 Nm (9~11 ft. lbs.).

SPARK PLUG INSPECTION

1. Remove spark plug high-tension lead. Clean plug area so no dirt and debris can fall into engine when plug is removed.
2. Remove spark plug.
3. Inspect electrodes for wear and carbon buildup. Look for a sharp outer edge with no rounding or erosion of the electrodes.



A hot exhaust system and engine can cause serious burns. Allow engine to cool or wear protective gloves when removing the spark plugs

Recommended Spark Plug:

NGK R DPR7EA-9

Spark Plug Torque:

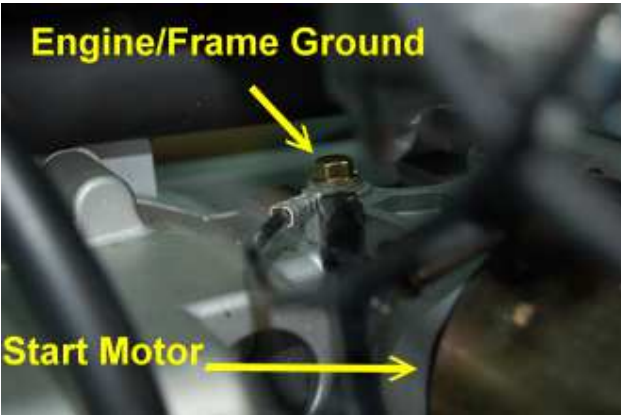
12~14 Nm (9~11 ft. lbs.)

MAINTENANCE

STEERING AND SUSPENSION

ENGINE / FRAME GROUND

Inspect engine-to-frame ground cable connection at the starter motor mount. Be sure it is clean and tight.



STEERING

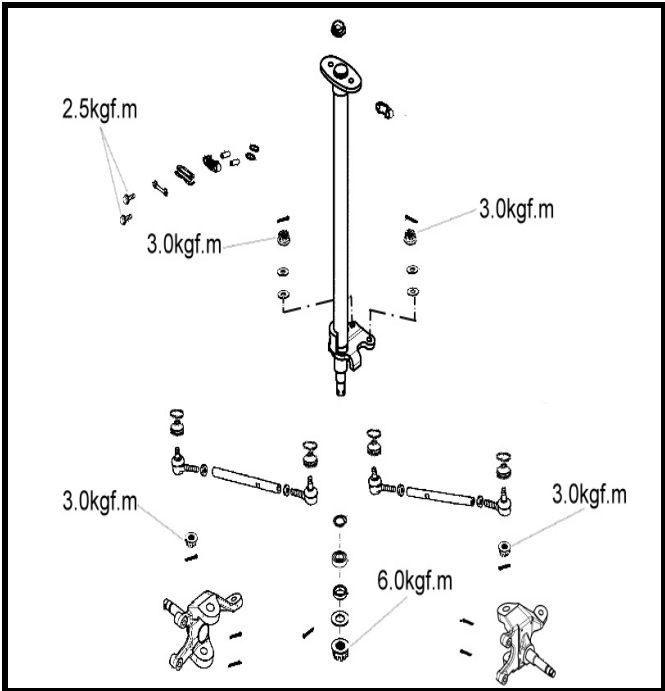
The steering components should be checked periodically for loose fasteners, worn tie rod ends, and damage. Also check to make sure all cotter pins are in place. If cotter pins are removed, they must not be re-used. Always use new cotter pins.

Replace any worn or damaged steering components. Steering Turn the handlebar to the left and/or right until it stops should move freely through entire range of travel without completely, then move the handlebar from the left to the right binding. Check routing of all cables, hoses, and wiring to be slightly. Replace the tie-rod end, if tie rod end has any vertical sure the steering mechanism is not restricted or limited.

**WARNING**

Due to the critical nature of the procedures outlined in this chapter, an authorized Aeon Dealer should perform the steering component repair and adjustment.

Only the qualified technician should replace worn or damaged steering parts. Use only genuine Aeon replacement parts.



NOTE: Whenever steering components are replaced, check front-end alignment.

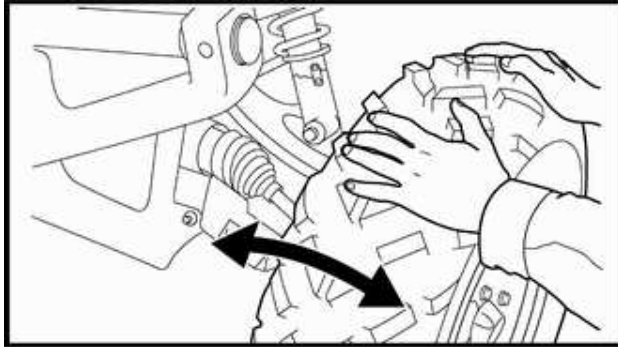
TIE ROD END

Turn the handlebar to the left and/or right until it stops should move freely through entire range of travel without completely, then move the handlebar from the left to the right binding. Check routing of all cables, hoses, and wiring to be slightly. Replace the tie-rod end, if tie rod end has any vertical play.



MAINTENANCE

1. Elevate front end of ATV so front wheels are off the ground. Check for any looseness in front hub / wheel assembly by grasping the tire firmly at top and bottom first, and then at front and rear. Try to move the wheel and hub by pushing inward and pulling outward.



2. If abnormal movement is detected, inspect the hub and wheel assembly to determine the cause.
3. Remove the front wheels.
4. Grasp the steering tie rod and ball joint then pull in all directions feeling for movement in the tie rod end.

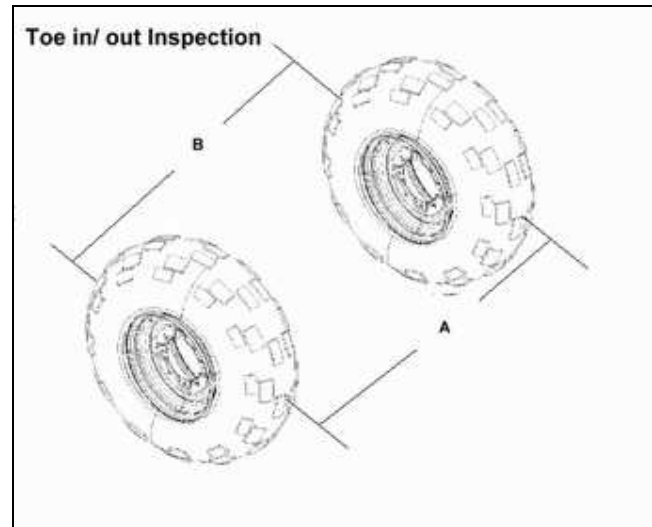
TOE ALIGNMENT INSPECTION

1. Place machine on a smooth level surface.

NOTE:

Before measuring the toe-in, make sure that the tire pressure is correct.

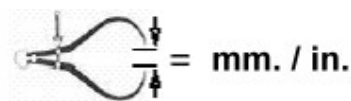
2. Set steering wheel in a straight-ahead position and secure the steering wheel in this position.
3. Place a chalk mark on the center line of the front tires approximately 25.4 cm (10") from the floor or as close to the hub/axle center line as possible.



NOTE: It is important that the height of both marks be equally positioned in order to get an accurate measurement.

4. Measure the distance between the marks and record the measurement. Call this measurement "A".
5. Rotate the tires 180-degree by moving vehicle forward or backward. Position chalk marks facing rearward, even with the hub/axle centerline.
6. Again measure the distance between the marks and record. Call this measurement "B". Subtract measurement "B" from measurement "A". The difference between measurements "A" and "B" is the vehicle toe alignment.

The recommended vehicle toe tolerance is 1/8" to 1/4" (.3 to .6 cm) toe out. This means the measurement at the front of the tire (A) is 1/8" to 1/4" (.3 to .6 cm) wider than the measurement at the rear (B).



Wheel Toe-Out:

$$(A) - (B) = 3 \text{ to } 6 \text{ mm } (1/8 - 1/4")$$

MAINTENANCE

MAINTENANCE

TOE ADJUSTMENT

- Hold tie rod end to keep it from rotating.
- Loosen jam nuts at both ends of the tie rod.
- Shorten or lengthen the tie rod until alignment is as required to achieve the proper toe setting as specified in 3~6mm (1/8~1/4").

IMPORTANT: When tightening the tie rod end jam nuts, the rod ends must be held parallel to prevent rod end damage and premature wear. Damage may not be immediately apparent if done incorrectly.

- After alignment is complete, torque jam nuts to specification.

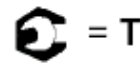
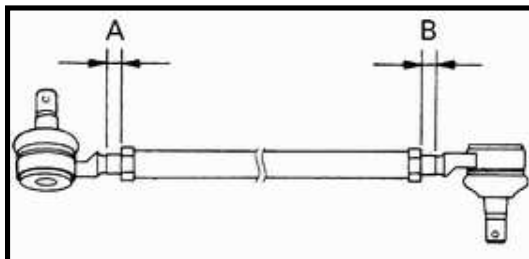


CAUTION

During tie rod adjustment, it is very important that the following precautions be taken when tightening tie rod end jam nuts.

If the rod end is positioned incorrectly it will not pivot, and may break

Important: When tightening the tie rod end jam nuts, the rod ends must be held parallel to prevent rod end damage and premature wear. Damage may not be immediately apparent if done incorrectly. See illustration.



Tie Rod Jam Nut Torque:
16-19 Nm (12-14 ft. lbs.)

Front Suspension Spring Preload Adjustment

The front and rear shock absorber springs are adjustable by rotating the adjustment cam to change spring tension preload.

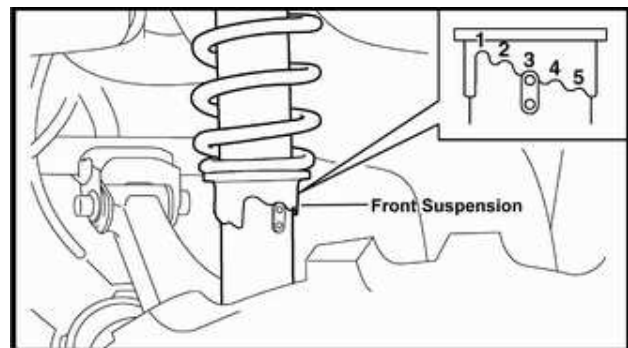
WARNING

Uneven adjustment may cause poor handling of the vehicle, which could result in an accident and serious injury or death. Always adjust both the left and right spring preloads equally.

1. Position the vehicle on a level surface.
2. Stop the engine.
3. Raise and safely support the front or rear of the vehicle off the ground to allow the suspension to fully extend.

NOTE: The tires should not be touching the ground.

4. To adjust the suspension, use the adjustment cam located near the bottom of the shock.
5. Rotate the adjustment cam clockwise to increase spring tension or counter-clockwise to decrease spring tension.



6. Each notch of the adjustment will add 6% - 8% more preload to the spring over the primary position.

MAINTENANCE

NOTE:

The spring preload of the rear shock absorber can be **ADJUSTMENT** adjusted to suit the rider's preference, weight, and the riding conditions.

Standard position: 3

Minimum (Soft) position: 1_ Decrease Preload

Maximum (Hard) position: 5_ Increase Preload

Front Suspension Inspection

Compress and release front suspension. Damping should be smooth throughout the range of travel. Inspect the front shocks and springs to ensure proper function. If the shock is leaking oil, replace it.

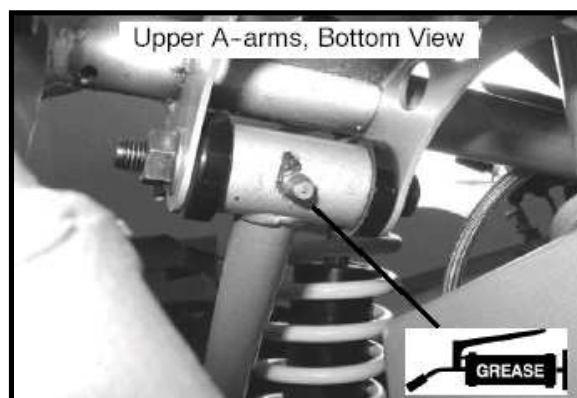
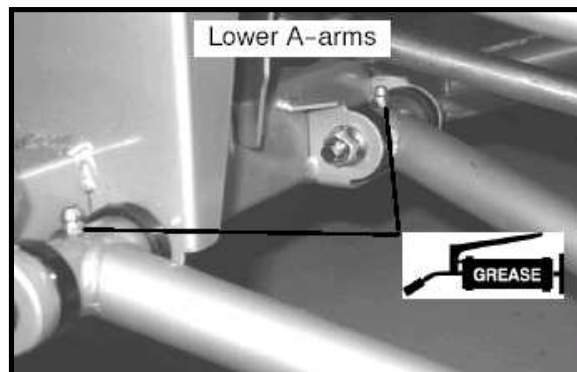
Check all front suspension components for wear or damage.

Check shock-mounting fasteners to ensure they are tight.

Inspect A-arm and weld elements for any sign of damage.

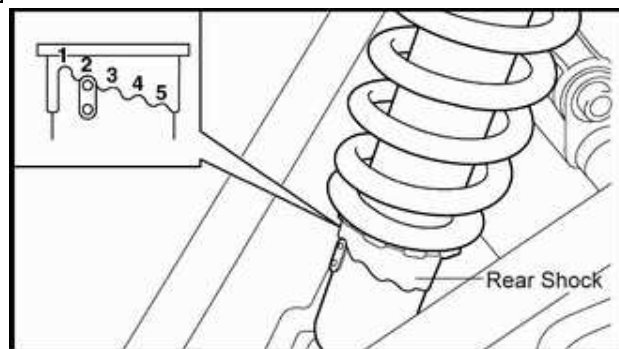
Lubrication / Grease Points

There are grease zerks on the upper and lower A-arms. Apply grease until it is visible on the ends of the pivot points.



REAR SUSPENSION SPRING PRELOAD ADJUSTMENT

The rear spring preload can be adjusted. To make preload adjustments, rotate the adjustment cam clockwise to decrease spring tension or counter-clockwise to increase spring tension. Refer to "Front Suspension Spring Adjustment" for rear suspension service procedures.



Rear Shock Standard position: 2

Minimum (Soft) position: 1_ Decrease Preload

Maximum (Hard) position: 5_ Increase Preload

Rear Suspension Inspection

Compress and release rear suspension. Damping should be smooth throughout the range of travel. Inspect the rear shocks and springs to ensure proper function. If the shock is leaking oil, replace it.

Check all rear suspension components for wear or damage.

Check shock-mounting fasteners to ensure they are tight.

Inspect swing-arm and weld elements for any sign of damage.

MAINTENANCE

BRAKE SYSTEM

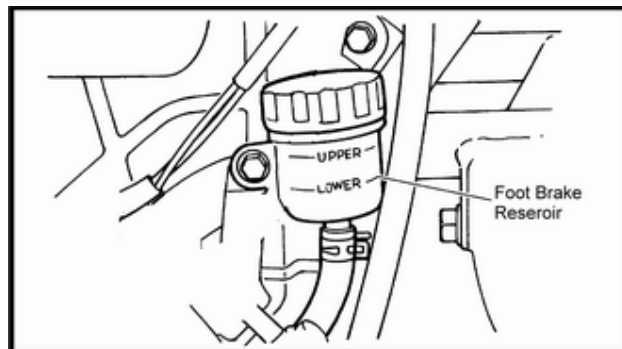
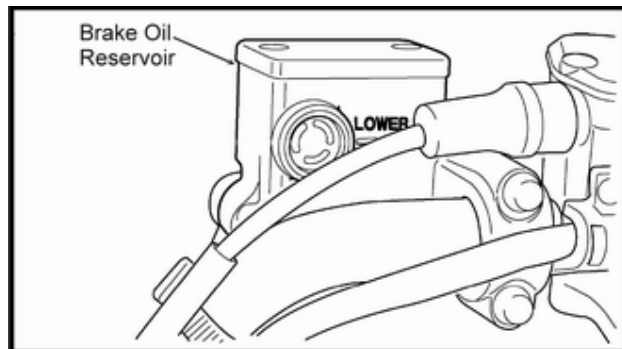
BRAKE FLUID INSPECTION

Always check the brake pedal travel and inspect the brake fluid reservoir level before each operation. If the fluid level is low, add DOT 4 brake fluid only.

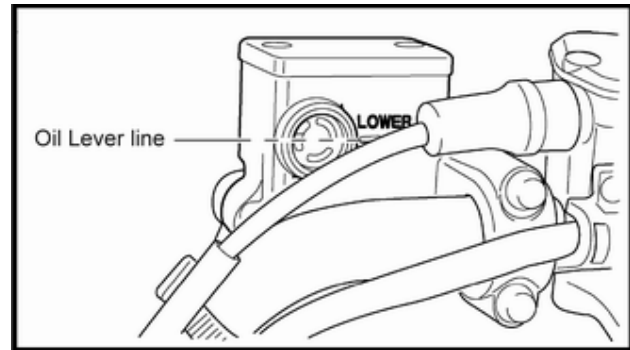
Brake fluid should be changed every two years. The fluid should also be changed anytime the fluid becomes contaminated, the fluid level is below the minimum level, or if the type and brand of the fluid in the reservoir is unknown.

The brake fluid master cylinder reservoir can be accessed through the left front wheel well.

1. Position the vehicle on a level surface.
2. Place the transmission in Neutral (N).
3. Ensure lift up parking lever security.



4. View the brake fluid level in the reservoir. The level should be between the MAX and MIN level lines.
5. If the fluid level is lower than the MIN level line, add brake fluid until it reaches the MAX level line.



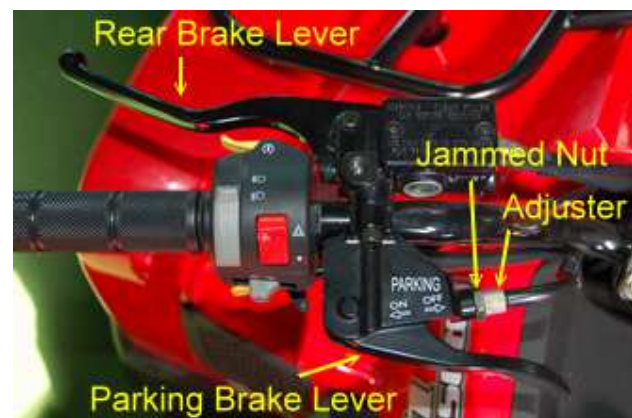
6. Install the reservoir cap and apply the brake pedal forcefully for a few seconds and check for fluid leakage around the master cylinder fittings and the brake caliper fittings.

WARNING

Brake fluid may erode painted surfaces or plastic parts. Always clean up spilled fluid immediately.

PARKING BRAKE ADJUSTMENT

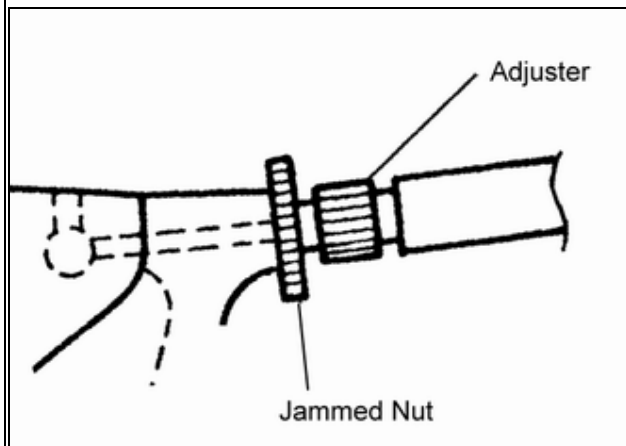
1. Position the vehicle on a level surface.
2. Shift the transmission into neutral (if applicable).
3. Elevate the rear of the vehicle by placing a suitable stand under the frame. The rear tires should be slightly off the ground.



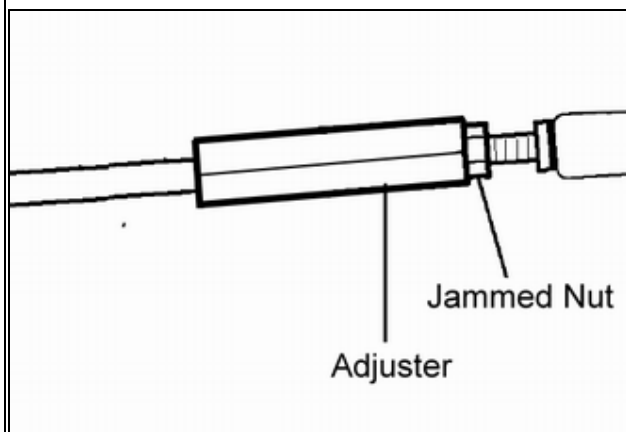
4. While rotating the rear wheels, adjust the adjuster nut at the parking cable.
5. When you begin to feel a slight drag in wheel rotation, loosen the nut 1~2 full turn.
6. Tighten parking brake lever jammed nut.

MAINTENANCE

1. Repeat step 1~5 for parking caliper cable adjusting.



2. When fully tight the cable-adjusting nut but functions that must adjust rear caliper parking swing arm.



10. Verify the parking brake functions correctly.

11. Carefully lower the vehicle to the ground.

Foot Brake Adjustment

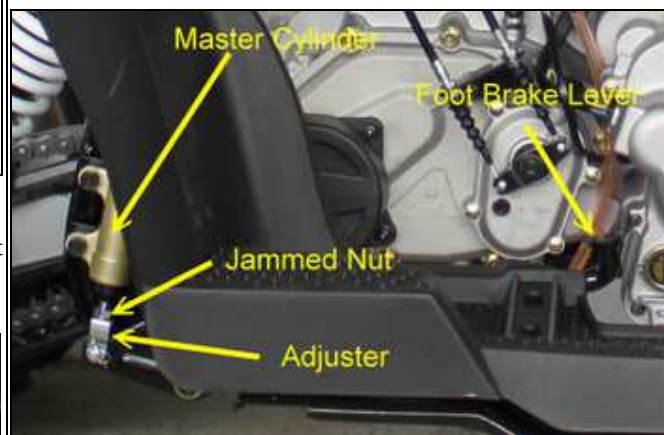
1. Position the vehicle on a level surface.

2. Shift the transmission into neutral (if applicable).

3. Elevate the vehicle by placing a suitable stand under the frame.

The 4 tires should be slightly off the ground.

4. While rotating the 4 wheels, adjust the adjuster nut at the master cylinder piston rod of foot brake.



5. When you begin to feel a slight drag in wheels rotation, loosen the nut 1~2 full turn.

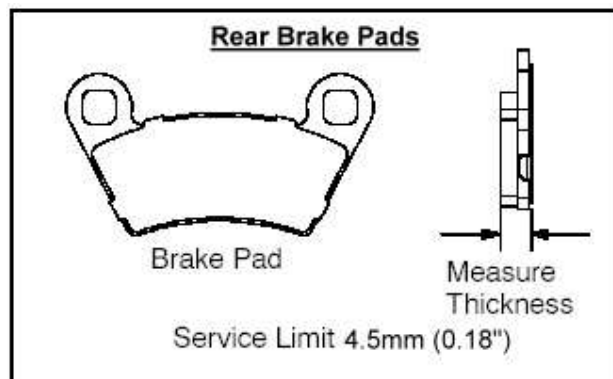
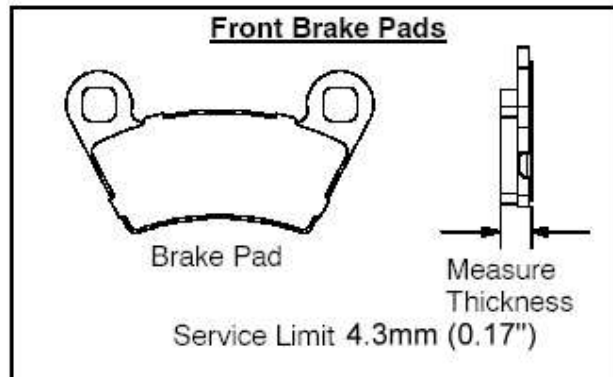
6. Tighten master cylinder piston rod jammed nut.

MAINTENANCE

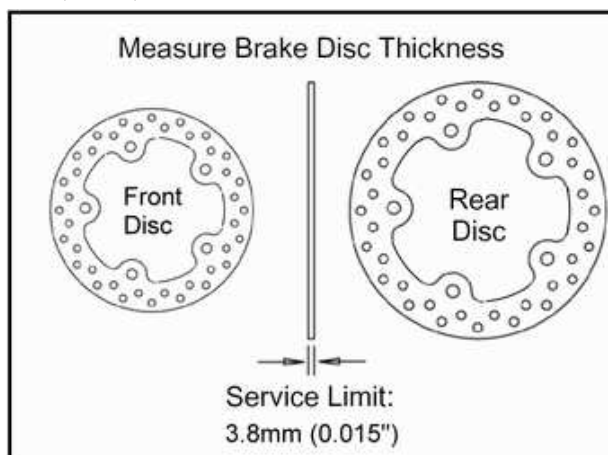
WHEELS AND TIRES

Brake Pad / Disc Inspection

1. Check the brake pads for wear, damage, or looseness.
2. Inspect the brake pad wear surface for excessive wear.
3. Pads should be changed when the friction material is worn to service limit as follow illustrations.



4. Check surface condition of the brake discs.
 5. Measure the thickness of the front and rear brake discs.
- The disc(s) should be replaced if thickness is less than 3.8 mm. (0.015")



WHEELS

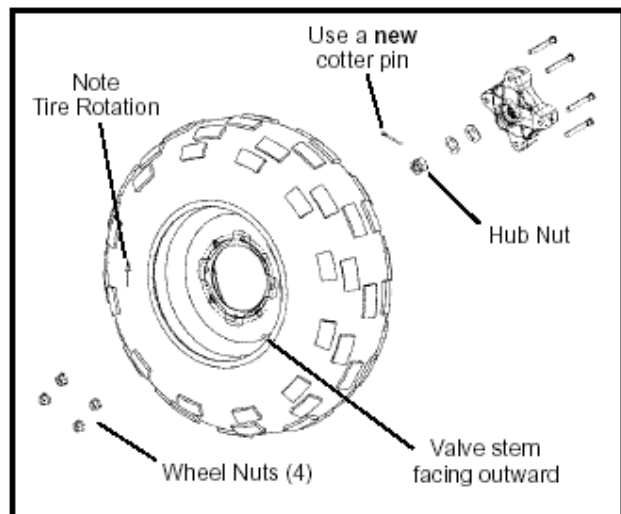
Inspect all wheels for run out or damage. Check wheel bolts and ensure they are tight. Do not over tighten the wheel bolts.

Wheel, Hub and Spindle Torque Table

Item	Specification
Front wheel bolts	30Nm(22ft. lbs)
Rear wheel bolts	30Nm(22ft. lbs)
Front spindle nut	65Nm(48ft. lbs)
Rear hub retaining nut	65Nm(48ft. lbs)

Wheel Inspection

Inspect the front and rear wheel bolts for tightness. Re-torque the wheel bolts periodically and check before each ride.



WHEEL REMOVAL - FRONT / REAR

1. Position the vehicle on a level surface.
2. Stop the engine, place the transmission in gear and lock the parking brake.
3. Loosen the wheel nuts slightly. If wheel hub removal is required, remove the cotter pin and loosen the hub nut slightly.
4. Elevate the appropriate side of the vehicle by placing a suitable stand under the frame.
5. Remove the wheel nuts and remove the wheel.
6. If hub removal is required, remove the hub nut and washers.

MAINTENANCE

Wheel Installation - Front / Rear

1. With the transmission in gear and the parking brake locked, place the wheel in the correct position on the wheel hub. Be sure the valve stem is toward the outside and rotation arrows on the tire point toward forward rotation.
2. Install the wheel bolts and finger tighten them.
3. Lower the vehicle to the ground.
4. Securely tighten the wheel bolts to 30 Nm (22 ft. lbs.)

CAUTION

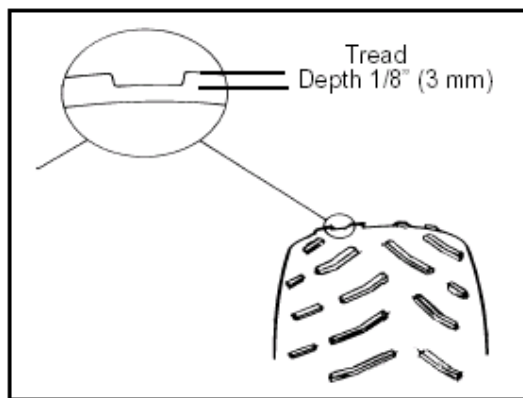
If wheels are improperly installed it could affect vehicle handling and tire wear. Be sure to properly torque and install all wheel nuts.

TIRE INSPECTION

- Improper tire inflation may affect vehicle maneuverability.
- When replacing a tire always use original equipment size and type.
- The use of non-standard size or type tires may affect vehicle handling.

Tire Tread Depth

Always replace tires when tread depth is worn to 3 mm (1/8") or less.



Tire Pressure Inspection (PSI - Cold)

Front	Rear
5 psi (35 kPa)	5 psi (35 kPa)

Tire Notice

WARNING

Operating an ATV with worn tires will increase the possibility of the vehicle skidding and possible loss of control.

Worn tires can cause an accident. Always replace tires when the tread depth measures 0.3 cm (1/8") or less.

CAUTION

Maintain proper tire pressure. Refer to the tire pressure warning decal applied to the vehicle. Improper tire inflation may affect ATV maneuverability.

When replacing a tire always use original equipment size and type.

The use of non-standard size or type tires may affect ATV handling.

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CVT SYSTEM OVERVIEW

 WARNING

Only a certified Aeon Service Dealer technician who has received the proper training and understands the procedures outlined in this manual should perform all CVT maintenance or repairs. Because of the critical nature and precision balance incorporated into the CVT components, it is absolutely essential that no disassembly or repair be made without factory authorized special tools and service procedures.

The Continuously Variable Transmission (CVT) consists of three major assemblies: 1) The Drive Clutch. 2) The Driven Clutch. 3) The Drive Belt.

The internal components of the drive clutch and driven clutch control engagement (initial vehicle movement), clutch up shift and backshift. During the development of an Aeon ATV, the CVT system is matched first to the engine power curve; then to average riding conditions and the vehicle's intended usage. Therefore, modifications or variations of components at random are never recommended. Proper clutch setup and careful inspection of existing components must be the primary objective when troubleshooting and tuning.

CVT MAINTENANCE / INSPECTION

Under normal operation the CVT system will provide years of trouble free operation. Periodic inspection and maintenance is required to keep the system operating at peak performance. The following list of items should be inspected and maintained to ensure maximum performance and service life of CVT components. See "CVT Overheating / Diagnosis" on page 3.4 for more information.

1. Drive clutch rollers and bushings. Driven clutch rollers, pins, and spring.
2. Clutch sheave faces. Clean and inspect for wear.
3. CVT system sealing. The CVT system is air cooled by fins on the drive clutch. The fins create a low-pressure area around the drive clutch. The clutch cover must be sealed to ensure water and other contaminants entering the CVT area.

DRIVE CLUTCH OPERATION

CVT drive clutch primarily sense engine RPM. The major

components, which controls shifting function, are the shift centrifugal weights (rollers) inside the moveable sheave. Whenever engine RPM is increased, centrifugal force is created, causing the rollers to push against the cam plate and force the moveable sheave toward the drive belt. This motion pinches the drive belt between the spinning sheaves and causes it to rotate, which in turn rotates the driven clutch. If belt speed is sufficient, centrifugal friction shoes on the driven clutch overcome their return spring pressure and swing outward against the transmission drive hub, and the vehicle (if in gear) begins to move. At lower RPM, the drive belt rotates low in the drive clutch sheaves. As engine RPM increases, centrifugal force causes the drive belt to be forced upward on drive clutch sheaves, changing the ratio of the drive to driven clutch from low to high.

DRIVEN CLUTCH OPERATION

Driven clutches primarily sense torque, but also react to RPM, applying and retracting the friction shoes according to the forces applied to it from the drive belt, while at the same time reacting to the torque at the transmission input shaft. If the torque resistance at the transmission input shaft is greater than the load from the drive belt, the drive belt is kept at the outer diameter of the driven clutch sheaves (low ratio). As engine RPM and horsepower increase, the load from the drive belt increases, resulting in the belt rotating up toward the outer diameter of the drive clutch sheaves and downward into the sheaves of the driven clutch. This action, which increases the driven clutch speed, is called up shifting. Should the throttle setting remain the same and the vehicle is subjected to a heavier load, the torque sensing driven clutch will close, forcing the drive belt back up toward the outer diameter of the driven clutch. This also forces the belt downward into the sheaves of the drive clutch. This action, which decreases the driven clutch speed, called back shifting. In situations where loads vary and throttle settings are constant, the drive and driven clutches are continually shifting to maintain optimum engine RPM. At full throttle a perfectly matched CVT system should hold engine RPM at the peak of the power curve. This RPM should be maintained during clutch up shift and backshift. In this respect, the CVT system is similar to a power governor. Rather than vary throttle position, as a conventional governor does, the CVT system changes engine load requirements by either up shifting or back shifting.

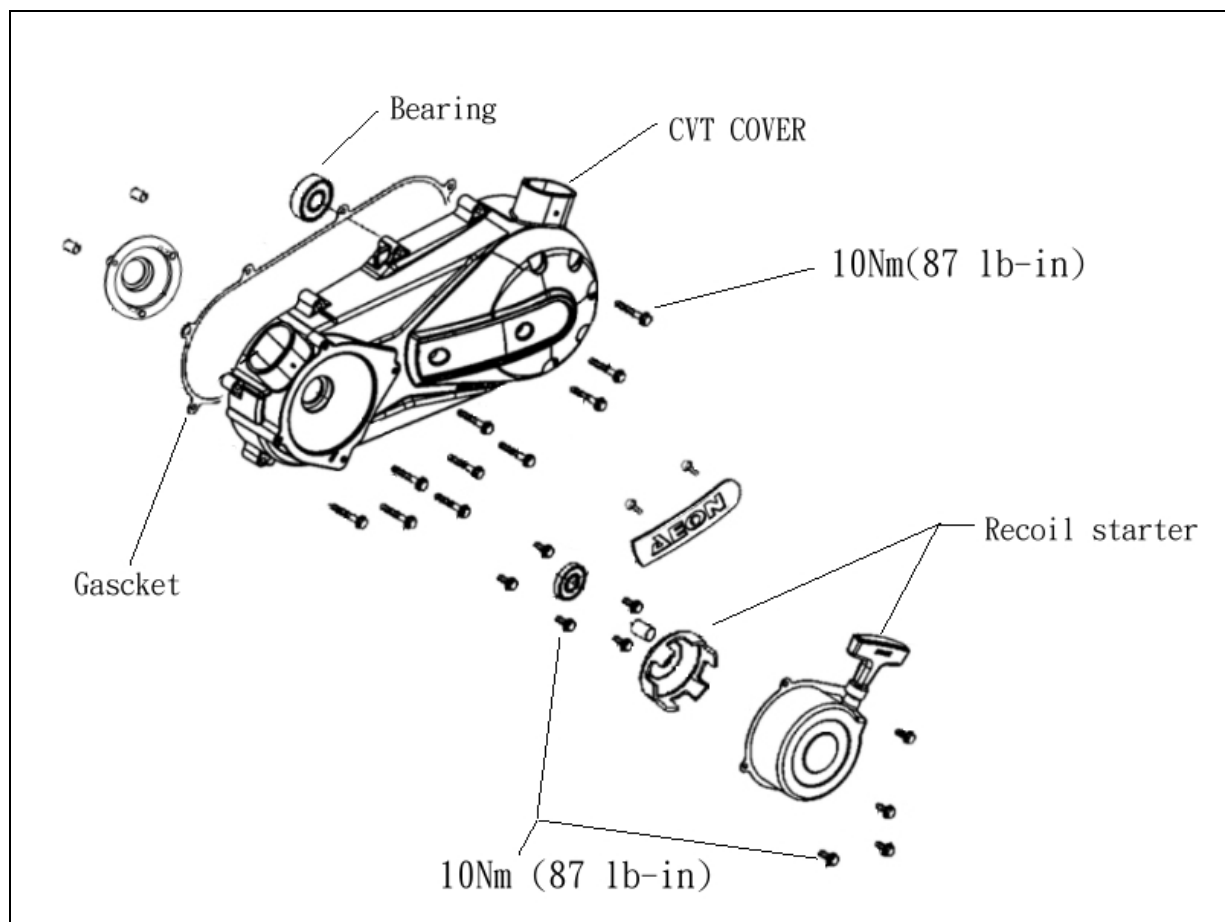
CVT SYSTEM

CVT SYSTEM DRYING

NOTE: If operating the ATV through water, be sure to check the CVT cover and other ATV components for water ingestion. The ATV should be checked immediately. Refer to Owner's Manual for Safe Riding Tips.

1. To drain any water that may be trapped inside the CVT area, remove the CVT drain plug and O-ring located on the bottom of the crankcase and let the water drain out. The CVT drain plug is shown at right.
2. To further expel water from the CVT area cover and to dry out the CVT system, shift the transmission to neutral and rev the engine slightly to expel the moisture. This will also air-dry the belt and clutches.
3. Allow engine RPM to settle to idle speed, shift transmission to lowest available range and test for belt slippage. Repeat as needed.

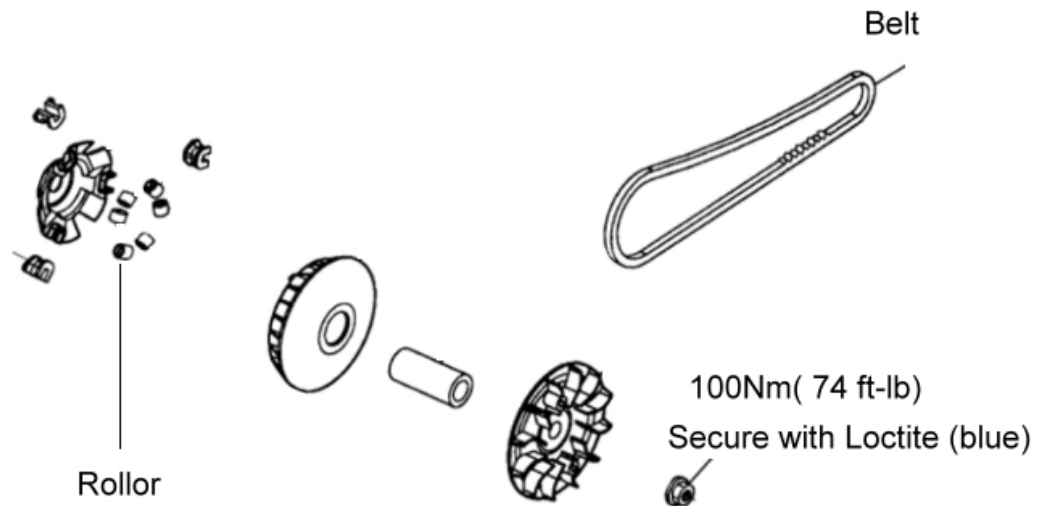
CLUTCH COVER/ RE-COIL STARTER EXPLODED VIEW



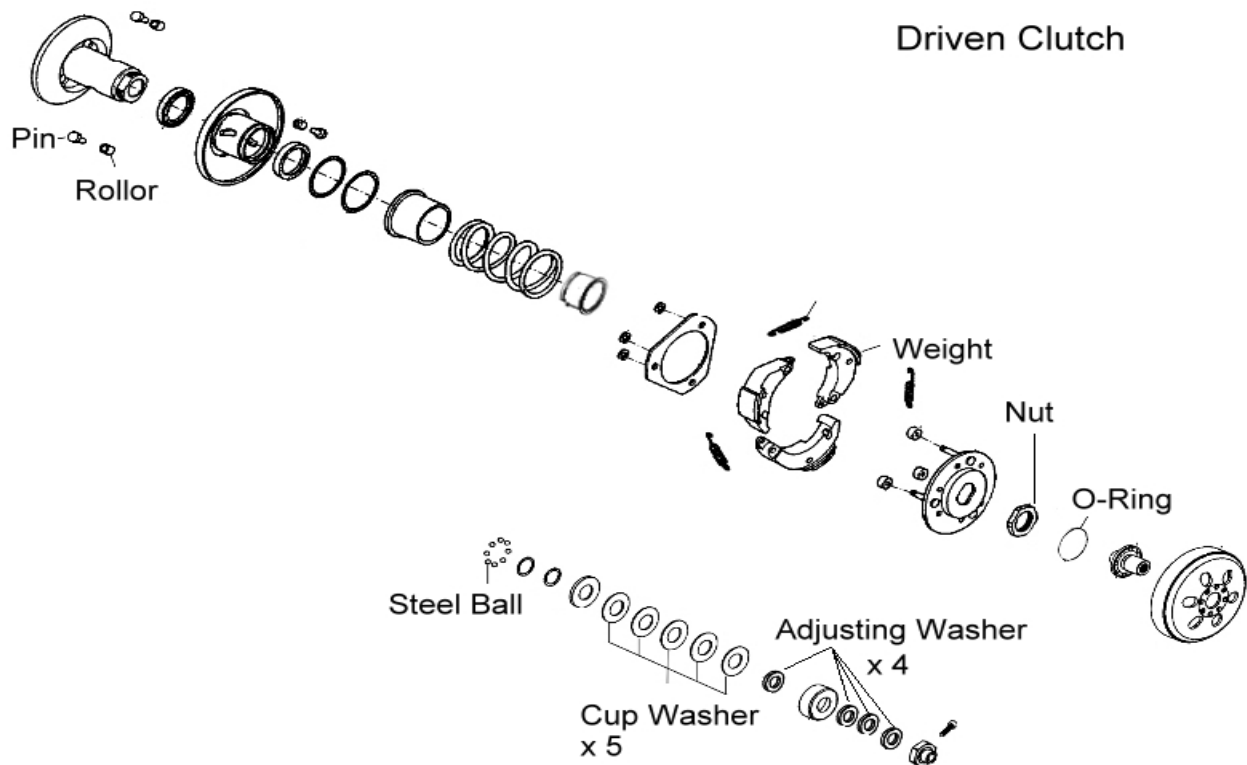
CVT SYSTEM

CVT EXPLODED VIEW

DRIVE CLUTCH



Driven Clutch



CVT SYSTEM

CVT OVERHEATING/DIAGNOSIS

During routine maintenance or whenever CVT system overheating is evident, it's important to check the inlet and outlet ducting for obstructions. Obstructions to air flow through the ducts will significantly increase CVT system operating temperatures. The ATV should be operated in LOW RANGE (if equipped) when pulling or plowing heavy loads, or if extended low speed operation is anticipated.

GENERAL RANGE OPERATION GUIDELINES	Heavy loading, basic operational speeds less than 10Km, riding through rough terrain (swamps, mountains, etc.), low ground speeds.
	High ground speeds, speeds above 30Km.
Diagnosis of Clutch Drive Belt & Cover Related Issues:	
Possible Causes	Solutions/What to do?
Heaving Loading onto the scooter when in high range.	Drive to low speed during loading of the scooter to prevent belt burning.
Starting out going up a steep incline.	When starting out on an incline, applying the brake and perform the "K" turn.
Driving at low RPM or low ground speed (At approximately 5--12 km).	Drive at higher speed for cooler CVT operating temperatures and longer component life.
Insufficient warm--up of exposed to low ambient temperatures.	Warm engine at least 5 min., then with transmission in neutral, advance throttle to approx. 1/8 throttle in short bursts, 5 to 7 times. The belt will become more flexible and prevent belt burning.
Slow and easy clutch engagement.	Fast, effective use of the throttle for efficient engagement. Continuous operation at the point of engagement (initial vehicle movement) increases CVT temperatures and component wear.
Stuck in mud or snow.	Reduce to Low RPM, carefully use fast, aggressive throttle application to engage clutch. Warning: Excessive throttle may cause loss of control and scooter overturn.
Belt slippage from water or snow ingestion into the CVT system.	Let engine keep in idle speed. Using the throttle, vary the engine rpm from idle to 3/4 throttle openings and test for belt slippage. Repeat several times as required. During this procedure, the throttle should not be held at the full position. CVT seals should be inspected for damage if repeated leaking occurs.
Clutch malfunction.	A certified AEON technician should perform Inspection/repair of clutch components.

CVT SYSTEM

DRIVE CLUTCH REMOVAL

Some fasteners and procedures will vary. Refer to the appropriate parts manual for proper fasteners and fastener placement.

1. Position the vehicle on a level surface. Use the parking brake.
2. Remove seat, storage box and LH plastic panel to gain access to the outer clutch cover.



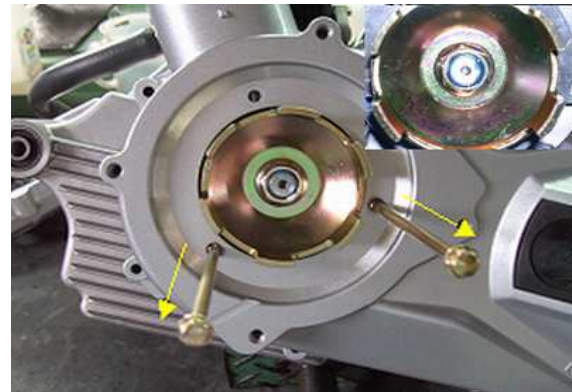
3. Remove the inlet dust screw and inlet duct.



4. Remove all screws and cover with re-coil start attached.



5. Remove the entire re-coil starter bolt.
6. Remove the lock nut, washer, and the re-coil start pawl from the crankshaft.

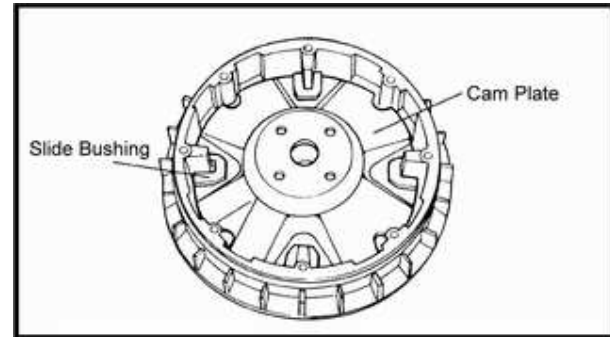
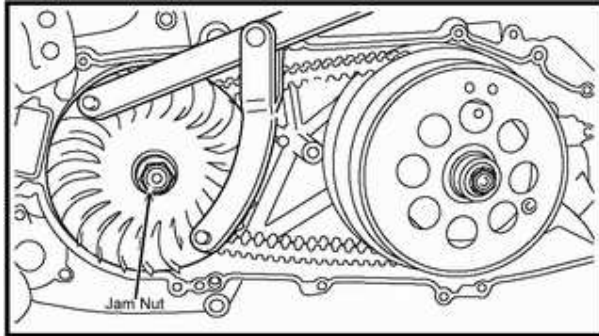


7. Remove outer clutches cover screws and the clutch cover.



CVT SYSTEM

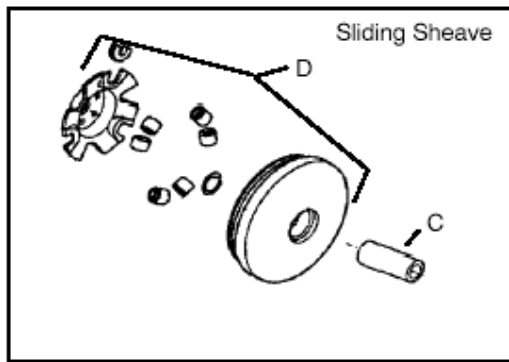
8. Remove outer sheave from crankshaft.



7. Remove belt.

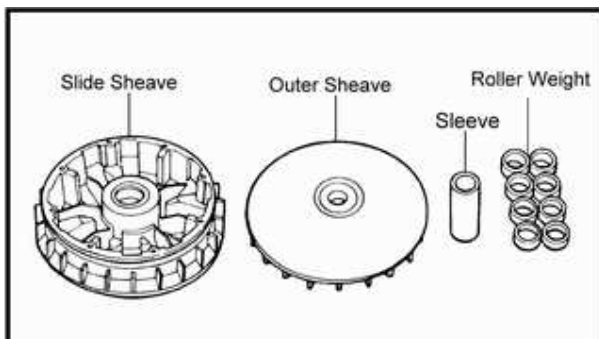
8. Use two hands to hold the cam plate and the primary sliding sheave together when removing the primary sliding sheave and the cam plate assembly.

This prevents the roller weights from falling out of the assembly.



5. Remove the roller weights from the primary sliding sheave.

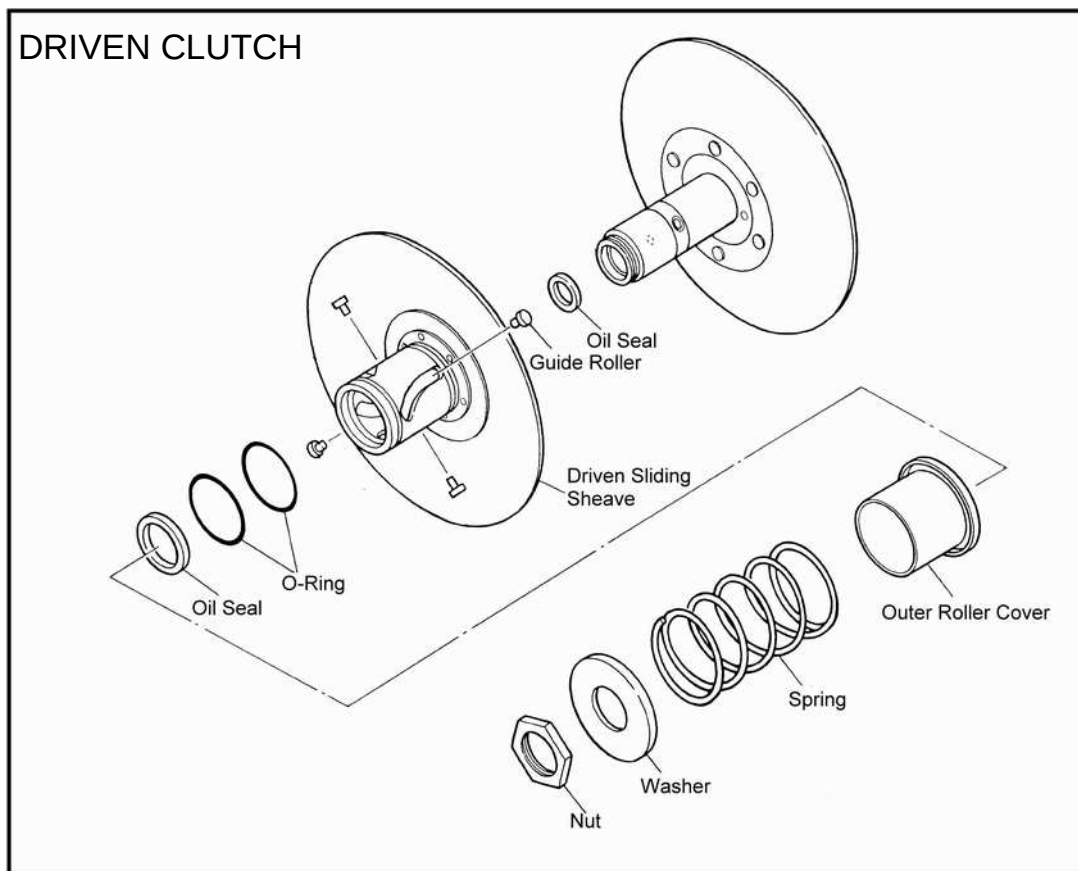
Check the rollers for wear and scoring.



6. Remove and inspect the slide bushings and cam plate.

Replace any components that found to be worn excessively or appear abnormal.

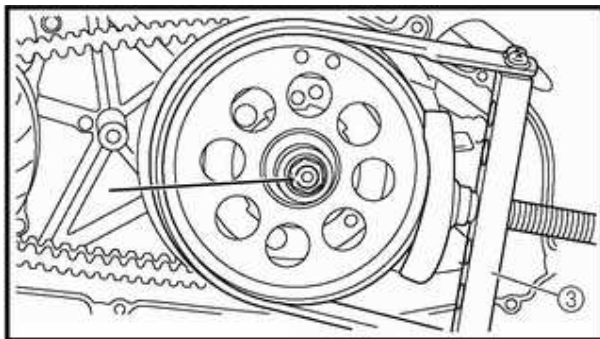
CVT SYSTEM



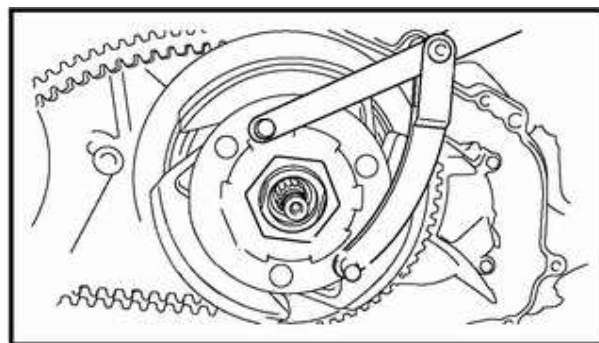
DRIVEN CLUTCH REMOVAL

NOTE: This assembly utilizes a torque limiting system to prevent transmission damage. Use care removing the clutch assembly, as the torque limiting components become free and could fall apart. Mark or note parts during disassembly.

1. Hold the driven clutch housing then releasing the nut from the shaft.



2. Remove the nut by pincer and air wrench.



3. Pull the entire clutch off as an assembly.
4. Set the driven clutch assembly on a flat surface.

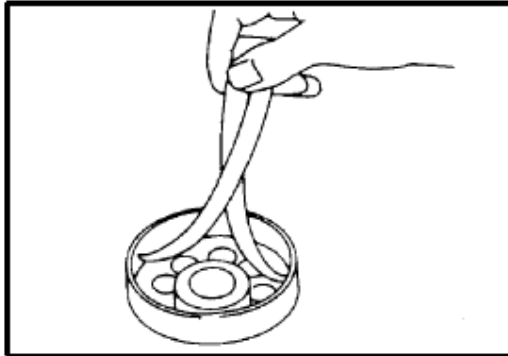
Remove the cover. Inspect components for excessive wear or damage. Replace components as required.

CVT SYSTEM

DRIVEN CLUTCH SERVICE

DRIVEN CLUTCH DISASSEMBLY AND INSPECTION

1. Inspect the condition of the clutch drum. Measure the inside diameter of the cover at 90 degree intervals using a caliper. Inspect the condition and diameter of the drum lining. If either the measurements or the lining indicates excessive wear, replace the clutch cover.

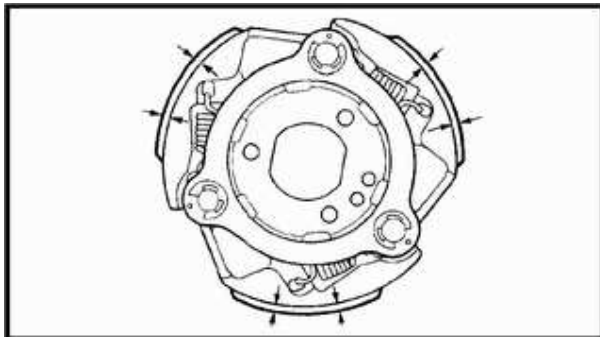


CAUTION

Spring pressure can cause components to eject suddenly. Use care during removal.

1. Secure the assembly in a clamping device. To access the driven spring, mark and remove the outer heave-retaining nut. Remove the friction pad assembly and driven spring.

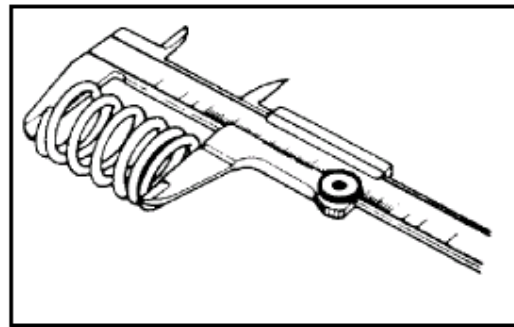
2. Inspect the condition of the clutch drum. Measure the inside diameter of the cover at 90 degree intervals using a caliper. Inspect the condition and diameter of the drum lining. If either the measurements or the lining indicates excessive wear, replace the clutch cover.



Driven Clutch Friction Pad
Service Limit: 2 mm (0.078")

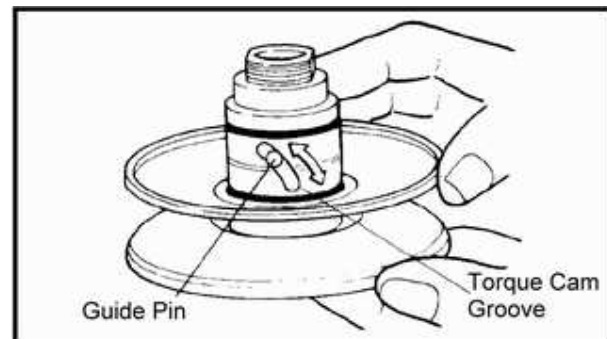
Driven Clutch Hub I. D.:
Service Limit: 153 + 0.2 mm

3. Use a caliper to check the length of the compression spring. At full extension, the measurement should be no less than 130 mm. If out of specification, replace the spring.



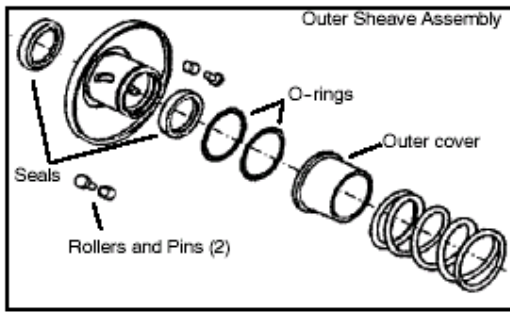
Driven Compression Spring
Service Limit:
130 mm (51.2")

4. Remove the outer guide pin cover by turning and pulling up on the cover. Replace the 2 o--rings.

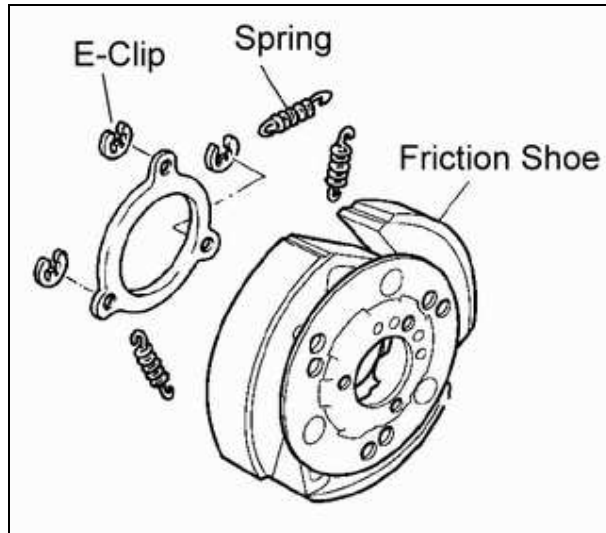


5. Remove the rollers and pins using a needle--nose pliers and inspect all components. Replace if any damage or excess wear is found. Replace the o--rings and seals anytime the driven is apart.

CVT SYSTEM

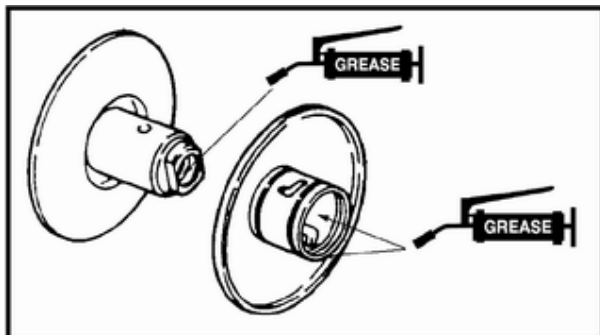


6. To replace the friction shoes, remove the e—clips that retain the backing plate. Use a suitable tool to remove and install the springs connecting the shoes, using care not to over--stretch the springs more than is necessary.



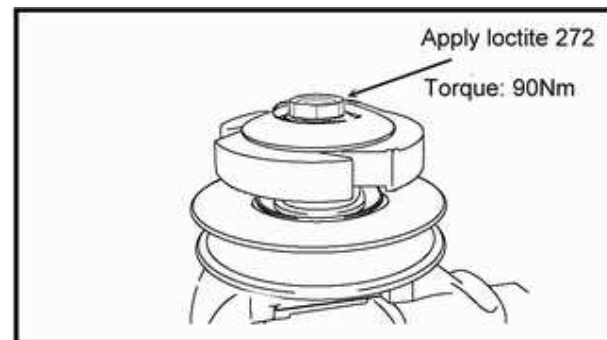
DRIVEN CLUTCH ASSEMBLY

1. Insert new seals into the outer sheave assembly. Fill the outer sheave cavity with fresh grease and slide onto the inner sheave shaft. Align and insert the roller/pin assemblies. Install new o-rings and the outer roller pin cover. Place the washer onto the threaded shaft and apply Loctite 272 to the threads.



2. Have an assistant available for final assembly.

Install the compression spring. Place the friction pad assembly over the spring and compress the driven assembly together with both hands. With the assembly compressed and the threads exposed, have an assistant thread a new retaining nut onto the shaft. Secure the assembly in a clamping device and torque the retaining nut to **90 Nm**.



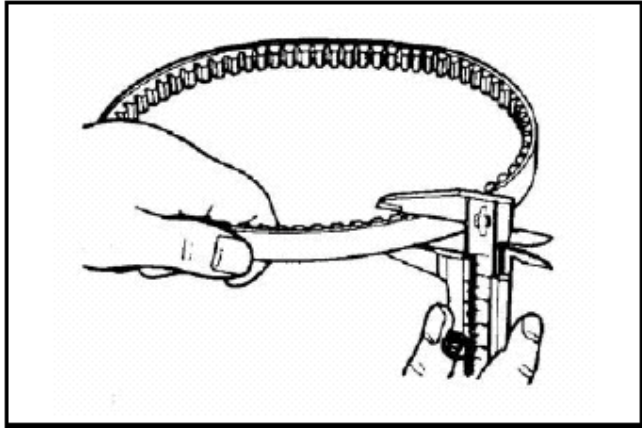
NOTE: Outer sheave retaining nut replacement is strongly recommended. Use Loctite 272 on the threads during reassembly.

**Driven Assembly Nut Torque
90 Nm (67 ft. lbs.)**

CVT SYSTEM

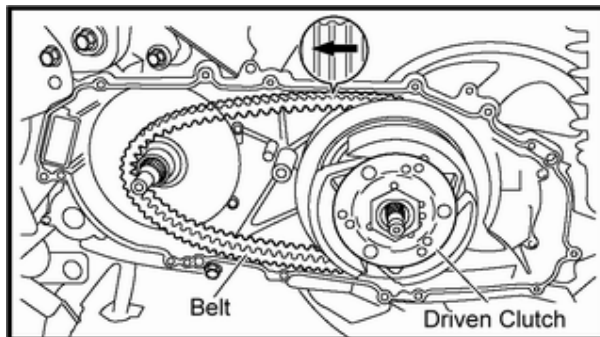
CVT BELT INSPECTION

Inspect the surface of the drive belt for uneven wear or grease deposits. Using a caliper, measure the width of the belt. The service limit of the belt is **24 mm**. If the width of the belt is less than the service limit, or if the belt is worn, glazed or hour--glassed, replace.



CVT Drive Belt Width
Service Limit: 24mm

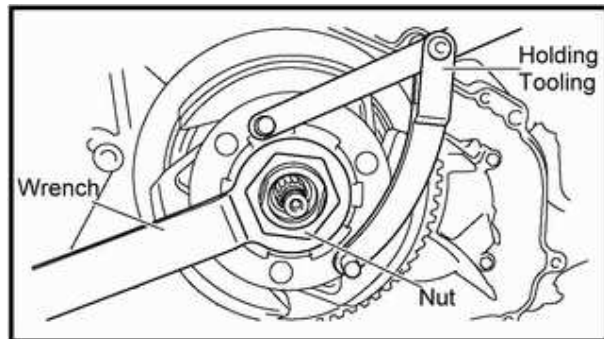
3. Install the drive clutch assembly into Crankshaft.
4. Install the drive belt on driven clutch sheave side and move belt as far into the sheaves as possible.
5. Install the V-belt with the printed arrow mark on the V-belt facing in the direction shown in the illustration.



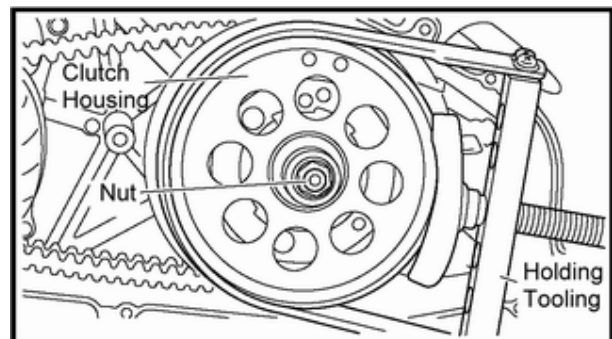
CAUTION

Do not allow grease to contact the V-belt and the secondary sheave assembly.

6. Holding the clutch shoe assembly with the holding tool tighten the clutch shoe assembly nut to 90Nm with the locknut wrench.



7. Hold the clutch housing with the holding tooling, tighten the clutch housing nut to 50Nm



Driven Assembly Nut Torque
50 Nm (37 ft. lbs.)

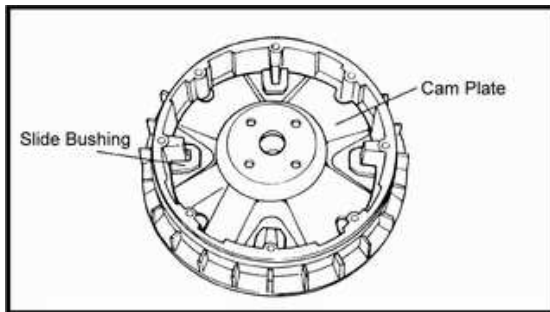
CVT SYSTEM

DRIVE CLUTCH SERVICE

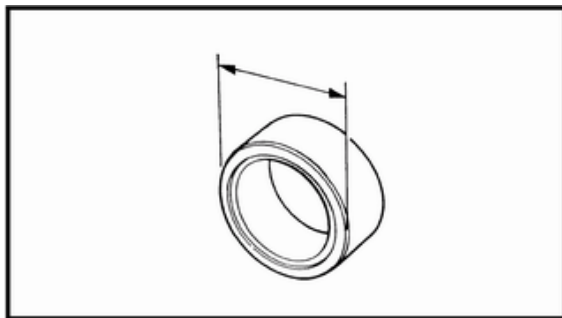
DRIVE CLUTCH DISASSEMBLY AND INSPECTION

1. Remove outer drive clutch sheave and drive belt. Note parts assembly order.
2. Slide sheave and cam plate off crankshaft as an assembly.

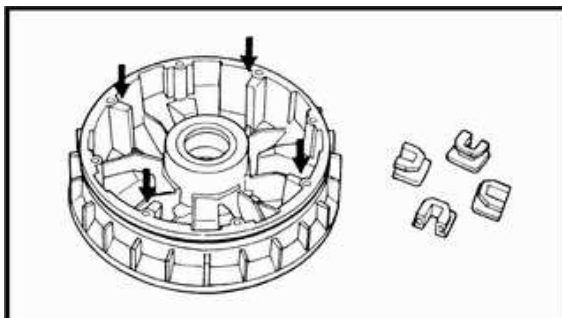
NOTE: When removing primary sliding sheave and cam plate assembly, hold cam plate and sliding sheave together. This prevents the rollers from falling out of the assembly.



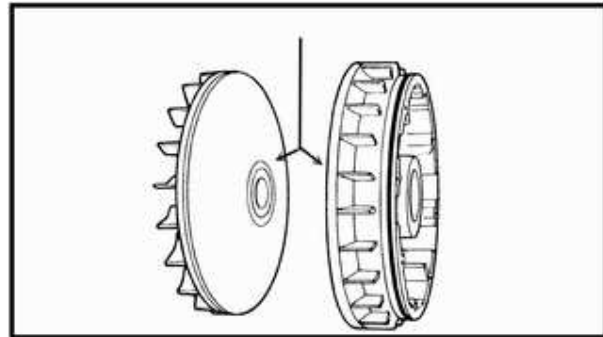
3. Remove cam plate.
4. Inspect surface of roller weight for wear or damage. The outside diameter is 23.2mm and the service limit is 22.7mm.



5. Inspect surface of slide sheave; slide bushing and cam plate for wear, pitting, or damage.

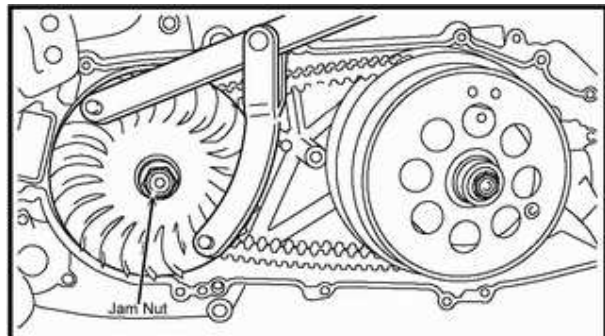


5. Inspect belt-contacting surface of both sheave for wear or damage.

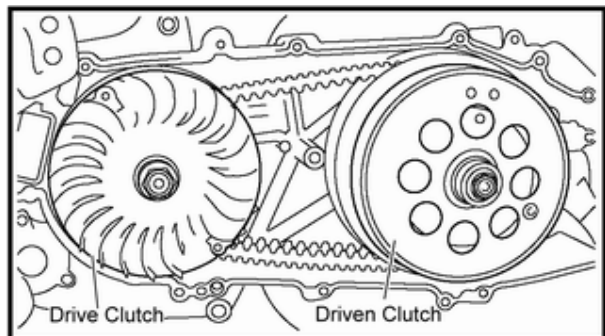


DRIVE CLUTCH ASSEMBLY

1. Install the V-belt onto the drive clutch assembly when the pulley is at its widest position.
2. Install the drive clutch outer sheave when the pulley is at its narrowest position.
3. Ensure the V-belt is tight.



4. Holding the primary fixed sheave with the rotor holding tool, install washer and nut tighten the drive clutch nut to 100 Nm.



Drive Clutch Lock Nut Torque:
100 Nm (74ft-lbs)

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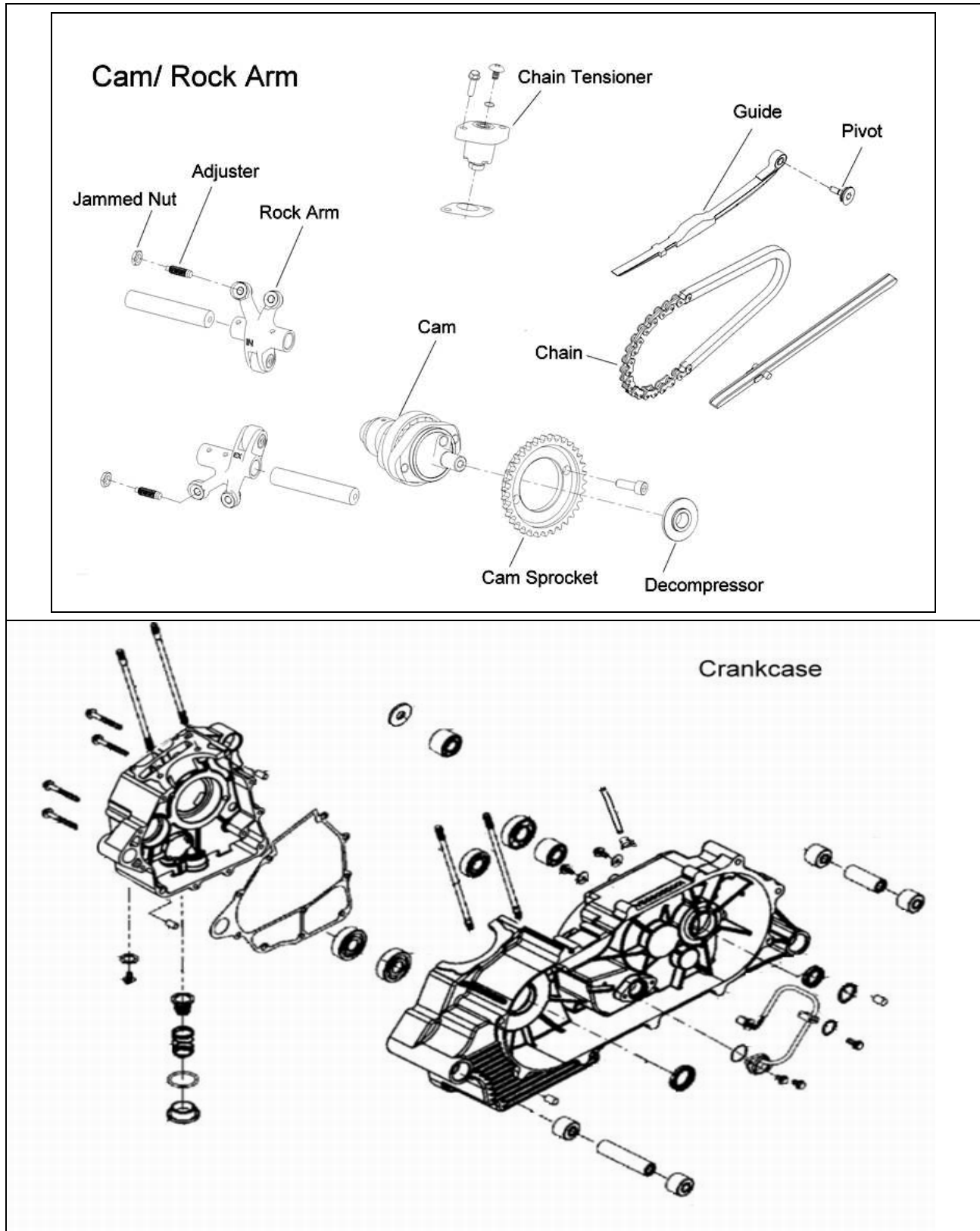
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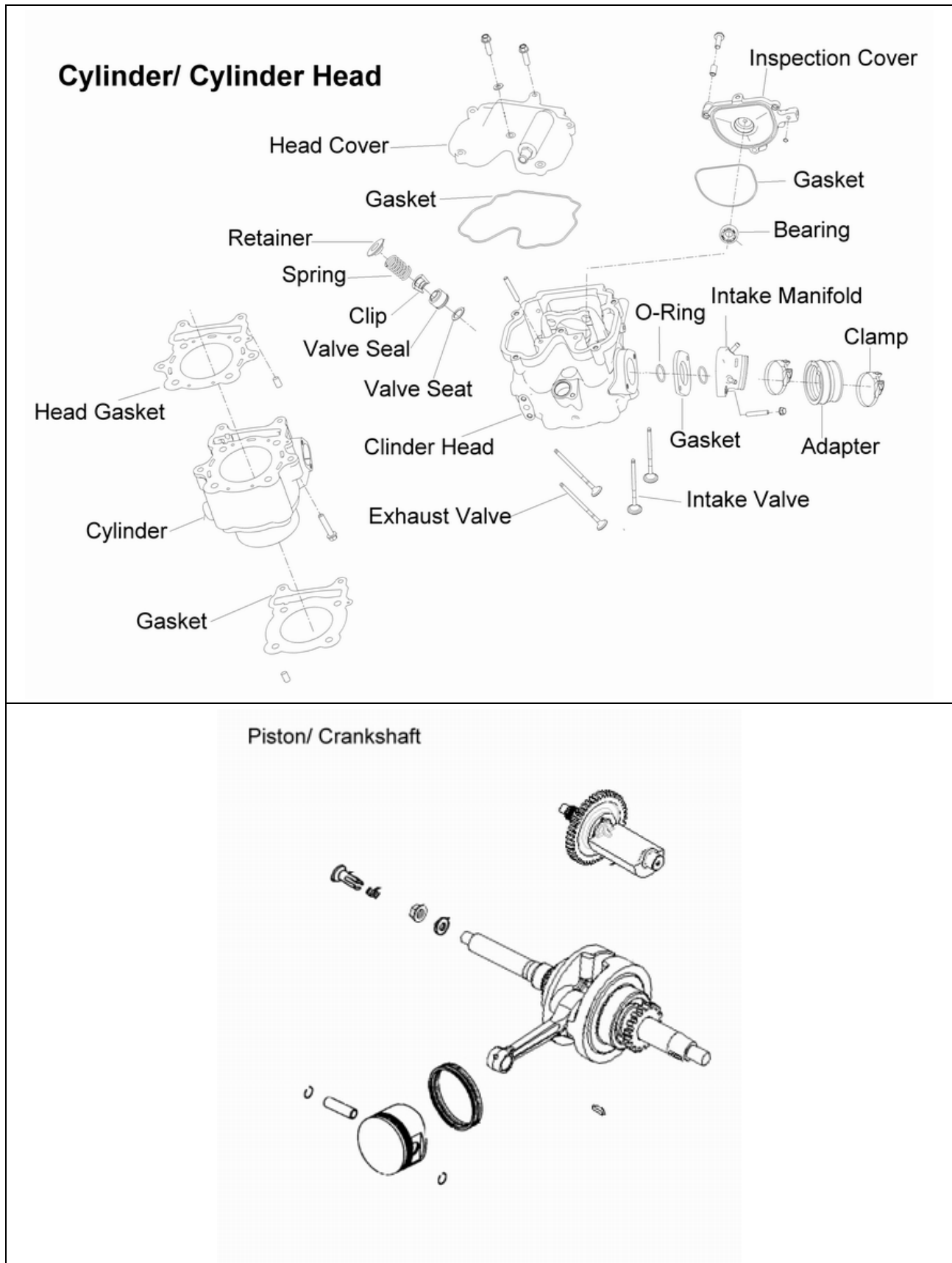
ENGINE

ENGINE ILLUSTRATION

ENGINE EXPLODED VIEW

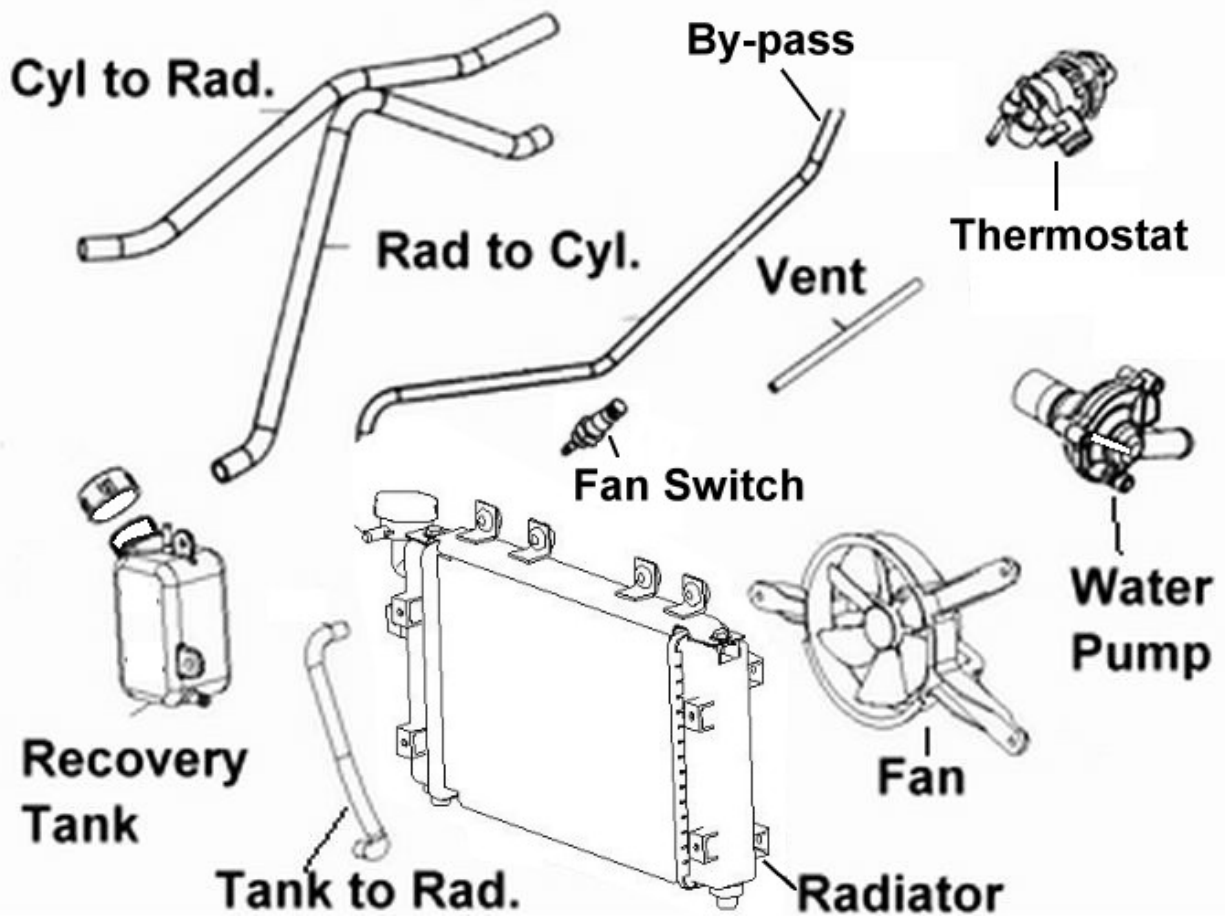


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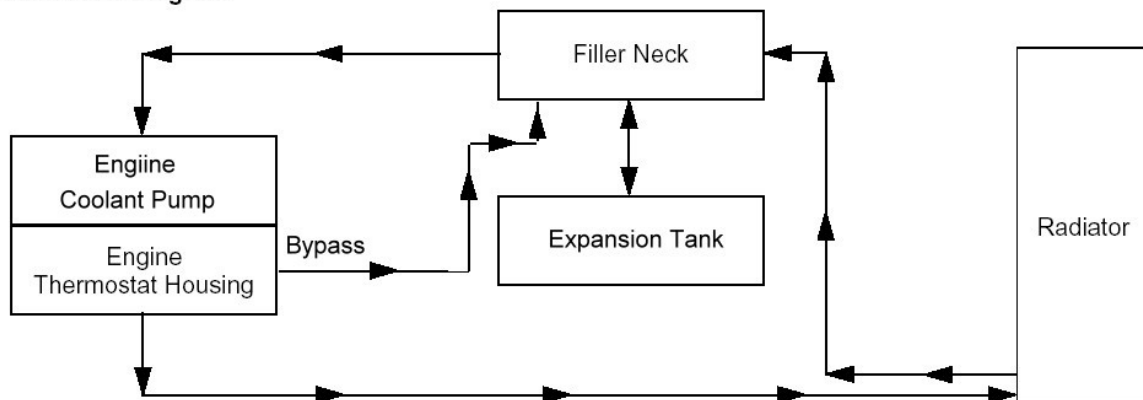


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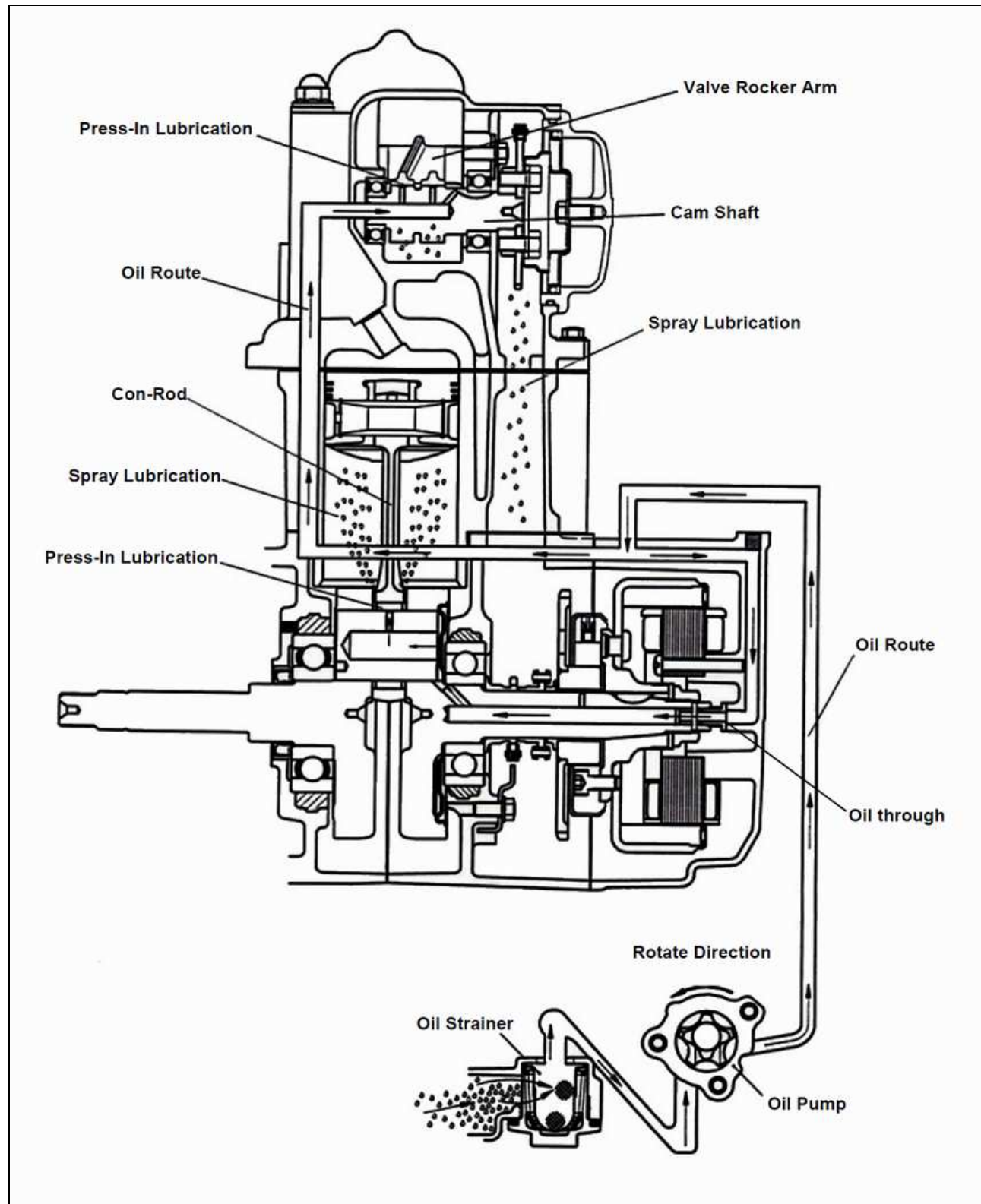
COOLING SYSTEM EXPLODED VIEW



Coolant Flow Diagram



ENGINE OIL FLOW DIAGRAM



ENGINE

COOLING SYSTEM

SPECIFICATIONS

CONDITION	SPECIFICATION
Thermostat Open	65° C
Thermostat Full Open	80° C
System Capacity	1200CC
Fan Switch "On"	75° C/ 85° C (Two type)
Pressure Cap Relief	0.9 Bar

Recommended Coolant

Use only high quality antifreeze/coolant mixed with distilled water in a 50/50 or 60/40 ratio, depending on freeze protection required in your area.

PRESSURE TEST

1. Remove the front bumper.
2. Remove pressure cap and pressure test the cooling system using a commercially available pressure tester.
3. The system must maintain 0.7 Bar (10 psi) for five minutes or longer.
4. If pressure loss is evident within five minutes, check the radiator, hose, lamps and water pump seals for leakage.

Pressure Cap Test



WARNING

Never remove pressure cap when engine is warm or hot. The cooling system is under pressure and serious burns may result.

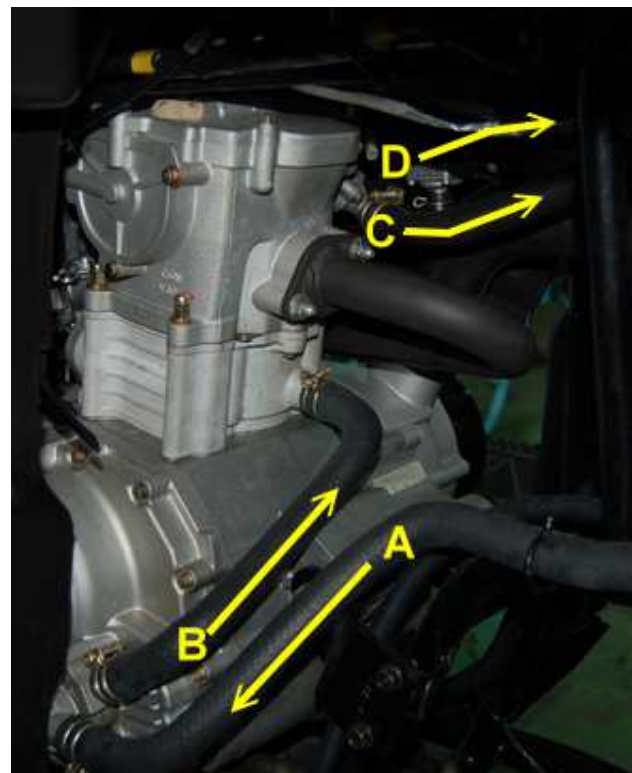
Allow the engine and cooling system to cool before servicing.

1. Remove pressure cap and test cap using a commercially available pressure cap tester.
2. The pressure cap relief pressure is 0.9 Bar (13 psi). Replace cap if it does not meet this specification.



COOLANT CIRCULATION

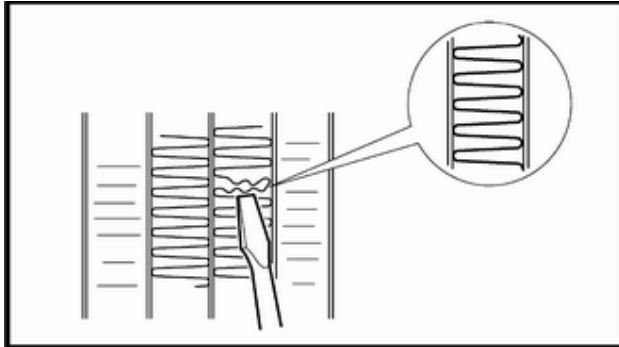
- A) From radiator to coolant pump.
 - B). From coolant pump to cylinder
 - C). From Thermostat valve to radiator
- (High capacity circulation when coolant temperature over 65 °C)
- D). Bypass-from Thermostat bypass tube to radiator.
- (low capacity circulation when coolant temperature below 65 °C).



ENGINE

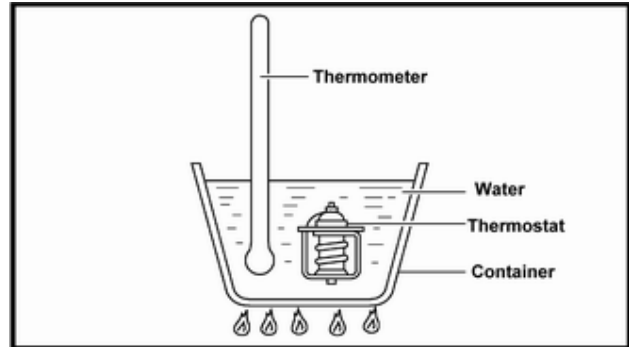
RADIATOR

1. Apply compressed air to the rear of the radiator.
2. Straighten any flattened fins with a thin, flathead screwdriver.



3. Replace radiator hoses if radiator hoses for cracks or damage.

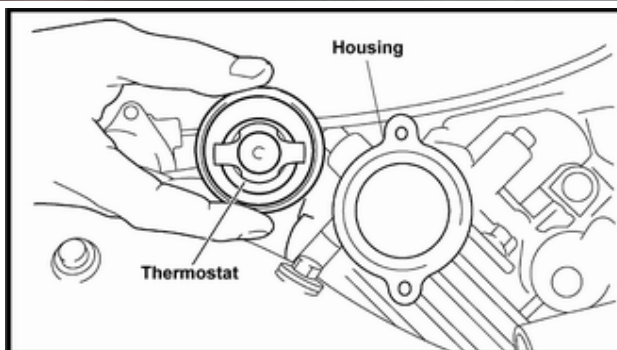
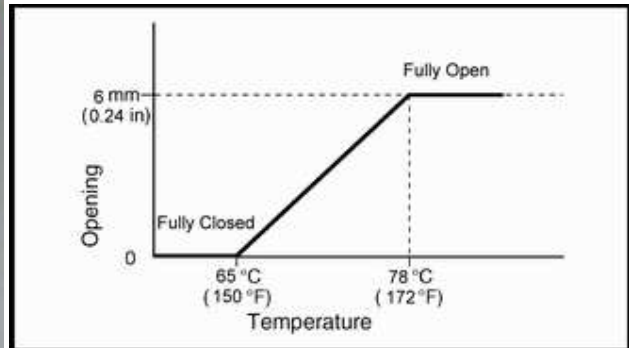
1. Suspend the thermostat in a container filled with water.
2. Slowly heat the water.
3. Place a thermometer in the water.
4. While stirring the water, observe the thermostat and thermometer's indicated temperature



THERMOSTAT



5. If the accuracy of the thermostat is in doubt, replace it. A faulty thermostat could cause serious overheating or overcooling.



ENGINE

FAN SWITCH

1. The fan switch is located at right of radiator.

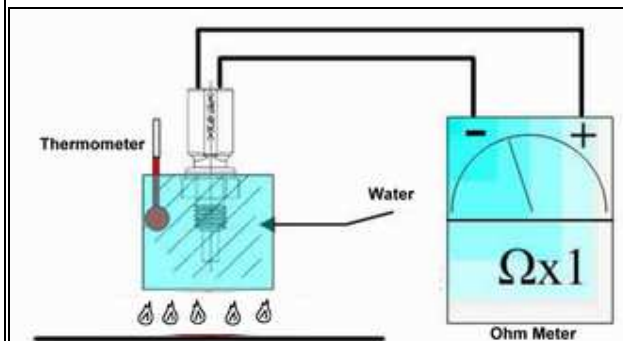


FAN STARTING TEMPERATURE PRINT LOCATION.



85°C FAN SWITCH PART#: 19325201-000

75°C FAN SWITCH PART#: 1932550A-000



2. If the value reading of the fan switch is in infinity, replace it.

A faulty fan switch could cause serious overheating or overcooling.

WATER PUMP

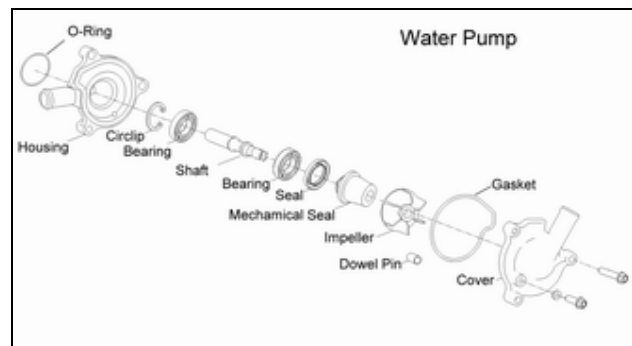
Removal

1. Remove water pump tube.
2. Take off water pump bolts.
3. Tap water pump lightly with a plastic hammer in reinforced areas only until loose.



4. Remove impeller and mechanical seal from water pump housing.

5. Ensure do not scratch impeller shaft surface.



6. Inspect the impeller, oil seal and o-ring. Replace parts if have too much worn or damaged.

Installation

1. Before installing the oil seal, apply tap water or coolant onto its outer surface.
2. Never lubricate the water pump seal surface with oil or grease.

ENGINE

AIR DRAIN PROCEDURE

WARNING

Always wear safety glasses and proper shop clothing when performing the procedures in this manual. Failing to do so may lead to possible injury or death.

CAUTION

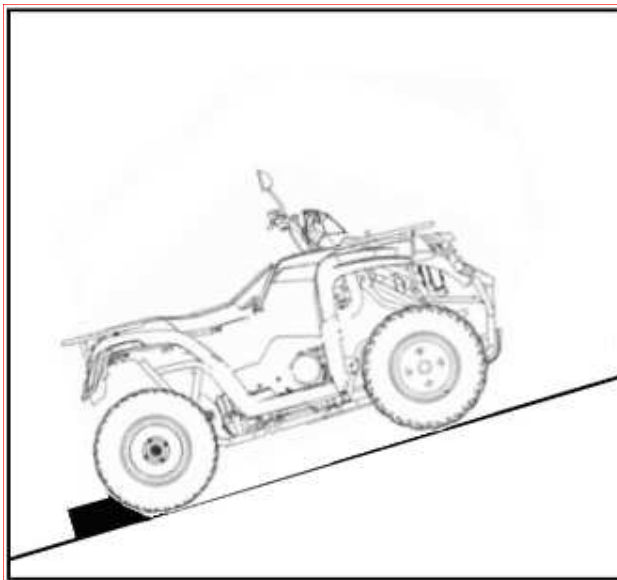
Use caution when performing these procedures.

Coolant may be hot and may cause severe injury or burns.

NOTE: If the coolant level is **LOW** in the radiator, or if there are leaks in the system, the coolant system will not draw coolant from the reservoir tank.

NOTE: Use this procedure when a unit overheats and no apparent leaks in the cooling system are found.

1. Drive the vehicle onto a slight incline and use properly weight rated ramps. If an incline is not available, slightly elevate the front of the vehicle.
2. Place the vehicle in parking brake and block the rear wheels.



3. Remove recovery bottle cap and fill bottle to the full line.
4. Slightly loosen the bleed hose (bypass hose) to let air drain.
5. Push back and tight the bleed hose.



6. Start the engine and let it idle for 5-10 minutes or until the thermostat opens and allows coolant to flow through the system. Bubbles will escape continuing.
7. Until fan start the temperature will cool down and coolant be sucked into coolant system.
8. Squeeze the coolant lines by hand to help purge the system of air.

NOTE: If there is air in the system you will see air bubbles forming through the radiator filler neck.

9. Add coolant to the radiator filler neck if the level goes down.



ENGINE



WARNING

Be sure to install the pressure cap before shutting off the engine. Coolant may spit out of the radiator.

10. Repeat 8 to 9 step. If no bubbles are seen at the filler neck, the system should be purged of air.

11. Stop the engine and let cool, top off the radiator filler neck with coolant. If you hear or see a “glop” at the filler neck, or there is a dropping of the coolant level, indicating that coolant has been pulled into the system; Fill the recovery bottle only after you have completely filled the cooling system at the radiator filler neck.

12. Repeat this procedure, if overheating still occurs.

OVERHEAT TROUBLE SHOOTING

- Low coolant level
- Air in cooling system
- Wrong type/mix of coolant
- Faulty pressure cap or system leaks
- Restricted system (mud or debris in radiator fins causing restriction to air flow, passages blocked in radiator, lines, pump, or water jacket, accident damage)
- Lean mixture (vents, fuel pump or fuel valve)
- Fuel pump output weak
- Electrical malfunction
- Water pump failure/ Loose impeller
- Thermostat failure
- Cooling fan inoperative or turning too slowly (perform current draw test)
- Low oil level
- Spark plug incorrect heat range
- Faulty hot light circuit
- Thermostat stuck closed or not opening completely

Temperature Too Low

- Thermostat stuck open

Leak at Water Pump Weep Hole

- Faulty water pump mechanical seal (coolant leak)
- Faulty pump shaft oil seal (oil leak)

ASSEMBLY IDENTIFICATION

The piston has an identification mark for piston settle placement.

Note the directional and identification marks when viewing the pistons from the top. The letters "IN" must always be toward the intake side of the engine.

The other numbers are used for identification as to diameter, length and design. Four stroke engine rings are rectangular profile. The numbers or letters on all rings (except oil control rings) must be positioned upward. See text for oil control ring upper rail installation. Use the information below to identify pistons and rings.



ACCESSIBLE COMPONENTS

The following components can be serviced or removed with the engine installed in the frame:

1. Flywheel
2. Alternator/Stator
3. Starter Motor/Starter Drive
4. Oil pump
5. Rocker Arms
6. Carburetor
7. Transmission

The following components require engine removal for service:

1. Cam Chain and Sprockets
2. Cylinder Head
3. Cylinder
4. Piston/Rings
5. Camshaft
6. Crankshaft
7. Crankshaft Main Bearings
8. Crankcase
9. Transmission
10. Valves

NOTE: Cam chain service requires crankshaft removal, as the chain is located on the side of the engine.

NOTE: Crankshaft components are not serviceable. Replace crankshaft as an assembly.

ENGINE REMOVAL

1. Clean work area.
2. Thoroughly clean the ATV engine and chassis.
3. Disconnect battery cables.
4. Drain engine oil.
5. Drain radiator water.
6. Disconnect spark plug high-tension lead.
7. Disconnect all electrical wires from the engine.
8. Disconnect radiator tubes.
9. Remove the following parts as required.
 - ⊙ Seat
 - ⊙ Left and Right Side Covers
 - ⊙ Fuel Tank Cover / Front Cab
 - ⊙ Fuel Tank
10. Remove exhaust pipe.
11. Remove air box.
12. Remove carburetor. Insert a clean shop towel into the carburetor flange to prevent dirt from entering the intake port.
13. Starter motor. Note ground cable location. Mark positive (+) cable mounting angle and remove cable.
14. Remove transmission link rod(s) from gear selector and secure out of the way.
15. Remove engine to chassis ground cable.
16. Refer to **Chapter 5** to remove the swing arm and drive shaft assemblies.
17. Remove all engine mount nuts and / or engine mount plates.
18. Remove engine through left side of frame.

ENGINE

Front engine mount



Rear engine mount



Transmission

- ⊙ Inspect transmission operation and adjust linkage if necessary.

Exhaust

- ⊙ Replace exhaust gaskets. Seal connections if desired with high temp sealant.
- ⊙ After running the engine, verify all bolted exhaust connections are tight and in good condition.

Engine Mount Torque

- ⊙ Front Mount – 80Nm
- ⊙ Rear Mounts –80Nm

Engine Break In Period

4 Cycle Engine Break-In Period is defined as the first 10 hours of engine operation or 2 full tanks of fuel.

- ⊙ Use only All Season Synthetic Oil, or API certified “SH” oil.
- ⊙ Use fuel with a minimum octane of 87 (R+M)/2 method.
- ⊙ Change break-in oil and filter at 20 hours or 100 miles, whichever comes first.

ENGINE INSTALLATION

NOTES

After the engine is installed in the frame, review this checklist and perform all steps that apply.

General Items

- ⊙ Install previously removed components using new gaskets, seals, and fasteners where applicable.
- ⊙ Perform regular checks on fluid levels, controls, and all important areas on the vehicle as outlined in the daily pre-ride housing plug hole at Idle RPM. 0W--40 Synthetic. inspection checklist (refer to Chapter 2).

CVT System

- ⊙ Clean clutch sheaves thoroughly and inspect inlet and outlet ducts for proper routing and sealing.
- ⊙ Inspect clutch rollers, shoes and springs before reassembly.

Radiator System

- ⊙ Fill 50% coolant water (50% Ethylene Glycol and 50% water) to radiator, not only water.

ENGINE LUBRICATION

Oil Type 0--40W Synthetic oil

Capacity Approximately 1800 cc

Drain Plug/ Screen Fitting 20 Nm

Oil Pressure Specification: Continuous oil-flow out of stator important areas on the vehicle as outlined in the daily pre-ride housing plug hole at Idle RPM. 0W--40 Synthetic.

ENGINE

TOP END DISASSEMBLY

Oil Flow Test



WARNING

Oil temperature can cause serious injury and damage. Wear the proper safety gear when performing these procedures.

NOTE: Due to the engine assembly having a majority of roller bearings, oil pressure readings hot or cold will be very low. Low oil pressure is not an indication of an oil delivery problem.

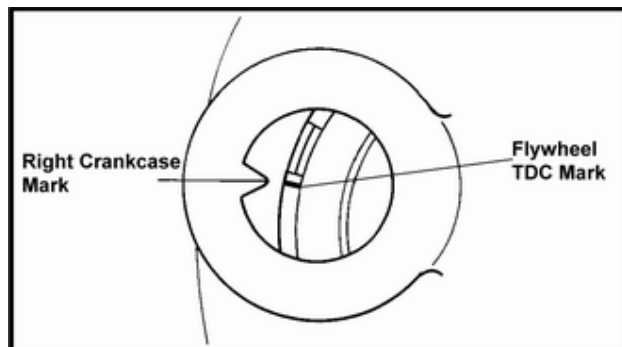
1. Remove center plug from the stator housing on the crankcase.
2. Insert an M6x8--1.00 oil pressure gauge adaptor into the crankcase and attach a low pressure gauge (0--10psi / 0--70kpa).
3. Start engine and allow it to reach operating temperature while monitoring gauge indicator.

Any pressure above zero is an indication of good oil flow.

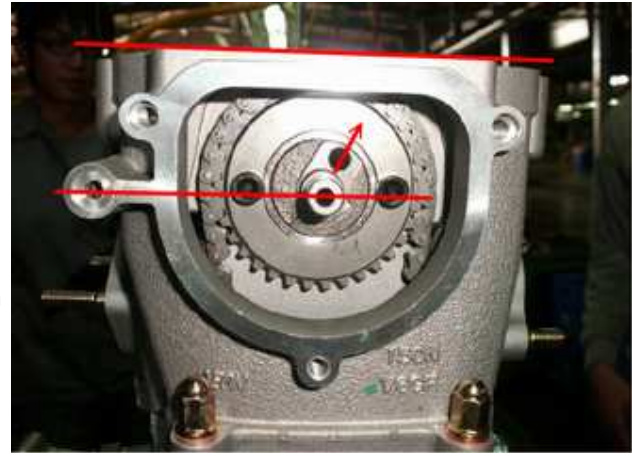
CAM CHAIN TENSIONER REMOVAL

1. Remove oil fill cap from the stator housing and valve cover.
To position crankshaft at Top Dead Center (TDC) on compression stroke:

2. Rotate engine slowly in the direction of rotation watching intake valves open and start to close.
3. Continue to rotate engine slowly while watching camshaft sprocket marks and the mark in the timing inspection hole.



4. Align single (TDC) mark on flywheel with in the inspection hole, and the cam sprocket holes (horizontal) aligned with the gasket surface line.



NOTE: The sprocket marks align with gasket surface, the cam lobes should be pointing down and the valves should have clearance at this point.

5. Remove de-compressor from cam sprocket.



6. Remove the two cam chain tensioner flange bolts.

CAUTION

The plunger is under spring tension.
Maintain inward pressure while removing.

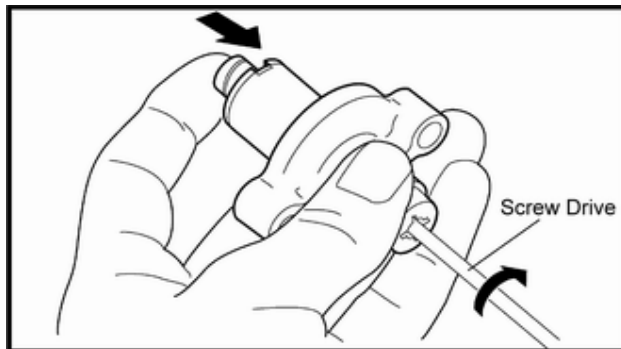
ENGINE



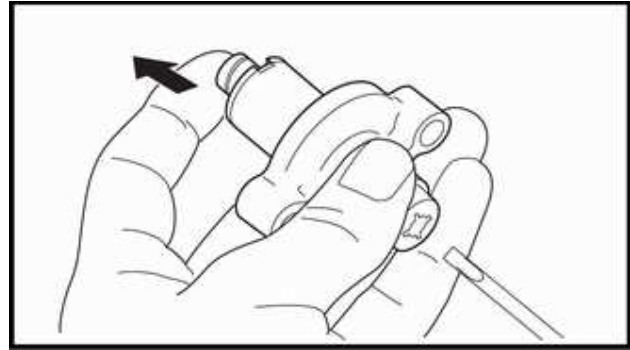
7. Using a cross screwdriver, turn the tensioner clockwise to retract the plunger. The plunger should move smoothly in and out of the tensioner body.
8. Replace entire tensioner assembly if any part is worn or damaged.

CAM CHAIN TENSIONER INSPECTION

1. Lightly press the timing chain tensioner rod into the timing chain tensioner housing by hand.
2. While pressing the chain tensioner rod, turn clockwise with a thin cross driver 1 until it stops.



3. Removing the screwdriver and slowly release the chain tensioner rod.
4. Make sure that the chain tensioner rod comes out of the chain tensioner housing smoothly. If there is rough movement, replace the timing chain tensioner.
5. Inspect tensioner and plunger for wear or damage.



CAMSHAFT/SPROCKET REMOVAL AND INSPECTION

NOTE: Orientation of the components is important for reassembly. Mark all components before disassembly.

1. Remove cam sprocket and chain from camshaft.

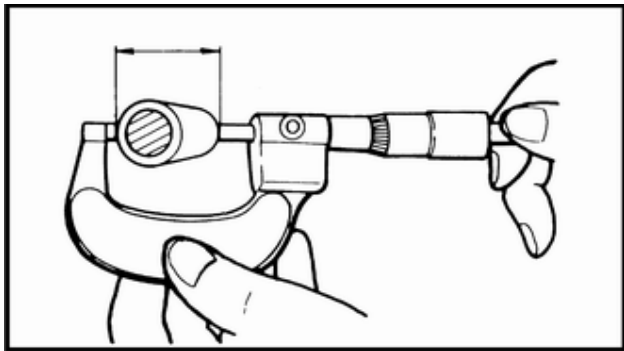


2. Remove camshaft from cylinder head.



ENGINE

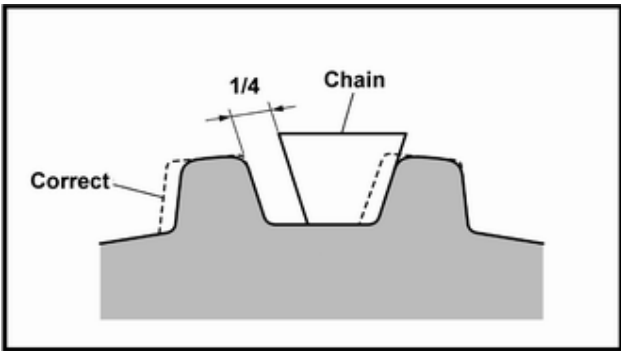
- 3. Check de-compressor movement smooth on camshaft.
- 4. Inspect cam lobes surface, Replace it if has pitting, scratches or blue discoloration.
- 5. Measure both intake and exhaust cam lobes length. Replace it if out of specification.



CAM LOBE HEIGHT	
Intake	Exhaust
Limit: 32.32 mm	Limit: 31.41 mm

Cam Chain Sprocket Inspection

- 1. Inspect Camshaft sprocket, Replace the camshaft sprocket and timing chain as a set if they are worn or damaged.
- 2. Measure the space of cam chain and cam sprocket. Replace the camshaft sprocket and timing chain as a set if the space out of 1/4 of width tooth.

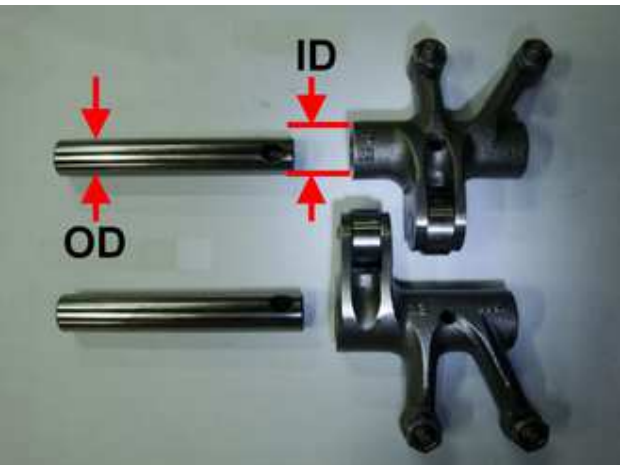


ROCKER ARM/SHAFT DISASSEMBLY AND INSPECTION

- 1. Remove rocker arm shaft and rocker arm from cylinder head.



- 2. Measure the inside diameter of rocker arm hole and outside diameter of rocker arm shaft. Replace them if Out of specification.

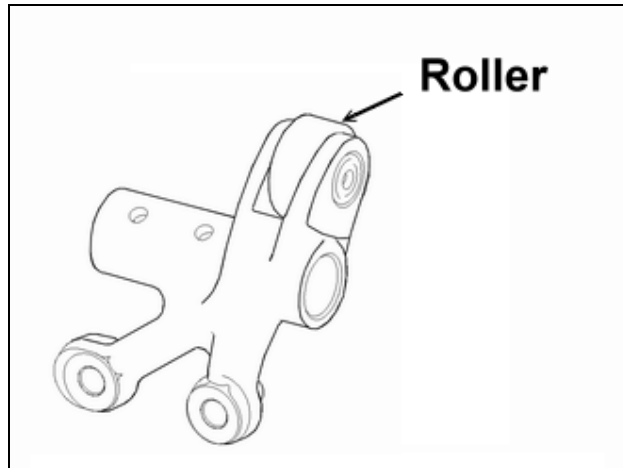


SERVICE LIMITATION
Rock Arm Hole: 12.15mm
Rocker Arm Shaft: 11.90mm

- 3. Inspect Valve adjusters, replace it if has blue discoloration, pitting or scratches.

ENGINE

4. Check the two contact areas on the rocker arms. Replace them if has signs of abnormal wear.
5. Inspect the surface of the rocker arm shafts. Replace it if has blue discoloration, pitting or scratches.
6. Inspect the roller surface of rocker arm. Replace it if has abnormal worn.



CYLINDER HEAD REMOVAL

NOTE: Cam chain and tensioner must be removed.

If no crankshaft service is being performed, secure cam chain with mechanics wire to avoid chain drop into the crankcase.

1. Disconnect battery cables.
2. Drain engine oil.
3. Drain radiator water.
4. Disconnect spark plug high-tension lead.
5. Disconnect all electrical wires from the engine.
6. Disconnect radiator tubes.
7. Loosen each of the four cylinder head bolts evenly 1/4 turn each time in a cross pattern until loose.



8. Remove the two cylinder head mount bolt.



9. Securing the cam chain, tap cylinder head lightly with a plastic hammer until loose.

ENGINE

CAUTION

Tap only in reinforced areas or on thick parts of cylinder head casting to avoid damaging casting.

10. Remove cylinder head gasket and 2-dowel pins.



11. Remove chain guide.



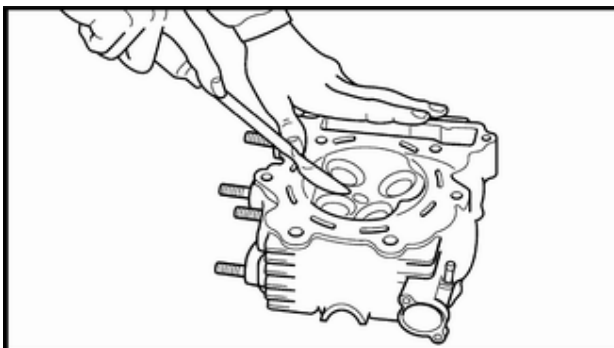
12. Clean up residues from the matching surfaces of cylinder and cylinder head.

CAUTION

Use care not to damage sealing surface.
Avoid residues of gasket or foreign materials falling into crankcase while cleaning.

CYLINDER HEAD INSPECTION

1. Thoroughly clean cylinder head surface to remove all traces of gasket material and carbon.

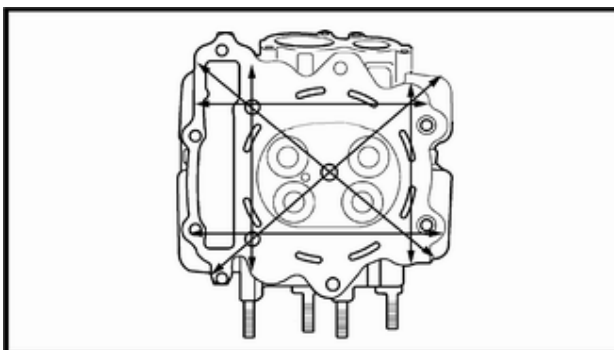


CAUTION

Use care not to damage sealing surface. If there is damage found on the cylinder head combustion chamber, it is recommended the component be replaced.

CYLINDER HEAD WARP INSPECTION

1. Lay a straight edge across the surface of the head at several different points and measure warp age by inserting a feeler gauge between the straight edge and the cylinder head surface. If warp age exceeds the service limit, replace the cylinder head.



WARP LIMITATION:
0.05mm

ENGINE

COMBUSTION CHAMBER INSPECTION

Clean all accumulated carbon deposits from combustion chamber and valve seat area with a soft wire brush. Inspect the combustion chamber for cracks and/or damage from foreign debris.

CYLINDER HEAD DISASSEMBLY



WARNING

Wear eye protection or a face shield during cylinder head disassembly and reassembly.

NOTE: Keep all parts in order with respect to their location in the cylinder head.

1. Using a valve spring compressor, compress the valve springs and remove the split keeper.

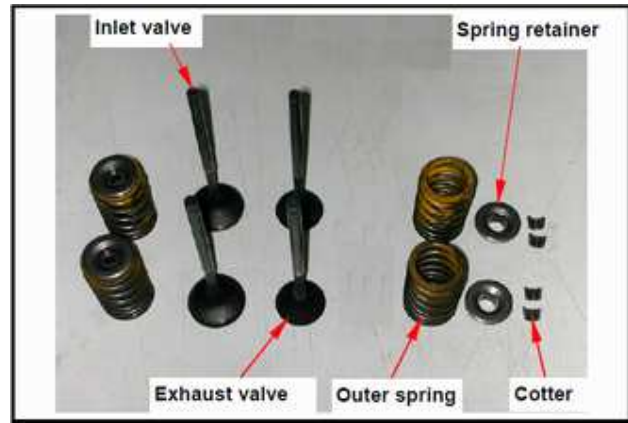
NOTE: To prevent loss of tension, do not compress the valve spring more than necessary.



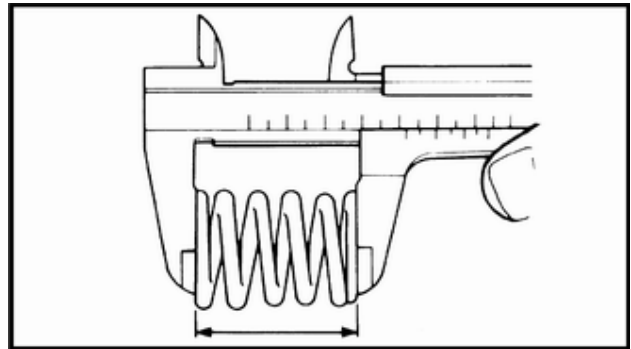
2. Remove spring retainer and spring.

NOTE: The valve springs should be positioned with the tightly wound coils against the cylinder head on progressively wound springs.

3. Push valve out, keeping it in order to reassembly in the same guide.



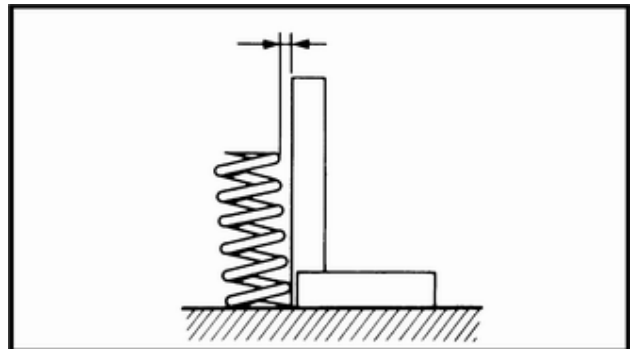
4. Measure free length of the inner and outer springs with a caliper. Replace spring if measurements are out of specification.



VALVE SPRING FREE LENGTH

Outer Spring Limit: 40.3mm

5. Check spring for verticality as shown. Replace spring if measurements are out of specification.



ENGINE

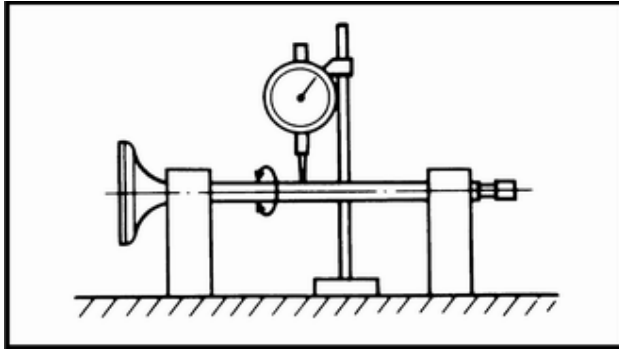
VALVE SPRING VERTICALITY

Service Limit: 1.6mm

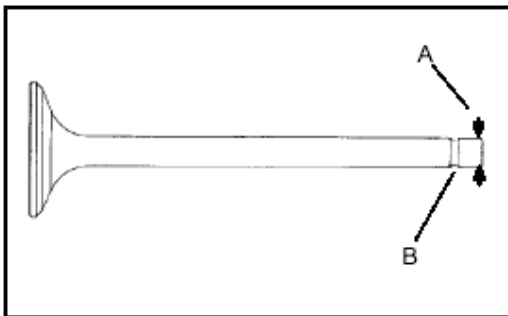
NOTE: Replace seals whenever the cylinder head is disassembled. Hardened, cracked or worn valve seals will cause excessive oil consumption and carbon buildup.

VALVE INSPECTION

1. Remove all carbon from valve with a soft wire wheel.
2. Check valve face for run out, pitting, and burnt spots. To check for bent valve stems, mount valve in a drill or use "V" blocks and a dial indicator.



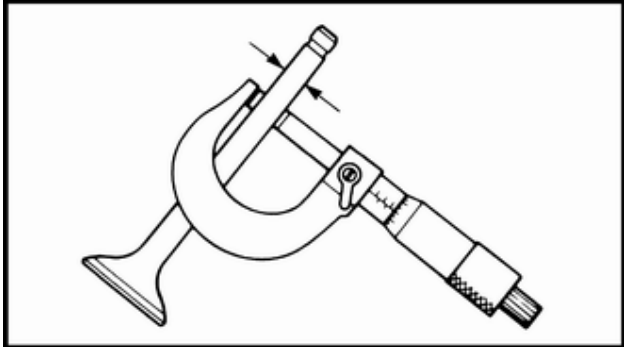
3. Check end of valve stem for flaring, pitting, wear or damage (A).



4. Inspect split keeper groove for wear or flaring of the keeper seat area (B).

NOTE: The valves cannot be re-faced or end ground. They must be replaced if worn, bent, or damaged.

5. Measure diameter of valve stem with a micrometer in three places and in two different directions (six measurements total). Replace if excessive wear is evident.

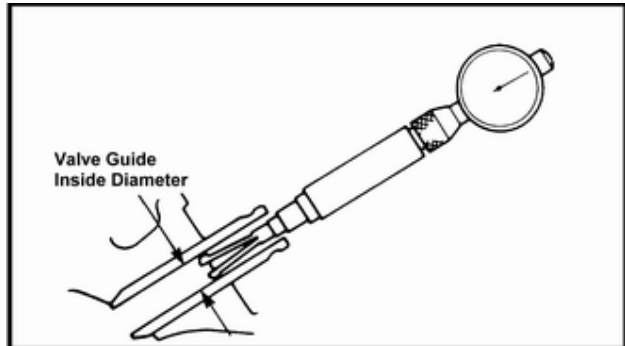


VALVE STEM OUTER-DIAMETER LIMITATION

Intake Valve Limit: 5.4mm

Exhaust Valve Limit: 5.4mm

6. Measure valve guide inside diameter at the top middle and end of the guide using a small orifice gauge and a micrometer. Measure in two directions, front to back and side to side.



CLEARANCE (STEM TO GUIDE) SERVICE LIMITATION

Intake: 0.10mm

Exhaust: 0.10mm

7. Subtract valve stem measurement to obtain stem to guide clearance.

ENGINE

NOTE: Be sure to measure each guide and valve combination individually.

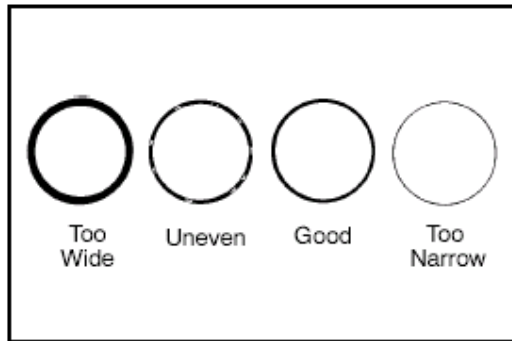
8. Replace valve and/or guide if clearance is excessive.

NOTE: If valve guides are replaced, valve seats must be reconditioned. Refer to Valve Seat Reconditioning for procedure.

VALVE SEAT RECONDITIONING

Valve Seat Inspection

Inspect valve seat in cylinder head for pitting, burnt spots, roughness, and uneven surface. If any of the above conditions exist, the valve seat must be reconditioned. If the valve seat is cracked the cylinder head must be replaced.



Cylinder Head Reconditioning

NOTE: Servicing the valve guides and valve seats requires special tools and a thorough knowledge of reconditioning techniques. Follow the instructions provided in the Valve Seat Reconditioning Kit.

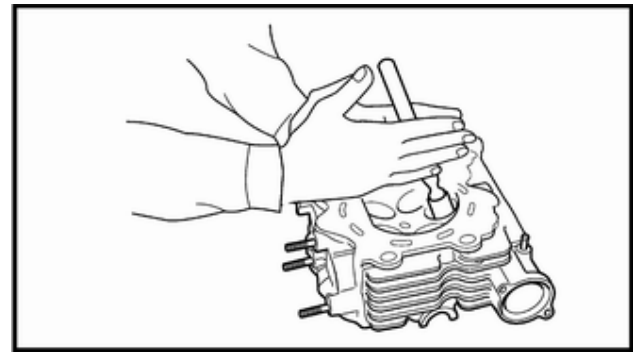


Wear eye protection when performing cylinder head service. Valve guide replacement will require heating of the cylinder head. Wear gloves to prevent burns.

Follow the manufacturers instructions provided with the valve seat cutters in the Valve Seat Reconditioning Kit. Abrasive stone seat reconditioning equipment can also be used. Keep valves in order with their respective seat.

NOTE: Valve seat width and point of contact on the valve face is very important for proper sealing. The valve must contact the valve seat over the entire circumference of the seat, and the seat must be the proper width all the way around. If the seat is uneven, compression leakage will result. If the seat is too wide, seat pressure is reduced, causing carbon accumulation and possible compression loss. If the seat is too narrow, heat transfer from valve to seat is reduced and the valve may overheat and warp, resulting in burnt valves.

1. Install pilot into valve guide.
2. Apply cutting oil to valve seat and cutter.
3. Place 46° • cutter on the pilot and make a light cut.



4. Inspect the cut area of the seat. If the area is less than 75% of the circumference of the seat, rotate the pilot 180° • and make another light cut.

If the cutter now contacts the uncut portion of the seat, check the pilot. Look for burrs, nicks, or run out. If the pilot is bent it must be replaced.

ENGINE

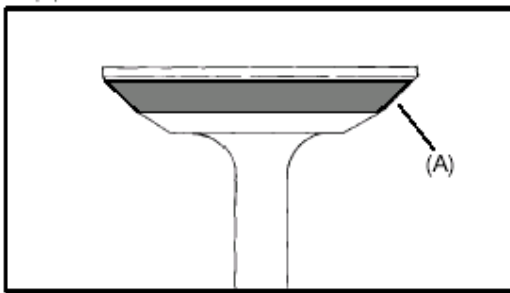
If the contact area of the cutter is in the same place, the valve guide is distorted from improper installation and must be replaced. Be sure the cylinder head is at the proper temperature and replace the guide.

If the contact area of the initial cut is greater than 75%, continue to cut the seat until all pits are removed and a new seat surface is evident.

NOTE: Remove only the amount of material necessary to repair the seat surface.

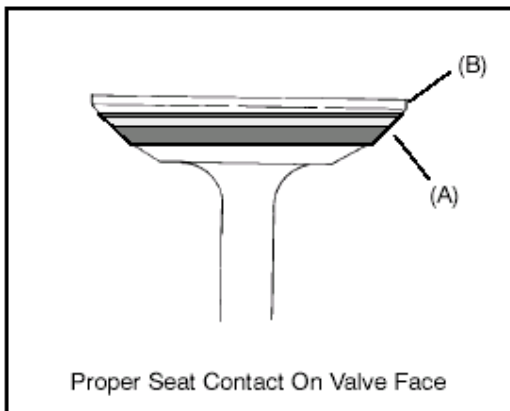
5. To check the contact area of the seat on the valve face, apply each cut.

a thin coating of Prussian Blue paste to the valve seat. If using an interference angle (46°) apply black marker to the entire valve face (A).



6. Insert valve into guide and tap valve lightly into place a few times.

7. Remove valve and check where the Prussian Blue or black marker indicates seat contact on the valve face. The valve seat should contact the middle of the valve face or slightly above, and must be the proper width (A).



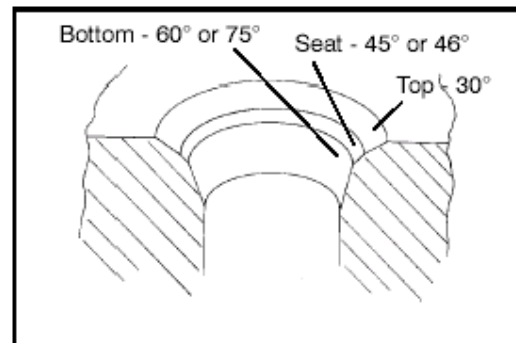
⊙ If the indicated seat contact is at the top edge of the valve face and contacts the margin area(B) it is too high on the valve face. Use the 30° • cutter to lower the valve seat.

⊙ If too low use the 60° • or 75° • cutter to raise the seat.

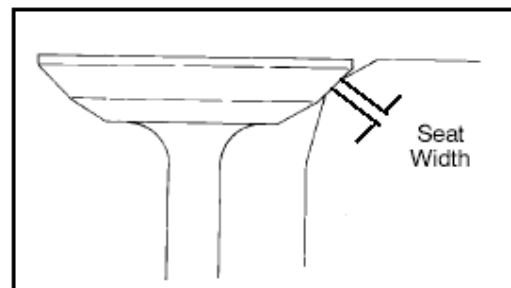
When contact area is centered on the valve face, measure seat width.

⊙ If the seat is too wide or uneven, use both top and bottom cutters to narrow the seat.

⊙ If the seat is too narrow, widen using the 45° • cutter and re-check contact point on the valve face and seat width after



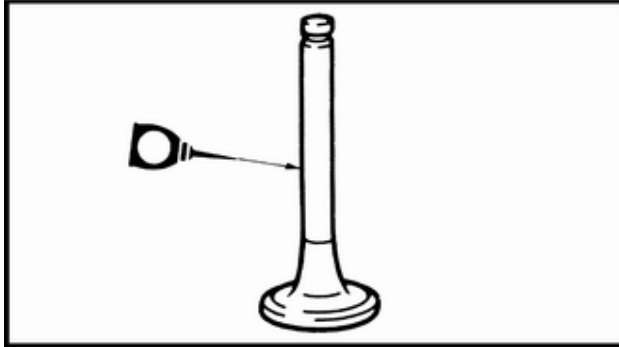
NOTE: When using an interference angle, the seat contact point on the valve will be very narrow, and is a normal condition. Look for an even and continuous contact point on the black marker, all the way around the valve face.



8. Clean all filings from the area with hot soapy water, rinse, and dry with compressed air.

ENGINE

9. Lubricate the valve guides with clean engine oil, and apply oil or water based lapping compound to the face of the valve. Lapping is not required with an interference angle.



10. Insert the valve into its respective guide and lap using a lapping tool or a section of fuel line connected to the valve stem.
11. Rotate the valve rapidly back and forth until the cut sounds smooth. Lift the valve slightly off of the seat, rotate 1/4 turn, and repeat the lapping process. Do this four to five times until the valve is fully seated, and repeat process for the other valve.
12. Clean cylinder head, valves, and camshaft oil supply passages thoroughly.
13. Spray electrical contact cleaner into oil passages and dry using compressed air.

CYLINDER HEAD ASSEMBLY

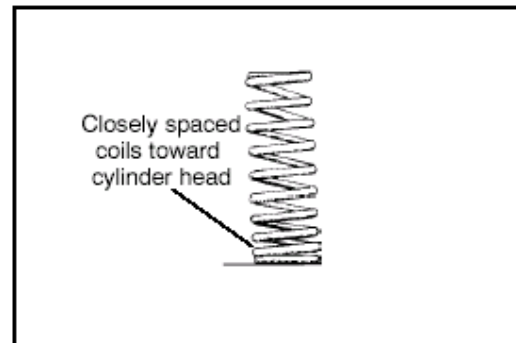


CAUTION

Wear eye protection during assembly.

NOTE: Assemble the valves one at a time to maintain proper order.

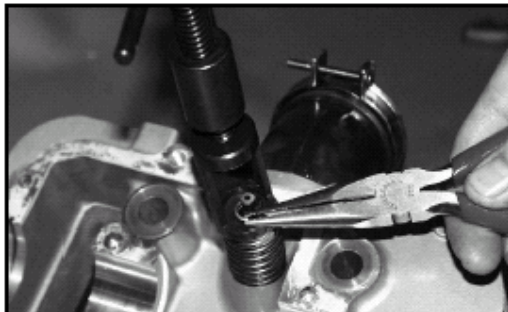
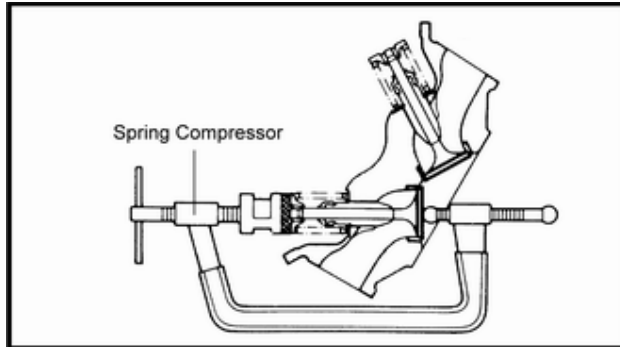
1. Install new valve seals on valve guides.
2. Apply engine oil to valve guides and seats.
3. Coat valve stem with molybdenum disulfide grease.
4. Install valve carefully with a rotating motion to avoid damaging valve seal.
5. Dip valve spring and retainer in clean engine oil and install spring with closely spaced coils toward the cylinder head.



ENGINE

BOTTOM END AISASSEMBLY

6. Place retainer on spring and install valve spring compressor. Compress spring only enough to allow split keeper installation to prevent loss of spring tension. Install split keepers with the gap even on both sides.
2. Pour a small amount of cleaning solvent into each port and check for leakage around each valve. The valve seats should hold fluid with no seepage.



7. Repeat procedure for remaining valve.
8. When all valves are installed, tap lightly with soft-faced hammer on the end of the valves to seat the split keepers.



VALVE SEALING TEST

1. Clean and dry the combustion chamber area.

CYLINDER REMOVAL

Follow engine disassembly procedures to remove valve cover, camshaft and rocker arms, and cylinder head.

1. Remove coolant tube from cylinder.



2. Tap cylinder lightly with a plastic hammer in reinforced areas only until loose.

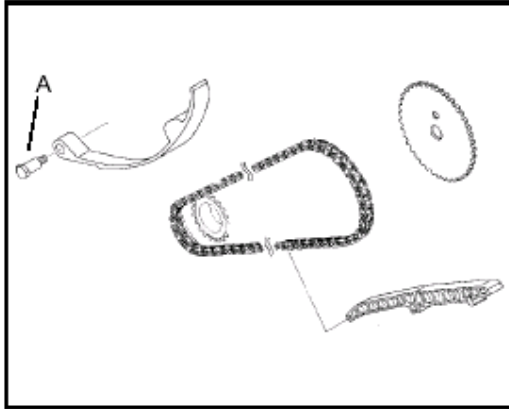


4. Rock cylinder forward and backward and lift it from the crankcase, supporting piston and connecting rod. Support piston with Piston Support Block.

ENGINE

CAM CHAIN FOLLOWER /TENSIONER BLADES

1. Remove bolt securing tensioner blade to crankcase A



2. Remove blades and inspect for cracks, wear, or damage.

PISTON REMOVAL

1. Remove circlip. Note that opening for circlip access is on the exhaust side.
2. Remove piston circlip and push piston pin out of piston. If necessary, heat the crown of the piston *slightly* with a propane torch.



Do not apply heat to the piston rings. The ring may lose radial tension.



3. Remove the compression rings, starting with the top ring.



***Using a piston ring plier:** Carefully expand ring and lift it off the piston.



Do not expand the ring more than the amount necessary to remove it from the piston, or the ring may break.

***By hand:** Placing both thumbs as shown, spread the ring open and pushes up on the opposite side. Use care to not scratch the ring lands.

4. Repeat procedure for second ring.

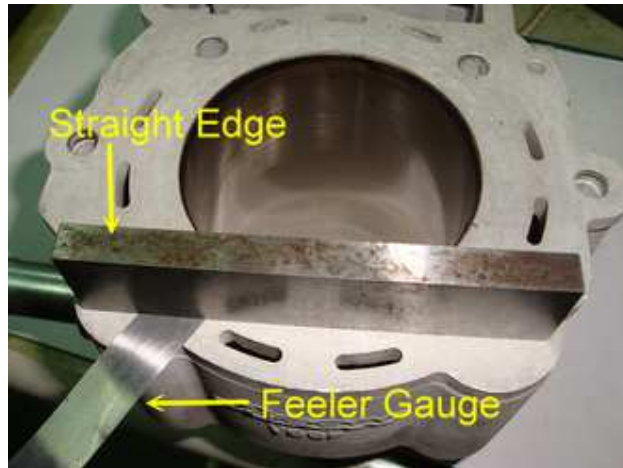
5. The oil control ring is a three-piece design consisting of a top and bottom steel rail and a center expander section.

Remove the top rail first followed by the bottom rail and expander.

CYLINDER INSPECTION

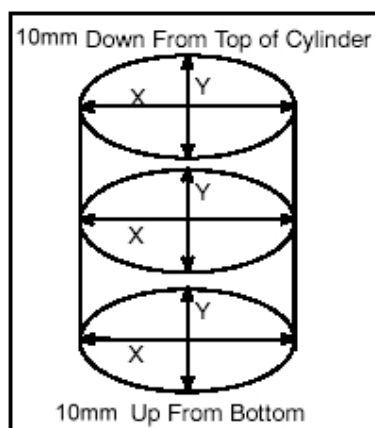
1. Remove all gasket material from the cylinder sealing surfaces.
2. Inspect the top of the cylinder for warp gage using a straight edge and feeler gauge.

ENGINE



CYLINDER WARP:
0.05 mm MAX

3. Inspect cylinder for wear, scratches, or damage.
4. Inspect cylinder for taper and out of round with a telescoping gauge or a dial bore gauge. Measure in two different directions, front to back and side to side, on three different levels (10mm down from top, in the middle, and 10mm up from bottom).



5. Record measurements. If cylinder is tapered or out of round beyond specification, the cylinder must be honed, bored, or replaced.

CYLINDER TAPER

Limit: 0.05mm Max.

CYLINDER OUT OF ROUND

Limit: 0.05mm Max.

CYLINDER HONE SELECTION/HONING PROCEDURE

CAUTION

A hone, which will straighten as well as remove material from the cylinder, is very important. Using a common spring loaded glaze breaker for honing is not advised. Polaris recommends using a rigid hone or arbor-honing machine. Cylinders may be wet or dry honed depending upon the hone manufacturer's recommendations. Wet honing removes more material faster and leaves a more distinct pattern in the bore.

HONING TO DEGLAZE

A finished cylinder should have a crosshatch pattern to ensure piston ring seating and to aid in the retention of the fuel/oil mixture during initial break in. Hone cylinder according to hone manufacturer's instructions, or these guidelines:

- ⊙ Use a motor speed of approximately 300-500 RPM, run the hone in and out of the cylinder rapidly until cutting tension decreases. Remember to keep the hone drive shaft centered (or cylinder centered on arbor) and to bring the stones approximately 1.3 cm above and below the bore at the end of each stroke.
- ⊙ Release the hone at regular intervals and inspect the bore to determine if it has been sufficiently deglazed, and to check for correct cross-hatch.

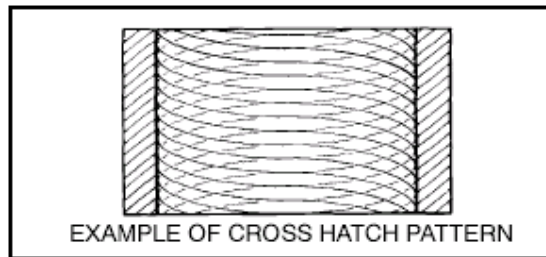
NOTE: Do not allow cylinder to heat up during honing.

ENGINE

© After honing has been completed, inspect cylinder for thinning or peeling.

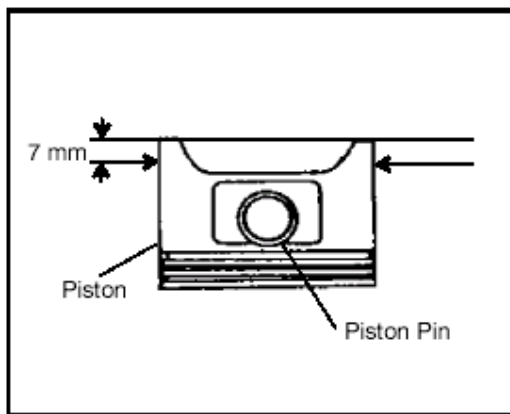
IMPORTANT: Clean the Cylinder After Honing

It is very important that the cylinder be thoroughly cleaned after honing to remove all grit material. Wash the cylinder in a solvent, then in hot, soapy water. Use electrical contact cleaner if necessary to clean these areas. Rinse thoroughly, dry with compressed air, and oil the bore immediately with 4 Cycle Lubricant to prevent the formation of surface rust. If cylinder wearing or damage is excessive, it will be necessary to replace the cylinder. Hone only enough to deglaze the outer layer of the cylinder bore.



PISTON INSPECTION

1. Measure piston outside diameter at a point 7mm up from the bottom of the piston at a right angle to the direction of the piston pin.



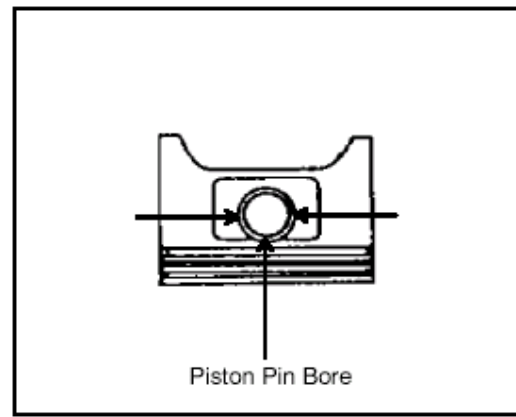
2. Subtract this measurement from the maximum cylinder measurement obtained earlier.

PISTON TO CYLINDER CLEARANCE

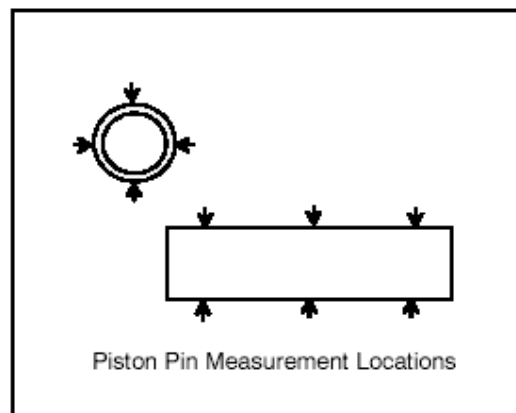
Std: 0.02-0.05 mm

Service Limit: 0.1 mm

3. Measure piston pin bore. Replace piston if out of round.

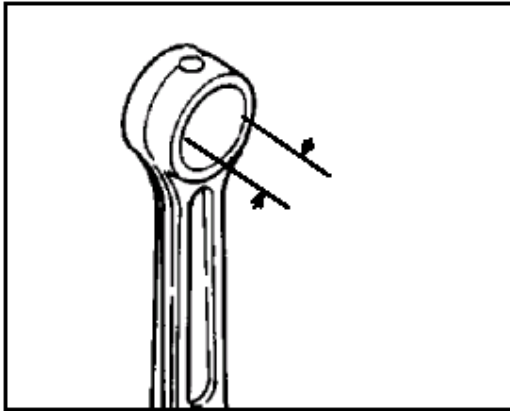


4. Measure piston pin O.D. Replace piston pin if out of round.

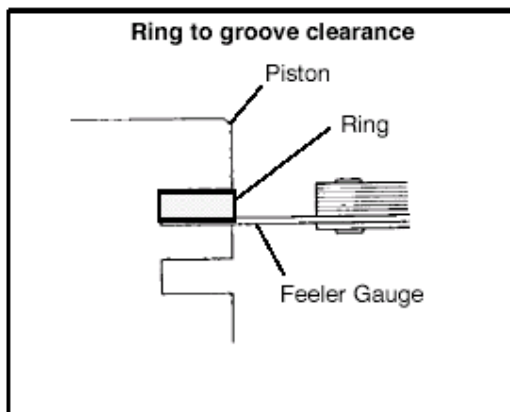


ENGINE

5. Measure connecting rod small end ID. Replace crankshaft if out of round.



6. Measure piston ring to groove clearance by placing the ring in the ring land and measuring with a thickness gauge. Replace piston and rings if ring-to-groove clearance exceeds service limits.

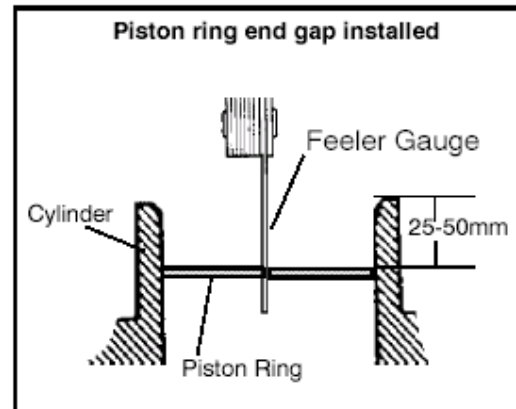


RING TO GROOVE CLEARANCE

Top Ring
Std: 0.02--0.06 mm
Limit: 0.1 mm
Second Ring
Std: 0.02--0.06 mm
Limit: 0.1 mm
Oil Ring
Std: 0.022-0.08 mm
Limit: 0.12 mm

PISTON RING INSTALLED GAP

1. Place each piston ring inside cylinder using piston to push ring squarely into place as shown.



PISTON RING INSTALLED GAP

Top Ring

Std: 0.1--0.3 mm

Limit: 0.8 mm

Second Ring

Std: 0.35--0.5 mm

Limit: 1.0 mm

Oil Ring

Std: 0.2-0.7 mm

Limit: 1.5 mm

2. Measure the gap with a feeler gauge at both the top and bottom of the cylinder.

NOTE: Measure at two points in the cylinder

A difference in end gap indicates cylinder taper.

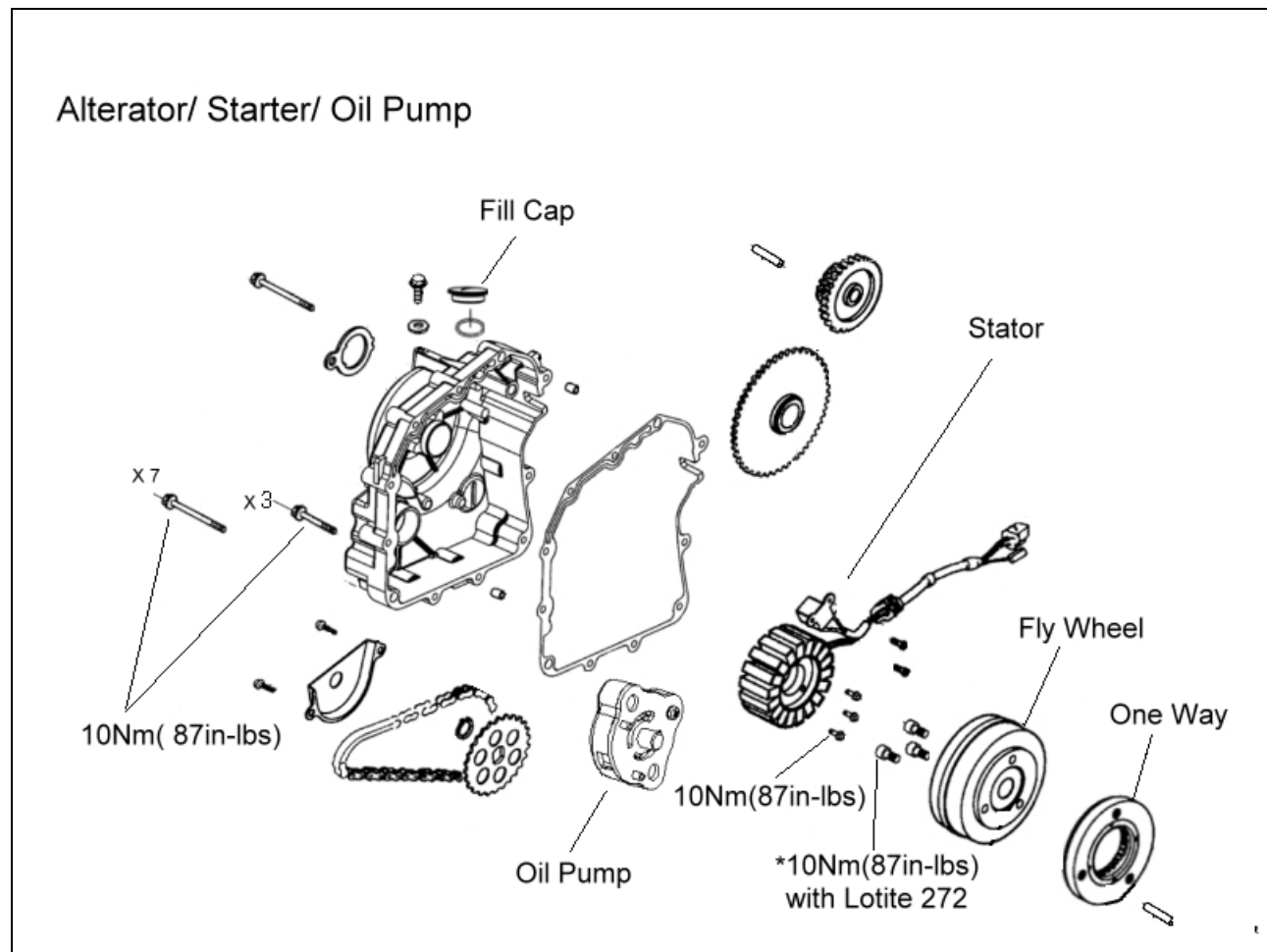
The cylinder should be measured for excessive taper and out of round.

3. If the installed gap measurement exceeds the limit, replace the rings. If using new rings and the measurement is too small, file the ring ends to achieve the proper gap.

NOTE: Always check piston ring installed gap after re-boring a cylinder or when installing new rings. A re-bored cylinder should always be scrubbed thoroughly with hot soapy water, rinsed, and dried completely. Wipe cylinder bore with an oil rag immediately to remove residue and prevent rust.

ENGINE

ALTERATOR/ STATER/ OIL PUMP EXPLODED VIEW



NOTE: The CVT system, starter motor, starter drive, flywheel, stator, oil pump and transmission can be serviced with the engine in the frame.

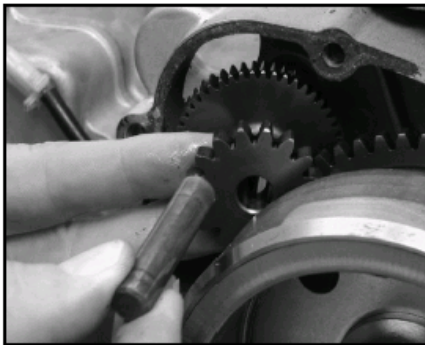
ENGINE

STARTER DRIVE GEAR REMOVAL/ INSPECTION

1. Remove water pump tube.
2. Take off water pump bolts.
3. Tap water pump lightly with a plastic hammer in reinforced areas only until loose.



4. Remove stator housing bolts and removes housing.
5. Remove the start drive gear and shaft by pulling the shaft and tilting the gear slightly. Flywheel removal generally is not required.



6. Measure the OD of the starter drive shaft on both ends for out of round.
7. Measure the ID of the bushing in the stator housing (A) and in the crankcase (B) in two directions 90° apart to determine if out of round. Calculate clearance. Replace components if clearance is excessive.



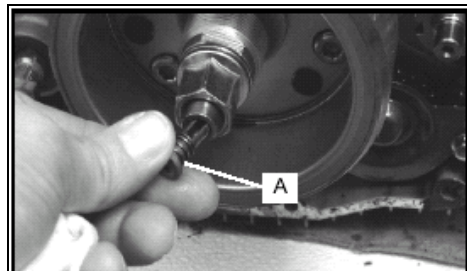
8. Inspect gear teeth on starter drive. Replace starter drive if gear teeth are cracked, worn, or broken.

FLYWHEEL REMOVAL / INSPECTION

CAUTION

The crankshaft end contains an oil passage plunge joint (A) as shown below. The plunger must be able to move in and out freely. Avoid damage to the crankshaft end or plunge joint and spring, which can cause loss of oil pressure, resulting in severe engine damage.

1. Remove the oil passage plunge joint, flywheel nut and washer.



2. Install Flywheel Puller.

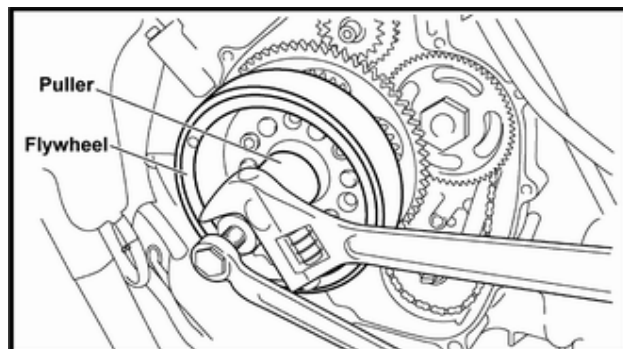


ENGINE

3. Remove flywheel.

CAUTION

Do not hammer or strike the tool while attached to the crankshaft end, which may become damaged.

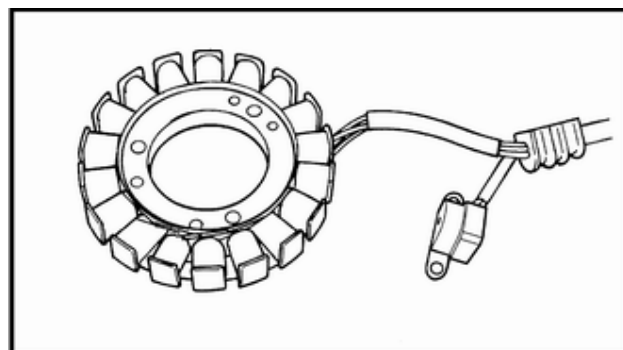


FLY WHEEL/ ONE-WAY CLUTCH REMOVAL / INSPECTION

1. Remove the hex bolts that attach the one—way drive clutch to the flywheel.



2. Check the stator and pickup. Replace it if has any damaged.

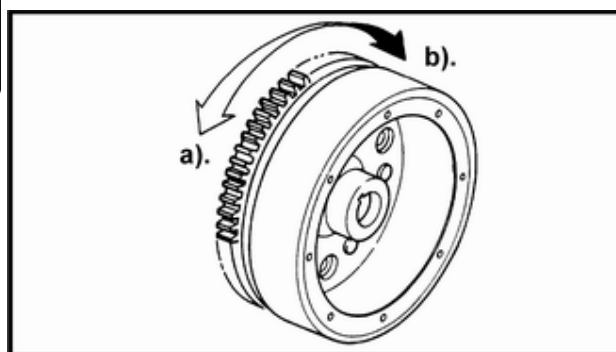


3. Inspect the bearing surfaces and drive teeth for signs of wear or gouging. Replace the one-way clutch as an assembly if it is not working properly.

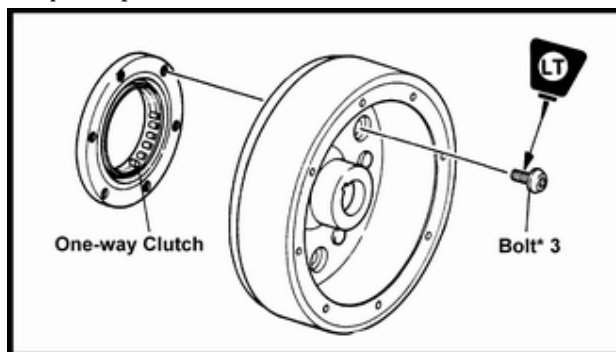
4. Install the starter wheel gear to the starter clutch, and hold the starter clutch.

5. When turning the starter wheel gear counter clockwise a), the starter clutch and the wheel gear should be engaged. If not, the starter clutch is faulty. Replace it.

6. When turning the starter wheel gear clockwise b), the starter wheel gear should turn freely. If not, the starter clutch is faulty. Replace it.



6. To reattach the one-way assembly, **apply Loctite 272** to the retaining screw threads. Torque to specification.

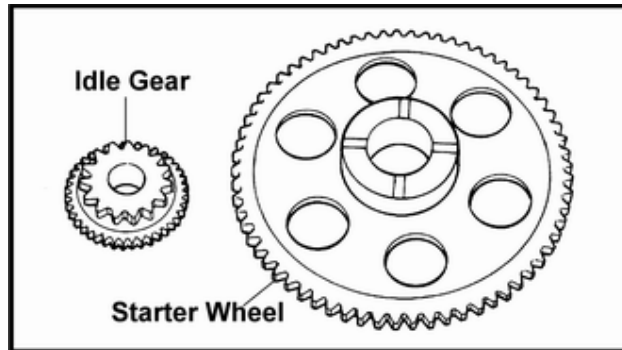


NOTE: One-Way clutch components are not serviceable. Replace the component as an assembly.

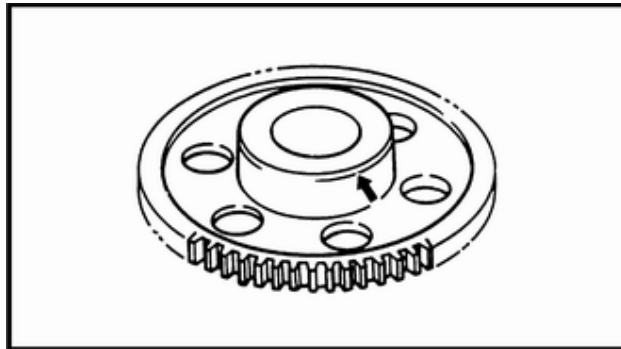
ONE-WAY CLUTCH SCREW TORQURE: 10 Nm

ENGINE

7. Inspect idle gear and starter wheel teeth. Replace it if has any burrs, clips, roughness or worn.



8. Inspect the starter wheel contact surface. Replace it if has too much worn, pitting or damaged.



3. Remove pump chain drive sprocket circlip and chain from pump drive shaft and crankshaft.

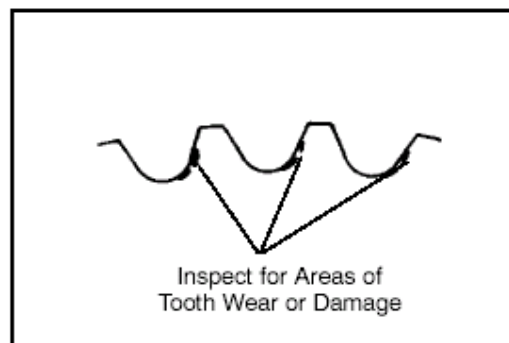


OIL PUMP DRIVE SPROCKET REMOVAL / INSPECTION

1. Remove the oil pump shield.



4. Inspect sprocket teeth for wear or damage.



2. The outer chain is oil and water pump drive chain.
The inner chain is cam chain.

5. Replace any worn or damaged parts.

ENGINE

OIL PUMP REMOVAL

NOTE: Oil pump is not a serviceable assembly.



1. Remove the oil pump retaining screws.
2. Inspect the sprockets and chain for wear or damage. Inspect chain for worn or missing rollers or damage. Replace chain anytime the oil pump is replaced or if excessively worn.



CRANKCASE DISASSEMBLY

NOTE: Engine must be removed from the frame to perform any crankcase or crankshaft removal.

NOTE: The starter, starter drive, flywheel, stator, oil pump and transmission can be serviced with the engine in the frame.

CRANKCASE SEPARATION AND CAM CHAIN REMOVAL

NOTE: Stator housing, flywheel and gears have are previously removed for this procedure. Use care during the removal process to avoid damage to the cam chain.

NOTE: Valve train and cylinder removal must be performed prior to this procedure.

NOTE: Always replace the PTO crankshaft seal after performing this procedure.

1. Remove 4 flange bolts (circled) from the right side crankcase.



2. Separate crankcase using a hydraulic tool or by pressing on the PTO end of the crankshaft using special tool.

NOTE: Remove the right hand crankcase with a soft-faced hammer may also separate the cases. Use care not to damage the crankshaft end.



ENGINE

3. Watch the gap along the crankcase mating surface and separate the crankcase evenly.
4. Once the crankshaft bearing is free from the case, the crankshaft and cam chain can be removed by hand for service.

CRANKSHAFT REMOVAL

1. Remove right hand crankcase with soft-faced hammer.



2. Press the crankshaft out. Use care not to damage the crankshaft oil passage on the right end crankshaft end.

NOTE: Use care not to damage the crankshaft end.



CRANKSHAFT / CAM & OIL CHAIN / SPROCKET INSPECTION

1. Inspect the crankshaft main bearings and cam and oil pump chain sprocket for wear or damage.



NOTE: Due to extremely close tolerances and minimal wear, the bearings must be inspected visually, and by feel. Look for signs of discoloration, scoring or galling. Turn the outer race of each bearing.

The bearings should turn smoothly and quietly. The inner race of each bearing should fit tightly in the crankshaft. The outer race should be firm with minimal side-to-side movement and no detectable up and down movement.

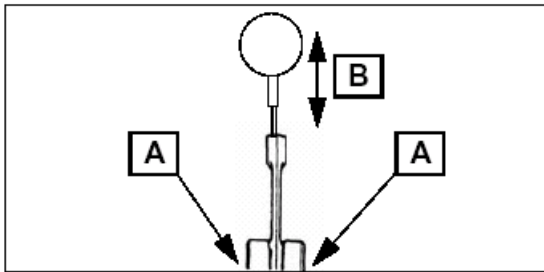
2. Replace the crankshaft if the components fail visual inspection.



ENGINE



3. The connecting rod utilizes a roller bearing. Clearance is minimal and cannot be measured. Visually inspect bearing journal for scoring, damage or excessive wear. Replace crankshaft if it fails visual inspection.

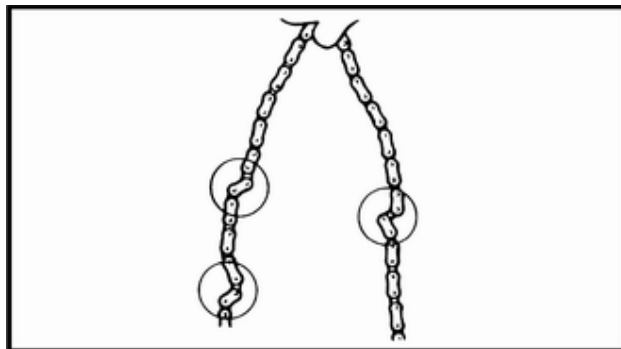


4. Inspect the clearance of connecting rod big end and flywheel by feeling gauge. If clearance is excessive replace the crankshaft assembly.

CONNECTING ROD CLEARANCE LIMITATION:

0.5 mm

5. Inspect chain for worn or missing rollers or damage. Replace if worn excessively or as part of any crankshaft repair.



CRANKCASE / BEARING INSPECTION

NOTE: Removal and installation of new seals is recommended anytime the crankcase is disassembled.

1. Inspect the bearings in the crankcase.

NOTE: Due to extremely close tolerances and minimal side wear, the bearing must be inspected visually and by feel. Look for signs of discoloration, scoring or galling. Turn the inner race of bearing. The bearing should turn smoothly and quietly. The outer race should fit tightly in the crankcase. The inner race should be firm with minimal side-to-side movement and no detectable up and down movement.

2. To remove crankcase bearings, use a blind hole bearing puller.

NOTE: Bearings are stressed during the removal procedure and should not be re-used.

3. Remove all traces of gasket sealer from the crankcase mating surfaces. Inspect the surfaces closely for nicks, burrs or damage.

CRANKCASE OIL STRAINER INSPECTION

1. Remove drain plug.

2. Remove oil strainer and visually inspect for any rips, tears or obstructions in screen.

3. Replace oil strainer if it fails visual inspection.

BEARING /SEAL INSTALLATION

NOTE: To ease crankcase-bearing installation, warm the crankcase until hot to the touch. Placing the bearing in a freezer prior to installation will assist the assembly process.

1. Install the bearing so the numbers are visible.

2. Drive or press the new bearing into the crankcase, using the proper driver.

CAUTION

Press only on outer race of bearing to prevent bearing damage.

3. Install new seals with the lip facing in.

CAUTION

Press only on outer diameter to prevent damage.

ENGINE

ENGINE REASSEMBLY

CRANKSHAFT AND CAM/ OIL CHAIN INSTALLATION

Lubricate all bearings with clean engine oil before assembly.

1. Support the crankcase on blocks.
2. Install shift sensor onto crankcase.



3. Install the balance shaft. Turn the flat up.



4. Install the PTO end of the crankshaft.



NOTE: Use care not to damage the crankshaft end.

WARNING

The balance shaft flat must square with crankshaft PTO end.

3. Install 2 Pins onto crankcase.

Install a new gasket onto the right hand crankcase half.

Applying a thin amount of crankcase sealer to the gasket will help hold it in place.



4. Place right of crankcase on crankshaft and crankcase.



ENGINE

5. Install 4 flange bolts (circled) from the right side crankcase. 3. Beware the oil pump cover arrow must align with point.

NOTE: Use care not to damage the crankshaft end.



CRANKCASE BOLT TORQUE:
20 Nm (15ft. lbs)



OIL PUMP COVER SCREW TORQUE:
8 Nm

6. Loop the cam chain through the chain room and secure with mechanic's wire.



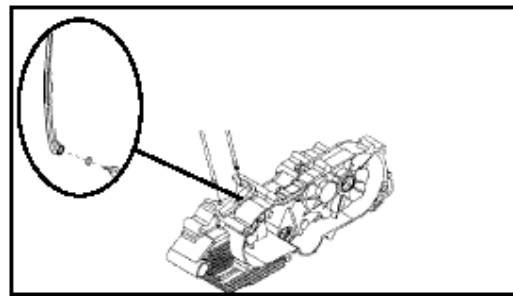
4. Install the tensioner blade and tighten the mounting bolt to specified torque.



OIL PUMP AND CHAIN INSTALLATION

NOTE: Oil pump is not a service-able assembly. Do not disassemble pump. Replace entire component.

1. Inspect the oil pump sealing surface on the crankcase. Apply a liberal amount of engine oil to the surfaces and pump.
2. Install oil pump as shown. Torque screws to specified torque.



TENSIONER BLADE MOUNTING BOLT TORQUE:
10 Nm (7.4 ft. lbs.)

ENGINE

5. Install chain on oil pump and crankshaft sprocket then place oil pump sprocket into oil pump shaft.



6. Install the circlip into oil pump shaft.



7. Install oil pump shield.

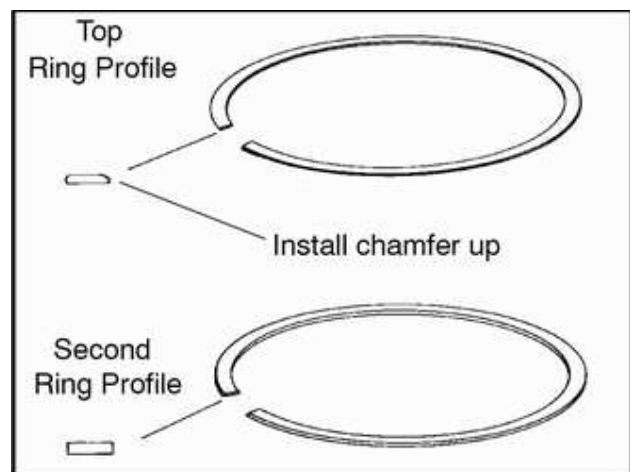


NOTE: Do not use gasket sealer on the pump mating surfaces.

PISTON RING INSTALLATION

NOTE: Apply clean engine oil to all ring surfaces and ring lands. Always check piston ring installed gap before rings are installed on piston. If the piston has been in service, clean any accumulated carbon from the ring grooves and oil control ring holes.

1. Place the oil control ring expander in oil ring groove with the end gap facing forward. The expander has no up or down marking and can be installed either way. The ends should butt squarely together and must not overlap.
2. Install the oil ring top rail with the end gap at least 30°
 - from the end of the expander.
3. Install the bottom rail with the gap at least 30°
 - from the end of the expander on the side opposite the top rail gap.



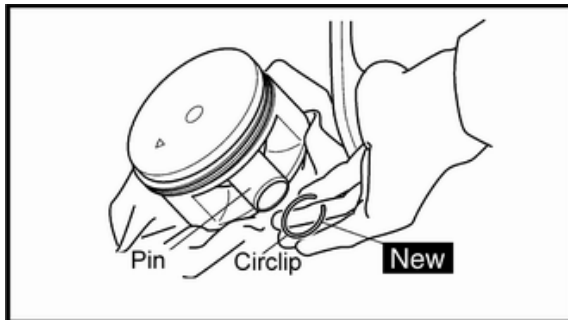
4. Install the second ring with the mark facing up. Position the end gap toward the rear (intake) side of the piston.
5. Install the top ring with the chamfered edge facing up.
6. Check to make sure the rings rotate freely in the groove when compressed by hand.

ENGINE

PISTON INSTALLATION

CAUTION: Do not re-use circlips. Circlips become deformed during the removal process. Do not compress the new clip more than necessary to prevent loss of radial tension. Severe engine damage may result if circlips are re-used or deformed during installation.

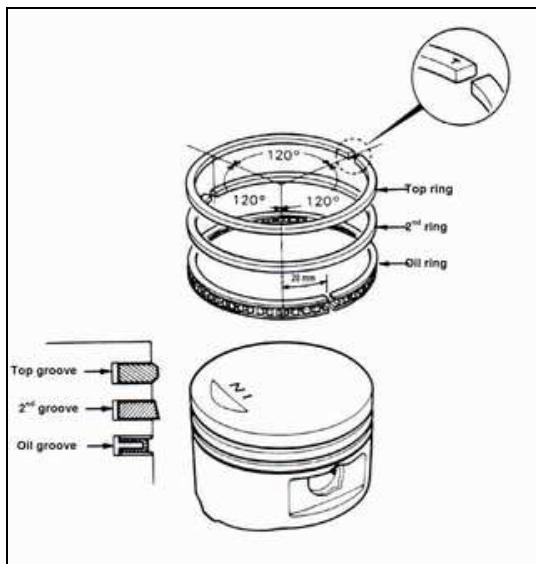
1. Install a new circlip on one side of the piston with the end gap facing up or down.



2. Apply clean engine oil to the piston rings, ring lands, piston pin bore, piston pin, and piston skirt.

Lubricate the connecting rod (both ends) and crankshaft main bearing area.

3. **IMPORTANT--** Install the piston on the connecting rod with the 'IN' casting mark facing the intake side of engine. The piston pin should be a push fit into the piston.



4. Install the other circlip with the gap facing up or down. (See Caution with Step 3 above). Push the piston pin in both directions to make sure the clips are properly seated in the groove.

5. Place the dowel pins in the crankcase and install a new cylinder base gasket.

6. Lubricate the piston and rings with assembly lube and install a ring compressor on the piston assembly. Verify that the ring gaps are 120° apart from each other before installation.

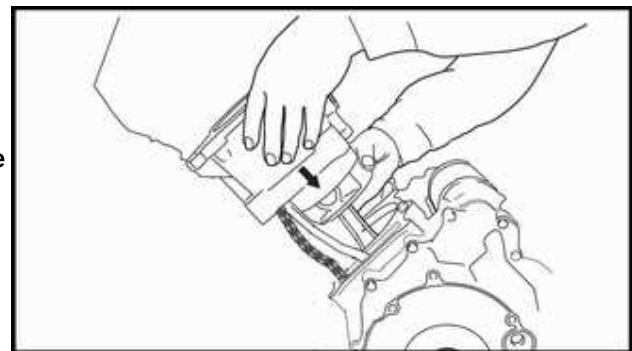
7. Push the rings into the taper using a metallic, blunt-edge tool while holding the cylinder down.

This will help push the piston past the ring taper into the cylinder.

CYLINDER INSTALLATION

NOTE: Clean the gasket surfaces on the crankcase and cylinder. Remove all traces of old gasket material and apply a new base gasket.

1. Install the dowel pin(s). Install a new base gasket onto the mating surface and install the piston into cylinder.



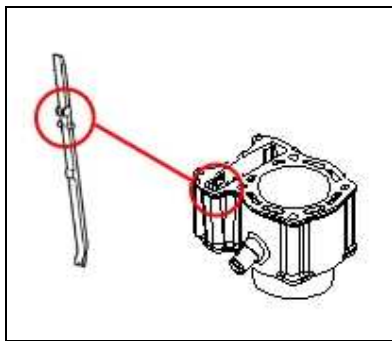
NOTE: Route cam chain through the cylinder chain room and secure it, holding it up while rotating the engine to avoid damage to the chain, drive sprocket teeth or tensioner blade.

2. Apply clean engine oil liberally to the bore and tapered area of the cylinder. Place the cylinder on to the studs.

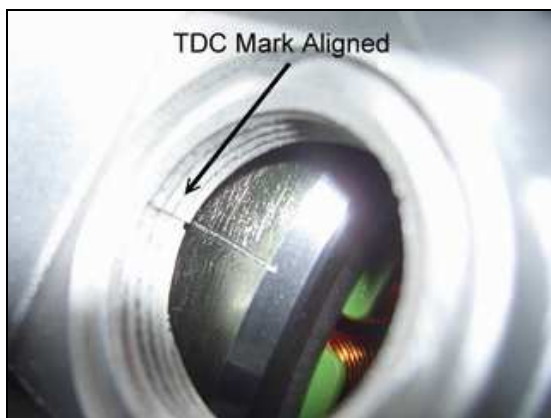
ENGINE



3. Install the cam chain guide and dowel pins into the cylinder.
Verify the bottom end is seated properly in the crankcase.
4. Pull the cam chain through the cylinder chain room and secure with mechanic's wire.



5. Position crankshaft at Top Dead Center (TDC) on compression stroke.



6. Install 2-dowel pin onto cylinder.



CYLINDER HEAD AND CAMSHAFT INSTALLATION

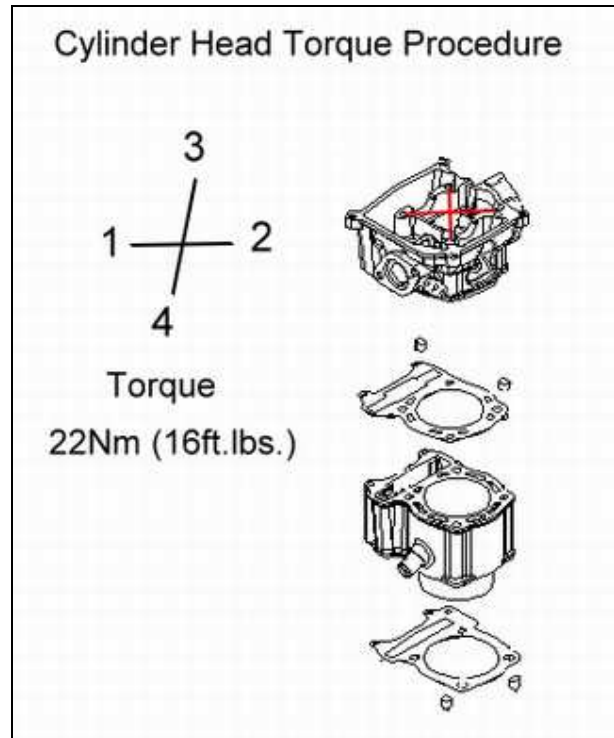
NOTE: Clean the gasket surfaces on the cylinder head and cylinder. Remove all traces of old gasket material.

1. Install the dowel pin(s) and a new cylinder head gasket.



2. Pull the cam chain through the cylinder head chain room and secure with mechanic's wire.
3. Place the cylinder head on the cylinder.

ENGINE



4. Install cylinder head bottom mount nut.



5. Install cylinder head nuts and torque to specification.

CYLINDER HEAD NUT TORQUE:
22~25Nm (16~18ft-lb)

6. Insert cam into cylinder head.



7. Install exhaust side rocker shaft and rocker arm.

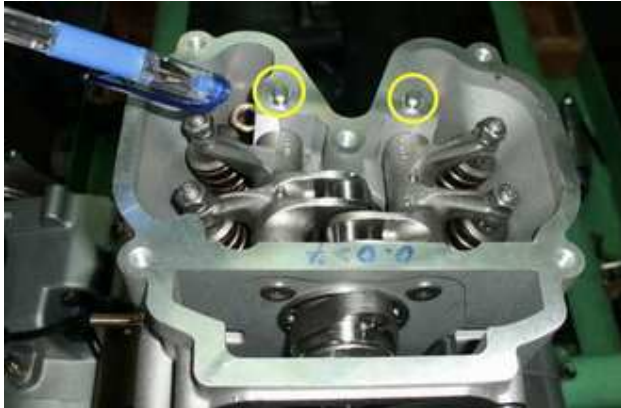


ENGINE

8. Install intake side rocker shaft and rocker arm.



9. Install 2 dowel pins onto cylinder head.



10. Ensure the piston locate At TDC (top die center).

11. Pull cam chain fully up then install cam sprocket into camshaft.

12. Ensure cam sprockets 2 fasten holes, which locate at horizontal.

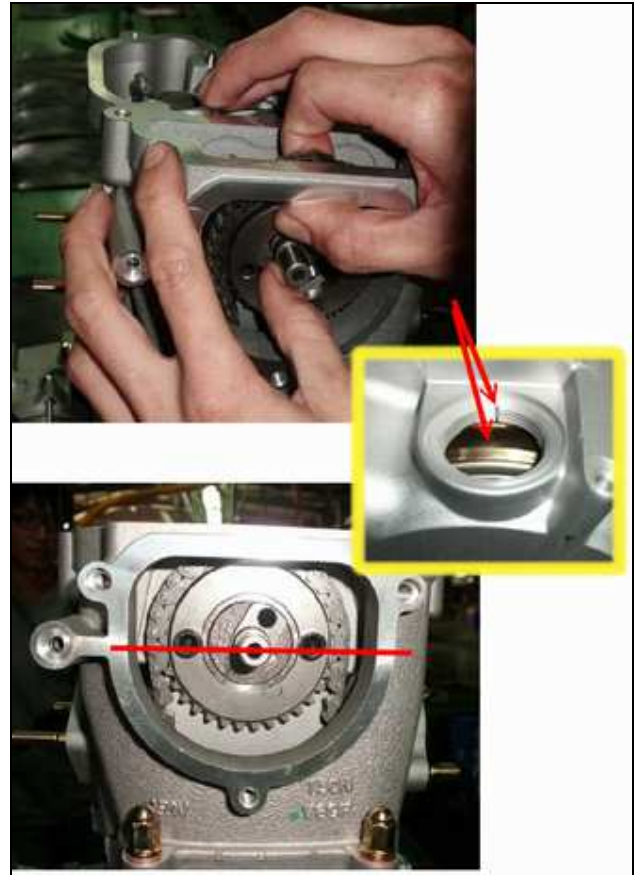
13. Ensure flywheel mark align with right crank cover mark line.

14. Tight cam sprocket fastens bolt.



CAUTION

Serious engine damage may result if the camshaft is not properly timed to the crankshaft.



15. Install decompressor into camshaft.



16. Apply clean engine oil liberally to the valve springs, cam chain, rocker arms, and camshaft.

17. Adjust valves according to the "VALVE CLEARANCE ADJUSTMENT PROCEDURES", Page4.39.

ENGINE

18. Install rocker and cam sprocket cover then torque bolts to specification.

19. Connect coolant hose with cylinder and coolant pump.



TENSIONER BOLT TORQUE:

10 Nm (7.4 ft. lbs.)

3. Install the tensioner cap. Torque cap to specification.

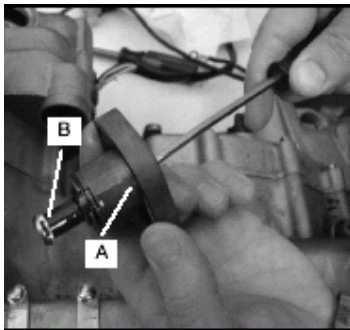
TENSIONER CAP TORQUE:

10 Nm (7.4 ft. lbs.)

4. Slowly rotate engine two to three revolutions and re-check cam timing once chain is tight.

CAM CHAIN TENSIONER INSTALLATION

1. Using a small flat blade screwdriver, turn the tensioner clockwise to retract the plunger (B) all the way into the tensioner body.



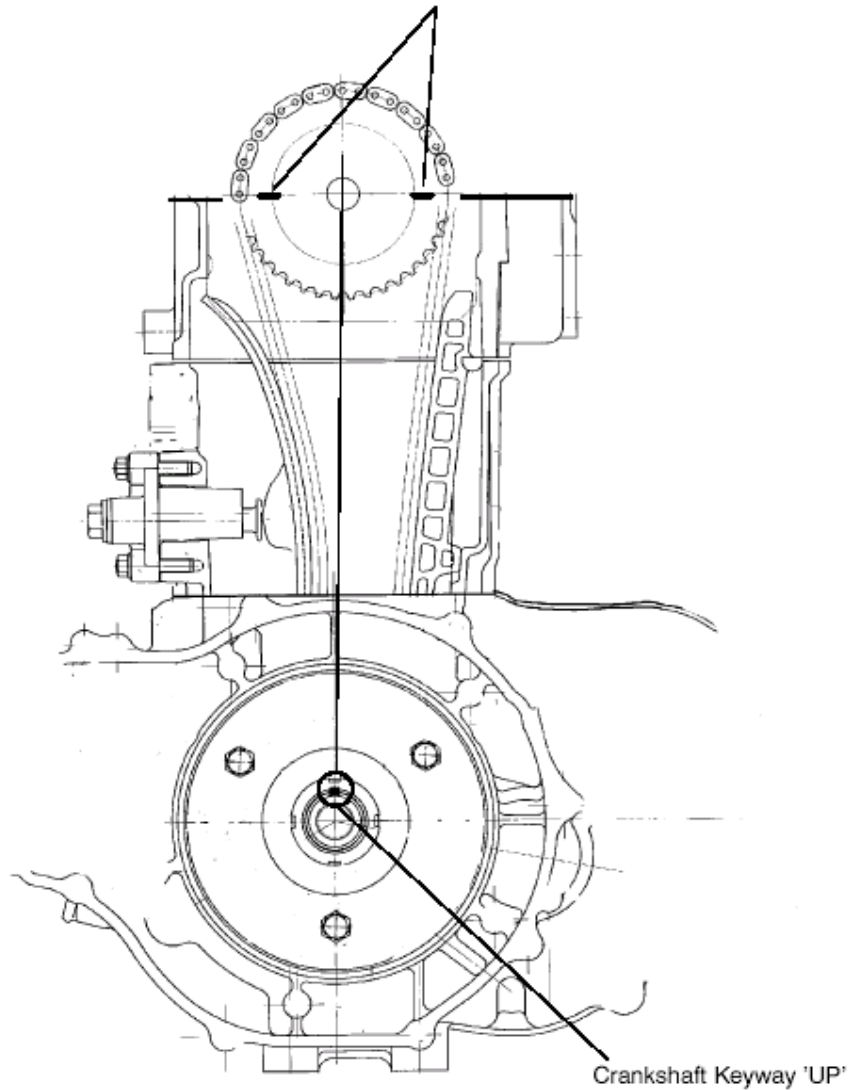
2. With the plunger retracted, install the tensioner assembly with a new gasket and tighten the bolts to specification.

ENGINE

CAMSHAFT TIMING - METHOD 1

Method 1 - Camshaft Timing with Stator Housing Removed

Sprocket marks aligned with gasket surface at TDC on
compression stroke (cam lobes facing downward)

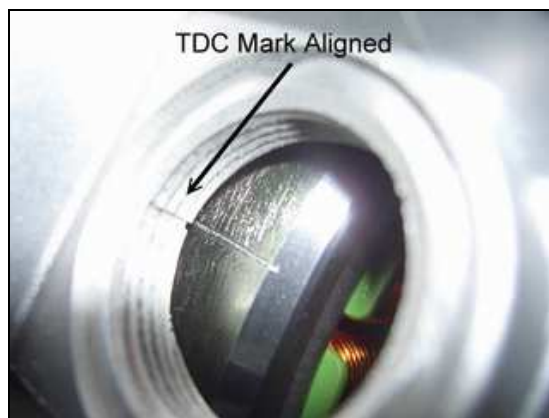
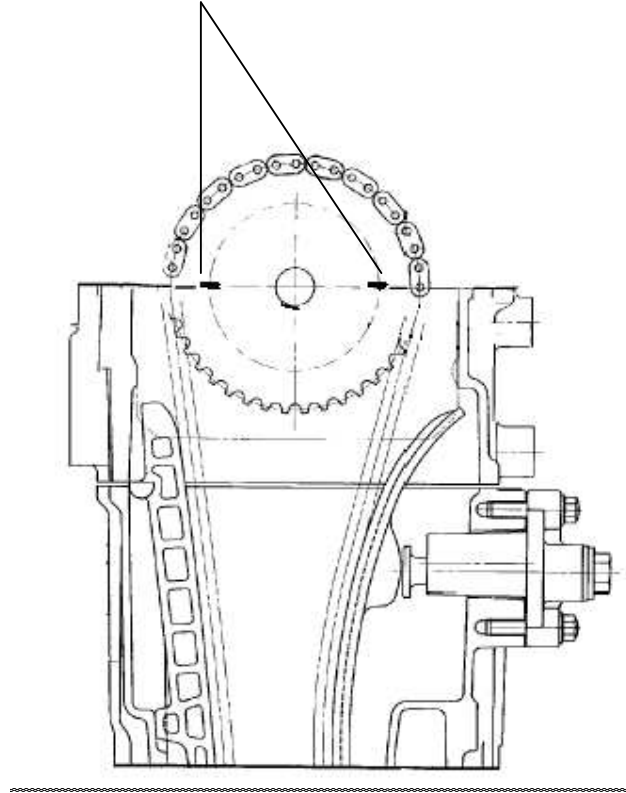


ENGINE

CAMSHAFT TIMING - METHOD 2

Method 2 - Camshaft Timing Using Flywheel TDC Mark

Sprocket marks aligned with gasket surface at TDC on compression stroke (cam lobes facing downward)



Cam Timing

(View through timing inspection hole)

Position crankshaft at TDC

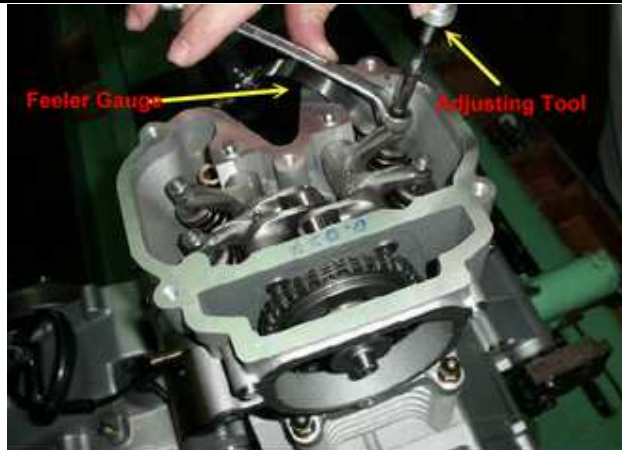
ENGINE

INTAKE VALVE CLEARANCE ADJUSTMENT FLYWHEEL INSTALLATION

1. Verify cam lobes are pointed down.
2. Insert a 0.1mm feeler gauge between end of intake valve stem and adjuster screw.
3. When clearance is correct, hold adjuster screw and tighten locknut securely.
4. Re-check the valve clearance.
5. Repeat adjustment procedure if necessary until clearance is correct with locknut secured.

VALVE CLEARANCE

0.12 mm



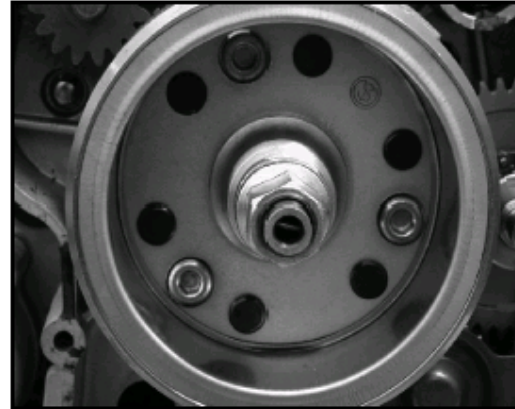
EXHAUST VALVE CLEARANCE ADJUSTMENT

1. Verify cam lobes are pointed down.
2. Insert a 0.1mm feeler gauge between end of exhaust valve stem and adjuster screw.
3. Loosen locknut and turn adjuster screw until there is a slight drag on feeler gauge.
4. When clearance is correct, hold adjuster screw and tighten locknut securely.
5. Re-check the valve clearance.
6. Repeat adjustment procedure if necessary until clearance is correct with locknut secured.

VALVE CLEARANCE

0.12 mm

1. Install flywheel key, flywheel washer, and nut.
- Torque flywheel nut to specification.

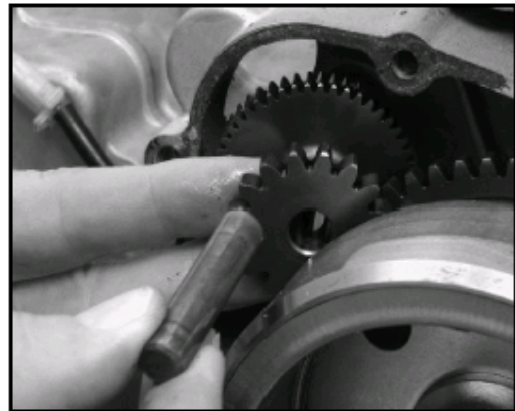


FLYWHEEL NUT TORQUE:

100 Nm

STARTER DRIVE ASSEMBLY

1. Be sure the washer is positioned on the back of the drive gear.

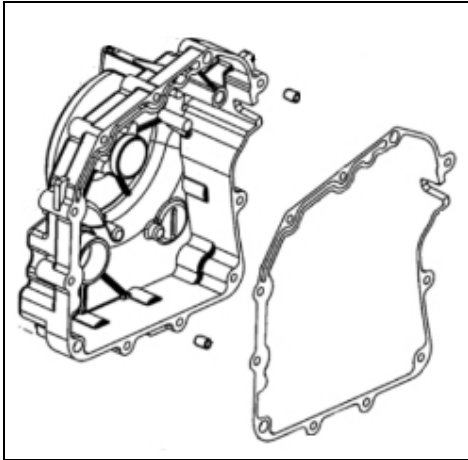


2. Apply Starter Drive Grease to the drive bushings in the cases and all moving surfaces of the starter drive gears and install.
3. Install stator housing and torque bolts to specification.

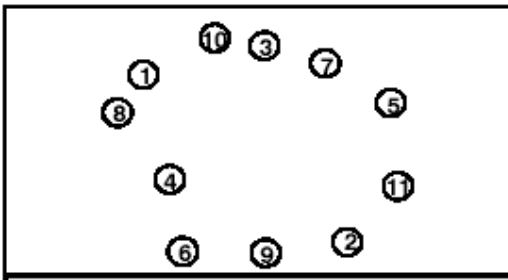
STATOR HOUSING INSTALLATION

NOTE: The stator, flywheel, starter drive, and stator can be serviced with the engine in the frame.

1. Apply a light amount of Crankcase Sealant to the mounting surface and install a new gasket. Install the dowel pins.



2. Seal stator wire grommet with Crankcase Sealant.
3. Install the housing. Torque bolts in sequence to specification.



STATOR COVER BOLT TORQUE:
8 Nm (6 ft. lbs.)

SPARK PLUG FOULING

- ⊙ Spark plug cap loose or faulty
- ⊙ Choke cable adjustment or plunger/cable sticking
- ⊙ Foreign material on choke plunger seat or plunger
- ⊙ Incorrect spark plug heat range or gap
- ⊙ Carburetor inlet needle and seat worn
- ⊙ Jet needle and/or needle jet worn or improperly adjusted
- ⊙ Excessive carburetor vibration (loose or missing needle jet locating pins)
- ⊙ Loose jets in carburetor or calibration incorrect for altitude/temperature
- ⊙ Incorrect float level setting
- ⊙ CVT system calibrated incorrectly or components worn or miss-adjusted
- ⊙ Fuel quality poor (old) or octane too high
- ⊙ Low compression
- ⊙ Restricted exhaust
- ⊙ Weak ignition (loose coil ground, faulty coil, or stator,)
- ⊙ Restricted air filter (main or pre-cleaner) or breather system
- ⊙ Improperly assembled air intake system
- ⊙ Restricted engine breather system
- ⊙ Oil contaminated with fuel
- ⊙ Restricted crankcase vent

ENGINE

ENGINE TURNS OVER BUT FAILS TO START

- ⊙ No fuel
- ⊙ Dirt in fuel line or filter
- ⊙ Fuel will not pass through fuel valve
- ⊙ Fuel pump inoperative/restricted
- ⊙ Tank vent plugged
- ⊙ Carb starter circuit
- ⊙ Engine flooded
- ⊙ Low compression (high cylinder leakage)
- ⊙ No spark (Spark plug fouled)

ENGINE DOES NOT TURN OVER

- ⊙ Dead battery
- ⊙ Starter motor does not turn
- ⊙ Engine seized, rusted, or mechanical failure
- ⊙ Kick start components damaged

ENGINE RUNS BUT NOT IDLE

- ⊙ Restricted carburetor pilot system
- ⊙ Carburetor misadjusted
- ⊙ Choke not adjusted properly
- ⊙ Low compression
- ⊙ Crankcase breather restricted
- ⊙ Air filter restriction

ENGINE IDLES BUT NOT REV UP

- ⊙ Spark plug fouled/weak spark
- ⊙ Broken throttle cable
- ⊙ Obstruction in air intake
- ⊙ Air box removed (reinstall all intake components)
- ⊙ Incorrect or restricted carburetor jetting
- ⊙ Reverse speed limiter limiting speed
- ⊙ Carburetor vacuum slide sticking/diaphragm damaged
- ⊙ Incorrect ignition timing
- ⊙ Restricted exhaust system
- ⊙ Cam Lobe worn

ENGINE HAS LOW POWER

- ⊙ Spark plug fouled
- ⊙ Cylinder, piston, ring, or valve wear or damage (check compression)
- ⊙ CVT not operating properly
- ⊙ Restricted exhaust muffler
- ⊙ Dirty carburetor
- ⊙ Cam lobe worn

PISTON FAILURE - SCORING

- ⊙ Lack of lubrication
- ⊙ Dirt entering engine through cracks in air filter or ducts
- ⊙ Engine oil dirty or contaminated

EXCESSIVE SMOKE AND CARBON BUILDUP

- ⊙ Worn rings, piston, or cylinder
- ⊙ Excessive piston-to-cylinder clearance
- ⊙ Worn valves, guides or seals
- ⊙ Restricted crankcase vent
- ⊙ Air filter dirty or contaminated

LOW COMPRESSION

- ⊙ Decompressor stuck
- ⊙ Cylinder head gasket leak
- ⊙ No valve clearance or incorrectly adjusted
- ⊙ Cylinder or piston worn
- ⊙ Piston rings worn, leaking, broken, or sticking
- ⊙ Bent valve or stuck valve
- ⊙ Valve spring broken or weak
- ⊙ Valve not seating properly (bent or carbon accumulated on valve area)
- ⊙ Rocker arm sticking

BACKFIRING

- ⊙ ETC or speed limiter system malfunction
- ⊙ Fouled spark plug or incorrect plug or plug gap
- ⊙ Carburetion faulty - lean condition
- ⊙ Intake / Exhaust system air leaks
- ⊙ Ignition system faulty:
- ⊙ Spark plug cap cracked/broken
- ⊙ Ignition coil faulty
- ⊙ Ignition or kill switch circuit faulty
- ⊙ Ignition timing incorrect
- ⊙ Sheared flywheel key
- ⊙ Poor connections in ignition system
- ⊙ System wiring wet
- ⊙ Cam lobe worn or Valve sticking
- ⊙ Lean condition

TRANSMISSION5-1

TRANSMISSION ASSEMBLY5-2

TRANSMISSION DISASSEMBLY AND INSPECTION5-2

SHIFT SYSTEM REMOVAL5-2

TRANSMISSION DISASSEMBLY5-3

TRANSMISSION INSPECTION5-4

DRIVE SHAFT REMOVAL AND INSPECTION5-4

SHIFT FORK INSPECTION5-5

MIAN SHAFT REMOVAL AND INSPECTION5-5

COUNT SHAFT INSPECTION5-6

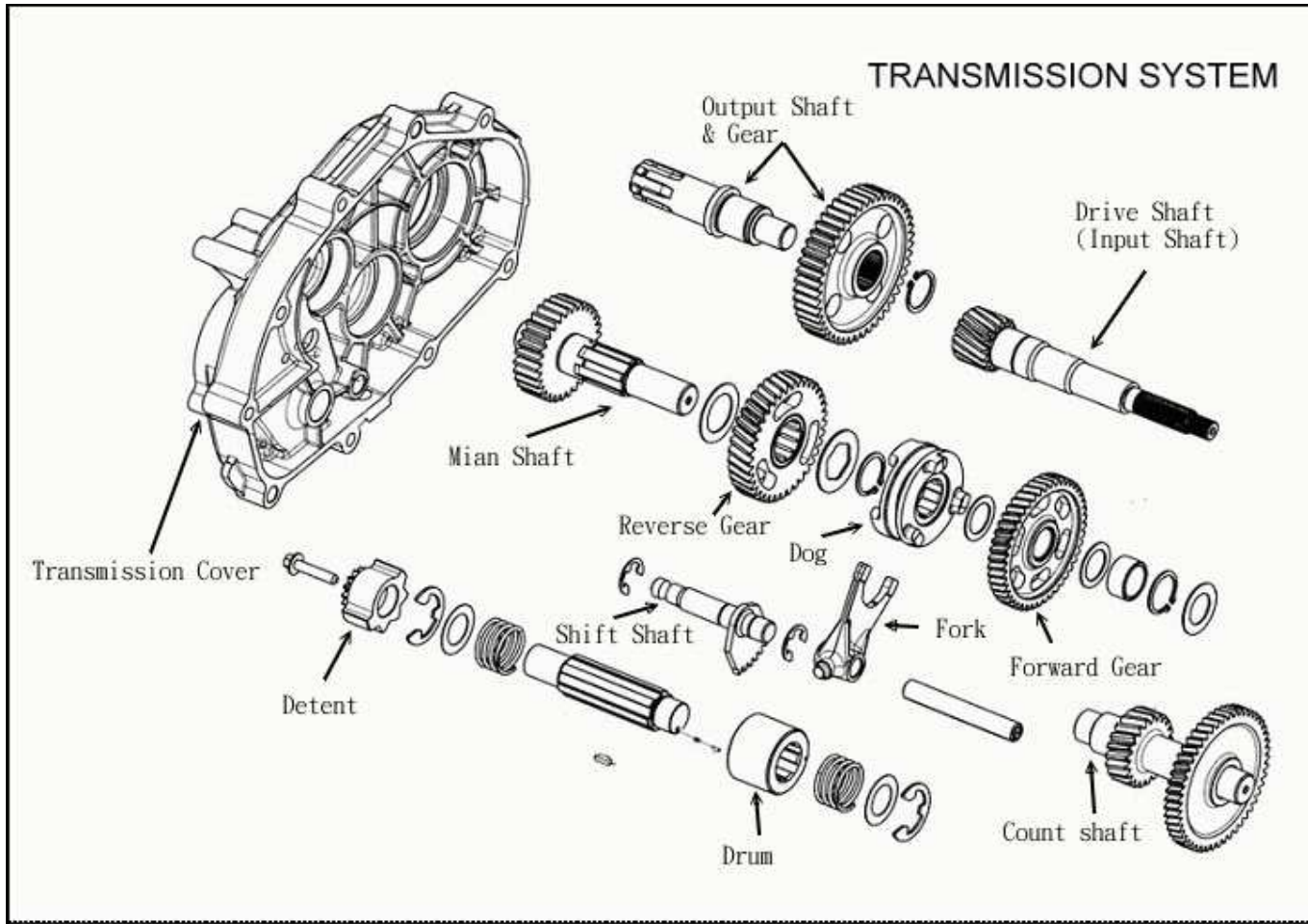
OUTPUT SHAFT REMOVAL AND INSPECTION5-6

SHIFT DRUM REMOVAL AND INSPECTION5-7

TRANSMISSION REASSEMBLY5-7

TROUBLE SHOOTING5-9

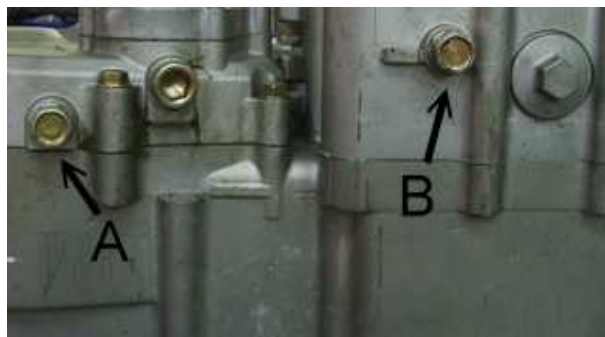
TRANSMISSION ASSEMBLY



TRANSMISSION DISASSEMBLY AND INSPECTION

NOTE: Engine removal is not required to service transmission components. Process shown below is with engine removed for clarity.

1. Drain the transmission oil from the gear case (A) and engine oil from crankcase (B).



SHIFT SYSTEM REMOVAL

1. Remove right footwall.
2. Remove sprocket cover and drive sprocket.
3. Remove shift cables from the bracket.



TRANSMISSION

4. Remove shift cover and cables bracket screws.



5. Remove shift cover and the bracket.

6. Remove gasket and discard.

7. Note timing of shift shaft before removing. The center tooth on shift shaft is positioned between the two dots on the drum teeth.



8. Remove the shift shaft by pulling straight outward.

9. Remove detent ball, spring and socket bolt.

10. Remove shift detent.



TRANSMISSION DISASSEMBLY

1. Remove the cover screws.



2. Remove cover or with output shaft. Push or tap on shift shaft to keep it in the case.

3. Remove gasket and discard.



TRANSMISSION

4. Remove output shaft
5. Remove main shaft and shift fork as an assembly.



6. Remove the counter shaft.

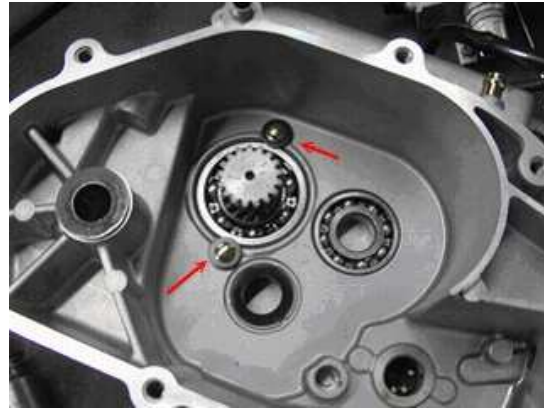


Note: Do not lose those two washers.



TRANSMISSION INSPECTION

7. If input shaft or gear requires service, remove driven clutch as outlined in CVT Chapter.



8. Remove above two bolts.
9. Remove input shaft from CVT side by plastic hammer until loose.



TRANSMISSION INSPECTION

NOTE: Always wear the appropriate protective gear and use caution when operating a press.

DRIVE SHAFT REMOVAL AND INSPECTION

1. With transmission components removed, inspect all shaft bearings visually and by feel. Bearings should roll smoothly, without excessive movement or noise. Replace any bearing that is removed, as the removal process destroys the bearing.
2. Bearings can be removed using a standard blind bearing remover. Apply lithium grease to outer race of new bearings and press into cover or case by the outer race. Do not press on inner race or bearing will be damaged.

TRANSMISSION

3. The sealed drive shaft bearing has a snap ring that must be removed then drive shaft bearing can be removed.
4. Assemble the drive shaft, bearing, a new snap ring.



SHIFT FORK INSPECTION

1. Inspect the shift fork (B) for scoring or signs of wear. Area C should not show contact.



MAIN SHAFT REMOVAL AND INSPECTION

1. Inspect sliding gear dogs (E) and dog slots in the mating gears (F) for wear or damage. The edges of dogs and slots should be square and not rounded. Replace both sliding gear and mating gears if any edges are rounded or chipped.



2. Substantial axial movement in the forward drive gear is due to liberal oil clearance for the bushing, and is a normal condition. Gear replacement is not required due to axial movement if radial movement (shown in Step 6) passes inspection.



3. Radial movement should not exceed 0.05 mm.



4. Remove the snap ring from main shaft.



TRANSMISSION

5. Remove forward gear and dog components until next snap ring.



CAUTION

Snap ring pressure can cause rings and pliers to eject suddenly. Use care during removal.

7. Inspect the shaft and gears visually without excessive wear or crack. Replace any damaged components.

8. Assemble the reverse gear, washer, a new snap ring, and the sliding gear on the shaft.

9. Assemble the forward gear, washer, bush and a new snap ring, on the shaft.

6. Remove second snap ring from main shaft.



COUNTER SHAFT INSPECTION

Inspect the shaft and gears visually without excessive wear or crack. Replace any damaged components.



6. Remove reverse gear components.



OUTPUT SHAFT REMOVAL AND INSPECTION

1. Remove the snap ring from output shaft.



TRANSMISSION

2. Remove the gear ring from output shaft.
3. Inspect the shaft and shaft excessive wear or crack.
4. Assemble the output gear and a new snap ring on the shaft.



SHIFT DRUM REMOVAL AND INSPECTION

! CAUTION

Spring pressure can cause components to eject suddenly. Use care during removal. Always wear the appropriate protective gear

Remove shift sensor from drum shaft.



NOTE: Drum shaft components are not serviceable.
Replace Drum shaft as an assembly.

TRANSMISSION REASSEMBLY

NOTE: Lubricate all bearings with clean transmission oil before assembly.

Clean the gasket surfaces on the crankcase and transmission cover.
Remove all traces of old gasket material and apply a new base gasket

TRANSMISSION REASSEMBLY

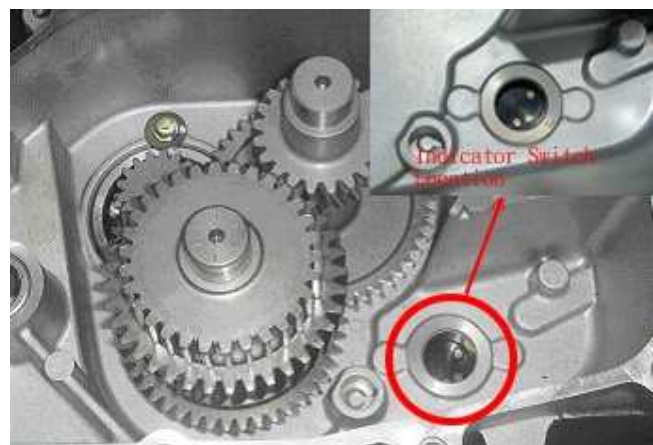
1. Place the counter shaft into case.



2. Place main shaft washer on bearing housing.



3. Place main shaft into case. Ensure the forward gear toward inside.



TRANSMISSION

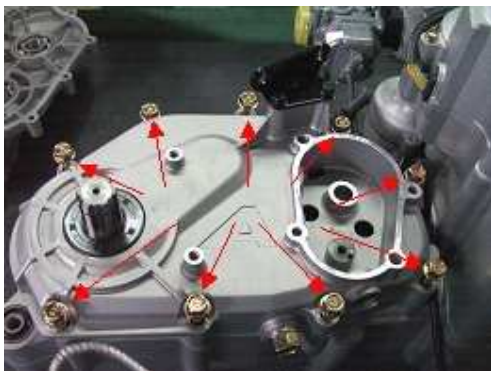
4. Install the drum shaft. Ensure the shift sensor toward inside.
5. Use caution when installing the gear position indicator spring and pin located in the end of the drum shaft.
6. Insert shift fork into main shaft dog and drum then install fork shaft.



7. Place flat washer on output shaft bearing.
8. Install the output shaft.



9. Install the transmission cover then fasten all bolts to 12Nm.



Transmission cover Bolt Torque:
12 Nm (8.8 ft. lbs.)

10. Install the drum detent and shift teeth. Ensure all dots must on center position.
11. Install detent bolt and fasten to 10Nm.



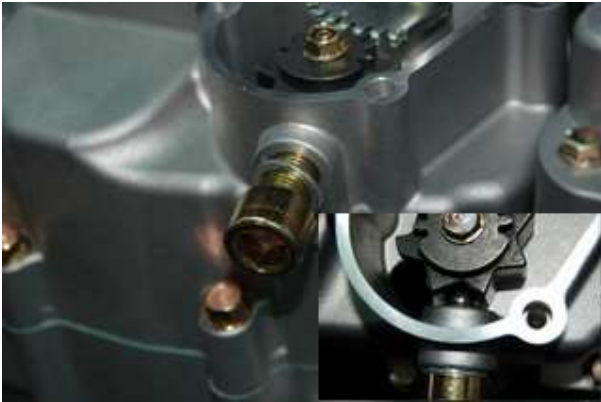
12. Check transmission operation before final assembly, and after installing outer cover.

FORWARD	
NEUTRAL	
REVERSE	

TRANSMISSION

TRANSMISSION TROUBLE SHOOTING

13. Install detent ball, spring, o-ring and bolt.



14. Install the shift cover then fasten bolts to 10Nm.



15. Install shift cables to the bracket.

16. Install the drive sprocket and sprocket cover.

17. Fill the transmission lubricant according to the specification.



TRANSMISSION TROUBLE SHOOTING

Gear Will Not Engage

- Shift arm indexed incorrectly
- Shift cables loosened
- Shift cables broken
- CVT Belt broken
- Internal trans gear damage
- Shift fork broken or bent
- Shift shaft broken

Pops Out Of Gear

- Shift arm indexed incorrectly
- Shift cables loosened
- Detent spring or ball missing, worn, or broken
- Gear engagement dogs worn (rounded) or broken
- Shift fork bent

Noise

- Incorrect transmission lubricant
- Lubricant level too low
- Lubricant level too high
- Bearings worn or damaged
- Gears worn or damaged
- CVT problem (belt)
- Final drive (chain or sprockets) worn or damaged

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WARNING

Gasoline is extremely flammable and explosive under certain conditions.

Always stop the engine and refuel outdoors or in a well-ventilated area.

Do not overfill the tank. The tank is at full capacity when the fuel reaches the bottom of the filler neck. Leave room for expansion of fuel.

Never start the engine or let it run in an enclosed area. Gasoline powered engine exhaust fumes are poisonous and can cause loss of consciousness and death in a short time.

Never drain the float bowl when the engine is hot. Severe burns may result.

Do not smoke or allow open flames or sparks in or near the area where refueling is performed or where gasoline is stored.

If you get gasoline in your eyes or if you should swallow gasoline, seek medical attention immediately.

If you spill gasoline on your skin or clothing, immediately wash with soap and water and change clothing.

CARBURETOR FUNCTION

Carburetor Component Function			
System	Main Components	Main Function	Main Affect
Float System (Level Control)	Inlet Pipe, Needle and Seat, Float and Float Pin	Maintains specified fuel level in float chamber (carburetor float bowl).	All systems; all throttle ranges
Venting	Passages in carburetor and vent lines.	Supplies atmospheric pressure to float chamber.	All systems; all throttle ranges.
Starter (Choke Plate)	Choke Lever, Cable, and Choke Butterfly	Supplies additional fuel air mixture necessary for cold starting.	All throttle ranges. Greatest effect low throttle settings and idle.
Pilot (Idle System)	Pilot Jet / Passageways, Pilot-Mixture Screw with Spring Washer and Sealing O-Ring, Pilot Outlet and Throttle Valve.	Primarily supplies fuel at idle and low throttle positions.	Mainly idle 1/4 throttle. Minimal effect after 1/2 throttle.
Main System	Main Jet, Main Air Passage, Needle Jet, Jet Needle, Throttle Valve.	Supplies fuel at mid-range and high throttle settings.	1/4 to full throttle.

FUEL AND CARBURETOR

CARBURETION SPECIFICATIONS

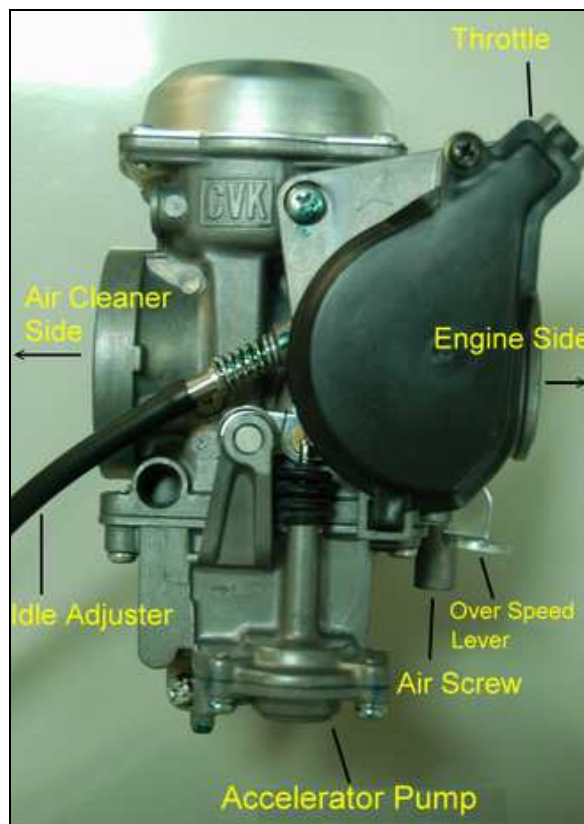
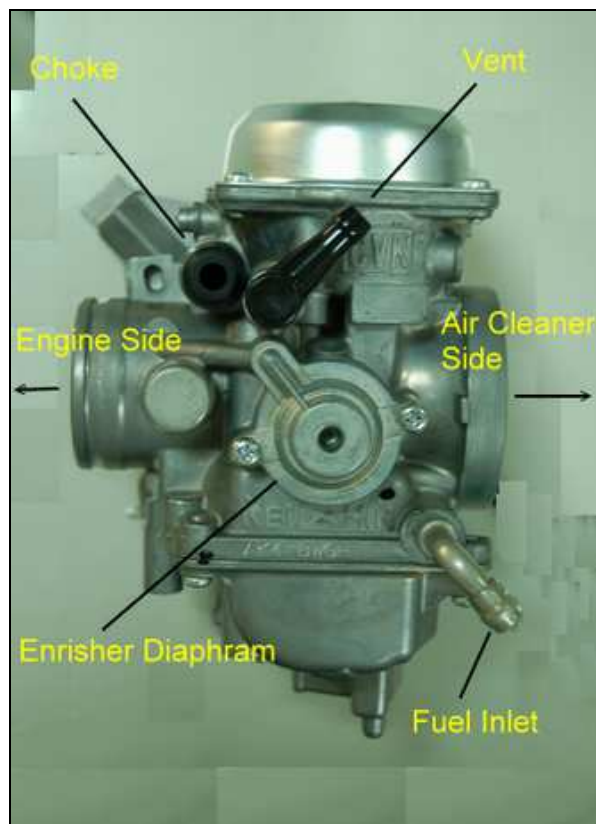
COBRA 400 KEIHIN	
Type	CVK AK4 BWGH
Air Screw	1 1/2 Return
Jet Needle	NJDB
Slide Valve	3.0
Pilot Jet	#90
Main Jet	#125
E-clip Position	4th From Top

OPERATION OVERVIEW

The engine of a vehicle is operated under a wide range of conditions, from idling with the throttle valve remaining almost closed, to full load or maximum output with the throttle valve fully opened. In order to meet the requirements for the proper mixture ratio under these varying conditions, a low speed fuel system, or pilot system, and a main fuel system are provided in these types of carburetors.

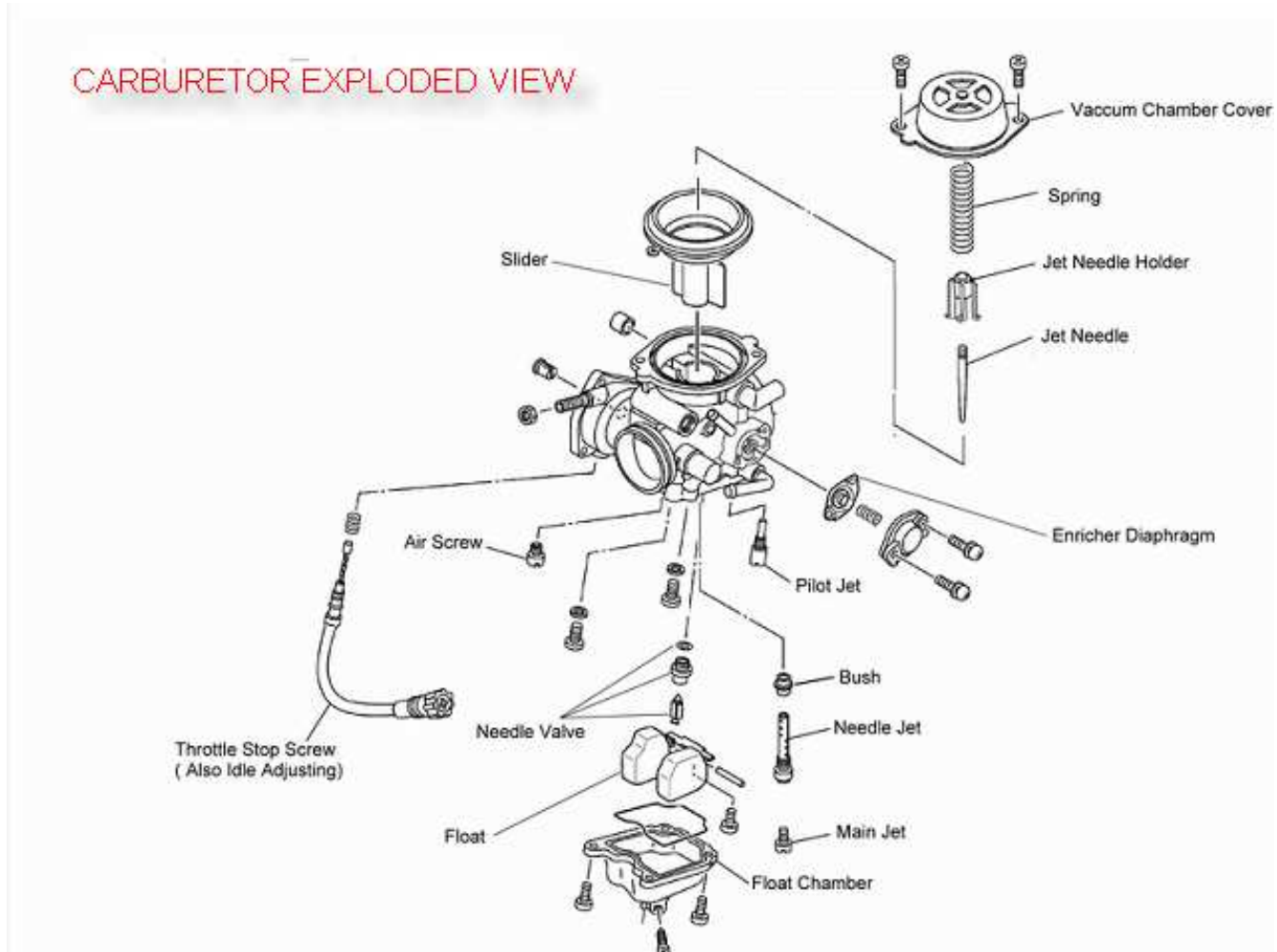
The function of a carburetor is to produce a combustible air/fuel mixture by breaking fuel into tiny particles in the form of vapor, to mix the fuel with air in a proper ratio, and to deliver the mixture to the engine. A proper ratio means an ideal air/fuel mixture that can burn without leaving an excess of fuel or air. Whether the proper mixture ratio is maintained or not is the key to efficient engine operation.

This carburetor has varying operations depending upon varying driving conditions. It is constructed of a float system, pilot system, main system, and starter system or initial starting device.



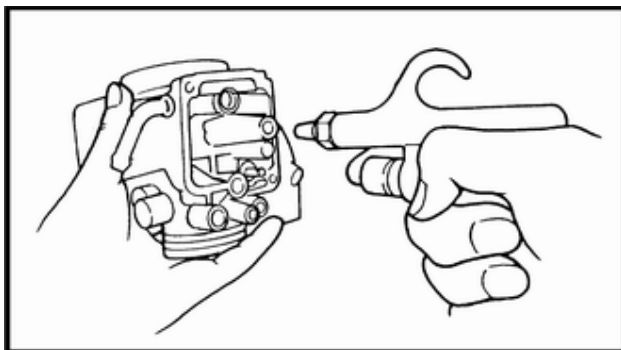
FUEL AND CARBURETOR

CARBURETOR OPERATION



NOTE: It is strongly recommended that Carbon Clean **HIGH ALTITUDE OPERATION**

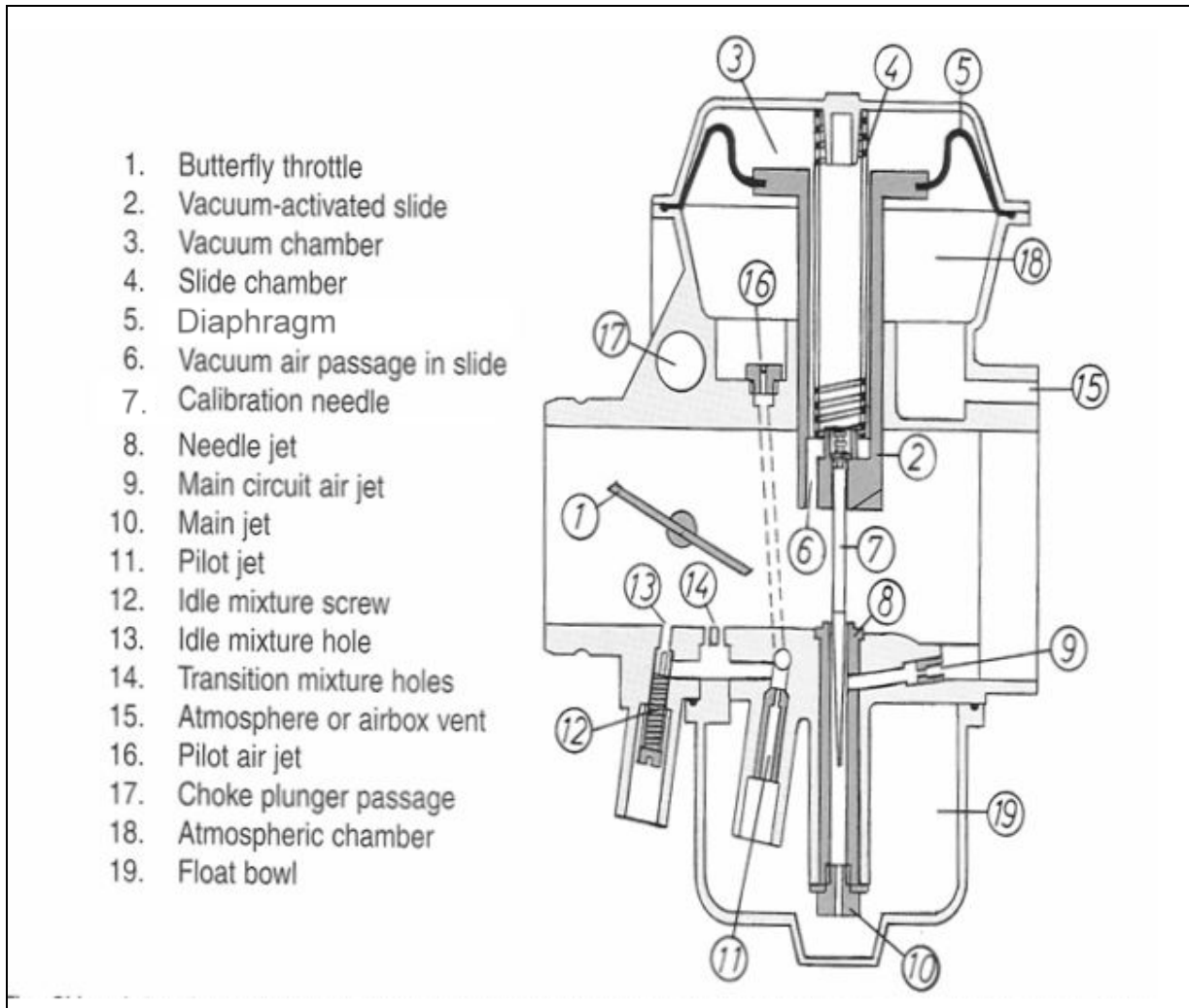
be added regularly as directed to the fuel systems. Carbon Clean stabilizes the fuel, preventing clogging of the small passages and orifices common to carburetors, and ensures constant performance, reliability and easier starting.



The COBRA 400 has been tested to 4,000 M above sea level to assure satisfactory performance. No jetting or clutching changes are required for high altitude operation.

NOTE: If desired, removing one CVT roller weight from each tower of the drive clutch and fine-tuning the carburetor with optional jetting may provide a slight improvement in high altitude performance, but generally is not needed.

FUEL AND CARBURETOR



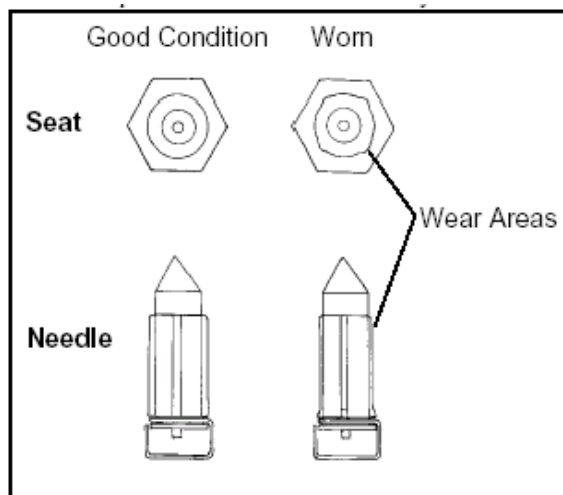
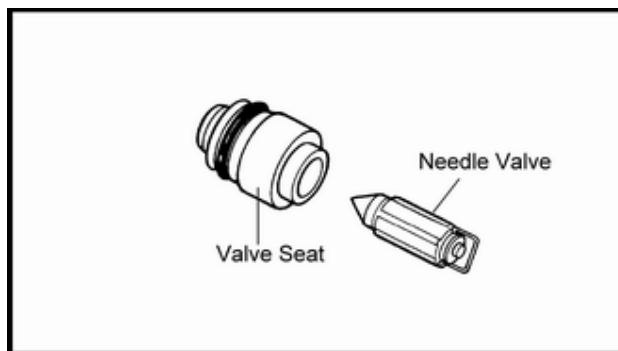
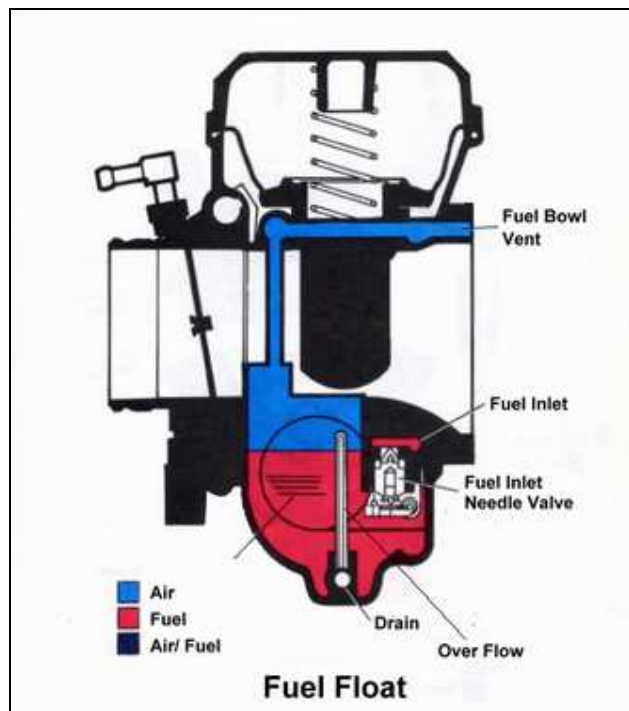
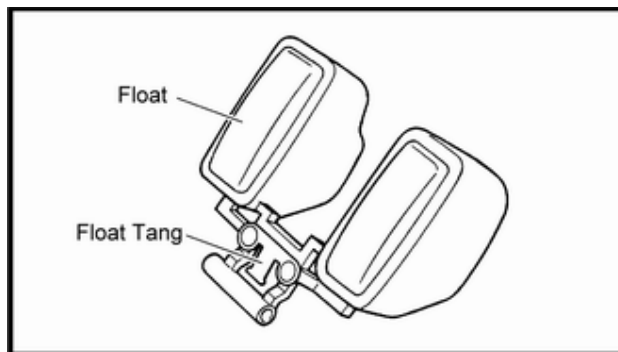
The CV carburetor has two throttles, the cable operated butterfly (1) and the vacuum operated plugs (2). The butterfly controls the idle mixture strength from the passage (13) that can be adjusted by screw (12). Idle mixture composition is determined by the idle jet (11) and the air jet (16). At idle, the mixture is also leaned out by air flowing in through the progression hole (14). When the butterfly opens, the flow reverses in the progression holes (14) and richer mixture flows into the Venturi air stream. When RPM increases, a vacuum is developed in the manifold and this vacuum is transferred through a hole (6) in the slide onto the vacuum chamber (3). This vacuum lifts the slide (2) against the spring (4) and midrange is then calibrated by the needle (7) needle jet (8), and air jet (9). To calibrate the main jet could adjust the top end (10).

FUEL AND CARBURETOR

FLOAT SYSTEM

The float system is designed to maintain a constant height of gasoline during operation. When the fuel flowing from the fuel pump into the float chamber through the needle valve reaches the constant fuel level, the floats rise. When the buoyancy of the float and the fuel pressure of the fuel pump balance, the needle valve seals the orifice in the needle seat, preventing further fuel delivery, and the level of fuel in the bowl remains relatively constant.

The fuel level in the bowl assists in controlling the amount of fuel in the fuel mixture. Too high a level allows more fuel than necessary to leave the nozzle, enriching the mixture. Too low a level results in a leaner mixture, since not enough fuel leaves the nozzle. Therefore, the predetermined fuel level should not be pressure tested after assembly. Be sure the spring-loaded pin is free moving and returns freely when pushed. The needle valve and seat should be changed arbitrarily.



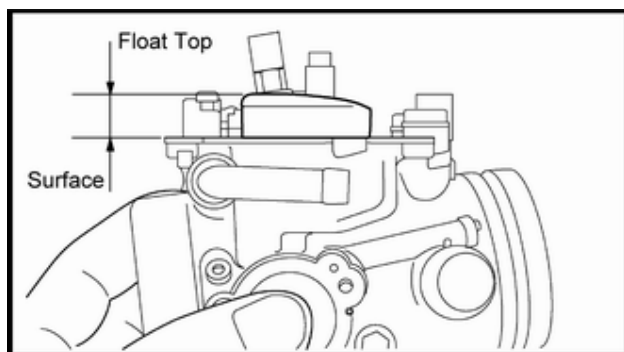
FLOAT INSPECTION

1. Inspect float and float tang, replace it if it is broken or cracked.

FUEL AND CARBURETOR

FLOAT HEIGHT ADJUSTMENT

1. Hold the carburetor in an upside down position.
2. Measure the distance from the front mating surface of the float chamber (gasket removed) to the top of the float.



3. The float arm should be resting on the needle valve, but not compressing it.

NOTE: If the float is past parallel with the mating surface, the carburetor has likely been tilted back too far and the float tongue is compressing the needle valve pin.

3. Measure the height from the float bowl-mating surface to the top of step of the float as shown. Both sides of float should be parallel to each other. The measurement should be made at the mid-point on top of the float using Float Adjustment Tool or a caliper. When measuring the height, verify the inlet needle valve spring is not compressed.

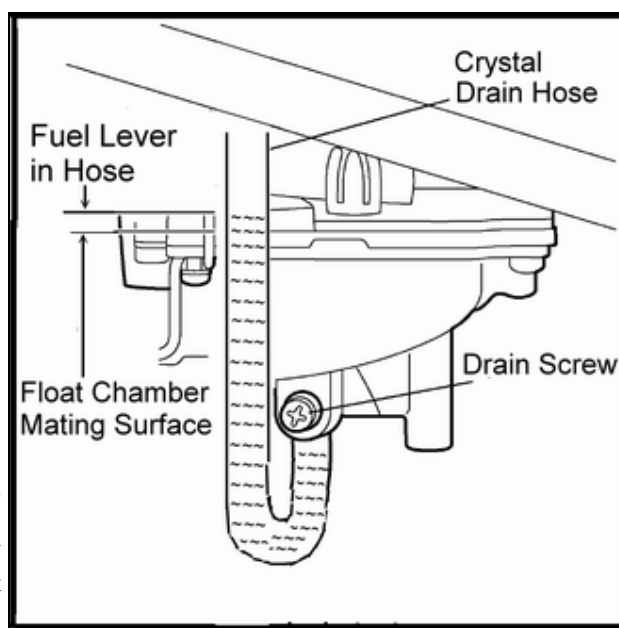
Float Height:
Parallel to Gasket Surface $15 \pm 1\text{mm}$

4. If the float height is not within the specification, inspect the valve seat and needle valve.

FUEL LEVEL TEST

A fuel level test can be performed if the drain hose fitting is accessible. Be sure to re-attach the bowl drain hose after performing the test. A fuel level test allows you to observe the height of the fuel in the float bowl without removing the carburetor. The fuel level can be observed with the engine either running or shut off, however, engine must run briefly to allow fuel level to stabilize..

1. Attach a clear line to drain fitting. Be sure line fits tightly on fitting. Position hose along side of carburetor as shown.



2. Open bowl drain screw by turning counterclockwise approximately two turns. Start and run engine for 3 to 5 seconds to allow fuel level to stabilize in the line. If level is out of specification, remove carburetor and inspect inlet needle and seat, float height, passages, etc.

NOTE: If a line was removed to perform this procedure, it must be replaced.

Fuel Level: 4.5mm
Above the float chamber mating surface.

FUEL AND CARBURETOR

CARBURETOR JETTING

IMPORTANT: The following guidelines must be followed when establishing a main jet setting:

1. Select the lowest anticipated temperature at which the machine will be operated.
2. Determine the lowest approximate altitude at which the machine will be operated.
3. Select the correct main jet according to the engines fuel/performance requirements.

CAUTION

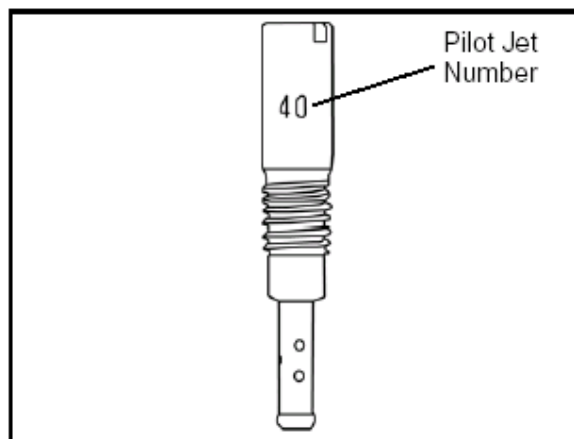
A main jet that is too small will cause a lean operating condition resulting in serious engine damage. Select the correct main jet carefully for elevation and temperature according to the charts in the Specifications section or in the Owner's Safety and Maintenance Manual for each particular model.

1. Inspect jet needle and needle jet for wear. Look for discoloration, shiny spots, or an area that looks different than the rest of the needle. The middle to upper portion of the needle contacts the needle jet and is the most likely wear point. If jet needle shows signs of wear replace *both the needle and needle jet* to prevent a rich condition.

TIP: A worn *needle jet* is difficult to spot. To check, slide a slightly larger *new jet needle* into the needle jet and hold it to a light source. Light will be visible between the needle and needle jet if it is worn.

Pilot Jet

From idling to low speeds, the fuel supply is metered by the pilot jet. There are several air bleed openings in the sides of the pilot jet that reduce the fuel to mist. The number stamped on the jet is an indication of the amount of fuel in cc's which passes through the jet during a one minute interval under a given set of conditions.



Air Mixture Screw

The pilot mixture screw controls the fuel mixture from idle to low speeds. The tapered tip of the mixture screw projects into the fuel mixture passage leading to the pilot jet air bleeds. By turning the screw in or out, the cross sectional area of the air passage is varied, in turn varying the pilot jet air supply and changing the mixture ratio.

CAUTION

The airscrew is calibrated at the factory to meet EPA / CARB regulations for air quality standards. A certified repair shop to ensure air quality standards are not exceeded must perform cleaning of the pilot circuit.

FUEL AND CARBURETOR

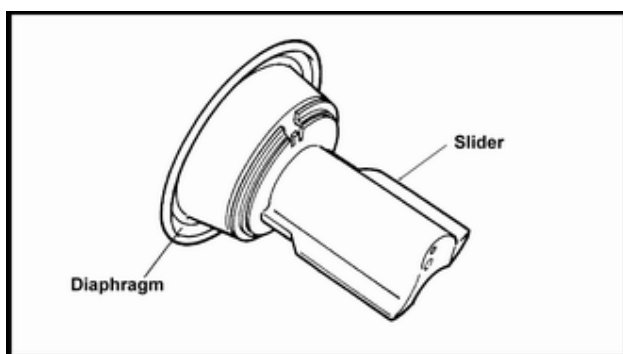


Fuel flows through the space between the needle jet and jet needle. This space does not vary until the throttle reaches the 1/4 open point. At that time the tapered portion of the needle begins to move out of the jet, affecting fuel flow as the opening enlarges. If the needle clip is changed from the standard position to a lower groove, the needle taper starts coming out of the jet sooner, resulting in a richer mixture. Moving the clip higher produces a leaner mixture. If the taper is worn due to vibration, fuel flow may be significantly affected.

AIR / FUEL MIXTURE RATIO

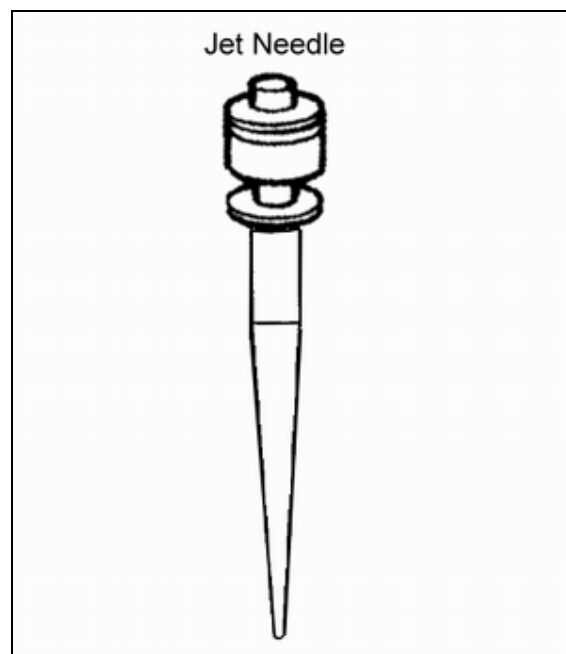
A carburetor with a slide type throttle valve is also called a variable venturi type carburetor. In this type of carburetor, the needle jet and jet needle serve to control proper air/fuel mixture ratio at the medium throttle valve opening (between 1/4 and 3/4 opening).

Having the proper needle jet and jet needle has a major impact on engine performance at partial load. The jet needle tapers off at one end and the clearance between the jet needle and the needle jet increase as the throttle valve opening gets wider. The air/fuel mixture ratio is auto controlled by the diaphragm of vacuum chamber.



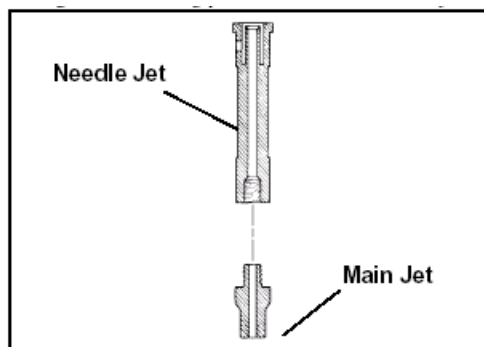
JET NEEDLE

The jet needle has tapered from approximately the middle of the needle to the lower end. The top is fixed to the center of the throttle valve by the needle clip, and the tapered end extends into the needle jet.



NEEDLE JET

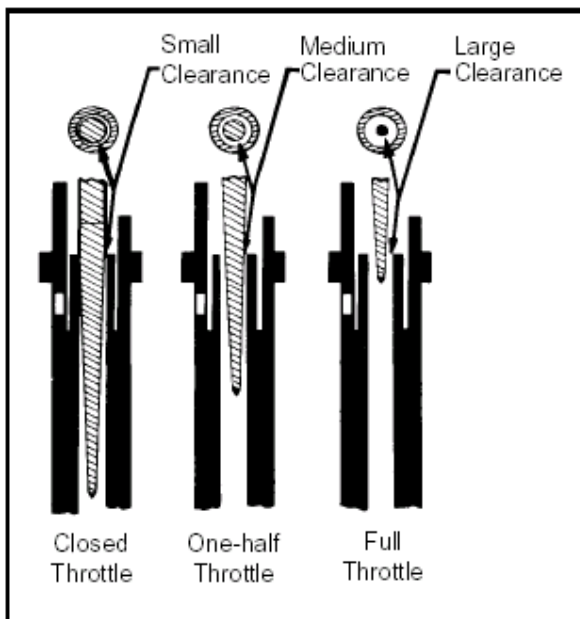
The needle jet works in conjunction with the jet needle to regulate fuel flow rate. An air bleed opening in the side of the needle jet brings in air measured by the air jet. This air initiates the mixing and atomizing process inside the needle jet.



FUEL AND CARBURETOR

THROTTLE OPENING VS FUEL FLOW

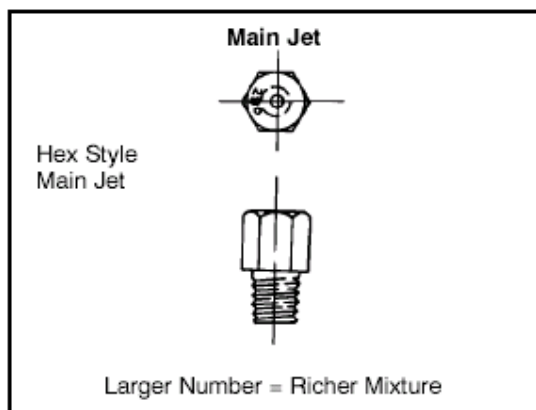
In a full throttle condition the cross-sectioned area between the jet needle and the needle jet is larger than the cross-sectioned area of the main jet. The main jet therefore has greater control over fuel flow.



Throttle valves are numbered 1.0, 1.5, 2.0, etc., according to the size of the cutaway. The higher the number, the leaner the gasoline/air mixture.

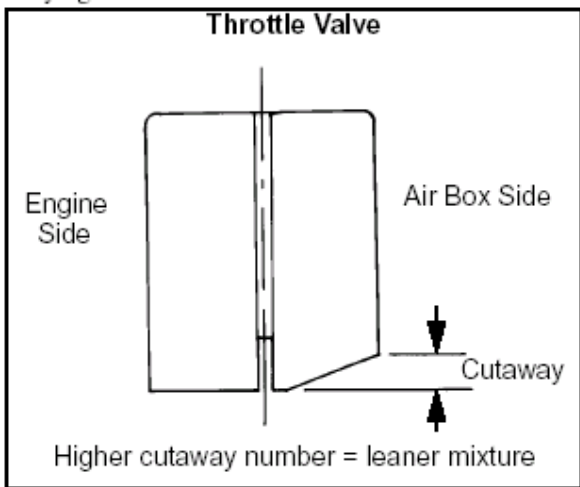
MAIN JET

When the throttle opening becomes greater and the main jet meters the area between the needle jet and jet needle increases, fuel flow. The number on the jet indicates the amount of fuel CCs, which will pass through it in one minute under, controlled conditions. Larger numbers give a greater flow, resulting in a richer mixture.



THROTTLE SLIDE

The throttle slide controls the rate of engine air intake by moving up and down inside the main bore. At small throttle openings, chiefly the cutaway performs airflow control. By controlling airflow the negative pressure over the needle jet is regulated, in turn varying the fuel flow.

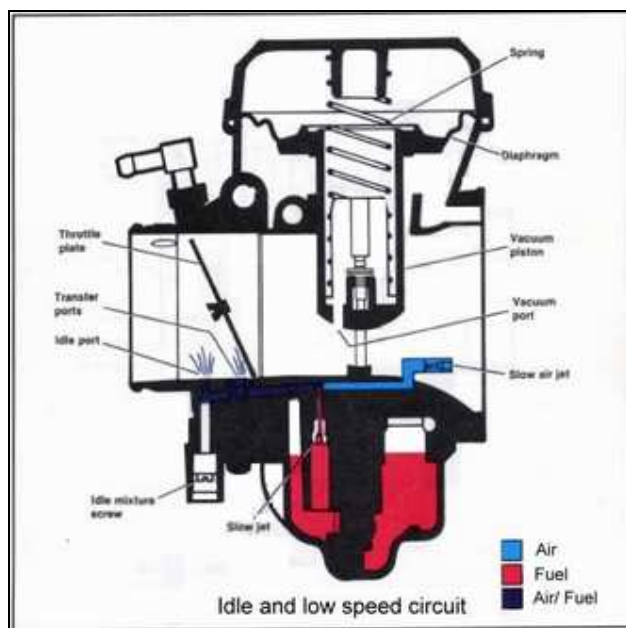


Main jets are screwed directly into the needle jet base

FUEL AND CARBURETOR

IDLE AND LOW SPEED CIRCUIT

At idle with the throttle plate closed and the air stream cut off, idle speed is maintained by fuel metered through the slow jet. Air from the slow air jet mixes with the fuel and is delivered to the port at the vacuum side of the throttle plate. At low speed as the throttle plate is cranked open the transfer ports are exposed to the vacuum side of the throttle plate and additional fuel is directed to barrel of the carburetor.



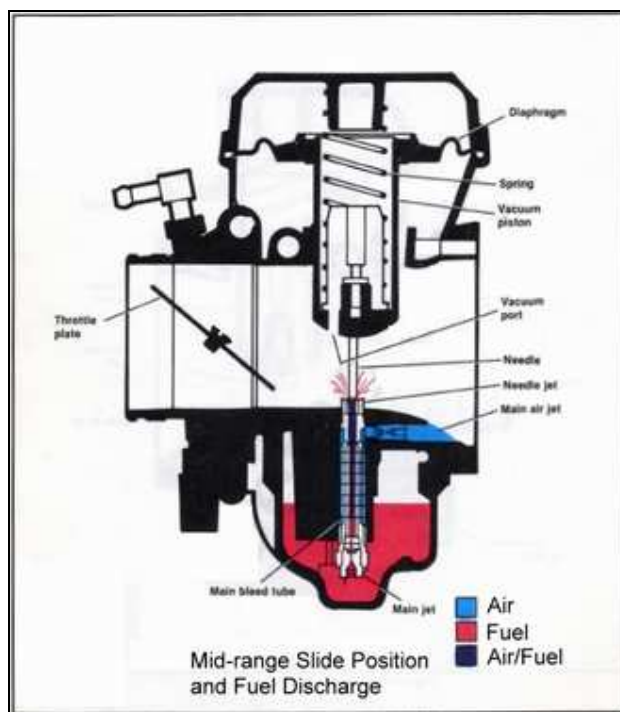
With the throttle plate cranked open a quantity of fuel also enters the air stream from the needle jet. The idle and transfer ports supply additional fuel to the carburetor barrel to assist during the transition period from idle to mid range.

The venture opening is reduced by the low position of the vacuum piston. This enables initial air stream velocities provide great quantities of fuel necessary or good acceleration.

MIDRANGE SLIDE POSITION AND FUEL DISCHARGE

As the throttle plate is opening, airflow increases through the carburetor and the pressure drop in the venture near the needle jet increases.

The low pressure in the venture travels through the vacuum port in the vacuum piston to the chamber above the diaphragm. The chamber beneath the diaphragm is vented to atmospheric pressure by a passage from the chamber to the carburetor inlet.



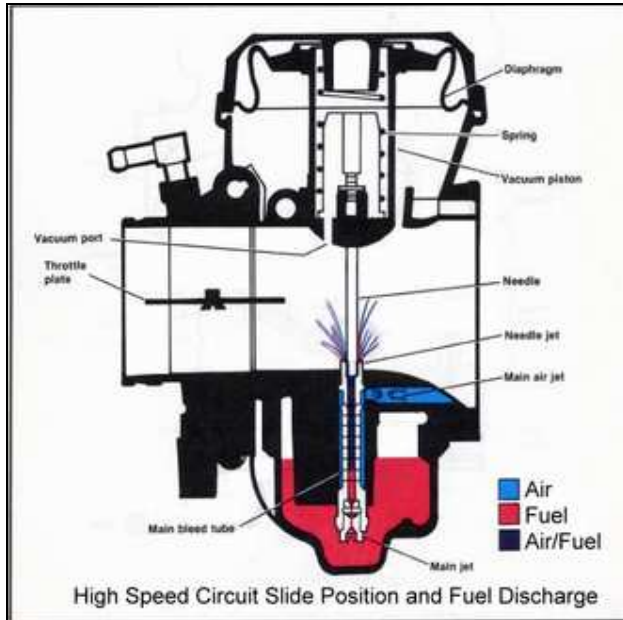
The higher pressure at the underside of diaphragm overcomes spring pressure and moves the vacuum piston upward in proportion to the pressure difference between chambers.

The tapered needle moves upward with the vacuum piston opening the needle jet. The higher pressure in the float chamber force fuel into the needle jet passage. Air at atmospheric pressure from the main air jet is forced through the main bleed tube openings and mixes with the fuel. The fuel/air mixture is then delivered through the needle jet into air stream.

FUEL AND CARBURETOR

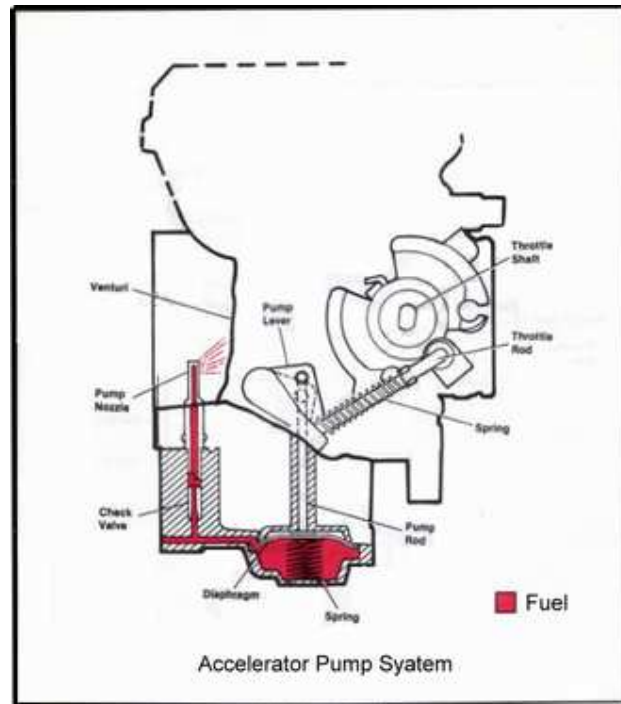
HIGH SPEED CIRCUIT SLIDE POSITION AND ACCELERATIVE PUMP SYSTEM FUEL DISCHARGE

As the throttle plate is opening, the pressure difference between the chambers above and below the diaphragm increases and the vacuum piston moves further upward.



The venturi opening increases and the needle is lifted feather out of the needle jet. The quantity of fuel and the volume of air are simultaneously increased and metered to the proportions of engine demand by the variable venturi and needle lift. With the vacuum piston fully upward, the venturi opening is fully enlarged and the needle jet opening exposure to the air stream is at its maximum. Air and fuel supplies are now available in quantities sufficient to meet all engine demands.

The accelerator pump used sudden throttle openings (rapid accelerations) to quickly inject fuel into carburetor venturi to provide extra fuel for smooth acceleration. This fuel also assists engine operation during cold engine warm-up when the enlghtener is turn on prematurely.



Rapid throttle action during the first third of throttle travel pushes the pump rod down, flexing a diaphragm. This flexing action force fuel past a check valve into the stroke. A spring then returns diaphragm to its original position and a new supply of fuel flows in under the diaphragm from the float chamber for the next acceleration.

FUEL AND CARBURETOR

FUEL DELIVERY

The throttle opening chart below demonstrates component relationship to fuel flow versus throttle valve opening.

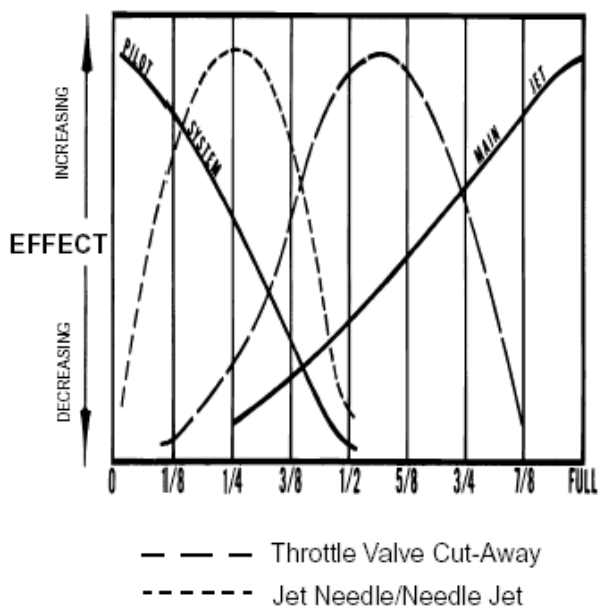
The pilot system's main function is that of a low speed jet. Its most effective range of fuel delivery is from idle to approximately 3/8-throttle valve opening.

The throttle slide controls the rate of engine air by its movement up and down in the carburetor venturi. At small throttle openings the airflow is regulated chiefly by the valve cutaway, with greatest effectiveness at 1/4 throttle opening. Throttle valves are numbered 1.0, 1.5, 2.0, etc., according to the size of the cutaway.

Decreasing the cutaway number will increase the amount of fuel delivered in its effective range.

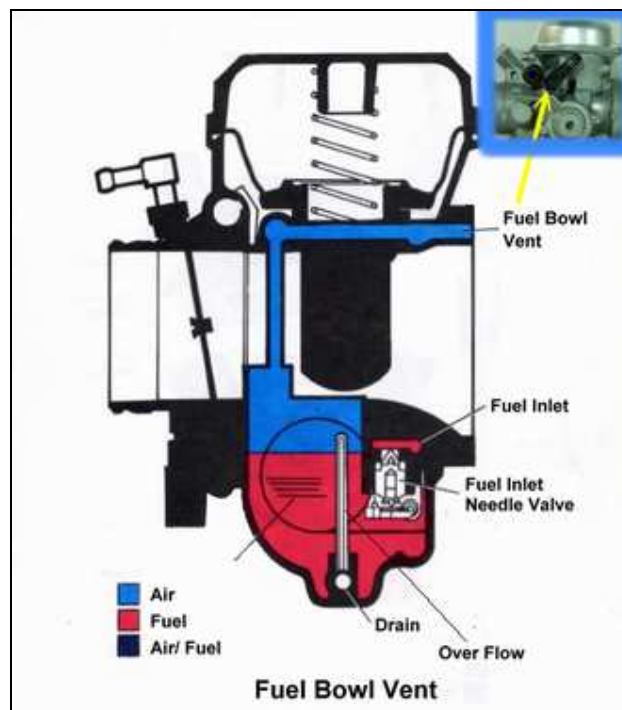
The jet needle and needle jet have an effective operating range from approximately 1/8 to 7/8 throttle opening. The amount of fuel delivered during this range relies upon the jet needle clip position, as well as the needle jet size and other specifications. The main jet affects fuel delivery at 1/4 throttle and consistently increases to full throttle opening.

THROTTLE OPENING - Theory



VENT SYSTEM

The fuel tank vent supplies atmospheric pressure to the fuel in the tank. The vent must be free of debris and restrictions to prevent lean mixture and possible engine damage. All vent lines must be properly routed to prevent damage to the line and to prevent contaminants from entering the tank.



! WARNING

Protect eyes from contact with cleaner. Take appropriate safety measures during these procedures. Safety glasses and chemical resistant gloves are required. Should you get cleaner in your eyes or if you swallow cleaner, seek medical attention immediately.

FUEL AND CARBURETOR

CARBURETOR CLEANING

Carburetor cleaners can be extremely caustic. Extended periods of soaking can loosen the adhesive sealer on the passage drill-way plugs. *Do not* soak rubber or plastic components (such as the vacuum slide diaphragm, needle seat screen, or O-Rings in caustic cleaning solutions. Irreparable damage may occur. Do not use agitator--type carburetor cleaning equipment. Rubber parts must be cleaned with mild detergent and hot water only.

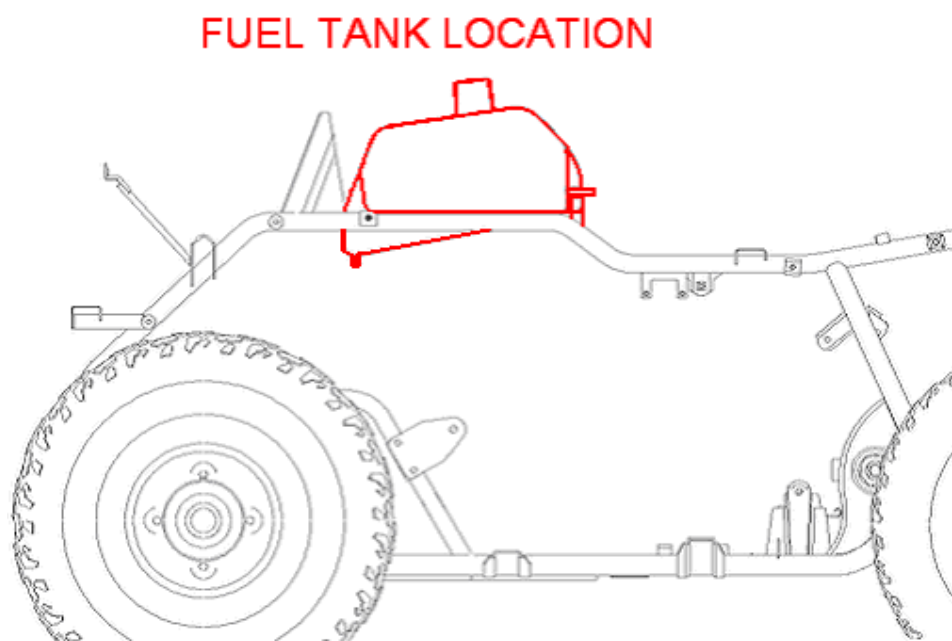
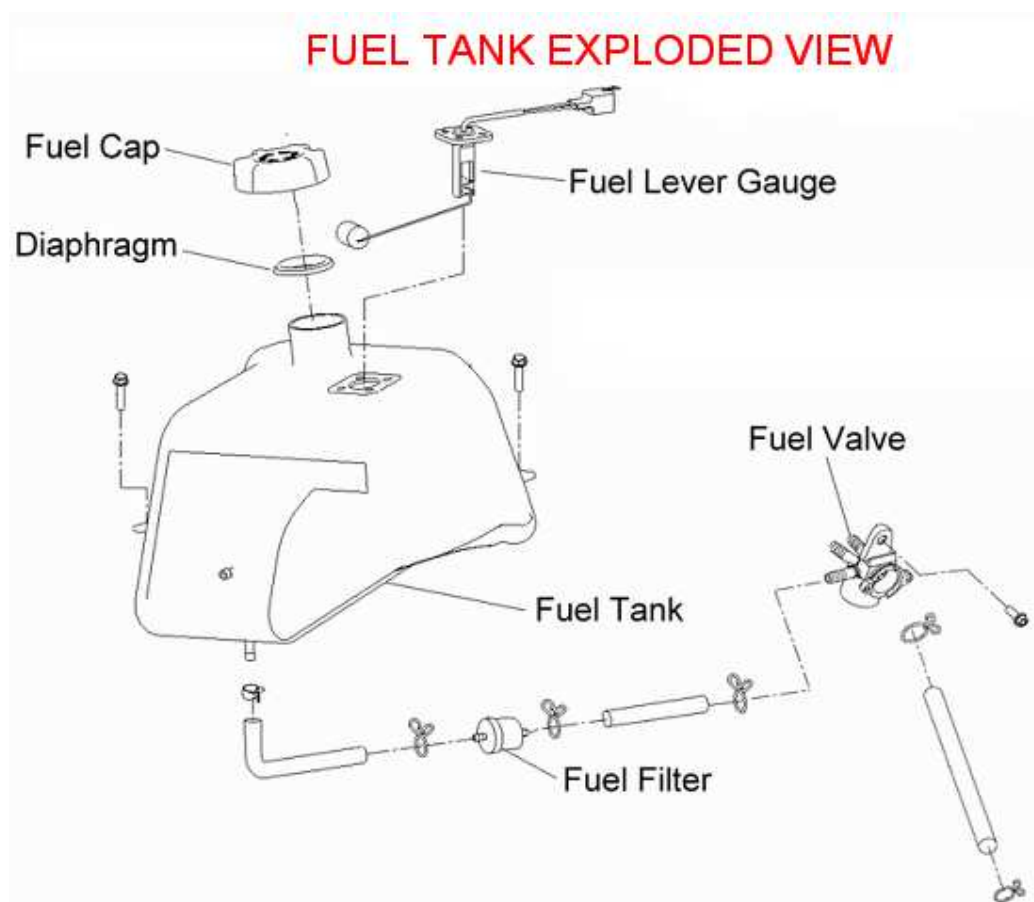
1. Thoroughly clean the carburetor body, jets, and all passages with carburetor cleaner or electrical contact cleaner.
2. If the carburetor is extremely dirty or contaminated with fuel residue and varnish, soak for short periods only in carburetor cleaner, and rinse in hot water.
3. Replace the jets if they have a buildup of fuel residue or bacterial growth that cannot be removed. Even a small amount of residue will reduce the flow characteristics of the jet.
4. Verify all passages and jets are unobstructed by spraying electrical contact cleaner through the passages.



CAUTION

Do not use wire or welding tip cleaners as the orifice size may be altered.

5. Use low-pressure air to dry carburetor body and all components.



FUEL AND CARBURETOR

FUEL TANK REMOVAL

1. Refer chapter 7 to remove front of cab and plastic plate.
2. Place a shop rag or towel underneath the tank and remove fuel line, fuel valve and filter from the tank.
3. Completely drain fuel from fuel tank.
4. Squeeze the connector tabs together and pushes the locking slide back.
5. Disconnect fuel discharge hose from fuel tank.
6. Disconnect fuel gauge wire from main harness.



7. Remove both side of fasten bolts on frame as shows.



8. Remove 2 of rear fastener bolts on frame.

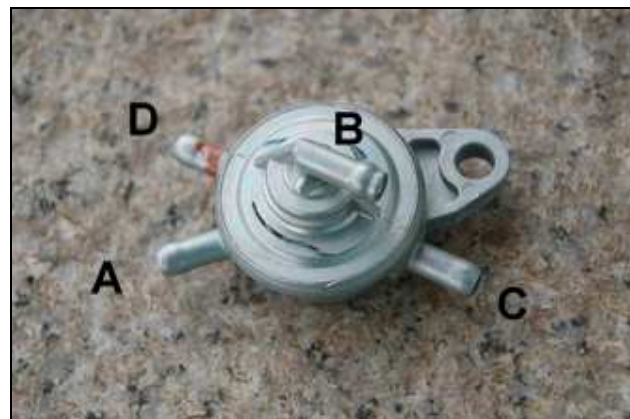


9. Carefully lift up on the fuel tank.
7. Disconnect the fuel tube from tank.
8. To reinstall the tank, reverse the removal procedure. Be sure to torque the tank mounting bolts.

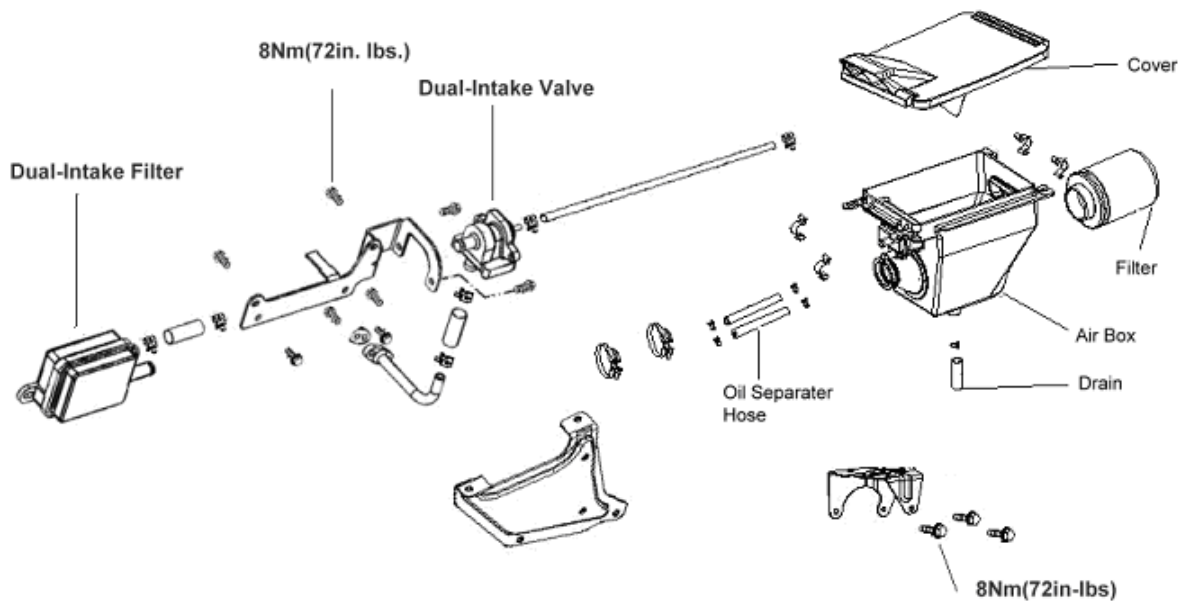
Fuel Tank Mounting Bolt Torque
8 Nm (72 in. lbs.)

FUEL FLOW DIRECTION

- A. From fuel tank to fuel pump.
- B. Suction from manifold.
- C. Pressing fuel to carburetor.
- D. Vent



AIR CLEANER EXPLODED VIEW



DUAL INTAKE REMOVAL

1. Remove and disconnect intake pipe from cylinder and dual intake.



2. Disconnect manifold vacuum hose "B" and remove dual intake filter box fastener bolt "A".



3. Remove complete dual intake assembly.

4. Inspect the foam and diaphragm. Wash the foam filter in warm soapy water. If the foam or diaphragm is damaged, replace new foam and dual intake.

FUEL AND CARBURETOR

AIR CLEANER REMOVAL

1. Remove strap from carburetor snorkel and oil separator hoses from head cover.



2. Remove the foam and air filter. Wash the foam filter in warm soapy water, then rinse and let it dry. Use press air cleaner paper filter. If the filter is damaged, replace a new foam and filter.



4. Remove cleaner box with bracket, oil separator hose and boot from carburetor.



5. Apply commercially available foam filter oil to the foam filter.

6. Reinstall the foam filter, foam and air box cover. Secure the clips.



The air intake on cover must toward front of vehicle.

FUEL STARVATION / LEAN MIXTURE

Symptoms: Hard start or no start, bog, backfire, popping through intake / exhaust, hesitation, detonation, low power, spark plug erosion, engine runs hot, surging, high idle, idle speed erratic.

- No fuel in tank
- Restricted tank vent, or routed improperly
- Fuel lines or fuel valve restricted
- Fuel filter plugged
- Carburetor vent line(s) restricted
- Plugged or restricted inlet needle and seat screen or inlet passage
- Clogged jets or passages
- Float stuck, holding inlet needle closed or inlet needle stuck
- Float level too low
- Intake air leak (throttle shaft, intake ducts, air box or air cleaner cover)
- Jet needle position incorrect
- Incorrect pilot screw adjustment

RICH MIXTURE

Symptoms: Fouls spark plugs, black, sooty exhaust smoke, rough idle, poor fuel economy, engine runs rough/ misses, poor performance, bog, engine loads up, backfire.

- Air intake restricted (inspect intake duct)
- Air filter dirty / plugged
- Choke plate sticking, incorrectly adjusted choke
- Choke cable binding or improperly routed
- Incorrect pilot air / fuel screw adjustment
- Faulty inlet needle and seat
- Faulty inlet needle seat O-Ring
- Float level too high
- Poor fuel quality (old fuel)
- Loose jets
- Worn jet needle / needle jet or other carburetor parts
- Dirty carburetor (air bleed passages or jets)
- Weak or damaged choke plate return spring
- Fouled spark plug

POOR IDLE

Idle Too High

- Idle adjusted improperly / air mixture screw damaged
- Throttle cable sticking, improperly adjusted, routed incorrectly
- Choke cable sticking, improperly adjusted, routed incorrectly
- Plugged or restricted pilot jet

Idle Too Low

- Choke cable bending or incorrectly adjusted
- Idle speed set incorrectly
- Air mixture screw misadjusted or damaged
- Belt dragging
- Ignition timing incorrect
- Worn jet needle / needle jet
- Plugged or restricted pilot jet

Erratic Idle

- Choke cable bending or incorrectly adjusted
- Throttle cable incorrectly adjusted
- Air leaks, dirty carburetor passages (pilot circuit)
- Pilot mixture screw damaged or adjusted incorrectly
- Tight valves
- Ignition timing incorrect
- Belt dragging
- Dirty air cleaner
- Engine worn
- Spark plug fouled
- Idle speed set incorrectly
- Worn jet needle / needle jet
- Plugged or restricted pilot jet

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BODY / SUSPENSION / STEERING

GENERAL INFORMATION/ BODY REMOVAL

TORQUE SPECIFICATION

Fastener	Torque
Suspension Fasteners	
A-Arm Attaching Bolt	42 Nm (31 ft. lbs.)
A-Arm Ball Joint Stud Nut	50 Nm (37 ft. lbs.)
Shock Mounting Bolts	Front: 44 Nm (33 ft. lbs.) Rear: 50 Nm (37 ft. lbs.)
Swing Arm Mounting Bolt	90 Nm (66 ft. lbs.)
Rear Axle Hub Bolt	35 Nm (26 ft-lb.)
Steering Fasteners	
Handlebar Adjuster Block	10 Nm (84 in. lbs.)
Inner Tie Rod Bolts	19 Nm (14 ft. lbs.)
Outer Tie Rod Bolts	19 Nm (14 ft. lbs.)
Steering Post Mount Nuts	22 Nm (16 ft. lbs.)
Steering Post Nut	55 Nm (40 ft. lbs)
Final Drive Fasteners	
Front Wheel Spindle Nut	60 Nm (44 ft. lbs)
Rear Wheel Hub Nut	80 Nm (58 ft. lbs.)
Front / Rear Wheel Bolts	30 Nm (22 ft. lbs.)
Sprocket Bolts	Front: 9.8 Nm. (87 in. lbs.) Rear: 22 Nm (16 ft. lbs.)
Chain Tensioner Bolt	10 Nm (84 in. lbs.)
Bearing Carrier Mounting Bolts	55 Nm (40 ft. lbs.)
Chain Guard Bolts	22 Nm (16 ft. lbs)

FRONT CAB REMOVAL

1. Pull out the seat latch on tail and remove the seat.
2. Remove the 4 screws and the fuel tank cover.



3. Remove the 2 screws and 4 insert rivets from 2 side panels.
4. Remove 2 side panels from front and rear cabs.



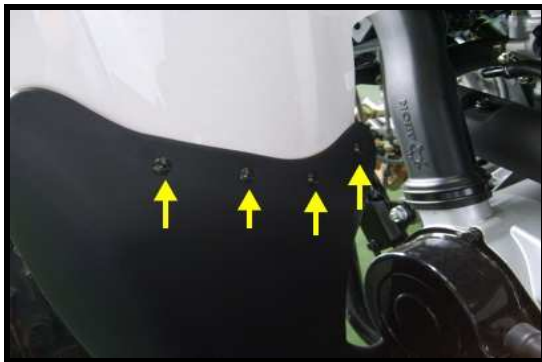
BODY / SUSPENSION / STEERING

5. Remove the 2 bolts attaching the body to the footwalls on each side.

6. Remove radiator windshield bolts on each side.



7. Remove the 8 screws attaching front and rear cabs to the footwalls on each side.



8. Remove the 2 bolts attaching the body to the front cab on each side.



9. Disconnect the main switch (ignition) harness.



10. Disconnect power supplier wires.

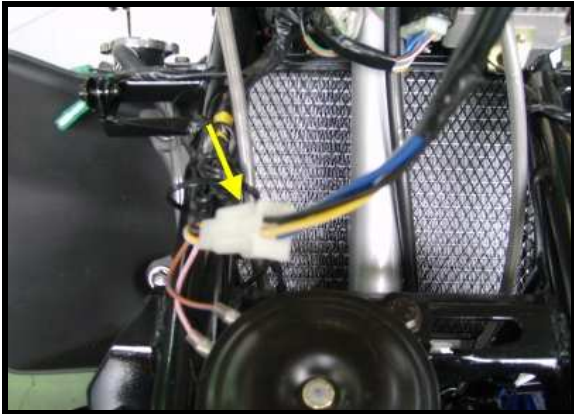


11. Disconnect both front indicator plugs.



BODY / SUSPENSION / STEERING

12. Disconnect the headlight harness.



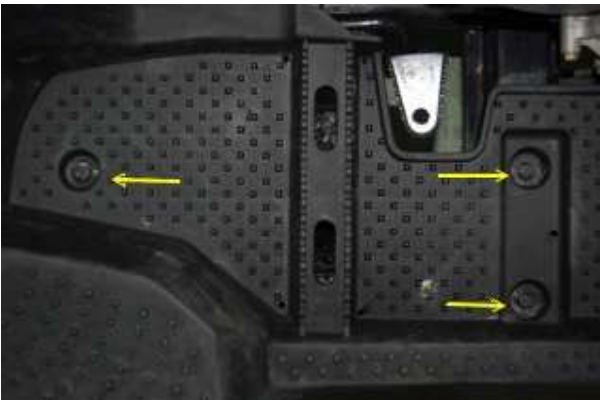
13. Remove shift lever grip.



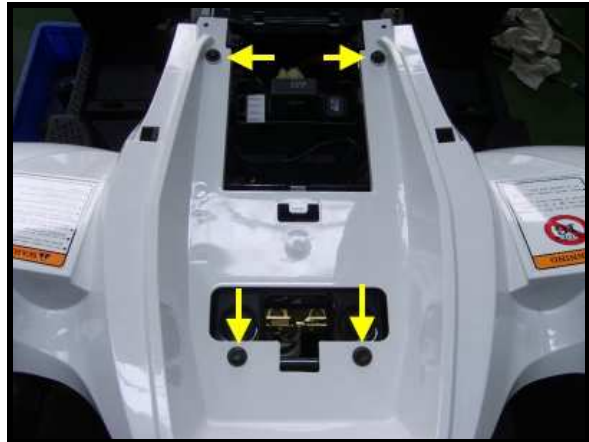
14. Completely remove the front cab from body.

REAR CAB REMOVAL

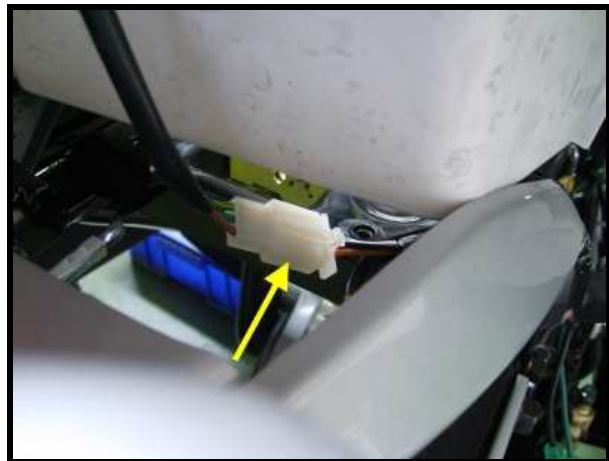
1. Remove 2 footwalls from body.



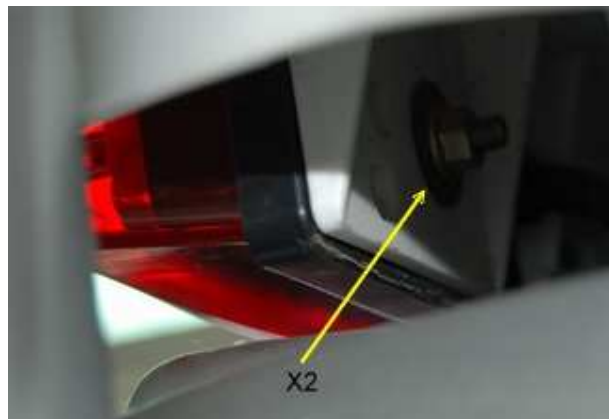
2. Remove the 4 bolts of rear cab.



3. Disconnect the taillight harness.



4. Remove the 2 bolts attaching the rear cabs then take off taillight.



BODY / SUSPENSION / STEERING

5. Cut off the straps of rear indicators then disconnects indicator plugs with main harness.

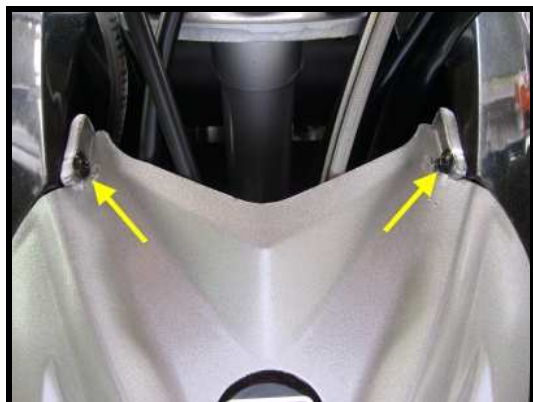


6. Remove Rear cab from cab.

HEADLIGHT HOUSING REMOVAL

1. The front cab removal procedure same as Cobra 320 except headlight housing.

2. Remove the 2 upper bolts attaching on front cab.



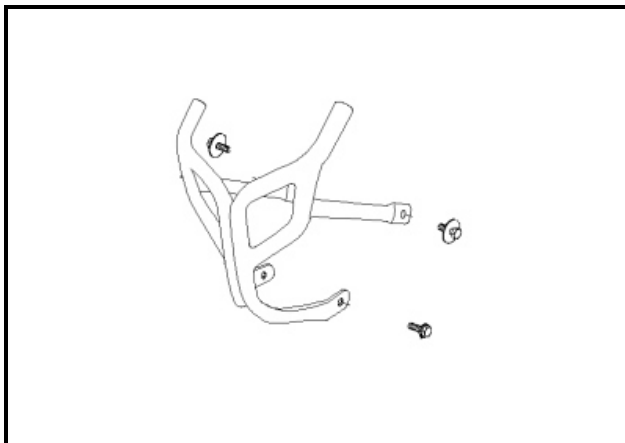
3. Remove the 2 bottom bolts attaching under front cab.



4. Completely remove the headlight housing from cab.

FRONT BUMPER REMOVAL/ INSTALLATION

1. Remove the (4) mounting bolts retaining the front bumper and remove the bumper from the ATV.



2. Reverse the previous procedure to reinstall the bumper.

3. Torque mounting bolts to 87 in. lbs. (9.8 Nm).

Front Bumper Mount Bolt Torque
10 Nm (90 in. lbs.)

FRONT SHOCK REMOVAL

1. Elevate front end of the ATV off the ground to remove shock spring tension.



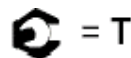
Severe injury could occur if machine tips or falls.

2. Remove the upper shock mounting bolts from the frame and the lower shock mounting bolts from the front suspension arm / A-arm.

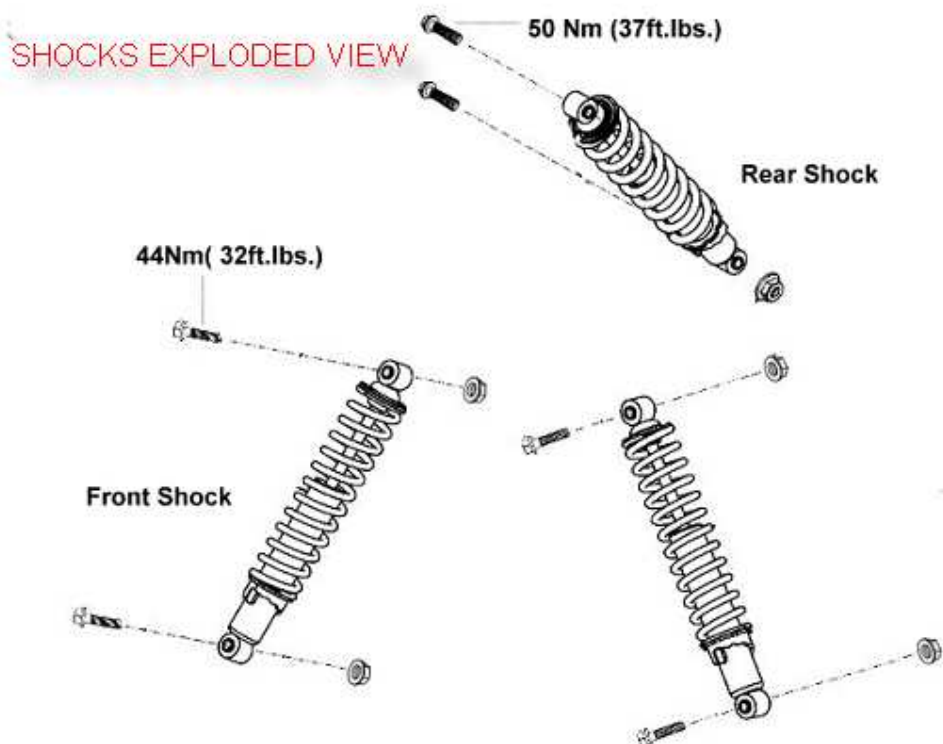
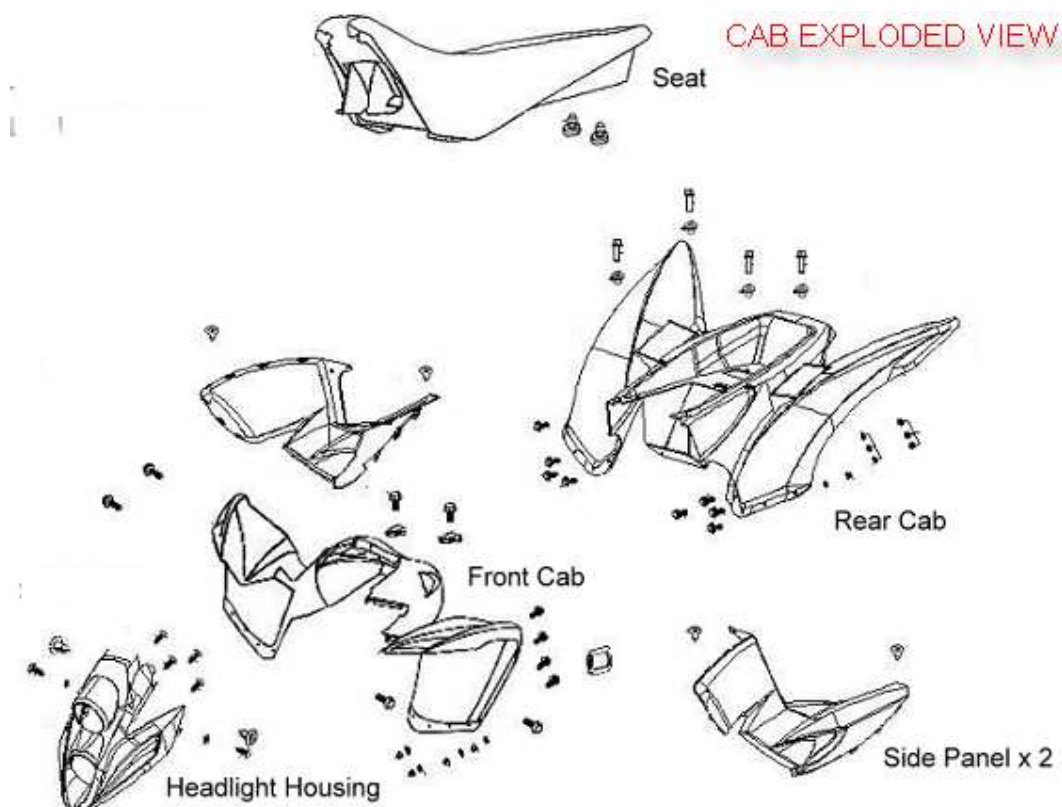
3. Replace the shock or spring as required.

4. Install shock as shown above Exploded Figure.

5. Torque shock-mounting-bolts to specification.



Front Shock Mounting Bolt Torque:
44 Nm (32 ft. lbs.)



BODY / SUSPENSION / STEERING

FRONT SHOCK REMOVAL

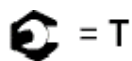
1. Elevate front end of the ATV off the ground to remove shock spring tension.



Severe injury could occur if machine tips or falls.

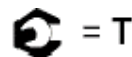
2. Remove the upper shock mounting bolts from the frame and the lower shock mounting bolts from the front suspension arm / A-arm.
3. Replace the shock or spring as required.
4. Install shock as shown above Exploded Figure.
5. Torque shock-mounting-bolts to specification.

2. Remove the upper shock-mounting bolt from the frame and the lower shock-mounting bolt from the swing arm.



Front Shock Mounting Bolt Torque:
44 Nm (32 ft. lbs.)

3. Replace the shock, spring or adjuster cam as required
4. Install the shock as shown above Exploded Figure.
5. Torque shock-mounting-bolts to specification.



Rear Shock Mounting Bolt Torque:
50 Nm (37 ft. lbs.)

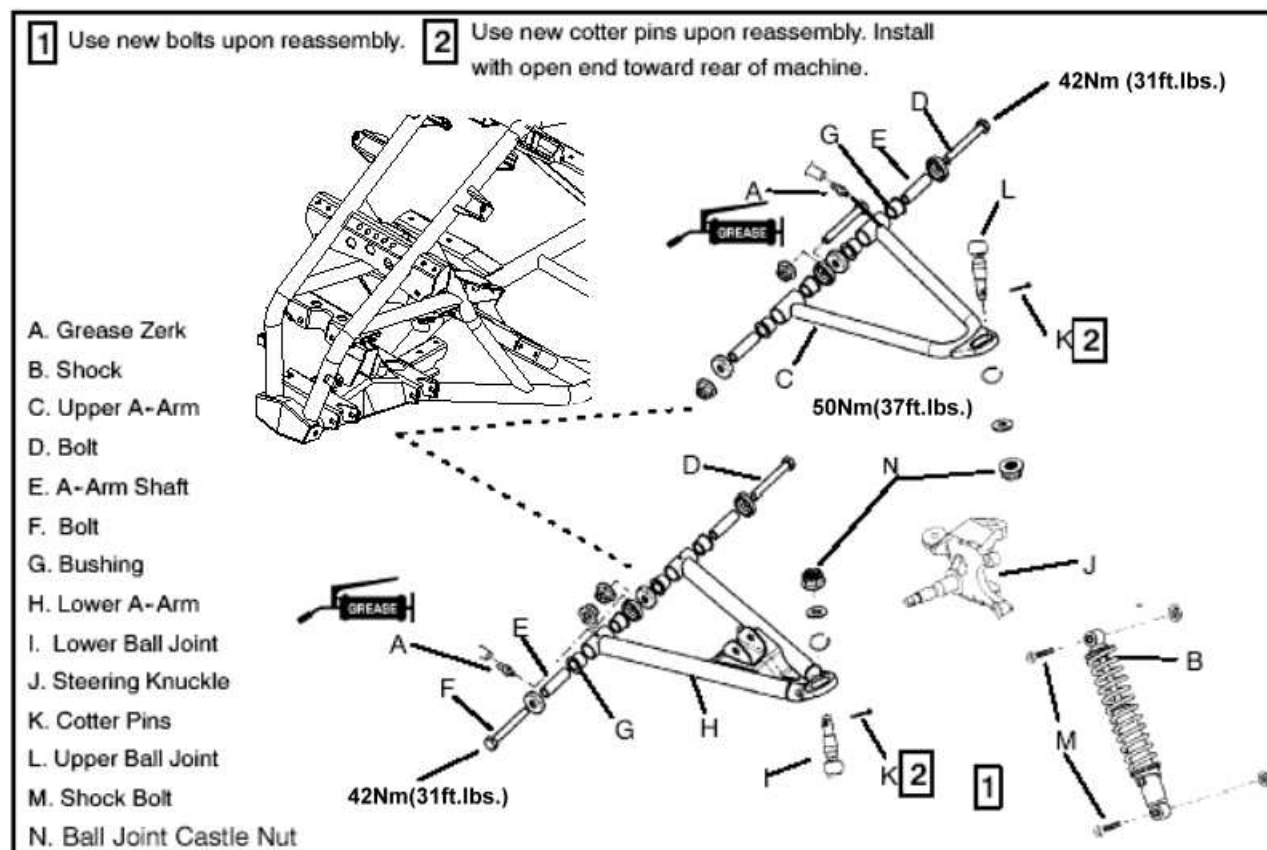


REAR SHOCK REMOVAL

1. Elevate rear end of the ATV off the ground to remove shock spring tension.



Severe injury could occur if machine tips or falls.



A-ARM REPLACEMENT

1. Elevate front end of ATV off the ground far enough to remove the wheel.



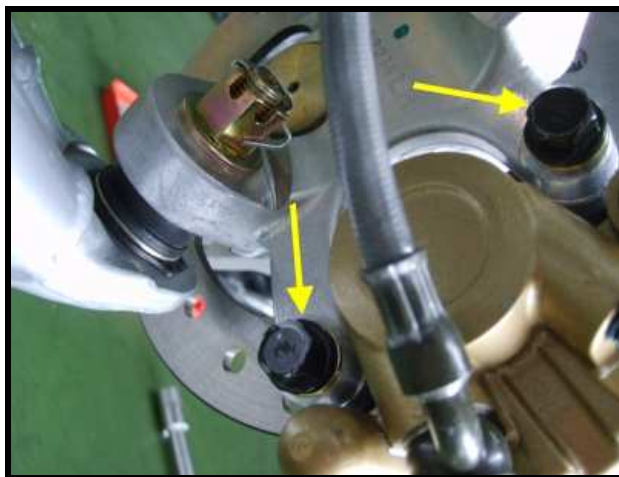
CAUTION

Severe injury could occur if machine tips or falls.



2. Remove wheel nuts and remove wheels.

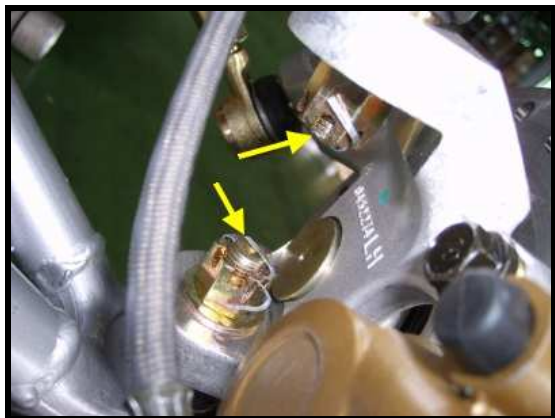
3. Remove brake caliper bolts and caliper.



4. Remove wheel hub and brake disc.

BODY / SUSPENSION / STEERING

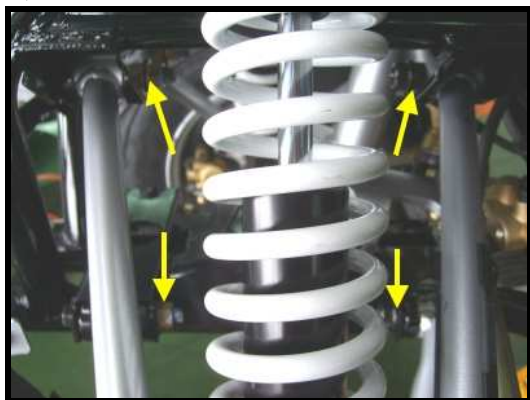
5. Remove the upper and lower ball joint cotter pins (K) from the ball joint studs (I & L) at wheel end of A-arm. Remove the ball joint nuts until the nuts are flush with end of the ball joints studs.



6. Push up on the upper A-arm (C) to remove the A-arm from the steering knuckle (J). Push down on the lower A-arm (H) to remove the A-arm from the steering knuckle (J).
7. Remove the lower shock bolt (M) from the lower A-arm and remove the shock from the A-arm.



8. Loosen two bolts on the A-arm tubes (D) (upper and lower A-arms) until A-arm can be removed.



9. Examine the A-arm shafts (E). Replace if worn.

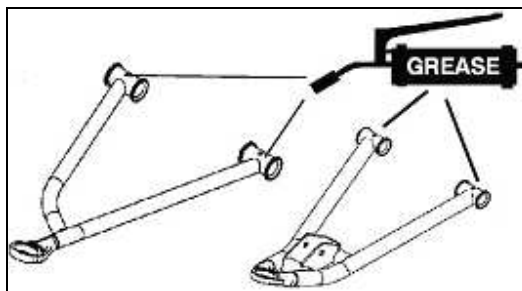
Discard hardware.

10. Insert A-arm shaft (E) into the new A-arm (C & H).

11. Install new A-arm assembly onto vehicle frame (upper and lower). Torque bolts to **42Nm (30 ft. lbs.)**.

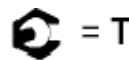
12. Attach upper A-arm (C) and lower A-arm (H) to steering knuckle (J). Tighten both ball joint nuts to **50 Nm (37 ft. lbs.)**. If cotter pin holes are not aligned, tighten nut slightly to align. Install a new cotter pin with open ends toward rear of machine (upper and lower). Bend both ends in opposite directions around nut.

13. Locate two grease fittings on each A-arm tube and pump A-arm ends full of grease.



WARNING

Upon A-arm installation completion, test vehicle at low speeds before putting into regular service.



A-arm Attaching Bolt Torque:

42 Nm (31 ft. lbs.)

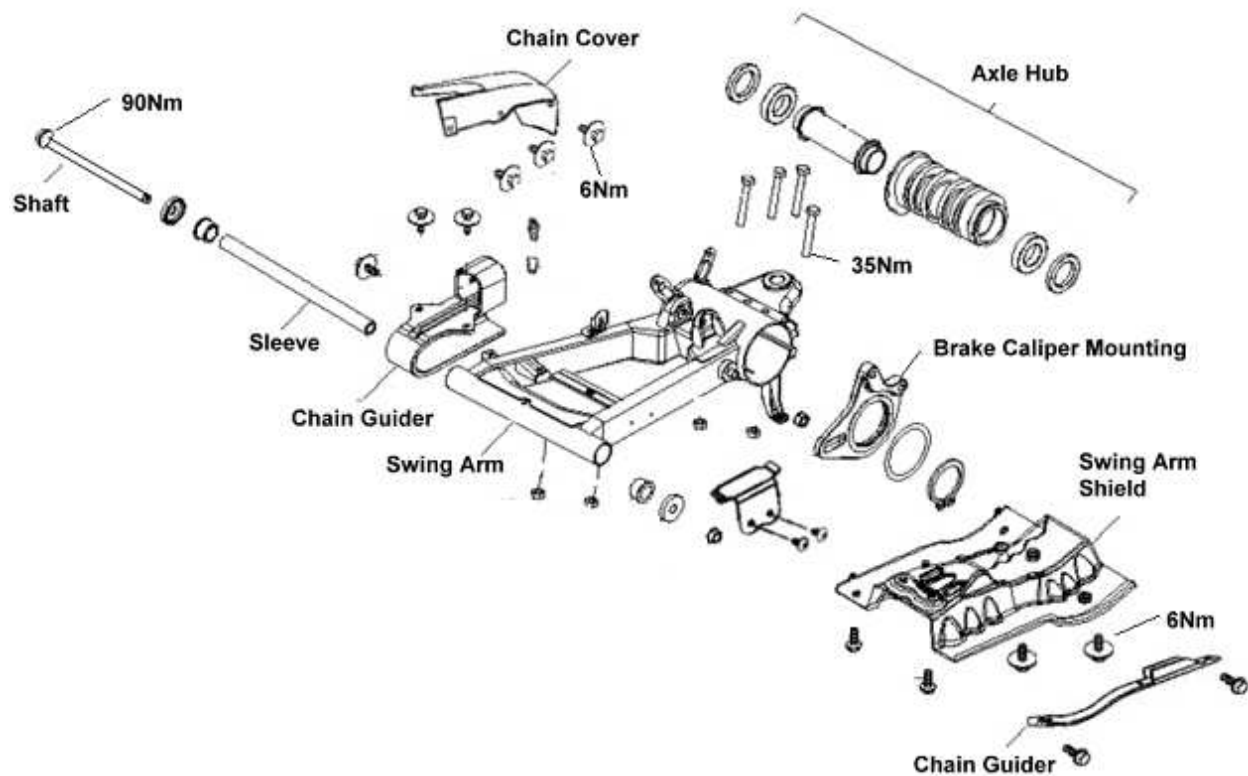
Ball Joint Stud Nut Torque:

50 Nm (37 ft. lbs.)

Front Shock Bolt Torque:

44 Nm (32 ft. lbs.)

SWING ARM EXPLODED VIEW



SWING ARM REMOVAL

1. Elevate rear end of ATV off the ground far enough to remove the rear wheels.



CAUTION

Severe injury could occur if machine tips or falls.

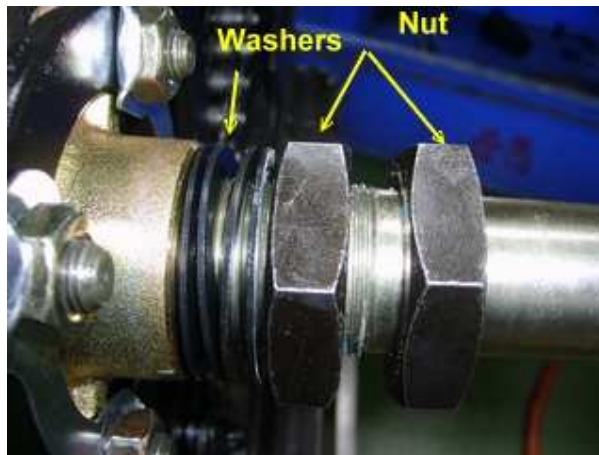
2. Remove the dust cap and cotter pin from 2 rear wheels
3. Remove 2 rear wheels nut and remove wheel and hub as an assembly.

BODY / SUSPENSION / STEERING

4. Remove rear brake caliper bolts then brake caliper.



7. Loosen 2 nuts from rear axle. Ensure do not lose those washers.



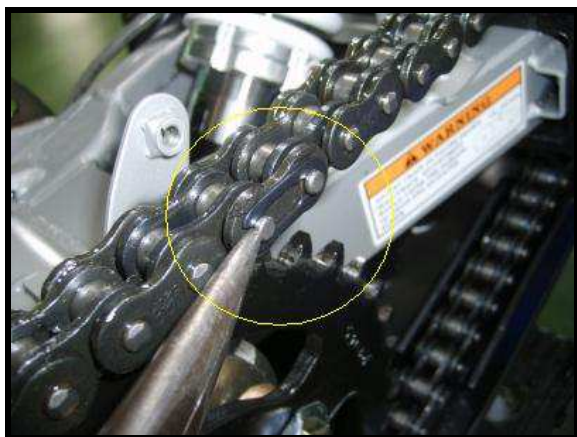
5. Remove chain protector bolts then chain protector.



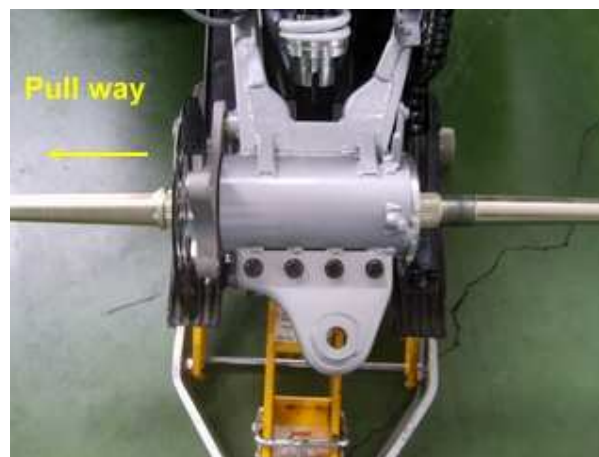
8. Bend the lock bracket back the remove bolts and sprocket.



6. Take off the master link from chain by pliers then remove chain from sprocket.



9. Pull the axle with disc toward left way, some time need to use soft hammer on right of rear axle. Ensure do not damaged axle thread.

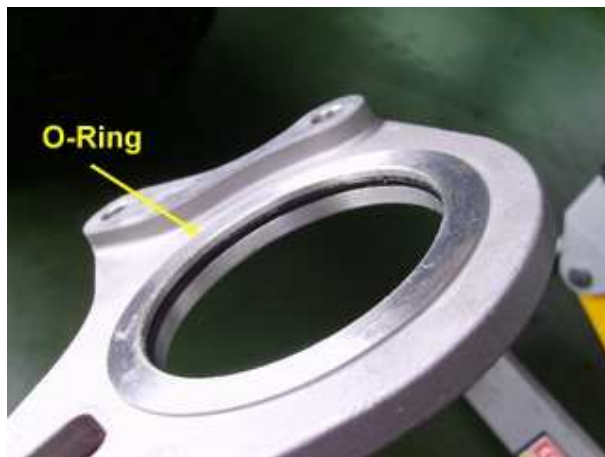


BODY / SUSPENSION / STEERING

10. Remove external cir-clip and brake caliper mount.



11. There is an o-ring in caliper mount.



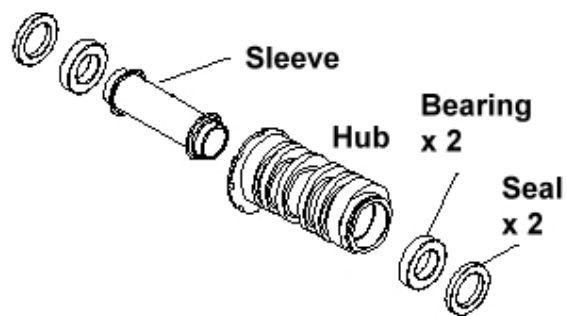
12. Loosen 4 bolts then remove axle hub toward right hand away.



13. Inspect adjusting tooth and cam surface for wear, replace the hub if the component fail inspection.



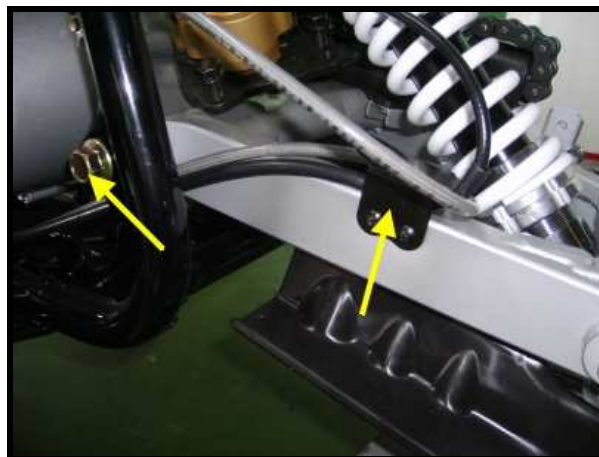
14. Inspect the axle hub main bearings for worn or damaged. The bearing must be inspected visually and by turning feel. The bearing should turn smoothly and quietly.



15. Remove the rear shock upper blot.

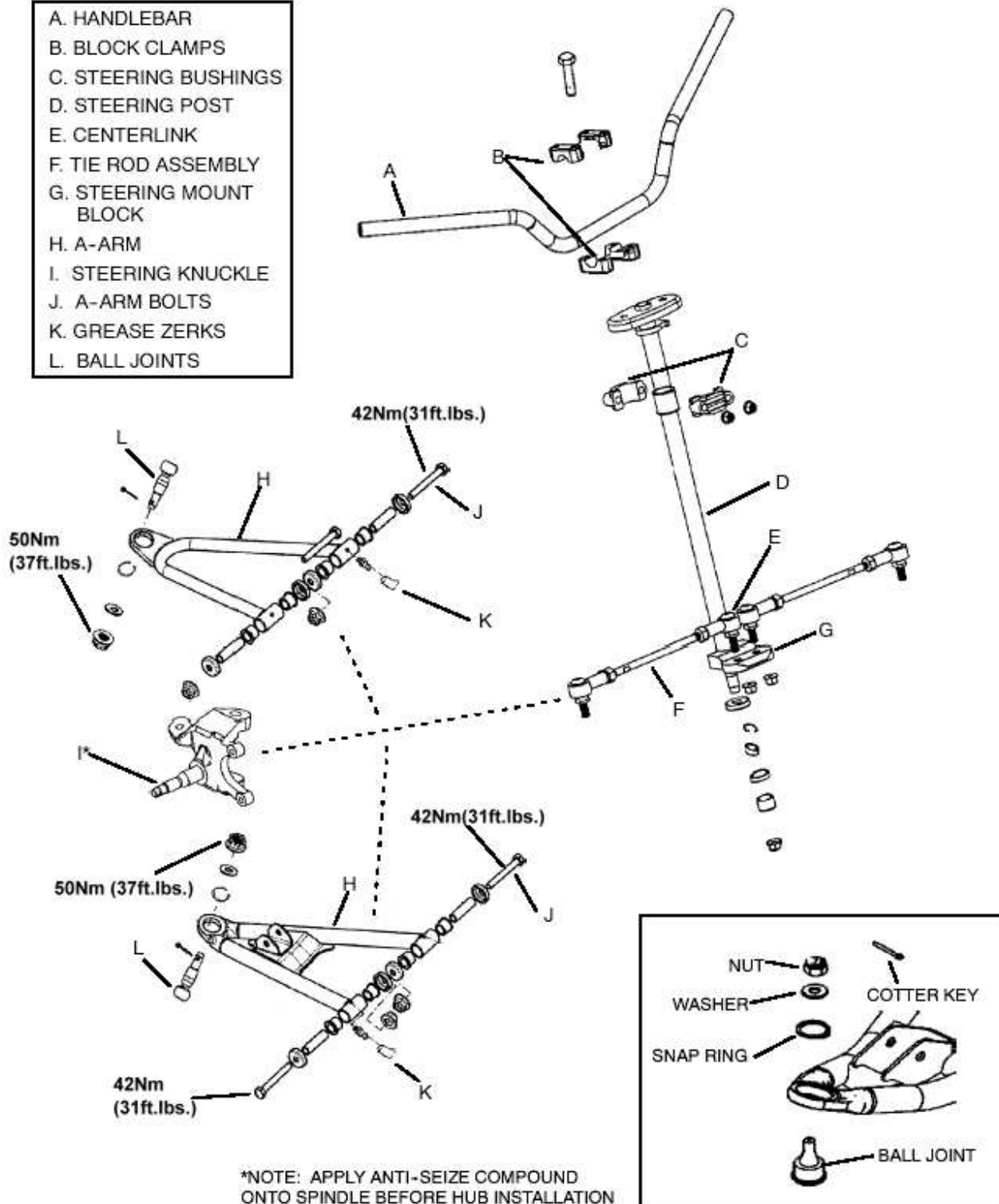
16. Remove brake tube clamp.

17. Remove swing arm shaft then swing arm.



STEERING/FRONT SUSPENSION EXPLODED VIEW

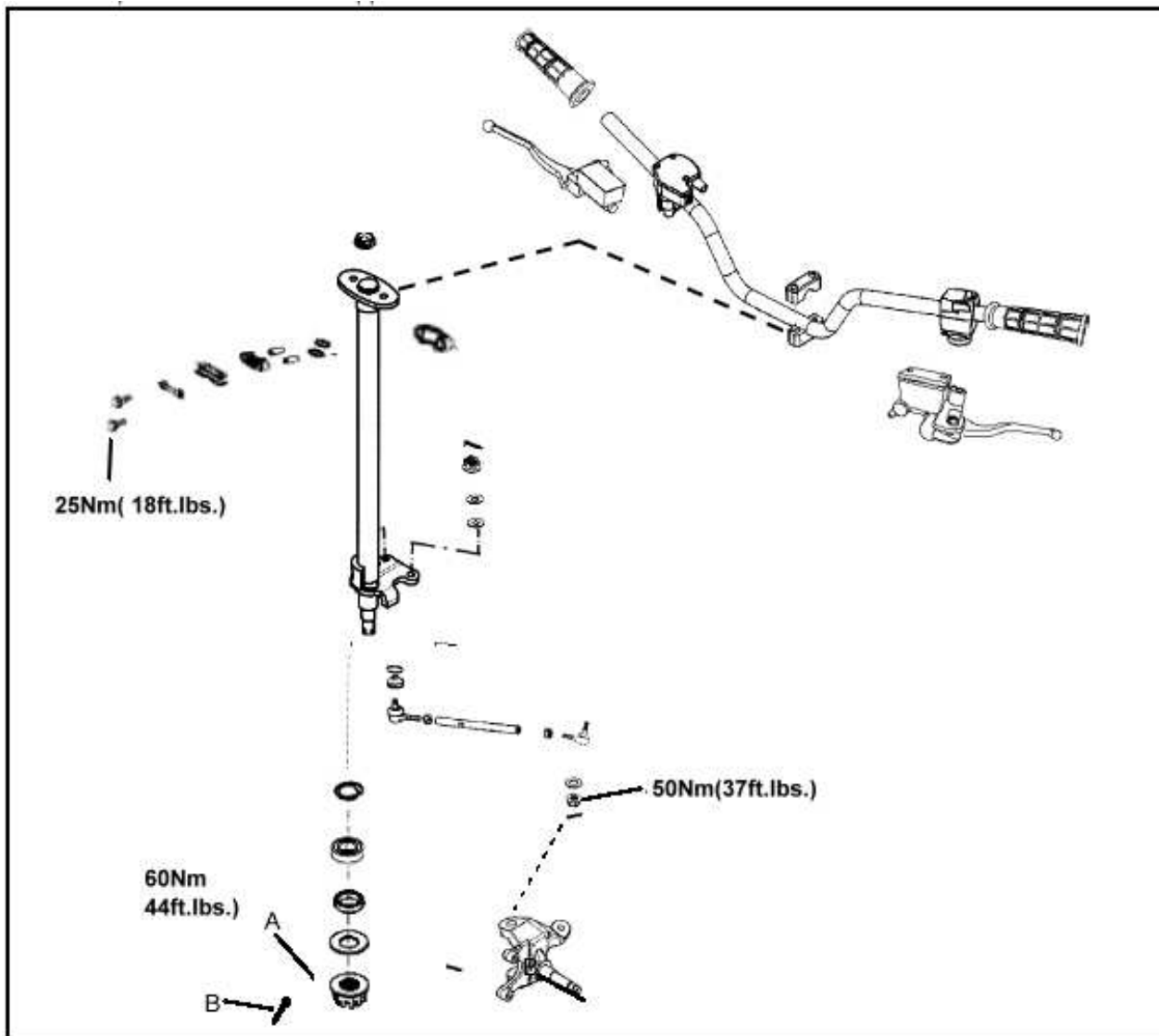
- A. HANDLEBAR
- B. BLOCK CLAMPS
- C. STEERING BUSHINGS
- D. STEERING POST
- E. CENTERLINK
- F. TIE ROD ASSEMBLY
- G. STEERING MOUNT BLOCK
- H. A-ARM
- I. STEERING KNUCKLE
- J. A-ARM BOLTS
- K. GREASE ZERKS
- L. BALL JOINTS



BODY / SUSPENSION / STEERING

STEERING POST ASSEMBLY

1. Torque the steering axle nut (A) to 60Nm.
2. Align the cotter pin hole.
3. Install the cotter pin (B) and bend both ends of the cotter pin cables and electrical wires for binding and route as needed. around the nut in opposite directions.
4. Check the steering. The handlebars must move freely and easily from full left to full right without binding. Check all cables and electrical wires for binding and route as needed.

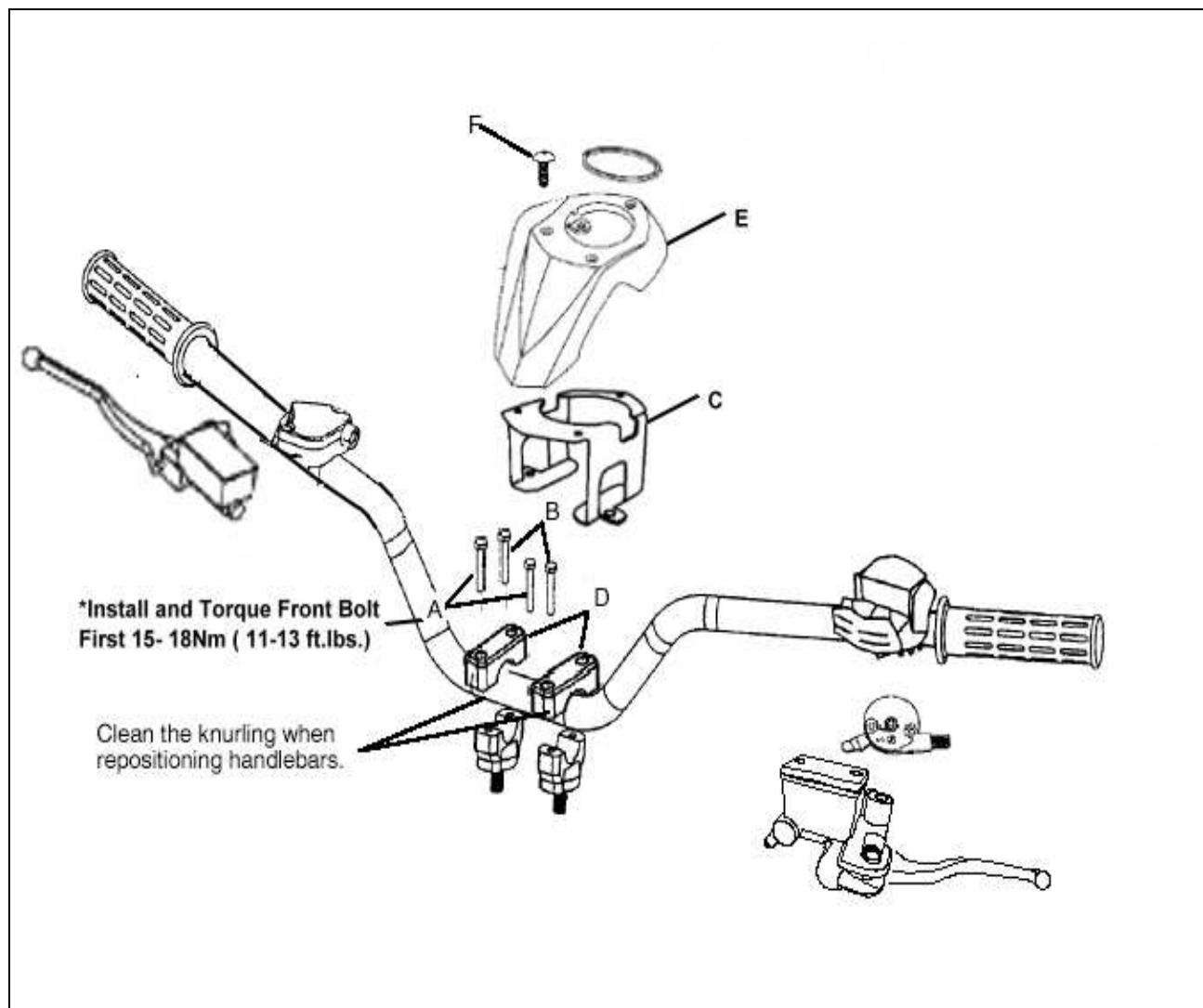


HANDLEBAR BLOCK INSTALLATION PROCEDURE

1. Position the two steering post blocks (D) properly onto the handlebars.
2. Install the front block bolts (A) first and evenly tighten the bolts down. Evenly torque the 2 front bolts to 15--18 Nm (11--13 ft-lb.).
3. Install the rear bolts (B) and tighten evenly. Evenly torque the 2 rear bolts to 15--18 Nm (11--13 ft-lb.).
4. Install the four handlebar bolts and pod bracket (C) loosely into the blocks.
5. Install the handlebar pod (E) and screws (F).

NOTE: There will be a slight gap on the backside of the blocks after the procedure is performed.

EXPLODED VIEW



WARNING

The following procedure involves the use of an open flame. Perform this procedure in a well-ventilated area, away from gasoline or other flammable materials. Be sure the area to be flame treated is clean and free of gasoline or flammable residue.

WARNING

Do not flame treat components that are installed on the vehicle. Remove the component from the vehicle before flame treating.

The side panels, front and rear fender cabs are plastic polyethylene material. Therefore, they must be “flame treated” prior to installing a decal to ensure good adhesion. A bonus of the flame treating procedure is it can be used to reduce or eliminate the whitish stress marks that are sometimes left after a fender or cab is bent, flexed, or damaged.

To Flame Treat The Decal Area:

1. Pass the flame of a propane torch back and forth quickly over the area where the decal is to be applied until the surface appears slightly glossy. This should occur after just a few seconds of flame treating. Do not hold the torch too close to the surface (5- 7.5 cm. from the flame tip is recommended). Keep the torch moving to prevent damage.
2. Apply the decal on one edge first. Slowly lay down remainder of the decal while rubbing lightly over the decal surface to eliminate any air bubbles during the application.

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BRAKES

SPECIFICATIONS

GENERAL SPECIFICATIONS

Front Brake Disc		
Item	Standard	Service Limit
Brake Pad Thickness	7.6 mm (0.298")	4.3 mm (0.17")
Brake Disc Thickness	4mm (0.16")	3.5mm (0.14")
Brake Disc Thickness Variance Between Measurements	--	0.05mm (0.002")
Brake Disc Run out	--	0.25mm (0.01")
Rear Brake Disc		
Item	Standard	Service Limit
Brake Pad Thickness	7.8 mm (0.20")	4.5 mm (0.18")
Brake Disc Thickness	4.2 mm (0.17")	3.8mm (0.15")
Brake Disc Thickness Variance Between Measurements	--	0.05mm (0.002")
Brake Disc Run out	--	0.25mm (0.01")

TORQUE SPECIFICATIONS

Item	Torque (Nm)	Torque (ft. lbs. except where noted*)
Front Caliper Mounting Bolts	25	18
Rear Caliper Mounting Bolts	42	31
Master Cylinder Reservoir Cover Bolts	0.6	5 in.lbs.
Brake Line Banjo Bolt	20	15
Brake Disc Mounting Bolts	29	21.4
Caliper Bleed Screws	3	27 in.lbs.
Foot Brake Master Cylinder Mounting Bolt	25	18
Shunt Mounting Bolt	20	15

NOTE: Refer to the tightening procedures in this chapter when screw the bolts. Some special procedures are used when screw certain bolts and fasteners.

BRAKES

BRAKE SYSTEM SERVICE NOTES

Disc brake systems are lightweight, low maintenance, and perform well in the conditions ATVs routinely encounter. There are a few things to remember when replacing disc brake pads or performing brake system service to ensure proper system function and maximum pad service life.

- ⊙ Optional pads are available to suit conditions in your area. Select a pad to fit riding style and environment.
- ⊙ Do not over-fill the master cylinder fluid reservoirs.
- ⊙ Make sure the brake levers return freely and completely.
- ⊙ Check and adjust master cylinder reservoir fluid levels after pad service.
- ⊙ Make sure atmospheric vent on reservoirs are unobstructed.
- ⊙ Test for brake drag after any brake system service and investigate cause if brake drag is evident.
- ⊙ Make sure caliper moves freely on guide pins.

- ⊙ Inspect caliper piston seals for foreign material that could prevent caliper pistons from returning freely.
- ⊙ Perform a brake burnishing procedure after installing new pads to maximize service life.



CAUTION

Use only DOT 4 brake fluid as an assembly aid for all procedures described in this chapter to prevent brake system contamination. DO NOT USE LUBRICANTS OF ANY KIND FOR ASSEMBLY.

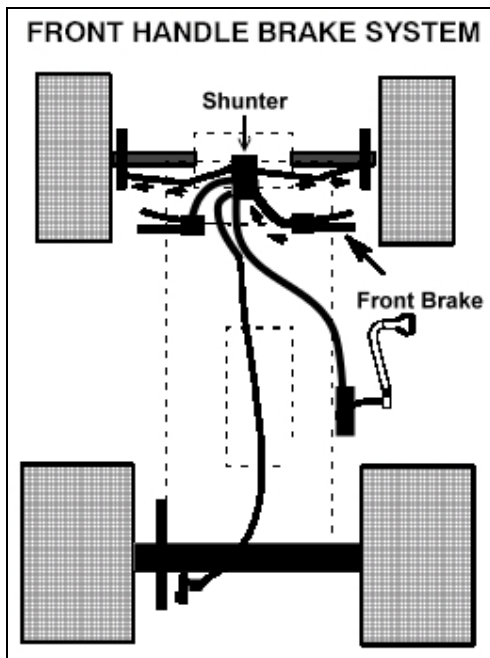
DISC BRAKE NOISE TROUBLESHOOTING

Dirt or dust buildup on the brake pads and disc is the most common cause of brake noise (squeal caused by vibration). If cleaning does not reduce the occurrence of brake noise, check the backing of each pad for worn spots allowing metal-to-metal contact. See table below.

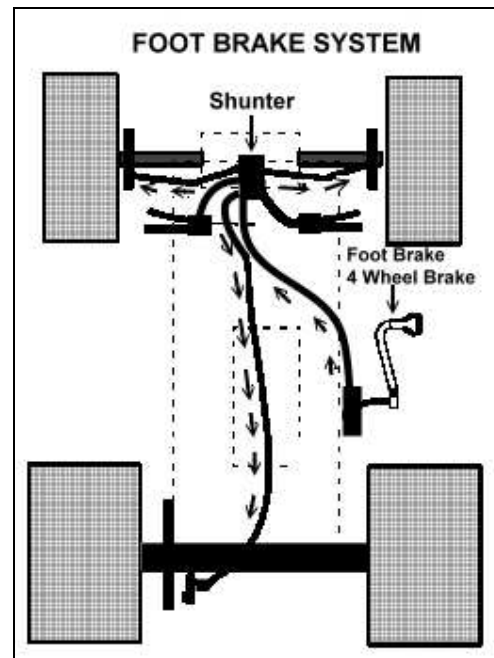
BRAKE NOISE TROUBLESHOOTING	
Possible Cause	Remedy
Dirt, dust, or imbedded material on pads or disc	Spray disc and pads with a non-flammable aerosol brake cleaner only! Remove pads and/or disc hub to clean imbedded material from disc or pads.
<u>Pad(s) dragging on disc (noise or premature pad wear)</u>	
Improper adjustment	Adjust pad stop.
Insufficient lever or pedal clearance	Check position of controls & switches.
Master cylinder reservoir overfilled	Set to proper level
Master cylinder compensating port restricted	Clean compensating port
Master cylinder piston not returning completely	Inspect. Repair as necessary
Caliper piston(s) not returning	Clean piston(s) seal
Operator error (riding the brake / park brake applied)	Educate operator
Loose wheel hub or bearings	Check wheel and hub for abnormal movement.
Brake disc warped or excessively worn	Replace disc
Brake disc misaligned or loose	Inspect and repair as necessary
Noise is from other source (chain, axle, hub, disc or wheel)	If noise does not change when brake is applied check other sources. Inspect and repair as necessary
Wrong pad for conditions	Change to a softer or harder pad

BRAKES

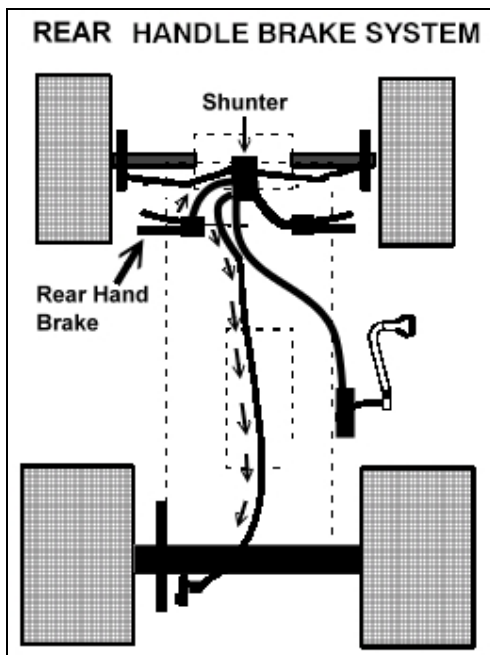
BRAKE SYSTEM OPERATION



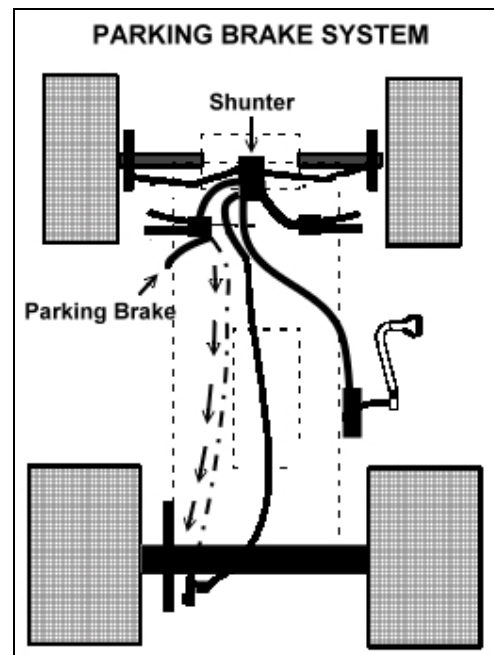
The front brake system is hydraulically actuated. When the right front brake lever (master cylinder) is applied, the two front brake calipers are active and under pressure.



The foot brake system is hydraulically actuated. When the right foot brake lever (master cylinder) is applied, the two front brake calipers and a rear caliper are active and under pressure.



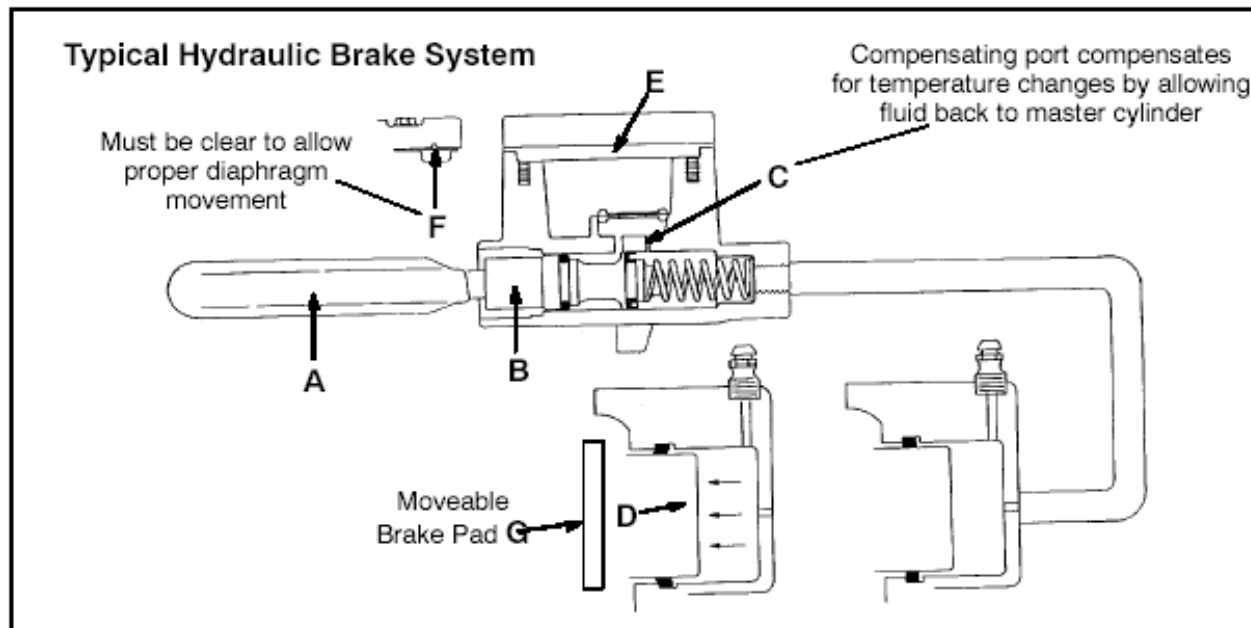
The rear brake system is hydraulically actuated. When the right front brake lever (master cylinder) is applied, the rear brake caliper is active and under pressure.



The parking brake system operates using mechanical brake cables. The left front parking brake lever operates the rear brake caliper assembly.

BRAKES

FRONT BRAKES



The front brake system consists of the following components or assemblies: brake lever; master cylinder; hydraulic hose; brake calipers (slave cylinder); brake pads; and brake discs, which are secured to the drive line.

When the hand activated brake lever (A) is applied it contacts a piston (B) within the master cylinder. As the master cylinder piston moves inward it closes a small opening (compensating port) (C) within the cylinder and starts to build pressure within the brake system. As the pressure within the system is increased, the piston (D) located in the brake caliper moves outward and applies pressure to the moveable brake pad. This pad contacts the brake disc and moves the caliper in its floating bracket, pulling the stationary side pad into the brake disc. The resulting friction reduces brake disc and vehicle speed. As the lever pressure is increased, the braking affect is also increased.

The friction applied to the brake pads will cause the pads to wear. As these pads wear, the piston within the caliper moves further outward and becomes self-adjusting. Fluid from the reservoir fills the additional area created when the caliper piston moves outward.

Brake fluid level is critical to proper system operation. Too little fluid will allow air to enter the system and cause the brakes to feel spongy. Too much fluid could cause brakes to drag due to fluid expansion.

Located within the master cylinder is the compensating port (C), which is opened and closed by the master cylinder piston assembly. The port is open when the lever is released and the master cylinder piston is outward. As the temperature within the hydraulic system changes, this port compensates for fluid expansion (heated fluid) or contraction (cooled fluid). During system service, be sure this port is open. Due to the high temperatures created within the system during heavy braking, it is very important that the master cylinder reservoir have adequate space to allow for fluid expansion. **Never overfill the reservoir!** Fill to 0.64 - 0.80 cm (1/4 " - 5/16 ") from top of the cylinder.

This system also incorporates a diaphragm (E) as part of the cover gasket; and a vent port (F) located between the gasket and the cover. The combination diaphragm and vent allow for the air above the fluid to equalize pressure as the fluid expands or contracts. Make sure the vent is open and allowed to function. If the reservoir is over filled or the diaphragm vent is plugged the expanding fluid may build pressure in the brake system leading to brake failure.

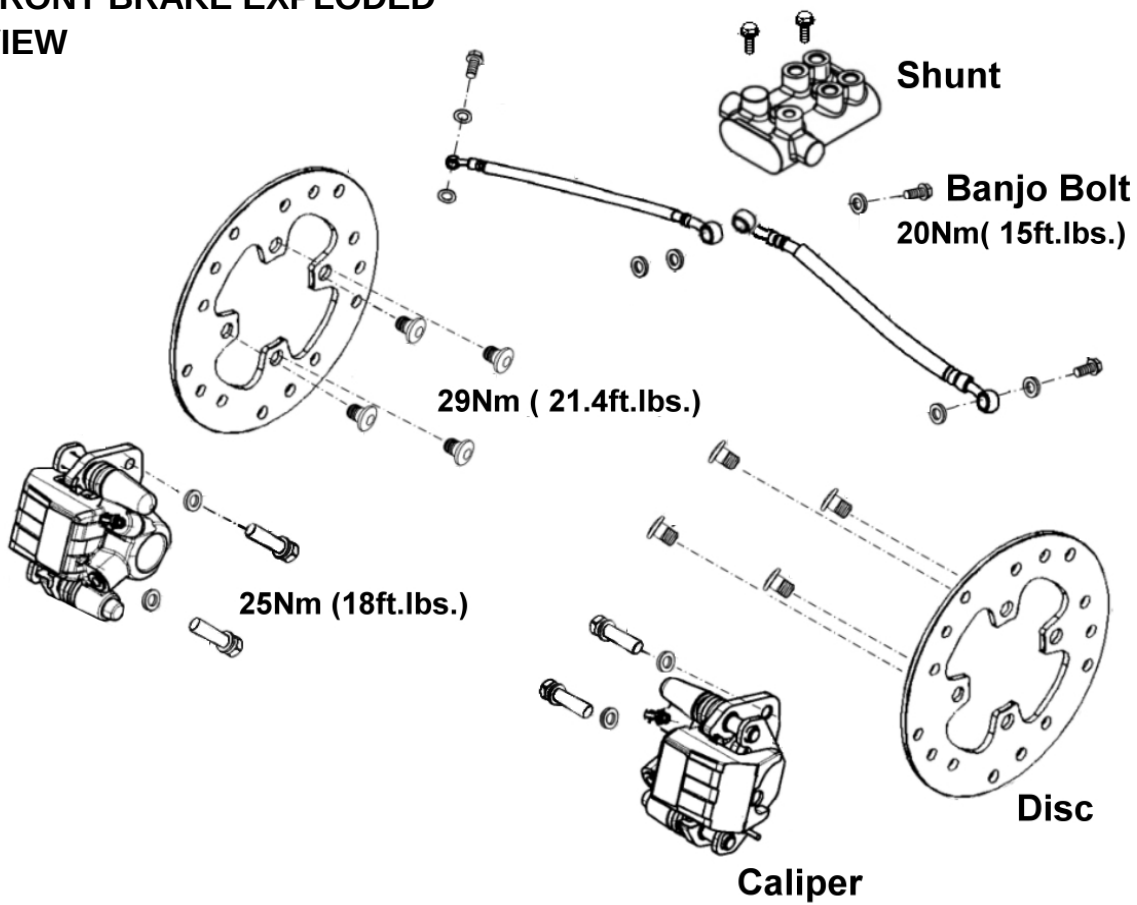
When servicing brake systems use only DOT 4 High Temperature Brake Fluid.

WARNING

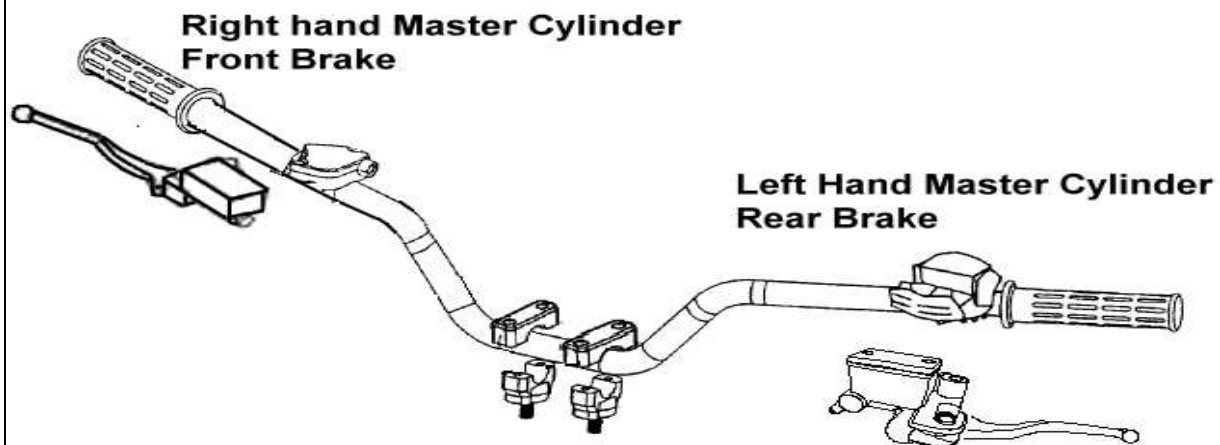
Once a bottle is opened, use what is necessary and discard the rest in accordance with local laws. Do not store or use a partial bottle of brake fluid. DOT 4 Brake fluids is hygroscopic, meaning it rapidly absorbs moisture. This causes the boiling temperature of the brake fluid to drop, which can lead to brake fade and possible loss of control.

BRAKES

FRONT BRAKE EXPLODED VIEW



MASTER CYLINDER



BRAKES

FRONT BRAKE REPLACEMENT / BLEEDING PROCEDURE

NOTE: When bleeding the brakes or replacing the fluid always start with the caliper farthest from the master cylinder.

CAUTION

Always wear safety glasses during these procedures.

CAUTION

Brake fluid will damage finished surfaces. Do not allow brake fluid to come in contact with finished surfaces.

CAUTION

Severe injury could occur if machine tips or falls.

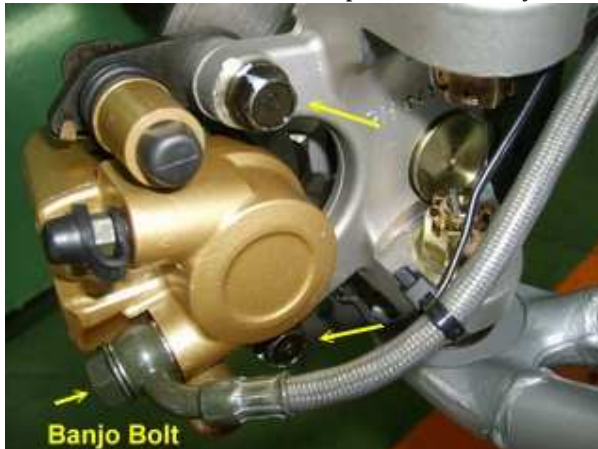
1. Elevate front end of ATV off the ground far enough to remove the wheel.
2. Remove the dust cap and cotter pin.
3. Remove wheel nuts and remove wheel and rim as an assembly.



4. Remove the cotter pin, nut and washer.



5. Remove the caliper two fastens bolts on knuckle and the banjo bolt on caliper and oil tube.
6. Remove the wheel hub and caliper as an assembly.



7. Ensure do not lose speedometer magnet.
8. Inspect the brake pads contact disc surface for excessive wear, pitting, or damage. Replace if necessary.



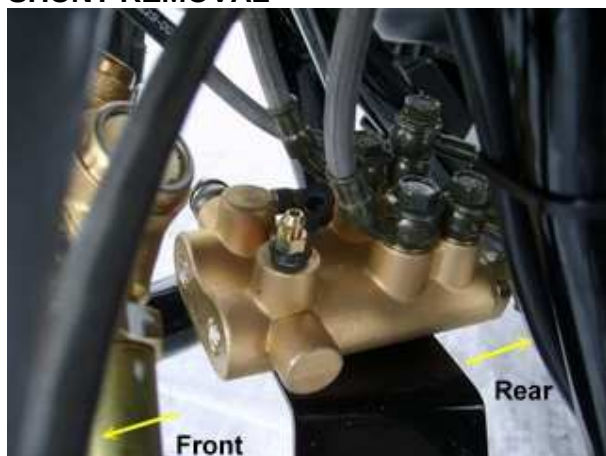
BRAKES

9. Remove the disc blots then disc.
10. Remove the speedometer sensor.



11. The front left hand brake use same procedure.

SHUNT REMOVAL

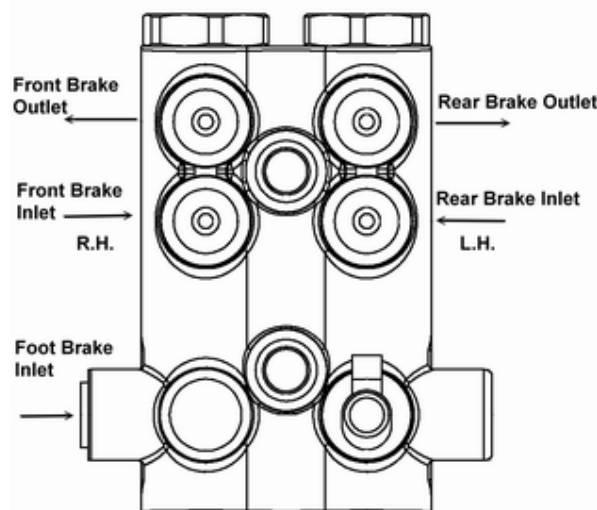


1. Remove two mounting bolts under frame.
2. Remove all banjo bolts then shunt.
3. Inspect two piston's o-ring and rubber cups surface for wear or other damage. Replace an assembly if necessary.



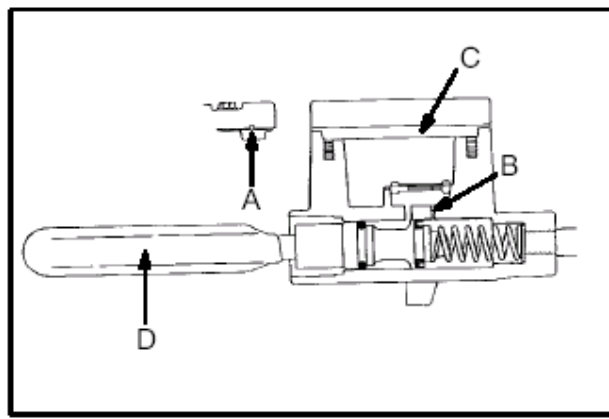
4. The shunt system is hydraulically actuated.

- ⊙ When the right foot brake lever (master cylinder) is applied, the two front brake calipers and a rear caliper are active and under pressure.
- ⊙ When the right front brake lever (master cylinder) is applied, the two front brake calipers are active and under pressure.
- ⊙ When the right front brake lever (master cylinder) is applied, the rear brake caliper is active and under pressure.



FRONT BRAKE – BLEEDING/ FLUID CHANGE

NOTE: This procedure should be used to change fluid or bleed brakes during regular maintenance.



BRAKES

1. Clean reservoirs cover thoroughly.
2. Remove screws, cover, and diaphragm from reservoir.



3. Inspect vent slots in cover and remove any debris or blockage.
4. If changing fluid, remove old fluid from reservoir with a Mighty Vacuum or similar tool.

NOTE: Do not remove brake lever when reservoir fluid level is low.



5. Add brake fluid to the upper level mark on reservoir.

**RECOMMEND BRAKE FLUID
DOT 4 BRAKE FLUID**

6. Begin bleeding procedure with the caliper that is farthest from the master cylinder. Install a wrench on the top caliper bleeder screw.

Attach a clean, clear hose to fitting and place the other end in a clean container. Be sure the hose fits tightly on fitting.

NOTE: When brake lever is pumped. Place diaphragm in reservoir to prevent spills. Do not install cover.

7. Slowly pump brake lever until pressure builds and holds.

8. While maintaining lever pressure, open bleeder screw. Close bleeder screw and release brake lever.



NOTE: Do not release lever before bleeder screw is tight or air may be drawn into caliper.

9. Repeat procedure until clean fluid appears in bleeder hose and all air has been purged. Add fluid as necessary to maintain level in reservoir.

NOTE: If brake pressure is hard to built, repeat bleeding procedure with shunt bleeding screw.



! CAUTION

Maintain at least 2 cm of brake fluid in the reservoir to prevent air from entering the master cylinder.

10. Tighten bleeder screw securely and remove bleeder hose.

Torque bleeder screw to 3 Nm (27 in.lbs.).

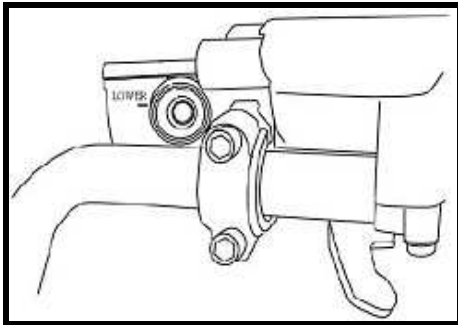
11. Repeat procedure Steps 5-9 for the remaining caliper(s).

BRAKES

12. Add brake fluid to the proper level.

Master Cylinder Fluid Level:

MAX level inside reservoir sight glass must look dark, if sight glass is clear, fluid level is too low.



13. Install diaphragm, cover, and screws.

14. Field test machine at low speed before putting into service.

Check for proper braking action and lever reserve. With lever firmly applied, lever reserve should be no less than 2 cm from handlebar.

15. Check brake system for fluid leaks and inspect all hoses and lines for wear or abrasion. Replace hose if wear or abrasion is found.

NOTE:

1. Check the fluid lever often while bleeding the brake to prevent air from being pumped into the system.
2. Repeat the above procedure until air bubbles do not appear in the plastic hose.
3. If air is entering the bleeder from around the bleed valve threads, seal the threads with Teflon tape.
4. Close the bleed valve and operate brake lever. If it still feels spongy, bleed the system again.
5. If a brake bleeder is not available, use the following procedure:

Pump up the system pressure with the brake lever until lever resistance is felt.

MASTER CYLINDER REMOVAL

1. Clean master cylinder and reservoir assembly. Make sure you have a clean work area to disassemble brake components.
2. Place a shop towel under brake line connection at master cylinder. Loosen banjo bolt; remove bolt and sealing washers.



CAUTION

Brake fluid will damage finished surfaces. Do not allow brake fluid to come in contact with finished surfaces.

3. Loosen the master cylinder clamp bolts on the handlebar side of the master cylinder.



4. Remove master cylinder from handlebars.

BRAKES

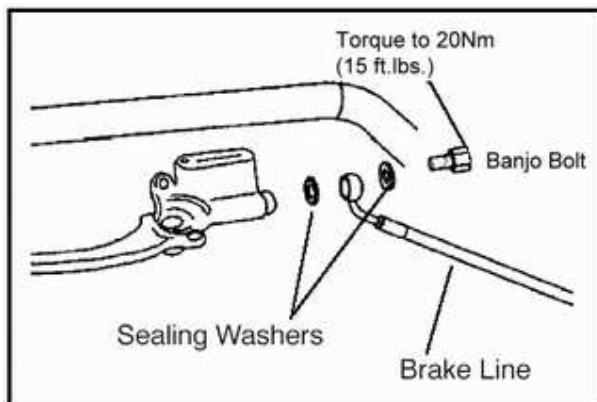
MASTER CYLINDER INSTALLATION

1. Install master cylinder on handlebars. Torque mounting bolts to **3 Nm (25 in. lbs.)**. Torque the top bolt first.



NOTE: To speed up the brake bleeding procedure the master cylinder can be purged of air before brake line is attached. Fill with DOT4 Brake Fluid and pump lever slowly two to three times with finger over the outlet end to purge master cylinder of air.

2. To replace new sealing washers on each side of banjo brake line. Install the brake line into the master cylinder. Torque the banjo bolt to **20 Nm (15 ft-lb.)**.



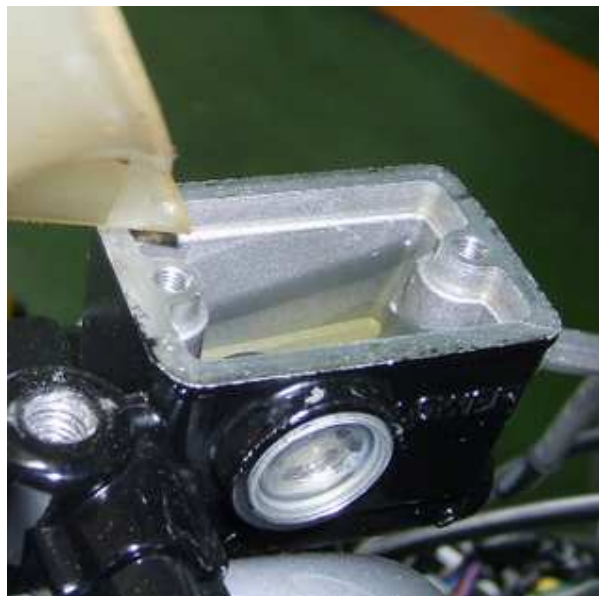
Master Cylinder Mounting Clamp

Bolt Torque: 3 Nm (25 in. lbs.)

Banjo Bolt Torque:

20 Nm (15 ft. lbs.)

3. Fill reservoir with DOT4 Brake Fluid.



4. Follow bleeding procedure on Pages 8.8.

Check all connections for leaks and repair if necessary.

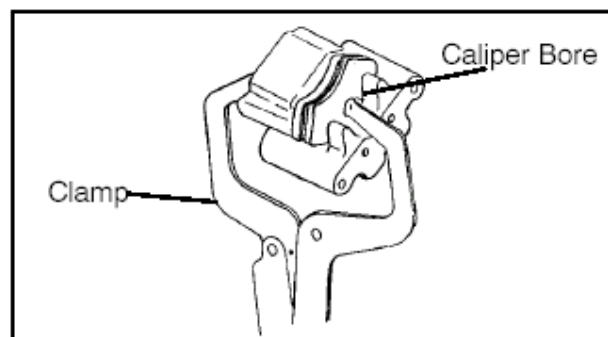
FRONT PADS REMOVAL

1. Follow front caliper remove procedure on page 8.6.

CAUTION

Severe injury could occur if machine tips or falls.

2. With pads remove, push caliper piston into caliper bore slowly using a C-clamp or locking pliers.



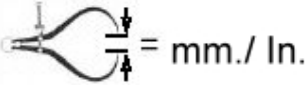
NOTE: Brake fluid will be forced through compensating port into master cylinder fluid reservoir when piston is pushed back into caliper. Remove excess fluid from reservoir as required.

BRAKES

3. Remove the brake pads out of the caliper assembly.



4. Measure the thickness of the pad material.
Replace pads if worn beyond the service limit.



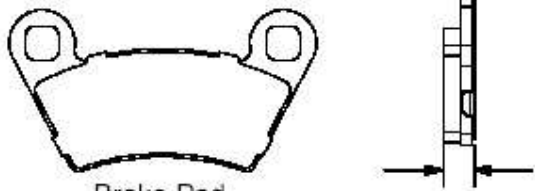
mm./ In.

Front Brake Pad Thickness

New 7.6mm (0.298 ")

Service Limit 4.30mm (0.170 ")

Front Brake Pads



Brake Pad

Measure Thickness

Service Limit 4.3mm (0.17")

FRONT PAD ASSEMBLY



WARNING

If the brake pads are contaminated with grease, oil, or liquid soaked do not use the pads, use only new clean pads.

1. Install pads with friction material facing each other. Install the brake pads. Be sure pads and disc is free of dirt or grease.



2. Install caliper on the steering knuckle, and torque mounting bolts. (If previously removed.)



Front Caliper Mounting Bolts
Torque: 25 Nm (18 ft. lbs.)

3. Slowly pump the brake lever until pressure has been built up. Maintain at least 20 mm of brake fluid in the reservoir to prevent air from entering the brake system.

4. Be sure fluid level in reservoir is between MIN and MAX lines and install reservoir cap.

5. Install wheels and torque wheel nuts.

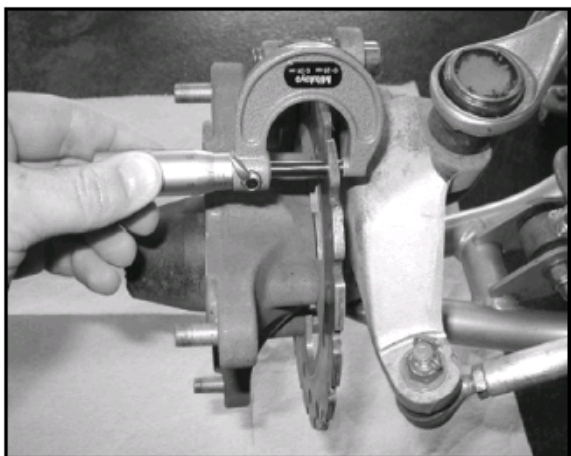
Front Wheel Nut Torque
40 Nm (30 ft. lbs.)

6. **BRAKE BURNISHING:** It is recommended that a burnishing procedure be performed after installation of new brake pads to extend service life and reduce noise. Start machine and slowly increase speed to 50 km. Gradually apply brakes to stop machine. Repeat this procedure 10 times, allowing brakes to cool sufficiently after each run.

BRAKES

FRONT DISC INSPECTION

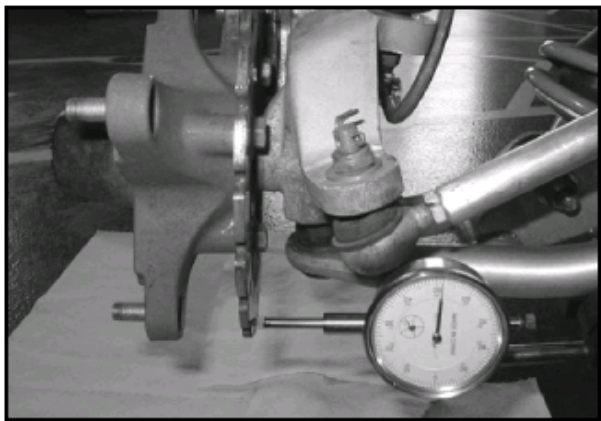
1. Visually inspect the brake disc for nicks, scratches, or damage.
2. Measure the disc thickness at 8 different points around the pad contact surface using a 0-1 " • micrometer. Replace disc if worn beyond service limit.



Brake Disc Thickness
Service Limit 3.8mm (0.15")
New. 4.2mm (0.17")

Brake Disc Thickness Variance
Service Limit 0.05 mm (0.002")
Difference between measurements.

3. Mount dial indicator as shown to measure disc run out. Slowly rotate the disc and read total run out on the dial indicator. Replace the disc if run out exceeds specifications.



Brake Disc Run out
Service Limit. 0.25 mm (0.01")

FRONT BRAKE DISC REMOVAL / REPLACEMENT



1. Apply heat to the hub in the area of the brake disc mounting bolts to soften the bolt-locking agent.
2. Remove bolts and disc.
3. Clean mating surface of disc and hub.
4. Install disc on hub.

CAUTION

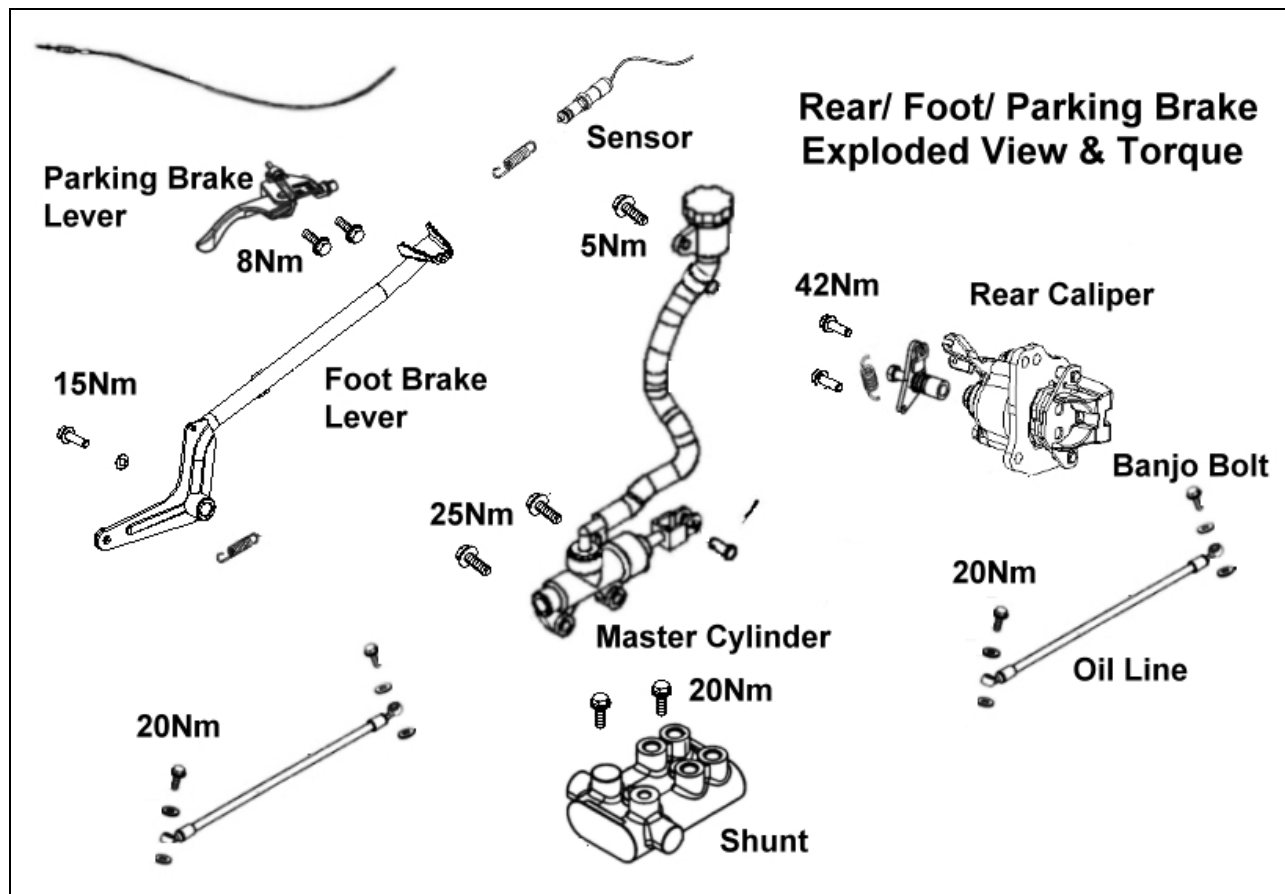
Always use new brake disc mounting bolts. The bolts have a pre-applied locking agent, which is destroyed upon removal.

5. Install new bolts and tightens to specified torque.

Front Brake Disc Mounting Bolt Torque
29 Nm (21.4 ft. lbs.)

BRAKES

REAR / FOOT / PARKING BRAKES



REAR BRAKE REMOVAL AND INSPECTION

NOTE: Follow the “Swing Arm Removal” procedure outlined in Chapter 6 to access the rear brake components.

1. Follow the “Swing Arm Removal” procedure to the point where the rear brake disc housing can be accessed on “Chapter 7”.

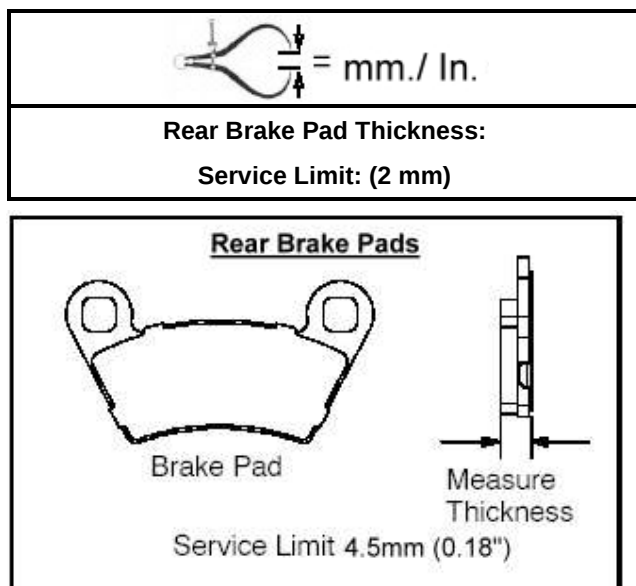
NOTE: You do not need to fully disassemble the rear axle / swing arm to service the rear brakes.

2. Inspect the brake pads contact disc surface and the axle housing seal surface for excessive wear, pitting, or damage. Replace if necessary.



3. Remove the brake pads from the rear caliper assembly. Follow “Front pads remove” procedure on page 8.11.

BRAKES



4. Pump the brake lever until no more fluid flow out of the bleed screw.

REAR CALIPER FLUID REPLACEMENT AND AIR BLEEDING BRAKE FLUID DRAINING

1. Remove the master cylinder cover.



2. Connect the bleed hose to bleed screw.
3. Loosen the bleed screw of rear caliper and shunt.



REAR CALIPER FLUID FILLING / BLEEDING

Follow the "Front Brake-Bleeding Procedure" on page 8.8 to 8.10.

NOTE:

1. Check the fluid level often while bleeding the brake to prevent air from being pumped into the system.
2. Repeat the above procedure until air bubbles do not appear in the plastic hose.
3. If air is entering the bleeder from around the bleed screw threads, seal the threads with Teflon tape.
4. Close the bleed screw and operate brake lever. If it still feels spongy, bleed the system again.
5. If a brake bleeder is not available, use the following procedure:

Pump up the system pressure with the brake lever until lever resistance is felt.



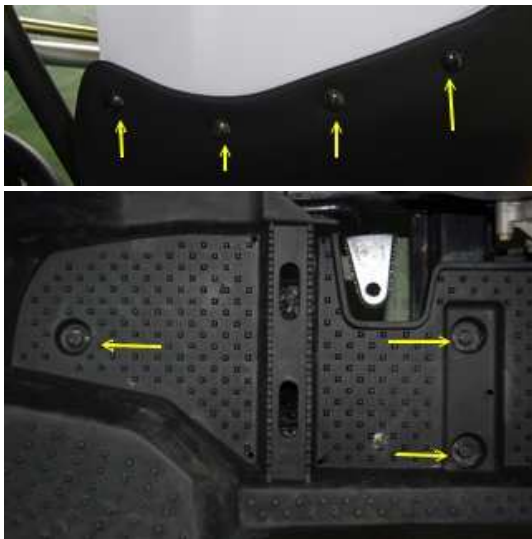
BRAKES

FOOT BRAKE REMOVAL

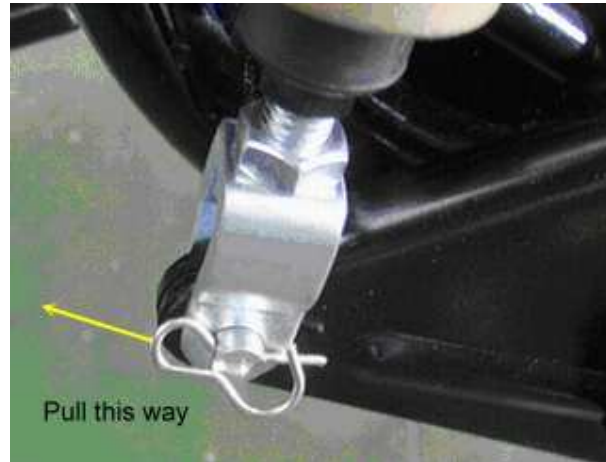
Note: The foot brake system is hydraulically actuated. Where is under right hand rear cab. When the right foot brake lever (master cylinder) is applied, the brake oil output to shunt. The two front brake calipers and a rear caliper are active and under pressure.



1. Remove right hand foot well from body.



2. Remove the cotter pin from foot brake lever and foot brake master cylinder.



3. Loosen foot brake lever and brake sensor return spring with long nose pliers.



4. Remove the brake lever fastener bolt.



BRAKES

5. Remove 2 master cylinder bolts, banjo bolt and oil tank bolt. 2. Add brake fluid to the upper level mark on reservoir.
Remove master cylinder and oil tank as an assembly.



NOTE: Do not move foot brake lever when reservoir fluid level is low.

6. Remove foot brake lever and other components, arrange them order.



FOOT BRAKE FLUID FILLING / BLEEDING

1. Remove cover, and diaphragm from reservoir.



3. Begin bleeding procedure with the caliper that is farthest from the master cylinder. Install a wrench on the top caliper bleeder screw.



4. Attach a clean, clear hose to fitting and place the other end in a clean container. Be sure the hose fits tightly on fitting.
5. Slowly pump foot brake lever until pressure builds and holds.
6. While maintaining lever pressure, open bleeder screw. Close bleeder screw and release brake lever.

NOTE: Do not release lever before bleeder screw is tight or air may be drawn into caliper.

BRAKES

7. Repeat procedure until clean fluid appears in bleeder hose and all air has been purged. Add fluid as necessary to maintain level in reservoir.

NOTE: If brake pressure is hard to built, repeat breeding procedure with shunt breeding screw



8. Repeat procedure to 2 front caliper, foot brake lever and shunt until foot brake pressure built.

NOTE: Pump up the foot brake system pressure with the brake lever until lever resistance is felt.

CAUTION

Ensure the vent slot ring must face with cover when install oil tank diaphragm, vent slot ring and cover.

PARKING BRAKE REMOVAL

The parking brake system operates using mechanical brake cables. The left front parking brake lever operates the rear brake caliper swing arm to push caliper piston assembly.



WARNING

When removing and installing the parking braking system. The spring may cause serious bodily injury.

CAUTION

Always wear safety glasses during procedures.

1. Loosen the adjusting nut to the left end.

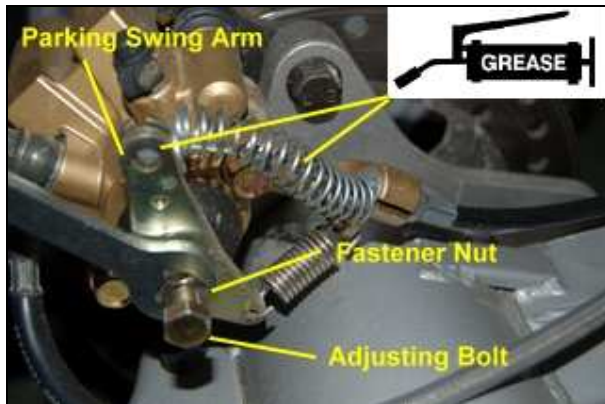


2. Remove the parking lever clamp blot, parking lever and left hand master cylinder as an assembly.



BRAKES

3. Loosen rear caliper fastener nut, adjusting bolt then remove swing arm.

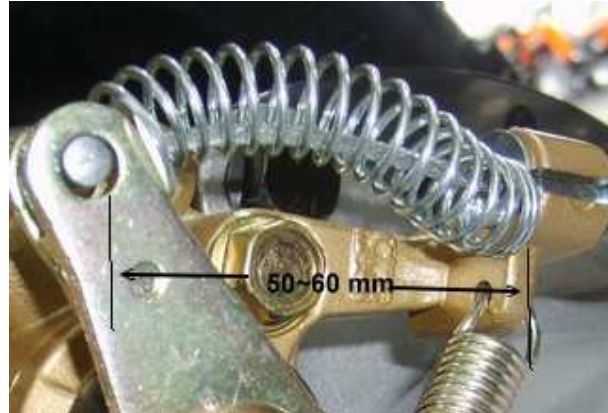


4. Remove the return spring and cable from swing arm.



3. Install the both spring and swing to caliper.

4. Ensure the upper return spring 50~60mm with cable adapter.



5. Install the adjusting bolt and fastener nut an assembly.

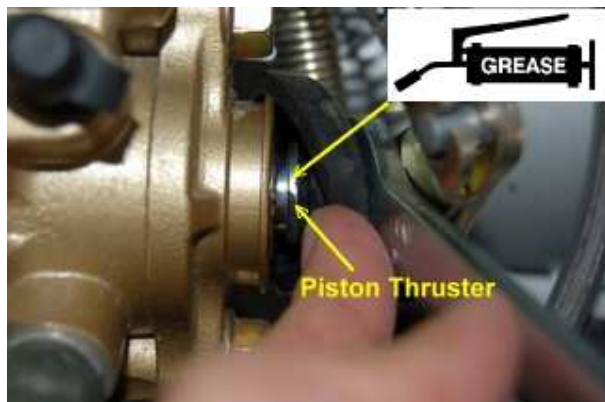
6. Fully turn the adjusting bolt to end then loosen it 3/4 circuit. Fasten the nut present and security.



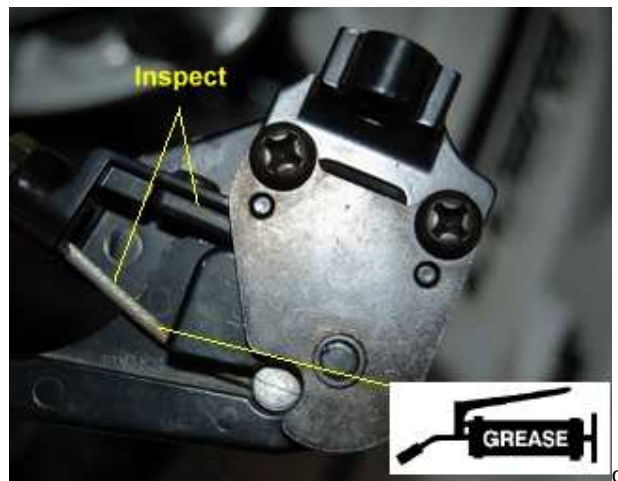
7. Inspect the parking lever cable and rubber pad, replace them if worn or damaged.

PARKING BRAKE INSTALLATION, INSPECTION AND ADJUSTMENT

1. Fully turn the piston thruster then loosen about 5mm back.



2. Replace rubber dust-proof if worn or cracked.



BRAKES

BRAKE TROUBLESHOOTING

8. Position the left hand master cylinder aligned with dot mark on handle bar.

9. Install parking lever on handlebars. Torque mounting bolts to **5Nm**. Torque the top bolt first.



BRAKE SQUEAL

- ⊙ Dirty/contaminated friction pads
- ⊙ Improper alignment
- ⊙ Worn disc
- ⊙ Worn disc spines
- ⊙ Glazed brake pads

POOR BRAKE PERFORMANCE

- ⊙ Air in system
- ⊙ Water in system (brake fluid contaminated)
- ⊙ Caliper/disc misaligned
- ⊙ Caliper dirty or damaged
- ⊙ Brake line damaged or lining ruptured
- ⊙ Worn disc and/or friction pads
- ⊙ Incorrectly adjusted lever
- ⊙ Incorrectly adjusted stationary pad
- ⊙ Worn or damaged master cylinder or components
- ⊙ Improper clearance between lever and switch

LEVER VIBRATION

- ⊙ Disc damaged
- ⊙ Disc worn (run out or thickness variance exceeds service limit)
- ⊙ Caliper Overheats (Brakes Drag)
- ⊙ Compensating port plugged
- ⊙ Pad clearance set incorrectly
- ⊙ Auxiliary brake pedal incorrectly adjusted
- ⊙ Brake lever or pedal binding or unable to return fully
- ⊙ Parking brake left on
- ⊙ Residue build up under caliper seals
- ⊙ Operator riding brakes

BRAKES LOCK

- ⊙ Alignment of caliper to disc
- ⊙ Fluid overfill of the reservoir
- ⊙ Stuck caliper piston

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ELECTRICAL SYSTEM SERVICE NOTES

Reference the following notes when diagnosing electrical problems.

- Refer to wiring diagram for stator and electrical component resistance specifications.
 - When measuring resistance of a component that has a low resistance value (under 10 Ohms), remember to subtract meter lead resistance from the reading.
- Connect the leads together and record the resistance. The resistance of the component is equal to tested value minus the lead resistance.
- Become familiar with the operation of the meter. Be sure leads are in the proper jack for the test being performed (i.e. 10A jack for current readings). Refer to the owner's manual included with the meter for more information.
 - Voltage, amperage, and resistance values included in this manual are obtained with a Fluke™ 77 Digital Multi-meter. This meter is acceptable for use when diagnosing electrical problems. Readings obtained with other meters may differ.
 - Pay attention to the prefix on the multi-meter reading (K, M, etc.) and the position of the decimal point.
 - For resistance readings, isolate the component to be tested. Disconnect it from the wiring harness or power supply.

WIRE COLOR LETTER LIST

Letter	Color	Letter	Color
B	Black	L/Y	Blue/Yellow
B/L	Black/Blue	O	Orange
Br	Brown	O/B	Orange/Black
B/R	Black/Red	P	Pink
Br/L	Brown/Blue	Pu	Purple
Br/W	Brown/White	R	Red
B/Y	Black/Yellow	R/B	Red/Black
C	Cyan	R/W	Red/White
DB	Deep Brown	W	White
DG	Deep Green	WB	Water Blue
G	Green	W/B	White/Black
Gr	Gray	W/L	White/Blue
G/R	Green/Red	W/R	White/Red
G/W	Green/White	Y	Yellow

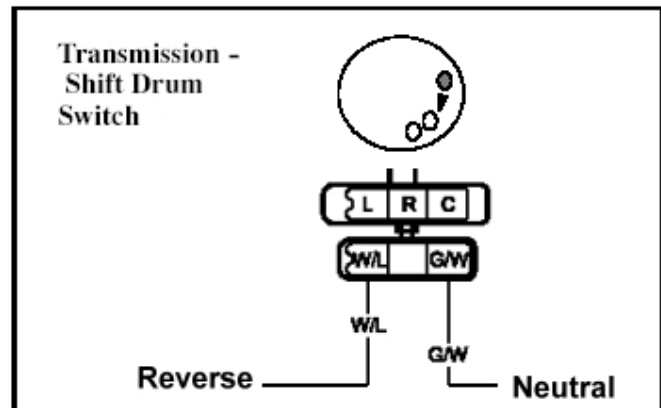
TRANSMISSION SWITCH SERVICE

Switch Removal/Test

1. Remove the CVT cover. The indicator switch will be visible between the drive and driven clutch.

Refer to Chapter 3 for CVT cover removal and install.

2. Remove the screws that retain the indicator switch.
3. Using an ohmmeter, test for continuity between the switch contacts and connector leads. Replace the switch if no continuity or high resistance is found.
4. First, shift the transmission into "neutral" and test for continuity between the G/W wires and ground.
5. Then shift the transmission into "reverse" and test for continuity between the W/L wires and ground. In both tests you should have continuity to ground.



6. Inspect the shift indicator contacts, shift drum, pin and spring. Verify the pin is not sticking in the drum or is damaged. Replace any worn or damaged components.



Switch Installation

1. Once repairs are completed, reinstall the shift pin and spring into the shift drum (arrow). NOTE: assembly lube can be used to "stick" parts together for ease of assembly.



2. Install the indicator switch and o-ring (arrow), routing the wires in the same manner as during disassembly.

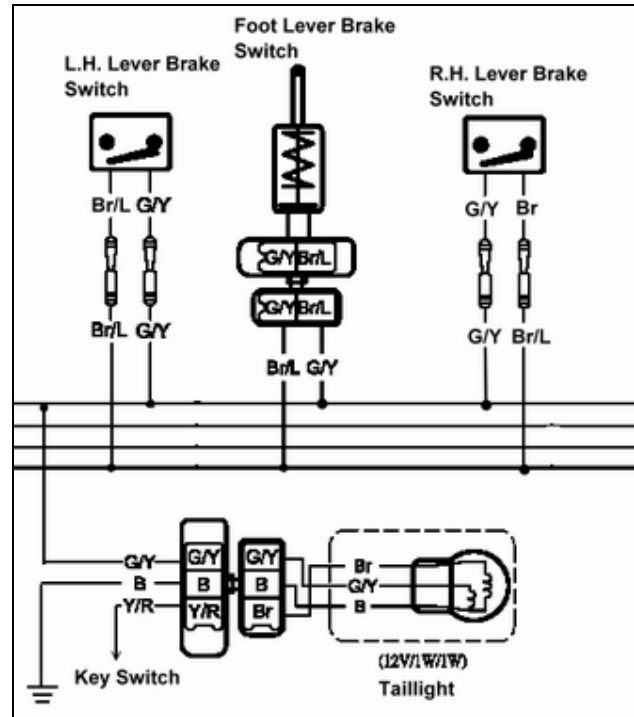


3. Install the retaining screws. Torque to 5Nm (45 in. lbs).

BRAKE LEVER SWITCH

Each brake lever utilizes an electrical brake switch that sends voltage to activate the brake light.

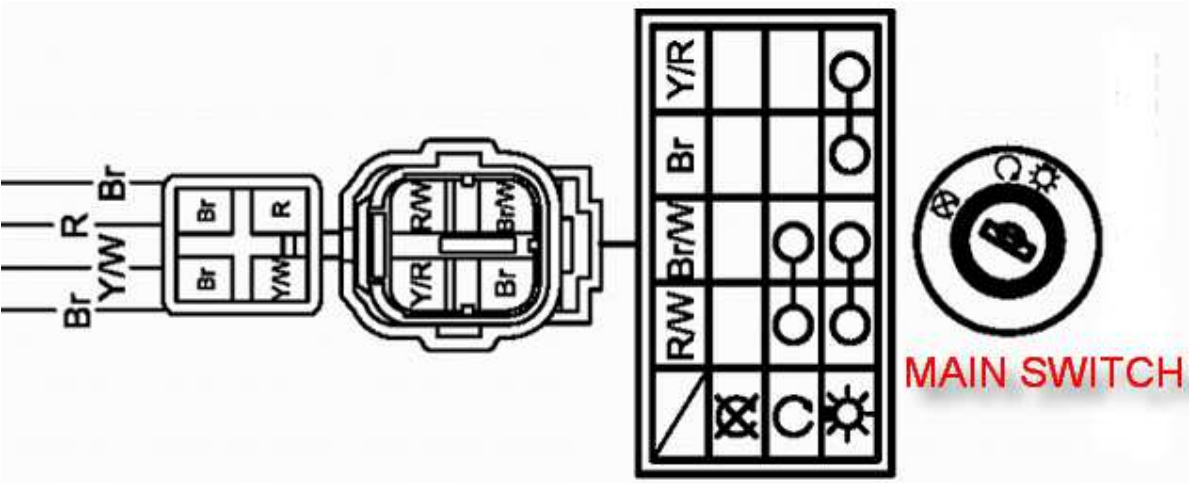
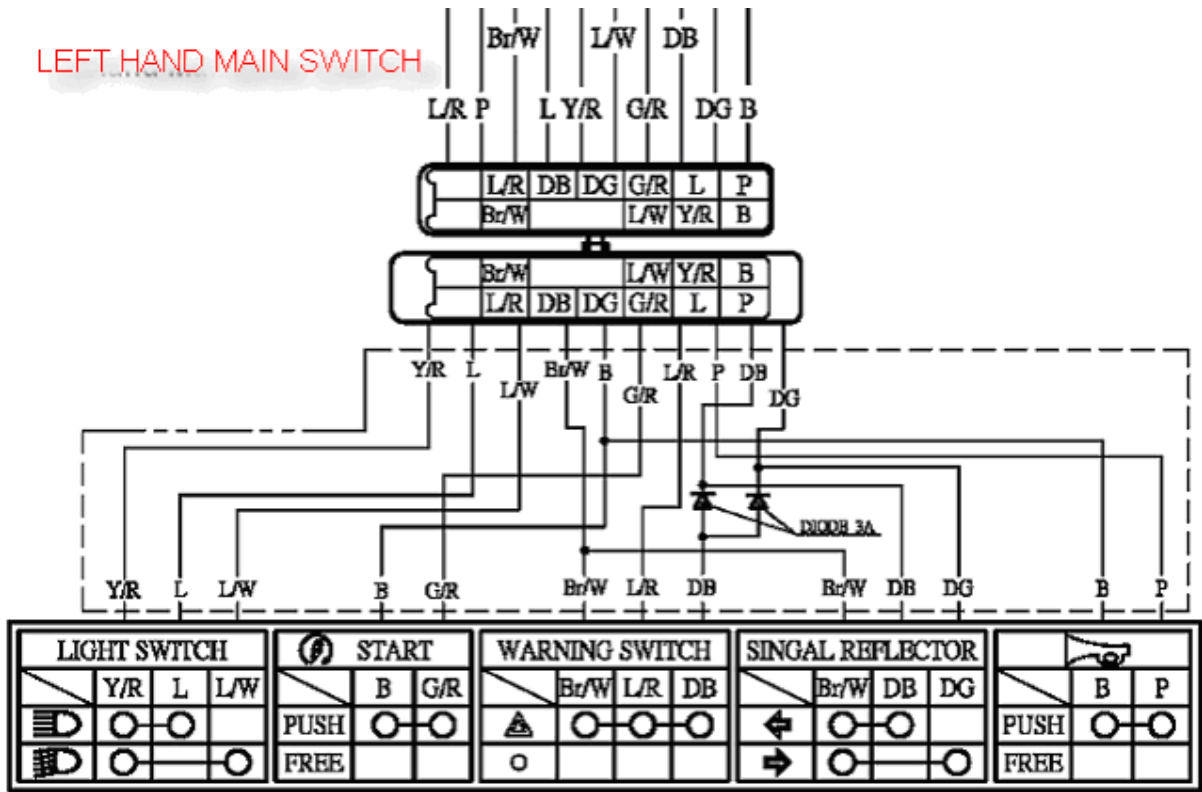
1. Locate the brake switches on each of the brake levers.
2. Disconnect wire harness from brake switch and connect an ohmmeter across the two switch wires. The reading should be infinite (•).
3. To act the brake lever(s) and check for continuity between switch contacts. Replace switch if there is no continuity or if the resistance is greater than .5 ohms when the brake is applied with slight pressure.



ELECTRICAL

LEFT HAND SWITCH ASSEMBLY

The following illustration shows the internal operation of the LH switch assembly. If any part of the switch is faulty, the entire LH switch assembly must be replaced.



KEY SWITCH

The key switch can be tested with an ohmmeter.

When the key switch is turned to the “ON” position, there should be continuity between the red/whore (R/W) and brown/white (Br/W) wires.

When the key is turned to the “OFF” position, there should no

continuity between any of the wires.

When the key switch is turned to the “” position, there should be continuity between the red/whore (R/W) and brown/white (Br/W) wires. There should also be continuity between the brown (Br) and yellow/red (Y/R) wires.

HEADLIGHT

The headlights are powered by an AC current from the Generator / Stator.

When headlight switch on but not working, perform the following:

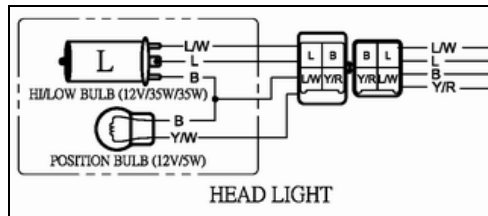
1. Disconnect the harness from the faulty light.
2. Using a Volt Ohm Meter measure the AC voltage between the yellow red (YE/RD) and black (BK) wires. Voltage above 5 VAC should be present when unit is running.

If voltage is present:

Replace the faulty bulb.

If voltage is not present:

1. The black wire should have continuity to ground. If no continuity is present, check for an open in the wiring harness or a poor connection.
2. If black wire has good continuity to ground, check the wiring harness from the stator to the running lights. There should be continuity between the (Y/R) wire at the light connector and the (YE/RD) wire at the Generator / Stator.
3. If continuity is good. Perform stator resistance tests by using the resistance chart located in the wiring diagram.
4. Replace Generator / Stator if resistance is not within specification.



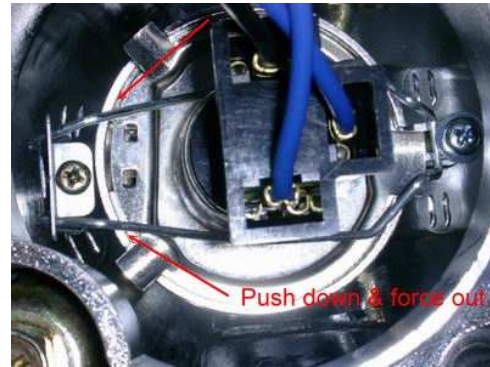
HEADLIGHT LAMP REPLACEMENT

If the headlights do not operate, lamp replacement may be required. Install only the recommended replacement lamps.

1. Remove the socket rubber seal.



2. Remove the socket rubber seal.



3. Remove the plug and replace bulb.



4. Pull the position bulb and replace it.



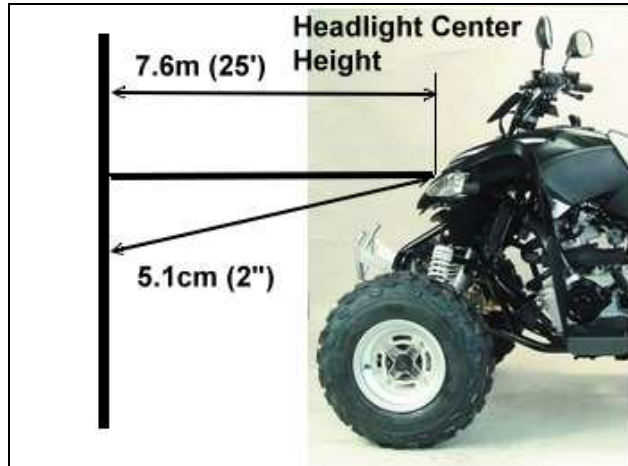
5. Reinstall the socket into the housing and Start the engine to make sure the lights come on. If the lights do not operate, check the charging system and related wiring for possible malfunction.

HEADLIGHT ADJUSTMENT

The headlight beam can be adjusted up and down and side to side.

ELECTRICAL

1. Place the vehicle on a level surface with the headlight approximately 7.6 m (25') from a wall.



2. Measure the distance from the floor to the center of the headlight and make a mark on the wall at the same height.
3. Shift transmission to neutral, start the engine and turn the headlight switch to high beam.
4. Observe headlight aim. The most intense part of the headlight beam should be aimed 5.1 cm (2") below the mark placed on the wall.

NOTE: Rider weight must be included on the seat.
For machines with separate low beam lights, the drop should be 20.3 cm (8 ") in 25'.

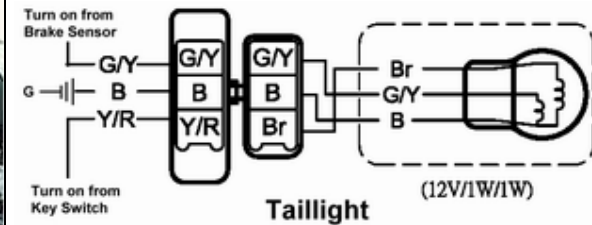
5. Adjust beam to desired position by moving headlight.



TAILLIGHT

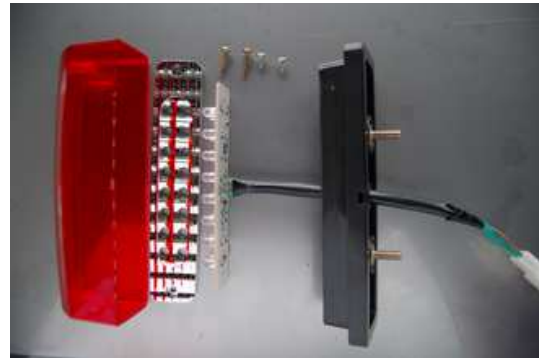
TAILLIGHT LAMP REPLACEMENT

If the tail light lamp does not work, the lamp may need to be replaced.



1. Remove the two screws securing the lens cover. Remove the lens cover.

2. Remove the LED lamp and replace it with a new recommended LED lamp. Apply Dielectric Grease to the lamp terminals.



3. Test the light for proper operation.
4. Reinstall the lens cover.



ELECTRICAL

SIGNAL

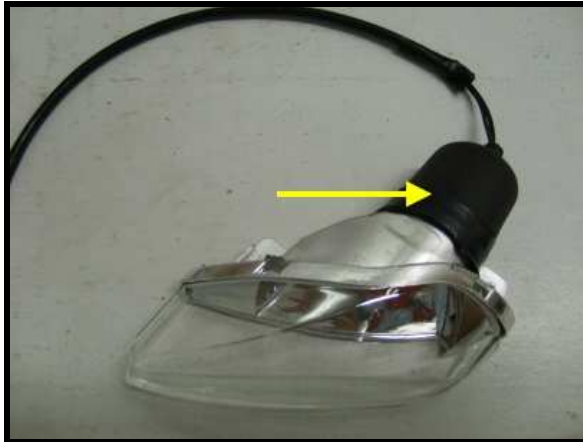
FRONT SIGNAL REPLACEMENT

If the headlights do not operate, lamp replacement may be required. Install only the recommended replacement lamps

1. Take off the front signal wire plug from harness.
2. Remove front signal and bracket from cab as picture.



3. Remove rubber waterproof cap.



4. Remove socket fastener screw and lamp socket.



5. Remove and replace lamp.



6. Reinstall all front signal components.

REAR SIGNAL REPLACEMENT

1. Remove rear signal and bracket from cab as picture.
2. Use small blade drive screw to remove lens.



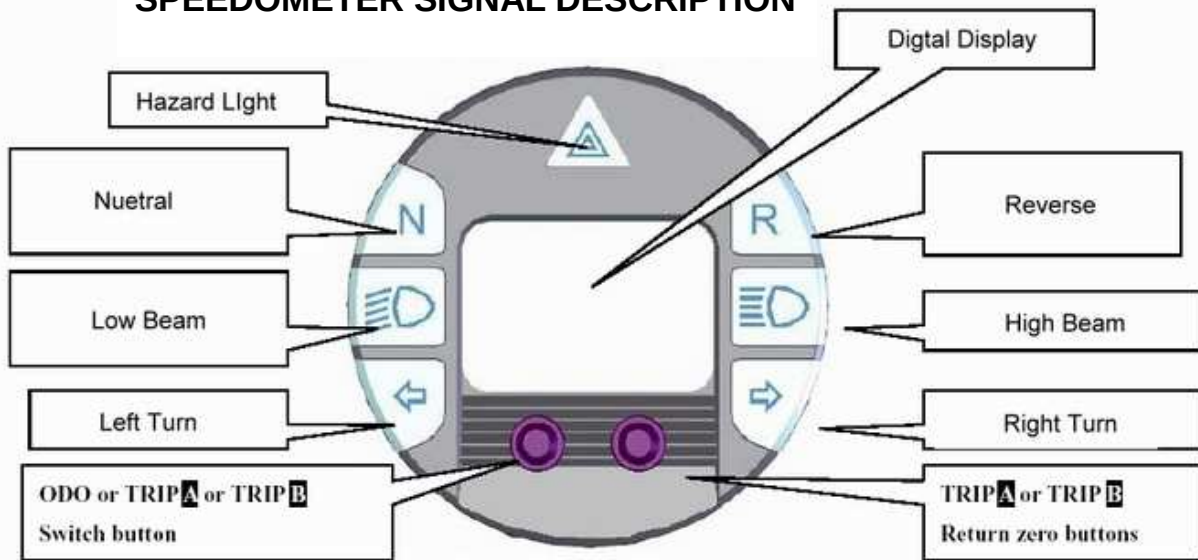
3. Remove all components and replace lamp.



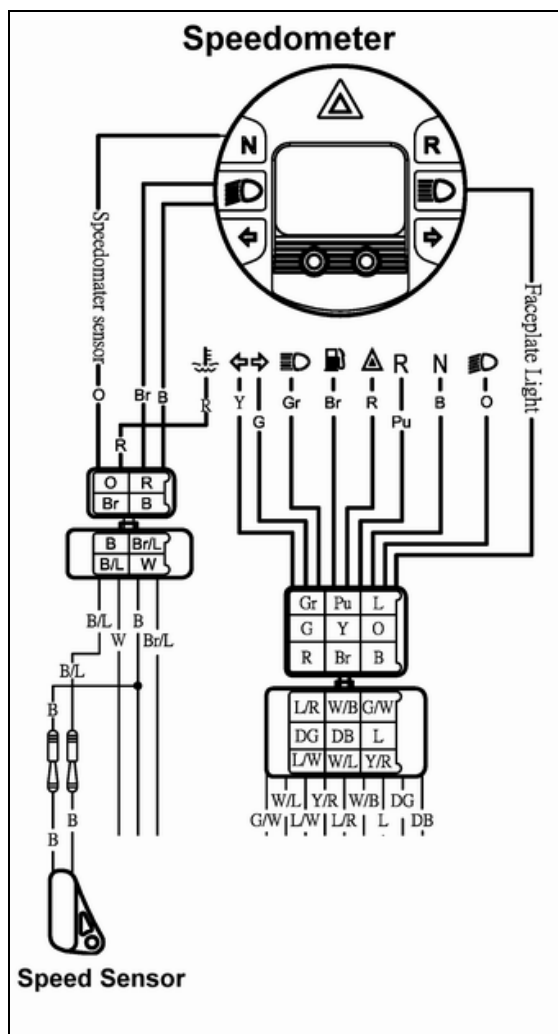
4. Reinstall all rear signal components.

SPEEDOMETER AND INDICATOR

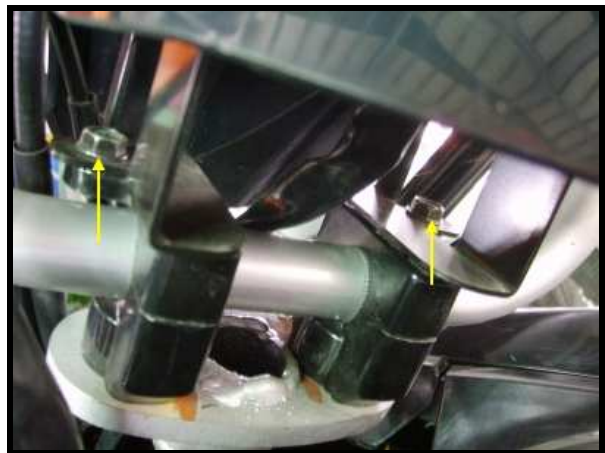
SPEEDOMETER SIGNAL DESCRIPTION



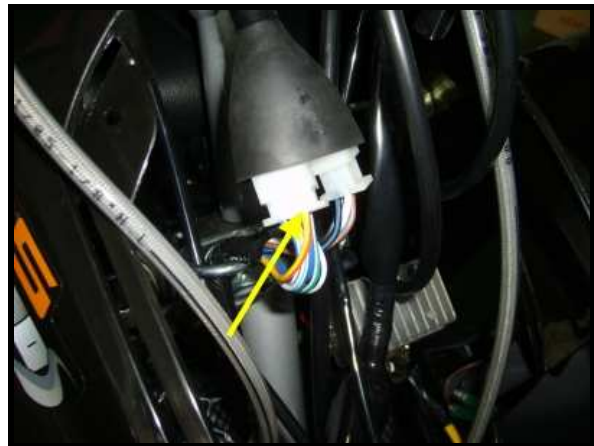
SPEEDOMETER REPLACEMENT



1. Remove the handlebar pod to access the speedometer.

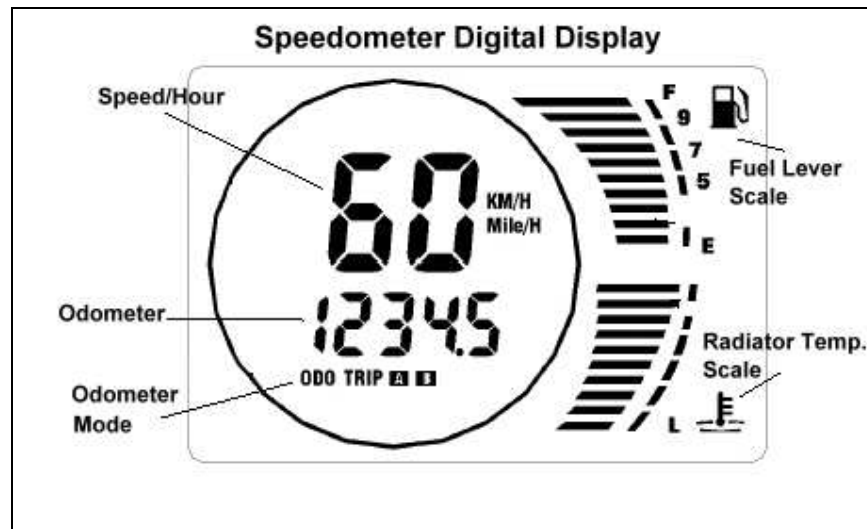


2. Disconnect the speedometer wire connections from the harness.



ELECTRICAL

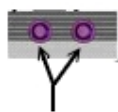
SPEEDOMETER DIGITAL DISPLAY FUNCTIONAL



SPEED/HOUR: There are metric and English. Turn the key switch “off”. Press mode and zero buttons both then turn the key switch “on” as show.

The KM/H and MILE/H symbol will twinkle. Press right button to select desire.

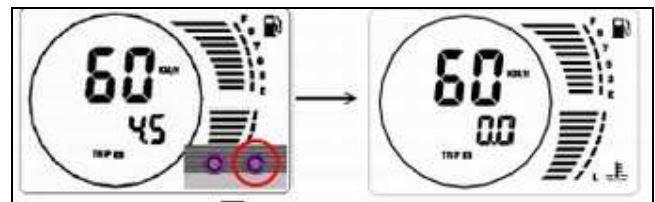
Press left button twice to finish selection.



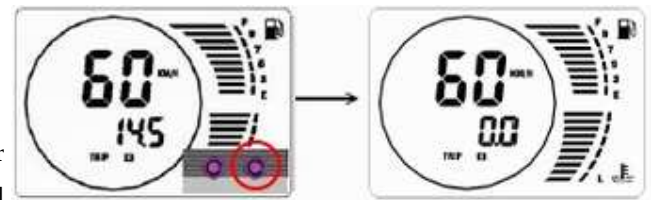
Press Both Button as Same Time



2. In “TRIP A” to press “zero” button after two seconds to clear the mileage.



3. In “TRIP B” press “zero” button after two seconds to clear the mileage.

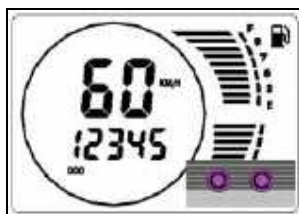


ODOMETER: It sum up total mileage that can’t zero or delete anymore. But will change following KM/H and MILE/H selection.

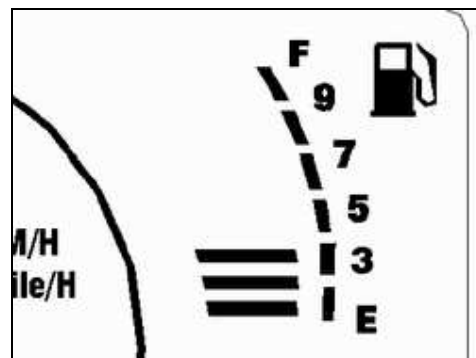
Odometer mode: There are three modes ODO, TRIP and twinkling as lever display less than three.

TRIP B.

1. As Odometer item, in ODO you can’t change anymore.

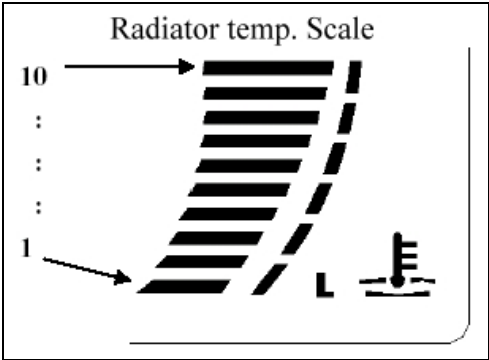


FUEL LEVEL SCALE: The fuel symbol will be



ELECTRICAL

RADIATOR TEMPERATURE SCALE: There are 10 scales; the fan will start at 7th scale (80□). The temperature table list as following.



Scale	Range	Scale	Range
10	Over 105℃	4	49~58℃
9	101~104℃	3	39~48℃
8	89~100℃	2	29~38℃
7	79~88℃	1	19~28℃
6	69~78℃	0	Less 19℃
5	56~68℃		

CAUTION

The fan will start at scale 7th or 8th.
When full scale, stop vehicle immediately, inspects radiator water, thermostatic, bimetal valve and water pump.

The thermostatic sensor locates at right hand of the radiator.
If the sensor is faulty, replace the entire assembly.



WARNING

Don't open the radiator cap or remove sensor, hose, bimetal valve and water pump when engine is still hot.

The Bimetal valve locates at right hand of cylinder.
If the valve is faulty, replace the entire assembly.

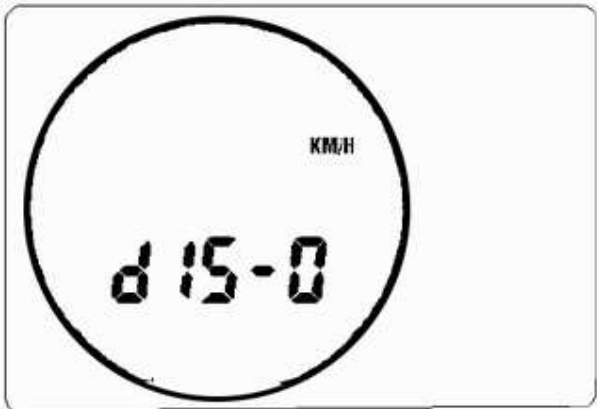


The water pump locates at right hand of crank cover.
The Remove and reinstall procedure referent as chapter 4.



TIRE/WHEEL DIAMETER SETTING:

1. Turn the key switch “off”. Press both “mode” and “zero” button then turn “on” the key switch.
2. Press left button to select tire diameter as show twinkle.



ELECTRICAL

IGNITION SYSTEM

3. Press right button to setting tire diameter. If you pass the desire number continue pressing right button it will repeat again.

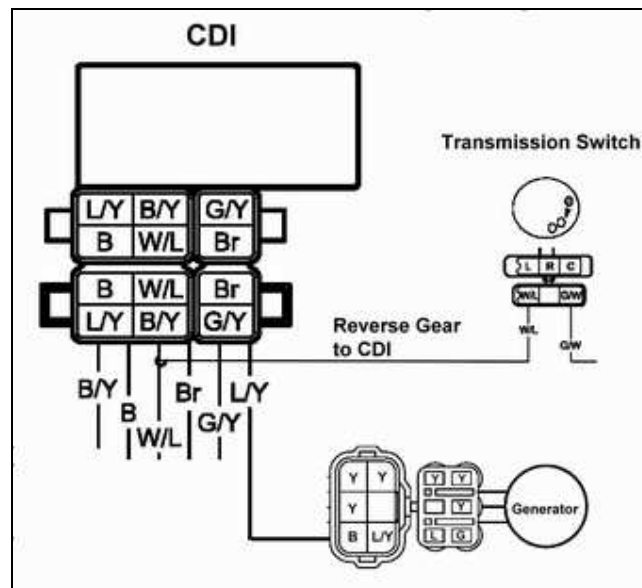
The setting code from d 15-0 to d 28-7.

The setting code show as following table

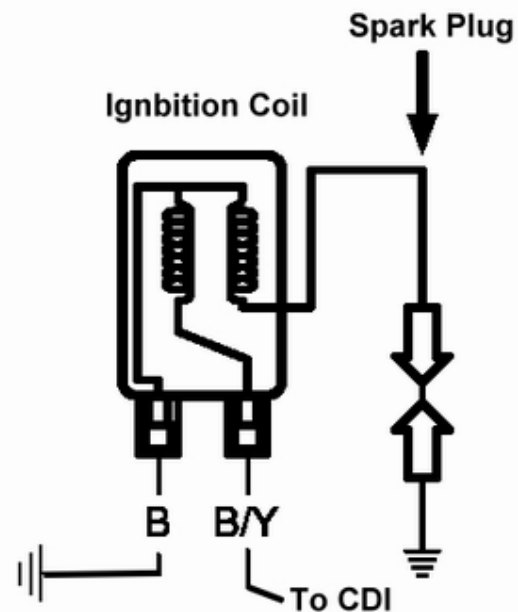
Tire Spec.	Rim OD.	Tire OD.	Tire circle	Code
18x7-7	7 inch	457 mm	1436 mm	d 18-0
18x9.5-8	8 inch	459 mm	1441 mm	d 18-0
20x9-8	8 inch	508 mm	1595 mm	d 20-0
20x10-9	9 inch	508 mm	1595 mm	d 20-0
21-8-9	9 inch	536 mm	1683 mm	d 21-0
21x7-10	10 inch	536 mm	1683 mm	d 21-0
22x8-10	10 inch	561 mm	1763 mm	d 22-0
23x8-11	11 inch	588 mm	1842 mm	d 23-0

RPM LIMITER SPECIFICATIONS

NOTE: The ATV is limited through the CDI box located on the bulkhead under the front cab. In forward gear, the CDI reads the RPM from the stator. The CDI acts as a limiter when the peak RPM is met. In Reverse Gear, the CDI also limits RPM, taking a signal from the shift drum switch that the vehicle is in reverse.



IGNITION COIL TEST

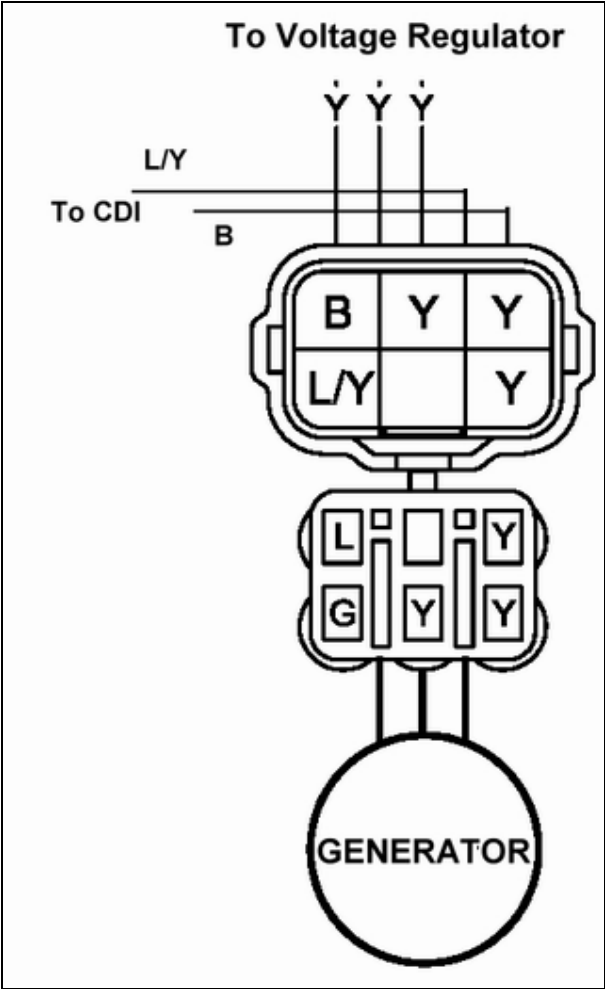


Test Description	Resistance
Spade Connection to Ground	0.5 -- 1.0 Ohms
Plug Cap (Cap Resistance with Cap Removed)	4--5 K Ohms
Ignition Coil Secondary Winding (Cap Removed)	5--9 K Ohms

ALTERNATOR OUTPUT TEST (AC AMP)

Three tests can be performed using a multi-meter to determine the condition of the stator (alternator).

ELECTRICAL



TEST 1: Resistance Value of Each Stator coupler

- 1. Measure the resistance value of each stator coupler for three: Y1 to Y2, Y1 to Y3, and Y2 to Y3.
Each should measure **0.7--1.0 ohms**
- 2. When measuring any of the Yellow wires to ground, the reading should be infinite (open).

NOTE: If there are any significant variations in ohm's readings between the three couplers, it is an indication that one of stator coupler maybe weak or failed.

TEST 2:Resistance Value of Stator coupler to Ground

- 1. Measure the resistance value of each of the stator coupler to ground: Y1 to Ground, Y2 to Ground, and Y3 to Ground.
- NOTE:** Any measurement other than Infinity (open) will indicate a failed or shorted stator coupler.

TEST 3: Measure AC Voltage Output of Each Stator coupler at Charging RPM with a voltmeter set to Volts AC.

- 1. Place the red lead on the tester in the 10A jack.
 - 2. Turn the selector dial to the Volts AC position.
 - 3. Start the engine and let it idle.
 - 4. Separately test each 'leg' of the stator by connecting the meter leads to the wires leading from the alternator (Y1 to Y2, Y1 to Y3, Y2 to Y3).
- Alternator Current Output Reading should be no less than **30--40V AC above 2000 RPM on each coupler.**
- NOTE:** If one or more of the stator leg output AC voltage varies significantly from the specified value, the stator may need to be replaced.

CDI OUTPUT TEST USING PEAK READING ADAPTOR OR A VOLT METER

Re-connect all CDI wires to stator wires. Disconnect CDI module wire from ignition coil primary terminal. Connect one meter lead to engine ground and the other to the ignition coil primary wire leading from the CDI module. Crank engine and check output of CDI wire to coil. Reconnect coil wire to CDI.

Test	Connect meter wire to:	Reading
CDI output	B/Y to Engine Ground	240DC Volts ± 20%

CDI OUTPUT TEST USING PEAK READING ADAPTOR

Re-connect all CDI wires to stator wires. Disconnect CDI module wire from ignition coil primary terminal. Connect one meter lead to engine ground and the other to the ignition coil primary wire leading from the CDI module. Set meter to read DC Volts. Crank engine and check output of CDI wire to coil.

Average Output w/ Digital Voltmeter 20 DCV

ELECTRICAL

CDI CRANKING OUTPUT TEST

The following peak voltage tests will measure the amount of output directly from each component. A peak reading voltmeter can be used to perform the tests. A variety of peak reading adaptors are commercially available for use with the Fluke 77 Digital Multi-meter and other digital VOMs, which will allow peak voltage tests to be performed accurately. Follow the directions provided with the adaptor. All measurements are indicated in Volts.

Readings obtained without a peak reading adaptor will be significantly different.

Disconnect the stator connectors from the CDI module. Test output from the detection and pulse (trigger) coil, and compare to the chart. The following measurements were obtained when cranking the engine with the electric starter, spark plug installed.

The starter system must be in good condition and the battery fully charged.

CDI WIRE

PLUG	COLOR	DECCRIPTION
2-WIRE	Br	DC VOLTAGE INPUT.
	G/Y	BRAKE LIGHT SIGNAL
4-WIRE	B/Y	IGNITION COIL DC OUTPUT.
	W/ L	REVERSE SIGNAL
	B	GROUND
	L/Y	PULSE COIL INPUT

210 Watt 4 Stroke CDI Ignition

Voltage Test	Connect Meter Wires To:	Reading (With VOM)	Reading (With Peak Reading Adapter)
Pulse Coil	L/Y and G	0.15 Volts minimum AC @ cranking RPM	1.4--2.0 Volts minimum DC @ cranking RPM

Ohm Test	Connect Meter Wires To:	Reading	Reading With Peak Reading Adapter)
Pulse Coil	L/Y and G	120--180 Ohms	n/a

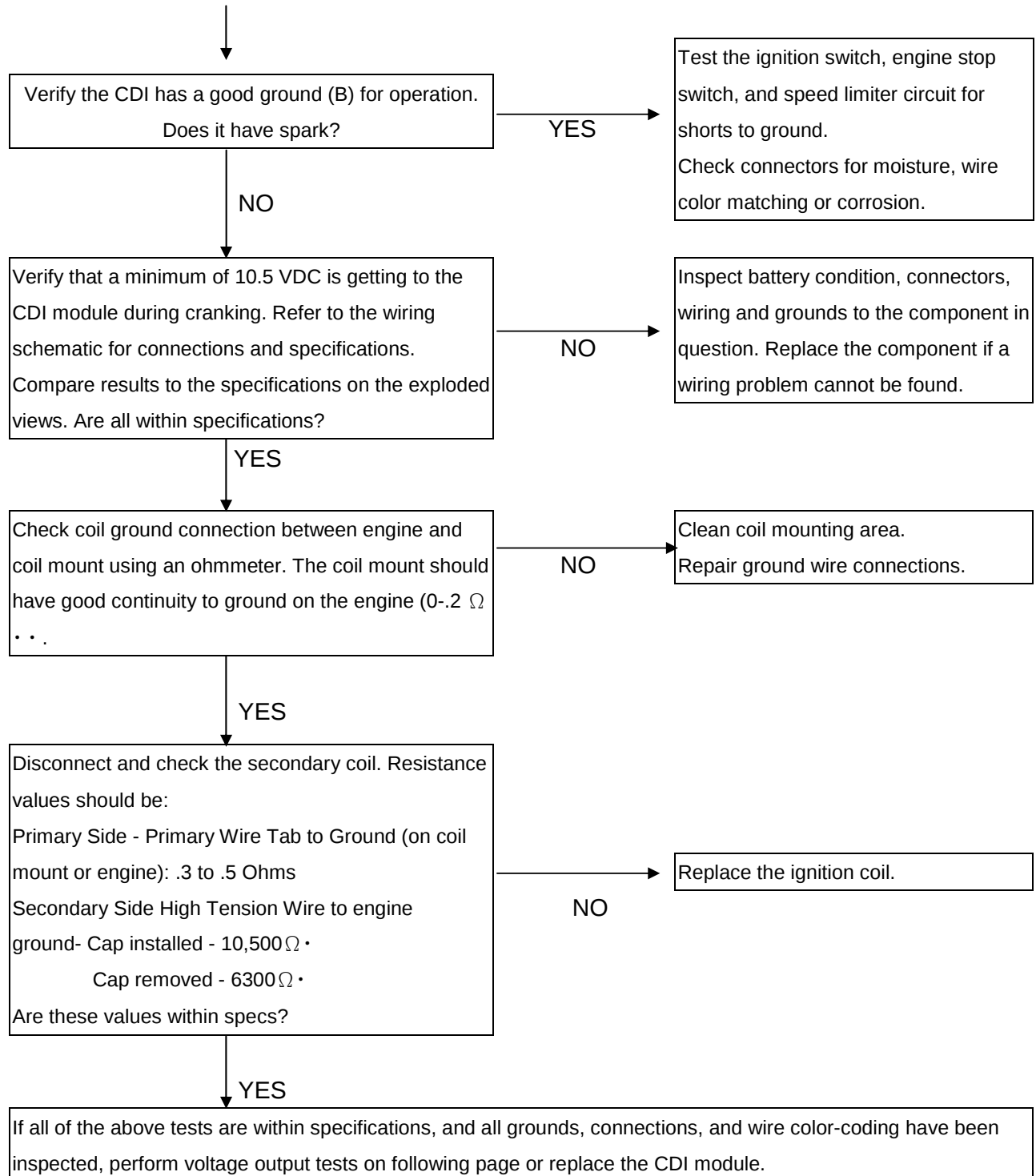
ELECTRICAL

IGNITION SYSTEM TEST

Whenever troubleshooting an electrical problem you should first check all terminal connections to be sure they are clean and tight. Also be sure that colors match when wires are connected. Use the following pages as a guide for troubleshooting. The resistance values are also given on the specification pages.

Condition: No Spark or intermittent spark

Verify 12 Volt DC power is present on the wire to CDI. Replace Spark Plug.



ELECTRICAL

CHARGING SYSTEM

NO SPARK, WEAK OR INTERMITTENT SPARK

- ⊙ No 12 volt power or ground to CDI
- ⊙ Spark plug gap incorrect
- ⊙ Fouled spark plug
- ⊙ Faulty spark plug cap or poor connection to high tension lead
- ⊙ Related wiring loose, disconnected, shorted, or corroded
- ⊙ Engine Stop switch or ignition switch faulty
- ⊙ Poor ignition coil ground (e.g. Coil mount loose or corroded)
- ⊙ Faulty stator (measure resistance of all ignition related windings)
- ⊙ Incorrect wiring (inspect color coding in connectors etc)
- ⊙ Faulty ignition coil winding (measure resistance of primary and secondary)
- ⊙ Worn magneto (RH) end Crankshaft bearings
- ⊙ Sheared flywheel key
- ⊙ Flywheel loose or damaged
- ⊙ Excessive crankshaft run out on magneto (RH) end - should not exceed .005 "
- ⊙ Faulty CDI module

MAIN FUSE ASSEMBLY

The main fuse assembly is located under the seat and has a 15-amp capacity.



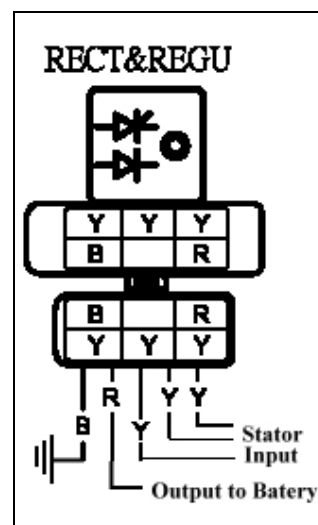
NOTE: Use only the recommended fuse capacity, as use of a higher amperage fuse to correct blown—fuse situations could lead to electrical component damage.

VOLTAGE REGULATOR / RECTIFIER

1. The voltage regulator / rectifier is located under the headlight of right hand front cab.



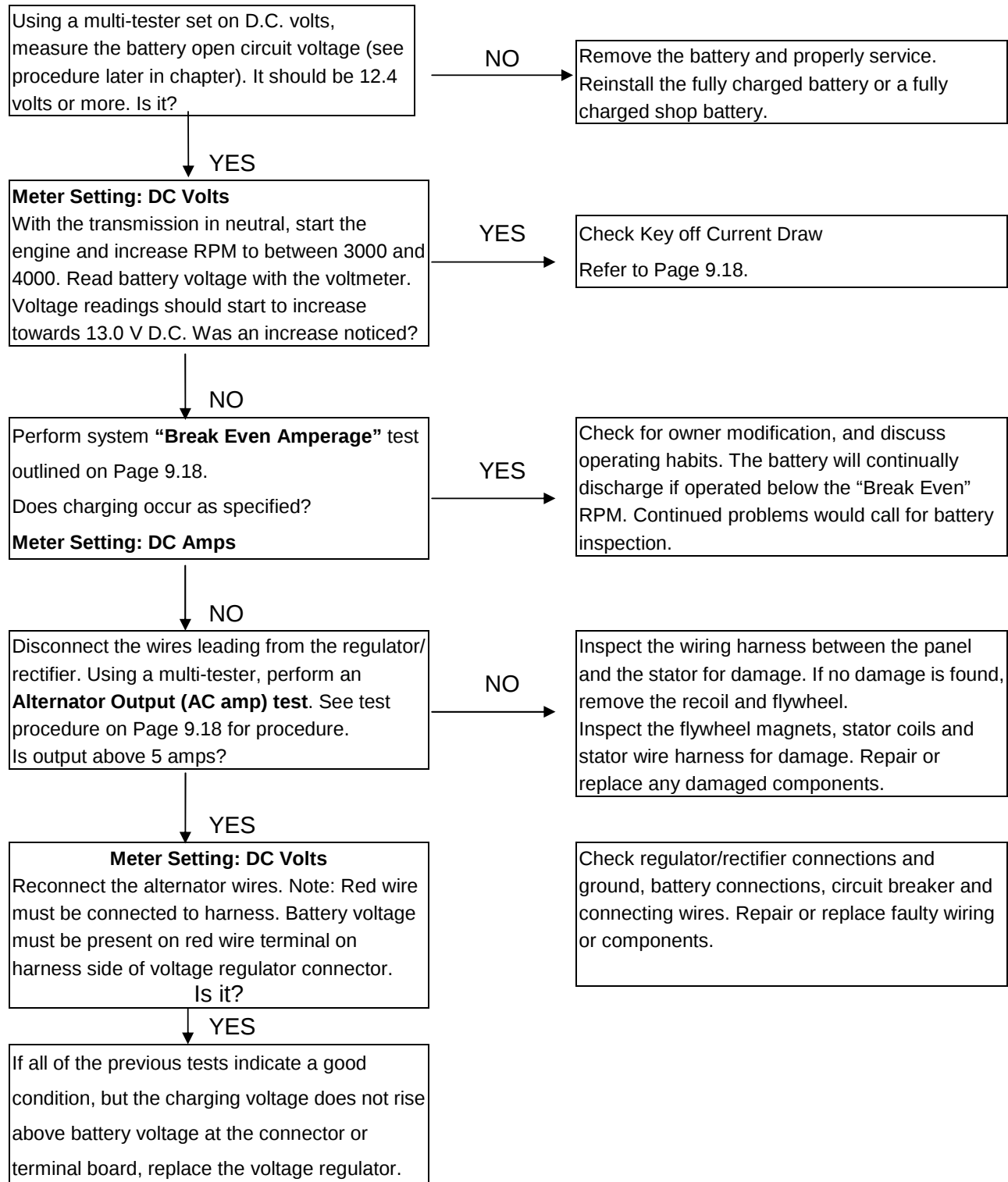
2. If a problem exists with the charging system, test the components around the regulator/rectifier to isolate the component. If the stator is supplying sufficient AC current and there is no DC current leaving the regulator/rectifier, replace the component.



ELECTRICAL

CHARGING SYSTEM TESTING

Whenever charging system problems are suspected, proceed with the following system checks:



ELECTRICAL

CURRENT DRAW - KEY OFF



Do not connect or disconnect the battery cable or ammeter with the engine running. Damage will occur to light bulbs and speed limiter.

Connect an ammeter in series with the negative battery cable. Check for current draw with the key off.

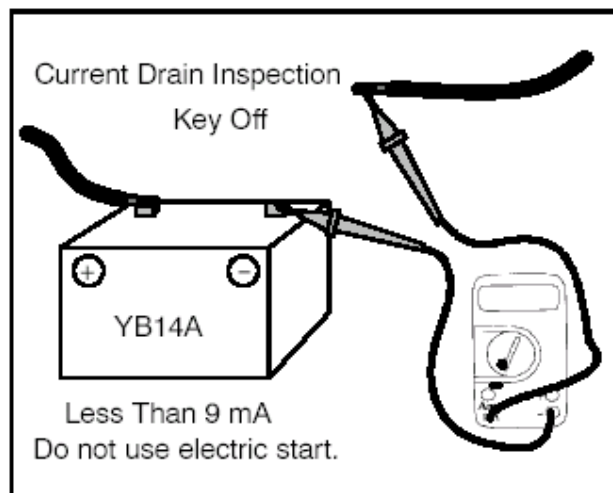
If the draw is excessive, loads should be disconnected from the system one by one until the draw is eliminated. Check component wiring as well as the component for partial shorts to ground to eliminate the draw.

**Current Draw - Key Off:
Maximum of .02 DCA (20 mA)**

The “break even” point of the charging system is the point at which the alternator overcomes all system loads (lights, etc.) and begins to charge the battery.

Depending on battery condition and system load, the break-even point may vary slightly. The battery should be fully charged before performing this test.

⊙ Clamp an inductive ammeter or connect an ammeter (set to DC amps) in series between the negative battery cable and terminal.



⊙ Connect a tachometer according to manufacturer's instructions.

⊙ With engine off and the key and kill switch in the ON position, the ammeter should read negative amps (battery discharge). Reverse meter leads if a positive reading is indicated.

⊙ Shift transmission into neutral and start the engine.

If using an ammeter in series, start engine with kick-start only.

⊙ Turn headlight on high beam and apply the brake light. Increase engine RPM while observing ammeter and tachometer.

⊙ Note RPM at which the battery starts to charge (ammeter indication is positive).

⊙ With lights and other electrical load off, this should occur at approximately 1500 RPM or lower.

⊙ Turn the lights on and lock parking brake to keep brake light on.

⊙ Repeat test, observing ammeter and tachometer. With lights on, charging should occur at or below 2000 RPM.

ALTERNATOR OUTPUT TEST (AC AMP)

This test measures AC amperage from the alternator.



This test simulates a “full load” on the alternator. Do not perform this test longer than required to obtain a reading or the alternator stator windings may overheat. Do not exceed idle rpm during this test.

To Calculate Available Alternator Output

$$I = P/E, 150W / 12V = 12.5 \text{ Amps } I =$$

I = Current in Amps

P = Power in Watts

E = Electromotive Force (Volts)

**Alternator Current Output:
Minimum of 5 AC Amps**

⊙ Maximum alternator output will be indicated on the meter.

It is not necessary to increase engine RPM above idle.

⊙ Place the red lead on the tester in the 10A jack.

⊙ Turn the selector dial to the AC amps position.

⊙ Connect the meter leads to the wires leading from the alternator (see schematic for proper wiring colors).

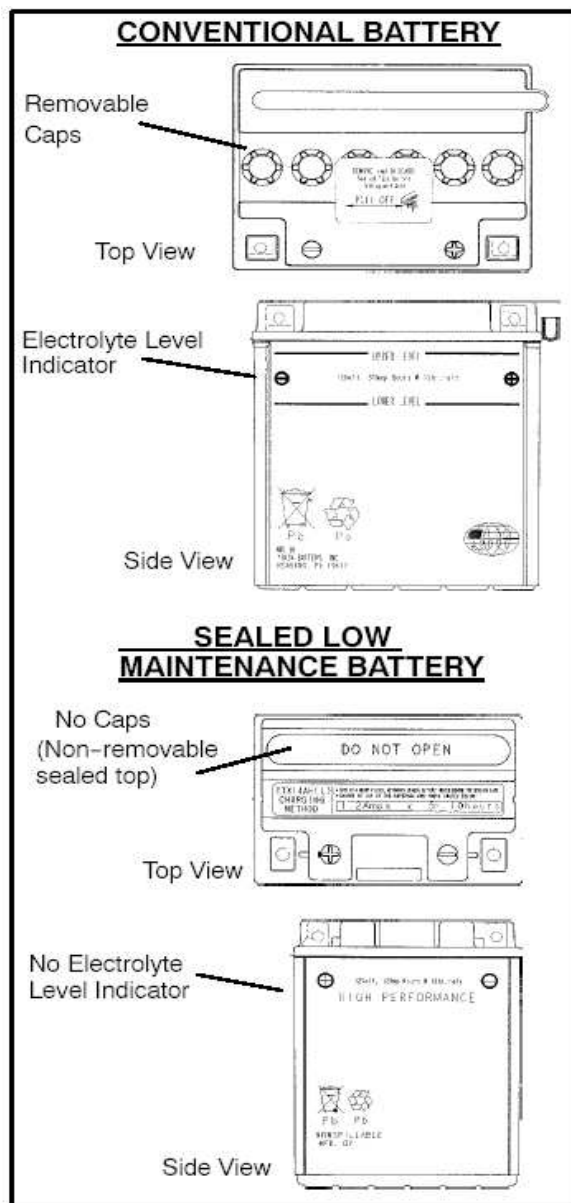
⊙ **Start the engine and let it idle. Reading should be a minimum of 5A at idle.**

BATTERY IDENTIFICATION

NOTICE: It is important to identify what type of battery you have installed in your ATV. Different types of batteries require different service procedures.

Proper servicing and upkeep of your battery is very important for maintaining long battery life.

Your ATV may have a Conventional Battery or a Sealed Low Maintenance Battery. To identify which type of battery your ATV has, refer to the illustration below and follow the correct service and charging procedures that follow in the manual.

**SEALED LOW MAINTENANCE BATTERY**

NOTE: All Low Maintenance batteries are fully charged and tested at the factory before installation. Expected shelf life varies upon storage conditions. As a general rule before placing the battery into service, check the battery condition and charge accordingly.

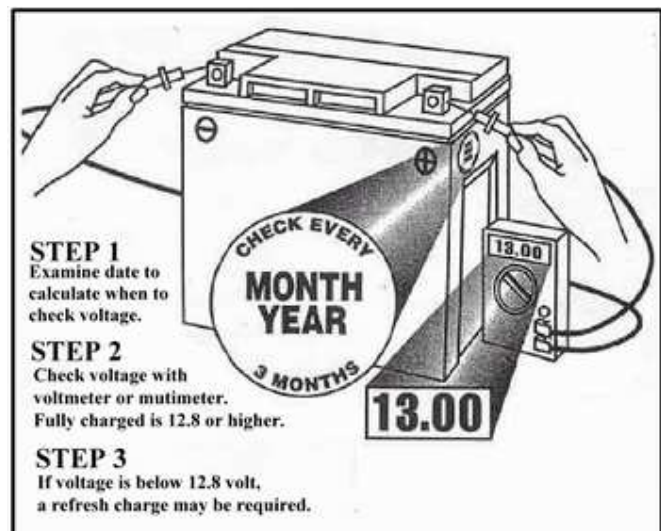
Battery Check:

1. Check the date label on the side of the battery to calculate when to check voltage. The battery should be checked every 3 months.

2. Check the voltage with a voltmeter or multi-meter.

A fully charged battery should be 12.8 V or higher.

3. If the voltage is below 12.8 V, the battery will need to be recharged.



New Batteries: Batteries must be fully charged before use or battery life can be reduced by 10-30% of full potential. Charge battery for 3-5 hours using a variable rate charger. Do not use the alternator to charge a new battery. A high rate battery charger can cause battery damage.

Low Maintenance batteries are permanently sealed at the time of manufacture. The use of lead-calcium and AGM technology instead of lead-antimony allows the battery acid to be fully absorbed. For this reason, a Low Maintenance battery case is dark and the cell caps are not removable, since there is no need to check electrolyte level.

ELECTRICAL

NEVER attempt to add electrolyte or water to a Low Maintenance battery. Doing so will damage the case and shorten the life of the battery. Refer to the **Battery Activation and Maintenance Video (PN 9917987)** For proper instruction on servicing Low Maintenance batteries.

NEVER attempt to add electrolyte or water to a Low Maintenance battery. Doing so will damage the case and shorten the life of the battery. Refer to the **Battery Maintenance Video (PN 9917987)** for proper instruction on servicing Low Maintenance batteries.

How To service a Low Maintenance battery:

1. Remove battery from the vehicle
2. Test battery with a voltage meter or load tester to determine battery condition. This will determine the length of time required to charge the battery to full capacity. Refer to capacity table.
3. Charge battery using a variable rate charger.

SEALED LOW MAINTENANCE BATTERY CHARGING

If battery voltage is 12.8 V or less, the battery may need recharging. When using an automatic charger, refer to the charger manufacturer's instructions for recharging. When using a constant current charger, use the following guidelines for recharging.

NOTE: Always verify battery condition before and 1-2 hours after the end of charging.

WARNING: An overheated battery could explode, causing severe injury or death. Always watch charging times carefully. Stop charging if the battery becomes very warm to the touch. Allow it to cool before resuming charging.

Battery Charging Reference Table

State of Charge	VOLTAGE	ACTION	CHARGE TIME
100%	12.8-13.0V	None	FULL None Required
75%	12.5-12.8V	Slight Charge	3-6 Hours @ 0.5 A
50%	12-12.5V	Charge	5-11 Hours @ 0.5 A
25%	11.5-12.0V	Charge	13+ Hours @ 0.5 A Check Charging
0%	Less than 11.5v	Charge	20 Hours @ 0.5 A Battery may be dead

SEALED LOW MAINTENANCE BATTERY INSPECTION/ REMOVAL

The battery is located under the seat.



1. Disconnect holder strap.
2. Disconnect battery negative (-) (black) cable first, followed by the positive (+) (red) cable.



Whenever removing or reinstalling the battery, disconnect the negative (black) cable first and reinstall the negative cable last!

3. Remove the battery.

SEALED LOW MAINTENANCE BATTERY INSTALLATION

1. Clean battery cables and terminals with a stiff wire brush. Corrosion can be removed using a solution of one-cup water and one tablespoon baking soda. Rinse well with clean water and dry thoroughly.
2. Route the cables correctly.
3. Reinstall battery, attaching positive (+) (red) cable first and then the negative (-) (black) cable. Coat terminals and bolt threads with Grease.
4. Reinstall the holder strap.

ELECTRICAL

SEALED LOW MAINTENANCE BATTERY TESTING

Whenever a service complaint is related to either the starting or charging systems, the battery should be checked first. Following are three tests which can easily be made on a battery to determine its condition: OCV Test, Specific Gravity Test and Load Test.

SEALED LOW MAINTENANCE BATTERY -- OCV – OPEN CIRCUIT VOLTAGE TEST

Battery voltage should be checked with a digital Multi-tester. Readings of 12.8 volts or less require further battery testing and charging. See charts and Load Test.

NOTE: Lead-acid batteries should be kept at or near a full charge as possible. If the battery is stored or used in a partially charged condition, or with low electrolyte levels, hard crystal sulfating will form on the plates, reducing the efficiency and service life of the battery.

NOTE: Use a voltmeter or multi-meter to test battery voltage.

OPEN CIRCUIT VOLTAGE		
State of charge	Maintenance Free	Low Maintenance Type
100%	13.0V	12.70V
75% Charged	12.80V	12.50V
50% Charged	12.50V	12.20V
25% Charged	12.20V	12.0V
0% Charged	Less than 12.0V	Less than 11.9V

* At 28°C

NOTE: Subtract .01 from specific gravity reading at 0°C.

SEALED LOW MAINTENANCE BATTERY LOAD TEST

 CAUTION
Whenever removing or reinstalling the battery, disconnect the negative (black) cable first and reinstall the negative cable last!

NOTE: This test can only be performed on machines with electric starters. It cannot be performed on engine or starting system is not working properly.

A battery may indicate a full charge condition in the OCV test and the specific gravity test, but still may not have the storage capacity necessary to properly function in the electrical system. For this reason, a battery capacity or load test should be conducted whenever poor battery performance is encountered. To perform this test, hook a multi-tester to the battery in the same manner as was done in the OCV test. The reading should be 12.6 volts or greater. Engage the starter and observe the battery voltage while cranking the engine.

Continue the test for 15 seconds. During cranking the observed voltage should not drop below 9.5 volts. If the beginning voltage is 12.6 volts or higher and the cranking voltage drops below 9.5 volts during the test, replace the battery.

SEALED LOW MAINTENANCE BATTERY OFF—SEASON STORAGE

To prevent battery damage during extended periods of non-use, the following basic battery maintenance items must be performed:

- ⊙ Remove the battery from the machine and wash the case and battery tray with a mild solution of baking soda and water. Rinse with lots of fresh water after cleaning.
- ⊙ Using a wire brush or knife, remove any corrosion from the cables and terminals.
- ⊙ Charge at a rate no greater than 1/10 of the battery's amp/hr capacity until the voltage reaches 13.0VDC or greater.
- ⊙ Store the battery either in the machine with the cables disconnected, or store in a cool place.

ELECTRICAL

NOTE: Stored batteries lose their charge at the rate of up to 1% per day. Recharge to full capacity every 30 to 60 days during a non-use period. If the battery is stored during the winter months, electrolyte will freeze at higher temperatures as the battery discharges. The chart below indicates freezing points by specific gravity.

Electrolyte Freezing Points	
Specific Gravity of Electrolyte	Freezing Point
1.265	-80°C (-75°F)
1.225	-37°C (-35°F)
1.200	-27°C (-17°F)
1.150	-15°C (+5°F)
1.100	-8°C (+18°F)
1.050	-3°C (+27°F)

WARNING

Battery electrolyte is poisonous. It contains sulfuric acid. Serious burns can result from contact with skin, eyes or clothing. Antidote:
External: Flush with water.
Internal: Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg, or vegetable oil. Call physician immediately.
Eyes: Flush with water for 15 minutes and get prompt medical attention.
Batteries produce explosive gases. Keep sparks, flame, cigarettes, etc. away. Ventilate when charging or using in an enclosed space.
Always shield eyes when working near batteries.
KEEP OUT OF REACH OF CHILDREN.

SEALED LOW MAINTENANCE BATTERY CHARGING PROCEDURE

1. Remove the battery from the ATV to prevent damage from leaking or spilled acid during charging.
2. Charge the battery with a variable rate charging output. Charge as needed to raise the voltage to 12.8VDC or greater.
3. Install battery in vehicle with positive terminal toward the front. Coat threads of battery bolt with a corrosion resistant Grease.
4. Route cables so they are tucked away in front and behind battery.
5. Connect battery cables.

WARNING

To avoid the possibility of sparks and explosion, connect positive (red) cable first and negative (black) cable last.

6. After connecting the battery cables, install the cover on the battery and attach the hold down strap.

CONVENTIONAL BATTERY ACTIVATION/ SVC

To ensure maximum service life and performance from a battery, perform the following steps.

NOTE: This section contains information for both conventional Lead--Acid batteries and Sealed Low Maintenance batteries. Before service, it has to check the battery type in the vehicle first.

WARNING

The gases given off by a battery are explosive. Any spark or open flame near a battery can cause an explosion, which will spray battery acid on anyone close to it. Should there be contact with battery acid, wash the affected area with large quantities of cool water and seek immediate medical attention.

NOTE: New Battery: Battery must be fully charged before use or battery life will be significantly reduced 10-30% of the battery's full potential.

To activate a new battery:

1. Remove vent plug from vent fitting. Remove cell caps.
2. Fill battery with electrolyte to upper level marks on case.
3. Set battery aside to allow for acid absorption and stabilization for 30 minutes.
4. Add electrolyte to bring level back to upper level mark on case.

NOTE: This is the last time that electrolyte should be added. If the level becomes low after this point, add only distilled water.

5. Charge battery at 1/10 of its amp/hour rating.
Examples: 1/10 of 9 amp battery = .9 amp; 1/10 of 14 amp battery = 1.4 amp; 1/10 of 18 amp battery = 1.8 amp (recommended charging rates).

ELECTRICAL

6. Check specific gravity of each cell with a hydrometer to assure each has a reading of 1.270 or higher.

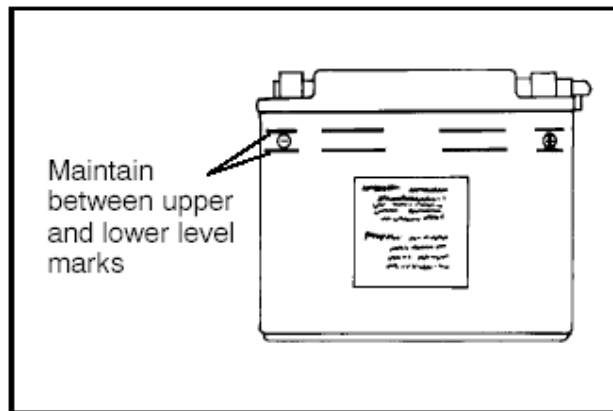
BATTERY TERMINALS/TERMINAL BOLTS

Use corrosion resistant grease on battery bolts. See Battery Installation.

CONVENTIONAL BATTERY INSPECTION/REMOVAL

The battery is located under the seat and the right rear fender see **page 9-20**.

Inspect the battery fluid level. When the battery fluid nears the lower level, remove the battery and fill with **distilled water only** to the upper level line. To remove the battery:



1. Disconnect holder strap and remove covers.
2. Disconnect battery negative (-) (black) cable first, followed by the positive (+) (red) cable.

CAUTION

Whenever removing or reinstalling the battery, disconnect the negative (black) cable first and reinstall the negative cable last!

3. Remove the battery.
4. Remove the filler caps and add **distilled water only** as needed to bring each cell to the proper level. Do not overfill the battery.
5. Reinstall the battery caps.

CAUTION

Refill using only distilled water. Tap water contains minerals that are harmful to a battery.

CAUTION

Do not allow cleaning solution or tap water inside the battery. Battery life may be reduced.

CONVENTIONAL BATTERY INSTALLATION

1. Clean battery cables and terminals with a stiff wire brush. Corrosion can be removed using a solution of one-cup water and one tablespoon baking soda. Rinse well with clean water and dry thoroughly.
2. Route the cables correctly.
3. Reinstall battery, attaching positive (+) (red) cable first and then the negative (-) (black) cable. Coat terminals and bolt threads with Grease.
4. Install clear battery vent tube from vehicle to battery vent.

WARNING

Vent tube must be free from obstructions and kinks and securely installed. If not, battery gases could accumulate and cause an explosion. The vent tube should be routed away from frame and body to prevent contact with electrolyte. Avoid skin contact with electrolyte, as severe burns could result. If electrolyte contacts the vehicle frame, corrosion will occur.

5. Reinstall the holder strap.

CONVENTIONAL BATTERY TESTING

Whenever a service complaint is related to either the starting or charging systems, the battery should be checked first.

Following are three tests which can easily be made on a battery to determine its condition: OCV Test, Specific Gravity Test and Load Test.

ELECTRICAL

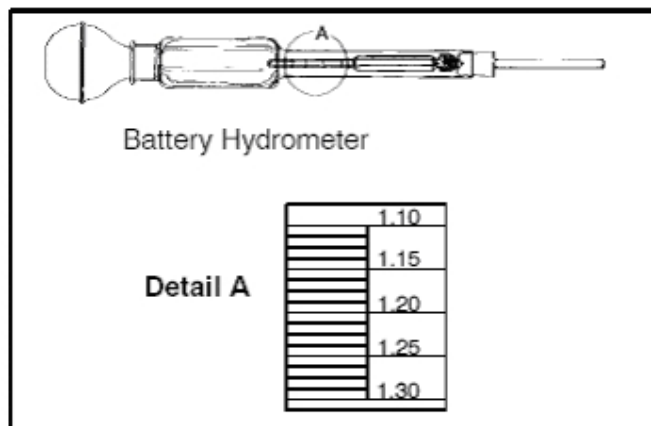
CONVENTIONAL BATTERY OCV - OPEN CIRCUIT VOLTAGE TEST

Battery voltage should be checked with a digital Multi-tester. Readings of 12.6 volts or less require further battery testing and charging. See charts and Load Test on below.

NOTE: Lead-acid batteries should be kept at or near a full charge as possible. Electrolyte level should be kept between the low and full marks. If the battery is stored or used in a partially charged condition, or with low electrolyte levels, hard crystal sulfating will form on the plates, reducing the efficiency and service life of the battery.

CONVENTIONAL BATTERY SPECIFIC GRAVITY TEST

A tool such as a Battery Hydrometer can be used to measure electrolyte strength or specific gravity. As the battery goes through the charge/discharge cycle, the electrolyte goes from a heavy (more acidic) state at full charge to a light (more water) state when discharged. The hydrometer can measure state of charge and differences between cells in a multi-cell battery. Readings of 1.270 or greater should be observed in a fully charged battery. Differences of more than .025 between the lowest and highest cell readings indicate a need to replace the battery.



OPEN CIRCUIT VOLTAGE		
State of charge	Conventional Lead-acid	Low Maintenance Type
100%	12.60V	12.70V
75% Charged	12.40V	12.50V
50% Charged	12.10V	12.20V
25% Charged	11.8V	12.0V
0% Charged	Less than	Less than 11.9V

SPECIFIC GRAVITY		
State of charge*	Conventional lead-acid	Low Maintenance Type
100%	1.265	1.275
75% Charged	1.210	1.225
50% Charged	1.160	1.175
25% Charged	1.120	1.135
0% Charged	Less than 1.100	Less than 1.115

* At 28°C

NOTE: Subtract .01 from the specific gravity reading at 0°C.

CONVENTIONAL BATTERY LOAD TEST

**CAUTION**

To prevent shock or component damage, remove spark plug high-tension leads and connect securely to engine ground before proceeding.

NOTE: This test can only be performed on machines with electric starters. This test cannot be performed with an engine or starting system that is not working properly. A battery may indicate a full charge condition in the OCV test and the specific gravity test, but still may not have the storage capacity necessary to properly function in the electrical system. For this reason, a battery capacity or load test should be conducted whenever poor battery performance is encountered. To perform this test, hook a multi-tester to the battery in the same manner as was done in the OCV test. The reading should be 12.6 volts or greater. Engage the starter and observe the battery voltage while cranking the engine. Continue the test for 15 seconds. During cranking the observed voltage should not drop below 9.5 volts. If the beginning voltage is 12.6 volts or higher and the cranking voltage drops below 9.5 volts during the test, replace the battery.

ELECTRICAL

CONVENTIONAL BATTERY OFF SEASON STORAGE

To prevent battery damage during extended periods of non-use, the following basic battery maintenance items must be performed:

⊙ Remove the battery from the machine and wash the case and battery tray with a mild solution of baking soda and water. Rinse with lots of fresh water after cleaning.

NOTE: Do not get any of the baking soda into the battery or the acid will be neutralized.

⊙ Using a wire brush or knife, remove any corrosion from the cables and terminals.

⊙ Make sure that the electrolyte is at the proper level. Add distilled water if necessary.

⊙ Charge at a rate no greater than 1/10 of the battery's amp/hr capacity until the electrolyte's specific gravity reaches 1.270 or greater.

⊙ Store the battery either in the machine with the cables disconnected, or store in a cool place.

NOTE: Stored batteries lose their charge at the rate of 1% per day. Recharge to full capacity every 30 to 60 days during a non-use period. If the battery is stored during the winter months, electrolyte will freeze at higher temperatures as the battery discharges. The chart below indicates freezing points by specific gravity.

Electrolyte Freezing Points	
Specific Gravity - Electrolyte	Freezing Point
1.265	-80°C (-75°F)
1.225	-37°C (-35°F)
1.200	-27°C (-17°F)
1.150	-15°C (+5°F)
1.100	-8°C (+18°F)
1.050	-3°C (+27°F)

CONVENTIONAL BATTERY CHARGING PROCEDURE

1. Remove the battery from the ATV to prevent damage from leaking or spilled acid during charging.

2. Charge the battery with a charging output no larger than 1/10 of the battery's amp/hr rating. Charge as needed to raise the specific gravity to 1.270 or greater.

3. Install battery in vehicle with positive terminal toward the front. Coat threads of battery bolt with a corrosion resistant dielectric grease.

4. Connect battery cables.

WARNING

To avoid the possibility of explosion, connect positive (red) cable first and negative (black) cable last.

5. After connecting the battery cables, install the cover on the battery and attach the hold down strap.

6. Install clear battery vent tube from vehicle to battery vent.

WARNING

Vent tube must be free from obstructions and kinks and securely installed. If not, battery gases could accumulate and cause an explosion. Vent should be routed away from frame and body to prevent contact with electrolyte. Avoid skin contact with electrolyte, as severe burns could result. If electrolyte contacts the vehicle frame, corrosion will occur.

7. Route cables so they are tucked away in front and behind battery.

8. Reinstall battery, attaching positive (+) (red) cable first and then the negative (-) (black) cable. Coat terminals and bolt threads with Dielectric Grease.

9. *(Conventional Lead/Acid Batteries Only)* Install clear battery vent tube from vehicle to battery vent.

WARNING

Vent tube must be free from obstructions and kinks and securely installed. If not, battery gases could accumulate and cause an explosion. Vent should be routed away from frame and body to prevent contact with electrolyte. Do not contact the electrolyte; it may make your skin severe burns. If electrolyte contacts the vehicle frame, corrosion will occur.

10. Route cables so they are tucked away in front and behind battery.

11. Reinstall battery cover and holder strap.

CAUTION

Do not run the engine with the battery disconnected. Electrical components can become damaged.

ELECTRICAL

STARTER SYSTEM

STARTER RELAY

Take off the right side panel. The starter relay locates under right hand rear cab.



The starter relay consists of a simple 2-way circuit. Power is present at the (R/B) wire from the battery. Once the switching side of the relay receives power from the brake switch (G/Y) and a ground path from the starter button (G/R), battery power is sent to the starter motor to crank the engine.

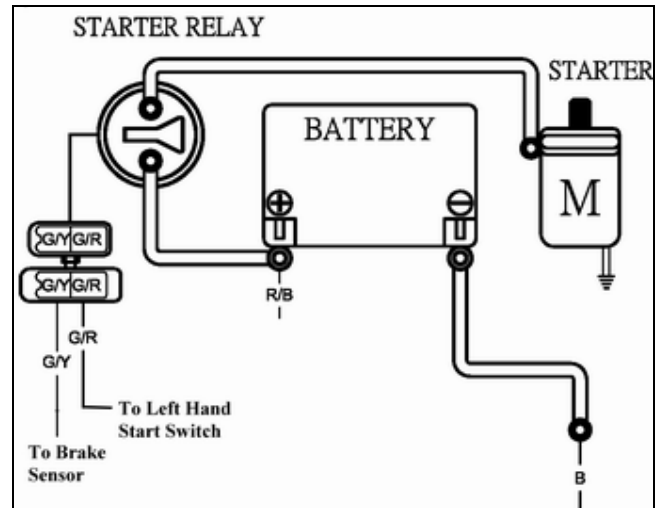
VOLTAGE DROP TEST

The Voltage Drop Test is used to test for bad connections. When performing the test, you are testing the amount of voltage drop through the connection. A poor or corroded connection will appear as a high voltage reading. Voltage drop shown on the meter when testing connections should not exceed 0.1 VDC per connection or component.

To perform the test, place the meter on DC volts and place the meter leads across the connection to be tested. Refer to the chart on next page to perform voltage drop tests on the starter system.

Voltage Drop should not exceed: 0.1 DC volts per connection

Use the illustration below when troubleshooting a “No Start” condition.



STARTER MOTOR SERVICE

The starter motor is a complete service part. If it is determined that the starter motor is the failed part, replace as needed. See the parts manual for correct part numbers.



STARTER MOTOR DISASSEMBLY

NOTE: Use only electrical contact cleaner to clean starter motor parts. Other solvents may leave a residue or damage internal parts and insulation.

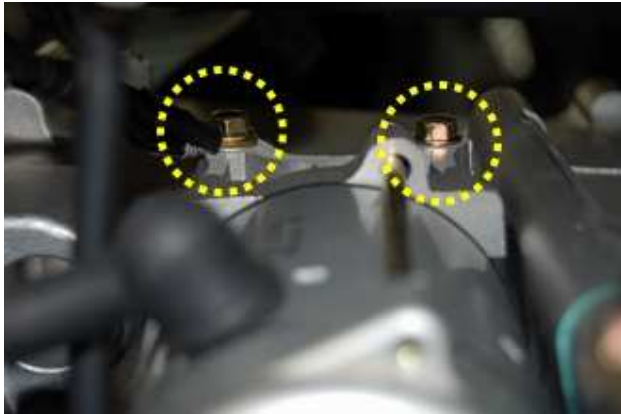
NOTE: Some starter motors may not be serviceable.

Replacement of entire assembly may be required.

Check the parts manual for replacement part information.

ELECTRICAL

1. Disconnect the negative battery cable and starter motor harness. Remove the (2) bolts from the starter and pull it from the engine.



2. Remove the 2 main screws.

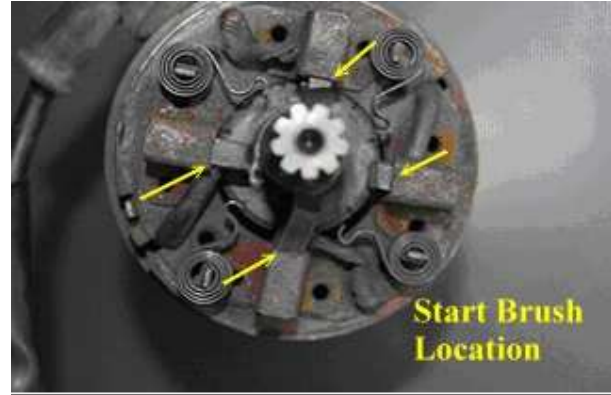


3. Remove magnet housing while holding the armature and brush holder section together.



STARTER BRUSH INSPECTION / REPLACEMENT

1. Release the brush coil spring away.
2. Push the armature out of case.

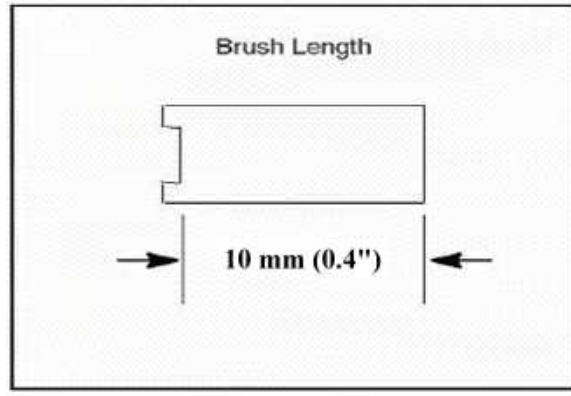


3. Using an Ohmmeter, measure the resistance between the cable terminal and the insulated brush. The reading should be .3 ohms or less. Measure the resistance between the cable terminal and brush housing. Make sure the brush is not touching the case. The reading should be infinite (no reading).
4. Remove the brush plate and brushes. Measure the brush length and replace if worn past the service limit.



Brush Length Service Limit
10 mm (0.40")

ELECTRICAL



5. Inspect the surface of the commutator for wear or discoloration. See Armature Test.

4. Be sure that the terminal bolt insulation washer is properly seated in the housing and the tab on the brush plate engages the notch in the brush plate housing.

ARMATURE TEST

1. Inspect surface of commutator. Replace if excessively worn or damaged.
2. Using a digital multi-tester, measure the resistance between each of the commutator segments. The reading should be 3 ohms or less.



3. Measure the resistance between each commutator segment and the armature shaft. The reading should be infinite. (No continuity)



4. Check commutator bars for discoloration. Bars discolored in pairs indicate shorted coils, requiring replacement of the starter motor.

5. Place armature in a growler. Turn growler on and position a hacksaw blade or feeler gauge lengthwise 3mm(1/8 ") above armature coil laminates. Rotate armature 360°. If hacksaw blade is drawn to armature on any pole, the armature is shorted and must be replaced.

6. Inspect the permanent magnets in starter housing. Make sure they are not cracked or separated from housing.

CAUTION

Use care when handling the starter housing. Do not drop or strike the housing, as magnet damage is possible. If the magnets are damaged, the starter must be replaced.

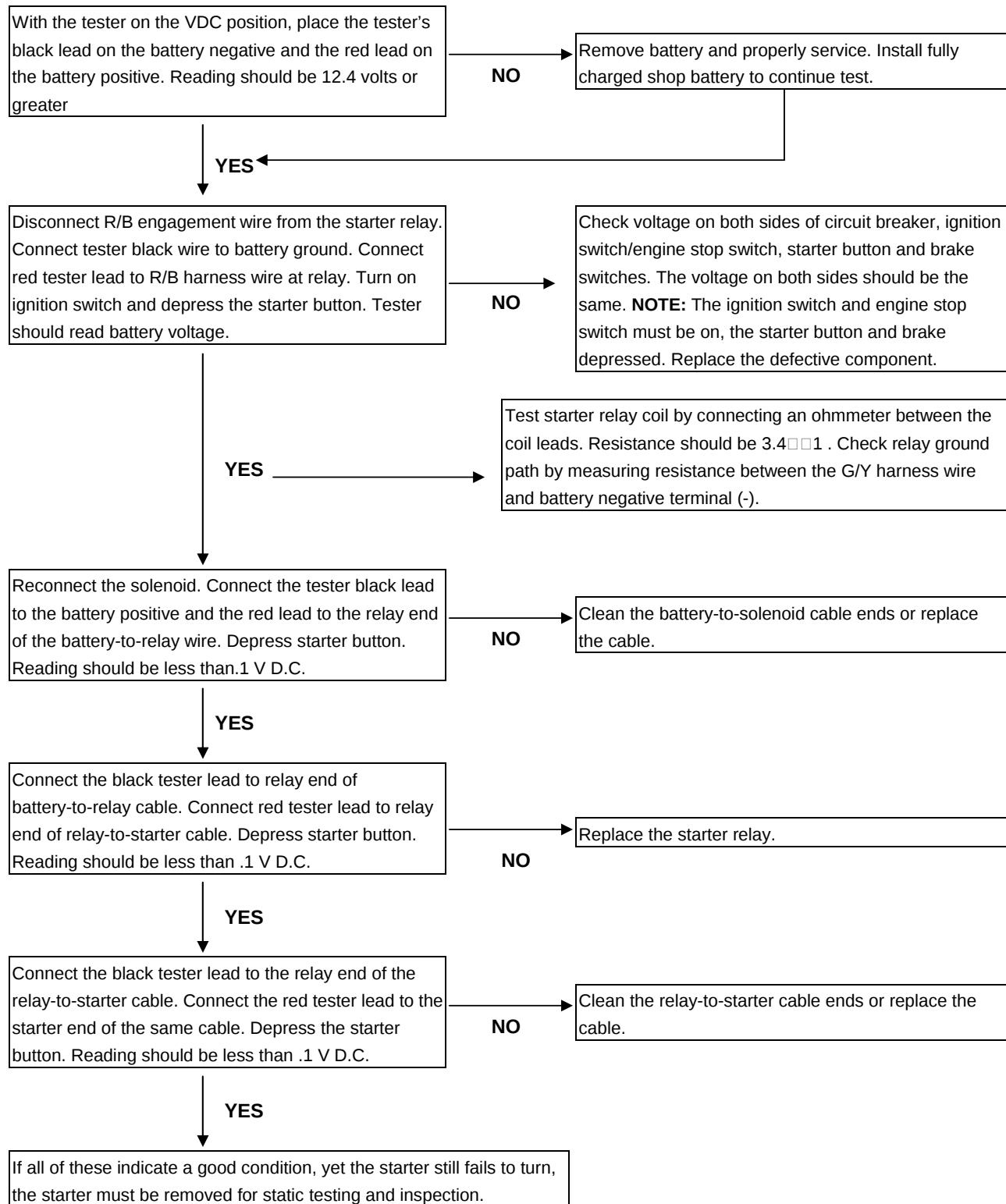
STARTER REASSEMBLY

1. Place armature in field magnet casing.
2. Inspect and replace the O-rings if damaged.
3. Install case sealing O-ring. Make sure O-ring is in good condition and not twisted on the case. Lubricate the ends of the armature shaft and oil seal with a light film of grease, and install housing.
4. Pushing back brushes while installing armature shaft. Install the coil spring behind brush.
5. Reinstall starter motor housing screws and washers. Make sure O-rings are in good condition and seated in groove. Tighten sufficiently.
6. Reinstall the starter motor to the engine.

ELECTRICAL

STARTER SYSTEM TESTING

Condition: Starter fails to turn motor. **NOTE:** Make sure engine crankshaft is free to turn before proceeding with dynamic testing of starter system. A digital multi-tester must be used for this test.



ELECTRICAL

STARTER SYSTEM TROUBLESHOOTING

Starter Motor Does Not Turn

- ⊙ Battery discharged - low specific gravity
- ⊙ Loose or faulty battery cables or corroded connections (see Voltage Drop Tests)
- ⊙ Related wiring loose, disconnected, or corroded
- ⊙ Poor ground connections at battery cable, starter motor or starter solenoid (see Voltage Drop Tests)¹
- ⊙ Faulty starter button
- ⊙ Faulty ignition switch (Do other systems function?)
- ⊙ Faulty starter relay starter motor.
- ⊙ Engine problem - seized or binding (Can engine be rotated easily with recoil starter?)

Starter Motor Turns Over Slowly

- ⊙ Battery discharged - low specific gravity
- ⊙ Excessive circuit resistance – poor connections (see Voltage Drop Test below)
- ⊙ Engine problem - seized or binding (Can engine be rotated easily with recoil starter?)
- ⊙ Faulty or worn brushes in starter motor
- ⊙ Automatic compression release inoperative

Starter Motor Turns - Engine Does Not Rotate

- ⊙ Faulty starter one way
- ⊙ Faulty starter one way gears or starter motor gear
- ⊙ Faulty one way gear or loose flywheel

