FOREWORD

Brief introduction to maintenance handbook of HS700UTV

The handbook is edited by Chongqing Hsun Industries (Group) Ltd, and is supplied to dealers and technicians as document of technique.

Mainly, the handbook gives methods to check, maintain and repair UTV, and supplies some relevant technique and performance data. Some techniques and method inside may be used to check, maintain and repair other models of UTV, although it is mainly for HS700UTV.

Please read the handbook through and fully understand it; otherwise, any improper repairing and amounting would bring you problems, and accident may occur in your use.

Proper use and maintenance can guarantee UTV being driven safely, reduce its malfunction, and help the vehicle remain its best performance.

The standards, performances and specifications mentioned in interpretation are based on the sample in design, and they are subject to changes according to the product's improvement without prior notice.

Brief introduction to maintenance handbook of HS700UTV

second version , June,2009
Published by Chongqing Hsun Industries (Group) Ltd

CONTENT

CHAPTER 1
GENERAL INFORMATION

CHAPTER 2

SPECIFICATIONS

CHAPTER 3

MAINTENCE AND ADJUSTMENT OF THE UTV

CHASSIS

ELECTRICAL

CHAPTER 4
ENGINE

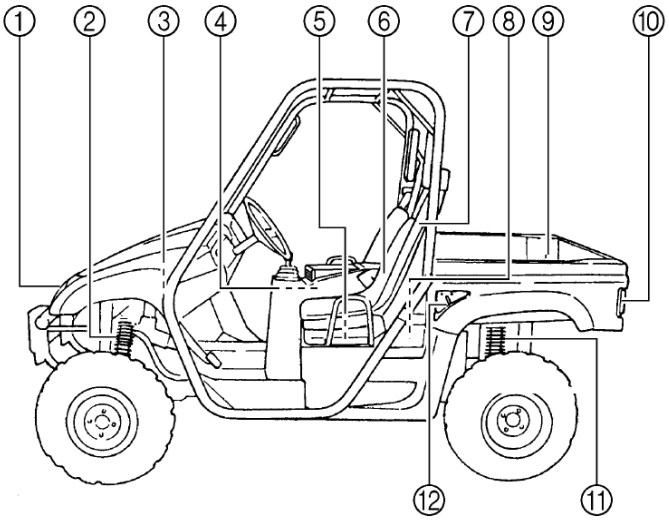
CHAPTER 5
CHASSIS

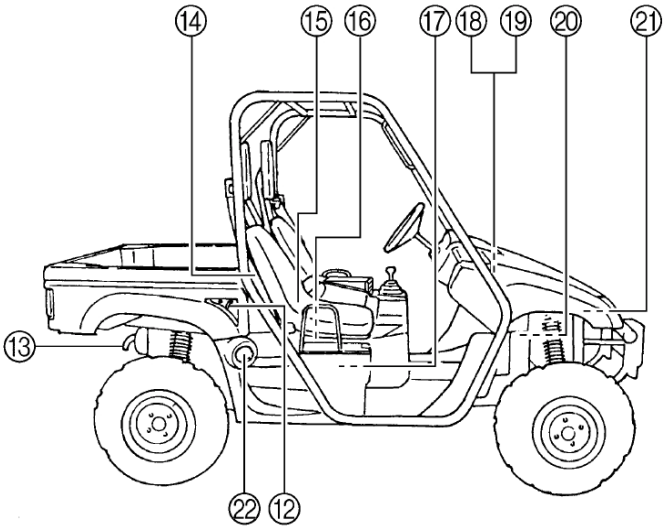
CHAPTER 6
ELECTRICAL COMPONENTS

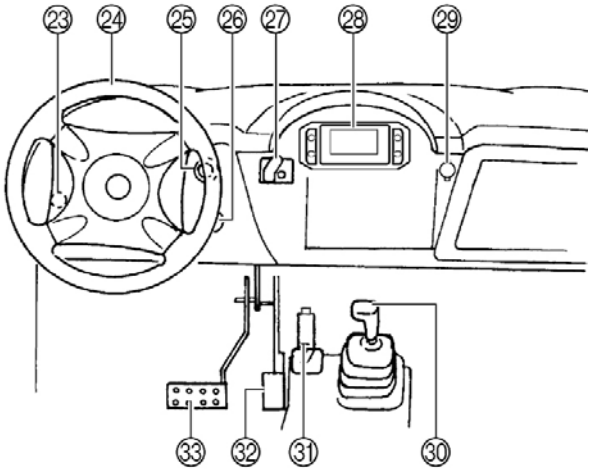
CHAPTER 7

TROUBLESHOOTING

DESCRIPTION AND MACHINE IDENTIFICATION





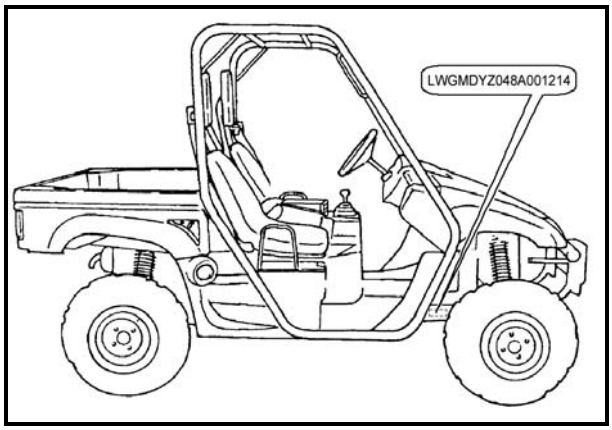


1. Headlights
2. Front shock absorber assembly adjusting ring
3. Brake fluid reservoir
4. Air filter element (engine and air intake duct)
5. V-belt case
6. Driver seat
7. Driver seat belt
8. Spark plug
9. Cargo bed
10. Tail/brake lights
11. Rear shock absorber assembly adjusting ring
12. Cargo bed release levers
13. Spark arrester
14. Passenger seat belt
15. Passenger seat
16. Oil filter cartridge
17. Engine oil dipstick
18. Battery
19. Fuses
20. Coolant reservoir
21. Radiator cap
22. Fuel tank cap
23. Light switch
24. Steering wheel
25. Starter (choke)
26. Main switch
27. On-Command four-wheel-drive and differential lock switches
28. Multi-function meter unit
29. Auxiliary DC jack
30. Drive select lever
31. Parking brake lever
32. Accelerator pedal
33. Brake pedal

NOTE:

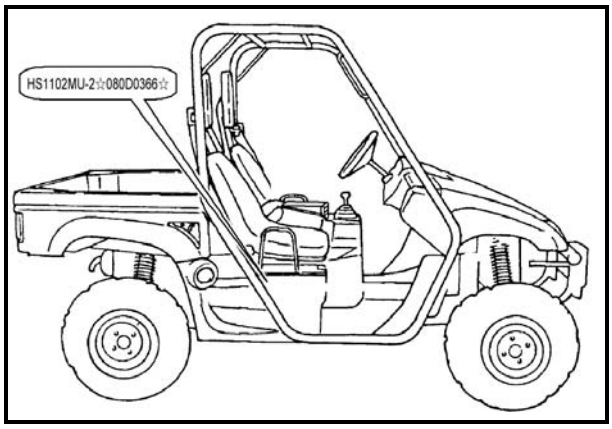
The vehicle you have purchased may differ slightly from those in the figures of this manual.

IDENTIFICATION CODE



Frame No.

Frame No. is carved in the lower right side of Figure.



Engine No.

Engine NO. is carved on the right side of the engine, Figure.

CHAPTER ONE

GENERAL INFORMATION

The text provides complete information on maintenance，tune-up repair and overhaul，Hundreds of photographs and illustrations created during the complete disassembly of UTV guide the reader through every job，All procedures are in step-by-step format and designed for the reader who may be working on the UTV for the first time

MANUAL ORGANIZATION

A shop manual is a tool and, as in all Clymer manuals, the chapters are thump tabbed for easy reference, main heads are listed in the table of contents and the index, Frequently used specifications and capacities from the tables at the end of each individual chapter are listed in the UTV, Quick reference data section at the front of the manual specifications and capacities are provided in U.S standard and metric units of measure

During some of the procedures, there will be reference to heading in other chapters or sections of manual, when a specific heading is called out in a step it will be italicized as it indicated as being “in this section”, it is located within the same main heading, For example, the sub-heading handling Gasoline safely is located within the main heading SAFETY

This chapter provides general information on shop safety, tools and their usage, service fundamentals and shop supplies.

WARNINGS, CAUTIONS AND NOTES

The terms WARNING, CAUTION and NOTE have specific meaning in this manual.

A WARNING emphasizes areas where injury or even death could result from negligence. Mechanical damage may also occur. WARNINGS *are to be taken seriously*

A CAUTION emphasizes areas where equipment damage could result. Disregarding a CAUTION could cause permanent mechanical damage. though injury is unlikely.

A NOTE provides additional information to make a step or procedure easier or clearer. Disregarding a NOTE could cause inconvenience. but would not cause equipment damage or injury.

SAFETY

Professional mechanics can work for years and never sustain a serous injury or mishap. Follow these guidelines and practice common sense to safely service the utility terrain venires

1. Do not operate the utility terrain venires in an enclosed area venires The exhaust gasses contain carbon monoxide. an odorless, colorless and tasteless poisonous gas. Carbon monoxide levels build quickly in small enclosed areas and can cause unconsciousness and death in a short time. Make sure to properly ventilate the work area or operate the UTV side
2. Never use gasoline or any extremely flammable liquid to clean parts. Refer to *cleaning parts and handling Gasoline Safely in this section*
3. Never smoke or use a torch in the vicinity of flammable liquids, such as gasoline or cleaning solvent.
4. If welding or brazing on the UTV the fuel tank to a safe distance at least 50ft.(15m) away.
5. Use the correct type and size of tools to avoid damaging fasteners.
6. Keep tools clean and in good condition. Replace or repair worn or damaged equipment.
7. When loosening a tight fastener, be guided by what would happen if the tool slips.
8. When replacing fasteners, make sure the new fasteners are the same size and strength as the original ones.
9. Keep the work area clean and organized.
10. Wear eye protection anytime the safety of the eyes is in question. This includes procedures that involve drilling, grinding, hammering, compressed air and chemicals.
11. Wear the correct clothing for the job. Tie up or cover long hair so it does not get caught in moving equipment.
12. Do not carry sharp tools in clothing pockets.
13. Always have an approved fire extinguisher available. Make sure it is rated for gasoline (Class B) and electrical (Class C) fires.
14. Do not use compressed air to clean clothes, the UTV or the work area. Debris may be blown into the eyes or skin. Never direct compressed air at anyone. Do not allow children to use or play with any compressed air equipment.
15. When using compressed air to dry rotating parts, hold the part so it does not rotate. Do not allow the force of the air to spin the part. The air jet is capable of rotating parts at extreme speed. The part may disintegrate of become damaged, causing serious injury.
16. Do not inhale the dust created by brake pad and clutch wear. These particles may contain asbestos. In addition, some types of insulating materials and gaskets may contain asbestos. Inhaling asbestos particles is hazardous to one's health.
17. Never work on the UTV while someone is working under it.

Handling Gasoline Safely

Gasoline is a volatile flammable liquid and is one of the most dangerous items in the shop. Because gasoline is used so often, many people forget it is hazardous. Only use gasoline as fuel for gasoline internal combustion engines. Keep in mind when working on the machine, gasoline is always present in the fuel tank, fuel line and carburetor. To avoid a disastrous accident when working around the fuel system, carefully observe the following precautions:

1. Never use gasoline to clean parts. Refer to Cleaning Parts in this section.
2. When working of the fuel system, work outside or in a well-ventilated area.
3. Do not add fuel to the fuel tank or service the fuel system while the UTV is near open flames,

sparks or where someone is smoking .Gasoline vapor is heavier than air, it collects in low areas and is more easily ignited than liquid gasoline.

4. Allow the engine to cool completely before working on any fuel system component.
5. Do not store gasoline in glass containers. If the glass breaks, a serious explosion of fire may occur.
6. Immediately wipe up spilled gasoline with rags. Store the rags in a metal container with a lid until they can be properly disposed of, or place them outside in a safe place for the fuel to evaporate.
7. Do not pour water onto a gasoline fire. Water spreads the fire and makes it more difficult to put out. Use a class B, BC or ABC fire extinguisher to extinguish the fire.
8. Always turn off the engine before refueling. Do not spill fuel onto the engine or exhaust system. Do not overfill the fuel tank. Leave an air space at the top of the tank to allow room for the fuel to expand due to temperature fluctuations.

Cleaning Parts

Cleaning parts is one of the more tedious and difficult service jobs performed in the home garage. Many types of chemical cleaners and solvents are available for shop use. Most are poisonous and extremely flammable. To prevent chemical exposure, vapor buildup, fire and serious injury, observe each product warning label and note the following:

1. Read and observe the entire product label before using any chemical. Always know what type of chemical is being used and whether it is poisonous and/or flammable.
2. Do not use more than one type of cleaning solvent at a time. If mixing chemicals is required, measure the proper amounts according to the manufacturer.
3. Work in a well-ventilated area.
4. Wear chemical-resistant gloves.
5. Wear safety glasses.
6. Wear a vapor respirator if the instructions call for it.
7. Wash hands and arms thoroughly after cleaning parts.
8. Keep chemical products away from children and pets.
9. Thoroughly clean all oil, grease and cleaner residue from any part that must be heated.
10. Use a nylon brush when cleaning parts. Metal brushes may cause a spark.
11. When using a parts washer, only use the solvent recommended by the manufacturer. Make sure the parts washer is equipped with a metal lid that will lower in case of fire.

Warning Labels

Most manufacturers attach information and warning labels to the UTV. These labels contain instructions that are important to personal safety when operating, servicing, transporting and storing the UTV. Refer to the owner’s manual for the description and location of labels. Order replacement labels from the manufacturer if they are missing or damaged.

SERIAL NUMBERS

Serial and identification numbers are stamped on various locations on the frame, engine and carburetor body. Record these numbers in the Quick Reference Data section in the front of the manual. Have these numbers available when ordering parts.

FASTENERS

Proper fastener selection and installation is important to ensure the motorcycle operates as designed and can be serviced efficiently. The choice of original equipment fasteners is not arrived at by chance. Make sure replacement fasteners meet all the same requirements as the originals

Many screws. Bolts and studs are combined with nuts to secure particular components. to indicate the size of a nut. Manufactures specify the internal diameter and the thread pitch

The measurement across two flats on a nut or bolt indicates the wrench size

WARNING

Do not install fasteners with a strength classification lower than what was originally installed by the manufacturer doing so may cause equipment failure and or damage

Torque Specifications

The material used in the manufacturing of the UTV may be subjected to uneven stresses if the fasteners of the various subassemblies are not installed and tightened correctly. Fasteners that are improperly installed or work loose can cause extensive damage. it is essential to use an accurate torque wrench as described in this chapter

Self-Locking Fasteners

Several types of bolts. Screws and nuts incorporate a system that creates interference between the two fasteners. Interference is achieved in various ways. The most common types are the nylon insert nut and a dry adhesive coating on the threads of a blot.

Self-locking fasteners offer greater holding strength than standard fasteners, which improves their resistance to vibration. All self-locking fasteners cannot be reused. The materials used to from the lock become distorted after the initial installation and removal. Discard and replace self-locking fasteners after removing them. Do not replace self-locking fasteners with standard fasteners.

Washers

The two basic types of washers are flat washers and lock washers. Flat washers are simple discs with a hole to fit a screw or bolt. Lock washers are used to prevent a fastener from working loose. Washers can be used as spacers and seals. Or can help distribute fastener load and prevent the fastener from damaging the component

As with fasteners. When replacing washers make sure the replacement washers are of the same design and quality

Cotter Pins

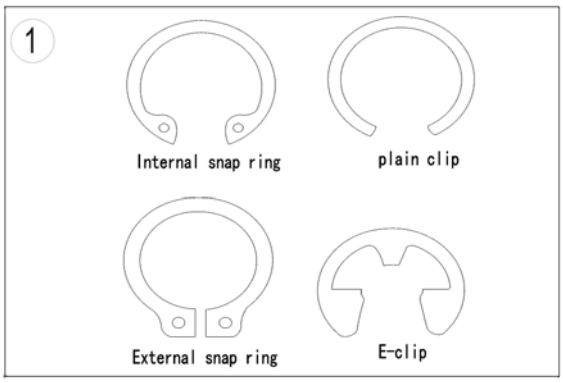
A cotter pin is a split metal pin inserted into a hole or slot to prevent a fastener from loosening. In certain applications, such as the rear axle on an UTV or motorcycle, the fastener must be secured in this way. For these applications. A cotter pin and castellated (slotted) nut is used.

To use a cotter pin, first make sure the diameter is correct for the hole in the fastener. Aster correctly tightening the fastener and aligning the holes, insert the cotter pin through the hole and bend the ends over the fastener, Unless instructed to do so, never loosen a tightened fastener to align the holes. If the holes do not align. Tighten the fastener enough to achieve alignment

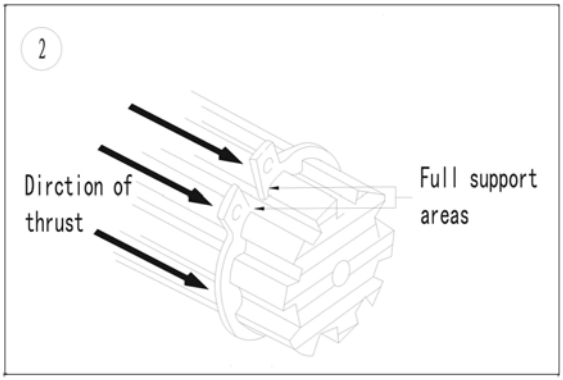
Cotter pins are available in various diameters and lengths. Measure the length from the bottom of the head to the tip of the shortest pin

Snap Rings and E-clips

Snap rings (**Figure 1**) are circular-shaped metal retaining clips. They secure parts in place on parts such as shafts. External type snap rings are used to retain items on shafts. Internal type snap rings secure parts within housing bores. In some applications. in addition to securing the component(s). snap rings of varying thicknesses also determine endplay. These are usually called selective snap rings.



The two basic types of snap rings are machined and stamped snap rings. Machined snap rings (**Figure 2**) can be installed in either direction. Because both faces have sharp edges. Stamped snap rings (**Figure 3**) are manufactured with a sharp and a round edge. When installing a stamped snap ring in a thrust application, install the sharp edge facing away from the part producing the thrust.

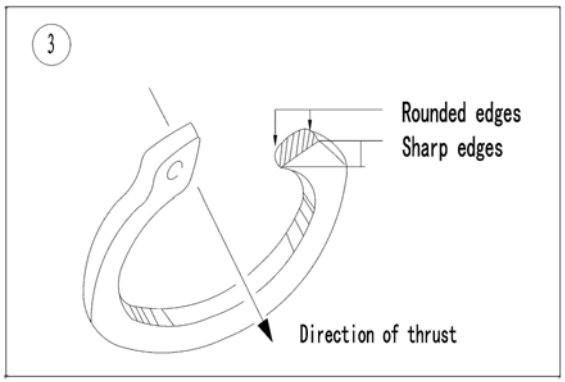


E-clips are used when it is not practical to use a snap ring. Remove E-clips with a flat blade screwdriver by prying between the shaft and E-clip. To install an E-clip. Center it over the shaft groove and push or tap it

into place

Observe the following when installing snap rings:

1. Remove and install snap rings with snap rings pliers. Refer to *Basic Tools* in this chapter
2. In some applications. it may be necessary to replace snap rings after removing them
3. Compress or expand snap rings only enough to install them. If overly expanded. Lose their retaining ability
4. After installing a snap ring. Make sure it seats completely
5. Wear eye protection when removing and installing snap rings



SHOP SIPPLIES

Lubricants and Fluids

Periodic lubrication help ensure a long service life for any type of equipment. Using the correct type of lubricant is as important as performing the lubrication service. Although in an emergency the wrong type is better than not using one, The following section describes the types of lubricants most often required. Make sure to follow the manufacturer's recommendations for lubricant types

Engine oils

Engine oil for four-stroke motorcycle UTV engine use is classified by three standards: the American Petroleum Institute (API) service classification. The Society of Automotive Engineers (SAF) viscosity rating Standard classification

The API and SAE information is on all oil container labels. Two letters indicate the API service classification. The number or sequence of numbers and letter (10W-40 for example) is the oil's viscosity rating. The API service classification and the SAE viscosity index are not indications of oil quality.

The APL service classification standards, The first letter in the classification S indicates that the oil is for gasoline engines. The second letter indicates the standard the oil satisfies .

The classifications are: MA (high friction applications) and MB(low frication applications).

NOTE

Refer to Engine Oil and Filter in Chapter Three for further information on API, SAE classifications.

Always use an oil with a classification recommended by the manufacturer, Using an oil with a different classification can cause engine damage.

Viscosity is an indication of the oil's thickness. Thin oils have a lower number while thick oil have a higher number. Engine oils fall into the 5-to50-weight range for single-grade oils.

Most manufactures recommend multi-grade oil. These oils perform efficiently across a wide range of operating conditions. Multi-grade oils are identified by a W after the first number, which indicates the low-temperature viscosity.

Engine oils are most commonly mineral (petroleum) based, but synthetic and semi-synthetic types are used more frequently. When selecting engine oil, follow the manufacturer's recommendation for type, classification and viscosity.

Greases

Grease is lubricating oil with thickening agents added to it. The National Lubricating Grease Institute (NLGI) grades grease. Grades range from No.000 to No.6, with No.6 being the thickest. Typical multipurpose grease is NLGI No.2. For specific applications, manufacturers may recommend water-resistant type grease or one with an additive such as molybdenum disulfide (MoS2).

Brake fluid

Brake fluid is the hydraulic fluid used to transmit hydraulic pressure (force) to the wheel brakes. Brake fluid is classified by the Department of Transportation (DOT). Current designations for brake fluid are DOT 3, DOT 4 and DOT 5, this classification appears on the fluid container.

Each type of brake fluid has its own definite characteristics. Do not intermix different types of brake fluid as this may cause brake system failure. DOT 5 brake fluid is silicone based. DOT 5 is not compatible with other brake fluids may cause brake system failure. When adding brake fluid, only use the fluid recommended by the manufacturer.

Brake fluid will damage any plastic, painted or plated surface it contacts. Use extreme care when working with brake fluid and remove any spills immediately with soap and water.

Hydraulic brake systems require clean and moisture free brake fluid. Never reuse brake fluid. Keep containers and reservoirs properly sealed.

WARNING

Never put a mineral-based (Petroleum) oil into the brake system. Mineral oil causes rubber parts in the system to causing complete brake failure.

Coolant

Coolant is a mixture of water and antifreeze used to dissipate engine heat. Ethylene glycol is the most common from of antifreeze. Check the motorcycle Manufacturer's recommendations when selecting antifreeze. Most require one specifically designed for aluminum engines. There types of antifreeze have additives that inhibit corrosion.

Only mix antifreeze with distilled water. Impurities in tap water may damage internal cooling system passages.

Cleaners, Degreasers and Solvents

Many chemicals are available to remove oil, grease and other residue from the motorcycle UTV. Before using cleaning solvents, consider how they will be used and disposed of , particularly if they are not water-soluble. Local ordinances may types of cleaning chemicals. Refer to Safer in this chapter.

Use brake parts cleaner to brake system components. Brake parts cleaner leaves no residue. Use electrical contact cleaner is a powerful solvent used to remove fuel deposits and varnish from fuel system components. Use this cleaner carefully, as it may damage finishes.

Most solvents are designed to be used with a parts washing cabinet for individual component cleaning. For safety, use only nonflammable or high flash point solvents.

Gasket Sealant

Sealant is used in combination with a gasket or seal. In other applications, such as between crankcase halves, only a sealant is used. Follow the manufacturer's recommendation when using a sealant. Use extreme care when choosing a sealant different sealant based on its resistance to heat, various fluids and its sealing capabilities.

A common sealant is room temperature vulcanization sealant, or RTV. This sealant cures at room temperature over a specific time period. This allows the repositioning of components without damaging gaskets.

Moisture in the air causes the RTV sealant to cure. Always install the cap as soon as possible after applying RTV sealant. RTV sealant has a limited shelf life and will not cure properly if the shelf life has expired. Keep partial tubes sealed and discard them if they have surpassed the expiration date.

Applying RTV sealant

Clean all old gasket residues from the mating surfaces. Remove all gasket material from the mating surfaces. Remove all gasket material from blind threaded holes to avoid inaccurate bolt torque. Spray the mating surfaces with aerosol parts cleaner and then wipe with a lint-free cloth. The area must be clean for the sealant to adhere.

Apply RTV sealant in a continuous bead 2-3 mm (0.08-0.12 in.) thick. Circle all the fastener holes unless otherwise specified. Do not allow any sealant to enter these holes. Assemble and tighten the time frame recommended by the sealant manufacturer.

Gasket Remover

Aerosol gaskets remover can help remove stubborn gasket. This product can speed up the removal process and prevent damage to the mating surface that may be caused by using a scraping tool. Most of these types of products are very caustic. Follow the gasket remover manufacturer's instructions for use.

Thread locking Compound

A thread locking compound is a fluid applied to the threads of fasteners. After tightening the fastener, the fluid dries and becomes a solid filler between the threads. This makes it difficult for the

fastener to work loose from vibration or hear expansion and contraction. Some thread locking compound sparingly. Excess fluid can run into adjoining parts.

CAUTION

Thread locking compounds are anaerobic and will stress, crack and attack most plastics. Use caution when using These products in areas where there are plastic components.

Thread locking compounds are available in a wide range of compounds for various strength, temperature and repair applications. Follow the manufacturer's recommendations regarding compound selection.

BASIC TOOLS

Most of the procedures in this manual can be carried out with basic hand tools and test equipment familiar to the home mechanic. Always use the correct tools for the job. Keep tools organized and clean. Store them in a tool chest with related tools organized together.

Quality tools are essential. The best are constructed of high-strength alloy steel. These tools are light, easy to use and resistant to wear. Their working surface is devoid of sharp edges and carefully polished. They have an easy-to-clean finish and are comfortable to use. Quality tools are a good investment.

Some of the procedures in this manual specify special tools. In many cases the tools is illustrated in use. Those with a large tool kit may be able to replacement. However, in some cases, the specialized equipment or expertise may make it impractical for the home mechanic to attempt the procedure. When necessary, such operations are recommended to have a dealership or specialist perform the task. It may be less expensive to have a professional perform these jobs, especially when considering the cost of equipment.

When purchasing tools to perform the procedures covered in this manual, consider the tool's potential frequency of use. If a tool kit is just now being started. Consider purchasing a basic tool set from a quality tool combinations and offer substantial savings when complicated, specialized tools can be added.

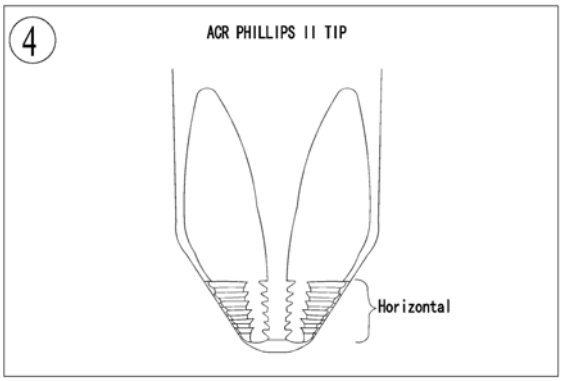
Screwdrivers

Screwdrivers of various lengths and types are mandatory for the simplest tool kit. The two basic types are the slotted tip (flat blade) and the Phillips tip. These are available in sets that often include an assortment of tip size and shaft lengths.

As with all tools, use a screwdriver designed for the job. Make sure the size of the fastener. Use them only for driving screws. Never use a screwdriver for prying or chiseling metal. Repair or replace worn or damaged screwdrivers. A worn tip may damage the fastener, making it difficult to remove.

Phillips-head screws are often damaged by incorrectly fitting screwdrivers. Quality Phillips screwdrivers are manufactured with their crosshead tip machined to Phillips Screw Company

specifications. Poor quality or damaged Phillips screwdrivers can back out (cam out) and round over the screw head. In addition. Weak or soft screw materials can make removal difficult.



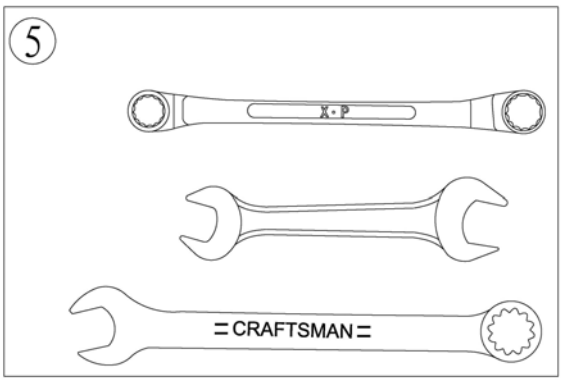
The best type of screwdriver to use on Phillips screw is the ACR Phillips II screwdriver, patented by the horizontal anti-cam out ribs found on the driving faces or flutes of the screwdriver's tip (**figure 4**). ACR Phillips II screwdrivers were designed as part of a manufacturing drive system to be used with ACR Phillips II screws, but they work of tool companies offer ACR Phillips II screwdrivers in different Tip size and interchangeable bits to fit screwdriver bit holders.

NOTE

Another way to prevent cam out and to increase the grip of a Phillips screwdriver is to apply valve grinding compound or permute screw & socket Gripper onto the screwdriver tip. After loosening/tightening the screw, clean the screw recess to prevent engine oil contamination.

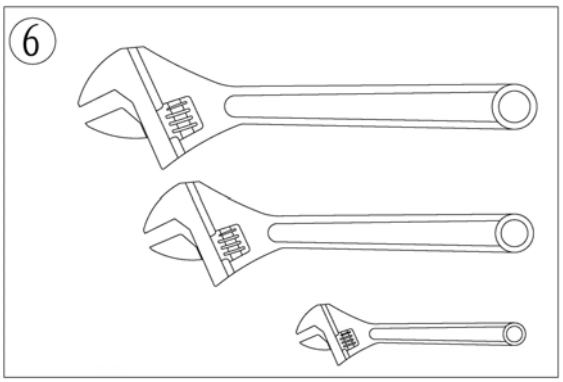
Wrenches

Open-end, box-end and combination wrenches (**figure 5**) are available in a variety of types and sizes.



The number stamped on the wrench refers to the distance of the fastener head.

The box-end wrench is an excellent tool because it grips the fastener on all sides. This reduces the chance of the tool slipping. The box-end wrench is designed with either a 6 or 12-point opening. For stubborn or damaged fasteners, the 6-point provides superior holding because it contacts the fastener across a wider area at all six edges. For general use, the 12-point works well. It allows the wrench to be removed and reinstalled without moving the handle over such a wide are.



An open-end wrench is fast and works best in areas with limited overhead access. It contacts the fastener at only two points and is subject to slipping if under heavy force, or if the tool or fastener is worn. A box-end wrench is preferred in most instances, especially when braking loose and applying the final tightness to a fastener.

The combination wrench has a box-end on one end and an open-end on one end and an

open-end on the other. This combination makes it a convenient tool.

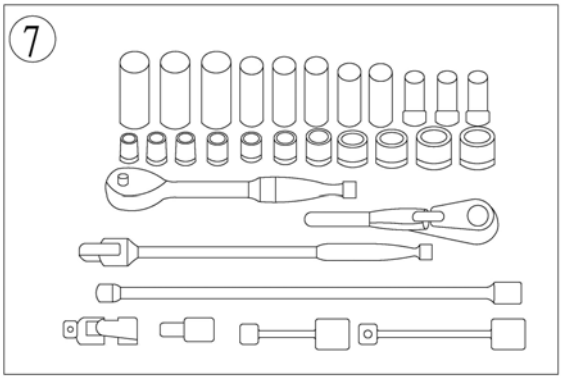
Adjustable wrenches

An adjustable wrench or Crescent wrench (**Figure 6**) can fit nearly any nut or bolt head that has clear access around its entire perimeter. An adjustable wrench is best used as a backup wrench to keep a large nut or bolt from turning while the other end is being loosened or tightened with a box-end or socket wrench.

Adjustable wrenches contact the fastener at only two points, which makes them more subject to slipping off the fastener. Because one jaw is adjustable and may become loose, this shortcoming is aggravated. Make certain the solid jaw is the one transmitting the force.

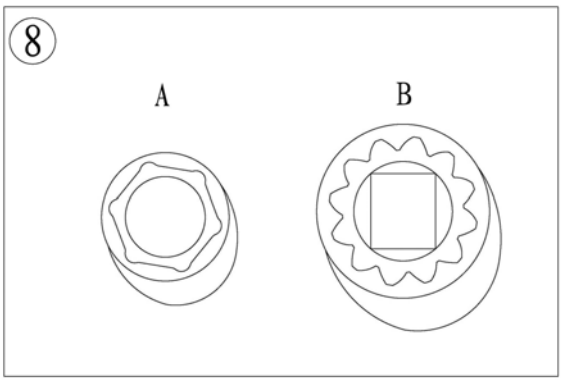
Socket Wrenches, Ratchets and Handles

Sockets that attach to a ratchet handle (**Figure 7**) are available with 6-point or 12-point openings (**Figure 8**) and different drive sizes. The drive size indicates the size of the square hole that accepts the ratchet handle. The number stamped on the socket is the size of the work area and must the fastener head



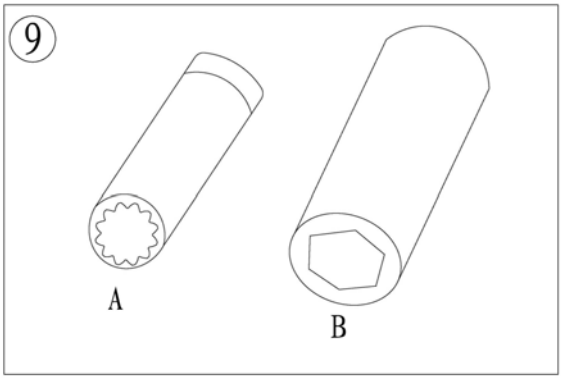
As with wrenches. a 6-point provides superior-holding ability. While a 12-point socket needs to be moved only half as for to reposition it on the fastener

Sockets are designated for either hand or impact use. Impact sockets are made of thicker material for more durability. Compare the size and wall thickness of a 19-mmhand socket (A, **Figure 9**) and the 19-mm impact socket (B). Use impact sockets when using an impact driver or air tools. Use hand sockets with hand-driven attachments



WARNING

Do not use hand sockets with air or impact tools because they may shatter and cause injury. Always wear eye protection when using impact or air tools

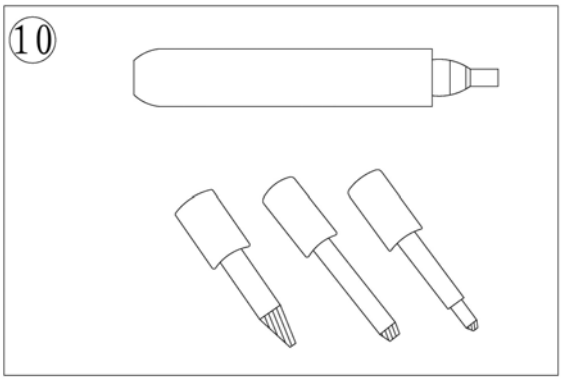


Various handles are available for sockets. Use the speed handle for fast operation. Flexible ratchet heads in varying length allow the socket to be turned with varying force and at odd angles. Extension bars allow the socket setup to reach difficult areas. The ratchet is the most versatile. It allows the user to install or remove the nut without removing the socket

Sockets combined with any number of drivers make them undoubtedly the fastest. Safest and

most convenient tool for fastener removal and installation

Impact Drivers

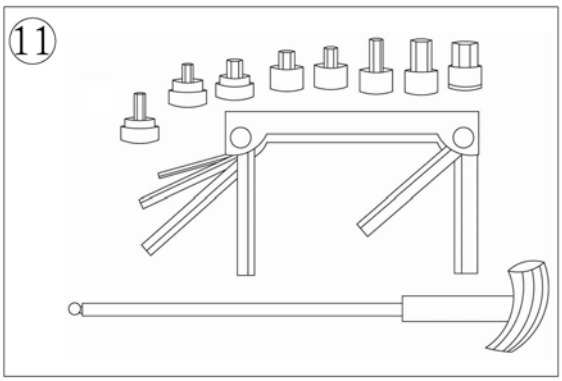


An impact driver provides extra force for removing fasteners by converting the impact of a hammer into a turning motion. This makes it possible to remove stubborn fasteners without damaging them. Impact drivers and interchangeable bits (**Figure 10**) are available from most tool suppliers. When using a socket with an impact driver. Make sure the socket is designed for impact use. Refer to *Socket Wrenches. Ratchets and handles* in this section.

WARNING

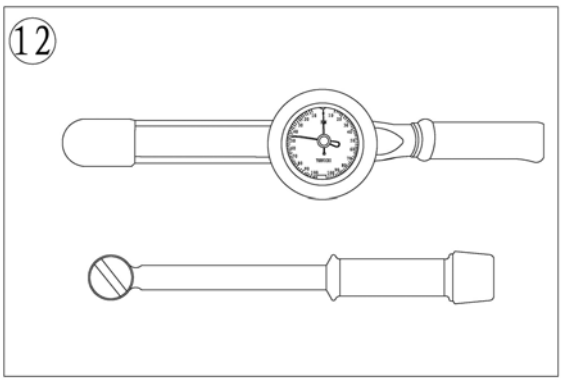
Do not use hand sockets with air or impact tools because they may shatter and cause injury. Always wear eye protection when using impact or air tools

Allen Wrenches



Use Allen or setscrew wrenches (**Figure 11**) on fasteners with hexagonal recesses in the fastener head. These wrenches are available in L-shaped bar. Socket and T-handle types. A metric set is required when working on most motorcycles. Allen bolts are sometimes called socket bolts.

Torque Wrenches

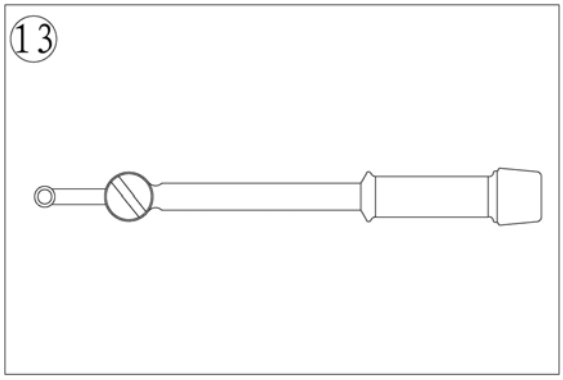


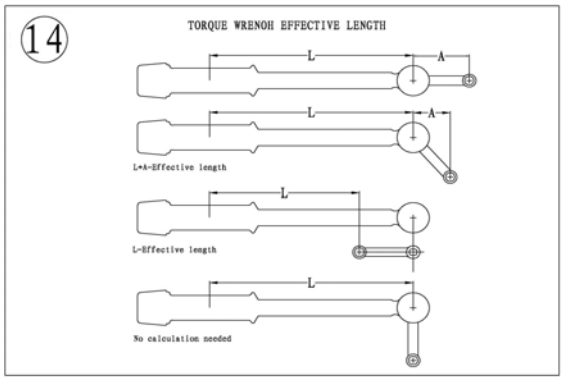
Use a torque wrench with a socket, torque adapter or similar extension to tighten a fastener to a measured torque. Torque wrenches come in several drive sizes (1/4, 3/8, 1/2 and 3/4) and have various methods of reading the torque value. The drive size indicates the size of the square drive that accepts the socket, adapter or extension. Common methods of reading the torque value are the deflecting beam, the dial indicator and the audible click (**Figure 12**).

When choosing a torque wrench, consider the torque range, drive size and accuracy. The torque specifications in this manual provide an indication of the range required.

A torque wrench is a precision tool that must be properly cared for to remain accurate. Store

torque wrenches in cases or separate padded drawers within a toolbox. Follow the manufacturer's instructions for their care and calibration.





Torque Adapters

Torque adapters or extensions extend or reduce the reach of a torque wrench. The torque adapter shown in (**Figure 13**) is used to tighten a fastener that cannot be reached because of the size of the torque wrench head, drive, and socket. If a torque adapter changes the effective lever length (**Figure 14**), the torque reading on the wrench will not equal the actual torque applied to the fastener. It is necessary to recalibrate the torque setting on the wrench to compensate for the change of lever length. When using a torque adapter at a right angle to the drive head, calibration is not required, because the effective length has not changed.

To recalculate a torque reading when using a torque adapter, use the following formula and refer to **Figure 14:**

$$TW = \frac{TA \times L}{L+A}$$

TW is the torque setting or dial reading on the wrench.

TA is the torque specification and the actual amount of torque that is applied to the fastener.

A is the amount that the adapter increases (or in some cases reduces) the effective lever length as measured along the centerline of the torque wrench.

L is the lever length of the wrench as measured from the center of the drive to the center of the grip.

The effective length is the sum of L and A.

Example:

TA=20 ft.-lb.

A=3in.

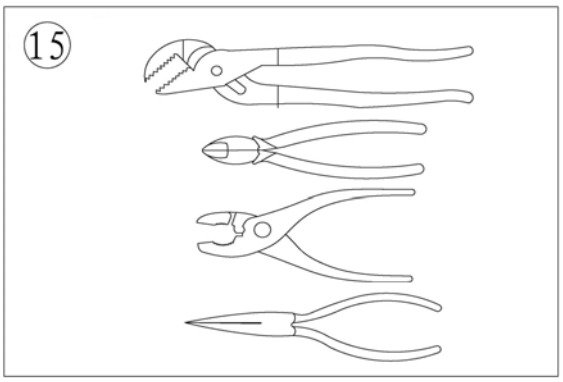
L=14in.

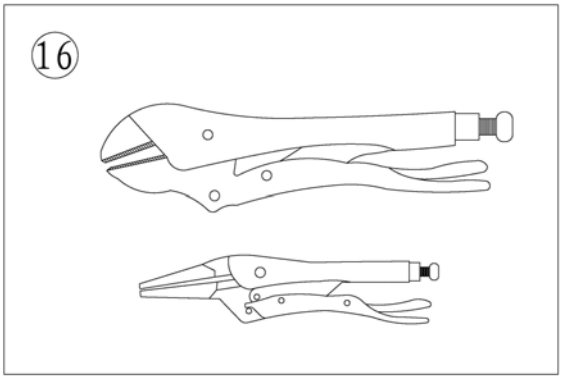
$$TW = \frac{20 \times 14}{14+3} = \frac{280}{17} = 16.5 \text{ ft. - lb.}$$

In this example, the torque wrench would be set to the recalculated torque value (TW = 16.5 ft. –lb.). When using a beam-type wrench, tighten the fastener until the pointer aligns with 16.5 ft. –lb. In this example, although the torque wrench is pre set to 16.5 ft. –lb., the actual torque is 20 ft. –lb.

Pliers

Pliers come in a wide range of types and sizes. Pliers are useful for holding, cutting, bending, and crimping. Do not use them to turn fasteners. **Figure 15 and Figure 16** show several types of useful pliers. Each design has a specialized function. Slip-joint pliers are general – purpose pliers used for gripping and bending. Diagonal cutting pliers are needed to cut wire and can be used to remove cotter pins. Use needle nose pliers to hold or bend small objects. Locking pliers (**Figure 16**), sometimes called Vise-Grips, are used to hold objects very tightly. They have many uses ranging from holding two parts together, to gripping the end of a broken stud. Use caution when using locking pliers, as the sharp jaws will damage the objects they hold.

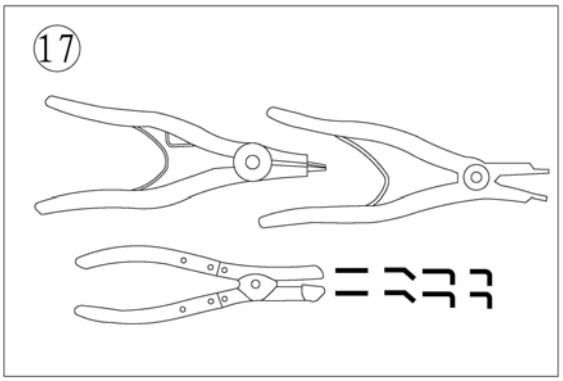




Snap Ring Pliers

Snap ring pliers are specialized pliers with tips that fit into the ends of snap rings to remove and install them.

Snap ring pliers (**Figure 17**) are available with a fixed action (either internal or external) or convertible (one tool works on both internal and external snap rings). They may have fixed tips or interchangeable ones of various sizes and angles. For general use, select a convertible type pliers with interchangeable tips (**Figure 17**).



WARNING

Snap rings can slip and fly off when removing and installing them. Also, the snap ring pliers tips may break. Always wear eye protection when using snap ring pliers.

Hammers

Various types of hammers are available to fit a number of applications. Use a ball-peen hammer to strike another tool, such as a punch or chisel. Use soft-faced hammers when a metal object must be struck without damaging it. Never use a metal-faced hammer on engine and suspension components because damage occurs in most cases.

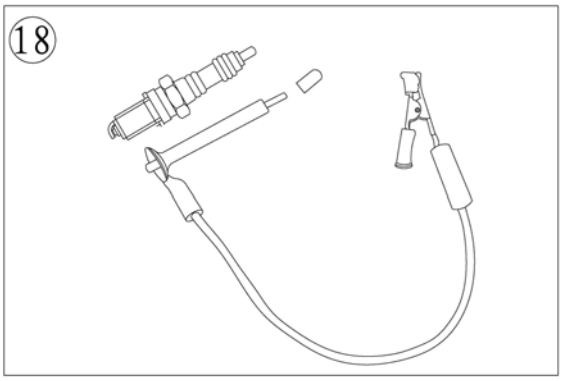
Always wear eye protection when using hammers. Make sure the hammer face is in good

condition and the handle is not cracked. Select the correct hammer for the job and make sure to strike the object squarely. Do not use the handle or the side of the hammer to strike an object.

Ignition Grounding Tool

Some test procedures require turning the engine over without starting it. To prevent damage to the ignition system from excessive resistance or the possibility of fuel vapor being ignited by an open spark, remove the spark plug cap and ground it directly to a good engine ground with the tool shown in (**Figure 18**)**.**

Make the tool shown from a No.6 screw and nut, two washers, length of tubing, alligator clip, electrical eyelet and a length of wire.



PRECISION MEASURING TOOLS

The ability to accurately measure components is essential to perform many of the procedures described in this manual. Equipment is manufactured to close tolerances, and obtaining consistently accurate measurements is essential to determine which components require replacement or further service.

Each type of measuring instrument is designed to measure a dimension with a certain degree of accuracy and within a certain range. When selecting the measuring tool, make sure it is applicable to the task.

As with all tools, measuring tools provide the best results if cared for properly. Improper use can damage the tool and cause inaccurate results. If any measurement is questionable, verify the measurement using another tool. A standard gauge is usually provided with micrometers to check accuracy and calibrate the tool if necessary.

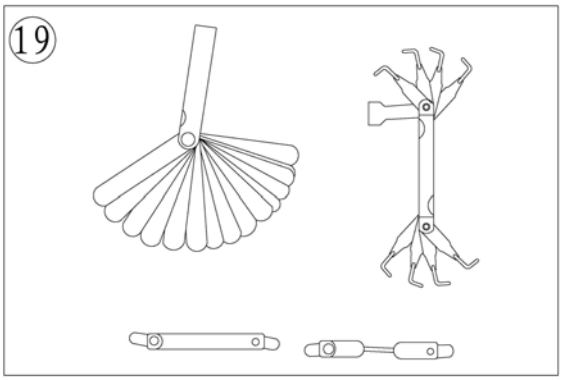
Precision measurements can vary according to the experience of the person performing the procedure. Accurate results are only possible if the mechanic possesses a feel for using the tool. Heavy-handed use of measuring tools produces less accurate results. Hold the tool gently by the fingertips to easily feel the point at which the tool contacts the object. This feel for the equipment produces more accurate measurements and reduces the risk of damaging the tool or component. Refer to the following sections for specific measuring tools.

Feeler Gauge

Use feeler or thickness gauges (**Figure19**) for measuring the distance between two surfaces.

A feeler gauge set consists of an assortment of steel strips of graduated thickness. Each blade is marked with its thickness. Blades can be of various lengths and angles for different procedures.

A common use for a feeler gauge is to measure valve clearance. Use wire (round) type gauges to measure spark plug gap.

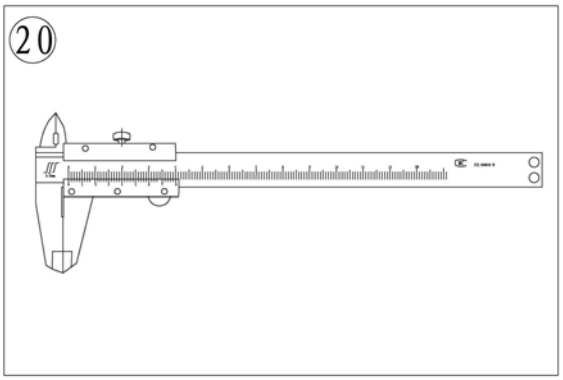


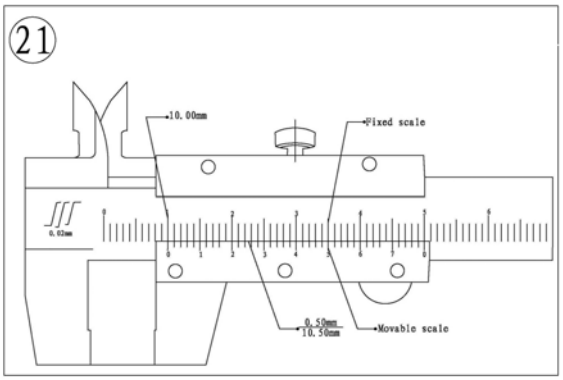
Calipers

Calipers (**Figure 20**) are excellent tools for obtaining inside, outside and depth measurements. Although not as precise as a micrometer, they allow reasonable precision, typically to within 0.05 mm (0.001 in.). Most calipers have a range up to 150 mm (6 in.).

Calipers are available in dial, venire or digital versions. Dial calipers have a dial readout that provides convenient reading. Venire calipers have marked scales that must be compared to determine the measurement. The digital caliper uses a liquid-crystal display (LCD) to show the measurement.

Properly maintain the measuring surfaces of the caliper. There must not be any dirt or burrs between the tool and the object being measured. Never force the caliper to close around an object. Close the caliper around the highest point so it can be removed with a slight drag. Some calipers require calibration. Always refer to the manufacturer's instructions when using a new or unfamiliar caliper.





To read a vernire. Calipers refer to **Figure 21**. The fixed scale is marked in l-mm increments. Ten individual lines on the fixed scale equal 1 cm. The movable scale is marked in 0.05 mm (hundredth) increments. To obtain a reading, establish the first number by the location of the 0 line on the movable scale in relation to the first line to the left on the fixed scale. In this example, the number is 10 mm. To determine the next number, note which of the lines on the movable scale align with a mark on the fixed scale. A number of lines will seem close, but only one will align exactly. In this case, 0.50 mm is the reading to add to the first number. Adding 10 mm and 0.50 mm equals a measurement of 10.50 mm.

Micrometers

A micrometer is an instrument designed for linear measurement using the decimal divisions of the inch or meter (**Figure 22**). While there are many types and styles of micrometers, most of the

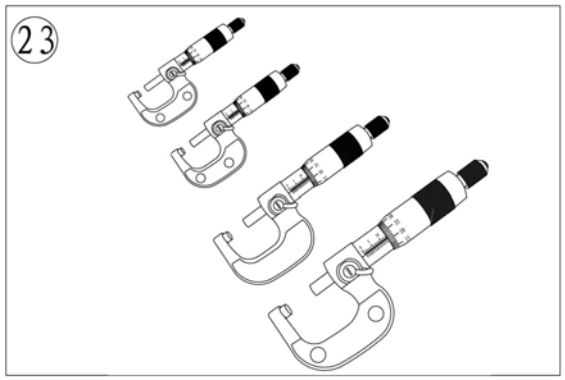
22

DECIMAL PLACE VALUES*

0.1	Indicates 1/10 (one tenth of an inch or millimeter)
0.01	Indicates 1/100 (one one-hundredth of an inch or millimeter)
0.001	Indicates 1/1000 (one one-thousandth of an inch or millimeter)

*This chart represents the values of figures placed to the right of the decimal point. Use it when reading decimals from one-tenth to one one-thousandth of an inch or millimeter. It is not a conversion chart (for example: 0.001 in. is not equal to 0.001 mm).

procedures in this manual call for an outside micrometer. Use the outside micrometer to measure the outside diameter of cylindrical forms and the thickness of materials.



A micrometer's size indicates the minimum and maximum size of a part that it can measure. The usual sizes (**Figure 23**) are 0-25mm (0-1 in.), 25-50 mm (1-2 in.), 50-75 mm (2-3 in.) and 75-100 mm (3-4 in.).

Micrometers that cover a wider range of measurements are available. These use a large frame with interchangeable anvils of various lengths. This type of micrometer offers a cost savings, but its overall size may make it less convenient.

When reading a micrometer, numbers are taken from different scales and added together. The following sections describe how to adjust, care for and read the measurements of various types of outside micrometers.

For accurate results, properly maintain the measuring surfaces of the micrometer. There cannot be any dirt or burrs between the tool and the measured object. Never force the micrometer to close around an object. Close the micrometer around the highest point so it can be removed with a slight drag.

Adjustment

Before using a micrometer, check its adjustment as follows:

1. Clean the anvil and spindle faces.

2A. To check a 0-1 in. or 0-25 mm micrometer:

a. Turn the thimble until the spindle contacts the anvil. If the micrometer has a ratchet stop, use it to ensure that the proper amount of pressure is applied.

b. If the adjustment is correct, the 0 mark on the thimble will align exactly with the 0 mark on the sleeve line. If the marks do not align, the micrometer is out of adjustment.

c. Follow the manufacturer's instructions to adjust the micrometer.

2B. To check a micrometer larger than 1 in. or 25 mm use the standard gauge supplied by the manufacturer. A standard gauge is a steel block, disc or rod that is machined to an exact size.

a. Place the standard gauge between the spindle and anvil, and measure its outside diameter or length. If the micrometer has a ratchet stop, use it to ensure that the proper amount of pressure is applied.

b. If the adjustment is correct, the 0 mark on the thimble will align exactly with the 0 mark on the sleeve line. If the marks do not align, the micrometer is out of adjustment.

c. Follow the manufacturer's instructions to adjust the micrometer.

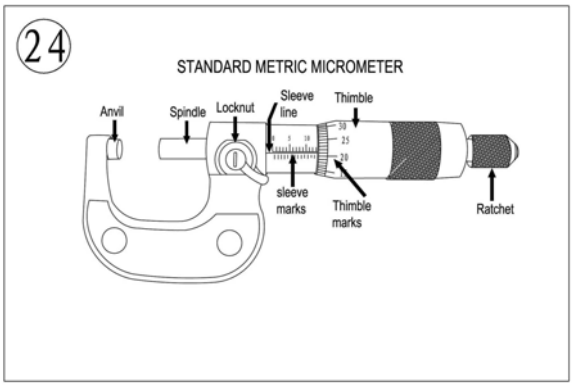
Care

Micrometers are precision instruments. They must be used and maintained with great care. Note the following:

1. Store micrometers in protective cases or separate padded drawers in a tool box.
2. When in storage, make sure the spindle and anvil faces do not contact each other or another object. If they do, temperature changes and corrosion may damage the contact faces.
3. Do not clean a micrometer with compressed air. Dirt forced into the tool will cause wear.
4. Lubricate micrometers with WD-40 to prevent corrosion.

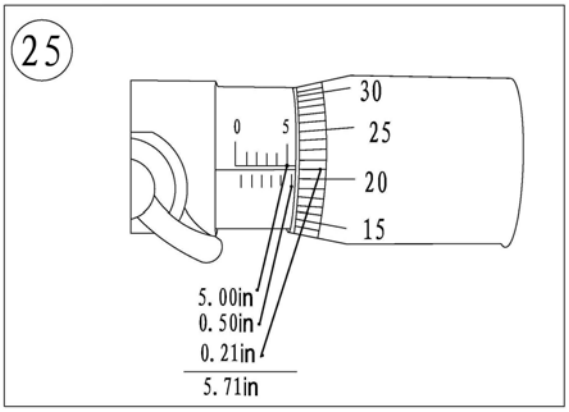
Metric micrometer

The standard metric micrometer (**Figure 24**) is accurate to one one-hundredth of a millimeter (0.01 mm). The sleeve line is graduated in millimeter and half millimeter increments. The marks on the upper half of the sleeve line equal 1.00 mm. Each fifth mark above the sleeve line is identified with a number. The number sequence depends on the size of the micrometer. A 0-25 mm micrometer, for example, will have sleeve marks numbered 0 through 25 in 5 mm increments. This numbering sequence continues with larger micrometers. On all metric micrometers, each mark on the lower half of the sleeve equals 0.50 mm.



The tapered end of the thimble has 50 lines marked around it. Each mark equals 0.01 mm. One completer turn of the thimble aligns its 0 mark with the first line lower half of the sleeve line or 0.50mm.

When reading a metric micrometer, add the number of millimeters and half-millimeters on the sleeve line to the number of one one-hundredth millimeters on the thimble. Perform the following steps while referring to **Figure 25**.



1. Read the upper half of the sleeve line and count the number of lines visible. Each upper line equals 1mm.
2. See if the half –millimeter line is visible on the lower sleeve line. If so, add 0.50mm to the reading in Step 1.
3. Read the thimble mark that aligns with the sleeve line. Each thimble mark equals 0.01mm.

NOTE

If a thimble mark does not align exactly with the sleeve line. Estimate the amount between the lines. For accurate readings in two-thousandths of a millimeter (0.002mm), use a metric vernier micrometer.

4. Add the readings from Steps 1-3.

Standard inch micrometer

The standard inch micrometer (**Figure 26**) is accurate to one-thousandth of an inch or 0.001. The sleeve is marked in 0.025 in. increments. Every fourth sleeve mark is numbered 1,2,3,4,5,6,7,8,9. These numbers indicate 0.100, 0.200, 0.300, and so on.

The tapered end of the thimble has 25 lines marked around it. Each mark equals 0.001 in. One complete turn of the thimble will align its zero mark with the first mark on the sleeve or 0.025 in.

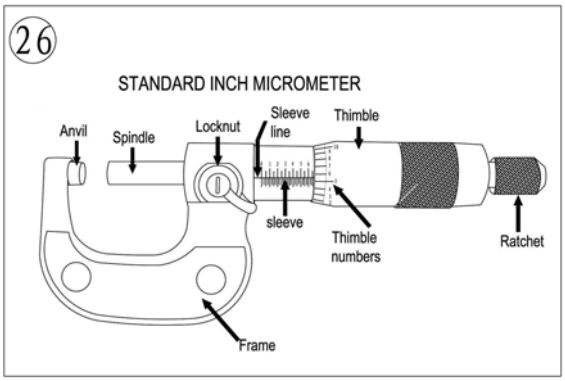
To read a standard inch micrometer, perform the following steps and refer to **Figure 27**.

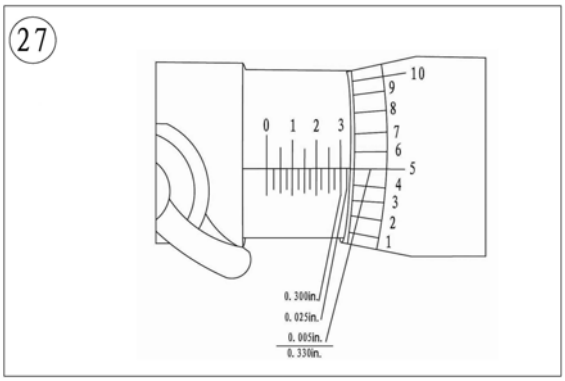
1. Read the sleeve and find the largest number visible. Each sleeve number equals 0.100 in.
2. Count the number of lines between the numbered sleeve mark and the edge of the thimble. Each sleeve mark equals 0.025 in.
3. Read the thimble mark that aligns with the sleeve line. Each thimble mark equals 0.01 in.

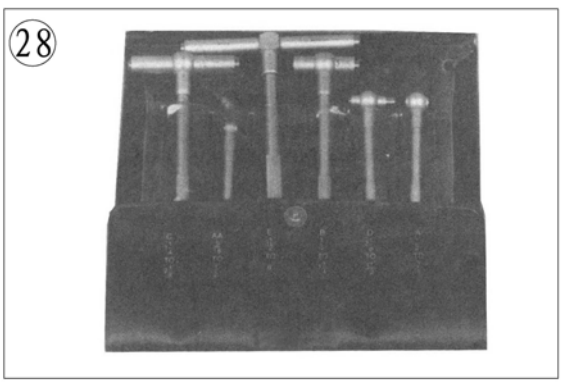
NOTE

If a thimble mark does not align exactly with the sleeve line, estimate the amount between the lines. For accurate readings in ten-thousandths of an inch (0.0001 in), use a vernier inch micrometer.

4. Add the readings from Steps 1-3.



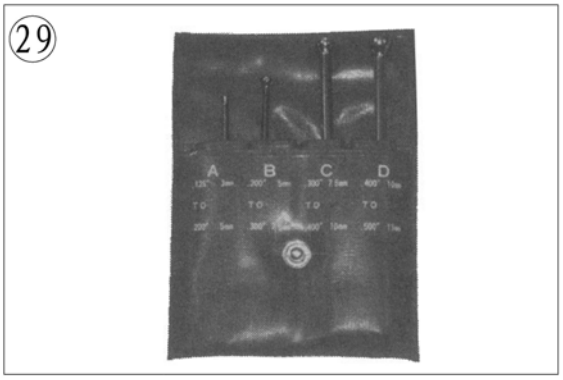




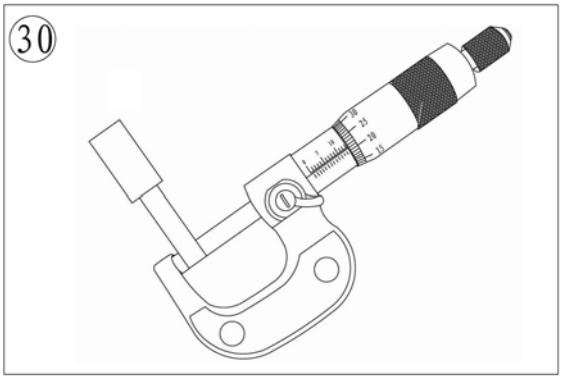
Telescoping and Small Bore Gauges

Use telescoping gauges (**Figure 28**) and small bore gauges (**Figure 29**) to measure bores. Neither gauge has a scale for direct readings. Use an outside micrometer to determine the reading.

To use a telescoping gauge, select the correct size gauge for the bore. Compress the movable post and. Care fully insert the gauge into the bore. Carefully move the gauge in the bore to make sure it is centered. Tighten the knurled end of the gauge to hold the movable post in position. Remove the gauge and measure the length of the posts. Telescoping gauges are typically used to measure cylinder bores.



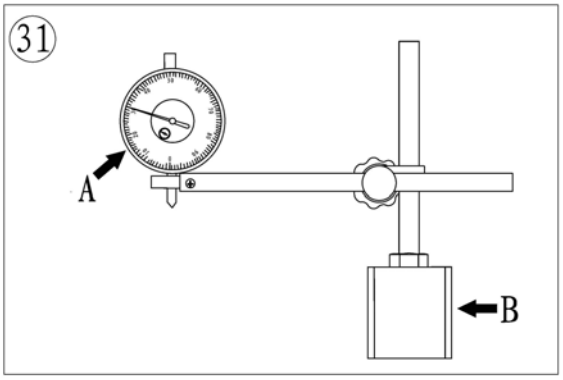
To use a small bore gauge, select the correct size gauge for the bore. Carefully insert the gauge into the bore. Tighten the knurled end of the gauge to carefully expand the gauge fingers to the limit within the bore. Do not over tighten the gauge because there is no built-in release. Excessive tightening can damage the bore surface and damage the tool. Remove the gauge and measure the outside dimension (**Figure 30**). Small bore gauges are typically used to measure valve guides.



Dial Indicator:

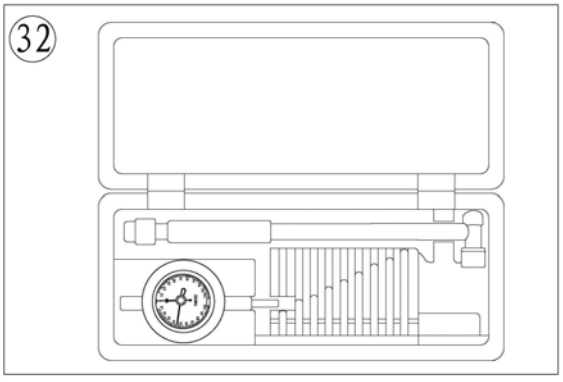
A dial indicator (**Figure 31**) is a gauge with a dial face and needle used to measure variations in dimensions and movements. Measuring brake rotor runout is a typical use for a dial indicator.

Dial indicators are available in various ranges and graduations and with three basic types of mounting bases: magnetic (B. **Figure 31**). Clamp, or screw-in stud. When purchasing a dial indicator, select on with a continuous dial (A, **Figure 31**).



Cylinder Bore Gauge

A cylinder bore gauge is similar to a dial indicator. The gauge set shown in **Figure 32** consists of a dial indicator, handle, and different length adapters (anvils) to fit the gauge to various bore sizes. The bore gauge is used to measure bore size, taper and out-of-round. When using a bore gauge, follow the manufacturer's instructions.



Compression Gauge

A compression gauge **(Figure 33**) measures combustion chamber (cylinder) pressure, usually in psi or kg/ cm^2 . The gauge adapter is either inserted or screwed into the spark plug hole to obtain the reading. Disable the engine so it does not start and hold the throttle in the wide-open position when performing a compression test An engine that does not have adequate compression cannot be properly tuned. Refer to Chapter Three.

Multimeter

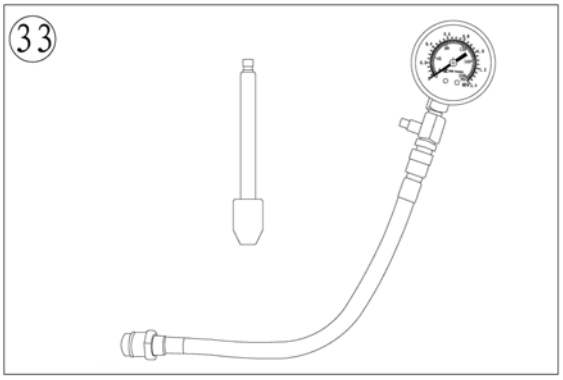
A multimeter **(Figure 34)** is an essential tool for electrical system diagnosis. The voltage function indicates the voltage applied or available to various electrical components. The ohmmeter function tests circuits for continuity, or lack of continuity, and measures the resistance of a circuit.

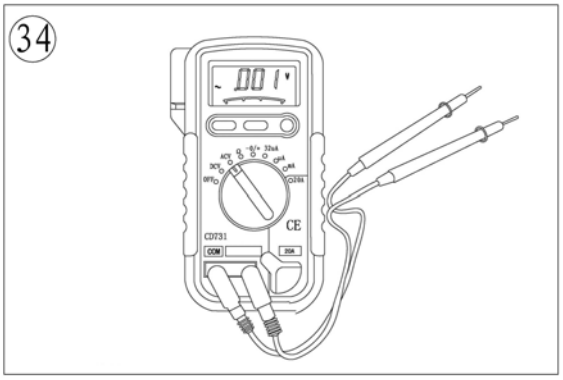
Some manufacturer's specifications for electrical components are based on results using a specific test meter. Results may vary if using a meter not recommended by the manufacturer. Such requirements are noted when applicable.

Ohmmeter (analog) calibration

Each time an analog ohmmeter is used or if the scale is changed, the ohmmeter must be calibrated. Digital ohmmeters do not require calibration.

1. Make sure the meter battery is in good condition.
2. Make sure the meter probes are in good condition.
3. Touch the two probes together and observe the needle location on the ohms scale. The needle must Align with the 0 mark to obtain accurate measurements.
4. If necessary, rotate the meter ohms adjust knob until the needle and 0 mark align.





ELECTRICAL SYSTEM FUNDAMENTALS

A thorough study of the many types of electrical systems used in today's motorcycles is beyond the scope of this manual. However, a basic understanding of electrical basics is necessary to perform simple diagnostic tests.

Refer to Electrical Testing in Chapter Two for typical test procedures and equipment. Refer to Chapter Ten for specific system test procedures.

Voltage

Voltage is the electrical potential or pressure in an electrical circuit and is expressed in volts. The more pressure (voltage) in a circuit the more work can be performed.

Direct current (DC) voltage means the electricity flows in one direction. All circuits powered by a battery are DC circuits.

Alternating current (AC) means the electricity flows in one direction momentarily and then switches to the opposite direction. Alternator output is an example of AC voltage. This voltage must be changed or rectified to direct current to operate in a battery powered system.

Resistance

Resistance is the opposition to the flow of electricity within a circuit or component and is measured in ohms. Resistance causes a reduction in available current and voltage

Resistance is measured in an inactive circuit with an ohmmeter. The ohmmeter sends a small amount of current into the circuit and measures how difficult it is to push the current through the circuit.

An ohmmeter, although useful, is not always a good indicator of a circuit's actual ability under operating conditions. This is because of the low voltage (6-9 volts) the meter uses to test the circuit. The voltage in an ignition coil secondary winding can be several thousand volts. Such high voltage can cause the coil to malfunction, even though it tests acceptable during a resistance test.

Resistance generally. Increases with temperature. Perform all testing with the component or circuit at room temperature. Resistance tests performed at high temperatures may indicate high resistance readings and cause unnecessary replacement of a component.

Amperage

Amperage is the unit of measurement for the amount of current within a circuit. Current is the actual flow of electricity. The higher the current, the more work can be performed up to a given point. If the current flow exceeds the circuit or component capacity, it will damage the system.

BASIC SERVICE METHODS

Most of the procedures in this manual are straightforward and can be performed by anyone reasonably competent with tools. However, consider personal capabilities carefully before attempting any operation involving major disassembly.

1. Front, in this manual, rdfers to the front of the UTV, The front of any component is the end closest to the front the UTV. The left and right sides refer to the position of the parts as viewed by the rider sitting on the seat facing forward.
2. Whenever servicing an engine or suspension component, secure the UTV in a safe manner.
3. Tag all similar parts for location and mark all mating parts for position. Record the number and thickness of any shims when removing them. Identify parts by placing them in sealed and labeled plastic sandwich bags.
4. Tag disconnected wires and connectors with masking tape and a marking pen. Do not rely on

memory alone.

5. Protect finished surfaces from physical damage or corrosion. Keep gasoline and other chemicals off painted surfaces.
6. Use penetrating oil on frozen or tight bolts. Avoid using heat where possible. Heat can warp, melt or affect the temper of parts. Heat also damages the finish of paint and plastics.
7. When a part is a press fit or requires a special tool to remove, the information or type of tool is identified in the text. Otherwise, if a part is difficult to remove or install, determine the cause before proceeding.
8. To prevent objects or debris from falling into the engine, cover all openings.
9. Read each procedure thoroughly and compare the illustrations to the actual components before starting the procedure. Perform the procedure in
10. Recommendations are occasionally made to refer service to a dealership or specialist. In these cases, the work can be performed more economically by the specialist than by the home mechanic.
11. The term replaces means to discard a defective part and replace it with a new part. Overhaul means to remove, disassemble, inspect, measure, repair and/or replace parts as required to recondition an assembly.
12. Some operations require using a hydraulic press. If a press is not available, have these operations performed by a shop equipped with the necessary equipment. Do not use makeshift equipment that may damage the motorcycle.
13. Repairs are much faster and easier if the UTV is clean before starting work. Degrease the motorcycle with a commercial degreaser; follow the directions on the container for the best results. Clean all parts with cleaning solvent when removing them.

CAUTION

Do not direct high-pressure water at steering bearings, fuel hoses, wheel bearings, suspension and electrical components. Water may force grease out of the bearings and possibly damage the seals

14. If special tools are required, have them available before starting the procedure. When special tools are required, they are described at the beginning of the procedure.
15. Make diagrams of similar-appearing parts. For instance, crankcase bolts are often not the same lengths. Do not rely on memory alone. Carefully laid out parts can become disturbed, making it difficult to reassemble the comports correctly.
16. Make sure all shims and washers are reinstalled in the same location and position.
17. Whenever rotating parts contact a stationary part, look for a shim or washer.
18. Use new gaskets if there is any doubt about the condition of old ones.
19. If using self-locking fasteners, replace them with new ones. Do not install standard fasteners in place of self-locking ones.
20. Use grease to hold small parts in place if they tend to fall out during assembly. Do not apply grease to electrical or brake components.

Removing Frozen Fasteners

If a fastener cannot be removed, several methods may be used to loosen it. First, apply a penetrating fluid. Apply it liberally and let it penetrate for 10-15 minutes. Rap the fastener several times with a small hammer. Do not hit it hard enough to cause damage. Reapply the penetrating fluid if necessary.

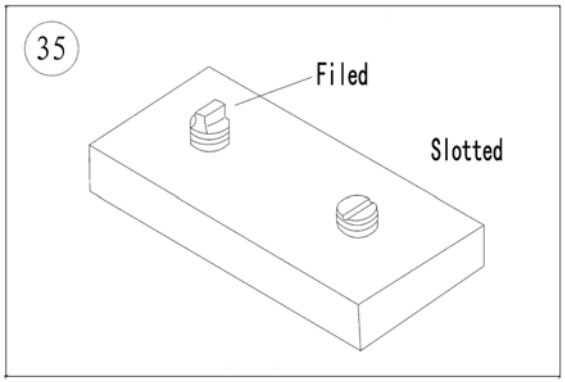
For frozen screws, apply penetrating fluid as described, the insert a screwdriver in the slot and rap the top of the screwdriver with a hammer. This loosens the rust so the screw can be removed in the normal way. If the screw head is too damaged to use this method, grip the head with locking pliers and twist the screw out.

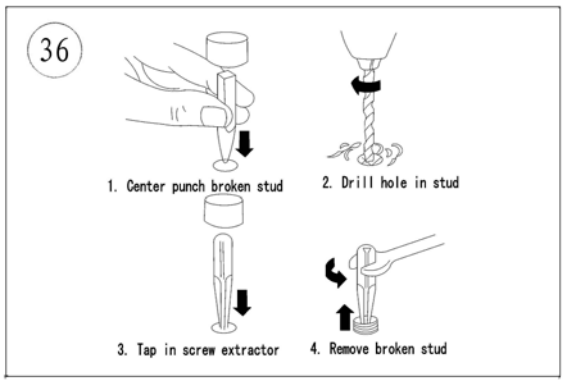
Avoid applying heat unless specifically instructed. Heat may melt, warp or remove the temper from parts.

Removing Broken Fasteners

If the head breaks off a screw or bolt, several methods are available for removing the remaining portion. If a large portion of the remainder projects out, try gripping it with locking pliers. If the projecting portion is too small, file it to fit a wrench of cut a slot in it to fit a screwdriver (**Figure 35**)

If the head breaks off flush, use a screw extractor. To do this, center punch the exact center of the remaining portion of the screw or bolt. Drill a small hole in the screw and tap the extractor into the hole. Back the screw out with a wrench on the extractor (**Figure 36**)



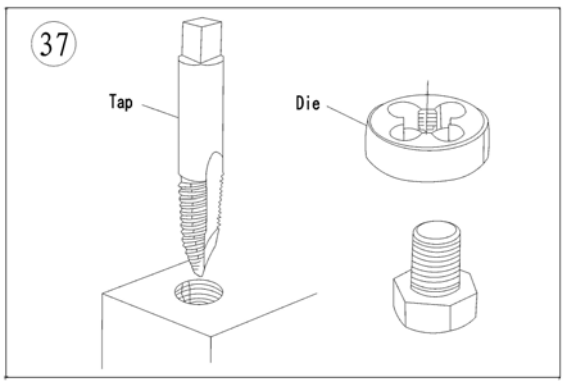


Repairing Damaged Threads

Occasionally, threads are stripped through carelessness or impact damage. Often the threads can be repaired by running a tap (for internal threads on nuts) or die (for external threads on bolts) through the threads (**Figure 37**). To clean or repair spark plug threads, use a spark plug tap.

If an internal thread is damaged, it may be necessary to install a Helical or some other type of thread insert. Follow the manufacturer's instructions when installing their insert.

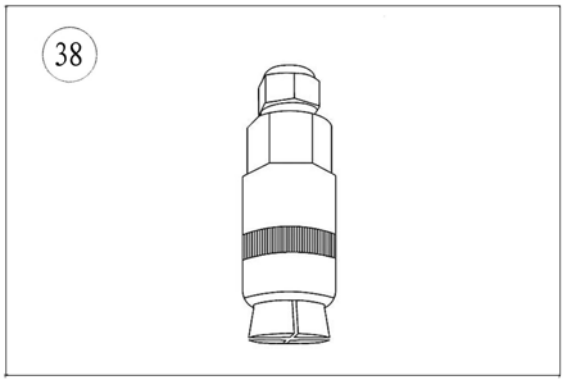
If it is necessary to drill and tap a hole, refer to **Table 8** for metric tap and drill sizes.

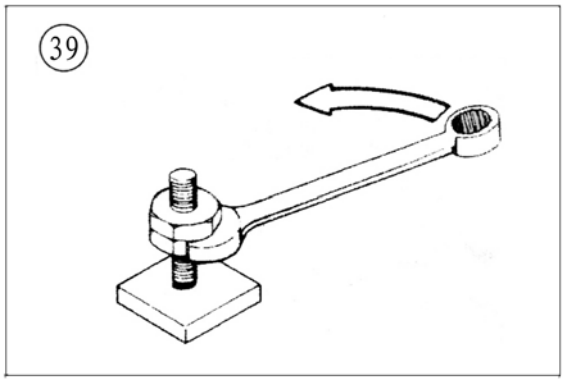


Stud Removal/Installation

A stud removal tool **(Figure 38)** is available from most tool suppliers. This tool makes the removal and installation of studs easier. If one is not available, thread two must onto the stud and tighten them against each other. Remove the stud by turning the lower nut **(Figure 39).**

1. Measure the height of the stud above the surface.
2. Thread the stud removal tool onto the stud and tighten it, or thread two nuts onto the stud.
3. Remove the stud by turning the stud remover or the lower nut.
4. Remove any thread locking compound from the threaded hole. Clean the threads with an aerosol parts cleaner.
5. Install the stud removal tool onto the new stud or thread two nuts onto the stud.
6. Apply thread locking compound to the threads of the stud.
7. Install the stud and tighten with the stud removal tool or the top nut.
8. Install the stud to the height noted in Step 1 or its torque specification.
9. Remove the stud removal tool or the two nuts.





Removing Hoses

When removing stubborn hoses, do not exert excessive force on the hose or fitting. Remove the hose, do not exert excessive force on the hose or fitting. Remove the hose clamp and carefully insert a small screwdriver or pick tool between the fitting and hose. Apply a spray lubricant under the hose and carefully twist the hose off the fitting. Clean the fitting of any corrosion or rubber hose material with a wire brush Clean the inside of the hose thoroughly. Do not use any lubricant when installing the hose (new or old). The lubricant may allow the hose to come off the fitting, even with the clamp secure.

Bearings

Bearings are used in the engine and transmission assembly to reduce power loss, heat and noise resulting from friction. Because bearings are precision parts, they must be maintained with proper lubrication and maintenance. If a bearing is damaged, replace it immediately. When installing a new bearing, take care to prevent damaging it. Bearing replacement procedures are included in the individual chapters where applicable; however. Use the following sections as a guideline.

NOTE

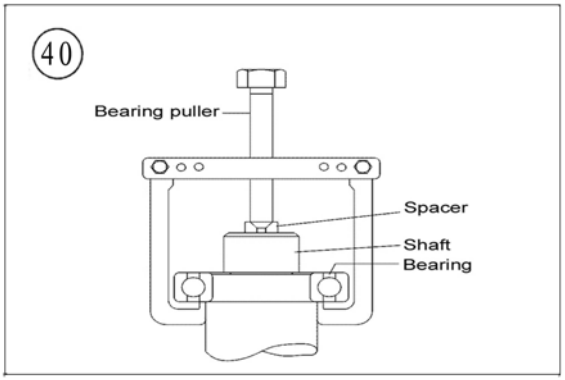
Unless otherwise specified, install bearings with the manufacturer's

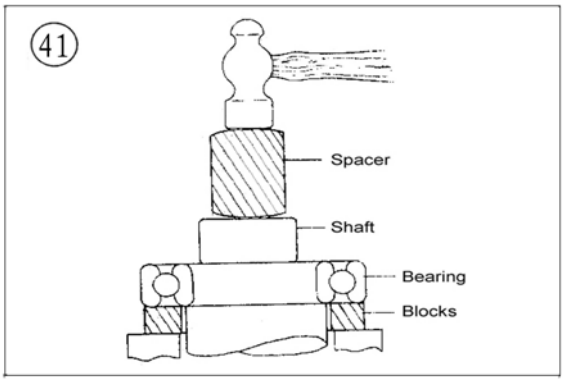
mark or number facing outward.

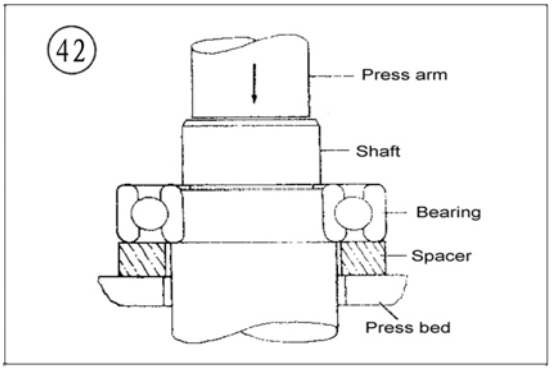
Removal

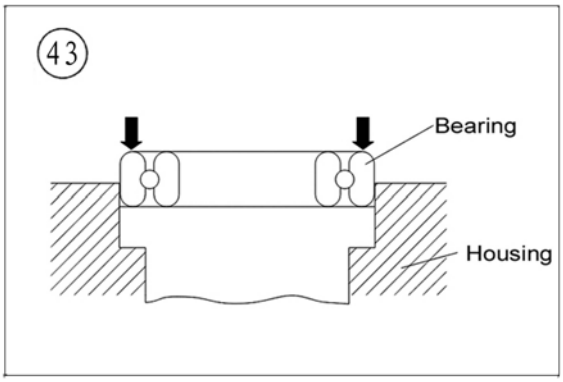
While bearing are normally removed only when damaged, there may be times when it is necessary to remove a bearing that is in good condition. However, improper bearing removal will damage the bearing and possibly the shaft or case. Note the following when removing bearings:

1. When using a puller to remove a bearing from a shaft, take care that the shaft is not damaged. Always place a piece of metal between the end of the shaft and the puller screw. In addition, place the puller arms next to the inner bearing race. See **Figure 40.**
2. When using a hammer to remove a bearing from a shaft. do not strike the hammer directly against the shaft. Instead, use a brass or aluminum rod between the hammer and shaft **(Figure 41)** and make sure to support both bearing races with wooden blocks as shown.
3. The ideal method of bearing removal is with a hydraulic press. Note the following when using a press:
   a. Always support the inner and outer bearing races with a suitable size wooden or aluminum spacer **(Figure 42).** If only the outer race is supported, pressure applie against the balls and/or the inner race will damage them.
   b. Always make sure the press arm **(Figure 42)** aligns with the center of the shaft. If the arm is not centered, it may damage the bearing and/or shaft.
   c. The moment the shaft is free of the bearing. It drops to the floor. Secure or hold the shaft to prevent it from falling.







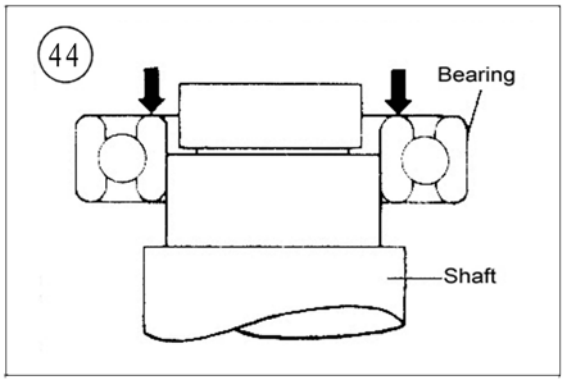


Installation

1. When installing a bearing in a housing, apply pressure to the outer bearing race **(Figure 43).** When installing a bearing on a shaft, apply pressure

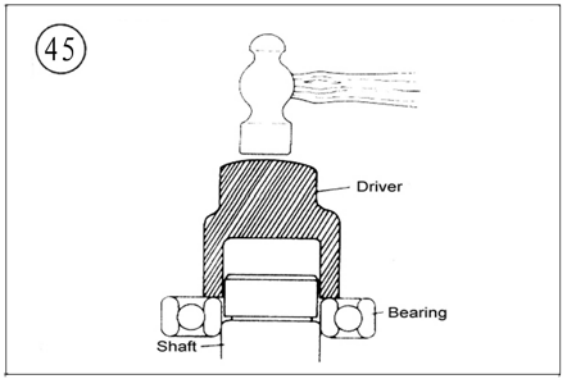
to the inner bearing race **(Figure 44).**

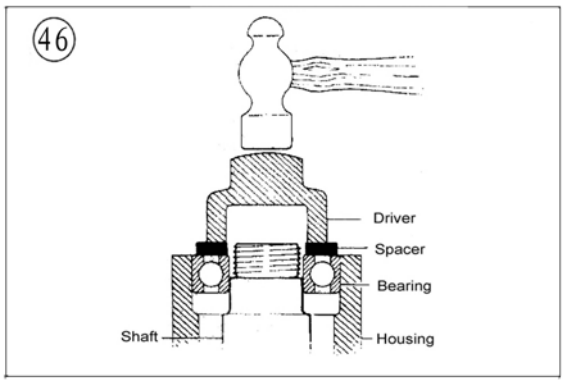
2. When installing a bearing as described in Step 1, some type of driver is required. Never strike the bearing directly with a hammer or it will damage the bearing. When installing a bearing, use a piece of pipe or a driver with a diameter that matches the bearing inner race. **Figure 45** Shows the correct way to use a driver and hammer to install a bearing.
3. Step 1 describes how to install a bearing in a case half or over a shaft However, when installing a bearing over a shaft and into the housing at the same time, a tight fit is required for both outer and inner bearing races. In this situation, install a spacer underneath the driver tool so that pressure is applied evenly across both races. See **Figure 46.** If the outer race is not supported as shown, the balls will push against the outer bearing race and damage it



Interference fit

1. Follow this procedure when installing a bearing over a shaft. When a tight fit is required, the bearing inside diameter is smaller than the shaft. In this case. Driving the bearing on the shaft using normal methods may cause bearing damage. Instead, heat the bearing before installation. Note the following:
   a. Secure the shaft so it is ready for bearing installation.
   b. Clean all residues from the bearing surface of the shaft. Remove burrs with a file or sandpaper.
   c. Fill a suitable pot or beaker with clean mineral oil. Place a thermometer rated above 120℃(248°F) in the oil. Support the thermometer so it does not rest on the bottom or side of the pot.
   d. Remove the bearing from its wrapper and secure it with a piece of heavy wire bent to hold it in the pot. Hang the bearing in the pot so it does not touch the bottom or sides of the pot.





   e. Turn the heat on and monitor the thermometer. When the oil temperature rises to approximately 120℃(248°F), remove the bearing from the pot and quickly install it. If necessary, place a socket on the inner bearing race and tap the bearing into place. As the bearing chills, it will tighten on the shaft, so install it quickly. Make sure the bearing is installed completely.

2. Follow this step when installing a bearing in a housing. Bearings are general installed in a housing with a slight interference fit Driving the bearing into the housing using normal methods may damage the housing or cause bearing damage. Instead, heat the housing before the bearing is installed. Note the following:

CAUTION

Before heating the housing in this procedure, wash the housing thoroughly with detergent and water. Rinse and rewash the cases as required to remove all traces of oil and other chemical deposits

a. Heat the housing to approximately 100℃ (212°F) in an oven or on a hot plate. An easy way to check that it is the proper temperature is to place tiny drops of water on the housing; if they sizzle and evaporate immediately, the temperature is correct. Heat only one housing at a time.

CAUTION

Do not heat the housing with a propane or acetylene torch. Never bring a flame into contact with the bearing or housing. The direct heat will destroy the case hardening of the bearing and will likely warp the housing.

b. Remove the housing from the oven or hot plate, and hold onto the housing with welding gloves. It is hot!

NOTE

Remove and install the bearings with a suitable size socket and extension.

c. Hold the housing with the bearing side down and tap the bearing out. Repeat for all bearings in the housing.

d. Before heating the bearing housing, place the new bearing in a freezer if possible. Chilling a bearing slightly reduces its outside diameter while the heated bearing housing assembly is slightly larger due to heat expansion. This makes bearing installation easier.

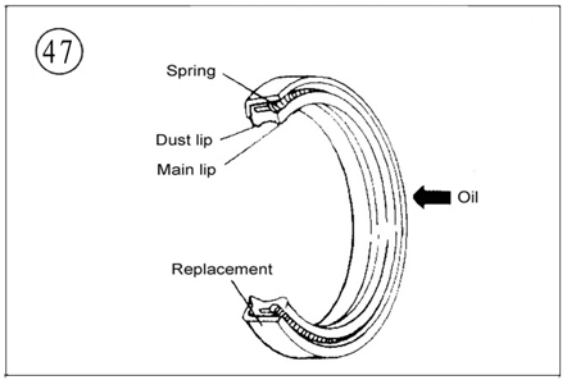
NOTE

Always install bearings with the manufacturer's mark or number facing outward.

e. While the housing is still hot. Install the new bearing(s) into the housing. Install the bearings by hand. if possible. If necessary, lightly tap the bearing(s) into the housing with a driver placed on the outer bearing race (**Figure 43**). Do not install new bearings by driving on the inner-bearing race. Install the bearing(s) until it seats completely.

Seal Replacement

Seals (**Figure 47**) contain oil, water, grease or combustion gasses in a housing or shaft. Improperly removing a seal can damage the housing or shaft. Improperly installing the seal can damage the seat. Note the following:



1. Prying is generally the easiest and most effective method of removing a seal from the housing. However. Always place a rag underneath the pry tool to prevent damage to the housing. Note the seal's installed depth or if it is installed flush.
2. Pack waterproof grease in the seal lips before the seal is installed.
3. In most cases, install seals with the manufacturer's numbers or marks facing out.
4. Install seals with a socket or driver placed on the outside of the seal as shown in. Drive the seal squarely into the housing until it is to the correct depth or flush as noted during removal. Never install a seal by hitting against the top of it with a hammer.

STORAGE

Several months of non-use can cause a general deterioration of the motorcycle, UTV This is especially true in areas of extreme temperature variations. This deterioration can be minimized with careful preparation for storage. A properly stored motorcycle is much easier to return to service.

Storage Area Selection

When selecting a storage area, consider the following:

1. The storage area must be dry. A heated area is best, but not necessary. It should be insulated to minimize extreme temperature variations.
2. If the building has large window areas, mask them to keep sunlight off the UTV .
3. Avoid buildings in industrial areas where corrosive emissions may be present. Avoid areas close to saltwater.
4. Consider the area's risk of fire, theft or vandalism. Check with an insurer regarding UTV coverage while in storage.

Preparing the Motorcycle for Storage

The amount of preparation a motorcycle should undergo before storage depends on the expected length of non-use, storage area conditions and personal preference. Consider the following list the minimum requirement:

1. Wash the UTV thoroughly. Make sure all dirt, mud and other debris are removed.

2. Lubricate the drive chain.
3. Start the engine and allow it to reach operating temperature. Drain the engine oil regardless of the riding time since the last service. Fill the engine with the recommended type of oil.
4. Drain the fuel tank, fuel lines and carburetor.
5. Remove the spark plug and ground the ignition system with a grounding tool as described in this chapter. Then pour a teaspoon (15-20ml) of engine oil into the cylinder. Place a rag over the opening and Start the engine over to distribute the oil. Remove the grounding tool and reinstall the spark plug.
6. When the engine has cooled to room temperature, drain the cooling system drain the coolant in the coolant reserve tank and all tank lines.
7. Cover the exhaust and intake opening.
8. Apply a protective substance to the plastic and rubber components. Make sure to follow the manufacturer's instructions for each type of product being used.
9. Place the UTV on a work stand with both wheels off the ground.
10. Cover the UTV with old bed sheets or something similar. Do not cover it with any plastic material that will trap moisture.

Returning the UTV to Service

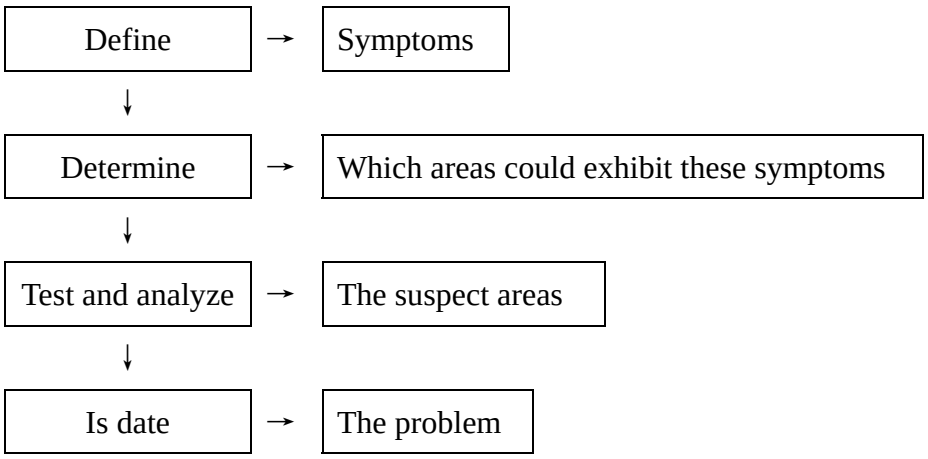
The amount of service required when returning a UTV to service after storage depends on the length of non-use and storage conditions. In addition to performing the reverse of the procedure, note the following:

1. Remove the covers from the intake and exhaust openings.
2. Service the air filter as described in Chapter Three.
3. Inspect the cooling system. Check the drain plug and hose connections for leaks.
4. Refill the fuel tank. Turn the fuel shutoff valve on and check for fuel leaks.
5. Make sure the brakes, clutch, throttle and engine stop switch work properly before operating the UTV. Evaluate the service intervals to determine which areas require service.
6. If the UTV has been in storage for longer than four months, change the engine oil as and filter, and the transmission oil as described

CHAPTER TWO

TROVBLESHOOTING

Diagnose electrical and mechanical problems by following an orderly procedure and remembering the basic operating requirements



By following a systematic approach, the possibility of unnecessary parts replacement can be avoid, always start with the simple and most obvious checks when troubleshooting, This would include the engine stop switch, fuel quantity and condition, fuel vale position and spark plug cap tightness

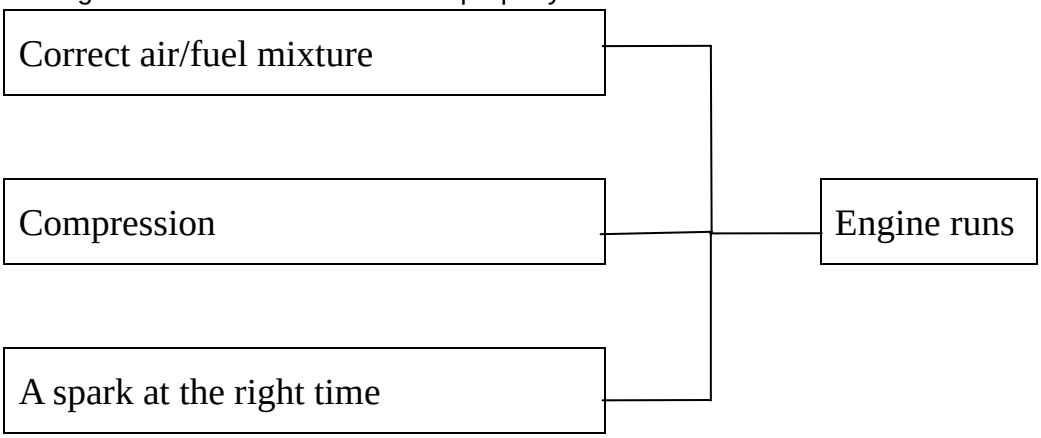
Proper maintenance as described in Chapter Three reduces the necessity for troubleshooting. Even with the best of care, however, the motorcycle may develop problems that require trouble shooting.

If the problem cannot be solved. Stop and evaluate all conditions prior to the problem. If the motorcycle must be taken to a repair facility, the mechanic will want to know as many details as possible.

For removal, installation and test procedures for some components, refer to the specific chapter. When applicable, tables at the end of each chapter also provide specifications and service limits.

ENGINE PRINCIPLES AND OPERATING REQUIREMENTS

An engine needs three basics to run properly:



If one basic requirement is missing the engine will not run.

STARTING THE ENGINE

When experiencing engine-starting troubles, it is easy to work out of sequence and forget basic starting procedures. The following sections describe the recommended starting procedures.

Engine is cold

1. Shift the transmission into neutral.
2. Turn the fuel valve on or confirm if the fuel is in upper or below retile in the fuel tank.
3. If the air temperature is below 0℃（32°F）:

   Open the throttle two or three time to allow the acceleration pump to feed additional fuel to the engine.

   If the air temperature is below 35℃ (95℃) pull the choke knob all the way out to richen the air/fuel mixture.
4. When the engine starts, allow it to idle for approximately one minute, then push the choke all the way in. If the idle is smooth, use the throttle to keep the engine running until it warms up.

NOTE

Do not race the engine during the warm\up period. The carburetor accelerator pump can overly richen the air/fuel mixture, which would cause the engine to stall.

Engine is warm

1. Shift the transmission into neutral.
2. Confirm if the fuel is in upper or below retied in the tank.
3. Release the hot start lever as soon as the engine starts.

Starting the engine after a fall or after the engine stalls

1. Shift the transmission into neutral.
2. Release the hot start lever as the engine starts.
3. If the engine fails to start, refer to Flooded Engine in this section.

Flooded engine

If the engine fails to start after several attempts, it is probably flooded. This occurs when too much fuel is drawn into the engine and the spark plug fails to ignite it. The smell of gasoline is often evident when the engine is flooded. Troubleshoot a flooded engine as follows:

1. Look for gasoline overflowing from the carburetor or overflow hose. If gasoline is evident, the engine is flooded and/or the float in the carburetor bowl is stuck. If the carburetor float is stuck, remove and repair the float assembly Shift the transmission into neutral.
2. Check that the chock knob is fully closed (pushed in).
3. Open the throttle fully and hold in this position. Then start the engine firmly through its entire stoke ten times to clear the engine. Close the throttle.
4. Release the hot start lever as soon as the engine starts.
5. If the engine still does not start, refer to Engine will Not Start this chapter.

Engine cold with air temperature

Between 10-35℃（50-95°F）

1. Shift the transmission into neutral.
2. Turn the fuel valve on.
3. Pull the choke knob all the way out to richen the air/fuel mixture.
4. When the engine starts, allow it to idle for approximately 15 seconds, then push the choke all the way. If the idle is not smooth, use the throttle to keep the engine running until it warms up.

NOTE

Do not race the engine during the warm-up period. The carburetor accelerator pump can overly richen the air/fuel mixture, which may cause the engine to stall.

Engine cold with air temperature above 35℃（95°F）

1. Shift the transmission into neutral.
2. Turn the fuel valve on.
3. When the engine starts, allow it to idle until it warms up.

Cold engine with air temperature below 10℃(50°F)

1. Shift the transmission into neutral.
2. Turn the fuel valve on
3. If the temperature is below 32°F (0℃), open the throttle two or three times to allow the accelerator pump to feed additional fuel to the engine.
4. Pull the choke knob all the way out to richen the air/fuel mixture.

NOTE

Do not open the throttle when starting the engine in Step 4. This will allow the accelerator pump to feed more fuel to the engine, possibly causing the spark plug to foul.

4. When the engine starts, use the throttle to keep the engine running until the engine warms up and the choke can be fully closed.

NOTE

Do not race the engine during the warm-up period. The carburetor accelerator pump can overly richen the air/fuel mixture and cause the engine to stall.

Engine is hot

1. Shift the transmission into neutral.
2. Turn the fuel valve on

NOTE

Do not open the throttle when starting the engine in Step 3. This will allow the accelerator pump to feed more fuel to the engine, possibly fouling the spark plug.

3. Pull the hot start lever. Then while keeping the throttle closed, pull the clutch lever fully in and press the starter button.
4. Release the hot start lever as soon as the engine starts.

Starting the engine after a fall or after the engine stalls

1. Shift the transmission into neutral.
2. Pull the hot start lever. Then while keeping the throttle closed.
3. Release the hot start lever as soon as the engine starts.

4. If the engine fails to start, refer to Flooded Engine in this section.

Flooded engine

If the engine fails to start after several attempts, it is probably flooded. This situation occurs when too much fuel is drawn into the engine and the spark plug fails to ignite it. The smell of gasoline is often evident when the engine is flooded. Troubleshoot a flooded engine as follows:

1. Look for gasoline overflowing from the carburetor or overflow hose. If gasoline is evident, the engine is flooded and/or the float in the carburetor bowl is stuck. If the carburetor float is stuck, remove and repair the float assembly.
2. Shift the transmission into neutral.
3. Check that the choke knob is fully closed (pushed in).
4. Starter---Perform the following:
   a. Pull the hot start lever, then pull the clutch lever fully in, open the throttle fully and press the starter button for 5 seconds.
   b. If the engine starts, close the throttle and release the hot start lever. If the engine starts but idles roughly, vary the throttle position slightly until the engine idles and responds smoothly.
   c. If the engine still does not start, refer to Engine Will Not Start in this chapter.

ENGINE WILL NOT START

Identifying the Problem

If the engine does not start, perform the following steps in order while remembering the Engine Principals and Operating Requirements described in this chapter. If the engine fails to start after performing these checks, refer to the troubleshooting procedures indicated in the steps. If the engine starts, but idles or runs roughly, refer to Poor Engine Performance in this chapter.

1. Refer to Starting the Engine in this chapter to make sure all starting procedures are correct.
2. If the engine seems flooded, refer to Starting The Engine in this chapter. If the engine is not flooded, continue with Step 3.
3. Remove the cap from the fuel tank and make sure the fuel tank and make sure the fuel tank has a sufficient amount of fuel to start the engine.
4. If there is sufficient fuel in the fuel tank, remove the spark plug immediately after attempting to start the engine. The plug's insulator should be wet, indicating that fuel is reaching the engine. If the plug tip is dry, fuel is not reaching the engine. Refer to Fuel System in this chapter. If there is fuel on the spark plug and the engine will not start, the engine may not have adequate spark. Continue with Step 5.
5. Make sure the direct ignition coil or spark plug wire is secure. Push the direct ignition coil or spark plug cap and slightly rotate it to clean the electrical connection between the plug and the connector. If the engine does not start. Continue with step 6

NOTE

A cracked or damaged direct ignition coil or spark plug cap and cable can cause intermittent problems that are difficult to diagnose. If the engine occasionally misfires or cuts out, use a spray bottle to wet the direct ignition coil or plug cap and plug cable while the engine is running. Water that enters one of theses areas causes an arc through the insulating material, causing an engine misfire.

NOTE

Engine misfire can also be caused by water that enters through connectors. Check the connectors for loose wire ends. On waterproof connectors, check for damage where the wires enter the connector.

6. Perform the Spark Test in this section. If there is a strong spark, perform Step 7. If there is no spark or if the spark is very weak, refer to Ignition System Testing in Chapter Ten.
7. If the fuel and ignition systems are working correctly, perform a leakdown test (this chapter) and cylinder compression test. If the leak down test indicates a problem, or the compression under Engine in this chapter.

Spark Test

Perform a spark test to determine if the ignition system is producing adequate spark. This test should be performed with a spark tester. A spark tester looks like a spark plug with an adjustable gap between the center electrode and grounded base. Because the voltage required to jump the spark tester gap is sufficiently larger than that of a normally gapped spark plug, the test results are more accurate than with a spark plug. Do not assume that because a spark jumped across a spark plug gap, the ignition system is working correctly.

Perform this test on the engine when it is both cold and hot, if possible. If the test results are positive for each test, the ignition system is working correctly.

CAUTION

After removing the direct ignition coil or spark plug cap and before removing the spark plug in Step 1, clean the area around the spark plug with compressed air. Dirt that falls into the cylinder causes rapid engine wear.

1. Disconnect the direct ignition coil or spark plug cap. Check for the presence of water.
2. Visually inspect the spark plug for damage.
3. Connect a spark tester to the direct ignition coil or spark plug cap. Ground the spark tester base (or spark plug) to a good ground. Position the spark tester or spark plug firing tip away from the open spark plug hole. Position the spark tester so the electrodes are visible.

WARNING

Mount the spark tester or spark plug away from the spark plug hole in the cylinder. If the engine is flooded, do not perform this test. The spark tester can ignite fuel ejected through the spark plug hole.

5. Shift the transmission into neutral.

WARNING

Do not hold the spark tester, spark plug or connector or a serious electrical shock may result.

5. Turn the engine over using the starter and push the starter button. A fat blue spark must be evident between the spark tester or spark plug terminals.
6. If there is a strong, blue spark, the ignition system is functioning properly, Check for one or more of the following possible malfunctions:
   a. Faulty fuel system component.
   b. Flooded engine.
   c. engine damage(low compression).
7. If the spark was weak (white or yellow) or if there was no spark, perform the peak voltage checks described under Ignition System Testing.
8. Reinstall the fuel tank.

Starter Does Not Turn Over or Turns Over Slowly

Refer to Starting System Testing

POOR ENGINE PERFORMANCE

If the engine runs, but performance is unsatisfactory, refer to the following section that best describes the symptoms.

Engine Starts But Stalls and is Hard to Restart

Check for the following:

1. Incorrect choke operation. This can be due to improper use or a stuck choke valve in the carburetor.
2. Incorrect hot start valve operation. This situation can be due to improper use or incorrect hot start valve adjustment.
3. Plugged fuel tank went hose.
4. Plugged fuel hose. Fuel shutoff valve or fuel filter.
5. Incorrect carburetor adjustment.

6. Incorrect float level adjustment.
7. Plugged carburetor jets.

NOTE

If a warm or hot engine will start with the choke on, or if a cold engine starts and runs until the choke is turned off. The pilot jet is probably plugged.

8. Contaminated or stale fuel.
9. Clogged air filter.
10. Intake pipe air leak.
11. Plugged exhaust system. Check the silencer or muffler, especially if the utility terrain vehicle was just returned from storage.
12. Faulty ignition system component.

Engine Backfires, Cuts Out or Misfires During Acceleration

A backfire occurs when fuel is burned or ignited in the exhaust system.

1. A lean air/fuel mixture can cause these engine performance problems. Check for the following conditions:
   a. Incorrect float level adjustment.
   b. Plugged pilot jet or pilot system.
2. Faulty accelerator pump.
3. Loose exhaust pipe-to-cylinder head connection.
4. Intake air leak.
5. Incorrect ignition timing or a damaged ignition system can cause these conditions. Perform the Peak Voltage Tests to isolate the damaged ignition system component. Check the ignition timing as described.

NOTE

The ignition timing is controlled by the ICM and cannot be adjusted. However, checking the ignition timing can be used to diagnose problems.

6. Check the following engine components:
   a. Broken valve springs.
   b. Stuck or leaking valves.
   c. Worn or damaged camshaft lobes.
   d. Incorrect valve timing due to incorrect camshaft installation or a mechanical failure.

Engine Backfires on Deceleration

If the engine backfires when the throttle is released, check the following:

1. Lean carburetor pilot system.
2. Loose exhaust pipe-to-cylinder head connection.
3. Faulty ignition system component.
4. Check the following engine components:
   a. Broken valve springs.
   b. Stuck or leaking valves.
   c. Worn or damaged camshaft lobes.
   d. Incorrect valve timing due to incorrect camshaft installation or a mechanical failure.

Poor Fuel Mileage

1. Clogged fuel system.
2. Dirty or clogged air filter.
3. Incorrect ignition timing.

Engine Will Not Idle or Idles Roughly

1. Clogged air filter element.
2. Poor fuel filter or fuel hose.
3. Faulty accelerator pump assembly.
4. Contaminated or stale fuel.
5. Incorrect carburetor adjustment.
6. Leaking head gasket.
7. Intake air leak.
8. Incorrect ignition timing
9. Low engine compression

Low Engine Power

1. Support the UTV in a stand with the rear wheel off the ground. then spins freely. If the wheel does not spin freely. Check for the following conditions:
   a. Dragging brakes. Check for this condition immediately after riding the UTV

NOTE

After riding the UTV. Come to a stop on a level surface. Turn the engine off and shift the transmission into neutral. Walk or push the UTV forward. If the UTV is harder to push than normal. Check for dragging brakes

   b. Damaged or binding drive system
   c. Damaged drive system and gear bearing

2. Test ride the UTV and accelerate quickly from first to second gear. If the engine speed in-creased according to throttle position. Perform **Step 3**. If the engine speed did not increase. Check CVT
   a. Warped clutch plates/discs
   b. CVT spring
3. Test ride the UTV and accelerate lightly. If the engine speed increased according to throttle position. Perform Step 4. If the engine speed did not increase. Check for one or more of the following problems:
   a. Clogged air filter
   b. Restricted fuel flow
   c. Pinched fuel tank breather hose (Figure 9).
   d. Clogged or damaged silencer or muffler

NOTE

A clogged exhaust system will prevent some of the burned exhaust gasses from exiting the exhaust port at the end of the exhaust stroke. This condition effects the incoming air/fuel mixture on the intake stroke and reduces engine power

4. Check for retarded ignition timing. A decrease in power results when the plugs fire later than normal
5. Check for one or more of the following problems
   a. Low engine compression
   b. Worn spark plug
   c. Fouled spark plug
   d. Incorrect spark plug heat range
   e. Weak ignition coil
   f. Incorrect ignition timing
   g. Plugged carburetor passages
   h. Incorrect oil level (too high or too low)
   i. Contaminated oil
   j. Worn or damaged valve train assembly
   k. Engine overheating
6. If the engine knocks when it is accelerated or when running at high speed. Check for one or more of the following possible malfunctions:
   a. Incorrect type of fuel
   b. Lean fuel mixture
   c. Advanced ignition timing

NOTE

Other signs of advanced ignition timing are engine overheating and hard or uneven engine starting

   d. Excessive carbon buildup in combustion chamber
   e. Worn pistons and/or cylinder bores

Poor Idle or Low Speed Performance

1. Check for an incorrect pilot screw adjustment
2. Check for damaged or loose intake pipe and air filter housing hose clamps. These conditions will cause an air leak
3. Perform the spark test in this chapter. Note the following:
   a. If the spark is good. Go to Step 4
   b. If the spark is weak. *Perform the Peak Voltage Testing*
4. Check the ignition timing. If ignition timing is correct. Perform Step 5. If the timing is incorrect. Perform the *Peak Voltage Testing*
5. Check the fuel system as described in this chapter

Poor High Speed Performance

1. Check ignition timing. If the ignition timing is correct. Perform Step 2. If the timing is incorrect. Perform the *Peak Voltage*
2. Check the fuel system as described in this chapter
3. Check the valve clearance as described. Note the following:
   a. If the valve clearance as correct. Perform Step 4
   b. If the clearance is incorrect. adjust the valves as described in Chapter Three
4. Incorrect valve timing and worn or damaged valve springs can cause poor high-speed performance. If the camshaft was timed just before the UTV experiencing this type of problem. The cam timing may be incorrect. If the cam timing was not set or changed. And all the other inspection procedures in this section failed to locate the problem. Inspect the camshaft and calve assembly

FUEL SYSTEM

The following section isolates common fuel system problems under specific complaints. If there is a good spark. Poor fuel flow may be preventing the correct amount of fuel from being supplied to the spark plug. Troubleshoot the fuel system as follows:

1. Clogged fuel tank breather hose
2. Check that there is a sufficient amount of fuel in the rank
3. After attempting to start the engine. Remove the spark plug and check for fuel on the plug tip. Note the following:
   a. If there is no fuel visible in the plug. Check for a clogged fuel shutoff valve. Fuel filter or fuel line
   b. If there is fuel present on the plug tip. And the engine has spark. Check for an excessive intake air leak or the possibility of contaminated or stale fuel

NOTE

If the UTV was not used for some time. And was not properly stored. The fuel may have gone stale. Where

lighter parts of the fuel have evaporated. Depending on the condition of the fuel. a no-start condition can result

c. If there is an excessive amount of fuel on the plug. Check for a clogged air filter or flooded carburetor.

Rich Mixture

The following conditions can cause a rich air/fuel mixture:

1. Clogged air filter
2. Choke valve stuck open
3. Float level too high
4. Contaminated float valve seat
5. Worn or damaged float valve and seat
6. Leaking or damaged float
7. Clogged carburetor jets
8. Incorrect carburetor jetting

Lean Mixture

The following conditions can cause a lean air/fuel mixture:

1. Intake air leak
2. Float level too low
3. Clogged fuel line, fuel filter or fuel shutoff valve
4. Partially restricted fuel tank breather hose
5. Plugged carburetor air vent hose
6. Damaged float
7. Damaged float valve
8. Incorrect carburetor jetting

ENGINE

Engine Smoke

The color of engine smoke can help diagnose engine problems or operating conditions

Black smoke

Black smoke is an indication of a rich air/fuel mixture

Blue smoke

Blue smoke indicates that the engine is burning oil in the combustion chamber as it leaks past worn valve stem seals and piston rings. Excessive oil consumption is another indicator of an engine that is burning oil. Perform a compression test to isolate the problem.

White smoke or steam

It is normal to see white smoke or steam from the exhaust after first starting the engine in cold weather. This is actually condensed steam formed by the engine during combustion. If the UTV is ridden far enough, the water cannot collect in the crankcase and should not become a problem. Once the engine heats up to normal operating temperature, the water evaporates and exits the engine through the crankcase vent system. However, if the UTV is ridden for short trips or repeatedly started and stopped and allowed to cool off without the engine getting warm enough, water will start to collect in the crankcase. With each short run of the engine, more water collects. As this water mixes with the oil in the crankcase, sludge is produced. Sludge can eventually cause engine damage as it circulates through the lubrication system and blocks off oil passages.

Large amounts of steam can also be caused by a cracked cylinder head or cylinder block surface that allows coolant to leak into the combustion chamber. Perform a Coolant System Pressure Test.

Low Engine Compression

Problems with the engine top end will affect engine performance. When the engine is suspect, perform the leak down procedure in this chapter and make a compression test . Interpret the results as described in each procedure to troubleshoot the suspect area. An engine can lose compression through the following areas:

1. Valves:
   a. Incorrect valve adjustment.
   b. Incorrect valve timing.
   c. Worn or damaged valve seat surfaces.
   d. Bent valves.
   e. Weak or broken valve springs.
2. Cylinder head:
   a. Loose spark plug or damaged spark plug hole.
   b. Damaged cylinder head gasket.
   c. Warped or cracked cylinder head.
3. Damaged decompress or assembly.

High Engine Compression

1. Faulty decompress or assembly.
2. Excessive carbon buildup in the combustion chamber.

Engine Overheating

(Cooling System)

WARNING

Do not remove the radiator cap, coolant drain plug or disconnect any coolant hose immediately after or during engine operation. Scalding fluid and steam may be blown out under pressure and cause serious injury. When the engine has been operated, the coolant is very hot and under pressure. Attempting to remove the items when the engine is hot can cause the coolant to spray violently from the radiator, water pump or hose, causing severe burns and injury.

1. Low coolant level.
2. Air in cooling system.
3. Clogged radiator, hose or engine coolant passages.
4. Worn or damaged radiator cap.
5. Damaged water pump.

Engine Overheating

(Engine)

1. Improper spark plug heat range.
2. Low oil level.
3. Oil not circulating properly.
4. Valves leaking.
5. Heavy carbon deposits in the combustion chamber.
6. Dragging brake(s).
7. Slipping clutch.

Preignition

Preignition is the premature burning of fuel and is caused by hot spots in the combustion chamber. Glowing deposits in the combustion chamber, inadequate Cooling or an overheated spark plug can all cause preignition. This is first noticed as a power loss but eventually causes damage to the internal parts of the engine because of the high combustion chamber temperature.

Detonation

Detonation is the violent explosion of fuel in the combustion chamber before the proper time of ignition. Using low octane gasoline is a common cause of detonation.

Even when using a high octane gasoline, detonation can still occur. Other causes are over-advanced ignition timing, lean air/fuel mixture at or near full throttle, inadequate engine cooling, or the excessive accumulation of carbon deposits in the combustion chamber.

Continued detonation can result in engine damage.

Power Loss

Refer to Poor Engine Performance in this chapter.

Engine Noises

Unusual noises are often the first indication of a developing problem. Investigate any new noises as soon as possible. Something that may be a minor problem, if corrected, could prevent the possibility of more extensive damage.

Use a mechanic's stethoscope or a small section of hose held near your ear (not directly on your ear) with the other end close to the source of the noise to isolate the location. Determining the exact cause of a noise can be difficult. If this is the case, consult with a professional mechanic to determine the cause. Do not disassemble major components until all other possibilities have been eliminated.

Consider the following when troubleshooting engine noises:

1. Knocking or pinging during acceleration can be caused by using a lower octane fuel than recommended. May also be caused by poor fuel. Pinging can also be caused by an incorrect spark plug heat range or carbon buildup in the combustion chamber.
2. Slapping or rattling noises at low speed or during acceleration—May be caused by excessive piston-to-cylinder wall clearance (piston slap).

NOTE

Piston slap is easier to detect when the engine is cold and before the piston has expanded. Once the engine has warmed up, piston expansion reduces piston-to-cylinder clearance.

3. Knocking or rapping while decelerating—Usually caused by excessive rod bearing clearance.
4. Persistent knocking and vibration occurring every crankshaft rotation—Usually caused by worn rod or main bearing(s). Can also be caused by broken piston rings or a damaged piston pin.
5. Rapid on-off squeal—Compression leak around cylinder head gasket or spark plug(s).
6. Valve train noise—Check for the following:

a. Excessive valve clearance.
b. Worn or damaged camshaft.
c. Damaged camshaft.
d. Worn or damaged valve train components.
e. Damaged valve lifter bore(s).
f. Valve sticking in guide.
g. Broken valve spring.
h. Low oil pressure.
i. Clogged cylinder oil hole or oil passage.

ENGLNE LUBRICATION

An improperly operating engine lubrication system quickly leads to engine seizure. Check the engine oil level and oil pressure.

High Oil Consumption or Excessive

Exhaust Smoke

1. Worn valve guides.
2. Worn valve guide seals.
3. Worn or damaged piston rings.
4. Incorrect piston ring installation.

Low Oil Pressure

1. Low oil level.
2. Worn or damaged oil pump.
3. Clogged oil strainer screen.
4. Clogged oil filter.
5. Internal oil leakage.
6. Oil relief valve stuck open.
7. Incorrect type of engine oil.

High Oil Pressure

1. Oil relief valve stuck closed.
2. Clogged oil filter.
3. Clogged oil gallery or metering orifices.

No Oil Pressure

1. Low oil level.
2. Oil relief valve stuck closed.
3. Damaged oil pump.
4. Incorrect oil pump installation.
5. Internal oil leak.

Oil Level Too Low

1. Oil level not maintained at correct level
2. Worn piston rings.
3. Worn cylinder.
4. Worn valve guides.
5. Worn valve guide seals.
6. Piston rings incorrectly installed during engine overhaul.
7. External oil leakage.
8. Oil leaking into the cooling system.

Oil Contamination

1. Blown head gasket allowing coolant to leak into the engine.
2. Coolant leak.
3. Oil and filter not changed at specified intervals or when operating conditions demand more frequent changes.

CYLINDER LEAKDOWN TEST

A cylinder leakdown test can accurately pinpoint engine leakage problems from the head gasket, water jackets in the cylinder head and cylinder, valves and valve seats, and piston rings. This test is performed by applying compressed air to the cylinder through a special tester and then measuring the percent of leakage. A cylinder leakdown tester and an air compressor are needed to perform this test.

When performing a leakdown test, the engine is first set at TDC on its compression stroke so that all the valves are closed. When the combustion chamber is pressurized, very little air should escape. However, the difficulty in performing a leakdown test on a single cylinder engine(especially on the engines described in this manual with low static engine compression) is in preventing the piston from moving as the combustion chamber starts to pressurize. Any piston movement will force the crankshaft to turn away from TDC and allow air to escape past an open valve seat.

In this procedure it will be necessary to lock the engine at TDC on its compression stroke and then perform the leakdown test. Follow the manufacturer’s directions along with the follow the manufacturer’s directions along with the following information when performing a cylinder leakdown test.

1. Support the UTV on a work stand with the rear wheel off the ground.
2. Remove the air filter assembly Open and secure the throttle so it is at its wide-open position.
3. Remove the spark plug.
4. Install the threaded hose adapter from the leakdown kit. Then install the leakdown gauge onto the hose.
5. Remove the ignition timing hole cap from the left crankcase cover.
6. Remove the crankshaft hole cap from the right crankcase cover.

NOTE

Because the following test is performed with the cylinder head cover installed on the engine, the camshaft lobes cannot be viewed to ensure that the engine is positioned at TDC on its compression stroke. To determine when the engine is approaching TDC on its compression stroke, or whether it is 360°off. Observe the following two indicators to predict engine position. First, when aligning the index marks in Step7, listen for pressure building inside the combustion chamber. Indicating that the piston is moving to TDC on its compression stroke. Second, view the gauge on the leakdown tester when turning the engine. As the piston moves toward TDC on its compression stroke, compression building inside the combustion chamber may cause the gauge needle to move slightly. If the crankshaft is 360°off, these indicators will not be present.

NOTE

The decompress or mechanism will click loudly once during each crankshaft revolution. This is normal.

7. Use hex socket on the primary drive gear mounting bolt and turn the crankshaft clockwise and align the TDC mark on the flywheel with the index mark on the left crankcase cover Remove the hex socket from the primary drive gear.

8. Perform the following to lock the transmission so the engine remains at TDC on its compression stroke when performing the leakdown test:

WARNING

Do not attempt to lock the engine by trying to use a tool to hold the Allen bolt on the end of the crankshaft. Once the combustion chamber becomes pressurized, any crankshaft movement can throw the tool away from the engine under considerable force, attempting to hole the tool can cause serious injury. Engine damage may also occur to the crankshaft or right crankcase cover. Lock the engine as described in this procedure.

a. Turn the drive sprocket by hand and shift the transmission into top gear with the shift pedal.
b. Mount a holding tool or equivalent onto the drive sprocket. Use a wooden block and clamp to hold the holding tool so it cannot move when the combustion chamber becomes pressurized.
c. Check that the TDC marks are still aligned as described in Step7,
If not, turn the crankshaft as required, then relock the holding tool in position.

9. Remove the radiator cap and the oil filler cap.
10. Perform a cylinder leakdown test by applying air pressure to the combustion chamber. Follow the manufacturer's instructions while reading the percent of leakage on the gauge. Listen for air leaking while noting the following:

NOTE

Because of play in the transmission gears, it is unlikely the engine will stay at TDC on the first try If the crankshaft turns, reposition the countershaft slightly and then relock it in position with the holding tool. After several attempts, you will get a feel of the transmission play and know what direction the countershaft should be turned and locked.

NOTE

If a large amount of air escapes from the exhaust pipe or through the carburetor, the air is leaking through on open valve, Check the index mark to make sure the engine is at TDC on the compression stroke, If the engine is remaining at TDC but there is still a large amount of air escaping from the engine, the crankshaft is off one revolution. Turn the engine 360°and realign the TDC mark as described in Step 7, then relock it as described in Step8.

a. Air leaking through the exhaust pipe indicates a leaking exhaust valve.
b. Air leaking through the carburetor indicates a leaking intake valve.
c. Air leaking through both the intake and exhaust valves indicates the engine is not set at TDC on its compression stroke.
d. Air leaking through the coolant filler neck indicates a leaking cylinder head gasket or a cracked cylinder head or cylinder liner.
e. Air leaking through the oil filler hole indicates the rings are not sealing properly in the bore.

11. If the cylinder leakdown is 10 percent or higher, further service is required.
12. Disconnect the test equipment and install all the parts previously removed.

ELECTRICAL TESTING

This section describes basic electrical testing and test equipment use.

Preliminary Checks and Precautions

Refer to the color wiring diagrams at the end of the manual for component and connector identification, Use the wiring diagrams to determine how the circuit should work by tracing the current paths from the power source through the circuit components to ground. Also, check any circuits that share the same fuse (if used), ground or switch. If the other circuits work properly and the shared wiring is good, the cause must be in the wiring used only by the suspect circuit. If all related circuits are faulty at the same time, the probable cause is a poor ground connection or a blown fuse (if used).

As with all troubleshooting procedures, analyze typical symptoms in a systematic manner. Never assume any thing and do not overlook the obvious like a blown fuse or an electrical connector that has separated. Test the simplest and most obvious items first and try to make tests at easily accessible points on the UTV.

Before starting any electrical troubleshooting, perform the following:

1. Check the fuse if the fuse is blown, replace it.
2. Inspect the battery. Make sure it is fully charged, and the battery leads are clean and securely attached to the battery terminals.
3. Disconnect each electrical connector in the suspect circuit and make sure there are no bent terminals in the electrical connector
4. Make sure the terminals on the end of each wire are pushed all the way into the connector. If not. Carefully push them in with a narrow blade screwdriver
5. Check the wires where they connect to the terminals for damage
6. Make sure all terminals within the connector are clean and free of corrosion. Clean them. If necessary. And pack the connectors with dielectric grease
7. Push the connectors with dielectric grease. The connectors are fully engaged and locked together
8. Never pull the electrical wires when disconnecting an electrical connector-pull only on the connector

Intermittent Problems

Intermittent problems are problems that do not occur all the time and can be difficult to locate. For example. When a problem only occurs when the UTV is ridden over rough roads (vibration) or in wet conditions (water penetration). It is intermit-ten. To locate and repair intermittent problems. Simulate the condition when testing the compo-nets. Note the following:

1. Vibration---This is a common problem with loose or damaged electrical connectors
   a. Perform a continuity test as described in the appropriate service procedure. Or under *Continuity Test* in this section
   b. Lightly pull or wiggle the connectors while repeating the test. Do the same when checking the wiring harness and individual components. especially where the wires enter a housing or

connector

c. A change in meter readings indicates a poor connection. Fine and repair the problem or replace the part. Check for wires with cracked or broken insulation

NOTE

An analog ohmmeter is useful when making this type of test. Slight needle movements are apparent when indicating a loose connection

2. Heat – This is another common problem with connectors or plugs that have loose or poor connections. As these connections heat up. The connection or joint expands and separates. Causing an open circuit. Other heat related problem occur when a component creates its own heat as it starts to fail or go bad
   a. Troubleshoot the problem to help isolate the problem or area
   b. To check a connector. Perform a continuity test as described in the appropriate service procedure. Or under *Continuity test* in this chapter. Then repeat the test while heating the ground. If the lamp comes on. The problem is the connection between the lamp and Connector with a heat gun or hair dryer. If the meter reading was normal (continuity) when the connector was cold, then fluctuated or read infinity when heat was applied, the connection is bad.

c. To check a component, wait until the engine is clod, then start and run the engine. Note operational differences when the engine is cold and hot.

d. If the engine does not start, isolate and remove the component. First test it at room temperature, and then after heating it with a hair dryer. A change in meter readings indicates a temperature problem.

CAUTION

A heat gun or hair dryer will quickly raise the heat of the component being tested. Do not apply heat directly to the ICM or use heat in excess of 60℃(140℉)on any electrical component. If available, monitor heat with an infrared thermometer.

3. Water—when this problem occurs in wet conditions, or in areas with high humidity, start and run the engine in a dry area. Then, with the engine running, spray water related problems repair themselves after the component becomes hot enough to dry itself.

Electrical component replacement

Most UTV dealerships and parts suppliers will not accept the return of any electrical part. If you cannot determine the exact cause of any electrical system malfunction. If you purchase a new electrical component(s), install it, and then find that the system still does not work properly, you will probably be unable to return the unit for a refund.

Consider any test results carefully before replacing a component that teats only slightly out of

specification, especially resistance. A number of variables can affect test results dramatically. These include: the testing meter's internal circuitry, ambient temperature and conditions under which the machine has been operated. All instructions and specifications have been for accuracy: however. Successful test results depend to a great degree upon individual accuracy.

Test Equipment

A test light can be constructed from a 12-volt light bulb with a pair of test leads carefully soldered to the bulb. To check for battery voltage in a circuit, attach one lead to ground and the other lead to various points along the circuit. The bulb lights when battery voltage is present.

A voltmeter is used in the same manner as the test light to find out if battery voltage is present in any given circuit. The voltmeter, unlike the test light, also indicates how much voltage is present at each test point. When using a voltmeter, attach the positive lead to the component or wire to be checked and the negative lead to a good ground.

Ammeter

An ammeter measures the flow of current (amps) in a circuit when connected in series in a circuit, the ammeter determines if current is flowing through the circuit and if that current flow is excessive because of a short in the circuit. Current flow is often referred to as current draw. Comparing actual current draw in the circuit or component to the manufacturer's specified current draw provides useful diagnostic information.

Self-powered test light

A self-powered test light can be constructed from a 12-volt light bulb, a pair of test leads and a 12-volt battery. When the test leads are touched together, the light bulb should go on.

Use a self-powered test light as follows:

1. Touch the test leads together to make sure the light bulb goes on. If not, correct the problem before using it in a test procedure.
2. Select two points within the circuit where there should be continuity.
3. Attach one lead of the self-powered test light to each point.
4. If there is continuity, the self-powered test light bulb will come on.
5. If there is on continuity, the self-powered test light bulb will not come on, indicating an open circuit.

Ohmmeter

An ohmmeter measures the resistance (in ohms) to current flow in a circuit or component. Like the self-powered test light, an ohmmeter contains its own power source and should not be connected to a live circuit.

Ohmmeter may be analog type (needle scale) or digital type (LCD or LED readout). Both types of

ohmmeter have a switch that allows the user to select different ranges of resistance for accurate readings. The analog ohmmeter also has a set-adjust control which is used to zero or calibrate the meter (digital ohmmeters do not require calibration).

An ohmmeter is used by connecting its test leads to the terminals or leads of the circuit or component to be tested. If an analog meter id used, is must be calibrated by touching the teat leads together and turning the set-adjust knob until the meter needle reads zero. When the leads are uncrossed, the needle reads zero. When the leads are uncrossed, the needle should move to the other end of the scale indicating infinite resistance.

During a continuity test, a reading of infinity indicates that there is an open in the circuit or component. A reading of zero indicates continuity, that is, there is no measurable resistance in the meter needle falls between these two ends of the scale, this indicates the actual resistance, multiply the meter reading by the ohmmeter scale. For example, a meter reading of 5 multiplied by the R×100 scale is 5000 ohms of resistance.

CAUTION

Never connect an ohmmeter to a circuit which has power applied to it. Always disconnect the battery negative lead before using an ohmmeter.

Jumper wire

A jumper wire is a simple way to bypass a potential problem and isolate it to a particular point in a circuit. If a faulty circuit works properly with a jumper wire installed, an open exists between the two jumper points in the circuit.

To troubleshoot with a jumper wire, fist use the wire to determine if the problem is on the ground side or the load side of a device. Test the ground by connecting a jumper between the lamp and a good ground. If the lamp does not come on with the jumper installed. The lamp's connection to ground is good so the problem is between the lamp and the power source.

To isolate the problem. Connect the jumper between the battery and the lamp. If it comes on. The problem is between these two points. Next. Connect the jumper between the battery and the fuse side of the switch. If the lamp comes on. The switch is good. By successively moving the jumper from one point to another. The problem can be isolated to a particular place in the circuit

Pay attention to the following when using a jumper wire:

1. Make sure the jumper wore gauge (thickness) is the same as that used in the circuit being tested. Smaller gauge wire will rapidly overheat and could melt
2. Install insulated boots over alligator clips. This prevents accidental grounding. Sparks or possible shock when working in cramped quarters
3. Jumper wires are temporary test measures only. Do not leave a jumper wire installed as a permanent solution. This creates a severe fire hazard that could easily lead to complete loss off the motorcycle
4. When using a jumper wire always install an inline fuse/fuse holder (available at most auto supply stores or electronic supply stores) to the jumper wire. Never use a jumper wire across any load (a component that is connected and turned on). This would result in a direct short and

will blow the fuse(s)

Test Procedures

Voltage test

Unless otherwise specified. Make all voltage tests with the electrical connectors still connected. Insert the test leads into the backside of the connector and make sure the test lead touches the electrical wire or metal terminal within the connector housing. If the test lead only touches the wire insulation. There will be a false treading

Always check both sides of the connector as one side may be loose or corroded. Thus preventing electrical flow through the connector. This type of test can be performed with a test or a voltmeter. A voltmeter gives the best results

NOTE

If using a test light. It does not make any difference which test lead is attached to ground

1. Attach the voltmeter negative test lead to a good ground (bare metal). Make sure the part used for ground is not insulated with a rubber gasket or rubber grommet
2. Attach the voltmeter positive test lead to the point to be tested
3. Turn the ignition switch on. If using a test light. The test light will come on if voltage is present. If using a voltmeter. Note the voltage reading. The reading should be within I volt of battery voltage. If the voltage is less. There is a problem in the circuit

Voltage drop test

The wires. Cables. Connectors and switches in an electrical circuit are designed to carry current with low resistance. This endures that current can flow through the circuit with a minimum loss of voltage. Voltage drop indicates where there is resistance in a circuit. A higher than normal amount of resistance in a circuit decreases the flow of current and cause the voltage to drop between the source and destination in the circuit.

Because resistance causes voltage to drop. A voltmeter is used to measure voltage drop when current is running through the circuit. If the circuit has no resistance. There is no voltage drop so the voltmeter indicates 0 volts. The greater the resistance in a circuit. The greater the voltage drop reading.

To perform a voltage drop:

1. Connect the positive meter test lead to the electrical source (where electricity is coming from).
2. Connect the voltmeter negative test lead to the electrical load (where the electricity is going).
3. If necessary, activate the component(s) in the circuit. For example. If checking the voltage in the starter circuit, it would be necessary to push the starter button.
4. Read the voltage drop (difference in voltage between the source and destination) on the voltmeter. Note the following:

a. The voltmeter should indicate 0 volts. If there is a drop of 0.5 volts or more. There is a problem within the circuit. A voltage drop reading of 12 volts indicates an open in the circuit.

b. A voltage drop of 1 or more volts indicates that a circuit has excessive resistance.

c. For example, consider a starting problem where the battery is fully charged but the starter motor turns over slowly. Voltage drop would be the difference in the voltage at the batter (source) and the voltage at the starter (destination) as the engine is being started (current is flowing through the batter cables). A corroded battery cable would cause a high voltage drop (high resistance) and slow engine cranking.

d. Common sources of voltage drop are loose or contaminated connectors and poor ground connections.

Peak voltage test

Peak voltage tests check the voltage output of the ignition coil and ignition pulse generator at normal cranking speed. These tests make it possible to identify ignition system problems quickly and accurately.

Peak voltage tests require a peak voltage adapter or tester. See Chapter Ten, Ignition System Testing.

Continuity Test

A continuity test is used to determine the integrity of a circuit, wire or component. A circuit has continuity if it forms a complete circuit, that is, if there are no opens in either the electrical wires or components within the circuit. A circuit with an open. On the other hand, has no continuity.

This type of test can be performed with a self-powered test light or an ohmmeter. An ohmmeter gives the best results. If using an analog ohmmeter, calibrate the meter by touching the leads together and turning the calibration knob until the meter reads zero.

1. Disconnect the negative battery cable.
2. Attach one test lead (test light or ohmmeter) to one end of the part of the circuit to be tested.
3. Attach the other test lead to the other end of the part or the circuit to be tested.
4. The self-powered test lead comes on if there is continuity. An ohmmeter reads 0 or very low resistance if there is continuity. A reading of infinite resistance if there is continuity. A reading of infinite resistance indicates no continuity, the circuit is open.

Testing for a short with a self-powered test light or ohmmeter

1. Disconnect the negative battery cable.
2. Remove the blown fuse.
3. Connect one test lead of the test light or ohmmeter to the load side (battery side) of the fuse terminal in the starter relay.
4. Connect the other test lead to a good ground (bare metal). Make sure the part used for a ground is not insulated with a rubber gasket or rubber grommet.

5. With the self-powered test light or ohmmeter attached to the fuse terminal and ground, wiggle the wiring harness relating to the suspect circuit at various intervals. Start next to the fuse terminals and work away from the fuse terminal. Watch the self-powered test light or ohmmeter while progressing along the harness.
6. If the test light blinks or the needle on the ohmmeter moves, there is a short-to-ground at that point in the harness.

Testing for a short with a test light or voltmeter

1. Remove the blown fuse.
2. Connect the test light or voltmeter across the fuse terminals in the starter relay. Turn the ignition switch ON and check for battery voltage.
3. With the test light or voltmeter attached to the fuse terminals, wiggle the wiring harness relating to the suspect circuit at various intervals. Start next to the fuse terminal a work systematically away from the fuse terminal. Watch the test light or voltmeter while progressing along the harness.
4. If the test light blinks or if the needle on the voltmeter moves, there is a short-to-ground at that point in the harness.

BRAKE SYSTEM

The front and rear brake units are critical to riding performance and safety. Inspect the front and rear brakes frequently and repair any problem immediately. When replacing or refilling the brake fluid, use only DOT 4 brake fluid from a closed container.

Always check the brake operation before riding the motorcycle.

Soft or Spongy Brake Lever or Pedal

Operate the front brake lever or rear brake pedal and check to see if the lever travel distance increases. If the lever travel does increase while being operated, or feels soft or spongy, there may be air in the brake line. In this condition, the brake system is not capable of producing sufficient brake force. When there is an increase in lever or pedal travel or when the brake feels soft or spongy, check the following possible causes:

1. Air in system.

WARNING

If the fluid level drops too low, air can enter the hydraulic system through the master cylinder. Air can also enter the system from loose or damaged hose fittings. Air in the hydraulic system causes a soft or spongy brake lever action. This condition is noticeable and reduces brake performance. When it is suspected that air has entered the hydraulic system, flush the brake system and bleed the brakes as described in Chapter Fifteen.

2. Low brake fluid level.

WARNING

As the brake pads wear, the brake fluid level in the master cylinder reservoir drops. Whenever adding brake fluid to the reservoir, visually check the brake pads for wear. If it does not appear that there is an increase in pad wear, check the brake hoses, lines and banjo bolts for leaks.

3. Leak in the brake system.
4. Contaminated brake fluid.
5. Plugged brake fluid passages.
6. Damaged brake lever or pedal assembly.
7. Worn or damaged brake pads.
8. Warped brake disc.
10. Contaminated brake pads and disc.

WARING

A leaking fork seal can allow oil to contaminate the brake pads and disc.

11. Worn or damaged master cylinder cups and/or cylinder bore.
12. Worn or damaged brake caliper piston seals.
13. Contaminated master cylinder assembly.
14. Contaminated brake caliper assembly.
15. Brake caliper not sliding correctly on slide pins.
16. Sticking master cylinder piston assembly.
17. Sticking brake caliper pistons.

Brake Drag

When the brakes drag, the brake pads are not capable of moving away from the brake disc when the brake lever or pedal is released. Any of the following causes, if they occur, would prevent correct brake pad movement and cause brake drag.

1. Warped or damaged brake disc.
2. Brake caliper not sliding correctly on slide pins.
3. Sticking or damaged brake caliper pistons.
4. Contaminated brake pads and disc.
5. Plugged master cylinder port.
6. Contaminated brake fluid and hydraulic passages.
7. Restricted brake hose joint.
8. Loose brake disc mounting bolts.

9. Damaged or misaligned wheel.
10. Incorrect wheel alignment.
11. Incorrectly installed brake caliper.
12. Damaged front or rear wheel.

Hard Brake Lever or Pedal Operation

When applying the brakes and there is sufficient brake performance but the operation of brake lever feels excessively hard, check for the following possible causes:

1. Clogged brake hydraulic system.
2. Sticking caliper piston.
3. Sticking master cylinder piston.
4. Glazed or worn brake pads.
5. Mismatched brake pads.
6. Damaged front brake lever.
7. Damaged rear brake pedal.
8. Brake caliper not sliding correctly on slide pins.
9. Worn or damaged brake caliper seals.

Brake Grabs

1. Damaged brake pad pin bolt. Look for steps or cracks along the pad pin bolt surface.
2. Contaminated brake pads and disc.
3. Incorrect wheel alignment.
4. Warped brake disc.
5. Loose brake disc mounting bolts.
6. Brake caliper not sliding correctly on slide pins.
7. Mismatched brake pads.
8. Damaged wheel bearings.

Brake Squeal or Chatter

1. Contaminated brake pads and disc.
2. Incorrectly installed brake caliper.
3. Warped brake disc.
4. Incorrect wheel alignment.
5. Mismatched brake pads.
6. Incorrectly installed brake pads.
7. Damaged or missing brake pad spring or pad retainer.

Leaking Brake Caliper

1. Damaged dust and piston seals.
2. Damaged cylinder bore.
3. Loose caliper body bolts.
4. Loose banjo bolt.
5. Damaged banjo bolt washers.
6. Damaged banjo bolt threads in caliper body.

Leaking Master Cylinder

1. Damaged piston secondary seal.
2. Damaged piston snap ring/ snap ring groove.
3. Worn or damaged master cylinder bore.
4. Loose banjo bolt washers.
5. Damaged banjo bolt washers.
6. Damaged banjo bolt threads in master cylinder body.
7. Loose or damaged reservoir cap.

SPECIFICATIONS

1. How to use conversion table of unit

（1）How to use conversion table

All the specified documents in this manual are taken SI and Metric as unit. With the following conversion table, metric unit could be conversed into imperial unit.

Sample:

METRIC		MULTIPLY	IMPERIAL
mm		0.03937	=in
2mm	×	0.03937	=0.08in

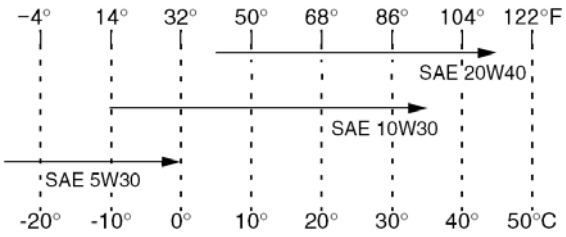
Conversion table

Conversion between metric and imperial			
	Know unit	Multiply	Product
Torque	m·kg	7.233	ft·lb
	m·kg	86.794	in·lb
	cm·kg	0.0723	ft·lb
	cm·kg	0.8679	in·lb
Weight	kg	2.205	lb
	g	0.03527	oz
Length	km/hr	0.6214	mph
	km	0.6214	mi
	m	3.281	ft
	m	1.094	yd
	cm	0.3937	in
	mm	0.03937	in
Volume/capacity	cc（cm^3）	0.03527	oz（IMP liq.）
	cc（cm^3）	0.06102	cu·in
	lit（liter）	0.8799	qt（IMP liq.）
	lit（liter）	0.2199	gal（IMP liq.）
Others	kg/mm	55.997	lb/in
	kg/cm^2	14.2234	psi（lb/in2）
	Centigrade	9/5（℃）+32	Fahrenheit（°F）

（2）1

Unit	Read	Definition	Measurement
mm	Millimetre	1 mm=10^{-3}Meter	Length
cm	Centimetre	1 cm =10^{-2}Meter	Length
kg	Kilogram	1 kg =10^3Gram	Weight
N	Newton	1N=1 kg×meter/$second^2$	Force
N.m	Newton meter	1 Nm=1Newton×1meter	Torque
kgf.m	Meter Kilogram	1 kgf.m =1Meter×1kgf	Torque
Pa	Pascal	1 Pa=1Newton/$1meter^2$	Pressure
N/mm	Newton per millimeter	1 N/mm =1Newton/ millimeter	Rigid of spring
L	Litre	—	Volume of capacity
cm^3	Cubic centimeter		
r/min	Revolutions per minute	—	Rotational speed

2. General specifications

Item	Standard
Dimensions :	
Overall length	3,010 mm（118.5 in）
Overall width	1,460 mm（57.5 in）
Overall height	1,940 mm（77.2 in）
Seat height	818 mm（32.2 in）
Wheelbase	1,890 mm（72.4 in）
Minimum ground clearance	280 mm（11.0 in）
Minimum turning radius	3,900 mm（154 in）
Basic weight :	
With oil and full fuel tank	543 kg (1,197 lb)
Engine :	
Engine type	Liquid cooled 4-stroke, Water cool
Cylinder arrangement	Forward-inclined single cylinder
Displacement	686cm^3
Bore×stroke	100×84.0mm（3.94×3.31in）
Compression ratio	9.1:1
Starting system	Electric starter
Lubrication system	Wet sump
Engine oil :	
	API service SG type or higher, JASO standard MA
Final gear oil	SAE80 API GL-4 Hypoid gear oil
Differential gear oil	SAE80 API GL-5 Hypoid gear oil
Engine oil	
Periodic oil change	2.10 L（1.85 Imp qt, 2.22 US qt）
With oil filter replacement	1.90 L（1.67Imp qt, 2.01 US qt）
Total amount	2.40 L（2.11 Imp qt, 2.54 US qt）
Final gear case oil	
Periodic oil change	0.25 L（0.22 Imp qt, 0.26 US qt）
Total amount	0.28 L（0.25 Imp qt, 0.30 US qt）
Differential gear case oil	
Periodic oil change	0.32 L（0.28 Imp qt, 0.34 US qt）
Total amount	0.33 L（0.29 Imp qt, 0.35 US qt）

GENERAL SPECIFICATIONS

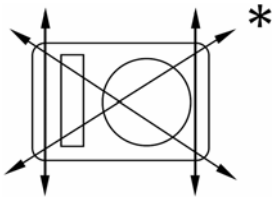
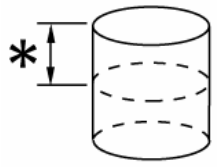
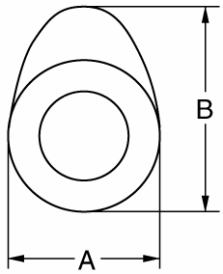
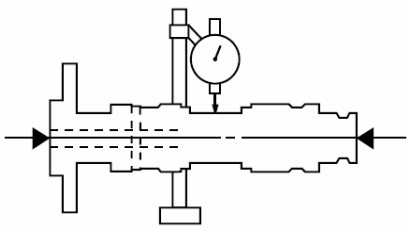
Item		Standard
Air filter		Wet type element
Fuel		
Type		Unleaded gasoline only
Fuel tank capacity		30.0L（6.60 Imp gal, 7.93 US gal）
Carburetor		
Type/quantity		PD42J-A / 1
Spark plug		
Type/manufacturer		DPR8EA / 1(NGK)
Spark plug gap		0.8-0.9 mm（0.031-0.035 in）
Clutch type		Wet ,centrifugal automatic
Transmission		
Primary reduction system		V-belt
Secondary reduction system		Shaft drive
Secondary reduction ratio		41/21×24/18×33/9（9.544）
Transmission type		V-belt automatic
Operation		Right hand operation
Single speed automatic		2.37 ~ 0.91 : 1
Sub transmission ratio	Low	35/17（2.058）
	High	28/19（1.473）
Reverse gear		25/14（1.471）
Chassis		
Frame type		Steel tube frame
Camber angle		5°
Trail		26.0mm（1.02 in）
Toe-in		0 ~ 10 mm （0.00 ~ 0.39 in）
Tire		
Type		Tubeless
Size	Front	25×8-12 NHS
	Rear	25×10-12 NHS
Pressure of front wheel		70kpa
Pressure of rear wheel		70kpa
Brake		
Ⅰ: Front brake	Type	Dual disc brake
	Operation	Foot operation
Rear brake	Type	Single disc brake
	Operation	Foot operation
Ⅱ: Front brake	Type	Dual disc brake
	Operation	Foot operation
Rear brake	Type	Dual disc brake
	Operation	Foot operation

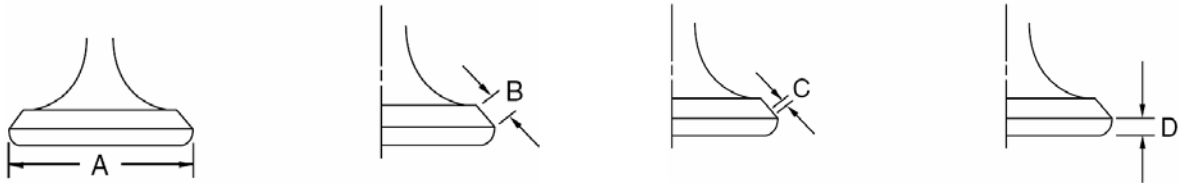
GENERAL SPECIFICATIONS

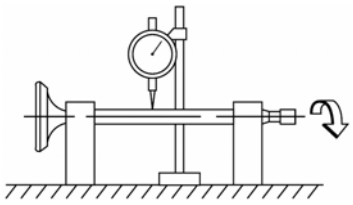
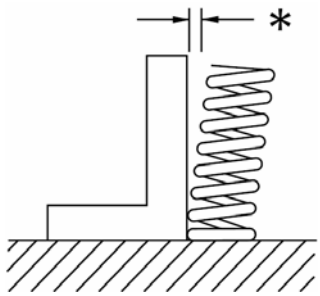
Item	Standard
Suspension	
Front suspension	Double wishbone
Rear suspension	Double wishbone
Shock absorber	
Front shock absorber	Coil spring/oil damper
Rear shock absorber	Coil spring/oil damper
Wheel travel	
Front wheel travel	185 mm (7.3 in)
Rear wheel travel	185 mm (7.3 in)
Electrical	
Ignition system	C.D.I.
Generator system	A.C. magneto
Battery type	U1L-11
Battery capacity	12 V, 32.0Ah
Headlight type	Krypton bulb
Bulb wattage×quantity	
Headlight	12V30.3W/30.0W × 2
Tail/brake light	12V5.0W/21.0W × 2
Neutral	20 MA 0.06 W×1 LED
Reverse	20 MA 0.06 W×1 LED
Coolant temperature	20MA 0.06 W×1 LED
Parking brake	20MA 0.06 W×1 LED
Four-wheel drive	20MA 0.06 W×1 LED
Differential gear lock	20MA 0.06 W×1 LED

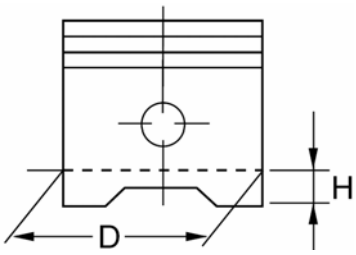
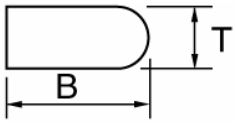
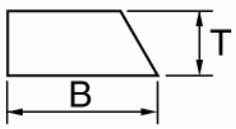
GENERAL SPECIFICATIONS

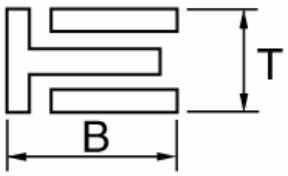
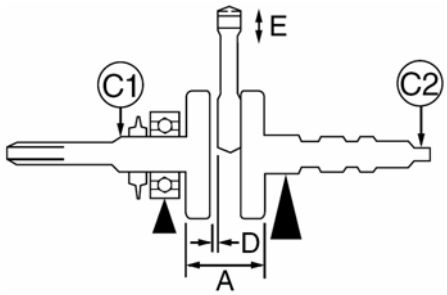
ENGINE SPECIFICATIONS

Item	Standard	Limit
Cylinder head		
Warp limit * 	----	0.03 mm (0.0012 in)
Cylinder		100.10 mm
Bore size	100.005 ~ 100.055 mm	(3.9410 in)
Measuring point * 	(3.9372 ~ 3.9392 in) 50 mm (1.97 in)	----
Camshaft		
Drive method	Chain drive (Left)	----
Cam dimensions 		
Intake “A”	30.06 ~ 30.16 mm (1.1835 ~ 1.1874 in)	(1.1795 in) 29.96 mm
“B”	35.69 ~ 35.79 mm (1.4051 ~ 1.4091 in)	35.59 mm (1.4012 in)
Exhaust “A”	30.11 ~ 30.21 mm (1.1854 ~ 1.1894 in)	30.01 mm (1.1815 in)
“B”	36.50 ~ 36.60 mm (1.4370 ~ 1.4409 in)	36.40 mm (1.4331 in)
Camshaft runout limit 	---	0.03 mm (0.0012 in)

Item		Standard	Limit
Cam chain			
Cam chain adjustment method		Automatic	
Rocker arm/rocker arm shaft			
Rocker arm inside diameter		12.000 ~ 12.018 mm (0.4724 ~ 0.4731 in)	
Shaft outside diameter		11.976 ~ 11.991 mm (0.4715 ~ 0.4721 in)	----
Arm-to-shaft clearance		0.009 ~ 0.042 mm (0.0004 ~ 0.0017 in)	----
Valve, valve seat, valve guide			
Valve clearance (cold)	IN	0.10 ~ 0.15 mm (0.0039 ~ 0.0059 in)	----
	EX	0.15 ~ 0.20 mm (0.0059 ~ 0.0079 in)	----
Valve dimensions			
			
head diameter	face width	seat width	margin thickness
"A" head diameter	IN	29.9 ~ 30.1 mm (1.1772 ~ 1.1850 in)	----
	EX	31.9 ~ 32.1 mm (1.2559 ~ 1.2638 in)	----
"B" face width	IN	2.25 mm (0.0900 in)	----
	EX	2.26 mm (0.0890 in)	----
"C" seat width	IN	0.9 ~ 1.1 mm (0.0354 ~ 0.0433 in)	1.6 mm (0.0630 in)
	EX	0.9 ~ 1.1 mm (0.0354 ~ 0.0433 in)	1.6 mm (0.0630 in)
"D" margin thickness	IN	0.85 ~ 1.15 mm (0.0335 ~ 0.0453 in)	----
	EX	0.85 ~ 1.15 mm (0.0335 ~ 0.0453 in)	----
Stem outside diameter	IN	5.975 ~ 5.990 mm (0.2352 ~ 0.2358 in)	5.945 mm (0.2341 in)
	EX	5.960 ~ 5.975 mm (0.2346 ~ 0.2352 in)	5.930 mm (0.2335 in)
Guide inside diameter	IN	6.000 ~ 6.012 mm (0.2362 ~ 0.2367 in)	6.050 mm (0.2559 in)
	EX	6.000 ~ 6.012 mm (0.2362 ~ 0.2367 in)	6.050 mm (0.2559 in)

Item		Standard	Limit
Stem-to-guide clearance	IN	0.010 ~ 0.037 mm (0.0004 ~ 0.0015 in)	0.08 mm (0.0031 in)
	EX	0.025 ~ 0.052 mm (0.0010 ~ 0.0020 in)	0.10 mm (0.0039 in)
Stem runout limit		----	0.01 mm (0.0004 in)
			
Valve seat width	IN	0.9 ~ 1.1 mm (0.0354 ~ 0.0433 in)	----
	EX	0.9 ~ 1.1 mm (0.0354 ~ 0.0433 in)	----
Valve spring			
Inner spring			
Free length	IN	32.63 mm (1.28 in)	31.0 mm
	EX	36.46 mm(1.44 in)	(1.22 in)
Set length (valve closed)	IN	27.5 mm (1.08 in)	34.6 mm
	EX	31.0 mm(1.22 in)	(1.36 in)
Compressed pressure			----
(installed)	IN	100.0 ~ 115.7 N (10.20 ~ 11.80 kg, 22.49 ~ 26.01 lb)	----
	EX	120.6 ~ 138.3 N (12.30 ~ 14.10 kg, 27.12 ~ 31.09 lb)	----
Tilt limit *	IN	----	2.5°/1.4 mm (2.5°/0.055 in)
	EX	----	2.5°/1.6 mm (2.5°/0.063 in)
			
Direction of winding			
(top view)	IN	Clockwise	----
	EX	Clockwise	----

Item	Standard	Limit
Piston		
Piston to cylinder clearance	0.050 ~ 0.070 mm (0.0020 ~ 0.0028 in)	0.15 mm (0.0059 in)
Piston size “D”	99.945 ~ 99.995 mm (3.9348 ~ 3.9368 in)	----
		
Measuring point “H”	2.5 mm (0.10 in)	----
Piston off-set	1.0 mm(0.0394 in)	----
Off-set direction	Intake side	----
Piston pin bore inside diameter	22.004 ~ 22.015 mm (0.8663 ~ 0.8667 in)	22.045 mm (0.8679 in)
Piston pin outside diameter	21.991 ~ 22.000 mm (0.8658 ~ 0.8661 in)	21.971 mm (0.8650 in)
Piston rings		
Top ring		
		
Type	Barrel	----
Dimensions (B×T)	1.2 ×3.8 mm (0.0472 ×0.1496 in)	----
End gap (installed)	0.30 ~ 0.45 mm (0.0118 ~ 0.0177 in)	0.70 mm (0.0276 in)
Side clearance (installed)	0.04 ~ 0.08 mm (0.0016 ~ 0.0031 in)	0.13 mm (0.0051 in)
2nd ring		
		
Type	Taper	----
Dimensions (B ×T)	1.2×4.0 mm (0.0472 . 0.1575 in)	----
End gap (installed)	0.30 ~ 0.45 mm (0.0118 ~ 0.0177 in)	0.80 mm (0.0315 in)
Side clearance	0.03 ~ 0.07 mm (0.0012 ~ 0.0028 in)	0.13 mm (0.0051 in)

Item	Standard	Limit
Oil ring 		
Dimensions (B×T)	2.5×3.4 mm (0.0984×0.1339 in)	----
End gap (installed)	0.20 ~ 0.70 mm (0.0079 ~ 0.0276 in)	----
Side clearance	0.06 ~ 0.15 mm (0.0024 ~ 0.0059 in)	----
Crankshaft 		
Crank width “A”	74.95 ~ 75.00 mm (2.9508 ~ 2.9528 in)	----
Runout limit C1	----	0.03 mm (0.0012 in)
C2	----	
Big end side clearance “D”	0.35 ~ 0.65 mm (0.0138 ~ 0.0256 in)	0.03 mm (0.0012 in)
Big end radial clearance “E”	0.010 ~ 0.025 mm (0.0004 ~ 0.0010 in)	1.0 mm (0.0394 in)

Balancer		
Balancer drive method	Gear	----
Automatic centrifugal clutch		
Clutch shoe thickness	1.5 mm (0.06 in)	1.0 mm (0.04 in)
Clutch-in revolution	1,900 ~ 2,300 r/min	----
Clutch-stall revolution	3,350 ~ 3,850 r/min	----

Item	Standard	Limit
Transmission		
Main axle deflection limit	----	0.06 mm (0.0024 in)
Drive axle deflection limit	----	0.06 mm (0.0024 in)
Shifter		
Shifter type	Shift drum and guide bar	----
Air filter oil grade	Engine oil	----
Carburetor		
Mark	KINZO	----
Main jet		----
Main air jet		----
Pilot jet		----
Needle jet	1.1	----
Float height	13 mm (0.51 in)	----
Fuel level	4.0 ~ 5.0 mm (0.16 ~ 0.20 in)	----
Float needle	3mm	----
Engine idle speed	1,400~ 1,500r/min	
Oil pump		
Oil filter type	Foam	----
Oil pump type	Trochoid	----
Tip clearance	0.15 mm (0.0059 in)	0.23 mm (0.0091 in)
Side clearance	0.03 ~ 0.10 mm (0.0012 ~ 0.0039 in)	0.17 mm (0.0067 in)
Body clearance	0.09 ~ 0.17 mm (0.0035 ~ 0.0067 in)	0.24 mm (0.0094 in)
Bypass valve setting pressure	441.0 ~ 637.0 kPa (4.41 ~ 6.37 kg/cm2, 62.7 ~ 90.6 psi)	----
Oil pressure (hot)	65 kPa (0.65 kg/cm2, 9.2 psi) at 1,500 r/min	----
Pressure check location	Cylinder head	----
Water pump		
Type	Single-suction centrifugal pump	----
Reduction ratio	32/31 (1.032)	----
Shaft drive		
Middle gear backlash	0.1 ~ 0.3 mm (0.004 ~ 0.012 in)	----
Final gear backlash	0.1 ~ 0.3 mm (0.004 ~ 0.012 in)	----
Differential gear backlash	0.05 ~ 0.25 mm(0.002 ~ 0.010 in)	----
Cooling system		
Radiator core		
Width	380 mm (14.96 in)	----

Height	238 mm (9.37 in)	----
Thickness	24 mm (0.94 in)	----
Radiator cap opening pressure	107.9 ~ 137.3 kPa (1.079~1.373 kg/cm2, 15.35~19.53 psi)	----
Radiator capacity (including all routes)	2.5 L (2.20 Imp qt, 2.64 US qt)	----
Coolant reservoir Capacity	0.35 L (0.31 Imp qt, 0.37 US qt)	----
From low to full level	0.20 L (0.15 Imp qt, 0.21 US qt)	----

CHASSIS SPECIFICATIONS

Item		Standard	Limit
Steering system			
Type		Rack and pinion	----
Front suspension			
Shock absorber travel		108 mm (4.25 in)	----
Spring free length		313 mm (12.32 in)	----
Spring fitting length		247.9 mm (9.76 in)	----
Spring rate		19.4 N/mm(1.94 kg/mm, 108.6 lb/in)	----
Stroke		0 ~ 108 mm (0 ~ 4.25 in)	
Rear suspension			
Shock absorber travel		81 mm (3.19 in)	----
Spring free length		328 mm (12.91 in)	----
Spring fitting length		273.2 mm (10.76 in)	----
Spring rate		44.1 N/mm (4.41 kg/mm, 246.95 lb/in)	----
		117.7N/mm (11.77kg/mm, 659.08 lb/in)	----
Stroke		0 ~ 60 mm (0 ~ 2.36 in)	----
		60 ~ 81 mm (2.36 ~ 3.15 in)	----
Front wheel			
Type		Panel wheel	----
Rim size		12 ×6.0 AT	----
Rim material		Steel	----
Rim runout limit	radial	----	2.0 mm (0.08 in)
	lateral	----	2.0 mm (0.08 in)
Rear wheel			
Type		Panel wheel	----
Rim size		12×7.5 AT	----
Rim material		Steel	----
Rim runout limit	radial	----	2.0 mm (0.08 in)
	lateral	----	2.0 mm (0.08 in)
Brake lever and brake pedal			
Accelerator pedal free play		0 mm (0.0 in)	----
Brake pedal free play		0 mm (0.0 in)	----
Parking brake cable free play		2 ~ 3 mm (0.079 ~ 0.118 in)	----

Item	Standard	Limit
Front disc brake		
Type	Dual	----
Disc outside diameter × thickness	200 × 3.5 mm (7.87 × 0.14 in)	----
Pad thickness inner	5.2 mm	1.5 mm
	(0.20 in)	(0.06 in)
Pad thickness outer	5.2 mm	1.5 mm
	(0.20 in)	(0.06 in)
Master cylinder inside diameter	17.4 mm (0.69 in)	----

Caliper cylinder inside diameter	27.0 mm (1.06 in)	----
Brake fluid type	DOT 4	
Rear disc brake		
Type	Single or Dual	----
Disc outside diameter × thickness	165.0 × 5.0 mm (6.50 × 0.20 in)	----
Pad thickness inner	5.6 mm	
Pad thicknessmm outer	(0.22 in)	1.5 mm
Master cylinder inside diameter	5.6 mm	(0.06 in)
Caliper cylinder inside diameter	(0.22 in)	1.5
Brake fluid type	17.4 mm (0.69 in)	(0.06 in)
	32.0 mm (1.26 in)	----
	DOT 4	----

ELECTRICAL SPECIFICATIONS

Item	Standard	Limit
Voltage	12 V	----
Ignition system		
Ignition timing (BTDC)	12°/ 1,500 r/min	----
(BTDC)		----
Advancer type	Digital type	
C.D.I.		
Pickup coil resistance/color	459 ~ 561 Ωat 20 °C (68 °F)/	----
Rotor rotation direction sensing coil	White/Red – White/Green	----
resistance/color	0.063 ~ 0.077 Ωat 20 °C (68 °F)/	
Ignition coi		
Minimum spark gap	6 mm (0.24 in)	----
Primary winding resistance	0.18 ~ 0.28 Ωat 20 °C (68 °F)	----
Secondary winding resistance	6.32 ~ 9.48 kΩat 20 °C (68 °F)	----
		----
Spark plug cap		
Resistance	10 kΩ	----
Charging system		
Nominal output	14 V 23 A at 5,000 r/min	----
Charging coil resistance/color	0.32 ~ 0.43Ωat 20 ℃ (68 °F)/White – White	----
Rectifier/regulator		
Regulator type	Semi conductor-short circuit	----
No load regulated voltage (DC)	14.1 ~ 14.9 V	----
Capacity	18 A	----
Withstand voltage	200 V	----
Battery		
Specific gravity	1.32	----
Circuit breaker		
Type	Fuse	----
Main fuse	30A×1	
Lighting system fuse	15 A×1	----
Ignition fuse	10 A×1	----
Auxiliary DC jack fuse	10 A×1	----
Four-wheel drive fuse	3 A×1	----
Signaling system fuse	10 A×1	----
Carburetor heater fuse	10 A×1	----
Backup fuse (odometer)	10 A×1	----
Reserve	30 A×1	----
Reserve	15 A×1	----
Reserve	10 A×1	----
Reserve	3 A×1	----

Item	Standard	Limit
Electric starter system		
Type	Constant mesh type	----
Starter motor		
Output	0.8 kW	----
Armature coil resistance	0.025 ~ 0.035 Ωat 20 °C (68 °F)	----
Brush overall length	12.5 mm (0.49 in)	----
		5 mm(0.20 in)
Spring force	7.65 ~ 10.01 N	
	(780 ~ 1,021 g, 27.5 ~ 36.0 oz)	----
Commutator diameter	28 mm (1.10 in)	
Mica undercut	0.7 mm (0.03 in)	27 mm(1.06 in)
Starter relay		
Amperage rating	180 A	----
Coil winding resistance	4.18 ~ 4.62 . at 20 °C (68 °F)	-----
Radiator fan		
Running rpm	2,950 r/min	----

TIGHTENING TORQUES

ENGINE TIGHTENING TORQUES

Part to be tightened	Part name	Thread size	Q'ty	Tightening torque			Remarks
				Nm	m · kg	ft · lb	
Cylinder head	Bolt	M6	1	10	1.0	7.2	
	Bolt	M9	6	38	3.8	27	
Spark plug	—	M12	1	18	1.8	13	
Cylinder head (exhaust pipe)	Stud bolt	M8	4	15	1.5	11	
Cylinder head cover	Bolt	M6	17	10	1.0	7.2	
Tappet cover (exhaust)	—	M32	2	12	1.2	8.7	
Tappet cover (intake)	Bolt	M6	4	10	1.0	7.2	
Oil gallery bolt	—	M6	1	7	0.7	5.1	
Camshaft end cap	Bolt	M6	1	10	1.0	7.2	
Cylinder	Bolt	M6	2	10	1.0	7.2	
	Bolt	M10	4	42	4.2	30	
Balancer driven gear	Nut	M18	1	110	11.0	80	
Timing chain tensioner	Bolt	M6	2	10	1.0	7.2	
Timing chain tensioner cap	Bolt	M6	1	7	0.7	5.1	
Timing chain guide (intake side)	Bolt	M6	2	8	0.8	5.8	
Camshaft sprocket	Bolt	M7	2	20	2.0	14	
Rocker arm shaft stopper	Bolt	M6	2	10	1.0	7.2	
Valve adjusting locknut	—	M6	5	14	1.4	10	
Engine oil drain bolt	—	M14	1	30	3.0	22	
Oil filter cartridge union bolt	—	M20	1	63	6.3	4.6	
Oil filter cartridge	—	M20	1	17	1.7	12	
Oil pipe assembly	Bolt	M6	4	7	0.7	5.1	
Oil delivery pipe 1	Union Bolt	M8	2	18	1.8	13	
Oil delivery pipe 2	Union Bolt	M14	1	35	3.5	25	
Oil delivery pipe 3	Union Bolt	M10	1	20	2.0	14	
Oil delivery pipe 2 and oil delivery pipe 3	Union bolt	M14	1	35	3.5	25	
Relief valve assembly plate	Bolt	M6	2	10	1.0	7.2	
Oil strainer	Bolt	M6	1	10	1.0	7.2	
Oil pump assembly	Bolt	M6	3	10	1.0	7.2	
Oil cooler inlet pipe 1/oil cooler outlet pipe 1	Bolt	M6	2	7	0.7	5.1	
Oil cooler inlet pipe 1/oil cooler outlet pipe 1 clamp	Bolt	M6	1	7	0.7	5.1	
Oil cooler inlet pipe 2/oil cooler outlet pipe 2 clamp	Bolt	M6	2	7	0.7	5.1	
Intake manifold	Bolt	M6	4	10	1.0	7.2	
Carburetor joint (intake manifold)	—	M5	1	3	0.3	2.1	
Intake manifold screw clamp	—	M5	1	3	0.3	2.1	

Part to be tightened	Part name	Thread size	Q'ty	Tightening torque			Remarks
				Nm	m · kg	ft · lb	
Crankcase	Bolt	M8	3	26	2.6	19	
	Bolt	M6	14	10	1.0	7.2	
	Bolt	M6	1	10	1.0	7.2	
Bearing housing (clutch housing assembly)	Bolt	M6	1	10	1.0	7.2	
Air duct assembly 1 bracket	Bolt	M6	2	14	1.4	10	
Oil seal (engine cooling fan pulley) Retainer	Bolt	M5	2	7	0.7	5.1	
Drive belt case	Bolt	M6	9	10	1.0	7.2	
Drive belt cover	Bolt	M6	14	10	1.0	7.2	
Engine cooling fan	Bolt	M6	2	7	0.7	5.1	
Air shroud 1 and air shroud 2	Bolt	M6	4	10	1.0	7.2	
Air shroud 2 and A.C. magneto cover	Bolt	M6	4	10	1.0	7.2	
Engine cooling fan pulley	Bolt	M10	1	55	5.5	40	
Engine cooling fan air duct assembly	Bolt	M6	1	7	0.7	5.1	
Stator assembly	Screw	M6	3	7	0.7	5.1	
Pickup coil	Bolt	M5	2	7	0.7	5.1	
Stator lead holder	Bolt	M6	2	10	1.0	7.2	
A.C. magneto cover	Bolt	M6	12	10	1.0	7.2	
Starter clutch	Bolt	M8	3	30	3.0	22	
Clutch carrier assembly	Nut	M22	1	160	16.0	115	Stake
Clutch housing assembly	Bolt	M6	9	10	1.0	7.2	
Bearing retainer (middle drive shaft)	Screw	M8	4	29	2.9	21	
Middle drive pinion gear	Nut	M22	1	145	14.5	105	Stake
Middle drive shaft bearing housing	Bolt	M8	4	32	3.2	23	
Middle driven pinion gear bearing Retainer	Nut	M60	1	110	11.0	80	Left-hand threads
Universal joint yoke and middle driven pinion gear	Nut	M16	1	150	15.0	110	
Middle driven pinion gear bearing Housing	Bolt	M8	4	25	2.5	18	
Drive shaft coupling and middle driven shaft	Nut	M14	1	97	9.7	70	
Middle driven shaft bearing retainer	Nut	M55	1	80	8.0	58	Left-hand threads
Primary sheave assembly	Nut	M16	1	120	12.0	85	
Primary pulley sheave cap	Screw	M4	8	3	0.3	2.2	
Secondary sheave assembly	Nut	M16	1	100	10.0	72	
Secondary sheave spring retainer	Nut	M36	1	90	9.0	65	
Shift lever cover	Bolt	M6	4	10	1.0	7.2	
Shift lever 2 assembly	Bolt	M6	1	14	1.4	10	
Shift drum stopper	Bolt	M14	1	18	1.8	13	
Shift arm	Bolt	M6	1	14	1.4	10	

Shift rod locknut (select lever unit)	—	M8	1	15	1.5	11	Left-hand threads

Part to be tightened	Part name	Thread size	Q'ty	15	1.5	11	Remarks
			Nm	m.kg	ft · lb	Nm	
Shift rod locknut (shift arm side)	—	M8	1	15	1.5	11	
Select lever unit	Bolt	M8	3	15	1.5	11	
Plug (right crankcase)	—	M14	1	18	1.8	13	
Water pump assembly	Bolt	M6	2	10	1.0	7.2	
Water pump housing cover	Bolt	M6	2	12	1.2	8.7	
Coolant drain bolt	—	M6	1	10	1.0	7.2	
Coolant inlet joint	Bolt	M6	2	10	1.0	7.2	
Coolant outlet joint	Bolt	M6	2	10	1.0	7.2	
Air bleed bolt (coolant outlet joint)	—	M6	1	9	0.9	6.5	
Coolant reservoir	Bolt	M6	2	7	0.7	5.1	
Radiator bracket and frame	Bolt	M6	4	7	0.7	5.1	
Fuel pump	Bolt	M6	2	7	0.7	5.1	
Fuel tank	Bolt	M8	2	30	3.0	22	
Muffler stay	Bolt	M6	2	11	1.1	8.0	
Muffler and exhaust pipe	Bolt	M8	1	20	2.0	14	
Muffler bracket and muffler	Bolt	M8	1	20	2.0	14	
Muffler bracket and frame	Bolt	M8	2	20	2.0	14	
Muffler damper and muffler	Bolt	M6	1	10	1.0	7.2	
Muffler damper and frame	Bolt	M6	1	10	1.0	7.2	
Exhaust pipe	Nut	M8	4	14	1.4	10	
Air duct assembly 1	Bolt	M6	2	7	0.7	5.1	
Air duct assembly 2 and left protector	Bolt	M6	1	7	0.7	5.1	
Air duct assembly 2 and frame	Bolt	M6	1	7	0.7	5.1	
Gear position switch	Bolt	M5	2	7	0.7	5.1	
Thermo switch 1 (cylinder head)	—	1/8	1	8	0.8	5.8	
Thermo switch 3 (radiator)	—	M18	1	28	2.8	20	
Reverse switch	—	M10	1	20	2.0	14	
Engine ground lead	Bolt	M6	1	10	1.0	7.2	
Starter motor and engine	Bolt	M6	2	10	1.0	7.2	

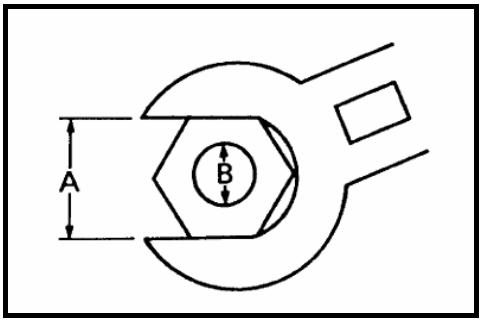
CHASSIS TIGHTENING TORQUES

Part to be tightened	Thread size	Tightening torque			Remarks
		Nm	m · kg	ft · lb	
Rubber connecting bracket 1(or 2) and frame	M10	52	5.2	37	
Engine and Rubber connecting bracket 2 (front)	M10	52	5.2	37	
	M6	10	1.0	7.2	
Engine and Rubber connecting bracket 1 (rear)	M8	33	3.3	24	
	M6	10	1.0	7.2	
Rear upper arm and frame	M10	45	4.5	32	
Rear lower arm and frame	M10	45	4.5	32	
Rear knuckle and rear upper arm	M10	45	4.5	32	
Rear knuckle and rear lower arm	M10	45	4.5	32	
Rear shock absorber and frame	M10	45	4.5	32	
Rear shock absorber and rear lower arm	M10	45	4.5	32	
Rear Balancing pole and frame	M8	32	3.2	23	
ball head of Rear Balancing pole and Rear Balancing pole	M10	56	5.6	40	
ball head of Rear Balancing pole and rear lower arm	M10	56	5.6	40	
Differential gear case and frame	M10	55	5.5	40	
Differential gear case filler plug	M14	23	2.3	17	
Differential gear case drain plug	M10	10	1.0	7.2	
Universal joint yoke and drive pinion gear	M14	62	6.2	45	
Differential motor and differential gear case cover	M8	13	1.3	9.4	
Differential gear case cover and differential gear case	M8	25	2.5	18	
Rear driving axle gear case and frame	M10	70	7.0	51	
Rear driving axle gear case filler plug	M20	23	2.3	17	
Rear driving axle gear case drain plug	M10	20	2.0	14	
Ring gear bearing housing and final drive gear case	M8	23	2.3	17	
	M10	40	4.0	29	
Ring gear stopper nut	M8	16	1.6	11	
Bearing retainer and final gear pinion gear bearing housing	M65	170	17.0	125	Left-hand threads
Coupling gear and final drive pinion gear	M12	80	8.0	58	
Front upper arm and frame	M10	45	4.5	32	
Front lower arm and frame	M10	45	4.5	32	
Front shock absorber and frame	M10	45	4.5	32	
Front shock absorber and front upper arm	M10	45	4.5	32	
Steering shaft assembly and steering Cross gimbal	M8	22	2.2	16	
Steering assembly and steering Cross gimbal	M8	22	2.2	16	
Steering assembly and frame	M10	48	4.8	35	
Steering shaft assembly and frame	M8	21	2.1	15	
Steering wheel and steering shaft assembly	M12	35	3.5	25	
Steering knuckle and front upper arm	M12	30	3.0	22	
Steering knuckle and front lower arm	M12	30	3.0	22	
Tie-rod locknut	M12	40	4.0	29	
Steering knuckle and tie-rod	M12	39	3.9	28	
Front lower arm protector board and front lower arm	M6	7	0.7	5.1	

Seat belt and frame	M10	59	5.9	43	
Seat belt and ceiling (enclosure)	7/16	59	5.9	43	
Front wheel and front wheel hu	M10	55	5.5	40	
Front wheel hub and constant velocity joint of half shaft	M20	260	26.0	190	Stake
Steering knuckle and brake disc guard	M6	7	0.7	5.1	
Front brake caliper and front wheel steering knuckle	M10	48	4.8	35	
Front brake hose union bolt	M10	27	2.7	19	
Front brake hose holder and steering knuckle	M6	7	0.7	5.1	
Front brake hose holder and front upper arm	M6	7	0.7	5.1	
Front brake hose holder and frame	M6	7	0.7	5.1	
Front brake pad holding bolt	M8	18	1.8	13	
Front brake disc and front wheel hub	M8	30	3.0	22	
Front brake caliper bleed screw	M6	6	0.6	4.3	
Rear wheel and rear wheel hub	M10	55	5.5	40	
Rear wheel hub and constant velocity joint of half shaft	M20	260	26.0	190	Stake
Rear brake hose and frame	M6	7	0.7	5.1	
Brake pipe and brake master cylinder	M10	19	1.9	13	
Pedal holder assembly and frame	M8	16	1.6	11	
Brake master cylinder and pedal holder assembly	M8	16	1.6	11	
Secondary brake master cylinder kit stopper bolt	M6	9	0.9	6.5	
Brake rod locknut	M8	17	1.7	12	
Rear brake disc and brake disc Install seat	M6	10	1.0	7.2	
Rear brake pad holding bolt	M8	17	1.7	12	
Rear brake caliper and Install seat	M10	40	4.0	29	
Rear brake hose union bolt	M10	27	2.7	19	
Parking brake case and rear brake caliper	M8	22	2.2	16	
Parking brake lever assembly and frame	M6	7	0.7	5.1	
Rear brake caliper bleed screw	M6	5	0.5	3.6	
Cargo bed release leve	M6	11	1.1	8.0	
	M8	26	2.6	19	
Rubber pad and cargo bed assembly	M8	16	1.6	11	
Hinge cover and cargo bed assembly	—	7	0.7	5.1	
Cargo bed plastic panel and cargo bed assembly	M6	7	0.7	5.1	
Rear mud guard and cargo bed assembly	M6	7	0.7	5.1	
Front bumper protector board and front bumper	M6	7	0.7	5.1	
Front bumper and frame	M10	32	3.2	23	
	M12	59	5.9	43	
Upper instrument panel and frame	M6	7	0.7	5.1	
ceiling side frame (enclosure) and frame	M10	64	6.4	46	
Support frame (enclosure) and frame	M10	64	6.4	46	
Support frame (enclosure) and side frame (enclosure)	M10	64	6.4	46	
Top frame (enclosure) and side frame (enclosure)	M10	64	6.4	46	
Seat support and frame	M8	16	1.6	11	
Footrest plate and frame	M6	7	0.7	5.1	

GENERAL TIGHTENING TORQUE SPECIFICATIONS

This chart specifies tightening torques for standard fasteners with a standard ISO thread pitch. Tightening torque specifications for special components or assemblies are provided for each chapter of this manual. To avoid warpage, tighten multi-fastener assemblies in a crisscross pattern and progressive stages until the specified tightening torque is reached. Unless otherwise specified, tightening torque specifications require clean, dry threads. Components should be at room temperature.



A: Distance between flats

B: Outside thread diameter

A (nut)	B (bolt)	General tightening torques		
		Nm	m · kg	ft · lb
10 mm	6 mm	6	0.6	4.3
12 mm	8 mm	15	1.5	11
14 mm	10 mm	30	3.0	22
17 mm	12 mm	55	5.5	40
19 mm	14 mm	85	8.5	61
22 mm	16 mm	130	13.0	94

LUBRICATION PIONTS AND LUBRICANT TYPES

ENGINE

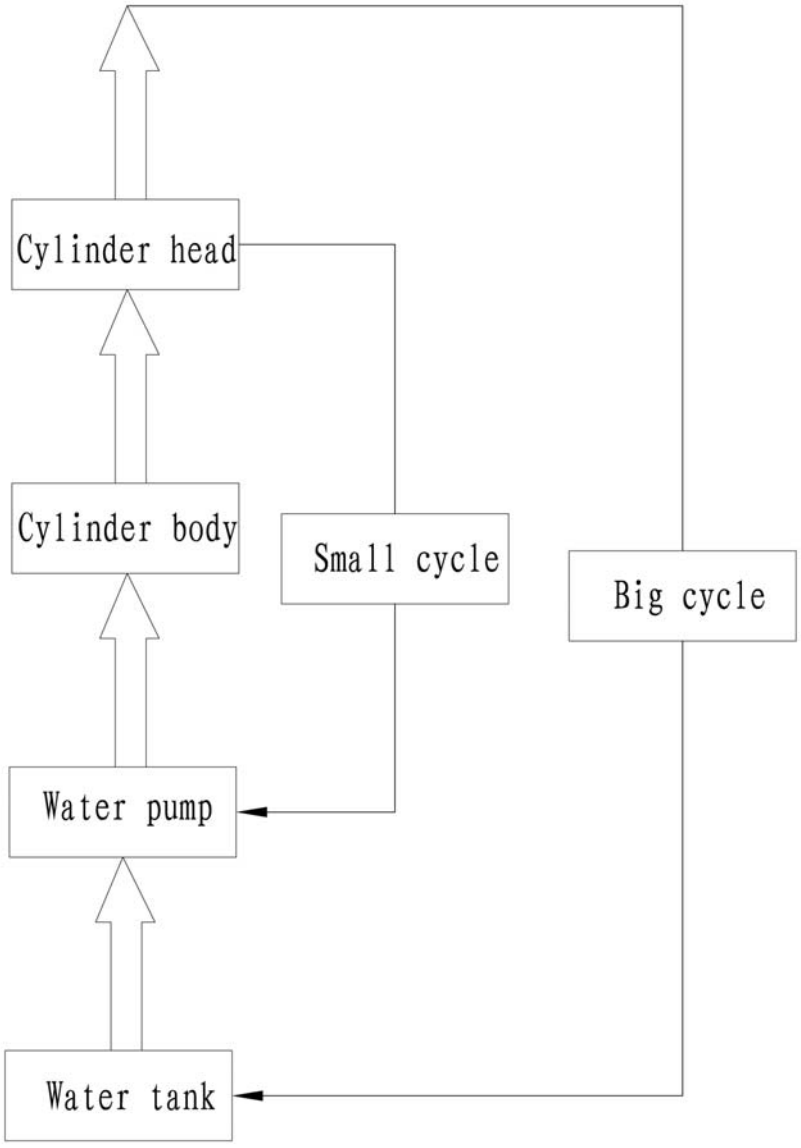
Lubrication points	Lubricant
Oil seal lips	
Bearings	
O-rings	
Piston, piston ring	
Piston pin	
Buffer boss and balancer drive gear	
Crankshaft seal and spacer	
Valve stem	
Valve stem end	
Rocker arm shaft	
Rocker arm	
Camshaft lobe and journal	
Oil pump assembly	
Oil filter cartridge O-ring	
Starter idle gear shaft	
Starter wheel gear	
Clutch housing assembly shaft end	
Clutch carrier assembly	
One-way clutch bearing	
Middle driven shaft splines	
Drive axle, driven sprocket, high wheel gear, and low wheel gear	
Middle drive gear and clutch dog shift fork groove	
Driven chain/sprocket	
Shift drum	
Shift fork guide bar	
Shift drum stopper ball	
Shift lever 2 assembly	
Shift lever 1	
Shift lever 1 and shift lever 2 assembly mating surface	

HYDROGRAPHIC CHART

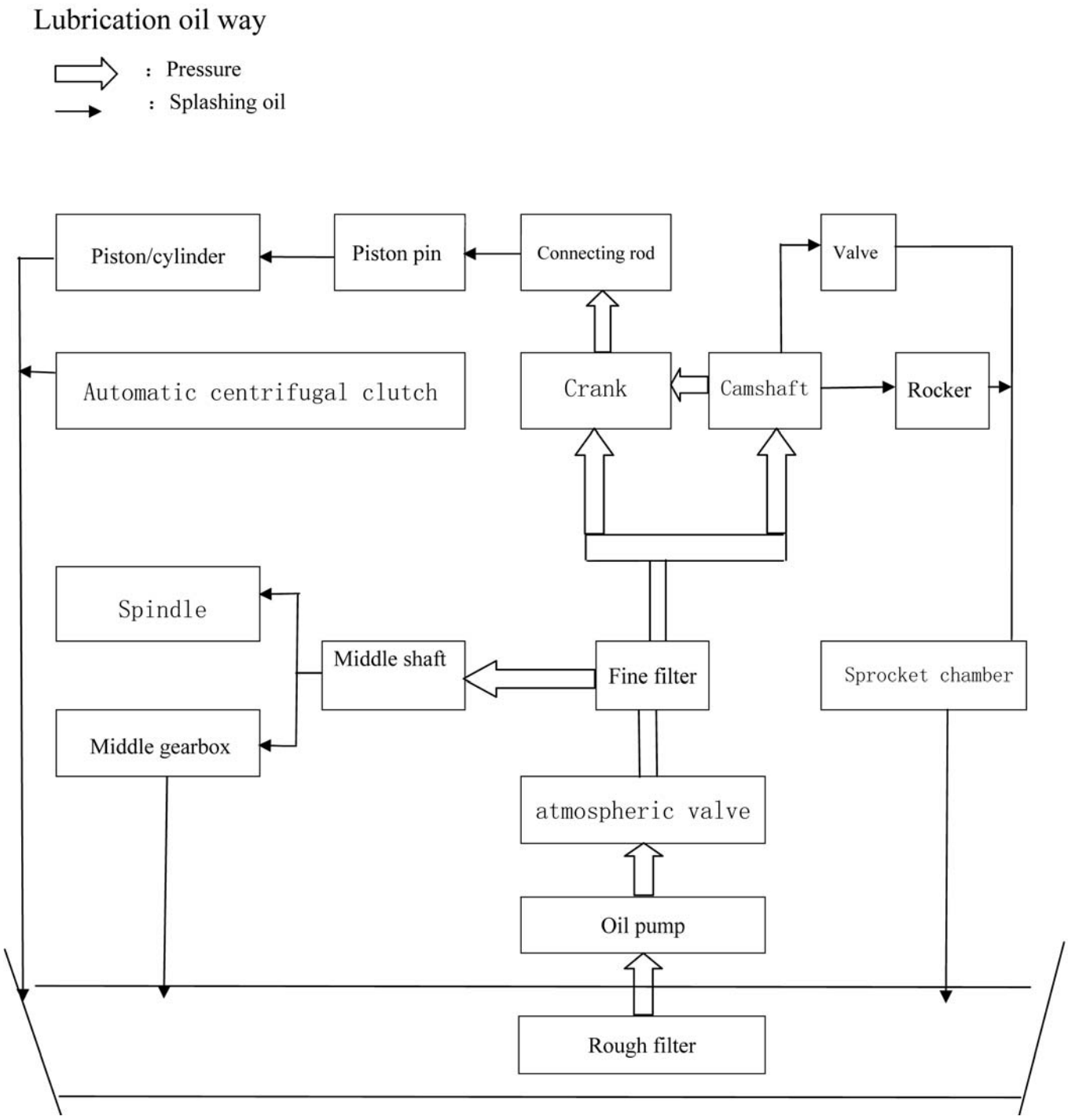
Hydrographic chart

⇨ : Pressure

→ : splash



LUBRICATION OIL WAY



MAINTENCE AND ADJUSTMENT OF THE UTV

Note:

The correct maintenance and adjustment are necessary to ensure vehicle and normal driving

The repair personnel should be familiar with the contents of this article.

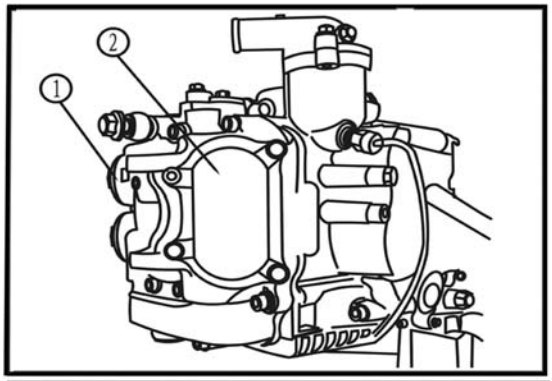
Maintenance schedule

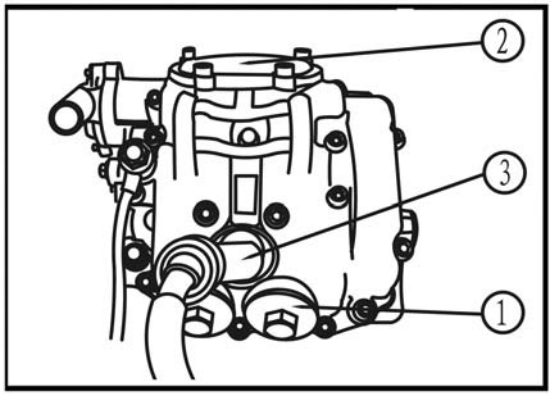
ITEM	ROUTINE	Whichever comes first ⇨		EVERY			INITAL	
			month	1	3	6	6	12
			km	320	1,200	2,400	2,400	4,800
			(mi)	(200)	(750)	(1,500)	(1,500)	(3,000)
			hours	20	75	150	150	300
Valves	• Check valve clearance. • Adjust if necessary.			○		○	○	○
Spark plug	• Check condition. • Adjust gap and clean. • Rep; ace if necessary.			○	○	○	○	○
Air filter element	• clean. • Replace if necessary.			Every20-40hours （More often in wet of dusty areas.）				
Carburetor*	• Check and adjusted idle speed/starter operation. • Adjust if necessary.				○	○	○	○
Crankcase breather system*	• Check breather hose for cracks of damage. • Replace if necessary.					○	○	○
Exhaust system*	• Check for leakage. • Tighten if necessary. • Replace gasket(s) if necessary.					○		○
Spark arrester	• Clean.					○	○	○
Fuel line*	• Check fuel hose for cracks or damage. • Replace if necessary.					○	○	○
Engine oil	•Replace.(Warm engine before draining.)			○		○	○	○
Engine oil filter cartridge	• Replace.			○	○	○		○
Engine oil strainer*	• Clean.			○	○	○		○
Final gear oil Differential gear oil	• Check oil level /oil leakage. • Replace			○				○
Front brake*	• Check operation/ fluid leakage.（See NOTE page 8). • Correct if necessary.			○	○	○	○	○

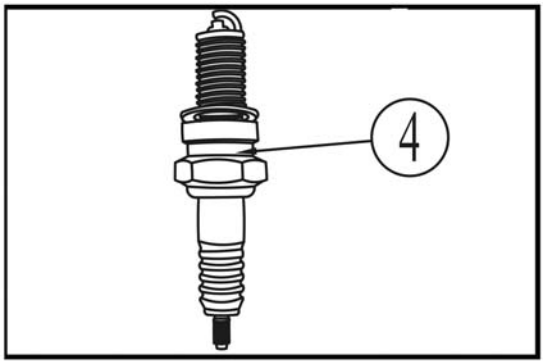
Rear brake*	• Check operation. • Adjust if necessary.	○	○	○	○	○
Select lever safety system cable	• Check operation. • Adjust if necessary.			○	○	○
V-belt*	• Check operation. • Check for cracks or damage.	○		○	○	○
Wheel	• Check balance/damage/ • Repair if necessary.	○		○	○	○
Wheel bearing*	• Check bearing assemblies for looseness /damage. • Replace if necessary.	○		○	○	○
Front and rear suspension*	• Check operation. • Correct if necessary.			○		○
Steering system*	• Check operation./Replace if damaged • check toe-in./Adjust if necessary.	○	○	○	○	○
Drive shaft universal joint*	• Lubricate with lithium–soap–based grease.			○	○	○
Axle boots*	• Check operation. • Replace if damaged.	○	○	○	○	○
Fittings and fasteners*	• Check all chassis fittings and fasteners. • Correct if necessary.	○	○	○	○	○
Lights and switches*	• Check operation. • Adjust headlight beams.	○	○	○	○	○

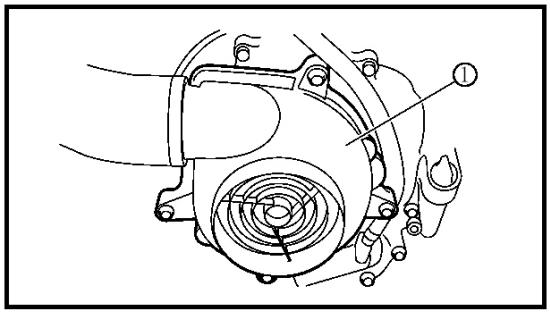
Note:

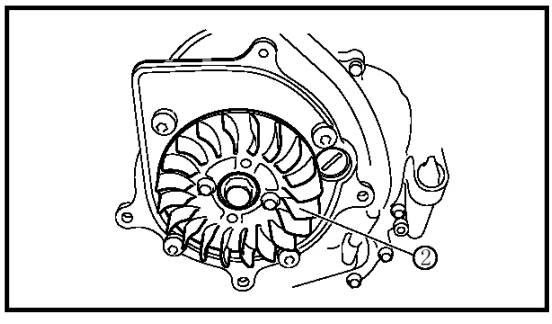
- **Recommended brake fluid: DOT 4**
- **Brake fluid replacement:**
- **When disassembling the master cylinder or caliper, replace the brake fluid. Normally check the brake fluid level and add fluid as required.**
- **On the inner parts of the master cylinder and caliper, replace the oil seals every two years.**
- **Replace the brake hoses every four years, or if cracked or damaged.**











ENGINE

ADJUSTING THE VALVE CLEARANCE

Note:

• The valve clearance must be adjusted when the engine is cool to the touch.

•Adjust the valve clearance when the piston is at the Top Dead Center TDC) on the compression stroke.

- **Remove:**
- **driver seat**
- **passenger seat**
- **console**

1. Remove following parts：

① Valve cover(intake)

② Valve cover(exhaust)

③ spark plug cap

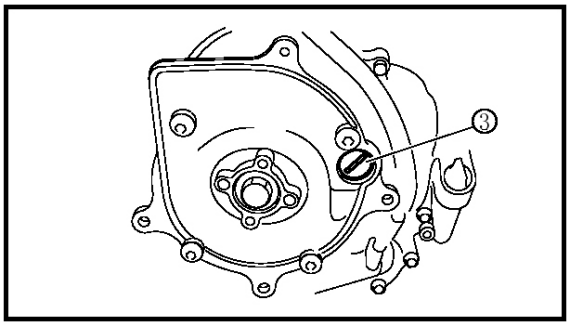
④ spark plug

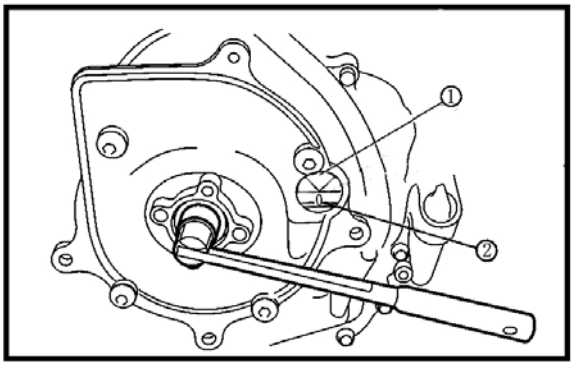
2. Remove the cooling fan：

① Fan cover

② Fan impeller

③ As manhole covers





3. calibration

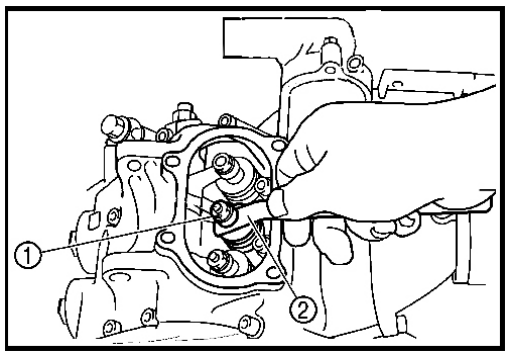
• Wrench to counterclockwise rotation crankshaft 2. According to the rotor turning counterclockwise, rotor turn to mark the dead spots② of crank box, namely ①: the dead point position is compressed.

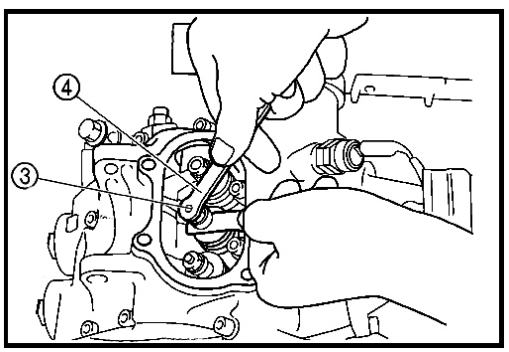
4. Check:

• valve clearance

• Beyond the standard → Adjust.

Valve clearance (cold)
Intake
0.10 ~ 0.15 mm
(0.0039 ~ 0.0059 in)
Exhaust
0.15 ~ 0.20 mm
(0.0059 ~ 0.0079 in)





5. Adjust:

valve clearance

①、 Lock nut

②、 Valve thickness gauge（gap Regulation）

③、 Regulator

④、 Adjust tools

• Loosen the locknut ①.

• Insert a thickness gauge③ between the adjuster end and the valve end.

• Turn the adjuster ③ clockwise or counterclockwise with the tappet adjusting tool ④until the proper clearance is obtained.

• In order to avoid the regulator, adjust rotation together after fastening tool fixed lock nut.

14（1.4kg.m）

• Measuring clearance rules with the valve clearance.

• If the gap beyond the standard value, repeat the above steps until the correct gap.

6. Install all removed parts

According to remove the reverse order for installation

① Engine fan components

② Fan cover

③ spark plug

④ Valve cover (exhaust)

⑤ Valve cover (intake)

⑥ Lower the cargo bed.

⑦ console

⑧ passenger seat •

⑨ driver seat •

Refer to “SEATS,” in chapter 5.

IDLE ADJUSTMENT

1. Starting engines, thorough warm machine

2. Remove:

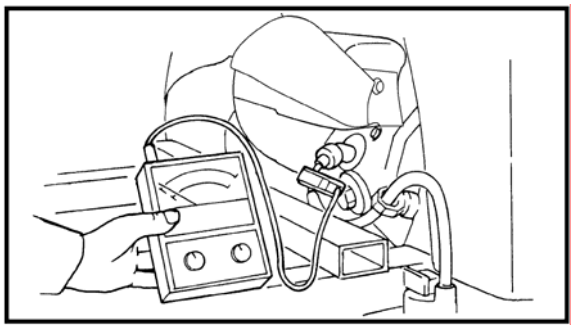
• Lift the cargo bed up.

• driver seat

• passenger seat

• console

Refer to “SEATS ” in chapter 5.



3. Install

• Engine tachometer

4. Confirm speed

• Standard Engine Idle speed

Engine idle speed 1,400 ±100 r/min

Beyond the standard → Adjust.

5. Adjust:

• Engines idle speed adjustment

a. Turn the throttle stop screw in or out until the specified idle speed is obtained.

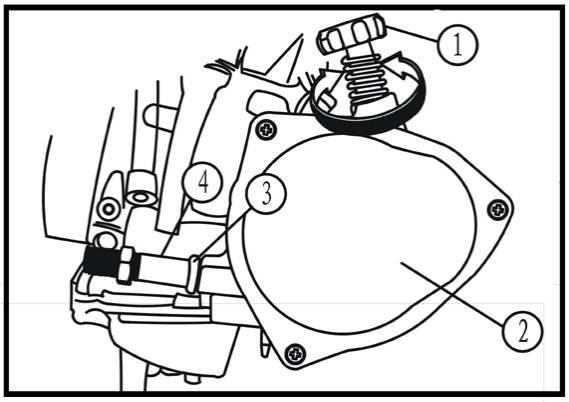
Note:

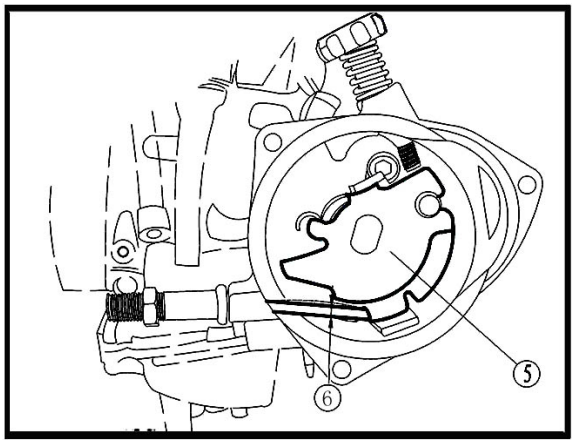
Don't lock screw too tight

Turning in	**Idle speed becomes higher.**
Turning out	**Idle speed becomes lower.**

6. sever:
   • Tachometer
7. Lower the cargo bed.
8. Install:
   ・console
   ・passenger seat
   • driver seat

ADJUSTING THE THROTTLE CABLE





Note:

Throttle cable free play should be adjusted properly before adjusting the engine idle speed.

① Idle adjusting lever
② External shaft cover
③ Throttle Cable Solenoid
④ Adjusting Screw
⑤ Throttle Valves
⑥ Throttle Cable

1. Remove following parts:
   ・driver seat
   ・passenger seat
   ・console
2. Remove:
   • Throttle valve cover ②
3. Check:
   • throttle cable Slack ⑥→ Remove the slack•
4. Adjust:
   • throttle cable

a. Will loosen the locknut ①.

b. Adjusted by regulator

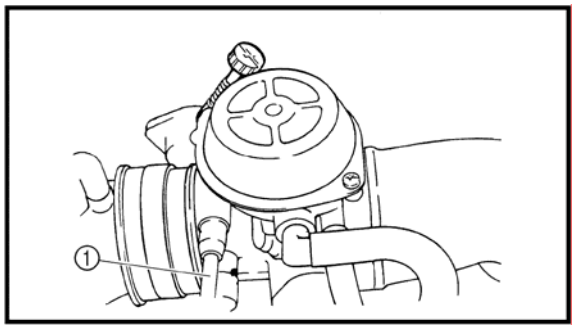
Turning in	**Slack is increased.**
Turning out	**Slack is decreased.**

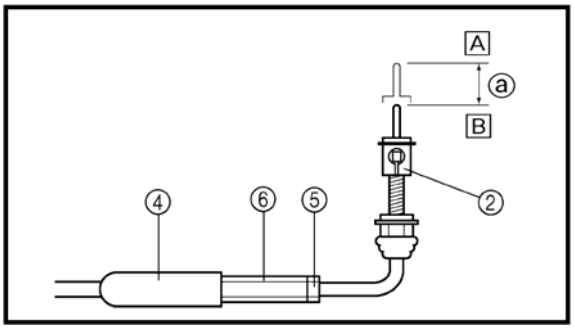
c. Tighten the locknut.

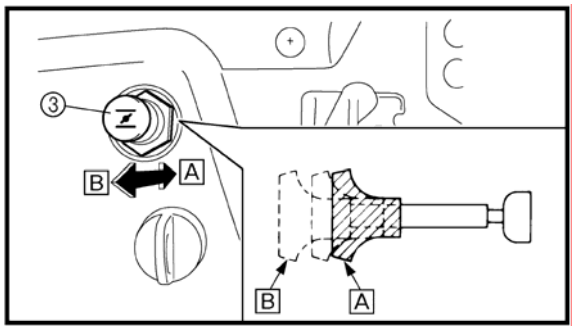
Note :

After adjustment throttle pressure on the accelerator cable several times, ensuring the throttle ③, then close completely loosen the accelerator pedal .

5. Install:
- console
- passenger seat
- driver seat







ADJUSTING THE STARTER CABLE

1. Remove:
- driver seat
- passenger seat
- console

Refer to “SEATS” in chapter 5.

2. Adjust：
- starter cable

a. Disconnect the starter cable ① from the carburetor body.

Note :

Do not remove the starter plunger ②from the starter cable.

b. Measure the starter plunger stroke distance ⓐ of the starter (choke) knob ③ fully close to fully open position. If the distance is out of specification adjust it as described below.

starter plunger stroke distance 13mm (0.51in)

Ⓐ Fully closed position

Ⓑ Fully open position

c. Pull back the boot ④.

d. Loosen the locknut ⑤.

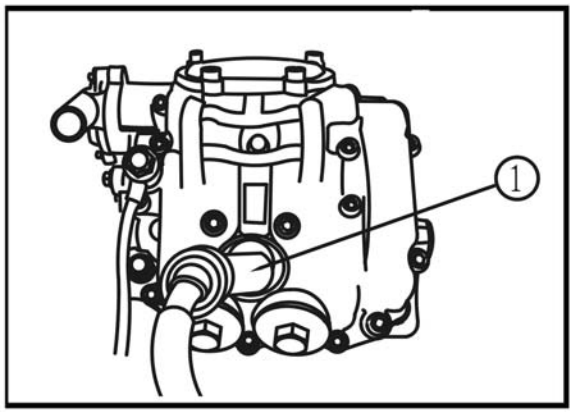
e. Turn the adjuster ⑥ in or out until the correct distance is obtained.

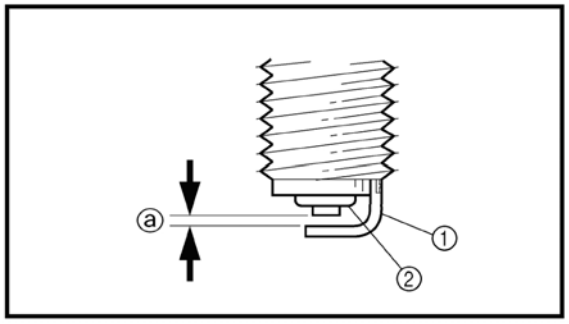
Turning in	**Distance increased.**
Turning out	**Distance decreased.**

f. Tighten the locknut ⑤.

g. Push in the boot ④.

h. Connect the starter cable to the carburetor.





3. Install:
   - console
   - passenger seat
   - driver seat

CHECKING THE SPARK PLUG

1. Lift the cargo bed up.
2. Remove:

pull out the spark plug cap ① and remove the spark plug by sleeve

3. Check:
   - spark plug type

   Incorrect → Replace.

Standard spark plug
DPR8EA-9/NGK

4. Check:
   - electrode ①

   to check if it is burned blunt or much carbon is there, then check the pole clearance by thickness gauge. It is qualified if the pole clearance is between 0.6 to 0.7mm. Otherwise it should be adjusted.

   Wear/damage → Replace.
   - insulator ②

   Abnormal color→ Replace.

   Normal color is a medium-to-light tan color.
5. Clean the spark plug with a spark plug cleaner or wire brush.
6. Install:
   - spark plug

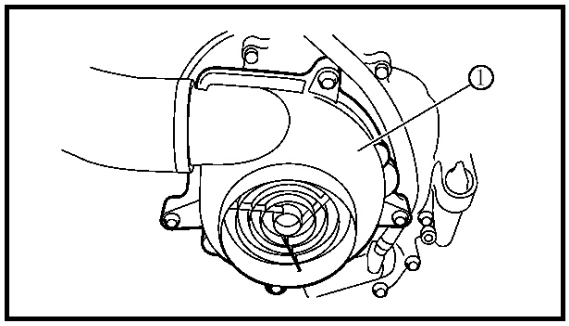
18 Nm -20 Nm (1.8 m · kg, 13 ft · lb)

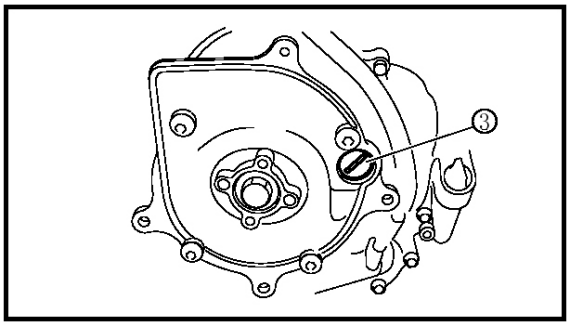
Then hook up the spark plug cap.

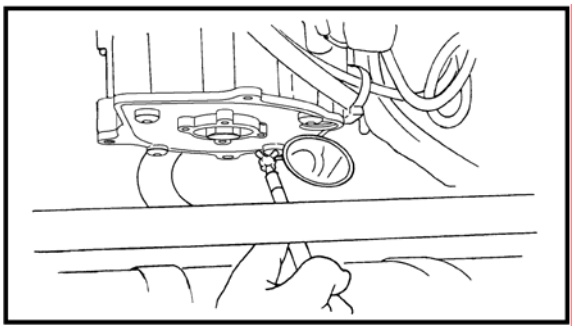
Note : _____

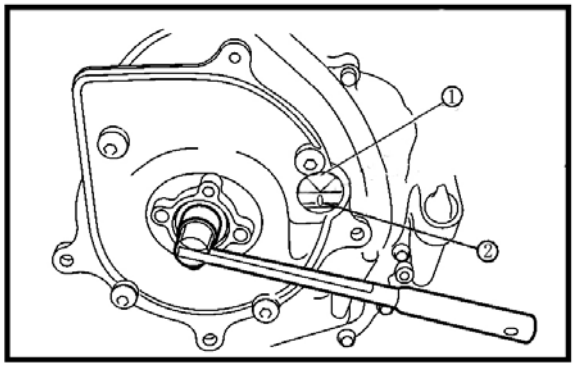
Before installing a spark plug, clean the gasket surface and plug surface.

7. Lower the cargo bed.









CHECKING THE IGNITION TIMING

Note :

Engine idle speed and throttle cable free play should be adjusted properly before checking the ignition timing.

1. Remove:
   - driver seat
   - passenger seat
   - console

   Refer to “SEATS” in chapter 5.
2. Lift the cargo bed up.
3. Attach:
   - tachometer
   - timing light

   (to the spark plug lead)
4. Remove:

   Remove the cooling fan according to the reference of adjusting valve clearance.
5. Check:
   - ignition timing

a. Warm up the engine and keep it at the specified speed

Engine speed
1,400 ~ 1,500 r/min

b. Remove the timing plug③

c. Visually check the stationary pointer ① to verify it is within the required firing range②indicated on the flywheel.

Incorrect firing range → Check the pulser coil assembly.

d. Install the timing plug.

6. Install:
   - Engine cooling fan

7 Nm (0.7 m · kg, 5.1 ft · lb)

7. Install:

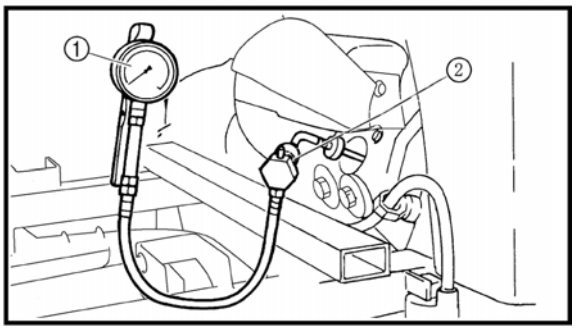
① Air shroud

10 Nm (1.0 m · kg, 7.2 ft · lb)

8. Detach:
   - timing light
   - tachometer

9. Lower the cargo bed.
10. Install:
- console
- passenger seat
- driver seat

Refer to “SEATS” in chapter 5.



MEASURING THE COMPRESSION PRESSURE

Note :
Insufficient compression pressure will result in a loss of performance.

1. Start the engine and let it warm up for several minutes.
2. Stop the engine and remove the spark plug.
3. Assemble the compression pressure meter ① and joint utensil ② on the hole of the spark plug
4. check
   standard value

standard compression pressure data
1200Kpa(12kg/c)-1000r/min

5. read the highest data on the compression pressure meter
   • Above the maximum pressure:
   Check the cylinder head, valve surfaces, and piston crown for carbon deposits.
   • Below the minimum pressure:
   check the accumulation carbon in the firebox of the cylinder head and accumulation carbon on the piston head.
   • Refer to the table below.

Compression pressure(with oil introduced into cylinder)	
Reading	**Diagnosis**
Higher than without oil	**Worn or damaged pistons**
Same as without oil	**Defective ring(s), valves, cylinder head gasket or piston is possible.**

Compression pressure
(at sea level)
Standard: 1,324 kPa
(13.24 kg/cm2, 188.31 psi)
Minimum: 1,150 kPa

(11.5 kg/cm2, 163.57 psi)
Maximum: 1,480 Kpa
(14.8 kg/cm2, 210.50 psi)

• Crank over the engine with the electric starter (be sure the battery is fully charged) with the throttle wide-open until the compression reading on the gauge stabilizes.

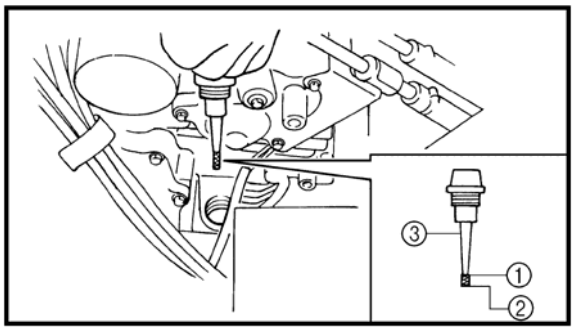
Note:

When cranking the engine, ground the spark plug lead to prevent sparking.

4. Install:
   • spark plug

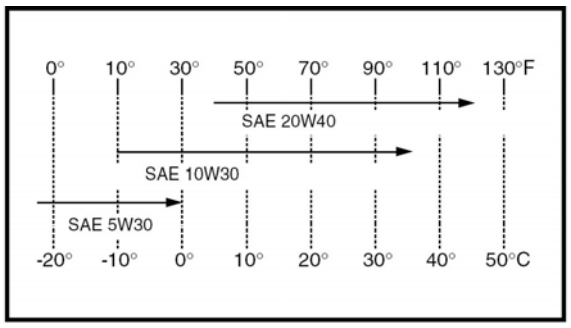
18 Nm-20Nm (1.8 m · kg, 13 ft · lb)

5. Lower the cargo bed.



CHECKING THE ENGINE OIL LEVEL

1. Place the vehicle on a level surface
2. Remove:
   • driver seat
   • passenger seat
   • console
   Refer to "SEATS" in chapter 5.
3. Check:
   • engine oil level
   Oil level should be between the maximum ①and minimum ②marks.
   Oil level low → Add oil to the proper level.



Note:

Do not screw the dipstick 3 in when checking the oil level.

Recommended oil
Follow the left chart.

Note:

Recommended oil classification:
API Service "SE", "SF", "SG" type or equivalent (e.g. "SF—SE—CC", "SF—SE—SD" etc.)

Note:

Do not allow foreign material to enter the crankcase.

4. Start the engine and let it warm up for several
5. Stop the engine and check the oil level again.

Note :

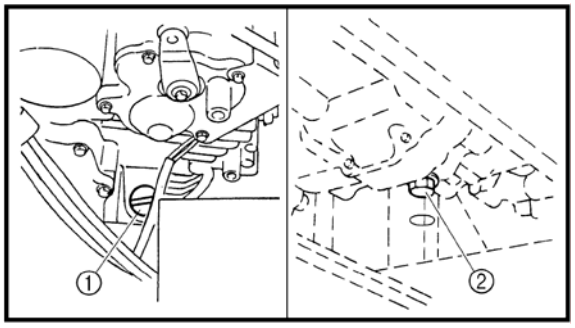
Wait a few minutes until the oil settles before checking the oil level.

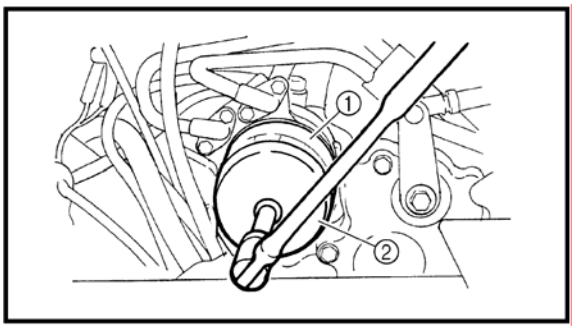
Note :

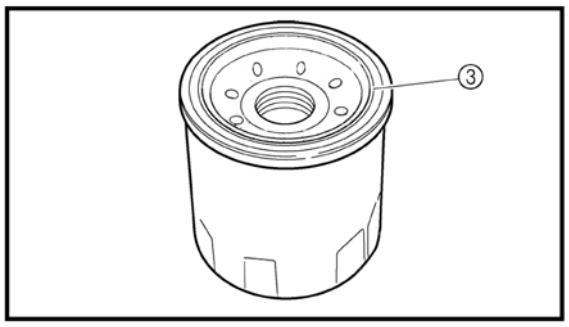
Never remove the dipstick just after high speed operation because the heated oil could spurt out. Wait until the oil cools down before removing the dipstick.

6. Install:
   - console
   - passenger seat
   - driver seat

   Refer to “SEATS” in chapter 5.







CHANGING THE ENGINE OIL

. Place the vehicle on a level surface.

1. Start the engine and let it warm up for several minutes.
2. Stop the engine and place an oil pan under the engine.
3. Remove:
   - driver seat
   - passenger seat
   - console
4. Remove:
   - engine oil filler plug (dipstick) ①
   - engine oil drain bolt ②Drain the engine oil from the crankcase.
5. If the oil filter cartridge is also to be replaced, perform the following procedure.
   - Remove the oil filter cartridge ① with an oil filter wrench ②.
   - Lubricate the O-ring ③of the new oil filter cartridge with a thin coat of lithium-soap-based grease.

Note :

Make sure that the O-ring ③ is positioned correctly in the groove of the oil filter cartridge.

- Tighten the new oil filter cartridge to specification

with an oil filter wrench.

Oil filter cartridge
17 Nm (1.7 m · kg, 12 ft · lb)

6. Install：
   • engine oil drain bolt ①
7. Fill:
   • Before the oil is put into the crankcase, please cleanout oil filter and make it in good working condition, then assemble.
   • crankcase (with sufficient oil to reach the specified level)

Oil quantity
Periodic oil change
The oil capacity after the engine is disassembled and reassembled.
1.9L
The oil should be put into the engine for after all the oil is drawn out
1.8L

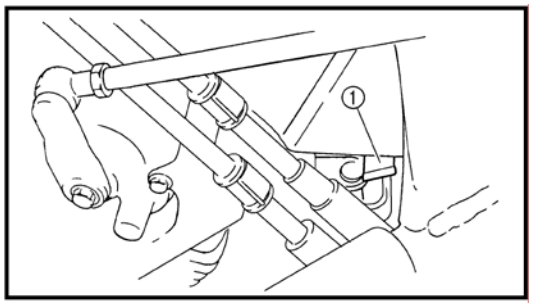
8. Install:
   • engine oil filler plug
9. Warm up the engine for a few minutes, then stop the engine.
10. Check:
    • engine (for engine oil leaks)
    • oil level Refer to “THE ENGINE “ in chapter 4 .
11. Check:
    • engine oil pressure

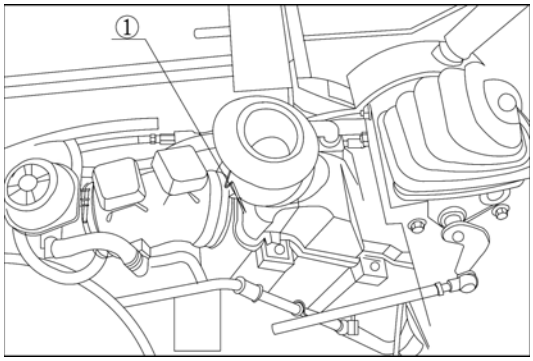
a. Slightly loosen the oil gallery bolt ①.
b. Start the engine and keep it idling until engine oil starts to seep from the oil gallery bolt. If no engine oil comes out after one minute, turn the engine off so that it will not seize.
c. Check the engine oil passages, the oil filter cartridge and the oil pump for damage or leakage. Refer to “THE ENGINE” in chapter 4.
d. Start the engine after solving the problem(s) and check the engine oil pressure again.
e. Tighten the oil gallery bolt to specification.

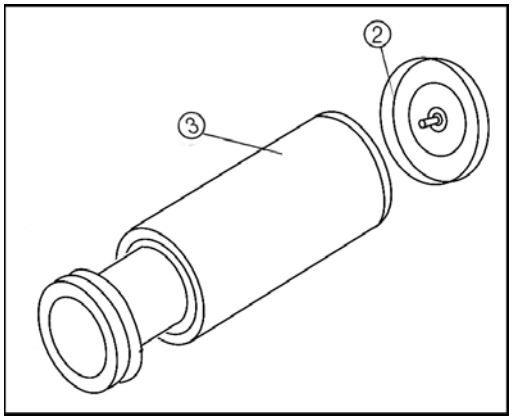
Oil gallery bolt
7 Nm (0.7 m · kg, 5.1 ft · lb)

12. Install:
- console
- passenger seat
- driver seat

Refer to “SEATS” in chapter 5.







CLEANING THE AIR FILTER

NOTE :

There is a check hose ① at the bottom of the air filter case. If dust and/or water collects in this hose, clean the air filter element and air filter case.

1. Remove:
   - driver seat
   - passenger seat
   - console
   - air filter case cover ①
   - air filter element assembly ①
   - air filter element cap ②
   - air filter element ③

NOTE :

Never operate the engine with the air filter element removed. This will allow unfiltered air to enter, causing rapid wear and possible engine damage. Additionally, operation without the filter element will affect carburetor tuning with subsequent poor performance and possible engine overheating.

2. Check:
   - air filter element
   - Damaged → Replace.
3. Clean:
   - air filter element

a. Wash the element gently, but thoroughly in solvent.

.

⚠ WARNING:

Use a cleaning solvent which is designed to clean parts only. Never use gasoline or low flash point solvents as they may cause a fire or explosion.

b. Squeeze the excess solvent out of the element and let it dry.

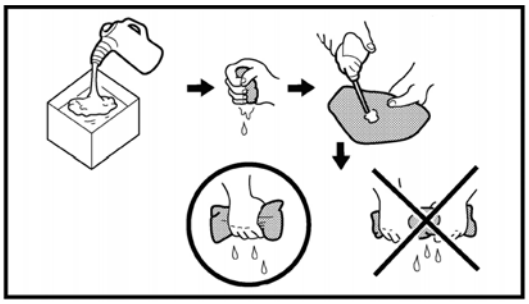
Note:

Do not twist or wring out the element. This could damage the foam material.

c. Squeeze out the excess oil.

Note:

The element should be wet but not dripping.

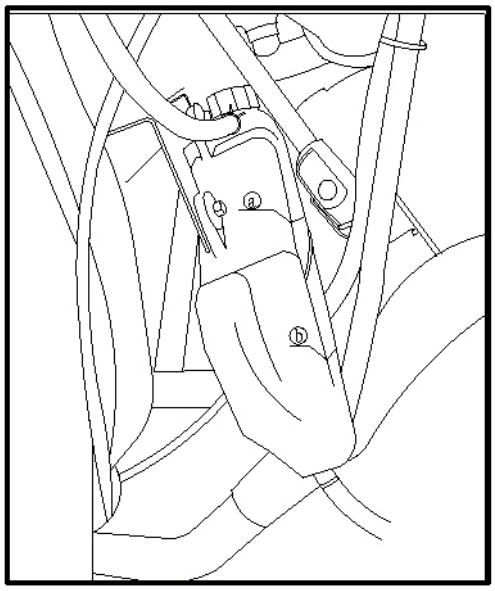


4. Install:
- air filter element
- air filter case cover

Note:
To prevent air leaks make sure that the sealing surface of the element matches the sealing surface of the case.

console
- passenger seat
- driver seat

CHECKING THE COOLANT LEVEL

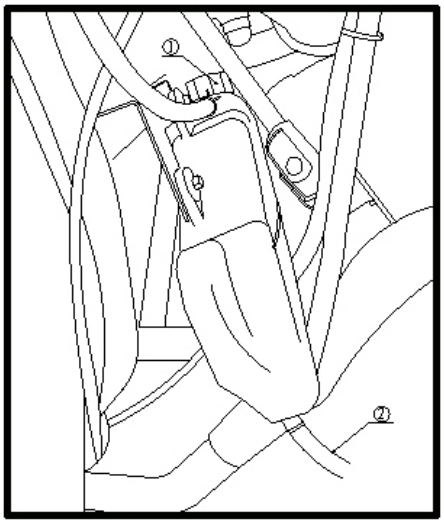


1. Place the vehicle on a level surface.
2. Lift the hood up.
3. Check:
- Start the engine, warm it up for several minutes, and then turn it off.
- coolant level

Note:
Before checking the coolant level, wait a few minutes until the coolant has settled.

- coolant level

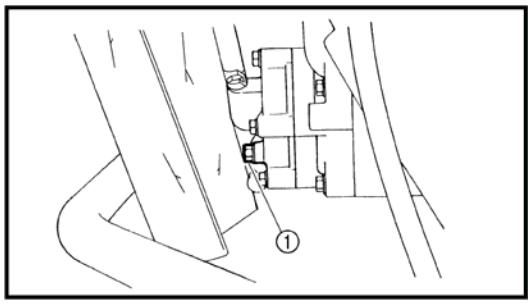
The coolant level should be between the minimum level mark Ⓐ and maximum level mark Ⓑ.Below the minimum level mark → Add the recommended coolant to the proper level.



CHANGING THE COOLANT

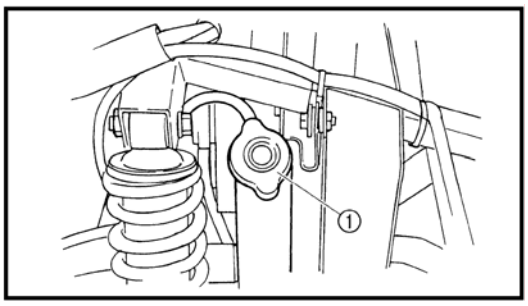
1. Remove:
- driver seat
- passenger seat
- console

Lift the hood up.。
- coolant reservoir cap ①
- Disconnect coolant reservoir hose ②
- Adding water instead of coolant lowers the antifreeze content of the coolant. If water is used instead of coolant, check and if necessary, correct the antifreeze concentration of the coolant.
- Use only distilled water. However, soft water may be



used if distilled water is not available.

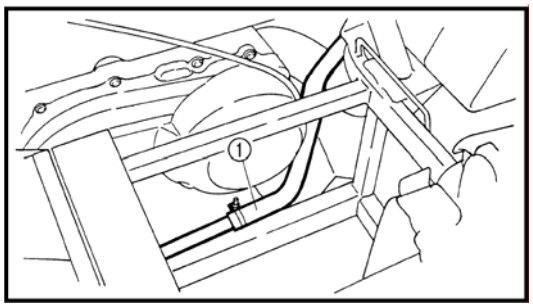
2. Drain:
   • coolant
     (from the coolant reservoir)
3. Connect:
   • coolant reservoir hose
4. Remove:
   • coolant drain bolt (water pump) ①(along with the copper washer)



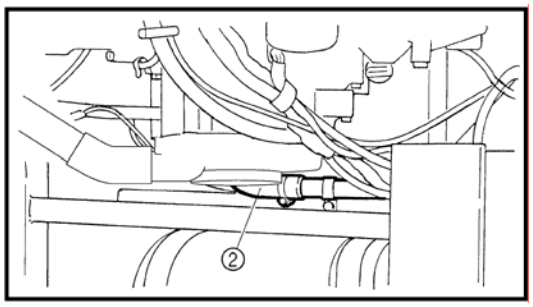
5. Remove:
   • radiator cap ①

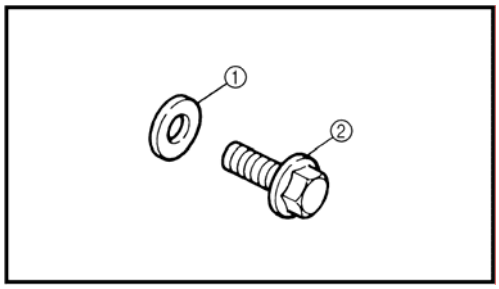
⚠ WARNING:

A hot radiator is under pressure. Therefore, do not remove the radiator cap when the engine is hot. Scalding hot fluid and steam may be blown out, which could cause serious injury. When the engine has cooled, open the radiator cap as follows:
Place a thick rag or a towel over the radiator cap and slowly turn the radiator cap counterclockwise toward the detent to allow any residual pressure to escape.
When the hissing sound has stopped, turn the radiator cap counterclockwise while pressing down on it and then remove it.



6. Drain:
   • coolant
7. Disconnect:
   • coolant outlet hose ①
   • water pump inlet hose ②
8. Drain:
   • coolant



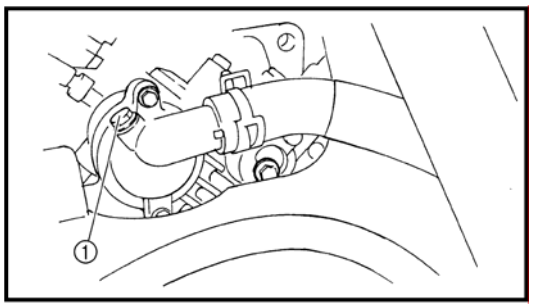


9. Check:
   - copper washer ①
   - coolant drain bolt ②

   Damage → Replace.
10. Install:
   - coolant drain bolt (water pump) T R.

10 Nm (1.0 m · kg, 7.2 ft · lb)

11. Connect:
   - water pump inlet hose
   - coolant outlet hose



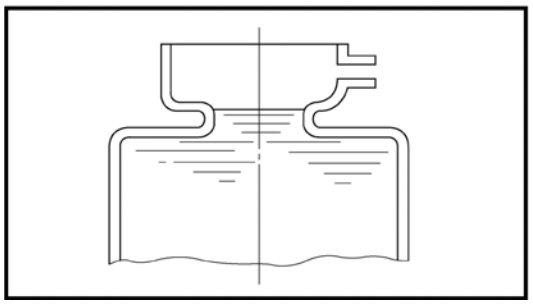
12. Remove:
   - air bleed bolt ①

13. Fill cooling

(with the specified amount of the recommended coolant)

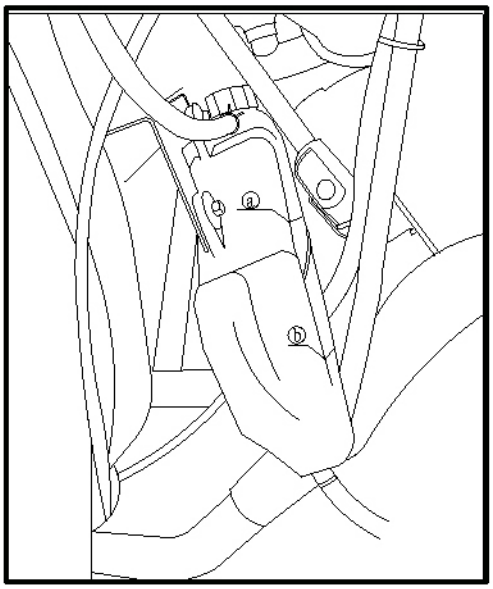
Recommended antifreeze
High-quality ethylene glycol antifreeze containing corrosion inhibitors for aluminum engines
Mixing ratio
1 : 1 (antifreeze : water)
Quantity
Total amount
2.5 L (2.20 Imp qt, 2.64 US qt)
Coolant reservoir capacity
0.35 L (0.31 Imp qt, 0.37 US qt)

Note:
The specified amount of coolant is a standard amount. Fill the cooling system with coolant until coolant comes out of the hole for the air bleed bolt. Coolant is potentially harmful and should be handled with special care.



⚠ WARNING:

• If coolant splashes in your eyes, thoroughly wash them with water and consult a doctor.
•If coolant splashes on your clothes, quickly wash it away with water and then with soap and water..
• If coolant is swallowed, induce vomiting and get immediate medical attention.
• If coolant comes into contact with painted surfaces, immediately wash them with water.
• Do not mix different types of antifreeze.



Note:

Adding water instead of coolant lowers the antifreeze content of the coolant. If water is used instead of coolant, check, and if necessary, correct the antifreeze concentration of the coolant. Use only distilled water. However, soft water may be used if distilled water is not available.

14. Install:

• air bleed bolt

9 Nm (0.9 m · kg, 6.5 ft · lb)

• radiator cap

• Fill coolant reservoir:

(with the recommended coolant to the maximum level mark ⓐ)

• Install coolant reservoir cap:

• Start the engine, warm it up for several minutes, and then turn it off.

• Check:

coolant level

Refer to “THE COOLANT” in chapter 4.

Note:

Before checking the coolant level, wait a few minutes until the coolant has settled.

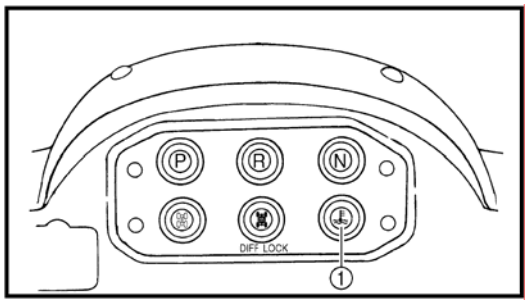
• Close the hood.

• Install console:

• Install passenger seat

• Install driver seat

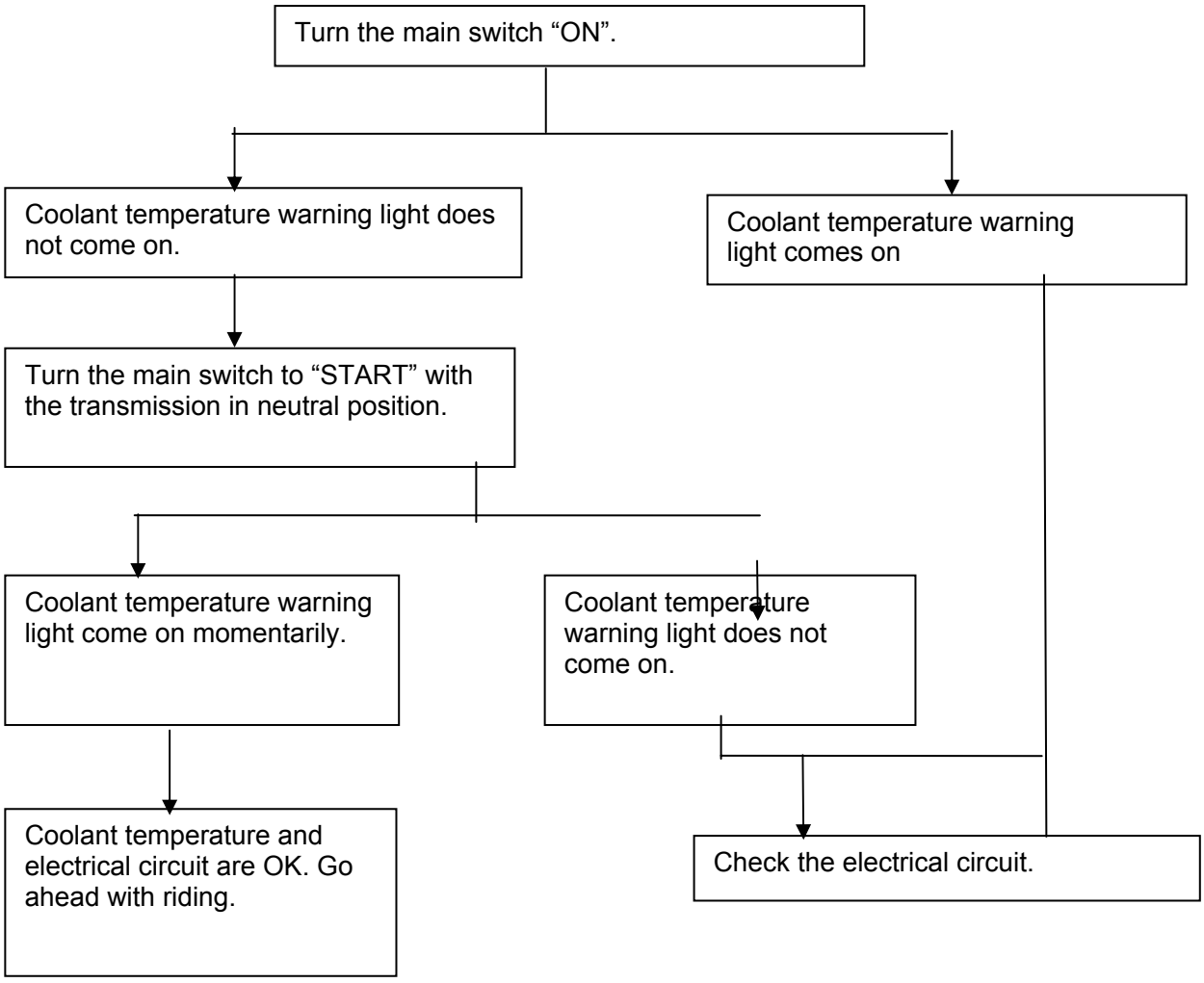
Refer to “SEATS,” in chapter 5.

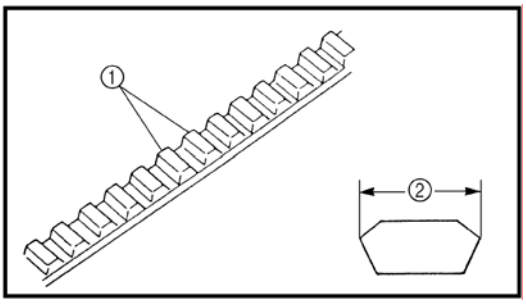


CHECKING THE COOLANT TEMPERATURE WARNING LIGHT

Coolant temperature indicator light①

Coolant temperature warning light checking method





CHECKING THE V-BELT

1. Remove:
   - driver seat
   - passenger seat
   - console
   - drive belt cover
- Check:

a. V-belt ①

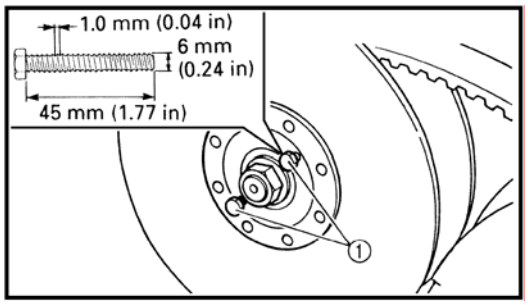
Cracks/wear/scaling/chipping → Replace.

Oil/ grease→ Check primary sheave and secondary sheave.。

b. V-belt width ②

Out of specification → Replace.

V-belt width
33.2 mm (1.31 in)
<Limit:> 29.9 mm (1.18 in)

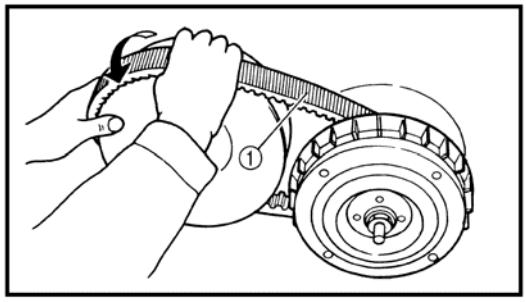


• Replace V-belt:

Install the bolts 1(90101-06016) into the secondary fixed sheave hold.

Note:

Tightening the bolts 1 will push the secondary sliding sheave away, causing the gap between the secondary fixed and sliding sheaves to widen.

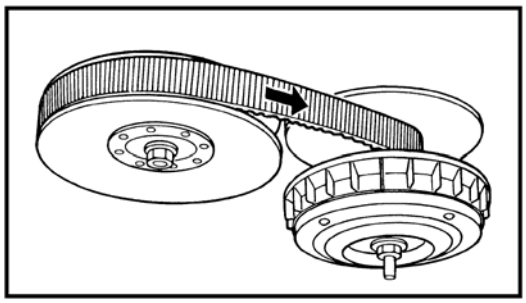


• Remove the V-belt 1 from the primary sheave and secondary sheave.

• Install the V-belt.

Note:

Install the V-belt so that its arrow faces the direction shown in the illustration.



• Remove the bolts.

2. Install:

• drive belt cover
• console
• passenger seat
• driver seat

CLEANING THE SPARK ARRESTER

1. Clean:

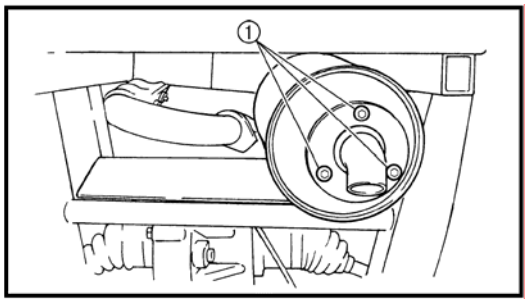
Tap the tailpipe lightly with a soft-face hammer or suitable tool, then use a wire brush to remove any carbon deposits from the spark arrester portion of the tailpipe and the inner contact surfaces of the muffler..

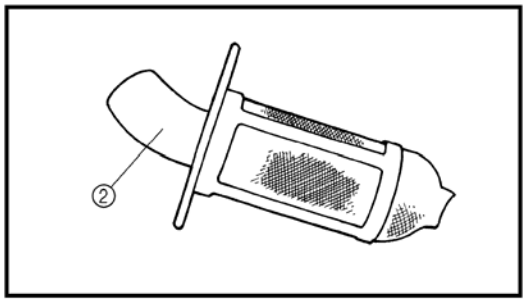
2. spark arrester

⚠ WARNING:

• Select a well-ventilated area free of combustible materials.

• Always let the exhaust system cool before





performing this operation.。

• Do not start the engine when removing the tailpipe from the muffler.

3. Remove:

• Remove the bolts①.

• Remove the tailpipe ② by pulling it out of the muffler.

4. Install：

• Insert the tailpipe ② into the muffler and align the bolt holes.

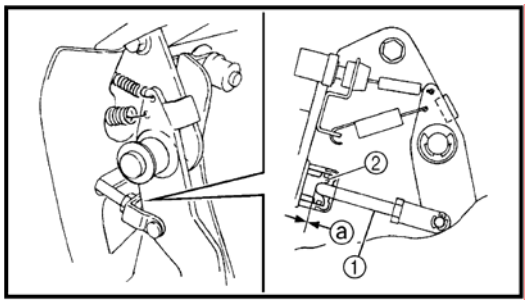
• Insert the bolt 1 and tighten it.

• Start the engine and rev it up approximately twenty times while momentarily creating exhaust system back pressure by blocking the end of the muffler with a shop towel.

• Stop the engine and allow the exhaust pipe to cool.

CHASSIS

ADJUSTING THE BRAKE PEDAL



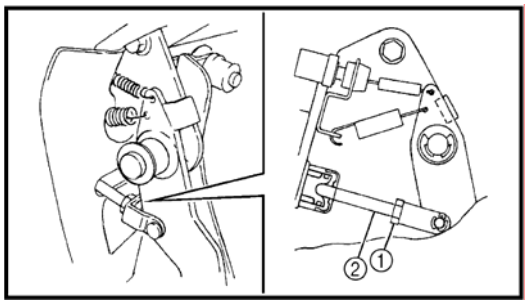
1. Check:

• brake pedal free play a Out of specification →Adjust.

Note:

The end of the brake rod ① should lightly contact the brake master cylinder ②

Brake pedal free play
0 mm (0.0 in)



2. Adjust：

• brake pedal free play

a. Loosen the locknut①

b. Turn brake rod ②in or out until the correct free play is obtained.

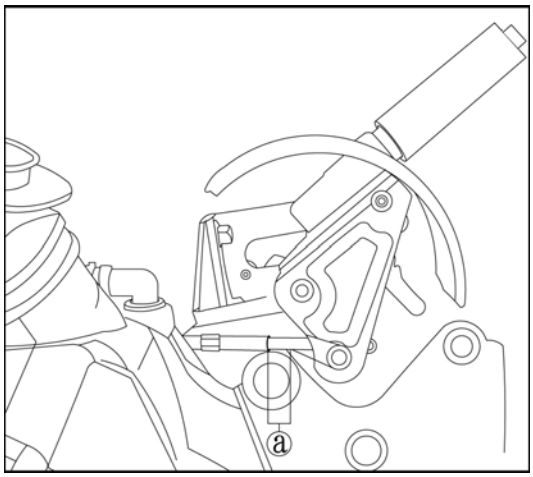
Turning in	**Free play is increased.**
Turning out	**Free play is decreased.**

c. Tighten the locknut to specification.

Locknut
17 Nm (1.7 m · kg, 12 ft · lb)

Note:

Make sure that there is no brake drag on the front or rear wheels.



ADJUSTING THE PARKING BRAKE

1. Shift the drive select lever into low gear “L”. .
2. Remove:
   - driver seat
   - passenger seat
   - console

   Refer to “SEATS” in chapter5.

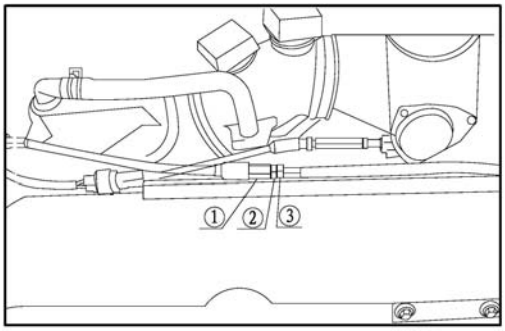
3. Check:
   - parking brake cable free play ⓐ

   Out of specification → Adjust.。

Parking brake cable free play
2 ~ 3 mm (0.079 ~ 0.118 in)

4. Adjust:
   - parking brake cable free play

a. Pull back the adjuster cover ①.



b. Loosen the locknut ②.

c. Turn the adjuster ③ in or out until the correct free play is obtained.

Turning in	**Free play is increased.**
Turning out	**Free play is decreased.**

d. Tighten the locknut ②.

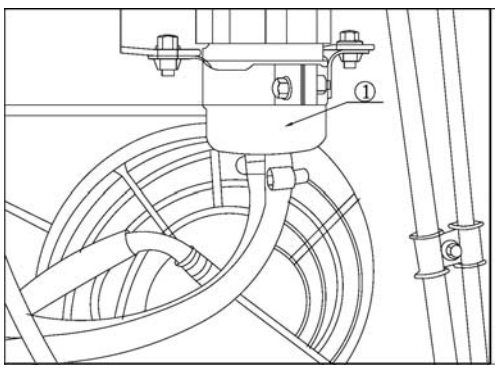
e. Slide the adjuster cover 1 to its original position.

5. Install:
   - console
   - passenger seat
   - driver seat

   Refer to “SEATS” in chapter 5.

CHECKING THE BRAKE FLUID LEVEL

1. Place the vehicle on a level surface.



NOTE:

When checking the brake fluid level, make sure that the top of the brake fluid reservoir top is horizontal.

2. Lift the hood up.
3. Check:
   - brake fluid level Fluid level is under “MIN” level line ①

   → Fill up.

NOTE:

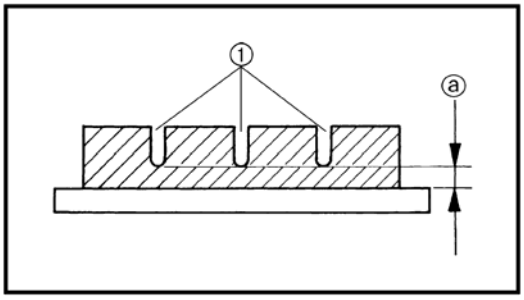
Brake fluid may erode painted surfaces or plastic parts. Always clean up spilled fluid immediately.

⚠ WARNING:

• Use only the designed quality brake fluid: otherwise, the rubber seals may deteriorate, causing leakage and poor brake performance.

• Refill with the same type of brake fluid: mixing fluids may result in a harmful chemical reaction and lead to poor performance.

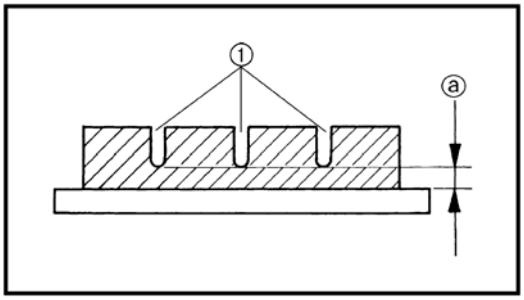
• Be careful that water does not enter the master cylinder when refilling. Water will significantly lower the boiling point of the fluid and may result in a vapor lock.



4.Close the hood.

CHECKING THE FRONT BRAKE PADS

1. Remove:
   • front wheels
2. Check:
   • brake pads
   Wear indicator groove ① almost disappeared →
   Replace the brake pads as a set.
   Refer to “FRONT AND REAR BRAKES” in chapter 5.



Brake pad wear limit ⓐ
1.5 mm (0.06 in)

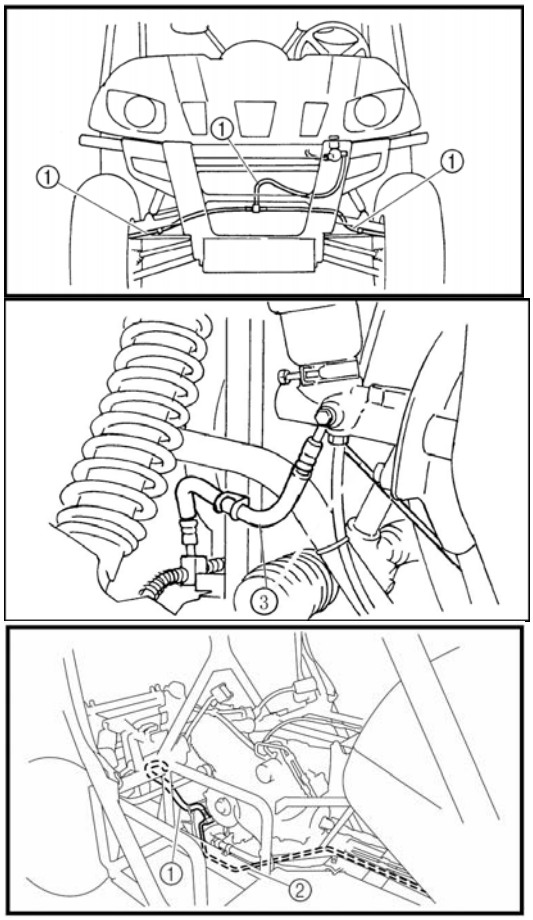
3. Operate the brake pedal.
4. Install:
   • front wheels

CHECKING THE REAR BRAKE PADS

1. Check:
   • brake pads
   Wear indicator groove ① almost disappeared →
   Replace the brake pads as a set.
   Refer to “FRONT AND REAR BRAKES” in chapter 5.

Brake pad wear limit ⓐ
1.5 mm (0.06 in)

2. Operate the brake pedal.



CHECKING THE BRAKE HOSES AND BRAKE PIPES

1. Remove:
   - driver seat
   - passenger seat
   - console

   Refer to “SEATS” in chapter 5.
2. Lift the hood up.
3. Lift the cargo bed.
4. Check:
   - front brake hoses①
   - rear brake pipes ②
   - rear brake hoses ③

   Cracks/wear/damage → Replace.

   Fluid leakage → Replace all damaged parts.

   Refer to “FRONT AND REAR BRAKES” in chapter 5.

Note:

Hold the vehicle in an upright position and apply the brake pedal.

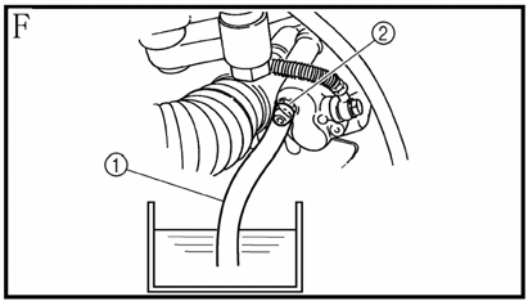
5. Install:
   - console
   - passenger seat
   - driver seat

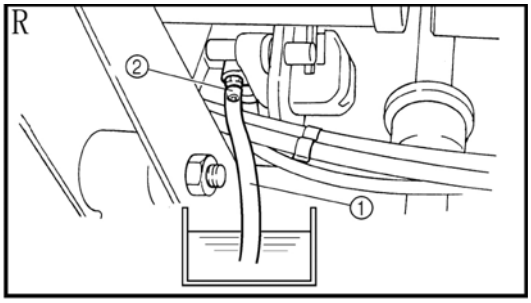
BLEEDING THE HYDRAULIC BRAKE SYSTEM

⚠ WARNING:

Bleed the brake system if:
- **The system has been disassembled.**
- **A brake hose or brake pipe have been loosened or removed.**
- **The brake fluid has been very low.**

The brake operation has been faulty. A loss of braking performance may occur if the brake system is not properly bled.





1. Bleed:
   - brake system

a. Add the proper brake fluid to the reservoir.

b. Install the diaphragm. Be careful not to spill any fluid or allow the reservoir to overflow.

c. Connect the clear plastic hose ① tightly to the caliper bleed screw ②.

   F Front

   R Rear

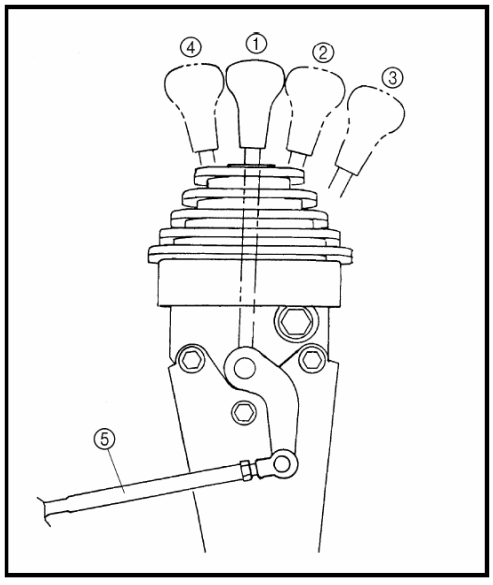
d. Place the other end of the hose into a container.
e. Slowly apply the brake pedal several times.
f. Push down on the pedal and hold it.
g. Loosen the bleed screw and allow the pedal to travel towards its limit.
h. Tighten the bleed screw when the pedal limit has been reached, then release the pedal.
i. Repeat steps (e) to (h) until all the air bubbles have disappeared from the fluid.
j. Tighten the bleed screw.

Front brake caliper bleed screw
6 Nm (0.6 m · kg, 4.3 ft · lb)
Rear brake caliper bleed screw
5 Nm (0.5 m · kg, 3.6 ft · lb)

Note:
If bleeding is difficult, it may be necessary to let the brake fluid settle for a few hours.
Repeat the bleeding procedure when the tiny bubbles in the system have disappeared.

k. Add brake fluid to the proper level.

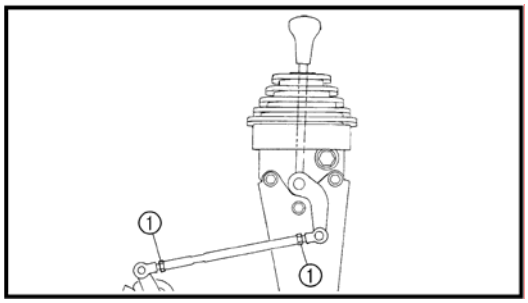
⚠ WARNING:
Check the operation of the brake after bleeding the brake system.



ADJUSTING THE SELECT LEVER SHIFT ROD
① Neutral
② High
③ Low
④ Reverse
⑤ Select lever shift rod

⚠ WARNING:
Before shifting, you must stop the vehicle and take your foot off the accelerator pedal.
Otherwise, the transmission may be damaged.

1. Adjust:
• Select lever shift rod
a. Make sure the select lever is in NEUTRAL.



b. Loosen both locknuts ①.

⚠ WARNING:

The select lever shift rod locknut (select lever side) has left-handed threads. To loosen the locknut, turn it clockwise.

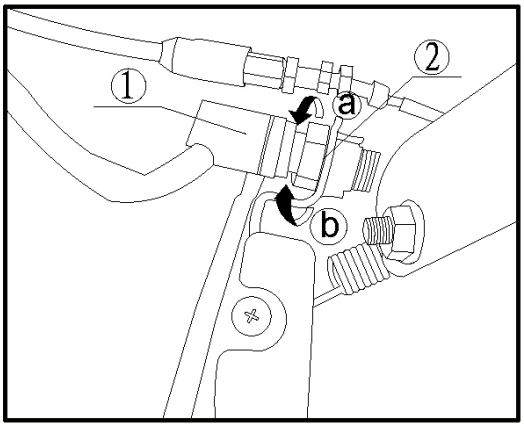
c. Tighten the locknuts ①.

ADJUSTING THE BRAKE LIGHT SWITCH

Note:

• The brake light switch is operated by movement of the brake pedal.

• The brake light switch is properly adjusted when the brake light comes on just before the braking effect starts.



1 Check

• brake light operation timing

Incorrect → Adjust.

2. Adjust:

• brake light operation timing

a. Hold the main body ① of the brake light switch so that it does not rotate and turn the adjusting nut ② in direction ⓐ or ⓑ until the brake light comes on at the proper time.

Direction ⓐ	Brake light comes on sooner.
Direction ⓑ	Brake light comes on later.

CHECKING THE FINAL GEAR OIL LEVEL

1. Place the vehicle on a level surface.

2. Remove:

• oil filler plug ①

3. Check:

• oil level

Oil level should be up to the brim of the hole.

Oil level low → Add oil to the proper level.

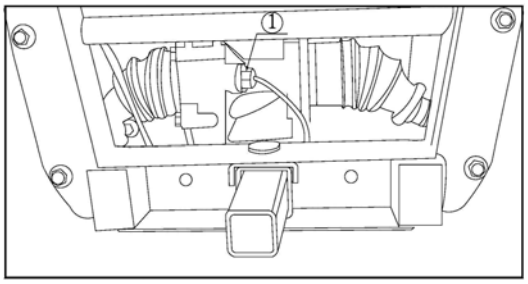
Recommended oil
SAE 80 API "GL-4" Hypoid gear oil

⚠ WARNING:

Take care not allow foreign material to enter the final gear case.

4. Install:
   • oil filler plug

23 N.m (2.3 m · kg, 17 ft · lb)



CHANGING THE FINAL GEAR OIL

1. Place the vehicle on a level surface.
2. Place a container under the final gear case to collect the used oil.
3. Remove:
   • oil filler plug ①
   • Fill:

final gear case

Periodic oil change
0.25 L (0.22 Imp qt)
Total amount
0.28 L (0.25 Imp qt)

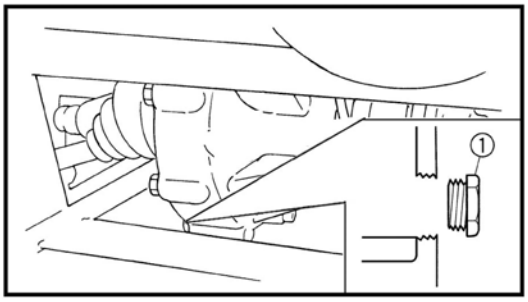
⚠ WARNING:

Take care not to allow foreign material to enter the final gear case.

• Install:

oil filler plug

23 Nm (2.3 m · kg, 17 ft · lb)



CHECKING THE DIFFERENTIAL GEAR OIL

1. Place the vehicle on a level surface.
2. Remove:
   • oil filler plug①
3. Check:
   • oil level

   Oil level should be up to the brim of hole.

   Oil level low → Add oil to proper level.

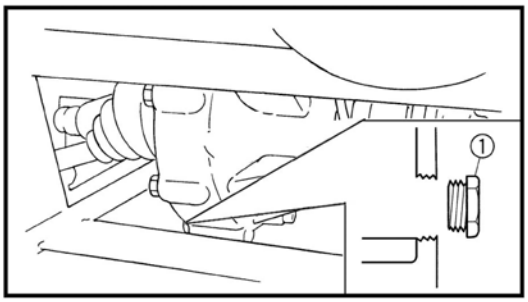
⚠ WARNING:

Take care not allow foreign material to enter the differential gear case.

4. Install:

• oil filler plug

23 Nm (2.3 m · kg, 17 ft · lb)



CHANGING THE DIFFERENTIAL GEAR OIL

1. Place the vehicle on a level surface.
2. Place a receptacle under the differential gear case.
3. Remove:
   • oil filler plug①
4. Drain:
   • differential gear oil
5. Install:
   • drain plug

10 N.m (1.0 m · kg, 7.2 ft · lb)

Note:

Check the gasket (drain plug). If it is damaged, replace it with new one.

6. Fill:
   • differential gear case

Periodic oil change
0.32 L (0.28 Imp qt, 0.34 US qt)
Total amount
0.33 L (0.29 Imp qt, 0.35 US qt)

Note:

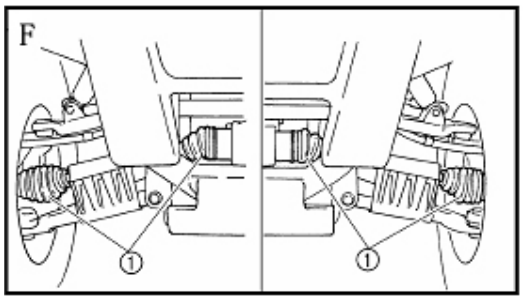
If gear oil is filled to the brim of the oil filler hole, oil may start leaking from the differential gear case breather hose. Therefore, check the quantity of the oil, not its level.

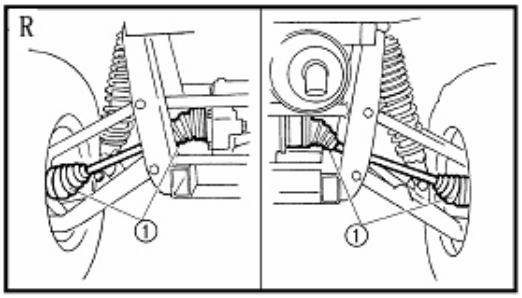
WARNING:

Take care not to allow foreign material to enter the differential gear case.

7. Install:
   • oil filler plug

23 Nm (2.3 m · kg, 17 ft · lb)





CHECKING THE CONSTANT VELOCITY JOINT DUST BOOTS

1. Check:

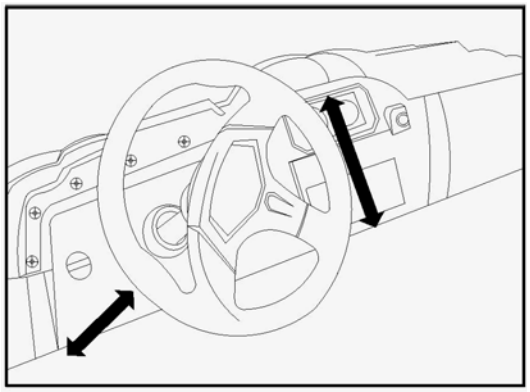
• dust boots ①

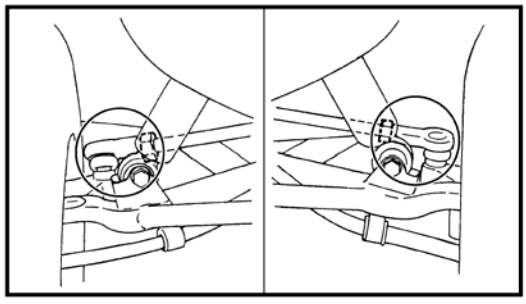
Damage → Replace.

Refer to "FRONT CONSTANT VELOCITY JOINTS, DIFFERENTIAL GEAR AND DRIVE SHAFT" in chapter 5.

F Front

R Rear





CHECKING THE STEERING SYSTEM

1. Check:

Place the vehicle on a level surface.

steering assembly bearings Try to the steering wheel up and down, and back and forth.

Excessive play → Replace the steering shaft assembly.

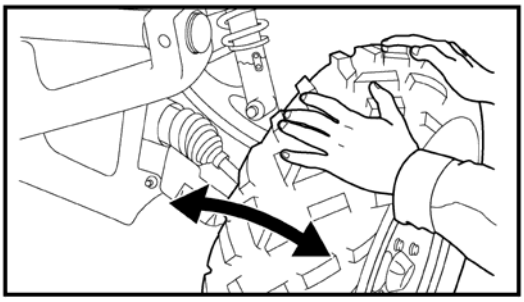
• tie-rod ends

Turn the steering wheel to the left and right until it stops completely, and then move the steering wheel slightly in the opposite direction. Tie-rod end(s) have vertical play → Replace the tie-rod end(s).

• Raise the front end of the vehicle so that there is no weight on the front wheels.

• Check:

ball joints and/or wheel bearings Move the wheels laterally back and forth. Excessive free play → Replace the front arms (upper and lower) and/or wheel bearings.



ADJUSTING THE TOE-IN

1. Place the vehicle on a level surface.
2. Measure:

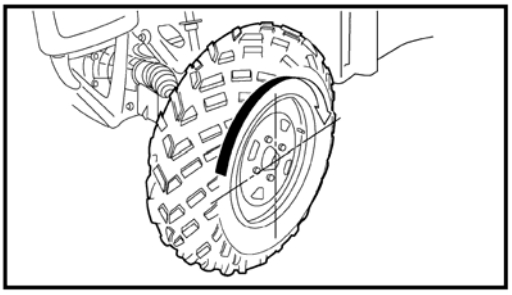
• toe-in

Out of specification → Adjust.

Toe-in
0 ~ 10 mm (0.00 ~ 0.39 in)
(with tires touching the ground)

Note:

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



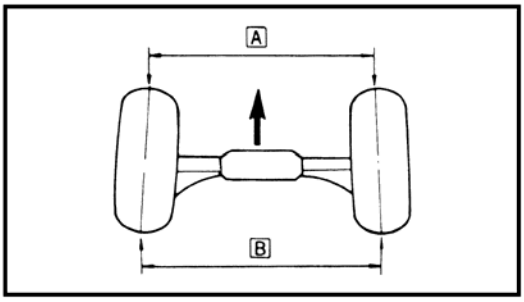
a. Mark both front tire tread centers.

b. Face the steering wheel straight ahead.

c. Measure distance Ⓐ between the marks.

d. Rotate the front tires 180° until the marks are exactly opposite one another.

e. Measure distance Ⓑ between the marks.



f. Calculate the toe-in using the formula given below.

Toe-in= Ⓑ - Ⓐ

g. If the toe-in is incorrect, adjust it.一下。

3. Adjust:

• toe-in

⚠ WARNING:

• Be sure that both tie-rods are turned the same amount. If not, the vehicle will drift right or left even though the steering wheel is positioned straight. This may lead to mishandling and an accident.

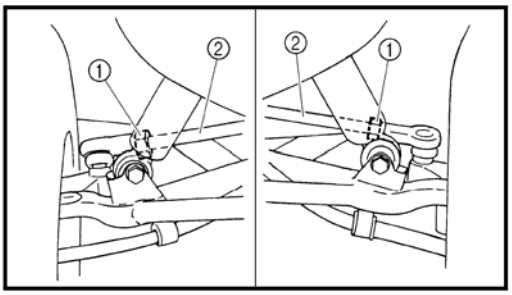
• After setting the toe-in to specification, run the vehicle slowly for some distance with both hands lightly holding the steering wheel and check that the steering wheel responds correctly. If not, turn either the right or left tie-rod within the toe-in specification.

a. Mark both tie-rods ends. This reference point will be needed during adjustment.

b. Loosen the locknut (tie-rod end) ① on each tie-rod.

c. The same number of turns should be given to both the right and left tie-rods ② until the specified toe-in is obtained. This is to keep the length of the rods the same.

d. Tighten the rod end locknut on each tie-rod.



Locknut (rod end)
40 Nm (4.0 m · kg, 29 ft · lb)

ADJUSTING THE FRONT SHOCK ABSORBERS

⚠ WARNING:

Always adjust both shock absorber spring preload to the same setting. Uneven adjustment can cause poor handling and loss of stability.

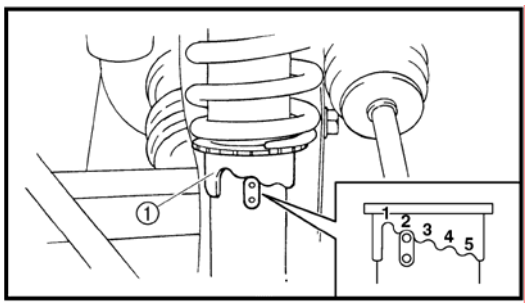
Note:

The spring preload of the shock absorbers can be adjusted to suit the operator's preference, weight, and the operating conditions.

1. Adjust:

• spring preload Turn the adjuster ① to increase or decrease the spring preload.

Standard position: 2
Minimum (Soft) position: 1
Maximum (Hard) position: 5



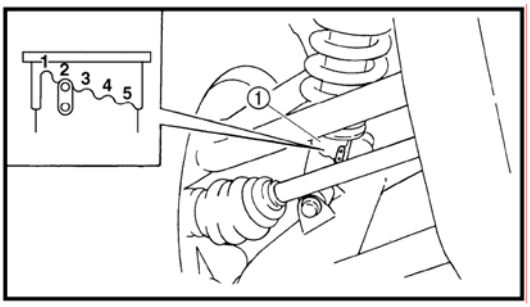
ADJUSTING THE REAR SHOCK ABSORBERS

⚠ WARNING:

Always adjust both shock absorber spring preload to the same setting. Uneven adjustment can cause poor handling and loss of stability.

NOTE:

The spring preload of the shock absorbers can be adjusted to suit the operator's preference, weight, and the operating conditions.



1. Adjust:

• spring preload Turn the adjuster ① to increase or decrease the spring preload.

CHECKING THE TIRES

⚠ WARNING:

• TIRE CHARACTERISTICS

a.Tire characteristics influence the handling of vehicle's. If other tire combinations are used, they can adversely affect your vehicle's handling characteristics and are therefore not recommended.

	manufacturer	Size	Type
Front	WANDA	25 × 8-12	Rawhide RS
Rear	WANDA	25× 10-12	Rawhide RS

• TIRE PRESSURE

a. Recommended tire pressure
Front 70 KPa
Rear 70KPa

b.Tire pressure below the minimum specification could cause the tire to dislodge from the rim under severe riding conditions.
The following are minimums:
Front 63 kPa
Rear 63 kPa

c. Use no more than
Front 77 kPa
Rear 77 kPa
when seating the tire beads. Higher pressures may cause the tire to burst.
Inflate the tires slowly and carefully.
Fast inflation could cause the tire to burst.

• MAXIMUM LOADING LIMIT

a. Vehicle loading limit (total weight of cargo, operator, passenger and accessories, and tongue weight): 843kg

b. Cargo bed: 150kg

c. Trailer hitch:

Pulling load (total weight of trailer and cargo): 100 kg (1,212 lb)

Tongue weight (vertical weight on trailer hitch point): 50 kg (110 lb)

Be extra careful of the vehicle balance and stability when towing a trailer.

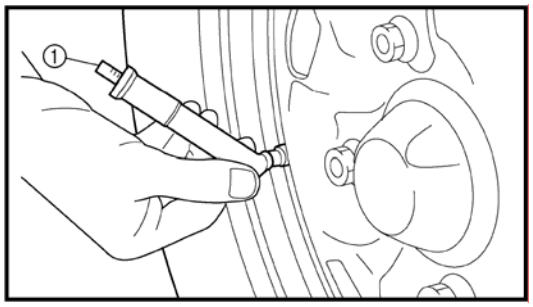
1. Measure:
• Tire pressure (cold tire pressure) Out of specification

→Adjust.

NOTE:

• The tire pressure gauge ① is included as standard equipment.

• If dust or the like is stuck to this gauge, it will not provide the correct readings. Therefore, take two measurements of the tire's pressure and use the second reading.



⚠ WARNING:

Uneven or improper tire pressure may adversely affect the handling of this vehicle and may cause loss of control.

• Maintain proper tire pressures.

• Set tire pressures when the tires are cold.

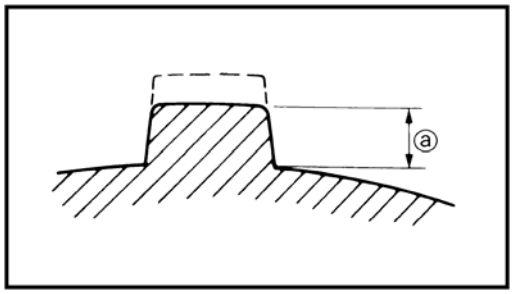
• Tire pressures must be equal in both front tires and equal in both rear tires.

2. Check:

• tire surfaces

Wear/damage ⓐ →Replace.

Tire wear limit a
Front and rear: 3.0 mm (0.12 in)



⚠ WARNING:

It is dangerous to ride with a worn-out tire.

When tire wear is out of specification, replace the tire immediately.

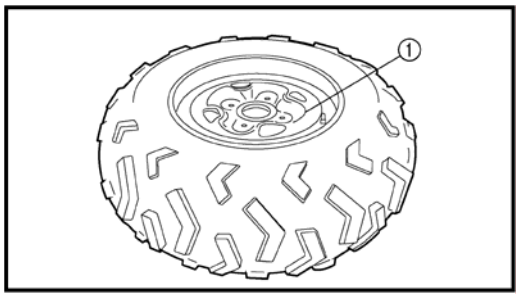
CHECKING THE WHEELS

1. Check:

• wheels ① Damage/bends → Replace.

Note:

Always balance the wheel when a tire or wheel has been changed or replaced.



⚠ WARNING:

• Never attempt even small repairs to the wheel.

• Ride conservatively after installing a tire to allow it to seat itself properly on the rim.

CHECKING AND LUBRICATING THE CABLES

⚠ WARNING:

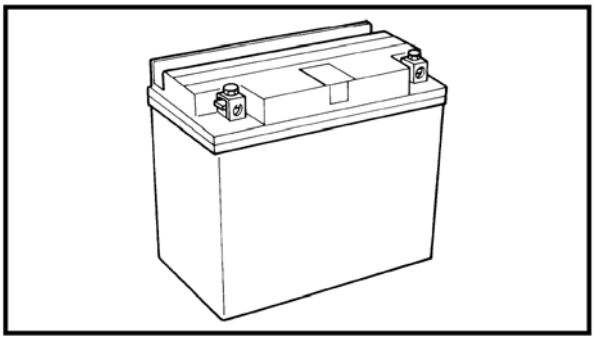
A damaged cable sheath may cause corrosion and interfere with the cable movement. An unsafe condition may result so replace a damaged cable as soon as possible.

1. Check:
• cable sheath Damage → Replace.
• cable operation Unsmooth operation → Lubricate or replace.

Note:

Hold the cable end up and apply several drops of lubricant to the cable.

2. Apply:
• lithium-soap-based grease (onto end of the cable) lithium-soap-based



ELECTRICAL

CHECKING AND CHARGING THE BATTERY

⚠ WARNING:

Batteries generate explosive hydrogen gas and contain electrolyte which is made of poisonous and highly caustic sulfuric acid.
Therefore, always follow these preventive measures:

- **Wear protective eye gear when handling or working near batteries.**
- **Charge batteries in a well-ventilated area.**
- **Keep batteries away from fire, sparks or open flames (e.g., welding equipment, lighted cigarettes).**
- **DO NOT SMOKE when charging or handling batteries.**
- **KEEP BATTERIES AND ELECTROLYTE OUT OF REACH OF CHILDREN.**
- **Avoid bodily contact with electrolyte as it can cause severe burns or permanent eye injury.**

FIRST AID IN CASE OF BODILY CONTACT:
EXTERNAL

- **Skin — Wash with water.**
- **Eyes — Flush with water for 15 minutes and get immediate medical attention.**

INTERNAL

Drink large quantities of water or milk followed with milk of magnesia, beaten egg or vegetable oil. Get immediate medical attention.

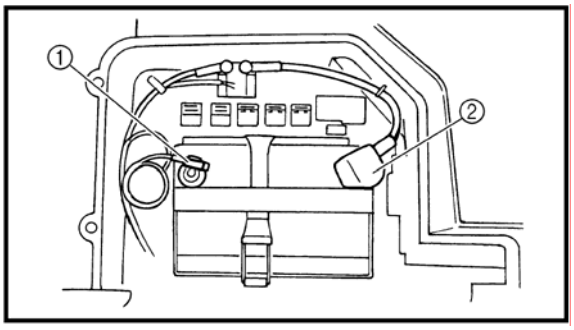
⚠ WARNING:

- **This is a sealed battery. Never remove the sealing caps because the balance between cells will not be maintained and battery performance will deteriorate.**
- **Charging time, charging amperage and charging voltage for an MF battery are different from those of conventional batteries. The MF battery should be charged as explained in the charging method illustrations. If the battery is overcharged, the electrolyte level will drop considerably.**
- **Therefore, take special care when charging the battery.**

NOTE:

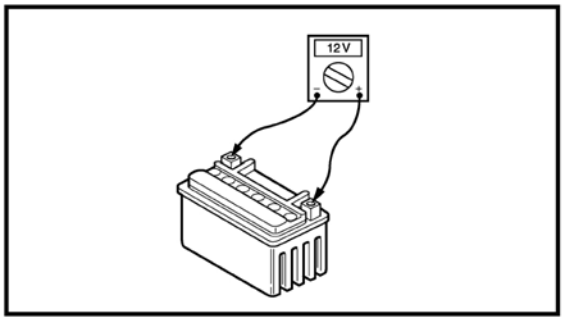
Since MF batteries are sealed, it is not possible to check the charge state of the battery by measuring the specific gravity of the electrolyte. Therefore, the charge of the battery has to be checked by measuring the voltage at the battery terminals.

1. Remove:
• Lift the hood up.
• battery case cover
• Disconnect:
battery leads



NOTE:

First, disconnect the negative battery lead ①, and then the positive battery lead ②.



• Remove:
battery
• Check:
battery charge

a. Connect a pocket tester to the battery terminals.

Positive tester probe →
positive battery terminal
Negative tester probe →
negative battery terminal

NOTE:

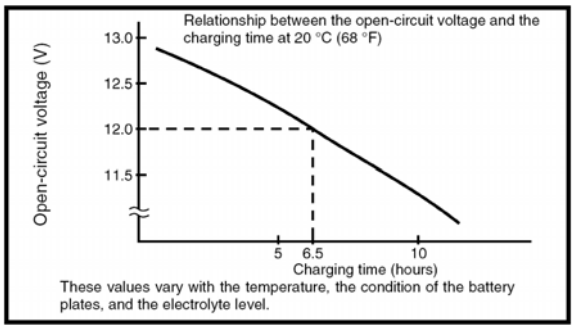
• The charge state of an MF battery can be checked by measuring its open-circuit voltage (i.e., the voltage when the positive terminal is disconnected).
• No charging is necessary when the open-circuit voltage equals or exceeds 12.8 V.

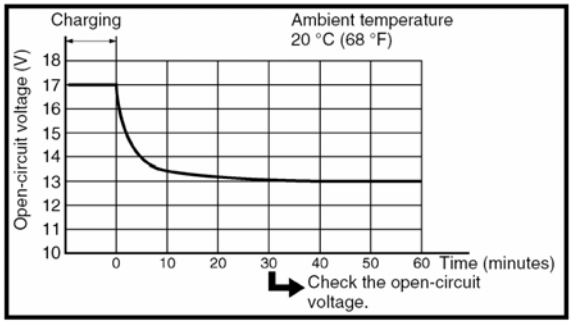
b. Check the charge of the battery, as shown in the charts and the following example.

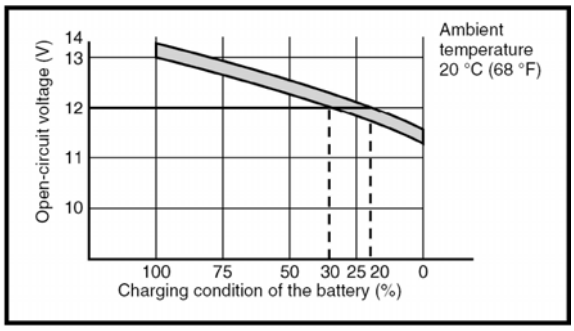
Example

c. Open-circuit voltage = 12.0 V
d. Charging time = 6.5 hours
e. Charge of the battery = 20 ~ 30%

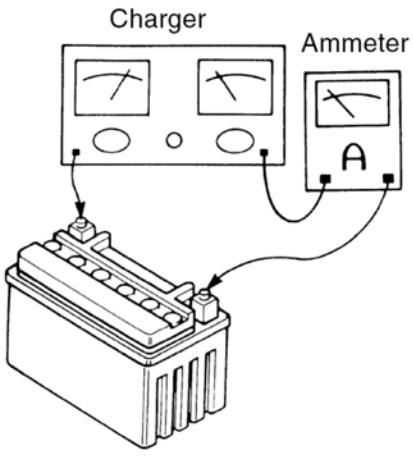
2. Charge:







Charger: Ammeter:



• battery(refer to the appropriate charging method illustration) •

⚠ WARNING:

Do not quick charge a battery.

NOTE:

• Never remove the MF battery sealing caps.

• Do not use a high-rate battery charger since it forces a high-amperage current into the battery quickly and can cause battery overheating and battery plate damage.

• If it is impossible to regulate the charging current on the battery charger, be careful not to overcharge the battery.

• When charging a battery, be sure to remove it from the vehicle. (If charging has to be done with the battery mounted on the vehicle, disconnect the negative battery lead from the battery terminal.)

• To reduce the chance of sparks, do not plug in the battery charger until the battery charger leads are connected to the battery.

• Before removing the battery charger lead clips from the battery terminals, be sure to turn off the battery charger.

• Make sure the battery charger lead clips are in full contact with the battery terminal and that they are not shorted. A corroded battery charger lead clip may generate heat in the contact area and a weak clip spring may cause sparks.

• If the battery becomes hot to the touch at any time during the charging process, disconnect the battery charger and let the battery cool before reconnecting it. Hot batteries can explode!

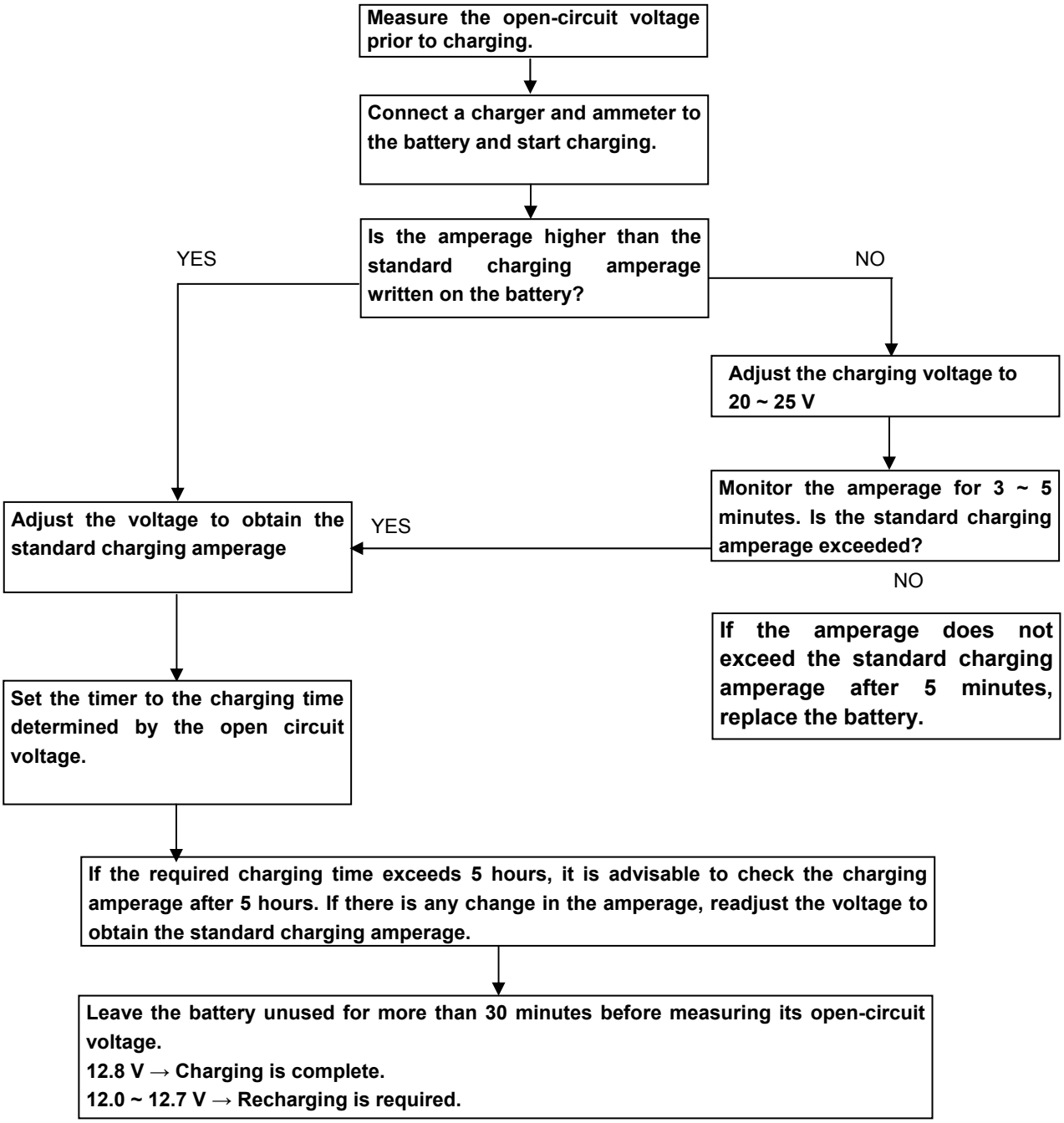
• As shown in the following illustration, the open-circuit voltage of an MF battery stabilizes about 30 minutes after charging has been completed. Therefore, wait 30 minutes after charging is completed before measuring the open-circuit voltage.

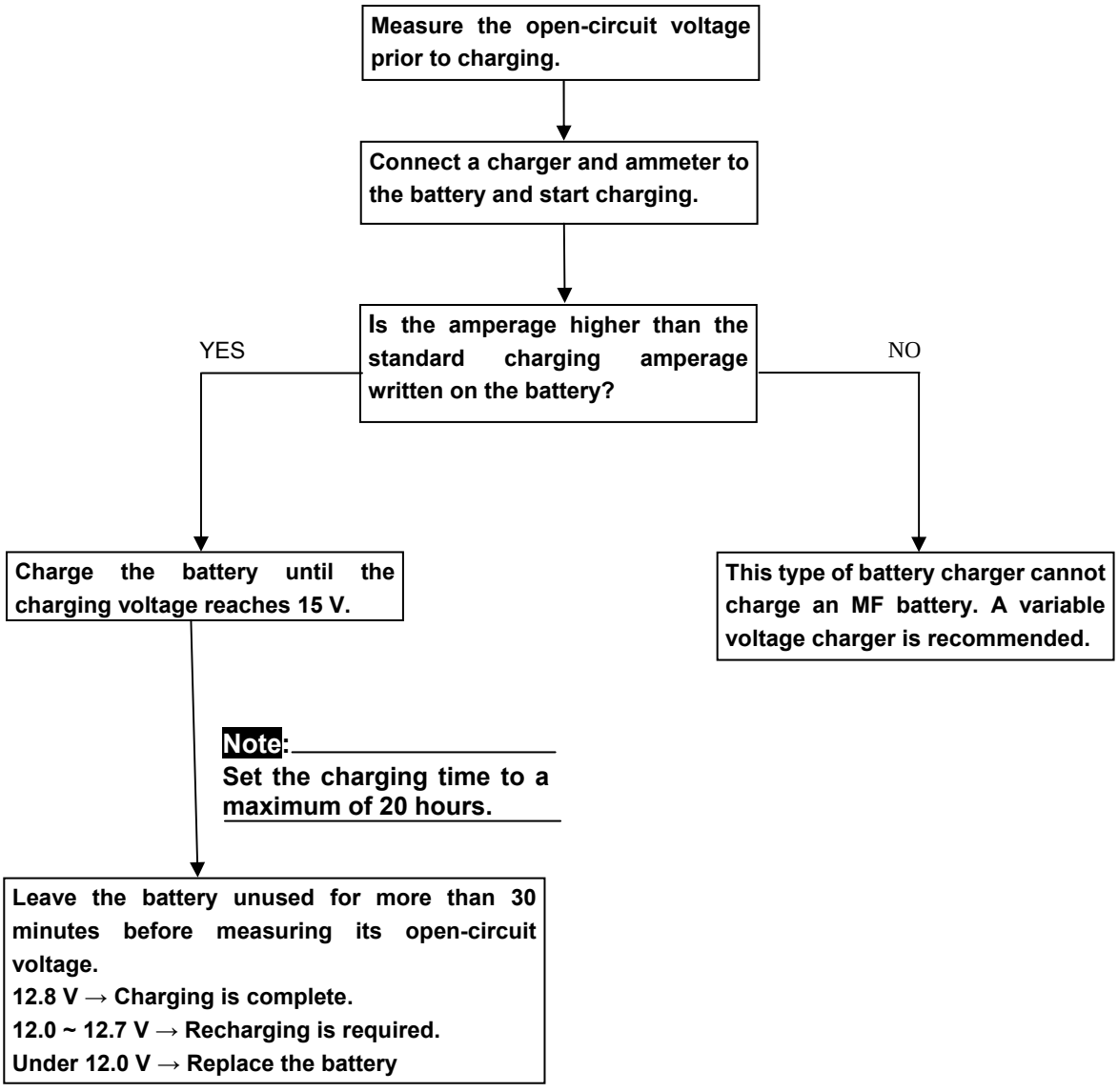
Charging method using a variable-current (voltage) charger

Note:

• Leave the battery unused for more than 30 minutes before measuring its open-circuit voltage.

• Set the charging voltage to 16 ~17 V. (If the charging voltage is lower, charging will be insufficient, if it is higher, the battery will be over-charged.)

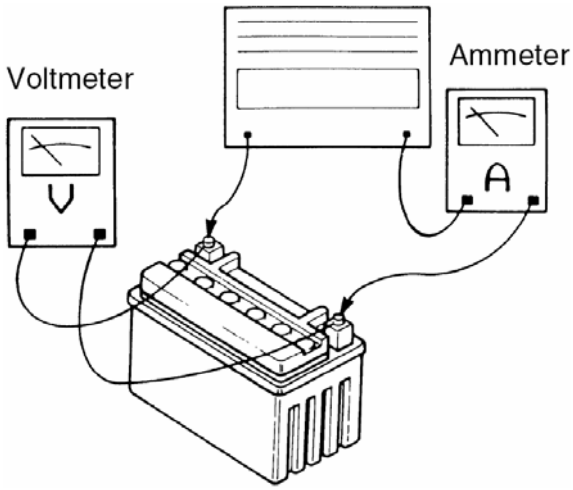




Charging method using a constant voltage charger

Note:

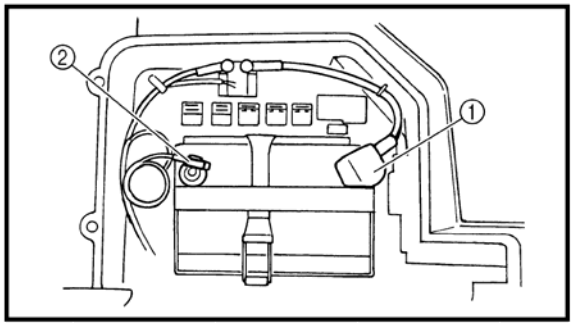
Leave the battery unused for more than 30 minutes before measuring its open-circuit voltage.



Note:

Constant amperage chargers are not suitable for charging MF batteries.

3. Install:
- battery
- Connect:
  battery leads



Note:

First, connect the positive battery lead ①, and then the negative battery lead ②.

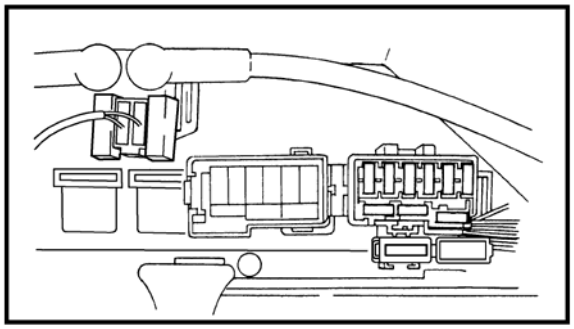
- Check:
  battery terminals Dirt → Clean with a wire brush.
  Loose connection → Connect properly.
- Lubricate:
  battery terminals
- Install:
  battery case cover
- Close the hood.

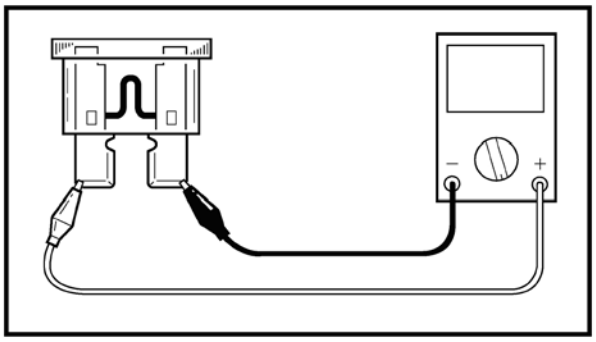
CHECKING THE FUSES

Note:

Always turn off the main switch when checking or replacing a fuse. Otherwise, a short circuit may occur.

1. Remove:
- lift the hood up.





• battery case cover

2. Check:

• fuses

a. Connect the pocket tester to the fuse and check it for continuity.。

Note:

Set the tester to the "Ω × 1" position.

b. If the tester indicates"∞", replace the fuse.

3. Replace:

• blown fuse

a. Turn off the ignition.

b. Install a new fuse of the proper amperage.

c. Turn on switches to verify operation of the related electrical devices.

d. If the fuse immediately blows again, check the electrical circuit.

Description	Current rating	Quantity
Main	30 A	1
Lighting system fuse	15 A	1
Ignition	10 A	1
Terminal (Auxiliary DC jack)	10 A	1
4WD(Four wheel drive)	3 A	1
Signaling system fuse	10 A	1
Carburetor heater fuse	10 A	1
Backup fuse	10 A	1
Reserve	30 A	1
Reserve	15 A	1
Reserve	10 A	1
Reserve	3 A	1

WARNING:

Never use a fuse with a rating other than that specified. Never use other materials in place of a fuse. An improper fuse may cause extensive

damage to the electrical system, a malfunction of the lighting and ignition systems and could possibly cause a fire.

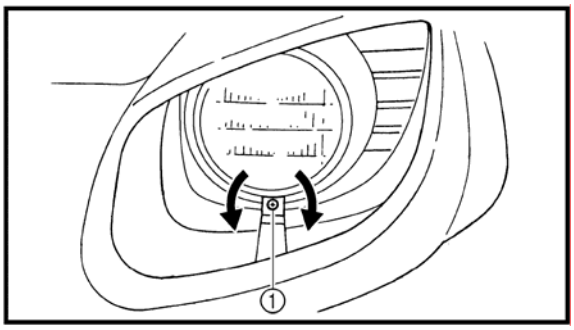
4. Install:
• battery case cover
5. Close the hood.

ADJUSTING THE HEADLIGHT BEAM

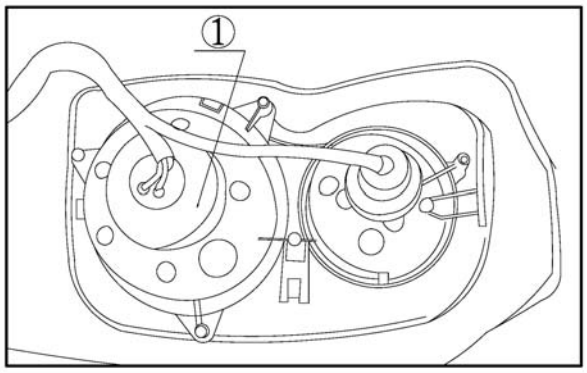
1. Adjust:
• headlight beam (vertically)
• turn the adjuster① in or out.

Turning in	**Headlight beam raised.**
Turning out	**Headlight beam lowered.**

CHANGING THE HEADLIGHT BULB

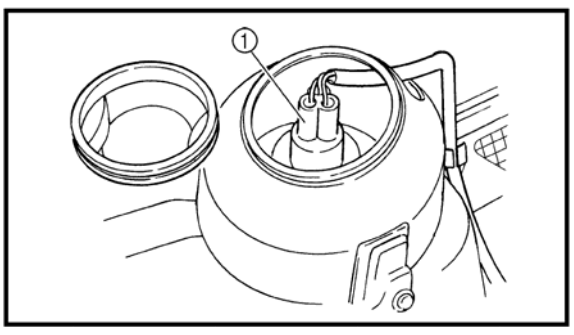


Remove:
• Lift the hood up.
• headlight bulb holder cover ①
• headlight bulb holder (with bulb) ①
• bulb



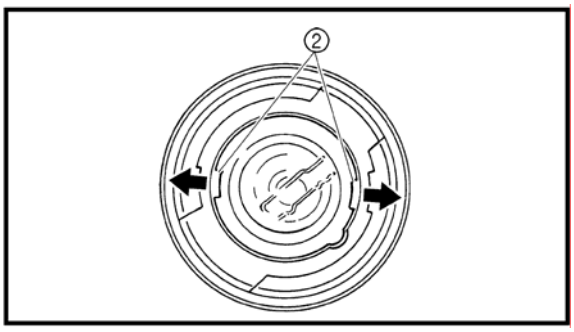
Note:
Remove the defective bulb by unhooking the headlight bulb holder tabs②

WARNING:
Keep flammable products and your hands away from the bulb while it is on, since it will be hot. Do not touch the bulb until it cools down.



2. Install:
• bulb new
Secure the new bulb with the headlight bulb holder.

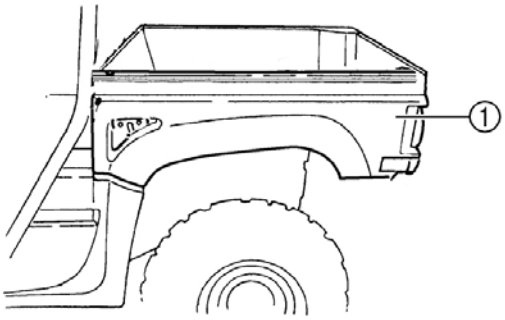
Note:
Avoid touching the glass part of the bulb.
Keep it free from oil; otherwise, the transparency of the glass, life of the bulb, and luminous flux will be adversely affected. If oil gets on the bulb, thoroughly clean it with a cloth moistened with alcohol or lacquer thinner.



• headlight bulb holder (with bulb)
• headlight bulb holder cover
• Close the hood.

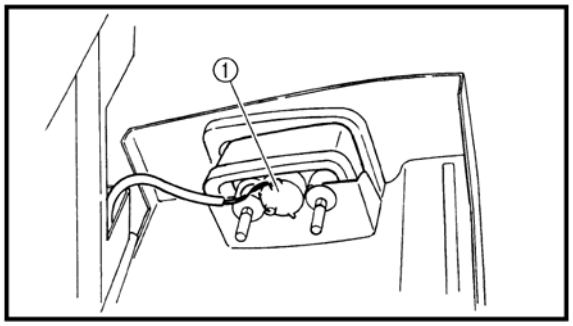
CHANGING THE TAIL/BRAKE LIGHT BULB

1. Remove:
• cargo bed panel ①
• tail/brake light bulb holder (with bulb) ①
• bulb



Note:
Turn the bulb holder counterclockwise and remove the defective bulb.

WARNING:
Keep flammable products and your hands away from the bulb while it is on, since it will be hot. Do not touch the bulb until it cools down.



2. Install:
• bulb new
Secure the new bulb with the tail/brake light bulb holder.

Note:
Avoid touching the glass part of the bulb.
Keep it free from oil; otherwise, the transparency of the glass, life of the bulb, and luminous flux will be adversely affected. If oil gets on the bulb, thoroughly clean it with a cloth moistened with alcohol or lacquer thinner.

• tail/brake light bulb holder (with bulb)
• cargo bed panel

ENGINE

ENGINE NOTE

1．Make sure the components, oil, adhesive, sealant are from the company or recommended.

2．Original removal oil seal，gasket, O-ring, piston ring can not be re-assemblied again, make sure all these parts are new.

3．Pay attention to keep dismantled parts orderly, make sure their original positions for reassembling.

4．Prevent dismantled parts damaged, clean before measure and assembly, remove the oil with compressed air. Paint the rotating and sliding parts with specified oil, paint or inject designated location with recommended grease.

5．Bolts and nuts tightening order: pre-fixed bolts, and then tighten them from the large diameter to small diameter, from inside to outside by diagonal points 2 or 3 times to the specified torque. Opposite order is for removing bolts and nuts.

6．Make sure sealing bolt (with the sealant) must be replaced

7．Make sure to use new bearing when remove assembly set up by pressure.

8．Determined axial and radial clearance of inner and outer bearing ring by touch, new bear should be replaced if the clearance is too large or non-rotating flexible.

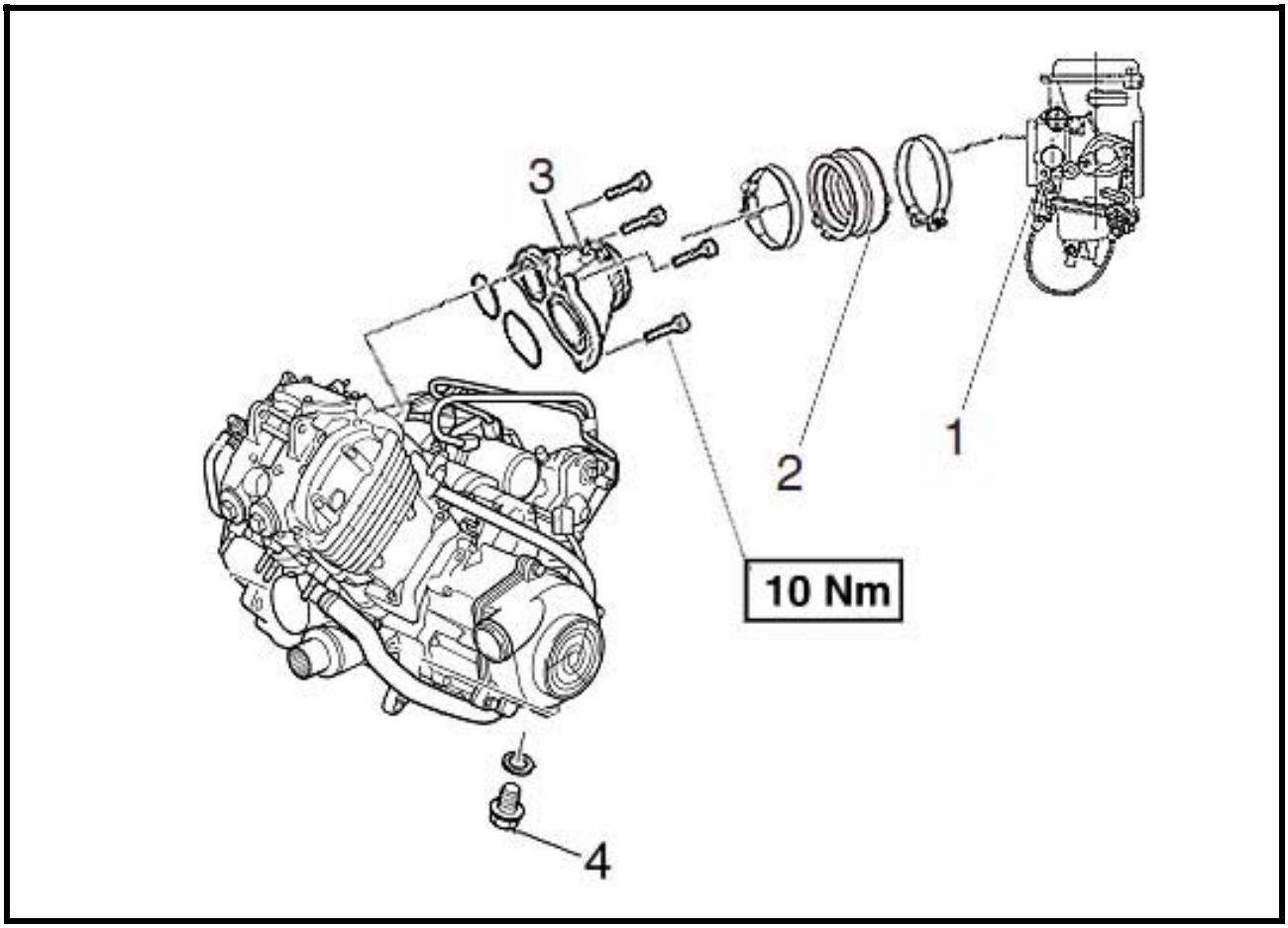
9．Bearing assembly directions:　bearing logo should be visible assemblies; confirm bearing outer ring rotate and move reliably and flexibly when assemble bearing by pressure.

10．Oil seal assembly: pay attention to seal side is in the side of oil, logo side outwards, seal side be painted with grease, and make sure seal side without scratch and oil seal be vertical.

11．Before assembly, sealing material attached to all engine covers and crank case combination surface should be cleaned.

12．Before assembly engine, be familiar with engine lubrication circuit, clean and blow oil circuit.

ENGINE REMOVAL



No.	Name part	Qty	Remarks
	Removing carburetor and intake manifold.		Remove the parts in the order listed.
1	Carburetor	1	
2	Carburetor joint (intake manifold)	1	
3	Intake manifold	1	
4	Drain plug	1	
			For installation, reverse the removal procedure.

NOTE

• Removing the drain plug

NOTE:

Before remove drain plug, please prepare vessel for containing oil and cotton yarn.

INSTALL

• Install intake manifold

• Install intake manifold bolt

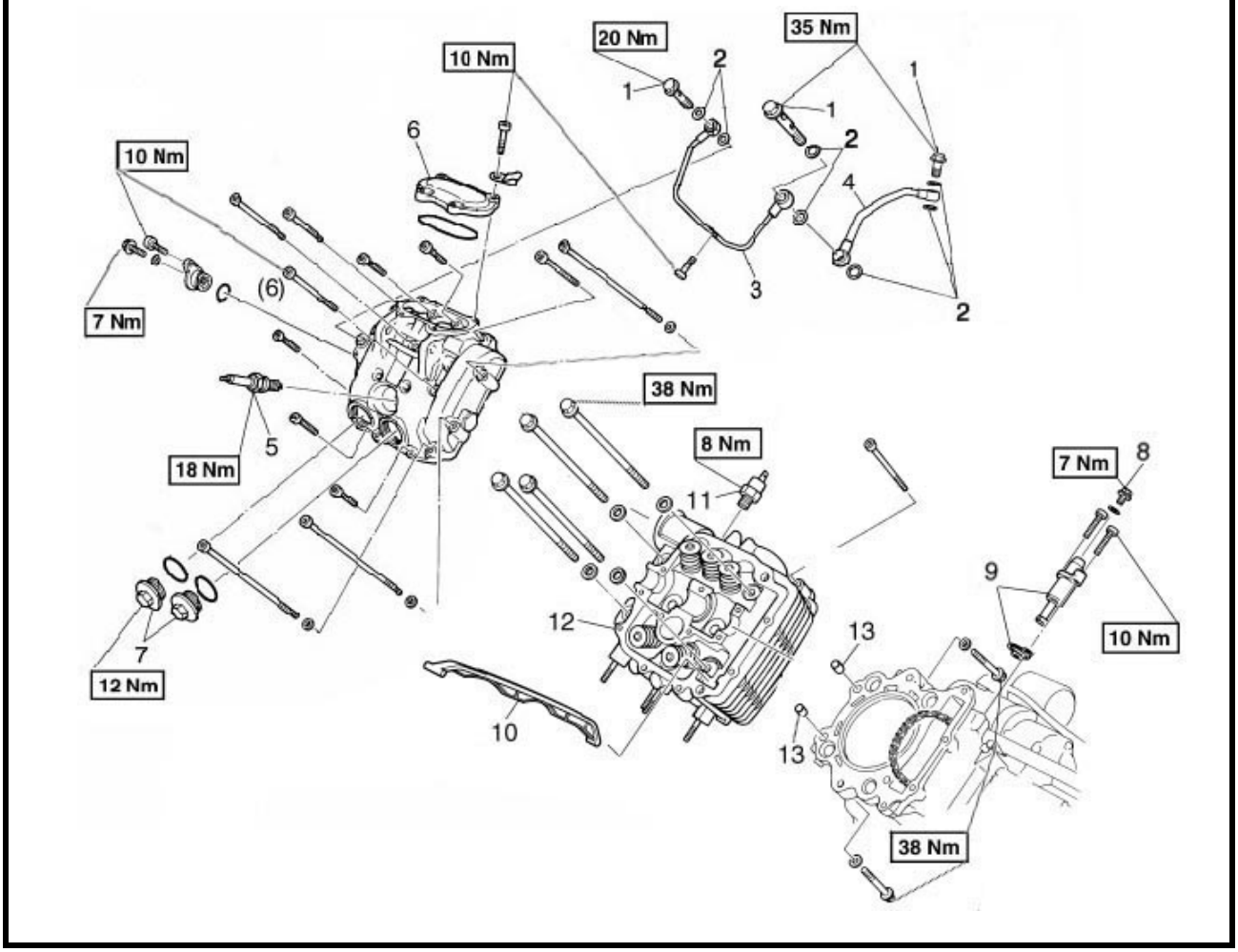
• Install carburetor joint

• Install carburetor

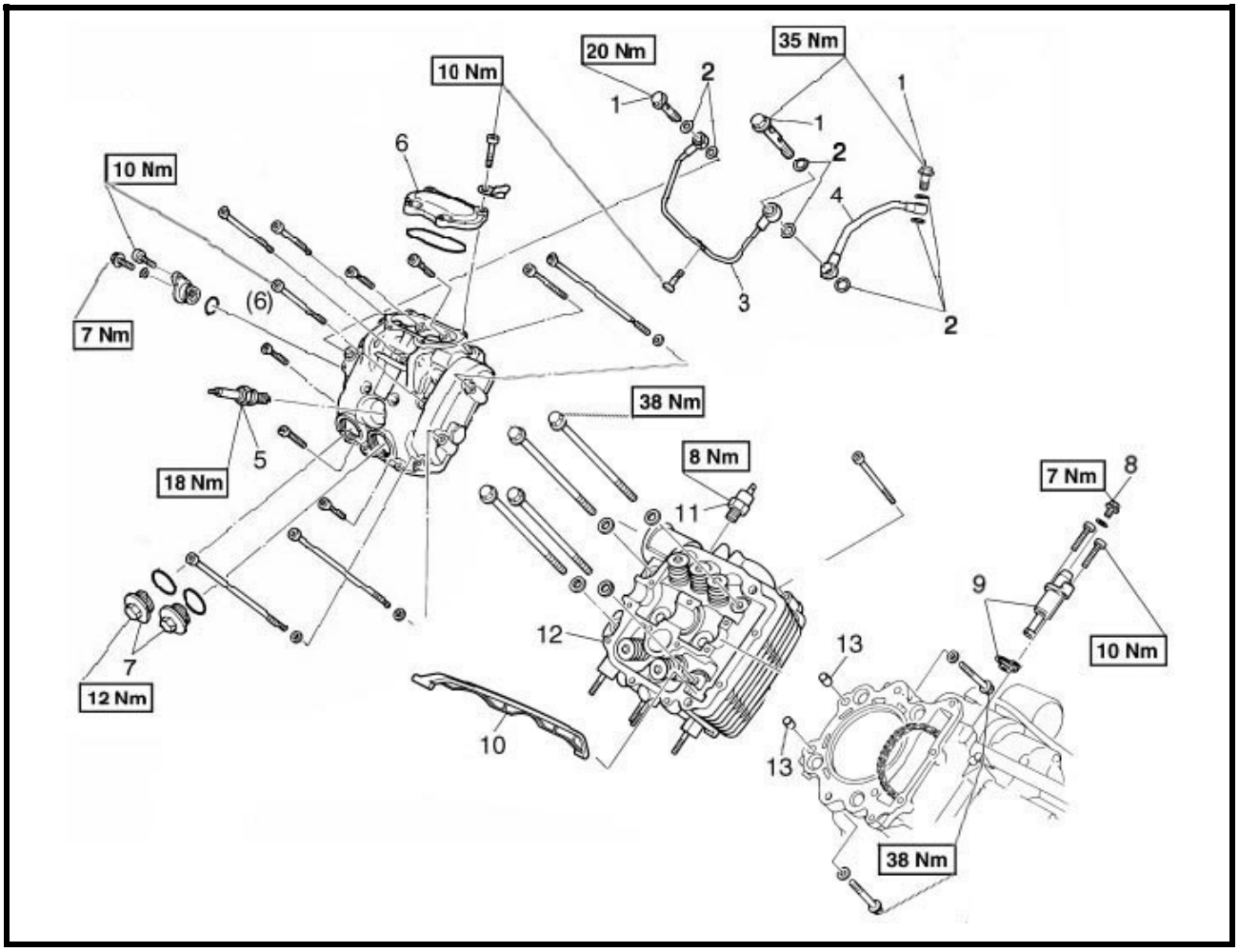
NOTE:

When installed, don't make an object from the intake fell into the cabinet.

CYLINDER HEAD AND CYLINDER HEAD COVER



No.	Name part	Qty	Remarks
	Removing the cylinder head cover and cylinder head		Remove the parts in the order listed.
1	Union bolt	3	
2	Copper washer	7	
3	Oil delivery pipe 3	1	
4	Oil delivery pipe 2	1	
5	Spark plug	1	
6	Tappet cover (intake)	1	
7	Tappet cover (exhaust)	2	
8	Timing chain tensioner cap bolt	1	
9	Timing chain tensioner / gasket	1/1	
10	Timing chain guide (exhaust side)	1	
11	Thermo switch 1	1	
12	Cylinder head	1	



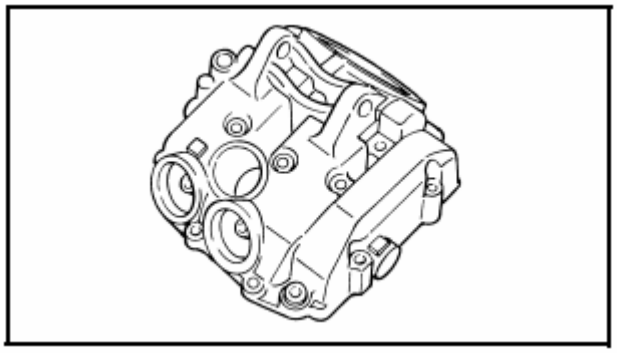
No.	Name part	Qty	Remarks
13	Thermo switch 1	1	For installation, reverse the removal procedure.

CHECK

1、Checking the valve clearance

• Valve clearance

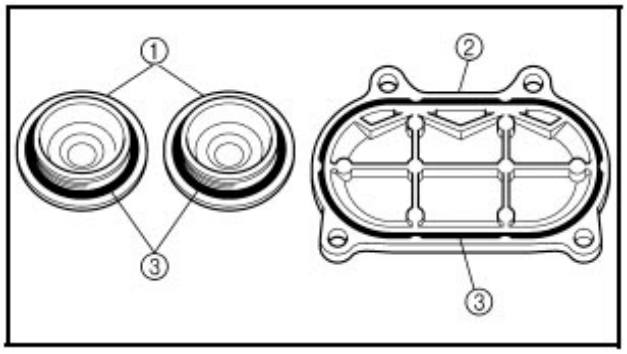
Refer to “ADJUSTING THE VALVE CLEARANCE” in chapter 3.



2、Checking the cylinder head cover

• cylinder head cover

Cracks/damage→ Replace the cylinder head cover and cylinder head as a set.



3、Checking the tappet covers

• tappet cover (exhaust) ①

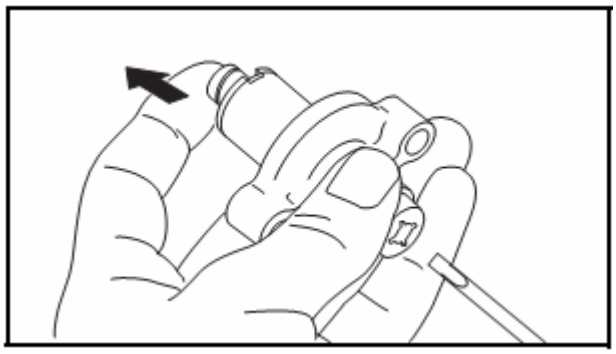
• tappet cover (intake) ②

Cracks/damage → Replace.

• O-rings ③

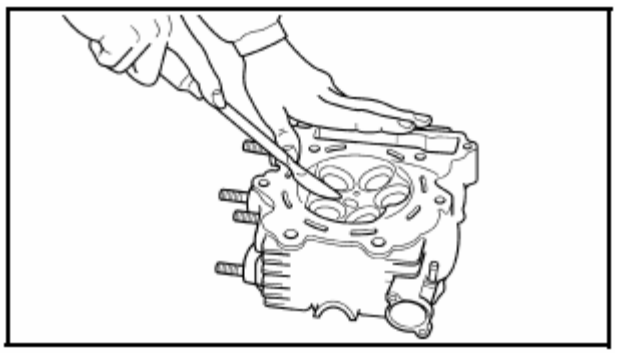
NOTE:

When installing, new replacement washer and apply wheel bearing grease LS.



b. Removing the screwdriver and slowly release the timing chain tensioner rod.

c. Make sure that the timing chain tensioner rod comes out of the timing chain tensioner housing smoothly. If there is rough movement, replace the timing chain tensioner.



5、Checking the cylinder head

1). Eliminate:

• carbon deposits (from the combustion chamber)

Use a rounded scraper.

NOTE:

Do not use a sharp instrument to avoid damaging or scratching:

• spark plug threads

• valve seats

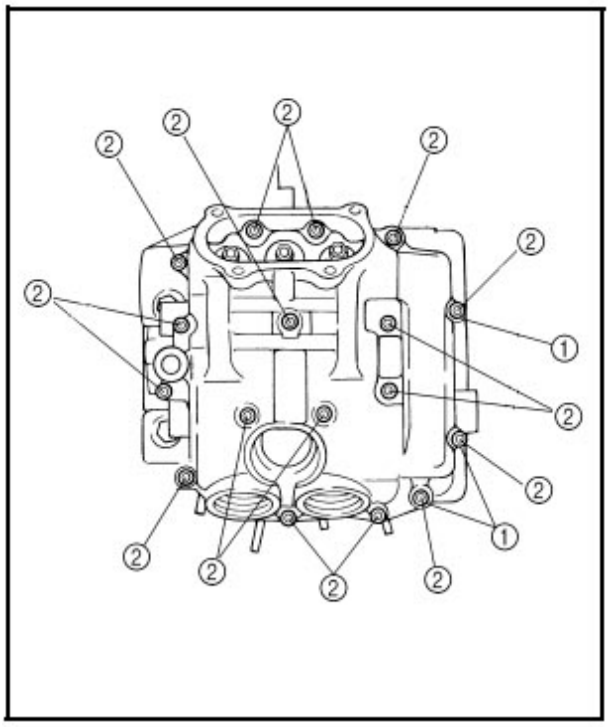
2). Check:

• cylinder head

Scratches/damage → Replace the cylinder head cover and cylinder head as a set.

• cylinder head water jacket

Mineral deposits/rust → Eliminate.



INSTALL

1、Installing the cylinder head cover

• cylinder head cover

• washers ①

• bolts ②(Allen wrench M5 , 8-12 Nm)

NOTE:

Tighten the cylinder head cover bolts in stages, using a crisscross pattern.

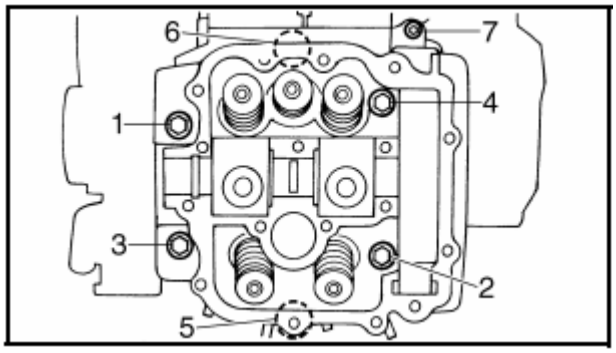
2、Installing the cylinder head

• cylinder head gasket

• cylinder head

• bolts (M9: 1 ~ 6, 38Nm)

• bolts (M6: 7, 10Nm)



NOTE:

• Tighten the bolts in the proper sequence.

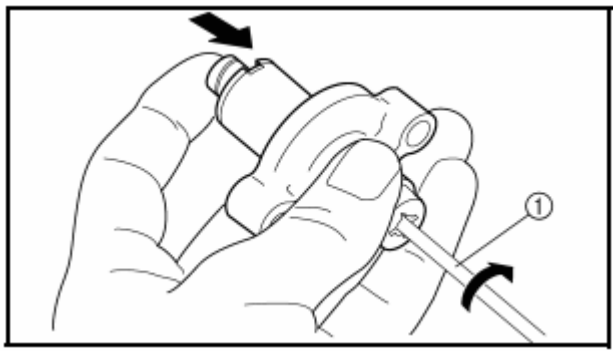
• Follow the numerical order shown in the illustration. Tighten the bolts in two stages.

• timing chain guide (exhaust side)

• timing chain tensioner

a. Lightly press the timing chain tensioner rod into the timing chain tensioner housing by hand.

b. While pressing the timing chain tensioner rod, wind it clockwise with a thin screwdriver ① until it stops.



c. With the screwdriver still inserted into the timing chain tensioner, install the timing chain tensioner and gasket onto the cylinder block. Then, tighten the timing chain tensioner bolts to the specified torque.

WARNING

Always use a new gasket.

NOTE:

The "UP" mark on the timing chain tensioner should face up.

Timing chain tensioner bolt (10 Nm)

d. Remove the screwdriver, make sure that the timing chain tensioner rod releases, and tighten the cap bolt to the specified torque.

Timing chain tensioner cap bolt (7 Nm)