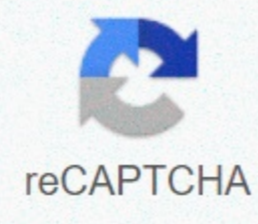




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Be sure to thoroughly clean O-ring and seal grooves from all residue, or piston can bind in gesture. Apply brake liquid to piston seal and install with a turning motion to fully facilitate the assembly to fully seated.2. Assemble carefully calf body, making sure O-rings are properly positioned in groove. Intensify the calf aamjoen bolts and then paint the anamically bolts evenly up to 16--18 feet. Install brake blocks in calf body with frictional materials facing each other. Install the slide pins and the slide pin retention ring. Torque the slide pins to 30 --35 ft.lbs. (41--48 Pm). NOTE: Switching the slide pins while mounting the calf on the ATV simplifies the scenic procedure. REAR BRAKE ROAD INSTALLATION 1. Insert new brake blocks into the calf. NOTE: If pads are greasy, dirty, oily or liquid soaked, do not use the pads, use only new clean pads.2. Install slide pen (B) finger tight.3. Install the calf on the calf mounter. Install two bolts and tighten, then torque to 18 ft.lbs. (25 Nm).4. Torque the slide pin to 30 --35 ft.lbs. (41--48 Pm).5. Install the snap ring.6. Pump the brake tree slowly until pressure is built up. Maintain at least 1/2 (12.7 mm) of brake fluid in the reservoir to prevent air from entering the master cylinder.7. It is recommended that a burning procedure be carried out after the installation of new brake blocks to extend service life and reduce noise. Starting machine and slowly increase speed to 30 mph. Apply brakes gradually to stop machine. Repeat procedure 10 times. TRANSMISSION 1. Remove gear position switch.2. Place bellcrank in neutral position.3. Remove sprocket retention clip and sprocket.4. Remove the transfer cover bolts.5. With a soft face hammer tap on the cover bosses and carefully remove the cover.6. Remove ring of front drive input shaft.7. Remove output acement and gear assembly along with sprocket and chain, door tapping on shaft with a soft face hammer, from the rear the gearbox.8. Remove roller chain. Note position of sprockets and gear. Stretch chain tightly on a flat surface and measure the length of 8 locations in a minimum of three locations on chain. Replace chain if measurement is longer than 5.05l (128.27 mm).9. Use a 1/2-wrench to wrap bell and remove shift fork, upper axle assembly, reverse chain and shaft.10. Inspect shift fork surface for wear or damage. Replace if essential.11. Remove reverse shaft bearing. CONCENTRIC SWINGARM REAR HOUSING REMOVAL 1. Remove rear axle.2. Remove the calf mounting bracket (A) from the side of the ale housing.3. Remove the rear housing from the swingarm.4. Inspect housing for cracks or wear. Replace if damaged. FRONT DRIVE AD INSTALLATION 1. Install spring washer and drives. Align hole in U-joint yoke with hole in eccentric shaft, and install new roll pin.2. Install new seal in prop molding.3. Install drive axles in strut.4. Install lower ball joint, scenic nut at 25 feet. Follow procedure to install hillside clutch components and pivot as outlined in this chapter.6. Tighter hub nut following procedures as set out in this chapter. DRIVESHAFT AND CV JOINT HANDLING TIPS Care should be exercised during driveshaft removal or when serving resume joints. Driveshaft components are precision parts. Cleanliness and following these instructions are very important to ensure proper asfunction and a normal service life. The complete drive shaft and joint should be handled by the interconnected shaft to avoid DRIVE CLUTCH COVER - FORESTING INSTALLATION 1. Apply Loctitet 680 (PN 2870584) to the back of new bushes. Work from inside, add bushes and forest installation tool in the center of clutch cover.2. With the Main Puller Adapter (#8) (PN 5020632) on the tractor, insert cover on tractor rod, which places outdoor cover toward vice.3. Install nut on rod and hand tightening. Rotate tractor barrel to apply more voltage if necessary.4. Turn clutch cover and take clutchwise on tractor rod until bushes sit.5. Remove nut from tractor rod and take installation tool and clutch coated rod. DRIVEN CLUTCH PICK APART/INSPECTION 1. Apply downward pressure on the glories and keep it in the Clutch Compression Tool (PN 8700220).2. Remove snap ring retention.3. Note the location of spring and remove helix.4. Note the location of spring in the moveable side, and remove the spring.5. Check alignment of tabs on spring. Replace spring if tabs are allowed or the spring coils are distorted.6. Inspect ramp buttons in themoveable sheaveand replaced if worn. NOTE: The ramp buttons are secured by Torxt screws (T20).7. Remove shelves and pay attention to the number of space washers. One spacer must remain between the shelves when adjusting belt deflection.8. Inspect the low on the shiftable sidos.9. Inspect driven clutch faces for wear or damage.10. Clean and inspect splines on hexin and transmission inputas.11. Lube splines with a light film of fat. Don't smear the bushes! PILOT PROPELLER The pilot systems assume fuel during engine operation with the skewed valve closed or slightly opened. The fuel/air mixture is meters by pilot propeller and discharged into themain gesture by the pilot exhaust. The pilot screw is calibrated at factory to meet Epa/CARB regulations for air quality standards and is sealed with a copper plug to avoid tampering. Removing the tamper-resistant plug is not allowed. For service purposes, cleaning the pilot circuit can only be done by a certified repair shop to ensure that air quality standards are not exceeded. A fuel-level test can be performed on some models if the drain hose pass is accessible. Be sure to re-attach the bowl of hose after the test is run. A fuel level test allows you to observe the height of the fuel in the drivetrain without removing the carburement. The fuel level can be observed with the engine either running or shutting down, but engine must run briefly to allow fuel level to stabilize.. 1. Attach a clear line to drain fit. Make sure line fits tightly on passes. Position hose along the side of carburete as shown in your service manual. FUEL PUMP This ATV is equipped with a pressure regulated fuel pump (1-3 PSI). The pump is located under the left front fender of the machine. To test the fuel pump: 1. Turn off fuel.2. Disconnect impulse line from pump.3. Connect Mity-Vact (PN 2870975) to fit the impulse line on the pump.4. Apply 5 inches (Hg) vacuum to the pump pass. The diaphragm must keep vacuum indefinitely. If fuel is present in the impulse line or vacuum chamber of the pump, the diaphragm is burst. The pumping diaphragms should be replaced. FUEL PUMP APART 1. Remove the screws from the pump diaphragm cover. Note the location of the two longer screws.2. Remove the diaphragm deck gasket, diaphragm, and valve body gasket.3. Remove the exhaust valve cover, diaphragm and gasket. FUEL PUMP INSPECTION/ASSEMBLY 1. Inspect inlet and exhaust check valves for cracks, warpage or damage. Inspect the diaphragms for cracks, holes or swelling.2. To clean the valves or pump body, remove the set screw and washer. Remove the valve and wash with soap and water. Carburet cleaner can be used to clean the pump body when the checkers are removed. CAUTION: Some carburement cleaners are very causal and should not be used to clean the non-metal parts of the fuel pump.3. Check the sealing surfaces of the pump body and cover. Remove tracks of old gasket carefully and check the surfaces for damage. Replace diaphragms and gaskets as a set.4. Rethink the pump in the reverse order of disassemble. Tighten all screws screws A fuel-level test can be performed on some models if the drain hose pass is accessible. Be sure to re-attach the bowl of hose after the test is run. A fuel level test allows you to observe the height of the fuel in the drivetrain without removing the carburement. The fuel level can be observed with the engine either running or shutting down, but engine must run briefly to allow fuel level to stabilize.. 1. Attach a clear line to drain fit. Make sure line fits tightly on passes. Position hose along the side of carburement as shown. CARBURET INSPECTION 1. Inspect jet needle and needle jet for wear. Look for discoloration, shiny spots, or an area that looks different from the rest of the needle. The middle to upper part of the needle contacts the needle jet and is the most likely carrying point. As jet needle shows signs of wear replacing both the needle and needle jet to prevent a rich condition. TIP: Aworn needle jet is hard to see. To watch, slide a slightly larger new jet needle into the needle jet and hold it to a light source. Light will be visible between the needle and needle jet as it is worn. CARBUREMENT ASSEMBLY Inspect the diaphragm (A) for holes, degradation, or damage. Make sure the diaphragm is accountable, but not swollen. The diaphragm should fit properly into the carburete body. Replace diaphragm assembly if diaphragm is damaged. 2. Inspect the inlet needle tapered surface for any sign of cedar or

damage. Make sure the spring loaded pin is freemoving and returns freely when pushed. The inlet needle and seat must be suppression tested after assembly.3. Replace parts in proper order. The spring seat washer (B) is stacked and should be placed on top of E Clip (C). Spacer washer (D) must be installed under the E-Clip. Refer to parts tutorial for more information.4. Make sure that the tab (E) on the outer edge of diaphragm is properly placed in the carburete body. STATOR, FLYWHEEL AND STARTER DRIVE INSTALLATION NOTE: The stator, flywheel, starter drive, and recoil can be assembled with the engine in the frame. Stator 1. Apply a light film of fat to the crankshabas seal. Apply mobilides disulfide fat or assembly smear on the crankshade.2. Install a new O-Ring in the oil corridor recess in the crankcase.3. Apply 3 Bond 1215 (PN 2871557) or an equivalent sealer to the stator plate outer surface and install a new O-Ring.4. Install the stator plate that is careful not to tolerate the seal. Align timing reference signs on the board and crankcase. Make sure the board sits fully. NOTE: This is a static timing. Strobe timing should be carried out after starting.5. Torque bolts proportional to specification.6. Seal stator thread grommet with CrankcaseSealant (PN 2871557) or equivalents Flywheel 1. Install flywheel, wasers and nut. Torque flywheel after spesifikasie. Pre-reg 1. Make seker that waser on that back of van riding gear.2. Apply starter row fat to the drive bush in the crankshabas and all moving surfaces of the starter drive mechanism. Install the starter drive.3. Install recoil housing gasket and recoil housing. DRIVE CHAIN ADJUSTMENT , CONCENTRIC SWINGARM CAUTION: Never adjust or operate the vehicle with the rear row chain to loosen or too stiff as serious damage to the transmission and drive components can result. Hacking: It is extremely important to facilitate proper chain tension to ensure the best possible chain life. There is a chain hacking period of about 100miles or two (2) tanks of fuel. During this time, chain tension should be monitored very closely and loads to the chain should be kept light. Control deflection: Inspect chain deflection by slowly moving the ATV forward so that any slack that might have previously been at the bottom of the chain is now at the top of the chain. The lower part of the chain must be taught during inspection. Measure the chain deflection as shown in the diagram. Deflection should be about 3/8 in. After inspection, again slowly the ATV moves forward until all the chain slack is at the top of the chain and inspects the deflection. Repeat this procedure several times to check different locations on the chain. The chain is correctly adapted when the strictest portion of the chain itself has about 3/8in. , (10 mm) deflection. It's a common feature of any chain to have one or more tight spots in the chain. Therefore, it is extremely important to check chain deflection in various areas of the chain to ensure that deflection is correct at the strictest point. MAIN AIR FILTER CLEANING It is advisable to replace the filter when dirty. However, in an emergency, it is permissible to clean the main filter if you observe the following practices. Never submerge the filter in water, as dirt can be transferred to the clean air side of the filter. If compressed air is used, never exceed a pressure of 40PSI. Always use a distribution type of nozzle to prevent filter damage and clean from the inside out. Replace the air filter every 50 hours, and possibly more often in very dirty conditions. AIR FILTER /PRE-FILTER SERVICE It is recommended that the air filter and prefilter be replaced annually. When driving in extremely dusty conditions, replacement is required more often. The pre filter must be cleaned before each ride using the following procedure: 1. Light on the back of the seat.2. Pull the seat back and free from the tabs. NOTE: When reinstalling seating, make sure that the slots in the seat involve the tabs in the fuel tank.3. Remove cuts (A) from airbus cover and remove cover. Inspect the gasket. It should be tight to and all the way around sealed. SPARK PROP dirt Spark plug cap loose or faultyChoke cable adjustment or plunger/cable stitchForeign material material choke plunger seat or plungerIncorrect spark plug heat range or gapCarburetor inlet needle and seat wornJet needle and/or needle jet worn or improperly customizedExcessive carburetor vibration (loose or missing needle jet looking for pins)Solve jets in carburetor or calibration incorrect for height/temperatureIncorrect drive level settingPVT system incorrectly calibrated or components worn or incorrectly adjustedFuel quality arm (old) or octane to highLow compressionRestricted exhaustWeak ignition (loose coil soil, faulty coil, stator, or ETC switch)ETC convert incorrectly-customRestricted air filter (main or pre-cleaner) or breathing systemImproperly assemble air intake systemRestricted engine blow systemOil contaminated with fuelRestricted oil tank FAULTSHOOTING Engine Turn around but fails to start No FuelDi tart in fuel line or filterFuel will not pass through fuel valveFuel pump inoperable/limitedTank vent pluggedCarb starter circuitEngine floodedLow compression (high cylinderleakage)No spark (Spark plug fouled) Engine doesn't turn dead batteryStarter motor not turningEngine seized , rusted, or mechanical failure Engine Runs But won't have idle limited carburetor pilot systemCarburetor misadjustedChoke not properly customizedLow compressionCrankcase breathing limited Engine Idles But won't rev Up Spark plug fisted/poor sparkBroken accelerated cableObstruction in air intakeAir box removed (reinstall all intake components)Incorrect or limited carburetor jettingETC switch limited speedReverse speed limiter limited speedCarburetor vacuum slip/diaphragm damagedIncorrect ignition timingRestricted exhaust system Engine Has low Power Spark plug fouledCylinder, piston, ring, or valve wear or damage (watch compression)PVT not properly restrict outlet mufflerCarburetor vacuum slip stitch/diaphragm damageDirty carburetor Piston Failure - Score Lack of smearDirt enters engine by cracking in air filter or ductsEngine oil dirt or contaminated excessive smoke and carbon buildup excessive piston-to-cylinder clearance Act summaryWorm rings , piston , whether cylinderWorn valve guides or sealRestricted breatherAir filter dirt or infected low compression Decompressor stuck Cylinder head gasket lickNo valve cleanup or incorrectly adaptedCylinder or piston wornPiston rings, leaking, broken, or stitchBent valve or fasteningValve spring broke or weakValve does not sit properly (bent or carbon accumulated on sealing surface)Rocker arm stitch Backfiring ETC or speed limiter system malfunctionFouled spark plug or wrong plug or plug gapingCarburetion faulty - lean conditionExhaust system air leaks Ignition system faulty: Spark plug cap cracked/broken ignition coil faulty ignition or kill switch circuit faulty, Ignition timing wrong, Shaved flywheel key Weak connections in ignition wiring wiring stitchAir leaks in intakeLean condition COOLING SYSTEM TROUBLESHOOTING Overheating Low cooler levelAir in cooling systemWrong type coolerFaulty printing cap or system leaksRestricted system (mud or debris in radiator fins or restriction on airflow, portions blocked in radiator, lines, pump, or water jacket)Lean mix (limited jets, vents, fuel pump or fuel valve)Fuel pump output weakRestricted radiator (internal or cooling fins)Water pump failureCooling system restrictionCooling fan inoperable or turn too slow (feed current pull test) test

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