

How to use this manual

This manual explains how to maintain the Daystar of the DAELIM MOTOR CO., LTD.

Follow the maintenance schedule (Section 3) recommendations to ensure that the vehicle is in peak operating condition.

Section 1 through 3 apply to the whole motorcycle, while sections 4 through 18 describe parts of the motorcycle, grouped according to location.

Most sections start with an assembly or system illustration, service information and trouble shooting for the section. The subsequent pages give detailed procedures.

If you don't know the source of the trouble, go to section 20, trouble shooting.

All information, illustrations, directions and specifications included in this publication are based on the latest product information available at the time of approval for printing.

DAELIM reserves the right to make changes at any time without notice and without incurring any obligation whatever.

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Some drawings of this manual can be slightly different from actual specification of model.

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1. General Information

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General Safety

⚠WARNING

1. If the engine must be running to do some work, make sure the area is well-ventilated. Never run the engine in an enclosed area. The exhaust contains poisonous carbon monoxide gas that may cause loss of consciousness and lead to death.
2. The battery contains sulfuric acid(electrolyte) Contact with skin or eyes may cause severe burns. Wear protective clothing and a face shield. If electrolyte gets on your skin, flush with water. If electrolyte gets on your eyes, flush with water and call physician. Electrolyte is poisonous. Keep out of reach of children.
3. Gasoline is extremely flammable and is explosive under certain conditions. Work in a well ventilated area with the engine stopped. Do not smoke or allow flames or sparks in your working area.
4. Used engine oil may cause skin cancer if repeatedly left in contact with the skin for prolonged period. Although this is unlikely unless you handle used oil on a daily basis, it is still advisable to thoroughly wash your hands with soap and water as soon as possible after handling used oil.

Service Rules

1. Use genuine DAELIM or DAELIM recommended parts and lubricants or their equivalents.
2. Use the special tools designed for this product.
3. Install new gaskets, o-ring, piston pins, clips, cotter pins, etc. When reassembling.
4. When tightening a series of bolt or nuts, begin with the larger-diameter of inner bolts first, and tighten to the specified torque diagonally, in incremental steps unless a particular sequence is specified.
5. Use only metric tools when servicing this motorcycle. Metric bolts, nuts, and screws are not interchangeable with English fasteners.
6. Clean parts in cleaning solvent upon disassembly. Remove the cleanser with compressed air.
7. Lubricate any sliding surface before reassembly with recommended grease.
8. After reassembly, check all parts for proper installation and operation.

Model Identification



Specifications

Item		Specifications
Dimensions	Overall Length	2,240mm
	Overall Width	860mm
	Overall Height	1,140mm
	Wheel Base	1,505mm
	Seat Height	720mm
	Ground clearance	135mm
	Dry Weight	147.5kgf
	Curb Weight	344.9kgf
Frame	Type	Double Cradle
	Front Suspension Stroke	Telescopic fork 140mm
	Rear Suspension Stroke	Swingarm 35mm
	Front Tire Size	90/90 - 18 (Tubeless)
	Rear Tire Size	130/90 - 15 (Tubeless)
	Tire Pressure 1 Person Front	2.00kgf/cm ² (200kPa)
	Rear	2.00kgf/cm ² (200kPa)
	2 Person Front	2.00kgf/cm ² (200kPa)
	Rear	2.00kgf/cm ² (200kPa)
	Front Brake	Hydraulic Disk
	Rear Brake	Drum Brake
	Fuel Capacity	16.8 l
	Fuel Reserve Capacity	4.3 l
Caster Angle	32°	
Trail Length	147mm	
Front Fork Oil Capacity	280cm ³	
Engine	Type	Oil / Air Cooled 4-stroke SOHC Engine
	Cylinder Number, arrangement	1 Cylinder, 15°
	Bore and Stroke	56.5 X 49.5mm
	Displacement	124.1cm ³
	Comparison Ratio	11.5:1
	Valve Train	SOHC Chain Drive
	Oil Capacity	1.2 l After Disassembly 1.15 l After Draining and Oil Filter Change 1.1 l After Draining
	Lubrication System	Forced Pressure Splash Type
	Air Cleaner	Viscose Oil Wet Filter
	Cylinder compression	14kgf/cm ² (550rpm)
	Intake Value Opens	6° BTDC
	Closes	22° ABDC at 1.12mm Lift
	Exhaust Value Opens	24° BBDC
	Closes	4° BTDC at 1.12mm Life
	Valve Clearance Intake	0.12 ±0.02mm(0.005 ±0.001 in)
(a cooling-off period) Exhaust	0.12 ±0.02mm(0.005 ±0.001 in)	
Engine Dry Weight	32.3kg	

General Information

	Item	Specifications
Drive Train	Clutch Transmission Type Primary Reduction Secondary Reduction Gear Ratio 1st 2nd 3rd 4th 5th Gearshift Pattern	Hydraulic, Multi-plate Constant Mesh Transmission 3.650(73/20) 3.214(45/14) 3.083(37/12) 1.882(32/17) 1.380(29/21) 1.095(23/21) 0.923(24/26) Left foot operated return system 1-N-2-3-4-5
Electrical	Ignition Ignition Timing Battery Capacity Spark Plug Spark Plug Gap Fuse Capacity Starting System Headlight Winker Tail/Stop Lights Meter Light Neutral Indicator Lamp High Beam Pilot Lamp Malfunction Indicator Lamp	TRANSISTER BTDC $18^{\circ} \pm 2^{\circ}$ / $1,600 \pm 150$ (rpm) 12V 10AH CR9EH - 9 0.8 - 0.9mm 30A, 15A Starter Motor 12V 60W/55W 12V 10W \times 4 12V 5W/21W 12V 3W/3.4W(1.7W \times 2) 12V 1.7W 12V 1.7W 12V 1.7W

Torque Values

Engine

Item	Q'ty	Thread dia (mm)	Torque kgf.m,(N.m)	Remark
Oil Filter Screen Cap	1	36	1.5(15)	
Oil Filter Relief Valve Oval Screw	1	10	1.2(12)	
Oil Filter Cover Socket Bolt	3	6	1.1(11)	
Oil Pump Mounting Bolt	2	6	1.1(11)	
Valve Adjusting Screw Lock Nut	4	5	1.1(11)	
Drive Sprocket	2	6	1.2(12)	
Engine Hanger Bolt(Front)	2	8	2.7(27)	
Engine Hanger Bolt(Front 1, Rear 2)	3	10	4.9(49)	
Clutch Lock Nut	1	16	6.5(65)	Apply Engine Oil
Drum Stopper Arm Bolt	1	6	1.2(12)	
Primary Drive Gear Bolt	1	16	6.5(65)	Apply Engine Oil
R Crank Case Cover Bolt	11	6	1.1(11)	
Gear Change Arm Bolt	1	6	1.2(12)	
Flywheel Bolt	1	10	5.5(55)	Apply Engine Oil
Starter Clutch Socket Bolt	3	8	3.2(32)	Apply a locking nut agent
Cam Chain Tensioner Pivot Bolt	1	8	1.1(11)	
Spark Plug	1	10	1.1(11)	
Cam Shift Holder 8mm nut	4	8	2.0(20)	Apply Engine Oil
Cam Chain Tensioner Mounting Bolt	2	6	1.2(12)	
Cam Chain Tensioner Sealing Screw	1	6	0.4(4)	
Cylinder Head Cover Bolt	2	6	1.0(10)	
Crank Shaft Hole Cap	1	30	0.8(8)	
Timing Hole Cap	1	14	0.6(6)	
L Crank Case Cover Bolt	7	6	1.1(11)	
Main Shaft Bearing Setting Plate	2	6	1.2(12)	Apply a locking nut agent
Crank Case Bolt	11	6	1.1(11)	
Starter Motor Terminal Nut	1	6	1.2(12)	
Cylinder(Oil Through Bolt)	2	12	3.2(32)	
Radiator(Oil Through Bolt)	2	12	3.2(32)	

Frame

Item	Q'ty	Thread dia (mm)	Torque kgf.m,(N.m)	Remark
Handle Holder Bolt	2	10	2.6(26)	
Steering Stem Nut	1	22	7.4(74)	
Steering top Thread Nut	1	22	1.8(18) 0.3(3)	With a Starting torque With a Finishing torque
Front Fork Bottom Bridge Bolt	2	8	3.3(33)	
Front Fork Socket Bolt	2	8	2.0(20)	Apply a locking nut agent
Front Fork Tube Cap	2	26	2.3(23)	
Front Axle Nut	1	14	5.9(59)	
Ignition Switch Bolt	2	8	3.3(33)	
Front Brake Disk Nut	6	8	4.2(42)	Self lock nut

General Information

Item	Q'ty	Thread dia (mm)	Torque kgf.m,(N,m)	Remark
Brake Caliper Bracket Bolt	2	8	3.0(30)	
Brake Caliper Bleed Valve	1	8	0.6(6)	
Brake Pad pin Bolt	2	8	(1.8, 13)	
Master Cylinder Reservoir Cap Screw	2	4	0.13(1.3)	
Brake Hose Bolt	2	10	3.4(34)	
Brake Lever Pivot Bolt	1	6	1.0(10, 7)	
Brake Lever Pivot Lock Nut	1	6	1.0(10, 7)	
Rear Axle Nut	1	14	8.8(88)	
Final Driven Sprocket Nut	4	10	5.9(59)	
Rear Brake Arm Bolt	1	6	1.0(10)	
Rear Shock Absorber Upper Bolt	1	10	3.4(34)	
Rear Shock Absorber Lower Bolt	1	10	3.4(34)	
Rear Fork Pivot Bolt	1	12	4.5(45)	Self lock nut
Rear Brake Pedal Bolt	1	8	2.2(22)	
Chain Tensioner Flange Nut	1	8	3.6(36)	

Torque specifications listed above are for important fastener. Other should be tighten to the standard torque values below.

Type	Torque		Type	Torque	
	kgf-m	N.m		kgf-m	N.m
5mm Bolt, nut	0.45~6	4.5~6	5mm Screw	0.35~0.5	3.5~5
6mm Bolt, nut	0.8~1.2	8~12	6mm Screw&Flange bolt (SH TYPE)	0.7~1.1	7~11
8mm Bolt, nut	1.8~2.5	18~25	6mm flange bolt, nut	1.0~1.4	10~14
10mm Bolt, nut	3.0~4.0	30~40	8mm flange bolt, nut	2.4~3.0	24~30
12mm Bolt, nut	5.0~6.0	50~60	10mm flange bolt, nut	3.5~4.5	35~45

Safety Notices

Following marks indicate some warnings and caution against some specific service methods.

Mark	Meaning	Mark	Meaning
	Indicates a strong possibility of severe personal injury or loss of life if instructions are not followed		Indicates a possibility of personal injury or equipment damage if instructions are not followed.
			Gives helpful information

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

Symbol	Caution	Symbol	Caution
	Use recommended engine oil, unless otherwise specified		Apply sealant
	Use molybdenum oil solution (mixture of the engine oil and molybdenum grease with the ratio 1:1)		Replace the parts with new ones before assembly
	Use multi-purpose grease (Lithium based multi-purpose grease NLGI #2 or equivalent)		Use brake fluid, DOT3 or DOT4. Use the recommended brake fluid, unless otherwise specified.
	Use molybdenum disulfide grease (containing more than 3% molybdenum disulfide, NLGI #2 or equivalent)		Use Forkor Suspension Fluid
	Use molybdenum disulfide paste containing more than 40% molybdenum disulfide, NLGI #2 or equivalent)		Use special tool
	Use silicone grease		Use optional tool. These tools are obtained as you order parts
	Apply a locking agent. Use the agent of the middle strength, unless otherwise specified	(⇒ 3 - 1)	Indicates reference page. (Example: Refer to page 3-1)

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

Tools

Special		Common	
Description	Reference section	Description	Reference section
Clutch Center Holder	6	Wrench, 8 × 9mm	3
Flywheel Puller	7	Adjusting Wrench, B	3
Lock Pin Puller Set	8	Float Level Gauge	4
Sliding shaft	8	Lock Nut Wrench, 20 × 24mm	6
Sliding Weight	8	Extension Bar	6, 13
Valve Guide Reamer	8	Fly Wheel Holder	6, 7
Universal Bearing Puller	10	Valve Spring Compressor	8
Bearing Remover Set, 15mm	10	Driver	10, 13, 14
Remover Assy, 15mm	10	Attachment, 32 × 35mm	10, 14
Remover Shaft, 15mm	10	Attachment, 42 × 47mm	10, 13, 14
Remover Head	10	Attachment, 62 × 68mm	10
Sliding Weight	10	Attachment, 72 × 78mm	10
Thread Adopter	10	Pilot, 15mm	10, 14
Assembly Shaft	10	Pilot, 20mm	10
Crank Case Assembly Color	10	Pilot, 35mm	10
Ball Race Driver	13	Pilot, 28mm	10
Steering Stem Driver	13	Lock Nut Wrench, 30 × 32mm	13
Fork Seal Driver	13	Attachment, 37 × 40mm	13
Steering Stem Socket	13	Pilot, 12mm	13
Snap Ring Pliers	15	Fork Seal Driver Body	13
		Remover Head, 12mm	13
		Bearing Remover Shaft	13, 14
		Remover Head, 15mm	14
		Rear Cushion Compressor	14
		Attachment	14

Tester, Gauge

Description	Reference section	Remark
Compression Gauge	3	
Digital Circuit Tester	16, 17	
Circuit Tester	16, 17	
Inspeccion Adapter	17	
Spark Adapter	17	

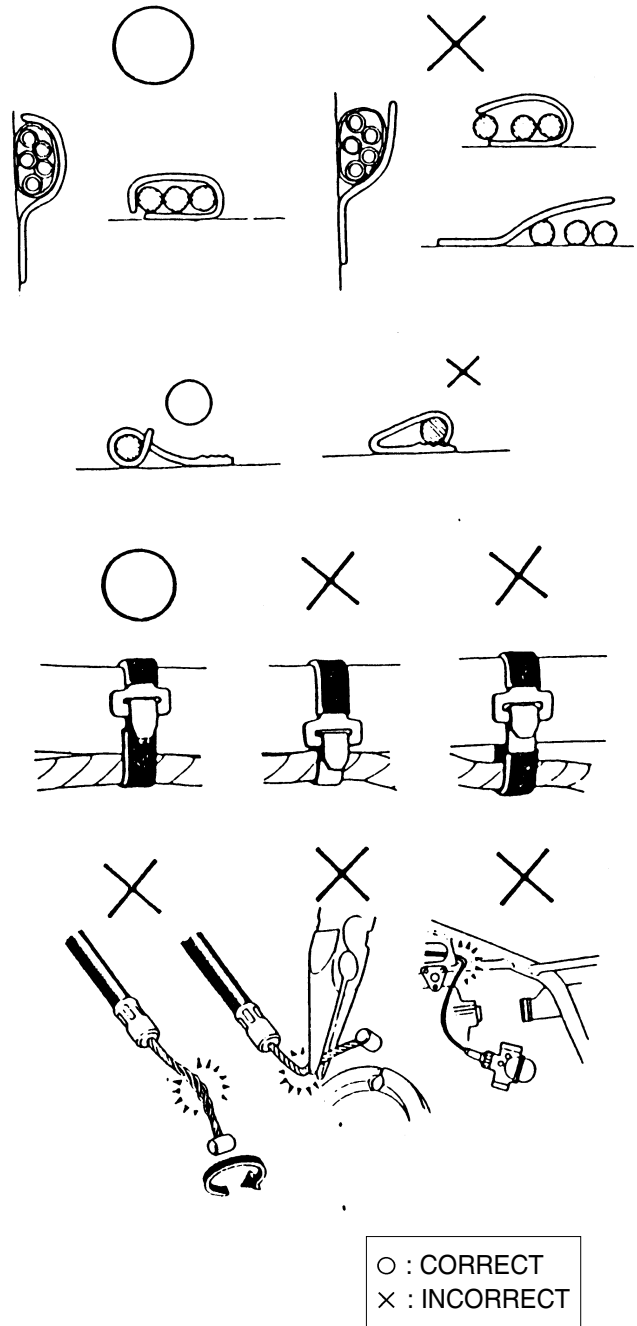
Valve Seat Cut

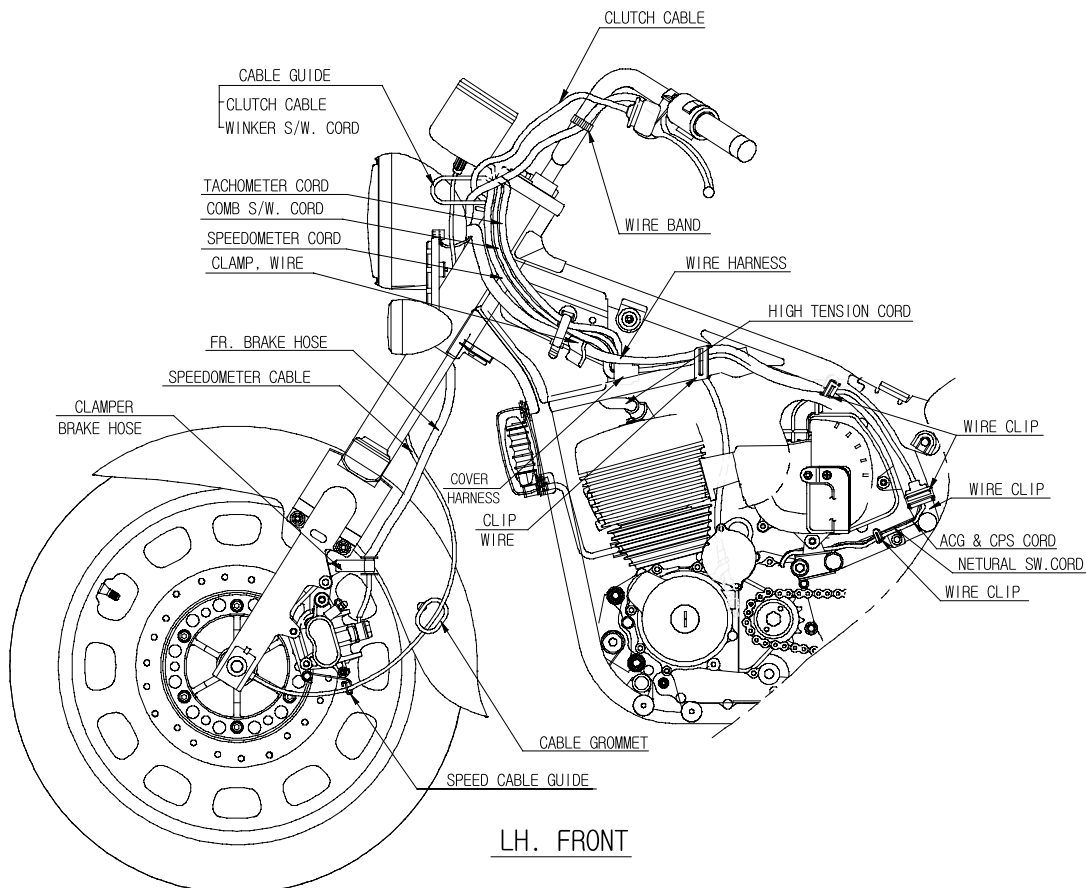
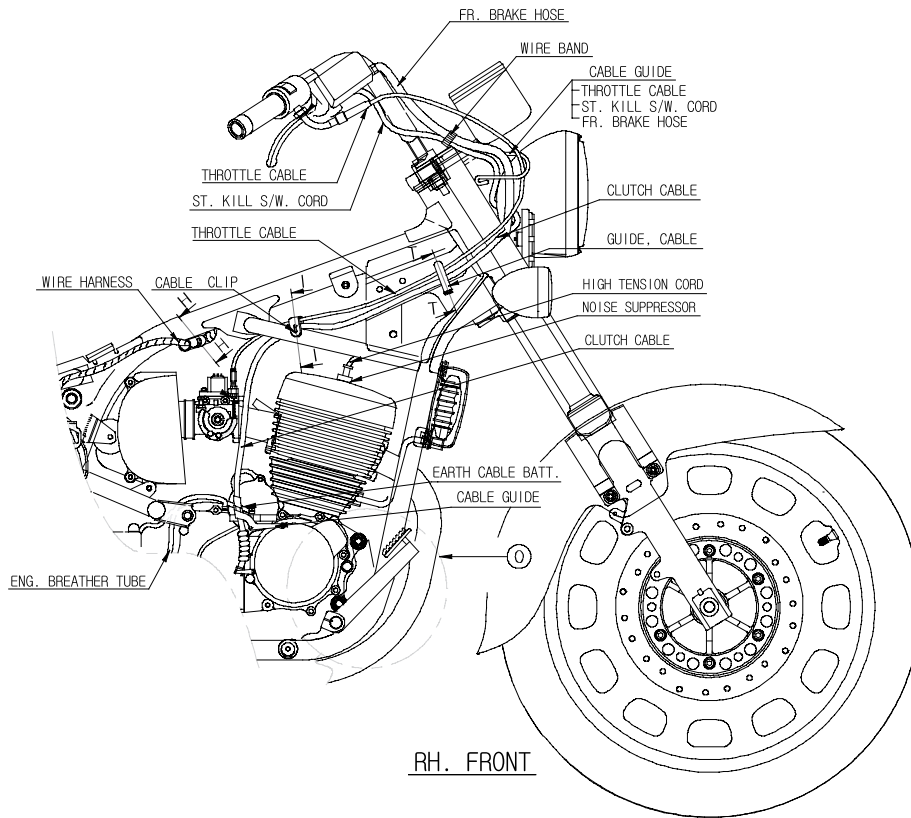
Description	Reference section	Remark
Valve Seat Cutter 45°	8	24.5mm IN, EX
Valve Seat Cutter 35°	8	23mm IN
Valve Seat Cutter 35°	8	20mm EX
Valve Seat Cutter 60°	8	22mm IN, EX
Cutter Holder 5mm	8	Use with Valve Seat

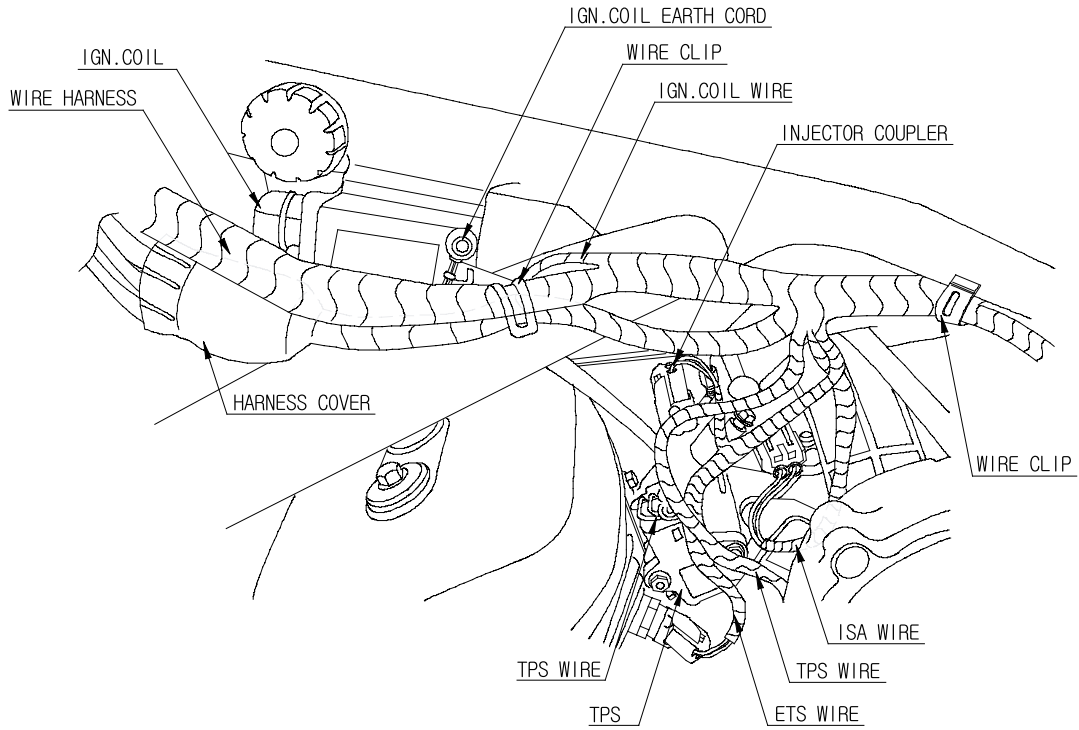
Cable & Harness Routing

Note the following when routing cables and wire harnesses:

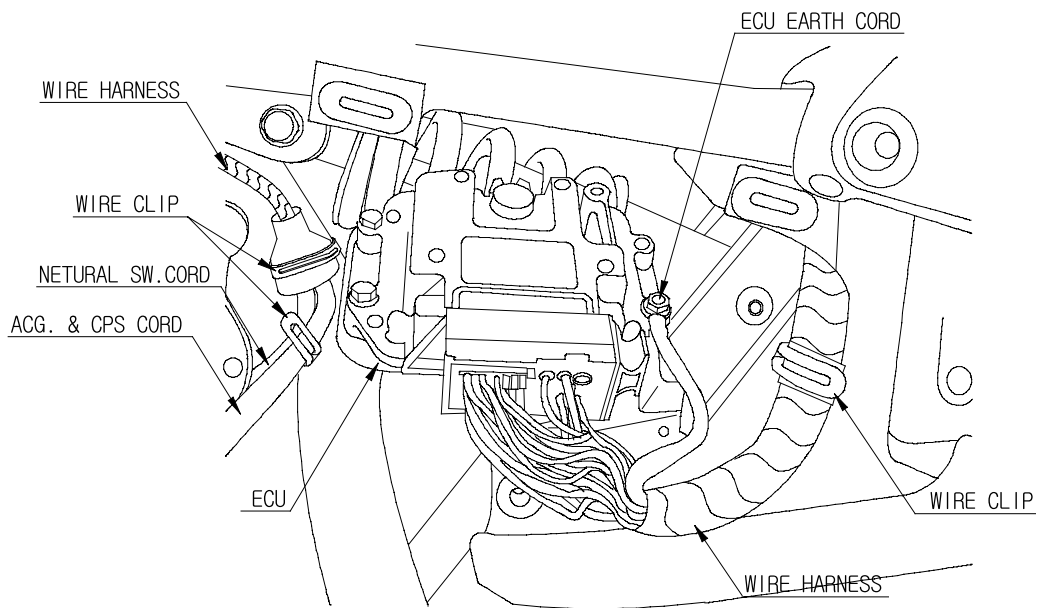
- A loose wire, harness or cable can be safety hazard. After clamping, check each wire to be sure it is secure.
- Do not squeeze wires against the weld or its clamp.
- Secure wires and wire harnesses to the frame with their respective wire bands at the designated locations. Tighten the bands so that only the insulated surfaces contact the wires or wire harnesses.
- Route harnesses so they are neither pulled tight nor have excessive slack.
- Protect wires and harnesses with electrical tape or tube if they contact a sharp edge or corner. Clean the attaching surface thoroughly before applying tape.
- Do not use a wire or harness with a broken insulator. Repair by wrapping then with protective tape or replace them.
- Route wire harnesses to avoid sharp edges or corners.
- Avoid the projected ends of bolts and screws.
- Keep wire harnesses away from the exhaust pipes and other hot parts.
- Be sure grommets are seated in their grooves properly.
- After clamping, check each harness to be certain that it is not interfering with any moving or sliding parts.
- After routing, check that the wire harnesses are not twisted or kinked.
- Wire harnesses routed along the handlebars should not be pulled taut, have excessive slack, be pinched by or interfere with adjacent or surrounding parts in all steering positions.
- Do not bend or twist the control cables. Damaged control cables will not operate smoothly and may stick or bind.



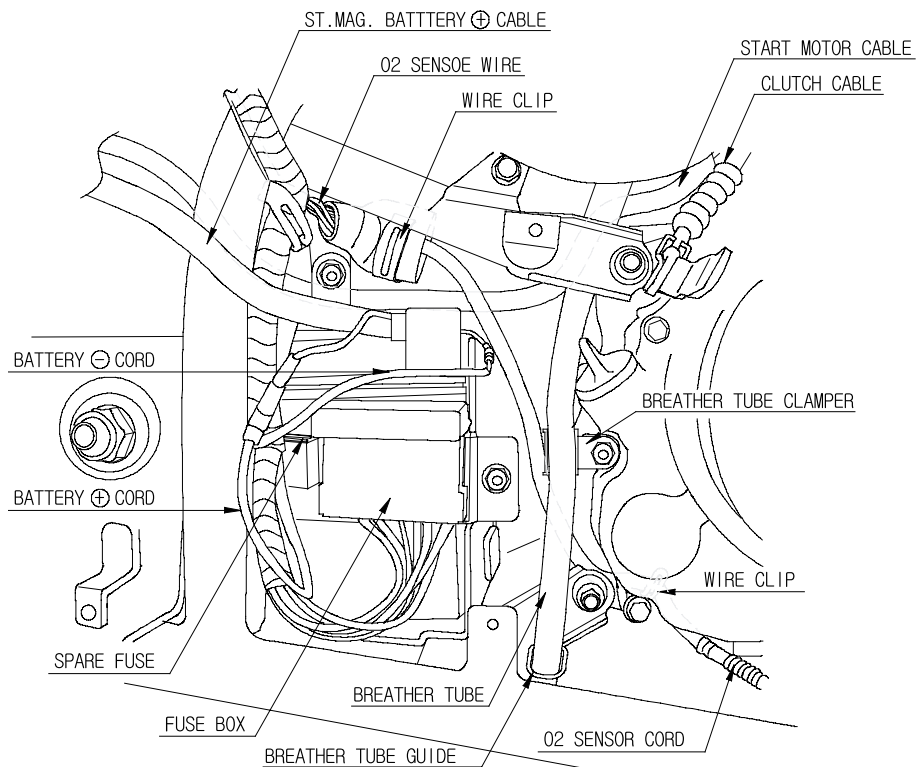




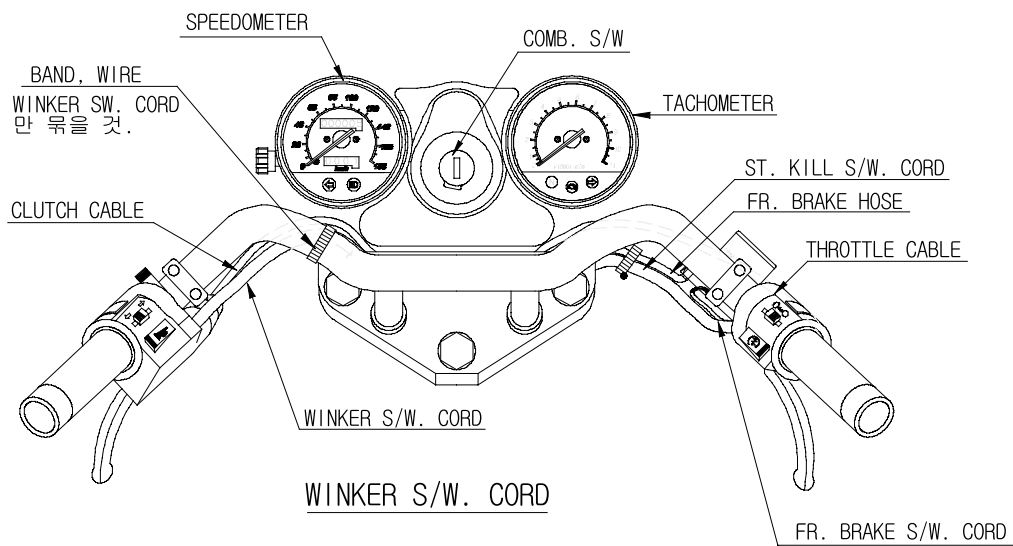
SENSOR



ECU



FUSE BOX



WINKER S/W. CORD

MEMO

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2. Lubrication

Service Information	2-1	Engine Oil Change	2-3
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2

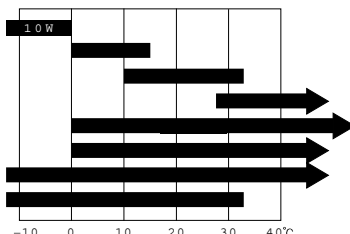
Service Information

⚠WARNING

1. If the engine must be running to do some work, make sure the area is well ventilated. Never run the engine in an enclosed area. The exhaust contains poisonous carbon monoxide gas that may cause loss of consciousness and lead to death. Run the engine in an open area or with an exhausted evacuation system in an enclosed area.
2. Used engine oil may cause skin cancer if repeatedly left in contact with the skin for prolonged. Although it is unlikely to happen unless you handle used oil on a daily basis, it is still advisable to wash your hands thoroughly with soap and water as soon as possible after handling used oil.
3. The oil pump can be serviced with the engine installed in the frame.

Specifications

Engine oil

Oil Capacity	1.2 l (all capacity) 1.15 l (after oil filter change) 1.1 l (after oil change)
Oil Recommendation	<p>API Service Classification:SE or SH Viscosity:SAE10W-30 (Other viscosities shown in the chart may be used when the average temperature in your riding area is within the indicated range.)</p> 

Oil Pump

Unit : mm(in)

Item	Standard Value	Service Limit
Pump Body clearance	0.15~0.20(0.006~0.008)	0.25(0.010)
Rotor end clearance	0.15(0.006)	0.20(0.008)
Pump side clearance	0.05~0.09(0.002~0.004)	0.12(0.005)

Torque Valves

Oil Filter Screen Cap	1.5kgf-m(15N.m)
Oil Filter Relief Valve Oval Screw	1.2kgf-m(9N.m)
Oil Filter Cover Socket Bolt	1.1kgf-m(11N.m)
Oil Pump Mounting Bolt	1.1kgf-m(11N.m)

Troubleshooting

Low oil pressure

- Oil level low
- Pressure relief valve stuck open
- Plugged oil pick-up screen
- Oil pump worm
- External oil leaks

High oil pressure

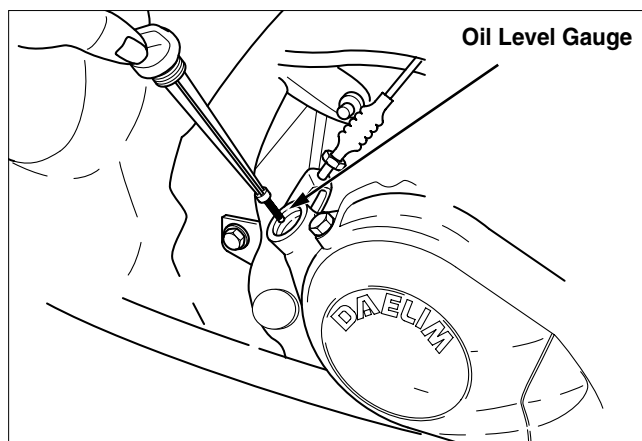
- Pressure relief valve stuck closed
- Plugged oil filter, gallery, or metering orifice
- In correct oil being used

No oil pressure

- Oil level low
- Oil pump drive gear broken
- Oil pump faulty
- Internal oil leakage

Engine Oil Level Check

- Run the engine and allow it to idle for few minutes. Stop the engine and place the motorcycle on its center stand.
- After 2-3 minutes, check the oil level with the filler cap/dipstick.
- Do not screw it in when making this check.
- If the oil level is below or near the lower level mark on the dipstick, add the recommended oil up to the upper level line.



Engine Oil Change

⚠ CAUTION

Change engine oil with engine warm and the motorcycle on its side stand to assure complete and rapid draining.

- Remove the oil filter cap.
- Remove the oil filter cap, spring, and screen.
- Drain the oil from the engine.
- Clean the filter screen with clean wash. check that the oil filter screen and O-ring of the screen cap are in good condition. Assemble filter screen, spring and cap.

Torque : 1.5kgf-m(15N.m)

Fill the crankcase with recommended engine oil.

Oil Capacity :

1.2 l (After disassembly)

1.15 l (After Oil filter change)

1.1 l (After oil change)

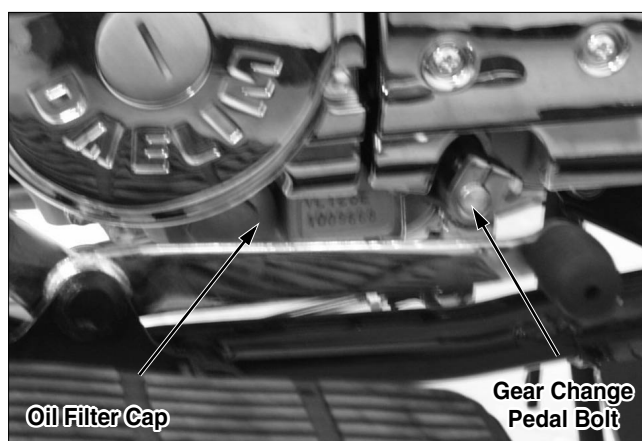
Oil Recommendation :

DAELIM genuine oil

API service classification : SE or SH

Viscosity : SAE 10W-30

- Install the oil level gauge.
- Start the engine and let it idle for a few minutes.
- Stop the engine and check that the oil level is at the upper level mark. If the oil level is below or near the lower level mark, add the recommended oil up to the upper level mark,
- Make sure if there is no oil leak.



Engine Oil Filter Element Change

- Remove the drain plug and drain the oil. (⇒2-3)
- Remove the oil filter cover bolt, filter cover, filter element and spring.
- Replace the oil filter element with a new oil filter.
- Check the operation of the relief valve.
- If the relief valve is fully opened when released, it is in good condition.
- Check if the oil filter seal is in good condition.
- Install the filter element spring and filter cover, and tighten the socket bolt.

Torque

Oil filter cover : 1.1kgf-m(11N.m)

Oval screw : 1.2kgf-m(12N.m)



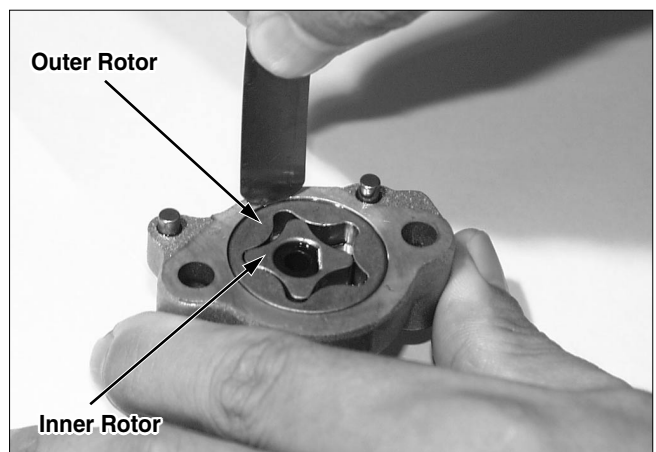
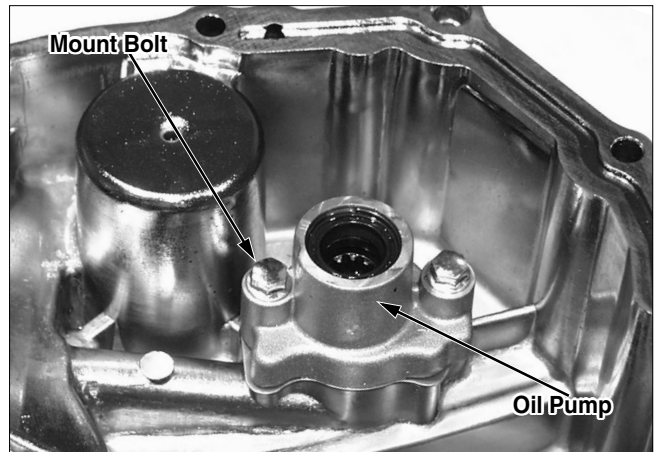
Oil Pump

Removal

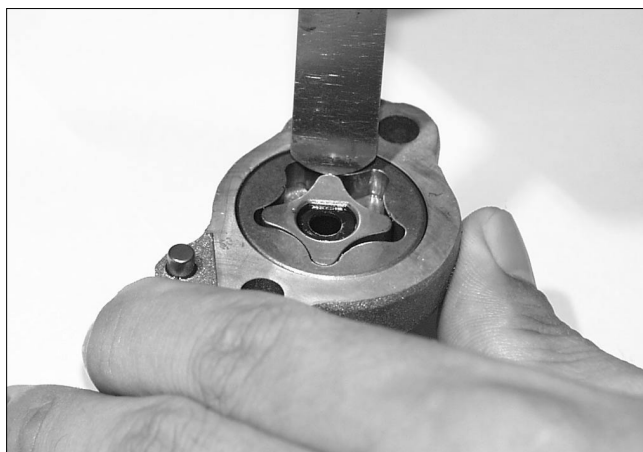
- Remove the right crank case cover. (⇒6-3)
- Remove the oil pump mounting bolts, oil pump, pump plate, and lock pin.
- Clean the oil pump body, inner and outer rotors with cleaning solvent.

Inspection

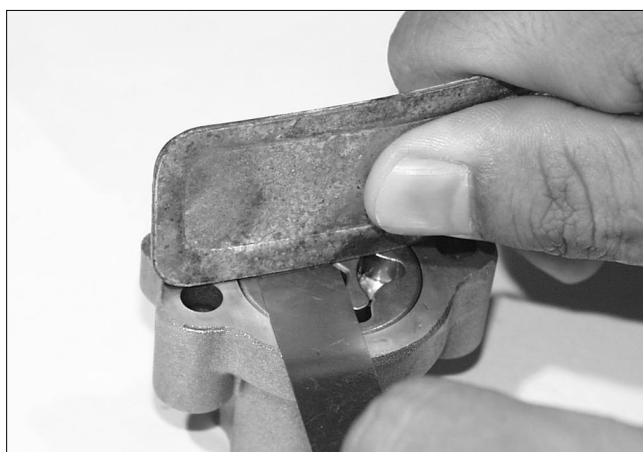
- Install the inner and outer rotor into the oil pump body.
- Measure the pump body clearance.
Service Limit : 0.25mm(0.010 in)



- Measure the rotor end clearance.
Service Limit : 0.20mm(0.008 in)

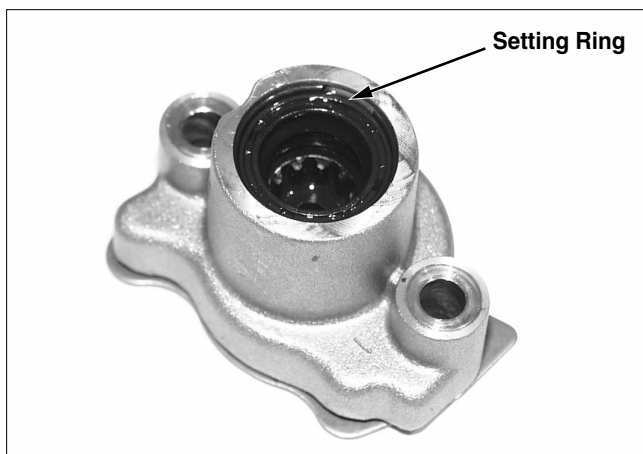


- Measure the pump side clearance.
Service Limit : 0.12mm(0.005 in)

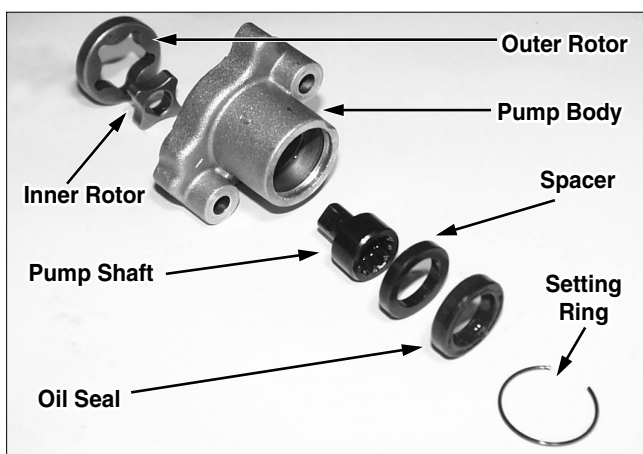


Disassembly / Assembly

- Remove the inner and outer rotor from pump body.
- Remove the setting ring, spacer, oil seal and pump shaft. Clean each parts with cleaning solvent.



- Connect the pump shaft, oil seal, and spacer, then install into the setting ring.
- Install the inner and outer rotors.



Lubrication

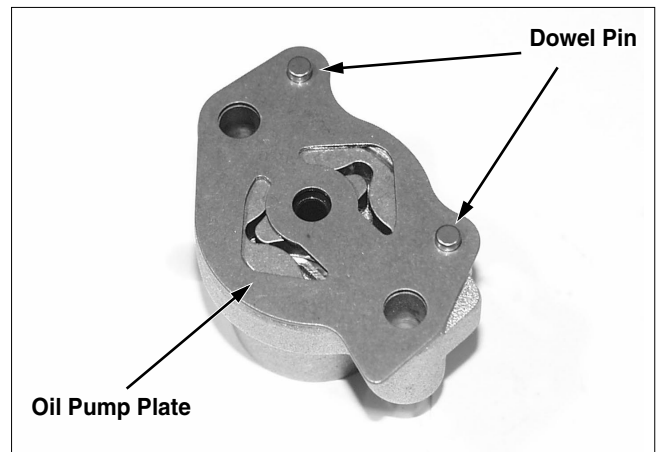
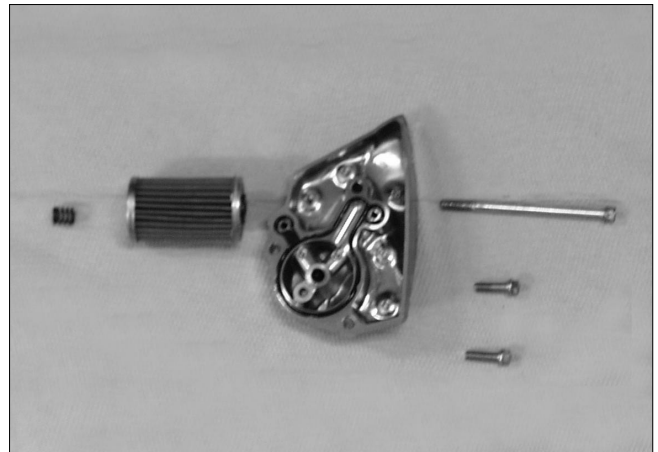
- Remove the oval screw, sealing washer, spring and relief valve from oil filter cover.
- Remove the oil filter element from R. crank case cover.
- Blow the oil path way of crank case cover with compressed air, and clean.

Torque

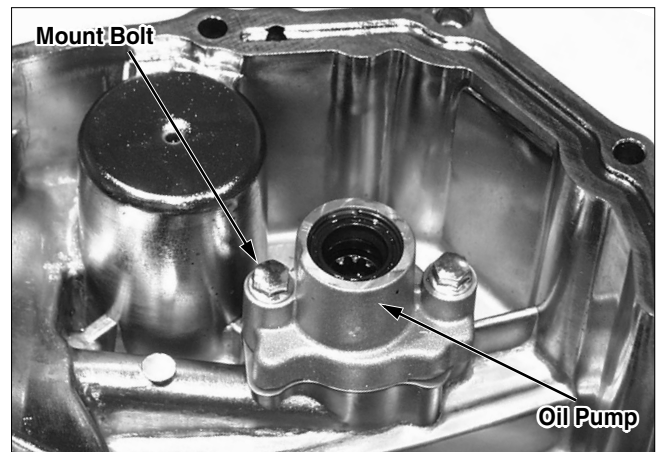
Oil filter cover : 1.1kgf-m(11N.m)

Oval screw: 1.2kgf-m(12N.m)

- Install the dowel pins and oil pump plate into the pump body.



- Install the oil pump into the right crank case cover and tighten the bolt.
Torque : 1.1kgf-m(11N.m, 8ft-lb)
- Install the right crank case cover

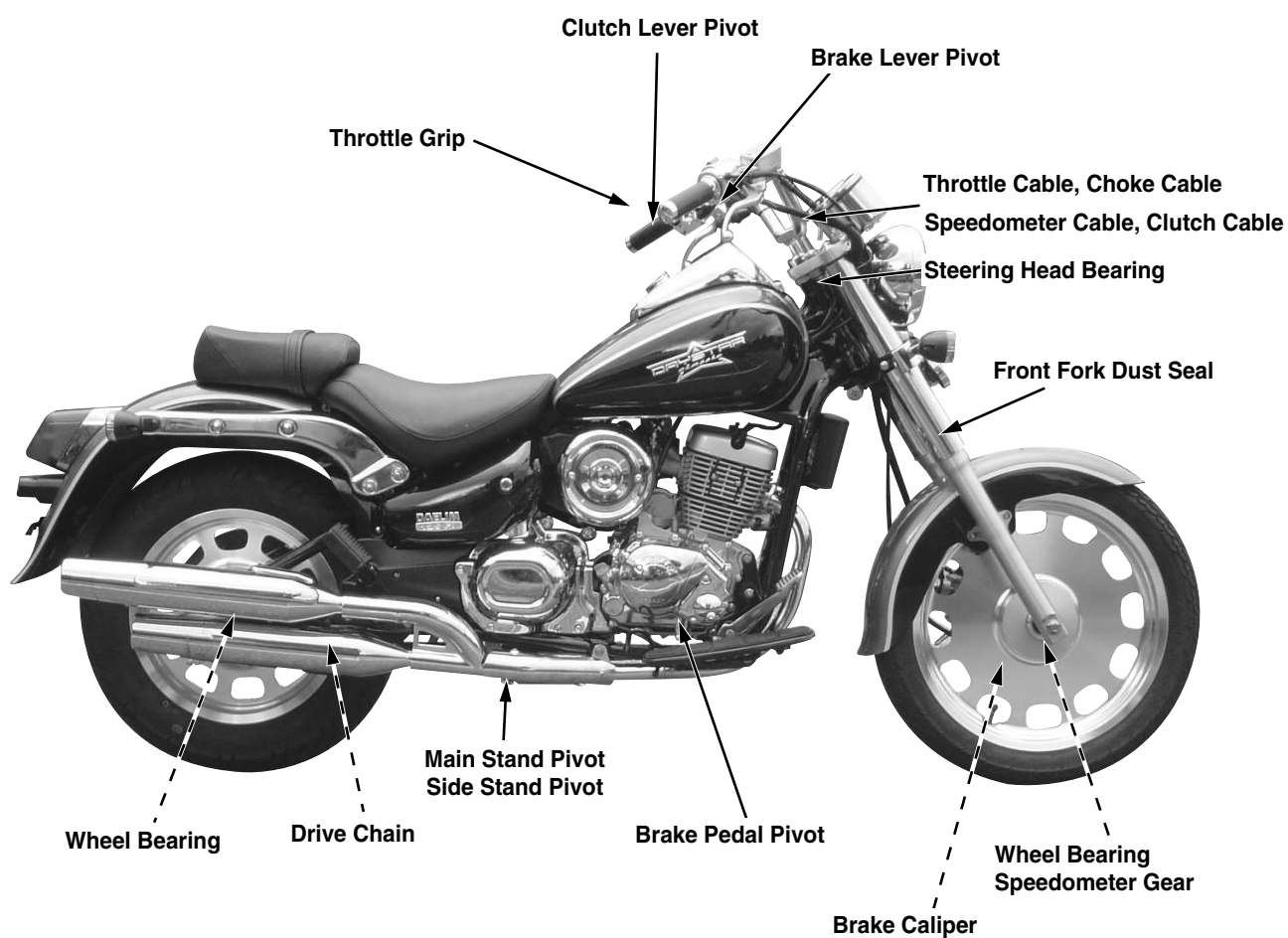


Lubrication points

if there is no specific indication of oil, use general grease to lubricate the lubrication parts. Lubricate the other operation parts which are not shown below with oil or grease.

Control Cable Lubrication

Periodically, disconnect the throttle cables at their upper ends. Thoroughly lubricate the cables and their pivot points with a commercially available cable lubricant or a light weight oil. Check the cable for loose, replace them if necessary.



MEMO

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3. Maintenance

Service Information	3-1	Brake System	3-11
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Service Information


*NOTE

- If the engine must be running to do some work, make sure the area is well ventilated. Never run the engine in an enclosed area. The exhaust contains poisonous carbon monoxide gas that may cause loss of consciousness and lead to death. Run the engine in an open area or with an exhausted evacuation system in an enclosed area.
- Engine oil and oil filter see page 2-3, 2-4
- Before working, stand the main stand.

Specifications

- Throttle grip free play: 2 – 6mm(0.078~0.236 in)
- Spark plug: CR9EH – 9
- Spark plug gap: 0.8 – 0.9mm(0.031-0.035in)
- Valve clearance: IN) $0.12 \pm 0.02\text{mm}(0.005-0.001\text{in})$
EX) $0.12 \pm 0.02\text{mm}(0.005-0.001\text{in})$
- Cylinder compression: 14 kgf/ cm²(550rpm)
- Drive chain free play: 50~60mm(1.968~2.362 in)
- Rear brake pedal free play: 20~30mm(0.787~1.181 in)
- Clutch lever free play: 10~20mm(0.393~0.787 in)

Tires

Cold tire pressure	Driver only	Front	200kPa (2.00kgf/ cm ²)
		Rear	200kPa (2.00kgf/ cm ²)
	Driver and a passenger	Front	200kPa (2.00kgf/ cm ²)
		Rear	200kPa (2.00kgf/ cm ²)
Tire size	Front	90/90 -18	
	Rear	130/90 -15	
Tire  part minimum-depth	Front	4mm (0.16 in)	
	Rear	8.5mm (0.3 in)	

Maintenance

Torque Values

Spark Plug	1.1 kgf-m(11N.m)
Cylinder Head Cover Bolt	1.0 kgf-m(10N.m)
Valve Adjusting Nut	1.1 kgf-m(11N.m)
Timing Hole Cap	0.6 kgf-m(6N.m)
Crankshaft Hole Cap	0.8 kgf-m(8N.m)
Rear Axle Nut	8.8kgf-m(88N.m)

Tools

Common Tool
Wrench, 8 × 9 mm
Adjuster Wrench
Compression Gauge

Maintenance Schedule

Perform the Pre-ride inspection in the Owner's manual at each scheduled maintenance period.

I : Inspect and clean, adjust, lubricate or replace if necessary

R : Replace L : Lubricate C : Clean

Frequency Item		Odometer Reading (NOTE 1)				Refer to Page	Remark
		1,000km	4,000km	8,000km	12,000km		
*	Fuel Line	I	I	I	I	3-4	
*	Throttle Grip Operation		I	I	I	3-4	
	Air Cleaner		R	R	R	3-5	NOTE 2
	Spark Plug		I	R	I	3-6	
*	Valve Clearance	I	I	I	I	3-6	
**	Engine Oil	R	R	R	R	2-3	
	Engine Oil filter Element	R	R	R	R	2-4	
	Drive Chain	1,000km : I,L					3-8
	Brake Fluid		I	I	I	3-10	NOTE 3
	Brake Shoe/Pad		I	I	I	3-10	
	Brake System	I	I	I	I	3-11	
*	Brake Stop Switch		I	I	I	3-12	
*	Head Light Aim		I	I	I	3-12	
	Clutch System	I	I	I	I	3-12	
	Side Stand		I	I	I	3-13	
*	Suspension		I	I	I	3-13	
*	Bolt, Nut Fastener	I		I		3-14	
**	Wheels/Tires		I	I	I	3-14	
**	Steering Head Bearing	I		I		3-15	

* Should serviced by an authorized DAELIM dealer, unless the owner has proper tools and service date and is mechanically qualified.

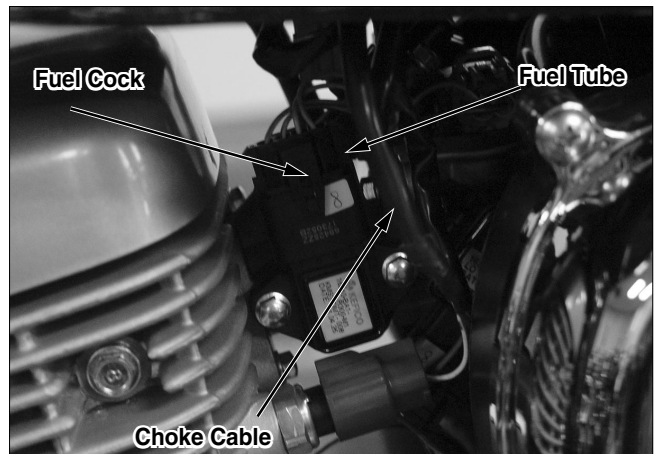
** In the interest of safety, we recommended these items be serviced only by an authorized DAELIM dealer.

NOTES:

1. After high odometer reading 12,000km(7,500mi), repeat at the frequency interval established here.
2. Service more frequently when riding in unusual wet or dusty areas
3. Replace every 2 years. In case of replacing, proper skills are needed.

Fuel Line

- Check the fuel lines for deterioration, damage, or leakage. Replace the fuel lines.

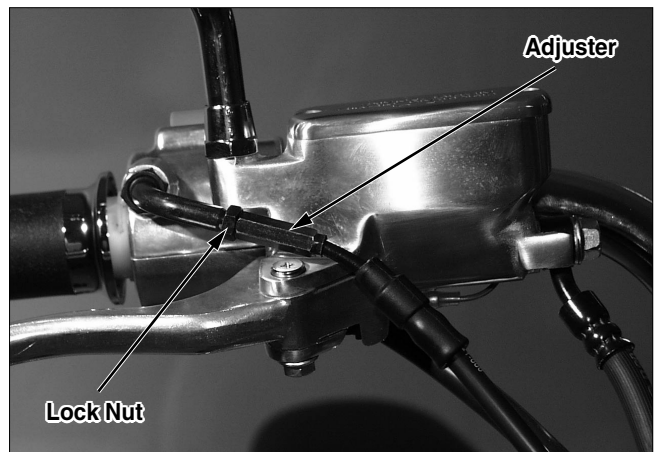


Throttle Grip Operation

- Check the throttle grip for smooth operation.
- Complete opening and automatic closing in all steering positions.
- Lubricate the throttle cables if throttle operation is not smooth (⇒2-7)
- Make sure if there is no deterioration, damage, or kinking in the throttle cables.
- Measure the throttle grip free play at the throttle grip flange.

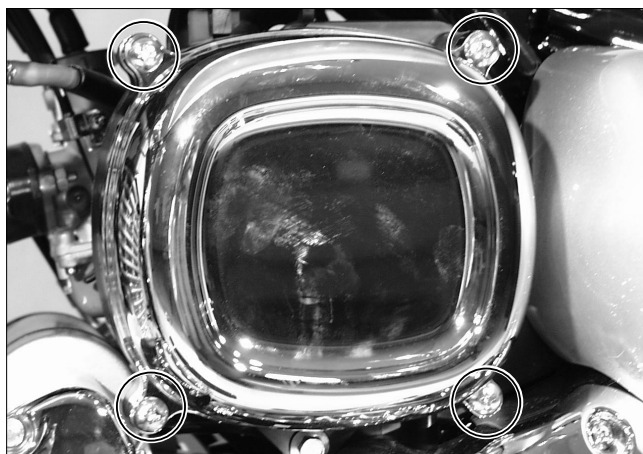
Free Play : 2~6mm(0.078~0.236in)

- Adjust the free play by loosening the lock nut and turning the adjuster. Tighten the lock nut.
- Recheck the throttle free play.



Air Cleaner

- Loosen the four screw, and remove the air cleaner case cover.



- Loosen the three screw, and remove the air cleaner element.



Maintenance

- Make sure if there is no deterioration and damage in the air cleaner element. Replace damaged parts.

*NOTE

- The element is a viscous type which contains oil. Therefore do not use compressed air to clean the air cleaner element.
- Assemble the Air cleaner element in the reverse order of removal



Spark Plug

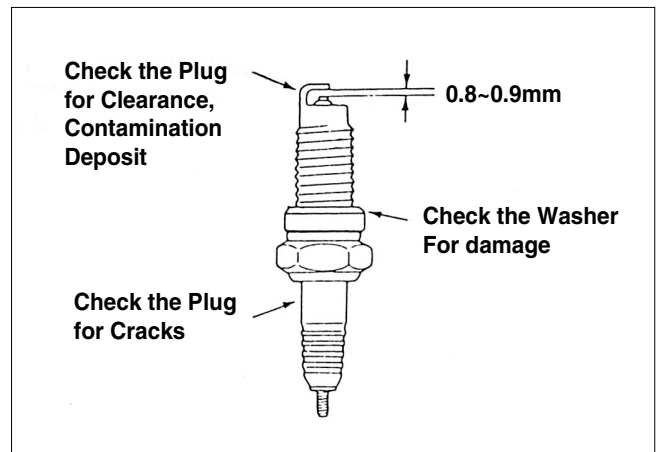
- Remove the spark plug cap and spark plug.
- Check any dirt, damage from around the spark plug bases. If necessary, clean away the dirt from around the spark plugs with a plug cleaner or a wire brush.
- Measure the new spark plug using a wire-type feeler gauge. Adjust the gap by bending the side electrode carefully.

Pure Plug : CR9EH-9

Spark Plug Gap : 0.8~0.9mm

*NOTE

- Install the plug by turning with finger. Tighten it with plug wrench. Torque: 1.1kgf.m(11N.m) Install the spark plug caps



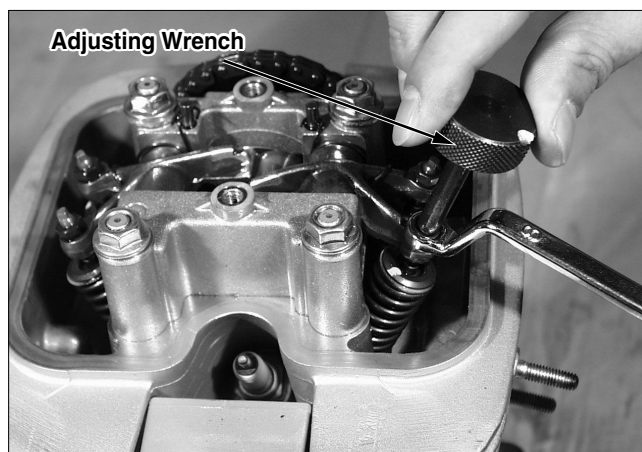
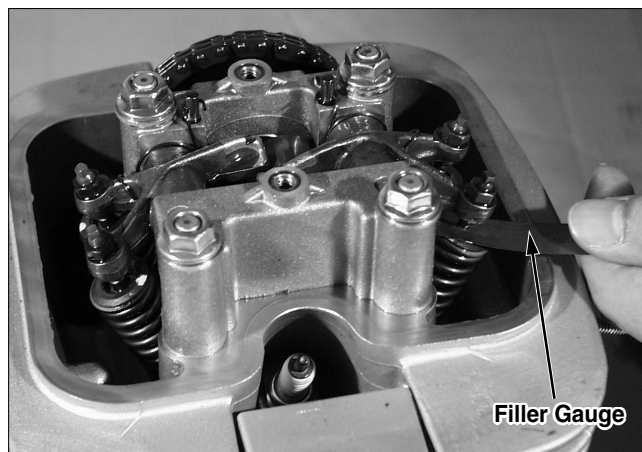
Valve Clearance

*NOTE

- Perform valve inspection/adjustment with the engine at normal operating temperature (Below 35°C / 95°F) Remove the cylinder head cover. Align the "T" mark on the flywheel with the index mark on the left crank case cover, turning the flywheel to the left. At this time, the piston should be placed on the groove of the compression stroke.



- Measure the valve clearance with filler gauge.
Valve Clearance:
Intake: $0.12 \pm 0.02\text{mm}$ ($0.05 \pm 0.001\text{in}$)
Exhaust: $0.12 \pm 0.02\text{mm}$ ($0.05 \pm 0.001\text{in}$)
- Loosen the lock nut with a valve wrench, and adjust the adjuster screw to the standard clearance using a valve adjusting wrench. When the standard clearance is done, hold the adjuster screw with a valve adjusting wrench. And then tighten the lock nut.
Torque : $1.1\text{kgf}\cdot\text{m}$ ($11\text{N}\cdot\text{m}$)
Tools : Wrench $8 \times 9\text{mm}$
Adjusting wrench
- Measure the valve clearance again.
- After connecting the cylinder head cover, tighten the bolt.
Torque : $1.0\text{kgf}\cdot\text{m}$ ($10\text{N}\cdot\text{m}$)
- Install the timing hole cap and crank case hole cap.
Timing Hole Cap : $0.6\text{kgf}\cdot\text{m}$ ($6\text{N}\cdot\text{m}$)
Crank Case Hole Cap : $0.8\text{kgf}\cdot\text{m}$ ($8\text{N}\cdot\text{m}$)



Cylinder Compression Pressure

- Warm up the engine to normal operating temperature.
- Stop the engine, disconnect the spark plug caps and spark plug. Install the compression gauge.
- Open the throttle all the way and crank the engine with the starter motor until the gauge reading stops rising.
Tool: Compression gauge

* NOTE

- The maximum reading is usually reached within 4~7 seconds.
Compression Pressure : $14.0\text{kgf}/\text{cm}^2$ (550rpm)
- If compression is low, check the following:
- Incorrect valve clearance adjustment
 - Valve for leakage
 - Exposed cylinder head from the gasket
 - Worn piston/cylinder
- If compression is high, check the following:
- Carbon deposits on the piston head, cylinder head



Drive Chain

*** NOTE**

- Stop the engine to inspect the drive chain, otherwise fingers can be caught in the drive chain while the drive chain is operating.

Chain Free Play Adjustment

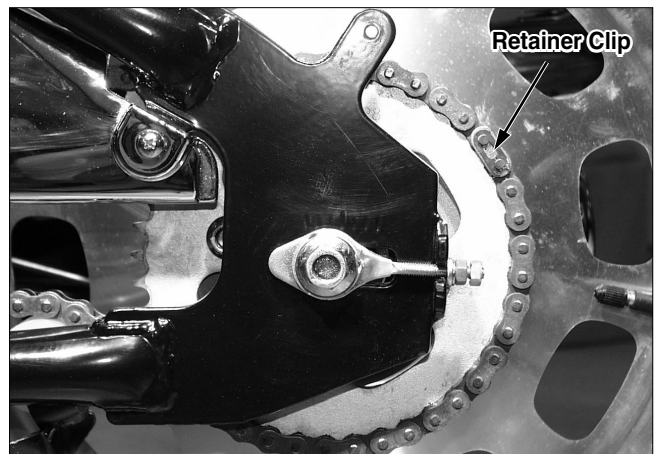
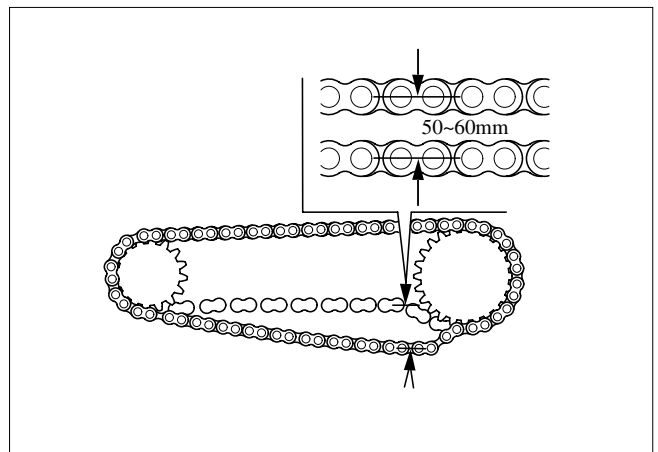
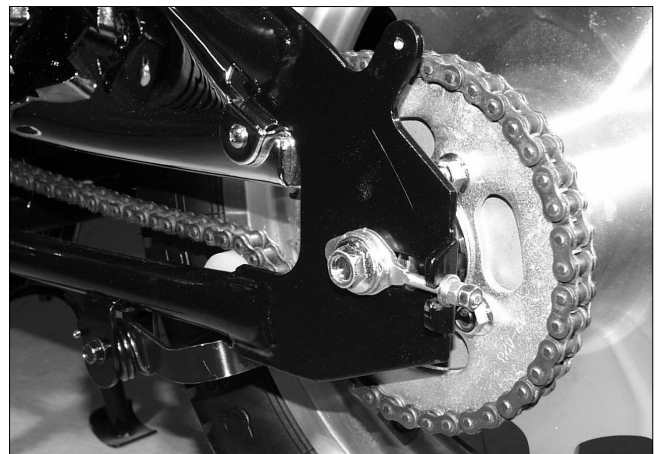
- Stop the engine and shaft the gear into neutral, support the motorcycle on a level surface.
- Remove the chain tensioner.
- Move the position of chain tensioner roller up and down with hands to check if the chain free play is within recommended range.
Free Play: 50~60mm
- If necessary, adjust the drive chain free play.
- Adjust by loosening the axle nut and lock nuts in the right/left chain adjusters and turning the adjusting nut.

*** NOTE**

- Adjust the chain adjuster reading scale into the same place in the right and left sides.
Tighten the axle nut
Torque: 88kgf-m(88N.m)

Removal/Inspection

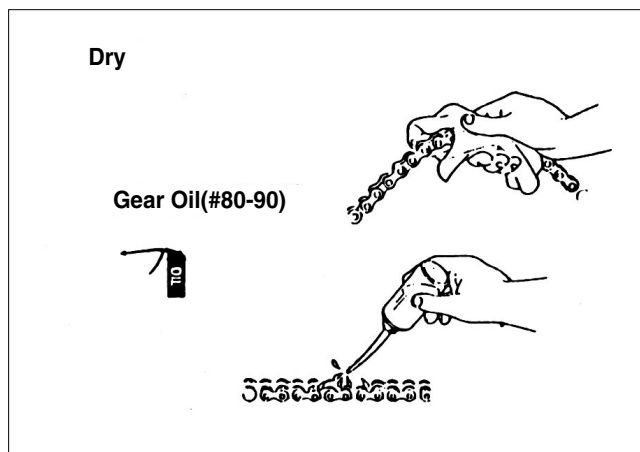
- Inspect the drive chain for contamination.



- Inspect the drive chain for adherence and damaging.
- Remove the contamination with a cleaner. After drying completely, coat the chain with #80-90 gear oil. Wipe any excessive oil off the chain, check the drive chain for wear and damage, replace it if necessary.
- Check the drive sprocket for wear and damage.
- Replace it if necessary.

*** NOTE**

- New motorcycle adapts endless-type drive chain (end-type for after-sales service purpose)
 - After once disassembling chain, chain clip can be accidentally removed, so even change new one after disassembling chain once.
 - If the chain or sprocket requires replacement, the chain and sprocket must be replaced as a set.
- Inspect the rollar for wear and damage, and remove the chain tensioner
Service limit: 30.5mm

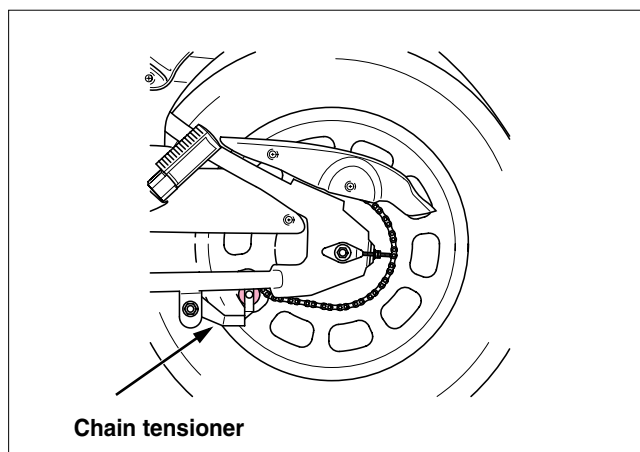
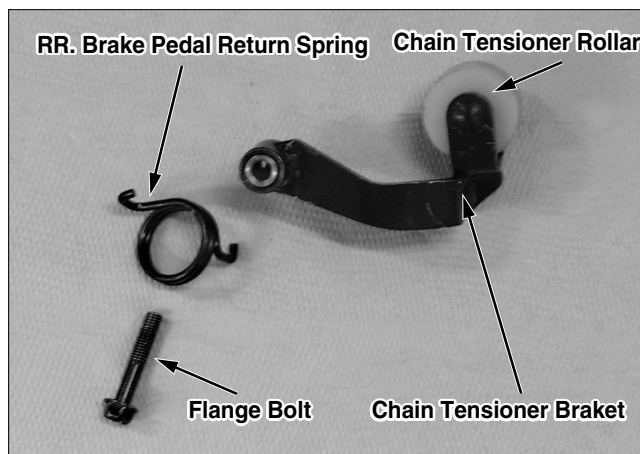


Installation

- After assembling the chain tensioner, keep the upper part of bracket which is holding chain tensioner-roller to the underline of rear swing arm under pipe.

*** NOTE**

- Install the drive chain with the closed area of the clip facing to the proceeding direction. While driving, master link will be removed suddenly when facing to the opposite direction. Check for the master link-to-retainer clip clearance.

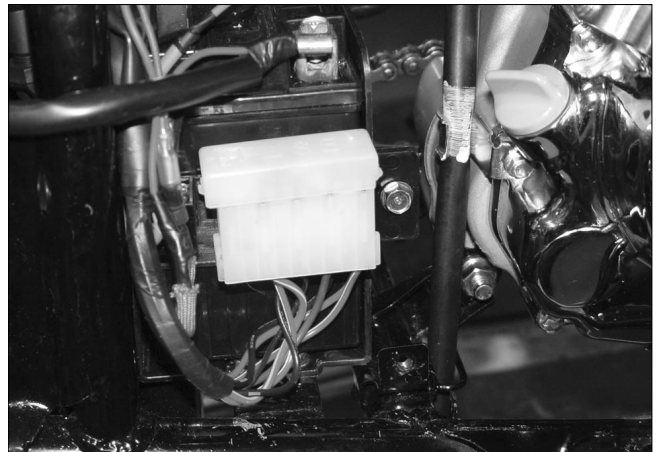


Battery

- Remove the right side cover.

⚠CAUTION

- The battery contains sulfuric acid(electrolyte). Contact with skin or eyes may cause severe burns. If electrolyte gets on your eyes, flush with water for at least 15 minutes and call a physician.



Brake Fluid

- Check the fluid level of the front brake reservoir. If the level nears the lower level, remove the cover set plate and diaphragm. Fill the reservoir to the upper level with DOT 3 or DOT 4 fluid from a sealed container. Check the system for leaks.

⚠CAUTION

- Do not allow dust or water to enter the system when filling the reservoir.
- Do not remove the reservoir cover until the reservoir is level.
- Avoid spilling the fluid on painted, plastic, or rubber parts.

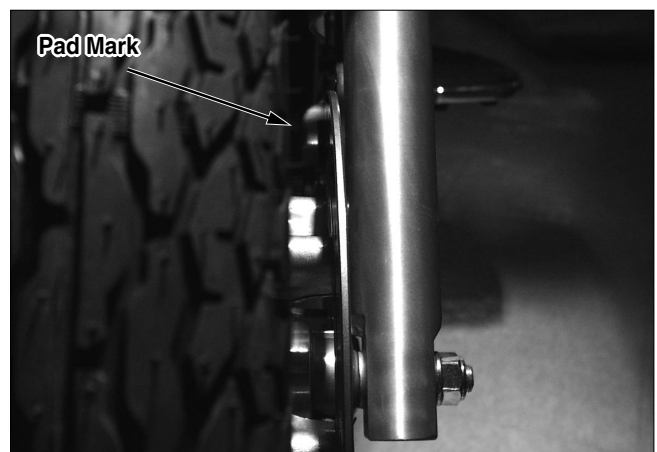
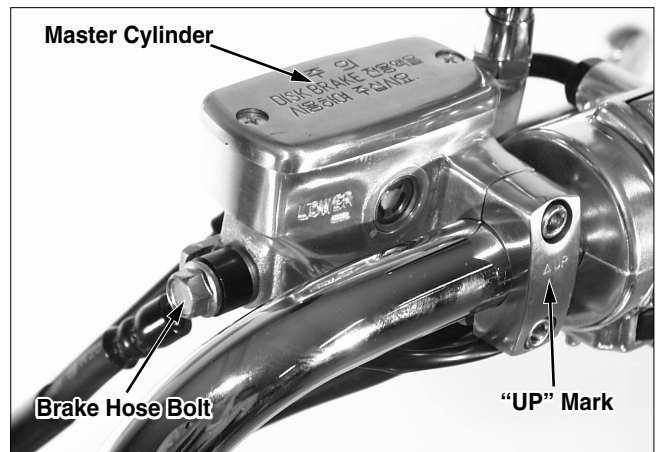
Brake Pad/Shoe

Brake Pad Replacement

- Check the brake pads for wear. Replace the brake. If the red marks in the pads reach to the brake.(⇒15-4)

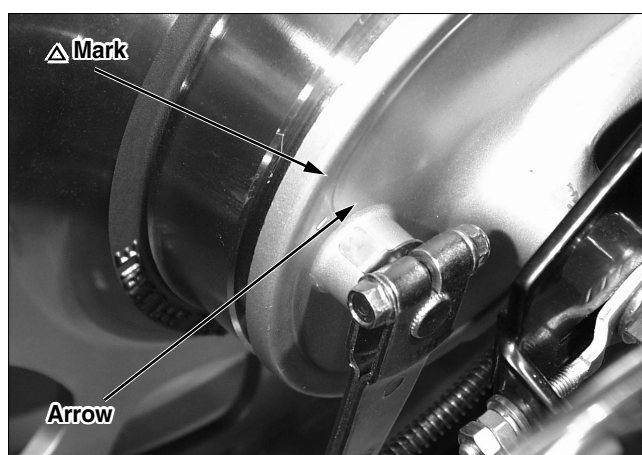
⚠CAUTION

- Always replace the brake pads as a set to assure even disc pressure.



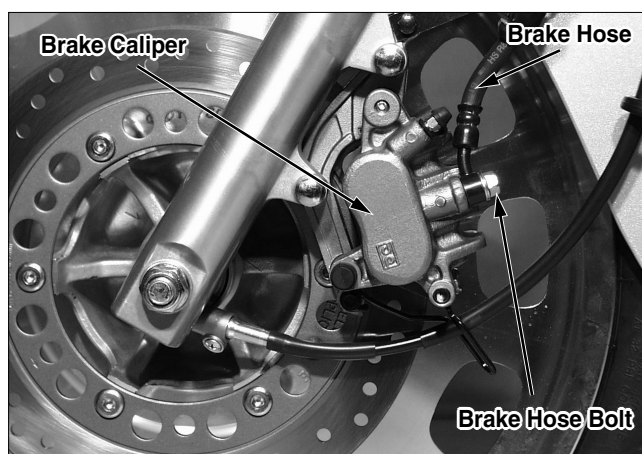
Brake Shoe Replacement

- Replace the brake shoes if the arrow on the brake arm aligns with the reference mark “△” on full application of the rear brake pedal.



Brake System

- Inspect the front brake hoses for deterioration, cracks. If there are signs of leakage, replace them as soon as possible. Replace hoses as required.
- Inspect the rear brake pedal and brake rod for looseness or damage. Tighten any loose fittings. Replace them if necessary.

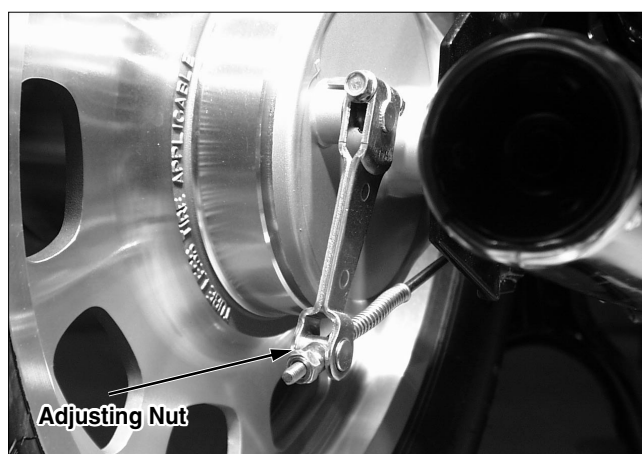


Brake Pedal Height

- Perform brake pedal clearance adjustment after adjusting brake pedal height.
Free play: 20~30mm(0.787~1.181in)



- If adjustment is necessary, use the rear brake adjusting nut.
- after adjusting the brake pedal free play, check the rear brake light switch operation and adjust it if necessary.



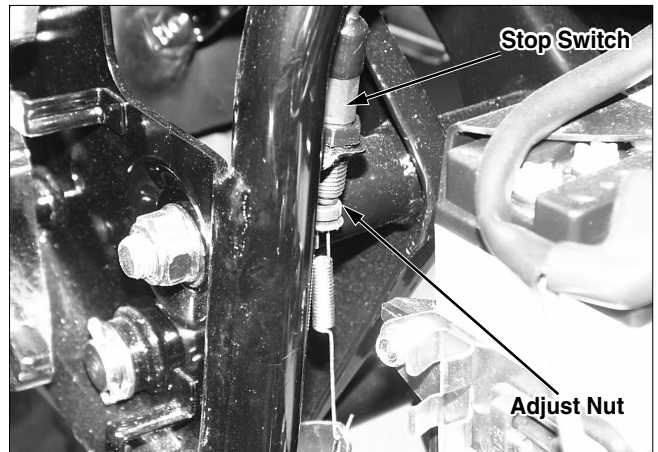
Height Adjustment

- Adjust the brake pedal height to 10-20mm.

⚠CAUTION

- The adjustment faulty of height may caused that the brake runs in state of operation. Loosen the lock nut, and then adjust the height by turning the brake pedal stoper bolt. After adjusting, tighten the lock nut securely.

- After adjusting the brake pedal height, inspect the operation of rear brake light switch and brake pedal, and adjust them if necessary.



Brake Stop Switch

- Adjust the brake light switch so that the brake light may come on, when the brake pedal is depressed, and brake engagement begin. Hold the switch body and turn the adjusting nut.

Headlight Adjustment

- Adjust the headlight beam by turning the case adjustment screw.

*NOTE

- Adjust the headlight beam as specified by local laws and regulations.

⚠CAUTION

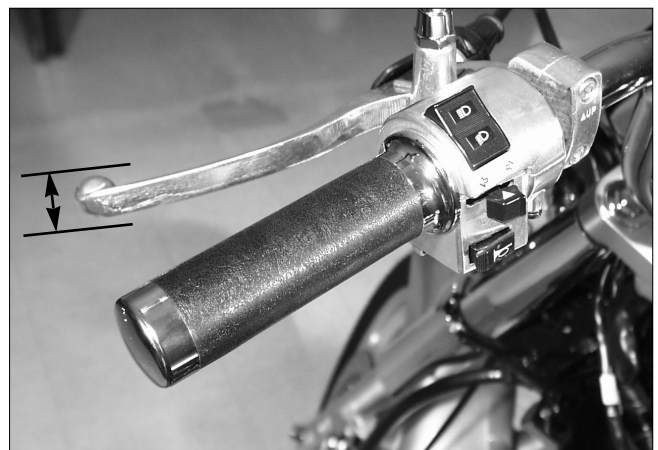
- An improperly adjusted headlight may blind on coming drivers, or it may fail to light a road for a safe distance.



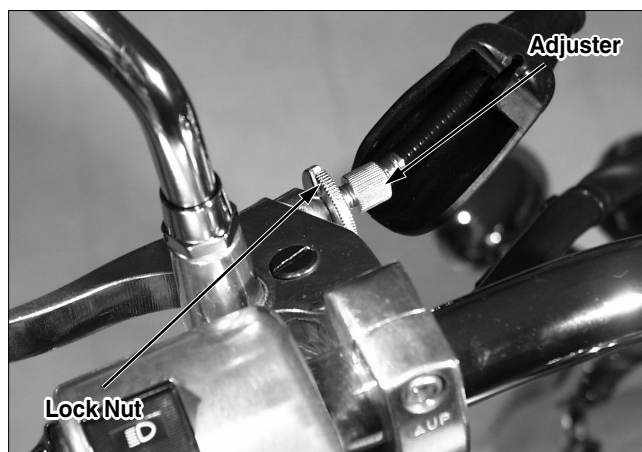
Clutch

- Measure the clutch system free play at the end of clutch lever.

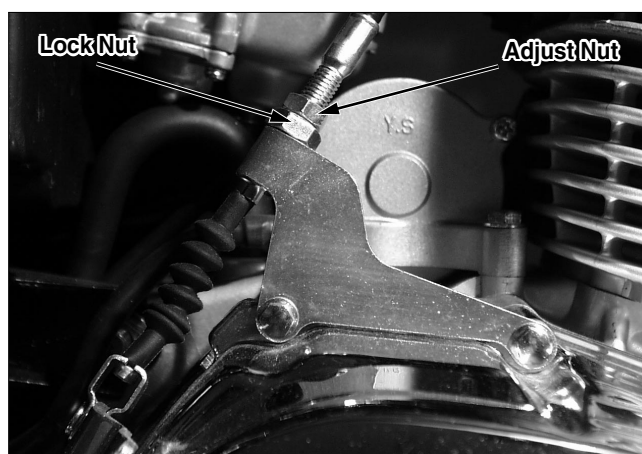
Free Play: 10~20mm(0.393~0787 in)



- Perform the light adjustment by loosening the lock nut from the handle and turning the adjuster.



- Perform the main adjustment by loosening the lock nut from the engine and turning the adjusting nut.
- Tighten the lock nut.
- Inspect the clutch operation.



Side Stand

- Set up the main stand.
- Check of smooth operation, when pulling the low end part of the side stand.
- If the side stand is hard, coat the pivot with grease.
- If the side stand moves too freely, inspect the side stand spring. Make sure that the side stand is not bent.



Suspension

⚠ CAUTION

- Do not ride a vehicle with a faulty suspension. Loose, worn or damaged suspension parts impair vehicle stability and control.

Front

- Check the action of the fork by compressing the front suspension several times.
- Check the entire fork assembly for leaks, damage, or looseness.

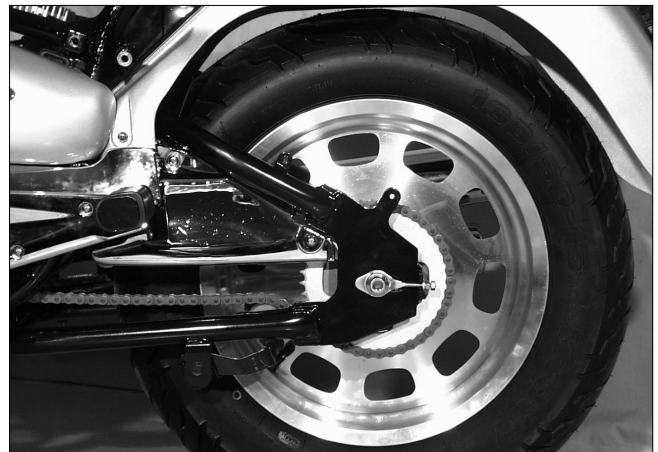


Rear

- Check the action of the rear cushion by compressing them several times. Check the rear cushion for leaks, damage, or looseness.



- Support the motorcycle with a main stand.
- Check for worn rear fork bush by attempting to move the wheel side to side. Replace the bearings if any looseness is noted. Tighten all nuts and bolts of the rear suspension.



Bolts, Nuts Fasteners

- Check that all nuts and bolts are tightened to correct torque values.
- Check that all cotter pins, safety clips, hose clamps and cable stays are in place. (⇒3-3)

Wheels/Tires

* NOTE

- Tire pressure should be checked when the tires are cold.
- Check the tires for cuts, embedded nails, or other damage. Replace them if necessary.

Recommended Tire Pressure: kgf/cm²(kPa)

	Front	Rear
1 Person	2.00(200)	2.00(200)
2 Person	2.00(200)	2.00(200)



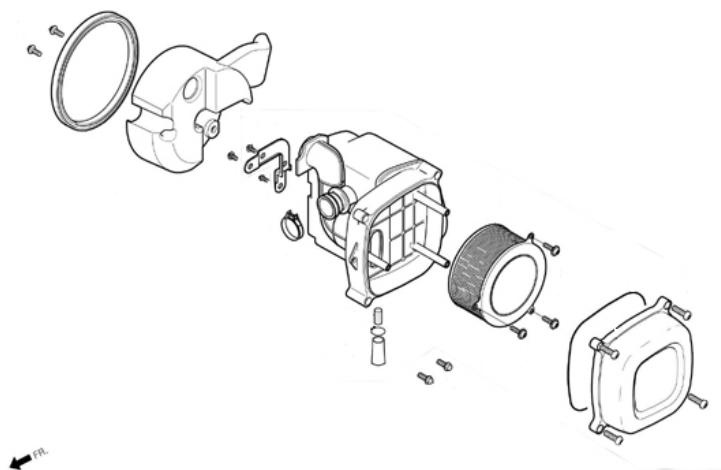
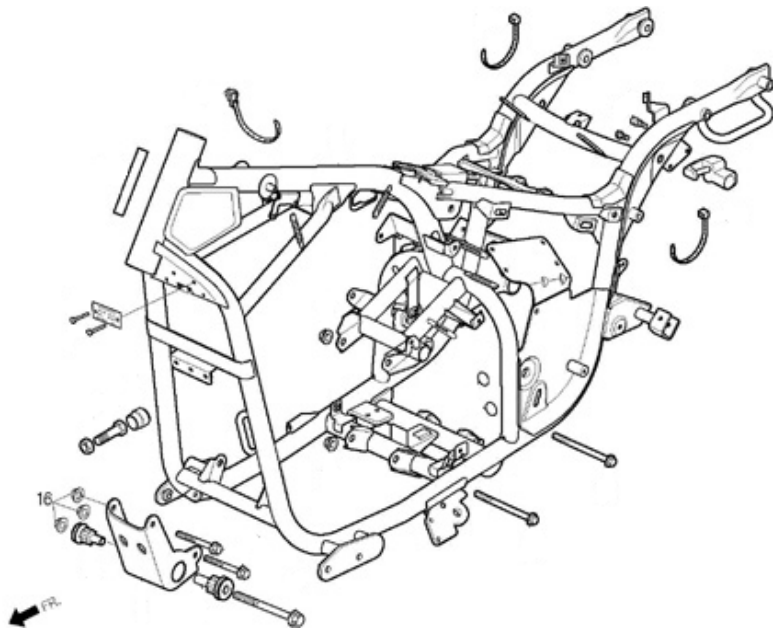
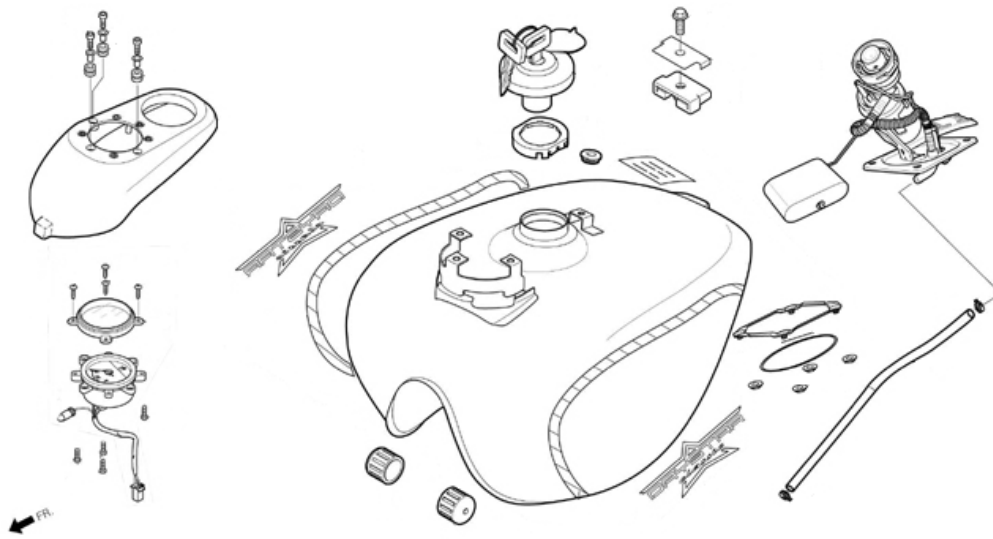
- Measure the tread depth at the center of the tire.
- Replace the tire when the tread depth reaches the following limits:
Minimum Tread Depth: 4mm (0.16 in)
8.5mm (0.3 in)

Steering Head Bearings

*NOTE

- Check that the control cables do not interfere with handle bar rotation.
- Raise the front wheel off the ground. Check that the handle bar moves freely from side to side. If the handle bar moves unevenly, bends, or has vertical movement, inspect the cables and electric code wires. If the handle bar moves too freely, adjust the steering head bearings.





4. FUEL SYSTEM

Service Information	4-1	Fuel Tank	4-3
Troubleshooting	4-2	Air Cleaner Case	4-4

Service Information

4

General

⚠ WARNING

- Gasoline is extremely flammable and is explosive under certain conditions.
Work in a well ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where gasoline is drained or stored and where the fuel tank is refuelled.
- If the engine must be running to do some work, make sure the area is well ventilated.
Never run the engine in an enclosed area. The exhaust contains poisonous carbon monoxide gas that may cause loss of consciousness and lead to death. Run the engine in an open area or with an exhausted evacuation system in an enclosed area.

⚠ CAUTION

- Bending or twisting the control cables will impair smooth operation and may cause the cables stick or blind to result in loss of vehicle control.
- When disassembling fuel system parts, note the locations of the O-rings.
- Replace them with new ones on assembly.
- The float bowls have drain screws that can be loosened to drain residual gasoline.

Specifications

Fuel Tank Capacity 16.8 l Reserve Fuel Capacity 4.3 l

*** NOTE**

If the vehicle is to be stored for more than one month, drain the float chambers. Fuel left in the float chambers may cause clogged jet to result in hard starting or poor drive ability.

Tools

Float level gauge

Troubleshooting

Engine cranks but won't start

- No fuel in tank
- Engine flooded with fuel
- Clogged air cleaner
- No spark at plug(Ignition system faulty)

Rough idle, hard starting or stalling starting

- Incorrect idle ring adjustment
- Lean mixture, rich mixture
- Clogged air cleaner
- Faulty air cut off valve
- Clogged fuel system

Lean mixture

- Clogged injector
- Clogged fuel tank breather
- Clogged fuel strainer screen
- Restricted fuel tube
- Fuel filter

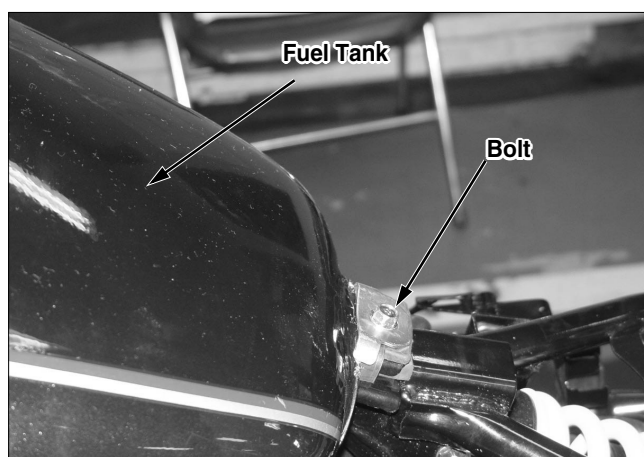
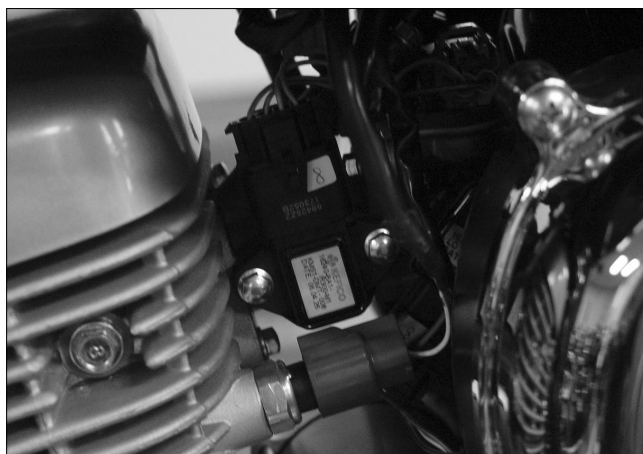
Fuel Tank

Removal

⚠WARNING

- Gasoline is extremely flammable and is explosive under certain conditions. Work in a well ventilated area with the engine stopped. Do not smoke or allow flames or sparks in the area where gasoline is drained or stored and where the fuel tank is refueled.

- Loosen the speedometer cable screw.
- Remove the L. front side cover.
- Remove the seat.(⇒ 12-2)
- Remove a fuel tank mounting bolt.
- Remove fuel unit wire coupler.
- Remove the fuel tank.

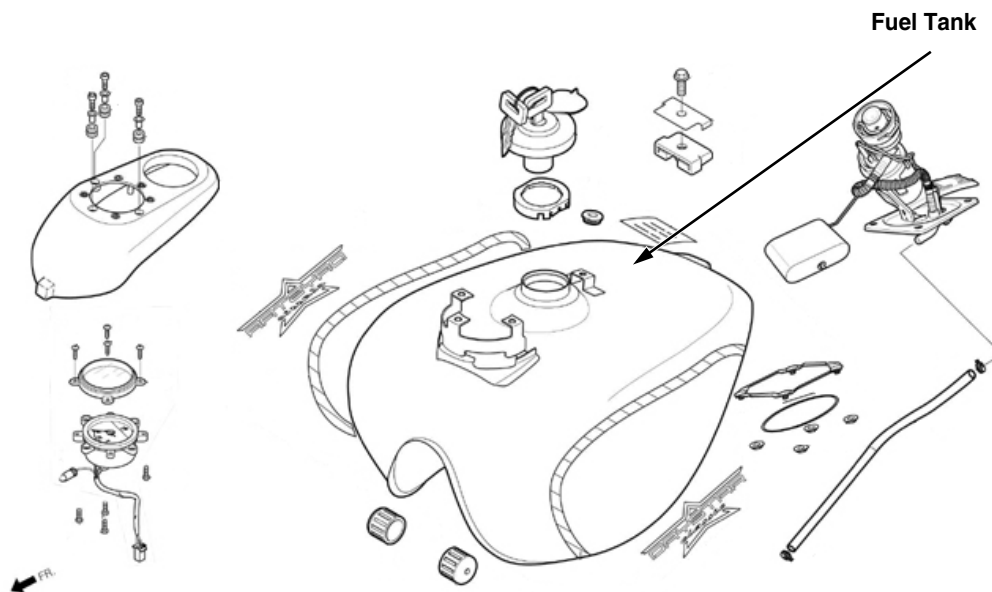


Installation

- Install the fuel tank in the reverse order of removal.
- Check for the oil leakage.

⚠CAUTION

- Fill the fuel at gas station.



Air Cleaner Case

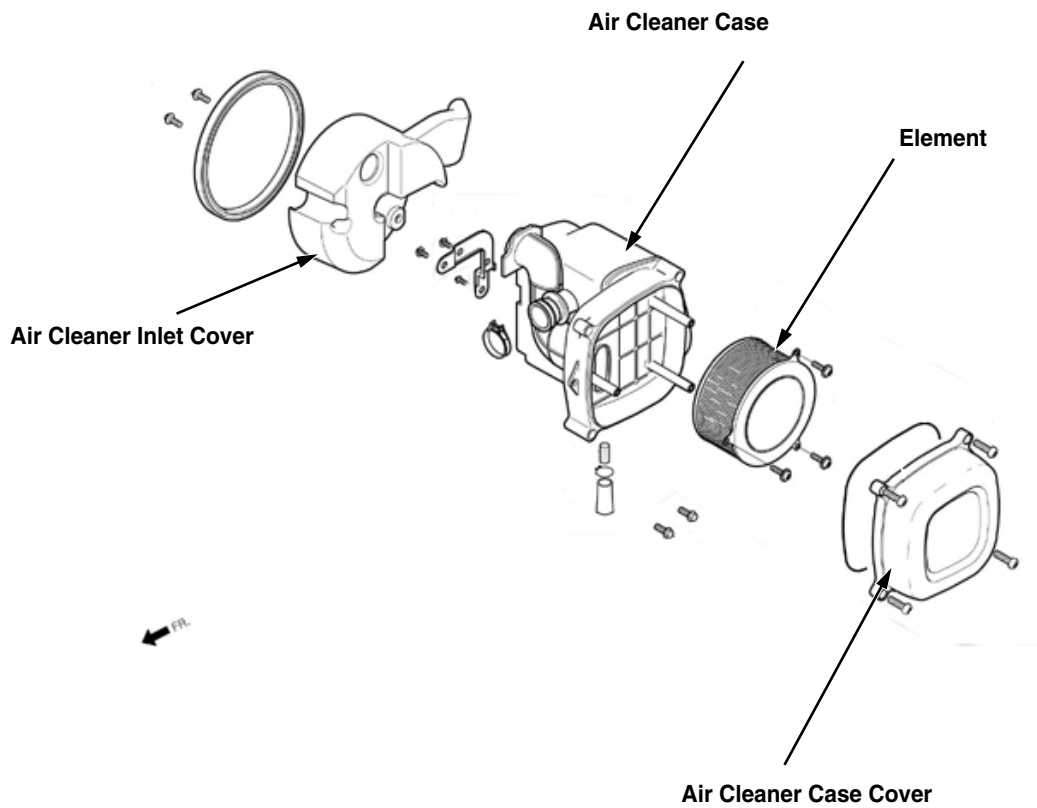
Removal

- Remove the L. side cover.
- Remove the air cleaner connecting tube band out of the air cleaner side. Remove the battery.
- Remove the air cleaner mounting bolt.
- Remove the air cleaner case.



Installation

- Installation is essentially the reverse order of removal. Install the air cleaner case cover screw.

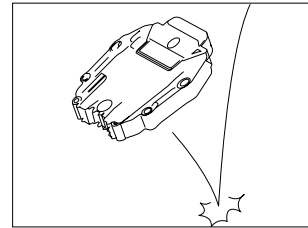


5. EMS(Engine Management System)

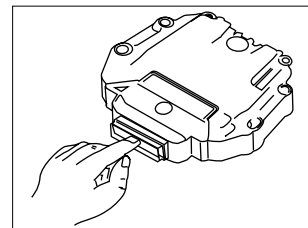
1. CAUTION WHEN REPAIRING THE EMS PARTS	5-2
2. THE COMPONENT PARTS OF THE EMS	5-3
3. TERMINAL ARRANGEMENT OF THE ECU	5-4
4. WIRING DIAGRAM OF THE ECU	5-4
5. SELF-DIAGNOSTIC FUNCTION BY MIL(Malfunction Indicator Lamp)	5-5
- Self diagnostic function	5-5
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1.CAUTION WHEN REPAIRING THE EMS PARTS.

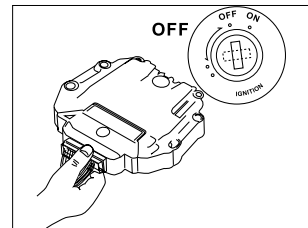
- If the fuse is short-circuited, find out the cause and repair.
Replace with the fuse having the specified capacity.
- Do not use the electric wires or others instead of the fuse.
- Do not drop or throw the EMS parts because these parts may be damaged by the impact of the drop.



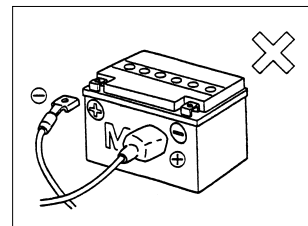
- Do not touch the ECU terminal, because it may be damaged by the static.



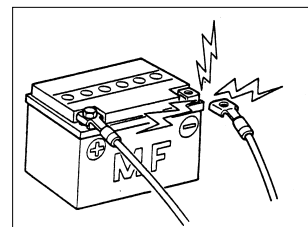
- The ignition key off when assembly and disassembly of the ECU coupler.
otherwise, it might be damage to ECU.



- Do not connect adversely the polarity of battery.
otherwise, It may be broken the EMS parts



- While engine operating, do not disassembly the battery terminal.
otherwise, it might cause damaged the EMS parts.



- Use the specified voltmeter and resistance meter.

2.THE COMPONENT PARTS OF THE EMS

EMS CONSISTS OF INTAKE AND FULE, IGNITION AND CONTROL SYSTEM.

1) INTAKE SYSTEM

As a system which controls and measures air to be necessary for combustion in engine, the intake system is composed of pressure sensor of intake parts, intake on sensor, throttle position sensor, throttle body, air cleaner and ISA(Idle Speed Actuator), etc.

In idling, because throttle value is almost closed, the idle status of engine shall be controlled by means that idle speed control system is installed in order to control small of quantity of air being necessary for combustion.

2) FUEL SYSTEM

As a system to supply required fuel for consumption in engine combustion chamber from fuel tank to injector, this Fuel system is composed of fuel tank, fuel pump, fuel filter, fuel pressure regulator, division pipe and injector.

The fuel in tank, being high pressed by fuel pump, moves to the division pipe through fuel filter.

Next the fuel is supplied to injector being highly maintained as regulated pressure about the pressure of intake system.

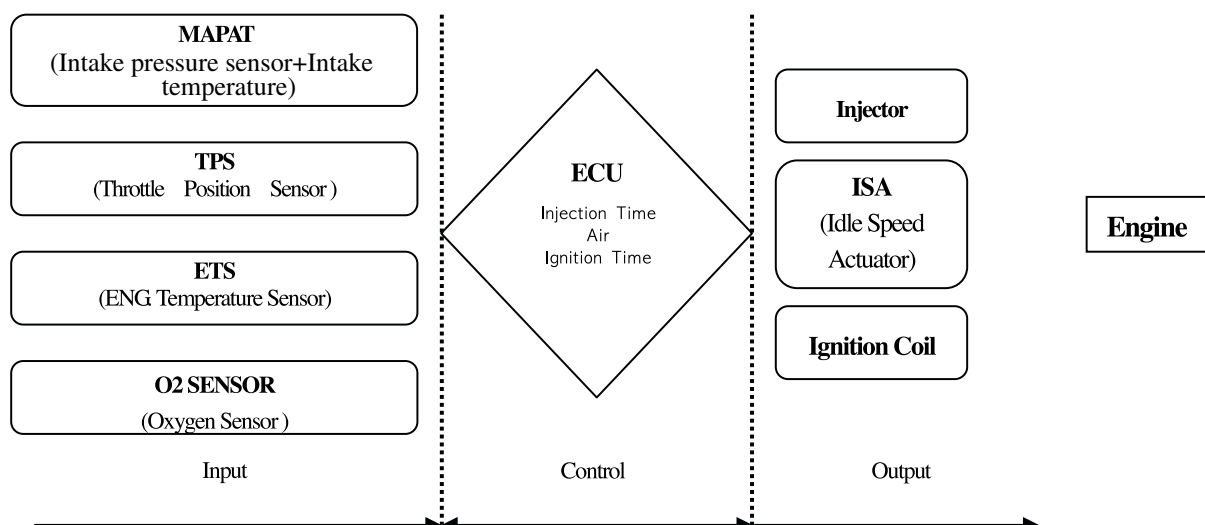
Injector sprays fuel into the intake system by injection signals of ECU.

3) IGNITION SYSTEM

The ignition system is composed of spark plug which makes ignition spark, a spark timing control part to control proper spark time in cylinder, high-voltage system, and so forth.

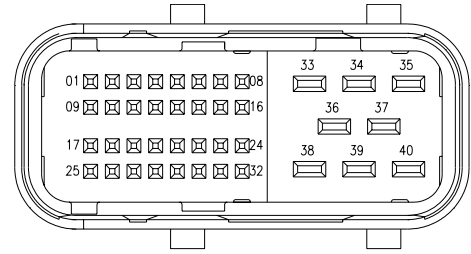
4) CONTROL SYSTEM

- ① Various sensors to move electric signals converted by checking the current engine status
- ② Input interface which works various processes like regulating voltage levels, removal of noise, A/D conversion, amplifying of inputted signals from above sensors.
- ③ Micro-computer which decides output value through various calculating, arithmetic and logic processing.
- ④ Output interface to amplify the above output signals.
- ⑤ Actuator being mechanically worked by receiving the amplified output signals.



3. TERMINAL ARRANGEMENT OF THE ECU

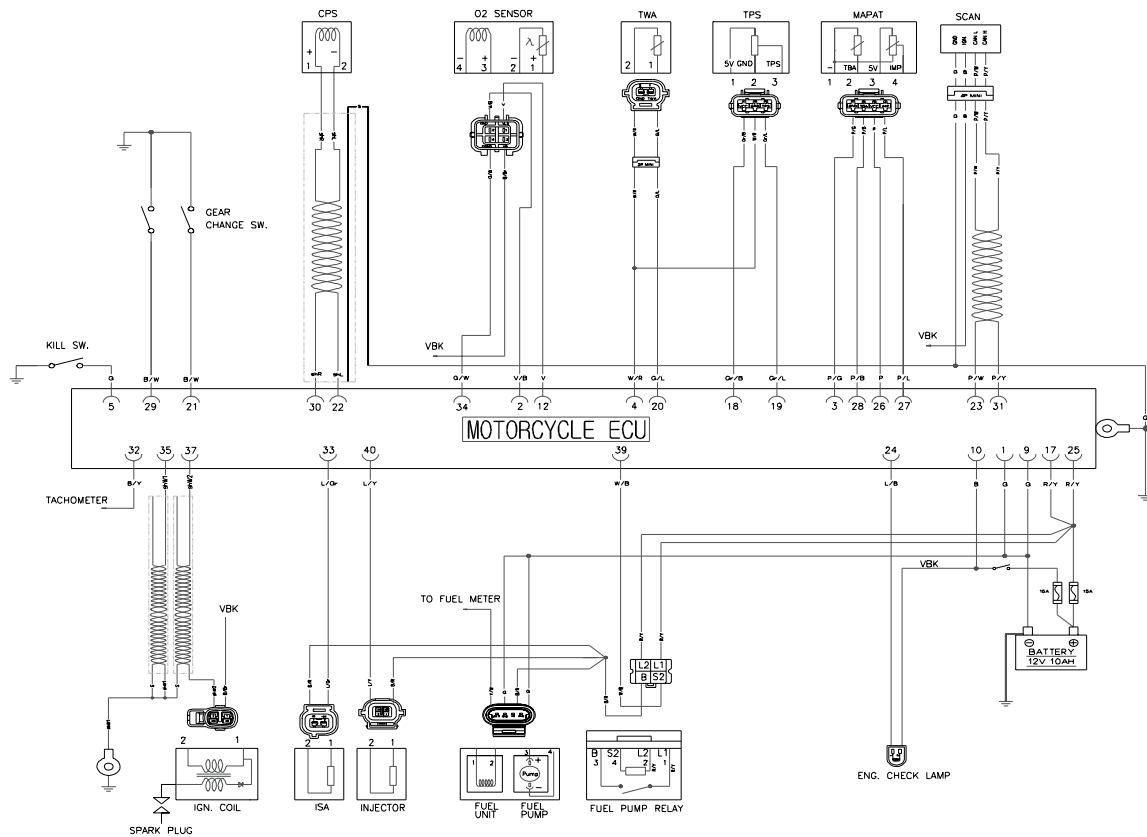
ECU PIN NO. Vs FUNCTION			
PIN	ASSOCIATED FUNCTION	PIN	ASSOCIATED FUNCTION
01	GND_ECU (ECU GROUND)	21	GEAR_3 (3RD GEAR SWITCH SIGNAL INPUT)
02	GND_VLS (SENSOR GROUND FOR VLS)	22	CRK_B (CRANK SHAFT SENSOR SIGNAL(-))
03	GND_IMP (SENSOR GROUND FOR IMP)	23	CAN1_L (CAN1 LOW LINE FOR DIAGNOSTIC TOOL)
04	GND_SNS (SENSOR GROUND FOR TPS, TENG)	24	MIL (MALFUNCTION INDICATE LAMP OUTPUT)
05	ENGINE KILL_SW (ENGINE KILL SWITCH)	25	VB (BATTERY VOLTAGE)
06	NOT CONNECTED	26	VCC_IMP (5V SUPPLY FOR IMP)
07	NOT CONNECTED	27	IMP (INTAKE MANIFOLD PRESSURE SENSOR SIGNAL INPUT)
08	NOT CONNECTED	28	TBA (BREATHING AIR TEMPERATURE SIGNAL INPUT)
09	GND_ECU (ECU GROUND)	29	NEUT (NEUTRAL SWITCH SIGNAL INPUT)
10	VBK (BATTERY VOLTAGE AFTER IGNITION KEY)	30	CRK_A (CRANK SHAFT SENSOR SIGNAL(+))
11	NOT CONNECTED	31	CAN1_H (CAN1 HIGH LINE FOR DIAGNOSTIC TOOL)
12	VLS (O2 SENSOR SIGNAL INPUT)	32	ESS (ENGINE SPEED SIGNAL OUTPUT)
13	NOT CONNECTED	33	ISAPWM (IDLE SPEED ACTUATOR PWM OUTPUT)
14	NOT CONNECTED	34	VLS_HEAT(O2 SENSOR HEATER)
15	NOT CONNECTED	35	GND_IGC (IGNITION COIL GROUND)
16	NOT CONNECTED	36	NOT CONNECTED
17	VB (BATTERY VOLTAGE)	37	IGC (IGNITION COIL OUTPUT)
18	VCC_TPS (5V SUPPLY FOR TPS)	38	NOT CONNECTED
19	TPS (THROTTLE POSITION SENSOR SIGNAL INPUT)	39	RLY_EFP (ELECTRIC FUEL PUMP RELAY OUTPUT)
20	TWA (WATER TEMPERATURE SENSOR SIGNAL INPUT)	40	IV (INJECTOR CONTROL OUTPUT)



※Remarks

ECU PIN NO. 6,7,8,11,13,14,15,16,36,38 were not connected.

4. WIRING DIAGRAM OF THE ECU



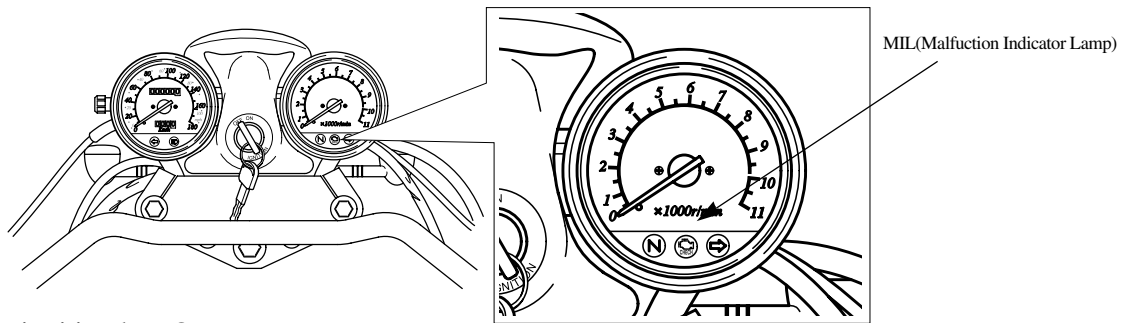
5. SELF-DIAGNOSTIC FUNCTION BY MIL (Malfunction Indicator Lamp)

SELF-DIAGNOSTIC FUNCTION

The EMS is equipped with self-diagnostic function in order to ensure that the engine control system is operation normally. If this function detects a malfunction in the system, it immediately operates and illuminates the MIL (malfunction indicator lamp). It gives the rider that malfunction has occurred in the system.

However, the ECU takes fail-safe function, it enables to drive only temporary when that happen.

Normally, the MIL illuminates for 3 seconds, when the main key is turned on.



※ when the ignition key ON.

MIL	Engine operation	Remarks
OFF	Able	
ON	Starting and driving are temporary	Refer to 1
	Unable	Refer to 2

Remarks 1

If the EMS has some problem and the MIL on and off, engine starting and driving are temporary by the EMS's fail safe function. But the EMS is not normal condition, so check the vehicle and repair soonest.

Remarks 2

It might not be able to starting and driving when following problems happen.

- Crankposition sensor
- Injector
- Fuel pump

※ The MIL on and blink(when this function detects a malfunction in the system)

MIL	Conditions
ON	MIL on continuously, when the engine operating
Blink	MIL blinks, when the main key is turn on (engine is stop)

FAIL-SAFE FUNCTION

If the ECU checks something wrong , the vehicle can be driven by its fail safe function.

However, if there are something wrong in fuel pump, injector, crank position sensor, the engine operation can be impossible.

FAILSAFE	SENSOR	ENGINE MIL
Starting possible	ENGINE TEMPERATURE SENSOR TPS INTAKE PRESSURE SENSOR INTAKE TEMPERATURE SENSOR	Ignition Key on : MIL on/off In engine operation : MIL on
Bad starting	CRANK POSITION SENSOR FUEL PUMP INJECTOR	

If there is something wrong in the EMS, it has fail safe function in order for engine to work and to cover a minimum driving of vehicle.

Contents	FAILSAFE	Starting	Driving
ENGINE TEMPERATURE SENSOR	In case that intake air temperature is below 20°C, that of engine will be fixed to 20°C In case that intake air temperature is over 20°C, that of engine will be fixed to 80°C.	Possible	Possible
TPS	Depending upon engine rpm, the opening degree of Throttle Valve has a temporary value.	Possible	Possible
INTAKE PRESSURE SENSOR	The value of intake pressure is fixed as the pressure just before when the intake pressure sensor is out of order.	Possible	Possible
INTAKE TEMPERATURE SENSOR	The value of intake temperature is fixed as a temperature just before when the intake pressure sensor is out of order.	Possible	Possible

⚠CAUTION

If the MIL on and blink, starting and driving are temporary by fail safe function, but, because the conditions of engine operation are not perfect, this can be used in an urgent case. In this case, safe repairing of vehicle shall be required.

HOW TO CHECK THE FAULT CODE

There are two methods of checking the Fault codes.

- 1) Use the MIL in the Speedometer.
- 2) The diagnostic Tool.

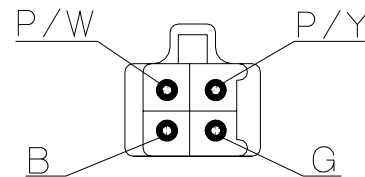
First) Use the MIL in the Speedometer(refer to how to read the fault codes and Fault codes table and diagnostic methods for each part)

Second) The diagnostic tool (refer to scan user's manual.)

- Turn off the ignition key
- Disassemble the rh.side cover
- The coupler to check the malfunction of vehicle is connected to the coupler of diagnostic tool.
(The coupler to check the malfunction of vehicle is placed in the rh.side cover)
- Turn on the ignition key
- Press the power button of diagnostic tool
- Checks according to diagnostic procedure of diagnostic tool.



The diagnostic Tool.



Coupler to check the malfunction diagnosis

Wire color to check the malfunction diagnosis

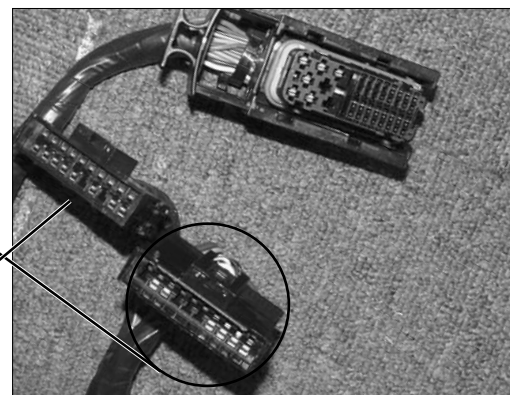
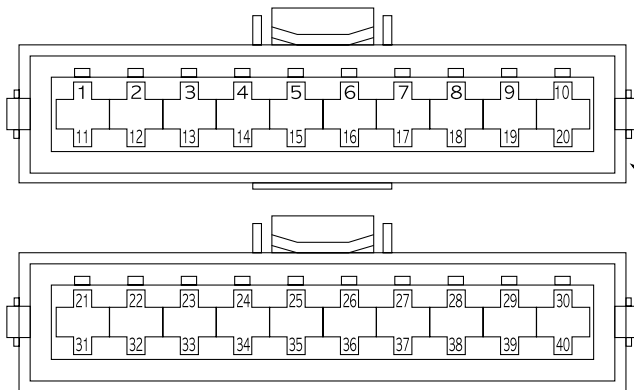
- P/W : PINK/WHITE
- P/Y : PINK/YELLOW
- B : BLACK
- G : GREEN

The wireharness to check the ECU

- This wireharness is connected with the ECU and main wireharness
It has two couplers to check the terminals.
- First coupler) ECU no.1~20
Second coupler) ECU no.21~40

Arrangement of ECU PIN

- First coupler) ECU no.1,2,3,4,5,9,10,12,17,18,19,20 were connected
- Second coupler) ECU no.36,38 were not connected



The wireharness to check the ECU

HOW TO SHOW THE FAULT CODE

There are two methods to show the Fault codes.

First, the methods to show in engine operation

In engine operation, when there is something wrong in each part of EMS, the MIL keeps light on without the light on/off function of MIL in order for driver to acknowledge defect. This time, so for checking the fault code, stop the vehicle and engine, and in the ignition key on, by checking the number of lighting, the fault code can be verified.(refer to the fault code table)

Second,the ways of indication only turn on the ignition key.

When only ignition key is on and if the defect of each part brings out, the MIL keeps showing the Fault code of defect part repeatedly in order to give defect information to driver.

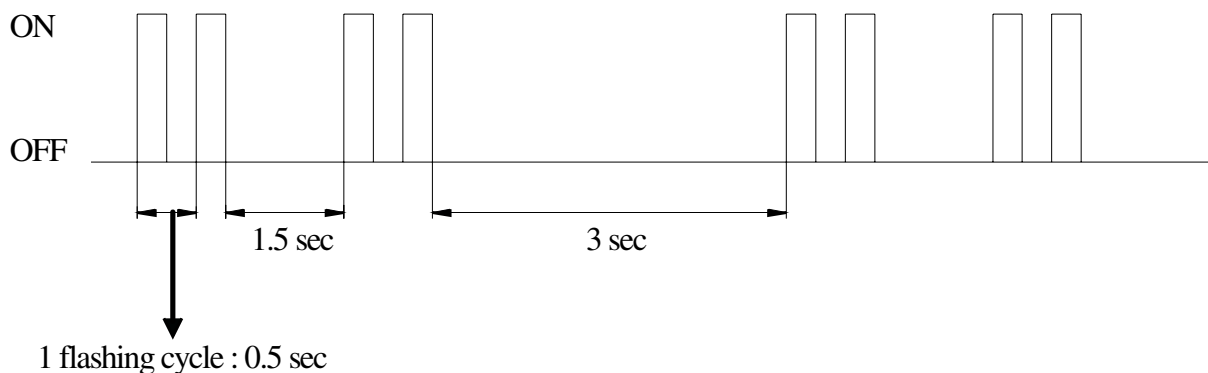
△CAUTION

If the MIL on when engine is working, engine is able to be operated by fail safe. However, in the event that Injector, Fuel pump, Ignition coil has something wrong, vehicle may not been driven and engine not started

HOW TO READ THE FAULT CODE

The fault codes are showed as 2 digits on the MIL of EMS.

Only one defect code is showed up to prior sequence of defects. This time, that fault code is repeatedly showed. E.g.) The Fault code of ISA





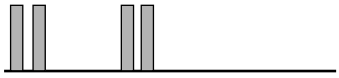
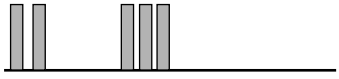
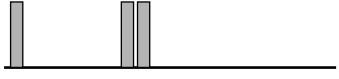
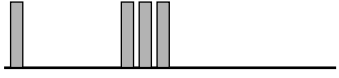



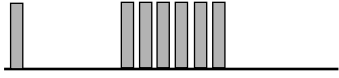


If many problems will happened in the EMS parts at the same time only one fault code is displayed by the priority, however, the ECU is remembers all the fault codes.

After revise the code, remove the memorized fault code by the method of warm up.(5-10)
(Refer to remove the fault codes)

When the vehicle is checked using the diagnosis tool.

- If the vehicle is check using the malfunction diagnosis tool, all fault code check is possible.

FAULT CODES TABLE

MIL INDICATION (The number of blinks)	Fault code no.	Priority order	Description
	00	-	No failure
	21	1	Injection valve failure(IV)
	22	2	Idle speed actuator failure (ISA)
	23	3	Electrical fuel pump failure (EFP)
	12	4	Intake Manifold absolute pressure signal failure (IMP)
	13	5	Throttle position signal failure (TPS)
	24	6	O2 sensor heater output failure (LSH)
	14	7	Lambda signal failure (VLS)
	15	8	Engine temperature signal failure (TENG)
	16	9	Breathing air temperature signal failure (TBA)
	25	10	Engine speed signal output failure (ESS)
	28	11	Malfunction indicate lamp failure (MIL)

HOW TO REMOVE THE FAULT CODE

Remove the fault codes in two ways;

First) Full warm up

1. Starting the engine.
 - The MIL blinks continuously because the ECU memorized the fault code yet.
2. Full warm up the engine (keep idling five minutes)
3. Turn off the ignition key after full warm up the engine
4. Turn on the ignition key again, and check whether the fault code is disappeared or not.

After full warm up, it is possible to check the fault code is removed with the ignition key on/off.

If many problems happened in the EMS parts at the same time, only one defect code will be displayed by the priority order.

Even though repair a fault and remove the memorized fault code, another fault code blinks. At this time, revise the fault and remove the memorized fault code by the warm up.

Second) Malfunction diagnosis tool
(refer to the scan user's manual)

EMS TROUBLE SHOOTING

Inspection before diagnosis

Inspect the following before malfunction diagnosis.

- Quantity of engine oil and leakage
- Quantity of fuel and leakage
- Blocked of air cleaner
- Condition of battery
- Free play of throttle cable
- Cutting of fuse
- Leakage of emission gas
- Connection of each coupler

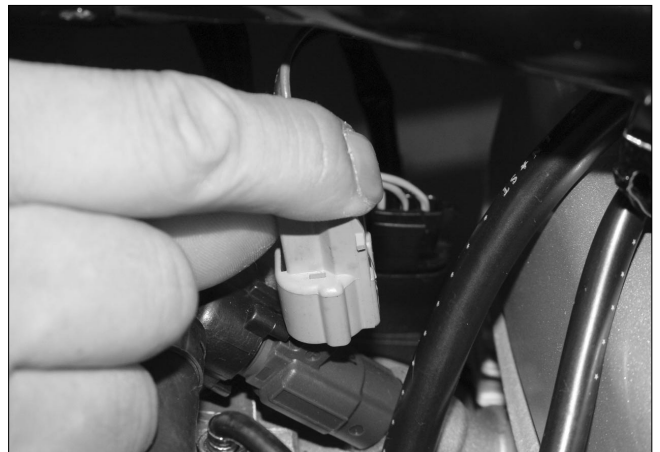
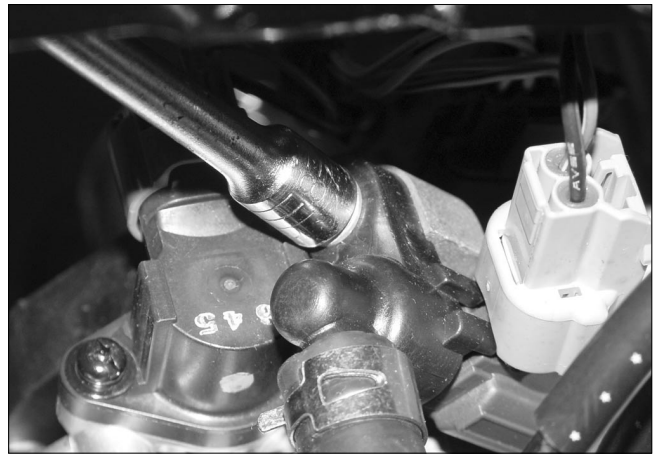
6.INJECTOR

Remove

- connector
- connector bolt
- Injector and Injector cap.
- Replace the Injector

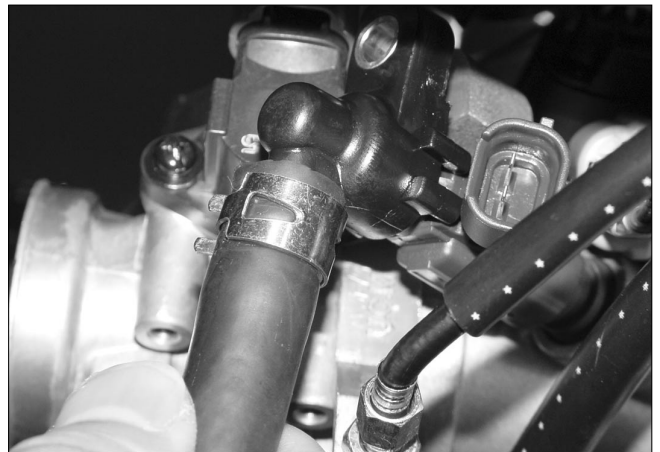
⚠CAUTION

- Before disassemble, the key is off.



⚠CAUTION

- Be sure to check the engine is cooling because a little gasoline remains. it could be still hot.



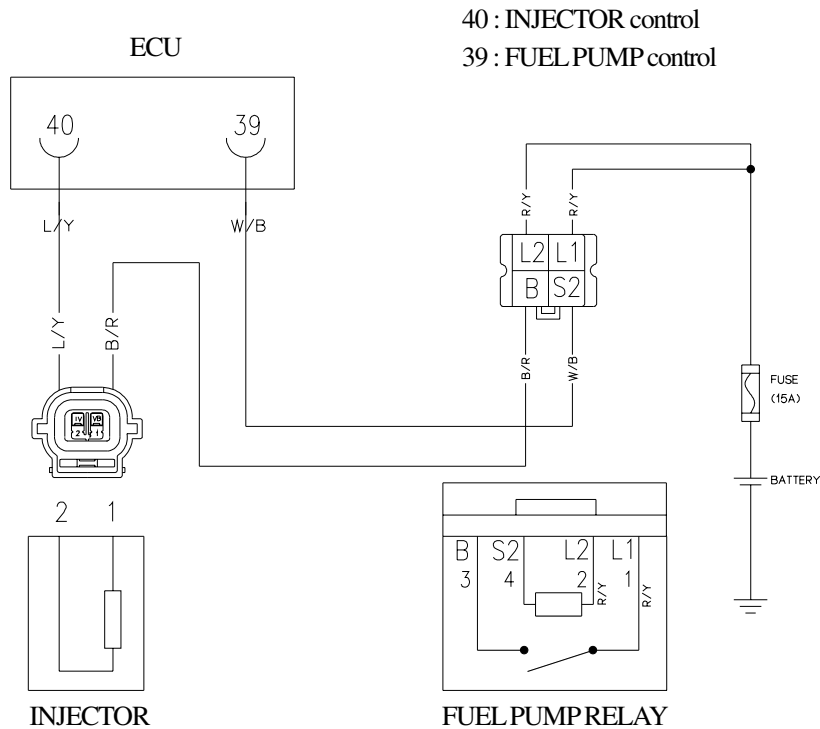
CHECKING METHODS BY FAULT CODES

Checking of the Injector circuit

- The fault code is displayed by MIL



- Checking Circuit



※ Coupler terminal is based on wire harness.

Checking Procedure

- 1) Turn off the ignition key.
- 2) Check to see if the injector coupler has come loose or the wire is peeling off.
If there is no problem, measured the resistance of injector.
- 3) Disassemble the injector coupler and measure the resistance between injector terminals.
The resistance of injector : $14.5 \pm 0.7 [\Omega]$, 20 °C

※ Remarks : measuring unit for resistance : resistance ‘ R ‘ [Ω]

- 4) If there is no problem, check the continuity between each terminal and ground.

The resistance between each terminal and ground : $\infty [\Omega]$

If resistance value is not normal, replace injector with the new one.

- 5) If the resistance is normal, turns on the ignition key
- If the fuel pump operated for 3 seconds, the power supply relay of injector is normal.

- 6) Measure between the voltage of coupler.

Measuring terminal : ⊕BLACK/RED electric wire ~ ⊖ground

Measuring voltage : battery voltage – 1.0[V]over

※ Remarks : Measuring unit of voltage : voltage [V]

- 7) If the measured voltage is normal,
 - Check the 'Blue/Yellow' electric wire to see if they have been broken or have short-circuited or if the wire-harness coupler and the ECU coupler are a bad contact (ECU terminal No. 40)
 - If there is no problem in the electric wires, ECU is broken
 - Replace the ECU with new one, it rechecks

- 8) If the measured voltage is not normal,
 - Check the Black/Red electric wire to see if they have been broken or have short-circuited.
 - Check the fuel pump relay.

- 9) After fault repaired, to erase the memorized fault code in the ECU is refer to how to remove the fault code(5-10).

7. MAPAT(Manifold Air pressure sensor, Temperature sensor)

- It is Located on the left side of the throttle body

⚠CAUTION

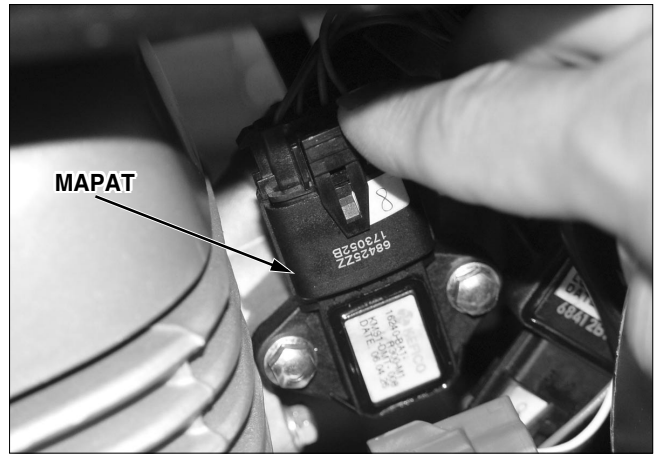
- Before disassembly, the key is off.

Remove

- MAPAT connector
(Push by hand and pull to the front-side)
- Loosen the flange bolt 2EA.

⚠CAUTION

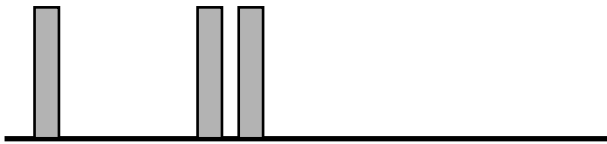
- Be sure to check the coupler is toward upside.



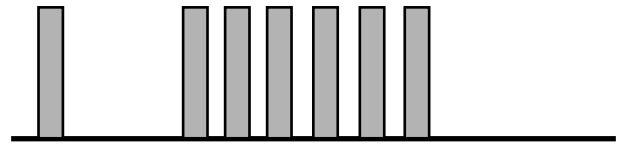
Check the MAPAT Circuit(Intake Pressure Sensor (IMP)+Intake Temperature Sensor(TBA))'s circuit

- Fault code number is displayed by MIL

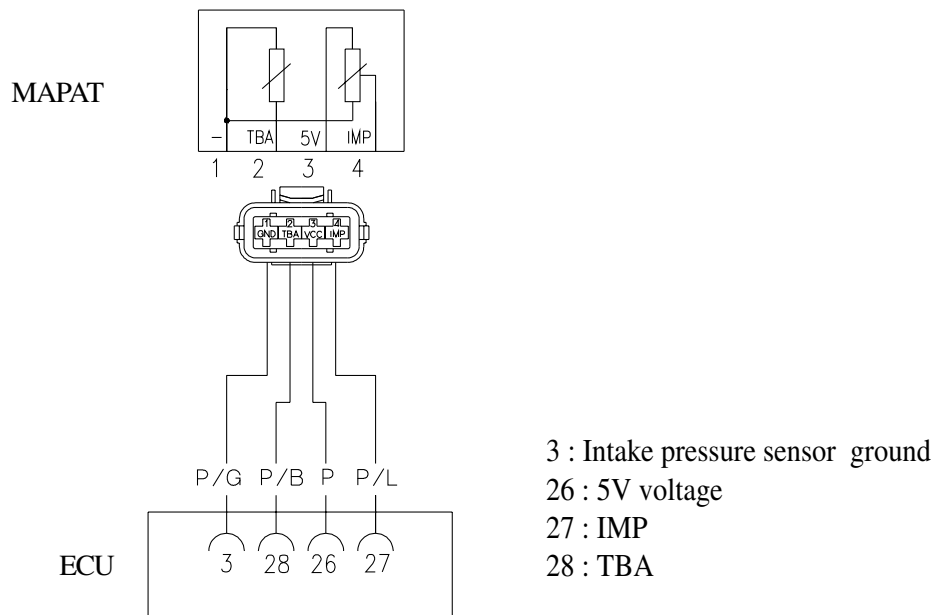
The Fault code of intake pressure sensor



The Fault code of intake temperature sensor



Checking circuit



※ Coupler terminal is based on the side of wire-harness

Checking Procedure

- 1) Turn off the ignition key .
- 2) Check to see if the MAPAT coupler has come loose or the wire is peeling off.
If there is normal, measured the input voltage of MAPAT's coupler.
- 3) Disassemble the coupler of MAPAT and turn on the ignition key
- 4) Measure the input voltage of MAPAT (intake pressure sensor + intake temperature sensor)'s coupler.
 - Input voltage : 4.5 ~ 5.5[V]
 - Measuring terminal : ⊕MAPAT 3 terminal ~ ⊖MAPAT 1 terminal

※Remarks : Measuring unit of voltage : voltage [V]

If voltage value is not normal,

- Check to see if the ECU coupler is loose or if there is a bad contact.
- Check the 'P' electric wire, 'P/G' electric wire, 'P/L' to see if they have been broken short-circuited

※Remark : refer to (5-16) if the intake pressure sensor is broken
refer to (5-16) if the intake temperature sensor is broken

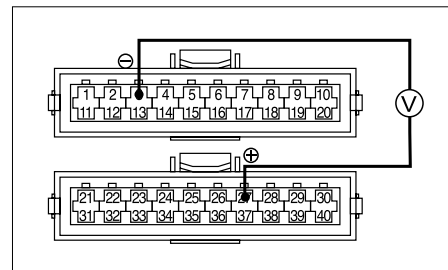
- 5)After fault repaired, To erase the memorized fault code in the ECU is refer to how to remove the fault code(5-10).

Checking of the intake pressure sensor

- 1) If voltage value is normal, turn off the ignition key.
Connect the MAPAT(intake pressure sensor + intake temperature sensor) coupler
- 2) The wire-harness to check the ECU is connected with the ECU with a wire-harness coupler.
Refer to how to assemble or disassemble the ECU (5-32)
- 3) Turn on the ignition key. Start engine and operate idle.
- 4) Measure the voltage of intake pressure sensor for ECU check.
 - Measuring the voltage of intake pressure sensor.
 - Measuring terminal : ⊕ECU No. 27(P/L:PINK/BLUE) ~ ⊖ECU No.3(P/G : PINK/GREEN)
 - Measuring voltage : 0.1[V] ~ 4.8[V]

※ Remarks : Measuring unit of voltage : Voltage [V]

- The voltage of air pressure;
- 20[kPa]: 0.719 ~ 0.859[V]
- 107[kPa]: 4.154 ~ 4.294[V]



- 5) If the measured voltage is not normal,
 - Check the ‘P’ electric wire, ‘P/G’ electric wire, ‘P /L’ electric wire to see if they have been broken or have short- circuited.
 - Replace the MAPAT sensor with the new one and it rechecks.

If measuring voltage is normal,

- Check the ‘P’ electric wire, ‘P/G’ electric wire, ‘P/L’ electric wire to see if they have been broken or have short- circuited if there is a bad contact.
badness of terminal No. 3, No. 26, No.27 of ECU coupler.
- If the electric wire is no problem, ECU is broken.
- Replace the ECU with the new one, it rechecks.

- 6) After repaired, refer to the fault code removal method to erase the memorized fault code in the ECU.

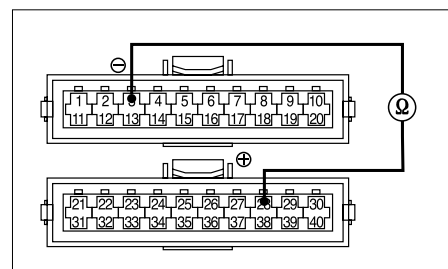
Checking of the intake temperature sensor

- 1) If voltage value is normal, turn off ignition key.
- 2) Disassemble the MAPAT coupler and measure the resistance of intake temperature sensor.
Resistance of intake pressure sensor : 2000±100[Ω], 25±1 °C
Measuring terminal : ⊕ECU No. 28(P/B :PINK/BLUE) ~ ⊖ECU No. 3(P/G : PINK/GROUND)

※ Remarks : Measuring value for resistance : Resistance[Ω]

- The Voltage of air pressure;
- 24 ~ 26[°C] : 1800~2200[Ω]
- 99 ~ 101[°C] : 161~206[Ω]

- 3) If measuring resistance is not normal,
 - Replace the MAPAT sensor with new one and it rechecks.

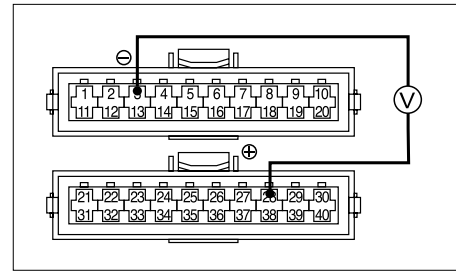


If the measured voltage is normal,

- Check the ‘P’ electric wire, ‘P/G’ electric wire, ‘P/L’ electric wire to see if they have been broken or have short- circuited if there is a bad contact of terminal No. 3, No. 26, No. 28 of ECU coupler.
- If the electric wire is no problem, ECU is broken.
- Replace the ECU with the new one, it rechecks.

Checking of intake temperature sensor

- 4) Turn on the ignition key. Start the engine and idling.
 - 5) Measure the voltage of intake pressure sensor for ECU check.
 - Measuring the voltage of intake pressure sensor
 - Measuring terminal: ⊕ECU No.28(TBA)
~ ⊖ECU No.3(IMP ground)
 - Measuring voltage: 0.1[V] ~ 4.9[V]
- ※Remarks : Measuring unit of voltage : Voltage [V]



- 6) If the measured voltage is not normal,
 - Check the 'P' electric wire, 'P/G' electric wire, 'P/L' electric wire to see if they have been broken or have short- circuited.
 - Replace the MAPAT sensor with new one and it rechecks.

If the measured voltage is normal,

- Check the 'P' electric wire, 'P/G' electric wire, 'P/L' electric wire to see if they have been broken or have short- circuited if there is a bad contact of terminal No. 3, No. 26, No.28 of ECU coupler.
- If the electric wire is no problem, ECU is broken.
- Replace ECU with the new one, it rechecks.

- 7) After fault repaired, To erase the memorized fault code in the ECU is refer to how to remove the fault code(5-10).

8.TPS(THROTTLE POSITION SENSOR)

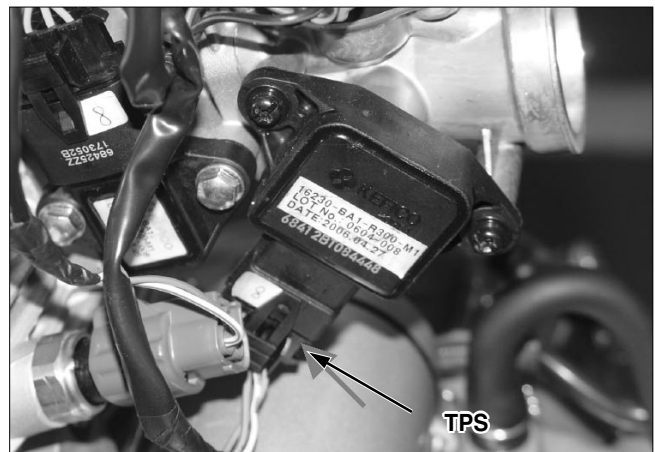
- It is Located on the right side of throttle body

⚠CAUTION

- Before disassembly, the key is off.

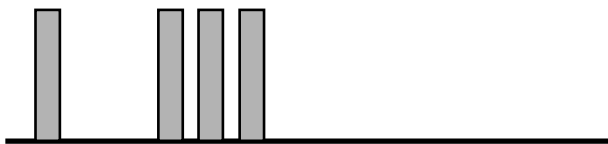
Remove

- LH.side cover
- Air cleaner
- TPS connector
- TPS screw
- Replace the TPS

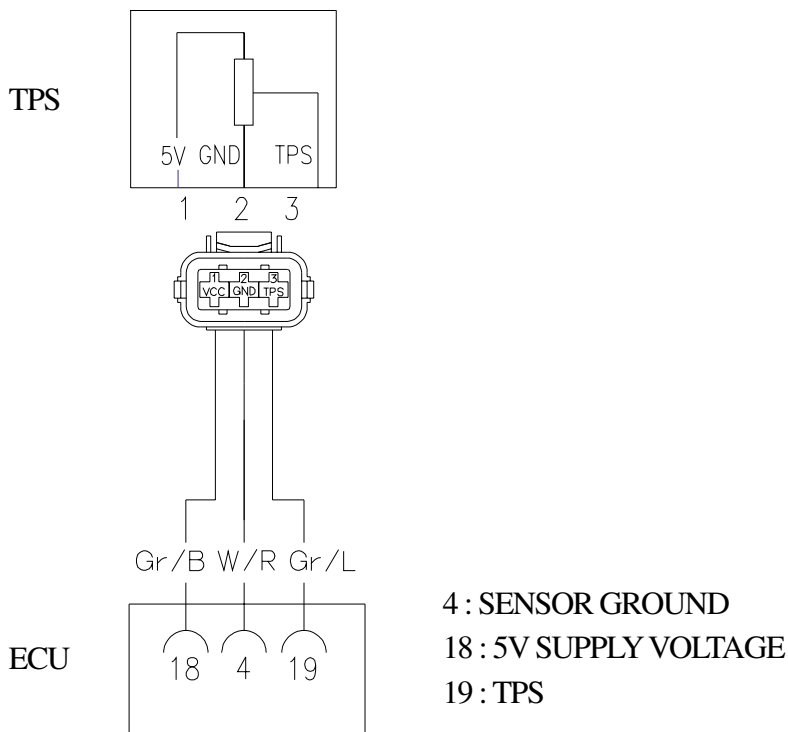


CHECKING THE TPS(Throttle Position Sensor) CIRCUIT DIAGRAM

- Fault code number is displayed by MIL



Checking circuit



※ The coupler terminal is based on the side of wire-harness

• Checking Procedure

- 1) Turn off ignition key .
- 2) Check the TPS(Throttle Position Sensor) coupler is loose, or bad.
If there is no defect, measure the input voltage of TPS.
- 3) Disassemble the TPS coupler
- 4) Turn on the ignition key.
 - Input voltage : 4.5 ~ 5.5[V]
 - Measuring terminal : ⊕ECU NO.18(Gr/B : GRAY/BLACK) ~ ⊖ECU NO.4 (W/R : WHITE/RED)

Measure the terminal voltage of TPS's coupler.

Measuring voltage : 4.5[V] ~ 5.5[V]

※Remarks : Measuring unit of voltage : Voltage [V]

If voltage value is not normal,

- Check to see if the ECU coupler is loose if there is bad contact.
- Check the 'GR/B' electric wire, 'W/R' electric wire, 'GR /L' electric wire to see if they have been broken or have short- circuited.

- 5) If the value of voltage is normal, turn off the ignition key.

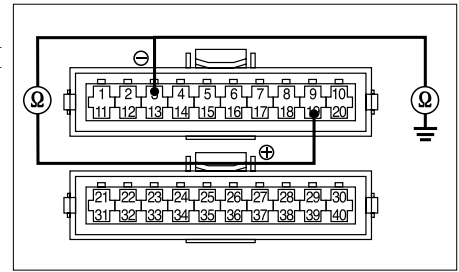
• **Checking Procedure**

6) Check continuity between the Sensor Ground Terminal of TPS and Earth.

The continuity TPS : $0[\Omega], 20\pm 1^\circ\text{C}$

Measuring Terminal : \oplus ECU No. 4 (W/R : WHITE/RED) \sim \ominus EARTH

※Remarks : Measuring unit for resistance : Resistance ‘ R ’ [Ω]



7) If not problem, measure the resistance of TPS.

By turning round throttle Lever, measure the resistance.

The resistance of TPS

If the throttle is totally closed : $1.38\sim 1.6[\text{k}\Omega], 20\pm 1^\circ\text{C}$

If the throttle is totally opened : About $2.4[\text{k}\Omega], 20\pm 1^\circ\text{C}$

Measuring Terminal : \oplus ECU No. 19 (Gr/L: GRAY/BLUE) \sim \ominus ECU No.4 (W/R : WHITE/RED)

※Remarks : Measuring value of resistance : Resistance[k Ω]

8) If resistance and the continuity are not abnormal.

- Adjust correctly the position of TPS
- Replace the TPS with the new one and re-check.

9) If resistance and continuity are normal, connect the coupler of TPS.

10) Turn on the ignition key.

11) Measure the TPS voltage of the wire-harness to check the ECU.

- Rotate the throttle lever, measure the voltage

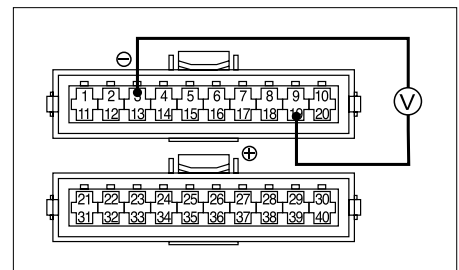
Measuring terminal: \oplus ECU No. 19 (Gr/L: GRAY/BLUE) \sim \ominus ECU No.4 (W/R : WHITE/RED)

Output voltage of TPS

-If the throttle is totally closed : $0.1\sim 0.6[\text{V}]$

-If the throttle is totally opened : $4.0\sim 5.5 [\text{V}]$

※Remarks : Measuring unit for voltage : Voltage [V]



12) If the measured voltage is abnormal,

- Replace the TPS with the new one, and re-check.

If the measured voltage is normal,

- Check the ‘GR/B’ electric wire, ‘GR/L’ electric wire, ‘W/R’ electric wire to see if they have been broken or have short- circuited if there is a bad contact of terminal No. 4, No. 18, No. 19 of ECU coupler.
- If there is no problem in wires, ECU has broken down.
- Replace ECU with the new one, and recheck.

13) After fault repaired, To erase the memorized fault code in the ECU is refer to how to remove the fault code(5-10).

9.ETS(ENGINE TEMPERATURE SENSOR)

- It is located on the left-hand side of cylinder head

⚠CAUTION

- Before disassembly, the key is off.

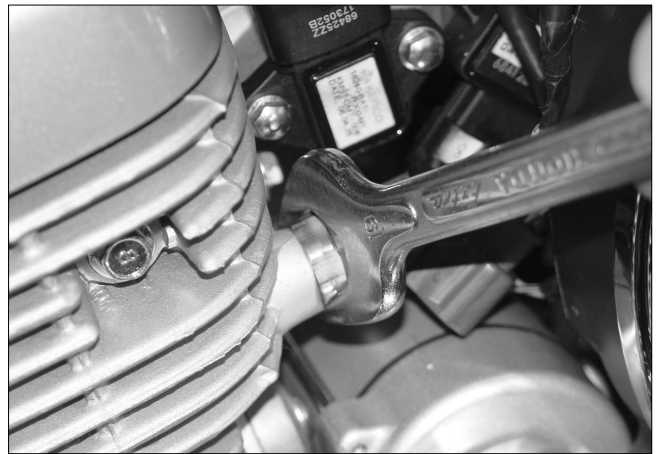
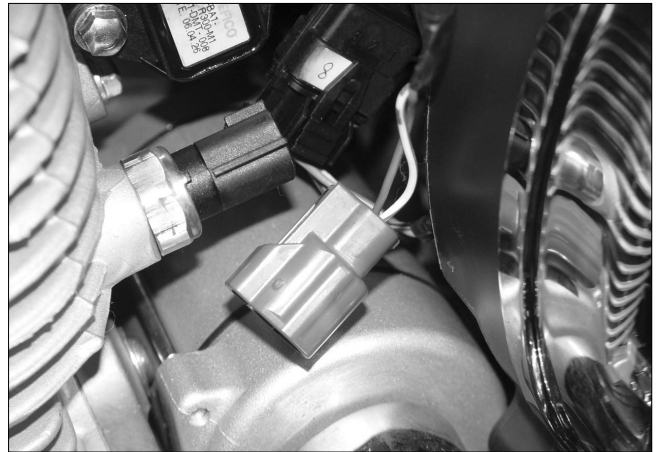
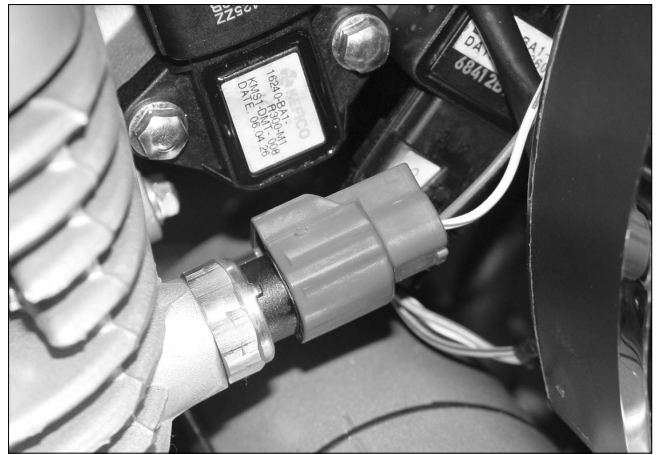
Remove

- Rh.shroud comp
- Connector by hand
- ETS
- Replace the ETS

- Install in reverse order of removal

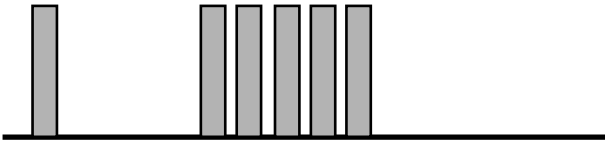
⚠CAUTION

- ETS torque: 3 ± 0.3 [kgf · m]

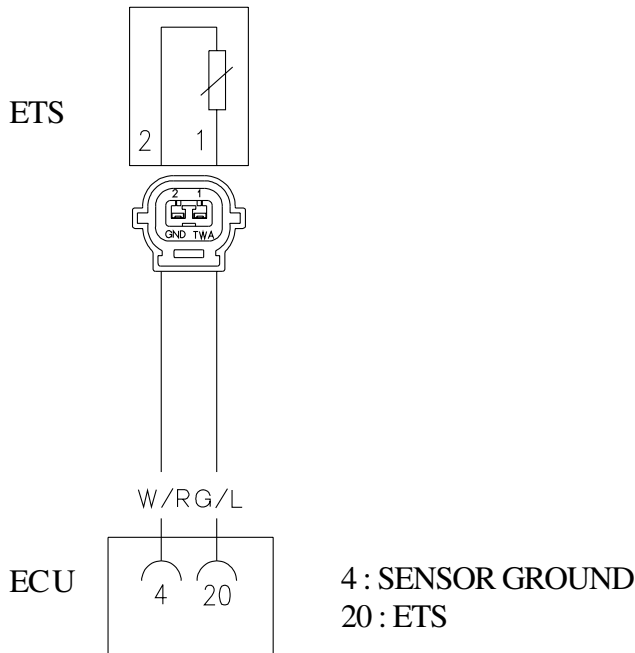


1)CHECKING THE CIRCUIT DIAGRAM OF ETS(Engine Temperature Sensor)

- Fault code number is displayed by MIL



CHECKING CIRCUIT



※ Coupler terminal is based on the side of wire-harness

• Checking Procedure

- 1) Turn off the ignition key .
- 2) Check to see if the ETS(Throttle Position Sensor) coupler is loose,
If there is no defect, measure the input voltage of ETS.
- 3) Disassemble the coupler of ETS
- 4) Turn on ignition key.
 - Measuring terminal : \oplus ECU No. 20 (Gr/L: GREEN/BLUE) \sim \ominus ECU No.4 (W/R : WHITE/RED)



Measure the terminal voltage of ETS's coupler.

Measuring voltage : 4.5[V] ~ 5.5[V]

※Remarks : Measuring unit for voltage : voltage [V]

If the voltage value is not normal,

- Check to see if the ECU coupler is loose, or bad contact.
 - Check the 'G/L' electric wire, 'W/R' electric wire, 'W/R' electric wire to see if they have been broken or have short-circuited.
- 5) If the voltage value is normal, turn off the ignition key.
 - 6) Disassemble the coupler of ETS, and measure the resistance of ETS.

Resistance of ETS :1.6[k Ω]-10.6[k Ω],20 $^{\circ}$ C ~80 $^{\circ}$ C

Measuring terminal : Each terminal of ETS

※Remarks : Measuring unit for resistance : Resistance ' R ' [k Ω]

- 6-1) If the measured value is not normal,
- Replace the ETS with the new one, recheck.

If the measured value is normal,

- Check the G/L electric wire, W/R electric wire to see if they have been broken or have short-circuited or if the ECU coupler is a bad contact (No.4, No. 20.)
- If the electric wire is no problem, ECU is broken.
- Replace ECU with the new one, recheck.

6-2) After fault repaired, To erase the memorized fault code in the ECU is refer to how to remove the fault code(5-10).

• Checking Procedure

1) Disassembly

- Disassemble the ETS(Engine Temperature Sensor) : (Refer to 4-20)

2) Check the ETS(Engine Temperature Sensor)

- Connect two terminals of ETS to the probe of the tester and insert even its screw point of ETS into oil.
- Read the temperature of thermometer depending upon oil temperature's change and tester's value.

Characters of ETS

Temperature	Resistance value
20 °C	10.6[k Ω]~14.4[k Ω]
80 °C	1.35[k Ω]~1.65[k Ω]
110 °C	0.57[k Ω]~0.69[k Ω]

Measuring unit of resistance : Resistance ' R '[k Ω]

If the value of resistance is high or out of the standard value, replace the ETS with the new one.

⚠CAUTION

- 1)Be careful do not fell down the ETS, because its weakness.
- 2)Be careful the ETS and the Thermometer do not to touched to oil bowl.
- 3)Be careful oil temperature will not raised more than measurement temperature.

3) Install

- Install in the reverse order of removal with standard torque.

ETS torque : 3.0[kgf • m]

10.ISA(IDLE SPEED ACTUATOR)

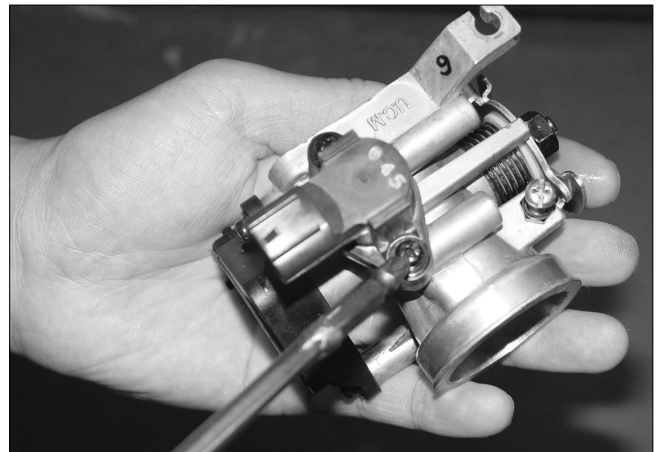
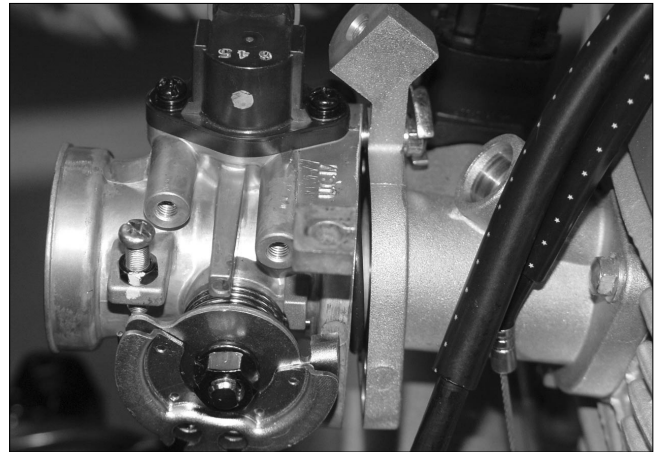
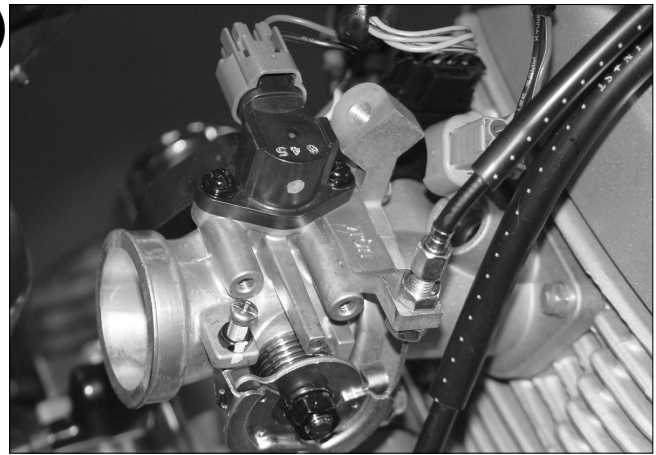
- It is located upwards on the throttle body

⚠CAUTION

- Before disassembly, the key is off.

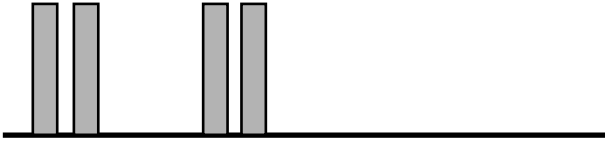
Remove

- LH.side cover
- Air cleaner
- ISA connector
- TPS connector
- Throttle cable
- Throttle body
(loosen the throttle body bolt)
- Loosen the ISA screw
- Replace the ISA

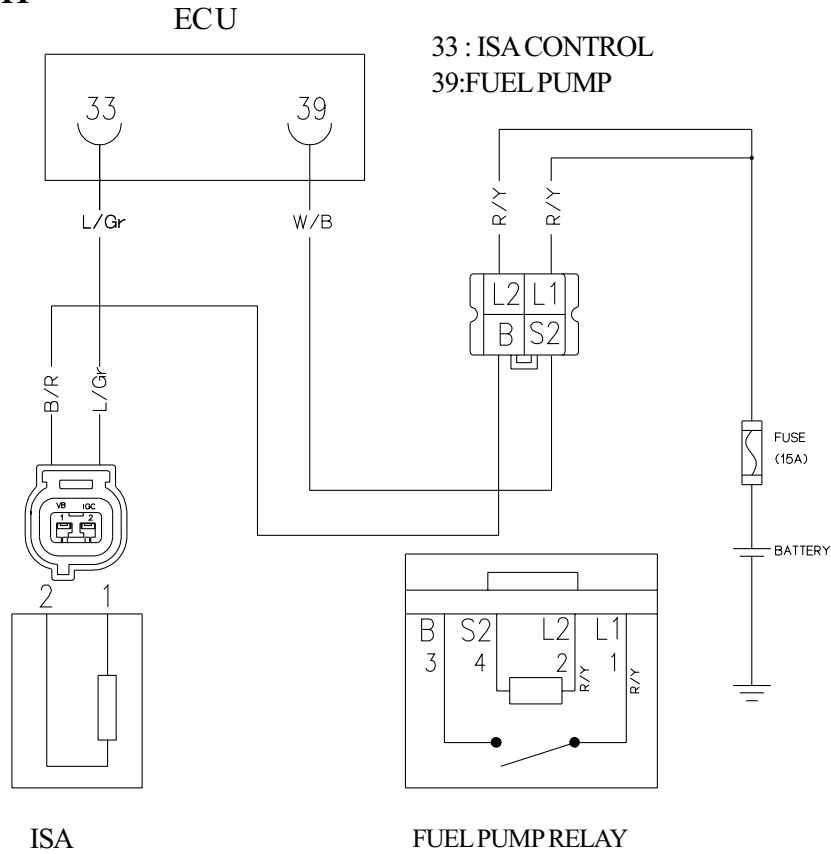


1)CHECK THE ISA(IDEL SPEED ACTUATOR) CIRCUIT.

- Showing of defects codes by MIL



CHECKING CIRCUIT



※ Coupler terminal is based on the side of the wire-harness

• CHECK PROCEDURE

- 1) Turn off ignition key .
- 2) Check to see if the ISA(Throttle Position Sensor) coupler is loose, or bad.If there is no defect, measure the input voltage of ISA
- 3) Disassemble the coupler of ISA, measure the resistance between ISA terminals.

ISA resistance : 31.5~ 38.5[Ω],20℃

※remarks : Measuring unit of resistance : Resistance ‘R’[Ω]



- 4) If there is no problem, check about the level of electricity flow between each terminal, and between each ground.

Resistance between each terminal , and between each ground : ∞[Ω]

If measure resistance value is not normal, replace with the new one

Disassembly and Assembly : refer to (5-23)

※remarks : Measuring unit for resistance : Resistance ‘R’[Ω]

• CHECK PROCEDURE

- 5) If the measured resistance and continuity is abnormal.
 - Replace ISA with the new one, and recheck.
 - 6) If resistance and continuity is normal, connect the coupler of ISA.
 - 7) Turn on ignition key
 - 8) Measure ISA voltage of wire-harness to check ECU.
 - Measuring terminal : \oplus B/R electric wire \sim \ominus EARTH
 - Output voltage of ISA : 10~14[V]
- ※Remarks : Voltage measuring unit : Voltage [V]



If the measured voltage is normal,

- Check the 'B/R' electric wire, 'L/G' electric wire, 'W/R' electric wire to see if they have been broken or have short-circuited if there is a bad contact of terminal No. 33, No. 39 of ECU coupler.
- If there is no problem in wires, ECU has broken down.
- Replace ECU with the new one, recheck.

If the measured voltage is abnormal,

- Check the 'B/R' electric wire, 'L/G' electric wire, 'W/B' electric wire to see if they have been broken or have short-circuited.

- 9) After fault repaired, To erase the memorized fault code in the ECU is refer to how to remove the fault code(5-10)

11.O2(Oxygen) SENSOR

- Located on the exhaust pipe

⚠ CAUTION

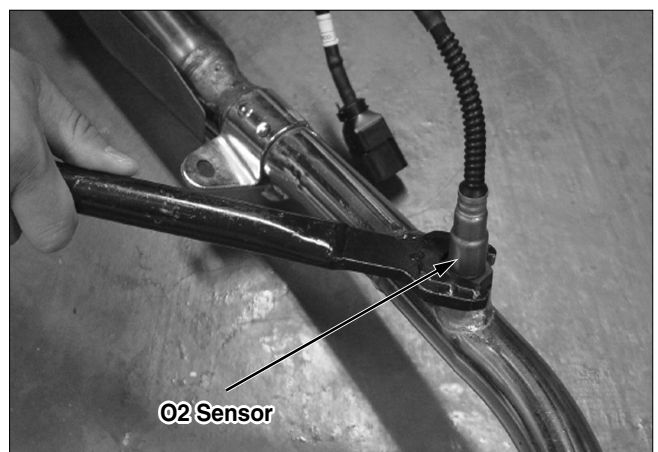
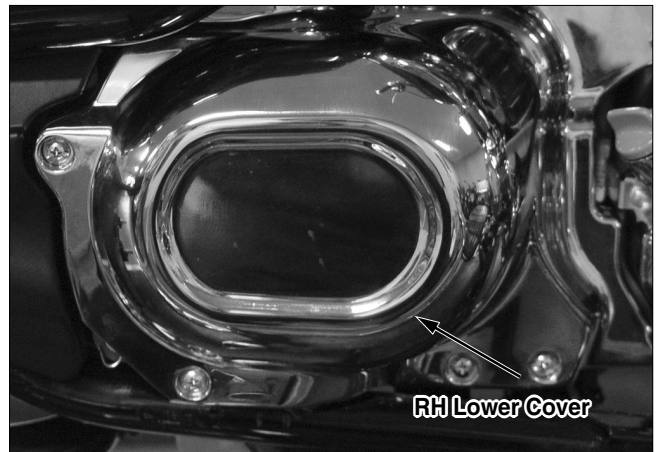
- Before disassembly, the key is off.

Remove

- RH.side cover
- RH.lower cover
- O2 sensor connector
- Muffler
- O2 sensorR

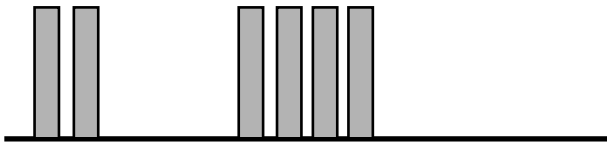
⚠ Warning

- Beware of muffler after driving as it is still hot to be burnt

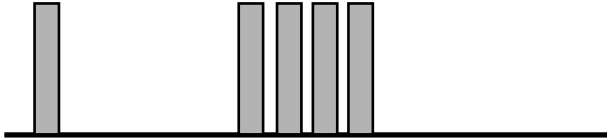


1) CHECKING OF OXYGEN(O₂) SENSOR CIRCUIT

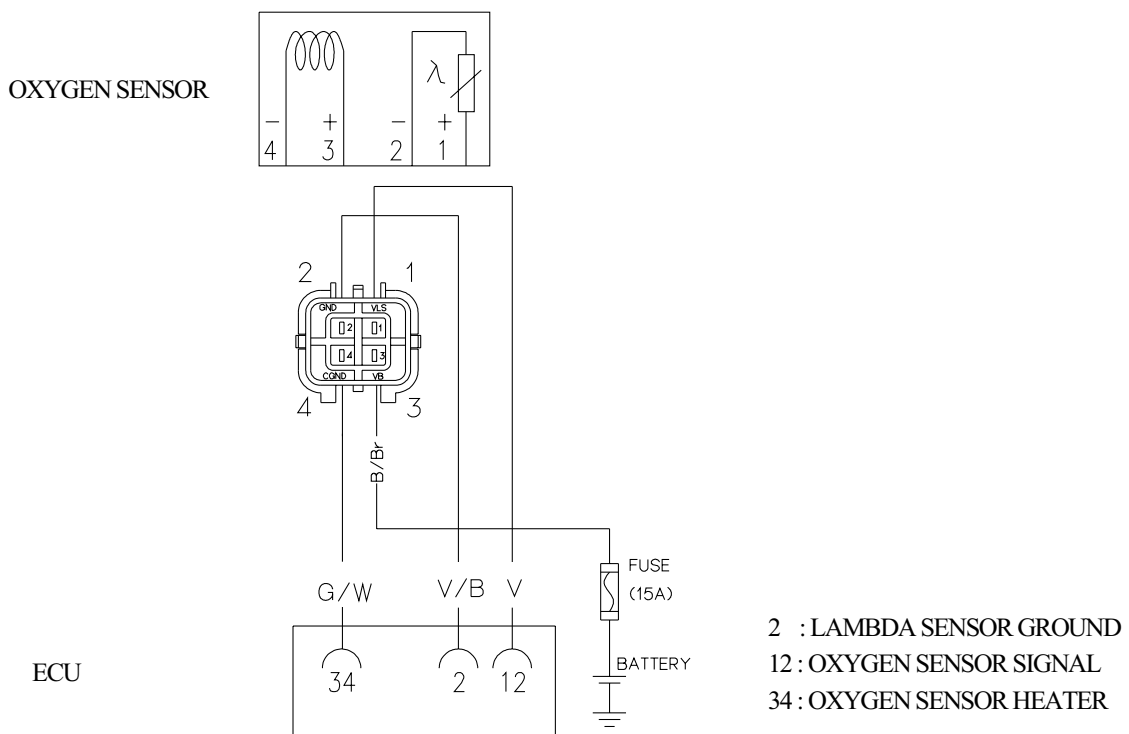
- Fault code number is displayed by MIL



- Fault code number is displayed by MIL of the oxygen(O₂)sensor lambda signal.



CHECKING CIRCUIT



※ Coupler terminal is based on the side of Wire-Harness.

CHECKING FOR A FAULT CODE BY OXYGEN(O₂)SENSOR HEATER

- 1) Turn off the ignition key.
- 2) Check the O₂(oxygen) coupler is loose, or bad.
If there is no defect, measure the input voltage of O₂(oxygen)
- 3) Disassemble the coupler of oxygen(O₂)sensor and turn on ignition key
- 4) Measure input voltage of oxygen(O₂)sensor coupler
 - Input voltage : Battery voltage[V]
 - Measuring terminal (side of Wire-harness) : ⊕oxygen(O₂)3 terminal of sensor coupler (B/BR : BLACK/BROWN) ~ ⊖EARTH

※Remarks : Measuring unit of voltage : Voltage[V]

CHECKING FOR A FAULT CODE BY OXYGEN(O₂)SENSOR HEATER

If the voltage value is abnormal,

- Check to see if the ECU coupler is loose or if there is bad contact.
- Check the 'B/B' electric wire, 'G/W' electric wire to see if they have been broken or have short- circuited.

5) If the voltage value is normal, turn off the ignition key.

- Measure the Resistance of oxygen (O₂) Sensor heater : about 9[Ω], about 22 °C
- Measuring terminal (side of wire-harness) : ⊕ oxygen(O₂)3 terminal of sensor coupler (B/BR : BLACK/BROWN) ~ ⊖ ECU No.34(G/W :GREEN/WHITE)

※Remarks : Measuring unit of Resistance : Resistance 'R'[Ω]

6) If the measured resistance is abnormal,

- Replace the oxygen(O₂)sensor with new one and recheck it.

If the measured resistance is normal,

- Check the 'B/B' electric wire, 'G/W' electric wire to see if they have been broken or have short- circuited.
- If the electric wire is no problem, the ECU is broken.
- Replace the ECU with new one, and recheck it.

CHECKING FOR A FAULT CODE BY OXYGEN(O₂)SENSOR LAMBDA SIGNAL

1) Turn off the ignition key

2) Check the O₂(oxygen) coupler is loose, or bad.

If there is no defect, measure the input voltage of O₂(oxygen)

3) The wire-harness to check the ECU is connected to the ECU with a coupler.
refer to the ECU assembly/disassembly (4-34)

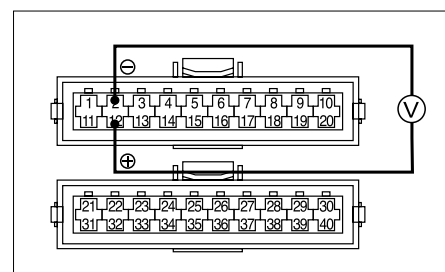
4) Turn on the ignition key

5) Measure the oxygen(O₂)sensor voltage of wire harness to check ECU.

- Measuring terminal: ⊕ ECU No.12(V :VIOLET)~ ⊖ ECU No.2(V/B:VIOLET/BLACK)
- Output voltage of oxygen(O₂) sensor : 0.1~0.8[V]

※ Remark : Measuring unit of voltage : Voltage[V]

Assembly of oxygen(O₂)sensor : 4.08 ~ 6.12[kgf • m]



If the measured voltage is normal,

- Check the 'B/R' electric wire, 'V' electric wire, 'V/B' electric wire to see if they have been broken or have short- circuited if there is a bad contact of terminal No. 2, No. 12 of ECU coupler.
- If there is no problem in wires, ECU is broken.
- Replace the ECU with new one, and recheck it.

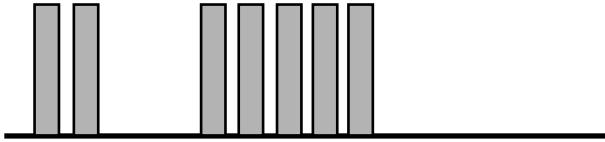
If the measured voltage is abnormal,

- Check the 'V' electric wire, 'V/B' electric wire, 'W/B' electric wire to see if they have been broken or have short- circuited.

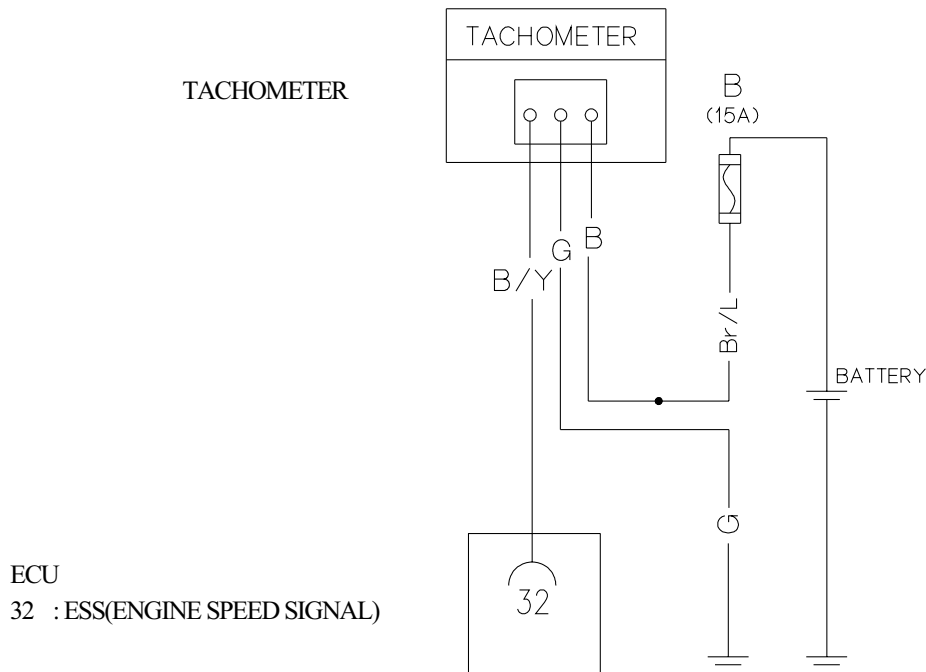
6) After fault repaired, To erase the memorized fault code in the ECU is refer to how to remove the fault code(5-10)

12.CHECKING OF ENGINE SPEED SIGNAL(ESS)CIRCUIT

- Fault code number is displayed by MIL



CHECKING CIRCUIT



※ Coupler terminal is based on the side of Wire-Harness.

• CHECK PROCEDURE

1) Turn off the ignition key .

2) Check the ESS coupler is loose, or bad.

If there is no problem, check the resistance of tachometer.

3) Check the resistance between each terminals and ground.

- Measuring terminal: ⊕B electric wire ~ ⊖EARTH, ⊕ECU NO. 32 (B/Y:BLACK/YELLOW) ~ ⊖EARTH

- The resistance between each terminals and ground : ∞[Ω]

If the measured resistance value is abnormal, replace the part with new one.

Refer to () for assembly and disassembly

※ Remark : Measuring unit of voltage : Resistance [Ω]

4) If the measured resistance and continuity are abnormal,
. Replace the tachometer with new one, and it rechecks.

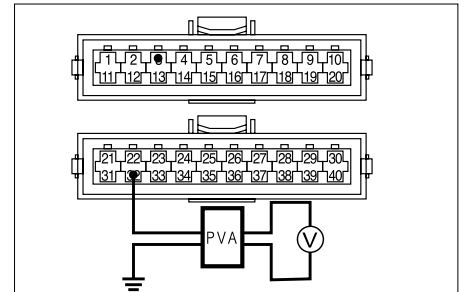
5) If the resistance and continuity are normal, contact the tachometer coupler.

6) Turn on the ignition key.

7) Measure the voltage or tachometer of wire harness for ECU check.

- Measuring terminal: ⊕B electric wire ~ ⊖G electric wire => Output Voltage: battery voltage
- Measuring terminal: ECU No. 32(B/Y: BLACK/YELLOW) ~ ⊖G electric wire => Output voltage: 9[V]~15[V]
Measuring terminal: ECU No. 32(B/Y: BLACK/YELLOW) ~ ⊖G Measuring the output voltage of electric wire, using the PVA(peak voltage adapter) multi-tester tool.

※ Remark : Measuring unit of voltage : Voltage[V]



If the measured voltage is normal,

- Check the 'B/Y' electric wire, 'B' electric wire, 'G' electric wire to see if they have been broken or have short-circuited if there is a bad contact of terminal No. 32 of ECU coupler.
- If there is no problem in wires, ECU has is broken.
- Replace the ECU with new one, and recheck it.

If the measured voltage is abnormal,

- Check the 'B/Y' electric wire, 'B' electric wire, 'G' electric wire to see if they have been broken or have short-circuited.

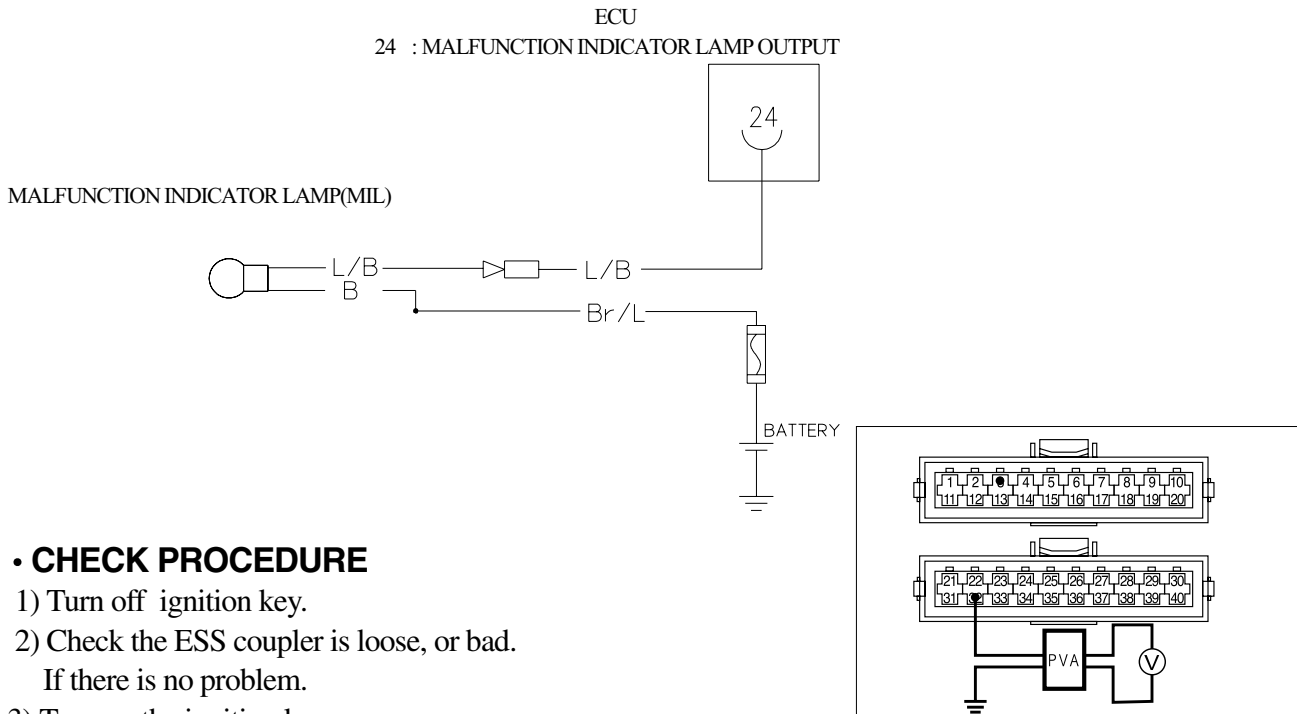
8) After fault repaired, To erase the memorized fault code in the ECU is refer to how to remove the fault code(5-10)

12.CHECKING OF MIL(MALFUNCTION INDICATOR LAMP)CIRCUIT

- Fault code number is displayed by MIL



CHECKING CIRCUIT



• CHECK PROCEDURE

- 1) Turn off ignition key.
- 2) Check the ESS coupler is loose, or bad.
If there is no problem.
- 3) Turn on the ignition key.
- 4) Check the MIL on for 3 seconds when turn on the ignition key at the same time.
 - If there is no lighting, check the Lamp.
 - But If the Lamp is working for 3 second,
- 5) Measure the MIL voltage of wire harness to check ECU.
 - Measuring terminal : \oplus B electric wire \sim \ominus EARTH \Rightarrow Output Voltage: battery voltage
 - Measuring terminal : \oplus ECU No.24(L/B :BLUE /BLACK) \sim \ominus EARTH \Rightarrow Output voltage: battery voltage

※Remarks : Measuring unit of voltage : Voltage[V]

If the measured voltage is normal,

- Check the 'L/B' electric wire, 'B' electric wire, 'Br/L' electric wire to see if they have been broken or have short-circuited if there is a bad contact of terminal No. 24 of ECU coupler.
- If there is no problem in wires, ECU has is broken.
- Replace the ECU with new one, and rechecks it.

If the measured voltage is abnormal,

- Check the 'L/B' electric wire, 'B' electric wire, 'Br/L' electric wire to see if they have been broken or have short-circuited.

- 6) After fault repaired, To erase the memorized fault code in the ECU is refer to how to remove the fault code(5-10)

14.ECU(ELECTRONIC CONTROL UNIT)

- It is located inside of the LH. side cover

CAUTION

- Before disassembly, the key is off.

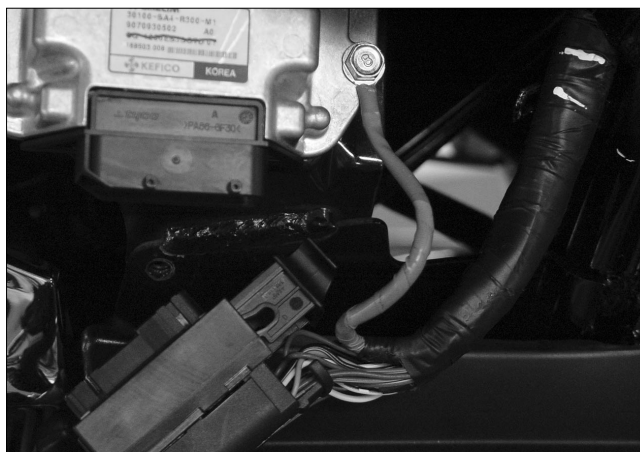
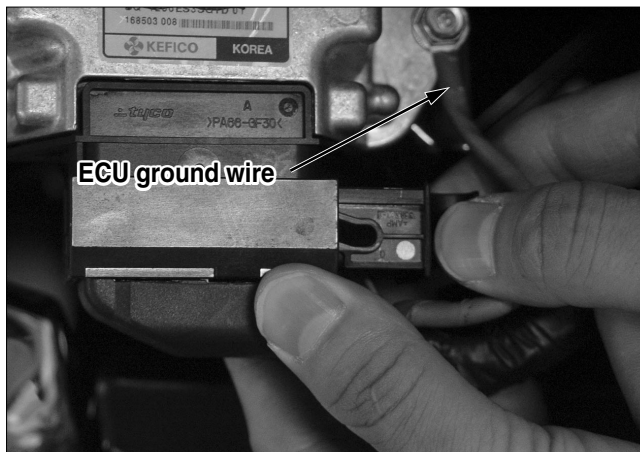
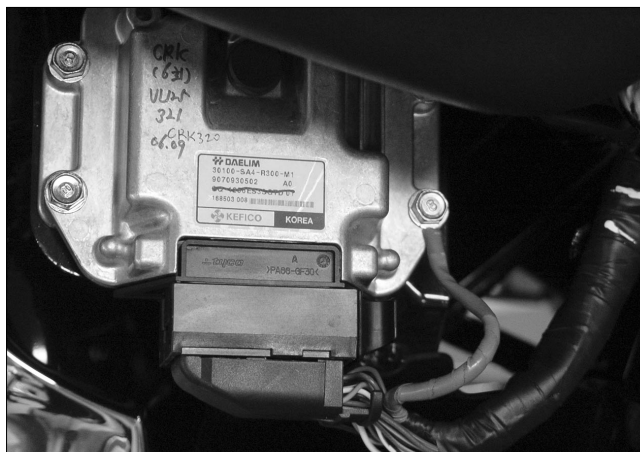
Remove

- LH.side cover
- Connector (A display portion is pulled behind)
- Flange bolt 4 EA
- Replace the ECU

- Install in the reverse order of removal.
- Replace the ECU

CAUTION

- Be sure to assemble the ECU ground wire.
(The color is green)



15.IGNITION COIL / SPARK PLUG

- Locate on bottom of the fuel tank

⚠CAUTION

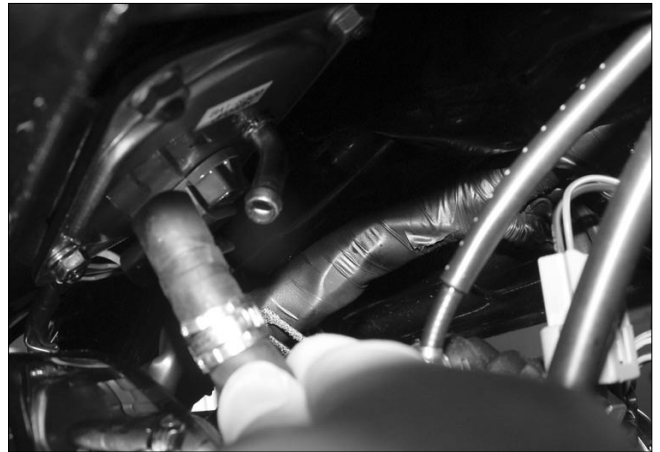
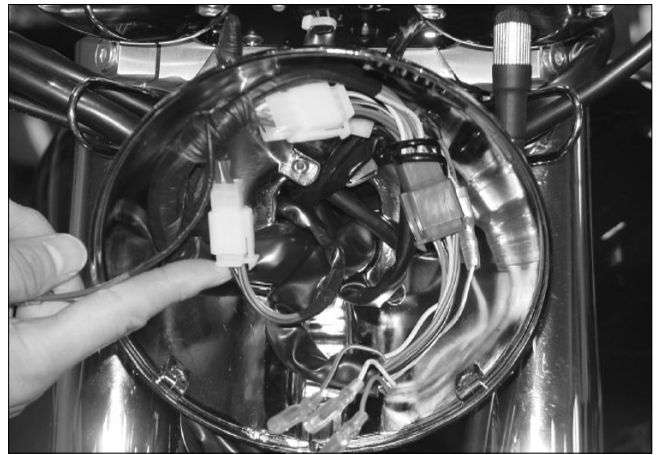
- Be sure to check the engine is cooling.
because a little gasoline remains, it is still hot.

Remove

- SEAT
- Head light unit ass'y
- Fuel unit coupler
- Fuel pump connector
- Ignition coil
 - Connector
 - Spark plug cap
 - Ignition coil bolt 2EA
 - Ignition coil

⚠CAUTION

- Be sure to assemble the ECU Ground wire.
Be sure to check the high tension cord is assembly like a picture.
- Install in the reverse order of removal.



16. CRANK POSITION SENSOR :CPS

- Located on LH.crank case cover

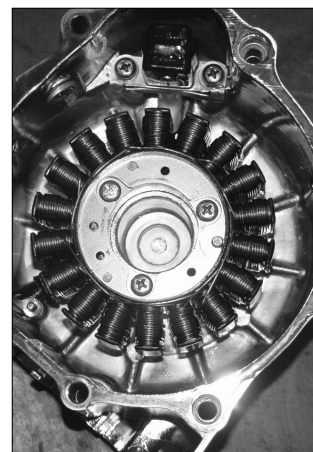
⚠CAUTION

- Before disassembly, the key is off.

Remove

- LH. side cover
- LH. lower cover
- Gear shift drum
- Drive chain guide
- Connector
 - CPS connector(BLUE, LIGHT GREEN)
 - ACG connector(YELLOW)
 - Neutral S/W (Black coupler)
- ENG. LH.Cover(Loosen the bolt 8EA)
- Stator screw
- CPS screw
- Replace the CPS

- Install in the reverse order of removal.



17.FUEL PUMP

- It is Located inside the fuel tank

⚠CAUTION

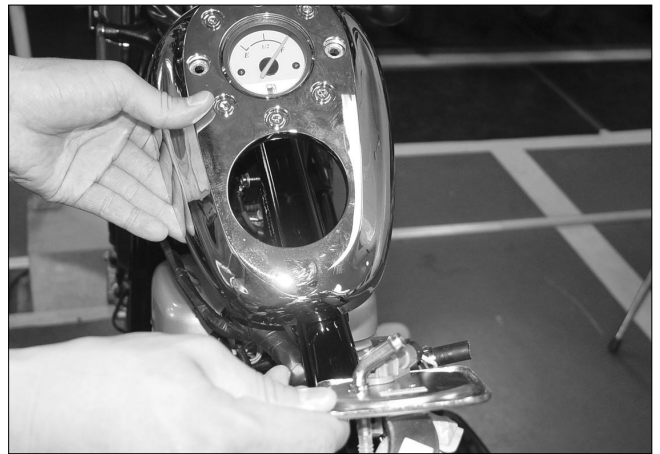
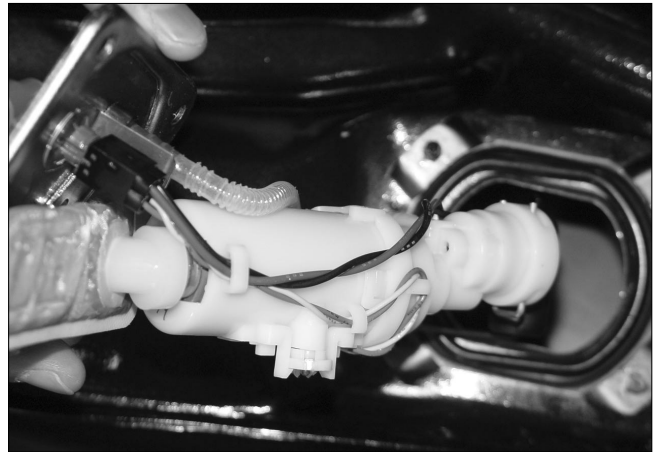
- Before disassembly, the key is off.

Remove

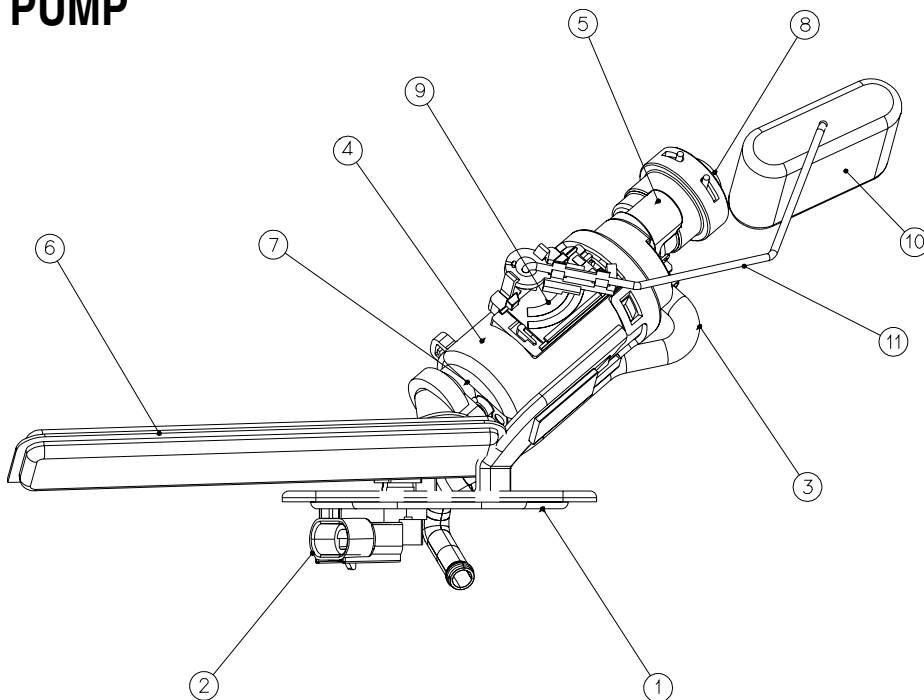
- Fuel pump nut 4EA
- Replace the fuel pump

* NOTICE

- Do not push the fuel pump base under the fuel tank when the fuel tank is stored.
- Always replace the packing when the fuel pump is removed.
- Before disconnecting the fuel hose, release the fuel pressure by loosening the fuel hose banjo bolt at the fuel tank
- Always replace the sealing washers when the fuel hose banjo bolt is removed or loosened.

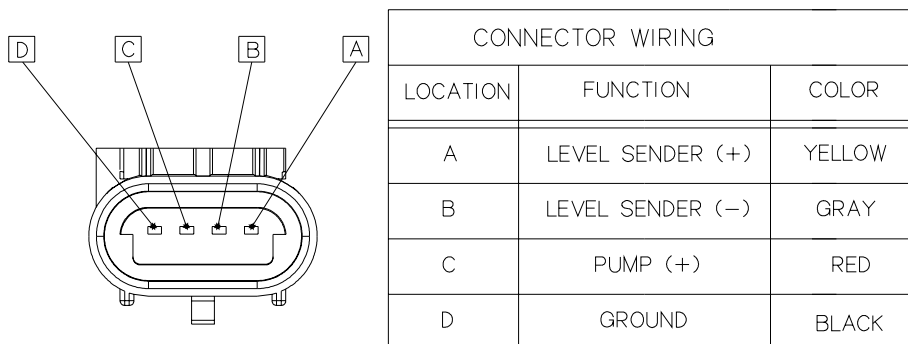


17.FUEL PUMP



NO	PART NAME
1	FLANGE
2	4WAY HEADER
3	CONVOLUTED HOSE
4	RETAINER, PUMP
5	HOUSING, REGULATOR
6	PRIMARY STRAINER
7	FUEL PUMP
8	PRESSURE REGULATOR
9	RESISTOR CARD
10	FLOAT
11	FLOAT WIRE

- The terminal arrangement of the fuel pump
(The following color chart is the internal color of the fuel pump)



CHECKING OF THE FUEL LEVEL GAUGE.

- Remove the fuel level gauge (19-10)
- Measure the resistance between terminals.

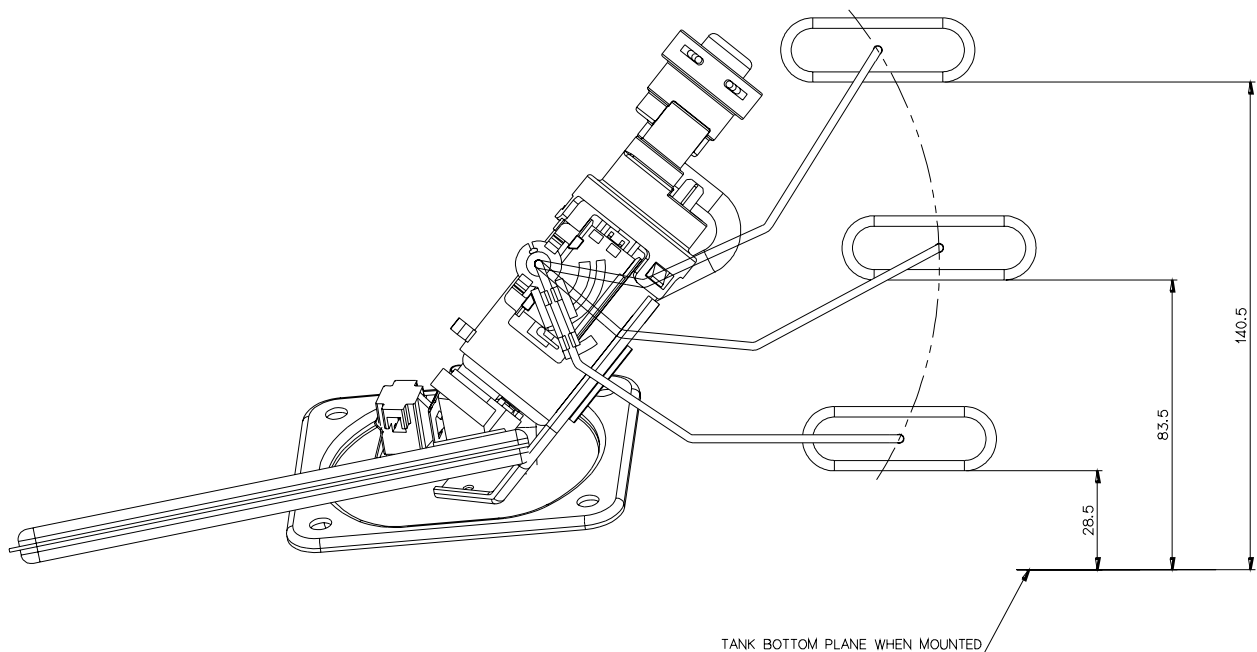
The FLOAT position	Terminals resistance [Ω]
F : 140.5[mm]	10 ± 3 [Ω]
1/2 : 83.5[mm]	40 ± 5 [Ω]
E : 28.5[mm]	90 ± 3 [Ω]

※ The float position is based on the “tank bottom plate” after assemble.

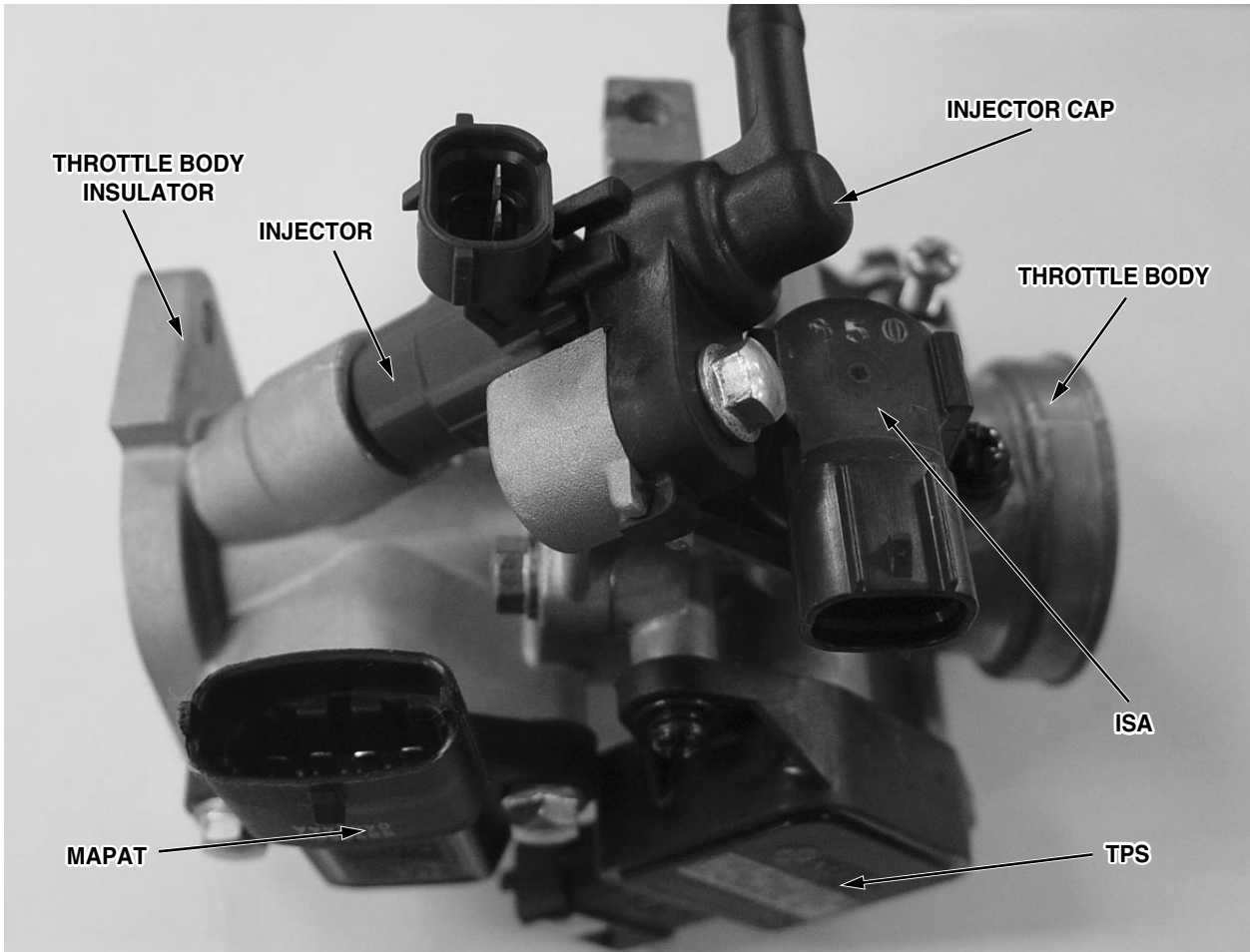
- Measure the resistance between Y/W (YELLOW/WHITE) wire and G(GROUND) wire of fuel unit terminal

※ Remark : Measuring unit of resistance : Resistance[Ω]

- If the measured resistance value is out of standard at float position, replace the fuel unit.



18.THROTTLE BODY



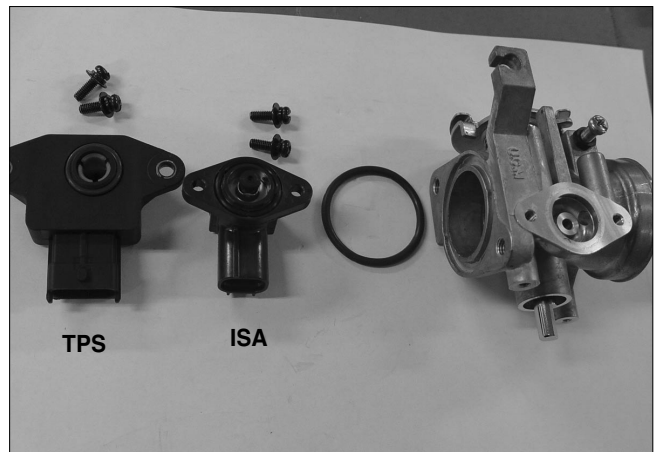
DISCONNECT THE THROTTLE BODY

● DISCONNECT:

- Fuel tank and air cleaner
- Gasoline in the fuel tube.
- Fuel tube connected to the injector cap.
- TPS, ISA, MAPAT, injector coupler.
- Throttle cable

⚠CAUTION

- Do not disconnect both the throttle adjust screw “and” “adjusting nut”
- Disconnect the Insulator mounting two bolts



DISASSEMBLE THE THROTTLE BODY

● DISCONNECT:

- The insulator and throttle body mounting two bolts.
- TPS (Throttle position sensor)
- ISA (Idle speed actuator)
- O-ring from the throttle body

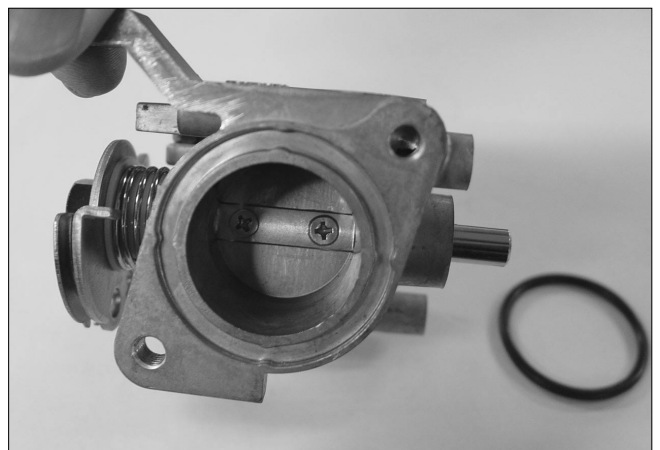
⚠CAUTION

- Do not disconnect the throttle valve

CHECKING THE THROTTLE BODY

● CHECK:

- Throttle shaft
- Throttle valve



DISCONNECT THE THROTTLE BODY INSULATOR

● DISCONNECT:

- Injector cap bolt
- Injector and injector cap at the same time from the insulator
- Injector and injector cap.
- MAPAT sensor

CHECKING THE INSULATOR

● CHECK:

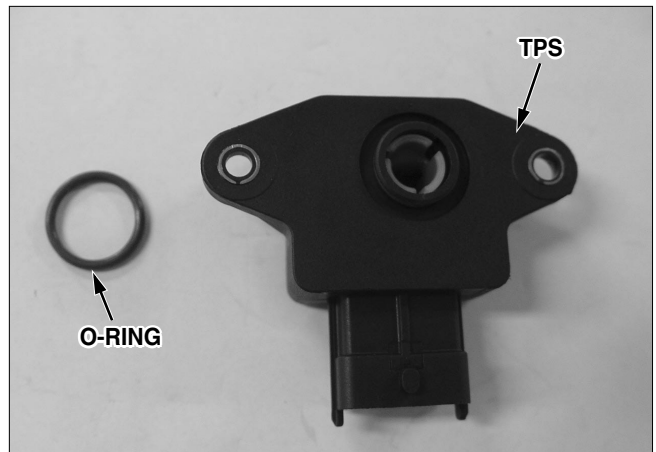
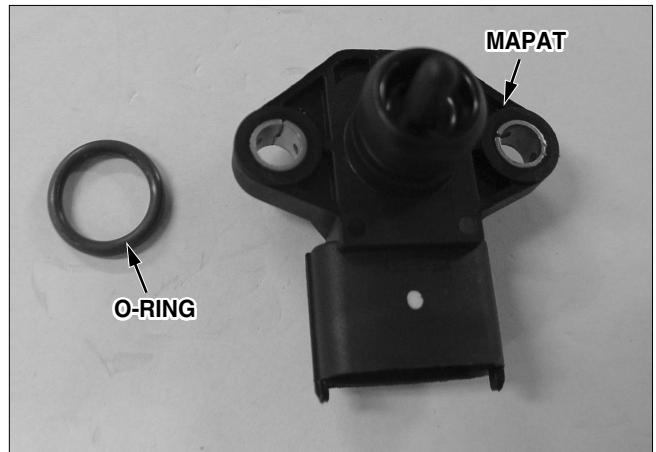
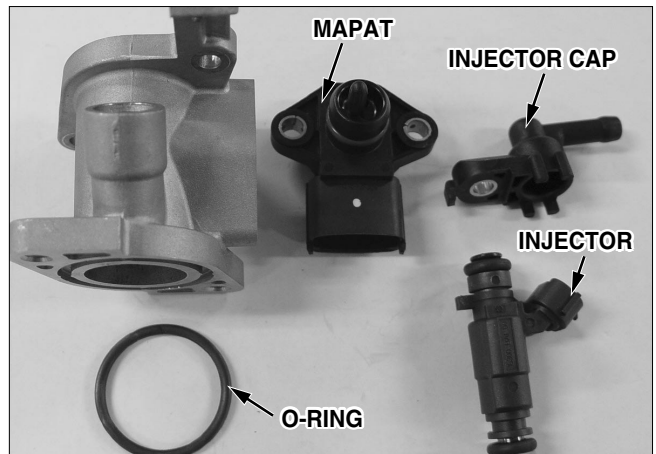
- O-ring
- Inner side of insulator
- Inner side of injector

ASSEMBLY OF THE INSULATOR

- Assemble is the reverse order of removal.
- Assemble the o-ring msulator.

⚠CAUTION

- Replace the o-ring with new one.
- Assemble the o-ring into the MAPAT

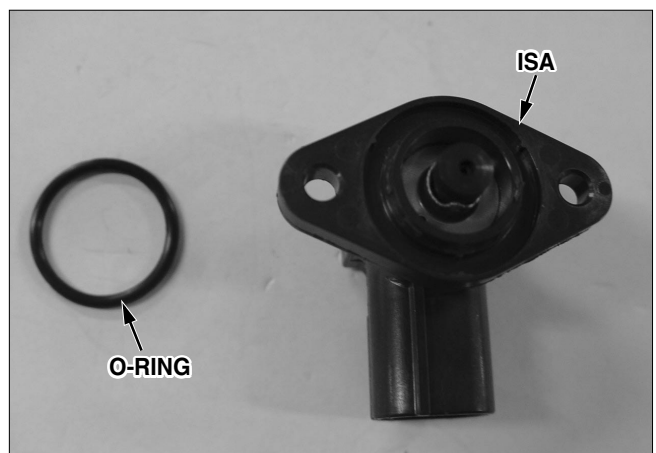


ASSEMBLY OF THE THROTTLE BODY

- Install in the reverse order
- Assemble the o-ring to the throttle body

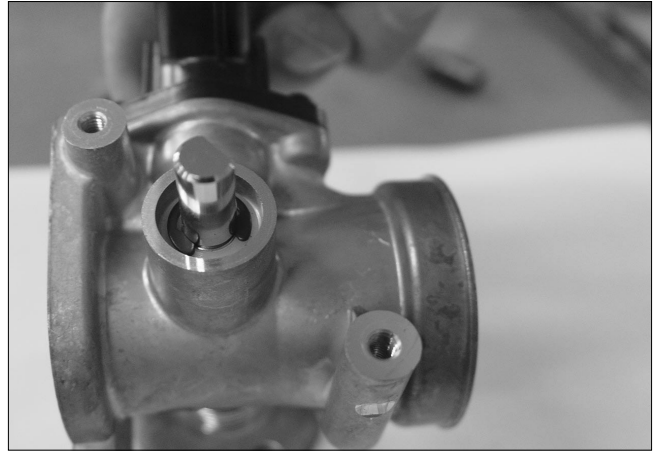
⚠CAUTION

- Replace the o-ring with new one.



ASSEMBLY OF THE THROTTLE BODY AND INSULATOR

- Assemble the insulator into the throttle body.
- Torque: 1.0 kgf · m



INSTALLATION OF INSULATOR AND THROTTLE BODY

- Installation of insulator and throttle body is the reverse order of removal
- Check the o-ring when the insulator become assembly.
- Assemble the insulator gasket.

⚠ CAUTION

- Replace the gasket with new one.

- Assemble the insulator and throttle body to cylinder head
- Torque : 1.2 kgf · m

ADJUSTMENT OF THROTTLE CABLE

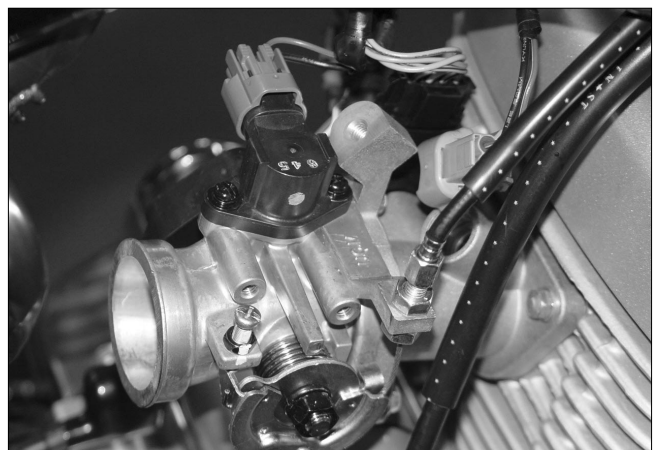
- Assemble the throttle cable
- Adjust the free play of the throttle grip (3-4)

INSPECTION OF SENSOR AND ACTUATOR

- Connect each sensor and the actuator's coupler.
- Check the ISA (Idle speed actuator) (5-23)
- Check the TPS (Throttle position sensor (5-17)

⚠ CAUTION

- Check the value of TPS (Throttle position sensor) is whether the standard value or not, after assembly.
- Check the MAPAT sensor (5-14)



SUPPLEMENT

ADJUSTMENT OF THROTTLE ADJUST SCREW

- A vehicle is assembled in the state which engine operation is possible.
- Loosen the fuel tank, and the adjust-screw is makes possible to adjust.
- Disconnect the RH. Side cover.
- The couper to check the malfunction of vehicle is connected to the coupler of diagnostic tool
- Press the power-button of diagnostic tool.

⚠CAUTION

- The ECU is always initialized, before the engine is starting.
- The vehicle is warms up enough, to adjust the idling speed.

- If the ETS temperature is 90 degrees, adjust the throttle adjust screw.



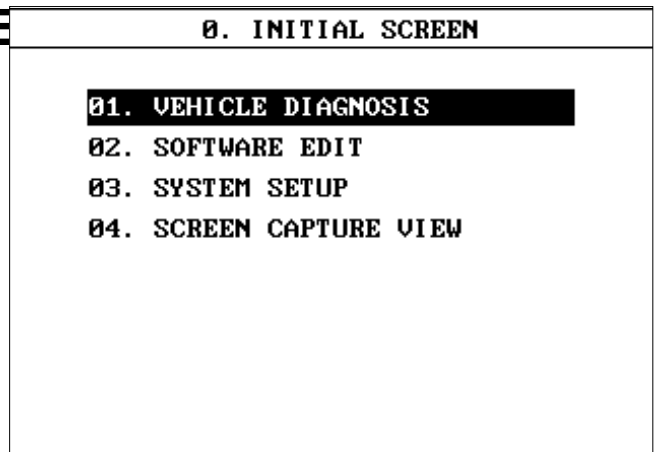
- By adjusting throttle adjust screw.
- Adjust the value of ISA PWN to standard value among the service data of diagnosis tool.

- ISA (Idle speed actuator) PWM : $12 \pm 2\%$,
1600 \pm 100RPM
- After adjust the ISA PWM, fix the throttle adjust screw with adjusting nut.

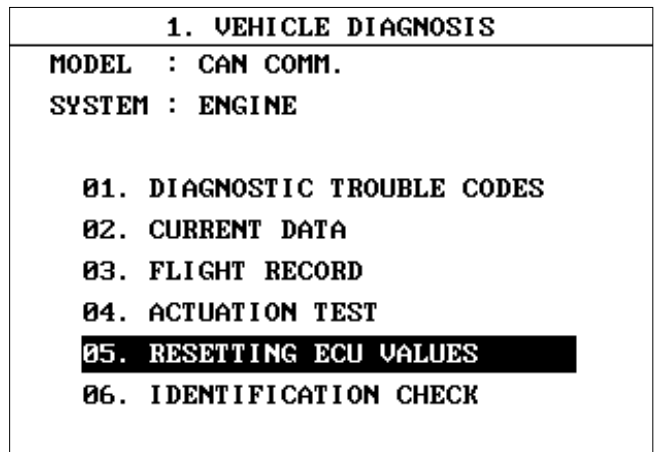


19. THE USAGE OF SCAN WHEN THE ECU IS INITIALIZED

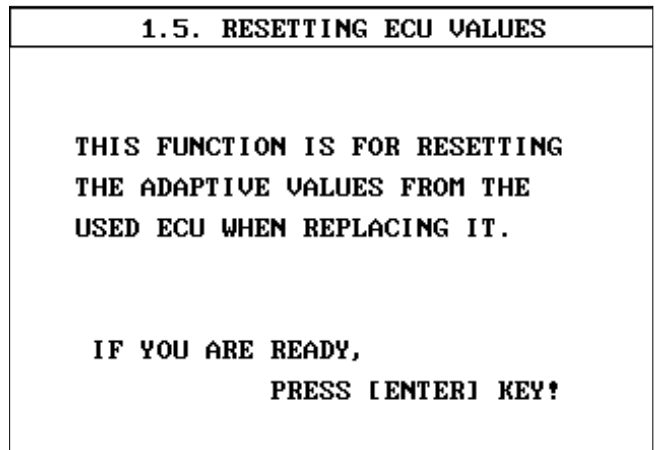
- The coupler to check the malfunction of vehicle is connected to the coupler of diagnostic tool.
- Turn the Ignition key on.
- Press the power button of the diagnostic tool.
- Press the enter button in the initial screen.
- Press the enter in the vehicle diagnosis screen.



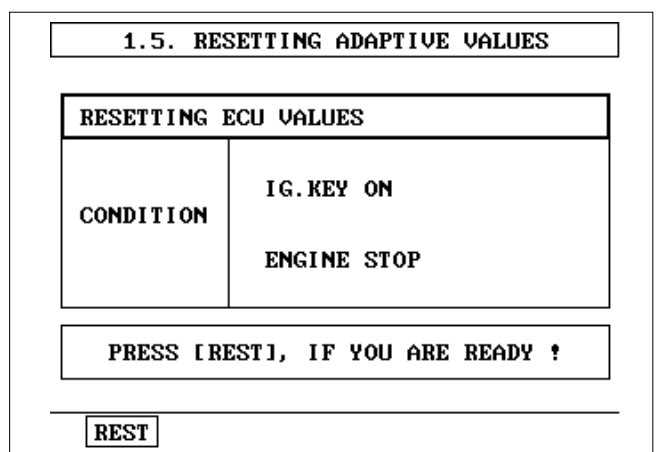
- Press the enter button on the resetting ECU values.



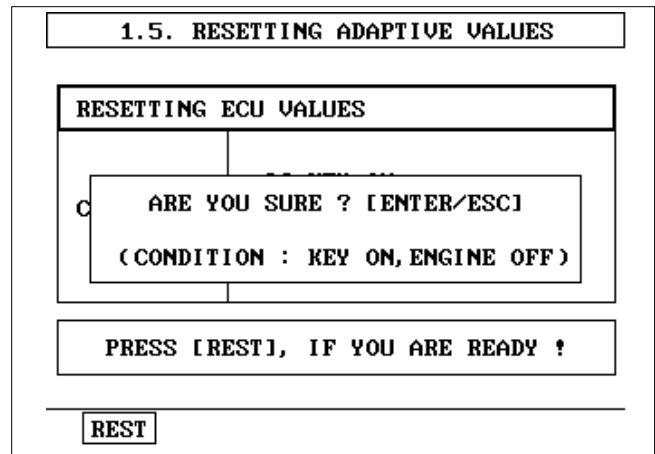
- If the enter-key is press than the ECU will reset.



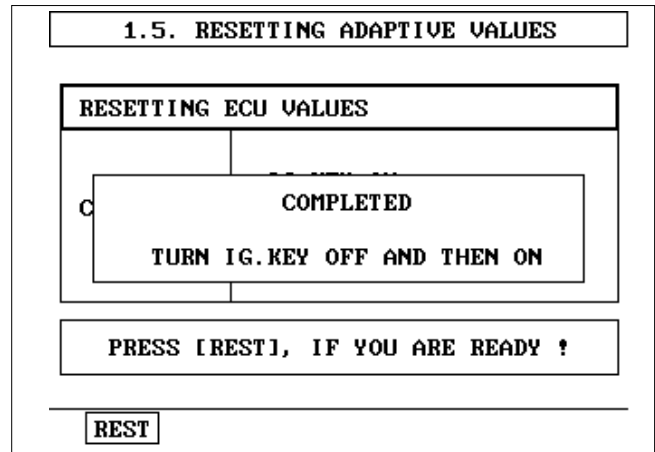
- Press the rest button on the following screen.



- Press the enter button when it is ready

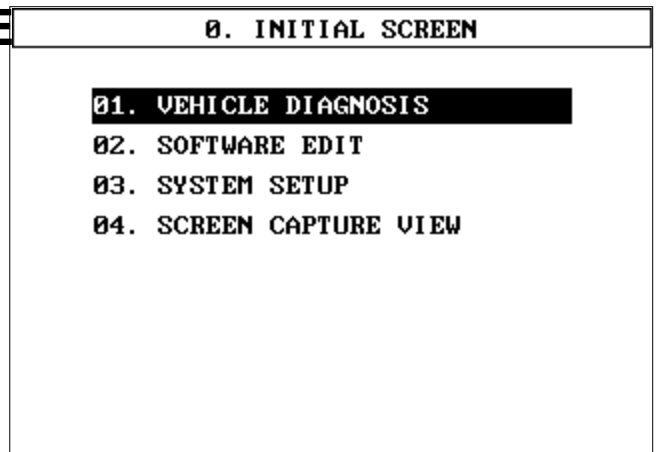


- When the ECU was initialized. turn off the Ignition key and then turn on the ignition key.

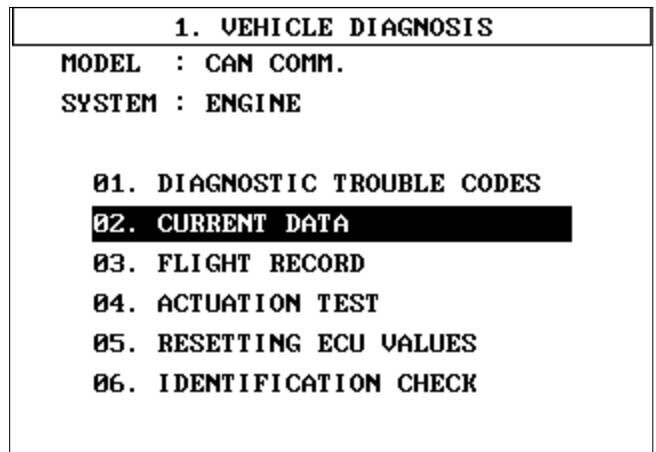


20. THE USAGE OF SCAN WHEN THE ISA PWM IS ADJUSTING

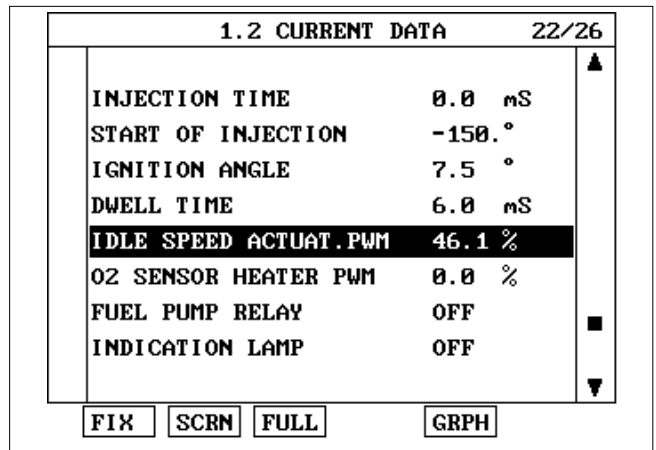
- The coupler to check the malfunction of vehicle is connected to the coupler of diagnostic tool.
- Turn the Ignition key on.
- Press the power button of the diagnosis tool.
- Press the enter button on the initial screen.
- Press the button at the vehicle diagnostic screen.



- Press the enter button on the current data.

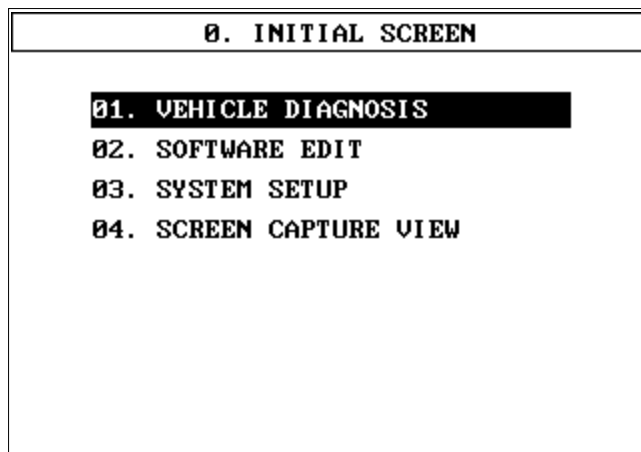


- By looking the displayed figure on the idle speed actuator PWM, adjust the throttle adjust screw.

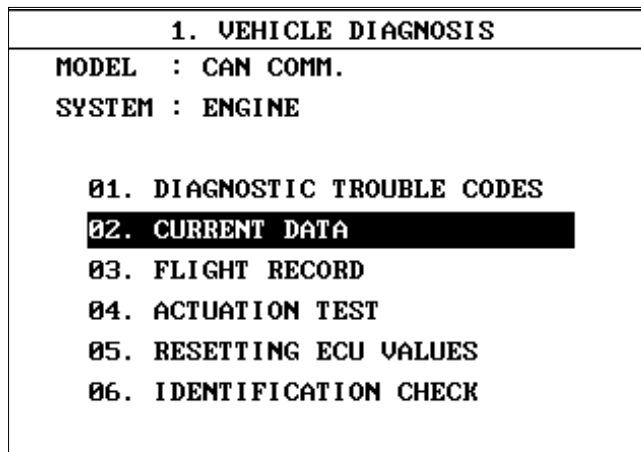


21.THE USAGE OF SCAN WHEN THE IGNITION TIMING IS CHECK

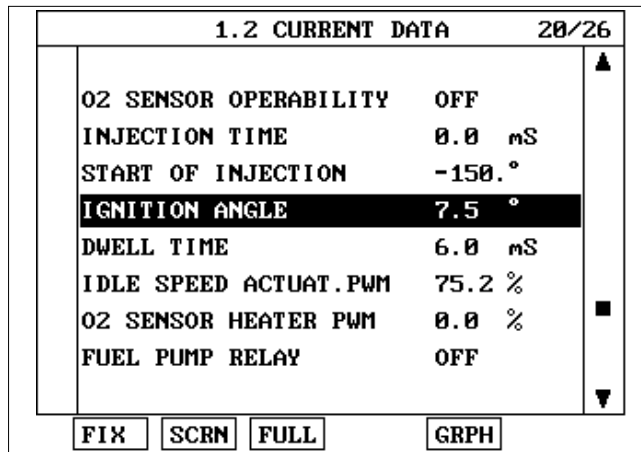
- The coupler to check the malfunction of vehicle is connected to the coupler of diagnostic tool.
- Turn the Ignition key on.
- Press the power button of the diagnosis tool.
- Press the enter button on the initial screen.
- Press the enter button on the vehicle diagnosis screen.



- Press the enter button on the current data.

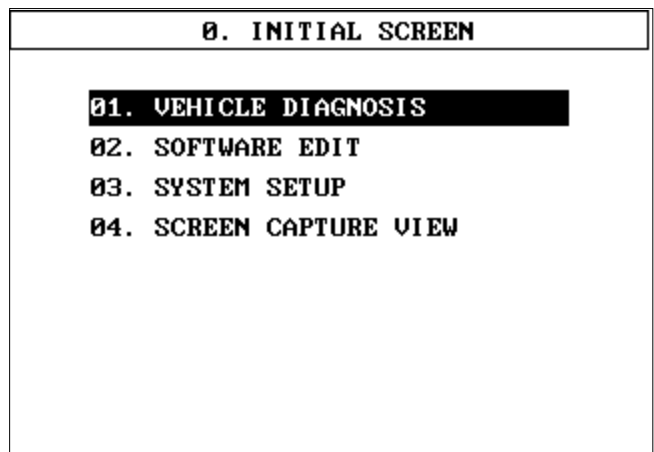


- To check the ignition angle

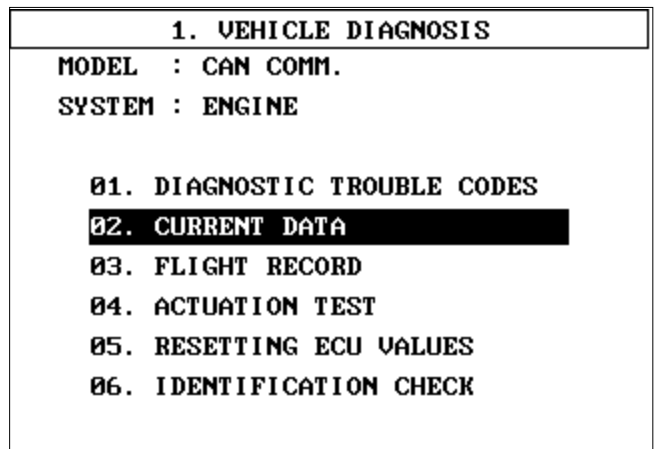


22.THE USAGE OF SCAN WHEN THE ENGINE REVOLUTION IS CHECK

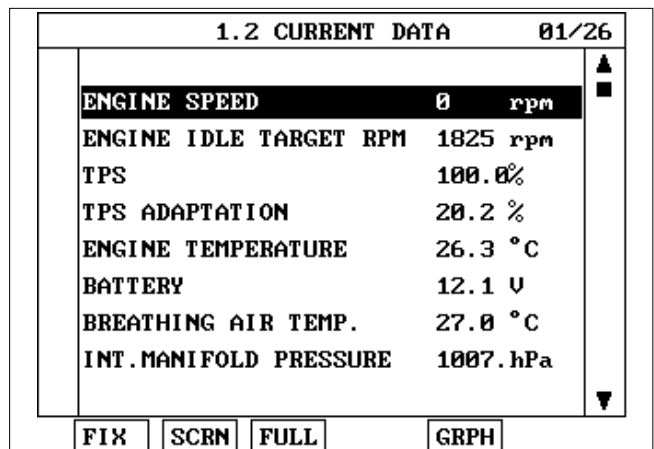
- The coupler to check the malfunction of vehicle is connected to the coupler of diagnostic tool.
- Start the engine.
- Press the power button of the diagnosis tool.
- Press the enter button on the initial screen.
- Press the enter button on the vehicle diagnosis screen.



- Press the enter button on the current data.



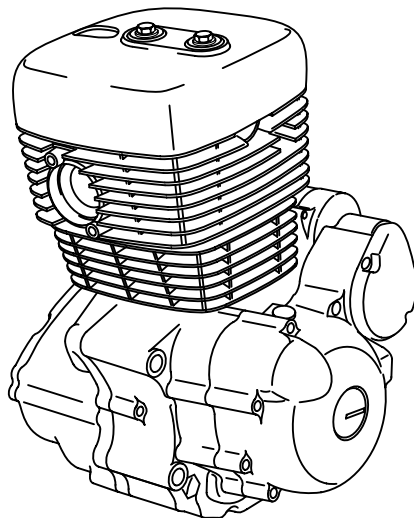
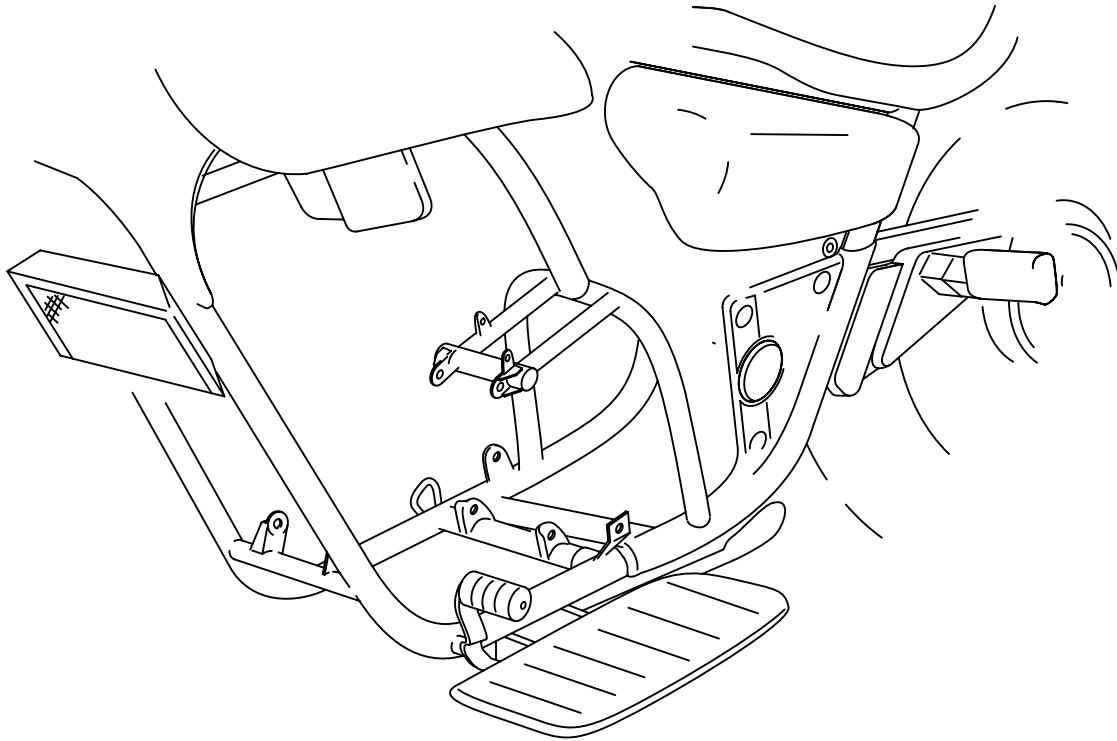
- Check the engine rpm on the engine speed



6. Engine Removal/Installation

Service Information6-2
Engine Removal6-3

Engine Installation6-4



Service Information

General

- A floor jack or other adjustable support is required to support and maneuver the engine.
Be careful not to damage the frame, engine body, cables, wire system.
- The following parts or components can not be served with the engine installed in the frame.
- Cylinder head, valve(⇒ Chapter 8)
- Cylinder, piston(⇒ Chapter 9)
- Transmission, kick starter(⇒ Chapter 10)
- Crank shaft(Chapter 10)

Specification

- Engine oil capacity 1.2 l

Torque Values

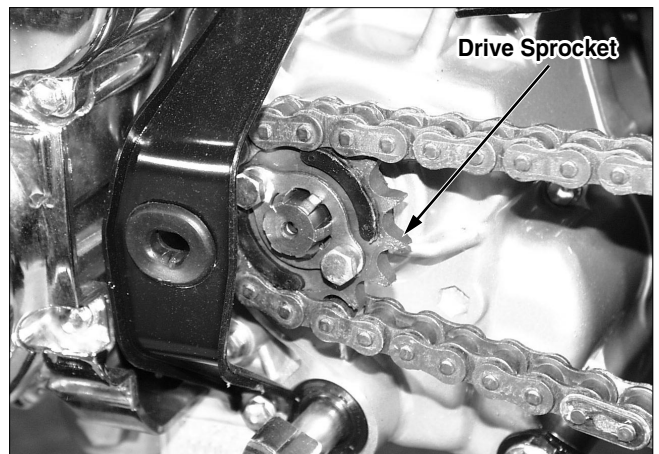
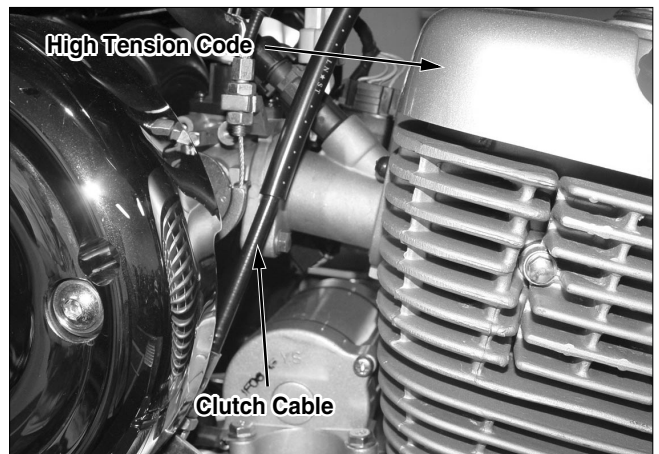
- Engine hanger bolt(Front 1) 2.7kgf-m(27N.m)
(Front 1, Rear 2) 4.9kgf-m(49N.m)
- Gear change arm bolt 1.2kgf-m(12N.m)
- Drive sprocket bolt 1.2kgf-m(12N.m)

Engine Removal

- Drain the engine oil.(⇒2-3)
- Remove the following
 - Side cover(⇒ 12-2)
 - Seat(⇒ 12-2)
 - Fuel tank(⇒ 4-3)
 - Mufflers(⇒ 12-3)
- Disconnect the connector of the starter motor cable, AC generator wire, gear change switch wire.
- Remove the battery negative cable, clutch cable, high tension code. Remove the carburetor.

- Remove the gear change pedal, L. rear cover drive sprocket cover.
- Remove the rear axle nut, drive chain adjuster.
- Remove the drive sprocket after pushing the rear wheel forward.

- Remove the front engine hanger bolt, engine hanger bracket.
- Remove the rear engine hanger bolt.



Engine Installation

Engine installation is essentially the reverse order of removal.

***NOTE**

- Carefully align mounting points with the jack to prevent damage from mounting bolt threads and wire harness and cables.
- Be careful not to damage any part of the frame and bolt nuts.
- Be sure to install the cables, tubes, and wires to their correct positions(⇨ 1-11~13).

Torque

Engine hanger bolts:

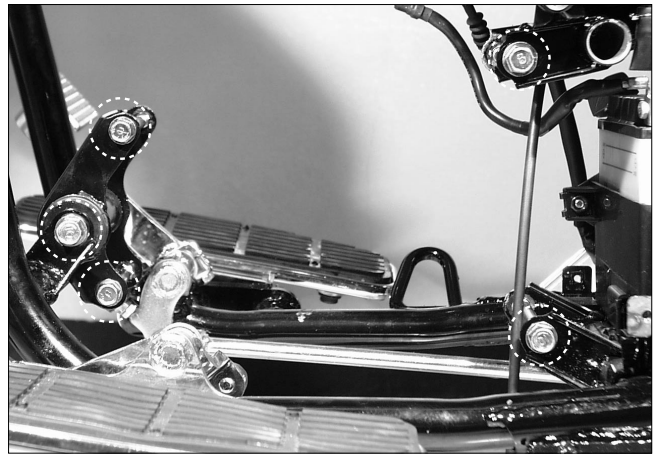
(Front 1) 2.7kgf-m(27N.m)

(Front 1, Rear 2) 4.9kgf-m(49N.m)

Gear change arm bolt 1.2kgf-m(12N.m)

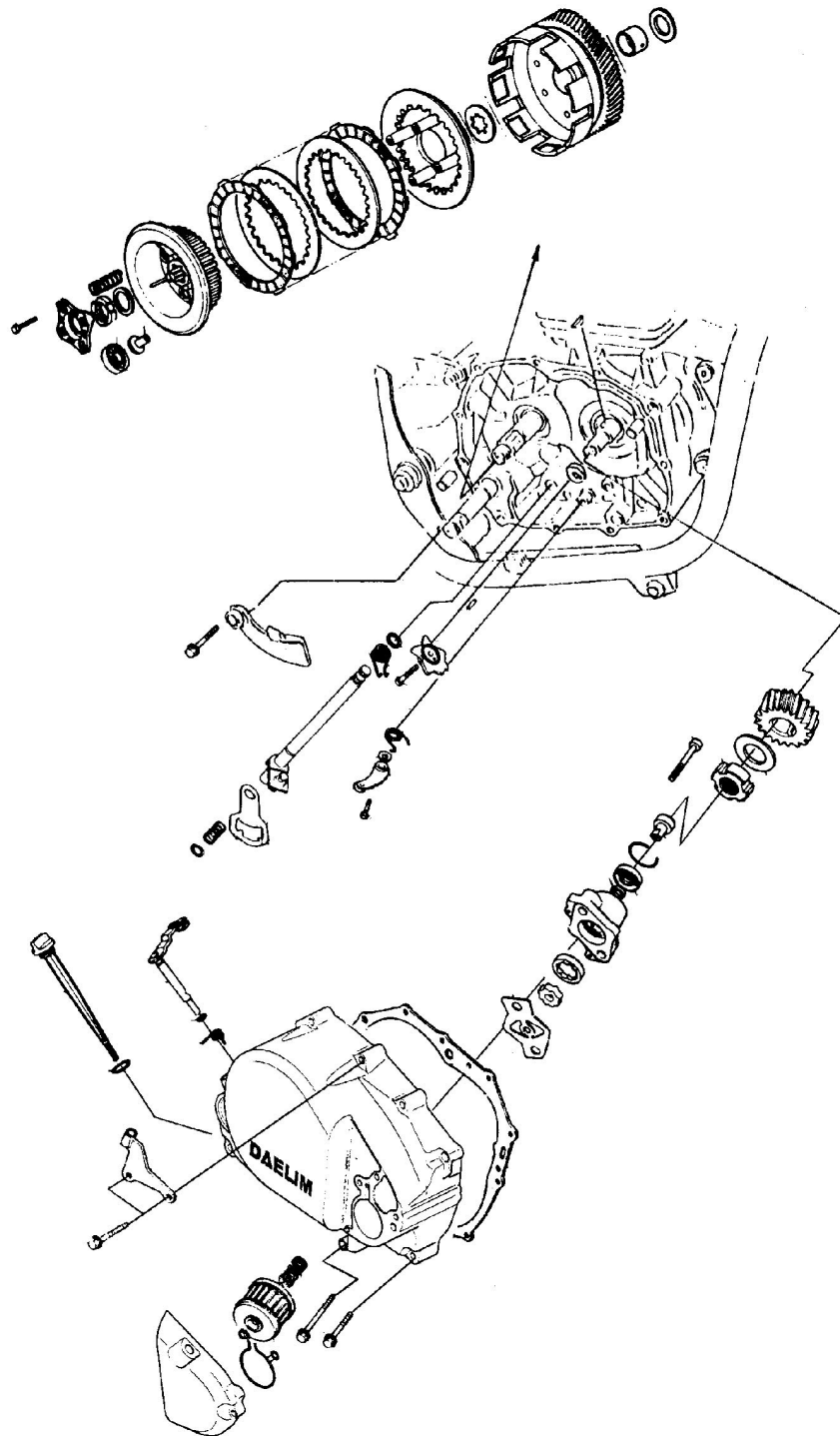
Drive sprocket bolt 1.2kgf-m(12N.m)

- Inspect the following after installing the engine.
 - Engine oil
 - Throttle grip operation
 - Clutch lever operation
 - Drive chain



MEMO

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7. Clutch / Gearshift

Service Information	7-1	Gearshift Linkage	7- 7
Troubleshooting	7-2	Clutch Installation	7- 9
R. Crankcase Cover Disassembly	7-3	Primary Drive Gear	7-10
Clutch Disassembly	7-4	R. Crank Case Cover	7-11

Service Information

- The clutch, gearshift linkage can be serviced with the engine in the frame.
- If the shift fork, drum and transmission require service, remove the engine and separate the crank case.
- The quality and level of fluid affect clutch operation. If the clutch slips, check the fluid level before servicing the clutch system.

Specifications

Unit:mm(in)

Item		Standard	Service Limit
Clutch	Spring Free	35.5(1.40)	34.2(1.35)
	Disk Thickness	2.9~3.0(0.114~0.118)	2.6(0.10)
	Plate Warpage	—————	0.2(0.01)
	Clutch Outer O.D	28.000~28.013(1.1024~1.1029)	28.030(1.1035)
	Clutch Outer Guide(O.D.)	27.967~27.980(1.1011~1.1016)	27.950(1.1004)

Torque Values

Clutch lock nut	6.5kgf-m(65N.m)-Apply engine oil
Drum stopper arm bolt	1.2kgf-m(12N.m)
Primary drive gear bolt	6.5kgf-m(65N.m)-Apply engine oil
Right crank case cover bolt	1.1kgf-m(11N.m)
Kick starter pedal bolt	2.2kgf-m(22N.m)

Tools

Special

Clutch center holder

Common

Lock nut wrench
 Extension bar
 Flywheel holder

Troubleshooting

Clutch operation problem can be corrected by adjusting a cable free play.

Clutch lever pull too hard

- Damaged, clogged or sticking clutch cable
- Damaged lifter mechanism
- Damaged clutch lifter plate bearing
- Incorrect wiring of clutch cable

Clutch slips

- Too big clutch lever free play
- Clutch plate warpage
- Clutch lock nut loose
- High fluid level or high fluid weight

Clutch disengages

- Sticking lifter hydraulic system
- Worn disks
- Weak spring
- Too small clutch lever free play

Difficult to thrust the gear level

- Incorrect clutch adjustment(too big free play)
- Bent shift fork
- Bent shift fork shaft
- Damaged gear shift spindle
- Damaged shift drum guide groove
- Damaged shift drum guide pin

Gear jumps out

- Worn gear dog
- Bent shift fork shaft
- Damaged shift drum stopper
- Worn shift drum guide groove
- Worn gear shift fork groove

R. Crankcase Cover

Disassembly

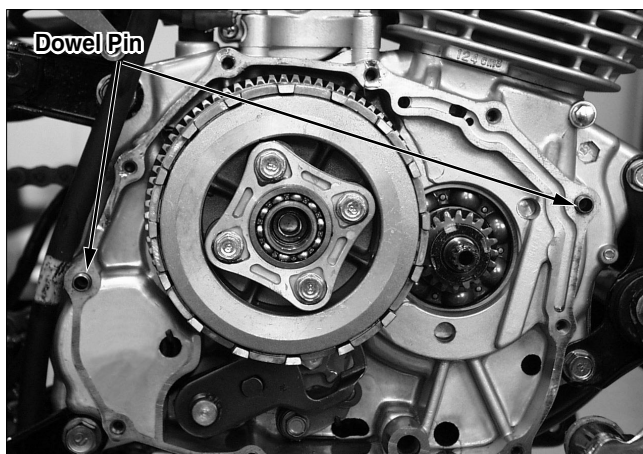
- Drain the engine oil(⇒ 2-3)
- Remove the clutch adjusting lock nut and adjusting nut. Separate the clutch cable from the clutch arm.
- Remove the cable out of the cable holder.



- Remove the right crank case cover bolt and remove the cover.

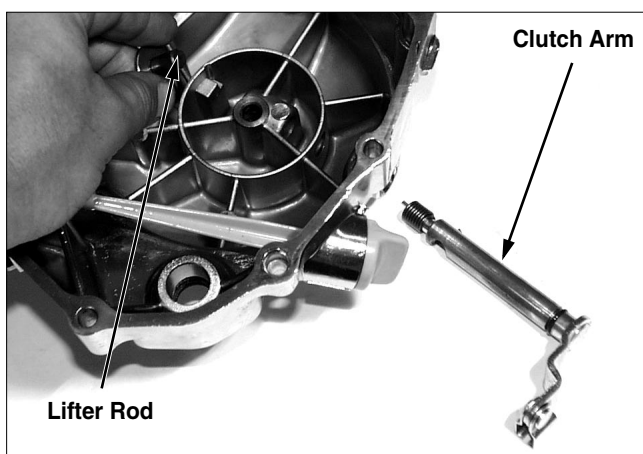


- Remove the dowel pins and gasket.



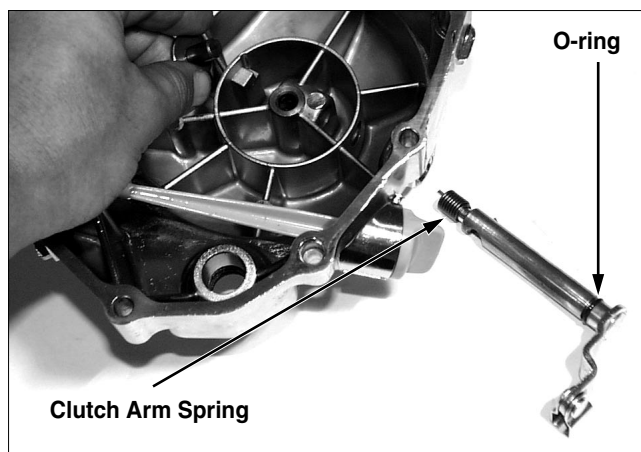
Clutch Arm/Lift Shaft Removal

- Remove the lifter rod, and separate the clutch arm/lift Shaft and clutch arm spring from the R. crank case cover.



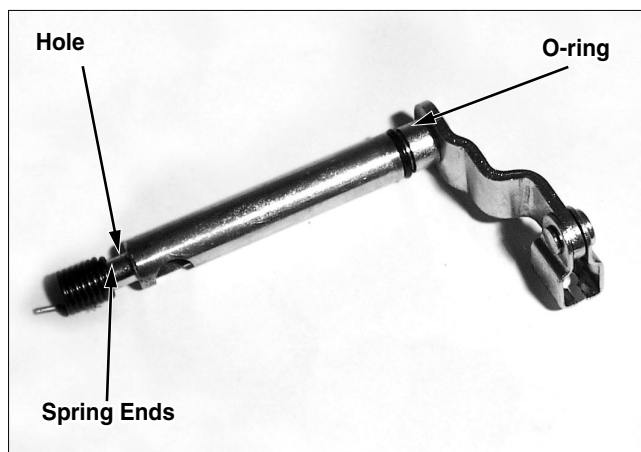
Clutch, Gearshift

- Separate the clutch arm spring and o-ring from the clutch arm/lift shaft.
- Inspect the wear and damage of the lifter rod and clutch arm/lift shaft.
- Inspect the wear and damage of the clutch arm spring.

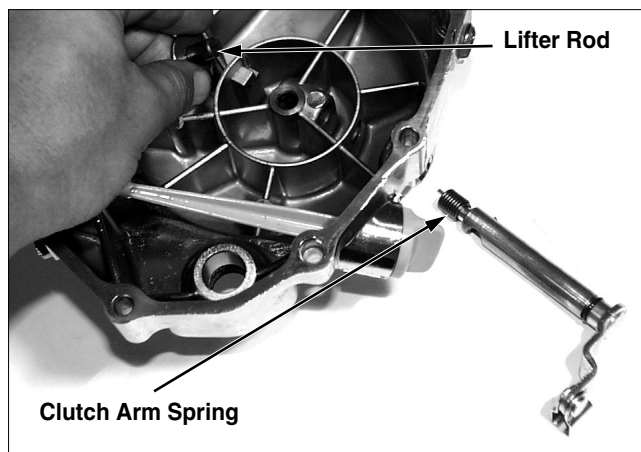


Clutch Arm/Lifter Shaft Assembly

- Coat the new o-ring with grease, and assemble the clutch arm/lifter shaft. Install the clutch arm spring to the clutch arm/lifter shaft.
- Install the spring ends into the hole of the lifter shaft.



- After installing the clutch arm/lifter shaft into the R. crankcase cover, turn the clutch arm to the right and install the lifter rod aligning the shaft with cover hole.

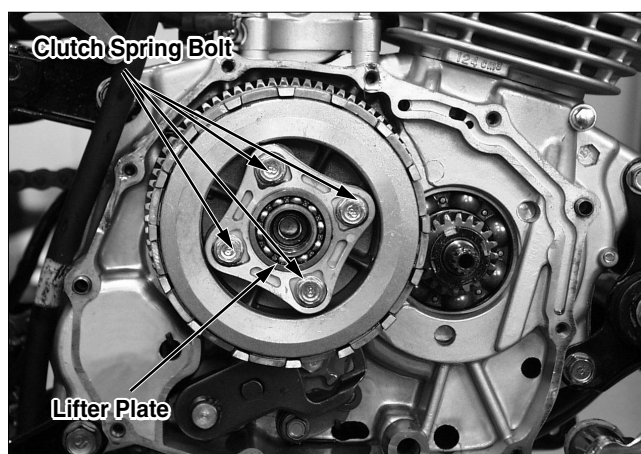


Clutch Disassembly

- Remove the following
- Clutch spring bolts
- Clutch lifter plate
- Clutch spring

* NOTE

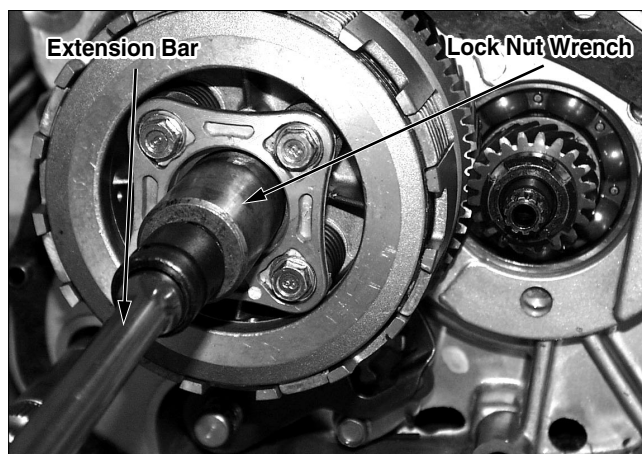
- Loosen the clutch spring bolt in a crisscross pattern in two or three steps and remove the bolts.



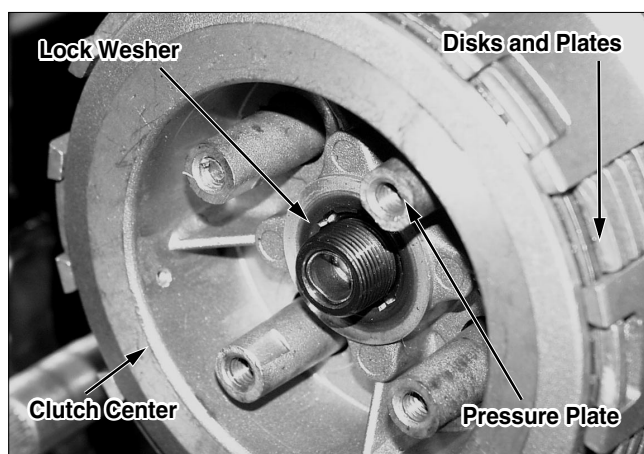
- Press the clutch center using the clutch center holder and remove the clutch lock nut.

Tools:

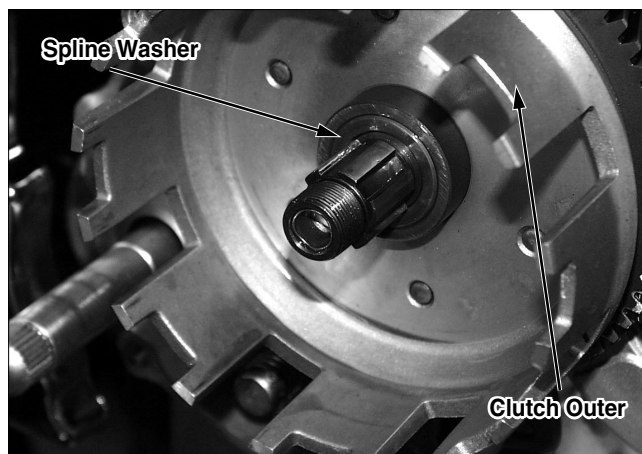
Clutch Center Holder
 Lock Nut Wrench, 20 × 24mm
 Extension Bar



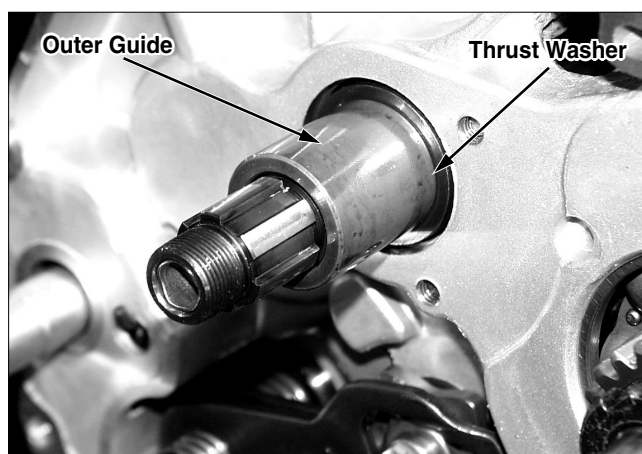
- Remove the lock washer.
- Remove the clutch center, disk, plate, and pressure plate.



- Remove the spline washer and clutch outer.



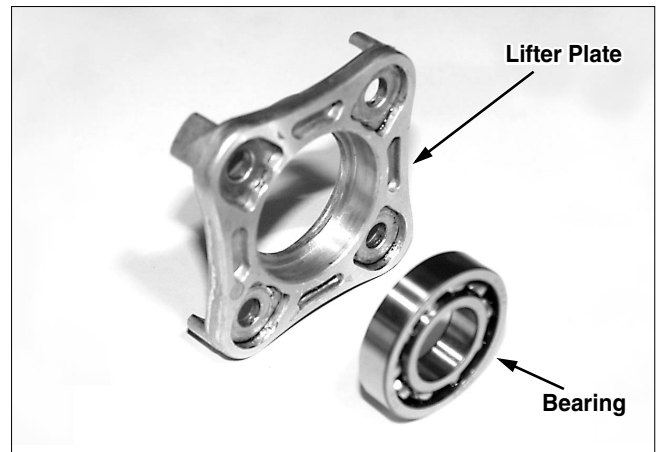
- Remove the clutch outer guide and thrust washer.



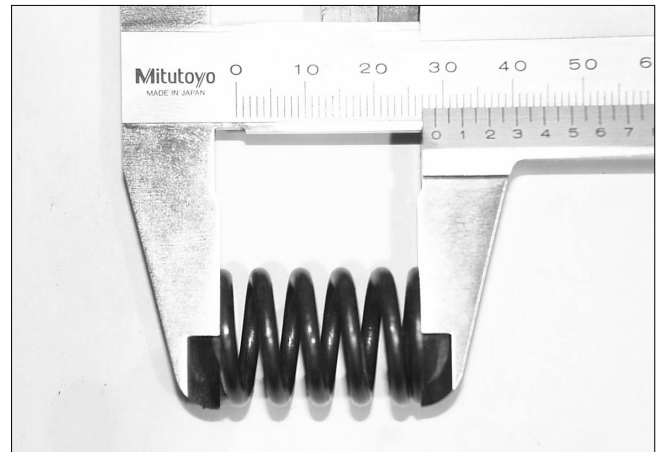
Clutch, Gearshift

Inspection

- Inspect the lifter plate bearing for scoring and other damage.
- Inspect the lifter plate for damage.
- If necessary, replace them.



- Measure the clutch spring free height.
- Service Limit: 34.2mm(1.35in)



- Check the clutch disk. If necessary, replace it.
- Measure the disk amplitude.
Service Limit: 2.6mm(0.10 in)



- Check the plate for warpage on a surface plate, using a feeler gauge.
Service Limit: 0.2mm(0.01 in)

* NOTE

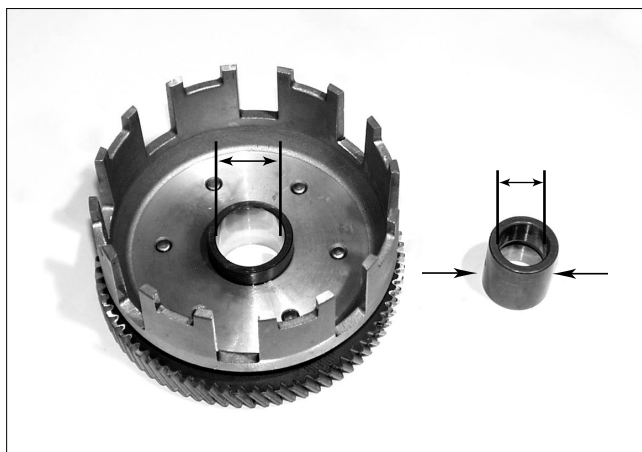
- If any of the disk and plate requires replacement, it must be replaced as a set.



- Check the slots \square in the clutch outer for nicks or indentations made by the clutch discs. If necessary replace them.
- Measure the clutch outer inside diameter.
Service Limit:28.030mm(1.1035in)
- Measure the clutch outer guide outside diameter.
Service Limit:27.950mm(1.1004in)

Installation

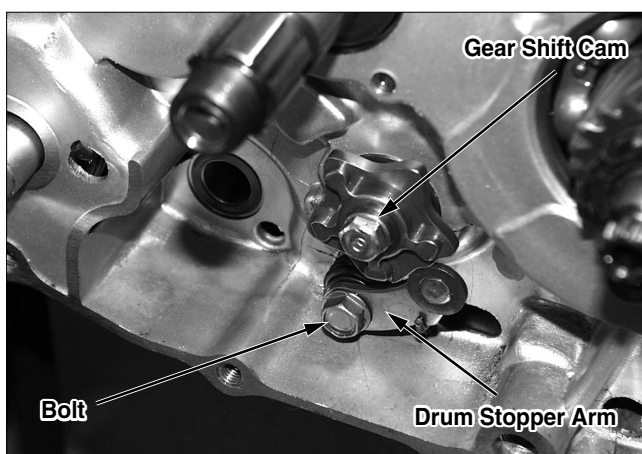
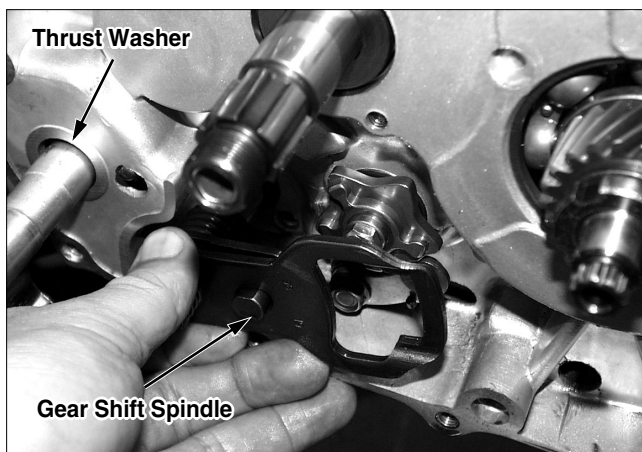
- Installation is essentially the reverse order of removal.



Gear Shift Linkager

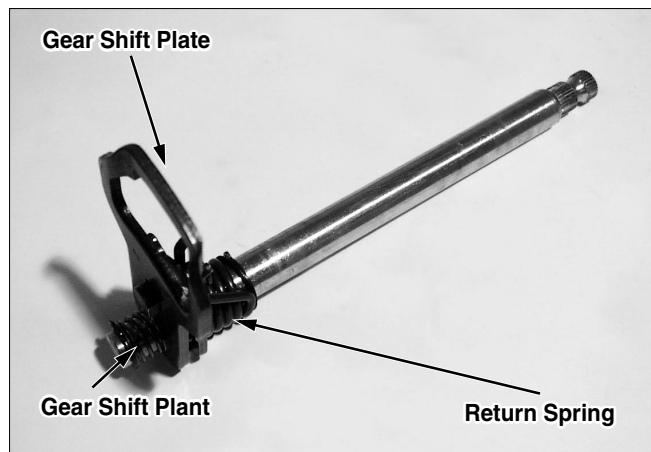
Removal

- Remove the following:
 - Gear change pedal from the gear shift spindle
 - Right crank case cover
 - Clutch ass'y
- Remove the gear shift spindle and thrust washer.
- Remove the gear shift cam bolt, cam, and dowel pins.
- Remove the drum stopper arm bolt, stopper arm, collar, and spring.



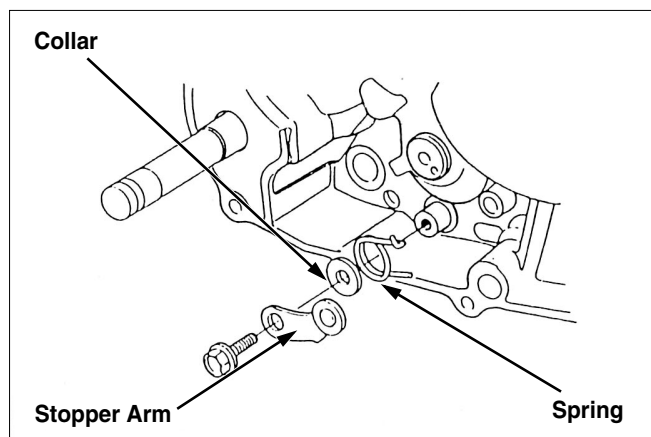
Inspection

- Check the gear shift spindle for wear or damage.
- Inspect the gear shift plate for deformation, wear, or other damage.
- Check the return spring and gear shift plate spring for wear or damage.

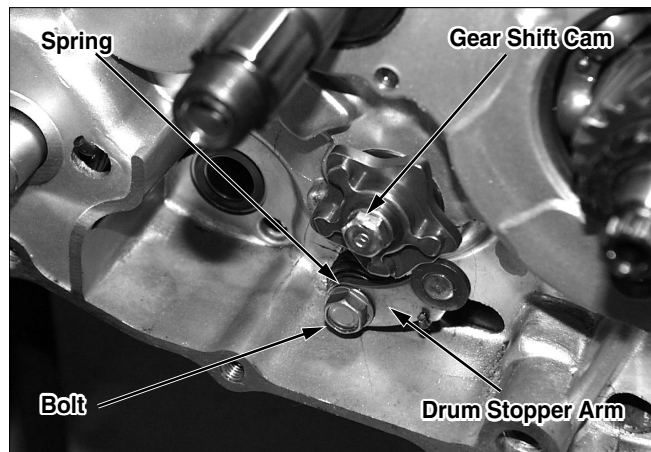


Installation

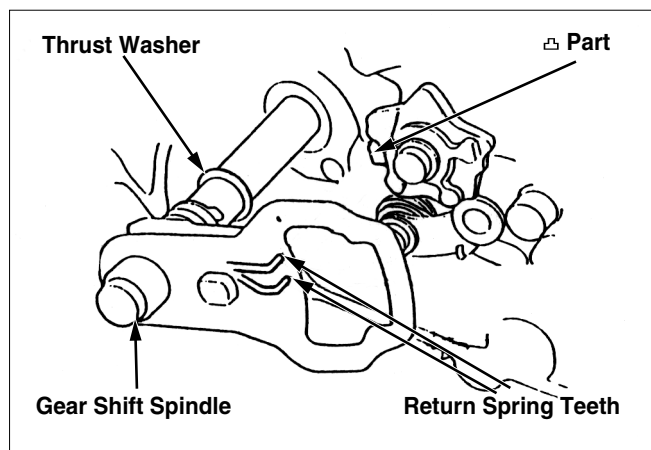
- Install the drum stopper arm collar, spring, stopper arm, and bolt. Tighten the bolts.
Torque: 1.2kgf-m(12N.m)



- Press the stopper arm, and install the cam, aligning the dowel pin with the gear shift hole.



- Install the thrust washer into the gear shift spindle.
- Install the gear shift spindle into the crank case, aligning the teeth of the return spring with the tappet of the right crank case as shown.

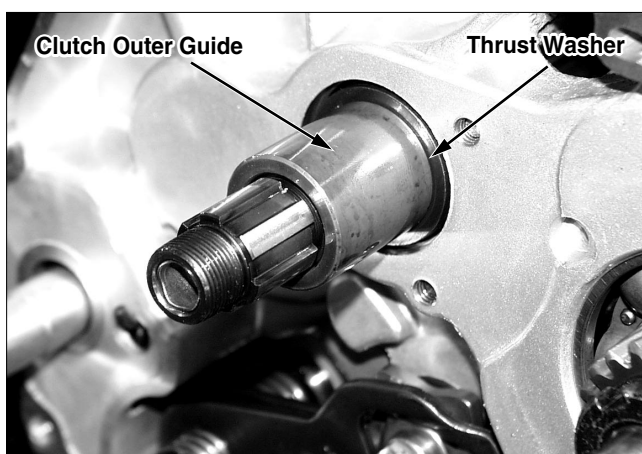


- Install the following:
 - Clutch assy.
 - R. crank case cover
- Install the gear shift arm into the gear shift spindle

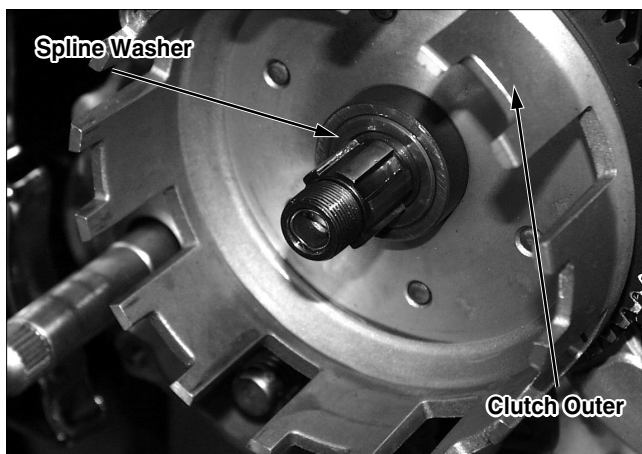


Clutch Assembly

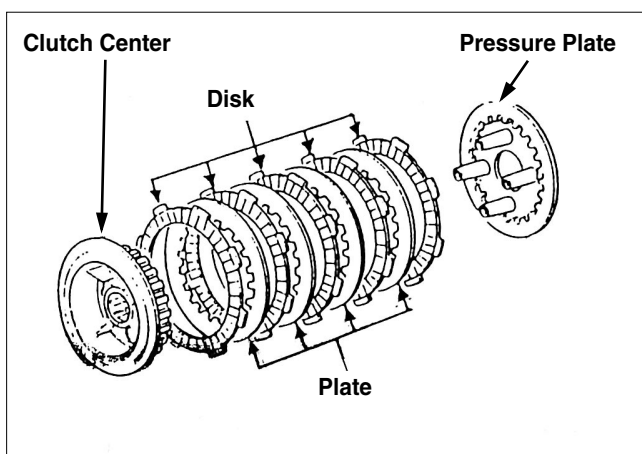
- Coat the clutch outer guide with clean engine oil.
- Install the thrust washer and outer guide into the main shaft.



- Install the clutch outer and spline washer.



- Coat the clutch and plate disk. With clean engine oil.
- Install the 6 disk. and 5 plates to the clutch center by turns.



Clutch, Gearshift

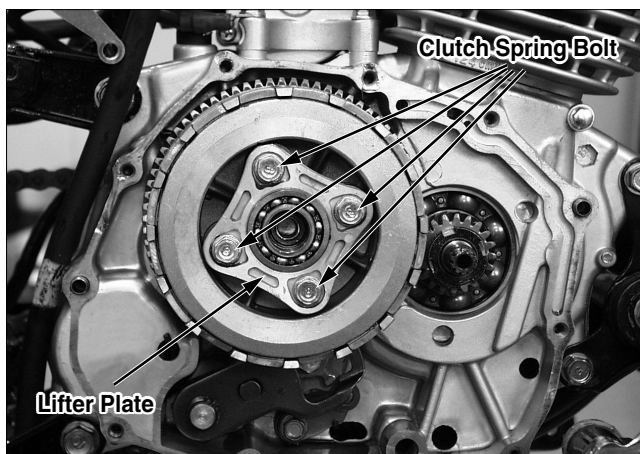
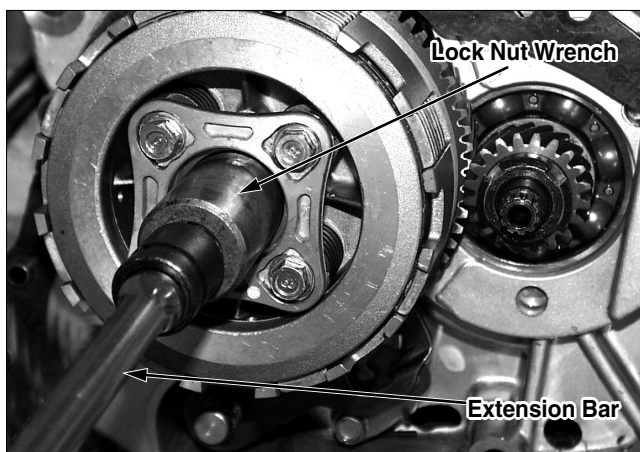
- Install the pressure plate, disk, plate and clutch center into the clutch outer.
- Coat the nut parts with clean engine oil, and tighten the lock nut.



- Install the lock nut by pressing clutch center into the clutch center holder.
Torque : 6.5kgf-m (65N.m)
Tools:
Clutch center holder
Lock nut wrench, 20 × 24mm
Extension bar
- Install the clutch spring, lifter plate and clutch spring bolt diagonally several times.

*NOTE

- Check if the pressure plate press the disc, and plate exactly.



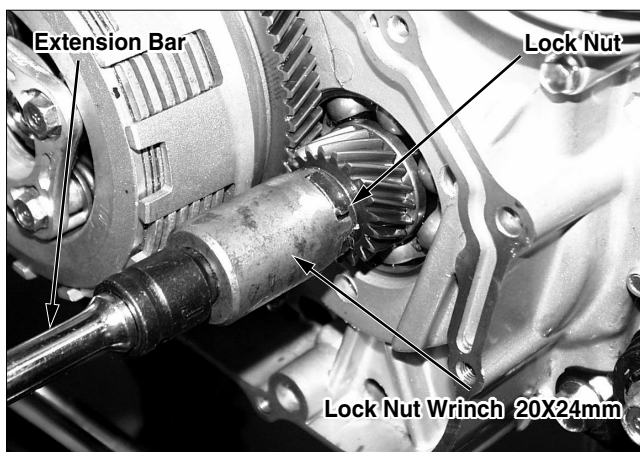
Primary Drive Gear

Removal

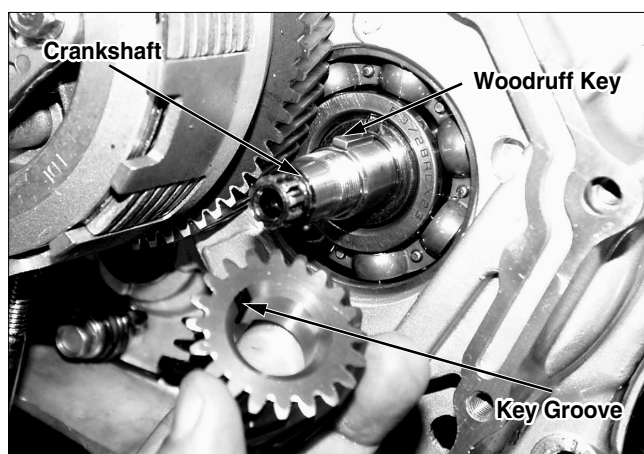
- Remove the crank case.
- Hold the flywheel using a flywheel holder.
- Remove the primary drive gear lock nut.

Tools:

- Flywheel holder
- Lock nut wrench, 20 × 24mm
- Extension bar

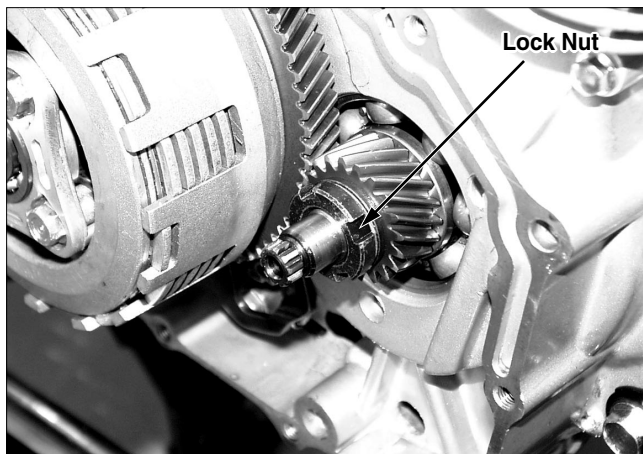


- Remove the lock nut, primary drive gear, and woodruff key



Installation

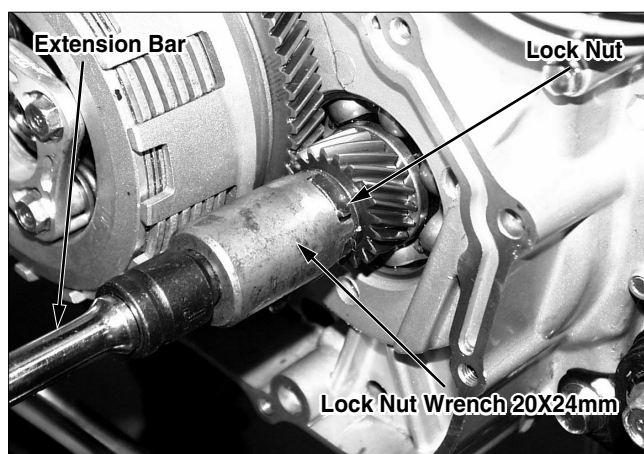
- Install the woodruff key into the key groove of the crankshaft.
- Align the primary drive gear key groove with the crankshaft key and install the gear.
- Install the washer.
- Coat the nut with clean engine oil, and tighten the lock nut.



- Hold the flywheel with a flywheel holder.
- Tighten the primary drive gear lock nut.
Torque : 6.5kgf-m(65N.m)

Tools:

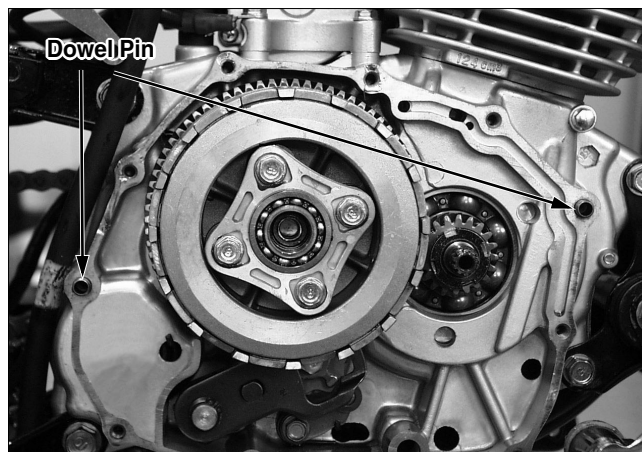
Flywheel holder
Lock nut wrench, 20 × 24mm
Extension bar



R. Crankcase Cover

Installation

- Remove the gasket from the crank case surface.
- Install the dowel pins and a new gasket.



- Install the right crank case cover, aligning the spline of the crank shaft and with the oil pump shaft spline.

***NOTE**

- If any difficulty is encountered in joining the crank shaft spline to the oil pump shaft spline, remove the crankshaft hole cap, then install the right crank case cover while turning the crankshaft to the right slowly.



- Install the clutch cable holder and crank case cover bolt.

Torque: 1.1kgf-m(11N.m)

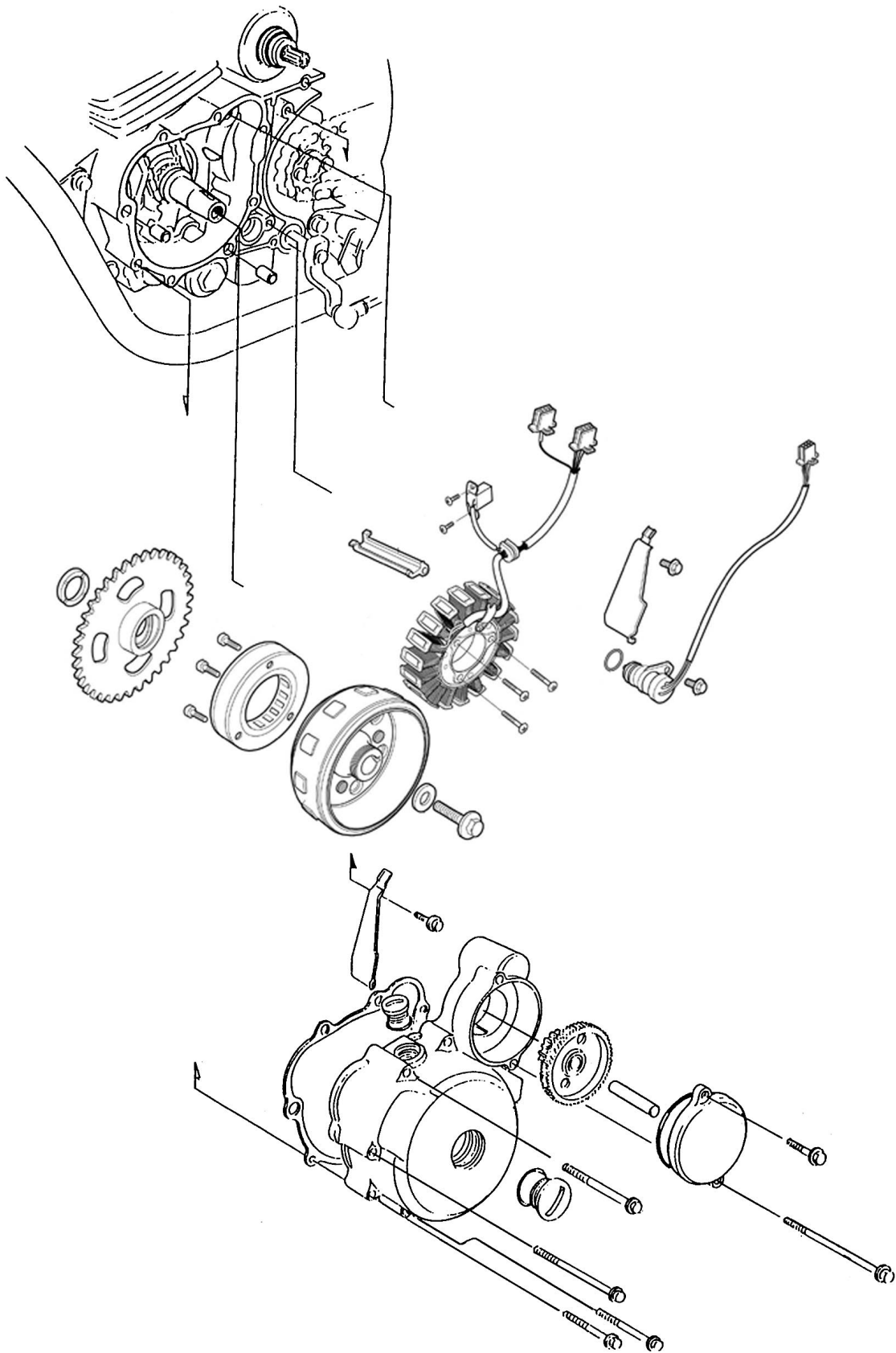
- Install the clutch cable into the clutch cable holder.
- Align the end of the cable with the clutch arm.
- Check the clutch cable free play(⇔ 3-12)
- Install the kick starter pedal and tighten the bolt.

Torque: 2.2kgf-m(22N.m)

- Fill the crankcase with the recommended oil (⇔ 2-3)

MEMO

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8. A.C Generator / Starter Clutch

Service Information	8-1	Starter Clutch	8-7
A.C Generator	8-2		

Service Information

General

- This section covers removal and installation of the A.C. generator.
- Refer to section 16 for inspection of the A.C. generator.
- The A.C. generator/starter clutch service may be done with the engine in the frame.

Specification

Unit:mm(in)

Item		Standards	Service Unit
Starter Driven Gear	O.D.	39.622 - 39.635(1.5571-1.5577)	39.607(1.5566)
	I.D	22.010- 22.022(0.8665-0.8670)	22.100(0.870)
Starter Idle Gear	I.D	10.013-10.045(0.3935-0.3948)	10.100(0.393)
Starter Idle Gear Shaft	O.D	9.991 -10.100(0.3933-0.3937)	9.97(0.393)
Reduction Gear	I.D	10.013 -10.045(0.3942-0.3955)	10.100(0.393)
Reduction Gear Shaft	I.D	9.991-10.100(0.3933-0.3937)	9.97(0.393)

Torque Values

Flywheel Bolt	5.5kgf-m(55N.m)
Starter Clutch Socket Bolts	3.2kgf-m(32N.m)
Left Crank Case Cover Bolt	1.1kgf-m(11N.m)

Tools

Common

Flywheel Puller
Flywheel Holder

A.C Generator

Removal

- Remove the gear change pedal.
- Remove the L. lower cover.



- Loosen the one bolt attaching A.C. generator and remove the A.C. generator wire clamp.



- Disconnect the coupler of the A.C. generator wire, gear change switch wire coupler.



- Loosen the 3 bolts and remove the starter reduction gear cover.



- Remove the starter reduction gear shaft and starter reduction gear.



- Loosen the left crank case cover adjusting bolt and remove the left crank cover. Remove the gasket and the dowel pins.

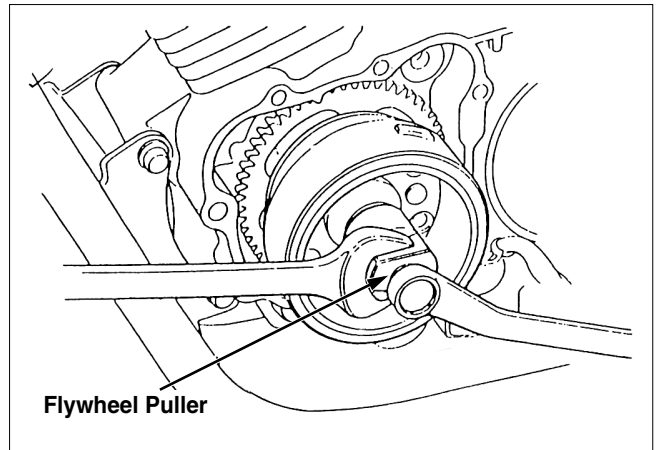


- Remove the starter idle gear shaft and starter idle gear.

- Hold the flywheel rotor with a holder and remove the rotor bolt.
Tool: Flywheel holder

A.C Generator / Starter Clutch

- After installing the flywheel puller on the rotor, remove the rotor.
Tool: Flywheel puller



- Remove the woodruff key from the crank shaft.
- Remove the starter driven gear collar.



Stator Removal/Installation

- Loosen the pulse generator mounting screw and remove the pulse generator.

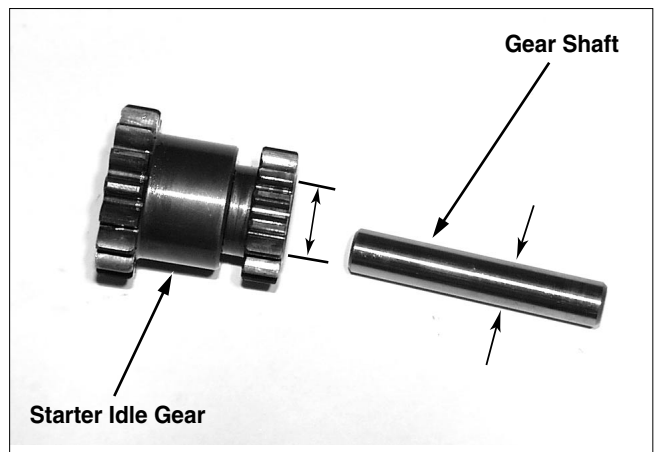
- Loosen the screw and remove the wire guide.
- Remove the stator mounting screw and remove the stator. Assemble and install in the reverse order of disassembly removal.

* NOTE

- Make sure that the grommet is correctly placed on the slot.

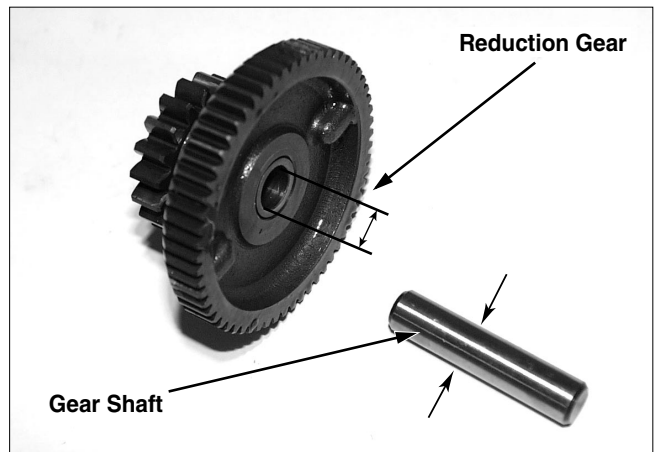
Starter Idle Gear Inspection

- Inspect the wear and damage of starter Idle gear.
- Measure the gear inside diameter.
Service Limit : 10.100mm(0.393in)
- Measure the gear shaft inside diameter.
Service Limit : 9.97mm(0.393in)



Reduction Gear Inspection

- Inspect the wear and damage of reduction gear.
- Measure the gear inside diameter.
Service Limit : 10.100mm(0.393in)
- Measure the gear shaft outside diameter.
Service Limit : 9.97mm(0.393in)

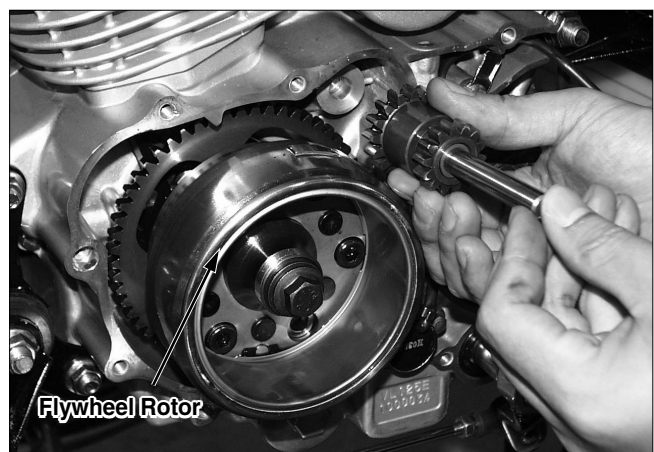
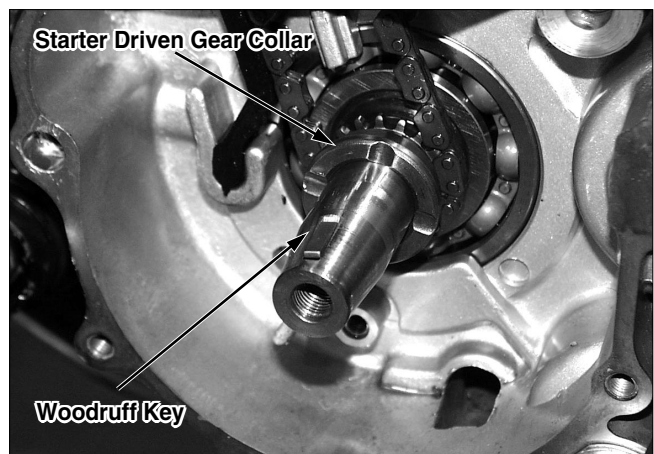


Assembly

- Install the starter driven gear collar.
- Clean the taper part of crank shaft and remove the dust. If installing the rotor with dust in taper part, the key will be damaged. Because the contacted area of taper will be small and it will occur the stress in the woodruff key.
- Install the woodruff key into the crank shaft key groove.
- Install the rotor into the crank shaft aligning the key.

*NOTE

- After checking whether inside magnet of rotor is attached by the bolts and nuts, install them. If installing the rotor with the foreign material, the starter coil is damaged.
- Install the rotor bolt temporarily. After fixing the flywheel with a holder, tighten the rotor bolt.
Torque : 5.5kgf-m(55N.m)
Tool: Flywheel Holder



A.C Generator / Starter Clutch

- Install the starter idle gear and shaft.



- Install the new gasket and dowel pin.
- Install the l. crankcase cover and tighten the bolt.
Torque : 1.1kgf-m(11N.m)



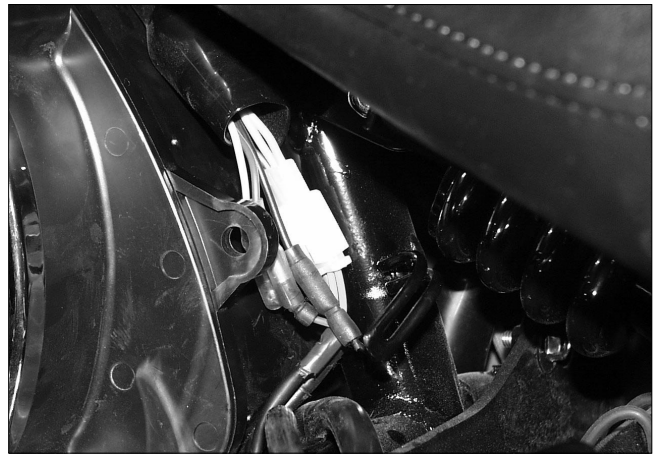
- Install the starter gear and shaft.



- Install the new o-ring.



- Connect the AC generator wire and gear position light switch wire coupler, and install the wire clamp.

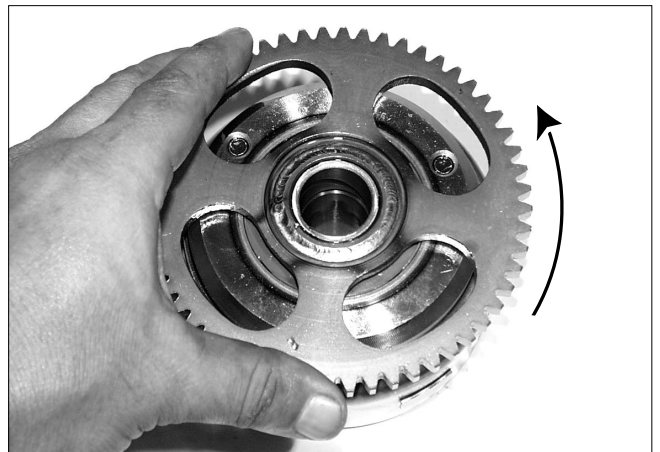


- Install the L. Lower cover and gear change pedal bolt.
- Tighten the gear change pedal bolt.



Starter Clutch

- Remove the flywheel(⇒ 7-4)
- If the starter driven gear turns to the right when pressing the flywheel as shown, it is in good condition.



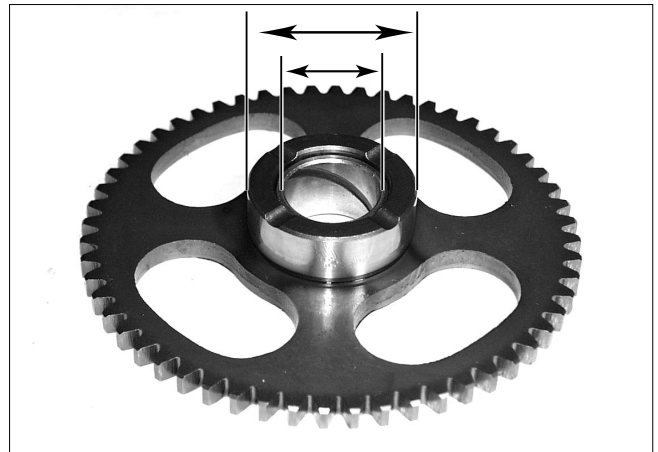
Disassembly

- Remove the three socket bolts, and remove the one way clutch from the flywheel.



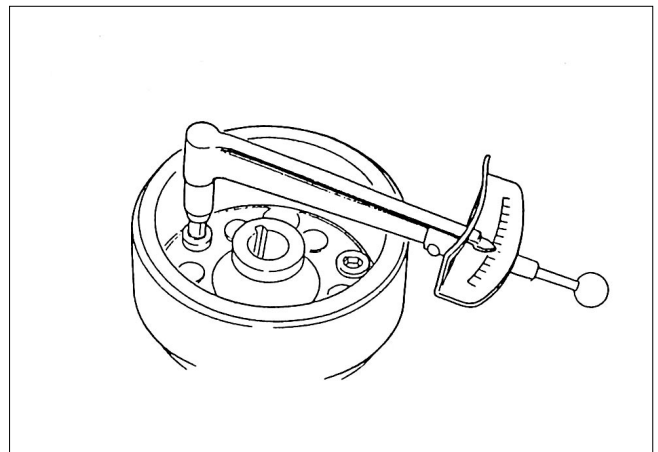
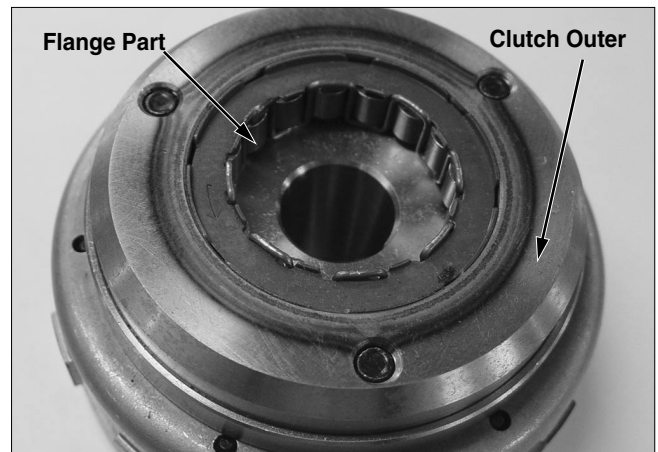
A.C Generator / Starter Clutch

- Check the starter driven gear for damage and wear.
- Measure the driven gear I.D. and O.D.
Service Limit:
O.D. : 39.607mm(1.5566in)
I.D. : 22.100mm(0.870in)

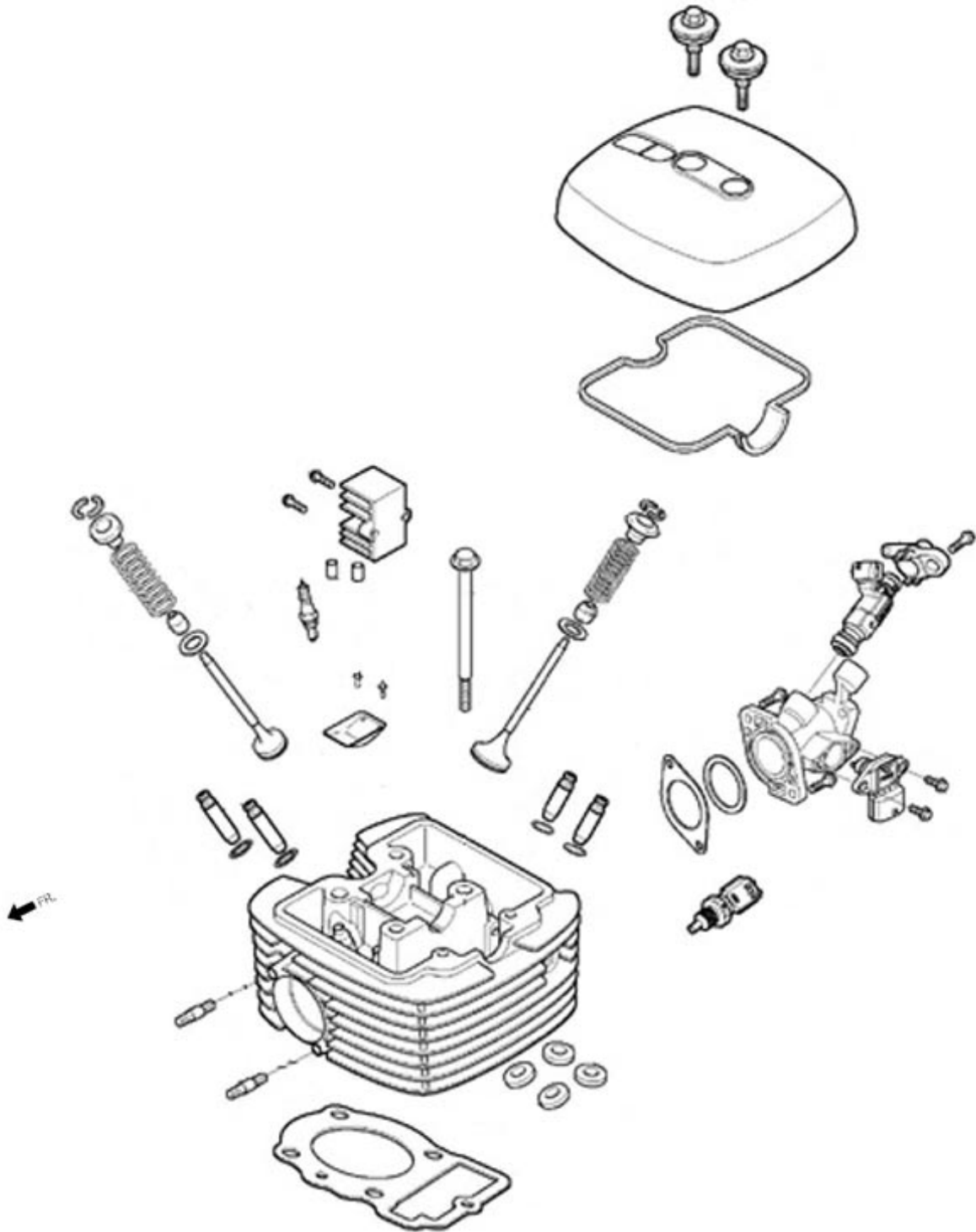


Assembly

- Inspect the one way clutch for wear and damage.
- Install the way clutch fringe onto the clutch outer.
- After coating the socket bolt with the nut locking bond, install it.
Torque : 3.2kgf-m(32N.m)



MEMO



9. Cylinder Head / Valve

Service Information	9-1	Valve Guide Replacement	9-8
Troubleshooting	9-2	Valve Seat Inspection	9-9
Camshaft Removal	9-3	Cylinder Head Assembly	9-11
Cylinder head Removal	9-5	Cylinder Head Assembly	9-13
Cylinder Head Disassembly	9-6	Cylinder Heand Installation	9-13

Service Information

General

- Rocker arm and cam shaft can be serviced with the engine installed in the frame. To service the cylinder heads, the engine must be removed from the frame.
- Cam shaft lubrication oil is fed through an oil pipe. Be sure that the oil pipes and orifice are not clogged before installing the cylinder head.

Specifications

Unit:mm(in)

Item			Standard	Service Limit
Rocker Arm	Rocker Arm I.D		12.016~12.034(0.4731~0.4738)	12.060(0.4748)
	Rocker Arm O.D		11.982~12.000(0.4717~0.4724)	11.950(0.4505)
Cam Shaft	Cam Height	IN.	37.330~37.490(1.4671~1.4734)	37.110(1.4584)
		EX.	37.089~37.249(1.4576~1.4639)	36.870(1.4490)
Valves	Valve Spring Free Length	IN., EX.	41.65(1.640)	40.0(1.57)
	Valve Stem O.D	IN.	4.975~4.990(0.1959~0.1965)	4.925(0.1939)
		EX.	4.995~4.970(0.1951~0.1957)	4.905(0.1931)
	Valve Guide I.D	IN., EX.	5.000~5.012(0.1969~0.1973)	5.03(0.198)
	Stem to Guide Clearance	IN.	0.010~0.037(0.0004~0.0015)	0.08(0.003)
		EX.	0.030~0.057(0.0012~0.0022)	0.10(0.004)
Valve Seat Width			0.7~0.9(0.028~0.035)	1.3(0.051)

Torque Values

Cam Chain Tensioner Pivot Bolt	1.1kgf-m(11N.m)
Spark Plug	1.1kgf-m(11N.m)-Apply engine oil
Camshaft Holder 8mm nut	2.0kgf-m(20N.m)-Apply engine oil
Cam Chain Tensioner Mounting Bolt	1.2kgf-m(12N.m)
Cam Chain Tensioner Sealing Screw	0.4kgf-m(4N.m)
Cylinder Head Cover Bolt	1.0kgf-m(10N.m)
Crank Shaft Hole Cap	0.8kgf-m(8N.m)
Timing Hole Cap	0.6kgf-m(6N.m)

Tools

Special	Common
Dowel Pin Puller Set	Valve Spring Compressor
Sliding Shaft	Valve Seat Cutter
Sliding Weight	Seat Cutter IN 35° (23mm)
Valve Guide Reamer	EX 35° (20mm)
Valve Guide Driver	IN 45° (24.5mm)
	EX 45° (24.5mm)
	IN 60° (22mm)
	EX 60° (22mm)
	Cutter Holder 5mm

Troubleshooting

- Cylinder head operation problem can be diagnosed by a compression test, or by tracing noises to the topend with a sounding rod or stethoscope.

low compression

- Valves
 - Improper valve clearance adjustment
 - Broken or damaged valve spring
 - Incorrect valve timing
 - Faulty valve seat adherence
- Cylinder head
 - Leaking or damaged head gasket
 - Warped or cracked cylinder head
- Cylinder and piston (Refer to section 9)

Excessice smoke from muffler

- Worn valve guide or valve stem
- Damaged valve stem seal
- Worn and damaged piston ring

Incorrect idle speed

- Compression is too low

Compression is too high

- Excessive carbon build-up on piston or combustion chamber

Excessive noise

- Incorrect valve clearance adjustment
- Sticking valve or broken valve spring
- Worn or damaged camshaft
- Worn or damaged rocker arm and rocker arm shaft
- Worn or damaged cam chain
- Worn or damaged cam chain tensioner
- Damaged cylinder head gasket
- Improper spark plug installation

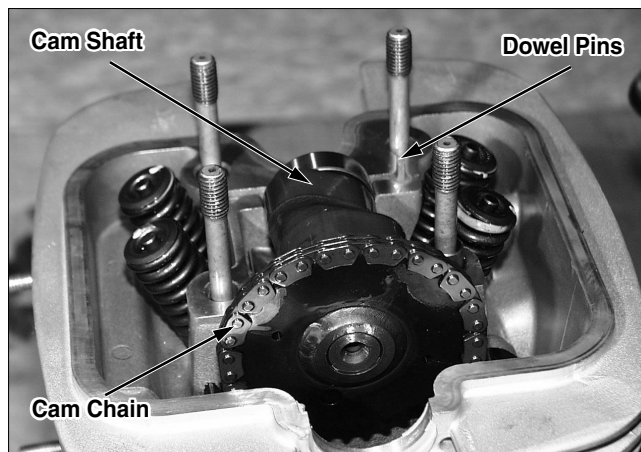
Camshaft Removal

- Remove the fuel tank(⇒ 4-3)
 - Remove the cylinder head cover bolts and cover.
-
- Remove the timing hole cap and crank shaft hole cap out of the left crankcase cover.
 - Rotate the crankshaft clockwise, place the flywheel "T" mark on the left crankcase cover index mark.
 - Make sure that the piston is placed on the compression groove. (All the cam lobes of the camshaft should face down.)
 - Rotate the crankshaft clockwise on turn(360°) and place the "T" mark on the index mark.
-
- Loosen the sealing screw of the cam chain tensioner. Remove the tensioner mounting bolt and tensioner.
-
- Remove the camshaft holder 8mm nuts.
 - Remove the camshaft holder from the cylinder.



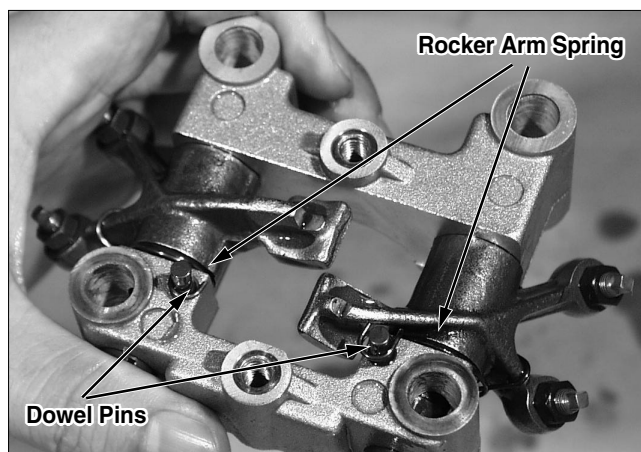
Cylinder Head / Valve

- Remove the cam chain from camshaft.
- In order to separate the cam chain from the crank case, bind it with the thread or a string.
- Remove the camshaft.



Camshaft Holder Disassembly

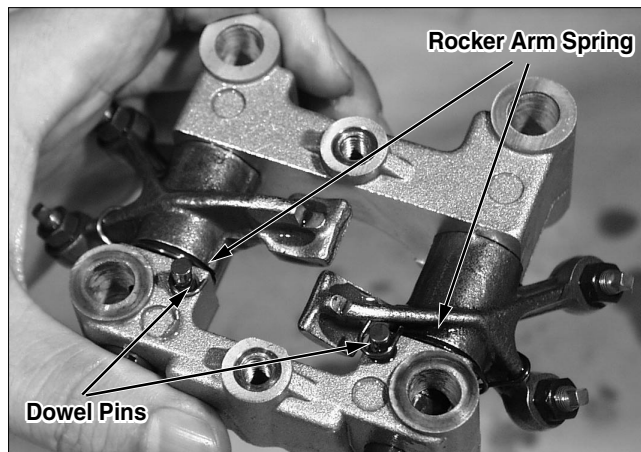
- Remove the end of the rocker arm spring from the dowel pins.



- Remove the dowel pins from the Camshaft holder using the following

Tools:

- Dowel pin puller set
- Sliding shaft
- Sliding weight

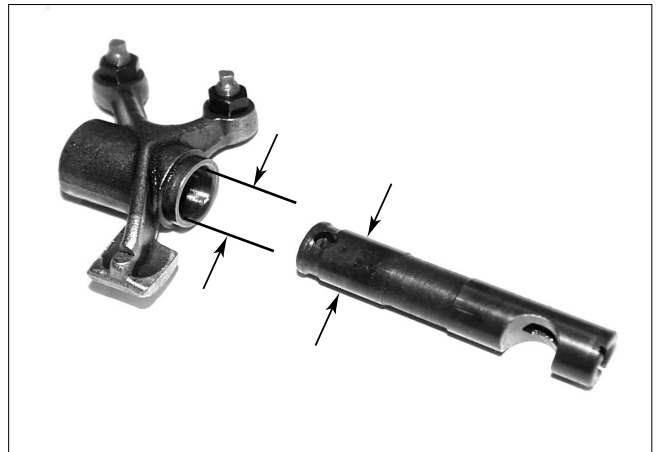


- Put the 6mm bolt into the rocker arm shaft, remove the rocker arm shaft, pulling the bolt.
- Remove the rocker arm and rocker arm spring
- Remove the other rocker arm shaft, rocker arm, and rocker arm spring following the same order.



Inspection

- Inspect the rocker arm and rocker arm shaft for wear and damage.
- Measure the rocker arm I.D.
Service Limit : 12.060mm(0.4748in)
- Measure the rocker arm O.D.
Service Limit : 11.950mm(0.4505in)



- Inspect the cam lobe of the camshaft for wear and damage.
- Measure the height of the cam lobe.
Service Limit:IN) 36.870mm(1.4490in)
EX) 37.110mm(1.4584in)



- Turn the outer race of each bearing with your finger. The bearing should turn smoothly and quietly.
- Check the bearing for damage.



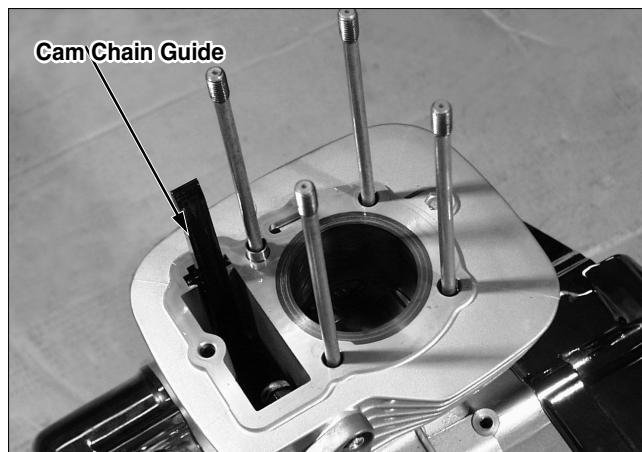
Cylinder Head Removal

- Remove the engine from the frame (⇒ 5)
- Remove the camshaft.
- Remove cylinder head from the cylinder.



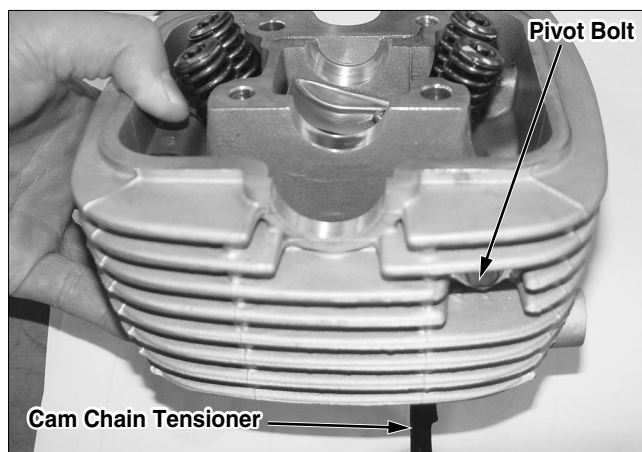
Cylinder Head / Valve

- Remove the gasket, dowel pins, and cam chain guide from the cylinder.



Cylinder Head Disassembly

- Loosen the pivot bolt and remove the cam chain tensioner.
- Remove the carburetor insulator.
- Remove the spark plug from the cylinder head.
- Remove the spark plug cover from the cylinder head.



- Remove the valve spring, valve cotter, retainer, spring, and valve.

Tool: Valve spring compressor

⚠CAUTION

- To prevent the loss of tension, do not compress the valve springs more than necessary to remove the cotters.

*NOTE

- Mark all parts during disassembly so they can be placed back in their original locations.

- Remove the valve stem seals and valve spring seals, remove the carbon deposits from the combustion chamber.

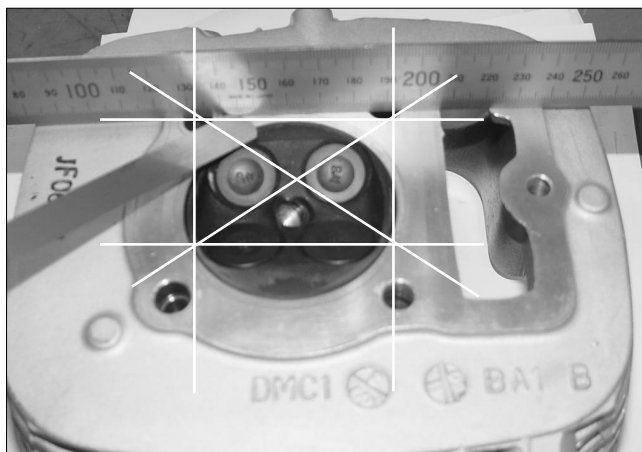


Cylinder Head

- Clean off the head gasket surface.

⚠CAUTION

- Avoid damaging the gasket surfaces.



- Inspect the spark plug assembly hole and the crack of near valve seat. Check for the warp of the cylinder head with a square and filler gauge.

Service Limit : 0.1mm(0.004in)

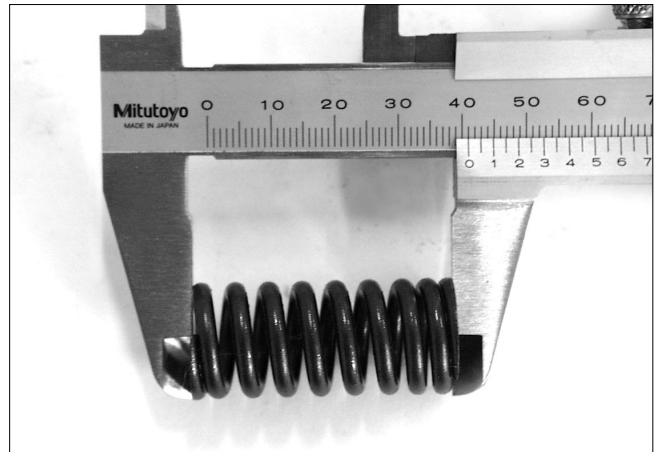
Valve Spring

- Measure the free field of valve spring.

Service Limit : 40.0mm(1.57in)

⚠CAUTION

- If any valve spring is shorter than the service limit, it must be replaced as a set.

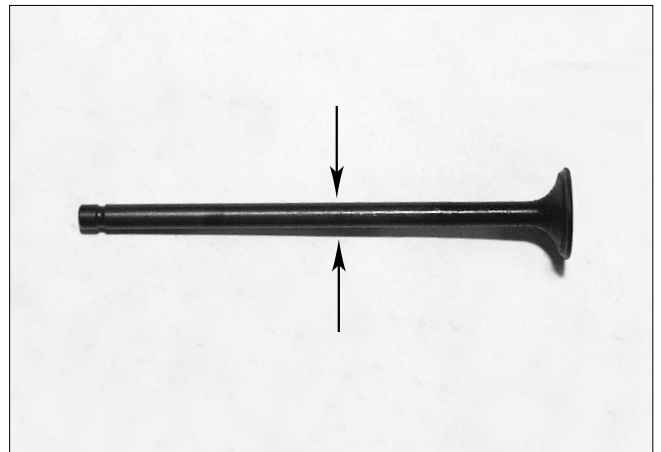


Valve Step-To-Guide Clearance

- Inspect the bent, clogging, damaging, and step wear of valve.
- Check the valve step with valve guide.
- Measure the valve step outside diameter and record it.

Service Limit : IN) 4.925mm(0.1939in)

EX) 4.905mm(0.1931in)

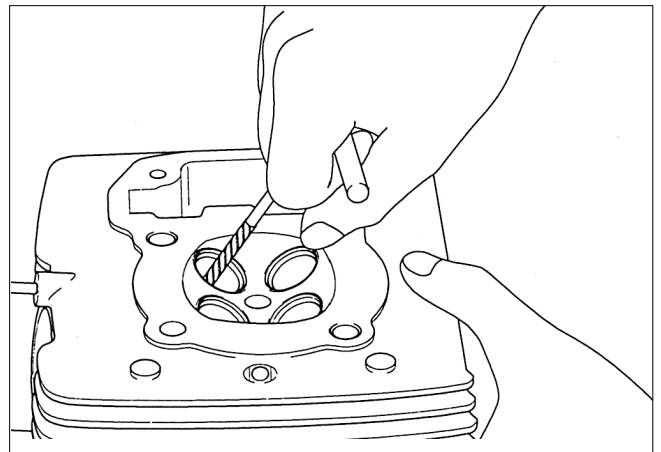


- After inserting the valve guide reamer to the combustion chamber, remove the carbon deposits.

⚠CAUTION

- The incoming and outgoing of reamer should be performed by turning the reamer to the right. If the entrance of reamer without turning or turning to the left, the guide inside will be damaged.

Tool: Valve guide reamer



- Measure the valve guide inside diameter and record it.

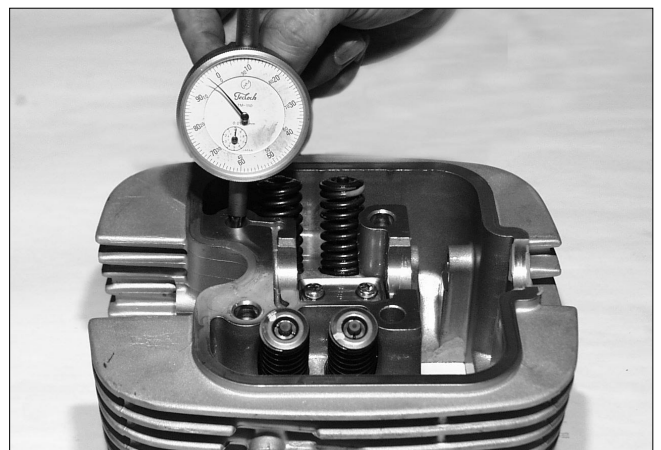
Service Limit : 5.03mm(0.198 in)

- Calculate the valve step and guide clearance.

Service Limit : IN) 0.08mm (0.003 in)

EX) 0.10mm (0.004 in)

- Measure the inside diameter of new valve guide, and must be replaced with the new valve if the clearance is not in service limit.



Valve Guide Replacement

⚠CAUTION

- When replacing the valve guide, valve seat must be amended.
- Heat the cylinder head equally to 130-140°C.
- Avoid heating over 150°C

⚠CAUTION

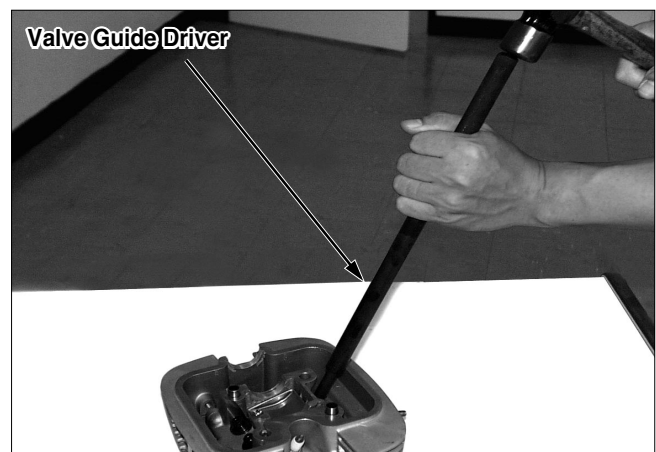
- Avoid performing the unskilled work. It is caused a burn.
- When heating the cylinder Head, do not heat it sectionally using a gas burner. It is caused the twist of cylinder Head.

- Hold the cylinder head, and remove the valve guide from the combustion chamber using valve guide driver.

Tool : Valve guide driver

⚠CAUTION

- Avoid the cylinder head from damaging.
- Install the new o-ring into the new valve guide.
- Insert the valve guide in the top of the cylinder head.
- Tool: Valve guide driver.
- After inserting the valve guide, install the valve guide reamer in the combustion chamber of the cylinder head and trim the valve guide.

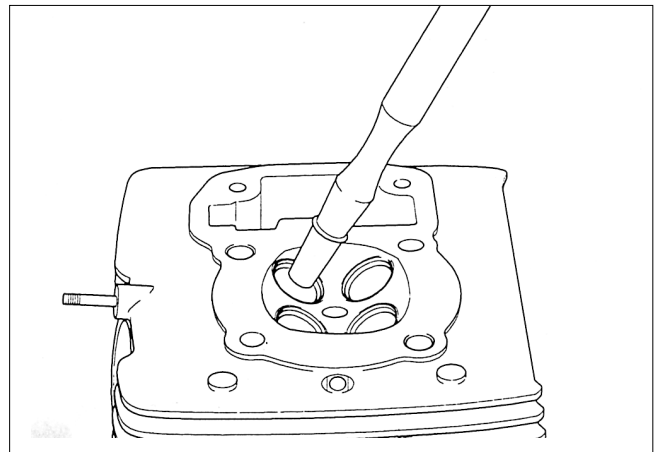
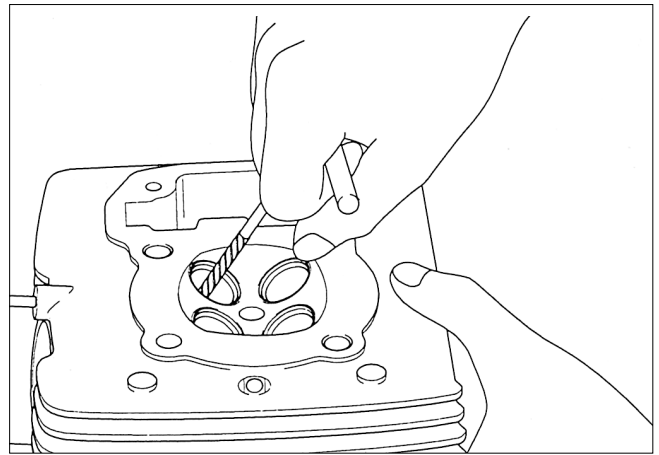


⚠CAUTION

- Trim the reamer not to lean. If cutting the reamer by leaning, the valve hole is inclined, the step seal is leaked, and the around of valve seat is enlarged. So the around of seat is not amended.
- The entrance of reamer is always performed by turning the reamer to the right. If not, the guide inside is damaged.

Tool: Valve guide reamer

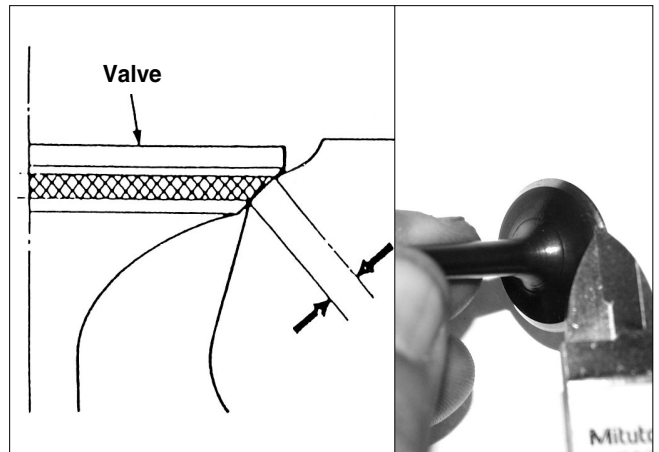
- Clean the cylinder head and remove the foreign substances.
- Check the around of valve seat and amend them.



Valve Seat Inspection

- Remove the carbon deposits of valve.
- Coat the valve of cylinder head with the ink thinly.
- Trim valve guide reamer using a valve guide reamer without turning the valve, and align the position exactly.

- Take off the valve, inspect the opposite side of the seat with the ink attachment of valve pace side.
- If the valve seat is damaged, amend the valve seat.
- If the valve is inclined, inspect the valve guide-to-step gap and replace valve guide if necessary.



⚠CAUTION

- It is impossible to amend the valve. If the valve pace clogging, wear and connection are bad, the valve must be replaced.

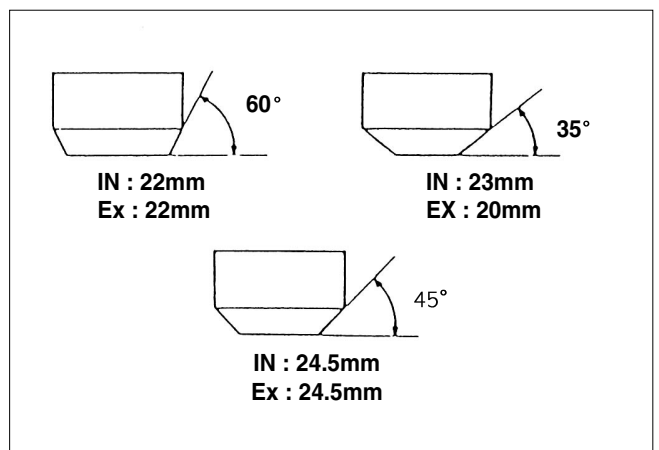
- Measure the valve seat width.
Standard Value : 0.7~0.9(0.028~0.035)
Service Limit : 1.3mm(0.05in)

Valve Seat Cutter

- Amend the worn valve seat using a valve seat cutter and a grinder.

⚠CAUTION

- Perform them according to the instruction manual.

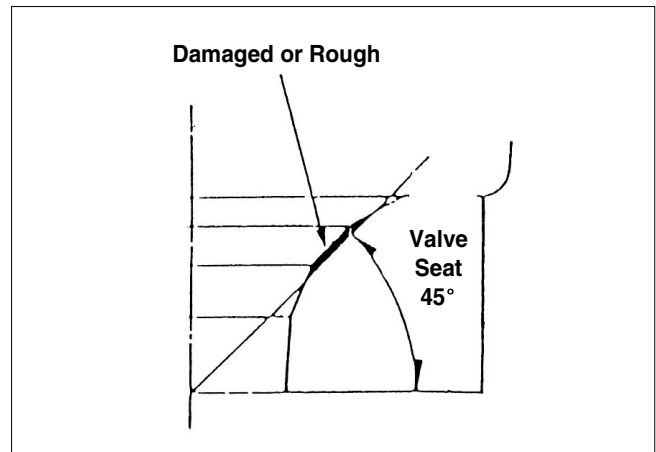


Valve Seat Amendment

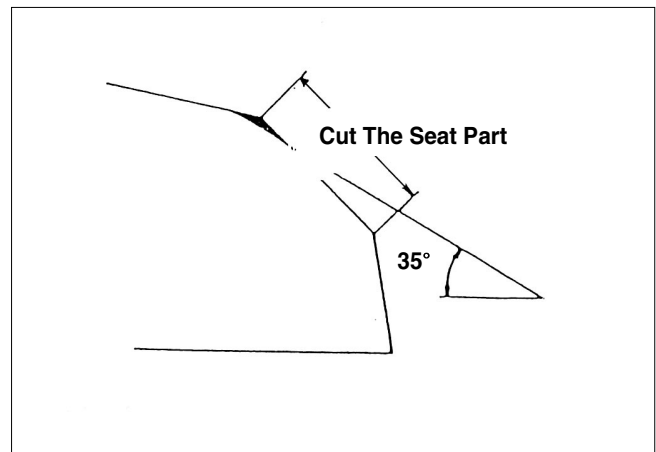
- If the Seat part is damaged or rough, cut them using 45° cutter.

⚠ CAUTION

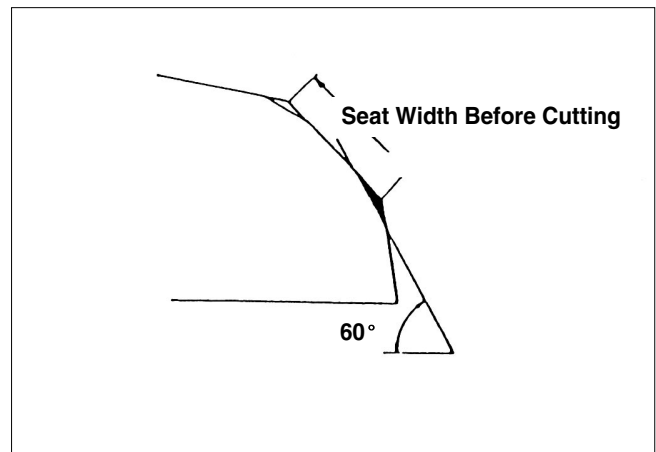
- After replacing the valve guide, cut the seat part.



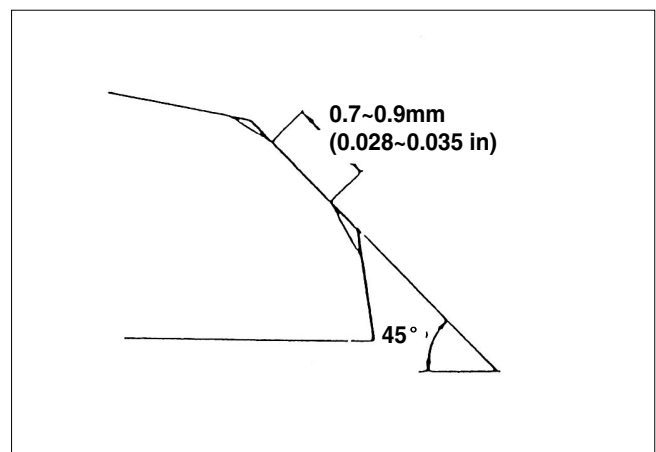
- Amend the flat using a 35° cutter side by side.



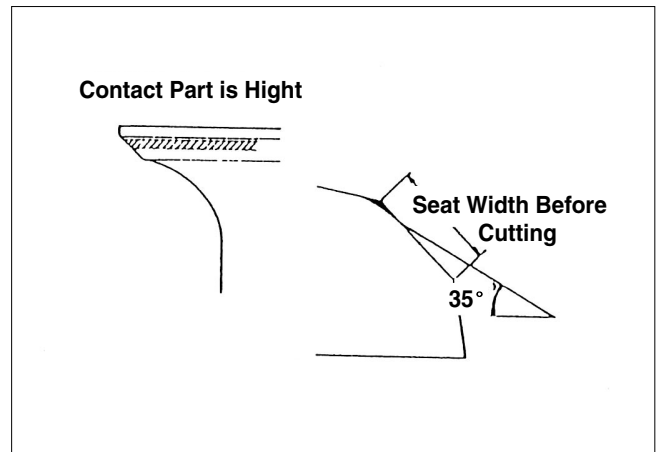
- Amend the inside using a 60° cutter side by side.



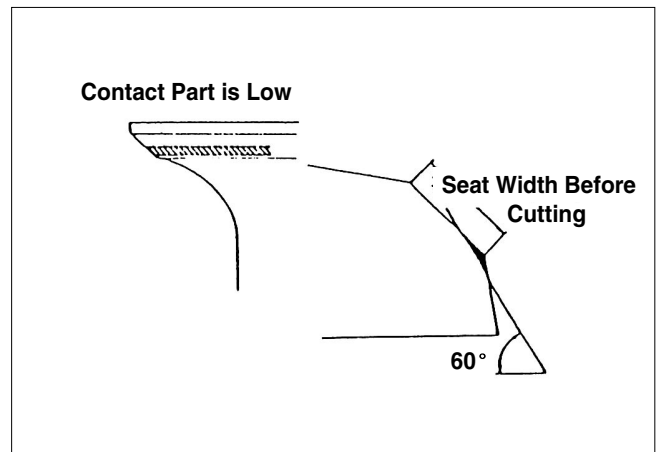
- Amend the seat part with a standard width using a 45° cutter.



- Coat the valve seat with the compound.
- Use the valve guide reamer without turning the Valve, check the attached state by hitting against lightly.
- If the position of contacting side is high, cut it using a 35° cutter, and then cut it using a 45° cutter according to the standard width.



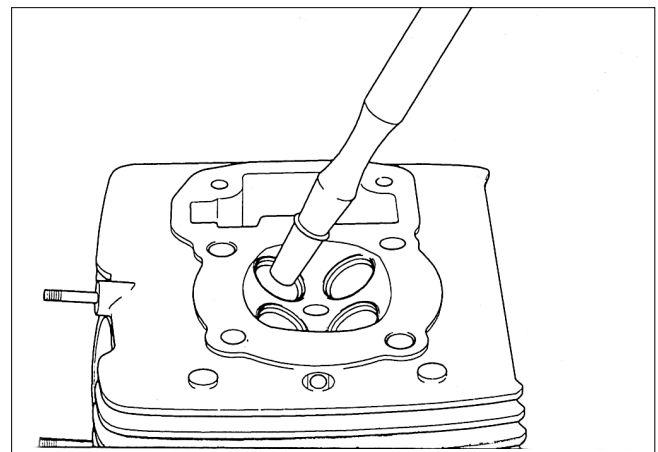
- If the position of contacting side is low, cut it using a 60° cutter, and then cuts by 45° cutter according to the standard width.



- After amending, coat the valve seat with a compound and align the valve using a valve guide reamer.

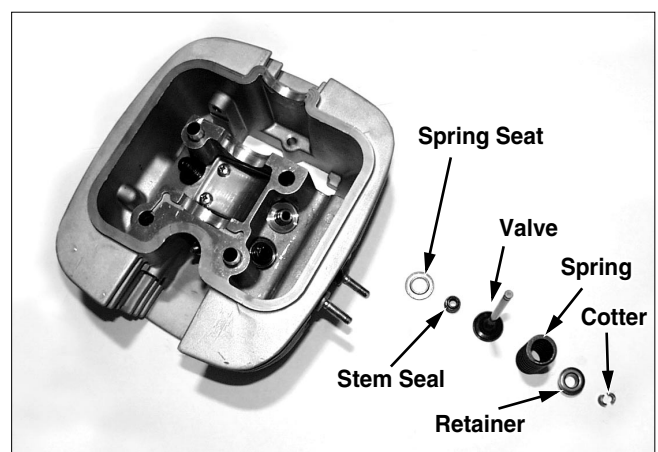
CAUTION

- If it is turned by pressing the valve to seat strongly when aligning the valve, it is damaged. Therefore, align it by trimming lightly.
- If aligning the valve in same position, it is caused that seat is worn partly. Therefore align valve by turning.
- Avoid putting compound in the gap of step and guide while aligning the Valve.



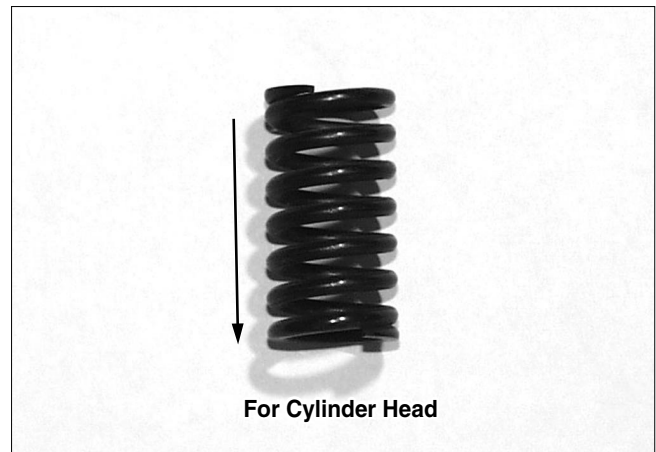
Cylinder Head Assembly

- Install the valve spring seat and a new stem seal.
- Lubricate each valve stem with molybdenum disulfide grease and insert the valve into the valve guide. To avoid damage to the stem seal, turn the valve slowly when inserting.
- Check the valve for freedom of up-down movement.



Cylinder Head / Valve

- Install the valve springs. The springs tightly would coils should face toward the cylinder head.

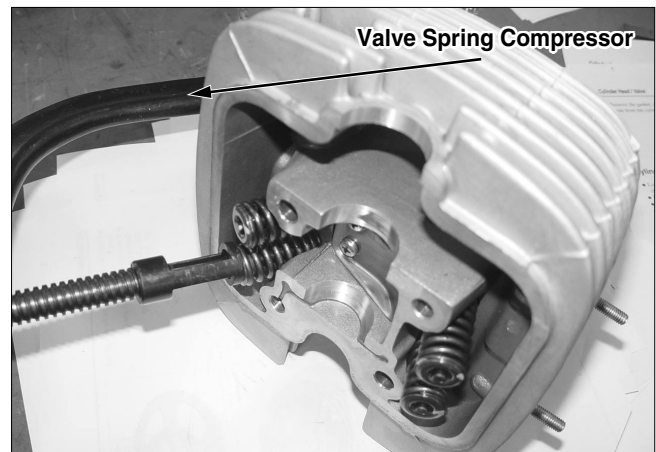


- Install the springs retainer.
- Compress the valve spring and install the valve cotters.

*NOTE

- To prevent the loss of tension, do not compress the valve springs more than necessary to install the valve cotters.

Tool: Valve spring compressor



- Tap the valve stems gently two or three times with a soft hammer to firmly seat the cotters.

*NOTE

- Be careful not to damage the valve.



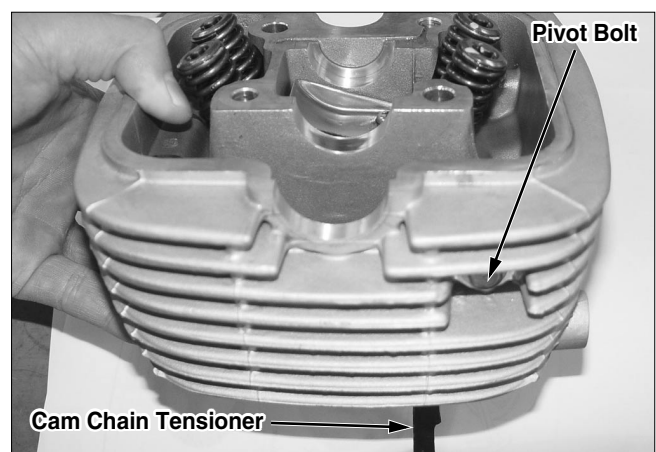
- Coat a new O-ring with engine oil and install it into the carburetor insulator groove.
- Install the carburetor insulator with the mounting bolt tightly.

- Install the cam chain tensioner and tighten the pivot bolt.

Torque : 1.1kgf-m(11N.m)

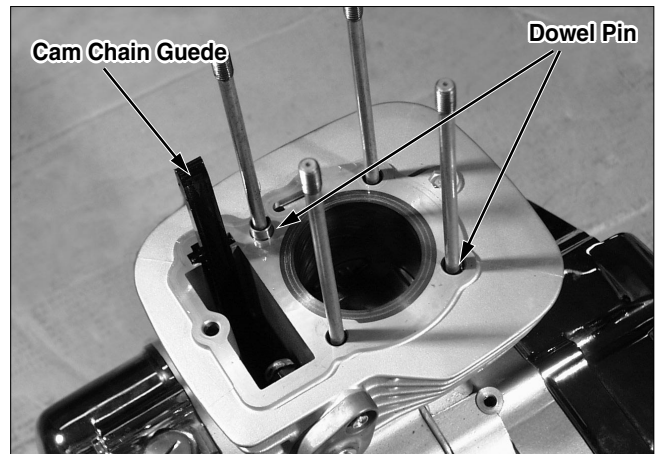
- Install the spark plug.

Torque : 1.1kgf-m(11N.m)

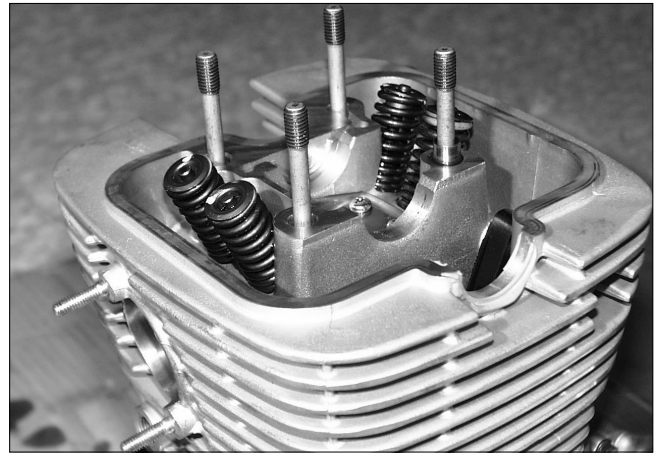


Cylinder Head Installation

- Clean the cylinder head surface of any gasket materials.
- Install the cam chain guide into the cylinder.
- Install the dowel pins and a new gasket.

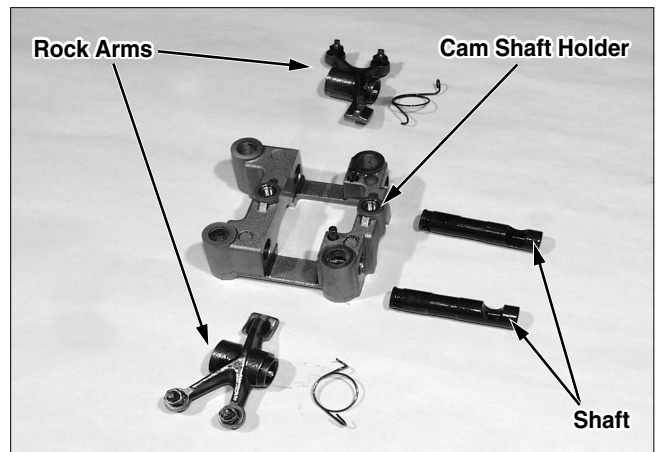


- Install the cylinder head.
- Install the cam shaft.
- Install the engine into the frame(⇒ 5)

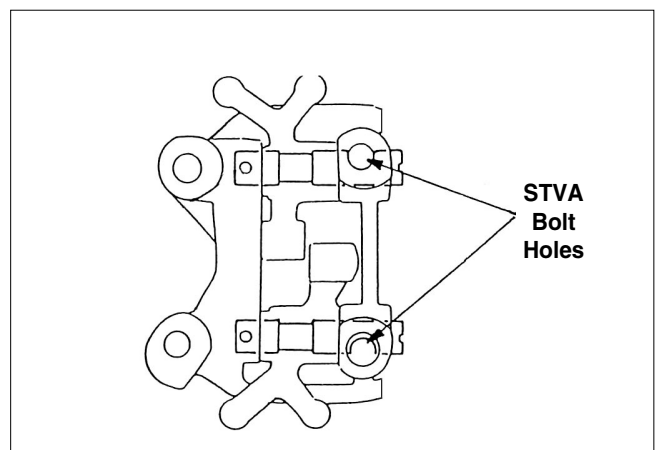


Camshaft Installation

- Install the rocker arm ring and rocker arm on the camshaft holder.
- Coat the rocker arm shaft with engine oil and install it into the camshaft holder.



- Rotate the rocker arm shaft with a driver, align the STVA Bolt hole of the cam shaft holder and rocker arm shaft.



Cylinder Head / Valve

- Insert the dowel pins into the camshaft holder thoroughly. Align the teeth of the rocker arm spring with the dowel pins as shown.



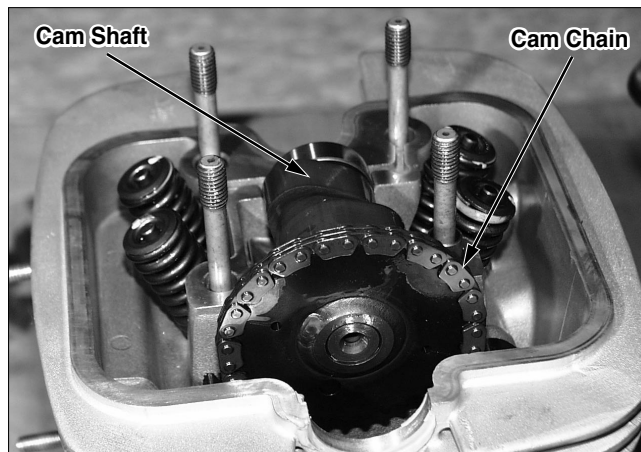
- Check the camshaft assembly for wear or damage, and Install the Cylinder head
- Install the cam chain on the cam sprocket.



- Rotate the crankshaft to the left slowly, align the "T" mark on the flywheel with the index mark on the left crankcase cover.

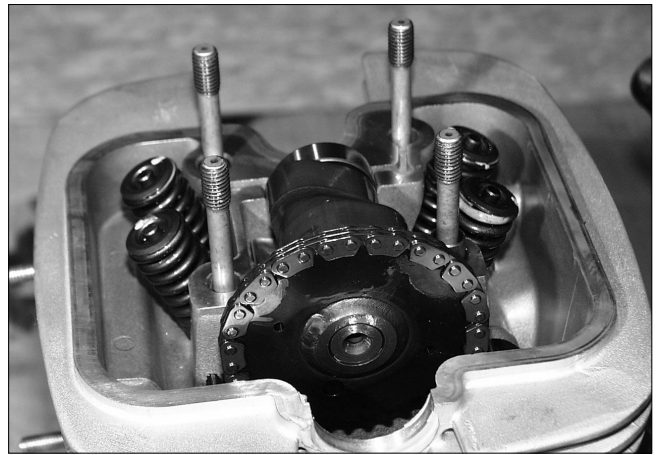
* NOTE

- When turning the crankshaft, make sure that the cam chain does not come off from the crankshaft timing gear.

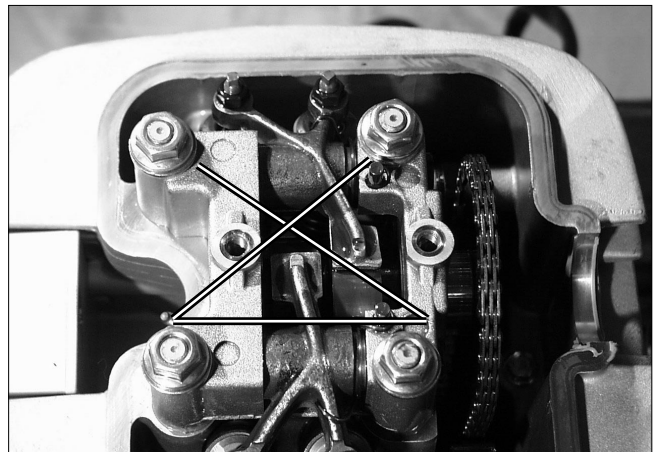


- Coat the camshaft with engine oil, and install the cam lobe on the cylinder head with the cam lobe facing down. With the timing marks on the cam sprocket parallel to the top of the cylinder head, Install the chain and sprocket.
- Install the dowel pins on the cylinder head.
- Install the dowel pin into the cylinder Head.

- Install the dowel pin into the cylinder Head.



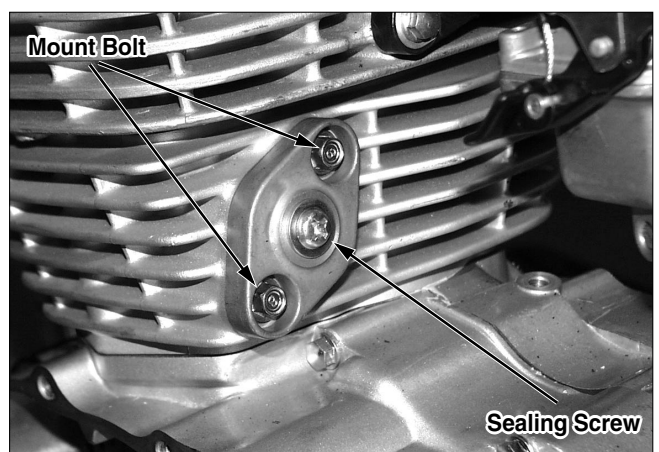
- Install the camshaft holder.
- Apply engine oil to the nut part, install and tighten the cam shaft holder nut and bolt in two or three steps as shown
Torque : 2.0kgf-m(29N.m)



- Remove the screw and O-RING from the cam chain tensioner lifter. Remove the shaft from the body by turning the tensioner shaft to the right with a small driver.

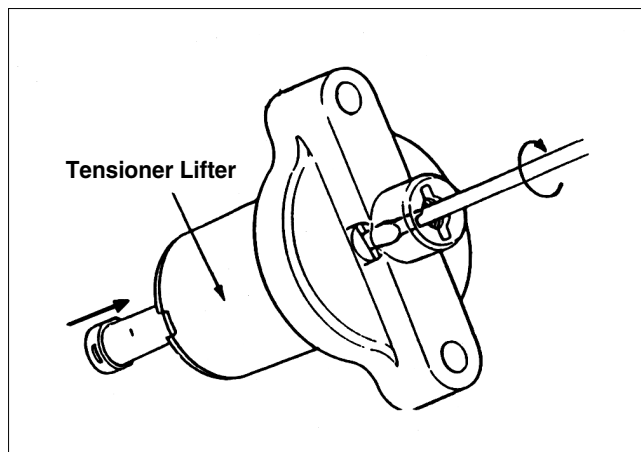
CAUTION

- When dropping the cam chain tensioner lifter, the shaft is proceeded by the spring power.



Cylinder Head / Valve

- Hold the tensioner shaft with the light clip as shown. Install a new gasket into the tensioner lifter, then install the tensioner lifter into the cylinder.
- Install the tensioner mounting bolt.
Torque: 1.2kgf-m (12N.m)



- From the tensioner lifter, remove the clip which holds the tensioner shaft.
- Install the O-RING and screw on the tensioner lifter.
Torque: 0.4kgf-m (4N.m)



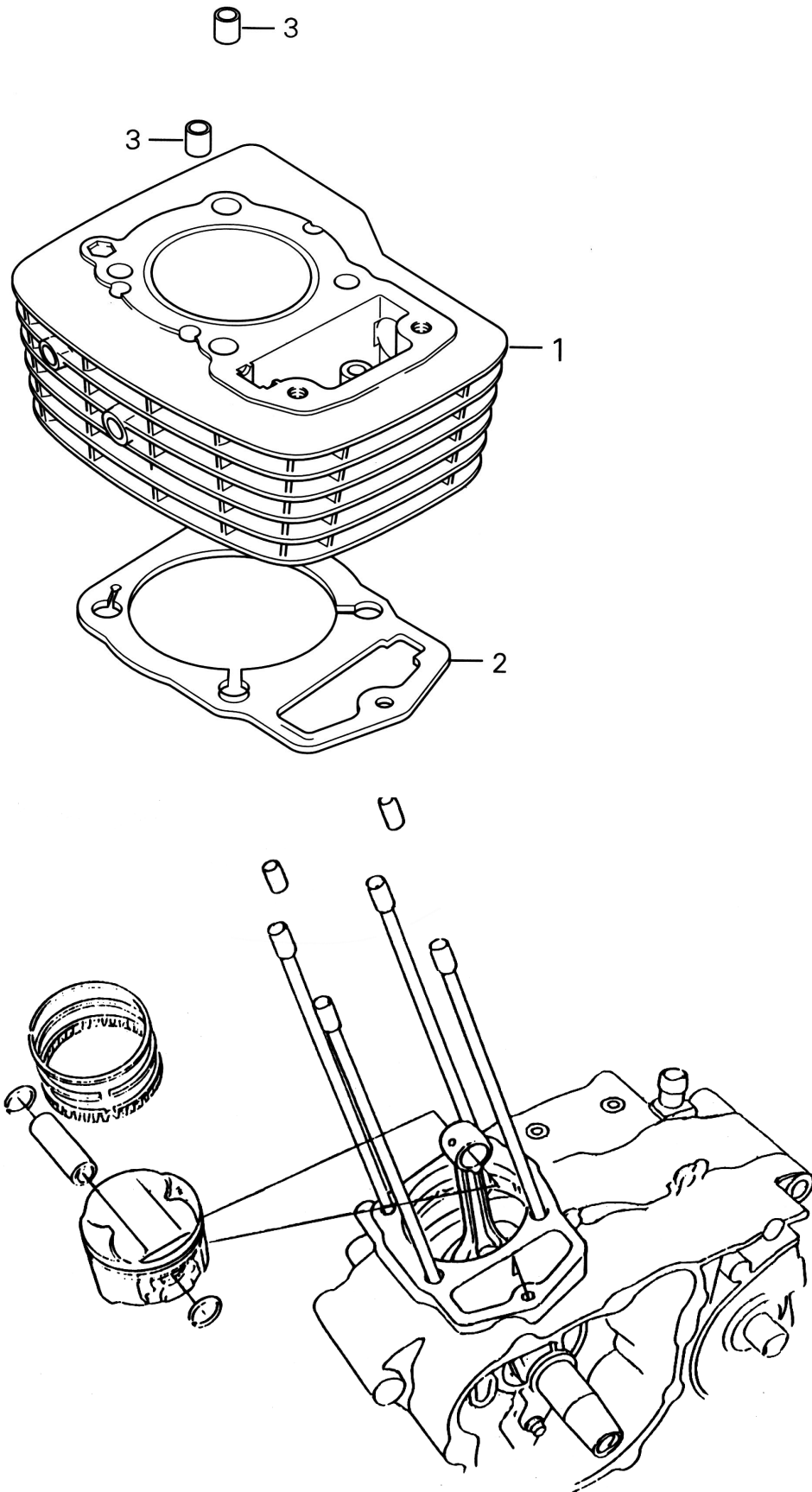
- Apply clean engine oil to all the operation parts of the cylinder head.
- Adjust the valve clearance (⇒ 3-6)
- Install the crankshaft hole cap and timing hole cap.
Torque:
Crank shaft hole cap: 0.8kgf-m (8N.m)
Timing hole cap: 0.6kgf-m (6N.m)



- Clean oil in the slot part of the cylinder head cover.
- Place the gasket on the correct position in the cover.
- Install the cylinder head cover.
- Tighten the cylinder cover bolt.
Torque: 1.0kgf-m (10N.m)
- Install the fuel tank (⇒ 4-3)



MEMO



10. Cylinder / Piston

Service Information	10-1	Piston	10-3
Trouble shootint	10-1	Piston/Cylinder Installation	10-5
Cylinder	10-2		

Service Information

Geeneral

- When removing the cylinder, avoid damaging the cylinder joint part with a driver or cooling pin by hitting the cylinder strongly.
- Avoid damaging the inside of the cylinder and piston surface.

Specifications

Unit: mm(in)

Item		Standard	Service Unit	
Cylinder	I.D	56.500-56.510(2.2244-2.2248)	56.60(2.228)	
	Outer of round	————	0.1(0.004)	
	Taper	————	0.05(0.002)	
	Warpage	————	0.1(0.004)	
Piston Piston Pin and Piston Ring	Piston O.D.	56.470-56.490(2.2232-2.2240)	56.37(2.219)	
	Piston pin hole I.D	15.002-15.008(0.5906-0.5909)	15.04(0.592)	
	Piston Pin O.D	14.994-15.000(0.5903-0.5906)	14.96(0.589)	
	Piston pin-to-piston clearance		0.002-0.14(0.0001-0.0006)	0.02(0.001)
	Piston ring-to-groove clearance	top	0.015-0.045(0.0006-0.0018)	0.09(0.004)
		second	0.015-0.045(0.0006-0.0018)	0.09(0.004)
	Piston ring end gap	top/second	0.10-0.25(0.004-0.010)	0.5(0.02)
		oil(side rail)	0.2-0.7(0.01-0.03)	1.1(0.04)
Piston-to-cylinder clearance		0.010-0.040(0.0004-0.0016)	0.15(0.006)	
Connecting rod small end I.D.		15.010-15.028(0.5909-0.5917)	15.06(0.593)	
Connecting rod small end-piston pin clearance		0.010-0.034(0.0004-0.0013)	0.04(0.002)	

10

Troubleshooting

Lower or uneven compression

- Worn piston
- Worn, damaged piston rings.
- Worn cylinder.

Excessive smoke from muffler

- Worn cylinder, piston, and piston rings.
- Improperly installed piston rings.
- Damaged piston, cylinder.

Over heating

- Excessive carbon deposits on piston head.

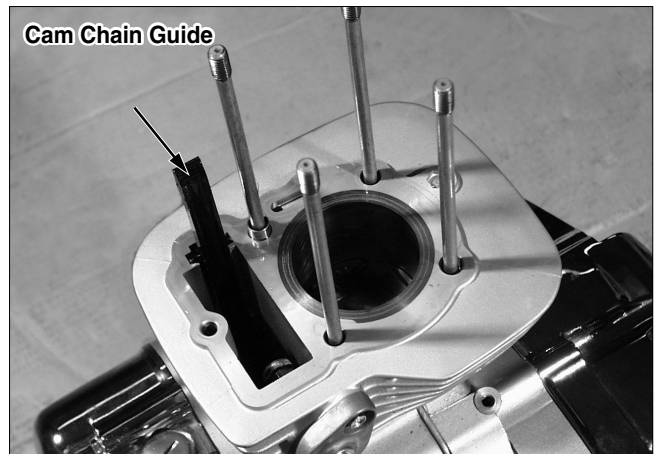
Piston noise

- Worn cylinder and piston.
- Worn piston pin, connecting rod small end.
- Damaged piston rings.
- Excessive carbon deposits on piston head.

Cylinder

Removal

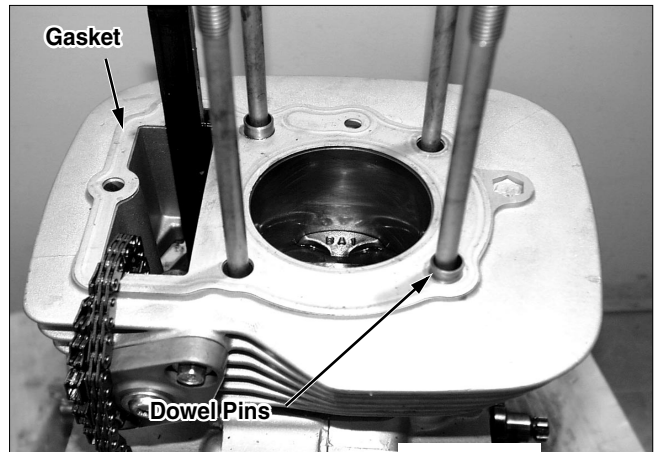
- Remove the cylinder head(Section 8).
- Remove the cam chain guide from the cylinder.
- Loosen the cylinder mounting bolt, and remove the cylinder.



- Remove the gasket and dowel pins. Remove the gasket from the cylinder.

*** NOTE**

- Avoid damaging the gasket surface.



Inspection

- Measure the cylinder inside diameter in 6 places of top, middle, bottom with the piston pin direction and right-angled direction(X-Y direction), and record them. The cylinder inside diameter sets the maximum value.

Service Limit:56.60mm(2.228in)

- Measure the piston outside diameter.(⇒ 9-4)
- Subtract the piston outside diameter from the cylinder inside diameter, and then get the cylinder-to-piston clearance.

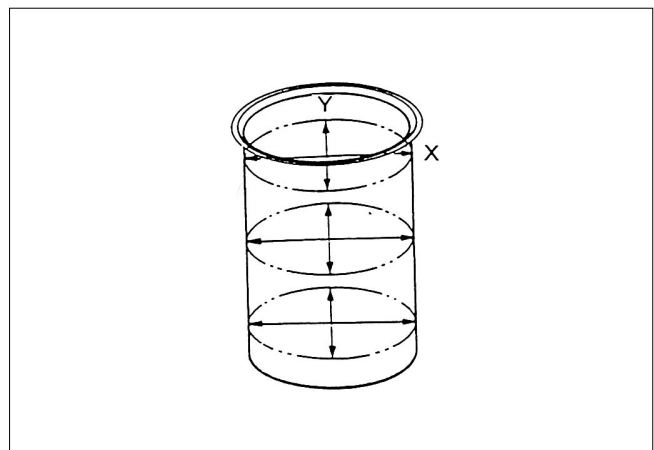
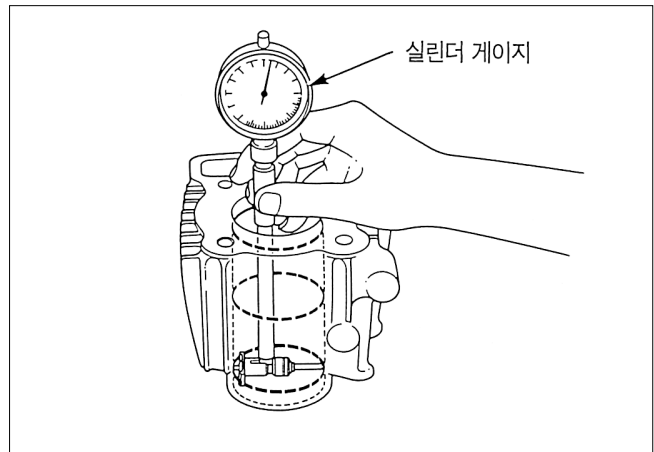
Service Limit : 0.15mm(0.006in)

- Figure out the taper(balance between the X direction and Y direction) and out of round(inside diameter balance of the top, middle, bottom parts by X or Y direction). Choose the maximum value regardless of any one, and settle the taper and out of round.

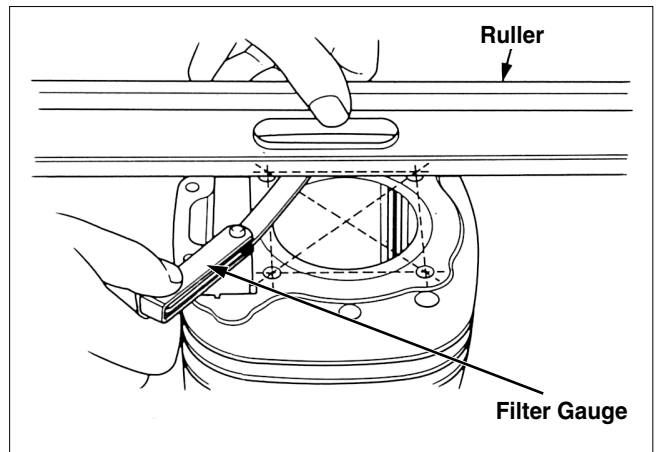
Service Limit:Taper) 0.05mm(0.002in)
Out of round) 0.1mm(0.004in)

- The boring assembly of cylinder measure the outside diameter of the over size piston. And then perform the boring assembly so that the cylinder-to-Piston clearance become the standard value.

Over Size: 0.25mm(0.010in), 0.50mm(0.020in)
0.75mm(0.030in), 1.00mm(0.039in)



- Inspect the twist of cylinder.
Service Limit:0.1mm(0.004in)



Piston

Removal

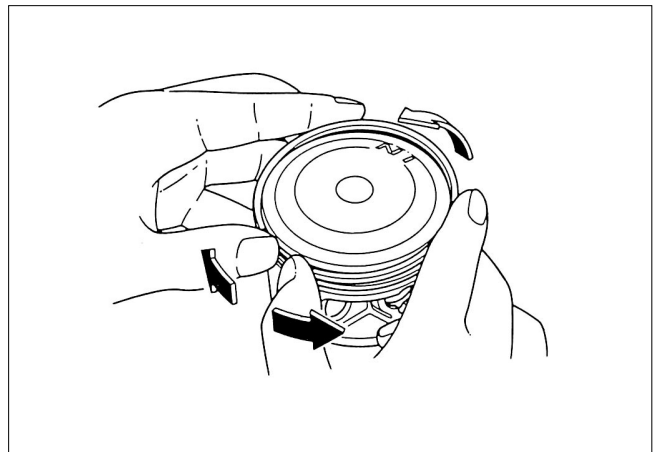
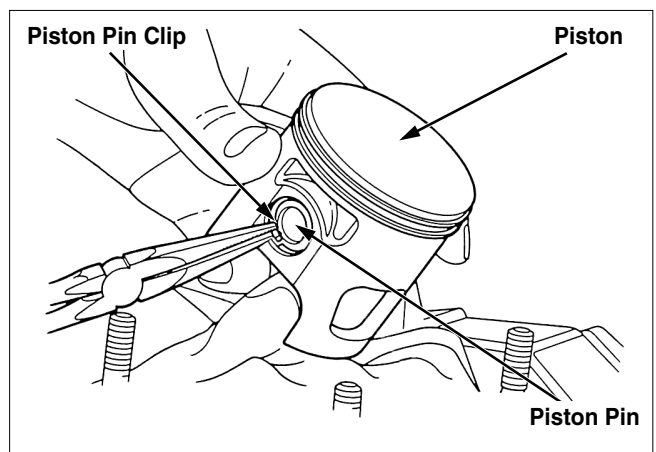
- Remove the piston pin clips.

* NOTE

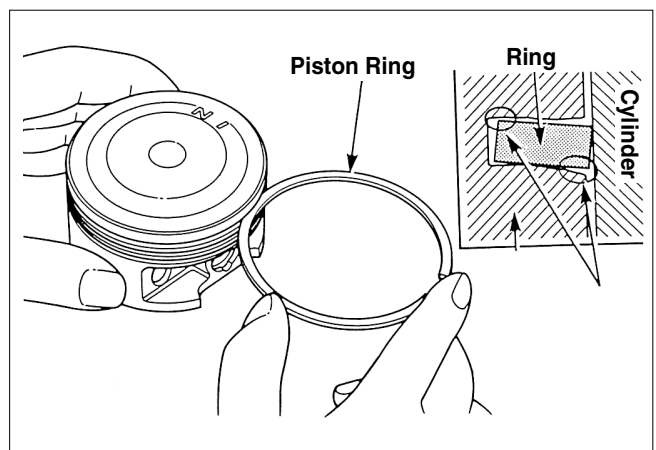
- Do not let the clips fall into the crankcase.
- Push the piston pin out and remove the piston.
- Check the piston ring for damage or deterioration.
- Remove the piston rings.

* NOTE

- Be careful when removing the rings.



- Measure the piston ring-to-groove clearance.
Service Limit:
Top/Second:0.09mm(0.004in)
Oil:0.09mm(0.004in)
- Inspect the piston for damage and wear.



Cylinder / Piston

- Insert the piston ring into the cylinder inside, and inspect the piston ring clearance.

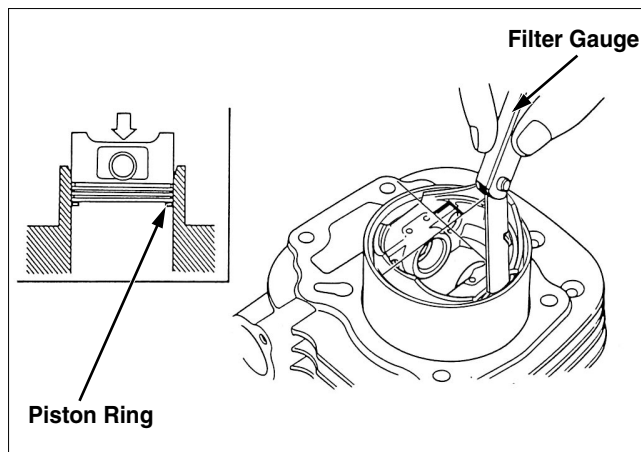
* NOTE

- Insert the piston ring horizontally using a piston head.

Service Limit:

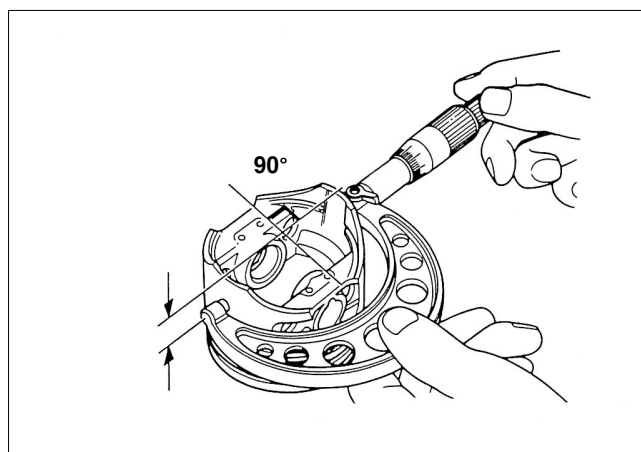
Top/Second:0.5mm(0.02in)

Oil(Side rail):1.1mm(0.04in)



- Measure the piston outside diameter at 10mm position in piston end part facing 90° direction.

Service Limit:56.37mm(2.219in)



- Measure the piston pin hole inside diameter.

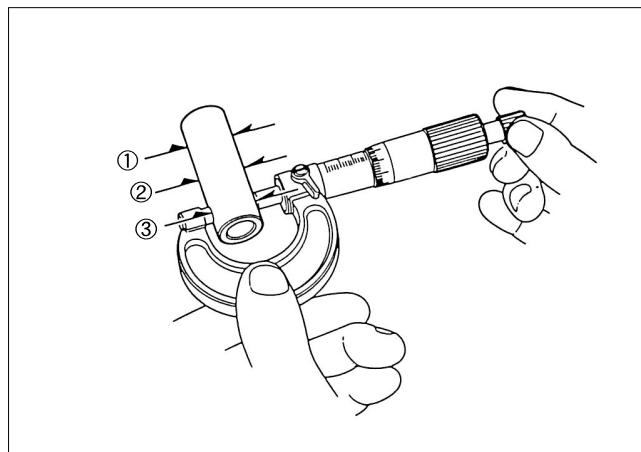
Service Limit:15.04mm(0.592in)

- Measure the piston pin outside diameter.

Service Limit:14.96mm(0.589in)

- Figure out the piston-to-piston pin clearance.

Service Limit:0.02mm(0.001in)

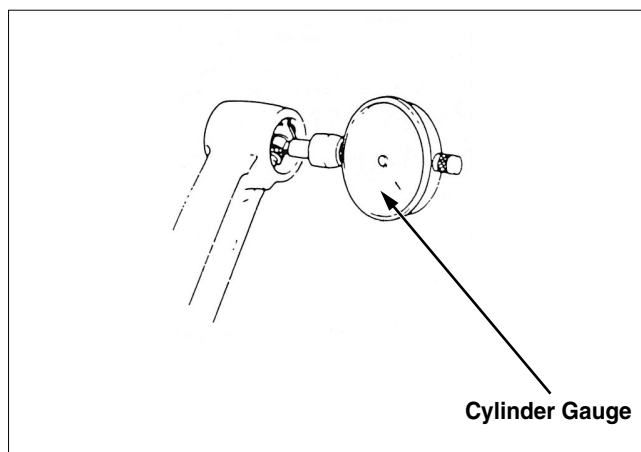


- Measure the connecting rod small end inside diameter.

Service Limit:15.06mm(0.593in)

- Figure out the connection rod small end inside diameter-to-piston pin clearance.

Service Limit:0.04mm(0.002in)



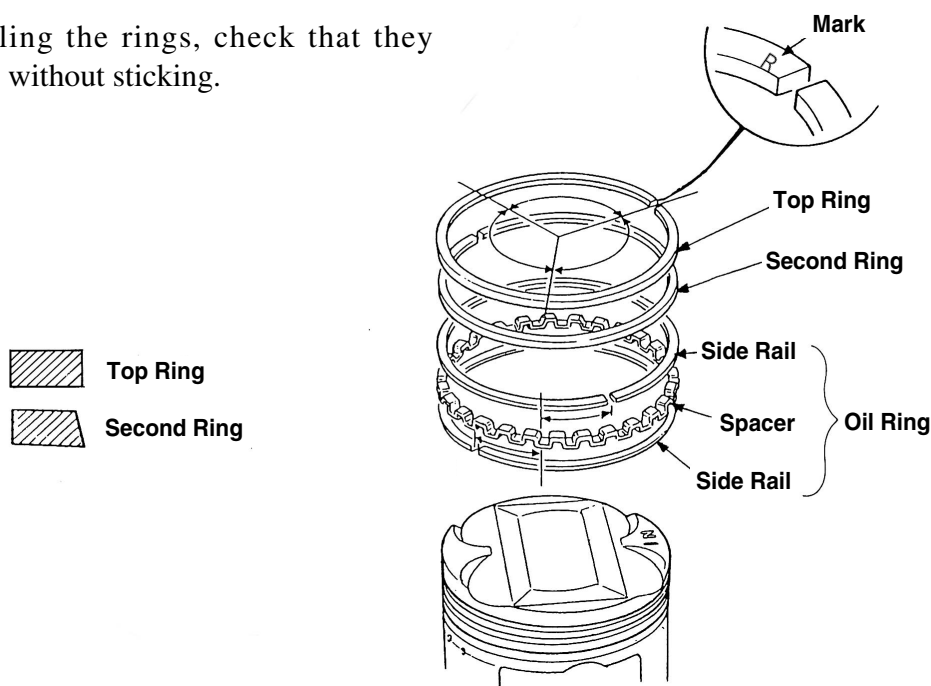
Piston/Cylinder Installation

Piston Ring Installation

- Clean the piston domes, ring lands and skirts and install the piston ring.

* NOTE

- Be careful not to damage the piston and piston rings during assembly.
 - Carefully install the piston rings onto the piston with the markings facing up.
 - Be careful not to be confused between the top ring and second ring.
 - Stagger the ring end gaps 120° apart.
 - Do not align the oil ring and the side rail end gaps.
- After installing the rings, check that they rotate freely without sticking.

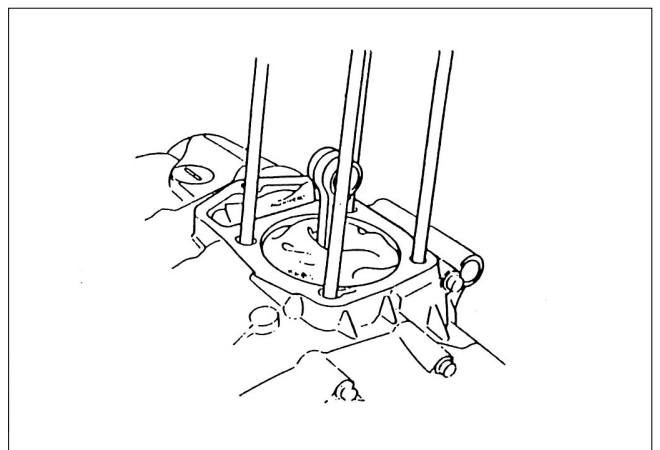


Piston/Cylinder Installation

- Remove the gasket from the crankcase surface.

* NOTE

- Be careful not to damage the gasket surface.
- Place a shop towel over the crankcase opening to prevent piston pin clips from falling into the crankcase.

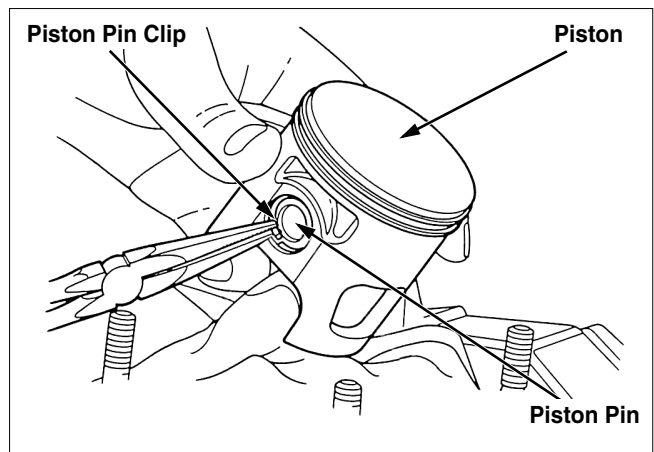


Cylinder / Piston

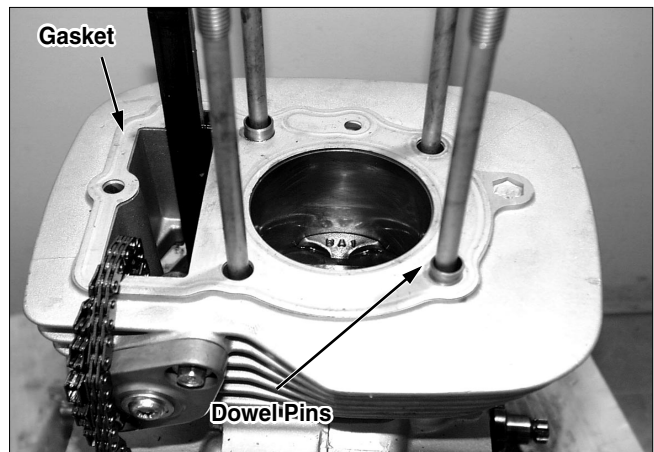
- Install the piston, piston pin on the connecting rod.
- Install new piston pin clips.

* NOTE

- Install the piston with the “IN” mark facing towards the intake side.
- Place a shop towel over the opening to prevent piston pin clips from falling into the crankcase.
- Make sure that the piston clips are seated properly and their end gaps are not aligned with the cutout in the piston.



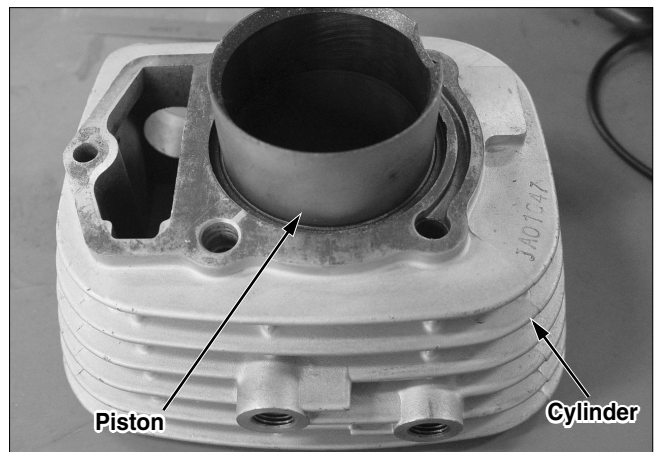
- Install a new gasket and the dowel pins.



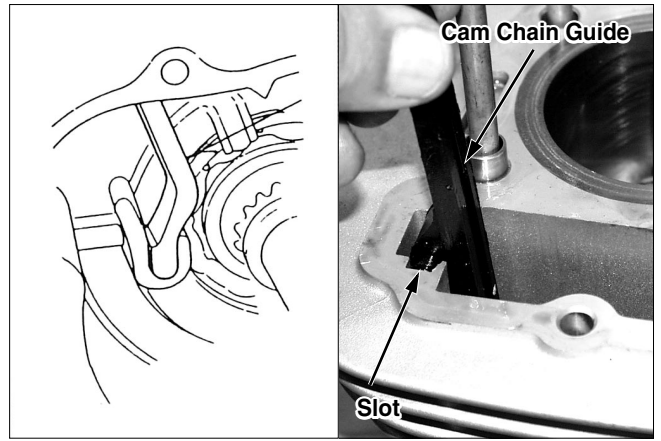
- Coat the cylinder inside, piston rings with clean engine oil and install the piston ring.

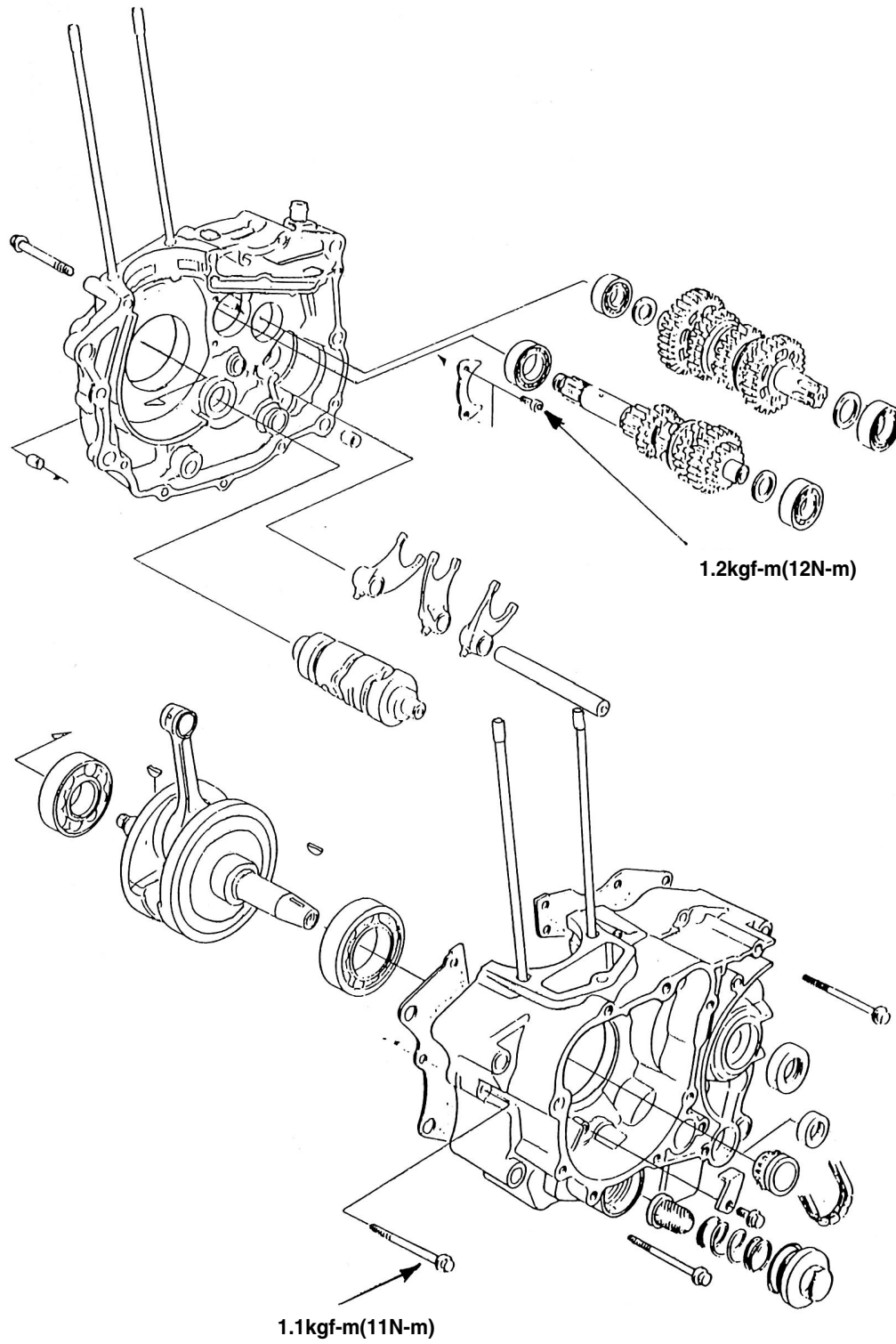
* NOTE

- Be careful not to damage piston rings.
- Be careful to prevent cam chain from falling into the crankcase.



- Install the lower part of the cam chain into the slot of the crankcase.
- Install the cam chain guide, aligning the tang of the crankcase with the slot of the cylinder.
- Install the cylinder head(refer to section 8).





11. Crank Case/Transmission/Crankshaft

Service Information	11-1	Crank Case Bearing	11-7
Troubleshooting	11-2	Crankshaft Installation	11-8
Crank Case Disassembly	11-3	Transmission Assembly	11-9
Transmission Disassembly	11-4	Crank Case Assembly	11-10
Crankshaft Disassembly	11-6		

Service Information

General

- To service the transmission, crank shaft and kick starter, the crank case must be separated.
 - Clutch, gear shift linkage (⇒ section 6)
 - A.C. generator, starter clutch (⇒ section 7)
 - Cylinder head (⇒ section 8)
 - Cylinder, piston (⇒ section 9)
 - Starter motor (⇒ section 18)

Specifications

Unit: mm(in)

Item		Standard	Service Limit
Shift fork/ Shaft	Fork	I.D.	12.000-12.018(0.4724-0.4731)
		Pole thickness	4.93-5.00(0.194-0.197)
	Shaft O.D.	11.976-11.994(0.4715-0.4722)	11.96(0.471)
Transmission	Main shaft O.D.	M3, M5	19.959--19.980(0.7858-0.7866)
	Counter Shaft O.D.	C1	16.466-16.484(0.6483-0.6490)
		C2	19.974-19.987(0.7864-0.7869)
		C4	19.959-19.980(0.7858-0.7866)
	Gear I.D.	M5	23.000-23.021(0.9055-0.9063)
		M3, C2	23.020-23.041(0.9063-0.9071)
		C4	20.020-20.041(0.7882-0.7890)
	Gear bushing O.D.	C1	20.000-20.021(0.7874-0.7882)
		M5	22.959-22.980(0.9039-0.9047)
		M3, C2	22.979-23.000(0.9047-0.9055)
	Gear-to-bushing I.D.	C1	19.959-19.980(0.7858-0.7866)
		M3, C2	20.000-20.021(0.7874-0.7882)
	Gear-to-bushing clearance	C1	16.500-16.518(0.6496-0.6503)
M3, M5 C1, C2		0.020-0.062(0.0008-0.0024)	
Gear to-shaft clearance	C4	0.040-0.082(0.0016-0.0032)	

Crank Case / Transmission / Crankshaft

Item			Standard	Service Limit
Transmissin	Bush-to-shaft clearance	M3	0.20-0.062(0.0008-0.0024)	0.10(0.004)
		C1	0.016-0.052(0.0006-0.0020)	0.09(0.004)
		C2	0.013-0.047(0.0005-0.0019)	0.09(0.004)
Crankshaft	Connecting rod big end side clearance		0.05-0.3(0.002-0.012)	0.6(0.02)
	Connecting rod bid end vertical direction clearance		0-0.008(0-0.0003)	0.05(0.002)
	Crankshaft runout	Right	—	0.1(0.004)
		Left	—	0.1(0.004)

Torque Values

Main shaft bearing setting plate	1.2kgf-m(12N.m)
Crank case bolt	1.1kgf-m(11N.m)

Tools

Special

Universal Bearing Puller
 Bearing Remover Set, 15mm
 Remover Ass'y 15mm
 Remover Shaft
 Remover Head
 Sliding Weight
 Thread Adapter
 Assembly Shaft
 Crank Case Assembly Collar

Trouble Shooting

Hard to shift

- Incorrect clutch system adjustment (Free play is too big)
- Shift fork bent
- Shift fork shaft bent
- Gear shift spindle claw bent
- Shift drum guide grooves damaged
- Shift drum guide pin damaged.

Engine noise

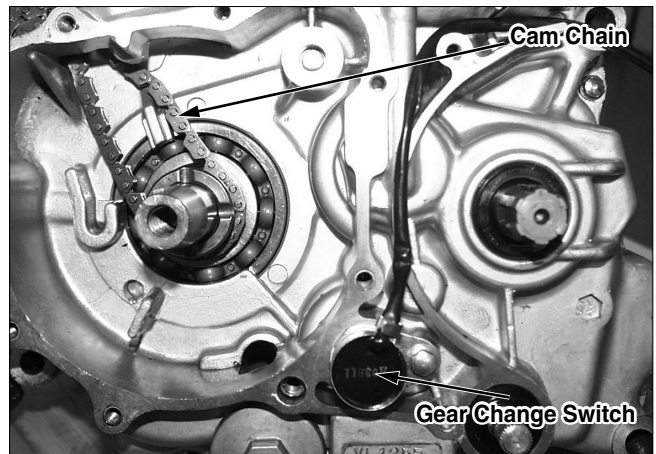
- Connecting rod big end bearing worn
- Connecting rod bent
- Crank shaft main bearing worn
- Transmission gear worn

Transmission jumps out of gear

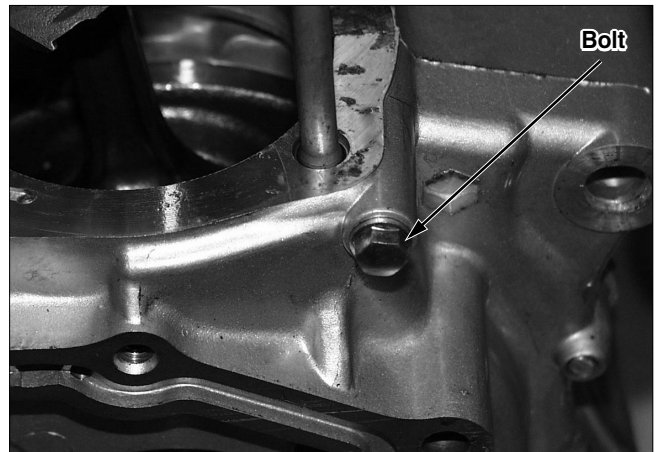
- Gear dogs worn
- Shift fork shaft bent
- Shift drum stopper damaged
- Shift drum guide grooves worn
- Gear shift fork slot worn

Crankcase Disassembly

- The engine must be separated from the frame (⇒ section 5)
- Refer to the service information for removal of necessary parts before disassembling the crankcase. Remove the cam chain set plate and cam chain.
- Remove the gear change switch.



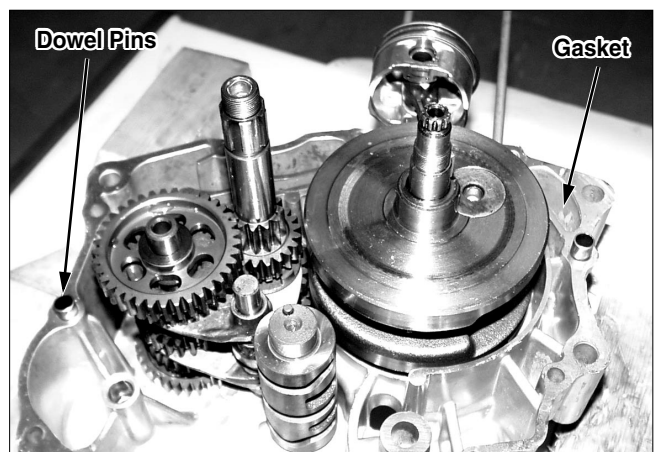
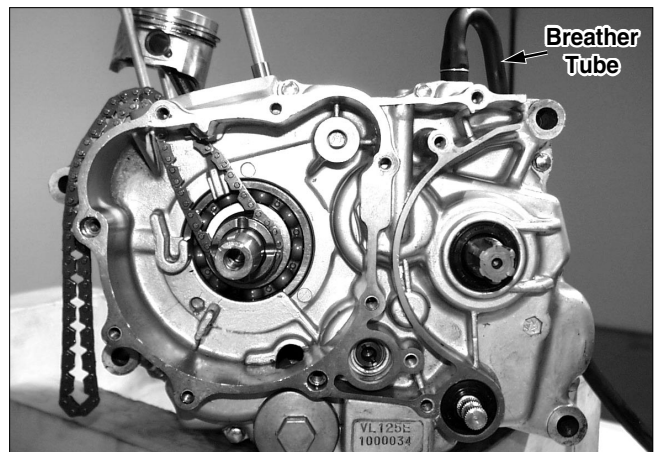
- Remove the 6mm bolt from right crank case.



- Remove the crank case breather tube.
- Loosen the ten 6mm crankcase bolts in a crisscross pattern in 2~3 steps, remove the bolts.
- Place the crank case down, and separate the right crank case from the left crankcase by tapping the crank case with a soft hammer.

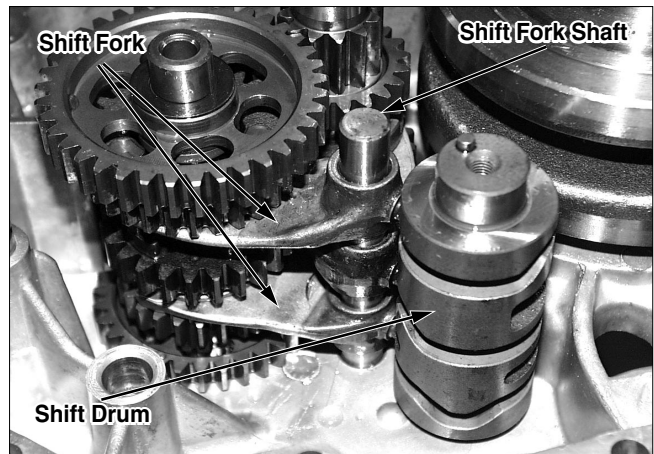
*NOTE

- Do not remove the crankcase mating surfaces crookedly.
- Remove the dowel pins and gasket.

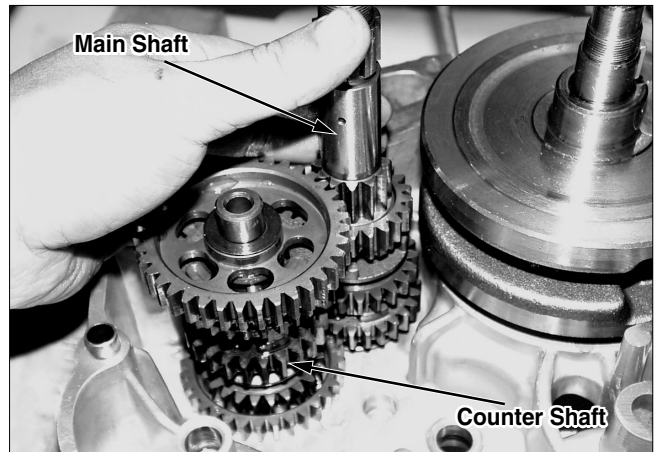


Transmission Disassembly

- Remove the shift fork shaft.
- Separate the shift fork and the shift drum.



- Remove the main shaft and the counter shaft.
- Disassemble the main shaft and the counter shaft.



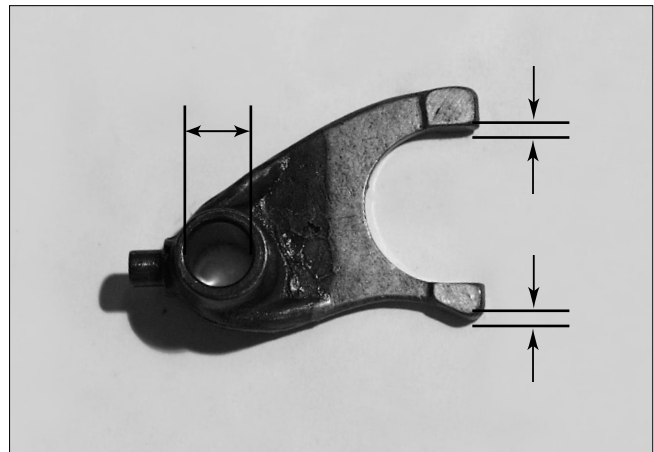
Inspection

- Inspect the shift fork for wear and damaging.
- Measure the shift fork inside diameter and projecting parts thickness in shift fork.

Service Limit:

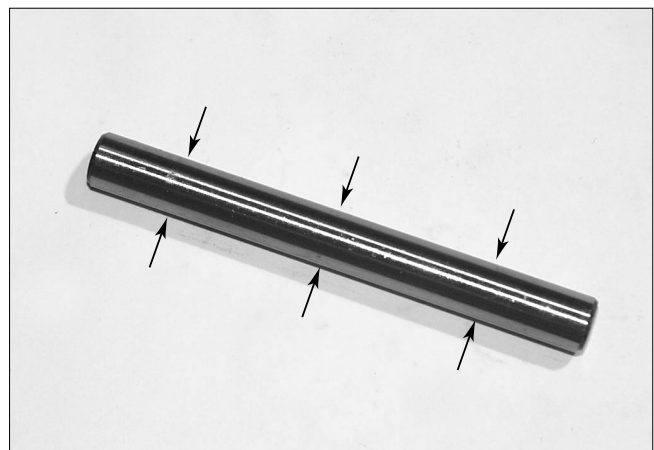
Inside diameter: 12.05mm(0.474in)

projecting parts thickness: 4.5mm(0.18in)



- Inspect the shift fork shaft for wear and damaging.
- Measure the shift fork shaft outside diameter in friction part.

Service Limit: 11.96mm(0.47in)



- Inspect the shift drum for wear and damaging.
- Inspect the shift drum guide groove for partial wear and damaging.



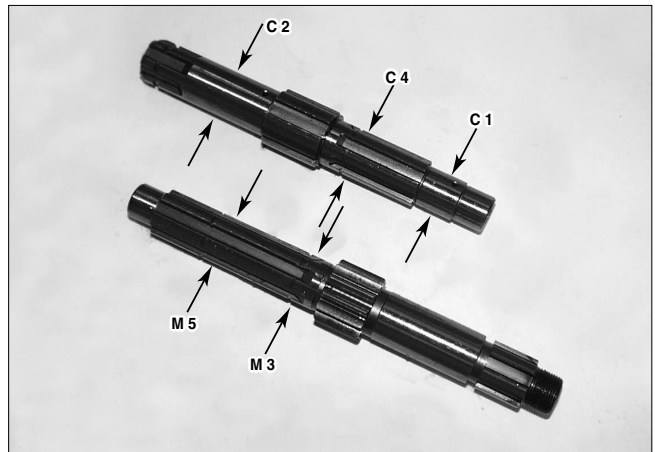
- Measure the main shaft and counter shaft outside diameter.

Service Limit: M3, M5:19.930mm(0.7486in)

C1:16.440mm(0.6472in)

C2:19.940mm(0.7850in)

C4:19.930mm(0.7846in)



- Inspect the gear for hole, projection part in gear, shift groove, gear wear, and damaging.

- Measure the gear inside diameter.

Service Limit:M5:23.050mm(0.9075in)

M3, C2:23.070mm(0.9083in)

C4:20.070mm(0.7902in)

C1:20.050mm(0.7894in)

- Measure the gear bush inside diameter and outside diameter.

Service Limit:

M5 outside diameter: 22.930mm(0.9028in)

M3, M2 outside diameter: 22.950mm (0.9035in)

C1 outside diameter: 19.930mm(0.7846in)

M3, C2 inside diameter: 20.050mm(0.7894in)

C1 inside diameter: 16.550mm(0.6516in)

- Measure out the gear-to-bush clearance.

Service Limit:

M3, M5, C1, C2: 0.10mm(0.004in)

- Measure out the gear-to-shaft clearance.

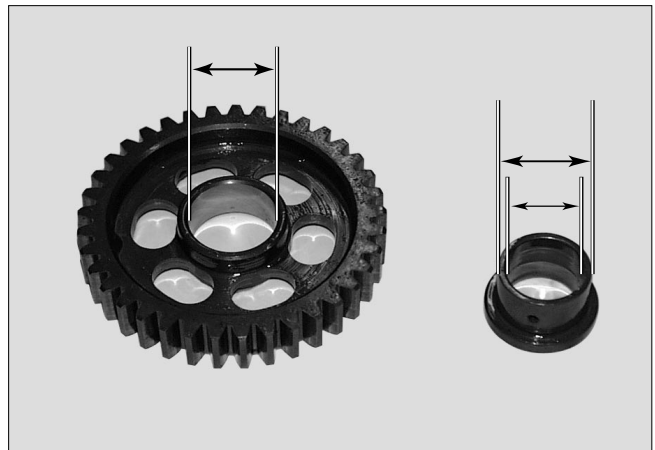
Service Limit: C4:0.12mm(0.005in)

- Measure out the bush-to-shaft clearance.

Service Limit:M3:0.10mm(0.004in)

C1:0.09mm(0.004in)

C2:0.09mm(0.004in)



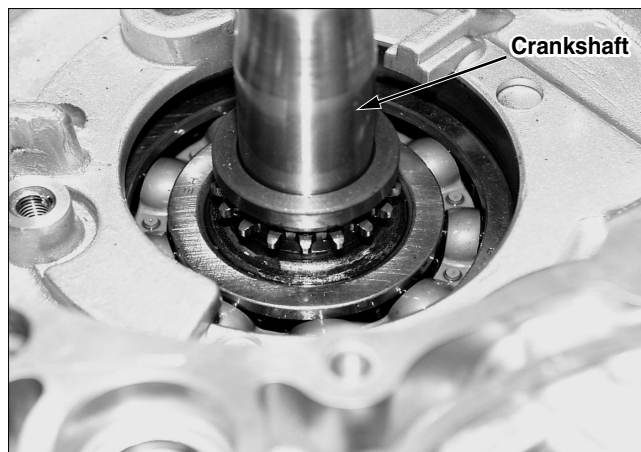
Crankshaft Disassembly

- Disassemble the transmission.
- Remove the crankshaft from the left crankcase using a crankshaft separating tool. Remove the remaining bearings in the left crankcase with a driver handle and outer driver.

Tools:

Driver

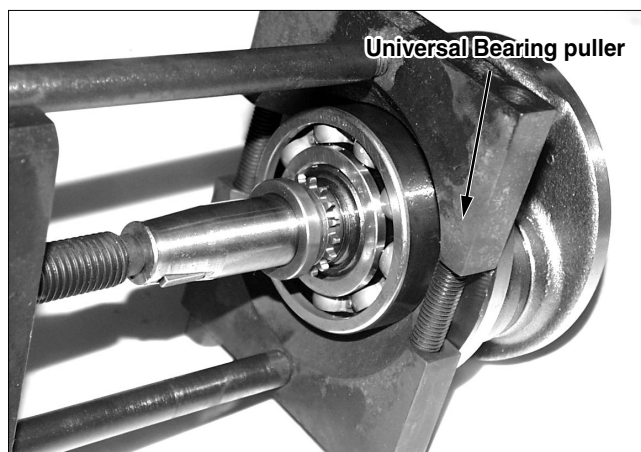
Attachment 42 × 47mm



- Remove the remaining bearings in the crankshaft with a bearing puller.
- Tool: Universal bearing puller

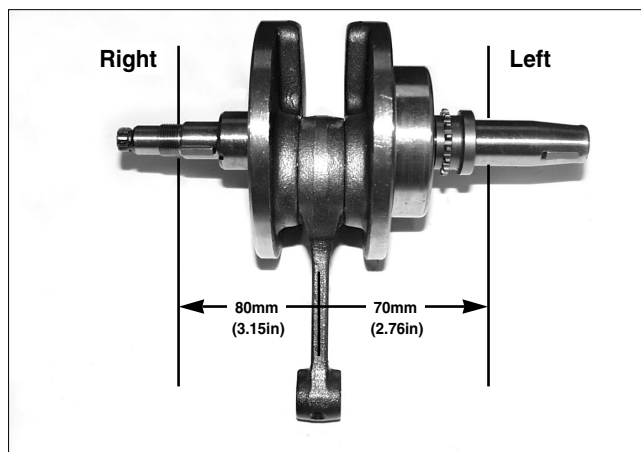
*NOTE

- If the crankshaft is removed from the left crankcase, a new left crankshaft bearing must be used.



Inspection

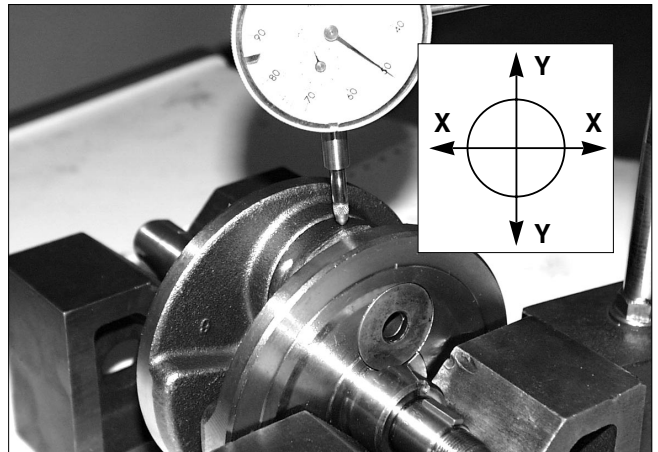
- Install the crank shaft into the stand or V-block and measure the vibration of journal part.
Service Limit: Right: 0.1mm(0.004in)
Left: 0.1mm(0.004in)



- Measure the side gap of connecting rod end and crank weight.
Service Limit: 0.6mm(0.02in)



- Measure the state of vertical flux of the Connecting Rod end by X and Y direction.
Service Limit:0.05mm(0.002in)



Crankcase Bearing

- Remove the transmission and crank shaft.

Inspection

- Turn the Inner race of bearing with fingers and inspect for smooth turning. Also inspect that the outer race is driven into the case exactly. If the clearance is excessive, or the driving for the case is loose, remove and replace them.

CAUTION

- Replace the transmission bearing with the right and left sets.

Replacement

L. Crankcase

- Remove the main shaft bearing with the tools.
Tool: Bearing remover set 15mm
 - Remover ass'y 15mm
 - Sliding weight
 - Remover shaft
 - Remover head
- Remove the counter shaft bearing and oil seal.
- Coat the new bearing with clean engine oil, and install it into the crank case.

Tool:

Main shaft bearing:

Driver

Attachment, 32 × 35mm

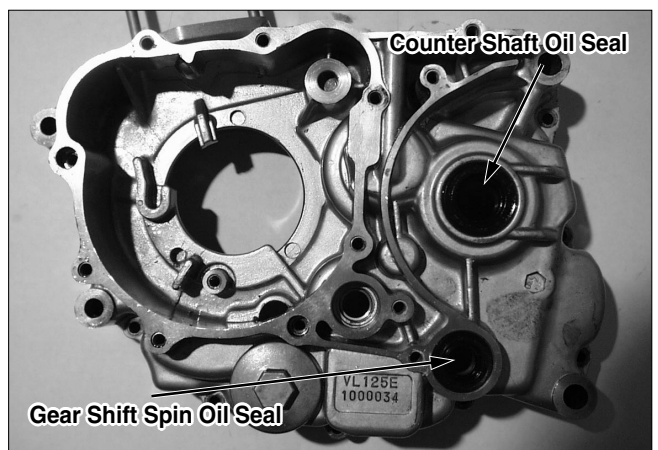
Counter shaft bearing:

Driver

Attachment, 42 × 47mm

Pilot, 20mm

- Install the new counter shaft oil seal.
- Inspect the gear shift spindle oil seal for wear and damaging, must be replaced if necessary.



Crank Case / Transmission / Crankshaft

R. Crank Case

- Remove the main shaft bearing set plate.
- Separate the main shaft bearing, counter shaft bearing and crank shaft bearing from crank case.
- Coat the new bearing with clean engine oil and install it into crank case.
- Insert closely the cooling jet into crank case

Tool :

Main Shaft bearing:

- Driver / Attachment, 42 × 47mm / Pilot, 20mm

Counter shaft bearing:

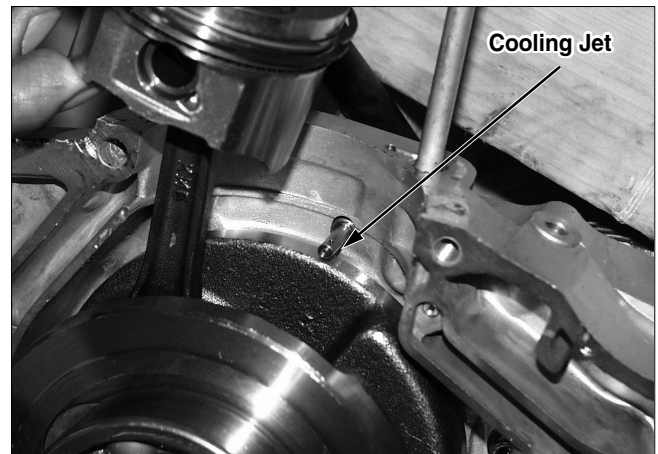
- Driver / Attachment, 32 × 35mm / Pilot, 15mm

Crank shaft bearing:

- Driver / Attachment, 62 × 68mm / Pilot, 28mm

- Coat the socket bolt screw part with oil and install the main shaft bearing set plate.

Torque: 1.2kg-m



Crankshaft Installation

- Coat a new light crankshaft bearing with clean engine oil and install new bearings into the light crank case.

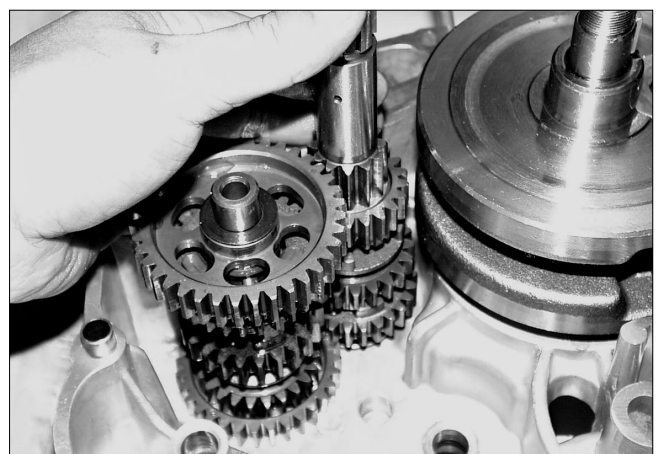
Tool:

- Driver
- Attachment, 72 × 78mm
- Pilot, 35mm

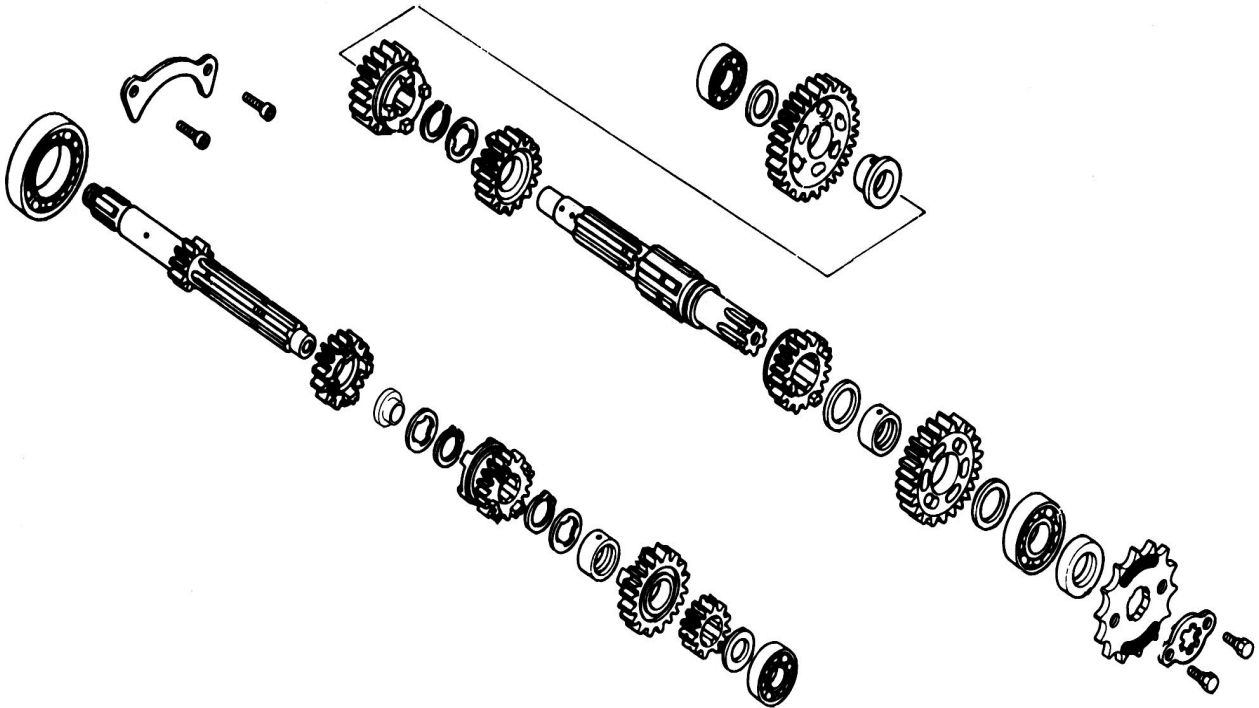
- Install the crankshaft into the left crankcase with the following tools

Tools:

- Thread adapter
- Assembly shaft
- Crankshaft assembly collar



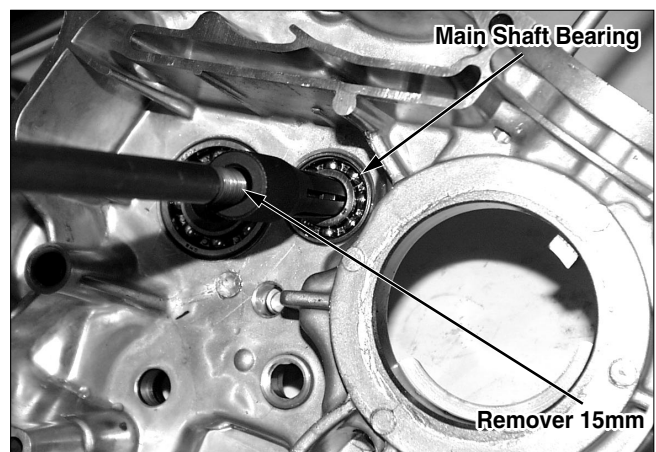
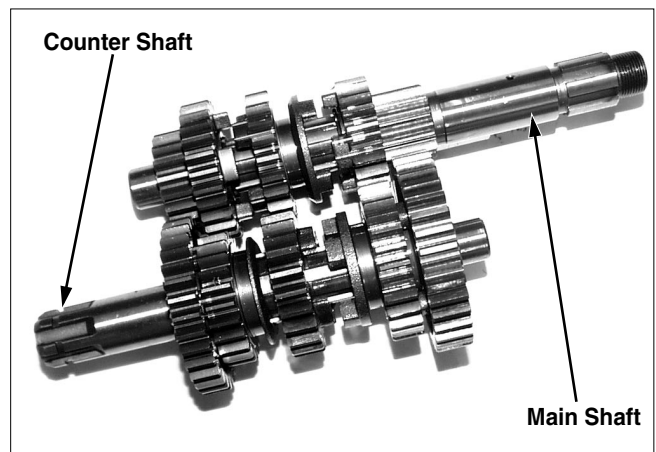
Transmission Assembly



- Coat the gear and gear bush with clean engine oil and install the mainshaft and counter shaft.
- Check the gears for freedom of movement or rotation on the shaft.

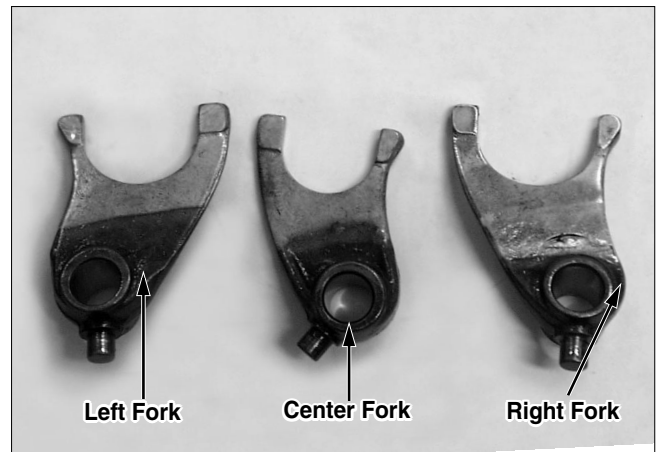
* NOTE

- Note the installation direction of each snap ring.
Do not use the worn snap ring again.
Check the snap rings are seated in the grooves spinning the rings. Align the end gaps of the snap ring with the grooves of spline.
- Install the mainshaft and countershaft into the left crankcase together.

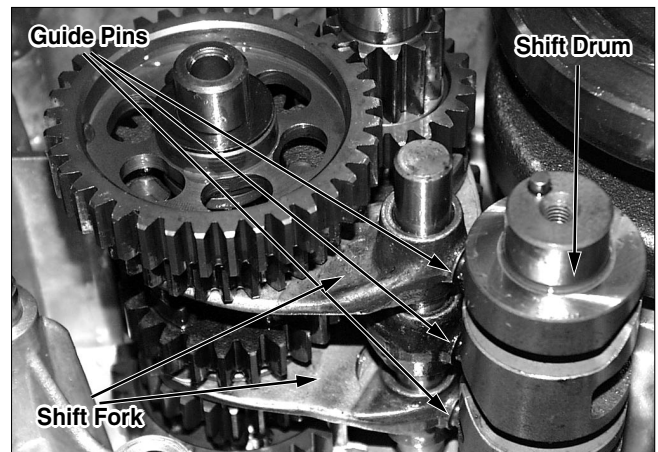


Crank Case / Transmission / Crankshaft

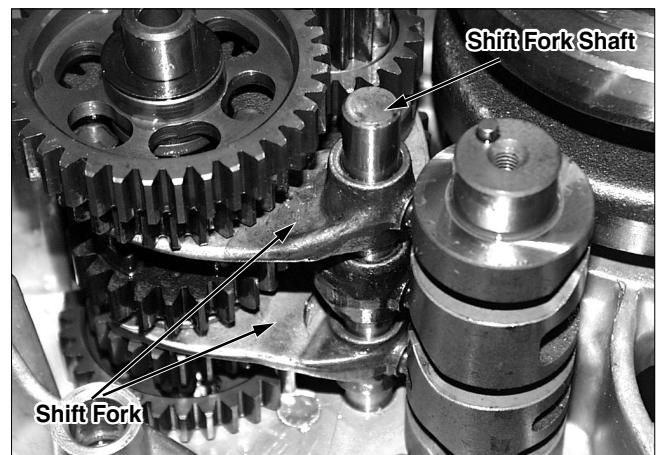
- Check the marks on the shift forks.



- With the left fork mark and center fork mark facing down, assemble them.
- Install the shift drum. Install the shift fork guide pin into the guide groove of the drum.

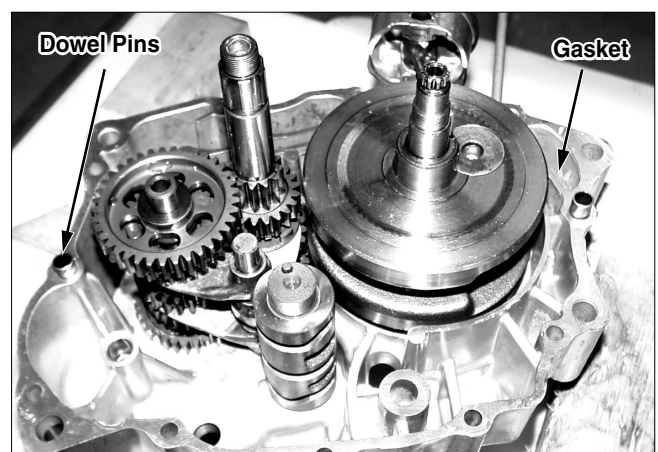


- Install the shift fork into the shift fork shaft, then install the shift fork into the left crankcase assembling hole.

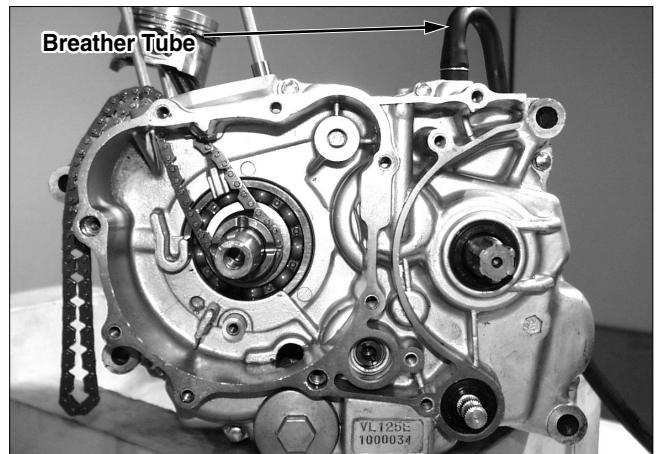


Crankcase Assembly

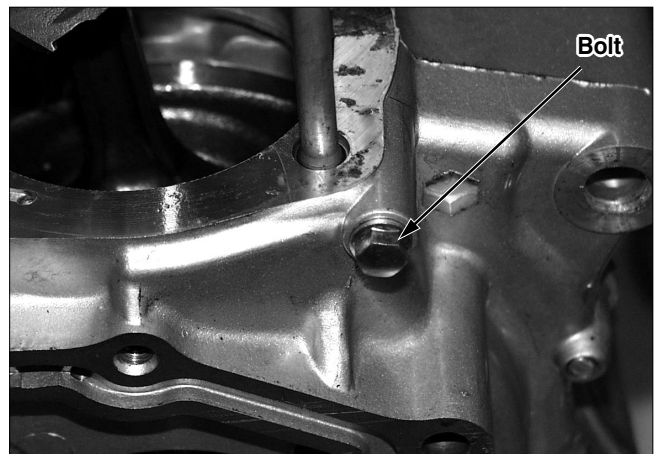
- Install the dowel pins and a new gasket.



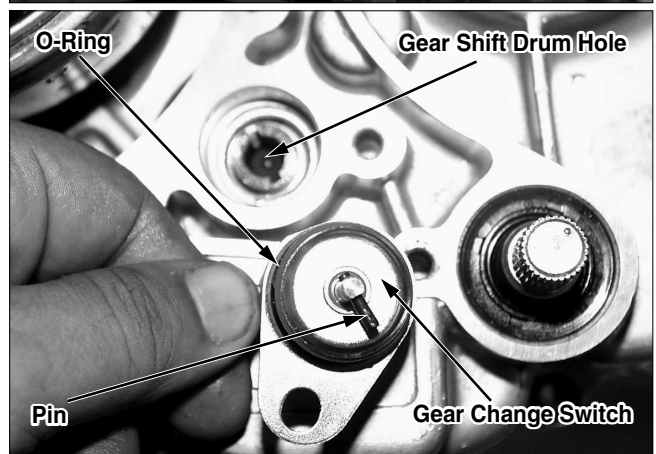
- Tighten the left crankcase bolt in crisscross pattern in 2-3 steps.
Torque: 1.1kgf-m(11N.m)



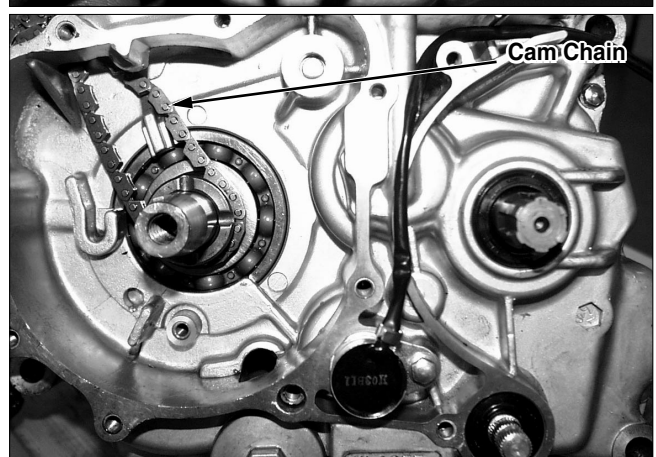
- Tighten the right crankcase bolt.
Torque: 1.1kgf-m(11N.m)



- After replacing the o-ring of the gear change switch to a new one, coat the new o-ring with engine oil, then install the switch pin into the groove of the shift drum.



- Install the cam chain
- Install the disassembled parts.
- Install the engine on the frame. (⇒Section 5)



MEMO

12. Cooling System

Service Information	12-1	Radiator	12-2
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Service Information

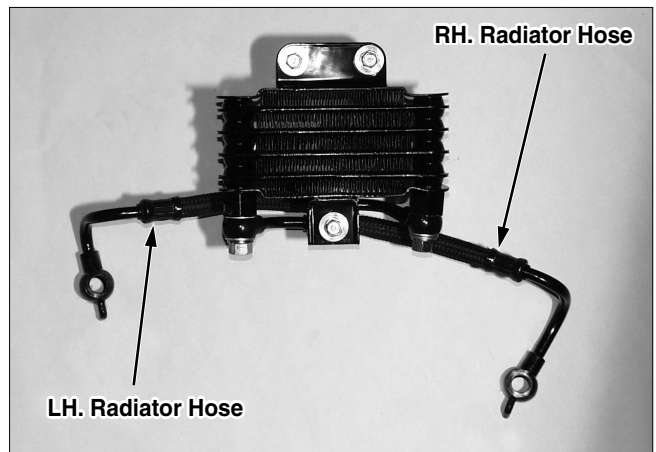
General

- The engine must be cool before servicing the cooling system.

Radiator

Removal

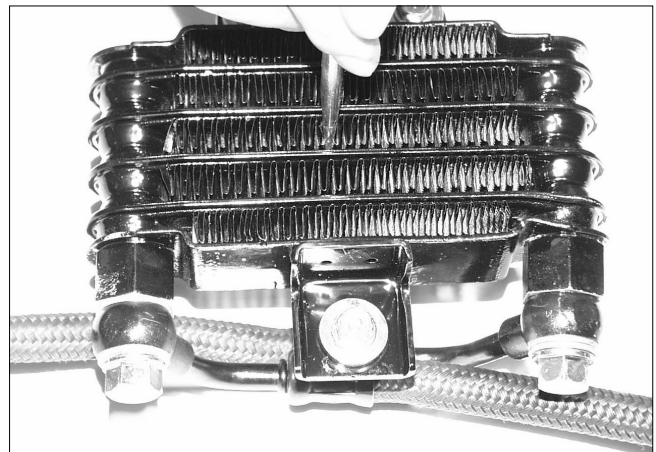
- Remove the radiator grill
- Remove the radiator from the frame.
- Loosen the oil through bolt from the cylinder, and remove the radiator hose R.L
- Loosen the oil through bolt from the radiator, and remove the radiator hose R.L



Radiator Hose Inspection

- Check if the radiator core is choked up or bended
- When bend of pin adjust the driver.
- Inspect the hose or clamp of damage.

Replace the radiator when the choked area of radiator core is over 20% of radiant heat area.



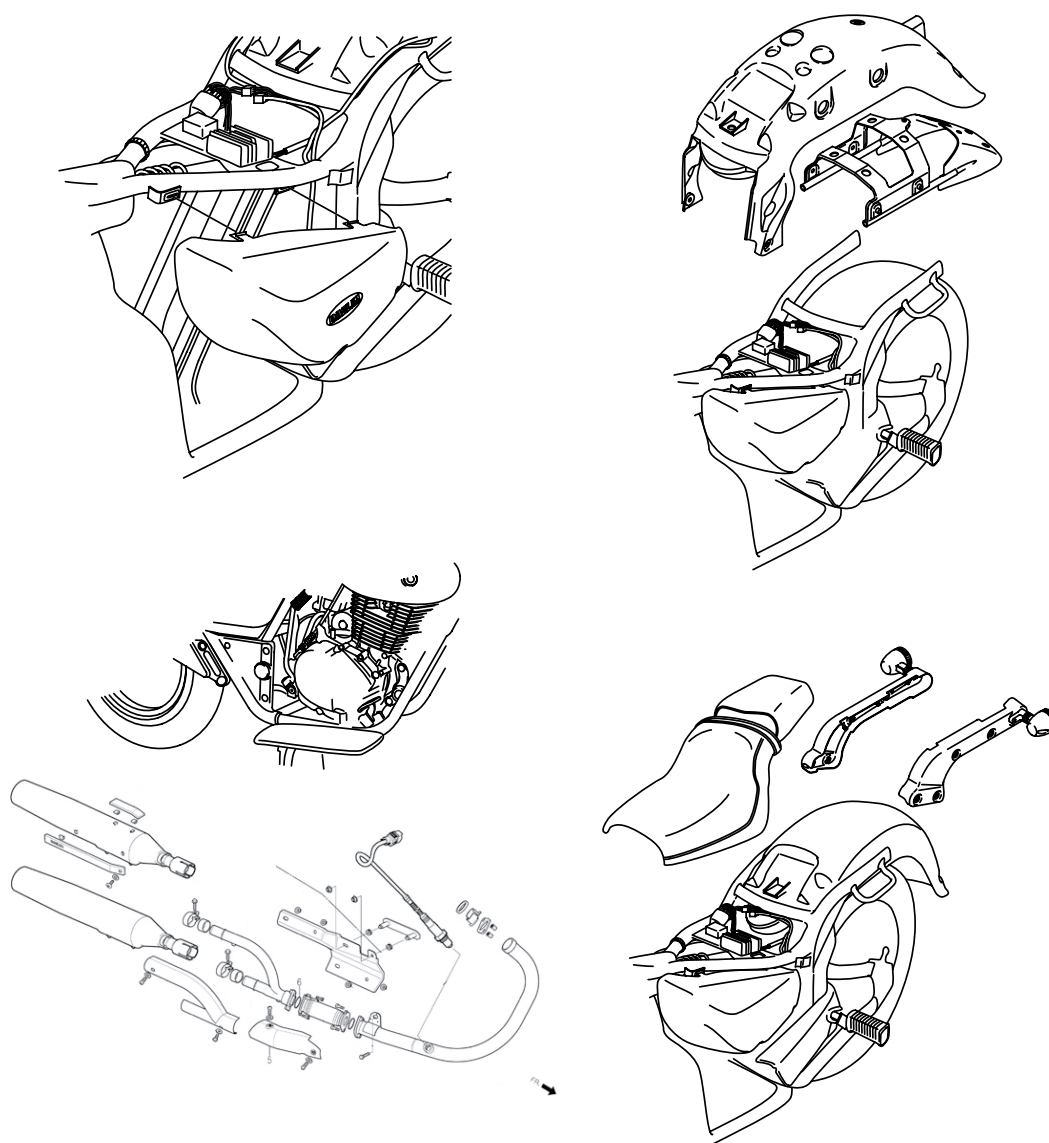
13. Seat/Exhaust Muffler

Service Information	13-1	Rear Fender	13-3
Side Cover, Seat	13-2	Muffler	13-3
Grab Rail	13-2	Tool Box.....	13-4

Service Information

⚠CAUTION

- Muffler is very hot after engine stops. Avoid inspection right after engine stop.



Side Cover/Seat

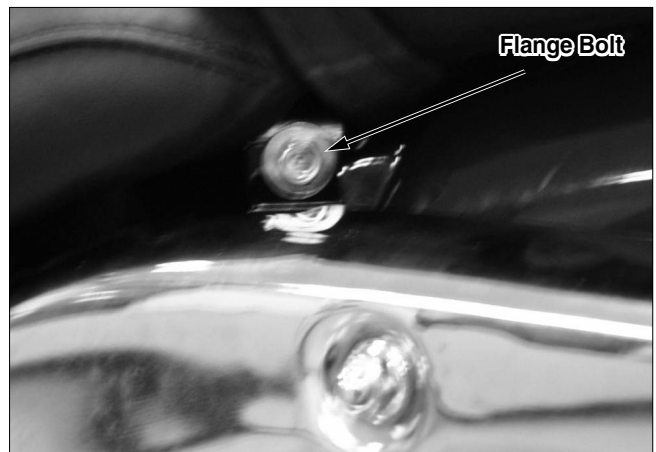
Side Cover Removal

- Remove the R.side cover. (Removing with a lock key)
- Loosen the screw with a “+” driver
- Separate the side cover hook from grommet of frame.
(When removing, remove the side cover with pushing toward the down.)



Seat Removal

- Remove 3 flange bolts (1 left, 1 right, 1 rear) and remove the seat by pulling the seat toward the back.)



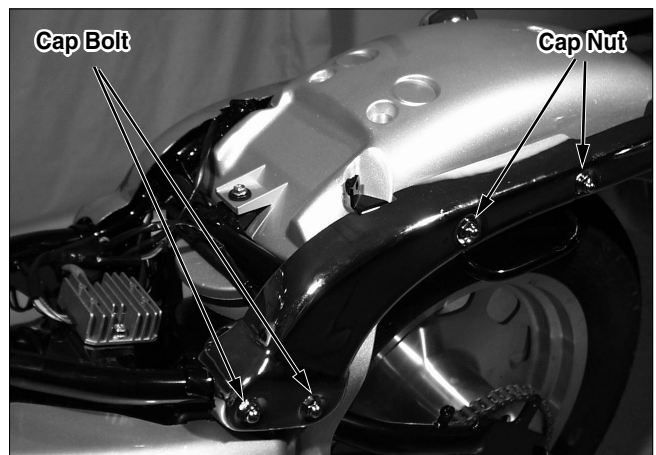
Assembly

- Assembly is done the reverse order of disassembly.

Grab Rail

Removal

- After removing the seat remove the rear winker and tail light code.
- Remove the left, right cap nut/bolts (each 4EA) of the grab rail. (After removing, push the stay pinch bolt to the inside.)



Assembly

- Assembly is done in the reverse order of disassembly.

Rear Fender

Removal

- Separate the seat and remove the code connection.
 - Remove the grab rail.
(After removing, push the stay connecting bolt toward the inside.)
 - Remove the rear fender.
(Tail light is attached.)
-
- Loosen the inside screws of rear fender. After removing the green connector of inside socket, remove the tail light.
 - Assembly is done in the reverse order of disassembly.



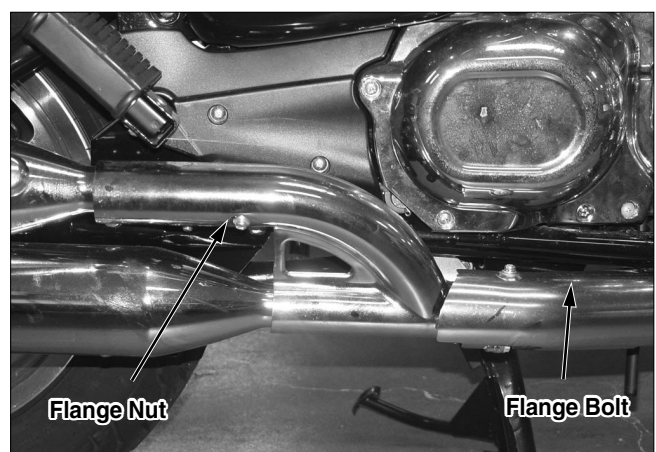
Muffler

*NOTE

- Do not service the exhaust system when it is not.

Removal

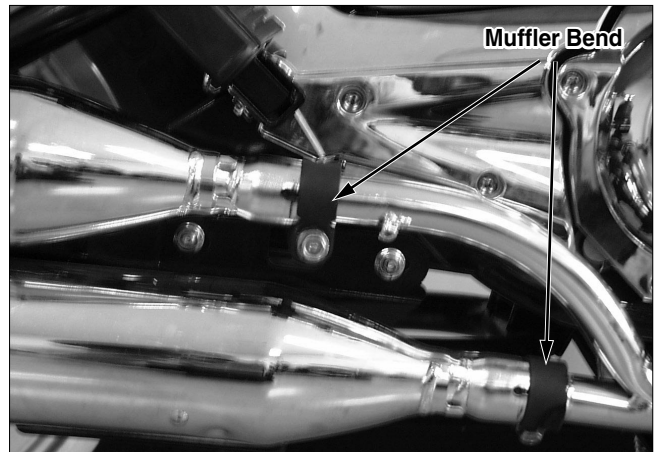
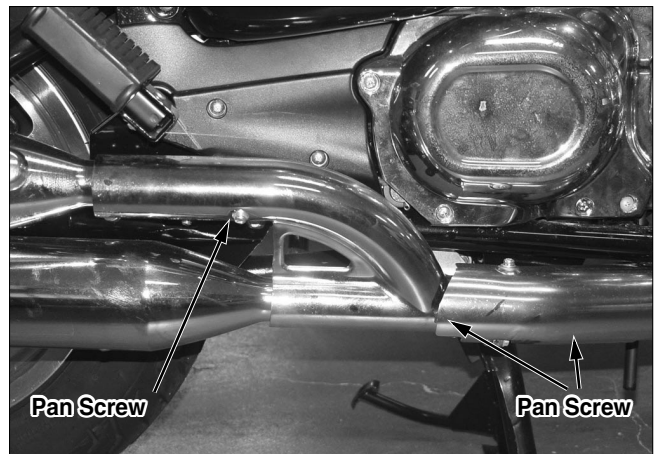
- Loosen the 2 muffler pipe cap nut.
-
- Loosen the flange bolt from muffler pipe comp.
 - Remove the 2 flange nut from upper muffler stay.
 - Assembly is done in reverse of disassembly.



Seat/Exhaust Muffler

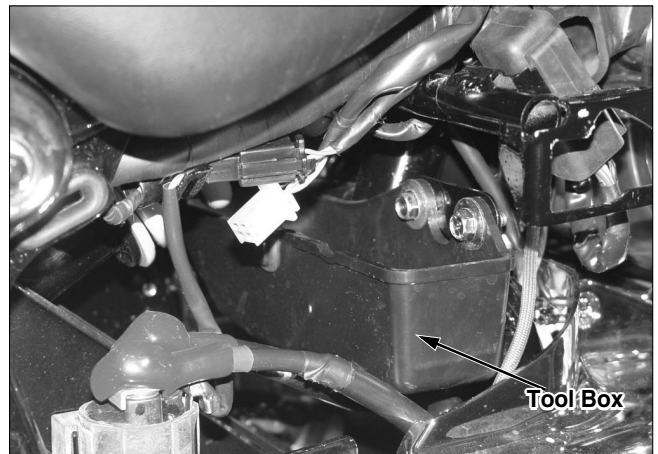
Muffler Removal/Assembly

- Loosen the 3 pan screw of muffler protector and remove the protector.
- Loosen the upper/low muffler band.
- Loosen the 2 flange nut of upper muffler stay and remove the muffler comp

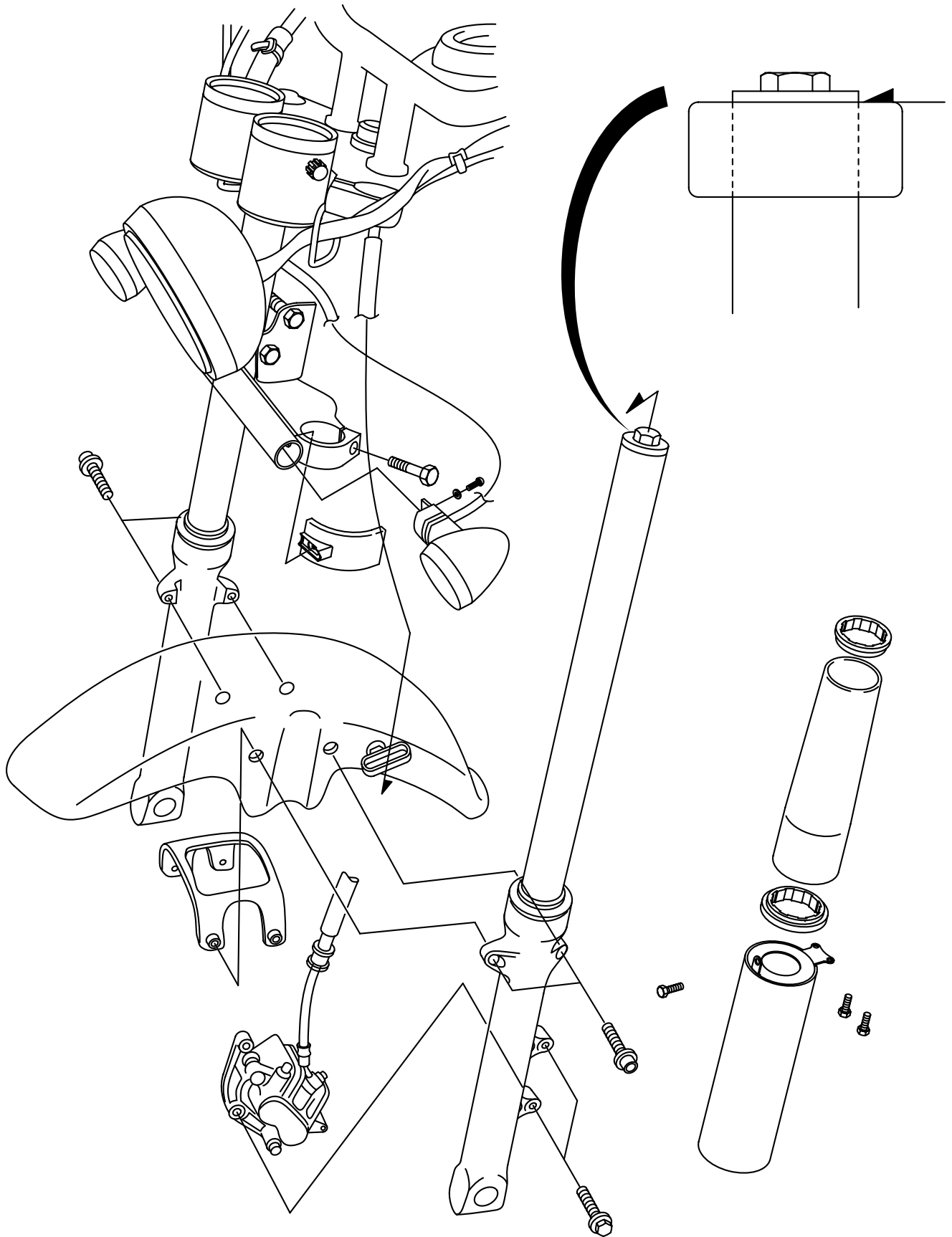


Tool Box

- Remove the R. front cover (removing with a key.)
- Loosen the tool box stay pinch bolt.
- Assembly is done in reverse of disassembly.



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14. Front Wheel/Front Fork/Steering

Service Information	14-1	Front Wheel	14-6
Troubleshooting	14-2	Front Fork	14-11
Handle Bar	14-3	Steering Stem	14-18

Service Information

General

⚠CAUTION

- Contaminated brake disk and pad reduce stopping power. keep grease off the brake disk and pad. Wipe any excess grease off the disk. Replace the contaminated pad.
- For front brake service information, refer to section 15, Hydraulic brake.
- A special tire lever and a rim protector are required to protect tire rim during removal and installation.
- A jack or other support is required to support the motorcycle during front end service.

Specification

Unit:mm(in)

Item		Standard	Service Limit
Front Axle Runout		——	0.2(0.008)
Front Wheel Rim Runout	Radical	——	2.0(0.08)
	Axial	——	2.0(0.08)
Front Fork Oil Level		250	——
Front Fork Tube Runout		——	0.2(0.08)
Front Fork Fluid Capacity		280cm ³	——
Fork Spring Free Length		564.5(22.2)	——

Torque

Steering Handle Bolt	2.6kgf-m
Brake Disk Nut	4.2kgf-m
Front Axle Nut	5.9kgf-m
Fork Bottom Pinch Bolt	3.3kgf-m
Fork Tube Cap Bolt	2.3kgf-m
Fork Socket Bolt	2.0kgf-m(Apply oil to the thread)
Caliper Bracket Bolt	3.0kgf-m
Steering Stem Nut	7.4kgf-m
Steering Top Thread Nut	1.8kgf-m(Starting torque)
	0.3kgf-m(Finishing torque)

Tools

Special

Ball Race Driver
Steering Stem Driver
Fork Seal Driver
Steering Stem Socket

Common

Extension Bar
Driver
Fork Seal Driver Body
Lock Nut Wrench 30 × 32mm
Bearing Remover shaft
Remover Head
Attachment 42 × 47mm
Attachment 37 × 40mm
Pilot 12mm

Troubleshooting

Hard steering

- Steering bearing adjusting nut too tight.
- Steering head, bearing worn, damage
- Inner, outer race worn, damage
- Insufficient tire pressure
- Worn Tire

Steers to one side

- Steering head bearing damage, loose
- Unevenly adjusted right and left cushions
- Bent front fork
- Bent front axle shaft, wheel installed incorrectly
- Worn tire
- Worn wheel bearings
- Worn swing arm pivot

Front wheel wobbling

- Bent rim
- Worn wheel bearings
- Spoke bent, loose

Soft suspension

- Weak fork springs
- Insufficient fluid
- Contaminated oil
- Low fluid weight in fork

Hard suspension

- Bent fork tubes
- Too much oil
- High fluid weight in fork
- High tire pressure

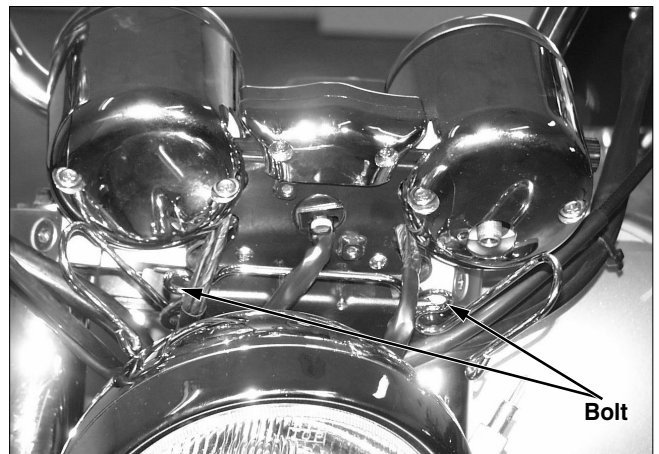
Front fork noise

- Faulty bottom case
- Fork assembling part loose
- Insufficient fluid in fork

handle Bar

Removal

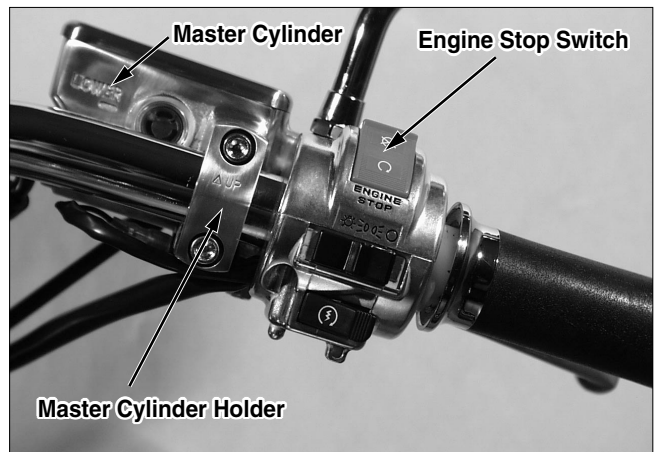
- Loosen the cable guide bolt and remove the guide.



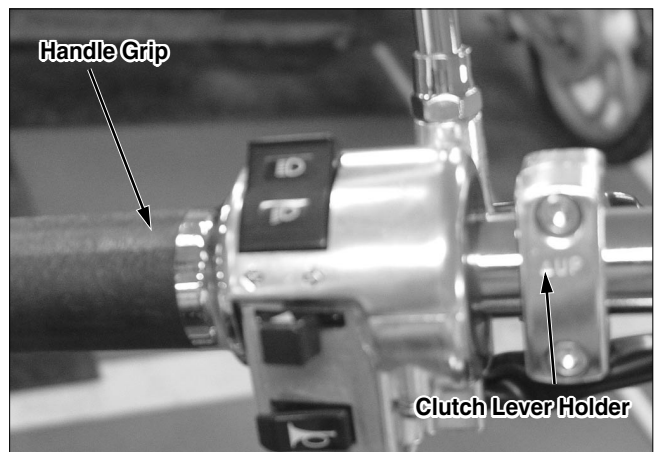
- Remove the starter switch, Throttle cable and throttle grip.
- Remove the master cylinder holder socket bolt with L.wrench.
- Remove the master cylinder holder.
- Remove the master cylinder from the handle bar.
- Support the master cylinder in order not to leak brake fluid.

*NOTE

- Master cylinder should be equipped with the frame correctly without fail to avoid an inferior phenomenon, air mixed with the air caused by hungdown equipt master cylinder.



- Remove the winker switch.
- Remove the clutch lever holder.
- Remove the clutch lever from the handlebar.



- Loosen the handle connecting nut and washer of fork top bridge.



Assembly

- Install the handle into the top bridge connecting hole.



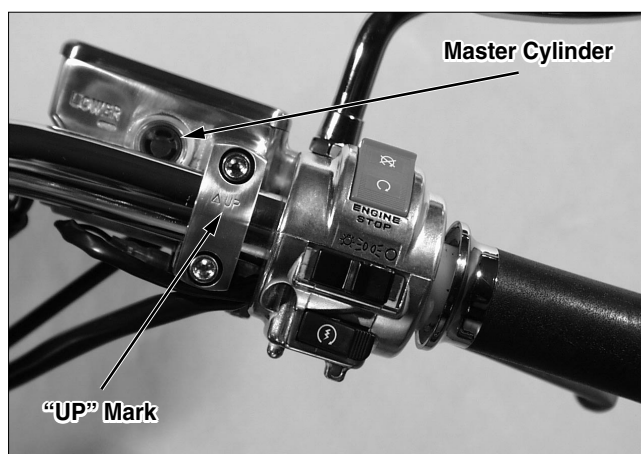
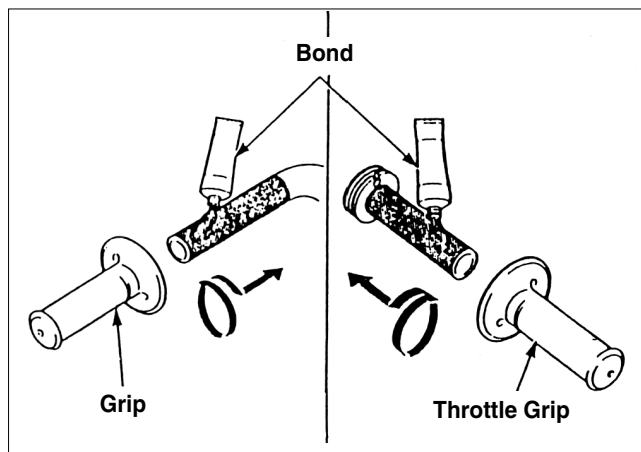
- Tighten the handle washer and nut.
Torque: 2.6kgf-m(26N.m)



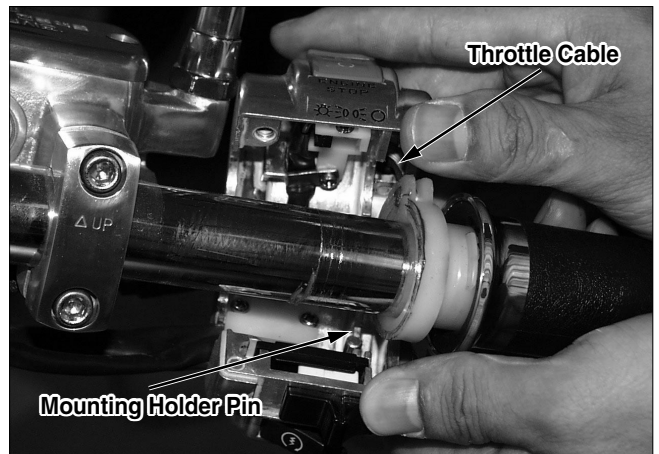
- When removing L. handle grip or R. handle grip from the Throttle pipe, clean them preventing the L. handle and throttle pipe attachment part of handle grip with molybdenum.
- After 3-5 minutes, install the grip. Install the grip with turning according to user's manual attached on adhesives.

⚠CAUTION

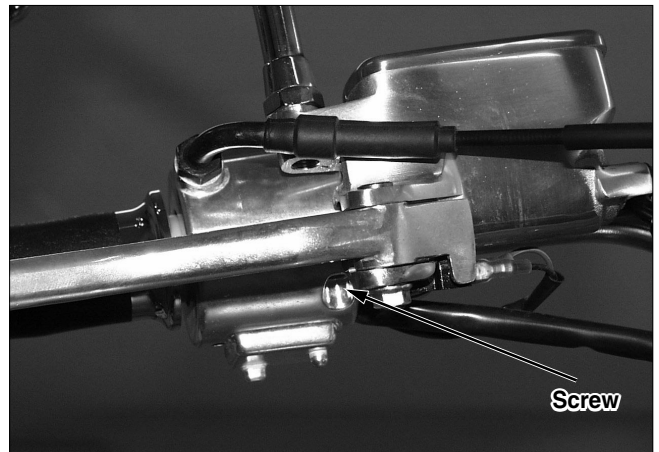
- After attaching, leave it over 1 hour until drying the adhesives.
- Install the master cylinder into the handle bar with the "UP" mark on the holder facing up.
- Align the mating surface of the master cylinder and holder with the punch mark on the handle bar.
- Tighten the upper socket bolt first then tighten the lower socket bolt.



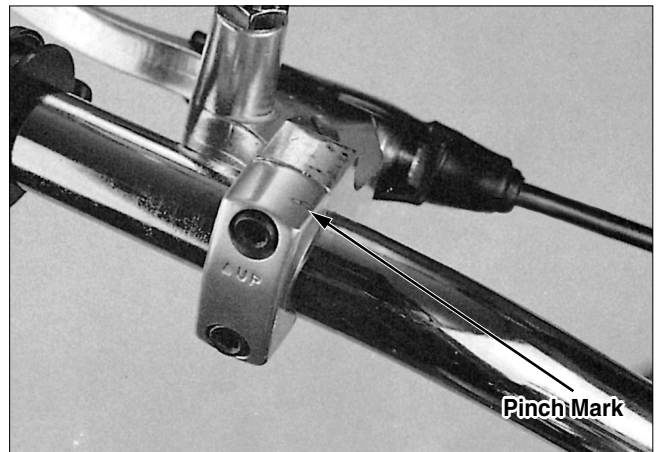
- Apply grease to the ends of the throttle cable.
- Install the throttle cable into the throttle pipe.
- Install the lighting start switch housing mounting holder pin onto the handlebar hole and tighten the mounting holder pin.



- Tighten the forward screws first, then tighten the rear screws.



- Install the clutch lever bracket with the holder's "UP" mark facing up.
- Align the mating surface of the clutch lever and holder with the punch mark on the handle bar and tighten the upper bolt first and then tighten the lower bolt.

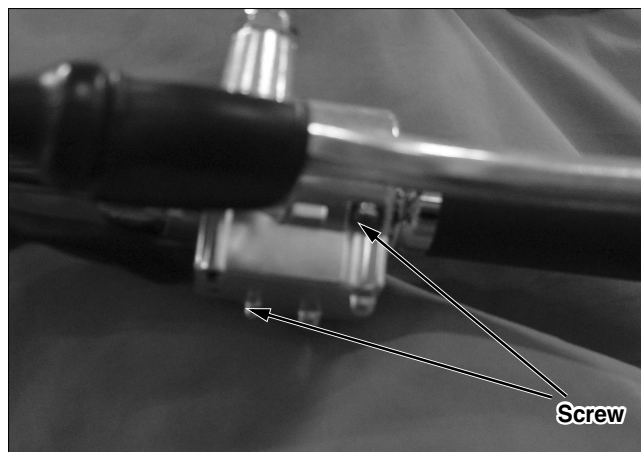


- Align the mounting bolt of the winker switch housing with the handle bar hole and tighten the mounting bolt.



Front Wheel/Front Fork/Steering

- Tighten the forward screws first, then tighten the rear screws.



- After installing the brake hose, kill switch cable, winker switch code into the cable guide, tighten the guide.



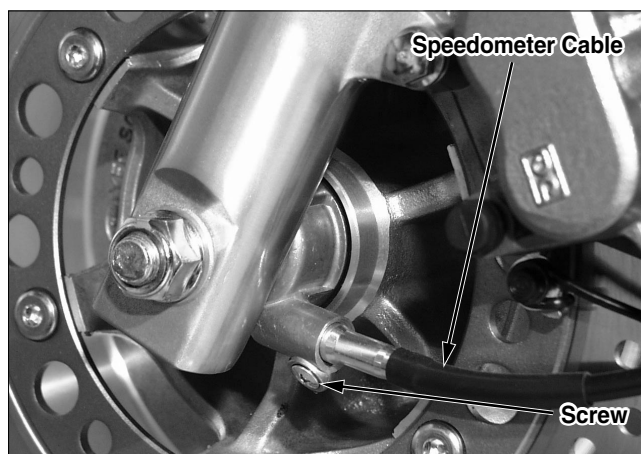
Front Wheel

Removal

- Loosen the axle nut.
- Raise and support the motorcycle using a jack. Remove the screw from the speedometer cable. Remove the axle nut, front axle, and front wheel, and right side collar.

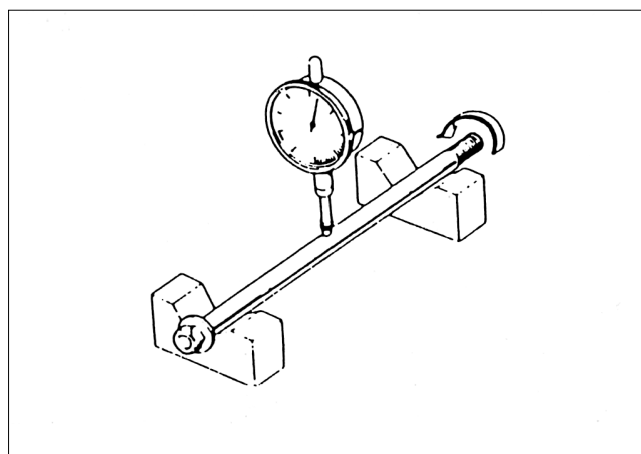
*NOTE

- Do not operate the front brake lever after removing the front wheel.



Inspection

- Inspect the front axle for bent.
- Install the front axle into V-block, and measure it using a dial gauge.
Service Limit: Over 0.2mm

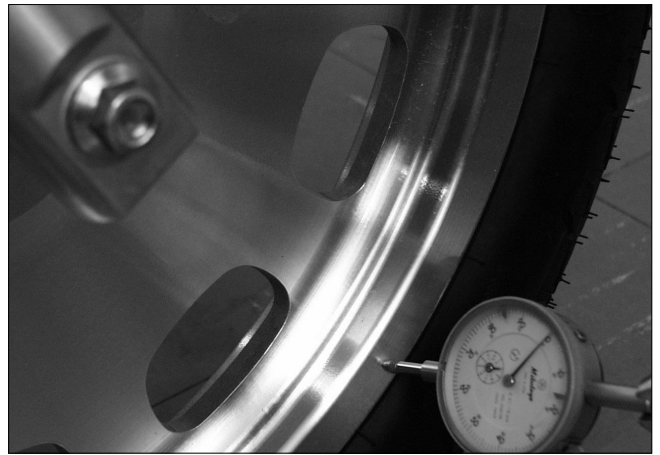


- Check the rim runout by placing the wheel in a truing stand. Spin the wheel slowly and read the runout using a dial indicator.

Service Limit:

Radial Runout: 2.0mm(0.08in)

Axial Runout: 2.0mm(0.08in)

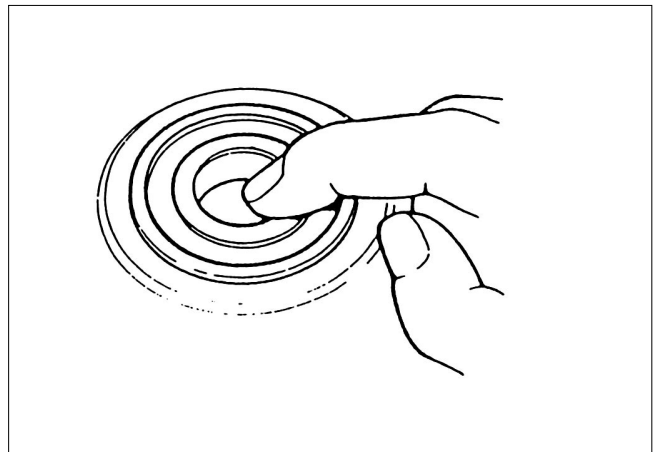


Wheel Bearing Inspection

- Turn the inner race of each bearing with your finger. The bearings should turn smoothly and quietly. Also check that the bearing outer race fits tightly in the hub. Remove and discard the bearings if the races do not turn smoothly, quietly, or if they fit loosely in the hub.

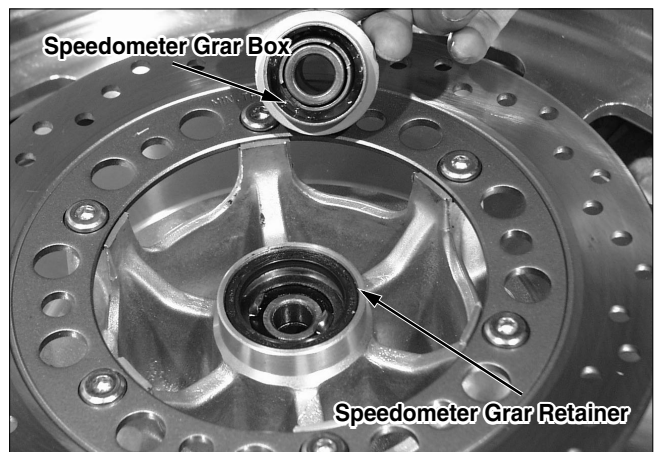
*NOTE

- Replace hub bearings in pairs.



Removal

- Remove the speedometer gear box, dust seal, speedometer gear retainer.



- Remove the right side collar.



Front Wheel/Front Fork/Steering

- Remove the dust seal of R. side.
- Remove the brake disc of L. side.

*NOTE

- Inspection for the problems of disk.
(⇒Section 15-6)



Wheel Bearing Replacement

- Install the bearing remover head and remover shaft into the wheel. Remove the distance collar and drive out other bearing

*NOTE

- Replace the bearings in pairs. Never install the old bearing. Once a bearing is removed, it must be replaced with a new one.

Tools:

Bearing remover head
Bearing remover



- Apply grease to the bearing.
- With the bearing seal facing outside, drive the right bearing into the wheel securely, until it is seated.
- Do not allow the bearings to tilt while driving them in. Install the distance collar with the bearing seal surface facing outside and drive a new left bearing in securely until it is seated.

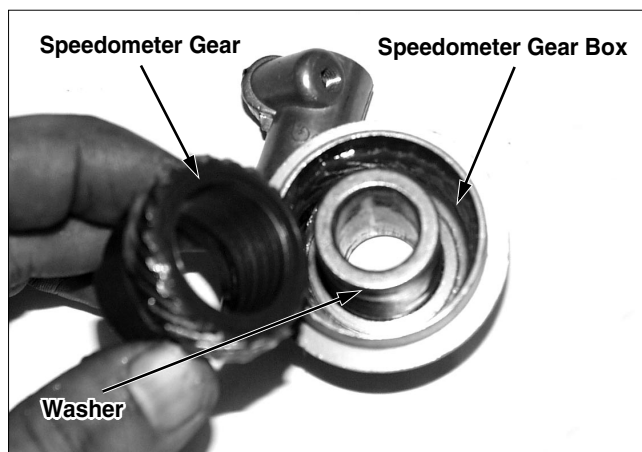
Tools:

Driver
Attachment, 32 × 35mm
Pilot, 15mm

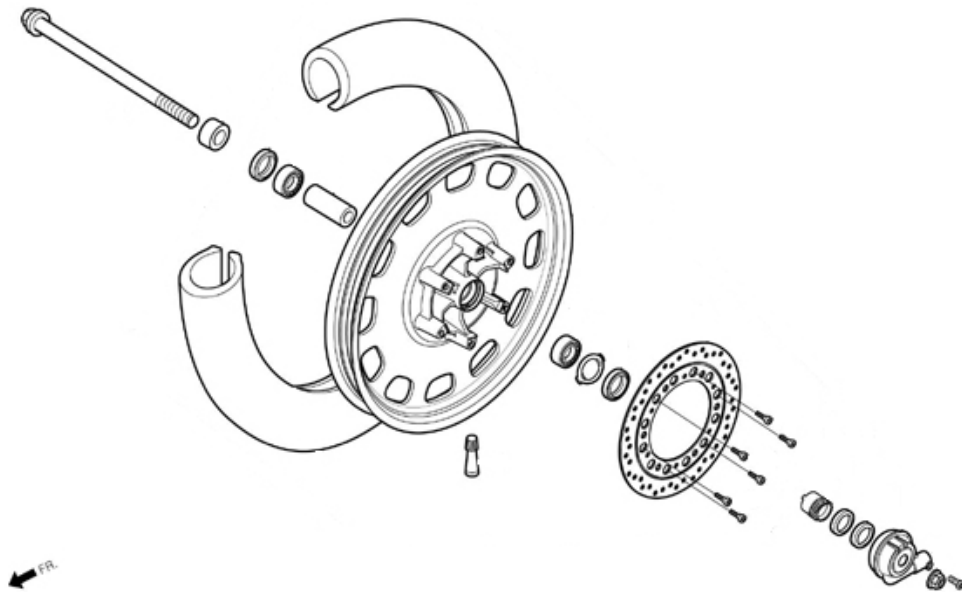


Speedometer Gear Replacement

- Remove the speedometer gear and washer from the speedometer gear box.
- Check the gear for wear and damage.
- Install the washer.
- Coat the speedometer gear with grease and install it.



Assembly



- Apply grease to the dust seal rim.
- Install the dust seal, brake disk.
- Install the brake disk.
Torque: 4.2kgf-m(42N.m)



- Install the right side collar.



Front Wheel/Front Fork/Steering

- Loosen the brake disc by the disk bolt.
- Align the speedometer gear retainer hole with the slot of the wheel hub.

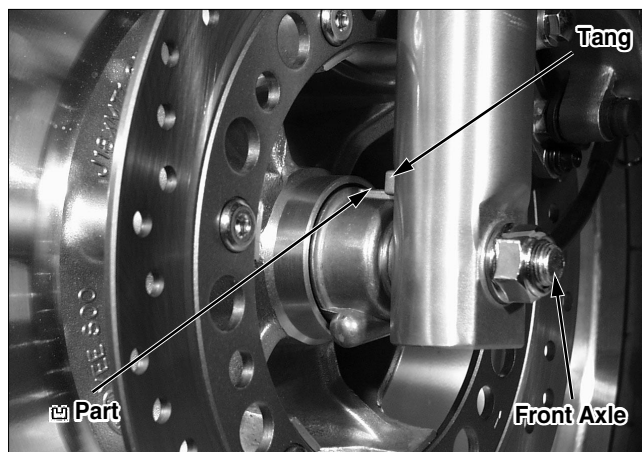


- Apply grease the dust seal rim. Install the dust seal.
- Install the speedometer box, aligning the tangs in the speedometer gear retainer with the slot in the gear.

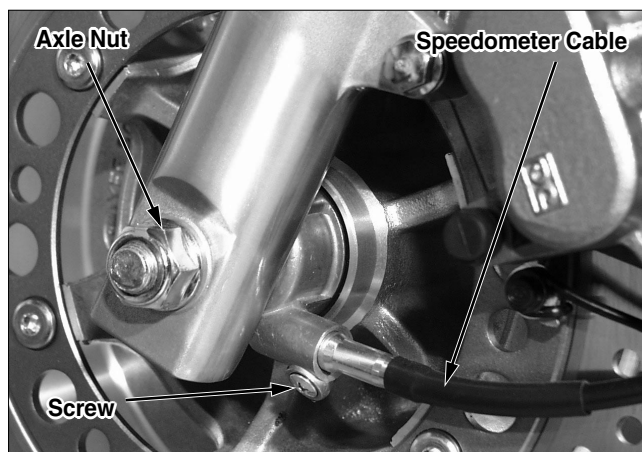


Assembly

- Place the front wheel between the front fork legs.
- Install the wheel while inserting the brake disk.
- Take care not to damage the brake pads.
- Align the tangs in the left fork slider with the slot the speedometer gear box.
- Install the front axle into the speedometer gear box and wheel hub.



- Screw the axle nut. (U-nut)
- Install the speedometer cable and set screw securely.
- Place the front wheel on the ground, tighten the axle nut with the specified torque.
Torque: 5.9kgf-m(59N.m)



Front Fork

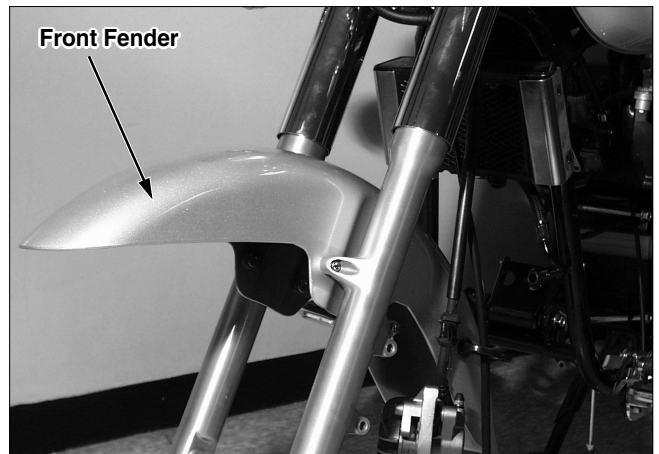
Removal

- Remove the following
 - Front wheel (⇒13-6)
 - Brake caliper
 - Front fender

- Loosen the fork tube cap bolt when disassembling the front fork.

*NOTE

- Don't remove the fork tube cap bolt, but loosen it.
- Loosen the fork top socket bolt.
- Loosen the steering stem pinch flange bolt.
- Loosen the front fender pinch socket bolt.
- Remove the front fork.
- Loosen the fork bottom bolt, and remove the fork tube.

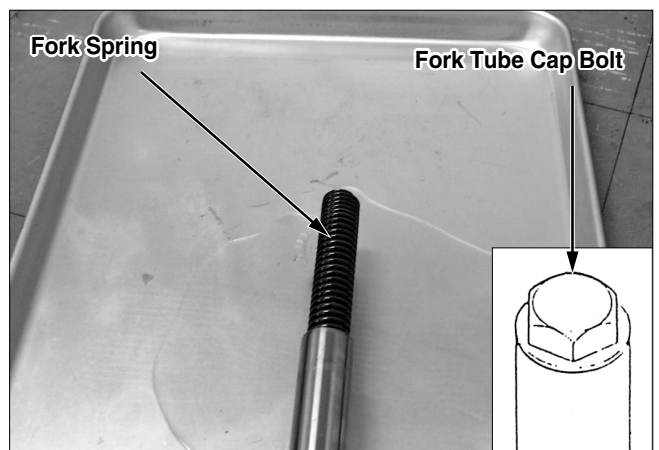


Disassembly

- Remove the fork tube cap bolt.

⚠CAUTION

- If the screw is loosened completely, be careful that the fork tube cap bounds well by the power of spring.
- Remove the fork spring and put out the fork oil by expanding and contracting fork pipe several times.

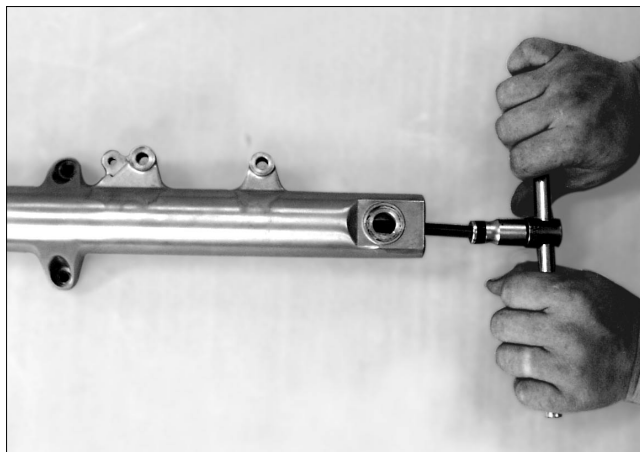


Front Wheel/Front Fork/Steering

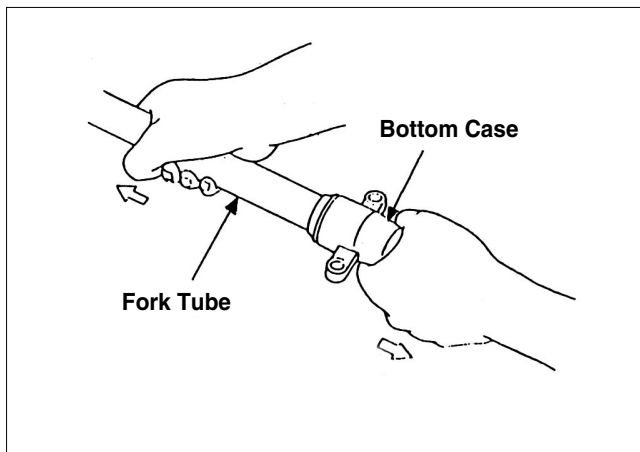
- Cover the bottom case with cloth, and remove the socket bolt.

CAUTION

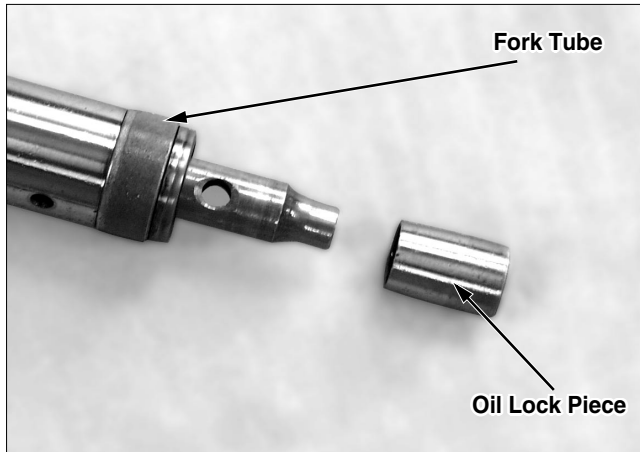
- If not removing the socket bolt with turning, assemble temporarily the spring and fork tube cap bolt.
- Support the bottom case by vise strongly, preventing it from transformation or damaging.



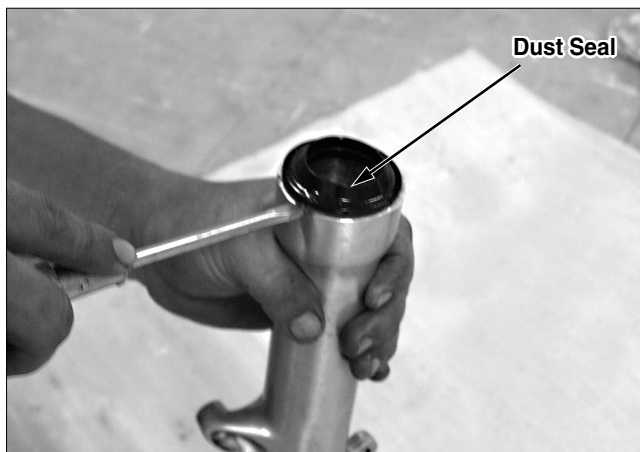
- Remove the fork tube from the bottom case.



- Remove the oil lock piece.
- Remove the piston, rebound spring from fork tube.



- Remove the dust Seal.



- Remove the set ring.



- Remove the oil seal.

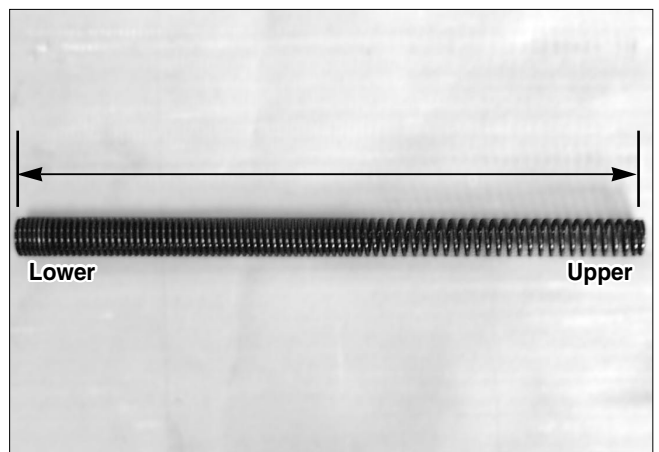
CAUTION

- Prevent the around of bottom case inside and outside from damaging.

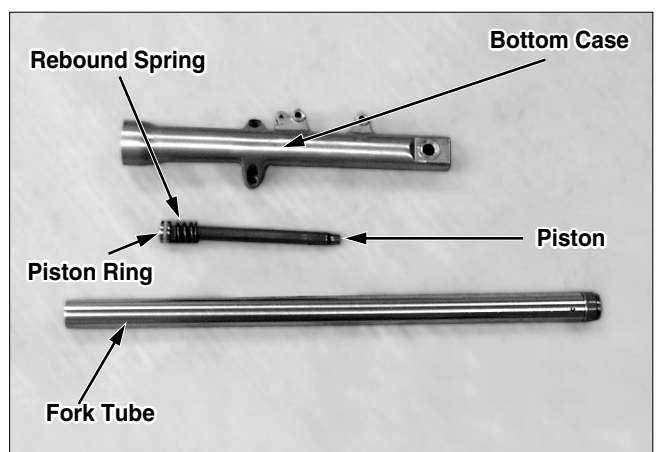


Inspection

- Place the fork spring in flat place, and measure the fork spring free length.
- Replace the new one if it is under the service limit.

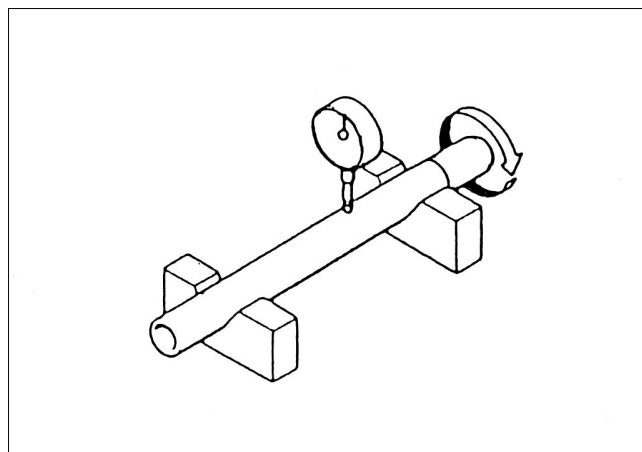


- Inspect each part for damaging and wear, and then must be replaced if necessary.

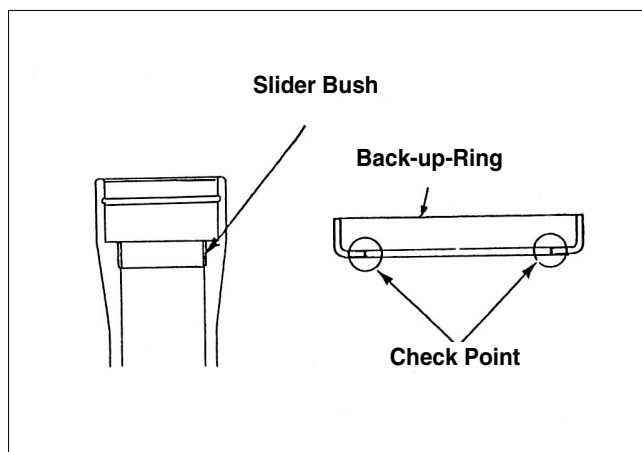


Front Wheel/Front Fork/Steering

- Install the fork tube into V-block, and measure the bent with a dial gauge.
Service Limit: replacement if over 0.2mm

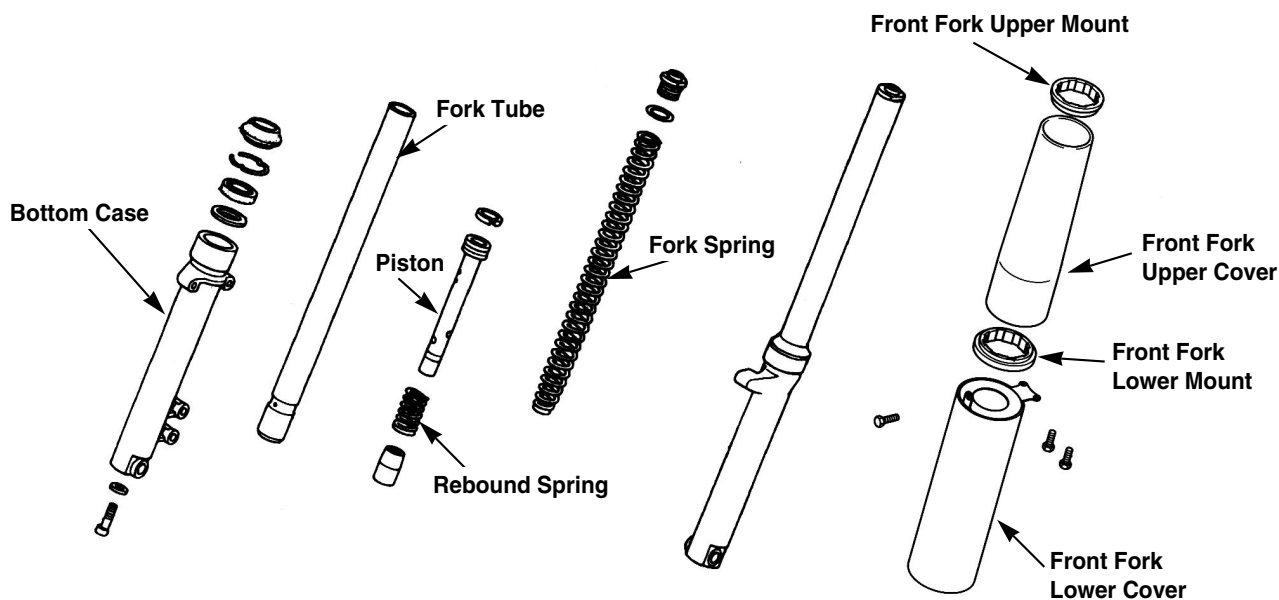


- Inspect the contacted part of slider bush. Bottom case must be replaced if the copper portion is shown over three of quarter in teflon coating part or remarkably damaging.

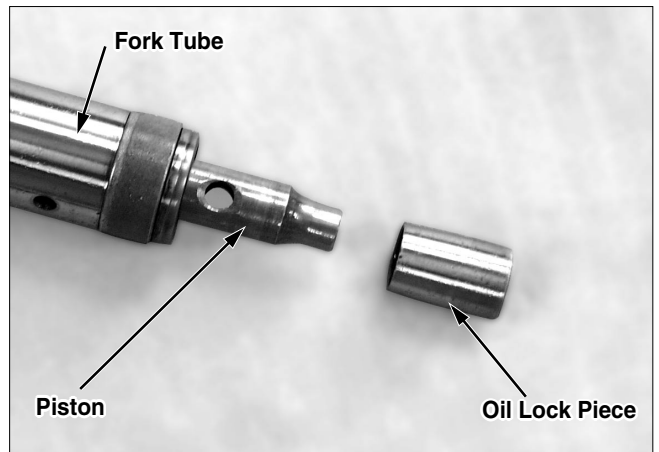


Assembly

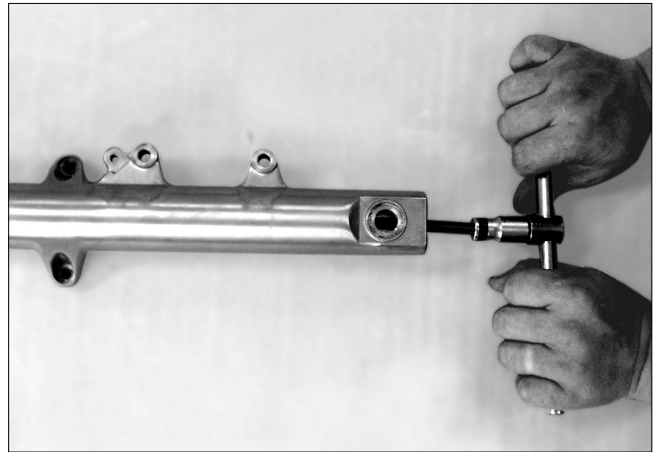
- Before installing, clean each part with clean oil.



- Connect the rebound spring and fork piston into the fork tube.
- Connect the oil lock piece into the piston top end part, and install the fork tube into the bottom case.

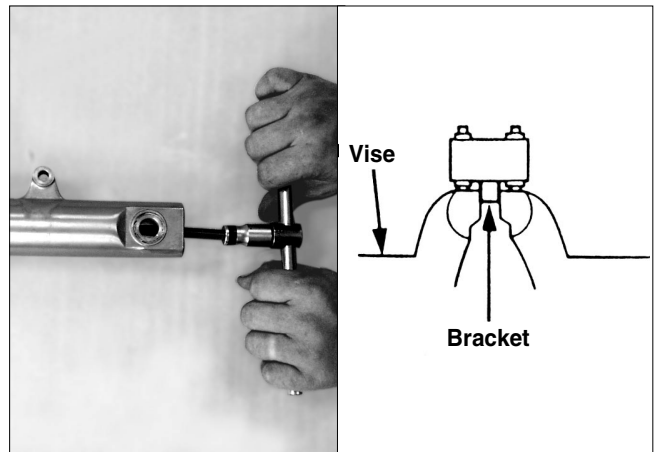


- Cover the bottom case with cloth, and fix it into the vise.
 - Coat the bolt part of socket bolt with oil to the tread, and install the fork piece.
- Torque: 2.0kg-m



⚠ CAUTION

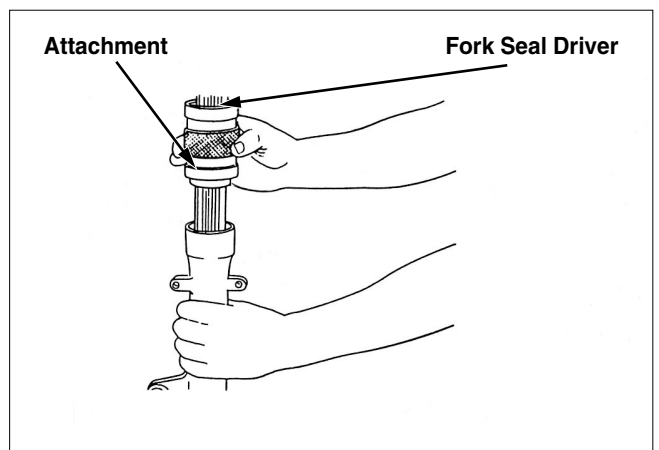
- When fixing the bottom case to the vise, insert the bracket part avoiding the case from putting into it directly.
- Install the back-up ring.



- Coat the ATF with the new oil seal.
- Insert the oil seal until showing the assembling groove of bottom case set ring using the tools.

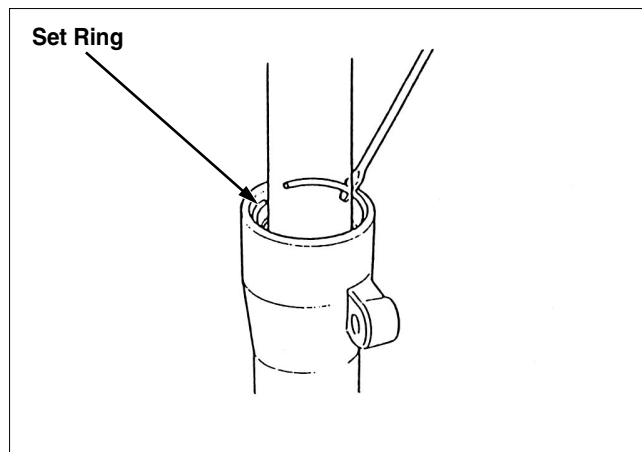
Tools:

- Fork seal driver
- Fork seal driver body

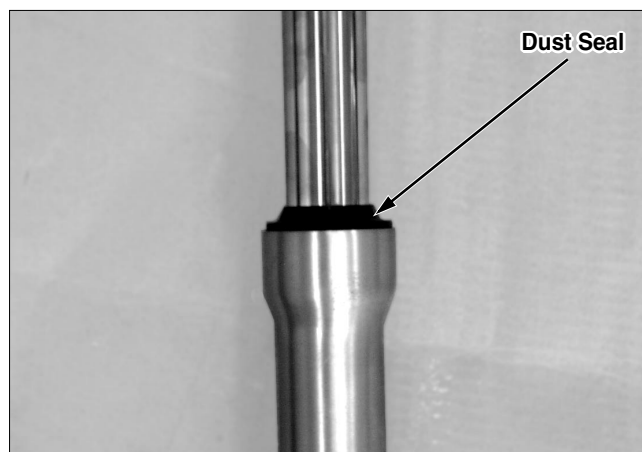


Front Wheel/Front Fork/Steering

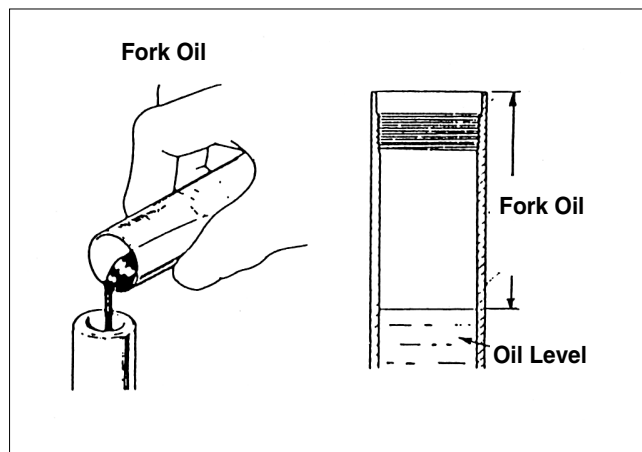
- Install the set ring.
- Install the set ring to bottom case exactly.



- Install the dust seal.



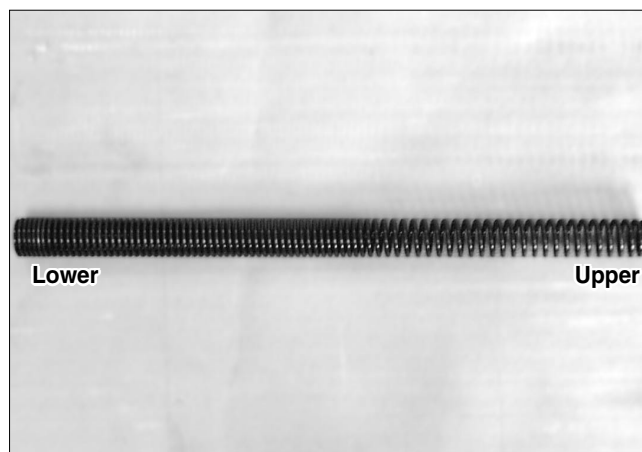
- Fill the auto-transmission fluid (AFT) into the fork tube according to standard amount.
Capacity: 280cm³
- Pull out the air by pressing the fork tube 2-3 times slowly.
- Check the oil level in state of compression.
Oil Level: 250mm



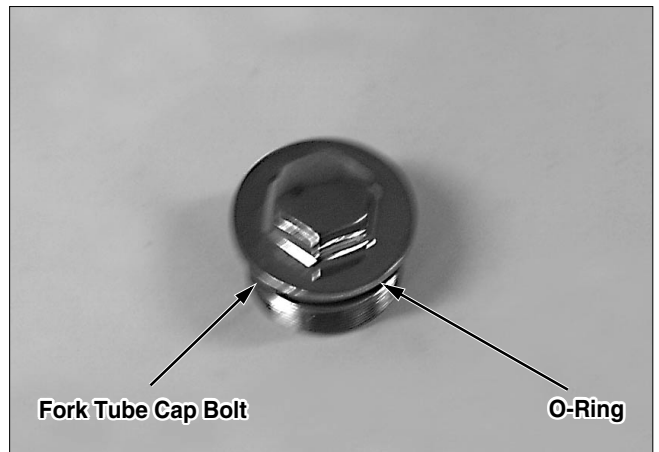
- Install the spring into the fork tube.

⚠CAUTION

- Make a spring face down the small side of pitch.



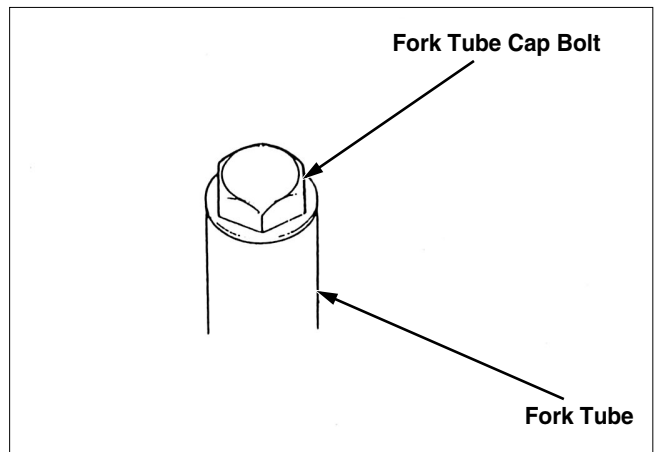
- Install the new O-ring to fork tube cap bolt.



- Install the fork tube cap bolt to fork tube.

CAUTION

- Do not install the fork tube cap bolt again.



Installation

- Install the front fork into the steering stem, top bridge.
- Align the top end of the fork tube with the upper surface of the top bridge.
- Install the fork top socket bolt.
Torque: 2.0kgf-m



- Install the fork bottom pinch bolt.
Torque: 3.3kgf-m

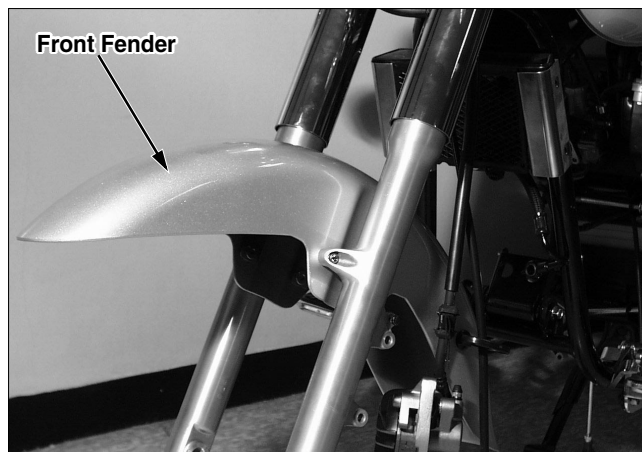
***NOTE**

- Be care that the collar is not to separate.



Front Wheel/Front Fork/Steering

- Install the following:
 - Brake Caliper
 - Torque: 3.0kgf-m
 - Front fender
 - Front wheel (⇒13-6)



Steering Stem

Removal

- Remove the parts as following.
 - Handle (⇒13-3)
 - Remove the cable guide.
 - Front wheel (⇒13-6)
 - Front fender
 - Brake caliper
 - Front fork and fork lower cover
 - Front emblem stay
- Remove the head light.



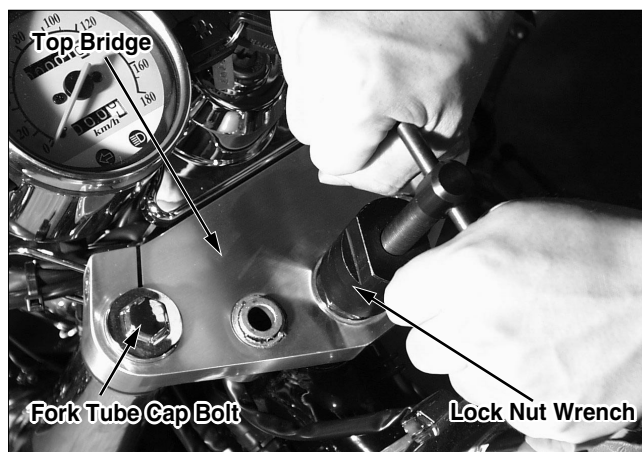
- Remove the brake hose clamp.



- Remove the steering stem nut washer.
- Remove the top bridge.

Tools:

- Lock nut wrench
- Extension bar

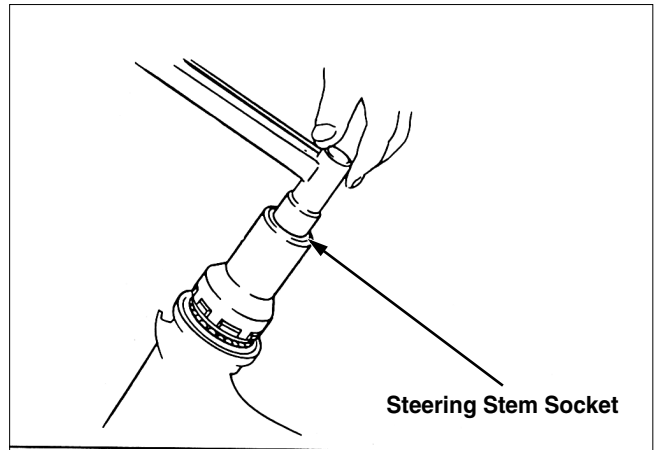


- Remove the steering head top thread.

Tools:

Steering stem socket

Extension bar



- Remove the steering upper bearing.

***NOTE**



Bearing Replacement

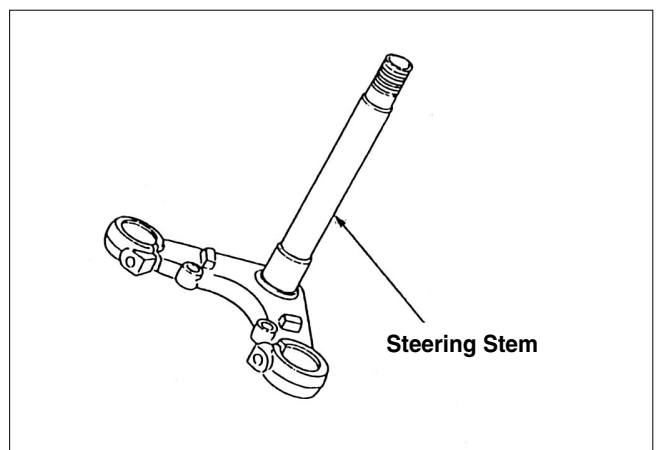
***NOTE**

- Always replace the bearing and races as a set.

Tool: Ball race driver

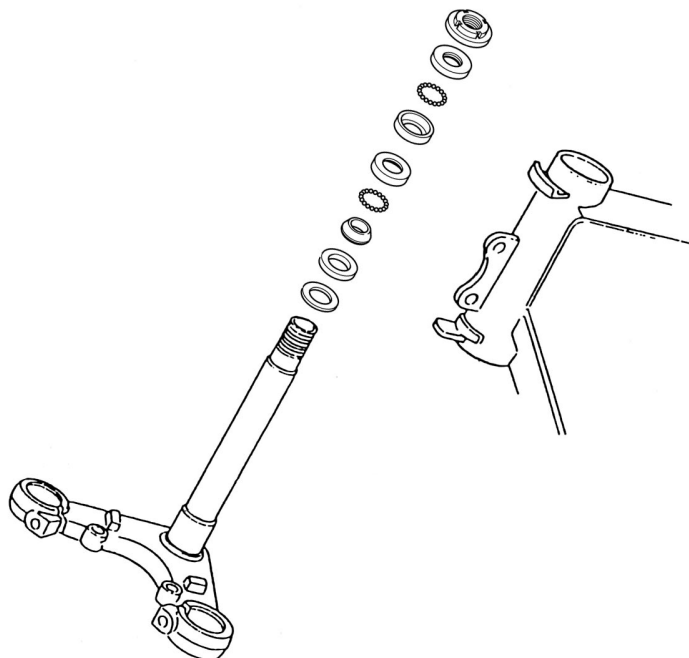
- To protect the nuts, install the stem nut into the steering stem and remove the steering upper bearing with a drill or equivalent tool. Be careful not to damage the stem.

Dust Seal: Remove the washer.



* NOTE

- If the motorcycle had caused an accident, check the steering head pipe for crack or damage.

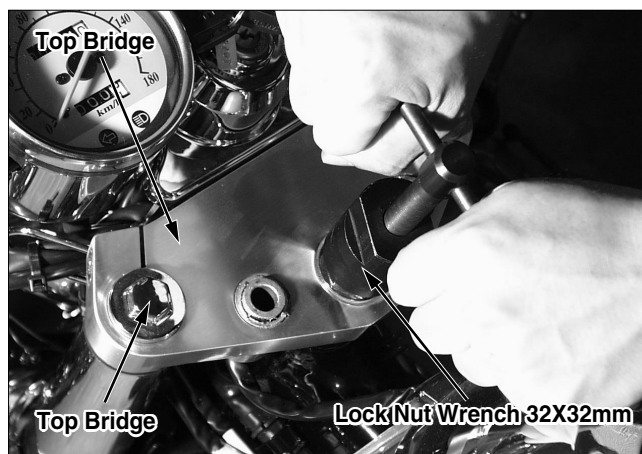
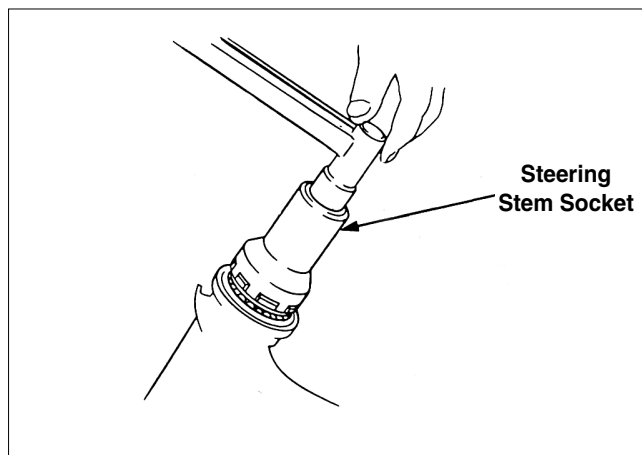


- Tighten the top thread.
Torque: 1.8kgf
Tools:
Steering stem socket
Extension bar
- Move the steering stem from side to side 4-5 times, and allow the steel ball to operate.
- Loosen the top thread, and tighten the final torque again.
Torque: Thread 0.3kgf-m
- Install the top bridge washer steering stem nut.
- After installing R.L front fork temporarily, install the steering stem nut and tighten it.
Torque: 7.0kgf-m

Tools:

Lock nut wrench 30 × 32mm
Extension bar

- After arranging the cable, install the cable guide.
- Install the front fork. (⇒13-11)

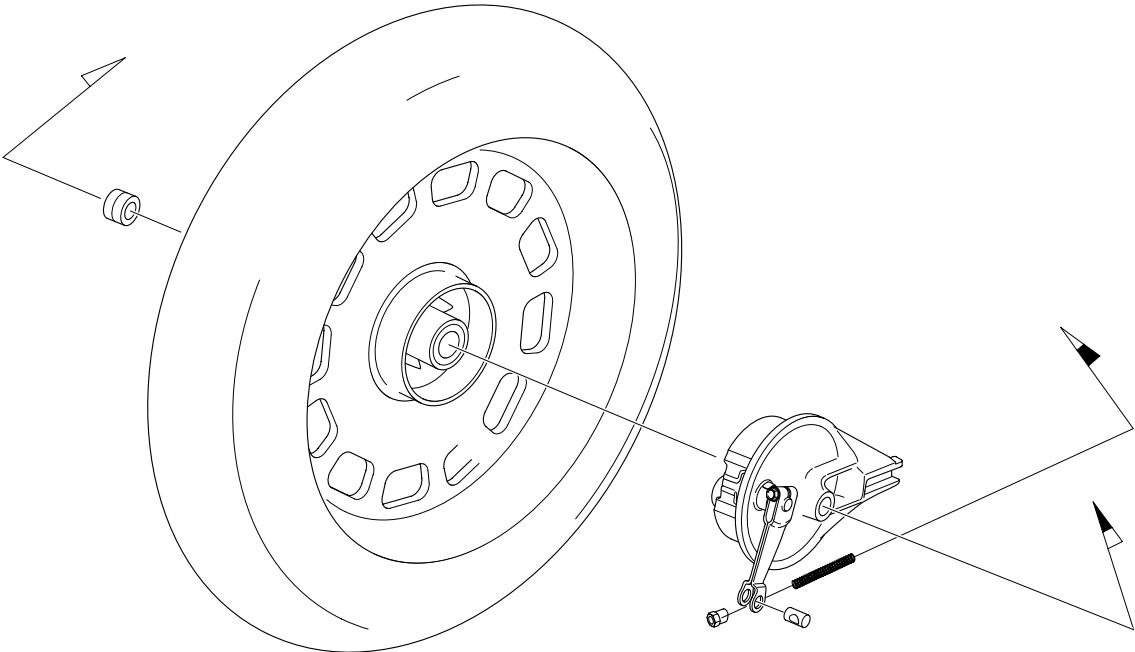
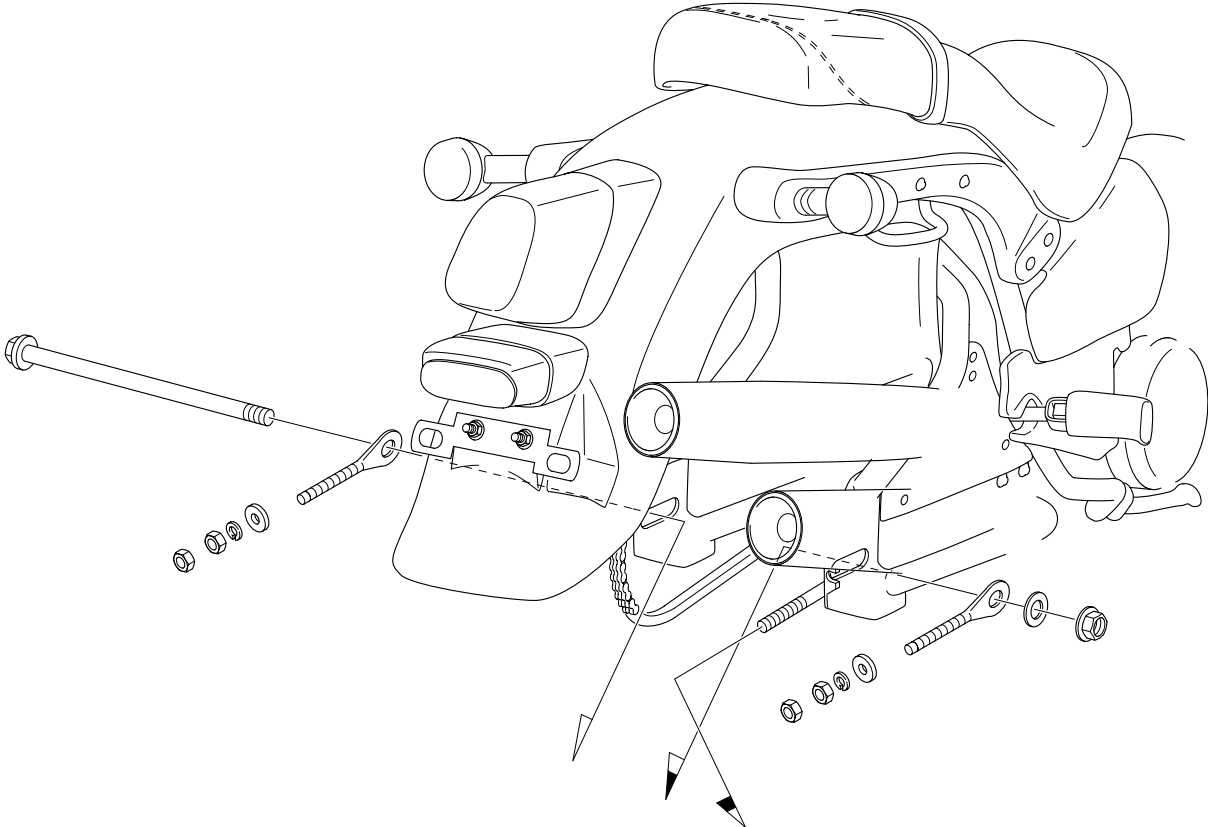


- After arranging the cable, install the cable guide.
- Install the front fork. (⇒13-11)



- Install the parts as the below.
 - Head light
 - Front emblem stay
 - Brake caliper
 - Front fender
 - Front wheel (⇒13-6)
 - Cable guide and combimeter
 - Handle (⇒13-3)





15. Rear Wheel/Rear Brake/Suspension

Service Information	15-1	Rear Brake Pedal	15-8
Troubleshooting	15-2	Rear Cushion	15-8
Rear Wheel	15-3	Rear Fork	15-10
Rear Brake	15-6		

Service Information

General

- Note the assembling direction of the bolts.

Specifications

Unit: mm(in)

Item		Standard	Service Limit
Axle shaft runout		——	0.2(0.008)
Rear wheel rim runout	Radial	——	2.0(0.08)
	Axial	——	2.0(0.08)
Rear brake drum I.D.		130(5.12)	131(5.16)
Rear brake lining thickness		4.0(0.16)	2.0(0.08)
Rear Cushion Spring Free Length		206.7	

Torque Values

Rear Brake Arm Bolt	1.0kgf-m
Rear Axle Nut	8.8kgf-m
Rear Shock Absorber Mounting Upper Bolt	3.4kgf-m
Rear Shock Absorber Mounting Lower Bolt	3.4kgf-m
Rear Fork Pivot Bolt	4.5kgf-m
Final Driven Sprocket Nut	5.9kgf-m

Tools

Common

Rear Cushion Compressor

Rear Cushion Compressor Attachment

Attachment, 32 × 35mm

Attachment, 42 × 47mm

Pilot, 15mm

Driver

Bearing Remover Shaft

Remover Head, 15mm

Troubleshooting

Wobble or vibration in motorcycle

- Bent rim
- Worn rear wheel bearings
- Faulty tire
- Loose axle
- Incorrect tire pressure
- Worn rear fork bush

Soft suspension

- Weak spring
- Incorrect rear cushion adjuster
- Faulty rear damper

Hard suspension

- Incorrect rear shock absorber adjuster
- Bent damper rod

Rear cushion noise

- Binding shock case
- Loose fasteners

Weak brake power

- Incorrect brake adjustment
- Damaged brake shoe surface
- Worn brake shoe cam
- Worn brake
- Worn brake drum
- Incorrect brake arm adjusting place

Rear Wheel

Removal

- Raise and support the motorcycle with main stand.
- Loosen the rear brake adjuster, remove the brake rod.
- Loosen the chain adjusting nut.
- Remove the axle nut, then disconnect the axle shaft.
- Remove the drive chain by pressing the rear wheel forward.
- Remove the rear wheel.
- Remove the brake pedal.

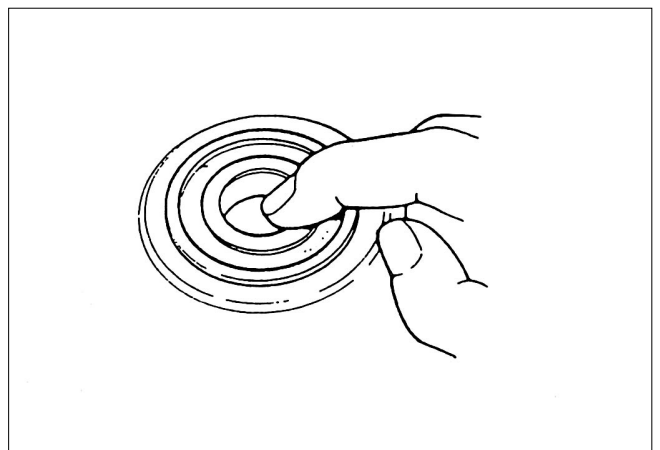
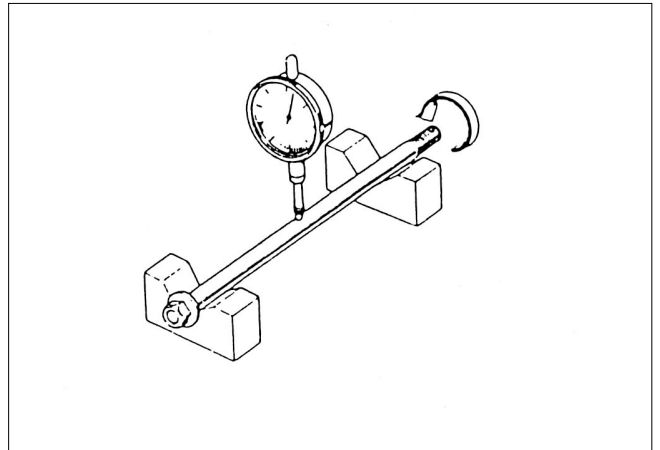


Inspection

- Inspect the winding of Axle Shaft.
Service Limit: 0.2mm

- Inspect by the oscillation of rim in turning the wheel.
Service Limit: Radial: 2.0mm (0.008in)
Axial: 2.0mm (0.008in)

- Replace the worn bearing by turning the bearing.

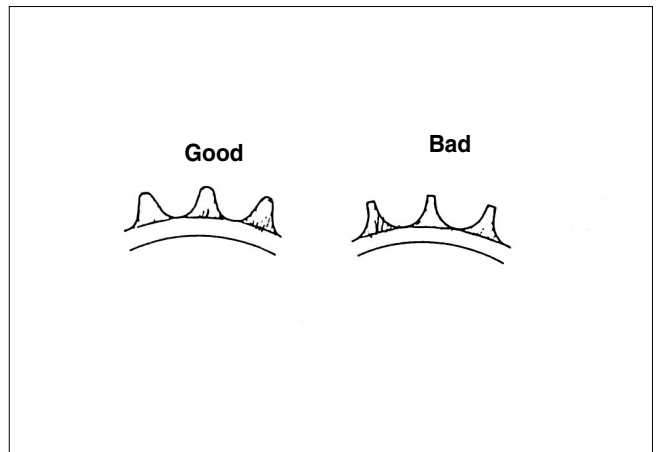


Rear Wheel/Rear Brake/Suspension

- Check the teeth of the final driven sprocket.
- Replace the worn, damaged final driven sprocket.

⚠ WARNING

- Check the drive chain and drive sprocket at the same time.



Disassembly

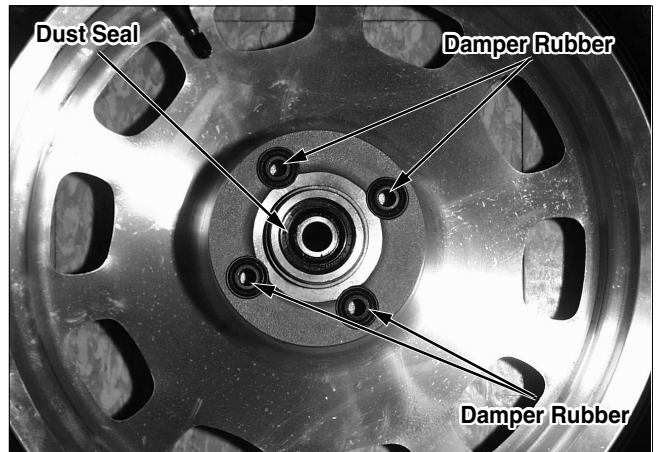
- Remove the snap ring and final driven sprocket.

*** NOTE**

- Do not disassemble unless replacement.



- Check the damper rubber. Replace the faulty, damaged, worn damper rubber.
- Remove the dust seal if it is damaged.



Bearing Replacement

- Install the bearing remover into the bearing.
- Install the bearing remover shaft at the opposite position, and remove the wheel bearing by heating with a hammer.
- After removing the distance collar, remove the other bearing.

*** NOTE**

- When taking off the wheel bearing, must be replaced with the new one.

Tools:

- Bearing remover shaft
- Remover head



- Coat the bearing with the grease.
- Insert the new bearing in parallel with the seal side facing outside. After inserting the distance collar, insert the bearing of the right side with the seal side facing outside.

Tools:

Driver
Attachment
Pilot, 15mm



Assembly

- Install the dust seal after applying the grease.
- If the damper rubber was removed, install the damper rubber.



- Make the part in protection ring face the outside, and connect the final driven sprocket. Install the snap ring into the groove exactly.

* NOTE

- Install the snap ring into the groove exactly.
- If the driven sprocket nut was removed, install the nut after aligning the flange part of fixing bolt with the sprocket inside groove.
Torque: 5.9kgf-m(59N.m)
- Attach the side collar.



Installation

- Install the brake panel into the rear wheel.
- Align the rear fork steeper with the slot of the brake panel.
- Install the drive chain into the sprocket.



Rear Wheel/Rear Brake/Suspension

- Install the chain adjuster, insert the axle shaft from the left side.
- Install the chain case B.
- Install the brake rod, brake adjusting nut. Check the drive chain operation.
- Install the lock washer and axle nut.
Torque: 8.8kgf-m
- Adjust the brake pedal operation. (⇒3-11)



Rear Brake

Removal

- Remove the rear wheel. (⇒14-3)
- Remove the brake panel from the rear wheel.



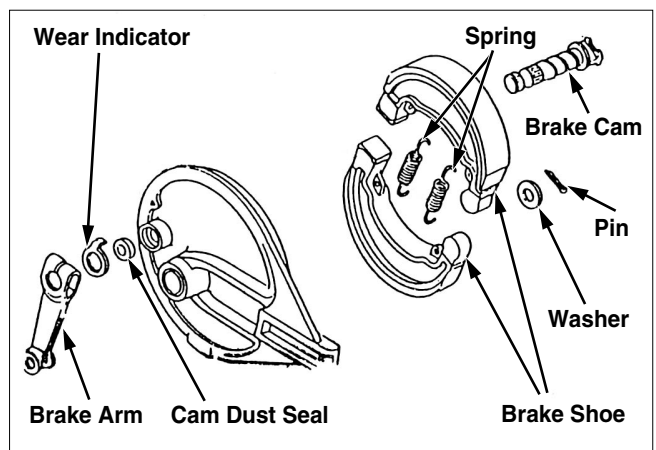
Inspection

- Measure the brake drum I.D.
Service Limit: 131mm (5.16in)
- Measure the rear brake lining thickness.
Service Limit: 2.0mm (0.08in)



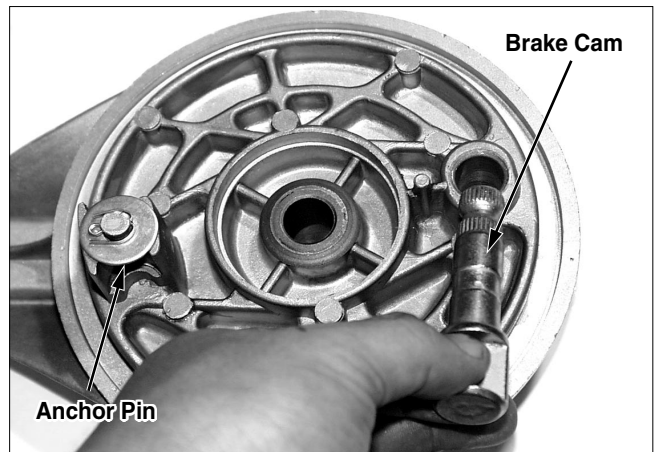
Disassembly

- Open the brake shoe with hands and remove it from the brake panel. Separate the split pin from the washer. Remove the shoe spring from the brake shoe.
- Remove the brake arm, wear indicator, cam dust seal.
- Remove the brake cam.

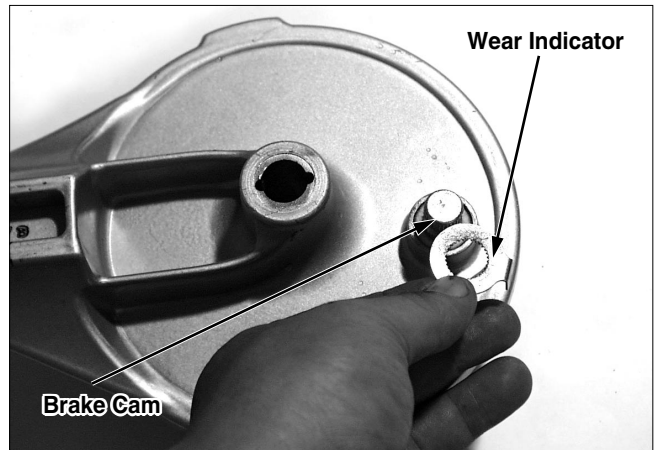


Assembly

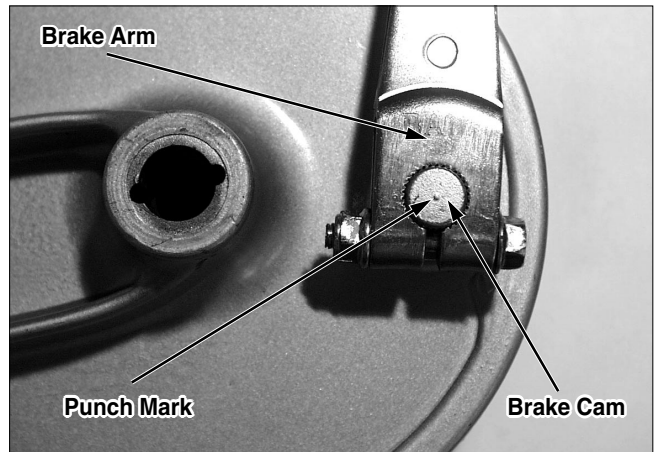
- Apply Grease a little to the anchor pins and brake cam.
- Assemble the brake cam.



- Apply engine oil the dust seal, install it onto the brake panel. Install the wear indicator, aligning the punch mark on the brake cam with the gap.



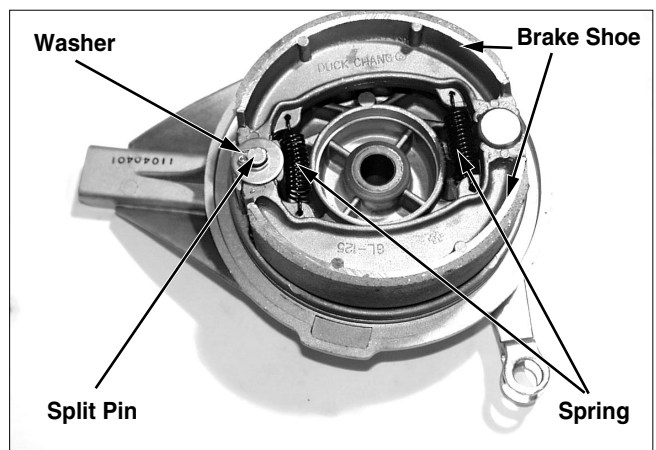
- assemble the brake arm with the punch mark on the brake cam.
- Install the brake arm bolt.
Torque: 1.0kg-m (10N.m, 7ft-lb)



- Assemble the brake shoe and spring.
- Install the washer, a new split pin.

⚠ CAUTION

- Keep grease off the brake linings.
- Install the brake panel into the wheel hub and install the rear wheel.



Rear Brake Pedal

Disassembly

- Remove the bolts and brake pedal.
- Loosen the rear brake adjusting nut and remove the brake rod from the brake arm.
- Separate the stop switch spring from the return spring.
- Tilt the motorcycle body to the left, remove the pedal pivot shaft by pushing.

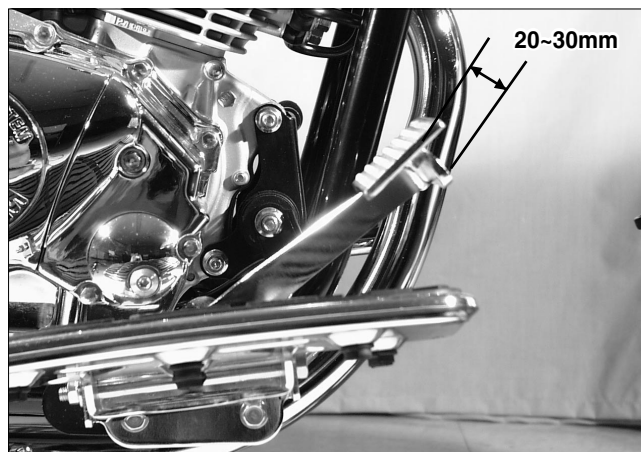


Assembly

- Apply grease to the brake pedal pivot shaft and install it while hooking the stop switch spring and brake return spring.



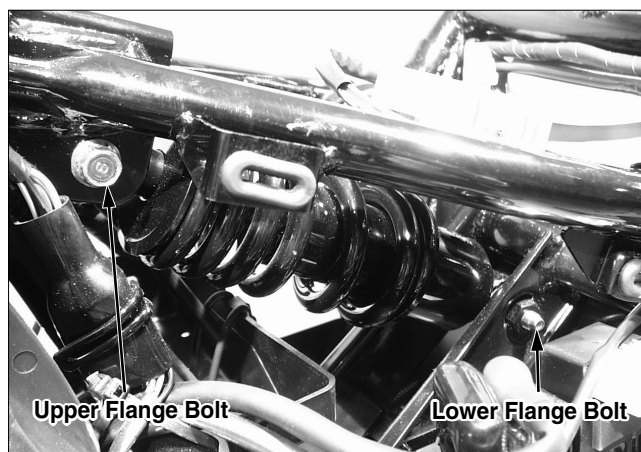
- Install the brake pedal bolt, aligning the punch mark on the brake pedal with the punch mark on the pivot shaft. Install the brake pedal bolt. Torque: 2.2kgf-m(22N.m)
- Adjust the rear brake free play. Free play: 20~30mm



Rear Cushion (Shock Absorber)

Removal

- Raise and support the motorcycle with main stand.
- Loosen the rear cushion upper, lower mounting bolts, remove the rear cushion.



Disassembly

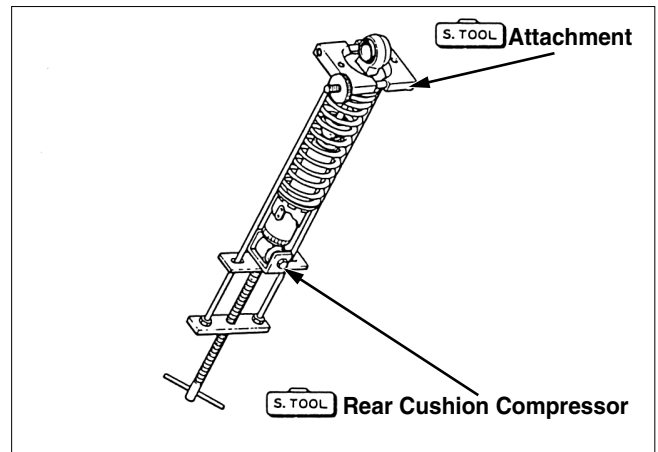
- Install the rear cushion compressor and attachment.

Tools:

- Rear cushion compressor
- Rear cushion attachment

⚠ CAUTION

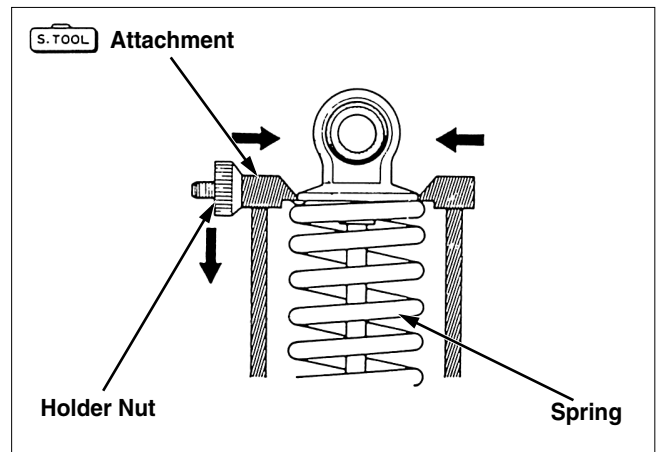
- Avoid the upper joint from damage.



- Fix the upper joint, and remove the upper joint by loosening the lock nut.
- Remove the case, spring, lock nut, damper rubber, and spring adjuster.

⚠ CAUTION

- Be careful when dismantling because of the strong tension of spring

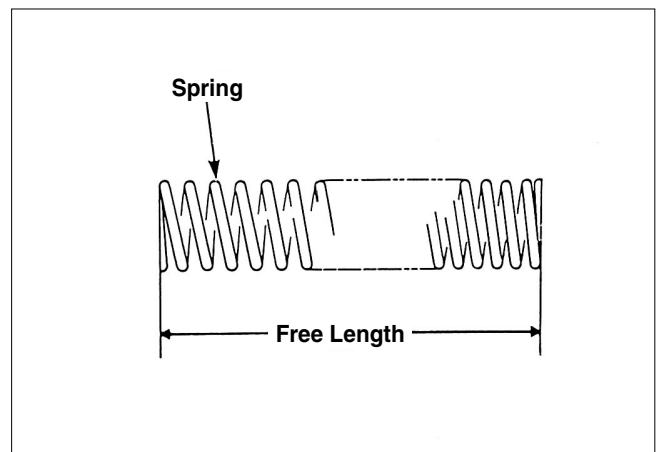


Inspection

- Measure the free length of rear cushion spring.
- Inspect the damper rod for winding and damaging.
- Inspect the damper unit for oil leakage.
- Inspect the damper rubber for damaging and crank.

⚠ CAUTION

- Never dismantle and heat damper unit.



Assembly

- Install the spring adjuster and damper rubber.
- Assembly is done in the reverse order of disassembly.

* NOTE

- Install the rear cushion spring making the small position of pitch face up.

Rear Wheel/Rear Brake/Suspension

- Coat the lock nut with oil to the thread, and install the rear cushion compressor attachment into the damper rod.
- Coat the upper joint with oil to the thread and install it into the damper rod.
- Fix the upper joint and tighten the lock nut.
Torque: 3.8kgf-m (38N.m)

Tools:

- Rear cushion compressor
- Rear cushion compressor attachment

Installation

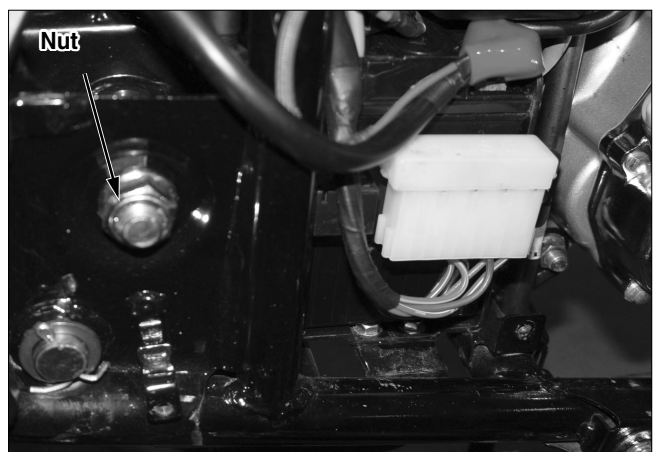
- Install the rear cushion.
- Install the bolt
Torque: Upper bolt: 3.4kgf-m
Lower bolt: 3.4kgf-m



Rear Fork

Removal

- Remove the rear wheel. (⇒14-3)
 - Remove the rear cushion. (⇒14-8)
 - Remove the chain cover.
-
- Loosen the pivot bolt and nut using a box wrench, and remove the rear fork.

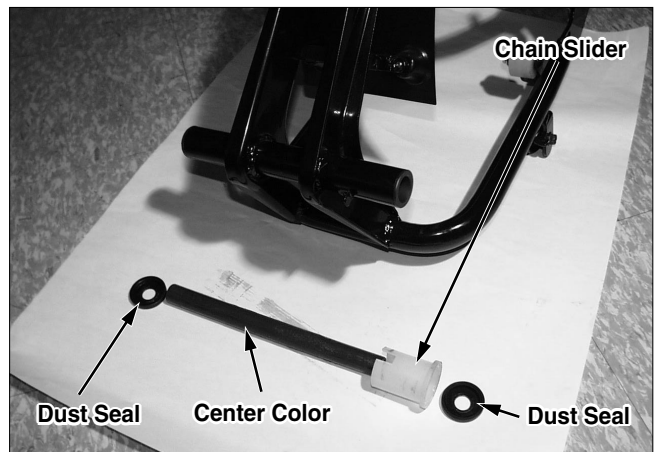


Disassembly

- Disassemble the rear sub fender.
- Disassemble the chain slider.
- Disassemble the rear fork pivot bearing.
- Disassemble the dust seal and center collar.
- Disassemble the pivot bush.



- Inspect the center collar pivot bush for wear, damage, and defect.
- Check the dust seal for wear and damage.
- Check the rear fork for wear and other damage.
- Inspect the rear pivot fork bearing for wear or damage if necessary replaced.



Assembly

- Apply grease to the center collar, pivot bush, and install them to the rear fork.
- Assemble the chain slider.
- Coat the dust seal lips with grease, and install it.
- Assemble the rear sub fender.

⚠CAUTION

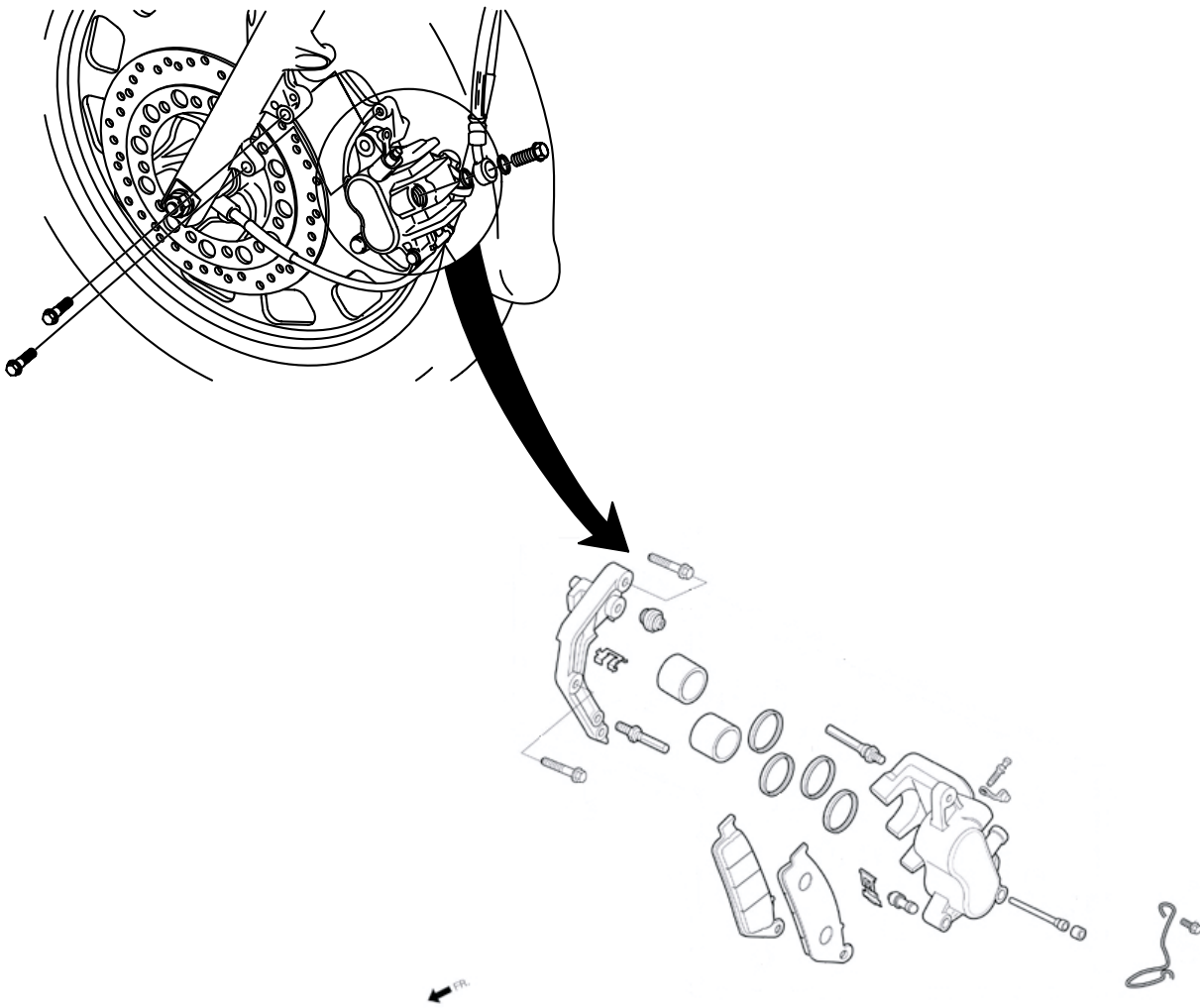
- Assemble carefully not to bend or damage the sides of the seal.



Installation

- Install the rear fork and tighten the pivot bolt.
Torque: 4.5kgf-m
- Install the following.
 - Rear cushion
 - Chain cover.
 - Rear wheel
 - R/L lower cover





16. Hydraulic Brake

Service Information	16-1	Brake Disk	16-6
Troubleshooting	16-2	Brake Caliper	16-7
Brake Fluid/Bleeding	16-3	Master Cylinder	16-9
Brake Pad	16-4		

Service Information

General

- Do not allow foreign material to enter the system when filling the reservoir.
- Do not mix different types of brake fluid. They are not compatible.
- Do not use removed brake fluid again.
- Brake fluid can cause damage to painted, plastic, and rubber surfaces. Place a rag over these parts whenever the system is served.
- Cover the hose joint part to prevent brake fluid leakage.
- Clean the removed parts with brake fluid, check for the clogged passage with compressed air.
- Do not allow dust and dirt to stick to the removed parts.
- Install the parts after clean.
- Replace the specified parts.
- The brake pads can be removed without disconnecting the hydraulic system.
- Bleed the hydraulic system if it has been disassembled.

⚠CAUTION

- A contaminated brake disk or pad reduces stopping power. Discard contaminated pads and clean the disk with a high quality brake degreasing agent.

Specifications

Unit: mm(in)

Item	Standard	Service Limit
Brake Disk Thickness	3.8-4.2(0.15-0.17)	3.0(0.12)
Brake Disk Runout	————	0.02(0.008)
Master Cylinder I.D.	12.700-12.743(0.5000-0.5017)	12.755(0.5022)
Master Cylinder O.D.	12.657-12.684(0.4983-0.4994)	12.645(0.4978)
Caliper Cylinder I.D.	33.960-34.010(1.3370-1.3390)	34.02(1.339)
Caliper Piston O.D.	33.878-33.928(1.3338-1.3357)	33.87(1.333)

Torque Values

Brake Caliper Bracket Bolt	3.0kgf-m	Brake Hose Bolt	3.4kgf-m
Brake Caliper Bleed Valve	0.6kgf-m	Front Brake Disk Nut	4.2kgf-m
Brake Caliper Slide Pin	2.3kgf-m	Master Cylinder Reservoir Cap Screw	0.13kgf-m
Brake Caliper Pin Bolt	1.8kgf-m	Brake Lever Pivot Bolt	1.0kgf-m
Brake Pad Pin Bolt	1.8kgf-m	Brake Lever Pivot Lock Nut	1.0kgf-m

Tools

Special

Snap Ring Pliers

Troubleshooting

Brake lever soft or too hard

- Air bubbles in hydraulic system.
- Moisture in brake fluid.
- Brake pad and disk contaminated.
- Caliper piston worn.
- Master cylinder piston worn.
- Brake pad worn.
- Contaminated caliper inner part.
- Incorrectly installed caliper.
- One side of brake pad, disk worn.
- Low fluid level.
- Clogged hydraulic system
- Disc bent
- Sticking, worn caliper piston.
- Disc Worn.
- Contaminated master cylinder inner part.
- Brake lever bent.

Brake drag

- Clogged hydraulic system
- Sticking caliper piston
- Incorrectly installed caliper
- Clogged brake fluid system
- Caliper piston seal worn
- Master cylinder piston sticking, worn.
- Brake lever bent

Brake chatter or squeal

- Brake pad, disk contaminated
- Wheel element misaligned
- One side of brake pad, disk worn
- Disc bent
- Incorrectly installed caliper
- Hydraulic system contaminated.

Brake Fluid / Bleeding

Brake Fluid Replacement

⚠CAUTION

- A contaminated brake disk or pad reduces stopping power. Discard contaminated pads and clean the disk with a high quality brake degreasing agent.

⚠CAUTION

- Check the fluid level often while filling the reservoir. Avoid spilling fluid on painted, plastic or rubber parts. Place a cloth over these parts whenever the system is serviced.
- Remove the master cylinder cap and diaphragm from the master cylinder. Connect a bleed hose to the caliper bleed valve. Loosen the bleed valve and pump the brake lever until no more fluid flows out of the bleed valve.

Brake Fluid Filling

- Tighten the bleed valve and fill the master reservoir with DOT 3 or DOT 4 brake fluid to the upper level.
- Install the master cylinder. Operate the brake lever until air bubbles do not appear in the plastic hose.

⚠CAUTION

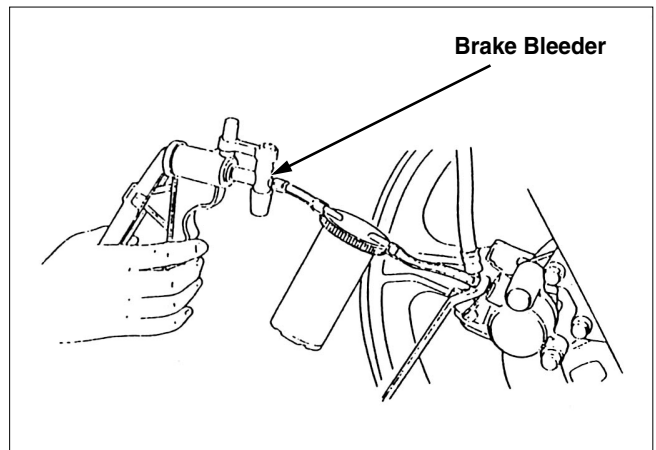
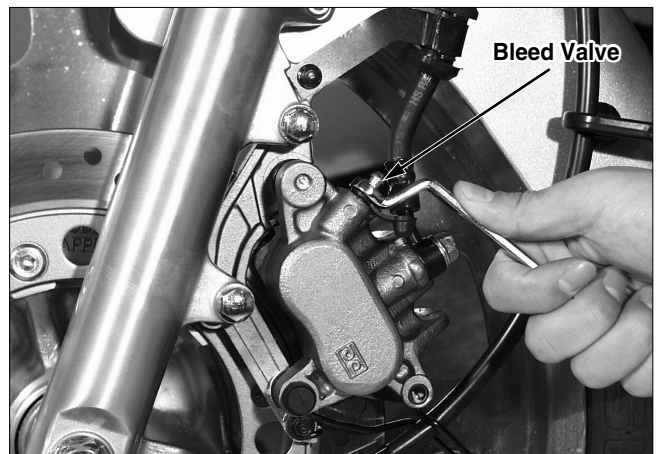
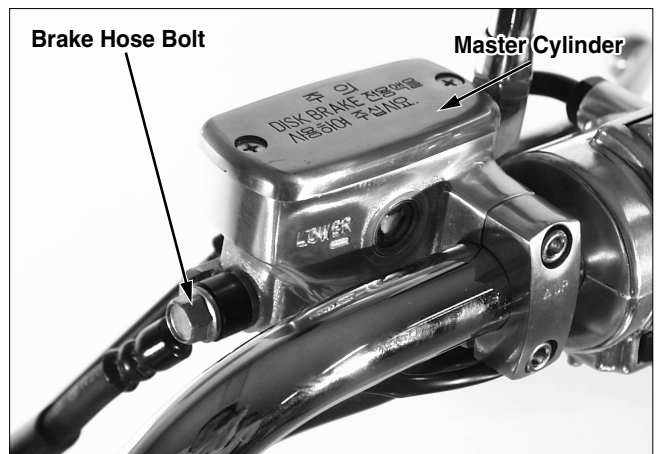
- Do not mix different types or fluid. They are not compatible.

Bleeding

- Connect a commercially available brake bleeder to the bleed valve.
- Remove the bleed valve while pumping the brake bleeder.
- Repeat the above procedures until brake fluid appear in the brake bleeder.
- Add brake fluid.

⚠CAUTION

- Check the fluid level often. Add fluid when the fluid level in the master cylinder reservoir is low.
- If air is entering the bleeder from around the bleed valve threads, seal the threads with teflon tape.
- Close the bleed valve and operate the brake lever, check there is air sponge.

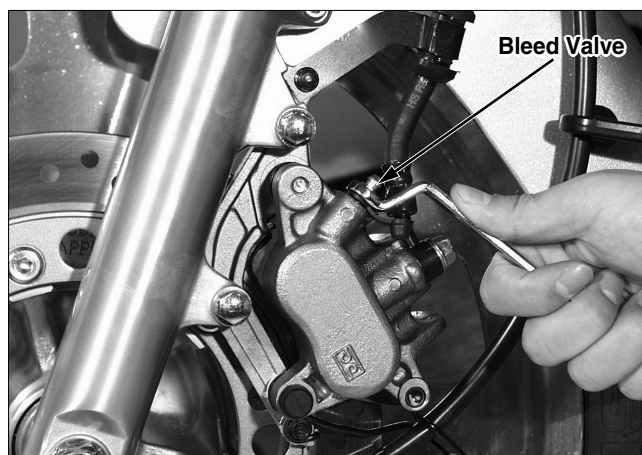


Hydraulic Brake

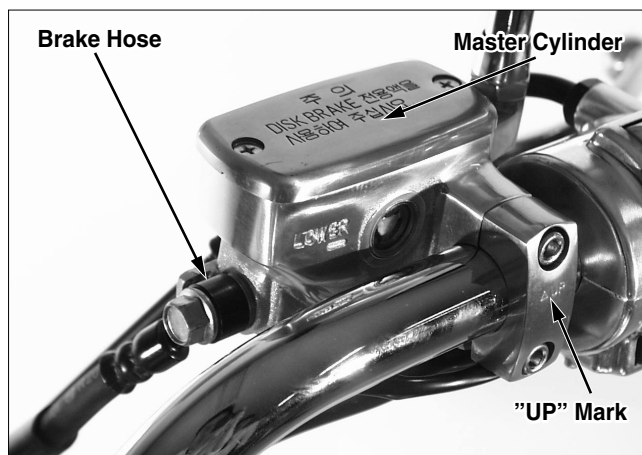
- If the brake bleeder is not available, use the following procedure.
 - Fill the master cylinder reservoir to the upper level mark. Connect the bleeder hose to the bleed valve and bleed the system as follows.
1. Squeeze the brake lever, open the bleed valve 1/2 turn and then close the bleed valve.

* NOTE

- Do not release the brake lever until the bleed valve has been closed.
2. Release the brake lever slowly and wait several seconds after it reaches the end of its travel.
 3. Repeat step 1 and 2 until air bubbles cease to appear in the fluid coming out of the bleed valve.



- Check the fluid level often. Add fluid when the fluid level in the master cylinder reservoir is low.
- Do not release the brake lever until the bleed valve has been closed.
- Tighten the bleed valve.
Torque: 0.6kgf-m
- Fill the master cylinder reservoir to the upper level mark with brake fluid. Install the diaphragm, set the master cylinder cap.
Torque: 0.13kgf-m



Brake Pad

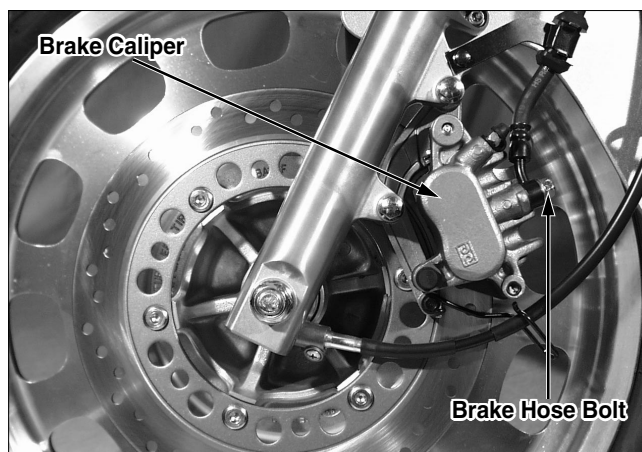
Replacement

* NOTE

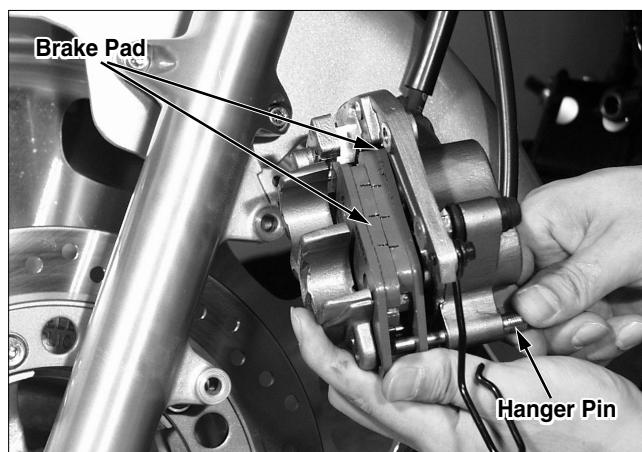
- Always replace the brake pads in pairs to assure even disc pressure.
- Replace the brake pads without removing brake hose.
- Loosen the caliper bracket bolt installed to L. front fork.



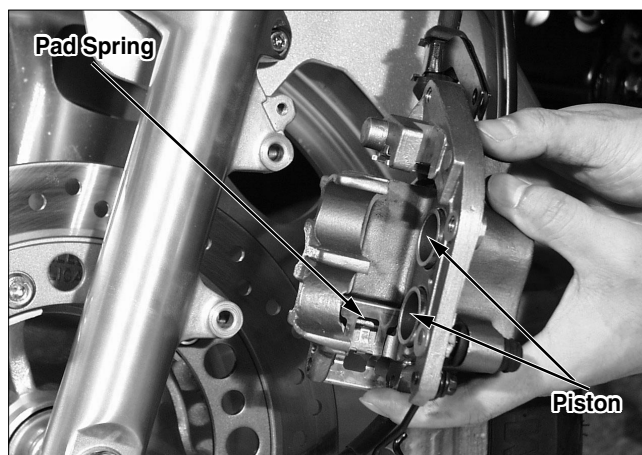
- Remove the brake caliper from the left front fork.



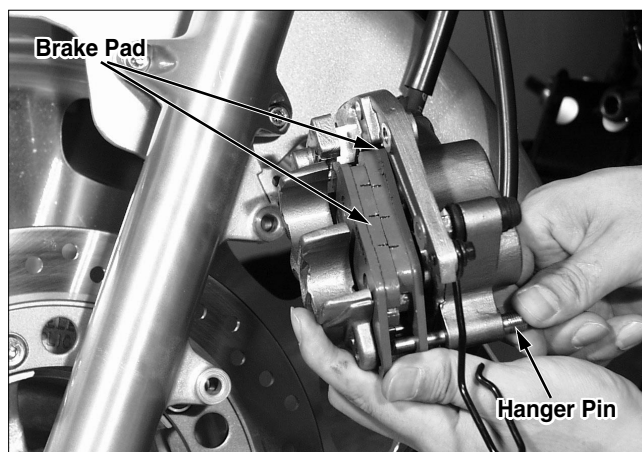
- After removing the hanger pin(1pin) using by L. lench, remove the piston.
- Remove the brake pad.



- Make sure that the pad spring is installed in the position shown.



- Install a new brake pad, pad pin retainer, hanger pins.

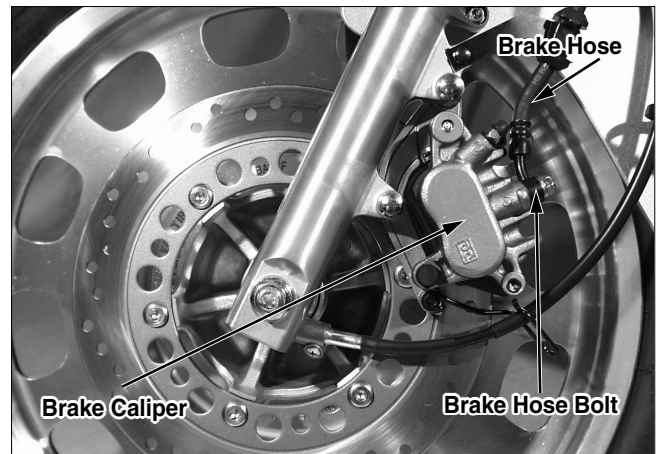


Hydraulic Brake

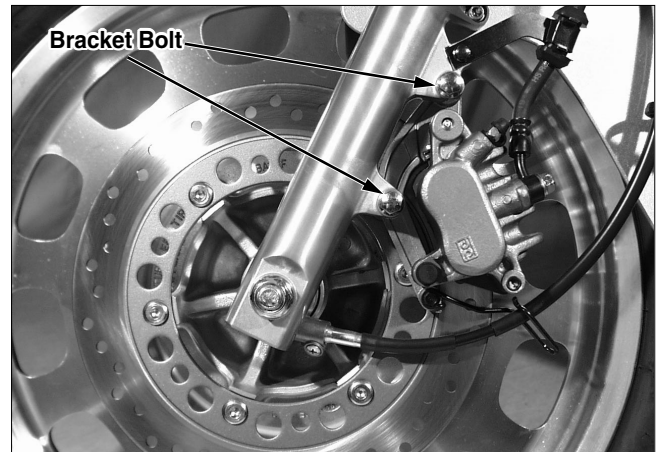
- Install the brake caliper into the left front fork.

* NOTE

- Be careful not to damage the brake pad.



- Tighten the caliper bracket bolt.
Torque: 3.0kgf-m
- Tighten the hanger pin.
Torque: 1.8kgf-m



Brake Disk

Inspection

- Measure the thickness of the disk.
Service Limit: 3.0mm(0.12in)



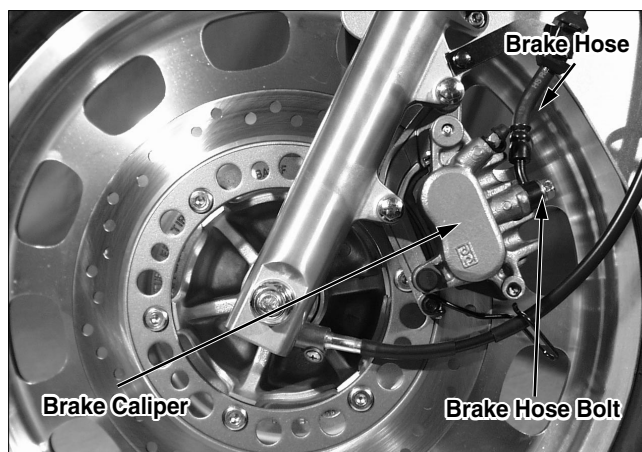
- Measure the Brake disk for warpage.
Service Limit:0.3mm



Brake Caliper

Removal

- Remove the brake hose bolt and brake hose from the brake caliper.
- Remove the caliper from the front fork, then remove the pad pin bolt, brake pad. (⇒14-4)



* NOTE

- Avoid spilling brake fluid on painted, plastic, or rubber parts.

⚠ WARNING

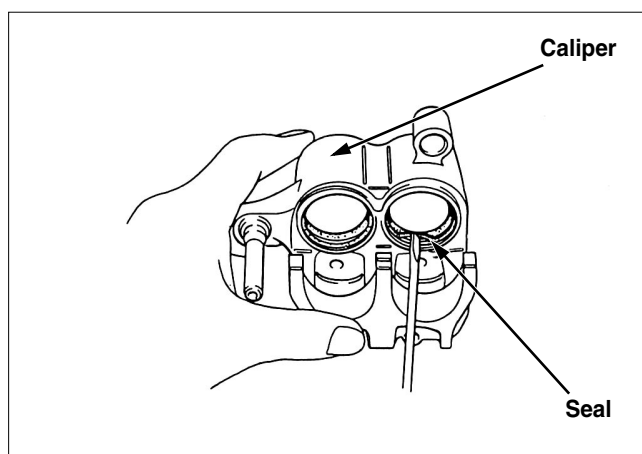
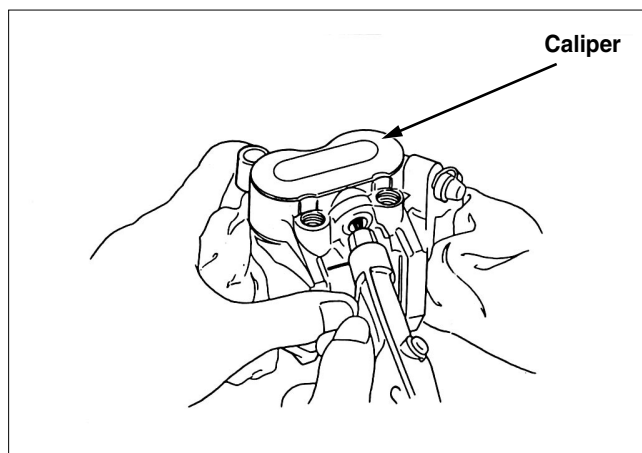
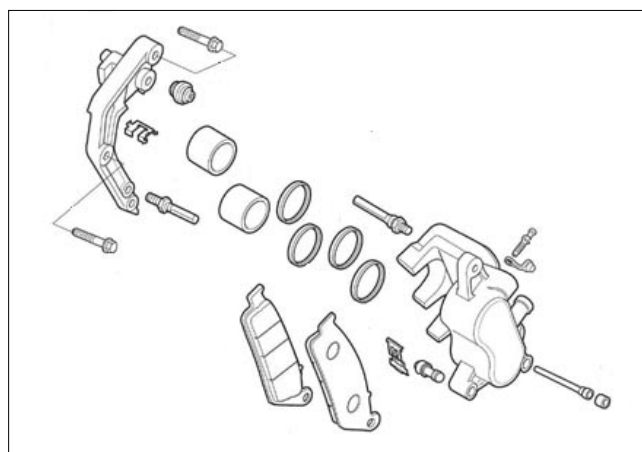
- A contaminated brake disk or pad reduces stopping power. Discard contaminated pads and clean the disk with a high quality brake degreasing agent.

Disassembly

- Remove the slide pin, caliper bracket, and boot from caliper.
- Must be replaced if the boot is damaged or worn.
- Cover the caliper with cloth in order to avoid the Piston and brake fluid from leakage, and the piston face down.
- Blow the low pressure air slowly in the assembly part of brake hose, and remove the piston from caliper.

⚠ CAUTION

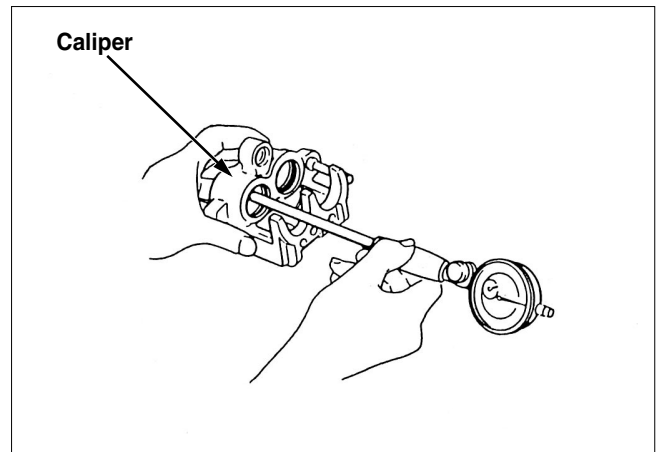
- Do not use the high pressure air, or do not close the air conditioner.
- Do not put the hand into the caliper inside.
- Remove the piston seal and dust seal.
- Prevent the caliper inside from damaging.
- Clean the caliper inside and piston with brake fluid.



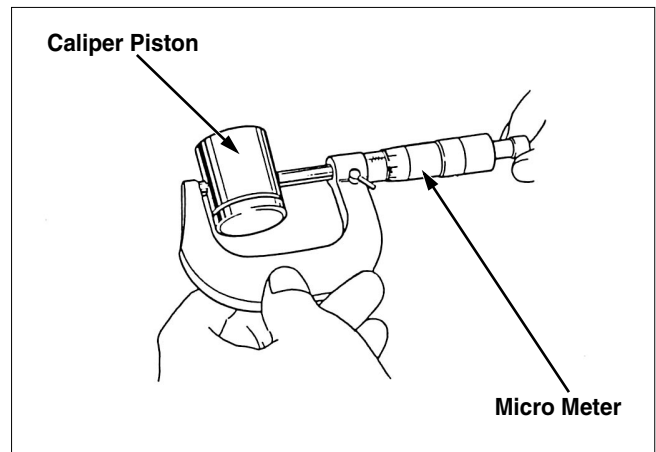
Hydraulic Brake

Inspection

- Inspect the caliper friction surface for damaging or crack.
- Measure the caliper inside diameter.
Service Limit: 34.02mm (1.339in)

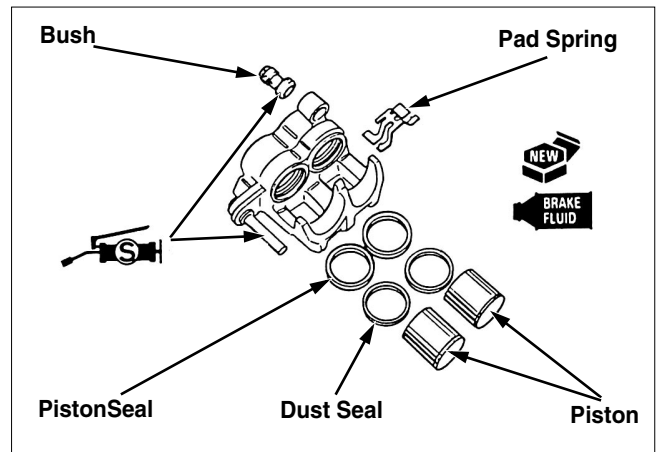


- Inspect the piston outside for damaging or crack.
- Measure the piston outside diameter.
Service Limit: 33.87mm (1.333in)

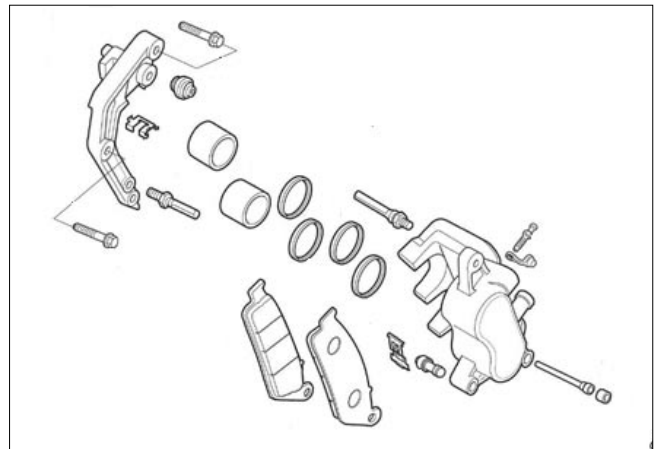


Assembly

- Clean the piston seal, dust seal with brake fluid, and install of caliper into the \square part.
- Install the piston into the caliper by the groove side of piston faces the pad.

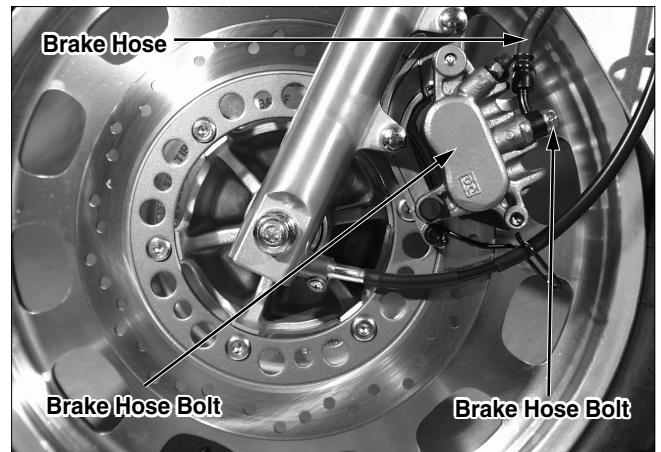


- Coat the boot with the silicon grease.
- Install the boot into the \square part of caliper exactly.
- Install the pad spring to caliper. (⇒15-5)
- Install the caliper pin bolt, and install the caliper bracket to caliper.
- Install the brake pad to caliper. (⇒15-5)



Installation

- Connect the brake hose to the caliper, and install the 2 sheets of sealing washer and brake hose bolt.
Torque: 3.4kgf-m
- Install the slide pin cap.
- Fill the brake fluid and bleed the mixed air.
(⇒15-3)



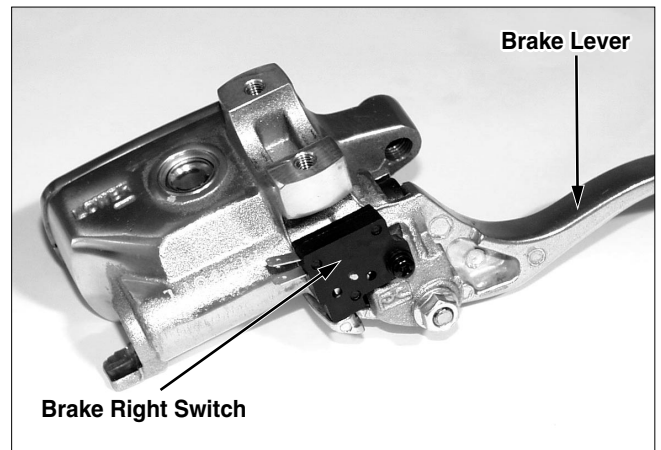
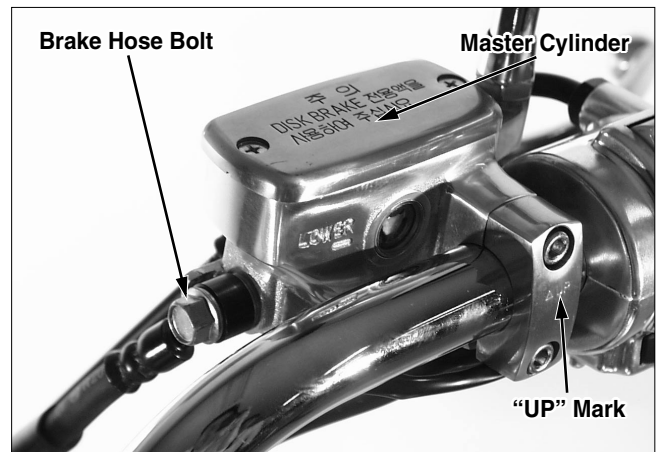
Master Cylinder

Removal

- Disconnect the brake light switch wires from the switch. Drain the brake fluid from the hydraulic system. (⇒15-3)
- Remove the brake hose from the master cylinder.

⚠CAUTION

- Brake fluid can cause damage to painted, plastic, and rubber surfaces.
If attached, place a rag over the these parts or clean them with brake fluid or water. Cover the hose joint part to prevent break fluid leakage.
- Clean the removed parts with brake fluid, check for the clogged passage with compressed air.
- Do not allow dust and dirt to stick to the removed parts.
- Remove the master cylinder holder, and take off the master cylinder.



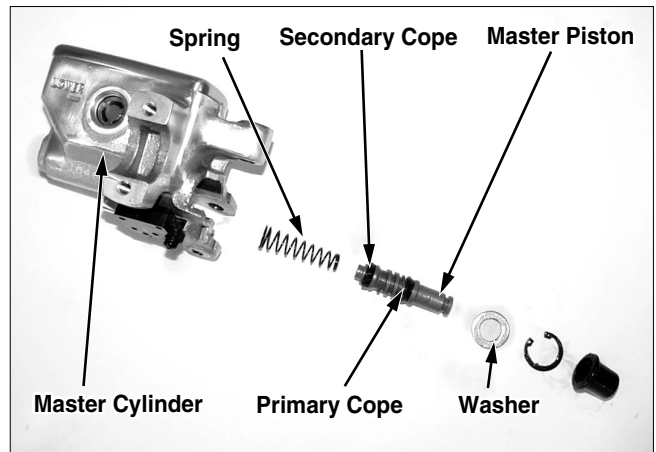
Disassembly

- Remove the rear mirror, brake lever, and stop switch.
- Remove the piston boot and snap ring form master cylinder.
Tool: Snap ring plier



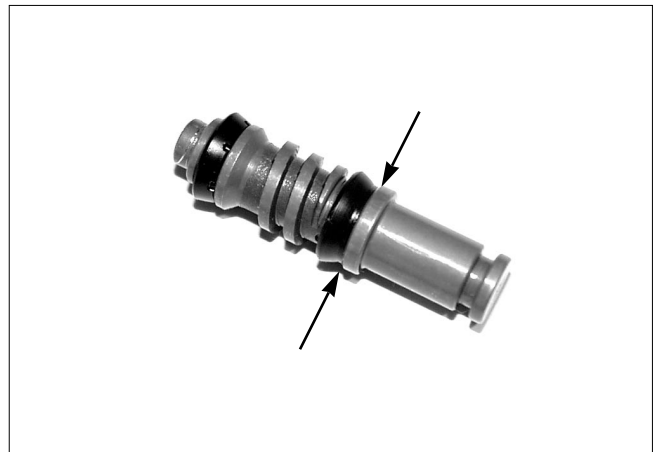
Hydraulic Brake

- Remove the washer, piston, spring from the master cylinder.
- Clean the master cylinder inside, Resorber, master piston with brake fluid.



Inspection

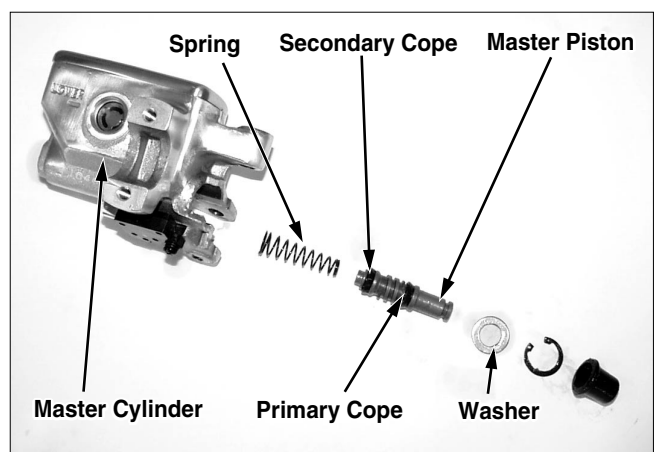
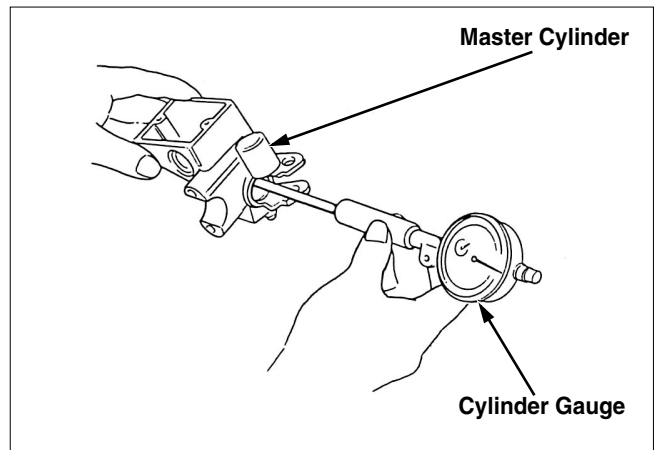
- Inspect the piston circumference for damaging or crack.
- Inspect th primary cope and secondary cope for damaging and wear.
- Measure the master piston outside diameter.
Service Limit: 12.645mm (0.4978in)
- Inspect the master cylinder friction surface for damaging or crack.
- Measure the master piston outside diameter.
Service Limit: 12.755mm(0.5022in)



Assembly

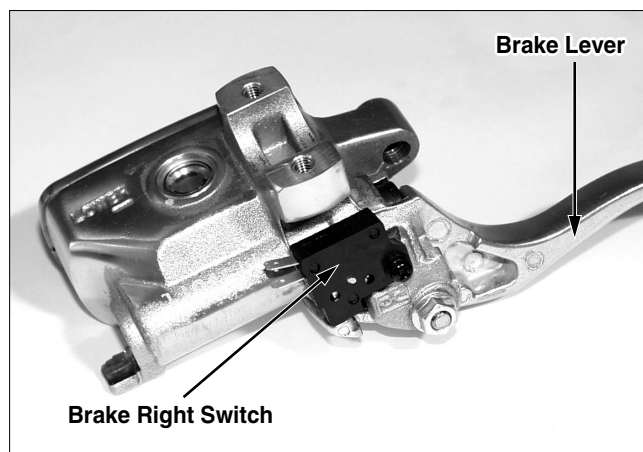
⚠CAUTION

- Install them after cleaning the dust or dirt of each part.
- The specified parts must be replaced.
- Do not allow foreign material to enter the system when filling the reservoir.
- Do not mix different types of brake fluid. They are not compatible.
- Brake fluid can cause damage to painted, plastic, and rubber surfaces. Place a ran over these parts whenever the system is served.
- Replace the master piston, spring, cup, snap ring as a set.
- Coat the piston cope and master piston with brake fluid.
- Install the spring, piston, washer and snap ring into master cylinder, and fix them with a snap rding.
Tool: Snap ring plier



- Install the boot into master cylinder.
- Install the rear mirror, brake lever and stop switch.

Torque: Brake Lever Pivot Bolt
1.0kgf-m

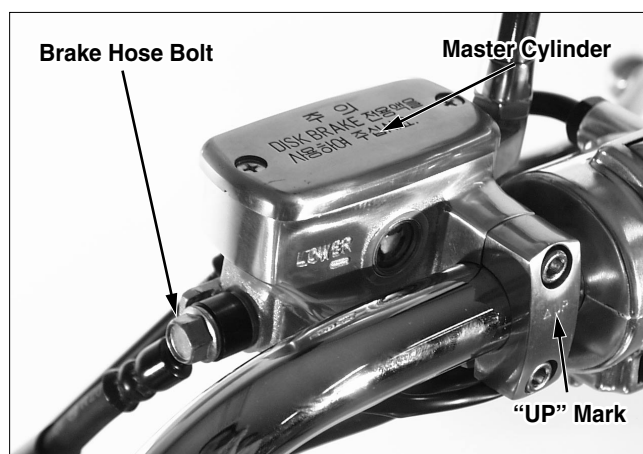


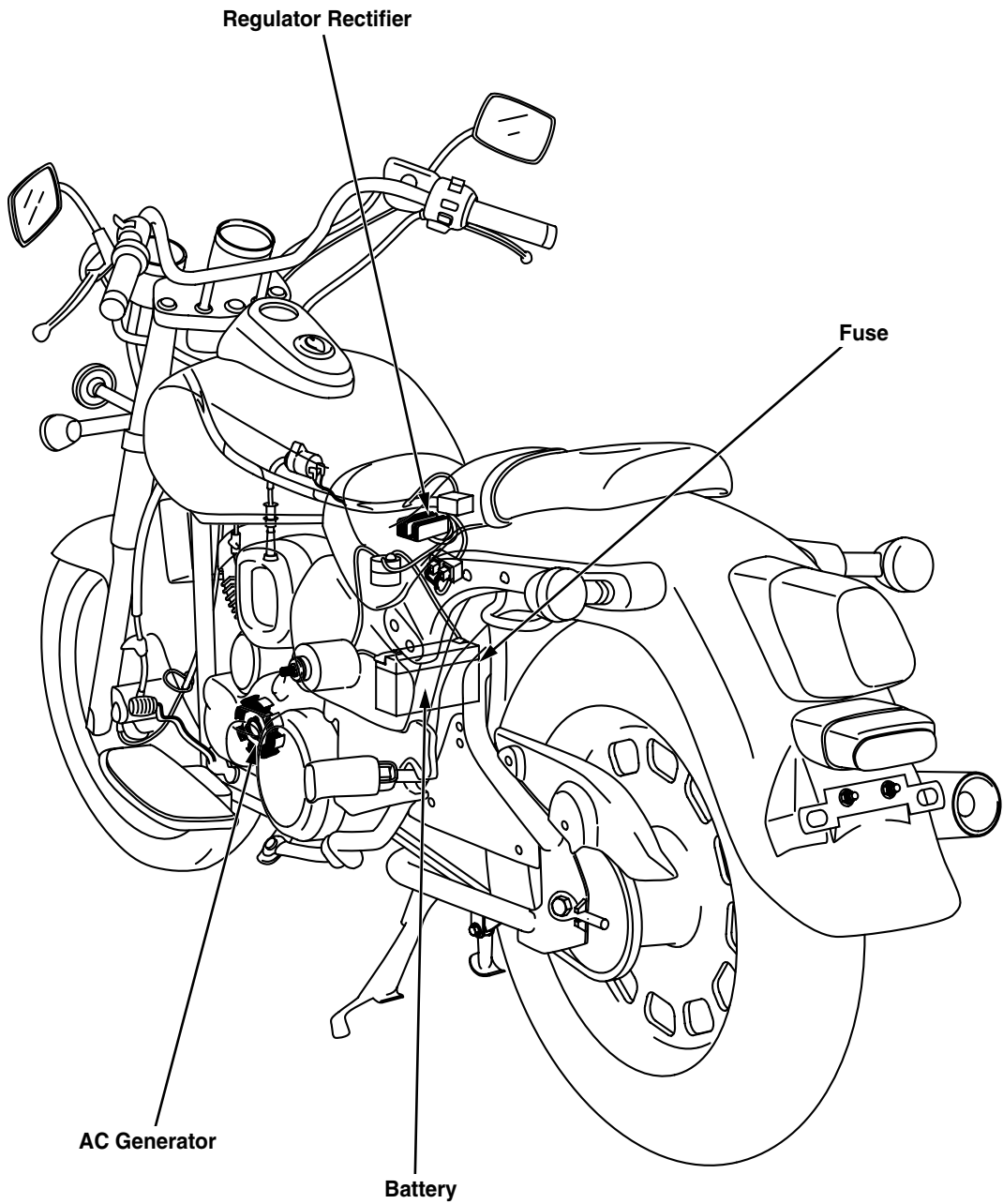
Installation

- Place the master cylinder into the handle bar.

*NOTE

- Install the holder with the "UP" mark facing up. Align the end of master cylinder with the punch mark on the handle bar.
- Tighten the upper bolt first, then tighten the lower bolt.
- Install the brake hose to the master cylinder with the hose bolt and two sealing washers.
Torque: 3.4kgf-m
- Connect the stop switch wires to the switch.
- Fill and bleed the front brake hydraulic system.





17. Charging System / Battery

Service Information	17-1	Charging System Inspection	17-5
Troubleshooting	17-2	Regulator/Rectifier	17-6
Battery	17-3	A.C Generator Inspection	17-7

Service Information

General

⚠ CAUTION

- The battery contains sulfuric acid (electrolyte). Contact with skin or eyes may cause severe burns.
 - If Electrolyte gets on your skin, flush with water.
 - If electrolyte gets in your eyes, flush with water for at least 15 minutes and call a physician immediately.
- The battery gives off explosive gases; keep spark, flame, and cigarettes away.
- The battery fluid level should be checked regularly. Fill with distilled water when necessary.
- Quick-charge a battery only in an emergency. slow-charging is preferred.
- Charge a battery after removing the battery from the frame.
- All charging system components can be tested on the motorcycle.

Specification

	Item	Standard
Battery	Capacity	12V-10AH(MF)
	Leak Current	Below 1mA
Generator	Capacity	210W/5,000(rpm)
	Charging Coil	0.4-1.2 Ω
Regulator / Rectifier	Charging Startrpm	Below 1,400(rpm)
	Type	Transistorized, non-adjustable
	Regulated Voltage	14.5 \pm 1.0V/5,000(rpm)

Tools

Measuring Tools
Digital Circuit Test
Circuit Tester

Troubleshooting

No power (Main switch turned “ON”)

- Dead battery
 - Charging system failure
- Disconnected battery cable
- Main fuse burned out
- Faulty ignition switch

Low power (Main switch turned “ON”)

- Weak battery
 - Charging system failure
- Charging system failure
- Loose battery connection

Low power (Engine running)

- Battery undercharged
- Faulty battery
- Charging system failure

Intermittent power

- Loose battery connection
- Loose charging system connection
- Loose starting system connection
- Loose connection or short circuit in ignition system
- Loose connection or short circuit in lighting system

Charging system failure

- Loose, broken or shorted wire or connector
- Faulty voltage regulator rectifier
- Faulty A.C. generator

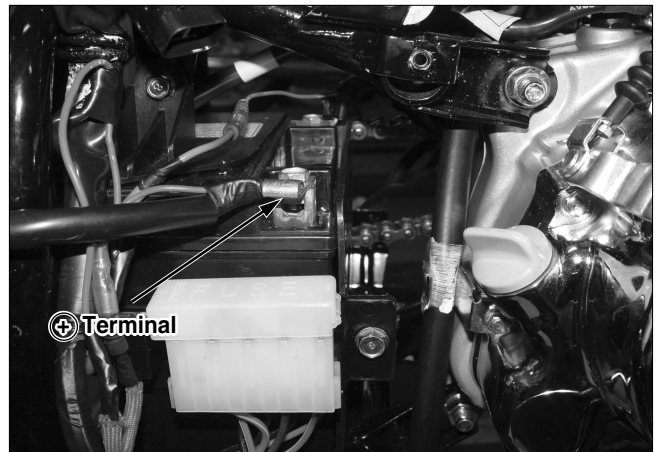
Battery

Removal

- Remove the right side cover.
- Disassemble the battery holder.
- Remove the battery cable from the battery terminal.

⚠ CAUTION

- Remove the battery negative cable from the battery first, then the positive cable.



Charging System/Battery

Charging

- Connect the charger positive \oplus cable to the battery positive \oplus terminal.
- Connect the charger negative \ominus cable to the battery negative \ominus terminal.

CAUTION

- Turn power ON/OFF at the charger, not at the battery terminals to prevent spark.

CAUTION

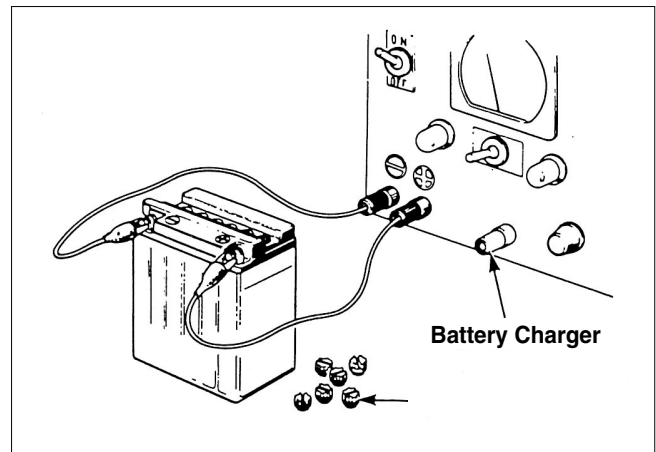
- Discontinue charging if the electrolyte temperature exceeds 45°C (113°F)
- Quick charging should only be done in an emergency: slow charging is preferred.

Assembly

- Assembly is essentially the reverse order of disassembly.

WARNING

- Be careful not to bend the battery tube. Bent battery tube causes battery explosion.
- Connect the charger positive \oplus cable to the battery positive terminal first, then connect the charger negative \ominus cable to the battery negative terminal.



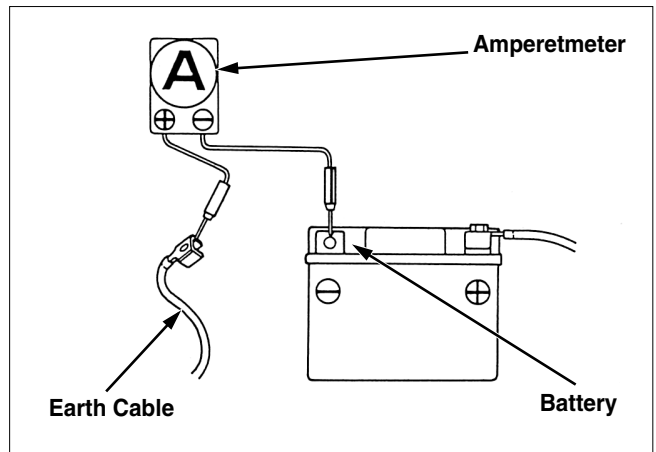
Charging System Inspection

Leakage Inspection

- Turn the ignition switch OFF. Remove the negative cable from the battery.
- Connect the voltmeters between the negative cable and battery negative \ominus terminal.
- Measure the leakage current with the main switch OFF.

⚠CAUTION

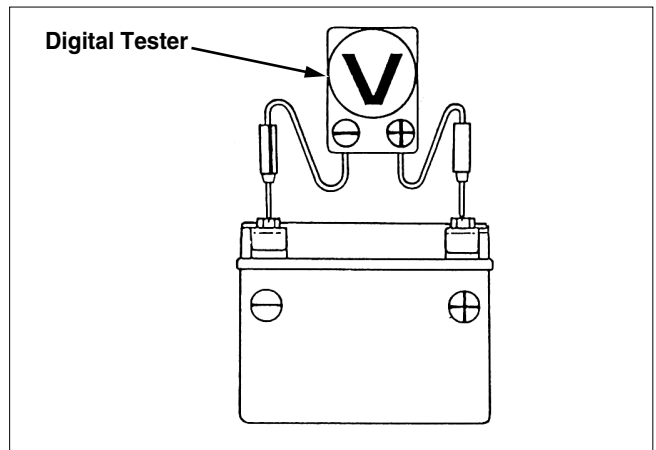
- When measuring much voltage than the upper level of range, the fuse may be burned out. Ampere meter measure by changing from big range to small range gradually.
- Don't turn the main switch ON during measuring the voltage. When measuring by the small voltage range as like 1 mA range, the fuse of tester may be burned out because much voltage flow.
- If the voltage leakage is over 1mA, check the wire harness to be sure the connection is good and the wires are not damaged. Recheck the voltage.



Charging Output Inspection

⚠CAUTION

- As voltage is changeable according to the charging state, inspect the charging output in state of fully charged battery.
- If the engine starts with a starter motor, a lot of current flow for a while because the energy of battery is spended when starting the engine.
- Start the engine and warm it up to operating temperature. Install a fully charged battery.
- Connect the voltmeter (digital tester) between the positive and negative terminals of the battery.
Tool: PVA multi tester
- Start the engine. Gradually increase the engine speed and check that the voltage is regulated.
Regulated Voltage: $14.0 \pm 0.5V/1,600(\text{rpm})$



Regulator/Rectifier

Inspection of the harness circuit

- Remove the seat.
- Disconnect the voltage regulator / rectifier coupler.
- Check for continuity between each terminal and ground.

Inspection

Item	Probe
Battery(Red)	Continuity between red \oplus and ground \ominus
Ground lead (Green)	Continuity between green and ground
Charging coil lead(Yellow)	Yellow-yellow standard resistance, no continuity between yellow and ground.

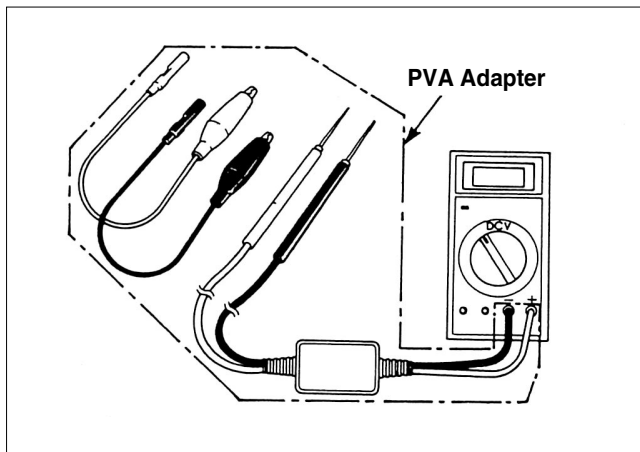


Regulator/Rectifier Inspection

- If there is no problem in the starter inspection. check the regulator/rectifier coupler. Measure the resistance between the connector terminals.

⚠CAUTION

- If the fingers reach to the metal part of tester handle during the inspection, the resistance of the human body is indicated. Therefore, be careful of that
- Must inspect using the defined tester as the below. If being inspected by different tester, can not be inspected exactly because strange resistance value is indicated.
- Measure the resistance using the DAELIM PVA multi-tester.
 - PVA multi-tester

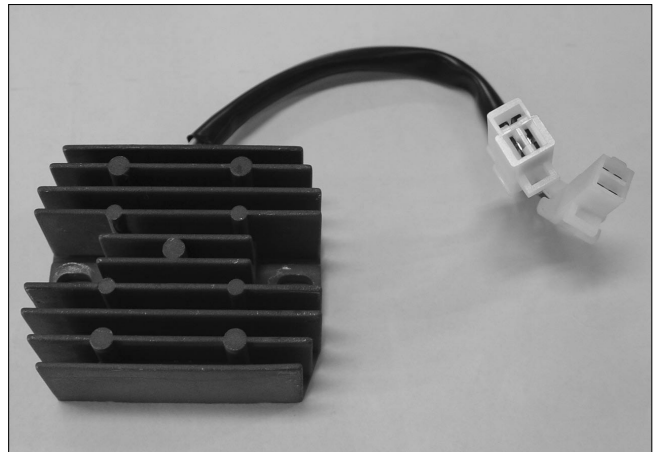


RESISTANCE VALUE

Unit : k Ω , (20°C)

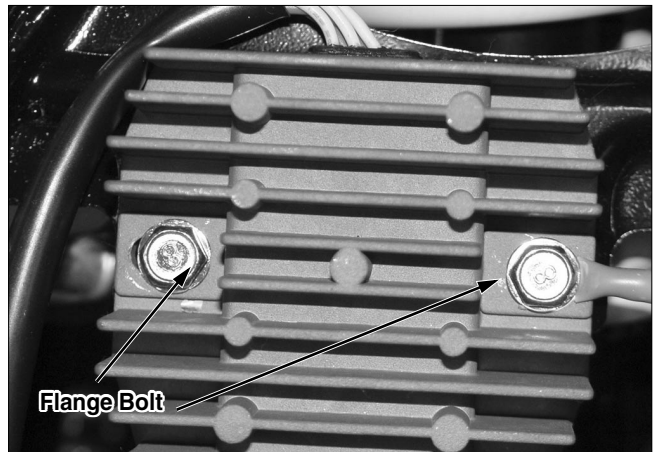
Tester \oplus / Tester \ominus	R	G	Y	Y	Y
R		28~36	∞	∞	∞
G	28~36		∞	∞	∞
Y	∞	∞		∞	∞
Y	∞	∞	∞		∞
Y	∞	∞	∞	∞	

- Replace the regulator / rectifier if the resistance is out of specification.
- ‘ ∞ ’ represent more than 1[MG]



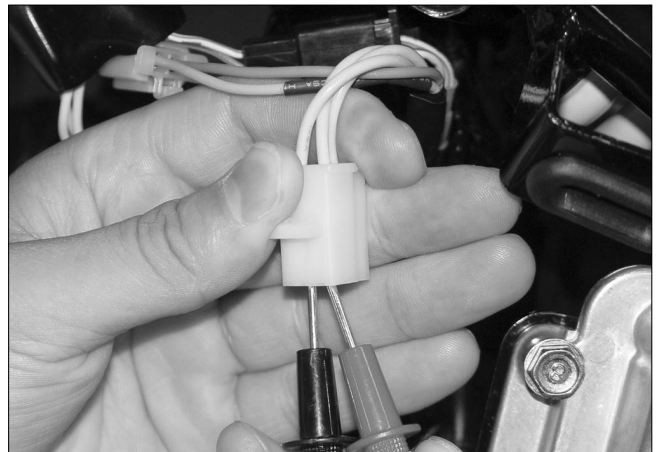
Replacement

- Remove the Seat.
- Disconnect the wire coupler of the regulator/rectifier connectors. Remove the voltage regulator/rectifier by removing the two flange bolts
- Installation is the reverse order of removal.

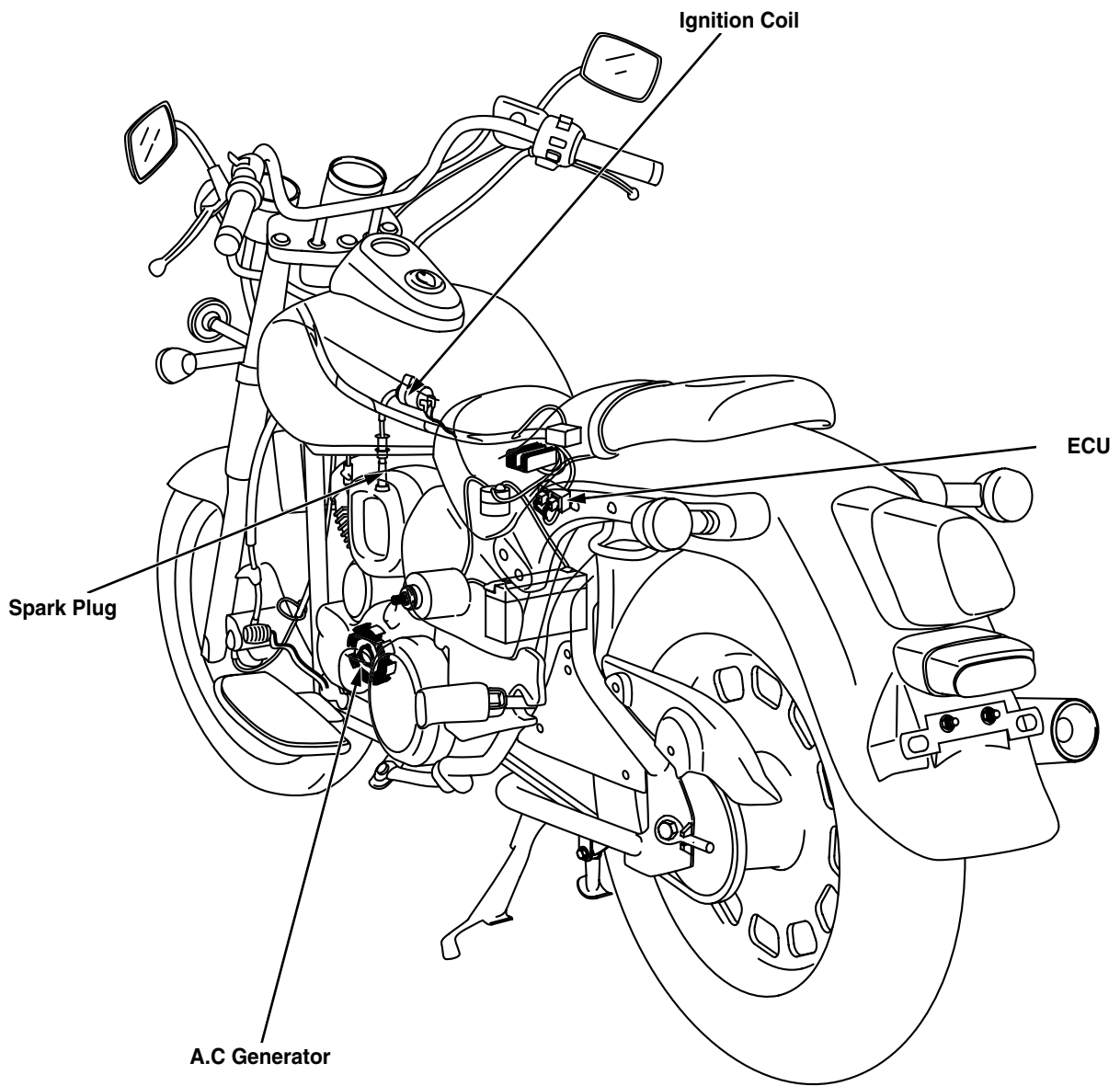


A.C Generator Inspection

- Disconnect the 3P coupler of the generator code.
- Measure the resistance between the yellow leads.
Standard Resistance: 0.4~1.2 Ω (20°C/68°F)
- Measure the resistance between the yellow leads stator



Ignition System



18. Ignition System

Service Information	18-1	Ignition Coil Inspection	18-3
Troubleshooting	18-2	Pulse Generator	18-4

Service Information

General

- Inspect the ignition system in proper sequence based on the troubleshooting.
- Dropping or giving a shock to the ECU unit causes a trouble.
- There should be battery voltage with the ignition and engine stop switched ON. Turn the main switch OFF while serving.
- TRANSISTOR ignition system is used and it can not be adjusted.
- Couplers are connected to other couplers which have same colour.
- Coil standard resistance may not be obtained due to the different measuring circumstances.

Specifications

Item		Standard
Ignition coil resistance 20°C (68°F)	Primary Coil	0.73 ± 0.08 Ω, 23°C ± 5°C
	Secondary Coil Without the spark plug cap	(15k Ω)
Pulse generator coil resistance 20°C (68°F)		80-150 Ω
Ignition timing	IDLE (1,600 ± 100RPM)	BTDC 18°C ± 2°C

Tools

- Measuring tools
- Digital circuit tester
- Circuit tester
- Inspection adapter
- Spark adapter

TROUBLESHOOTING

NO SPARK AT PLUG

- Poorly connected, broken or shorted wires
 - Between A.C. generator and ECU unit
 - Between ECU unit and ignition coil
 - Between ignition coil and plug
- Faulty main switch
- Faulty ignition coil
- Faulty ECU unit
- Faulty A.C. generator
- Faulty crank position sensor

ENGINE STARTS BUT RUNS POORLY

- Ignition primary circuit
 - Faulty ignition coil
 - Loose or bare wire
- Secondary circuit
 - Faulty plug
 - Faulty high tension code
- Timing advance incorrect
 - Faulty A.C. generator
 - Faulty ECU
 - Faulty crank position sensor

IGNITION COIL INSPECTION

- Remove the seat
 - Remove the Fuel Tank
 - Disconnect the primary circuit.
-
- Measure the ignition coil primary coil resistance between the ignition coil terminal and ground.
Standard: (Resistance) $0.73 \pm 0.08 \Omega$
 $23^{\circ}\text{C} \pm 5^{\circ}\text{C}$
(Voltage) Over 100V
 - Disconnect the spark plug caps from the spark plugs.
 - Measure the secondary coil resistance between the ignition coil and ground.
Standard: $15 \pm 1.25 \text{ k}\Omega$

* NOTE

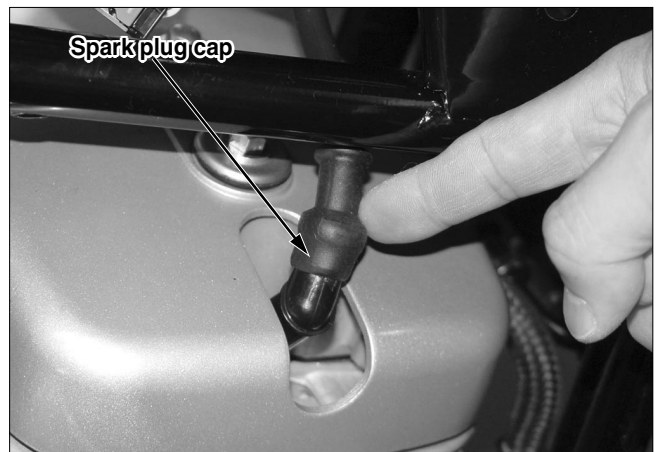
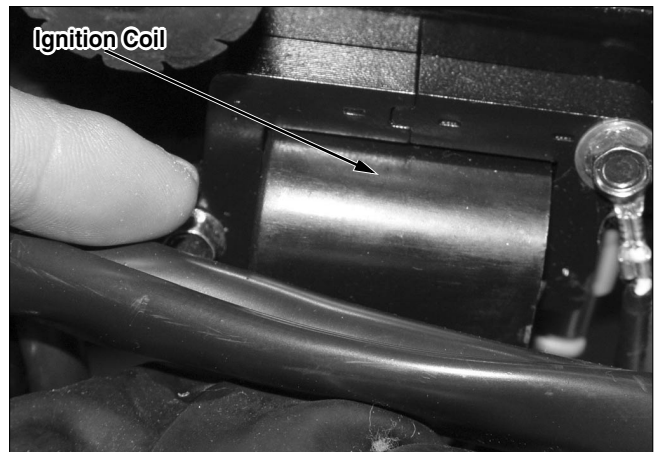
- Don't measure the secondary coil voltage of ignition coil.

REPLACEMENT

- Disconnect the high tension code from the plug and clamp. Remove the primary circuit from the ignition coil. Loosen the two bolts and remove the ignition coil.
- Installation is the reverse order of removal.
- The secondary coil resistance might not measure cause by the high voltage diode inside the ignition coil.

REPLACEMENT

- Disconnect the high tension code from the plug and clamp. Remove the primary circuit from the ignition coil. Loosen the two bolts and remove the ignition coil.
- Installation is the reverse order of removal.



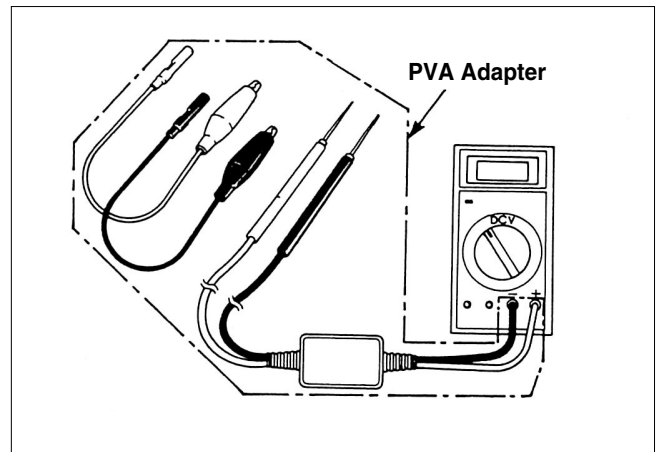
Ignition System

Performance Test

- Measure it using the DAELIM PVA multi-tester.
 - PVA multi-tester

⚠ CAUTION

- Well read the instruction manual of tester and handle it.



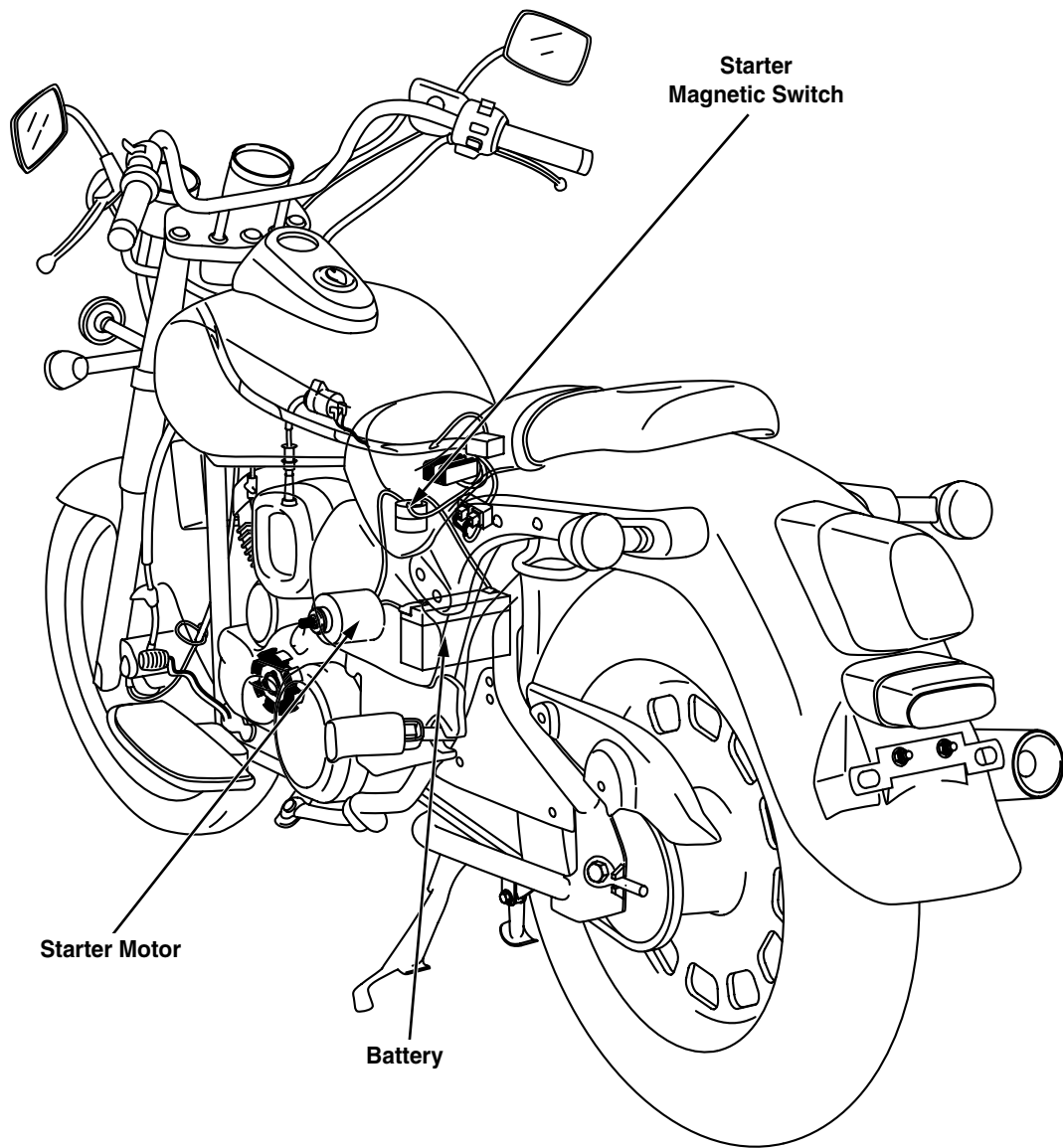
Crank Position Sensor

- Disconnect the AC generator 2P coupler blue/green wire connector.
- Measure the resistance between blue and green.
 - Standard: (Resistance) 80-150 Ω (20°C/68°F)
 - (Voltage) Over 0.7V

* NOTE

- If the standard resistance is not obtained, check all the related parts for the troubleshooting.
- Replacement of the pulse generator: refer to section 7.





19. Electric Starter

Service Information	19-1	Starter Motor	19-2
Troubleshooting	19-1	Starter Magnetic Switch	19-5

Service Information

General

- The Starter motor can be serviced with the engine in the frame.

Specification

Unit: mm(in)

Item	Standard	Service Limit
Starter Motor Brush Length	12.5-13.0(0.49-0.51)	8.5(0.33)
Starter Motor Brush Spring Tension	680-920g	350g

Troubleshooting

Starter motor will not turn

- Battery discharged
- Faulty main switch
- Faulty starter switch
- Faulty starter magnetic switch
- Loose or disconnected wire cable

Starter motor turns engine slowly

- Battery discharged
- Excessive resistance in circuit
- Binding in starter motor

Starter motor turns, but crank shaft does not turn

- Faulty starter clutch
- Faulty starter motor gear
- Faulty starter motor or idle gear

Starter motor runs and crank shaft turns, but engine does not start

- Faulty ignition system
- Engine problems

Starter Motor

Removal

⚠CAUTION

- Turn the main switch OFF before servicing the starter motor.
- The main switch ON brings about an injury.

- Remove the starter motor cable from the motor.
- Remove the starter motor mounting bolt, and starter motor.

Disassembly

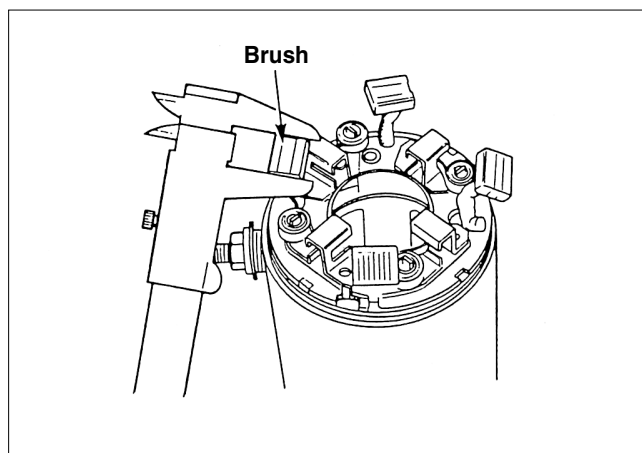
- Remove the following parts
 - Motor case
 - Front cover, rear cover
 - Armature

⚠CAUTION

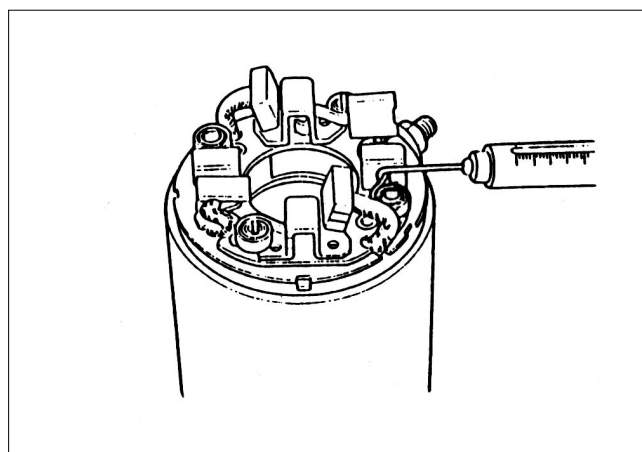
- Check the trust washer for position and number of sheet.

Inspection

- Measure the brush length.
Service Limit: 8.5mm (0.33in)

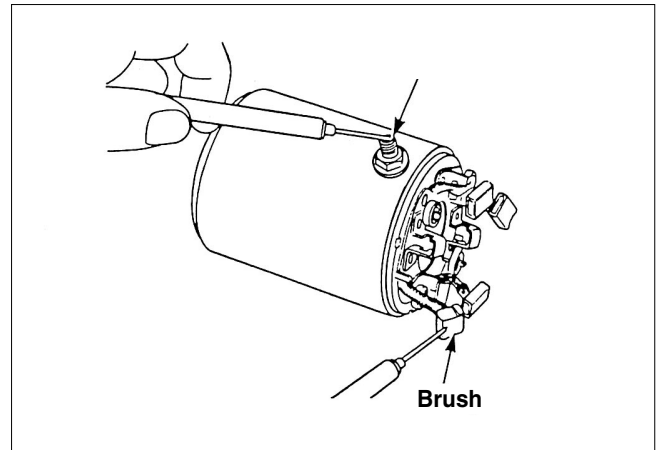


- Measure the spring tension.
Service Limit: 350g (771lb)

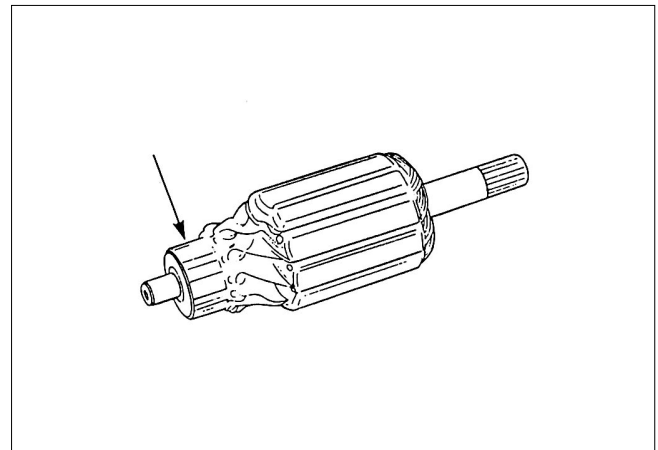


Electric Starter

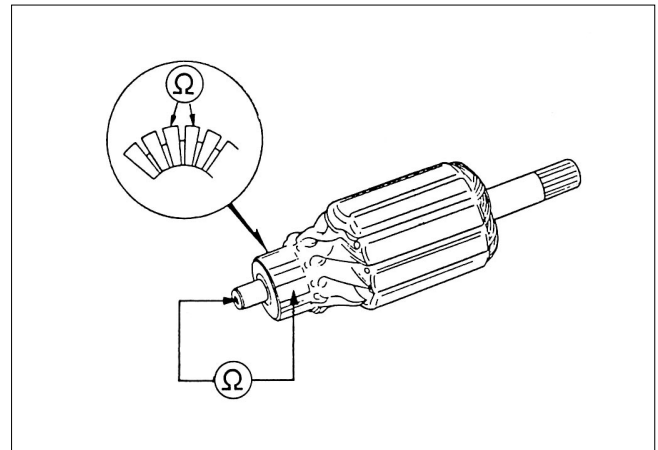
- Inspect the continuity between cable terminal and case. Inspect the continuity between the terminal and brush. If it doesn't have continuity between cable terminal and case, it is OK.
- If it doesn't have continuity between the cable terminal and Brush (Case side), it is OK.
- Replace or repair them if necessary.



- Inspect the commutator part of the armature for discoloration.
- If over 2 segments are discolored, must be replaced because they are disconnected.

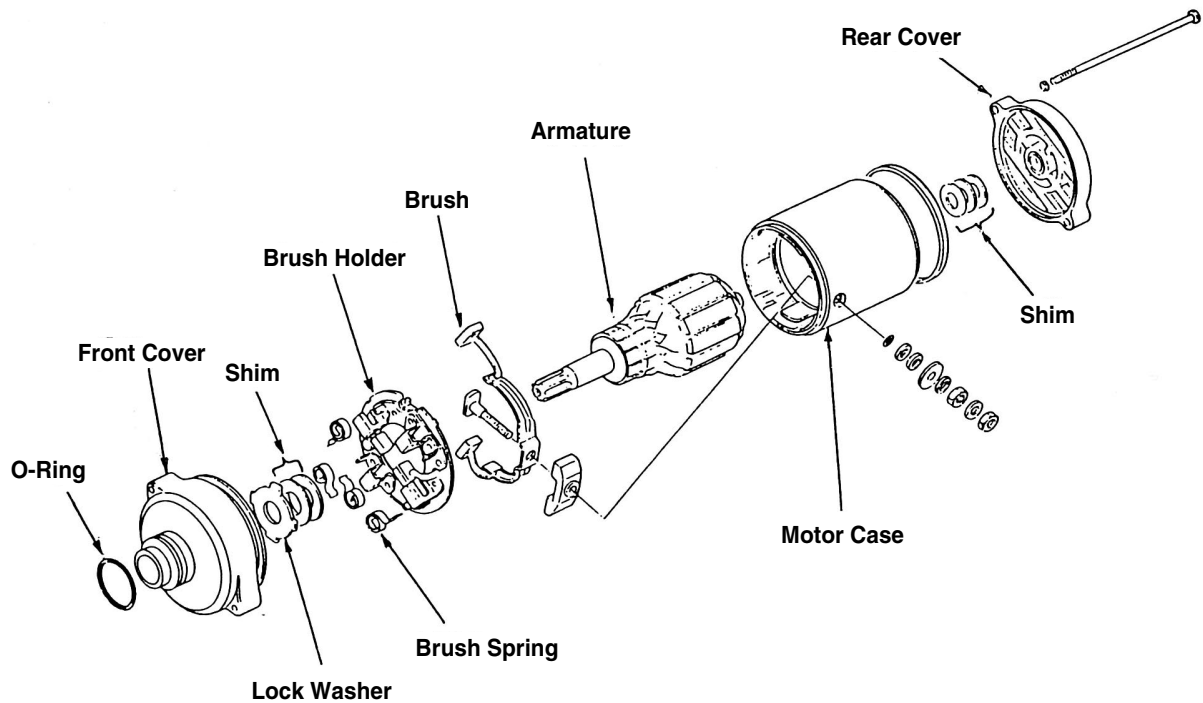


- Inspect between each part of commutator for continuity.
- There should be continuity.



- Inspect between each part of commutator and armature shaft for continuity
- There should not be continuity.

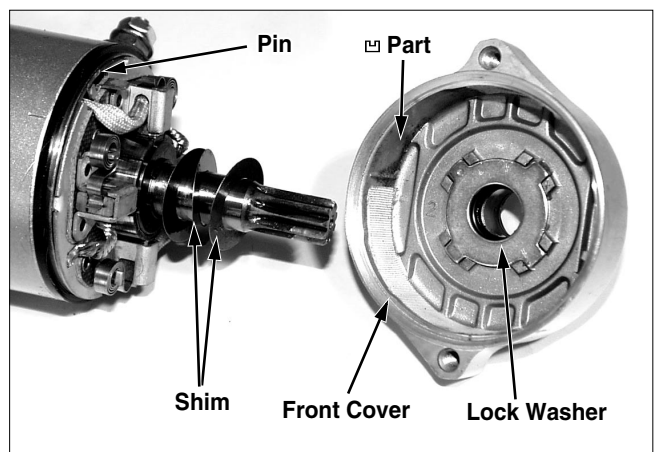
Assembly



- Insert the armature into the brush holder center with driving each brush into the brush holder inside.
- Install the holder into the case aligning the projecting part of brush holder with the \square part of case.



- When removing the shim, install it by recorded order.
- Install the lock washer.
- Align the groove of front cover with the pin of brush holder and install them.



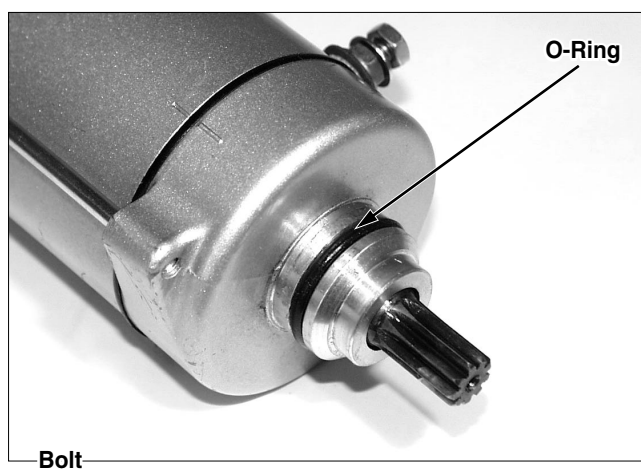
Electric Starter

- Align the rear cover with the case mark and install the 2 setting bolts.
- Tighten the setting bolts exactly.

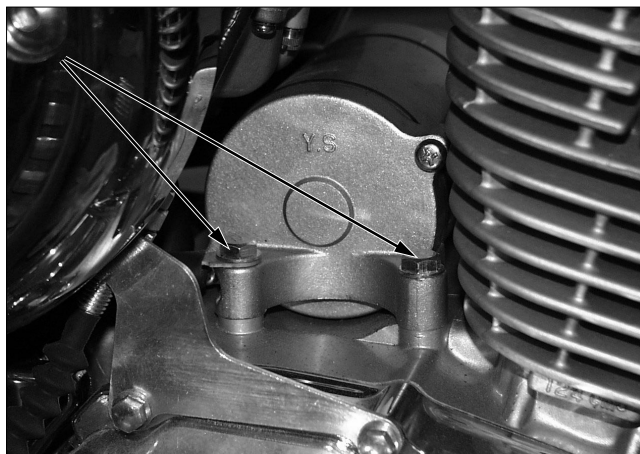


Installation

- Install a new o-ring into the front cover. Coat the o-ring with oil and install the starter motor into the crank case.



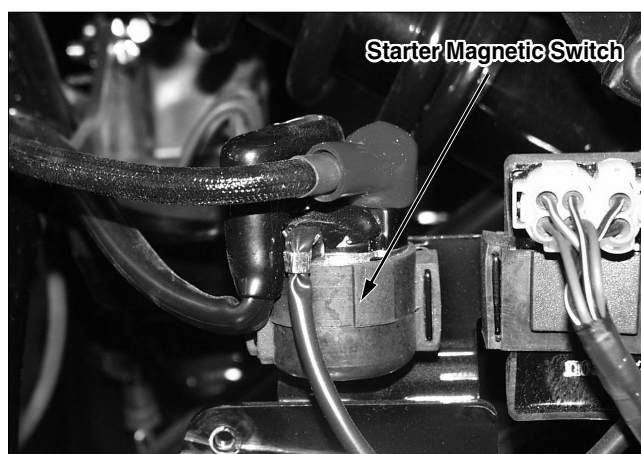
- Tighten the two mounting bolts securely.
- Install the starter motor cable, tighten the terminal nuts securely.



Starter Magnetic Switch

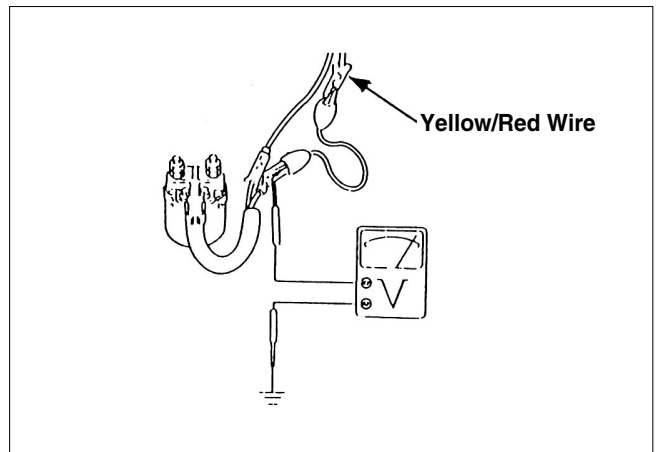
Inspection

- Turn the main ignition switch "ON".
- There should be phonic signal in battery voltage while the starter magnetic switch is depressed.



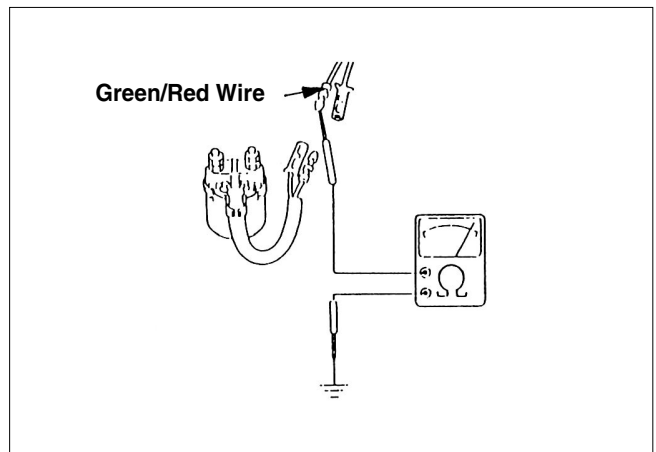
Voltage Inspection

- Measure the voltage between the yellow/red wire \oplus of the starter magnetic switch and ground.
- Turn the main switch "ON". There should be battery voltage while the starter switch is depressed.



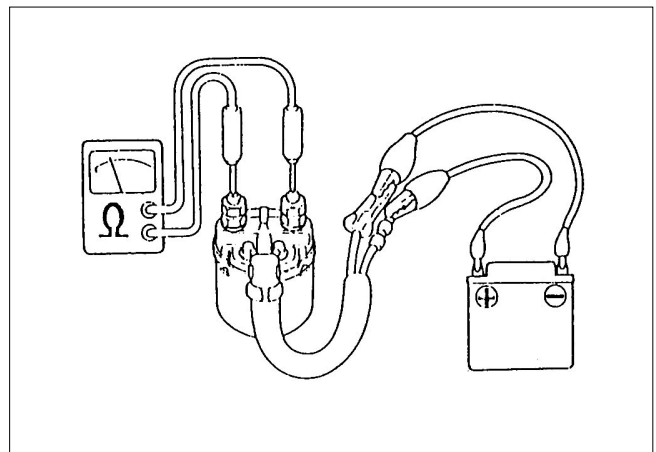
Ground Circuit Inspection

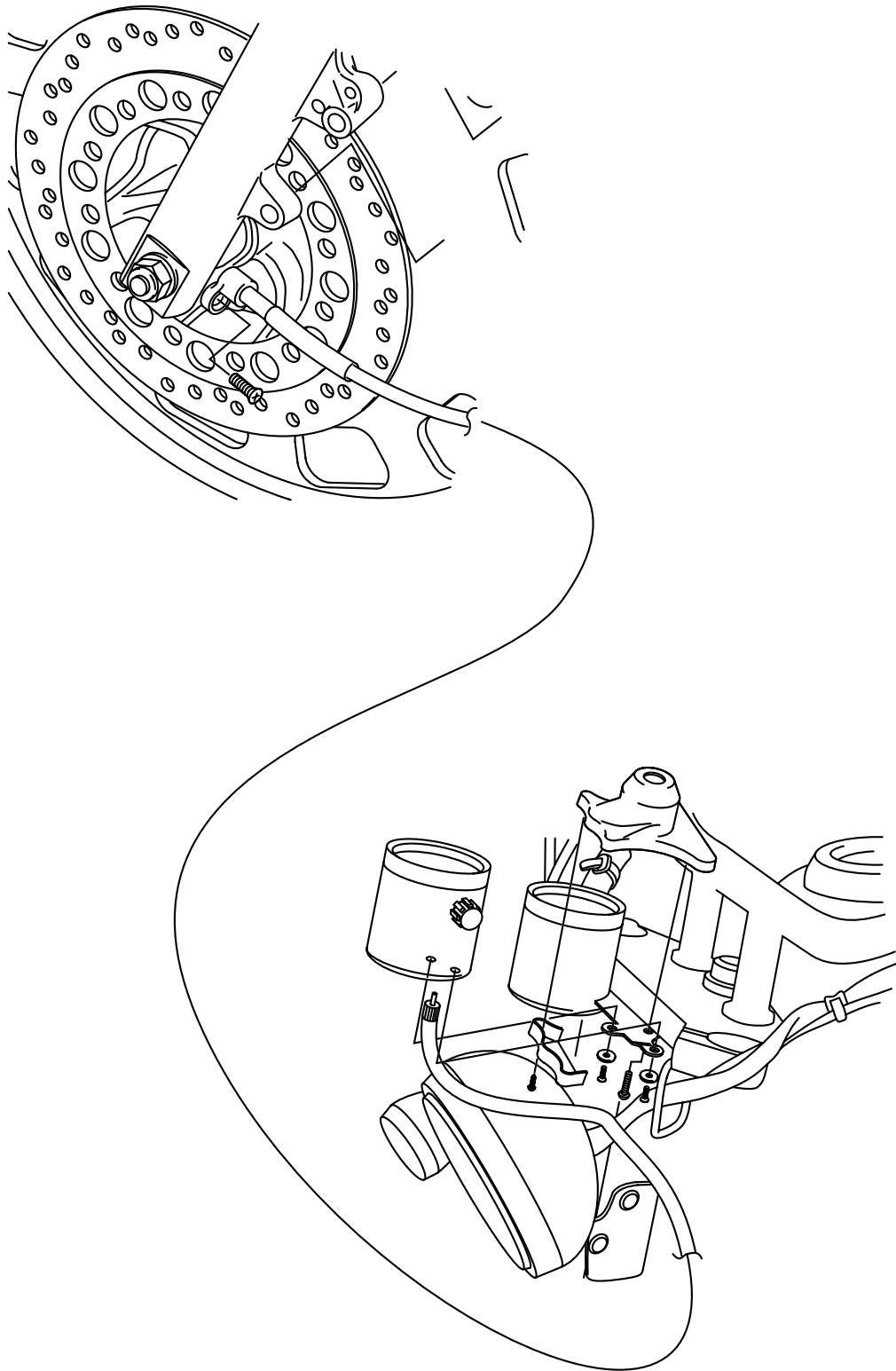
- Disconnect the green/red wire connector of the starter magnetic switch.
- There should be continuity between the starter magnetic wire terminals at the harness side and ground.



Operation Inspection

- Disconnect the wire connector of the magnetic switch. Connect the positive wire to the yellow/red wire terminal and the negative wire to the green/red wire terminal and shown. There should be continuity.





20. Lights/Switches/Horn

Service Information	20-1	Main Switch	20-7
Troubleshooting	20-1	Handle Switch	20-8
Headlight	20-2	Gear Change Switch	20-9
Speedometer/Tachometer/Fuel Meter	20-2	Brake Light Switch	20-9
Tail/Brake Light	20-4	Horn	20-9
Winker Bulb	20-5	Fuel Unit	20-10
Winker Ass'y Removal	20-6		

Service Information

General

- Some wires have different colored bands around the near the connector. These are connected to order wires which have same colour band. Couplers are connected to order couplers which have same colour and same number of pins.
- All couplers have locking tabs that must be released before disconnecting and aligned when reconnecting.
- To isolate an electrical failure, check the continuity of the electrical path through the part. A continuity check can usually be made without removing the part from the motorcycle. Simply disconnect the wires and connect a continuity tester or volt-ohmmeter to th terminals or connections.
- In order to inspect that the electric continuity is between the secondary terminals, the continuity tester is needed. If the coil resistance is in circuit or if inspecting the high resistance by the corrosion of connecting part, the voit-ohmmeter is needed.

Troubleshooting

No lighting-Main Switch turned ON

- Faulty bulb
- Faulty main switch
- Faulty wire connection
- Blown fuse
- Battery discharged

Dim headlight

- Battery discharged
- Wire, switch high resistance

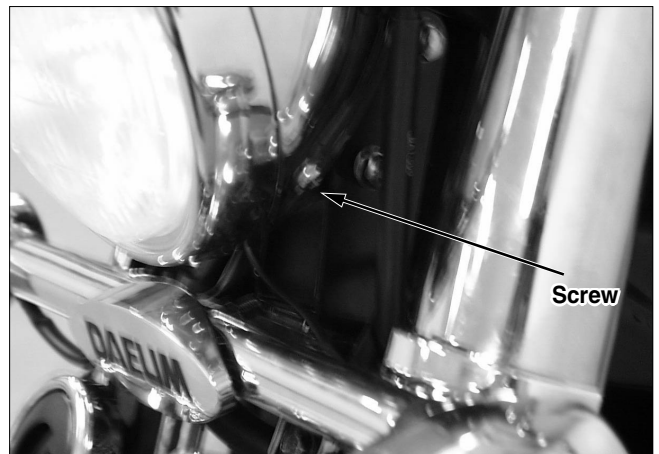
Headlight: No high-low change

- Faulty bulb
- Faulty dimmer switch

Headlight

Removal

- Remove the two headlight mounting bolts and remove the headlight from the bracket.
- Remove the individual code from the wire.



Bulb Replacement

- Remove the headlight rim and unit.
- Remove the spring.
- Remove the headlight socket and position light socket and replace the headlight bulb.

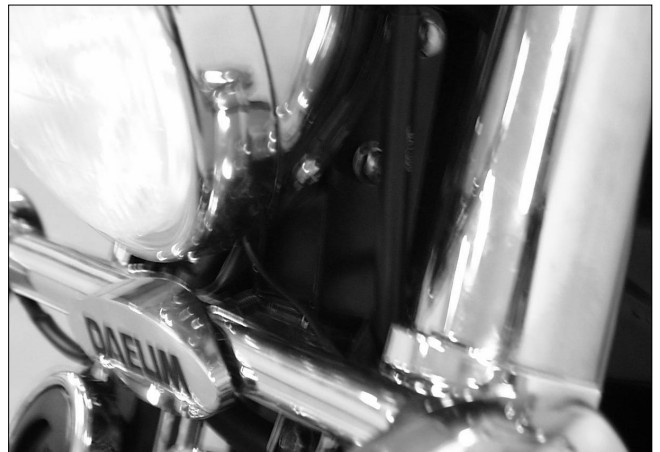


Installation

- Install the headlight in the reverse order of removal.

⚠ CAUTION

- Align the index mark on the headlight case with the index mark on the bracket.



Speedometer/Tachometer/Fuelmeter

Removal

- Loosen the speedometer cable nut and remove the cable from the meter.
- Remove the cable guide and meterstay from top bridge.
- Remove the seat and fuel tank, and separate the meter code from wire harness.



Lights/Switches/Horn

- Remove the combination switch upper/undercover.
- Remove the meter

Installation

- Install the meter in the reverse order of removal



Meter Bulb Replacement

- Loosen the 2 screw, and remove the speedometer.
- Loosen the 2 screw, and remove the tachometer.



- Take off the bulb socket, and replace the bulb.

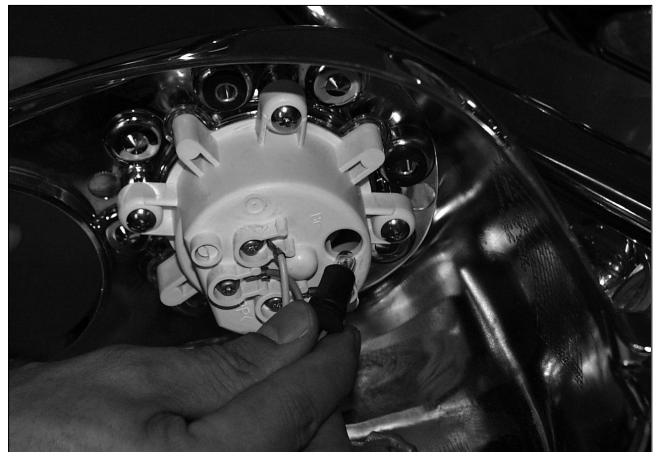


Fuel Meter Bulb Replacement

- Remove the hex socket bolt(3) of fuel meter.

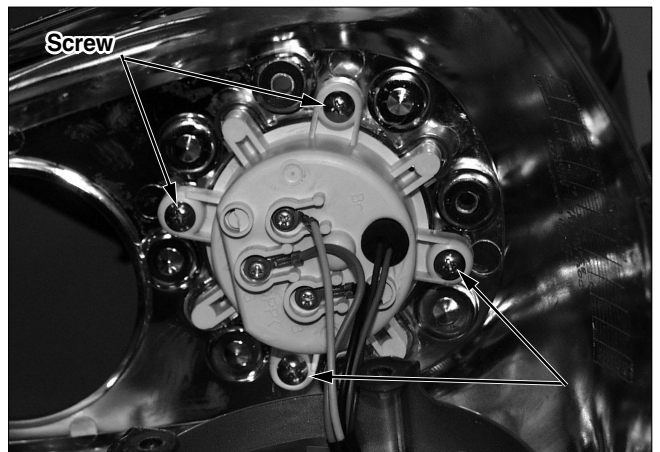


- Take off the bulb socket, and replace the bulb



Fuel Meter Removal

- Remove the headlight and remove the individual code from the case.
- Loosen the 4 Screw and remove the fuel meter from meter cover.
- Assembly is done in the reverse order of disassembly.



Tail/Brake Light

- Loosen the 2 screw
- Remove the tail/brake light lens



Lights/Switches/Horn

- Take off the bulb by turning toward anti-clockwise, and replace it.
- Assembly is done in the reverse order of disassembly.



Winker Bulb

- Loosen the screw and remove the winker unit.
- Remove the bulb in bulb socket by turning toward anti-clockwise



- Pull out the bulb and replace.
- Assembly is done in the reverse order of disassembly.



Winker Ass'y Removal

Front

- Loosen the head light case screw (2 screws)
- Remove the winker connector connection in state of inclining for ward the head light lens.
- Remove the winker.

*NOTE

- Place the wiring and cables exactly according to a wiring diagram.
- Installation is done in the reverse order of removal.

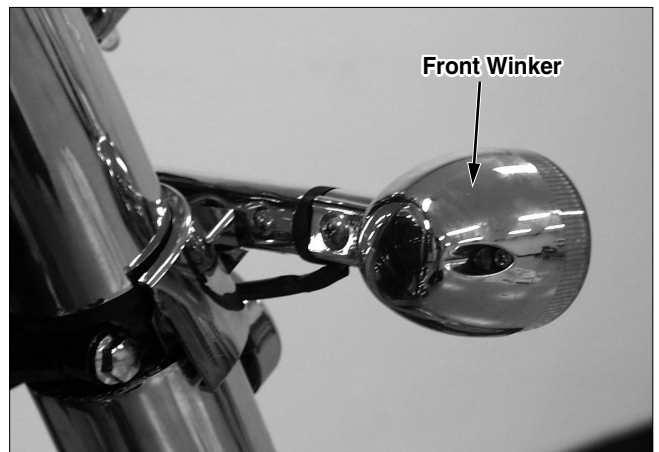


Rear

- Remove the seat.
- Loosen the bolt and remove the winker connector connection.
- Remove the winker coupler socket/grab rail ass'y.
- Push the winker wire clamp and loosen the nut.
- Remove the winker coupler socket.
- Assembly is done in the reverse order of disassembly.

*NOTE

- When assembling, align the projecting part the winker coupler socket with the grab rail groove.
- When installing, install the winker wire into the clamp of the grab rail exactly.
- Place the wire in exact position according to the intensity of wire.

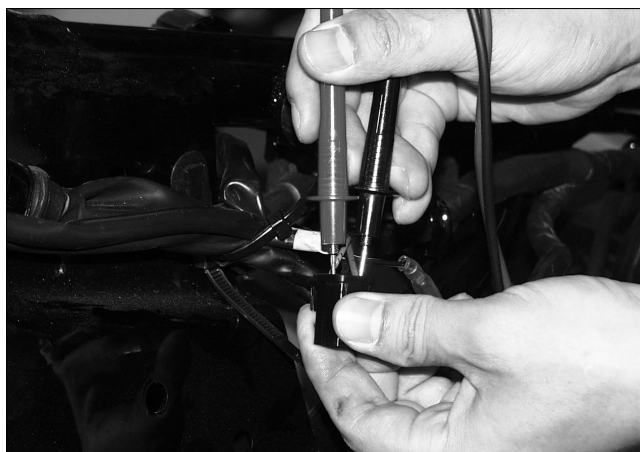


Main Switch

Inspection

- Remove the fuel tank. Disconnect the main switch code coupler connection. Check for continuity between terminals in each switch position. There should be a continuity between the colour coded wire. (○—⊖)

	BAT ₁	BAT ₂
OFF		
ON	○ —	— ○
Color Code	Red	Black



Removal

- Remove the combination switch upper/under cover.
- Remove the 4 tapping screw from the meter stay.
- Remove the main switch coupler.
- Remove the main switch



Installation

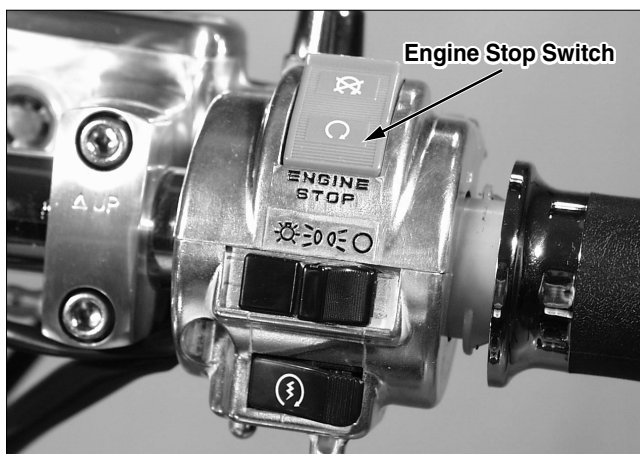
- Install the main switch in the reverse order of removal.

Engine Stop Switch

- When happening the urgent situation during driving, it is equipment for operating the engine stop to “OFF” position and braking the engine.

⚠CAUTION

- After checking for being “RUN” position before starting, start the main switch in “ON” position.



Handle Switch

- Remove the headlight case.
- Disconnect the handle bar switch couplers /connectors.
- Check for continuity between wire terminals. Continuity should exist between the colour coded wires o-o in each switch position.
- If the continuity is between o-o, it is correct.

Starter Switch

	ST ₁	ST ₂
Free		
Push	○	○
Color Code	Black/Green	Yellow/Red

Light Switch

	BAT	TL	HL
OFF			
P	○	○	
H	○	○	○
Color Code	Black	Brown	Blue/White

Winker Switch

	R	W	L
R	○	○	
N			
L		○	○
Color Code	Sky Blue	Gray	Orange

Dimmer Switch

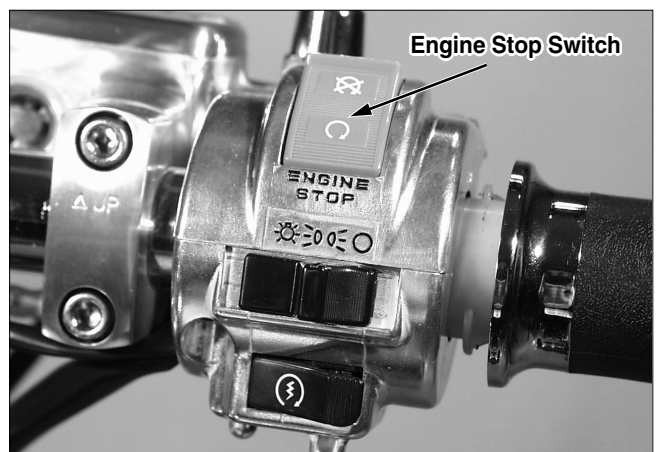
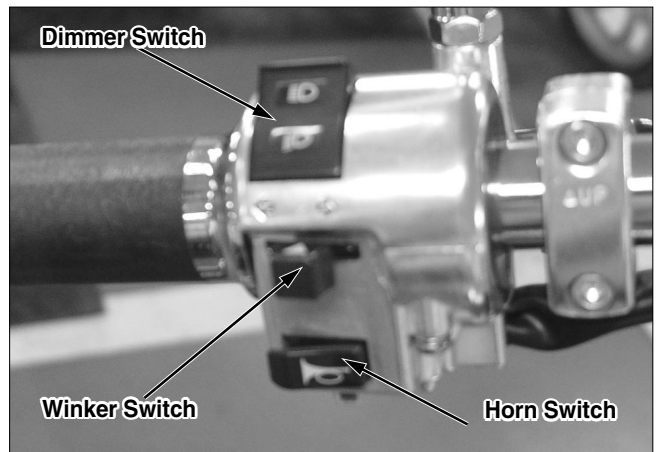
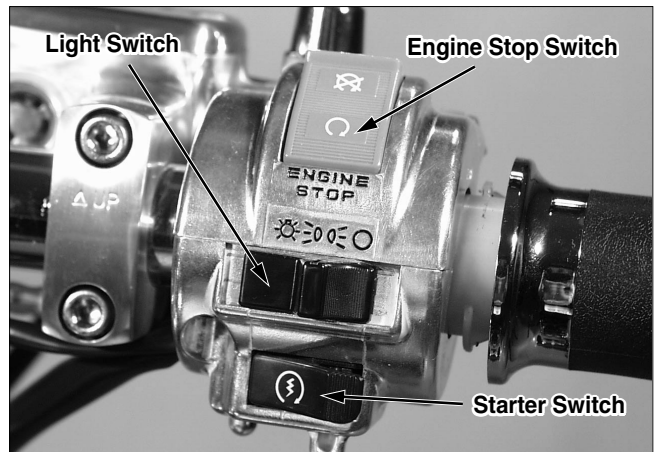
	HI	HL	LO
LO		○	○
HI	○	○	
Color Code	Blue	Blue/White	White

Horn Switch

	HO	BAT
Free		
Push	○	○
Color Code	Light Green	Black

Engine Stop Switch

	EXT	E	BAT ₂	ST ₁
RUN			○	○
OFF	○	○		
Color Code	Black/White	Green	Black	Black/Green



Gear Chain Switch

- Disconnect the gear change switch wire coupler.
- Check for the continuity between the terminal and engine ground.

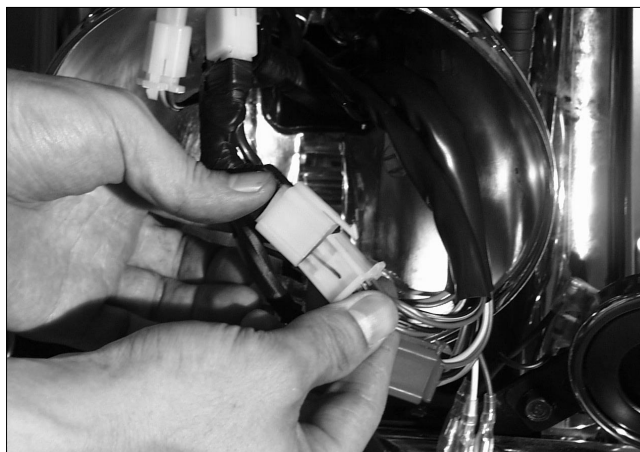
Gear Position	Terminal
Neutral	Light green/Red
3Position gear	White/Blue



Brake Light Switch

Front

- Remove the headlight case.
- Disconnect the front brake light switch wire connectors and check for continuity between the connector terminals. The switch should have continuity with the front brake applied and no continuity with it released.



Rear

- Remove the R. side cover. (⇒12-2)
- Disconnect the rear brake light switch wire coupler and check for continuity between terminals.
- The switch should have continuity with the rear brake applied and no continuity with it released.



Horn

- Remove the wire connector from the horn.

⚠CAUTION

- The horn is consisted of the high horn and the low horn. Install the high horn on the left side and the low horn on the right side in case of replacement.



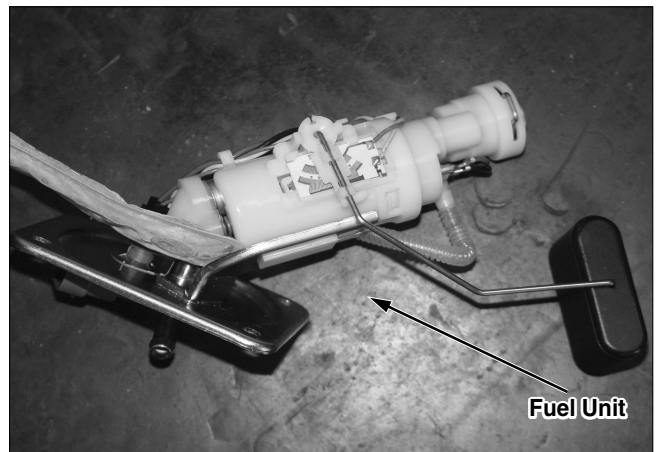
- The horn should sound when a fully charge 12V battery is connected across he horn terminals.

Fuel Unit

- Remove the fuel tank.
- Drain fuel out of tank at clean container.
- Loosen the 4 nuts and remove the fuel unit from tank.

⚠CAUTION

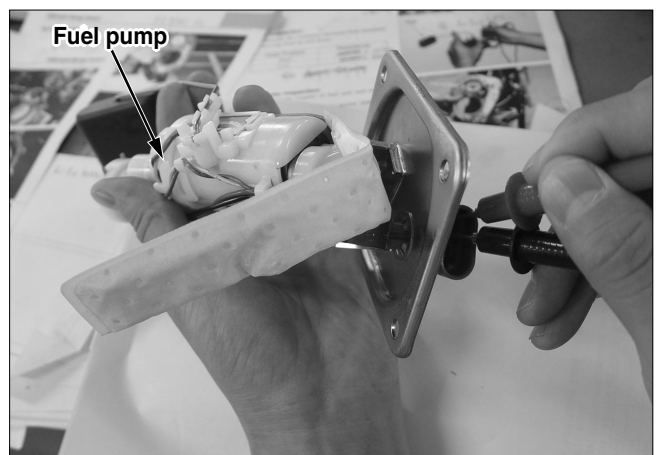
- Be careful float arm is not bended



Unit Inspection

- Measure the resistance between both terminals moving float up and down.

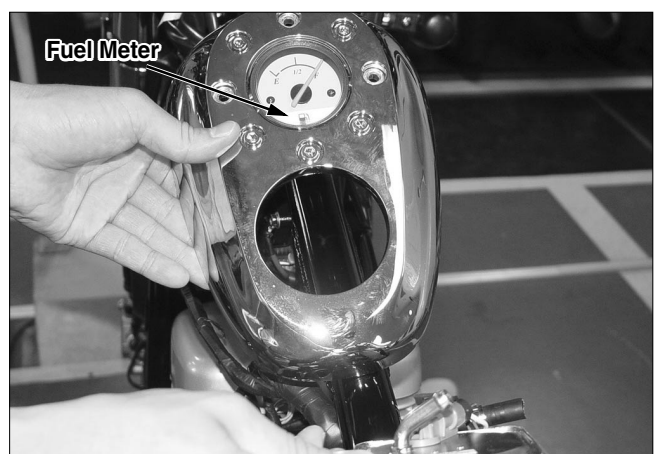
Float Position	Resistance
High	$10 \pm 3 \Omega$
Low	$90 \pm 3 \Omega$



Fuel Meter Inspection

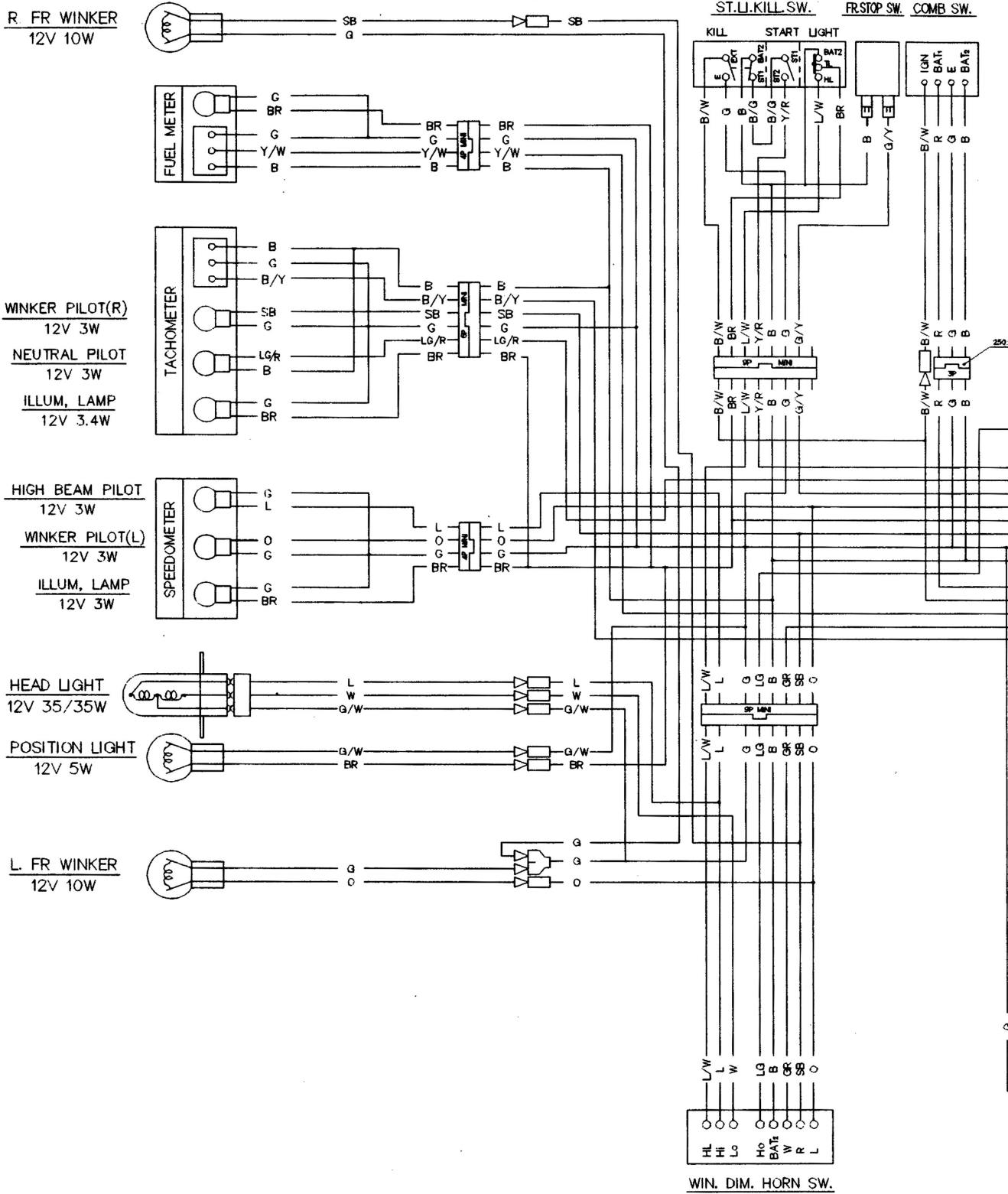
- Connect wire coupler of fuel unit and put the main switch on.
- Check the position of the meter indicator moving float up and down.

Float Position	Resistance
High	F
Low	E



MEMO

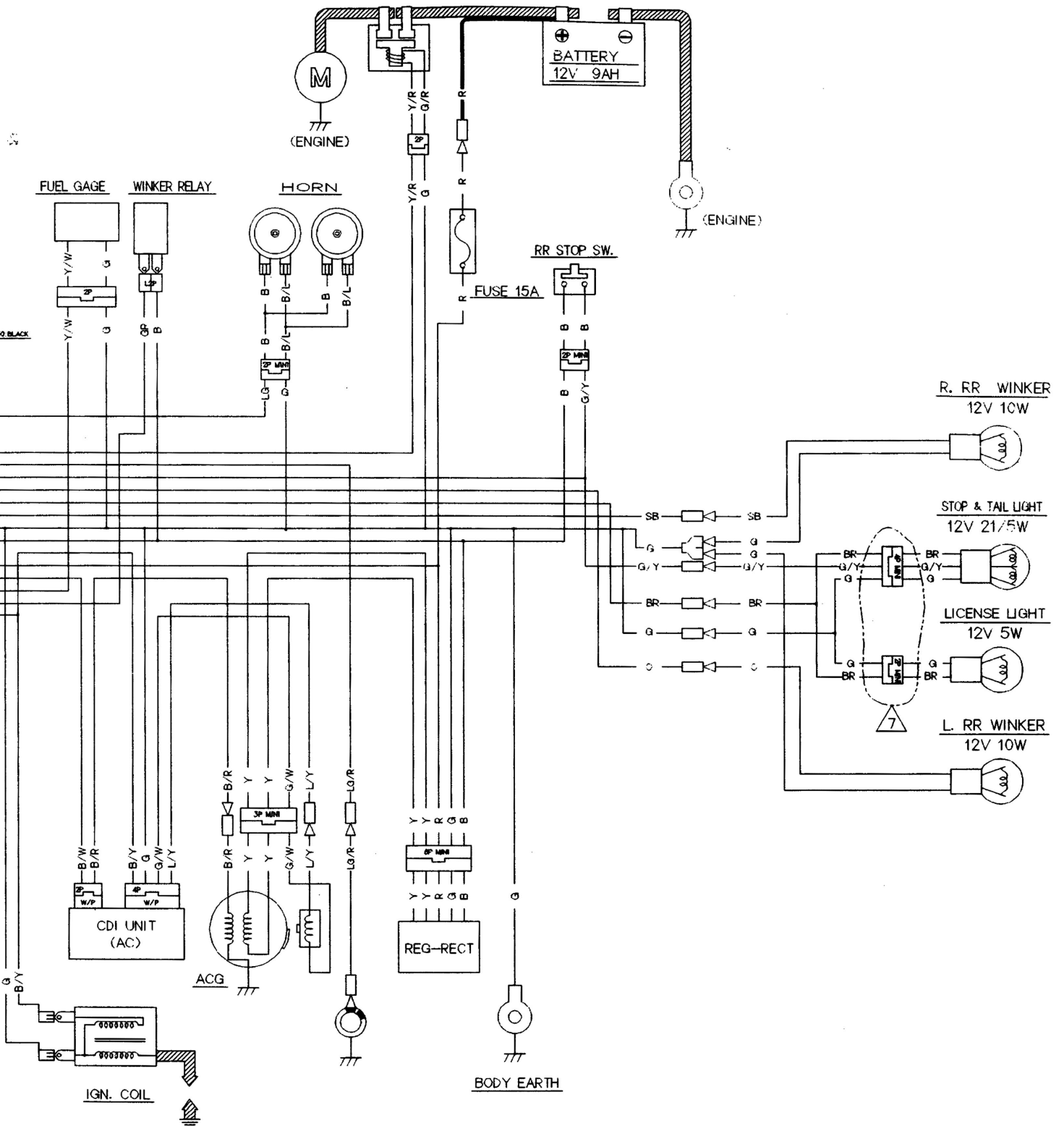
21. Wir



COMB. SW.				
	BAT ₁	BAT ₂	IGN	E
ON	<input type="radio"/>	<input type="radio"/>		
OFF			<input type="radio"/>	<input type="radio"/>
COLOR	R	B	B/W	G

KILL					START		LIGHTING		
	EXT	E	BAT ₂	ST1	ST1	ST2	BAT ₂	TL	TL
OFF	<input type="radio"/>	<input type="radio"/>			FREE		OFF		
RUN			<input type="radio"/>	<input type="radio"/>	PUSH	<input type="radio"/>	P	<input type="radio"/>	<input type="radio"/>
COLOR	B/W	G	B	B/G	COLOR	B/G	Y/R	H	<input type="radio"/>
									COLOR B BR L/W

WINKER				HORN		DIMMER			
	W	R	L	Ho	BAT ₂		HL	HI	Lo
R	<input type="radio"/>	<input type="radio"/>		FREE		Hi	<input type="radio"/>	<input type="radio"/>	
N				PUSH	<input type="radio"/>	(N)	<input type="radio"/>	<input type="radio"/>	
L	<input type="radio"/>	<input type="radio"/>		COLOR	GR	B	Lo	<input type="radio"/>	<input type="radio"/>
COLOR	GR	SB	O						COLOR L/W L W



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

COLOR COMB : GROUND MARKING

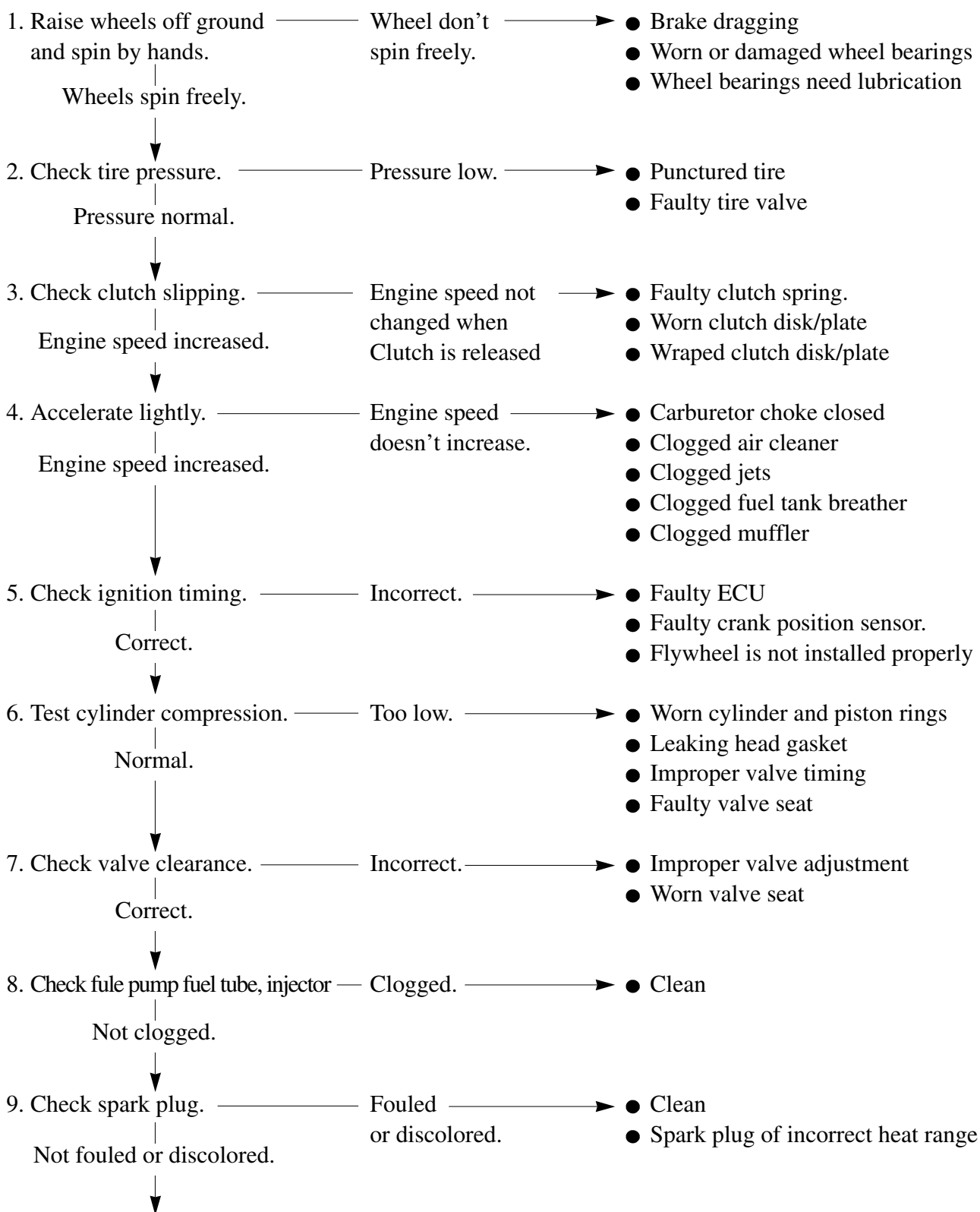
22. Troubleshooting

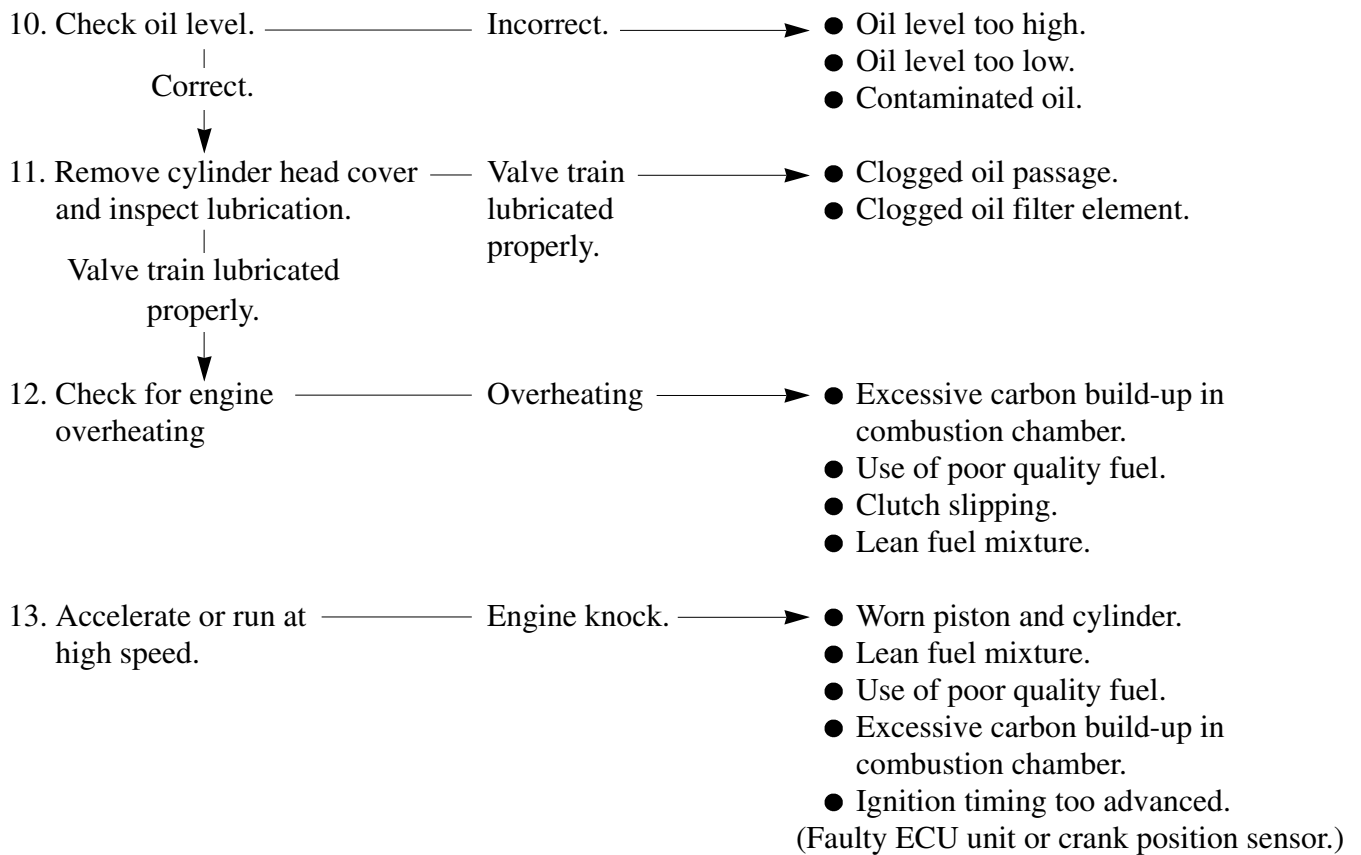
Engine Does Not Starter is Hard to Start	22-1
Engine Lacks Power	22-2
Poor Performance(At Low and Idle Speeds)	22-3
Poor Performance (At High speed)	22-4
Poor Handling	22-4

Engine Doesn't Start or is Hard to Start

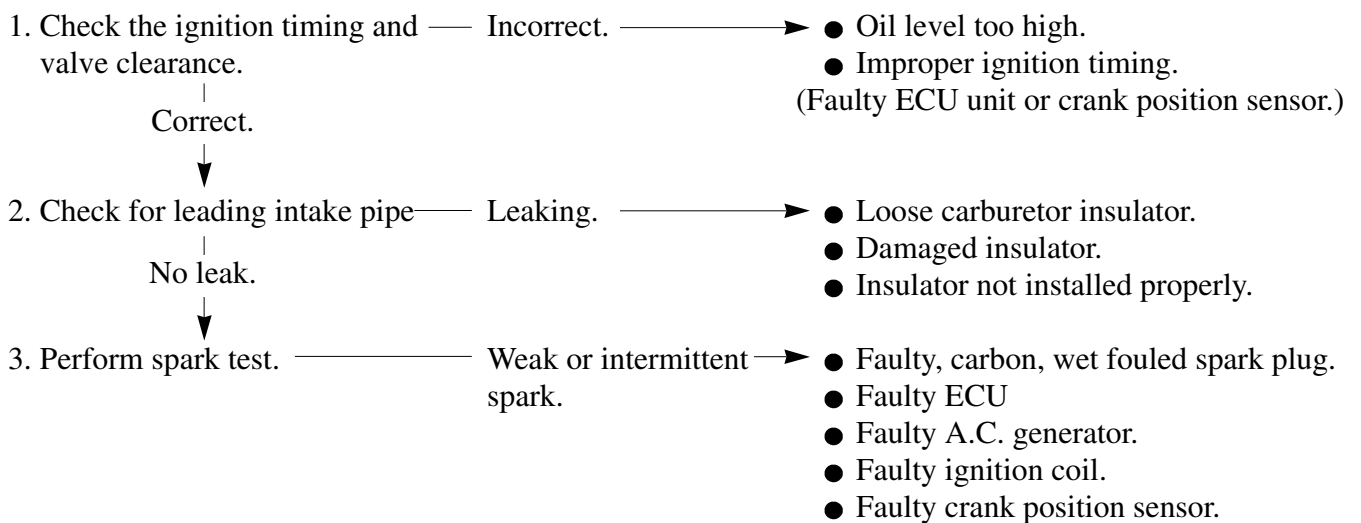


Engine Lacks Power

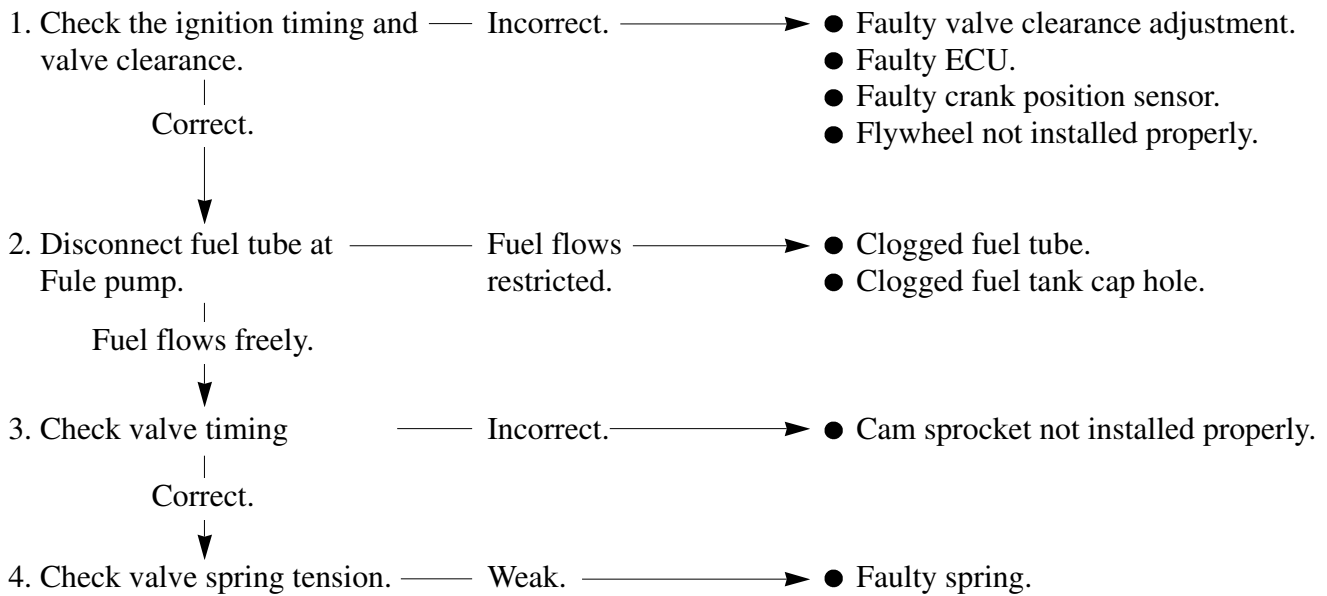




Poor Performance(At Low and Idle Speed)



Poor Performance(At High Speed)



Poor Performance(At High Speed)

1. If steering is heavy. —————> ● Too tight steering top thread.
● Damaged steering bearings.

2. If front wheel or rear wheel is wobbling —————> ● Excessive wheel bearing play.
● Bent rim.
● Improperly installed wheel hub.
● Worn rear fork pivot bush.
● Bent frame.
● Rear fork pivot adjusting bolt is too tight.

3. If the motorcycle pulls to one side. —————> ● Front and rear wheels are not aligned.
● Bent front fork.
● Bent rear fork.