



SYM



MAXSYM 400i

SERVICE MANUAL

FOREWORD

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HOW TO USE THIS MANUAL

MECHANISM ILLUSTRATION

This service manual contains the technical data of each component inspection and repair for the Sanyang MAXSYM 400i scooter. The manual is shown with illustrations and focused on “Service Procedures”, “Operation Key Points”, and “Inspection Adjustment” so that provides technician with service guidelines.

If the style and construction of the motorcycle, MAXSYM 400i, are different from that of the photos, pictures shown in this manual, the actual vehicle shall prevail. Specifications are subject to change without notice.

**Service Department
Sanyang Industry Co., LTD.**

How to Use This Manual



This service manual describes basic information of different system parts and system inspection & service for Sanyang MAXSYM 400i scooter. In addition, please refer to the manual contents in detailed for the model you serviced in inspection and adjustment.

The first chapter covers general information and trouble diagnosis.

The second chapter covers service maintenance information.

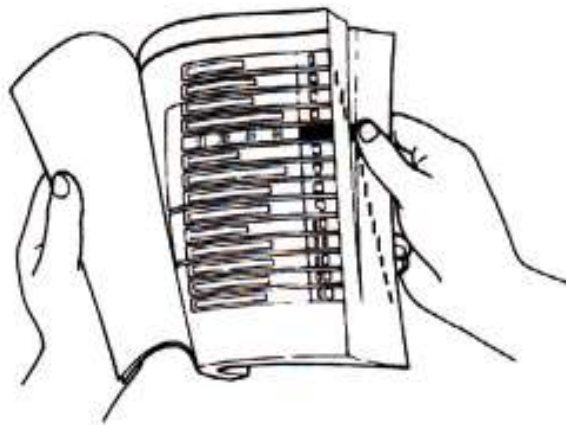
Th third to the twelfth chapter covers the engine and driving systems.

The thirteenth to the sixteenth is contained the parts set of assembly body.

The seventeenth chapter is electrical equipment.

The eighteenth chapter is wiring diagram.

Please see index of content for quick having the special parts and system information.

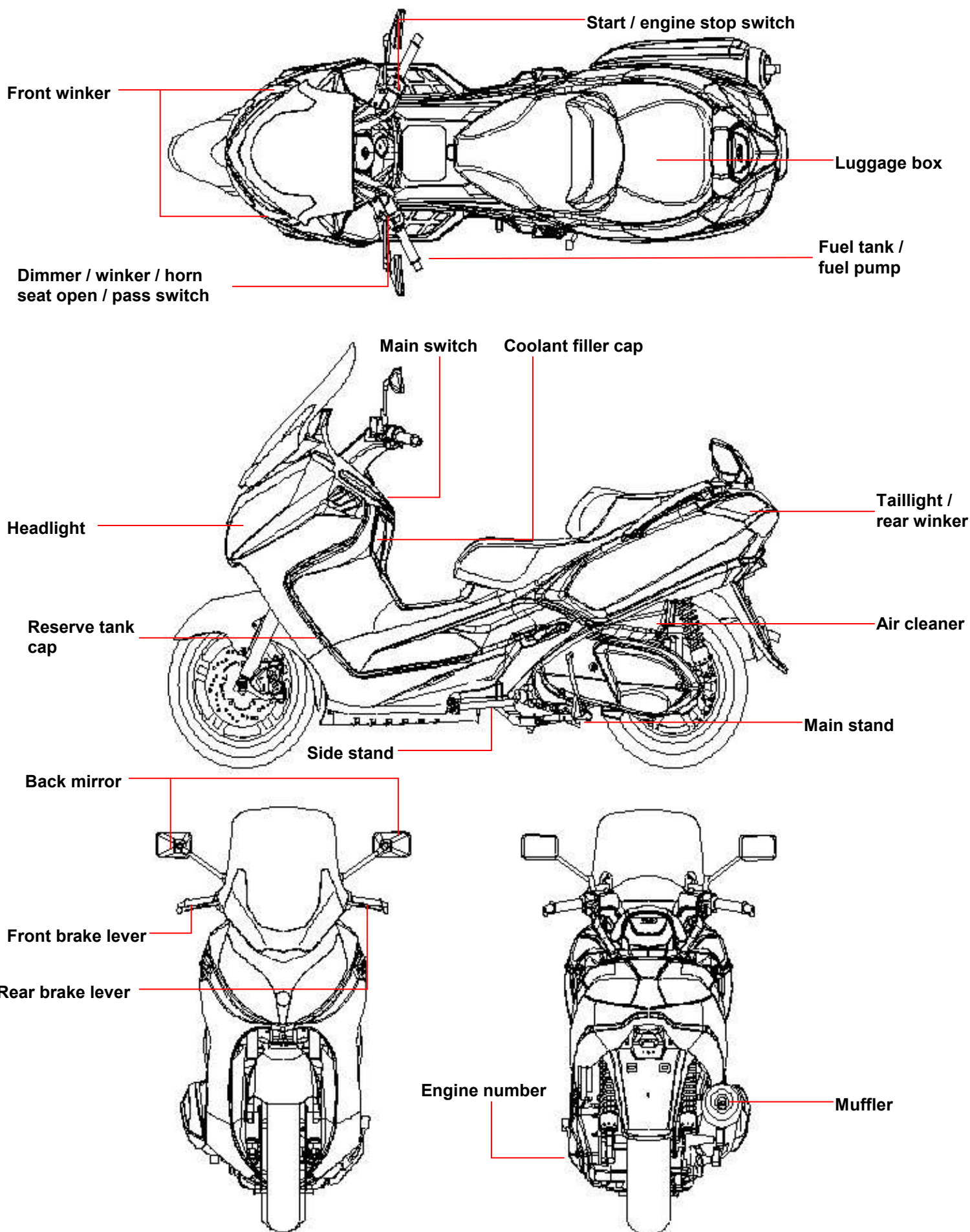


There are 4 buttons, “[Foreword](#)”, “[Contents](#)”, “[How to Use This Manual](#)” and “[Mechanism Illustration](#)” in the PDF version, and can be access to these items by clicking on the buttons.

If user wants to look for the content of each chapter, selecting the words of each chapter on the contents can reach to each chapter. There are two buttons, “Homepage and contents, on the top line of first page of the each chapter. Thus, if the user needs to check other chapters, he can click the top buttons to back the homepage or contents. The content of each chapter can be selected too. Therefore, when needs to checking the content inside of the chapter, click the content words of the chapter so that can back to the initial section of the content. In addition, there is a “[To this Chapter Contents](#)” button at the second page of each content so that clicking the button can back to the contents of this chapter.

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Symbols and Marks

Symbols and marks are used in this manual to indicate what and where the special service is needed. If supplemental information is needed for these symbols and marks, explanations will be added in the text instead of using the symbols or marks.

 Warning	Means that serious injury or loss of life may happen if procedures are not correctly followed.
 Caution	Means that equipment damages may result if procedures are not followed.
 Engine oil	Limits to use SAE 10W-30 API SG class oil. Warranty will not cover the damage that caused by not apply with the limited engine oil. (Recommended oil: KING MATE G-3 oil)
 Grease	King Mate G-3 is recommended.
 Locking sealant	Apply sealant; medium strength sealant should be used unless otherwise specified.
 Oil seal	Apply with lubricant. °
 Renew	Replace with a new part before installation.
 Brake fluid	Use recommended brake fluid DOT3 or WELLRUN brake fluid.
 Special tools	Special tools
 Correct	Meaning correct installation.
 Wrong	Meaning wrong installation.
 Indication	Indication of components.
 Directions	Indicates position and operation directions
	Components assembly directions each other.
	Indicates where the bolt installation direction, --- means that bolt cross through the component (invisibility).

1. General Information

General Safety

Carbon Monoxide

Before you start the engine, make sure the place is well ventilated. Never start the engine in an unventilated place. If you have to start the engine in an unventilated place, an exhaust fume extractor is needed.

Caution

Exhaust fume contains toxic gas which may cause one to lose consciousness and even result in loss of life.

Gasoline

Gasoline is a low ignition point and explosive material. Work in a well-ventilated place, no flame or spark should be allowed in the work place or where gasoline is being stored.

Caution

Gasoline is highly flammable, and may explode under some conditions, keep it away from the children.

Used Engine Oil

Caution

Prolonged contact with the used engine oil (or transmission oil) may cause skin cancer although it might not be verified yet. We recommend that you wash your hands with soap right after contacting. Keep the used oil beyond reach of the children.

Hot Components

Caution

Components of the engine and exhaust system can be extremely hot after engine running. They remain very hot even after the engine has been stopped for a period of time. Before performing service work on these parts, wear the heat insulation gloves or wait until the temperature drops.

Battery

Caution

- Battery emits explosive gases; flame is strictly prohibited. Keep the place well ventilated when the battery is being charged.
- Battery contains sulfuric acid (electrolyte) which can cause serious burns, be careful not to spill it on your skin or eyes. If you get battery fluid on your skin, flush it off with water immediately. If you get battery fluid in your eyes, flush it off immediately with water and go to hospital to see an ophthalmologist doctor.
- If you swallow the battery fluid by mistake, drink a lot of water or milk, and take some laxative such as Epsom salts or vegetable oil and then go to see a doctor.
- Keep the battery and battery fluid beyond reach of the children.

Brake Shoes

Do not use compressed air or brush to clean the components of the brake system. Use a vacuum cleaner or the equivalent to avoid dust drifting in the air.

Caution

Inhaling brake shoes dust may cause disease or even cancer of the respiratory system.

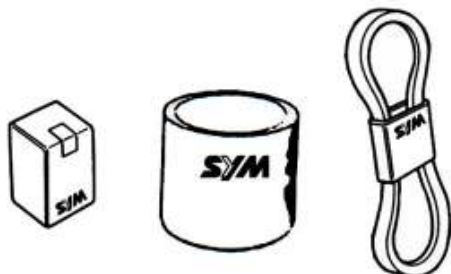
Brake Fluid

Caution

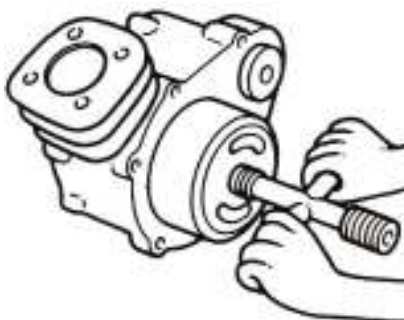
Brake fluid spilled on painted, plastic, or rubber parts may cause damage to the parts. Place a clean towel on the top of the parts for protection when servicing the brake system. Keep the brake fluid beyond reach of the children.

Before Servicing

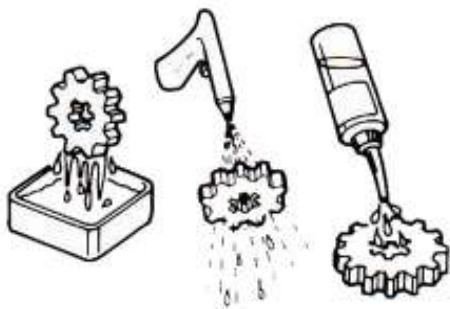
- Always use SANYANG genuine parts and recommended oil. Using improper parts may cause damage to or destruction of the vehicle.



- Special tools are designed for removal and installation of component parts without damaging them. Using wrong tools may result in parts damage.



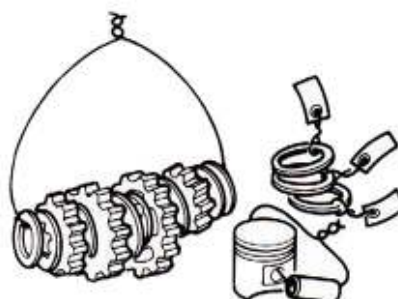
- When servicing this vehicle, use only metric tools. Metric bolts, nuts, and screws are not interchangeable with the Britain system, using wrong tools and fasteners may damage this vehicle.
- Clean the outside of the parts or the cover before removing it from the vehicle. Otherwise, dirt and deposit accumulated on the part's surface may fall into the engine, chassis, or brake system to cause damage.
- Wash and clean parts with high flash point solvent, and then blow dry with compressed air. Pay special attention to O-rings or oil seals because most of the cleaning agents have bad effect on them.



- Never bend or twist control cables to avoid unsmooth control and premature worn out.



- Rubber parts may become deteriorated when old, and be damaged by solvent and oil easily. Check these parts before installation to make sure that they are in good condition, replace if necessary.
- When loosening a component which has different sized fasteners, operate with a diagonal pattern and work from inside out. Loosen the small fasteners first. If the bigger ones are loosen first, small fasteners may receive too much stress.
- Store complex components such as transmission parts in the proper assemble order and tie them together with a wire for ease of installation later.

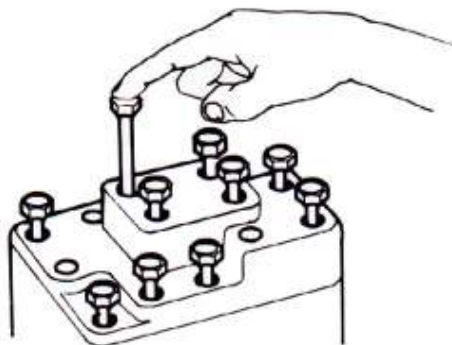


- Note the reassemble position of the important components before disassembling them to ensure they will be reassembled in correct dimensions (depth, distance or position).
- Components not to be reused should be replaced when disassembled including gaskets metal seal rings, O-rings, oil seals, snap rings, and split pins.

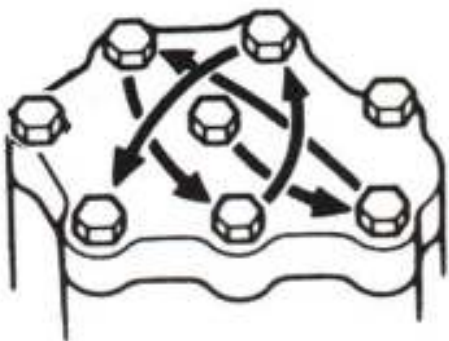


1. General Information

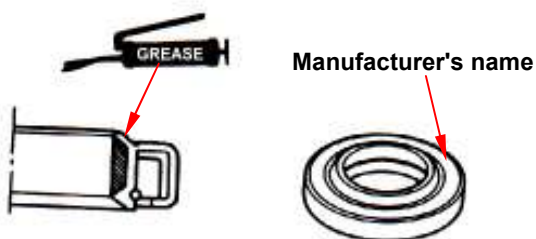
- The length of bolts and screws for assemblies, cover plates or boxes is different from one another, be sure they are correctly installed. In case of confusion, Insert the bolt into the hole to compare its length with other bolts, if its length out side the hole is the same with other bolts, it is a correct bolt. Bolts for the same assembly should have the same length.



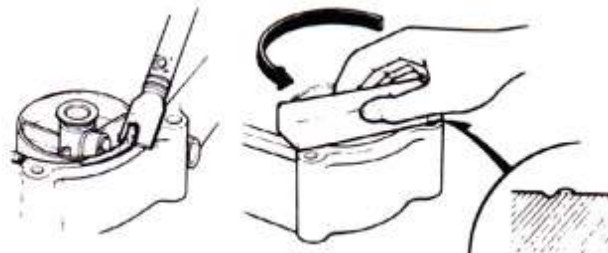
- Tighten assemblies with different dimension fasteners as follows: Tighten all the fasteners with fingers, then tighten the big ones with special tool first diagonally from inside toward outside, important components should be tightened 2 to 3 times with appropriate increments to avoid warp unless otherwise indicated. Bolts and fasteners should be kept clean and dry. Do not apply oil to the threads.



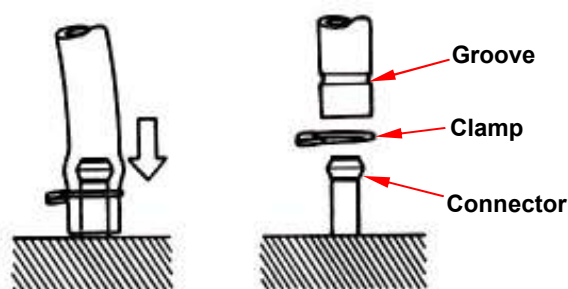
- When oil seal is installed, fill the groove with grease, install the oil seal with the name of the manufacturer facing outside, and check the shaft on which the oil seal is to be installed for smoothness and for burrs that may damage the oil seal.



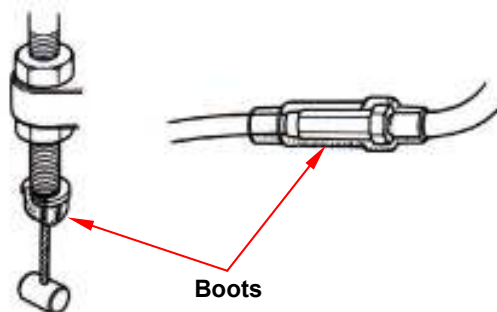
- Remove residues of the old gasket or sealant before reinstallation, grind with a grindstone if the contact surface has any damage.



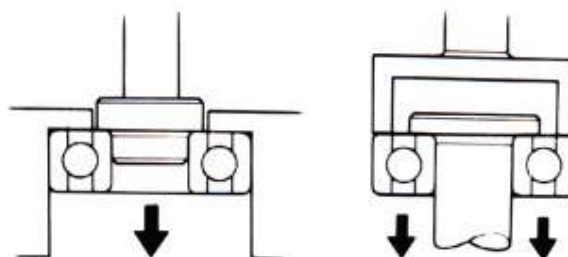
- The ends of rubber hoses (for fuel, vacuum, or coolant) should be pushed as far as they can go to their connections so that there is enough room below the enlarged ends for tightening the clamps.



- Rubber and plastic boots should be properly reinstalled to the original correct positions as designed.



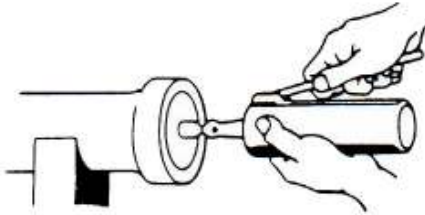
- The tool should be pressed against two (inner and outer) bearing races when removing a ball bearing. Damage may result if the tool is pressed against only one race (either inner race or outer race). In this case, the bearing should be replaced. To avoid damaging the bearing, use equal force on both races.



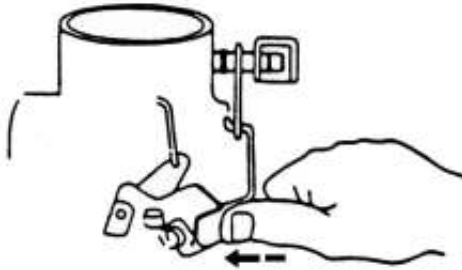
Both of these examples can result in bearing damage.

1. General Information

- Lubricate the rotation face with specified lubricant on the lubrication points before assembling.



- Check if positions and operation for installed parts is in correct and properly.



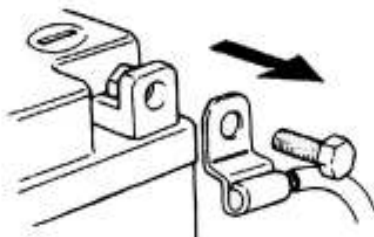
- Make sure service safety each other when conducting by two persons.



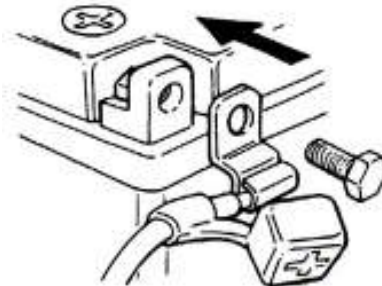
- Note that do not let parts fall down.



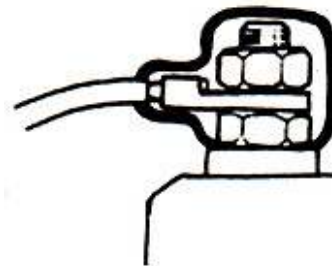
- Before battery removal operation, it has to remove the battery negative (-) cable firstly. Notre tools like open-end wrench do not contact with body to prevent from circuit short and create spark.



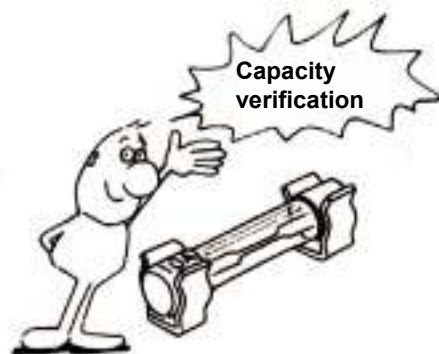
- After service completed, make sure all connection points is secured. Battery positive (+) cable should be connected firstly.
- And the two posts of battery have to be greased after connected the cables.



- Make sure that the battery post caps are located in properly after the battery posts had been serviced.

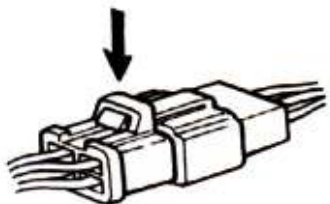


- If fuse burned, it has to find out the cause and solved it. And then replace with specified capacity fuse.



1. General Information

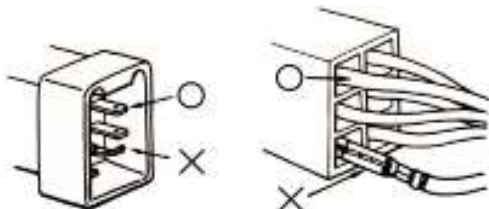
- When separating a connector, it locker has to be unlocked firstly. Then, conduct the service operation.



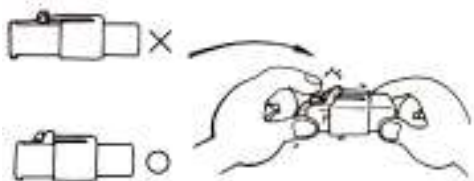
- Do not pull the wires as removing a connector or wires. Hold the connector body.



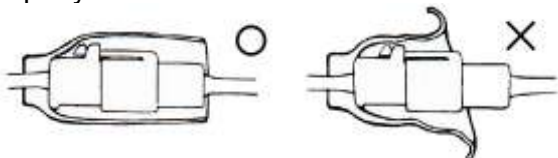
- Make sure if the connector pins are bent, extruded or loosen.



- Insert the connector completely.
If there are two lockers on two connector sides, make sure the lockers are locked in properly.
Check if any wire loose.



- Check if the connector is covered by the twin connector boot completely and secured properly.



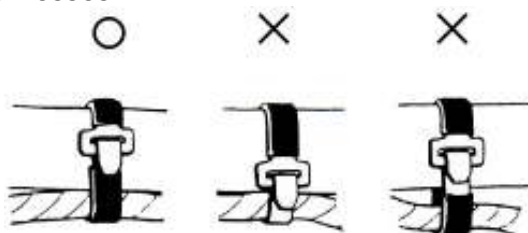
- Before terminal connection, check if the boot is crack or the terminal is loose.



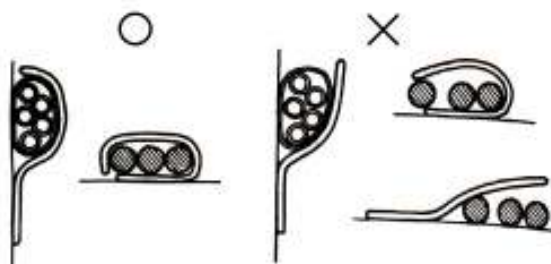
- Insert the terminal completely.
Check if the terminal is covered by the boot.
Do not let boot open facing up.



- Secure wires and wire harnesses to the frame with respective wire bands at the designated locations. Tighten the bands so that only the insulated surfaces contact the wires or wire harnesses.



- Wire band and wire harness have to be clamped secured properly.

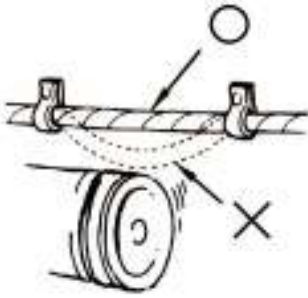


- Do not squeeze wires against the weld or its clamp.

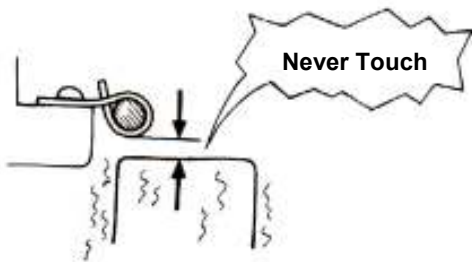


1. General Information

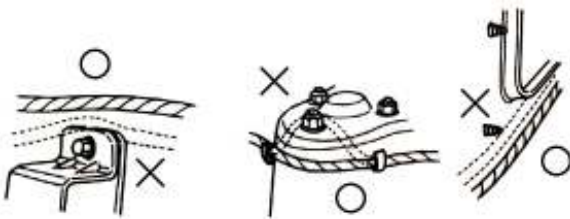
- Do not let the wire harness contact with rotating, moving or vibrating components as routing the harness.



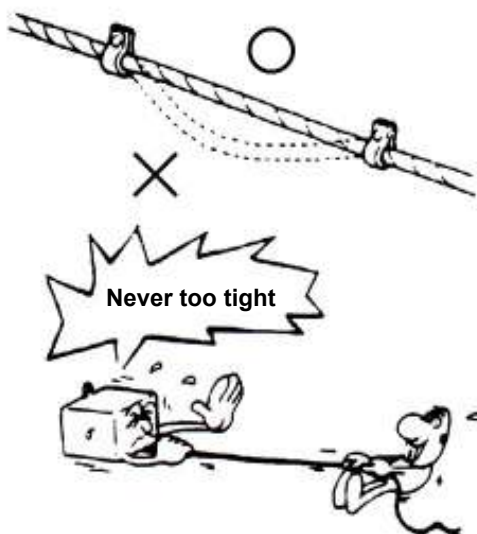
- Keep wire harnesses far away from the hot parts.



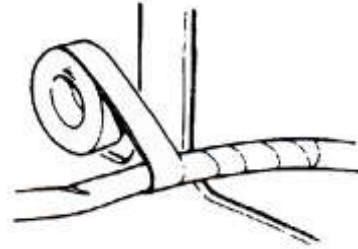
- Route wire harnesses to avoid sharp edges or corners and also avoid the projected ends of bolts and screws.



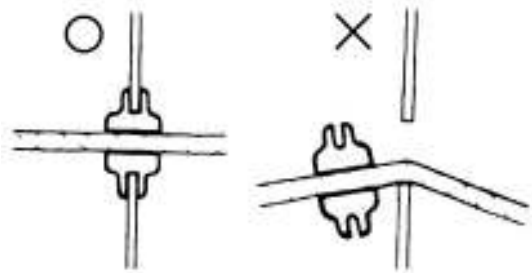
- Route harnesses so that they neither pull too tight nor have excessive slack.



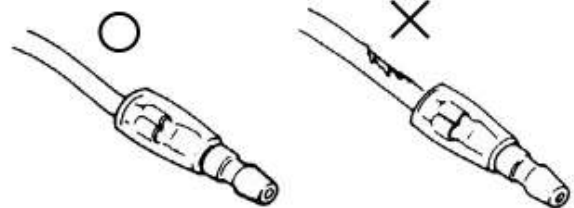
- Protect wires or wire harnesses with electrical tape or tube if they contact a sharp edge or corner. Thoroughly clean the surface where tape is to be applied.



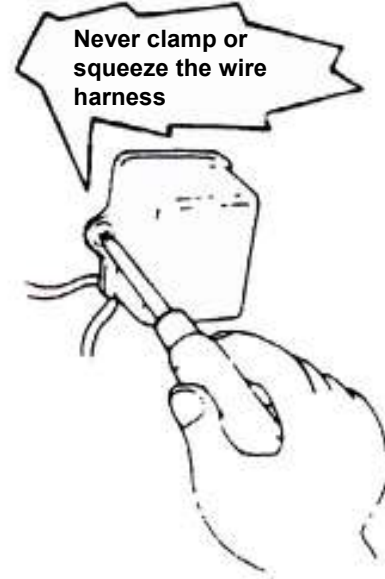
- Secure the rubber boot firmly as applying it on wire harness.



- Never use wires or harnesses which insulation has been broken. Wrap electrical tape around the damaged parts or replace them.



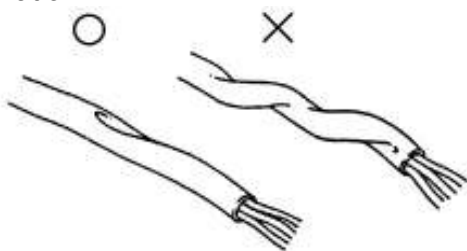
- Never clamp or squeeze the wire harness as installing other components.



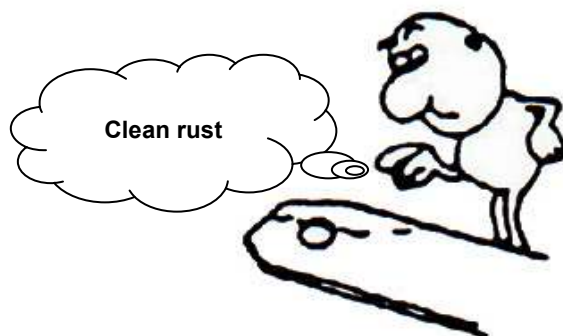
1. General Information



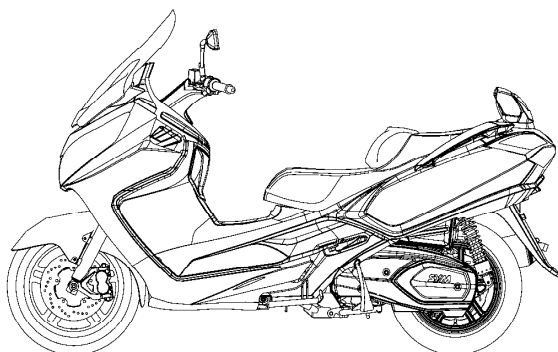
- Do not let the wire harness been twisted as installation.



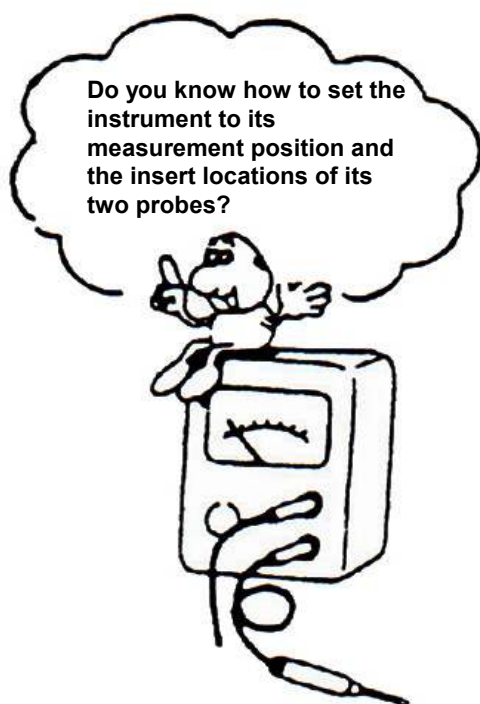
- With sand paper to clean rust on connector pins/terminals if found. And then conduct connection operation later.



- Wire harnesses routed along the handlebar should not be pulled too tight or have excessive slack, be rubbed against or interfere with adjacent or surrounding parts in all steering positions.



- Before operating a test instrument, operator should read the operation manual of the instrument. And then, conduct test in accordance with the instruction.





1. General Information

Specifications

MAKER		SANYANG		MODEL		LX40A1-6 / F
Dimension	Overall Length		2270 mm	Suspension System	Front	TELESCOPIC FORK
	Overall Width		825 mm		Rear	UNIT SWING
	Overall Height		1410 mm	Tire Specifications	Front	120 / 70-15 56S
	Wheel Base		1555 mm		Rear	160 / 60-14 65H
Weight	Curb Weight	Front	94 kg	Brake System	Front	DOUBLE DISK (ø 275 mm)
		Rear	135 kg		Rear	DISK (ø 275 mm)
		Total	229 kg			
	Passengers/Weight		Two / 150 kg	Performance	Max. Speed	>152 km/hr
	Total Weight	Front	131 kg		Climb Ability	<24°
		Rear	248 kg	Reduction	Primary Reduction	Belt
		Total	379 kg		Secondary Reduction	Gear
	Type		4-STROKE ENGINE		Clutch	Centrifugal, dry type
Engine	Installation and arrangement		Vertical, below center, incline 80°		Transmission	CVT
	Fuel		Above 92 unleaded	Speedometer		0 ~ 180 km/hr
	Cycle/ Cooling		4-stroke/ Liquid-cooled	Horn		93~112 dB/A
	Cylinder	Bore	Ø 83.0 mm	Muffler		Expansion & Pulse Type
		Stroke	73.8 mm	Exhaust Pipe Position and Direction		Right side, and Backward
		Number/Arrangement	SINGLE CYLINDER	Lubrication System		Forced circulation & splashing
	Displacement		399 cc	Exhaust Concentration	CO	<2.0 g/km
	Compression Ratio		10.6 : 1		HC	<0.3 g/km
	Max. HP		33.3 ps / 7000 rpm		NOx	<0.15 g/km
	Max. Torque		3.52 kg-m / 5500 rpm	E.E.C.		-
	Ignition		Full transistor ignition	P.C.V.		√
	Starting System		Electrical starter	Catalytic reaction control system		√

1. General Information

Torque Values

The torque values listed in below are for more important tightening torque values. Please see standard values for those not listed in the table.

Standard Torque Values for Reference

Type	Tighten Torque	Type	Tighten Torque
5 mm bolt 、nut	0.45~0.6kgf-m	5 mm screw	0.35~0.5kgf-m
6 mm bolt 、nut	0.8~1.2kgf-m	6 mm screw 、SH nut	0.7~ 1.1kgf-m
8 mm bolt 、nut	1.8~2.5kgf-m	6 mm bolt 、nut	1.0 ~1.4kgf-m
10 mm bolt 、nut	3.0~4.0kgf-m	8 mm bolt 、nut	2.4 ~3.0kgf-m
12 mm bolt 、nut	5.0~6.0kgf-m	10 mm bolt 、nut	3.5~4.5kgf-m

Engine Torque Values

Item	Q'ty	Thread Dia. (mm)	Torque Value(kgf-m)	Remarks
Cylinder stud bolt	4	10	1.0~1.4	Apply oil to thread
Cylinder head nut	4	8	3.6~4.0	
Cylinder head right bolt	2	8	2.0~2.4	
Cylinder head side cover bolt	2	6	1.0~1.4	
Cylinder head cover bolt	4	6	1.0~1.4	
Cylinder head stud bolt (inlet pipe)	2	6	1.0~1.4	
Cylinder head stud bolt (EX. pipe)	2	8	2.4~3.0	
Air inject pipe bolt	4	6	1.0~1.4	
Air inject reed valve bolt	2	3	0.07~0.09	
Tappet adjustment screw nut	4	5	0.7~1.1	
Spark plug	1	10	1.0~1.2	
Camshaft Chain Tensioner bolt	2	6	1.0~1.4	
Carburetor insulator bolt	2	6	0.7~1.1	
Oil pump screw	2	3	0.1~0.3	
Water pump impeller	1	7	1.0~1.4	
Engine left cover bolt	9	6	1.1~1.5	
Engine oil draining bolt	1	12	3.5~4.5	
Engine oil strainer cap	1	30	1.3~1.7	
Mission draining bolt	1	8	0.8~1.2	
Mission filling bolt	1	10	1.0~1.4	
Clutch driving plate nut	1	28	5.0~6.0	
Clutch outer nut	1	14	5.0~6.0	
Drive face nut	1	14	8.5~10.5	
ACG. Flywheel nut	1	14	5.0~6.0	
Crankcase bolt	7	6	0.8~1.2	
Mission case bolt	7	8	2.6~3.0	
Muffler mounting bolt	3	10	3.2 ~3.8	
Muffler mounting nut	2	8	1.0 ~1.2	



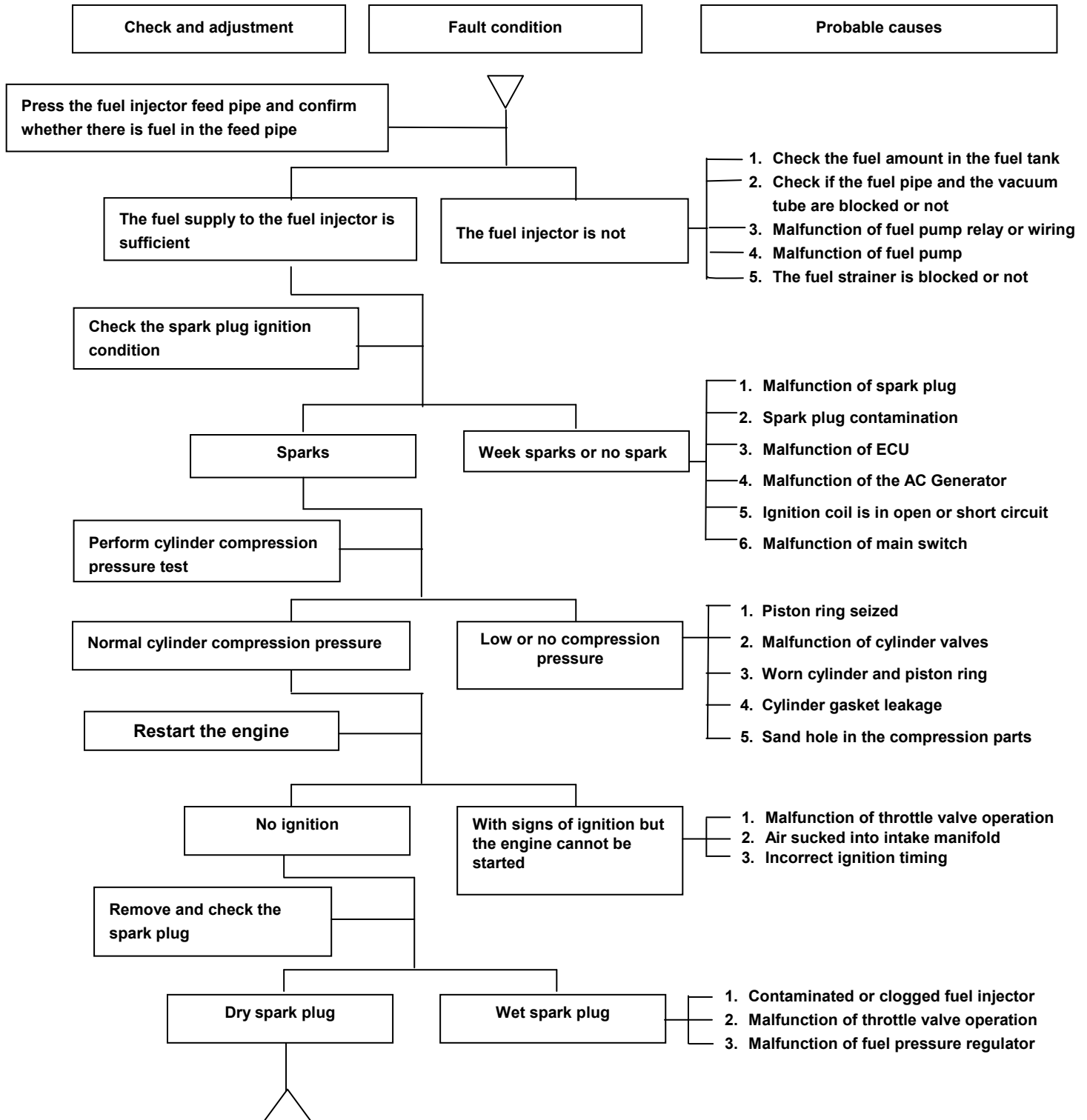
Frame Torque Values

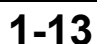
Item	Q'ty	Thread Dia. (mm)	Torque Value (Kg-m)	Remarks
Mounting bolt for steering handle post	1	10	4.0~5.0	
Lock nut for steering stem	1	BC1	1.0~2.0	
Steering top cone race	1	BC1	2.0~3.0	
Front wheel axle nut	1	12	5.0~7.0	
Rear wheel axle nut	1	16	11.0~13.0	
Front cushion mounting bolt	4	10	3.5~4.5	
Rear cushion upper connection bolt	1	10	3.5~4.5	
Rear cushion under connection bolt	1	8	2.4~3.0	
Rear fork mounting bolt	2	10	4.0~5.0	
Brake hose bolt	2	10	3.0~4.0	
Brake air-bleeding valve	1	6	0.8~1.0	
Front brake disc mounting bolt	5	8	4.0~4.5	
Rear brake disc mounting bolt	5	8	4.0~4.5	
Brake clipper mounting bolt	2	8	2.9~3.5	
Engine hanger link bolt	2	12	7.5~9.5	On frame side
Engine hanger link nut	1	12	7.5~9.5	On engine side
Main standard nut	1	10	4.0~5.0	
Air cleaner bolts	2	6	1.0~1.4	

1. General Information

Troubleshooting

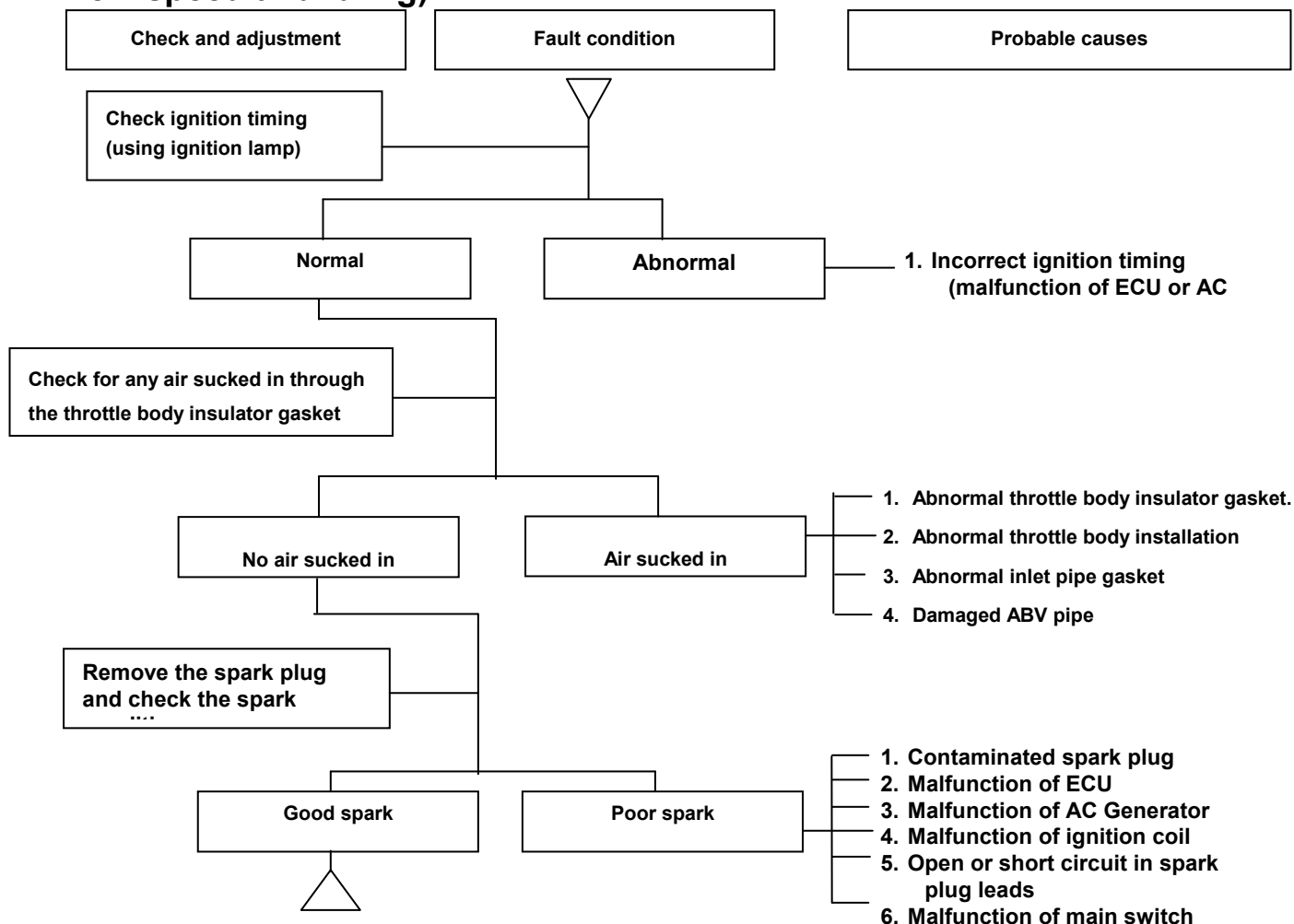
A. Engine cannot be started or difficult to be started



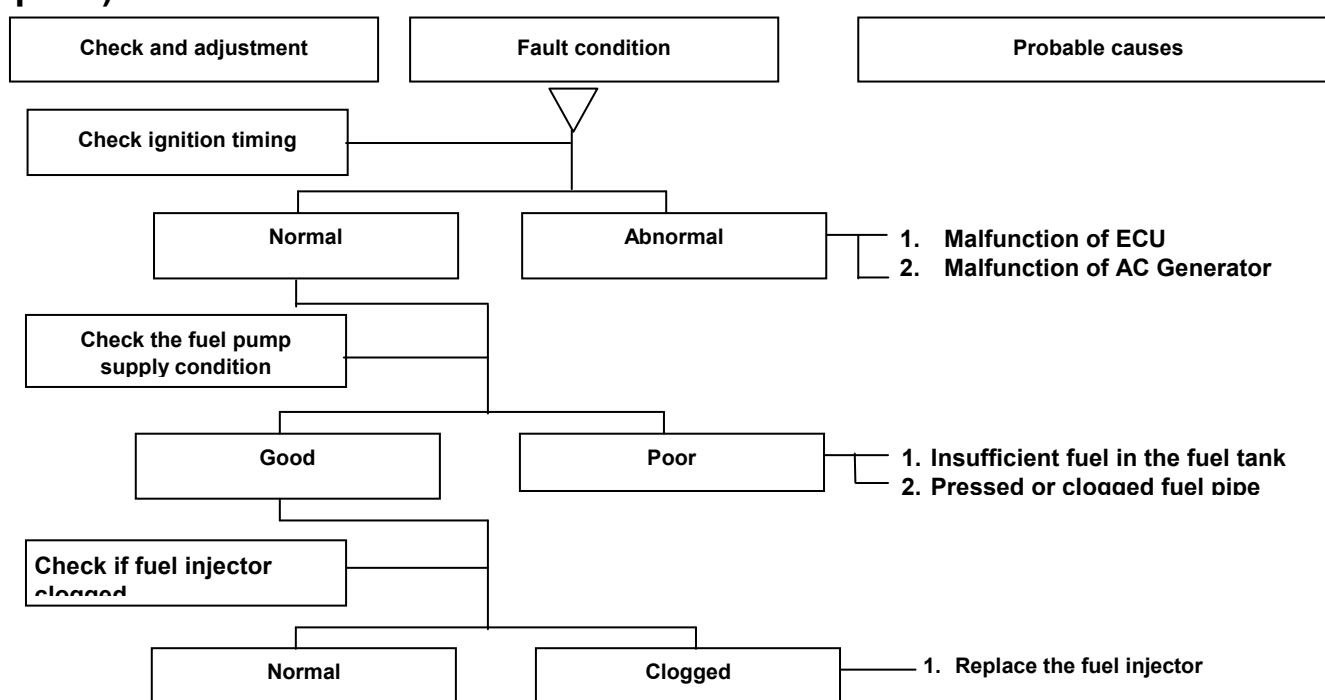


1. General Information

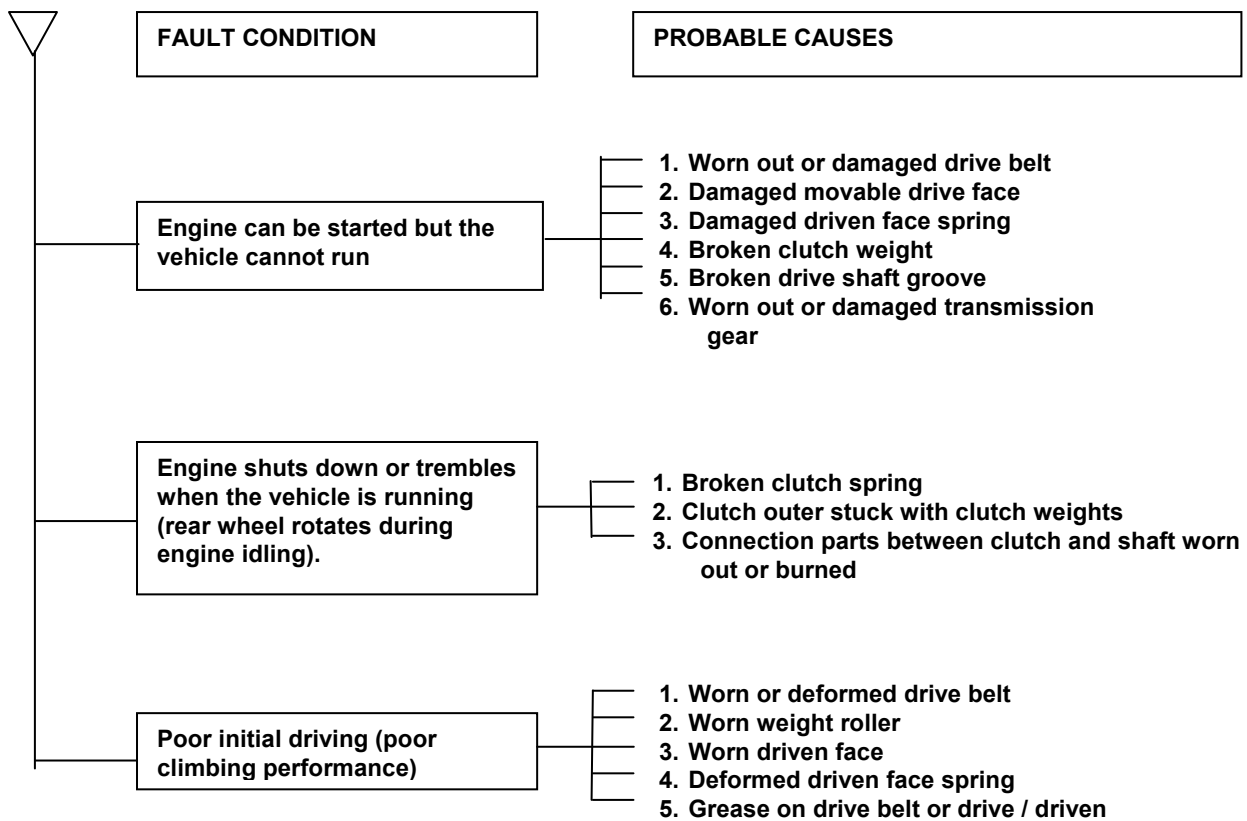
C. Engine runs sluggish (especially in low speed and idling)



D. Engine runs sluggish (High speed)



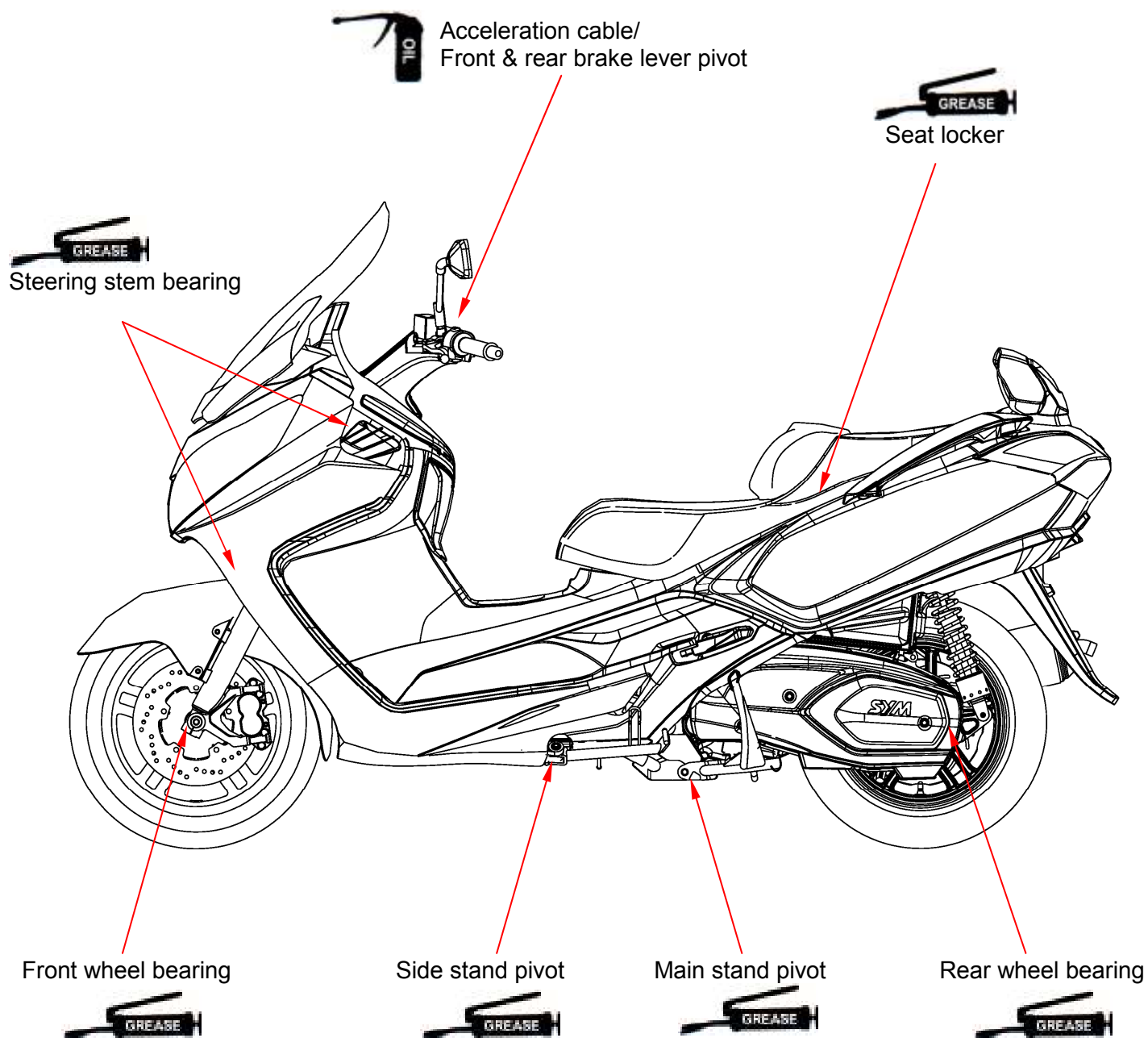
E. CLUTCH AND DRIVING PULLEY



1. General Information



Lubrication Points



2. Maintenance Information

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Precautions in Operation

Model		LX40A1-6 / F
Fuel Tank Capacity		14,200±500 c.c.
Engine Oil	capacity	2,000 c.c.
	change (with oil filter replaced)	1,900 c.c.
	change	1,800 c.c.
Transmission Gear oil	capacity	350 c.c.
	change	330 c.c.
Capacity of coolant	Engine + radiator	1400 c.c.
	Reservoir upper	350 c.c.
Clearance of throttle valve		2~6 mm
Spark plug		CR8E (gap:0.6~0.7 mm)
Timing advance idle speed		BTDC 10° / 1,550 rpm
Idling speed		1,550±100 rpm
Cylinder compression pressure		12.5 ± 2 kgf/cm ²
Valve clearance	IN	0.10±0.02 mm
	EX	0.12±0.02 mm
Tire dimension	Front	120/70-15 56S
Tire dimension	Rear	160/60-14 65H
Tire pressure (cold)	single	Front: 2.00 kg/cm ² Rear: 2.25 kg/cm ²
	Load 90 Kg (full load)	Front: 2.00 kg/cm ² Rear: 2.50 kg/cm ²
Battery		12V11.2Ah (MF battery) / TTZ14S

2. Maintenance Information



Periodical Maintenance Schedule

No	item	1 month every 1,000KM	3 months every 5,000KM	6 months every 10,000KM	1 year every 15,000KM
1	☆Air cleaner element	I	C	R	
2	☆Fuel filter			I	R
3	☆Oil filter (paper)	First replacement at 1000 km	Second replacement at 20,000km Further replacement every 20,000km		
4	☆Oil filter screen	I	Cleaning every 10,000km		
5	☆Engine oil change	First replacement at 1000 km	Second replacement at 5,000km Further replacement every 5,000km		
6	Tire pressure	I	I		
7	Battery inspection	I	I		
8	Brake free play check	I	I		
9	Steering handle check	I	I		
10	Cushion operation check	I		I	
11	Every screw tightening check	I	I		
12	Gear oil check for leaking	I	I	I	I
13	☆Spark plug check or change	I	I		R
14	☆Gear oil change	R	Replacement for every 10,000 km		
15	Frame lubrication			L	L
16	Exhaust pipe	I	I	I	I
17	☆Ignition timing	I	I	I	I
18	☆Emission check in Idling	I	I	I	I
19	☆Throttle operation		I	I	I
20	☆Engine bolt tightening		I	I	I
21	☆CVT driving device(belt)			I	R
22	☆CVT driving device(roller)			I	R
23	Lights/electrical equipment/multi-meters	I	I	I	I
24	Main/side stands & springs			I	I
25	Fuel lines		I	I	I
26	Cam chain	I		I	
27	☆Valve clearance	I		I	
28	☆Crankcase evaporative control system	I	C		
29	☆Evaporative control system		I	I	I
30	Lines & connections in cooling system	I	I		
31	Coolant reservoir	I	I		
32	Coolant	I			R
33	ECU input voltage			I	
34	EFi sensor coupler			I	

Code: I ~ Inspection, cleaning, and adjustment R ~ Replacement C ~ Cleaning (replaced if necessary) L ~ Lubrication

Have your motorcycle checked, adjusted, and recorded maintenance data periodically by your SYM Authorized Dealer to maintain the motorcycle at the optimum condition

The above maintenance schedule is established by taking the monthly 1,000 kilometers as a reference which ever comes first.

Remarks: 1. **These marks "☆" in the schedule are emission control items. According to EPA regulations, these items must be performed normally periodical maintenance following the user manual instructions. They are prohibited to be adjusted or repaired by unauthorized people. Otherwise, SYM is no responsible for the charge.**

- Clean or replace the air cleaner element more often when the motorcycle is operated on dusty roads or in the heavily- polluted environment.
- Maintenance should be performed more often if the motorcycle is frequently operated in high speed and after the motorcycle has accumulated a higher mileage.
- Preventive maintenance
 - Ignition system – Perform maintenance and check when continuous abnormal ignition, misfire, after-burn, overheating occur.
 - Carbon deposit removal – Remove carbon deposits in cylinder head, piston heads, exhaust system when power is obvious lower.
 - Replace worn out pistons, cylinder head.



Engine Oil

Turn off engine, and park the vehicle in a flat surface with main stand.
Check oil level with oil dipstick
Do not screw the dipstick into engine as checking.
If oil level is nearly low level, fill out recommended oil to upper level.

Oil Change

Caution

- Drain oil as engine warmed up so that to make sure oil can be drained smoothly and completely.

Place an oil pan under the vehicle, and remove oil drain bolt.
After draining, make sure washer can be re-used.
Install oil drain bolt.

Torque value: 3.5~4.5kgf-m

Add oil to crankcase (oil viscosity SAE 10W-40)

Recommended using King serial oil.

Engine oil capacity:

Disassembly - 2000c.c.

Replacement (oil filter replaced) - 1900c.c.

Replacement – 1800c.c.

Install dipstick, start the engine for running several minutes.

Turn off engine, and check oil level again.

Check if engine oil leaks.

Engine Oil Strainer Clean

Drain engine oil out.

Remove oil strainer and spring.

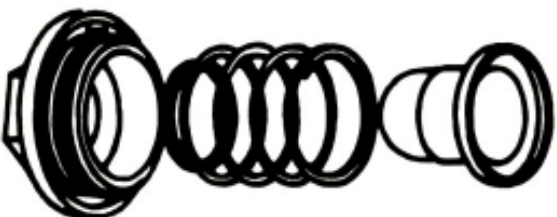
Clean oil strainer.

Check if O-ring can be re-used.

Install oil strainer and spring.

Install oil strainer cap.

Torque value : 1.3~1.7kgf-m



2. Maintenance Information



Gear Oil

Oil level inspection
Park the vehicle on a flat surface with main stand.
Turn off the engine.

Gear Oil Change

Remove oil inspection bolt.
Remove drain plug and drain oil out.
Install the drain plug after draining.
Torque value: 0.8~1.2kgf-m
Add gear oil to specified quantity from the inspection hole.
Install the inspection bolt.
Torque value: 1.0~1.4kgf-m
Gear Oil Quantity: 330 c.c. when replacing it.
Make sure that the bolt washer can be re-used, and install the bolt.
Start engine and run engine for 2-3 minutes.
Turn off engine and make sure that oil level is in correct level.
Make sure that no oil leaking.

Fuel Lines / Cable

Remove luggage box.
Remove rear carrier.
Remove body covers.
Check all lines, and replace it when they are deteriorated, damaged or leaking.

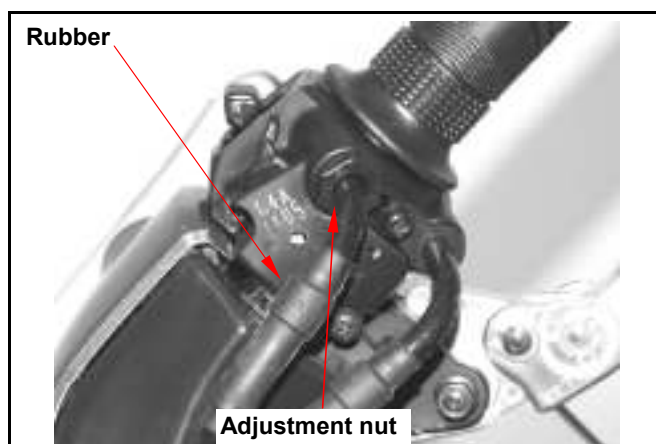
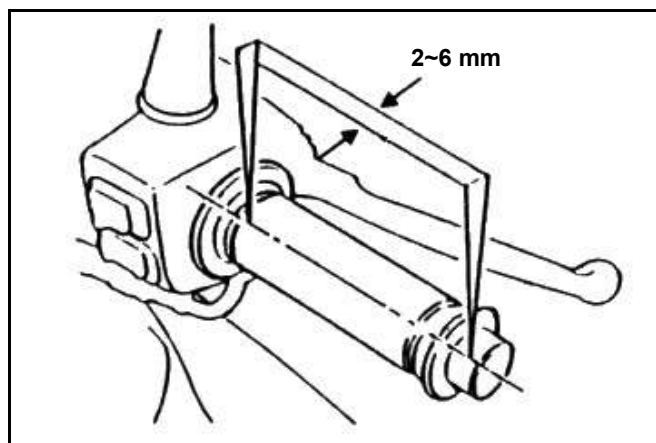
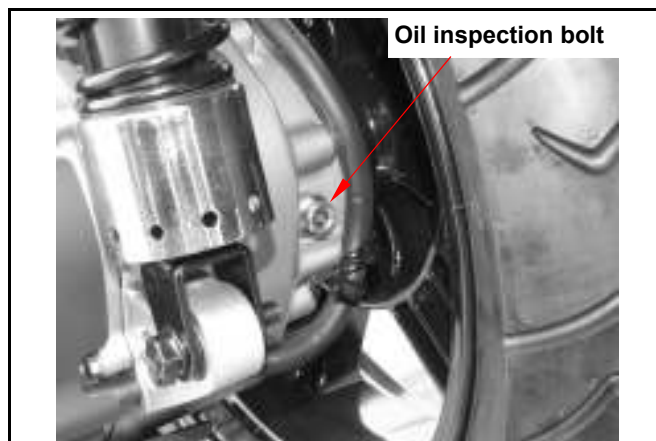
⚠ Warning

- Gasoline is a low ignition material so any kind of fire is strictly prohibited as dealing it.

Acceleration Operation

Have a wide open of throttle valve as handle bar in any position and release it to let back original (full closed) position.
Check handle bar if its operation is smooth.
Check acceleration cable and replace it if deteriorated, twisted or damaged.
Lubricate the cable if operation is not smooth
Measure handle bar free play in its flange part.
Free play: 2~6 mm.

Adjustment can be done in either end.
Secondary adjustment is conducted from top side.
Remove rubber boot, loosen fixing nut, and then adjust it by turning the adjustment nut.



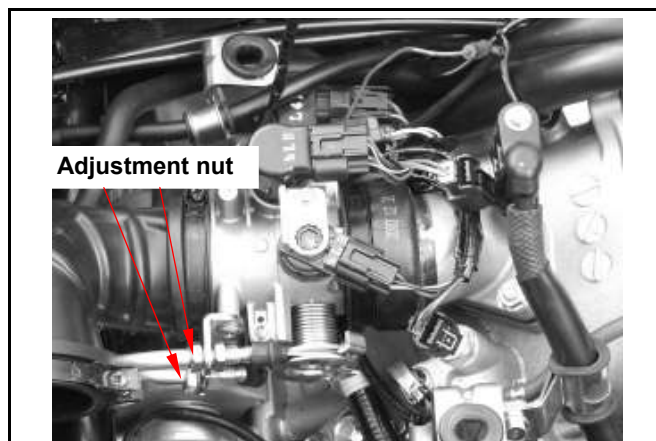


2. Maintenance Information

Primary adjustment is conducted from bottom side.

Loosen fixing nut, and adjust by turning the adjustment nut.

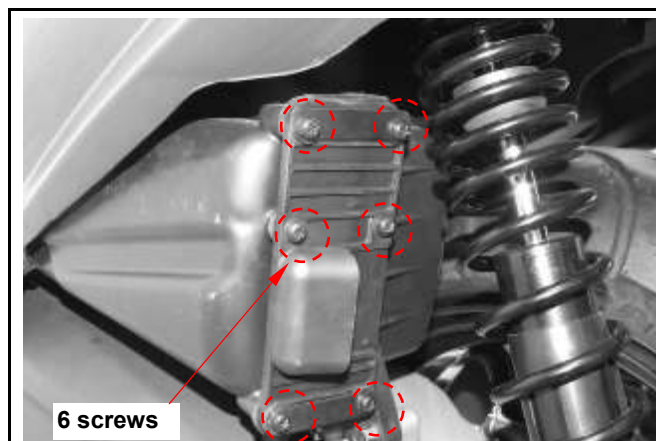
Tighten the fixing nut, and check acceleration operation condition.



Air Cleaner

Air Cleaner Element

Remove 6 screws from the air cleaner cover.



Remove the air cleaner element.



Caution

- The air cleaner element is made of paper so do not soap it into water or wash it with water.

2. Maintenance Information



P.C.V. system

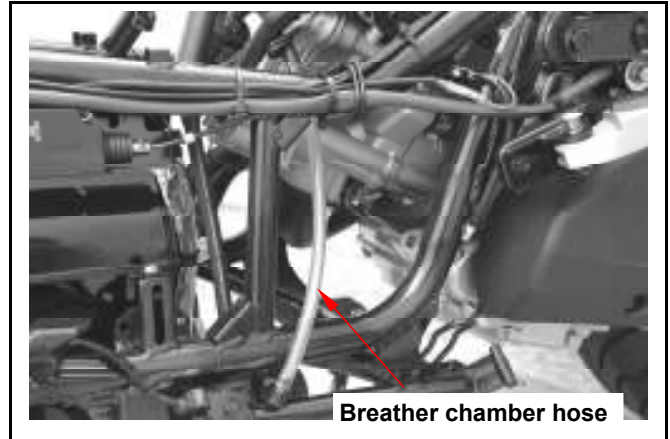
Remove the plug from lower of the breather chamber hose.

Release the dry internal deposit.

Every 5,000 kilometers release oil

⚠ Caution

- In releases the breather chamber hose in the transparent section is worthy of looking at as any deposit
- In the multi-rain or the accelerator in the situation rides, must reduce the maintenance traveling schedule
- In releases the breather chamber hose in the transparent section is worthy of looking at as any deposit



Valve Clearance

⚠ Caution

- Checks and adjustment must be performed when the engine temperature is below 35°C.

Remove luggage box.

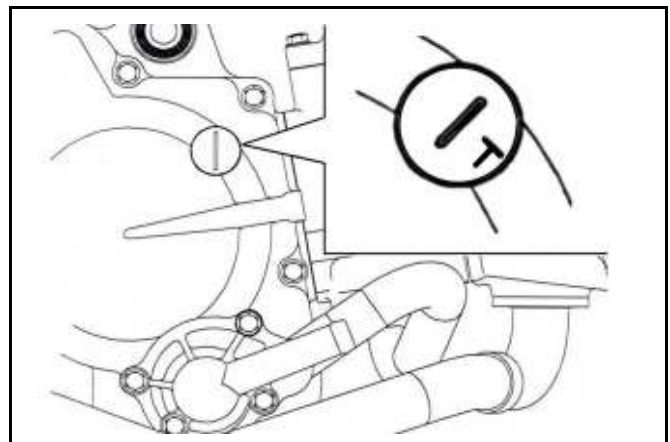
Remove cylinder head cover & side cover.

Remove ignition timing hole cap located in front upper side of engine right cover

Turn camshaft bolt in C.W. direction and let the "T" mark on the camshaft sprocket aligns with cylinder head mark so that piston is placed at TDC position in compression stroke.

⚠ Caution

- Do not turn the bolt in C.C.W. direction to prevent from camshaft bolt looseness.



Valve clearance inspection and adjustment:

Check & adjust valve clearance with feeler gauge.

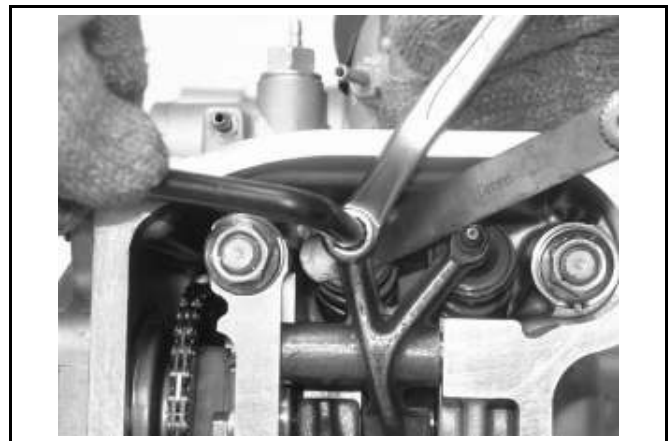
Valve clearance (IN) : 0.10 ± 0.02 mm.

Valve clearance (EX) : 0.15 ± 0.02 mm.

Loosen fixing nut and turn the adjustment nut for adjustment.

⚠ Caution

- Re-check the valve clearance after tightened the fixing nut.



Special tool: Tappet adjuster

SYM-9001200-08

SYM-9001200-09

SYM-9001200-10

Special tool: Tappet adjuster wrench

SYM-9001200

Spark Plug

Recommended spark plug: CR8E

Remove luggage box

Remove central cover.

Remove spark plug cap.

Clean dirt around the spark plug hole.

Remove spark plug.

Measure spark plug gap.

Spark plug gap: 0.6~0.7 mm

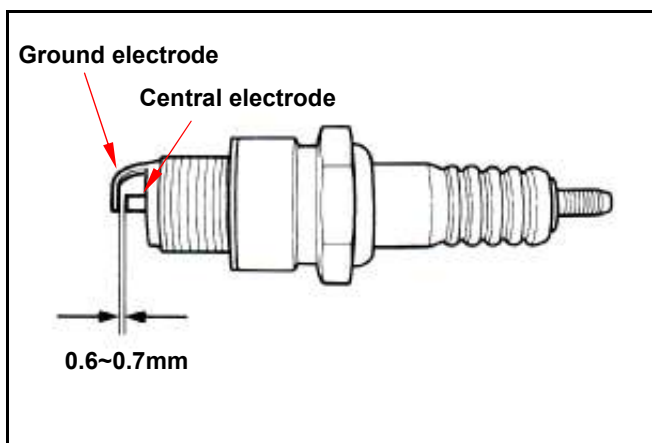
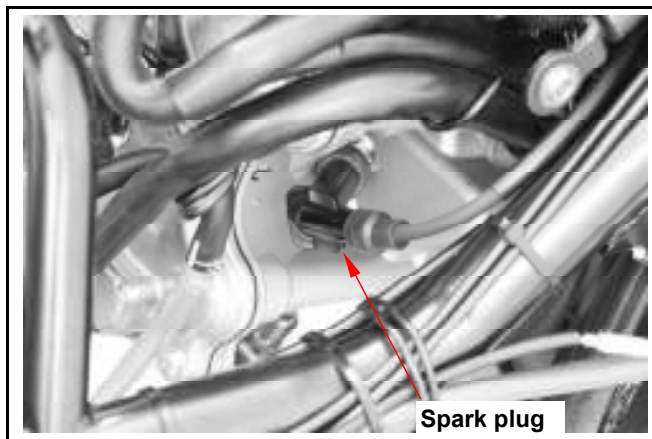
Carefully bend ground electrode of the plug to adjust the gap if necessary.

Hold spark plug washer and install the spark plug by screwing it.

Tighten the plug by turning 1/2 turn more with plug socket after installed.

Tighten torque: 1.0~1.2kgf-m

Connect spark plug cap



2. Maintenance Information



Cylinder Compression Pressure

Warm up engine.

Turn off the engine.

Remove luggage box and central cover

Remove spark plug cap and spark plug.

Install compression gauge.

Full open the throttle valve, and rotate the engine by means of starter motor.

⚠ Caution

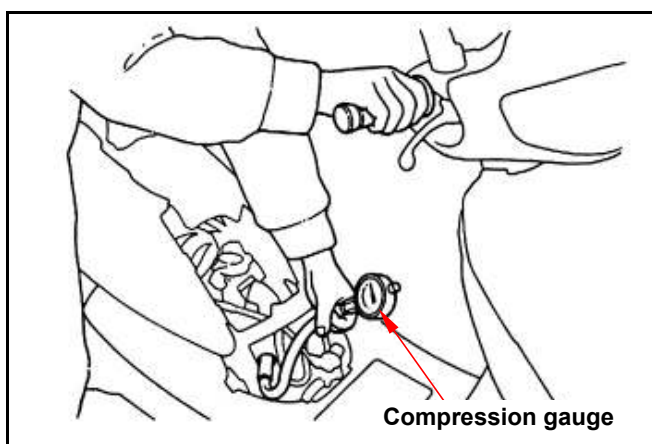
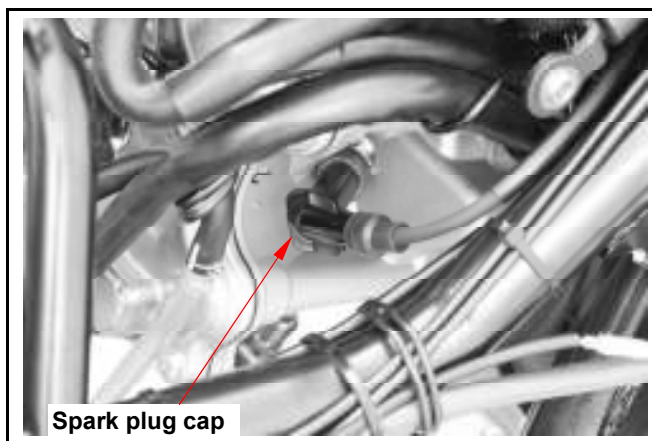
- Rotate the engine until the reading in the gauge no more increasing.
- Usually, the highest pressure reading will be obtained in 4~7 seconds.

Compression pressure : $12.5 \pm 2 \text{ Kg/cm}^2$

Check following items if the pressure is too low:

- Incorrect valve clearance.
- Valve leaking.
- Cylinder head leaking, piston, piston ring and cylinder worn out.

If the pressure is too high, it means carbon deposits in combustion chamber or piston head.



Drive Belt

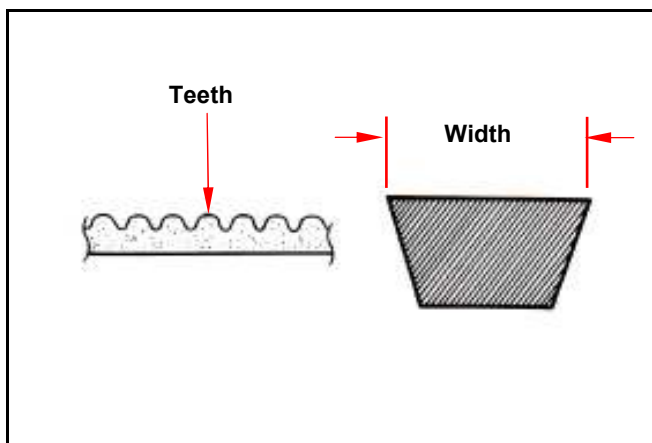
Remove mounting bolt located under air cleaner.

Remove the engine left side cover and the cover.

Check if the belt is crack or worn out.

Replace the belt if necessary or in accord with the periodical maintenance schedule to replace it.

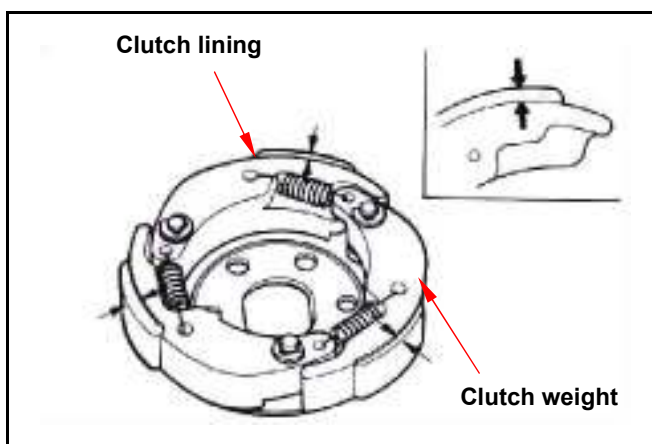
Width limit: 22.5 mm or above



Clutch Disc Wear

Run the motorcycle and increase throttle valve opening gradually to check clutch operation.

If the motorcycle is in forward moving and shaking, check clutch disc condition then replace it.





Steering Handle Top Bearing

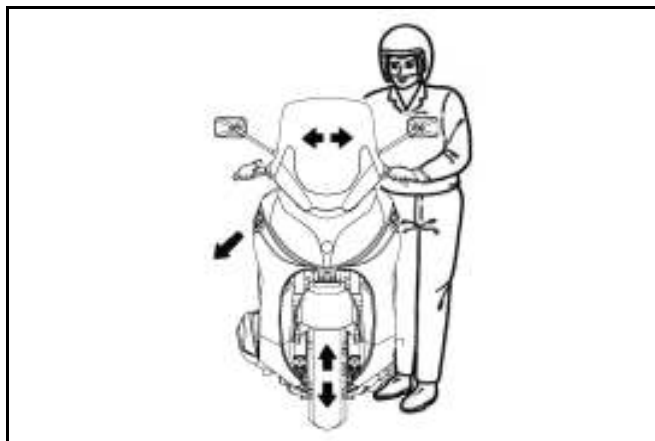
⚠ Caution

- Check all wires and cables if they are interfered with the rotation of steering handle bar.

Lift the front wheel out of ground.

Turn handle from right to left alternative and check if turning is smoothly.

If handle turning is uneven and bending, or the handle can be operated in vertical direction, then adjust the handle top bearing.



Cushion

⚠ Caution

- Do not ride the motorcycle with poor cushion.
- Looseness, wear or damage cushion will make poor stability and drive-ability.

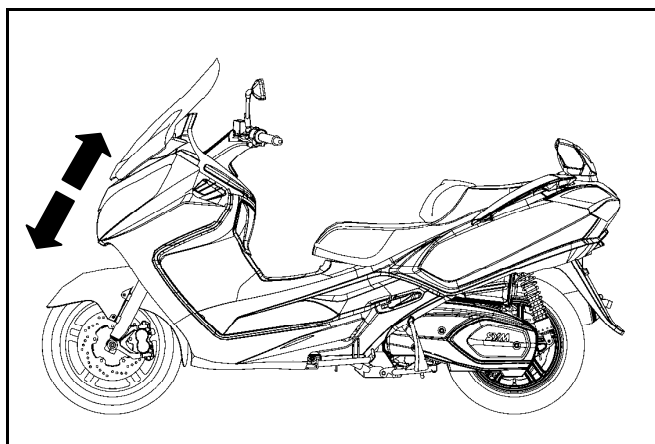
Front cushion

Press down the front cushion for several times to check it operation.

Check if it is damaged.

Replace relative parts if damage found.

Tighten all nuts and bolts.



Rear Cushion

Press down the front cushion for several times to check it operation.

Check if it is damage

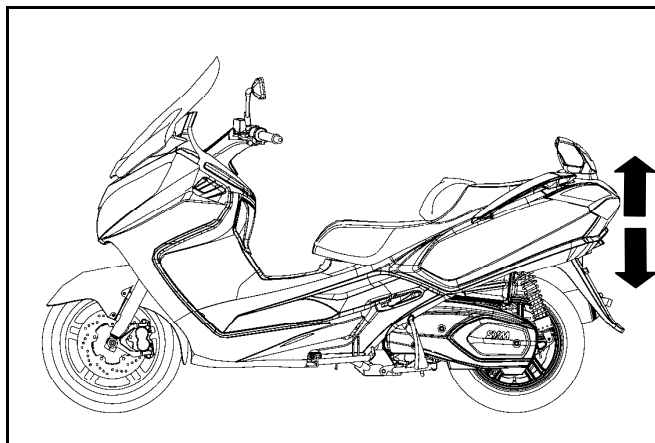
Replace relative parts if damage found.

Park motorcycle with main stand.

Turn the rear wheel forcefully and check if engine bracket bushing worn out

Replace the bushing if looseness found.

Tighten all nuts and bolts.

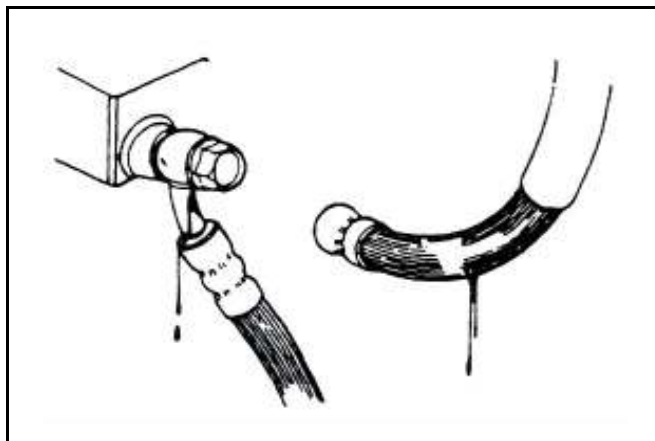


2. Maintenance Information

Disk Brake System

Brake System Hose

Make sure the brake hoses for corrosion or leaking oil.

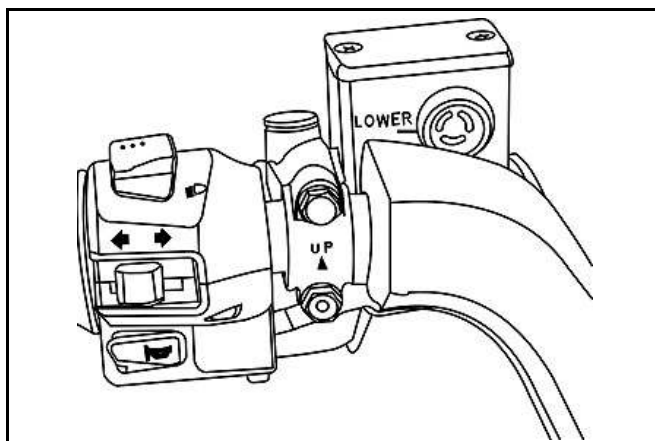


Brake Fluid

Check brake fluid level in the brake fluid reservoir. If the level is lower than the **LOWER** limit, add brake fluid to **UPPER** limit. Also check brake system for leaking if low brake level found.

⚠ Caution

- In order to maintain brake fluid in the reservoir in horizontal position, do not remove the cap until handle stop.
- Do not operate the brake lever after the cap had been removed. Otherwise, the brake fluid will spread out if operated the lever.
- Do not mix non-compatible brake fluid together.



Filling Out Brake Fluid

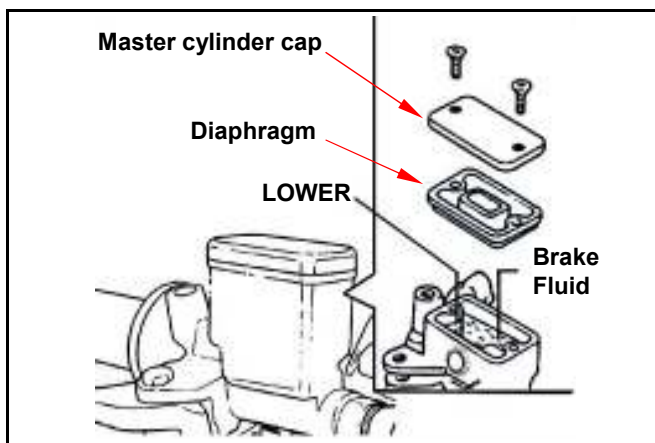
Tighten the drain valve, and add brake fluid. Operate the brake lever so that brake fluid fulfilled inside the brake system hoses.

Added Brake Fluid

Add brake fluid to **UPPER** limit lever. Recommended brake fluid: DOT3 or DOT4 WELL RUN brake fluid.

⚠ Caution

- Never mix or use dirty brake fluid to prevent from damaging brake system or reducing brake performance.

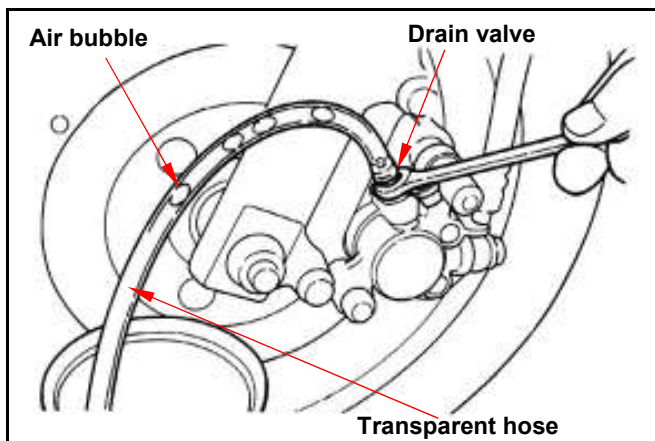


Air Bleeding Operation

Connect a transparent hose to draining valve. Hold the brake lever and open air bleeding valve. Perform this operation alternative until there is no air inside the brake system hoses.

⚠ Caution

- Before closing the air bleeding valve, do not release the brake lever.





2. Maintenance Information

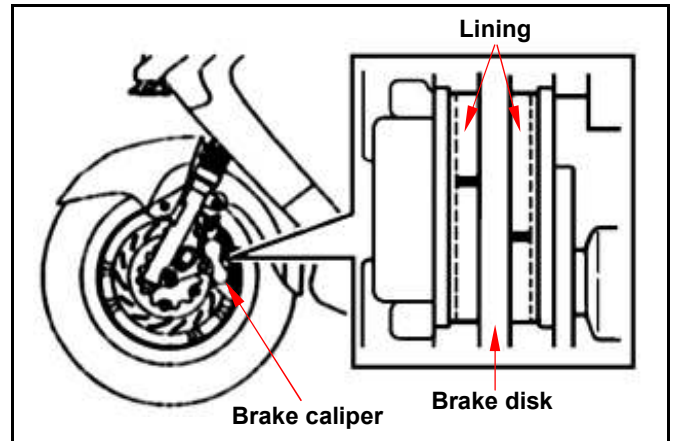
Brake Lining Wear

The indent mark on brake lining is the wear limitation.

Replace the brake lining if the wear limitation mark closed to the edge of brake disc.

Caution

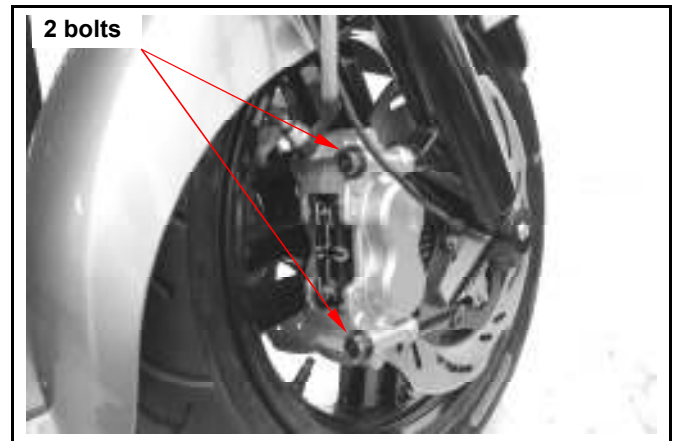
- It is not necessary to remove brake hose when replacing the brake lining.



Remove the brake clipper bolt, and take out the clipper.

Caution

- Do not operate the brake lever after the clipper removed to avoid clipping the brake lining.

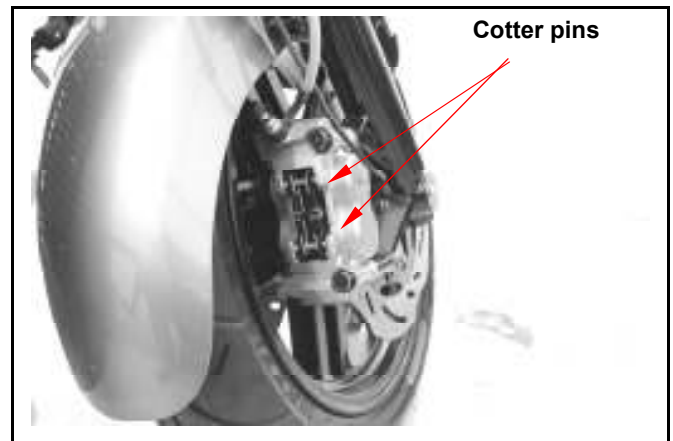


Pry out the brake lining with a flat driver if lining is clipped.

Remove 2 cotter pins

Caution

- In order to maintain brake power balance, the brake lining must be replaced with one set.



Remove the brake pad shafts and pads.

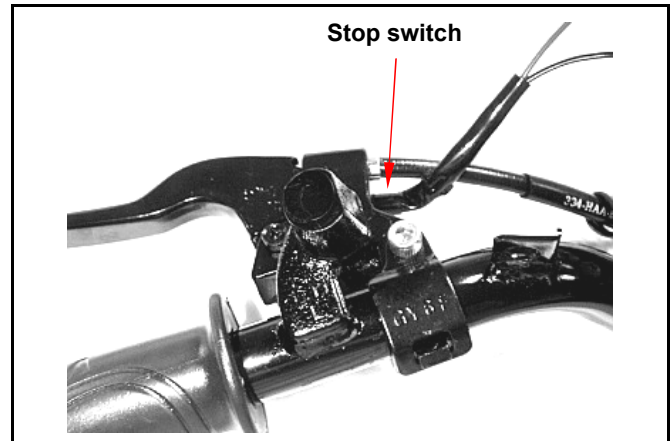


2. Maintenance Information

Brake Light Switch / Start Switch

The brake light switch is to light up brake lamp as brake applied.

Make sure that starter motor can be operated only under brake applying.



Wheel / Tire

Caution

- Tire pressure check should be done as cold engine. °

Appointed tire pressure

Tire size		Front tire	Rear tire
Tire pressure as cold engine (Kg/cm ²)	Load for under 90 Kg	2.00	2.25
	Full loaded	2.00	2.50

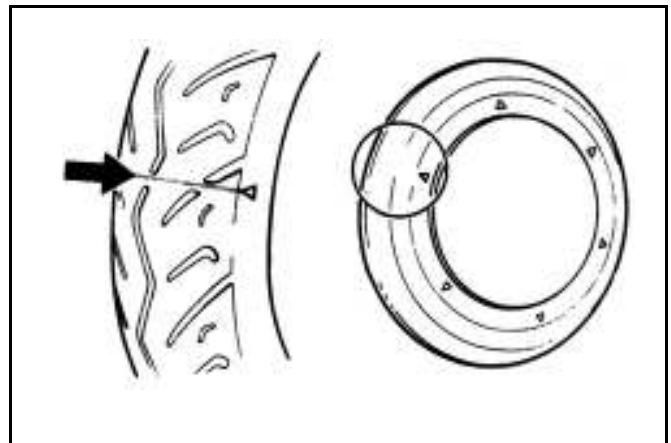
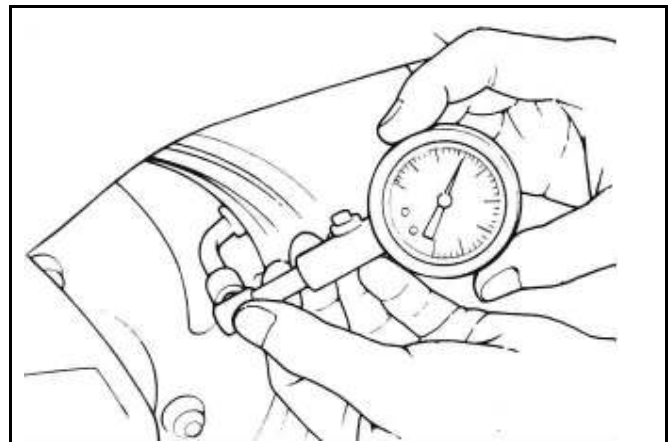
Check if tire surface is stuck with nails, stones or other materials.

Check if front and rear tires' pressure is in normal. Measure tire thread depth from tire central surface.

Replace the tire if the depth is not come with following specification

Front tire : 1.5 mm

Rear tire : 2.0 mm





Battery

Open the inner box lid.

Loosen screw & remove the battery cover

Battery cable remove :

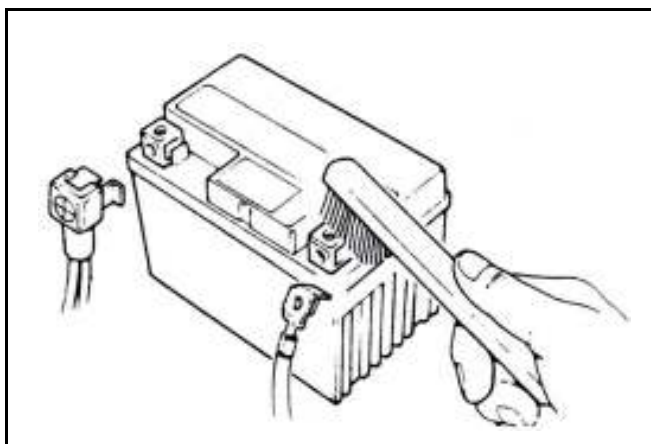
1. Disconnect the cable negative terminal (-),
2. then the cable positive terminal (+)
3. Remove the battery from the motorcycle. °

If there is some rust on battery posts, clean it with steel brush

Install the battery in the reverse procedures of removal

Caution

- If there is rust on the posts very serious, spray some hot water on the posts. Then, clean it with steel brush so that can remove rust for more easily.
- Apply some grease on the posts after rust removed to prevent from rust again.



Nuts, Bolts Tightness

Perform periodical maintenance in accord with the Periodical Maintenance Schedule.

Check if all bolts and nuts on the frame are tightened securely.

Check all fixing pins, snap rings, hose (pipe) clamps, and wire holders for security.

2. Maintenance Information



Special Tools List

					
NAME	Valve rocker arm shaft disassemble tool	NAME	L/Cover Radial Ball Brg 6006 Drive	NAME	Valve cotter remove & assembly tool
NO	SYM-1445100-01	NO	SYM-9615010-REA 6006	NO	SYM-1471110/20
					
NAME	Clutch spring compressor	NAME	Tappet adjusting wrench	NAME	Oil seal driver 45*65*10
NO	SYM-2301000-L4A	NO	SYM-9001200	NO	SYM-9125500-L4A
					
NAME	Crank Shift Oil Seal Driver 35*55*7	NAME	PULLEY DRIVEN FACE OPENER	NAME	Drive Shaft 25*40*7 Oil Seal Drive
NO	SYM-9120900-L4A	NO	SYM-2321000-REA	NO	SYM-9120200-L4A
					
NAME	Inner bearing puller	NAME	Inner Bearing Driver	NAME	Outer bearing puller
NO	SYM-6204022	NO	SYM-6204024	NO	SYM-6204010

					
NAME	Driven pulley bearing installer	NAME	Drive shaft bearing installer	NAME	Counter shaft bearing driver
NO	SYM-9100600-L4A DPB	NO	SYM-9100420-A6305	NO	SYM-9610000-L4A N1820
					
NAME	Clutch nut wrench	NAME	Universal holder	NAME	AC.G. FLYWHEEL PULLER
NO	SYM-9020200	NO	SYM-2210100	NO	SYM-3110000-HMA
					
NAME	Final shaft bearing installer	NAME	Water pump bearing installer	NAME	Balance shaft bearing installer
NO	SYM-9615000-L4A A6206	NO	SYM-1923100-L4A A6203	NO	SYM-1333200-L4A A6304
					
NAME	Water pump seal driver	NAME	Water pump mechanical seal driver	NAME	Water pump mechanical bearing driver N1010
NO	SYM-9120500-L4A	NO	SYM-1721700-H9A	NO	SYM-9100100-L4A

2. Maintenance Information



					
NAME	Crankshaft bearing install / remove tool	NAME	Crankshaft bearing install tool	NAME	Fuel pressure gauge
NO	SYM-9100310-L4A	NO	SYM-9100310-L4A	NO	SYM-HT07010
					
NAME	Vacuum pressure gauge	NAME	Cylinder pressure gauge	NAME	Vehicle circuit test tool kit
NO	SYM-HT07011	NO	SYM-HT07008	NO	SYM-HE170008
					
NAME	Vehicle circuit test harness kit	NAME	Efi System Diagnostic tool		Multi-meter
NO	SYM-HE170008-01	NO			SYM-HE07007-01

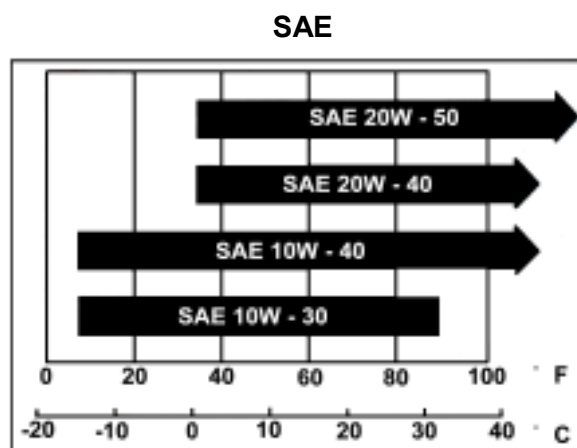
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Oil Pump Disassembly 3-3	

Precautions in Operation

- This chapter contains maintenance operation for the engine oil pump and gear oil replacement.

Specifications

Engine oil quantity	Disassembly : 2000 c.c. Change (with oil filter replaced) : 1900 c.c.
Gear oil	Change : 1800 c.c. Disassembly: 350 c.c. Change: 330 c.c.
Oil	Oil viscosity SEA 10W-40 (Recommended King serial oils)
Gear oil	Gear oil viscosity SEA 85W-140 (Recommended SYM Hypoid gear oils)



Items		Standard (mm)	Limit (mm)
Oil pump	Inner rotor clearance	0.15	0.20
	Clearance between outer rotor and body	0.15~0.20	0.25
	Clearance between rotor side and body	0.04~0.09	0.12

Torque value oil strainer	1.3~1.7 Kgf-m
Gear oil drain plug	1.1~1.4 Kgf-m
Gear oil inspection bolt	1.1~1.4 Kgf-m
Oil pump connection bolt	0.8~1.2 Kgf-m

Troubleshooting

Low engine oil level

- Oil leaking
- Valve guide or seat worn out
- Piston ring worn out

Low oil pressure

- Low engine oil level
- Clogged in oil strainer, circuits or pipes
- Oil pump damage

Dirty oil

- No oil change in periodical
- Cylinder head gasket damage
- Piston ring worn out

3. Lubrication System

Engine Oil

Turn off engine, and park the vehicle in a flat surface with main stand.

Check oil level with oil dipstick

Do not screw the dipstick into engine as checking.

If oil level is nearly low level, fill out recommended oil to upper level.



Oil Change

Caution

Drain oil as engine warmed up so that to make sure oil can be drained smoothly and completely.

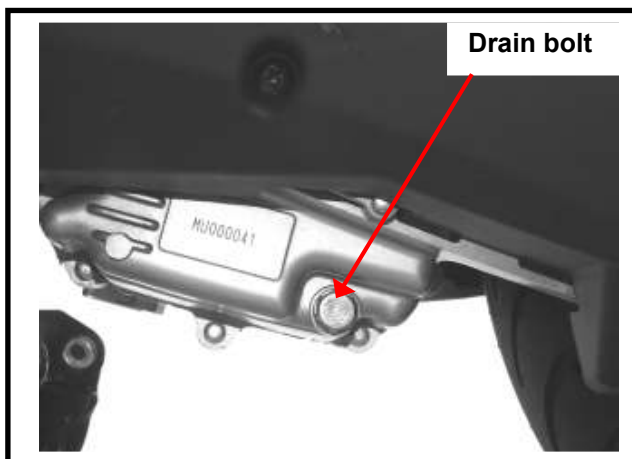
Place an oil pan under the vehicle, and remove oil drain bolt.

After draining, make sure washer can be re-used. Install oil drain bolt.

Torque value: 1.1~1.5 Kgf-m

Fill out engine oil (oil viscosity SEA 10W-40).

Recommended using King serial oil.



Install dipstick, start the engine for running several minutes.

Turn off engine, and check oil level again.

Check if engine oil leaks.



Engine Oil Strainer Clean

Drain engine oil.

Remove oil strainer and spring.

Clean oil strainer.

Check if O-ring can be re-used.

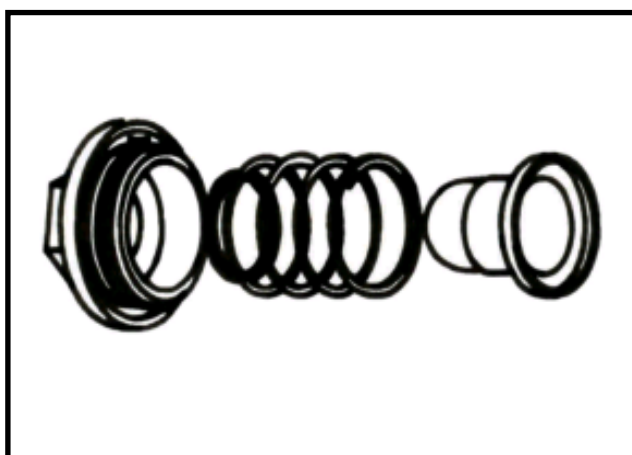
Install oil strainer and spring.

Install oil strainer cap.

Torque value: 1.3~1.7 Kgf-m

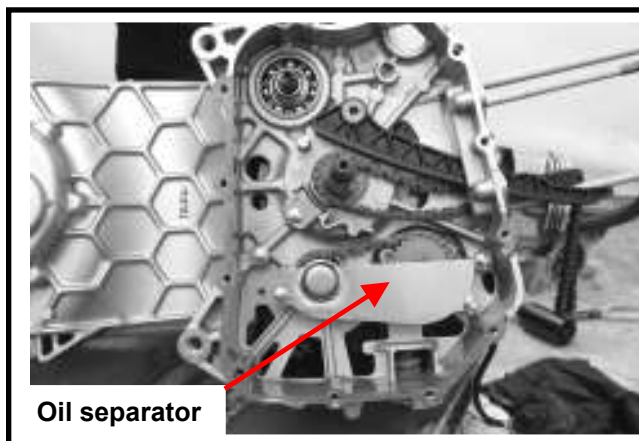
Add oil to crankcase (oil viscosity SAE 10W-40)

Recommended using King serial oil.

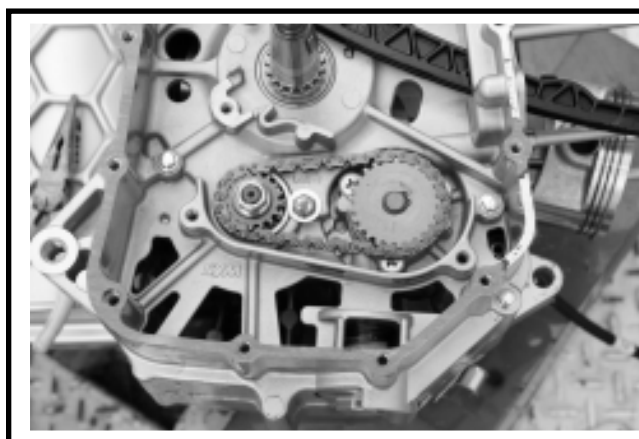


Oil Pump Removal

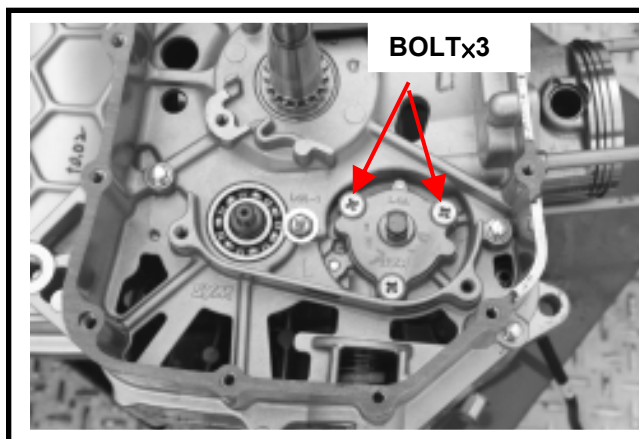
Remove generator and starting gear.
Remove the oil separator (bolt x 2).



Remove snap ring and take out oil pump driving chain and sprocket.
Torque value: 0.8~1.2 Kg-m
Make sure that pump shaft can be rotated freely.

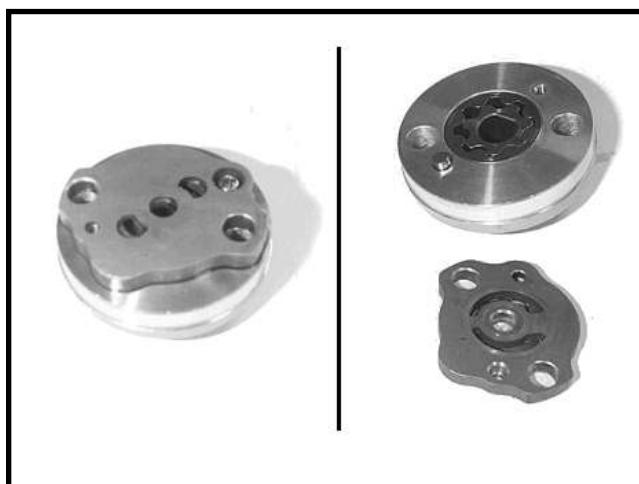


Remove 3 bolts on the oil pump, and then remove oil pump.



Oil Pump Disassembly

Remove the screws on oil pump cover and disassemble the pump as illustration shown.



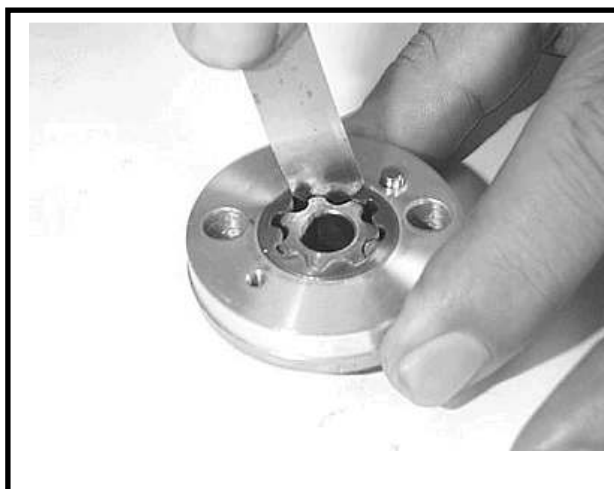
3. Lubrication System

Oil Pump Inspection

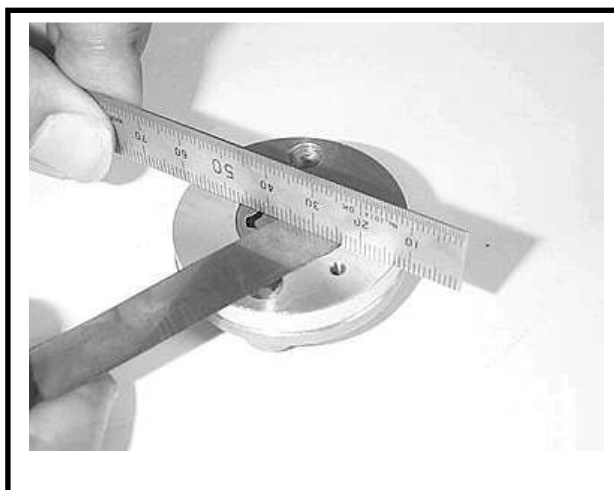
Check the clearance between oil pump body and outer rotor.
Limit: 0.25 mm



Check clearance between inner and outer rotors.
Limit: 0.20 mm

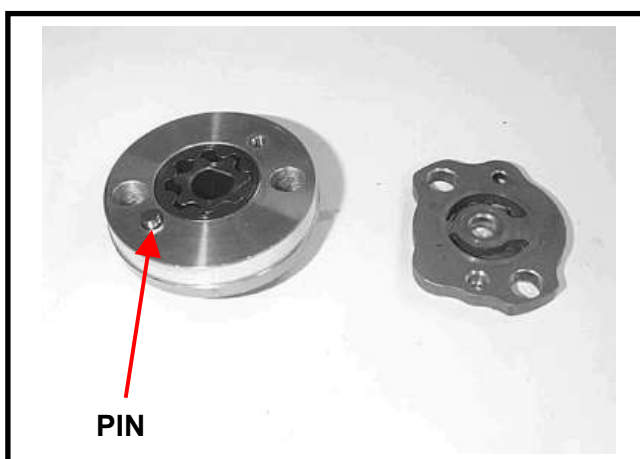


Check clearance between rotor side face and pump body
Limit: 0.12 mm

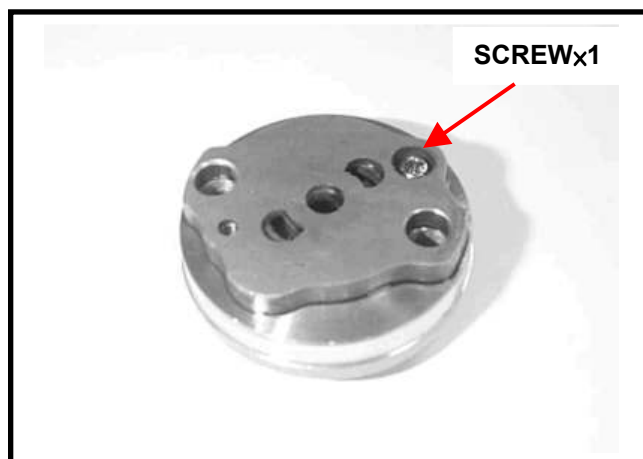


Oil Pump Reassembly

Install inner and outer rotors into the pump body
Align the indent on driving shaft with that of the inner rotor.
Install the driving shaft.
Install fixing pin.

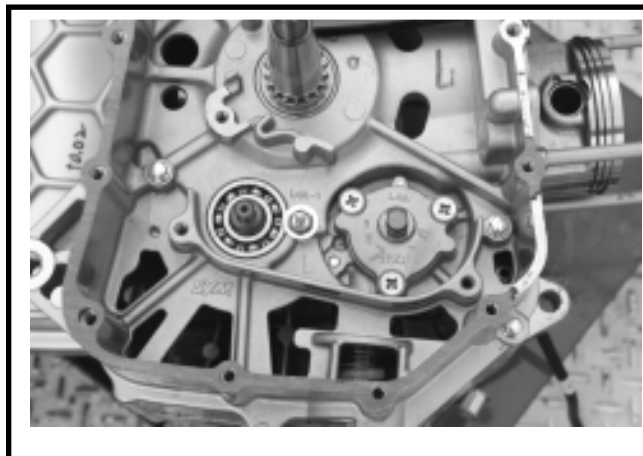


Install the oil pump cover and fixing pin properly



Tighten screw

Make sure that oil pump shaft can be rotated freely.



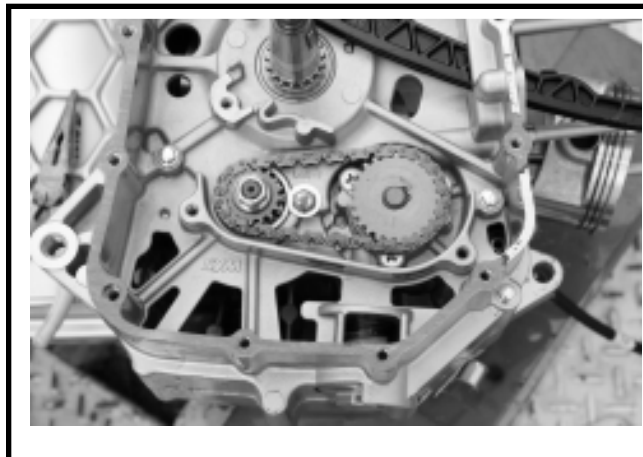
Oil Pump Installation

Install the oil pump, and then tighten bolts.

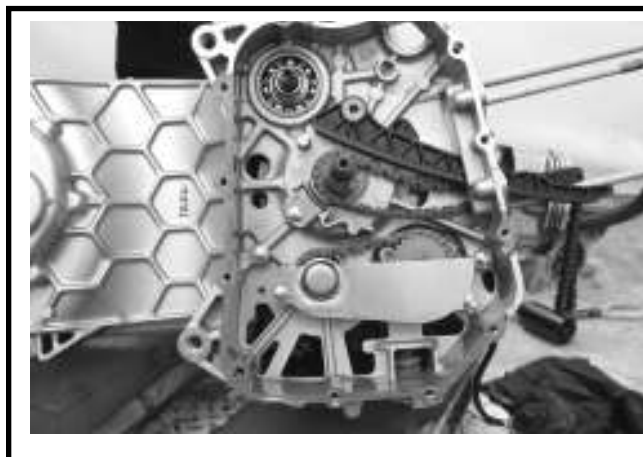
Torque value: 0.8~1.2 Kg-m

Make sure that oil pump shaft can be rotated freely.

Install oil pump driving chain and sprocket, and then install snap ring onto oil pump shaft.



Install starting gear and generator.



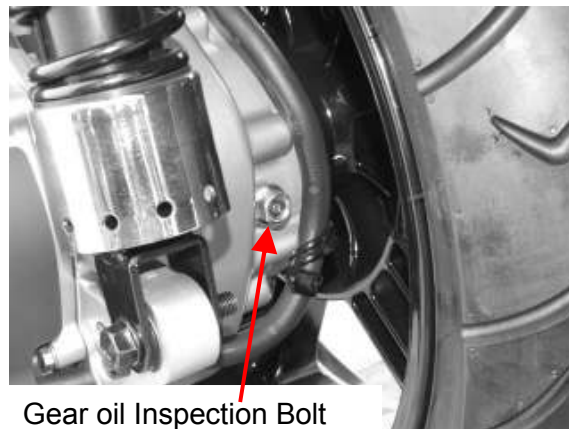
3. Lubrication System

Gear Oil

Oil level inspection

Park the motorcycle on flat surface with main stand.

Turn off the engine and remove oil inspection bolt.



Gear oil Inspection Bolt

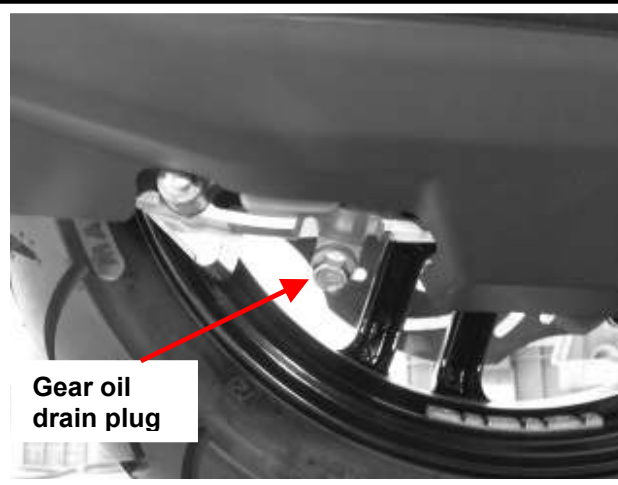
Gear lubrication oil quantity has to be measured with measurement device.

If oil level is too low, add gear oil.

Recommended using King serial oils.

Install oil inspection bolt.

Torque value: 1.0~1.4 Kgf-m



Gear oil drain plug

Gear Oil Change

Remove oil level inspection bolt.

Remove drain plug and drain oil out.

Install the drain plug after draining.

Torque value: 1.0~1.4 Kgf-m

Make sure that the drain plug washer can be reused.

Add oil to specified quantity from the inspection hole.

Gear Oil Quantity: 330 c.c. when replacing it.

Make sure that the bolt washer can be re-used, and install the bolt.

Start engine and run engine for 2-3 minutes.

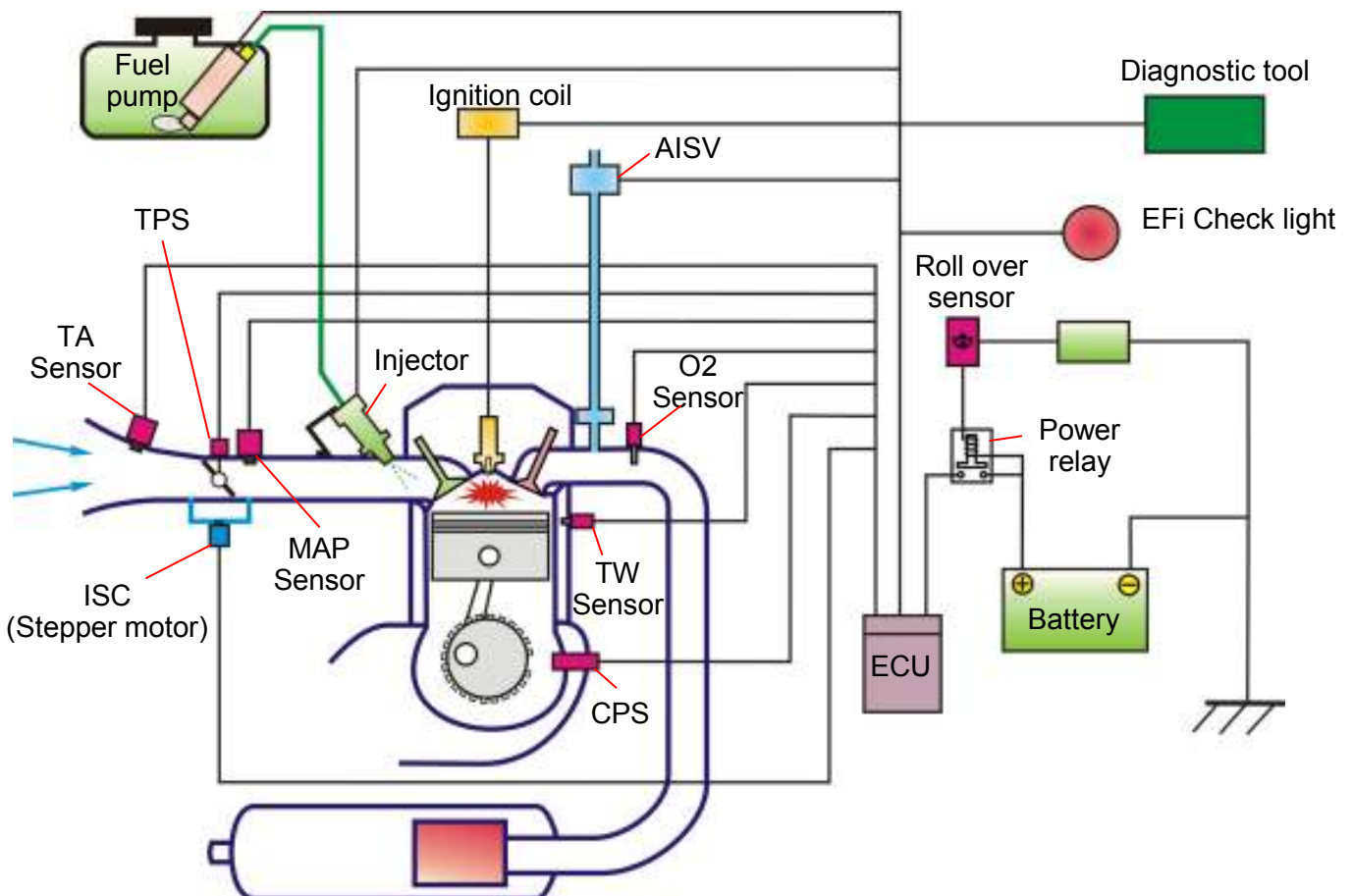
Turn off the engine and make sure that oil level is in correct level.

Make sure that no oil leaking.

4. Fuel Injection System

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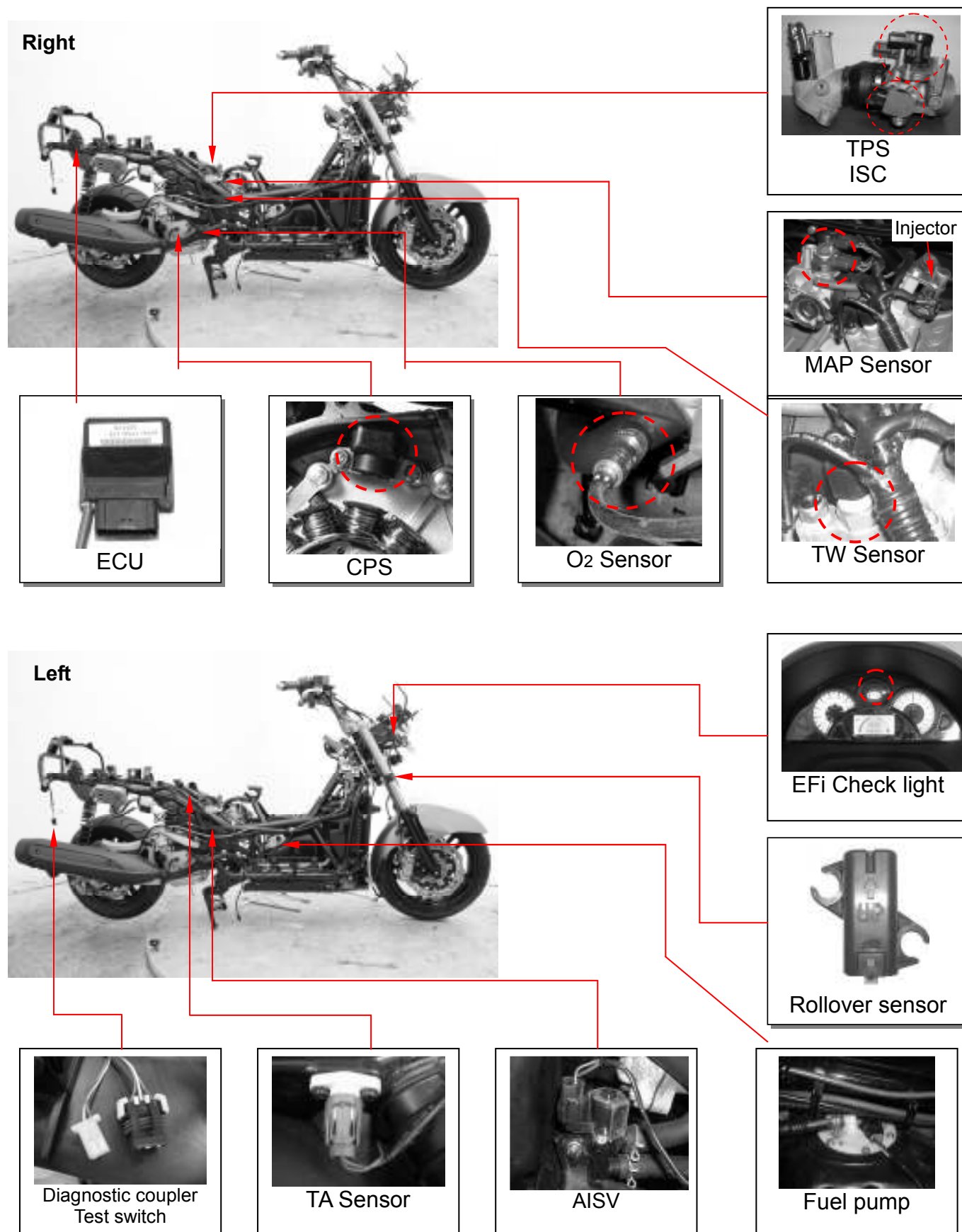
EFi System Components



4. Fuel Injection System



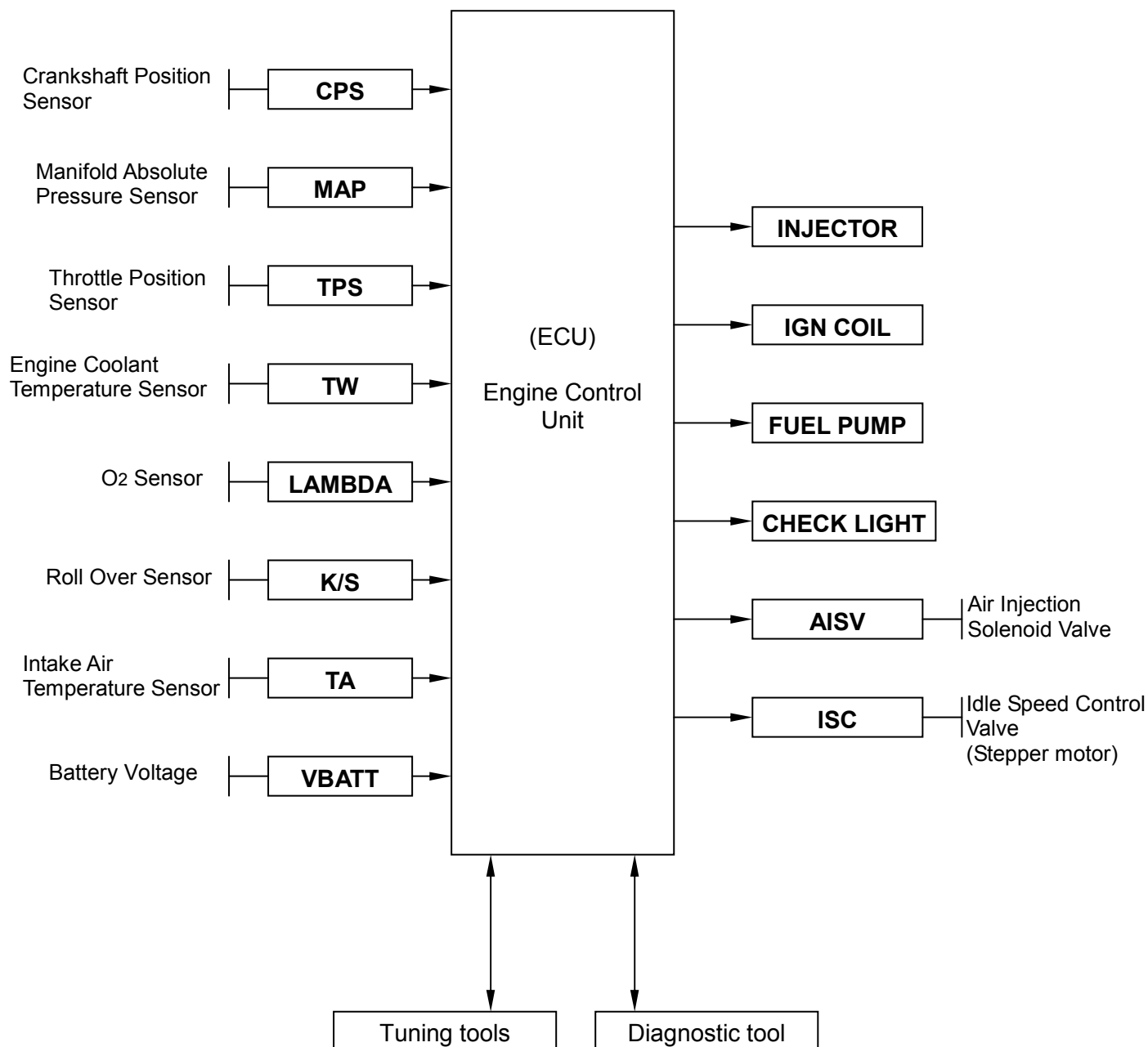
EFi System Vehicle Configuration





4. Fuel Injection System

EFi System Operation



4. Fuel Injection System

EFI System Introduction

Based on 4-stroke SOHC engine, displacement 400 c.c. electronically controlled fuel injection, fuel vapor absorbed by activated carbon canister. The engine burns off the blow-by fuel-gas in the crankcase through the fuel-air separating device. The O₂ sensor enhances the efficiency of the catalytic converter, by dynamically controlling the Fuel/Air ratio.

Electronic Fuel Injection Devices

Consist of fuel supply devices: fuel tank, fuel pump, fuel filter and fuel pressure regulator.

And fuel control devices: fuel injector and ECU.

The fuel is pumped from electrical fuel pump in the fuel tank, to the injector on the inlet pipe. The fuel pressure regulator keeps the fuel pressure around 294 ± 6 kPa. The signals from ECU enable the injector to spray fuel into the combustion chamber once every two crankshaft revolutions. The excessive fuel flows back to the fuel tank through the fuel pressure regulator. Fuel pump is placed within the tank to reduce the working noise, and the complicity of fuel pipes. Electronically controlled ignition and injection system effectively reduce the fuel consumption rate and pollution.

In the traditional gasoline engine, the carburetor supplies the fuel. The process is done by the engine vacuum and the negative pressure in the carburetor by mixing fuel and air. Under this condition, three major processes are done simultaneously in the carburetor:

1. Air quantity measurement.
2. Fuel quantity determination.
3. Mixing of fuel and air.

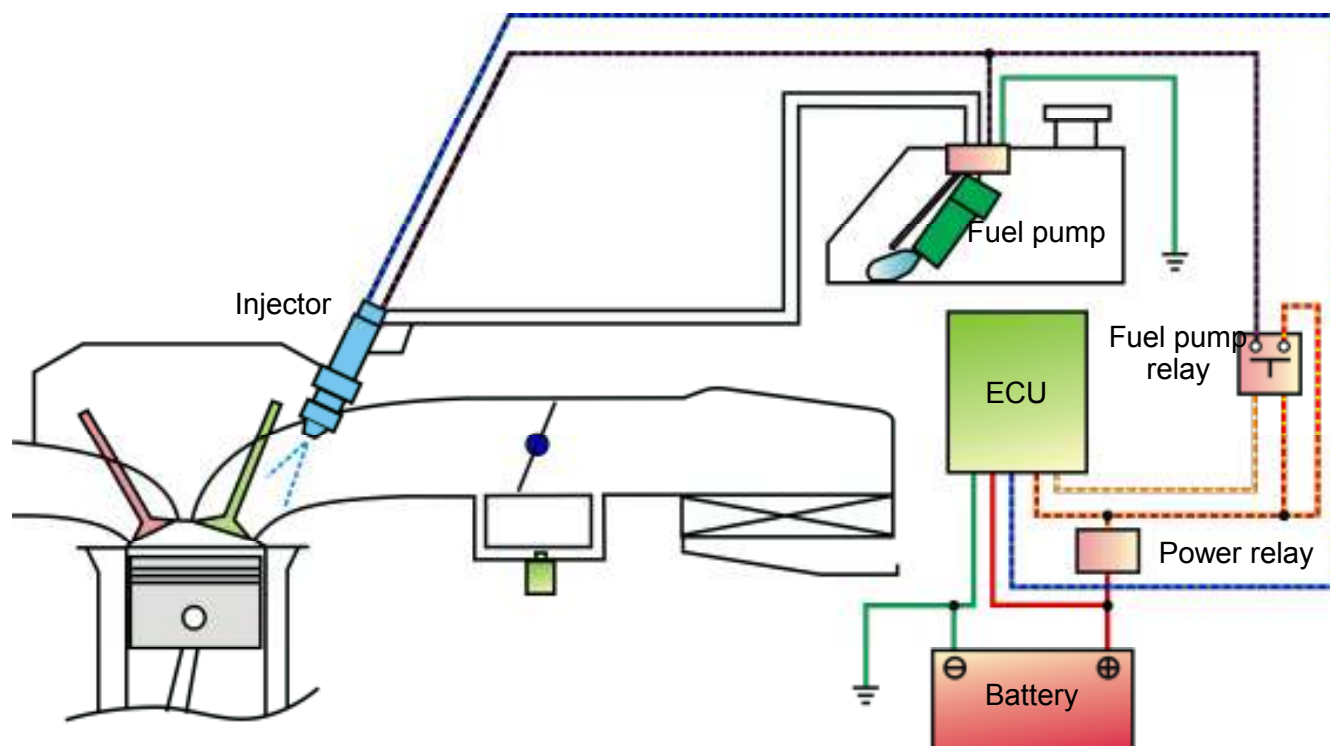
Electronic Fuel Injection System distributes the three major processes to three different devices:

1. MAP / TA sensor measures the air quantity and temperature and sends the signal to ECU as a reference.
2. ECU determines the amount of fuel to be injected, according to the default A/F rate.
3. ECU enables the injector to spray appropriate fuel amount. The independence of these three functions will raise the accuracy of the whole process.

EFI engine uses computer-programmed fuel injection, the main features are:

1. The quantity of fuel injected is decided according the condition of the engine. The engine RPM, and throttle position determines the fuel quantity and injection time-length. This throttle-controlled fuel injection is better responding and more accurate.
2. The quantity of fuel injection, and the determination of injection time length, are all controlled by 16-bit microcomputer.
3. The fuel pressure regulator maintains a 294 ± 6 kPa pressure difference between intake pipe and fuel pipe, raising the accuracy of fuel injection.
4. By measuring the air pressure of intake pipe, this system gives the vehicle better accommodation to the environment.
5. Idle air by-pass system supplies fuel and air to stabilize the idle running, and cold starting.
6. O₂ sensor feeds back the signal to minimize the exhaust pollution.

Fuel System



System Description

1. After Key-on, the sensors signal to be sent to the ECU. ECU controls the fuel pump relay to make the fuel pump operate. If the engine is not started, the fuel pump will be shut down within 2 to 3 seconds in order to save electricity.
Fuel pressure regulator maintains fuel pressure at $294 \pm 6\text{kPa}$ (about 3 kg / cm^2). According to the operating conditions and environmental compensation coefficient, appropriate fuel will be injected. After Key-off or engine stopped operating, the fuel pump stops running.
2. Fuel impurities filtered by the fuel filter should be cleaned regularly.
3. When the engine can not be started, do not keep start motor running continuously which may lead to lack of battery power (less than 10 V) and the fuel pump will not be able to operate. The correct way is to use a new battery.

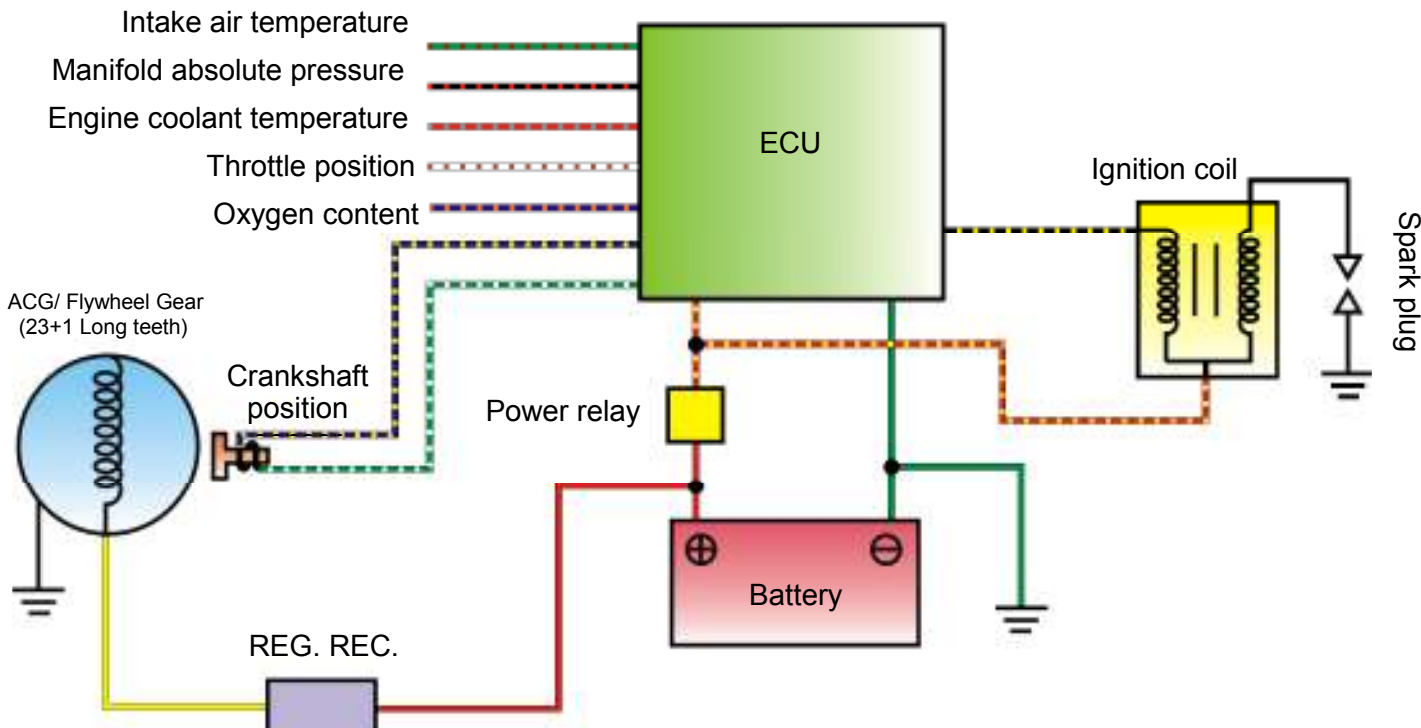
Injector

Eight-hole type injector provides two intake valves fuel injection quantity, enhances the effect of fuel atomization, and reduces HC emissions. Short-type injector cap can easily fix the injector, receive the fuel from the fuel pump, and limit injector rotation sliding. The signals from ECU control the fuel pressure regulator, using the diaphragm and spring to maintain the fuel pressure in $294 \pm 6\text{kPa}$ (about 3 kg / cm^2), and determine the fuel injection quantity by adjusting injection time width under different engine conditions.

Fuel Pump

Electrical fuel pump is placed inside the fuel tank, powered by the battery and controlled by ECU.
Fuel pressure: $294 \pm 6\text{kPa}$ (about 3 kg / cm^2)

Ignition System



Principle

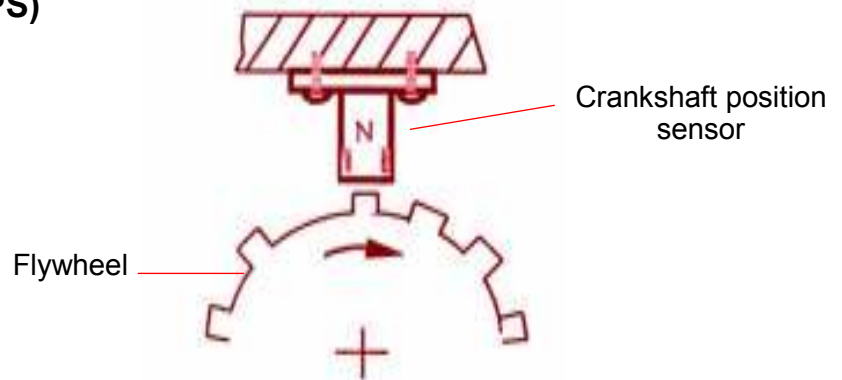
The computer programmed ignition system receives the signals from the Crankshaft position sensor, Throttle position sensor, O₂ Sensor, MAP sensor, Intake air temperature sensor, Engine coolant temperature sensor. Calculating the engine RPM, the 16-bit microcomputer determines the appropriate ignition timing, controls the ignition coil and triggers the spark plug. This way can not only make the engine achieve the maximum power output, but also help improve fuel consumption rate.

Specifications

1. Ignition timing: BTDC 10 ° / 1550RPM
2. Spark plug: NGK CR8E Clearance: 0.6 to 0.7 mm
3. ACG crankshaft position sensor coil resistance: 80 ~ 160 Ω (Green / White - Blue / Yellow)
4. Ignition coil primary circuit resistance: 2.8 Ω ± 15% (20 ° C) (Red / Yellow - Black / Yellow)
5. Battery Type / Capacity: TTZ14S / 12V 11.2Ah

Sensors / Drivers

Crankshaft Position Sensor (CPS)



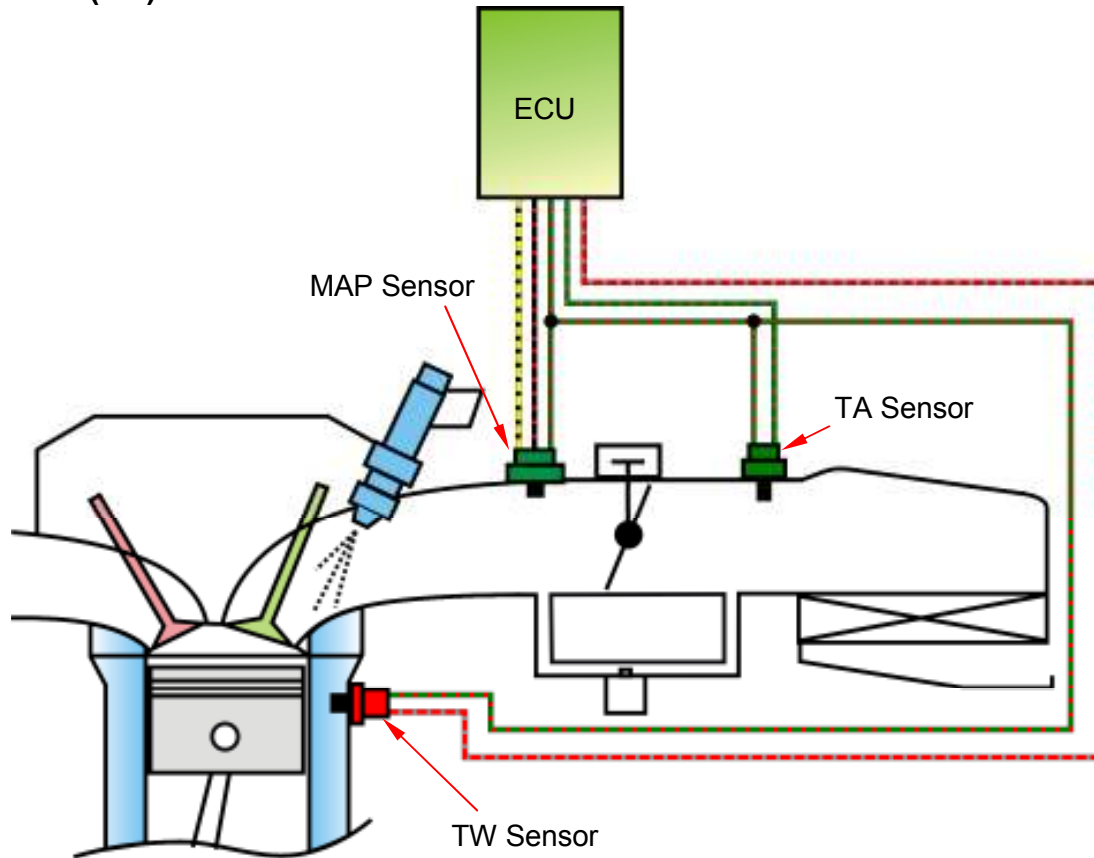
Description

The magnetic field type sensor generates a voltage signal to calculate engine speed with ACG gear ring (18-1 tooth).

There is one tooth every 20 degree on the gear ring. But, one of the teeth is blank for the TDC calculating base.

4. Fuel Injection System

Manifold Absolute Pressure (MAP) / Engine Water Temperature (TW) / Intake Air Temperature (TA) Sensors



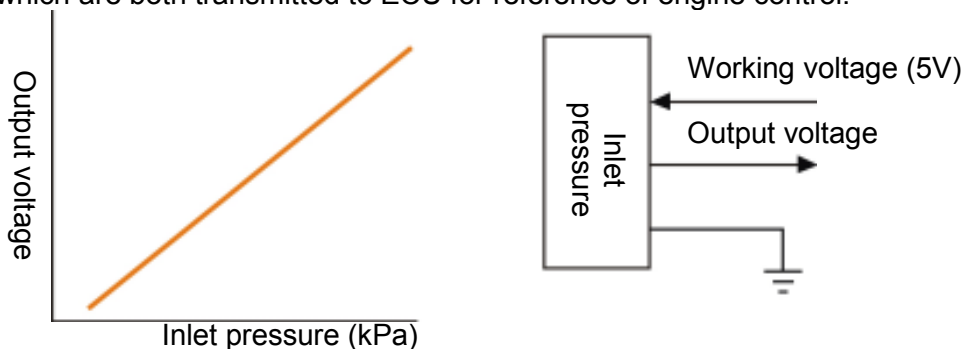
Engine water temperature / Intake air temperature sensor:

Use the variable resistor of negative temperature coefficient (thermistor) to sense the outside temperature. The electrical resistance value goes down when the temperature rises. On the contrary, the electrical resistance value becomes higher when the temperature falls. Sensors provide the temperature of the engine coolant and intake air to ECU to determine the injection and ignition timing.

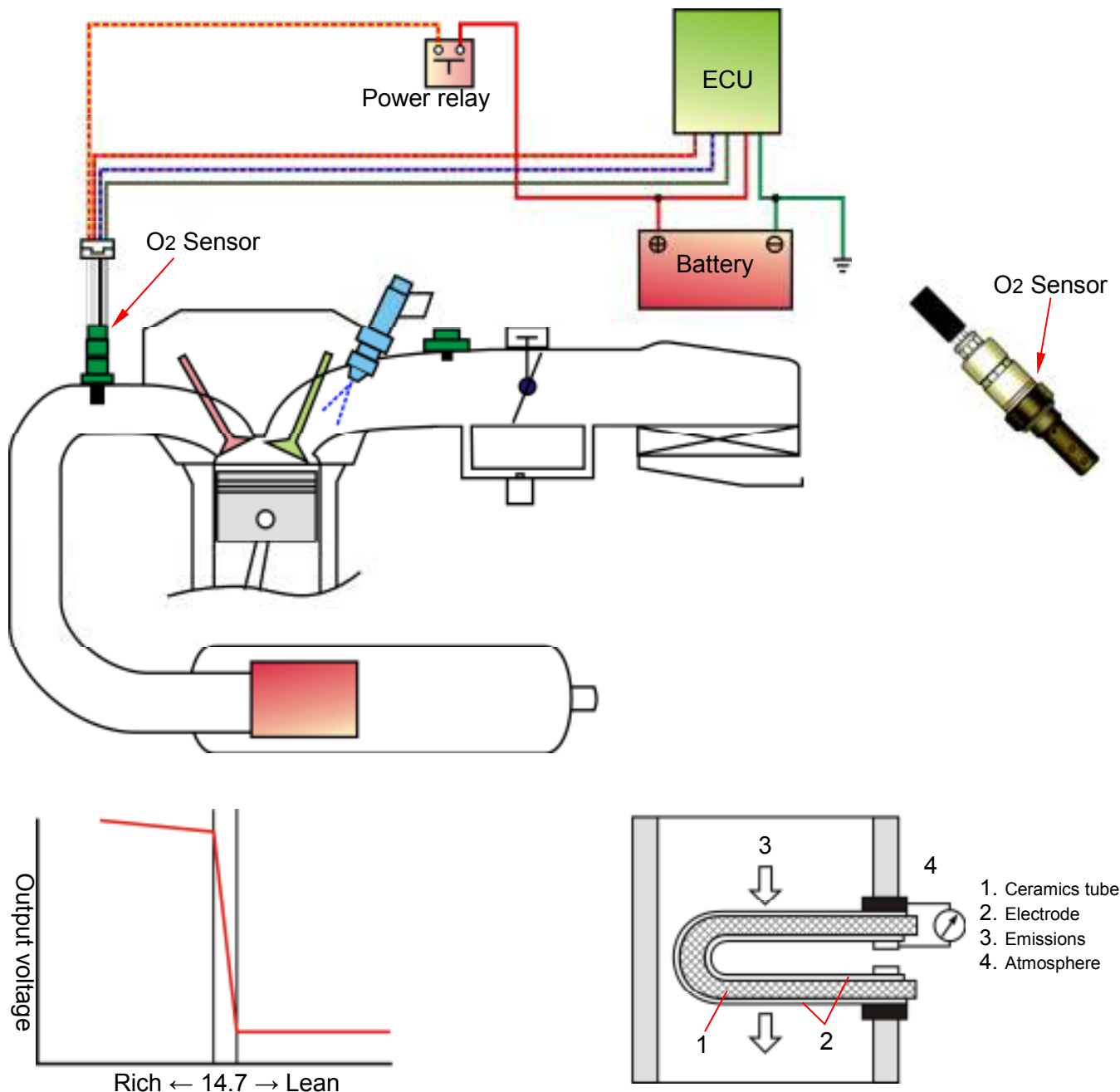


Manifold absolute pressure sensor:

Manifold absolute pressure sensor (MAP Sensor) uses the piezoresistive resistor composed of silicon diaphragm, forming the Wheatstone bridge circuit to measure the atmospheric pressure and the intake manifold pressure, which are both transmitted to ECU for reference of engine control.



O₂ Sensor



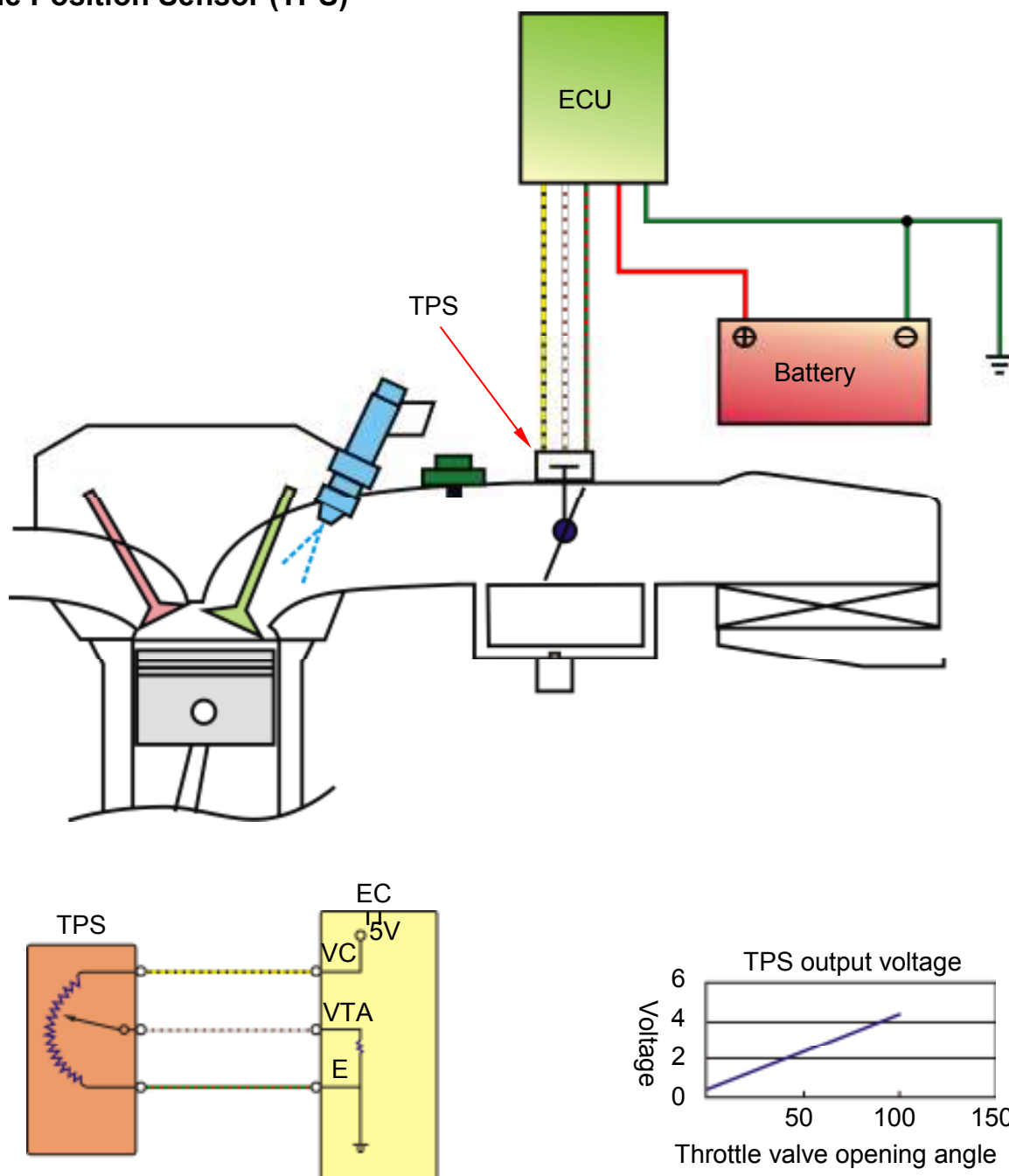
Function

O₂ Sensor measures the proportion of oxygen in the exhaust gas, sending signals to ECU which adjusts the air-fuel ratio by changing the fuel injection time. If the proportion of oxygen is too low, it means the rich air-fuel mixture with higher HC & CO concentration in the exhaust gas. If the proportion of oxygen is too high, it means the lean air-fuel mixture with higher temperature and higher NO_x concentration.

1. O₂ Sensor outputs feedback signal to ECU which keeps the air-fuel mixture near the stoichiometric ratio approximately 14.6 and forms the closed loop control system.
2. When the air-fuel mixture is near the stoichiometric ratio, CO / HC / NO_x are converted most efficiently.
3. O₂ Sensor heater resistance: 6.7 ~ 10.5 Ω
4. O₂ Sensor amendment in the voltage value: between 100 ~ 900 mV

4. Fuel Injection System

Throttle Position Sensor (TPS)



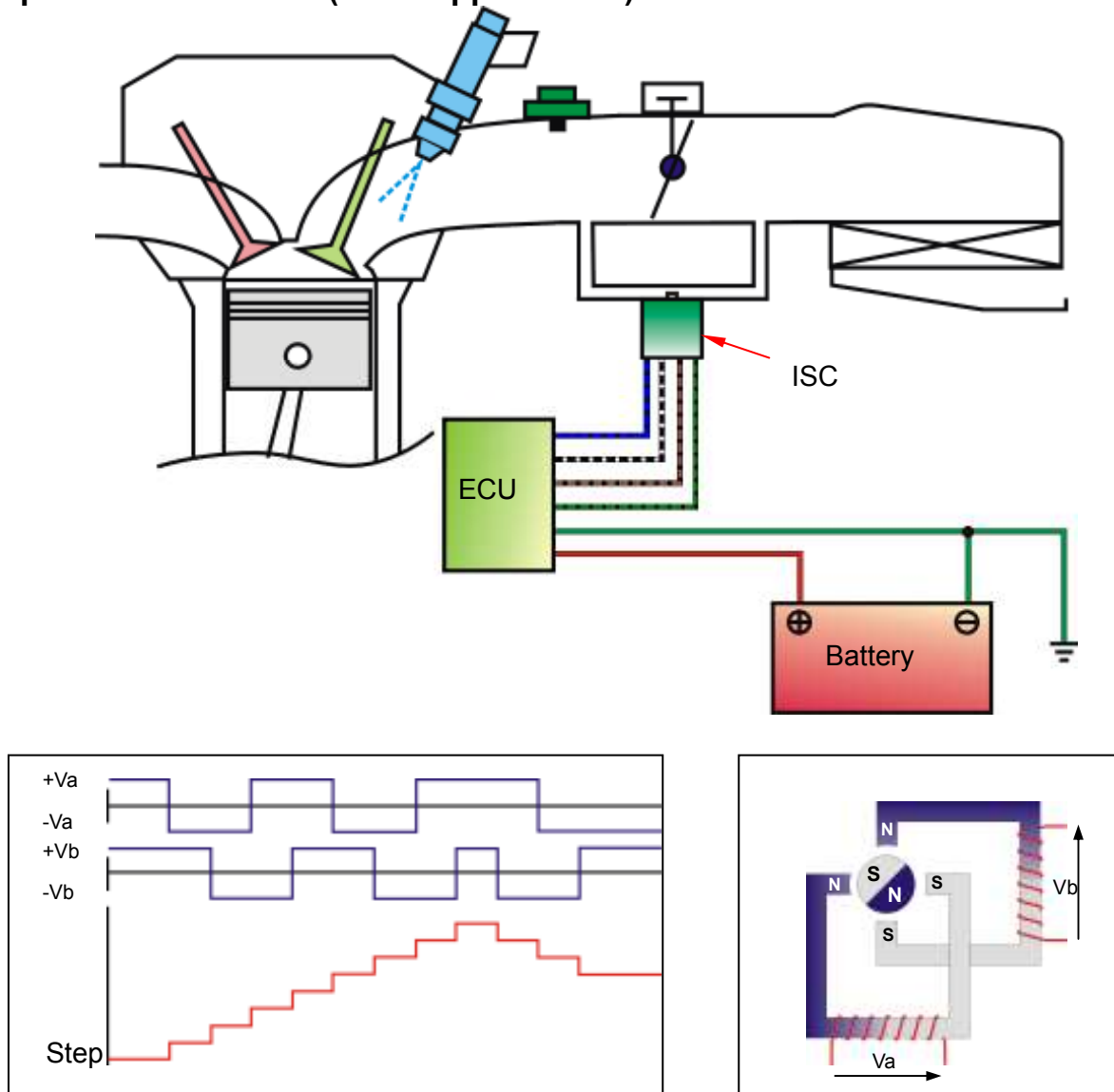
Basic Principle

TPS is a rotary variable electric resistor. When it is rotated, both electric resistance and voltage value change, determining the throttle position.

Function

TPS determines the throttle valve position and sends signal to ECU as reference of engine control.

Idle Speed Control Valve (ISC stepper motor)



Function

ECU controls ISC stepper motor to adjust the bypass intake air quantity and stabilized the idle speed.

4. Fuel Injection System

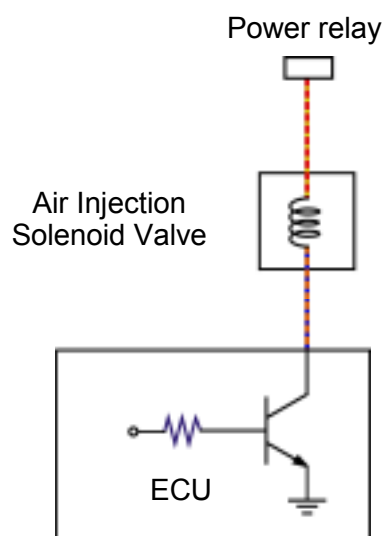
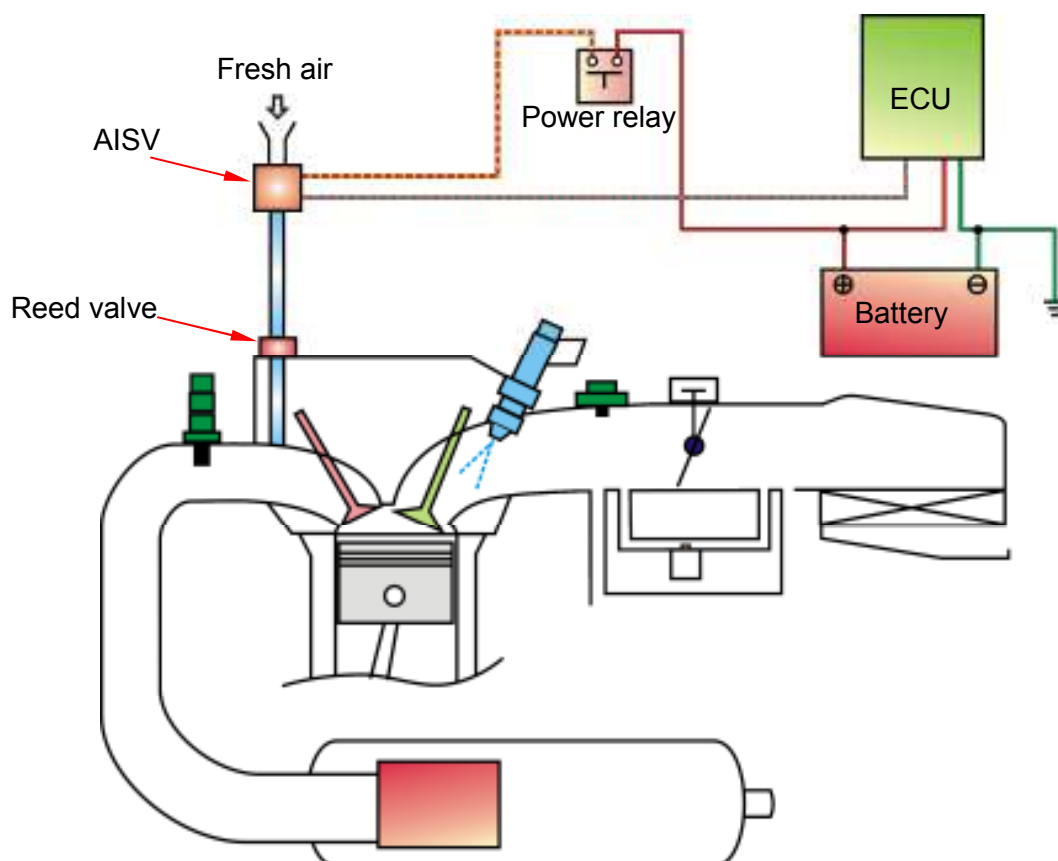
Air Injection Solenoid Valve (AISV)

Function

AISV introduces appropriate air quantity to reduce pollutant emission.

Basic Principle

When the engine RPM and throttle opening are higher than the default value, ECU controls AISV opening or closure.





4. Fuel Injection System

Precautions in Operation

General information

Warning

- Gasoline is a low fire point and explosive material. Always work in a well-ventilated place and flame is strictly prohibited when working with gasoline.
- Before dismantling fuel system parts, leak fuel out first, or grip the fuel pipe by using pliers to prevent fuel from splashing.

Cautions

- Do not bend or twist the throttle cable. Damaged cable will lead to unstable driving.
- When disassembling fuel system parts, pay attention to O-ring position, replace with new one as re-assembly.

Specification

Item	Specifications
Idle RPM	1550±100 rpm
Throttle handle free play	2~6 mm
Fuel pressure	294±6kPa (about 3.0kg/cm ²)

Torque value

Engine Temperature sensor	0.74~0.88 kgf-m
O ₂ Sensor	3.6~4.6 kgf-m

Special Tools

Vacuum Gauge
 Fuel Pressure Gauge
 EFi System Diagnostic Scanner
 Fuel Pipe Pliers

4. Fuel Injection System

EFI System Components Description

ECU (Electronic Control Unit)



Functional Description:

- Powered by DC 8~16V, and has 33-pin socket on the unit.
- The hardware component consists of a 16-bit microcomputer that is its control center. It contains the functional circuit interface of engine condition sensing and the driving actuator for the fuel injector, fuel pump, as well as ignition coil.
- Its major software is a monitor strategy operation program that includes controlling strategy and self-diagnosis programs.

Testing Procedures:

1. Connect the diagnostic scanner to the diagnostic coupler on the vehicle.
2. Key-on but not to start engine, confirm ECU and the diagnostic scanner can be connected or not.
3. Diagnostic scanner will automatically display Version "certification" of the screen.
4. Confirm the application model, version is correct or not.
5. Check if the fault codes exist.
6. Remove the fault codes.
7. Start engine and check the parameters which shown on the diagnostic scanner.



Detection judge:

- Fault codes can be read and cleaned, and the fault codes will not appear again after re-start.

Treatment of abnormal phenomena:

1. Disconnected→ First, check whether the cartridge is correct and ECU is normal or not.
2. Unable to start→ ECU or relevant parts abnormal. Re-confirm after the replacement of abnormal parts.
3. Fault codes appear→ ECU or relevant parts abnormal. Troubleshoot and re-confirm.

Throttle Body

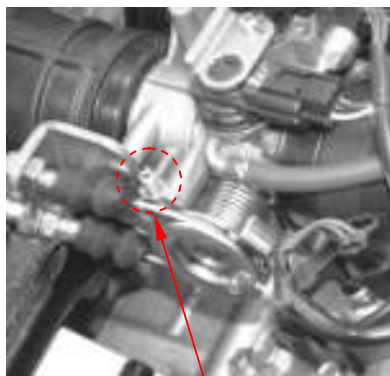


Functional Description:

- Throttle body is the inlet air flow regulating device (similar to the carburetor).
- Throttle valve pivot drives the throttle position sensor synchronously and makes ECU detect the throttle opening immediately.
- Throttle valve positioning screw has been adjusted and marked on the production line. Readjustment is not suggested.

Treatment of abnormal phenomena:

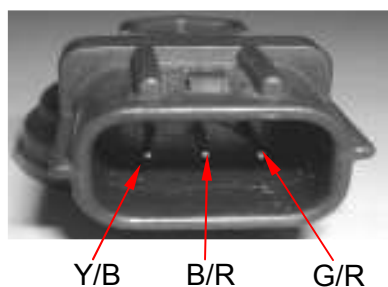
- If all fuel injection associated components identified no adverse, and other traditional engine components are also normal, the engine is still not smooth, please confirm whether the throttle body coke serious.
- If coke serious, please clean throttle body, and then adjust the injection system.



Throttle positioning screw

4. Fuel Injection System

MAP Sensor



Working voltage measurement



Output voltage measurement
plains

Functional Description:

- Powered by 5V DC from ECU. It has 3-pin sockets on the sensor. One terminal is for power, and 1 terminal are for signal output. And, the rest one is for ground.
- The major component of the intake pressure sensor is a variable transistor IC. Its reference voltage is DC 5V, and output voltage range is DC 0~5V.
- It is a sensor by sensing pressure, and can measure the absolute pressure in intake process. It also conducts fuel injection quantity correction based on environmental position level.

Pin	Wire color	Function
Left	Yellow / Black	5V voltage input
center	Black / Red	Signal output
Right	Green / Red	Ground

Testing Procedures:

1. Inlet pressure sensor connector to properly (using the probe tool).
2. Open the main switch, but not to start engine.
3. Use "voltage meter" DC stalls (DCV) to check inlet pressure sensor voltage.
4. Confirmed working voltage:
 - Voltage meter negative access to the inlet pressure sensor third pin (Green / Red).
 - Voltage meter positive access to the inlet pressure sensor first pin (Yellow / Black).
5. Confirmed plains output voltage values:
 - Voltage meter negative access to the inlet pressure sensor third pin (Green / Red).
 - Voltage meter positive access to the inlet pressure sensor second pin (Black / Red)



Cautions

- Attentions to the tools required close to the probe wire waterproof apron penetrate skin and internal terminal before measurements to the correct value.

Detection judge:

- Working voltage value: $5.0 \pm 0.1V$
- Plains output voltage values: $2.87 \pm 0.03V$ (Conditions: In the plains 101.3 kPa Measurement)



Cautions

- The higher the altitude, the measurement value to the lower voltage.
- Sea-level atmospheric pressure = 1Atm = 101.3kPa = 760mmHg = 1013mbar

Treatment of abnormal phenomena:

- Inlet pressure sensor damaged, or poor contact couplers.
- Check whether the abnormal wire harness lines.
- Inlet pressure sensor anomaly, the proposed replacement of the sensor to measure the output voltage.
- ECU anomaly, the proposed replacement of the ECU to measure the working voltage.

TA Sensor



Resistance value measurement

Functional Description:

- Use ECU DC 5V power supply provided, has the two-pin coupler, a voltage output pin; another one for a grounding pin.
- Its main component is a negative temperature coefficient (resistance temperature rise smaller) thermistor.
- Installed in the air cleaner on the intake temperature sensor within the resistance, with the induction to the temperature change, and converted into voltage signals sent to the ECU then calculated the temperature and, in accordance with the ECU temperature and state amendments injection time and ignition angle.

Testing Procedures:

Resistance Value Measurement:

- Dismantled inlet temperature sensor connector.
- Use of the "Ohmmeter" Ohm stalls, inspection sensor resistance.

Detection judge:

Resistance value and the temperature between relationships as follows

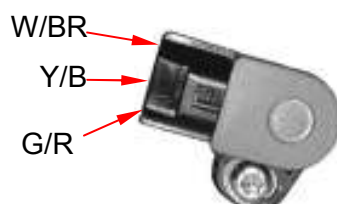
Temperature (°C)	Resistance value (KΩ)
-20	18.8 ± 2.4
40	1.136 ± 0.1
100	0.1553 ± 0.007

Treatment of abnormal phenomena:

- Temperature sensor damaged or connector poor contact.
- Check whether the abnormal wire harness lines.
- Temperature sensor anomaly, the proposed replacement of the temperature sensor.

4. Fuel Injection System

TPS



Functional Description:

- Use ECU provided DC 5V power supply, has the three-pin coupler, one for the power supply pin; one for a voltage output pin; one for a grounding pin.
- Its main component is a sophisticated type of variable resistor.
- Installed on the throttle body beside the throttle through (the accelerator) rotates, the output of linear voltage signal provided ECU perception and judgment then throttle position (opening), and in this signal with have the most appropriate fuel injection and ignition timing control.

Pins	Wire color	Function
Upper	White / Brown	Signal output
Center	Yellow / Black	5V voltage input
Under	Green / Red	Ground



Working voltage measurement



TPS output voltage – throttle fully closed



TPS output voltage – throttle fully opened

Testing Procedures:

1. Sensor connected properly (using the probe tool), or can be removed connector to voltage measurements (direct measurement).
2. Opened the main switch, but do not to start engine.
3. Use "voltage meter" DC stalls (DCV) to check sensor voltage.
4. Confirmed working voltage:
 - Voltage meter negative access to the inlet pressure sensor third pin (Green / Red).
 - Voltage meter positive access to the inlet pressure sensor first pin (Yellow / Black).
5. Throttle output signal recognition (using the probe tool)
 - Voltage meter negative access to the sensor third pin (Green / Red).
 - Voltage meter positive access to the sensor first pin (white / Brown).
 - Measurements were full throttle at full throttle closed the values of the output voltage.

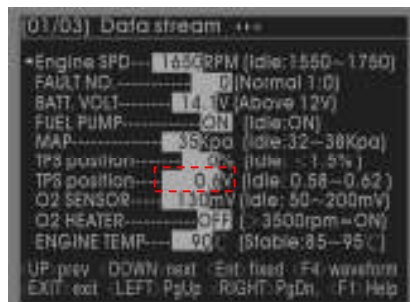


Cautions

- Attentions to the tools required close to the probe wire waterproof apron penetrate skin and internal terminal before measurements to the correct value.

Detection judge:

- Working voltage value: $5.0 \pm 0.1V$
- TPS output voltage – throttle fully closed : $0.6 \pm 0.02V$
- TPS output voltage – throttle fully opened: $3.78 \pm 0.26V$



Throttle output signal
measurement

Also, can be used for diagnosis tool confirm to the throttle output signal.

1. Connected to the "diagnosis tool", and open the main switch, but not to start engine.
2. "Diagnosis tool" screen switches to a "data analysis (01 / 03)" screen.
3. Rotations throttle and check voltages.

Treatment of abnormal phenomena:

- Throttle sensor damage or connector poor contact.
- Check whether the abnormal wire harness lines.
- Throttle sensor anomaly, the proposed replacement of the throttle sensor to measure the voltage.



Warning

- Throttle sensor prohibited removed from the throttle body to do any testing.

4. Fuel Injection System

TW Sensor



Functional Description:

- Powered by 5V DC from ECU. It has the two-pin socket on the sensor. One terminal is for power output, and 1 terminal are for ground.
- Its main component is a negative temperature coefficient (resistance temperature rise smaller) thermistor.
- Installed in the cylinder head, the engine temperature sensor resistance, with the induction to the temperature change, and converted into voltage signals sent to the ECU was calculated engine temperature, ECU accordance with the engine warm up to amendment the injection time and ignition angle.



Resistivity measurements

Testing Procedures:

- Dismantled engine temperature sensor.
- Use of the "meter" Ohm stalls, inspection sensor resistance.

Detection judge:

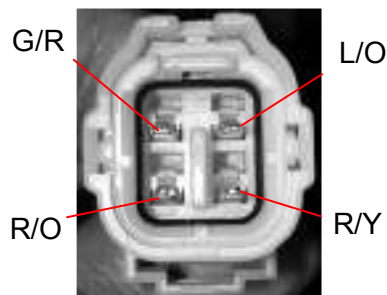
Resistance value and the temperature between relationships as follows:

Temperature (°C)	Resistance value (KΩ)
-20	18.8 ± 2.4
40	1.136 ± 0.1
100	0.1553 ± 0.007

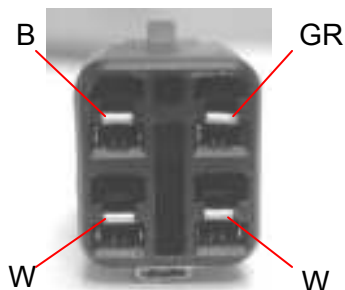
Treatment of abnormal phenomena:

- Temperature sensor damaged or couplers to poor contact.
- Check whether the abnormal wire harness lines.
- Temperature sensor anomaly, the proposed replacement of the temperature sensor.

O₂ Sensor



Confirmed working voltage



Resistance Confirmation

Functional Description:

- Use 8 ~ 16V DC power supply, has the 4-pin coupler, a power supply pins for heater; for a heater control pin; signal for a grounding pin; O₂ for a signal pin.
- O₂ Sensor output feedback signal to the ECU fuel ratio control in the vicinity of 14.5 ~ 14.7, a closed-loop fuel control.
- When the air-fuel ratio control in the near equivalent, CO / HC / Nox to have the highest conversion efficiency.

Testing Procedures:

1. Voltage confirmed:

- Removed O₂ Sensor and the wire harness between the coupler.
- Open the main switch, but not to start engine.
- Use "voltage meter" DC stalls (DCV) to check inlet pressure sensor voltage.
- Confirmed working voltage:
Voltage meter negative access to the wire harness sensor coupler 2nd pin (Red / Orange).

Voltage meter positive access to the wire harness sensor coupler first pin (Red / Yellow).

2. Resistance Confirmation:

- Remove O₂ Sensor and the wire harness between the coupler.
- Use of the "meter" Ohm stalls, Measurement O₂ Sensor heater resistance.
- Measurement resistance value
Ohm meter negative access to the O₂ sensor coupler 2nd pin (White).
Ohm meter negative access to the O₂ sensor coupler first pin (White).

4. Fuel Injection System



Numerical voltage changes that the situation.

1. Used the diagnosis tool to confirm of O₂ sensor work situations:

- Connected the "diagnosis tool" to diagnosis coupler and open the main switch to start the engine.
- Engine to be completely warm-up (idling state operation "5 minutes" above).
- Screen will switch to the diagnosis tool of "DATA STREAM 01/01" screen, select "O₂ Sensor" project, and switches to a wave of images, turn the throttle engine speed to about 4500 rpm, Observation O₂ Sensor actuator circumstances.
- Observation O₂ Sensor voltage values that the situation changes.

Detection judge:

- Working voltage value: **above 10V**
- Resistance value: **6.7~10.5Ω**
- O₂ Sensor amendment in the voltage value of between 100 ~ 900 mV beating; representatives pollution closed-loop control system to normal, if contrary to maintain a fixed value for abnormalities.



Treatment of abnormal phenomena:

- O₂ sensor damaged, heater damaged or couplers to poor contact.
- Check whether the abnormal wire harness lines.
- O₂ Sensor anomaly, the proposed replacement of the O₂ Sensor , and measurements again.

Roll over sensor

Functional Description:

- Control power of the power relay coil, has the three-pin socket.
- When vehicles tilt angle greater than 65 degrees, roll over sensor will be the implementation of ECU system power off. At this point once again to restart the engine, the need to re-open a main switch.
- This as a safety device, when the dumping of vehicles, be cut off power supply of ECU, and engine stop.

Testing Procedures:

- Because of the roll over sensor for the electronic control agencies, not against removed after a single measurement.
- Normal state, after power is turned on the main switch, measurement of ECU power relays red / yellow line to the Green Line (ground), the power supply voltage measurement can determine whether it is normal for the roll over sensor.

Detection judge:

Voltage: **Supply voltage = Battery voltage**

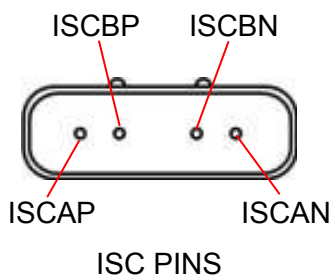
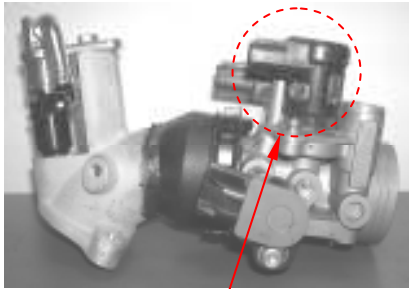
Treatment of abnormal phenomena:

Vehicle state vertical, power relays or ECU without electricity supply.

- Roll over sensor internal short circuit or open circuit, or coupler bad contact.
- Check whether the abnormal wire harness lines.
- Roll over sensor anomaly, the proposed replacement of the roll over sensor.

4. Fuel Injection System

ISC (stepper motor) :



A phase measurement of the resistance value



B phase measurement of the resistance value

Functional Description:

- Use ECU provided power, has the four-pin socket.
- 4-pin coupler for the two motor coils of the power supply and grounding wire, grounding ECU power through the control and management of the stepper motor actuators.
- If it's mainly low-power DC motors, drives idle speed control valve (ISC) of the movement to adjust the idle air flow channel size, control of idle speed of the engine in the cold or hot.

Testing Procedures 1:

Resistance Confirmation:

- Idle Air Control Valve will be demolished down coupler (directly in the body, can also measure).
- Use of the "meter" Ohm stalls (Ω), measurement of the two step motor coil resistance values.
A phase: ISCAP and ISCAN
B phase: ISCBP and ISCBN

Inspection of the actuation (testing can only be on engine, not a single test):

- Closure of the main switch.
- Use hand to touch Idle Air Control Valve body.
- Open the main switch.
- Feeling the Idle Air Control Valve Actuation.



Cautions

- Dynamic checking for Idle Air Control valve, can only be tested on the engine, not a single test.

Detection judge:

1. Resistance value:

A phase: $80 \pm 10\Omega$ (Environmental conditions: $15 \sim 25^\circ\text{C}$)

B phase: $80 \pm 10\Omega$ (Environmental conditions: $15 \sim 25^\circ\text{C}$)

2. Actuator inspection:

In the above steps Idle Air Control Valve (ISC) Idling motor actuator control of inspection, ISC will be slightly vibration or "... da... da..." continuous sound.

Treatment of abnormal phenomena:

- Idle air control valve damage, or poor coupler contact.
- Check whether the abnormal wire harness lines.
- Idle Air Control Valve anomaly, the proposed replacement of the Idle Air Control Valve, further inspection of its actuator.

Fuel Pump



Functional Description:

- Powered by DC 8~16V, and has four-pin socket on the pump.
- The two terminals are connected to power source and ground respective. The ECU is to control and manage the operation of fuel pump through electrical power.
- Its major component is a driving fan pump that equipped with a low electrical consuming DC motor. Powered by 12V voltage and keep fuel pressure inside the fuel pump in $294 \pm 6 \text{ kPa}$ (about 3 kg / cm^2).
- The fuel pump is located inside of the fuel tank, and installed a filter in front of its inlet so that can prevent from foreign materials sucking into the fuel pump to damage it and the fuel injector.

Testing Procedures 1:

Fuel pump working voltage confirmed:

- Fuel pump coupler to properly (using the probe tool), or can be removed coupler working voltage measurements (direct measurement).
- Open the main switch, but not to start engine.
- Use "voltage meter" DC stalls (DCV) to check fuel pump voltage.
- Confirmed working voltage:
Voltage meter negative access to the wire harness fuel pump coupler 2nd pin (Green).
Voltage meter positive access to the wire harness fuel pump coupler first pin (Black / Purple).



Confirmed working voltage



Cautions

- Conducting fuel pump voltage measurement, if the main switch to open three seconds after the engine did not started, the ECU will automatically cut off the fuel pump power supply.

Detection judge 1:

1. Working voltage value: **Above 10V**
2. Resistance value: **$1.5 \pm 0.5 \Omega$**
3. Fuel pressure: **$294 \pm 6 \text{ kPa}$ (about 3 kg/cm^2)**

4. Fuel Injection System



Fuel system pressure measurement

Testing Procedures 3:

Fuel pressure measurement:

- Use fuel pressure gauge, connected in series between the injector and the fuel tank.



Cautions

- In the implementation of the fuel pressure measurement, will go to the demolition of the fuel hose, such as: injector or fuel pump hose, hydraulic measurements after, be sure to confirm whether there is a leakage of fuel situation in order to avoid danger.



Fuel pressure measurement demolition - injector

Detection judge 3:

1. Fuel pressure: $294 \pm 6 \text{ kPa}$ (about 3 kg/cm^2)

Treatment of abnormal phenomena:

1. Fuel pump damages internal coil break, or coupler bad contact.
2. Fuel filter blockage.
3. Fuel pump anomaly, the proposed replacement of the fuel pump.
4. Fuel unit anomaly, the proposed replacement of the fuel unit.



Fuel pressure measurement demolition - fuel pump

Fuel Injector



Functional Description:

- Powered by DC 8~16V, and has two-pin socket on the injector.
- Its major component is the solenoid valve of high resistance driven by electronic current.
- The two terminals are connected to power source and ground respective. It is controlled by ECU to decide the injection timing, and the injector pulse width.

Testing Procedures:

1. Resistance Confirmation:
Use of the "meter" Ohm stalls (Ω), measurement of the injector resistance value.
2. Injector injection state examination:
 - Removed the injector fixed bolt and removed the injector from intake manifold, but not removal of harness coupler.
 - Injector and injector cap tightly by hands, fuel spills should not be the case.
 - Key-on and start the engine, injector injection state examination.



Injector resistance confirmation

Detection judge:

1. Between the two pin resistance values: $10.5 \pm 0.53 \Omega$
2. injection state:
 - Fuel atomizing good, with a clear scattering angle $\rightarrow$ judged as normal.
 - Injection-state such as water, no obvious scattering angle $\rightarrow$ found abnormal.

Treatment of abnormal phenomena:

1. Injector abnormal, the proposed replacement of the new one injector.
2. Injection-state abnormal, for the following reasons:
 - Injector obstructive $\rightarrow$ the proposed replacement of the new one injector.
 - Fuel pressure shortage $\rightarrow$ confirmed hydraulic pressure, the proposed replacement fuel pump to confirm.



Warning

- Gasoline is lower ignited explosive materials, in the ventilation premises operations, and prohibited fire.
- In the inspection injector fuel injection state, the outflow of gasoline, and the application of appropriate collection containers, so as to avoid danger.



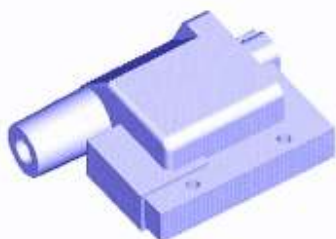
Injection-state atomizing good



Injection-state unusual

4. Fuel Injection System

Transistor ignition coil



First circuit coil resistance measurement

Functional Description:

- Use 8 ~ 16V DC power supply, has the two-pin socket.
- Two-pin socket for the power supply and grounding. Its main components for the high conversion ratio transformer.
- Through computer programs when the ignition is controlled, from ignition timing (TDC) / crank position sensor, the throttle valve position sensor, engine temperature sensor, the inlet pressure sensor and O₂ Sensor, issued by the signal, with the engine Speed through the ECU to determine the appropriate ignition is, by the current of a crystal intermittent control, a 25000-30000 volts of secondary hypertension, flashover triggered spark plug, this approach will not only enable the engine to achieve maximum output function, also help to improve the efficiency of fuel consumption and pollution improvements.

Testing Procedures:

Resistance Confirmation:

- Removed coil first circuit plugs on the ignition coil (Red / Yellow & Black / Yellow).
- Use of the "meter" Ohm stalls (Ω), measurement of the ignition coil resistance value.

Detection judge:

- Ignition coil primary circuit: $2.8\Omega \pm 15\%$ (20°C)

Treatment of abnormal phenomena:

1. Ignition coil internal coil disconnection damaged, or plugs bad contact.
2. Ignition coil ignition is not abnormal, proposes to replace the ignition coil.

Crankshaft position sensor



Measurement resistance value

Functional Description:

- Do not need for an external power supply, has two-pin of signal plug.
- Constitutes a major change in its reluctance induction coil.
- The spacing of flywheel and sensor should be 0.7 to 1.1 mm.
- Magnetic induction sensor is the use of flywheel on the Gear (18-1 tooth) rotary cutting induction coil changes in the magnetic field sensor with the inductive voltage signal for ECU judgment, calculated at the engine speed and crankshaft position, and with a most appropriate time of fuel injection and ignition control.

Testing Procedures:

Resistance Confirmation:

- Removed crankshaft position sensor coupler (Blue / Yellow & Green / White).
- Use of the "meter" Ohm stalls (Ω), measurement of the crankshaft position sensor resistance value.

Detection judge:

- Resistance value: $80 \sim 160\Omega$ (20°C)

Treatment of abnormal phenomena:

1. Sensor internal coil interrupted damaged, or coupler bad contact.
2. Check whether the abnormal wire harness lines.
3. Sensor coil anomaly, the proposed replacement of the new one.

AISV



Functional Description:

- Control power, has two-pin socket, one for the power supply pin, one for grounding pin.
- Secondary air injection solenoid valve at the Idle (3500 rpm below) actuator.
- At Idling, ECU control solenoid valve by the grounding circuit to be moving or closing.



Testing Procedures:

Resistance Confirmation:

- Use of the "meter" Ohm stalls (Ω), measurement of the secondary air injection solenoid valve resistance value.

Detection judge:

Resistance value = $26 \pm 2.6\Omega$ (20°C)

Treatment of abnormal phenomena:

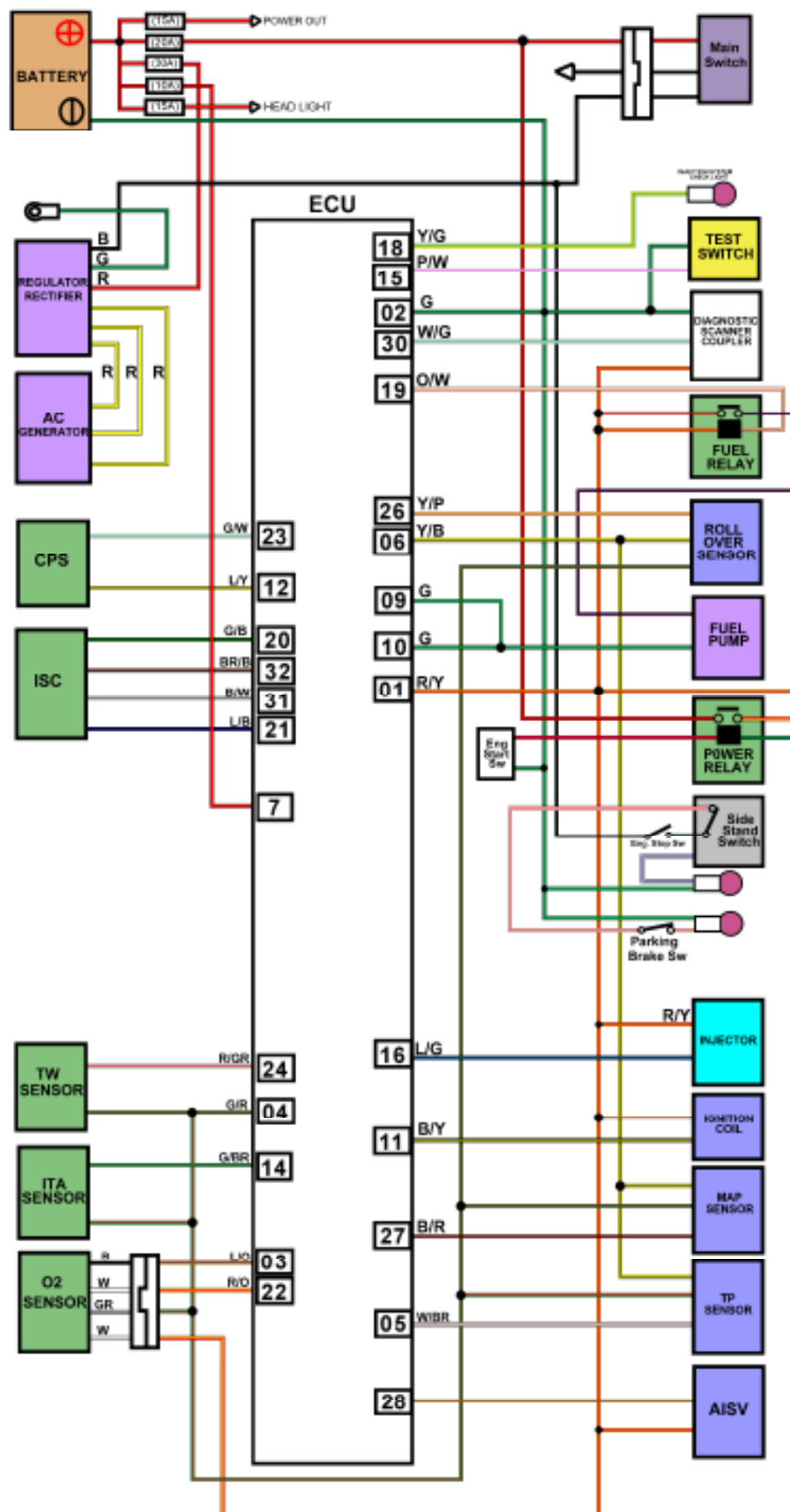
- Secondary air injection solenoid valve internal short circuit or open circuit, or coupler bad contact.
- Check whether the abnormal wire harness lines.
- Secondary air injection solenoid valve anomaly, the proposed replacement of the new one.



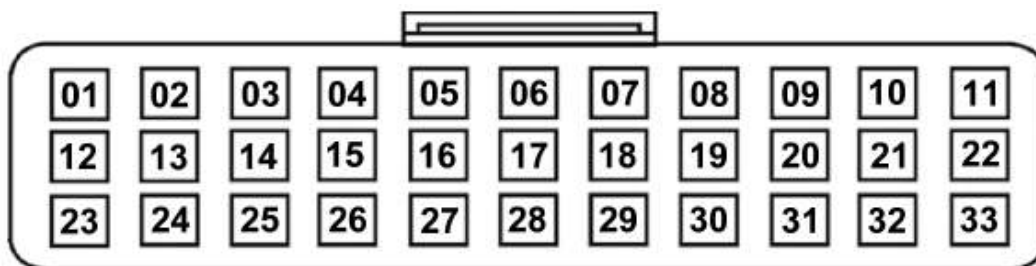
4. Fuel Injection System



EFI System Circuit



ECU Pin Configuration (ON ECU)



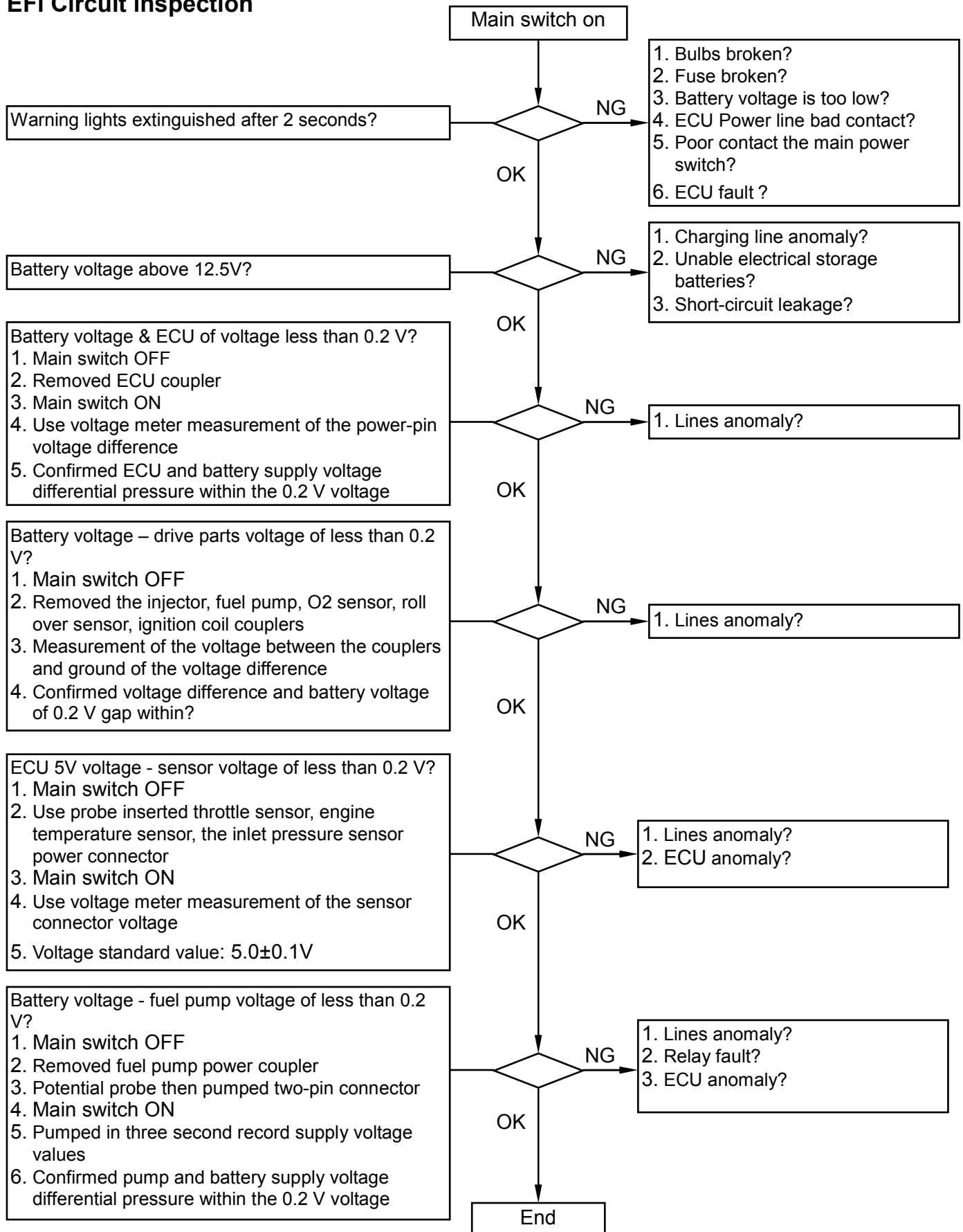
ECU Pin Note

Pin NO.	Pin code	Wire color	Note
1	IGP	R/Y	IGNITION POWER
2	LG	G	LOGIC GROUND
3	HEGO	L/O	O2 SENSOR
4	SG	G/R	SENSOR GROUND
5	TH	W/BR	THROTTLE POSITION SENSOR
6	VCC	Y/B	SENSOR POWER OUTPUT (+5V)
7	BATT	R	BATTERY
8	-	-	-
9	PG1	G	POWER GROUND1
10	PG2	G	POWER GROUND2
11	IG	B/Y	IGNITION COIL
12	CRK-P	L/Y	CRANK PULSE SENSOR
13	-	-	-
14	TA	G/BR	AIR TEMP. SENSOR
15	TEST	P/W	TEST SW
16	INJ	L/G	INJECTOR
17	-	-	-
18	MIL	Y/G	MULTI INDICATOR LAMP
19	FLPR	O/W	FUEL PUMP RELAY
20	ISCBP	G/B	IDLE SPEED CONTROL + B
21	ISCAP	L/B	IDLE SPEED CONTROL + A
22	HEGO HT	R/O	O2 SENSOR HEATER
23	CRK-M	G/W	CRANK PULSE SENSOR GND
24	TW	R/GR	WATER TEMP. SENSOR
25	-	-	-
26	ROLL	Y/P	ROLL OVER SENSOR
27	PM	B/R	MANIFOLD PRESSURE SENSOR
28	SOL	O/L	AISV
29	-	-	-
30	K-LINE	W/G	DIAGNOSTIC TOOL
31	ICSBN	B/W	IDLE SPEED CONTROL - B
32	ISCAN	BR/B	IDLE SPEED CONTROL - A
33	RPM	B/Y	RPM SIGNAL

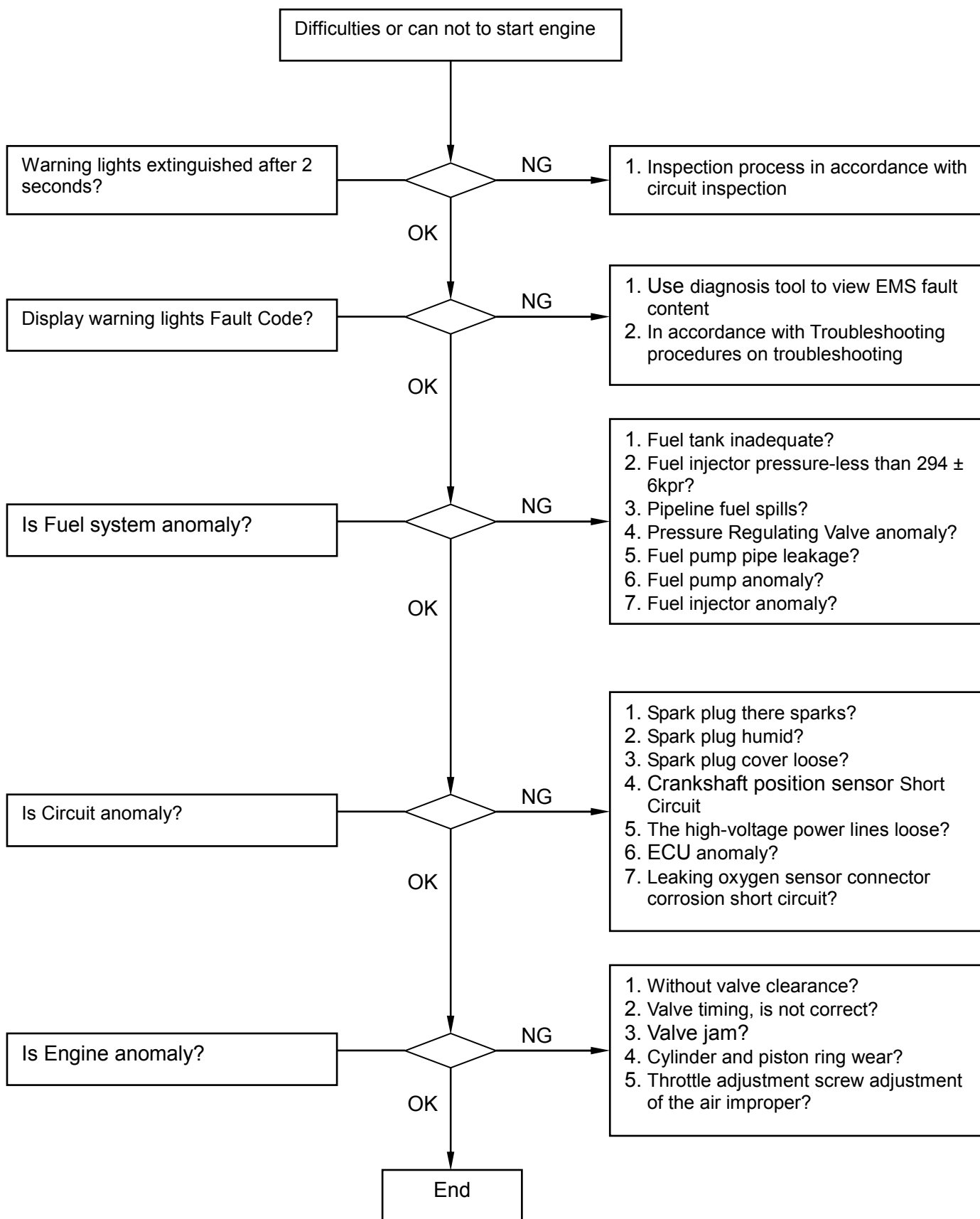
4. Fuel Injection System

Troubleshooting

EFI Circuit inspection

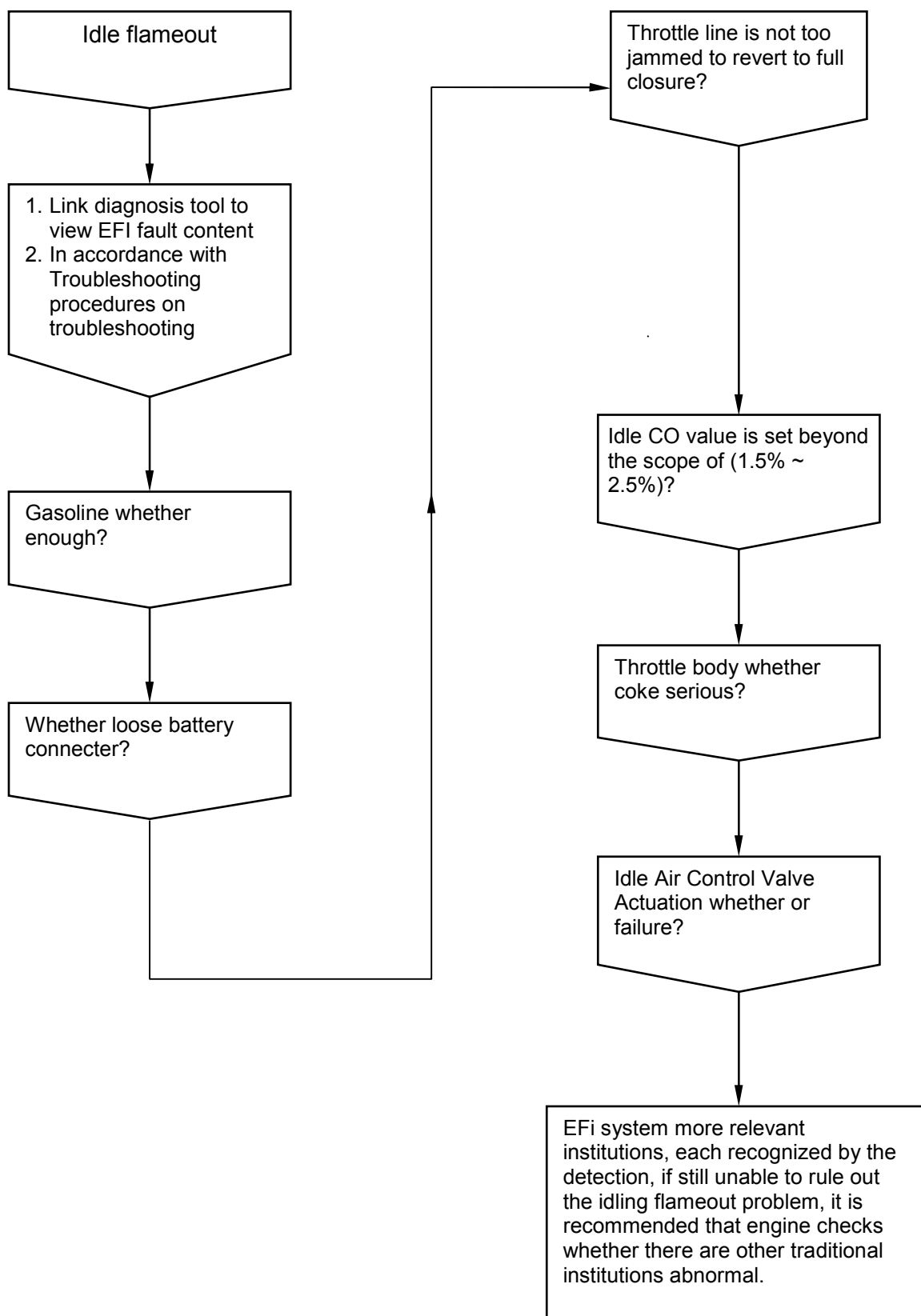


Can not Start the engine or difficult to start inspection



4. Fuel Injection System

Idle flameout diagnosis

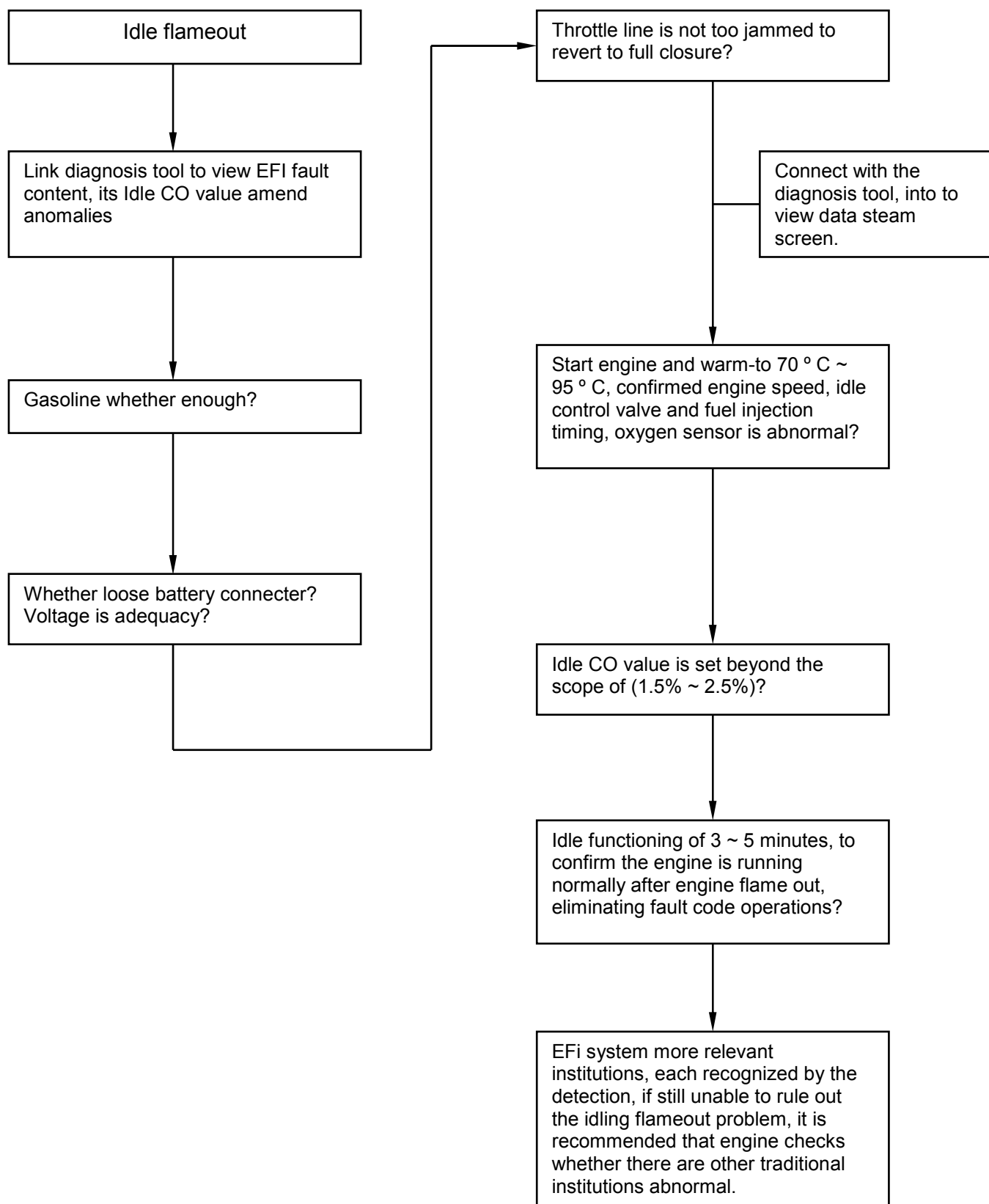




4. Fuel Injection System

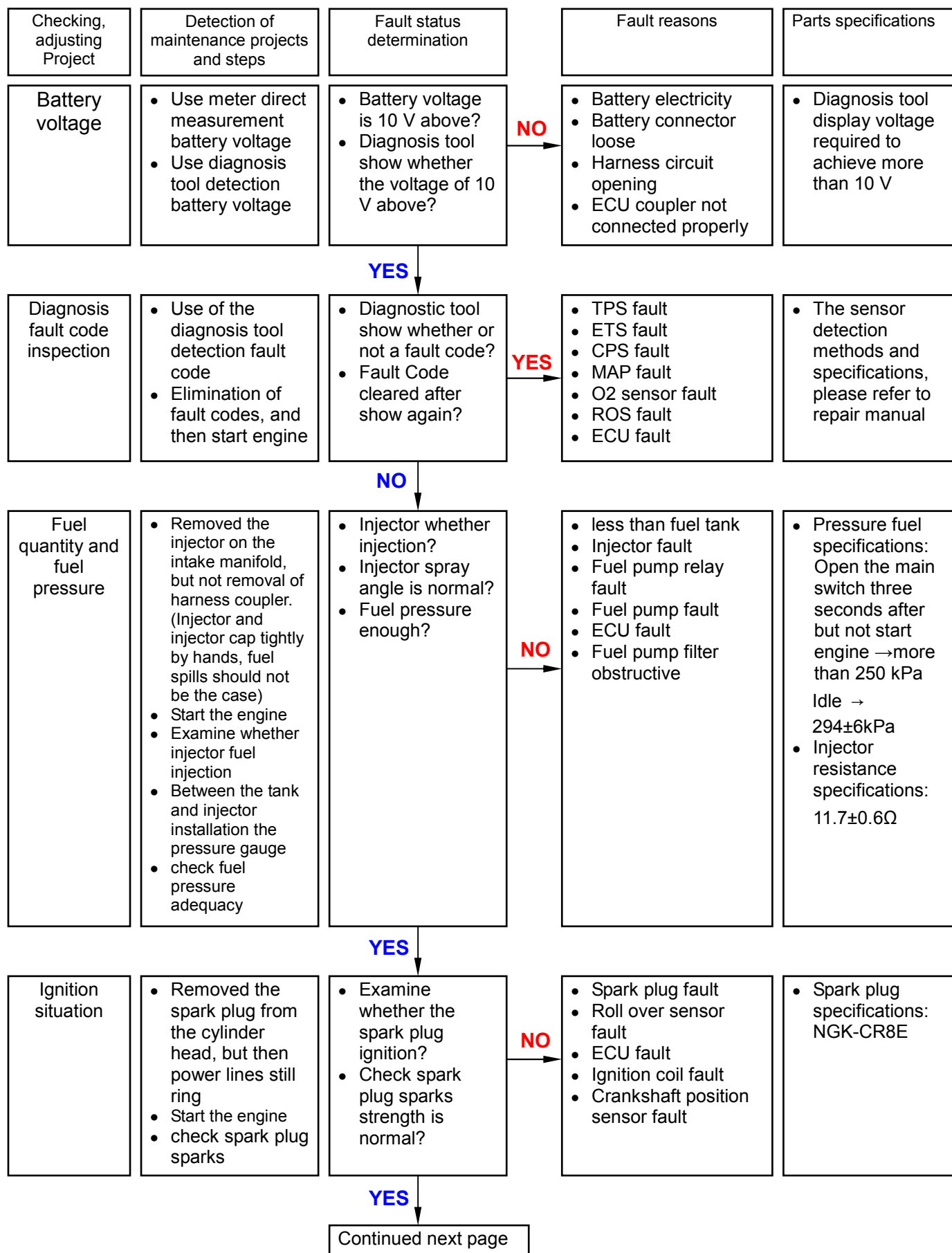
CO value revised anomaly

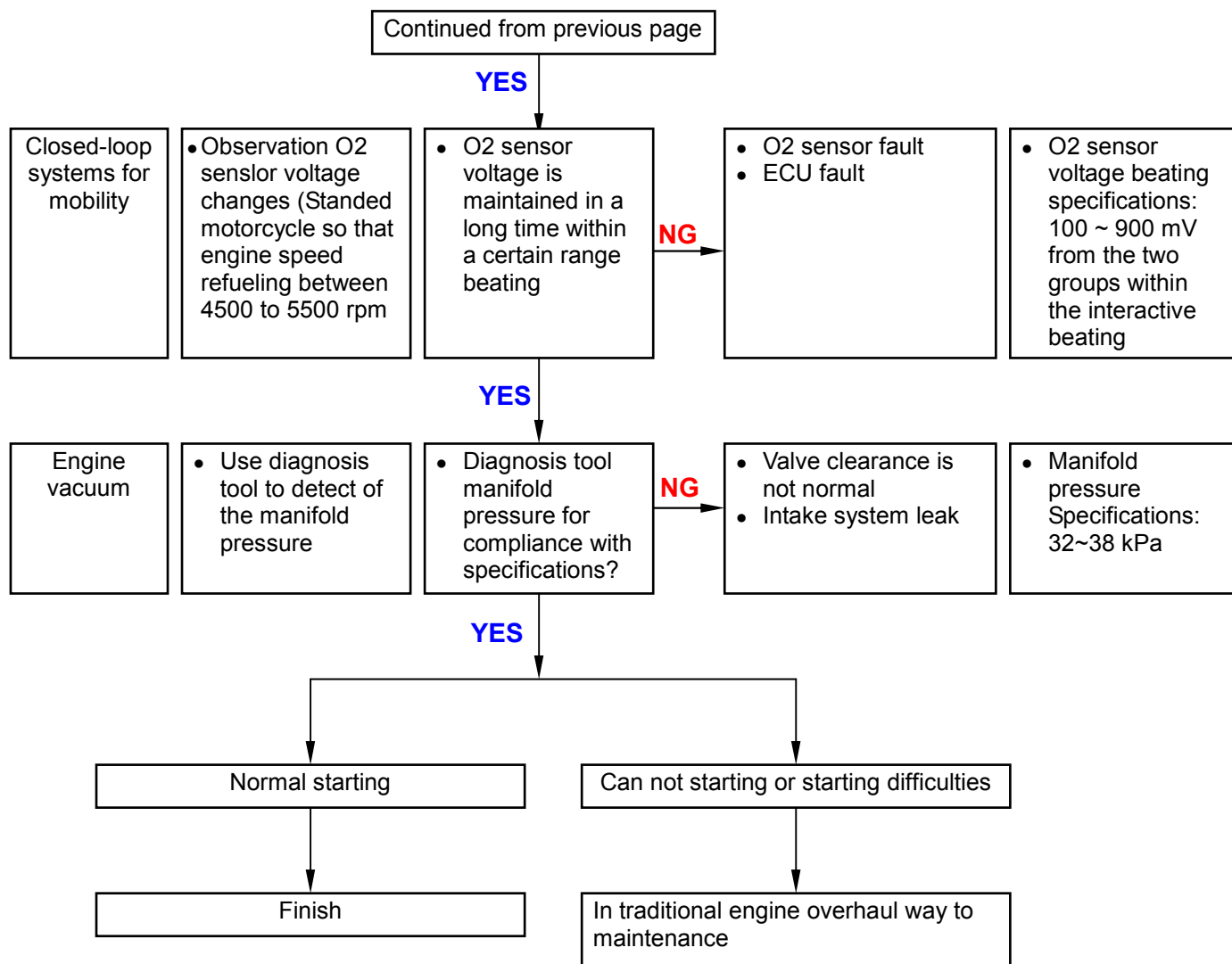
O₂ Sensor equipped with the system, in principle, not adjusted CO LLLvalue; such as CO value deviated from the normal range, check O₂ Sensor and other agencies anomaly.



4. Fuel Injection System

Integrated Troubleshooting Procedure





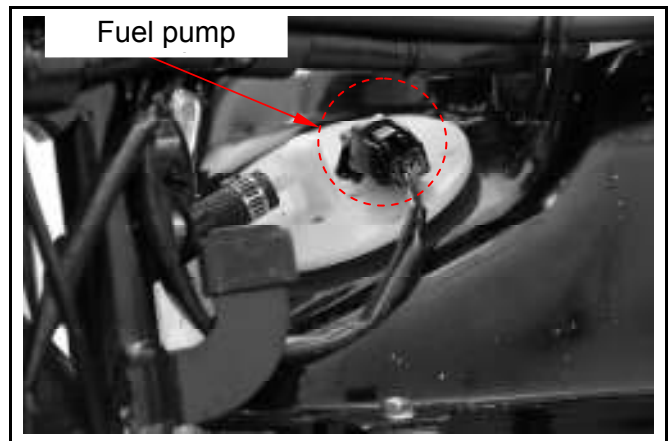
4. Fuel Injection System

Remove fuel pump/fuel unit

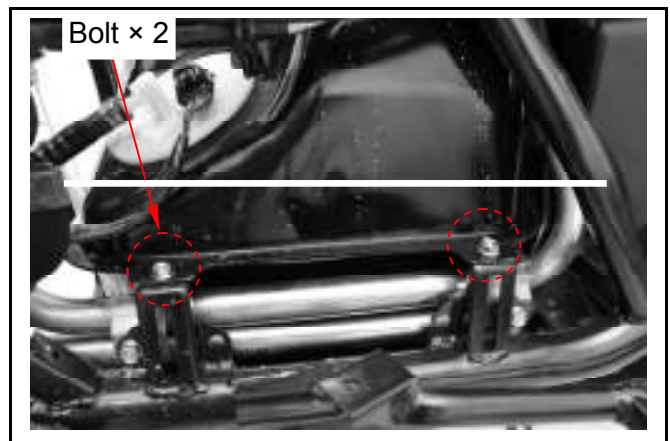
Remove side cover.
Remove rear carrier
Remove rear body cover.
Remove floor panel.
Remove under cover.
(Refer to chapter 14)



Remove fuel pump lines coupler.
Release the fuel tube folder, removed the fuel tube.



Remove the fuel tank fixed bolts (Bolt × 2 on both sides), remove the fuel tank.



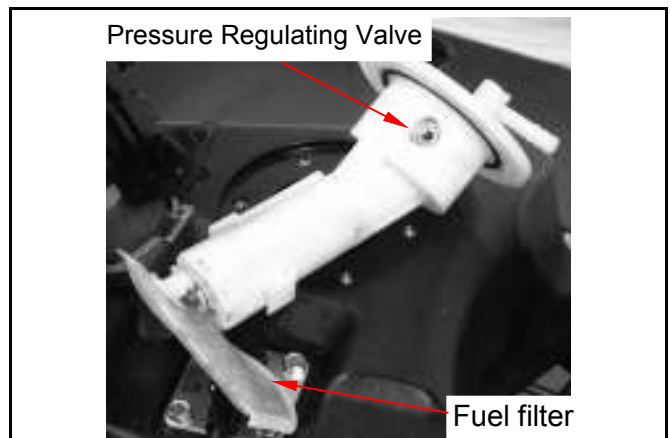
Remove / Install fuel pump and fuel unit

Remove fuel pump fixed bolts (Bolt × 6), remove fuel pump.
Install In the anti-demolition order.



Cautions

- Then remove fuel pump, fuel in fuel tank internal to confirm not excessive.
- Then install fuel pump and fuel unit, attention direction.
- Confirm whether the fuel filter dirt, obstructive.
- Fuel pump installation, to confirm whether it is normal to the fuel out (the pressure about 3 kg/cm²).





4. Fuel Injection System

Air Cleaner

Clean air cleaner element

Remove air cleaner cover (bolt×8).

Remove air cleaner filter (bolt×6).

Use compressed air to remove the adhesion of dirt, if not too much dirt cleared, please new replacement.

Cautions

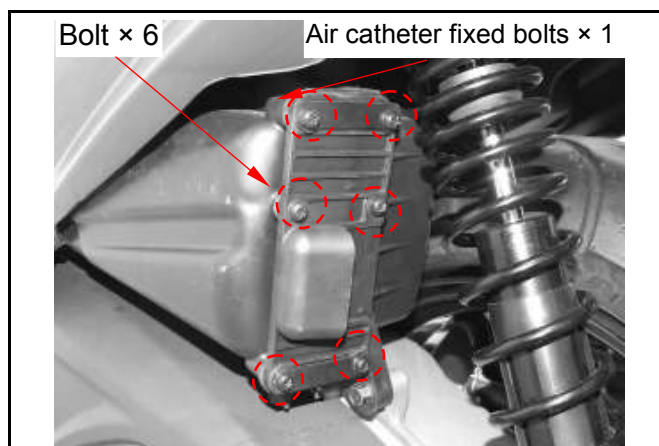
- Air cleaner filter for paper products, must not soak or cleaning by water.

Install air cleaner element

Install In the anti-demolition order.

Cautions

- Air cleaner filter and air filter cover should be covered formation is the installation, not to skew a seam, resulting dust, foreign body aspiration in the engine.



4. Fuel Injection System

EFi System Diagnosis Methods

When the motorcycle injection system in the wrong signal, causing abnormal functioning of the engine or can not start engine, warning light at the meter will be lighting, to inform drivers to carry out maintenance.

Overhaul, the diagnosis tool can be used for troubleshooting (refer to diagnosis tool use guide), or manually by the meter warning light inspection revealed that the fault codes (refer to checking signal fault codes discriminate method), the two methods for maintenance.

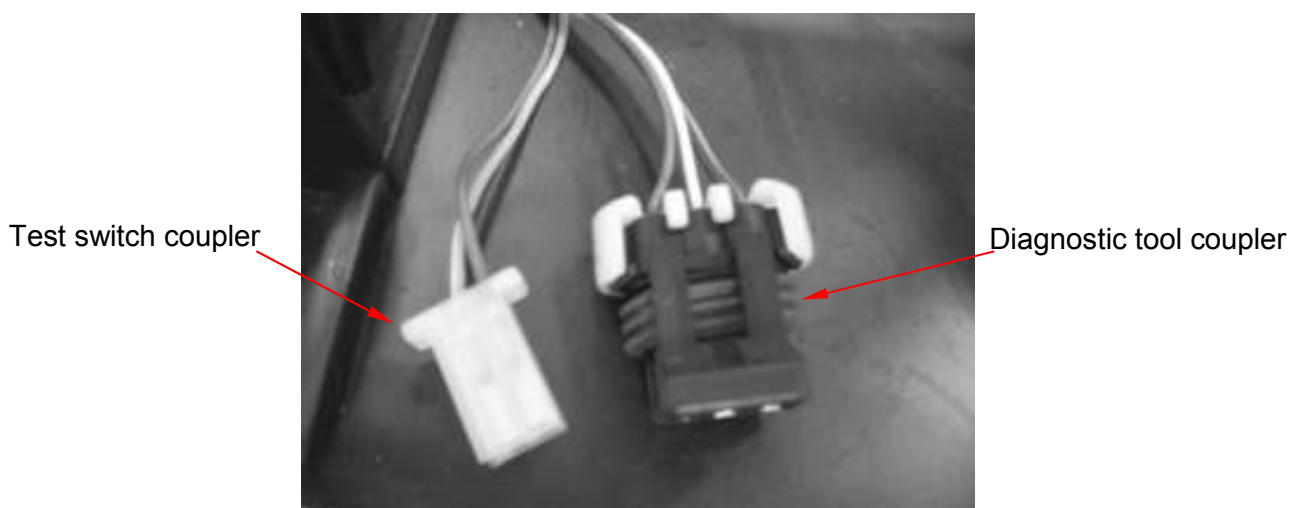
If the fault has been ruled out or repaired after the inspection light will be extinguished, but ECU fault code will be recorded, so the need to get rid of fault codes. If a fault exists, this system has two kinds of methods to eliminate fault codes respectively in the diagnosis tool removal and manual removal.

Using diagnostic tool for overhaul

Diagnosis tool will connect to the motorcycle for coupler diagnosis, according to the use of diagnostic tool testing methods, when belong fuel injection system fault or parts fault, according to the diagnosis tool of the fault code display messages do describe parts of the inspection testing maintenance and replacement parts. When after the maintenance, the need to get rid of fault codes (Please refer to detailed steps diagnosis tool of instructions), or fault code will always be stored in the ECU.

Manual inspection

Use of cross-wiring (wire or paper clips, etc.) to cross-Joints Test Switch for grounding, in the meter of this check light are flashing, it means that the injection system or parts of abnormal situations, but not in the diagnosis tool can be - for the detection, inspection can enjoy for a long time flashing lights flashing and the short period of time to inform the cause of the malfunction (refer to check light fault information fault code table).

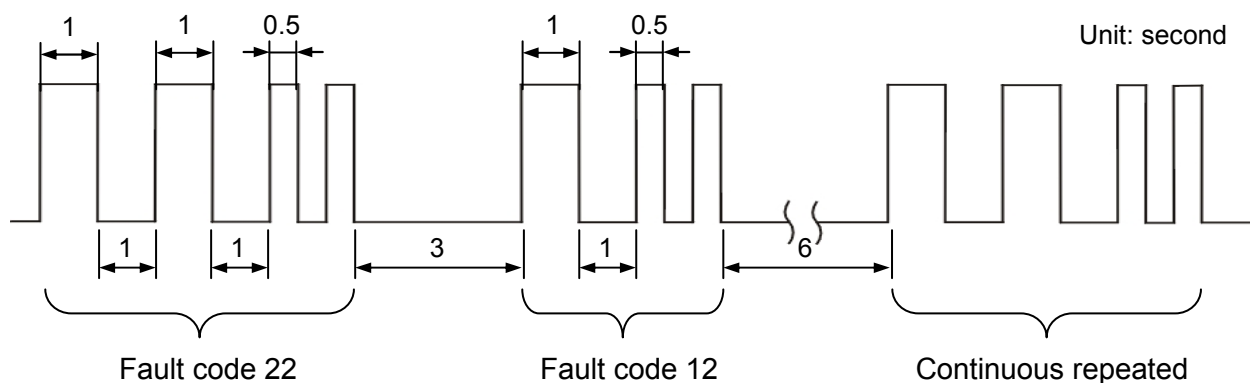


Diagnostic tool coupler and test switch coupler plant

Check Light Fault Codes Differentiation

Check light flashing mode

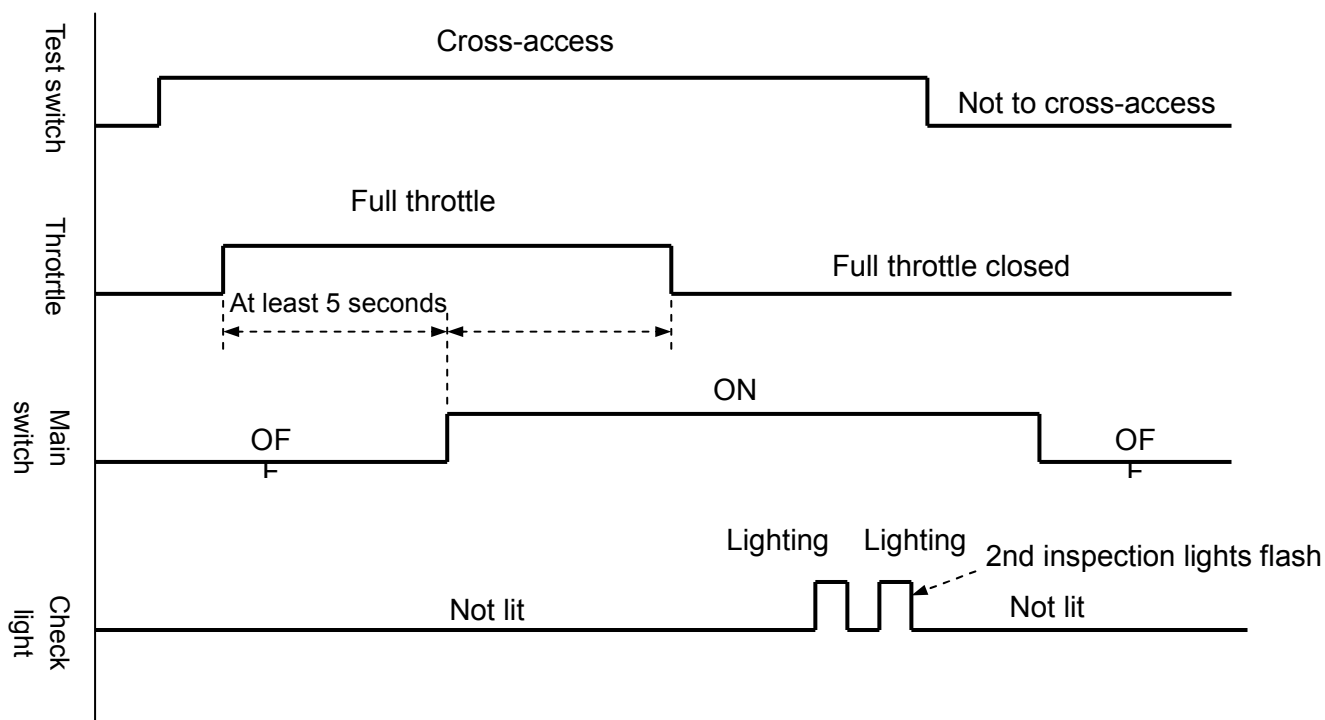
If problem without diagnosis tool to be detected, it can be cross-access the test switch coupler, the motorcycle from the CHK lights flashing signal interpretation, and then the basis for the diagnosis of dynamic information tables on the priorities of light, and prompts you to the motorcycle to the emergence of some warning, or FLASH CODE is to determine what kind of fault, and exclusion.



Fault Code manual removal procedure:

When there is without diagnosis tool, can be manually cleared Fault Code, the implementation of the following steps:

1. Main switch OFF
2. Cross-access the test switch for interconnection access, and without opening up (cross-access movement must indeed).
3. Full throttle and do not open up.
4. Main switch ON
5. Described above, the No. 3 with the No. 4 movements continued liberalization of 5 seconds later, about 5 seconds after inspections at carnivals "flash twice" to complete the removal of fault code.
6. Then remove the cross-wiring.



4. Fuel Injection System

Fault Code and Sensors Table

No.	Fault codes	Fault Description	Parts Inspection
1	0120	Throttle position sensor fault	TP Sensor and wire
2	0105	Manifold absolute pressure sensor fault	MAP sensor and wire
3	0115	Engine temperature sensor fault (water)	TW Sensor and wire
4	0195	Engine oil temperature sensor fault (oil)	Engine temperature sensor and wire
5	0110	Intake air temperature sensor fault	TA Sensor and wire
6	1630	Roll over sensor fault	Roll over sensor and wire
7	0130	O ₂ sensor fault	O ₂ Sensor and wire
8	0201	I N J #1 fault	Injector and wire
9	0351	IG #1 fault	Ignition coil and wire
10	0230	Fuel pump fault	Fuel pump and wire
11	0135	O ₂ sensor heater fault	O ₂ Sensor and wire
12	1505	ISC Idle speed control motor fault	ISC stepper motor and wire
13	1410	Exhaust 2 nd air control solenoid valve fault	AISV and wire
14	0335	Crankshaft position sensor fault	Crankshaft position sensor and wire
15	1205	MAP wire fault	MAP sensor and wire
16	0603	EEPROM fault	EEPROM

Fault Code and Check Light Flashing Lighting Identification Table

No.	Fault codes	Fault Description	Check light	Check light flashing state	Parts Inspection
1	0120	Throttle position sensor fault	Lighting	long 0 , short 6	Throttle position sensor and wire
		Fault detection procedures Please refer to the "EFI System components description" throttle position sensor (TPS) chapter			
2	0105	Manifold Absolute Pressure sensor fault	lighting	long 0 , short 9	MAP sensor and wire
		Fault detection procedures Please refer to the "EFI System components description" manifold Absolute Pressure sensor (MAP) chapter			
3	0115	Engine temperature sensor fault (water)	lighting	long 1 , short 2	Engine temperature sensor and wire
		Fault detection procedures Please refer to the "EFI System components description" engine temperature sensor (WPS) chapter.			
4	0195	Engine oil temperature sensor fault (oil)	lighting	long 1 , short 1	Engine temperature sensor and wire
		The current reservation			
5	0110	Intake temperature sensor fault	lighting	long 1 , short 3	Intake temperature sensor and wire
		Fault detection procedures Please refer to the "EFI System components description" intake temperature sensor (TAS) chapter.			
6	1630	Roll over sensor fault	lighting	long 1 , short 5	Roll over sensor and wire
		Fault detection procedures Please refer to the "EFI System components description" Roll over sensor chapter.			
7	0130	O ₂ sensor fault	lighting	long 1 , short 7	O ₂ Sensor and wire
		Fault detection procedures Please refer to the "EFI System components description" O ₂ sensor chapter.			
8	0201	I N J #1 fault	lighting	long 3 , short 3	Injector and wire
		Fault detection procedures Please refer to the "EFI System components description" fuel injector chapter.			
9	0351	IG #1 fault	lighting	long 3 , short 7	Ignition coil and wire
		Fault detection procedures to adhere to the traditional way			
10	0230	Fuel pump fault	lighting	long 4 , short 1	Fuel pump and wire
		Fault detection procedures Please refer to the "EFI System components description" fuel pump chapter.			
11	0135	O ₂ sensor heater fault	lighting	long 4 , short 5	O ₂ Sensor and wire
		Fault detection procedures Please refer to the "EFI System components description" O ₂ Sensor chapter.			
12	1505	ISC motor fault	lighting	long 4 , short 9	Step motor and wire
		Fault detection procedures Please refer to the "EFI System components description" idle speed control valve (ISC) chapter.			
13	1410	Exhaust 2 nd air solenoid valve fault	lighting	long 5 , short 4	2 nd air control valve and wire
		Fault detection procedures Please refer to the "EFI System components description" 2 nd air solenoid valve chapter.			
14	0335	Crankshaft position sensor fault	lighting	long 6 , short 6	Crankshaft position sensor and wire
		Fault detection procedures Please refer to the "EFI System components description" Crankshaft position sensor chapter.			
15	1205	PM wire fault	lighting	long 6 , short 8	Manifold absolute pressure sensor and wire
		Fault detection procedures Please refer to the "EFI System components description" Manifold absolute pressure sensor (MAP) chapter.			
16	0603	EEPROM fault	Not lit	long – , short –	EEPROM
		This fault Please direct replacement ECU			

4. Fuel Injection System



EFi System Diagnostic Tool - V70



Note:

- When problems occurred, can be used for diagnosis tool of the fault is detected, and exclusion.
- In addition to testing, troubleshooting, another of the operation can be carried out data analysis-type monitor.

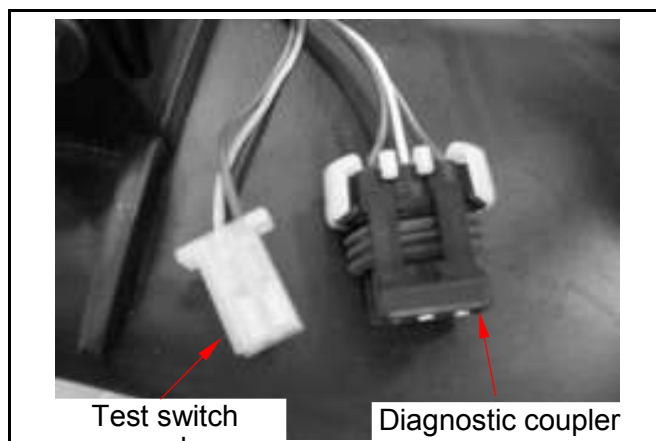
Method of Use:

1. Maintain engine flameout state, do not open main switch.
2. Opened the luggage box lighting light cover (screw x2), connected to the diagnostic connector for diagnosis tool.
3. Then open the main switch and the diagnosis tool power switch after diagnosis display screen appeared the words connection.
4. Press the "ENTER" button into the main screen (there are 6 major functions: ECU ID, DATA STREAM, FREEZED DATA, TROUBLE CODE, ERASE TB CODE and CO ADAPTION)
5. Use ▲, ▼ select button under the function, press the "ENTER" button access into various functions. Example: select "DATA STREAM," by the "ENTER" button, the screen showed that the existing fault codes; indicates no fault "system is OK."
6. Press "EXIT" button to leave of the various functions.
7. Must to close the main switch or power switch of the diagnosis tool after, and then can removal of diagnosis tool coupler.

Diagnostic Tool Use Note

Diagnosis of connectivity

1. For the diagnostic tool coupler access to the motorcycle injection system diagnostic signal coupler.
2. main switch ON.
3. Open the diagnosis left power switch, which turn on the LCD screen, the screen brightness adjustment knob to the appropriate brightness.
4. SYM and cartridge content display on screen (such as icon), by the beginning of the implementation of any button.
5. Display diagnostic software release; press the "ENTER" button to the implementation.

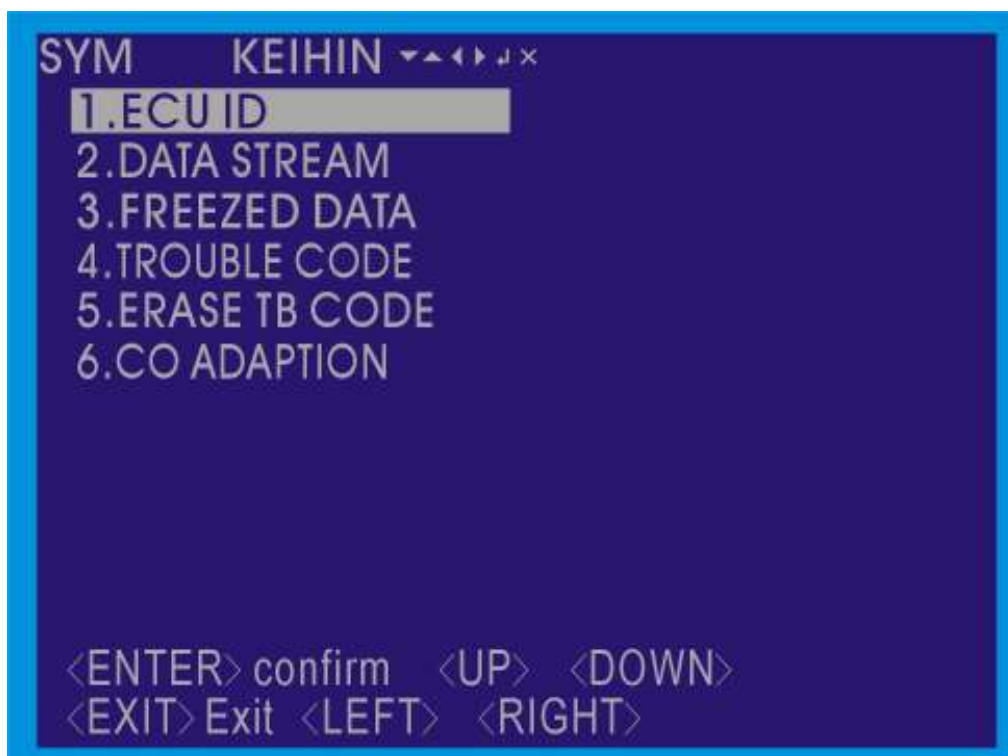


4. Fuel Injection System

Options main functional areas:

1. ECU ID
2. DATA STREAM
3. FREEZED DATA
4. TROUBLE CODE
5. ERASE TB CODE
6. CO ADAPTION

Use "▲" "▼" button, select mobile anti-white subtitles implementation of the project, and then press the "ENTER" key to the implementation.



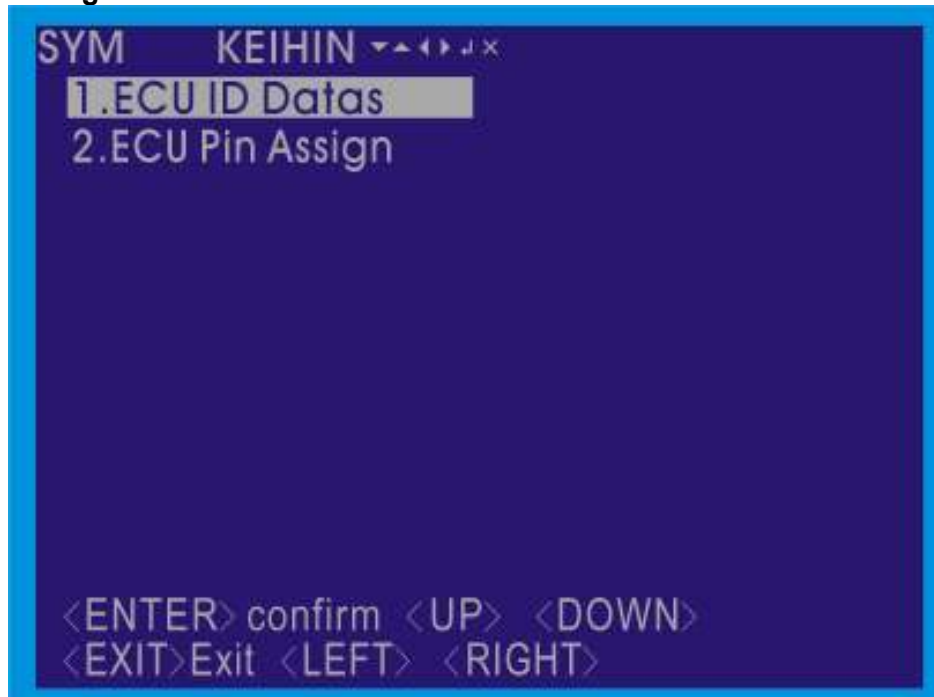
1. ECU ID

In the directory functions used "▲" "▼" button, select ECU ID project, press the "ENTER" button to the implementation of information systems function.

ECU ID containing two functions:

1-1. ECU ID Datas

1-2. ECU Pin Assign



1-1. ECU ID Datas

Use "▲" "▼" button, select ECU ID projects, press the "ENTER" button to the implementation. A total of 2 page, use "◀ left" and "right ▶" button, view ECU information.



4. Fuel Injection System

1-2. ECU Pin Assign

Use "▲" "▼" button, select the ECU pin project, and press the "ENTER" button to the implementation of the ECU pin functions.

ECU pin assign total of 5 pages that can be used "◀ left" and "right ▶" button, view the page note.

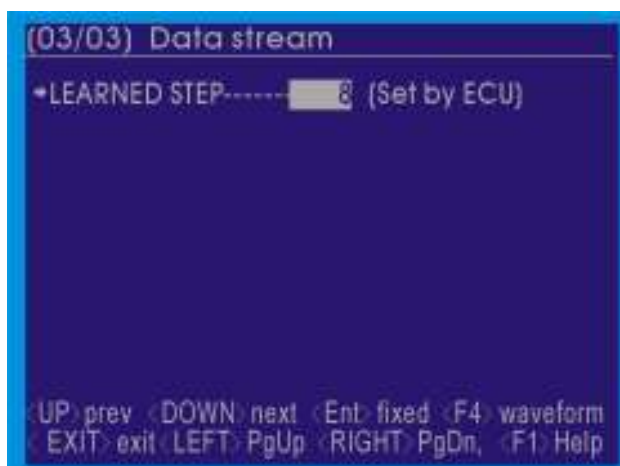
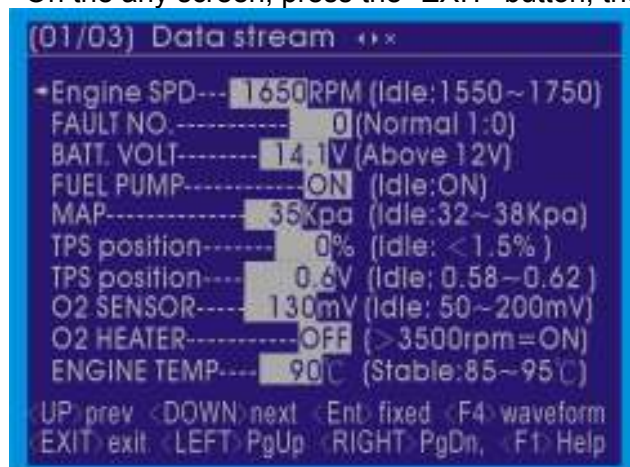


2. DATA STREAM

In the directory functions used "▲" "▼" button, select "DATA STREAM" project, press the "ENTER" key to the implementation.

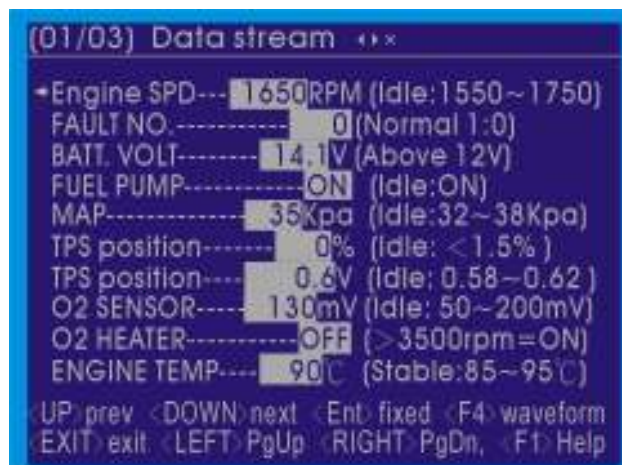


A total of 3 pages, are able to use "◀ left" and "right ▶" button, view injection system information. On the any screen, press the "EXIT" button, the function can return to the directory screen.



4. Fuel Injection System

Data stream (1/3)



The screen showed the ECU captured by the engine of the state immediately.

The following data for the benchmark idling state:

- Engine SPD--- 1650RPM (Idle:1550~1750) →Engine idle speed
- FAULT NO.----- 0 (Normal:0) →Fault code number
- BATT. VOLT----- 14.1V (Above 12V) →Battery voltage
- FUEL PUMP----- ON (Idle:ON) →Fuel pump actuator state
- MAP----- 35Kpa (Idle:32~38Kpa) →Manifold pressure
- TPS position----- 0% (Idle:< 1.5%) →Throttle opening
- TPS position----- 0.6V (Idle:0.58~0.62) →Throttle sensor voltage
- O₂ SENSOR----- 130mV (Idle:50~200mV) →O₂ sensor voltage
- O₂ HEATER----- OFF (Idle:> 3500rpm=ON) →O₂ heater actuator state
- ENGINE TEMP---- 90℃ (Stable:85~95℃) →Engine temperature (cooling water temperature)

In the "DATA STREAM" of the screen use "▲" "▼" button to move the left side of the project "→" symbol selected items, press the "ENTER" button lock of the project, and press the "F4" button showed that the wave of projects.

Able to use "◀ left" and "right ▶" button, can transform View wave numerical size.



Numerical analysis of images (1 / 3), the waveform can be displayed as shown in the following items:

- Engine SPD
- BATT. VOLT
- MAP
- TPS position %
- TPS position Voltage
- O₂ SENSOR Voltage
- ENGINE TEMP

Data stream (2/3)



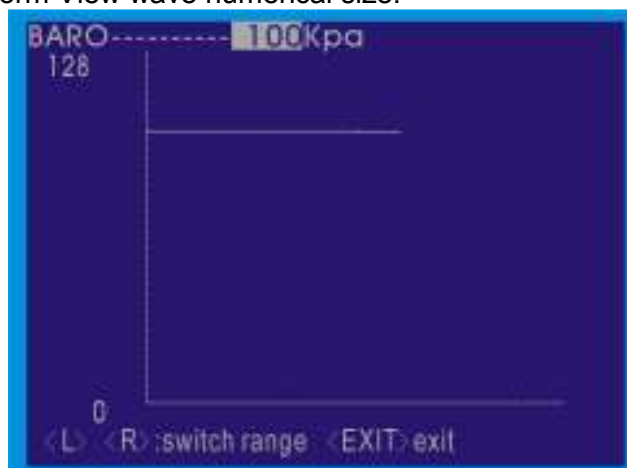
The screen showed the ECU captured by the engine of the state immediately.

The following data for the benchmark idling state:

- BARO----- kPa (Above 98kPa) → Atmospheric pressure
- Intake Air----- °C (Outside Temp.) → Intake air temperature
- 2nd AIR VALVE----- V (Idle: ON) → Secondary air solenoid valve actuator state
- INJECT TIME----- mS (Idle: 1~3mS) → Injection time
- IGN. ANGLE----- (Idle: 12~14) → Ignition timing
- STEP MOTOR ----- → Idle air control valve step motor actuator state
- CRANKSHAFT ----- (Idle: CW) → Crankshaft functioning direction
- TEST TERMINAL-- (Idle: OPEN) → Test terminal state
- IDLE SET----- RPM (=1650 RPM) → Idle speed goal set value
- ISC STEP----- (Idle: 75~95) → Idle Air Control Valve stepper motor learning step

In the "DATA STREAM" of the screen use "▲" "▼" button to move the left side of the project "→" symbol selected items, press the "ENTER" button lock of the project, and press the "F4" button showed that the wave of projects.

Able to use "◀ left" and "right ▶" button, can transform View wave numerical size.

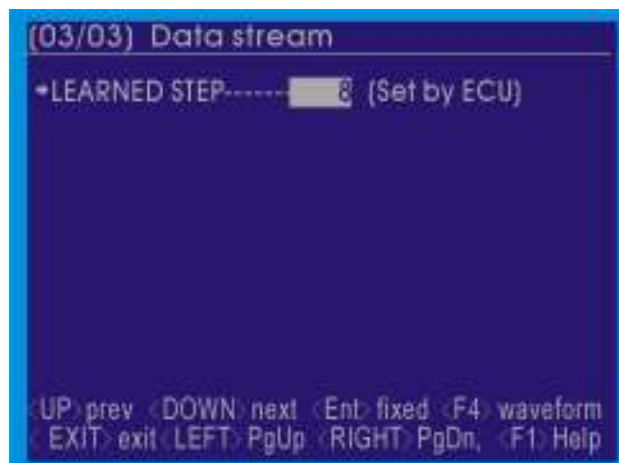


Numerical analysis of images (2 / 3), the waveform can be displayed as shown in the following items:

- BARO
- Intake Air
- INJECT TIME
- IGN. ANGLE
- IDLE SET
- ISC STEP

4. Fuel Injection System

Data stream (3/3)



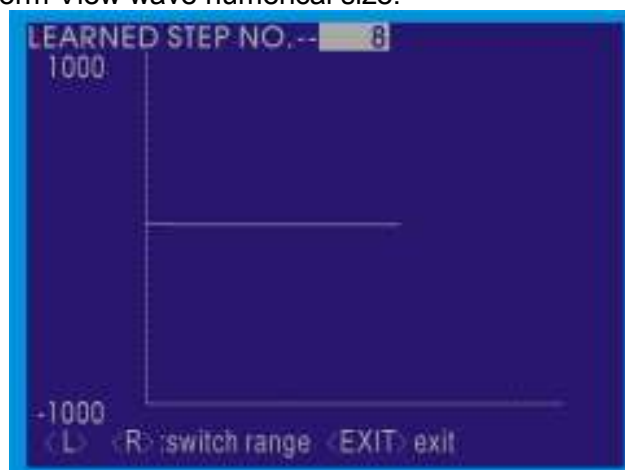
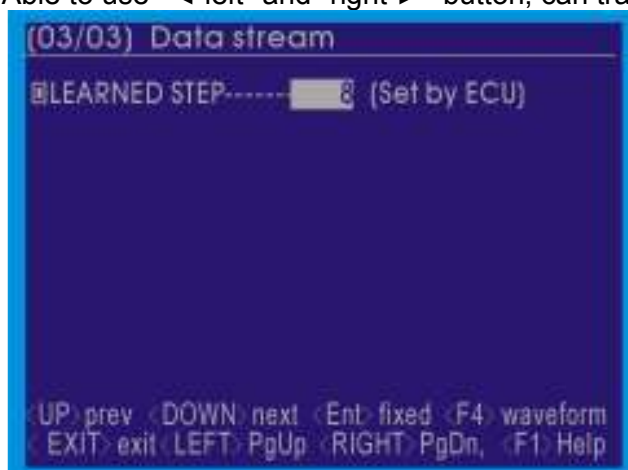
The screen showed the ECU captured by the engine of the state immediately.

The following data for the benchmark idling state:

- LEARNED STEP-----8 (Set by ECU) → Idle Air Control Valve stepper motor learning step

In the "DATA STREAM" of the screen use "▲" "▼" button to move the left side of the project "→" symbol selected items, press the "ENTER" button lock of the project, and press the "F4" button showed that the wave of projects.

Able to use "◀ left" and "right ▶" button, can transform View wave numerical size.



Numerical analysis of images (3 / 3), the waveform can be displayed as shown in the following items:

- LEARNED STEP NO.

3. FREEZED DATA

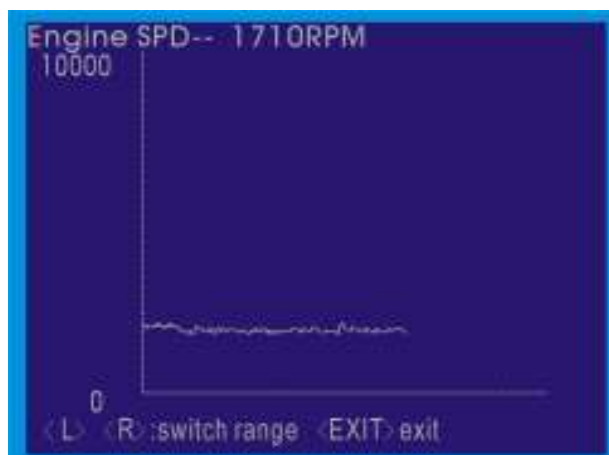
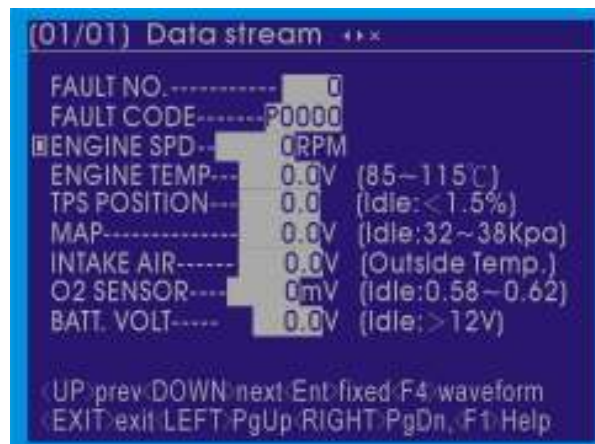
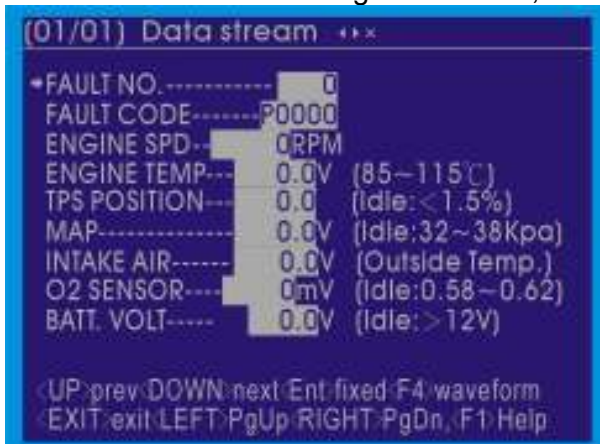
Objective: When a sensor fault, the EMS system will record all the parameters of fault signals, in order to facilitate fault diagnosis.

In the directory functions used "▲" "▼" button, select "FREEZED DATA" project, press the "ENTER" key to the implementation.



Only one page, at any screen, press the "EXIT" button, the function can return to the directory screen. In the "FREEZED DATA" of the screen use "▲" "▼" button to move the left side of the project "→" symbol selected items, press the "ENTER" button lock of the project, and press the "F4" button showed that the wave of projects.

Able to use "◀ left" and "right ▶" button, can transform View wave numerical size.



4. Fuel Injection System

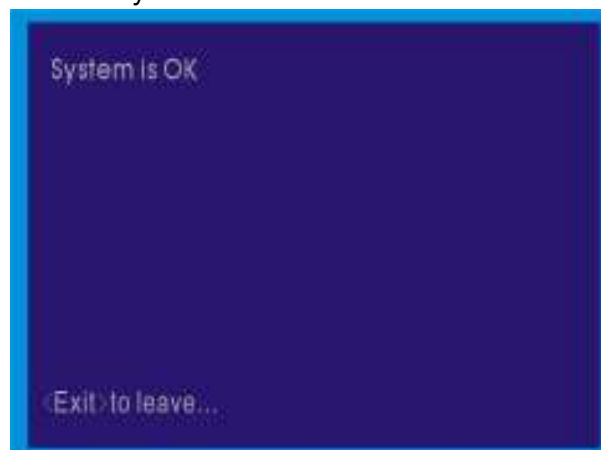
4. TROUBLE CODE

In the functional directory select "TROUBLE CODE" project, press the "ENTER" button implementation, the message began to read fault.

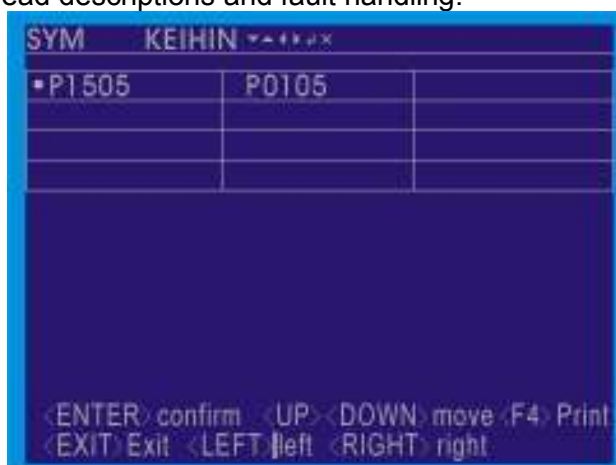
Fault Code: electronic injection system that had happened fault of the message (whether or not completion of repair).

Without any fault is that showing "System is OK".

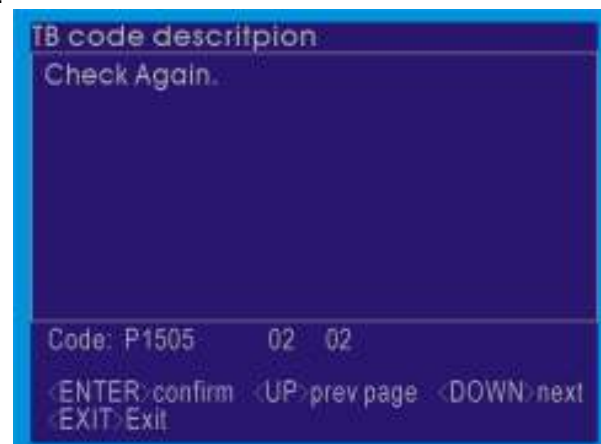
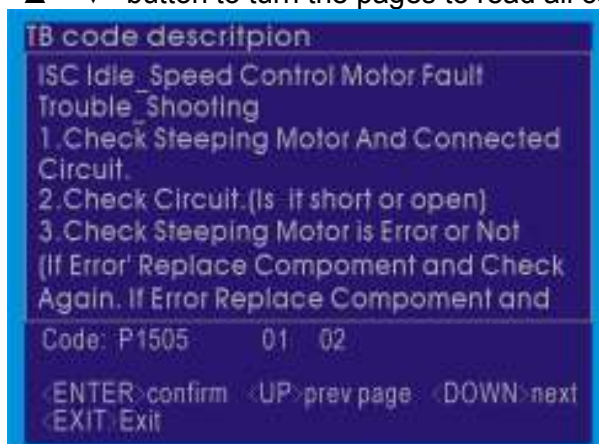
Press the "EXIT" button, the function can return to the directory screen.



If the system has faulty code, that is showing the fault code, that can be used "◀ left" and "right ▶" or "▲" "▼" button to select the fault code (selected before the code "•" tags) that, press the "ENTER" button, the code can be read descriptions and fault handling.



Fault code in the note and treatment of the pages, if the first one page did End, they can press the "▲" "▼" button to turn the pages to read all content.



5. ERASE TB CODE

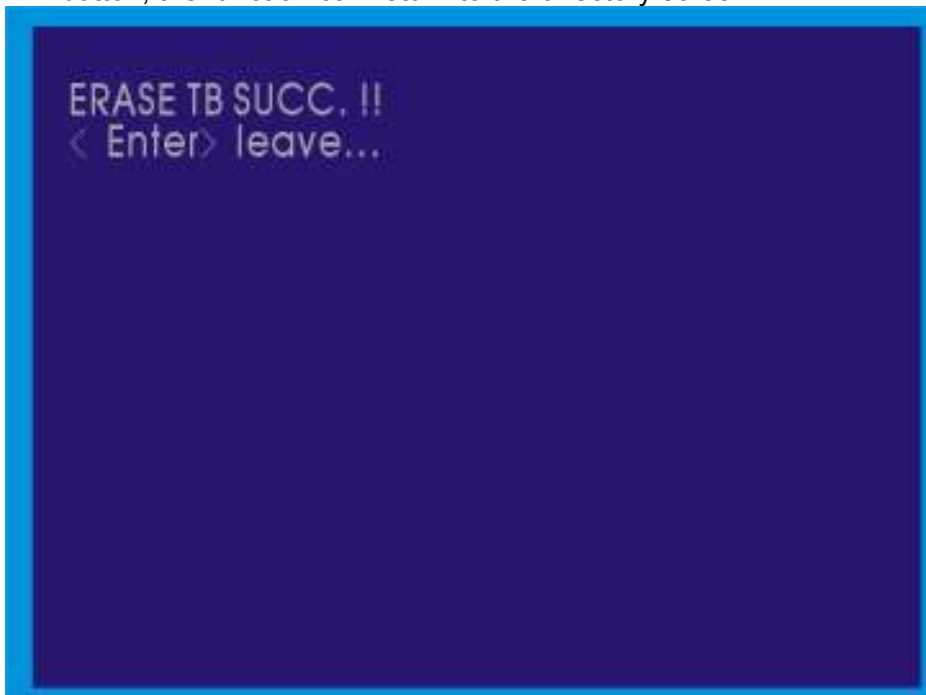
In the directory functions used "▲" "▼" button, select "ERASE TB CODE" project, press the "ENTER" key to the implementation.

Conditions: The main switch "ON", or in the engine running state, the fault code can be removed.



Fault code removed, namely showing the "ERASE TB SUCC.!!".

Press the "EXIT" button, the function can return to the directory screen.



6. CO ADAPTION

In the directory functions used "▲" "▼" button, select "CO ADAPTION" project, press the "ENTER" button into the CO adjustment screen.

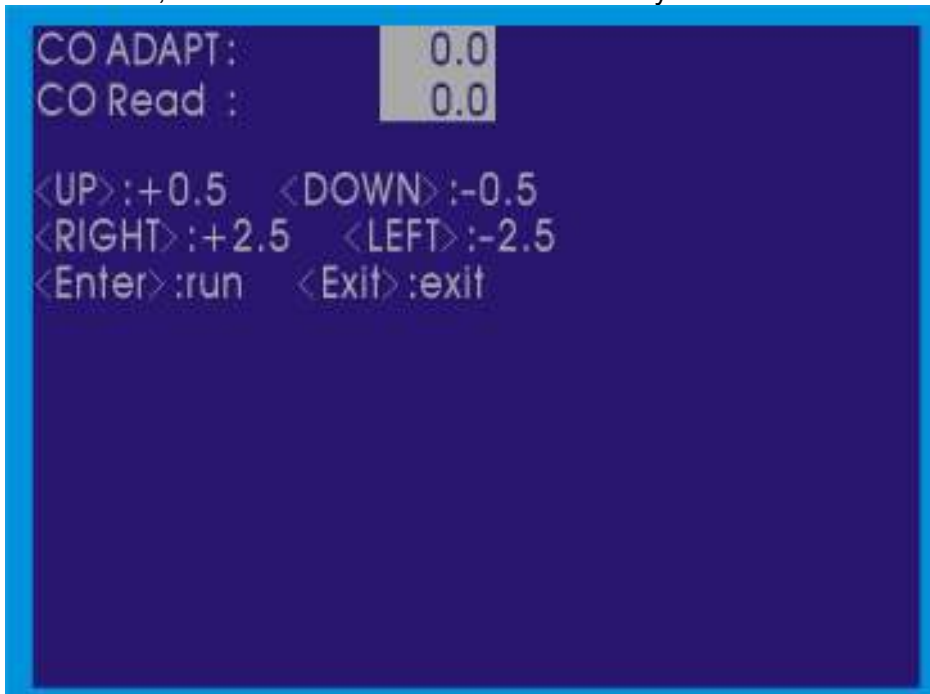


Use "◀ left" and "right ▶" or "▲" "▼" button, CO value can be adjusted.

CO ADAPT: CO adjusted value.

CO Read: CO read-back value.

Press the "EXIT" button, the function can return to the directory screen.





4. Fuel Injection System

Troubleshooting Table

Test items Abnormal phenomena		Comprehensive testing program							Parts		
		Power voltage	Fuel press.	Ignition state	Engine vacuum	Injection state	closed-loop control system	Fault Code Detection	ECU	Throttle position sensor	Engine temp. sensor
Start state	Can't start	○	○	○	○	○		○	○		
	Difficult to start	○	○		○			○		○	○
Idle state	Without idle			○	○	○		○		○	○
	Idle not smooth					○	○	○	○	○	
	RPM NG							○	○		
	CO NG		○			○	○	○	○		
Acceleration	Not smooth		○	○	○	○		○	○	○	○
	Inability and slow		○	○	○	○		○	○	○	○
Flameout	Idle flameout				○			○			
	Acceleration flameout							○	○		
Related spare parts		Roll over sensor	Fuel pump	Ignition coil	Inlet pipe	Injector	O2 sensor				
		Power relay	Fuel pressure adjustment valve	Spark plug	Cylinder head	Fuel pump	Secondary air injection solenoid valve				
		Security unit	Fuel pump relay		Inlet pressure sensor	Fuel pressure adjustment valve					
		Main switch	Fuel filter								
		Battery									

Notes: 1. Integrated test motorcycle, according to the "Comprehensive Maintenance list" implementation.
2. Spare parts, according to the "EFI System components description" implementation.

4. Fuel Injection System



Comprehensive Maintenance List

No.	Maintenance Project	Testing Procedures	Test items	Determine benchmarks	Fault reasons
1	Power and voltage	• Use meter direct measurement battery voltage • Use diagnosis tool detection of battery voltage	• Battery voltage	• Battery voltage = 10V Above	• Battery electricity • Battery connector loose • Harness circuit opening • ECU coupler not connected properly
2	Fuel pressure	• Use fuel pressure gauge, connected in series between the injector and the Pressure Regulating Valve • Main switch ON, but not start engine • Check fuel pressure • Start engine (idle) • Check change of the fuel pressure • throttle several rotation • check to the change of fuel pressure again	• Open the main switch, but do not to start the engine of pressure • Pressure in idle • Rotating throttle, situation of pressure changes	• Open main switch, but do not start the engine of pressure: = 250kPa (Stable value) • Idle state: pressure = 294±6kPa (Beating situation from top to bottom) • rotation throttle moment: pressure = 294±6kPa (Slightly beating)	• Fuel not enough • Security switch not disarm • Fuel pump relay fault • Fuel pump fault • Injector fault • ECU fault
3	Ignition state	• The spark plug removed from the cylinder head, but the power lines still ring • Start engines or use for the diagnosis tool of output View spark plug ignition conditions	• Spark plug specifications • Whether the spark plug ignition • Spark plug sparks whether it is normal strength	• Specifications: NGK-CR8H • Ignition conditions: With traditional engines found ways	• Spark plug fault • Roll over sensor fault • ECU No. 5 pin fault • Ignition coil fault • Crankshaft position sensor fault
4	Engine vacuum	• Diagnosis tool to detect the use of	• Manifold pressure of diagnosis tool	• Manifold pressure = 32~38kPa	• Valve clearance abnormal • Intake system leak
5	Injection state	• The injector removed from the throttle body, but not dismantle pipeline • Main switch ON, but not start engine • Investigation the injector it's leaking fuel? • Once again start engines or use for the diagnosis tool of output function • Check injector fuel injection and the injection situation	• Open the main switch, but did not start engine the injection situation • Injector state when start	• Not started, injector not leaking fuel • In started, the injection state must show fan shape	• Security unit is configured not disarm • Fuel pump relay fault • Fuel pump fault • Injector fault • ECU fault
6	Closed - loop control system	• Use of diagnostic tool observation O2 Sensor voltage changes	• Stable condition, sensor voltage variation (Idle continued 5 minutes later to measurement)	• Idle stable condition: O2 Sensor voltage = 50 ~ 200mV (Show from top to bottom beating phenomenon)	• O2 Sensor fault • ECU fault
7	Fault Code Detection	• Use of the diagnosis tool existing fault-detection code or historical Fault Code • Elimination of the implementation of fault codes, check can be eliminated • Once again start engine • Check fault is it happen again	• Diagnosis tool of the fault code is it can be eliminated • Start again, the fault is it will happen again	• Without any residual Fault Code • If residual Fault Code, according to the "Fault Code Maintenance Form" implementation of troubleshooting	• throttle position sensor fault • Engine temperature sensor fault • Intake temperature sensor fault • Manifold pressure sensor fault • O2 Sensor fault • Crankshaft position sensor fault • ECU fault • Roll over sensor fault

Notes: 1. Fuel pressure gauge connected between the fuel tank and injector, open the main switch to repeatedly shut down, fuel system makes pressure stability.
2. Injector and injector cap tightly by hands, fuel spills should not be the case

L

Precautions in Operation5-1	Engine Installation5-4
Removal of Engine5-2	

Precautions in Operation

- The engine has to be supported with special service tools that can be lifted or adjustable.
- The following parts can be serviced as engine mounted on frame.
- Carburetor.
- Cylinder head, cylinder, and piston.
- Driving pulley, driving belt, clutch, and driving disc assembly.
- Final gear reduction mechanism.

Specification

Item		Capacity
Engine oil capacity	Replacement	1800 c.c.
	Disassembly (oil filter replaced)	1900 c.c.
	Disassembly	2000 c.c.
Gear oil capacity	Replacement	330 c.c.
	Disassembly	350 c.c.
Coolant capacity	Engine & radiator	1400 c.c.
	Reservoir	350 c.c. as indicator shown
	Total	1750 c.c.

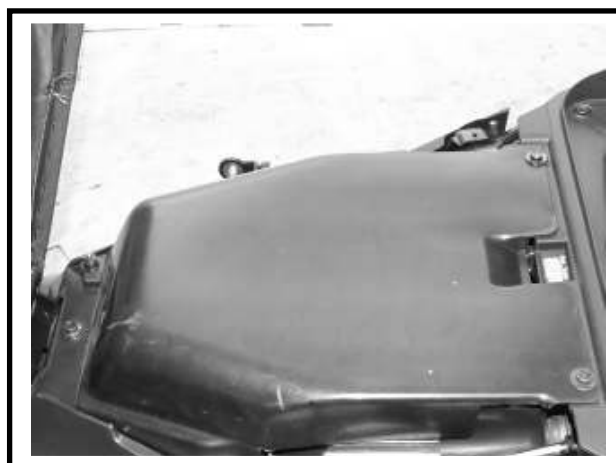
Torque Value

Engine mounting bolt	4.0~5.0kgf-m
Engine hanger bolt	3.5~4.5kgf-m
Rear shock absorber connection bolt (under)	2.4~3.0kgf-m
Engine hanger stopper nut	1.8~2.2kgf-m
Engine bracket nut	4.0~5.0kgf-m

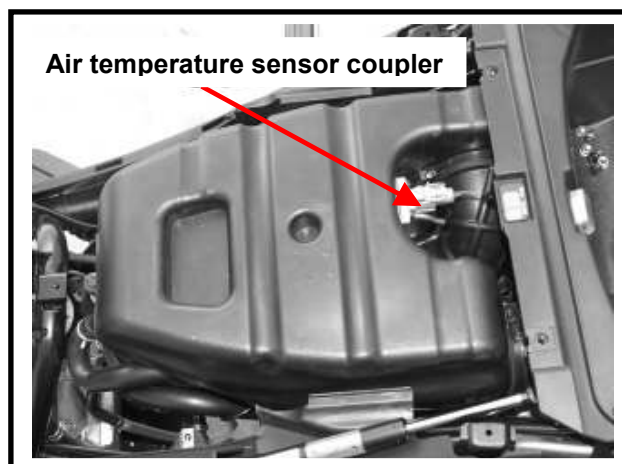
5. Engine Removal

Removal of Engine

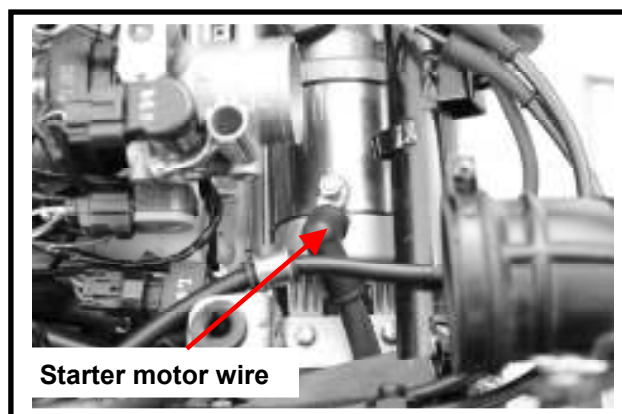
Disconnect the seat dampers.
Remove the air box cover.



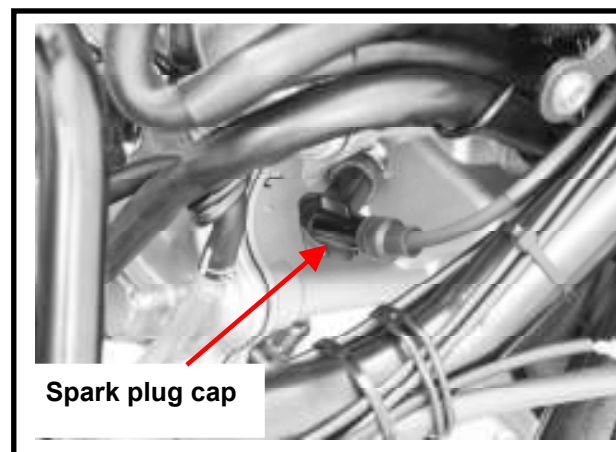
Disconnect the air temperature sensor coupler.
Remove the air box.



Disconnect the starter motor wire.



Remove the spark plug cap.



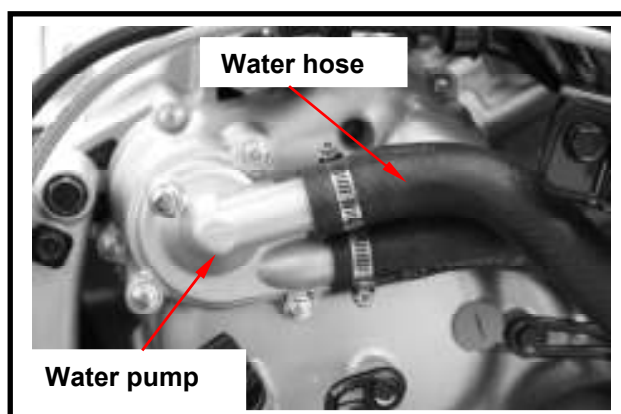


5. Engine Removal

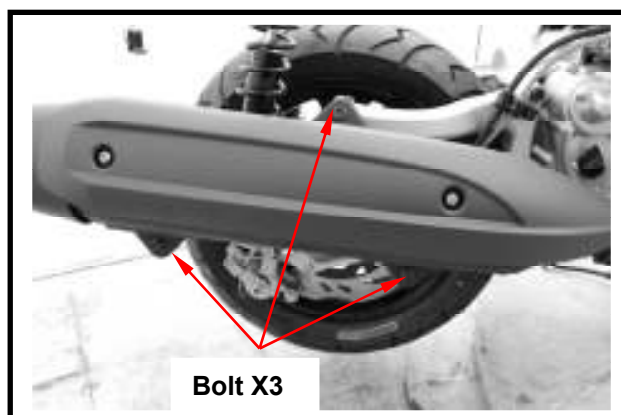
Remove fuel pipe, vacuum tube and throttle valve wire from the throttle body.
Disconnect the EFi system coupler.



Remove water hose from water pump.
Remove the thermo-sensor wires.



Remove the muffler (3 bolts, 2 nuts).



5. Engine Removal

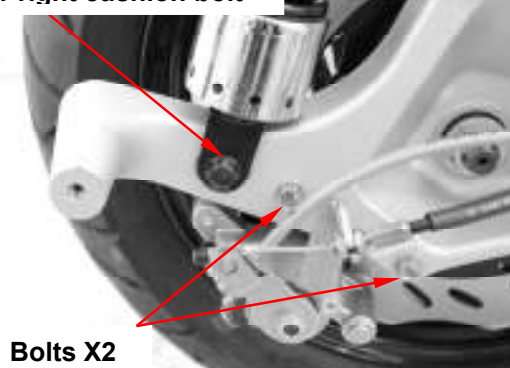
Remove the parking brake cable.
Remove the rear brake caliper (2 bolts).

Caution

Do not operate brake lever after the caliper is removed to avoid clipping the brake pad.

Remove the mounting bolt of rear right cushion.

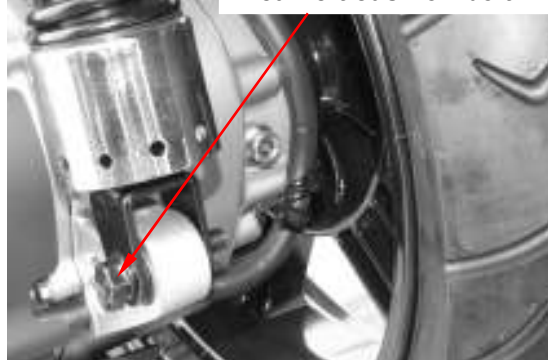
Rear right cushion bolt



Bolts X2

Remove the mounting bolt of rear left cushion.

Rear left cushion bolt



Remove the engine hanger lock nut.
Remove the engine hanger axle.
Remove the engine.

Engine Installation

Check if the bushings of engine suspension parts and shock absorber for damage.
Install engine in the reverse procedures of removal.

Caution

- Pay attention of foot & hand safety as engine installation to avoid hurting.
- Do not bend or twist wires.
- Cables wires have to be routed in accordance with normal layout.



Engine Mounting Bolt:

Torque value: 4.0~5.0 kgf-m

Rear shock absorber bolt:

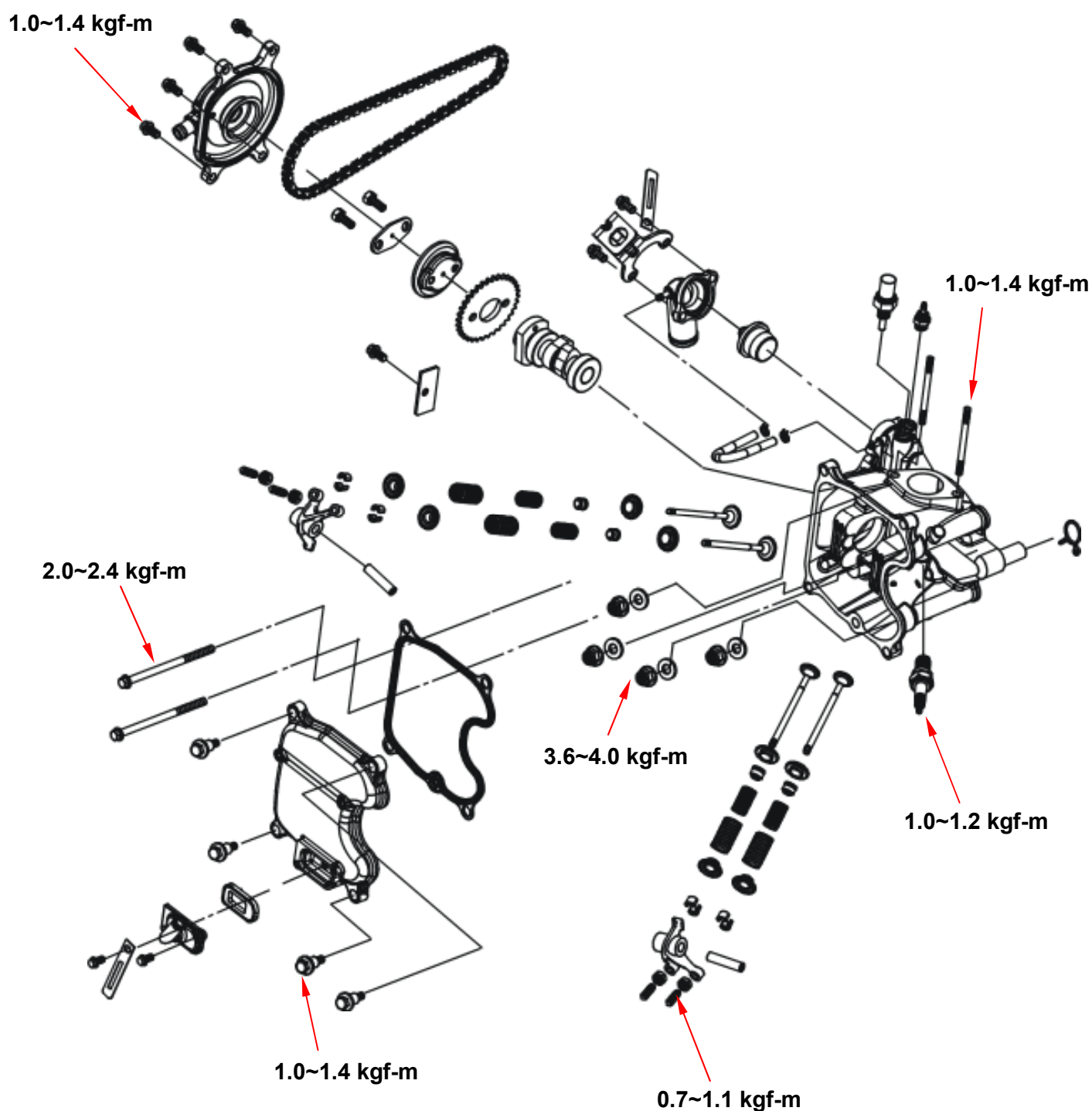
Torque value: UPPER: 3.5~4.5 kgf-m

LOWER: 2.4~3.0 kgf-m

Mechanism Diagram	6-1
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Cylinder Head Inspection	6-8

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Valve Seat Inspection and Service	6-11
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Cylinder Head Installation	6-14
Valve Clearance Adjustment	6-16

Mechanism Diagram



6. Cylinder Head / Valve

Precautions in Operation

- This chapter is contained maintenance and service for cylinder head, valve, and camshaft as well as rocker arm.
- Remove the engine from the frame before repairing the cylinder head.

Specification

Specification

Item			Standard	Limit
Compression pressure			12+/-2 kg/cm2	---
Camshaft	Height of cam lobe	Intake	30.800~30.920	3.075
		Exhaust	30.411~30.531	30.26
Rocker arm	ID of valve rocker arm		12.000~12.018	12.10
	OD of valve rocker arm shaft		11.966~11.984	11.910
Valve	OD of valve stem	Intake	4.975~4.990	4.900
		Exhaust	4.955~4.970	4.900
	Guide seat		5.000~5.012	5.030
	Clearance between valve stem and guide	Intake	0.010~0.037	0.080
		Exhaust	0.030~0.057	0.100
	Free length of valve spring		35.000	31.500
	Valve seat width		1.000	1.6
Tilt angle of cylinder head			---	0.05

Torque Value

Cylinder head bolt (LH)	2.0~2.4 kg-m
Cylinder head Nut	2.0~2.4 kg-m
Sealing bolt of cam chain auto-tensioner	0.8~1.2 kg-m
Bolt of cam chain auto-tensioner	1.2~1.6 kg-m
Cam sprocket cover bolts	0.8~1.2 kg-m
Cam sprocket bolt	1.0~1.2 kg-m



Troubleshooting

Engine performance will be affected by troubles on engine top parts. The trouble usually can be determined or by performing cylinder compression test and judging the abnormal noise generated.

Low compression pressure

1. Valve

- Improper valve adjustment
- Burnt or bent valve
- Improper valve timing
- Valve spring damage
- Valve carbon deposit.

2. Cylinder head

- Cylinder head gasket leaking or damage
- Tilt or crack cylinder

3. Piston

- Piston ring worn out.

High compression pressure

- Too much carbon deposit on combustion chamber or piston head

Noise

- Improper valve clearance adjustment
- Burnt valve or damaged valve spring
- Camshaft wear out or damage
- Chain wear out or looseness
- Auto-tensioner wear out or damage
- Camshaft sprocket
- Rocker arm or rocker arm shaft wear out

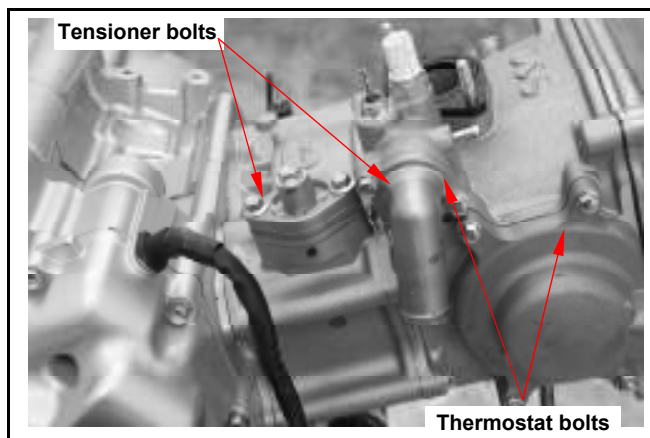
6. Cylinder Head / Valve

Cylinder Head Removal

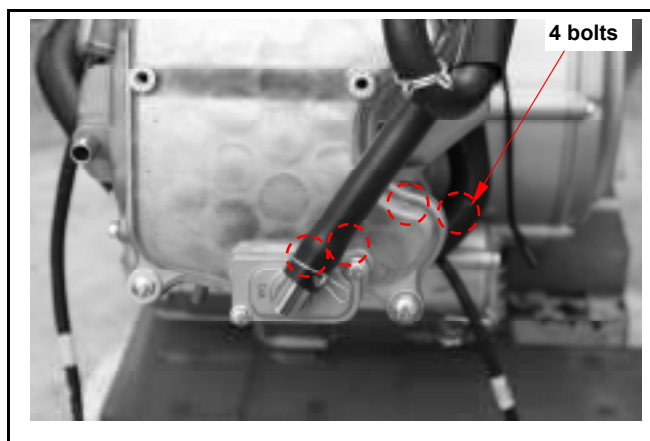
Remove engine. (Refer to chapter 5)



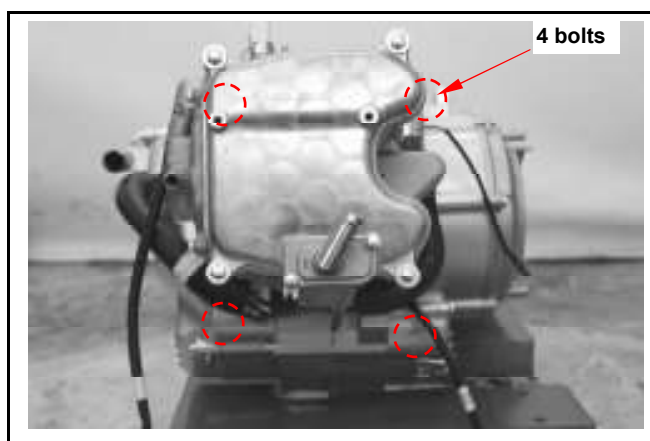
Remove 2 bolts of thermostat and then remove the thermostat.
Remove hole bolt and spring for the cam chain tensioner.
Loosen 2 bolts, and then remove tensioner.
Remove thermostat (2 bolts).



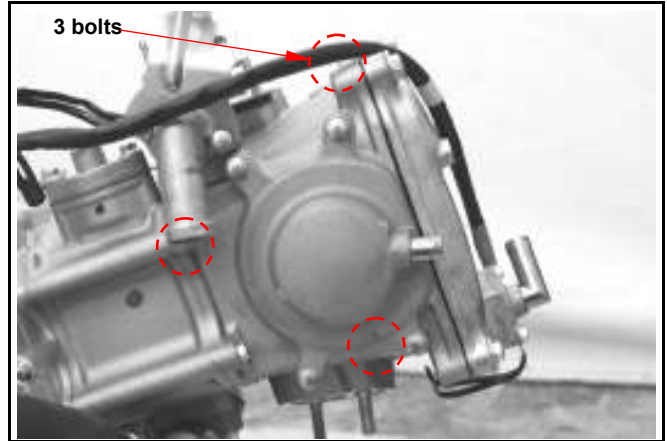
Remove Air Injection system (AI) pipe mounting bolts.
Remove spark plug.



Remove cylinder head cover (4 bolts).

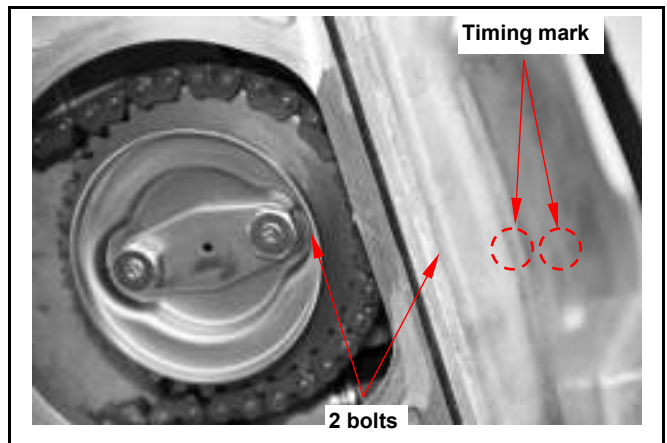


Remove the side cover mounting bolts of cylinder head, and then take out the side cover.

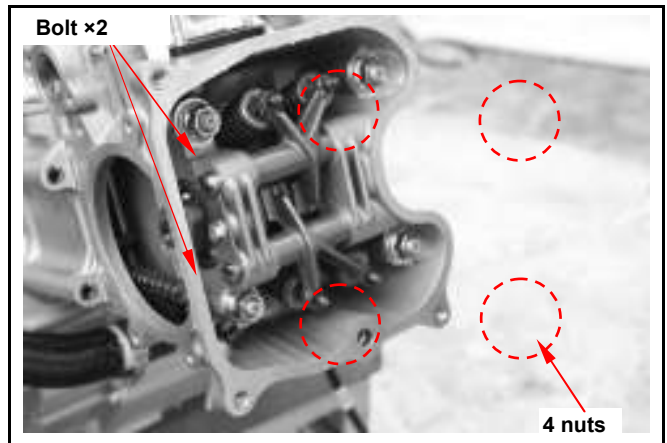


Remove left crankcase cover, and turn the Turn the drive face, and align the timing mark on the sprocket with that of cylinder head, piston is at TDC position.

Remove cam sprocket bolts and then remove the sprocket by prying chain out.



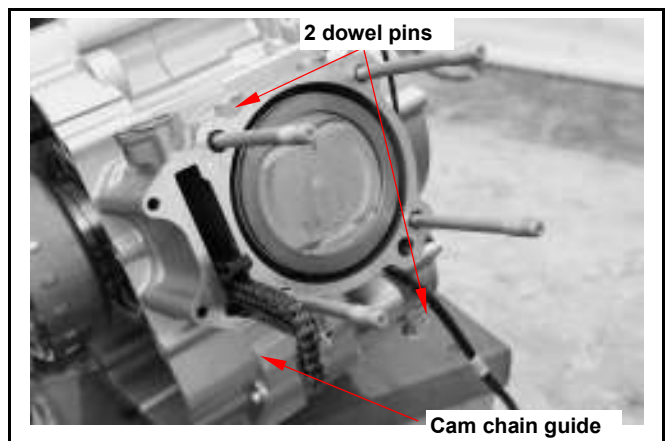
Remove the 2 cylinder head mounting bolts from cylinder head right side, and then remove 4 nuts and washers from cylinder head upper side. Remove the cylinder head.



Remove cylinder head gasket and 2 dowel pins. Remove chain guide. Clean up residues from the matching surfaces of cylinder and cylinder head.

Caution

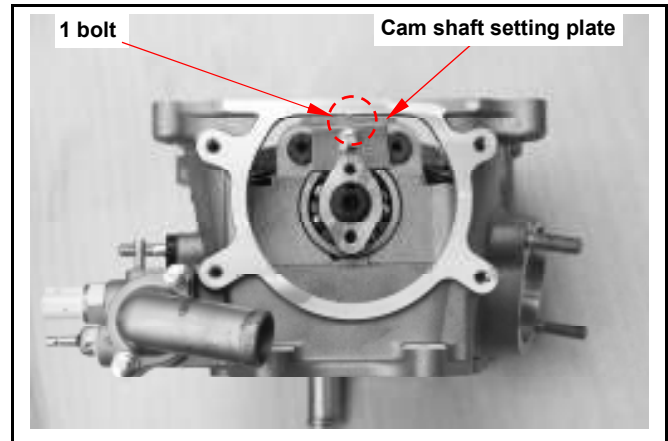
- Do not damage the matching surfaces of cylinder and cylinder head.
- Avoid residues of gasket or foreign materials falling into crankcase as cleaning.



6. Cylinder Head / Valve

Cylinder Head Disassembly

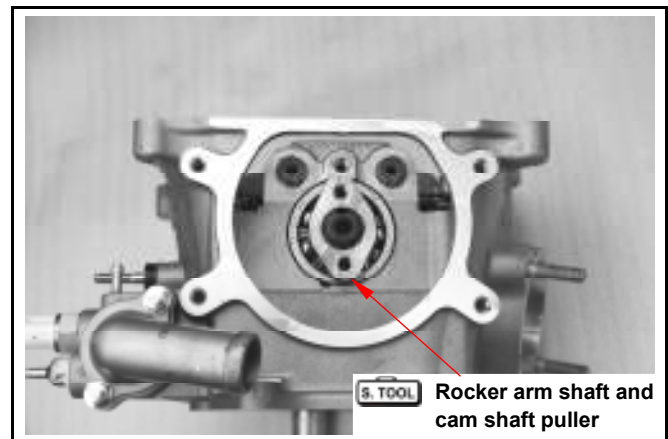
Remove cam shaft setting plate (1 bolt).



Remove rocker arm shafts and rocker arms.

Special Service Tool:

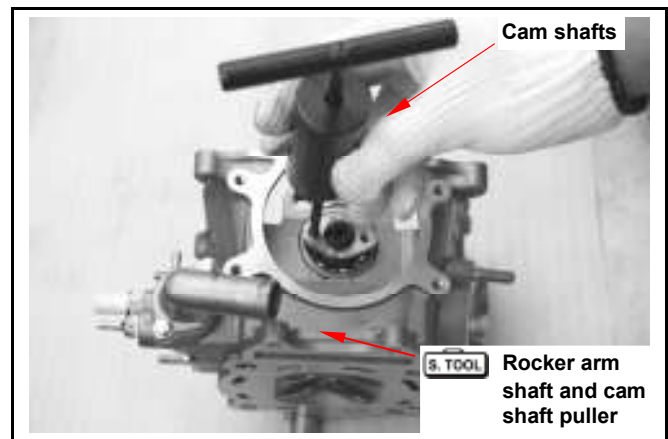
Rocker arm and cam shaft puller SYM-1445100



Remove cam shafts.

Special Service Tool:

Rocker arm and cam shaft puller SYM-1445100



Use a valve cotter remove & assembly tool to press the valve spring, and then remove valves.

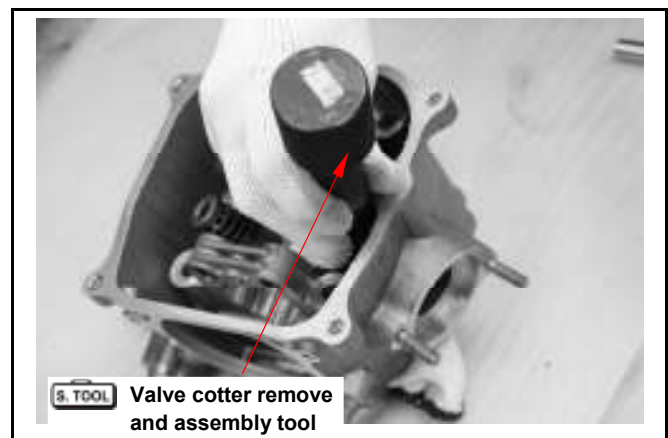


Caution

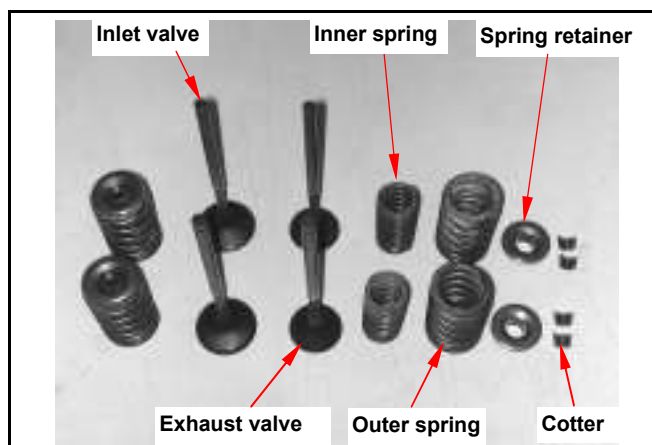
- In order to avoid losing spring elasticity, do not press the spring too much. Thus, press length is based on the valve cotter in which can be removed.

Special Service Tool:

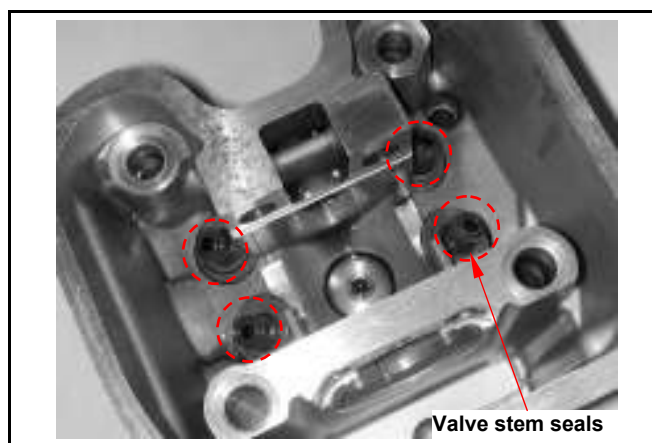
**Valve cotter remove & assembly tool
SYM-1471110-SY125**



Remove valve cotters, spring retainers, springs and valves.



Remove valve stem seals.



Clean carbon deposits in combustion chamber.
Clean residues and foreign materials on cylinder head matching surface.

Caution

- Do not damage the matching surface of cylinder head.

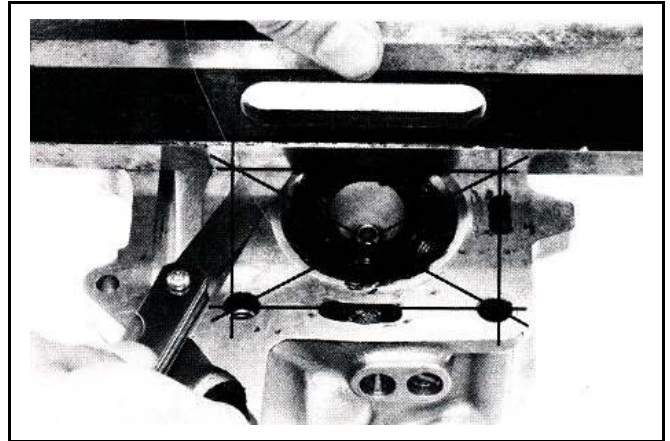


6. Cylinder Head / Valve

Cylinder Head Inspection

Check if spark plug and valve holes are cracked. Measure cylinder head warp with a straightedge and thickness gauge.

Service limit: 0.05 mm



Camshaft

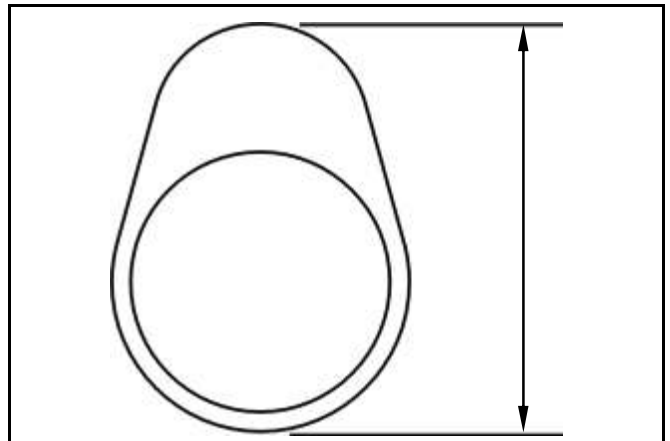
Inspect cam lobe height for damaged.

Service Limit:

IN: Replacement when less than 34.860mm

EX: Replacement when less than 34.725mm

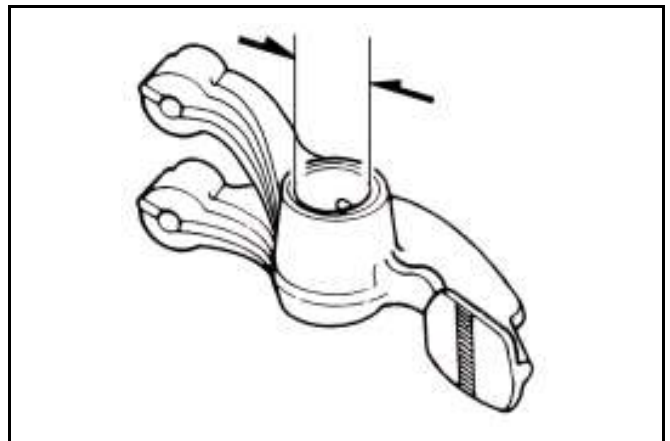
Inspect the camshaft bearing for looseness or wear out. If any damage, replace whole set of camshaft and bearing.



Rocker Arm

Measure the cam rocker arm I.D., and wear or damage, oil hole clogged?

Service Limit: Replace when it is less than 12.080 mm.



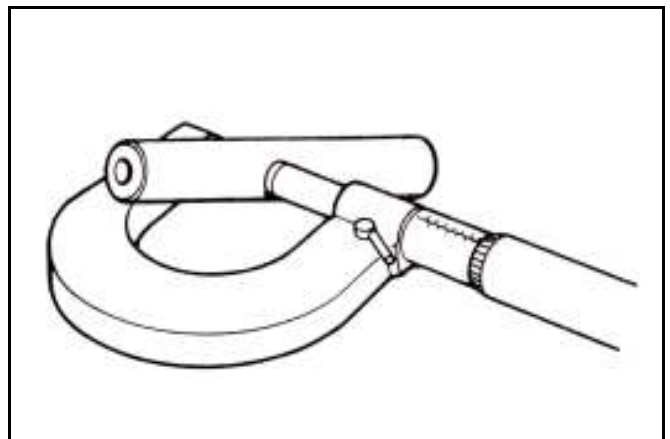
Rocker Arm Shaft

Measure the active O.D. of the cam rocker arm shaft and cam rocker arm.

Service Limit: Replace when it is less than 11.936 mm.

Calculate the clearance between the rocker arm shaft and the rocker arm.

Service Limit: Replace when it is less than 0.10 mm.



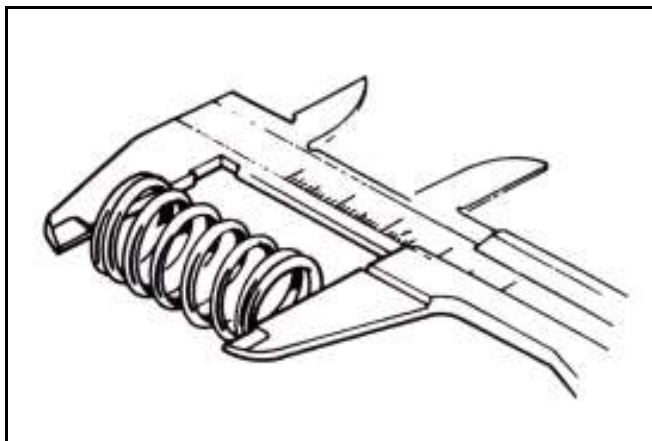
Valve spring free length

Measure the free length of intake and exhaust valve springs.

Service limit:

Inner spring 35.20 mm

Outer spring 36.90 mm

**Valve stem**

Check if valve stems are bend, crack or burn. Check the operation condition of valve stem in valve guide, and measure & record the valve stem outer diameter.

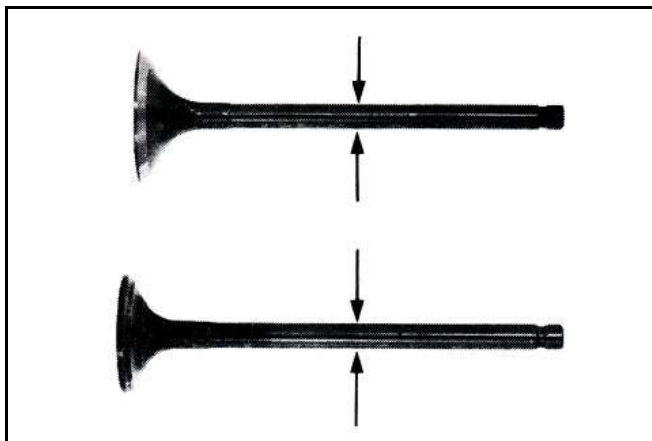
Service Limit: IN: 4.90 mm

EX: 4.90 mm

Valve guide**Caution**

- Before measuring the valve guide, clean carbon deposits with reamer.

Tool: 5.0 mm valve guide reamer



Measure and record each valve guide inner diameters.

Service limit: 5.03 mm

The difference that the inner diameter of valve guide deducts the outer diameter of valve stem is the clearance between the valve stem and valve guide.

Service Limit: IN→0.08 mm

EX→0.10 mm

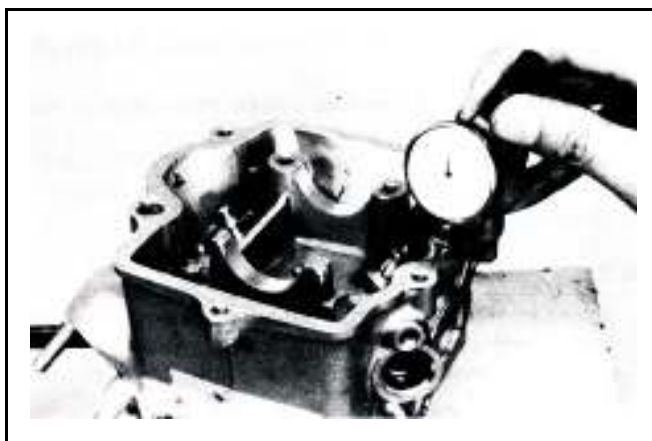
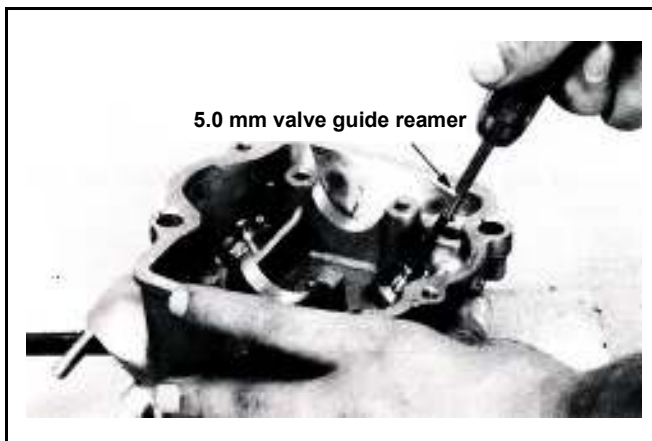
**Caution**

- If clearance between valve stem and valve guide exceeded service limit, check whether the new clearance that only replaces new valve guide is within service limit or not. If so, replace valve guide.

Correct it with reamer after replacement. If clearance still exceeds service limit after replaced valve guide, replace valve stem too.

**Caution**

- It has to correct valve seat when replacing valve guide.



6. Cylinder Head / Valve

Valve Stem Replacement

Heat up cylinder head to 100~150 °C with heated plate or toaster.

Caution

- Do not let torch heat cylinder head directly. Otherwise, the cylinder head may be deformed as heating it.
- Wear on a pair of glove to protect your hands when operating.

Hold the cylinder head, and then press out old valve guide from combustion chamber side.

Tool: Valve guide driver: 5.0 mm

Caution

- Check if new valve guide is deformation after pressed it in.
- When pressing in the new valve guide, cylinder head still have to be kept in 100~150°C.

Adjust the valve guide driver and let valve guide height is in 13 mm.

Press in new valve guide from rocker arm side.

Tool: Valve guide driver: 5.0 mm

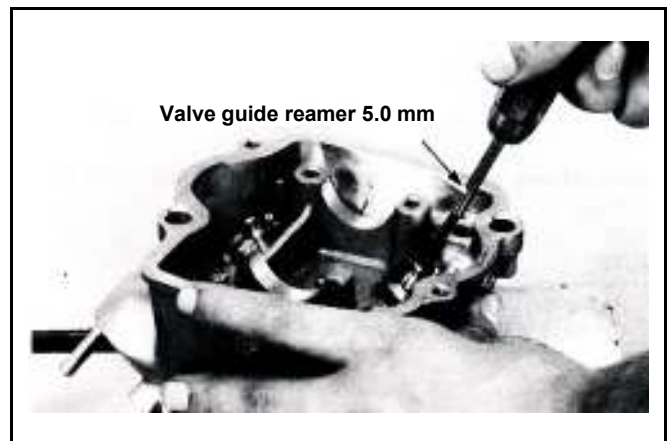
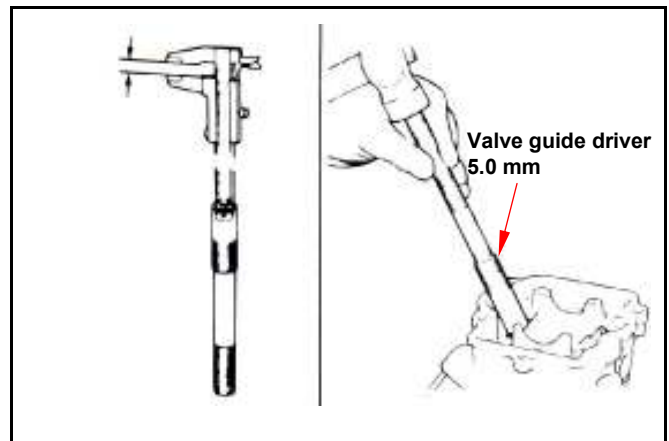
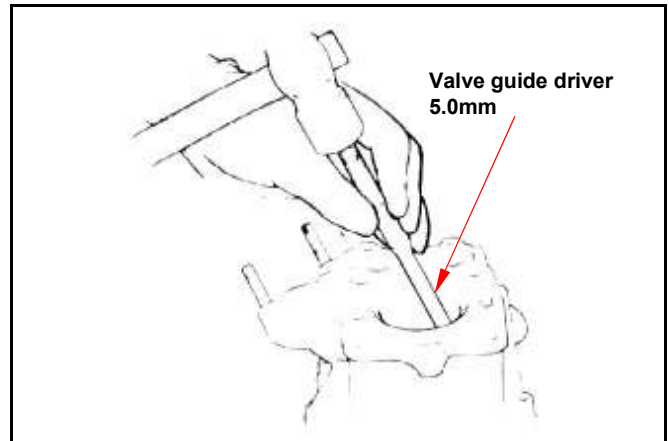
Wait for the cylinder head cooling down to room temperature, and then correct the new valve guide with reamer.

Caution

- Using cutting oil when correcting valve guide with a reamer.
- Turn the reamer in same direction when it be inserted or rotated.

Correct valve seat, and clean up all metal residues from cylinder head.

Tool: Valve guide reamer: 5.0 mm



Valve Seat Inspection and Service

Clean up all carbon deposits onto intake and exhaust valves.

Apply with emery slightly onto valve contact face.
Grind valve seat with a rubber hose or other manual grinding tool.

Caution

- Do not let emery enter into between valve stem and valve guide.
- Clean up the emery after corrected, and apply with engine oil onto contact faces of valve and valve seat.

Remove the valve and check its contact face.

Caution

- Replace the valve with new one if valve seal is roughness, wear out, or incomplete contacted with valve seat.

Valve seat inspection

If the valve seat is too width, narrow or rough, corrects it.

Valve seat width

Service limit: 1.6mm

Check the contact condition of valve seat.

Valve seat grinding

The worn valve seat has to be ground with valve seat chamfer cutter.

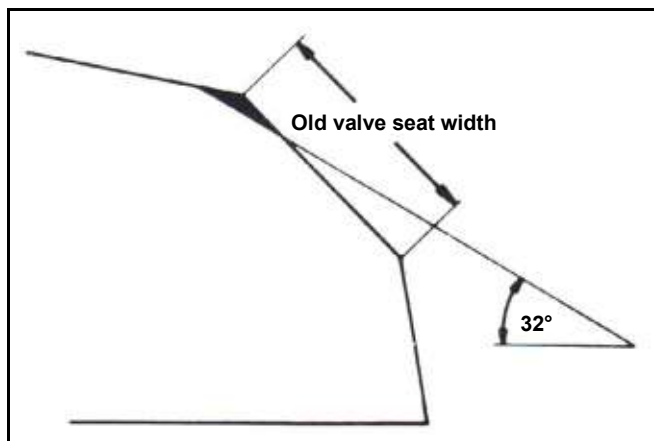
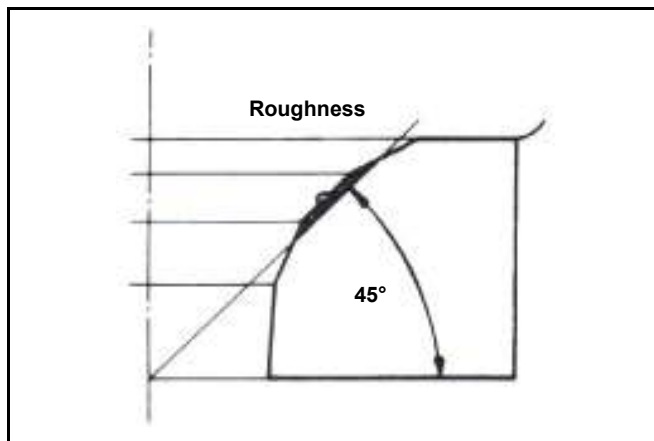
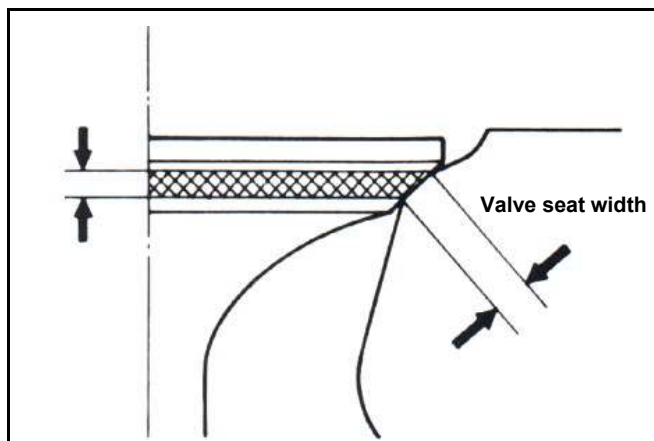
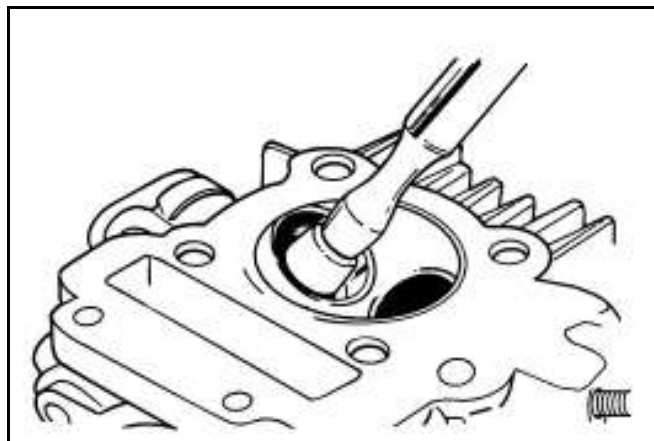
Refer to operation manual of the valve seat chamfer cutter.

Use 45° valve seat chamfer cutter to cut any rough or uneven surface from valve seat.

Caution

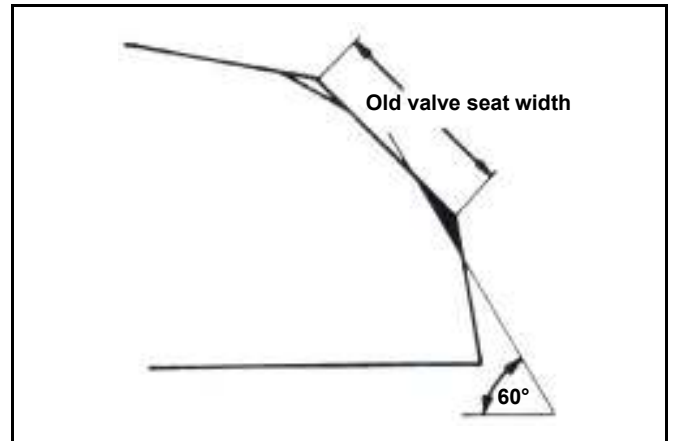
- After valve guide had been replaced, it has to be ground with 45° valve seal chamfer cutter to correct its seat face.

Use 32° cutter to cut a quarter upper parts out.



6. Cylinder Head / Valve

Use 60° cutter to cut a quarter lower parts out.
Remove the cutter and check new valve seat.

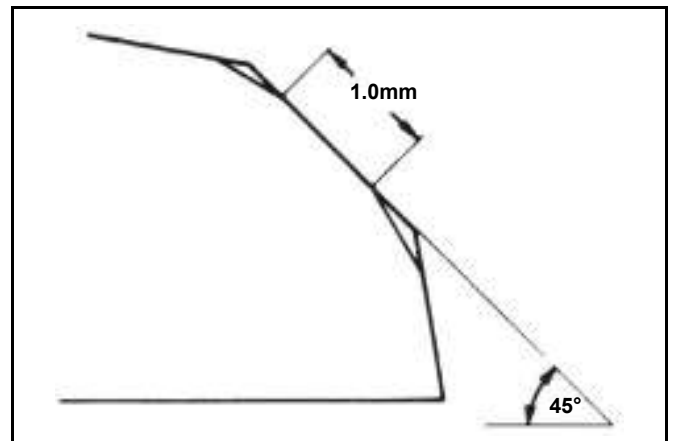


Use 45° cutter to grind the valve seat to specified width.

Caution

- Make sure that all roughness and uneven faces had been ground.

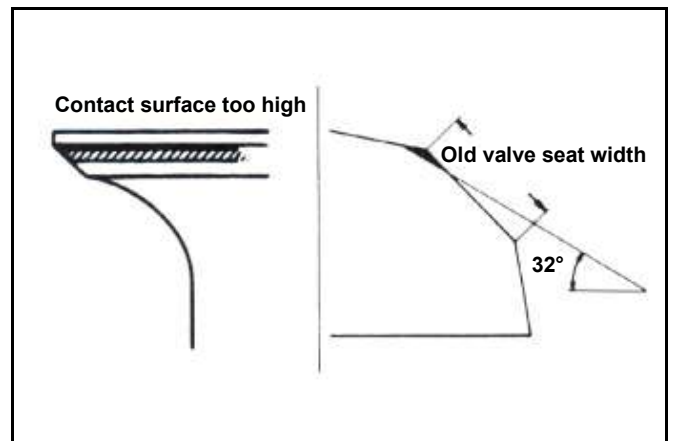
Grind valve seat again if necessary.



Coat the valve seat surface with red paint.
Install the valve through valve guide until the valve contacting with valve seat, slightly press down the valve but do not rotate it so that a seal track will be created on contact surface.

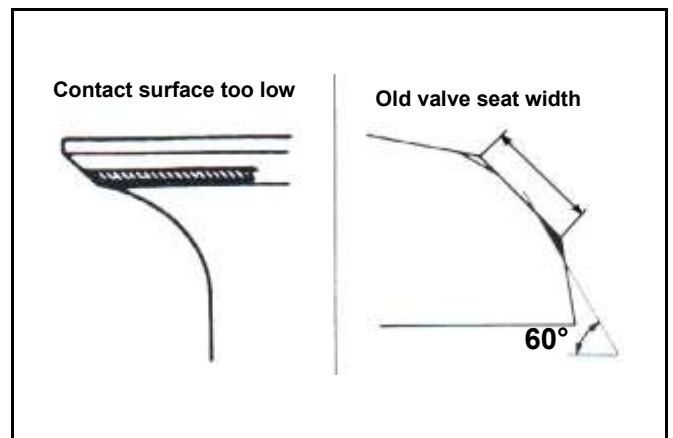
Caution

- The contact surfaces of valve and valve seat are very important to the valve sealing capacity.



If the contact surface too high, grind the valve seat with 32° cutter.
Then, grind the valve seat to specified width.

If the contact surface too low, grind the valve seat with 60° cutter.
Then, grind the valve seat to specified width.



After the valve seat ground, coat valve seat surface with emery and then slightly press the ground surface.
Clean up all emery coated onto cylinder and valve after ground.

Cylinder Head Reassembly

Lubricate valve stem with engine oil, and then insert the valve into valve guide.
Install new valve stem oil seal.
Install valve springs and retainers.

Caution

- The closed coils of valve spring should face down to combustion chamber.

Put the valve cotters onto valve spring retainer.
Use a valve cotter remove & assembly tool to press the valve springs, and then install valves.

Caution

- In order to avoid damaging the valve stem and the cylinder head, in the combustion chamber place a rag between the valve spring remover/installer as compressing the valve spring directly.

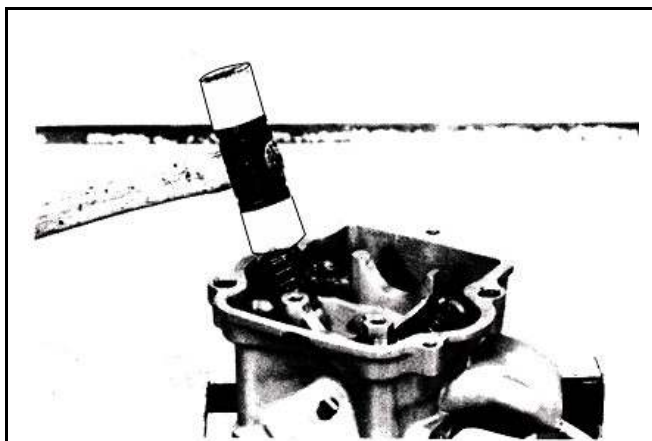
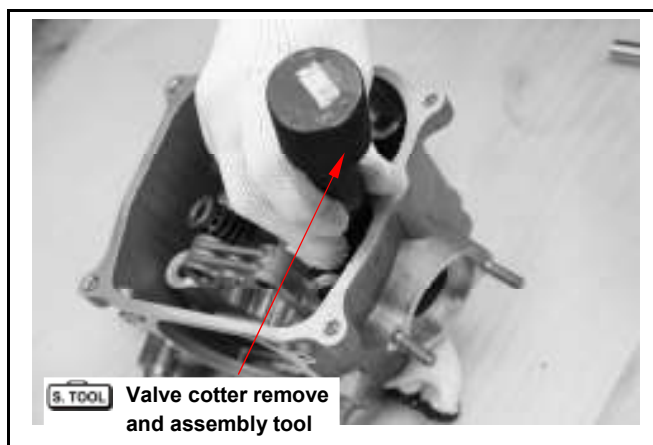
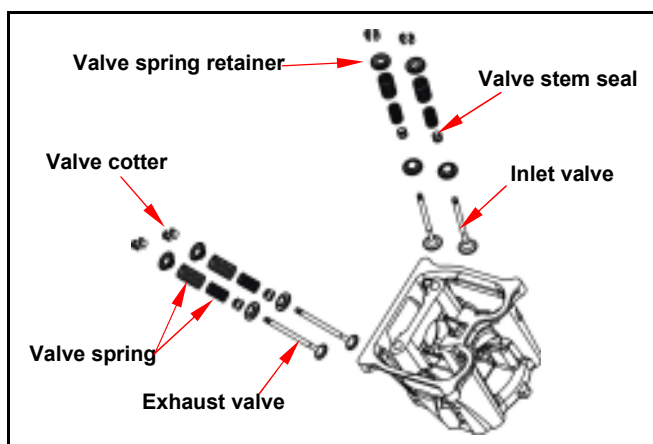
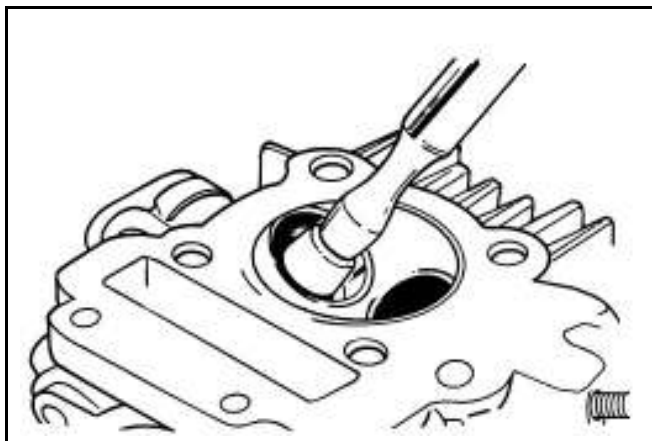
Special Service Tool:

Valve cotter remove & assembly tool
SYM-1471110-SY125

Tap the valve stems gently with a plastic hammer to make sure valve retainer and valve cotter is settled.

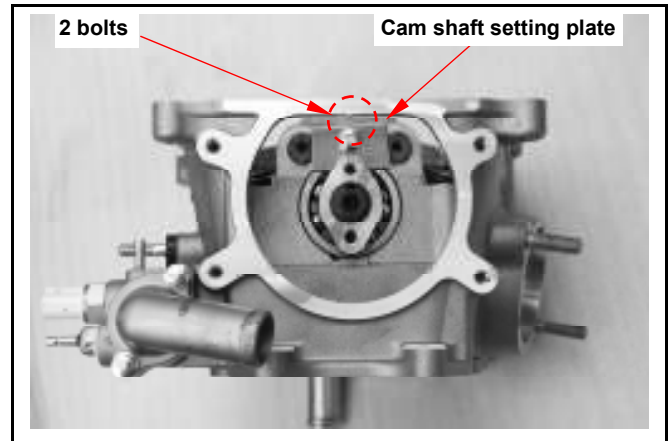
Caution

- Place and hold cylinder head on to working table so that can prevent from valve damaged.



6. Cylinder Head / Valve

Install camshaft into cylinder head.
Install valve rocker arm, rocker arm shaft and cam shaft setting plate.

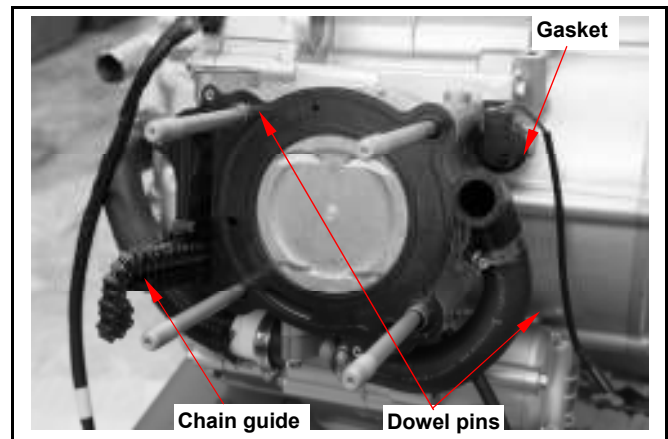


Cylinder Head Installation

Clean up all residues and foreign materials onto the matching surfaces of both cylinder and cylinder head.
Install chain guide, dowel pins and a new cylinder head gasket onto the cylinder.

Caution

- Do not damage the matching surfaces of cylinder and cylinder head.
- Avoid residues of gasket or foreign materials falling into crankcase as cleaning.

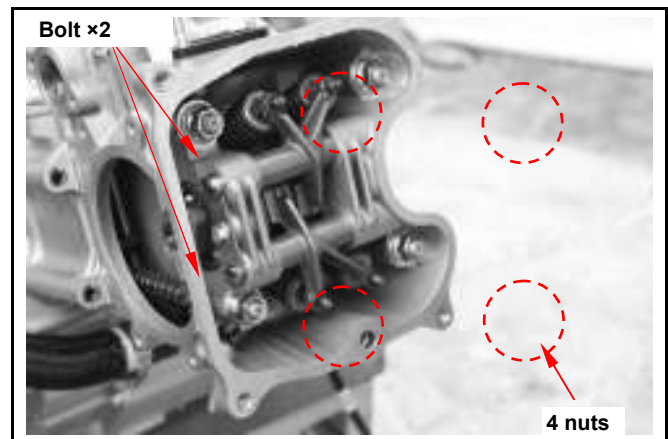


Install 4 washers and tighten 4 nuts on the cylinder head upper side, and then tighten 2 cylinder head mounting bolts of cylinder head right side.

Torque value:

Nut 3.6~4.0kgf-m

Bolt 1.0~1.4kgf-m

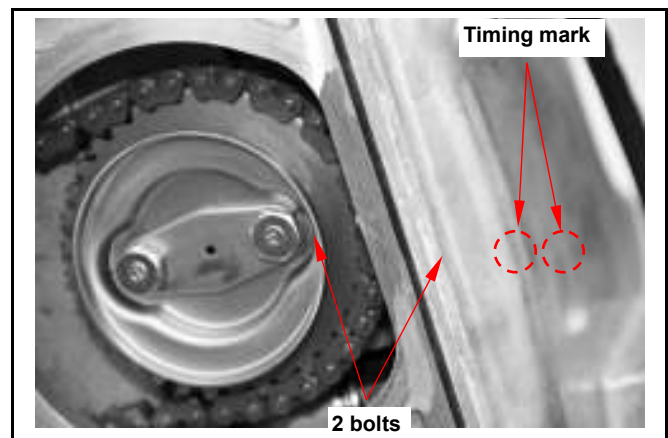


Install cam chain on to sprocket and align the timing mark on the sprocket with that of cylinder head.

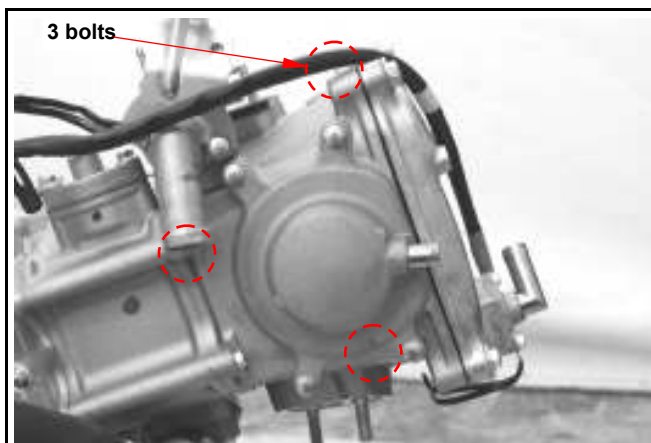
Align sprocket bolt hole with camshaft bolt hole.
Tighten the sprocket mounting bolts.

Caution

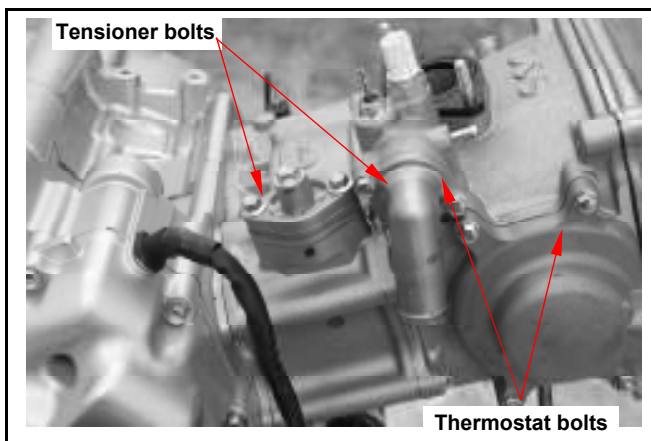
- Make sure timing marks are matched.



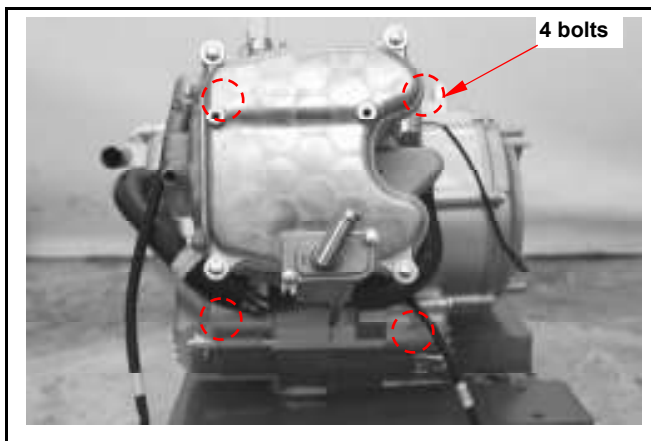
Install cylinder head side cover (3 bolts).



Install thermostat (2 bolts).
Loosen auto tensioner adjustment bolt and remove bolt and spring.
Install tensioner and install spring and adjustment bolt.



Install cylinder cover (4 bolts).



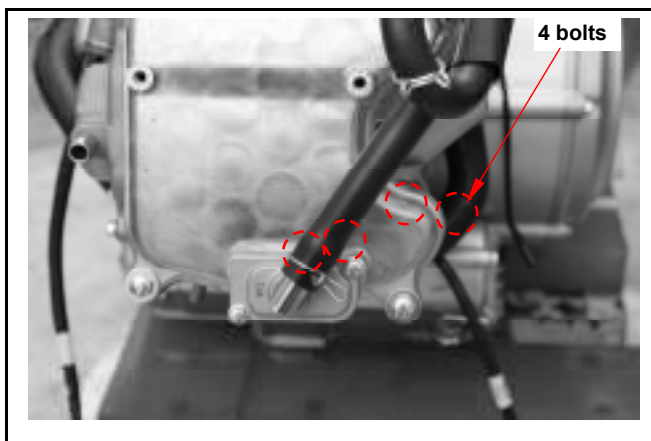
Install Air Injection system (AI) pipe. (4 bolts)
Install inlet pipe onto cylinder head.
Install and tighten spark plug.

Torque value: 1.0~2.0kgf-m

⚠ Caution

- This model is equipped with more precision 4-valve mechanism so its tighten torque can not be exceeded standard value in order to avoid causing cylinder head deformation, engine noise and leaking so that motorcycle's performance be effected.

Install the engine onto frame (refer chapter 5).



6. Cylinder Head / Valve

Valve Clearance Adjustment

Loosen Air Injection system (AI) pipe upper side bolt (2 bolts).

Remove cylinder head cover.

Remove the cylinder head side cover.

Remove left crankcase cover, and turn the drive face, and align the timing mark on the cam sprocket with that of cylinder head, piston is at TDC position.

Loosen valve clearance adjustment nuts and bolts located on valve rocker arm.

Measure and adjust valve clearance with feeler gauge.

After valve clearance had been adjusted to standard value, hold adjustment bolt and then tighten the Adjustment nut.

Standard Value: IN 0.10 ± 0.02 mm
EX 0.15 ± 0.02 mm

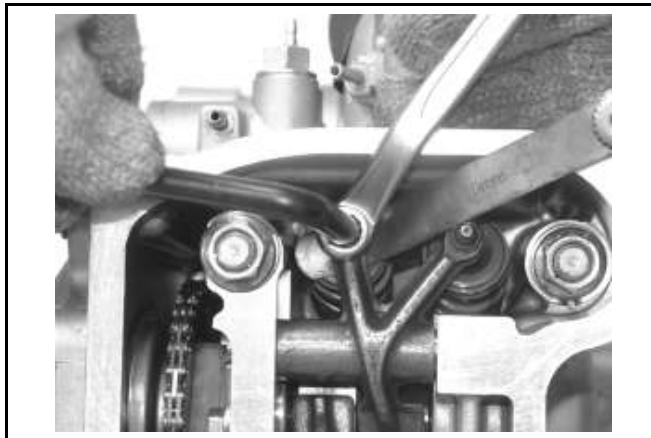
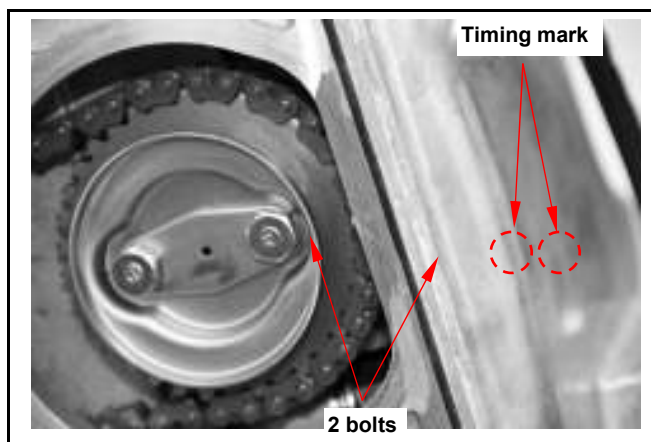
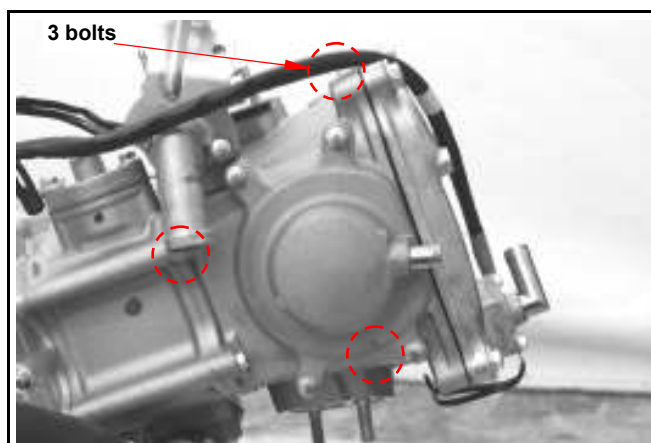
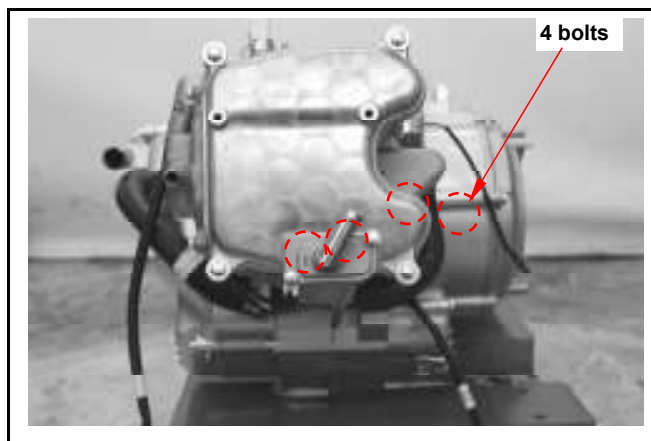
Install the cylinder head side cover.

Start the engine and make sure that engine oil flows onto the cylinder head.

Stop the engine after confirmed, and then install the cylinder head cover and AI pipe.

Caution

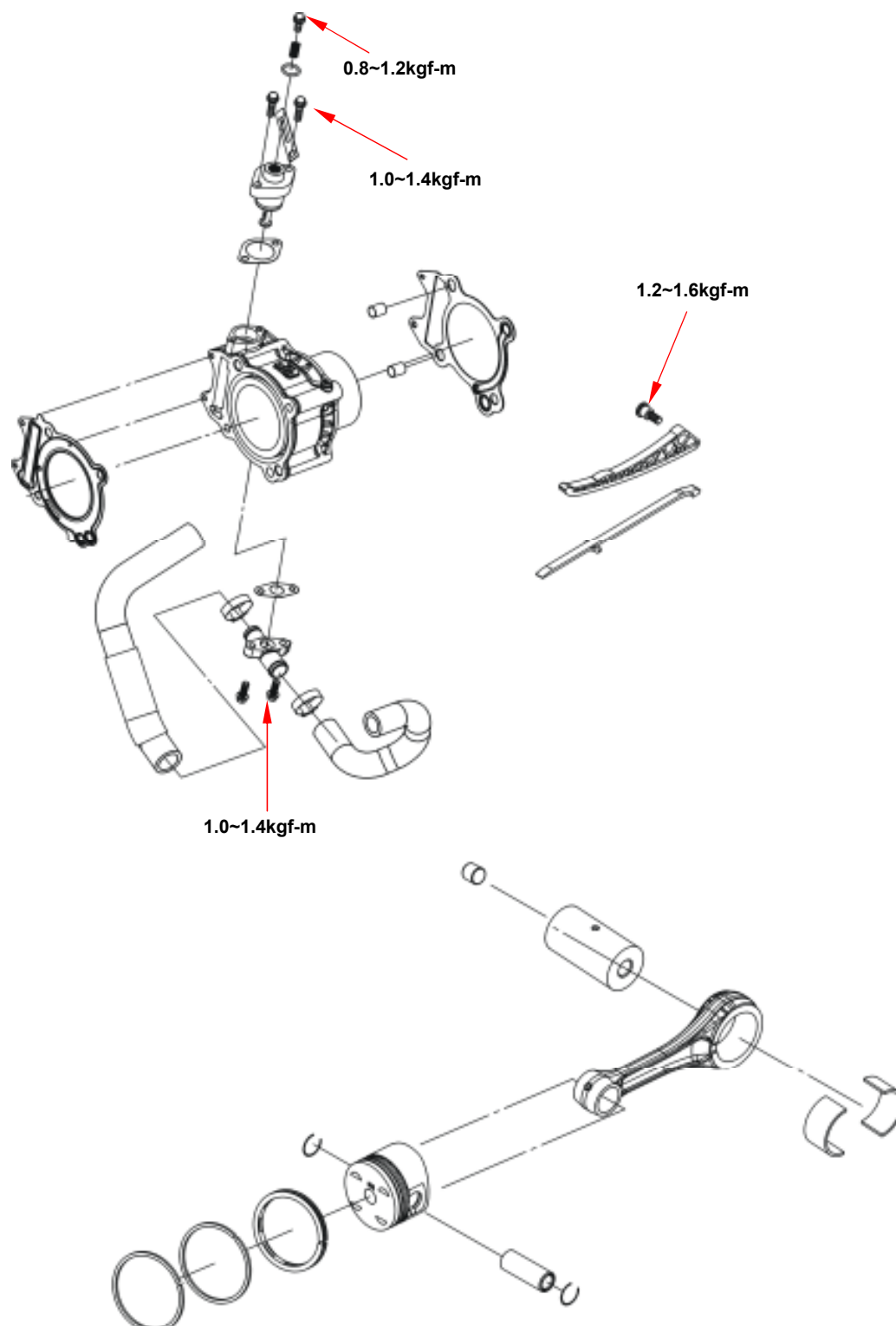
- If lubricant does not flow to cylinder head, engine components will be worn out seriously. Thus, it must be confirmed.
- When checking lubricant flowing condition, run the engine in idle speed. Do not accelerate engine speed.



Mechanism Diagram	7-1
Precautions in Operation	7-2
Troubleshooting	7-2
Cylinder / Piston Removal	7-3

Piston Ring Installation	7-6
Piston Installation	7-7
Cylinder Installation	7-7

Mechanism Diagram



7. Cylinder / Piston

Precautions in Operation

General Information

- Both cylinder and piston service cannot be carried out when engine mounted on frame.

Specification

Unit : mm

			LM25W5		LM30W	
Item			Standard	Limit	Standard	Limit
Cylinder	I.D.		70.995~71.015	71.100	72.995~73.015	73.100
	Out of round		-	0.050	-	0.050
	Taper		-	0.050	-	0.050
	Warpage		-	0.050	-	0.050
Piston/ Piston ring	Clearance between piston ring and ring groove	Top	0.015~0.050	0.090	0.015~0.050	0.090
		2 nd	0.015~0.050	0.090	0.015~0.050	0.090
	Piston ring end gap	Too	0.150~0.300	0.500	0.150~0.300	0.500
		2 nd	0.300~0.450	0.650	0.300~0.450	0.650
		Oil (side rail)	0.200~0.700	-	0.200~0.700	-
	Piston O.D. (2 nd)		70.430~70.480	70.380	72.430~72.480	72.380
	Clearance between piston and cylinder		0.010~0.040	0.100	0.010~0.040	0.100
	ID of piston pin boss		17.002~17.008	17.020	17.002~17.008	17.020
Piston pin O.D.			16.994~17.000	16.960	16.994~17.000	16.960
Clearance between piston and piston pin			0.002~0.014	0.020	0.002~0.014	0.020
Connecting rod small end I.D.			17.016~17.034	17.064	17.016~17.034	17.064

Troubleshooting

Low or Unstable Compression Pressure

- Cylinder or piston ring worn out

Smoking in Exhaust Pipe

- Piston or piston ring worn out
- Piston ring installation improperly
- Cylinder or piston damage

Knock or Noise

- Cylinder or piston ring worn out
- Carbon deposits on cylinder head top-side
- Piston pin hole and piston pin wear out

Engine Overheat

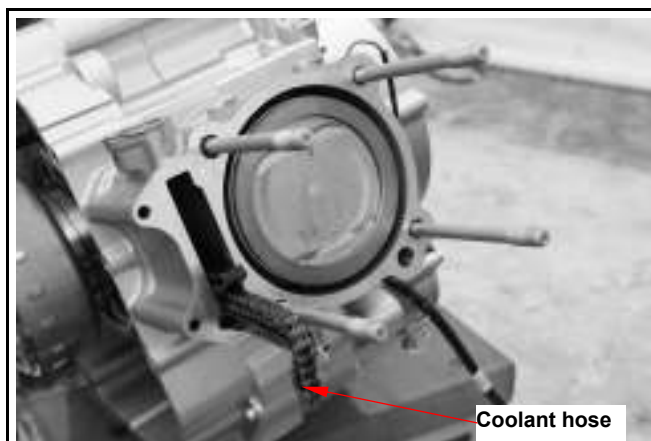
- Carbon deposits on cylinder head top side
- Cooling pipe clogged or not enough in coolant flow

Cylinder / Piston Removal

Remove cylinder head (refer to chapter 6).

Remove coolant hose from cylinder.

Remove cylinder.



Cover the holes of crankcase and cam chain with a piece of cloth.

Remove piston pin clip, and then remove piston pin and piston.



Remove cylinder gasket and dowel pin.

Clean up all residues or foreign materials from the two matching surfaces of cylinder and crankcase.

Caution

- Soap the residues into solvent so that the residues can be removed more easily.



Inspection

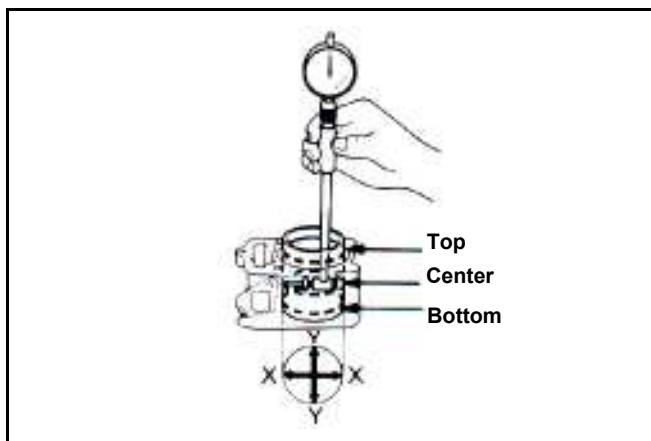
Check if the inner diameter of cylinder is wear out or damaged.

In the 3 positions, top, center and bottom, of cylinder, measure the X and Y values respective in the cylinder.

Service limit:

LM25W5: 71.100 mm

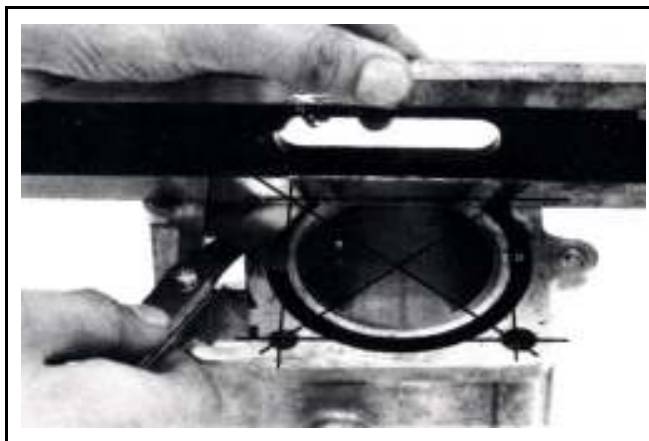
LM30W: 73.100 mm



7. Cylinder / Piston

Measure the cylinder upper surface for warpage.

Service limit: 0.05 mm



Measure the clearance between piston rings and ring grooves.

Service Limit: Top ring: 0.09 mm

2nd ring: 0.09 mm



Remove piston rings

Check if the piston rings are damaged or its grooves are worn.

Caution

- Pay attention to remove piston rings because they are fragile.

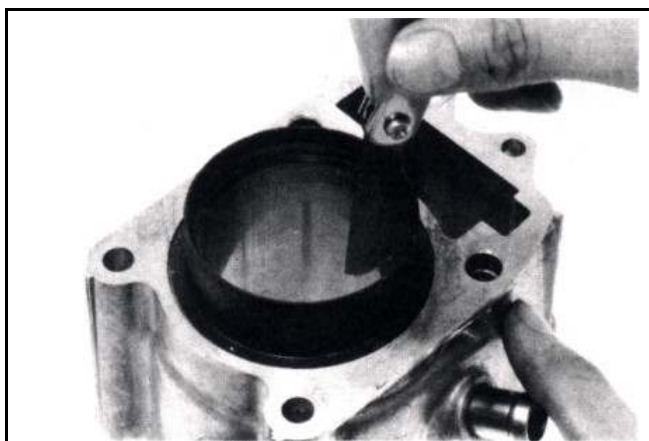


Place piston rings respective into cylinder below 20 mm of cylinder top. In order to keep the piston rings in horizontal level in cylinder, push the rings with piston.

Measure the piston ring end gap.

Service Limit: Top ring: 0.50 mm

2nd ring: 0.65 mm



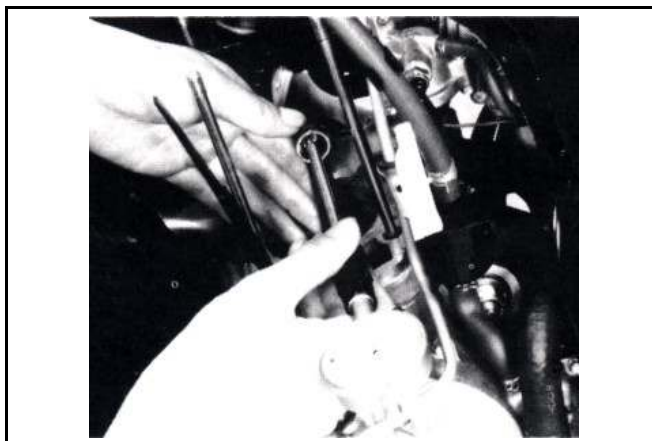
Measure the outer diameter of piston pin.

Service Limit: 16.96 mm



Measure the inner diameter of connecting rod small end.

Service Limit: 17.064 mm

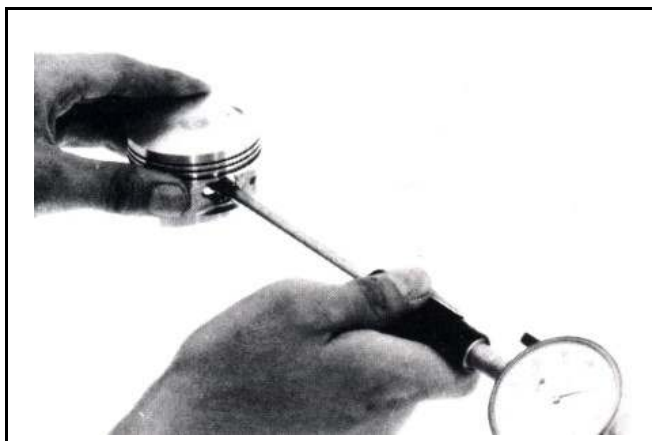


Measure the inner diameter of piston pin hole.

Service Limit: 17.02 mm

Calculate clearance between piston pin and its hole.

Service Limit: 0.02 mm



Measure the piston outer diameter.

 **Caution**

- The measurement position is 10 mm distance from piston bottom side, and 90° to piston pin.

Service limit :

LM25W5: 70.380 mm

LM30W: 72.380 mm

Compare measured value with service limit to calculate the clearance between piston and cylinder.



7. Cylinder / Piston

Piston Ring Installation

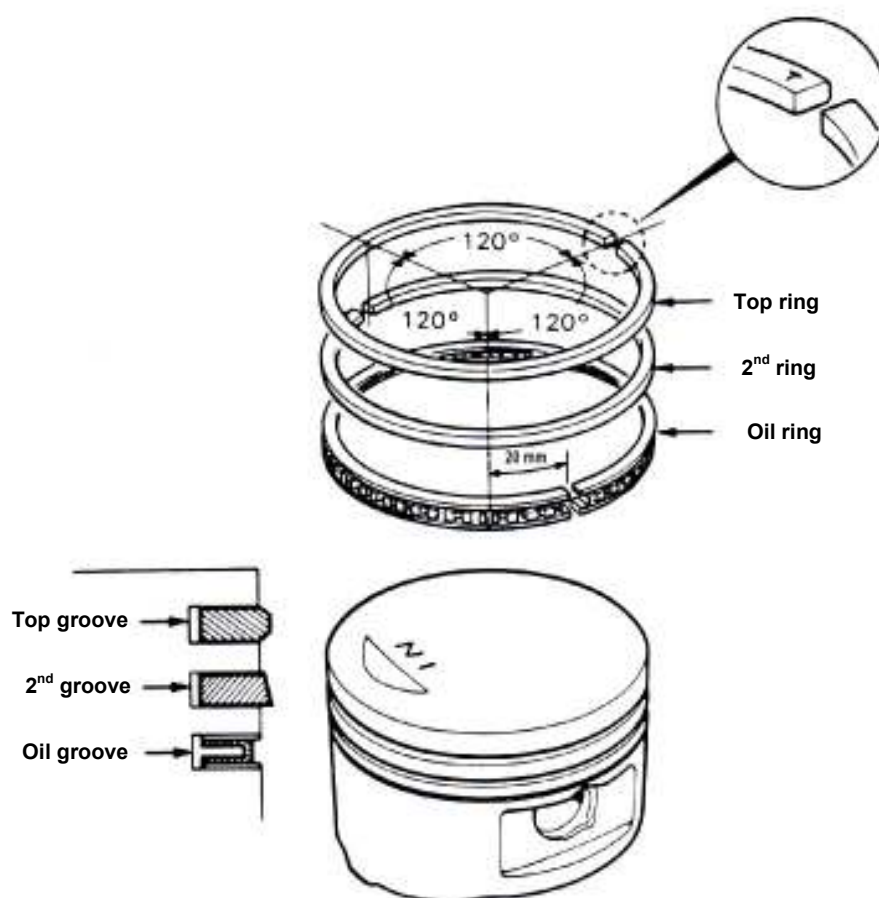
Clean up piston top, ring groove, and piston surface.

Install the piston ring onto piston carefully.

Place the openings of piston ring as diagram shown.

Caution

- Do not damage piston and piston rings as installation.
- All marks on the piston rings must be forwarded to up side.
- Make sure that all piston rings can be rotated freely after installed.



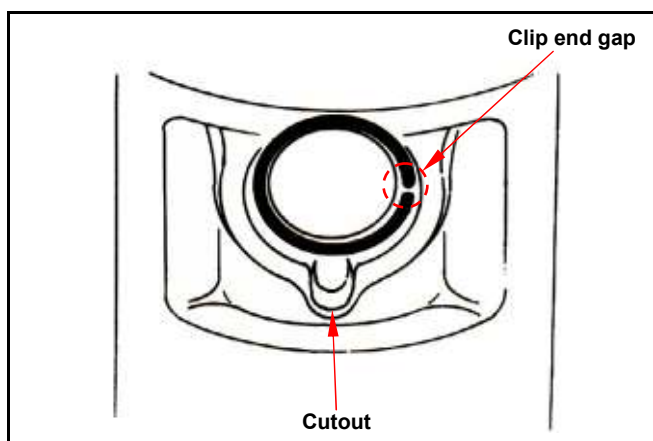
Piston Installation

Install piston and piston pin, and place the IN marks on the piston top side forward to inlet valve.

Install new piston pin clip.

Caution

- Do not let the opening of piston pin clip align with the piston cutout.
- Place a piece of cloth between piston and crankcase in order to prevent snap ring from falling into crankcase as operation.



Cylinder Installation

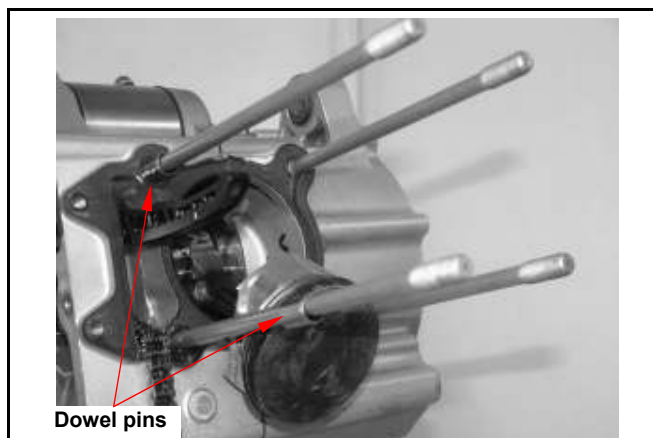
Clean up all residues and foreign materials on the matching surface of crankcase. Pay attention to not let these residues and foreign materials fall into crankcase.

Caution

- Soap the residues into solvent so that the residues can be removed more easily.



Install dowel pins and new cylinder gasket.



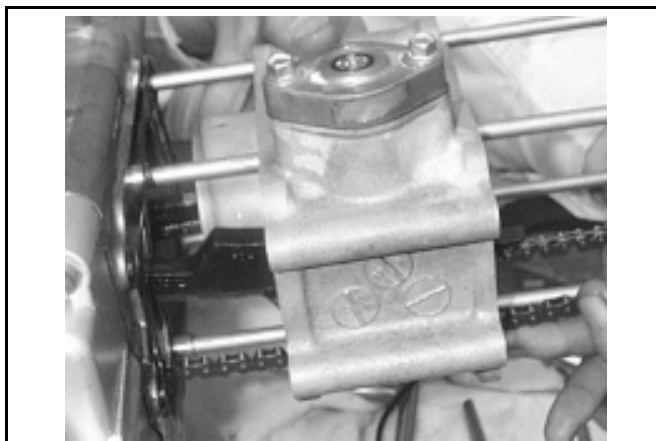
7. Cylinder / Piston

Coat some engine oil to inside of cylinder, piston and piston rings.

Care to be taken when installing piston into cylinder. Press piston rings in one by one as installation.

Caution

- Do not push piston into cylinder forcefully because piston and piston rings will be damaged.



Install coolant hose onto cylinder.

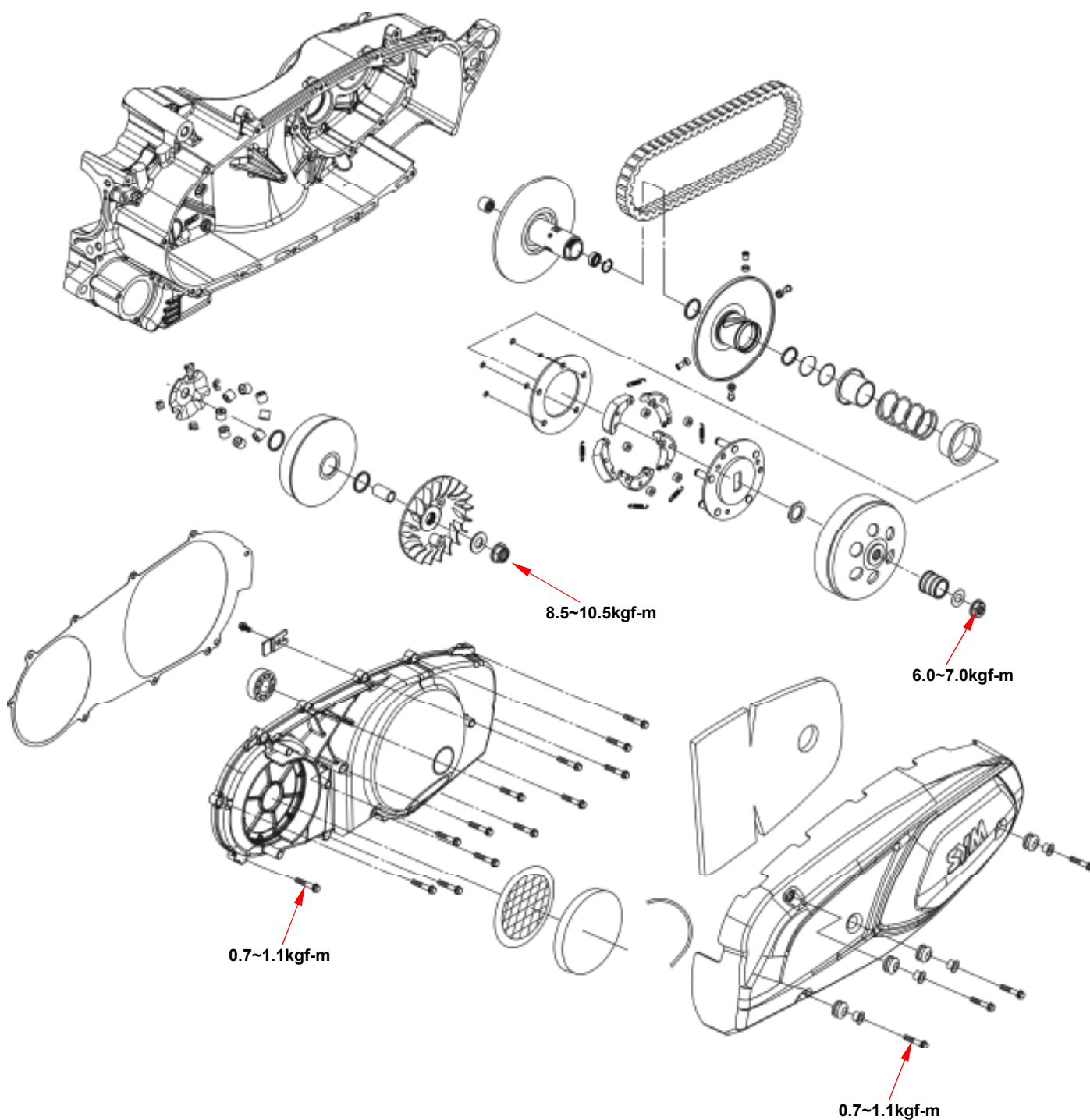
Install cylinder head (refer to Chapter 6).



Mechanism Diagram.....	8-1
Precautions in Operation	8-2
Troubleshooting	8-2
Left Crankcase Cover.....	8-3

Drive Belt.....	8-5
Drive Face	8-7
Clutch Outer / Driven Pulley.....	8-10

Mechanism Diagram



8. V-Belt Drive System



Precautions in Operation

General Information

- Drive face, clutch outer, and driven pulley can be serviced on the motorcycle.
- Drive belt and drive pulley must be free of grease.

Specification

Item	Standard value	Limit
Drive belt width	24.000 mm	22.500 mm
OD of movable drive face boss	29.946~29.980 mm	29.926 mm
ID of movable drive face	30.000~30.040 mm	30.060 mm
OD of weight roller	19.500~20.000 mm	19.000 mm
ID of clutch outer	144.850~145.150 mm	145.450 mm
Thickness of clutch weight	6.000 mm	3.000 mm
Free length of driven pulley spring	102.400 mm	97.400 mm
OD of driven pulley boss	40.950~40.990 mm	40.930 mm
ID of driven face	41.000~41.050 mm	41.070 mm
Weight of weight roller	17.700~18.300 g	17.200 g

Torque value

- Drive face nut: 8.5~10.5kgf-m
- Clutch outer nut: 5.0~6.0kgf-m
- Drive plate nut: 5.0~6.0kgf-m

Special Service Tools

Clutch spring compressor: SYM-2301000
 Inner bearing puller: SYM-6204002
 Clutch nut wrench 39 x 41 mm: SYM-9020200
 Universal holder: SYM-2210100
 Bearing driver: SYM-9100100

Troubleshooting

Engine can be started but motorcycle can not be moved

1. Worn drive Belt
2. Worn drive face
3. Worn or damaged clutch weight
4. Broken driven pulley

Insufficient horsepower or poor high speed performance

1. Worn drive belt
2. Insufficient spring force of driven pulley
3. Worn roller
4. Driven pulley operation un-smoothly

Shudder or misfire when driving

1. Broken clutch weight
2. Worn clutch weight

Left Crankcase Cover

Left crankcase cover removal

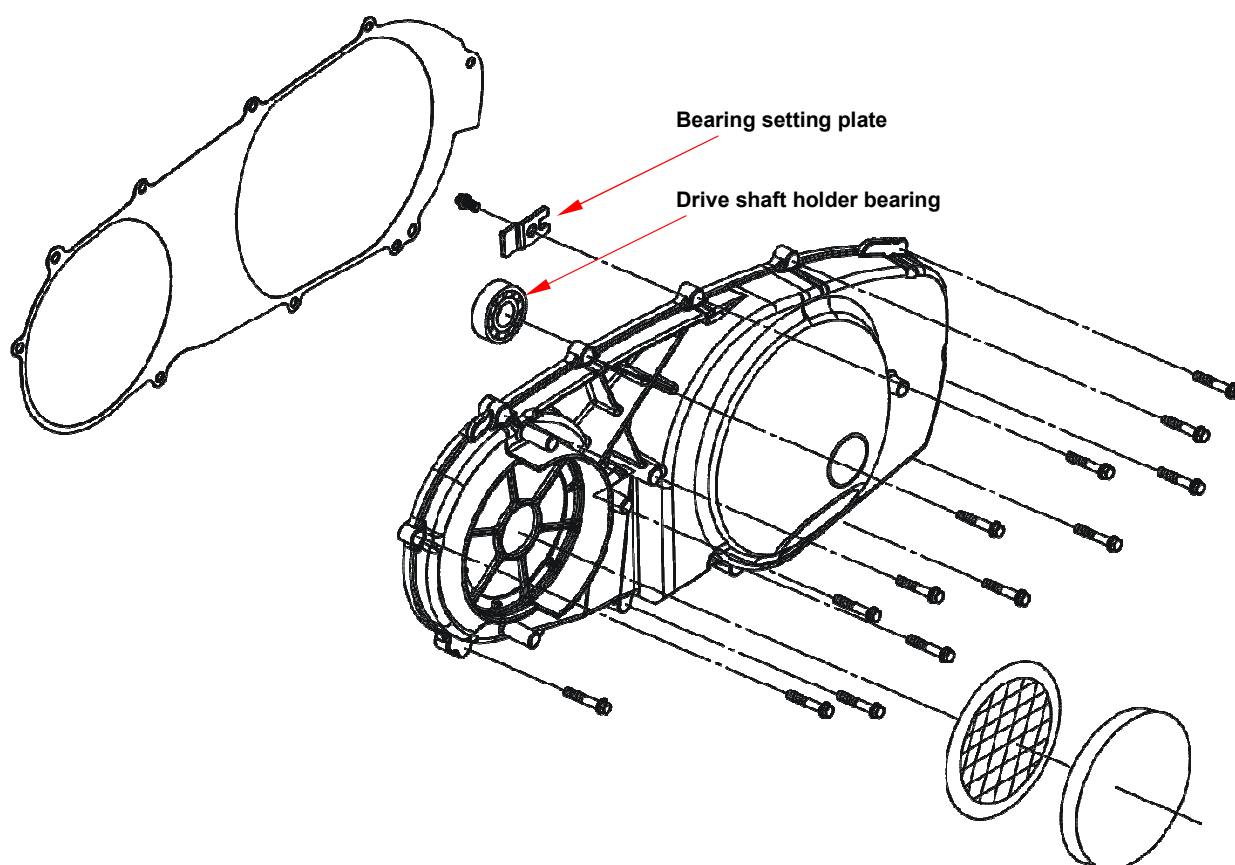
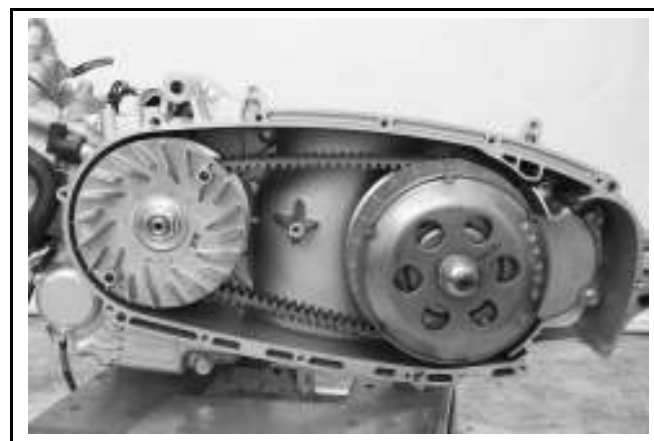
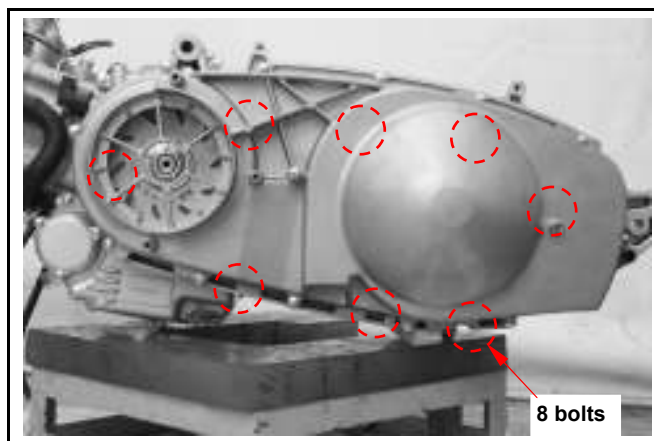
Loosen 4 bolts from left side crank out cover & remove it.

Remove left crankcase cover. (8 bolts)

Remove 2 dowel pin and gasket.

Left crankcase cover install

Install left crankcase cover in the reverse procedures of removal.

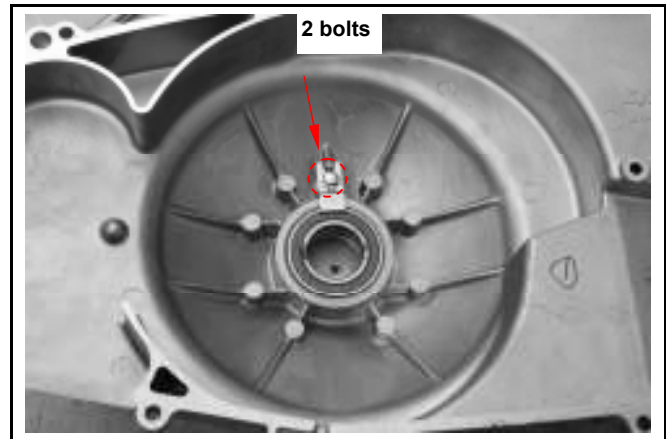


8. V-Belt Drive System

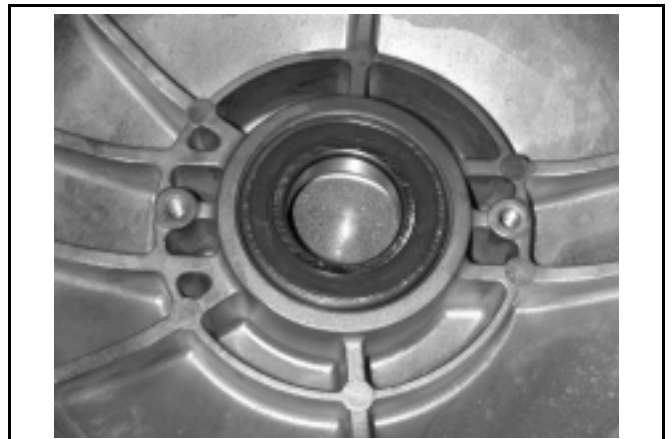


Left crankcase cover inspection

Remove 2 bolts to remove left crankcase cover bearing setting plate.



Check bearing on left crankcase cover. Rotate bearing's inner ring with fingers. Check if bearings can be turned in smooth and silent, and also check if bearing outer ring is mounted on cover tightly. If bearing rotation is uneven, noising, or loose bearing mounted, then replace it.

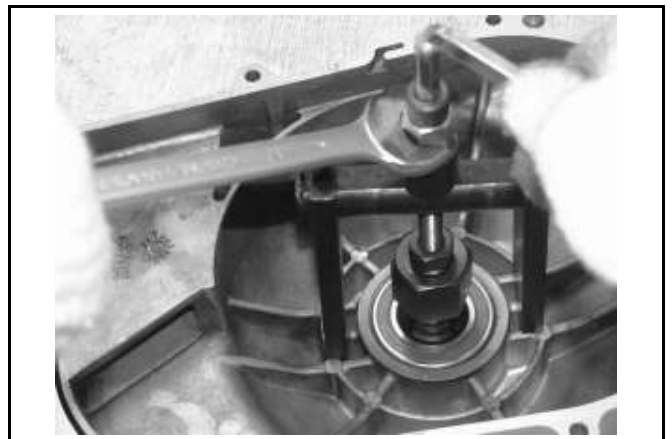


Bearing replacement

Remove bearing with special service tools

Special tools:

Inner bearing puller **SYM-6204022**



Install bearing with special service tools.

Special tools:

Right crank case bearing 6201 assemblies tool
SYM-9614000-HMA 6201

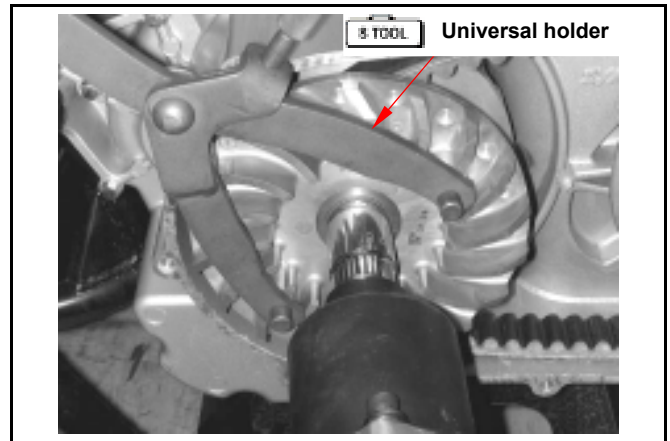


Drive Belt

Removal

Remove left crankcase cover.
Hold drive face with universal holder, and remove nut and drive face.

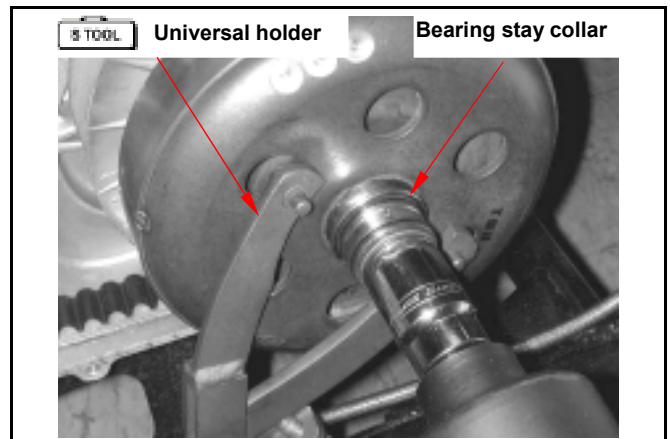
Special Tool : Universal holder



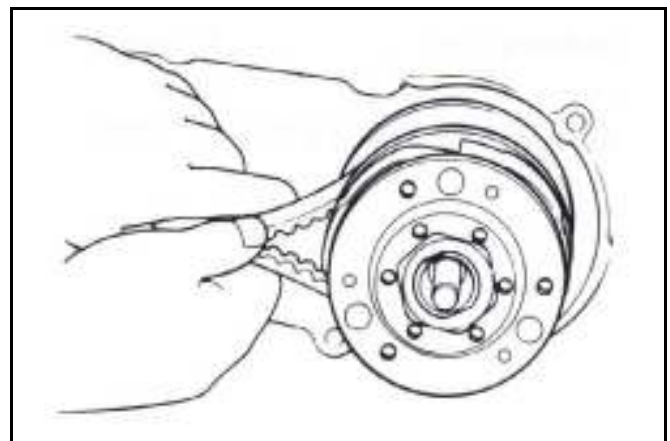
Hold clutch outer with universal holder, and remove nut, bearing stay collar and clutch outer.

⚠ Caution

- Using special service tools for tightening or loosening the nut.
- Fixed rear wheel or rear brake will damage reduction gear system.



Push the drive belt into belt groove as diagram shown so that the belt can be loosened, and then remove the driven pulley.
Remove driven pulley. Do not remove drive belt.
Remove the drive belt from the groove of driven pulley.



Inspection

Check the drive belt for crack or wear. Replace it if necessary.

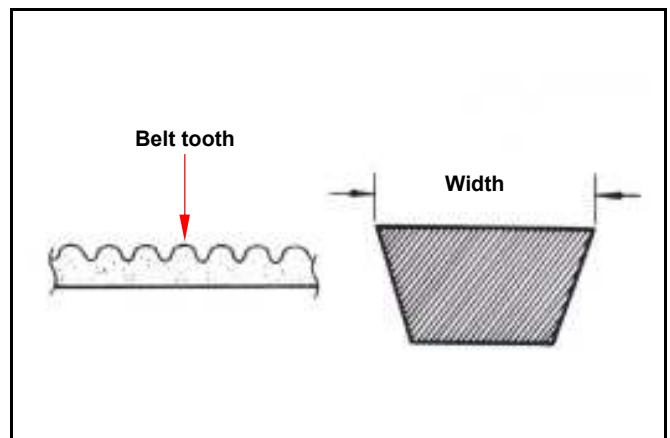
Measure the width of drive belt as diagram shown.

Service Limit: 22.5 mm

Replace the belt if exceeds the service limit.

⚠ Caution

- Using the genuine parts for replacement.
- The surfaces of drive belt or pulley must be free of grease.
- Clean up all grease or dirt before installation.



8. V-Belt Drive System

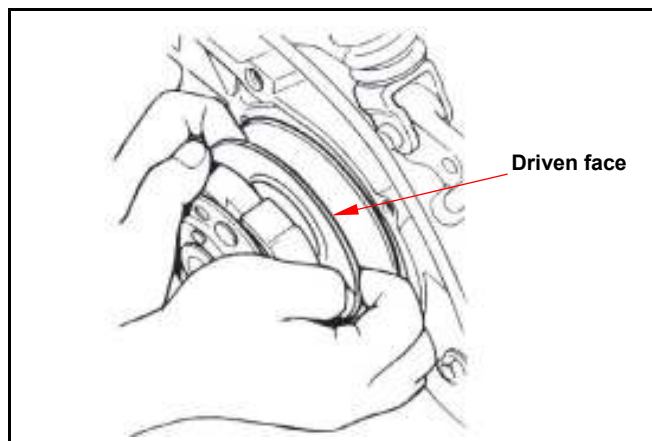


Installation

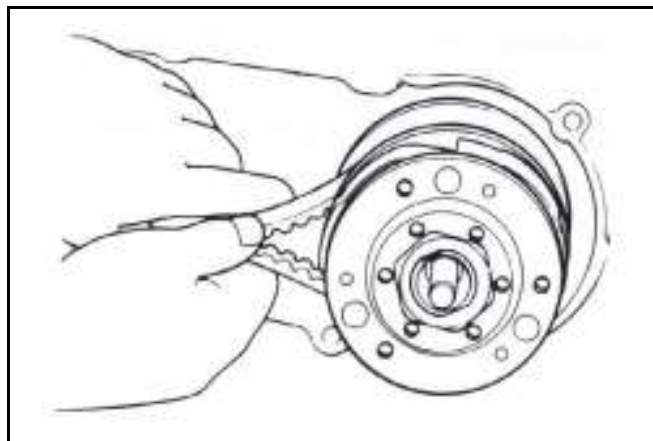
Caution

- Pull out driven face to avoid it closing.
- Cannot oppress friction plate comp in order to avoid creates the distortion or the damage.

Install drive belt onto driven pulley.

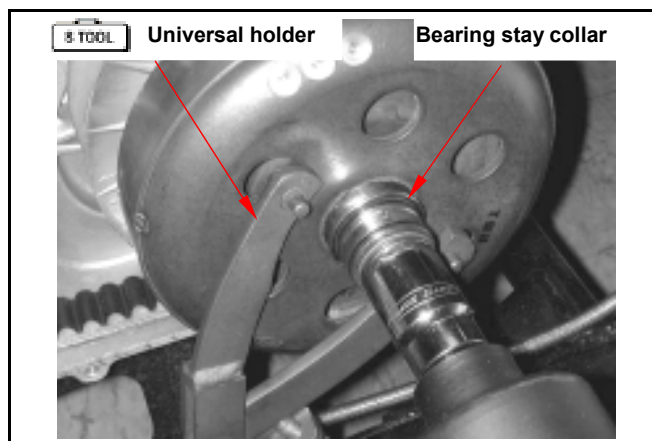


Install the driven pulley that has installed the belt onto drive shaft.
On the drive belt another end to the movable drive face.



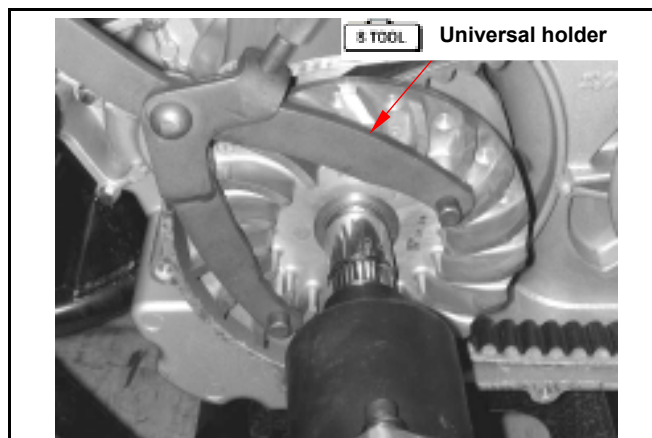
Install the clutch outer and bearing stay collar.
Hold the clutch outer with universal holder, and then tighten nut to specified torque value.

Torque value: 5.0~6.0kgf-m



Install the drive face, washer and drive face nut.
Hold drive face with universal holder, and then tighten nut to specified torque value.

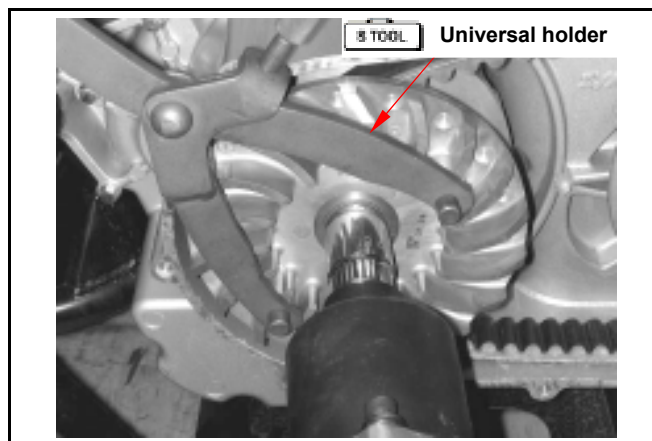
Torque value: 8.5~10.5kgf-m



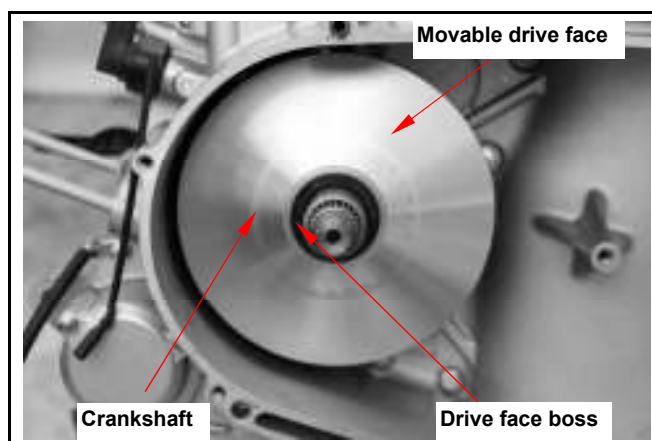
Drive Face

Removal

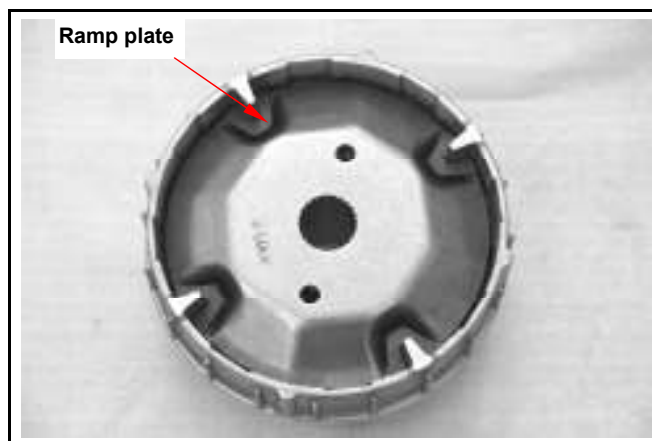
Remove left crankcase cover.
Hold drive face with universal holder, and then remove drive face nut.
Remove drive face and drive belt.



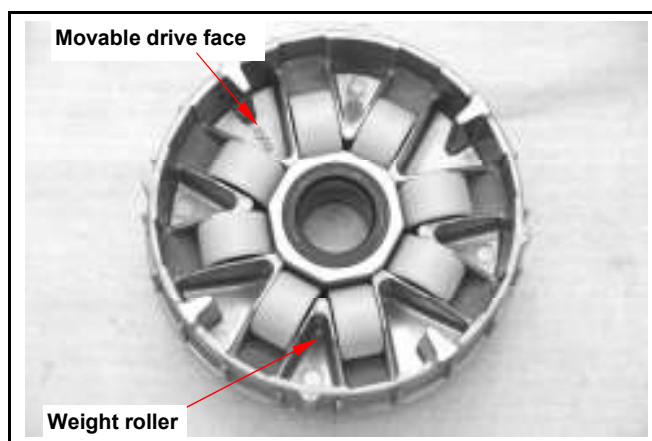
Remove movable drive face comp and drive face boss from crankshaft.



Remove ramp plate.



Remove weight rollers from movable drive face.



8. V-Belt Drive System

Inspection

The weight rollers are to press movable drive face by means of centrifuge force.

Thus, if weight rollers are worn out or damaged, the centrifuge force will be affected.

Check if rollers are worn or damaged. Replace it if necessary.

Measure each roller's outer diameter. Replace it if it exceed the service limit.

Service limit: 19.0 mm

Weight: 17.2g

Check if drive face boss is worn or damaged and replace it if necessary.

Measure the outer diameter of movable drive face boss, and replace it if it exceed service limit.

Service limit: 29.962 mm

Measure the inner diameter of movable drive face, and replace it if it exceed service limit.

Service limit: 30.060 mm

Reassembly/installation

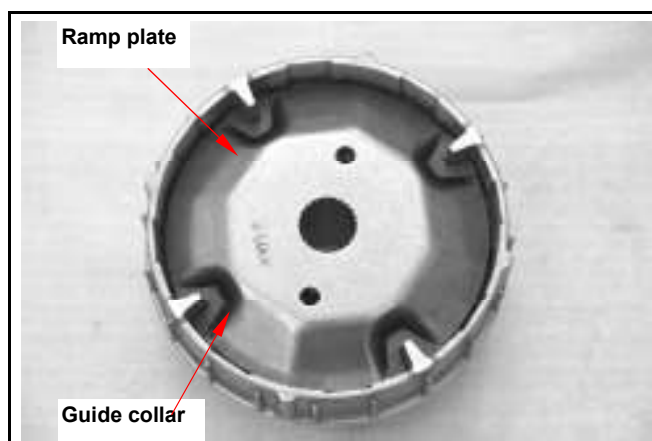
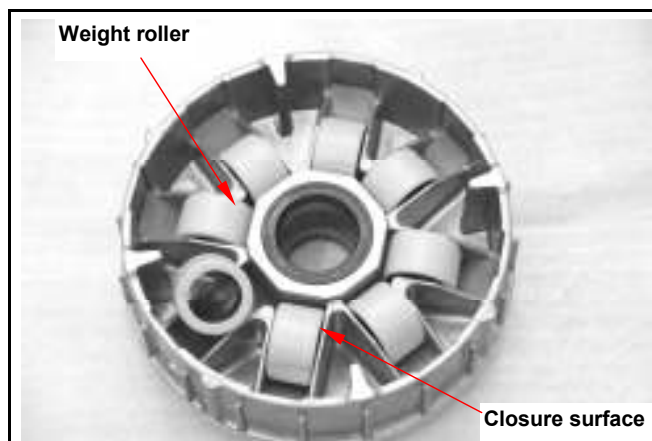
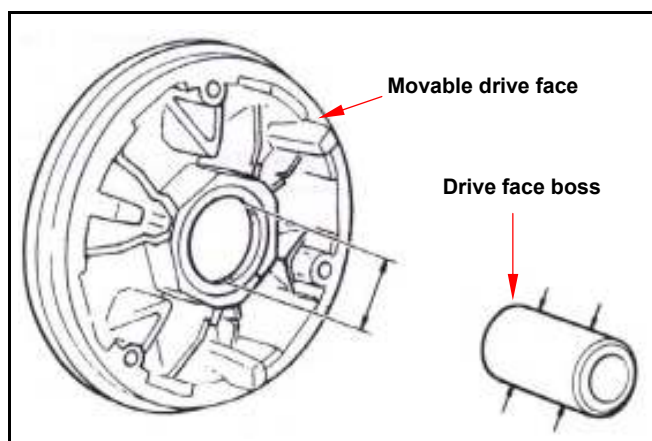
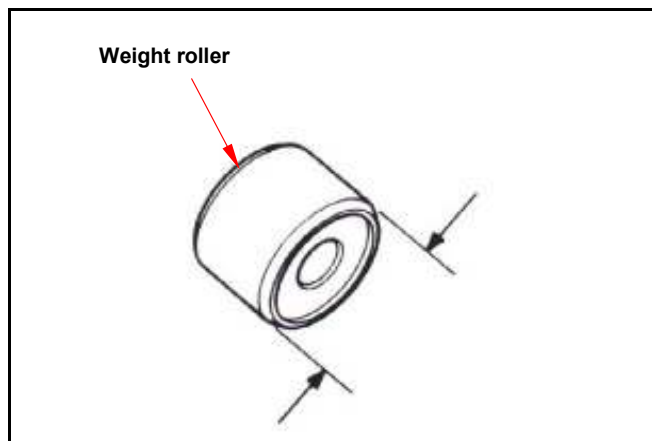
Install weight rollers.



Caution

- The weight roller two end surfaces are not certainly same. In order to lengthen the roller life and prevented exceptionally wears the occurrence, Please end surface of the closure surface counter clockwise assembles onto movable drive face.

Install ramp plate.



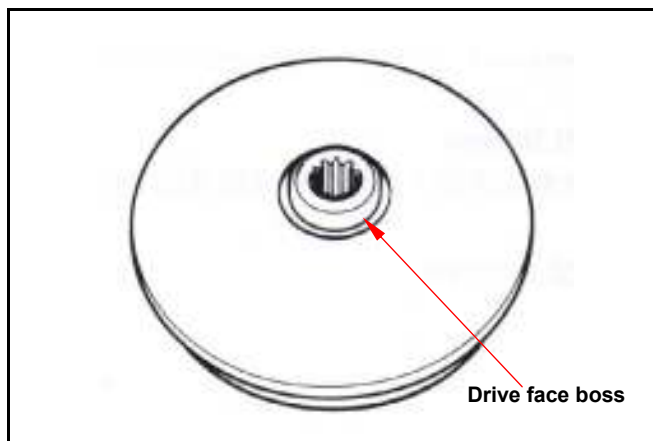


8. V-Belt Drive System

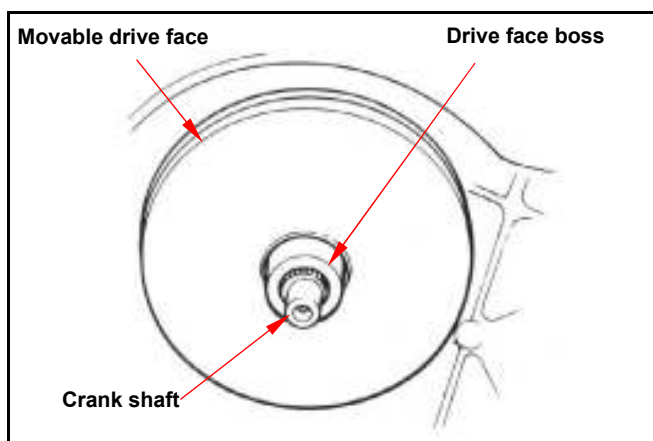
With 4~5g grease spreads wipes drives in the movable drive face axis hole.
Install drive face boss.

Caution

- The movable drive face surface has to be free of grease. Clean it with cleaning solvent.

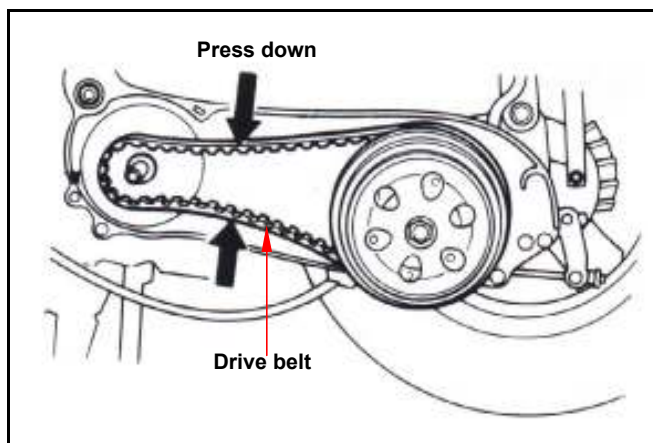


Install movable drive face comp. onto crankshaft.



Driven pulley installation

Press drive belt into pulley groove, and then pull the belt onto drive shaft.



Install drive face, washer and nut.

Caution

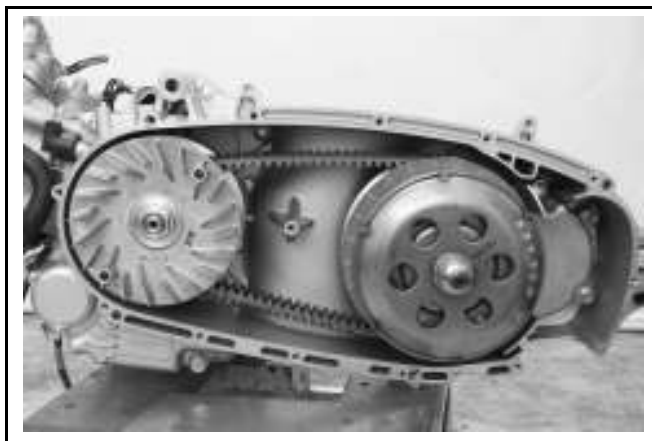
- Make sure that two sides of pulley surfaces have to be free of grease. Clean it with cleaning solvent.

Hold drives face with universal holder.

Tighten nut to specified torque.

Torque value: 8.5~10.5kgf-m

Install left crankcase cover.



8. V-Belt Drive System

Clutch Outer / Driven Pulley

Disassembly

Remove drive belt, clutch outer and driven pulley. Install clutch spring compressor onto the pulley assembly, and operate the compressor to let the wrench be installed more easily.

Caution

- Do not press the compressor too much.

Hold the clutch spring compressor onto bench vise, and then remove mounting nut with special service tool.

Release the clutch spring compressor and remove friction plate, clutch weight and spring from driven pulley.

Remove seal collar from driven pulley.

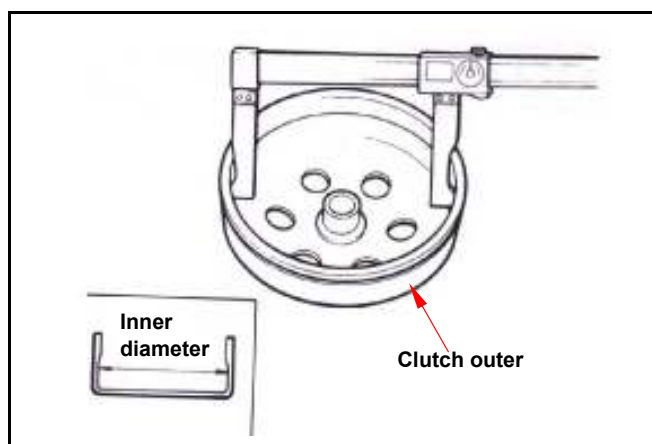
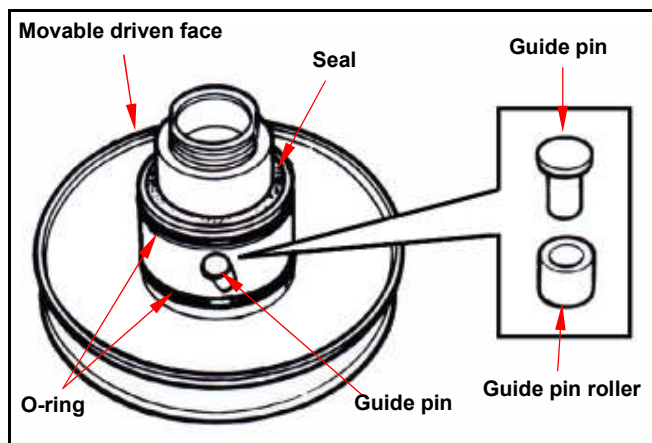
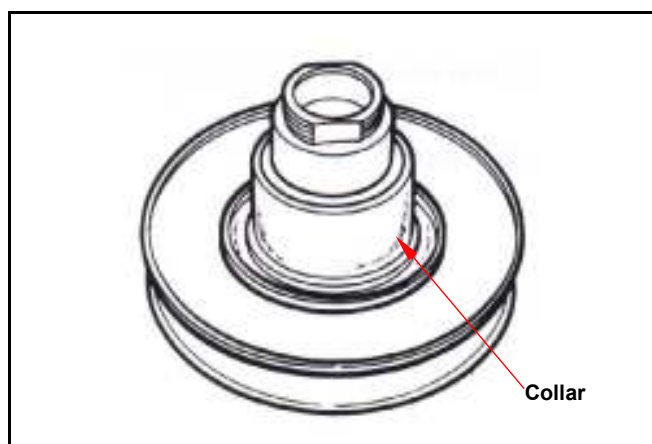
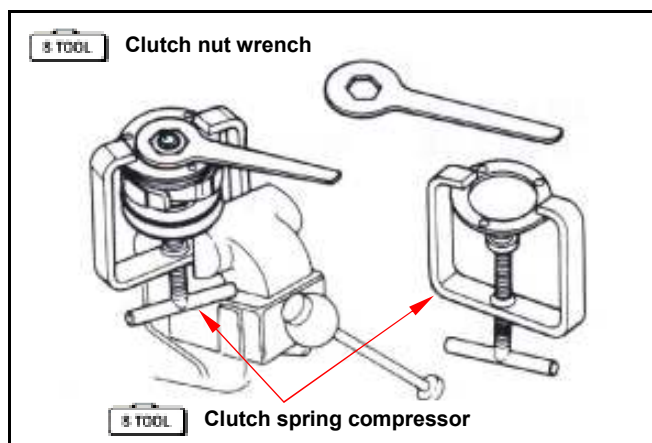
Remove guide pin, guide pin roller, and movable driven face, and then remove O-ring & oil seal seat from movable driven face.

Inspection

Clutch outer

Measure the inner diameter of clutch outer. Replace the clutch outer if exceed service limit.

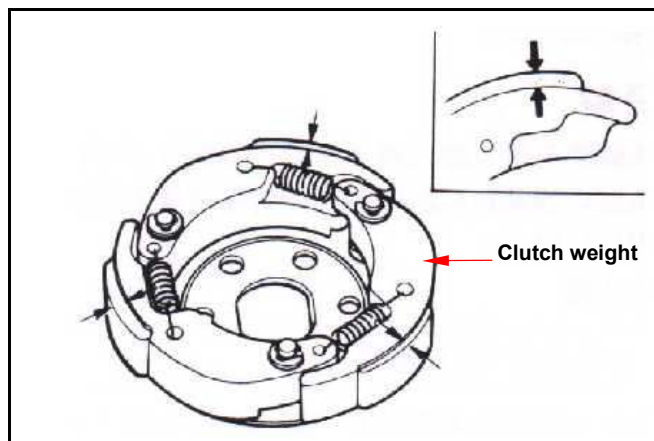
Service limit: 145.450 mm



Clutch weight

Measure each clutch weight thickness. Replace it if exceeds service limit.

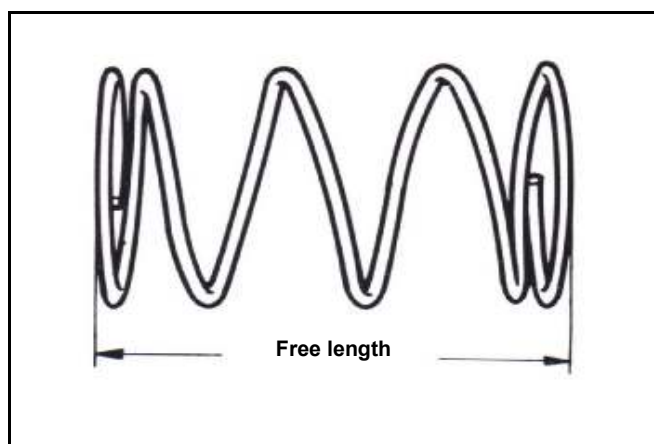
Service limit: 3.0 mm



Driven pulley spring

Measure the length of driven pulley spring. Replace it if exceeds service limit.

Service limit: 97.400 mm



Driven pulley

Check following items:

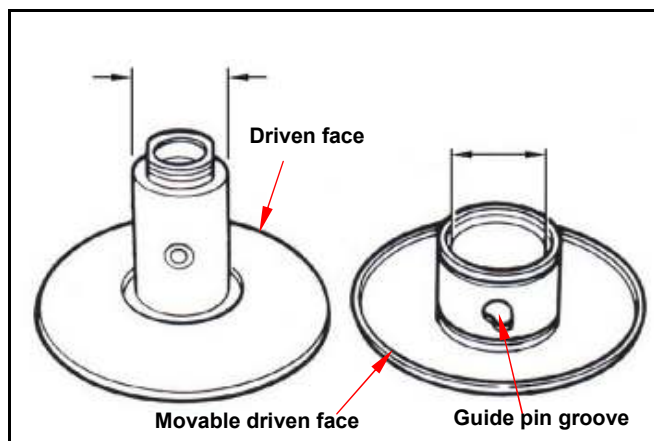
- If both surfaces are damaged or worn.
- If guide pin groove is damaged or worn.

Replace damaged or worn components.

Measure the outer diameter of driven face and the inner diameter of movable driven face. Replace it if exceeds service limit.

Service limit: Outer diameter 40.93 mm

Inner diameter 41.07 mm



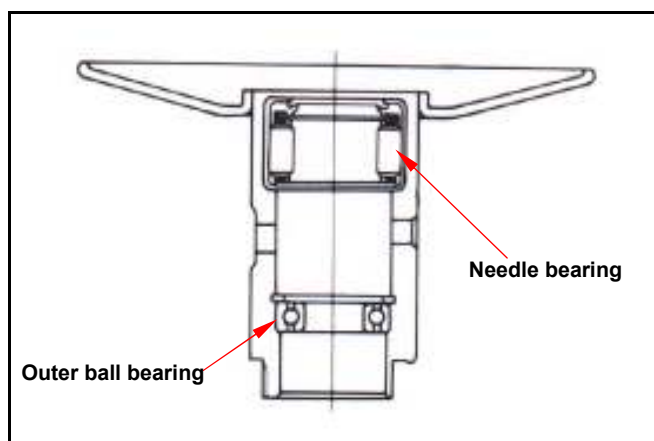
Driven Pulley Bearing Inspection

Check if the inner bearing oil seal is damage. Replace it if necessary.

Check if needle bearing is damage or too big clearance. Replace it if necessary.

Rotate the inside of inner bearing with fingers to check if the bearing rotation is in smooth and silent.

Check if the bearing outer parts are closed and fixed. Replace it if necessary.



8. V-Belt Drive System

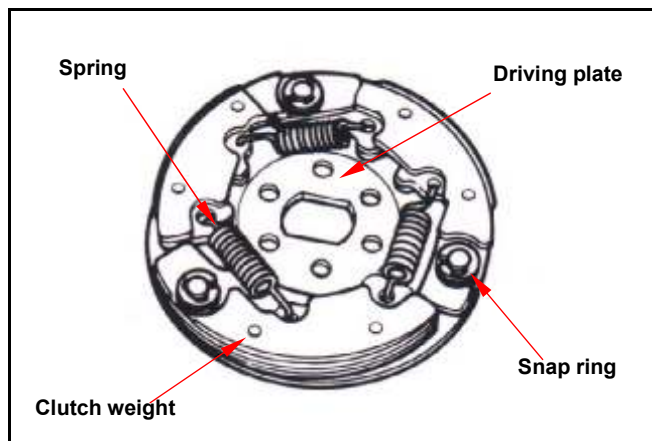
Clutch weight Replacement

Remove snap ring and washer, and then remove clutch weight and spring from driving plate.

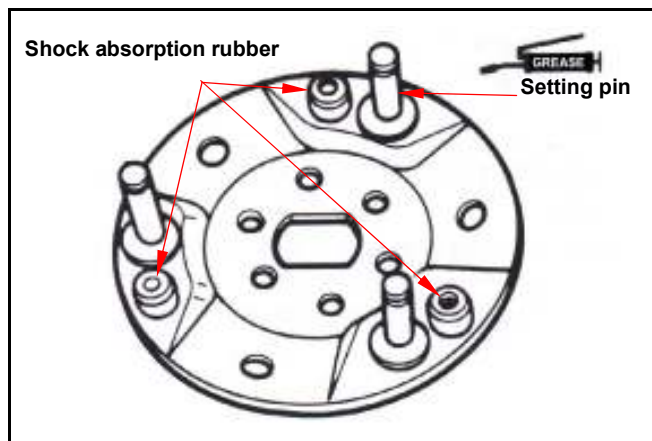
Caution

- Some of models are equipped with one mounting plate instead of 3 snap rings.

Check if spring is damage or insufficient elasticity.



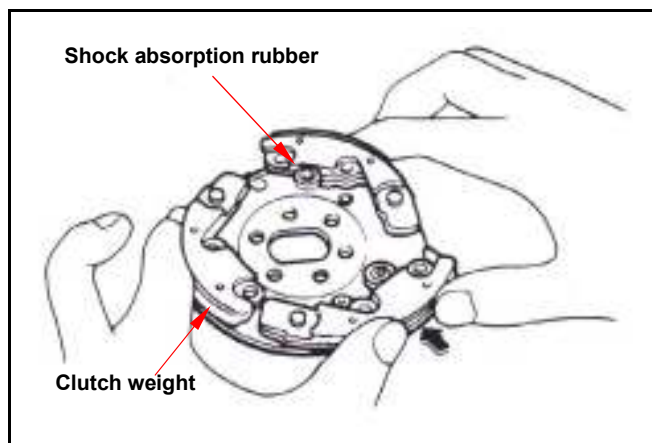
Check if shock absorption rubber is damage or deformation. Replace it if necessary. Apply with grease onto setting pins.



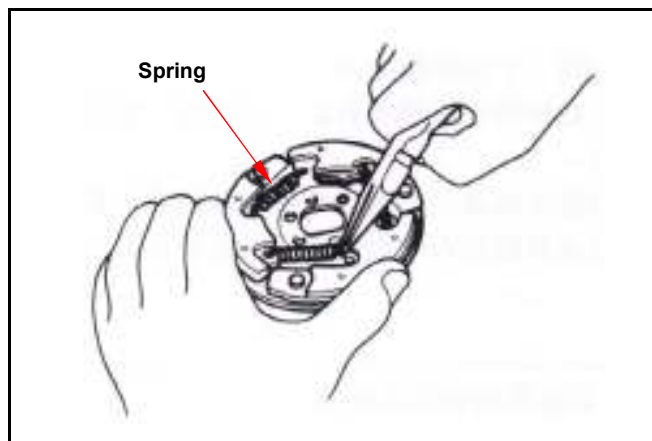
Install new clutch weight onto setting pin and then push to the specified location. Apply with grease onto setting pins. But, the clutch block should not be greased. If so, replace it.

Caution

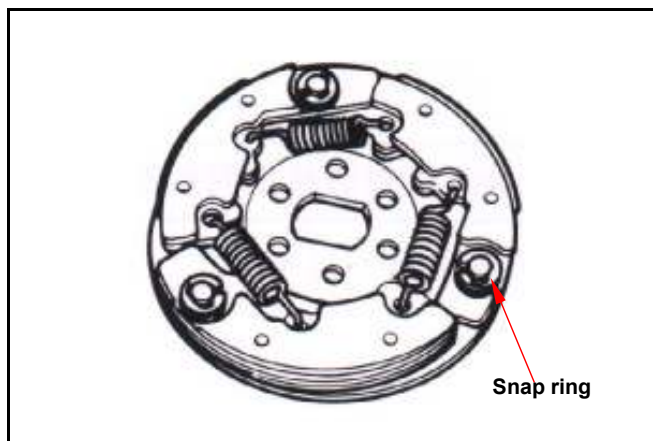
- Grease or lubricant will damage the clutch weight and affect the block's connection capacity.



Install the spring into groove with pliers.



Install snap ring and mounting plate onto setting pin.

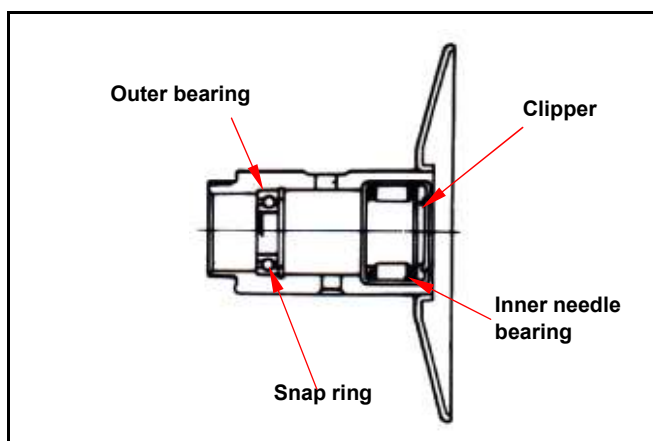


Replacement of Driven Pulley Bearing

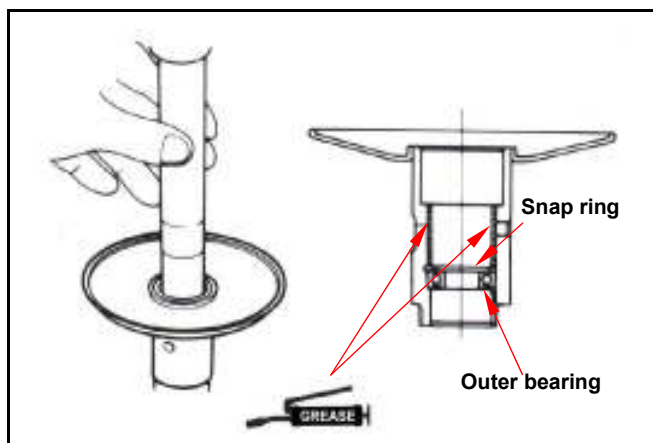
Remove inner bearing.

Caution

- If the inner bearing equipped with oil seal on side in the driven pulley, then remove the oil seal firstly.
- If the pulley equipped with ball bearing, it has to remove snap ring and then the bearing.



Remove snap ring and then push bearing forward to other side of inner bearing.
Place new bearing onto proper position and its sealing end should be forwarded to outside.
Apply with specified oil.

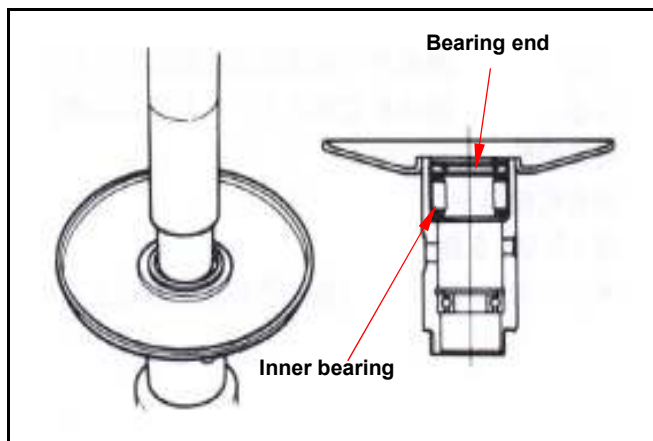


Install new inner bearing.

Caution

- Its sealing end should be forwarded to outside as bearing installation.
- Install needle bearing with hydraulic presser. Install ball bearing by means of hydraulic presser.

Install snap ring into the groove of drive face.
Align oil seal lip with bearing, and then install the new oil seal (if necessary).



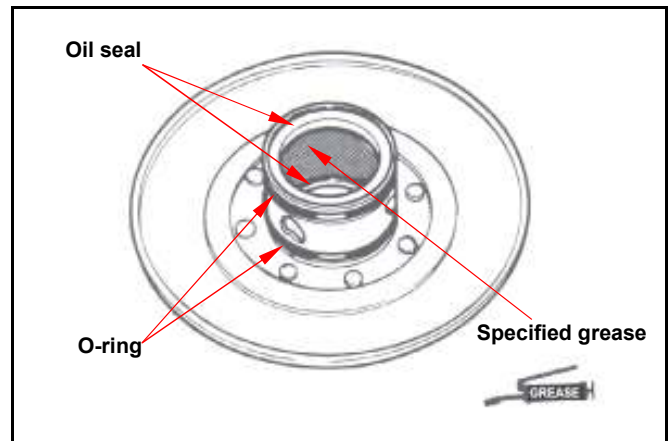
8. V-Belt Drive System



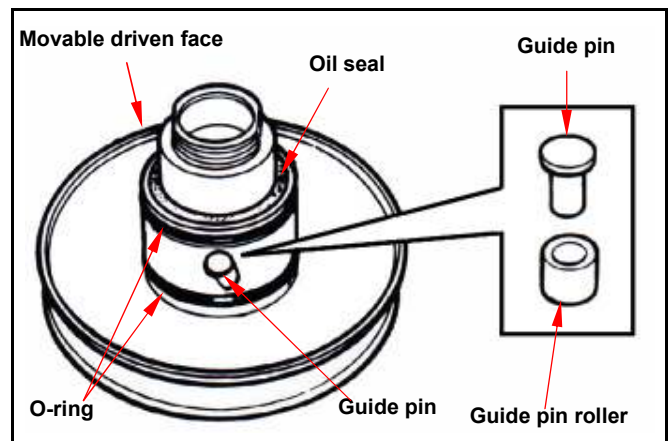
Installation of Clutch Outer/Driven Pulley Assembly

Install new oil seal and O-ring onto movable driven face.

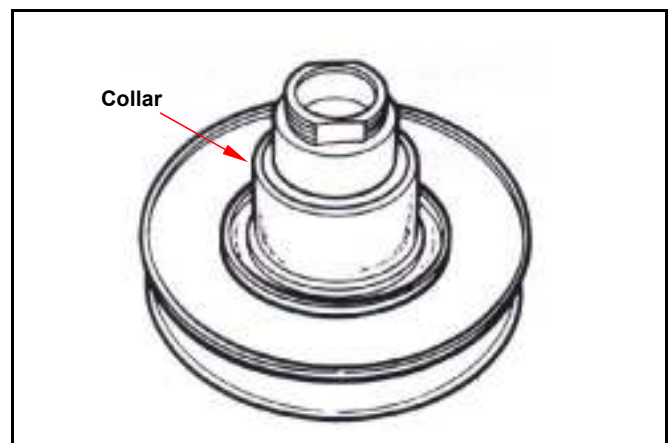
Apply with specified grease to lubricate the inside of movable driven face.



Install the movable driven face onto driven face.
Install the guide pin and guide pin roller.



Install the collar.



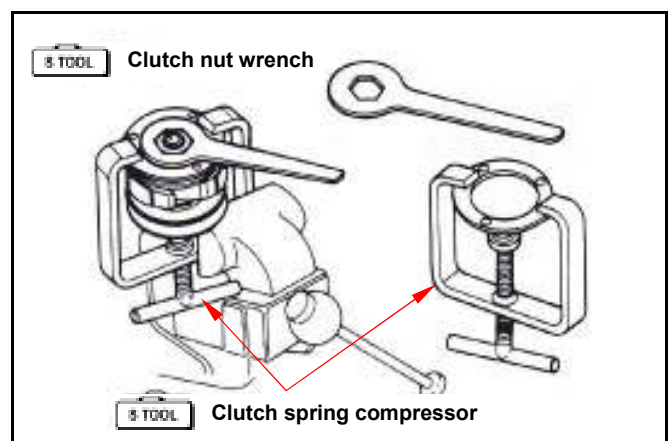
Install friction plate, spring and clutch weight into clutch spring compressor, and press down the assembly by turning manual lever until mounting nut that can be installed.

Hold the compressor by bench vise and tighten the mounting nut to specified torque with clutch nut wrench.

Remove the clutch spring compressor.

Torque value: 5.0~6.0kgf-m

Install clutch outer/driven pulley and drive belt onto drive shaft.



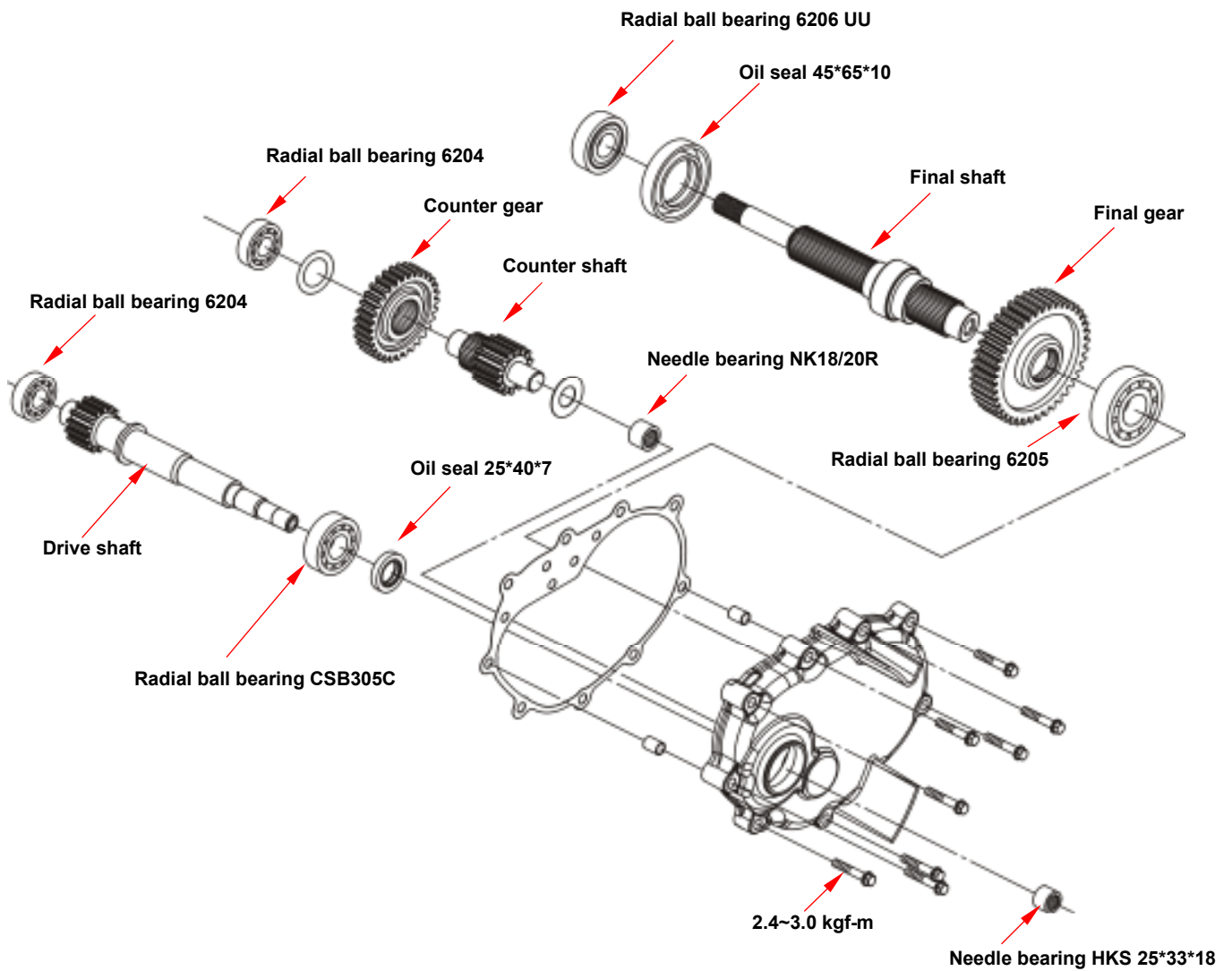


9. Final Drive Mechanism

9

Mechanism Diagram9-1	Final Drive Mechanism Inspection9-3
Precautions in Operation9-2	Bearing Replacement9-4
Troubleshooting.....9-2	Final Drive Mechanism Reassembly ..9-6
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Mechanism Diagram



9. Final Drive Mechanism

Precautions in Operation

Specification

Application oil: scooter gear oil

Recommended oil: KING MATE serial gear oils

Oil quantity: 110 c.c. (100 c.c. when replacing)

Torque value

Gear box cover **1.0~1.4 kg-m**

Tools

Special tools

Bearing (6203/6004UZ) driver

Bearing (6204) driver

Bearing (6301) driver

Oil seal (27*42*7) driver

Oil seal (20*32*6) driver

Inner bearing puller

Outer bearing puller

Troubleshooting

Engine can be started but motorcycle can not be moved.

- Damaged driving gear
- Burnt out driving gear

Noise

- Worn or burnt gear
- Worn gear

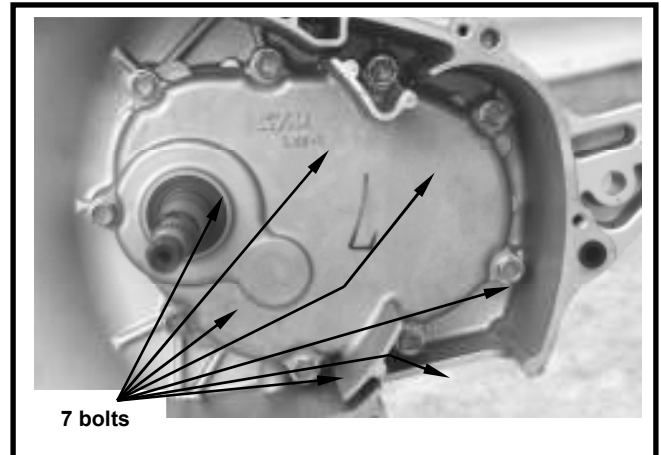
Gear oil leaks

- Excessive gear oil.
- Worn or damage oil seal

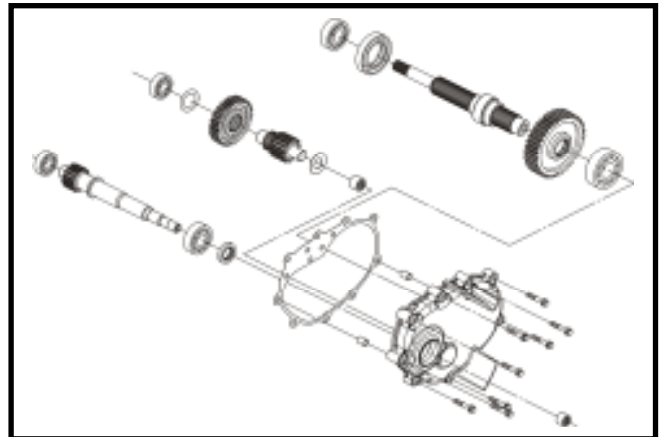


Final Drive Mechanism Disassembly

Remove driven pulley.
 Drain gear oil out from gear box.
 Remove gear box cover bolts and then remove the cover.
 Remove gasket and dowel pin.

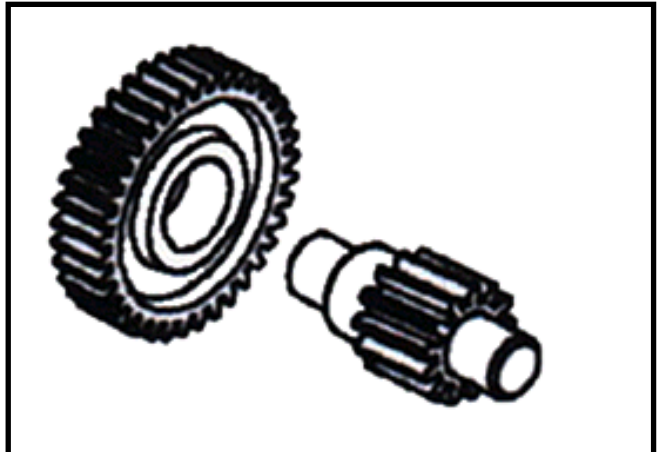


Remove drive shaft.
 Remove final driving gear and shaft.
 Remove countershaft and gear.

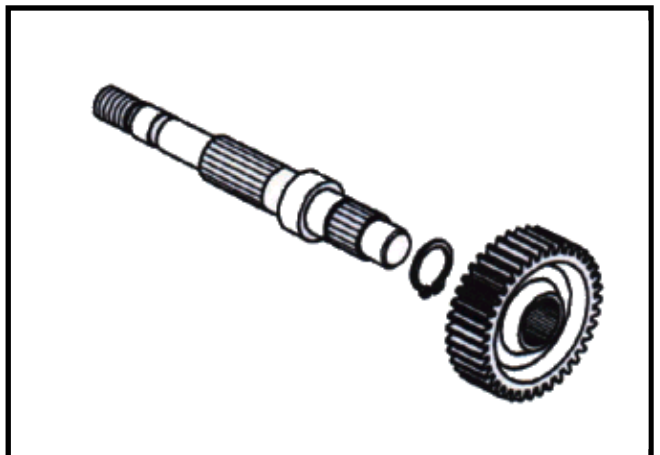


Final Drive Mechanism Inspection

Check if the countershaft is wear or damage.



Check if the final shaft and gear are burn, wear or damage.



9. Final Drive Mechanism

Check bearings on gear box.
 Rotate each bearing's inner ring with fingers.
 Check if bearings can be turned in smooth and silent, and also check if bearing outer ring is mounted on gear tightly.
 If bearing rotation is uneven, noising, or loose bearing mounted, then replace it.
 Check oil seal for wear or damage, and replace it if necessary.
 Check gear box cover bearing as the same way above, and replace it if necessary.



Caution

- If remove the drive shaft from the cover upper side, then its bearing has to be replaced.

Check drive shaft and gear for wear or damage.

Bearing Replacement



Caution

- Never install used bearings. Once bearing removed, it has to be replaced with new one.

Remove driving shaft bearing from left crankcase using following tools:

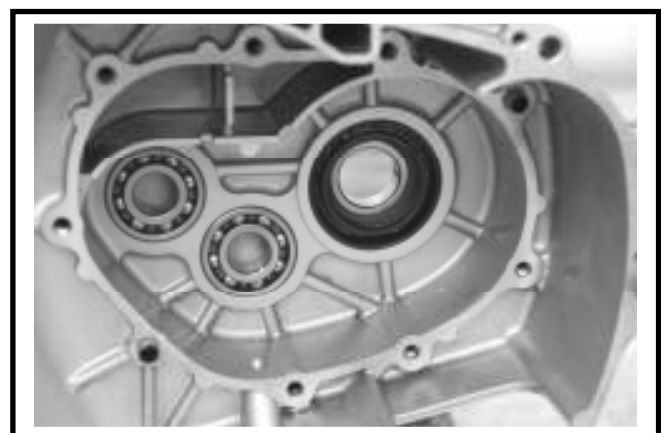
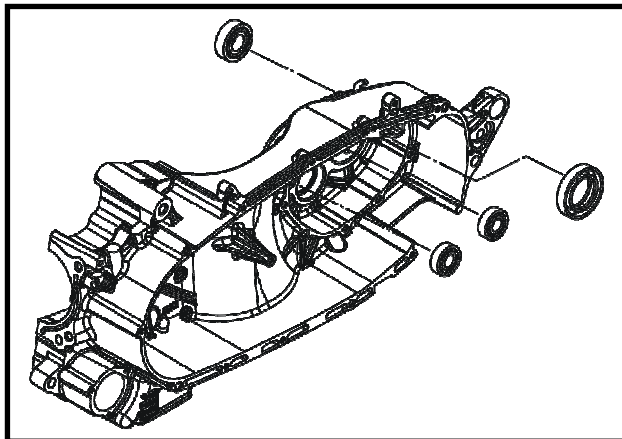
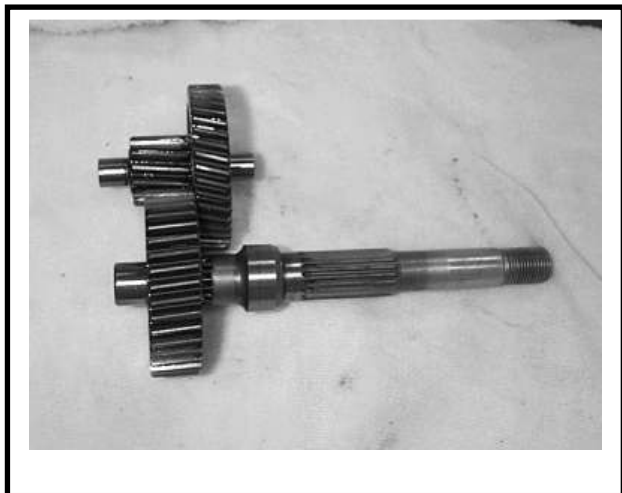
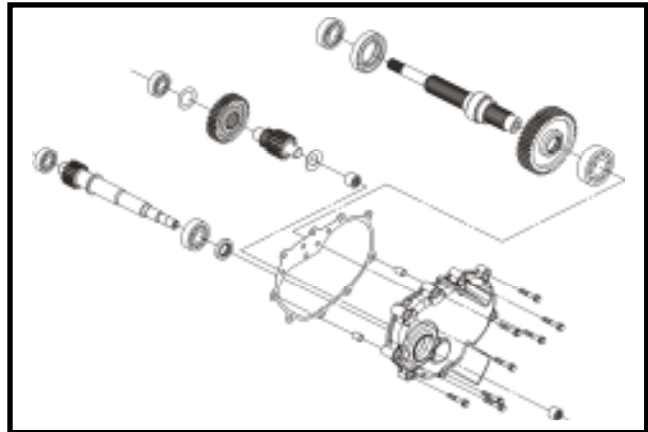
Inner bearing puller

Install new driving shaft bearing into left crankcase.

Tool:

Bearing (6301) driver

Press the bearing into cover with hydraulic presser.





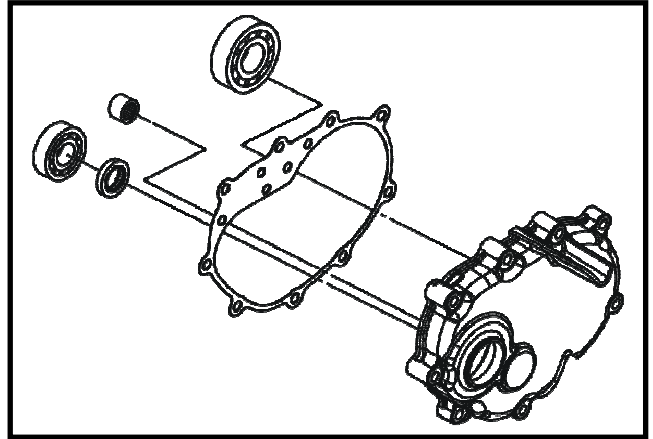
9. Final Drive Mechanism

Remove oil seal, and then remove final shaft bearing from left crankcase.
Install new final shaft bearing.
Press the bearing in with hydraulic presser.

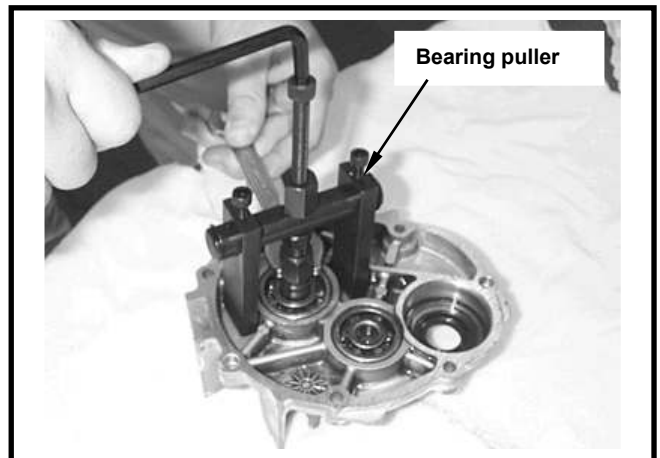
Tool:

Bearing (6203/6004UZ) driver

Oil seal (27*42*7) driver



Press out the driving shaft from gear box cover.
Using bearing protector as operation.
Remove oil seal from gear box cover and discard the seal.
Use bearing puller to remove the final shaft bearing from the cover.



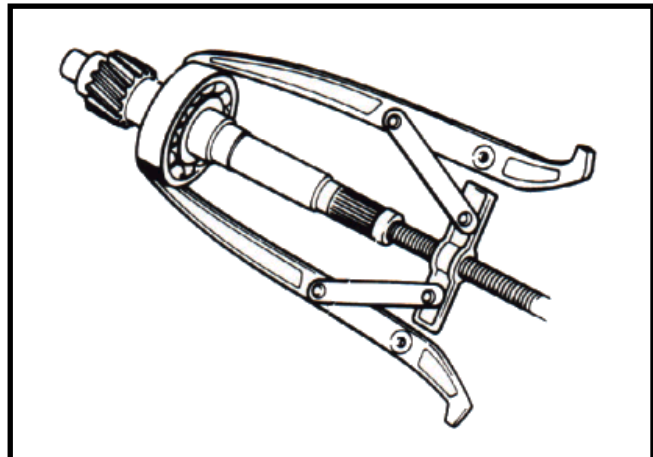
If the driving shaft is pulled out with its bearing, then remove the bearing with bearing puller and bearing protector.

Tool:

Bearing (6204)driver or

Multi-functional bearing puller

Bearing protector

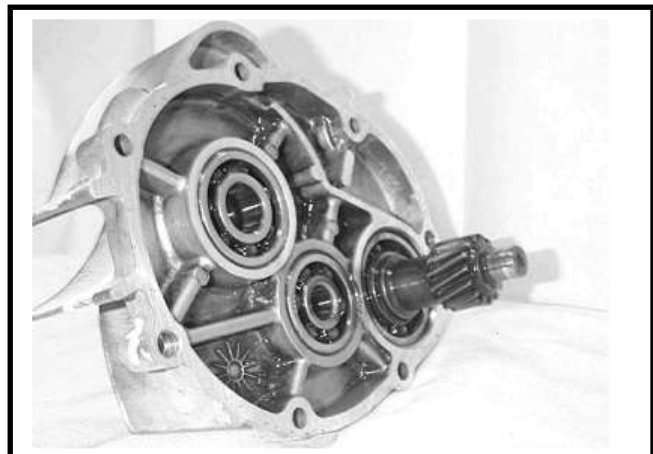


Install a new driving shaft bearing onto gear box cover.

Tool:

Bearing (6204) driver

Press the bearing in with hydraulic presser.



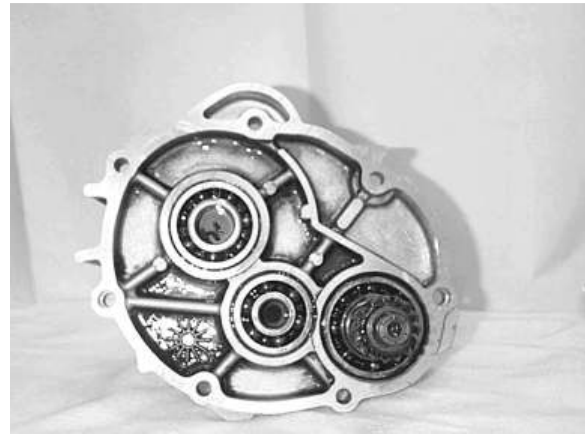
9. Final Drive Mechanism

Install a new final shaft bearing onto gear box cover.

Tool:

Bearing (6203/6004UZ) driver

Press the bearing in with hydraulic presser.

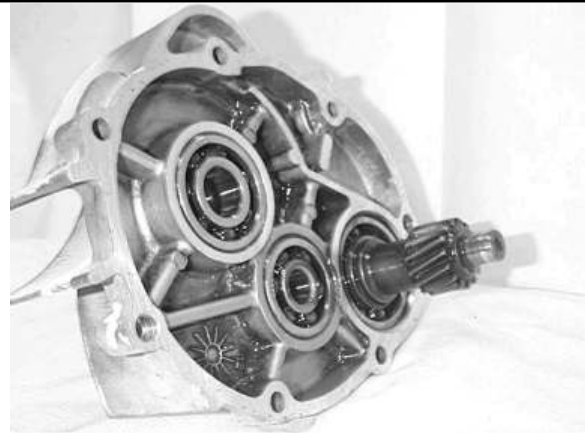


Install the driving shaft onto gear box cover and then place it to proper position.

Apply with grease onto new oil seal lip, and then install the oil seal.

Tool:

Oil seal (20*32*6) driver

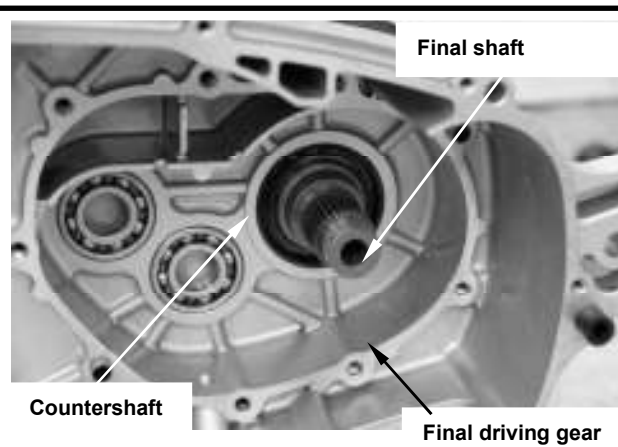


Final Drive Mechanism Reassembly

Apply with grease onto the oil seal lip of final driving shaft.



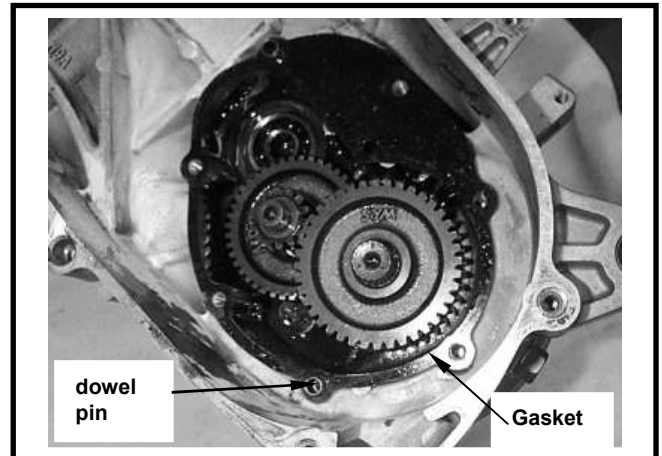
Install countershaft, final shaft and final driving gear.





9. Final Drive Mechanism

Install dowel pin and new gasket.



Install gear box cover and bolts, and tighten.

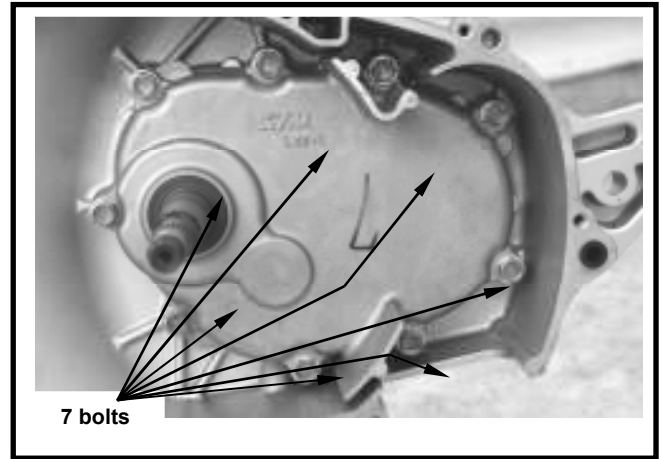
Torque value: 1.0~1.4 kgf-m

Install driven pulley/clutch outer/belt.

Install movable drive face, drive face and left crankcase.

Install rear wheel.

Add gear oil.



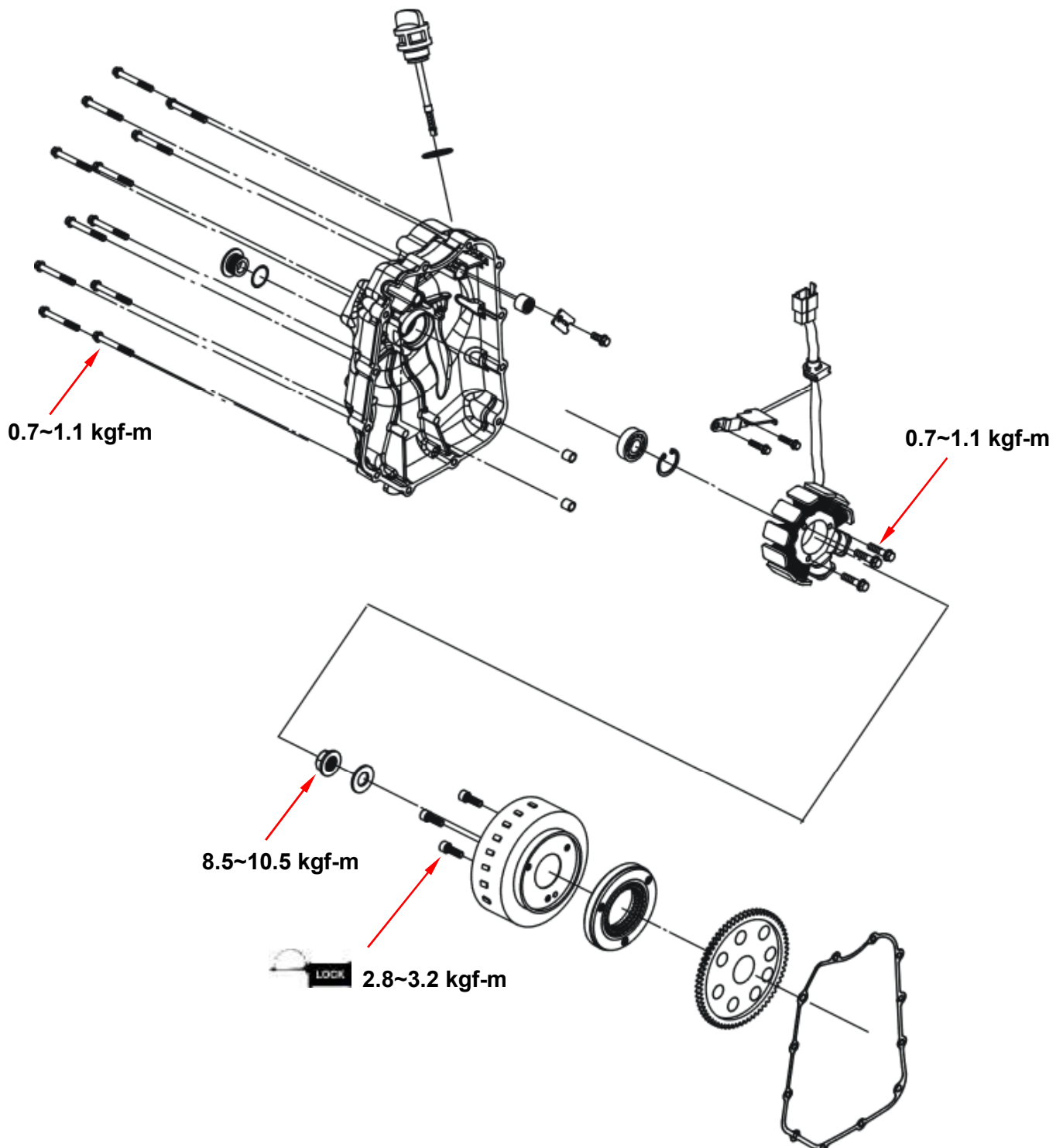
9. Final Drive Mechanism



NOTE:

Mechanism Diagram	10-1	Flywheel Removal.....	10-3
Precautions in Operation	10-2	Flywheel Installation.....	10-7
Right Crankcase Cover Removal.	10-3	A.C.G. Set Installation	10-7
A.C.G. Set Removal.....	10-3	Right Crankcase Installation.....	10-7

Mechanism Diagram



10. AC Generator / Starting Clutch

Precautions in Operation

- Refer to chapter 5: Engine removal and installation
- Refer to chapter 16: The troubleshooting and inspection of alternator
- Refer to chapter 16: The service procedures and precaution items of starter motor

Specification

Item	Standard value (mm)	Limit (mm)
ID of starting clutch gear	20.026~20.045	20.100
OD of starting clutch gear	42.175~42.200	42.100

Torque value

Flywheel nut	5.0~6.0 kgf-m
Starting clutch hexagon bolt	1.0~1.4 kgf-m with adhesive
8 mm bolts	0.8~1.2 kgf-m
12 mm bolts	1.0~1.4 kgf-m

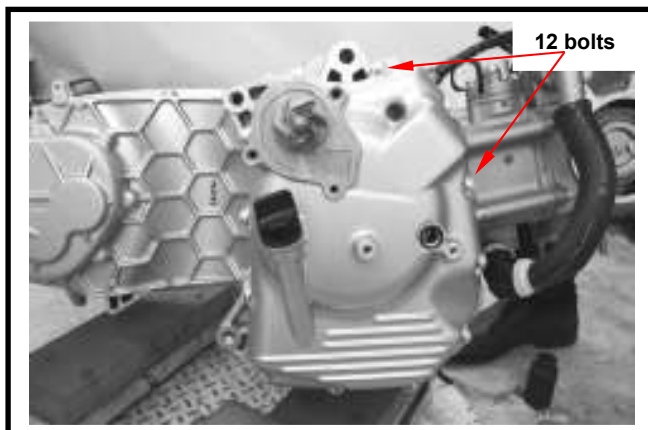
Tools

Special tools

A.C.G. flywheel puller
Universal holder

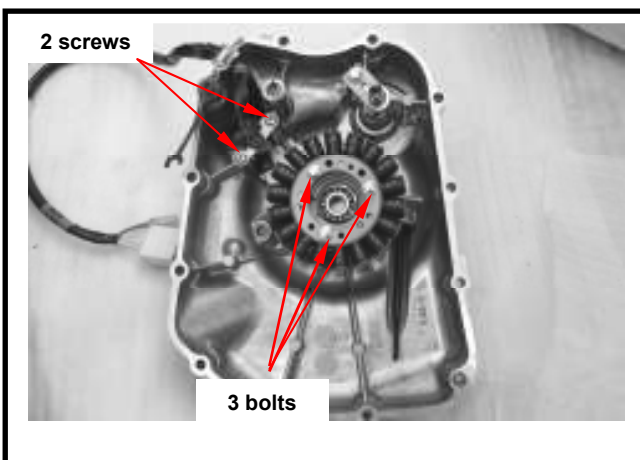
Right Crankcase Cover Removal

Remove 12 bolts from the right crankcase cover.
Remove the right crankcase cover.
Remove dowel pin and gasket.



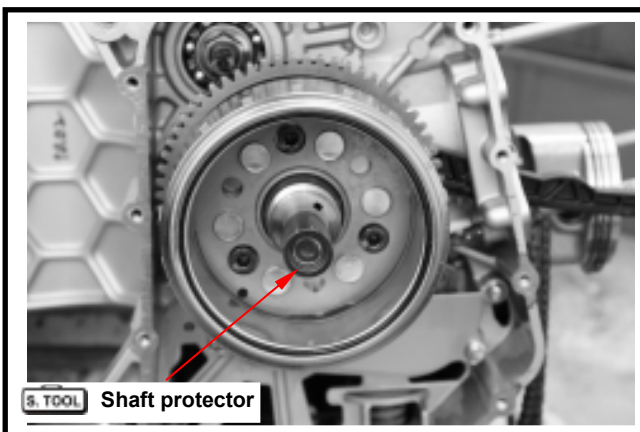
A.C.G. Set Removal

Remove 2 screws from pulse generator and then remove it.
Remove 3 bolts from right crankcase cover and A.C.G. set.



Flywheel Removal

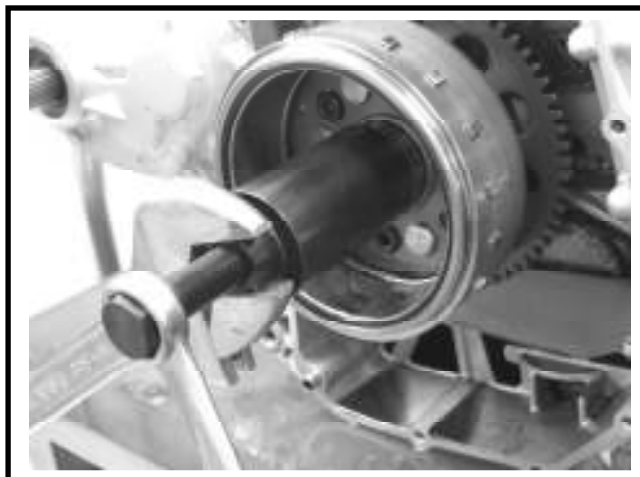
Remove the flywheel nut.
Install the shaft protector to the crankshaft.



Pull out flywheel with A.C.G. flywheel puller.

Tool:

A.C.G. Flywheel puller



10. AC Generator / Starting Clutch

Flywheel Installation

Insert the pin onto crankshaft.
Align the key on crankshaft with the flywheel groove, and then install the flywheel.
Hold the flywheel with flywheel holder, and tighten its nut.

Torque value: 5.0~6.0 kg-m

Tool:

Flywheel holder

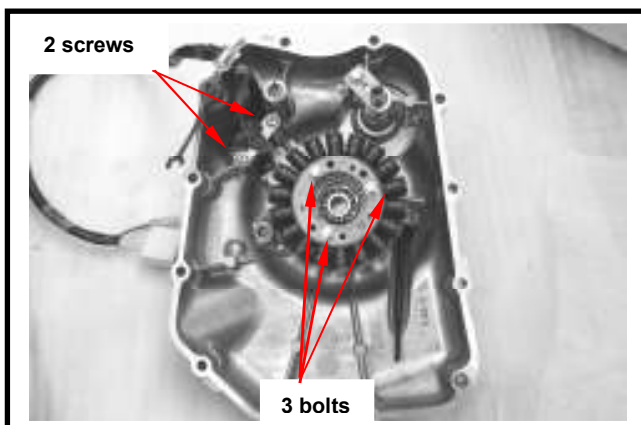


A.C.G. Set Installation

Install the A.C.G. set onto right crankcase cover (3 bolts).
Install pulse generator (2 screws).
Tie the wire harness securely onto the indent of crankcase.

⚠ Caution

Make sure that the wire harness is placed under pulse generator.



Right Crankcase Cover Installation

Install dowel pin and new gasket.
Install right crankcase cover onto the crankcase.
Note that align the water pump shaft indent with the oil pump shaft.
Install right crankcase cover (12 bolts).

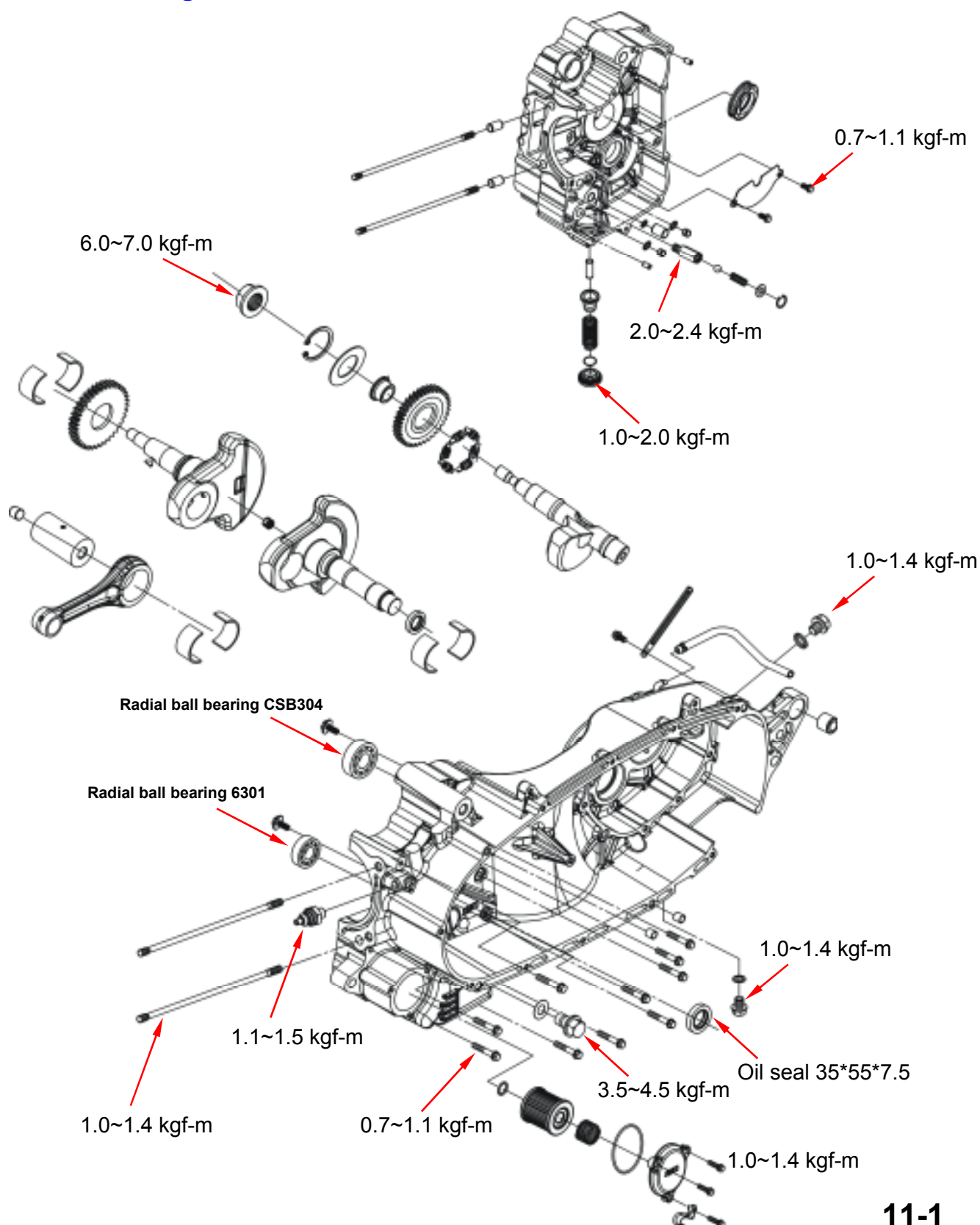


Connect water hose to the right crankcase cover.
Install the water pump cover onto crankcase cover.



Mechanism Diagram	11-1	Crankshaft bearing replacement ..	11-5
Precautions in Operation	11-2	Crankshaft bearing installation	11-5
Troubleshooting.....	11-2	Crankcase Assembly	11-6
Crankcase Disassembly	11-3		

Mechanism Diagram



11. Crankshaft / Crankcase

Precautions in Operation

- This Section concerns disassembly of the crankcase for repair purpose.
- Remove following components before disassembling crankcase.

—Engine	Section 5
—Cylinder head	Section 6
—Cylinder and piston	Section 7
—Drive pulley and driven pulley	Section 8
—AC generator/Start driven gear	Section 10
—Starting motor	Section 16
- In case it requires replacing the crankshaft bearing, the driving chain of engine oil pump or the timing chain, it is preferably to replace crankshaft as a unit.

Service data

Unit: mm

	Item	Standard	Limit
Crankshaft	Connecting rod side clearance of the big end	0.100~0.400	0.600
	Vertical clearance of the big end of the connecting rod	0~0.008	0.050
	Run-out	-	0.100

Torque value

Bolts for crankcase	0.8~1.2kgf-m
Bolts for cam chain adjuster	1.2~1.6kgf-m

Tools

Special tools

R/L. crank disassemble/ install tool
 L. crank shaft bearing driver
 Crank shaft bearing fixing socket
 Crank shaft puller
 Outer bearing puller
 Inner bearing puller

Troubleshooting

Engine noise

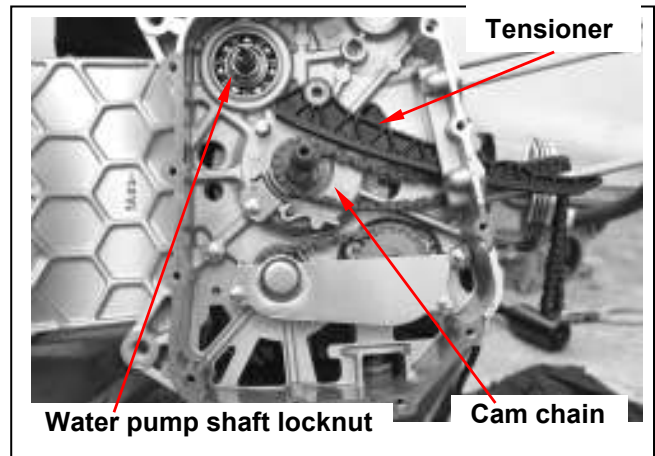
- Loose crankshaft bearing
- Loose crankshaft pin bearing
- Worn out piston pin and pin hole



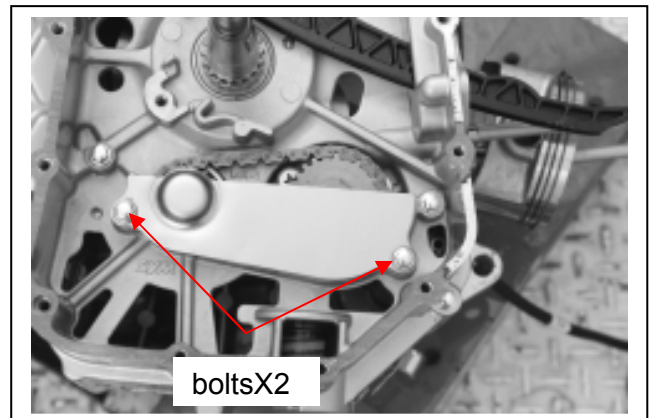
11. Crankshaft / Crankcase

Crankcase Disassembly

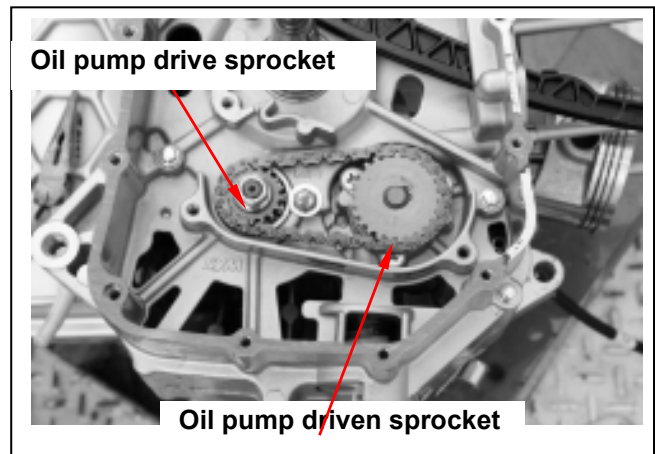
Remove the cam chain.
Loosen the bolt and remove the tensioner.
Remove the water pump shaft locknut.



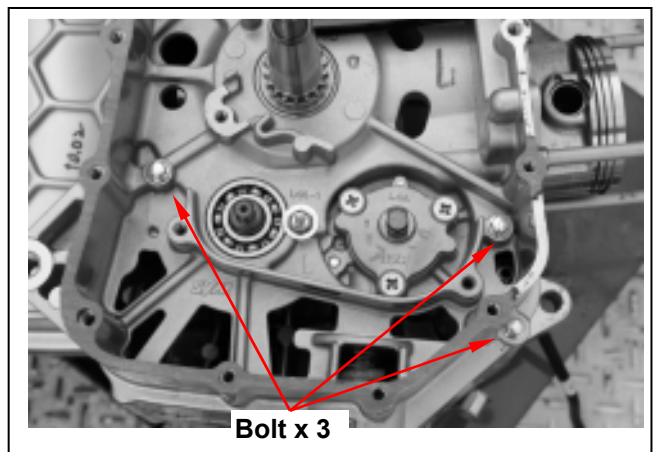
Remove the oil separator (bolt x 2).



Remove the oil pump drive sprocket, driven sprocket and drive chain.

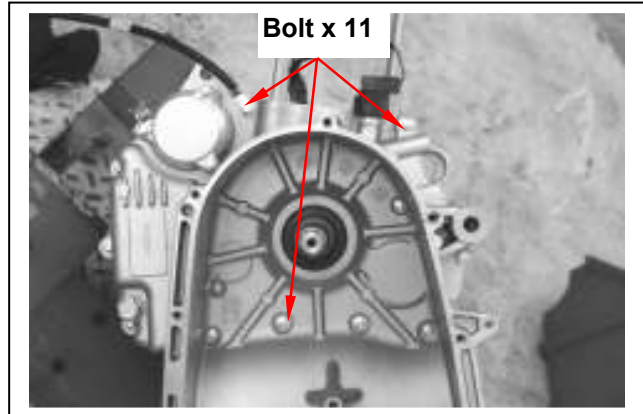


Remove the right crankcase bolts (bolt x 3).

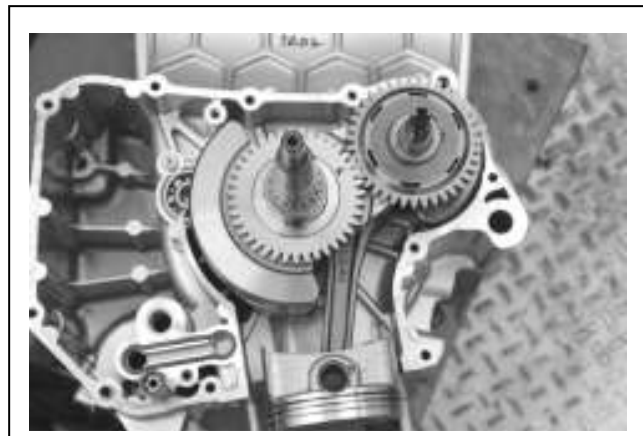


11. Crankshaft / Crankcase

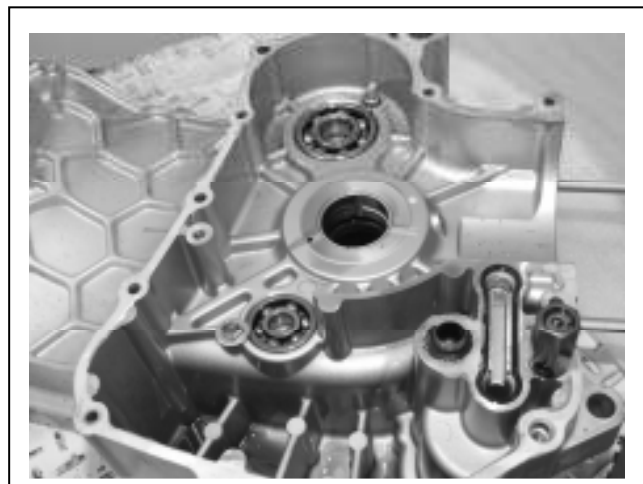
Remove the left crankcase bolts (bolt x 11).



Remove the right crankcase from the left crankcase.



Remove the crankshaft and balancer shaft from the left crankcase.
Check the main bearing on the crankcase for any wear.
Replace the main bearing with special tool if necessary.

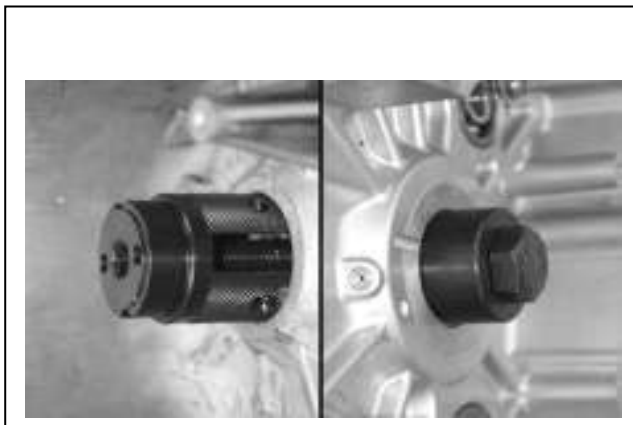




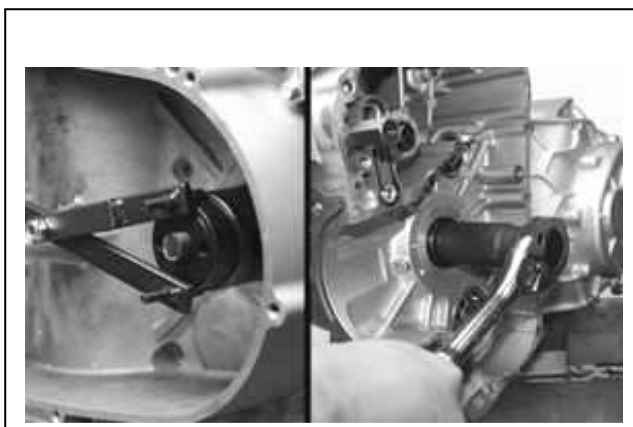
11. Crankshaft / Crankcase

Crankshaft bearing replacement

Align the main bearing remover with the main bearing.



Fix the remover with the universal holder and press out the main bearing.



Crankshaft bearing installation

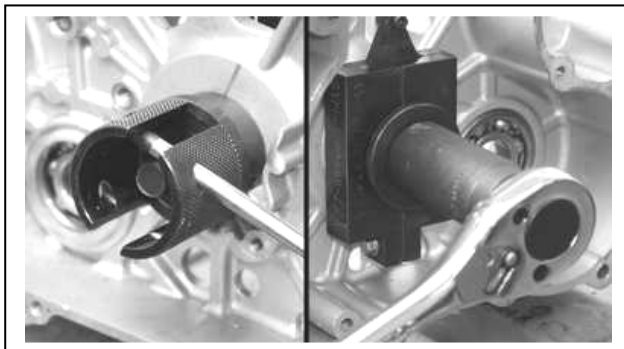
Use the crankshaft main bearing holder to fasten the upper and lower main bearing.



Align the oil path on the main bearing and the crankcase.

Press the main bearing into the crankcase.

Special tool: main bearing installer / remover
SYM-9100310-L4A



11. Crankshaft / Crankcase



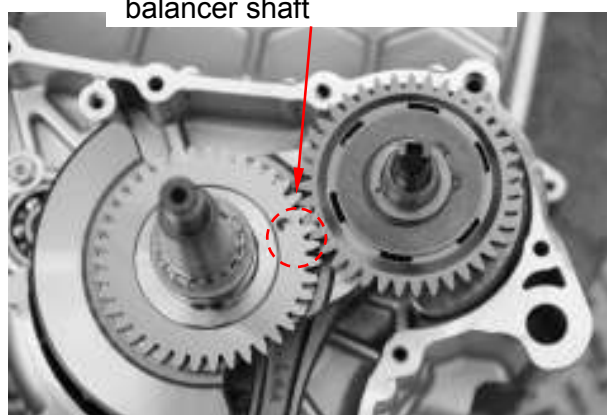
Crankcase assembly

Install the crankshaft and balancer shaft to the left crankcase.



The marks on the crankshaft and balancer shaft must be aligned.

Marks on the crankshaft and balancer shaft



Assemble the right crankcase to the left crankcase.
Tighten the bolts on the right crankcase.



Install the oil pump drive sprocket, driven sprocket and drive chain.

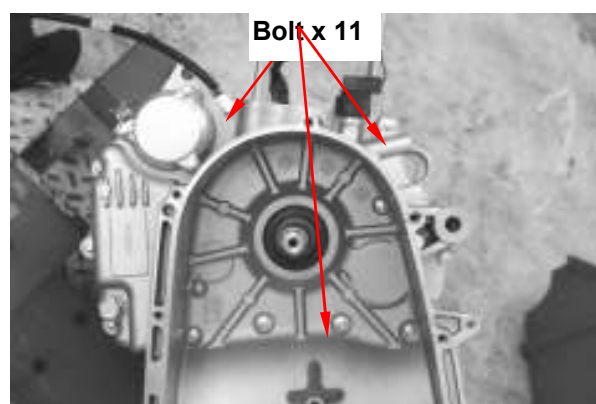


11. Crankshaft / Crankcase

Install the oil separator (bolt x2).



Tighten the bolts on the left crankcase (bolt x 11).



Tighten the water pump shaft locknut.
Install the cam chain and tensioner.



11. Crankshaft / Crankcase

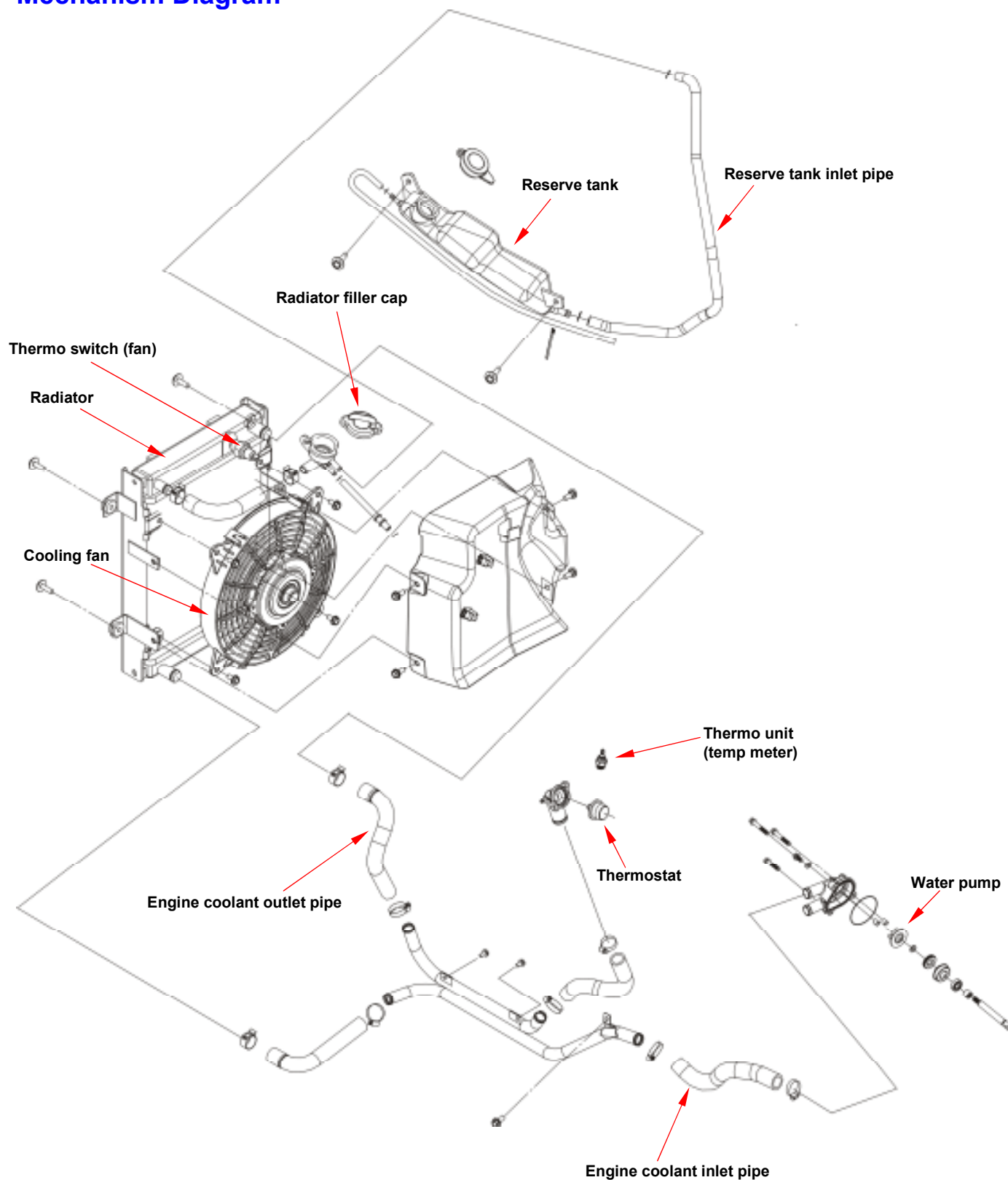


NOTE:

Mechanism Diagram.....	12-1
Precautions in Operation	12-2
Troubleshooting	12-3
System Test	12-4

Radiator	12-5
Steps to fill coolant after engine service	12-7

Mechanism Diagram



12. Cooling System

Precautions in Operation

Warning:

- While the engine is running, never attempt to open the radiator filler cap, the pressurized hot coolant may shoot out and cause serious scalding injury. No maintenance work is allowed to perform unless the engine is completely cooled down.

- Refill the radiator with distilled water or specified additives.
- Add coolant to the reservoir.
- The cooling system can be serviced on the motorcycle.
- Avoiding spilling the coolant on the painted surface.
- Test the cooling system for any leakage after the repair.
- Please refer to Section 17 for inspection of the temperature sensor switch for the fan motor and the water thermometer.

Technical Specification

Item	Specification
Pressure to open filler cap	0.9±0.15 Kg/cm ²
Capacity of coolant: Engine + radiator Reservoir upper	850c.c. 420c.c.
Thermostat	Begins to activate at : 82~92°C Stroke : 0.05~3.0mm/80°C
Boiling point	Not-pressured : 107.7°C Pressurized: 125.6°C

Torque Value

For water pump rotor 1.0~1.4kgf-m

Tools Requirement

Special tools

Water pump bearing driver (6901)
Water pump oil seal driver (Inner)
Water pump mechanical seal driver
Inner bearing puller

Troubleshooting

The engine temperature is too high

- The water thermometer and the temperature sensor do not work properly.
- The thermostat is stuck to close.
- Insufficient coolant.
- The water hose and jacket are clogged.
- Fan motor malfunction.
- The malfunction of the radiator filler cap.

The engine temperature is too low

- The malfunction of the water thermometer and the temperature sensor.
- The thermostat is stuck to open.

Coolant is leaking

- The water pump mechanical seal does not function properly.
- The O ring is deteriorated.
- The water hose is broken or aged.

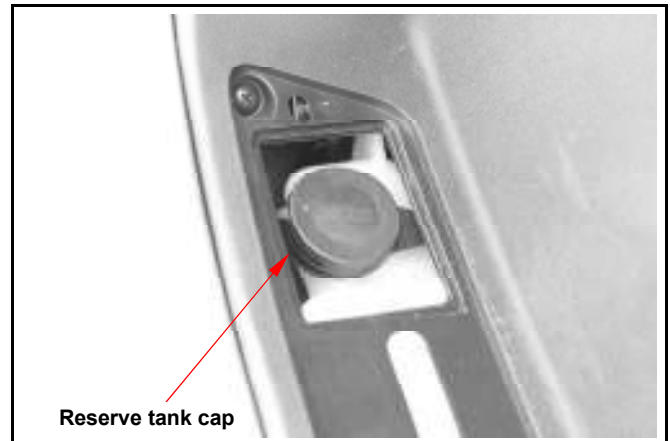
12. Cooling System

System Test

Warning

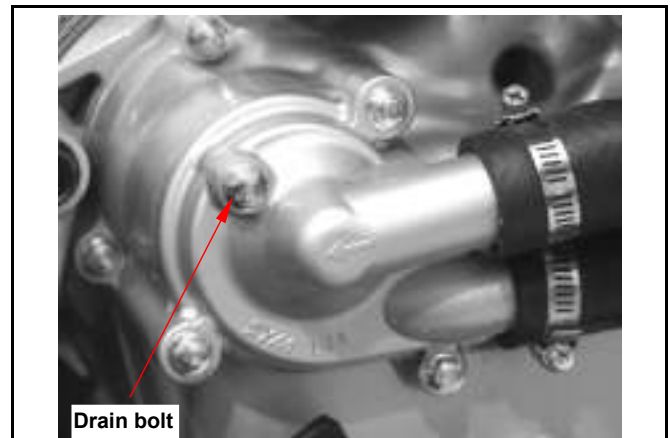
- Never attempt to carry out service work on the cooling system unless the engine is completely cooled down, otherwise, you may get scalded.

Remove the reserve tank cap cover, and then remove tank cap.



Place a water pan under the water pump; loosen the drain bolt to drain out the coolant.

Reinstall the drain bolt.



Refilling system with coolant and bleeding the air bubbles.

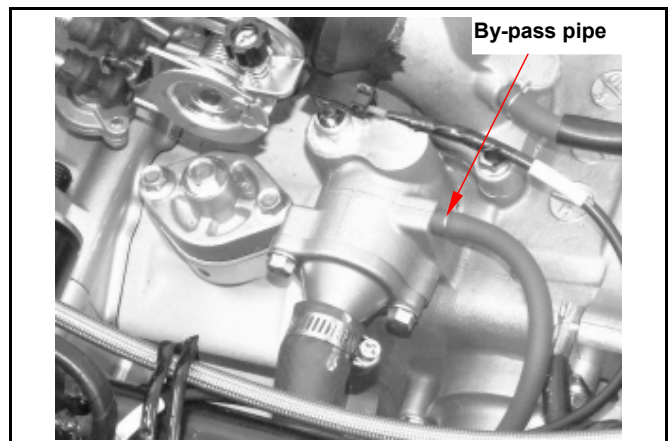
- Run the engine, and remove by-pass pipe.
- Check by-pass hole for any bubble come out.
- If there is no bubble emitted but only coolant flow out, then joint on backflow pipe, and turn off the engine.
- Remove radiator filler cap.
- Starts the engine, check if there is any bubbles come out from the radiator, and the coolant is stable.
- Stop the engine, and add coolant to proper level if necessary.
- Tighten the radiator filler cap.

Caution

- In order to avoid the radiator rusting, please do not use the uncertified coolant.

Coolant recommended: SYM Bramax radiator agent.

Concentration: 50%

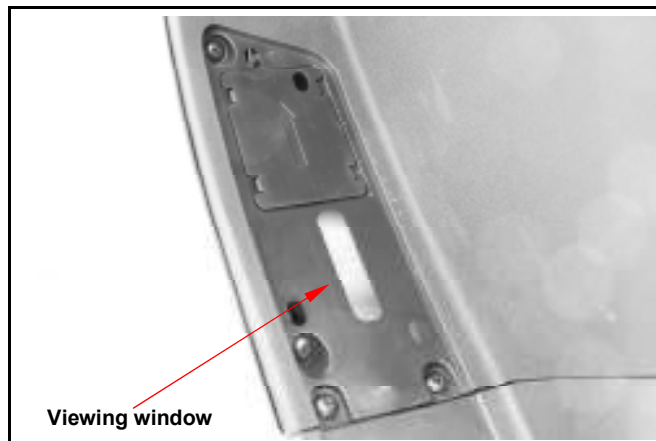


Check reserve tank

- Open the inner box lid.
- Check the liquid level in the tank.
- Add coolant to proper level if necessary.

**Caution**

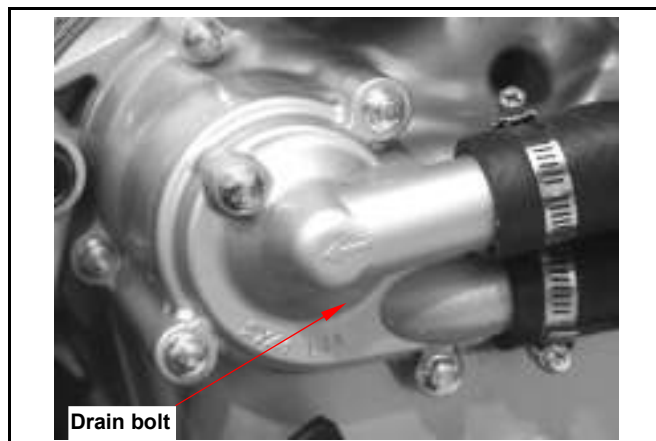
- Add too much coolant in the reserve tank might cause overflow when the temperature increased.

**Radiator****Check**

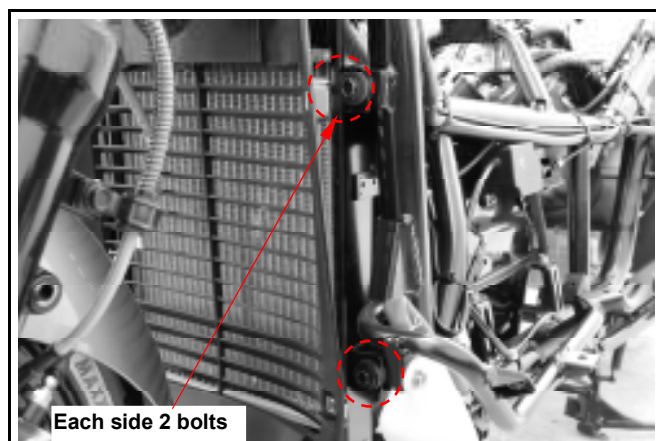
Check for any leakage from weld seam.
 Blow radiator clean using compressed air. If the radiator is blocked by dirt, use low pressure water jet to clean it.
 Care shall be taken when straightening the sink fan.

**Remove**

Place a water pan under the water pump; loosen the drain bolt to drain out the coolant.

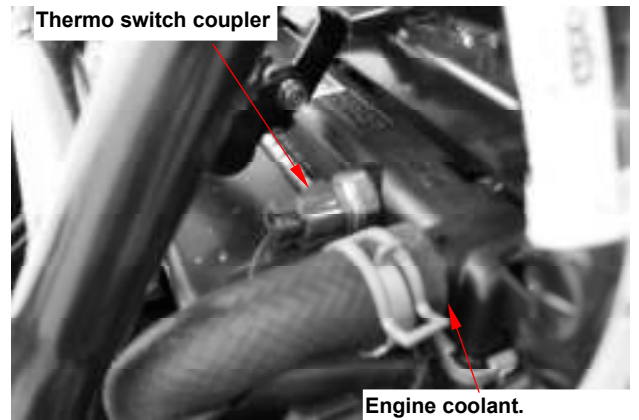


Remove the front cover and under spoiler (refer chapter 13).
 Loosen the radiator mounting bolts (4 bolts).

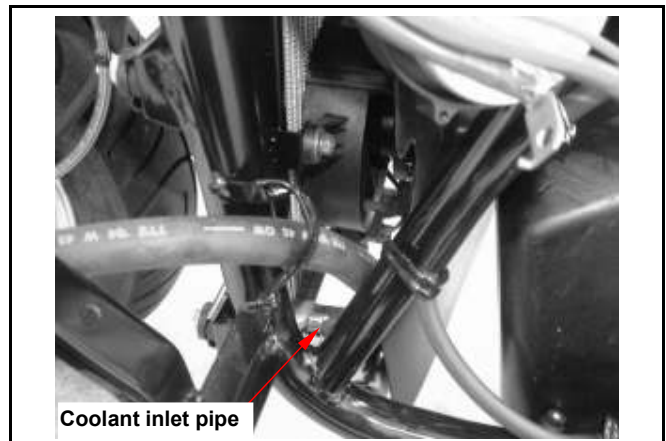


12. Cooling System

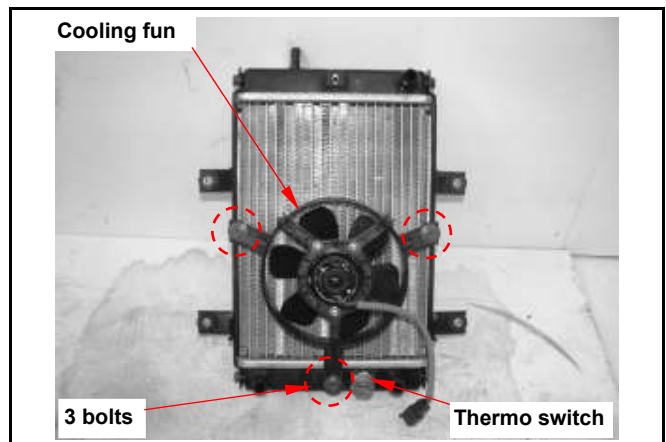
Disconnect the couplers for the thermo switch and fan motor.
Remove engine coolant inlet pipe, reserve tank inlet pipe and radiator inlet pipe.



Remove reserve tank coolant inlet pipe.
Remove the radiator and the cooling fan.



Loosen the cooling fan mounting bolts (3 bolts).
Remove thermo switch.



Installation

Install the removed parts in the reverse order of removal.
Install radiator in the reverse order of removal.
Upon completion, check for any leakage.



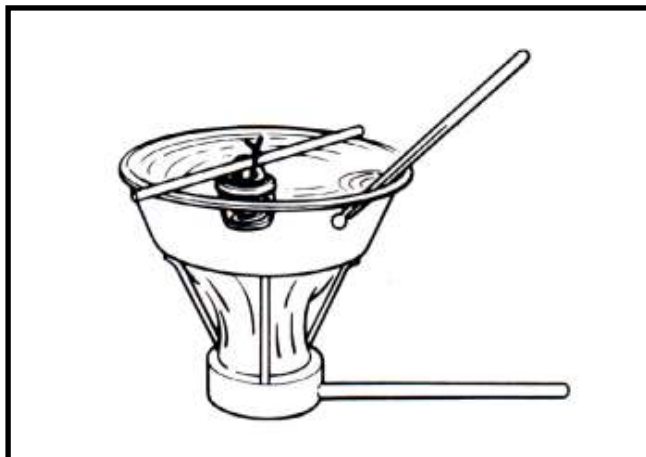
Caution

- Liquid packing must be applied to the thermo switch before installation in order to avoid damaging the radiator.



Technical Data

Valve begins to open	71 ~ 80°C
Valve stroke	3.5 ~ 4.5 mm at 80°C

**Installation**

Install in reverse order of removal.

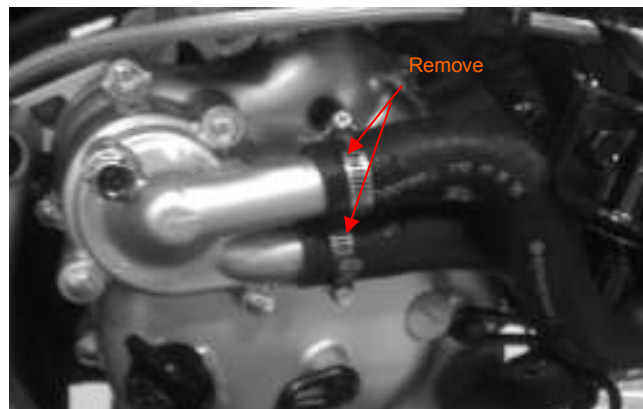
⚠ Caution

Always use a new oil ring and apply a coat of grease on it before installation.

Refill the specified coolant as necessary.

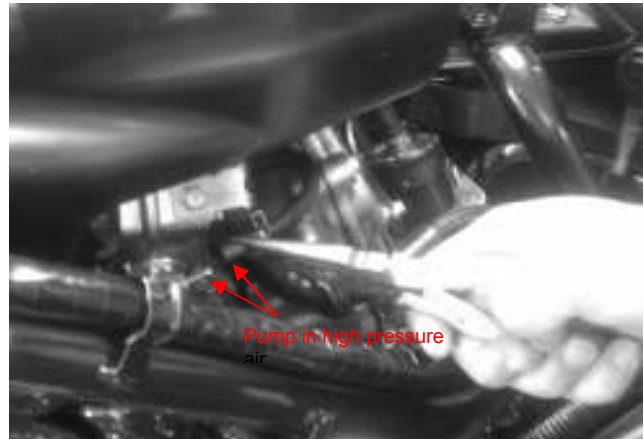
Steps to fill coolant after engine service

- 1:
Open the radiator cap.
- 2:
Remove the hose from engine, and drain out the coolant.
- 3:
Pump in high pressure air from the water hole in order to vent out the water from the pipe.



12. Cooling System

4:
Remove the engine circulation pipe, and pump in high pressure air to the pipe.

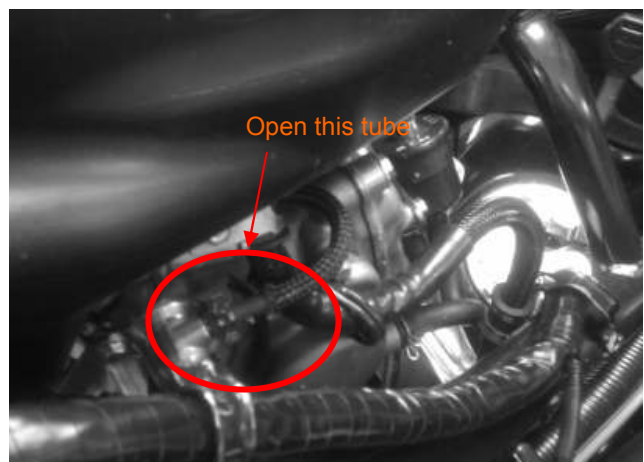


5:
Based on the above steps, coolant could be drained out.



Steps to fill coolant:

1:
Remove the tube connecting to thermostat(19320) cover.

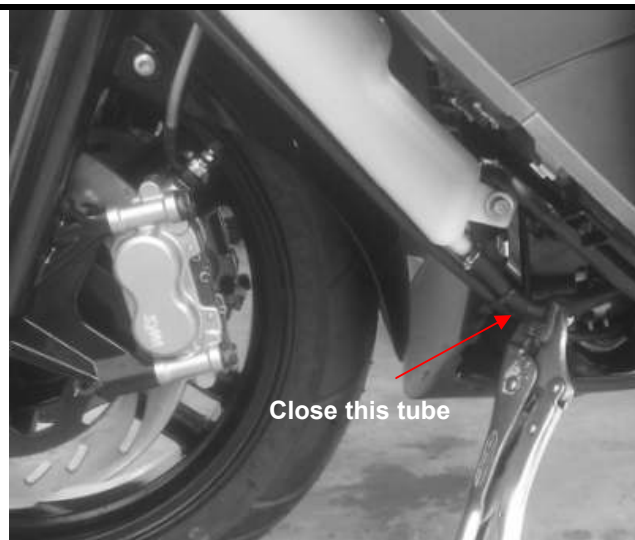




12. Cooling System

2:

Close the fuel tube (95001-08550) loop.



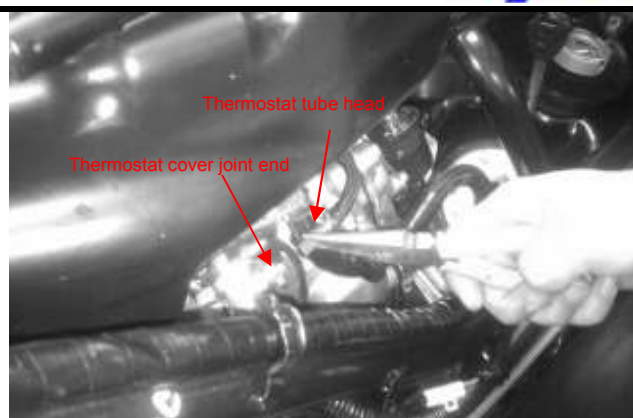
3:

Fill up the coolant from filler neck (19039) without interruption.



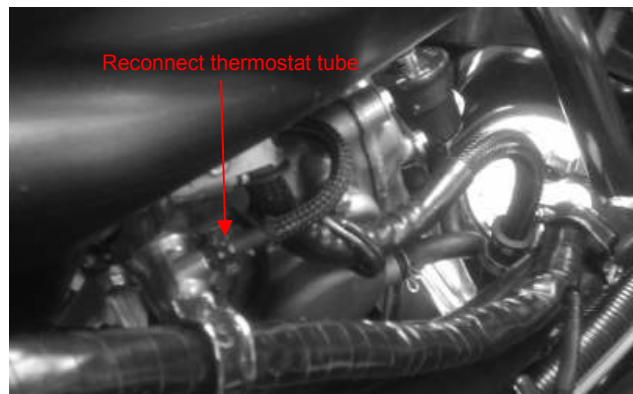
12. Cooling System

4:
Check the air exhausted through the thermostat tube head until coolant come out.

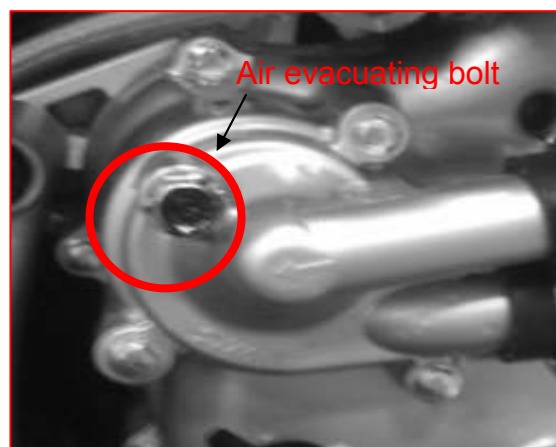


5:
Check the air exhausted through the thermostat cover joint until coolant come out.

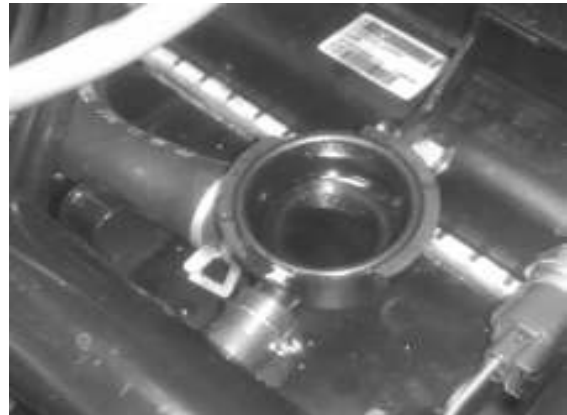
6:
Reconnect thermostat tube(19320) to thermostat cover joint(19315)



7:
Loosen flange bolt (8X12) on the water pump cover(19221) for exhausting air until coolant come out.
Tighten the flange bolt when finish.



8:
Open the radiator cap, and turn on the engine.
Overflow is normal. Continue adding water to
radiator until equilibrant if the amount of water
diminished.



9:
Maintain the liquid level in reserve tank between
upper and lower limit.



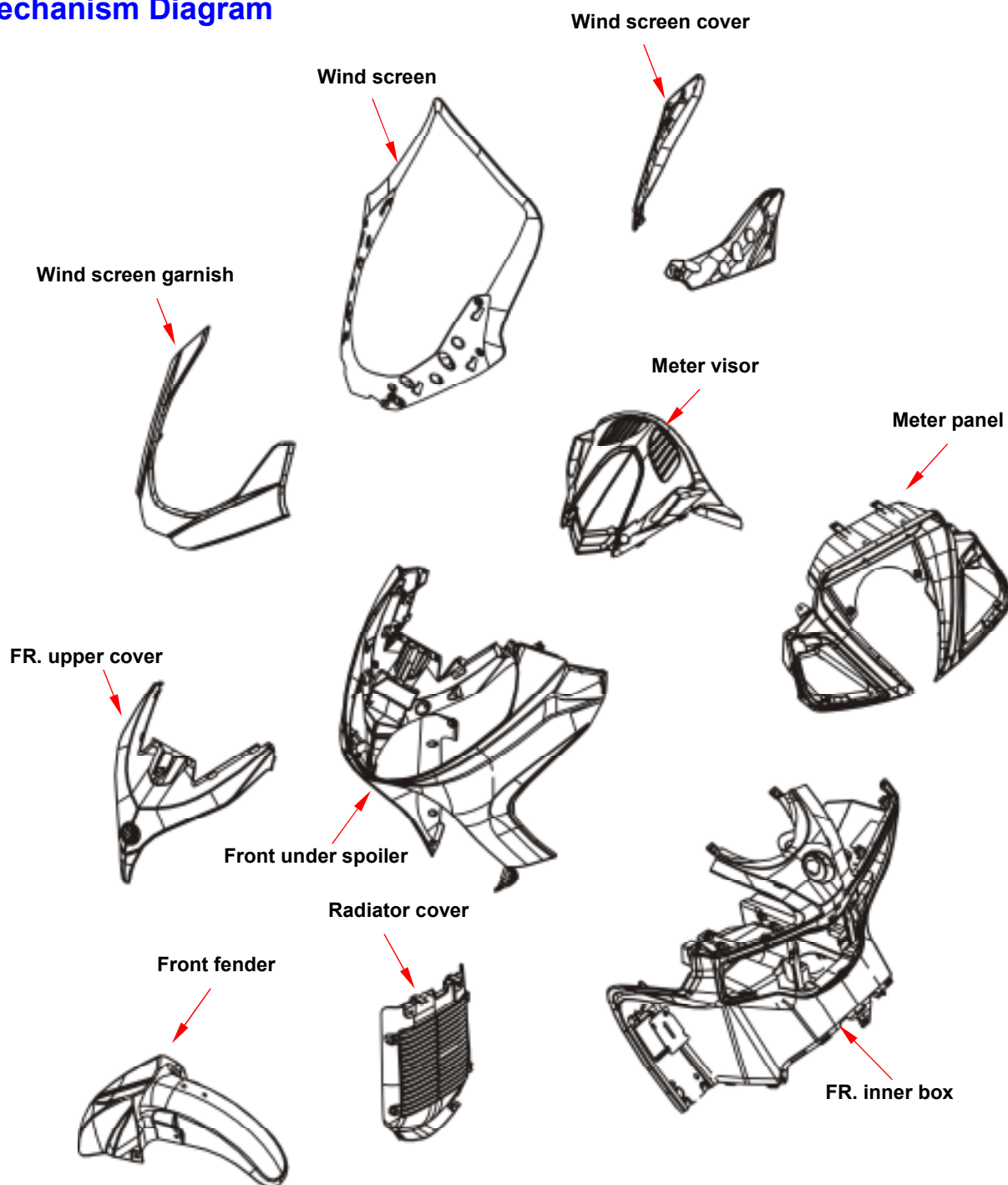
12. Cooling System



NOTE:

Mechanism Diagram.....	13-1	Side Cover.....	13-11
Maintenance.....	13-4	Rear Carrier.....	13-12
Handle Cover.....	13-5	Luggage Box.....	13-13
Front Cover.....	13-6	Rear Body Cover.....	13-14
Meter Panel.....	13-8	Floor Panel.....	13-15
Inner Box.....	13-9	Front Fender.....	13-15

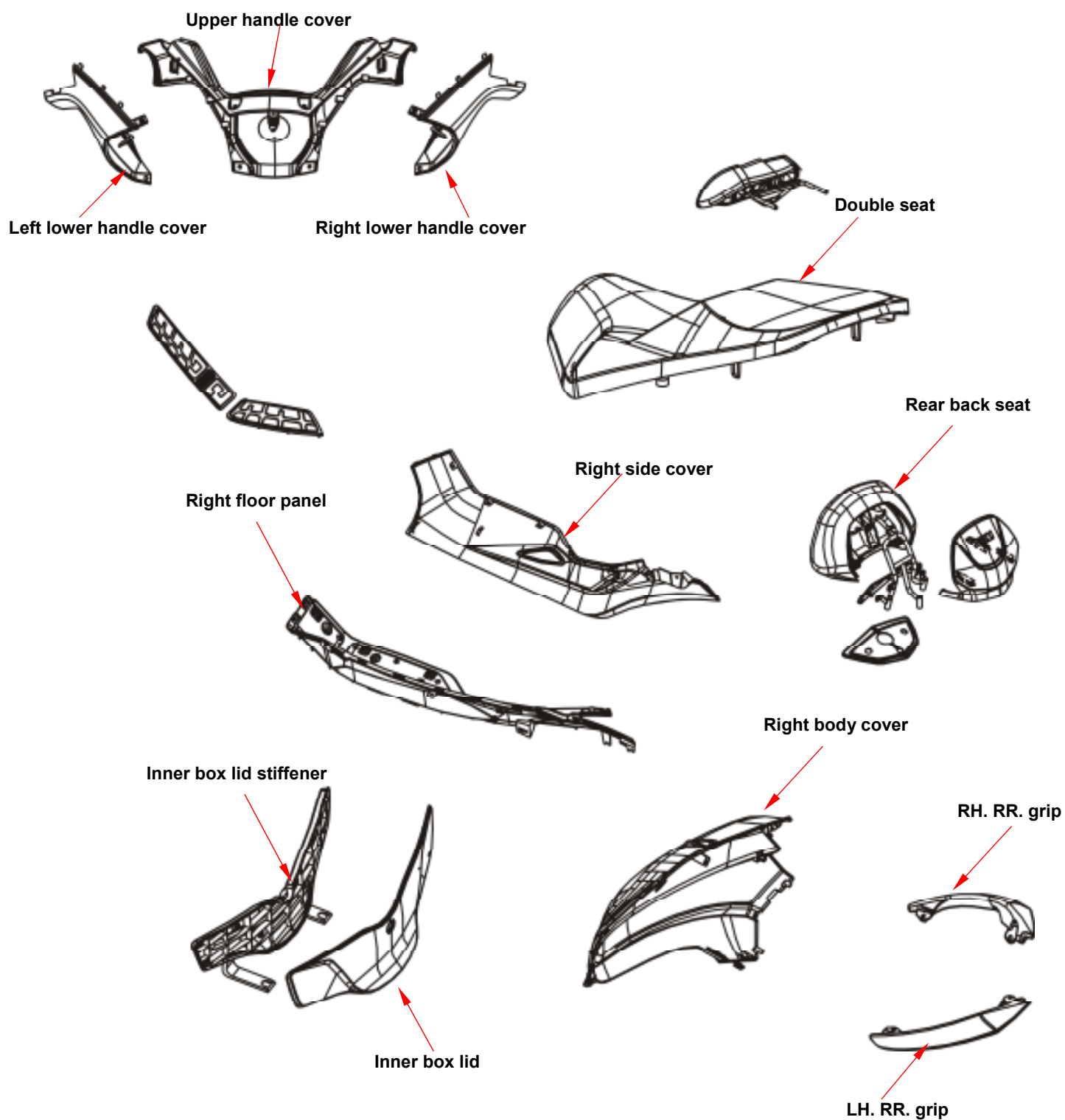
Mechanism Diagram



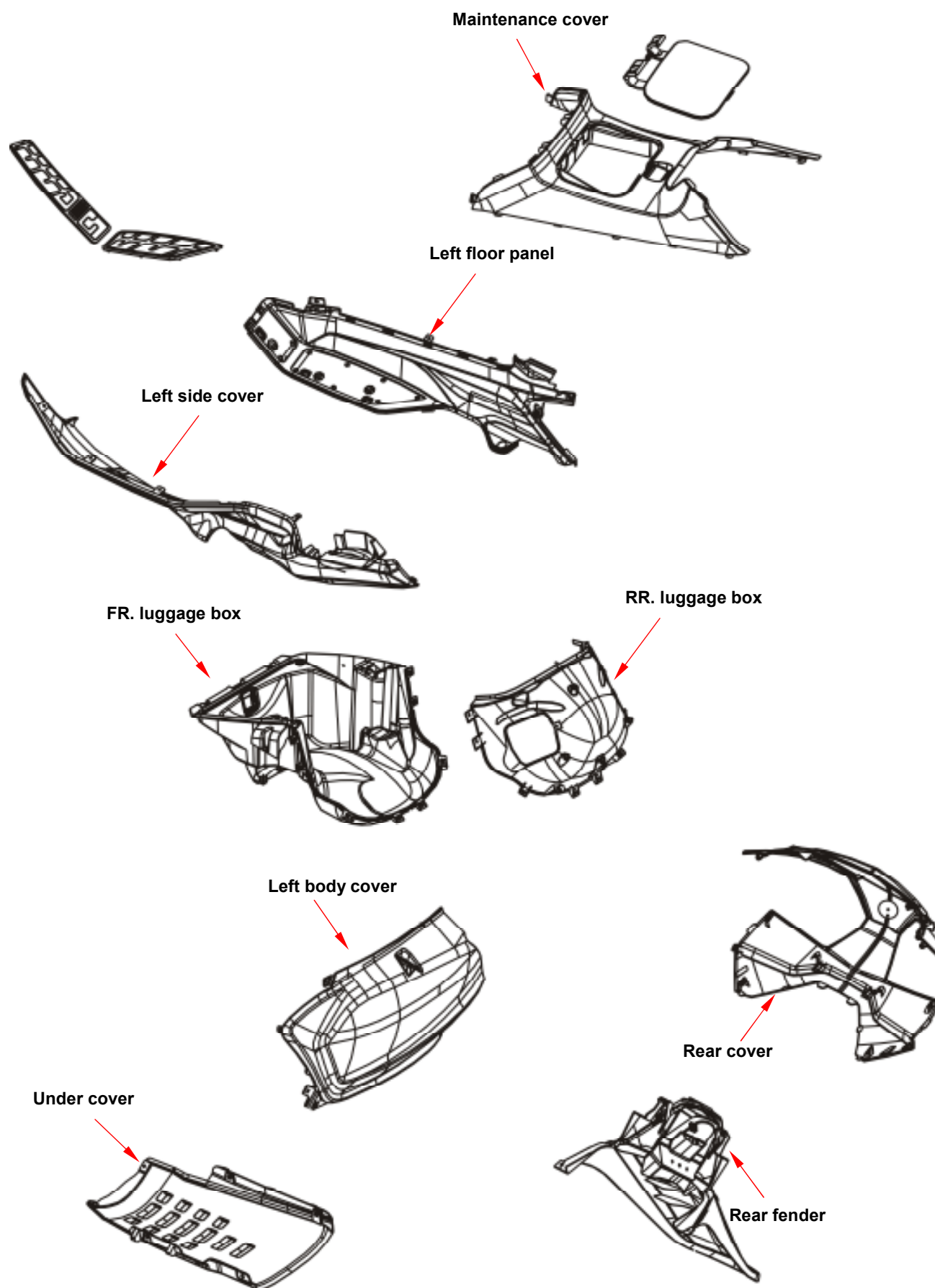
13. Body Cover



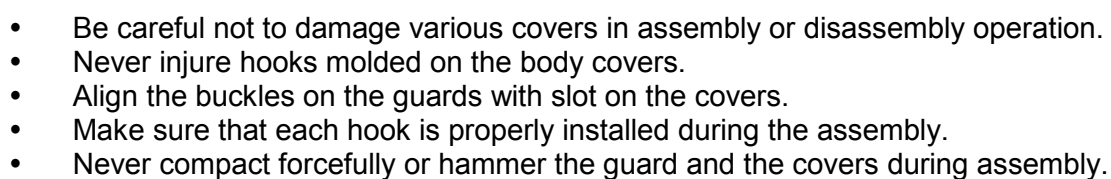
Mechanism Diagram



Mechanism Diagram



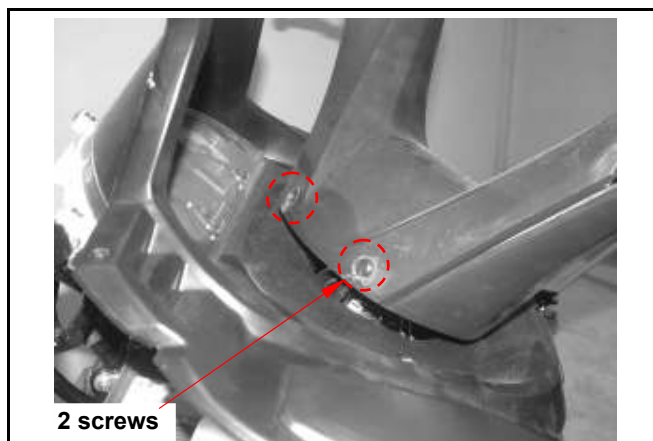
Body covers disassemble sequence:



Handle Cover

Remove

Loosen the 2 screws from handle upper cover front end.



Loosen the 2 screws from handle upper cover rear end.

Remove right and left handle side cover.



Installation

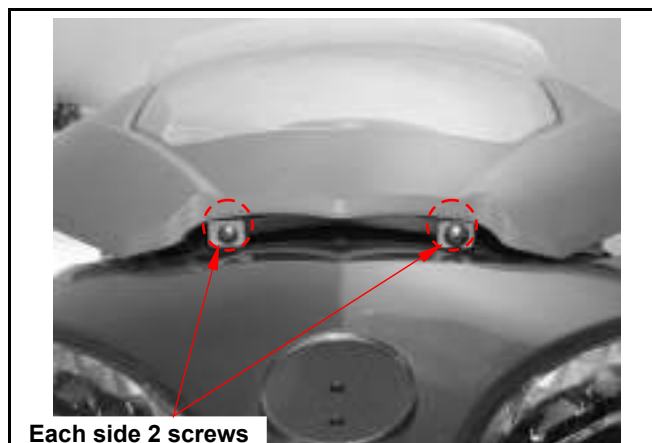
Install in reverse order of removal procedures.

13. Body Cover

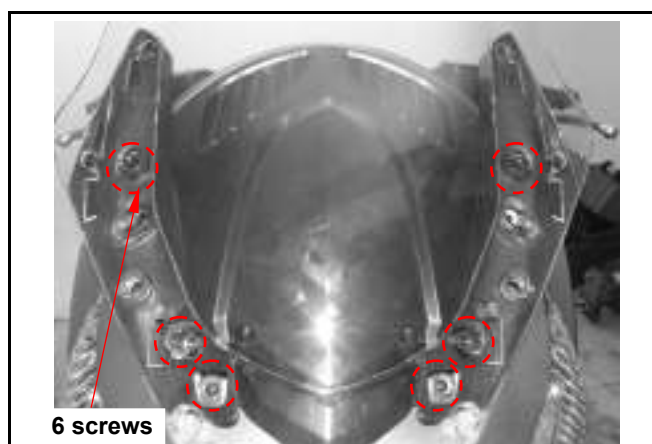
Front Cover

Remove

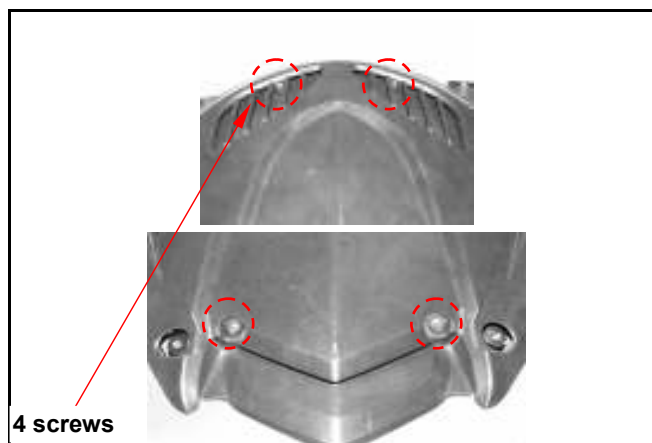
Loosen 4 screws from the wind screen garnish and remove the wind screen garnish.



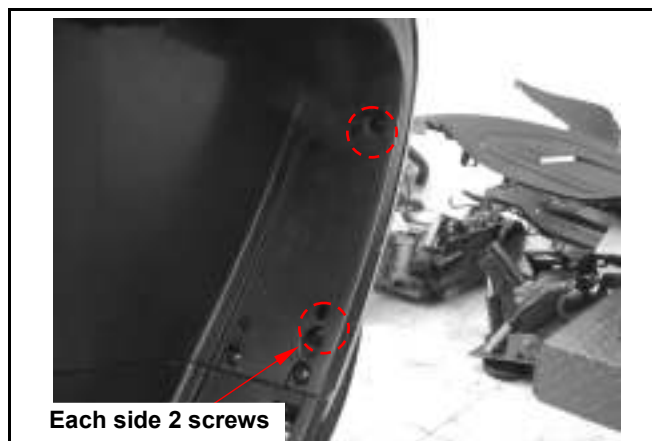
Loosen 6 screws from the wind screen and remove the wind screen.



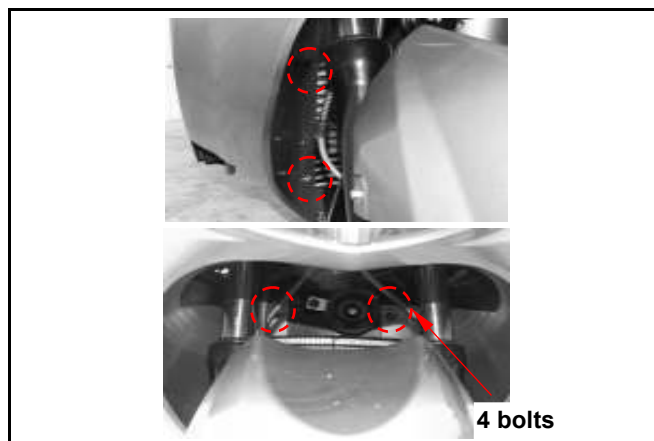
Loosen 4 screws from the meter visor and remove the meter visor.



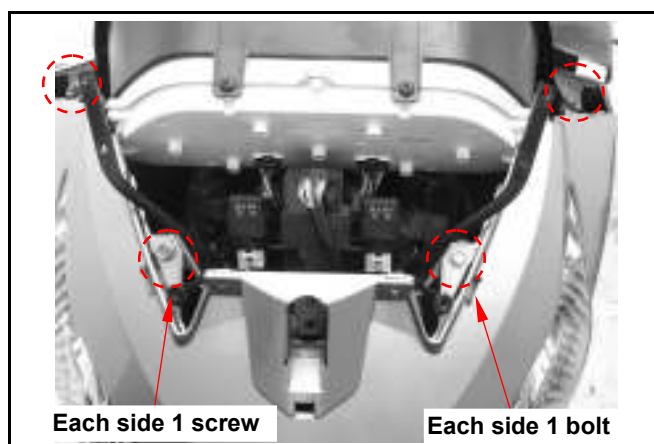
Loosen 4 screws (2 screws on each side) from the inner box.



Loosen 2 bolts from the front cover under side.



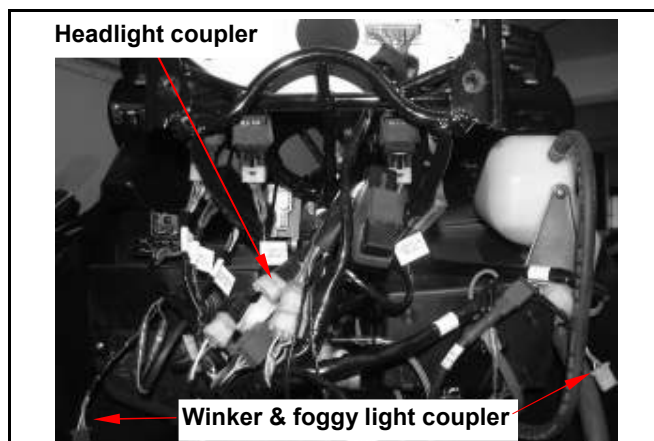
Loosen 2 screws and 2 bolts from the front cover upper side.



Disconnect the headlight, foggy light and winker light couplers.
Remove the front cover.

Installation

Install in reverse order of removal procedures.



13. Body Cover

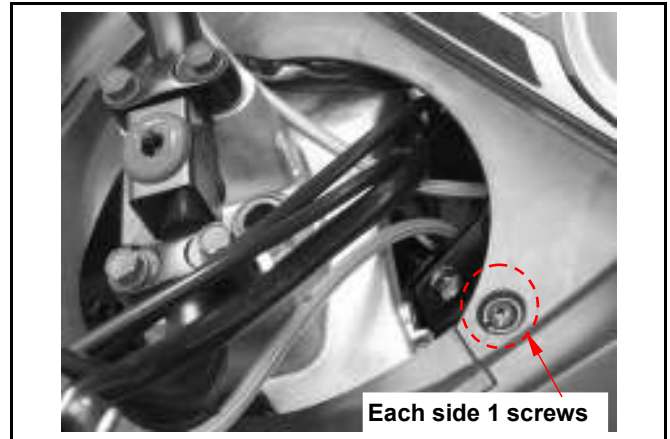
Meter Panel

Remove

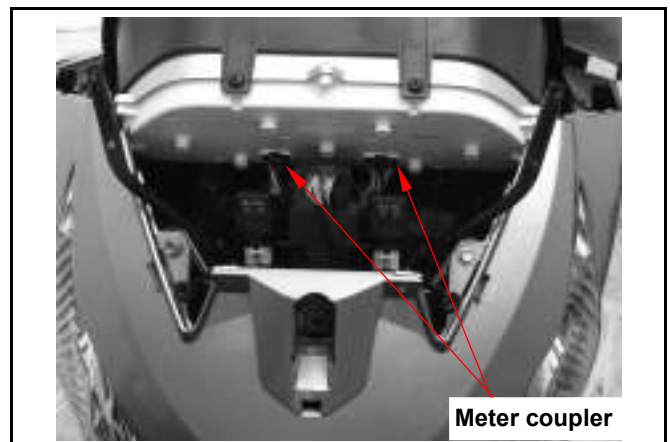
Remove wind screen garnish, wind screen, meter visor and front cover.

Remove reserve tank cap.

Loosen 4 screws from right & left side of the meter panel.



Loosen 2 screws from in side of meter panel.



Loosen the meter cord coupler.



Remove the meter panel.

Installation

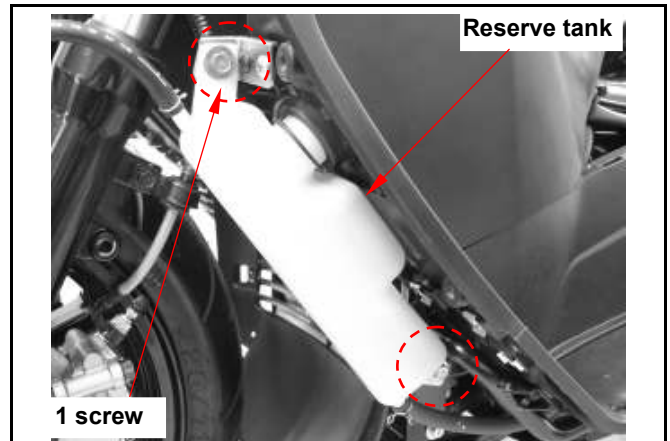
Install in reverse order of removal procedures.

Inner Box

Remove

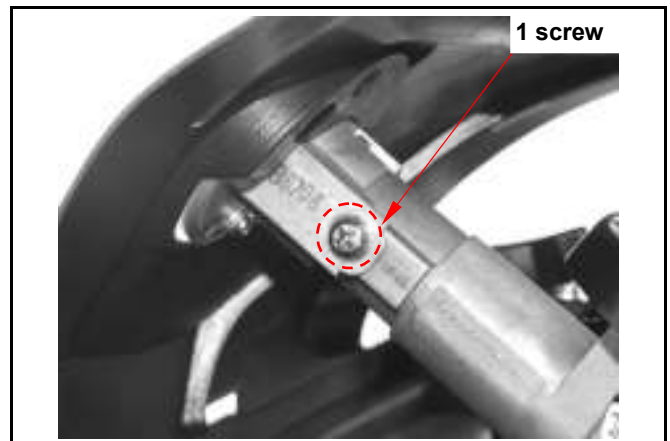
Remove wind screen garnish, wind screen, meter visor, front cover, meter panel, R/L side cover and front under spoiler.

Loosen 1 screw from reserve tank stay.

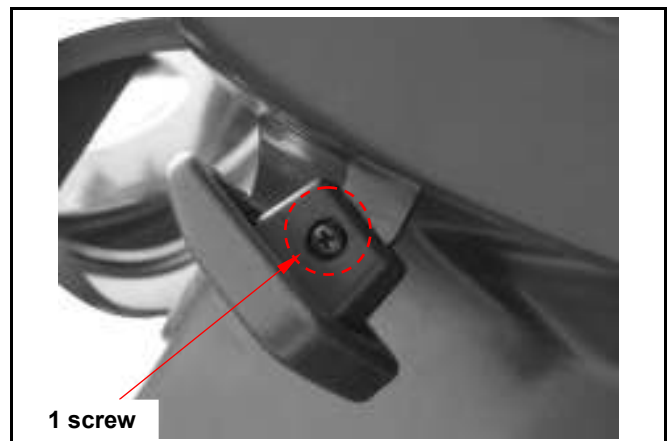


Loosen 1 screw from fuse box and remove it.
Loosen 1 screw from main switch cap and remove the cap.

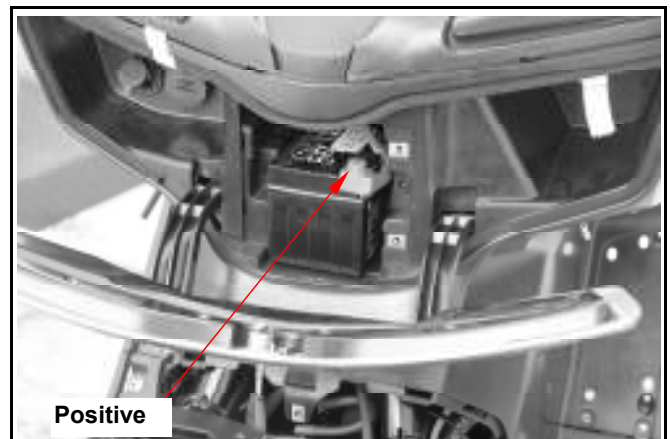
Loosen DC power output mounting nut, and remove DC power output.



Loosen 1 screw from battery cover and remove it.

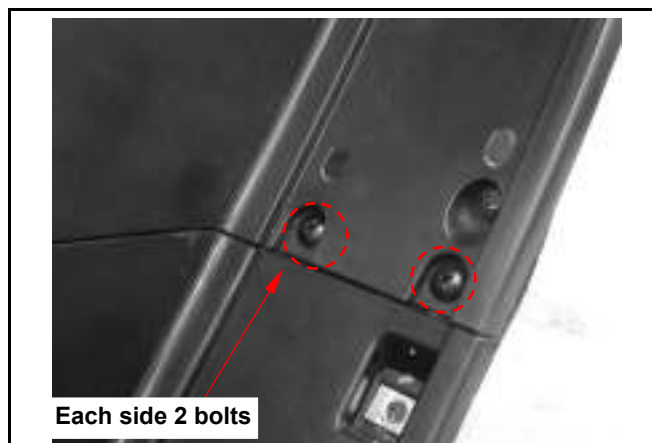


Remove the battery negative (-) cable.
Remove the battery positive (+) cable.
Remove the battery.



13. Body Cover

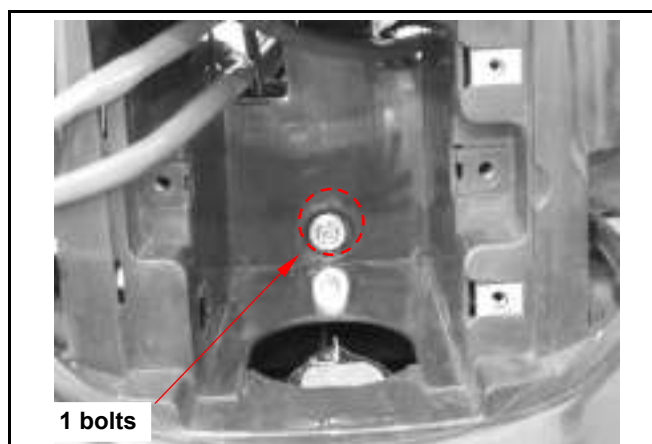
Loosen 2 bolts from inner box under side.



Loosen 2 bolts from inside of the inner box.
Disconnect the hazard light and foggy light switch couplers.
Remove inner box.

Installation

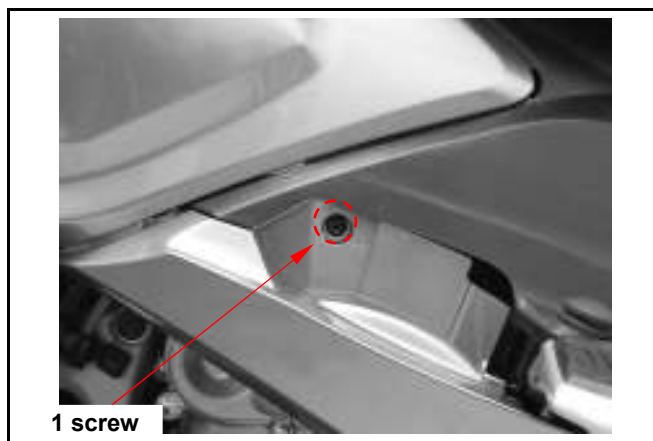
Install in reverse order of removal procedures.



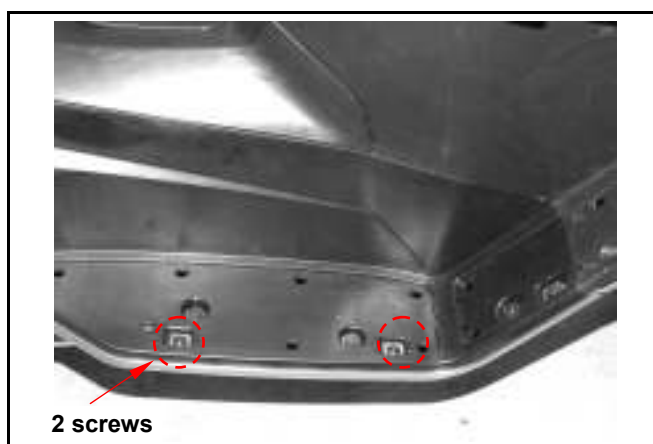
Side Cover

Remove

Loosen 2 screws from the side cover side end.



Loosen 2 screws from the side cover upper end.



Remove the side cover.

Installation

Install in reverse order of removal procedures.



13. Body Cover

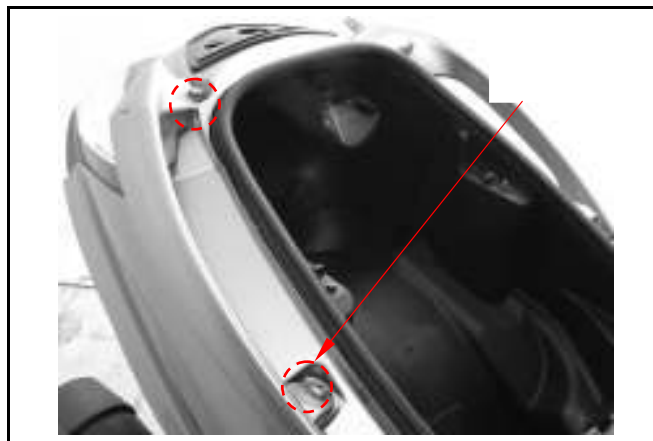
Rear Carrier

Remove

Loosen 4 bolts from the rear carrier and remove it.

Installation

Install in reverse order of removal procedures.



Luggage Box

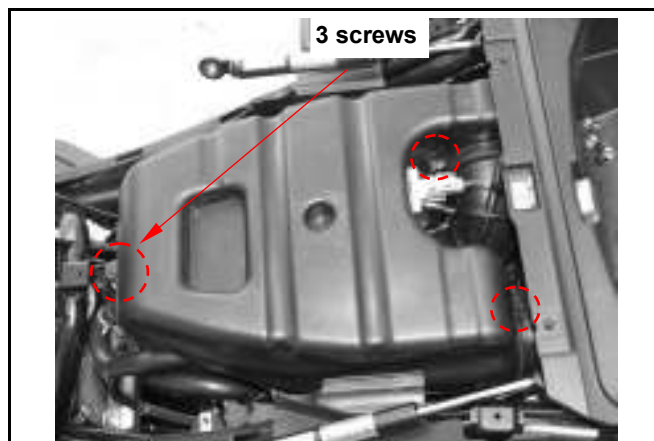
Remove

Open the seat.

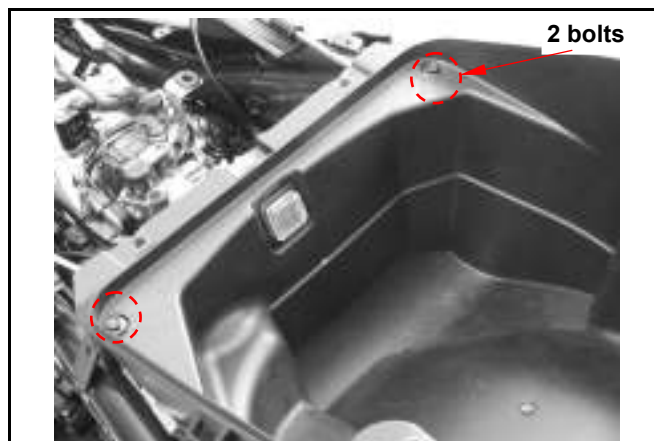
Loosen 3 screws from the luggage box rear cover.

Disconnect the luggage box light and switch coupler.

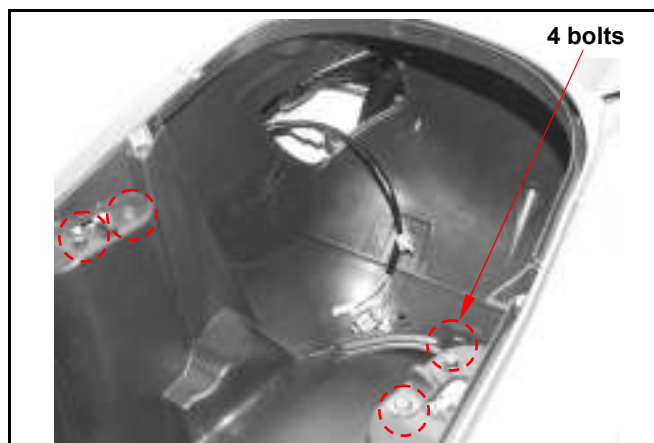
Remove the luggage box rear cover.



Loosen 2 bolts from luggage box front side



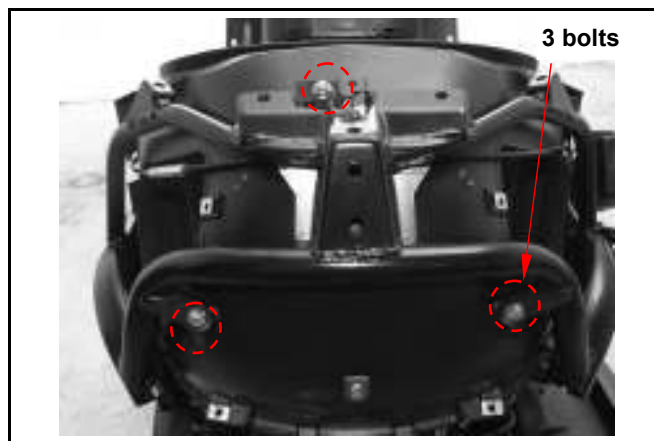
Loosen 4 bolts from luggage box rear side.



Remove the luggage box.

Installation

Install in reverse order of removal procedures.



13. Body Cover

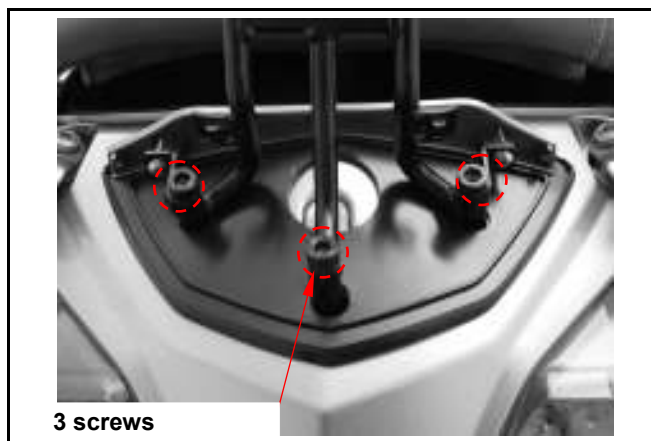
Rear Body Cover

Remove

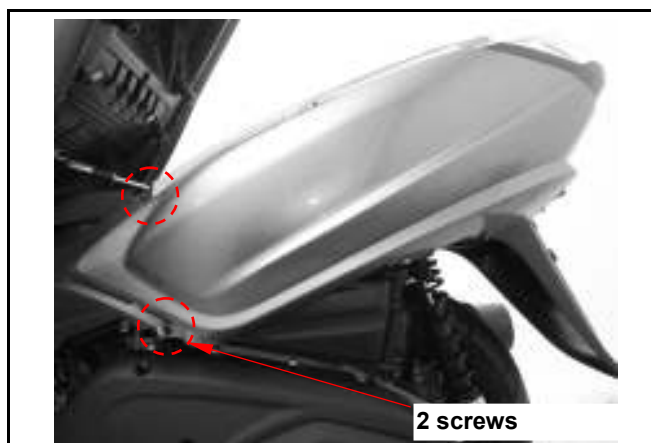
Loosen right and left side screws from rear end of floor panel.



Loosen right, left side and middle screws from rear side of the body cover.



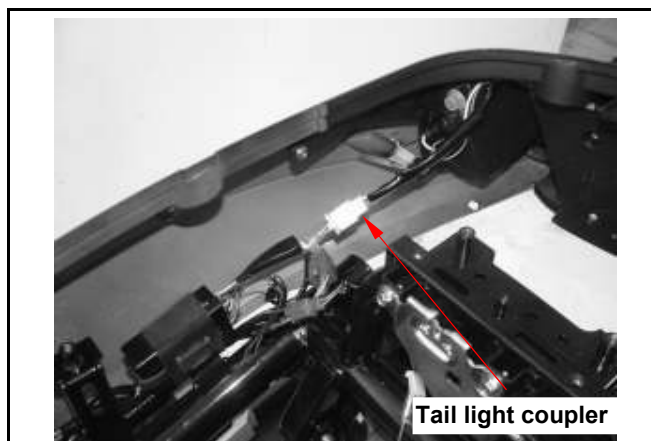
Disconnect the tail light coupler.



Remove the body cover.

Installation

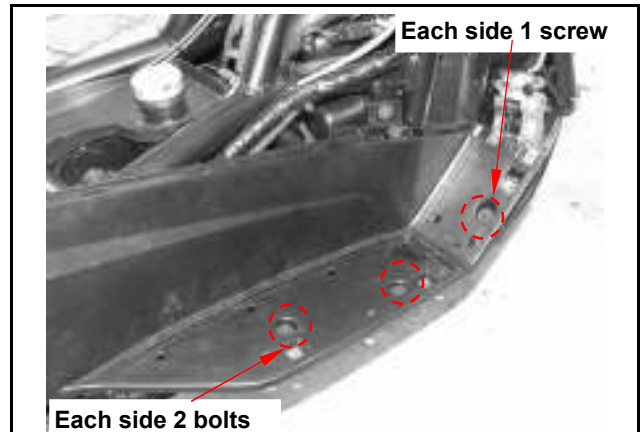
Install in reverse order of removal procedures.



Floor Panel

Remove

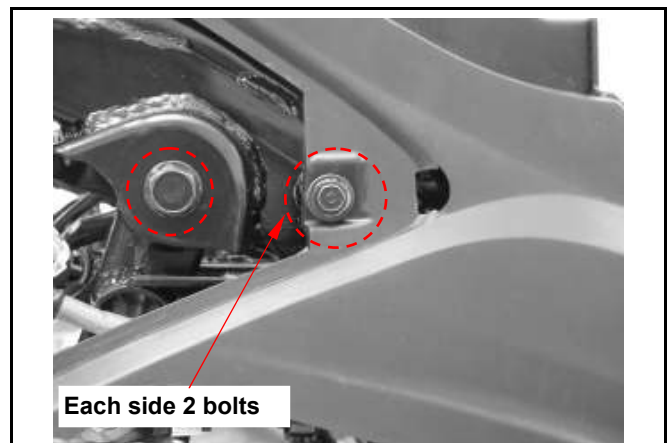
Remove wind screen garnish, wind screen, meter visor, front cover, R/L side cover, front under spoiler, inner box, luggage box and body cover. Loosen 4 bolts and 2 screws from floor panel.



Remove floor panel.

Installation

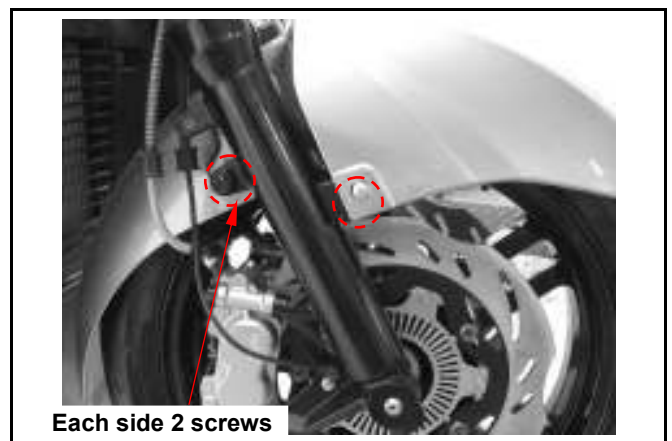
Install in reverse order of removal procedures.



Front Fender

Remove

Loosen 4 screws from front cushion.



Remove the front fender.

Installation

Install in reverse order of removal procedures.



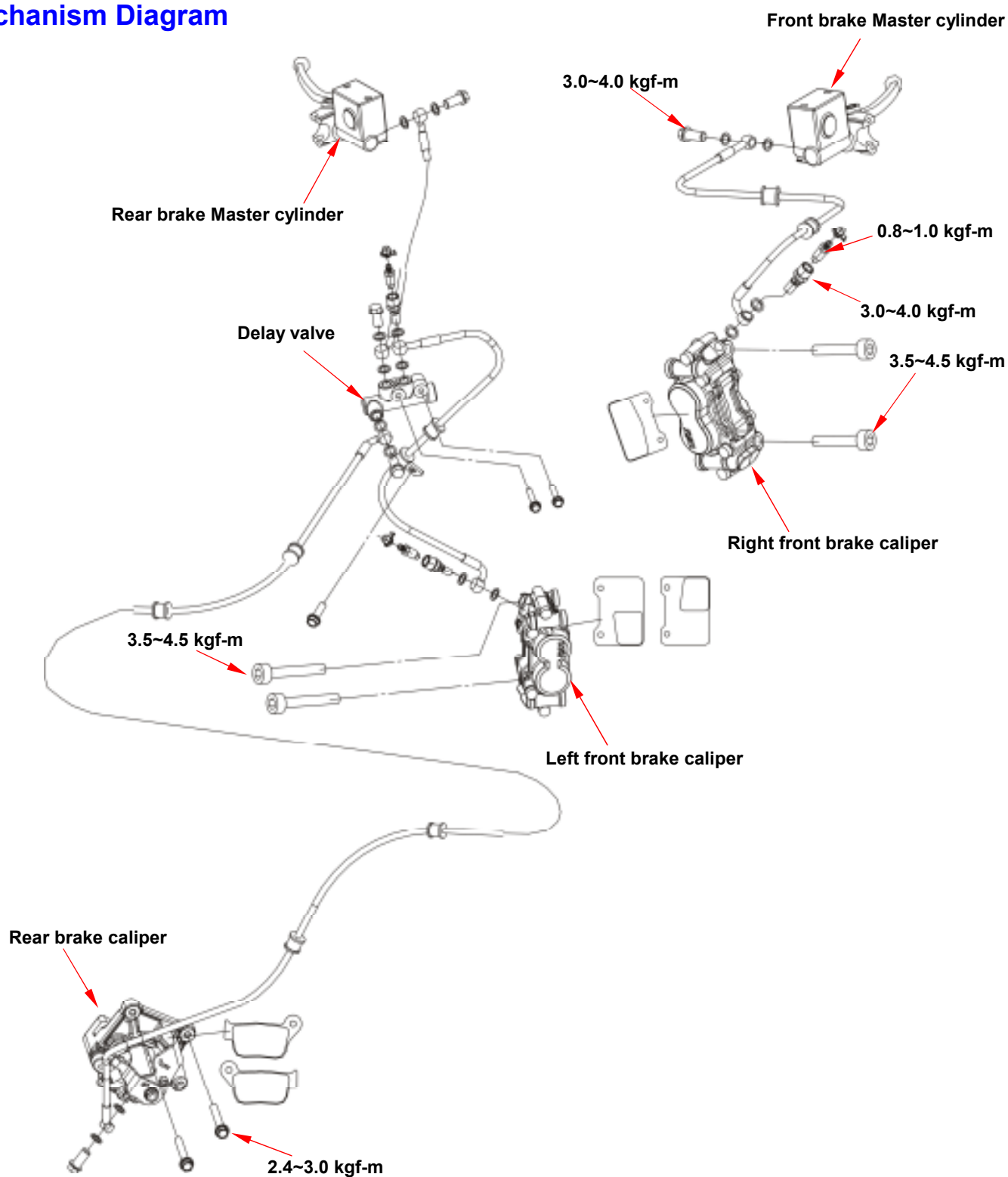
13. Body Cover



NOTE:

Mechanism Diagram.....	14-1	Brake Fluid Replacement / Air-bleed..	14-6
Precautions in Operation.....	14-2	Front Brake Caliper.....	14-7
Troubleshooting	14-3	Rear Brake Caliper.....	14-8
Disk Brake System Inspection.....	14-4	Brake Disk	14-9
Adding Brake Fluid.....	14-5	Master Cylinder	14-9

Mechanism Diagram



14. Brake System

Precautions in Operation



Caution

Inhaling asbestos may cause disorders of respiration system or lung cancer; therefore, never use compressed air or dry brush to clean brake parts. Use vacuum cleaner or other authorized tool instead.

- The brake caliper can be removed without removing the hydraulic system.
- Air should be bled from the hydraulic system when remove it or the brake system is slack.
- While refilling brake fluid, avoid mixing any other substances.
- Do not spill brake fluid on the painted surfaces, because plastic or rubber parts might be damaged.
- Check the operation of the brake system before riding.

Specifications

unit: mm

Item	Standard	Limit
The thickness of the front brake disk	4.000	2.500
The thickness of the rear brake disk	5.000	3.500
Front and rear brake disk eccentricity	< 0.100	0.300
Front brake master cylinder inner diameter	11.000~11.043	11.055
Front brake master cylinder piston outer diameter	10.957~10.984	10.945
Rear brake master cylinder inner diameter	14.000~14.043	14.055
Rear brake master cylinder piston outer diameter	13.957~13.984	13.945
Diameter of front disk	240.000	
Diameter of rear disk	220.000	—
Thickness of the front brake lining	5.000	2.000
Thickness of the rear brake lining	6.000	2.000

Torque values:

Brake hose bolts	3.0~4.0kgf-m
Bolt for front brake caliper	2.9~3.5kgf-m
Brake lever nut	0.8~1.0kgf-m
Air-bleed valve	0.8~1.0kgf-m

Troubleshooting

Slack brake lever

1. Air inside the hydraulic system
2. Hydraulic system leaking
3. Worn master piston
4. Worn brake pad
5. Poor brake caliper
6. Worn brake lining/disk
7. Low brake fluid
8. Blocked brake hose
9. Deformed/ bent brake disk
10. Bent brake lever

Malfunction of the brake lever

1. Blocked brake system
2. Poor brake caliper
3. Blocked brake pipe
4. Seized/ worn master cylinder piston
5. Bent brake lever

Uneven brake

1. Dirty brake lining/ disk
2. Poor wheel alignment
3. Clogged brake hose
4. Deformed or bent brake disk

Tight brake

1. Dirty brake lining/disk
2. Poor wheel alignment
3. Deformed or bent brake disk

Brake abnormal noise

1. Dirty lining
2. Deformed brake disk
3. Poor brake caliper installation
4. Imbalance of brake disk or wheel

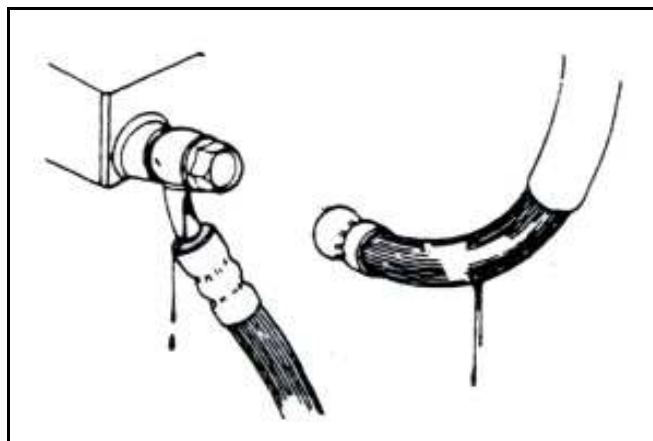
14. Brake System

Disk Brake System Inspection

Inspection

Examine for leaking or damage visually.
Inspect brake tube seam with spanner to check if it becomes loose.

Checking if there is any interferes, contacts between protected pipeline and other parts by turning the handle bar right or left, pressing the cushion up and down.



Remove the front brake pad cap.

Check the brake wear from the brake caliper.

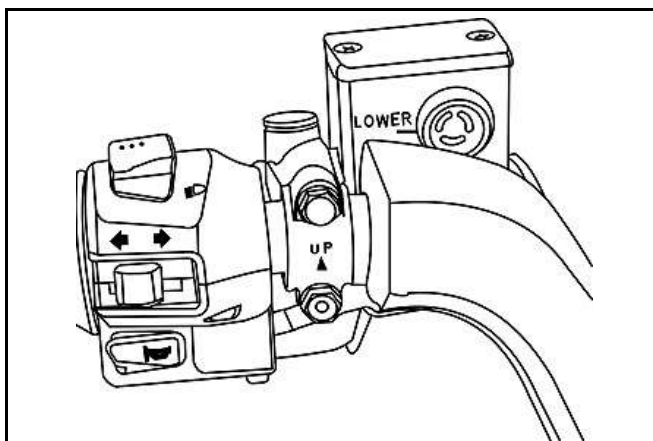
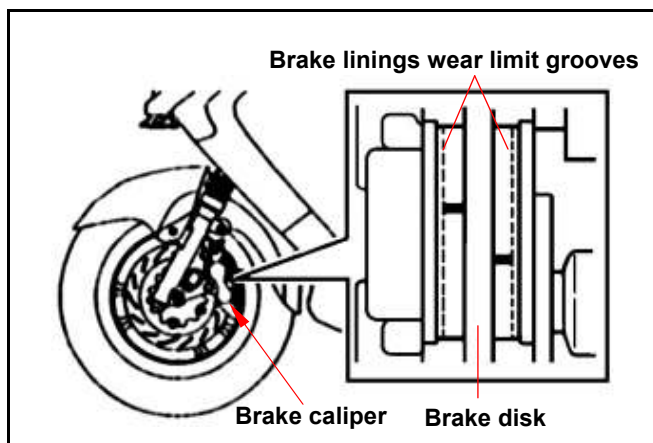


The brake pad must be replaced with new lining when it reaches the wear limit.

Park the motorcycle on an even ground, and check if fluid level is under the "LOWER" mark.
Recommended Brake Fluid: WELL RUN BRAKE OIL (DOT 3).

Caution

- Inclined or just stopped vehicles could not be measured oil level accurately. For accuracy, vehicles should stay in still position for 3-to minutes.
- In order to prevent chemical change, please do not use counterfeiting or other uncertified brake fluid.
- Please use the same brand of brake fluid consistently for brake efficiency.



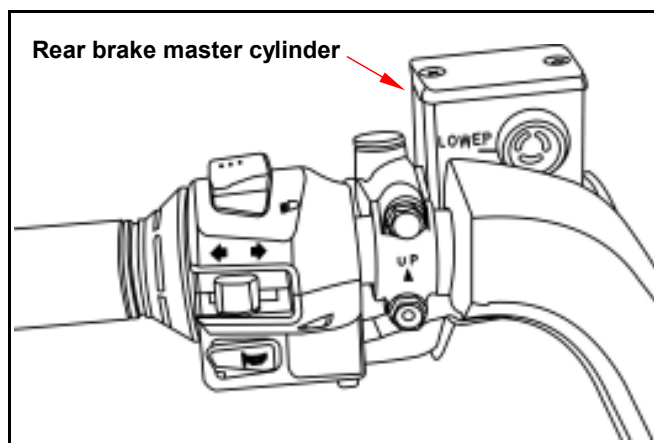
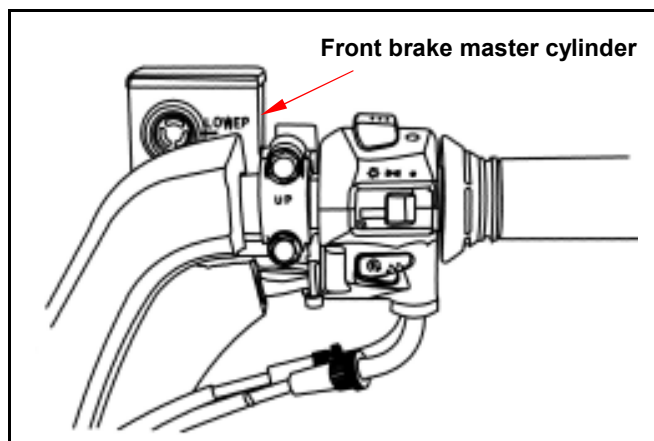
Adding Brake Fluid

Before the brake fluid reservoir is removed, turn the handle so that the brake fluid reservoir becomes horizontal, and then remove the brake fluid reservoir.

When maintain the brake system, it is supposed to cover the surface of rubber parts by rags.

Caution

Please do not refill the brake fluid over upper limit. Overflow may result in damages on painted surface such as rubber or plastic parts.

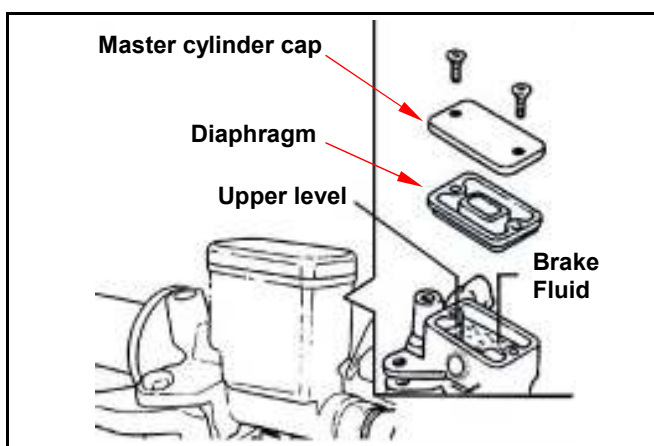


Remove the master cylinder cap and diaphragm. Fill high quality brake fluid with same brand into master cylinder.

Clean the dirty brake disk.

Caution

- Dirty brake lining or disk will reduce the brake performance.
- Mix incompatible brake fluid will reduce brake performance.
- Other substance will block the brake fluid system, and lead to reduce the brake performance or lose brake ability completely.



14. Brake System

Brake Fluid Replacement / Air-bleed

Connect drain hose to air-bleed valve.

Open the drain valve on the calipers and delay valve, hold and release the brake lever until the old brake fluid is entirely drained out.

Close the drain valve and add specified brake fluid into the brake master cylinder.

Recommended brake fluid: WELLRUN DOT 3 brake fluid

Connect one end of transparent hose to the drain valve, and put the other end into a container.

Open the drain valve around 1/4 turn, and at the same time hold the brake lever until there is no air bubble in the drain hose and also feeling resistance on the brake lever.

Close the drain valve when finish the brake system refilling fluid procedure, and operate the brake lever to check whether air bubble is in brake system or not.

If brake is still loose, please bleed the system as described below:

1. Tightly hold the brake lever and open the drain valve around 1/4 turn, and then close the valve.

Caution

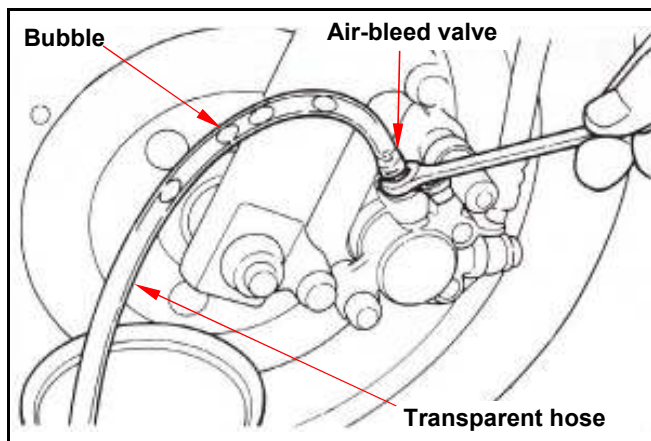
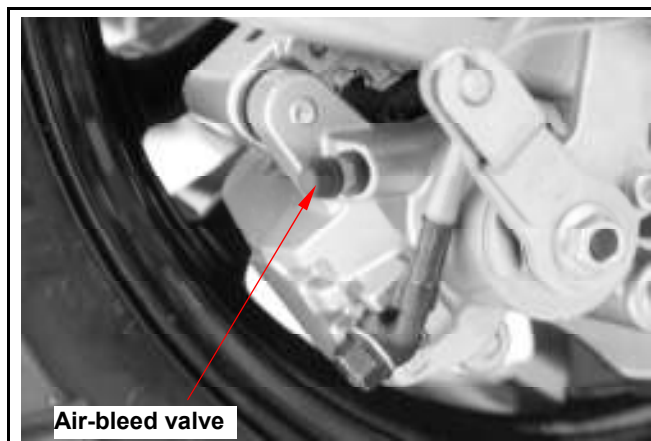
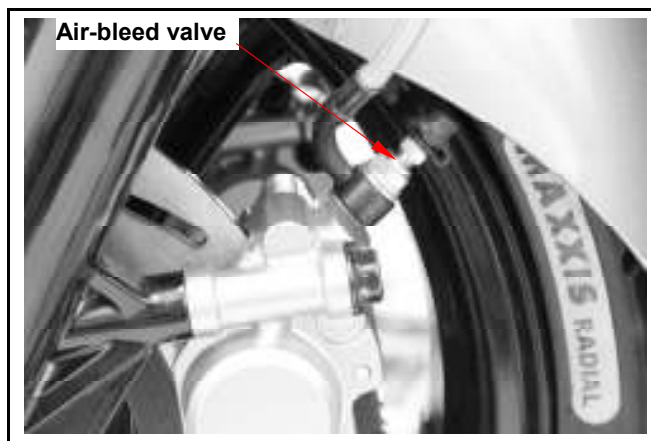
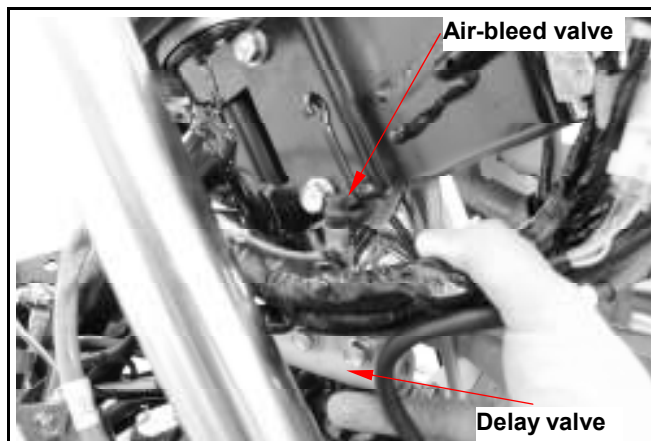
- Do not release the brake lever before the drain valve is closed.
- Always check the brake fluid level when carrying out the air bleeding procedure to avoid air enters into the system.

2. Slowly release the brake lever, and wait for a few seconds until it reaches its top position.
3. Repeat the steps 1 and 2 until there is no air bubble at the end of the hose.
4. Tightly close the drain valve.
5. Make sure the brake fluid is in the UPPER level of the master cylinder, and refill the fluid if necessary.
6. Cover the cap

Caution

Divulges the air to have to pump by the minute first divulges, then to caliper.

May use fluid the replacement machine, the replacement fluid, the time is quicker, the air bubble also Compared with cannot remain



Front Brake Caliper

Removal

Place a container under the brake caliper, and loosen the brake hose bolts and finally remove the brake hoses.

⚠ Caution

Do not spill brake fluid on painted surfaces.

Remove two caliper mounting bolts and the caliper.

Installation

Install the brake caliper and tighten the mounting bolts.

Torque: 2.9~3.5kgf-m

⚠ Caution

- Use M8 x 35 mm flange bolt only.
- Long bolt will impair the operation of brake disk.

Use two seal washers and hose bolts to lock the hoses and brake caliper in place.

Torque: 3.0~4.0kgf-m

Refill up the brake fluid to the reservoir and make necessary air bleeding.

Brake pad replacement

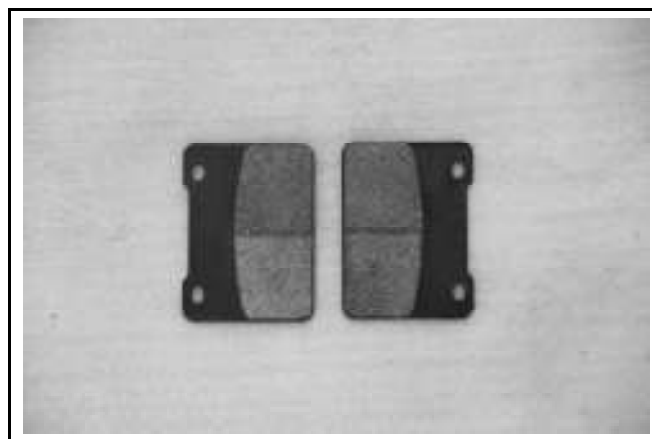
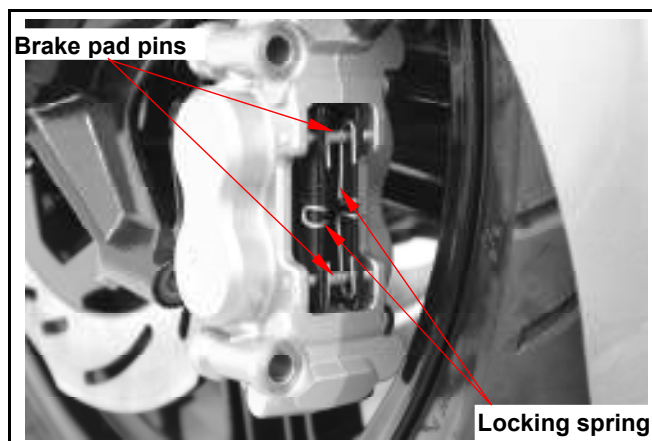
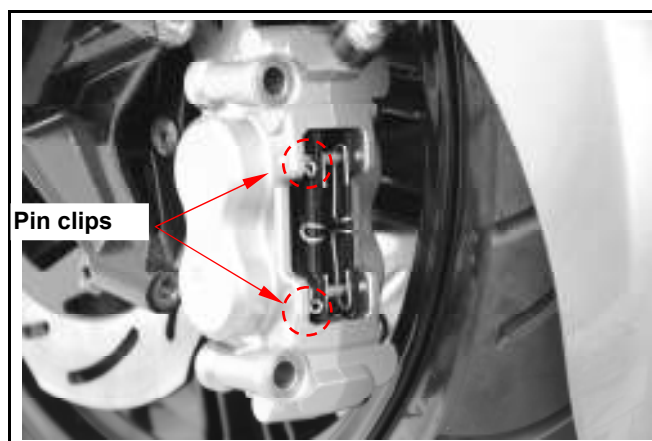
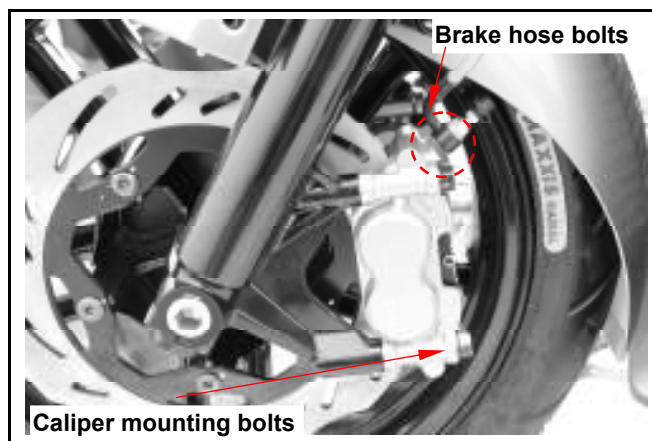
Remove brake caliper.

Remove brake pad caps.

Remove the brake pad guidance shafts cotter pins.

Remove the brake pad guidance shafts and locking spring, and then remove brake pads.

Install the new brake pads onto brake caliper.
Install the brake pad guidance shafts and locking springs.
Install the brake pad guidance shafts cotter pins.
Install the brake caliper and tighten the mounting bolts.



14. Brake System

Rear Brake Caliper

Removal

Place a container under the brake caliper, and loosen the brake hose bolt and finally remove the brake hose.

⚠ Caution

Do not spill brake fluid on painted surfaces.

Remove two caliper mounting bolts and the caliper.

Installation

Install the brake caliper and tighten the mounting bolts.

Torque: 2.9~3.5kgf-m

⚠ Caution

- Use M8 x 35 mm flange bolt only.
- Long bolt will impair the operation of brake disk.

Use two seal washers and hose bolts to lock the hoses and brake caliper in place.

Torque: 3.0~4.0kgf-m

Refill the brake fluid to the reservoir and bleed the air if necessary.

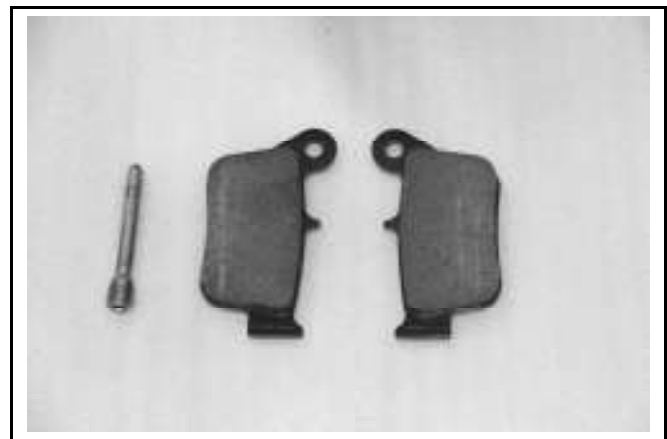
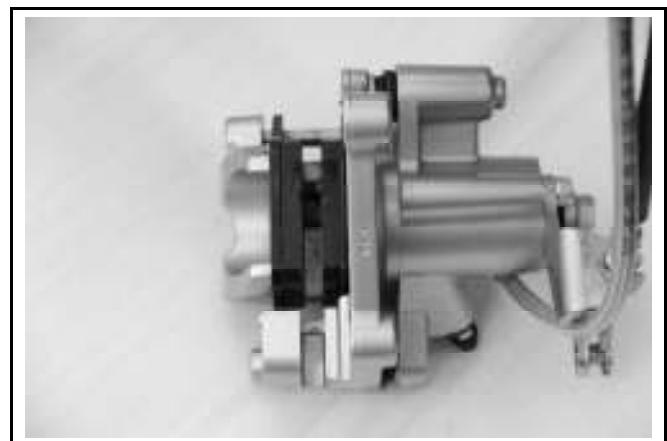
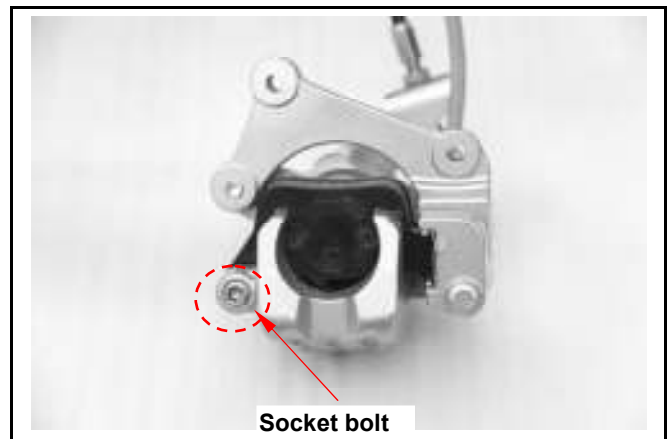
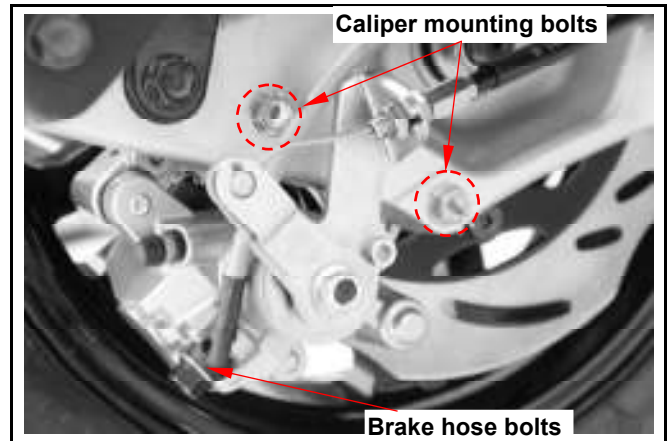
Brake pad replacement

Remove the brake caliper upper parts (2 socket bolts).

Take out the brake pads.

Install the new brake pads onto brake caliper bracket.

Install the brake caliper upper parts and tighten the socket bolts.



Brake Disk

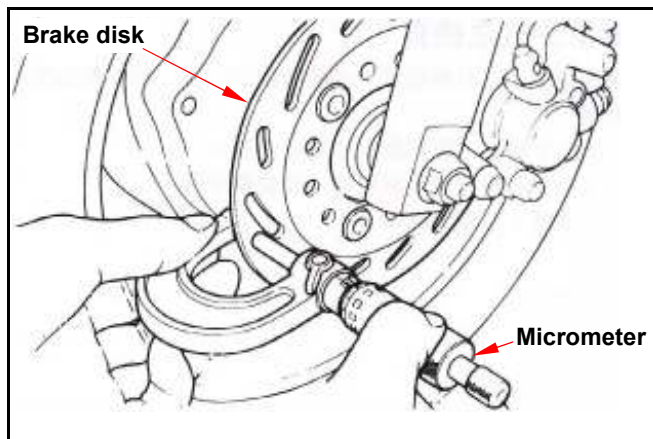
Inspection

Visually check the brake disk for wear or break. Measure the thickness of the disk at several places. Replace the disk if it has exceeded the service limit.

Allowable limit:

Front brake disk 2.5 mm

Rear brake disk 3.5 mm

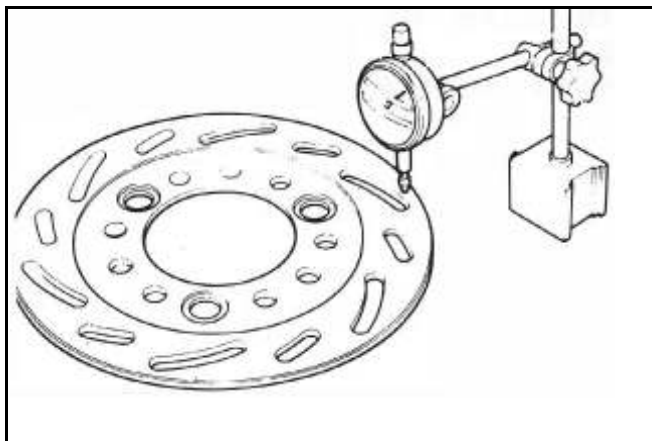


Remove the brake disk from wheel. Check the disk for deformation and bend.

Allowable limit: 0.30 mm

Caution

- The dirty brake lining or disk will reduce the brake performance.
- Brake lining includes the asbestos ingredient, cannot use the air-gun to clean it. The operator should wear a mask and glove, and use vacuum cleaner clean it.



Master Cylinder

Master Cylinder Removal

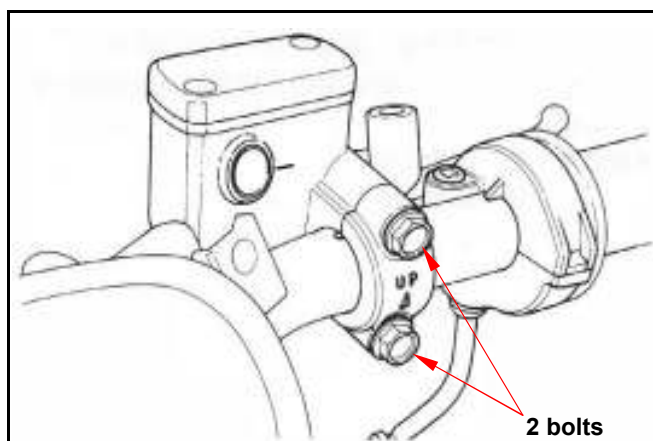
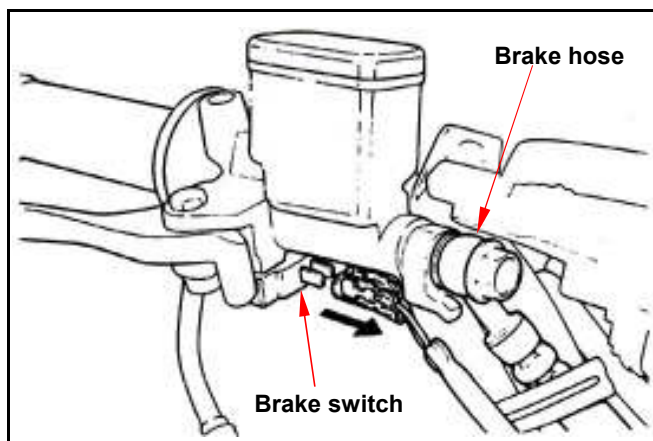
Caution

Do not let other substance enter into the cylinder.

Caution

The whole set of master cylinder, piston, spring, diaphragm and circlip should be replaced as a set.

Remove the handlebar covers.
Remove the leads of brake light switch.
Drain out the brake fluid.
Remove the brake lever from the brake master cylinder.
Remove the brake hose.
Remove the master cylinder bolts and the master cylinder.



14. Brake System

Remove the rubber pad.
Remove the circlip.
Remove the piston and the spring.
Clean the master cylinder with recommended brake fluid.

Master Cylinder Inspection

Check the master cylinder for damage or scratch.
Replace it if necessary.
Measure the cylinder inner diameter at several points along both X and Y directions.
Replace the cylinder if the measured values exceed allowable limit.

Allowable limit:

Front brake: 11.055 mm

Rear brake: 14.055 mm

Measure the outer diameter of the piston.
Replace the piston if the measured value exceeds allowable limit.

Allowable limit:

Front brake: 10.945 mm

Rear brake: 13.945 mm

Master Cylinder Assembly

⚠ Caution

- It is necessary to replace the whole set comprising piston, spring, piston cup, and cir clip.
- Make sure there is no dust on all components before assembling.

Apply clean brake fluid to the piston cup, and then install the cup onto the piston.

Install the larger end of the spring onto the master cylinder.

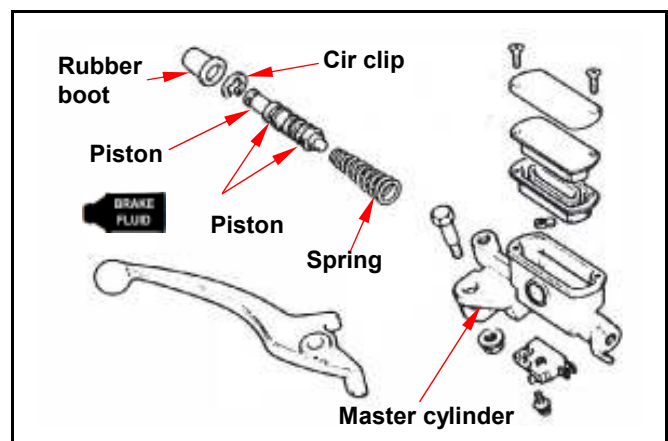
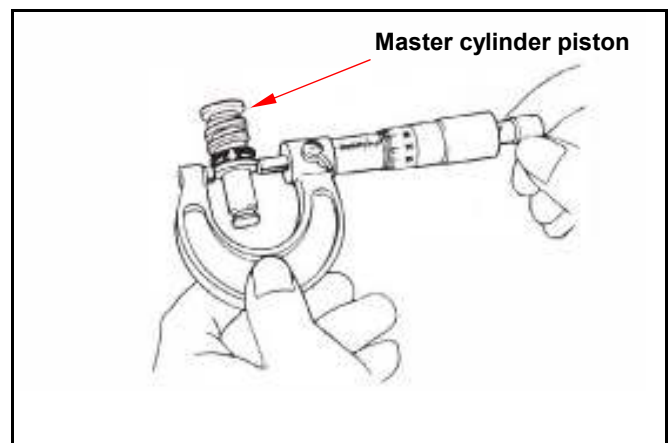
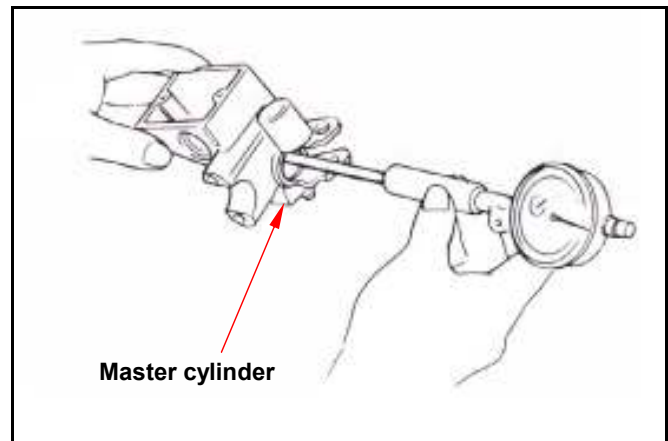
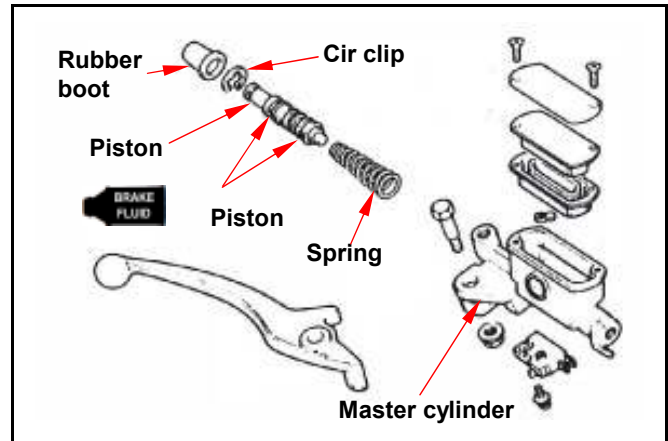
The master cup's cavity should be faced inside of master cylinder while installing the master cup.

Install the cir clip.

⚠ Caution

- Never install cup lip in the opposite direction.
- Make sure the cir clip is seated securely in the groove.

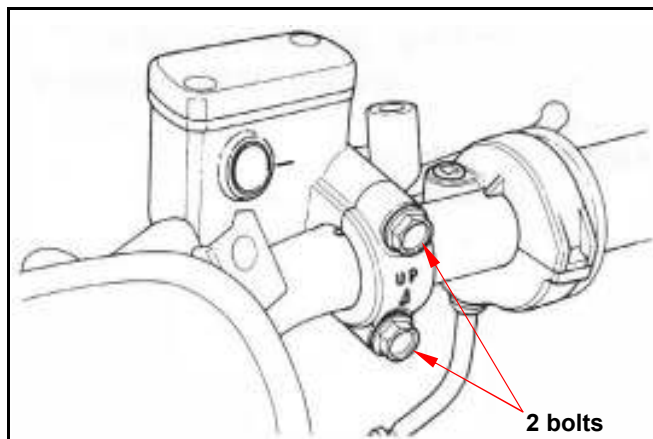
Install the rubber pad into groove properly.



Master Cylinder Install

Install the rubber pad into the groove correctly.
Place the master cylinder onto handlebar, and
install the bolts.

Install the brake lever, and connect leads to brake
light switch.



Connect brake hoses with 2 new washers.
Tighten the brake hose bolt to the specified torque
value.

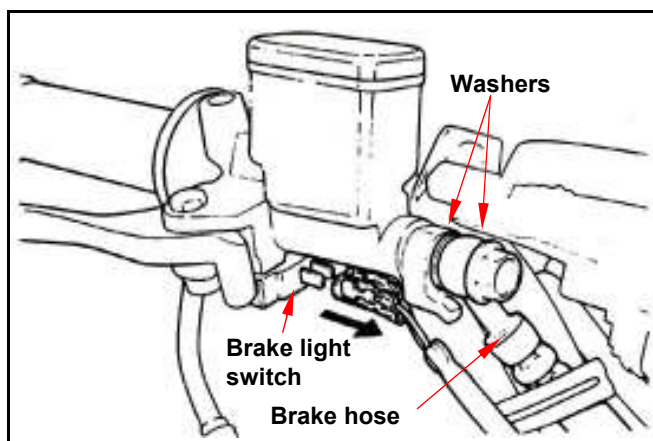
Make sure the hose is installed correctly.
Install all wires, hoses, and components carefully
to avoid twisting them together.

Caution

Improper routing may damage leads, hoses or
pipes.

Caution

Kink of brake leads, hose or pipe may reduce
brake performance.



Add specified brake fluid and bleed the system.

14. Brake System

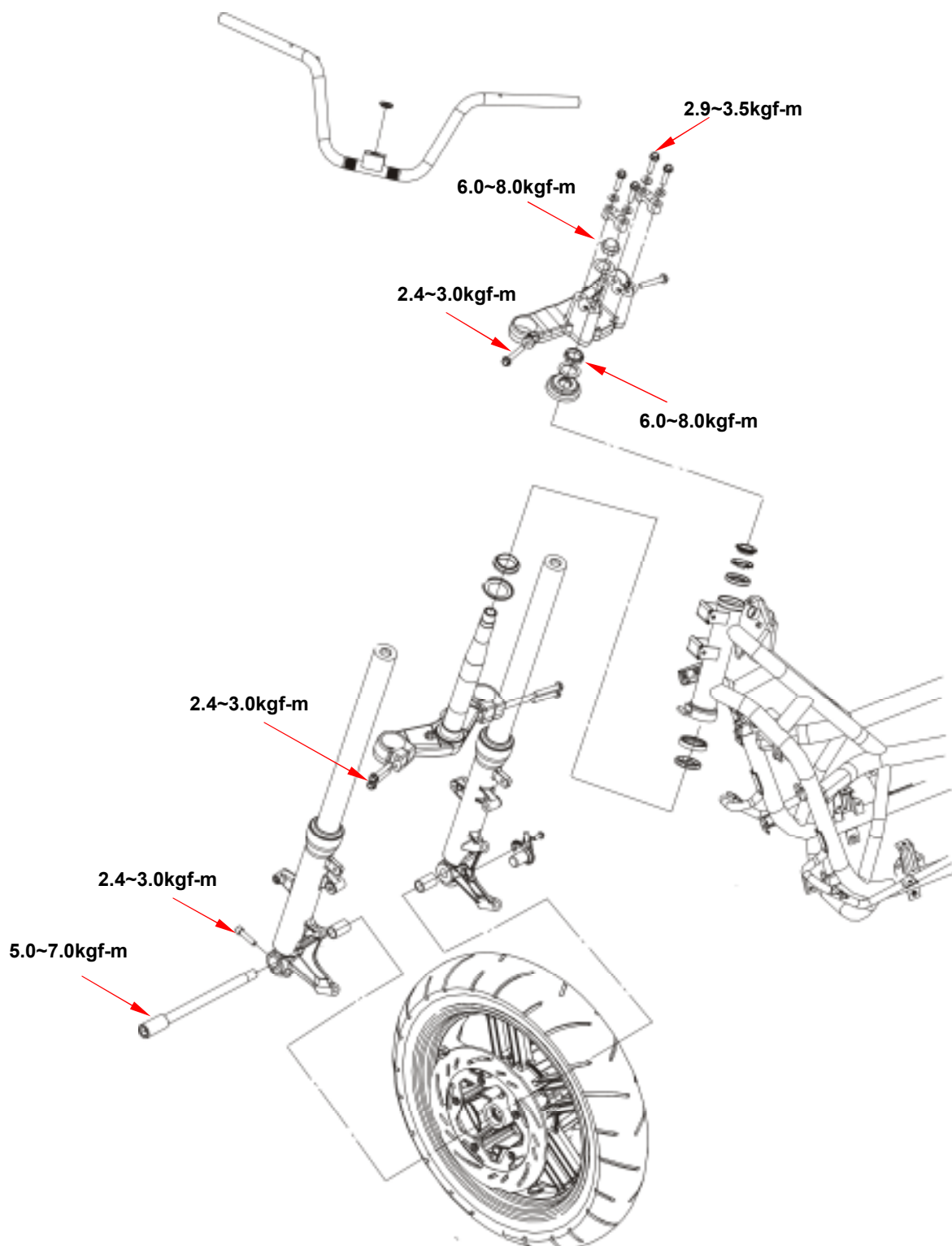


NOTE:

Mechanism Diagram	15-1
Precautions in Operation	15-2
Troubleshooting	15-2
Steering Handle	15-3

Front Wheel	15-5
Front Cushion	15-8
Steering Stem	15-9

Mechanism Diagram





Precautions in Operation

General

Please refer to the Maintenance Manual of tubeless tire in respect to the removal, repair and installation of the tire.

Torque Values

Nut for the front wheel axle	5.0 ~ 7.0kgf-m
Nut for the steering handle	4.0 ~ 5.0kgf-m
Lock nut for the steering handle stem	1.0 ~ 2.0kgf-m
Top crown for the steering handle stem	0.2 ~ 0.3kgf-m
Locating screw for the speedometer cable	0.15 ~0.3kgf-m
Front cushion upper lock bolt	2.4 ~ 3.0kgf-m
Front brake disk	4.0~4.5kgf-m

Special Tools

Steering handle top thread wrench	SYM-5320000、SYM-5321100
Inner bearing puller	SYM-6204020
Steering nut wrench	SYM-6204010
Driver 32*35mm	
Driver 42*47mm	

Troubleshooting

Hard to steer

- The steering handle stem nut is too tight.
- The ball and the top crown of the steering handle stem are damaged.
- Insufficient tire pressure.

The steering handlebar is tilted

- Uneven arrangement of the front cushion.
- The front fork is bent.
- The front wheel axle is bent

The front wheel rim run-out

- The rim is bent.
- The wheel axle nut is not tightened enough.
- Side-worn or poor tire.
- The bearing clearance of the wheel axle is too large.

Soft front cushion

- The front cushion spring is worn out.
- The oil seal of the front cushion is leaking.

Noise in front cushion

- Front cushion rod is bent.
- The joint of the front cushion gets loose.

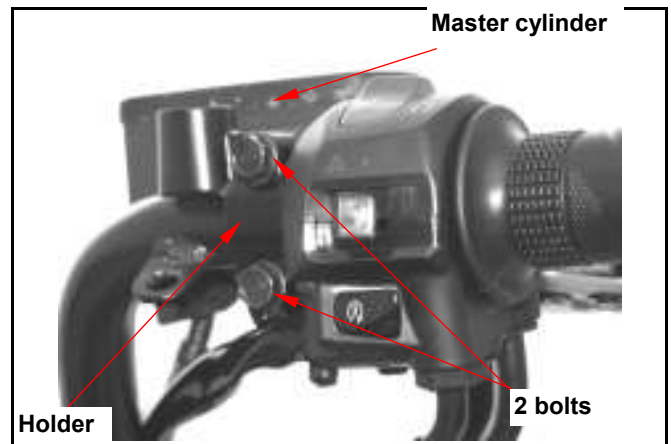


Steering Handle

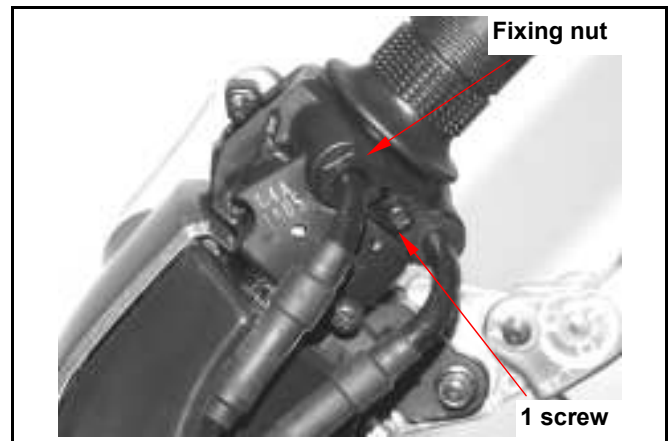
Remove

Remove the right and left handle side cover, handle upper cover and front cover. (Refer to chapter 13)

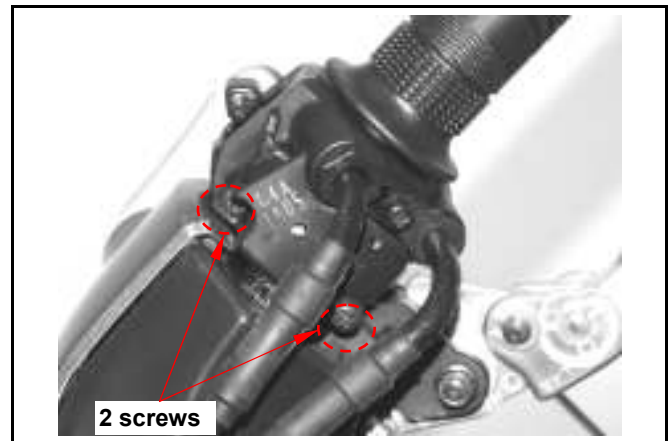
Loosen the lock bolts for the master cylinder of the front brake.



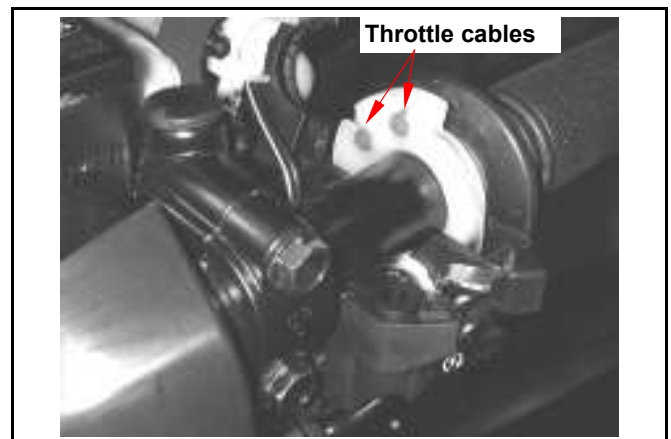
Loosen the deceleration throttle cable fixing nut. Loosen 1 screw from the acceleration throttle fixing plate.



Loosen 2 screws from the throttle holder.

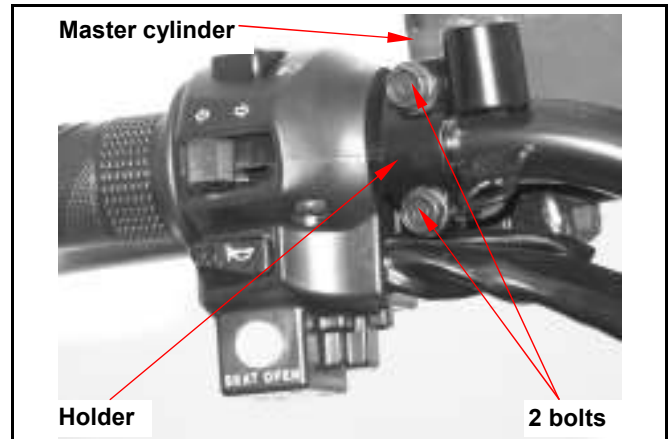


Remove throttle holder, handle switch, cables and grip.

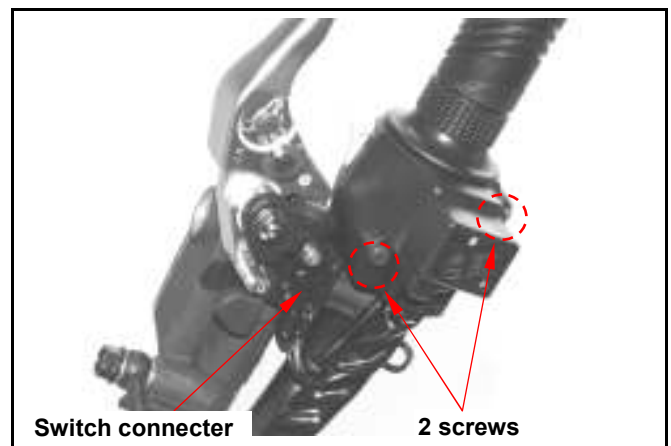




Loosen 2 bolts from the master cylinder of the rear brake.
Remove holder and master cylinder.



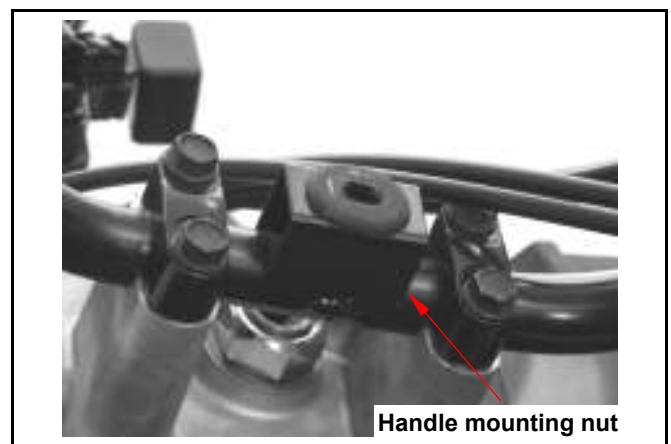
Loosen left handle switch connector.
Loosen 2 screws from left side handle switch holder.
Remove the right handle switch.



Loosen handle mounting nut.
Remove handle mounting bolt, and then remove the handle.

Installation

Install handle and align with bolt hole.
Install bolt and nut and then tighten it.
Torque value: 4.0~5.0kgf-m



Apply grease to throttle cable and the sliding surface of handle.
Align the lock pin with the hole on the handle.
After the installation completes, carry on the following inspection and adjustment:

- Throttle grip operation.
- All electric appliances, the meter function



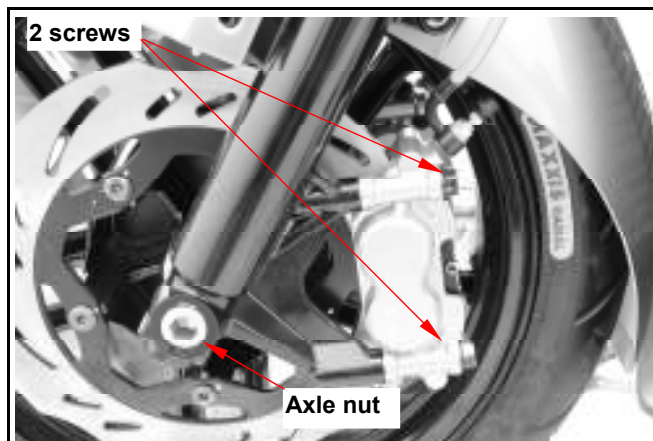


Front Wheel

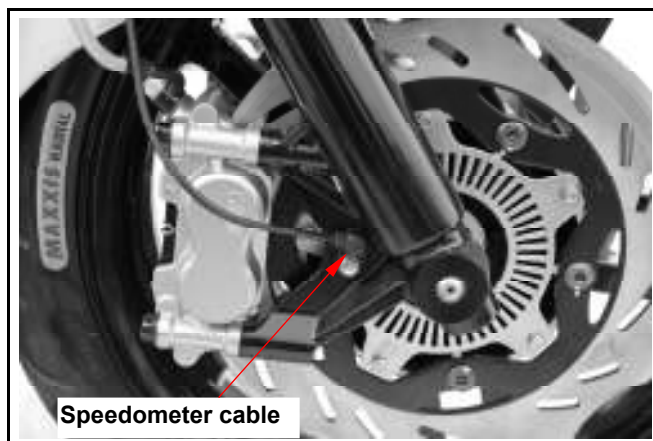
Loosen 2 bolts from the front brake caliper and remove it

Caution

- Care shall be taken not to push the brake lever to avoid the brake pad being squeezed out. In case that the brake pad is accidentally squeezed out, use a screwdriver to force it back to the place.



Loosen screw & remove speedometer cable.
Turn loose the axle nut.



Pull out the front wheel axle.
Remove the front wheel and both side collar.



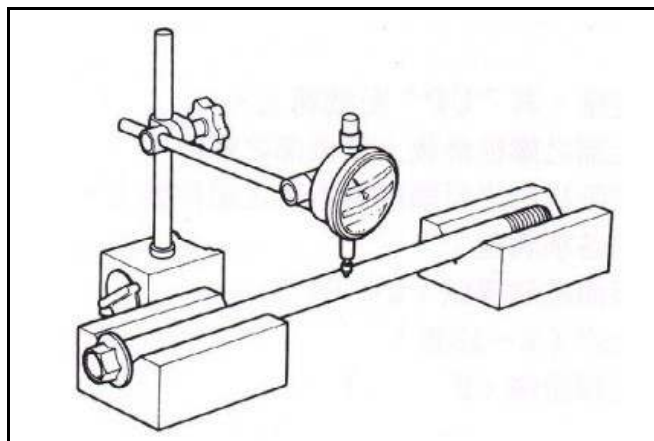


Inspection

Wheel axle

Place the wheel axle on a V block, measure its displacement.

Service limit: 0.2 mm

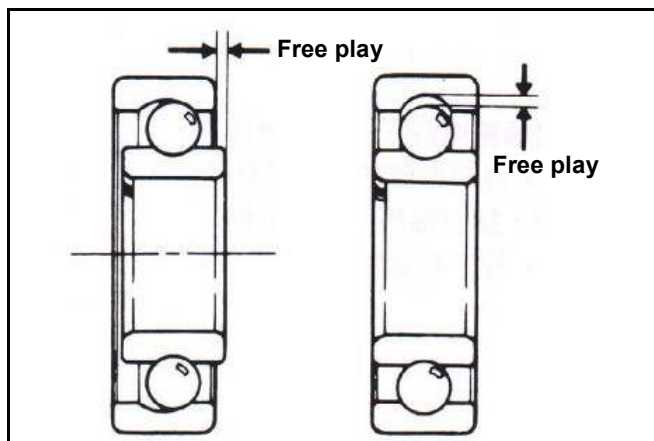


Bearing

Use finger to move the inner ring of each bearing, it shall move smoothly and quietly. Check the outer ring is securely attached on the wheel hub. If the motion of the inner ring of the bearing is not smooth, or noisy and loose when being moved, replace with a new one.

⚠ Caution

- The bearing shall be replaced in pair.



Wheel

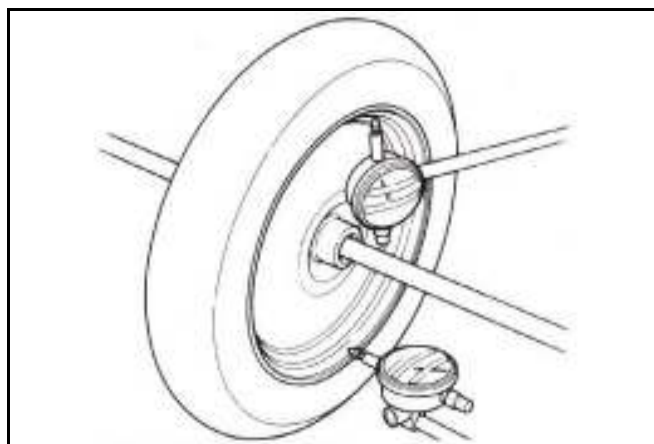
Place the wheel on to a rotation seat to check its rim wobbling.

Turn the wheel with hand and measure its rim wobbling value with a dial gauge.

Service limit:

Radial: 2.0 mm (0.08 in)

Axial: 2.0 mm (0.08 in)



Disassembly

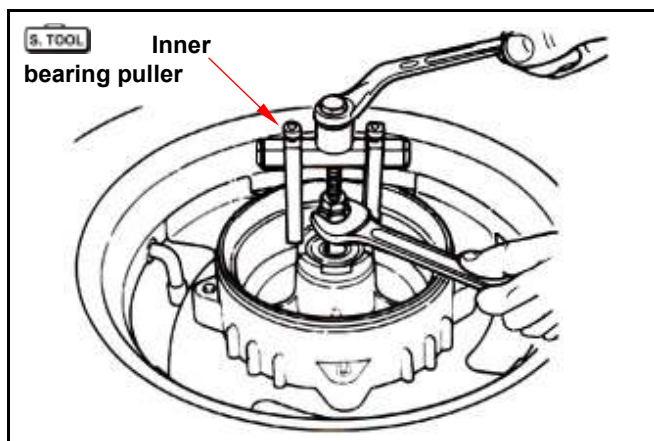
Remove brake disk (5 bolts).

Remove dust seal, bearing and dist collar from left side.

Remove dust seal and bearing from right side.

Special tools:

Inner bearing puller SYM-6204020





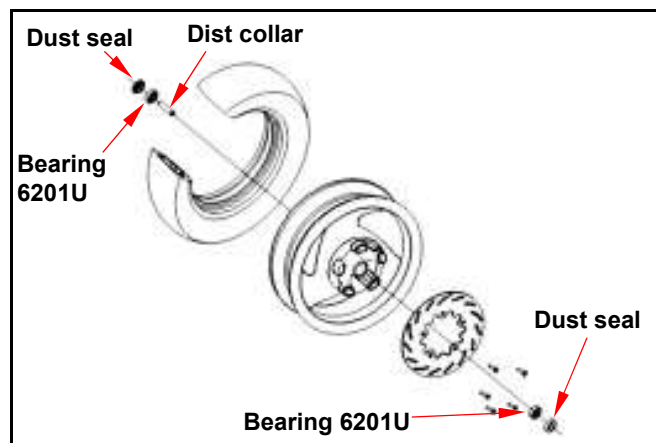
Assembly

Fill out the block of bearing by grease.
Drive the left bearing, dust seal and install the dist collar.

Install the right side bearing.

Caution

- Carefully install the bearing in correct and evenly.
- Bearing outer face should be faced up as bearing installation.



Install the brake disk and then tighten the bolts.

Torque value: 4.0~4.5kgf-m





Front Cushion

Remove

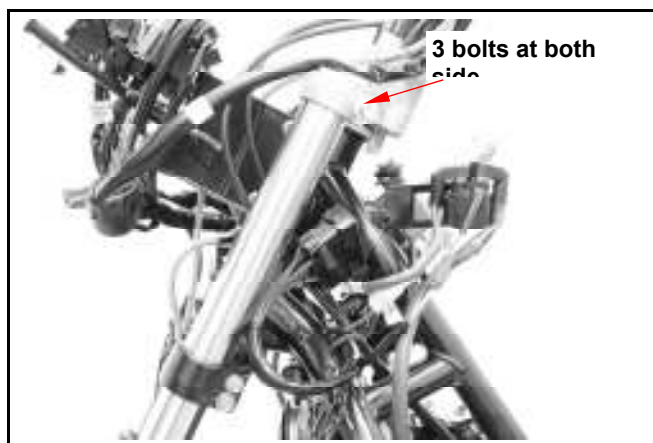
Remove front cover, front under spoiler and front fender.

Remove three bolts at both sides.

Remove front wheel.

Remove front brake caliper.

Remove speedometer cable.





Steering Stem

Remove

Remove handle, front wheel and front cushion.
Remove the steering stem mounting nut.

Remove top cone race and steering stem.

⚠ Caution

- Place the steel ball onto a parts container to prevent from missing.

Special tools:

Steering stem top thread wrench SYM-5320010

Handle stand nut wrench SYM-5321100

Slightly tap the top and bottom ball bearing seats with a plastic hammer to remove the seats.
Remove bottom cone race body with a punch.

⚠ Caution

- Do not damage the steering stem.

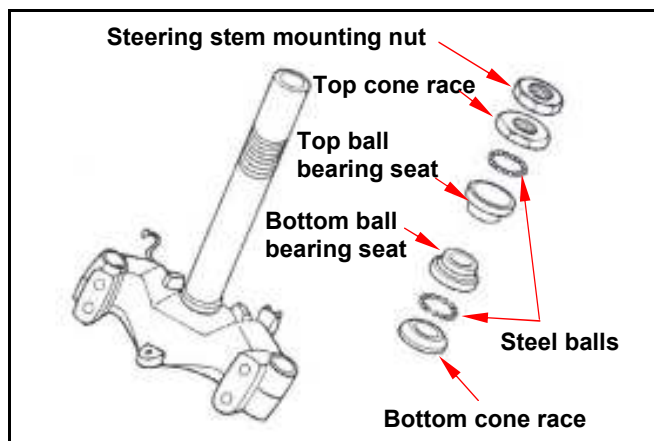
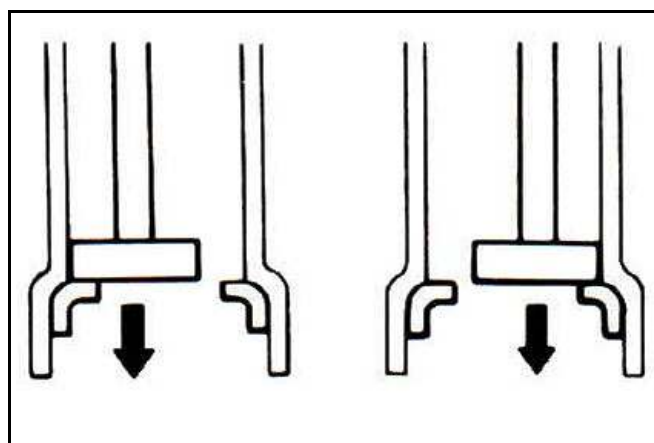
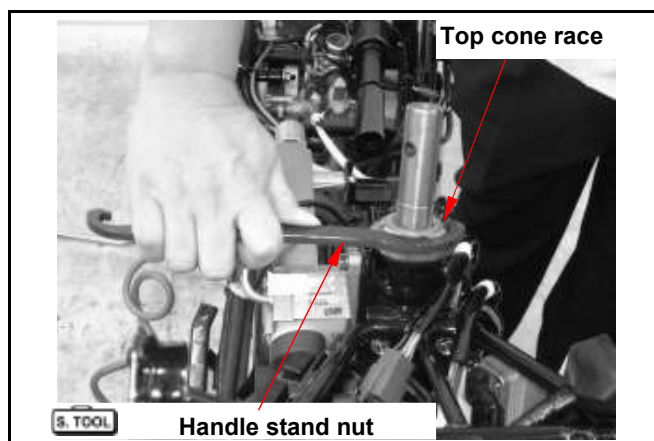
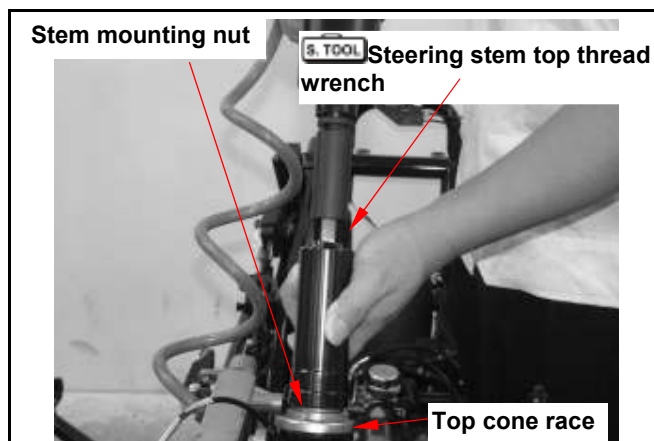
Installation

Install a new bottom cone race onto the steering stem.
Push the cone race until to mounted position.

⚠ Caution

- Do not tilt the ball bearing seats as installation.

Apply with grease onto the ball bearing seats, and install steel balls onto the seats. (Top: 26 balls, bottom: 29 balls)



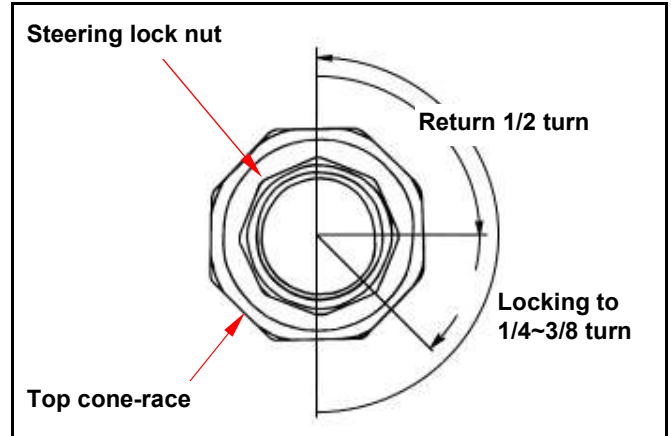


Lubricate the top cone race seat with grease.
Screw the cone race into top ball bearing seat till touching, and then screw out the cane race 1/4~3/8 turn.

Torque value: 0.25kgf-m

⚠ Caution

- Check the steering stem that should be rotated freely, and no clearance in vertical direction.



Install the steering stem mounting nut and tighten the nut by means of holding the top cone race body.

Torque value: 1.0~2.0kgf-m

Install in reverse order of removal procedures.



NOTE:

Steering stem adjustment: When the steering stem is too tight.

Steps: please refer to figure 1

1. Stay front wheel on the ground, and make sure that the component ①,②,③,④ are connected all together appropriately.
2. Lock the component 53220-HMA-00(STRG. HEAD TOP THREAD COMP.) with the torque of 350 ± 50 Kgf-cm.
3. Turn the steering stem right to left for 5-6 times in order to make the bearing fit in.
4. Keep the front wheel on the ground, loosen the component 53220-HMA-00 over 1/4 turn, and make the lock torque to zero.
5. Start second lock procedure. To begin with the component 53220-HMA-00. Make sure that the lock torque is between 100~130 Kgf-cm.
Turn the steering stem, and adjust it to appropriate position.
6. Lock the component 50306-M9Q-00 with the torque of 300~350 Kgf-cm. Please be aware that component 53220-HMA-00 is not allowed to rotate along with the component 50306-M9Q-00 during this lock procedure.
7. Lock torque for the component 90304-L4A-00 is between 650~700 Kgf-cm.

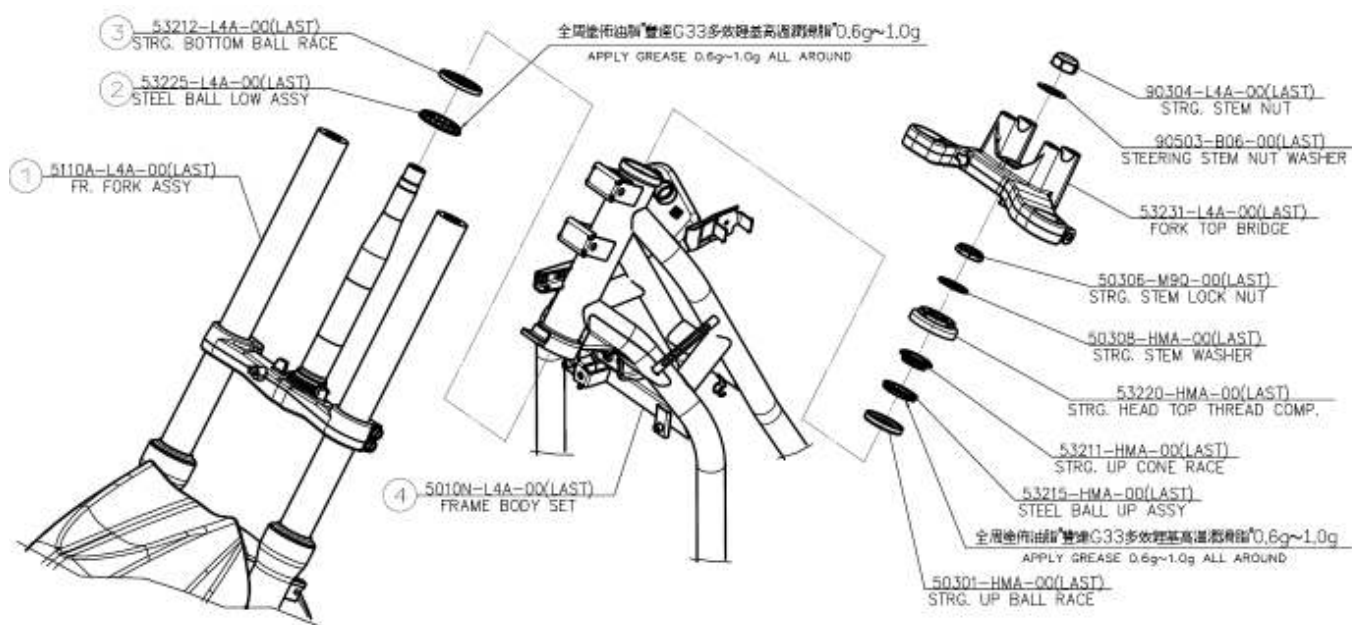


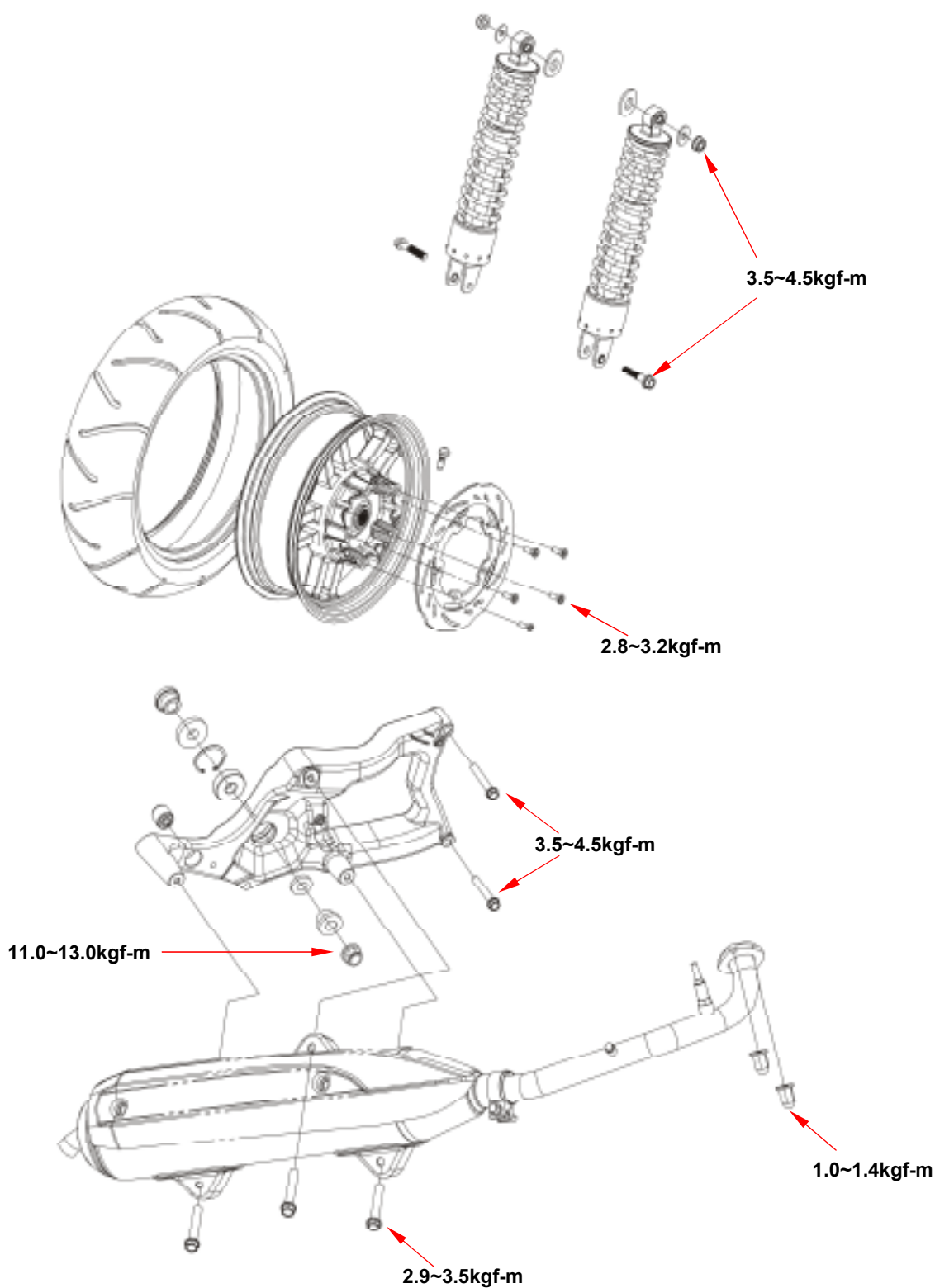
Fig.1 Steering system components.

16. Rear Wheel / Rear Fork / Rear Cushion

Mechanism Diagram	16-1
Operational Precautions	16-2
Troubleshooting	16-2
Muffler	16-3

Rear Wheel	16-3
Rear Fork	16-5
Rear Cushion	16-6

Mechanism Diagram



16. Rear Wheel / Rear Fork / Rear Cushion

Operational Precautions

General

Please refer to the Maintenance Manual for tubeless tire in respect to the removal, repair and installation of the tires.

Service data

Unit: mm

Item		Standard	Allowable Limit
Run-out of rear rim	Radial	-	2.0
	Axial	-	2.0

Torque Value

Rear wheel axle nut	11.0~13.0kgf-m
Rear cushion upper bolt	3.5~4.5kgf-m
Rear cushion under bolt	2.4~3.0kgf-m
Rear fork mounting bolt	4.0~5.0kgf-m
Exhaust muffler mounting nut	1.0~1.2kgf-m
Exhaust muffler mounting bolt	3.2~3.8kgf-m
Brake clipper mounting bolts	2.9~3.5kgf-m
Brake disc mounting bolt	4.0~5.0kgf-m

Troubleshooting

Run-out of rear wheel

- Deformed or bent wheel hub.
- Improper tires.
- Loose wheel shaft.

Soft Cushion

- The spring is too weak.

Poor Performance of Brake

- Improperly adjusted brake.
- Contaminated brake disc.
- Worn brake lining.
- Air inside brake fluid pipe.
- Grease on brake disc.
- The brake fluid piping is clogged.
- The brake fluid pipe is deformed or bent.
- The brake fluid pipe is deformed or bent.
- Insufficient amount of brake fluid in the reservoir

Noisy Brake

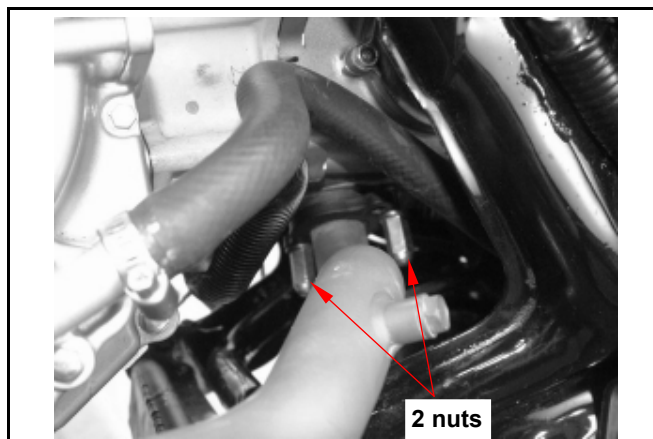
- Worn brake lining.
- Offset brake disc.
- Improper assembly of brake caliper.
- Brake disc or wheel imbalance.

16. Rear Wheel / Rear Fork / Rear Cushion

Muffler

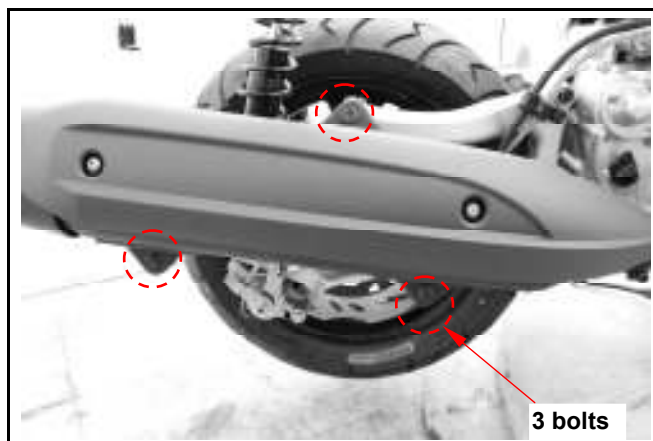
Removal

Loosen the 2 nuts from exhaust muffler front side.



Loosen the 3 mounting bolts by exhaust muffler right side.

Remove exhaust muffler.



Installation

Install in reverse order of removal procedures.

⚠ Caution

- Replace the front side muffler pipe gasket if worn or deformed.

Torque Value:

Muffler mounting bolt 3.2 ~ 3.8kgf-m

Muffler mounting nut 1.0 ~ 1.2kgf-m

Rear Wheel

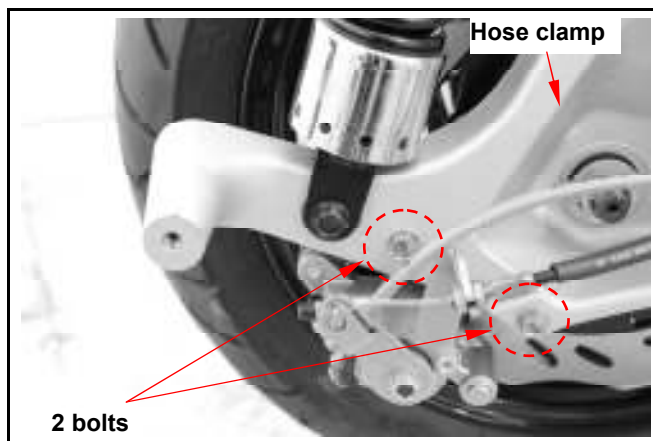
Removal

Remove the exhaust muffler.

Remove the rear brake caliper (2 bolts) and brake hose clamp (1 bolt).

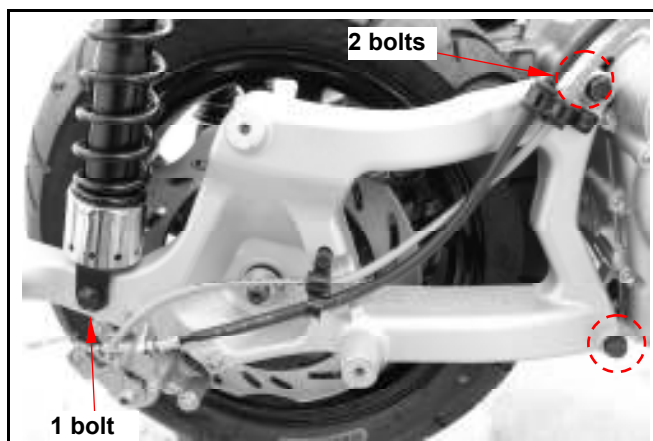
⚠ Caution

- Care shall be taken not to push the brake lever to avoid the brake pad being squeezed out. In case that the brake pad is accidentally squeezed out, use a screwdriver to force it back to the place.



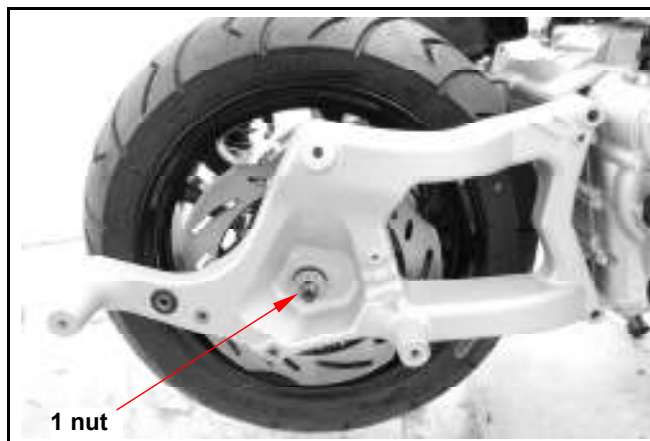
Remove the lower bolt of the right side rear cushion.

Remove 2 bolts of the rear fork.



16. Rear Wheel / Rear Fork / Rear Cushion

Remove rear wheel axle nut.



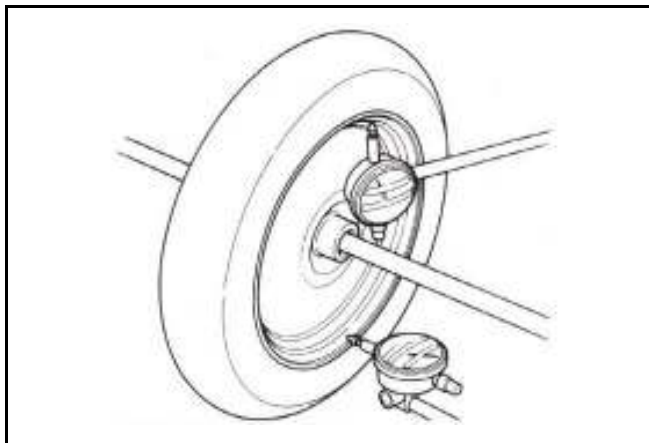
Remove rear fork and both side collars.
Remove the rear wheel.



Inspection rear wheel rim

Place the wheel rim on a rotational support.
Rotate it by hand and measure the run-out with a dial indicator.

Run-out limit: 2.0 mm



Installation

Install in reverse order of removal procedures.

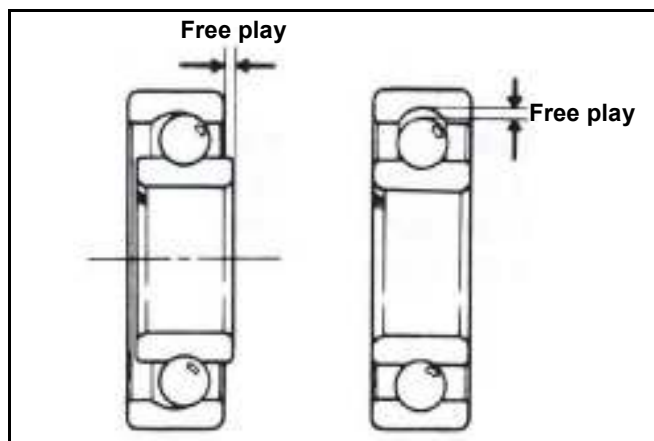
Torque Value:

Rear wheel axle nut	11.0~13.0kgf-m
Rear cushion under bolt	2.4~3.0kgf-m
Rear fork mounting bolt	4.0~5.0kgf-m
Brake clipper mounting bolts	2.9~3.5kgf-m

Rear Fork

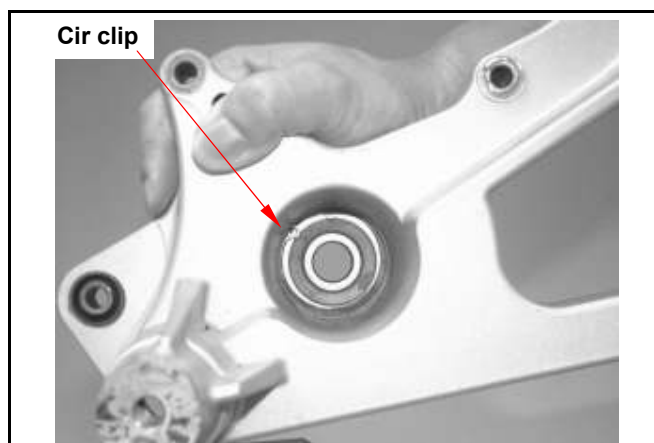
Inspection rear fork bearing

Rotate the inner ring of the bearing with a finger. The bearing should move smoothly and quietly. Check the fit of the bearing and rim. Replace the bearing if its motion is not smooth or noisy.



Replacement of rear fork bearing

Remove the bearing lock cir clip.



Uses the bearing driver; drive out the bearing.

Special tool: Bearing driver



Install new rear fork bearing and bearing puller (6303) onto rear fork.

Install assembly directs puller bearing puller.

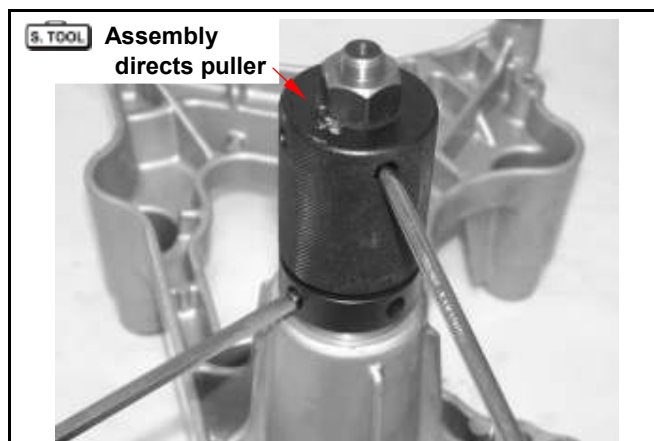
Special Service Tools:

Rear fork bearing 6303 bearing puller

SYM-6303000-HMA H9A 6303

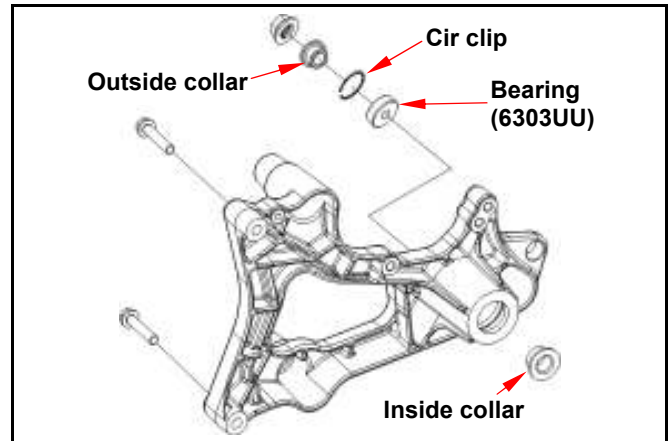
Assembly directs puller SYM-2341110

Use screw driver hold bearing puller lower part, and turn the bearing puller upper part to install the rear fork bearing.



16. Rear Wheel / Rear Fork / Rear Cushion

Install the bearing lock cir clip.



Rear Cushion

Removal

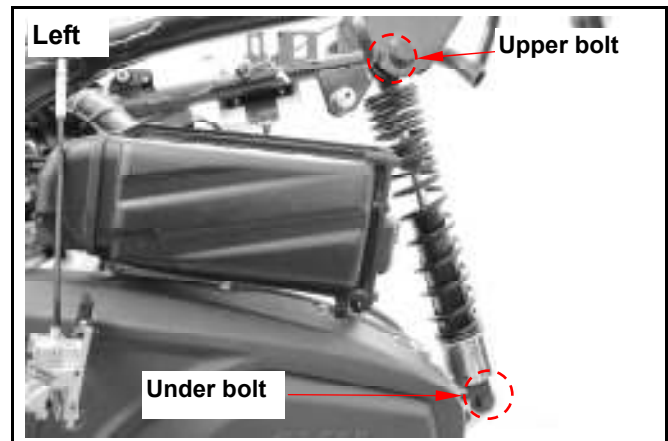
Remove the luggage box, rear carrier and body covers.

Loosen the mounting bolts of the air cleaner (2 bolts).

Remove the exhaust muffler (3 bolts, 2 nuts).

Remove the under bolts by left and right rear cushions.

Remove the upper bolts by left and right rear cushions, and then remove the cushion.



Installation

Install in reverse order of removal procedures.

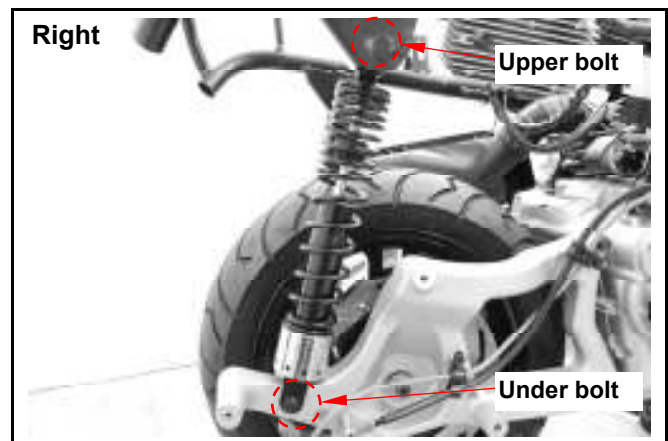
⚠ Caution

- The rear cushion must be replaced as a unit. Never disassemble the rear cushion as that would damage the structure.

Torque Value

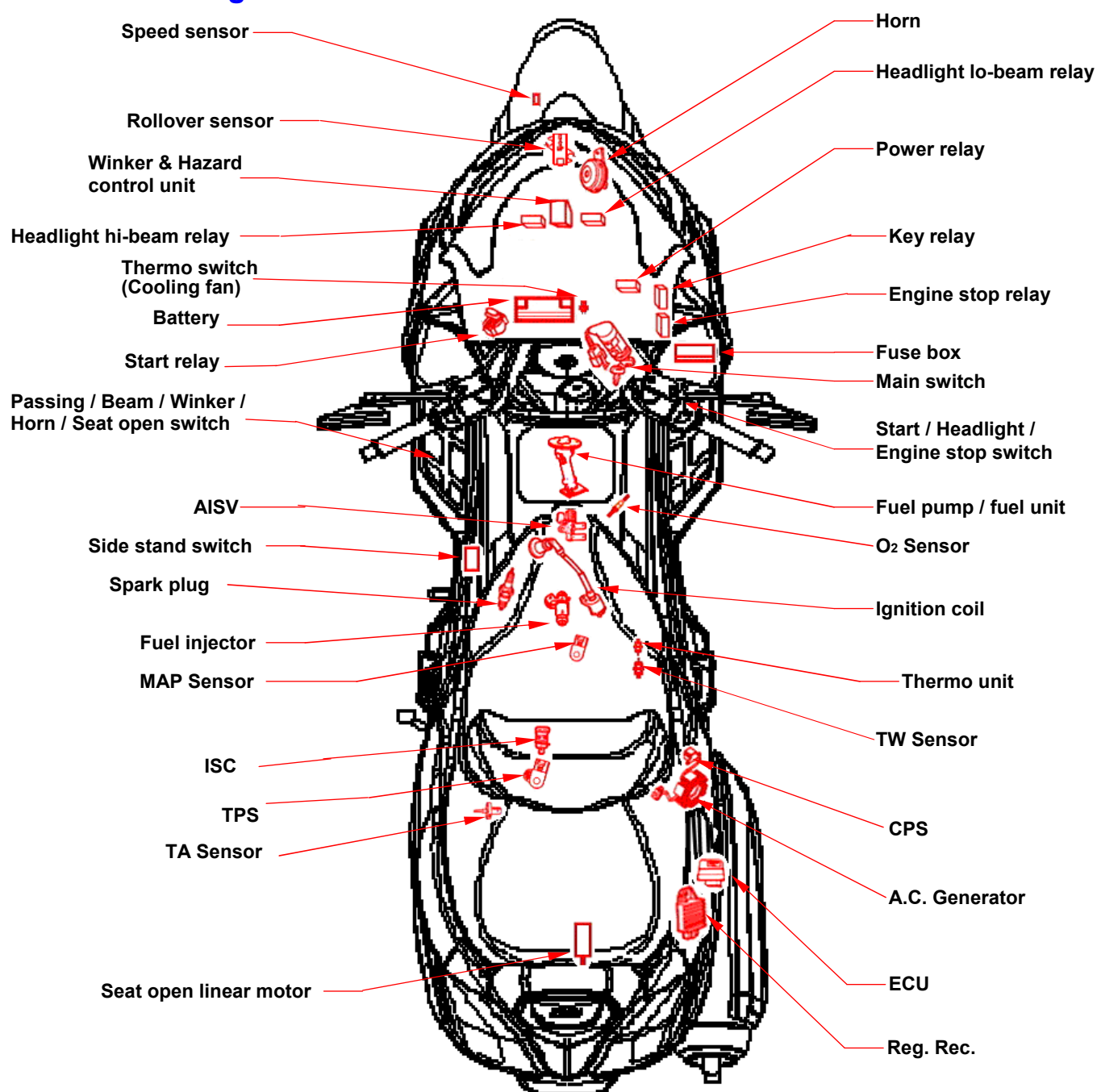
Rear cushion upper bolt: 3.5~4.5kgf-m

Rear cushion under bolt: 2.4~3.0kgf-m



Mechanism Diagram	17-1	Starting System	17-11
Precautions in Operation	17-2	Meter	17-13
Specification	17-2	Light / Bulb	17-15
Troubleshooting	17-3	Switch / Horn	17-17
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Fuse	17-5	Cooling Fan Thermo Switch	17-20
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Ignition System	17-9	Water Temperature Meter	17-21

Mechanism Diagram



17. Electrical System

Precautions in Operation

- When removing the battery, the disconnection sequence of cable terminals shall be strictly observed. (First disconnect the negative cable terminal, next, the positive cable terminal.)
- The model of the spark plug and the tightening torque.
- The ignition timing.
- Adjustment of headlight.
- Removal and installation of AC generator.
- The maintenance-free battery requires no inspection of electrolyte level and refilling of distilled water.
- To recharge the battery, remove the battery from rack without removing ventilation caps.
- Unless in emergency, never rapid-charge the battery.
- The voltage must be checked with the voltmeter while charging the battery.
- As ECU assembly does not require an ignition timing check. In case ignition timing is incorrect, check ECU and AC generator. Verify with an ignition timing light after replacement if necessary.

Specification

Charging system

Description		Specification
Battery	Capacity	12V10Ah
	Charging rate	1.2A / 5~10hr (standard) 5A / 1hr (rapid charging)
Leak current		Below 10mA
Charging current		1.2A / 1500 rpm
Control voltage in charging		14.5+0.5 V / 2,000 rpm

Ignition system

Description		Specification
Spark plug	Model	NGK CR8E (Recommended)
	Gap	0.6~0.7 mm
Ignition coil and resistance	Primary winding	2.8Ω±15%
	Secondary winding	Without cap:9 KΩ± 20%
		With cap:14.1 KΩ± 20%
Crankshaft position sensor resistance (20°C)		80~160 Ω
Ignition timing advance	At idle speed	BTDC 10° / 1650 rpm
	Full advanced	BTDC 30°



Troubleshooting

No voltage

- Battery over discharged
- The cable disconnected
- The fuse is blown
- Improper operation of the main switch
- Low voltage
- The battery is not fully charged
- Poor connection.
- Poor charging system
- Poor voltage regulator

No spark produced by spark plug

- The spark plug is out of work
- The cable is poorly connected, open or short-circuited
- Poor connection between ECU and ignition coil
- Poor connection between ECU and main switch
- Poor main switch
- Poor ECU.
- A.C.G. is out of work

Starter motor does not work

- The fuse is blown
- The battery is not fully charged
- Poor main switch
- Poor starter switch
- The front and rear brake switches do not operate correctly
- Starter relay is out of work
- The ignition coil is poorly connected, open or short-circuited
- The starter motor is out of work

Intermittent power supply

- The connector of the charging system becomes loose
- Poor connection of the battery cable
- Poor connection or short-circuit of the discharging system
- Poor connection or short-circuit of the power generation system

Charging system does not operate properly

- Burnt fuse
- Poor contact, open or short circuit
- Poor regulator rectifier
- Poor ACG

Engine does not crank smoothly

- Primary winding circuit
 - Poor ignition coil
 - Poor connection of cable and connectors
 - Poor main switch
- Secondary winding circuit
 - Poor ignition coil
 - Poor spark plug
 - Poor ignition coil cable
 - Current leakage in the spark plug
- Incorrect ignition timing
 - Poor ACG
 - Improper installation of CPS
 - Poor ECU

Weak starter motor

- Poor charging system
- The battery is not fully charged
- Poor connection in the windings
- The motor gear is jammed by foreign material

Starter motor is working, but engine does not crank

- Poor starter motor pinion
- The starter motor runs in reverse direction
- Poor battery

17. Electrical System

Battery

Removal

Loosen 1 screw and remove the battery cover.
Disconnect the negative cable terminal first, then the positive cable terminal.

Remove the battery.

Voltage Check

Use the digital voltmeter to check the voltage of the battery.

Voltage:

Fully charged: 12.8V ↑ at 20°C

Undercharged: Below 12.0 V at 20°C

Warning

- Keep flames away while recharging.
- Charging is completely controlled by the ON/OFF switch on the charger, not by battery cables.

Charging

Connect the positive terminal (+) of the charger to the battery positive terminal (+).

Connect the negative terminal (-) of the charger to the battery negative terminal (-).

	Standard	Maximum
Charging current	1.2A	5A
Charging time	10 hr	1 hr

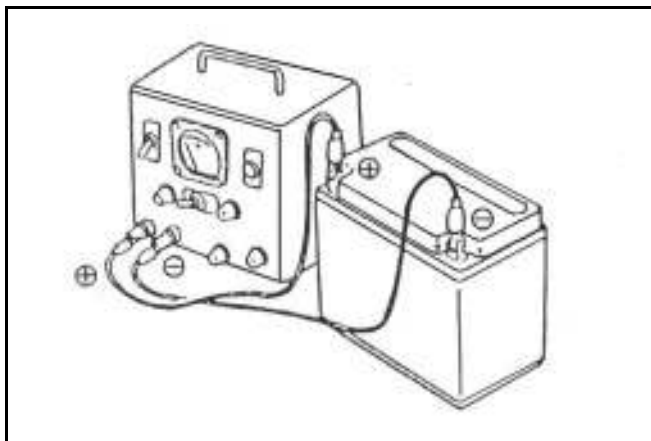
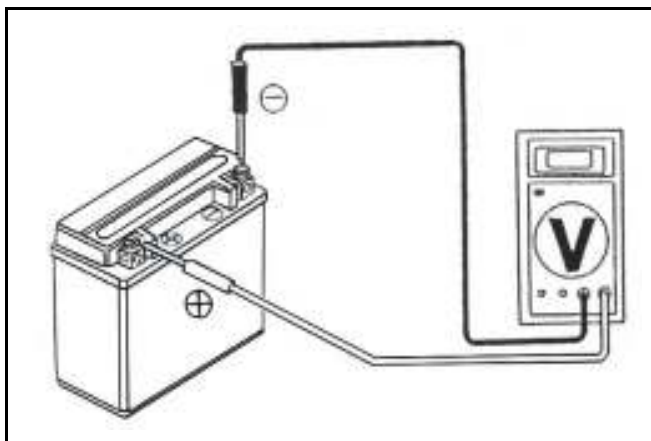
Warning

- Keep flames away while recharging.
- Charging is completely controlled by the ON/OFF switch on the charger, not by battery cables.

Caution

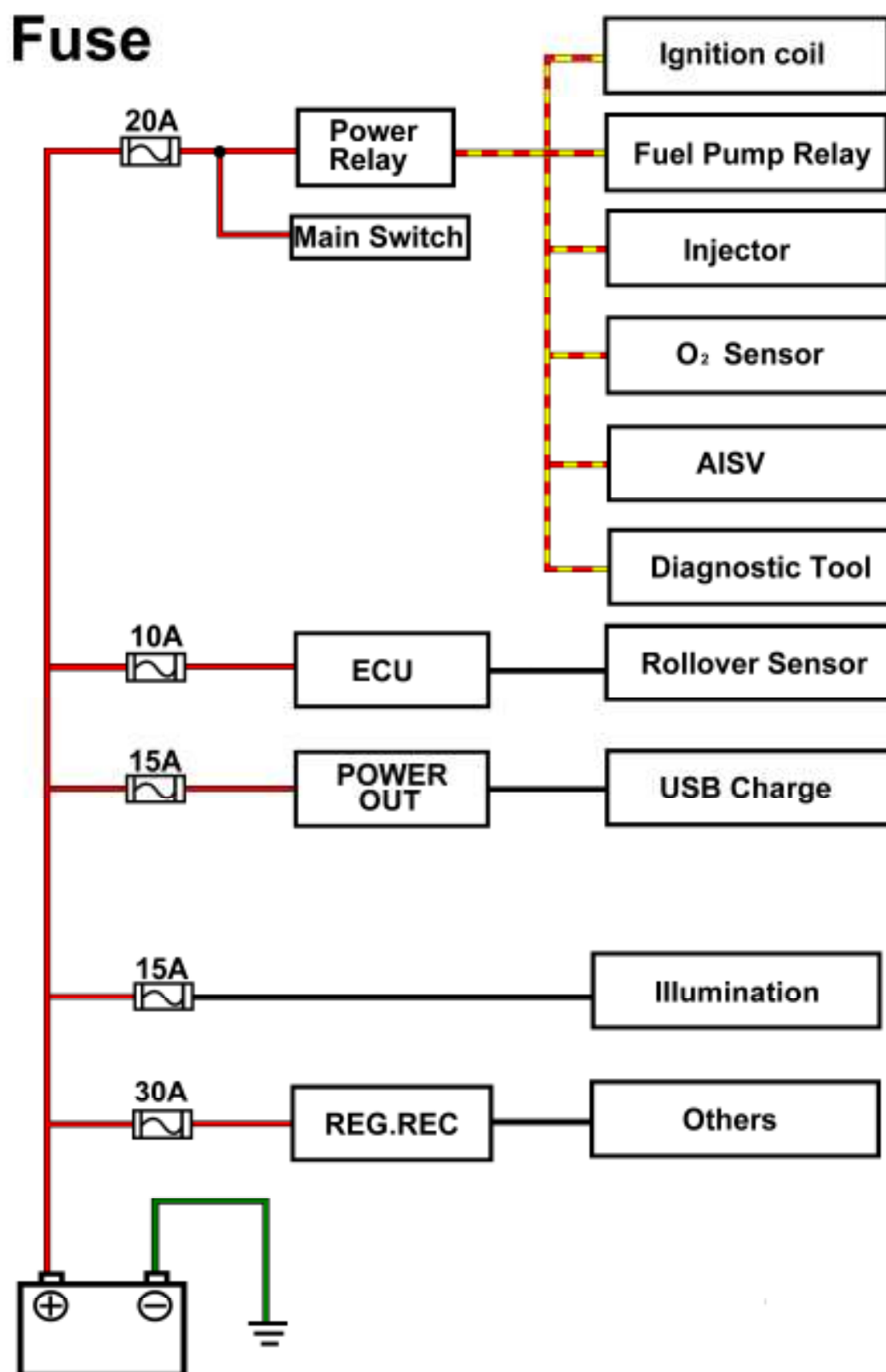
- Never rapid charge the battery unless in emergency.
- Verify the battery is recharged with current and duration prescribed above.
- Large current and fast time to charge will render damage to the battery.

When installing the battery, coat the cable terminal with grease.



Fuse

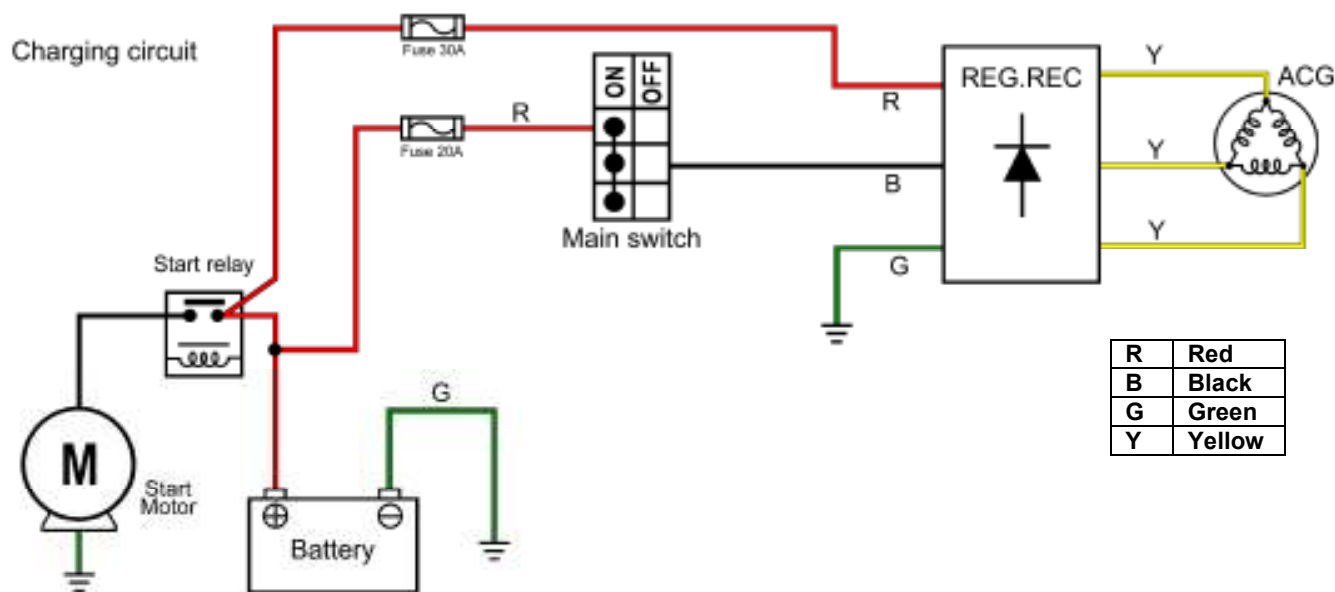
Fuse circuit diagram



17. Electrical System



Charging System



Regulator rectifier Inspection

(KΩ)

	Y1	Y2	Y3	R	B	Y/L	G
Y1	∞	∞	∞	∞	∞	∞	∞
Y2	∞	∞	∞	∞	∞	∞	∞
Y3	∞	∞	∞	∞	∞	∞	∞
R	∞	∞	∞	∞	∞	∞	∞
B	5~30	5~30	5~30	∞	∞	5~30	1~10
Y/L	∞	∞	∞	∞	∞	∞	∞
G	2~20	2~20	2~20	∞	1~10	5~30	∞

Inspection on regulator rectifier wire

Remove the luggage box, rear carrier and body covers.

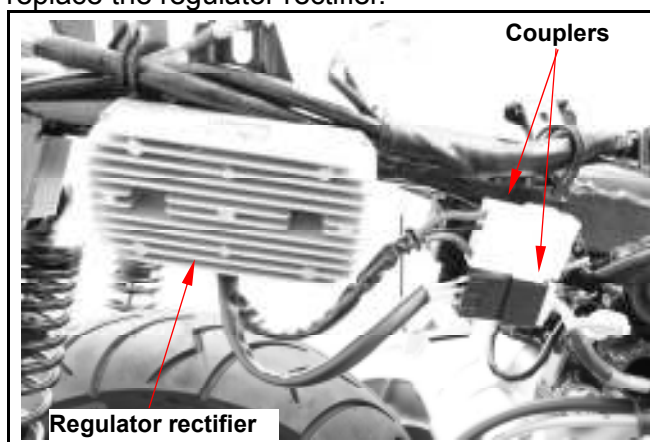
Disconnect two 3 pin couplers of the regulator rectifier.

Inspect the rectifier coupler to the wire harness passes the condition.

Item	Check Points	Standard Value
Main switch connection	R- B	Battery voltage (ON)
Battery connection	R- G	Battery voltage
Charging coil	Y- Y	0.2~0.4 Ω

If the readings measured are not normal, check parts in the circuit.

If the parts are normal, then trouble is in the wiring.
If there is nothing wrong with parts and wiring, replace the regulator rectifier.



Inspection on AC. Generator coil

Remove the luggage box, rear carrier and body covers.

Disconnect 3 pin couplers of the generator coil.

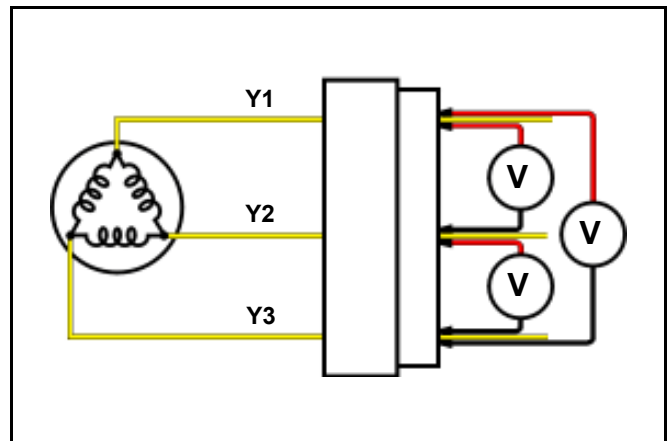
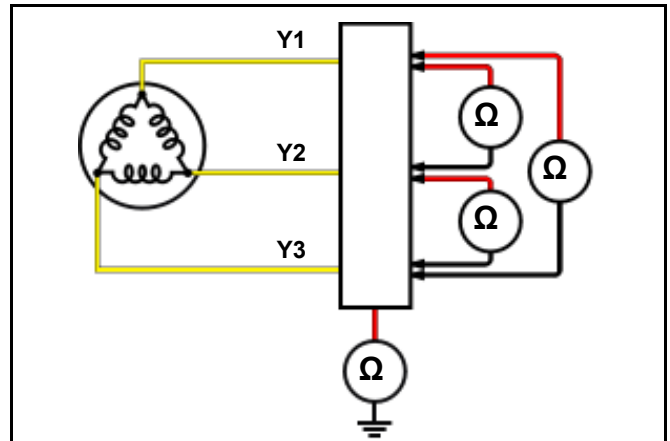
Connect an ohmmeter to the each terminal end.

Check the continuity of the each terminal end, and engine ground with short circuit.

If there is no continuity or short circuit, replace the AC. Generator.

	V	Ω
Y1	70~80	0.2~0.4
Y2	70~80	0.2~0.4
Y3	70~80	0.2~0.4

And you can check voltage when engine is running.



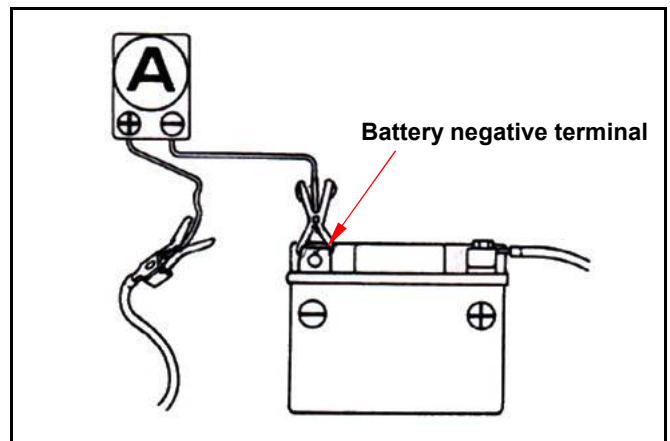
Current Leakage Inspection

Turn the main switch OFF, and remove the negative cable terminal (-) from the battery. Connect an ammeter between the negative cable terminal and the battery negative terminal. Disconnect each cable one by one and take measurement of the current of each cable to locate the short circuit.

Allowable current leakage: Less than 10mA

 **Caution**

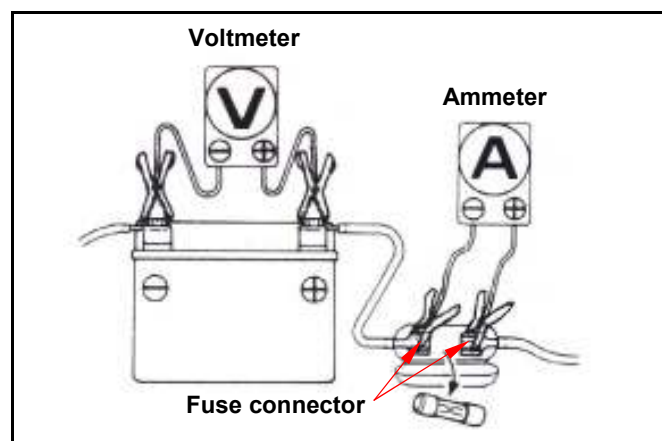
- In the current leakage test, set the current range at the largest scale, then gradually decrease to the lower scale as the test process goes to avoid possible damage to the ammeter and the fuse.
- Do not turn the main switch to ON position during test.



If the leaked current exceeds the specified value, it may indicate a short circuit.

17. Electrical System

Inspection on Charging Voltage



Caution

- Before conducting the inspection, be sure that the battery is fully charged. If undercharged, the current changes dramatically.
- Use a fully charged battery having a voltage larger than 13.0 V to prevent the current fluctuation.
- While starting the engine, the starter motor draws large amount of current from the battery.

After the engine is warmed up, replace the original battery with a fully charged one.

Connect a digital voltmeter to the battery terminals.

Connect an ammeter between both ends of the main fuse.

Caution

- When the probe is reversibly connected, use a voltmeter having an indication that the current flows from the positive or the negative direction and the measurement should be at zero, ammeter at one direction only.

Caution

- Do not use any short-circuit cable.
- It is possible to measure the current by connecting an ammeter between the battery positive terminal and the cable positive terminal; however, while the starter motor is activated, the surge current draws from the battery may damage the ammeter. Use the kick starter to start the engine to prevent this happen.
- The main switch shall be turned to OFF position during the process of inspection. Never tamper with the ammeter and the cable while there is current flowing through. It may damage the ammeter.

Connect a tachometer.

Turn on the headlight to high beam and start the engine.

Accelerate the engine to the specified revolution per minute and measure the charging voltage.

Specified Charging Current:

1.2 A / 6000 rpm

Control Charging Voltage:

14.5 V/1650 rpm

Caution

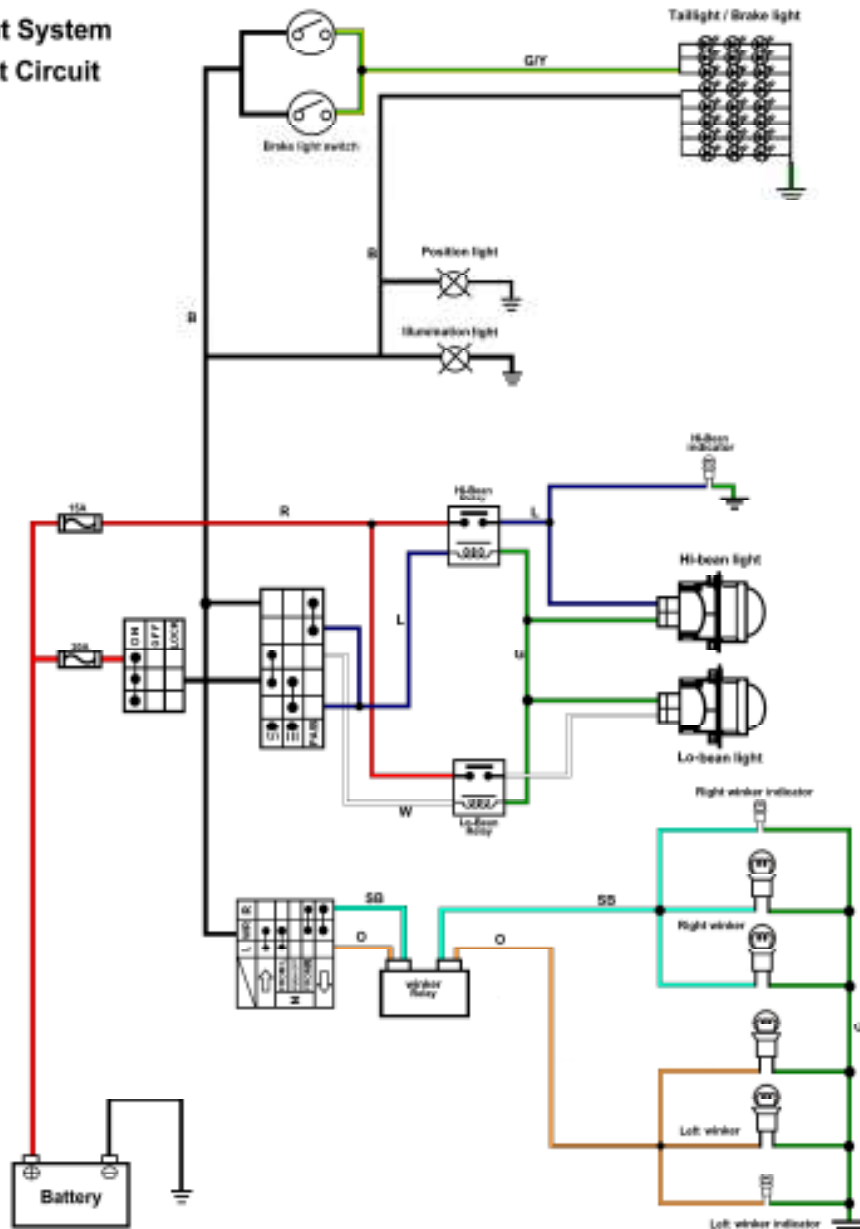
 When it comes to replacement, make sure that the current and voltage of the new battery are the same as the old one.

The following problems are related to the charging system; follow the instructions provided in the checking list to correct it if any one of the problems occurs.

1. The charging voltage can not exceed the voltage between two battery terminals and the charging current is in the discharging direction.
2. The charging voltage and current are too much higher than the standard values.

The following problems are not related to the charging systems; correct it if any by following steps indicated in the checking list.

- (1) The standard charging voltage and current can only reach when the revolution of the engine exceeds the specified rpm.
 - Light bulbs used exceed their rate and consume too much power.
 - The replaced battery is aged and does not have enough capacity.
- (2) The charging voltage is normal, while the current is not.
 - The replaced battery is aged and does not have enough capacity.
 - Battery used does not have enough electricity or is over charged.
 - The fuse of the ammeter is blown.
 - The ammeter is improperly connected.
- (3) The charging current is normal, but the voltage is not.
 - The fuse of the voltmeter is blown.



01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36

17-9

17. Electrical System

Inspection on ignition coil

Remove the right floor garnish.

Disengage the connector of the ignition coil.

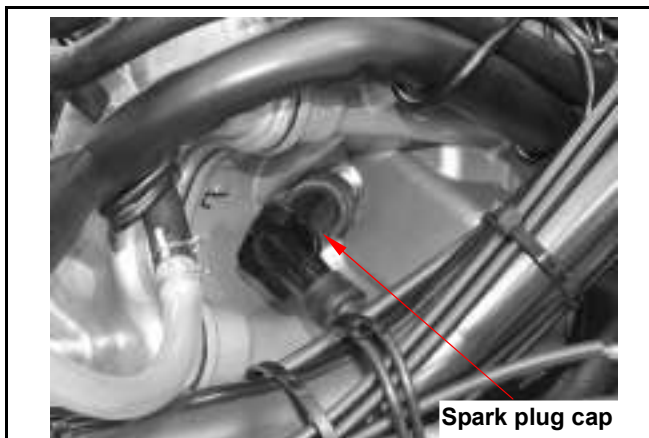
Measure the resistance between the terminals of the primary winding.

Standard resistance: $2.8\Omega \pm 15\%$ (20°C)

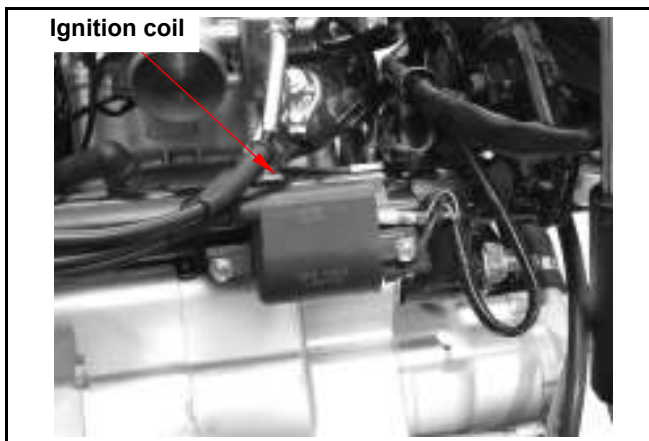


Replacement of ignition coil

Remove the cap from the spark plug.



Loosen 2 bolts and replace the ignition coil if necessary.



Inspection of crank position sensor

Remove luggage box (bolt×6).

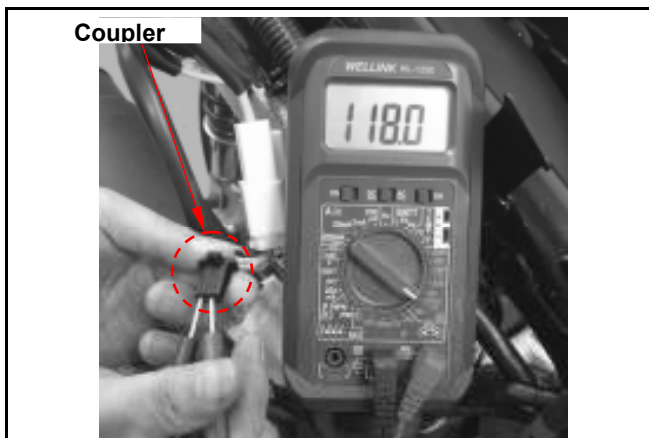
Disconnect the coupler of the crank position sensor and measure the resistance between the terminals of green/white and blue/yellow.

Standard resistance: 80~160Ω

⚠ Caution

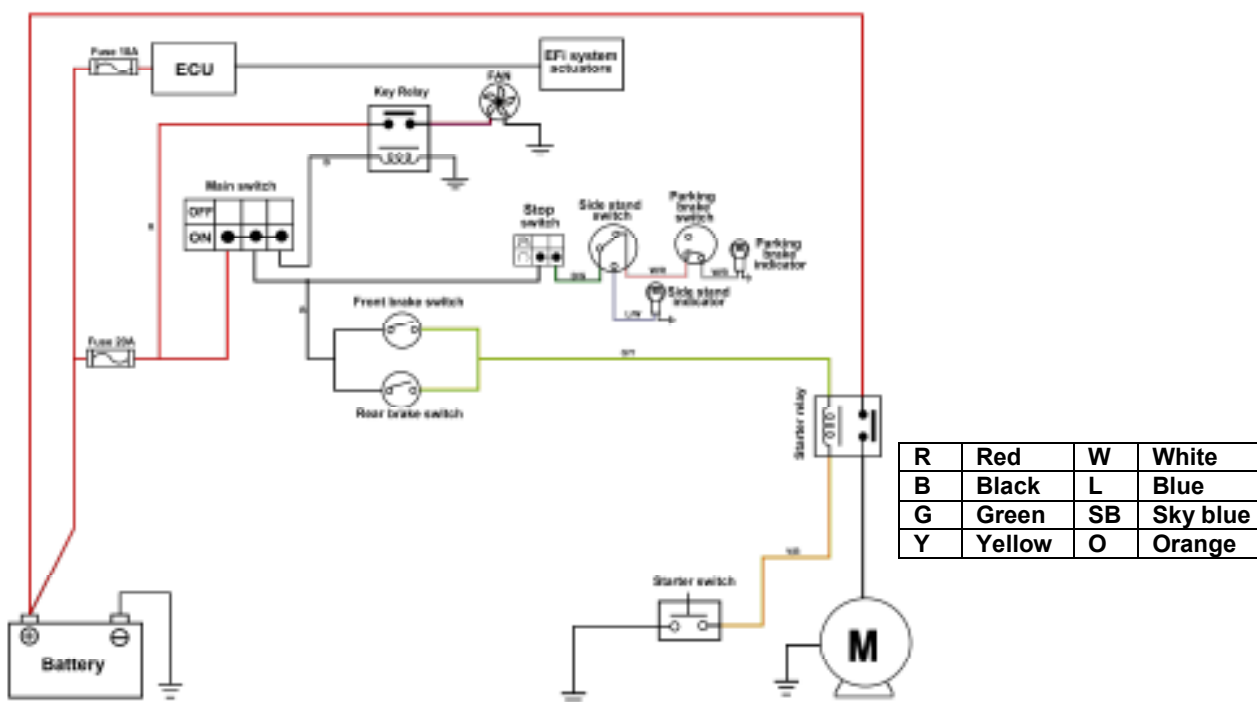
It is not necessary to remove the coil from the engine during this process.

Please refer to the section 11 for disassembly of coil.



Starting System

Starting System



Inspection of starter relay

Open the main switch.

Press the brake.

Push the starter switch.

If a sound of “Looh Looh” is heard, it indicates the relay is working properly.

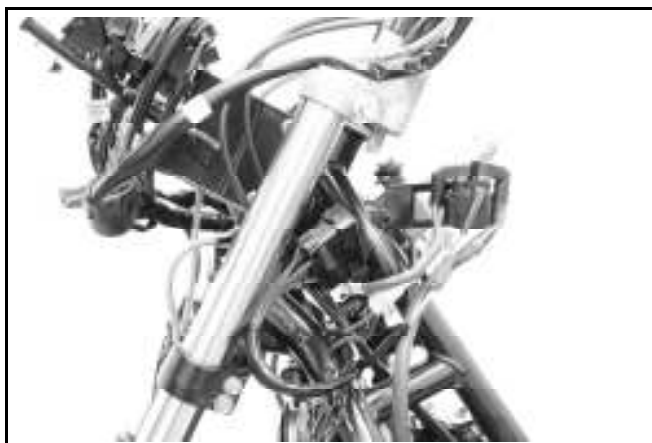
Open the inner box lid, and remove battery cover.

Disconnect the negative cable terminal of the battery.



Remove the luggage box.

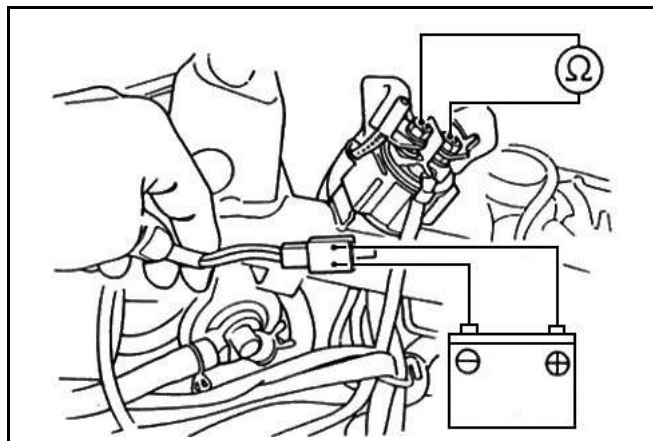
Disconnect the cable positive terminal from the start relay.



17. Electrical System



Disconnect the positive cable of the starter motor.
 Disconnect the coupler of the relay.
 Connect an ohmmeter to the large terminal end.
 Connect the yellow/red cable to the battery positive terminal and the green/yellow cable to the battery negative terminal.
 Check the continuity of the large terminal end.
 If there is no continuity, replace the relay.

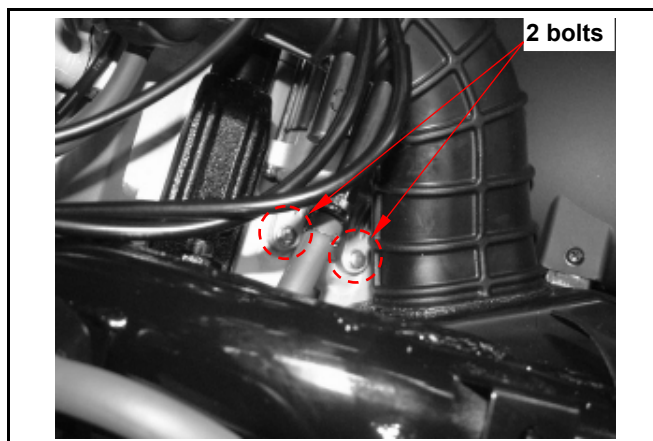


Removal of Starter motor

Turns off the main switch
 Remove the luggage box.
 Disconnect the coupler of the start relay.
 Disconnect the cable negative terminal of the battery.
 Disconnect the starter motor power cable.
 Loosen 2 bolts & remove starter motor.

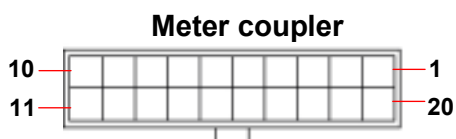
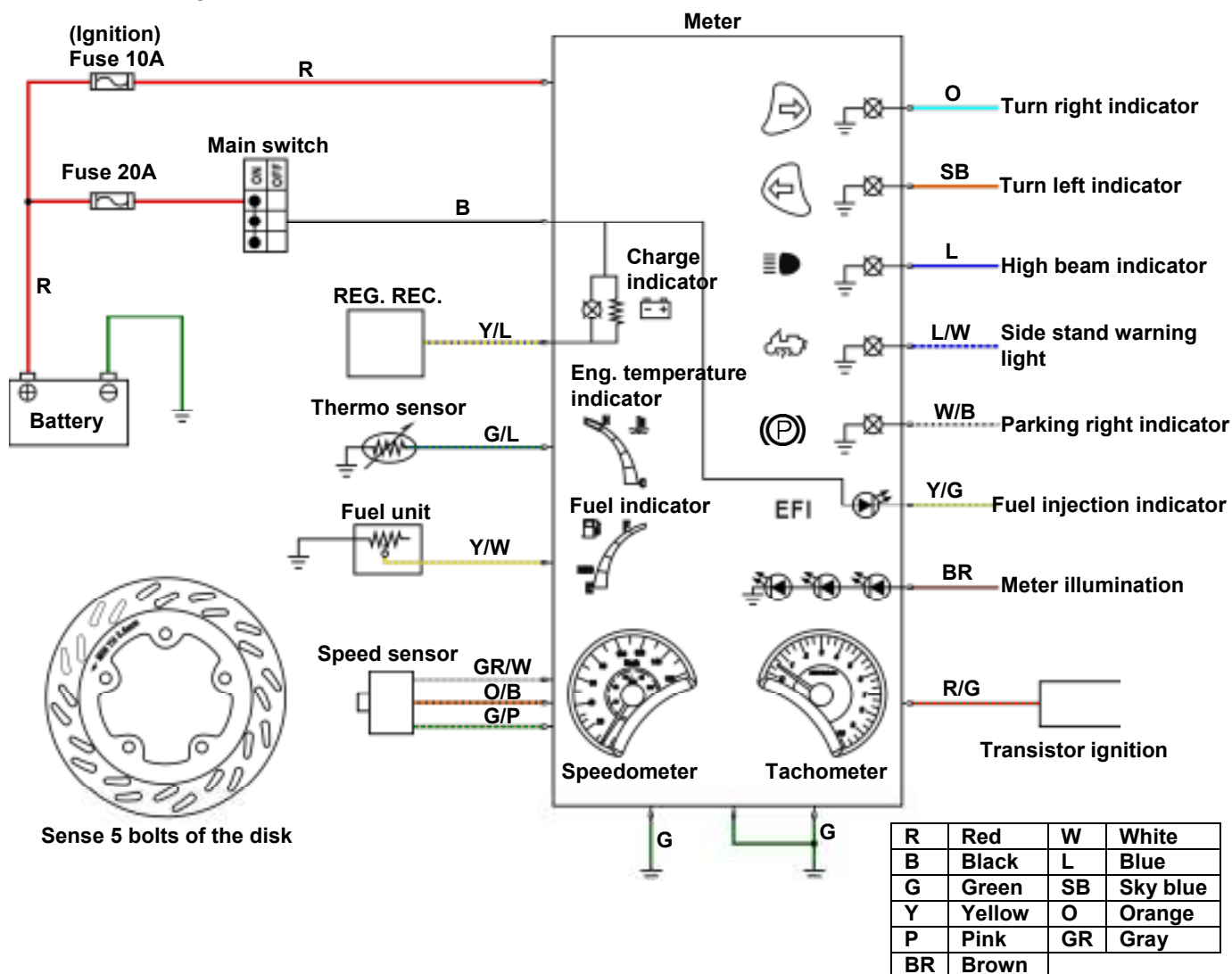
Installation of starter motor

Install in reverse order of removal procedures.



Meter

Meter circuit diagram



Wire harness coupler

Red	Yellow / Green	Black	Green	Green / Pink	Green	Red / Green	Yellow / White	Gray / White	Orange / black
BATT+	EFI	IGN+	BATT-	SP-	BATT-	RPM	Fuel+	SP+	SP
Green	Blue / White	Blue	Yellow / Blue	Brown	Sky Blue	Orange	White / Black	Green / Blue	
GND.	Side stand	Hi-beam	Charge	ILLUMI.	Turn-R	Turn-L	Foggy	TEMP.	

17. Electrical System

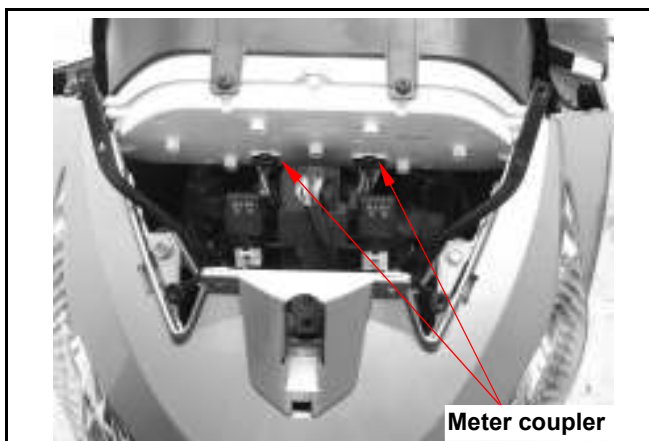


Removal of meter

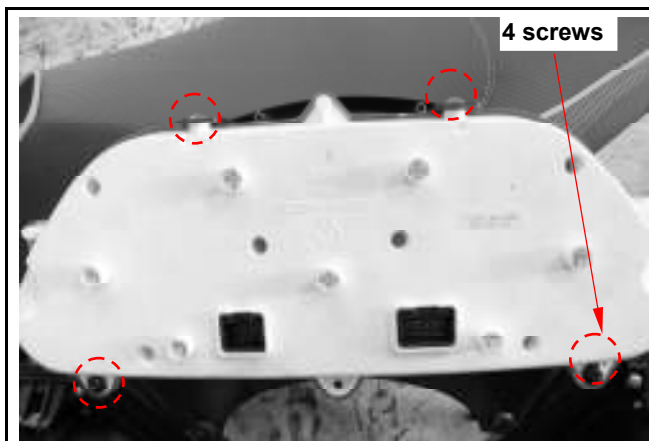
Remove wind screen garnish, wind screen, meter visor, front cover, meter visor.
(Refer chapter 14)



Disconnect the coupler of the speedometer, and take off the meter panel and meter.



Loosen 4 screws from meter panel.
Remove the speedometer.

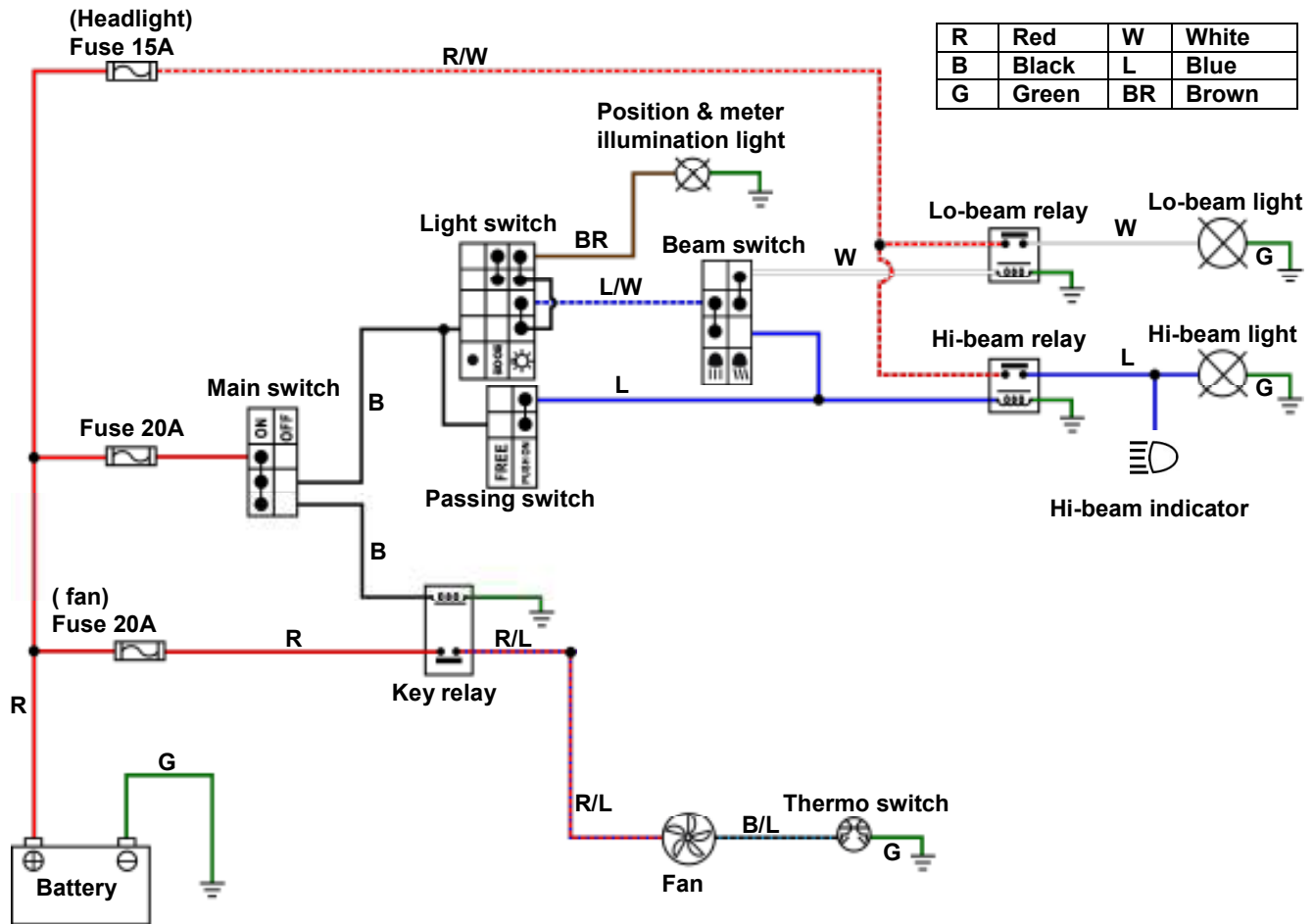


Installation of meter

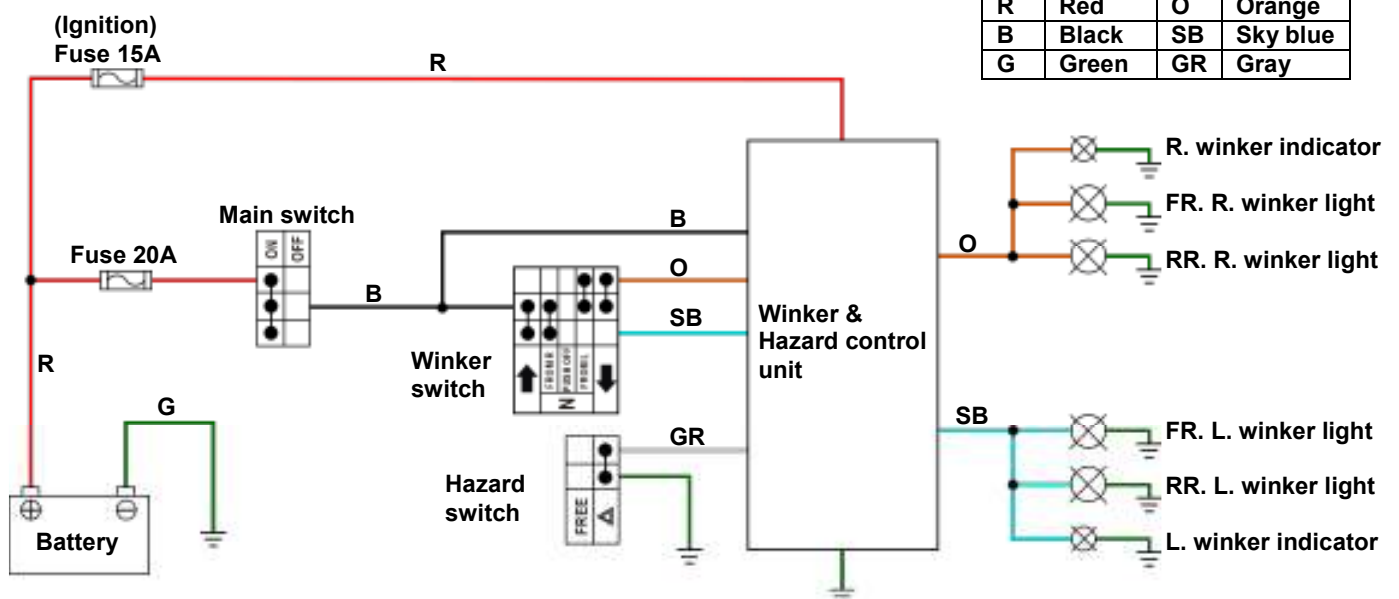
Install in reverse order of removal procedures

Light / Bulb

Headlight and foggy light circuit diagram



Winker light circuit diagram



17. Electrical System

Headlight bulb replacement

Pull out the rubber socket, and press the 2 springs, then remove light bulb.

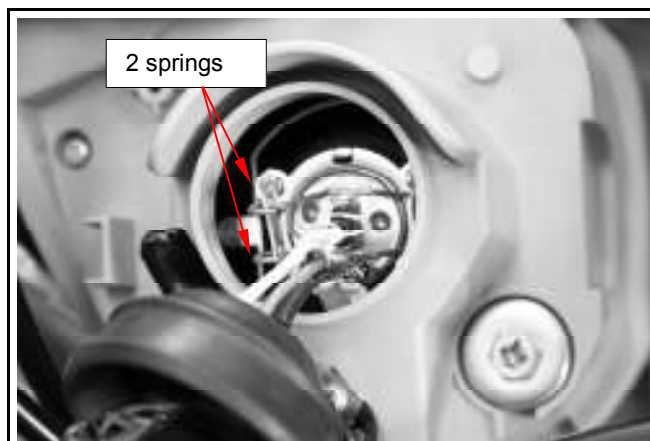
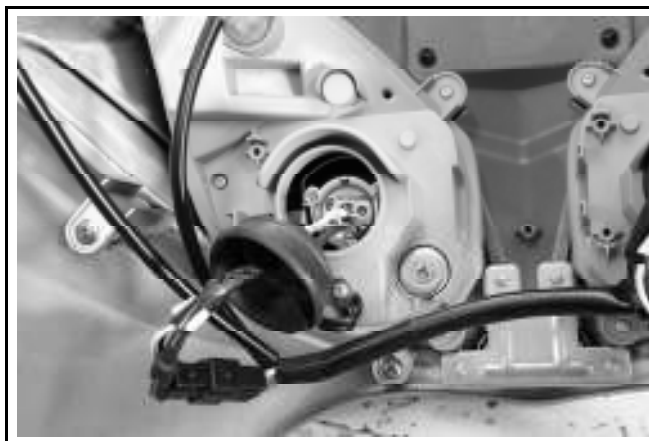
Specification:

Lo-beam bulb 12V 55W (H11)

Hi-beam bulb 12V 55W (H11)

 **Caution**

- It would be much easier to replace the light bulb if dismantling the front cover.
- Never touch the bulb with bare fingers, which may create a heat point and lead to premature bulb failure.
- Clean the fingerprint left on the bulb with alcohol.



Installation

Install the bulb of the headlight in reverse order of removal.

Front winker bulb replacement

Hold the winker bulb socket.
Rotate the winker bulb and remove it.
Replace with new bulb if necessary.

Specification:

Winker light bulb 12V 21W



Installation

Install the bulb of the headlight in reverse order of removal.

Switch / Horn

Main switch

Inspection

Remove the front cover.

Disconnect the main switch coupler.

Check the continuity between two points as indicated below

Position \ Pin	BAT	BAT1	BAT2
LOCK			
OFF			
ON	●	●	●
Wire Color	Red	Black	Blake

Replacement of main switch

Remove main switch cap.

Disconnect the coupler of the main switch and loosen the mounting bolts (3 bolts).

Remove the main switch.

Install the new main switch and tighten the mounting bolts.

Install the main switch coupler and cap.

Right handle switch

Remove the handle cover and front cover.

Disconnect the coupler of right handle switch.

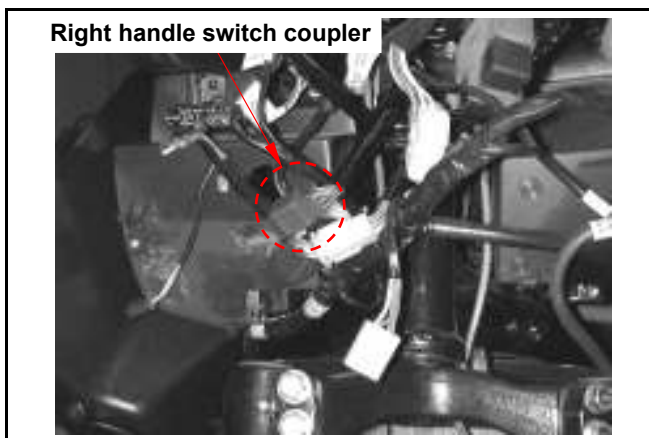
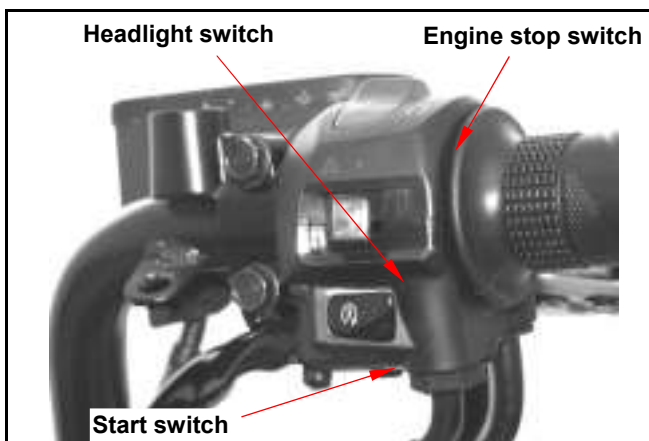
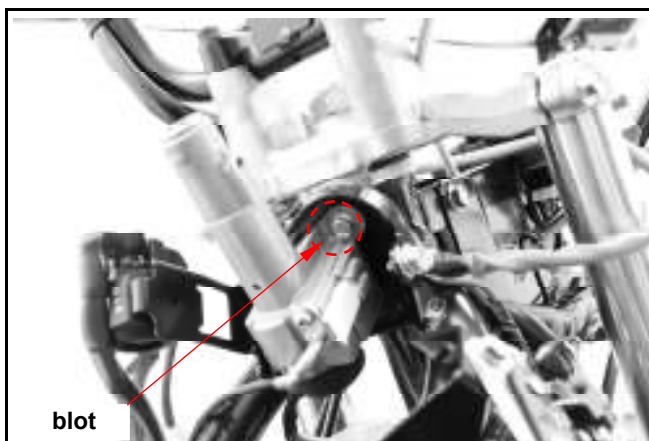
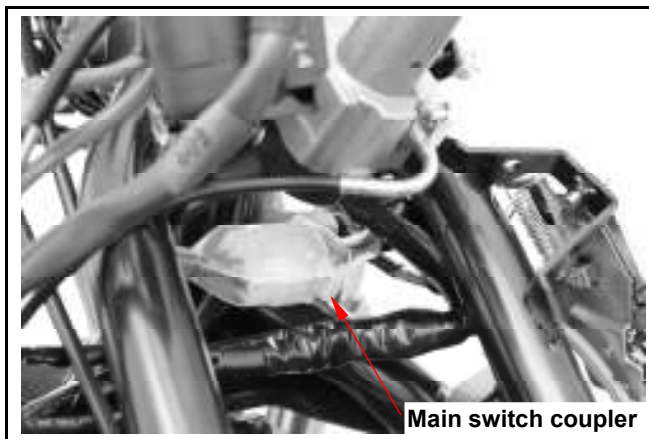
Check the continuity between two points as indicated in the table below

Headlight switch

Position \ Pin	TL	CI	HL	CI
●				
	●	●		
	●	●	●	●
Wire Color	Brown	Black	Black	Blue /White

Engine start and stop switch

Position \ Pin	ST	E	ST	E
				
	●	●		
FREE				
			●	●
Wire Color	Black	Black /Green	Yellow / Red	Sky blue/ Orange



17. Electrical System



Left handle switch

Remove the handle cover and front cover.
Disconnect the coupler of left handle switch.
Check the continuity between two points as indicated in the table below

High and low beam switch

Pin	LO	HL	HI
Position			
		●—●	●
	●—●	●	
Wire color	White	Blue / White	Blue

Winker switch

Pin	R	WR	L
Position			
	●—●	●	
N	FROM R	●—●	
	PUSH OFF		
	FROM L	●—●	●
		●—●	●
Wire color	Sky blue	Gray	Orange

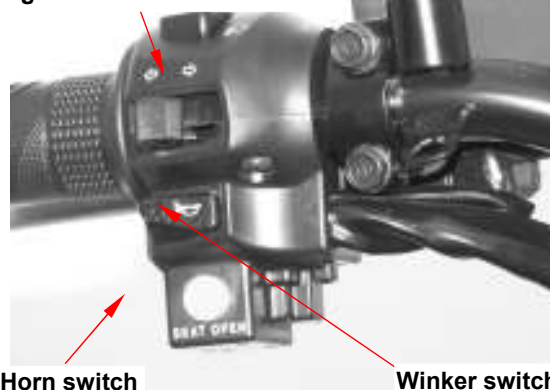
Brake Switch

While grasp the brake lever firmly, the terminals of white/green and green/yellow of the brake should have continuity.
Replace the switch if damaged.

Horn

Remove the front cover and front under spoiler.
Apply 12 V power source to two terminals of the horn, the horn should work.
Replace the horn if necessary.

High and low beam switch



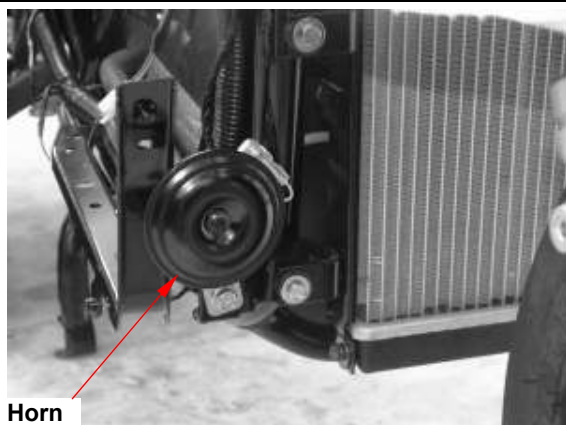
Horn switch

Winker switch

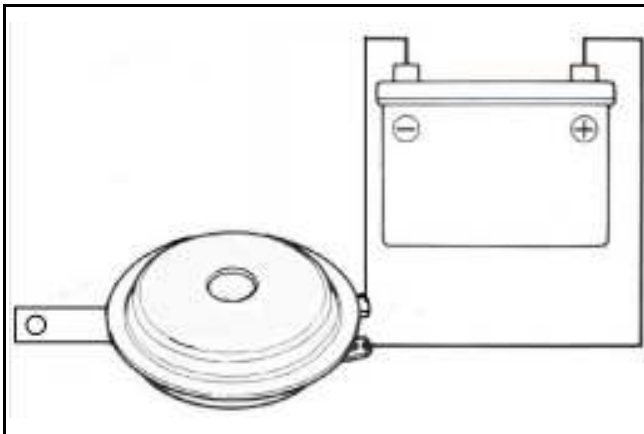
Left handle switch coupler



Brake switch



Horn



Fuel Unit

Open the seat.
 Remove the luggage box.
 Remove the rear carrier.
 Remove right & left side cover.
 Remove the body cover
 Remove the floor panel.
 Disconnect the coupler of the fuel unit.
 Loosen 4 bolts from fuel unit and remove it.

 **Caution**

- Great care shall be taken not to damage or bend the float arm of the gauge.

When the float arm shifts to the F position or the E position, the resistance measured shall be as follows:

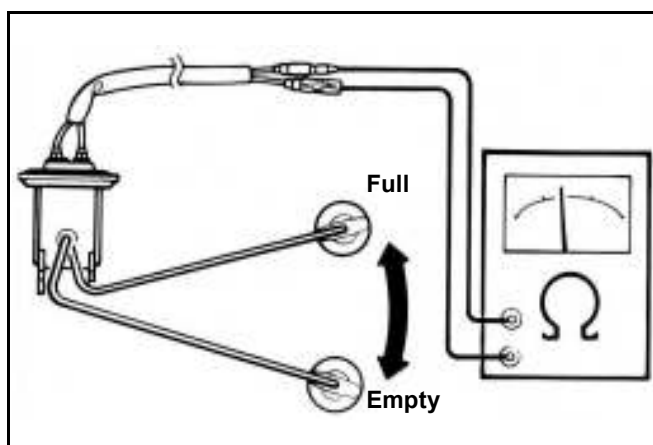
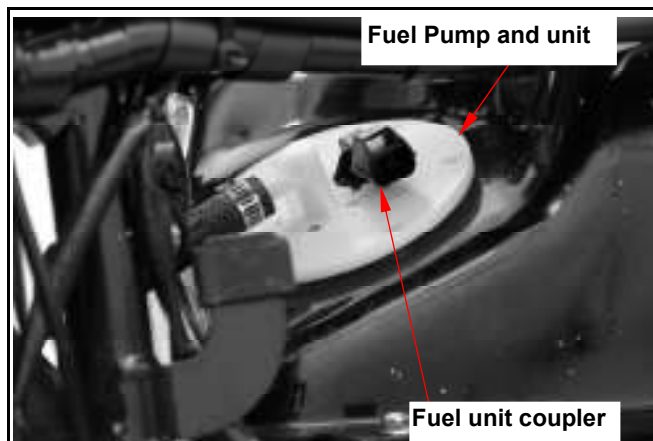
Position	Resistance
E (Empty)	90~100 Ω
F (Full)	4~8 Ω

Connect the wiring to the fuel unit and the ohmmeter as shown.
 Connect the fuel unit coupler to the wire harness.
 Turn on the main switch.
 Move the float arm to verify the proper position of the fuel gauge needle indicates.

Arm Position	Needle Position
Up (Full)	F (Full)
Down (Empty)	E (Empty)

 **Caution**

- While conducting the test, turn on the direction indicator lamp to make sure that the battery is in serviceable condition.



17. Electrical System

Cooling Fan Thermo Switch

The thermo switch mounted on the radiator controls the operation of the cooling fan motor. In case that the fan motor fails working, disconnect the green and black/blue leads, and connect jump wires to the terminals, then turn on the main switch. The fan motor should operate afterwards. If the fan motor still fails running, measure the battery voltage between the green and black / blue leads.

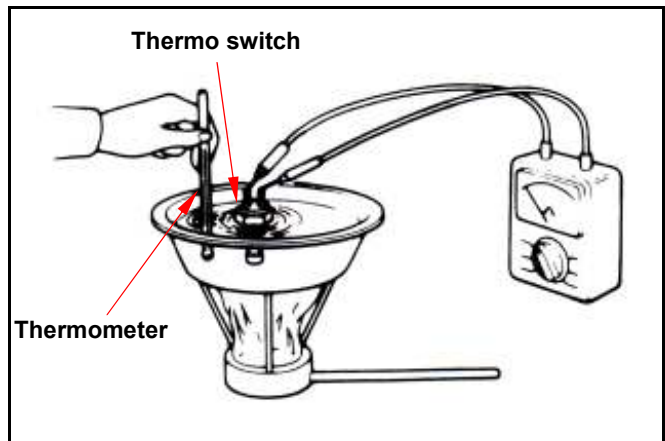
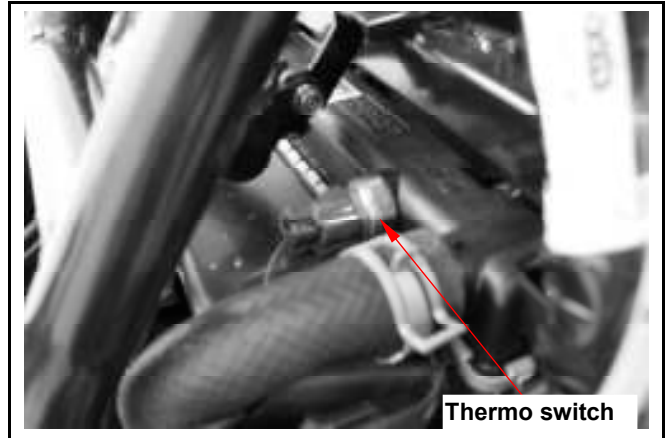
If there is no voltage, check for blown fuse, loose connection or short-circuit.

If the fan motor runs, check the thermo switch in the manner as described below:

Hang the thermo switch on the bowl filled with coolant to check the switch's opening and closing temperatures. To confirm the switch is close-circuited at room temperature. Increase the coolant temperature gradually, and the switch should have a continuity at 95-101°C.

Caution

- Keep the coolant at a constant temperature at least for three minutes. Suddenly increase the coolant temperature will give rise to wrong readings of thermometer and the tester to indicate wrong readings.
- Never let the thermometer and the thermo switch contact the wall of the bowl, which may result in wrong readings.
- The thermo switch shall be placed in the coolant until the teeth are completely submerged.



Thermo Unit

Remove the thermo unit.

Hang the thermo unit in an oil heater, heat the oil and measure the resistance at each temperature.

Temperature	50°C	80°C	100°C	120°C
Standard (Ω)	134~149	47.5~57.0	26~29	14.8~17.2



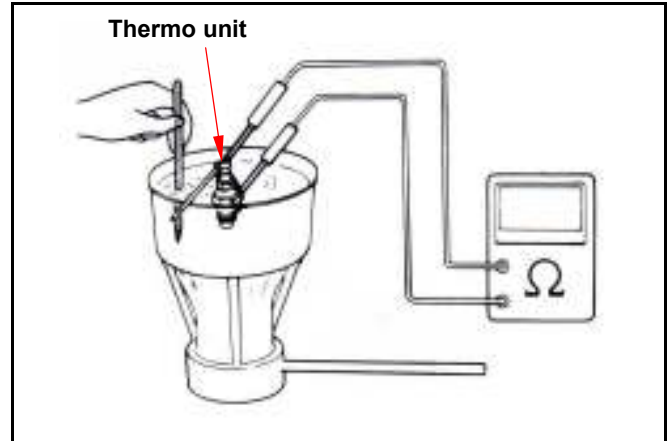
Caution

- Wear gloves and goggles when performing this test.



Caution

- Engine oil should be used as a heating medium and the test temperature must be higher than 100°C.
- Contacting the container wall by the thermometer and the thermo unit may result in wrong readings.



Water Temperature Meter

Disconnect the thermo sensor coupler and connect it to engine ground.

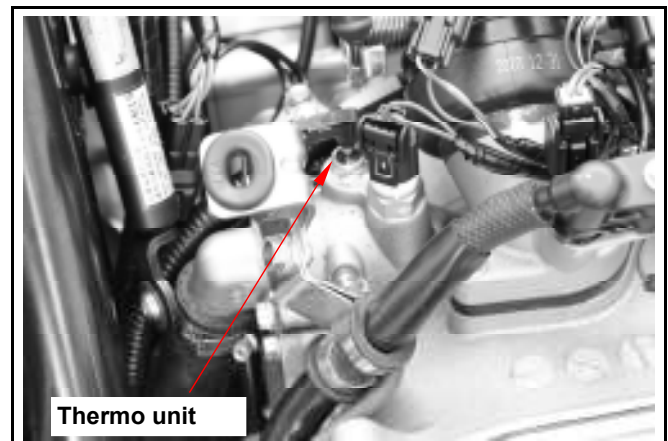
Turn on the main switch.

The needle of the water temperature meter should move to other end, H position.

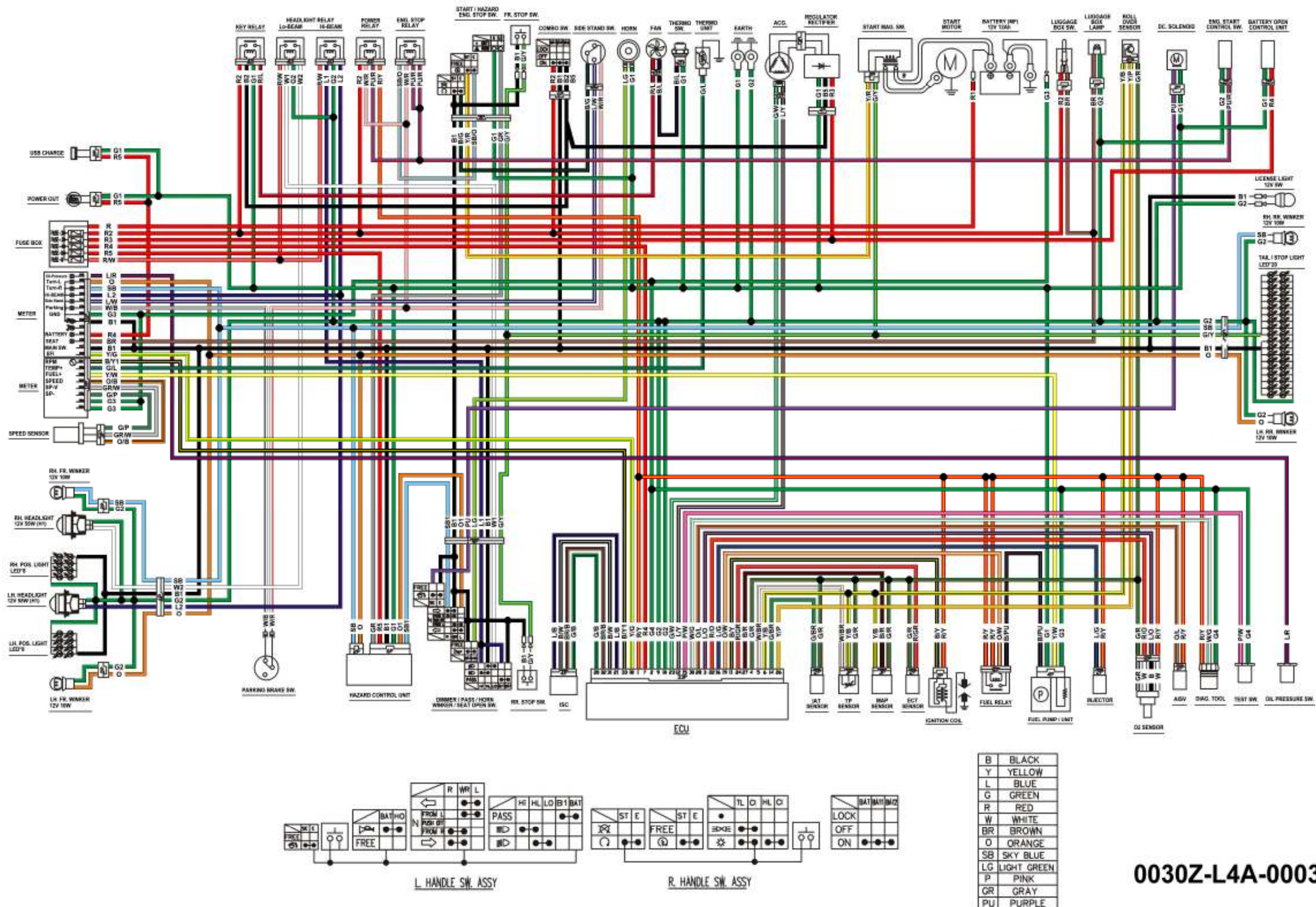


Caution

- Do not ground the sensor more than 5 seconds, or the meter will be damaged.



NOTE:



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18. Wiring Diagram

NOTE: