

TRACKER

OFF ROAD™

SERVICE MANUAL



p/n: 2263-027
9/20

570/700

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General Information/Foreword



This Service Manual contains service, maintenance, and troubleshooting information for the 2021 570 and 700 ATV models. The complete manual is designed to aid service personnel in service-oriented applications.

This manual is divided into sections. Each section covers a specific ATV component or system and, in addition to the standard service procedures, includes disassembling, inspecting, and assembling instructions. When using this manual as a guide, the technician should use discretion as to how much disassembly is needed to correct any given condition.

This service manual is designed primarily for use by a basic level technician. The procedures found in this manual are of varying difficulty, and certain service procedures in this manual require one or more special tools to be completed. The technician should use sound judgment when determining which procedures can be completed based on skill level and access to appropriate special tools.

NOTE: Whenever a part is worn excessively, cracked, or damaged in any way, replacement is necessary.

When replacement of parts is necessary, use only genuine parts. They are precision-made to ensure high quality and correct fit. Refer to the appropriate Illustrated Parts Manual for the correct part number, quantity, and description.

All publications and decals display the words Warning, Caution, Note, and At This Point to emphasize important information. The symbol  **WARNING** identifies personal safety-related information. Be sure to follow the directive because it deals with the possibility of severe personal injury or even death. A **CAUTION** identifies unsafe practices which may result in ATV-related damage. Follow the directive because it deals with the possibility of damaging part or parts of the ATV. The symbol **NOTE:** identifies supplementary information worthy of particular attention. The symbol  **AT THIS POINT** directs the technician to certain and specific procedures to promote efficiency and to improve clarity.

At the time of publication, all information, photographs, and illustrations were technically correct. Some photographs used in this manual are used for clarity purposes only and are not designed to depict actual conditions. Because products are constantly refined and improved, no retroactive obligation is incurred.

All materials and specifications are subject to change without notice.

Specifications

NOTE: Specifications subject to change without notice.

MISCELLANEOUS	
Tire Size	Front — 25 x 8-12 Rear — 25 x 10-12
Tire Inflation Pressure	0.70 kg/cm ² (10 psi)
Spark Plug Type	NGK CPR8E
Spark Plug Gap	0.5-0.6 mm (0.019-0.024 in.)
Gas Tank Capacity	21.6 L (5.7 U.S. gal.)
Coolant Capacity	2.9 L (3.0 U.S. qt)
Rear Drive Capacity	250 mL (8.5 fl oz)*
Front Differential Capacity	275 mL (9.3 fl oz)**
Engine Oil Capacity (approx) (570/700)	2.5 L (2.6 U.S. qt) — Overhaul 1.9 L (2.0 U.S. qt) — Change
Gasoline (recommended)	87 Octane Regular Unleaded
Engine Oil (recommended)	0W-40 ACX All Weather (Synthetic)
Differential/Rear Drive Lubricant	SAE-Approved 80W-90 Hypoid
Drive Belt Width (570/700)	35.0 mm (1.28 in.)
Brake Fluid	DOT 4
Taillight/Brake Light	LED
Headlight	Halogen
ELECTRICAL SYSTEM	
Ignition Timing	10° BTDC @ 1500 RPM
Spark Plug Cap	5000 ohms
Ignition Coil Resistance (primary) (secondary)	Less than 5.0 ohms N.A.
Ignition Coil Primary Voltage	Battery Voltage
Stator Coil Resistance (CKP sensor) (AC generator)	200 ohms Less than 1 ohm
Crankshaft Position Sensor	2.0 AC volts or more
AC Generator Output (no load)	75 AC volts @ 5000 RPM

* One inch below plug threads. ** At the plug threads.

Torque Specifications

Part	Part Bolted to	Torque	
		ft-lb	N-m
EXHAUST COMPONENTS			
Exhaust Pipe	Engine	20	27
Spark Arrester	Muffler	48 in.-lb	5.5
Heat Shield	Exhaust Pipe	8	11
Heat Shield	Frame	54 in.-lb	6
STEERING COMPONENTS			
Steering Shaft	Frame	20	27
Steering Shaft Flange	Frame	11	15
Steering Post	Handlebar Block	20	27
Tie Rod End**	Knuckle/Steering Shaft	55	74
EPS Housing	Frame	35	47
Handlebar End Cap	Handlebar	8	11

Part	Part Bolted to	Torque	
		ft-lb	N-m
BRAKE COMPONENTS			
Brake Disc	Hub	15	20
Brake Hose	Frame	12	16
Brake Hose	Caliper/Cylinder	20	27
Master Cylinder	Master Cylinder Clamp	6	8
Master Cylinder	Frame	6	8
Caliper	Knuckle	20	27
Brake Clip	A-Arm	40 in.-lb	4.5
Brake Pedal	Pedal Axle	25	34
MISCELLANEOUS COMPONENTS			
Radiator	Frame	12	16
Coil	Frame	10 in.-lb	1.1
Front Bumper	Frame Mount	20	27
Front Bumper	Frame	35	47
Skid Plate	Frame	6	8
Rack	Frame/Rack Mount	13	18
Taillight	Rear Fascia	13	18
Gas Tank Mounting Bracket	Frame	8	11
Rear Fascia	Frame	20 in.-lb	2.5
Side Panel/Console	Frame	8	11
Front Fascia	Front Bumper (lower)	8	11
Front Fascia	Front Bumper (upper)	5	7
SUSPENSION COMPONENTS			
A-Arm	Frame	50	68
Knuckle	Ball Joint	35	47
Shock Absorber	Frame/A-Arm	50	68
Knuckle	A-Arm	50	68
Sway Bar	Frame	35	47
Sway Bar Link	Lower A-Arm	25	33
DRIVE TRAIN COMPONENTS			
Front Differential*	Frame/Differential Bracket	38	52
Oil Fill Plug	Front Differential/Rear Drive	16	22
Wheel (Steel)	Hub	40	54
Wheel (Aluminum w/black nuts)	Hub	60	81
Wheel (Aluminum w/chrome nuts)	Hub	80	108
Rear Gear Case*	Frame	38	52
Hub	Axle	200	272
Oil Drain Plug	Front Differential/Rear Drive	45 in.-lb	5
Pinion Housing (Existing)	Differential Housing	22	30
Pinion Housing (New)	Differential Housing	28	38
Differential Housing Cover*** (Existing)	Differential Housing	22	30
Differential Housing Cover*** (New)	Differential Housing	28	38
Thrust Button**	Gear Case Cover	8	11
Output Shaft	Flange	20	27

Part	Part Bolted to	Torque	
		ft-lb	N-m
ENGINE/TRANSMISSION			
Clutch Shoe** (570)	Crankshaft	221	300
Driven Pulley** (570)	Driveshaft	60	81
Driven Pulley** (700)	Driveshaft	162	220
Ground Wire	Engine	8	11
Magneto Cover	Crankcase	9.5	13
Speed Sensor Housing (570/700)	Crankcase	8.5	11.5
Oil Drain Plug	Engine	16	22
Clutch Cover/Housing	Crankcase	9.5	13
Cam Sprocket**	Camshaft	10	14
Cylinder	Crankcase	8	11
V-Belt Cover	Clutch Cover/Housing	45 in.-lb	5
Movable Drive Face** (570)	Centrifugal Clutch Housing	162	220
Starter Clutch**	Flywheel	26	35
Output Shaft Nut**	Output Shaft	59	80
Valve Cover	Cylinder Head	8.5	11.5
Stator Coil (New)	Magneto Cover	13	18
Stator Coil (Existing)	Magneto Cover	11.5	15
Drive Clutch Nut (700)	Drive Clutch	79.6	108
Drive Clutch Bolt (700)	Crankshaft	59	80
Oil Strainer Cap	Crankcase	54 in.-lb	6
Rotor/Flywheel	Crankshaft	107	145
Oil Pump**	Crankcase	8.5	11.5
Water Pump/Housing	Magneto Cover	8.5	11.5
Crankcase Half (6 mm)	Crankcase Half	10	14
Crankcase Half (8 mm)	Crankcase Half	21	28
Starter Motor	Crankcase	10	14
Shift Lever	Shift Axle	8	11
Engine Mounting Through-Bolt	Frame	35	47
Output Yoke Nut**	Output Shaft	200	270
Shift Cam Plate	Shift Cam Shaft	8.5	11.5
Cylinder Head (Bolt)	Crankcase	(step 1) 20 (step 2) 30 (final) 37	27 41 50
Cylinder Head Nut (6 mm)	Cylinder	10	14
Cylinder Head Nut (8 mm)	Cylinder	19	25
Shift Cam Stopper	Crankcase	8.5	11.5
Crankshaft Bushing	Crankshaft	25	34
Oil Pump Drive Gear**	Crank Balancer Shaft	63	85
Outer Magneto Cover	Left-Side Cover	8.5	11.5
Secondary Shaft Bearing Housing	Crankcase Half	25	34

* w/Blue Loctite #243

** w/Red Loctite #271

*** w/Green Loctite #609

Torque Conversions (ft-lb/N-m)

ft-lb	N-m	ft-lb	N-m	ft-lb	N-m	ft-lb	N-m
1	1.4	26	35.4	51	69.4	76	103.4
2	2.7	27	36.7	52	70.7	77	104.7
3	4.1	28	38.1	53	72.1	78	106.1
4	5.4	29	39.4	54	73.4	79	107.4
5	6.8	30	40.8	55	74.8	80	108.8
6	8.2	31	42.2	56	76.2	81	110.2
7	9.5	32	43.5	57	77.5	82	111.5
8	10.9	33	44.9	58	78.9	83	112.9
9	12.2	34	46.2	59	80.2	84	114.2
10	13.6	35	47.6	60	81.6	85	115.6
11	15	36	49	61	83	86	117
12	16.3	37	50.3	62	84.3	87	118.3
13	17.7	38	51.7	63	85.7	88	119.7
14	19	39	53	64	87	89	121
15	20.4	40	54.4	65	88.4	90	122.4
16	21.8	41	55.8	66	89.8	91	123.8
17	23.1	42	57.1	67	91.1	92	125.1
18	24.5	43	58.5	68	92.5	93	126.5
19	25.8	44	59.8	69	93.8	94	127.8
20	27.2	45	61.2	70	95.2	95	129.2
21	28.6	46	62.6	71	96.6	96	130.6
22	29.9	47	63.9	72	97.9	97	131.9
23	31.3	48	65.3	73	99.3	98	133.3
24	32.6	49	66.6	74	100.6	99	134.6
25	34	50	68	75	102	100	136

Gasoline — Oil — Lubricant

FILLING GAS TANK

⚠ WARNING

Always fill the gas tank in a well-ventilated area. Never add gasoline to the ATV gas tank near any open flames or with the engine running. **DO NOT SMOKE** while filling the gas tank.

Since gasoline expands as its temperature rises, the gas tank must be filled to its rated capacity only. Expansion room must be maintained in the tank particularly if the tank is filled with cold gasoline and then moved to a warm area.

Tighten the gas tank cap securely after filling the tank.

⚠ WARNING

Do not overflow gasoline when filling the gas tank. A fire hazard could materialize. Always allow the engine to cool before filling the gas tank.

⚠ WARNING

Do not over-fill the gas tank.

RECOMMENDED GASOLINE

The recommended gasoline to use is 87 minimum octane regular unleaded. In many areas, oxygenates are added to the gasoline. Oxygenated gasolines containing up to 10% ethanol or 5% methanol are acceptable gasolines.

When using ethanol-blended gasoline, it is not necessary to add a gasoline antifreeze since ethanol will prevent the accumulation of moisture in the fuel system.

CAUTION

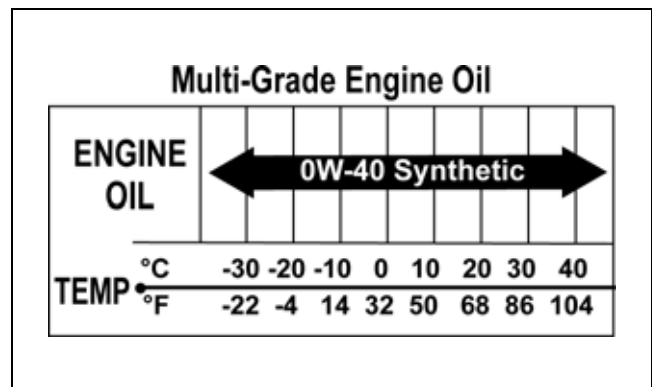
Do not use white gas. Only approved gasoline additives should be used.

RECOMMENDED ENGINE/ TRANSMISSION OIL

CAUTION

Any oil used in place of the recommended oil could cause serious engine damage. Do not use oils which contain graphite or molybdenum additives. These oils can adversely affect clutch operation. Also, not recommended are racing, vegetable, non-detergent, and castor-based oils.

The recommended oil to use is ACX All Weather synthetic which has been specifically formulated for use in this engine. Although ACX All Weather synthetic engine oil is the only oil recommended for use in this engine, use of any API-certified SM 0W-40 oil is acceptable.



OILCHARTJ

RECOMMENDED FRONT DIFFERENTIAL/REAR DRIVE LUBRICANT

The recommended lubricant is SAE-approved 80W-90 hypoid. This lubricant meets all of the lubrication requirements of the front differential and rear drive.

CAUTION

Any lubricant used in place of the recommended lubricant could cause serious front differential/rear drive damage.

Preparation for Storage

CAUTION

Prior to storing the ATV, it must be properly serviced to prevent rusting and component deterioration.

The manufacturer recommends the following procedure to prepare the ATV for storage:

1. Clean the ATV thoroughly by washing dirt, oil, grass, and other foreign matter from the entire ATV. Allow the ATV to dry thoroughly. **DO NOT** get water into any part of the engine or air intake.
2. Either drain the gas tank or add a fuel stabilizer to the gas in the gas tank.
3. Clean the interior of the air filter housing.
4. Plug the hole in the exhaust system with steel wool.
5. Apply light oil to the upper steering post bushing and plungers of the shock absorbers.
6. Tighten all nuts, bolts, cap screws, and screws. Make sure rivets holding components together are tight. Replace all loose rivets. Care must be taken that all calibrated nuts, cap screws, and bolts are tightened to specifications.
7. Fill the cooling system to the bottom of the stand pipe in the radiator neck with properly mixed coolant.
8. Disconnect the battery cables (negative cable first); then remove the battery, clean the battery posts and cables, and store in a clean, dry area.

■**NOTE:** For storage, use a battery maintainer or make sure the battery is fully charged (see Battery section in this manual).

9. Store the ATV indoors in a level position.

CAUTION

Avoid storing outside in direct sunlight and avoid using a plastic cover as moisture will collect on the ATV causing rusting.

Preparation after Storage

Taking the ATV out of storage and correctly preparing it will ensure many hours of trouble-free riding. The manufacturer recommends the following procedure to prepare the ATV:

1. Clean the ATV thoroughly.
2. Remove the steel wool from the exhaust system.
3. Check all control wires and cables for signs of wear or fraying. Replace if necessary.
4. Change the engine/transmission oil and filter.
5. Check the coolant level and add properly mixed coolant as necessary.
6. Charge the battery; then install. Connect the battery cables making sure to connect the positive cable first.

CAUTION

Before installing the battery, make sure the ignition switch is in the OFF position.

7. Check the entire brake systems (fluid level, pads, etc.), all controls, headlights, taillight, brake light, and headlight aim; adjust or replace if necessary.
8. Check the tire pressure. Inflate to recommended pressure as necessary.
9. Tighten all nuts, bolts, cap screws, and screws making sure all calibrated nuts, cap screws, and bolts are tightened to specifications.
10. Make sure the steering moves freely and does not bind.
11. Check the spark plug. Clean or replace as necessary.
12. Check the air filter and the air filter housing. Clean or replace as necessary.

Periodic Maintenance/Tune-up

Tighten all nuts, bolts, and cap screws. Make sure rivets holding components together are tight. Replace all loose rivets. Care must be taken that all calibrated nuts, bolts, and cap screws are tightened to specifications (see General Information/Foreword).

It is advisable to lubricate certain components periodically to ensure free movement. Apply light oil to the components using the following list as reference:

- A. Throttle Lever Pivot
- B. Brake Lever Pivot
- C. Auxiliary Brake Pedal Pivot

■NOTE: The manufacturer recommends the use of new gaskets, lock nuts, and seals, and lubricating all internal components when servicing the engine/transmission.

SPECIAL TOOLS

A number of special tools must be available to the technician when performing service procedures in this section.

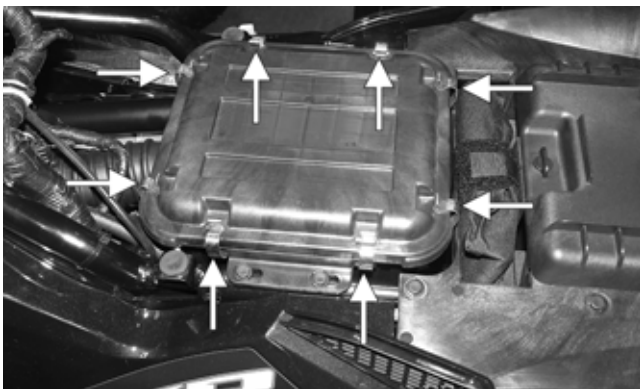
■NOTE: When indicated for use, each special tool will be identified by its specific name, as shown in the chart below, and capitalized.

Description	p/n
Compression Tester Kit	Common Tool
Oil Filter Wrench	Common Tool
Spanner Wrench	0444-240
Valve Clearance Adjuster	0444-255

■NOTE: Special tools are available from the Service Department.

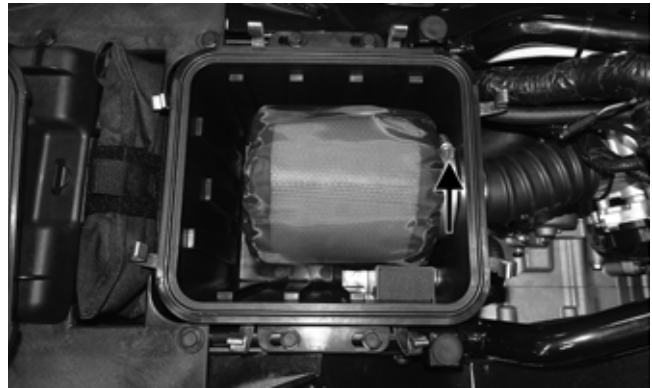
Air Filter

1. Remove the seat; then remove the clips securing the air filter housing cover.



XR002A

2. Loosen the clamp securing the air filter to the inside of the housing; then remove the filter.



XR029A

3. Carefully remove the pre-filter from the air filter. If the air filter is dirty, it must be replaced.

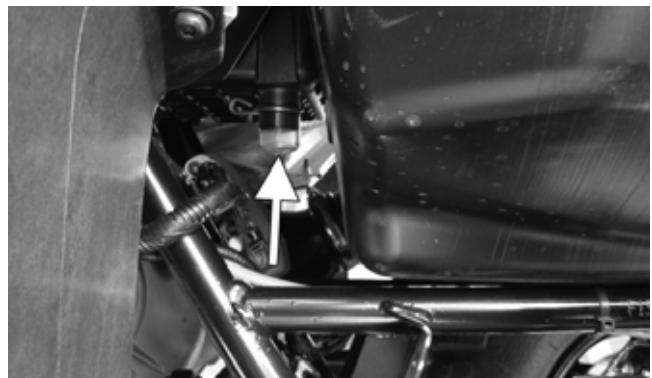


XR049

4. Using an air hose, clean the pre-filter.
5. Slide the pre-filter over the closed end of the new filter and install into the housing. Tighten the clamp securely.
6. Install the air filter housing cover and secure with the clips.
7. Install the seat.

CHECKING AND CLEANING DRAINS

1. Inspect the drains beneath the main housing for water/oil and for proper sealing.



XR489

2. Replace any drain that is cracked or shows any signs of hardening or deterioration.

CAUTION

The drain to the right is the clean air section of the filter housing. Any leak of this drain will allow dirt into the engine intake causing severe engine damage.

3. Wipe any accumulation of oil or gas from the filter housing and drains.

Valve/Tappet Clearance

To check and adjust valve/tappet clearance, use the following procedure:

1. Remove the timing inspection plug; then remove the tappet covers and spark plug (for more detailed information, see Engine/Transmission — Servicing Top-Side Components).
2. Rotate the crankshaft to the TDC position on the compression stroke.



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■NOTE: At this point, the rocker arms and adjuster screws must not have pressure on them.

CHECKING

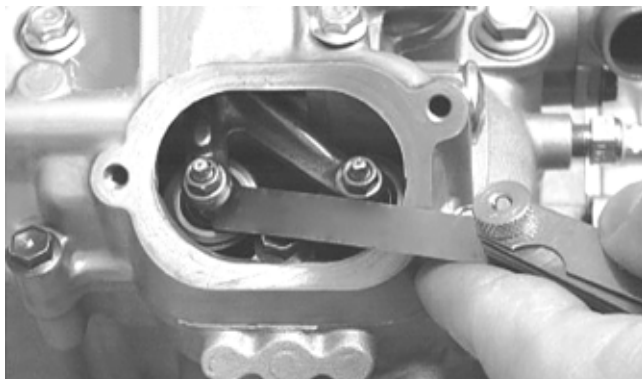
Using a feeler gauge, check each valve/tappet clearance. If clearance is not within specifications, loosen the jam nut and rotate the tappet adjuster screw until the clearance is within specifications. Tighten each jam nut securely after completing the adjustment.

CAUTION

The feeler gauge must be positioned at the same angle as the valve and valve adjuster for an accurate measurement of clearance. Failure to measure the valve clearance accurately could cause valve component damage.

VALVE/TAPPET CLEARANCE

570/700	0.08-0.12 mm (0.003-0.005 in.) — Intake 0.13-0.17 mm (0.005-0.007 in.) — Exhaust
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CC007DC

ADJUSTING

■NOTE: The seat, storage compartment cover assembly, compartment box, air filter/filter housing, and left-side/right-side splash panels must be removed for this procedure.

- A. Place Valve Clearance Adjuster onto the jam nut securing the tappet adjuster screw; then rotate the valve adjuster dial clockwise until the end is seated in the tappet adjuster screw.
- B. While holding the valve adjuster dial in place, use the valve adjuster handle and loosen the jam nut; then rotate the tappet adjuster screw clockwise until friction is felt.
- C. Align the valve adjuster handle with one of the marks on the valve adjuster dial.
- D. While holding the valve adjuster handle in place, rotate the valve adjuster dial counterclockwise until proper valve/tappet clearance is attained.

■NOTE: Refer to the appropriate specifications in CHECKING for the proper valve/tappet clearance.

■NOTE: Rotating the valve adjuster dial counterclockwise will open the valve/tappet clearance by 0.05 mm (0.002 in.) per mark.

- E. While holding the adjuster dial at the proper clearance setting, tighten the jam nut securely with the valve adjuster handle.
3. Install the spark plug and timing inspection plug.
 4. Place the tappet covers into position making sure the proper cap screws are with the proper cover. Tighten the cap screws securely.

Testing Engine Compression

1. Remove the high tension lead from the spark plug.
2. Using compressed air, blow any debris from around the spark plug.

WARNING

Always wear safety glasses when using compressed air.

3. Remove the spark plug; then attach the high tension lead to the plug and ground the plug on the cylinder head well away from the spark plug hole.
4. Attach the Compression Tester Kit.

■NOTE: The engine should be warm (operating temperature) and the battery fully charged for an accurate compression test. Throttle must be in the wide-open throttle (WOT) position. In the event the engine cannot be run, cold values are included.

5. While holding the throttle lever in the full-open position, crank the engine over with the electric starter until the gauge shows a peak reading (five to 10 compression strokes).

COMPRESSION		
Model	Hot (WOT)	Cold (WOT)
570	120-140 psi (8.4-9.8 kg/cm ²)	80-120 psi (5.6-8.4 kg/cm ²)
700	125-145 psi (8.8-10.2 kg/cm ²)	100-140 psi (7.0-9.8 kg/cm ²)

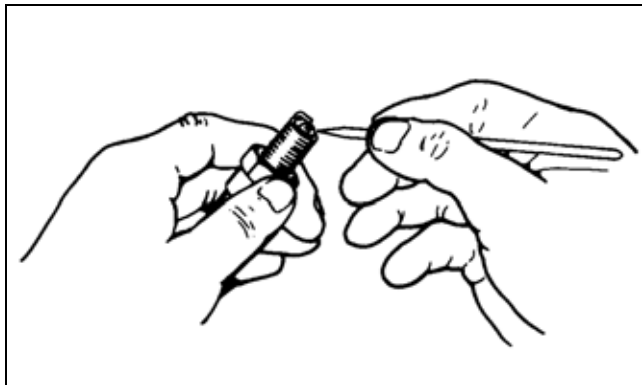
6. If compression is abnormally low, inspect the following items:
- Verify starter cranks engine over at normal speed (approximately 400 RPM).
 - Gauge functioning properly.
 - Throttle lever in the full-open position.
 - Valve/tappet clearance correct.
 - Engine warmed up.
 - Intake not restricted.

■ **NOTE:** To service valves, see Engine/Transmission.

- Pour 29.5 mL (1 fl oz) of oil into the spark plug hole, reattach the gauge, and retest compression.
- If compression is now evident, service the top end (see Engine/Transmission).

Spark Plug

A light brown insulator indicates that a plug and the fuel/air ratio are correct. A white or dark insulator indicates that the engine may need to be serviced. To maintain a hot, strong spark, keep the plug free of carbon.

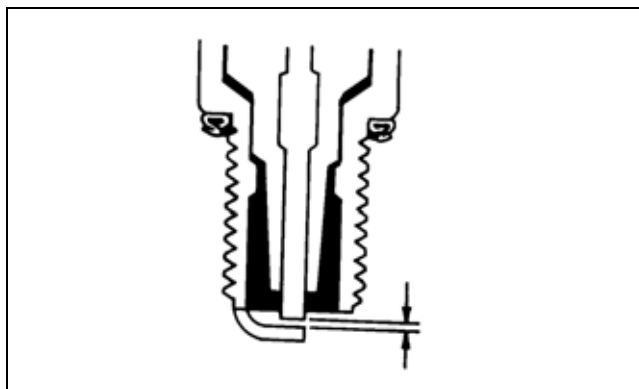


ATV-0051

CAUTION

Before removing a spark plug, be sure to clean the area around the spark plug. Dirt could enter engine when removing or installing the spark plug.

Adjust the gap to correct specification (see General Information/Foreword — Specifications for proper type and gap). Use a feeler gauge to check the gap.



ATV0052

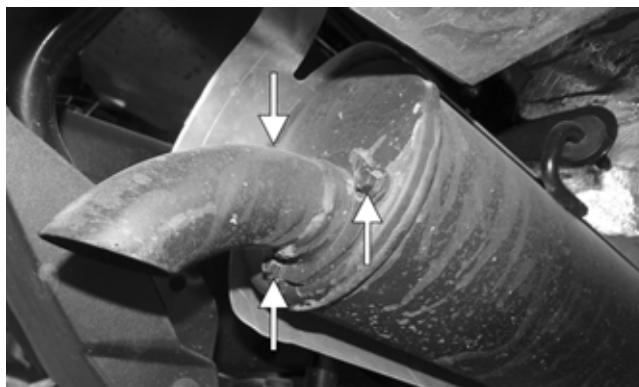
A new spark plug should be tightened 1/2-turn once the washer contacts the cylinder head. A used spark plug should be tightened 1/8-1/4 turn once the washer contacts the cylinder head.

Muffler/Spark Arrester

⚠ WARNING

Wait until the muffler cools to avoid burns.

- Remove the three cap screws securing the spark arrester assembly to the muffler; then loosen and remove the arrester. Account for the gasket and wave washer.



XR195A

- Using a suitable brush, clean the carbon deposits from the screen taking care not to damage the screen.

■ **NOTE:** If the screen or gasket is damaged in any way, it must be replaced.

- Install the spark arrester assembly with gasket; then secure with the three cap screws. Tighten to 48 in.-lb (5.4 N-m).



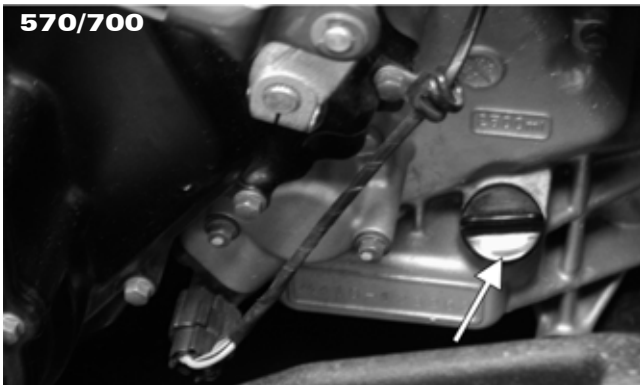
XR196

Engine/Transmission Oil – Filter

OIL – FILTER

The engine should always be warm when the oil is changed so the oil will drain easily and completely.

1. Park the ATV on level ground.
2. Remove the oil level stick/filler plug.

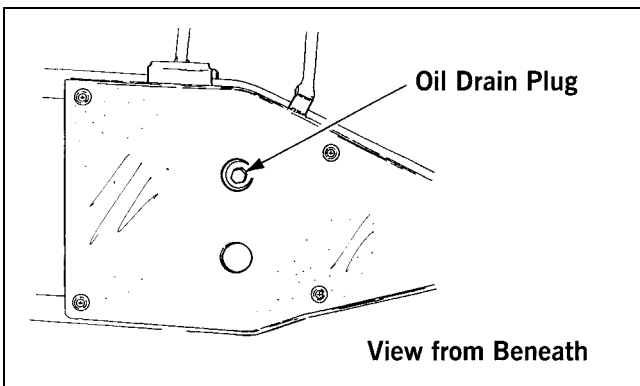


CF109M

3. Remove the drain plug from the bottom of the engine and drain the oil into a drain pan. Account for and discard the drain plug gasket.

WARNING

Use extreme caution when removing the oil drain plug. Hot oil can cause severe injury and skin burns.



733-441A

4. Using the adjustable Oil Filter Wrench and a suitable wrench, remove the old oil filter. Account for and discard the O-ring.

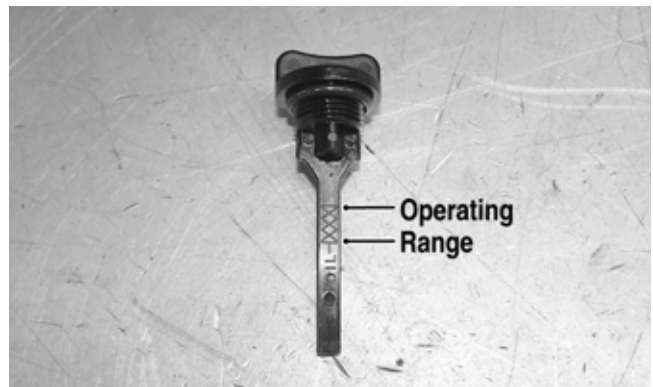
■**NOTE:** Clean up any excess oil after removing the filter.

5. Apply oil to the new filter O-ring and check to make sure it is positioned correctly; then install the new oil filter. Tighten securely.
6. Install the engine drain plug with new gasket and tighten to 16 ft-lb (21.8 N-m). Pour the specified amount of the recommended oil in the filler hole. Install the oil level stick/filler plug.

CAUTION

Any oil used in place of the recommended oil could cause serious engine damage. Do not use oils which contain graphite or molybdenum additives. These oils can adversely affect clutch operation. Also, not recommended are racing, vegetable, non-detergent, and castor-based oils.

7. Start the engine (while the ATV is outside on level ground) and allow it to idle for a few minutes.
8. Turn the engine off and wait approximately one minute.
9. Remove the oil level stick and wipe it with a clean cloth.
10. Install the oil level stick and thread into the engine case.
11. Remove the oil level stick; the oil level must be within the operating range but not exceeding the upper mark.



XR075A

CAUTION

Do not over-fill the engine with oil. Always make sure that the oil level is not above the upper mark.

12. Inspect the area around the drain plug and oil filter for leaks.

Front Differential/Rear Drive Lubricant

CAUTION

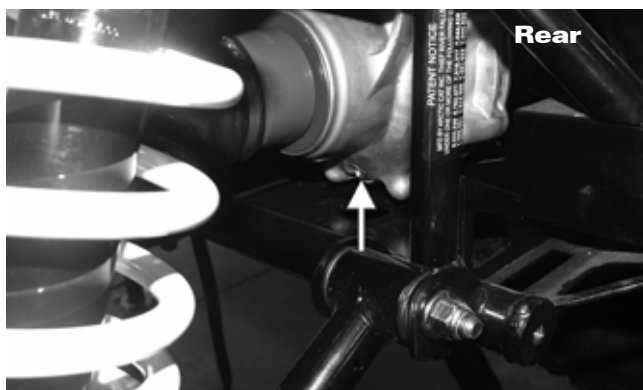
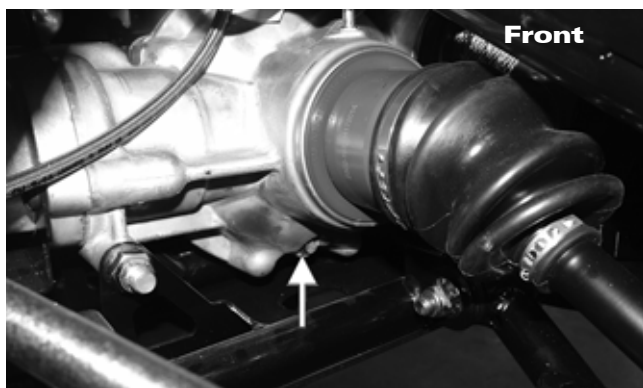
Any lubricant used in place of the recommended gear lube could result in premature failure of the shock limiter. Do not use any lubricant containing graphite or molybdenum additives or other friction-modified lubricants as these may cause severe damage to shock limiter components.

When changing the lubricant, use approved SAE 80W-90 hypoid gear lube.

To check lubricant, remove the fill plug; the lubricant level should be 1 in. (2.5 cm) below the threads of the plug. If low, add SAE-approved 80W-90 hypoid gear lubricant as necessary.

To change the lubricant, use the following procedure:

1. Place the ATV on level ground.
2. Remove each oil filler plug.
3. Drain the oil into a drain pan by removing in turn the drain plug from each.

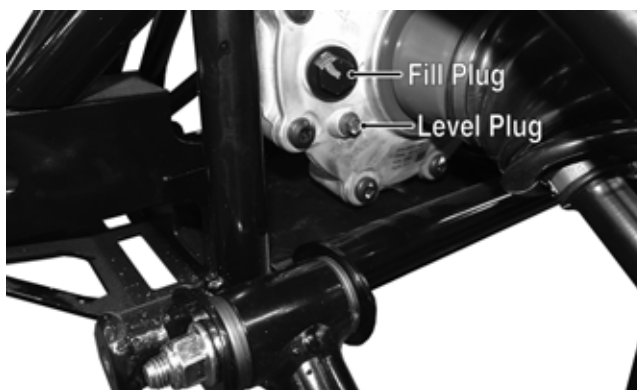


4. After all the oil has been drained, install the drain plugs and tighten securely.

CAUTION

Inspect the oil for any signs of metal filings or water. If found, take the ATV to an authorized ATV dealer for servicing.

5. Pour recommended oil into each filler hole.

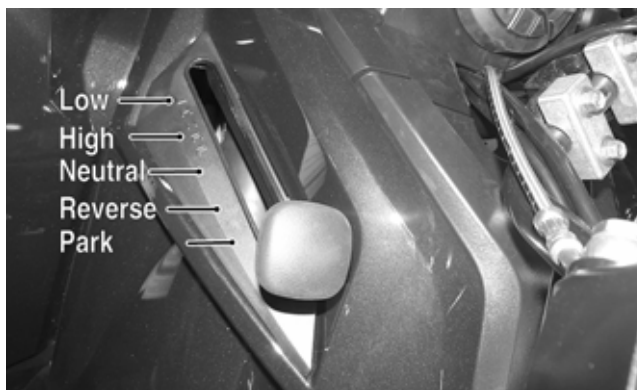


■NOTE: The manufacturer recommends the use of genuine OEM lubricants.

6. Install the filler plugs.

Shift Lever

CHECKING ADJUSTMENT

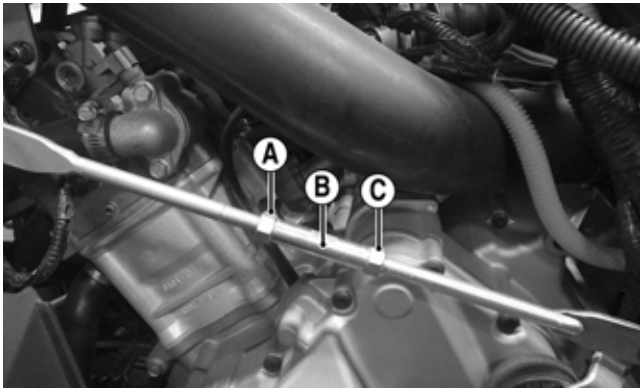


WARNING

Never shift the ATV into reverse gear when the ATV is moving as it could cause the ATV to stop suddenly throwing the operator from the ATV.

ADJUSTING SHIFT LEVER

1. Remove the seat and left side panel.
2. With the ignition switch in the ON position, loosen jam nut (A) (left-hand threads); then loosen jam nut (C) and with the shift lever in the reverse position, adjust the coupler (B) until the transmission is in reverse and the (R) icon appears on the LCD.



XR080A

3. Tighten the jam nuts securely; then shift the transmission to each position and verify correct adjustment.
4. Install the left-side engine cover and seat making sure the seat locks securely in place.

■NOTE: An E (Error) in the gear position icon indicates no signal or a poor ground wire connection in the circuit. Troubleshoot the harness connectors, gear position switch connector, gear position switch, and LCD connector.

Hydraulic Brake Systems

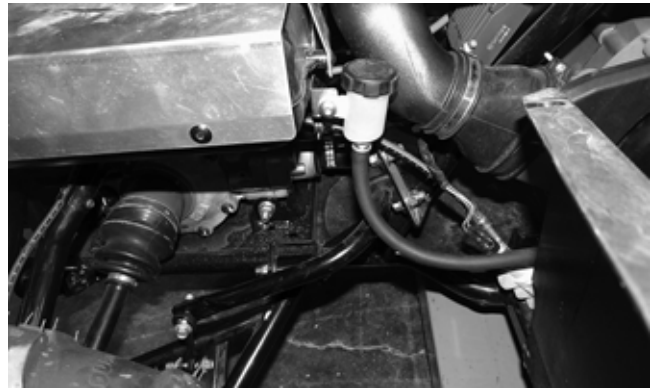
CHECKING/BLEEDING

The hydraulic brake systems have been filled and bled at the factory. To check and/or bleed a hydraulic brake system, use the following procedure:

1. With the master cylinder in a level position, check the fluid level in the reservoir. On the hand brake if the level in the reservoir is adequate, the sight glass will appear dark. If the level is low, the sight glass will appear clear. On the auxiliary brake, the level must be between the MIN and MAX lines on the reservoir.

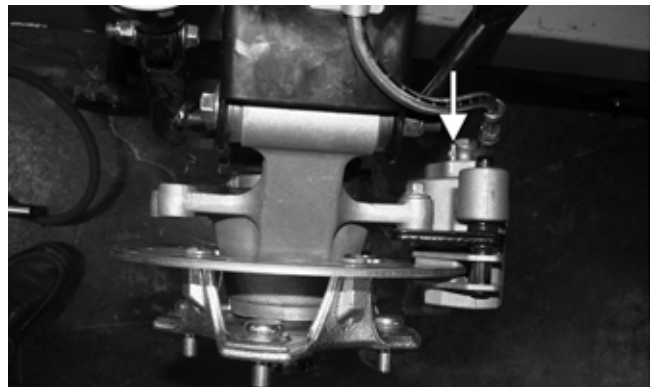


CF295A



XR125

2. Compress the brake lever/pedal several times to check for a firm brake. If the brake is not firm, the system must be bled.
3. To bleed the main brake system, use the following procedure:
 - A. Remove the cover and fill the reservoir with DOT 4 Brake Fluid; then install and secure the cover.
 - B. Slowly compress the brake lever several times.
 - C. Remove the protective cap, install one end of a clear hose onto the REAR bleeder screw, and direct the other end into a container; then while holding slight pressure on the brake lever, open the bleeder screw and watch for air bubbles. Close the bleeder screw before releasing the brake lever. Repeat this procedure until no air bubbles are present.



XR167A

■NOTE: During the bleeding procedure, watch the sight glass very closely to make sure there is always a sufficient amount of brake fluid. If low, refill the reservoir before the bleeding procedure is continued. Failure to maintain a sufficient amount of fluid in the reservoir will result in air in the system.

- D. At this point, perform step B and C on the FRONT LEFT bleeder screw; then move to the FRONT RIGHT bleeder screw and follow the same procedure.
- E. Repeat step D until the brake lever is firm.

4. To bleed the auxiliary brake system, use the following procedure:
 - A. Remove the cover and fill the reservoir with DOT 4 Brake Fluid; then install and secure the cover.
 - B. Slowly compress the brake pedal several times.
 - C. Remove the protective cap, install one end of a clear hose onto the rear bleeder screw, and direct the other end into a container; then while holding slight pressure on the brake pedal, open the bleeder screw and watch for air bubbles. Close the bleeder screw before releasing the brake pedal. Repeat this procedure until no air bubbles are present.



XR023A

■NOTE: During the bleeding procedure, watch the reservoir very closely to make sure there is always a sufficient amount of brake fluid. If low, refill the reservoir before the bleeding procedure is continued. Failure to maintain a sufficient amount of fluid in the reservoir will result in air in the system.

- D. Repeat step B and C until the brake pedal is firm.
5. Carefully check the entire hydraulic brake system that all hose connections are tight, the bleed screws are tight, the protective caps are installed, and no leakage is present.

CAUTION

This hydraulic brake system is designed to use DOT 4 brake fluid only. If brake fluid must be added, care must be taken as brake fluid is very corrosive to painted surfaces.

INSPECTING HOSES

Carefully inspect the hydraulic brake hoses for cracks or other damage. If found, the brake hoses must be replaced.

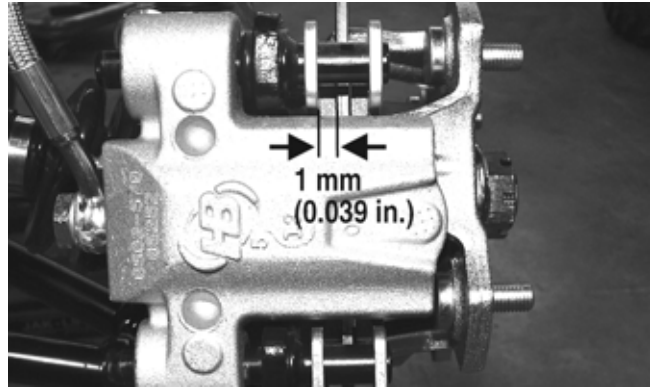
CHECKING/REPLACING PADS

The clearance between the brake pads and brake discs is adjusted automatically as the brake pads wear. The only maintenance that is required is replacement of the brake pads when they show excessive wear. Check the thickness of each of the brake pads as follows.

■NOTE: As brake pads wear, it may be necessary to “top-off” the brake fluid in the reservoir.

1. Remove a front wheel.

2. Measure the thickness of each brake pad.
3. If thickness of either brake pad is less than 1.0 mm (0.039 in.), the brake pads must be replaced.



PR376B

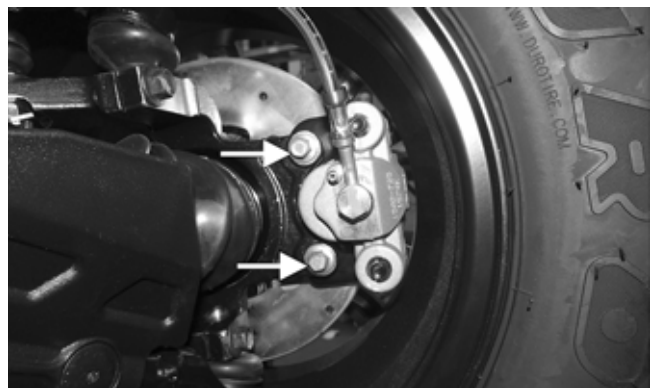
■NOTE: The brake pads should be replaced as a set.

4. To replace the brake pads, use the following procedure:
 - A. Remove the wheel.
 - B. Remove the cap screws securing the caliper holder to the knuckle; then remove the pads.



PR237

- C. Install the new brake pads.
- D. Secure the caliper to the knuckle and/or axle housing with new “patch-lock” cap screws. Tighten to 20 ft-lb (27.2 N-m).



XR012A

- E. Install the wheel; then using a crisscross pattern, tighten the wheel nuts in 20 ft-lb (27.2 N-m) increments to a final torque of 40 ft-lb (54.4 N-m) (steel wheel), 60 ft-lb (81.6 N-m) (aluminum wheel w/black nuts), or 80 ft-lb (108.8 N-m) (aluminum wheel w/chrome nuts).

- Burnish the brake pads (see Burnishing Brake Pads in this section).

Burnishing Brake Pads

Brake pads (both main and auxiliary) must be burnished to achieve full braking effectiveness. Braking distance will be extended until brake pads are properly burnished.

⚠ WARNING

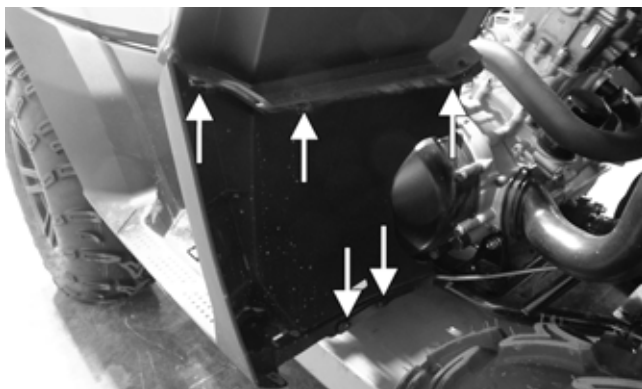
Failure to properly burnish the brake pads could lead to premature brake pad wear or brake loss. Brake loss can result in severe injury or death.

- Choose an area large enough to safely accelerate the ATV to 30 mph (48 km/h) and to brake to a stop.
- Accelerate to 30 mph (48 km/h); then release the throttle lever and compress brake lever or apply the auxiliary brake to decelerate to 0-5 mph (0-8 km/h).
- Repeat procedure on each brake system 20 times.
- Verify that the brake light illuminates when the hand lever is compressed or the brake pedal is depressed.

Checking/Replacing V-Belt

REMOVING

- Remove the right-side footrest and brake pedal (see Steering/Body/Controls).



XR087A

- Remove the cap screws securing the CVT cover; then using a rubber mallet, gently tap on the cover tabs to loosen the cover. Remove the cover.



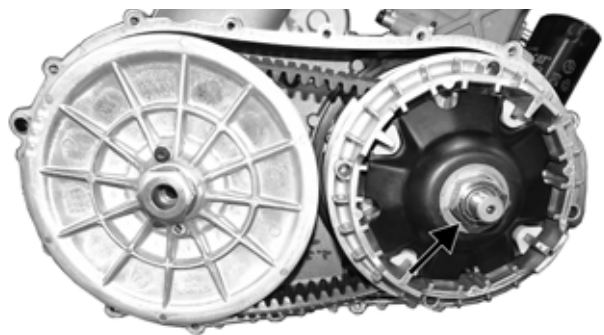
XR089



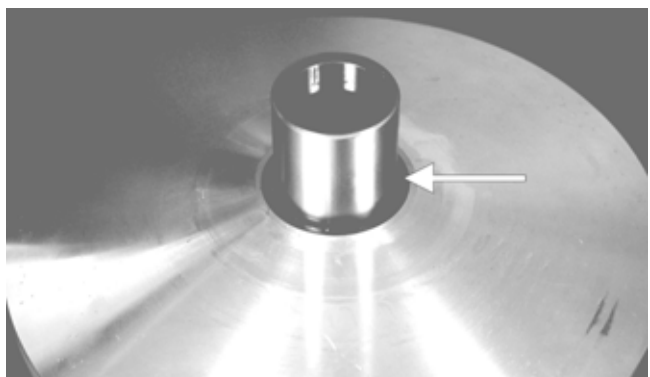
XR496

- On the 570, remove the nut securing the movable drive face; then remove the face. Account for the flat washer and spacer.

NOTE: Keep the drive faceplate in contact with the drive face when removing or installing the drive face to prevent the rollers from falling out.



CF364A



CD966A

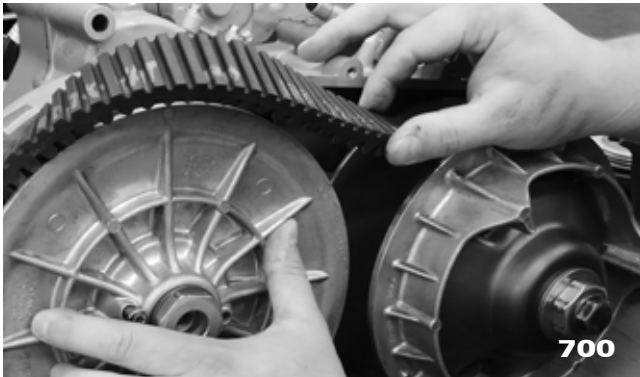
4. Install the cap screw from the tool kit into the driven pulley fixed face; then turn the cap screw clockwise to spread the pulley faces. Remove the V-belt.



GZ076



GZ085



XR497

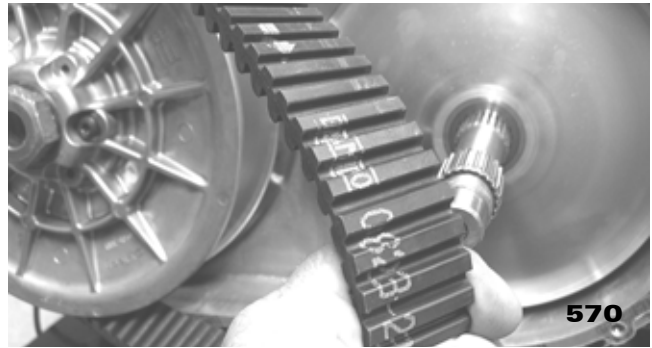
CHECKING

Use the Drive Belt Gauge to identify any abnormal wear. Measure across the top of the V-belt (in multiple locations) using a Vernier caliper. Do not squeeze the belt as doing so may produce an inaccurate measurement. The V-belt must be at least 35.0 mm (570/700) at any point.

INSTALLING

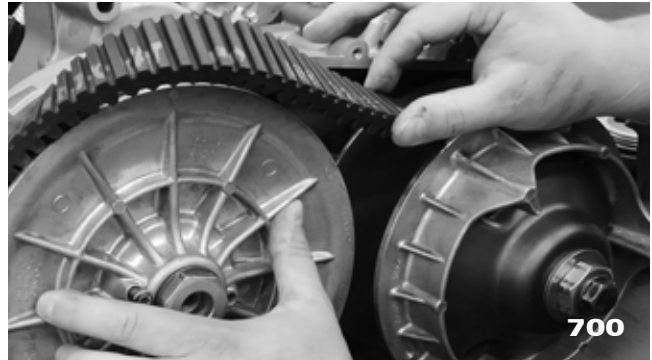
1. On the 570, place the V-belt into position on the driven pulley and over the front shaft. On the 700, place the V-belt into position on the drive clutch; then start from the bottom of the driven pulley and turn the driven pulley to engage the V-belt into the clutch.

■NOTE: The arrows on the V-belt should point in direction of engine rotation (forward).



570

GZ085



700

XR497

2. On the 570, pinch the V-belt together near its center and slide the spacer and movable drive face onto the front shaft. Secure the drive face with a washer and nut (coated with red Loctite #271). Using an appropriate spanner wrench, tighten the nut to 60 ft-lb (81.6 N-m).

CAUTION

Make sure the movable drive faceplate is fully engaged onto the splines of the clutch shaft before tightening the nut or false torque readings may occur. This will cause the assembly to loosen damaging the shaft and clutch faceplate.



CF379A

■NOTE: At this point with both the 570 and 700, the cap screw can be removed from the driven pulley.

3. With the vehicle in neutral, rotate the V-belt and clutches counterclockwise until the V-belt is flush with the top of the driven pulley.
4. Place the CVT cover gasket into position; then install the cover and secure with the cap screws. Tighten the cap screws to 45 in.-lb (5 N-m).
5. Install the right-side footrest and brake pedal (see Steering/Body/Controls). Tighten the pedal cap screw to 25 ft-lb (34 N-m).
6. Secure the front fender to the footrest with the three cap screws. Tighten securely.

Steering/Body/Controls

The following steering components should be inspected periodically to ensure safe and proper operation:

- A. Handlebar grips not worn, broken, or loose.
- B. Handlebar not bent, cracked, and has equal and complete full-left and full-right turning capability.
- C. Steering post bearing assembly/bearing housing not broken, worn, or binding.
- D. Ball joints not worn, cracked, or damaged.
- E. Tie rods not bent or cracked.
- F. Knuckles not worn, cracked, or damaged.
- G. Cotter pins not damaged or missing.

The frame, welds, and racks should be checked periodically for damage, bends, cracks, deterioration, broken components, and missing components.

Front Body Panel/Side Panels/Rack

■NOTE: The technician should use sound judgment and discretion when determining which components require removing to service a particular component.

■NOTE: To remove the front rack, the front body panel must be removed.

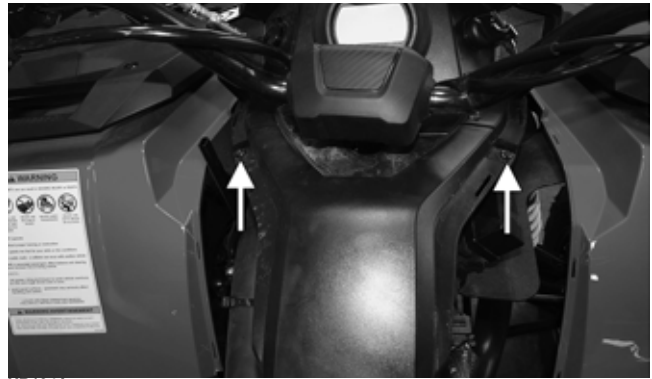
REMOVING

- 1. Remove the seat; then remove the shift lever knob.
- 2. Remove the left-side engine cover; then remove the fasteners securing the side panels to the frame. Remove the side panels.



XR212B

- 3. Remove the Torx-head screws securing the center access cover to the console.



XR134A

- 4. Pry the gauge from the console; then disconnect the gauge and set aside.
- 5. Slide the console rearward to disengage the tabs; then tilt the console up and disconnect the ignition switch and accessory plug connectors.
- 6. Remove the Torx-head screws (three on each side) securing the front body panel to the footwell.
- 7. Disconnect the headlight connectors; then remove the snap clips securing the harness to the front body panel.
- 8. Remove the two bolts securing the lower fascia to the front bumper. Discard the bolts.
- 9. Remove the two shoulder bolts per side securing the rack mount to the frame. Discard the bolts.



XR513

- 10. Remove the four Torx-head screws securing the fascia to the front bumper.



XR133A

CLEANING AND INSPECTING

1. Clean all components with warm soap and water.
2. Inspect for cracks and/or loose rivets.
3. Inspect for any missing decals.

INSTALLING

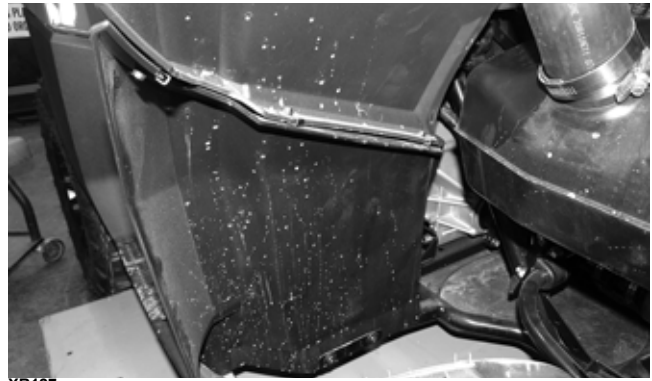
1. Place the front body panel/rack assembly into position on the frame.
2. Connect the headlights and running lights; then secure the harnesses to the frame using the existing push clips.
3. Secure the front fascia to the front bumper using the existing four Torx-head screws.
4. Secure the lower fascia to the front bumper using two new “patch-lock” bolts. Tighten to 8 ft-lb (10.9 N-m).
5. Secure the rack mount to the frame using new “patch-lock” shoulder bolts. Tighten to 13 ft-lb (17.7 N-m).
6. Secure the front body panel to the footwells using the existing cap screws.
7. With the console tilted up, connect the accessory plug and ignition switch harnesses; then tilt the console into position and slide forward until correctly positioned.
8. Install the center access panel and secure to the console with the two Torx-head screws. Tighten to 8 ft-lb (10.9 N-m).
9. Connect the gauge; then press the gauge into position.
10. Install the side panels making sure the tabs are all correctly in the slots and the shift lever is correctly oriented; then secure with the fasteners.
11. Install the left-side engine cover; then install the shift lever knob.
12. Install the seat making sure it locks securely in place.

Rear Body Panel/Rack

REMOVING

■NOTE: If the technician’s objective is to remove the rear rack, proceed to step 6.

1. Remove the seat; then remove the shift lever knob and side panels.
2. Remove the Torx-head screws (three on each side) securing the rear body panel to the footwell.



XR127

3. Remove the hose clamp securing the gas tank to the gas tank hose. Account for the hose clamp.

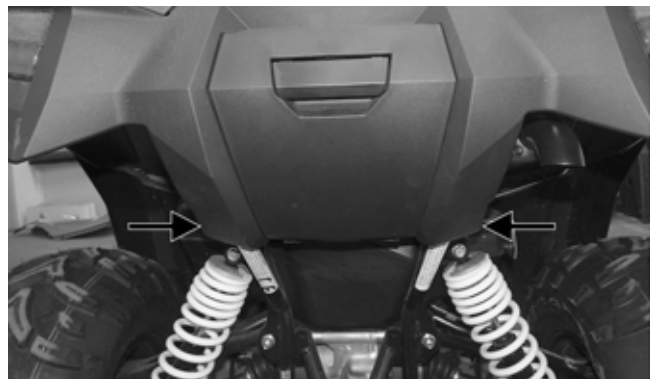


XR130

CAUTION

Seal off the opening to prevent contaminants from falling into the gas tank.

4. Disconnect the taillight connectors.
5. Remove the two Torx-head screws securing the rear fascia to the frame.



XR131A

6. Remove the four lock nuts securing the rear body panel to the mounting tabs on the frame. Discard the lock nuts.

WARNING

When removing the right rear lock nut, ensure the muffler is properly cooled to avoid severe burns.

CLEANING AND INSPECTING

1. Clean all body panel components with warm soap and water.
2. Inspect for cracks and loose rivets.
3. Inspect for missing decals.

INSTALLING

1. Position the rear body panel onto the frame.
2. Secure the gas tank hose to the gas tank using the existing hose clamp.
3. Secure the rear body panel to the footwell using the existing Torx-head screws.
4. Install the rack and secure with four new lock nuts. Tighten to 13 ft-lb (17.7 N-m).
5. Secure the rear fascia to the frame using the two existing Torx-head screws. Tighten to 13 ft-lb (17.7 N-m).
6. Connect the taillight connectors.
7. Install the side panels, shift lever knob, and seat.

LCD Gauge

REMOVING/INSTALLING

To remove the gauge, pull out on one side of it; then disconnect the multi-pin connector and remove the gauge.



XR106

To install the gauge, connect the multi-pin connector and press the gauge into the dash.

■NOTE: Ensure the rubber mounting ring is oriented correctly on the tab and seats fully through the pod.



WT601A

Steering Post/Tie Rods

REMOVING

1. Remove the seat and side and side panels; then remove the center access cover.
2. Remove the gauge; then tilt the console up out of the way.
3. Remove the handlebar cover.
4. Remove the four cap screws securing the handlebar caps to the steering post; then move the handlebar out of the way. Account for two handlebar caps.



XR143

5. Remove the two cap screws securing the upper steering post housing to the frame. Account for two housings and a plate.

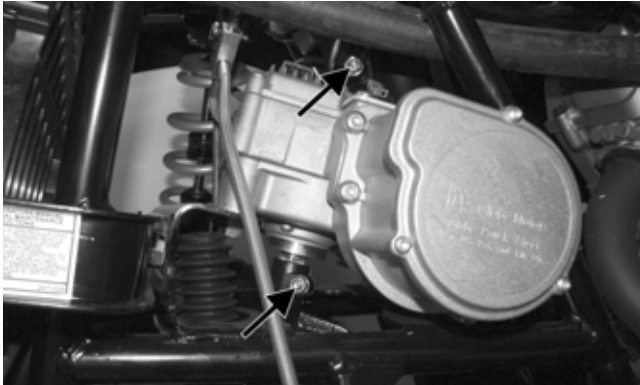


XR141

6. Using a suitable lift stand, raise the ATV enough to remove the front wheels.

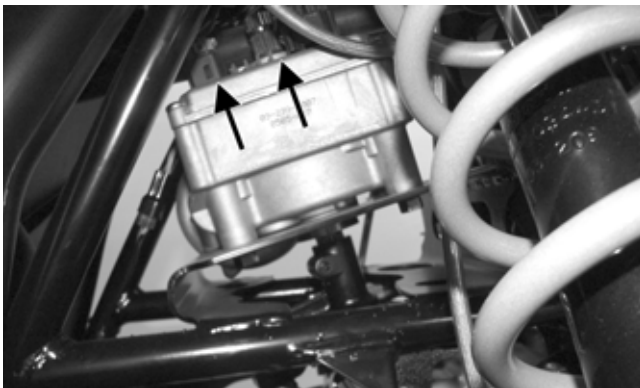
■NOTE: For models not equipped with electronic power steering (EPS), proceed to step 11.

7. Remove the left front shock absorber; then remove the cap screws and nuts from the steering post to the EPS couplers.



EPS005A

8. Pull upward on the steering post to disengage the upper coupler from the EPS assembly.
9. Disconnect the 2-pin and 8-pin connectors from the top of the EPS housing.



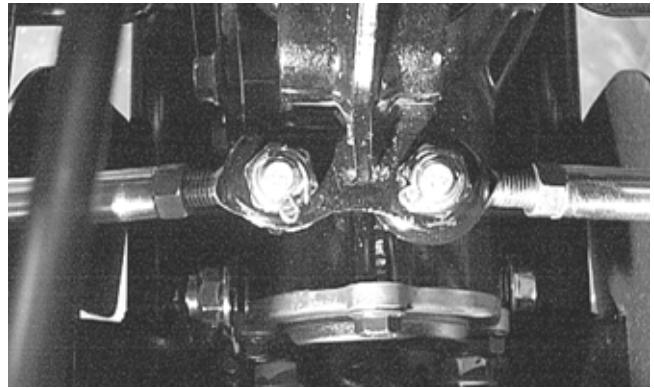
EPS007A

10. Remove four cap screws securing the EPS housing to the frame; then lift the assembly upward sufficiently to disengage the lower coupler and remove from the left side.

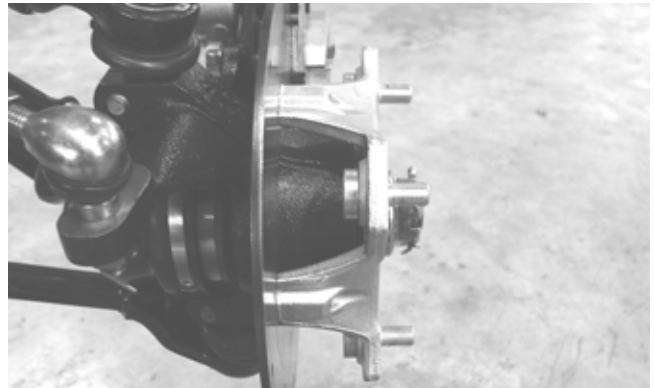
CAUTION

Do not attempt to disassemble the EPS assembly as there are no serviceable components within the assembly and damage will occur voiding the EPS warranty.

11. Remove the cotter pins and slotted nuts from the inner and outer tie rod ends; then remove the tie rods from the steering post arm and the left-side and right-side steering knuckles.

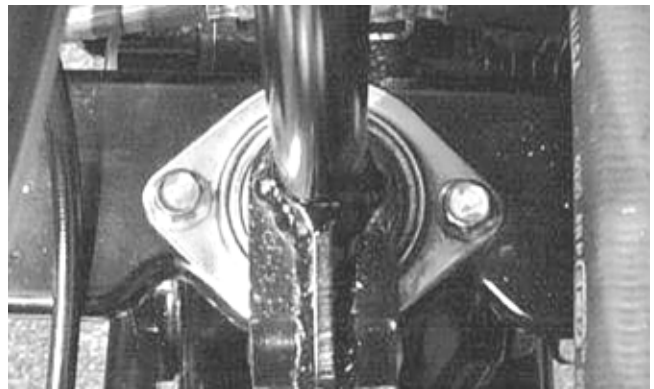


AF778D



KX039

12. Remove two cap screws securing the lower steering post bearing flange to the frame; then remove the steering post.



AL600D

CLEANING AND INSPECTING

1. Clean and inspect the pivot area for wear. Apply a low-temperature grease to the ends.

WARNING

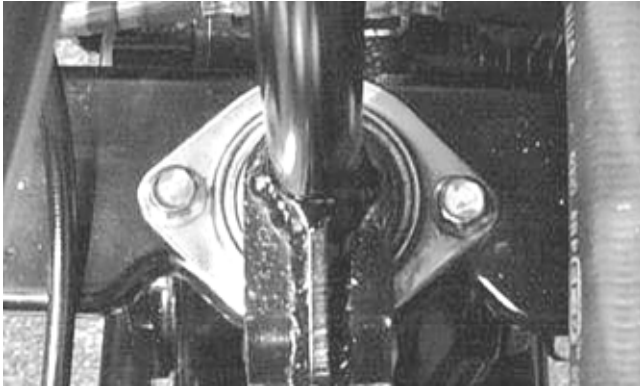
Always wear safety glasses when using compressed air.

2. Inspect the tie rods for damaged threads or wear.
3. Inspect the tie rods for cracks or unusual bends.
4. Inspect all welded areas for cracks or deterioration.
5. Inspect the steering post and steering-post brackets for cracks, bends, or wear.
6. Inspect the bearing halves, bearing caps, and bearing housings for cracks or wear.

7. Inspect the handlebar tube for cracks, wear, or unusual bends.
8. Inspect the handlebar grips for damage or wear.

INSTALLING (Models without Electronic Power Steering [EPS])

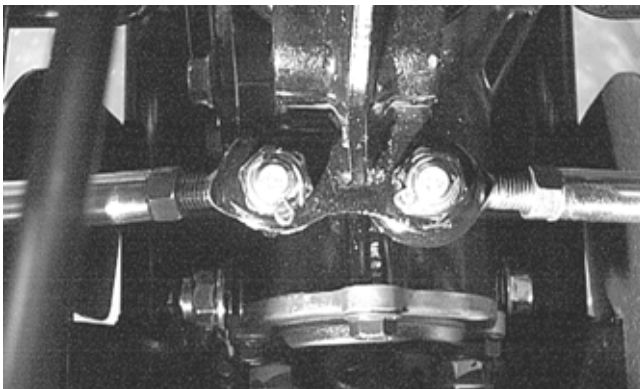
1. Place the steering post into position; then secure the lower bearing flange to the frame with two cap screws. Tighten to 20 ft-lb (27.2 N-m).



AL600D

2. Place the upper steering post housing into position on the steering post and secure the housings and plate to the frame with two cap screws. Tighten to 20 ft-lb (27 N-m).
3. Install the tie rods and secure with the slotted nuts. Tighten to 30 ft-lb (40.8 N-m); then install new cotter pins.

■NOTE: If the slots do not align with the holes in the tie rod ends, tighten the nuts just enough to allow installation of the cotter pins.

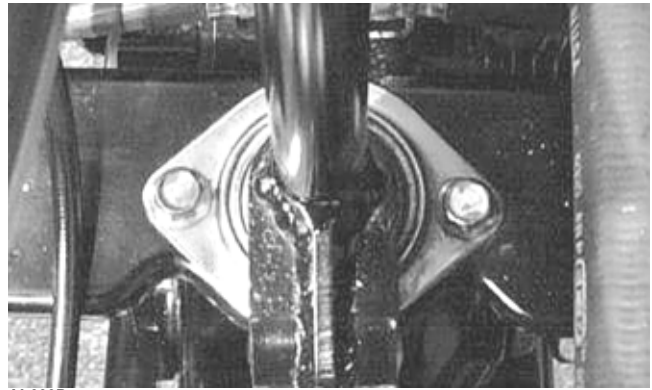


AF778D

4. Install the handlebar and secure with the handlebar caps. Tighten the screws to 25 ft-lb (34 N-m).
5. Install the shock absorber and tighten to 50 ft-lb 68 N-m).
6. Install the handlebar cap; then install the console and gauge.

INSTALLING (Electronic Power Steering Models [EPS])

1. Place the lower steering post into position; then secure the lower bearing flange to the frame with two cap screws. Tighten to 20 ft-lb (27.2 N-m).



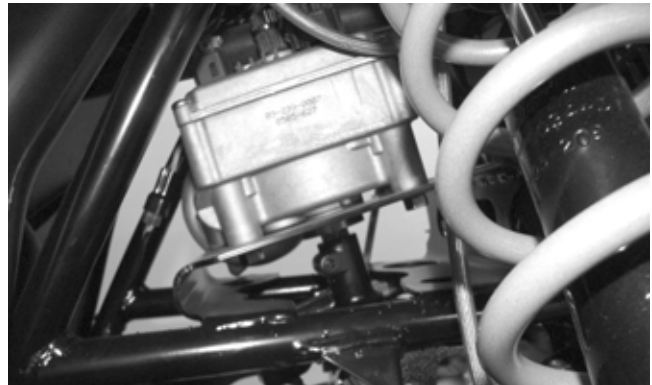
AL600D

2. Making sure the double spline is aligned to the slot in the lower coupler, install the EPS output shaft into the lower coupler; then install the four caps screws securing the EPS housing to the frame. Tighten to 35 ft-lb (47.6 N-m).



Align to Slot in Coupler

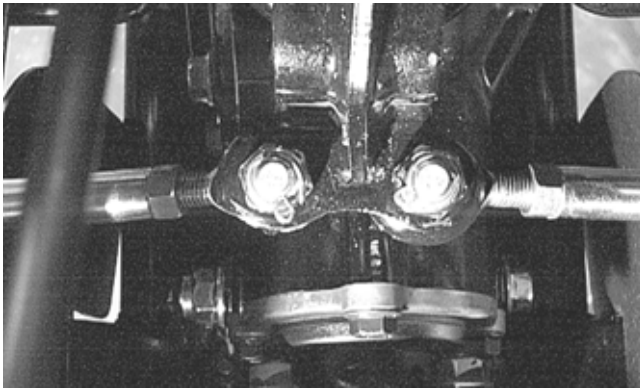
EPS008A



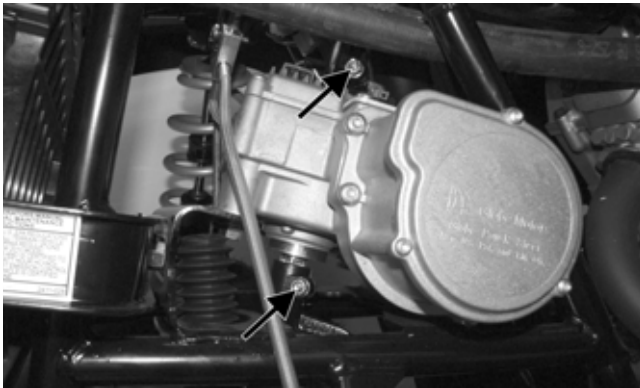
EPS007

3. Install the tie rods and secure with the slotted nuts. Tighten to 30 ft-lb (40.8 N-m); then install new cotter pins.

■NOTE: If the slots do not align with the holes in the tie rod ends, tighten the nuts just enough to allow installation of the cotter pins.



AF778D



EPS005A

4. Connect the 2-pin and 8-pin connectors to the EPS assembly.
5. Install the steering post housing with plate to the frame and secure with two cap screws. Tighten to 20 ft-lb (27.2 N-m).
6. Install the handlebar and secure with the handlebar caps. Tighten the screws to 25 ft-lb (34 N-m).
7. Install the shock absorber and tighten to 50 ft-lb (68 N-m).
8. Install the handlebar cap; then install the console and gauge

Handlebar Grip

REMOVING

1. Using a sharp utility knife, split the handlebar grip from end to end and peel off the rubber.
2. Using an adhesive solvent, clean all glue residue from the handlebar.

INSTALLING

1. Apply a liberal amount of Handlebar Grip Adhesive to the inside of the new grip.
2. Slide the grip onto the handlebar until it is fully seated with the smooth part of the grip facing up.

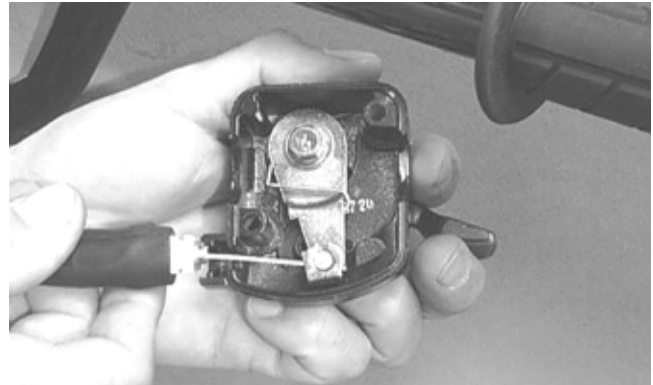
■**NOTE:** A quick, firm push is required to seat the grip completely on the handlebar. Install while the glue is wet.

3. Wipe off any excess glue.

Throttle Control

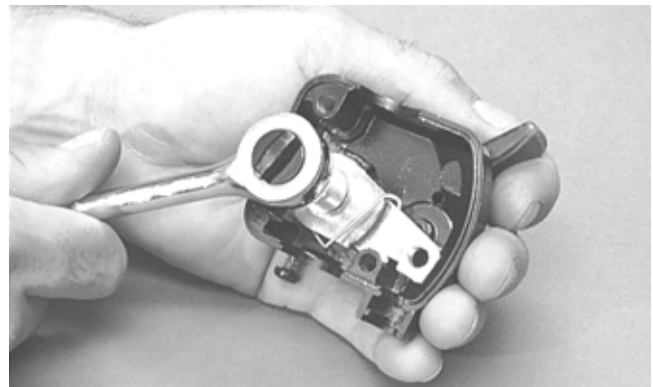
REMOVING

1. Remove the two machine screws securing the throttle control to the handlebar.
2. Slide the grommet out of the lower half of the throttle control; then remove the cable from the actuator arm.



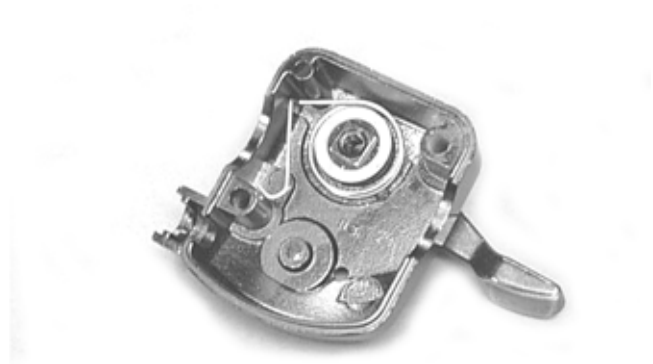
AF676E

3. Remove the cap screw, lock washer, and washer securing the actuator arm to the throttle control lever.



AF677D

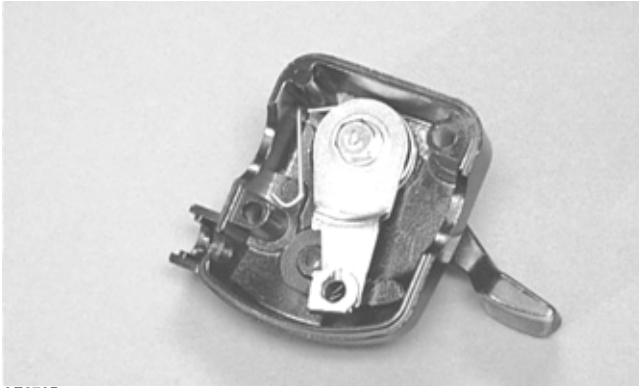
4. Remove the actuator arm and account for a bushing. Note the position of the return spring for installing purposes.



AF678D

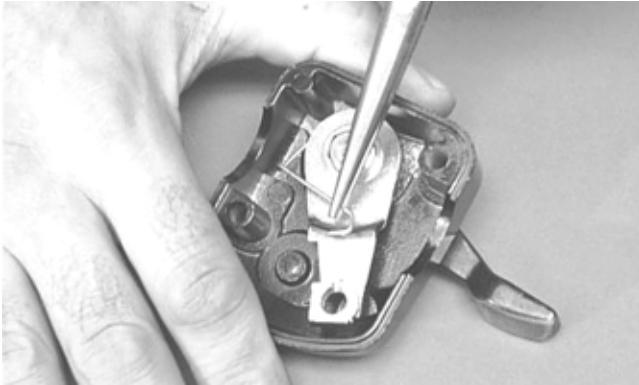
INSTALLING

1. Place the return spring into the throttle control; then place the bushing and actuator arm into position. Secure with the cap screw, lock washer, and washer.



AF679D

- Using a pair of needle-nose pliers, place the spring into position on the actuator arm.



AF680D

- Place the two halves of the throttle control onto the handlebar and secure with the two machine screws.

ADJUSTING

To adjust throttle cable free-play, see Fuel/Lubrication/Cooling.

Steering Knuckles

REMOVING AND DISASSEMBLING

- Secure the ATV on a support stand to elevate the wheel; then remove the wheel.

WARNING

Make sure the ATV is solidly supported on the support stand to avoid injury.

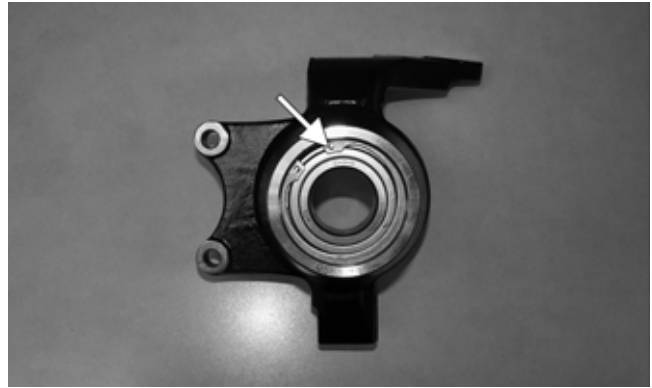
- Remove the wheel cap from the hub; then remove the cotter pin from the nut.
- Remove the nut securing the hub.
- Remove the brake caliper.

■**NOTE:** Do not allow the brake caliper to hang from the cable/hose.

- Remove the hub assembly.
- Remove the cotter pin from the tie rod end and remove the tie rod end from the knuckle.
- Remove the two cap screws securing the ball joints in the knuckle.

- Tap the ball joint end out of the knuckle; then remove the knuckle.

- Remove the snap ring from the knuckle; then remove the bearing.



XR166A

CAUTION

Use extreme care when removing the bearing. If the bearing is allowed to fall, it will be damaged and will have to be replaced.

CLEANING AND INSPECTING

- Clean all knuckle components.
- Inspect the bearing for pits, gouges, rusting, or premature wear.
- Inspect the knuckle for cracks, breaks, or porosity.
- Inspect threads for stripping or damage.

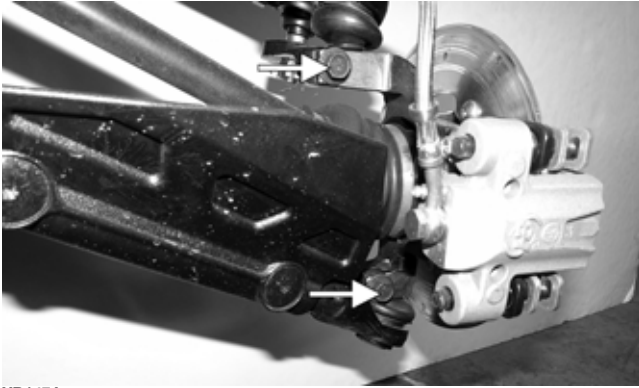
ASSEMBLING AND INSTALLING

- Install the bearing; then install the snap ring making sure it seats into the knuckle.



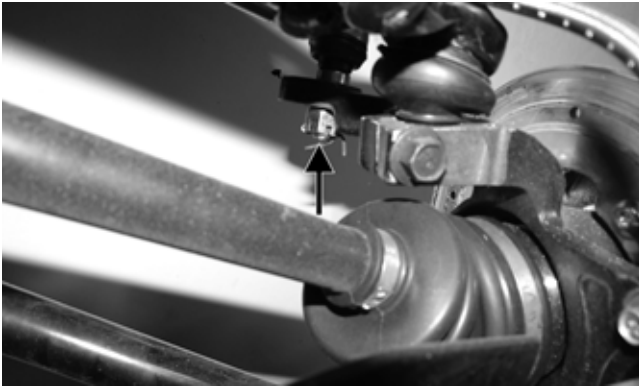
XR166A

- Install the knuckle to the upper and lower ball joints and secure with the two cap screws. Tighten to 35 ft-lb (47.6 N-m).



XR147A

3. Install the tie rod end and secure with the nut. Tighten to 30 ft-lb (40.8 N-m); then install a new cotter pin and spread the pin.



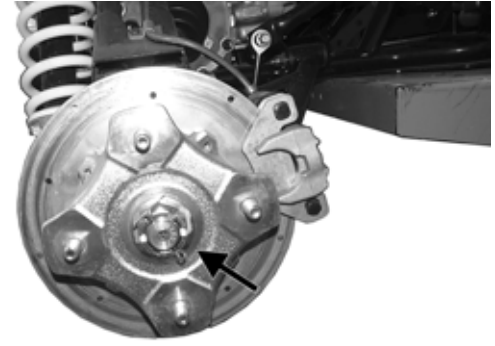
XR148A

4. Apply a small amount of grease to the hub splines.



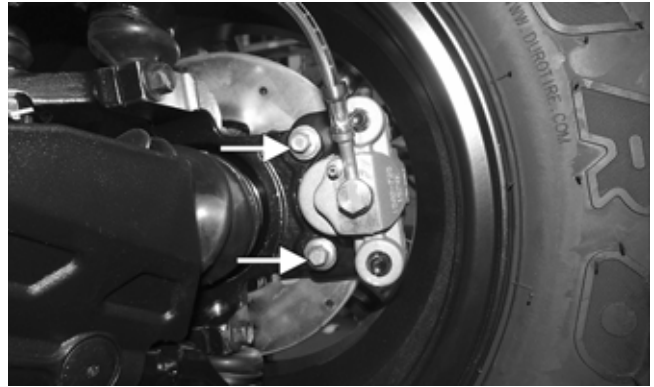
PR290A

5. Install the hub assembly onto the splines of the shaft.
6. Secure the hub assembly with the nut. Tighten only until snug.



XR099

7. Secure the brake caliper to the knuckle with new "patch-lock" cap screws. Tighten to 20 ft-lb (27.2 N-m).



XR012A

8. Pump the hand brake lever; then engage the brake lever lock.
9. Using an appropriate hub retaining wrench, secure the hub nut (from step 6) to the shaft. Tighten to 200 ft-lb (271 N-m).
10. Install a new cotter pin and spread the pin to secure the nut.
11. Install the wheel; then using a crisscross pattern, tighten the wheel nuts in 20 ft-lb (27.2 N-m) increments to a final torque of 40 ft-lb (54.4 N-m) (steel wheel), 60 ft-lb (81.6 N-m) (aluminum wheel w/black nuts), or 80 ft-lb (108.8 N-m) (aluminum wheel w/chrome nuts).
12. Remove the ATV from the support stand.

Measuring/Adjusting Toe-Out

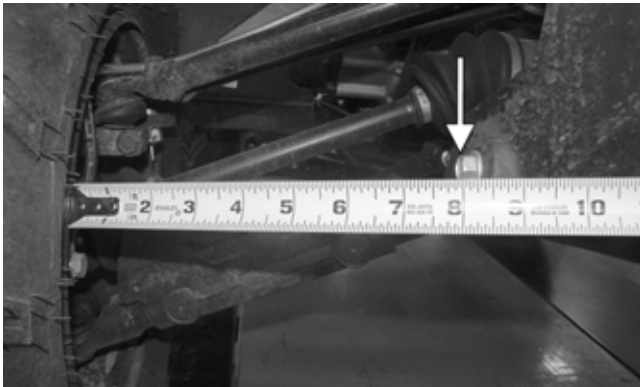
1. Thoroughly wash the ATV to remove excess weight (mud, etc.).
 2. Refer to the specifications and ensure the tires are properly inflated to the recommended pressure.
- NOTE: Ensure the inflation pressure is correct in the tires or inaccurate measurements can occur.
3. Place the ATV in a level position taking care not to push down or lift up on the front end; then turn the handlebar to the straight ahead position.

■NOTE: When measuring and adjusting, there should be a normal operating load on the ATV (without an operator but with approved accessories).

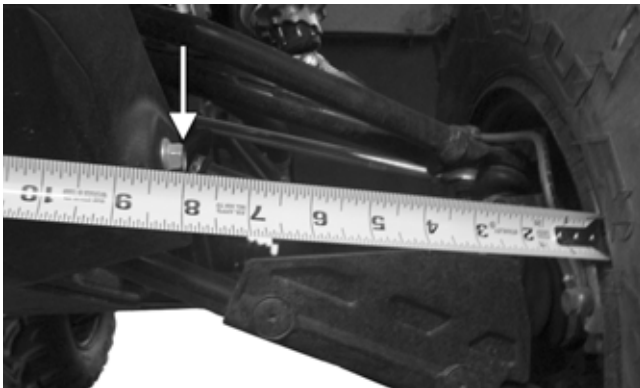
4. Measure the distance from the outside edge of each handlebar grip to equal reference points on each side of the rear rack.
5. Adjust the handlebar direction until the two measurements are equal; then secure the handlebar to the rear rack using tie-down straps.

■NOTE: Care must be taken not to allow the handlebar to turn while securing it.

6. Measure the distance from the inside of each front wheel rim to the bolt securing the front fascia to the front bumper.



XR215A



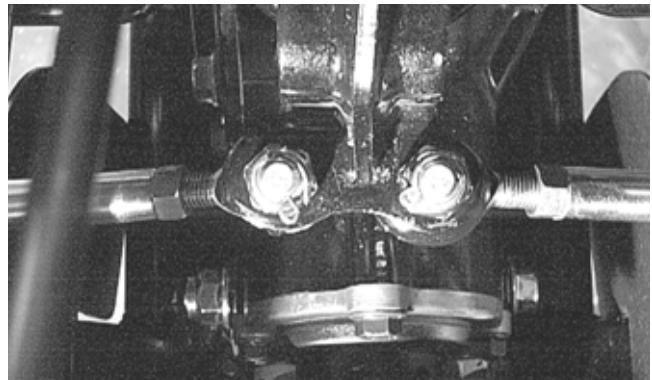
XR214A

■NOTE: The distances from the inside wheel rims to the bolts should be equal. If the measurements are equal, proceed to step 8; if the measurements are not equal, proceed to step 7.

7. To make the measurements equal, loosen the inner and outer tie rod jam nuts and adjust accordingly; then tighten the jam nuts and proceed to step 8.



XR213



AF778D

■NOTE: The front wheels do not have to be removed to adjust the tie rod. Also, care should be taken not to disturb the handlebar position.

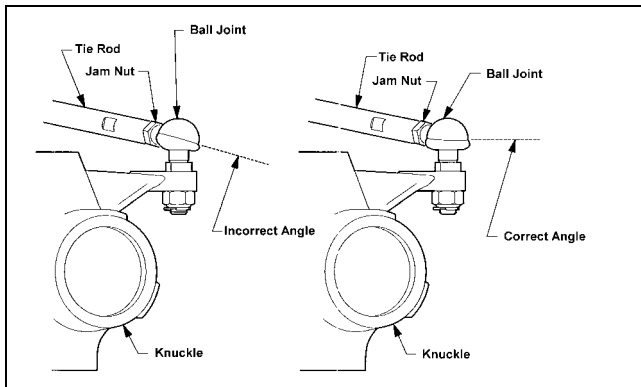
8. Using a permanent marker of some type, mark the center of each front tire (at a height parallel to the belly panel).



AF789D

9. Measure the distance between the marks (at a height parallel to the belly panel) at the front side; then record the measurement.
10. Push the ATV forward until the marks are parallel to the belly panel on the back side; then measure the distance between the marks.
11. The difference in the measurements must show 1/8-1/4-in. toe-out (the front measurement 1/8-1/4 in. more than the rear measurement).
12. If the difference in the measurements is not within specifications, adjust both tie rods equally until within specifications.

■NOTE: Prior to locking the jam nuts, make sure the ball joints are at the center of their normal range of motion and at the correct angle.



733-559A

Shift Lever

REMOVING

1. Remove the seat, shift lever knob, and left side panel.
2. Remove the axle and nut securing the shift lever to the upper shift arm; then remove the shift lever. Account for a spring and two O-rings.

INSTALLING

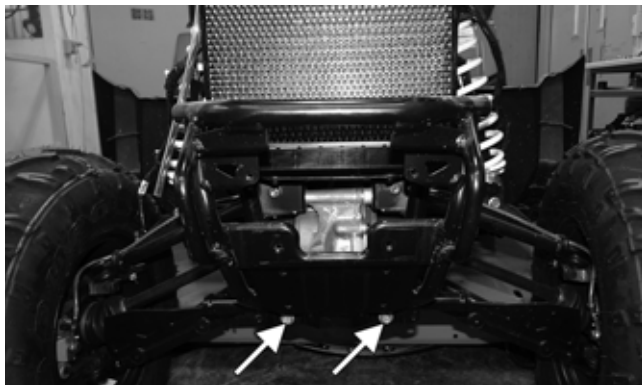
1. Place the spring into position between the upper shift arm and shift lever; then making sure the O-rings are in place on the axle, secure the shift lever to the arm with the existing axle and nut. Tighten to 8 ft-lb (10.9 N-m).
2. Check shift lever adjustment (see Periodic Maintenance/Tune-up); then tighten jam nut(s) securely.
3. Install the left side panel, shift lever knob, and seat.

Front Bumper

REMOVING

■NOTE: To remove the front bumper, the front body panel/rack must be removed.

1. Remove the two cap screws and nuts securing the upper bumper to the mounting tabs.
2. Remove the two bolts securing the lower bumper to the frame.



XR140A

INSTALLING

1. With the bumper properly positioned, install the two bolts securing the lower bumper to the frame. Tighten to 35 ft-lb (47.6 N-m).
2. Install the two cap screws and nuts to secure the upper bumper to the mounting tabs; then tighten to 20 ft-lb (27.2 N-m).

Belly Panel

REMOVING/INSTALLING

1. Remove the machine screws and shoulder washers securing the belly panel to the underside of the frame; then remove the belly panel.
2. Place the belly panel into position on the underside of the frame; then install the machine screws and shoulder washers. Tighten to 6 ft-lb (8.2 N-m).

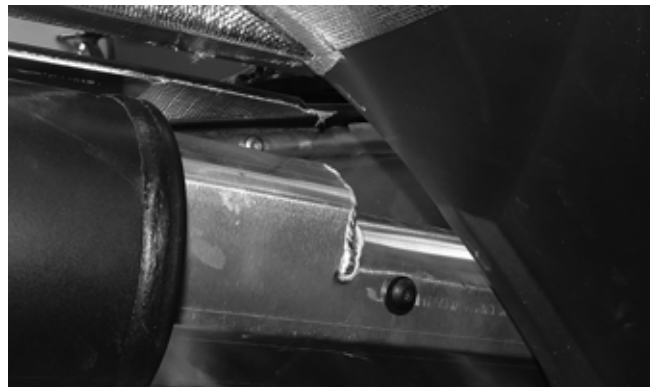
Muffler

REMOVING

1. Remove the seat and right side panel.
2. Remove the Torx-head screws securing the heat shield to the exhaust pipe. Account for the washers.

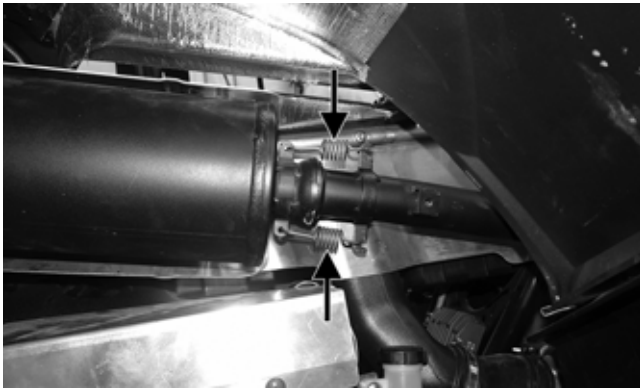


XR149



XR150

3. Slide the heat shield forward and remove the shield.
4. Using an appropriate tool, remove the springs securing the muffler to the exhaust pipe.



XR128A

5. Remove the muffler and account for a GRAFOIL seal.

INSPECTING

1. Inspect muffler externally for cracks, holes, and dents.
2. Inspect the muffler internally by shaking the muffler back and forth and listening for rattles or loose debris inside the muffler.

■NOTE: For additional details on cleaning the muffler/spark arrester, see Periodic Maintenance/Tune-up.

INSTALLING

1. With the GRAFOIL seal properly positioned, install the muffler and secure with the springs.
2. Install the heat shield and secure with the Torx-head screws with washers. Tighten to 8 ft-lb (10.9 N-m).
3. Install the right side panel and seat.

Seat

REMOVING/INSTALLING

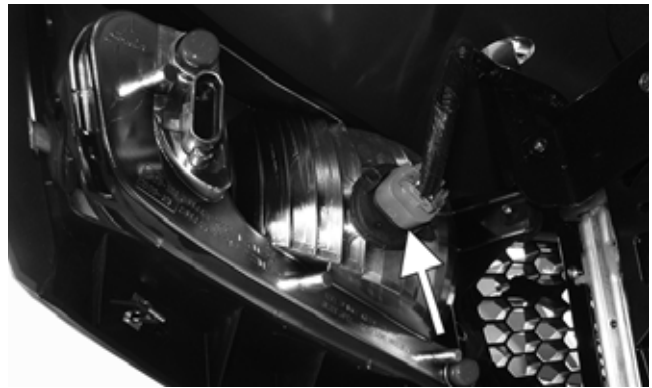
1. To remove the seat, lift up on the latch release (located at the rear of the seat). Raise the rear of the seat and slide it rearward.
2. To lock the seat into position, slide the front of the seat into the seat retainers and push down firmly on the rear of seat. The seat should automatically lock into position.

Headlights — Taillights

HEADLIGHTS

To replace the headlight bulb, use the following procedure:

1. Rotate the back of the headlight bulb counterclockwise, disconnect the wiring harness, and discard the bulb.



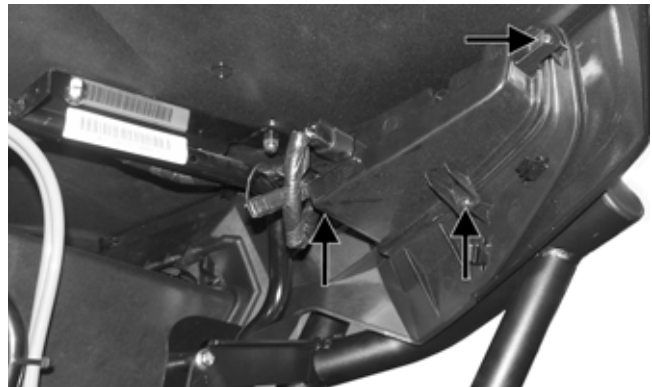
XR494A

2. Connect the new headlight bulb to the wiring harness and insert into headlight assembly. Turn clockwise to secure the bulb.

TAILLIGHTS

■NOTE: The taillight is only serviceable as an assembly.

1. Disconnect the wiring harness and remove the three screws securing the taillight; then discard the taillight.



XR020A

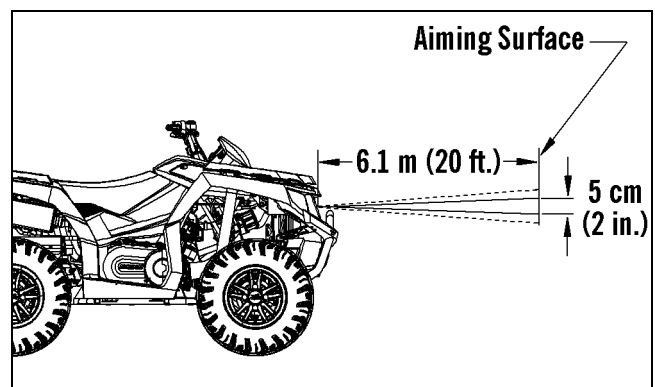
■NOTE: The heat shield will be removed as an assembly with the right taillight.

2. Insert the taillight into position and secure with existing screws. Tighten to 13 ft-lb (17.7 N-m); then connect the wiring harness.

Checking/Adjusting Headlight Aim

The headlights can be adjusted vertically and horizontally. The geometric center of the HIGH beam light zone is to be used for vertical and horizontal aiming.

1. Position the ATV on a level floor so the headlights are approximately 6.1 m (20 ft) from an aiming surface (wall or similar aiming surface).

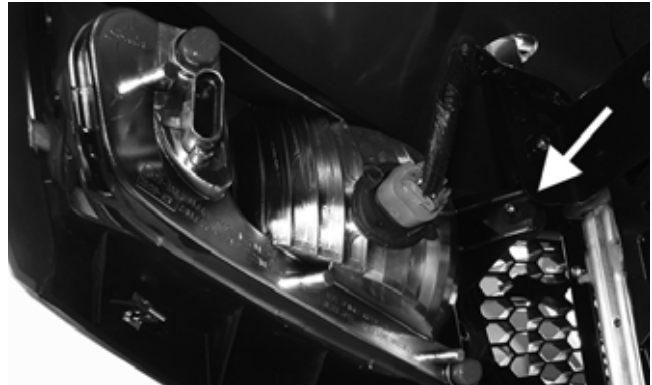


0748-548

■ **NOTE:** There should be an average operating load on the ATV when adjusting the headlight aim.

2. Measure the distance from the floor to the midpoint of each headlight.
3. Using the measurements obtained in step 2, make horizontal marks on the aiming surface directly in front of the headlights.
4. Make vertical marks which intersect the horizontal marks on the aiming surface directly in front of the headlights.
5. Switch on the lights. Make sure the HIGH beam is on. DO NOT USE LOW BEAM.
6. Observe each headlight beam aim. Proper aim is when the most intense beam is centered on the vertical mark 5 cm (2 in.) below the horizontal mark on the aiming surface.

7. To adjust the headlights, loosen the adjustment knob. After proper adjustment is achieved, tighten the knob securely.



XR494B

Troubleshooting

Problem: Handling too heavy or stiff	
Condition	Remedy
<ol style="list-style-type: none"> 1. Front wheel alignment incorrect 2. Lubrication inadequate 3. Tire inflation pressure low 4. Tie rod ends seizing 5. Linkage connections seizing 	<ol style="list-style-type: none"> 1. Adjust alignment 2. Lubricate appropriate components 3. Adjust pressure 4. Replace tie rod ends 5. Repair — replace connections
Problem: Steering oscillation	
Condition	Remedy
<ol style="list-style-type: none"> 1. Tires inflated unequally 2. Wheel(s) wobbly 3. Wheel hub cap screw(s) loose — missing 4. Wheel hub bearing worn — damaged 5. Tie rod ends worn — loose 6. Tires defective — incorrect 7. A-arm bushings damaged 8. Bolts — nuts (frame) loose 	<ol style="list-style-type: none"> 1. Adjust pressure 2. Replace wheel(s) 3. Tighten — replace cap screws 4. Replace bearing 5. Replace — tighten tie rod ends 6. Replace tires 7. Replace bushings 8. Tighten bolts — nuts
Problem: Steering pulling to one side	
Condition	Remedy
<ol style="list-style-type: none"> 1. Tires inflated unequally 2. Front wheel alignment incorrect 3. Wheel hub bearings worn — broken 4. Frame distorted 5. Shock absorber defective 	<ol style="list-style-type: none"> 1. Adjust pressure 2. Adjust alignment 3. Replace bearings 4. Repair — replace frame 5. Replace shock absorber
Problem: Tire wear rapid or uneven	
Condition	Remedy
<ol style="list-style-type: none"> 1. Wheel hub bearings worn — loose 2. Front wheel alignment incorrect 3. Tire inflation pressure incorrect 	<ol style="list-style-type: none"> 1. Replace bearings 2. Adjust alignment 3. Adjust pressure
Problem: Steering noise	
Condition	Remedy
<ol style="list-style-type: none"> 1. Cap screws — nuts loose 2. Wheel hub bearings broken — damaged 3. Lubrication inadequate 4. Steering shaft bushing or bearing worn 	<ol style="list-style-type: none"> 1. Tighten cap screws — nuts 2. Replace bearings 3. Lubricate appropriate components 4. Lubricate or replace

Engine/Transmission

This section has been organized into sub-sections which show a progression for the complete servicing of the engine/transmission.

■NOTE: It is recommended to use new gaskets, O-rings, lock nuts, and seals, and lubricate all internal components when servicing the engine/transmission.

■NOTE: A new engine and an overhauled engine both require a “break-in” period. The first 10 hours (or 200 miles [320 km]) are most critical to the life of this ATV. Proper operation during this break-in period will help ensure maximum life and performance from the ATV. Instruct the customer to follow the proper break-in procedure as described in the Operators Manual.

SPECIAL TOOLS

A number of special tools must be available to the technician when performing service procedures in this section. Refer to the current Special Tools Catalog for the appropriate tool description.

■NOTE: When indicated for use, each special tool will be identified by its specific name, as shown in the chart below, and capitalized.

Description	p/n
Connecting Rod Holder	Common Tool
Clutch Sleeve Hub Holder	Common Tool
Driven Pulley Compressor	0444-121
Crankcase Separator/Crankshaft Remover	Common Tool
Seal Protector Tool	Common Tool
Magneto Rotor Remover Set	0444-254
Valve Clearance Adjuster	0444-255
Driven Clutch Holder	0444-271
Surface Plate	Common Tool
Piston Pin Puller	Common Tool
Oil Filter Wrench	Common Tool
V Blocks	Common Tool

■NOTE: Special tools are available from the Service Department.

Specifications

CRANKSHAFT (570/700)	
Connecting Rod (small end inside diameter) (max)	23.021 mm
Connecting Rod (big end side-to-side)	0.6 mm
Connecting Rod (small end deflection) (max)	0.3 mm
Crankshaft (web-to-web)	71.0 mm
Crankshaft Runout (max)	0.03 mm
VALVES AND GUIDES (570/700)	
Valve Face Diameter (max) (intake)	31.6 mm
(exhaust)	27.9 mm
Valve/Tappet Clearance (cold engine) (max) (intake)	0.1016 mm
(exhaust)	0.1524 mm
Valve Guide/Stem Clearance (max)	0.013 mm
Valve Guide Inside Diameter	5.000-5.023 mm
Valve Head Thickness (min)	2.3 mm
Valve Seat Angle	45° +15'/+30'
Valve Spring Free Length (min)	38.7 mm
Valve Spring Tension @ 31.5 mm	19.0 kg (42 lb)
CAMSHAFT AND CYLINDER HEAD (570/700)	
Cam Lobe Height (min)	33.53 mm
Camshaft Journal Holder (right & center) Inside Diameter (left)	21.98-22.04 mm
Camshaft Journal Outside (right & center) Diameter (left)	21.96-21.98 mm
	17.48-17.53 mm
Camshaft Runout (max)	0.05 mm
Cylinder Head/Cover Distortion (max)	0.05 mm
CYLINDER, PISTON, AND RINGS	
Piston Skirt/Cylinder Clearance (max)	0.064 mm (570)
	0.052 mm (700)
Cylinder Bore	91.988-92.012 mm (570)
	101.992-102.008 mm (700)
Piston Diameter 15 mm from Skirt End	91.948-91.962 mm (570)
	101.956-101.994 mm (700)
Piston Ring Free End Gap (1st/2nd)	12.5 mm (570/700)
Bore x Stroke	92 x 82 mm (570)
	102 x 85 mm (700)
Cylinder Trueness (max)	0.02 mm (570/700)
Piston Ring End Gap — Installed (min)	0.30 mm (570)
	0.15 mm (700)
Piston Ring to Groove Clearance (max) (1st/2nd)	0.07 mm (570)
	0.065 mm (700)
Piston Ring Groove Width (1st/2nd)	1.22-1.24 mm (570)
	1.27-1.29 mm (700)
Piston Ring Thickness (1st/2nd)	1.17-1.19 mm (570)
	1.225-1.240 mm (700)
Piston Pin Bore (max)	23.012 mm (570/700)
Piston Pin Outside Diameter (min)	22.99 mm (570/700)

Troubleshooting

Problem: Engine will not start or is hard to start	
Condition	Remedy
<ol style="list-style-type: none"> 1. Battery discharged or defective 2. Carbon build-up in combustion chamber excessive 3. Gasoline bad — contaminated 4. Valve clearance out of adjustment 5. Valve guides worn 6. Valve timing incorrect 7. Piston rings worn excessively 8. Cylinder bore worn 9. Starter motor cranks too slowly — does not turn 	<ol style="list-style-type: none"> 1. Test, charge, and/or replace battery 2. Run combustion chamber cleaner or clean combustion chamber 3. Drain gas — replace with clean gas 4. Adjust clearance 5. Replace guides 6. Check/set valve timing 7. Replace rings 8. Replace cylinder 9. See Electrical System — Troubleshooting
Problem: Engine will not start or is hard to start (No spark)	
Condition	Remedy
<ol style="list-style-type: none"> 1. Battery discharged or defective 2. Spark plug fouled 3. Spark plug wet 4. Magneto defective 5. ECM defective 6. Ignition coil defective 7. High-tension lead open — shorted 	<ol style="list-style-type: none"> 1. Test, charge, and/or replace battery 2. Clean — replace plug 3. Clean — dry plug 4. Replace stator coil 5. Replace ECM 6. Replace ignition coil 7. Replace high tension lead
Problem: Engine will not start or is hard to start (No fuel reaching the fuel injector)	
Condition	Remedy
<ol style="list-style-type: none"> 1. Gas tank vent hose obstructed 2. Fuel hose obstructed 3. Fuel screens obstructed 4. Fuel pump defective 	<ol style="list-style-type: none"> 1. Clean vent hose 2. Clean — replace hose 3. Clean 4. Replace fuel pump
Problem: Engine stalls easily	
Condition	Remedy
<ol style="list-style-type: none"> 1. Gasoline bad — contaminated 2. Spark plug fouled 3. Magneto defective 4. ECM defective 5. Fuel injector obstructed 6. Valve clearance out of adjustment 	<ol style="list-style-type: none"> 1. Drain gas — replace with clean gas 2. Clean plug 3. Replace magneto 4. Replace ECM 5. Replace fuel injector 6. Adjust clearance
Problem: Engine noisy (Excessive valve chatter)	
Condition	Remedy
<ol style="list-style-type: none"> 1. Valve clearance too large 2. Valve spring(s) weak — broken 3. Rocker arm — rocker arm shaft worn 4. Camshaft worn 5. Valve tappets worn 	<ol style="list-style-type: none"> 1. Adjust clearance 2. Replace spring(s) 3. Replace arm — shaft 4. Replace camshaft 5. Replace tappets
Problem: Engine noisy (Noise seems to come from piston)	
Condition	Remedy
<ol style="list-style-type: none"> 1. Piston — cylinder worn 2. Combustion chamber carbon buildup 3. Piston pin — piston pin bore worn 4. Piston rings — ring groove(s) worn 	<ol style="list-style-type: none"> 1. Replace — service piston— cylinder 2. Clean cylinder head and piston 3. Replace — service pin — bore 4. Replace rings — piston
Problem: Engine noisy (Noise seems to come from timing chain)	
Condition	Remedy
<ol style="list-style-type: none"> 1. Chain worn 2. Sprockets worn 3. Tension adjuster malfunctioning 	<ol style="list-style-type: none"> 1. Replace chain 2. Replace sprockets 3. Repair — replace adjuster
Problem: Engine noisy (Noise seems to come from crankshaft)	
Condition	Remedy
<ol style="list-style-type: none"> 1. Main bearings worn — burned 2. Lower rod-end bearing worn — burned 3. Connecting rod side clearance too large 	<ol style="list-style-type: none"> 1. Replace bearing(s) 2. Replace crankshaft assembly 3. Replace crankshaft assembly
Problem: Engine noisy (Noise seems to come from transmission)	
Condition	Remedy
<ol style="list-style-type: none"> 1. Gears worn 2. Splines worn 3. Primary gears worn 4. Bearings worn 5. Bushing worn 	<ol style="list-style-type: none"> 1. Replace gears 2. Replace shaft(s) 3. Replace gears 4. Replace bearings 5. Replace bushing

Problem: Engine noisy (Noise seems to come from secondary bevel gear and final driven shaft)	
Condition	Remedy
<ol style="list-style-type: none"> 1. Drive — driven bevel gears damaged - worn 2. Backlash incorrect 3. Tooth contact improper 4. Bearing damaged 5. Gears worn 6. Splines worn 	<ol style="list-style-type: none"> 1. Replace gears 2. Adjust backlash 3. Adjust contact 4. Replace bearing 5. Replace gears 6. Replace shaft(s)
Problem: Engine idles poorly	
Condition	Remedy
<ol style="list-style-type: none"> 1. Gasoline bad — contaminated 2. Valve clearance incorrect 3. Valve seating poor 4. Valve guides defective 5. Rocker arms — arm shaft worn 6. Magneto defective 7. ECM defective 8. Spark plug fouled — gap incorrect 9. Ignition coil defective 10. Fuel injector obstructed 	<ol style="list-style-type: none"> 1. Drain gas — replace with clean gas 2. Adjust clearance 3. Replace — service seats — valves 4. Replace guides 5. Replace arms — shafts 6. Replace stator coil 7. Replace ECM 8. Adjust gap — replace plug 9. Replace ignition coil 10. Replace fuel injector
Problem: Engine runs poorly at high speed	
Condition	Remedy
<ol style="list-style-type: none"> 1. Gasoline bad — contaminated 2. High RPM “cut out” against RPM limiter 3. Valve springs weak 4. Valve timing incorrect 5. Cams — rocker arms — tappets worn 6. Spark plug gap incorrect 7. Ignition coil defective 8. Fuel pump defective 9. Air cleaner element obstructed 10. Fuel hose obstructed 	<ol style="list-style-type: none"> 1. Drain gas — replace with clean gas 2. Shift into higher gear — decrease speed 3. Replace springs 4. Time valves 5. Replace cams — arms — tappets 6. Adjust gap 7. Replace ignition oil 8. Replace fuel pump 9. Clean element 10. Clean or replace hose
Problem: Exhaust smoke dirty or heavy	
Condition	Remedy
<ol style="list-style-type: none"> 1. Gasoline bad — contaminated 2. Engine oil overfilled — contaminated 3. Piston rings — cylinder worn 4. Valve guides worn 5. Cylinder wall scored 6. Valve stems worn 7. Stem seals defective 	<ol style="list-style-type: none"> 1. Drain gas — replace with clean gas 2. Drain excess oil — replace oil 3. Replace — service rings — cylinder 4. Replace guides 5. Replace — service cylinder 6. Replace valves 7. Replace seals
Problem: Engine lacks power	
Condition	Remedy
<ol style="list-style-type: none"> 1. Gasoline bad — contaminated 2. Valve and/or combustion chamber carbon build-up 3. Valve clearance incorrect 4. Valve springs weak 5. Valve timing incorrect 6. Piston ring(s) — cylinder worn 7. Valve seating poor 8. Spark plug fouled 9. Rocker arms — shafts worn 10. Spark plug gap incorrect 11. Fuel injector obstructed 12. Cam chain worn 13. Air cleaner element obstructed 14. Engine oil overfilled — contaminated 15. Intake manifold leaking air 	<ol style="list-style-type: none"> 1. Drain gas — replace with clean gas 2. Run combustion chamber cleaner or clean combustion chamber 3. Adjust clearance 4. Replace springs 5. Re-time valve gear 6. Replace — service rings — cylinder 7. Repair seats 8. Clean — replace plug 9. Replace arms — shafts 10. Adjust gap — replace plug 11. Replace injector 12. Replace cam chain 13. Clean element 14. Drain excess oil — change oil 15. Tighten— replace manifold
Problem: Engine overheats	
Condition	Remedy
<ol style="list-style-type: none"> 1. Radiator obstructed 2. Radiator hoses — cap damaged — obstructed 3. Fan malfunctioning 4. Fan relay malfunctioning 5. Thermostat stuck — closed 6. Coolant level low 7. Octane low — gasoline poor 8. Intake manifold leaking air 9. Carbon deposit (piston crown) excessive 10. Oil low 11. Oil pump defective 12. Oil circuit obstructed 	<ol style="list-style-type: none"> 1. Clean radiator 2. Clear obstruction — replace hoses 3. Replace fan relay 4. Check fan fuse — replace fan 5. Replace thermostat 6. Fill — examine system for leaks 7. Drain — replace gasoline 8. Tighten — replace manifold 9. Clean piston 10. Add oil 11. Replace pump 12. Clean circuit

Removing Engine/Transmission

Many service procedures can be performed without removing the engine/transmission from the frame. Closely observe the note introducing each sub-section for this important information.

AT THIS POINT

If the technician's objective is to service Top-Side Components, Left-Side Components, or Right-Side Components, the engine/transmission does not have to be removed from the frame.

AT THIS POINT

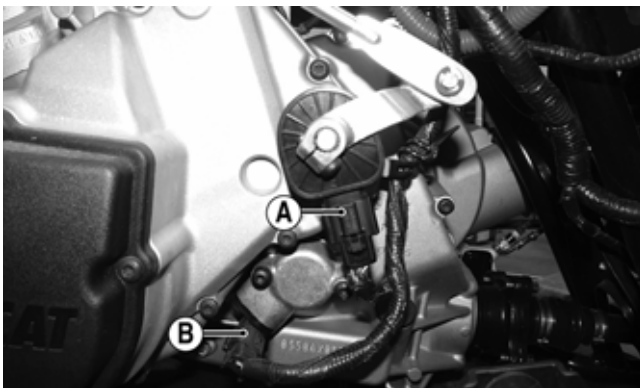
If the technician's objective is to service/replace magneto cover oil seals or the oil strainer (from beneath the engine/transmission), the engine/transmission does not have to be removed from the frame.

1. Remove the seat; then disconnect the battery (positive cable first).
2. Remove the left side engine cover and both side panels; then drain the coolant into a suitable container.



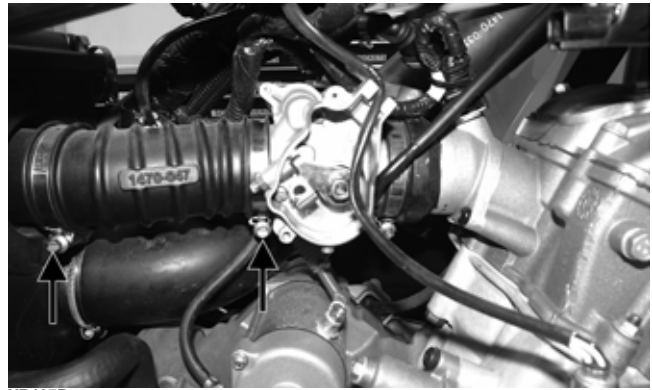
XR151A

3. From the left side, remove the gear position switch connector (A) and the speed sensor connector (B).



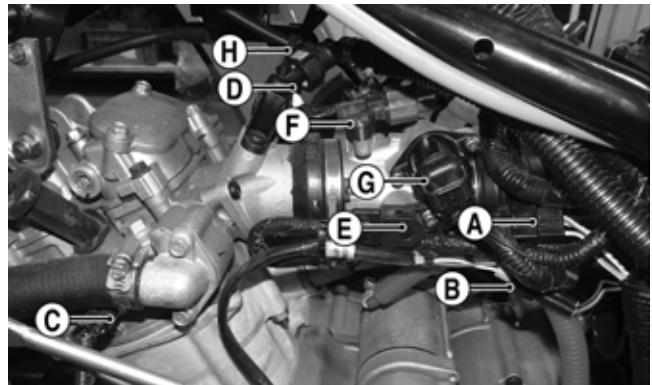
XR119B

4. Drain the engine oil into a suitable container.
5. Remove the front body panel; then remove both footwells.
6. Remove the air inlet tube from air filter housing and throttle body.



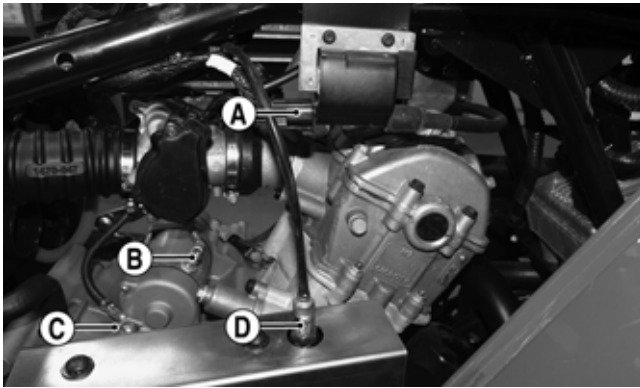
XR137B

7. Remove the air inlet and outlet ducts from the CVT housing.
8. Loosen the clamps securing the air inlet duct and remove the duct; then remove the spark plug cap from the spark plug.
9. Disconnect the crankcase breather hose from the air filter housing and remove the air filter assembly.
10. From the left side, disconnect the following items:
 - A. Stator Connector
 - B. Crankshaft Position Sensor Connector
 - C. Engine Coolant Temperature Sensor Connector
 - D. Fuel Hose
 - E. TPS Connector
 - F. TMAP Sensor Connector
 - G. ISC Connector
 - H. Fuel Injector Connector



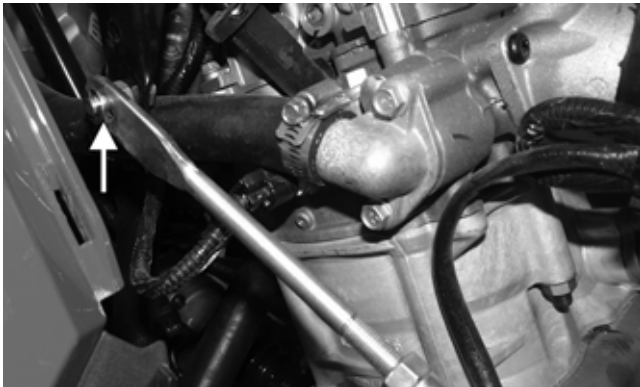
XR158A

11. From the right side, disconnect the coil connector (A) and O2 sensor (D); then disconnect the positive cable (B) from the starter motor and the engine ground cable (C) from the starter mounting flange.



XR156A

12. Remove the clamp securing the throttle body to the flange; then set the throttle body aside.
13. Disconnect the shift linkage from the shift lever.



XR159A

14. Remove the snubber bracket from the left side of the engine.

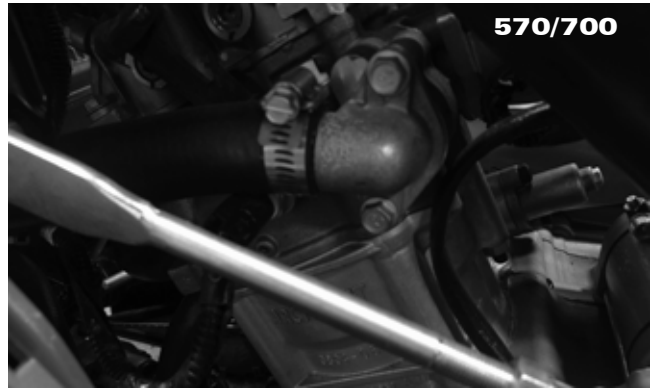


XR160

15. Remove the cap screws securing the exhaust pipe to the engine; then remove the springs securing the muffler to the exhaust pipe.
16. Remove the muffler and exhaust pipe. Account for a GRAFOIL seal on each end of the exhaust pipe. Discard the seals.
17. On the 570/700, remove outer coolant hose from the water pump; then remove the coolant hose from the thermostat housing.



XR151



XR157

18. Remove the four cap screws securing the output shaft to the rear gear case flange; then remove the four cap screws securing the input shaft to the front differential flange.
19. Support the engine and remove the two through-bolts securing the engine assembly to the frame; then remove the engine from the left side.

Servicing Engine (570/700)

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Top-Side Components

■NOTE: For efficiency, it is preferable to remove and disassemble only those components which need to be addressed and to service only those components. The technician should use discretion and sound judgment.

 **AT THIS POINT**

To service any one specific component, only limited disassembly of components may be necessary. Note the AT THIS POINT information in each sub-section.

■NOTE: The engine/transmission does not have to be removed from the frame for this procedure.

Removing Top-Side Components

- A. Valve Cover/Rocker Arms**
- B. Cylinder Head/Camshaft**

■NOTE: Remove the spark plug and timing inspection plug; then using a socket and ratchet, rotate the crankshaft to top-dead-center of the compression stroke.

1. Remove the two tappet covers.



CC001D

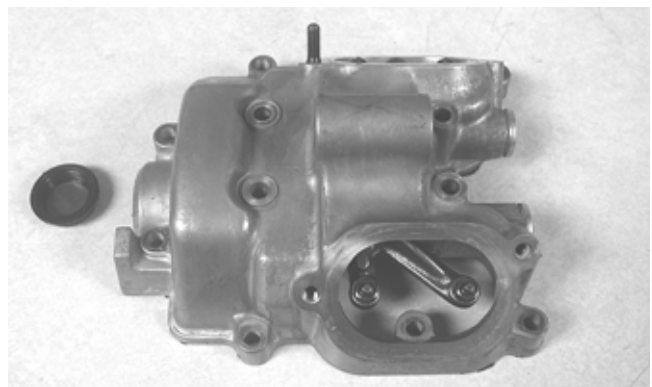
■NOTE: Keep the mounting hardware with the covers for assembly purposes or thread them back into the head to keep them separated.

2. Remove the 12 cap screws securing the valve cover to the head.
3. Remove all cap screws except the two top-side cap screws next to the spark plug. These will keep the alignment pins in place. Note the two rubber washers on the remaining cap screws.

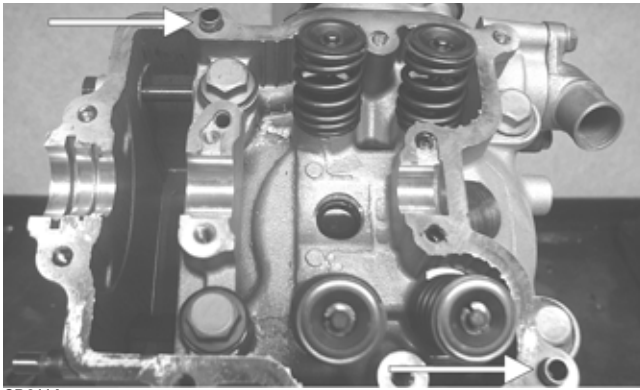


H1-013A

4. Remove the valve cover. Account for and note the orientation of the cylinder head plug. Note the location of the two alignment pins.

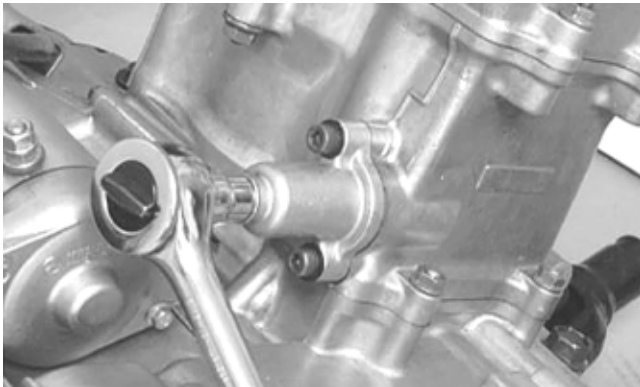


CD206



CD211A

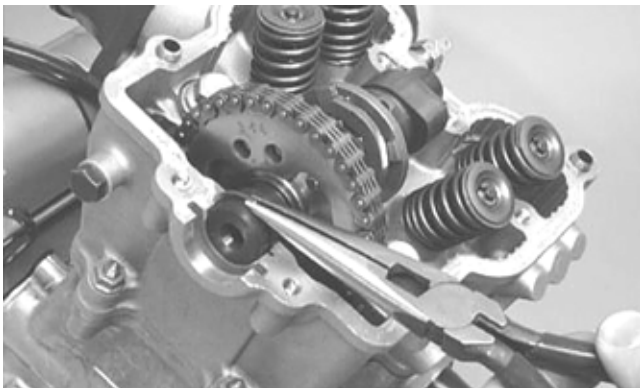
5. Loosen the cap screw on the end of the tensioner; then remove the two cap screws securing the tensioner adjuster assembly and remove the assembly. Account for a gasket.



CC009D

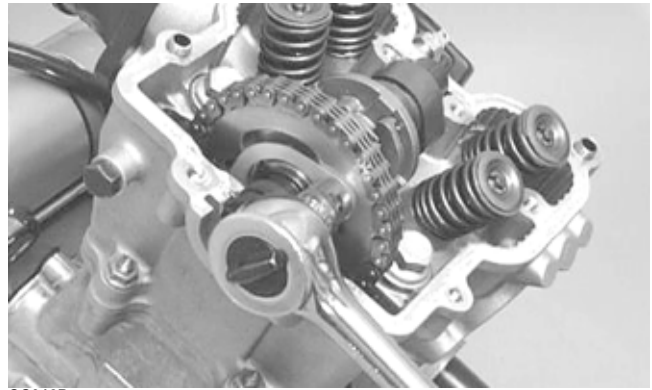
6. Using an awl, rotate the C-ring in its groove until it is out of the cylinder head; then remove the C-ring.

■NOTE: Care should be taken not to drop the C-ring down into the crankcase.



CC012D

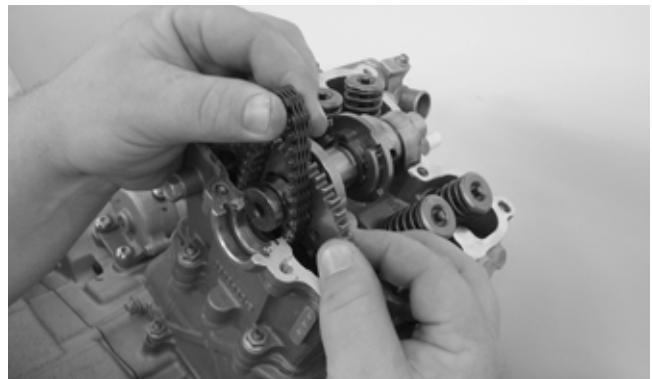
7. Bend the washer tabs down and remove the two cap screws securing the sprocket to the camshaft; then drop the sprocket off the camshaft.



CC013D

8. While holding the chain, slide the sprocket and camshaft out of the cylinder head.

■NOTE: Loop the chain over the cylinder and secure it to keep it from falling into the crankcase.



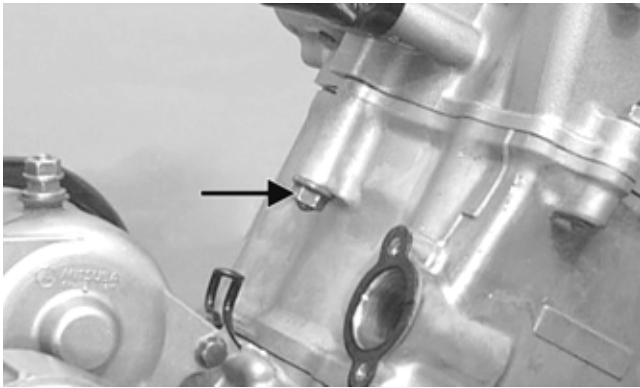
H1-036

9. Remove the cap screw securing the chain tensioner (account for a washer); then remove the tensioner.

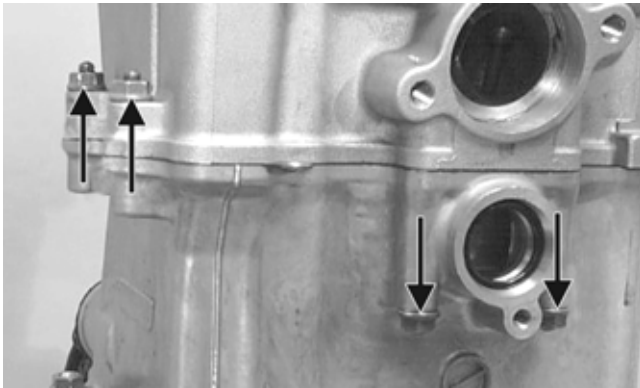


H1-037

10. Remove the five nuts securing the cylinder head to the cylinder.

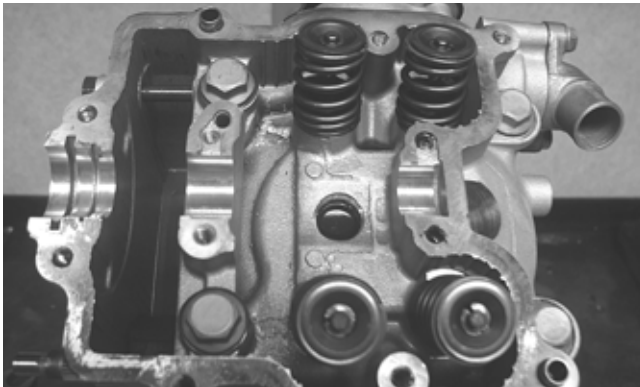


CC017D



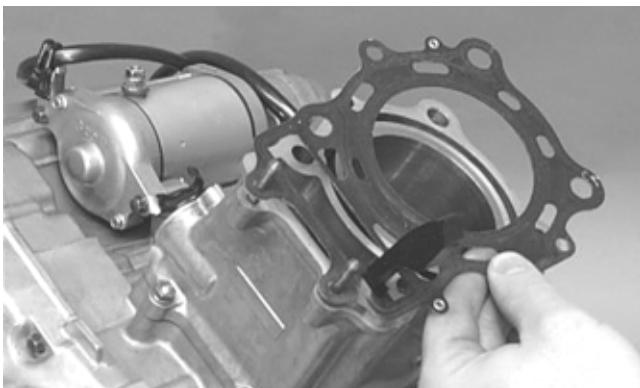
CC018D

11. Remove the four cylinder head bolts.



CD211

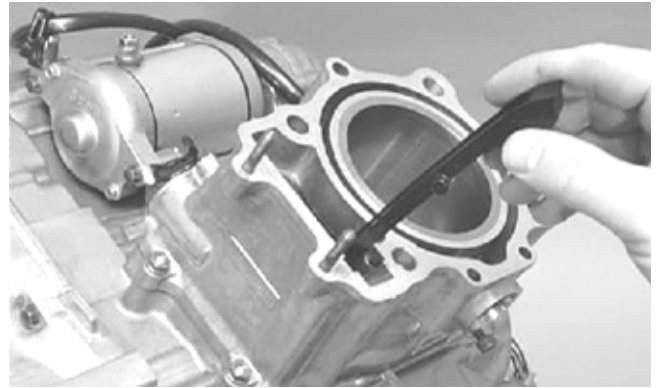
12. Remove the cylinder head from the cylinder, remove the gasket, and account for two alignment pins; then remove the cam chain guide.



CC020D

AT THIS POINT
To service valves and cylinder head, see Servicing Top-Side Components sub-section.

AT THIS POINT
To inspect cam chain guide, see Servicing Top-Side Components sub-section.

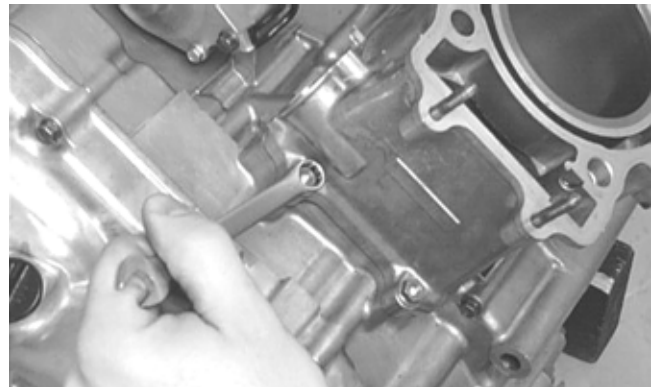


CC022D

C. Cylinder D. Piston

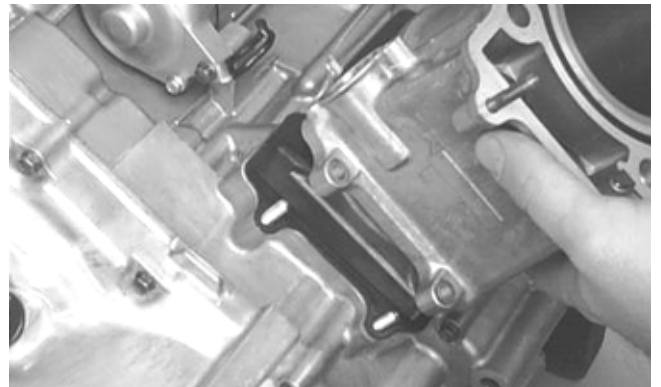
■NOTE: Steps 1-12 in the preceding sub-section must precede this procedure.

13. Loosen the clamp securing the coolant hose to the union; then detach the hose.
14. Remove the two nuts securing the cylinder to the crankcase.

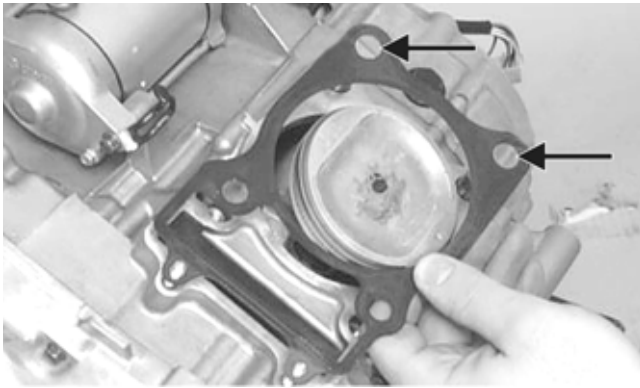


CC023D

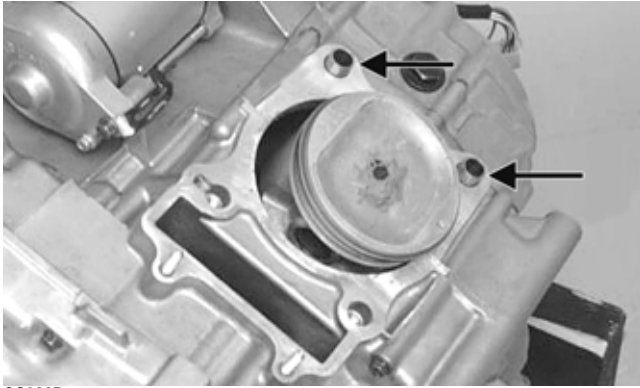
15. Lift the cylinder off the crankcase taking care not to allow the piston to drop against the crankcase. Account for the gasket and two alignment pins.



CC024D



CC025D



CC026D

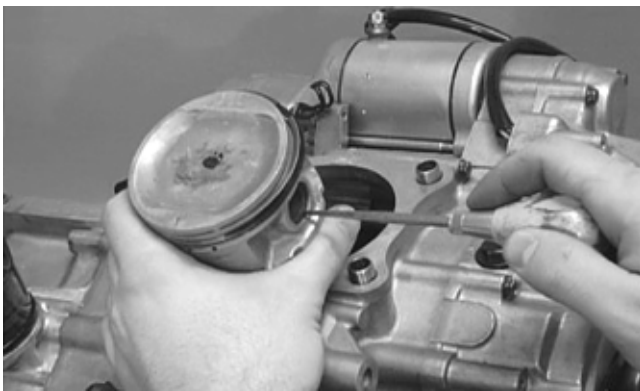
AT THIS POINT

To service cylinder, see Servicing Top-Side Components sub-section.

CAUTION

When removing the cylinder, be sure to support the piston to prevent damage to the crankcase and piston.

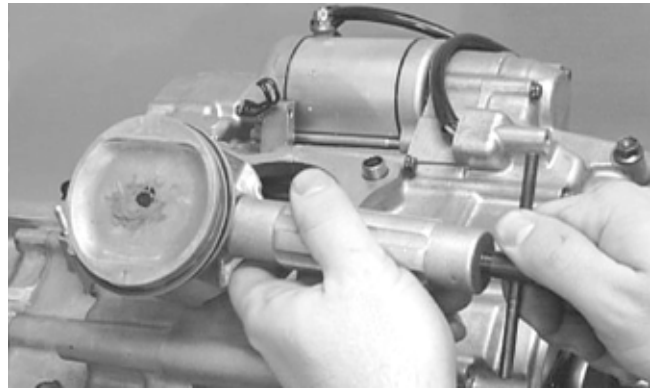
16. Using an awl, remove one piston-pin circlip.



CC032D

17. Using a Piston Pin Puller, remove the piston pin. Account for the opposite-side circlip. Remove the piston.

■NOTE: It is advisable to remove the opposite-side circlip prior to using the puller.



CC033D

■NOTE: Support the connecting rod with rubber bands to avoid damaging the rod or install the Connecting Rod Holder.

CAUTION

Do not allow the connecting rod to go down inside the crankcase. If the rod is down inside the crankcase and the crankshaft is rotated, severe damage will result.

■NOTE: If the existing rings will not be replaced with new rings, note the location of each ring for proper installation. When replacing with new rings, replace as a complete set only. If the piston rings must be removed, remove them in this sequence.

- A. Starting with the top ring, slide one end of the ring out of the ring-groove.
- B. Remove each ring by working it toward the dome of the piston while rotating it out of the groove.

AT THIS POINT

To service piston, see Servicing Top-Side Components sub-section.

AT THIS POINT

To service center crankcase components only, proceed to Removing Left-Side Components.

Servicing Top-Side Components

VALVE ASSEMBLY

When servicing valve assembly, inspect valve seats, valve stems, valve faces, and valve stem ends for pits, burn marks, or other signs of abnormal wear.

■NOTE: Whenever a valve is out of tolerance, it must be replaced.

Cleaning/Inspecting Valve Cover

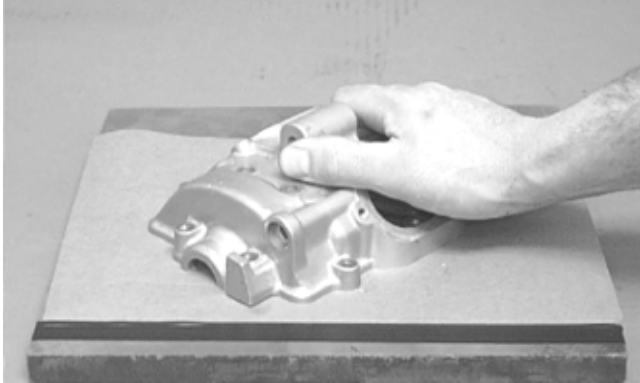
■NOTE: If the valve cover cannot be trued, the cylinder head assembly must be replaced.

1. Wash the valve cover in parts-cleaning solvent.

- Place the valve cover on the Surface Plate covered with #400 grit wet-or-dry sandpaper. Using light pressure, move the valve cover in a figure-eight motion. Inspect the sealing surface for any indication of high spots. A high spot can be noted by a bright metallic finish. Correct any high spots before assembly by continuing to move the valve cover in a figure-eight motion until a uniform bright metallic finish is attained.

CAUTION

Do not remove an excessive amount of the sealing surface or damage to the camshaft will result. Always check camshaft clearance when resurfacing the valve cover.



CC130D

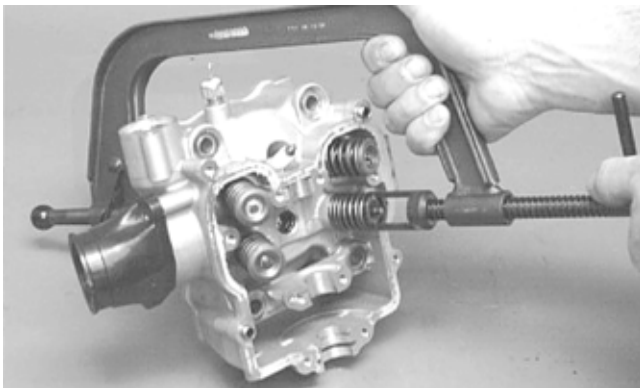
CAUTION

Water or parts-cleaning solvent must be used in conjunction with the wet-or-dry sandpaper or damage to the sealing surface may result.

Removing Valves

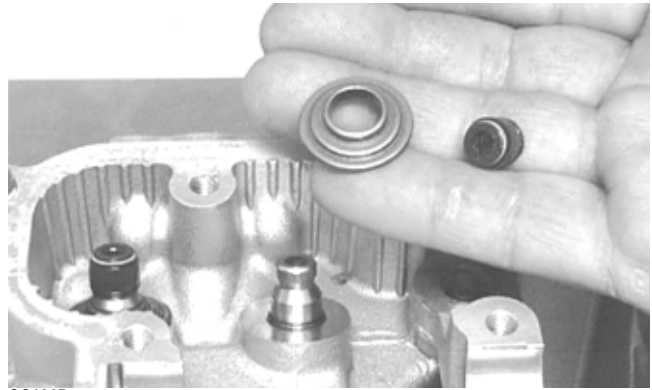
■NOTE: Index all valves, springs, and cotters to their original position when removing. When installing, all valve components should be installed in their original position.

- Using a valve spring compressor, compress the valve springs and remove the valve cotters. Account for an upper spring retainer.



CC132D

- Remove the valve seal and the lower remaining spring seat. Discard the valve seal.



CC136D

■NOTE: The valve seals must be replaced.

- Remove the valve springs; then invert the cylinder head and remove the valves.

Measuring Valve Guide (Bore)

- Insert a snap gauge 1/2 way down into each valve guide bore; then remove the gauge and measure it with a micrometer.
- Acceptable inside diameter range must be within specifications.
- If a valve guide is out of tolerance, it must be replaced.

Servicing Valves/Valve Guides/Valve Seats

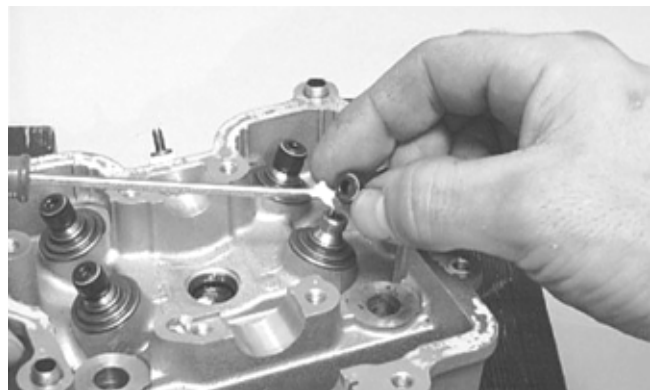
If valves, valve guides, or valve seats require servicing or replacement, it is recommended that the components be taken to a qualified machine shop for servicing.

CAUTION

If valves are discolored or pitted or if the seating surface is worn, the valve must be replaced. Do not attempt to grind the valves or severe engine damage may occur.

Installing Valves

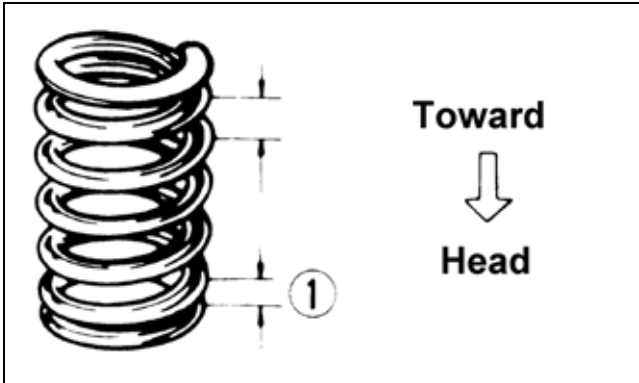
- Apply grease to the inside surface of the valve seals; then place a lower spring seat and valve guide seal over each valve guide.



CC144D

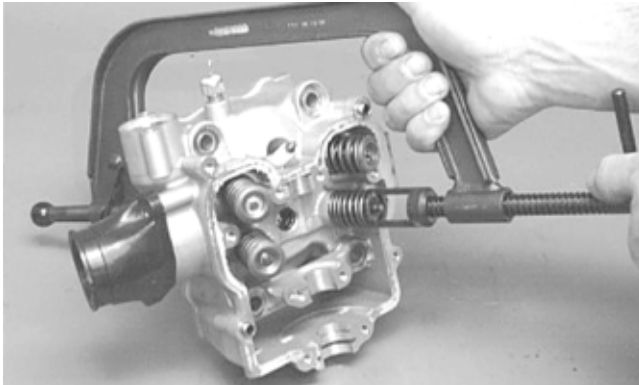
- Insert each valve into its original location.
- Install the valve springs with the painted end of the spring facing away from the cylinder head.

■NOTE: If the paint is not visible, install the ends of the springs with the closest wound coils toward the head.



ATV-1011A

4. Place a spring retainer over the valve springs; then using the valve spring compressor, compress the valve springs and install the valve cotters.



CC132D

PISTON ASSEMBLY

■NOTE: Whenever a piston, rings, or pin are out of tolerance, they must be replaced.

Inspecting Piston

1. Inspect the piston for cracks in the piston pin, dome, and skirt areas.
2. Inspect the piston for seizure marks or scuffing. Repair with #400 grit wet-or-dry sandpaper and water or honing oil.

■NOTE: If scuffing or seizure marks are too deep to correct with the sandpaper, replace the piston.

3. Inspect the perimeter of each piston for signs of excessive “blowby.” Excessive “blowby” indicates worn piston rings or an out-of-round cylinder.

Removing Piston Rings

1. Starting with the top ring, slide one end of the ring out of the ring-groove.



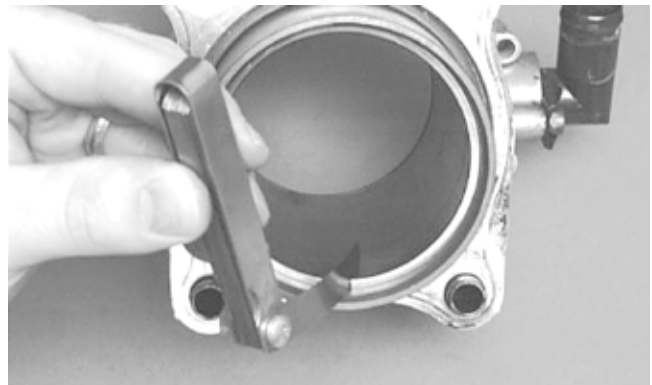
CC400D

2. Remove each ring by working it toward the dome of the piston while rotating it out of the groove.

■NOTE: If the existing rings will not be replaced with new ones, note the location of each ring for proper installation. When installing new rings, install as a complete set only.

Measuring Piston-Ring End Gap (Installed)

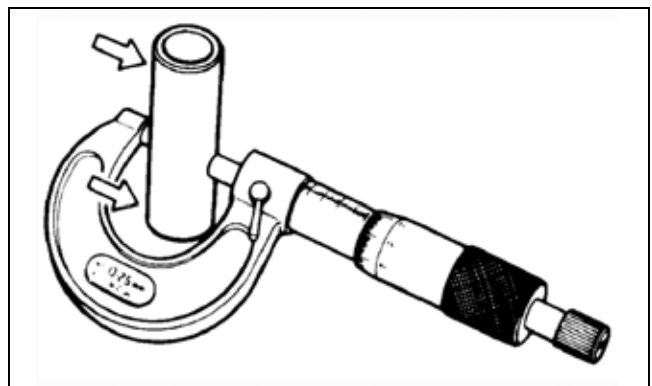
1. Place each compression ring in the wear portion of the cylinder. Use the piston to position each ring squarely in the cylinder.
2. Using a feeler gauge, measure each piston-ring end gap. Acceptable ring end gap must not exceed specifications.



CC280D

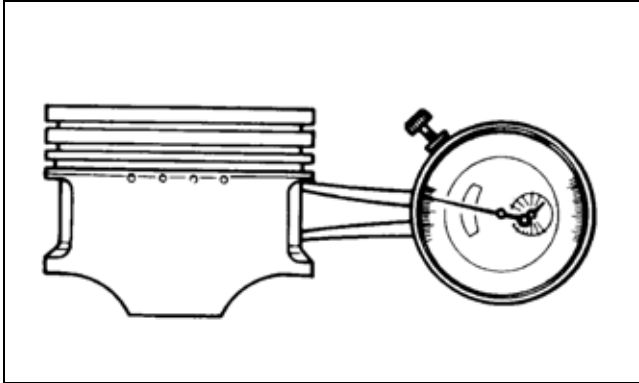
Measuring Piston Pin (Outside Diameter) and Piston-Pin Bore

1. Measure the piston pin outside diameter at each end and in the center. If measurement is not within specifications, the piston pin must be replaced.



ATV-1070

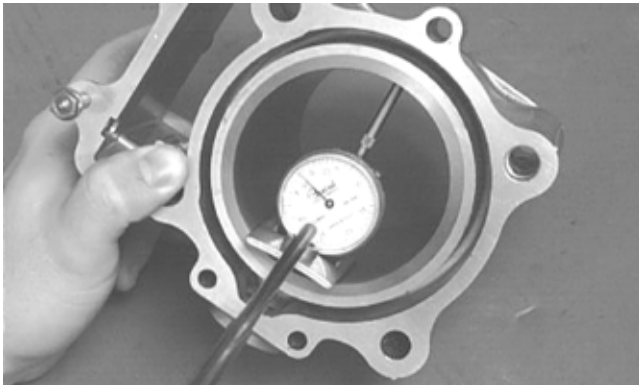
2. Insert an inside dial indicator into the piston-pin bore. The diameter must not exceed specifications. Take two measurements to ensure accuracy.



ATV-1069

Measuring Piston Skirt/Cylinder Clearance

1. Measure the cylinder front to back in six places.

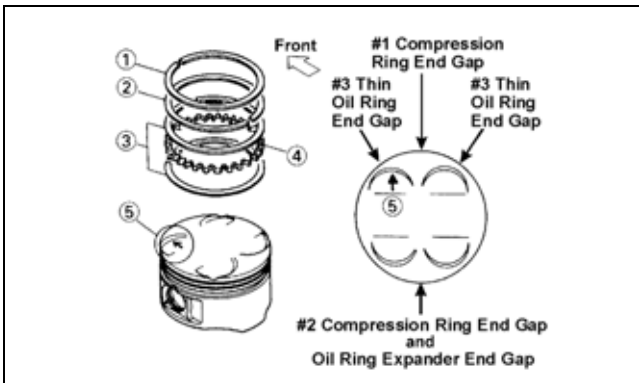


CC127D

2. Measure the corresponding piston diameter at the recommended point above the piston skirt at a right angle to the piston-pin bore. Subtract this measurement from the largest measurement in step 1. The difference (clearance) must not exceed specifications.

Installing Piston Rings

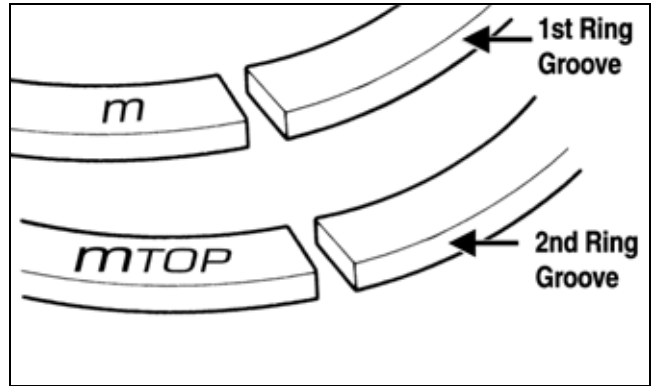
1. Install ring expander (4) in the bottom groove of the piston; then install the thin oil rings (3) over the expander, making sure the expander ends do not overlap. Stagger the end gaps of the upper and lower thin oil rings according to the illustration.



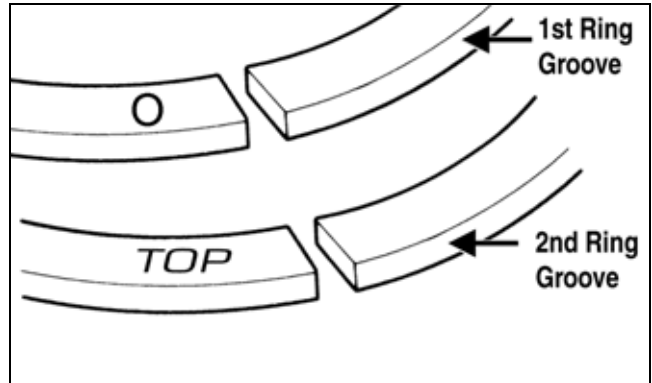
ATV-1085B

■NOTE: Note the direction of the exhaust side of the piston (5) for correct ring end gap orientation.

2. The piston ring with the orientation mark (mTOP or TOP) should be installed in the second (middle) groove and the piston ring with the orientation mark (m or O) should be installed in the first (top) groove.



ATV-1024A



ATV-1024B

CAUTION

Incorrect installation of the piston rings will result in engine damage.

CYLINDER/CYLINDER HEAD ASSEMBLY

■NOTE: If the cylinder/cylinder head cannot be trued, they must be replaced as an assembly.

Cleaning/Inspecting Cylinder Head

CAUTION

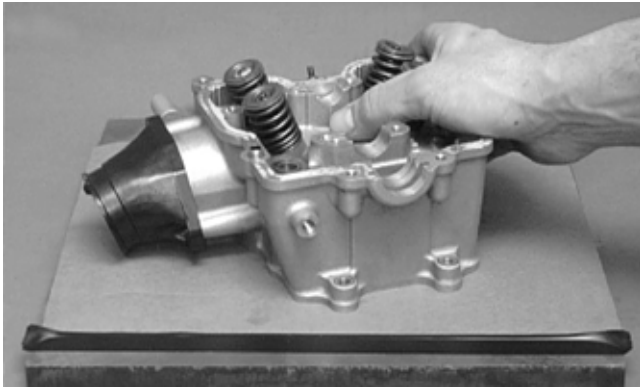
The cylinder head studs must be removed for this procedure.

1. Using a non-metallic carbon removal tool, remove any carbon buildup from the combustion chamber being careful not to nick, scrape, or damage the combustion chamber or the sealing surface.
2. Inspect the spark plug hole for any damaged threads. Repair damaged threads using a "heli-coil" insert.

- Place the cylinder head on the Surface Plate covered with #400 grit wet-or-dry sandpaper. Using light pressure, move the cylinder head in a figure-eight motion. Inspect the sealing surface for any indication of high spots. A high spot can be noted by a bright metallic finish. Correct any high spots before assembly by continuing to move the cylinder head in a figure-eight motion until a uniform bright metallic finish is attained.

CAUTION

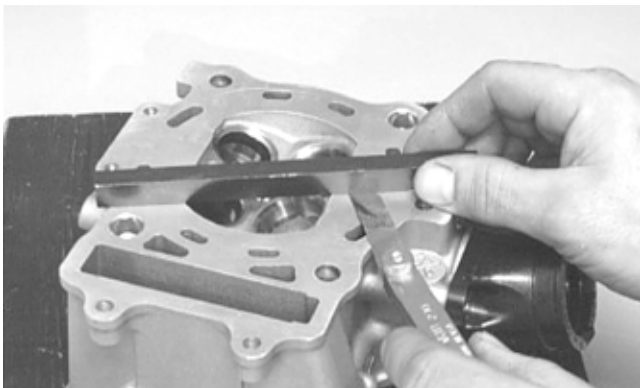
Water or parts-cleaning solvent must be used in conjunction with the wet-or-dry sandpaper or damage to the sealing surface may result.



CC128D

Measuring Cylinder Head Distortion

- Remove any carbon buildup in the combustion chamber.
- Lay a straightedge across the cylinder head; then using a feeler gauge, check the distortion factor between the head and the straightedge.
- Maximum distortion must not exceed specifications.



CC141D

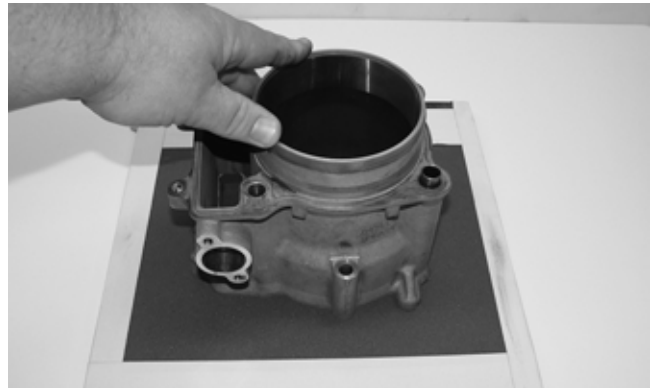
Cleaning/Inspecting Cylinder

- Wash the cylinder in parts-cleaning solvent.
- Inspect the cylinder for pitting, scoring, scuffing, warpage, and corrosion. If marks are found, repair the surface using a cylinder hone (see Inspecting Cylinder in this sub-section).

- Place the cylinder on the surface plate covered with #400 grit wet-or-dry sandpaper. Using light pressure, move the cylinder in a figure-eight motion. Inspect the sealing surface for any indication of high spots. A high spot can be noted by a bright metallic finish. Correct any high spots before assembly by continuing to move the cylinder in a figure-eight motion until a uniform bright metallic finish is attained.

CAUTION

Water or parts-cleaning solvent must be used in conjunction with the wet-or-dry sandpaper or damage to the sealing surface may result.



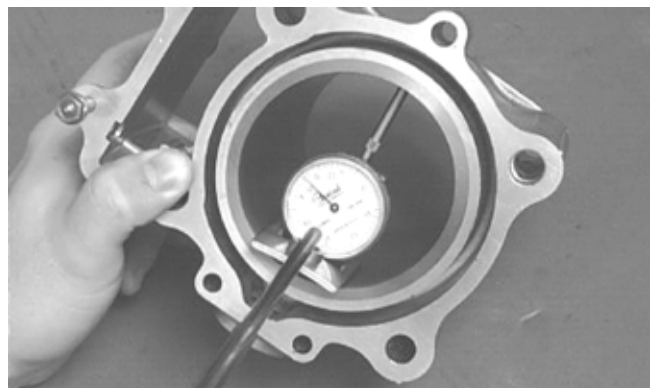
H1-039

Inspecting Cam Chain Guide

- Inspect cam chain guide for cuts, tears, breaks, or chips.
- If the chain guide is damaged, it must be replaced.

Inspecting Cylinder

- Using a slide gauge and a dial indicator or a snap gauge, measure the cylinder bore diameter in three locations from top to bottom and again from top to bottom at 90° from the first measurements for a total of six measurements. The trueness (out-of-roundness) is the difference between the highest and lowest reading. Maximum trueness (out-of-roundness) must not exceed specifications.



CC127D

- Wash the cylinder in parts-cleaning solvent.
- Inspect the cylinder for pitting, scoring, scuffing, and corrosion. If marks are found, repair the surface using a #320 grit ball hone.

■NOTE: To produce the proper 60° cross-hatch pattern, use a low RPM drill (600 RPM) at the rate of 30 strokes per minute. If honing oil is not available, use a lightweight petroleum-based oil. Thoroughly clean cylinder after honing using soap and hot water. Dry with compressed air; then immediately apply oil to the cylinder bore. If the bore is severely damaged or gouged, replace the cylinder.



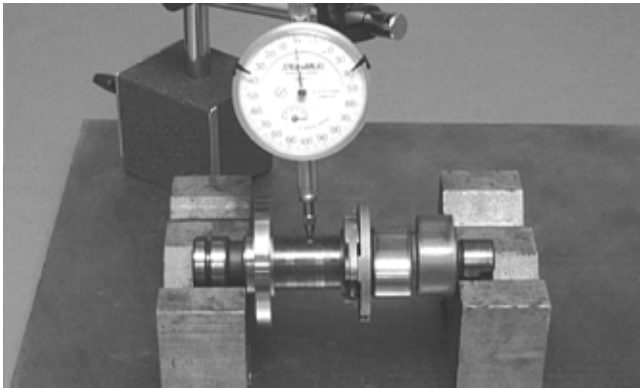
CC390D

4. If any measurement exceeds the limit, replace the cylinder and piston.

Measuring Camshaft Runout

■NOTE: If the camshaft is out of tolerance, it must be replaced.

1. Place the camshaft on a set of V blocks; then position the dial indicator contact point against the shaft and zero the indicator.

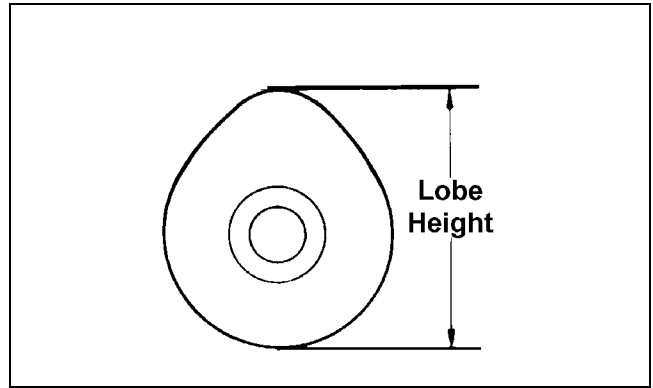


CC283D

2. Rotate the camshaft and note runout; maximum runout must not exceed specifications.

Measuring Camshaft Lobe Height

1. Using a calipers, measure each cam lobe height.



ATV1013A

2. The lobe heights must be greater than minimum specifications.

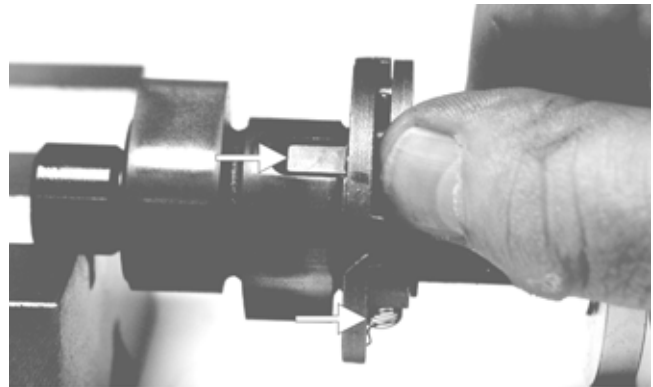
Inspecting Camshaft Bearing Journal

1. Inspect the bearing journal for scoring, seizure marks, or pitting.
2. If excessive scoring, seizure marks, or pitting is found, the cylinder head assembly must be replaced.

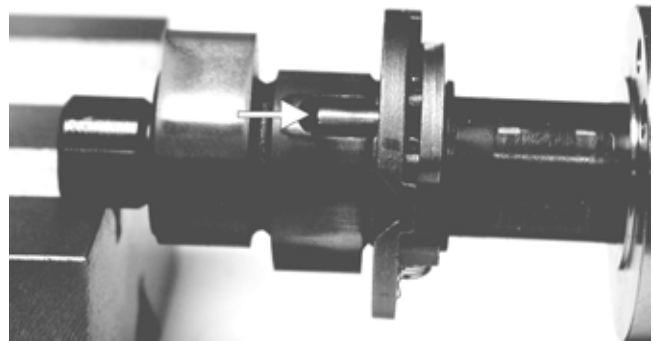
■NOTE: If the journals are worn, replace the camshaft.

Inspecting Camshaft Spring/Drive Pin

1. Inspect the spring and drive pin for damage.



CF061A



CF060A

2. If damaged, the camshaft must be replaced.

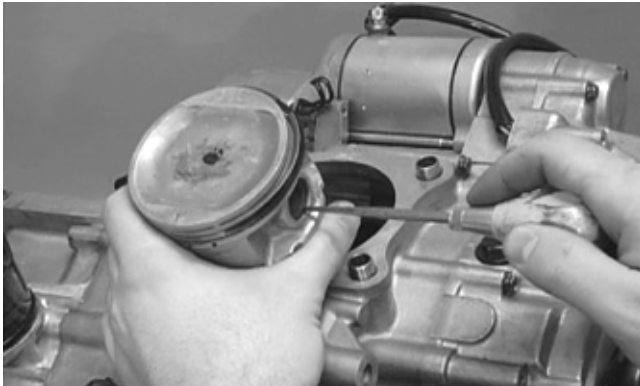
Installing Top-Side Components

A. Piston

B. Cylinder

1. Install the piston on the connecting rod making sure the circlip on each side is fully seated in the piston.

■NOTE: The piston should be installed so the arrow points toward the exhaust.



CC032D

2. Place the two alignment pins into position. Place the cylinder gasket into position; then place a piston holder (or suitable substitute) beneath the piston skirt and square the piston in respect to the crankcase.

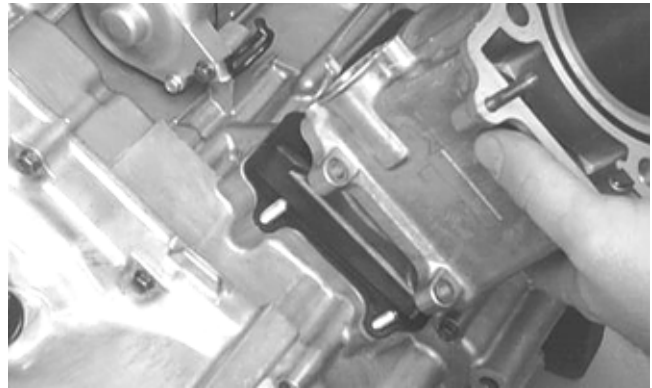


CF083

3. Lubricate the inside wall of the cylinder; then using a ring compressor or the fingers, compress the rings and slide the cylinder over the piston. Route the cam chain up through the cylinder cam chain housing; then remove the piston holder and seat the cylinder firmly on the crankcase.

CAUTION

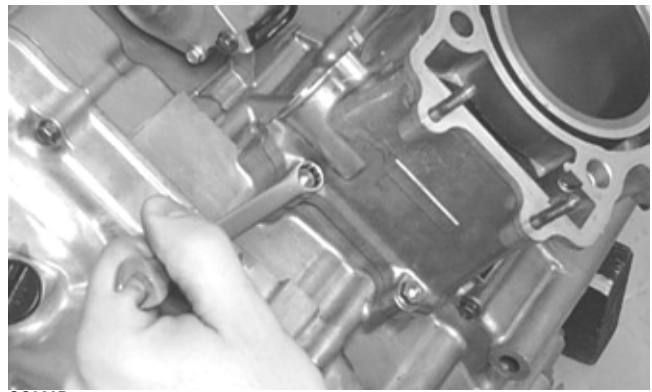
The cylinder should slide on easily. Do not force the cylinder or damage to the piston, rings, cylinder, or crankshaft assembly may occur.



CC024D

4. Loosely install the two nuts which secure the cylinder to the crankcase.

■NOTE: The two cylinder-to-crankcase nuts will be tightened in step 11.



CC023D

5. Install the coolant hose onto the crankcase union and tighten the clamp.

C. Cylinder Head

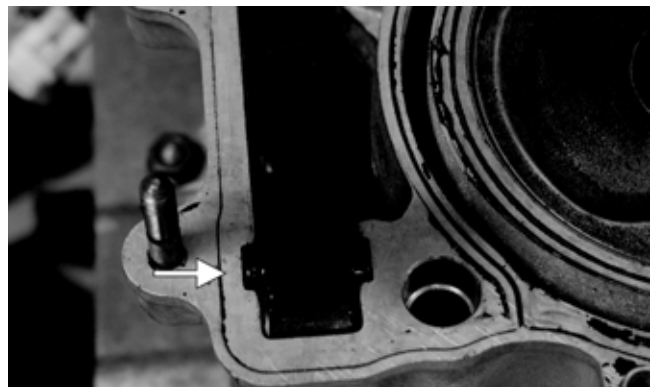
D. Valve Cover

■NOTE: Steps 1-5 in the preceding sub-section must precede this procedure.

6. Place the chain guide into the cylinder.

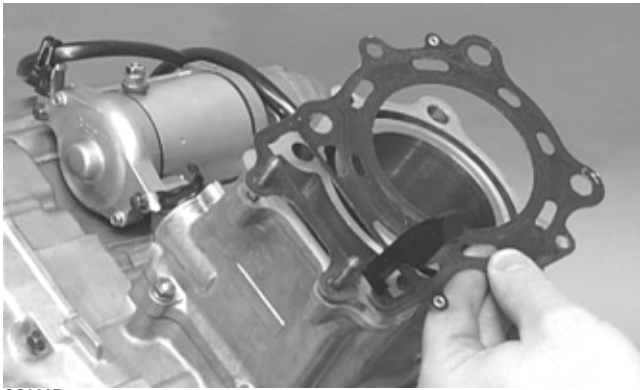
CAUTION

Care should be taken that the bottom of the chain guide is secured in the crankcase boss.

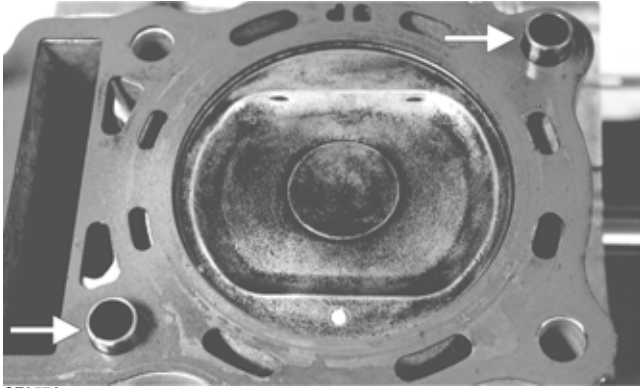


CF058A

7. Place a new head gasket into position on the cylinder. Place the alignment pins into position; then place the head assembly into position on the cylinder.

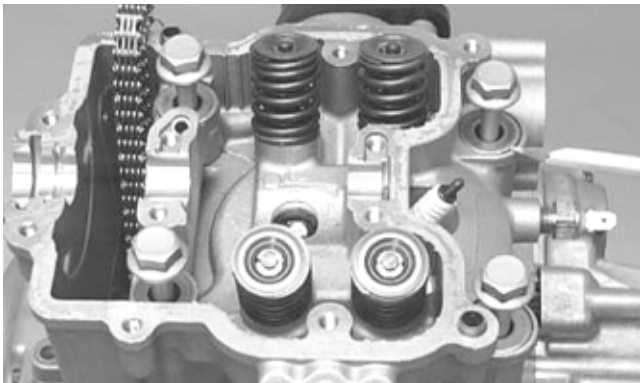


CC020D



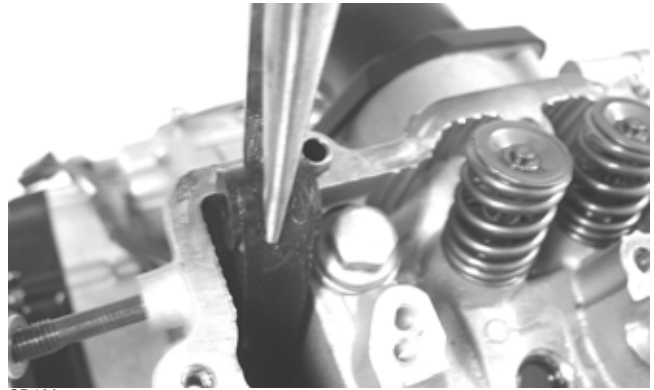
CF057A

8. Install the four cylinder head cap screws and washers. Tighten only until snug.



CC272D

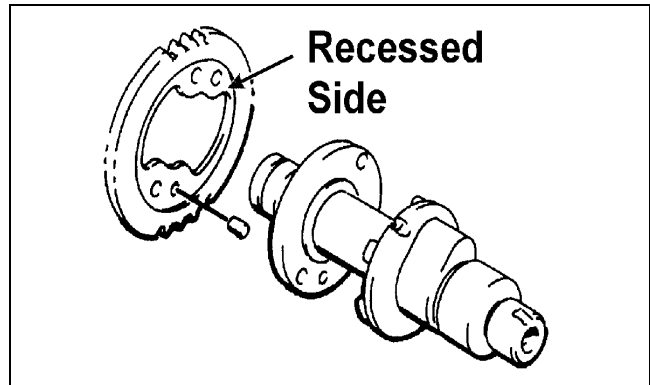
9. Loosely install the five cylinder head nuts.
10. Using a crisscross pattern, tighten the four cap screws (from step 8) initially to 20 ft-lb (27.2 N-m); then to 30 ft-lb (40.8 N-m), and tighten to a final torque of 37 ft-lb (50.3 N-m).
11. Tighten the 8 mm nuts from step 9 to 21 ft-lb (28.6 N-m) and the 6 mm nuts to 8.5 ft-lb (11.5 N-m); then tighten the two cylinder-to-crankcase nuts (from step 4) securely.
12. With the timing inspection plug removed and the chain held tight, rotate the crankshaft until the piston is at top-dead-center.
13. Install the rear cam chain tensioner guide into the cylinder head. Install the pivot cap screw and washer.



CD461

■NOTE: At this point, oil the camshaft journals, cam lobes, and the three seating surfaces on the cylinder.

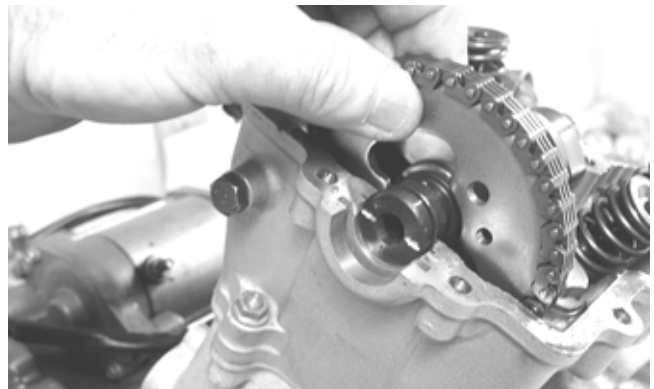
14. With the alignment pin installed in the camshaft, loosely place the cam sprocket (with the recessed side facing the cam shaft lobes) onto the camshaft. At this point, do not “seat” the sprocket onto the shaft.



732-307B

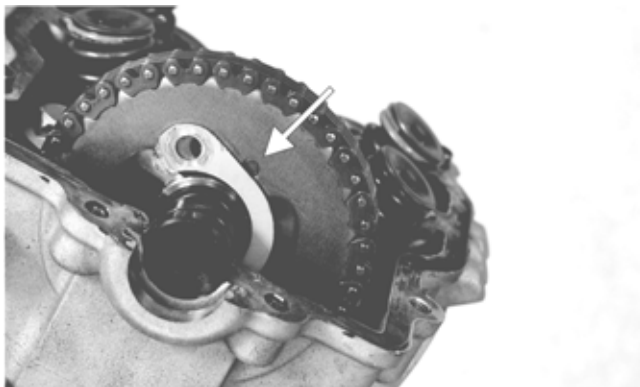
15. With the cam lobes directed down (toward the piston), maneuver the camshaft/sprocket assembly through the chain and toward its seating position; then loop the chain over the sprocket.

■NOTE: Note the position of the alignment marks on the end of the camshaft. They must be parallel with the valve cover mating surface. If rotating the camshaft and sprocket is necessary for alignment, do not allow the crankshaft to rotate and be sure the cam lobes end up in the down position.



CD463

16. Seat the cam sprocket onto the camshaft making sure the alignment pin in the camshaft aligns with the smallest hole in the sprocket; then place the camshaft/sprocket assembly onto the cylinder ensuring the following:



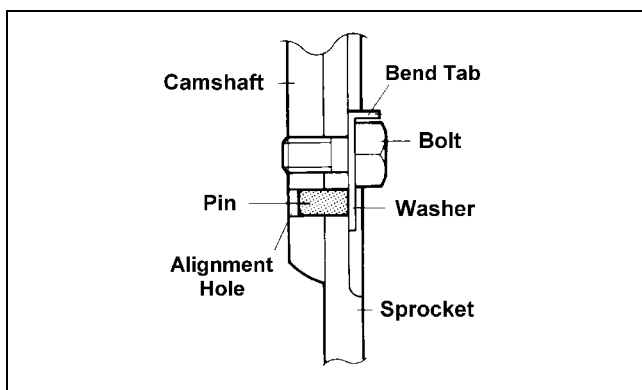
CF013A

- A. Piston still at top-dead-center.
- B. Camshaft lobes directed down (toward the piston).
- C. Camshaft alignment marks parallel to the valve cover mating surface.
- D. Recessed side of the sprocket directed toward the cam lobes.
- E. Camshaft alignment pin and sprocket alignment hole (smallest) are aligned.

CAUTION

If any of the above factors are not as stated, go back to step 12 and carefully proceed.

17. Place the tab-washer onto the sprocket making sure it covers the pin in the alignment hole.

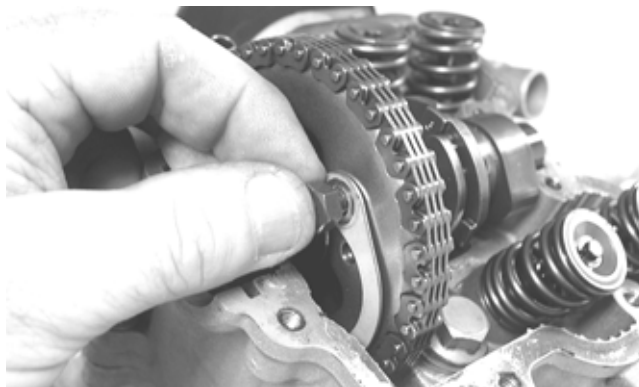


ATV1027

CAUTION

Care must be taken that the tab-washer is installed correctly to cover the alignment hole on the sprocket. If the alignment pin falls out, severe engine damage will result.

18. Install the first cap screw (threads coated with red Loctite #271) securing the sprocket and tab-washer to the camshaft. Tighten only until snug.



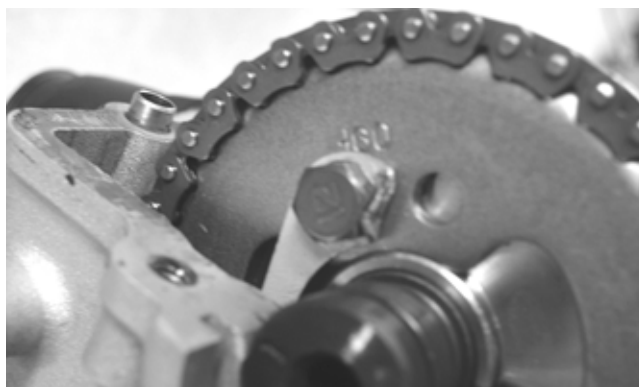
CD464

19. Rotate the crankshaft until the second cap screw securing the sprocket to the camshaft can be installed; then install the cap screw (threads coated with red Loctite #271) and tighten to 10 ft-lb (13.6 N-m). Bend the tab to secure the cap screw.



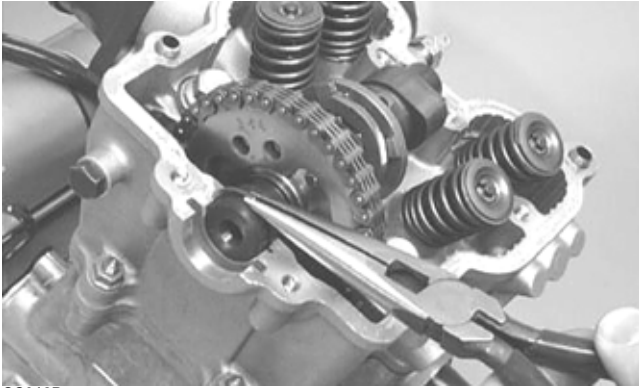
CD465

20. Rotate the crankshaft until the first cap screw (from step 18) can be accessed; then tighten to 10 ft-lb (13.6 N-m). Bend the tab to secure the cap screw.



CD466

21. Place the C-ring into position in its groove in the cylinder head.



CC012D

22. Install the cylinder head plug in the cylinder head with the open end facing downward and toward the inside.

CAUTION

The open end of the plug must be positioned downward.



CD468

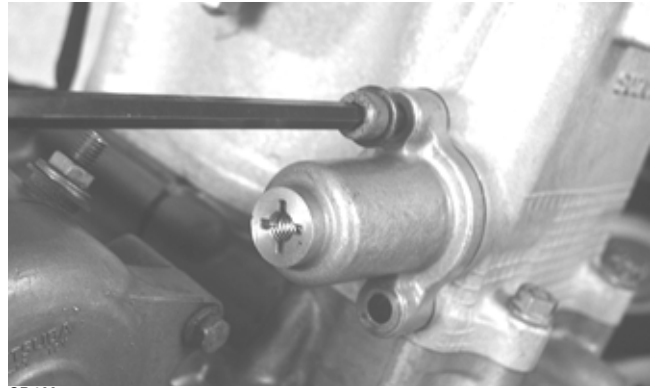
23. Remove the cap screw from the end of the chain tensioner; then using a flat-blade screwdriver, rotate the adjuster screw inside the tensioner clockwise until the screw bottoms.



CD501

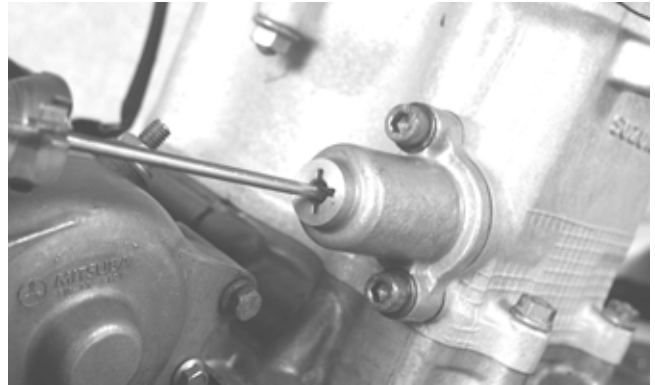
NOTE: The adjuster shaft will be drawn into the tensioner as the adjuster screw is rotated clockwise. The adjuster shaft tension will be released in step 25.

24. Place the chain tensioner adjuster assembly and gasket into position on the cylinder and secure with the two cap screws.

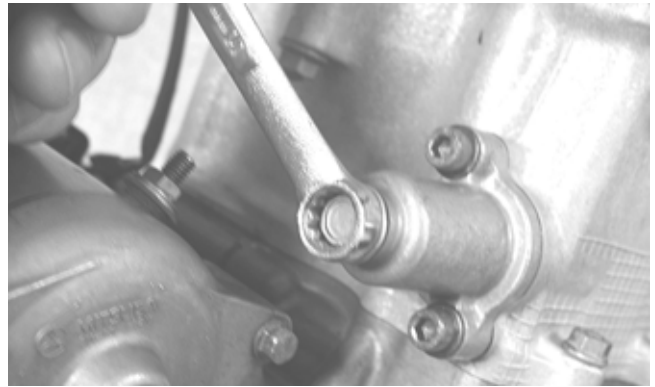


CD469

25. Using a flat-blade screwdriver, rotate the adjuster screw inside the tensioner counterclockwise until all tension is released; then install the cap screw into the end of the chain tensioner.



CD470



CD471

26. Loosen the four adjuster screw jam nuts; then loosen the four adjuster screws on the rocker arms in the valve cover.



CC005D

27. Apply a thin coat of Three Bond Sealant to the mating surfaces of the cylinder head and valve cover.

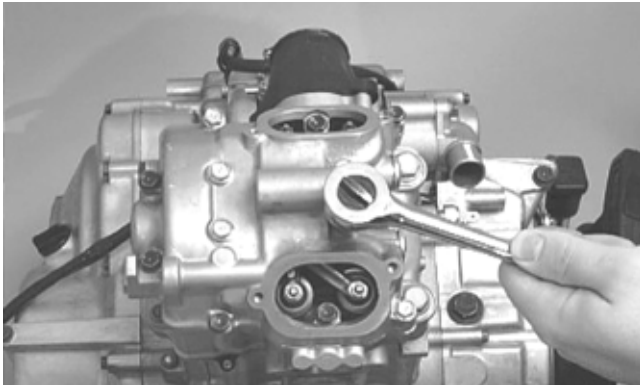


CC275D

28. Place the valve cover into position.

■NOTE: At this point, the rocker arms and adjuster screws must not have pressure on them.

29. Install the four top side cap screws with rubber washers; then install the remaining cap screws. Tighten only until snug.



CC003D

30. In a crisscross pattern starting from the center and working outward, tighten the cap screws (from step 29) to 8.5 ft-lb (11.5 N-m).
31. Adjust valve/tappet clearance (see Periodic Maintenance/Tune-up).
32. Place the two tappet covers into position making sure the proper cap screws are with the proper cover. Tighten to 8.5 ft lb (11.5 N-m).



CC001D

33. If removed, install the spark plug. Tighten securely.

Left-Side Components

■NOTE: For efficiency, it is preferable to remove and disassemble only those components which need to be addressed and to service only those components. The technician should use discretion and sound judgment.

AT THIS POINT

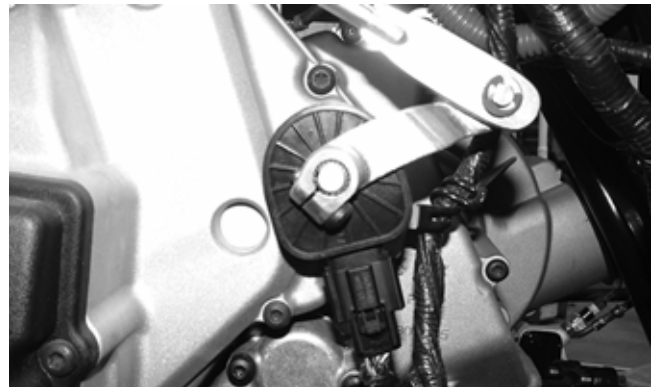
To service any one specific component, only limited disassembly of components may be necessary. Note the AT THIS POINT information in each sub-section.

■NOTE: The engine/transmission does not have to be removed from the frame for this procedure.

Removing Left-Side Components

- A. Outer Magneto Cover
- B. Water Pump
- C. Cover
- D. Rotor/Flywheel

1. Remove the four cap screws securing the outer magneto cover to the left-side cover; then remove the outer magneto cover.
2. Remove the flange nut securing the bushing to the crankshaft; then remove the bushing. Account for the O-ring inside the spacer.
3. Using a cold chisel, scribe a mark showing the relative position of the shift arm to the shift arm shaft to aid in installing; then remove the shift arm. Unplug and remove the gear position switch, noting the location.



XR210

4. Remove the cap screws securing the speed sensor housing to the crankcase and remove the housing assembly; then remove the snap ring securing the speed sensor trigger and thrust washer to the shaft and remove the trigger. Account for the gasket, snap ring, and dowel pins.

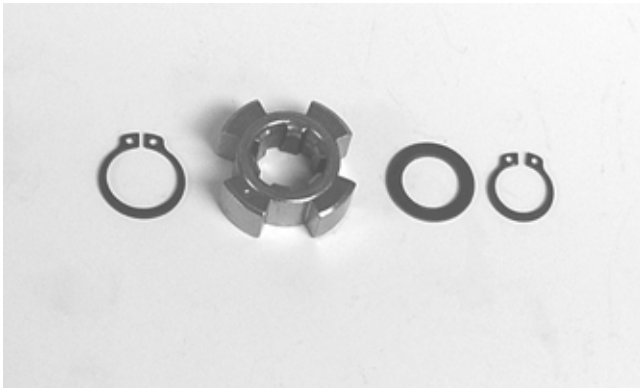
■NOTE: It may be necessary to use a small two-jaw puller to remove the trigger.



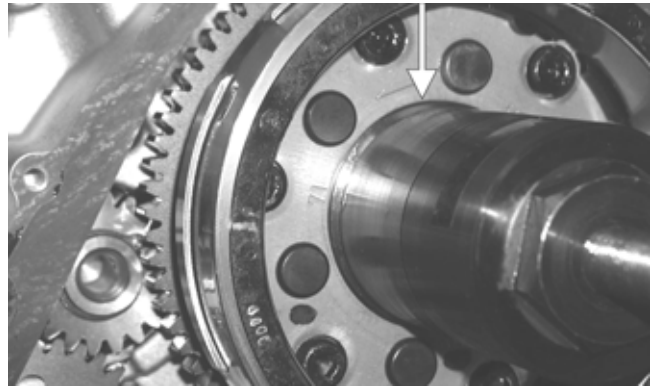
CD920



PR441



GZ254

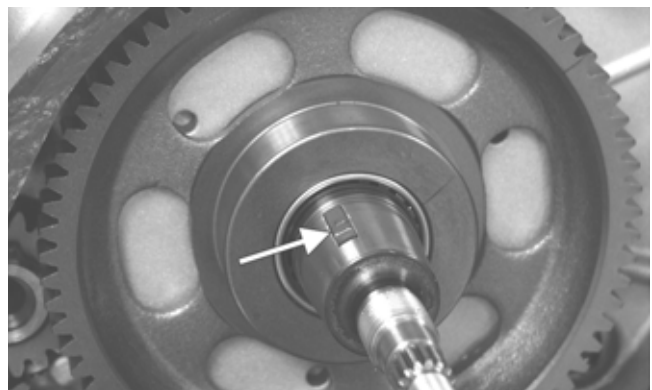


CD939A

5. Loosen the clamps securing the coolant hose to the water pump; then remove the crossover tube from the cylinder head. Account for an O-ring.
6. Remove the two cap screws securing the water pump to the engine; then remove the water pump.
7. Remove the cap screws securing the left-side cover to the crankcase noting the location of the different-sized cap screws for installing purposes.
8. Using an appropriate side case puller, remove the side cover. Account for a gasket and two alignment pins.
9. Remove the nut securing the magneto rotor to the crankshaft; then install the magneto rotor puller adapter.

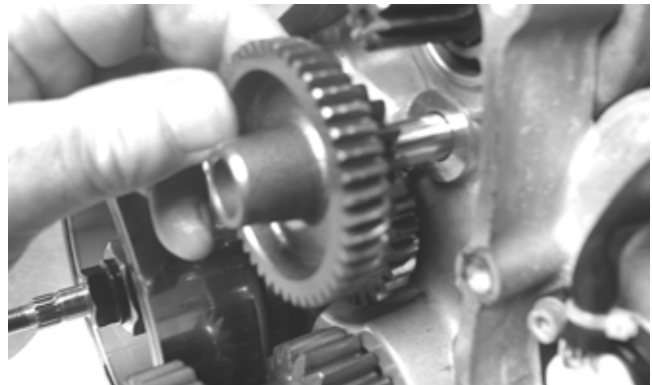
■NOTE: The puller has left-hand threads.

10. Using Magneto Rotor Remover Set and the appropriate crankshaft protector, remove the rotor/flywheel assembly from the crankshaft. Account for the key; then remove the starter clutch gear assembly and washer.

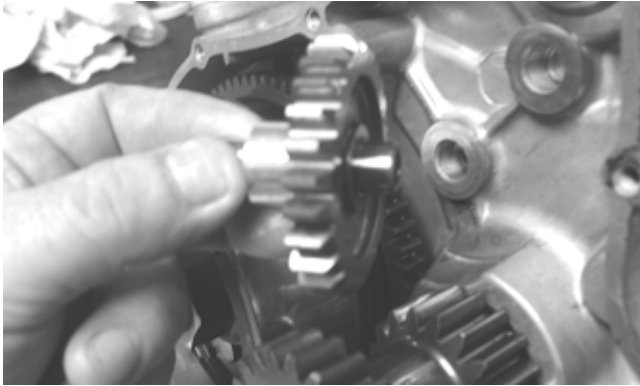


CD940A

11. Remove the two starter gears from the crankcase noting the direction of the gears for installing purposes; then remove the two starter gear shafts.



CD136



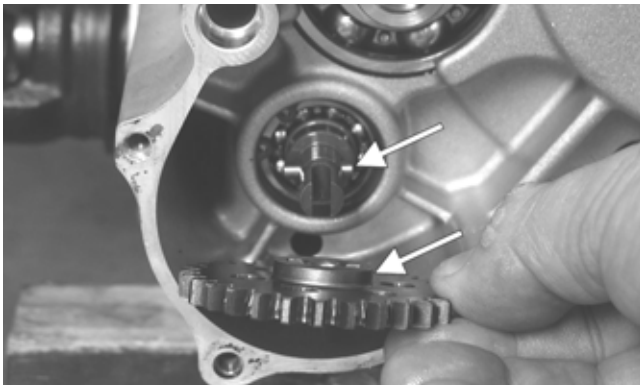
CD140

12. Remove the snap ring securing the water pump drive gear; then remove the gear noting the direction of the sides of the gear for installing purposes. Account for the drive gear alignment pin.



CD944

13. Remove the snap ring securing the water pump driven gear; then remove the gear noting the direction of the sides of the gear for installing purposes. Account for the driven gear alignment pin.



CD952A

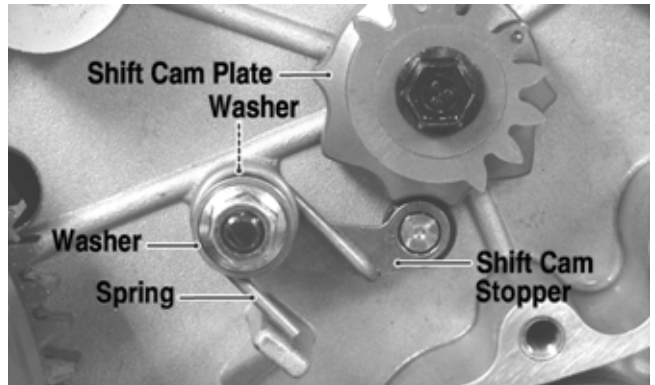
■ **NOTE:** There is an oil passage beneath the driven gear/drive gear assembly. This passage should be plugged prior to removing the driven gear and drive gear. Failure to do so could result in the loss of an alignment pin into the crankcase.

14. Remove the shift shaft noting the timing marks for assembling purposes. Account for two washers.



PR430A

15. Remove the gear shift cam plate and account for a washer; then remove the cam stopper and cam stopper spring. Account for two washers.



PR434A

Servicing Left-Side Components

INSPECTING STARTER CLUTCH/GEAR

1. Place the starter clutch gear onto the rotor/flywheel and attempt to rotate the starter clutch gear clockwise. It should lock up to the rotor/flywheel. Rotate the gear counterclockwise and it should turn freely. If it moves or locks up both ways, the starter clutch must be replaced.
2. Inspect the starter clutch gear for chipped or missing teeth or discoloration/scoring of the clutch surface. Inspect the bearing for loose, worn, or discolored rollers. If bearing is damaged, it must be replaced.



FI569

3. Inspect the one-way bearing for chipped surfaces, missing rollers, or discoloration. If any of the above conditions exist, replace the starter clutch assembly.



FI572

REPLACING STARTER CLUTCH ASSEMBLY

1. Remove the cap screws securing the starter clutch assembly to the flywheel; then remove from the flywheel.



FI570

2. Thoroughly clean the rotor/flywheel; then install the new clutch and secure with the cap screws after applying a drop of red Loctite #271 to the threads. Tighten to 26 ft-lb (35.4 N-m) using a crisscross pattern. Make sure the one-way bearing is installed with the notches directed away from the rotor/flywheel.



FI576A



FI578

REPLACING STARTER GEAR BEARING

1. Support the starter clutch gear in a press making sure to support the hub around the entire circumference; then using a suitable bearing driver, press the bearing from the gear.



FI583

2. Thoroughly clean the gear hub; then apply a drop of green Loctite #620 to the bearing outer race and press into the gear hub until even with the lower chamfer radius.



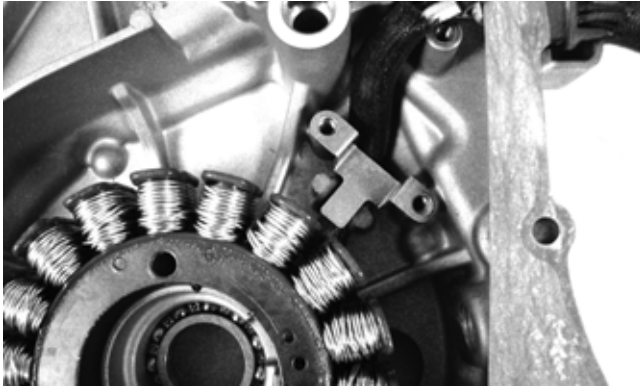
FI580

INSPECTING STATOR COIL/MAGNETO COVER ASSEMBLY

1. Inspect the stator coil for burned or discolored wiring, broken or missing hold-down clips, or loose cap screws.
2. Inspect the bearings in the magneto housing for discoloration, roughness when rotated, and secure fit in bearing bores.

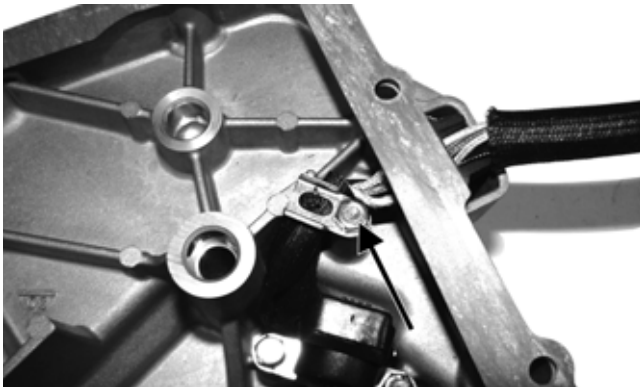
REPLACING STATOR COIL/ CRANKSHAFT POSITION SENSOR

1. Remove the three cap screws securing the stator coil, two cap screws securing the crankshaft position sensor, and one cap screw from the harness hold-down.
2. Lift the rubber grommet out of the housing; then remove the stator coil/crankshaft position sensor. Account for and note the position of the harness hold-down under the crankshaft position sensor.



FI590

3. Install the new stator coil assembly and secure with three new “patch-lock” cap screws. Tighten to 15 ft-lb (20.4 N-m).
4. Place the stator wire harness hold-down into position; then install the crankshaft position sensor and secure with two cap screws. Tighten securely.
5. Install the upper cable hold-down and secure with a cap screw. Tighten securely.

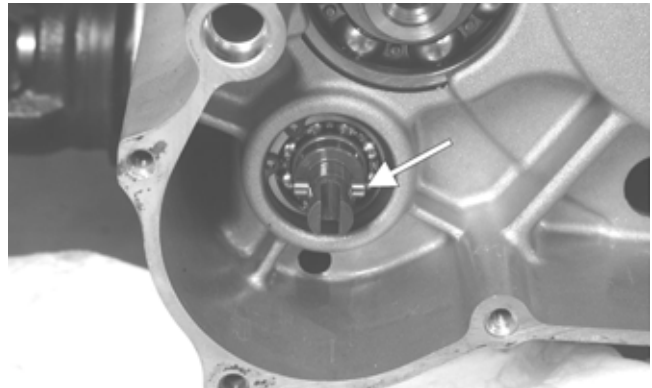


FI595A

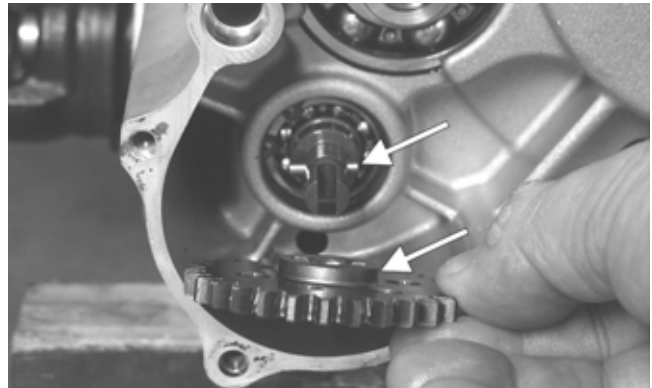
Installing Left-Side Components

■NOTE: Plug the oil passage in the crankcase housing prior to installing the drive gear/driven gear assembly to prevent loss of an alignment pin.

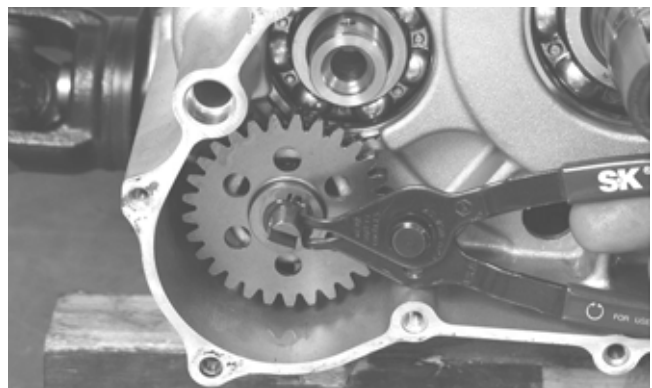
1. Install the water pump driven gear alignment pin and the driven gear (with the beveled side of the gear facing outward as noted in removing); then secure with the snap ring.



CD950A



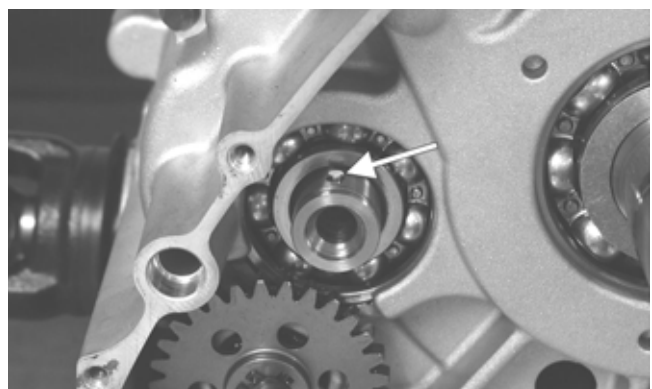
CD952A



CD949

■NOTE: The sharp side of the snap ring should be facing outward.

2. Install the water pump drive gear drive pin and the drive gear (with the flat side of the gear facing outward as noted in removing); then secure with the snap ring.



CD946A

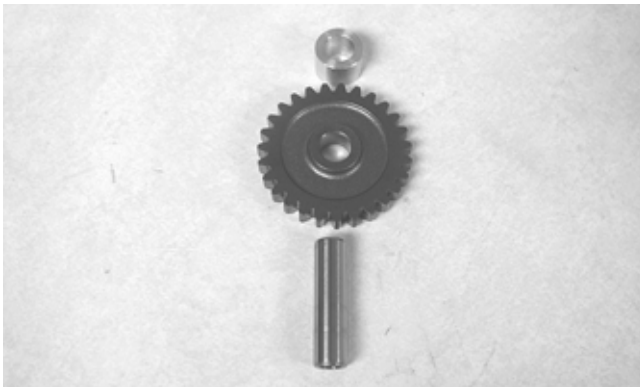


CD944

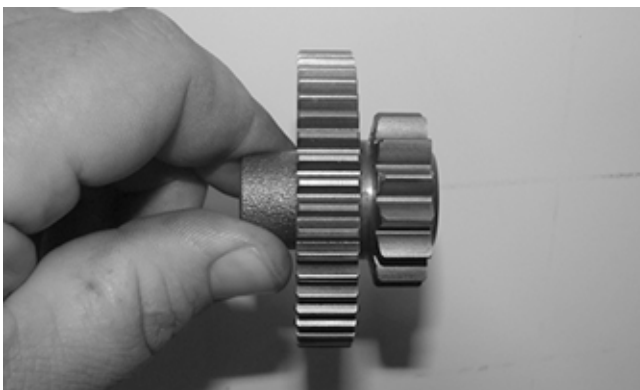
■NOTE: The sharp side of the snap ring should be facing outward.

■NOTE: Once the gears are secured, remove the oil passage plug from the crankcase.

3. Install the two starter gear shafts; then install the two starter gears (with the beveled side of the intermediate gear facing inward as noted in removing).

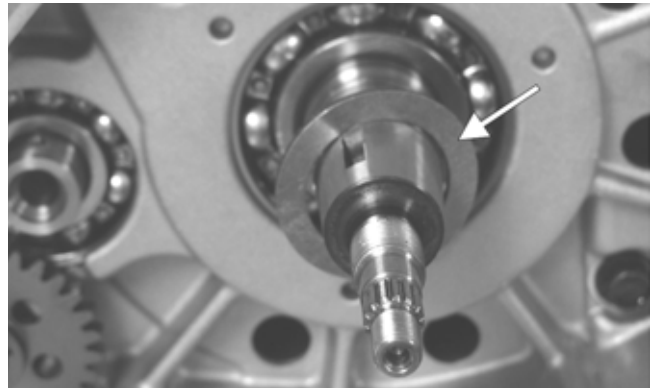


CD139

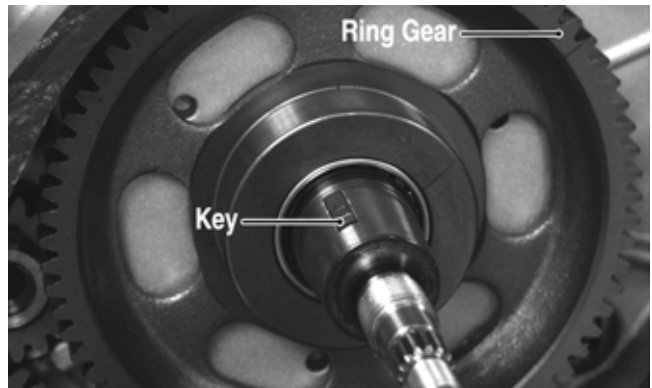


H2-045

4. In order on the crankshaft, install a washer, ring gear, key, and the magneto rotor. Secure with the nut. Tighten to 107 ft-lb (145 N-m).

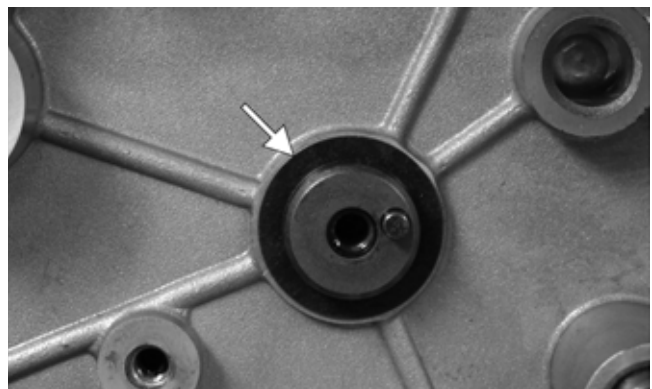


CD948A

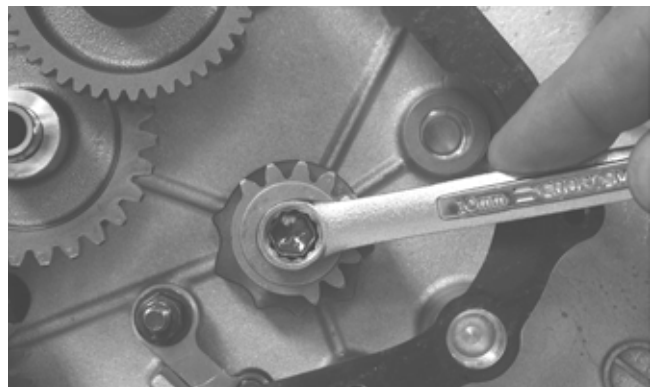


CD940B

5. Install the thrust washer and shift cam plate onto the shift cam shaft; then coat the cap screw threads with red Loctite #271 and tighten to 8 ft-lb (10.9 N-m).

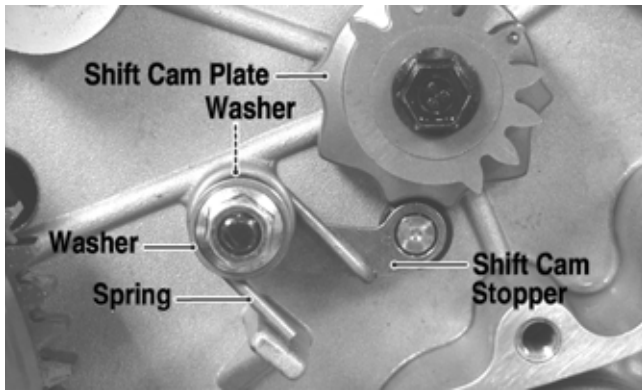


PR433A



CD934

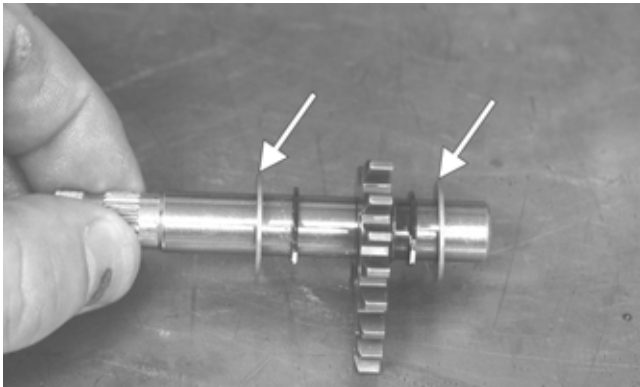
6. Install the shift cam stopper, spring, and two washers (thick washer closest to the nut); then coat the threads on the mounting stud with red Loctite #271 and install the nut. Tighten to 8 ft-lb (10.9 N-m).



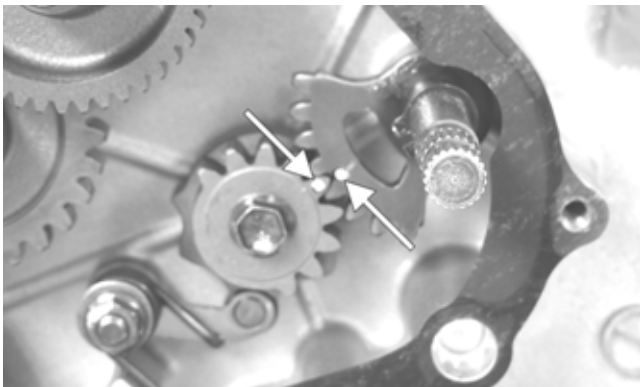
PR434A

■NOTE: Rotate the shift cam plate to ensure it ratchets with no binding.

7. Install the shift shaft with two washers making sure to align the timing mark on the shift shaft with the mark on the shift cam plate.



CD954A



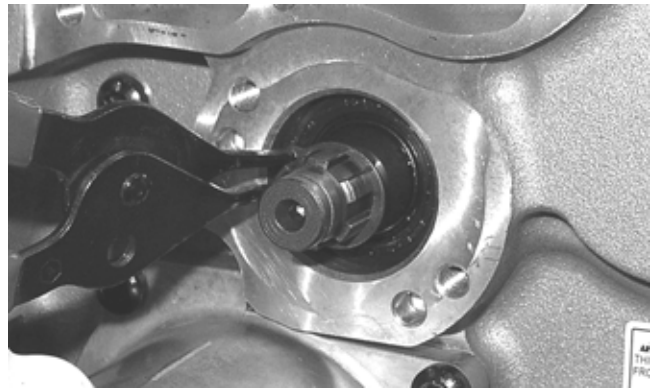
CD927A

8. Lubricate the magneto cover gasket with fresh engine oil; then place it into position on the two alignment pins. Make sure the outer shift shaft washer is in place.

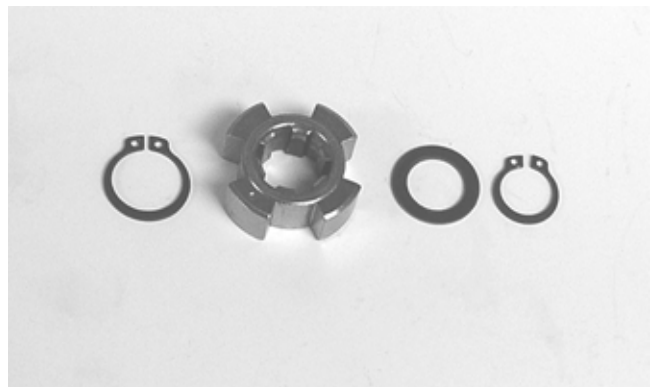


PR431A

9. Install the magneto cover and secure with the cap screws. Tighten only until snug.
10. Place the bushing into position on the crankshaft making sure a new, lubricated O-ring is inside the bushing. Tighten the flange nut to 25 ft-lb (34 N-m).
11. Using a crisscross pattern, tighten the cap screws (from step 9) to 8 ft-lb (10.9 N-m).
12. Clean the countershaft and trigger splines thoroughly and install the inner snap ring onto the shaft; then apply green Loctite #620 to the trigger and countershaft splines and install the trigger. Secure with a flat washer and outer snap ring.

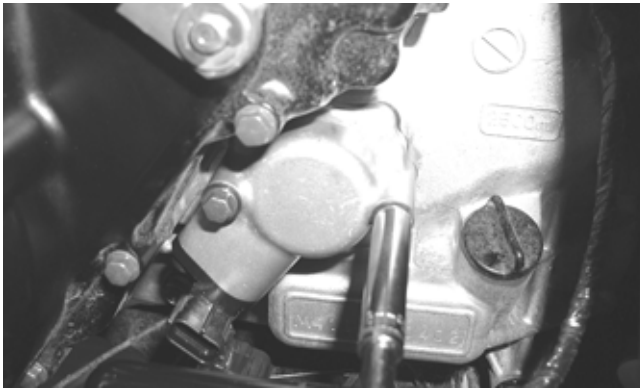


GZ253



GZ254

13. Using a new gasket, install the speed sensor housing onto the crankcase and secure with two cap screws. Tighten to 8 ft-lb (10.9 N-m).



CD069

14. Place the water pump into position and secure with two cap screws. Tighten to 8 ft-lb (10.9 N-m).

■NOTE: Ensure the slotted water pump shaft is aligned with the groove in the counter balancer shaft.

15. Install the crossover tube on the water pump and cylinder head making sure the O-ring is properly positioned.

16. Install the gear position switch.

17. Install the shift arm on the shift arm shaft making sure the scribed marks (from removing) are aligned. Tighten securely.

18. Place the outer magneto cover into position on the left-side cover; then tighten four cap screws to 6 ft-lb (8.2 N-m).

Right-Side Components

■NOTE: For efficiency, it is preferable to remove and disassemble only those components which need to be addressed and to service only those components. The technician should use discretion and sound judgment.

AT THIS POINT

To service any one specific component, only limited disassembly of components may be necessary. Note the AT THIS POINT information in each sub-section.

■NOTE: The engine/transmission does not have to be removed from the frame for this procedure.

Removing Right-Side Components (570)

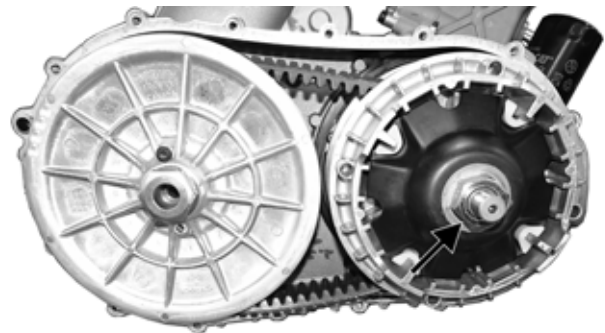
- A. V-Belt Cover
- B. Driven Pulley
- C. Clutch Cover
- D. Oil Pump

1. Remove the cap screws securing the CVT cover; then using a rubber mallet, gently tap on the cover tabs to loosen the cover. Account for two alignment pins.

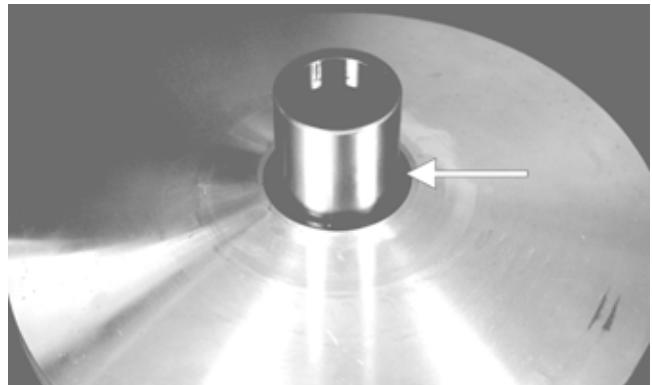


XR089

2. Remove the nut securing the movable drive face; then remove the face. Account for a spacer.



CF364A



CD966A

3. Remove the V-belt.

4. Remove the bolt securing the fixed driven assembly; then remove the assembly.



H1-019

5. Remove the fixed drive face.

6. Remove the cap screws securing the inside clutch cover. Note the location of the different-length cap screws for installing purposes. Using a rubber mallet, carefully remove the cover. Account for two alignment pins.



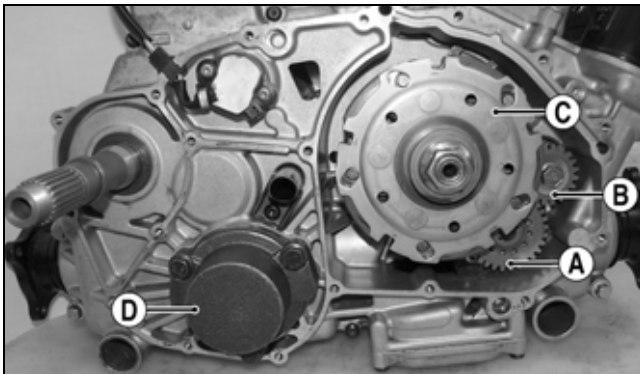
CD973A

CAUTION

Care must be taken when removing the cover so the cover gasket is not damaged.

■NOTE: For steps 7-12, refer to illustration H1-029A.

■NOTE: To aid in installing, it is recommended that the assemblies are kept together and IN ORDER.



KEY

- | | |
|-------------------------|--|
| A. Oil Pump Driven Gear | C. Clutch Shoe Assembly |
| B. Oil Pump Drive Gear | D. Final Drive Carrier Bearing Housing |

H1-029A

7. Using a hydraulic press, remove the clutch housing assembly from the clutch cover. Account for the left fixed drive spacer and an O-ring inside the fixed drive spacer.



CF085



CC596

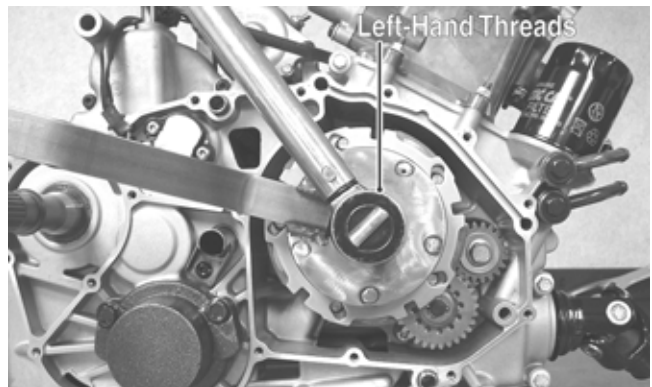
■NOTE: Account for and inspect the clutch housing seal.



CF088A

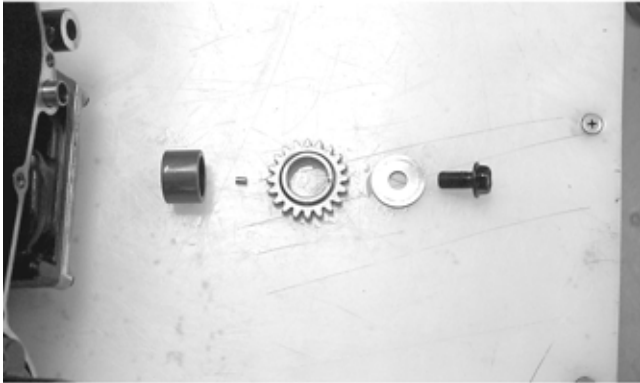
8. Remove the two cap screws securing the gear position switch; then remove the switch.

9. Remove the nut (left-hand threads) securing the clutch shoe assembly (C).



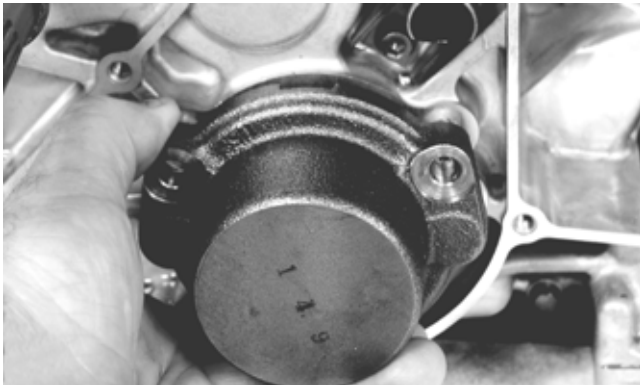
PR410A

- Remove the cap screw securing the oil pump drive gear (B). Account for a cap screw, washer, pin, and spacer.



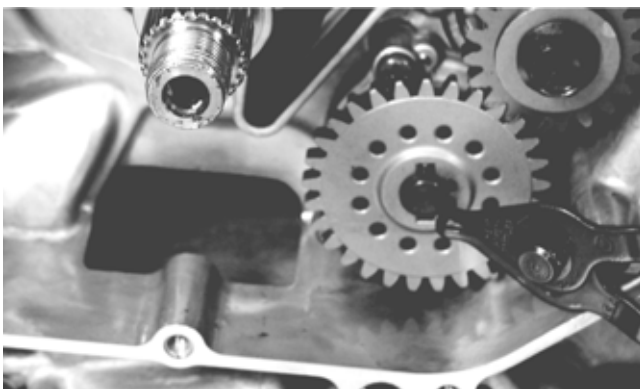
CC606

- Using an impact wrench, remove the cap screws securing the final drive carrier bearing housing (D); then remove the housing and account for two alignment pins.

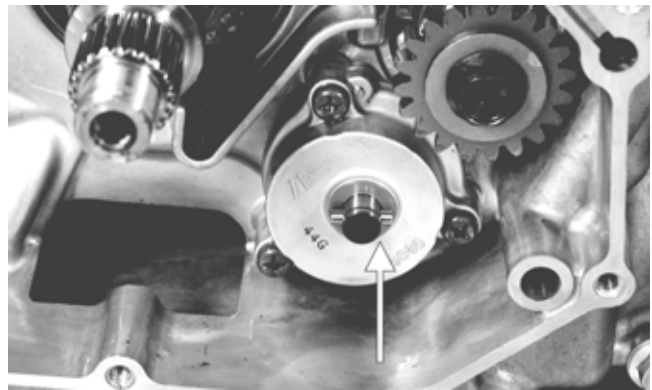


CD999

- Remove the snap ring securing the oil pump driven gear (A); then remove the gear noting the direction of the sides of the gear for installing purposes. Account for a pin and a washer.



CD984



CD895A

- Using an impact driver, remove the three Torx-head screws securing the oil pump; then remove the pump.

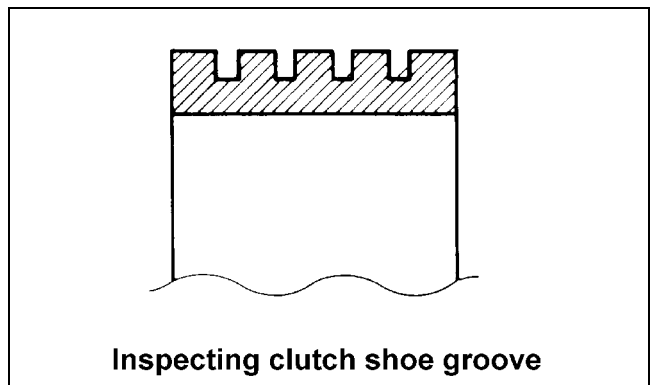


CD988

Servicing Right-Side Components (570)

INSPECTING CENTRIFUGAL CLUTCH SHOE

- Inspect the clutch shoes for uneven wear, chips, cracks, or discoloration. If any shoe is damaged, replace the complete set.
- Inspect the clutch shoes for wear or damage. If any shoe is worn to the bottom of the groove, replace the clutch assembly.



Inspecting clutch shoe groove

ATV1014

INSPECTING CLUTCH HOUSING

- Inspect the clutch housing for burns, grooving, cracks, or uneven wear.

2. If the housing is damaged in any way, the housing must be replaced.

INSPECTING OIL PUMP

1. Inspect the pump for damage.
2. It is inadvisable to remove the screw securing the pump halves. If the oil pump is damaged, it must be replaced.

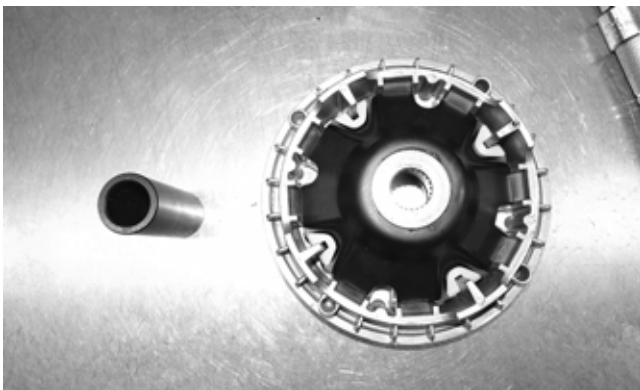


CC446D

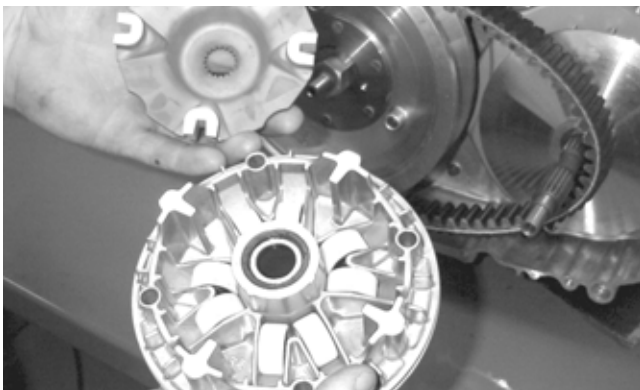
DRIVE CLUTCH ASSEMBLY

Disassembling and Inspecting

1. Slide the sheave plate out of the movable drive sheave. Make note of each drive faceplate damper orientation before removing. Check for excessive wear, warping or any cracks. Replace as necessary. Check the internal splines of the sheave plate for excessive or abnormal wear. Inspect the roller surface of the sheave plate for abnormal wear or pitting. Replace as necessary.



CF378



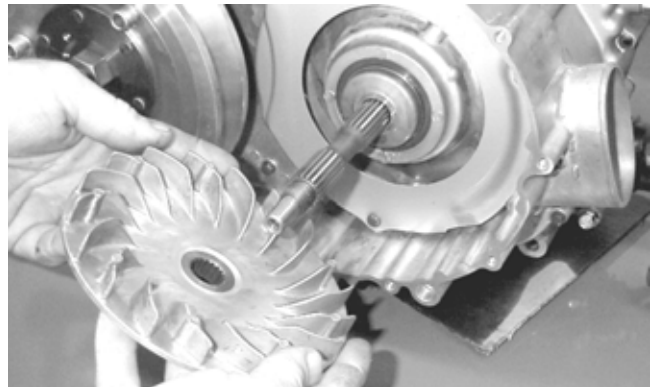
MD1036

2. Note the roller locations; then remove the rollers. Check for flat spots or abnormal wear. Measure the outside diameter; standard measurement is 30 mm. If excessively worn, replace as necessary.



ATV1152A

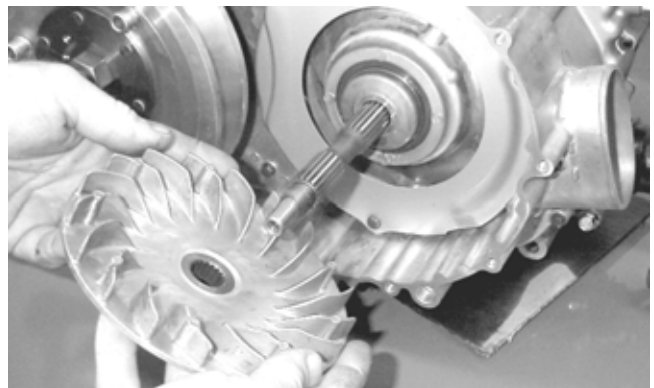
3. Check the internal bushing of the movable drive sheave and surface of the spacer. Replace as necessary. Check the fixed drive sheave internal splines for excessive wear. Check for any broken cooling fins and replace as necessary.



MD1094

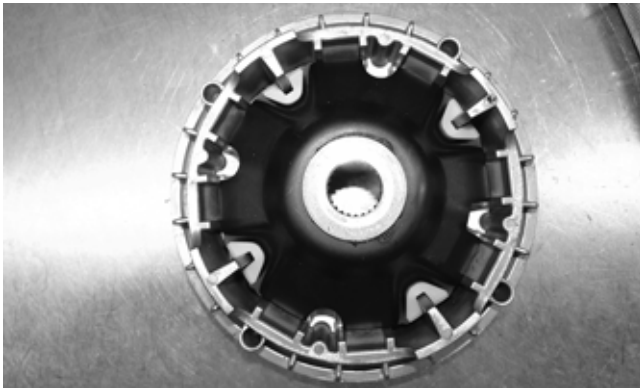
Assembling

1. Install the fixed drive sheave to the centrifugal clutch housing shaft.



MD1094

2. As noted during disassembling, place each roller into each valley of the movable drive sheave. With the dampers installed onto the sheave plate, install the sheave plate into the movable drive sheave.



CF381

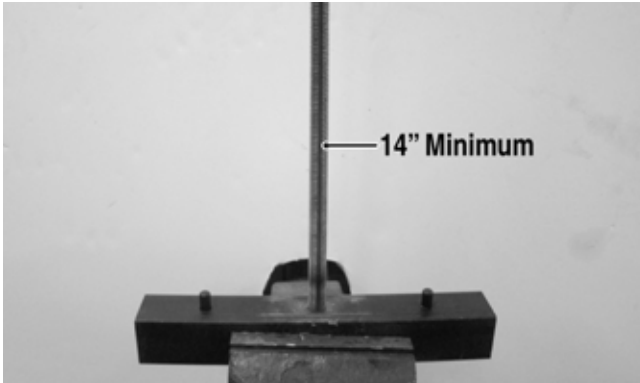
DRIVEN PULLEY ASSEMBLY

Disassembling

1. Secure the Clutch Spring Compressor base in a work vise attached to a stable work table or work bench.

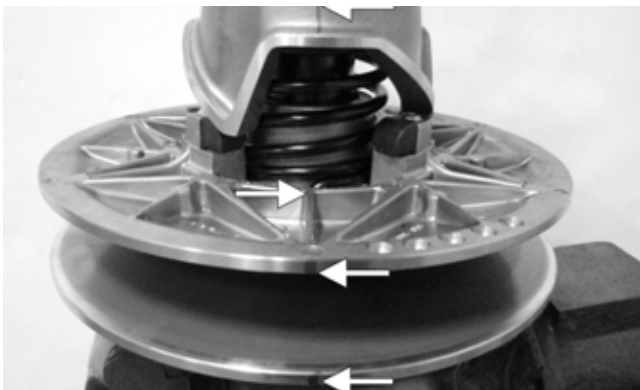
WARNING

Use only a spring compressor tool base with a screw length of 14" or greater or serious injury could occur.



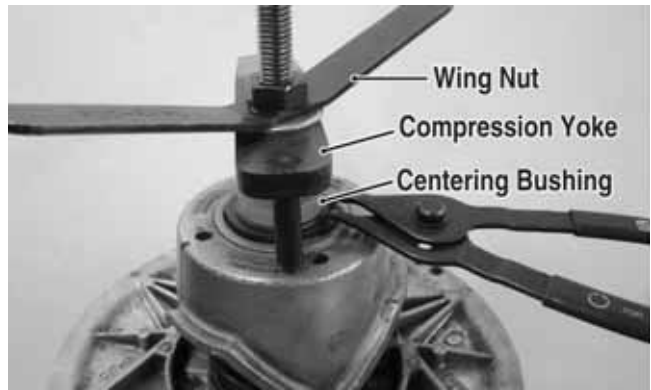
WC422A

2. Place the driven pulley assembly onto the base and mark the fixed sheave, movable sheave, and cam; then note the location of the spring anchors in the movable sheave and cam and mark them for assembly purposes.



WC371A

3. With the centering bushing, compression yoke, and wing nut in place, tighten the wing nut sufficiently to relax pressure on the snap ring and remove the snap ring.



WC418A

4. Turn the wing nut counterclockwise to relax the spring. As the cam clears the key in the fixed driven shaft, there will be a slight clockwise rotation of the cam. This is normal due to spring preload.

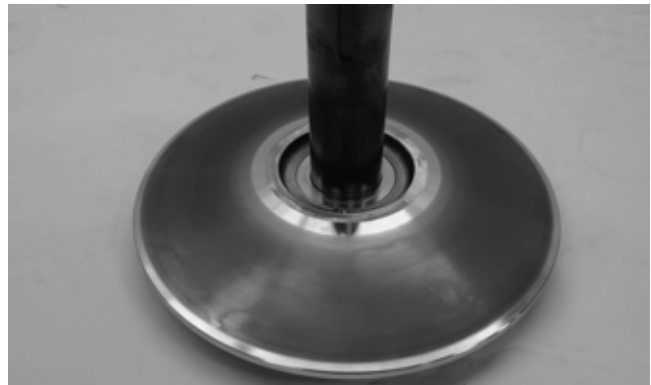
WARNING

If at anytime the cam hangs up or the tool feels slack and the spring is not completely extended, stop and determine the cause. Failure to do so could result in the driven pulley assembly suddenly coming apart and severe injury or death could occur.

5. Completely relax the spring until all pressure is removed from the compression yoke; then remove the wing nut, compression yoke, snap ring, and centering bushing.
6. Remove the cam and spring; then remove the movable driven sheave. Account for a square key.
7. Remove the fixed driven sheave from the compression tool base.

Inspecting

1. Inspect the sheave faces for cracks, grooving, or "checking."



WC381



WC383

2. Inspect the cam shoes on the movable driven sheave for chipping, excessive scoring, or general condition.



WC383A

6. Inspect the spring for kinks by rolling on a flat surface. The spring should roll freely with no irregularities.
7. Inspect spring ends and spring anchors in cam and movable driven sheave for wear or enlarged spring anchor holes.

■NOTE: If any of the components fail the above inspection, the driven pulley must be replaced.

Assembling

⚠ WARNING

The clutch assemblies are under extreme spring pressure, and only experienced technicians using the proper tools should perform service on these components. Failure to follow proper procedures could result in serious injury or death. Always wear safety glasses and observe proper shop techniques. Keep bystanders clear of work area at all times.

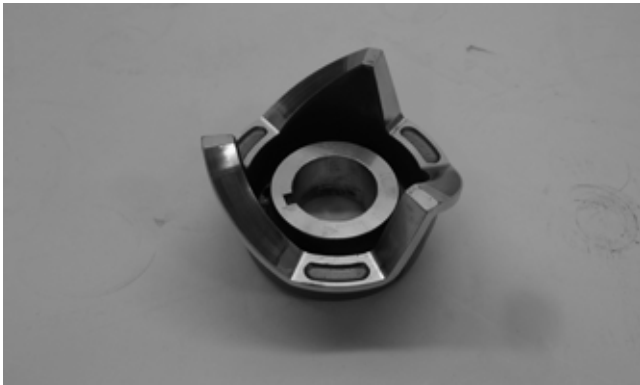
1. Clamp the Clutch Spring Compressor in a suitable work vise; then set the fixed driven sheave on the base.



WC384A

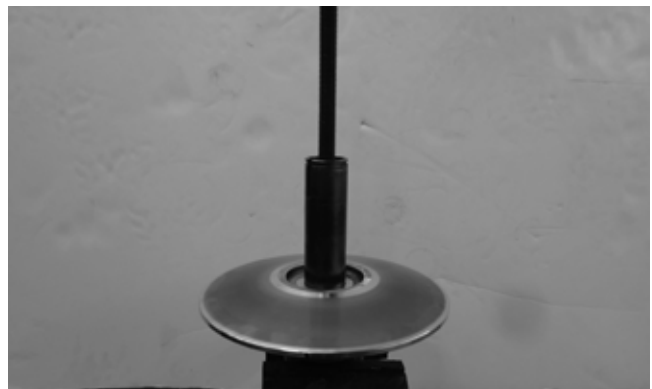
■NOTE: Always replace the cam shoes as a complete set.

3. Inspect the cam ramp faces for galling, scoring, or excessive wear.



WC382

4. Inspect the key and keyways in the cam and fixed driven sheave for excessive wear.
5. Inspect the wear bushings in the movable driven sheave for wear or loose fit in the sheave. Replace as a set.



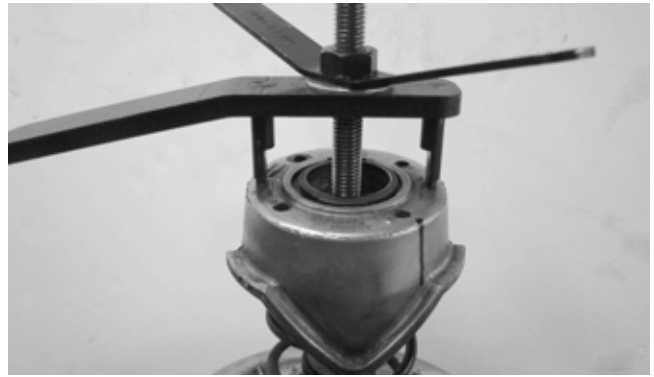
WC387

2. Install the movable driven sheave onto the fixed sheave shaft and align the match marks.



WC388

3. Install the spring over the hub of the movable driven sheave engaging the spring into the previously marked spring anchor hole.



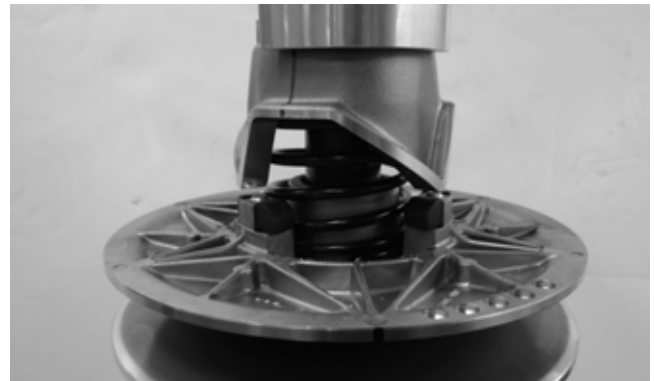
WC414

6. Turn the wing nut clockwise to compress the spring being very careful that the cam correctly engages the fixed driven hub; then continue to tighten until the cam ramps are just above the cam shoes.



WC391A

4. Place the cam over the spring and align the spring tip to the previously marked anchor hole.



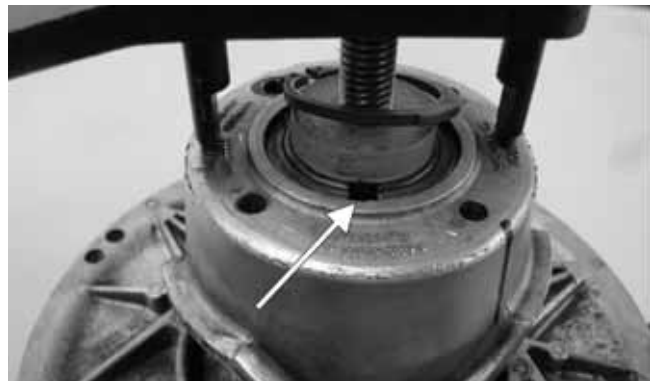
WC398

7. Rotate the cam counterclockwise by hand enough to get the cam ramps on the correct side of the cam shoes; then continue to tighten the wing nut until the keyways align.



WC753

5. Install the centering bushing into the fixed driven hub; then with the sharp side upward, place the snap ring onto the assembly and install the compression yoke and wing nut.

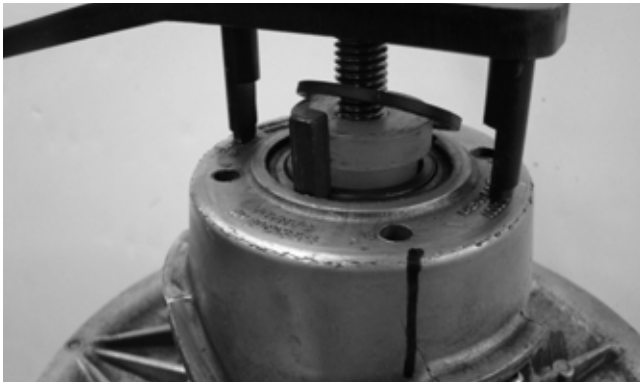


WC411A

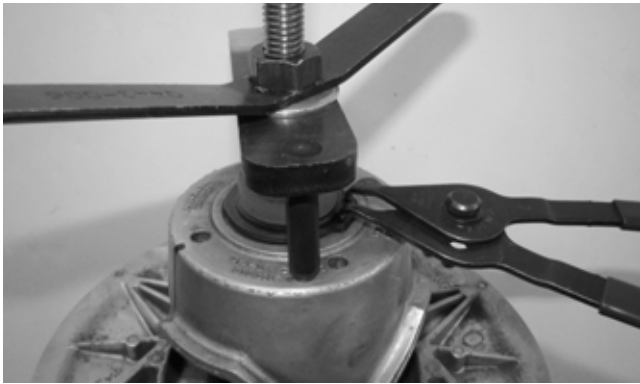
8. Install the square key making sure it fits flush and clear of the snap ring groove; then install the snap ring making sure it is seated properly.

Installing Right-Side Components (570)

1. Install the gear position switch. Tighten the cap screws securely.



WC412



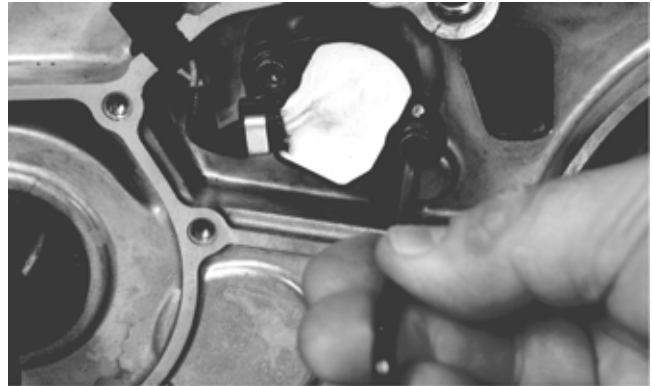
WC419

9. Turn the wing nut counterclockwise slowly allowing the cam to contact the snap ring; then loosen slightly and tap the cam with a plastic mallet to ensure the snap ring is securely seated.



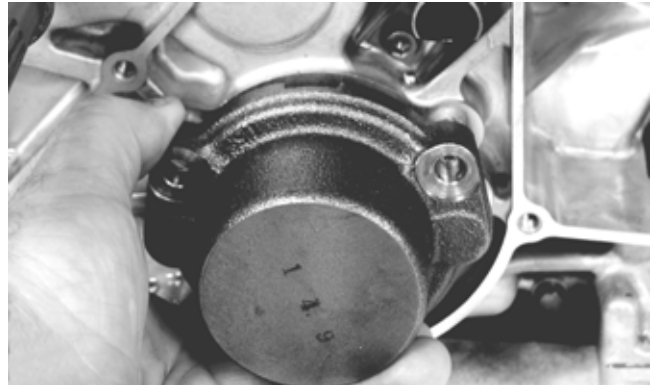
WC408

10. Remove the wing nut, compression yoke, and centering bushing; then remove the driven pulley assembly from the Clutch Spring Compressor.



CD994

2. Install the secondary shaft bearing housing making sure the two alignment pins are properly positioned. Tighten the new "patch-lock" cap screws to 28 ft-lb (38.1 N-m).



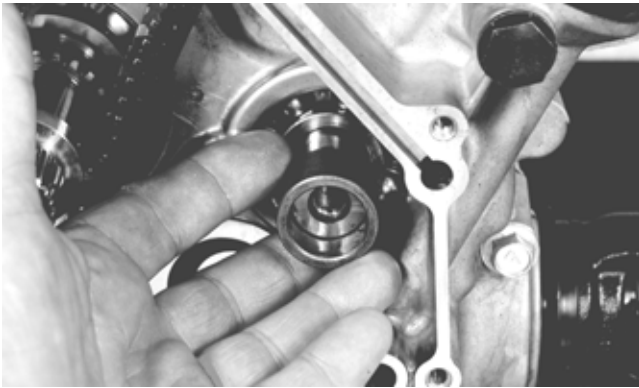
CD999

3. Install the oil pump onto the engine; then tighten the screws (coated with red Loctite #271) to 8 ft-lb (10.9 N-m).

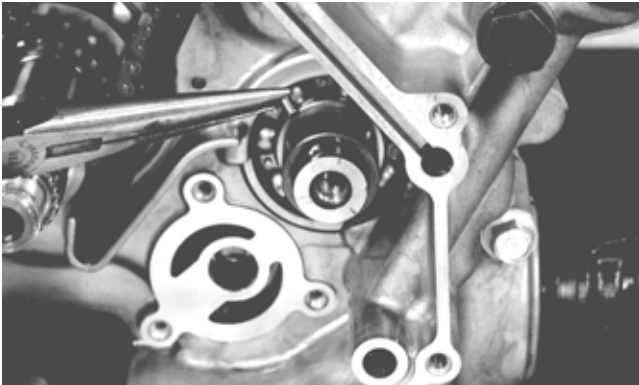


CD988

4. Install the oil pump drive gear spacer onto the crank balancer shaft. Grease the pin and insert it into the shaft; then install the drive gear making sure the raised side of the gear is facing toward the inside. Secure the gear with the cap screw (threads coated with red Loctite #271) and the washer. Tighten the cap screw to 63 ft-lb (85.7 N-m).

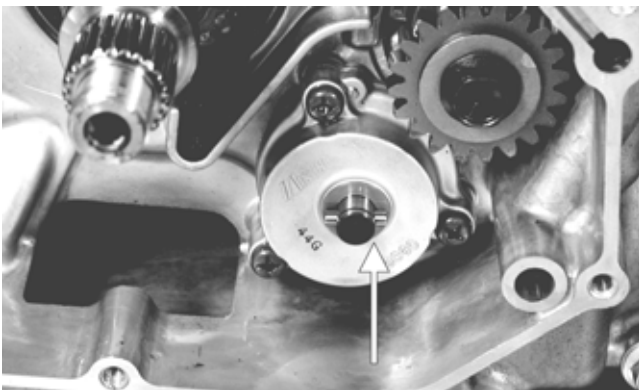


CD992

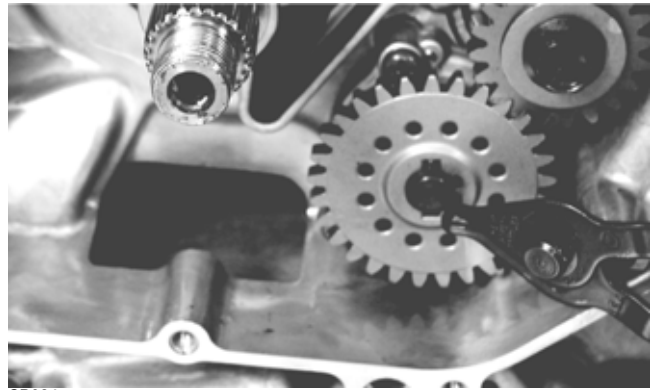


CD991

5. Grease the driven gear pin and insert the oil pump into the case. Tighten the oil pump screws to 8 ft-lb (10.9 N-m). Install the washer and pin; then install the driven gear noting the direction on the sides of the gear from removing). Secure with a snap ring.



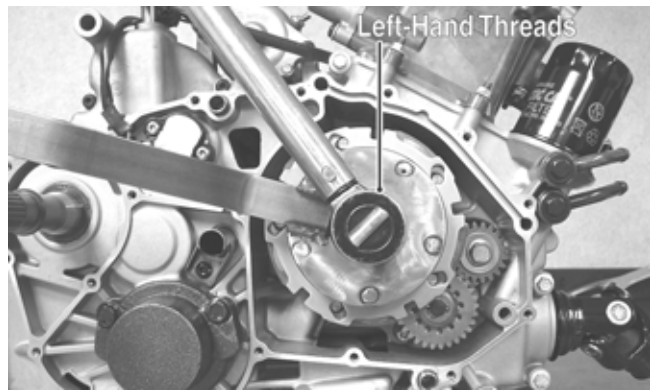
CD985A



CD984

■NOTE: When installed correctly, the sides of the drive and driven gears will be flush with each other.

6. Install the clutch shoe assembly and secure with the flange nut (threads coated with red Loctite #271). Tighten to 221 ft-lb (300 N-m).



PR410A

7. Install the inside clutch cover alignment pins into the crankcase, apply oil to the cover gasket, and install the gasket onto the crankcase.

8. Lightly grease the clutch housing seal; then insert the left fixed-drive spacer.

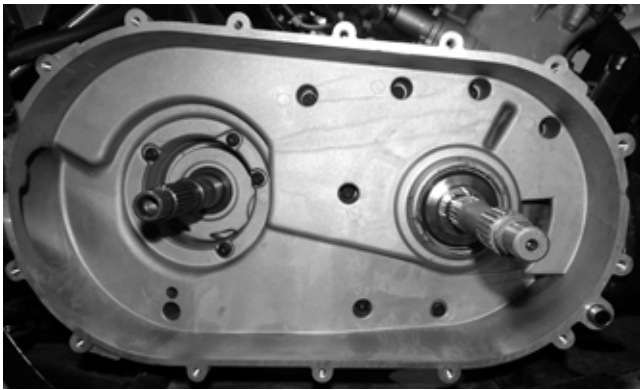


CF088A



CF085A

9. Apply grease to the outer edges of the clutch housing; then from inside the clutch cover, install the clutch housing into the cover using a rubber mallet.
10. Place the clutch cover/housing assembly into position on the crankcase; then secure with the cap screws making sure the different-length cap screws are in their proper location. Tighten to 8 ft-lb (10.9 N-m).

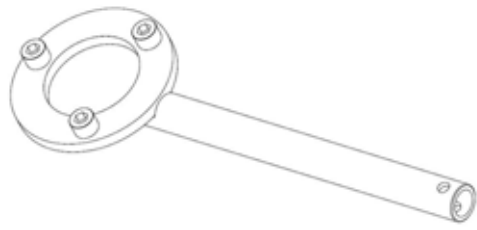


H1-023

11. Place the driven pulley assembly into position and secure with the bolt with washer. Tighten to 60 ft-lb (81.6 N-m).



H1-019



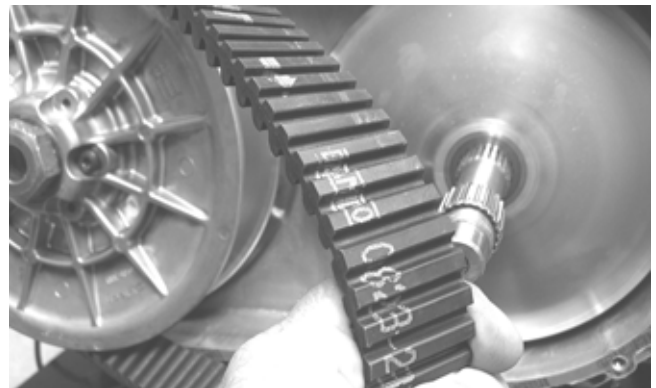
H1-050

12. Slide the fixed drive face onto the clutch shaft.
13. Spread the faces of the driven pulley by threading the cap screw from the tool kit into one of the bosses of the driven fixed face; then tighten the cap screw until the V-belt drops into the driven pulley 1/2 to 3/4 inch (13-19 mm)



H1-020A

14. Place the V-belt into position on the driven pulley and over the front shaft.



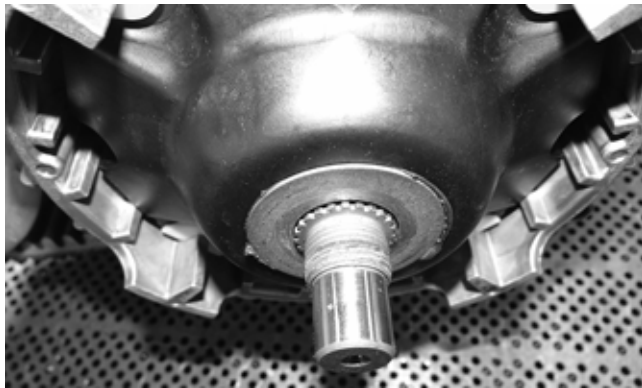
GZ085

■NOTE: The arrows on the V-belt should point in the direction of rotation.

- Pinch the V-belt together near its center and slide the spacer and movable drive face onto the front shaft. Secure the drive face with a washer and nut (coated with red Loctite #271). Using an appropriate spanner wrench, tighten the nut to 162 ft-lb (220 N-m).

CAUTION

Make sure the movable drive faceplate is fully engaged onto the splines of the clutch shaft before tightening the nut or false torque readings may occur. This will cause the assembly to loosen damaging the shaft and clutch faceplate.



CF379

■NOTE: At this point, the cap screw can be removed from between the driven pulley faces.

- With the vehicle in neutral, rotate the V-belt and clutches counterclockwise until the V-belt is flush with the top of the driven pulley.
- Place the CVT cover gasket in position; then install the cover and secure with the cap screws. Tighten the cap screws to 45 in.-lb (5 N-m).

Removing Right-Side Components (700)

SPECIAL TOOLS

A number of special tools must be available to the technician when performing service procedures in this section. Refer to the current Special Tools Catalog for the appropriate tool description.

■NOTE: When indicated for use, each special tool will be identified by its specific name, as shown in the chart below, and capitalized.

Description	p/n
Driven Clutch Holder	0444-271
Drive Clutch Spanner Wrench	0644-136
Drive Clutch Puller	0644-650

■NOTE: Special tools are available from the Service Department.

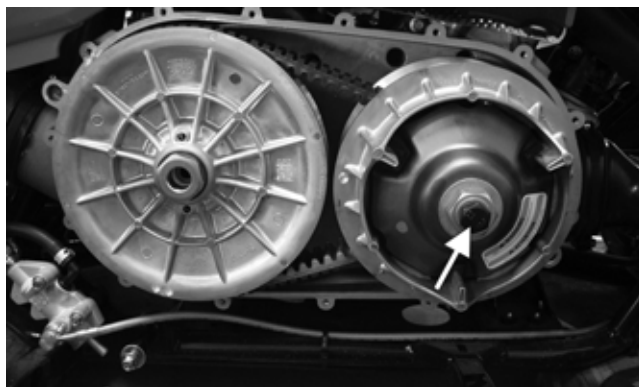
- V-Belt Cover
- Driven Pulley
- Clutch Cover
- Oil Pump

- Remove the cap screws securing the CVT cover; then gently remove the cover.



XR496

- Remove the belt; then with the Drive Clutch Spanner Wrench to secure the drive clutch, remove the bolt securing the drive clutch; then insert the Drive Clutch Puller and remove drive clutch.



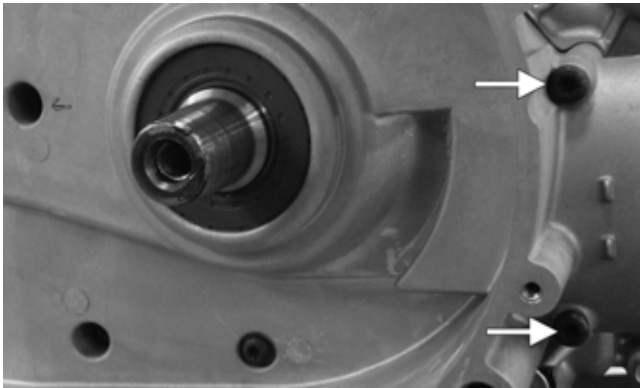
XR498

- Using the Driven Clutch Holder to secure the driven clutch, remove the nut securing the driven assembly; then remove the driven assembly.



XR500

- Remove the cap screws securing the inside clutch cover. Note the location of the different-length cap screws for installing purposes. Using a rubber mallet, carefully remove the cover. Account for two alignment pins.



XR503

CAUTION

Care must be taken when removing the cover so the cover gasket is not damaged.

■NOTE: For steps 9-12, refer to illustration XR504.

■NOTE: To aid in installing, it is recommended that the assemblies are kept together and IN ORDER.



KEY

- A. Oil Pump Driven Gear
- B. Oil Pump Drive Gear
- C. Final Drive Carrier Bearing Housing

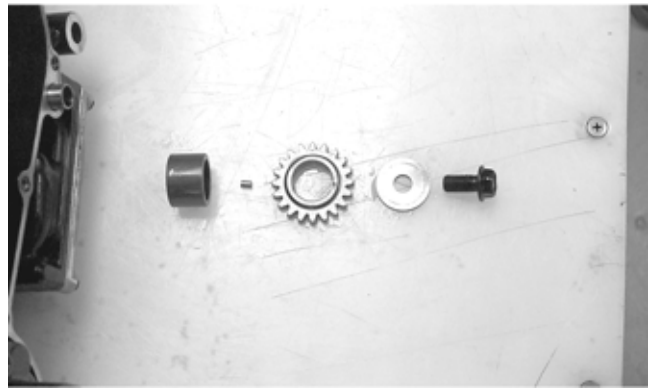
XR504

■NOTE: Account for and inspect the clutch housing seal.



CF088A

5. Remove the two cap screws securing the gear position switch; then remove the switch.
6. Remove the cap screw securing the oil pump drive gear (B). Account for a cap screw, washer, pin, and spacer.



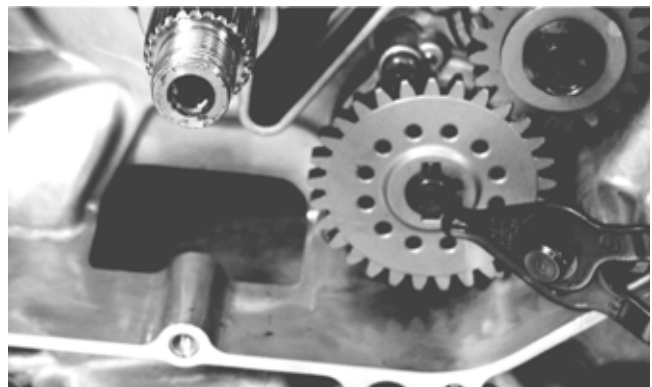
CC606

7. Using an impact wrench, remove the cap screws securing the final drive carrier bearing housing (D); then remove the housing and account for two alignment pins.

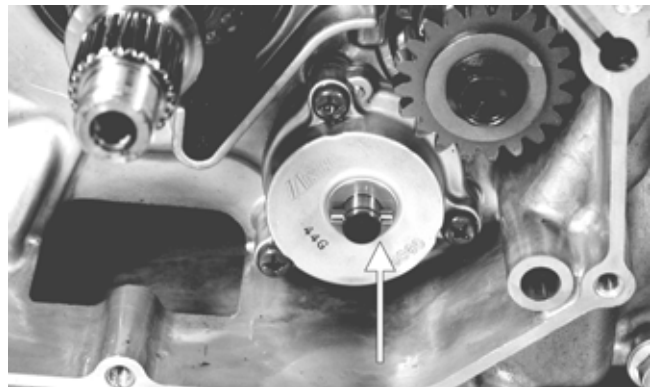


CD999

8. Remove the snap ring securing the oil pump driven gear (A); then remove the gear, noting the direction of the sides of the gear for installation purposes. Account for a pin and a washer.



CD984



CD895A

- Using an impact driver, remove the three Torx-head screws securing the oil pump; then remove the pump.



CD988

Servicing Right-Side Components (700)

INSPECTING OIL PUMP

- Inspect the pump for damage.
- It is inadvisable to remove the screw securing the pump halves. If the oil pump is damaged, it must be replaced.



CC446D

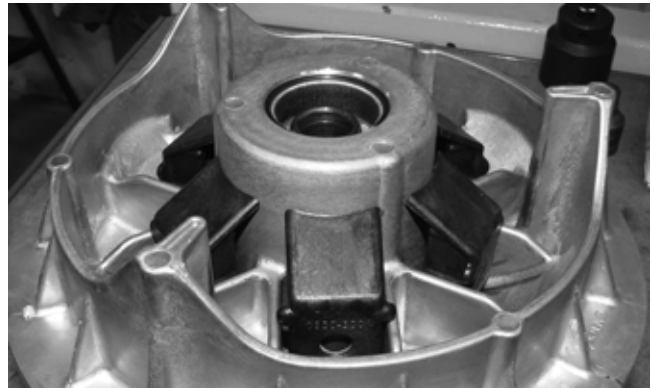
DRIVE CLUTCH ASSEMBLY

Disassembling and Inspecting

- Compress the outer portion of the drive clutch toward the sheaves; then remove the nut on the end of the drive clutch. Gently remove the outer cover of the drive clutch.



XR505



XR506

- Note the puck orientation and locations; then remove the pucks. Check for abnormal wear. If excessively worn, replace as necessary; then remove the movable sheave from the drive clutch assembly.



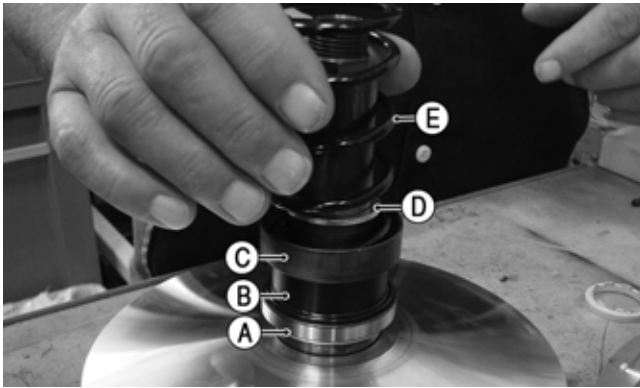
XR508

- Check the internal bushing of the movable drive sheave. Replace as necessary. Check the fixed drive sheave internal splines for excessive wear.



XR508A

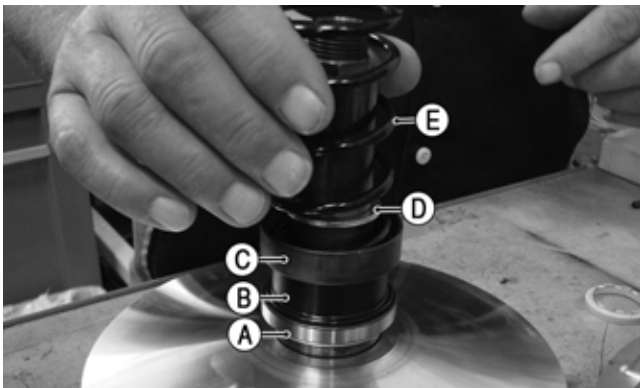
- Remove the spring (E); then the washer (D); then the cup (C) with washer; then the plastic spacer (B); then the bearing (A). Check for any broken/excessively worn parts and replace as necessary.



XR509

Assembling

- Install the bearing (A); then plastic spacer (B) with the lip against the bearing; then the cup (C) with washer; then the washer (D); then the spring (E).



XR509

- Verify the internal bushing and spacer are in place.



XR508B

- Install the pucks; then position the movable sheave onto the drive clutch assembly.



XR508

- Compress the outer portion of the drive clutch toward the sheaves; then install the nut on the end of the drive clutch. Tighten to 79.6 ft-lb (108 N-m).



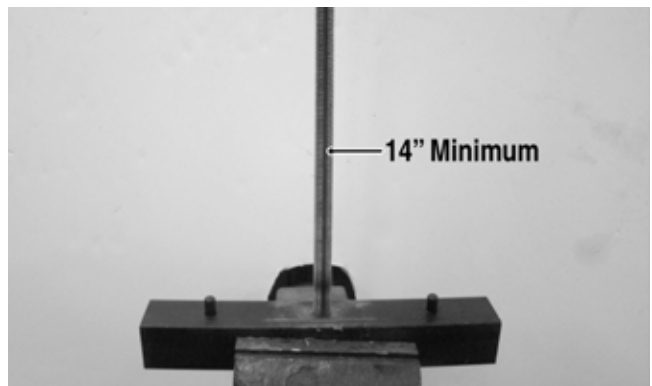
XR505

DRIVEN PULLEY ASSEMBLY

Disassembling

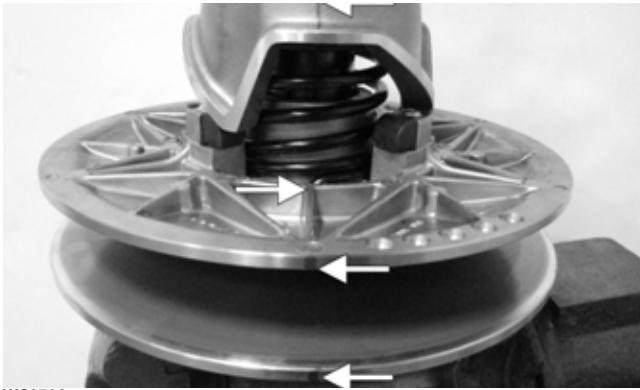
- Secure the clutch spring compressor base in a work vise attached to a stable work table or work bench.

⚠ WARNING
Use only a spring compressor tool base with a screw length of 14" or greater or serious injury could occur.



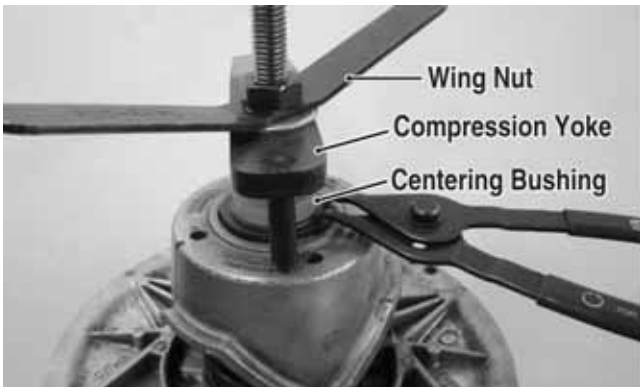
WC422A

- Place the driven pulley assembly onto the base and mark the fixed sheave, movable sheave, and cam; then note the location of the spring anchors in the movable sheave and cam and mark them for assembly purposes.



WC371A

3. With the centering bushing, compression yoke, and wing nut in place, tighten the wing nut sufficiently to relax pressure on the snap ring and remove the snap ring.



WC418A

4. Turn the wing nut counterclockwise to relax the spring. As the cam clears the key in the fixed driven shaft, there will be a slight clockwise rotation of the cam. This is normal due to spring preload.

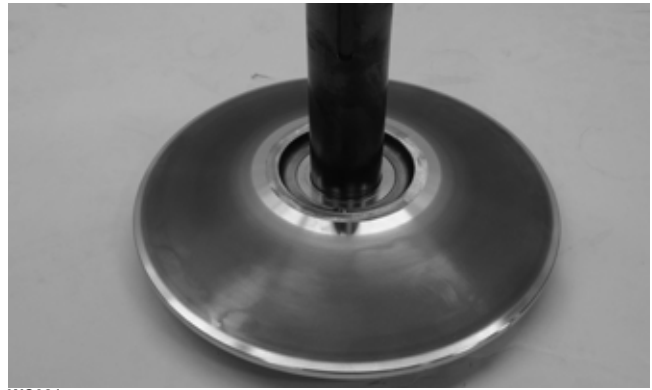
⚠ WARNING

If, at any time, the cam hangs up or the tool feels slack and the spring is not completely extended, stop and determine the cause. Failure to do so could result in the driven pulley assembly suddenly coming apart and severe injury or death could occur.

5. Completely relax the spring until all pressure is removed from the compression yoke; then remove the wing nut, compression yoke, snap ring, and centering bushing.
6. Remove the cam and spring; then remove the movable driven sheave. Account for a square key.
7. Remove the fixed driven sheave from the compression tool base.

Inspecting

1. Inspect the sheave faces for cracks, grooving, or “checking.”



WC381



WC383

2. Inspect the cam shoes on the movable driven sheave for chipping, excessive scoring, or general condition.



WC384A

■ **NOTE:** Always replace the cam shoes as a complete set.

3. Inspect the cam ramp faces for galling, scoring, or excessive wear.



WC382

4. Inspect the key and keyways in the cam and fixed driven sheave for excessive wear.
5. Inspect the wear bushings in the movable driven sheave for wear or loose fit in the sheave. Replace as a set.



WC383A

6. Inspect the spring for kinks by rolling on a flat surface. The spring should roll freely with no irregularities.
7. Inspect spring ends and spring anchors in the cam and movable driven sheave for wear or enlarged spring anchor holes.

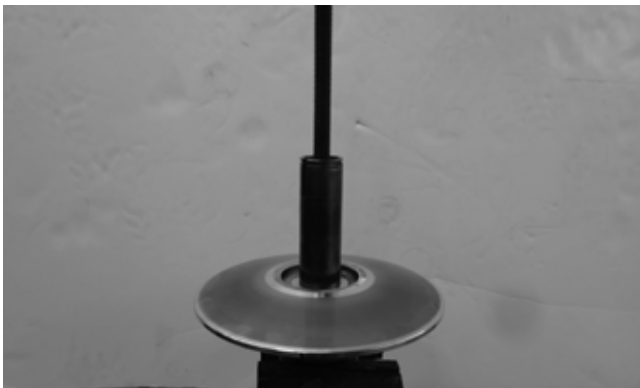
■NOTE: If any of the components fail the above inspection, the driven pulley must be replaced.

Assembling

⚠ WARNING

The clutch assemblies are under extreme spring pressure, and only experienced technicians using the proper tools should perform service on these components. Failure to follow proper procedures could result in serious injury or death. Always wear safety glasses and observe proper shop techniques. Keep bystanders clear of work area at all times.

1. Clamp the Clutch Spring Compressor in a suitable work vise; then set the fixed driven sheave on the base.



WC387

2. Install the movable driven sheave onto the fixed sheave shaft and align the match marks.



WC388

3. Install the spring over the hub of the movable driven sheave engaging the spring into the previously marked spring anchor hole.



WC391A

4. Place the cam over the spring and align the spring tip to the previously marked anchor hole.



WC753

5. Install the centering bushing into the fixed driven hub; then with the sharp side upward, place the snap ring onto the assembly and install the compression yoke and wing nut.



WC414

6. Turn the wing nut clockwise to compress the spring, being very careful that the cam correctly engages the fixed driven hub; then continue to tighten until the cam ramps are just above the cam shoes.

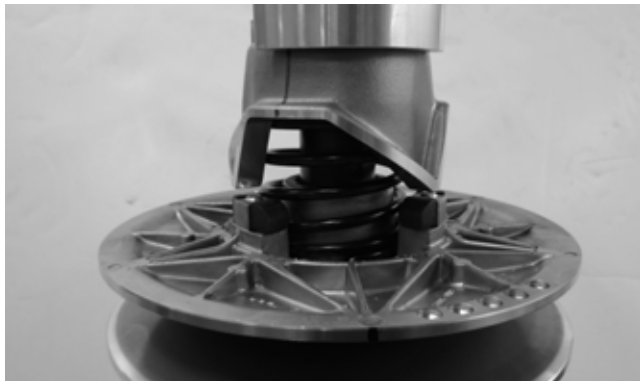


WC412



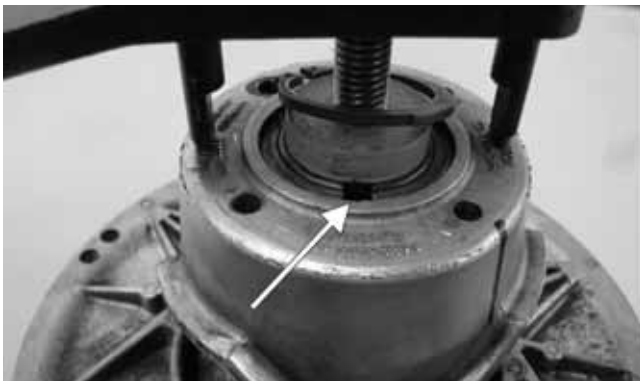
WC419

9. Turn the wing nut counterclockwise slowly allowing the cam to contact the snap ring; then loosen slightly and tap the cam with a plastic mallet to ensure the snap ring is securely seated.



WC398

7. Rotate the cam counterclockwise by hand enough to get the cam ramps on the correct side of the cam shoes; then continue to tighten the wing nut until the keyways align.



WC411A

8. Install the square key making sure it fits flush and clear of the snap ring groove; then install the snap ring making sure it is seated properly.

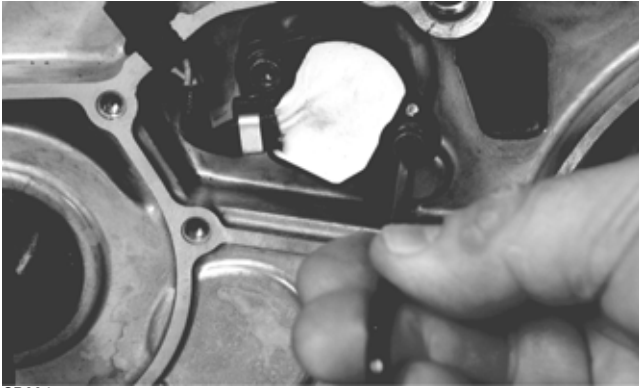


WC408

10. Remove the wing nut, compression yoke, and centering bushing; then remove the driven pulley assembly from the Clutch Spring Compressor.

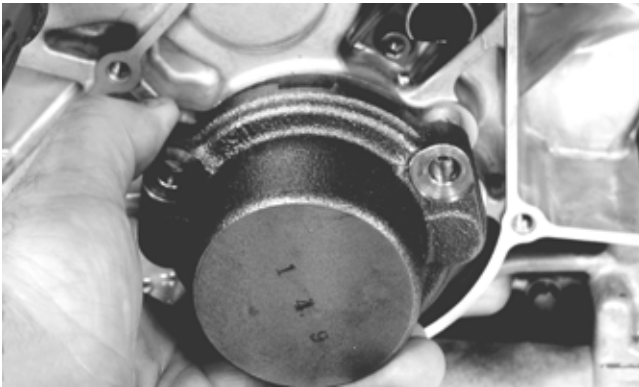
Installing Right-Side Components (700)

1. Install the gear position switch. Tighten the cap screws securely.



CD994

2. Install the secondary shaft bearing housing making sure the two alignment pins are properly positioned. Tighten the new “patch-lock” cap screws to 28 ft-lb (38.1 N-m).



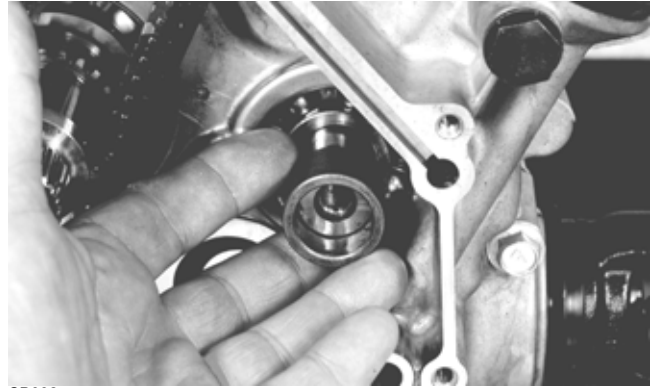
CD999

3. Install the oil pump onto the engine; then tighten the screws (coated with red Loctite #271) to 8 ft-lb (10.9 N-m).

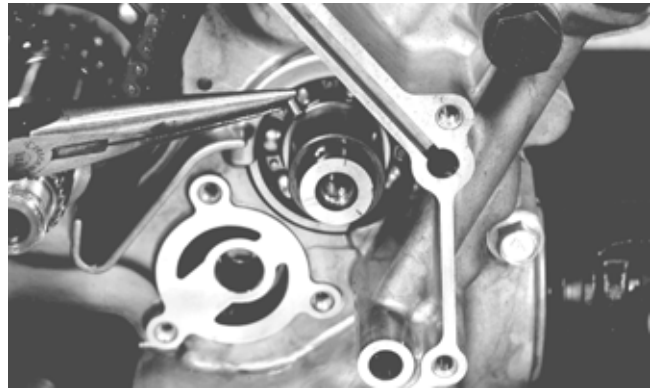


CD988

4. Install the oil pump drive gear spacer onto the crank balancer shaft. Grease the pin and insert it into the shaft; then install the drive gear making sure the raised side of the gear is facing toward the inside. Secure the gear with the cap screw (threads coated with red Loctite #271) and the washer. Tighten the cap screw to 63 ft-lb (85.7 N-m).

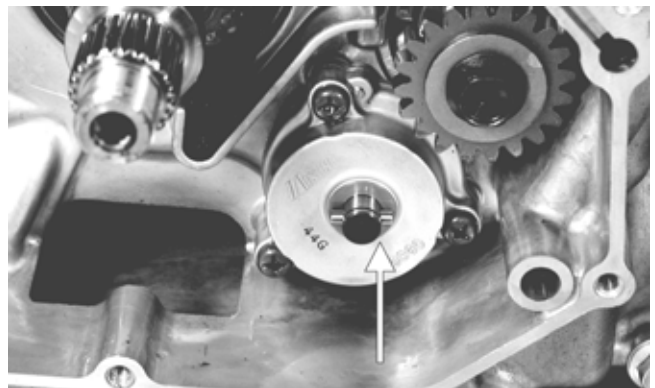


CD992

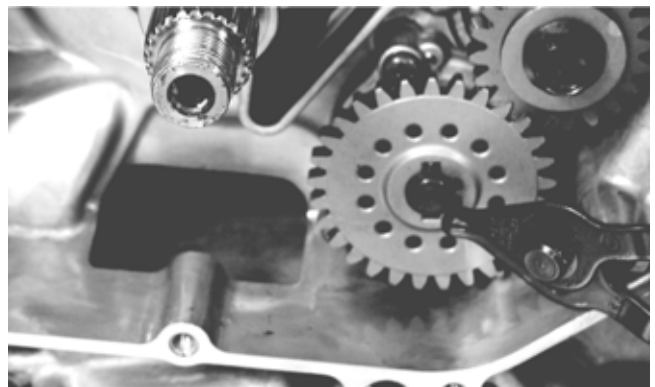


CD991

5. Grease the driven gear pin and insert the oil pump into the case. Tighten the oil pump screws to 8 ft-lb (10.9 N-m). Install the washer and pin; then install the driven gear, noting the direction on the sides of the gear when it was removed. Secure with a snap ring.



CD985A



CD984

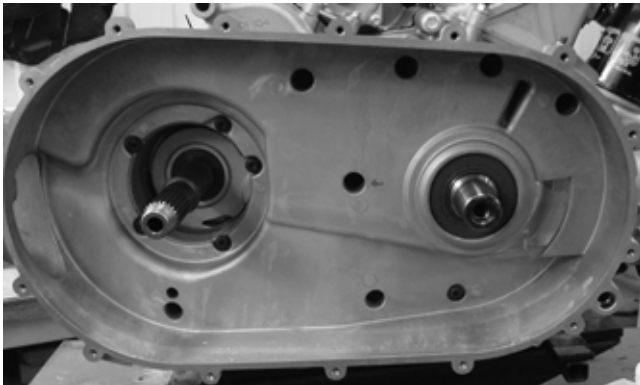
■NOTE: When installed correctly, the sides of the drive and driven gears will be flush with each other.

6. Install the clutch cover alignment pins into the crankcase, apply oil to the cover gasket, and install the gasket onto the crankcase.
7. Lightly grease the clutch housing seal.



CF088A

8. Apply grease to the outer edges of the clutch housing; then from inside the clutch cover, install the clutch housing into the cover using a rubber mallet.
9. Place the clutch cover/housing assembly into position on the crankcase; then secure with the cap screws making sure the different-length cap screws are in their proper location. Tighten to 8 ft-lb (10.9 N-m).



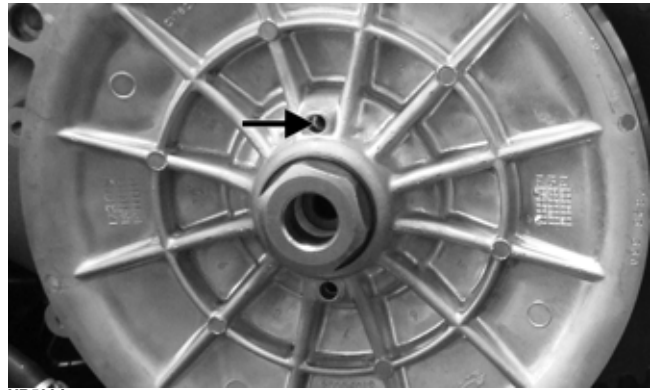
XR507

10. Place the driven clutch assembly into position and secure with the nut. Tighten to 162 ft-lb (220 N-m).



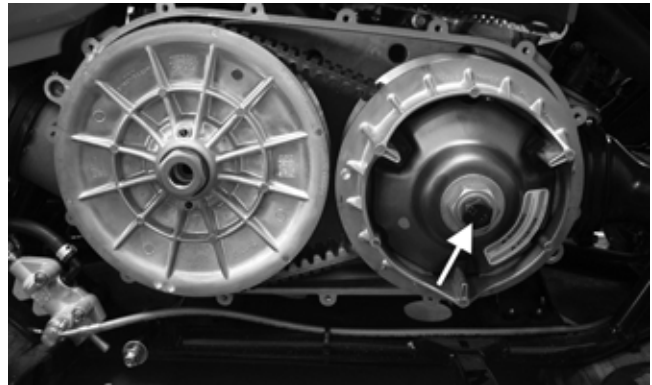
XR500

11. Spread the faces of the driven clutch by threading the cap screw from the tool kit into the boss of the driven fixed face; then tighten the cap screw until the V-belt drops into the driven pulley.



XR500A

12. Place the V-belt into position on the driven pulley and then install the drive clutch onto the V-belt and crankshaft; then install and tighten the drive clutch cap screw to 59 ft-lb (80 N-m).



XR498

■NOTE: The arrows on the V-belt should point in the direction of rotation.

■NOTE: At this point, the cap screw can be removed from between the driven pulley faces.

13. With the vehicle in neutral, rotate the V-belt and drive clutch counterclockwise until the V-belt is flush with the top of the driven pulley.
14. Place the CVT cover gasket into position; then install the cover and secure with the cap screws. Tighten the cap screws to 45 in.-lb (5 N-m).

Center Crankcase Components

■NOTE: This procedure cannot be done with the engine/transmission in the frame. Complete Removing procedures for Top-Side, Left-Side, and Right-Side must precede this procedure.

■NOTE: For efficiency, it is preferable to remove and disassemble only those components which need to be addressed and to service only those components. The technician should use discretion and sound judgment.

Separating Crankcase Halves

1. Remove the right-side cap screws securing the crankcase halves. Note the location of the different-length cap screws.
2. Remove the left-side cap screws securing the crankcase halves. Note the location of the different-length cap screws.
3. Using the Crankcase Separator/Crankshaft Remover and tapping lightly with a rubber mallet, separate the crankcase halves. Account for two alignment pins.

■NOTE: To keep the shaft/gear assemblies intact for identification, tap the shafts toward the left-side crankcase half when separating the halves.

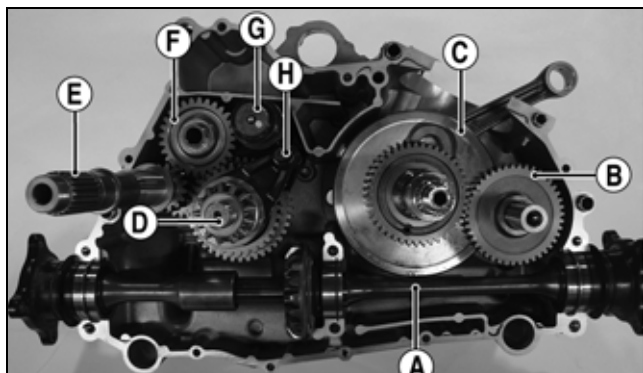


PR786

Disassembling Crankcase Half

■NOTE: For steps 1-7, refer to illustration PR787A.

■NOTE: To aid in installing, it is recommended that the assemblies are kept together and IN ORDER.

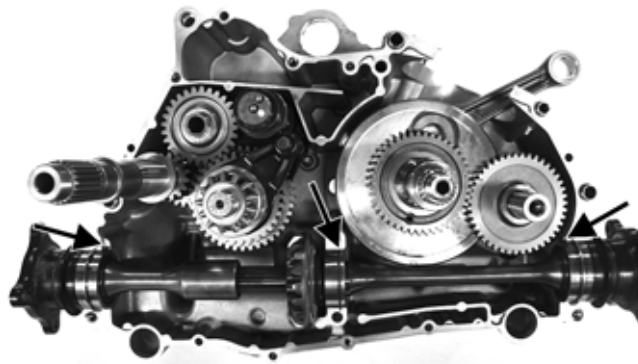


KEY

- | | |
|------------------------------------|--------------------------------|
| A. Secondary Driven Shaft Assembly | E. Driveshaft |
| B. Crank Balancer Assembly | F. Reverse Idler Gear Assembly |
| C. Crankshaft | G. Gear Shift Shaft |
| D. Countershaft Assembly | H. Shift Shaft with 2 Forks |

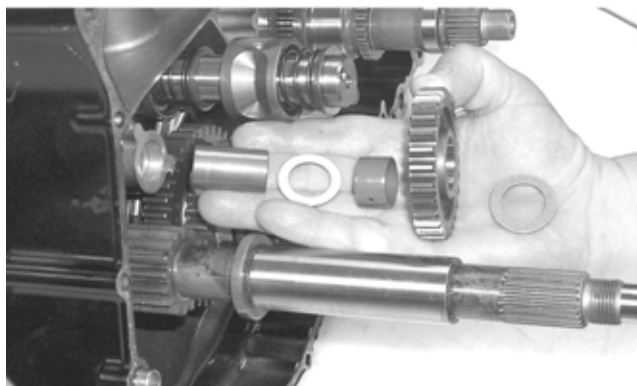
PR787A

1. Remove the secondary driven shaft assembly (A) noting the location of the bearing locating pins. Account for the bearing C-ring.



PR787B

2. Remove the reverse idler gear assembly (F). Account for all washers, shaft, bushing, and the gear.



CC668

3. Remove the shift shaft (H); then remove the two forks taking note of the direction of the tabs on the forks for assembling purposes.
4. Remove the gear shift shaft (G) noting the location of the two holes on the end of the shaft. Account for a spacer and a washer.



DE677A

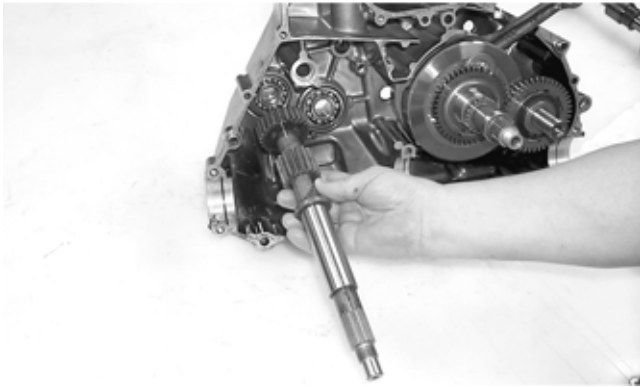
5. Remove the countershaft assembly (D). Account for a washer on each end of the countershaft.



CC674

■NOTE: Do not disassemble the countershaft assembly unless necessary. If necessary, see Servicing Center Crankcase Components sub-section.

- Using a rubber mallet, tap on the crankcase to remove the driveshaft.



CC675

- Note the timing marks on the crank balancer assembly (B) gear and crankshaft (C) gear for assembling purposes; then slide the crank balancer gear off the crank balancer. Account for the key in the keyway.



CD826

- Remove the crank balancer.

■NOTE: There is a flat spot on the crank balancer bearing flange to allow clearance past the crankshaft.



CD832B

- Remove the snap ring securing the water pump driven gear shaft.

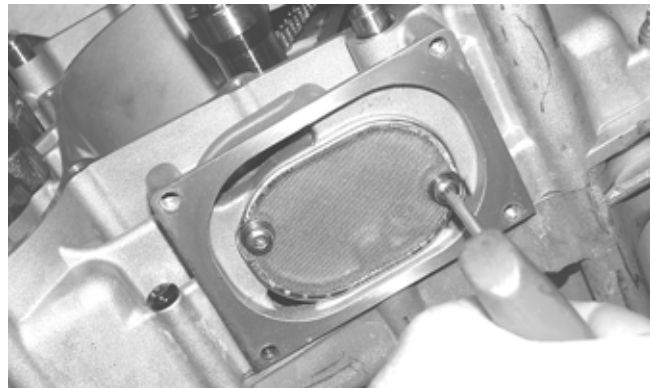
- Using a hydraulic press, remove the crankshaft assembly.

■NOTE: Use a protective end cap to prevent damage to the crankshaft threads.

- Remove the cap screws securing the oil strainer cap; then remove the cap.

- Remove the two cap screws securing the oil strainer; then remove the strainer.

■NOTE: Thoroughly clean any sealant from the oil strainer cap.



PR406

CAUTION

Unless the secondary drive gear, bevel gear, or bearings require service, do not remove the secondary drive assembly from the case. If removed, bevel gear backlash will have to be adjusted requiring re-shimming of the drive bevel gear shaft.

- To remove the secondary drive/bevel gear, remove the secondary drive bearing housing; then remove the nut securing the drive/bevel gear shaft in the bearing and using a plastic mallet, drive the shaft out of the bearing. Account for shim/shims.

■NOTE: Shims should be measured and kept for a starting point in adjusting backlash.

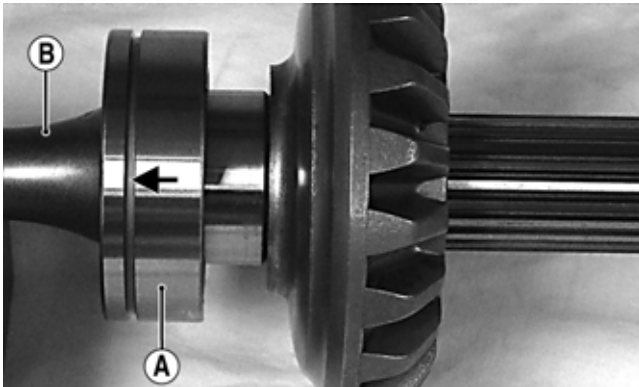
Servicing Center Crankcase Components

SECONDARY OUTPUT DRIVE GEARS

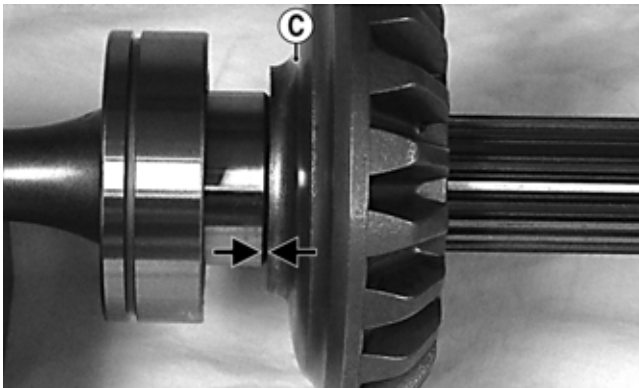
Initial Set-Up

■NOTE: If the secondary output driven shaft is replaced or disassembled, the initial set-up must be performed to establish correct gear tooth contact. If only the secondary output drive shaft or secondary output driven gear is replaced, proceed to Correcting Backlash in this sub-section.

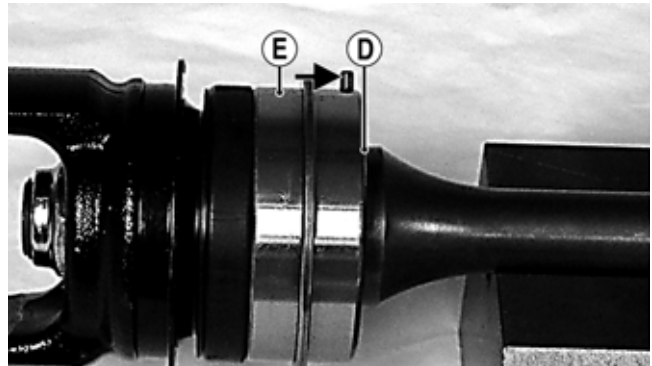
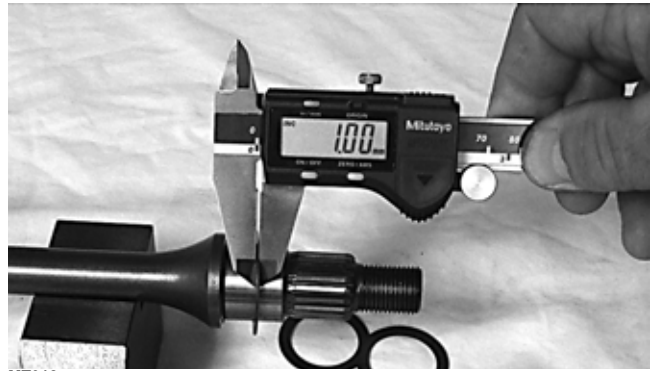
1. Install a new bearing (A) onto the secondary driven shaft (B) making sure the bearing locating groove is directed away from the driven gear splines.



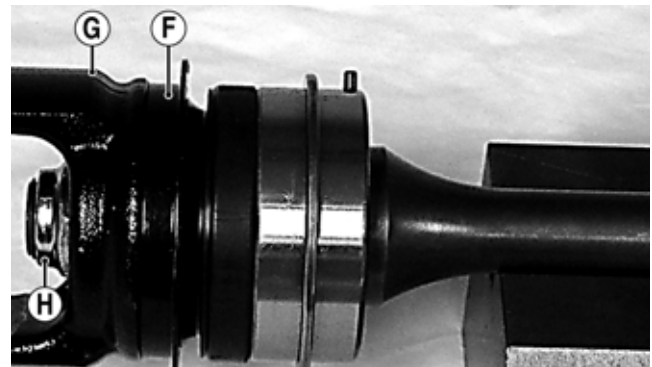
2. Using a suitable press, install the driven gear (C) on the shaft until the gear firmly seats on the shoulder of the shaft.



3. If installing the existing shaft, start with the shims removed during disassembly or if installing a new shaft, start with approximately 1.0 mm shims at point (D); then install the output drive shaft bearing (E) making sure the locating pin is directed toward the center of the shaft.

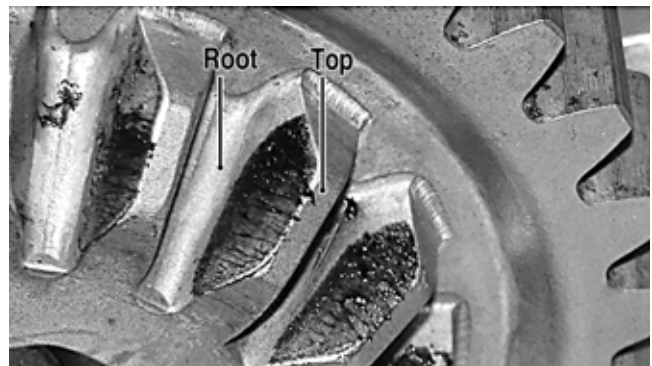


4. Install a new seal (F), output yoke (G), and existing nut (H) and tighten to 74 ft-lb (100.6 N-m).



■NOTE: Do not use a new lock nut at this time as this procedure may have to be repeated.

5. Place the assembled shaft into the left crankshaft case; then lightly coat the gear teeth with machinist's lay-out dye. Rotate the shafts through several rotations in both directions. Gear contact should extend from the root to the top of the gear teeth.



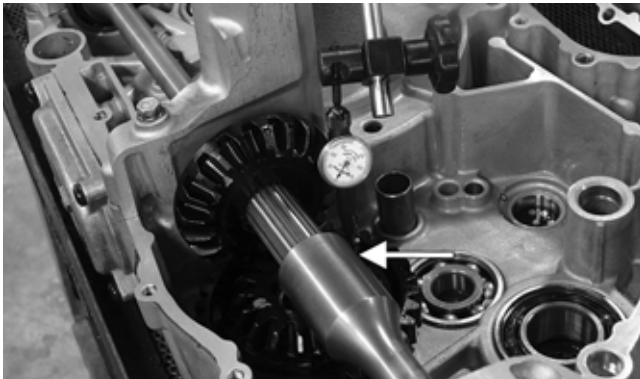
- To adjust tooth contact, use the following chart to correctly shim the driven shaft:

Tooth Contact	Shim Correction
Contact at Top	Increase Shim Thickness
Contact at Root	Decrease Shim Thickness

- After correct tooth contact is established, proceed to Checking Backlash in this sub-section.

Checking Backlash

- If removed, install the secondary drive/bevel gear shaft into the crankcase; then tighten the nut to 59 ft-lb (80.2 N-m).
- Install the secondary drive bearing support; then install the secondary driven output shaft into the crankcase.
- Mount the dial indicator so the tip is contacting a tooth on the secondary drive bevel gear.
- While rocking the drive bevel gear back and forth, note the maximum backlash reading on the gauge.



MT005A

- Acceptable backlash range is 0.127-0.381 mm (0.005-0.015 in.).

Correcting Backlash

■NOTE: If backlash measurement is within the acceptable range, no correction is necessary.

- If backlash measurement is less than specified, remove an existing shim, measure it, and install a new thinner shim.
- If backlash measurement is more than specified, remove an existing shim, measure it, and install a thicker shim.

■NOTE: Continue to remove, measure, and install until backlash measurement is within tolerance. Note the following chart:

Backlash Measurement	Shim Correction
Under 0.127 mm (0.005 in.)	Decrease Shim Thickness
At 0.127-0.381 mm (0.005-0.015 in.)	No Correction Required
Over 0.381 mm (0.015 in.)	Increase Shim Thickness

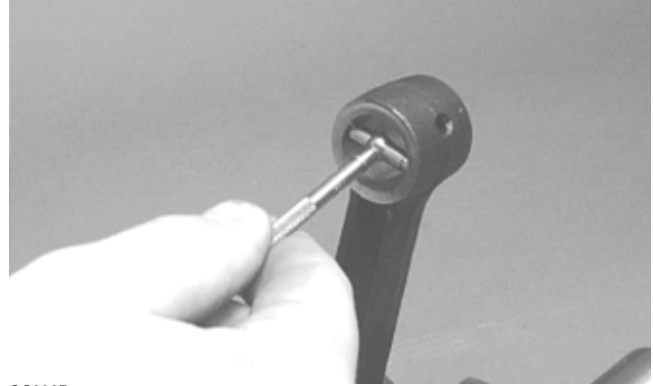
After backlash and tooth contact are within specifications, apply red Loctite #271 to the driveshaft threads and driven output shaft threads; then using new nuts, tighten the output shaft nut to 59 ft-lb (80.2 N-m) and the output yoke nut to 74 ft-lb (100.6 N-m).

CRANKSHAFT ASSEMBLY

■NOTE: The crankshaft and connecting rod are only serviceable as an assembly.

Measuring Connecting Rod (Small End Inside Diameter)

- Insert a snap gauge into the upper connecting rod small end bore; then remove the gauge and measure it with micrometer.



CC290D

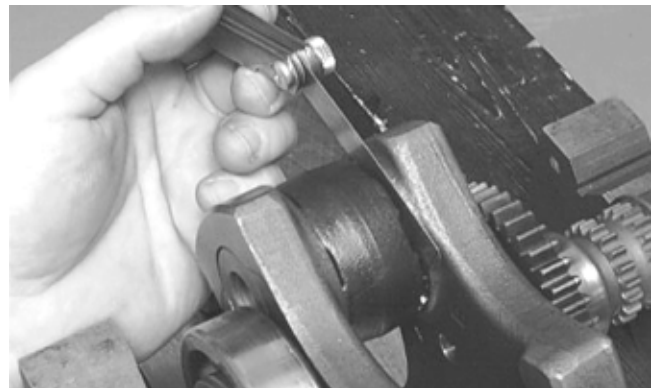
- Maximum diameter must not exceed specifications.

Measuring Connecting Rod (Small End Deflection)

- Place the crankshaft on a set of V blocks and mount a dial indicator and base on the surface plate. Position the indicator contact point against the center of the connecting rod small end journal.
- Zero the indicator and push the small end of the connecting rod away from the dial indicator.
- Maximum deflection must not exceed specifications.

Measuring Connecting Rod (Big End Side-to-Side)

- Push the lower end of the connecting rod to one side of the crankshaft journal.
- Using a feeler gauge, measure the gap between the connecting rod and crankshaft journal.



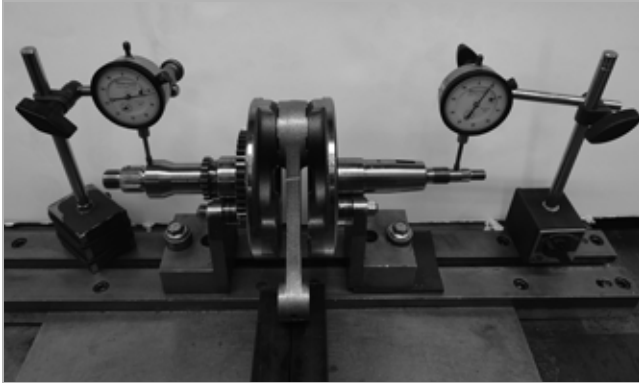
CC289D

- Acceptable gap range must not exceed specifications.

Measuring Crankshaft (Runout)

- Place the crankshaft on a set of V blocks.

2. Mount a dial indicator and base on the surface plate. Position the indicator contact at point 1 of the crankshaft.



H1-003

3. Zero the indicator and rotate the crankshaft slowly.

CAUTION

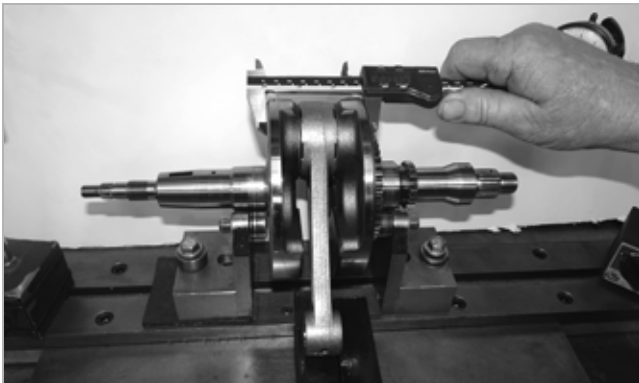
Care should be taken to support the connecting rod when rotating the crankshaft.

4. Maximum runout must not exceed specifications.

■NOTE: Proceed to check runout on the other end of the crankshaft by positioning the indicator contact at point 2 and following steps 3-4.

Measuring Crankshaft (Web-to-Web)

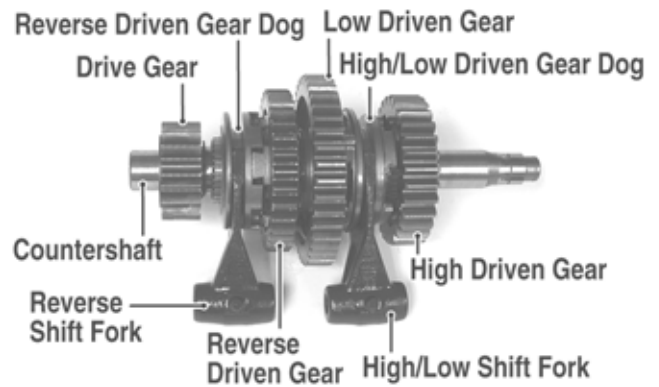
1. Using a calipers, measure the distance from the outside edge of one web to the outside edge of the other web.



H1-005

2. Acceptable width range must not exceed specifications.

COUNTERSHAFT



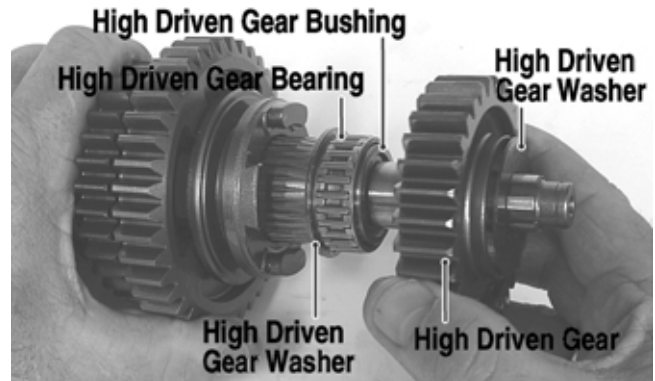
GZ281A

CAUTION

When disassembling the countershaft, care must be taken to note the direction each major component (dog, gear) faces. If a major component is installed facing the wrong direction, transmission damage may occur and/or the transmission will malfunction. In either case, complete disassembly and assembly will be required.

Disassembling

1. Remove the shift forks noting the positions for assembling; then remove the high driven gear outer washer, high driven gear, high driven gear bearing, high driven gear bushing, and high driven gear inner washer.

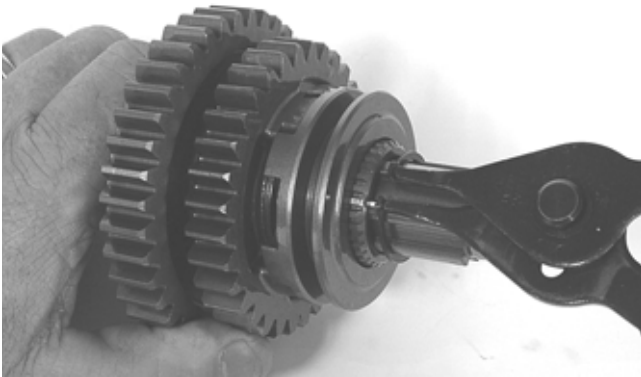


GZ283A

2. Remove the drive gear; then remove the snap ring securing the reverse driven gear dog and bushing to the countershaft.



GZ296



GZ312

3. Remove the reverse driven gear dog.

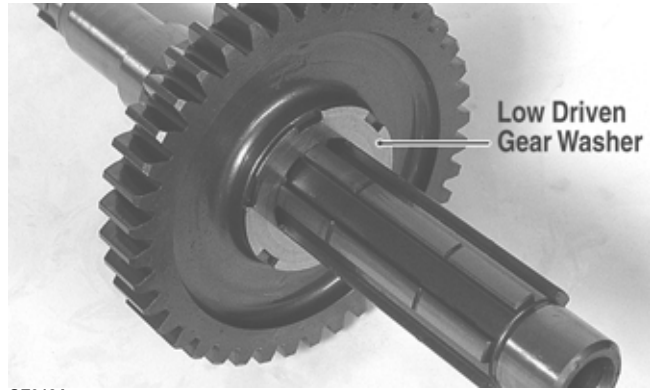


GZ319



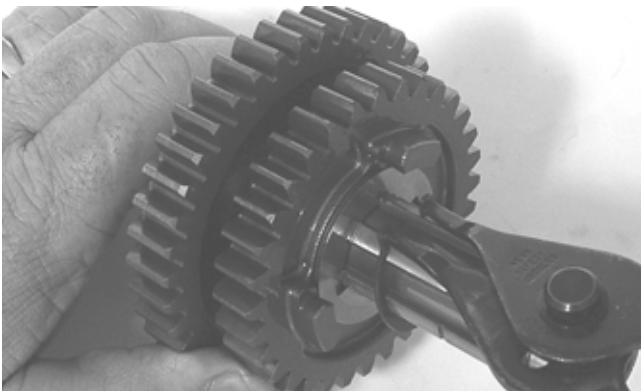
GZ313A

4. Remove the snap ring securing the reverse driven gear and washer; then remove the washer and gear.



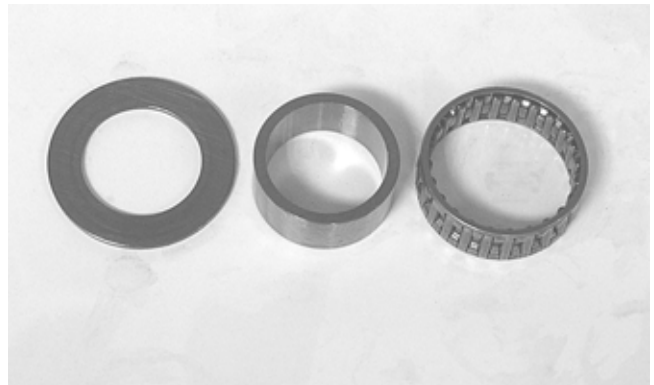
GZ318A

6. Remove the low driven gear. Account for a bearing, bushing, and thrust washer.



GZ314

5. Remove the reverse driven washer; then remove the low driven gear locking washer.



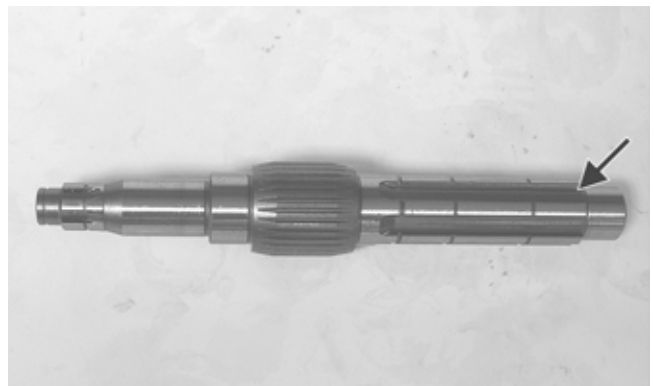
GZ316

Assembling

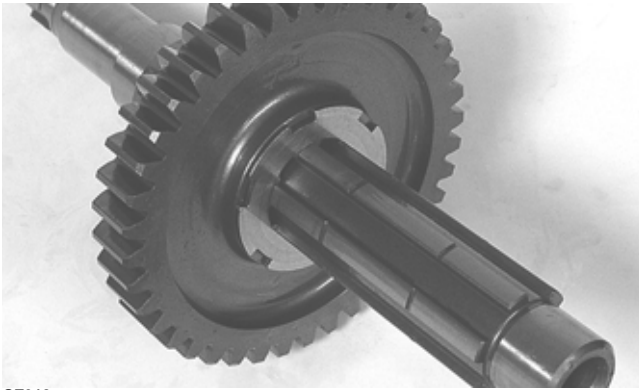
1. From the drive gear end, install a thrust washer, bushing, and bearing; then install the low driven gear and washer.



GZ320

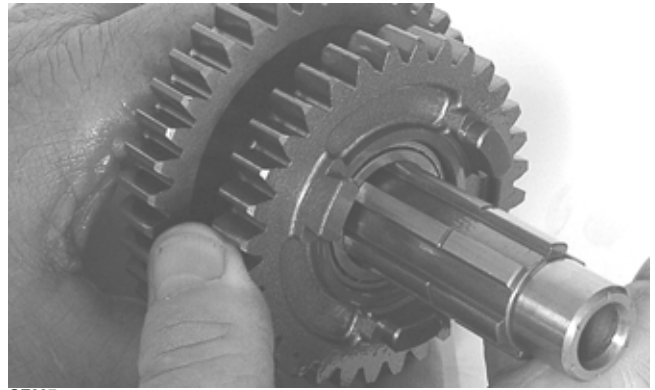


GZ317A



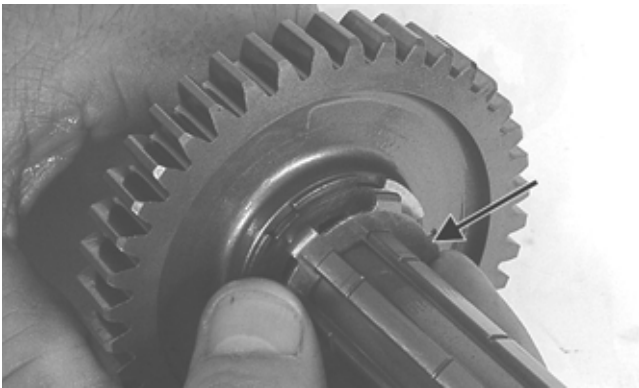
GZ318

2. Install the low driven gear locking washer; then install the inner reverse driven gear washer.

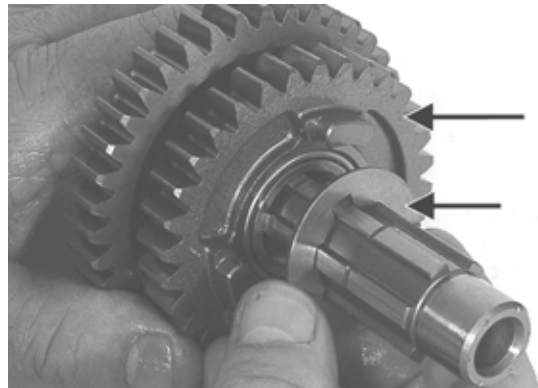


GZ287

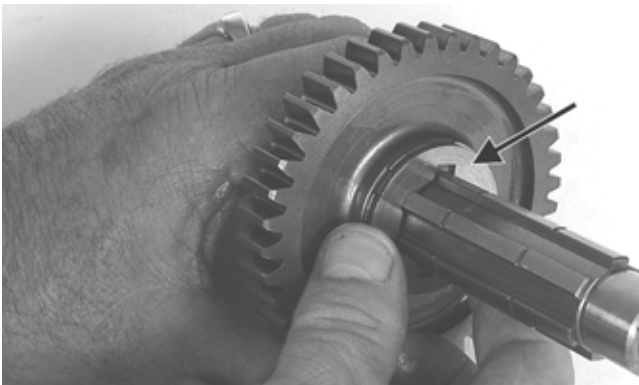
4. Install the outer reverse driven washer; then secure the reverse driven gear assembly with a snap ring.



GZ319B



GZ288A



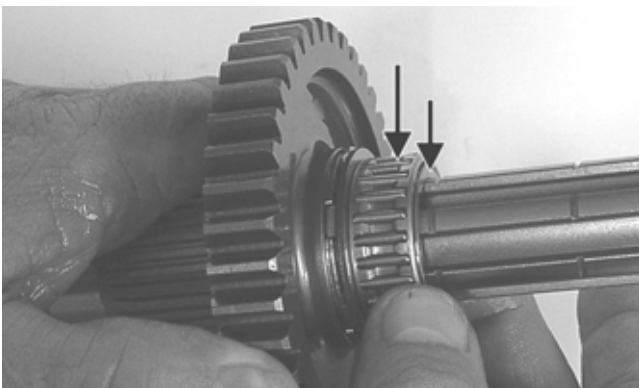
GZ320B

3. Install the reverse driven bushing and bearing; then install the reverse driven gear.



GZ314

5. Install the reverse driven gear dog onto the counter-shaft and secure with a snap ring.



GZ286A

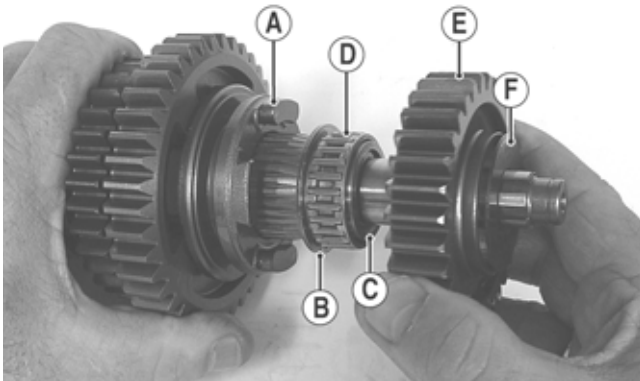


GZ313A



GZ312

- From the opposite end of the countershaft, install the high/low driven gear dog (A), thrust washer (B), bushing (C), bearing (D), high/low driven gear (E), and spacer washer (F).



GZ283B

- Install the two drive gear washers and the shift forks. The countershaft is now ready for installation.

■NOTE: When installing the countershaft assembly, account for the washer on each end of the shaft.

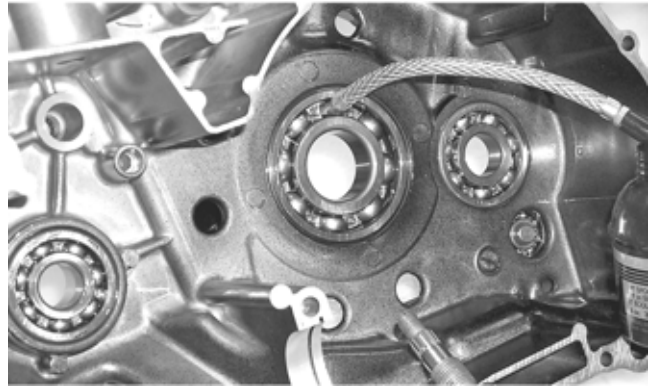
Assembling Crankcase Half

- Install the secondary drive gear assembly into the crankcase.

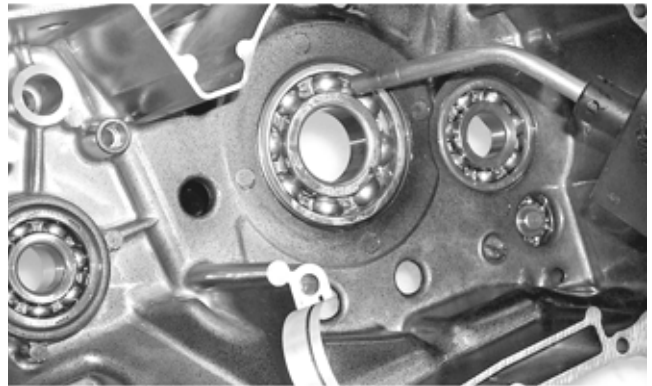


MT014

- Apply a liberal amount of engine oil to the crankshaft bearing. Using a propane torch, heat the bearing until the oil begins to smoke; then slide the crankshaft assembly into place.



CC688



CC689

■NOTE: If heating the bearing is not possible, the crankshaft can be installed using a crankshaft installing tool.

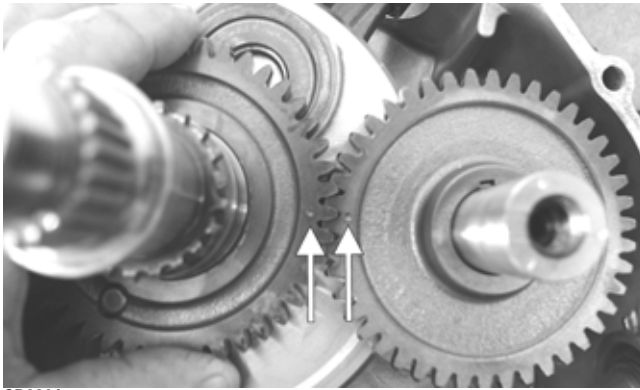
- Install the crank balancer.



CD832B

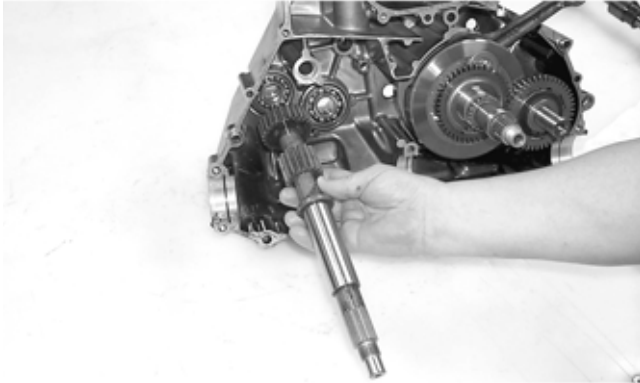
■NOTE: It will be necessary to rotate the crank balancer until the counterweight is facing away from the crankshaft; then rotate the crankshaft clockwise into the journal area to allow the crank balancer to be fully seated.

- Place the key into the crank balancer keyway; then install the crank balancer gear making sure the alignment dots on the crank balancer gear and the crankshaft gear align.



CD826A

5. Install the driveshaft.



CC675

6. Place a washer on each end of the countershaft assembly; then install the assembly.



CC674

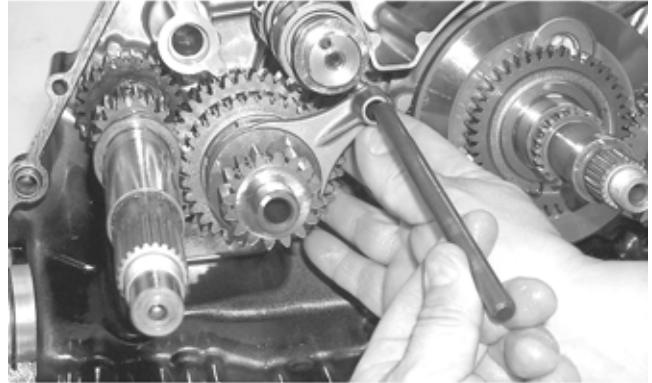
7. Place a washer on the end of the gear shift shaft; then install the shaft assembly making sure the two holes on the end of the shaft are positioned vertically. Install the spacer on the shift shaft.



DE677A

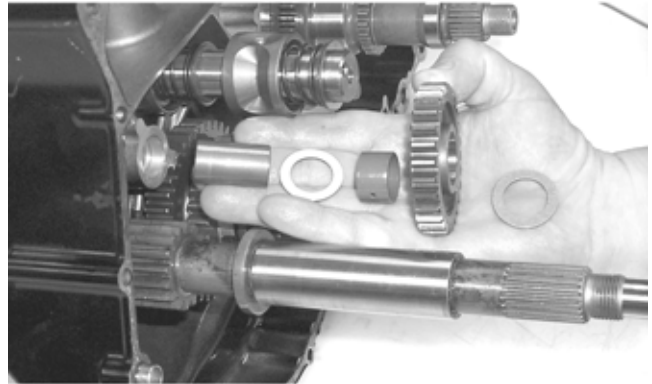
8. Insert the two shift forks into the sliding dogs noting the direction of the tabs from disassembling; then install the shift fork shaft.

■NOTE: Make sure the shift fork tabs face upward and that they are properly seated into the shift cams.



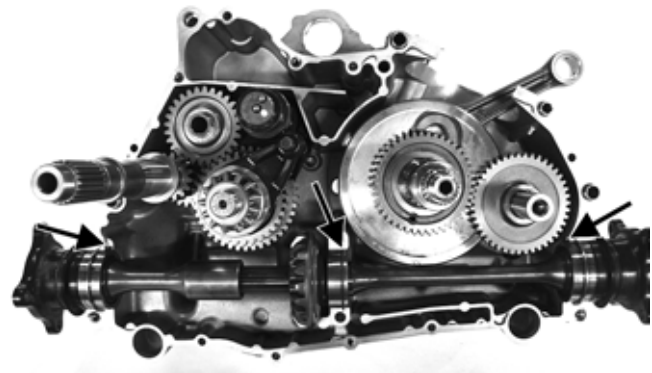
CC669

9. Install the reverse idler gear assembly noting the positioning of the two washers, gear, bushing, and shaft.



CC668

10. Install the front and rear secondary driven shaft assemblies into the left side of the crankcase making sure the bearing locating pins are toward the top of the crankcase and the bearing C-ring is fully seated in the crankcase.



PR787B

11. Place the oil strainer into position; then secure with the two screws.

12. Place the oil strainer cap into position making sure silicone sealant is applied; then secure the cap with cap screws. Tighten to 10 ft-lb (13.6 N-m).

Joining Crankcase Halves

1. Apply High-Temp Sealant to the left-side mating surface smoothing out any build-up or bumps.
2. Lightly oil all bearings and grease all shafts in the right-side crankcase.
3. Using a plastic mallet, lightly tap the case halves together until cap screws can be installed.
4. From the right side, install the 8 mm cap screws; then tighten only until snug.

■NOTE: Rotate the shafts back and forth to ensure no binding or sticking occurs.

5. From the left side, install the remaining 8 mm cap screws (two inside the case); then tighten only until snug.

■NOTE: Rotate the shafts back and forth to ensure no binding or sticking occurs.

6. From the left side, install the case half 6 mm cap screws; then tighten only until snug.

■NOTE: Rotate the shafts back and forth to ensure no binding or sticking occurs.

7. From the right side, install the 6 mm cap screws; then tighten only until snug.

■NOTE: Rotate the shafts back and forth to ensure no binding or sticking occurs.

8. In a crisscross/case-to-case pattern, tighten the 8 mm cap screws (from steps 4-5) until the halves are correctly joined; then tighten to 20 ft-lb (27.2 N-m).

■NOTE: Rotate the shafts back and forth to ensure no binding or sticking occurs.

9. In a crisscross/case-to-case pattern, tighten the 6 mm cap screws (from steps 6-7) to 8 ft-lb (10.9 N-m).

■NOTE: Rotate the shafts back and forth to ensure no binding or sticking occurs.

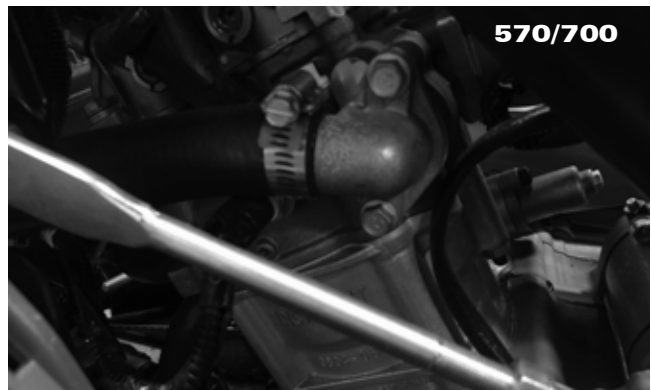
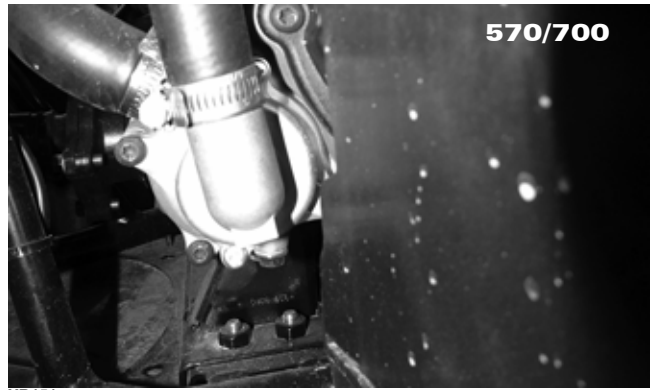
AT THIS POINT

After completing center crankcase components, proceed to Installing Right-Side Components, to Installing Left-Side Components, and to Installing Top-Side Components.

Installing Engine/Transmission

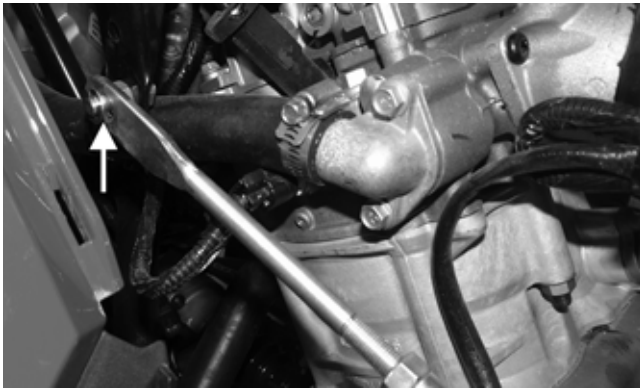
1. From the left side, place the engine into the frame (rear of engine first) tilting the rear up to allow the cylinder head to clear frame.
2. Install the two through-bolts. Secure with lock nuts and tighten to 35 ft-lb (47.6 N-m).
3. Install output shafts to the front differential and rear gear case flanges and tighten to 20 ft-lb (27.2 N-m).

4. Connect the coolant hose to the water pump and connect the coolant hose to the thermostat housing.



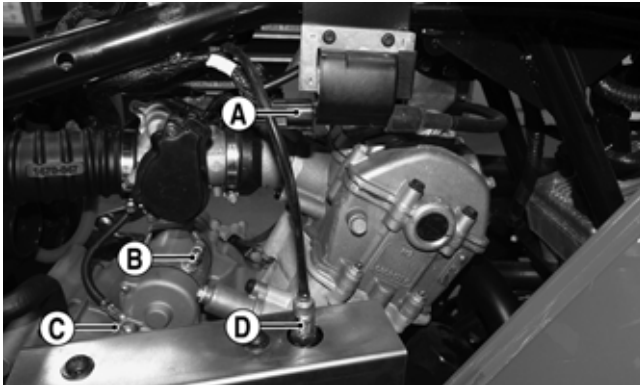
5. Install the exhaust pipe using a new seal at the cylinder head and loosely install the retaining cap screws; then install the muffler with a new GRAFOIL seal and secure with two springs. Tighten the exhaust pipe retainer cap screws to 20 ft-lb (27.2 N-m).
6. Install the snubber bracket; then connect the shift linkage.





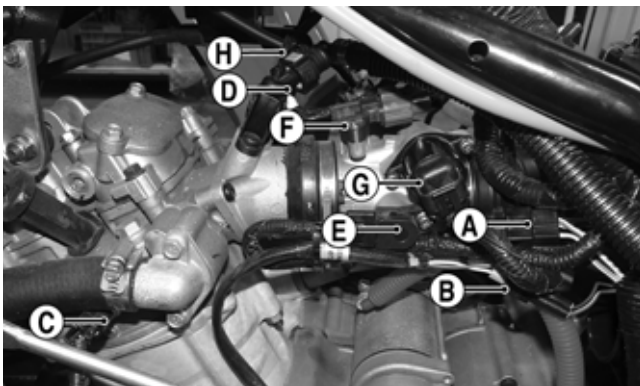
XR159A

7. Install the throttle body and secure with the clamp.
8. Connect the coil connector (A) and O2 sensor connector (D) to the main harness; then connect the positive cable to the starter motor (B) and the engine ground cable (C) to the starter motor flange. Tighten the ground cable to 8 ft-lb (10.9 N-m).



XR156A

9. From the left side, install the following items:
 - A. Stator Connector
 - B. Crankshaft Position Sensor Connector
 - C. Engine Coolant Temperature Sensor Connector
 - D. Fuel Hose
 - E. TPS Connector
 - F. TMAP Sensor Connector
 - G. ISC Connector
 - H. Fuel Injector Connector



XR158A

10. Place the air filter assembly into position and connect the crankcase breather securing it with the clamp; then connect the air inlet duct and secure with the hose clamps.
11. Install the spark plug cap.
12. Connect the air ducts to the CVT housing and tighten the clamps securely; then connect the air inlet tube to the air filter housing and the throttle body and secure with the clamps.



XR137B

13. Install the front body panel and footwells and connect the battery (positive cable first).
14. Pour the specified amount of coolant into the radiator and the specified amount and grade of oil into the engine.
15. Connect the gear position switch and the speed sensor connector.
16. Install the side panels and left side engine cover.
17. Install the seat making sure it locks securely in place; then start the engine and allow to warm up while checking for leaks.
18. Shut engine off and inspect coolant and oil levels. Add fluids as required.

CAUTION

If the engine had a major overhaul or if any major part was replaced, proper engine break-in procedures must be followed (see General Information/Foreword). If the proper engine break-in procedures are not followed, severe engine damage may result.

Fuel/Lubrication/Cooling

WARNING

Whenever any maintenance or inspection is performed on the fuel system during which there may be fuel leakage, there should be no welding, smoking, open flames, etc., in the area.

■NOTE: It is recommended to use new gaskets, lock nuts, and seals, and lubricate all internal components when servicing the engine/transmission.

SPECIAL TOOLS

A number of special tools must be available to the technician when performing service procedures in this section. Refer to the current Special Tools Catalog for the appropriate tool description.

■NOTE: When indicated for use, each special tool will be identified by its specific name, as shown in the chart below, and capitalized.

Description	p/n
Oil Pressure Test Kit	0644-495
Seal Removal Tool	0644-072
Tachometer	Common Tool

■NOTE: Special tools are available from the Service Department.

TROUBLESHOOTING

1. Verify that the electric fuel pump is operating by listening for a “whirring” sound for several seconds after the ignition switch is turned to the ON position. If no sound can be heard, see Electrical System — EFI Sensors/Components.
2. Check for a flashing DTC (Diagnostic Trouble Code) on the LCD. If a code is flashing, see EFI Diagnostic System in Electrical System.
3. Make sure there is sufficient, clean gas in the gas tank.

Throttle Body

REMOVING

1. Turn the ignition switch to the OFF position; then remove the ignition switch key.

WARNING

Do not turn the ignition switch to the ON position with the hoses removed. Gasoline will be pumped by the electric fuel pump causing a safety hazard.

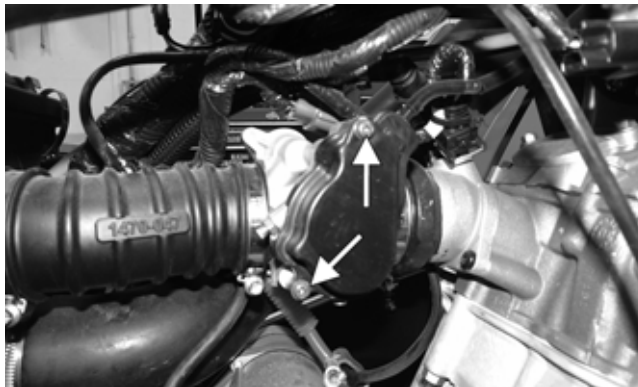
2. Remove the seat and side panels; then disconnect the battery.

3. Slowly disconnect the gasoline hose connector from the fuel rail.

WARNING

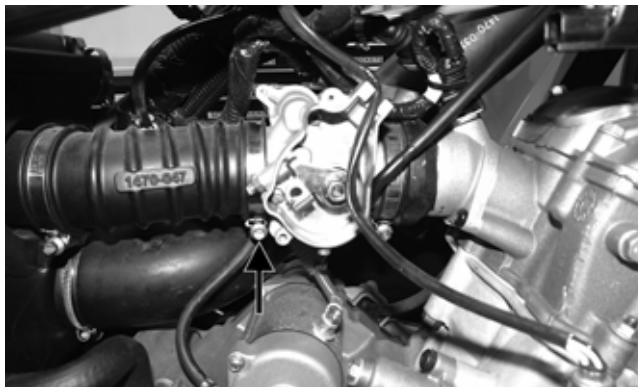
Gasoline may be under pressure. Place an absorbent towel under the connector to absorb any gasoline spray when disconnecting.

4. Remove the screws securing the throttle actuator cover to the throttle body; then remove the cover.



XR129A

5. Remove the throttle cable from the actuator arm.
6. Loosen the outer jam nut securing the throttle cable to the throttle body; then route the cable out of the way.
7. Remove the TMAP sensor, fuel injector connector, ISC connector, and TPS connector.
8. Loosen the clamp securing the air filter housing boot to the throttle body inlet; then remove the boot from the throttle body.



XR137A

■NOTE: Removing the air filter housing boot from the filter housing will aid in removing.

9. Loosen the clamp securing the throttle body to the intake pipe; then slide the throttle body off the intake pipe.
10. Use tape to cover and seal the intake opening.

CAUTION

Any objects or liquid entering the intake opening will fall into the engine causing severe damage if the engine is turned over or started.

INSTALLING

1. Install the throttle body into the intake pipe and secure with the clamp. Tighten securely.
2. Install the air filter housing boot and secure with the two hose clamps.
3. Connect the four electrical connectors to the throttle body components.
4. Connect the throttle cable to the throttle body and adjust throttle cable free-play (see Throttle Cable Free-Play in this section); then connect the gasline hose.
5. Install the actuator cover to the throttle body and secure with the two screws.

■NOTE: The longer screw goes on top.

6. Connect the battery (positive cable first); then install the side panels and seat making sure it locks securely in place.

■NOTE: If the throttle body, ECM, TPS, or ISC are replaced, the EFI system must be synchronized. Use the following procedure:

1. With the key off, depress the throttle lever to Wide Open Throttle (WOT).
2. Place the ignition key in the ON position and wait for 10 seconds.
3. Release the throttle lever and wait an additional 10 seconds.
4. Turn the key to the OFF position and allow the gauge to shut off.

Throttle Cable Free-Play

To adjust the throttle cable free-play, follow this procedure.

1. Slide the rubber boot away; then loosen the jam nut from the throttle cable adjuster.



CF297C

2. Turn the adjuster until the throttle cable has proper free-play of 3-6 mm (1/8-1/4 in.) at the lever.
3. Tighten the jam nut against the throttle cable adjuster securely; then slide the rubber boot over the adjuster.

Gas Tank

⚠ WARNING

Whenever any maintenance or inspection is made on the fuel system during which there may be fuel leakage, there should be no welding, smoking, open flames, etc., in the area.

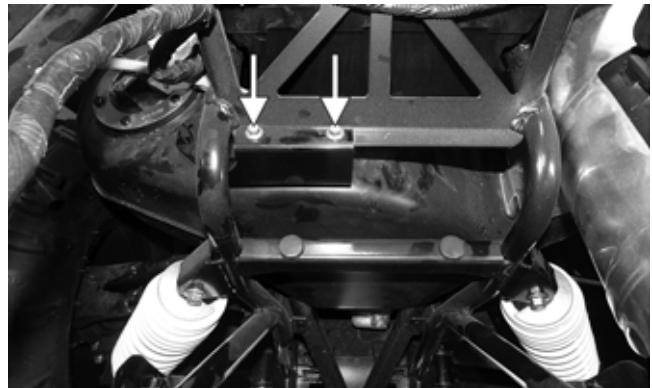
REMOVING

1. Remove the seat and side panels; then remove the rear body panel/rack.
2. Disconnect the fuel pump connector and gasline hose from the fuel pump.



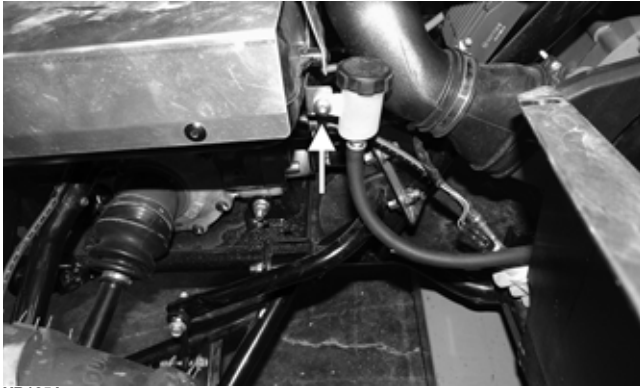
XR124A

3. Remove the cable ties securing the vent hose to the frame.
4. Remove the two cap screws securing the gas tank mounting tab to the frame.



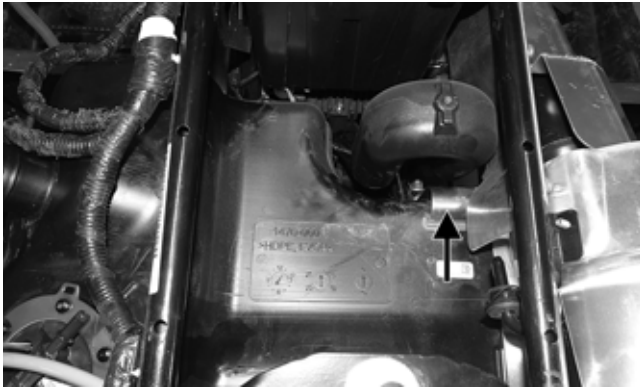
XR126A

5. Remove the master cylinder from the mounting bracket; then remove the mounting bracket from the frame.



XR125A

■NOTE: Using an appropriate tool, pry the tab of the master cylinder mounting bracket from the gas tank.



XR132A

6. Remove the battery cover; then disconnect the battery (negative cable first).
7. Remove the battery tray; then slide the gas tank out the left side of the vehicle.

CLEANING AND INSPECTING

1. Clean all gas tank components with parts-cleaning solvent.
2. Inspect all hoses for cracks or leaks.
3. Inspect tank cap and tank for leaks, holes, and damaged threads.
4. Remove the fuel level sensor/fuel pick-up assembly and inspect the fuel level sensor and fuel screen.

■NOTE: If the fuel level sensor has failed or may be faulty, see Electrical System — EFI Sensors/Components.

INSTALLING

1. Slide the gas tank into the vehicle from the left side.
2. Secure the master cylinder mounting bracket to the frame; then secure the master cylinder to the mounting bracket. Tighten the master cylinder nut to 12 ft-lb (16.3 N-m).

■NOTE: Ensure the tab of the mounting bracket is in place on the gas tank.

3. Secure the vent hose to the frame with cable ties (as noted during removing), then connect the gasoline hose and fuel pump connector.

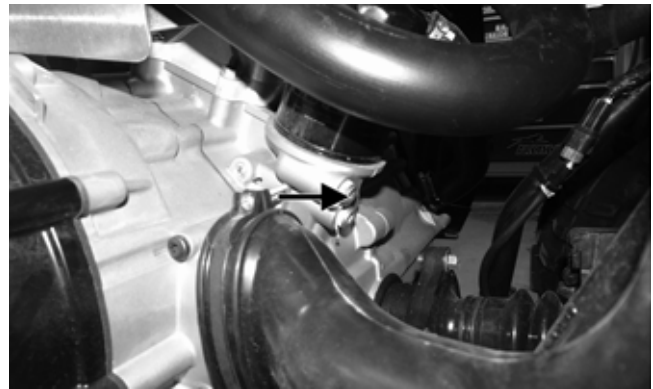
4. Secure the gas tank mounting tab to the frame using the existing cap screws. Tighten to 8 ft-lb (10.9 N-m).
5. Install the battery tray and secure with the mounting clips and Torx-head screw. Tighten the screw securely.
6. Install the battery and connect the battery cables (positive cable first); then install the battery cover.
7. Install the rear body panel/rack; then install the side panels and seat.

Oil Pump

TESTING OIL PUMP PRESSURE

■NOTE: The engine must be warmed up to the specified temperature for this test.

1. Connect the Tachometer to the engine or utilize the LCD (if equipped).
2. Connect the Oil Pressure Test Kit to the oil pressure test port.



XR136A

■NOTE: Some oil seepage may occur when installing the oil pressure gauge. Wipe up oil residue with a cloth.

3. Start the engine and run at 3000 RPM. With the oil temperature at 60° C (140° F), the oil pressure gauge must read as specified as follows:

570/700	1.2-1.5 kg/cm ² (17-21 psi)
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■NOTE: If the oil pressure is lower than specified, check for low oil level, or defective oil pump.

■NOTE: If the oil pressure is higher than specified, check for too heavy engine oil weight (see General Information/Foreword), clogged oil passage, clogged oil filter, or improper installation of the oil filter.

Liquid Cooling System

Checking/Filling

1. Remove the rubber access plug from the front fender.



XR477

2. Carefully rotate the radiator cap counterclockwise to release pressure; then remove the cap.



XR478

3. Add coolant as necessary; then install the radiator cap and access plug.

NOTE: Use a good quality, biodegradable glycol-based, automotive-type antifreeze. When filling the cooling system, use a coolant/water mixture which will satisfy the coldest anticipated weather conditions of the area in accordance with the coolant manufacturer's recommendations.

WARNING

Never check the coolant level when the engine is hot or the cooling system is under pressure.

CAUTION

After operating the ATV for the initial 5-10 minutes, stop the engine, allow the engine to cool down, and check the coolant level. Add coolant as necessary.

While the cooling system is being filled, air pockets may develop; therefore, run the engine for five minutes after the initial fill, shut the engine off, and then fill the cooling system to the bottom of the stand pipe in the radiator neck.

RADIATOR

Removing

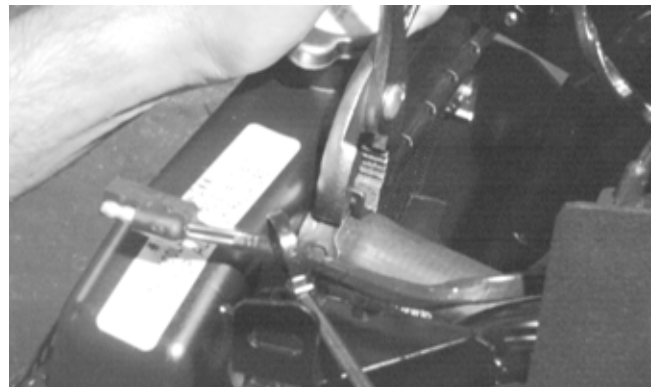
1. Drain the coolant at the engine.
2. Remove the front body panel/rack.
3. Remove the upper and lower coolant hoses.
4. Remove the cap screws and nuts securing the radiator to the frame.
5. Disconnect the fan wiring from the main wiring harness; then remove the radiator/fan assembly and account for the grommets and collars.
6. Remove the fan/fan shroud assembly from the radiator.

Cleaning and Inspecting

1. Flush the radiator with water to remove any contaminants.
2. Inspect the radiator for leaks and damage.
3. Inspect all hoses for cracks and deterioration.
4. Inspect all fasteners and grommets for damage or wear.

Installing

1. Position the fan/fan shroud assembly on the radiator; then secure with existing hardware.
2. Place the radiator with grommets and collars into position on the frame; then install the cap screws and nuts. Tighten to 12 ft-lb (16.3 N-m).
3. Install the upper and lower coolant hoses; then secure with hose clamps.



AF734D

4. Install the front body panel/rack.
5. Fill the cooling system with the recommended amount of antifreeze (see Periodic Maintenance/Tune-up). Check for leakage.
6. Connect the fan wiring to the main wiring harness.

THERMOSTAT

Removing

1. Drain approximately one quart of coolant from the cooling system.
2. Remove the two cap screws securing the thermostat housing to the cylinder head. Account for an O-ring and a thermostat.

Inspecting

1. Inspect the thermostat for corrosion or spring damage.
2. Using the following procedure, inspect the thermostat for proper operation:
 - A. Suspend the thermostat in a container filled with water.
 - B. Heat the water and monitor the temperature with a thermometer.
 - C. The thermostat should start to open at 71-86° C (160-187° F).
 - D. If the thermostat does not open, it must be replaced.
3. Inspect all coolant hoses, connections, and clamps for deterioration, cracks, and wear.

■NOTE: All coolant hoses and clamps should be replaced every four years or 4000 miles (6400 km).

Installing

1. Place the thermostat and O-ring into the thermostat housing; then secure the thermostat housing to the cylinder head with the two cap screws.
2. Fill the cooling system with the recommended amount of antifreeze (see Periodic Maintenance/Tune-up). Check for leakage.

COOLING FAN

Removing

1. Remove the radiator (see RADIATOR in this sub-section).
2. Remove the fan assembly from the radiator.

Installing

1. Position the fan assembly on the radiator; then secure with existing hardware.

■NOTE: The fan wiring must be in the upper-right position.

2. Install the radiator.

WATER PUMP

■NOTE: On the 570/700, the water pump is only serviceable as an assembly.

Removing

1. Remove the radiator cap; then remove the water pump drain and drain the coolant.



XR151A

2. Drain the oil from the engine/transmission.
3. Remove the left side engine cover.
4. Loosen the hose clamps and slide the clamps away from the hose ends approximately 2 in. (5 cm); then remove both hoses from the water pump.
5. Remove the two cap screws securing the water pump to the engine; then remove the water pump.



XR151C

Installing

1. Secure the water pump to the engine with the two cap screws tightened securely.
2. Connect the two coolant hoses to the water pump and secure with the clamps. Tighten securely.
3. Install the left side engine cover.
4. Fill the engine/transmission with the proper amount of recommended oil.
5. Fill the cooling system with the proper amount of recommended coolant (see Periodic Maintenance/Tune-up). Check for leaks.

Troubleshooting

Problem: Starting impaired	
Condition	Remedy
<ol style="list-style-type: none"> 1. Battery discharged or defective 2. Gas contaminated 3. Air filter/housing contaminated 	<ol style="list-style-type: none"> 1. Test, charge, and/or replace battery 2. Drain gas tank and fill with clean gas 3. Clean or replace air filter/housing or replace
Problem: Idling or low speed impaired	
Condition	Remedy
<ol style="list-style-type: none"> 1. Gas contaminated 2. TPS out of adjustment 3. Air filter/housing contaminated 4. ISC malfunction 	<ol style="list-style-type: none"> 1. Drain gas tank and fill with clean gas 2. Adjust TPS 3. Clean or replace air filter/housing or replace 4. Inspect/replace ISC
Problem: Medium or high speed impaired	
Condition	Remedy
<ol style="list-style-type: none"> 1. Gas contaminated 2. Air filter/housing contaminated 	<ol style="list-style-type: none"> 1. Drain gas tank and fill with clean gas 2. Clean or replace air filter/housing or replace

Electrical System

The electrical connections should be checked periodically for proper function.

TESTING ELECTRICAL COMPONENTS

All electrical tests should be made using the Dealer Diagnostic Service or the Fluke Model 77 Multimeter. The Dealer Diagnostic Service can return data for certain components which are identified at the beginning of their respective sub-section. If any other type of meter is used, readings may vary due to internal circuitry. When troubleshooting a specific component, always verify first that the fuse(s) are good, that the LED(s) are good, that the connections are clean and tight, that the battery is fully charged, and that all appropriate switches are activated.

■NOTE: For absolute accuracy, all tests should be made at room temperature of 68° F.

■NOTE: Certain components and sensors can be checked by using the EFI diagnostic system and digital gauge (see EFI Diagnostic System in this section for more information).

SPECIAL TOOLS

A number of special tools must be available to the technician when performing service procedures in this section. Refer to the current Special Tool Catalog for the appropriate tool description.

■NOTE: When indicated for use, each special tool will be identified by its specific name, as shown in the chart below, and capitalized.

Description	p/n
Diagnostic Harness	0486-219
Fluke Model 77 Multimeter	Common Tool
Fuel Pressure Tester	0644-587
MaxiClips	Common Tool
Tachometer	Common Tool
Timing Light	Common Tool

■NOTE: Special tools are available from the Service Department.

Battery

Component data can be retrieved using the Dealer Diagnostic Service. Utilize the Sensor Data screen.

■NOTE: Preliminary checks may be performed on this component using the diagnostic mode on the LCD gauge (see EFI Diagnostic System in this section).

After being in service, batteries require regular cleaning and recharging in order to deliver peak performance and maximum service life. The following procedure is recommended for cleaning and maintaining a sealed battery. Always read and follow instructions provided with battery chargers and battery products.

■NOTE: Refer to all warnings and cautions provided with the battery or battery maintainer/charger.

Loss of battery charge may be caused by ambient temperature, ignition OFF current draw, corroded terminals, self discharge, frequent start/stops, and short engine run times. Frequent winch usage, snowplowing, extended low RPM operation, short trips, and high amperage accessory usage are also reasons for battery discharge.

Maintenance Charging

■NOTE: It is recommended to use the CTEK Multi US 800 or the CTEK Multi US 3300 for battery maintenance charging. Maintenance charging is required on all batteries not used for more than two weeks or as required by battery drain.



800E

1. When charging a battery in the vehicle, be sure the ignition switch is in the OFF position.
2. Clean the battery terminals with a solution of baking soda and water.

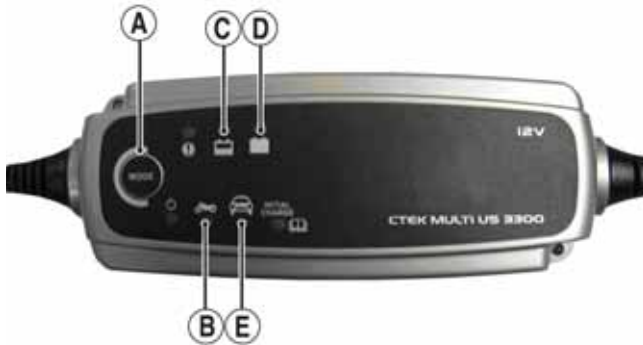
■NOTE: The sealing strip should NOT be removed and NO fluid should be added.

3. Be sure the charger and battery are in a well-ventilated area. Be sure the charger is unplugged from the 110-volt electrical outlet.
4. Connect the red terminal lead from the charger to the positive terminal of the battery; then connect the black terminal lead of the charger to the negative terminal of the battery.

■NOTE: Optional battery charging adapters are available from your authorized dealer to connect directly to your vehicle from the recommended chargers to simplify the maintenance charging process. Check with your authorized dealer for proper installation of these charging adapter connectors.

5. Plug the battery charger into a 110-volt electrical outlet.
6. If using the CTEK Multi US 800, there are no further buttons to push. If using the CTEK Multi US 3300, press the Mode button (A) at the left of the charger until the Maintenance Charge Icon (B) at the bottom illuminates. The Normal Charge Indicator (C) should illuminate on the upper portion of the battery charger.

■NOTE: The maintainer/charger will charge the battery to 95% capacity at which time the Maintenance Charge Indicator (D) will illuminate and the maintainer/charger will change to pulse/float maintenance. If the battery falls below 12.9 DC volts, the charger will automatically start again at the first step of the charge sequence.



3300A

■NOTE: Not using a battery charger with the proper float maintenance will damage the battery if connected over extended periods.

Charging

■NOTE: It is recommended to use the CTEK Multi US 800 or the CTEK Multi US 3300 for battery maintenance charging.

1. Be sure the battery and terminals have been cleaned with a baking soda and water solution.

■NOTE: The sealing strip should NOT be removed and NO fluid should be added.

2. Be sure the charger and battery are in a well-ventilated area. Be sure the charger is unplugged from the 110-volt electrical outlet.
3. Connect the red terminal lead from the charger to the positive terminal of the battery; then connect the black terminal lead of the charger to the negative terminal of the battery.
4. Plug the charger into a 110-volt electrical outlet.
5. By pushing the Mode button (A) on the left side of the charger, select the Normal Charge Icon (E). The Normal Charge Indicator (C) should illuminate on the upper left portion of the charger.
6. The battery will charge to 95% of its capacity at which time the Maintenance Charge Indicator (D) will illuminate.

■NOTE: For optimal charge and performance, leave the charger connected to the battery for a minimum 1 hour after the Maintenance Charge Indicator (D) illuminates. If the battery becomes hot to the touch, stop charging. Resume after it has cooled.

7. Once the battery has reached full charge, unplug the charger from the 110-volt electrical outlet.

■NOTE: If, after charging, the battery does not perform to operator expectations, bring the battery to an authorized dealer for further troubleshooting.

Electronic Power Steering (EPS)

Component data and system updates can be retrieved/performed using the Dealer Diagnostic Service. Navigate the screens as required.

■NOTE: Certain models have been produced with electronic power steering. The following information is intended to be used when servicing these models.

The electronic power steering (EPS) system is an electro-mechanical device that utilizes 12-volt DC power to drive a motor linked to the steering shaft to assist the rider when rotating the handlebar. Rider steering inputs are detected by a torque-sensing transducer assembly within the EPS housing. These inputs are converted to electronic signals by the transducer and control circuitry to tell the motor which way to drive the steering shaft. When no steering input (pressure on the handlebar) is detected, no torque signal is generated, and no steering assist is provided by the motor.

If an electrical-related EPS system malfunction occurs, a diagnostic trouble code (DTC) will be displayed on the LCD gauge. Check for updates and verify any active DTCs using the most up-to-date Dealer Diagnostic Service software. The following is a list of DTCs, possible conditions, and causes.

■NOTE: If no active codes are present on the LCD or verified through the Dealer Diagnostic Service and the vehicle is experiencing steering-related issues, there may be a mechanical steering-related issue. In this case, the EPS is not the cause of the issue. Components that may contribute to this type of issue could be abnormal tire wear, bad wheel bearings, ball joints, tie rod ends, tie rods, or bushings. Check the complete steering system for any sign of wear or misalignment.

■NOTE: If any code C1306-C1315 or C1317-C1325 are active and verified with the Dealer Diagnostic Service, EPS replacement is not necessary. Follow the instructions listed in the chart to correct the malfunction.

Code	Fault Description	Fault Condition	Possible Cause	Fault Recovery Method
C1301	Over Current	EPS internal over-current condition has been detected	Internal EPS Condition	Correct EPS condition*
C1302	Excessive Current Error	EPS internal current measurement error has been detected	Internal EPS Condition	Correct EPS condition*
C1303	Torque Sensor Range Fault	EPS internal torque sensor range condition has been detected	Internal EPS Condition	Correct EPS condition*
C1304	Torque Sensor Linearity Fault	EPS internal torque sensor linearity condition has been detected	Internal EPS Condition	Correct EPS condition*
C1305	Rotor Position Encoder	EPS internal rotor position encoder condition has been detected	Internal EPS Condition	Correct EPS condition*
C1306	System Voltage Low	EPS battery power low-voltage condition has been detected	System voltage low (less than 11 VDC at the EPS). Wire harness issue, faulty voltage regulator, weak battery or loose battery terminals.	EPS will auto-recover when the battery supply returns to normal
C1307	System Voltage High	EPS battery power over-voltage condition has been detected	System voltage high (more than 16 VDC at the EPS). Wire harness issue, faulty voltage regulator or loose battery terminals.	EPS will auto-recover when the battery supply returns to normal
C1308	Temperature Above 110° C	EPS internal 110° C over-temp condition has been detected	Debris in EPS housing/cooling fan	Clean the EPS housing and cooling fins. EPS will auto-recover when internal temperature drops below 105° C
C1309	Temperature Above 120° C	EPS internal 120° C over-temp condition has been detected	Debris in EPS housing/cooling fan	Clean the EPS housing and cooling fins. EPS will auto-recover when internal temperature drops below 115° C
C1310	Vehicle Speed High	Vehicle speed signal received by the EPS exceeds the maximum speed specification	Intermittent main harness wires, defective speed-sensor, or intermittent speed sensor wires	EPS will auto-recover when the vehicle speed signal drops below the maximum speed specification
C1311	Vehicle Speed Low	Vehicle speed signal received by the EPS is zero or missing	Broken main harness wires, defective speed-sensor, or broken speed sensor wires	EPS will auto-recover when the vehicle speed signal returns to normal
C1312	Vehicle Speed Faulty	Vehicle speed CAN signal received by the EPS incorrect or missing	Broken main harness CAN wires, defective speed-sensor, or broken speed sensor wires	EPS will auto-recover when the vehicle speed signal returns to normal
C1313	Engine RPM High	Engine RPM signal received by the EPS exceeds the maximum RPM specification	Intermittent main harness RPM wires, intermittent voltage regulator, intermittent ACG stator wires	EPS will auto-recover when engine RPM signal drops below the maximum RPM specification
C1314	Engine RPM Low	Engine RPM signal received by the EPS suddenly dropped below 500 RPM	Handlebar switch in the "OFF" position, broken main harness RPM wires, defect voltage regulator, broken ACG stator wires	EPS will auto-recover when engine RPM signal returns to normal
C1315	Engine RPM Faulty	Engine RPM CAN signal received by the EPS incorrect or missing	Broken main harness CAN wires or defective ECM	EPS will auto-recover when engine RPM signal returns to normal
C1316	EEPROM Error	EPS internal memory error has been detected	Internal EPS condition	Correct EPS condition*
C1317	CAN Bus Error	EPS has lost CAN communication with the EFI ECM	Broken CAN wires in the main harness. EFI ECM connector has been disconnected.	Correct EPS condition*
C1318	Internal CRC Error	EPS internal CRC calculation condition has been detected	EPS reflash has failed. Battery power was lost, or the key switch was turned off, during EPS reflash programming.	EPS must be reprogrammed
C1319	Boot Counter Exceeded	EPS internal application code condition has been detected	Intermittent power has prevented a successful application code launch	Correct EPS power condition*
C1320	Incorrect Vehicle Speed-to-RPM Ratio	Vehicle speed signal received by the EPS exceeds 10 mph (16 km/h), but the engine RPM signal less than 500 RPM	Intermittent or broken main harness RPM wires, intermittent voltage regulator, intermittent or broken ACG stator wires	Correct EPS condition*
C1321	Vehicle Speed Erratic	Vehicle speed signal received by the EPS changing at an unrealistic rate	Intermittent main harness, intermittent speed sensor, dirty speed sensor or trigger wheel	Correct EPS vehicle speed signal condition*
C1322	Engine RPM Lost	Engine RPM signal received by the EPS exceeds 500 RPM and then is zero or missing	Handlebar switch in the "OFF" position, broken main harness RPM wires, defect voltage regulator, broken ACG stator wires	EPS will auto-recover when engine RPM signal returns to normal
C1323	"EPS OFF" Gauge Display	Battery power has been applied to the EPS for more than 5 minutes, but no engine RPM signal has been detected	EPS has been automatically disabled, after 5 minutes of inactivity, to conserve battery power	EPS will auto-recover when engine is started or the key switch is cycled On-Off-On
C1324	Loss of CAN communication with EPS unit	Gauge has lost CAN communication with the EPS	Broken CAN wires in the main harness or disconnected EPS. This is not an EPS generated DTC; gauge DTC display only.	Gauge DTC display will clear when the EPS-to-gauge CAN communication is restored.
C1325	Dual Loss	EPS loss of both the vehicle speed and the engine RPM signals has been detected	Handlebar switch in the "OFF" position, the engine stalled (key switch "ON"), broken harness wires, loss of CAN data signal	EPS will auto-recover when either the vehicle speed or engine RPM signal is restored.
C1326	Rotor Position Encoder	EPS internal rotor position encoder variance condition has been detected	Internal EPS Condition	Correct EPS condition*
C1327	Voltage Converter Error (Low)	EPS internal voltage converter low-voltage condition has been detected	Internal EPS Condition	Correct EPS condition*
C1328	Voltage Converter Error (High)	EPS internal voltage converter over-voltage condition has been detected	Internal EPS Condition	Correct EPS condition*
C1329	Internal Data Error	EPS internal preloaded data condition has been detected	Internal EPS Condition	EPS must be reprogrammed

* After correcting condition, cycle key switch On-Off-On

TROUBLESHOOTING

■NOTE: The EPS assembly is not serviceable and must not be disassembled or EPS warranty will be voided.

1. Check 30-amp EPS fuse and EPS relay (primary coil: 150 ohms \pm 10%, secondary resistance <1 ohm with primary energized).
2. With the ignition off, disconnect 2-pin connector on the EPS assembly and connect a volt meter set to DC voltage to the harness (black meter lead to BLK and red meter lead to ORG/BRN). With the ignition switch in the ON position, the meter should read battery voltage (if correct voltage is not present, check connections and wiring harness).

CAUTION

Do not attempt to check resistance of the EPS motor (2-pin input receptacle). There are internal capacitors holding a charge that can cause internal damage to an ohmmeter.

3. With ignition switch off, disconnect the 8-pin connector on the EPS assembly and connect a volt meter set to DC voltage to the harness (red meter lead to the ORG wire and black meter lead to battery ground.) With the ignition switch in the on position, the meter should read battery voltage (if correct voltage is not present, check for loose fittings or connections in the wiring harness).

CAUTION

If the Dealer Diagnostic Service has confirmed an active DTC relating to the CAN communication wires, use extreme caution when testing the wires. Do not probe the ECM connector with meter leads; instead use a small T-pin or other suitable testing component to make light and proper contact.

CAUTION

Never disconnect the ECM connector with the battery cables installed onto the battery.

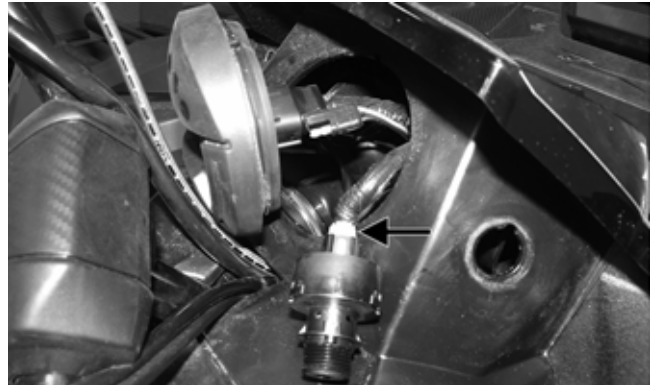
■NOTE: If, after completing the preceding tests and possible solutions with normal results, an EPS issue persists with active DTCs C1301-C1305, 1316, or C1326-C1329 confirmed by the Dealer Diagnostic Service, the EPS assembly must be replaced (see Steering/Body/Controls).

Ignition Switch

The ignition switch harness connects to the switch with a four-pin connector. To access the connector, remove the gauge; then remove the ignition switch nut, remove the switch, and press the connector release tab. Pull the connector from the switch.



XR105A



XR107A

VOLTAGE

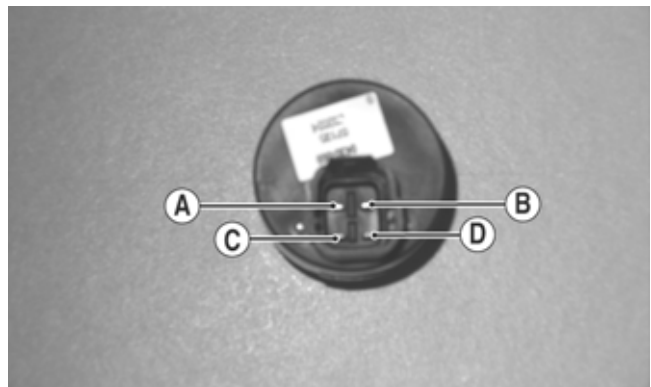
■NOTE: Perform this test on the harness connector.

1. Set the meter selector to the DC Voltage position.
2. Connect the red meter lead to either red wire; then connect the black meter lead to ground.
3. Meter must show battery voltage.

■NOTE: If the meter shows no battery voltage, troubleshoot the battery or the main wiring harness.

RESISTANCE

■NOTE: Perform this test on the switch using the following procedure:



CF274A

1. Turn the ignition switch to the ON position.
2. Set the meter selector to the OHMS position.
3. Connect either tester lead to pin C; then connect the other tester lead to pin D.

4. The meter must show less than 1 ohm.
5. Turn the ignition switch to the LIGHTS position.
6. Connect either tester lead to pin A; then connect the other tester lead to pin B.
7. The meter must show less than 1 ohm.
8. Connect either tester lead to pin C; then connect the other tester lead to pin D.
9. The meter must show less than 1 ohm.
10. With the switch in the OFF position, connect the red tester lead and the black tester lead to each of the remaining pins. The meter must show an open circuit on all pins.

■NOTE: If the meter shows more than 1 ohm of resistance, replace the switch.

Ignition Coil

The ignition coil is on the frame above the engine. To access the coil, the right side panel must be removed.

VOLTAGE

Primary Coil

1. Set the meter selector to the DC Voltage position; then disconnect the two wires from the coil.
2. Connect the red tester lead to the orange wire and the black tester lead to the white/blue wire.
3. Turn the ignition switch to the ON position. The meter must show battery voltage.

Secondary Coil

1. Connect the primary ignition coil connector. Remove the spark plug cap from the spark plug.
2. Connect the spark plug cap to Ignition Test Plug or other suitable tool; then ground the tool away from the spark plug hole. While turning the engine over, check for sufficient spark.

RESISTANCE

CAUTION

Always disconnect the battery when performing resistance tests to avoid damaging the multimeter.

■NOTE: For these tests, the meter selector should be set to the OHMS position and the primary connector should be removed from the ignition coil.

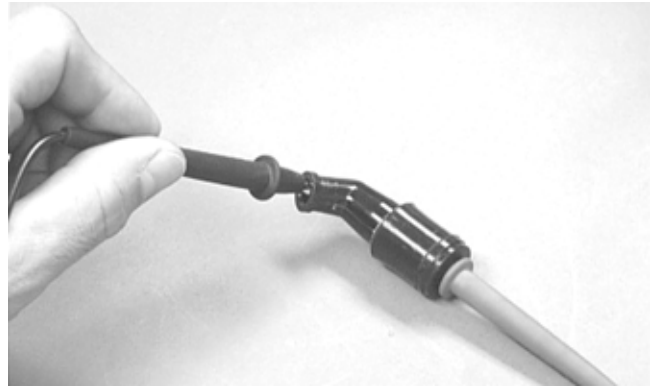
Primary Winding

1. Connect the red tester lead to either terminal; then connect the black tester lead to the other terminal.
2. The meter reading must be within specification.

■NOTE: Secondary coil resistance checks are not recommended. An internal diode in the coil prevents accurate secondary resistance measurements.

Spark Plug Cap

1. Connect the red tester lead to one end of the cap; then connect the black tester lead to the other end of the cap.



AR603D

2. The meter reading must be within specification.

■NOTE: If the meter does not read as specified, replace the spark plug cap.

Ignition Timing

The ignition timing cannot be adjusted; however, verifying ignition timing can aid in troubleshooting other components. To verify ignition timing, use the following procedure:

1. Attach the Timing Light to the spark plug high tension lead; then remove the timing inspection plug from the left-side crankcase cover.
2. Using the Tachometer, start the engine and run at 1500 RPM; ignition timing should be 10° BTDC.
3. Install the timing inspection plug.

If ignition timing cannot be verified, the rotor may be damaged, the key may be sheared, the trigger coil/CKP sensor bracket may be bent or damaged, or the ECM may be faulty.

Accessory Receptacle/Connector

■NOTE: This test procedure is for either the receptacle or the connector.

VOLTAGE

1. Turn the ignition switch to the ON position; then set the meter selector to the DC Voltage position.
2. Connect the red tester lead to the red/white wire or the orange/black wire; then connect the black tester lead to ground.
3. The meter must show battery voltage.

■NOTE: If the meter shows no battery voltage, troubleshoot the battery, fuse, receptacle, connector, or the main wiring harness.

Switches

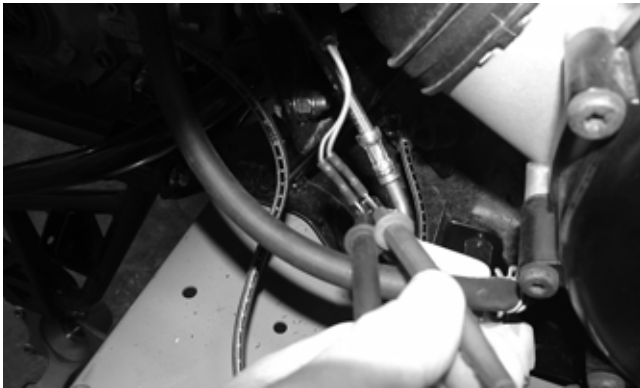
Component data can be retrieved using the Dealer Diagnostic Service. Utilize the Sensor Data screen.

The switch connector is the two-prong connector under the gas tank on the right side.

■NOTE: The ignition switch must be in the ON position.

VOLTAGE (Brake Light)

1. Set the meter selector to the DC Voltage position.
2. Connect the red tester to the orange wire; then connect the black tester lead to the red/blue wire.



XR109

3. The meter must show battery voltage.

■NOTE: If the meter shows no battery voltage, troubleshoot the battery, fuses, switch, relay, or the main wiring harness.

■NOTE: If the meter shows battery voltage, the main wiring harness is good; proceed to test the switch/component, the connector, and the switch wiring harness for resistance.

RESISTANCE (Brake Light)

1. Set the meter selector to the OHMS position.
2. Connect the red tester lead to one black wire; then connect the black tester lead to the other black wire.
3. When the brake pedal is depressed, the meter must show less than 1 ohm.

■NOTE: If the meter shows more than 1 ohm of resistance, replace the switch.

RESISTANCE (HI Beam)

The connector is the double connector next to the steering post. To access the connector, the side panels and console must be removed (see Steering/Body/Controls).

■NOTE: These tests should be made on the switch side of the connector.

1. Set the meter selector to the OHMS position.
2. Connect the red tester lead to the brown/black wire; then connect the black tester lead to the blue wire.

3. With the dimmer switch in the HI position, the meter must show less than 1 ohm.

■NOTE: If the meter shows more than 1 ohm of resistance, replace the switch.

RESISTANCE (LO Beam)

1. Connect the red tester lead to the brown/black wire; then connect the black tester lead to the white wire.
2. With the dimmer switch in the LO position, the meter must show an open circuit.

■NOTE: If the meter reads resistance, replace the switch.

DIODE (Starter Button)

1. Disconnect the 4-pin connector on the switch side of the connector plate.
2. Connect the red tester lead to the red/ yellow wire and the black tester lead to the black/white wire.
3. With the starter button depressed, the reading should be less than 1 ohm.

■NOTE: If the meter does not show as specified, replace the left-side control assembly.

RESISTANCE (Engine Stop)

1. Set the meter selector to the OHMS position.
2. Connect the red tester lead to the brown/blue wire; then connect the black tester lead to the black/white wire.
3. With the switch in the OFF position, the meter must show an open circuit.
4. With the switch in the RUN position, the meter must show less than 1 ohm.

■NOTE: If the meter shows more than 1 ohm of resistance, replace the left-side control assembly.

RESISTANCE (Reverse Override)

The connector is the four-prong white one next to the steering post. To access the connector, the front rack and front fenders must be removed (see Steering/Body/Controls).

1. Set the meter selector to the OHMS position.
2. Connect the tester leads as shown:

Red Tester Lead	Black Tester Lead
Blue/Red	Green/Red

3. Depress and hold the reverse override button. The meter must show less than 1 ohm.

■NOTE: If the meter does not show as specified, replace the switch.

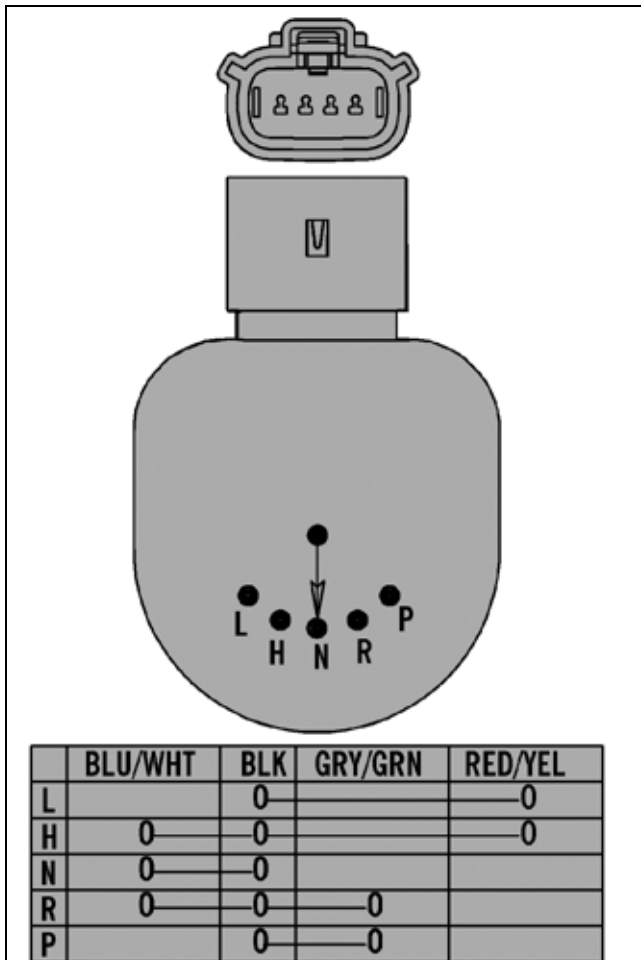
RESISTANCE (Gear Position)

The gear position switch is located on the engine/transmission behind the shift arm.



XR119C

1. Disconnect the gear position switch connector; then using a multimeter, test the switch in each position as follows. Resistance must be less than 1 ohm for all tests.



ATV-3083

2. Connect the harness to the gear position switch.

Fan Motor

This component can be tested using the Dealer Diagnostic Service. Utilize the Test screen.

■NOTE: To determine if the fan motor is good, connect the red wire from the fan connector to the positive side of a 12-volt battery; then connect the black wire from the fan connector to the negative side. The fan should operate.



WT558A

⚠ WARNING

Care should be taken to keep clear of the fan blades.

■NOTE: Fan motor resistance checks are not recommended. Resistance values change with the motor commutator position.

Lights

VOLTAGE (Headlights)

■NOTE: Perform these tests on the main harness side of all four connectors. Also, the ignition switch must be in the LIGHTS position.

1. Set the meter selector to the DC Voltage position.
2. Connect the red tester lead to the white wire; then connect the black tester lead to the black wire.
3. With the dimmer switch in the LO position, the meter must show battery voltage.
4. Move the red tester lead to the yellow/black wire. With the dimmer switch in the HI position, the meter must show battery voltage.
5. On models with an LED lightbar, connect the red tester lead to the white/red wire and the black tester lead to the black wire. The meter must show battery voltage.

■NOTE: If battery voltage is not shown in any test, inspect the HI-BEAM or LO-BEAM fuse, battery, main wiring harness, connectors, or the left handlebar switch.

VOLTAGE (Taillight)

■NOTE: Perform this test on the main harness side of the connector. Also, the ignition switch should be in the LIGHTS position.

1. Set the meter selector to the DC Voltage position.
2. Connect the red tester lead to the white/red wire; then connect the black tester lead to the black wire.
3. With the ignition key in the LIGHTS position, the meter must show battery voltage.

■NOTE: If the meter shows no voltage, inspect fuses, wiring harness, connectors, and switches.

VOLTAGE (Brake Light)

■NOTE: Perform this test on the main harness side of the connector. Also, the ignition switch should be in the ON position and the brake (either foot pedal or hand lever) must be applied.

1. Set the meter selector to the DC Voltage position.
2. Connect the red tester lead to the red/blue wire; then connect the black tester lead to the black wire.
3. With either brake applied, the meter must show battery voltage.

■NOTE: If the meter shows no voltage, inspect fuses, wiring harness, connectors, and switches.

Power Distribution Module (PDM)

The fuses are located in a power distribution module under the seat. If there is any type of electrical system failure, always check the fuses first.

■NOTE: The ignition switch must be in the LIGHTS position.

1. Remove all fuses from the distribution module.
2. Set the meter selector to the DC Voltage position.
3. Connect the black tester lead to ground.
4. Using the red tester lead, contact each end of the fuse holder connector terminals individually.
5. The meter must show battery voltage from one side of the connector terminal ends.

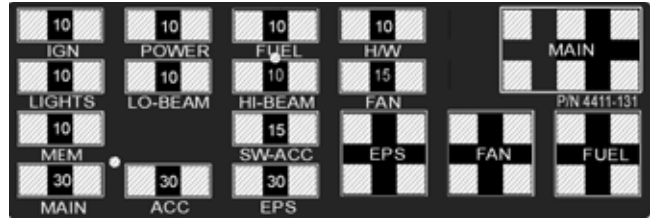
■NOTE: Battery voltage will be indicated from only one side of the fuse holder connector terminal; the other side will show no voltage.

■NOTE: When testing the HI fuse holder, the headlight dimmer switch must be in the HI position; when testing the LIGHTS fuse holder, the headlight dimmer switch can be in either position.

■NOTE: If the meter shows no battery voltage, troubleshoot the battery, switches, distribution module, or the main wiring harness.

FUSES

■NOTE: To remove a fuse, compress the locking tabs on either side of the fuse case and lift out.



4411-131

CAUTION

Always replace a blown fuse with a fuse of the same type and rating.

CAUTION

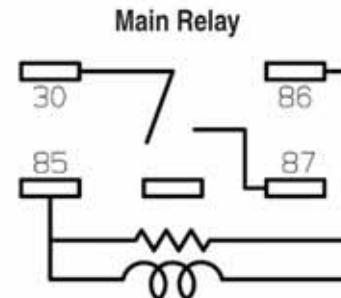
Always disconnect the battery when performing resistance tests to avoid damaging the multimeter.

1. Set the meter selector to the OHMS position.
2. Connect the red tester lead to one spade end of the fuse; then connect the black tester lead to the other spade end.
3. The meter must show less than 1 ohm resistance. If the meter reads open, replace the fuse.

■NOTE: Make sure the fuses are returned to their proper position according to amperage. Refer to the fuse block decal for fuse placement.

MAIN RELAY

1. Check resistance on pins 85 and 86. The meter should show 123 ohms $\pm 10\%$.
2. Check resistance on pins 30 and 87. The meter should show less than 1 ohm.



XR256

RELAYS

The 4-pin relays are identical plug-in type and can be checked by switching relay positions. The main relay is not interchangeable.

■NOTE: The module and wiring harness are only serviceable as assemblies.

EFI Sensors/Components

FUEL INJECTOR

Component data can be tested using the Dealer Diagnostic Service. Utilize the Test screen.

Voltage

Remove the connector from the fuel injector. Place the red meter lead to the orange wire and black meter lead to ground. With the ignition switch in the on position the meter must read battery voltage.

Resistance

With the connector still removed from the injector, place the red meter lead to either terminal; then connect the black tester lead to the other terminal. Reading is typically 10.3 ohms \pm 10%.

■NOTE: If voltage is not present, troubleshoot the battery, connector pins, wiring harness, fuses, or relay. If resistance is not present or largely out of specification, replace the injector.

CRANKSHAFT POSITION (CKP) SENSOR

Resistance

1. Set the meter selector to the OHMS position and test as follows:

WIRE COLOR	RESISTANCE
Red to White	200 Ohms
Black to Brown	200 Ohms

2. The meter reading must be within specification.

AC Voltage

■NOTE: The battery must be at full charge for these tests.

1. Set the meter selector to the AC Voltage position and test as follows:

WIRE COLOR	VOLTAGE
Red to White	2.0 AC Volts
Black to Brown	2.0 AC Volts

2. Crank the engine over using the electric starter. The meter reading must be within specification.

OXYGEN (O₂) SENSOR

The sensor is located in the exhaust pipe.

1. On the right side of the ATV, unplug the connector.



XR116A

2. On the sensor side of connector, connect the black (negative) test lead to one white wire pin; then connect the red (positive) test lead to the other white wire pin.
3. With the meter in the OHMS position, the reading should be between 6.7-10.1 ohms.

■NOTE: If the meter does not read as specified, replace sensor.

MANIFOLD ABSOLUTE PRESSURE/ INLET AIR TEMPERATURE (MAP/IAT) SENSOR

Component data can be retrieved using the Dealer Diagnostic Service. Utilize the Sensor Data screen.

■NOTE: Preliminary checks may be performed on this component using the diagnostic mode on the LCD gauge (see EFI Diagnostic System in this section).

■NOTE: The ambient temperature of the engine and in the intake and exhaust system must be at room temperature (approximately 68° F) when performing this test or an incorrect reading will occur.

1. Disconnect the MAP/IAT connector from the sensor located on top of the throttle body.
2. Select DC Voltage on the tester and turn the ignition switch to the ON position.
3. Connect the black tester lead to the black/pink wire and the red tester lead to the orange/blue wire. The meter should read 4.5-5.5 DC volts. If the meter does not read as specified, check the ECM connector or wiring.
4. Connect the MAP/IAT to the harness; then using MaxiClips, connect the red tester lead to the brown/white wire and the black tester lead to the black/pink wire. With the engine running at idle speed, the meter should read approximately 2.5 DC volts (MAP sensor signal).
5. Connect the red tester lead to the green/red wire. With the engine at idle, the meter should read approximately 2.9 DC volts.

■NOTE: If the meter does not read as specified, replace the sensor.

ENGINE COOLANT TEMPERATURE (ECT) SENSOR

Component data can be retrieved using the Dealer Diagnostic Service. Utilize the Sensor Data screen.

■NOTE: Preliminary checks may be performed on this component using the diagnostic mode on the LCD gauge (see EFI Diagnostic System in this section).

1. Connect the meter leads (selector in OHMS position) to the sensor terminals.
2. Suspend the sensor and a thermometer in a container of cooking oil; then heat the oil.

■NOTE: Neither the sensor nor the thermometer should be allowed to touch the bottom of the container or inaccurate readings will occur. Use wire holders to suspend the sensor and thermometer.

⚠ WARNING

Wear insulated gloves and safety glasses. Heated oil can cause severe burns.

TEMPERATURE	RESISTANCE
-20° C (-4° F)	18.8k Ohms
40° C (105° F)	1.14k Ohms
100° C (212° F)	155 Ohms

3. If the readings are not as indicated $\pm 10\%$, the sensor must be replaced.
4. Install the sensor and tighten securely.
5. Connect the leads.

SPEED SENSOR

■NOTE: Prior to testing the speed sensor, inspect the three-wire connector on the speed sensor for contamination, broken pins, and/or corrosion.

1. Set the meter selector to the DC Voltage position.
2. With appropriate needle adapters on the meter leads, connect the red tester lead to the orange lead; then connect the black tester lead to the black lead.



XR119D

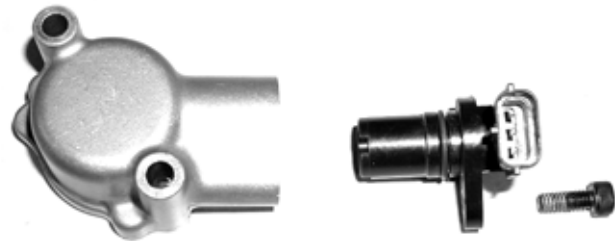
3. Turn the ignition switch to the ON position.
4. The meter must show battery voltage.
5. Leave the black tester lead connected; then connect the red tester lead to the pink/white wire.

6. Slowly move the ATV forward or backward; the meter must alternate between 0 volts and battery voltage.

■NOTE: If the sensor tests are within specifications, the LCD gauge must be replaced (see Steering/Body/Controls).

To replace a speed sensor, use the following procedure:

1. Disconnect the three-wire connector from the speed sensor harness or from the speed sensor; then remove the Allen-head cap screw securing the sensor to the sensor housing.
2. Remove the sensor from the sensor housing accounting for an O-ring.
3. Install the new speed sensor into the housing with new O-ring lightly coated with multi-purpose grease; then secure the sensor with the Allen-head cap screw (threads coated with blue Loctite #242). Tighten securely.



CD071

FUEL PUMP/FUEL LEVEL SENSOR

Component data can be retrieved using the Dealer Diagnostic Service. Utilize the Sensor Data screen.

■NOTE: Preliminary checks may be performed on this component using the diagnostic mode on the LCD gauge (see EFI Diagnostic System in the Electrical System section).

■NOTE: The electric fuel pump, fuel level sensor, and fuel pump float are only serviceable as assemblies.

Testing

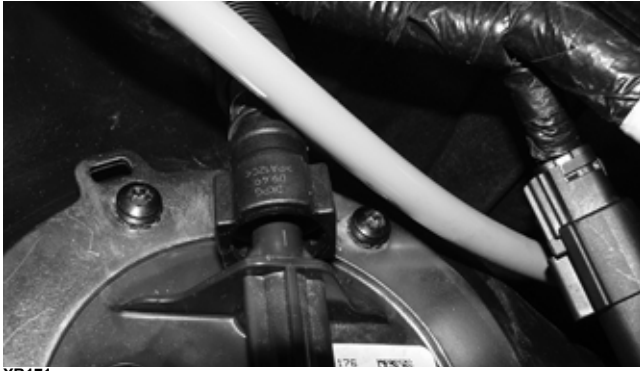
⚠ WARNING

Whenever any maintenance or inspection is made on the fuel system during which there may be fuel leakage, there should be no welding, smoking, open flames, etc., in the area.

👉 AT THIS POINT

Prior to removing the electric fuel pump, the following check should be performed to determine that removal is necessary.

1. Blow any debris from the fuel pump connection using compressed air.
2. Disconnect the quick connect fitting by pushing it toward the fuel pump fitting; then press the quick connect button(s) and remove the gasoline hose.



XR171

CAUTION

Failure to push the fitting toward the fuel pump will result in damage to the fitting causing the gasoline hose to be replaced.

WARNING

Gasoline may be under pressure. Place an absorbent towel under the connector to absorb any gasoline spray when disconnecting.

3. Install Fuel Pressure Tester in-line between the fuel pump and the gasoline hose.
4. Turn the ignition switch to the ON position. The fuel pressure should build until the pump shuts off. Pressure should read 3.0 kg-cm² (43 psi).



XR172

■NOTE: The fuel pump will cycle 5-10 seconds after the ignition key is turned on.

5. If the pump is producing fuel pressure that is out of specification, check all electrical connectors and verify the pump is getting proper voltage (battery voltage).
6. Connect a multimeter to the power supply leads with the red tester lead to the red wire and the black tester lead to the black wire; then turn the ignition switch to the ON position. The meter should read battery voltage.

■NOTE: Low voltage will produce a low fuel pressure reading.

7. If normal battery voltage is present and the ground wire has been checked for continuity to chassis, replace the fuel pump. If no voltage is present, determine if the fuel pump fuse, relay, wiring, tilt sensor, or ECM is causing no voltage.

■NOTE: If the gauge is flashing FUEL OFF, the tilt sensor system has intentionally deactivated the fuel system.

Removing

1. Disconnect the gasoline hose and fuel pump connectors.
2. Remove the screws securing the fuel pump to the gas tank; then make a reference mark on the fuel pump and tank.
3. Lift out the fuel pump assembly; then guide the pump and float lever through the opening in the gas tank.

CAUTION

Take care not to damage the float or float arm or replacement of the entire assembly will be necessary.

4. Using duct tape or other suitable means, cover the fuel pump opening.

Inspecting

⚠ AT THIS POINT

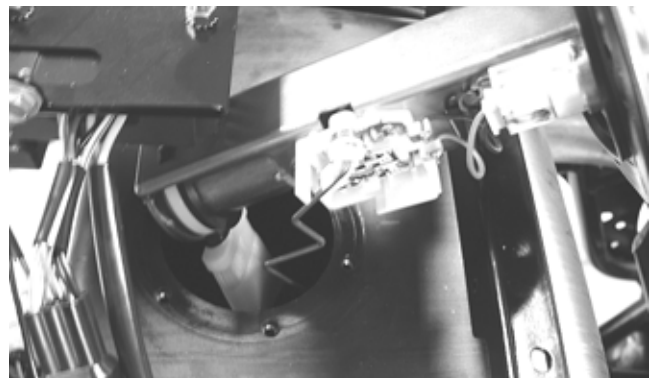
If the pump has failed earlier test and must be replaced, proceed to INSTALLING.

1. Inspect the fuel screen and blow clean with low pressure compressed air.
2. Move the float lever and check for free movement. The float assembly should return to the lower position without force. If not, replace the fuel pump assembly.
3. Test the fuel level sensor by connecting a multimeter to the fuel level sensor leads; then select OHMS. The multimeter should show 5 ohms at full fuel position and 95 ohms at empty fuel position.

■NOTE: If readings are erratic, clean the resistor wiper and resistor with clean alcohol and retest. If still not correct, replace the fuel level sensor.

Installing

1. Mark the new fuel pump with a reference mark in the same location as the removed pump; then place the new gasket on the pump.
2. Remove the material covering the fuel pump opening; then carefully guide the fuel pump into position taking care not to damage the float or float lever.



KX190

3. Rotate the fuel pump until the match marks align; then install the mounting screws and tighten securely using a crisscross pattern.

■NOTE: It is critical to install the fuel pump with the correct orientation to ensure adequate float lever clearance.

4. Connect the wires, fuel hose, and spring clamp; then turn the ignition switch to the ON position. Note that the fuel pump runs momentarily and the fuel gauge indicates the proper fuel level.
5. With the transmission in neutral and brake lever lock engaged, start the engine and check for normal operation. Check for any fuel leaks.

TILT SENSOR

⚠ WARNING

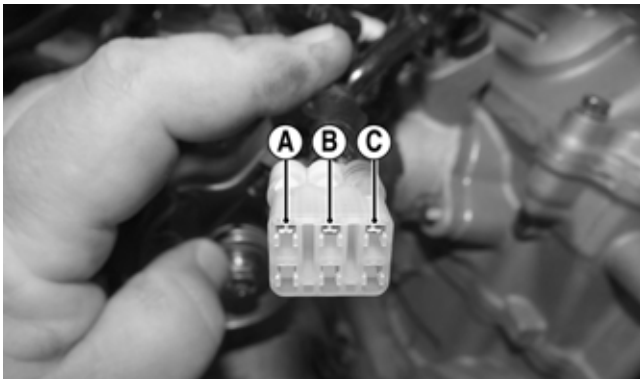
Incorrect installation of the tilt sensor could cause sudden loss of engine power which could result in loss of vehicle control resulting in injury or death.

CAUTION

Do not drop the tilt sensor as shock can damage the internal mechanism.

Supply Voltage

1. Disconnect the three-wire connector from the sensor; then select DC Voltage on the multimeter and connect the red tester lead to the orange wire (C) and the black tester lead to the pink/black wire (A).



XR197A

2. Turn the ignition switch to the ON position. The multimeter should read battery voltage. If battery voltage is not indicated, check the 30-amp main and 10-amp ignition fuses, wiring harness, or the ignition switch.
3. Remove the red tester lead and connect to the blue/brown wire (B). The multimeter should read less than 0.2 DC volts. If the specified voltage is not indicated, check wire connections at the ECM or substitute another ECM to verify the test.

Output Voltage

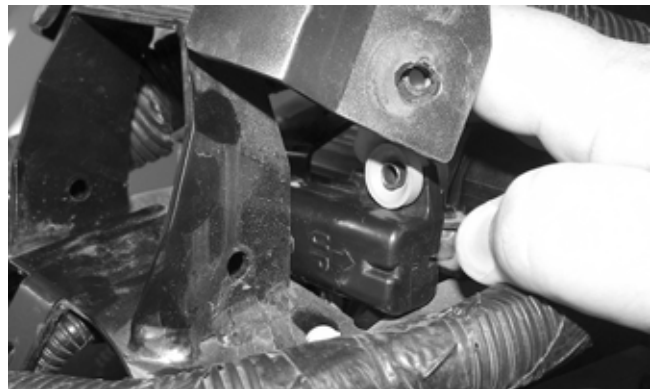
■NOTE: Needle adapters or a “break-out” harness will be required on the multimeter leads as the following tests are made with the sensor connected:

1. Connect the three-wire plug to the sensor; then remove the left-side mounting screw securing the sensor to the rear frame.



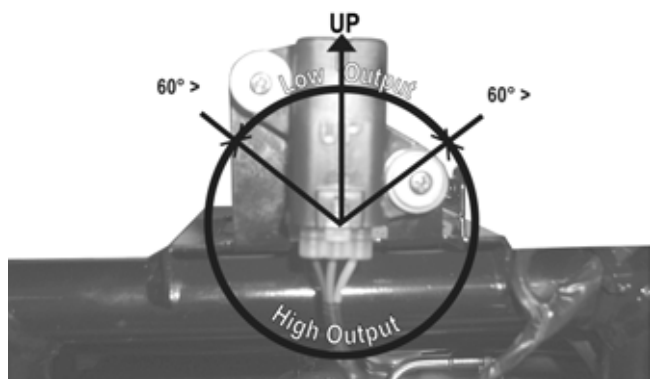
XR198

2. Install the needle adapters to the multimeter leads; then select DC Voltage on the multimeter.
3. Connect the red tester lead to the blue/brown wire (B) and the black tester lead to the pink/black wire (A); then turn the ignition switch ON and observe the meter. The meter should read 0.3-2.9 DC volt.
4. Tilt the sensor 60° or more to the left and right observing the meter. The meter should read 3.0-8.0 DC volts after approximately one second in the tilted position. If the meter readings are not as specified, the tilt sensor is defective.



XR199

■NOTE: When replacing the sensor after testing, make sure the arrow marking is directed up.



CD705D

THROTTLE POSITION SENSOR (TPS)

Component data can be retrieved using the Dealer Diagnostic Service. Utilize the Sensor Data screen.

■NOTE: Preliminary checks may be performed on this component using the diagnostic mode on the LCD gauge (see EFI Diagnostic System in this section).

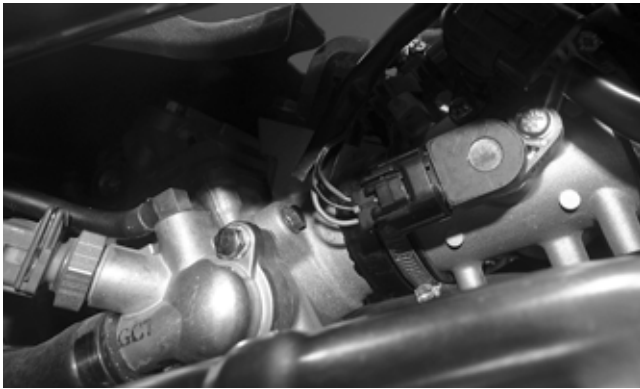
Verifying TPS Adjustment Tool

Before using the TPS adjustment tool, verify its battery condition. The battery used in the tool is a 9-volt battery. To check battery condition, use a digital volt/ohmmeter set on DC volt scale. Test between the adjustment tool black and red jacks. Insert the red lead of the digital voltmeter into the red jack of the adjustment tool and the black lead of the digital voltmeter into the black jack of the adjustment tool. The green power light of the analyzer should now be illuminated. If voltage is found below 4.9 volts, replace the battery.

■NOTE: The Test Harness must be plugged into the analyzer for testing voltage. Always verify battery voltage is at least 4.9 DC volts before testing TPS.

Testing

1. Remove the left-side engine cover; then disconnect the three-wire TPS connector plug.



KC517

■NOTE: Prior to testing the TPS, inspect the three-wire plug connector on the main harness and the three-pin plug on the TPS for contamination, broken pins, and/or corrosion.

2. Connect the TPS Multi-Analyzer Harness connector #8 to the TPS; then connect the harness to the TPS Analyzer Tool.



FI672

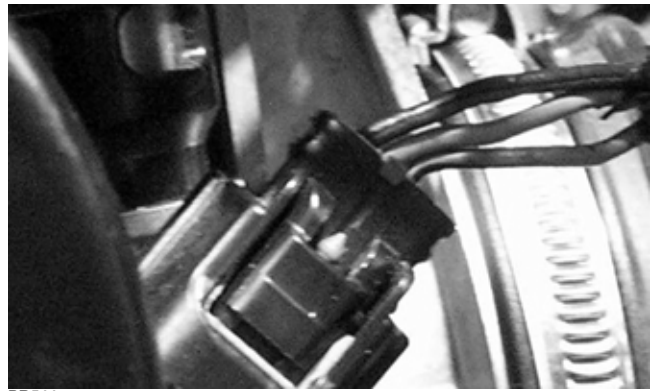
3. Using a multimeter, connect the black tester lead to the black socket (GND) on the analyzer and the red tester lead to the white socket (VAR); then select the DC Voltage position. With the vehicle off, the gauge should read 0.58-0.62 and at Wide-Open Throttle it should read up to approximately 3.7.

■NOTE: If the throttle body, ECM, TPS, or ISC are replaced, the EFI system must be synchronized. Use the following procedure:

1. With the key off, depress throttle lever to Wide Open Throttle (WOT).
2. Place the ignition key in the ON position and wait for 10 seconds.
3. Release the throttle lever, and wait an additional 10 seconds.
4. Turn the key to the OFF position and allow the gauge to shut off.

Testing

1. Remove the seat, side covers, front rack, and front body panel (see Steering/Body/Controls); then remove the air filter assembly. Remove the TPS connector plug from the TPS.



PR544



CF329

RPM Limiter

Component data can be retrieved using the Dealer Diagnostic Service. Utilize the Sensor Data screen.

■NOTE: The ATV is equipped with an ECM that cuts fuel spray and spark when maximum RPM is approached. When the RPM limiter is activated, it could be misinterpreted as a high-speed misfire.

Gear	Park	Neutral	Reverse	High/Low	Fail-Safe Mode	Incorrect ECU/Gauge (P0630)	Warranty Registration (U1001)
2WD	2250	6500	4000	7250	4000	6650	4500
4WD							
4WD Lock							
2WD Override	2250	6500	5000				
4WD Override	2250	6500	7000				
Differential-Lock Override							

Stator Coil

VOLTAGE (AC Generator — No Load)

The connector is a three-pin one in the harness coming from the AC generator.



XR114A

■NOTE: Test the connector that comes from the engine.

1. Set the meter selector to the AC Voltage position.
2. Test between the three black wires for a total of three tests.
3. With the engine running at a constant 5000 RPM, all voltage tests must be within specifications.

CAUTION

Do not run the engine at high RPM for more than 10 seconds.

■NOTE: If the voltage test fails but the resistance check is correct with no insulation break down, check the rotor. If the rotor check is good, replace the stator.

RESISTANCE (AC Generator)

1. Set the meter selector to OHMS position.
2. Test between the three black wires for a total of three tests.
3. The meter reading must be within specification.

Regulator/Rectifier

The regulator/rectifier is located in front of the gas tank.

TESTING

1. Start engine and warm up to normal operating temperature; then connect a multimeter to the battery as follows.
2. Select the DC Voltage position; then connect the red tester lead to the positive battery post and the black tester lead to the negative battery post.

3. Start the engine and slowly increase RPM. The voltage should increase with the engine RPM to a maximum of 15.5 DC volts.

CAUTION

Do not run the engine at high RPM for more than 10 seconds.

■NOTE: If voltage rises above 15.5 DC volts, the regulator is faulty or a battery connection is loose or corroded. Clean and tighten battery connections or replace the regulator/rectifier. If voltage does not rise, see EFI Sensors/Components in this section. If charging coil voltage is normal, replace the regulator/rectifier.

Starter Motor

■NOTE: The starter motor is only serviceable as an assembly.

TESTING VOLTAGE

Perform this test on the starter motor positive terminal. To access the terminal, slide the boot away.

■NOTE: The ignition switch must be in the ON position, the engine stop switch in the RUN position, and the shift lever in the NEUTRAL position.

1. Set the meter selector to the DC Voltage position.
2. Connect the red tester lead to the starter motor terminal; then connect the black tester lead to ground.
3. With the starter button depressed, the meter must show battery voltage and the starter motor should operate.



XR120

■NOTE: If the meter showed correct voltage but the starter motor did not operate or operated slowly, troubleshoot all starting system components before replacing the starter motor.

■NOTE: If the meter showed no voltage, inspect the main fuse, ignition fuse, ground connections, starter motor lead, battery voltage (at the battery), starter relay, or the ignition, emergency stop, or starter switches.

REMOVING

1. Disconnect the battery.

CAUTION

Always disconnect the negative battery cable from the battery first; then disconnect the positive cable.

2. Remove the nut securing the positive cable to the starter motor; then remove the cable from the starter motor.
3. Remove the two cap screws securing the starter motor to the crankcase; then remove the starter motor. Account for the wiring forms and an O-ring.

INSTALLING

1. Apply a small amount of grease to the O-ring seal on the starter motor; then install the starter motor into the crankcase. Secure with two machine screws and wiring forms.
2. Secure the positive cable to the starter motor with the nut.
3. Connect the battery (positive cable first).

Starter Relay

1. Remove the seat and left side panel; then using the multimeter set to the DC Voltage position, check the relay as follows.
2. Connect the red tester lead to the positive battery terminal; then connect the black tester lead to the starter cable connection on the starter relay. The meter must show battery voltage.



XR117

NOTE: Make sure that the ignition switch is in the ON position, transmission in neutral, brake lock released, and the engine stop switch in the RUN position.

3. Depress the starter button while observing the multimeter. The multimeter should drop to 0 volts and a “click” should be heard from the relay.

NOTE: If a “click” is heard and more than 1 volt is indicated by the multimeter, replace the starter relay. If no “click” is heard and the multimeter continues to indicate battery voltage, proceed to step 4.

4. Disconnect the two-wire plug from the starter relay; then connect the red tester lead to the green wire and the black tester lead to the yellow/green wire.



XR111

5. Depress the starter button and observe the multimeter.

NOTE: If battery voltage is indicated, replace the starter relay. If no voltage is indicated, proceed to Power Distribution Module (PDM) check in this section.

Electronic Control Module (ECM)

The electronic control module (ECM) is located beneath the seat near the battery.

NOTE: The ECM is only serviceable as an assembly.

The ECM is rarely the cause for electrical problems; however, if the ECM is suspected, substitute another ECM of the same part number to verify the suspected one is defective.

Codes can be cleared by following the procedures located in EFI Diagnostic System in this section.

NOTE: If the throttle body, ECM, TPS, or ISC are replaced, the EFI system must be synchronized. Use the following procedure:

1. With the key off, depress throttle lever to Wide Open Throttle (WOT).
2. Place the ignition key in the ON position and wait for 10 seconds.
3. Release the throttle lever and wait an additional 10 seconds.
4. Turn the key to the OFF position and allow the gauge to shut off.

EFI Diagnostic System

DIGITAL GAUGE

The digital gauge can be used as a diagnostic tool for many of the DTCs displayed. To place the gauge into the diagnostic mode, use the following procedure:

1. Turn the ignition switch ON.
2. Depress and hold both left and right buttons together for approximately three seconds until "DIAGNOSTIC" appears on the LCD.



WT541

3. Press the center button (SELECT) to enter diagnostic mode; cycle the display by pressing either the left or right button to step to the desired function.

■NOTE: The gauge can be utilized dynamically (engine running/vehicle moving) or statically (engine/vehicle stopped).

DIAGNOSTIC MODES

Battery (BATTERY)



WT540

Display: System DC voltage.

DTC: P0562, P0563, P2531, P2532

Usage: Verify system voltage under following conditions:

1. Battery voltage with engine and accessories off (>12.2 VDC for fully charged).
2. Battery voltage with engine idling (charging = 13.8 VDC or greater).
3. Battery voltage with electrical accessories operating, engine idling (13.5 VDC or greater).
4. Battery voltage starter cranking (10.5-11.5 VDC).

Coolant (COOLANT)



WT591

Display: Engine coolant temperature as measured by the ECT sensor.

DTC: P0116, P0117, P0118, P0119

Usage: Monitor coolant temperature to verify the following:

1. ECT sensor signal.
2. High Temperature indicator (on @ 230° F).
3. Thermostat opening @ approximately 149° F, indicated by a momentary drop or pause in the rising temperature reading.
4. Fan ON @ 185° F, OFF @ 176° F:
 - A. fan motor
 - B. fan relay
 - C. fan fuse
 - D. wiring connections
5. High Temperature Rev Limiter 5000 RPM @ 230° F.

Inlet Air Temperature (INTAKE)



WT592

Display: Inlet air temperature in Fahrenheit or Celsius.

DTC: P0112, P0113, P0114

Usage: Verify correct output of IAT sensor.

■NOTE: After engine has been running, IAT readings will be higher than outside air temperature due to engine and engine compartment heat as well as intake manifold heating.

MAP (AIR PRESS)



WT602

Display: MAP in millibars and in./Hg.

DTC: P0107, P0108

Usage: Verify barometric pressure signal correct.

■NOTE: Local barometric pressure is given in in./Hg (inches of mercury) and millibars. The gauge should display approximately 965 millibars at 970 ft. above sea level.

Idle Step Control (ISC)



WT542

Display: ISC position

DTC: P0508, P0509

Usage: Verify ISC operation.

TPS (TPS)



WT539

Display: TPS position (0% closed, 95-100% WOT).

DTC: P0121, P0122, P0123

Usage: Verify TPS signal and adjust throttle cable.

Speedometer (SPEED)



WT543

Display: Vehicle speed signal.

DTC: P0500

Usage: Verify speedometer sensor signal from the following:

1. Speed sensor to ECM.
2. ECM (CAN) signal to gauge (speedometer/odometer).
3. ECM (CAN) signal to EPS

Tachometer (RPM)



WT544

Display: Engine RPM

DTC: P0336, P0337, P0339

Usage: Verify engine speed signal from the following:

1. CKP (crankshaft position) sensor to ECM
2. ECM (CAN) signal to gauge (tachometer)
3. ECM (CAN) signal to EPS

Fuel Sensor (FUEL)



WT545

Display: Fuel level signal from the fuel level sensor.

DTC: C1400, C1401, C1402

Usage: Check output of the fuel level sensor.*

1. Full fuel is indicated by a reading of 0-5 ohms.
2. Empty is indicated by a reading of 95-105 ohms.

* 110-500 ohms, suspect the fuel level sensor or wiring. 0-100 ohms but no gauge indication, suspect the gauge.

DIAGNOSTIC TROUBLE CODES (DTC)

If an EFI or related chassis component fails or an out-of-tolerance signal is detected by the ECM, a diagnostic trouble code (DTC) will be generated in the ECM and displayed on the LCD. The DTC will be displayed alternately with a wrench icon or malfunction indicator light (MIL). The DTC will continue to flash until the malfunction is corrected and the code cleared.

Code List

■NOTE: Each of the following numerical codes will have a one-letter prefix of C, P, or U. A “C” prefix denotes a chassis malfunction, a “P” prefix denotes a powertrain malfunction, and a “U” prefix denotes a CAN communication related code.

■NOTE: Normal malfunction codes are cleared from the LCD when the component is replaced or the malfunction is corrected; however, intermittent codes must be cleared as noted in the code chart.

Code	Fault Description	Possible Cause	Fault Recovery Method
C0063	Tilt Sensor Circuit High	Sensor or interconnect harness shorted to battery power	Correct condition*
C0064	Tilt Sensor Circuit Low/SG/Open	Sensor or interconnect harness open or shorted to chassis ground	Correct condition*
P0030	O2 Heater Intermittent/Open	Heater or interconnect harness intermittent or open	Correct condition*
P0031	O2 Heater Low/SG	Heater or interconnect harness shorted to chassis ground	Correct condition*
P0032	O2 Heater High/SP	Heater or interconnect harness shorted to battery power	Correct condition*
P0107	MAP Sensor Circuit Low/SG/Open	Sensor or interconnect harness shorted to chassis ground	Correct condition*
P0108	MAP Sensor Circuit High/SP	Sensor or interconnect harness shorted to battery power	Correct condition*
P0112	IAT Sensor Circuit Low/SG	Sensor or interconnect harness shorted to chassis ground	Correct condition*
P0113	IAT Sensor Circuit High/Open	Sensor or interconnect harness open or shorted to battery power	Correct condition*
P0114	IAT Sensor Circuit Intermittent	Sensor or interconnect harness intermittent	Correct condition*
P0116	ECT Sensor Circuit Range/Performance	Sensor producing an out-of-range voltage	Correct condition*
P0117	ECT Sensor Circuit Low/SG	Sensor or interconnect harness shorted to chassis ground	Correct condition*
P0118	ECT Sensor Circuit High/Open/SP	Sensor or interconnect harness open or shorted to battery power	Correct condition*
P0119	ECT Sensor Circuit Intermittent	Sensor or interconnect harness intermittent	Correct condition*
P0121	TPS Range/Performance	Sensor producing an out-of-range voltage	Correct condition*
P0122	TPS Circuit Low/SG	Sensor or interconnect harness shorted to chassis ground	Correct condition*
P0123	TPS Circuit High	Sensor or interconnect harness open or shorted to battery power	Correct condition*
P0130	O2 Sensor Intermittent/Open	Sensor or interconnect harness intermittent or open	Correct condition*
P0131	O2 Sensor Low/SG or Air-Leak	Sensor or interconnect harness shorted to chassis ground or an air-leak exists	Correct condition*
P0132	O2 Sensor High/SP	Sensor or interconnect harness shorted to battery power	Correct condition*
P0171	O2 Feedback Below Minimum Correction	Low fuel rail pressure, dirty fuel filter, or dirty injectors	Correct condition*
P0172	O2 Feedback Exceeds Maximum Correction	Excessive fuel rail pressure, MAP or temp sensors out-of-spec	Correct condition*
P0219	Engine Over-Speed Condition	Engine speed (RPM) has exceeded the ECM over-speed setpoint/limit	Reduce engine speed
P0231	Fuel Pump Relay Circuit Low/SG/Open	Relay has been removed or interconnect harness shorted to chassis ground	Correct condition*
P0232	Fuel Pump Relay Circuit High	Relay or interconnect harness shorted to battery power	Correct condition*
P0233	Fuel Pump Relay Circuit	Relay circuit erratic or intermittent	Correct condition*
P0261	Rear Cylinder Fuel injector Circuit Low/SG	Injector or interconnect harness shorted to chassis ground	Correct condition**
P0262	Rear Cylinder Fuel injector Circuit High	Injector or interconnect harness shorted to battery power	Correct condition**
P0263	Rear Cylinder Fuel injector Balance/Open	Injector has been disconnected or interconnect harness open	Correct condition**
P0264	Front Cylinder Fuel injector Circuit Low/SG	Injector or interconnect harness shorted to chassis ground	Correct condition**
P0265	Front Cylinder Fuel injector Circuit High	Injector or interconnect harness shorted to battery power	Correct condition**
P0266	Front Cylinder Fuel injector Balance/Open	Injector has been disconnected or interconnect harness open	Correct condition**
P0336	Crankshaft Angle Sensor Synchronization	Sensor or interconnect harness intermittent	Correct condition**
P0337	Crankshaft Angle Sensor Circuit/SG	Sensor or interconnect harness shorted to chassis ground	Correct condition**
P0339	Crankshaft Angle Sensor Intermittent/Erratic	Sensor or interconnect harness intermittent	Correct condition**
P0340	Camshaft Angle Sensor Synchronization	Sensor or interconnect harness intermittent	Correct condition**
P0341	Camshaft Angle Sensor Circuit/SG	Sensor or interconnect harness shorted to chassis ground	Correct condition**
P0342	Camshaft Angle Sensor Intermittent/Erratic	Sensor or interconnect harness intermittent	Correct condition**
P0480	Fan-Primary/Right Relay Control Circuit	Relay erratic or intermittent	Correct condition*
P0481	Fan-Secondary/Left Relay Control Circuit High	Relay or interconnect harness shorted to battery power	Correct condition*
P0482	Fan-Secondary/Left Relay Control Circuit Low/SG/Open	Secondary fan fuse has blown, the secondary fan relay has been removed or interconnect harness shorted to chassis ground	Correct condition*

Code	Fault Description	Possible Cause	Fault Recovery Method
P0483	Fan-Secondary/Left Relay Control Circuit	Relay erratic or intermittent	Correct condition*
P0484	Fan-Primary/Right Relay Control Circuit High	Relay or interconnect harness shorted to battery power	Correct condition*
P0485	Fan-Primary/Right Relay Control Circuit Low/SG/Open	Primary fan fuse has blown, the primary fan relay has been removed or interconnect harness shorted to chassis ground	Correct condition*
P0500	Vehicle Speed-Sensor	Sensor circuit signal intermittent or missing	Correct condition*, start and drive the vehicle*
P0508	IAC System Circuit Low/SG	IAC interconnect harness shorted to chassis ground	Correct condition*
P0509	IAC System Circuit High/Open	IAC disconnected or the interconnect harness shorted to battery power	Correct condition*
P0520	Engine Oil Sensor/Switch	Sensor or interconnect harness erratic or intermittent	Correct condition*
P0562	System Voltage Low	Battery charge condition low or the regulator/rectifier output low	Correct condition*
P0563	System Voltage High	Battery cable connections are loose or the regulator/rectifier output high	Correct condition*
P0601	ECM CAN Communication Shutdown	Intermittent CAN connection or unstable CAN condition caused ECM to temporarily shut down CAN communication	Correct CAN communication issue*
P0615	Starter Relay Circuit	Start switch/button, starter relay, gearswitch or interconnect harness erratic or intermittent	Correct condition*
P0616	Starter Relay Circuit Low	Start switch/button, starter relay or interconnect harness intermittent or shorted to chassis ground	Correct condition*
P0617	Starter Relay Circuit High	Start switch/button, starter relay or interconnect harness intermittent or shorted to battery power	Correct condition*
P0630	VIN Not Programmed or Incompatible	Verify the LCD gauge and ECM part numbers are correct for the vehicle model number and VIN	Correct gauge and ECM VIN compatibility issue*
P0642	Sensor Power Circuit Low	One or more of the sensors defective or shorted to chassis ground	Correct condition*
P0643	Sensor Power Circuit High	One or more of the sensors defective or shorted to battery power	Correct condition*
P2300	Rear Ignition Coil Primary Circuit Low/SG/Open	Coil or interconnect harness open or shorted to chassis ground	Correct condition**
P2301	Rear Ignition Coil Primary Circuit High	Coil or interconnect harness shorted to battery power	Correct condition**
P2303	Front Ignition Coil Primary Circuit Low/Open	Coil or interconnect harness open or shorted to chassis ground	Correct condition**
P2304	Front Ignition Coil Primary Circuit High	Coil or interconnect harness shorted to battery power	Correct condition**
P2531	Ignition Switch Circuit Low	Battery charge condition low or the regulator/rectifier output low	Correct condition*
P2532	Ignition Switch Circuit High	Battery cable connections are loose or the regulator/rectifier output high	Correct condition*
U0155	LCD Gauge to EFI ECM CAN Communication Lost	Gauge CAN circuit or interconnect harness intermittent or has failed	Correct condition*
U1000	Vehicle Not Registered or Invalid PIN Entered	An invalid registration PIN has been entered	Enter the correct registration PIN*
U1001	Vehicle Not Registered and Vehicle Limits Enabled	An invalid registration PIN has been entered	Enter the correct registration PIN*
FUEL OFF	Tilt Sensor Activation Code	Sensor has been activated	Restore the vehicle chassis to an upright position*

High: A high voltage condition has been detected

Low: A low voltage condition has been detected

Intermittent: An intermittent circuit condition has been detected

Open: An open circuit condition has been detected

* After correcting the condition, cycle the key switch

On-Off-On

**After correcting the condition, cycle the key switch

On-Off-On, start the engine, then cycle the key switch

On-Off-On.

Troubleshooting

Problem: Spark absent or weak	
Condition	Remedy
<ol style="list-style-type: none"> 1. Ignition coil defective 2. Spark plug defective 3. Magneto defective 4. ECM defective 5. Pick-up coil defective 	<ol style="list-style-type: none"> 1. Replace ignition coil 2. Replace plug 3. Replace stator coil 4. Replace ECM 5. Replace stator coil
Problem: Spark plug fouled with carbon	
Condition	Remedy
<ol style="list-style-type: none"> 1. Gasoline incorrect 2. Air cleaner element dirty 3. Spark plug incorrect (too cold) 4. Valve seals cracked — missing 5. Oil rings worn — broken 	<ol style="list-style-type: none"> 1. Change to correct gasoline 2. Clean element 3. Replace plug 4. Replace seals 5. Replace rings
Problem: Spark plug electrodes overheat or burn	
Condition	Remedy
<ol style="list-style-type: none"> 1. Spark plug incorrect (too hot) 2. Engine overheats 3. Spark plug loose 	<ol style="list-style-type: none"> 1. Replace plug 2. Service cooling system 3. Tighten plug
Problem: Battery does not charge	
Condition	Remedy
<ol style="list-style-type: none"> 1. Lead wires/connections shorted — loose — open 2. Magneto coils shorted — grounded — open 3. Regulator/rectifier defective 	<ol style="list-style-type: none"> 1. Repair — replace — tighten lead wires 2. Replace magneto coils 3. Replace regulator/rectifier
Problem: Battery charges, but charging rate is below the specification	
Condition	Remedy
<ol style="list-style-type: none"> 1. Lead wires shorted — open — loose (at terminals) 2. Stator coil (magneto) grounded — open 3. Regulator/rectifier defective 4. Cell plates (battery) defective 	<ol style="list-style-type: none"> 1. Repair — tighten lead wires 2. Replace stator coil 3. Replace regulator/rectifier 4. Replace battery
Problem: Battery overcharges	
Condition	Remedy
<ol style="list-style-type: none"> 1. Internal battery short circuited 2. Regulator/rectifier resistor damaged — defective 3. Regulator/rectifier poorly grounded 	<ol style="list-style-type: none"> 1. Replace battery 2. Replace resistor 3. Clean — tighten ground connection
Problem: Charging unstable	
Condition	Remedy
<ol style="list-style-type: none"> 1. Lead wire intermittently shorting 2. Magneto internally shorted 3. Regulator/rectifier defective 	<ol style="list-style-type: none"> 1. Replace lead wire 2. Replace stator coil 3. Replace regulator/rectifier
Problem: Starter button not effective	
Condition	Remedy
<ol style="list-style-type: none"> 1. Battery charge low 2. Switch contacts defective 3. Starter relay defective 4. Emergency stop — ignition switch off 5. Wiring connections loose — disconnected 	<ol style="list-style-type: none"> 1. Charge — replace battery 2. Replace switch 3. Replace relay 4. Turn on switches 5. Connect — tighten — repair connections
Problem: Battery “sulfation” (Acidic white powdery substance or spots on surfaces of cell plates)	
Condition	Remedy
<ol style="list-style-type: none"> 1. Charging rate too low — too high 2. Battery run-down — damaged 3. Electrolyte contaminated 	<ol style="list-style-type: none"> 1. Replace battery 2. Replace battery 3. Replace battery
Problem: Battery discharges too rapidly	
Condition	Remedy
<ol style="list-style-type: none"> 1. Charging system not charging 2. Cell plates overcharged — damaged 3. Battery short-circuited 4. Electrolyte contaminated 	<ol style="list-style-type: none"> 1. Check magneto — regulator/rectifier — circuit connections 2. Replace battery — correct charging system 3. Replace battery 4. Replace battery
Problem: Battery polarity reversed	
Condition	Remedy
<ol style="list-style-type: none"> 1. Battery incorrectly connected 	<ol style="list-style-type: none"> 1. Reverse connections — replace battery — repair damage

Drive System/Brake System

GENERAL INFORMATION

The die-cast aluminum housings have been assembled with thread-rolling screws (trilobular). When assembling with these screws, start the screws carefully into the housing; then use the following torque values:

Size	New Housing	Reassembled Housing
M6 (Torx T-30 Recess)	8-9.5 ft-lb (10.9-12.9 N-m)	6.5-9 ft-lb (8.9-12.2 N-m)
M8 (Torx T-40 Recess)	25-31 ft-lb (34-42.2 N-m)	21-25 ft-lb (28.6-34 N-m)
M10 (Torx T-50 Recess)	37-45.5 ft-lb (50.3-61.7 N-m)	31-38 ft-lb (42.2-51.7 N-m)

SPECIAL TOOLS

A number of special tools must be available to the technician when performing service procedures in this section.

■NOTE: When indicated for use, each special tool will be identified by its specific name, as shown in the chart below, and capitalized.

Description	p/n
Backlash Measuring Tool (24-Spline Axle)	0544-010
Backlash Measuring Tool (27-Spline Axle)	0544-011
CV Boot Clamp Tool	Common Tool
Hub Retaining Wrench	0444-270
Internal Hex Socket	Common Tool
Pinion Gear/Shaft Removal Tool	Common Tool
Gear Case Seal Installer Tool	0444-273

■NOTE: Special tools are available from the Service Department.

Front Drive Actuator

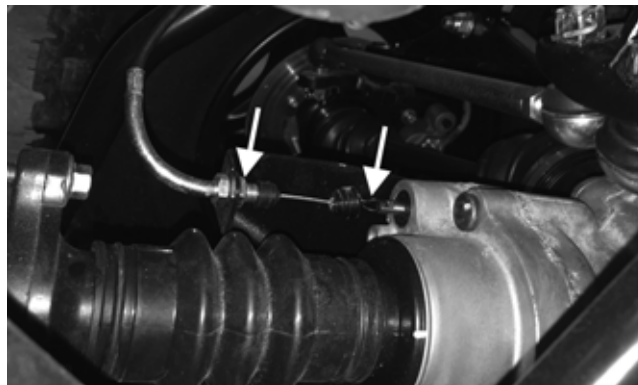
The 570/700 models have a cable-style 4WD actuation as shown below.



XR515

REMOVING CABLE

1. Disconnect the spring on the cable from the front differential; then loosen the nut securing the cable to the bracket; then remove the cable from the bracket.



XR518

2. Remove the four cap screws underneath the shift switch; then remove the access panel on the shift switch assembly.

■NOTE: Extreme care must be taken when working with the shift switch assembly with the access panel removed. The gear (A) can easily fall out.



XR517



XR516

3. Remove the cable from the shift switch; then remove the cable from the vehicle taking note of routing and any fastening points of the cable.

INSTALLING CABLE

1. Install the cable, routing and fastening it the same way it was taken out.
2. Install the access panel on the shift switch assembly; then install the four cap screws underneath the shift switch.
3. Install the cable to the bracket; then install the nut securing the cable to the bracket; then connect the spring on the cable to the front differential.

Front Differential

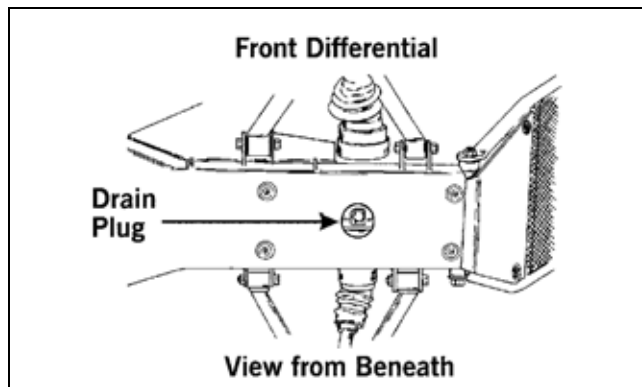
REMOVING DIFFERENTIAL

1. Secure the ATV on a support stand to elevate the wheels.

WARNING

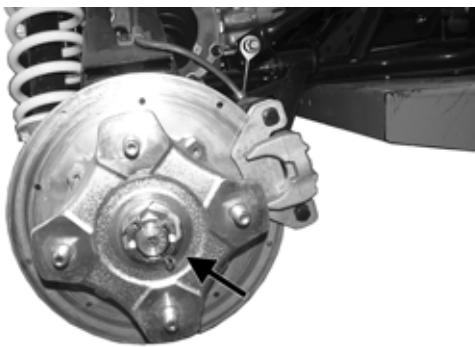
Make sure the ATV is solidly supported on the support stand to avoid injury.

2. Remove the drain plug and drain the gear lubricant into a drain pan; then reinstall the plug and tighten to 45 in.-lb (5 N-m).



ATV0082A

3. Remove the front wheels.
4. Pump up the hand brake; then engage the brake lever lock.
5. Remove and discard the cotter pins securing the hex nuts; then remove the hex nuts.

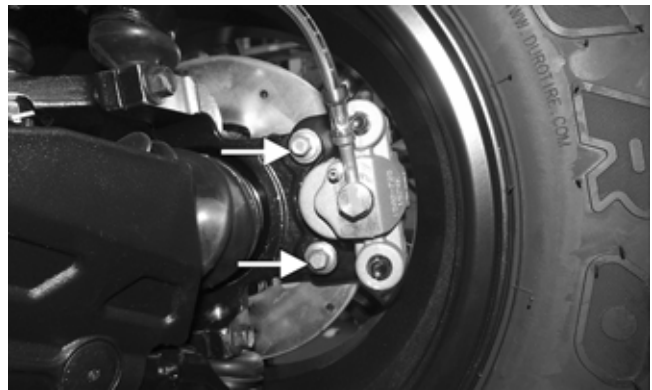


XR099

6. Release the brake lever lock.

NOTE: It is not necessary to remove the brake hoses from the calipers for this procedure.

7. Remove the two brake calipers. Account for the four cap screws.



XR012A

NOTE: Do not allow the brake calipers to hang from their cable/hose.

8. Remove the upper ball joint cap screws taking care not to strip the threads on the ball joint shaft; then using a rubber mallet, tap the end of the axle and free it from the knuckle assembly.



XR011C

9. Pull the steering knuckle away from the axle.



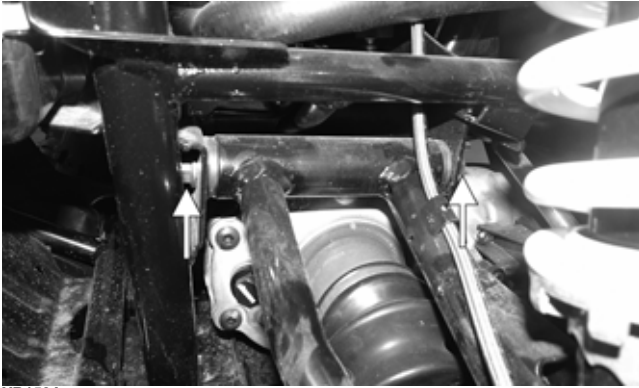
KX151

10. Support the axle to not allow it to drop or hang.

CAUTION

The axle must be supported. If the axle is allowed to drop or hang, damage to the inner CV joint may occur.

11. Remove the lower shock bolts. Account for the lock nuts; then move the shocks aside and secure them with a strap.
12. Remove the upper A-arm lock nuts and cap screws; then remove the A-arms. Discard the lock nuts.



XR152A

13. Remove and account for the A-arm brace.



XR170

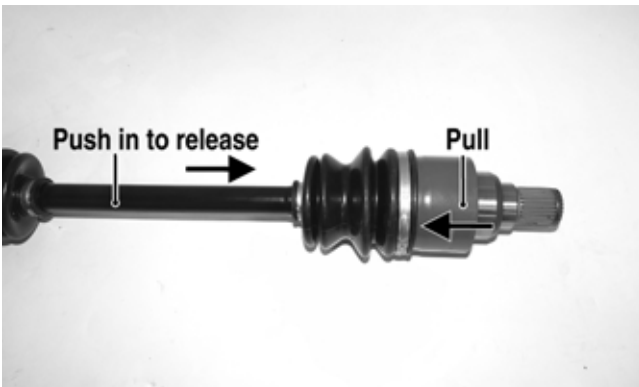
14. Push the axle shaft firmly toward the differential to release the internal lock; then while holding the axle in, pull the CV cup from the differential.

■NOTE: This process is only for axles with a white or gray inboard cup. Axles with a black inboard cup should be removed in the traditional manner.

■NOTE: Keeping the axle level will aid in removal.

CAUTION

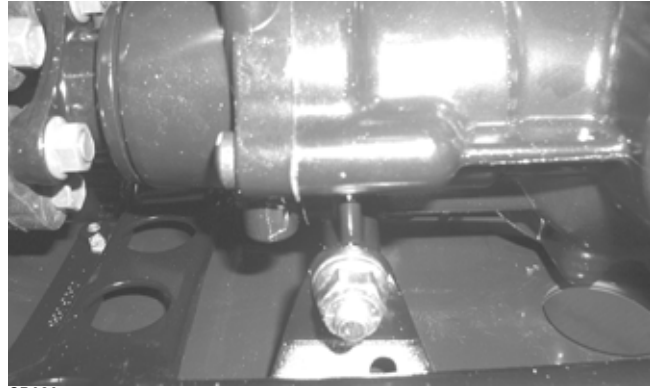
Do not attempt to use a slide hammer or differential/axle damage will occur.



CF633A

15. Using a T-30 Torx wrench, remove the three screws securing the front drive actuator to the gear case; then remove the actuator.

16. Remove the lower differential mounting cap screw. Account for a lock nut and washers.



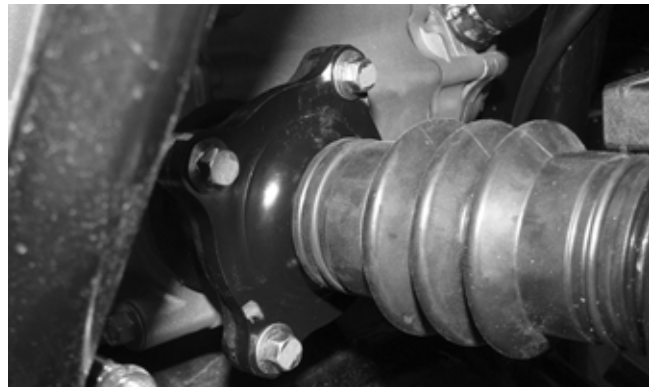
CD026

17. Remove the upper differential mounting cap screws. Account for the spacer.



CD016

18. Remove the four cap screws securing the output flange; then shift the differential assembly forward enough to disengage the output flange assembly.



XR169

19. Place the differential on its left side; then remove it from the frame.



XR216

Disassembling Input Shaft

■NOTE: This procedure can be performed on a rear gear case; however, some components may vary from model to model. The technician should use discretion and sound judgment.

1. Using a T-40 Torx wrench, remove the cap screws securing the pinion housing.



GC004A

2. Using a rubber mallet, remove the housing. Account for a gasket. Remove the fork, collar, and spring. Note the location of all the components for assembling purposes.



GC015



CD106

3. Using a boot-clamp pliers (or suitable substitute), remove the boot clamps; then remove the boots and splined drive from the input shaft.
4. Remove the snap ring; then remove the input shaft from the pinion housing.



CD107

5. Using a seal removal tool, remove the input shaft seal. Account for a spacer.

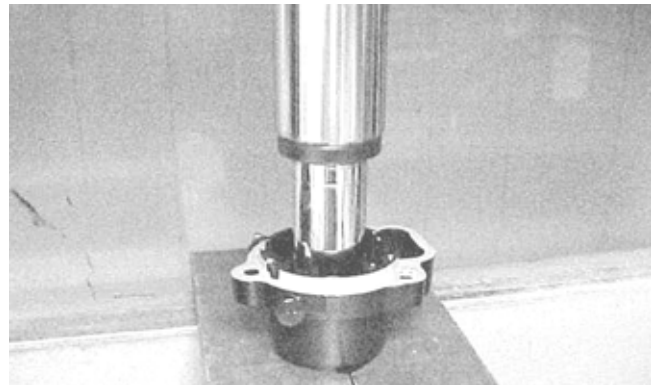


GC010

6. Remove the snap ring securing the input shaft bearing; then place the pinion housing in a press and remove the bearing.



GC011



AF984



KX219

Assembling Input Shaft

1. Place the pinion housing in a press and install the input shaft bearing. Secure the bearing with the existing snap ring making sure the sharp edge of the snap ring faces to the outside.



GC012



GC011

2. Install the input shaft seal making sure it is fully seated in the housing.



GC014

3. Lubricate the input shaft with High-Performance #2 Molybdenum Disulfide Grease packing the boot ribs and splines; then assemble allowing excess grease to freely escape. Slight pressure on the boot will be present during assembly. Secure with new clamps.

■NOTE: Any time drive splines are separated, clean all splines with parts-cleaning solvent and dry with compressed air; then lubricate with recommended grease.



GC009A

4. Install the input shaft into the pinion housing and secure with the snap ring; then install the front boot and secure with an appropriate boot clamp and the rear boot with an appropriate boot clamp.

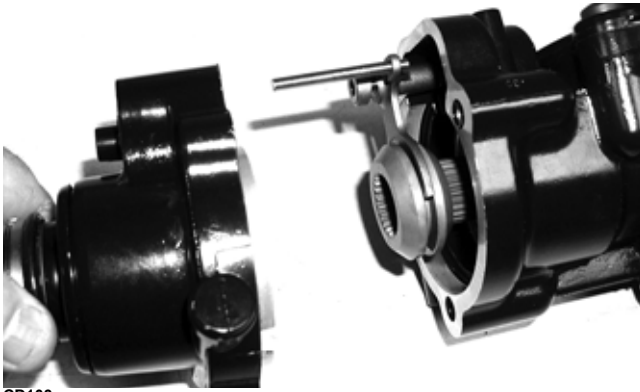


CD112



CD099A

5. Place the pinion housing with new gasket onto the differential housing; then secure with the existing cap screws. Tighten to 23 ft-lb (31.3 N-m) (existing housing) or 28 ft-lb (38.1 N-m) (new housing).



CD103

Disassembling Differential Assembly

■NOTE: This procedure can be performed on a rear gear case.

1. Using a T-40 Torx wrench, remove the cap screws securing the pinion housing. Account for the coupler, fork, and spring (differential only).



GC015

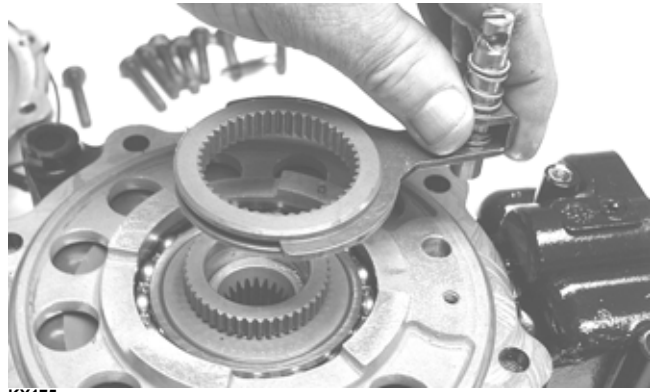
2. Using a T-40 Torx wrench, remove the cap screws securing the differential cover.
3. Using a plastic mallet, tap lightly to remove the differential cover. Account for an O-ring.



KX174

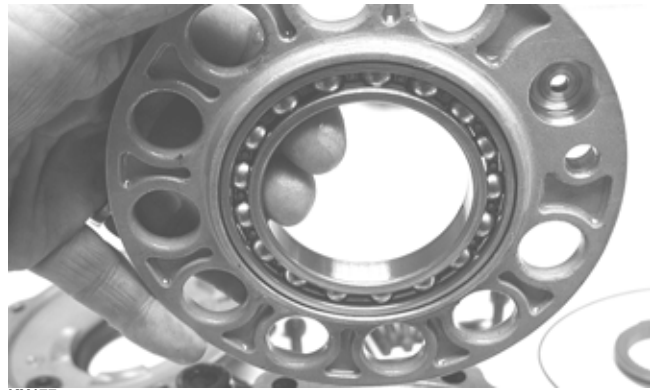
■NOTE: If the cover is difficult to remove, pry on the cover in more than one recessed location.

4. Remove the splined coupler, shifter fork, pin, and spring of the differential lock assembly and set aside. Note position of parts for assembling purposes.



KX175

5. Remove the left differential bearing flange assembly and account for a shim. Mark the shim as left-side.



KX177

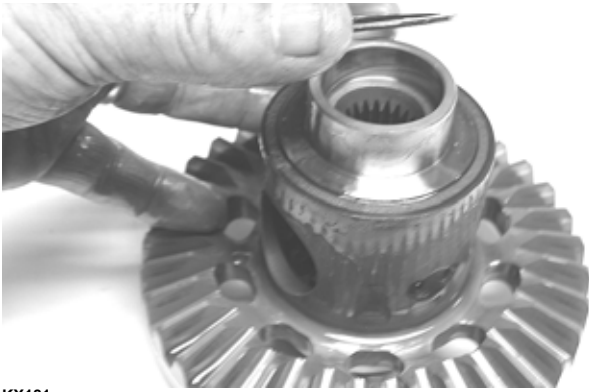


KX178

6. Place the differential with the open side down; then lift the housing off the spider assembly. Account for shim(s) and mark as right-side.



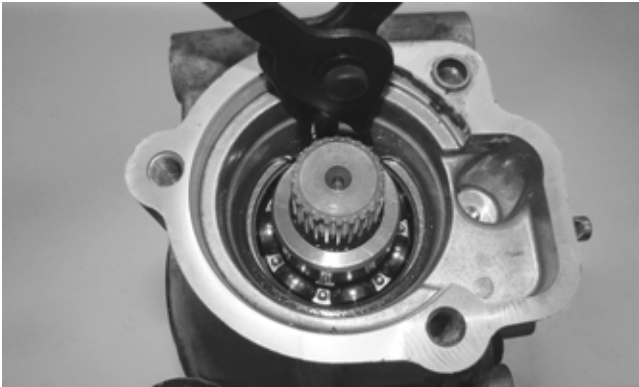
KX179



KX181

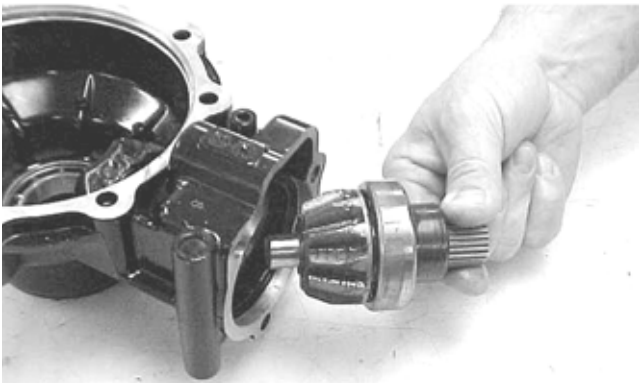
Disassembling Pinion Gear

1. Remove the internal snap ring securing the pinion bearing in the housing.



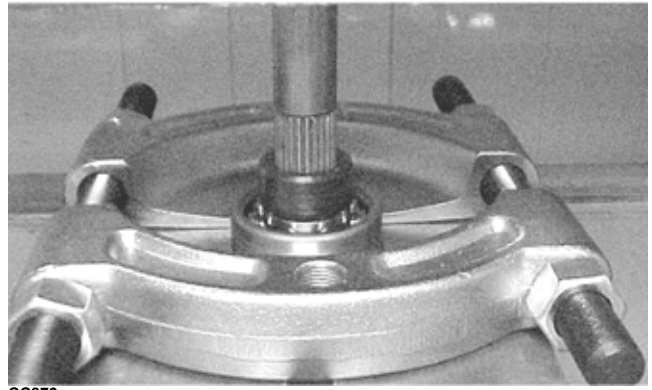
WC430

2. Using the Pinion Gear/Shaft Removal Tool and a hammer, remove the pinion gear from the gear case housing.



CC878

3. Secure the pinion gear in a bearing puller; then remove the pinion bearing using a press. Account for a collar and a bearing.

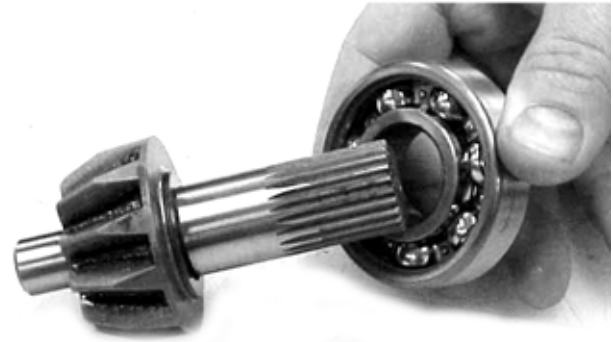


CC879

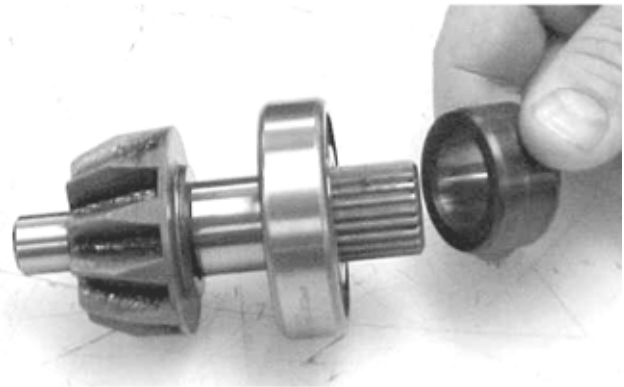
4. Remove any reusable parts from the gear case housing; then discard the housing and lock collar.

Assembling Pinion Gear

1. Install the bearing onto the pinion shaft. Install the pinion shaft collar.

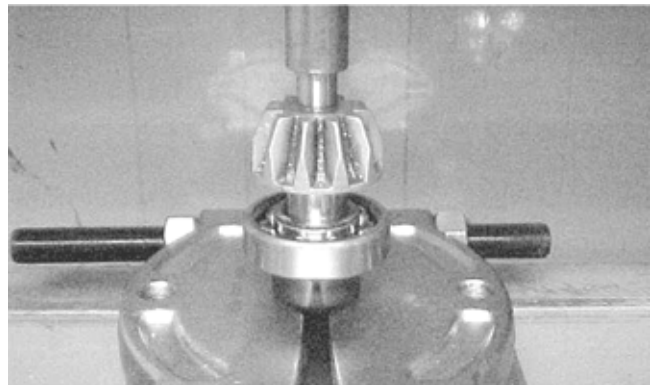


CC882



CC883

2. Place the pinion assembly in a bearing puller; then install the bearing using a press.



CC884

- Using a propane torch, heat the gear case housing to approximately 200° F; then install the pinion assembly.
- Install the internal snap ring with the sharp side directed away from the bearing.



WC429

Shimming Procedure/Shim Selection

Case-side Shims (Backlash)		
p/n	mm	in.
0402-405	1.3	0.051
0402-406	1.4	0.055
0402-407	1.5	0.059
0402-408	1.6	0.063
0402-409	1.7	0.067

Cover-side Shims (Ring Gear End-Play)		
p/n	mm	in.
1402-074	1.3	0.051
1402-075	1.4	0.055
1402-076	1.5	0.059
1402-077	1.6	0.063
1402-078	1.7	0.067

It is very important to adjust bevel gears for the proper running tolerances. Gear life and gear noise are greatly affected by these tolerances; therefore, it is very important to properly adjust any gear set prior to final assembly.

The following procedure can be used on both front differential or rear drive gear case:

■NOTE: All bearings must be installed in the gear case and the pinion properly installed before proceeding.

Backlash

■NOTE: Always set backlash prior to any other shimming.

- Install the existing shim or a 0.051-0.055-in. shim on the gear case side of the ring gear assembly.



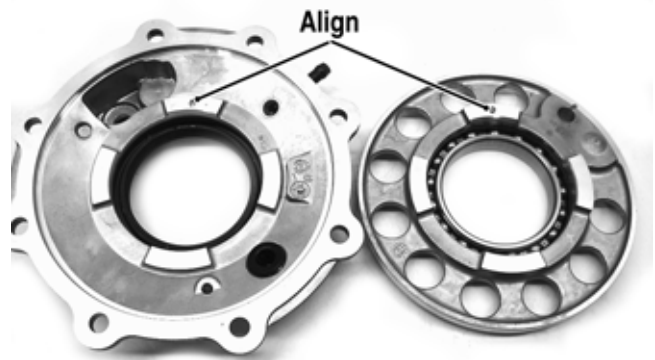
GC031A

- Install the ring gear with shim in the gear case; then while holding the pinion stationary, rock the ring gear forward and back to determine if any backlash exists. If no backlash exists, install a thicker shim and recheck.



GC036A

- Install the bearing flange onto the gear case cover making sure the alignment/locating pin engages the locating hole in the cover; then make sure the bearing flange is completely seated in the cover.



GC032A



GC033A

4. Install the existing shim or a 1.6 mm shim on the cover side of the ring gear; then place the assembled gear case cover onto the gear case and secure with three cap screws. Tighten evenly using a crisscross pattern.



GC036B

5. Place the appropriate Backlash Measuring Tool into the splines of the ring gear and install a dial indicator making sure it contacts the gauge at a 90° angle and on the index mark.



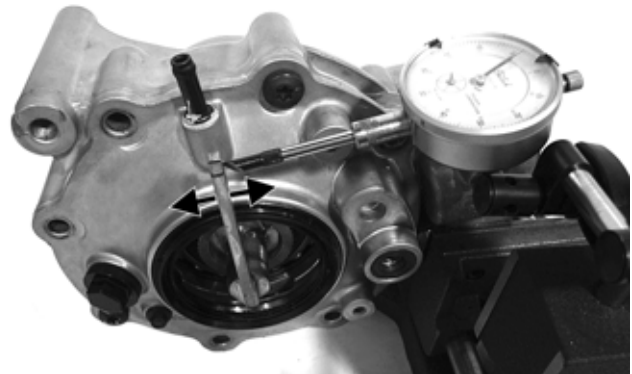
GC040



GC039A

6. Zero the dial indicator; then while holding the pinion stationary, rock the ring gear assembly forward and back and record the backlash. Backlash must be 0.011-0.015 in. If backlash is within specifications, proceed to Ring Gear End-Play. If backlash is not within specifications, increase shim thickness to increase backlash or decrease shim thickness to decrease backlash.

■NOTE: Higher backlash settings usually result in quieter gear operation.



GC037A

Ring Gear End-Play

After correcting backlash, ring gear end-play can be adjusted. To adjust end-play, use the following procedure:

1. Secure the gear case in a holding fixture with the cover side up; then install a dial indicator contacting the ring gear axle flange.



GC035

2. Zero the dial indicator; then push the ring gear toward the dial indicator and release. End-play should be 0.004-0.008 in.

- To increase end-play, decrease the shim thickness. To decrease end-play, increase the shim thickness.

■NOTE: Once proper backlash and end play are established, the gear case can be assembled (see Assembling Differential Assembly in this sub-section).

Assembling Differential Assembly

- With the pinion gear and new bearings installed, place the selected (backlash) shim on the gear case side of the ring gear with the chamfered side toward the ring gear; then install into gear case/differential housing.



GC031A



GC020

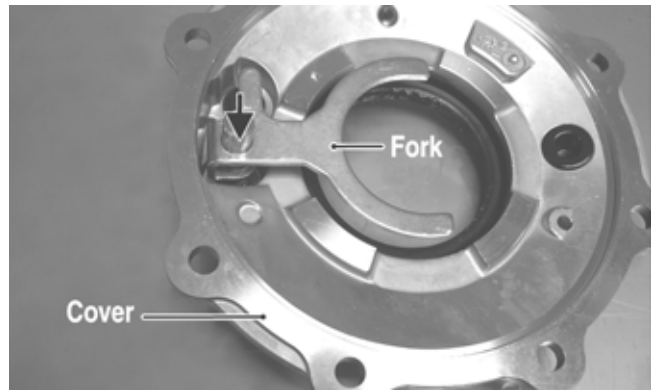
- Place the selected (end-play) shim, chamfered side toward the gear, onto the cover side of the ring gear.



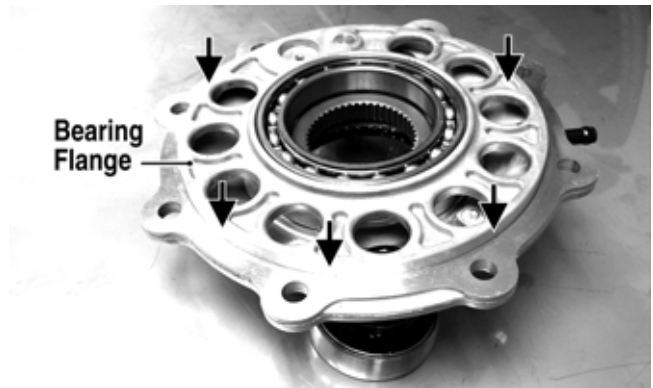
GC036B

■NOTE: The spider and ring gear assembly must be replaced as a complete unit.

- Assemble the fork and sliding collar into the cover assembly; then install the left bearing flange/bearing assembly and seat firmly into the cover.



CF266A



CF267A

- Apply a liberal coat of grease to the O-ring; then install it on the assembled cover assembly making sure to seat the O-ring completely down around the circumference of the bearing flange.

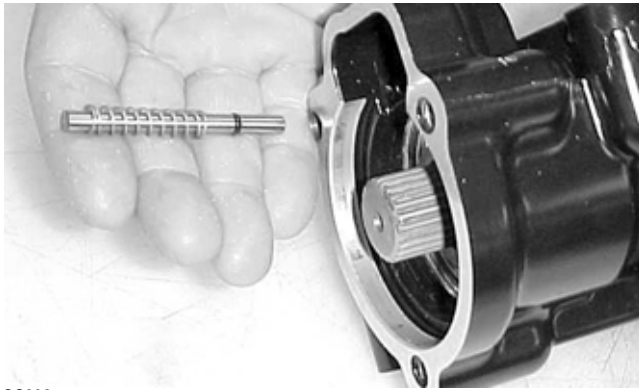


CF275A

- Making sure the O-ring is properly positioned on the differential housing cover assembly, install the cover with existing cap screws (coated with green Loctite #609). Tighten the cap screws evenly to 23 ft-lb (31.3 N-m) (existing housing) or 28 ft-lb (38.1 N-m) (new housing).

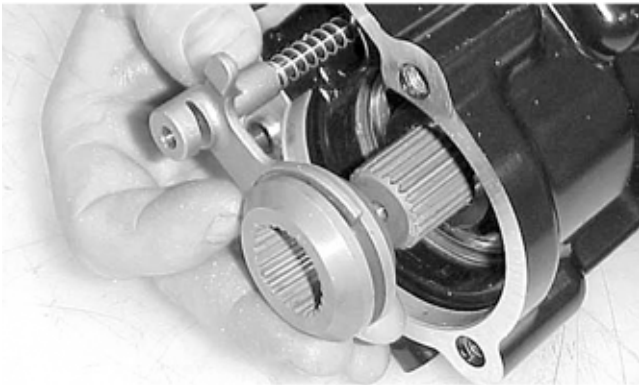
■NOTE: Grease can be applied to the O-ring for ease of assembling.

- Install the shift fork shaft w/spring into the housing making sure the shaft O-ring is positioned to the inside.



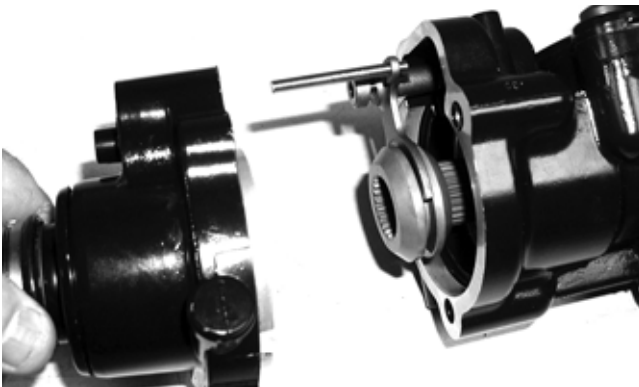
CC892

7. Install the shift fork assembly making sure the fork leg is facing upward. Apply a small amount of oil to the gasket; then install the gasket.



CC893

8. Place the input shaft assembly onto the gear case housing; then secure with the existing cap screws. Tighten to 23 ft-lb (31.3 N-m) (existing housing) or 28 ft-lb (38.1 N-m) (new housing).



CD103

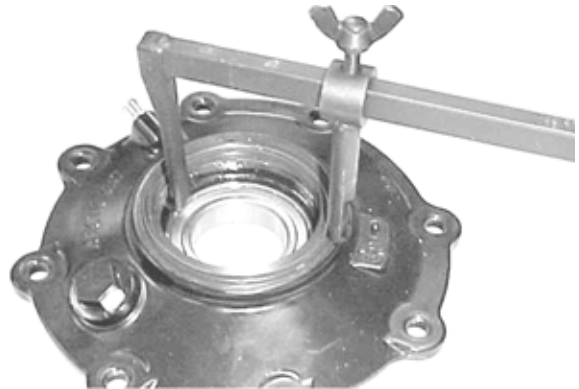


CD110

Removing/Installing Axle Seal

■NOTE: This procedure can be performed on a rear gear case.

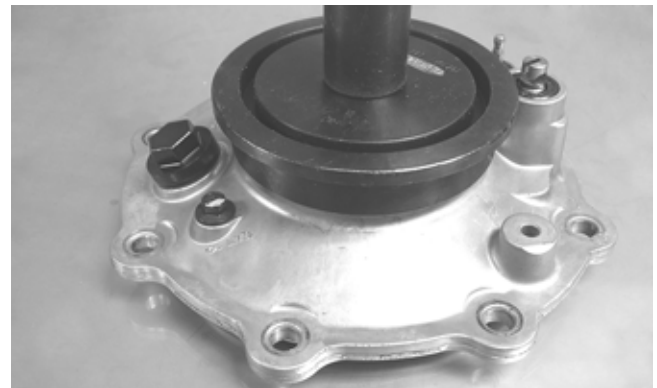
1. Remove the seal using a seal removal tool.



CC899

■NOTE: Prior to installing the seal, apply High-Performance #2 Molybdenum Disulfide Grease to the seal outside diameter.

2. Using Gear Case Seal Installer Tool, evenly press the seal into the cover bore until properly seated.



CF278

CAUTION

Make sure the tool is free of nicks or sharp edges or damage to the seal may occur.

3. Repeat steps 1-2 for the opposite side.

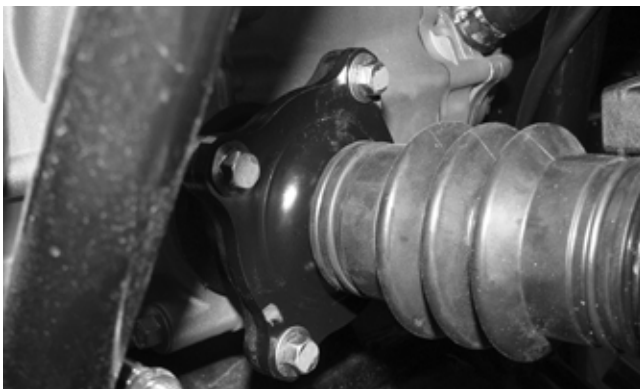
INSTALLING DIFFERENTIAL

1. Place the differential on the left side; then install into the frame with the shaft and flanges attached. Place the differential into position on the frame and install the cap screws (coated with blue Loctite #243) and lock nuts. Tighten to 38 ft-lb (51.7 N-m).



XR216

- Align the four holes in the output flange and install the four cap screws (coated with blue Loctite #243). Tighten to 20 ft-lb (27.2 N-m). Pull the rubber boot over the output flange and input shaft. Be sure to align the oil rings over the recess.



XR169

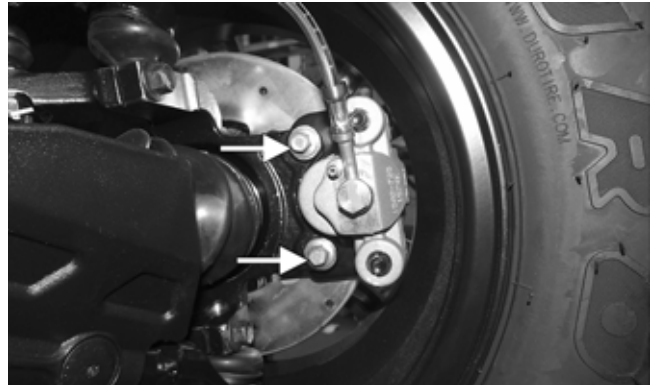
- Pour 275 mL (9.3 fl oz) of SAE 80W-90 hypoid gear lubricant into the differential and install the fill plug. Tighten to 16 ft-lb (21.8 N-m).
- Install the front drive actuator with the three Torx-head cap screws; then connect the wire connector to the main wiring harness.
- Install the front axles (see Drive Axles in this section).
- Secure the upper A-arms with cap screws and new lock nuts. Tighten to 50 ft-lb (68 N-m).



XR152A

- Secure the lower shock eyelets with cap screws and lock nuts. Tighten to 50 ft-lb (68 N-m).
- Secure the hub assembly to the shaft/axle with the nut. Tighten only until snug at this point.

- Secure the brake calipers to the knuckle with new “patch-lock” cap screws tightened to 20 ft-lb (27.2 N-m).

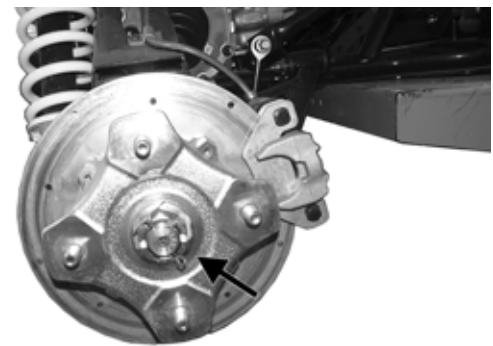


XR012A

- Tighten the hub nut (from step 8) to 200 ft-lb (271 N-m).

■NOTE: If the cotter pin does not line up, always tighten to the next alignment.

- Install a new cotter pin and spread the pin to secure the nut.



XR099

- Install the wheel and tighten the wheel nuts in 20 ft-lb (27.2 N-m) increments to a final torque of 40 ft-lb (54.4 N-m) (steel wheel), 60 ft-lb (81.6 N-m) (aluminum wheel w/black nuts), or 80 ft-lb (108.8 N-m) (aluminum wheel w/chrome nuts).
- Remove the ATV from the support stand.

Drive Axles

REMOVING REAR DRIVE AXLE

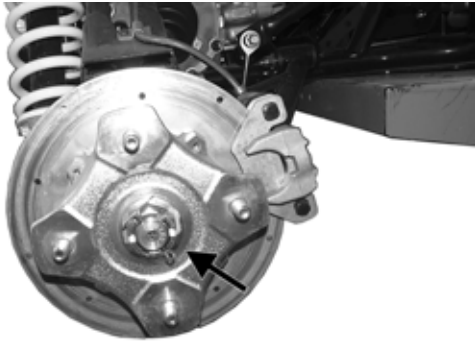
- Secure the ATV on a support stand to elevate the wheels.

⚠ WARNING

Make sure the ATV is solidly supported on the support stand to avoid injury.

- Pump up the hand brake; then engage the brake lever lock.
- Remove the wheel.

- Remove the cotter pin securing the hex nut; then remove the hex nut. Release the brake lever lock.



XR099

- Remove the two brake calipers (right side only).

■NOTE: Do not allow the brake calipers to hang from their cable/hose.

CAUTION

The calipers should be supported. If the calipers are allowed to hang from the cable/hose, damage may occur.

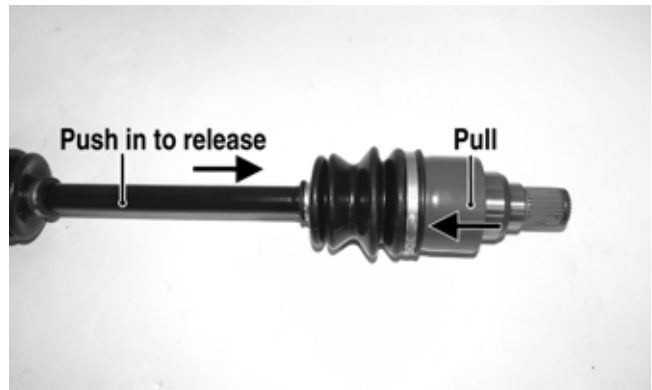
- Slide the hub out of the knuckle and set aside.
 - Remove the cap screw and lock nut securing the knuckle to the upper A-arm. Discard the lock nut.
- NOTE: Never reuse a lock nut. Once a lock nut has been removed, it must be replaced with a new lock nut.
- While holding the drive axle stationary, pull the top of the knuckle out and down until it is free of the drive axle.
 - Place a drain pan under the ATV to contain any oil leakage.
 - Push the axle shaft firmly toward the gear case to release the internal lock; then while holding the axle in, pull the CV cup from the gear case.

■NOTE: This process is only for axles with a white or gray inboard cup. Axles with a black inboard cup should be removed in the traditional manner.

■NOTE: Keeping the axle level will aid in removal.

CAUTION

Do not attempt to use a slide hammer or gear case/axle damage will occur.



CF633A

REMOVING FRONT DRIVE AXLE

■NOTE: For removing a front drive axle, see 3. Install the cable to the bracket; then install the nut securing the cable to the bracket; then connect the spring on the cable to the front differential. in this section.

CLEANING AND INSPECTING

■NOTE: Always clean and inspect the drive axle components to determine if any service or replacement is necessary.

- Using a clean towel, wipe away any oil or grease from the axle components.



CF635

- Inspect boots for any tears, cracks, or deterioration.

■NOTE: If a boot is damaged in any way, it must be replaced with a boot kit.

- Inspect the gear case seals for nicks or damage.

DISASSEMBLING AXLES

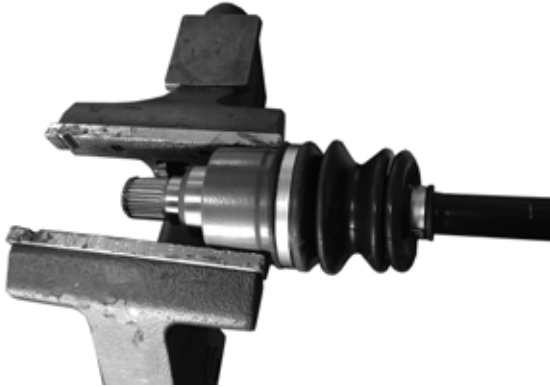
■NOTE: Only the boots are serviceable on the axles; if any other component is worn or damaged, the axle must be replaced.

- Using CV Boot Clamp Tool, remove and retain both clamps for assembly purposes.



CF636

2. Place the white-striped end of the CV joint into a vise.



CF638

3. To disengage the axle from the CV joint, sharply pull back on the axle; then slide the boot off of the axle.



CF637

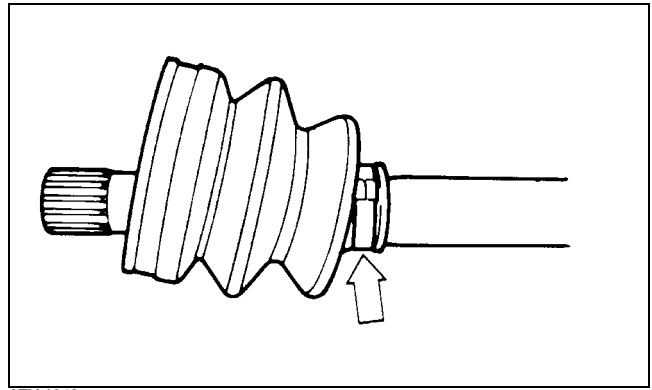
■NOTE: Steps 1-3 can be used to replace the out-board boot.

ASSEMBLING AXLES

1. Install the inner boot with the small clamp making sure the ends of the clamp are positioned correctly.

■NOTE: The boot is positioned correctly when the small end of the boot seats down into the recessed groove.

2. Using the boot clamp tool, secure the small clamp of the inner boot.



ATV-1048

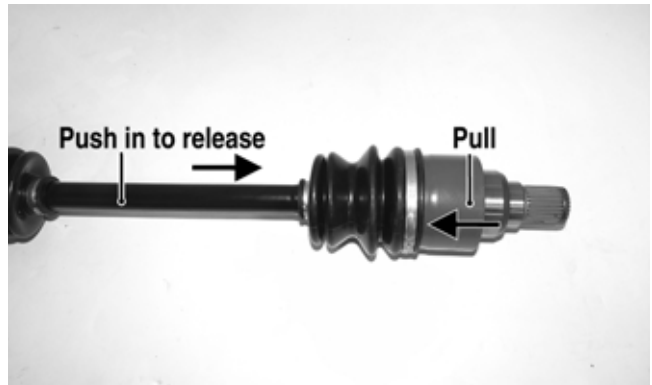
3. Apply 80 grams (2/3 of contents) of grease from the pack into the bearing housing.

■NOTE: Steps 1-3 can be used to replace the out-board boot.

■NOTE: In the outboard boot, use the final 40 grams (1/3 of contents) of grease from the pack in the bearing housing.

INSTALLING REAR DRIVE AXLE

1. Push the axle shaft into the CV cup to release the detent balls; then while holding the axle firmly in, push the CV splined end into the gear case.

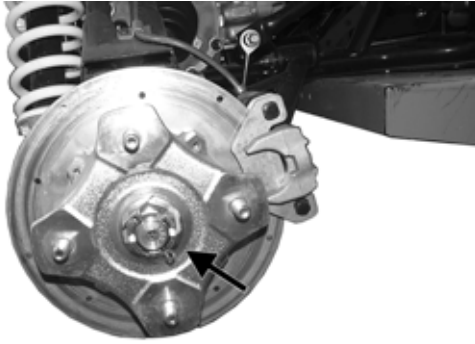


CF633A

■NOTE: To ensure proper seating of the axle, give it a light pull; the axle should remain "clipped" in place.

2. Swing the knuckle up and onto the drive axle; then place the knuckle into place in the upper A-arm. Secure the knuckle to the A-arm with a cap screw and a new lock nut. Tighten to 35 ft-lb (47.6 N-m).
3. Place the hub into position on the axle followed by a hex nut. Tighten the hex nut only until snug at this time.
4. If the brake calipers were removed, position them on the knuckle and secure with new "patch-lock" cap screws. Tighten to 20 ft-lb (27.2 N-m).
5. Pump up the hand brake lever; then engage the brake lever lock.
6. Using an appropriate spanner wrench, tighten the hub nut (from step 3) to 200 ft-lb (271 N-m); then install and spread a new cotter pin making sure each side of the pin is flush to the hex nut.

■NOTE: If the cotter pin does not line up, always tighten to the next alignment.



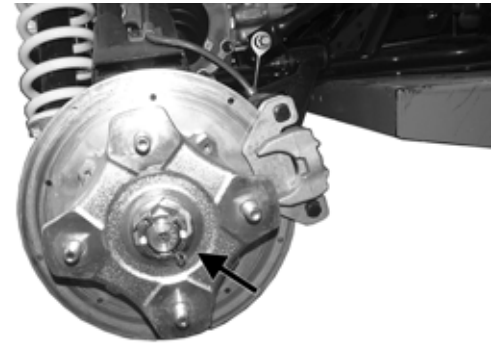
XR099

7. Install the wheel and tighten the wheel nuts in 20 ft-lb (27.2 N-m) increments to a final torque of 40 ft-lb (54.4 N-m) (steel wheel), 60 ft-lb (81.6 N-m) (aluminum wheel w/black nuts), or 80 ft-lb (108.8 N-m) (aluminum wheel w/chrome nuts).
8. Remove the ATV from the support stand and release the brake lever lock.

INSTALLING FRONT DRIVE AXLE

1. Position the drive axle in the gear case and steering knuckle; then insert the upper A-arm ball joint into the steering knuckle. Secure with a cap screw tightened to 50 ft-lb (68 N-m).
2. Place the brake hose into position on the upper A-arm; then secure the lower shock eyelet to the A-arm with a cap screw and a new lock nut. Tighten to 50 ft-lb (68 N-m).
3. Secure the tie rod to the steering knuckle with a new lock nut. Tighten securely; then install and spread a new cotter pin.
4. Slide the hub w/brake disc into position in the steering knuckle followed by a washer and hex nut. Tighten finger-tight at this time.
5. Install the brake caliper on the steering knuckle using new "patch-lock" cap screws. Tighten to 20 ft-lb (27.2 N-m); then pump up the hand brake lever and engage the brake lever lock.
6. Using an appropriate spanner wrench, tighten the hub nut (from step 4) to 200 ft-lb (271 N-m); then install and spread a new cotter pin making sure each side of the pin is flush to the hex nut.

■NOTE: If the cotter pin does not line up, always tighten to the next alignment.



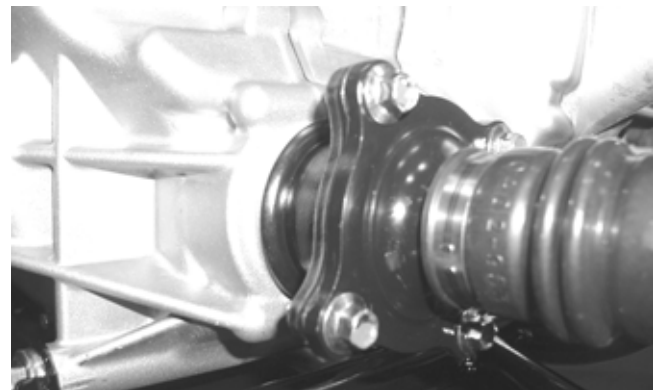
XR099

7. Install the wheel and tighten the wheel nuts in 20 ft-lb (27.2 N-m) increments to a final torque of 40 ft-lb (54.4 N-m) (steel wheel), 60 ft-lb (81.6 N-m) (aluminum wheel w/black nuts), or 80 ft-lb (108.8 N-m) (aluminum wheel w/chrome nuts).
8. Remove the ATV from the support stand and release the brake lever lock.
9. Check the front differential oil level and add oil as necessary (See Periodic Maintenance/Tune-up).

Rear Gear Case

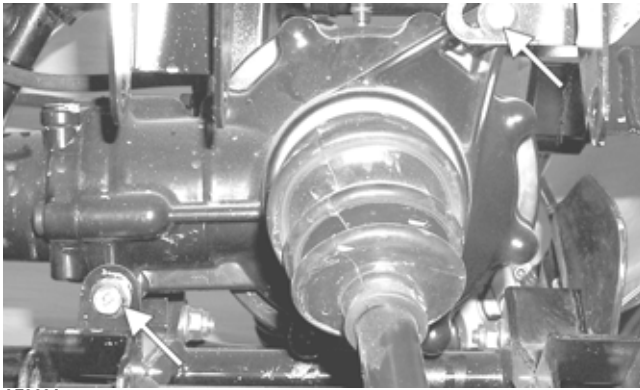
REMOVING

1. Remove the left-side rear A-arms (see Rear A-Arms in Suspension).
2. Remove both of the rear drive axles (see Drive Axles in this section).
3. Remove the four cap screws securing the output shaft to the rear gear case flange.



CD028

4. Remove the two cap screws and lock nuts securing the rear gear case to the frame; then remove the gear case through the left side.



AF960A

AT THIS POINT

For servicing the input shaft, pinion gear, needle bearing, ring gear, and axle seal, see 3. Install the cable to the bracket; then install the nut securing the cable to the bracket; then connect the spring on the cable to the front differential. in this section.

RING GEAR/THRUST BUTTON

Removing

1. Remove the cap screws securing the gear case cover to the gear case; then remove the ring gear.
2. Remove the thrust button from the gear case cover (left-hand threads). Account for a shim.

Inspecting

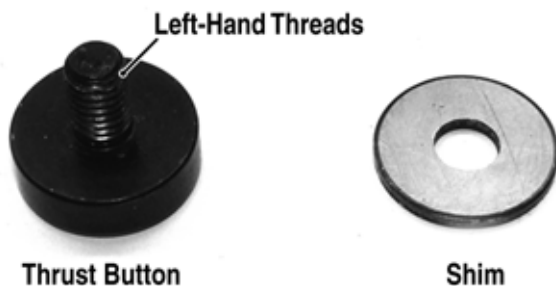
1. Inspect the ring gear for excessive wear, missing or chipped teeth, or discoloration.
2. Inspect the thrust button for excessive wear or discoloration.
3. Inspect the bearings for discoloration, roughness, or excessive wear.

■NOTE: For servicing bearings or seals, see 3. Install the cable to the bracket; then install the nut securing the cable to the bracket; then connect the spring on the cable to the front differential. in this section.

Installing/Shimming

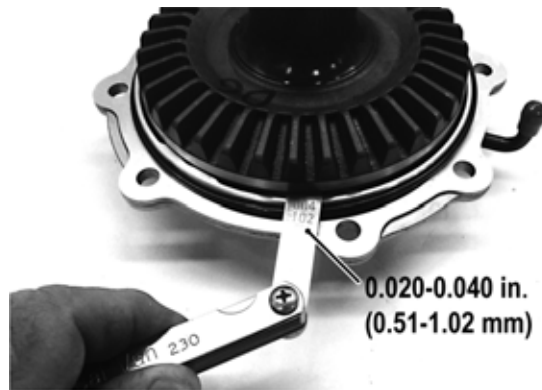
■NOTE: Ring gear clearance must be adjusted prior to selecting shim for the thrust button.

1. Install the thrust button with shim into the gear case cover and tighten securely (left-hand threads).



GC057A

2. Place the ring gear with selected shim into the cover and measure the ring gear to thrust button clearance with a thickness gauge. Clearance should be 0.020-0.040 in.



GC058A

3. If clearance is as specified, remove the ring gear and thrust button; then place a drop of red Loctite #271 on the threads and tighten to 8 ft-lb (10.9 Nm) (left-hand threads).
4. If clearance is not as specified, repeat steps 1 and 2 using thicker (clearance too great) or thinner (clearance too small) until correct specification is reached.

Hub

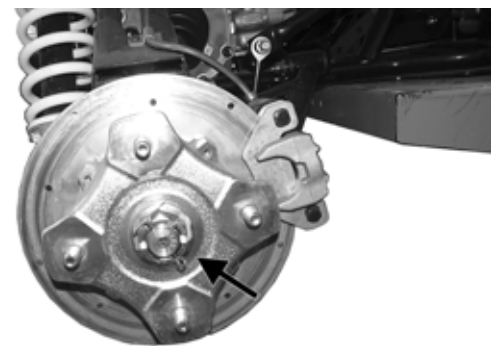
REMOVING

1. Secure the ATV on a support stand to elevate the wheel; then remove the wheel.

WARNING

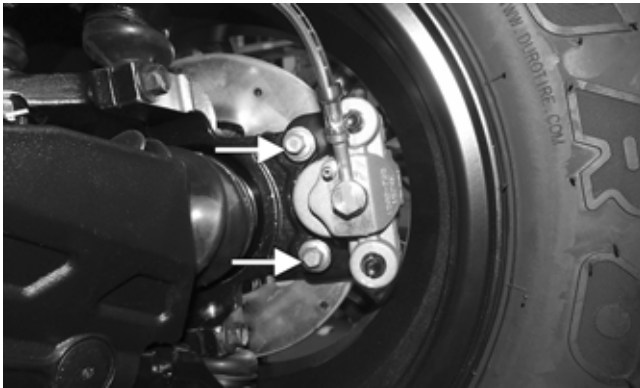
Make sure the ATV is solidly supported on the support stand to avoid injury.

2. Remove and discard the cotter pin from the nut.



XR099

3. Remove the nut securing the hub.
4. Remove the brake caliper.



XR012A

■NOTE: Do not allow the brake calipers to hang from their cable/hose.

5. Remove the hub assembly.
6. Remove the four cap screws securing the brake disc.

CLEANING AND INSPECTING

1. Clean all hub components.
2. Inspect all threads for stripping or damage.
3. Inspect the brake disc for cracks or warping.
4. Inspect the hub for pits, cracks, loose studs, or spline wear.

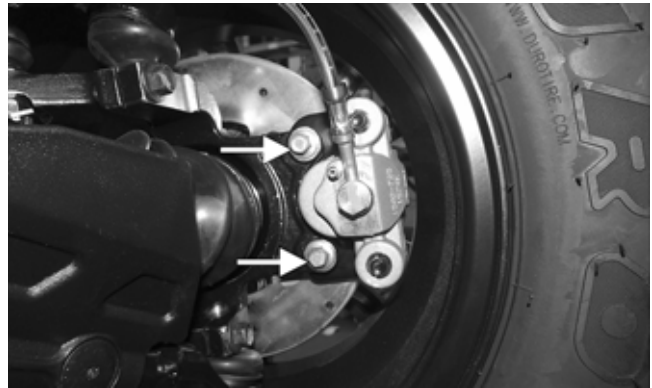
INSTALLING

1. Secure the brake disc to the hub with the four cap screws (coated with blue Loctite #243). Tighten to 15 ft-lb (20.4 N-m).
2. Apply grease to the splines in the hub.
3. Install the hub assembly onto the shaft.



PR290

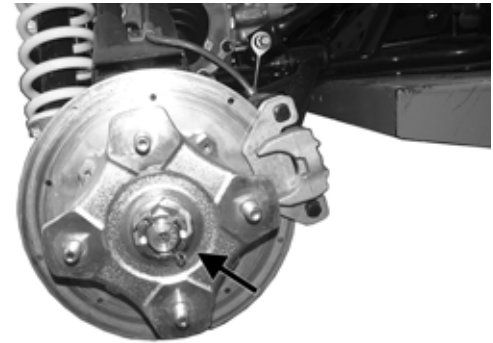
4. Secure the hub assembly with the hex nut. Tighten only until snug.
5. Secure the brake caliper to the knuckle with two new “patch-lock” cap screws. Tighten to 20 ft-lb (27.2 N-m).



XR012A

6. Using an appropriate hub retaining wrench, tighten the hub nut (from step 4) to 200 ft-lb (271 N-m); then install and spread a new cotter pin making sure each side of the pin is flush to the hex nut.

■NOTE: If the cotter pin does not line up, always tighten to the next alignment.



XR099

7. Install the wheel and tighten the wheel nuts in 20 ft-lb (27.2 N-m) increments to a final torque of 40 ft-lb (54.4 N-m) (steel wheel), 60 ft-lb (81.6 N-m) (aluminum wheel w/black nuts), or 80 ft-lb (108.8 N-m) (aluminum wheel w/chrome nuts).
8. Remove the ATV from the support stand.

Hand Brake Lever/Master Cylinder Assembly

■NOTE: The master cylinder is only serviceable as an assembly.

REMOVING

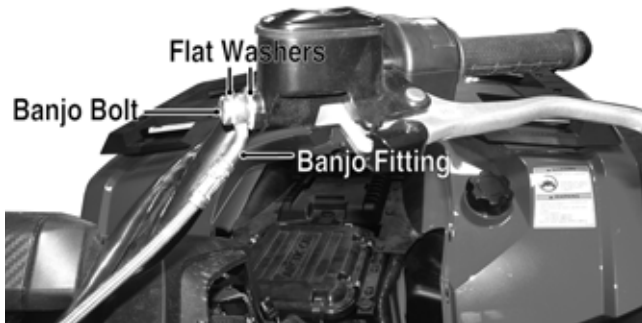
1. Slide a piece of flexible tubing over one of the wheel bleeder valves and direct the other end into a container. Remove the reservoir cover; then open the bleeder valve. Allow the brake fluid to drain completely.

■NOTE: Compressing the brake lever several times will quicken the draining process.



AF637D

2. Place an absorbent towel around the connection to absorb brake fluid. Remove the banjo-fitting from the master cylinder. Account for two crush washers and a banjo-fitting bolt.

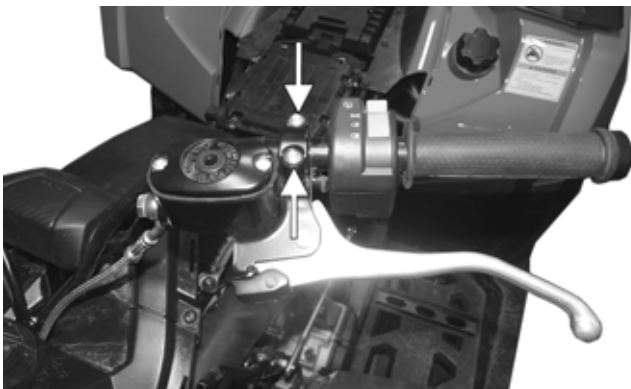


XR092A

CAUTION

Brake fluid is highly corrosive. Do not spill brake fluid on any surface of the ATV.

3. Remove the snap ring and pivot pin securing the brake lever to the master cylinder housing; then remove the brake lever and set aside.
4. Remove the clamp screws securing the brake housing to the handlebar; then remove the assembly from the handlebar.



XR090A

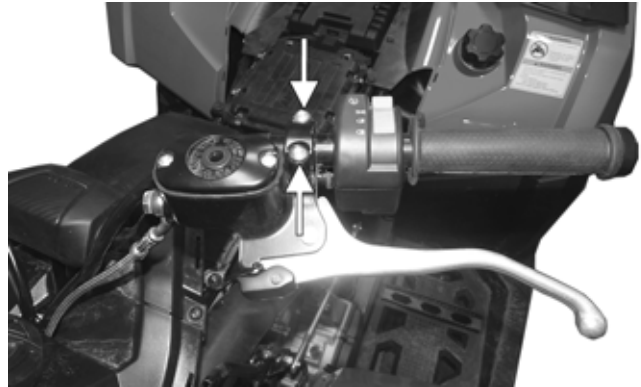
INSPECTING

1. Inspect the pin securing the brake lever for wear.
2. Inspect the brake lever for elongation of the pivot hole.
3. Inspect the reservoir for cracks and leakage.

4. Inspect the banjo-fitting for cracks and deterioration and the condition of the fittings (threaded and compression).

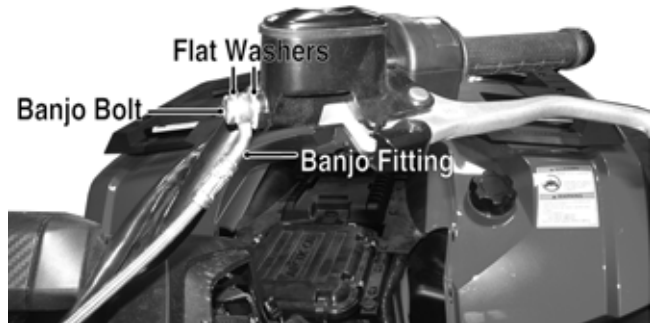
INSTALLING

1. Position the brake housing on the handlebar. Secure with clamp screws; then tighten securely.



XR090A

2. Using two new crush washers, connect the banjo-fitting to the master cylinder; then secure with the banjo-fitting bolt. Tighten to 20 ft-lb (27.2 N-m).



XR092A

3. Install the brake lever, pivot pin, and snap ring.
4. Bleed the brake system (see Periodic Maintenance/Tune-up).

Hydraulic Brake Caliper

⚠ WARNING

It is recommended that only authorized ATV dealers perform hydraulic brake service. Failure to properly repair brake systems can result in loss of control causing severe injury or death.

REMOVING/DISASSEMBLING

1. Secure the ATV on a support stand to elevate the wheel; then remove the wheel.

⚠ WARNING

Make sure the ATV is solidly supported on the support stand to avoid injury.

⚠ WARNING

Never let brake fluid contact the eyes. Damage to the eyes will occur. Always wear appropriate protective safety goggles and latex gloves when handling brake fluid.

2. Drain the brake fluid from the caliper, hose, and master cylinder through the bleed screw by pumping the brake lever/pedal.

CAUTION

Brake fluid is highly corrosive. Do not spill brake fluid on any surface of the ATV and do not reuse brake fluid.

■NOTE: Whenever brake components are removed, disassembled, or repaired where brake fluid is exposed to air, drain all fluid and replace with new DOT 4 brake fluid from an unopened container. Brake fluid readily absorbs moisture from the air significantly lowering the boiling point. This increases the chance of vapor lock reducing braking power and increasing stopping distance.

3. Remove the brake hose from the caliper and close the bleed screw; then remove the caliper.
4. Compress the caliper holder against the caliper (opposite the O-ring side) and remove the outer brake pad; then remove the inner brake pad.

■NOTE: If brake pads are to be returned to service, do not allow brake fluid to contaminate them.

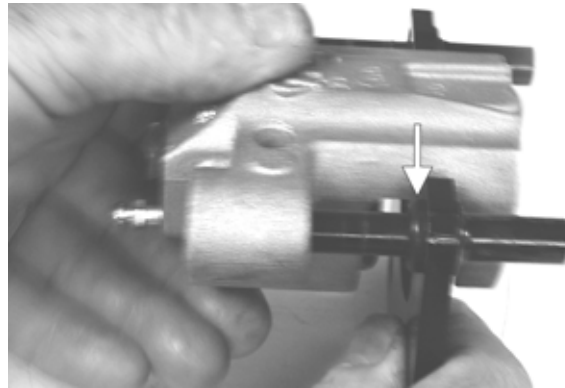


PR237A



PR238

5. Remove the caliper holder from the caliper and discard the O-ring.



PR239B

■NOTE: The O-ring is used for shipping purposes and provides no function in operation.

6. Cover the piston end of the housing with a shop towel; then keeping fingers clear of piston travel, apply compressed air to the fluid port to blow the piston free of the housing. Account for two seal rings in the housing.



PR713A



PR715

⚠ WARNING

Make sure to hold the towel firmly in place or the piston could be ejected from the housing causing injury.

7. Using an appropriate seal removal tool, carefully remove the seals from the brake caliper housing; then remove four O-rings from the brake caliper housing noting the location of the different sized O-rings. Discard all seals, O-rings, and crush washers.

CLEANING AND INSPECTING

1. Clean all caliper components (except the brake pads) with DOT 4 brake fluid. Do not wipe dry.

2. Inspect the brake pads for damage and excessive wear.

■NOTE: For measuring brake pads, see Periodic Maintenance/Tune-up.

3. Inspect the brake caliper housings for scoring in the piston bores, chipped seal ring grooves, or signs of corrosion or discoloration.
4. Inspect the piston surface for scoring, discoloration, or evidence of binding or galling.
5. Inspect the caliper holder for wear or bending.

ASSEMBLING/INSTALLING

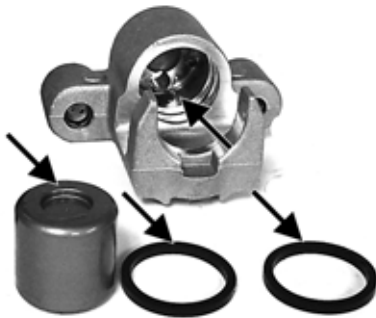
1. Install new seals into the brake caliper housing and apply a liberal amount of DOT 4 brake fluid to the cylinder bore of the housing, seals, and brake piston.

CAUTION

Make sure the seals are properly in place and did not twist or roll during installation.



PR715



PR717A

2. Press the piston into the caliper housing using hand pressure only. Completely seat the piston; then wipe off any excessive brake fluid.

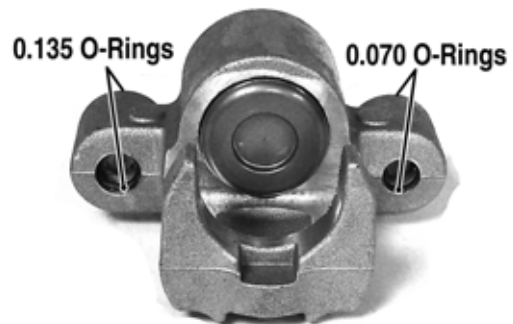


PR711A



PR712

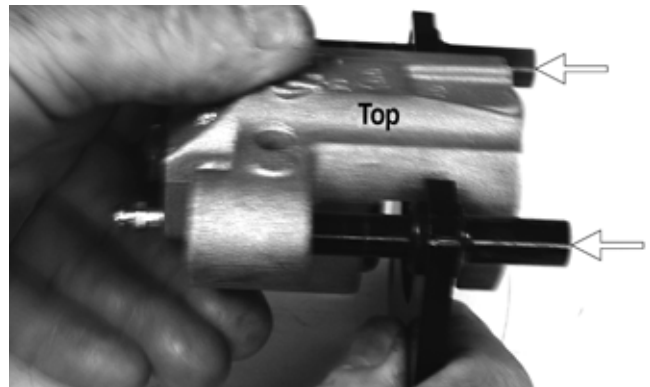
3. Apply high-temperature silicone grease (supplied with the O-ring kit) to the inside of the caliper holder bores and O-rings; then install the four O-rings into the caliper.



PR719C

4. Install the caliper onto the caliper holder making sure the caliper and holder are correctly oriented.

■NOTE: It is very important to apply silicone grease to the O-rings and caliper bores prior to assembly.



PR239C

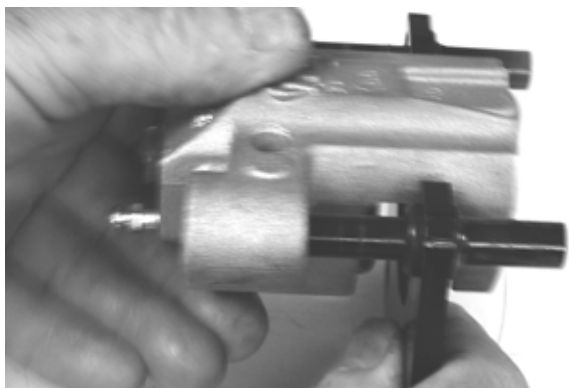
5. Making sure brake fluid does not contact the brake pads, compress the caliper holder toward the caliper and install the inner brake pad; then install the outer pad.

CAUTION

If brake pads become contaminated with brake fluid, they must be thoroughly cleaned with brake cleaning solvent or replaced with new pads. Failure to do so will result in reduced braking and premature brake pad failure.



PR238



PR239

6. Place the brake caliper assembly into position and secure with new “patch-lock” cap screws. Tighten to 20 ft-lb (27.2 N-m).
7. Place a new crush washer on each side of the brake hose fitting and install it on the caliper. Tighten to 20 ft-lb.
8. Fill the reservoir; then bleed the brake system (see Periodic Maintenance/Tune-up).

WARNING

Never use brake fluid from an open container or reuse brake fluid. Moisture-contaminated brake fluid could cause vapor build-up (expansion) during hard braking resulting in greatly increased stopping distance or loss of control leading to injury or death.

9. Install the wheel and tighten the wheel nuts in 20 ft-lb (27.2 N-m) increments to a final torque of 40 ft-lb (54.4 N-m) (steel wheel), 60 ft-lb (81.6 N-m) (aluminum wheel w/black nuts), or 80 ft-lb (108.8 N-m) (aluminum wheel w/chrome nuts).
10. Remove the ATV from the support stand and verify brake operation.

Troubleshooting Drive System

Problem: Power not transmitted from engine to wheels

Condition	Remedy
1. Rear axle shafts serration worn — broken	1. Replace shaft

Problem: Power not transmitted from engine to either front wheel

Condition	Remedy
1. Secondary drive — driven gear teeth broken	1. Replace gear(s)
2. Propeller shaft serration worn — broken	2. Replace shaft
3. Coupling damaged	3. Replace coupling
4. Coupling joint serration worn — damaged	4. Replace joint
5. Front drive — driven bevel gears broken — damaged	5. Replace gear(s)
6. Front differential gears/pinions broken — damaged	6. Replace gears — pinions
7. Sliding dogs/shaft fork worn — damaged	7. Replace gear(s)
8. Front drive axle worn — damaged	8. Replace axle
9. Front drive axle serration worn — damaged	9. Replace axle

Troubleshooting Brake System

Problem: Braking poor	
Condition	Remedy
<ol style="list-style-type: none"> 1. Pad worn 2. Pedal free-play excessive 3. Brake fluid leaking 4. Hydraulic system spongy 5. Master cylinder/brake cylinder seal worn 	<ol style="list-style-type: none"> 1. Replace pads 2. Replace pads 3. Repair — replace hydraulic system component(s) 4. Bleed hydraulic system — correct or repair leaks 5. Replace master cylinder
Problem: Brake lever travel excessive	
Condition	Remedy
<ol style="list-style-type: none"> 1. Hydraulic system entrapped air 2. Brake fluid low 3. Brake fluid incorrect 4. Piston seal — cup worn 	<ol style="list-style-type: none"> 1. Bleed hydraulic system 2. Add fluid to proper level 3. Drain system — replace with correct fluid 4. Replace master cylinder
Problem: Brake fluid leaking	
Condition	Remedy
<ol style="list-style-type: none"> 1. Connection joints loose 2. Hose cracked 3. Piston seal worn 	<ol style="list-style-type: none"> 1. Tighten joint 2. Replace hose 3. Replace brake caliper

Suspension

The following suspension system components should be inspected periodically to ensure proper operation:

- A. Shock absorber rods not bent, pitted, or damaged.
- B. Rubber damper not cracked, broken, or missing.
- C. Shock absorber body not damaged, punctured, or leaking.
- D. Shock absorber eyelets not broken, bent, or cracked.
- E. Shock absorber eyelet bushings not worn, deteriorated, cracked, or missing.
- F. Shock absorber spring not broken or sagging.

SPECIAL TOOL

A special tool must be available to the technician when performing service procedures in this section.

■NOTE: When indicated for use, each special tool will be identified by its specific name, as shown in the chart below, and capitalized.

Description	p/n
Spring Tool	0444-224

■NOTE: Special tools are available from the Service Department.

Shock Absorbers

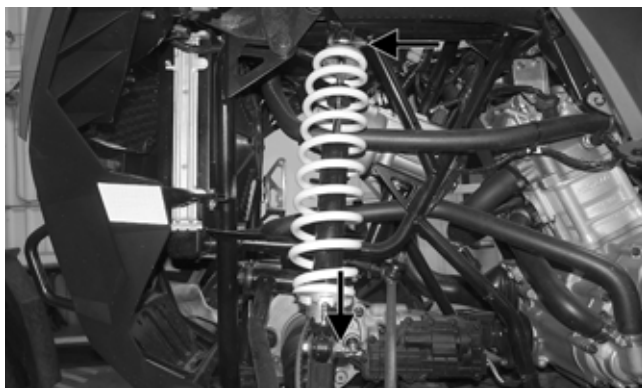
REMOVING

- Secure the ATV on a support stand to elevate the wheels and to release load on the suspension.

⚠ WARNING

Make sure the ATV is solidly supported on the support stand to avoid injury.

- Remove the two cap screws and nuts securing each front shock absorber to the frame and the upper A-arm. Discard the nuts.

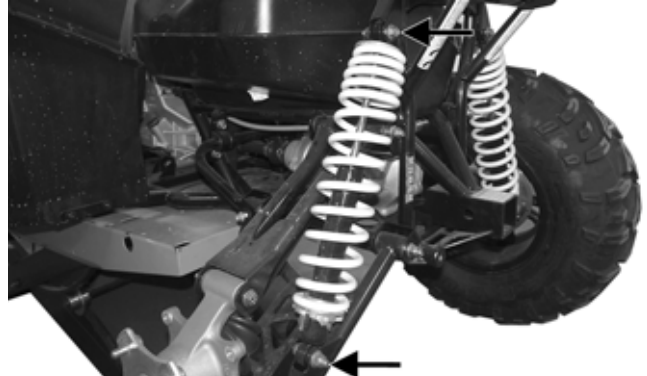


XR100A

CAUTION

Additional support stands are necessary to support the rear axle when the shock absorbers are removed or damage may occur.

- Remove the two cap screws and nut securing each rear shock absorber to the frame and lower A-arm. Account for bushings and sleeves from each.



XR101A

- Using Spring Tool, compress the shock absorber spring, remove the retainer, and remove the spring.



CF341

CLEANING AND INSPECTING

- Clean all shock absorber components using a pressure washer.
- Inspect each shock rod for nicks, pits, rust, bends, and oily residue.
- Inspect all springs, spring retainers, shock rods, sleeves, bushings, shock bodies, and eyelets for cracks, leaks, and bends.

INSTALLING

- Place the shock absorber spring over the shock absorber, compress the spring, and install the retainer.
- Install shock with two cap screws and new lock nuts. Tighten all shock absorber nuts to 50 ft-lb (68 N-m).

CAUTION

Do not tighten the nuts beyond the recommended specification or the shock eyelet or mount WILL be damaged.

- Remove the ATV from the support stand.

Front A-Arms

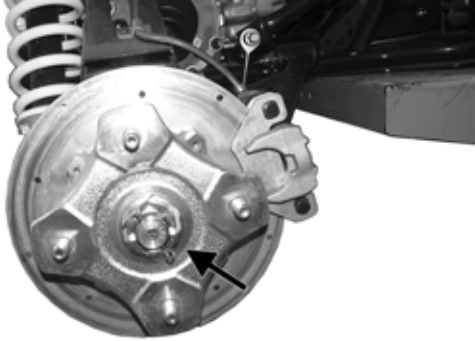
REMOVING

1. Secure the ATV on a support stand to elevate the front wheels; then remove the wheels.

⚠ WARNING

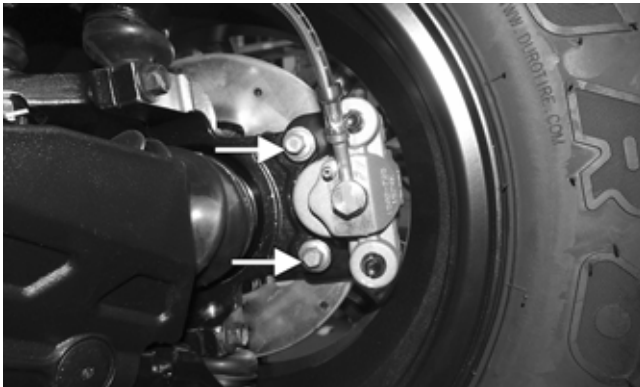
Make sure the ATV is solidly supported on the support stand to avoid injury.

2. Remove the cotter pin from the hub nut. Discard the cotter pin.



XR099

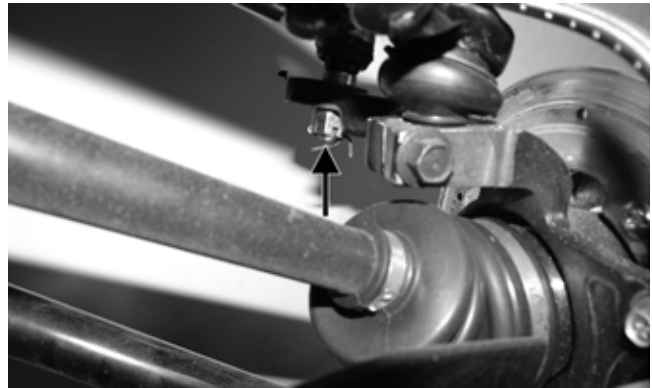
3. Remove the nut securing the hub.
4. Remove the brake caliper. Account for two cap screws.



XR012A

NOTE: Do not allow the brake caliper to hang from the cable/hose.

5. Remove the hub assembly.
6. Remove the cotter pin and slotted nut securing the tie rod end to the knuckle; then remove the tie rod end from the knuckle.



XR148A

7. Remove the cap screws securing the ball joints to the knuckle.

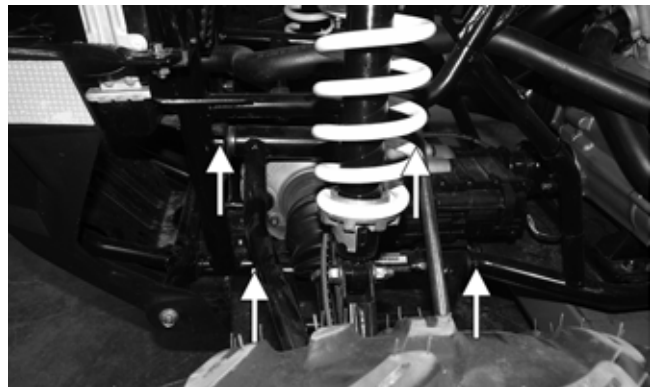
CAUTION

Support the knuckle when removing the cap screws or damage to the threads will occur.



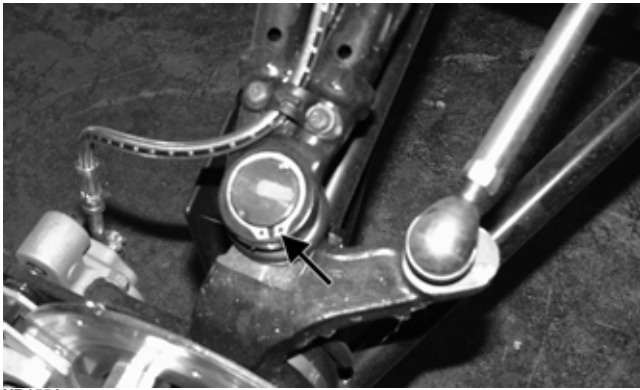
XR011C

8. Tap the ball joints out of the knuckle; then remove the knuckle.
9. Remove the lower shock absorber eyelet from the upper A-arm.
10. Remove the cap screws securing the A-arms to the frame.



XR154A

11. Remove the snap ring from the ball joint; then remove the ball joint from the A-arm.



XR155A

CLEANING AND INSPECTING

1. Clean all A-arm components using a pressure washer.
2. Clean the ball joint mounting hole of all residual Loctite, grease, oil, or dirt for installing purposes.
3. Inspect the A-arm for bends, cracks, and worn bushings.
4. Inspect the ball joint mounting holes for cracks or damage.
5. Inspect the frame mounts for signs of damage, wear, or weldment damage.

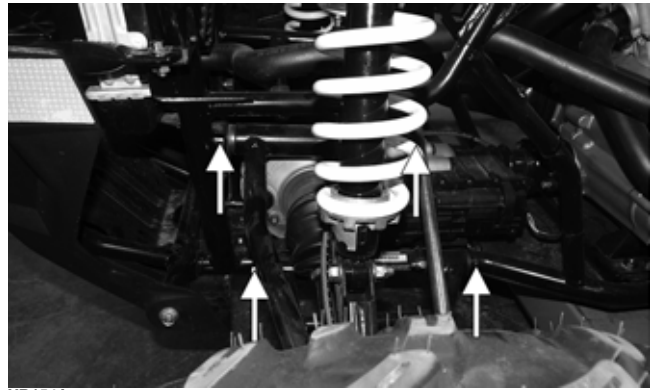
INSTALLING

1. Apply Loctite Primer "T" to the arm socket; then apply green Loctite #609 to the entire outside diameter of the ball joint. Install the ball joint into the A-arm and secure with the snap ring.



XR155A

2. Install the A-arm assemblies into the frame mounts and secure with the cap screws. Only finger-tighten at this time.



XR154A

3. Route the brake hose through the upper A-arm shock absorber mount; then secure the hose to the A-arm with a cable tie and grommet.
4. Secure the lower eyelet of the shock absorber to the upper A-arm. Tighten nut to 50 ft-lb (68 N-m).
5. Secure the A-arm assemblies to the frame mounts (from step 2). Tighten the cap screws to 50 ft-lb (68 N-m).

CAUTION

Do not tighten the nut beyond the 50 ft-lb (68 N-m) specification or the shock eyelet or mount WILL be damaged.

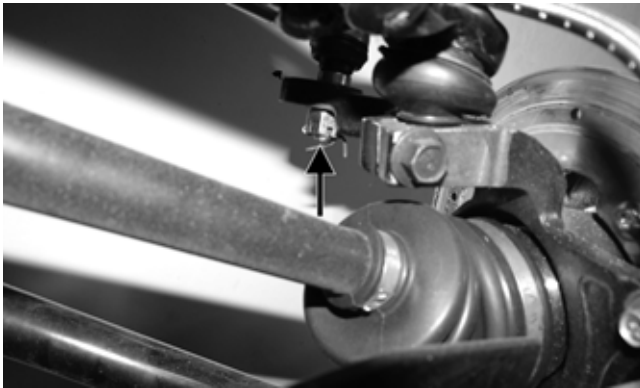
6. Install the knuckle assembly onto the ball joints and secure with cap screws. Tighten to 35 ft-lb (47.6 N-m).



XR011C

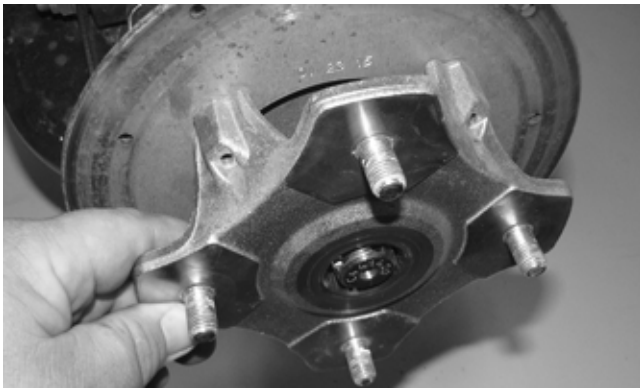
7. Install the tie rod end and secure with the nut. Tighten to 30 ft-lb (40.8 N-m); then install a new cotter pin and spread the pin to secure the nut.

NOTE: During assembly, new cotter pins should be installed.



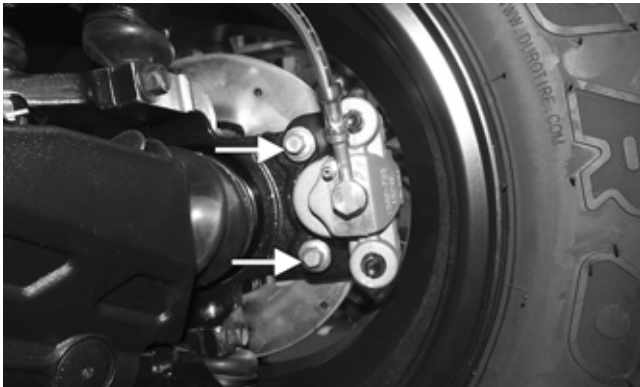
XR148A

8. Apply grease to the hub and drive axle splines; then install the hub assembly onto the drive axle.



XR211

9. Secure the hub assembly to the shaft/axle with the nut. Tighten only until snug at this point.
10. Secure the brake caliper to the knuckle with two new "patch-lock" cap screws. Tighten to 20 ft-lb (27.2 N-m).

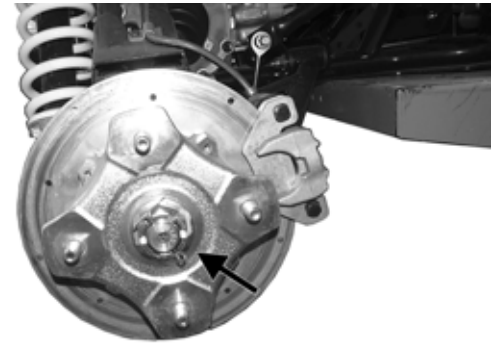


XR012A

11. Tighten the hub nut (from step 9) to 200 ft-lb (271 N-m).

■ **NOTE:** If the cotter pin does not line up, always tighten to the next alignment.

12. Install a new cotter pin and spread the pin to secure the nut.



XR099

13. Install the wheel and tighten the wheel nuts in 20 ft-lb (27.2 N-m) increments to a final torque of 40 ft-lb (54.4 N-m) (steel wheel), 60 ft-lb (81.6 N-m) (aluminum wheel w/black nuts), or 80 ft-lb (108.8 N-m) (aluminum wheel w/chrome nuts).

14. Remove the ATV from the support stand.

Rear A-Arms

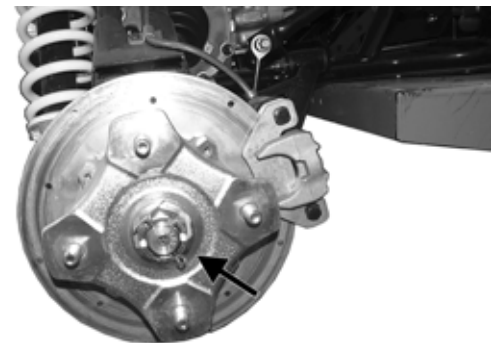
REMOVING

1. Secure the ATV on a support stand to elevate the wheels.

WARNING

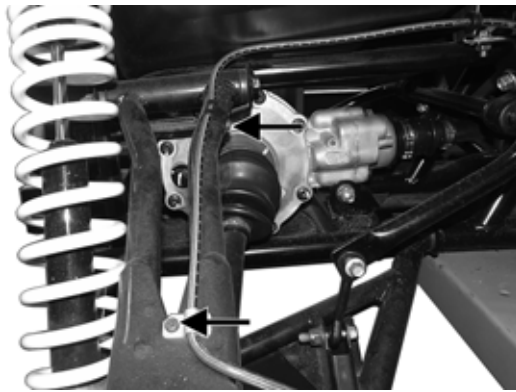
Make sure the ATV is solidly supported on the support stand to avoid injury.

2. Pump up the hand brake; then engage the brake lever lock.
3. Remove the wheel.
4. Remove and discard the cotter pin securing the hex nut; then remove the hex nut. Release the brake lever lock.



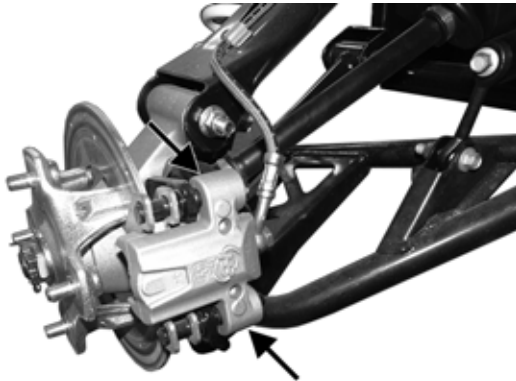
XR099

5. Remove the clips securing the brakeline hose to the upper A-arm (right side only).



XR096B

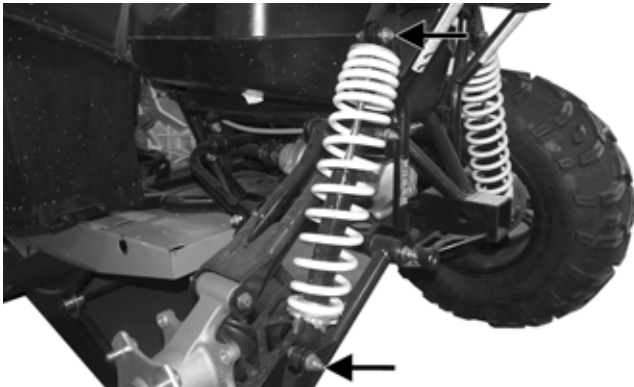
6. Remove the caliper (right side only).



XR097A

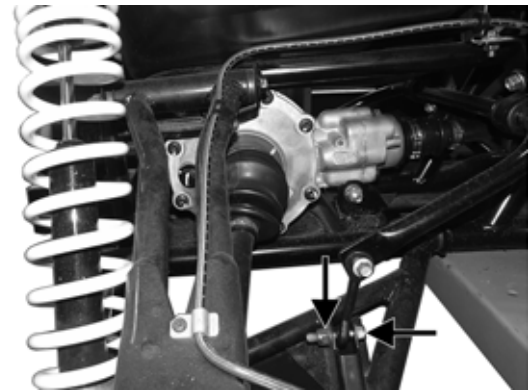
■NOTE: Do not allow the brake caliper to hang from the cable/hose.

7. Remove the cap screws and lock nuts securing the shock absorber to the frame and lower A-arm; then remove the shock absorber. Discard the lock nuts.



XR101A

8. Slide the hub out of the knuckle and set aside.
9. Remove and discard the cap screw and nut securing the sway bar link to the lower A-arm.



XR096A

10. Remove the cap screws and lock nuts securing the knuckle to the A-arms. Discard the lock nuts.

■NOTE: Never reuse a lock nut. Once a lock nut has been removed, it must be replaced with a new lock nut.

11. Remove the cap screws and lock nuts securing the A-arms to the frame; then remove the A-arms.

12. If being serviced, remove the inserts and sleeve from the A-arm.



XR104

CLEANING AND INSPECTING

1. Clean all A-arm components using a pressure washer.
2. Inspect the A-arm for bends, cracks, and worn bushings.
3. Inspect the frame mounts for signs of damage, wear, or weldment damage.

INSTALLING

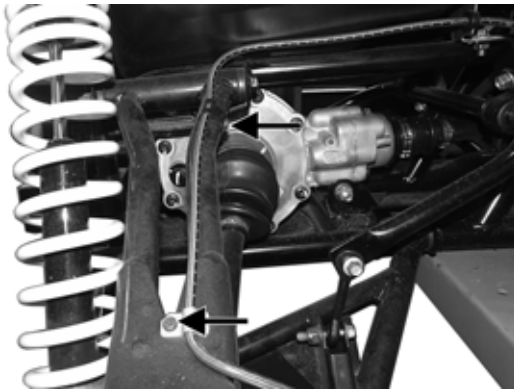
1. Install the A-arm assemblies into the frame and secure with the cap screws and new lock nuts. Only finger-tighten at this time.
2. Slide the knuckle onto the drive axle and into position on the A-arms; then secure the knuckle to the A-arms with cap screws and new lock nuts. Tighten to 50 ft-lb (68 N-m).
3. Tighten the hardware securing the A-arms to the frame (from step 1) to 50 ft-lb (68 N-m).
4. Apply grease on the drive axle splines; then install the hub assembly onto the drive axle.



PR290

5. Secure the hub assembly with the nut. Tighten only until snug.
6. Secure the brake caliper to the knuckle with two new “patch-lock” cap screws (right side only). Tighten the caliper to 20 ft-lb (27.2 N-m).

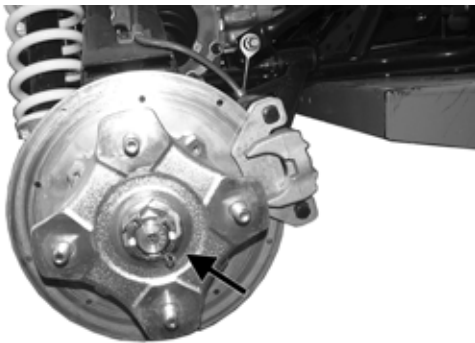
■NOTE: Ensure the brake hose is properly routed and secured to the upper A-arm with the clips tightened to 40 in.-lb (4.5 N-m).



XR096B

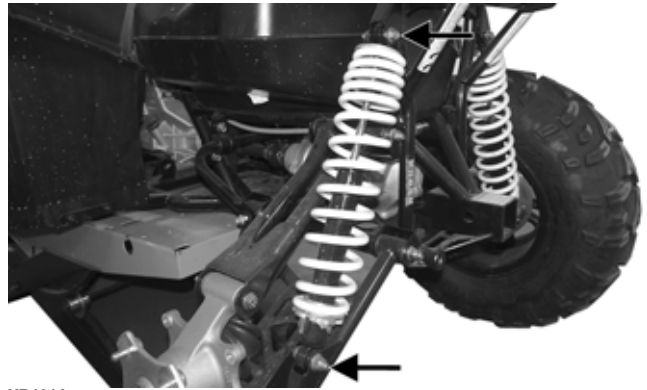
7. Compress the hand brake lever and engage the brake lever lock; then tighten the hub nut (from step 5) to 200 ft-lb (271 N-m).
8. Install a new cotter pin and spread the pin to secure the nut.

■NOTE: If the cotter pin does not line up, always tighten to the next alignment.



XR099

9. Secure the shock absorber to the frame and A-arm with a cap screw and new lock nut. Tighten to 50 ft-lb (68 N-m).



XR101A

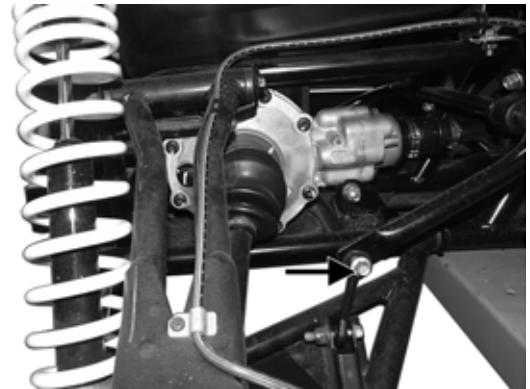
10. Install the wheel and tighten the wheel nuts in 20 ft-lb (27.2 N-m) increments to a final torque of 40 ft-lb (54.4 N-m) (steel wheel), 60 ft-lb (81.6 N-m) (aluminum wheel w/black nuts), or 80 ft-lb (108.8 N-m) (aluminum wheel w/chrome nuts).

11. Remove the ATV from the support stand.

Rear Sway Bar

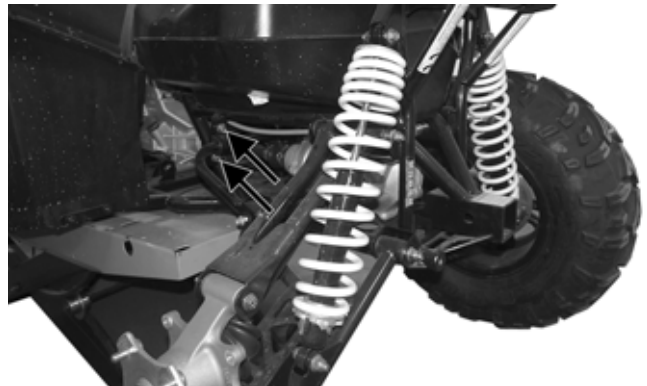
REMOVING

1. Remove and discard the cap screws and lock nuts securing the sway bar link to the lower A-arms on both sides.



XR096C

2. Remove the cap screws securing the sway bar to the frame and remove the sway bar. Account for the bushing retainers and bushings.



XR101B

INSPECTING

1. Inspect the sway bar for any signs of twisting or cracking.
2. Inspect the bushing retainers and bushings for any signs of wear or damage.

INSTALLING

1. Using new “patch-lock” cap screws and new lock nuts, secure the sway bar to the lower A-arm link. Finger-tighten only at this point.
2. Install the bushings and bushing retainers. Finger-tighten only at this point.
3. Tighten the lower A-arm links to 25 ft-lb (34 N-m); then tighten the sway bar link to 35 ft-lb (47.6 N-m).

Wheels and Tires

TIRE SIZE

WARNING

Use only approved tires when replacing tires. Failure to do so could result in unstable ATV operation.

The ATV is equipped with low-pressure tubeless tires of the size and type listed in General Information. Do not under any circumstances substitute tires of a different type or size.

WARNING

Do not mix tire tread patterns. Use the same pattern type on front and rear. Failure to heed warning could cause poor handling qualities of the ATV and could cause excessive drive train damage not covered by warranty.

TIRE INFLATION PRESSURE

Front and rear tire inflation pressure should be as specified in General Information.

REMOVING

1. Secure the ATV on a support stand to elevate the wheels.

WARNING

Make sure the ATV is solidly supported on the support stand to avoid injury.

2. Remove the wheels.

■NOTE: Keep left-side and right-side wheels separated for installing them on their proper sides.

CLEANING AND INSPECTING

■NOTE: Whenever a part is worn excessively, cracked, or damaged in any way, replacement is necessary.

1. Clean the wheels and hubs using a pressure washer.
2. Inspect each wheel for cracks, dents, or bends.
3. Inspect each tire for cuts, wear, missing lugs, and leaks.

INSTALLING

Install the wheel; then using a crisscross pattern, tighten the wheel nuts in 20 ft-lb (27.2 N-m) increments to a final torque of 40 ft-lb (54.4 N-m) (steel wheel), 60 ft-lb (81.6 N-m) (aluminum wheel w/black nuts), or 80 ft-lb (108.8 N-m) (aluminum wheel w/chrome nuts).

■NOTE: Make sure each wheel is installed on its proper hub as noted in removing (the “rotation arrow” (if applicable) must indicate forward direction of rotation).

CHECKING/INFLATING

1. Using an air pressure gauge, measure the air pressure in each tire. Adjust the air pressure as necessary to meet the recommended inflation pressure.
2. Inspect the tires for damage, wear, or punctures.

WARNING

Do not operate the ATV if tire damage exists.

■NOTE: Be sure all tires are the specified size and have identical tread pattern.

■NOTE: If pulling is noted, measure the circumference of the front and rear tires on the pulling side. Compare the measurements with the tires on the opposite side. If pulling is noted during braking only, check and adjust the brakes as necessary and recheck operation (see Periodic Maintenance/Tune-up).

Troubleshooting

Problem: Suspension too soft	
Condition	Remedy
<ol style="list-style-type: none"> 1. Spring(s) weak 2. Shock absorber damaged 3. Shock absorber preload too low 	<ol style="list-style-type: none"> 1. Replace spring(s) 2. Replace shock absorber 3. Adjust shock absorber preload
Problem: Suspension too stiff	
Condition	Remedy
<ol style="list-style-type: none"> 1. A-arm-related bushings worn 2. Shock absorber preload too high 	<ol style="list-style-type: none"> 1. Replace bushing 2. Adjust shock absorber preload
Problem: Suspension noisy	
Condition	Remedy
<ol style="list-style-type: none"> 1. Cap screws (suspension system) loose 2. A-arm-related bushings worn 	<ol style="list-style-type: none"> 1. Tighten cap screws 2. Replace bushings
Problem: Rear wheel oscillation	
Condition	Remedy
<ol style="list-style-type: none"> 1. Rear wheel hub bearings worn - loose 2. Tires defective - incorrect 3. Wheel rim distorted 4. Wheel hub cap screws loose 5. Auxiliary brake adjusted incorrectly 6. Rear suspension arm-related bushing worn 7. Rear shock absorber damaged 8. Rear suspension arm nut loose 	<ol style="list-style-type: none"> 1. Replace bearings 2. Replace tires 3. Replace rim 4. Tighten cap screws 5. Adjust brake 6. Replace bushing 7. Replace shock absorber 8. Tighten nut
Problem: Vehicle pulling or steering erratic	
Condition	Remedy
<ol style="list-style-type: none"> 1. Vehicle steering is erratic on dry, level surface 2. Vehicle pulls left or right on dry, level surface 	<ol style="list-style-type: none"> 1. Check front wheel alignment and adjust if necessary (see Steering/Body/Controls) 2. Check air pressure in tires and adjust to specifications

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TRACKER
 ***OFF ROAD***™