

Service Manual for

LX900-A

LXMT-WX-001



Foreword

The motorcycles on market are increasing with each passing day, while new structure and technology are adopting. For easy maintenance, adjustment and repair to Loncin users and service workers of model LX900-A, we made this Service Manual, which provides you convenience and guidance of technology for repair and maintenance.

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Content list

| | |
|---|-----------|
| 1. Disassembly, re-assembly and maintenance for engine | 1 |
| Engine kit and its parts | 1 |
| Disassembly and re-assembly for engine | 2 |
| Oil filling-up for engine | 4 |
| Replacement for oil filter | 5 |
| 2. Disassembly, re-assembly and maintenance for handle bar kit | 6 |
| Handle bar kit and its parts..... | 6 |
| Disassembly and re-assembly for handle bar kit..... | 7 |
| Disassembly and re-assembly for left lever kit | 9 |
| Disassembly and re-assembly for clutch cable | 10 |
| 3. Disassembly, re-assembly and maintenance for air filter kit | 11 |
| Air filter kit and its parts | 11 |
| Disassembly and re-assembly for element of air filter | 11 |
| Disassembly and re-assembly for air filter kit | 12 |
| Disassembly and re-assembly for throttle valve body..... | 13 |
| Disassembly and re-assembly for oil rail | 13 |
| 4. Disassembly, re-assembly and maintenance for air exhaust kit | 14 |
| Air exhaust kit and its parts | 14 |
| Disassembly and re-assembly for muffler..... | 15 |
| 5. Disassembly, re-assembly and maintenance for fuel tank kit | 17 |
| Fuel tank kit and its parts | 17 |
| Removal for fuel tank kit..... | 18 |
| Removal for fuel tank lock | 19 |
| Removal for fuel pump..... | 19 |
| 6. Disassembly, re-assembly and maintenance for fuel evaporation controller kit..... | 20 |

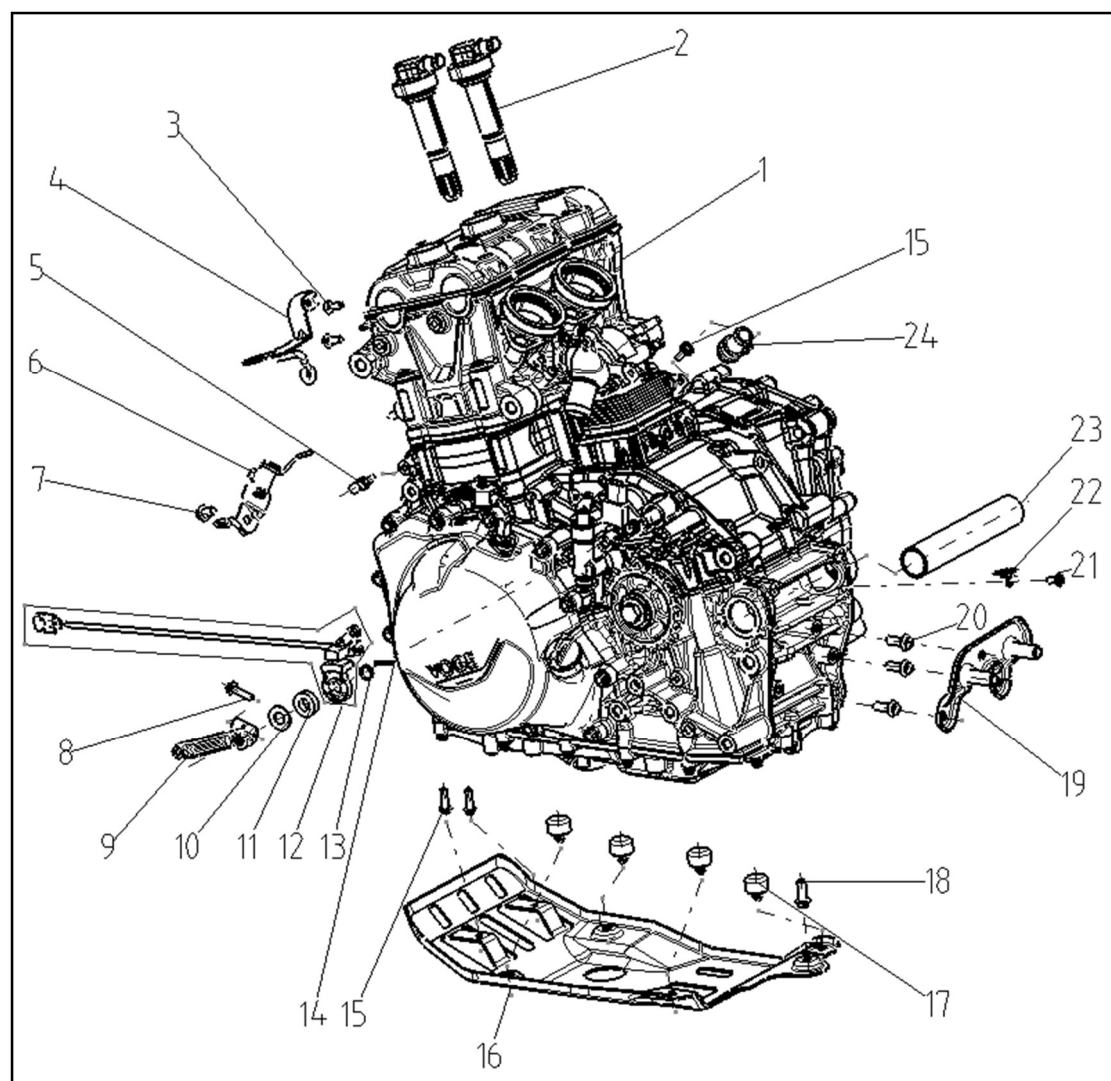
| | |
|---|-----------|
| Fuel evaporation controller kit and its parts | 20 |
| Disassembly for fuel evaporation controller kit | 20 |
| Figure of connection for fuel evaporation controller | 21 |
| Working principle for fuel evaporation controller system:..... | 21 |
| 7. Disassembly, re-assembly and maintenance for heat radiation system..... | 22 |
| Heat radiation system and its parts | 22 |
| Inspection for coolant..... | 23 |
| Replacement for coolant | 23 |
| Filling-up for coolant..... | 24 |
| 8. Disassembly, re-assembly and maintenance for front wheel | 25 |
| Front wheel and its parts | 25 |
| Removal for front wheel..... | 26 |
| Removal for disc brake plate | 27 |
| Removal for front wheel..... | 27 |
| Removal for front wheel bearing and oil seal..... | 28 |
| 9. Disassembly, re-assembly and maintenance for front fork..... | 29 |
| Front fork kit and its parts | 29 |
| Disassembly and re-assembly for steering stem..... | 30 |
| Disassembly and re-assembly for steering bearing | 33 |
| Judge for clearance of steering bearing | 34 |
| 10. Disassembly, re-assembly and maintenance for rear wheel kit | 35 |
| Rear wheel kit and its parts | 35 |
| Removal for rear wheel | 36 |
| Removal for damper kit..... | 37 |
| Removal for brake plate..... | 38 |
| Removal for rear tire | 38 |
| Removal for bearing and oil seal on rear wheel..... | 38 |
| 11. Disassembly, re-assembly and maintenance for rear suspension kit..... | 39 |

| | |
|---|-----------|
| Rear suspension kit and its parts..... | 39 |
| Disassembly and re-assembly for rear shock absorber..... | 40 |
| Disassembly and re-assembly for rear fork and chain | 41 |
| Disassembly and re-assembly for bearing of rear fork | 42 |
| Disassembly and re-assembly for chain slider | 42 |
| Disassembly and re-assembly for driving sprocket wheel | 43 |
| Disassembly and re-assembly for damper kit..... | 44 |
| Disassembly and re-assembly for damper piece of rear wheel | 45 |
| Conditions for replacement for chain | 46 |
| Conditions for replacement of sprocket wheel..... | 46 |
| 12. Disassembly, re-assembly and maintenance for brake system | 47 |
| Brake system and its parts | 47 |
| Replacement for front disc brake | 48 |
| Replacement for rear disc brake pad | 49 |
| Inspection for brake pad..... | 50 |
| Inspection for liquid level in front and rear brake system | 50 |
| Replacement for brake liquid in front disc brake..... | 51 |
| Replacement for rear brake liquid..... | 52 |
| Replacement for ABS and parts in front and rear brake pipeline | 53 |
| Removal for speed sensor on front wheel | 54 |
| Removal for speed sensor of rear wheel | 54 |
| 13. Disassembly, re-assembly and maintenance for lights set on motorcycle | 55 |
| Headlight kit and its parts | 55 |
| Removal for headlight kit | 56 |
| Tail light kit and its parts | 57 |
| Removal for taillight kit..... | 57 |
| Removal for rear turning signal light and rear registration plate light..... | 58 |
| 14. Disassembly, re-assembly and maintenance for main footrest and pillion step | 59 |
| Main footrest kit, pillion step and their parts | 59 |

| | |
|---|-----------|
| Removal for left and right footrest and pillion step | 60 |
| Removal for left and right main footrest | 61 |
| Removal for left and right pillion step | 61 |
| 15. Disassembly, re-assembly and maintenance for main, side stand, gearshift pedal and brake pedal | 62 |
| Main, side stand, gearshift pedal and rear brake pedal | 62 |
| Disassembly and re-assembly for main and side stand | 63 |
| Disassembly and re-assembly for gearshift pedal | 64 |
| Disassembly and re-assembly for rear brake pedal | 65 |

1. Disassembly, re-assembly and maintenance for engine

Engine kit and its parts



| | | | |
|---|---------------------------------|-----|---|
| 1 | Engine kit | SET | 1 |
| 2 | Ignition coil | PCS | 1 |
| 3 | Socket spline head bolt | PCS | 2 |
| 4 | Lower lug for heat radiator | PCS | 1 |
| 5 | Connective piece for side strip | PCS | 1 |
| 6 | Horn bracket | PCS | 1 |
| 7 | Socket hex. spline flange bolt | PCS | 1 |
| 8 | Hex. flange bolt | PCS | 1 |
| 9 | Spline base set | PCS | 1 |

| | | | |
|----|--------------------------------------|-----|---|
| 10 | Flat washer | PCS | 1 |
| 11 | Damping cushion | PCS | 1 |
| 12 | Gearshift trending sensor | PCS | 1 |
| 13 | Collar | PCS | 1 |
| 14 | Pin shaft | PCS | 1 |
| 15 | Socket spline head bolt | PCS | 3 |
| 16 | Engine shield cover | PCS | 1 |
| 17 | Damping rubber | PCS | 4 |
| 18 | Socket hex. spline head flange bolt | PCS | 1 |
| 19 | Middle connective holder for muffler | PCS | 1 |
| 20 | Socket hex. spline head flange bolt | PCS | 3 |
| 21 | Socket spline head bolt | PCS | 1 |
| 22 | Tube clamp | PCS | 1 |
| 23 | Collar | PCS | 1 |
| 24 | Tube joint | PCS | 1 |

Disassembly and re-assembly for engine

Lift up tail part of frame by hanging device.

Remove bumper bar 2.

Remove engine shield 4.

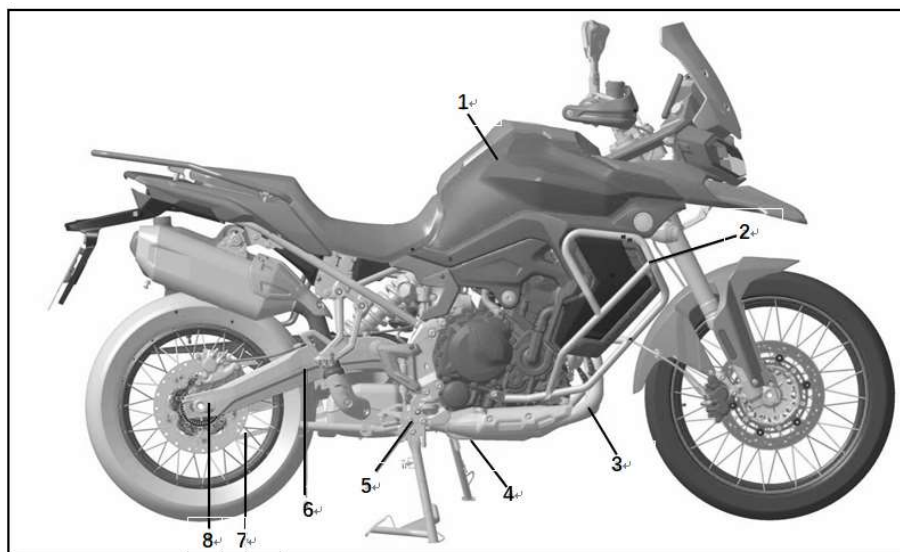
Remove fuel tank kit 1 by referring is steps for disassembly and re-assembly.

Remove muffler kit 3 by referring its steps for disassembly and re-assembly.

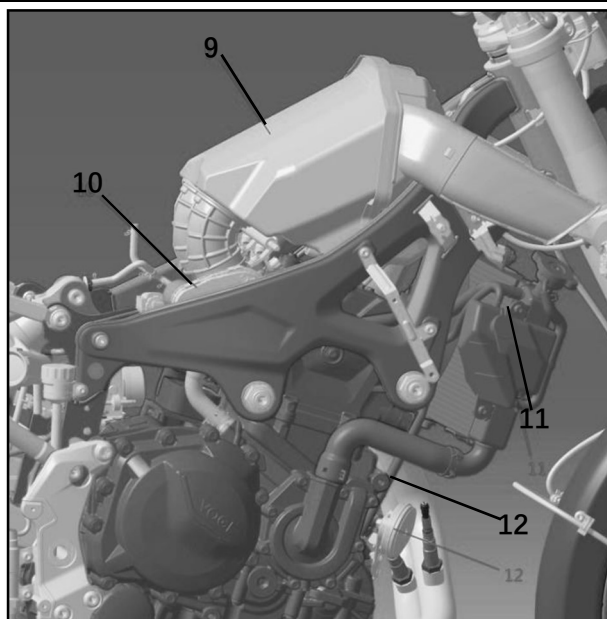
Remove main footrest 5 and rear fork 6 by referring disassembly and re-assembly for main footrest.

Removing hanging plate 8 for chain adjustor.

Loosen the chain 7 by referring its steps for disassembly and –re-assembly.



Loosen connective rubber tube between air filter and engine, then remove air filter kit 9.
 Remove all wire joint connect to engine.
 Remove the ignition coil connects to engine.
 Drain off coolant in cooling system by referring replacement for coolant.
 Cut off all pipeline of cooling system 11 who connect to engine.
 Cut off clutch cable.
 Remove bolts connect engine and frame in turn.
 Remove throttle valve kit 10.
 Remove the other related accessories and to achieve the disassembly for engine.
 The re-assembly is precisely opposite to disassembly.



Caution:

Use the tools for removing engine only when disassembling to avoid injury due to the heavy engine.

Important:

Please dispose the drained coolant in environment friendly way.

Please refer to corresponding chapter for coolant filling-up when re-assembling..

Recover the wire's binding-up to the status before disassembly, which fully take water proof, interference and harmful heat into consideration.

When re-assembling gearshift trend sensor, to ensure part performance, please

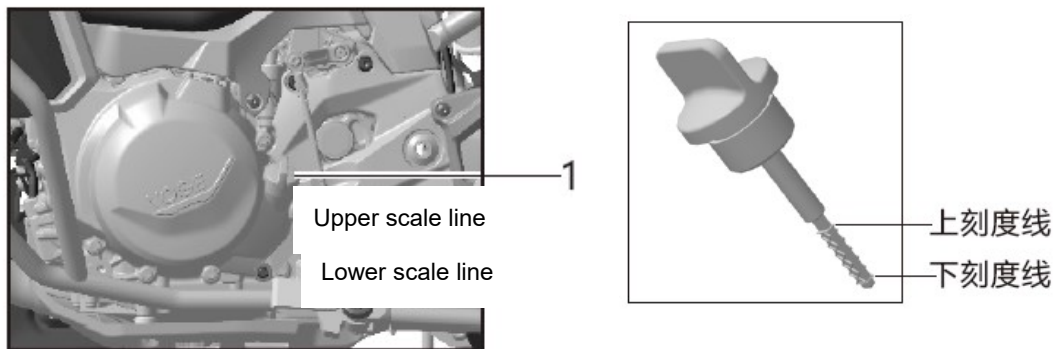
Replace the damping cushion in list (11) above.

Parameters:

| | | | |
|---|----|-----|------|
| Fastening bolt for rear fork | Nm | M20 | 70 |
| Left front fastening bolt for engine | Nm | M12 | 75 |
| Right front fastening bolt for engine | Nm | M12 | 75 |
| Left rear fastening bolt for engine | Nm | M12 | 75 |
| Right rear fastening bolt for engine | Nm | M12 | 75 |
| Fastening bolt for left main footrest | Nm | M10 | 40 |
| Fastening bolt for right main footrest | Nm | M10 | 40 |
| Left front fastening bolt for bumper bar | Nm | M8 | 22 |
| Left rear fastening bolt for bumper bar | Nm | M8 | 22 |
| Fastening bolt for appearance plastic parts | Nm | M5 | 3 |
| | Nm | M6 | 4. 5 |
| Fastening bolt for engine shield | Nm | M6 | 9 |
| | Nm | M8 | 22 |
| Fastening nut for clutch cable | Nm | M8 | 9 |
| Fastening bolt for lug of heat radiator | Nm | M6 | 9 |

Oil filling-up for engine

Remove oil gauge at left rear side of engine.
Fill up oil.
Keep motorcycle upright by parking rack.
Re-assemble oil gauge in place.
Start engine , let it idly run until cooling fan works, then keep idling for a minute.。
Stop engine and wait for one minute to wait oil flowing back.
Turn and take out oil gauge and wipe it up then insert once again by turning one Round to check if the oil level is between upper and lower scale line.
In case the oil level is out of range, please repeat the steps above to add or reduce oil until oil level is within two scale lines.



Caution:
In case the oil level is above upper scale line, please extract surplus oil by tools for it only from filling-up port.
Important:
When oil filled up, start engine and idly run for 30 seconds, then check the oil level once again.
When checking oil level, please keep motorcycle upright, otherwise the oil level could not be confirmed.
Parameters:

| | | |
|--|---|-----|
| Oil capacity in engine (Without replacing element) | L | 2.7 |
| Oil capacity in engine (Replacing element) | L | 3.0 |
| Oil capacity (Break up engine) | L | 3.2 |
| Oil specification | Specification for suggested oil shall be : Grade 5W/40 SL or above | |

Replacement for oil filter

Put the oil collection case under oil filter at right rear side of engine.

Remove oil filter by tool for it only (Picture below shows), remove the oil filter and drain off oil.

Assemble the new oil filter.

Assemble the o-ring onto cover of oil filter.

The re-assembly is precisely opposite to disassembly.

Caution:

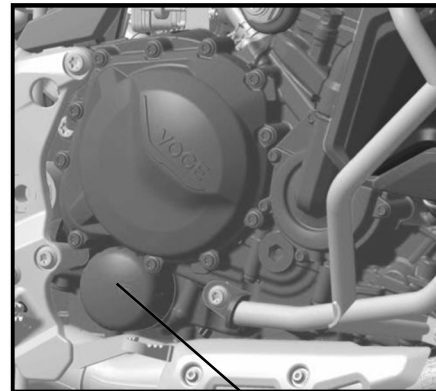
When the work above finished, please clean up greasy dirt on surface of engine and muffler by cleanser, then dry them up by compressed air.

Important:

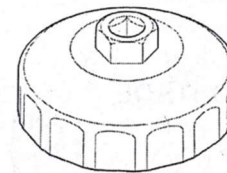
Please dispose the used oil and its filter by environment friendly way.

Check oil filter and o-ring, replace if it is necessary.

Parameters:



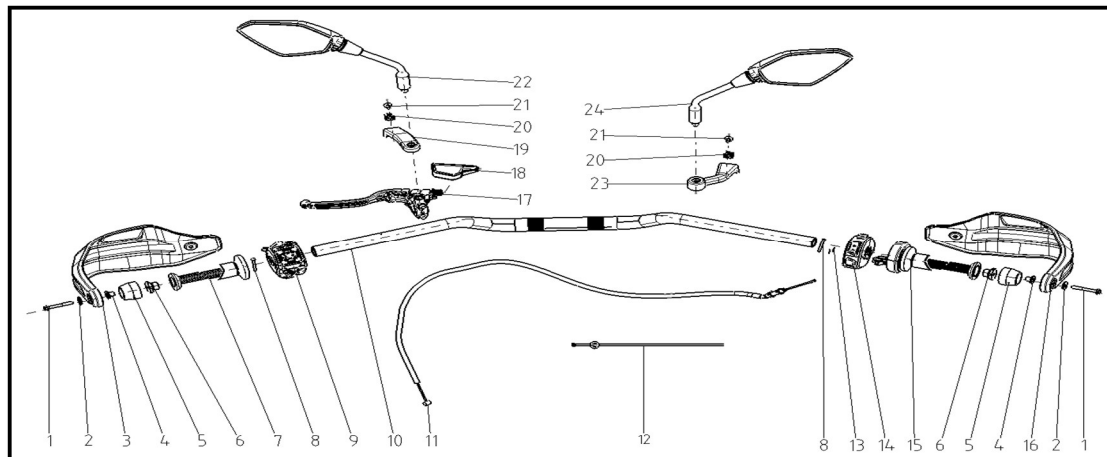
Cap-shaped wrench
for secondary oil filter.



| | | |
|--|-----|----|
| External oil drainage bolt for engine | N.m | 25 |
| Internal oil drainage bolt for engine | N.m | 8 |
| Oil filter | N.m | 11 |

2. Disassembly, re-assembly and maintenance for handle bar kit

Handle bar kit and its parts



| | | | |
|----|---------------------------------|-----|---|
| 1 | Socket hex. spline flange bolt | PCS | 2 |
| 2 | Flat washer | PCS | 2 |
| 3 | Left grip shield | PCS | 1 |
| 4 | Flanging washer | PCS | 2 |
| 5 | Decorative weight | PCS | 2 |
| 6 | Balancing weight for handle bar | PCS | 2 |
| 7 | Grip (Under heating) | PCS | 1 |
| 7 | Grip (Without heating) | PCS | 1 |
| 8 | Cross head pan-shaped screw | PCS | 2 |
| 9 | Left switch assembly | SET | 1 |
| 10 | Handle bar | PCS | 1 |
| 11 | Clutch cable | PCS | 1 |
| 12 | Clamping band | PCS | 1 |
| 13 | Cross head self-tapping screw | PCS | 2 |
| 14 | Right switch assembly | SET | 1 |
| 15 | Accelerator | PCS | 1 |
| 15 | Accelerator | PCS | 1 |
| 16 | Right grip shield | PCS | 1 |
| 17 | Left lever kit | SET | 1 |
| 18 | Clutch cable jacket | PCS | 1 |
| 19 | Grip shield bracket | PCS | 1 |
| 20 | Clipping nut | PCS | 2 |
| 21 | Socket spline head bolt | PCS | 2 |
| 22 | Left back-view mirror | PCS | 1 |

| | | | |
|----|---|-----|---|
| 22 | Left back-view mirror (With lane shift reminder) | PCS | 1 |
| 23 | Grip shield bracket | PCS | 1 |
| 24 | Right back-view mirror | PCS | 1 |
| 24 | Right back-view mirror (With lane shift reminder) | PCS | 1 |

Disassembly and re-assembly for handle bar kit

Keep motorcycle upright by parking rack.

Cut off all connectors on handle bar kit for electrical parts

Remove left and right back-view mirror 1.

Loosen bolt 2 for grip shield, remove left and right grip shield 5, flat washer 3, collar 6 and decorative weight 4 for handle bar.

Remove balancing weight 7.

Remove left lever kit 8.

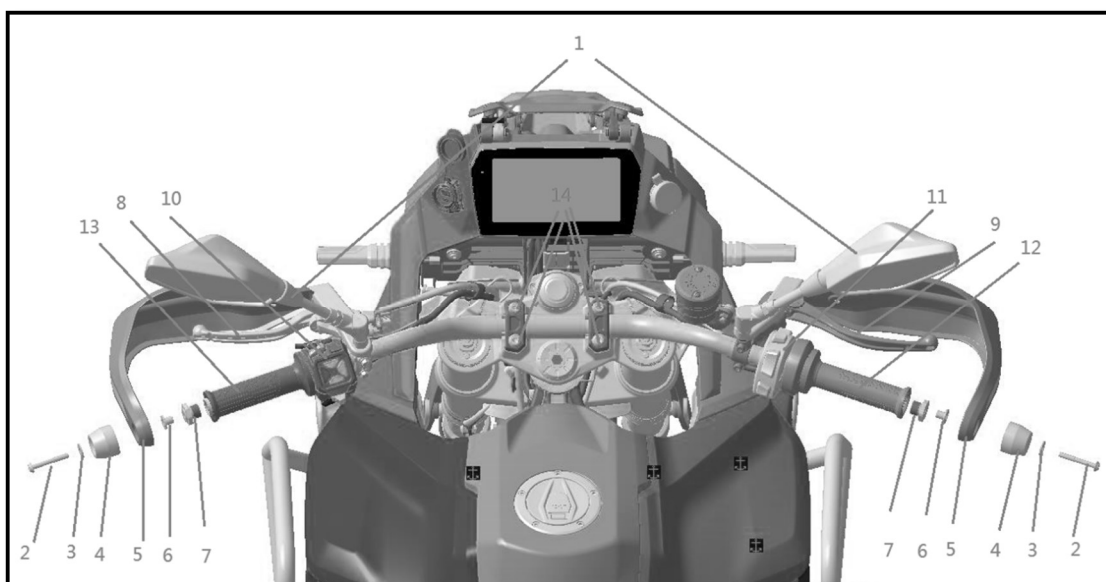
Remove upper pump 9 for front brake.

Remove left switch assembly 10 and right switch assembly 11.

Remove accelerator 12.

Remove grip rubber 13.

Remove steering clip 14 and remove handle bar.



The re-assembly is precisely opposite to disassembly.

Caution:

When re-assembling left and right switch assembly, please align the positioning pin on

handle bar to its corresponding hole on handle bar, then fasten the bolt on switch assembly.

Important:

The re-assembly finished, please confirm the turning free play for clutch lever and accelerator.

When handle bar was re-assembled, please confirm if its angle is correct, turn the handle bar to the left and right limit to check if there is interference among handle bar, cable, fuel tank and surroundings, please adjust if it is necessary, otherwise there will be risk for safety.

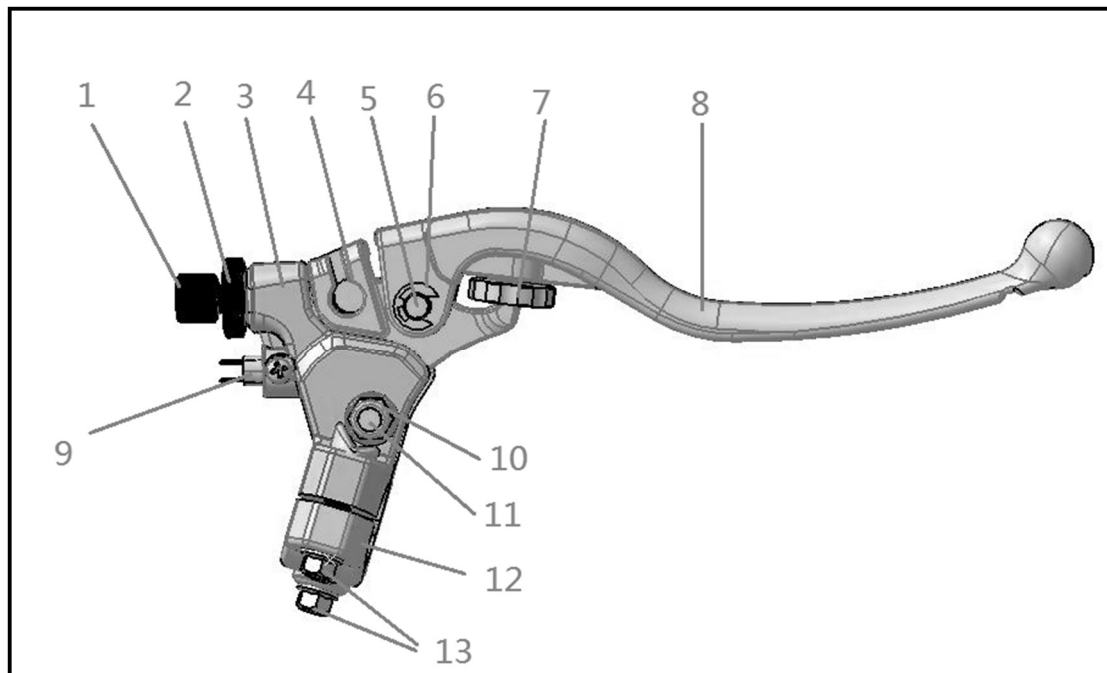
When back-view mirror was re-assembled, adjust the angle of the mirror once again and confirm its viewing range is correct or safe.

Make sure the free play of ball joint on clutch lever is within 10-15mm, otherwise the clutch may not totally separate which leads to engine damage.

Parameters:

| | | | |
|--|----|-------|-----|
| Fastening torque for steering clip | Nm | M8 | 18 |
| Fastening torque for left lever kit | Nm | M6 | 9 |
| Fastening torque for decorative weight of handle bar | Nm | M6 | 9 |
| Fastening torque for balancing weight of handle bar | Nm | M16 | 25 |
| Fastening torque for back-view mirror | Nm | M10 | 25 |
| Fastening torque for right switch assembly and accelerator | Nm | ST2.5 | 0.3 |
| Fastening torque for accelerator and grip rubber | Nm | M4 | 1 |
| Fastening torque for left switch assembly | Nm | M4 | 1 |

Disassembly and re-assembly for left lever kit



| | | | |
|----|---|-----|---|
| 1 | Lever adjusting screw | PCS | 1 |
| 2 | Lever adjusting nut | PCS | 1 |
| 3 | Left lever base | PCS | 1 |
| 4 | Adjusting base for left lever | PCS | 1 |
| 5 | Pin shaft | PCS | 1 |
| 6 | Circlip with opening | PCS | 1 |
| 7 | Lever adjusting nut | PCS | 1 |
| 8 | Left lever rod | PCS | 1 |
| 9 | Clutch switch | PCS | 1 |
| 10 | Hex. locking nut of inserted non-metallic piece | PCS | 1 |
| 11 | Connective bolt | PCS | 1 |
| 12 | Left lever clip | PCS | 1 |
| 13 | Socket hex. cheese head bolt | PCS | 2 |

Remove circlip 6 by tools.

Pull out pin shaft 5.

Remove left lever rod 8.

Important:

Coat every turning set of left lever with lithium lubricant when re-assembling.

When re-assembled clutch switch, repeatedly confirm if it was assembled in place, while

confirming on and off for clutch switch on motorcycle.

Disassembly and re-assembly for clutch cable

Remove left side cover 1.

Remove clamping band 2 for fixing from frame.

Loosen clamping band 3 for fixing wires.

Remove cable end 4 on engine.

Remove cable end 5 on left lever.

Finally pull out the cable.

Replace clutch cable for a new one with same specification.

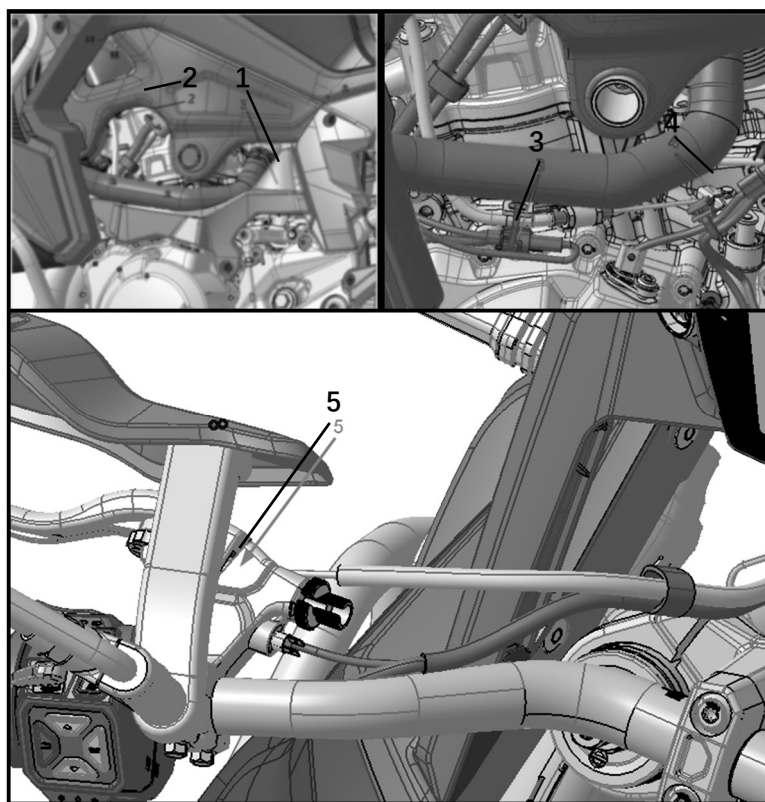
The re-assembly is precisely opposite to disassembly.

Caution:

Coat turning joint of lever end with lithium lubricant, otherwise the working life of cable may get shorter.

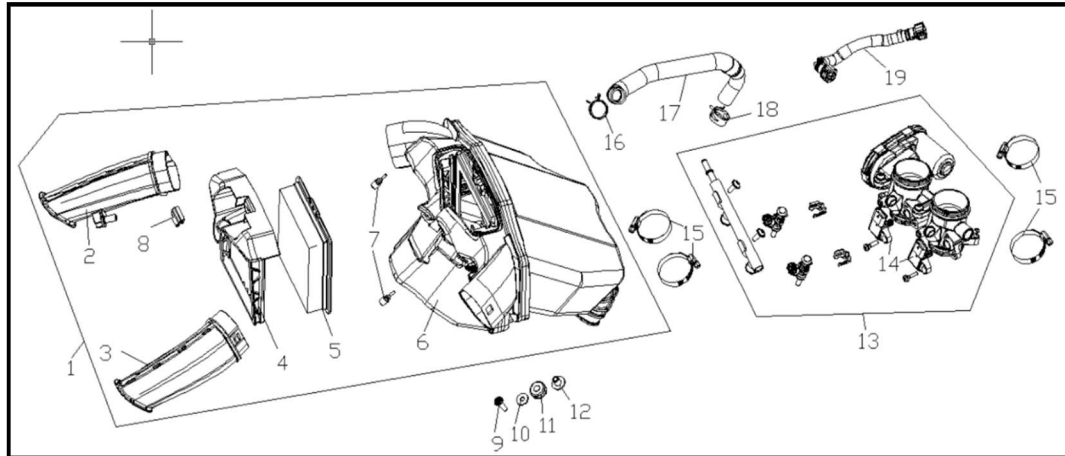
When re-assembling clutch cable, please pay attention to its wiring, which shall be the same to that before disassembling, otherwise there will be problem for its returning.

When re-assembled, hold and release the clutch lever to confirm its correct assembly, which shall not be with jamming or returning failure.



3. Disassembly, re-assembly and maintenance for air filter kit

Air filter kit and its parts



| | | | |
|----|--|-----|---|
| 1 | Air filter | PCS | 1 |
| 2 | Air intake tube of air filter | PCS | 1 |
| 3 | Air intake tube for air filter | PCS | 1 |
| 4 | Frame of filter element | PCS | 1 |
| 5 | Air filter element kit | PCS | 1 |
| 6 | Air filter case kit | PCS | 1 |
| 7 | Damping rubber jacket | PCS | 2 |
| 8 | Installation piece for filter element | PCS | 1 |
| 9 | Socket spline head bolt | PCS | 1 |
| 10 | Flat washer | PCS | 1 |
| 11 | I-ring | PCS | 1 |
| 12 | Flanging washer | PCS | 1 |
| 13 | Throttle valve kit | PCS | 1 |
| 14 | Pressure sensor for air intake temperature | PCS | 2 |
| 15 | Clamp kit | PCS | 4 |
| 16 | Tube clamp | PCS | 1 |
| 17 | Breathing tube | PCS | 1 |
| 18 | Tube clamp | PCS | 1 |
| 19 | Fuel tube kit | PCS | 1 |

Disassembly and re-assembly for element of air filter

Keep motorcycle upright by parking rack.

Remove decorative piece, left and right decorative cover kit of fuel tank by referring steps for disassembling and re-assembling fuel tank kit.

Powerfully press installation piece 1 for element in place by finger along the direction of arrow points at, meanwhile pulling frame kit of element of air filter upwards.

Remove element of air filter and replace it for a new one.

The re-assembly is precisely opposite to disassembly.

Important:

Please repeatedly confirm if the re-assembled filter element is installed in place, otherwise it may lead to poor sealing for element, get dust into engine and let engine life shorter.

In case there is damage on filter element, please replace.

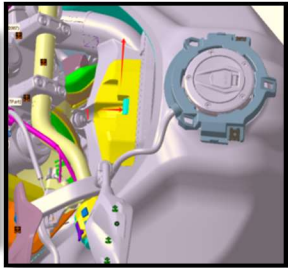
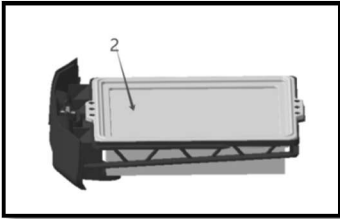
In case there is greasy dirt on filter element, please replace.

In case filter element is wet, please replace.

Dispose the replaced filter element in environment friendly way.

Parameters:

| | | | |
|--|----|-----|-----|
| Installation bolt for appearance parts | M6 | N.m | 4.5 |
| | M5 | N.m | 3 |



Disassembly and re-assembly for air filter kit

Keep motorcycle upright by parking rack.

Remove fuel tank and its related covering parts by referring their disassembly.

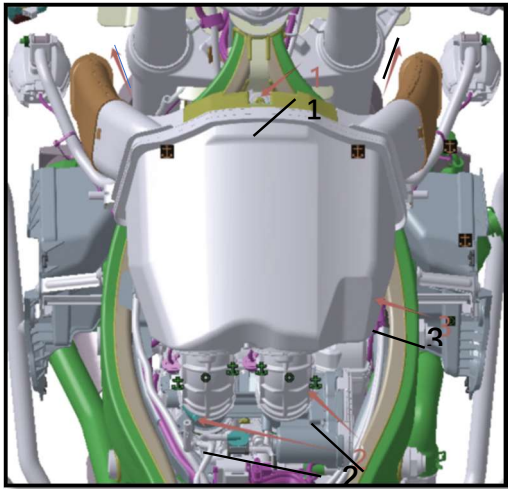
Pull out air intake tube of air filter diagonally below.

Remove bolt 1 connecting frame and air filter.

Loosen clamp 2 connecting throttle valve kit and connective tube of air filter.

Slowly lift up air filter, remove clamp 3 for waste gas tube of crankcase, then cut off connection between the waste gas tube to air filter, finally remove the air filter kit.

The re-assembly is precisely opposite to disassembly.



Disassembly and re-assembly for throttle valve body

Remove connectors on throttle valve body, then pull off fuel and breathing tube kit.

Remove clamp 1 for throttle valve kit by tool.

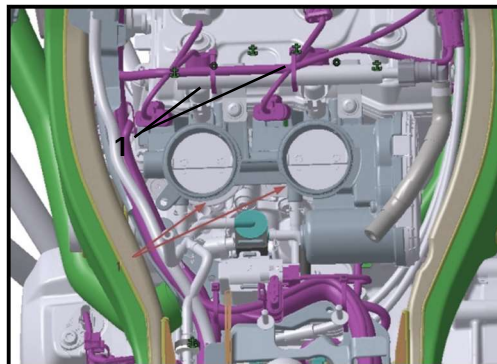
Powerfully pull out throttle valve kit.

The re-assembly is precisely opposite to disassembly.

Important:

When throttle valve kit assembled, please repeatedly confirm the sealing pieces to air filter case are installed in place, otherwise the poor sealing may let dust get into engine and make engine damage.

Wash up by cleanser for the air intake tube and throttle valve kit only and dry them up before re-assembling to ensure engine performance.



Parameters:

| | | | |
|--|----|----|---|
| Fastening torque for installation bolt between air filter and frame | M6 | Nm | 9 |
| Installation torque for clamp between throttle valve kit and connective tube of air filter | M4 | Nm | 2 |
| Installation torque for clamp of throttle valve kit | M4 | Nm | 2 |

Disassembly and re-assembly for oil rail

Remove bolt 1 for connecting throttle valve kit and oil rail by tool.

Powerfully pull the oil rail kit and finally remove it.

The re-assembly is precisely opposite to disassembly.

Important:

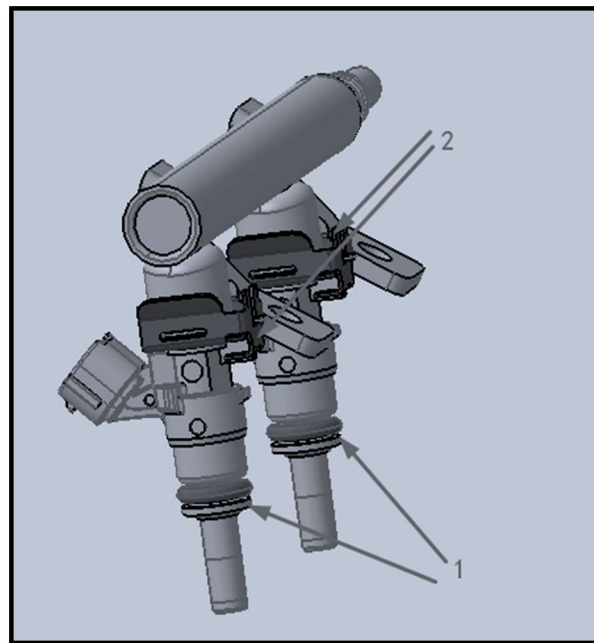
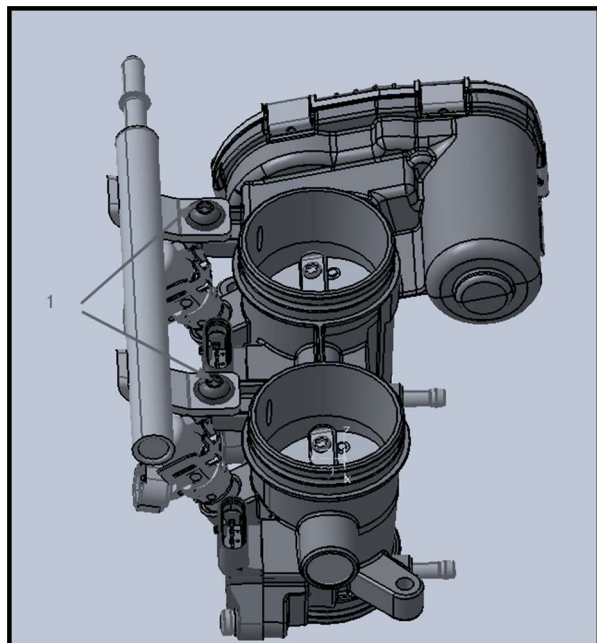
Check if there is damage, distortion or wrong assembly for o-ring 1 on fuel injector when re-assembling the oil rail, please make correction or replacement in case it is necessary, otherwise it may lead to poor sealing even abnormal combustion.

Make sure the locating clip 2 between fuel injector and oil rail is in same condition with that before disassembly when re-assembling fuel injector and oil rail.

Wash fuel injector up by cleanser for it only before re-assembling and dry it up to ensure engine performance.

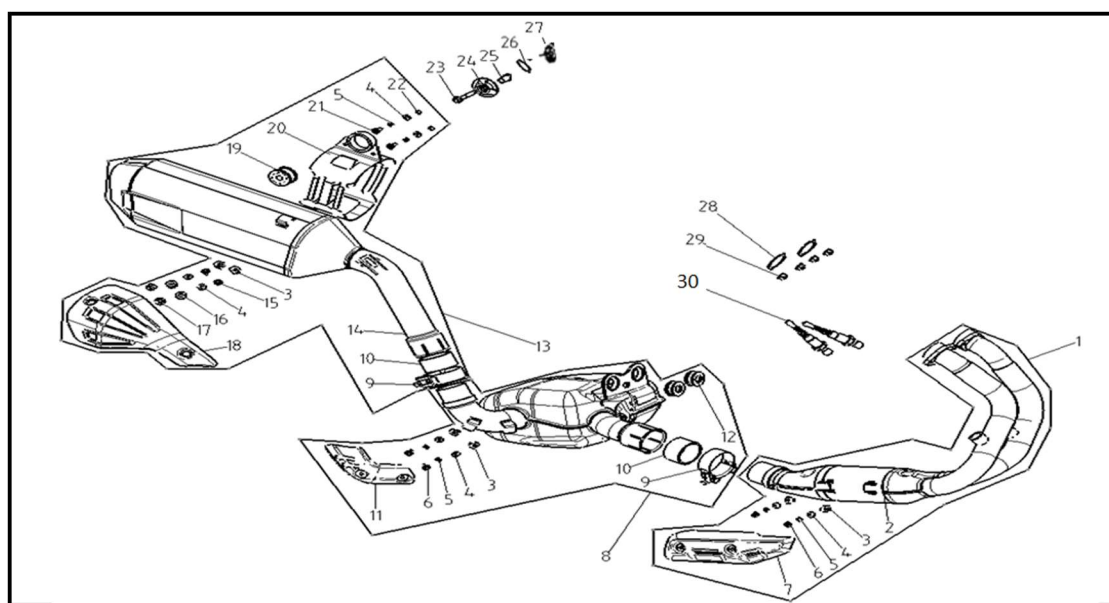
Parameters:

| | | | |
|---|----|----|---|
| Fastening torque for bolt between oil rail and throttle valve kit | M6 | Nm | 6 |
|---|----|----|---|



and maintenance for air exhaust
kit

Air exhaust kit and its parts



| | | | |
|---|--|-----|---|
| 1 | Front part of muffler and air exhaust pipe | PCS | 1 |
| 2 | Welding kit for air exhaust pie | PCS | 1 |
| 3 | Clipping nut | PCS | 3 |
| 4 | Flat washer | PCS | 5 |
| 5 | Elastic washer | PCS | 4 |

| | | | |
|----|---|-----|---|
| 6 | Socket hex. spline flange bolt | PCS | 2 |
| 7 | Hot proof shield | PCS | 1 |
| 8 | Middle part of muffler and air exhaust pipe | PCS | 1 |
| 9 | Connective jacket | PCS | 2 |
| 10 | Graphite ring | PCS | 2 |
| 11 | Hot proof shield | PCS | 1 |
| 12 | I-ring | PCS | 2 |
| 13 | Rear part of muffler | PCS | 1 |
| 14 | Muffler body | PCS | 1 |
| 15 | Socket hex. spline flange bolt | PCS | 2 |
| 16 | I-ring | PCS | 2 |
| 17 | Flanging washer | PCS | 2 |
| 18 | Muffler shield | PCS | 1 |
| 19 | I-ring | PCS | 1 |
| 20 | Hanging plate for muffler | PCS | 1 |
| 21 | Socket spline head bolt | PCS | 2 |
| 22 | Hex. nut | PCS | 2 |
| 23 | Socket hex. spline flange bolt | PCS | 1 |
| 24 | Reinforcing washer for hanging plate | PCS | 1 |
| 25 | Flanging washer | PCS | 1 |
| 26 | Flat washer | PCS | 1 |
| 27 | Metallic hex. flange nut | PCS | 1 |
| 28 | Gasket for air exhaust port | PCS | 2 |
| 29 | Hex. flange nut | PCS | 4 |
| 30 | Oxygen sensor | PCS | 2 |

Disassembly and re-assembly for muffler

Keep motorcycle upright by parking stand.

Remove bolt 1 and bolt 2 of connective jacket for muffler, then remove rear part 3 of muffler.

Remove bolt 4 of connective jacket for middle part of muffler by tool, then remove the middle part 5 of muffler.

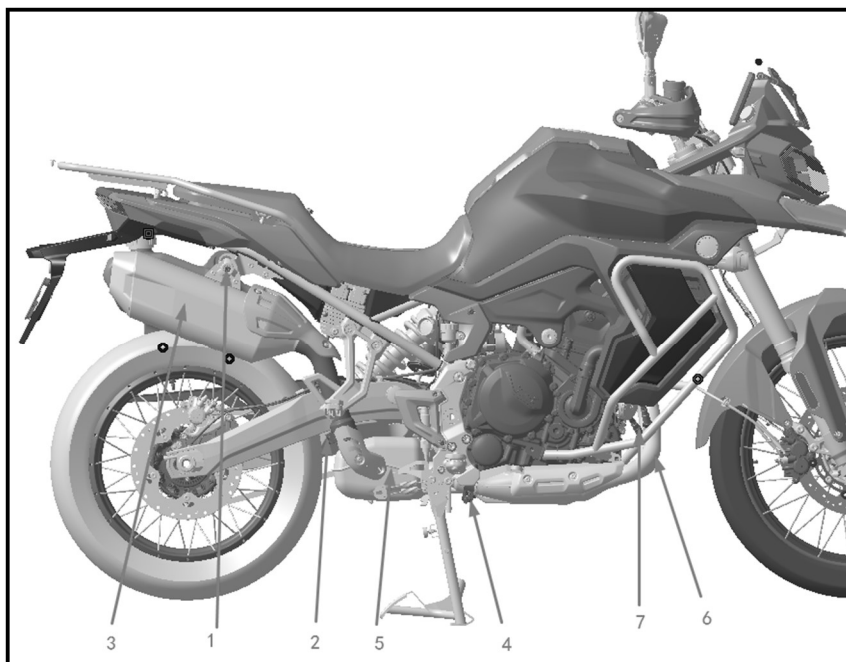
Remove the joint between oxygen sensor and wire harness.

Remove nut on air exhaust port by tool, then remove front part 6 of muffler.

Remove gasket for air exhaust port for muffler.

Remove oxygen sensor 7 by tool.

The re-assembly is precisely opposite to disassembly.

**Caution:**

Please don't remove graphite ring for sealing at connecting place between front and rear part of muffler under normal conditions, otherwise it may damage.

Important:

Check if there is damage on graphite ring before re-assembling, the damage may get graphite ring in poor sealing, which needs be replaced.

Before re-assembling the front part of muffler, please replace the gasket of air exhaust port for a new one, otherwise the used gasket is with poor sealing and makes air leakage.

Remove muffler when the muffler is cooled down to avoid scald.

There is steel wire in graphite ring, please avoid injury to hands when replacing.

When re-assembled, please start the engine to check if there is air leakage at sealing position.

Please dispose the replaced graphite ring in environment friendly way.

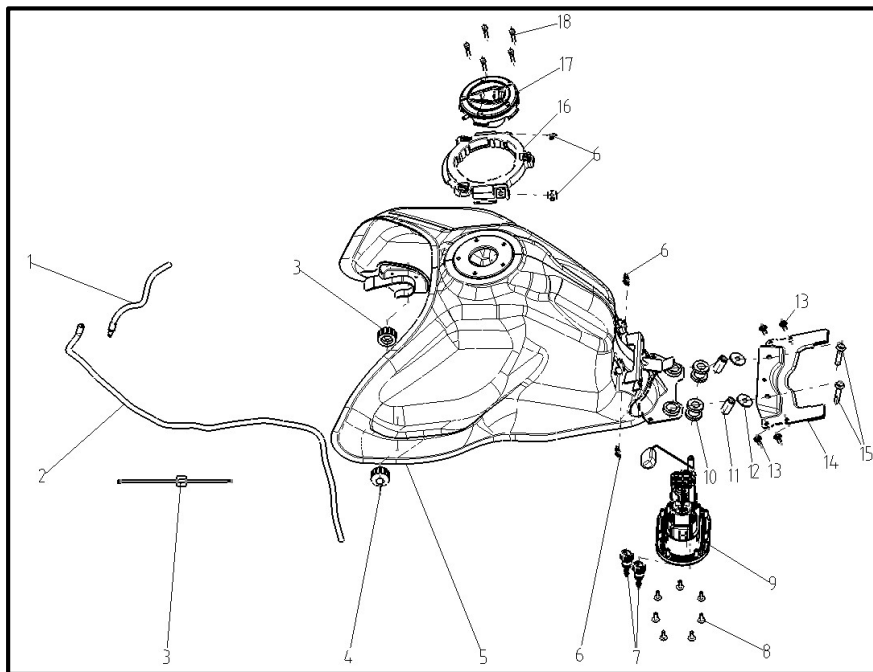
The inserting position of oxygen sensor to wire harness shall be the same to that before disassembling, otherwise the wrong connection makes malfunction for engine even motorcycle.

Parameters:

| | | | |
|--|-----|----|----|
| Connective bolt for rear part of muffler | M8 | Nm | 22 |
| Bolt on connective sleeve for rear part of muffler | M10 | Nm | 30 |
| Bolt on connective sleeve for middle part of muffler | M10 | Nm | 30 |
| Nut on air exhaust port for front part of muffler | M7 | Nm | 15 |
| Fastening for oxygen sensor | / | Nm | 40 |

5. Disassembly, re-assembly and maintenance for fuel tank kit

Fuel tank kit and its parts



| | | | |
|----|---|-----|---|
| 1 | Water tube | PCS | 1 |
| 2 | Water tube | PCS | 1 |
| 3 | Clamping band | PCS | 1 |
| 4 | Support rubber jacket for fuel tank | PCS | 2 |
| 5 | Fuel tank welding kit | PCS | 1 |
| 6 | Clipping nut | PCS | 4 |
| 7 | Fast change joint | PCS | 2 |
| 8 | Socket spline head bolt | PCS | 7 |
| 9 | Electric fuel pump | PCS | 1 |
| 10 | T-ring | PCS | 4 |
| 11 | Collar | PCS | 2 |
| 12 | Flat washer | PCS | 2 |
| 13 | Socket spline head bolt | PCS | 4 |
| 14 | Rear holder of fuel tank | PCS | 1 |
| 15 | Socket hex. spline flange bolt | PCS | 2 |
| 16 | Bracket for protective plate of fuel tank | PCS | 1 |
| 17 | Fuel tank lock | PCS | 1 |
| 18 | Socket hex. screw | PCS | 5 |

Removal for fuel tank kit

Keep motorcycle upright by parking stand.

Remove seat 1 by key (Remove connectors to wire harness in case the seat is with heating function).

Loosen bolt, remove left and right bumper bar 2.

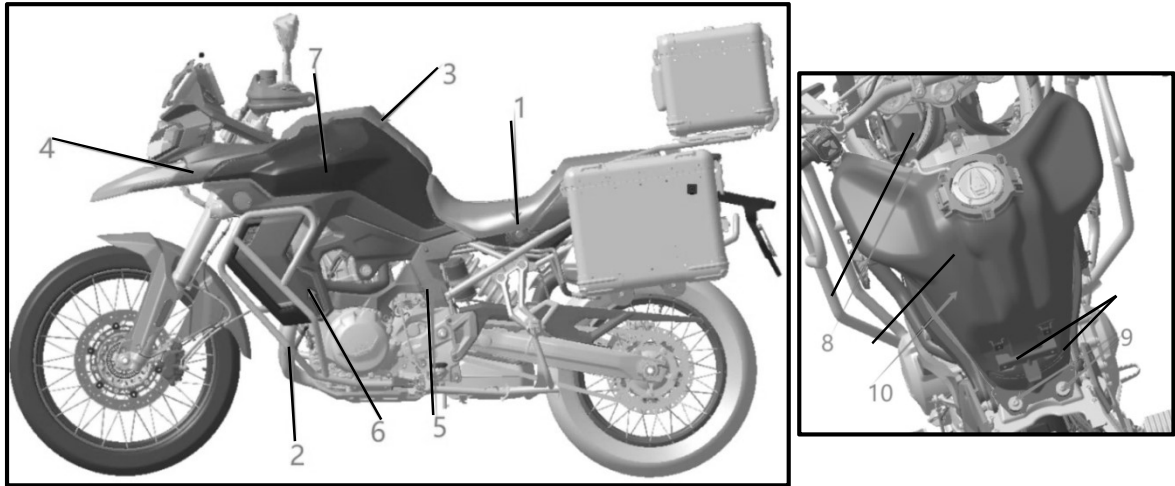
Loosen bolt 3, remove decorative cover 3 for fuel tank.

Loosen bolt, remove left and right fairing cover 4.

Loosen bolt, remove left and right side cover 5.

Remove decorative cover 6 for left and right windshield plate by hand.

Loosen bolt, remove left and right decorative cover kit 7 for fuel tank.



Cut off water leakage tube 8.

Remove left and right installation bolt 9 on the rear part of fuel tank.

Suitably lift up fuel tank apart from ground, then remove rubber tube for fuel evaporation at bottom of fuel tank, then remove wire joint for fuel pump, fast change joint for fuel tube and finally remove the fuel tank kit 10.

The re-assembly is precisely opposite to disassembly.

Caution:

Because there are so many connectors at lower side of fuel tank, please install every part in place to avoid pipeline excessively getting bent or pressed.

Parameters:

| | | | |
|---------------------------------------|-----|-----|-----|
| Installation bolt for appearance part | M6 | N.m | 4.5 |
| | M5 | N.m | 3 |
| installation bolt for fuel tank kit | M8 | N.m | 22 |
| Installation bolt for bumper bar | M8 | N.m | 22 |
| Installation bolt for bumper bar | M10 | N.m | 40 |

Removal for fuel tank lock

Remove the 5 pieces of bolt for installing fuel tank lock.

Remove fuel tank lock.

The re-assembly is completely opposite to disassembly.

Caution:

Repeatedly confirm if the sealing rubber piece between fuel tank lock and port is installed in place when re-assembling fuel tank lock, otherwise the fuel may leak.

Parameter:

| | | | |
|-----------------------------------|----|-----|---|
| Fastening bolt for fuel tank lock | M5 | N.m | 6 |
|-----------------------------------|----|-----|---|

Removal for fuel pump

Drain off residual fuel in fuel tank first.

Get the removed fuel tank upside down.

Remove the 7 pieces of bolt for installing fuel pump.

Remove fuel pump.

The re-assembly is completely opposite to disassembly.

Caution:

Confirm if the fuel filtering screen is clean when removing the fuel pump, please wash if it is necessary, the washing shall be done in clean fuel and repeatedly wash it.

Important:

Please replace gasket for fuel pump for a new one when re-assembling fuel pump, otherwise it may leak.

When fuel pump re-assembled, please check its sealing performance, which needs pressure measuring device for it only.

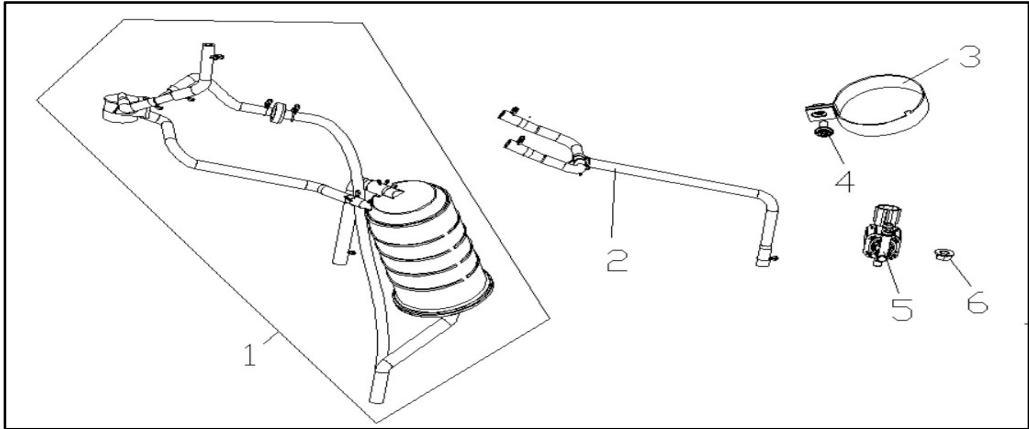
Dispose the replaced gasket for fuel pump in environment friendly way.

Parameters:

| | | | |
|---|----|-----|-----|
| Installation torque for bolt of fuel pump | M5 | N.m | 6 |
| Static pressure for fuel tank | / | kp | 130 |

6. Disassembly, re-assembly and maintenance for fuel evaporation controller kit

Fuel evaporation controller kit and its parts



| | | | |
|---|------------------------------------|-----|---|
| 1 | Fuel evaporation controller kit | SET | 1 |
| 2 | Breathing tube kit | SET | 1 |
| 3 | Clamp kit | PCS | 1 |
| 4 | Socket spline head bolt | PCS | 1 |
| 5 | Solenoid valve for carbon canister | PCS | 1 |
| 6 | Hex. flange nut | PCS | 1 |

Disassembly for fuel evaporation controller kit

Remove fuel tank kit by referring its corresponding content.

Remove bolt 1, then the fuel evaporation controller kit.

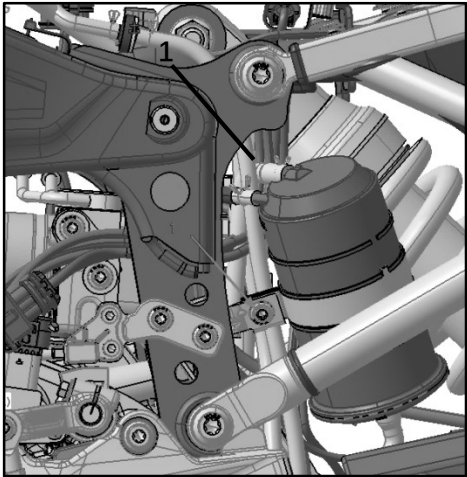
The re-assembly is completely opposite to disassembly.

Caution:

Because the layout space for fuel evaporation controller kit is narrow while pipeline is many, so please take wiring and layout for pipeline into record before disassembling for a correct re-assembly.

Important:

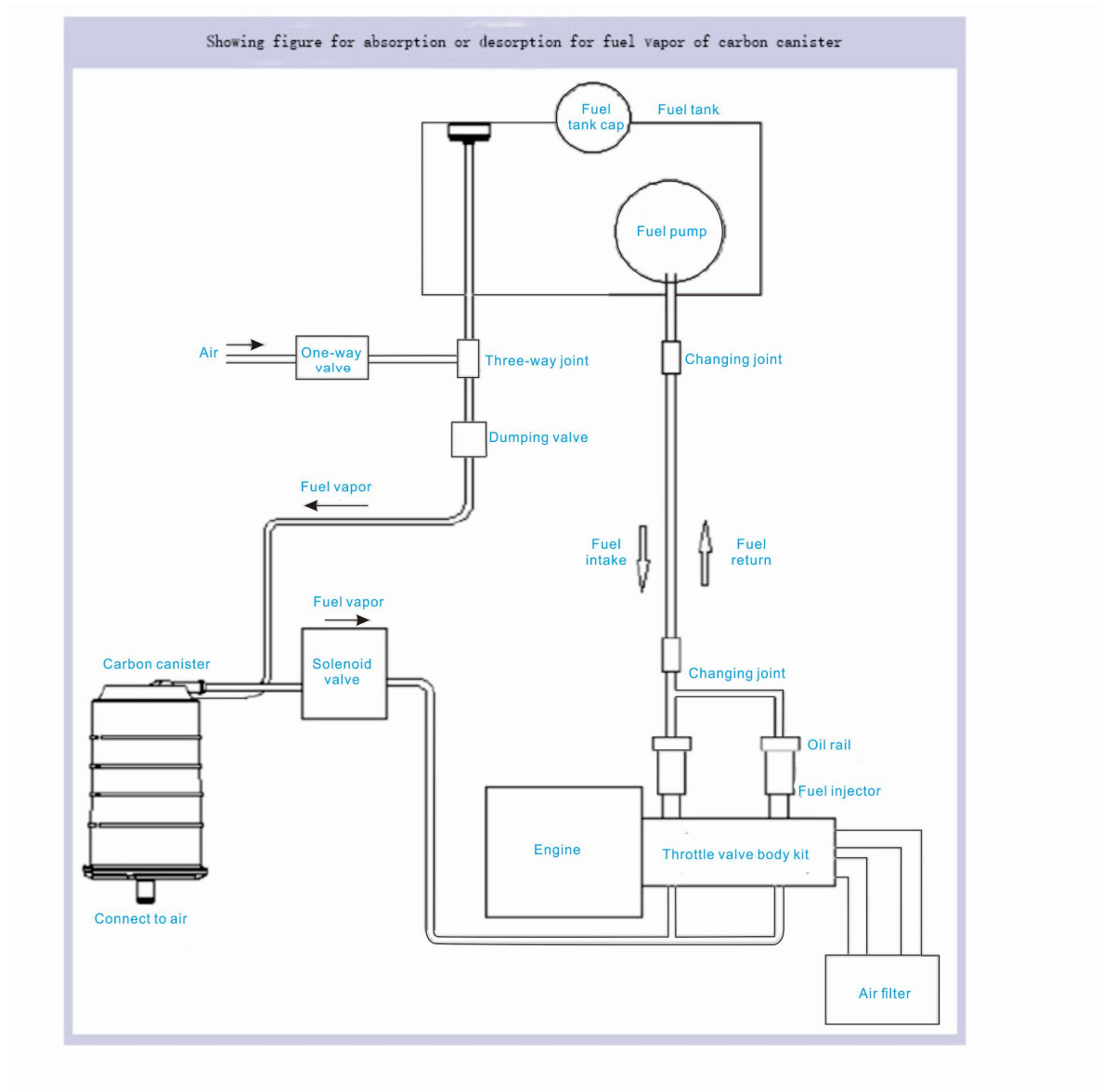
Please pay attention to the layout of dumping valve when re-assembling fuel evaporation controller kit, make sure this part is horizontal to ground when re-assembled, otherwise the dumping function doesn't work.



| | | | |
|------------------------------|----|----|-----|
| Fastening torque for bolt of | M6 | Nm | 4.5 |
|------------------------------|----|----|-----|

| | | | |
|---|----|----|---|
| appearance parts | M5 | Nm | 3 |
| Fastening torque for bracket of carbon canister | M6 | Nm | 6 |

Figure of connection for fuel evaporation controller



Working principle for fuel evaporation controller system:

- (1) When gasoline in fuel tank got heat, the fuel vapor runs out, reach end TANK of carbon canister through dumping valve, then absorbed by it.
- (2) When the inclining for motorcycle is over 60°, the dumping valve closed, the gasoline is

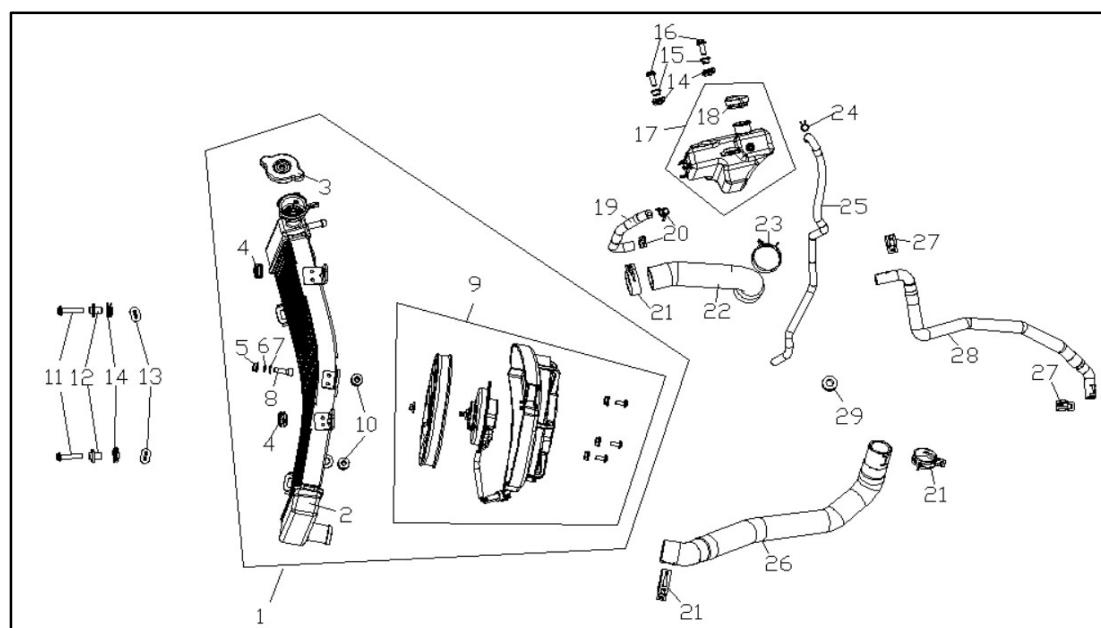
unable flow to carbon canister through dumping valve.

(3) The fresh air get to end PURGE through end connects to air of carbon canister then brings fuel vapor to throttle valve, finally gets into engine and joins combustion.

(4) When fuel level in fuel tank fell down (The internal of fuel tank produced negative pressure), make up for air to fuel tank through one-way valve to keep normal air pressure on fuel level.

7. Disassembly, re-assembly and maintenance for heat radiation system

Heat radiation system and its parts



| Ref. No. | Parts name | Unit | Qty. | Ref. No. | Parts name | Unit | Qty |
|----------|--------------------------------|------|------|----------|--------------------------------------|------|-----|
| 1 | Heat radiator kit | PCS | 1 | 16 | Bolt,lobular socket countersunk head | PCS | 2 |
| 2 | Heat radiator body | PCS | 1 | 17 | Water supplement pot | PCS | 1 |
| 3 | Tank cover | PCS | 1 | 18 | Water filling-up cap | PCS | 1 |
| 4 | I-ring | PCS | 2 | 19 | Water tube | PCS | 1 |
| 5 | Hex. flange bolt | PCS | 1 | 20 | Tube clamp | PCS | 2 |
| 6 | Flat washer | PCS | 1 | 21 | Tube clamp | PCS | 3 |
| 7 | Elastic washer | PCS | 1 | 22 | Water tube | PCS | 1 |
| 8 | Socket hex. screw | PCS | 1 | 23 | Tube clamp | PCS | 1 |
| 9 | Electric fan kit | PCS | 1 | 24 | Tube clamp | PCS | 1 |
| 10 | I-ring | PCS | 2 | 25 | Water tube | PCS | 1 |
| 11 | Socket hex. spline flange bolt | PCS | 2 | 26 | Water tube | PCS | 1 |

| | | | | | | | |
|----|-----------------|-----|---|----|------------|-----|---|
| 12 | Flanging washer | PCS | 2 | 27 | Tube clamp | PCS | 2 |
| 13 | I-ring | PCS | 2 | 28 | Water tube | PCS | 1 |
| 14 | Clipping nut | PCS | 4 | 29 | I-ring | PCS | 2 |
| 15 | Flanging washer | PCS | 2 | | | | |

Inspection for coolant

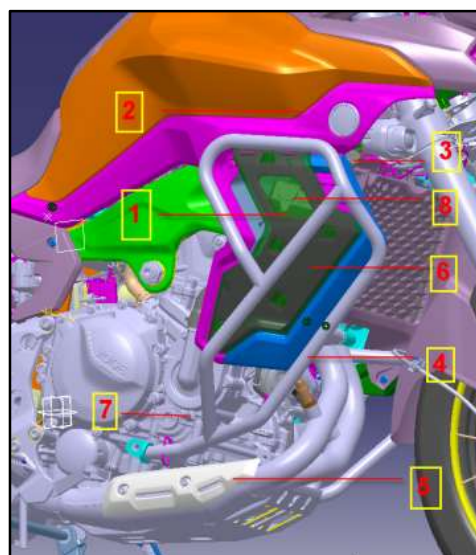
Keep motorcycle upright by parking rack.

Check water supplement pot 1 on the right front of engine, the coolant level shall be within upper and lower scale line, in case it is below the lower scale line, please make up for coolant, but shall not be over the upper scale line.

Replacement for coolant

Keep the motorcycle upright by parking rack.

Remove air intake tube 2 on the right of air



filter.

Remove water filling-up cap 3 on the right side of heat radiator.

Remove bumper bar 4 on the right side.

Remove decorative cover 5 for muffler.

Remove decorative cover 6 for right windshield plate.

Lay the liquid collection tray under coolant drainage bolt on the left front of engine

Remove coolant drainage bolt 7 by tool, drain off coolant in water passage of engine until it finished.

Important:

Collect drained coolant by suitable container and dispose it in environment friendly way.

Replace gasket of coolant drainage bolt for a new one when re-assembling.

Clean up installation surface for gasket of coolant drainage bolt to avoid impurity on it. When coolant drainage bolt assembled, wipe up residual coolant on parts such as muffler or engine. When replaced, please start engine and suitably run it in high speed to check if the coolant pipeline leaks.

Parameters:

| | | | |
|-----------------------|--|-----|-----|
| Coolant drainage bolt | M5 | N.m | 4.5 |
| Coolant capacity | | L | 2 |
| Coolant specification | Coolant with ethanol without silicate | | G40 |

Filling-up for coolant

Fill up with coolant from filling port of heat radiator by tools such as funnel until it got full to the filling port.

Start engine to get it idly run, check filling port of heat radiator, at this moment the coolant level on port may fall, then continue filling up until the coolant level without falling.

Assemble filling-up cap.

Fill up with coolant into filling port of water supplement pot by tools such as funnel, confirm if the coolant level is within upper and lower scale line.

Re-assemble rubber cap 8 of water supplement pot.

The coolant filling-up achieved.

Re-assemble air intake tube of air filter, decorative cover of right windshield plate, bumper bar and decorative cover for muffler.

Important:

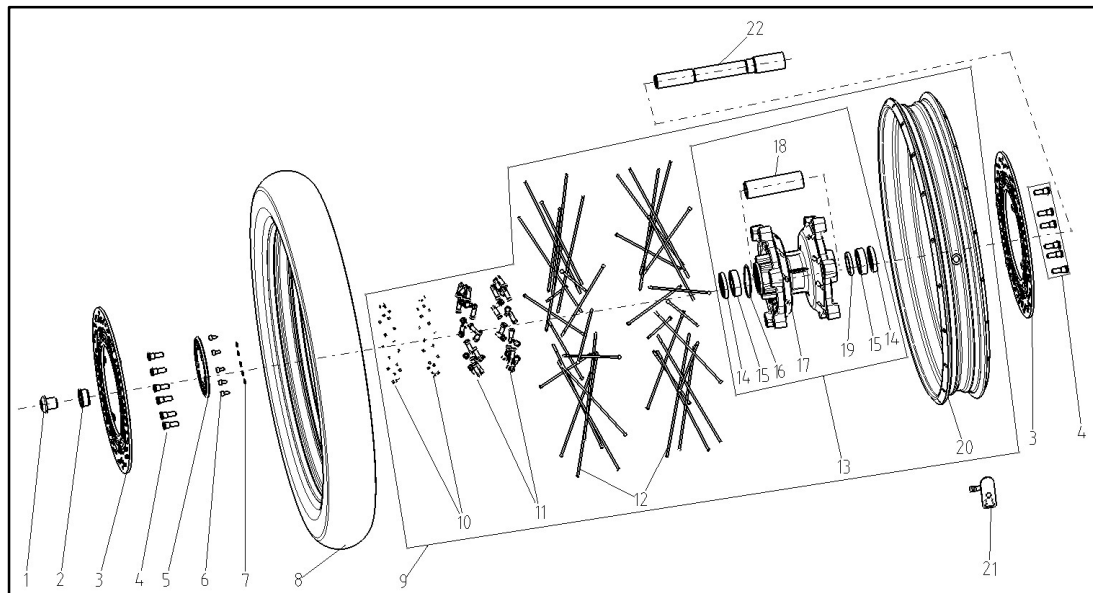
When replacement finished, start engine and suitably run it in high speed to check if the coolant pipeline leaks.

Caution:

When the work above finished, please wash up the greasy dirt on engine surface by cleanser, then dry it up by compressed air.

8. Disassembly, re-assembly and maintenance for front wheel

Front wheel and its parts



| | | | |
|----|-------------------------------------|-----|----|
| 1 | Socket hex. screw | PCS | 1 |
| 2 | Collar | PCS | 1 |
| 3 | Front disc brake plate | PCS | 2 |
| 4 | Fastening bolt for disc brake plate | PCS | 12 |
| 5 | Gear ring of abs | PCS | 1 |
| 6 | Socket spline head bolt | PCS | 5 |
| 7 | Flat washer | PCS | 5 |
| 8 | Tire | PCS | 1 |
| 9 | Front wheel | PCS | 1 |
| 10 | Bolt of plug | PCS | 40 |
| 11 | Spoke nut for front wheel | PCS | 40 |
| 12 | Inner spoke of front wheel | PCS | 40 |
| 13 | Front wheel hub | SET | 1 |
| 14 | Oil seal | PCS | 2 |
| 15 | Bearing | PCS | 2 |
| 16 | Seal ring | PCS | 1 |
| 17 | Front wheel hub body | PCS | 1 |
| 18 | Collar | PCS | 1 |
| 19 | Rubber jacket | PCS | 1 |
| 20 | Front wheel rim | PCS | 1 |

| | | | |
|----|----------------------|-----|---|
| 21 | Tire pressure sensor | PCS | 1 |
| 22 | Axle | PCS | 1 |

Removal for front wheel

Keep motorcycle upright by parking stand.

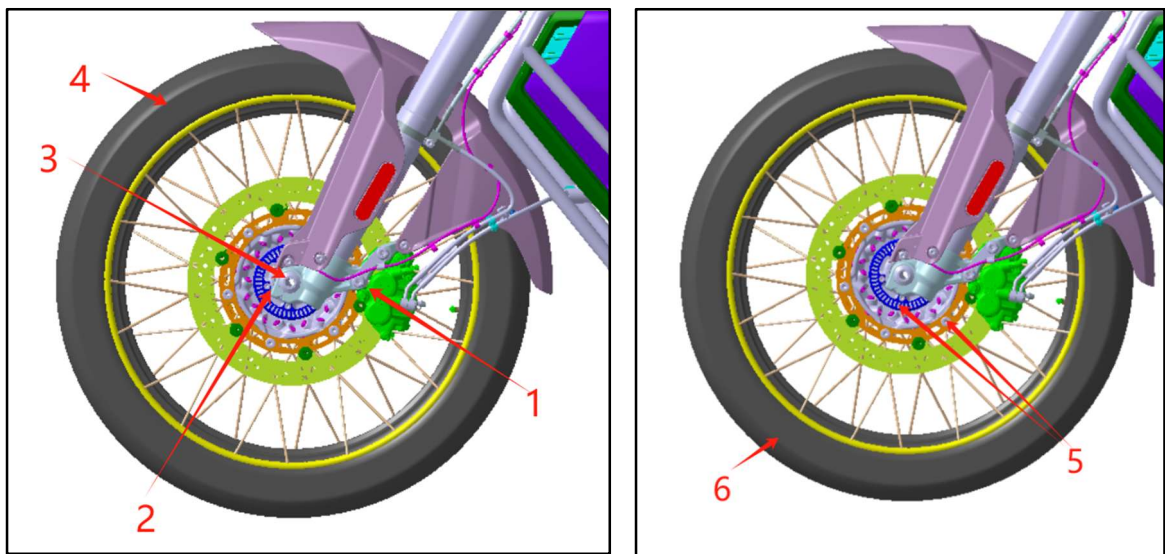
Remove caliper 1 of front disc brake by tool.

Loosen fastening bolt 2 on left and right bottom case of front shock absorber.

Remove front wheel axle and bolt 3.

Remove front wheel kit 4.

The re-assembly is completely opposite to disassembly.



Caution:

When caliper of front disc brake was removed, please don't operate the front lever to avoid piston moving of the front caliper which makes re-assembly difficult.

Important:

There shouldn't be any dirt on working surface between brake pad and disc brake plate.

Repeatedly hold and release front brake lever to confirm its normal work when replaced.

Confirm dynamic balance for front wheel when tire re-assembled.

Coat collar and oil seal with lithium lubricant when re-assembling front wheel.

Parameters

| | | | |
|--|---|-----------------------------|----------|
| Front wheel | / | Aluminum rim of spoke wheel | 2.15×21 |
| Front tire | / | Radial ply tire of tubeless | 90/90-21 |
| Run-out for end surface of front wheel shall not bigger than | / | mm | 1 |
| Radial run-out of front wheel shall | / | mm | 1 |

| | | | |
|--|-------------|----|-----|
| not be bigger than | | | |
| Fastening bolt for upper axle of front wheel | M8 | Nm | 22 |
| Fastening torque for front wheel axle | M20 | Nm | 70 |
| Fastening torque for caliper of front disc brake | M10 | Nm | 40 |
| Fastening torque for disc brake plate | M8 | Nm | 35 |
| Loctite | Loctite 262 | ml | 10 |
| Lubricant | / | g | 10 |
| Allowed maximum imbalance of front wheel | / | g | 5 |
| Air pressure in tire | | Kp | 2.2 |

Removal for disc brake plate

When front wheel removed, put it on working bench.

Remove fastening bolt of disc brake plate, then remove front disc brake plate and gear ring 5.

The re-assembly is completely opposite to disassembly.

Caution:

There is Locatie on thread of screw for front brake plate, please adopt suitable tools for disassembly, otherwise it would be a difficult work.

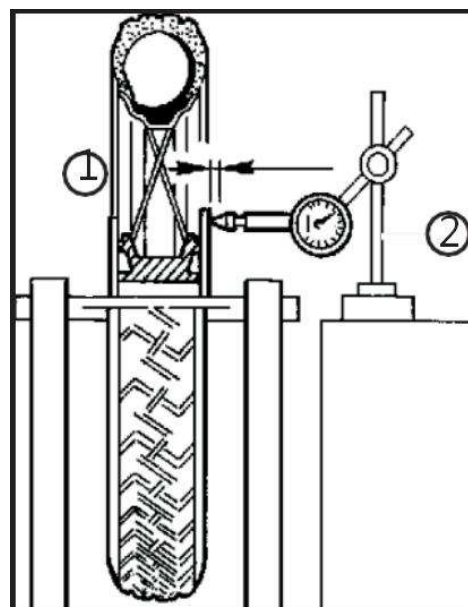
Important:

There shouldn't be any dirt on working surface between brake pad and plate when re-assembling. When re-assembling brake plate, whose fastening bolt shall be coated with Loctite on its thread.

When brake plate re-assembled, please confirm run-out on end surface of brake plate as picture shows:

Put the front wheel on balancing rack by balancing shaft ①.

Measure run-out for end surface of brake plate by measuring device ②.



| | | |
|--|----|-----|
| Run-out for end surface shall not be bigger than | mm | 0.3 |
|--|----|-----|

Removal for front wheel

Remove front wheel first, then put it onto working bench.

Eject air valve core of tire pressure sensor inward by tool to discharge the air in tire.

Remove front tire 6 by tools for it only.

Remove tire pressure sensor.

The re-assembly is completely opposite to disassembly.

Caution:

The re-assembly for tire needs the equipment for it only, forcedly assemble by external power may permanently damage the tire.

Important:

When re-assembling tire, align the light point of tire to air valve core on wheel hub, this get following work easier

Removal for front wheel bearing and oil seal

Put front wheel onto working bench when it is removed.

Remove brake plate and tire.

Remove oil seal, bearing, collar and rubber jacket for front wheel by tools in turn.

Replace bearing and oil seal for a new one with same specification.

The re-assembly is completely opposite to disassembly.

Important:

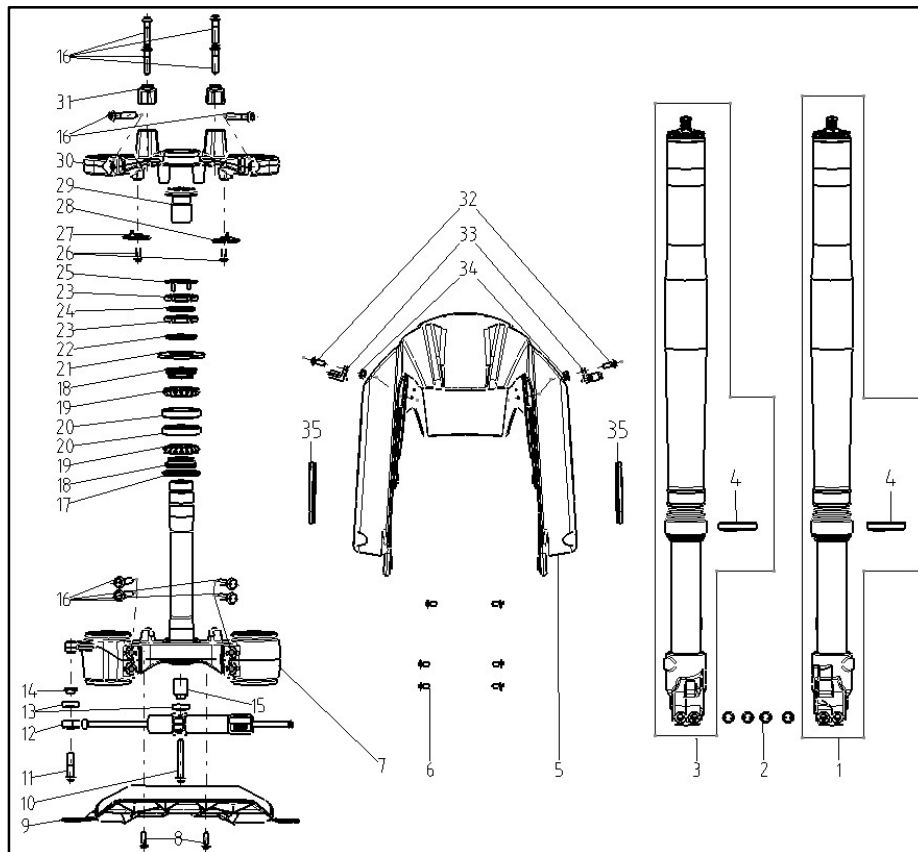
The oil seal on front wheel gets damaged when it is removed, so please replace it for a new one, otherwise its poor water-proof accelerates bearing wear-out.

The removal for front wheel bearing needs pulling tools for it only.

For easy re-assembly, heat the hole of front wheel bearing to 100℃, then press-fit the bearing.

9. Disassembly, re-assembly and maintenance for front fork

Front fork kit and its parts



| | | | |
|----|--------------------------------|-----|----|
| 1 | Left front shock absorber | PCS | 1 |
| 2 | Socket hex. spline flange bolt | PCS | 4 |
| 3 | Right front shock absorber | PCS | 1 |
| 4 | Oil seal | PCS | 2 |
| 5 | Front fender | PCS | 1 |
| 6 | Socket spline head bolt | PCS | 6 |
| 7 | Steering stem body | PCS | 1 |
| 8 | Socket spline head bolt | PCS | 2 |
| 9 | Front upper fender | PCS | 1 |
| 10 | Socket hex. spline flange bolt | PCS | 1 |
| 11 | Socket hex. spline flange bolt | PCS | 1 |
| 12 | Turning damper | PCS | 1 |
| 13 | Damping cushion | PCS | 2 |
| 14 | Collar | PCS | 1 |
| 15 | Collar | PCS | 1 |
| 16 | Socket hex. flange spline bolt | PCS | 10 |

| | | | |
|----|----------------------------------|-----|---|
| 17 | Turning seal | PCS | 1 |
| 18 | Bearing circlip | PCS | 2 |
| 19 | Steel ball kit | SET | 2 |
| 20 | Bearing base ring | PCS | 2 |
| 21 | Dust proof cap for steering stem | PCS | 1 |
| 22 | Washer for steering stem | PCS | 1 |
| 23 | Locking nut for steering stem | PCS | 2 |
| 24 | Rubber flat washer | PCS | 1 |
| 25 | Locking washer | PCS | 1 |
| 26 | Socket spline head bolt | PCS | 4 |
| 27 | Wire clip | PCS | 1 |
| 28 | Wire clip | PCS | 1 |
| 29 | Locking bolt for steering stem | PCS | 1 |
| 30 | Upper connective plate | PCS | 1 |
| 31 | Handle bar clip | PCS | 2 |
| 32 | Socket spline head bolt | PCS | 2 |
| 33 | Tube clamp | PCS | 2 |
| 34 | Hex. flange nut | PCS | 2 |
| 35 | Side reflector | PCS | 2 |

Disassembly and re-assembly for steering stem

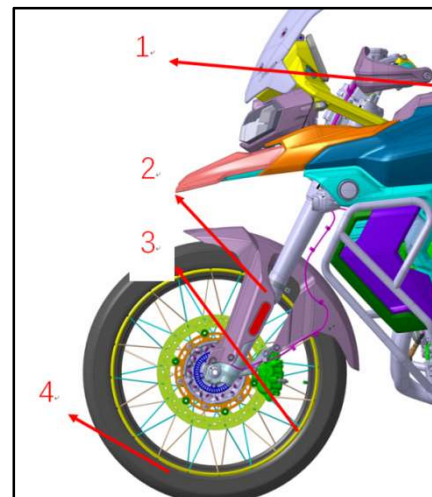
Keep motorcycle upright by parking stand.

Remove handle bar kit 1.

Remove front fender 2.

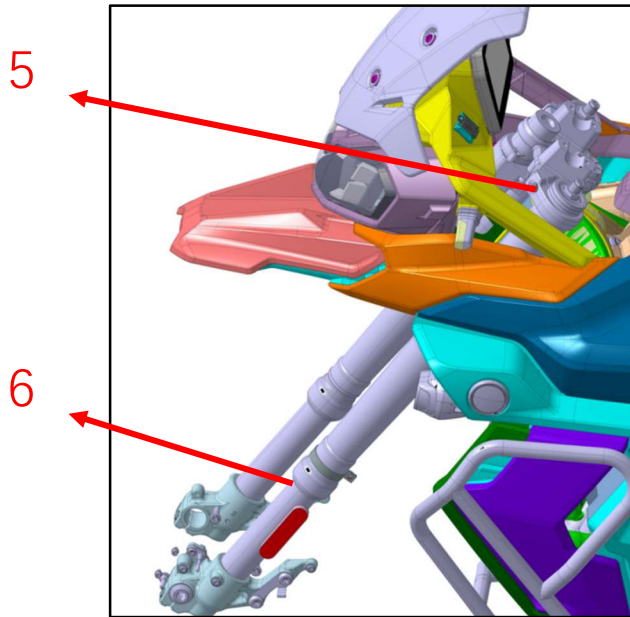
Remove lower caliper 3 for front brake.

Remove front wheel kit 4.



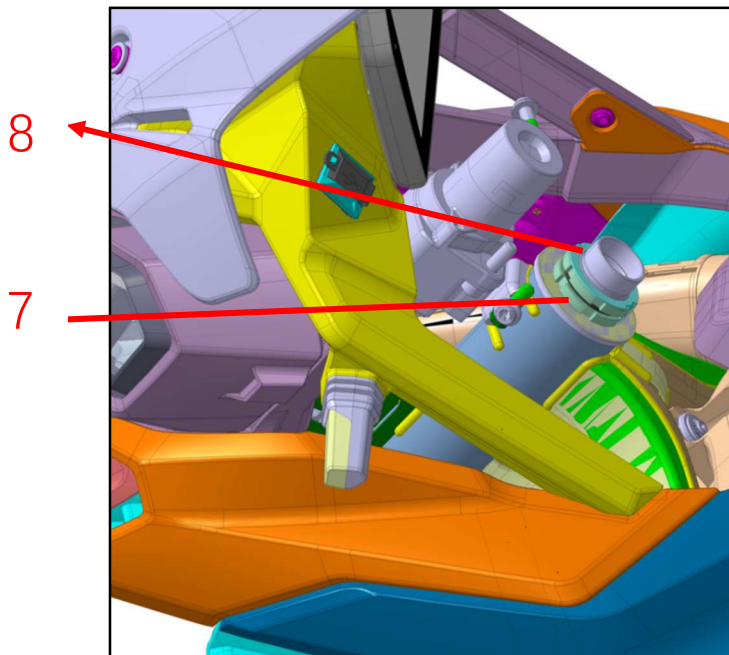
Remove upper connective plate 5.

Remove front shock absorber 6.



Remove locking nut 7.

Remove steering stem 8.



The re-assembly is completely opposite to disassembly.

Caution:

Please bind up the wire package for wire harness when re-assembling, its condition shall be the same to that before disassembling, otherwise the water-proof performance may get bad.

When re-assembling front fender, please bind up the oil tube and wires of ABS to the same with that before disassembling, otherwise there will be interference between oil tube and front fender which makes noise.

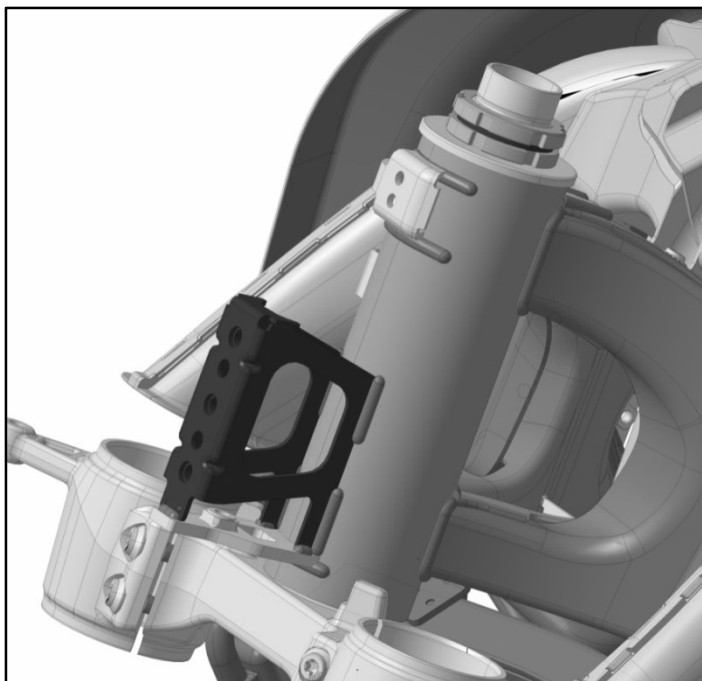
When re-assembling front shock absorber, please pre-fasten front wheel axle, then fasten locking bolt on upper connective plate and steering stem.

Important:

When re-assembling steering bearing, coat it with lithium lubricant to ensure its normal lubrication.

When re-assembling, please ensure correct clearance between detector of sensor ABS and gear ring of front wheel.

The re-assembly for 2 adjusting and locking nuts for steering stem shall strictly follow their requirements for installation, whose parameter refers to corresponding form list, otherwise their turning may be bad.

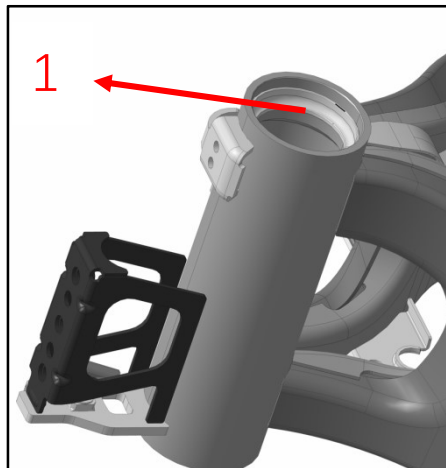


Parameters:

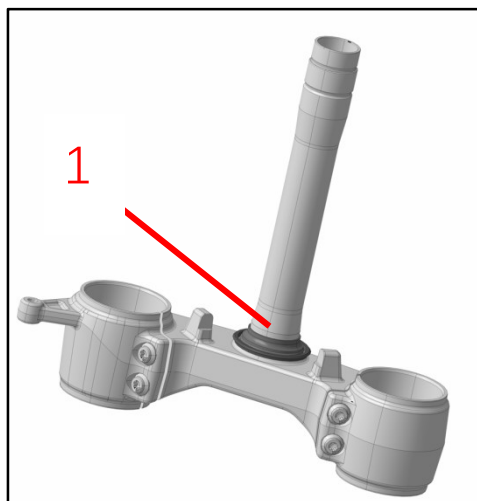
| | | | |
|--|-----|-----|-----------------------------------|
| Torque for bolt of handle bar clip | M8 | N.m | 22 |
| Fastening torque for bolt on upper connective plate | M22 | N.m | 100 |
| Fastening torque for bolt on steering stem and upper connective plate | M8 | N.m | 22 |
| Torque for locking nut (lower) of steering stem Torque for locking nut (upper) of steering stem | M26 | N.m | 50±5 Return by 45°Rear 35 2 |
| Clearance between detector and sensitive gear ring of front wheel | / | mm | 0.5-1.5 |

Disassembly and re-assembly for steering bearing

Remove basing ring 1 for bearing in standing tube of frame by tools for it only.



Remove bearing circlip 2 on steering stem by pulling tools (As picture shows)



Replace steering bearing for a new one with same specification.

Remove oil seal under oil seal.

The re-assembly is completely opposite to disassembly.

Caution:

When removing the steering bearing, the irregular operation should not be adopted, please use the tools for it only, otherwise the steering stem body may permanently damage.

When re-assembling steering bearing, please pay attention to installation sequence of bearing, oil seal and flat washer.

Important:

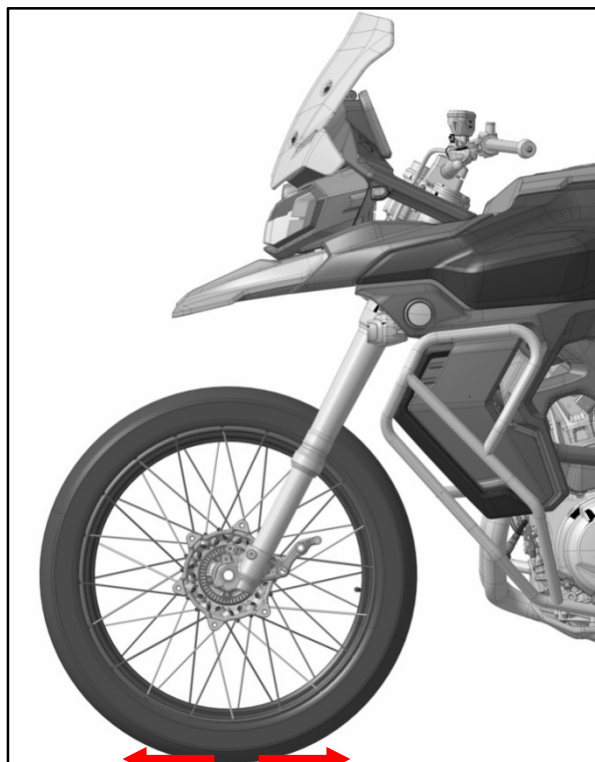
When press-fitting steering bearing, please suitably heat the bearing to 100°C, which is easier for bearing press-fitting.

Judge for clearance of steering bearing

When driving under low speed, please repeatedly and fast operate front brake lever to feel if there is flexibility of steering bearing.

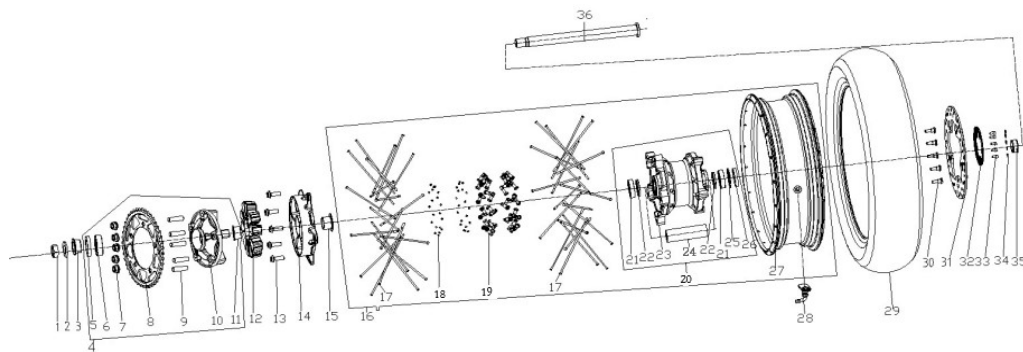
Keep motorcycle upright by parking stand.

Follow the direction in figure below, repeatedly pull the front wheel to feel if there is flexibility on steering bearing.



10. Disassembly, re-assembly and maintenance for rear wheel kit

Rear wheel kit and its parts

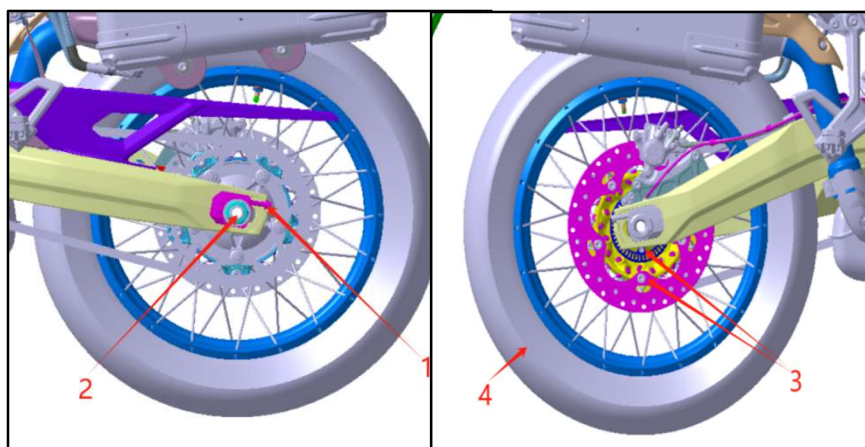


| | | | |
|----|----------------------------------|-----|----|
| 1 | Metallic hex. locking nut | PCS | 1 |
| 2 | Flat washer | PCS | 1 |
| 3 | Collar | PCS | 1 |
| 4 | Impact damper comp | SET | 1 |
| 5 | Oil seal | PCS | 1 |
| 6 | Bearing | PCS | 1 |
| 7 | Metallic hex. flange locking nut | PCS | 5 |
| 8 | Sprocket wheel | SET | 1 |
| 9 | Bolt for sprocket wheel | PCS | 5 |
| 10 | Base for sprocket wheel | PCS | 1 |
| 11 | Collar | PCS | 1 |
| 12 | Damper piece for rear wheel | PCS | 1 |
| 13 | Socket hex. spline flange bolt | PCS | 5 |
| 14 | Connective plate of rear wheel | PCS | 1 |
| 15 | Collar | PCS | 1 |
| 16 | Rear wheel | PCS | 1 |
| 17 | Outer spoke for rear wheel | PCS | 40 |
| 18 | Bolt for plug | PCS | 40 |
| 19 | Nut for rear wheel spoke | PCS | 40 |
| 20 | Rear wheel hub | PCS | 1 |
| 21 | Bearing | PCS | 2 |
| 22 | Rubber jacket | PCS | 2 |
| 23 | Rear wheel hub body | PCS | 1 |
| 24 | Collar | PCS | 1 |
| 25 | Elastic circlip | PCS | 1 |
| 26 | Oil seal | PCS | 1 |

| | | | |
|----|-------------------------------------|-----|---|
| 27 | Rear wheel rim | PCS | 1 |
| 28 | Tire pressure sensor | PCS | 1 |
| 29 | Tire | PCS | 1 |
| 30 | Fastening bolt for disc brake plate | PCS | 5 |
| 31 | Rear disc brake plate | PCS | 1 |
| 32 | Gear ring of abs | PCS | 1 |
| 33 | Socket spline head bolt | PCS | 5 |
| 34 | Flat washer | PCS | 5 |
| 35 | Collar | PCS | 1 |
| 36 | Axle | PCS | 1 |

Removal for rear wheel

Keep motorcycle upright by parking stand.
Loosen nut 1 for chain adjuster.
Remove rear wheel axle and nut 2.
Get chain dropping off.
Remove rear wheel kit.
Remove collar of rear wheel.
Remove damper kit.
Remove damping rubber piece.



Re-assembly is completely opposite to disassembly.

Caution:

Please don't operate rear brake pedal when caliper of rear brake was removed to avoid piston moving which makes installation of caliper difficult.

Important:

There should not be any dirt on working surface between brake pad and brake plate.

When replaced, please repeatedly step down the rear brake pedal to confirm its normal work.

When the tire replaced, please confirm dynamic balance on equipment once again.

When re-assembling collar or oil seal for rear wheel, please coat them with lithium lubricant.

Parameters:

| | | | |
|--|--|-----------------------------|------------|
| Rear wheel | | Aluminum rim of spoke wheel | 4.25x17 |
| Rear tire | | Radial ply tire of tubeless | 150/70-R17 |
| Run-out for end surface of rear wheel shall not be bigger than | | mm | 1 |
| Radial run-out of rear wheel | | mm | 1 |

| | | | |
|--|-------------|-----|-----|
| shall not be bigger than | | | |
| Torque for nut on chain adjustor | M8 | | 9 |
| Fastening torque for rear wheel axle | M20 | | 100 |
| Fastening torque for brake plate | M8 | | 35 |
| Loctite | Loctite 262 | ml | 10 |
| Lubricant | | g | 5 |
| Allowed maximum imbalance for rear wheel | | g | 5 |
| Air pressure in tire | | bar | 2.5 |

Removal for damper kit

Remove nut connects sprocket wheel first, then the sprocket wheel.

Remove oil seal, bearing and collar in damper kit in turn by tools.

The re-assembly is completely opposite to disassembly.

Important:

When re-assembling collar or oil seal for damper kit, please coat them with lithium lubricant.

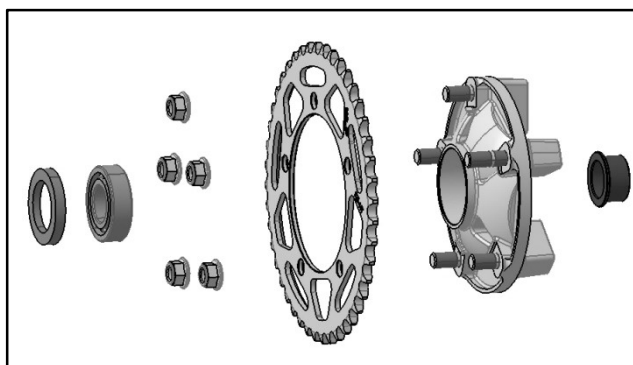
The oil seal of damper gets damaged when it removed, please replace immediately.

The removal for bearing of damper needs the pulling tool for it only.

For easy re-assembly, please heat the hole of bearing for damper to 100℃ first, then press-fit the bearing.

Parameters:

| | | | |
|-----------|---|---|---|
| Lubricant | / | g | 5 |
|-----------|---|---|---|



Removal for brake plate

Remove rear wheel kit and put it onto working bench.

Remove fastening bolt for disc brake plate, then remove rear disc brake plate and ring gear.

The re-assembly is completely opposite to disassembly.

Caution:

The screw of rear brake plate is coated with Loctite, please adopt tools meet demands when removing, otherwise it will be a difficult work.

Important:

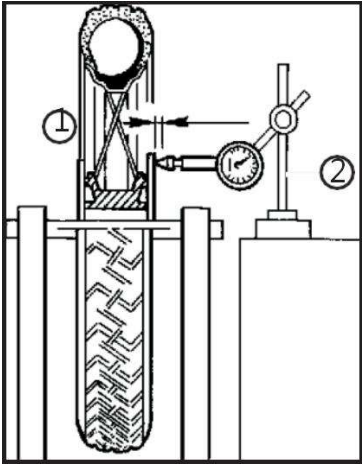
There shouldn't be any dirt on working surface between brake pad and brake plate when re-assembling.

Please coat fastening bolt of brake plate with Loctite when re-assembling brake plate.

Confirm run-out of end surface for brake plate when it was assembled, whose method is show as figure:

Put rear wheel on balancing rack by balancing shaft (1).

Measure run-out of end surface by measuring gauge (2).



| | | |
|--|----|-----|
| Run-out for end surface shall not be bigger than | mm | 0.3 |
|--|----|-----|

Removal for rear tire

Remove rear wheel kit and put it on working bench.

Remove air valve core to discharge the air in tire.

Remove rear tire by tools for it only.

Remove air valve core.

The re-assembly is completely opposite to disassembly.

Caution:

The re-assembly for tire please adopt equipment for it only, forcedly assemble by external power may get tire permanently damage.

Important:

When re-assembling tire, please align the light point of tire to air valve core on wheel hub, which makes following works easier.

Removal for bearing and oil seal on rear wheel

Remove rear wheel and put it on working bench.

Remove brake plate and tire.

Remove oil seal, elastic circlip, bearing and inner liner of wheel hub by tools such as circlip pliers.

Replace parts for new ones with same specification.

The re-assembly is completely opposite to disassembly.

Important:

The oil seal on of rear wheel gets damaged when it removed, please replace.

The removal for rear wheel bearing needs pulling tools for it only.

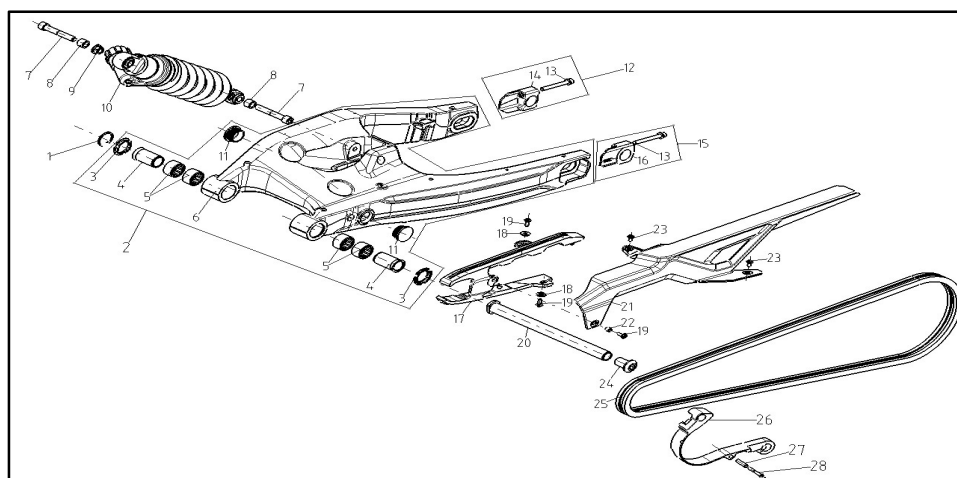
For easy re-assembly, heat the hole of bearing to 100°C, then press-fit the bearing.

One side of bearing is with locating circlip, missing assembly is forbidden.

When press-fitting the bearing, it needs the press-fitting equipment for it only, press-fit the side with elastic circlip (Right side) to the bottom, then the other side of bearing.

11. Disassembly, re-assembly and maintenance for rear suspension kit

Rear suspension kit and its parts



| | | | |
|----|----------------------------------|-----|---|
| 1 | Elastic circlip | PCS | 1 |
| 2 | Rear fork kit | PCS | 1 |
| 3 | Dust-proof cap for rear fork | PCS | 2 |
| 4 | Collar | PCS | 2 |
| 5 | Bearing | PCS | 4 |
| 6 | Rear fork body | PCS | 1 |
| 7 | Socket hex. screw | PCS | 2 |
| 8 | Collar | PCS | 1 |
| 9 | Metallic hex. flange locking nut | PCS | 1 |
| 10 | Rear shock absorber | PCS | 1 |

| | | | |
|----|-----------------------------------|-----|---|
| 11 | Plug | PCS | 2 |
| 12 | Chain adjustor 2 | PCS | 1 |
| 13 | Bolt or screw and flat washer kit | PCS | 2 |
| 14 | Chain adjustor body 2 | PCS | 1 |
| 15 | Chain adjustor | PCS | 1 |
| 16 | Chain adjustor body | PCS | 1 |
| 17 | Chain slider | PCS | 1 |
| 18 | Flanging washer | PCS | 2 |
| 19 | Socket spline head bolt | PCS | 3 |
| 20 | Axle | PCS | 1 |
| 21 | Chain case | PCS | 1 |
| 22 | Collar | PCS | 1 |
| 23 | Socket spline head bolt | PCS | 2 |
| 24 | Socket hex. screw | PCS | 1 |
| 25 | Chain | PCS | 1 |
| 26 | Chain slider | PCS | 1 |
| 27 | Collar | PCS | 1 |
| 28 | Hex. flange bolt | PCS | 1 |

Disassembly and re-assembly for rear shock absorber

Keep the motorcycle upright by parking stand.

Remove fuel tank by referring to corresponding content for its disassembly.

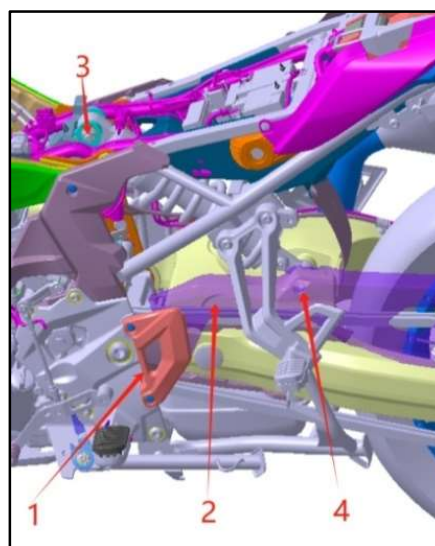
Remove blocking piece 1 for main footrest.

Remove chain case 2.

Remove installation bolt and nut 3 on rear shock absorber by tool.

Remove lower installation bolt 4 on rear shock absorber by tool and finally remove the rear shock absorber.

The re-assembly is completely opposite to disassembly.



Parameters:

| | | | |
|---|-----|----|----|
| Upper and lower installation bolt for rear shock absorber | M12 | Nm | 60 |
| Installation bolt for chain case | M6 | Nm | 6 |
| Installation bolt for blocking piece of main footrest | M5 | Nm | 3 |

Disassembly and re-assembly for rear fork and chain

Hang up the motorcycle by lifting device.

Remove the rear shock absorber first.

Loosen bolt 1 of chain adjusters on both sides.

Loosen nut 2 on rear wheel axle, powerfully push rear wheel forward for a short distance, then remove the rear wheel axle.

Remove rear wheel 3.

Remove tube clamp on oil tube of ABS for rear brake and installation bolt for rear fork.

Loosen nut for rear fork shaft, remove left main footrest 4, then loosen installation bolt for right main footrest.

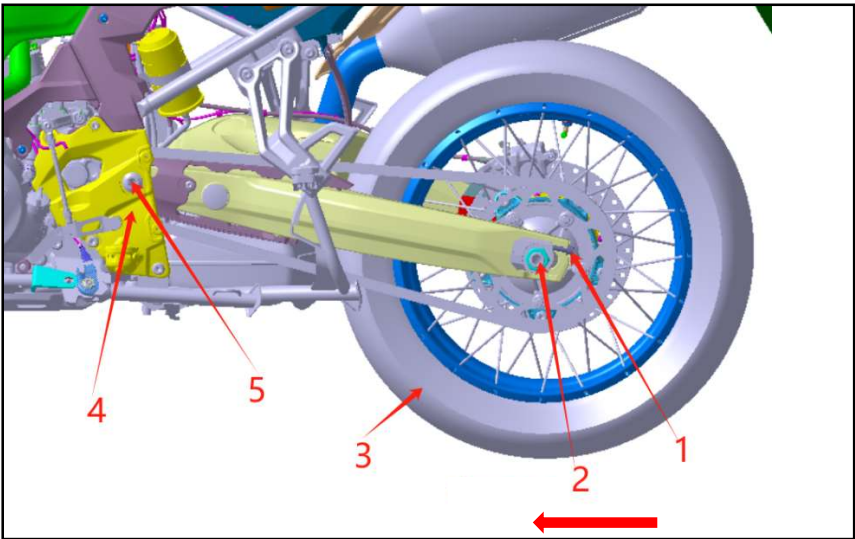
Remove elastic circlip of rear fork shaft, then remove the shaft 5.

Remove rear fork.

Remove chain.

Replace the chain for a new one with same specification.

The re-assembly is completely opposite to disassembly.



Caution:

Adjust the left and right chain adjuster first when re-assembling, then fasten the nut of rear wheel axle, then fasten the left and right chain adjuster.

Important:

Confirm if the left and right chain adjusters are on the same scale line when re-assembling.

Inspection for tensioning force of chain must be under 0 loading of motorcycle.

Parameters:

| | | | |
|---|-----|-----|-----|
| Torque for nut on chain adjuster | M8 | N.m | 9 |
| Torque for nut on rear wheel axle | M20 | N.m | 100 |
| Torque for left and right cover of engine | M6 | N.m | 9 |

| | | | |
|---|-----|-----|-------|
| Fastening torque for left main footrest | M8 | N.m | 22 |
| | M10 | N.m | 40 |
| | M20 | N.m | 70 |
| Deflection for chain | | N.m | 35-45 |

Disassembly and re-assembly for bearing of rear fork

Put the removed rear fork on working bench.

Remove collar, dust proof cap and bearing at rear fork shaft's tube in turn by tool.

The re-assembly is completely opposite to disassembly.

Caution:

The removal for bearing needs tools for it only, forcedly remove may damage the parts.

Caution:

Coat the collar and bearing with lithium lubricant when re-assembling.

Disassembly and re-assembly for chain slider

Keep motorcycle upright by parking stand.

Remove blocking piece 1 for main footrest.

Remove chain case 2.

Remove chain slider 3 from rear fork.

Replace chain slider for a new one with same specification.

Remove left main footrest 4.

Remove chain slider 5 from engine.

Replace chain slider for a new one with same specification.

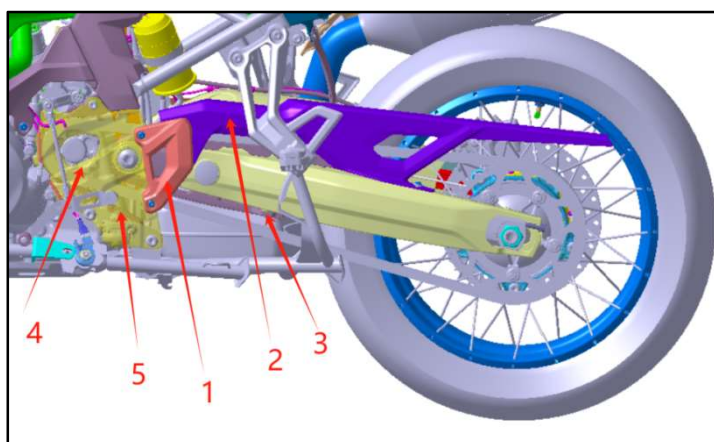
The re-assembly is completely opposite to disassembly.

Caution:

When re-assembling chain slider 3, please clip the limit pillar 3 into limit hole on rear fork.

Parameters:

| | | | |
|---|----|-----|-----|
| Installation bolt for blocking piece of main footrest | M5 | N.m | 3 |
| Torque for bolt between chain slider and engine | M6 | N.m | 9 |
| Torque for bolt between chain slider and rear fork | M6 | N.m | 4.5 |
| Fastening torque for left main footrest | M8 | N.m | 22 |



| | | | |
|----------------------------------|-----|-----|----|
| | M10 | N.m | 40 |
| | M20 | N.m | 70 |
| Installation bolt for chain case | M6 | Nm | 6 |

Disassembly and re-assembly for driving sprocket wheel

Keep motorcycle upright by parking stand

Remove chain slider by referring its corresponding content.

Remove installation bolt, collar and butterfly-shaped washer

1, then remove driving sprocket wheel 2.

Replace the driving sprocket wheel for a new one with same specification.

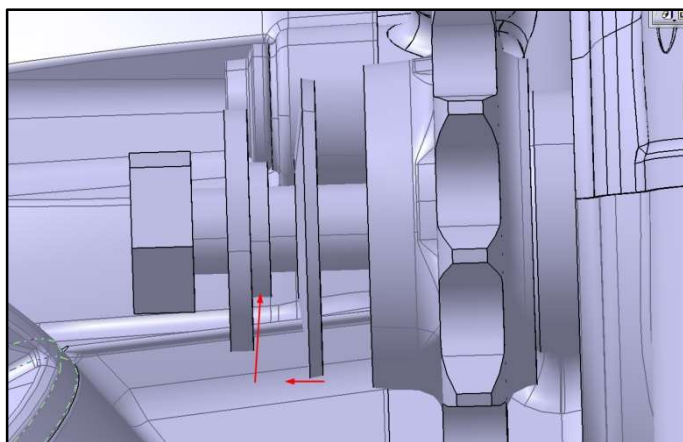
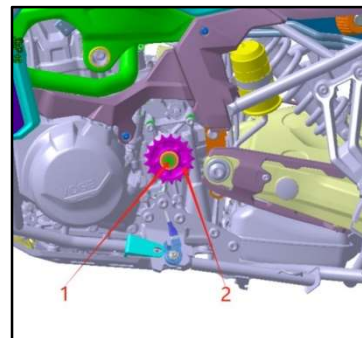
The re-assembly is completely opposite to disassembly.

Caution:

Adjust left and right chain adjuster when re-assembling, then fasten nut on rear wheel axle, then fasten the left and right chain adjuster.

Important:

Check and confirm if the left and right chain adjusters are on the same scale line.



Inspection and adjustment for tensioning force of chain must be under 0 loading of motorcycle.

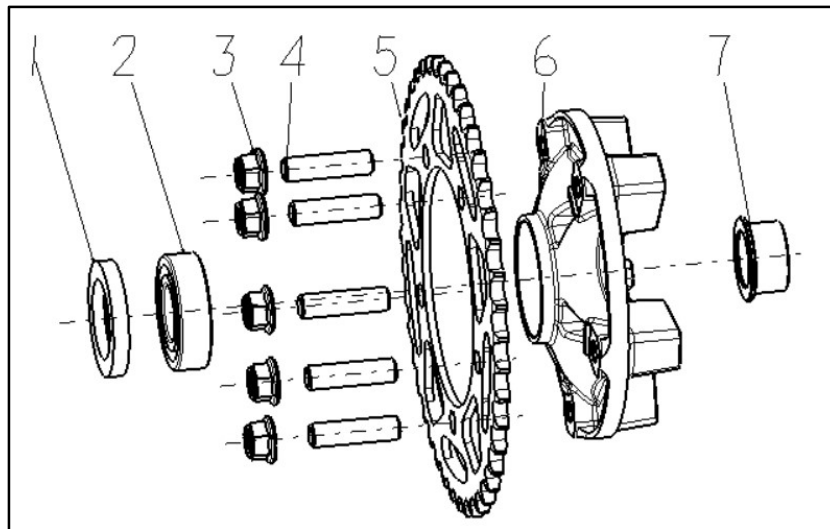
When re-assembling the driving sprocket wheel, please coat thread of bolt with Loctite, the inner ring of butterfly-shaped washer is a protrusion outwards, insert the flanging side of collar into inner hole of elastic butterfly-shaped washer.

Parameters:

| | | | |
|---|-----|-----|-----|
| Installation bolt for blocking piece of main footrest | M5 | N.m | 3 |
| Torque for bolt between chain slider and engine | M6 | N.m | 9 |
| Torque for bolt between chain slider and rear fork | M6 | N.m | 4.5 |
| Fastening torque for left main footrest | M8 | N.m | 22 |
| | M10 | N.m | 40 |

| | | | |
|--|-----|-----|-------------------------|
| | M20 | N.m | 70 |
| Installation bolt for chain case | M6 | N.m | 6 |
| Installation torque for driving sprocket wheel | M10 | N.m | 50 |
| Loctite | / | / | Evenly spread on thread |

Disassembly and re-assembly for damper kit



| | | | |
|---|----------------------------------|-----|---|
| 1 | Oil seal | PCS | 1 |
| 2 | Bearing | PCS | 1 |
| 3 | Metallic hex. flange locking nut | PCS | 5 |
| 4 | Bolt for sprocket wheel | PCS | 5 |
| 5 | Sprocket wheel | PCS | 1 |
| 6 | Sprocket wheel base | PCS | 1 |
| 7 | Collar | PCS | 1 |

Keep motorcycle upright by parking stand.

Loosen the nut on chain adjustor.

When nut on rear wheel axle loosened, powerfully push rear wheel forward to remove the rear wheel axle.

Remove damper kit.

Replace damper and its damping rubber for new ones with same specification.

The re-assembly is completely opposite to disassembly.

Caution:

Adjust left and right chain adjustor when re-assembling, then fasten nut on rear wheel axle, then fasten the left and right chain adjustor.

Important:

Check and confirm if the left and right chain adjustor are on the scale line when re-assembling.

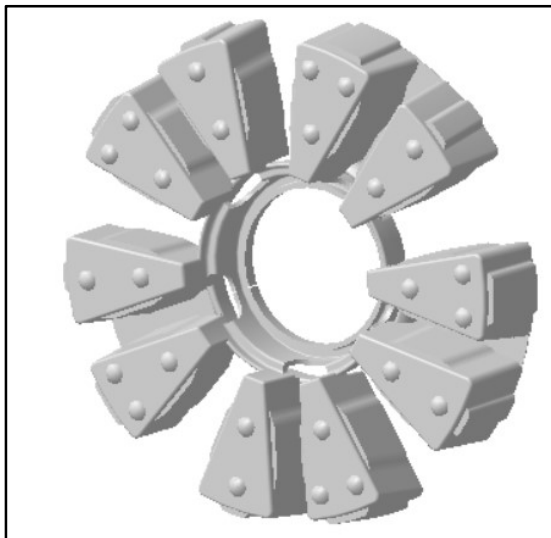
The inspection and adjustment for tensioning force of chain must be under 0 loading of motorcycle.

When replacing the damper kit please coat the position of oil seal with lithium lubricant.

Parameters:

| | | | |
|-----------------------------------|-----|-----|-------|
| Torque for nut on chain adjustor | M8 | N.m | 9 |
| Torque for nut on rear wheel axle | M20 | N.m | 100 |
| Chain deflection | | mm | 35-45 |

Disassembly and re-assembly for damper piece of rear wheel

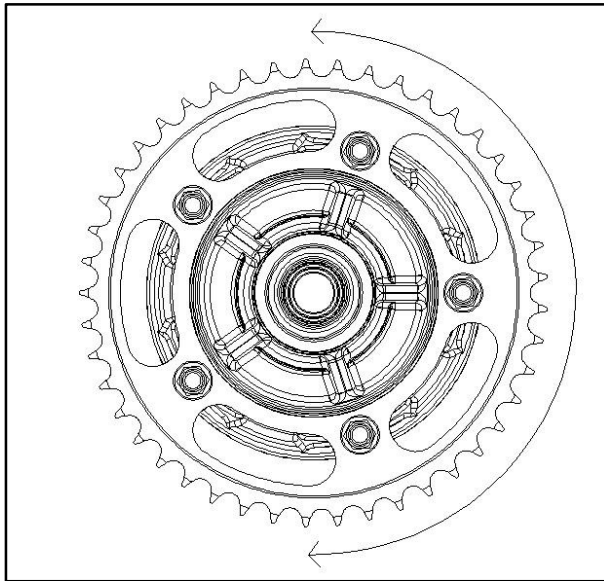


Keep motorcycle upright by parking stand.

Remove rubber damping piece by referring to content of removal for damper kit.

Check if there is wear-out or crack on damper piece, in case it is, please replace.

In addition, it could be judged on motorcycle, when it is parking, lift up the rear wheel, lay stress on sprocket wheel along the direction of figure showing, in case obvious radial run-out could be felt, which indicates the rubber damper piece was worn out, it needs be replaced.

**Caution:**

Excessive acceleration or deceleration makes continuous impact on damper rubber, which produce heat, while the damper rubber is sealed in its chamber with poor heat radiation, it accelerates the wear-out of damper rubber piece.

Conditions for replacement for chain

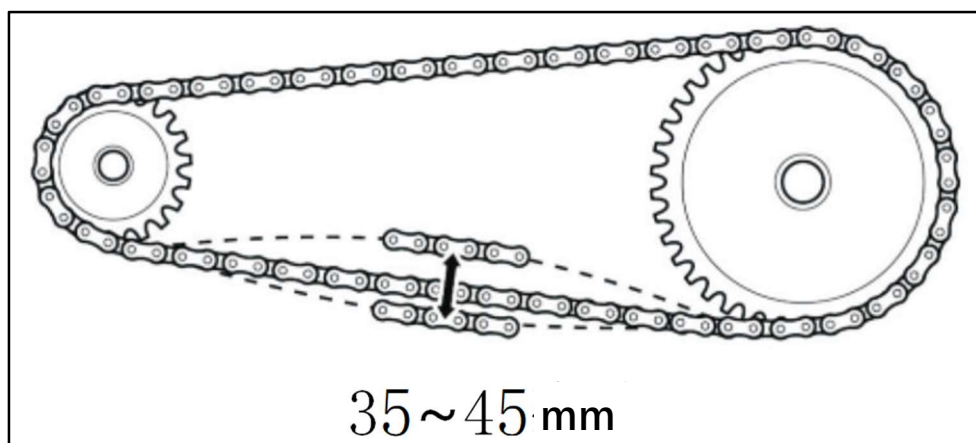
There are several places of dead-lock on chain.

There is crack on roller of chain.

There are missing on seal ring of chain.

The distance between links got to be 2 times of new one.

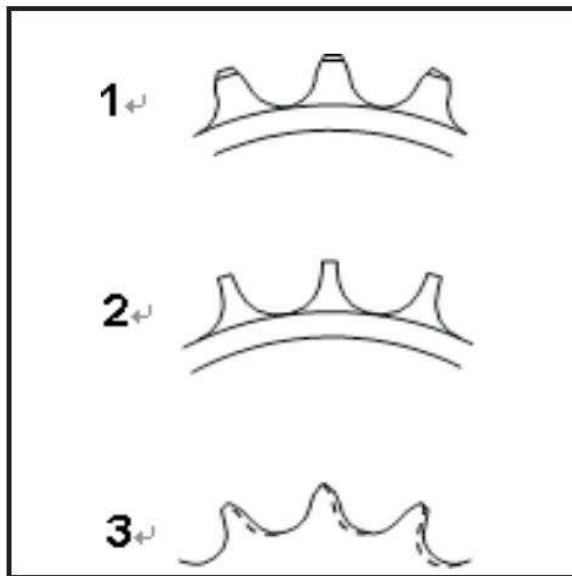
In case adjust to limit but still fail to meet conditions below, whose data are bigger than it.

**Conditions for replacement of sprocket wheel**

There is buckling on surface of sprocket wheel.

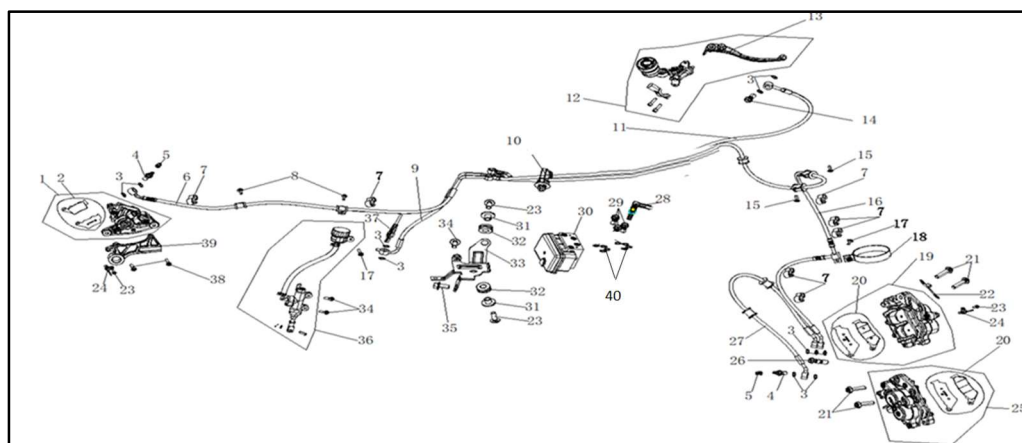
Teeth of sprocket wheel break off or damaged.

In figure below, in which 1 is qualified, 2 and 3 need be replaced.



12. Disassembly, re-assembly and maintenance for brake system

Brake system and its parts

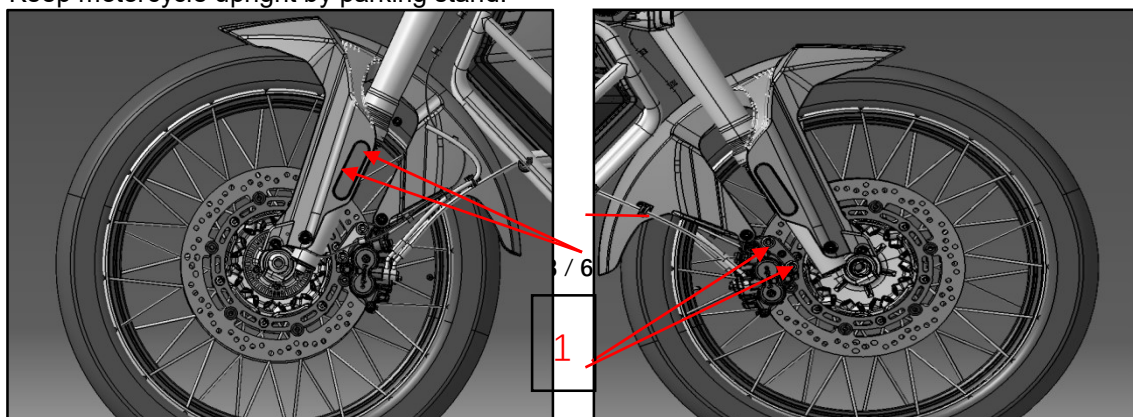


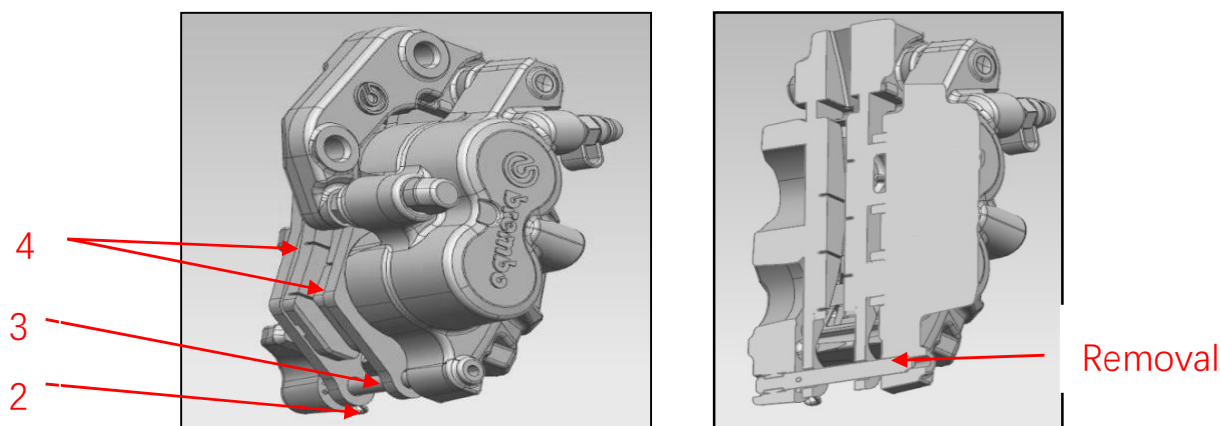
| | | | |
|---|-------------------------------|-----|----|
| 1 | Lower pump of rear disc brake | PCS | 1 |
| 2 | Brake pad of rear disc brake | PCS | 1 |
| 3 | Flat washer | PCS | 19 |
| 4 | Bolt for disc brake hose | PCS | 2 |
| 5 | Cap for air exhaust screw | PCS | 2 |
| 6 | Connective oil tube for ABS | PCS | 1 |
| 7 | Wire clip | PCS | 9 |

| | | | |
|----|-----------------------------------|-----|---|
| 8 | Socket hex. spline flange bolt | PCS | 2 |
| 9 | Connective oil tube for ABS | PCS | 1 |
| 10 | Clamping band | PCS | 3 |
| 11 | Connective oil tube for ABS | PCS | 1 |
| 12 | Upper pump of front disc brake | PCS | 1 |
| 13 | Right lever | PCS | 1 |
| 14 | Bolt for disc brake hose | PCS | 2 |
| 15 | Socket spline head bolt | PCS | 2 |
| 16 | Connective oil tube of ABS | PCS | 1 |
| 17 | Socket spline head bolt | PCS | 2 |
| 18 | Clamp | PCS | 1 |
| 19 | Lower pump of front disc brake | PCS | 1 |
| 20 | Front disc brake pads kit | PCS | 2 |
| 21 | Socket hex. spline flange bolt | PCS | 2 |
| 22 | Speed sensor bracket | PCS | 1 |
| 23 | Socket spline head bolt | PCS | 4 |
| 24 | Speed sensor | PCS | 2 |
| 25 | Lower pump 2 for front disc brake | PCS | 1 |
| 26 | Bolt for disc brake hose | PCS | 1 |
| 27 | Front disc brake hose | PCS | 1 |
| 28 | Front disc brake switch | PCS | 1 |
| 29 | Bolt for disc brake hose | PCS | 3 |
| 30 | ABS kit | PCS | 1 |
| 31 | Collar | PCS | 2 |
| 32 | I-ring | PCS | 2 |
| 33 | Installation bracket for ABS | PCS | 1 |
| 34 | Socket spline head bolt | PCS | 3 |
| 35 | Hex. flange bolt | PCS | 1 |
| 36 | Upper pump of rear disc brake | PCS | 1 |
| 37 | Rear brake switch | PCS | 1 |
| 38 | Socket hex. spline flange bolt | PCS | 2 |
| 39 | Rear disc brake bracket | PCS | 1 |

Replacement for front disc brake

Keep motorcycle upright by parking stand.





Remove installation bolt 1 for lower caliper.

Remove split pin 2.

Press out connective pin 3 of brake pads by pin shaft of 4mm.

Finally remove brake pad 4.

Replace front brake pads for new ones. (The removal for left and right lower pump of front disc brake is symmetrical in same way).

The re-assembly is completely opposite to disassembly.

Important:

When re-assembling, missing assembly for shim between end surface of brake pad and limit groove of front caliper is not allowed, please assemble it in place.

Please don't operate front brake lever when brake pads are removed to avoid piston moving and make difficult re-assembly for brake pad.

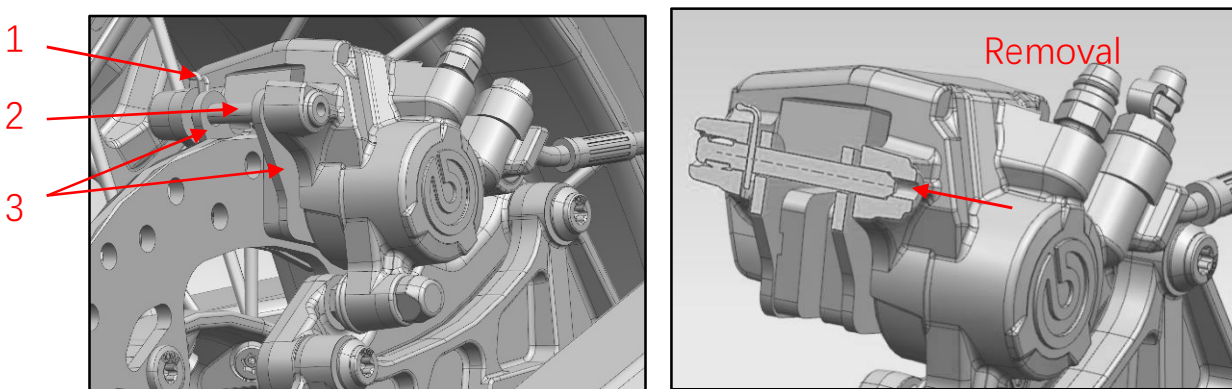
Replace the outer and inner brake pad as a kit when replacing them.

There should not be dirt on working surface between brake pad and brake plate.

When replaced, repeatedly and tightly hold brake lever to confirm its normal work.

Dispose the replaced front brake pads in environment friendly way.

Replacement for rear disc brake pad



Keep motorcycle upright by parking stand.

Remove split pin 1.

Press out connective pin 2 of brake pads by pin shaft of 4mm.

Finally remove brake pad 3.

Replace rear brake pads for new ones.

The re-assembly is completely opposite to disassembly.

Important:

When re-assembling, missing assembly for shim between end surface of brake pad and limit groove of rear caliper is not allowed, please assemble it in place.

Please don't operate rear brake pedal when brake pads are removed to avoid piston moving and make difficult re-assembly for brake pad.

Replace the outer and inner brake pad as a kit when replacing them.

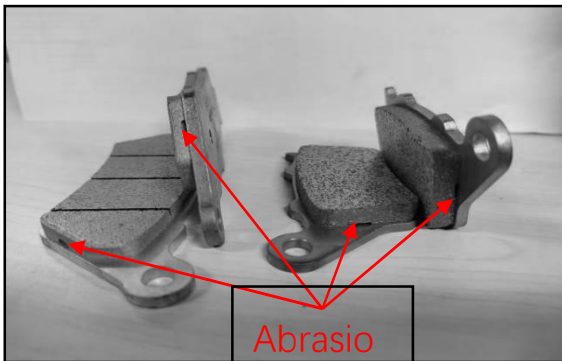
There should not be dirt on working surface between brake pad and brake plate.

When replaced, repeatedly step down brake pedal to confirm its normal work.

Dispose the replaced rear brake pads in environment friendly way.

Inspection for brake pad

The abrasion mark on brake pad must clearly be seen as figure below shows, whose minimum thickness is 1mm.



Inspection for liquid level in front and rear brake system

Keep motorcycle upright by parking stand.

Turn the grip to get oil pump of front brake horizontal.

The liquid level in front and rear brake system must be between scale mark UPPER and LOWER on upper pump of front and rear disc brake.

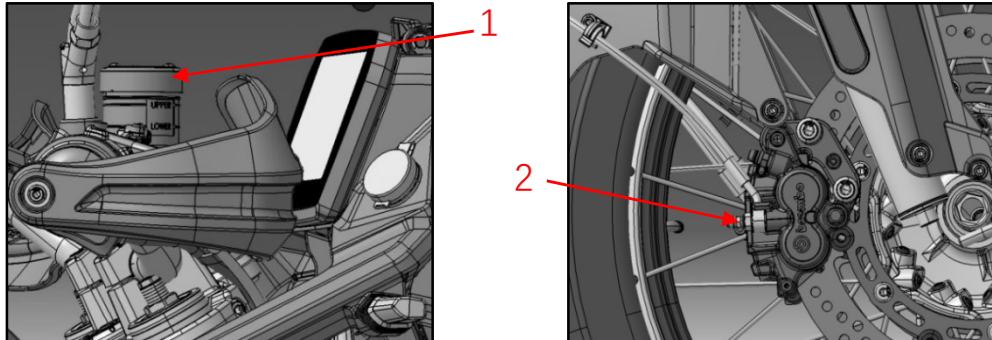
Caution:

During the consumption from brand new to limit, the (Min./Max.) capacity for brake liquid both

meet demands, usually needn't fill up due to consumption of brake pads.

In case the brake liquid level is lower than the minimum limit, which indicates there may have other malfunctions.

Replacement for brake liquid in front disc brake



Keep motorcycle upright by parking stand.

Turn the grip to get oil cup cap 1 horizontal.

Remove oil cup cap with its rubber cover by tool.

Connect the extraction device for brake liquid to air exhaust screw 2 on brake caliper.

Open air exhaust screw by turning half round by tools.

Start brake liquid extraction device to drain off the brake liquid.

Fill up with fresh brake liquid from oil cup, meanwhile starting extraction device until the liquid fulfill the brake pipeline.

Fasten air exhaust screw.

Check if the liquid level is between scale mark UPPER and LOWER.

Connect diagnosis device of ABS into its controller to check if there is malfunction code, in case there is please make troubleshooting.

The re-assembly is completely opposite to disassembly.

Caution:

When brake liquid filled up, please clean up greasy dirt around oil cup and air exhaust screw of lower caliper.

Important:

Please don't let brake liquid touch any painting part of motorcycle, because the brake liquid is corrosive.

When extracting brake liquid, please don't get the liquid level under scale mark LOWER, otherwise the air bubble may get into brake system, under this case, the extraction needs be done once again.

When filled up, lay stress on brake lever and keep for a while to check if there is liquid leakage on brake pipeline.

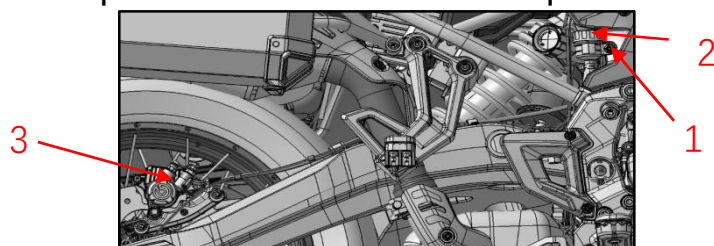
In case there is problem on disc brake hose kit or connection of threaded part, please replace immediately.

Mixture of brake liquid of two brands or specification even above is not allowed.

Parameters:

| | | | |
|---|----|------------|------|
| Torque for oil cup cap | M6 | N.m | 2~3 |
| Torque for air exhaust screw | M8 | N.m | 4~7 |
| Capacity for liquid of front brake system | | mL | 150 |
| Specification for brake liquid | | Great wall | DOT4 |

Replacement for rear brake liquid



Keep motorcycle upright by parking stand.

Remove the fixing bolt 1 on oil cup of disc brake by socket hex. tool of T25.

Remove oil cup cap 2 with its rubber cover.

Connect the extraction device for brake liquid to air exhaust screw 3 on brake caliper.

Open air exhaust screw by turning half round by tools

Start brake liquid extraction device to drain off the brake liquid.

Fill up with fresh brake liquid from oil cup, meanwhile starting extraction device until the liquid fulfill the brake pipeline.

Fasten air exhaust screw.

Check if the liquid level is between scale mark UPPER and LOWER.

Connect diagnosis device of ABS into its controller to check if there is malfunction code, in case there is please make troubleshooting.

The re-assembly is completely opposite to disassembly

Caution:

When brake liquid filled up, please clean up greasy dirt around oil cup and air exhaust screw of rear caliper.

Important:

Please don't let brake liquid touch any painting part of motorcycle, because the brake liquid is corrosive.

When extracting brake liquid, please don't get the liquid level under scale mark LOWER, otherwise the air bubble may get into brake system, under this case, the extraction needs be done once again.

When filled up, lay stress on brake pedal and keep for a while to check if there is liquid leakage on brake pipeline.

In case there is problem on disc brake hose kit or connection of threaded part, please replace immediately.

Mixture of brake liquid of two brands or specification even above is not allowed.

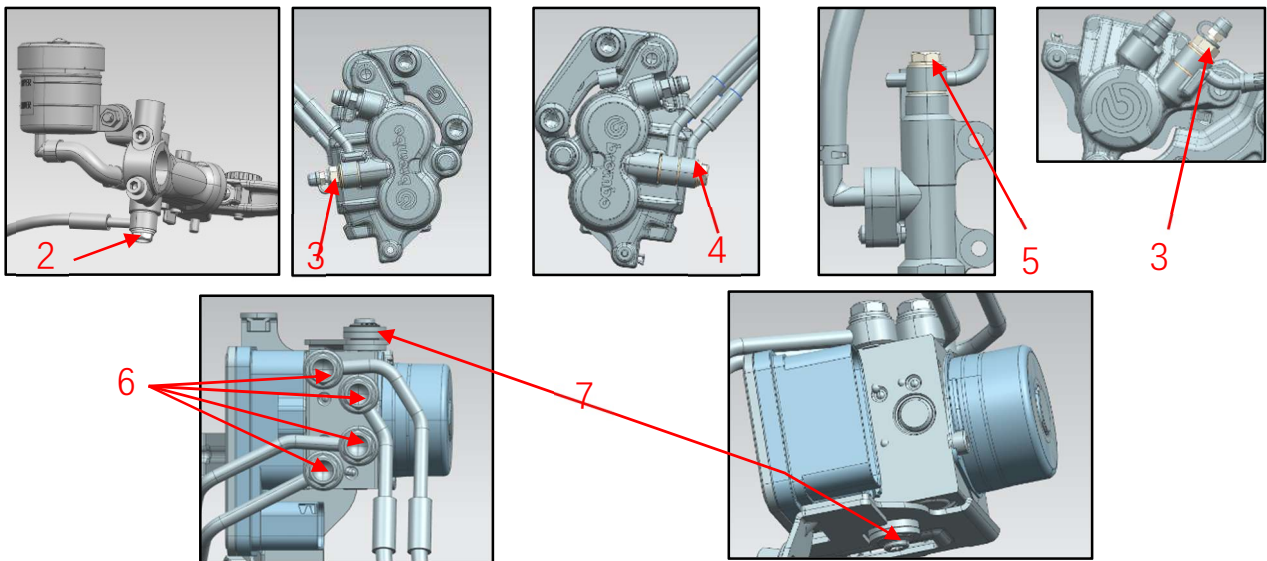
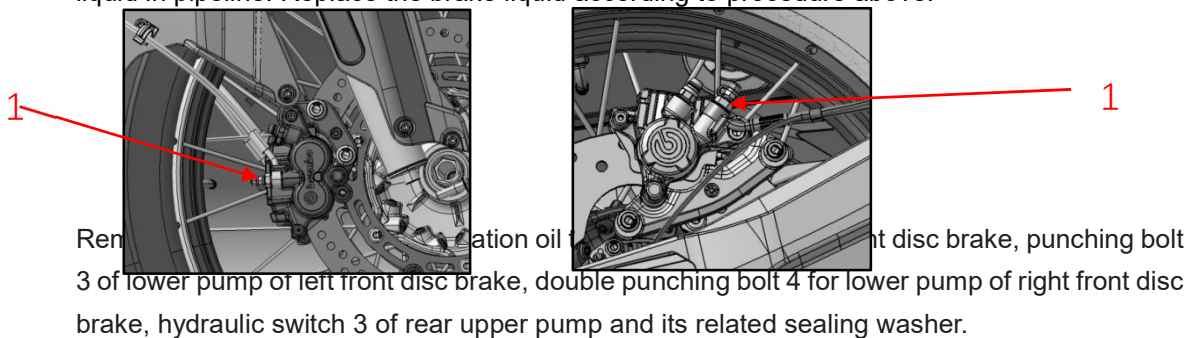
Parameters:

| | | | |
|--|----|------------|------|
| Torque for air exhaust screw | M8 | N.m | 4~7 |
| Capacity for liquid of rear brake system | | mL | 150 |
| Specification for brake liquid | | Great wall | DOT4 |

Replacement for ABS and parts in front and rear brake pipeline

Remove seat, covering plastic parts, fuel tank and air filter.

Loosen air exhaust screw 1, then connect the air exhaust screw to vacuum device, drain off liquid in pipeline. Replace the brake liquid according to procedure above.



When works above finished, remove controller of ABS and oil tube of brake.

The re-assembly is completely opposite to disassembly.

Finally fill up with brake liquid according to procedure for its replacement above, then check.

Important:

The brake liquid is corrosive, please don't touch it to skin or cloths when draining off or filling up.

The gasket at place of punching bolt needs be replaced for a new one when re-assembling, otherwise the oil may leak.

Every adjacent sealing surface needs install a gasket.

Parameters:

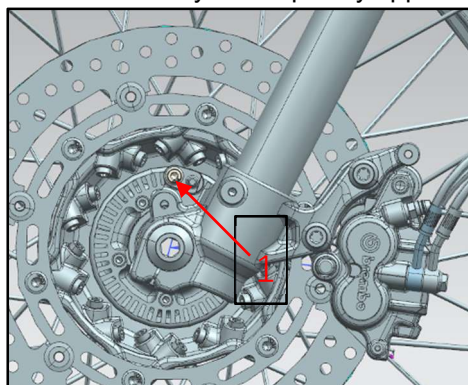
| | | | |
|---|----|-----|----|
| Torque for ABS and punching bolt | M8 | N.m | 31 |
| Torque for front and rear disc brake pump and punching hole | M8 | N.m | 35 |
| Torque for air exhaust screw | M6 | N.m | 9 |

Removal for speed sensor on front wheel

Keep motorcycle upright by parking stand.

Remove bolt 1 and speed sensor on front wheel.

The re-assembly is completely opposite to disassembly.



Important:

When speed sensor of front wheel re-assembled, let front wheel suspend, check clearance change between speed sensor and gear ring of ABS,

Parameters:

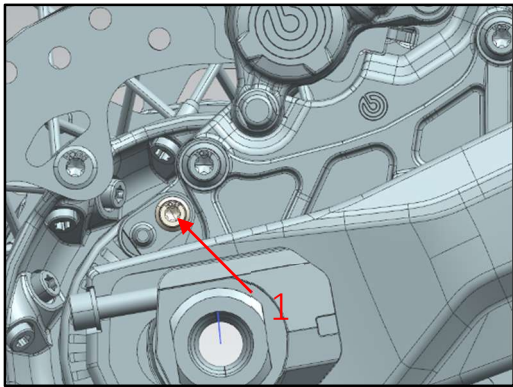
| | | | |
|--|----|----|---------|
| Torque for fastening bolt of sensor | M6 | Nm | 9 |
| Clearance between sensor and gear ring | | mm | 0.8~1.5 |

Removal for speed sensor of rear wheel

Keep motorcycle upright by parking stand.

Remove bolt 1, then remove speed sensor of rear wheel.

The re-assembly is completely opposite to disassembly.



Important:

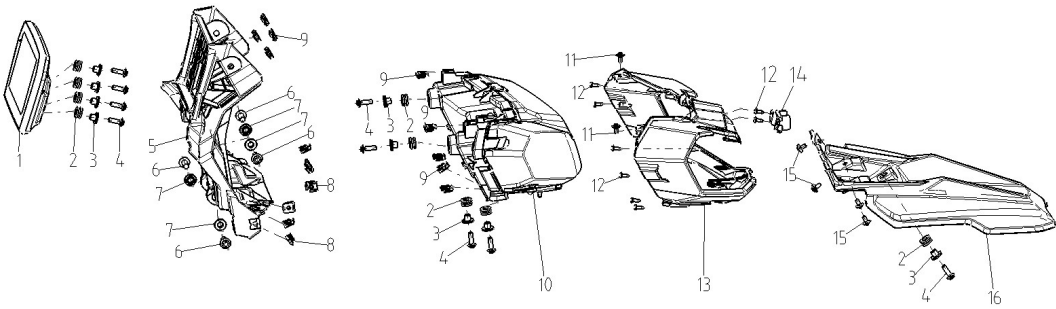
When speed sensor of rear wheel re-assembled, let rear wheel suspend, check clearance change between speed sensor and gear ring of ABS.

Parameters:

| | | | |
|--|----|----|---------|
| Torque for fastening bolt of sensor | M6 | Nm | 9 |
| Clearance between sensor and gear ring | | mm | 0.8~1.5 |

13. Disassembly, re-assembly and maintenance for lights set on motorcycle

Headlight kit and its parts



| | | | |
|----|--------------------------------|-----|---|
| 1 | Meter kit | SET | 1 |
| 2 | I-ring | PCS | 9 |
| 3 | Collar | PCS | 9 |
| 4 | Socket spline head bolt | PCS | 9 |
| 5 | Meter bracket | PCS | 1 |
| 6 | Socket hex. spline flange bolt | PCS | 4 |
| 7 | Collar | PCS | 4 |
| 8 | Clipping nut | PCS | 6 |
| 9 | Clipping nut | PCS | 9 |
| 10 | Headlight | PCS | 1 |

| | | | |
|----|---------------------------------|-----|---|
| 11 | Socket spline head bolt | PCS | 2 |
| 12 | Cross self-tapping screw | PCS | 6 |
| 13 | Headlight lens | PCS | 1 |
| 14 | Installation bracket for camera | PCS | 1 |
| 15 | Socket spline head bolt | PCS | 4 |
| 16 | Fairing cover | PCS | 1 |

Removal for headlight kit

Keep motorcycle upright by parking stand.

Loosen bolt and remove windshield glass 3.

Loosen bolt and remove adjustable device 2 of windshield glass.

Loosen bolt and remove decorative cover 1 for meter.

Remove covering parts kit 7 on left and right side by referring removal of fuel tank.

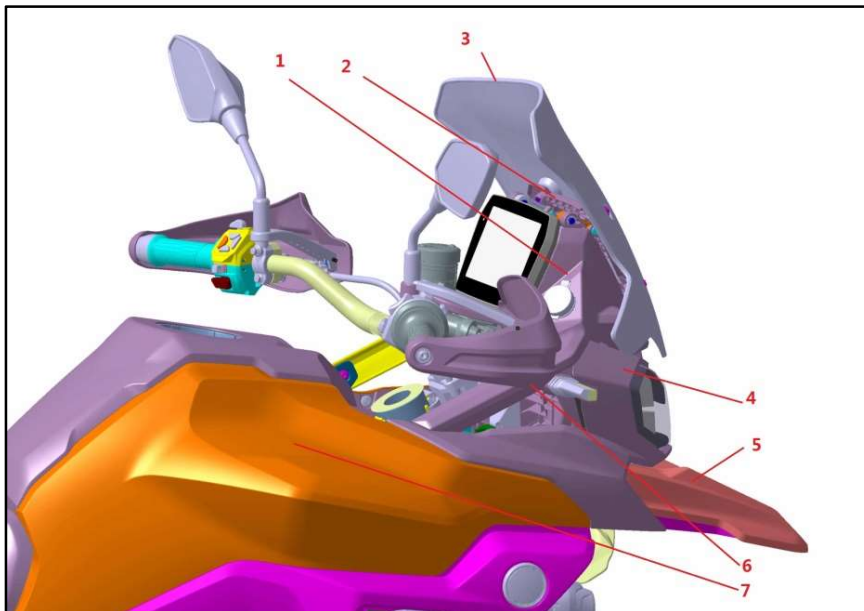
Loosen bolt and remove front fairing cover 5.

Remove bolt 6 and headlight kit.

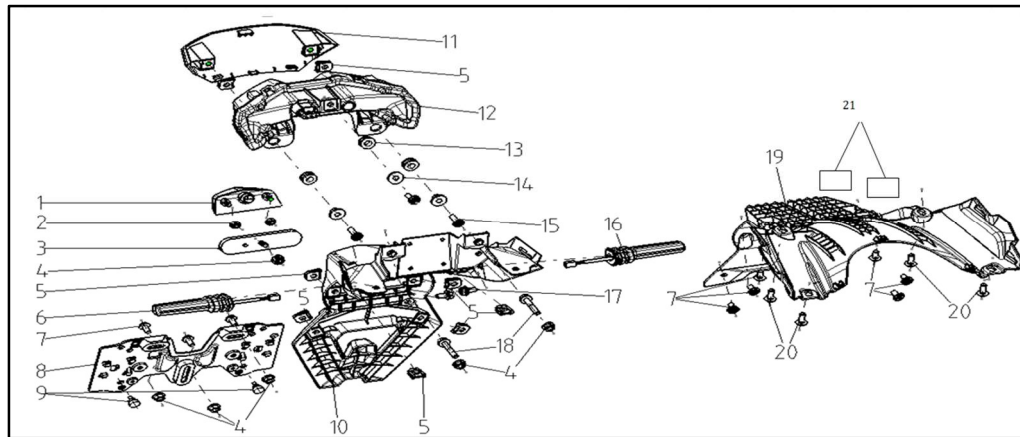
Loosen bolt and remove protective shield 4 of headlight.

Finally remove headlight kit.

The re-assembly is completely opposite to disassembly.



Tail light kit and its parts



| | | | |
|----|---------------------------------|-----|---|
| 1 | Rear registration plate light | PCS | 1 |
| 2 | Hex. flange nut | PCS | 2 |
| 3 | Rear reflector | PCS | 1 |
| 4 | Hex. flange nut | PCS | 6 |
| 6 | Clipping nut | PCS | 8 |
| 6 | Right turning signal light | PCS | 1 |
| 7 | Socket hex. spline flange bolt | PCS | 3 |
| 8 | Rear registration plate bracket | PCS | 1 |
| 9 | Damper rubber nail | PCS | 2 |
| 10 | Rear fender | PCS | 1 |
| 11 | Connective piece for tail cover | PCS | 1 |
| 12 | Taillight | PCS | 1 |
| 13 | I-ring | PCS | 3 |
| 14 | Collar | PCS | 3 |
| 15 | Socket spline head bolt | PCS | 3 |
| 16 | Left turning signal light | PCS | 1 |
| 17 | Hex. flange bolt | PCS | 2 |
| 18 | Socket hex. spline flange bolt | PCS | 2 |
| 19 | Linner plate for rear fender | PCS | 1 |
| 20 | Socket spline head bolt | PCS | 4 |
| 21 | Carpet | PCS | 2 |

Removal for taillight kit

Keep motorcycle upright by parking stand.

Remove the seat.

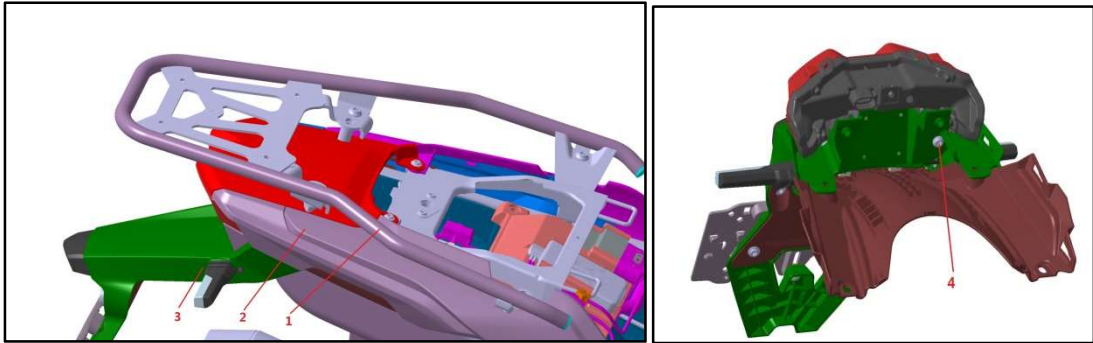
Loosen bolt and remove rear luggage rack 1.

Loosen bolt and remove left and right tail cover and tail cover kit 2.

Loosen bolt and remove rear fender kit 3.

Loosen bolt 4 and remove taillight.

The re-assembly is completely opposite to disassembly.



Caution:

Before removing taillight, please cut off wires for taillight and connectors for wire harness.

Removal for rear turning signal light and rear registration plate light

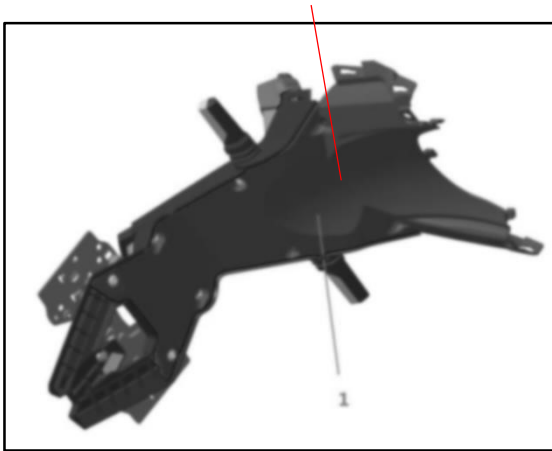
Keep motorcycle upright by parking stand.

The removal way is the same with taillight, then remove rear fender kit.

Loosen bolt and remove liner plate 1 of rear fender.

Remove rear registration plate light and turning signal light.

The re-assembly is completely opposite to disassembly.



Caution:

When re-assembling rear turning signal light and rear registration light, please straighten up wires between inner and outer plate of rear fender to avoid pressed.

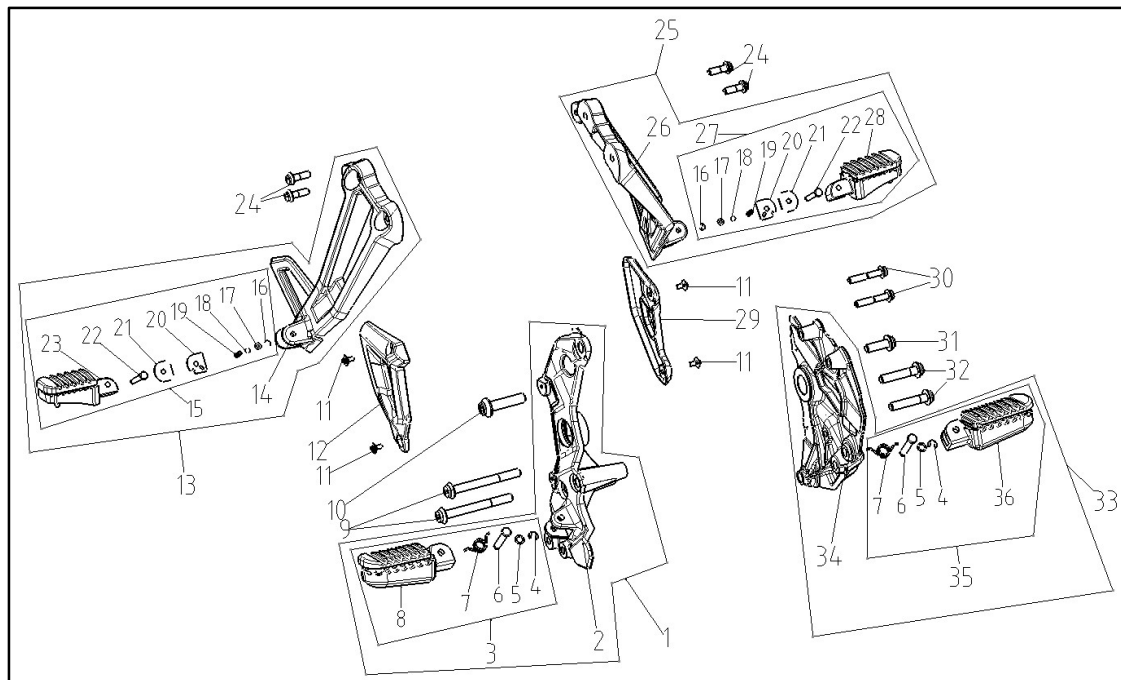
Parameters:

| | | | |
|--|-------|----|-----|
| Torque for self-tapping screw for appearance parts | ST4.2 | Nm | 1 |
| Hex. flange nut | M5 | Nm | 4.5 |
| Socket spline head bolt for appearance part | M5 | Nm | 3 |
| | M6 | Nm | 4.5 |

| | | | |
|----------------------------------|----|----|-----|
| Bolt for headlight and taillight | M6 | Nm | 6 |
| Bolt for turning signal light | M6 | Nm | 4.5 |

14. Disassembly, re-assembly and maintenance for main footrest and pillion step

Main footrest kit, pillion step and their parts



| | | | |
|----|----------------------------------|-----|---|
| 1 | Right main footrest | SET | 1 |
| 2 | Bracket for right main footrest | PCS | 1 |
| 3 | Main footrest | PCS | 1 |
| 4 | Circlip with opening | PCS | 2 |
| 5 | Seal ring | PCS | 2 |
| 6 | Pin shaft | PCS | 2 |
| 7 | Twist spring | PCS | 2 |
| 8 | Main footrest body | PCS | 1 |
| 9 | Socket hex. spline flange bolt | PCS | 2 |
| 10 | Socket hex. spline flange bolt | PCS | 1 |
| 11 | Socket spline head bolt | PCS | 4 |
| 12 | Stopping piece for main footrest | PCS | 1 |
| 13 | Right pillion step kit | SET | 1 |
| 14 | Bracket for right pillion step | PCS | 1 |
| 15 | Right pillion step body | PCS | 1 |
| 16 | Circlip with opening | PCS | 2 |
| 17 | Seal ring | PCS | 2 |

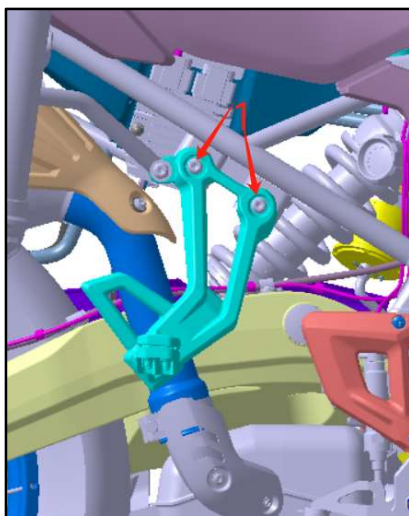
| | | | |
|----|----------------------------------|-----|---|
| 18 | Steel ball | PCS | 2 |
| 19 | Pressure spring | PCS | 2 |
| 20 | Limit piece for footrest | PCS | 2 |
| 21 | Limit piece for footrest | PCS | 2 |
| 22 | Pin shaft | PCS | 2 |
| 23 | Right pillion step | PCS | 1 |
| 24 | Socket hex. spline flange bolt | PCS | 4 |
| 25 | Left footrest kit | SET | 1 |
| 26 | Bracket for left pillion step | PCS | 1 |
| 27 | Left pillion step body | PCS | 1 |
| 28 | Left pillion step | PCS | 1 |
| 29 | Stopping piece for main footrest | PCS | 1 |
| 30 | Socket hex. spline flange bolt | PCS | 2 |
| 31 | Socket hex. spline flange bolt | PCS | 1 |
| 32 | Socket hex. spline flange bolt | PCS | 2 |
| 33 | Left main footrest kit | SET | 1 |
| 34 | Left main footrest bracket | PCS | 1 |
| 35 | Main footrest body | PCS | 1 |
| 36 | Main footrest body | PCS | 1 |

Removal for left and right footrest and pillion step

Keep motorcycle upright by parking stand.

Remove bolt 1 by tool and finally remove left and right pillions step.

The re-assembly is completely opposite to disassembly.



Remove the left main footrest in same way with that for gearshift pedal.

Remove the right main footrest in same way with that for gearshift pedal.

Parameters:

| | | | |
|---|----|-----|----|
| Installation torque for pillion step | M8 | N.m | 30 |
|---|----|-----|----|

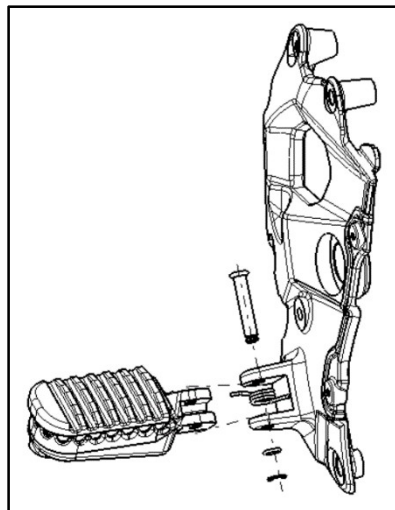
Removal for left and right main footrest

Break down left and right footrest according to picture below.

Caution:

When re-assembling the footrest, please coat the turning place with lithium lubricant.

parameter:



| | | |
|-------------------|---|----|
| Lithium lubricant | g | 10 |
|-------------------|---|----|

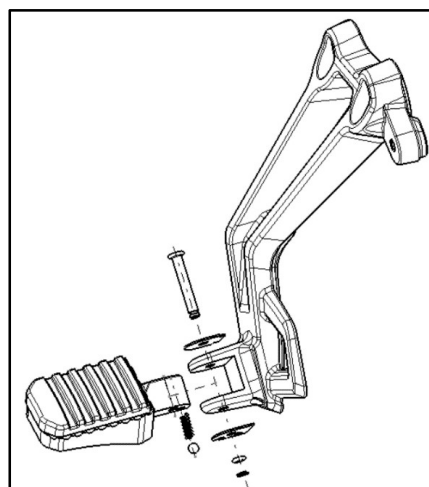
Removal for left and right pillion step

Break down right pillion step according to figure below.

Caution:

When re-assembling pillion step, please coat turning place with lithium lubricant.

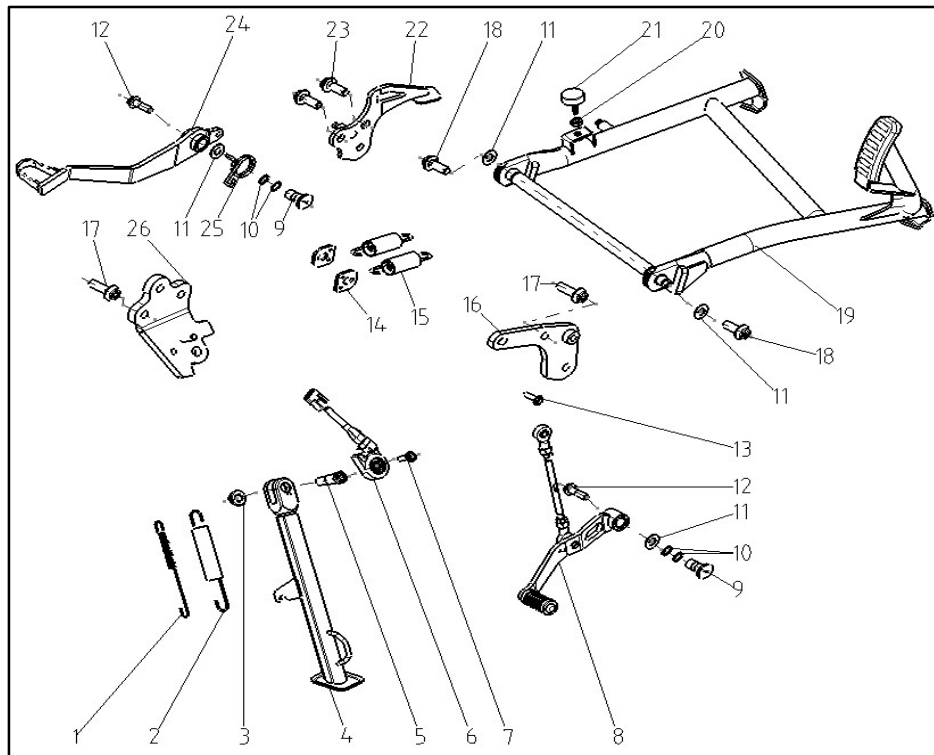
When re-assembling limit piece, spring and steel ball for pillion step, coat the surface of limit piece and spring place with lithium lubricant.



| | | |
|-------------------|---|----|
| Lithium lubricant | g | 10 |
|-------------------|---|----|

15. Disassembly, re-assembly and maintenance for main, side stand, gearshift pedal and brake pedal

Main, side stand, gearshift pedal and rear brake pedal



| | | | |
|----|----------------------------------|-----|---|
| 1 | Tension spring | PCS | 1 |
| 2 | Tension spring | PCS | 1 |
| 3 | Metallic hex. flange locking nut | PCS | 1 |
| 4 | Side stand | PCS | 1 |
| 5 | Hex. shoulder bolt | PCS | 1 |
| 6 | Kill switch for side stand | PCS | 1 |
| 7 | Socket spline head bolt | PCS | 1 |
| 8 | Gearshift pedal | PCS | 1 |
| 9 | Shaft | PCS | 2 |
| 10 | Seal ring | PCS | 4 |
| 11 | Flat washer | PCS | 4 |
| 12 | Socket hex. spline flange bolt | PCS | 2 |
| 13 | Socket spline head bolt | PCS | 1 |
| 14 | Spring hanging plate | PCS | 2 |
| 15 | Tension spring | PCS | 2 |
| 16 | Installation base for main stand | PCS | 1 |
| 17 | Socket hex. flange bolt | PCS | 2 |

| | | | |
|----|----------------------------------|-----|---|
| 18 | Socket hex. flange bolt | PCS | 2 |
| 19 | Main stand | PCS | 1 |
| 20 | Hex. nut | PCS | 1 |
| 21 | Damping cushion | PCS | 1 |
| 22 | Installation base for main stand | PCS | 1 |
| 23 | Socket hex. spline flange bolt | PCS | 2 |
| 24 | Rear brake pedal | PCS | 1 |
| 25 | Tension spring | PCS | 1 |
| 26 | Installing body for side stand | PCS | 1 |

Disassembly and re-assembly for main and side stand

Keep motorcycle upright by parking stand.

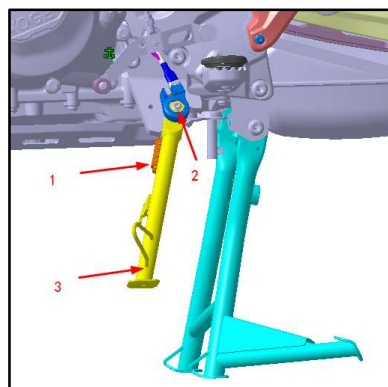
Removing tension spring 1 for side stand by tool.

Remove kill switch 2 of side stand when bolt removed.

Remove side stand 3.

The re-assembly is completely opposite to disassembly.

Keep motorcycle upright by parking stand.



Remove tension spring 1 for main stand by tool.

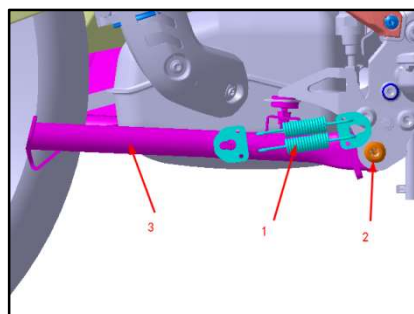
Loosen nut and remove collar 2.

Remove main stand 3.

The re-assembly is completely opposite to disassembly.

Important:

When re-assembling main and side stand, coat its turning place with lithium lubricant.



The re-assembly for tension spring of main and side stand needs tools for it only for avoid damage when re-assembling.

Parameter:

| | | | |
|---|-----|----|----|
| Fastening torque for hex. shoulder bolt of side stand | M10 | Nm | 20 |
| Fastening torque for nut of side stand | M10 | Nm | 40 |
| Fastening torque for kill switch of side stand | M6 | Nm | 6 |
| Fastening torque for nut of main stand shaft | M10 | Nm | 40 |
| Lithium lubricant | | g | 5 |

Disassembly and re-assembly for gearshift pedal

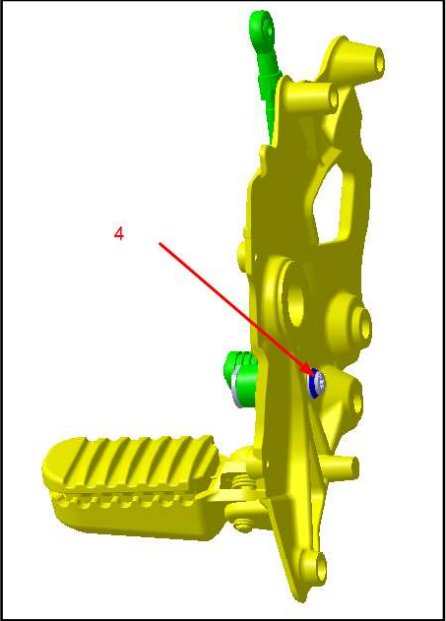
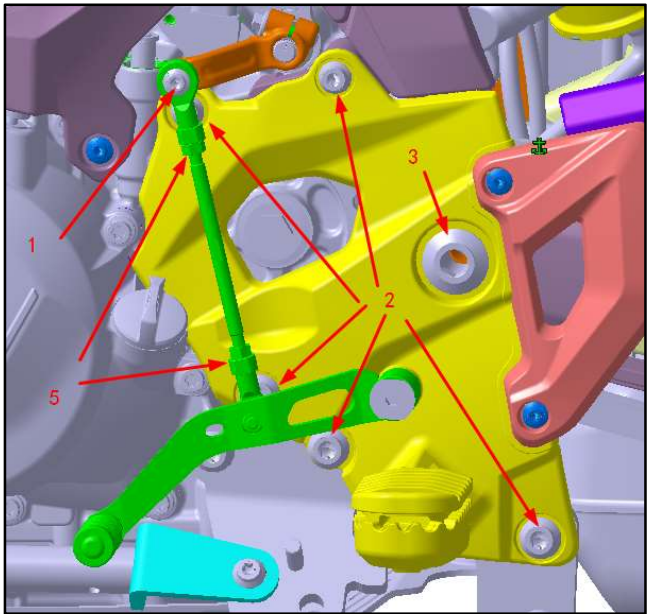
Keep motorcycle upright by parking stand.

Remove bolt 1 by tool and separate gearshift pedal and spline base

Remove bolt 2 by tool and remove bolt 3. Then remove left main footrest and gearshift pedal.

Remove bolt 4 by tool and then remove gearshift pedal.

The re-assembly is completely opposite to disassembly.



Caution:

Adjust the length of connective bar of gearshift through loosening nut 5, when adjusted to suitable position, then fasten nut 5.

Important:

Coat fixing place 1, 4 with Loctite when re-assembling gearshift pedal.

Coat turning place 3 with lithium lubricant when re-assembling gearshift pedal.

Parameters:

| | | | |
|--|-----|----|--------------------------------|
| Fastening torque for ball joint of gearshift pedal | M6 | Nm | 9 |
| Fastening torque for left main footrest | M8 | Nm | 22 |
| | M10 | Nm | 40 |
| | M20 | Nm | 70 |
| Fastening torque for gearshift pedal | M8 | Nm | 18 |
| Lithium lubricant | / | g | 10 |
| Loctite | / | / | Evenly coat onto threaded part |

Disassembly and re-assembly for rear brake pedal

Lift up the motorcycle by hanging device.

Remove main stand by referring its description above.

Remove connective bolt 1 for installation base of main stand.

Remove bolt 2 for right main footrest.

Remove elastic circlip 3 on rear fork shaft.

Remove bolt 4 for rear fork shaft, move right main footrest and rear brake pedal kit backwards and get out of operational range.

Remove bolt 5 for stopping piece of main footrest.

Remove bolt 6 connects upper pump of rear disc brake.

Remove split pin connects rear brake pedal and main oil cylinder of rear brake, then remove washer and pin shaft 7.

Remove bolt 8 of rear brake pedal and tension spring, finally remove rear brake pedal.

The re-assembly is completely opposite to disassembly.

Caution:

The height of rear brake pedal is adjustable by loosening nut 1.

Important:

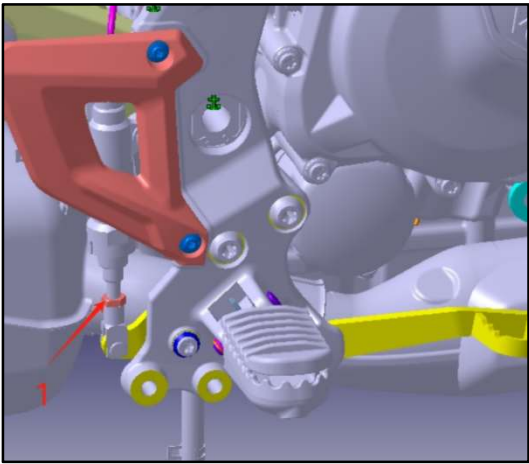
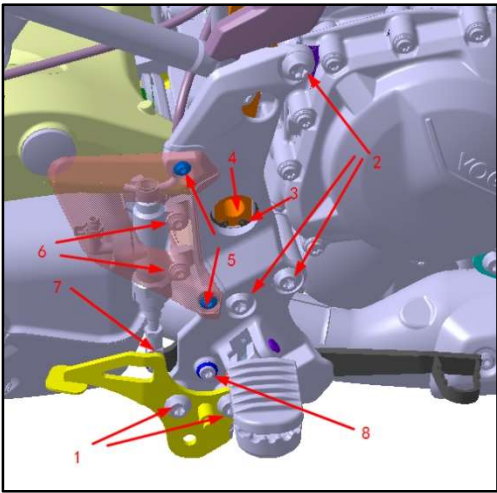
When re-assembling rear brake pedal, please coat turning position with lithium lubricant, when it re-assembled, coat the fixing position 8 for rear brake pedal with Loctite.

When the height of rear brake pedal was adjusted, please fasten its nut, otherwise it may get brake failure even accident.

When re-assembling the split pin connects rear brake pedal and main oil cylinder, please replace the split pin for a new one, the used split pin may crack and lead to accident.

Parameters:

| | | | |
|--|-----|----|----|
| Fastening torque for installation base of main stand | M10 | Nm | 40 |
| Fastening torque for right main footrest | M10 | Nm | 40 |
| | M12 | Nm | 95 |
| Fastening torque for rear fork shaft | M20 | Nm | 70 |
| Fastening torque for stopping piece of main footrest | M5 | Nm | 3 |



| | | | |
|--|----|----|----|
| Fastening torque for upper pump of rear disc brake | M6 | Nm | 9 |
| Fastening torque for rear brake pedal | M8 | Nm | 18 |
| Lithium lubricant | / | g | 10 |