

# SERVICE MANUAL

## XS 125

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## PREFACE

- This shop manual describes the technical feature and servicing procedures for the SANYANG XS125-K.
- All information, illustrations, directions and specifications included in this publication are base on SANYANG XS125-K.
- SANYANG reserves the right to make changes at any time without notice and without incurring any obligation whatever.

**SANYANG INDUSTRY CO.,LTD.  
SERVICE DIVISION**

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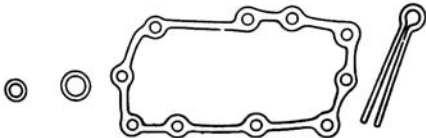
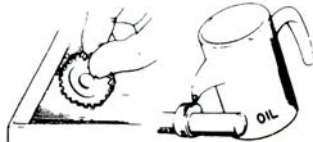
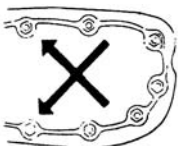
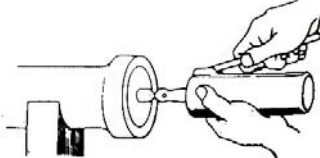
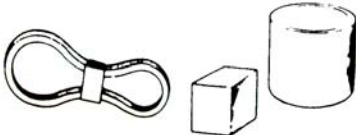
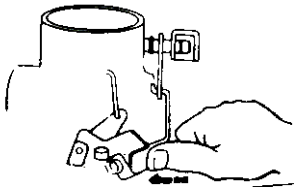

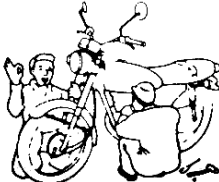
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**SERVICE RULES:**

<p>(1) Use new packings, gaskets, O-rings and cotter pins space and clips whenever reassembling.</p> 	<p>(5) Clean all removed parts in or with solvent, and lubricate their sliding surfaces upon disassembly.</p> 
<p>(2) When tightening bolts or nuts, begin on center or larger diameter bolts and tighten them in criss-cross pattern in two or more steps if necessary.</p> 	<p>(6) Coat or fill parts with specified grease where specified.</p> 
<p>(3) Use genuine SANYANG parts and lubricants or those equivalent. When parts are to be reused, they must be inspected carefully to make sure they are not damaged or deteriorated and in good usable condition.</p> 	<p>(7) Upon assembling, check every possible part for proper installation and movement or operation.</p> 
<p>(4) Use special tool when use of such a tool is specified.</p> 	<p>(8) Work safely and give your work your undivided attention. Exchange signals as frequently as possible when a work involves two or more workers. Do not run the engine unless the shop or working area is well ventilated.</p> 

**Symbol Marks:**

:Apply engine oil.



:Apply grease.

NOTE: Things must be noticed.

CAUTION: Things that could cause damage to the engine parts.

WARNING: Things that could cause damage to the person or partner.



## 1.GENERAL INFORMATION

## SPECIFICATIONS

	ITEM		XS125-K
DIMENSIONS	Overall length		2040mm
	Overall width		750mm
	Overall height		1100mm
	Wheel base		1280mm
	Ground clearance		150mm
	Dry weight		130kg
FRAME	Type		Single pipe
	Front suspension and travel		Telescope 165mm
	Rear suspension and travel		Swing arm 63mm
	Front tire size and tire pressure		2.75-18 2.25Kg/C m <sup>2</sup>
	Rear tire size and tire pressure		90/90-18 2.50Kg/C m <sup>2</sup>
	Front brake		Disk type
	Rear brake		Drum type
	Fuel capacity		14.5 liter
	Fuel reserve capacity		2.0 liter
	Caster angle		26 °
	Front fork oil capacity		160c.c
ENGINE	Type		Air cooled 4 stroke engine
	Cylinder arrangement		Single cylinder 15~ inclinde from vertical
	Bore & stroke		56.5 x49.5mm
	Displacement		124.1c.c.
	Compression ratio		9.0:1
	Oil capacity		0.80 ~0.95liter (0.9 liter for change)
	Intake valve	opens	5° BTDC
		closes	35 ° ABDC
	Exhaust valve	opens	30° BBDC
		closes	5 ° ATDC
	Valve clearance	IN.	0.10mm
		EX.	0.15mm
	Idle speed		1400±100 rpm
DRIVE TRAIN	Clutch		Wet muti-plate type
	Transmission		5-speed internationl
	Primary reduction ratio		4.05
	Gear ratio	I	2.769
		II	1.722
		III	1.318
		IV	1.1250
		V	0.962
	Final redution ratio		2.53
	Gearshift pattern		1→N→2→3→4→5
ELECTRICAL	Ignition system		C.D.I. unit
	Ignition timing	"F" mark	BTDC 15° ± 20° /1500rpm
		Full advance	BTDC 29.5° ± 2° /4000rpm
	Starting system		Electrical motor and kickstarter
	Alternator		A.C. generator
	Battery capacity		12N7A-3A(8AH)
	Fuse		15A
	Spark plug		D7RC
	Spark plug gap		0.6~0.7mm





## 1.GENERAL INFORMATION

### ENGINE

TIGHTEN LOCATION	Q'TY	THREAD DIA(mm)	TORQUE(kgf · m)
Starting clutch outer bolt socket	3	8	1.0~1.50
Cylinder stud bolt	10	6	0.80~1.20
Shift drum stopper hex bolt	1	6	0.80~1.20
Gear shift cam hex bolt	1	6	0.80~1.20
Cylinder stud bolt	4	8	1.80~2.20
Cylinder head cap nut	4	8	2.80~3.00
Driven gear hex bolt	2	6	1.00~1.50
Chain adjuster	2	6	0.80~1.20
Oil filter screen cover	1	10	1.50~3.00
Starter motor bolt	2	6	0.80~1.20
Oil pump HEX bolt	2	6	0.70~1.10
Primary drive gear nut	1	16	4.00~5.00
Cylinder head bolt	1	8	2.80~3.20
Cylinder head nut	4	8	2.80~3.20
Fly wheel bolt	1	10	4.00~5.00
Cylinder head cover	4	6	0.80~1.20
Reduction gear cover bolt	3	6	0.80~1.20
L. Crank case cover bolt	8	6	0.80~1.20
R. Crank case cover	11	6	0.80~1.20
Pluse bolt	2	4	0.40~0.50
A.C.G.flange bolt	3	5	0.40~0.70

### FRAME

TIGHTEN LOCATION	Q'TY	THREAD DIA(mm)	TORQUE(kgf · m)
Front wheel axle nut	1	14	6.00~8.00
Rear wheel axle nut	1	14	10.00~12.00
Rear fork pivot nut	1	14	8.00~10.00
Engine upper hanger nut	3	10	4.00~5.50
Engine front hanger nut	4	10	4.50~5.50
Handle pipe upper holder bolt	4	8	1.80~ 2.50
Steering stem nut	1	22	6.00~9.00
Front fork nut	1	22	4.00~5.00
Rear shock absorber	4	10	3.00~4.00
Rear brake torque link	1	8	1.50~2.00
Front fork top bridge	2	8	4.00~5.50
Front fork bottom bridge	2	12	4.00~5.00
Final drive sprocket	4	8	2.70~3.30
Seat bolt	2	8	2.00~2.50
Drive sprocket bolt	2	6	1.00~1.40

### STANDARD TORQUE

TYPE	TORQUE(kgf·cm)	TYPE	TORQUE(kgf·m)
5 mm bolt, nut	45~60	5 mm bolt	0.35~0.50
6 mm bolt, nut	80~120	6 mm bolt	0.70~1.10
8 mm bolt, nut	180~250	6 mm flange bolt, nut	1.00~1.40
10 mm bolt, nut	300~400	8 mm flange bolt, nut	2.40~3.00
12 mm bolt, nut	500~600	10 mm flange bolt, nut	3.50~4.50

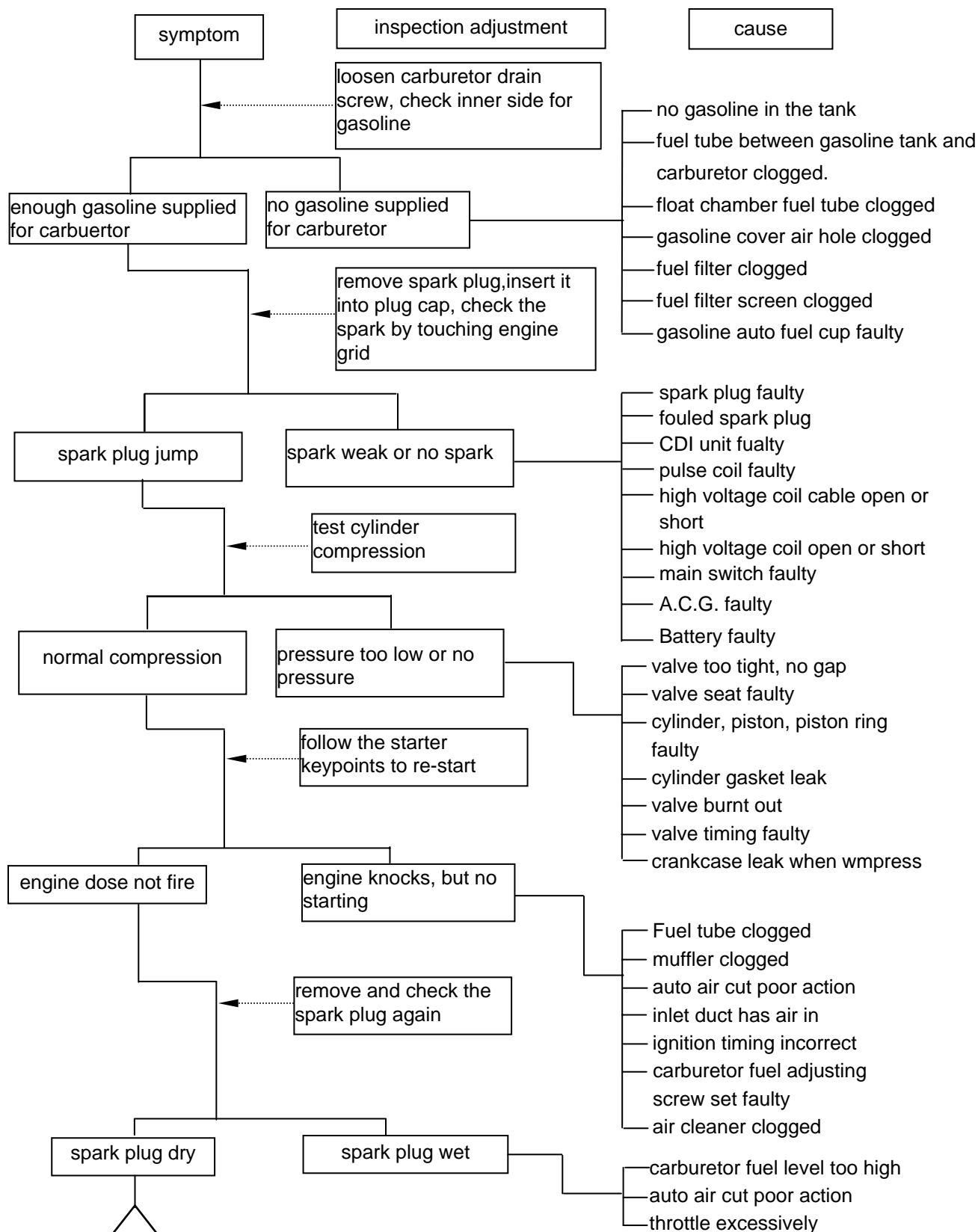


# 1.GENERAL INFORMATION

Torque specifications listed below for respective locations.

## TROUBLE SHOOTING

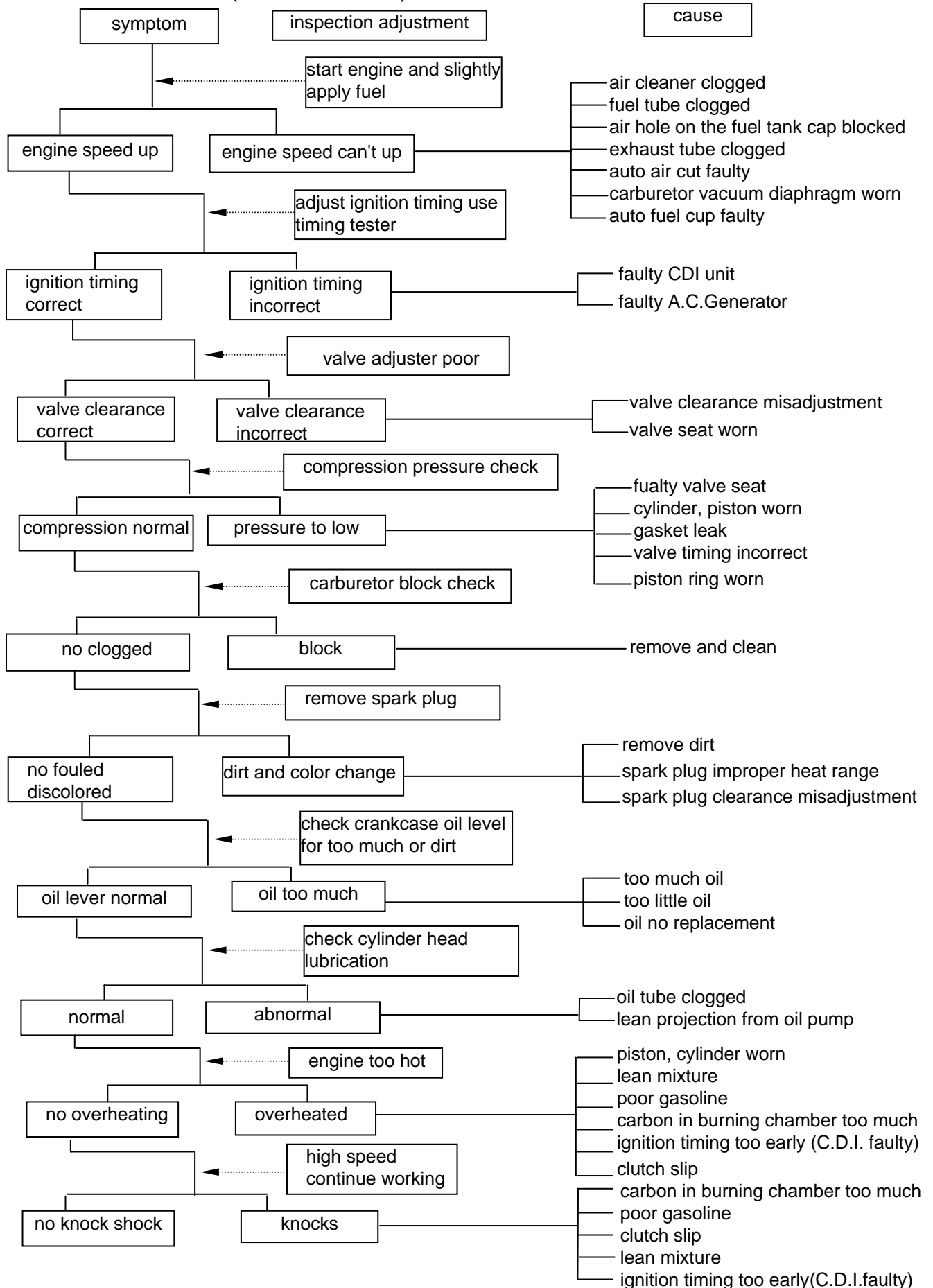
### A. HARD START OR CANNOT START



start engine with choke closed



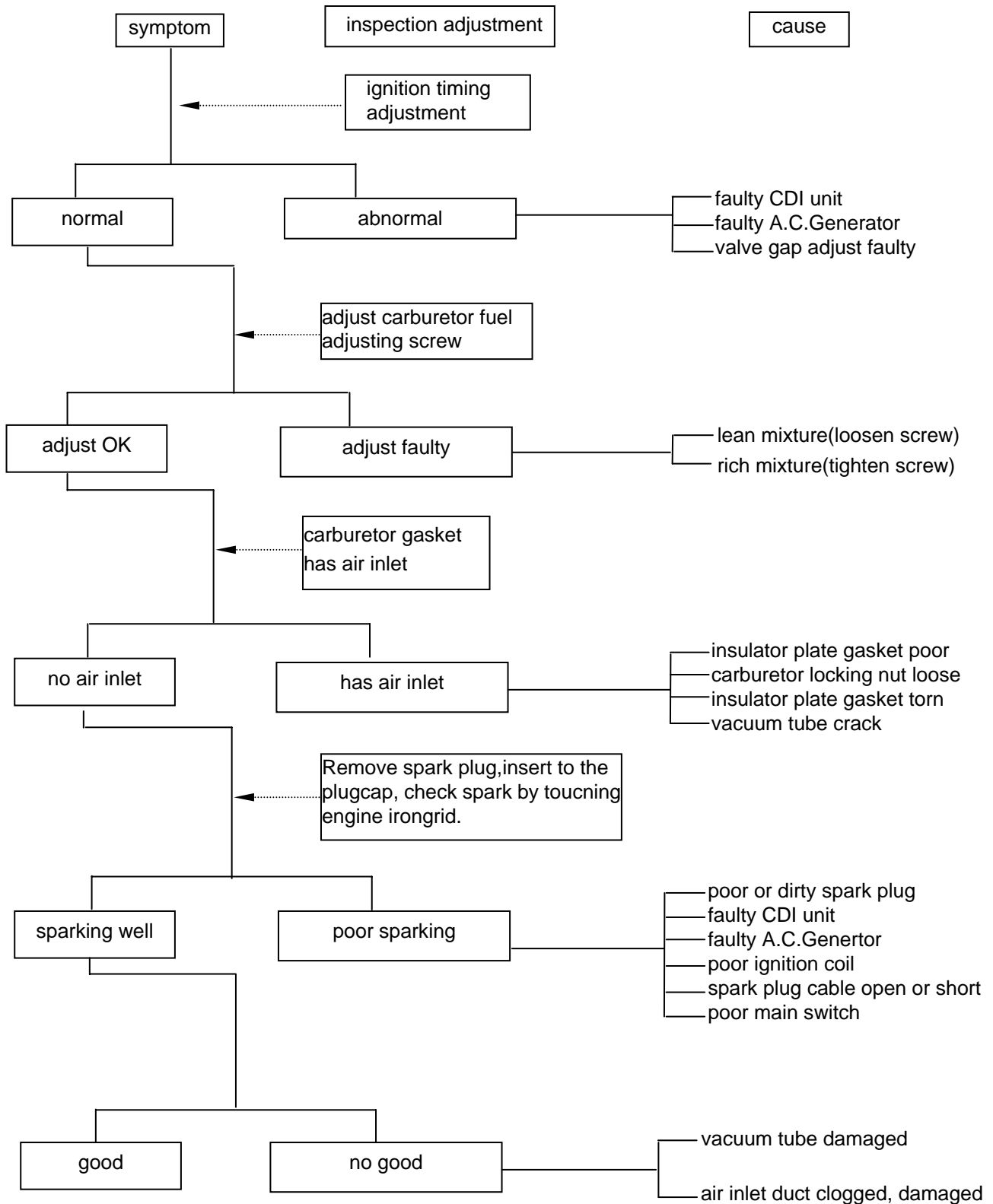
**B. ROTATION ROUGH (LACKS POWER)**





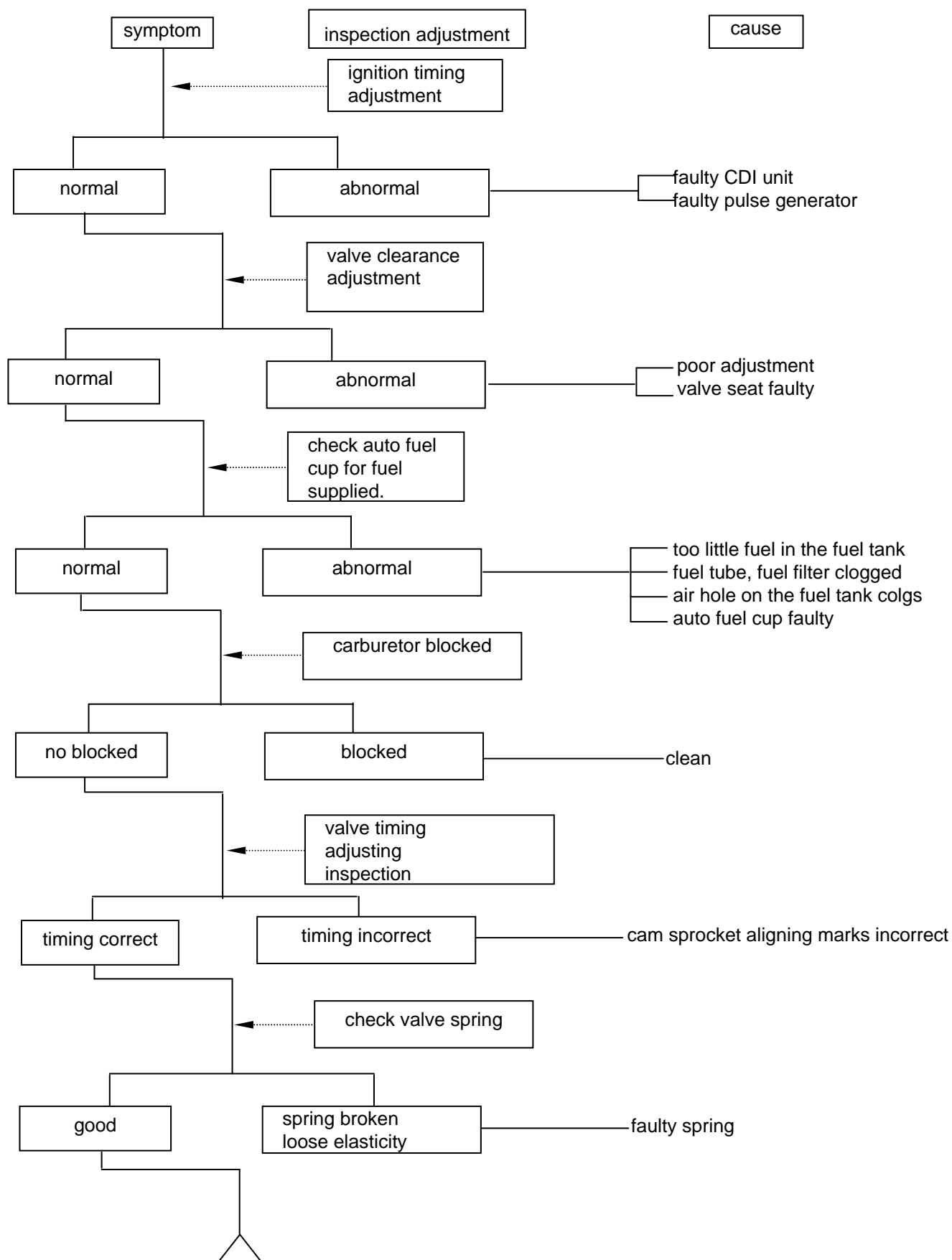
# 1.GENERAL INFORMATION

## C. ROTATION ROUGH (ESPECIALLY IN THE LOW SPEED AND IDLE SPEED)





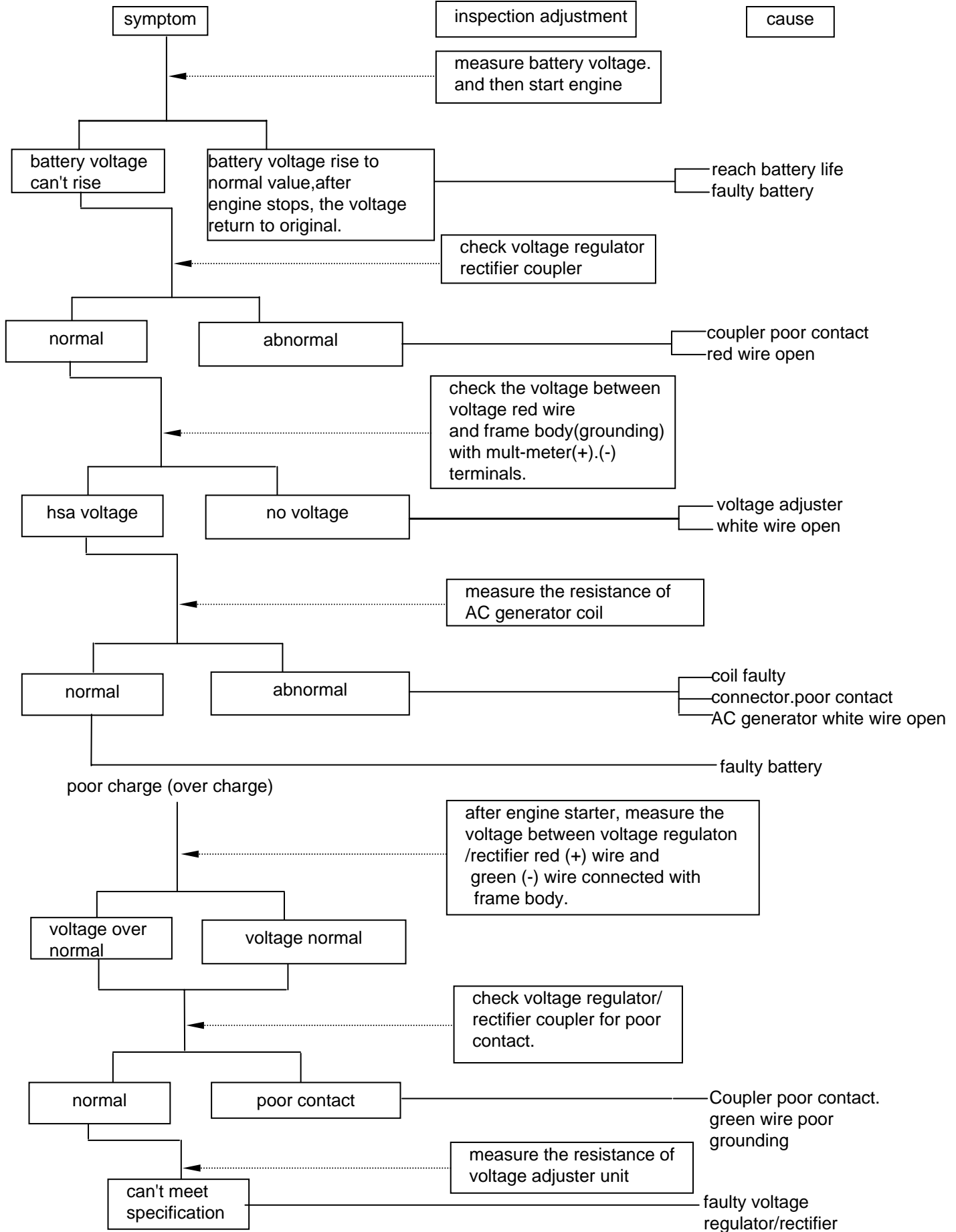
**D. ROTATION ROUGH (HIGH SPEED)**





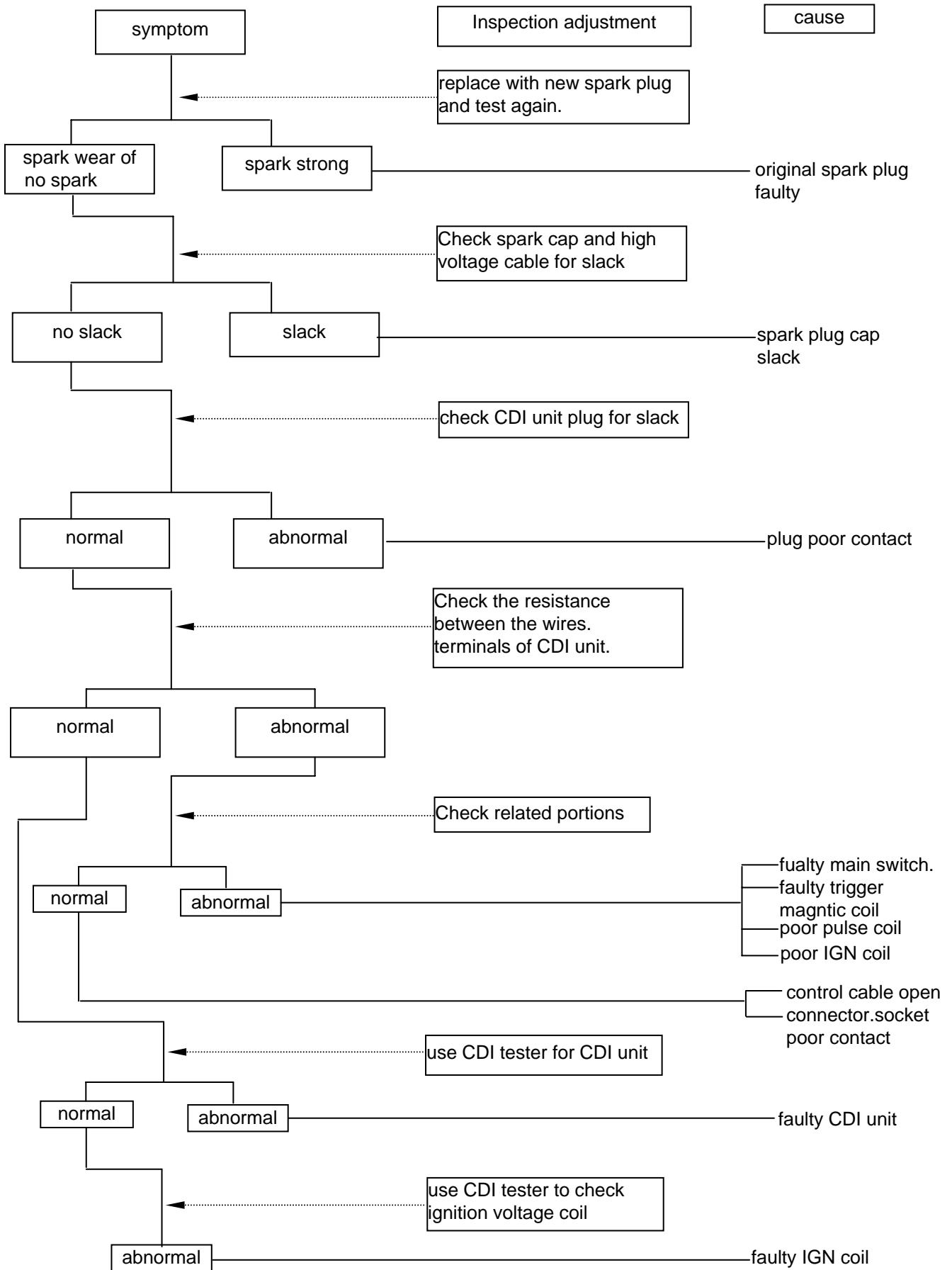
# 1.GENERAL INFORMATION

## E. POOR CHARGE (BATTERY OVER DISCHARGE OR OVER CHARGE)





**F.SPARK PLUG NO SPARK**





## 2.INSPECTION/ADJUSTMENT

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## 2.INSPECTION/ADJUSTMENT



### MAINTENANCE SCHEDULE

Item	Check Items	Maintenance kilometer	300KM	Every 1000KM	Every 3000KM	Every 6000KM	Every 12000KM
		Maintenance Interval	NEW	1 Month	3 Months	6 Months	1 Year
1	Air cleaner		I	C			R
2	Gasoline filter		I			C	R
3	Oil filter		C	Replacement for every 5000KM R			
4	Oil filter screen		C	Cleaning for every 5000km C			
5	Engine Oil		R	Replacement for every 1000KM R			
6	Wheels tires		I	I			
7	Battery		I	I			
8	Brake and operation free play		I	I			
9	Steering stem bearing					I	
10	FR./RR. Cushion		I		I		
11	Screws/nuts		I	I			
12	Spark plug		I		R		
13	Clutch		I		I		
14	Frame of lubrication					L	
15	Exhaust muffler		I	I			
16	Carburetor		I	I			
17	Ignition timing		I	I			
18	Emission		I	I			
19	Idle speed		I	I			
20	Gasoline system		I		I		
21	Throttle cable		I		I		
22	Engine bolt torque		I		I		
23	Deposit of exhaust outlet						I
24	Cylinder head/cylinder Piston exhaust system deposit				I		
25	Cam chain		I		I		
26	Valve clearance		I	I			
27	Light/electrical appliance/Meter		I	I			
28	Side stand & Spring		I			I	

The table is referred to the driving distance about 1000km per month

I-inspection, cleaning, adjustment or replacement (if necessary)R-replacement C-cleaning L-lubrication

REMARK: Ridden in unusually dusty areas, require more frequently air filter element cleaning.



### SERVICE INFORMATION SPECIFICATION

#### ENGINE

Oil capacity	0.9 liter
Spark plug gap	A6RTC
Spark plug gap	0.6-0.7mm
Valve clearance IN	0.08mm
EX	0.10mm
Cylinder compression	9.5kg/c $m^2 \pm 1kg/c m^2$

#### FRAME

Clutch lever free play	10-20mm
Drive chain slack	10-20mm
Front brake lever free play	10-20mm
Rear brake pedal free play	20-30mm
Throttle grip free play	2-6mm

#### SPECIAL TOOL

Valve clearance adjuster

#### TORQUE VALVES

Right crankcase cover	0.80-1.20 kgf·m
Front fork top bridge bolt	1.00-1.40 kgf·m
Front fork bottom bridge bolt	2.00-2.50 kgf·m
Rear wheel axle nut	4.00-5.50 kgf·m
Rear shock absorber nut	3.00-4.00 kgf·m
Rear fork pivot bolt	3.50-4.50 kgf·m



### OIL/OIL FILTER OIL LEVEL CHECK

Start and warm up the engine for few minutes, then stop the engine.

Check the oil level with oil level gauge after a few minutes.

If the oil level is near the lower mark, fill the crankcase to the upper level mark with the recommended grade oil.



### OIL REPLACEMENT

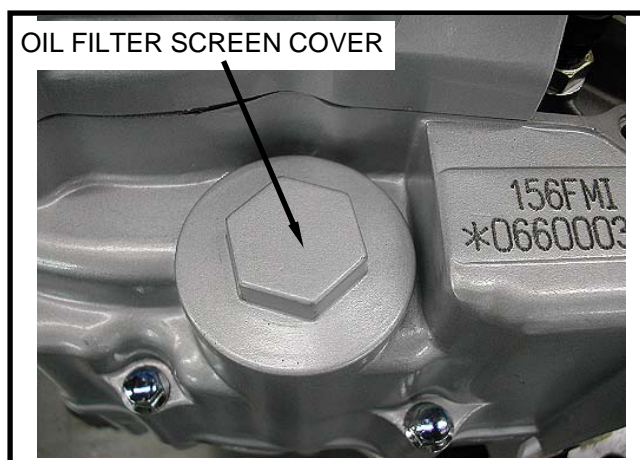
#### NOTE:

Drain the engine oil while the engine is warm.

Remove the oil filter screen cover, and drain the engine oil.

#### NOTE :

Make sure that the oil filter screen cover O-ring is in good condition.



Fill the crankcase up to the upper level mark on the oil level gauge with the recommended oil:SAE15W-40  
API:SH/CD



### OIL FILTER SCREEN CLEANING

Remove the oil filter cap, oil filter screen and drain the engine oil.

Operate the kick starter several times to drain residual oil completely.

Clean the oil filter screen with compressed air.

Install the oil filter screen, spring and screen cap.

Fill the crankcase with the recommended oil.

OIL CAPACITY:0.9L



### SPARK PLUG

Disconnect the spark plug cap and remove the spark plug .

Visually inspect the spark plug electrodes for wear.

The center electrode should have square edges and side electrode should have a constant thickness.

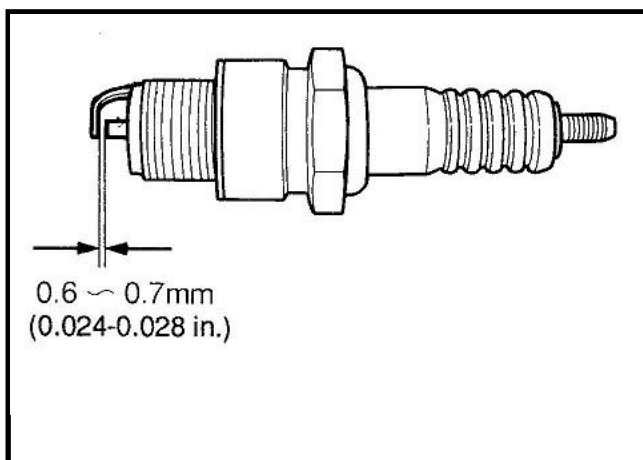
Discard the spark plug if there is apparent wear or if the insulator is cracked and/or chipped .If the spark plug deposits can be removed by sandblasting or wire brushing,the spark plug can be reused.

Inspect the gap with a feeler gauge and adjust by bending the side electrode.

Standard gap:0.6-0.7mm

NOTE:

To install turn finger tight then tighten with a spark plug wrench.





### COMPRESSION TEST

Warm up the engine.

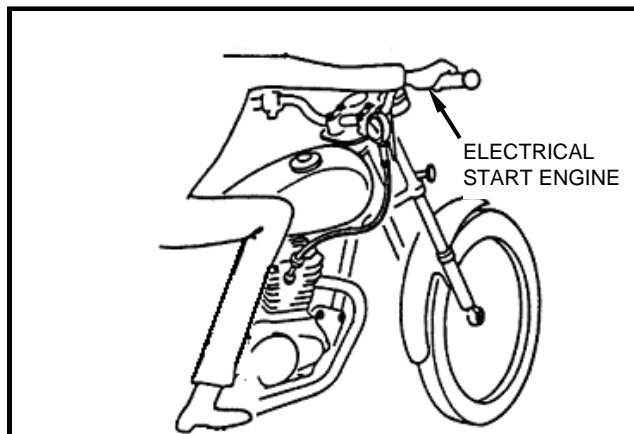
Stop the engine .Remove spark plug .Insert the compression gauge.

Push in the choke lever .Open the throttle grip fully.

Electrical start engine several times.

#### NOTE:

- Watch for compression leaking at the gauge connection.
- Crank the engine until the gauge reading stops rising .The maximum reading is usually reached in several times.



Compression:  $9.5 \text{ kg/c m}^2 \pm 1 \text{ kg/c m}^2$

Low compression can be caused by:

- Improper calve adjustment.
- Valve leakage .
- Blown cylinder head gasket.
- Worn piston rings or cylinder.
- Worn piston.

High compression can be caused by:

- Carbon deposits in combustion chamber or on piston head.



### VALVE CLEARANCE

#### NOTE:

Inspect and adjust the valve clearance while the engine is cold.

Remove the timing inspection hole cap and crankshaft hole cap.

Rotate the generator rotor counterclockwise and align the "T" mark on the generator rotor with the index mark in the left crankcase

(piston must be at T.D.C.of the compression stroke).

Inspect the intake and exhaust valve clearance by inserting a feeler gauge between the adjusting screw and valve stem, valve clearance:

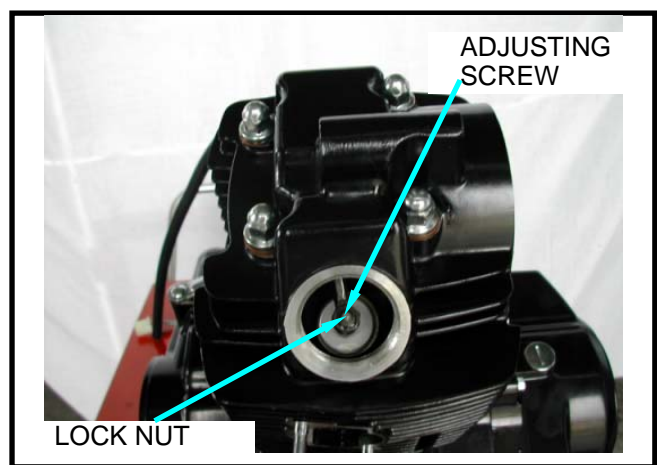
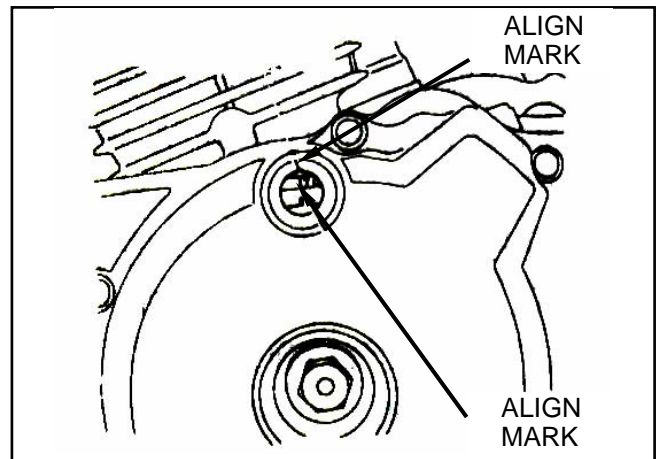
Intake: 0.08mm

Exhaust: 0.10mm

Adjust by loosening the lock nut and turning the adjusting screw until there is a slight drag in the feeler gauge.

#### NOTE:

Inspect the valve clearance again after tightened the lock nut.



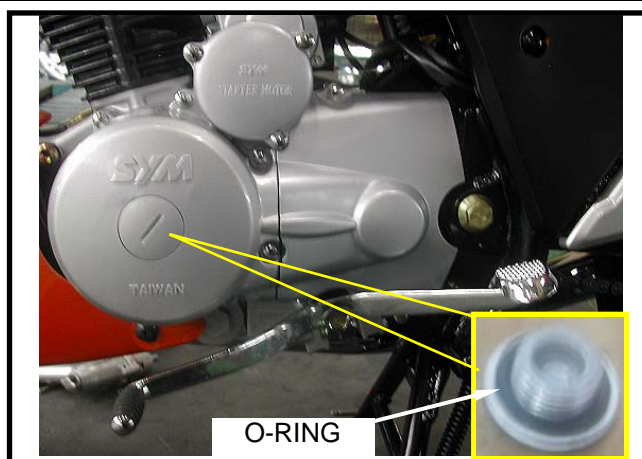


## 2.INSPECTION/ADJUSTMENT



Install the valve adjuster caps and generator cap.  
**NOTE:**

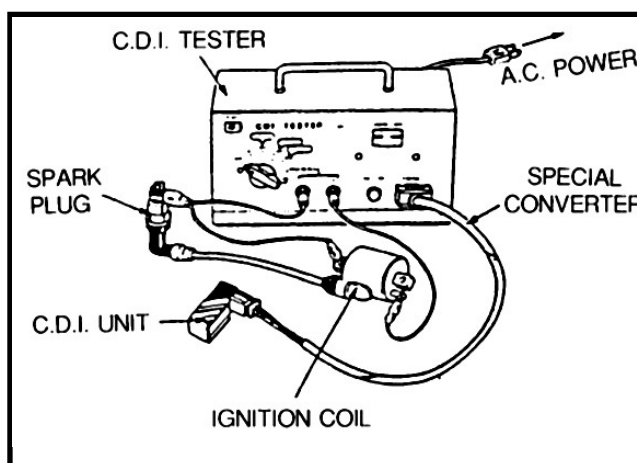
Check the O-ring for damage and spread oil before installing the caps.



### IGNITION TIMING

The C.D.I.ignition timing is not adjustable.  
If the ignition timing is not correct ,check the C.D.I.unit and A.C.generator and replace any faulty parts.

Use the standard tester to check the ignition timing.  
Spark plug inspection and adjustment.  
Replace the coil if there is no sparks at plug.



### IGNITION TIMING INSPECTION

Remove the generator cover and check the ignition timing with a timing light.

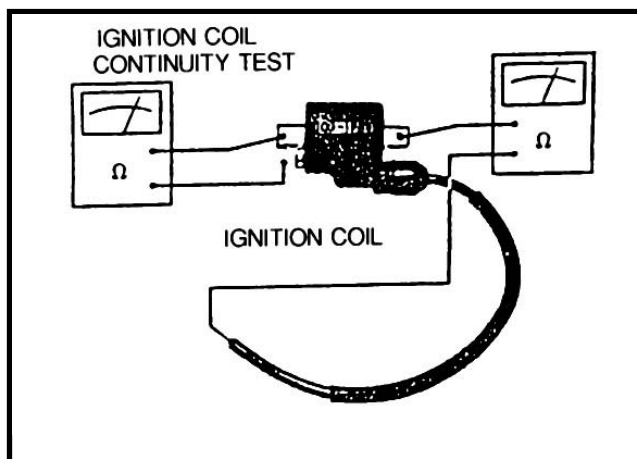
Timing is correct if the index mark aligns with the "F" mark within  $\pm 3^\circ$  at 1500rpm.

Ignition timing : $10^\circ$  BTDC/1500rpm.

Ignition coil continuity test :

Check the resistance of the primary coil and secondary coil.

1.Primary coil	$0.31 \pm 0.03 \Omega$
2.Secondary coil	$4.0 \pm 0.4k \Omega$

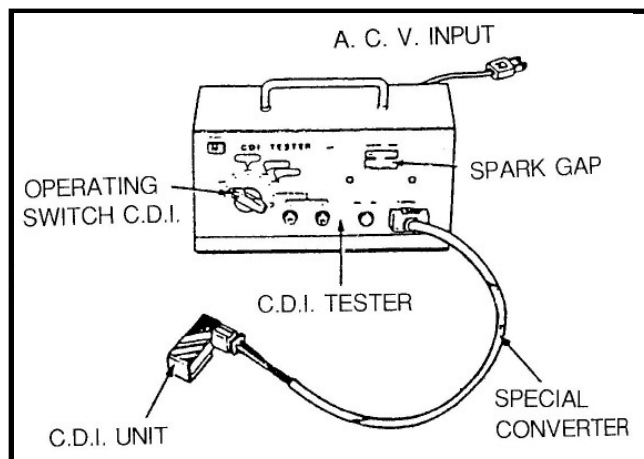




## 2.INSPECTION/ADJUSTMENT

Inspect the C.D.I unit with C.D.I tester.  
Replace the faulty C.D.I unit.

SWITCH	C.D.I. normal	C.D.I faulty
1. OFF	no sparks	-----
2. P	no sparks	-----
3. EXT	no sparks	sparks
4. ONI	sparks	no sparks
5. ONZ	sparks	no sparks

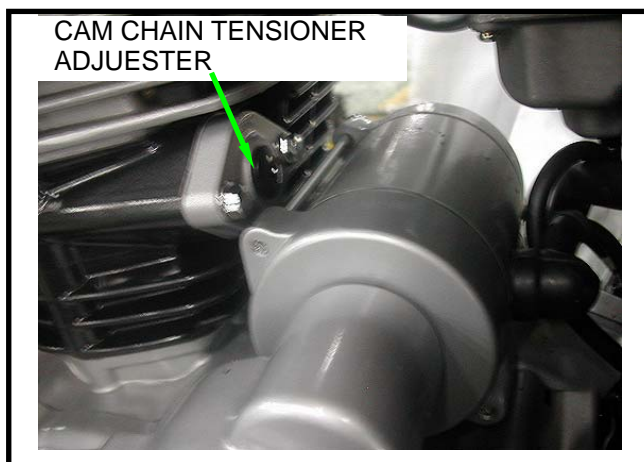


### CAM CHAIN TENSIONER ADJUESTER

The cam chain tension is kept by the tensioner push rod that is compressed by the spring.

#### CAUTION:

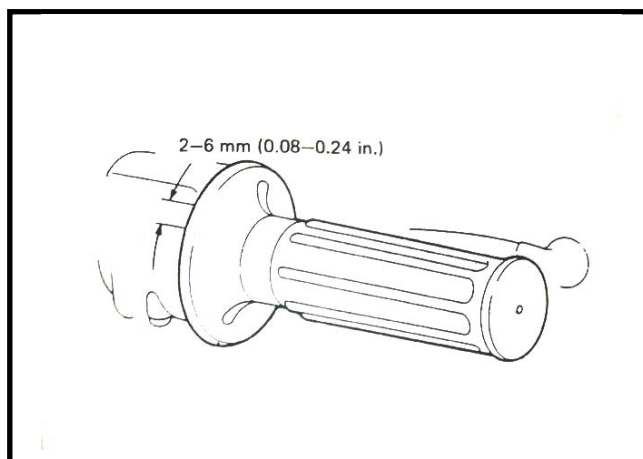
If remove any parts that is related with the cam chain ,remove the cam chain tensioner adjuester first.





### CARBURETOR THROTTLE GRIP FREE PLAY

Check throttle grip free play.  
Free play:2-6mm



### THROTTLE GRIP ADJUSTMENT

Loosen the lock nut and turn the adjuster to adjust.





### IDLING SPEED ADJUSTMENT

Warm up the engine.

Turn the stop screw to obtain the idling speed of 1100rpm.

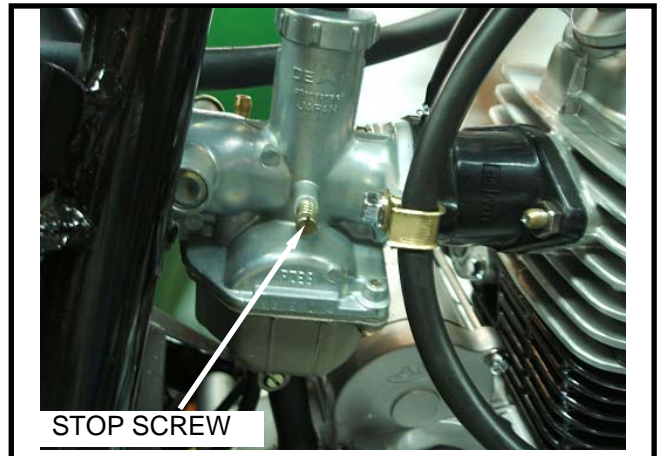
Turn the air screw to the maximum speed, then turn the stop screw to obtain the specified idling speed.

Idling speed:  $1500 \pm 100$  rpm.

#### NOTE:

Turn the air screw clockwise for making fuel –air mixture lean.

Turn counterclockwise for rich.





### AIR CLEANER

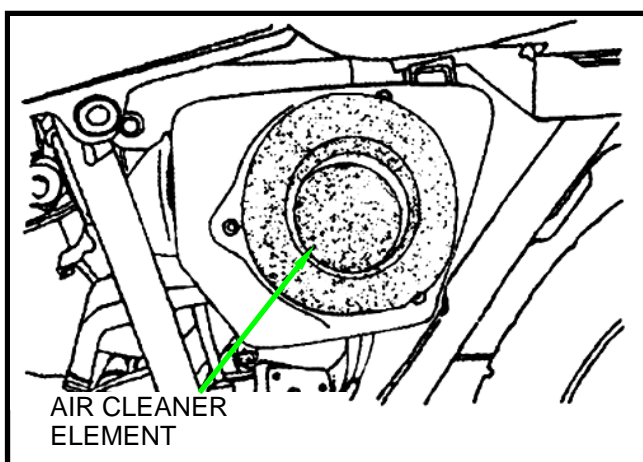
Remove the left side cover.  
Remove the air cleaner cover.  
Remove the air cleaner element.

#### NOTE:

Clean the cleaner element periodically.(Refer to maintenance schedule.)



Assemble air cleaner element in reverse order of disassemble.

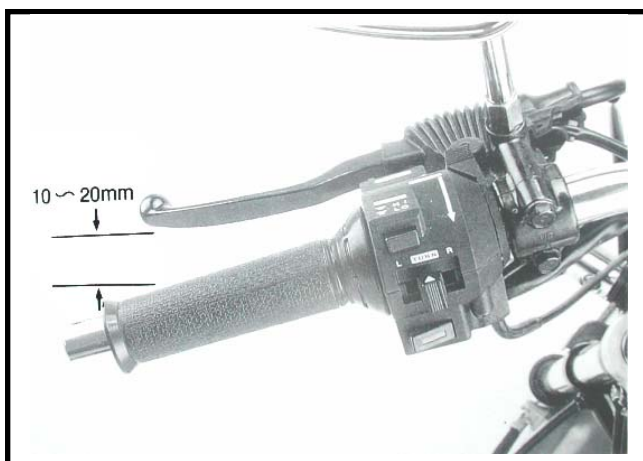


### CLUTCH ADJUSTMENT

#### CLUTCH LEVER FREE PLAY

Measure the clutch free play at the tip of the clutch lever.

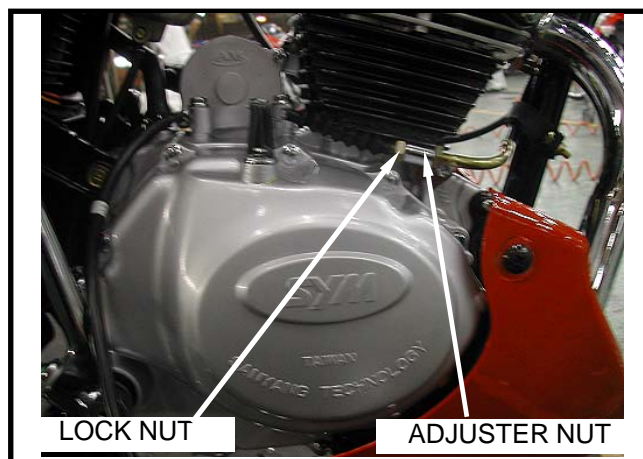
Free play :10-20mm





### FREE PLAY ADJUSTMENT

Loosen the lock nut and turn the adjuster.  
Turn the adjuster ,clockwise for decreasing the free play ,counterclockwise for increasing the free play.

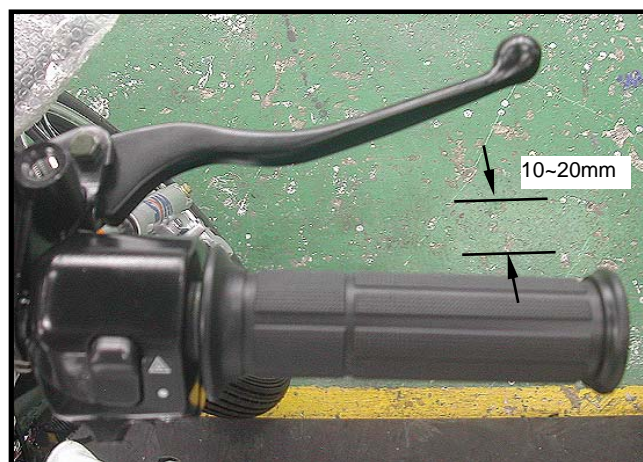


### BRAKE ADJUSTMENT

#### FRONT BRAKE LEVER FREE PLAY

Measure the brake free play at the tip of the brake lever.

Free play:10-20mm



### BRAKE PAD WEAR INSPECTION

Check for brake pad wear by operating the brake lever.  
Check the brake pads for wear by looking through the slot indicated by the arrow cast on the caliper assembly.

Replace the brake pads if the wear line on the pads reaches the edge of the brake disc.





## 2.INSPECTION/ADJUSTMENT



### REAR BRAKE PEDAL FREE PLAY

Measure the brake pedal free play before the brake start to engage.

Free play :20-30mm



### REAR BRAKE PEDAL ADJUSTMENT

Turn the brake adjuster nut clockwise to decrease the free play and counterclockwise to increase the play.

#### CAUTION:

The adjuster nuts indentation should seat against the brake arm pin properly.

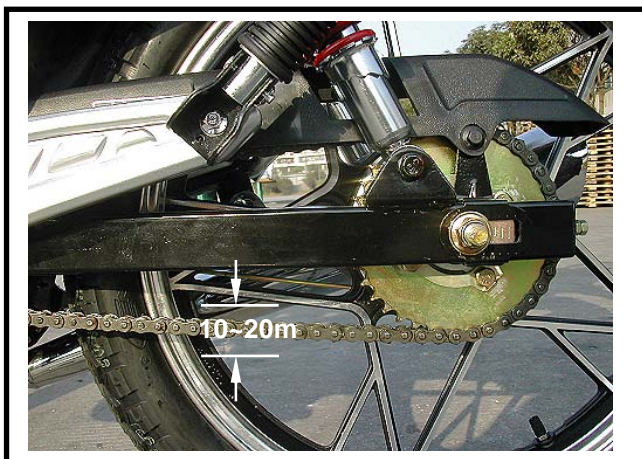


### DRIVE CHAIN ADJUSTMENT

Place the motorcycle on its main stand and shift the transmission into neutral.

Remove chain cap and check the drive chain slack by moving up and down with the fingers.

Chain slack:10-20mm





## 2.INSPECTION/ADJUSTMENT

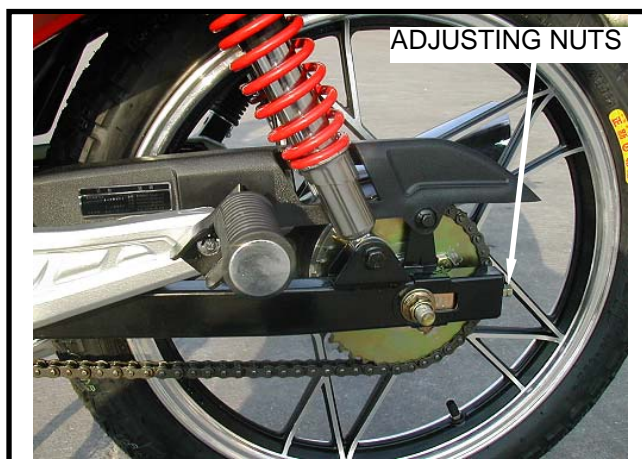
Loose the rear wheel axle nut for adjusting.  
Turn the adjusting nuts on both adjusters as necessary.

### CAUTION:

Tighten the axle nut.

**TORQUE:10.00-12.00 kgf·m**

Recheck the drive chain slack and free wheel rotation.  
Lubricate the drive chain with chain lubricant.



### WHEEL/RIM

Stand the motorcycle,check the tires for cuts,imbedded nails,or other sharp objects.  
Check the tire pressure.

Cold tire	One rider	Front	2.25 kg/c m <sup>2</sup>
		Rear	2.50 kg/c m <sup>2</sup>
	Two riders pressure	Front	2.50 kg/c m <sup>2</sup>
		Rear	2.50 kg/c m <sup>2</sup>
Max.load		120kg	
Tire size		Front 2.75-18 Rear 90/90-15	
Min. depth of tread		Front	1.5mm
		Rear	2.0mm



### SUSPENSION

#### FRONT SUSPENSION

Check the action of the front forks by compressing them several times with the front brake applied .  
If there are abnormal noises or rattles ,check all the fasteners and tighten them to the specified torque.

##### TORQUE:

Front fork top bridge bolt :1.00-1.40 kgf·m

Front fork bottom bridge bolt :2.40-3.00 kgf·m

Axle nut:6.00-8.00 kgf·m



#### REAR SUSPENSION

Check for abnormal noises and leaks by compressing the rear suspension several times.

Check the rear suspension nut for loosening

Torque:3.00-4.00 kgf·m

Move the rear wheel side ways with force to see if the swing arm bushings are worn.

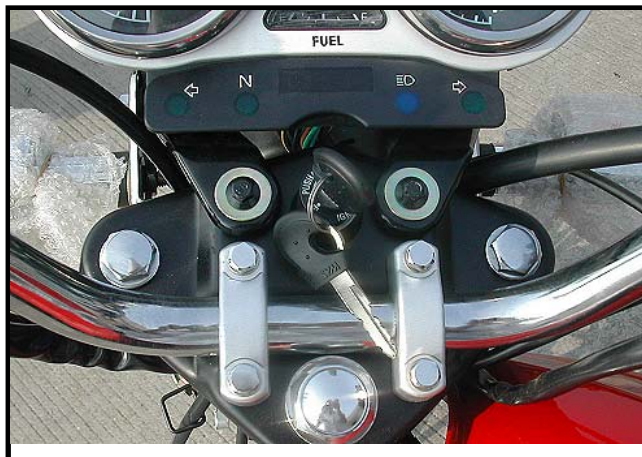
Rear fork torque:8.00-10.00 kgf·m





### STEERING

Raise the front wheel off the ground and check that the handlebar rotates freely. If the handlebar moves unevenly, binds or has vertical movement, adjust the steering head nut.



### BATTERY

Inspect the battery fluid level, if the fluid level nears the lower level mark, fill with distilled water to the upper level mark.

Clean the battery terminals with warm water.

Check the specific gravity of the battery electrolyte. (13-3)

#### NOTE:

Do not overfill. Add only distilled water.  
Tap water will shorten the service life of the battery.

#### WARNING:

Keep the electrolyte away from eyes, skin and clothes. If touched it, wash them with clean water quickly.





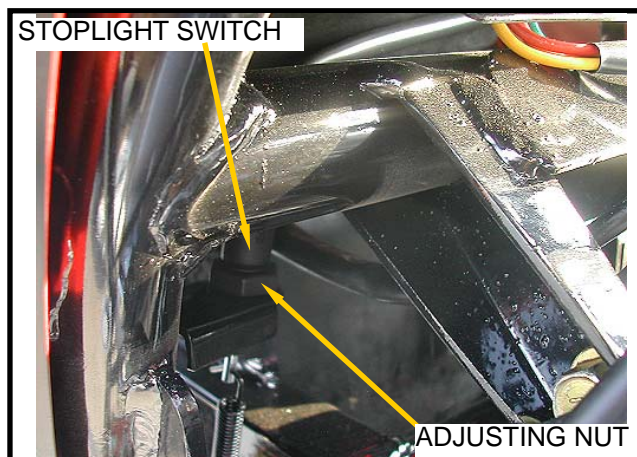
### HEADLIGHT AIM

Adjust vertically by turning headlight up and down with the headlight bolts loosening.  
Fasten the bolts after adjustment.



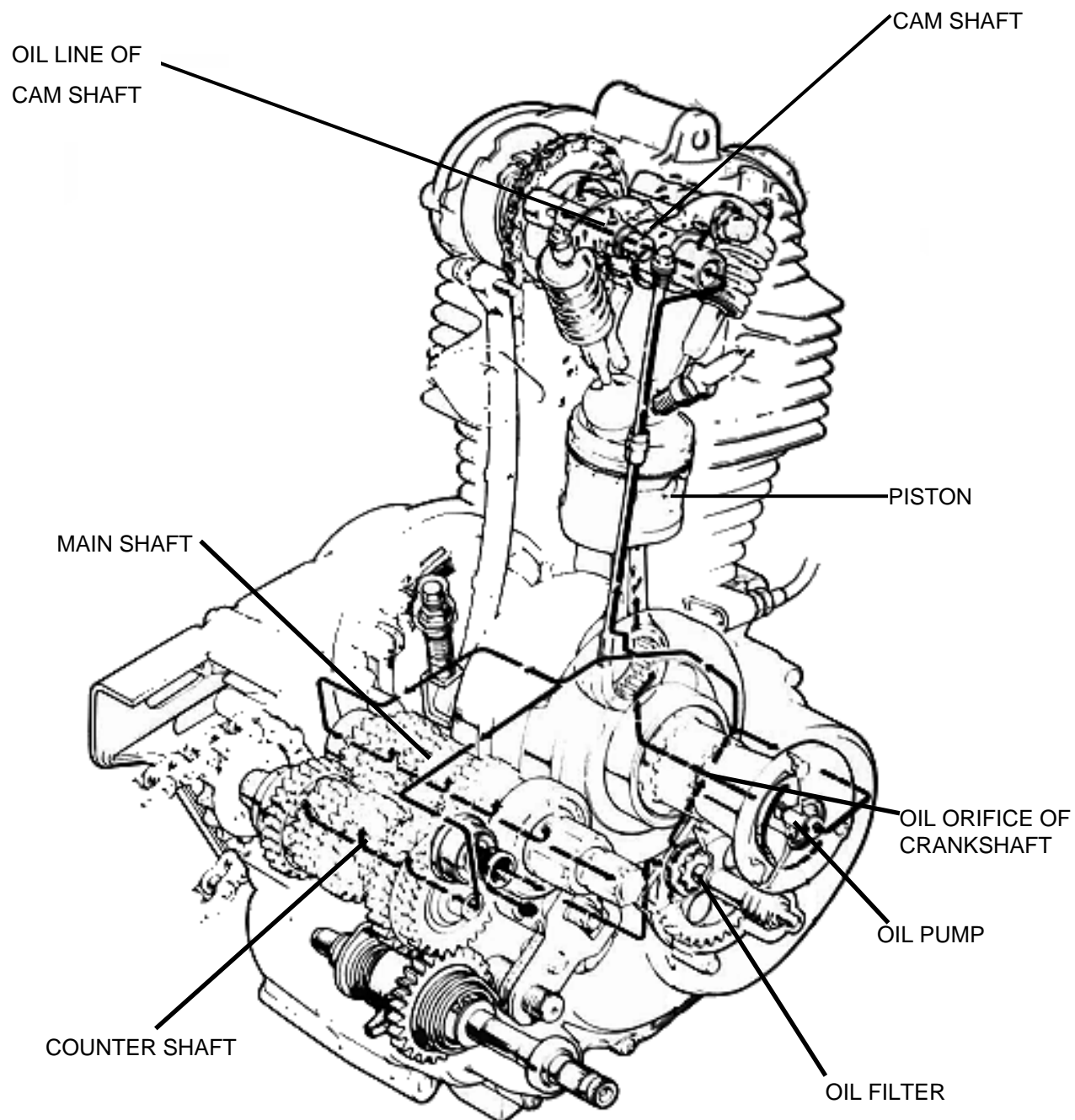
### STOPLIGHT SWITCH

The stoplight should come on when the brake pedal is depressed 20mm from the standard pedal position. If the action is abnormal, adjust by turning the stoplight switch adjusting nut.





### 3.LUBRICATION SYSTEM





## 3.LUBRICATION SYSTEM

TROUBLE SHOOTING ..... 3-1

SERVICE INFORMATION ..... 3-1

### TROUBLE SHOOTING

#### OIL LEVEL TOO LOW

1. Natural consumption
2. Oil leaks
3. Worn piston rings

#### OIL CONTAMINATION

1. Oil not changed often enough
2. Faulty cylinder head gasket

#### OIL PRESSURE TOO LOW

1. Oil filter clogged
2. Oil pump damaged

#### OIL PRESSURE TOO HIGH

1. Oil filter or line clogged
2. Oil not recommended

#### NO OIL PRESSURE

1. Oil level too low
2. Oil pump damaged

### SERVICE INFORMATION

#### NOTICE:

Inspection and service of oil pump can be serviced with the engine installed on the frame.

Oil pump service --- 7-9

Oil filter cleaning --- 2-4 ~ 2-5

#### SPECIFICATIONS

Oil capacity	0.85~0.90 liter
Oil recommended	SAE 15W-40 API:SH/CD
Oil pump delivery	3.5 liter above / min. / 4600rpm



## 4.ENGINE REMOVAL/INSTALLATION

SERVICE INFORMATION .....	4-1
ENGINE REMOVAL .....	4-2

ENGINE INSTALLATION .....	4-4
---------------------------	-----

### SERVICE INFORMATION

#### GENERAL INSTRUCTIONS

The following parts can be serviced with the engine installed on the frame:

- Generator
- Clutch
- Oil pump
- Cam shaft / Rocker arm
- Shift spindle
- Cam chain tensioner
- Kick starter arm

The following parts must be serviced with the engine removed off the frame:

- Cylinder head
- Cylinder
- Piston
- Crankshaft
- Transmission
- Kick starter shift

During removal and installation, jack or adjustable support is required to maneuver the engine.

#### TORQUE VALUES

Engine hanger 10mm bolt / nut	4.50-5.50 kgf • m
Drain bolt	3.00-5.00 kgf • m
Gearshift pedal bolt	0.80-1.20 kgf • m
Kick starter pedal bolt	0.80-1.20 kgf • m



## 4.ENGINE REMOVAL/INSTALLATION



### ENGINE REMOVAL

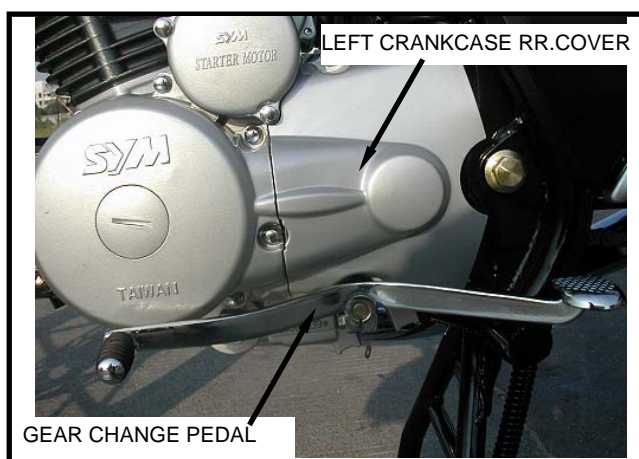
Drain the engine oil.

Turn the fuel cock to "OFF" and disconnect the fuel tubes and all connect tubes.

Remove the right and left side covers.

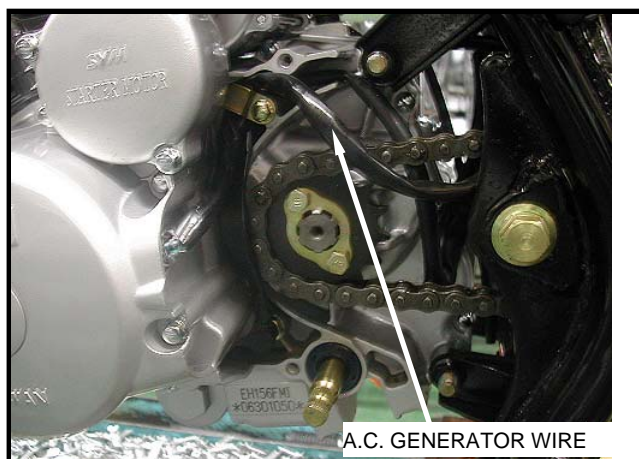


Remove the gear change pedal and left crank case rear cover.



Disconnect the A.C. generator wire of the connector and remove the generator wire.

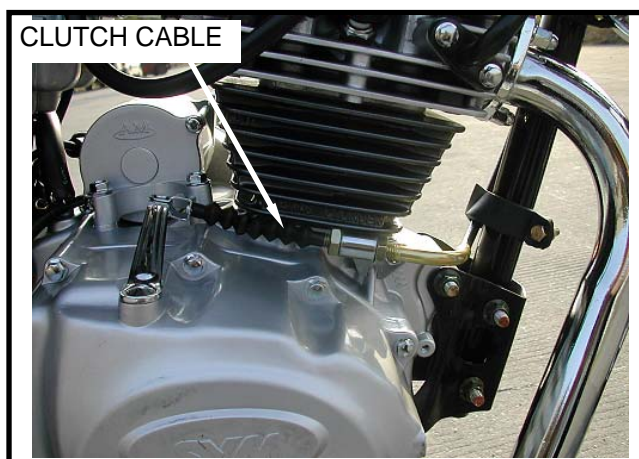
Remove the wire clamp screw and clamp.



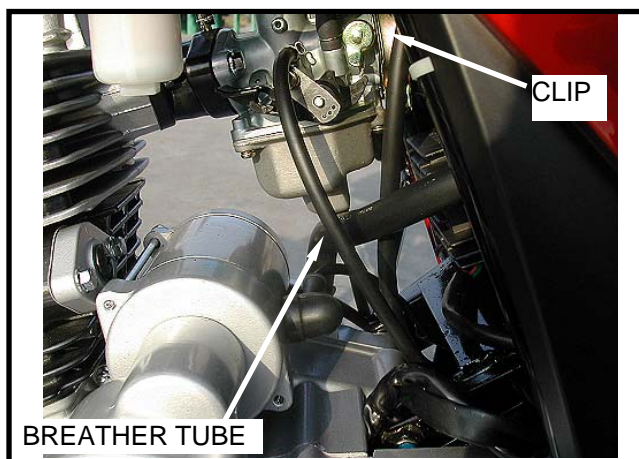


## 4.ENGINE REMOVAL/INSTALLATION

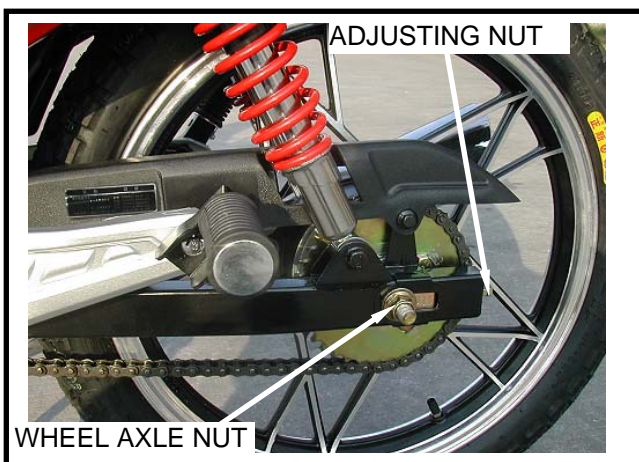
Remove the clutch cable.  
Remove the spark plug cap.  
Remove the muffler.



Loosen carburetor clip.  
Separate the carburetor pipe and the cylinder head by removing the attaching bolts.  
Remove the crankcase breather tube.



Loosen the rear wheel axle nut.  
Loosen the drive chain adjusting nut and push the rear wheel forward.  
Remove the drive chain clip, and remove the drive chain.





## 4.ENGINE REMOVAL/INSTALLATION

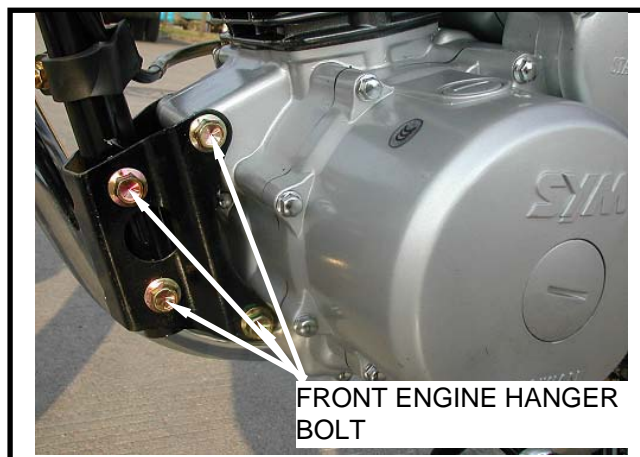


Remove the front engine hanger bolt.

### NOTE:

Places jack or padded block under the engine before removing the front engine hanger.

Disconnect the starter motor wire.



Remove the 10mm bolts of the rear engine hanger.



Remove the engine.

### NOTE:

Prevent damage to wire harnesses and cables during operation.

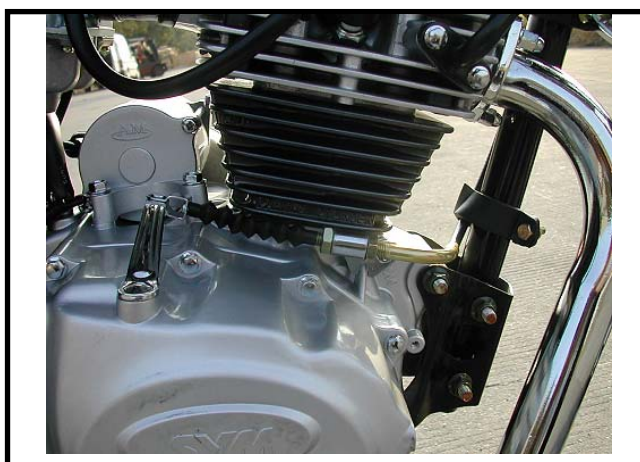
## ENGINE INSTALLATION

Follow the reverse procedure of removal to install the engine.

Notice the following items during installation:

- Route all wire harnesses and cables properly.
- Adjust the throttle grip free play (P2-10)
- Adjust the clutch lever free play (P2-12)
- Adjust the drive chain slack (P2-14)
- Fill the crankcase with the recommended grade oil to the proper level.

SAE 15W-40 API: SH / CD





**5. CYLINDER HEAD/VALVE**

TROUBLE SHOOTING.....	5-1	VALVE GUIDE REPLACEMENT .....	5-8
SERVICE INFORMATION.....	5-2	VALVE SEAT INSPECTION/REFACING ...	5-9
CAM SHAFT REMOVAL .....	5-3	VALVE SEAT GRINDING.....	5-10
CYLINDER HEAD/ROCKER ARM REMOVAL .....	5-4	CYLINDER HEAD ASSEMBLY .....	5-13
CYLINDER HEAD DISASSEMBLY .....	5-6	CYLINDER HEAD INSTALLATION ...	5-14
VALVE/VALVE GUIDE INSPECTION ....	5-7	CAM SHAFT INSTALLATION .....	5-15

**TROUBLE SHOOTING****LOW COMPRESSION****1. Valve**

- Incorrect valve clearance
- Burned or bent valves
- Incorrect valve timing
- Broken valve spring

**2. Cylinder head**

- Leaking or damaged head gasket
- Warped or cranked cylinder head

**HIGH COMPRESSION**

1. Excessive carbon buildup on piston or combustion chamber.

**ABNORMAL NOISE**

1. Incorrect valve clearance
2. Broken valve spring
3. Worn rocker arm or camshaft
4. Loose or worn cam chain
5. Worn cam chain tensioner
6. Worn cam sprocket teeth



## 5.INSPECTION/ADJUSTMENT

### SERVICE INFORMATION

#### GENERAL INSTRUCTIONS

Camshaft, rocker arm shaft and rocker arm can be serviced with the engine installed on the frame.

Camshaft lubrication oil is fed to the cylinder head through an oil control orifice in the engine case.

Be sure this orifice is not clogged and the O-ring and dowel pins are in place before installing the cylinder head.

During assembly, apply molybdenum disulfide grease to the camshaft bearings, and pour clean engine oil into the cylinder head.

#### TORQUE VALUES

Cylinder head bolt	2.80-3.00 kgf·m
Cylinder 6mm bolt	1.40 –1.80 kgf·m
Cam sprocket	0.80-1.20 kgf·m

#### SPECIFICATIONS

ITEM			STANDARD SERVICE	LIMIT
Camshaft	Cam lift	IN	32.382mm	31.25mm below
		EX	31.987mm	30.87mmbelow
	Runout			0.02mm
Rocker arm I.D.		I.D.	12.000~12.018mm	12.018mm above
Rocker arm shaft		O.D.	11.966~11.984 mm	11.966mm below
Valve spring	Free length		39.95~40.55mm	39mm below
	Stall length		→36.21mm    18.17±1.82kgf →29.21mm    57±4.28 kgf	
Valve clearance			(IN)0.06±0.02mm (EX)0.10±0.02mm	
Valve guide	O.D.	IN	5.450~5.465mm	5.42mm
		EX	5.430~5.455mm	5.40mm
	Guide I.D.	IN	5.475~5.485mm	5.50mm
		EX	5.475~5.485mm	5.50mm
	Stem to guide Clearance	IN	0.010~0.035mm	0.08mm
		EX	0.03~0.055mm	0.10mm
	Valve seat width		1.45~1.15mm	1.6mm



## 5. CYLINDER HEAD/VALVE

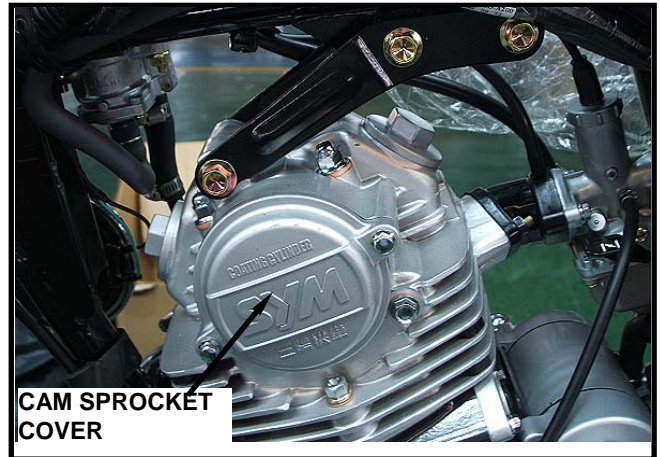


### CAMSHAFT REMOVAL

#### NOTE:

The camshaft, rocker arm and rocker arm shaft can be serviced with the engine installed on the frame.

Remove the cam sprocket cover.



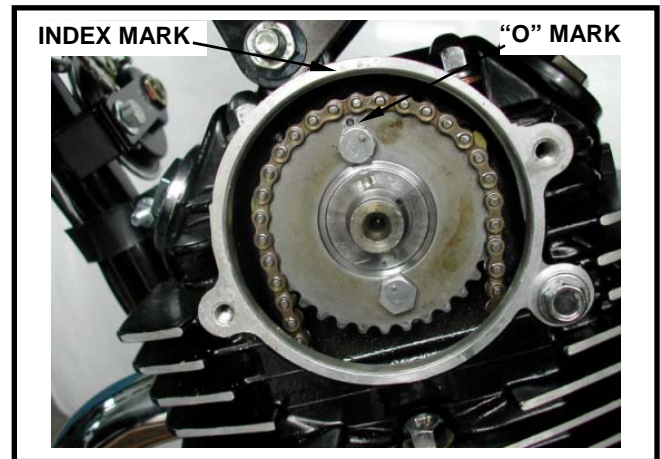
Remove the crankshaft hole cap and the timing inspection hole cap.

Rotate the generator rotor counterclockwise and locate the piston at the T.D.C. of the compressing stroke.

Remove the cam sprocket bolts and remove the cam sprocket.

#### NOTE:

Take care not to drop then bolt into the crankcase.



Suspend the cam chain with a wire to prevent it from falling into the crankcase.

Remove the camshaft.





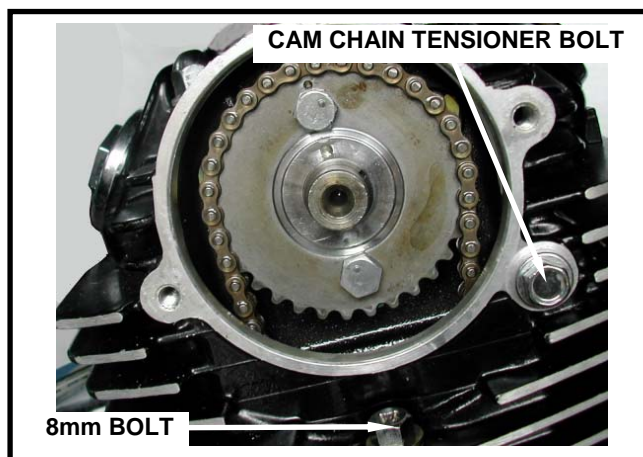
## 5.INSPECTION/ADJUSTMENT



### CYLINDER HEAD

#### REMOVAL

Remove the cam chain tensioner bolt.  
Remove the 8mm bolt.  
Remove the 4 cylinder head nuts.  
Remove the dowel pins.  
Remove cam chain tensioner.  
Remove the cylinder head.



Remove the rocker arm shaft.



Remove the rocker arms.





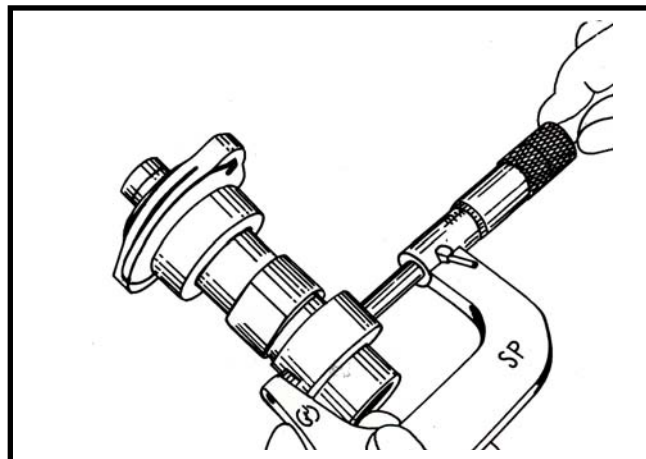
## 5. CYLINDER HEAD/VALVE

### CAMSHAFT INSPECTION

Inspect the cams of the camshaft for wear.

Service limit:

Inlet: 31.25mm  
Exhaust: 30.87mm

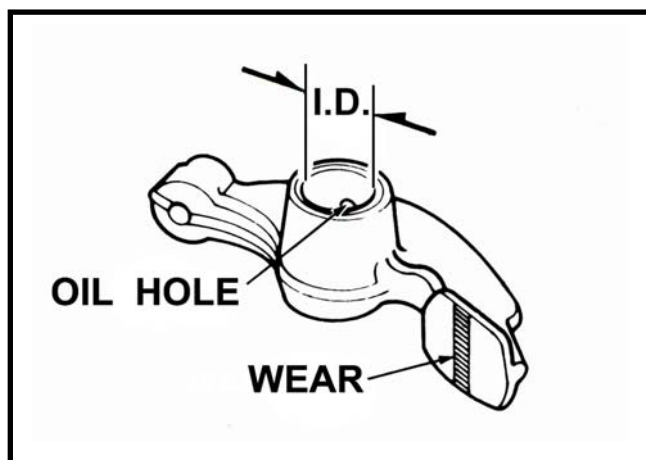


### ROCKER ARM INSPECTION

Inspect the rocker arm I.D. and the rocker arm for wear, damage or clogged oil holes.

Rocker arm I.D.

Service limit:  $\phi$  12.018mm

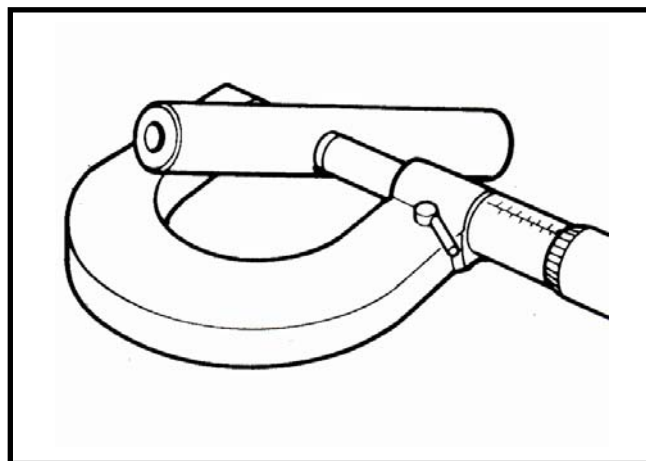


### ROCKER ARM SHAFT INSPECTION

Inspect rocker arm shaft for wear or damage.

Rocker arm shaft O.D.

Service limit :  $\phi$  11.966mm

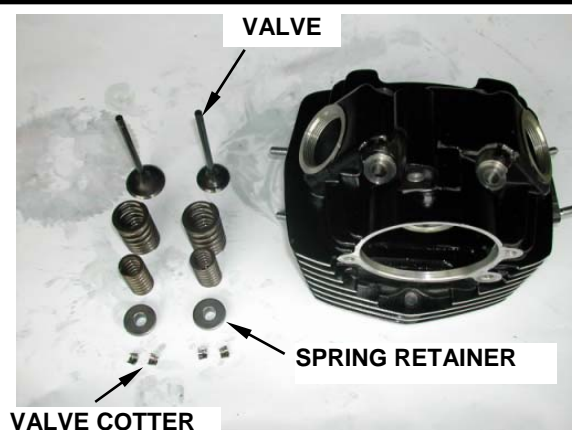




## 5.INSPECTION/ADJUSTMENT

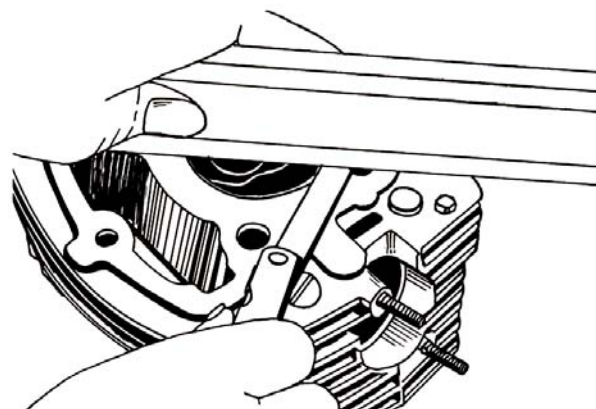
### CYLINDER HEAD DISASSEMBLY

Remove carbon deposits from the combustion chamber. Remove valve spring and valve spring and valve with a valve spring compressor.



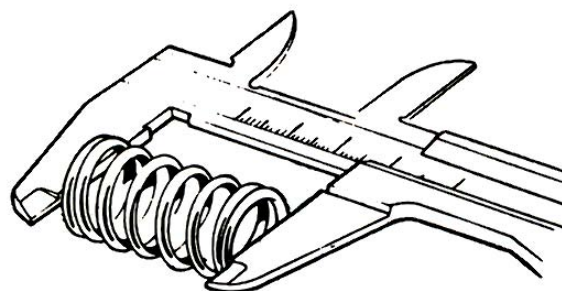
### CYLINDER HEAD INSPECTION

Remove gasket from cylinder head with a scraper.  
Check the cylinder head for crack.  
Check the cylinder head for warpage with a straight edge and a feeler gauge.  
Service limit: 0.10mm



### VALVE SPRING INSPECTION

Measure the free length of the inner and outer valve spring.  
Service limit: 39mm below





## 5. CYLINDER HEAD/VALVE

### VALVE/VALVE GUIDE

#### INSPECTION

Inspect valves for scratches, burning or wear.

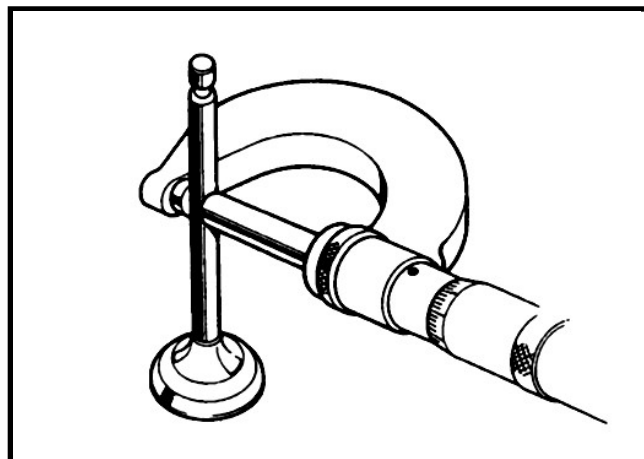
Check the valve movement in the guide.

Measure the valve stem O.D.

Service limit:

Intake:  $\phi$  5.42mm

Exhaust:  $\phi$  5.40mm



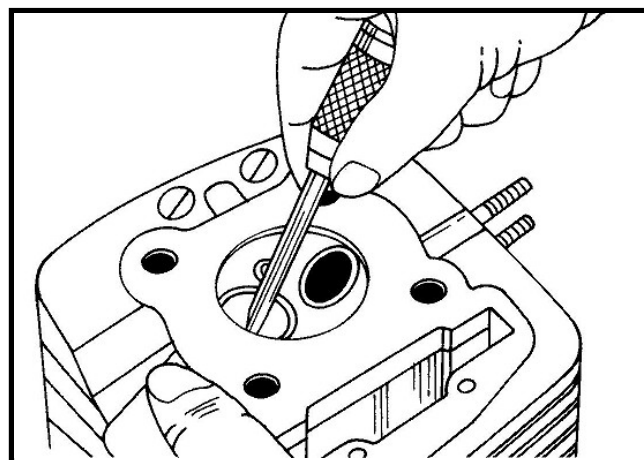
#### NOTE:

Remove any carbon buildup before checking the valve guide I.D.

Guide I.D. service limit

Intake:  $\phi$  5.50mm

Exhaust:  $\phi$  5.50mm



Measure the valve guide I.D. and calculate the stem to guide clearance.

Service limit:

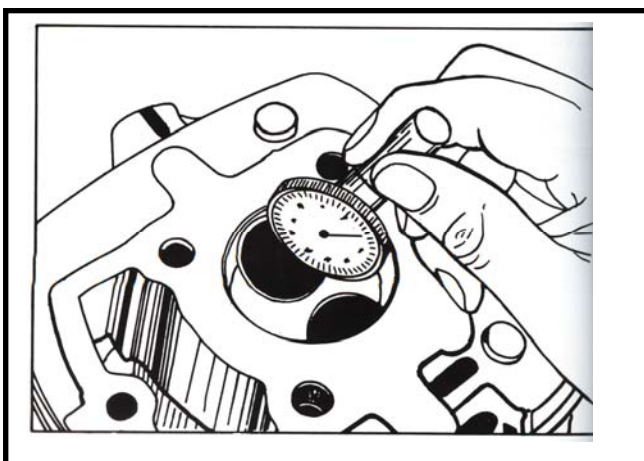
Intake: 0.08mm

Exhaust: 0.10mm

If the stem to guide clearance exceeds the service limit, replace the valve or guide to fit.

#### NOTE:

The guide must be reamed when replacing a new one.





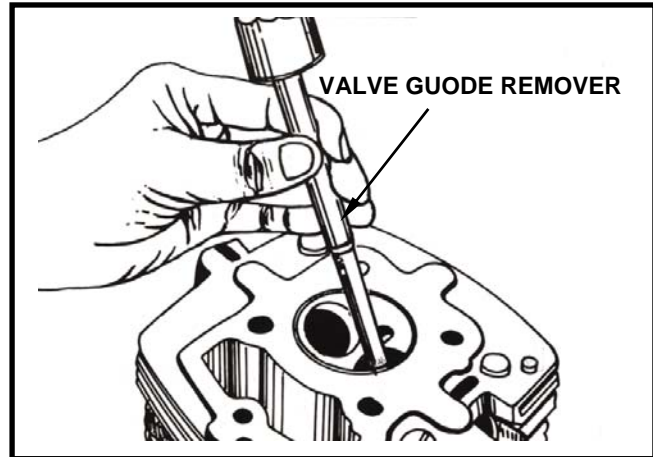
## 5.INSPECTION/ADJUSTMENT

### VALVE GUIDE REPLACEMENT

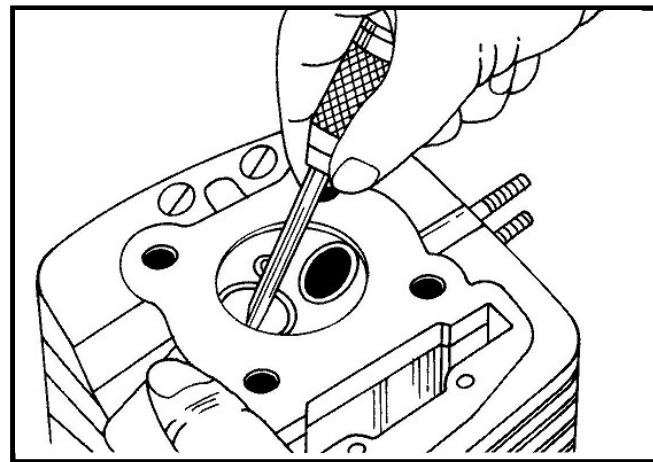
Drive out the valve guide from the combustion chamber side with a 5mm valve guide remover.

#### NOTE:

When driving out the valve guide, do not damage the cylinder head.



Install the new valve guide from the top of the cylinder head, and ream it with a reamer, then clean the cylinder head.





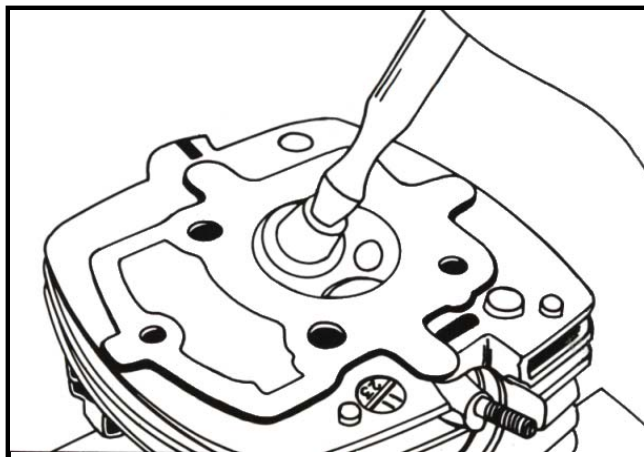
## 5. CYLINDER HEAD/VALVE

### VALVE SEAT INSPECTION/ REFACING

**Clean** intake and exhaust valves to remove carbon deposits.

Apply a light coating of prussian blue to each valve face.

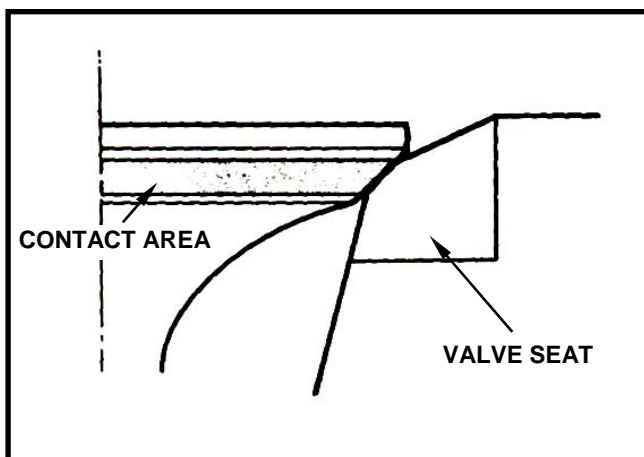
Insert each valve into the guide and rotate them two cycles.



Remove the valve and inspect the face.

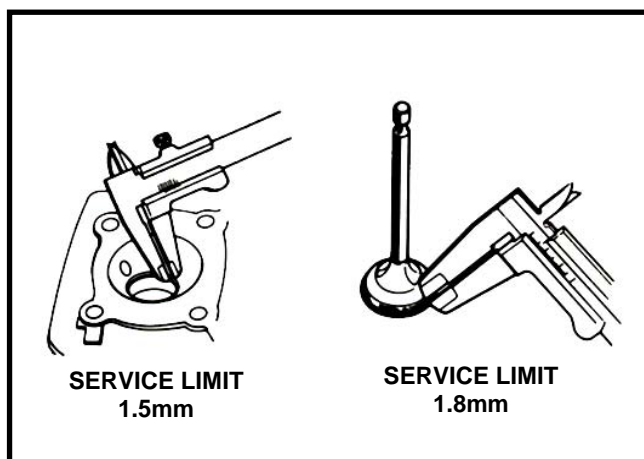
#### CAUTION:

If the valve face is burned or damaged or unevenly, replace the valve.



Inspect the valve seat.

If the seat is too wide or too narrow, the seat must be refinished.





## 5.INSPECTION/ADJUSTMENT

### VALVE SEAT GRINDING

#### NOTE:

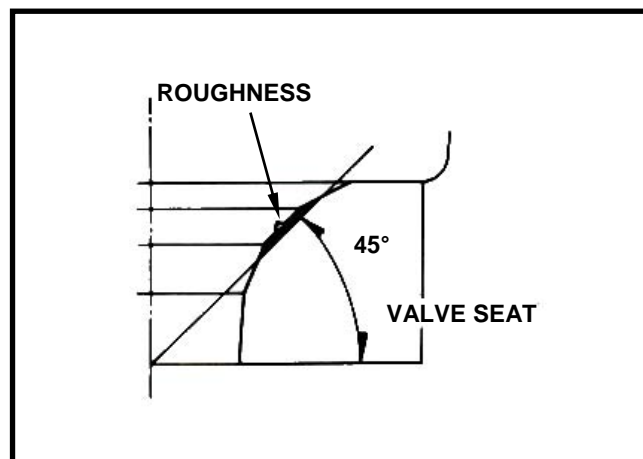
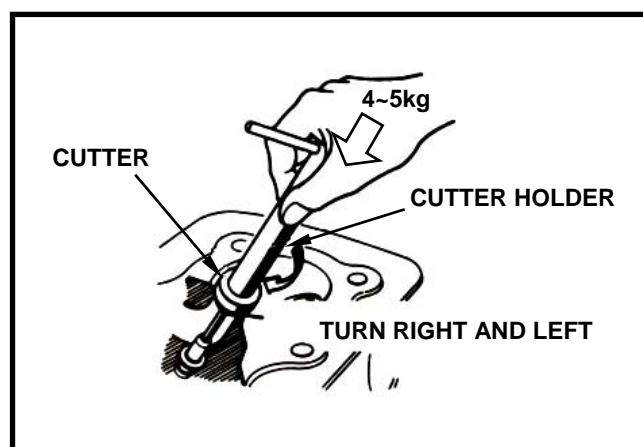
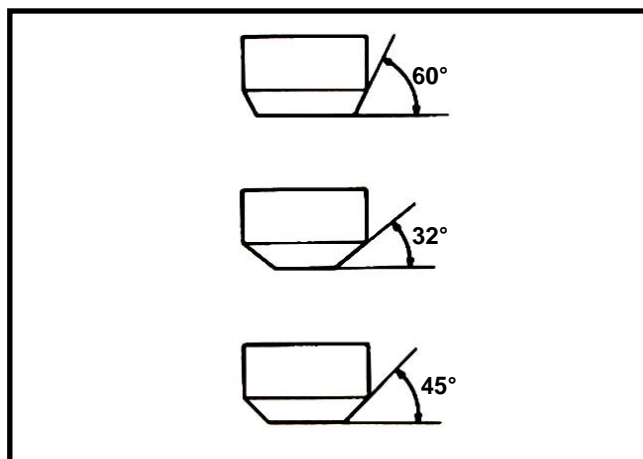
Follow the instructions described in the cutter instruction manual.

Remove any roughness from the seat by applying 4~5 kg pressure, turning the cutter left and right.

#### NOTE:

Add engine oil to the face when operating.

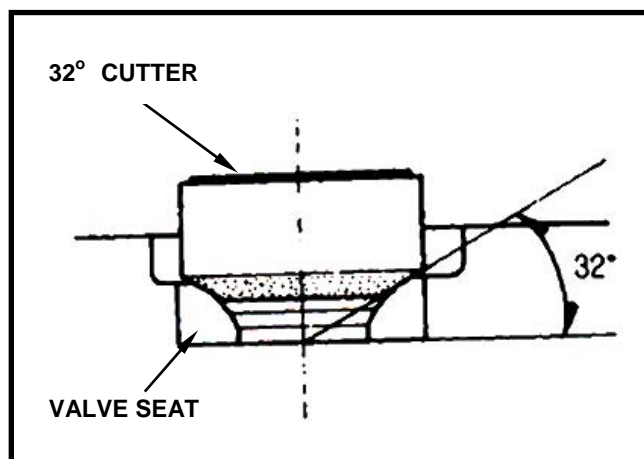
Using a 45 degree cutter, remove any roughness from the seat.



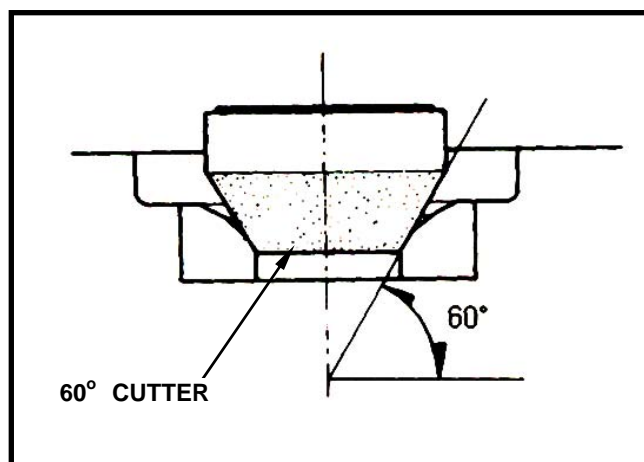


## 5. CYLINDER HEAD/VALVE

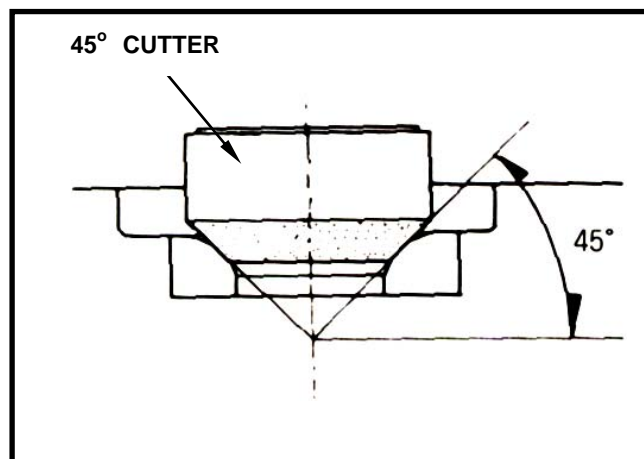
Using a 32 degree cutter, remove 1/4 of the existing valve seat material.



Remove the bottom 1/4 of the old seat by using a 60 degree cutter.



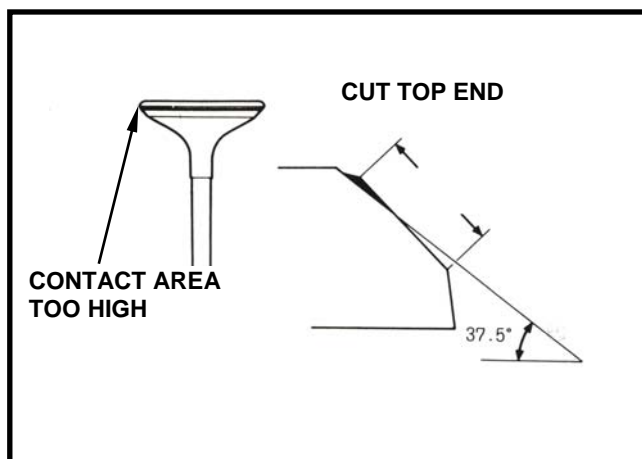
Finish the seat to the proper width by using a 45 degree cutter.



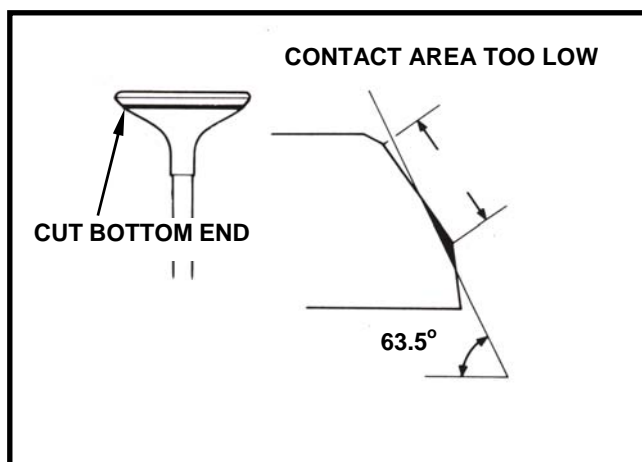


## 5.INSPECTION/ADJUSTMENT

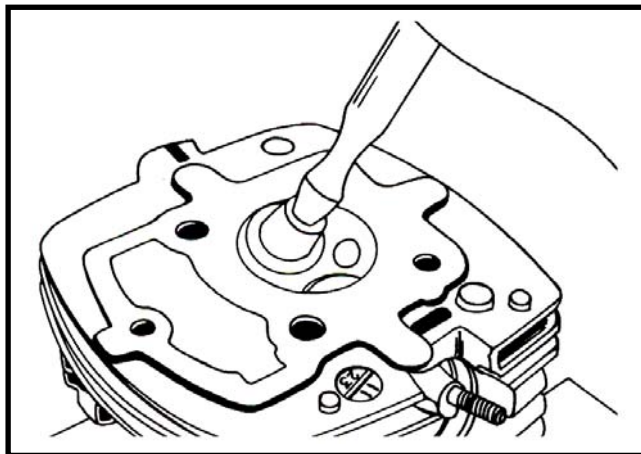
If the contact area is too high on the valve, the seat must be lowered using a 37.5 degree cutter, then finish with a 45 degree cutter.



If the contact area is too low on the valve, the seat must be raised using a 63.5 degree cutter, then finish with a 45 degree cutter.



After cutting the seat, apply lapping compound to the valve face, and lap the valve using light pressure.





## 5. CYLINDER HEAD/VALVE

### CYLINDER HEAD ASSEMBLY

Compress the valve springs with a valve spring compressor and install the valve cotters into the valve retainer.

#### CAUTION:

Do not compress the valve spring more than necessary.

#### NOTE:

Install a new valve stem seal when assembling.

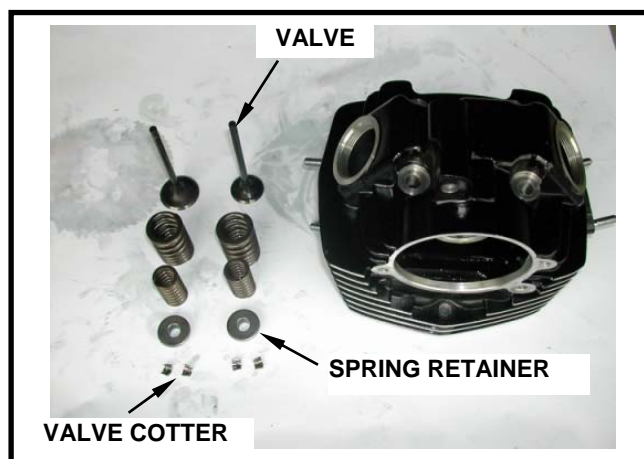
Lubricate each valve stem with the engine oil then insert them into the guides.

Install the valve spring and retainers.

#### NOTE:

Install the valve springs with the tightly wound coils facing the cylinder head.

Tap the valve stems gently with a plastic hammer to firmly seat the cotters.





## 5.INSPECTION/ADJUSTMENT

### CYLINDER HEAD INSTALLATION CAMSHAFT AND CAMSPROCKET ASSEMBLY

**NOTE:**

Rocker arms must be installed at the right position.

ROCKER ARM



Clean the cylinder head gasket surface of any gasket material.

Install the new gasket, O-ring and dowel pins and chain guide.

**NOTE:**

Do not allow dust and dirt to enter the cylinder.



Install the cylinder head.

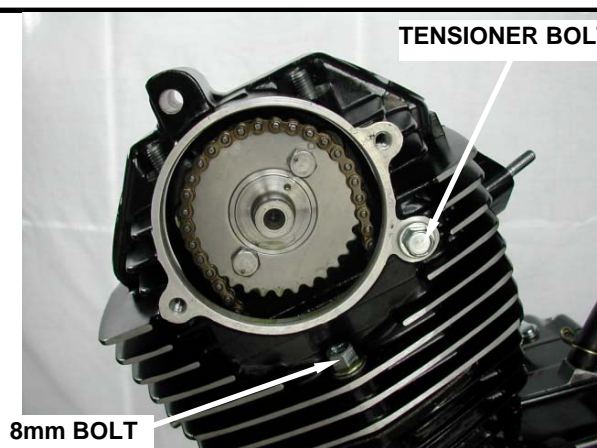
**NOTE:**

Support the cam chain to keep it from falling into the crankcase.

Install the cam chain tensioner set and bolt and washer.

Install dowel pins.

TENSIONER BOLT



8mm BOLT



## 5. CYLINDER HEAD/VALVE

### CAM SHAFT

#### INSTALLATION

Rotate the generator rotor and align the "T" mark with the index mark.

Install the camshaft comp.

When installing camshaft set, please take care that the line on the cam sprocket should be in parallel with the surface of cylinder head. (The IN/EX cam should be faced down).

Install the camshaft holder.

Install the cylinder head nuts.

**TORQUE:** 2.80 ~ 3.00 kgf·m

#### CAUTION:

The cap nut of the four holder nuts must be installed at the left-front side.

Install the 6mm bolts.

Install the cam chain chain tensioner.

Install the auto-tensioner. (Lock the spring cap bolt first.)

Release the auto-tensioner lock bolt.

Adjust the valve clearance. (2-7)

Install the cylinder head cover.

Install the R/L cylinder head side cover.

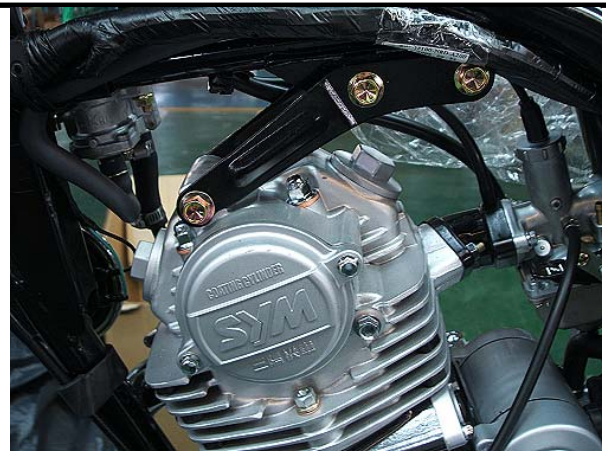
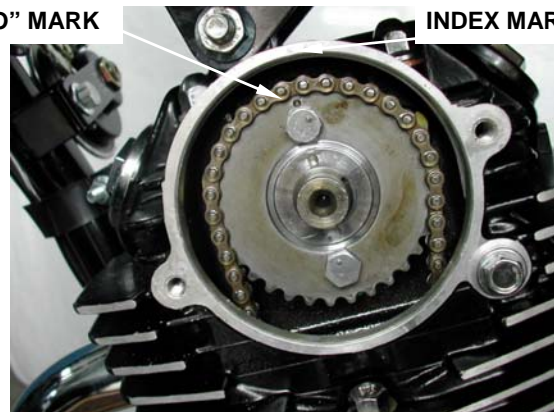
Install the 6mm special bolts.

#### NOTE:

If the cylinder head side cover gasket is damaged or broken, replace with a new one.



"O" MARK INDEX MARK





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## TROUBLE SHOOTING

### LOW COMPRESSION

1. Worn cylinder or piston rings.

### EXCESSIVE SMOKE

1. Worn cylinder, piston or piston rings.
2. Improper installation of piston rings.
3. Scored or scratched piston or cylinder wall.

### OVERHEATING

1. Excessive carbon build-up on piston or combustion chamber wall.

### KNOCKING OR ABNORMAL NOISE

1. Worn piston or cylinder.
2. Excessive carbon build-up

## SERVICE INFORMATION

### GENERAL STRUCTIONS

ITEM			XS125-K	
			STANDARD SERVICE	LIMIT
Cylinder	Cylinder I.D.	Cylinder I.D.	56.495~56.515mm	56.52mm
		Runout	0.05mm	0.05mm
		Taper	0.05mm	0.05mm
Piston rings groove clearance	Piston ring to ring groove clearance	Top	0.025~0.055mm	0.060mm
		Second	0.015~0.040mm	0.045mm
	Piston ring End gap	Top	0.10~0.30mm	0.5mm
		Second	0.10~0.30mm	0.5mm
		Oil ring	0.30~0.90mm	
	Piston O.D.		56.485~56.505mm	56.48mm
	Piston pin bore		15.002~15.008mm	15.05mm
	Connecting rod small end I.D.		15.016~15.034mm	15.07mm
	Piston pin O.D.		14.994~15.000mm	14.994mm
	Piston ring thickness	Top	0.97~0.99mm	1.460mm
		Second	0.97~0.99mm	1.460mm
	Cylinder to piston clearnace		0.005~0.015mm	0.11mm



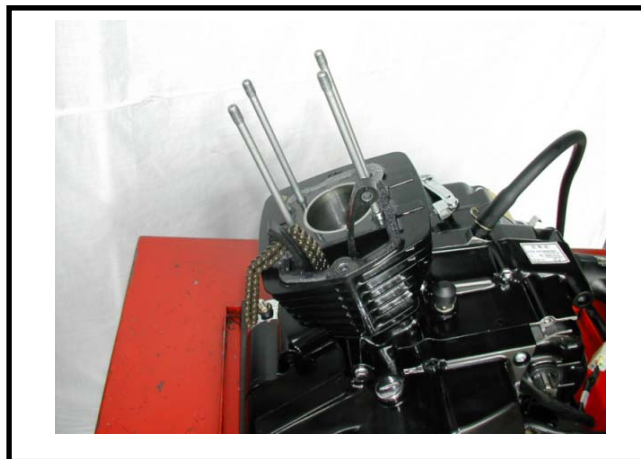
## 6.CYLINDER/PISTON

### CYLINDER REMOVAL

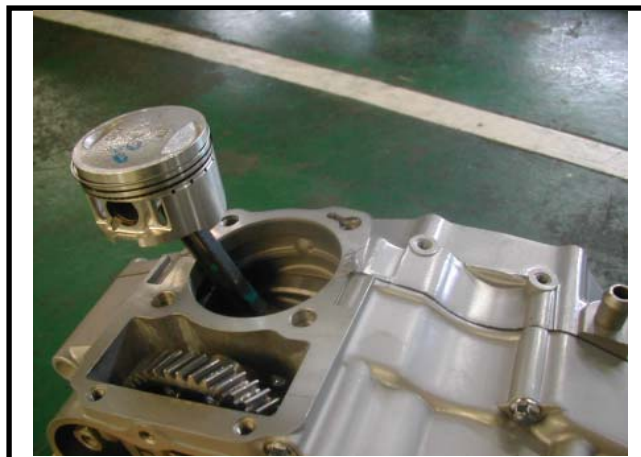
Remove the cylinder head.  
Remove the dowel pins and gasket.  
Remove the cylinder.

#### NOTE:

Avoid the dowel pins falling into the crankcase during removing the cylinder.



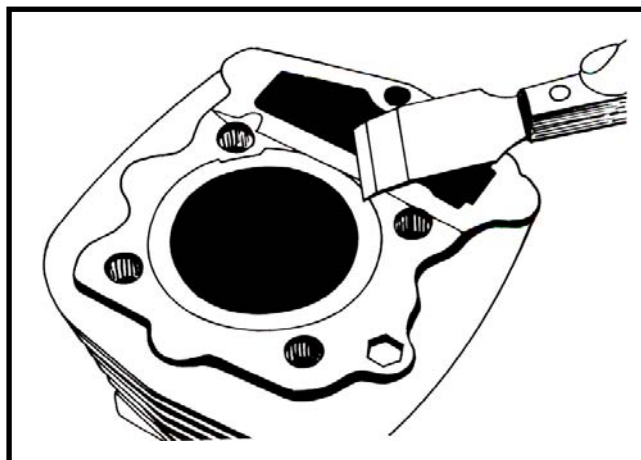
Remove the dowel pins and gasket.



Clean the cylinder gasket surface of any gasket material.

#### NOTE:

Avoid damaging the cylinder gasket surface during this operation.



### CYLINDER INSPECTION

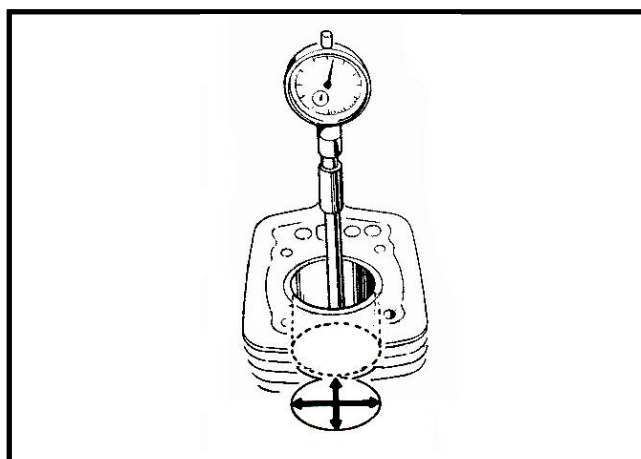
Inspect the cylinder bore for wear or damage.  
Measure the cylinder I.D.

#### NOTE:

According to the right picture measure the cylinder runout.

Service limit:

ITEM	XS125-K
Runout	0.05mm
Taper	0.05mm
I.D.	56.52mm



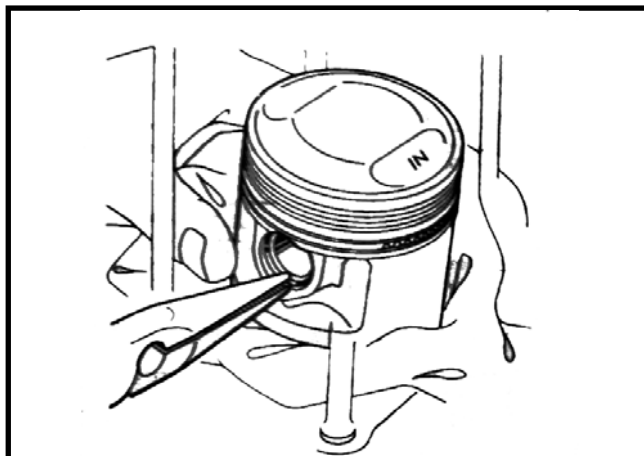


**PISTON REMOVAL**

Remove the piston pin clip with pliers.  
Press the piston pin out of piston, remove the piston.

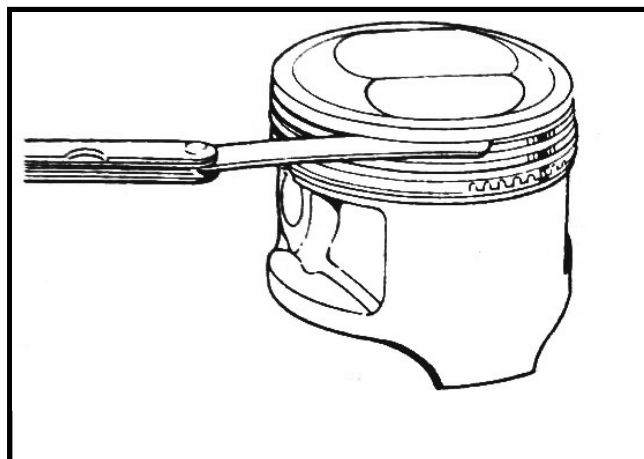
**NOTE:**

Avoid the clip falling into the crankcase.

**PISTON / PISTON RING****INSPECTION**

Measure the piston ring-to-ring groove clearance.  
Service limit .

Top ring: 0.13mm  
Second ring: 0.12mm

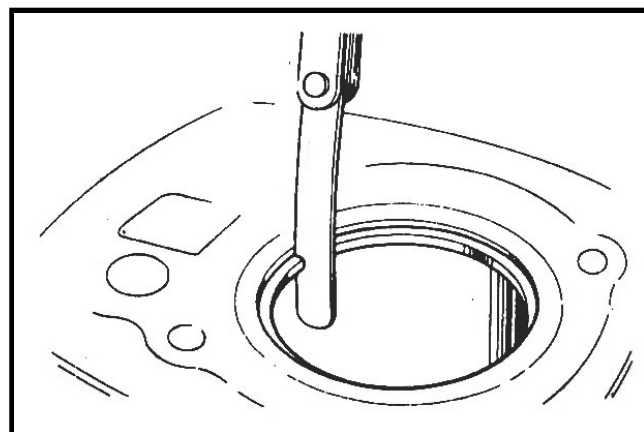


Remove the piston rings.  
Inspect the piston for damage or cracks.  
Inspect the piston groove for wear.



Insert each piston ring into the cylinder and measure the ring end gap.

Top / Second ring : 0.5mm





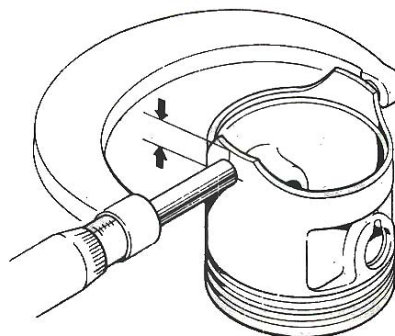
## 6.CYLINDER/PISTON

Measure the piston O.D. at the skirt.  
Service limit: 56.48mm

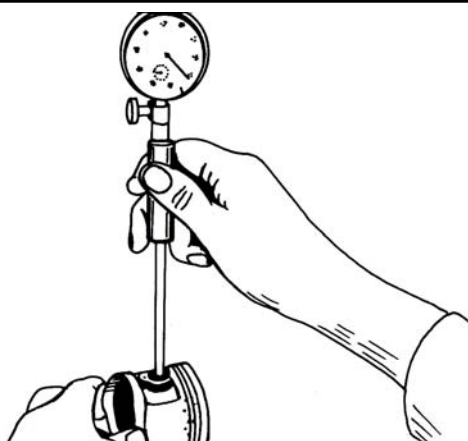
**NOTE:**

Measure the piston O.D. at a point from the bottom.

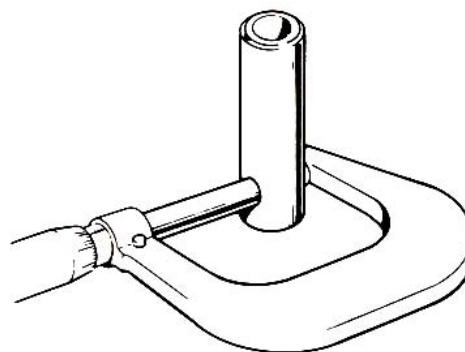
Calculate the piston-to-cylinder clearance.  
Service limit: 0.11mm



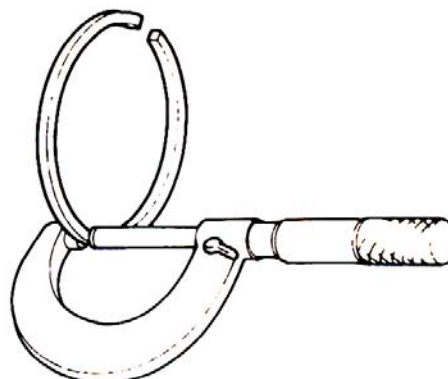
Measure the piston pin bore I.D.  
Service limit: 15.05mm



Measure the piston pin O.D.  
Service limit: 14.994mm



Measure the top/second ring thickness.  
Service limit: 1.460mm





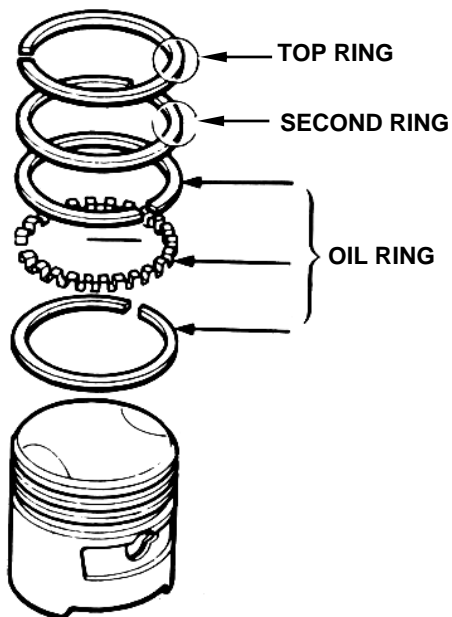
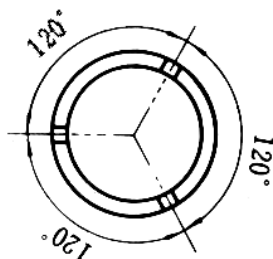
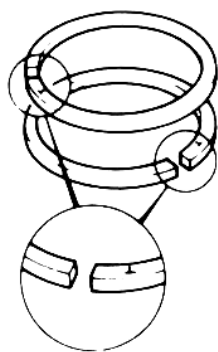
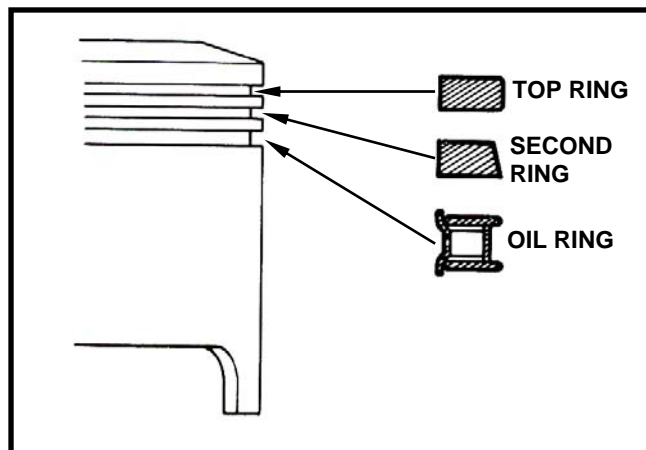
## PISTON RING INSTALLATION

Install the piston rings.

**NOTE:**

- Avoid piston and piston ring damage during installation.
- All rings should be installed with the markings facing up.
- After installation, the piston rings should be free to rotate in the grooves.

Space the piston ring end gaps 120 degree apart.





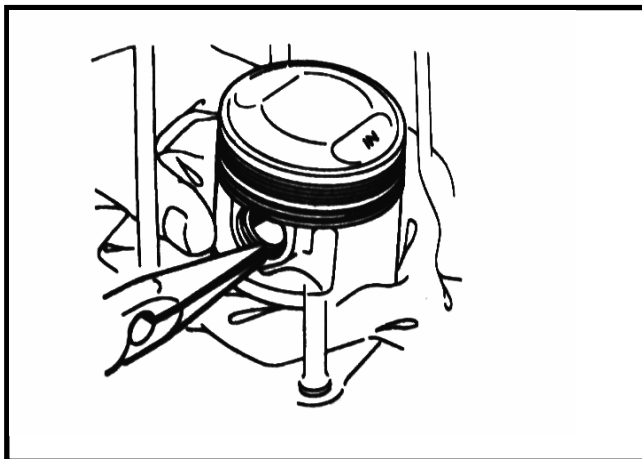
## 6.CYLINDER/PISTON

### PISTON INSTALLATION

Install the piston, piston pin and piston pin clip.

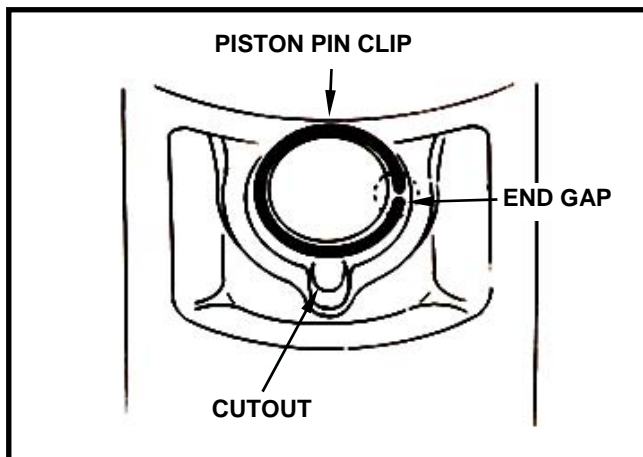
**NOTE:**

- Position the "IN" mark on the piston to the carburetor side.
- Do not let the piston pin clip fall into the crankcase.



**NOTE:**

- Use new piston pin clip whenever disassembling.
- Do not align the piston pin clip end gap with the piston cutout.



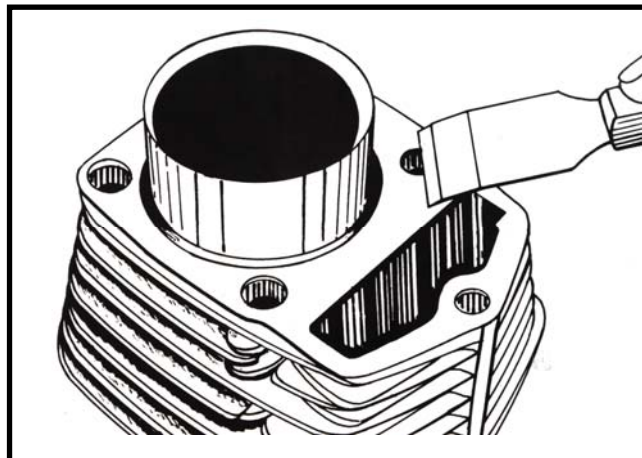
### CYLINDER INSTALLATION

Install the cylinder gasket and dowel pins.

Clean the cylinder gasket surface of any gasket material.

**NOTE:**

Avoid damaging the cylinder gasket surface during this operation.



Install the cylinder.

**NOTE:**

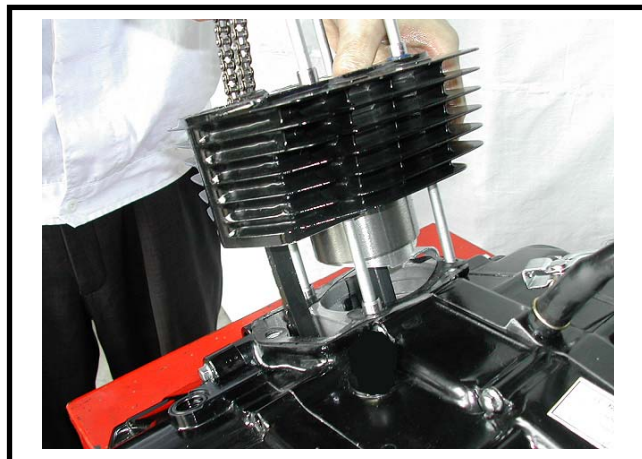
Avoid piston and piston rings damage during installation.

Install the cylinder gasket and dowel pins.

Install the cylinder head.(5-8)

**NOTE:**

Coat the cylinder and piston with the engine oil before installing the cylinder.







## 7.CLUTCH/OIL PUMP/GEAR SHIFT

TROUBLE SHOOTING.....	7-1
SERVICE INFORMATION .....	7-1
RIGHT CRANKCASE COVER REMOVAL .	7-2
CLUTCH .....	7-2

OIL PUMP .....	7-7
GEARSHIFT LINKAGE .....	7-9
RIGHT CRANKCASE COVER INSTALLATION....	7-11

### TROUBLE SHOOTING

Faulty clutch operation can be corrected by adjusting the clutch lever free play.

#### CLUTCH SPINS WHEN ACCELERATING

1. No free play
2. Discs worn
3. Spring weak

#### CLUTCH DISENGAGED ( MOTORCYCLE CREEPS )

1. Too much free play
2. Plates warped

#### EXCESSIVE LEVER PRESSURE

1. Clutch cable kicked, damaged or dirty
2. Lifter mechanism damaged

#### HARD SHIFTING

1. Stopper plate bent
2. Improper clutch adjustment

#### GEARSHIFT PEDAL WON'T RETURN

1. Return spring broken or weak
2. Shift spindle bent

#### JUMPS OUT OF GEAR

1. Stopper arm spring broken

#### LOW OIL PRESSURE

1. Oil pump drive gear worn
2. Faulty oil pump

### SERVICE INFORMATION

#### GENERAL INSTRUCTION

This section covers removal, installation and servicing of the clutch, oil pump, filter and gearshift linkage. All these operations can be accomplished with the engine in the frame.

#### COMMON TOOLS

22mm wrench socket  
Air wrench

#### TORQUE VALUES

Right crankcase cover  
Kick starter pedal  
Step bar

0.80 ~ 1.20 kgf·m

1.00 ~ 1.50 kgf·m

1.80 ~ 2.00 kgf·m

#### SPECIFICATIONS

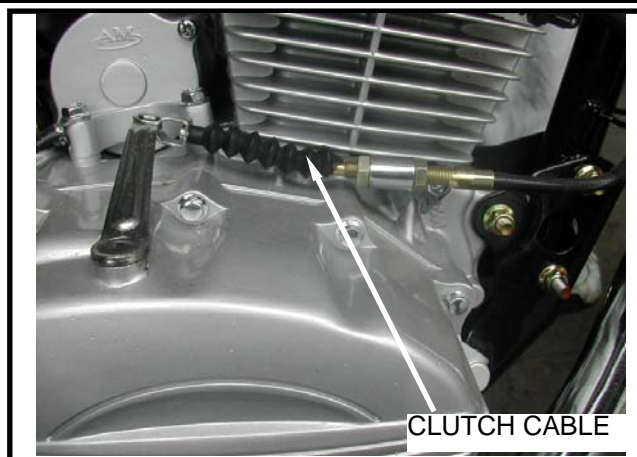
ITEM		STANDARD SERVICE	LIMIT
Clutch	Leve Free play	10~20mm	-----
	Spring free length	30.6mm	28.6mm
	Friction plate thickness	3.0mm	2.8mm
	Clutch plate warpage	-----	0.2mm
Oil pump	Tip clearance	0.30mm	0.35mm
	Rotor-to-body clearance	0.25~0.31mm	0.40mm
	End clearance	0~0.06mm	0.11mm



## 7.CLUTCH/OIL PUMP/GEAR SHIFT

### RIGHT CRANKCASE COVER REMOVAL

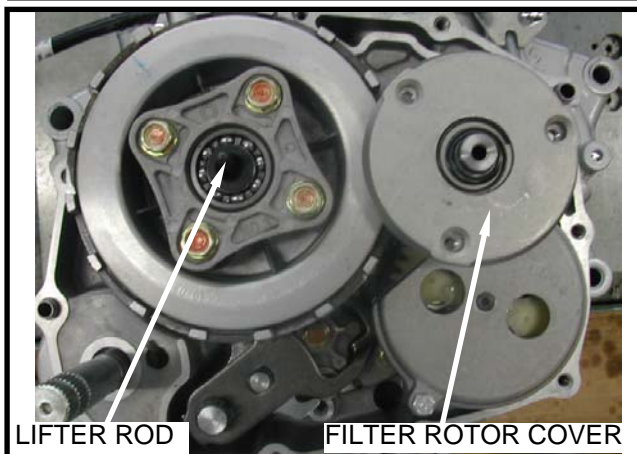
Drain oil from the engine.  
Disconnect the clutch cable.  
Remove the kick starter arm.  
Remove the right crankcase cover.



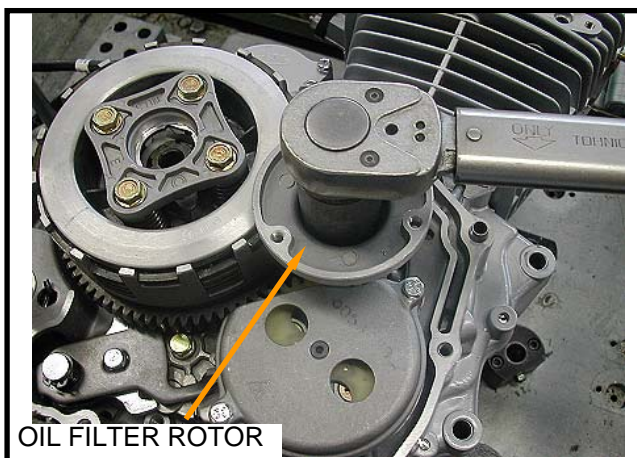
### CLUTCH

#### CLUTCH REMOVAL

Remove the clutch lifter rod.  
Remove the oil filter rotor cover.

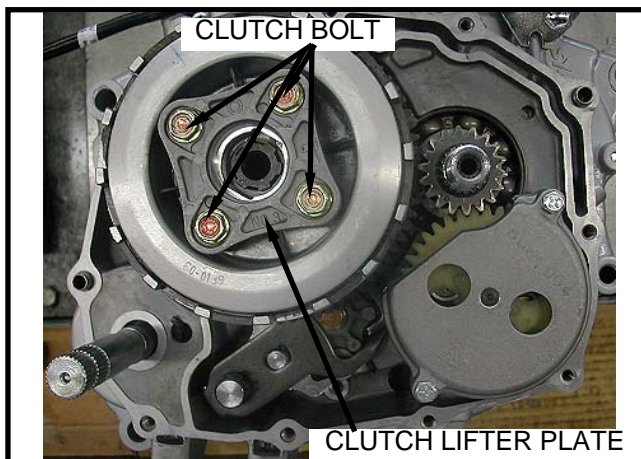


Remove the 16mm lock nut with a lock nut wrench.  
Remove the oil filter rotor.



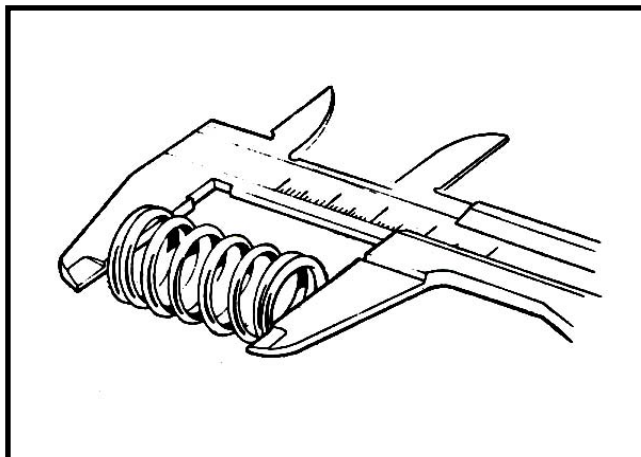


Remove the bearing, clutch bolt, clutch lifter plate and clutch spring.

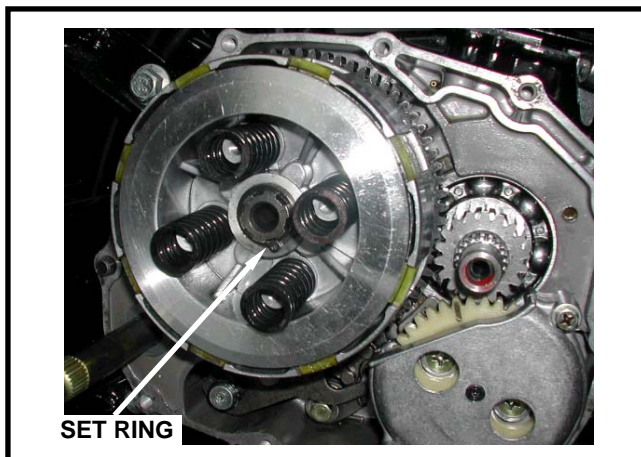


### CLUTCH SPRING INSPECTION

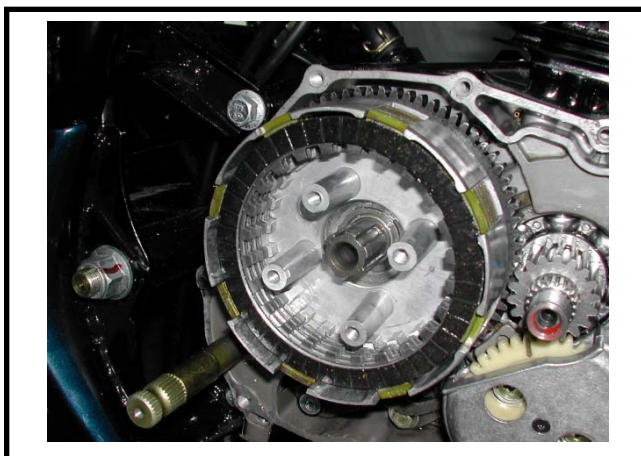
Measure the clutch springs free length.  
Service limit: 28.6mm



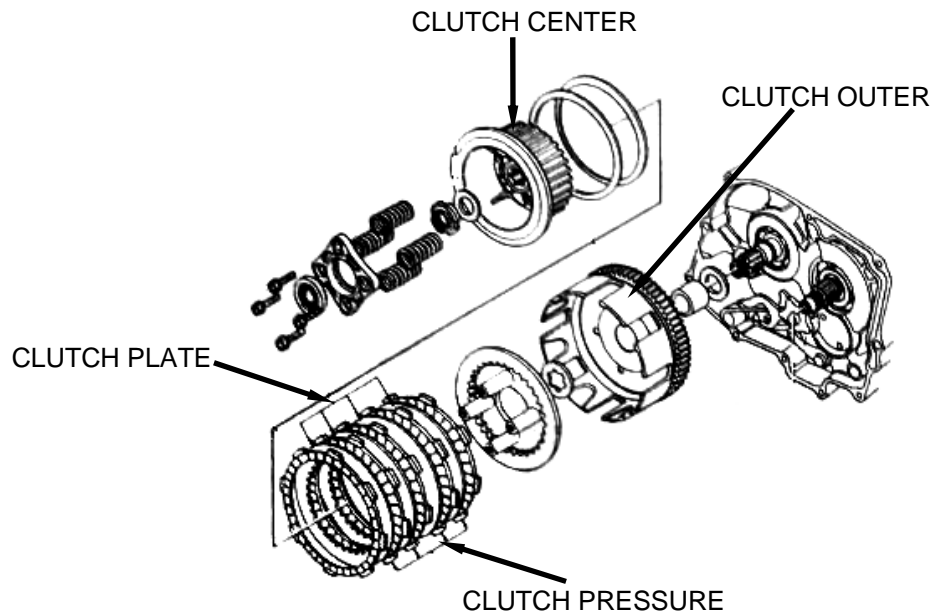
Remove the 20mm set ring.



Remove the clutch center, disks, plates and pressure plate.





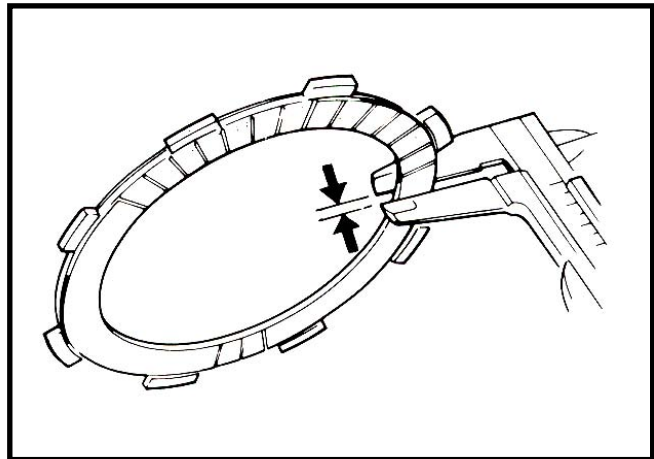


### CLUTCH FRICTION DISC INSPECTION

Replace the clutch disks if they have any score or discoloration.

Measure the clutch friction disk thickness.

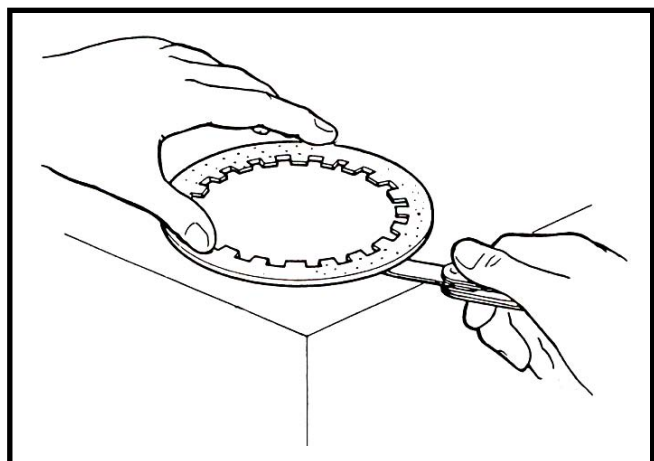
SERVICE LIMIT: 2.8mm



### CLUTCH PLATE INSPECTION

Check the plates for warp on a surface plate using a feeler gauge.

Service limit: 0.2mm

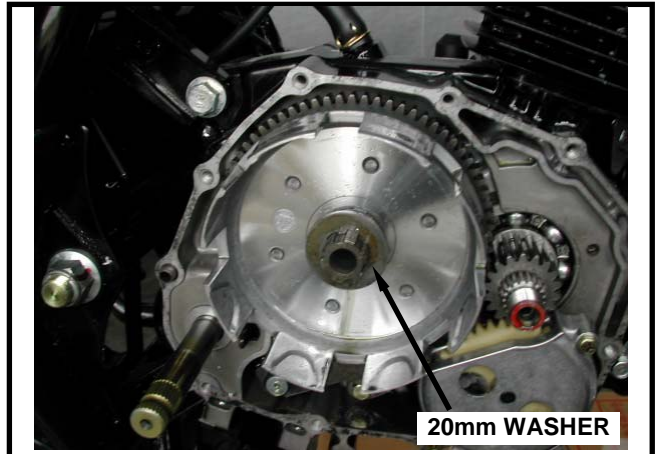






## 7.CLUTCH/OIL PUMP/GEAR SHIFT

Remove the 20 mm washer and clutch outer.



### CLUTCH OUTER INSPECTION

Check the clutch outer for cracks or indentation.

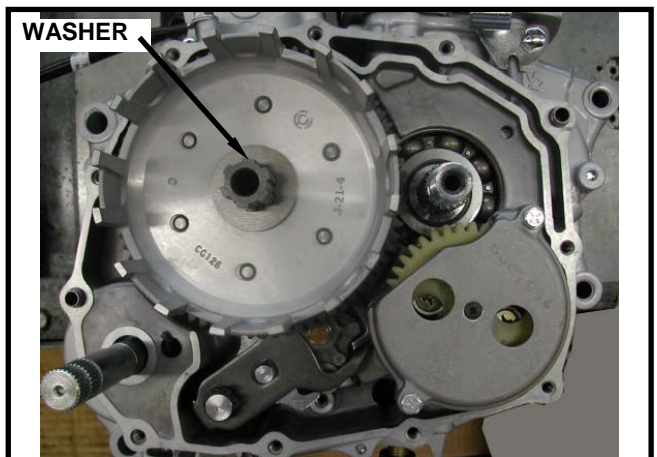


### CLUTCH OUTER INSTALLATION

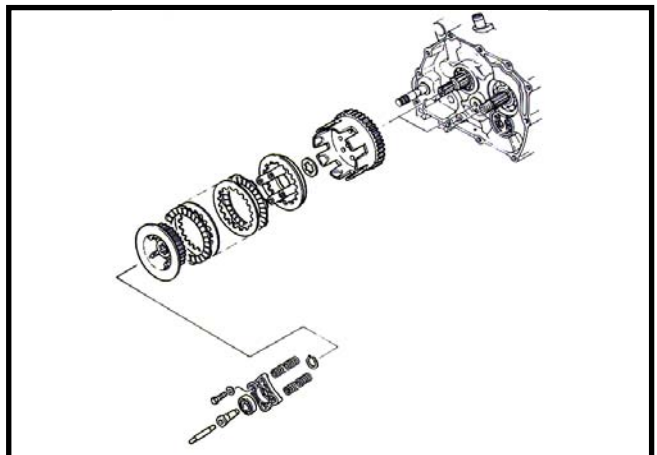
Install the clutch outer, 20mm washer on the main shaft.

#### NOTE:

When installing the washer, it should fit with the main shaft groove.



Install the clutch pressure plate, friction discs, clutch plates and clutch center.

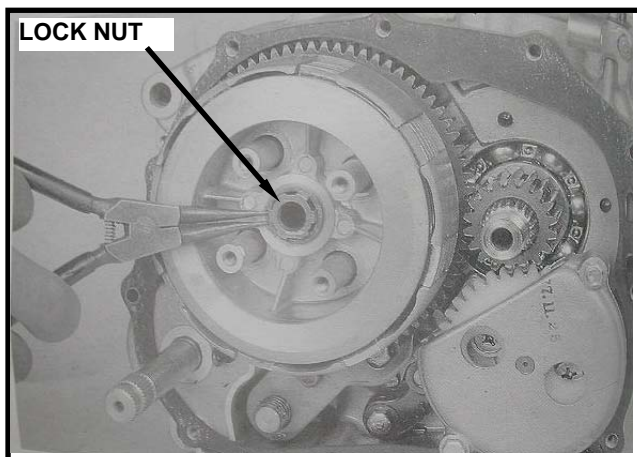




## 7.CLUTCH/OIL PUMP/GEAR SHIFT



Install and tighten the 20mm set ring.

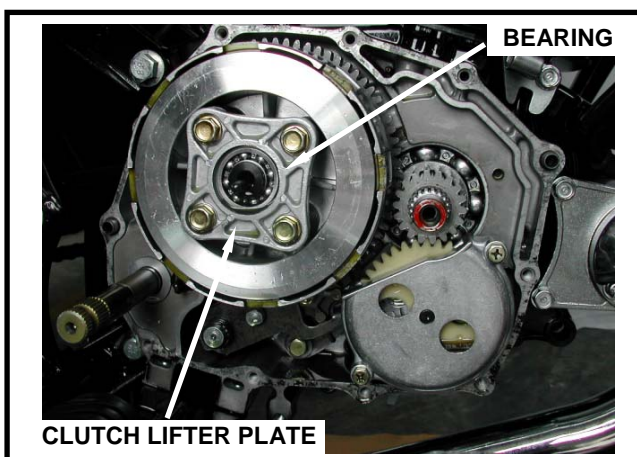


Install the clutch springs, lifter plate and tighten the bolts.  
Install the bearing.

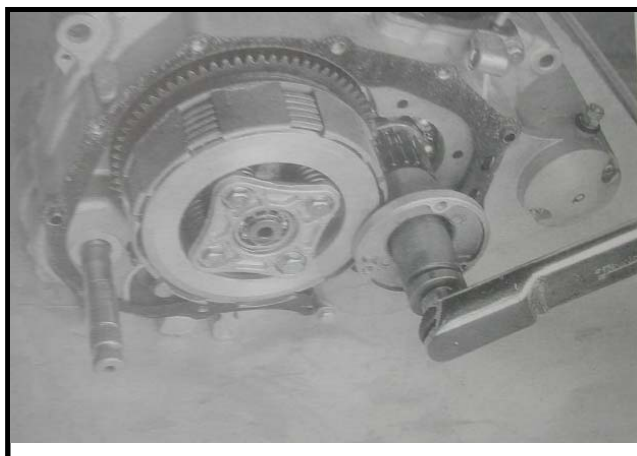
### NOTE:

Tighten the bolts in a crisscross pattern in two or three steps.

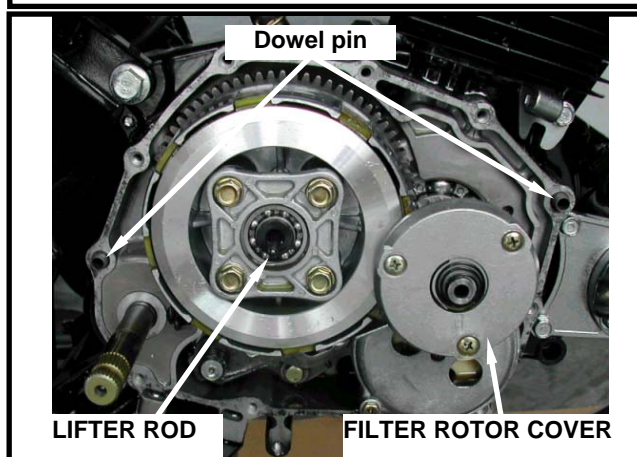
TORQUE :0.80-1.20 kgf·m



Install the oil filter rotor.  
Install the lock washer and 16mm lock nut.  
Tighten the 16mm lock nut.  
TORQUE :4.00-5.00 kgf·m



Install the filter rotor cover.  
Check the oil through for a smooth operation without binding.  
Install the lifter rod.  
Install the dowel pins and a new gasket.  
Install the right crankcase cover  
Connect the clutch cable.  
Install the exhaust muffler and step bar.  
Fill the crankcase with the recommended oil  
Adjust the clutch lever free play.





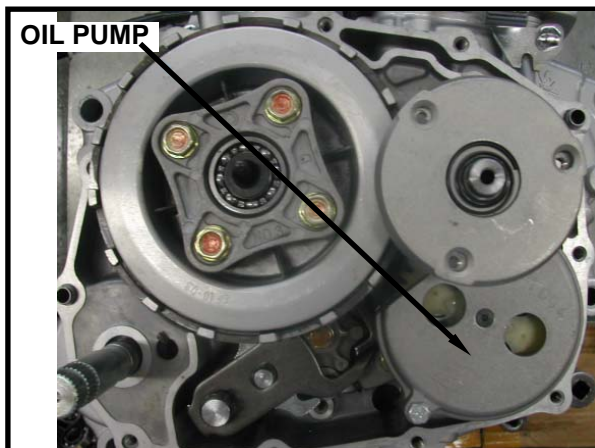
## OIL PUMP

### OIL PUMP REMOVAL

Remove the right crankcase cove.

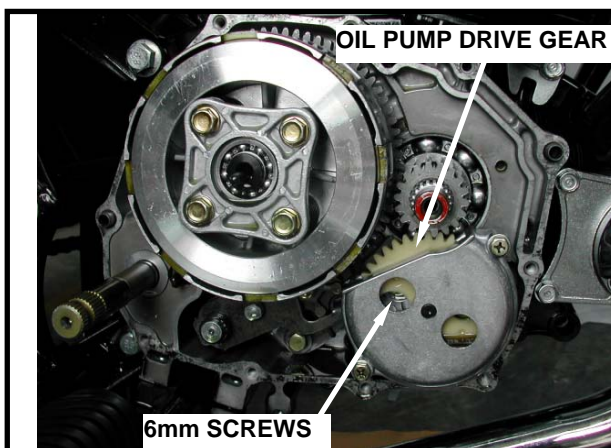
Remove the oil filter rotor.

Remove the oil pump cover.



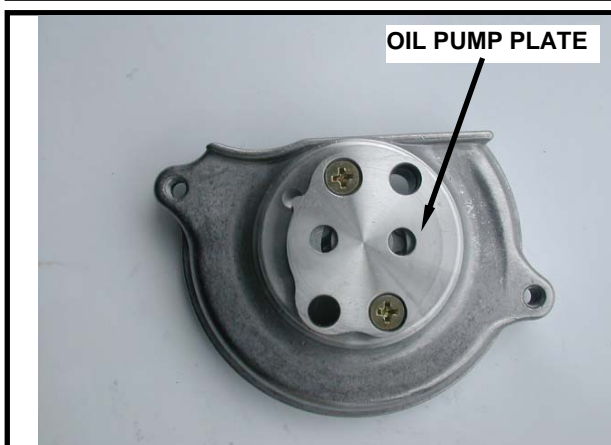
Remove the oil pump drive gear.

Remove the 6 mm screws and oil pump.



### OIL PUMP DISASSEMBLY

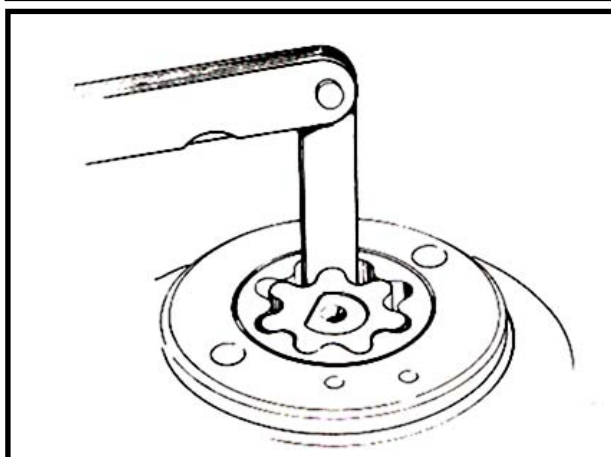
Remove the oil pump plate.



### OIL PUMP INSPECTION

Measure the inner rotor-to-outer rotor clearance.

SERVICE LIMIT: 0.35mm

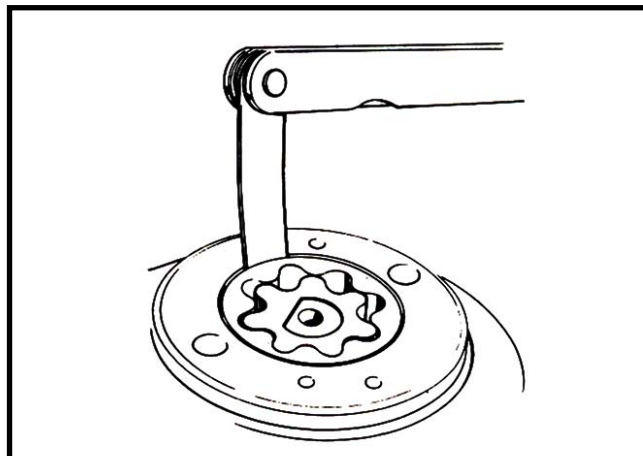




## 7.CLUTCH/OIL PUMP/GEAR SHIFT



Measure the outer rotor-to-body clearance.  
Service limit: 0.40mm

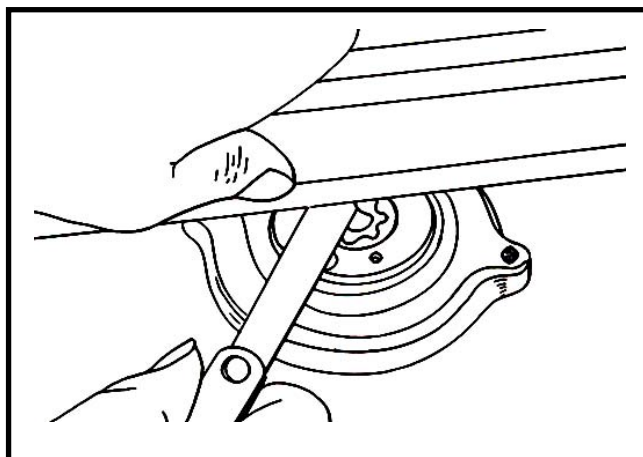


Measure the rotor-to-cover clearance.

NOTE:

Measure the clearance with the gasket installed.

Service limit: 0.11mm

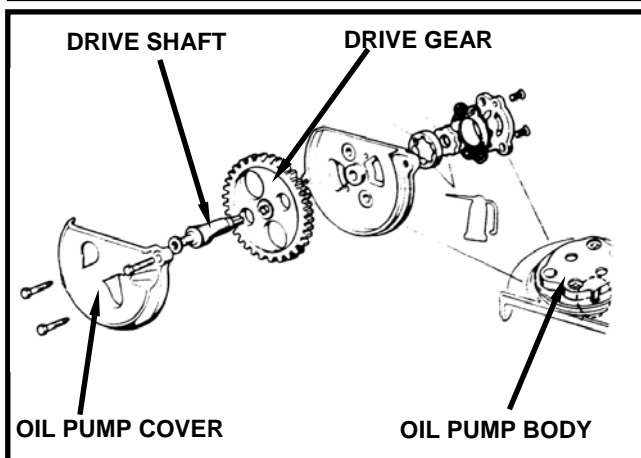


### OIL PUMP ASSEMBLY

Install the oil pump drive gear and gear shaft on the pump body.  
Install the oil pump cover.

NOTE:

Align the cutout in inner rotor with the cutout on the shaft.



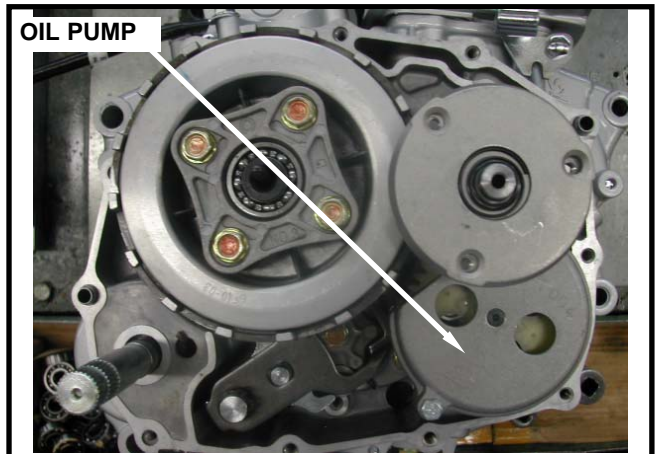
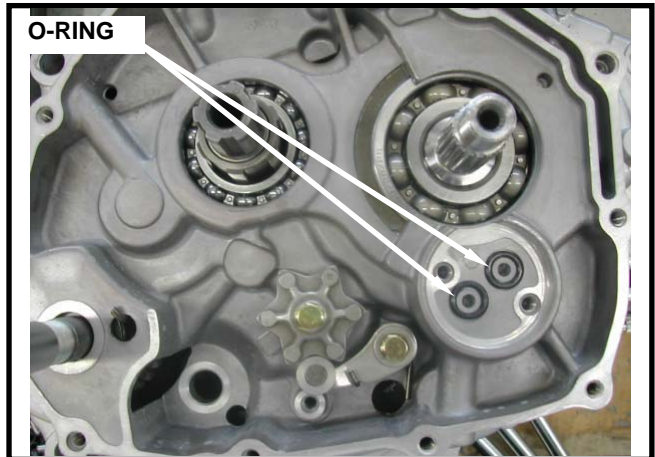
Check the oil pump for rotating freely.





## OIL PUMP INSTALLATION

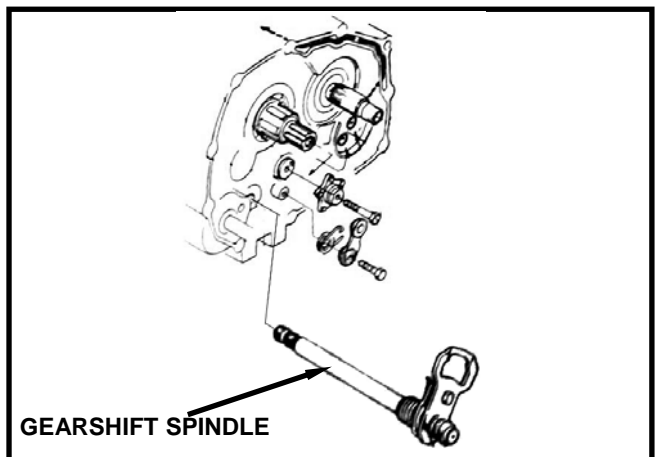
Install new O-rings.  
Install the oil pump to the right crankcase.



## GEARSHIFT LINKAGE

### GEARSHIFT LINKAGE DISASSEMBLY

Remove the clutch.  
Remove the gearshift pedal.  
Remove the gearshift spindle.

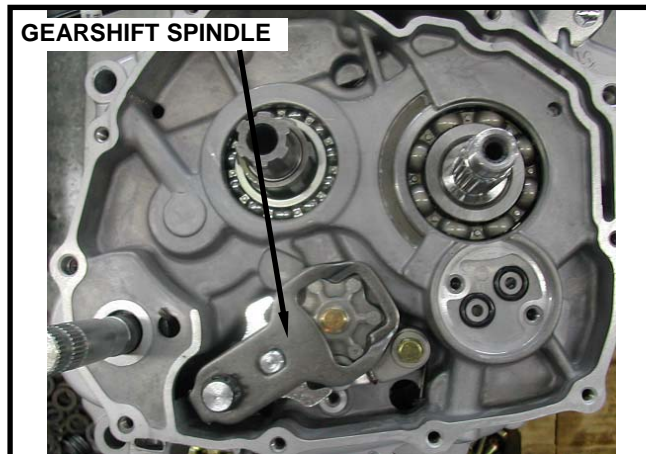
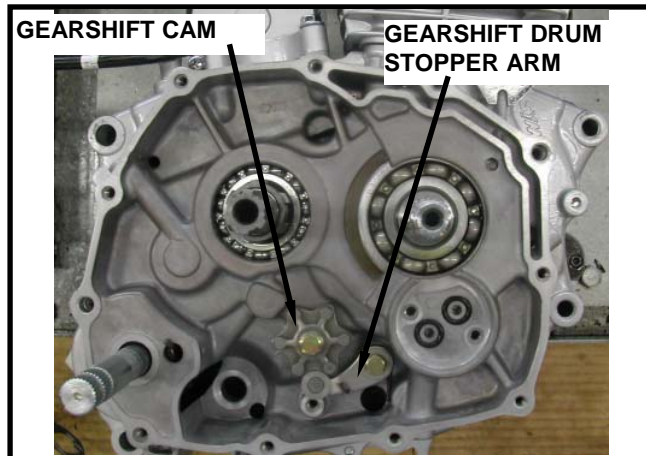




## 7.CLUTCH/OIL PUMP/GEAR SHIFT

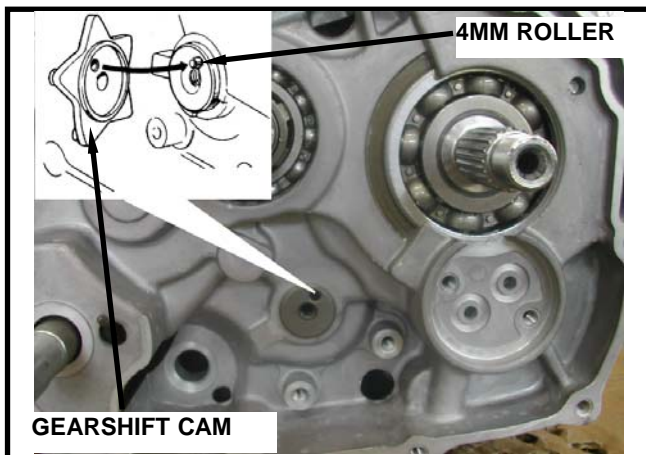


Remove the gearshift drum stopper arm.  
Remove the gearshift cam.  
Check each part for wear or damage.



### GEARSHIFT LINKAGE ASSEMBLY

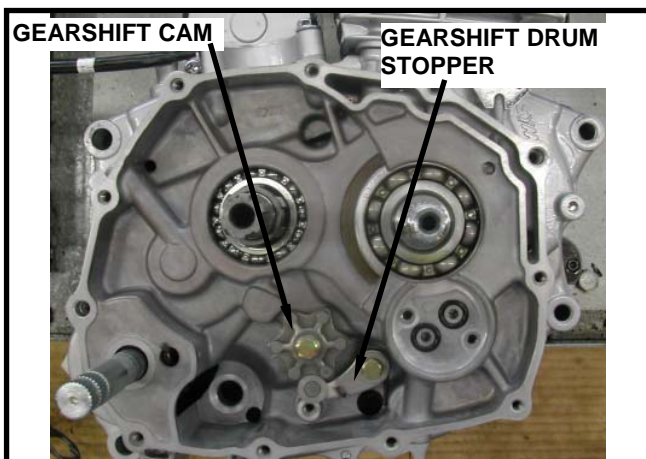
Install the four 4mm roller.  
Align the hole of the gearshift cam with the roller, then install the gearshift cam.



Install the gearshift drum stopper.

#### NOTE

After installation, check the drum stopper operation.







## 7.CLUTCH/OIL PUMP/GEAR SHIFT

Install the gearshift spindle.

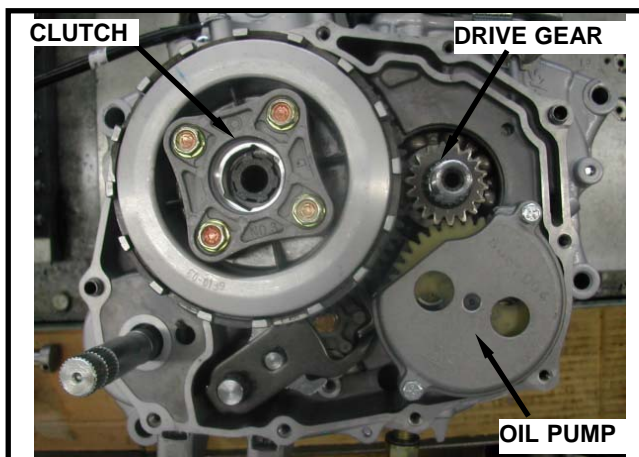
### NOTE :

Align the gearshift return spring on the projection of the crankcase.

Check the gearshift linkage for smooth operation.  
Install the clutch, oil pump and oil filter rotor.

### RIGHT CRANKCASE COVER INSTALLATION

Install the dowel pins and a new gasket.  
Install the right crankcase cover and tighten the screws.  
Connect the clutch cable.  
Install the kick starter pedal.  
Fill the crankcase with the recommended oil.  
Adjust the clutch lever free play.





**SERVICE INFORMATION.....8-1****LEFT CRANKCASE COVER REMOVAL.....8-2****FLYWHEEL REMOVAL .....8-2****FLYWHEEL INSTALLATION.....8-3****LEFT CRANKCASE COVER INSTALLATION .... 8-3****STARTER MOTOR REMOVAL ..... 8-4****STARTER DRIVEN GEAR REMOVAL ..... 8-4****STARTER MOTOR GEAR SET ..... 8-4**

## **SERVICE INFORMATION**

### **GENERAL INSTRUCTION**

This section covers removal and installation of the AC generator and starter motor.

These operation can be done with the engine installed in the frame.

Special tool

Rotor puller

### **TORQUE VALVE**

Flywheel bolt 2.60~3.20kgf.m



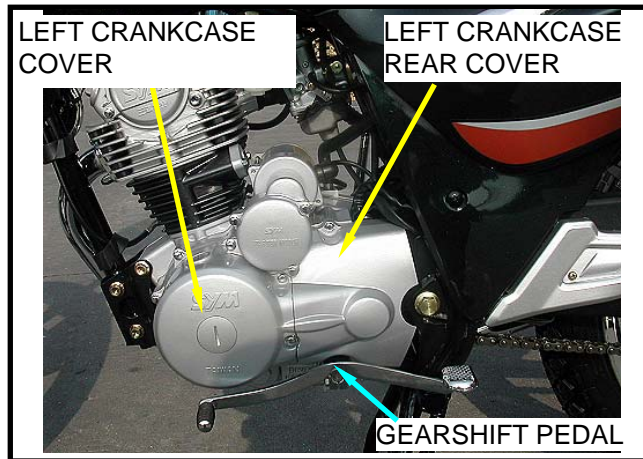
## 8. A.C.GENERATOR

### LEFT CRANKCASE COVER REMOVAL

Remove the gearshift pedal.  
Remove the left crankcase rear cover.  
Disconnect the AC generator and pulse generator wire connector.  
Remove the left crankcase cover.

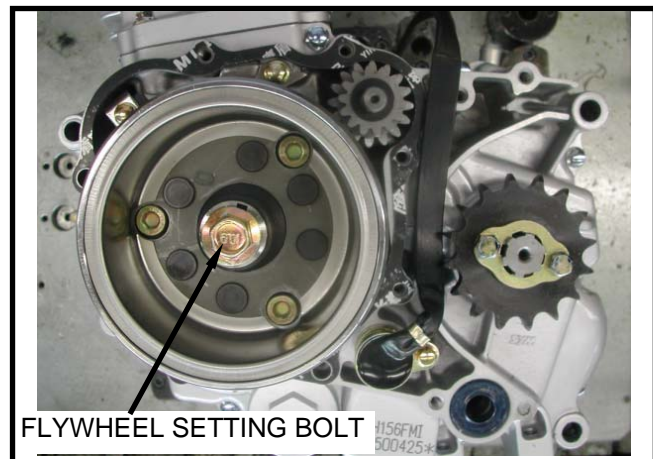
#### NOTE:

Generator stator is in the left crankcase cover, it can be removed by removing the attaching screws.



### FLYWHEEL REMOVAL

Remove the flywheel bolt.



Remove the flywheel with the rotor puller.





### STATOR COIL INSPECTION

#### NOTE :

This inspection can be made with the stator in the frame.

Check the starter for continuity.

Continuity should exist between:

Yellow and pink,

Black/red and ground,

Blue/white and green/white

Pink,yellow,blue/white and green/white should not continue with the ground.

Yellow and green.

Replace the stator and pulse generator assembly if necessary.



### FLYWHEEL INSTALLATION

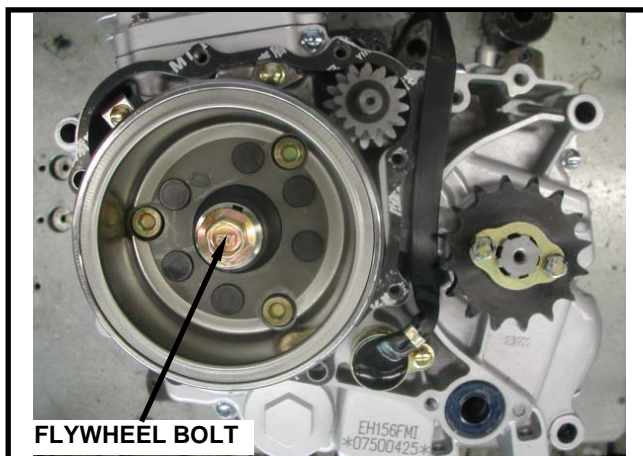
Reverse the procedure of removal to assembly.

#### NOTE :

- Check wire for security in its place.
- Do not interfere the wire with the flywheel.

Install and tighten the flywheel.

TORQUE: 4.00~5.00 kgf.m



### LEFT CRANKCASE COVER INSTALLATION

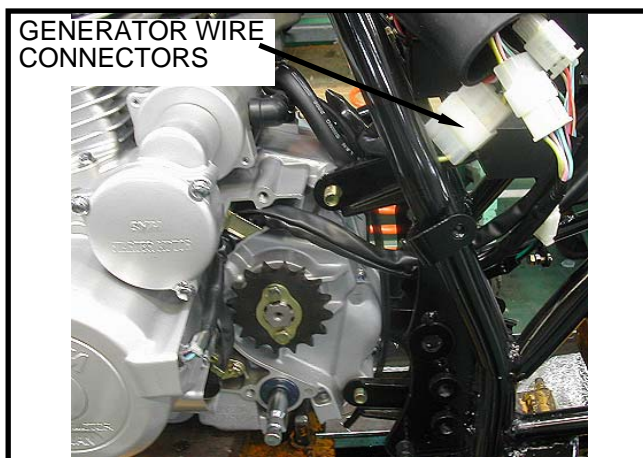
Install the left crankcase cover (with stator coil)

Connect the generator wire connectors.

Route the neutral switch wire through the groove in the left crankcase cover.

Install the left crankcase rear cover.

Install the gearshift pedal.

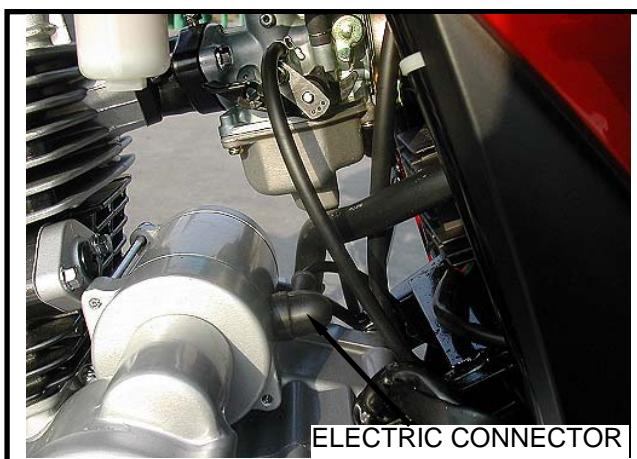
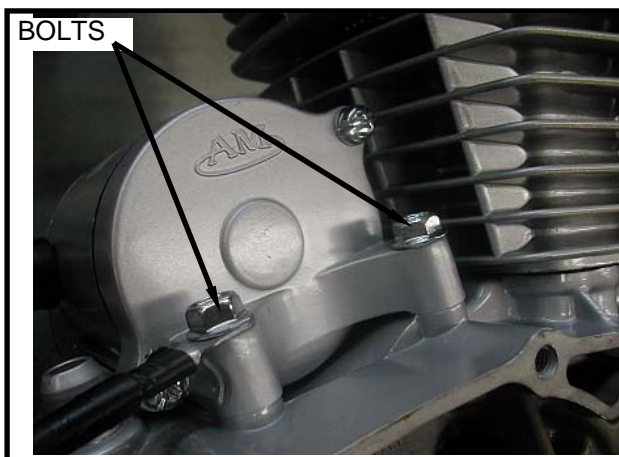




## 8. A.C.GENERATOR

### STARTER MOTOR REMOVAL

Disconnect the starter motor wire from the motor..  
Remove the starter motor by removing the bolts.



### STARTER DRIVEN GEAR REMOVAL

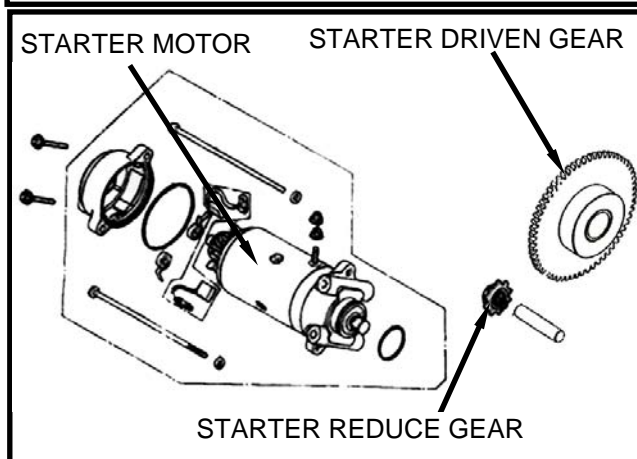
Remove the left crankcase cover .  
Remove the flywheel.  
Remove the starter driven gear.



### STARTER MOTOR GEAR SET

1. Starter driven gear
- 2 Starter reduce gear
- 3 Starter motor

Install the starter motor and gear in the reverse order of removal.







TROUBLE SHOOTING.....9-1	TRANSMISSION DISASSEMBLY ..... 9-5
SERVICE INFORMATION.....9-2	TRANSMISSION ASSEMBLY ..... 9-8
CRANKCASE SEPARATION .....9-2	KICK STARTER DISASSEMBLY ..... 9-10
CRANKSHAFT REMOVAL.....9-3	CRANKCASE ASSEMBLY ..... 9-11

## TROUBLE SHOOTING

### HARD TO SHIFT

1. Shift fork bent
2. Shift fork shaft bent

### TRANSMISSION JUMPS OUT OF GEAR

1. Gear dogs worn
2. Shift fork bent or damaged
3. Shift fork shaft bent

### CRANKSHAFT NOISE

1. Worn connecting rod big end bearing
2. Bent connecting rod
3. Worn crankshaft bearing

### GEAR NOISE

1. Worn transmission gears
2. Worn spline shafts

## SERVICE INFORMATION

### GENERAL INSTRUCTION

Transmission and crankshaft repairs require crankcase separation.

Remove the following parts before separating the crankcase:

Engine removal	4-2
Cylinder head removal	5-2
Cylinder / Piston removal	6-2
Clutch / oil pump / Gearshift linkage removal	7-2
Left crankcase cover removal	8-2
Flywheel removal	8-2

### SPECIAL TOOLS

Bearing driver

Bearing driver pilot

### SPECIFICATIONS

ITEM		STANDARD SERVICE	LIMIT
Gearshift fork	I.D.	12.000~12.018mm	12.05mm
	Claw thickness	4.925~5.000mm	4.80mm
Shift fork shaft	O.D.	11.976~11.994mm	11.9mm
Crankshaft	Runout	0.030mm below	0.050mm
	Connecting rod small End I.D.	15.016~15.034mm	15.08mm
	Connecting rod big End side clearance	Axial 0.10~0.30mm	0.6mm
		radial 0.000~0.008mm	0.030mm



### CRANKCASE SEPARATION

Remove the right crankcover and internal parts.  
(7-3~ 7-13)



Remove left cover and internal parts.





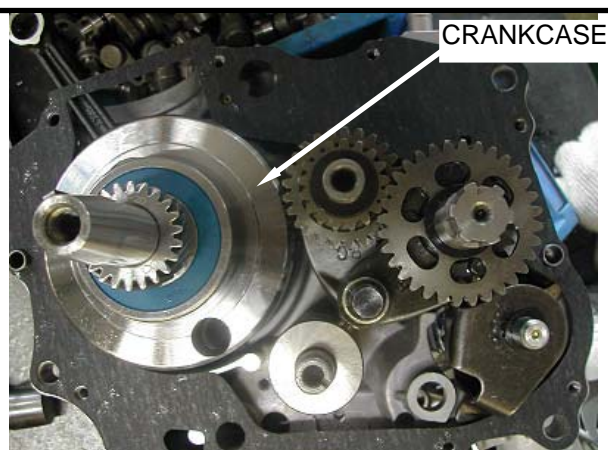


Remove the left crankcover all 6mm attaching bolts.  
Separate the left crankcase from the right crankcase.  
Remove the gasket and dowel pins.



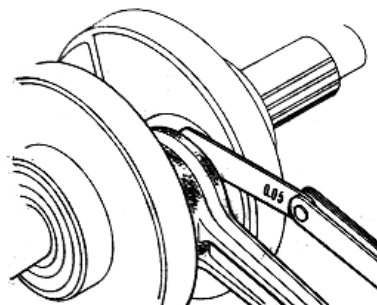
## CRANKSHAFT REMOVAL

Remove the left crankcase.  
Remove the crankshaft.

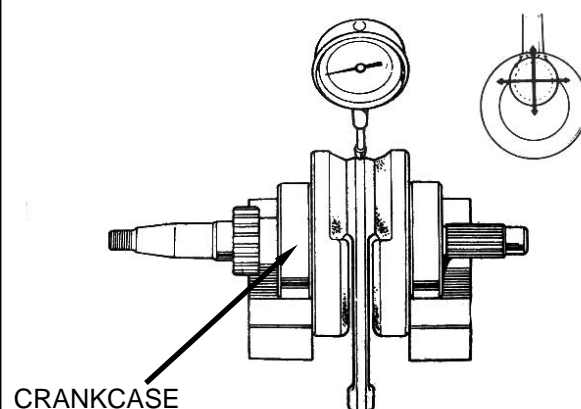


## CRANKSHAFT INSPECTION

Measure the connecting rod big end side clearance  
with a feeler gauge.  
Service limit: 0.60mm



Measure the connecting rod big end radial clearance.  
Service limit: 0.05mm





## 9.CAMSHAFT/CRANKSHAFT/CRANKCASE/TRANSMISSION/KICKSTARTER

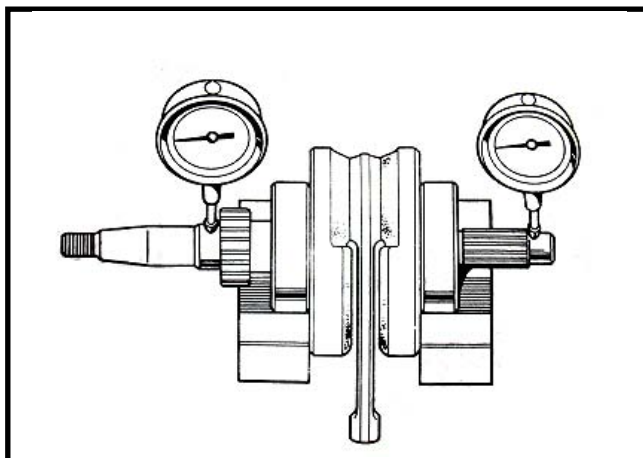


Support the crankshaft bearings on a V-block and measure the runout using a gauge.

### NOTE:

Coat the bearing and connecting rod big end with engine oil before installation.

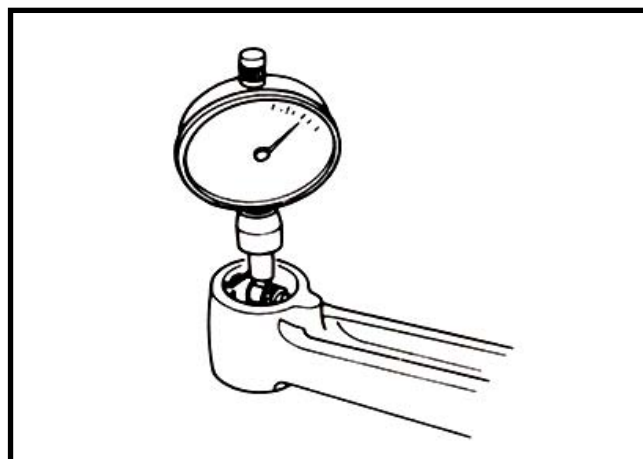
Service limit: 0.050mm



Measure the connecting rod small end I.D.

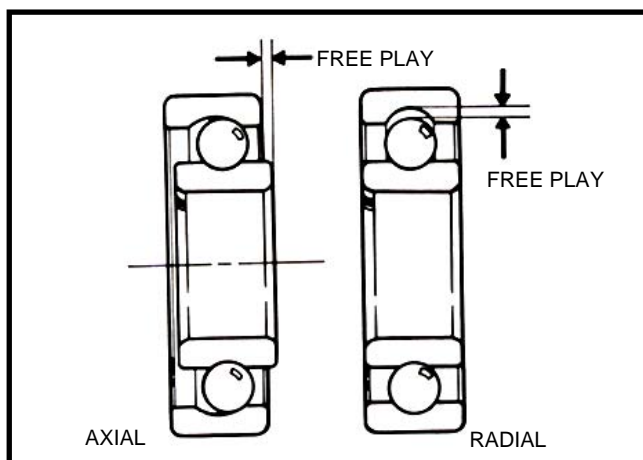
Connecting rod small end I.D.

Service limit:  $\phi$  15.08mm



### CRANKSHAFT BEARING INSPECTION

Spin the crankshaft bearing by hand and check for play. The bearing must be replaced if it is noisy or has excessive play.

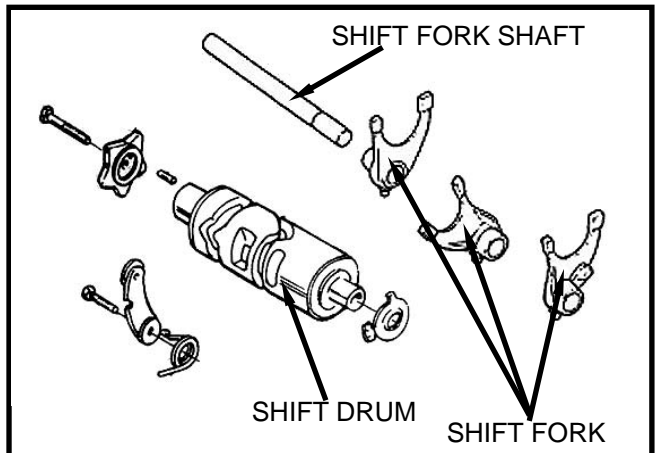
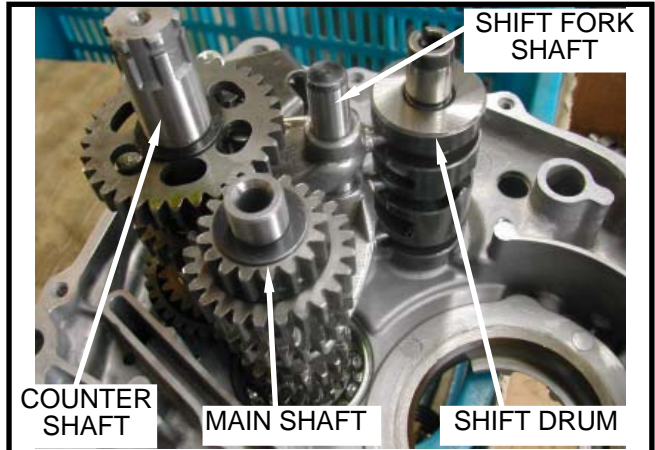






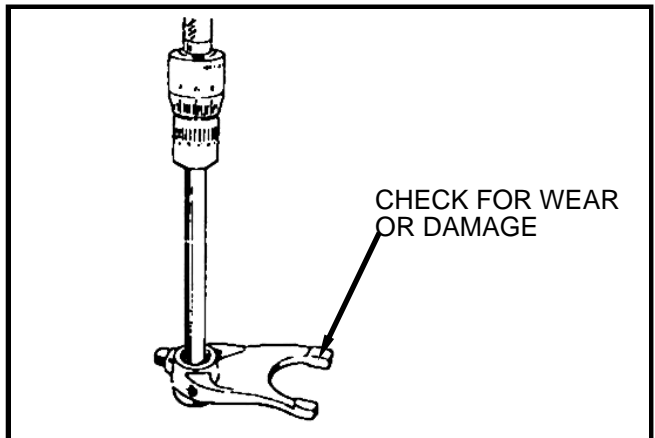
## TRANSMISSION DISASSEMBLY

Remove the crankshaft.  
Remove the shift fork shaft.  
Remove the shift drum.  
Remove the shift forks.

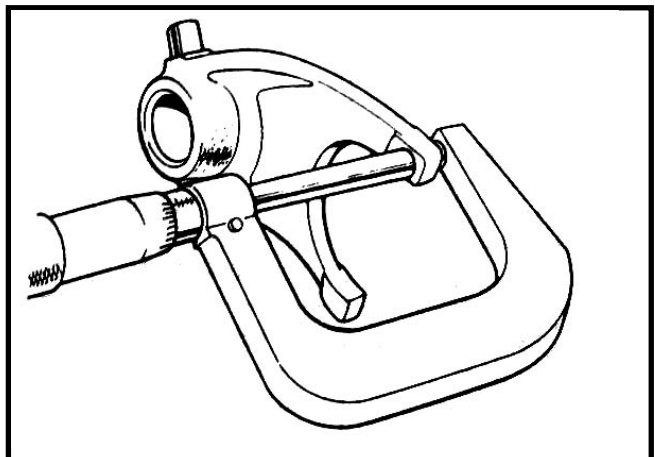


## SHIFT FORK AND SHIFT FORK SHAFT INSPECTION

Check the shift fork for wear, bending or damage.  
Measure the shift fork I.D.  
Service limit: 12.05mm



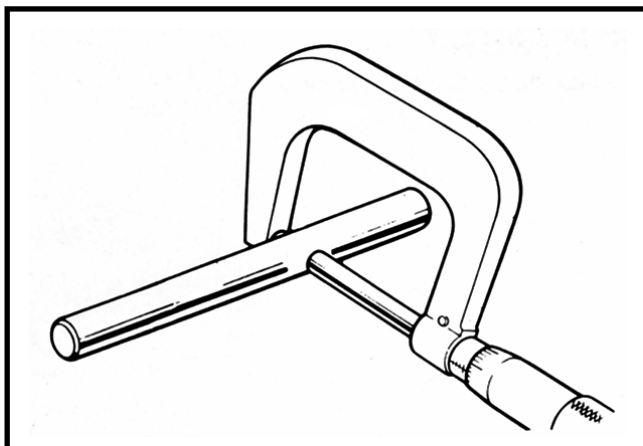
Measure each shift fork claw thickness.  
Service limit: 4.80mm





## 9.CAMSHAFT/CRANKSHAFT/CRANKCASE/TRANSMISSION/KICKSTARTER

Measure the shift fork shaft O.D.  
Service limit: 11.976mm

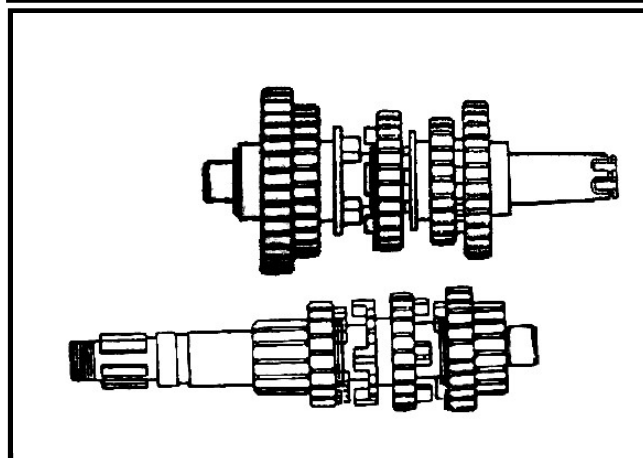


### SHIFT DRUM INSPECTION

Check the gearshift drum for wear or damage.



Disassemble the transmission gears.  
Check each gear for wear or damage and replace if necessary.



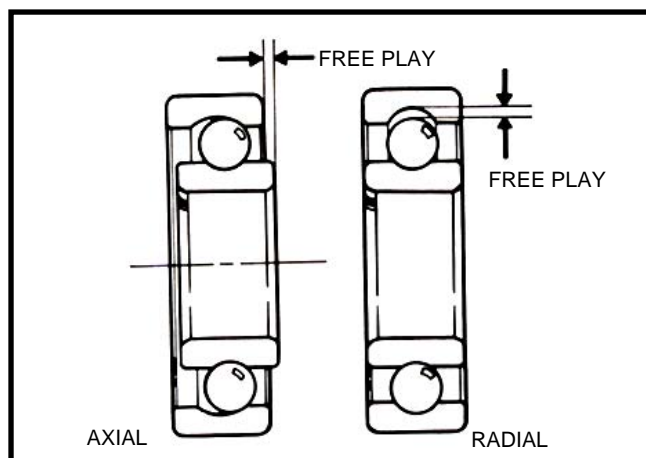
Check the crankcase oil orifice for clogged, blowing through with compressing air if necessary.







Check the crankcase bearings, replace them if they have excessive free play or noisy.

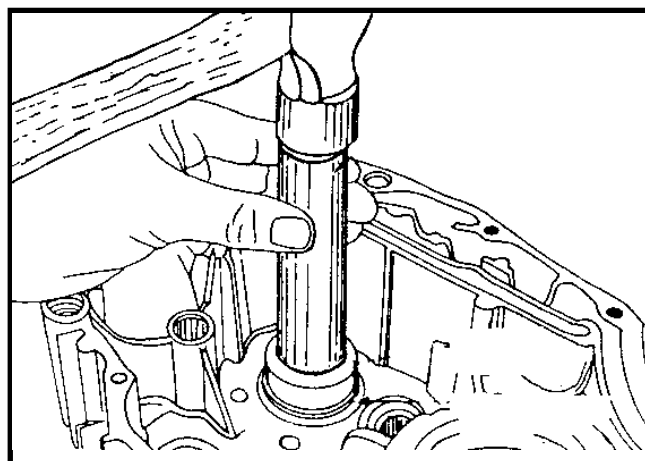


### BEARING INSTALLATION

Install the bearings into the left, right crankcase with special tools.

#### NOTE:

Install the bearing horizontally, to prevent bearing damage.

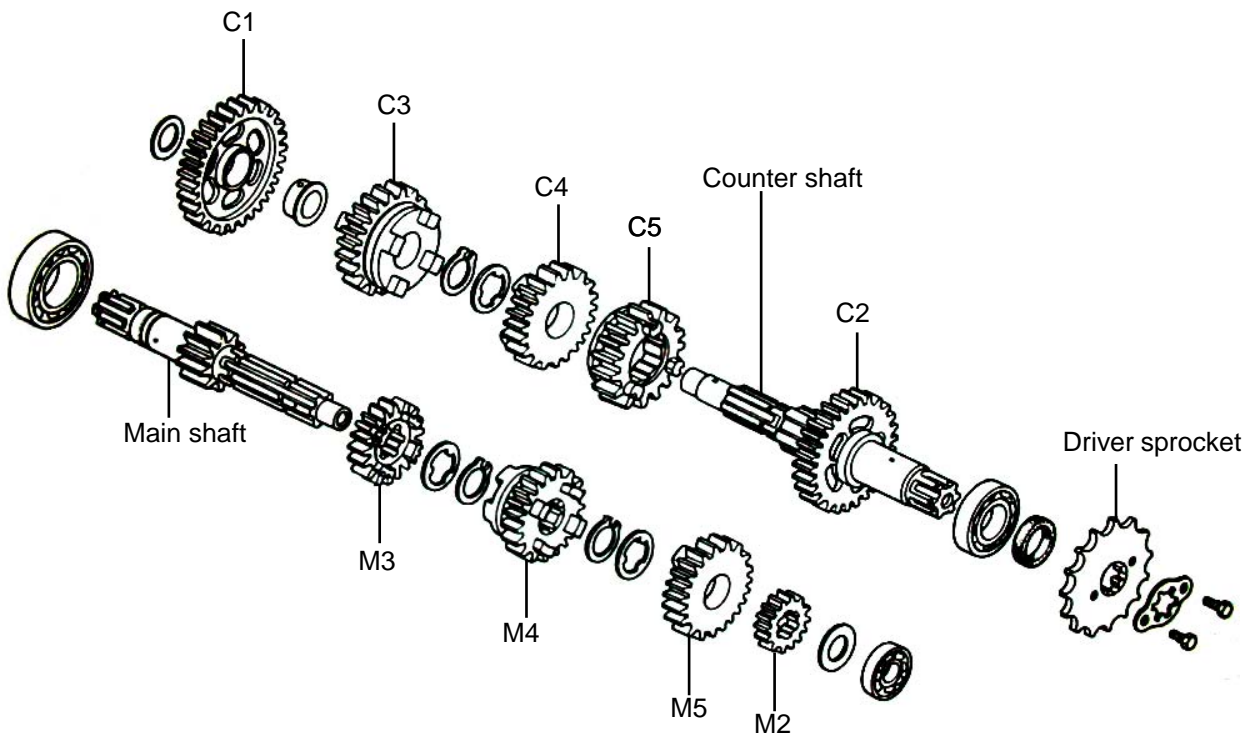




## TRANSMISSION ASSEMBLY

### NOTE:

Before assembling, coat each gears with engine oil.



Assemble the gears of the countershaft and mainshaft.

### NOTE:

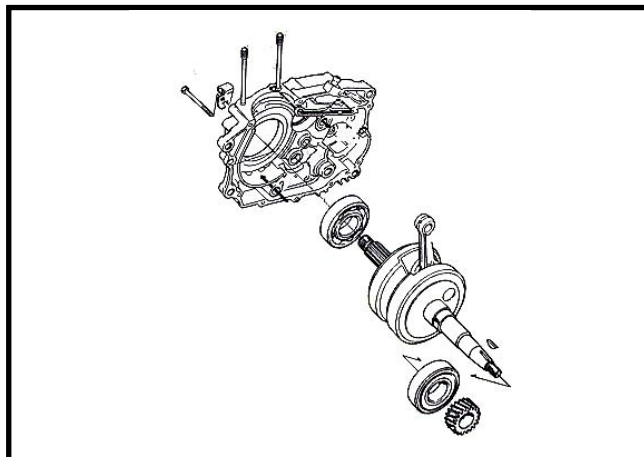
Seat the snap ring in the ring groove properly.





## 9.CAMSHAFT/CRANKSHAFT/CRANKCASE/TRANSMISSION/KICKSTARTER

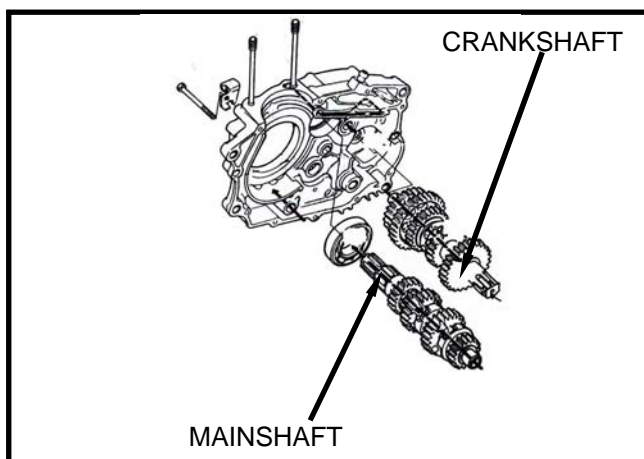
Install the crankshaft assemblies in the right crankcase.



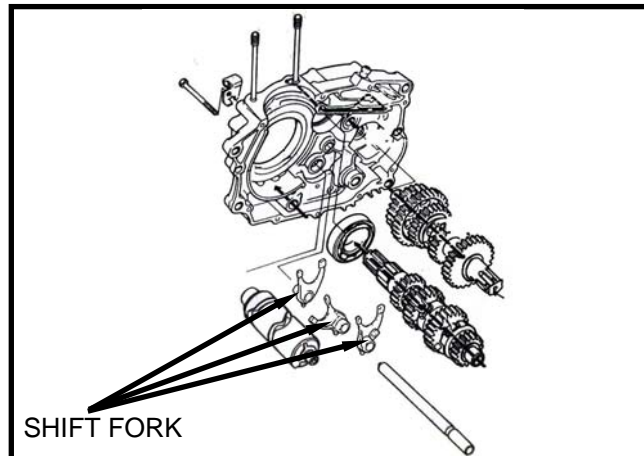
Install the mainshaft and countershaft assemblies in the right crankcase.

**NOTE:**

Keep the thrust washers in place during installation.



Install the mainshaft, countershaft and shift forks.

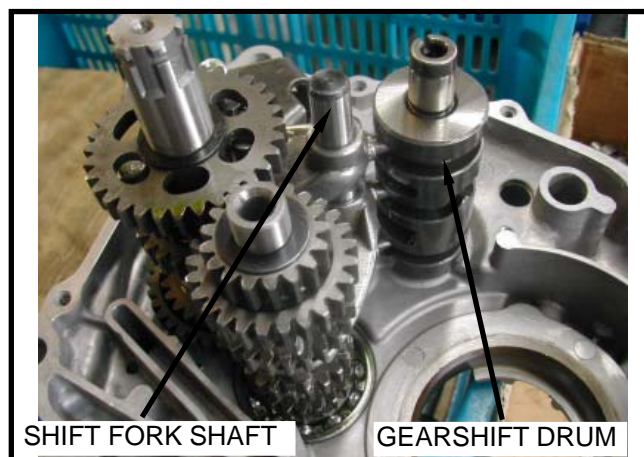


Install the gearshift drum.

Install the shift fork shaft.

**NOTE:**

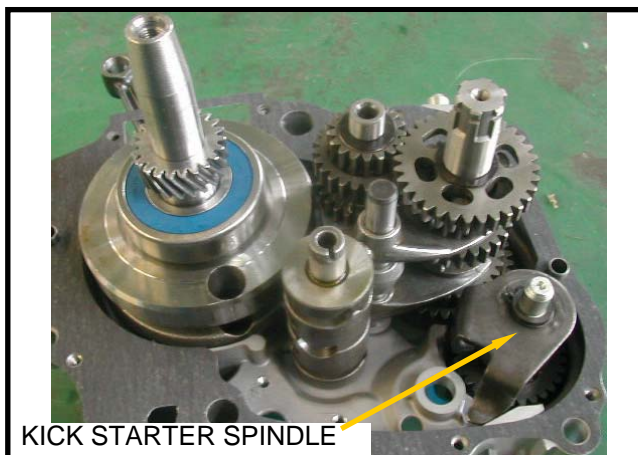
Engage the shift fork guide pin with the drum groove by raising the shift fork.  
After assembling, check each part for moving freely.





## KICK STARTER DISASSEMBLY

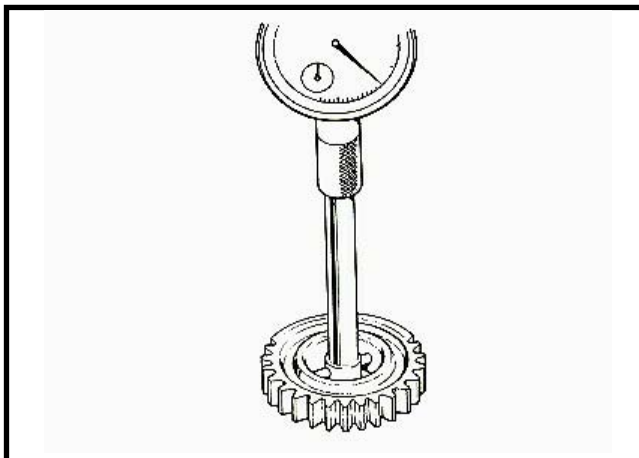
Remove the kick starter spindle assembly.



Remove the kick starter spindle from the engine.  
Remove the thrust washer and drive ratchet.



Measure the I.D. of the pinion.  
Service limit:24.96mm



Measure the pinion sliding O.D. of the spindle.  
Service limit:24.80mm







## KICK STARTER ASSEMBLY

Reverse the operation of diassembly for assembling.



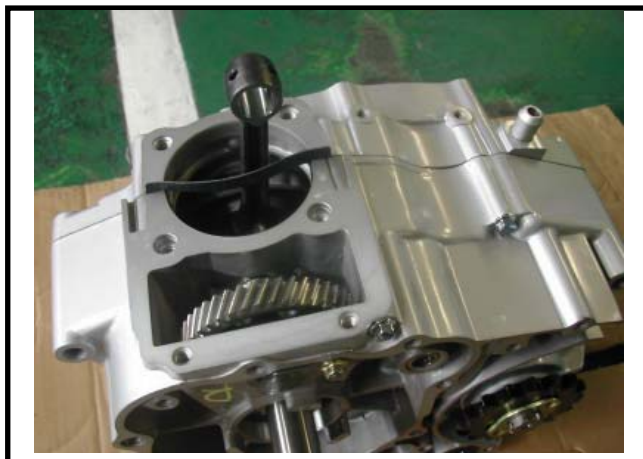
## CRANK CASE ASSEMBLY

Install the gasket and dowel pins.

Install the left crankcase on the right crankcase.

### NOTE:

Make sure that the gasket is in place.







TROUBLE SHOOTING.....	10-1	FLOAT/FLOAT VALVE/JETS ASSEMBLY ....	10-5
SERVICE INFORMATION.....	10-1	FLOAT/LEVEL ADJUSTMENT.....	10-5
CARBURETOR REMOVAL .....	10-2	THROTTLE VALVE ASSEMBLY.....	10-5
THROTTLE VALVE DISASSEMBLY ..	10-2	CARBURETOR INSTALLATION.....	10-6
FLOAT/FLOAT VALVE/JETS DISASSEMBLY	10-3		

## TROUBLE SHOOTING

### ENGINE CRANKS BUT NOT START

1. No fuel in the fuel tank
2. No fuel in the carburetor
3. Too much fuel in the combustion chamber
4. No spark at the spark plug ( ignition malfunction )
5. Air cleaner clogged

### ENGINE IDLE ROUGHLY

1. Idling speed incorrect
2. Ignition malfunction
3. Low compression
4. Rich mixture
5. Lean mixture
6. Air cleaner clogged

7. Air leaking into intake pipe
8. Fuel contaminated

### LEAN MIXTURE

1. Carburetor jets clogged
2. Float chamber vent clogged
3. Fuel filter clogged
4. Fuel line restricted
5. Float level too low
6. Float valve faulty

### RICH MIXTURE

1. Choke stuck closed
2. Float valve faulty
3. Float level too high

## SERVICE INFORMATION

### GENERAL INSTRUCTIONS

Take cautions when dealing this operation.  
Always work in a well-ventilated area and away from sparks or open flames. When assembling, note the

locations of the jets and place them individually.

### SPECIAL TOOL

Float gauge



## 10. CARBURETOR

### CARBURETOR REMOVAL

Disconnect the fuel line.  
Disconnect the all connect tubes.  
Drain fuel from the carburetor.

#### **WARNING:**

Keep away from flames or sparks. Wipe up spilled gasoline at once.

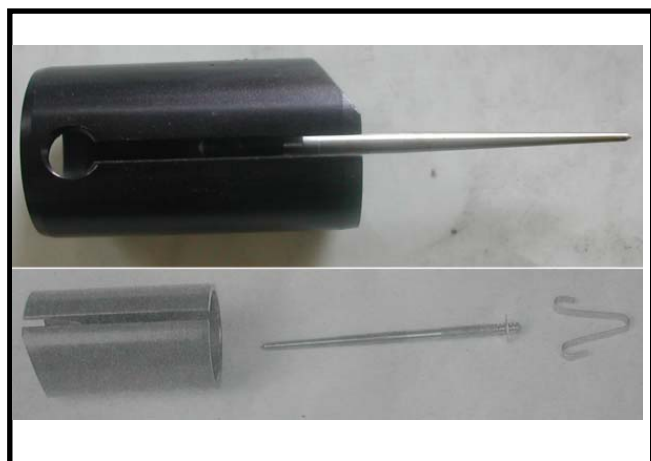
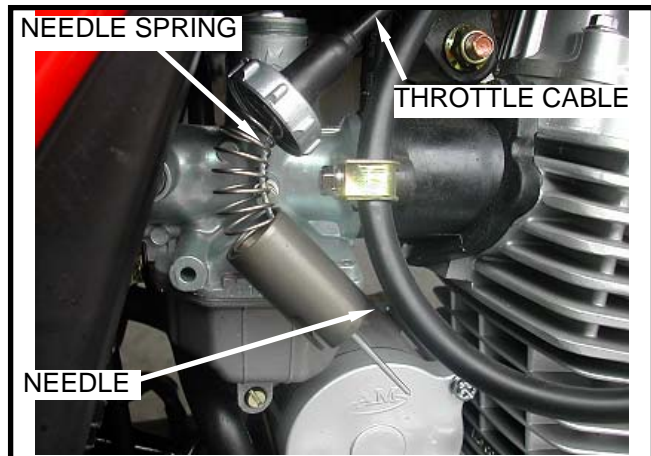


Loosen the carburetor band.



### THROTTLE VALVE DISASSEMBLY

Disconnect the throttle cable.  
Remove the needle spring.  
Remove the needle.  
Check the needle and throttle valve for wear or damage.







## 10. CARBURETOR

Remove the carburetor assembly.



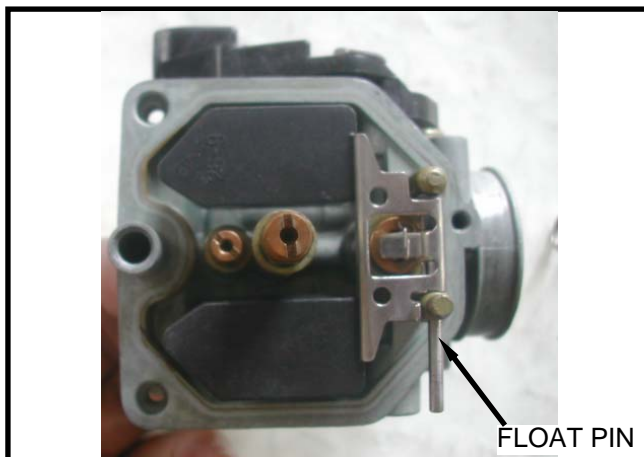
### FLOAT/FLOAT VALVE/JETS DISASSEMBLE

Remove the float chamber body.

#### WARNING:

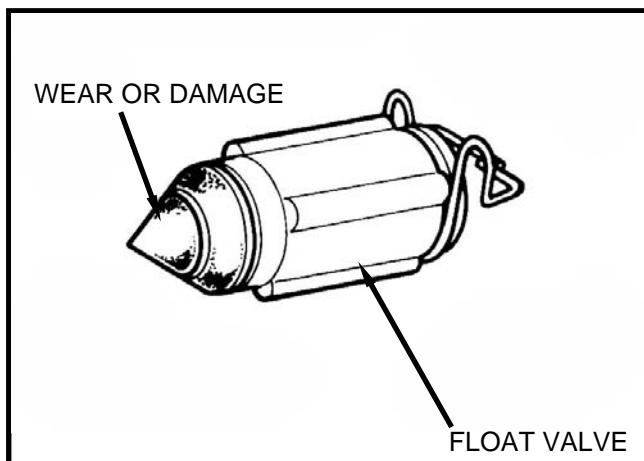
Pour the float chamber gasoline into the tank

Pull out the float pin, remove the float and float valve.



### FLOAT VALVE INSPECTION

inspect the float valve surface for wear or damage.



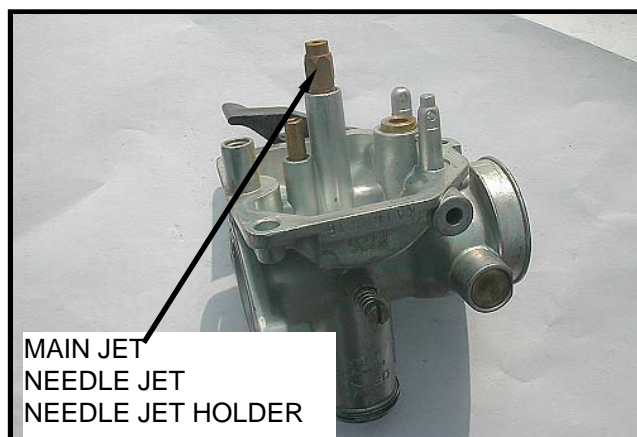


## 10. CARBURETOR

Remove the main jet, needle jet and needle jet holder.

**NOTE:**

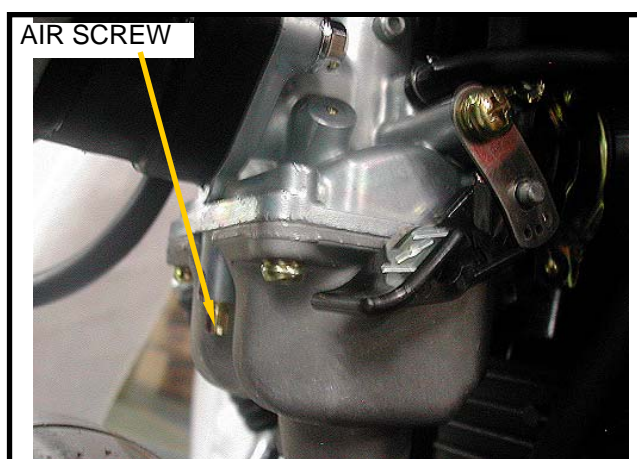
Avoid damage to the jets.



Remove the air screw.

**NOTE:**

Before removeing air screw, record the number of relations until it rests lightly so it can be returned to its original position.



Check each part for damage.

Blow open all body openings with compressed air.





**FLOAT/FLOAT VALVE/  
JETS ASSEMBLY**

Install the stop screw, air screw, main jet, needle jet and needle jet holder.

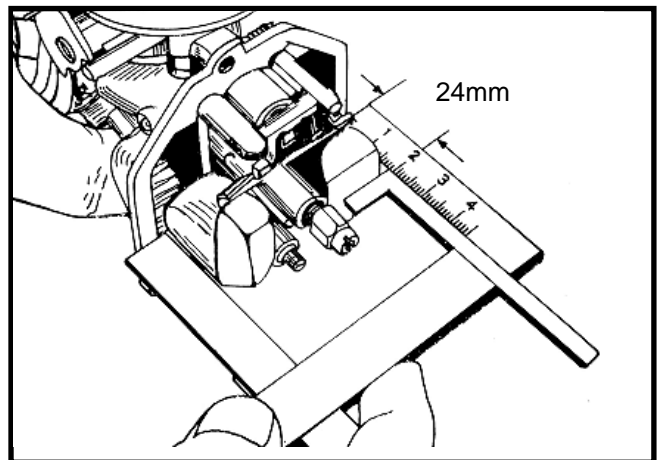
NOTE:

Do not damage jets at the time of assembly.

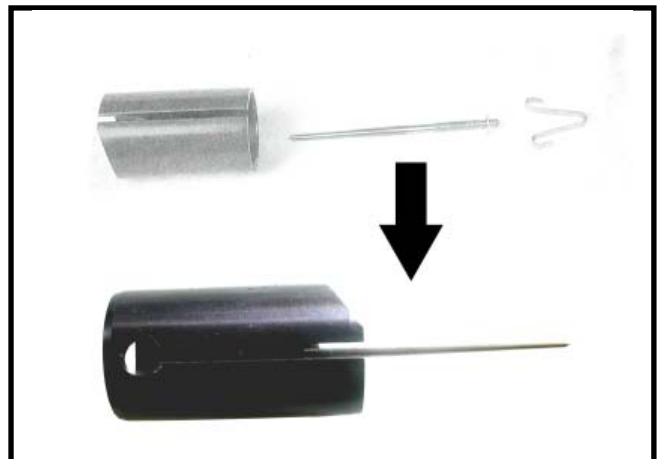
**FLOAT LEVEL  
ADJUSTMENT**

If the float level is too high or too low, bend the float arm for adjusting.

Float level: 24mm

**THROTTLE VALVE  
ASSEMBLY**

Install the jet needle in the valve and secure it with the clip retainer.





## 10. CARBURETOR

Connect the throttle cable.

### NOTE:

Route the throttle cable end through the adjuster and the carburetor top. Make sure that the throttle cable is pulled tightly.



### NOTE:

When installing the throttle valve, align the throttle valve groove with the pilot screw.



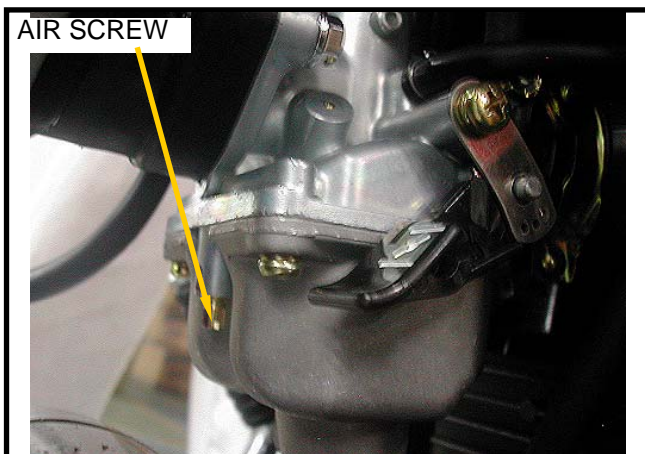
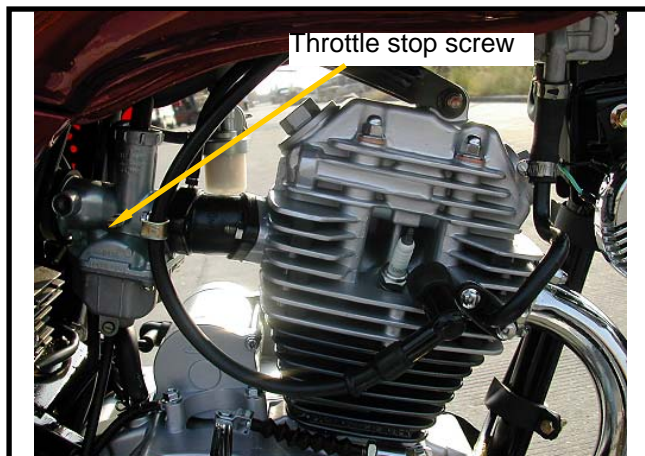
## CARBURETOR INSTALLATION

Installation is essentially in the reverse order of removal.

After Installation, adjust:

Throttle grip free play (2-10).

Idling speed (2-11).







# 11. HEADLIGHT/STEERING FRONT WHEEL/FRONT FORK

TROUBLE SHOOTING.....	11-1	HANDLE BAR .....	11-3
SERVICE INFORMATION.....	11-1	FRONT WHEEL .....	11-4
HEADLIGHT .....	11-2	FRONT FORK .....	11-7
METER .....	11-3	STEERING STEM .....	11-8

## TROUBLE SHOOTING

### FRONT WHEEL WOBBLING

1. Axle not tightened properly
2. Worn front wheel bearing
3. Distorted rim

### SOFT SUSPENSION

1. Weak rear fork spring
2. Insufficient fluid in the front forks

### HARD STEERING

1. Steering stem nut too tight
2. Faulty steering stem bearing
3. Insufficient tire pressure

### HARD SUSPENSION

1. Bent front fork
2. Too much fluid in the front forks

### STEERS TO ONE SIDE

1. Bent front axle
2. Bent front fork
3. Faulty front wheel
4. Misadjusted shock absorber

### FRONT SUSPENSION NOISE

1. Bent front fork
2. Insufficient fluid in the front fork
3. Loose front fork fasteners

## SERVICE INFORMATION

### GENERAL INSTRUCTIONS

This section covers the removal, inspection and installation of the front wheel, front fork and steering. Before removing the front wheel, place a block under the engine.

### TORQUE VALUES

Front wheel axle nut	6.00 ~ 8.00 kgf · m
Handlebar upper holder	1.00 ~ 1.40 kgf · m
Steering stem nut	6.00 ~ 8.00 kgf · m
Front fork top bridge	4.00 ~ 5.50 kgf · m
Front fork bottom bridge	4.00 ~ 5.50 kgf · m

## SPECIFICATIONS

		STANDARD SERVICE	LIMIT
Axle runout		.....	2.0mm
Rim runout	Axial	.....	2.0mm
	Radial	.....	2.0mm



## 11. HEADLIGHT/STEERING FRONT WHEEL/FRONT FORK



### HEADLIGHT

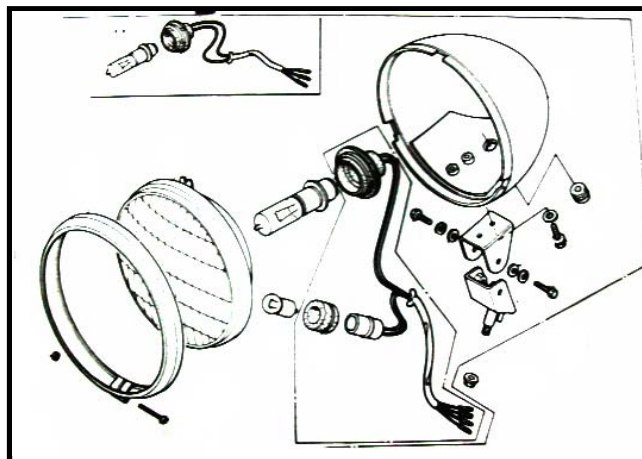
#### HEADLIGHT REMOVAL

Remove the headlight screw.  
Remove the headlight case.  
Disconnect the wire connector.



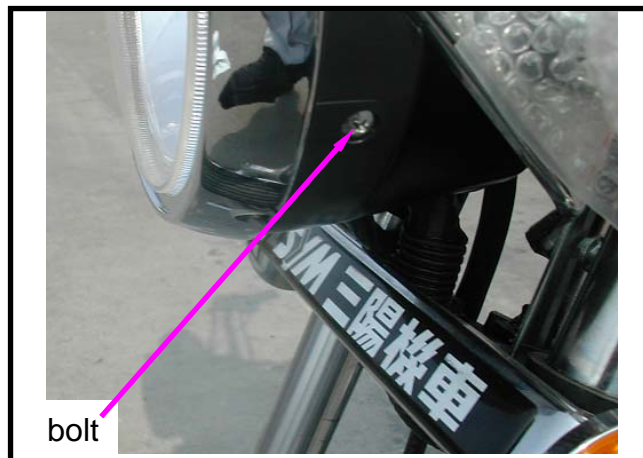
#### HEADLIGHT WIRING

Route the wires through the headlight  
Connect the wires Color-to-color.



#### HEADLIGHT INSTALLATION

Install the headlight.  
Install the headlight case aligning the mark to the holder, tighten the bolts.







## 11. HEADLIGHT/STEERING FRONT WHEEL/Front FORK

### METER

#### METER REMOVAL

Remove the headlight case .  
 Disconnect each wire and connector.  
 Disconnect the meter cables.  
 Remove the setting screws.  
 Remove the meter.



### HANDLEBAR

#### HANDLEBAR REMOVAL

Remove the wire harness.  
 Remove the light switch and throttle cable, remove the turn signal switch assembly.  
 Remove the handlebar upper holder bolts.  
 Disconnect the front brake and clutch cable from the lever.  
 Remove the handlebar holders and take off the handlebar.



#### HANDLE BAR INSTALLATION

Connect the front brake and clutch cable to the lever.  
 Install the handlebar on the lower holder.

NOTE:

Align the punch marks on the handlebar with the top of the handlebar lower holder.

Install the handlebar holders.

NOTE:

Tighten the forward bolts to the specified torque first, then tighten the rear bolts to the same torque.

TORQUE:100~140 kg-m

Install the light switch and throttle grip.



## 11. HEADLIGHT/STEERING FRONT WHEEL/FRONT FORK



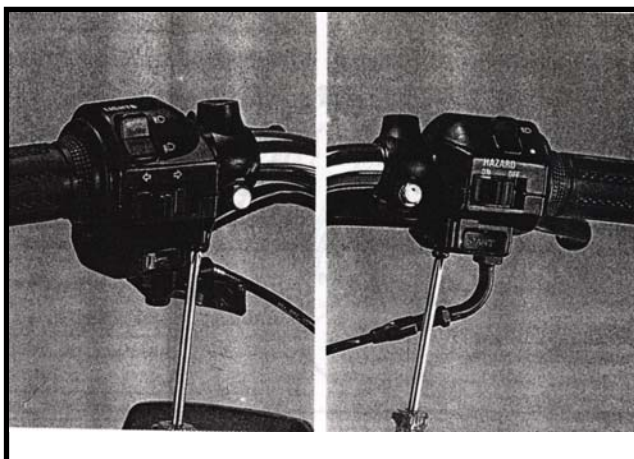
### NOTE:

Coat the throttle grip hole with grease.

Install the winker switch assembly.

### NOTE:

Align the punch mark on the handlebar with the split in the housing.



## FRONT WHEEL

### FRONT WHEEL REMOVAL

Raise the front wheel off the ground by placing a block under the engine.

Disconnect the speedometer cable and front brake cable.

Remove the axle nut.

Pull out the axle, remove the front wheel.

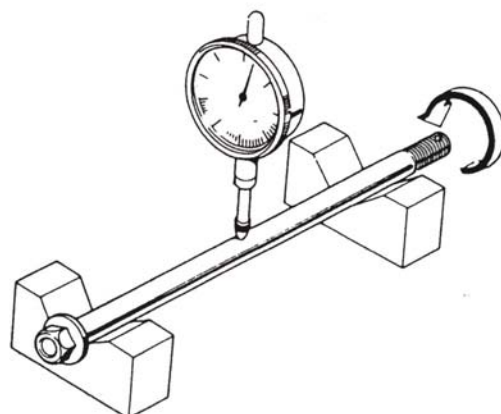


## FRONT WHEEL AXLE

### SHAFT INSPECTION

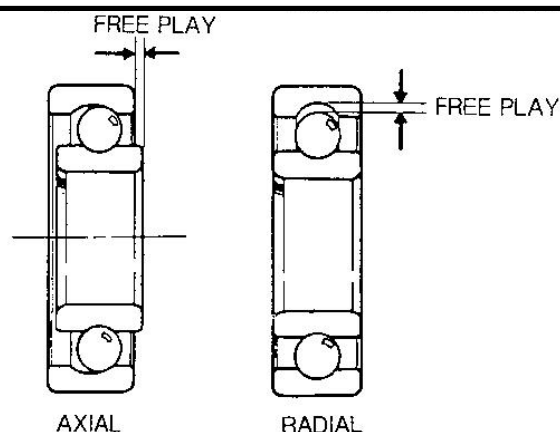
Place the axle on V-blocks and measure the runout, the actual runout is 1/2 of the total indicator reading.

Service limit: 0.2mm under



## WHEEL BEARING INSPECTION

Shake the bearing back and forth and spin it by hand, replace the bearing with a new one if it is noisy or has excessive play.







## 11. HEADLIGHT/STEERING FRONT WHEEL/FRONT FORK

### FRONT BRAKE

#### FRONT BRAKE DISC INSPECTION (DISC BRAKE)

Replace the brake pads if the wear indicator mark is pointed.

Measure the brake disc thickness.

Service limit: 3.5mm



#### FRONT BRAKE DISASSEMBLY

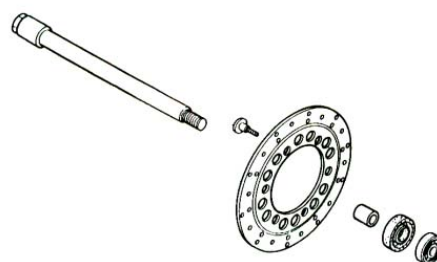
Remove the caliper by removing the two caliper mounting bolts.

Remove the pad guide bolts.

Remove the brake pads.

#### CAUTION:

Do not operate the brake lever after the caliper removal to avoid brake pads sticky.



#### FRONT BRAKE ASSEMBLY

Reverse the procedures of disassembly to install the brake pads.

Tighten the brake pad guide bolts.

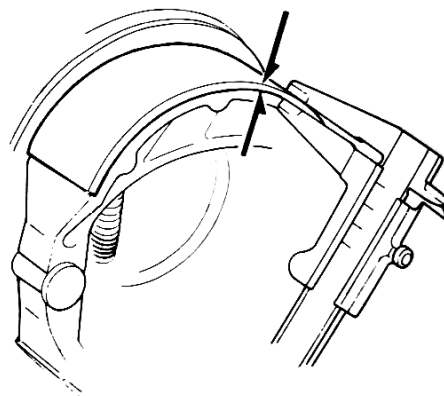


#### FRONT BRAKE LINING INSPECTION

#### (DRUM BRAKE)

Measure the brake lining thickness.

Service limit: 2.0mm



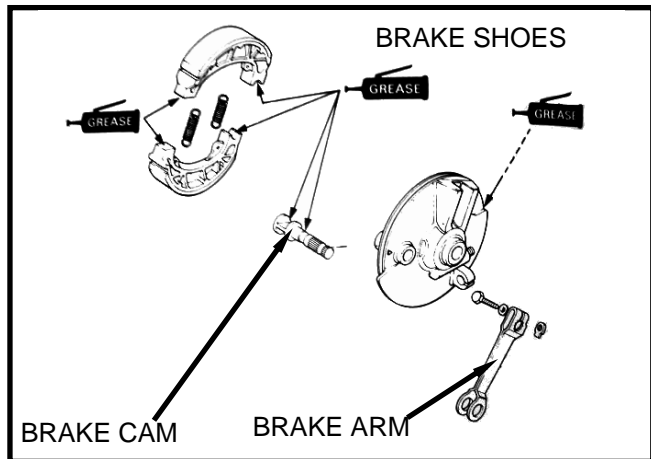


## 11. HEADLIGHT/STEERING FRONT WHEEL/FRONT FORK



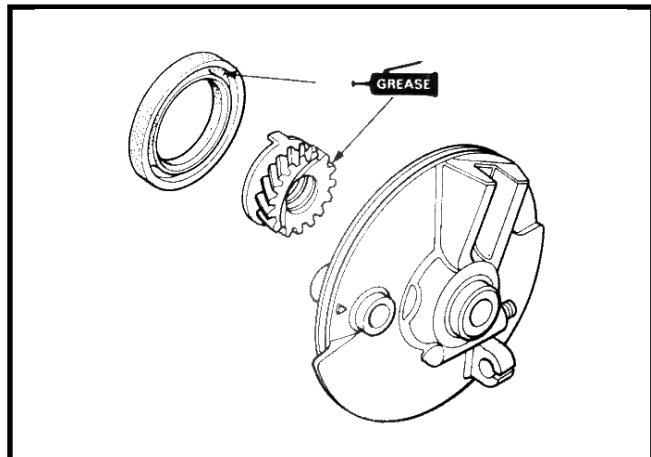
### FRONT BRAKE PANEL INSPECTION

Remove the brake shoes and springs.  
Remove the brake arm and brake cam.  
Remove the speedometer drive gear and dust seal.



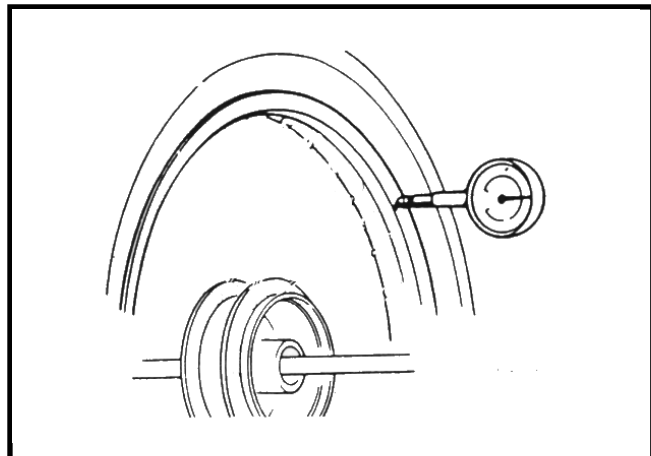
### FRONT BRAKE PANEL ASSEMBLY

Install a new dust seal.  
Apply grease to the speedometer gear and install the gear.  
Apply grease to the sliding surfaces of the brake cam and shoes as shown in the figure above.  
Install the brake cam and brake arm aligning the punch mark on the brake arm with the punch mark on the cam.  
Install the brake shoes and springs.



### FRONT WHEEL RIM INSPECTION

Check the wheel rim runout by placing the wheel on the turning stand.  
Service limit:  
Axial: 2.0mm under  
Radial: 2.0mm under



### FRONT WHEEL ASSEMBLY

Apply grease to the wheel bearings.  
Install the right bearing and center collar.  
Install the left bearing and dust seal.  
Install the side collar.

#### NOTE:

Install the bearing with the sealed end facing the outside.







## 11. HEADLIGHT/STEERING FRONT WHEEL/FRONT FORK

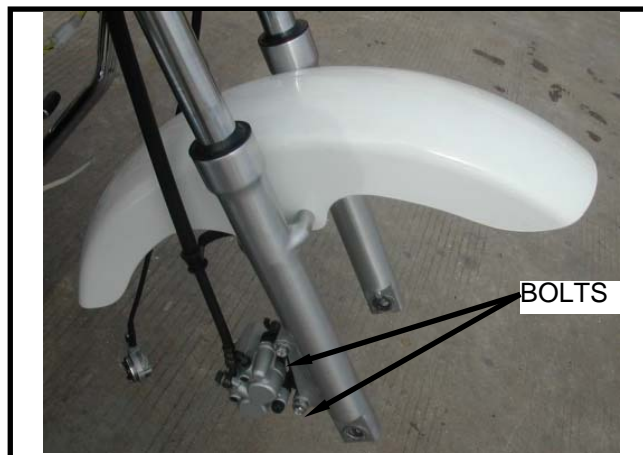
### FRONT WHEEL INSTALLATION

Install the front wheel.  
Install the axle shaft from the right side.  
Tighten the axle nut.  
TORQUE: 6.00-8.00 kgf.m  
Connect the speedometer cable.

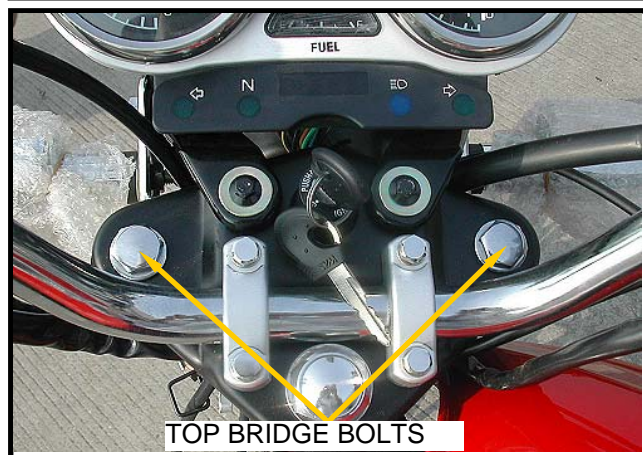


### FRONT FORK FRONT FORK REMOVAL

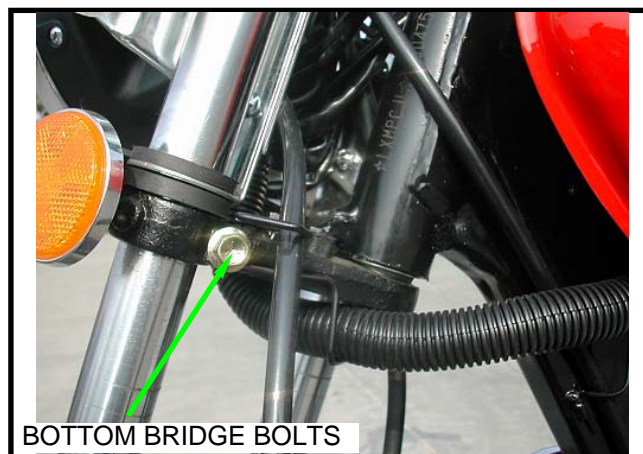
Remove the front wheel.  
Remove the brake caliper bolts.  
Remove the front fender.



Remove the fork top bridge bolts.



Loosen the fork bottom bridge, remove the front shock absorber assembly.





## 11. HEADLIGHT/STEERING FRONT WHEEL/FRONT FORK

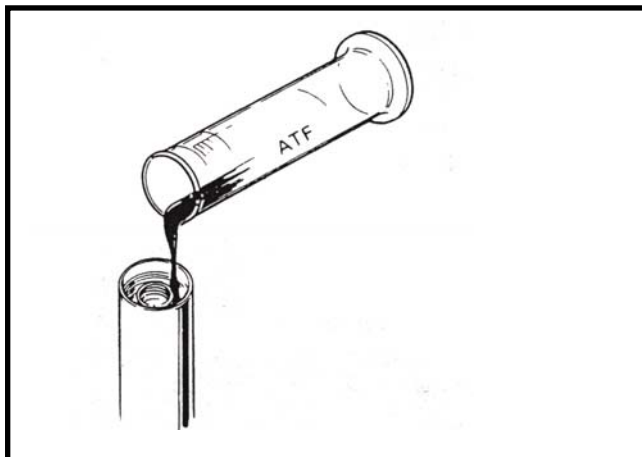


If the front fork is too soft or too hard, refill or drain the shock absorber fluid.

Shock absorber fluid:

**CUSHION OIL**

Standard capacity :160c.c



### FRONT FORK INSTALLATION

Install the front fork from the bottom.

**NOTE:**

Turn the front fork left and right by hand while installing.



Tighten the fork top bridge bolts.

TORQUE: 4.00-5.50 kgf·m

Tighten the fork bottom bridge bolts.

TORQUE: 4.00-5.50 kgf·m

Install the front fender.

Install the front wheel.



### STEERING STEM

#### FRONT FORK TOP REMOVAL

Remove the handlebar.

Remove the headlight and meter assembly.

Remove the front fork.

Remove the steering stem nut and washer.







## 11. HEADLIGHT/STEERING FRONT WHEEL/Front FORK

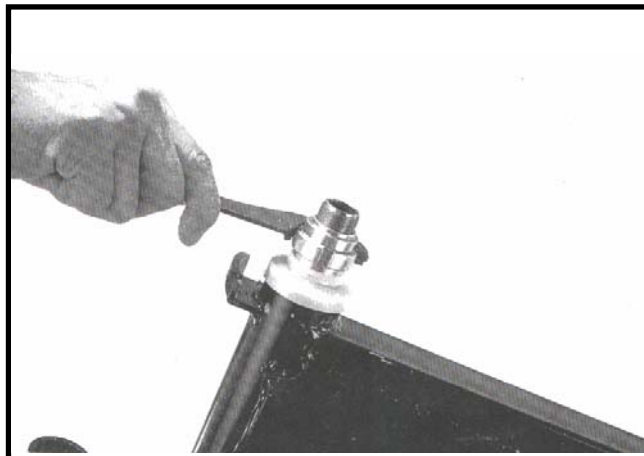
### STEERING STEM DISASSEMBLY

Remove the front fork top bridge bolts.

#### NOTE:

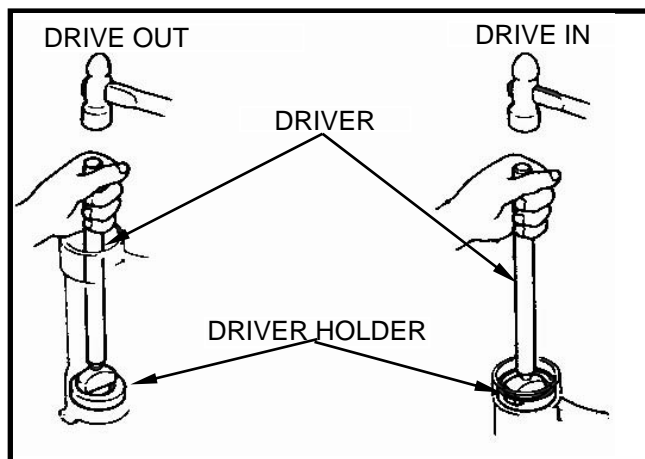
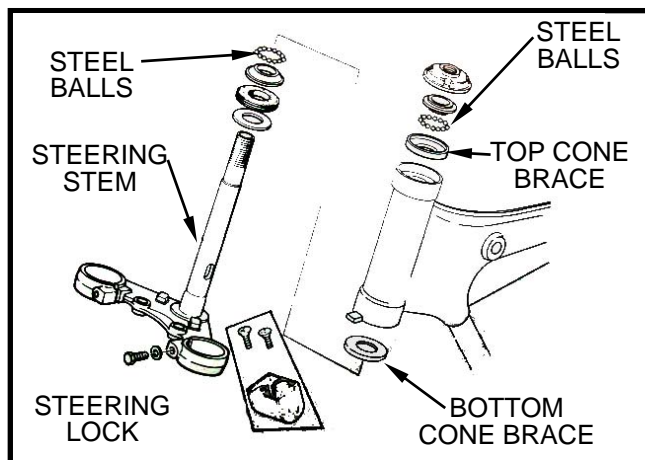
Do not let the steel balls fall.

Remove the steel balls cone brace, steering stem and steel balls.  
Check the top and bottom cone races and steel balls for wear or damage and replace if necessary.



### STEERING STEM ASSEMBLY

Install the steel balls cone brace.





## 11. HEADLIGHT/STEERING FRONT WHEEL/FRONT FORK



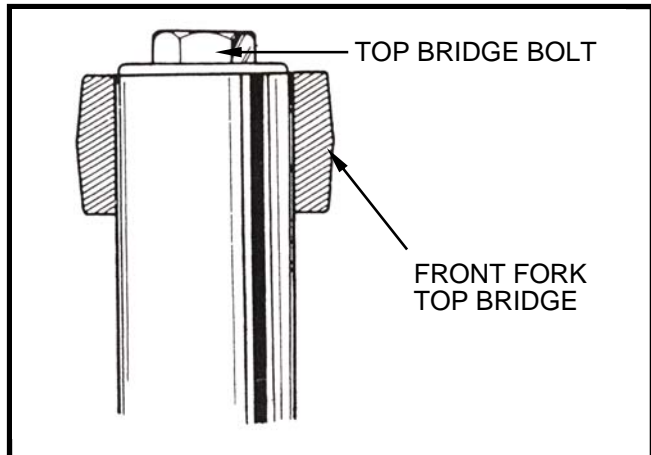
Grease the steel balls and cone braces, install the steering stem.



Install the steering top nut and tighten it until snug against the upper cone braces.  
Back the top nut out 1/8 turn to let steering stem be able to rotor freely.



Install the front fork top bridge.  
Install the front fork.  
Tighten the front fork bottom bridge bolts.  
TORQUE: 4.00-5.50 kgf·m



Tighten the steering stem nut.  
TORQUE: 6.00-8.00 kgf·m  
Tighten the front fork top bridge bolts.  
TORQUE: 4.00-5.50 kgf·m  
Install the handlebar, meter, headlight and front wheel.







## 12. REAR WHEEL/REAR SUSPENSION

TROUBLE SHOOTING.....	12-1	SHOCK ABSORBER.....	12-6
SERVICE INFORMATION.....	12-1	REAR FORK .....	12-8
REAR WHEEL.....	12-2	REAR BRAKE PEDAL.....	12-9
REAR BRAKE PANEL.....	12-5		

### TROUBLE SHOOTING

#### WOBBLE OR VIBRATION IN

##### MOTORCYCLE

1. Loose rear wheel bearing
2. Distorted rim
3. Tire pressure too high
4. Loose axle nut

#### SOFT SUSPENSION

1. Weak spring
2. Shock absorber faulty or too soft

### HARD SUSPENSION

1. Bent damper shaft
2. Faulty shock absorber stopper rubber

### SUSPENSION NOISE

1. Loose fasteners
2. Faulty shock absorber stopper rubber
3. Damper leaking
4. Damper and spring binding

### POOR BRAKE PERFORMANCE

1. Improper brake adjustment
2. Brake linings oily or worn
3. Worn brake drum
4. Brake arm serrations improperly engaged

### SERVICE INFORMATION

#### TORQUE VALUES

Rear wheel axle nut	10.00 ~ 12.00 kgf • m
Rear fork pivot bolt nut	8.00 ~ 10.00 kgf • m
Rear brake torque link nut	1.50 ~ 2.00 kgf • m
Shock absorber nut	3.00 ~ 4.00 kgf • m
Final driven sprocket	2.70 ~ 3.30 kgf • m
Drive sprocket bolt	1.00 ~ 1.40 kgf • m

### SPECIFICATIONS

ITEM		STANDARD SERVICE	LIMIT
Rear axle runout		0~0.01mm	0.2mm
Rim runout	Axial	.....	2.0mm
	Radial	.....	2.0mm
Brake drum I.D		150mm	152mm
Brake lining thickness		4.3mm	2.0mm
Shook absorber spring free length		195.3mm	183mm
Rear fork bushing clearance		0.2~0.3mm	0.5mm



## 12. REAR WHEEL/REAR SUSPENSION

### REAR WHEEL

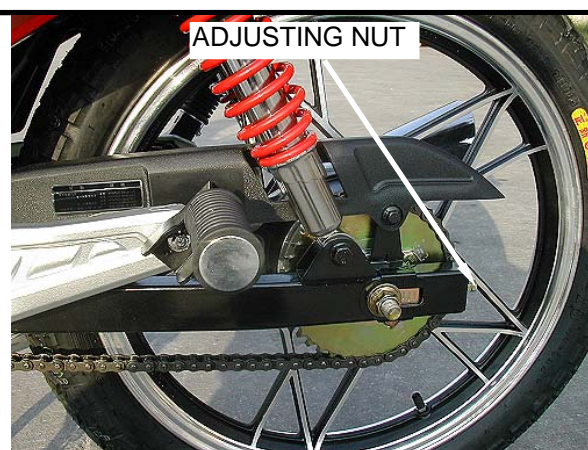
#### REAR WHEEL REMOVAL

Raise the rear wheel off the ground on the main stand.

Remove the exhaust muffler.



Disconnect the brake rod from the brake arm.  
Disconnect the brake torque link from the brake panel.

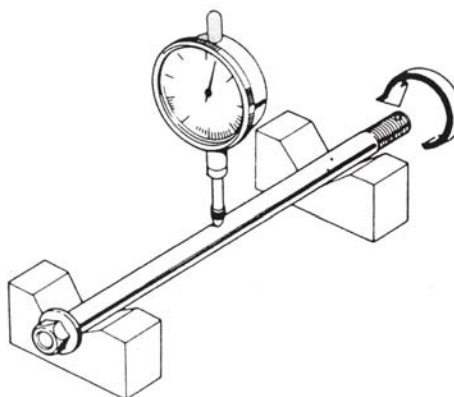


Remove the axle nut and loose the chain adjusting nut. Pull out the axle shaft and remove the drive chain from the drive sprocket, then remove the rear wheel.



#### AXLE INSPECTION

Set the axle in the V-blocks and measure the runout. The actual runout is 1/2 of the total indicator reading.  
service limit: 0.2mm under



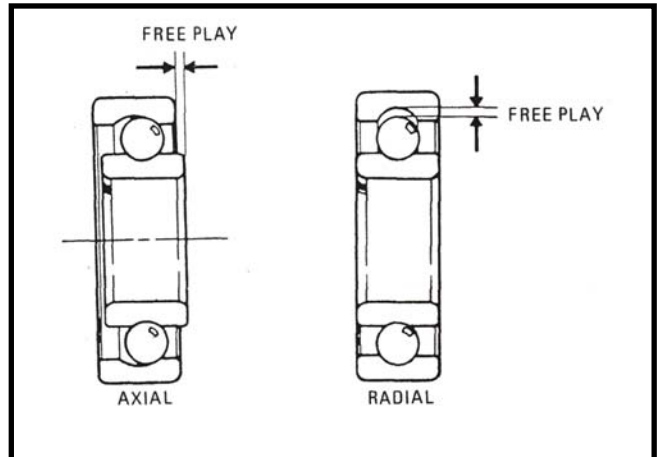




## 12. REAR WHEEL/REAR SUSPENSION

### BEARING FREE PLAY INSPECTION

Shake the bearing back and forth and spin it by hand, replace it with a new one if it is noisy or has excessive free play.



### WHEEL RIM RUNOUT INSPECTION

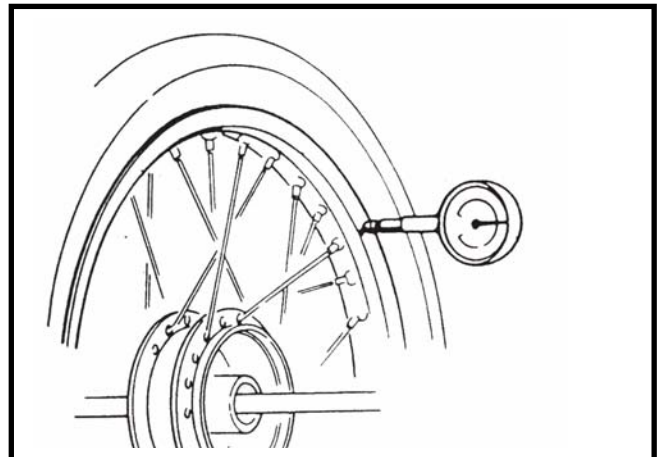
Check the rim runout by placing the wheel in a turning stand. Turn the wheel by hand and read the runout using a dial indicator gauge.

TORQUE: 0.25-0.50 kgf • m

Runout:

Axial: 2.0mm under

Radial: 2.0mm under



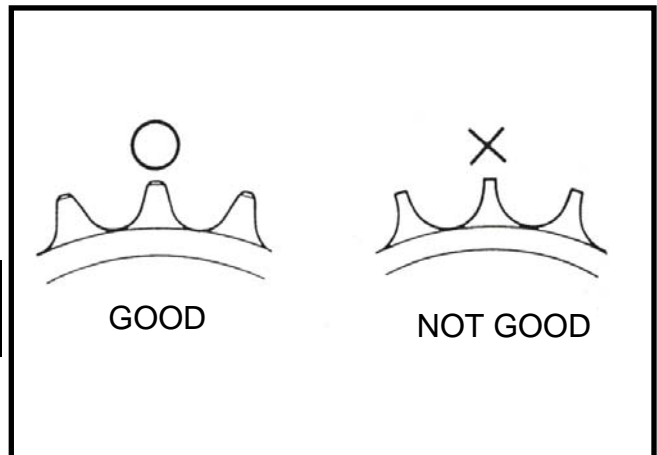
### FINAL DRIVEN SPROCKET

#### INSPECTION

Check the condition of the final driven sprocket teeth. Replace the sprocket if it is worn.

NOTE:

The drive chain and drive sprocket must be also inspected for wear.



### DAMPER RUBBER INSPECTION

Check the damper rubbers for wear or damage and replace if necessary.





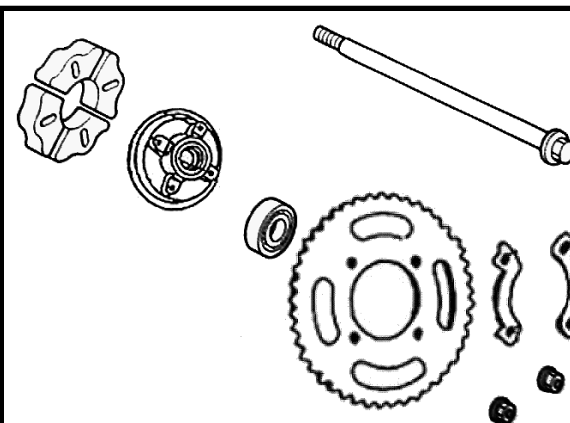
## 12. REAR WHEEL/REAR SUSPENSION



### FINAL DRIVEN SPROCKET ASSEMBLY

Install the drive sprocket and new lock plates on the driven flange and tighten them with the bolts and nuts.

TORQUE: 240~300 kg f • cm



Bend up the lock plate tabs against the nuts.



Install the driven flange on the wheel hub.

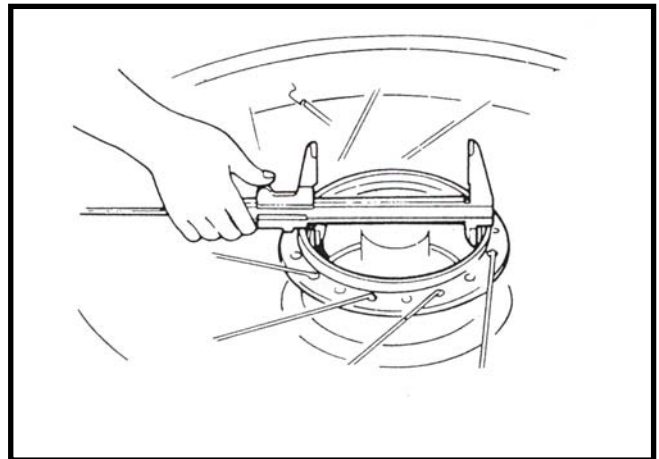






## 12. REAR WHEEL/REAR SUSPENSION

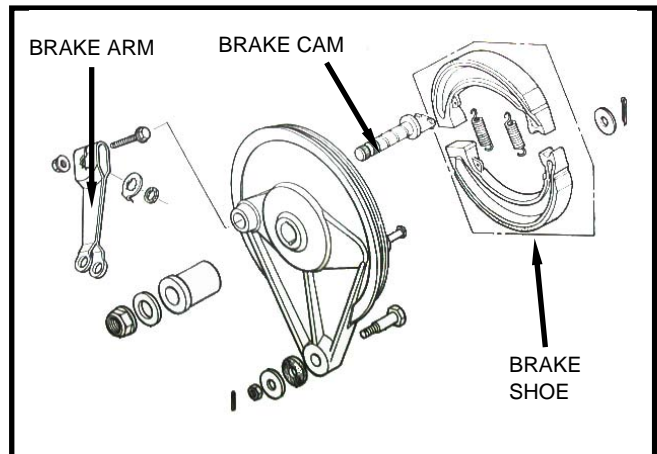
Measure the brake drum I.D.  
Service limit:  $\phi$  152mm



### REAR BRAKE PANEL

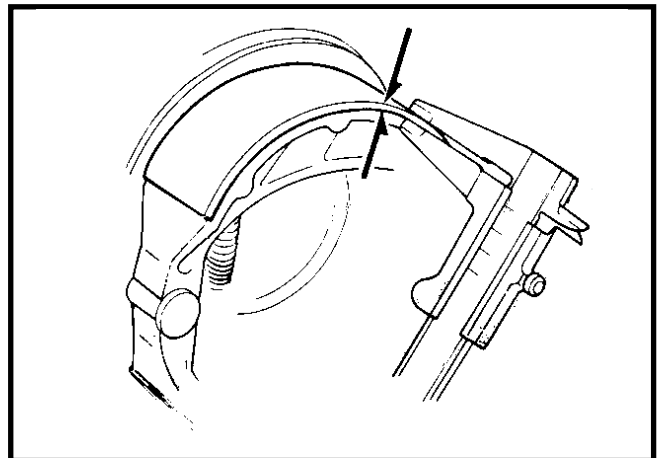
#### NOTE:

Grease the place as figure.



### BRAKE SHOE INSPECTION

Measure the lining thickness.  
Service limit: 2.0mm



### BRAKE SHOE REPLACEMENT

Separate the brake shoes with the brake cam.  
Remove the brake shoes and springs.  
Grease the brake cam.  
Install the new brake shoes.

#### WARNING:

Contaminated brake lining reduces stopping power.  
Keep grease off the lining.





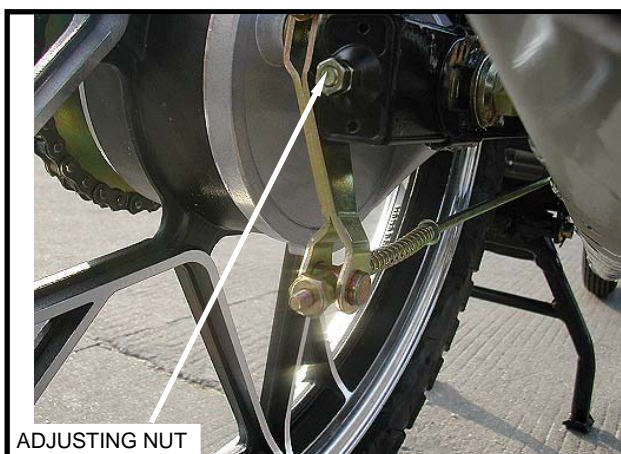
## 12. REAR WHEEL/REAR SUSPENSION



Install the hold arm.  
Install the brake linkage.



Adjust the drive chain tension (2-13).  
Drive chain slack: 10 ~ 20mm  
Tighten the chain tension adjusters.  
Tighten the axle nut.  
TORQUE: 1000~1200 kg f.cm  
Apply engine oil to the drive chain.  
Install the step bar and the muffler.



### SHOCK ABSORBER

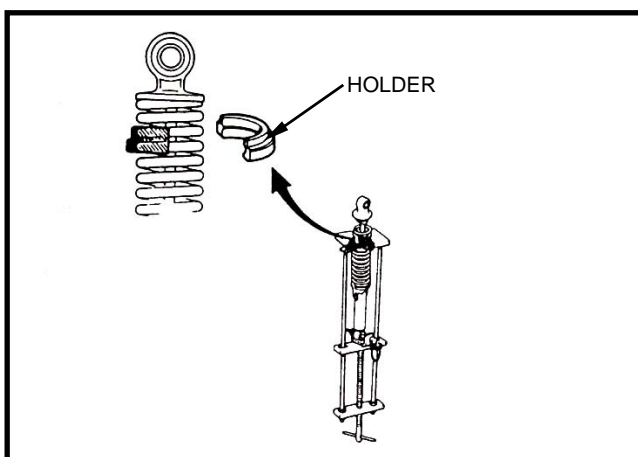
#### SHOCK ABSORBER REMOVAL

Remove the left and right shock absorber assembly.



#### SHOCK ABSORBER DISASSEMBLY

Compress the shock absorber spring with a shock absorber compressor.  
Loosen the lock nut, remove the upper holder.

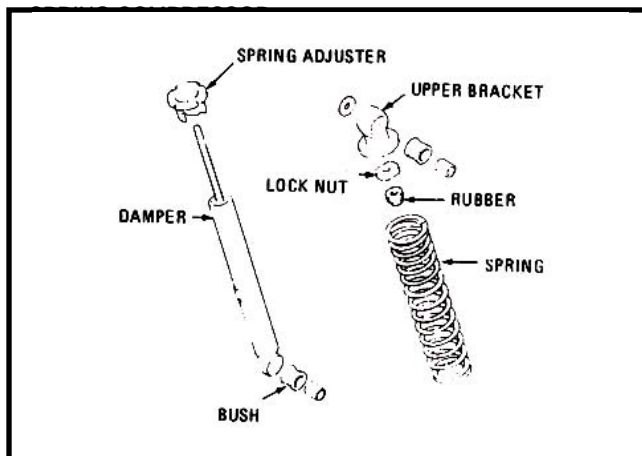






## 12. REAR WHEEL/REAR SUSPENSION

Remove the spring and rubber.



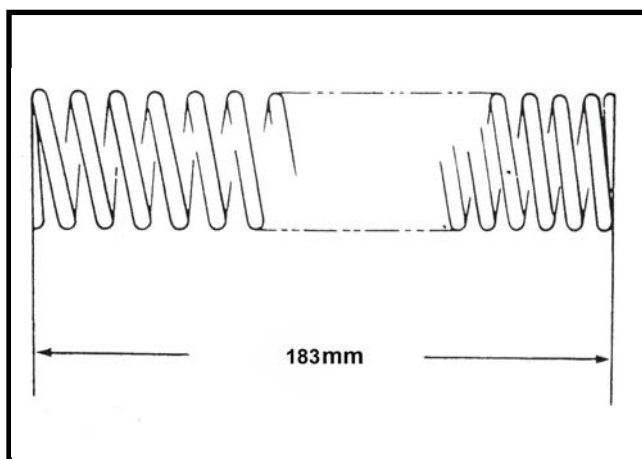
### SHOCK ABSORBER SPRING

#### INSPECTION

Measure the shock absorber spring free length.

Service limit: 183mm

Check the shock absorber for noisy or leaks.

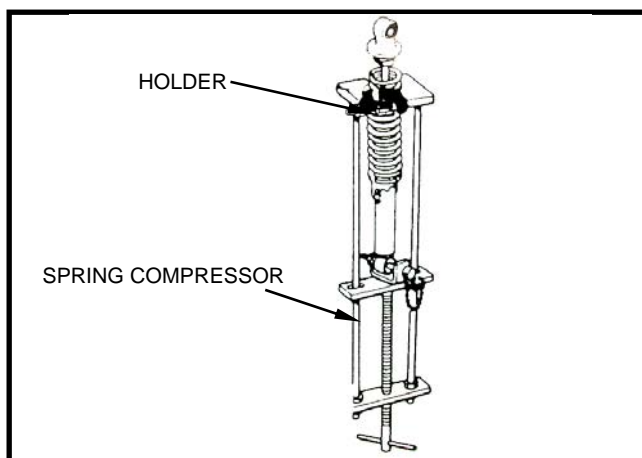


### SHOCK ABSORBER ASSEMBLY

#### NOTE:

Install the spring with the tightly wound coils at the top.

TORQUE: 1.50-2.50kgf • m



### SHOCK ABSORBER INSTALLATION

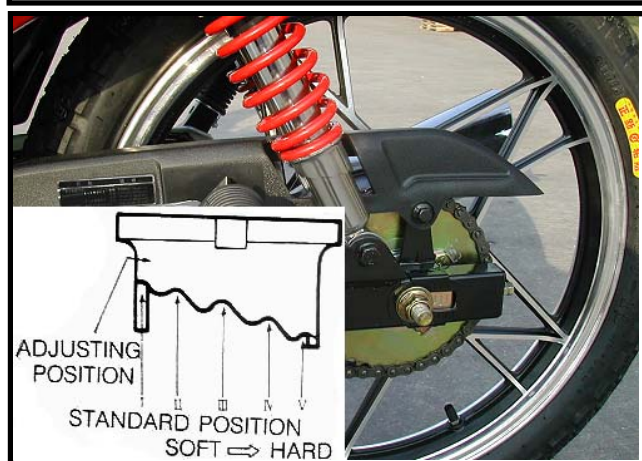
Tighten the shock absorber upper and lower mounting nuts.

TORQUE: 3.00-4.00 kgf • m

Check the shock absorber operation.

#### NOTE:

- Adjust the right and left absorber to the same scales.
- The standard position is "1".





## 12. REAR WHEEL/REAR SUSPENSION

### REAR FORK

#### REAR FORK REMOVAL

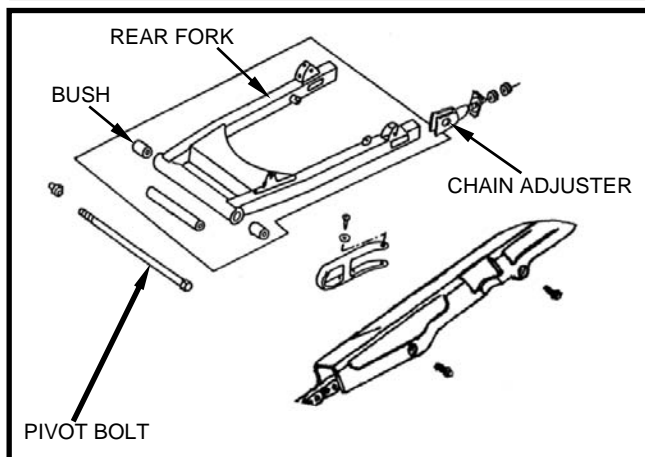
Remove the muffler.  
Remove the rear wheel (12-3).  
Remove the rear shock absorber (12-9).  
Remove the drive chain cover.  
Remove the rear fork mounting bolts.



#### REAR FORK DISASSEMBLY/ASSEMBLY

##### NOTE:

Drive the bushings out with a soft hammer, making sure that they are not damaged. Lubricate with grease after installation.



#### REAR FORK INSPECTION

Inspect the pivot bushing for cracks or damage.  
Check each part for wear or damage.







## 12. REAR WHEEL/REAR SUSPENSION

### REAR FORK INSTALLATION

Install the rear fork.

TORQUE: 8.00~10.00 kgf • m

Install the rear shock absorber and rear wheel.

Install the muffler.



### REAR BRAKE PEDAL

Remove the muffler.

Remove the brake linkage rod.

Remove the brake light switch spring.

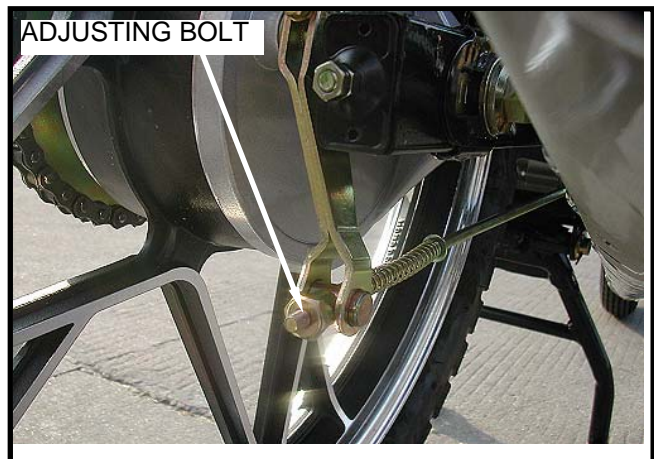
Remove the brake return spring.



Adjust the rear brake after installation.

### NOTE :

Do not forget to install the brake light switch spring.







## 13. BATTERY/CHARGING SYSTEM

TROUBLE SHOOTING.....	13-1
SERVICE INFORMATION.....	13-2

BATTERY .....	13-3
CHARGING SYSTEM .....	13-4

### TROUBLE SHOOTING

#### NO POWER --- KEY TURNED ON

1. Dead battery
  - Battery electrolyte evaporated
  - Battery not charged
  - Charging system failure
2. Disconnected battery cable
3. Main fuse burned out
4. Faulty ignition switch

#### LOW POWER --- KEY TURNED ON

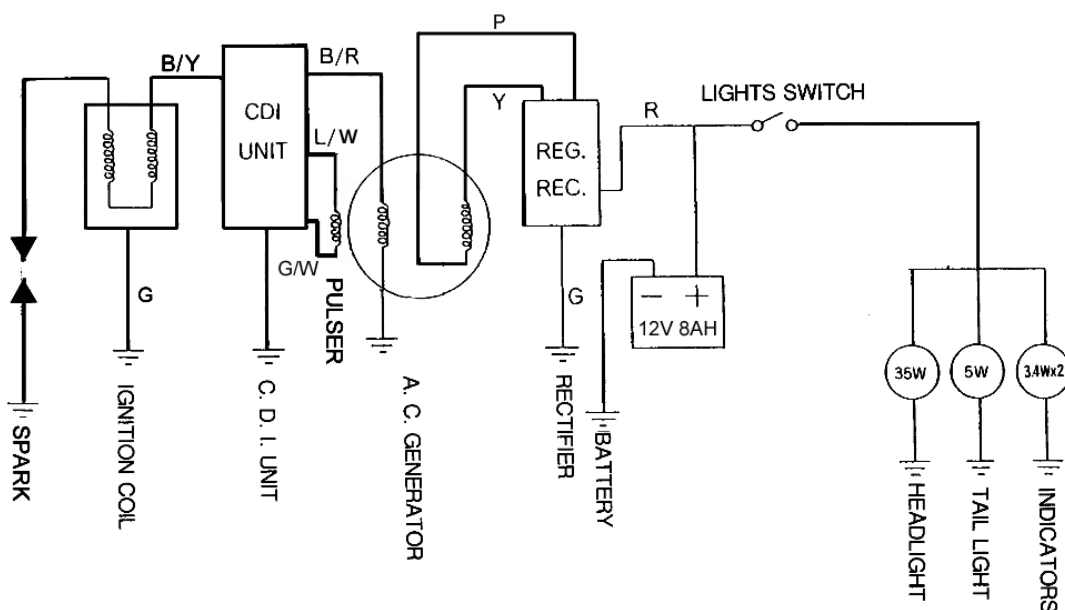
1. Weak battery
  - Low battery electrolyte level
  - Charging system failure
2. Loose battery connection

#### LOW POWER --- ENGINE RUNNING

1. Battery undercharged
  - One or more dead cells
  - Low battery electrolyte level
2. Charging system failure
3. Generator failure
4. Faulty voltage regulator
5. Faulty ignition coil
6. C.D.I. UNIT failure

#### INTERMITTENT POWER

1. Loose battery connection
2. Loose charging system connection
3. Loose connection or short circuit in ignition system
4. Loose connection or short circuit in light system





## 13. BATTERY/CHARGING SYSTEM

### CHARGING SYSTEM FAILURE

1. Loose broken or shorted wire
2. Faulty voltage regulator
3. Faulty generator
4. Battery undercharged

### SERVICE INFORMATION

#### GENERAL INSTRUCTIONS

1. Battery acid level should be checked and refill with distilled water when necessary.
2. When charging the battery, quick-charging should only be done in an emergency; slow charging is preferred.
3. Remove the battery from the motorcycle for charging whenever possible. If battery must be charged on the motorcycle, keep away from flames or sparks.
4. The parts of charging system can be tested on the motorcycle.
5. Refer to section 8 for generator removal and installation.

#### SPECIFICATIONS

Battery	
Capacity	12V & 8AH
Electrolyte specific gravity	1.260-1.280 (20°C/68° F)
Charging current	0.9A
A.C. generator	
Charging output	76W/5,000rpm
Charging rpm	1,200 rpm max. (Day) 2,400 rpm max. (Night)
Rectifier	One-way full wave
Fuse	15A





## 13. BATTERY/CHARGING SYSTEM

### BATTERY

#### BATTERY REMOVAL AND INSTALLATION

Remove the right side cover.

Disconnect the battery negative cable first, then the battery positive cable.

Disconnect the battery band, remove the battery.

#### BATTERY INSTALLATION

Put the battery on the battery rack.

Install the battery band.

Connect the battery positive cable first, then the battery negative cable.

Install the right side cover.



#### SPECIFIC GRAVITY TEST

Test each cell by using a hydrometer.

SPECIFIC GRAVITY :

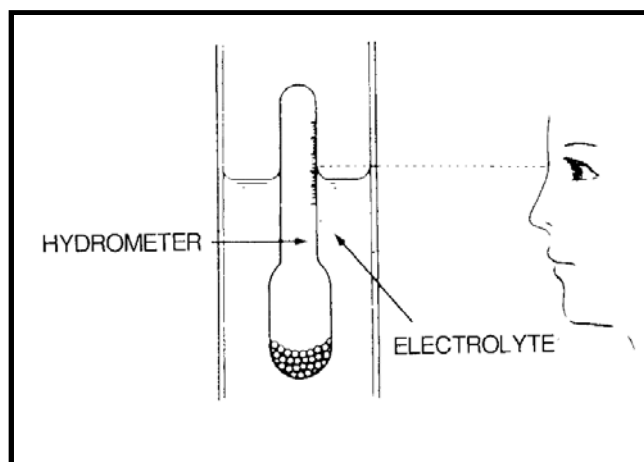
1.260-1.280 Fully charged

1.220 or below Undercharged

(20°C/68 ° F)

NOTE :

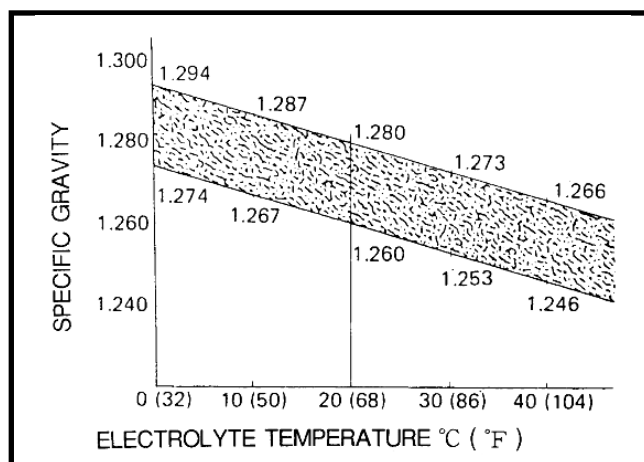
- The battery must be recharged if the specific gravity is below 1.23.
- The specific gravity varies with the temperature as shown in the accompanying table.
- Replace the battery if sulfating is evident.
- The battery must be replaced if there are pastes on the bottom of each cell.



#### WARNING:

The battery electrolyte contains sulfuric acid. Protect your skin, eyes and clothing. Note the followings:

1. In case of contact, flush thoroughly with water.
2. In case of drinking, drink mass of water or milk, and eat the white of an egg or drink vegetable oil.
3. Cover the eyes when operating at short distance, in case of contact, flush thoroughly with water and spread of eye-ointment.
4. Keep flames and sparks away from a charging battery.
5. Place the charging battery in a ventilated area.





## 13. BATTERY/CHARGING SYSTEM

Connect the charger positive(+) cable to the battery positive (+) terminal, negative (-) cable to the battery negative (-) terminal.

Charge the battery until the specific gravity of the electrolyte is 1.260-1.280 (20°C/68°F )

Charging current: 0.7A max.

### WARNING:

Before charging a battery, remove the cap from each cell.  
Keep flames and sparks away from a charging battery.  
Connect the cables first, then turn on the power.  
Discontinue charging if the electrolyte temperature exceeds 45 °C (113°F).

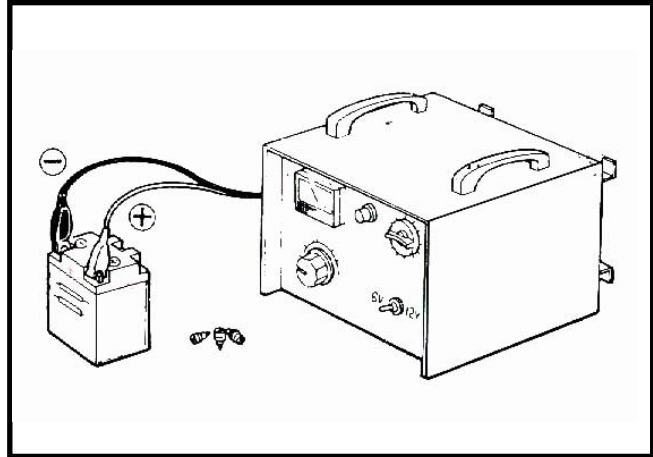
### CAUTION:

Quick-charging only be done in an emergency; slow-charging is preferred.

After installed the battery, coat the terminals with clean grease to keep from oxidation.

### CAUTION:

Route the breather tube as shown on the battery caution label.



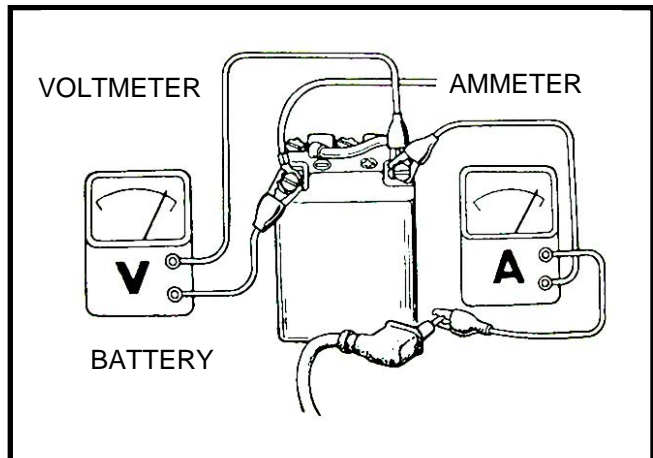
## CHARGING SYSTEM

### PERFORMANCE TEST

Warm up the engine before taking readings.  
Connect a voltmeter and an ammeter to check charging output.

### NOTE:

Use a fully charged battery to check the charging system output.





**STATOR COILS TEST****NOTE:**

This test can be made with the stator on the frame.

Disconnect and measure the A.C. generator connectors with a multi-meter.

Conductivity should exist between :

Pink- yellow, blue/white-green/white, black/red-ground.

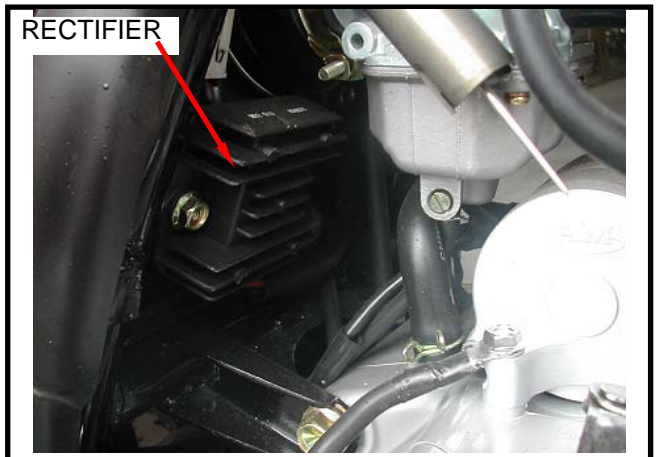
Pink, yellow, blue/white, green/white should not conduct electricity with ground.

**RECTIFIER**

Disconnect the rectifier connector and check its performance.

**WARNING:**

Do not use high voltage power, especially the ohmmeter, or the rectifier will be burnt out.



(+) \ (-)	RED	GREEN	YELLOW	PINK	BLACK
RED		$\infty$	$\infty$	$\infty$	$\infty$
GREEN	✓		✓	✓	✓
YELLOW	✓	$\infty$		$\infty$	$\infty$
PINK	✓	$\infty$	$\infty$		$\infty$
BLACK	✓	$\infty$	$\infty$	$\infty$	

Rectifier is normal if there is continuity only in the direction shown. Replace the rectifier if there is continuity in reverse direction.



TROUBLE SHOOTING.....	14-1
SERVICE INFORMATION.....	14-2

IGNITION COIL .....	14-3
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## TROUBLE SHOOTING

### ENGINE CRANKS BUT NOT START

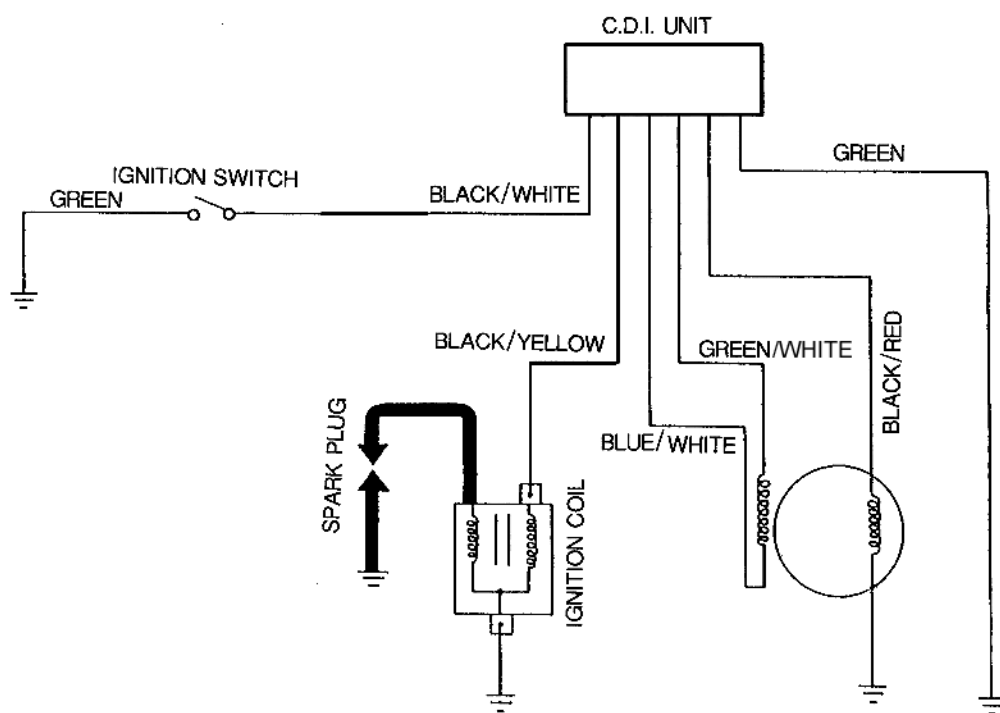
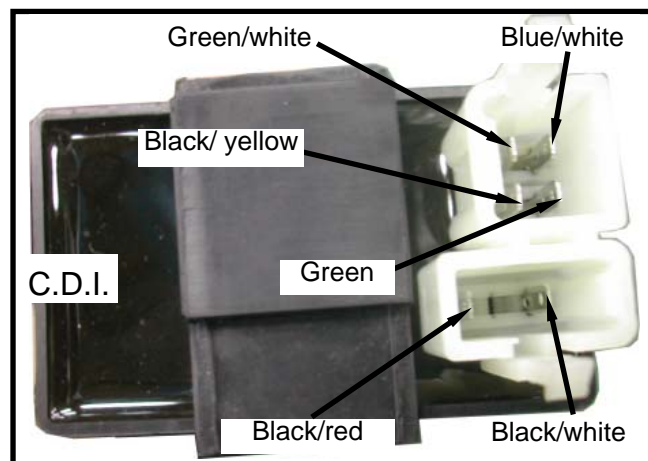
1. No sparks at the spark plug
2. Improper ignition timing
3. Faulty plug

### NO SPARKS AT THE SPARK PLUG

1. No current in primary circuit
2. High tension cord broken
3. Faulty ignition coil
4. Faulty A.C. generator
5. Faulty C.D.I. unit

### ENGINE RUNS BUT ROUGHLY

1. Primary circuit
  - C.D.I. unit failure
  - Faulty A.C. generator
  - Faulty ignition coil
  - Loose wires
  - Poorly contacted switch terminals
2. Secondary circuit
  - Faulty, spark plug
  - Faulty high tension cord
  - Faulty ignition coil
3. Ignition timing
  - Faulty A.C. generator
  - Faulty C.D.I. unit





## 14. IGNITION SYSTEM

---

### SERVICE INFORMATION

#### GENERAL INSTRUCTION

This section contains the ignition system.

Be sure that the battery is fully charged before diagnosing troubles in the ignition system.

Also refer to the following pages:

Spark plug	2-5
Ignition timing adjustment	2-8

#### SPECIFICATIONS

Spark plug:	D7RC
Spark plug gap:	0.6~0.7mm(0.024-0.028in)
Ignition timing :Initial	$15^{\circ} \pm 2^{\circ} / 1500\text{rpm}$
Full advance	$29.5^{\circ} \pm 2^{\circ} / 4000\text{rpm}$



## IGNITION COIL

### IGNITION COIL REMOVAL

Remove the seat.  
Remove the fuel tank.  
Remove the spark plug cap.  
Disconnect all wires to the ignition coil.  
Remove the ignition coil.

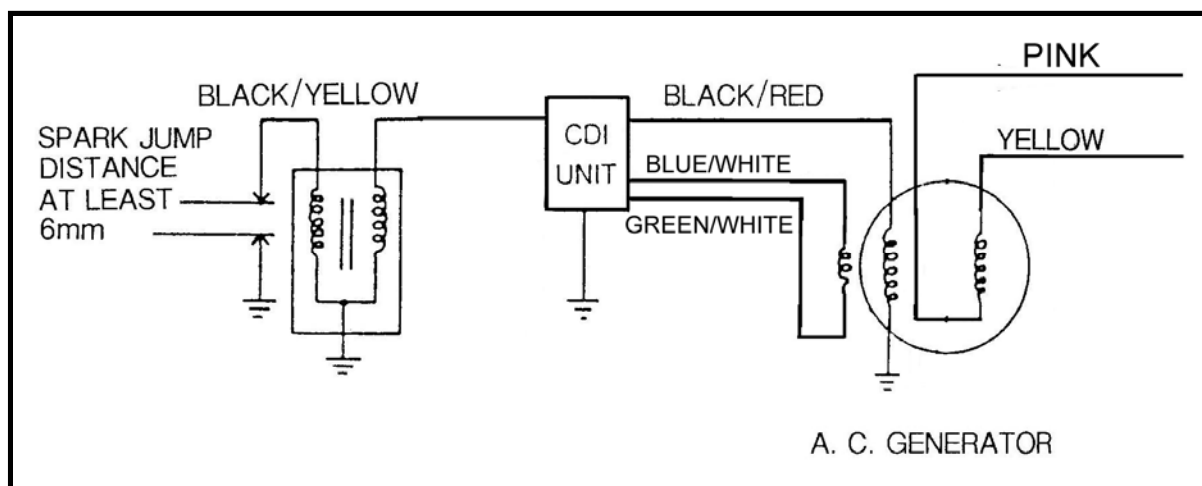


### IGNITION COIL TEST

Check the ignition coil output using a tripolar tester.

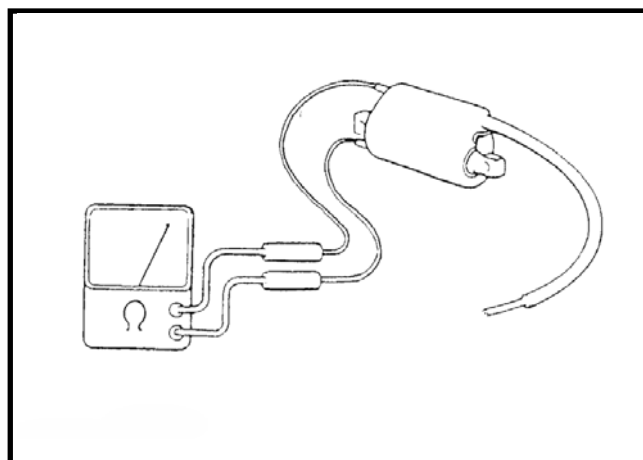
#### NOTE:

Follow the instructions described in the user's manual.



Check the primary circuit, it is normal if there is conductivity when connecting a ohmmeter.

PRIMARY COIL	$0.31 \pm 0.03K \Omega$
SECONDARY COIL	$4.0 \pm 0.4K \Omega$







TROUBLE SHOOTING.....	15-1	HEADLIGHT SWITCH.....	15-3
SERVICE INFORMATION.....	15-2	START/HAZARD SWITCH.....	15-3
MAIN/DIMMER SWITCH.....	15-3	FRONT/REAR BRAKELIGHT SWITCH.....	15-4
WINKER/HORN SWITCH.....	15-3	HORN SWITCH.....	15-4
HEADLIGHT SWITCH.....	15-3		

## **TROUBLE SHOOTING**

### **NO LIGHTS COME ON WHEN IGNITION SWITCH IS TURNED ON:**

1. Battery low
2. Wiring loose or blown
3. Fuse blown
4. Open or shorted wiring
5. Faulty combination switch
6. Bulb at fault or burned out

### **ALL LIGHTS COME ON BUT DIMLY WHEN IGNITION SWITCH IS TURNED ON:**

1. Battery low
2. Wiring or switch has excessive resistance

### **HEADLIGHT BEAMS DO NOT SHIFT WHEN HIGH-LOW SWITCH IS OPERATED:**

1. Faulty dimmer switch
2. Faulty headlight switch



## 15. SWITCHES/HORN

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### SERVICE INFORMATION

#### GENERAL INSTRUCTIONS

All electrical wires are color-coded. Check the color before connecting wires.

All plastic plugs have locking tabs that must be released before disconnecting, and must be aligned when reconnecting.





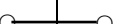



A conductivity check can usually be made without removing the part from the motorcycle by simply disconnecting the wires and connecting a galvanometer or voltmeter to the terminals or connections.

#### SPECIFICATIONS





Headlight	12V 35/35W
Winker light	12V 10W
Tail / Stop light	12V 5W/21W
Speedometer light	12V 3.4W x 2
Neutral pilot	12V 3.4W
Winker indicator	12V 3.4W
High beam pilot	12V 1.7W




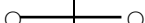



**MAIN SWITCH**

WIRE COLOR SWITCH POSITION	BLACK/ WHITE B/W	GREEN G	RED R	BLACK B	BROWN/ RED Br/R	BROWN Br
						
						
<b>P</b>						




**DIMMER SWITCH**

WIRE COLOR SWITCH POSITION	WHITE W	BLUE L	BROWN/WHITE Br/W
			
			







**WINKER SWITCH**

WIRE COLOR SWITCH POSITION	SKY BLUE SB	GRAY Gr	ORANGE O
			
			
			




**HORN SWITCH**

WIRE COLOR SWITCH POSITION	GREEN G	LIGHT GREEN LG
		
		




**LIGHT SWITCH**

WIRE COLOR SWITCH POSITION	BLACK B	BROWN Br	BROWN/WHITE Br/W
			
			
			

**START SWITCH**

WIRE COLOR SWITCH POSITION	YELLOW/RED Y/R	BLACK B
		
		

**HAZARD SWITCH**

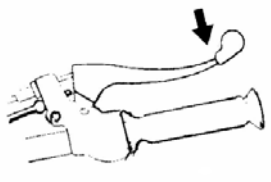
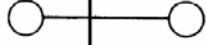
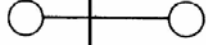
WIRE COLOR SWITCH POSITION	GRAY Gr	ORANGE O	SKY BLUE SB
			
			



## 15. SWITCHES/HORN

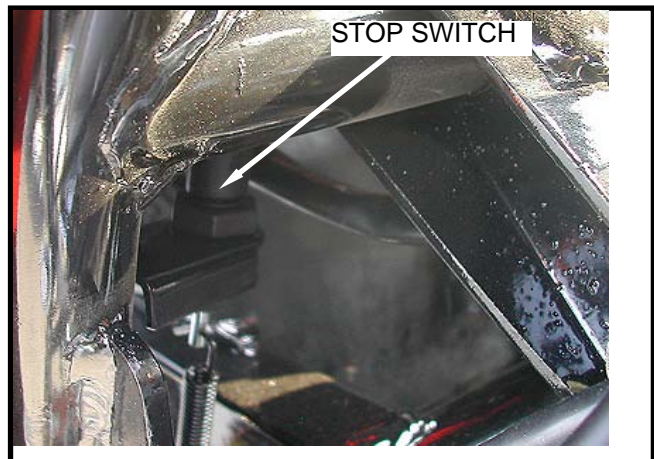
### FRONT LIGHTBRAKE SWITCH

Check that the front brakelight switch for conductivity between the BLACK and GREEN/YELLOW wires. The switch is normal if there is conductivity with the front brake applied.

SWITCH	WIRE COLOR	
	BLACK B	GREEN/YELLOW G/Y
		

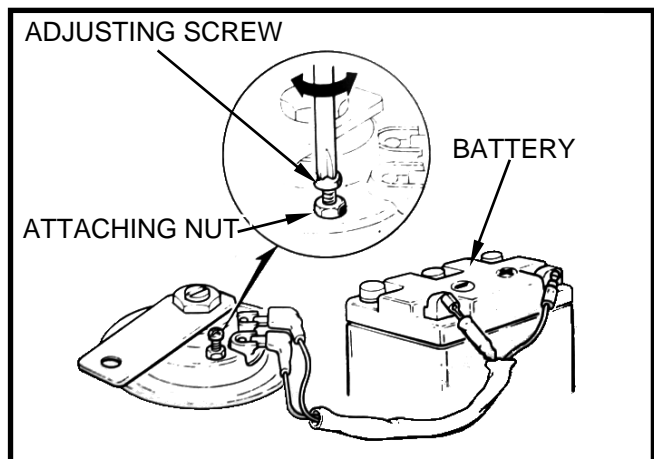
### REAR LIGHTBRAKE SWITCH

The switch is normal if there is conductivity with the rear brake applied.



### HORN

Connect the horn to a 12V battery for testing its performance. Adjust the horn if the noise is not loud enough.





# XS125-K ELEC.DISTRIBUTION

