

5 CHASSIS

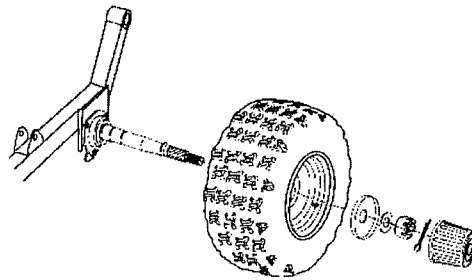
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CHASSIS SYSTEM INSPECTION AND SERVICING

REAR AXLE REMOVAL

- Disassemble the right rear (RR). Wheel
- Remove the Cotter Pins on Axle Nut, RR. Wheel
- Remove the Axle Nut, RR. Wheel
- Block up rear end of the machine
- Remove rear wheel and hub assembly by sliding off the splines of axle
- Remove the chain
- Loosen nuts on bearing carrier and remove bolts
- Remove axle and bearing carriers as a unit



REAR SWINGARM INSPECTION

Note:

Swingarm, axle and motor can be removed as a unit if desired.

Remove Rear. Shocks

Remove rear brake calipers and set aside.

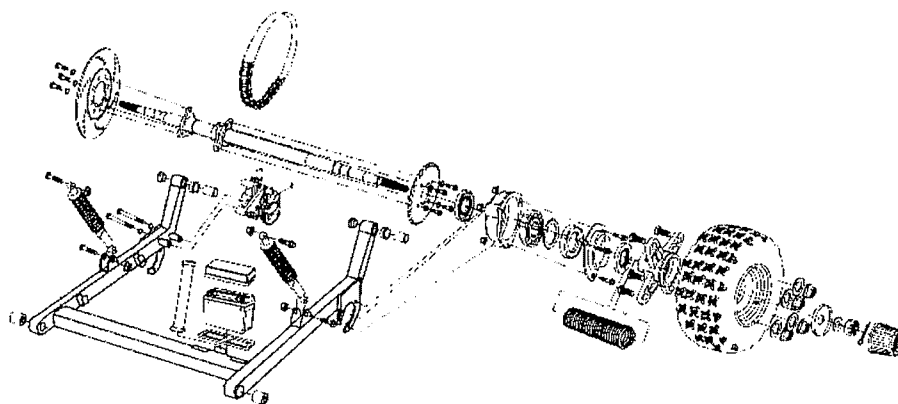
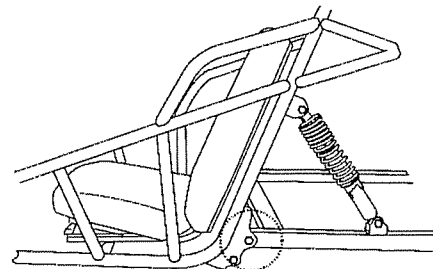
Do not remove brake hose!

Unplug brake light wiring from the electrical box

Remove throttle cable

Remove bolts from swingarm pivot

Check Buffer Rubber Bushing for wear. If wear is present on bushing, it should be replaced.



FRONT & REAR SHOCKS INSPECTION

The Front and Rear Shocks are oil-dampened units.

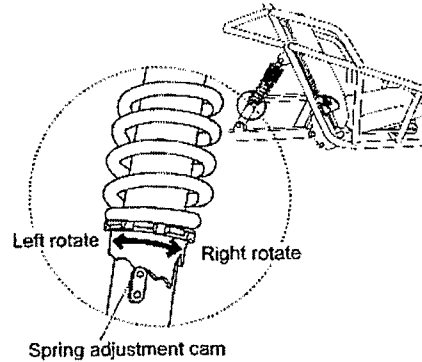
They are non rebuildable.

If any oil is noticed, the shock should be replaced.

FRONT & REAR SHOCK ADJUSTMENT

There are 5 positions of choice on each shock, the default position is set by the manufacture in the middle (the third position).

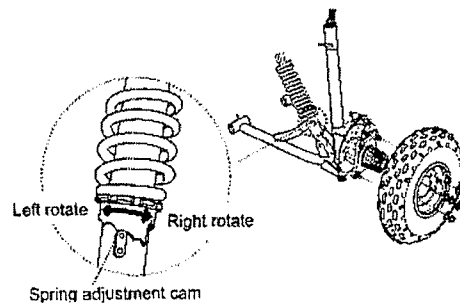
Please use a round nut wrench to adjust the position. The tension of shock spring would increase as you left screw and decrease as you right screw.



FRONT WHEEL REPLACEMENT

Do not disassemble the castle nuts when you replace the front wheels.

It is only necessary to tighten the nuts so that the wheel turns freely on the axle with minimum endplay. Please tighten the nuts after replacing the wheels.



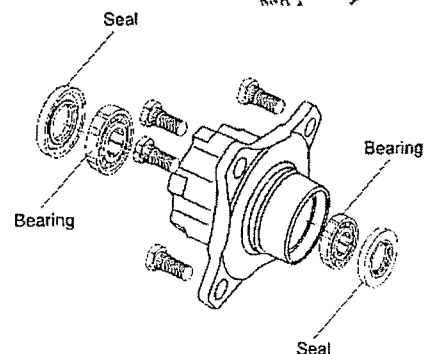
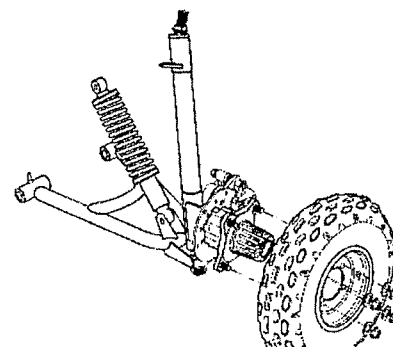
FRONT HUB INSPECTION

Check seals for rips or tears and replace if any exist.

Remove bearings with a punch from the opposite side.

Inspect bearings for ease of movement. If dirt or mud has gotten to them, wash them in cleaning solvent and spin with your finger. Never spin them with compressed air.

Apply an ample amount of grease to the bearing and reinstall with a bearing tool, making sure it goes in straight. If the bearing is not straight, damage to the hub can occur.



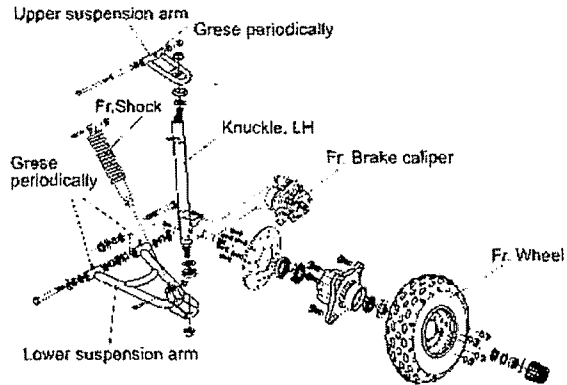
Install seals into hub. It is recommended to apply a small amount of grease to the lip of the seal. If the retention spring is in bad shape, replace the seal with a new one.

A-ARM INSPECTION

Grease the nipples of Upper & Lower A-Arm, for the front wheels periodically

Remove Bolt of Upper & Lower A-Arm.

Check the Nylon Bushing of Upper & Lower A-Arm for wear. Replace them immediately if wear is present.

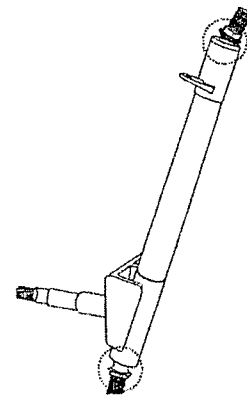


STEERING KNUCKLE SUPPORT INSPECTION

Remove Rubber Dust Cover of the knuckle Support

Check the grease of Ball Joint, clean it if it is dirty, and fill with grease

Replace the Steering Knuckle support if the Ball Joint is loose or steering isn't flexible



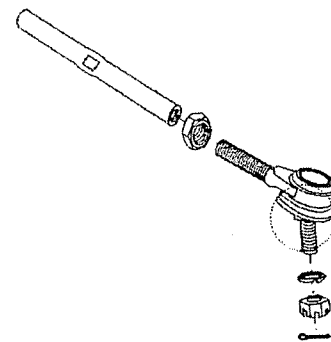
TIE ROD INSPECTION

Tie rods should be checked for ease of movement in their full rotation.

Remove protective boot and apply grease.

Check tie rod ends periodically for tightness at their adjusting nuts.

Always use a new cotter pin after removal.



FRONT AND REAR SHOCK ADJUSTMENT

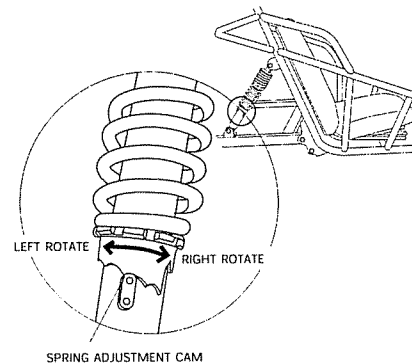
There are five adjustable positions on each shock.

The center notch is the default position as set by the manufacturer (Ref Figure). Use a round nut wrench to adjust the shock.

To INCREASE the shock stiffness, rotate the ring to the highest (longest) setting.

To DECREASE the shock stiffness, rotate the ring to the lowest (shortest) setting.

Shock stiffness adjustments should be made based on the overall weight of the rider and occupant.



5-4 CHASSIS

FRONT WHEEL ALIGNMENT

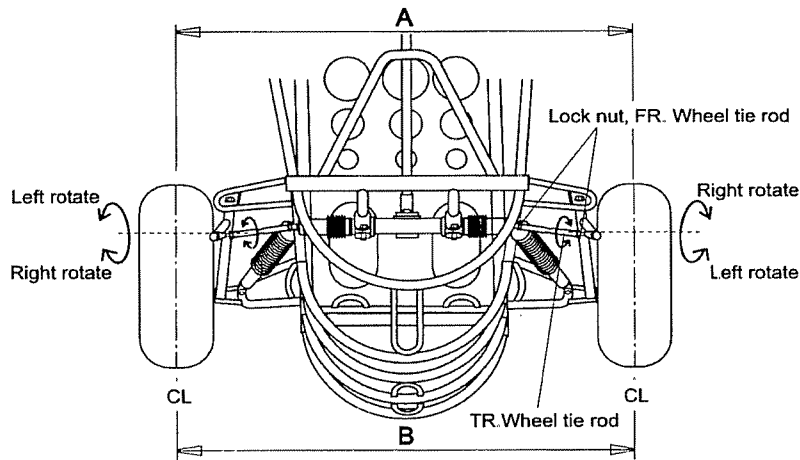
The front wheel should be "toed-in" 1/8" to 1/4".

To check alignment measure distance from A to B to the centerline (CL) of the tires with the wheels point straight ahead. For the proper toe-in dimension A should be 1/8" ~ 1/4" greater than dimension B.

Loosen the locknuts on both sides of Front Tie Rods. To Make Dimension B smaller, screw the rod left. If B needs to be longer screw the rod right.

Tighten the jam nut tightly against the rod end.

Recheck the distance and repeat the above steps until the Dimensions are per paragraph 1 above.



CHAIN ADJUSTMENT

After the first two hours of operation, check the chain adjustment, and readjust if it has more than 1/2" flex.

Loosen Nut 1

Adjust Nut #2 (Turn nut clockwise in 1/2 turn increments, then turn Nut #1 clockwise until nut is tight.

Follow this procedure until chain is at proper tension.)

