

3. INSPECTION/ADJUSTMENT

INSPECTION/ADJUSTMENT

SERVICE INFORMATION.....	3-1
MAINTENANCE SCHEDULE.....	3-2
FUEL LINE	3-3
THROTTLE OPERATION.....	3-3
AIR CLEANER.....	3-4
SPARK PLUG.....	3-4
VALVE CLEARANCE	3-5
CARBURETOR IDLE SPEED.....	3-5
IGNITION TIMING.....	3-6
CYLINDER COMPRESSION.....	3-6
FINAL REDUCTION GEAR OIL.....	3-7
DRIVE BELT	3-7
BRAKE SHOE.....	3-8
BRAKE SYSTEM	3-8
HEADLIGHT AIM.....	3-9
SUSPENSION.....	3-9
STEERING HANDLEBAR.....	3-9
NUTS/BOLTS/FASTENERS.....	3-9
WHEELS/TIRES.....	3-10

3. INSPECTION/ADJUSTMENT

MAINTENANCE SCHEDULE

Perform the periodic maintenance at each scheduled maintenance period.

I: Inspect, and Clean, Adjust, Lubricate or Replace if necessary.

A: Adjust C: Clean R: Replace T : Tighten

Item	Frequency	Whichever comes first ⇄ ↓	Regular Service Mileage (km)											
			1000	2000	3000	4000	5000	6000	7000	8000	9000	10000	11000	12000
Engine oil			R New motorcycle 300km	R	R	R	R	R	R	R	R	R	R	R
Engine oil filter screen						C					C			
Fuel filter screen												R		
Gear oil	Note 3		R New motorcycle 300km					R					R	
Valve clearance				A		A					A			A
Carburetor						I					I			C
Air Cleaner	Note 2,3		Replace at every 3000km											
Spark plug			Clean at every 2000km and replace if necessary											
Brake system			I	I	I	I	I	I	I	I	I	I	I	I
Drive belt											I			
Suspension						I					I			I
Nut, bolt, fastener											I			
Tire						I					I			I
Steering stem ball race			I							I				I

- In the interest of safety, we recommend these items should be serviced only by an authorized KYMCO motorcycle dealer.

Note: 1. For higher odometer readings, repeat at the frequency interval established here.

2. Service more frequently when riding in dusty or rainy areas.

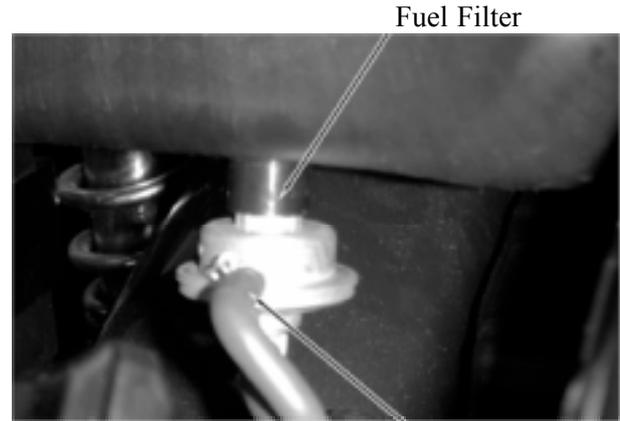
3. Service more frequently when riding in rain or at full throttle.

3. INSPECTION/ADJUSTMENT

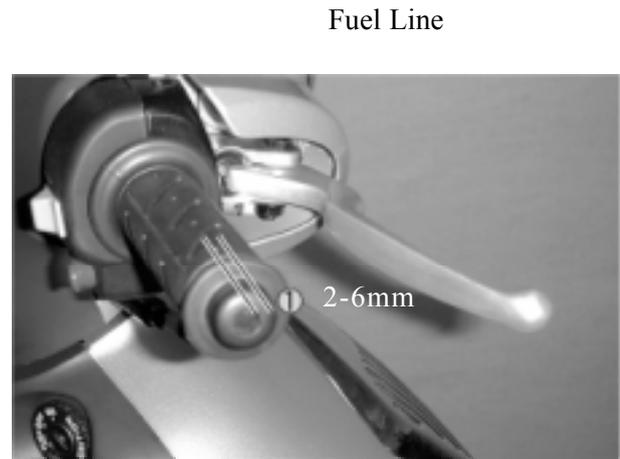
FUEL LINE

Remove the met-in box. (⇒2)
Check the fuel lines and replace any parts which show signs of deterioration, damage or leakage.

* Do not smoke or allow flames or sparks in your working area.



Fuel Filter



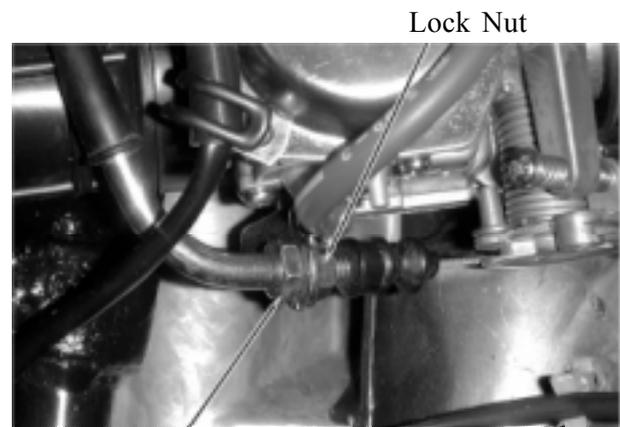
Fuel Line

THROTTLE OPERATION

Check the throttle grip for smooth movement.
Measure the throttle grip free play.

Free Play: 2_ 6mm

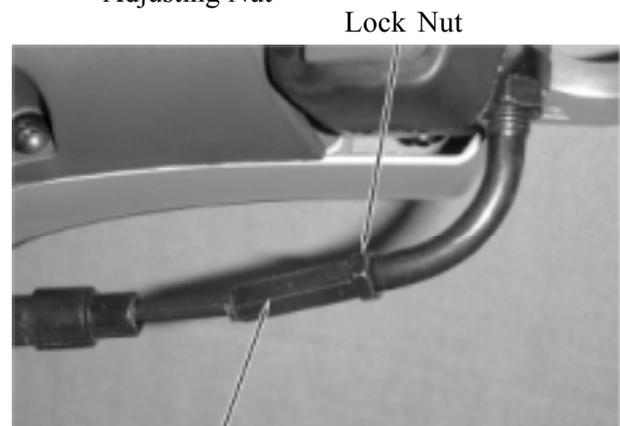
Major adjustment of the throttle grip free play is made at the carburetor side.
Adjust by loosening the lock nut and turning the adjusting nut.



Lock Nut

Adjusting Nut

Minor adjustment is made with the adjusting nut at the throttle grip side.
Slide the rubber cover out and adjust by loosening the lock nut and turning the adjusting nut.



Lock Nut

Adjusting Nut

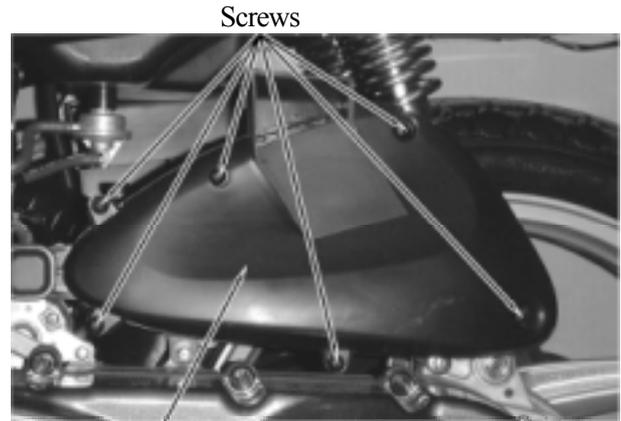
3. INSPECTION/ADJUSTMENT

AIR CLEANER

AIR CLEANER REPLACEMENT

Remove the rear side covers. (⇔2)
Remove the six air cleaner case cover screws and the cover.

Remove the air cleaner element by removing the three screws.
Check the element and replace it if it is excessively dirty or damaged.

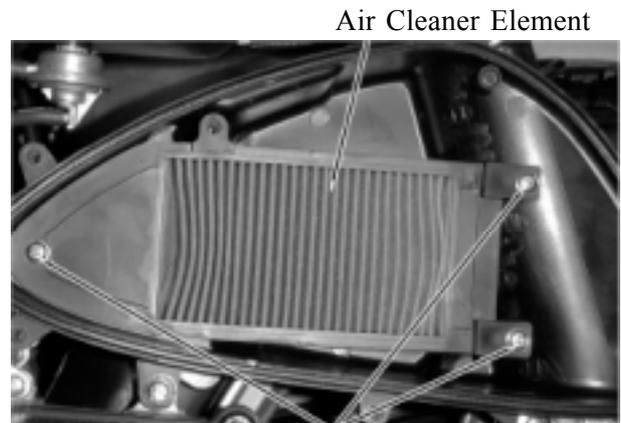


Air Cleaner Case Cover

CHANGE INTERVAL

More frequent replacement is required when riding in unusually dusty or rainy areas.

- *
 - The air cleaner element has a viscous type paper element. Do not clean it with compressed air.
 - Be sure to install the air cleaner element and cover securely.



Air Cleaner Element

SPARK PLUG

Remove the spark plug.
Check the spark plug for wear and fouling deposits.
Clean any fouling deposits with a spark plug cleaner or a wire brush.

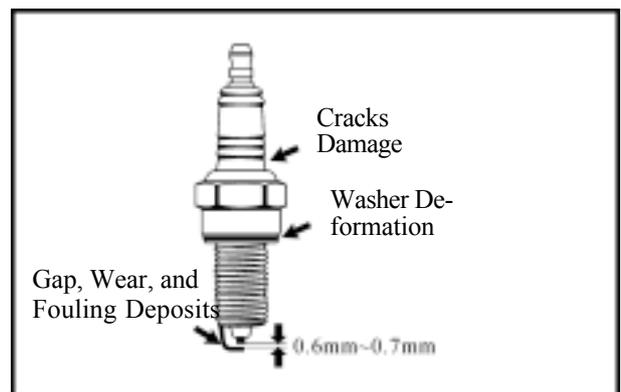
Specified Spark Plug: NGK C7HSA



Measure the spark plug gap.

Spark Plug Gap: 0.6_ 0.7mm

- * When installing, first screw in the spark plug by hand and then tighten it with a spark plug wrench.



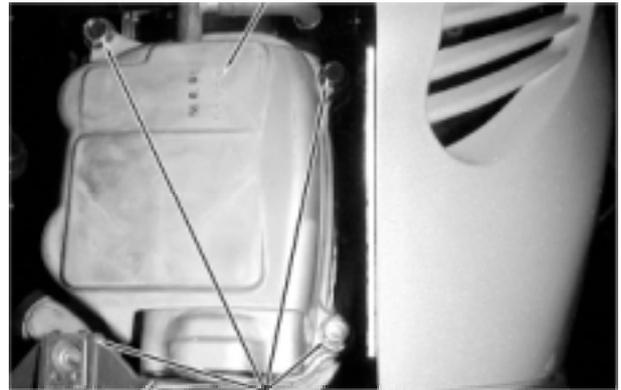
3. INSPECTION/ADJUSTMENT

VALVE CLEARANCE

- * Inspect and adjust valve clearance while the engine is cold (below 35°C).

Remove the center cover. (⇒2)
Remove the cylinder head cover. (⇒7-4)

Cylinder Head Cover



Bolts

Turn the flywheel counterclockwise so that the "T" mark on the flywheel aligns with the index mark on the crankcase to bring the round hole on the camshaft gear facing up to the top dead center on the compression stroke.



Inspect and adjust the valve clearance.

Valve Clearance: IN: 0.12mm
EX: 0.12mm

Loosen the lock nut and adjust by turning the adjusting nut

Special

Valve Wrench

Valve Wrench



- * • Check the valve clearance again after the lock nut is tightened.

CARBURETOR IDLE SPEED

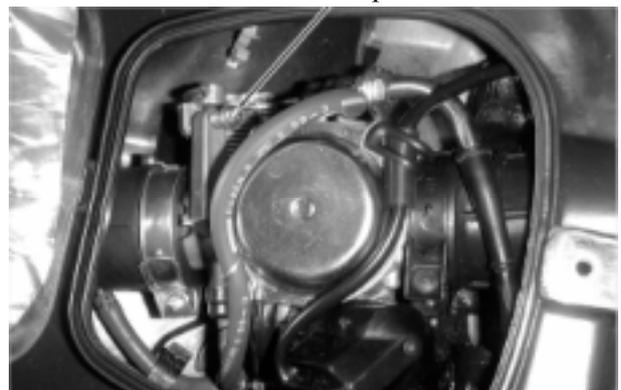
- * • The engine must be warm for accurate idle speed inspection and adjustment.

Remove the inspection cover.
Warm up the engine before this operation.
Start the engine and connect a tachometer.
Turn the throttle stop screw to obtain the specified idle speed.

Idle Speed: 1700±100rpm

When the engine misses or run erratic, adjust the pilot screw.

Throttle Stop Screw

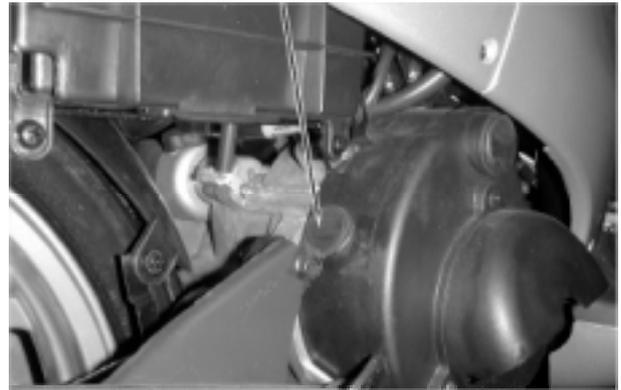


3. INSPECTION/ADJUSTMENT

IGNITION TIMING

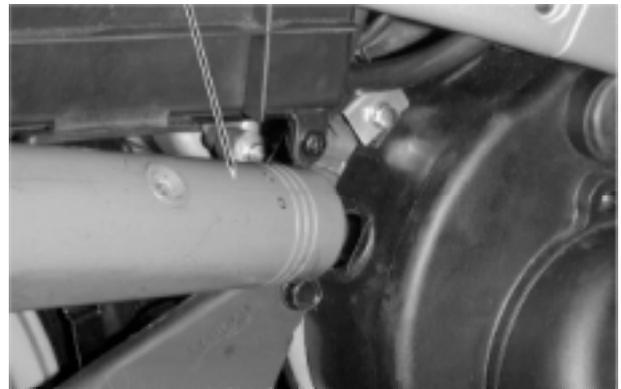
* The CDI unit is not adjustable. If the ignition timing is incorrect, check the ignition system. (⇒15-6)

Remove the rear right side cover.
Remove the timing hole cap.



Timing Light

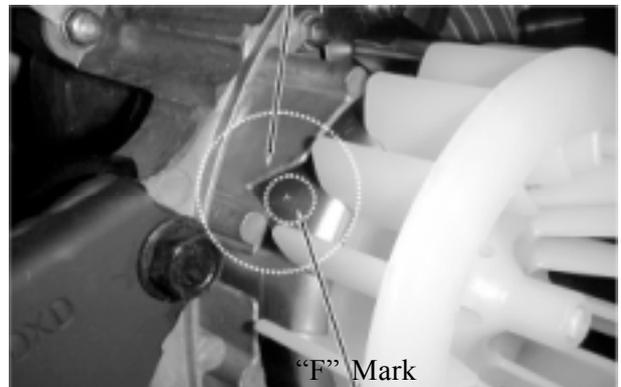
Check the ignition timing with a timing light. When the engine is running at idle speed, the ignition timing is correct if the "F" mark on the flywheel aligns with the index mark on the crankcase.



Advance Mark

Also use a timing light to check the advance mark.

Raise the engine speed to 5,000rpm and the index mark on the crankcase should be aligned with the advance mark on the flywheel.



"F" Mark

CYLINDER COMPRESSION

Warm up the engine before compression test. Remove the met-in box and frame center cover. (⇒2)

Remove the spark plug .

Insert a compression gauge.

Open the throttle valve fully and push the starter button to test the compression.

Compression: 12.8kg/cm₂ -570rpm

If the compression is low, check for the following:

- Leaky valves
- Valve clearance too small
- Leaking cylinder head gasket
- Piston rings are worn out.
- Piston/cylinder is worn out.

If the compression is high, it indicates that carbon deposits have accumulated on the combustion chamber and the piston head.



Compression Gauge

Timing Hole Cap

3. INSPECTION/ADJUSTMENT

FINAL REDUCTION GEAR OIL

OIL LEVEL CHECK

- * Place the motorcycle on its main stand on level ground for oil level check.

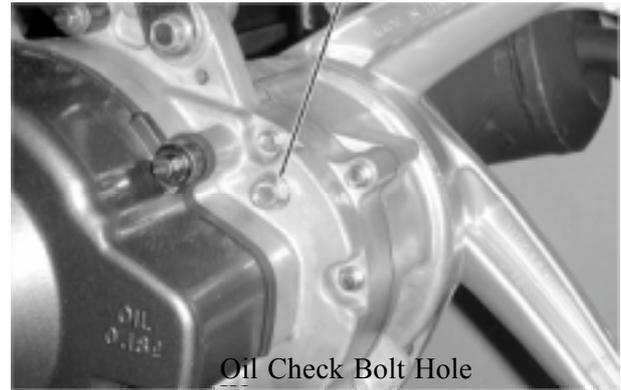
Stop the engine and remove the oil check bolt. The oil level shall be at the oil check bolt hole. If the oil level is low, add the recommended oil to the proper level.

Recommended Oil:

GEAR OIL VISCOSITY SAE90#

Install the oil check bolt.

- * Make sure that the sealing washer is in good condition.



OIL CHANGE

Remove the oil check bolt.
Remove the oil drain bolt and drain the oil thoroughly.
Install the oil drain bolt.
Torque: 1.0kg-m

- * Make sure that the sealing washer is in good condition.



Fill with the recommended oil.

Oil Capacity: At disassembly : 210cc
At change : 180cc

Reinstall the oil check bolt and check for oil leaks.

Torque: 1.2kg-m

DRIVE BELT

Remove the left crankcase cover. (⇒9-3)
Inspect the drive belt for cracks or excessive wear.
Replace the drive belt with a new one if necessary and in accordance with the Maintenance Schedule.

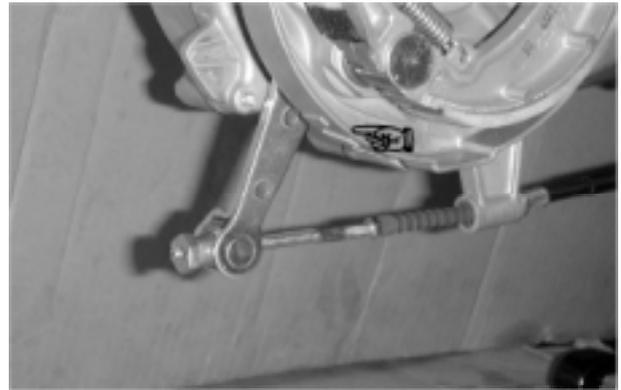


Oil Check Bolt

BRAKE SHOE

3. INSPECTION/ADJUSTMENT

Replace the brake shoes if the arm can not be aligned with the > mark on the brake panel when the brake is fully applied.
Refer to page (⇒13-4) for brake shoe replacement.



BRAKE SYSTEM

FRONT BRAKE

Measure the front brake lever free play.

Free Play: 10_ 20mm



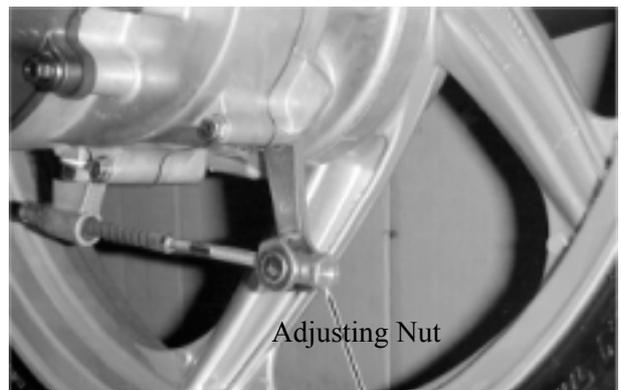
REAR BRAKE

Measure the rear brake lever free play.

Free Play: 10_ 20mm



If the free play do not fall within the limit, adjust by turning the adjusting nut.



Adjusting Nut

HEADLIGHT AIM

3. INSPECTION/ADJUSTMENT

Turn the ignition switch ON and start the engine.

Turn on the headlight switch.

Adjust the headlight aim by turning the headlight aim adjusting screw.



SUSPENSION

FRONT

Fully apply the front brake lever and check the action of the front shock absorbers by compressing them several times.

Check the entire shock absorber assembly for oil leaks, looseness or damage.



REAR

Check the action of the rear shock absorber by compressing it several times.

Check the entire shock absorber assembly for oil leaks, looseness or damage.

Jack the rear wheel off the ground and move the rear wheel sideways with force to see if the engine hanger bushings are worn.



STEERING HANDLEBAR

Raise the front wheel off the ground and check that the steering handlebar rotates freely.

If the handlebar moves unevenly, binds, or has vertical movement, adjust the steering stem ball race. (⇒12-15)

NUTS/BOLTS/FASTENERS

Check all important chassis nuts and bolts for looseness.

Tighten them to their specified torque values if any looseness is found. (⇒1-11)



WHEELS/TIRES

3. INSPECTION/ADJUSTMENT

Check the tires for cuts, imbedded nails or other damages.

Check the tire pressure.

* Tire pressure should be checked when tires are cold.

TIRE PRESSURE

	1 Rider	2 Riders
Front	1.75kg/cm ²	1.75kg/cm ²
Rear	2.00kg/cm ²	2.25kg/cm ²

TIRE SIZE

Front : 80/80-16 45P

Rear : 100/80-16 56P

Check the front axle nut for looseness.

Check the rear axle nut for looseness.

If the axle nuts are loose, tighten them to the specified torques.

Torques: Front : 6.0kg-m

Rear : 11.0kg-m

