  
**Kawasaki**

**KLF220  
BAYOU**



**All Terrain Vehicle  
Service Manual**

# Quick Reference Guide

<b>General Information</b>	<b>1</b>
<b>Fuel System</b>	<b>2</b>
<b>Engine Top End</b>	<b>3</b>
<b>Engine Left Side</b>	<b>4</b>
<b>Engine Right Side</b>	<b>5</b>
<b>Engine Removal/Installation</b>	<b>6</b>
<b>Engine Bottom End/Transmission</b>	<b>7</b>
<b>Wheels/Tires</b>	<b>8</b>
<b>Final Drive</b>	<b>9</b>
<b>Brakes</b>	<b>10</b>
<b>Suspension</b>	<b>11</b>
<b>Steering</b>	<b>12</b>
<b>Frame</b>	<b>13</b>
<b>Electrical System</b>	<b>14</b>
<b>Appendix</b>	<b>15</b>
<b>Supplement - 1995 Late ~ 1997 Models</b>	<b>16</b>
<b>Supplement - 1998 ~ 1999 Models</b>	<b>17</b>
<b>Supplement - 2000 ~ 2002 Models</b>	<b>18</b>

This quick reference guide will assist you in locating a desired topic or procedure.

- Bend the pages back to match the black tab of the desired chapter number with the black tab on the edge at each table of contents page.
- Refer to the sectional table of contents for the exact pages to locate the specific topic required.



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# All Terrain Vehicle Service Manual

## LIST OF ABBREVIATIONS

A	ampere(s)	lb	pound(s)
ABDC	after bottom dead center	m	meter(s)
AC	alternating current	min	minute(s)
ATDC	after top dead center	N	newton(s)
BBDC	before bottom dead center	Pa	pascal(s)
BDC	bottom dead center	PS	horsepower
BTDC	before top dead center	psi	pound(s) per square inch
°C	degree(s) Celsius	r	revolution
DC	direct current	rpm	revolution(s) per minute
F	farad(s)	TDC	top dead center
°F	degree(s) Fahrenheit	TIR	total indicator reading
ft	foot, feet	V	volt(s)
g	gram(s)	W	watt(s)
h	hour(s)	Ω	ohm(s)
L	liter(s)		

**Read OWNER'S MANUAL before operating**

# Foreword

This manual is designed primarily for use by trained mechanics in a properly equipped shop. However, it contains enough detail and basic information to make it useful to the owner who desires to perform his own basic maintenance and repair work. A basic knowledge of mechanics, the proper use of tools, and workshop procedures must be understood in order to carry out maintenance and repair satisfactorily. Whenever the owner has insufficient experience or doubts his ability to do the work, all adjustments, maintenance, and repair should be carried out only by qualified mechanics.

In order to perform the work efficiently and to avoid costly mistakes, read the text, thoroughly familiarize yourself with the procedures before starting work, and then do the work carefully in a clean area. Whenever special tools or equipment are specified, do not use makeshift tools or equipment. Precision measurements can only be made if the proper instruments are used, and the use of substitute tools may adversely affect safe operation.

**For the duration of the warranty period,** we recommend that all repairs and scheduled maintenance be performed in accordance with this service manual. Any owner maintenance or repair procedure not performed in accordance with this manual may void the warranty.

To get the longest life out of your vehicle:

- Follow the Periodic Maintenance Chart in the Service Manual.
- Be alert for problems and non-scheduled maintenance.
- Use proper tools and genuine Kawasaki Vehicle parts. Special tools, gauges, and testers that are necessary when servicing Kawasaki vehicles are introduced by the Service Manual. Genuine parts provided as spare parts are listed in the Parts Catalog.
- Follow the procedures in this manual carefully. Don't take shortcuts.
- Remember to keep complete records of maintenance and repair with dates and any new parts installed.

## How to Use This Manual

In this manual, the product is divided into its major systems and these systems make up the manual's chapters. The Quick Reference

Guide shows you all of the product's system and assists in locating their chapters. Each chapter in turn has its own comprehensive Table of Contents.

For example, if you want ignition coil information, use the Quick Reference Guide to locate the Electrical System chapter. Then, use the Table of Contents on the first page of the chapter to find the Ignition Coil section.

Whenever you see these WARNING and CAUTION symbols, heed their instructions! Always follow safe operating and maintenance practices.

### **⚠ WARNING**

**This warning symbol identifies special instructions or procedures which, if not correctly followed, could result in personal injury, or loss of life.**

### **CAUTION**

**This caution symbol identifies special instructions or procedures which, if not strictly observed, could result in damage to or destruction of equipment.**

This manual contains four more symbols (in addition to WARNING and CAUTION) which will help you distinguish different types of information.

### **NOTE**

○ *This note symbol indicates points of particular interest for more efficient and convenient operation.*

- Indicates a procedural step or work to be done.
- Indicates a procedural sub-step or how to do the work of the procedural step it follows. It also precedes the text of a NOTE.
- ★ Indicates a conditional step or what action to take based on the results of the test or inspection in the procedural step or sub-step it follows.

In most chapters an exploded view illustration of the system components follows the Table of Contents. In these illustrations you will find the instructions indicating which parts require specified tightening torque, oil, grease or a locking agent during assembly.

# General Information

## Table of Contents

<b>Before Servicing</b> .....	<b>1-2</b>
<b>Model Identification</b> .....	<b>1-4</b>
<b>General Specifications</b> .....	<b>1-5</b>
<b>Periodic Maintenance Chart</b> .....	<b>1-7</b>
<b>Torque and Locking Agent</b> .....	<b>1-8</b>
<b>Cable and Harness Routing</b> .....	<b>1-10</b>

## 1-2 GENERAL INFORMATION

### Before Servicing

Before starting to service a vehicle, careful reading of the applicable section is recommended to eliminate unnecessary work. Photographs, diagrams, notes, cautions, warnings, and detailed descriptions have been included wherever necessary. Nevertheless, even a detailed account has limitations, a certain amount of basic knowledge is also required for successful work.

#### Especially note the following:

- (1) **Dirt**

Before removal and disassembly, clean the vehicle. Any dirt entering the engine or other parts will work as an abrasive and shorten the life of the vehicle. For the same reason, before installing a new part, clean off any dust or metal filings.
- (2) **Battery Ground**

Remove the ground (—) lead from the battery before performing any disassembly operations on the vehicle. This prevents:

  - (a) the possibility of accidentally turning the engine over while partially disassembled.
  - (b) sparks at electrical connections which will occur when they are disconnected.
  - (c) damage to electrical parts.
- (3) **Tightening Sequence**

Generally, when installing a part with several bolts, nuts, or screws, start them all in their holes and tighten them to a snug fit. Then tighten them evenly in a cross pattern. This is to avoid distortion of the part and/or causing gas or oil leakage. Conversely when loosening the bolts, nuts, or screws, first loosen all of them by about a quarter of turn and then remove them.

Where there is a tightening sequence indication in this Service Manual, the bolts, nuts, or screws must be tightened in the order and method indicated.
- (4) **Torque**

When torque values are given in this Service Manual, use them. Either too little or too much torque may lead to serious damage. Use a good quality, reliable torque wrench.
- (5) **Force**

Common sense should dictate how much force is necessary in assembly and disassembly. If a part seems especially difficult to remove or install, stop and examine what may be causing the problem. Whenever tapping is necessary, tap lightly using a wooden or plastic-faced mallet. Use an impact driver for screws (particularly for the removal of screws held by a locking agent) in order to avoid damaging the screw heads.
- (6) **Edges**

Watch for sharp edges, especially during major engine disassembly and assembly. Protect your hands with gloves or a piece of thick cloth when lifting the engine or turning it over.
- (7) **High-Flash Point Solvent**

A high-flash point solvent is recommended to reduce fire danger. A commercial solvent commonly available in North America is Stoddard solvent (generic name). Always follow manufacturer and container directions regarding the use of any solvent.
- (8) **Gasket, O-Ring**

Do not reuse a gasket or O-ring once it has been in service. The mating surfaces around the gasket should be free of foreign matter and perfectly smooth to avoid oil or compression leaks.
- (9) **Liquid Gasket, Non-Permanent Locking Agent**

Follow manufacturer's directions for cleaning and preparing surfaces where these compounds will be used. Apply sparingly. Excessive amounts may block engine oil passages and cause serious damage. An example of a non-permanent locking agent commonly available in North America is Loctite Lock'n Seal (Blue).
- (10) **Press**

A part installed using a press or driver, such as a wheel bearing, should first be coated with oil on its outer or inner circumference so that it will go into place smoothly.
- (11) **Ball Bearing**

When installing a ball bearing, the bearing race which is affected by friction should be pushed by a suitable driver. This prevents severe stress on the balls and races, and prevents races and balls from being dented. Press a ball bearing until it stops at the stop in the hole or on the shaft.

(12) Oil Seal and Grease Seal

Replace any oil or grease seals that were removed with new ones, as removal generally damages seals.

When pressing in a seal which has manufacturer's marks, press it in with the marks facing out. Seals should be pressed into place using a suitable driver, which contacts evenly with the side of seal, until the face of the seal is even with the end of the hole.

(13) Seal Guide

A seal guide is required for certain oil or grease seals during installation to avoid damage to the seal lips. Before a shaft passes through a seal, apply a little high temperature grease on the lips to reduce rubber to metal friction.

(14) Circlip, Retaining Ring

Replace any circlips and retaining rings that were removed with new ones, as removal weakens and deforms them. When installing circlips and retaining rings, take care to compress or expand them only enough to install them and no more.

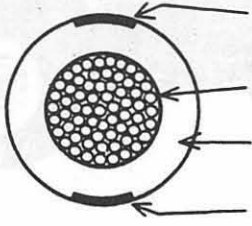
(15) Lubrication

Engine wear is generally at its maximum while the engine is warming up and before all the rubbing surfaces have an adequate lubricative film. During assembly, oil or grease (whichever is more suitable) should be applied to any rubbing surface which has lost its lubricative film. Old grease and dirty oil should be cleaned off. Deteriorated grease has lost its lubricative quality and may contain abrasive foreign particles.

Don't use just any oil or grease. Some oils and greases in particular should be used only in certain applications and may be harmful if used in an application for which they are not intended. This manual makes reference to molybdenum disulfide grease (MoS<sub>2</sub>) in the assembly of certain engine and chassis parts. Always check manufacturer recommendations before using such special lubricants.

(16) Electrical Wires

All the electrical wires are either single-color or two-color and, with only a few exceptions, must be connected to wires of the same color. On any of the two-color wires there is a greater amount of one color and a lesser amount of a second color, so a two-color wire is identified by first the primary color and then the secondary color. For example, a yellow wire with thin red stripes is referred to as a "yellow/red" wire; it would be a "red/yellow" wire if the colors were reversed to make red the main color.

Wire (cross-section)	Name of Wire Color
 <p data-bbox="540 1288 713 1512">                     Red                      Wire strands                      Yellow                      Red                 </p>	<p data-bbox="1042 1377 1183 1422">Yellow/red</p>

(17) Replacement Parts

When there is a replacement instruction, replace these parts with new ones every time they are removed. These replacement parts will be damaged or lose their original function once removed.

(18) Inspection

When parts have been disassembled, visually inspect these parts for the following conditions or other damage. If there is any doubt as to the condition of them, replace them with new ones.

- |              |               |           |      |
|--------------|---------------|-----------|------|
| Abrasion     | Crack         | Hardening | Warp |
| Bent         | Dent          | Scratch   | Wear |
| Color change | Deterioration | Seizure   |      |

(19) Specifications

Specification terms are defined as follows.

"Standards" show dimensions or performances which brand-new parts or systems have.

"Service limits" indicate the usable limits. If the measurement shows excessive wear or deteriorated performance, replace the damaged parts.



# 1-4 GENERAL INFORMATION

## Model Identification

**KLF220-A1 (US, Canadian Model)**



**KLF220-A4/A5 (US, Canadian Model)**



**KLF220-A6 (US, Canadian Model)**



**KLF220-A2 (US, Canadian Model)**



**KLF220-A7 (US, Canadian Model)**



**KLF220-A3 (US, Canadian Model)**



**KLF220-A8 (US, Canadian Model)**



General Specifications

Items	KLF220-A1	A2	A3	A3A	A4	A5	A6/A7/A8
<b>Dimensions:</b>							
Overall length	1 745 mm	←	←	←	←	←	←
Overall width	1 120 mm, (U)(C) 1 020 mm	←	←	←	1 120 mm	←	←
Overall height	1 015 mm	(U)(UK) (A)(C) 1040 mm	1 040 mm	←	←	←	←
Wheelbase	1 115 mm	←	←	←	←	←	←
Road clearance	155 mm	←	←	←	←	←	←
Seat height	730 mm	←	←	←	←	←	←
Dry weight	183 kg, (U)(C) 181 kg	←	←,(U)(C) 183 kg	(A) 184 kg	183 kg,(A) ←	←,(C)(E)(UK) 183.5 kg	←,(A)(E)(UK) 185 kg
Curb weight: Front	88.5 kg,(U)(C) 88 kg	←	←,(U)(C) 88.5 kg	(A) 89 kg	88.5 kg,(A) ←	←	←,(A)(E)(UK) 89 kg
	Rear	104.5 kg,(U)(C) 103 kg	←	←,(U)(C) 104.5 kg	(A) 104 kg	104.5 kg,(A)←	←,(A)(E)(UK) 106 kg
Fuel tank capacity	10 L	←	←	←	←	←	←
<b>Performance:</b>							
Minimum turning radius	2.7 m	←	←	←	←	←	←
<b>Engine:</b>							
Type	4-stroke, SOHC, 1-cylinder	←	←	←	←	←	←
Cooling system	Air cooled	←	←	←	←	←	←
Bore and stroke	67.0 x 61.0 mm	←	←	←	←	←	←
Displacement	215 mL	←	←	←	←	←	←
Compression ratio	9.3	←	←	←	←	←	←
Maximum horsepower	12.5 kW (17 PS) @7 500 r/min (rpm), (U) –	←	←	←	←	←	←
Maximum torque	17.7 N-m (1.8 kg-m, 13.0 ft-lb) @6 000 r/min (rpm), (U) –	←	←	←	←	←	←
Carburetion system	Carburetor, MIKUNI VM24SS	←	←	←	←	←	←
Starting system	Recoil and Electrical starter	←	←	←	←	←	←
Ignition system	Magneto CDI	←	←	←	←	←	←
Timing advance	Electronically advanced	←	←	←	←	←	←
Ignition timing	From 10° BTDC @1 800 r/min (rpm) to 35° BTDC @4 600 r/min (rpm)	←	←	←	←	←	←
Spark plug	NGK DR8ES (U)(A) NGK D8EA	←	←	(A)NGK D8EA	NGK D8EA	NGK D8EA, (C)(E)(UK) DR8ES	←
<b>Valve timing:</b>							
Inlet	Open	35° BTDC	←	←	←	←	←
	Close	57° ABDC	←	←	←	←	←
	Duration	272°	←	←	←	←	←
Exhaust	Open	54° BBDC	←	←	←	←	←
	Close	26° ATDC	←	←	←	←	←
	Duration	260°	←	←	←	←	←
Lubrication system	Forced lubrication (wet sump)	←	←	←	←	←	←
Engine oil: Grade	SE, SF or SG class	←	←	←	←	←	←
	Viscosity	SAE10W30, 10W40, 10W50, 20W40, or 20W50	←	←	←	←	←
Capacity	2.0 L	←	←	←	←	←	←

(U) : US model  
(A) : Australian model

(C) : Canadian model  
(UK) : UK model

(E) : European model  
(Continued on next page.)

## 1-6 GENERAL INFORMATION

Items	KLF220-A1	A2	A3	A3A	A4	A5	A6/A7/A8
<b>Drive Train:</b>							
Primary reduction system:							
Type	Gear	←	←	←	←	←	←
Reduction ratio	3.450 (69/20)	←	←	←	←	←	←
Clutch type	Wet multi disc and centrifugal	←	←	←	←	←	←
Transmission: Type	5-speed plus reverse, constant mesh, return shift	←	←	←	←	←	←
Gear ratios: 1st	2.923 (38/13)	←	←	←	←	←	←
2nd	1.684 (32/19)	←	←	←	←	←	←
3rd	1.173 (27/23)	←	←	←	←	←	←
4th	0.923 (24/26)	←	←	←	←	←	←
5th	0.785 (22/28)	←	←	←	←	←	←
Reverse	3.115 (27/13 x 33/22)	←	←	←	←	←	←
Final drive system:							
Type	Shaft	←	←	←	←	←	←
Reduction ratio	4.680 (18/15 x 39/10)	←	←	←	←	←	←
Overall drive ratio	12.686 @Top gear	←	←	←	←	←	←
Final gear case oil:							
Type	API GL-5 Hypoid gear oil SAE90 (above 5°C, 41°F) or SAE 80 (below 5°C, 41°F)	←	←	←	←	←	←
Capacity	0.2 L	←	←	←	←	←	←
<b>Frame:</b>							
Type	Double tubular	←	←	←	←	←	←
Caster (rake angle)	4°	←	←	←	←	←	←
Camber	3°	←	←	←	←	←	←
Toe-in	30 mm	←	←	←	←	←	←
Trail	17 mm	←	←	←	←	←	←
Tread: Front	764 mm	←	←	←	←	←	←
Rear	776 mm	←	←	←	←	←	←
Front tire: Type	Tubeless	←	←	←	←	←	←
Size	AT 21 x 8 – 9	←	←	←	←	←	←
Rear tire: Type	Tubeless	←	←	←	←	←	←
Size	AT 22 x 10 – 10	←	←	←	←	←	←
Suspension: Front: Type	Independent swing arm	←	←	←	←	←	←
Wheel travel	115 mm	←	←	←	←	←	←
Rear: Type	Torque tube-link	←	←	←	←	←	←
Wheel travel	125 mm	←	←	←	←	←	←
Brake type: Front	Drum	←	←	←	←	←	←
Rear	Drum	←	←	←	←	←	←
<b>Electrical Equipment:</b>							
Battery	12 V 12 Ah	←	←	←	←	12 V 12 Ah, (C)(E)(UK) 12 V 14 Ah	←, (A) 12 V 14 Ah
Headlight: Type	Semi-sealed beam	←	←	←	←	←	←
Bulb	12 V 25/25 W x 2	←	←	←	←	←	←
Taillight	12 V 8 W x 2	←	←	←	←	←	←
Magneto: Type	Single phase AC	←	←	←	←	←	←
Rated output	10 A @6 000 r/min (rpm), 14 V	←	←	←	←	←	←

Specifications are subject to change without notice, and may not apply to every country.

**Periodic Maintenance Chart**

The scheduled maintenance must be done in accordance with this chart to keep the vehicle in good running condition. **The first service is vitally important and must not be neglected.**

● = Clean, adjust, lubricate, tighten, or replace parts as necessary.	First Service	Regular Service				
	After 10 hrs. of use	Every 10 days of use	Every 30 days of use	Every 90 days of use	Every year of use	
<b>Chassis</b>						
Brake wear – check*	●	●				
Cable adjustments*	●	●				
Battery – check	●		●			
Steering play – check	●			●		
General lubrication*			●			
Nuts and bolts – tighten	●	●				
Final gear case oil – change*	●				●	
<b>Engine</b>						
Air cleaner – service*	●	●				
Clutch adjustment*	●	●				
Valve clearance – check	●			●		
Fuel system cleanliness – check*	●			●		
Engine oil – change*	●			●		
Oil filter – replace	●			●		
Spark plug – clean and gap	●			●		
Spark arrester – clean					●	

\*Service more frequently when operated in mud, dust, or otehr harsh riding conditions.

## 1-8 GENERAL INFORMATION

### Torque and Locking Agent

The following tables list the tightening torque for the major fasteners requiring use of a non-permanent locking agent or liquid gasket.

Letter used in the "Remarks" column means:

**L** : Apply a non-permanent locking agent to the threads.

**O** : Apply an oil to the threads and seated surface.

**S** : Tighten the fasteners following the specified sequence.

**St** : Stake the fasteners to prevent loosening.

Use the basic torque table below for only the bolts and nuts which do not require a specific torque value. All of the values are for use with dry solvent-cleaned threads.

Basic Torque for General Fasteners

Thread dia. (mm)	Torque		
	N-m	kg-m	ft-lb
5	3.4 - 4.9	0.35 - 0.50	30 - 43 in-lb
6	5.9 - 7.8	0.60 - 0.80	52 - 69 in-lb
8	14 - 19	1.4 - 1.9	10.0 - 13.5
10	25 - 34	2.6 - 3.5	19.0 - 25
12	44 - 61	4.5 - 6.2	33 - 45
14	73 - 98	7.4 - 10.0	54 - 72
16	115 - 155	11.5 - 16.0	83 - 115
18	165 - 225	17.0 - 23	125 - 165
20	225 - 325	23 - 33	165 - 240

Fastener	Torque			Remarks
	N-m	kg-m	ft-lb	
<b>Fuel System:</b>				
Carburetor Holder Bolts	9.8	1.0	87 in-lb	
<b>Engine Top End:</b>				
Cylinder Head Bolts (8 mm Dia.)	34	3.5	25	(*1)
(6 mm Dia.)	9.8	1.0	87 in-lb	(*1)
Camshaft Sprocket Bolt	34	3.5	25	O
Valve Clearance Adjusting Screw Locknuts	12	1.2	104 in-lb	
Camshaft Chain Guide Bolt	8.8	0.9	78 in-lb	
<b>Engine Left Side:</b>				
Starter Clutch Allen Bolts	34	3.5	25	L
Recoil Starter Pulley Bolt	59	6.0	43	
Ratchet Cover Nut	12	1.2	104 in-lb	
<b>Engine Right Side:</b>				
Oil Pump Gear and Balancer				
Drive Gear Nut: KLF220-A1	83	8.5	61	
KLF220-A2 ~	125	13.0	94	
Balancer Gear Nut: KLF220-A1	78	8.0	58	O
KLF220-A2 ~	120	12.0	87	O
Clutch Spring Bolts	12	1.2	104 in-lb	
Primary Clutch Hub Nut	78	8.0	58	O
Secondary Clutch Hub Nut	78	8.0	58	O
Oil Pipe Banjo Bolts	15	1.5	11.0	
<b>Engine Removal/Installation:</b>				
Engine Mounting Bolts (8 mm Dia.)	26	2.7	19.5	
(10 mm Dia.)	34	3.5	25	
Engine Bracket Bolts	26	2.7	19.5	

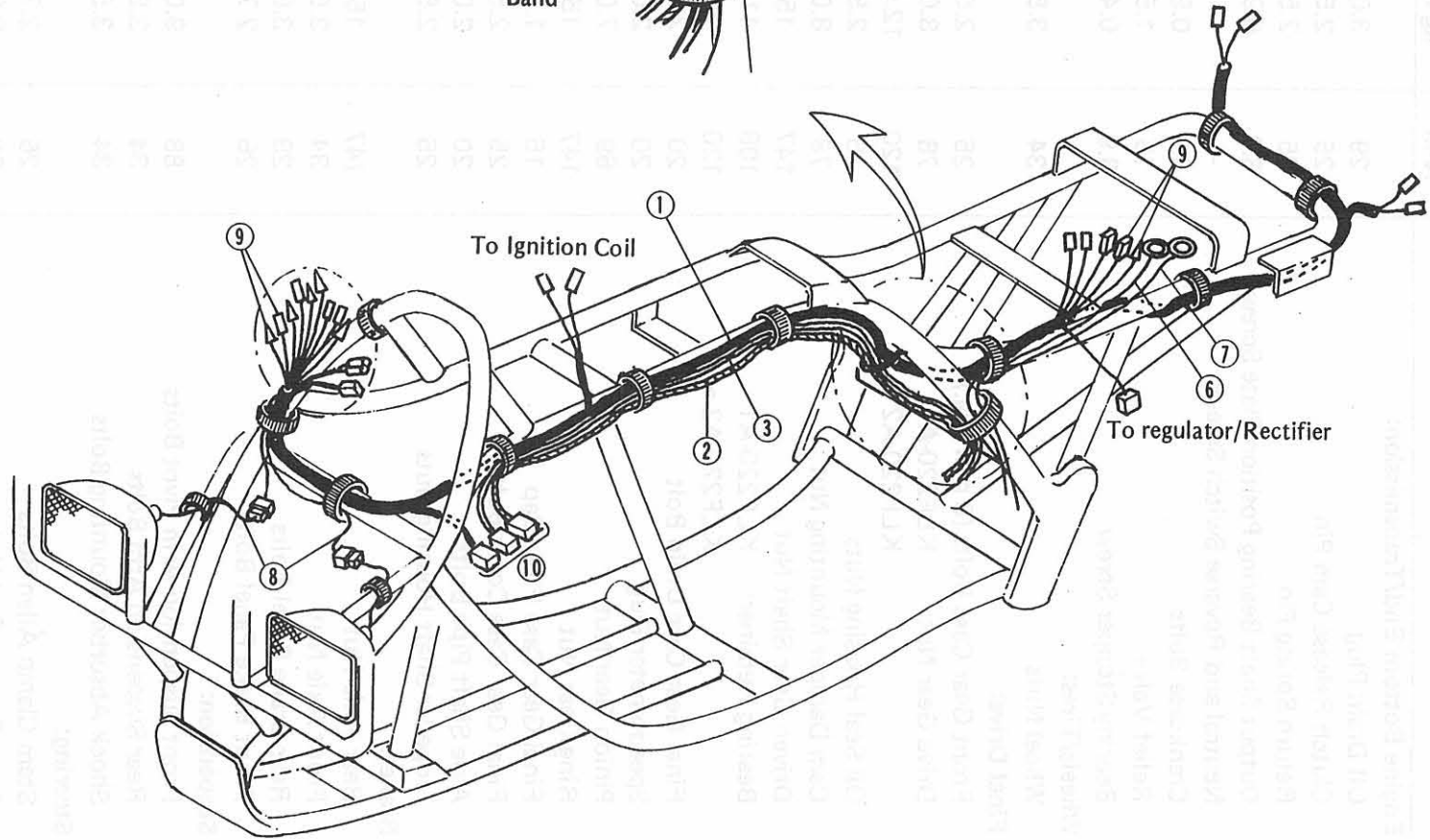
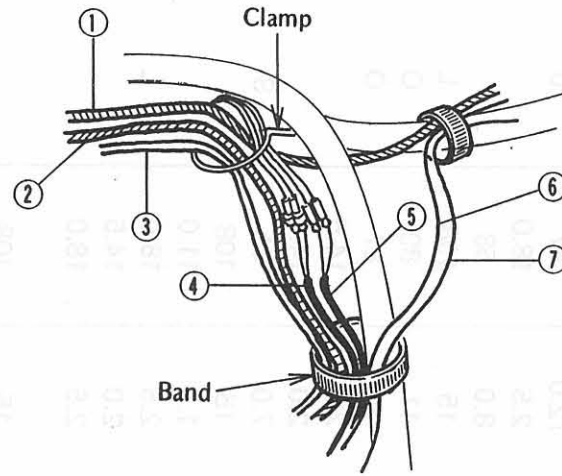
(\*1): See Cylinder Head Installation

Fastener	Torque			Remarks
	N-m	kg-m	ft-lb	
<b>Engine Bottom End/Transmission:</b>				
Oil Drain Plug	29	3.0	22	
Clutch Release Cam Pin	25	2.5	18.0	L
Return Spring Pin	25	2.5	18.0	L
Output Shaft Bearing Position Plate Screws	8.8	0.9	78 in-lb	L
Neutral and Reverse Switch Screws	—	—	—	L
Crankcase Bolts	8.8	0.9	78 in-lb	
Relief Valve	15	1.5	11	L
Bearing Stopper Screw	3.9	0.4	35 in-lb	
<b>Wheels/Tires:</b>				
Wheel Nuts	34	3.5	25	S
<b>Final Drive:</b>				
Front Gear Case Bolts (8 mm Dia.)	25	2.5	18.0	(*2)
Drive Gear Nut: KLF220-A1	78	8.0	58	O
KLF220-A2 ~	120	12.0	87	O
Oil Seal Housing Nuts	25	2.5	18.0	
Cam Damper Mounting Nut	78	8.0	58	
Driven Gear Shaft Nut	147	15	108	L
Bearing Retainer: KLF220-A1	108	11	80	O
KLF220-A2 ~	120	12	87	O
Final Gear Case Drain Bolt	20	2.0	14.5	
Speedometer Plug	20	2.0	14.5	
Pinion Gear Nut	69	7.0	51	St
Ring Gear Nut	147	15	108	
Final Gear Case Filler Cap	15	1.5	11.0	
Final Gear Case Cover Bolts	25	2.5	18.0	L
Axle Shaft Pipe Bolts	20	2.0	14.5	
Propeller Shaft Housing Nuts	25	2.5	18.0	
<b>Brakes:</b>				
Rear Axle Nut	147	15	108	
Front Axle Nut	34	3.5	25	
Rear Brake Panel Bolts	29	3.0	22	L
Front Brake Panel Bolts	26	2.7	19.5	L
<b>Suspension:</b>				
Front Suspension Arm Pivot Bolts	88	9.0	65	
Rear Suspension Arm Bolts	34	3.5	25	
Shock Absorber Mounting Bolts	34	3.5	25	
<b>Steering:</b>				
Stem Clamp Allen Bolts	26	2.7	19.5	
Stem Bottom End Nut	29	3.0	22	
Tie-rod End Nuts	41	4.2	30	
Tie-rod Adjusting Sleeve Locknuts	27	2.8	20	
Knuckle Arm Pivot Nuts	34	3.5	25	
<b>Electrical System:</b>				
Spark Plug	20	2.0	14.5	

(\*2): See Front Gear Case Installation

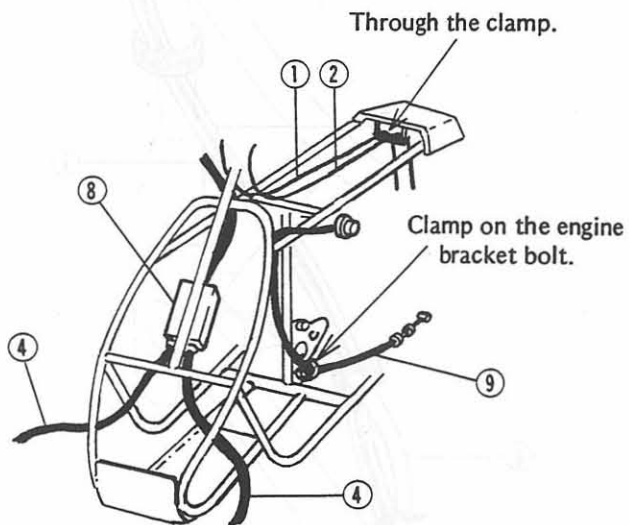
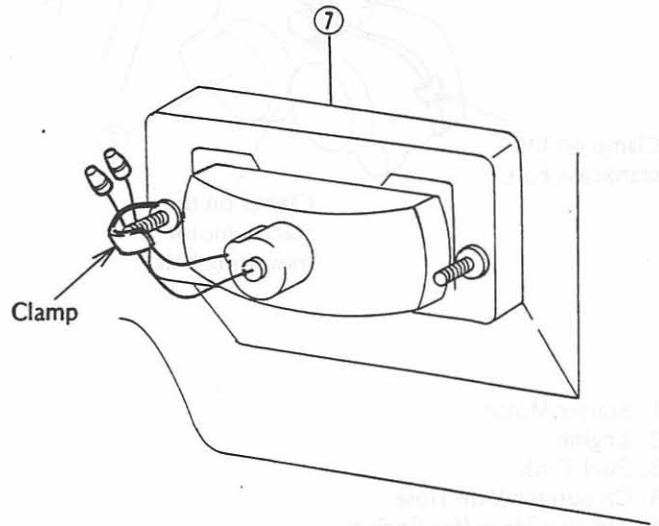
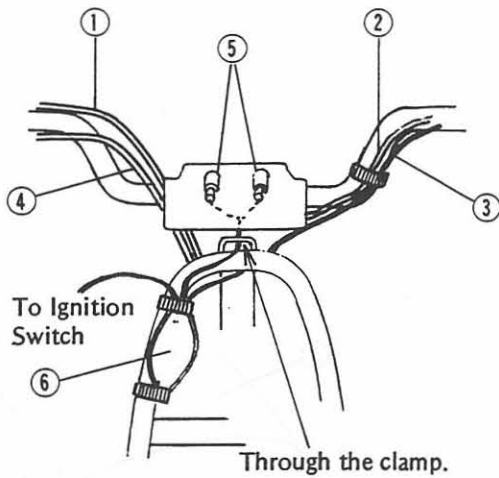
**Cable Routing**

1. Main Harness
2. Exciter Coil Leads
3. Pickup Coil Leads
4. Charging Coil Leads (Yellow)
5. Neutral and Reverse Switch Leads
6. Battery Ground Cable
7. Starter Motor Cable
8. Head Light Leads
9. Accessory Leads
10. Connect to the CDI unit lead connectors.

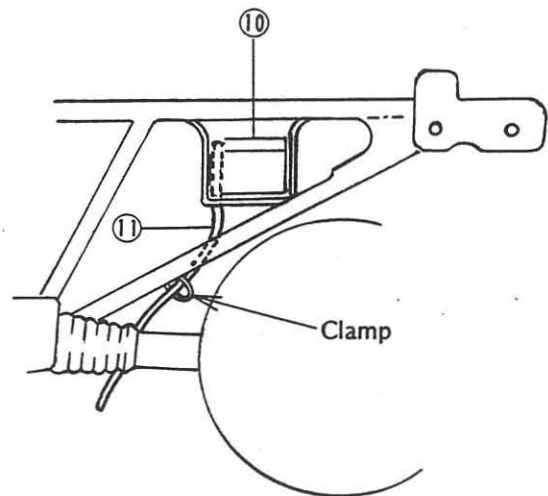


## GENERAL INFORMATION 1-11

1. Throttle Cable
2. Choke Cable
3. Switch Housing Lead
4. Front Brake Cable
5. Neutral and Reverse Indicator Lights
6. Coupler Cover
7. Taillight

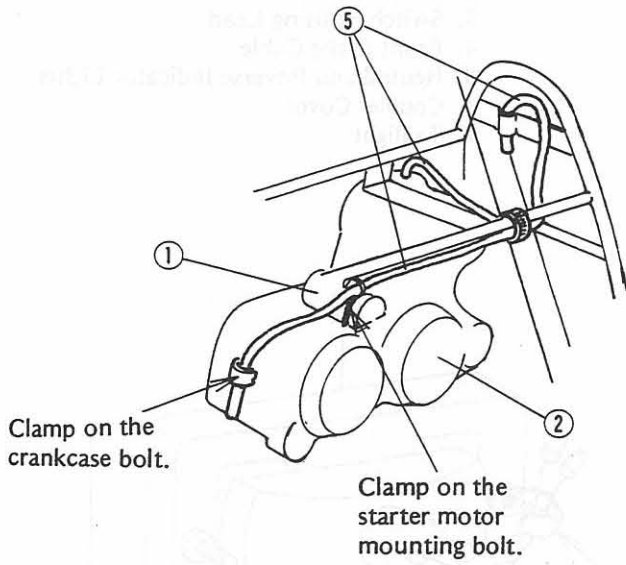


8. Front Brake Cable Equalizer
9. Reverse Cable
10. Battery
11. Battery Vent Hose

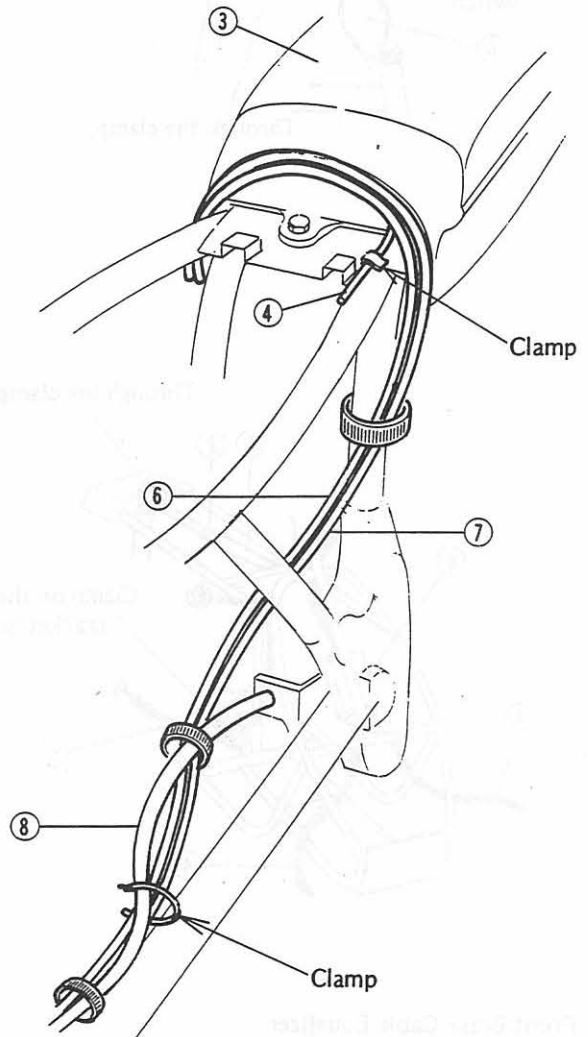




## 1-12 GENERAL INFORMATION



1. Starter Motor
2. Engine
3. Fuel Tank
4. Carburetor Vent Hose
5. Breather Hose (for Engine)
6. Breather Hose (for Final Gear Case)
7. Breather Hose (for Rear Brake)
8. Rear Brake Cable



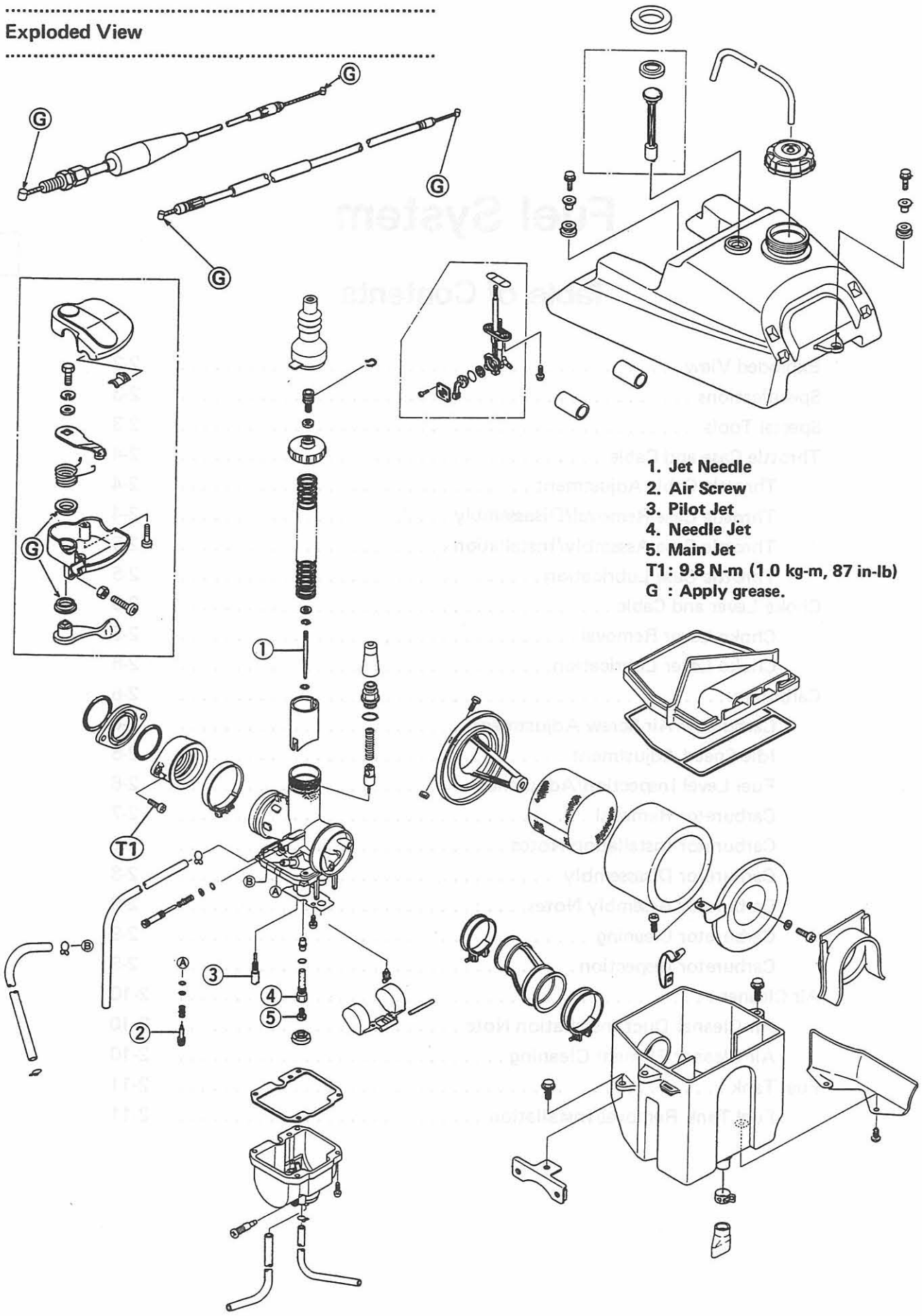
# Fuel System

## Table of Contents

Exploded View .....	2-2
Specifications .....	2-3
Special Tools .....	2-3
Throttle Case and Cable .....	2-4
Throttle Cable Adjustment .....	2-4
Throttle Case Removal/Disassembly .....	2-4
Throttle Case Assembly/Installation .....	2-5
Throttle Case Lubrication .....	2-5
Choke Lever and Cable .....	2-5
Choke Lever Removal .....	2-5
Choke Lever Lubrication .....	2-6
Carburetor .....	2-6
Carburetor Air Screw Adjustment .....	2-6
Idle Speed Adjustment .....	2-6
Fuel Level Inspection/Adjustment .....	2-6
Carburetor Removal .....	2-7
Carburetor Installation Notes .....	2-8
Carburetor Disassembly .....	2-8
Carburetor Assembly Notes .....	2-9
Carburetor Cleaning .....	2-9
Carburetor Inspection .....	2-9
Air Cleaner .....	2-10
Air Cleaner Duct Installation Note .....	2-10
Air Cleaner Element Cleaning .....	2-10
Fuel Tank .....	2-11
Fuel Tank Removal/Installation .....	2-11

## 2-2 FUEL SYSTEM

### Exploded View



1. Jet Needle
  2. Air Screw
  3. Pilot Jet
  4. Needle Jet
  5. Main Jet
- T1 : 9.8 N-m (1.0 kg-m, 87 in-lb)  
G : Apply grease.



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