
FOREWORD

This Arctic Cat Service Manual contains service, maintenance, and troubleshooting information for the 2012 Arctic Cat Wildcat. The complete manual is designed to aid service personnel in service-oriented applications.

This manual is divided into sections. Each section covers a specific vehicle component or system and, in addition to the standard service procedures, includes disassembling, inspecting, and assembling instructions. When using this manual as a guide, the technician should use discretion as to how much disassembly is needed to correct any given condition.

The service technician should become familiar with the operation and construction of each component or system by carefully studying this manual. This manual will assist the service technician in becoming more aware of and efficient with servicing procedures. Such efficiency not only helps build consumer confidence but also saves time and labor.

All Arctic Cat publications and decals display the words Warning, Caution, Note, and At This Point to emphasize important information. The symbol  **WARNING** identifies personal safety-related information. Be sure to follow the directive because it deals with the possibility of serious personal injury or even death. A **CAUTION** identifies unsafe practices which may result in vehicle-related damage. Follow the directive because it deals with the possibility of damaging part or parts of the vehicle. The symbol  **NOTE:** identifies supplementary information worthy of particular attention. The symbol  **AT THIS POINT** directs the technician to certain and specific procedures to promote efficiency and to improve clarity.

At the time of publication, all information, photographs, and illustrations were technically correct. Some photographs used in this manual are used for clarity purposes only and are not designed to depict actual conditions. Because Arctic Cat Inc. constantly refines and improves its products, no retroactive obligation is incurred.

All materials and specifications are subject to change without notice.

Keep this manual accessible in the shop area for reference.

**Product Service and
Warranty Department
Arctic Cat Inc.**

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General Information

■NOTE: Some photographs and illustrations used in this section are used for clarity purposes only and are not designed to depict actual conditions.

■NOTE: Whenever a part is worn excessively, cracked, or damaged in any way, replacement is necessary.

General Specifications

CHASSIS	
Dry Weight (approx)	592 kg (1305 lb)
ROPS Tested Curb Weight	986 kg (2174 lb)
Length (overall)	304.8 cm (120 in.)
Height (overall)	167.0 cm (65.8 in.)
Width (overall)	162.6 cm (64 in.)
Suspension Travel (Front)	43.2 cm (17 in.)
(Rear)	45.4 cm (18 in.)
Brake Type	Hydraulic Disc (Four-Wheel)
Tire Size	26 x 9R14 (front) 26 x 11R14 (rear)
Tire Inflation Pressure	0.84 kg/cm ² (12 psi)
MISCELLANY	
Spark Plug Type	NGK CPR8E
Spark Plug Gap	0.5-0.6 mm (0.019-0.024 in.)
Gas Tank Capacity	33.3 L (8.8 U.S. gal.)
Coolant Capacity	3.3 L (3.5 U.S. qt)
Front Differential Capacity	200 ml (6.7 fl oz)*
Rear Drive Capacity	175 ml (5.9 fl oz)*
Engine Oil Capacity	2.8 L (3.0 U.S. qt) - Overhaul 2.3 L (2.4 U.S. qt) - Change
Gasoline (recommended)	87 Octane Regular Unleaded
Engine Oil (recommended)	Arctic Cat ACX All Weather Synthetic
Front Differential/Rear Drive Lubricant	SAE Approved 80W-90 Hypoid
Belt Width	35.0 mm (1.38 in.)
Brake Fluid	DOT 4
Taillight/Brakelight	High Intensity LED
Headlight	High Intensity LED
ELECTRICAL SYSTEM	
Spark Plug Cap	5000 ohms
Ignition Coil (primary) Resistance (secondary)	4.8 ohms (terminal (+) to ground (-)) 12k-19k ohms (high tension - plug cap to terminal (+))
Ignition Coil Primary Voltage	Battery Voltage (orange (+) to ground)
Stator Coil Resistance (crankshaft position sensor) (AC generator)	150-250 ohms (brown/white to green/white) Less than 1 ohm (brown/white to green/white)
Crankshaft Position Sensor AC Voltage	2.0 or more (brown/white to green/white)
AC Generator Output (no load)	75 AC volts @ 5000 RPM (black to black)
Ignition Timing	10° BTDC @ 1500 RPM

* Visible at plug threads.

VALVES AND GUIDES		
Valve Face Diameter	(intake) (exhaust)	31.6 mm 27.9 mm
Valve/Tappet Clearance (cold engine) (max)	(intake) (exhaust)	0.1016 mm 0.1524 mm
Valve Guide/Stem Clearance (max)	(max)	0.013 mm
Valve Guide/Valve Stem Deflection (max) (wobble method)	(max)	0.35 mm
Valve Guide Inside Diameter		5.000-5.012 mm
Valve Stem Outside Diameter		4.972-4.987 mm
Valve Stem Runout (max)	(max)	0.1 mm
Valve Head Thickness (min)	(min)	2.3 mm
Valve Face/Seat Width (intake) (exhaust)	(intake) (exhaust)	2.25 mm 2.60 mm
Valve Seat Angle		45° +15°/+30°
Valve Face Radial Runout (max)	(max)	0.2 mm
Valve Spring Free Length (min)	(min)	38.7 mm
Valve Spring Tension @ 31.5 mm		19.0 kg (42 lb)
CAMSHAFT AND CYLINDER HEAD		
Cam Lobe Height	(min)	33.53 mm
Camshaft Journal Oil Clearance (max)	(max)	0.04 mm
Camshaft Journal Holder (right & center) Inside Diameter (left)	(right & center) (left)	21.98-22.04 mm 17.48-17.53 mm
Camshaft Journal Outside (right & center) Diameter (left)	(right & center) (left)	21.96-21.98 mm 17.48-17.53 mm
Camshaft Runout (max)	(max)	0.05 mm
Rocker Arm Inside Diameter (max)	(max)	12.018 mm
Rocker Arm Shaft Outside Diameter (min)	(min)	11.97 mm
Cylinder Head/Cover Distortion (max)	(max)	0.05 mm
CYLINDER, PISTON, AND RINGS		
Piston Skirt/Cylinder Clearance		0.05 mm
Cylinder Bore		91.992-92.008 mm
Piston Diameter 15 mm from Skirt End		91.949-91.959 mm
Piston Ring Free End Gap (min) (1st/2nd)	(1st/2nd)	12.5 mm
Bore x Stroke		92 x 71.6 mm
Cylinder Trueness (max)	(max)	0.0075 mm
Piston Ring End Gap - Installed		0.38 mm
Piston Ring to Groove Clearance (1st) (max) (2nd)	(1st) (max) (2nd)	0.034 mm 0.033 mm
Piston Ring Groove Width (1st/2nd) (oil)	(1st/2nd) (oil)	1.202-1.204 mm 2.501-2.503 mm
Piston Ring Thickness (1st/2nd)	(1st/2nd)	1.170-1.195 mm
Piston Pin Bore (max)	(max)	20.012 mm
Piston Pin Outside Diameter (min)	(min)	19.995 mm
CRANKSHAFT		
Connecting Rod (max) (small end inside diameter)	(max)	20.021 mm
Connecting Rod (big end side-to-side)		0.95 mm
Connecting Rod (max) (small end deflection)	(max)	0.3 mm
Crankshaft (web-to-web)		98 mm
Crankshaft Runout (max)	(max)	0.03 mm
Oil Pump Gerotor Clearance (max)	(max)	0.15 mm

Specifications subject to change without notice.

Torque Specifications

■NOTE: Torque specifications have the following tolerances:

Torque (ft-lb)		Tolerance	
0-15		±20%	
16-39		±15%	
40+		±10%	
EXHAUST COMPONENTS			
Part	Part Bolted To	Torque ft-lb N-m	
Exhaust Pipe	Cylinder Head	20	27
Spark Arrestor	Muffler	72 in.-lb	8
BRAKE COMPONENTS			
Brake Disc**	Hub	15	20
Brake Hose	Caliper	20	27
Brake Hose	Master Cylinder	20	27
Master Cylinder	Frame	25	34
Caliper Holder****	Knuckle	20	27
SUSPENSION COMPONENTS (Front)			
A-Arm	Frame	40	54
Knuckle****	Ball Joint	35	48
Shock Absorber	Frame/Lower A-Arm	40	54
SUSPENSION COMPONENTS (Rear)			
Sway Bar Bracket	Frame	40	54
Sway Bar Link	Sway Bar Arm	35	48
Lower Trailing Arm Cross-Mount	Frame (min)	60	81
Upper Trailing Arm	Frame	35	48
Shock Absorber (Lower)	Trailing Arm	40	54
Shock Absorber (Upper)	Frame	40	54
Knuckle	Lower Trailing Arm	60	81
Knuckle	Upper Trailing Arm	35	48
Upper/Lower Lateral Link	Knuckle	35	48
Upper/Lower Lateral Link	Frame	35	48
Cargo Box	Cargo Box Support	72 in.-lb	8
CHASSIS/ROPS ASSEMBLY			
Shift Lever*	Shift Axle Bracket	20	27
Shift Cable	Shift Arm	8	11
Front ROPS Tube	Frame	25	34
Top ROPS Support	Front/Rear ROPS Tubes	25	34
Rear ROPS Tube	Lower ROPS Support	25	34
STEERING COMPONENTS			
Steering Wheel**	Steering Wheel Shaft	25	34
Rack and Pinion Bracket	Frame	20	27
Rack and Pinion Assembly	Frame	35	48
Tie Rod**	Rack	65	88
Tie Rod End**	Knuckle	55	74
Jam Nut	Tie Rod End	10	14
Steering Flex-Shaft Hold-Down Strap	Housing	50 in.-lb	5.5
Tilt-Steering Link	Frame	10	14
EPS Mounting Braket**	EPS	35	48
EPS Assembly	Frame	35	48
Steering Shaft Upper Collar	Tilt Assembly	20	27
Steering Shaft Lower U-Clamp	Frame	7	9
ELECTRICAL COMPONENTS			
Ground Wire	Engine	8	11

DRIVE TRAIN COMPONENTS			
Part	Part Bolted To	Torque ft-lb N-m	
Rear Drive/Gear Case	Frame	38	48
Drive Coupler (Front)	Drive Flange (Front)	40	54
Driveline Coupler	Rear Drive Input Flange	20	27
Lateral Link Through-Bolt (Lower)	Rear Drive Gear Case	35	48
Lateral Link Through-Bolt (Upper)	Frame	38	52
Front Differential	Frame/Differential Bracket	38	52
Carrier Bearing	Bracket	38	54
Carrier Bearing Support Bracket	Frame	20	27
Input Shaft Assembly	Gear Case Housing	23	31
Secondary Drive Gear Nut	Secondary Drive Gear	4	6
Pinion Housing	Differential Housing	23	31
Thrust Button**	Gear Case Cover	8	11
Differential Housing Cover***	Differential Housing	23	31
Drive Bevel Gear Nut***	Shaft	87	118
Lock Collar	Differential Housing	125	170
Hub Nut****	Front/Rear Shaft/Axle (min)	250	340
Oil Drain Plug	Front Differential - Rear Drive	45 in.-lb	5
Oil Fill/Level Plug	Front Differential - Rear Drive	16	22
Oil Drain Plug	Engine	16	22
Wheel	Hub (20 ft-lb increments)	80	108
ENGINE/TRANSMISSION			
Front Engine Through-Bolt	Frame	45	61
Rear Engine Through-Bolt	Frame	45	61
Clutch Shoe**	Crankshaft	221	300
Clutch Cover/Housing Assembly	Crankcase	8	11
Lower Crankcase Cover (6 mm)	Crankcase	8	11
Lower Crankcase Cover (8 mm)	Crankcase	20	27
Crankcase Half	Crankcase Half	8	11
Cylinder Head (Cap Screw)	Crankcase	38	52
Cylinder Head Nut (6 mm)	Cylinder	8	11
Cylinder Head Nut (8 mm)	Cylinder	18	24
Valve Cover	Cylinder Head	8.5	11.5
Driven Pulley Nut**	Driveshaft	165	224
Movable Drive Face Nut**	Driveshaft	165	224
Ground Wire	Engine	8	11
Magneto Cover	Crankcase	112 in.-lb	12.5
Tappet Cover	Valve Cover	9	12
Crankshaft Spacer	Crankshaft	28	38
Oil Pump Drive Gear**	Crank Balancer Shaft	62	84
Output Flange Nut**	Output Shaft	150	204
Outer Magneto Cover	Magneto Cover	8	11
Rotor/Flywheel Nut**	Crankshaft	105	143
Cam Sprocket**	Camshaft	11	15
CVT Cover	Crankcase	8	11
Secondary Drive Gear Nut**	Secondary Drive Output Shaft	200	270
Oil Filter Cover	Crankcase	8	11
Speed Sensor Housing	Crankcase	8	11
Shift Cam Stopper	Crankcase	8	11
Shift Cam Stopper Spring	Shift Cam Stopper	8	11
Shift Cam Plate	Shift Cam Shaft	8	11
Shifter Housing	Crankcase	8	11
Starter Motor	Crankcase	8	11
V-Belt Cover	Crankcase	8	11
Oil Pump Cover*	Crankcase	8	11
Oil Strainer Cap	Crankcase	8	11
Intake Boot Clamp	Intake Boot	30 in.-lb	3.4
Starter One-Way Clutch**	Rotor/Flywheel	26	35
Fuel Rail	Engine	6	8
Air Filter Housing	Engine	6	8

* w/Blue Loctite #243

** w/Red Loctite #271

****w/Primer #7649 and Loctite #277

*** w/Green Loctite #270

**** w/“Patch-Lock”

Torque Conversions (ft-lb/N·m)

ft-lb	N·m	ft-lb	N·m	ft-lb	N·m	ft-lb	N·m
1	1.4	26	35.4	51	69.4	76	103.4
2	2.7	27	36.7	52	70.7	77	104.7
3	4.1	28	38.1	53	72.1	78	106.1
4	5.4	29	39.4	54	73.4	79	107.4
5	6.8	30	40.8	55	74.8	80	108.8
6	8.2	31	42.2	56	76.2	81	110.2
7	9.5	32	43.5	57	77.5	82	111.5
8	10.9	33	44.9	58	78.9	83	112.9
9	12.2	34	46.2	59	80.2	84	114.2
10	13.6	35	47.6	60	81.6	85	115.6
11	15	36	49	61	83	86	117
12	16.3	37	50.3	62	84.3	87	118.3
13	17.7	38	51.7	63	85.7	88	119.7
14	19	39	53	64	87	89	121
15	20.4	40	54.4	65	88.4	90	122.4
16	21.8	41	55.8	66	89.8	91	123.8
17	23.1	42	57.1	67	91.1	92	125.1
18	24.5	43	58.5	68	92.5	93	126.5
19	25.8	44	59.8	69	93.8	94	127.8
20	27.2	45	61.2	70	95.2	95	129.2
21	28.6	46	62.6	71	96.6	96	130.6
22	29.9	47	63.9	72	97.9	97	131.9
23	31.3	48	65.3	73	99.3	98	133.3
24	32.6	49	66.6	74	100.6	99	134.6
25	34	50	68	75	102	100	136

Break-In Procedure

A new vehicle and an overhauled engine require a "break-in" period. The first 10 hours (or 200 miles) are most critical to the life of this vehicle. Proper operation during this break-in period will help assure maximum life and performance from the vehicle.

During the first 10 hours (or 200 miles) of operation, always use less than 1/2 throttle. Varying the engine RPM during the break-in period allows the components to "load" (aiding the mating process) and then "unload" (allowing components to cool). Although it is essential to place some stress on the engine components during break-in, care should be taken not to overload the engine too often. Do not pull a trailer or carry heavy loads during the 10-hour break-in period.

When the engine starts, allow it to warm up properly. Idle the engine several minutes until the engine has reached normal operating temperature. Do not idle the engine for excessively long periods of time.

During the break-in period, a maximum of 1/2 throttle is recommended; however, brief full-throttle accelerations and variations in driving speeds contribute to good engine break-in.

After the completion of the break-in period, the engine oil and oil filter should be changed. Other maintenance after break-in should include checking of all prescribed adjustments and tightening of all fasteners (see Periodic Maintenance Chart in Periodic Maintenance/Tune-Up).

Gasoline - Oil - Lubricant

RECOMMENDED GASOLINE

The recommended gasoline to use is 87 minimum octane regular unleaded. In many areas, oxygenates (either ethanol or MTBE) are added to the gasoline. Oxygenated gasolines containing up to 10% ethanol, 5% methane, or 5% MTBE are acceptable gasolines.

When using ethanol blended gasoline, it is not necessary to add a gasoline antifreeze since ethanol will prevent the accumulation of moisture in the fuel system.

CAUTION

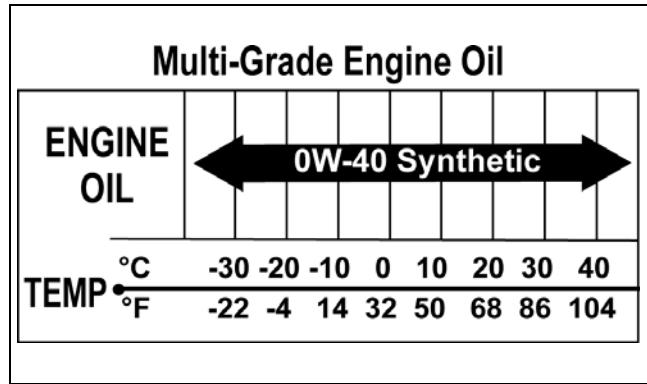
Do not use white gas. Only Arctic Cat approved gasoline additives should be used.

RECOMMENDED ENGINE/ TRANSMISSION OIL

CAUTION

Any oil used in place of the recommended oil could cause serious engine damage. Do not use oils which contain graphite or molybdenum additives. These oils can adversely affect clutch operation. Also, not recommended are racing, vegetable, non-detergent, and castor-based oils.

The recommended oil to use is Arctic Cat ACX All Weather synthetic engine oil, which has been specifically formulated for use in this Arctic Cat engine. Although Arctic Cat ACX All Weather synthetic engine oil is the only oil recommended for use in this engine, use of any API certified SM 0W-40 oil is acceptable.



RECOMMENDED FRONT DIFFERENTIAL/REAR DRIVE LUBRICANT

The recommended lubricant is Arctic Cat Gear Lube or an equivalent gear lube which is SAE approved 80W-90 hypoid. This lubricant meets all of the lubrication requirements of the Arctic Cat vehicle front differential and rear drive.

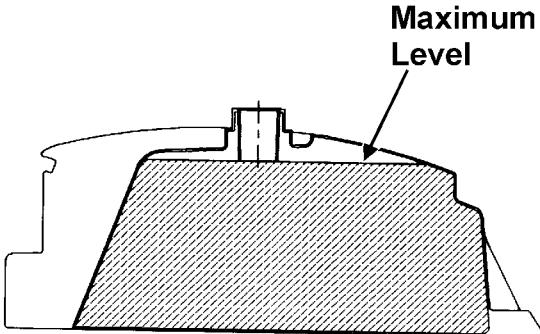
CAUTION

Any lubricant used in place of the recommended lubricant could cause serious front differential/rear drive damage.

FILLING GAS TANK

⚠ WARNING

Always fill the gas tank in a well-ventilated area. Never add fuel to the gas tank near any open flames or with the engine running. DO NOT SMOKE while filling the gas tank.



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Since gasoline expands as its temperature rises, the gas tank must be filled to its specified capacity only. Expansion room must be maintained in the tank particularly if the tank is filled with cold gasoline and then moved to a warm area.

⚠ WARNING

Do not overflow gasoline when filling the gas tank. A fire hazard could materialize. Always allow the engine to cool before filling the gas tank.

Tighten the gas tank cap securely after filling the tank.

⚠ WARNING

Do not over-fill the gas tank.

Genuine Parts

When replacement of parts is necessary, use only genuine Arctic Cat parts. They are precision-made to ensure high quality and correct fit. Refer to the appropriate Illustrated Parts Manual for the correct part number, quantity, and description.

Preparation For Storage

CAUTION

Prior to storing the vehicle, it must be properly serviced to prevent rusting and component deterioration.

1. Clean the seat cushion (cover and base) with a damp cloth and allow it to dry.
2. Clean the vehicle thoroughly by washing dirt, oil, grass, and other foreign matter from the entire vehicle. Allow it to dry thoroughly. DO NOT get water into any part of the engine or air intake.

3. Either drain the gas tank or add Fuel Stabilizer to the gas in the gas tank. Remove the air filter housing cover and air filter. Start the engine and allow it to idle. Using Arctic Cat Engine Storage Preserver, rapidly inject the preserver into the air filter opening for a period of 10 to 20 seconds; then stop the engine. Install the air filter and housing cover.

CAUTION

If the interior of the air filter housing is dirty, clean the area before starting the engine.

4. Plug the exhaust hole in the exhaust system with a clean cloth.
5. Apply light oil to the plungers of the shock absorbers.
6. Tighten all nuts, bolts, cap screws, and screws. Make sure rivets holding components together are tight. Replace all loose rivets. Care must be taken that all calibrated nuts, cap screws, and bolts are tightened to specifications.
7. Fill the cooling system to the bottom of the stand pipe in the radiator neck with properly mixed coolant.
8. Disconnect the battery cables; then remove the battery, clean the battery posts and cables, and store in a clean, dry area.
9. Store the vehicle indoors in a level position.

CAUTION

Avoid storing outside in direct sunlight and avoid using a plastic cover as moisture will collect on the vehicle causing rusting.

Preparation After Storage

Taking the vehicle out of storage and correctly preparing it will assure many miles and hours of trouble-free riding.

1. Clean the vehicle thoroughly.
2. Clean the engine. Remove the cloth from the exhaust system.
3. Check all control wires and cables for signs of wear or fraying. Replace if necessary.
4. Change the engine/transmission oil and filter.
5. Check the coolant level and add properly mixed coolant as necessary.
6. Charge the battery; then install. Connect the battery cables.

CAUTION

The ignition switch must be in the OFF position prior to installing the battery or damage may occur to the ignition system.

CAUTION

Connect the positive battery cable first; then the negative.

7. Check the entire brake systems (fluid level, pads, etc.), all controls, headlights, taillight, brakelight, and headlight aim; adjust or replace as necessary.
8. Tighten all nuts, bolts, cap screws, and screws making sure all calibrated nuts, cap screws, and bolts are tightened to specifications.
9. Check tire pressure. Inflate to recommended pressure as necessary.
10. Make sure the steering moves freely and does not bind.
11. Check the spark plugs. Clean or replace as necessary.

Periodic Maintenance/ Tune-Up

This section has been organized into sub-sections which show common maintenance procedures for the Arctic Cat Wildcat.

SPECIAL TOOLS

A number of special tools must be available to the technician when performing service procedures in this section. Refer to the current Special Tools Catalog for the appropriate tool description.

Description	p/n
Compression Tester Kit	0444-213
Oil Filter Wrench	0644-389
Timing Light	0644-296
Valve Clearance Adjuster	0444-255

■NOTE: Special tools are available from the Arctic Cat Service Department.

Periodic Maintenance Chart

A = Adjust I = Inspect C = Clean L = Lubricate R = Replace
T = Tighten

Item	Initial Service After Break-In (First Month or 100 Miles)	Daily	Monthly (100 Miles)	Every 3 Months (300 Miles)	Every 6 Months (500 Miles)	Annually (1500 Miles)	As Needed
Battery	I		I				C
Fuses				I			R
Air Filter	I			I*			R
Valve/Tappet Clearance	I				I		A
Engine Compression						I	
Spark Plugs	I			I	I		R (4000 Mi or 18 Mo)
Muffler/Spark Arrester					C		R
Gas Hoses	I	I					R (2 Yrs)
Throttle Cable Ends/Accelerator Pedal Pivot	I	I			C-L		A-R
Engine-Transmission Oil/Filter	R			R*/R**/R***			A/R
Front Differential - Rear Drive Lubricant	I		I				R
Tires/Air Pressure	I	I					R
Steering Components	I	I		I			R
V-Belt	I				I		R
Suspension (Ball joint boots, drive axle boots front and rear, tie rods, differential and rear drive bellows)	I	I					R
Nuts/Bolts/Cap Screws	T		T				A
Ignition Timing						I	
Headlight/Taillight-Brakelight	I	I					R
Switches	I	I					R
Shift Lever					I		A-L
Gauge/Indicators	I	I					R
Frame/Welds	I		I		I		
Electrical Connections					I		C
Complete Brake System	I	I					
Brake Pads	I			I*			R
Brake Fluid	I			I			R (2 Yrs)
Brake Hoses	I			I			R (4 Yrs)
Coolant/Cooling System	I		I				R (2 Yrs)
Wheel Lug Nuts	T				T		

* Service/Inspect more frequently when operating in adverse conditions.

** When using an API certified SM 0W-40 oil.

*** When using Arctic Cat ACX All Weather synthetic oil, oil change and strainer inspection interval can be increased to every 1,000 miles or every year.

Lubrication Points

It is advisable to lubricate certain components periodically to ensure free movement. Apply light oil to the components using the following list as reference.

- A. Accelerator Pedal Pivot/Cable Ends
- B. Brake Pedal Pivot
- C. Shift Cable

Air Filter

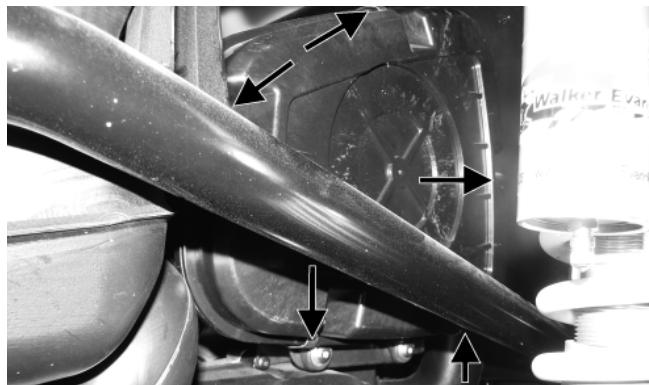
Use the following procedure to remove the filter and inspect and/or clean it.

CLEANING AND INSPECTING FILTER

CAUTION

Failure to inspect the air filter frequently if the vehicle is used in dusty, wet, or muddy conditions can damage the engine.

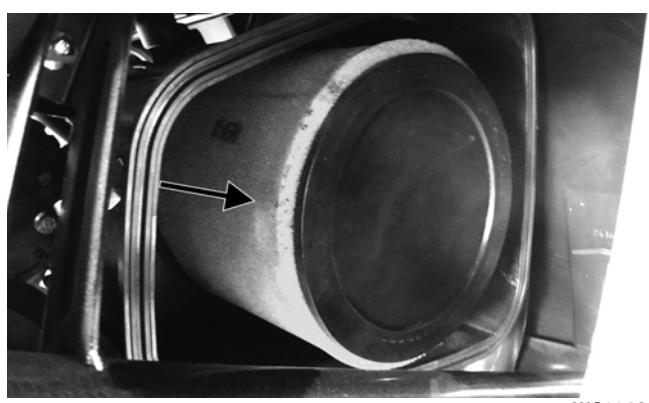
1. Unsnap the five fasteners securing the air cleaner housing cover and remove the cover.



WC023A

2. Remove the air filter from the housing; then remove the foam filter medium.

■NOTE: Do not attempt to remove the inner foam from the wire mesh. It is part of the filter frame.



WC024A

3. Fill a wash pan larger than the filter with a non-flammable cleaning solvent; then dip the inner filter and outer foam medium in the solvent and wash them.

■NOTE: Foam Filter Cleaner and Foam Filter Oil are available from Arctic Cat.

4. Dry both filter components.
5. Put the foam filter in a plastic bag; then pour in air filter oil and work the filter.

■NOTE: Apply oil to the inner filter; then carefully squeeze excessive oil from the filter element. Do not twist foam to remove oil.

6. Attach the foam filter to the inner filter screen.



WC140

CAUTION

A torn air filter can cause damage to the vehicle engine. Dirt and dust may get inside the engine if the element is torn. Carefully examine the element for tears before and after cleaning it. Replace the element with a new one if it is torn.

7. Clean any dirt or debris from inside the air cleaner. Be sure no dirt enters the throttle body.
8. Place the foam filter onto the filter frame; then install in the air filter housing. Position the filter frame on top.
9. Install the air filter housing cover and secure with the retaining clips.

CHECKING AND CLEANING DRAINS

1. Inspect the drain beneath the main housing for debris or liquid. Remove and clean the drain bulb if contaminated.
2. Wipe any accumulation of oil or gas from the filter housing and drain.

Valve/Tappet Clearance

To check and adjust valve/tappet clearance, use the following procedure.

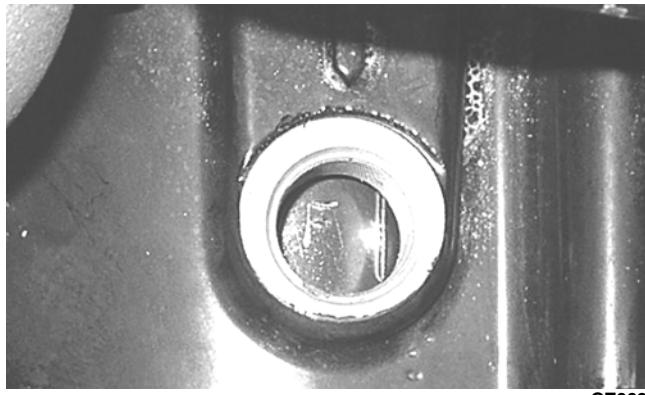
■NOTE: The engine must be cold for this procedure.

■NOTE: The seats, left-side seat belt and anchor, left-side heat shroud and shield, cargo box, and rear body panel must be removed for this procedure.

1. Remove the spark plugs and timing inspection plug; then remove the tappet covers (for more detailed information, see Engine/Transmission - Servicing Top-Side Components).

■NOTE: Remove the crankshaft end cap and install the special cap screw (left-hand threads) to rotate the engine.

2. Rotate the crankshaft to the TDC position on the compression stroke of the front cylinder. The stamped "F" must be visible.



■NOTE: At this point, the rocker arms and adjuster screws must not have pressure on them.

Feeler Gauge Procedure

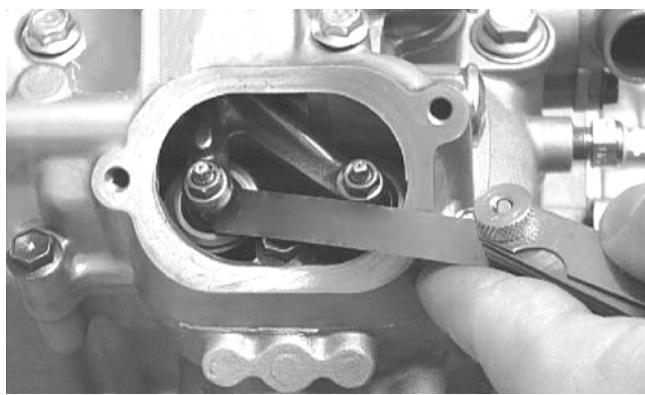
- A. Using a feeler gauge, check each valve/tappet clearance. If clearance is not within specifications, loosen the jam nut and rotate the tappet adjuster screw until the clearance is within specifications. Tighten each jam nut securely after completing the adjustment.

CAUTION

The feeler gauge must be positioned at the same angle as the valve and valve adjuster for an accurate measurement of clearance. Failure to measure the valve clearance accurately could cause valve component damage.

VALVE/TAPPET CLEARANCE

Intake	0.1016 mm (0.004 in.)
Exhaust	0.1524 mm (0.006 in.)



- B. Rotate the engine 270° to the TDC position of the rear cylinder; then repeat step A. The stamped "R" must be visible.



GZ059

Valve Adjuster Procedure

- A. Place the Valve Clearance Adjuster onto the jam nut securing the tappet adjuster screw; then rotate the valve adjuster dial clockwise until the end is seated in the tappet adjuster screw.
- B. While holding the valve adjuster dial in place, use the valve adjuster handle and loosen the jam nut; then rotate the tappet adjuster screw clockwise until friction is felt.
- C. Align the valve adjuster handle with one of the marks on the valve adjuster dial.
- D. While holding the valve adjuster handle in place, rotate the valve adjuster dial counterclockwise until proper valve/tappet clearance is attained.

■NOTE: Refer to the appropriate specifications in Feeler Gauge Procedure sub-section for the proper valve/tappet clearance.

■NOTE: Rotating the valve adjuster dial counterclockwise will open the valve/tappet clearance by 0.05 mm (0.002 in.) per mark.

- E. While holding the adjuster dial at the proper clearance setting, tighten the jam nut securely with the valve adjuster handle.
- F. Rotate the engine 270° to the TDC position of the rear cylinder; then repeat steps A-E for the rear cylinder.
3. Install the spark plugs and timing inspection plug; then remove the cap screw and install the crankcase end cap.
4. Place the two tappet covers into position making sure the proper cap screws are with the proper cover. Tighten the cap screws securely.

Testing Engine Compression

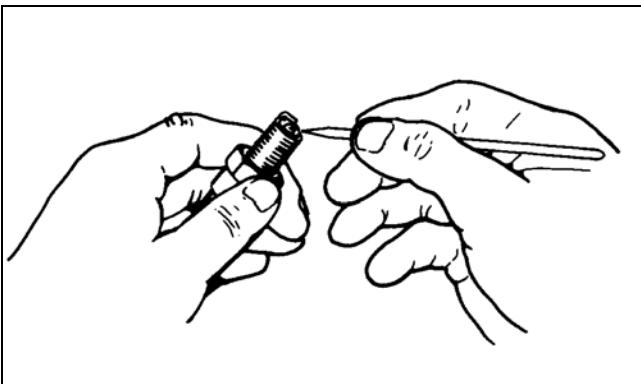
■NOTE: The engine should be warm (operating temperature) and the battery fully charged for an accurate compression test. In the event the engine cannot be run, cold values are included.

■NOTE: The seats and rear body panel must be removed and the radiator tilted rearward for this procedure.

1. Remove the high tension lead from the spark plugs.
2. Using compressed air, blow any debris from around the spark plugs.

⚠ WARNING

Always wear safety glasses when using compressed air.



ATV-0051

3. Remove the spark plugs; then attach the high tension leads to the plugs and ground the plugs on the cylinder heads well away from the spark plug holes.
4. Attach the Compression Tester Kit.
5. While holding the throttle in the full-open position, crank the engine over with the electric starter until the gauge stops climbing (five to 10 compression strokes).

	PSI Hot (WOT)	PSI Cold (WOT)
Front	125-145	80-120
Rear	165-185	150-190

6. If compression is abnormally low, verify the following items.
 - A. Starter cranks engine over (normal speed).
 - B. Gauge is functioning properly.
 - C. Throttle in the full-open position.
 - D. Valve/tappet clearance correct.
 - E. Engine warmed up.
 - F. Intake not restricted.

■NOTE: To service top-side components, see Engine/Transmission.

7. Pour approximately 30 ml (1 fl oz) of oil into the spark plug holes, reattach the gauge, and retest compression.
8. If compression increases to normal, service the piston rings (see Engine/Transmission).

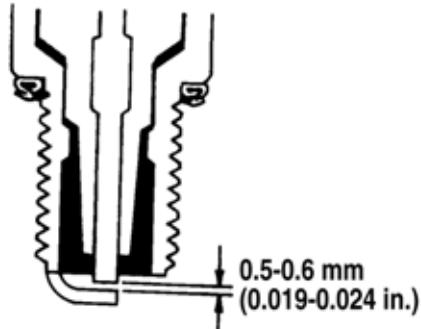
Spark Plugs

A light brown insulator indicates that the plug is correct. A white or dark insulator indicates that the engine may need to be serviced. To maintain a hot, strong spark, keep the plug free of carbon.

CAUTION

Before removing a spark plug, be sure to clean the area around the spark plug. Dirt could enter engine when removing or installing the spark plug.

Adjust the gap to 0.5-0.6 mm (0.019-0.024 in.).



ATV0052E

When installing a spark plug, be sure to tighten it securely. A new spark plug should be tightened 1/2 turn once the washer contacts the cylinder head. A used spark plug should be tightened 1/8-1/4 turn once the washer contacts the cylinder head.

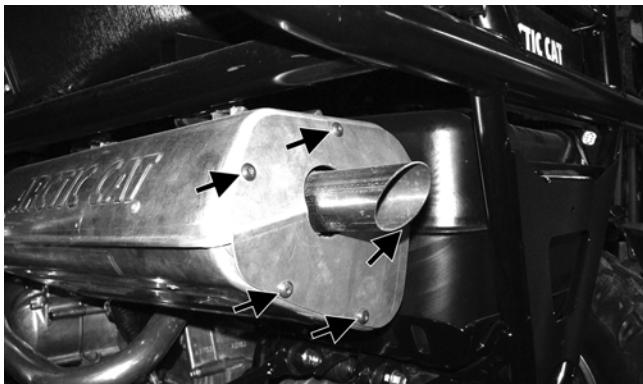
Muffler/Spark Arrester

Clean the spark arrester using the following procedure.

⚠ WARNING

Wait until the muffler cools to avoid burns.

1. Remove the machine screws securing the rear section of the heat shield to the main muffler shield.



WC008A

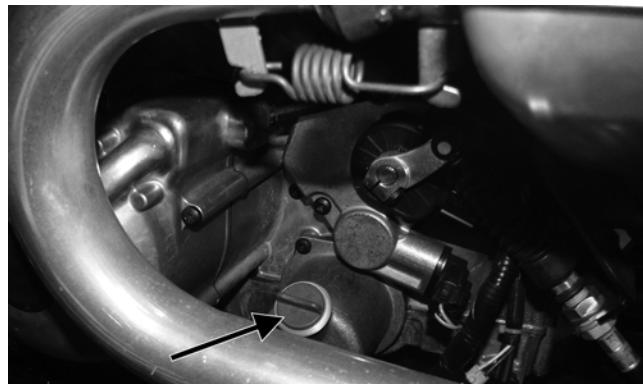
2. Remove the spark arrester screen; then using a suitable brush, clean the carbon deposits from the screen taking care not to damage the screen.



WC136

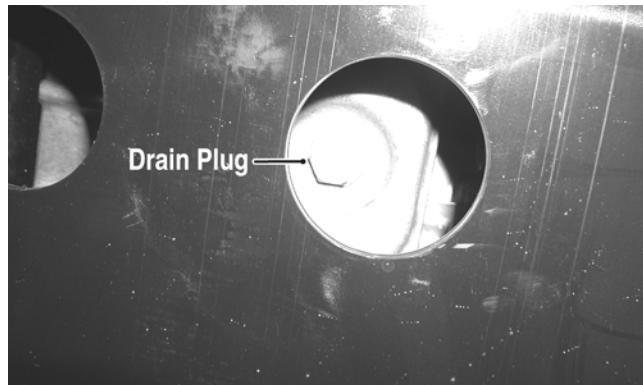
■**NOTE:** If the screen or gasket is damaged in any way, it must be replaced.

3. Install the spark arrester assembly and gasket and secure with the cap screws. Tighten the cap screws to 72 in.-lb.



WC006A

3. Remove the drain plug from the bottom of the engine and drain the oil into a drain pan.



PR078A

4. Using the Oil Filter Wrench and a ratchet handle (or a socket or box-end wrench), remove the old oil filter.

■**NOTE:** Clean up any excess oil after removing the filter.

5. Apply oil to a new filter O-ring and check to make sure it is positioned correctly; then install the new oil filter. Tighten securely.
6. Install the engine drain plug and tighten to 16 ft-lb. Pour the specified amount of the recommended oil in the filler hole. Install the oil level stick/filler plug.

CAUTION

Any oil used in place of the recommended oil could cause serious engine damage. Do not use oils which contain graphite or molybdenum additives. These oils can adversely affect clutch operation. Also, not recommended are racing, vegetable, non-detergent, and castor-based oils.

7. Start the engine (while the vehicle is outside on level ground) and allow it to idle for a few minutes.
8. Turn the engine off and wait approximately one minute.
9. Unscrew the oil level stick and wipe it with a clean cloth.
10. Install the oil level stick and thread into the engine case.

■**NOTE:** The oil level stick should be threaded into the case for checking the oil level.

11. Remove the oil level stick; the oil level must be within the operating range but not exceeding the upper mark.

Engine/Transmission Oil - Filter

OIL - FILTER

Change the engine oil and oil filter at the scheduled intervals. The engine should always be warm when the oil is changed so the oil will drain easily and completely.

1. Park the vehicle on level ground.
2. Remove the oil level stick/filler plug.

WARNING

Use caution when removing oil level stick. Exhaust components may be extremely hot.



GZ461A

CAUTION

Do not over-fill the engine with oil. Always make sure that the oil level is not above the upper mark.

12. Inspect the area around the drain plug and oil filter for leaks.



WC020A

2. If low, add SAE approved 80W-90 hypoid gear lube as necessary.

To change the lubricant, use the following procedure.

1. Place the vehicle on level ground.
2. Remove each fill plug.
3. Drain the lubricant into a drain pan by removing in turn the drain plug from each.



WC020B

4. After all the lubricant has been drained, install the drain plugs and tighten to 45 in.-lb.
5. Pour the appropriate amount of recommended lubricant into the fill hole.
6. Install the fill plug and tighten to 16 ft-lb.

■NOTE: If the lubricant is contaminated with water, inspect the drain plug, fill plug, and/or bladder.

Front Differential - Rear Drive Lubricant

To check front differential lubricant, use the following procedure.

1. Remove the level plug; lubricant should be level with the bottom threads.



WC019A

2. If low, remove the fill plug and add lubricant until it appears at the level plug threads.

To check rear drive lubricant, use the following procedure.

1. Remove the fill plug; the lubricant level should be level with the bottom of the plug threads.

Driveshaft/Coupling

The following drive system components should be inspected periodically to ensure proper operation.

- A. Spline lateral movement (slop).
- B. Coupling cracked, damaged, or worn.
- C. Universal joints worn or missing bearings.

Nuts/Bolts/Cap Screws

Tighten all nuts, bolts, and cap screws. Make sure rivets holding components together are tight. Replace all loose rivets. Care must be taken that all calibrated nuts, bolts, and cap screws are tightened to specifications.

Headlight/Taillight-Brakelight

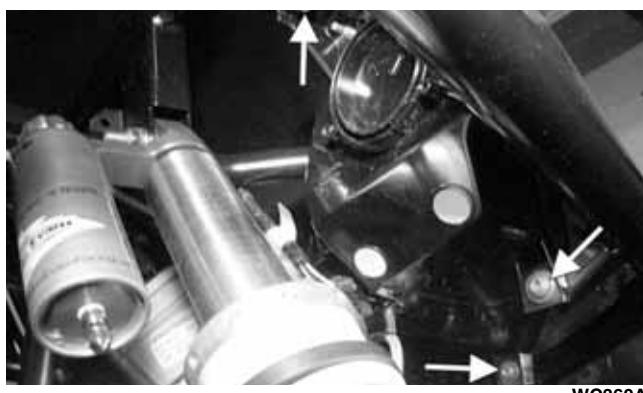
■**NOTE: The LED's are not replaceable. The entire assembly must be replaced as a component.**

To replace the headlight assembly, use the following procedure.

1. Remove the wiring harness connector from the back of the headlight.



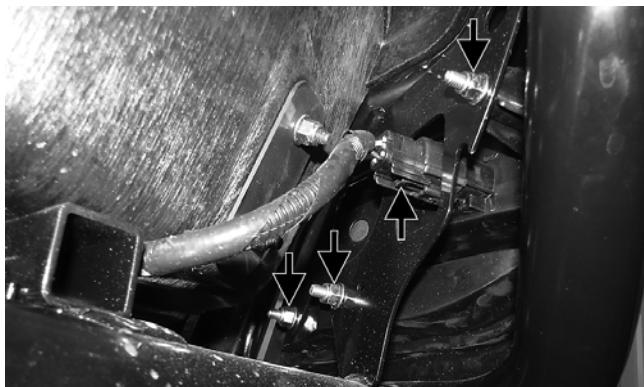
2. Remove the three mounting screws; then remove the headlight assembly.



3. Install the new headlight assembly and connect the wiring harness.
4. Adjust the headlight using the Checking/Adjusting Headlight Aim instructions in this sub-section.

To replace the taillight/brakelight assembly, use the following procedure.

1. Disconnect the taillight/brakelight connector; then remove the lock nuts securing the assembly to the mounting bracket.

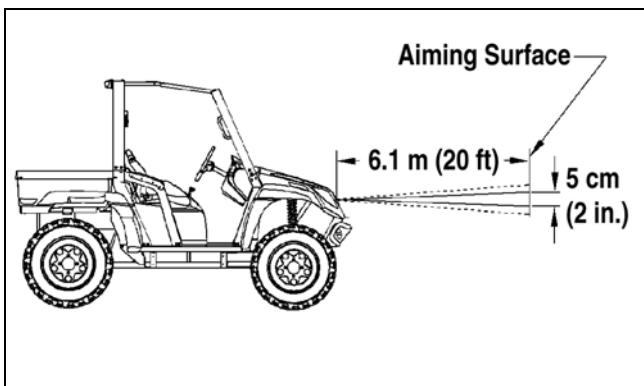


2. Remove the taillight/brakelight assembly.
3. Install the new taillight/brakelight assembly and secure with the lock nuts. Tighten securely; then connect the electrical connector.

CHECKING/ADJUSTING HEADLIGHT AIM

The headlights can be adjusted vertically. The geometric center of the HIGH beam light zone is to be used for vertical aiming.

1. Position the vehicle on a level floor so the headlights are approximately 6.1 m (20 ft) from an aiming surface (wall or similar aiming surface).



■**NOTE: There should be an average operating load on the vehicle when adjusting the headlight aim.**

2. Measure the distance from the floor to the mid-point of each headlight.
3. Using the measurements obtained in step 2, make horizontal marks on the aiming surface.
4. Switch on the lights. Make sure the HIGH beam is on. DO NOT USE LOW BEAM.
5. Observe each headlight beam aim. Proper aim is when the most intense beam is 5 cm (2 in.) below the horizontal mark on the aiming surface.
6. Adjust each headlight until correct aim is obtained by turning the screw with a 4 mm wrench counterclockwise to raise or clockwise to lower the beam.



WC361A

Shift Lever/Shift Cable

CHECKING

Turn the ignition switch on; then shift the transmission into park. The letter P should illuminate on the LCD gauge and the park icon (P) should illuminate. The vehicle should not be able to move.



WC033A

Move the shift lever all the way forward. The letter L should illuminate on the LCD gauge.



WC094

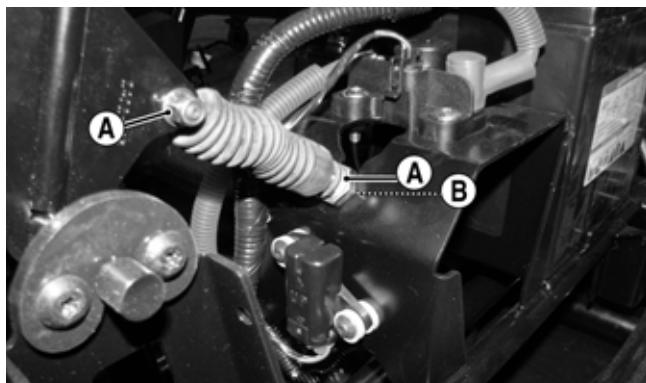
If either park or low range cannot be reached, the shift cable must be adjusted.

ADJUSTING

■NOTE: Shift cable adjustment should not be necessary unless replacing the shift cable or shift lever.

1. Remove the seats; then remove the battery cover and center console.

2. Loosen adjuster nut (A) and jam nut (B) and adjust the cable as necessary to obtain park in the full aft position of the shift lever and low range full forward. Tighten the jam nut securely.



WC348C

Hydraulic Brake System

CHECKING/BLEEDING

The hydraulic brake system has been filled and bled at the factory. To check and/or bleed a hydraulic brake system, use the following procedure.

1. With the master cylinder in a level position, check the fluid level in the reservoir. If the level in the reservoir is not above the MIN, add DOT 4 brake fluid.



PR095

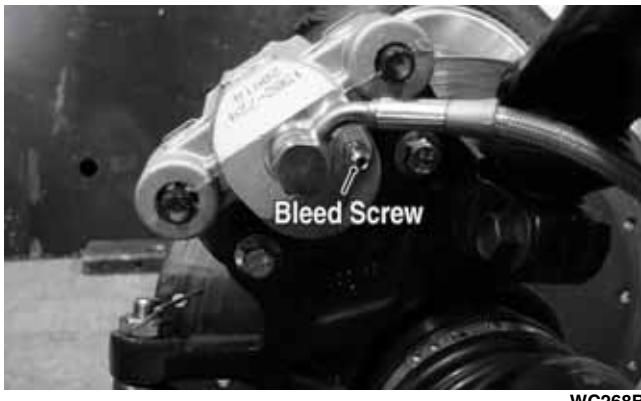
2. Depress the brake pedal several times to check for a firm brake. If the brake is not firm, the system must be bled.

3. To bleed the brake system, use the following procedure:

A. Remove the cover and fill the reservoir with DOT 4 brake fluid.

B. Install and secure the cover; then slowly press the brake pedal several times.

C. Install one end of a clear hose onto the bleed screw farthest from the cylinder (right rear) and direct the other end into a container; then while holding slight pressure on the brake pedal, open the bleed screw and watch for air bubbles. Close the bleed screw before releasing the brake pedal. Repeat this procedure until no air bubbles are present.



■NOTE: During the bleeding procedure, watch the reservoir very closely to make sure there is always a sufficient amount of brake fluid. If the fluid level gets low in the reservoir, refill the reservoir before the bleeding procedure is continued.

- D. Repeat step C until the brake pedal is firm.
- E. At this point, perform step B, C, and D on the left rear bleed screw; then move to the right front bleed screw and follow the same procedure. Finish with the left front bleed screw.
- 4. Carefully check the entire hydraulic brake system that all hose connections are tight, the bleed screws are tight, the protective caps are installed, and no leakage is present.

CAUTION

This hydraulic brake system is designed to use DOT 4 brake fluid only. If brake fluid must be added, care must be taken as brake fluid is very corrosive to painted surfaces.

INSPECTING HOSES

Carefully inspect the hydraulic brake hoses for cracks or other damage. If found, the brake hoses must be replaced.

CHECKING/REPLACING PADS

The clearance between the brake pads and brake discs is adjusted automatically as the brake pads wear. The only maintenance that is required is replacement of the brake pads when they show excessive wear. Check the thickness of each of the brake pads as follows.

1. Remove a front wheel.
2. Measure the thickness of each brake pad.



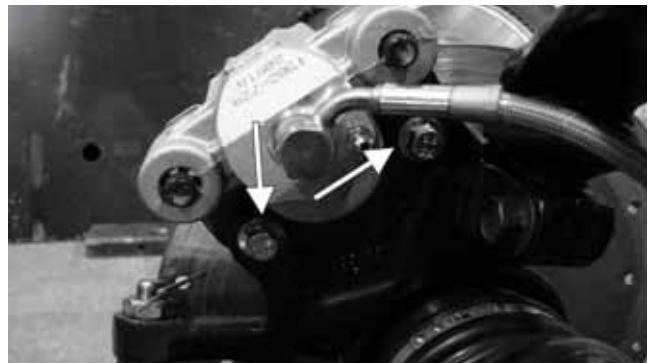
3. If thickness of either brake pad is less than 1.0 mm (0.039 in.), the brake pads must be replaced.

■NOTE: The brake pads should be replaced as a set.

4. To replace the brake pads, use the following procedure.
 - A. Remove the wheel.
 - B. Remove the cap screws securing the caliper holder to the knuckle; then remove the pads from the caliper.



- C. Install the new brake pads.
- D. Secure the caliper holder to the knuckle with new "patch-lock" cap screws. Tighten to 20 ft-lb.



- E. Install the wheel; then using a crisscross pattern, tighten the wheel nuts in 20 ft-lb increments to a final torque of 80 ft-lb.
5. Burnish the brake pads (see Burnishing Brake Pads in this section).

BRAKE DISC

Using a micrometer, measure the thickness of the brake disc in the contact surface. If thickness is 0.125-in. or less, the disc must be replaced. To replace the brake disc, see Drive System – Hub.

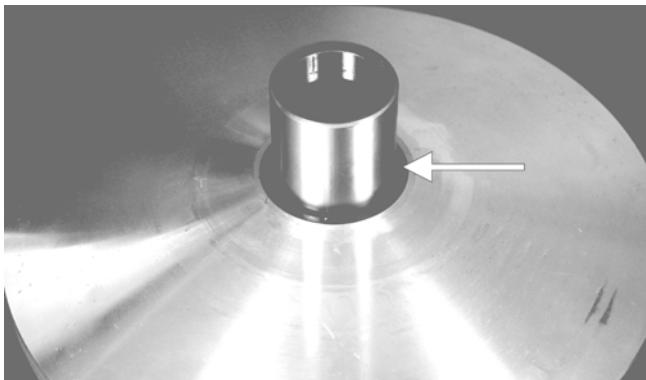
Burnishing Brake Pads

Brake pads must be burnished to achieve full braking effectiveness. Braking distance will be extended until brake pads are properly burnished. To properly burnish the brake pads, use the following procedure.

⚠ WARNING

Failure to properly burnish the brake pads could lead to premature brake pad wear or brake loss. Brake loss can result in severe injury.

1. Choose an area large enough to safely accelerate the vehicle to 30 mph and to brake to a stop.
2. Accelerate to 30 mph; then depress the brake pedal to decelerate to 0-5 mph.
3. Repeat procedure 20 times until brake pads are burnished.



CD966A

3. Install one of the V-belt cover cap screws into the driven pulley fixed face; then turn the cap screw clockwise to spread the pulley faces. Remove the V-belt.



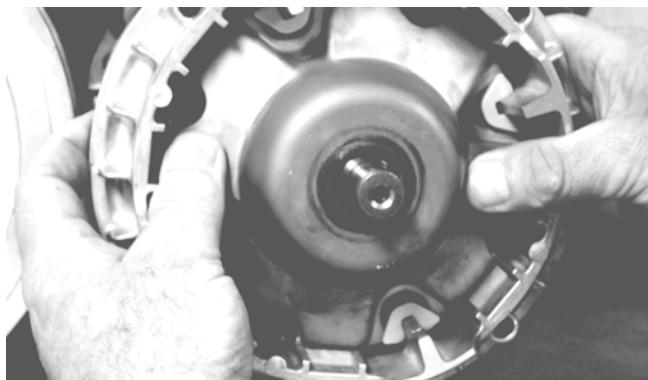
PR476A

Checking/Replacing V-Belt

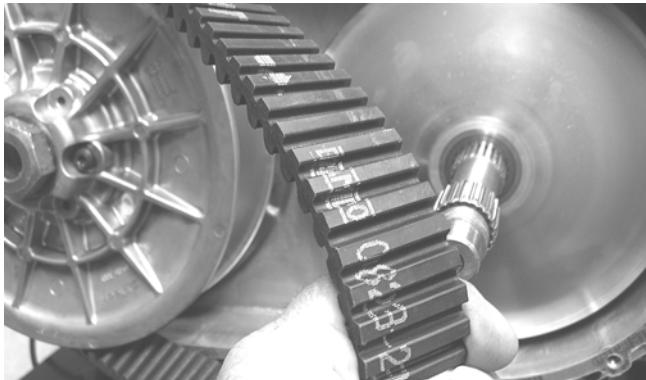
REMOVING

1. Remove the cap screws securing the V-belt cover; then using a rubber mallet, gently tap on the cover tabs to loosen the cover. Remove the cover.
2. Remove the nut securing the movable drive face; then remove the face. Account for the flat washer and spacer.

■NOTE: Keep the drive face plate in contact with the drive face when removing or installing the drive face to prevent the rollers from falling out.



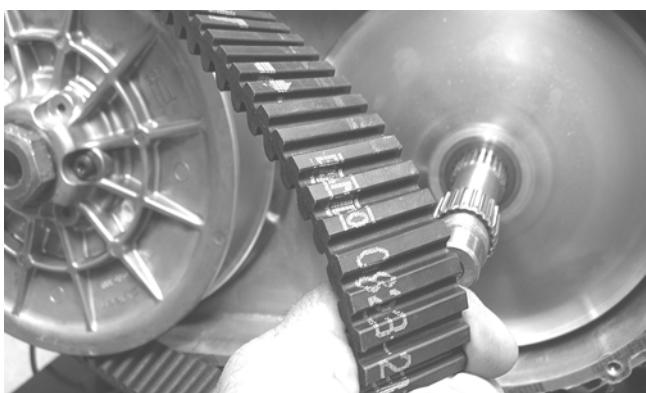
CD963



GZ085

INSTALLING

1. Place the V-belt into position on the driven pulley and over the front shaft.



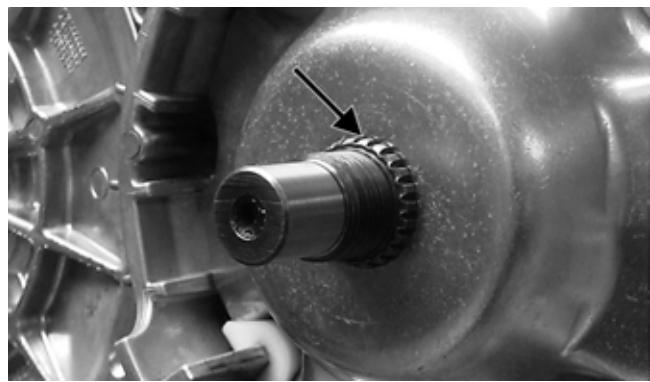
GZ085

■NOTE: The arrows on the V-belt should point in the direction of engine rotation.

2. Pinch the V-belt together near its center and slide the spacer and movable drive face onto the driveshaft. Secure the drive face with a washer and nut (coated with red Loctite #271). Tighten the nut to 165 ft-lb.

CAUTION

Make sure the movable drive face plate is fully engaged onto the splines of the clutch shaft before tightening the nut or false torque readings may occur. This will cause the assembly to loosen damaging the shaft and clutch face plate.



GZ485A

■NOTE: At this point, remove the cap screw from the driven pulley face.

3. Rotate the V-belt and driven pulley/clutch until the V-belt is flush with the top of the driven pulley.
4. Place the V-belt cover gasket into position; then install the cover and secure with the cap screws. Tighten the cap screws to 8 ft-lb.

Troubleshooting Brake System

Problem: Braking poor

Condition	Remedy
<ol style="list-style-type: none"> 1. Pad worn 2. Brake fluid leaking 3. Master cylinder/brake cylinder seal worn 	<ol style="list-style-type: none"> 1. Replace pads 2. Repair leak(s) 3. Replace seal(s)

Problem: Brake pedal travel excessive

Condition	Remedy
<ol style="list-style-type: none"> 1. Brake fluid low 2. Piston seal - cup worn 	<ol style="list-style-type: none"> 1. Add fluid to proper level 2. Replace seal - cup

Problem: Brake fluid leaking

Condition	Remedy
<ol style="list-style-type: none"> 1. Fittings loose 2. Hose cracked 3. Piston seal worn 	<ol style="list-style-type: none"> 1. Tighten fittings 2. Replace hose 3. Replace seal

Problem: Brake pedal spongy

Condition	Remedy
<ol style="list-style-type: none"> 1. Air trapped in hydraulic system 2. Brake fluid low 	<ol style="list-style-type: none"> 1. Bleed hydraulic system 2. Add brake fluid and bleed hydraulic brake system

Engine/Transmission

This section has been organized into sub-sections which show a progression for the complete servicing of the Arctic Cat Wildcat engine/transmission.

To service the center crankcase halves, the engine/transmission must be removed from the frame. To service top-side, left-side, and right-side components, the engine/transmission does not have to be removed from the frame.

■NOTE: Arctic Cat recommends the use of new gaskets, lock nuts, and seals and lubricating all internal components when servicing the engine/transmission.

SPECIAL TOOLS

A number of special tools must be available to the technician when performing service procedures in this section. Refer to the current Special Tools Catalog for the appropriate tool description.

Description	p/n
Seal Protector Tool	0444-252
Crankcase Separator/Crankshaft Remover	0444-152
Magneto Rotor Remover Set	0444-254
Piston Pin Puller	0644-328
Secondary Drive Gear Holder	0444-253
Spanner Wrench	0444-240
Surface Plate	0644-016
V Blocks	0644-535

■NOTE: Special tools are available from the Arctic Cat Service Department.

Troubleshooting

Problem: Engine will not start or is hard to start (Compression too low)

Condition	Remedy
1. Valve clearance out of adjustment 2. Valve guides worn 3. Valves mistimed 4. Piston rings worn - broken 5. Cylinder bore worn 6. Starter motor cranks too slowly - does not turn	1. Adjust clearance 2. Repair - replace guides 3. Retime engine 4. Replace rings 5. Replace cylinder 6. See Electrical System

Problem: Engine will not start or is hard to start (No spark)

Condition	Remedy
1. Spark plug(s) fouled 2. Spark plug(s) wet 3. Magneto defective 4. ECM defective 5. Ignition coil defective 6. High-tension lead open - shorted	1. Clean - replace plug(s) 2. Clean - dry plug(s) 3. Replace stator coil 4. Replace ECM 5. Replace ignition coil 6. Replace high tension lead

Problem: Engine will not start or is hard to start (No fuel reaching the fuel injector)

Condition	Remedy
1. Gas tank vent hose obstructed 2. Fuel hose obstructed 3. Fuel screens obstructed 4. Fuel pump defective	1. Clean vent hose 2. Clean - replace hose 3. Clean - replace inlet screen 4. Replace fuel pump

Problem: Engine stalls easily

Condition	Remedy
1. Spark plug(s) fouled 2. Magneto defective 3. ECM defective 4. Fuel injector obstructed 5. Valve clearance out of adjustment	1. Clean - replace plug(s) 2. Replace stator coil 3. Replace ECM 4. Replace fuel injector 5. Adjust clearance

Problem: Engine noisy (Excessive valve chatter)

Condition	Remedy
1. Valve clearance excessive 2. Valve spring(s) weak - broken 3. Rocker arm - rocker arm shaft worn 4. Camshaft worn	1. Adjust clearance 2. Replace spring(s) 3. Replace arm - shaft 4. Replace camshaft

Problem: Engine noisy (Noise seems to come from piston)

Condition	Remedy
1. Piston - cylinder worn 2. Combustion chamber carbon buildup 3. Piston pin - piston pin bore worn 4. Piston rings - ring groove(s) worn	1. Replace - service piston - cylinder 2. Clean cylinder head and piston 3. Replace pin - bore 4. Replace rings - piston

Problem: Engine noisy (Noise seems to come from timing chain)

Condition	Remedy
1. Chain stretched 2. Sprockets worn 3. Tension adjuster malfunctioning	1. Replace chain 2. Replace sprockets 3. Repair - replace adjuster

Problem: Engine noisy (Noise seems to come from crankshaft)

Condition	Remedy
1. Main bearing worn - burned 2. Lower rod-end bearing worn - burned 3. Connecting rod side clearance too large 4. Centrifugal clutch loose 5. Rotor/flywheel loose	1. Replace bearing 2. Replace crankshaft assembly 3. Replace crankshaft assembly 4. Tighten - replace clutch 5. Tighten - replace flywheel - crankshaft

Problem: Engine noisy (Noise seems to come from transmission)

Condition	Remedy
1. Gears worn - chipped 2. Splines worn 3. Primary gears worn - chipped 4. Bearings worn 5. Bushing worn	1. Replace gears 2. Replace shaft(s) 3. Replace gears 4. Replace bearings 5. Replace bushing

Problem: Engine noisy (Noise seems to come from secondary bevel gear and final driven shaft)

Condition	Remedy
1. Drive - driven bevel gears damaged - worn 2. Backlash excessive 3. Tooth contact improper 4. Bearing damaged 5. Gears worn - chipped 6. Splines worn	1. Replace gears 2. Adjust backlash 3. Adjust contact 4. Replace bearing 5. Replace gears 6. Replace shaft(s)

Problem: Engine idles poorly

Condition	Remedy
1. Valve clearance incorrect 2. Valve seating poor 3. Valve guides defective 4. Rocker arms - arm shaft worn 5. Magneto defective 6. ECM defective 7. Spark plug(s) fouled - gap too wide 8. Ignition coil defective 9. Fuel injector obstructed	1. Adjust clearance 2. Replace valves/cylinder head 3. Replace guides 4. Replace arms - shafts 5. Replace stator coil 6. Replace ECM 7. Adjust gap - replace plug(s) 8. Replace ignition coil 9. Replace fuel injector

Problem: Engine runs poorly at high speed

Condition	Remedy
1. High RPM "cut out" against RPM limiter 2. Valve springs weak 3. Valve timing incorrect 4. Cams - rocker arms worn 5. Spark plug gap too narrow 6. Ignition coil defective 7. Air cleaner element obstructed 8. Fuel hose obstructed	1. Shift into higher gear - decrease speed 2. Replace springs 3. Retime engine 4. Replace cams - arms 5. Adjust gap 6. Replace ignition oil 7. Clean element 8. Clean - prime hose

Problem: Exhaust smoke dirty or heavy

Condition	Remedy
1. Engine oil overfilled - contaminated 2. Piston rings - cylinder worn 3. Valve guides worn 4. Cylinder wall scored 5. Valve stems worn 6. Stem seals defective	1. Drain excess oil - change oil 2. Replace - service rings - cylinder 3. Replace guides 4. Replace cylinder 5. Replace valves 6. Replace seals

Problem: Engine lacks power

Condition	Remedy
1. Valve clearance incorrect 2. Valve springs weak 3. Valve timing incorrect 4. Piston ring(s) - cylinder worn 5. Valve seating poor 6. Spark plug fouled 7. Rocker arms - shafts worn 8. Spark plug gap incorrect 9. Fuel injector obstructed 10. Air cleaner element obstructed 11. Engine oil overfilled - contaminated 12. Intake manifold leaking air 13. Cam chain worn	1. Adjust clearance 2. Replace springs 3. Time camshaft 4. Replace - service rings - cylinder 5. Repair seats 6. Clean - replace plug 7. Replace arms - shafts 8. Adjust gap - replace plug 9. Replace fuel injector 10. Clean element 11. Drain excess oil - change oil 12. Tighten - replace manifold 13. Replace cam chain - sprockets

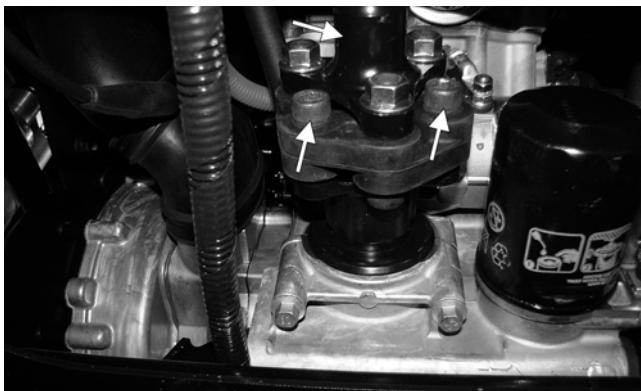
Problem: Engine overheats

Condition	Remedy
1. Carbon deposit (piston crown) excessive 2. Oil low 3. Octane low - gasoline poor 4. Oil pump defective 5. Oil filter obstructed 6. Intake manifold leaking air 7. Coolant level low 8. Fan malfunctioning 9. Fan relay malfunctioning 10. Thermostat stuck - closed 11. Radiator hoses - cap damaged - obstructed 12. Fan fuse(s) blown	1. Clean piston 2. Add oil 3. Drain - replace gasoline 4. Replace pump 5. Replace filter 6. Tighten - replace manifold 7. Fill - examine system for leaks 8. Check fan fuse - replace fan 9. Replace fan relay 10. Replace thermostat 11. Clear obstruction - replace hoses - cap 12. Replace fuse(s)

Removing Engine/ Transmission

Many service procedures can be performed without removing the engine/transmission from the frame. Closely observe the note introducing each sub-section for this important information.

1. Drive or lift the vehicle onto wheel ramps or other lift that supports vehicle by its wheels; then shift the transmission into park.
2. Remove the seats; then remove the battery cover and disconnect the negative battery cable.
3. From under the vehicle, remove the belly panel from under the engine.
4. Remove the three Allen-head cap screws from the front output drive flange; then remove the starter cable.

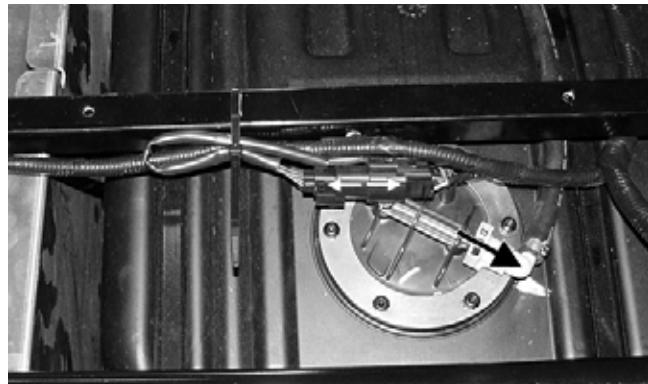


5. Remove all nuts and screws securing the rear body panel; then loosen the gas tank fill hose clamp and remove the cover forward through the ROPS tubes. Seal the fill hose to prevent contamination of gas or vapor escaping.

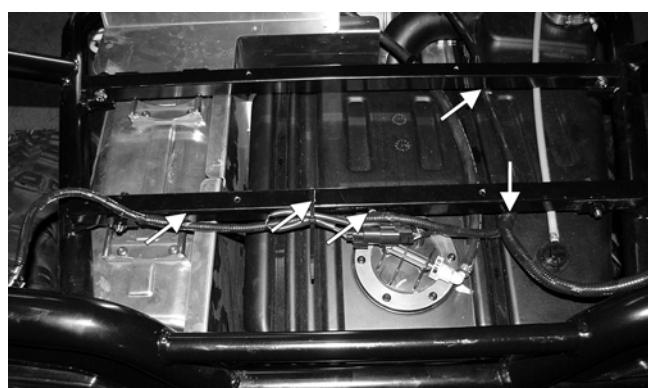


WC186

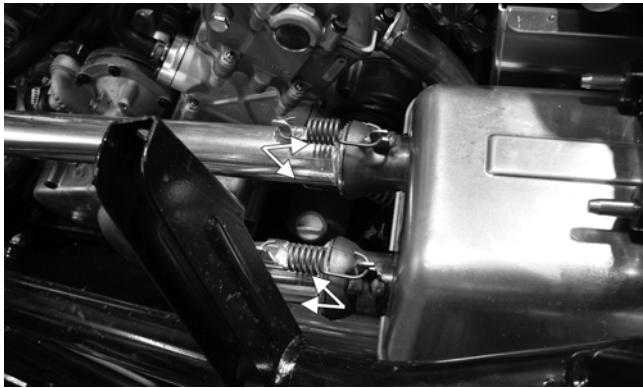
6. Remove the cargo box; then disconnect the gasoline hose connector from the fuel pump and separate the fuel pump/level sensor connector.



7. Disconnect the taillight/brakelight connectors; then carefully pry the wire harness anchors from the cross members. Mark the location of and remove the nylon tie.

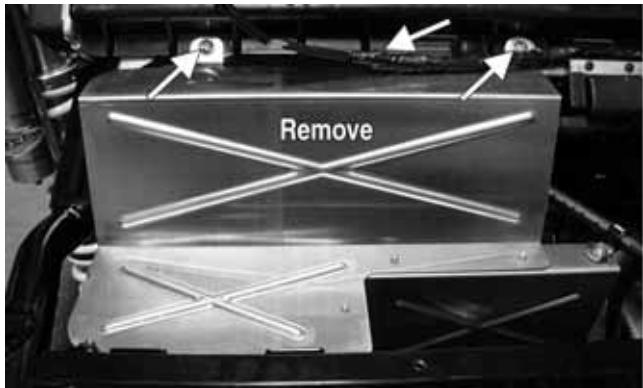


8. Remove the springs from the exhaust pipe to muffler connectors and remove the muffler. Account for two grafoil seals.



WC153A

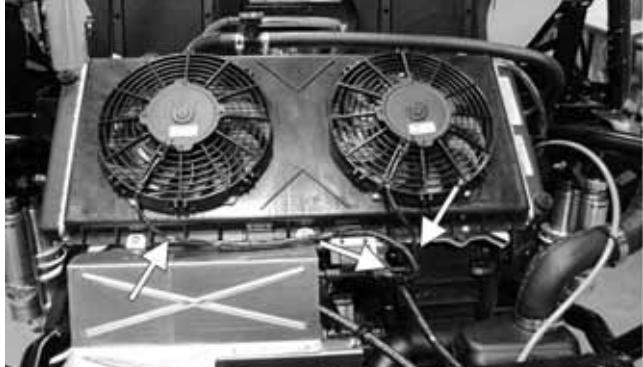
9. Remove the two cargo box supports; then remove the heat shield leaving the rear coil attached to the radiator assembly.



WC352A

10. Remove the gas tank hold-down and gas tank; then remove the gas tank cradle.

11. Disconnect the cooling fan connectors, spark plug wire, and coil primary connector; then clamp off the coolant hoses at the water pump and thermostat outlet. Do not remove the hoses yet.



WC350A

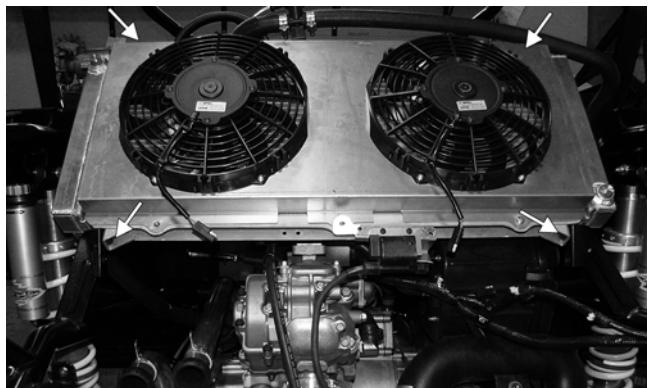


WC192



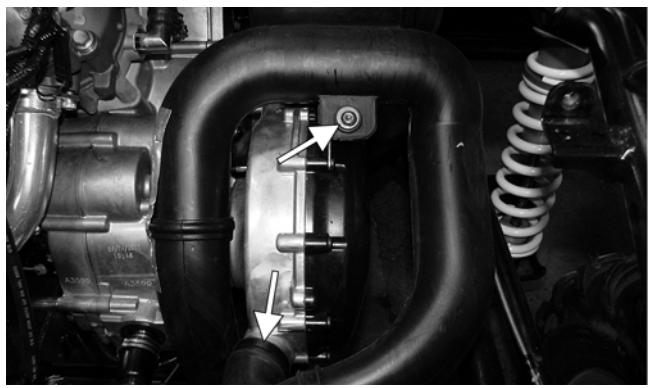
WC193

12. Remove the radiator mounting screws; then disconnect the coolant hoses from the engine and remove the radiator from the vehicle being careful not to release the clamps. Coolant can remain in the radiator.

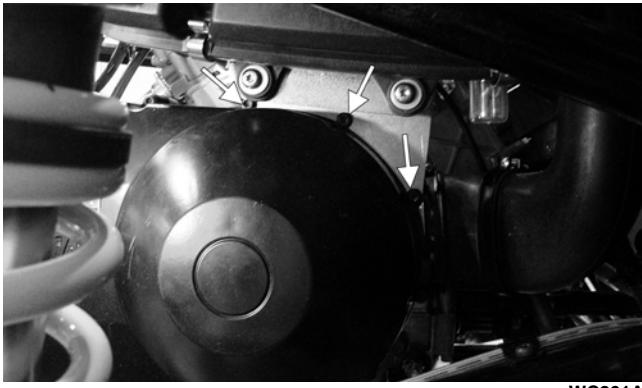


WC197A

13. Remove the CVT cooling outlet duct; then remove the screws securing the air filter mounting bracket to the CVT housing.

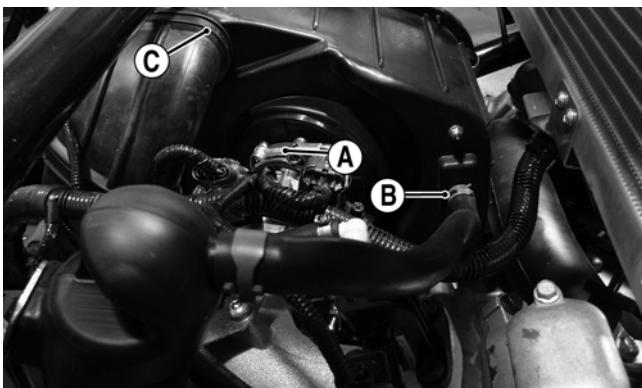


WC200A



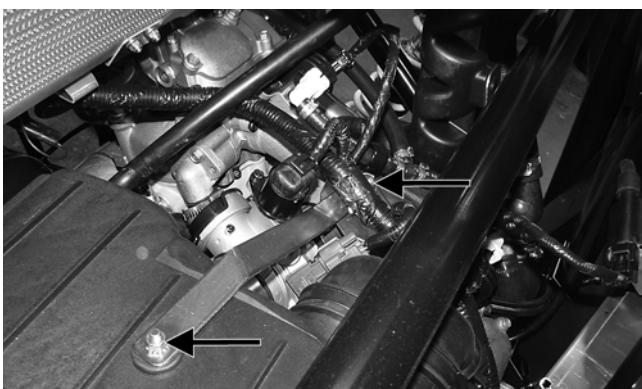
WC201A

14. Loosen the inlet boot (A); then remove the crankcase breather hose (B) and the inlet air duct (C).



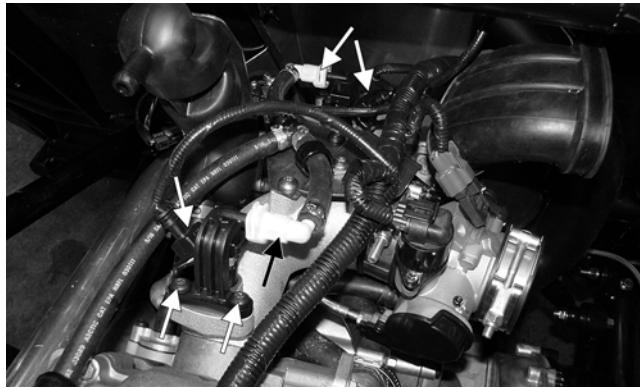
WC146A

15. Remove the air filter housing strap; then free the air filter housing from the inlet boot and remove from the vehicle.



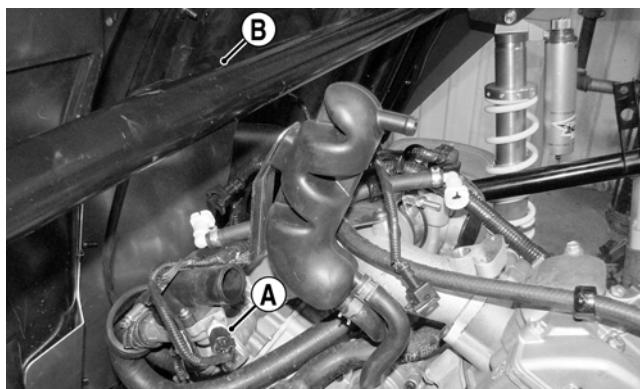
WC365A

16. Disconnect the gas line connectors from the fuel rails and electrical connectors from the injectors; then remove the mounting screws and remove the fuel rails and injectors.

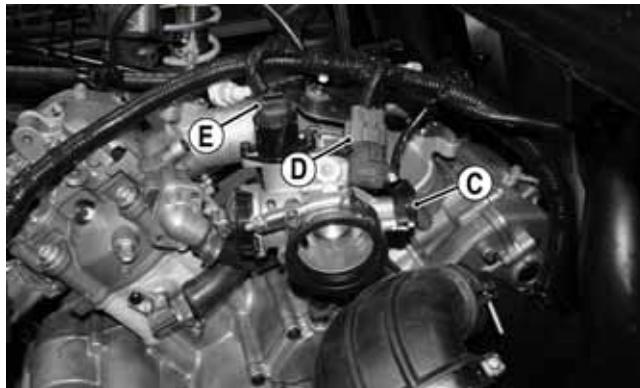


WC203A

17. Remove the ECT connector (A), front coil primary connector (B), TPS connector (C), MAP/IAT connector (D), and ISC connector (E); then tie the engine harness out of the way.



WC204A



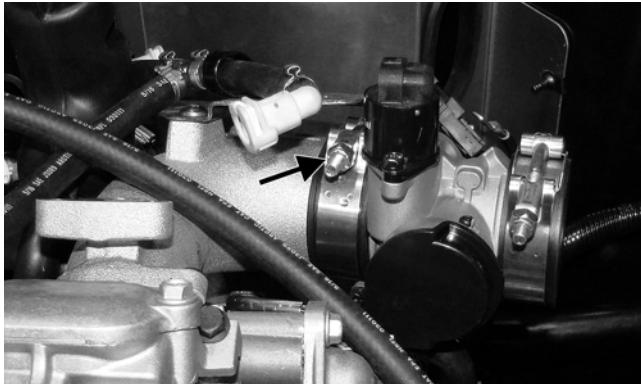
WC206A

18. Remove the engine ground cable.



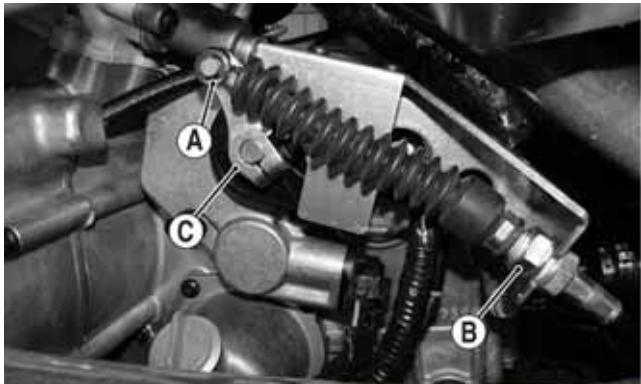
WC211A

19. Loosen the throttle body boot clamp; then remove the throttle body leaving the throttle cable attached.



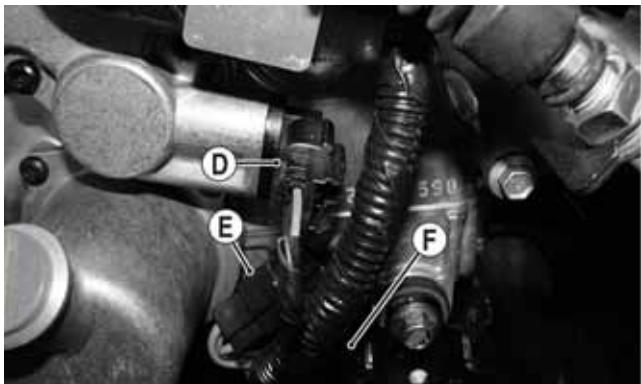
WC210A

20. Remove the E-clip (A); then loosen the jam nut (B) and slide the shift cable out of the mounting bracket and off the shift arm (C).



WC362A

21. Disconnect the speed sensor connector (D), stator connector (E), and crankshaft position sensor (F) and tie the lower harness out of the work space.



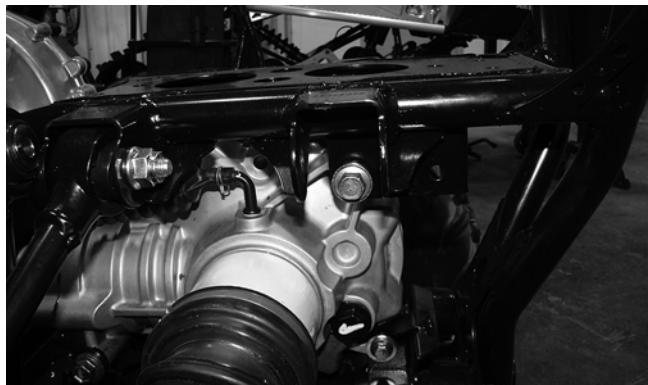
WC364A

22. Remove the rear exhaust pipe and account for a gra-foil gasket.

23. Remove the upper rear lateral link pivot bolt; then drop the link down to allow removal of the rear drive gear case through-bolt.



WC169A



WC170

■NOTE: It may be necessary to use a hoist to slightly raise the rear of the vehicle to free the link from the frame weldment.

24. Remove two through-bolts and one cap screw securing the rear drive gear case; then reattach the lateral link and remove the hoist if used.



WC170A



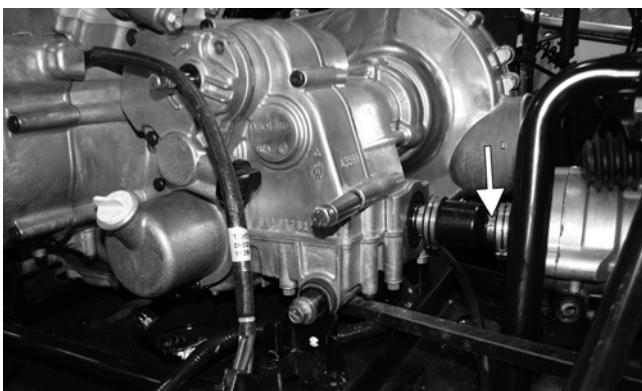
WC169A

25. Using a suitable engine lift and equalizer sling, support the engine; then remove the engine through-bolts, front first followed by the rear.

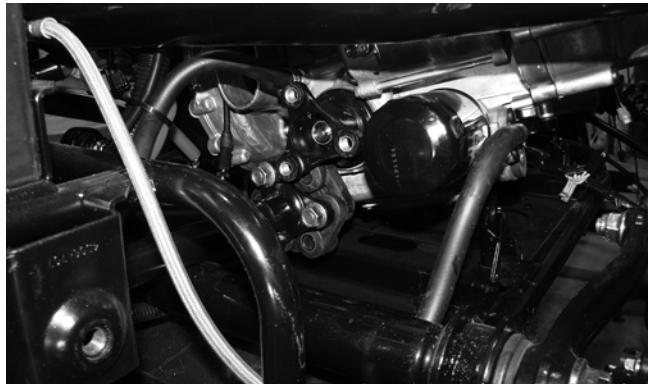


WC172A

26. Remove the rear drive coupler boot; then lift the engine slightly and work the rear drive gear case and engine rearward enough to clear the front drive coupler and drop the driveshaft down.

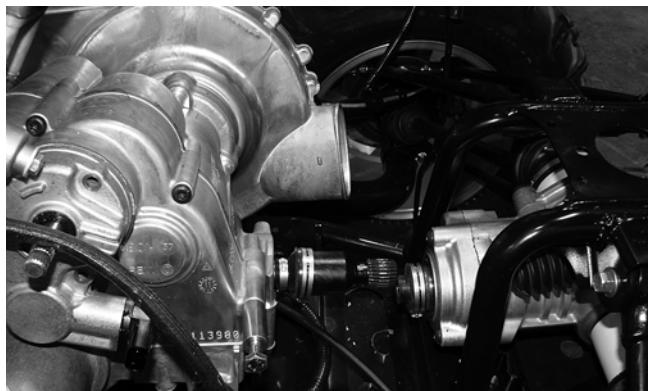


WC172B

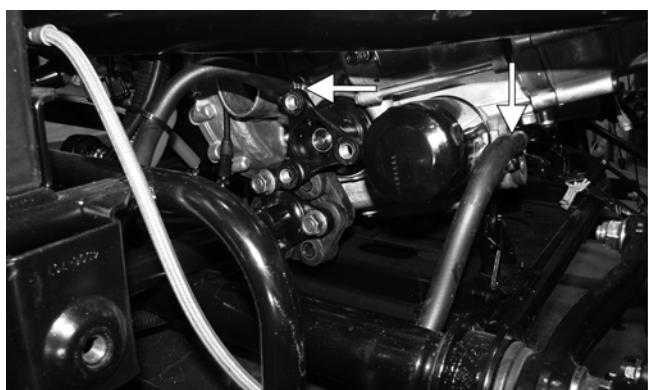


WC174

27. Move the engine forward sufficiently to disengage the spline shaft on the rear drive coupler and lift the engine just free of the mounts; then clamp off the oil cooler hoses and disconnect from the engine.



WC173



WC174A

Top-Side Components

■**NOTE:** For efficiency, it is preferable to remove and disassemble only those components which need to be addressed and to service only those components. The technician should use discretion and sound judgment.

AT THIS POINT

To service any one specific component, only limited disassembly of components may be necessary. Note the **AT THIS POINT** information in each sub-section.

■NOTE: The engine/transmission does not have to be removed from the frame for this procedure.

Removing Top-Side Components

A. Valve Cover/Rocker Arms

B. Cylinder Head/Camshaft

1. Remove the timing inspection plug, spark plugs, and magneto housing cover; then install the 10 mm cap screw (left-hand threads) in the crankshaft and rotate the desired cylinder to top-dead-center of the compression stroke.



GZ027



GZ026

■NOTE: Timing marks on the rotor/flywheel are stamped with an "F" (front cylinder) and "R" (rear cylinder) adjacent to the mark.

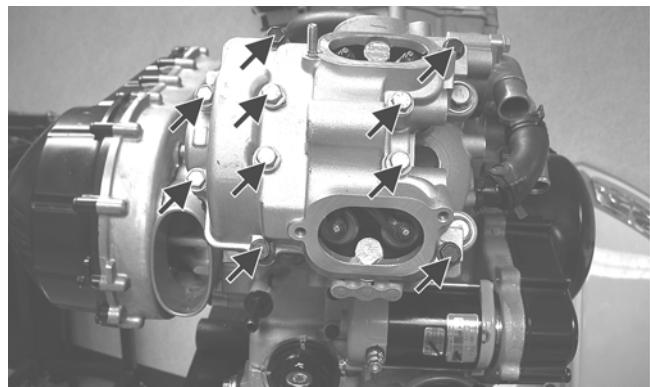


GZ063



GZ059

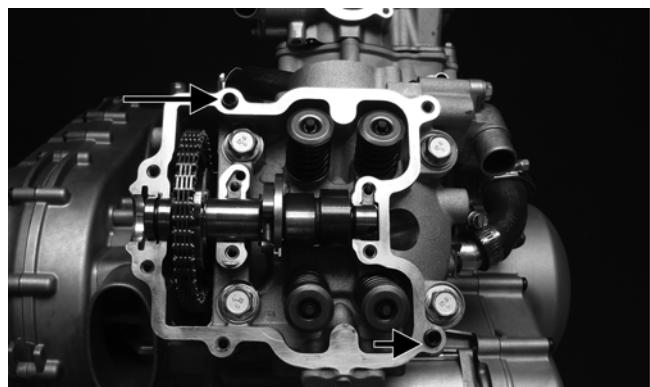
2. Remove the tappet covers on the cylinder being serviced. The tappets should not have pressure on them.
3. Remove the cap screws securing the valve cover to the head; account for the four rubber washers on the top side cap screws. Remove the valve cover. Account for and note the orientation of the camshaft plug. Note the location of two alignment pins.



GZ126A

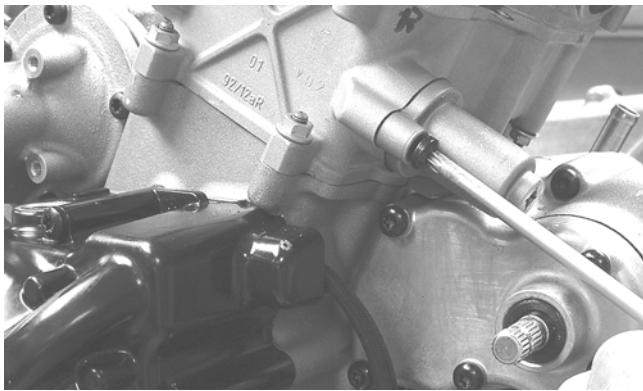


GZ162



GZ403A

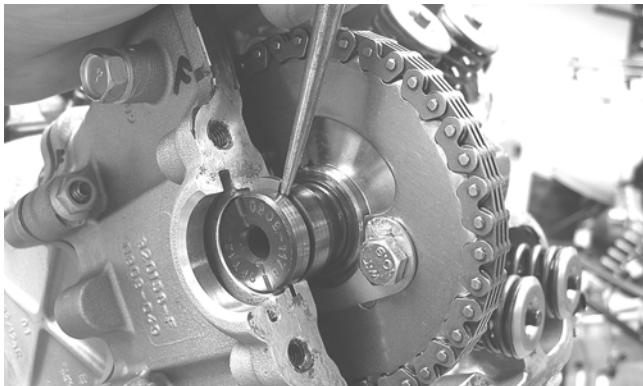
4. Remove the cap screw on the end of the tensioner; then using a flat-blade screwdriver, turn the tensioner clockwise to remove the tension. Remove the two cap screws securing the tensioner adjuster assembly and remove the assembly. Account for a gasket.



GZ200

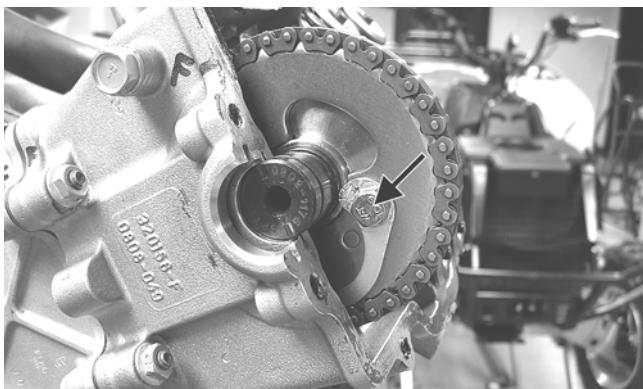
5. Using an awl, rotate the C-ring in its groove until it is out of the cylinder head; then remove the C-ring.

■NOTE: Care should be taken not to drop the C-ring into the crankcase.



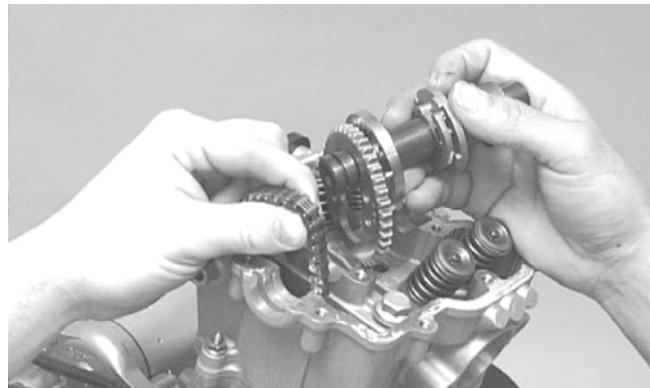
GZ154

6. Bend the washer tabs down and remove the two cap screws securing the sprocket to the camshaft; then drop the sprocket off the camshaft being careful not to drop the locating pin into the engine.



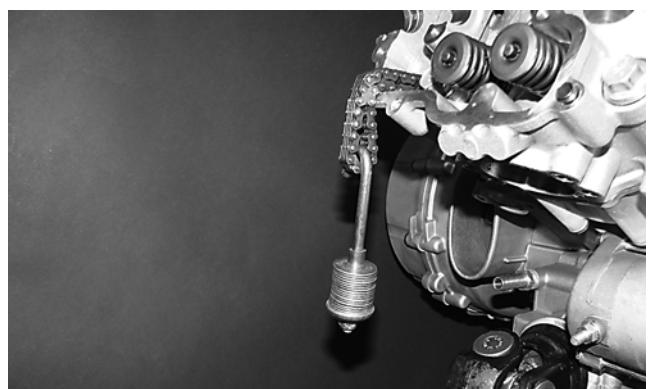
GZ154A

7. While holding the chain, slide the sprocket and cam-shaft out of the cylinder head.



CC266D

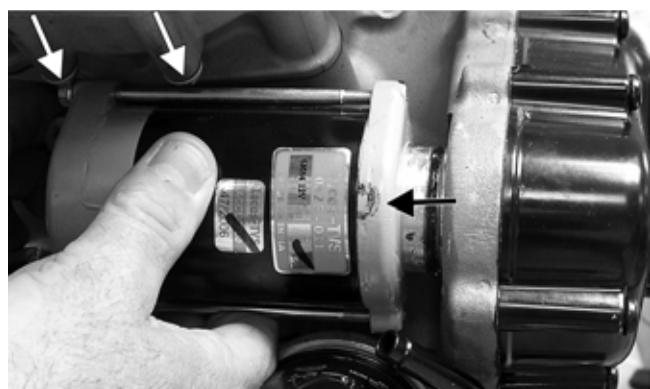
■NOTE: Loop the chain over the cylinder head and secure it to keep it from falling into the crankcase.



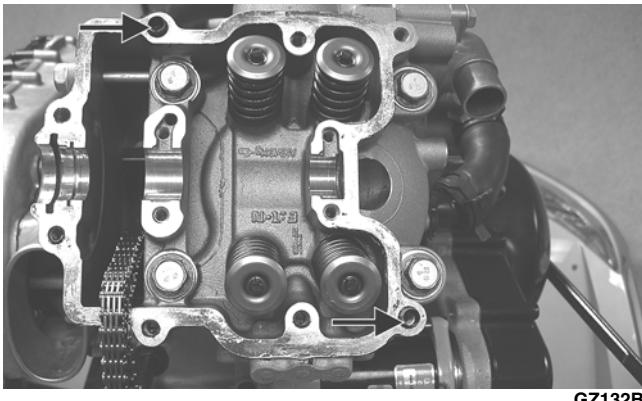
GZ408

8. Remove the five nuts securing the cylinder head to the cylinder; then remove the four cylinder head cap screws and washers.

■NOTE: Removing the starter will simplify removal of the front cylinder base nuts.

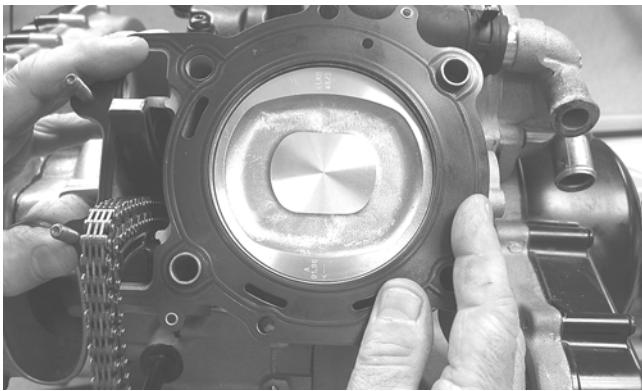


GZ209A

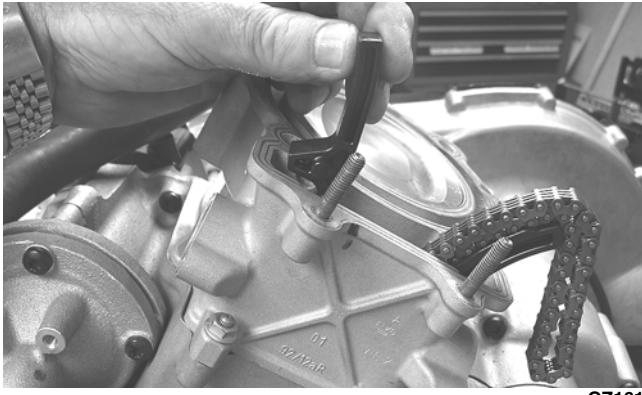


GZ132B

9. Remove the cylinder head from the cylinder, remove the gasket, and account for two alignment pins; then remove the cam chain guide.



GZ151



GZ161

10. If the remaining cylinder head is to be serviced, apply tension to the loose timing chain and rotate the second cylinder to top-dead-center of the compression stroke; then repeat steps 2-9 on the other cylinder head.

AT THIS POINT

To service valves and cylinder head, see **Servicing Top-Side Components** sub-section.

AT THIS POINT

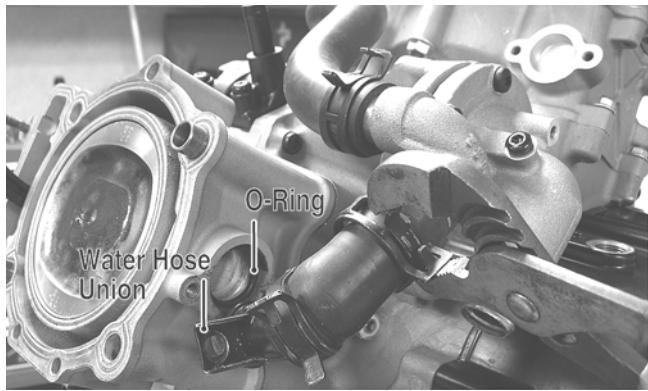
To inspect cam chain guide, see **Servicing Top-Side Components** sub-section.

C. Cylinders

D. Pistons

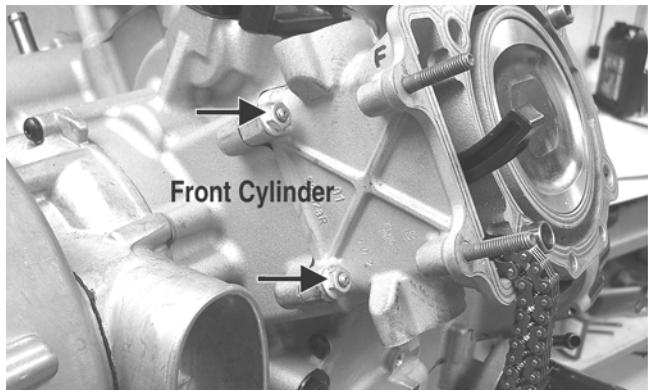
■**NOTE:** Steps 1-10 in the preceding sub-section must precede this procedure.

11. Remove the cap screws securing the water hose union to the cylinder; then remove the union from the cylinder. Account for an O-ring.

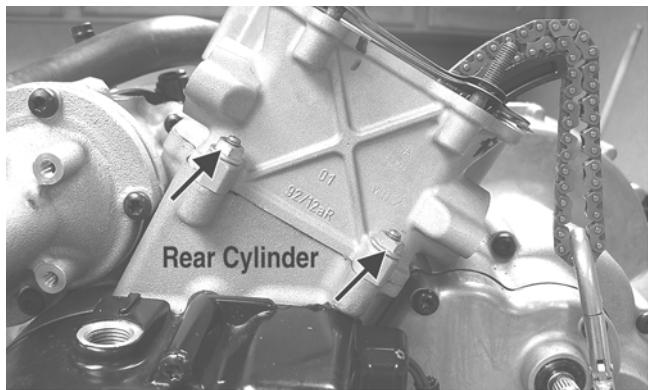


GZ140A

12. Remove the two nuts securing the cylinder to the crankcase.

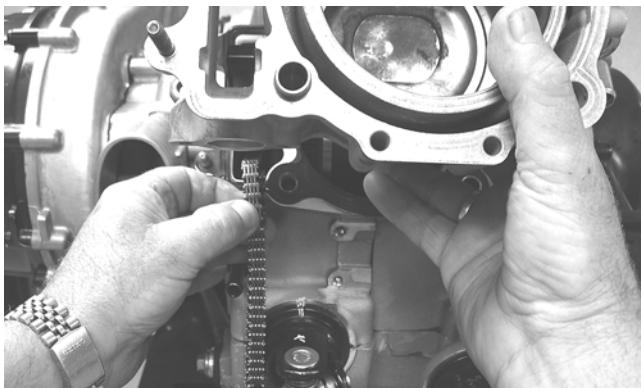


GZ141A

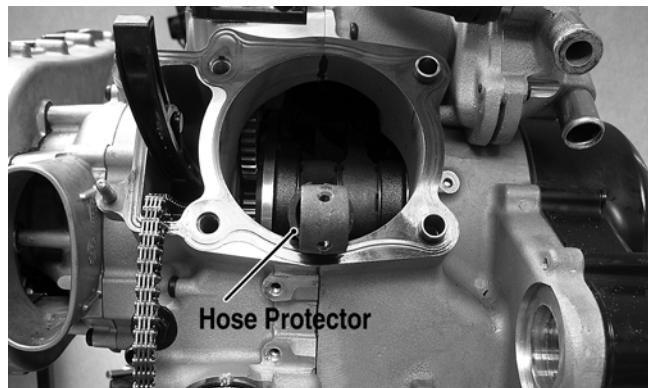


GZ160A

13. Lift the cylinder off the crankcase taking care not to allow the piston to drop against the crankcase. Account for the gasket and two alignment pins.



GZ142



GZ146A



GZ144

☞ AT THIS POINT

To service cylinder, see Servicing Top-Side Components sub-section.

CAUTION

When removing the cylinder, be sure to support the piston to prevent damage to the crankcase and piston.

14. Using an awl, remove one piston-pin circlip.



GZ145

15. Using the Piston Pin Puller, remove the piston pin. Account for the opposite-side circlip. Remove the piston.

■NOTE: It is advisable to remove the opposite-side circlip prior to using the puller.

■NOTE: Support the connecting rod with rubber bands or a piece of hose to avoid damaging the rod or install a suitable connecting rod holder.

CAUTION

Do not allow the connecting rod to go down inside the crankcase. If the rod is down inside the crankcase and the crankshaft is rotated, severe damage will result.

☞ AT THIS POINT

To service piston, see Servicing Top-Side Components sub-section.

☞ AT THIS POINT

To service center crankcase components only, proceed to Removing Left-Side Components.

Servicing Top-Side Components

VALVE ASSEMBLY

When servicing valve assembly, inspect valve seats, valve stems, valve faces, and valve stem ends for pits, burn marks, or other signs of abnormal wear.

■NOTE: Whenever a valve is out of tolerance, it must be replaced.

Cleaning/Inspecting Valve Cover

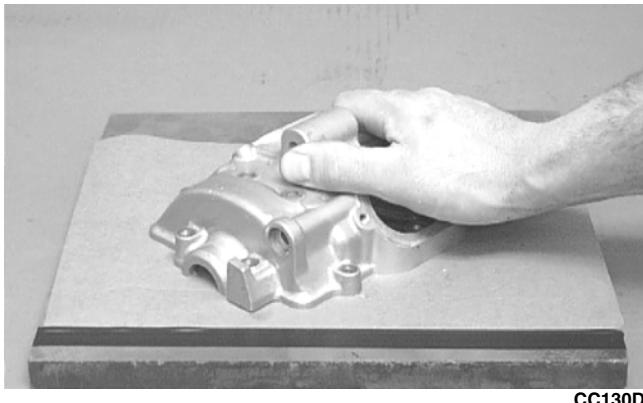
■NOTE: If the valve cover cannot be trued, the cylinder head assembly must be replaced.

1. Wash the valve cover in parts-cleaning solvent.

2. Place the valve cover on the Surface Plate covered with #400 grit wet-or-dry sandpaper. Using light pressure, move the valve cover in a figure eight motion. Inspect the sealing surface for any indication of high spots. A high spot can be noted by a bright metallic finish. Correct any high spots before assembly by continuing to move the valve cover in a figure eight motion until a uniform bright metallic finish is attained.

CAUTION

Do not remove an excessive amount of the sealing surface or damage to the camshaft will result. Always check camshaft clearance when resurfacing the valve cover.



CC130D

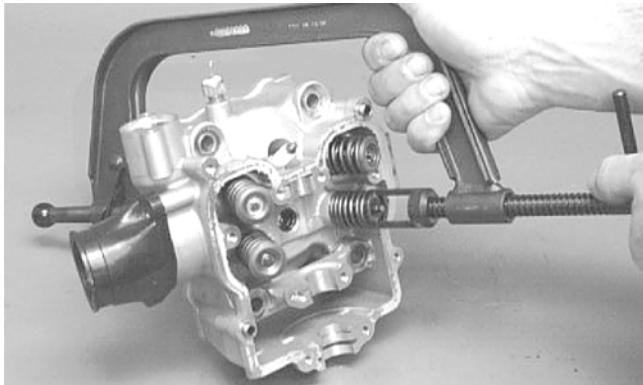
CAUTION

Water or parts-cleaning solvent must be used in conjunction with the wet-or-dry sandpaper or damage to the sealing surface may result.

Removing Valves

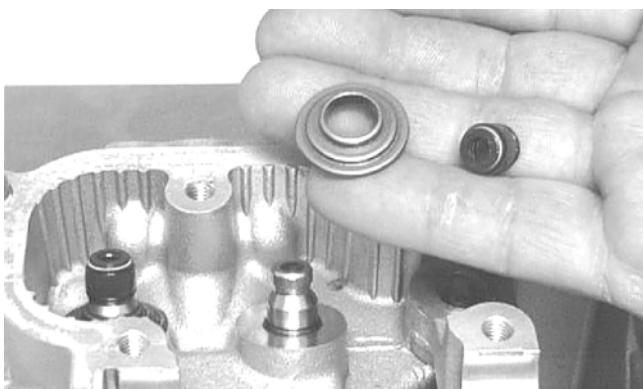
■NOTE: Keep all valves and valve components as a set. Note the original location of each valve set for use during installation. Return each valve set to its original location during installation.

1. Using a valve spring compressor, compress the valve springs and remove the valve cotters. Account for an upper spring retainer.



CC132D

2. Remove the valve seal and the lower remaining spring seat. Discard the valve seal.



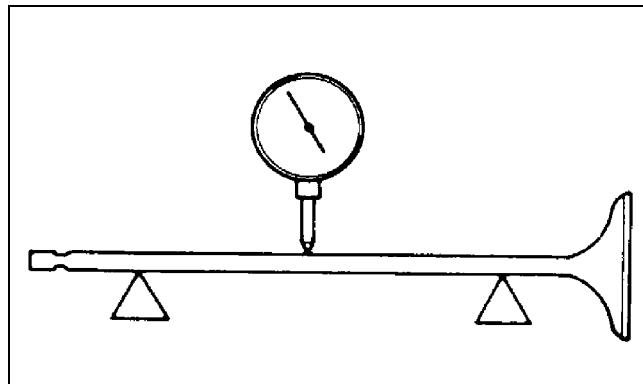
CC136D

■NOTE: The valve seals must be replaced.

3. Remove the valve springs; then invert the cylinder head and remove the valves.

Measuring Valve Stem Runout

1. Support each valve stem end with the V Blocks; then check the valve stem runout using a dial indicator.



ATV-1082

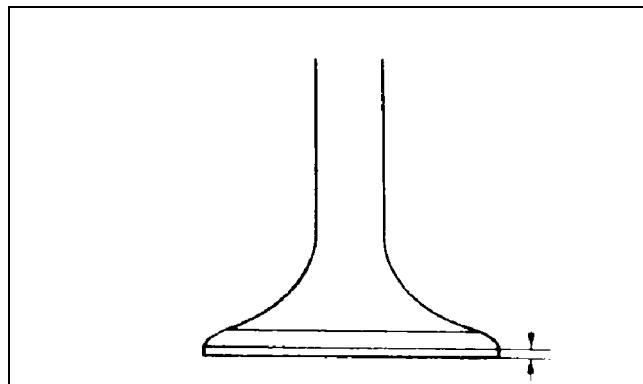
2. Maximum runout must not exceed specifications.

Measuring Valve Stem Outside Diameter

1. Using a micrometer, measure the valve stem outside diameter.
2. Acceptable diameter range (intake valve) must be within specifications.
3. Acceptable diameter range (exhaust valve) must be within specifications.

Measuring Valve Face/Seat Width

1. Using a micrometer, measure the width of the valve face.

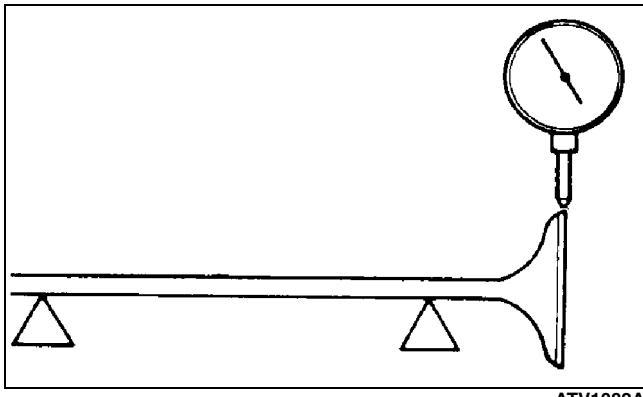


ATV-1004

2. Acceptable width range must be within specifications.

Measuring Valve Face Radial Runout

1. Mount a dial indicator on the surface plate; then place the valve stem on a set of V blocks.
2. Position the dial indicator contact point on the outside edge of the valve face; then zero the indicator.

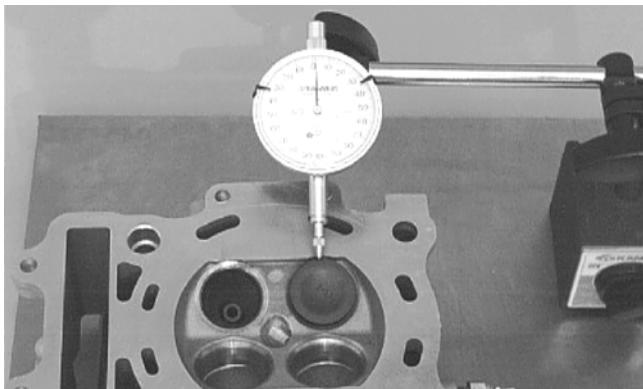


ATV1082A

3. Rotate the valve in the V blocks.
4. Maximum runout must not exceed specifications.

Measuring Valve Guide/Valve Stem Deflection (Wobble Method)

1. Mount a dial indicator and base on the surface plate; then place the cylinder head on the surface plate.
2. Install the valve into the cylinder head; then position the dial indicator contact point against the outside edge of the valve face. Zero the indicator.



CC131D

3. Push the valve from side to side; then from top to bottom.
4. Maximum "wobble" deflection must not exceed specifications.

Measuring Valve Guide (Inside Diameter)

1. Insert a suitable bore gauge 1/2 way into each valve guide bore and record the measurement.
2. Acceptable inside diameter range must be within specifications.
3. If a valve guide is out of tolerance, it must be replaced.

Servicing Valves/Valve Guides/Valve Seats

If valves, valve guides, or valve seats require servicing or replacement, Arctic Cat recommends the components be taken to a qualified machine shop for servicing.

CAUTION

If valves are discolored or pitted or if the seating surface is worn, the valve must be replaced. Do not attempt to grind the valves or severe engine damage may occur.

Measuring Rocker Arm (Inside Diameter)

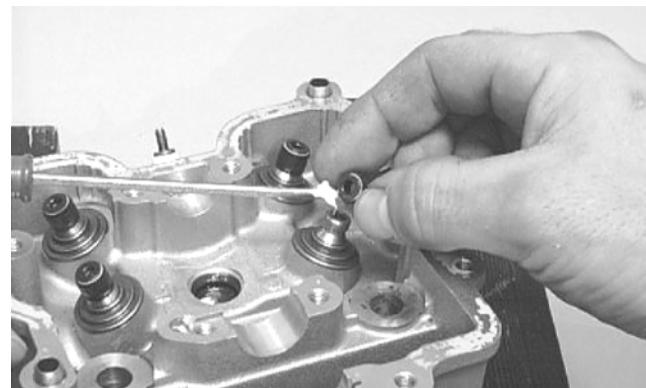
1. Using a dial calipers, measure the inside diameter of the rocker arm.
2. Acceptable inside diameter must not exceed specifications.

Measuring Rocker Arm Shaft (Outside Diameter)

1. Using a micrometer, measure the outside diameter of the rocker arm shaft.
2. Acceptable outside diameter must be at or above specifications.

Installing Valves

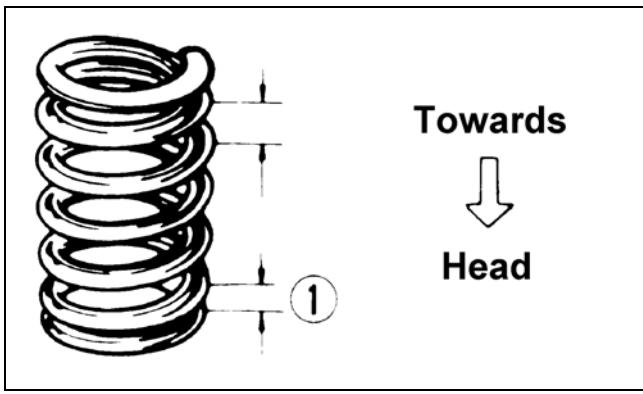
1. Apply grease to the inside surface of the valve seals; then place a lower spring seat and valve guide seal over each valve guide.



CC144D

2. Insert each valve into its original location.
3. Install the valve springs with the painted end of the spring facing away from the cylinder head.

■NOTE: If the paint is not visible, install the ends of the springs with the closest wound coils toward the head.



ATV-1011A

4. Place a spring retainer over the valve springs; then using the valve spring compressor, compress the valve springs and install the valve cotters.

PISTON ASSEMBLY

■NOTE: Whenever a piston or pin is out of tolerance, it must be replaced.

Removing Piston Rings

1. Starting with the top ring, slide one end of the ring out of the ring-groove.
2. Remove each ring by working it toward the dome of the piston while rotating it out of the groove.



CC400D

Cleaning/Inspecting Piston

1. Take an old piston ring and snap it into two pieces; then grind the end of the old ring to a 45° angle and to a sharp edge.
2. Using the sharpened ring as a tool, clean carbon from the ring-grooves.

CAUTION

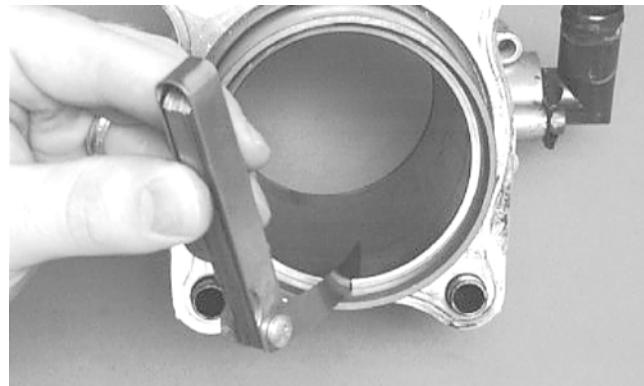
Improper cleaning of the ring-grooves by the use of the wrong type of ring-groove cleaner will result in severe damage to the piston.

3. Using a non-metallic carbon removal tool, remove any carbon buildup from the dome of the piston.
4. Inspect the piston for cracks in the piston pin, dome, and skirt areas.
5. Inspect the piston for seizure marks or scuffing.

6. Inspect the perimeter of each piston for signs of excessive "blowby." Excessive "blowby" indicates worn piston rings or an out-of-round cylinder.

Measuring Piston-Ring End Gap (Installed)

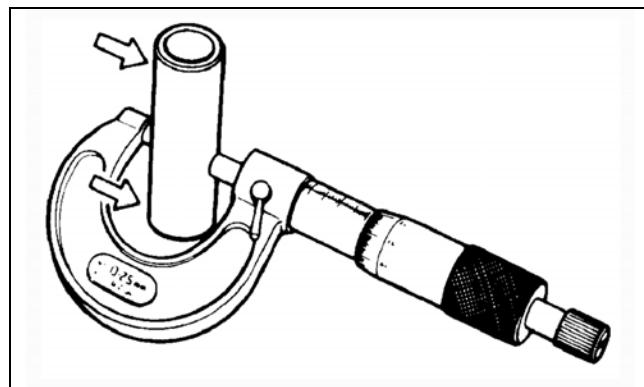
1. Place each compression ring in the wear portion of the cylinder. Use the piston to position each ring squarely in the cylinder.
2. Using a feeler gauge, measure each piston-ring end gap. Acceptable ring end gap must be within specifications.



CC280D

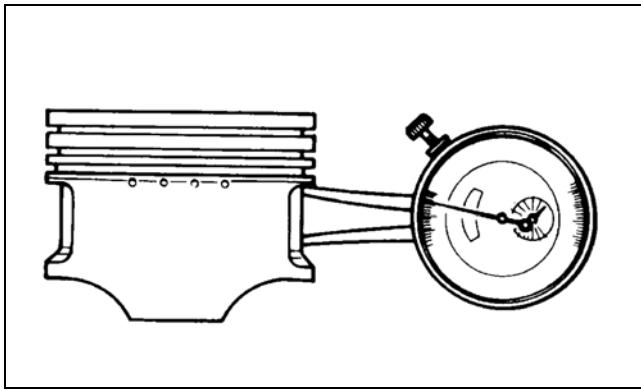
Measuring Piston Pin (Outside Diameter) and Piston-Pin Bore

1. Measure the piston pin outside diameter at each end and in the center. If measurement is not within specifications, the piston pin must be replaced.



ATV-1070

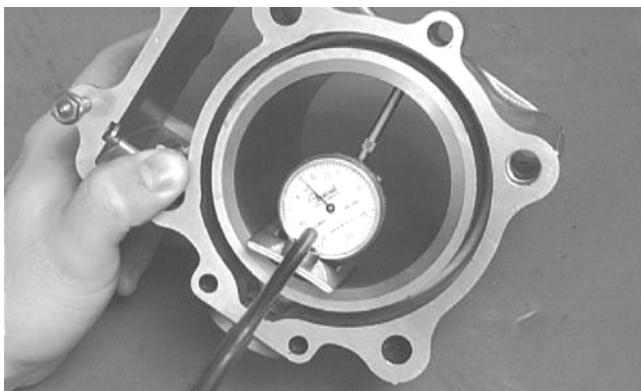
2. Insert an inside dial indicator into the piston-pin bore. The diameter must not exceed specifications. Take two measurements to ensure accuracy.



ATV-1069

Measuring Piston Skirt/Cylinder Clearance

1. Measure the cylinder front to back in six places.

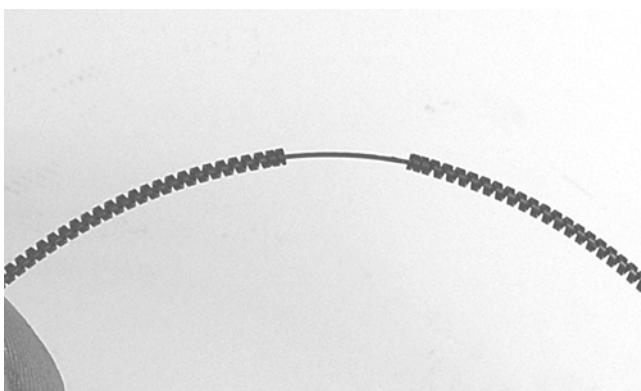


CC127D

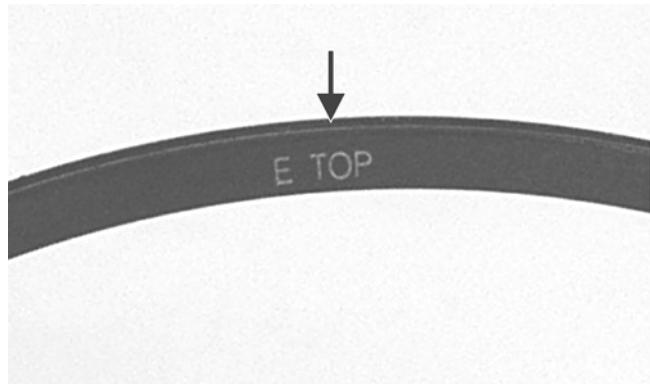
2. Measure the corresponding piston diameter at a point 15 mm (0.6 in.) above the piston skirt at a right angle to the piston-pin bore. Subtract this measurement from the measurement in step 1. The difference (clearance) must be within specifications.

Installing Piston Rings

1. Install the expander spring making sure the ends are aligned on the wire; then install the oil ring with the ring gap 90° from the spring gap and the marking "E TOP" directed toward the top of the piston.



GZ168



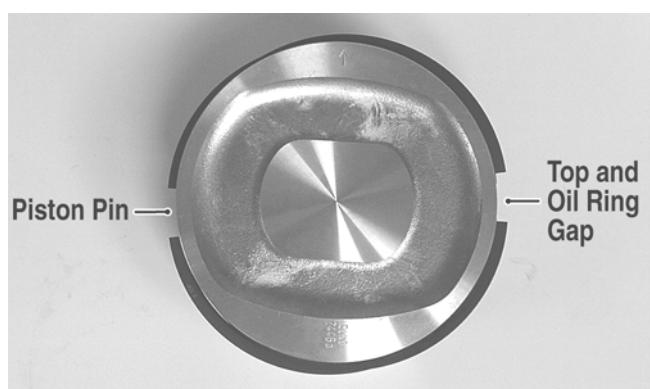
GZ169A

2. Install the second compression ring with the marking "E TOP" directed toward the top of the piston.



GZ167

3. Install the first (unmarked) compression ring; then rotate the rings so the ring gaps are approximately 180° apart and oriented to the piston pin.



GZ187A

CAUTION

Incorrect installation of the piston rings will result in engine damage.

CYLINDER/CYLINDER HEAD ASSEMBLY

■NOTE: If the cylinder/cylinder head cannot be trued, they must be replaced as an assembly.

Cleaning/Inspecting Cylinder Head

CAUTION

The cylinder head studs must be removed for this procedure.

1. Using a non-metallic carbon removal tool, remove any carbon buildup from the combustion chamber being careful not to nick, scrape, or damage the combustion chamber or the sealing surface.
2. Inspect the spark plug hole for any damaged threads. Repair damaged threads using a "heli-coil" insert.
3. Place the cylinder head on the surface plate covered with #400 grit wet-or-dry sandpaper. Using light pressure, move the cylinder head in a figure eight motion. Inspect the sealing surface for any indication of high spots. A high spot can be noted by a bright metallic finish. Correct any high spots before assembly by continuing to move the cylinder head in a figure eight motion until a uniform bright metallic finish is attained.

CAUTION

Water or parts-cleaning solvent must be used in conjunction with the wet-or-dry sandpaper or damage to the sealing surface may result.

Measuring Cylinder Head Distortion

1. Remove any carbon buildup in the combustion chamber.
2. Lay a straightedge across the cylinder head; then using a feeler gauge, check the distortion between the head and the straightedge.
3. Maximum distortion must not exceed specifications.



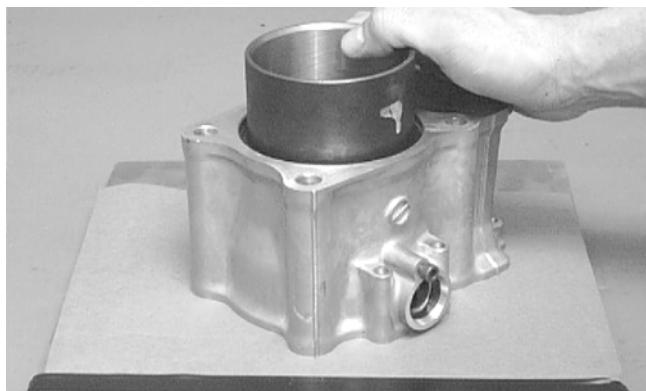
CC141D

Cleaning/Inspecting Cylinder

1. Wash the cylinder in parts-cleaning solvent.
2. Inspect the cylinder for pitting, scoring, scuffing, warpage, and corrosion. If marks are found, repair the surface using a cylinder hone (see Inspecting Cylinder in this sub-section).
3. Place the cylinder on the surface plate covered with #400 grit wet-or-dry sandpaper. Using light pressure, move the cylinder in a figure eight motion. Inspect the sealing surface for any indication of high spots. A high spot can be noted by a bright metallic finish. Correct any high spots before assembly by continuing to move the cylinder in a figure eight motion until a uniform bright metallic finish is attained.

CAUTION

Water or parts-cleaning solvent must be used in conjunction with the wet-or-dry sandpaper or damage to the sealing surface may result.



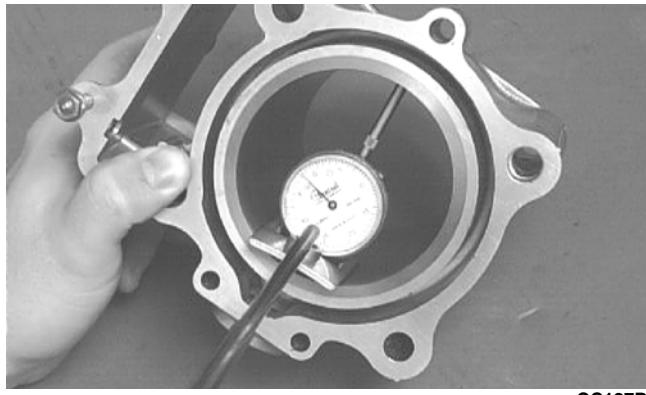
CC129D

Inspecting Cam Chain Guide

1. Inspect cam chain guide for cuts, tears, breaks, or chips.
2. If the chain guide is damaged, it must be replaced.

Inspecting Cylinder

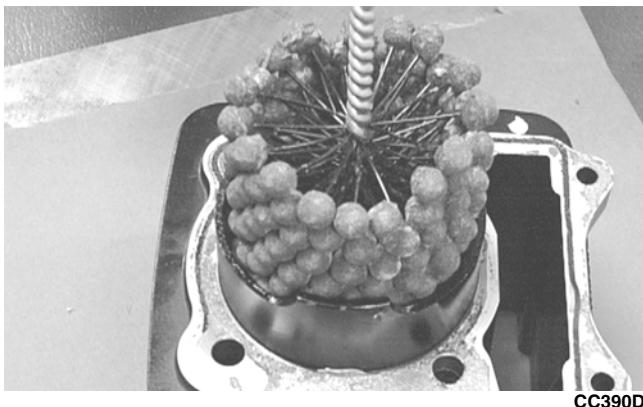
1. Using a slide gauge and a dial indicator or a snap gauge, measure the cylinder bore diameter in three locations from top to bottom and again from top to bottom at 90° from the first measurements for a total of six measurements. The trueness (out-of-roundness) is the difference between the highest and lowest reading. Maximum trueness (out-of-roundness) must not exceed specifications.



CC127D

2. Wash the cylinder in parts-cleaning solvent.
3. Inspect the cylinder for pitting, scoring, scuffing, and corrosion. If marks are found, repair the surface using a #320 grit ball hone.

■NOTE: To produce the proper 60° cross-hatch pattern, use a low RPM drill (600 RPM) at the rate of 30 strokes per minute. If honing oil is not available, use a lightweight petroleum-based oil. Thoroughly clean cylinder after honing using soap and hot water. Dry with compressed air; then immediately apply oil to the cylinder bore. If the bore is severely damaged or gouged, replace the cylinder.

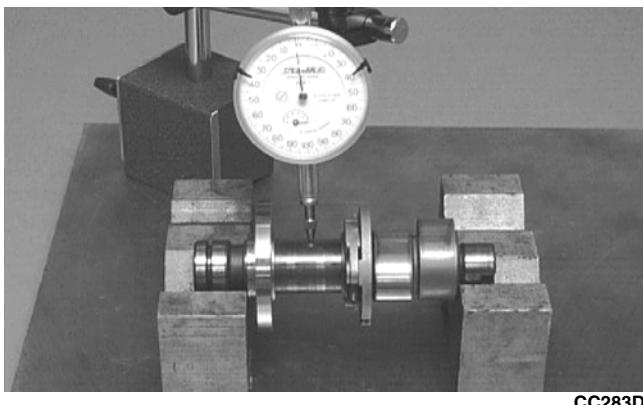


4. If any measurement exceeds the limit, replace the cylinder and piston.

Measuring Camshaft Runout

■NOTE: If the camshaft is out of tolerance, it must be replaced.

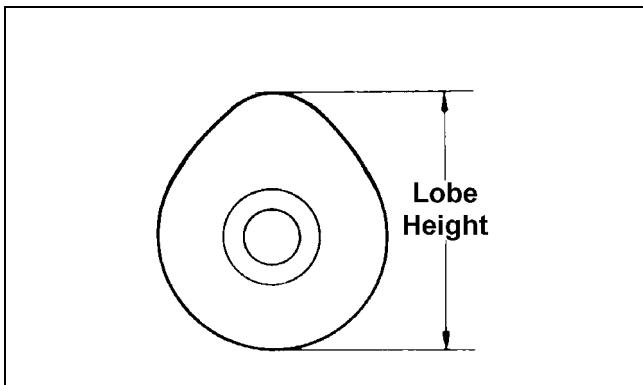
1. Place the camshaft on a set of V blocks; then position the dial indicator contact point against the shaft and zero the indicator.



2. Rotate the camshaft and note runout; maximum tolerance must not exceed specifications.

Measuring Camshaft Lobe Height

1. Using a calipers, measure each cam lobe height.



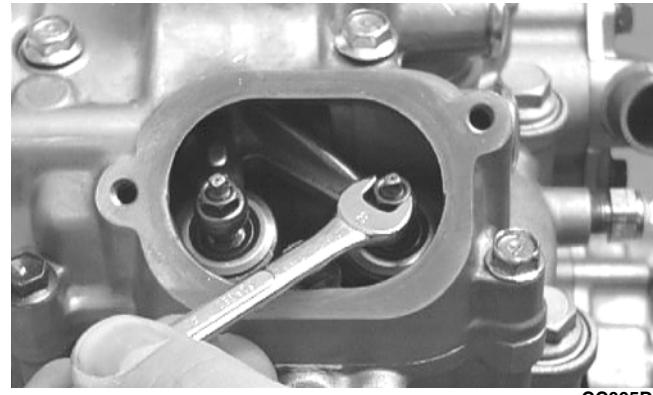
2. The lobe heights must not exceed minimum specifications.

Inspecting Camshaft Bearing Journal

1. Inspect the bearing journal for scoring, seizure marks, or pitting.
2. If excessive scoring, seizure marks, or pitting is found, the cylinder head assembly must be replaced.

Measuring Camshaft to Cylinder Head Clearance

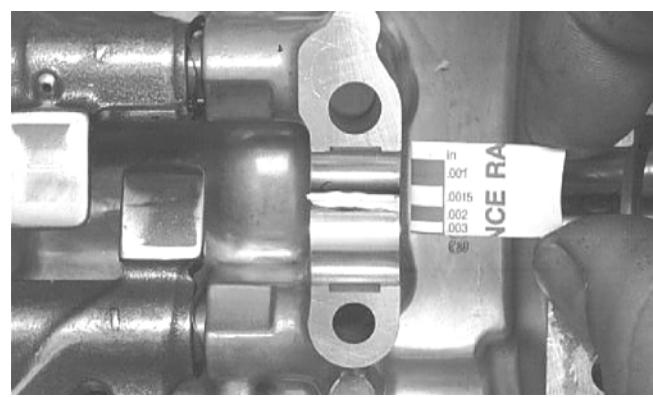
1. Remove the adjuster screws and jam nuts.



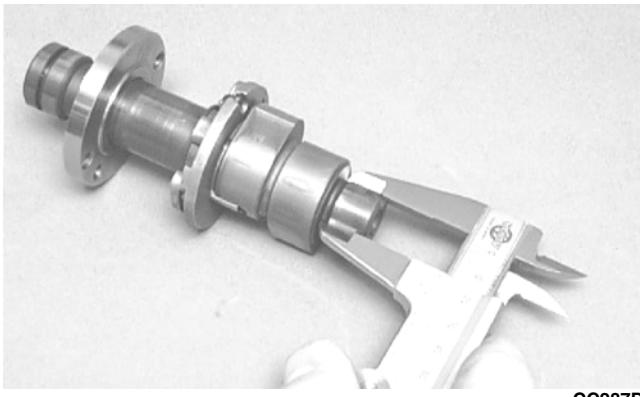
2. Place a strip of plasti-gauge in each of the camshaft lands in the cylinder head.
3. Place the valve cover on the cylinder head and secure with the valve cover cap screws. Tighten securely.

■NOTE: Do not rotate the camshaft when measuring clearance.

4. Remove the cap screws securing the valve cover to the cylinder; then remove the valve cover and camshaft.
5. Match the width of the plasti-gauge with the chart found on the plasti-gauge packaging to determine camshaft to cylinder head and valve cover clearance.



6. If clearance is excessive, measure the journals of the camshaft.

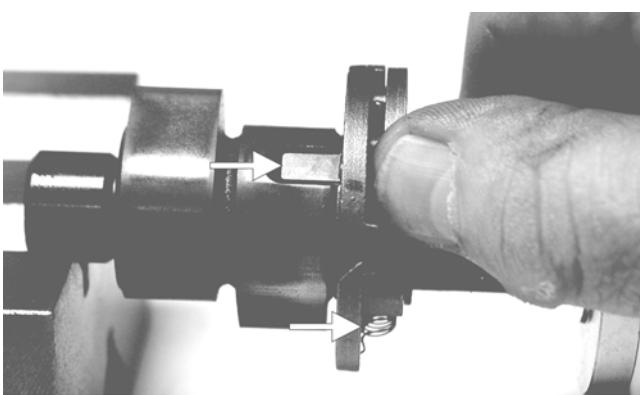


CC287D

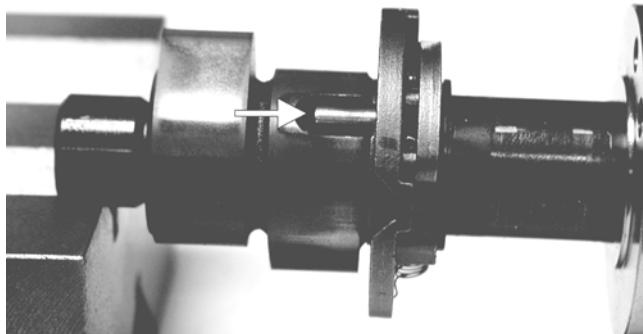
■NOTE: If the journals are worn, replace the camshaft; then measure the clearance again. If it is still out of tolerance, replace the cylinder head.

Inspecting Camshaft Spring/Drive Pin (Front Camshaft Only)

1. Inspect the spring and drive pin for damage.



CF061A



CF060A

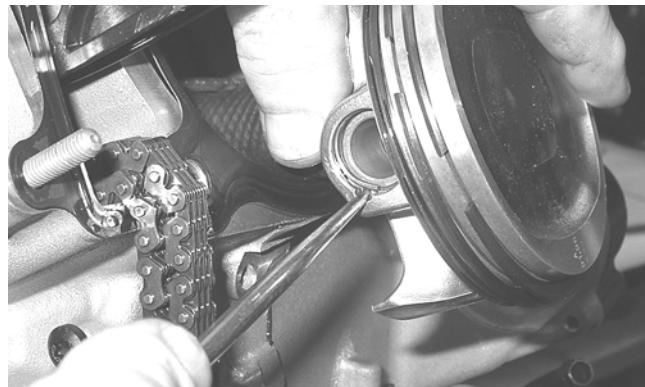
2. If damaged, the camshaft must be replaced.

Installing Top-Side Components

A. Pistons B. Cylinders

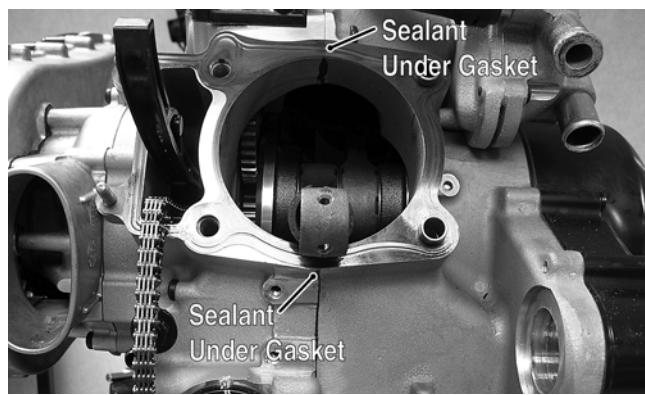
1. Install the piston on the connecting rod making sure the circlip on each side is fully seated in the piston.

■NOTE: The piston should be installed so the arrow points toward the exhaust of the respective cylinder.



GZ166

2. Place the two alignment pins into position. Place the cylinder gasket into position with a drop of silicone sealant at the front and rear crankcase junction; then place a piston holder (or suitable substitute) beneath the piston skirt and square the piston in respect to the crankcase.



GZ146B

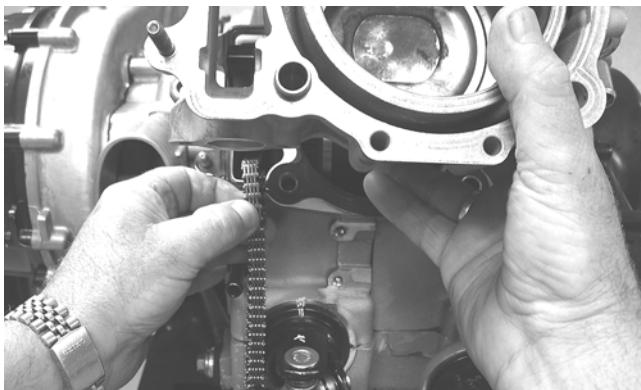


GZ159

3. Lubricate the inside wall of the cylinder; then using a ring compressor, compress the rings and slide the cylinder over the piston. Route the cam chain up through the cylinder cam chain housing; then remove the piston holder and seat the cylinder firmly on the crankcase.

CAUTION

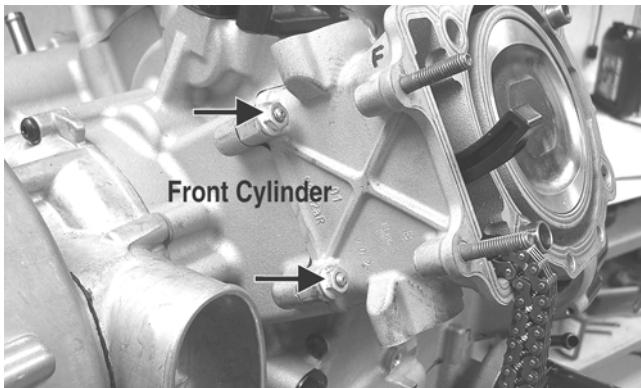
The cylinder should slide on easily. Do not force the cylinder or damage to the piston, rings, cylinder, or crankshaft assembly may occur.



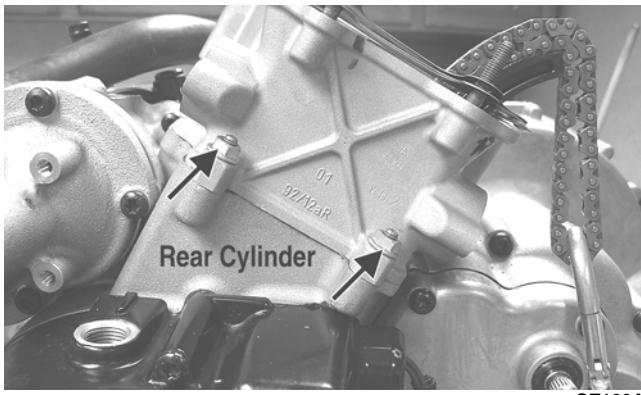
GZ142

4. Loosely install the two nuts securing the cylinder to the crankcase.

■NOTE: The two cylinder-to-crankcase nuts will be tightened in step 10.



GZ141A



GZ160A

5. Install the coolant hose onto the crankcase union and tighten the clamp.

C. Cylinder Head

D. Valve Cover

■NOTE: Steps 1-5 in the preceding sub-section must precede this procedure.

6. Place the chain guide into the cylinder.

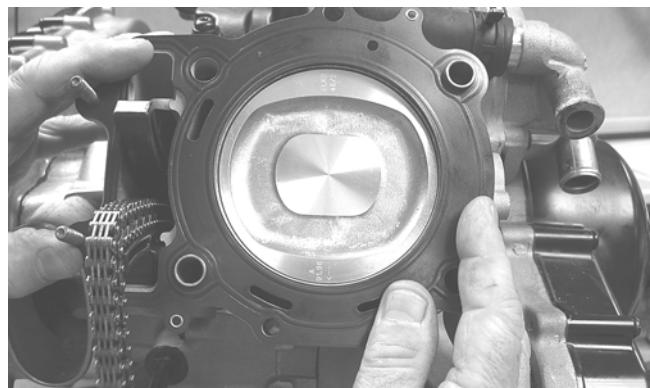
CAUTION

Care should be taken that the bottom of the chain guide is secured in the crankcase boss.



GZ161A

7. Place a new head gasket into position on the cylinder. Place the alignment pins into position; then place the head assembly into position on the cylinder while guiding the cam chain through the cylinder head.



GZ151

8. Apply a light coat of grease to the cylinder head cap screw threads and washers; then install the cap screws. Tighten only until snug.



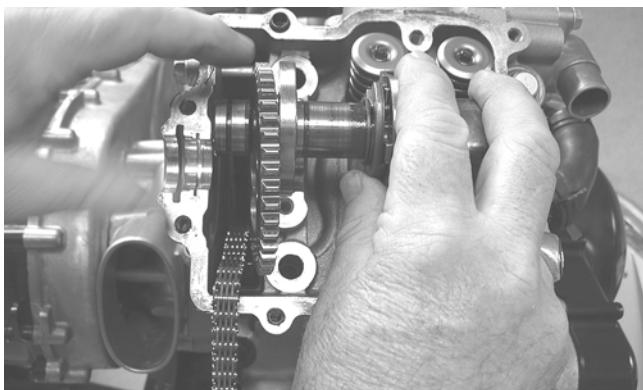
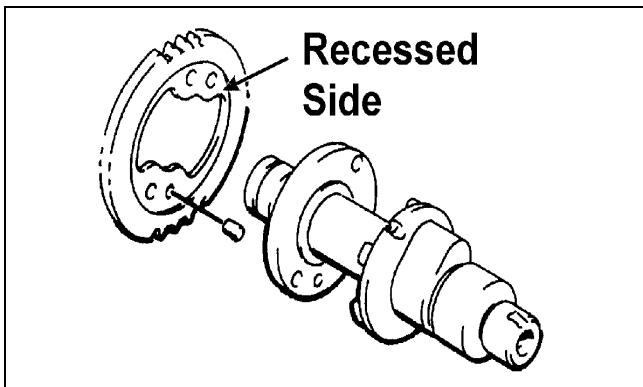
GZ132B

9. Loosely install the five cylinder head nuts.
10. In a crisscross pattern, tighten the four cylinder head cap screws (from step 8) to 38 ft-lb; then tighten the 8 mm nut (from step 9) to 18 ft-lb. Using a crisscross pattern, tighten the 6 mm nuts (from step 9) to 8 ft-lb. Tighten the two cylinder-to-crankcase nuts (from step 4) securely.

■NOTE: If both cylinders have been removed, repeat steps 1-10 for the remaining cylinder.

11. With the timing inspection plug removed and the chains held tight, rotate the crankshaft until the front piston is at top-dead-center.

12. With the alignment pin installed in the camshaft, loosely place the cam sprocket (with the recessed side facing the cam shaft lobes) onto the camshaft. At this point, do not “seat” the sprocket onto the shaft.



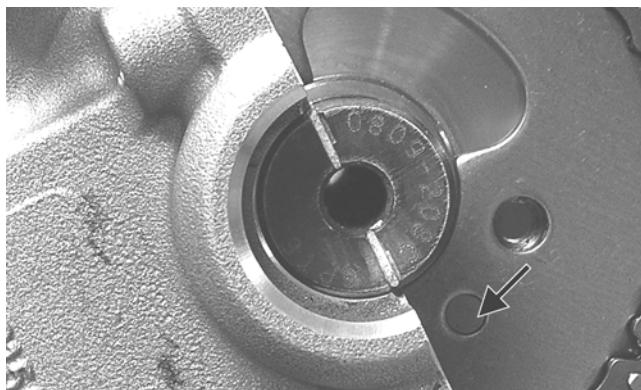
■NOTE: At this point, oil the camshaft bearings, cam lobes, and the three seating journals on the cylinder.

13. With the cam lobes directed down (toward the piston), maneuver the camshaft/sprocket assembly through the chain and towards its seating position; then loop the chain over the sprocket.

■NOTE: Note the position of the alignment marks on the end of the camshaft. They must be parallel with the valve cover mating surface. If rotating the cam-shaft is necessary for alignment, rotate the sprocket inside the chain until the alignment pin can be engaged in the sprocket with the camshaft properly aligned to the head.



14. Seat the cam sprocket onto the camshaft making sure the alignment pin in the camshaft aligns with the smallest hole in the sprocket; then place the camshaft/sprocket assembly onto the cylinder ensuring the following.

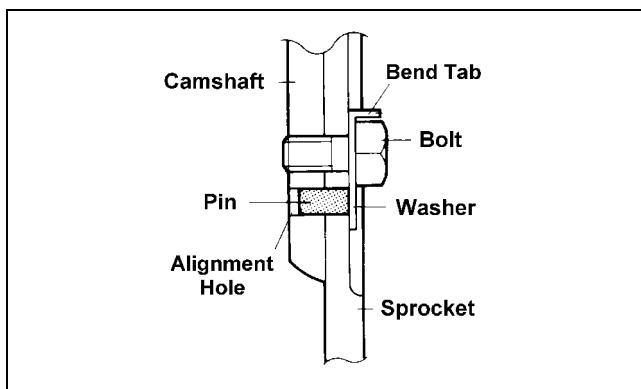


- A. Piston still at top-dead-center.
- B. Camshaft lobes directed down (toward the piston).
- C. Camshaft alignment marks parallel to the valve cover mating surface.
- D. Recessed side of the sprocket directed toward the cam lobes.
- E. Camshaft alignment pin and sprocket alignment hole (smallest) are aligned.

CAUTION

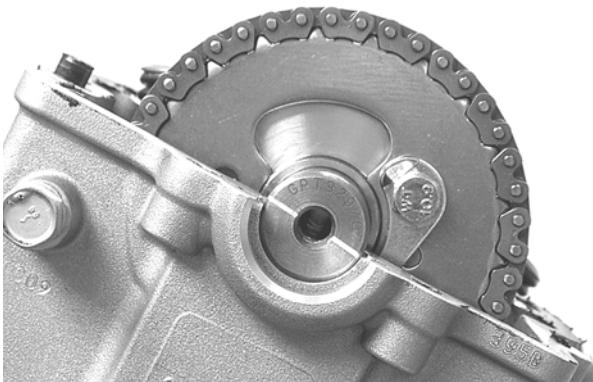
If any of the above factors are not as stated, go back to step 11 and carefully proceed.

15. Place the tab-washer onto the sprocket making sure it covers the pin in the alignment hole.



CAUTION
Care must be taken that the tab-washer is installed correctly to cover the alignment hole on the sprocket. If the alignment pin falls out, severe engine damage will result.

16. Install the first cap screw (threads coated with red Loctite #271) securing the sprocket and tab-washer to the camshaft. Tighten only until snug.

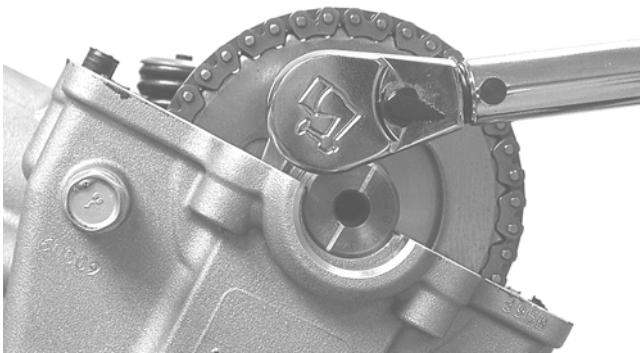


GZ195

17. Keeping tension on the opposite cam chain, rotate the crankshaft until the second cap screw securing the sprocket to the camshaft can be installed; then install the cap screw (threads coated with red Loctite #271) and tighten to 11 ft-lb. Bend the tab to secure the cap screw.

CAUTION

Failure to keep tension on any loose cam chain may cause severe engine damage.



GZ193

18. Rotate the crankshaft until the first cap screw (from step 16) can be tightened; then tighten to 11 ft-lb. Bend the tab to secure the cap screw.

AT THIS POINT

Return the engine to TDC on the front cylinder making sure the cam lobes are directed downward to ensure correct starting point for step 19.

19. Keeping tension on the rear cam chain, rotate the engine forward 270° until rear piston is at TDC indicated by timing mark R.



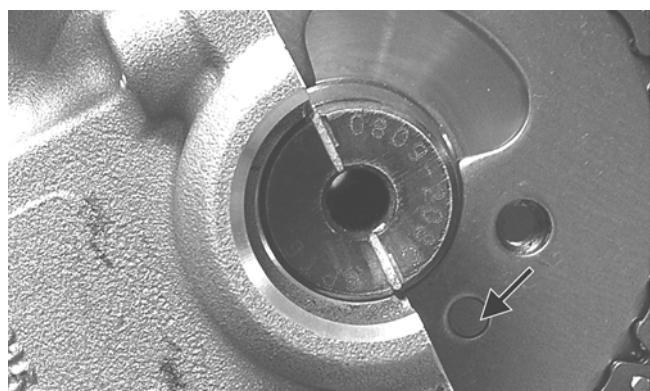
GZ060

20. With the cam lobes directed down (toward the piston), maneuver the camshaft/sprocket assembly through the chain and towards its seating position; then loop the chain over the sprocket.

■**NOTE: Note the position of the alignment marks on the end of the camshaft. They must be parallel with the valve cover mating surface. If rotating the cam-shaft is necessary for alignment, rotate the sprocket inside the chain until the alignment pin can be engaged in the sprocket with the camshaft properly aligned to the head.**

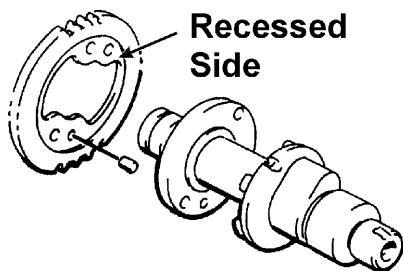


GZ190C



GZ190B

21. Seat the cam sprocket onto the camshaft making sure the alignment pin in the camshaft aligns with the smallest hole in the sprocket; then place the camshaft/sprocket assembly onto the cylinder ensuring the following.



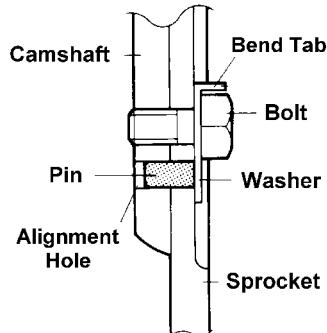
732-307B

- A. Piston still at top-dead-center.
- B. Camshaft lobes directed down (toward the piston).
- C. Camshaft alignment marks parallel to the valve cover mating surface.
- D. Recessed side of the sprocket directed toward the cam lobes.
- E. Camshaft alignment pin and sprocket alignment hole (smallest) are aligned.

CAUTION

If any of the above factors are not as stated go back to step 19 and carefully proceed.

22. Place tab-washer onto the sprocket making sure it covers the pin in the alignment hole.



ATV-1027

CAUTION

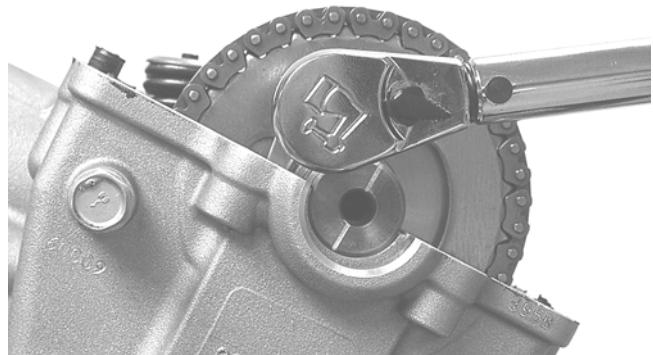
Care must be taken that the tab-washer is installed correctly to cover the alignment hole on the sprocket. If the alignment pin falls out, severe engine damage will result.

23. Install the first cap screw (threads coated with red Loctite #271) securing the sprocket and tab-washer to the camshaft. Tighten only until snug.

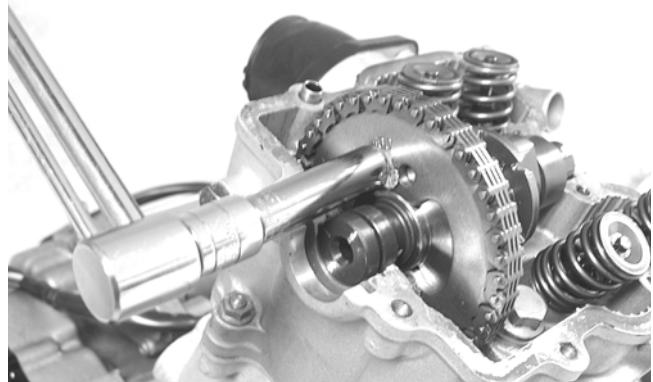


GZ195

24. Rotate the crankshaft until the second cap screw securing the sprocket to the camshaft can be installed; then install the cap screw (threads coated with red Loctite #271) and tighten to 11 ft-lb. Bend the tab to secure the cap screw.

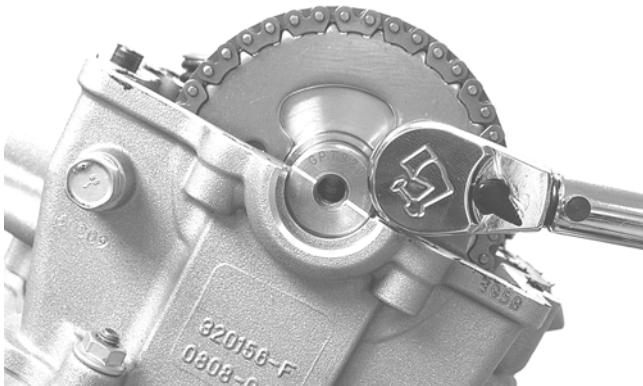


GZ193



CD465

25. Rotate the crankshaft until the first cap screw (from step 23) can be addressed; then tighten to 11 ft-lb. Bend the tab to secure the cap screw.



GZ194

26. Place the C-rings into position in their grooves in the cylinder heads.

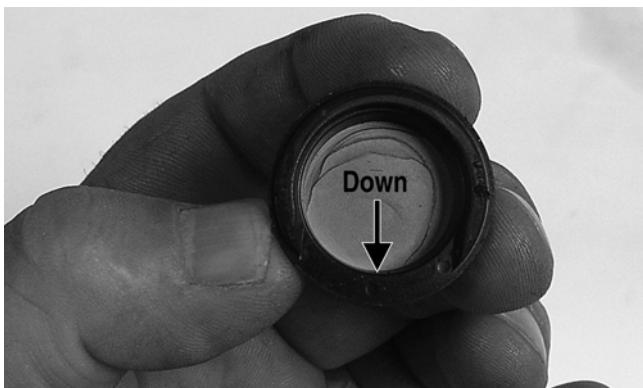


CC012D

27. Install the cylinder head plugs in the cylinder heads with the open end facing downward and toward the inside.

CAUTION

The open end of the plug must be positioned downward.



GZ162A

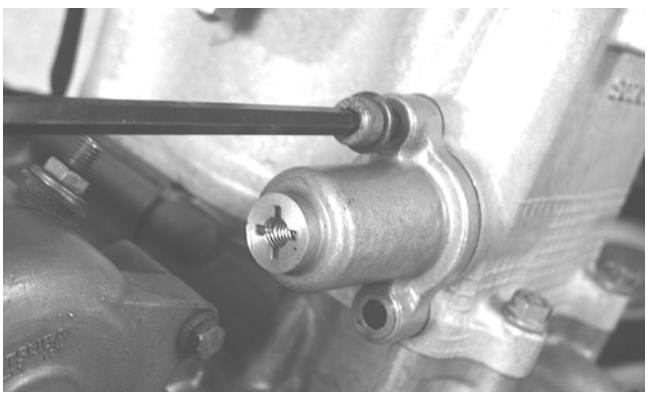
28. Remove the cap screw from the end of the chain tensioner; then using a flat-blade screwdriver, rotate the adjuster screw inside the tensioner clockwise until the screw bottoms.



CD501

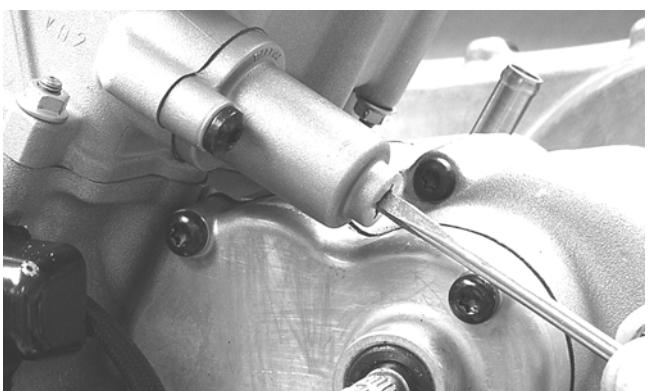
■NOTE: The adjuster shaft will be drawn into the tensioner as the adjuster screw is rotated clockwise. The adjuster shaft tension will be released in step 30.

29. Place the chain tensioner adjuster assembly and gasket into position on the cylinder and secure with the two cap screws.

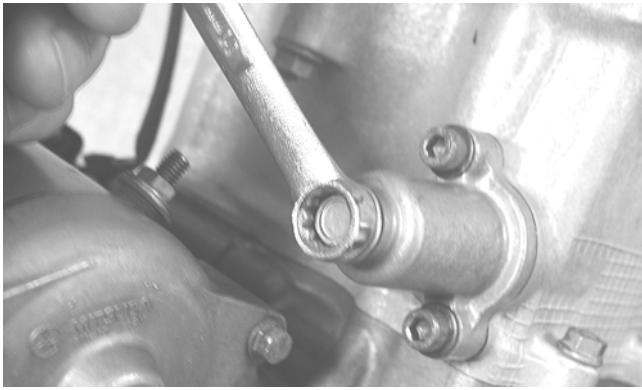


CD469

30. Using a flat-blade screwdriver, rotate the adjuster screw inside the tensioner counterclockwise until all tension is released; then install the cap screw into the end of the chain tensioner.

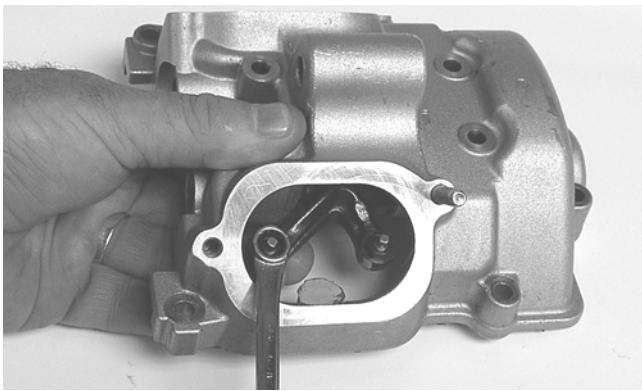


GZ201



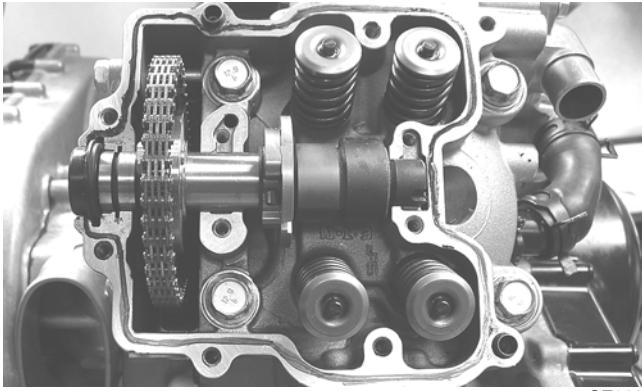
CD471

31. Loosen the four adjuster screw jam nuts; then loosen the four adjuster screws on the rocker arms in the valve cover.



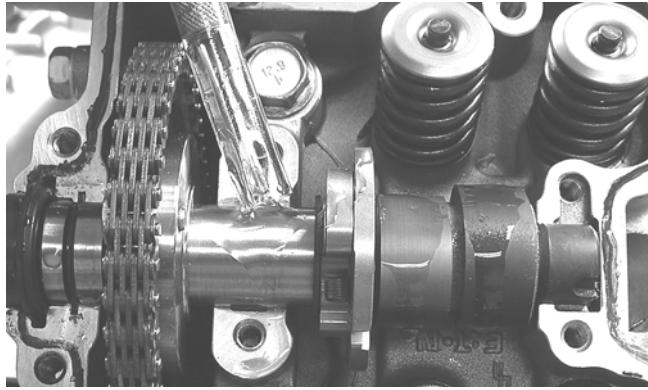
GZ199

32. Apply a thin coat of Three Bond Sealant to the mating surfaces of the cylinder heads.



GZ202

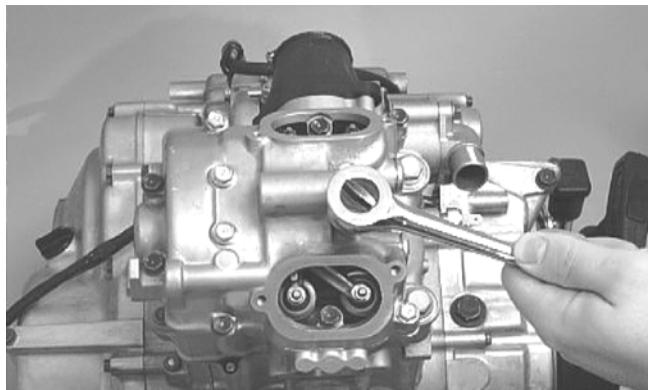
33. Lubricate the camshaft journals and lobes with engine oil; then place the valve cover into position.



GZ206

■NOTE: At this point, the rocker arms and adjuster screws must not have pressure on them.

34. Install the top side cap screws with rubber washers; then install the remaining cap screws. Tighten only until snug.



CC003D

35. In a crisscross pattern starting from the center and working outward, tighten the cap screws on both valve covers to 8.5 ft-lb.
36. Adjust valve/tappet clearance (see Periodic Maintenance/Tune-Up).
37. Place the tappet covers into position on the valve cover making sure the O-rings are properly installed. Tighten the cap screws to 9 ft-lb.



GZ208

38. If removed, install the spark plugs. Tighten securely.

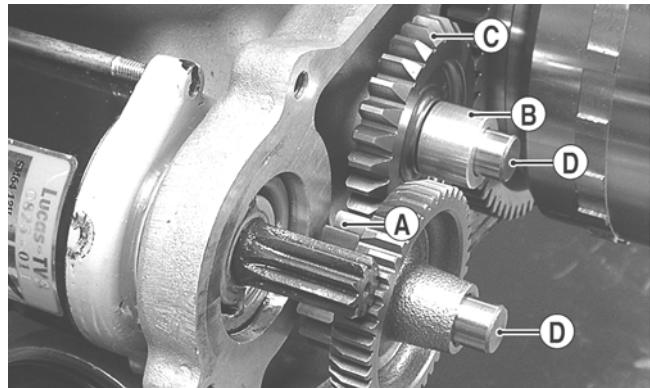
Left-Side Components

■NOTE: For efficiency, it is preferable to remove and disassemble only those components which need to be addressed and to service only those components. The technician should use discretion and sound judgment.

☞ AT THIS POINT

To service any one specific component, only limited disassembly of components may be necessary. Note the AT THIS POINT information in each sub-section.

■NOTE: The engine/transmission does not have to be removed from the frame for this procedure.



GZ224A

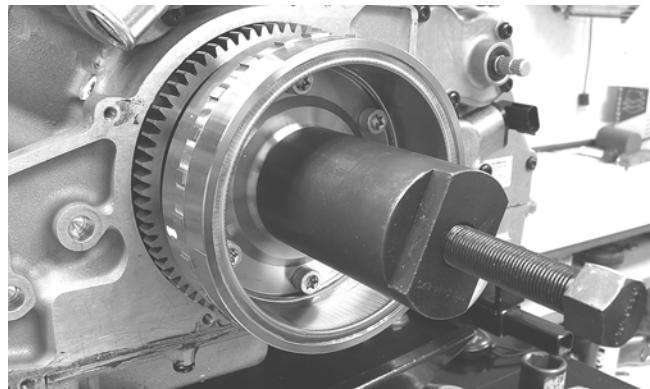
■NOTE: The starter is not serviceable and must be replaced as a complete assembly.

3. Remove the rotor/flywheel nut; then install the appropriate crankshaft protector into the crankshaft.



PR440

4. Install Magneto Rotor Remover Set and loosen the rotor/flywheel; then remove the crankshaft protector and rotor/flywheel from the crankshaft. Account for the flywheel key.

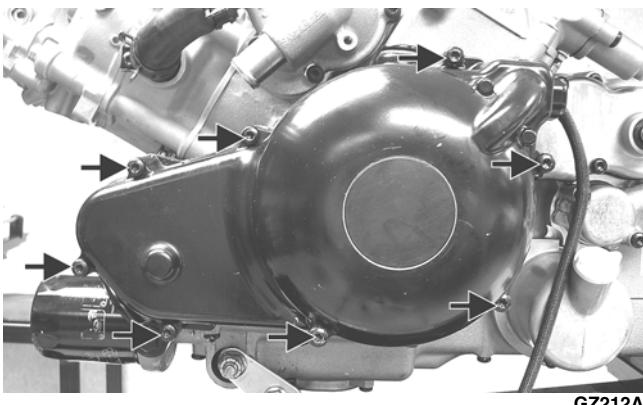


GZ216

☞ AT THIS POINT

To replace stator coils/crankshaft position sensor, see Electrical System.

2. Remove the starter motor, starter driven gear (A), starter countershaft bushing (B), and starter countershaft gear (C); then remove the starter gear shafts (D) noting the longer shaft is nearest the starter.



GZ212A



GZ217

5. With the flywheel key removed, remove the starter ring-gear and spacer washer.



GZ218



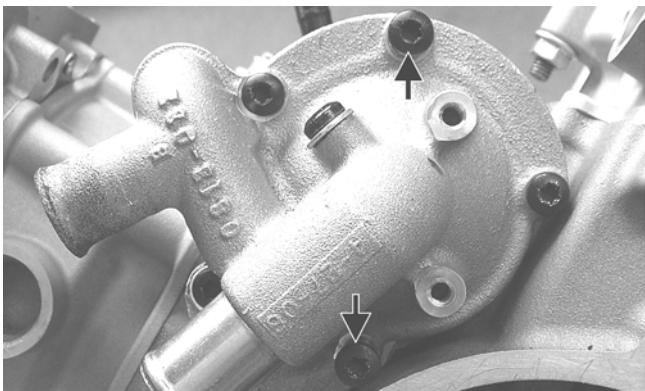
GZ249

6. Remove the hose clamps from the water pump; then remove the coolant hoses from the water pump outlets and coolant pipes.



GZ218

7. Remove the two cap screws securing the water pump to the crankcase.



GZ230A

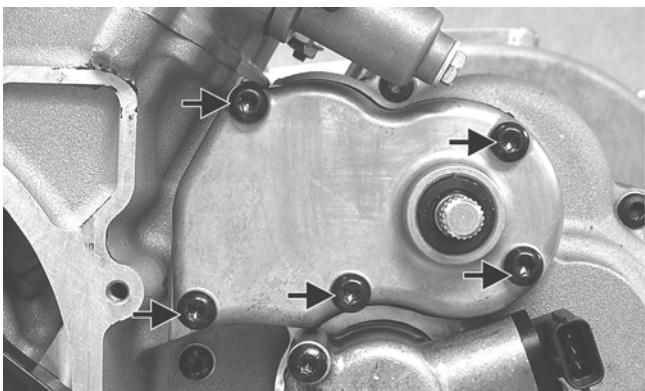
8. Remove the water pump. Account for an O-ring and spacer washer (if applicable).

■NOTE: Engines up to ESN 2010689 have two spacer washers between the water pump mounting bosses. On engine ESN 2010690 and up, no spacer washers are installed or required.

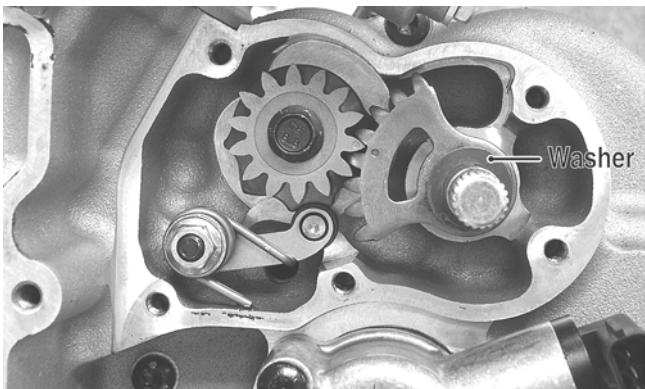
■NOTE: The water pump is a non-serviceable component and must be replaced as a complete assembly.

9. Remove the cap screws securing the gear shift cover to the crankcase; then remove the gear shift cover. Account for a gasket and washer.

■NOTE: Inspect the inside of the left-side cover for any shaft washers that may have come off with the cover. Make sure they are returned to their respective shafts.

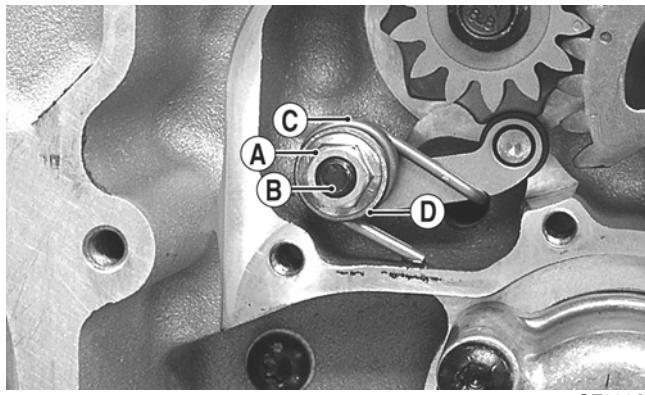


GZ231A



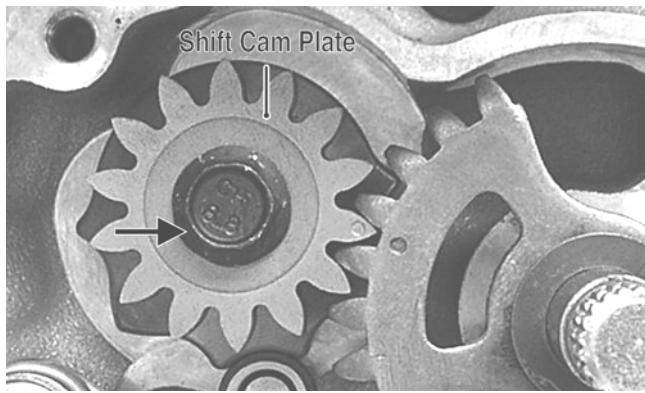
GZ233A

10. Remove the nut (A) from the shift cam stopper (B); then remove the cam stopper spring (C). Account for a flat washer (D).



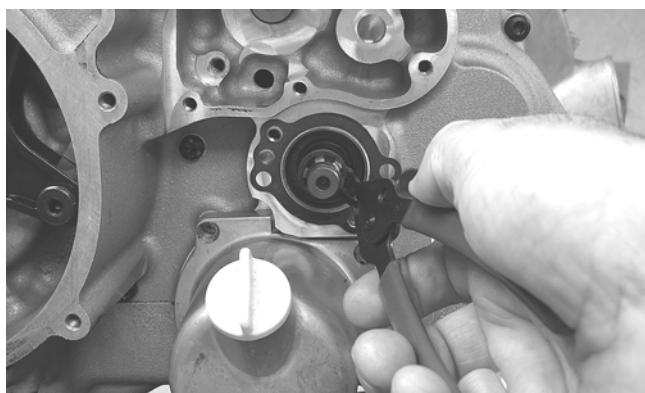
GZ236A

11. Remove the cap screw securing the shift cam plate to the shift cam shaft and remove the shift cam plate; then remove the shift shaft. Account for a washer.

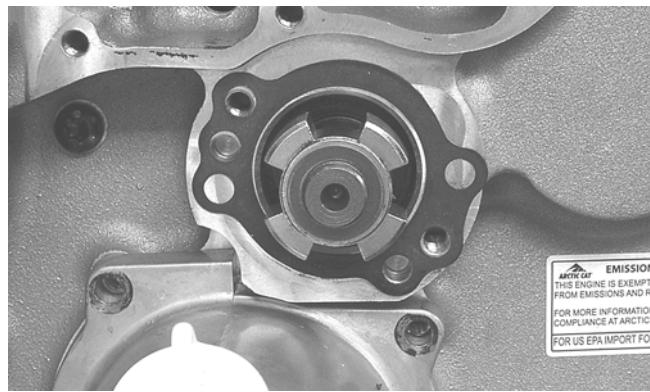


GZ234B

12. Remove the cap screws securing the speed sensor housing to the crankcase and remove the housing assembly; then remove the snap ring securing the speed sensor trigger to the shaft and remove the trigger using a suitable "two-jawed" puller. Account for a gasket.



GZ243



GZ235

13. Remove the cap screws securing the oil filler cover to the crankcase; then remove the cover. Account for an O-ring.



GZ250

Servicing Left-Side Components

INSPECTING STARTER CLUTCH/GEAR

1. Place the starter clutch gear onto the rotor/flywheel and attempt to rotate the starter clutch gear clockwise. It should lock up to the rotor/flywheel. Rotate the gear counterclockwise and it should turn freely. If it moves or locks up both ways, the starter clutch must be replaced.
2. Inspect the starter clutch gear for chipped or missing teeth or discoloration/scoring of the clutch surface. Inspect the bearing for loose, worn, or discolored rollers. If bearing is damaged, it must be replaced.



FI569

3. Inspect the one-way bearing for chipped surfaces, missing rollers, or discoloration. If any of the above conditions exist, replace the starter clutch assembly.



FI572

REPLACING STARTER CLUTCH ASSEMBLY

1. Remove the cap screws securing the one-way clutch assembly to the flywheel; then remove from the flywheel.



FI570

2. Thoroughly clean the rotor/flywheel; then install the new starter one-way clutch and secure with the cap screws after applying a drop of red Loctite #271 to the threads. Tighten to 26 ft-lb using a crisscross pattern. Make sure the one-way bearing is installed with the notches directed away from the rotor/flywheel.



FI576A



FI578

REPLACING STARTER GEAR BEARING

1. Support the starter clutch gear in a press making sure to support the hub around the entire circumference; then using a suitable bearing driver, press the bearing from the gear.



FI583

2. Thoroughly clean the gear hub; then apply a drop of green Loctite #620 to the bearing outer race and press into the gear hub until even with the lower chamfer radius.



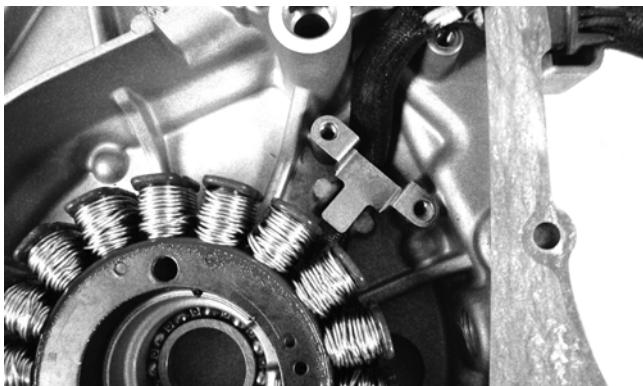
FI580

INSPECTING STATOR COIL/ MAGNETO COVER ASSEMBLY

1. Inspect the stator coil for burned or discolored wiring, broken or missing hold-down clips, or loose cap screws.
2. Inspect the bearings in the magneto housing for discoloration, roughness when rotated, and secure fit in bearing bores.

REPLACING STATOR COIL/ CRANKSHAFT POSITION SENSOR

1. Remove the three cap screws securing the stator coil, two cap screws securing the crankshaft position sensor, and one cap screw from the harness hold-down.
2. Lift the rubber grommet out of the housing; then remove the stator coil/crankshaft position sensor. Account for and note the position of the harness hold-down under the crankshaft position sensor.

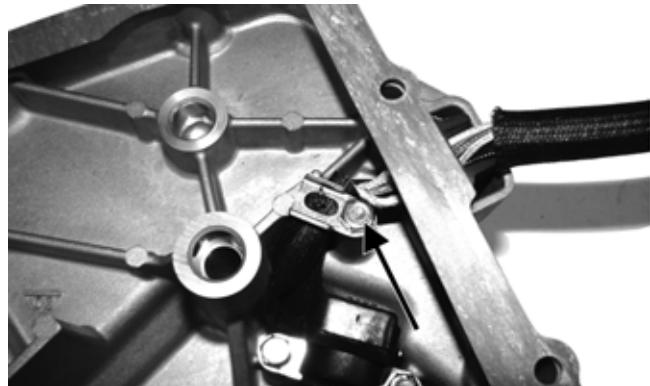


FI590

3. Install the new stator coil assembly and secure with three cap screws using a drop of red Loctite #271 on each. Tighten according to the chart.

Cover	Bolt Type	ft-lb	N-m
Original	Allen-Head	8	11
Original	Hex-Head	10	13
New	Hex-Head	14.7	20

4. Place the stator wire harness hold-down into position; then install the crankshaft position sensor and secure with two cap screws. Tighten securely.
5. Install the upper cable hold-down and secure with a cap screw. Tighten securely.



FI595A

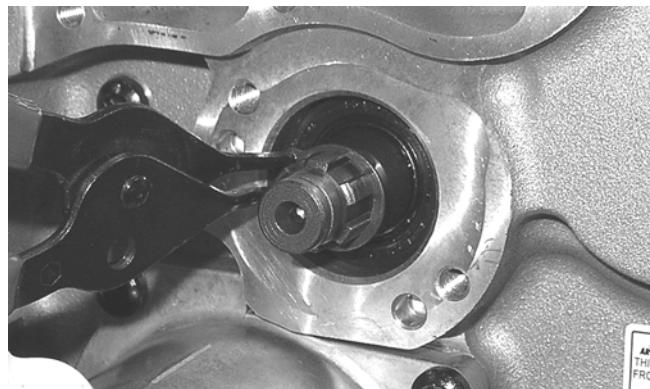
Installing Left-Side Components

1. Thoroughly clean all gasket material and sealant from mating surfaces.
2. Install a new O-ring on the oil filler cover and coat it with clean engine oil; then install the oil filler cover into the crankcase and secure with the cap screws. Tighten to 8 ft-lb.



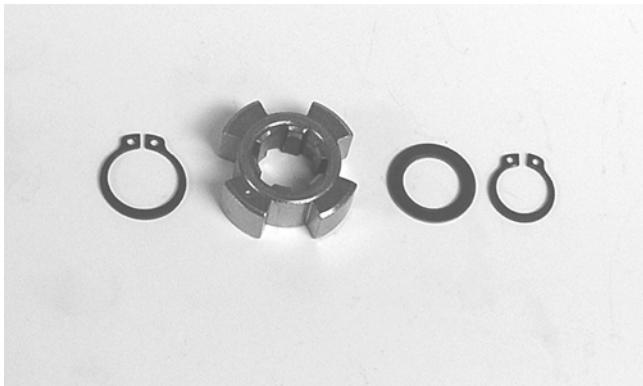
GZ250

3. Clean the countershaft and trigger splines thoroughly and install the inner snap ring onto the shaft; then apply green Loctite #620 to the trigger and counter-shaft splines and install the trigger. Secure with a flat washer and outer snap ring.



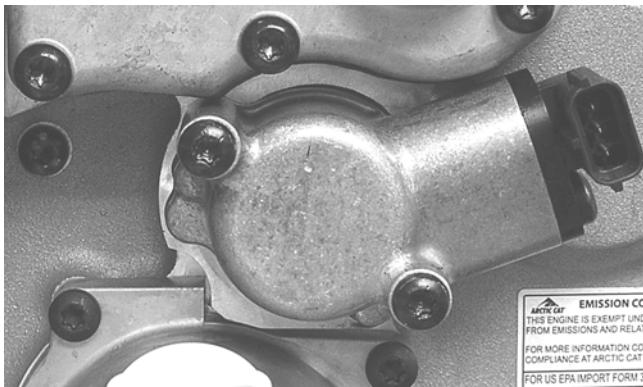
GZ253

AB
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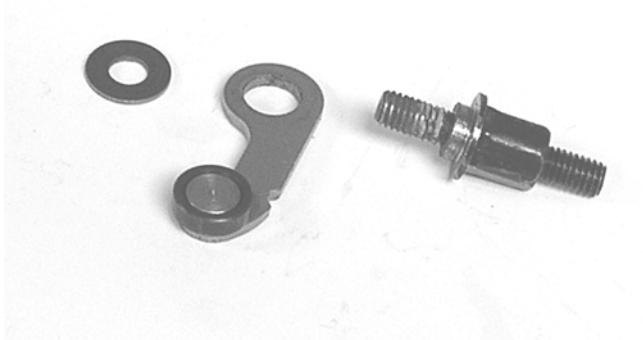
GZ254

4. Using a new gasket, install the speed sensor housing onto the crankcase and secure with two cap screws. Tighten to 8 ft-lb.

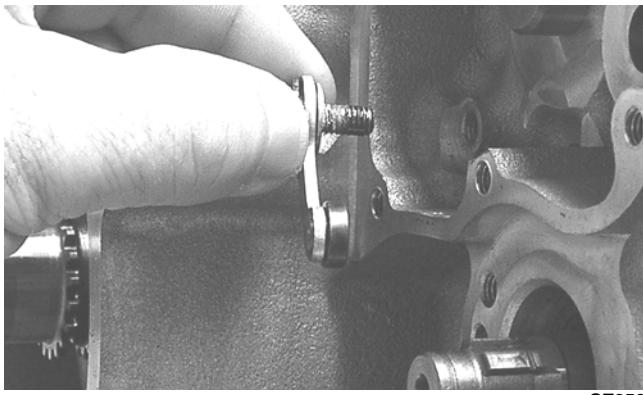


GZ252

5. If removed, install the shift cam stopper on the support; then with the flat washer in place, install the shift cam stopper assembly into the crankcase and tighten to 8 ft-lb.

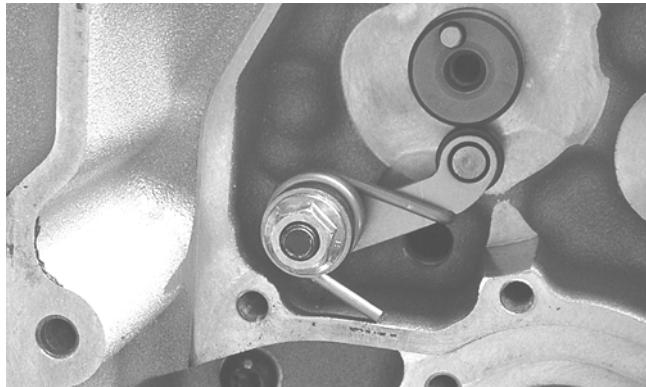


GZ255



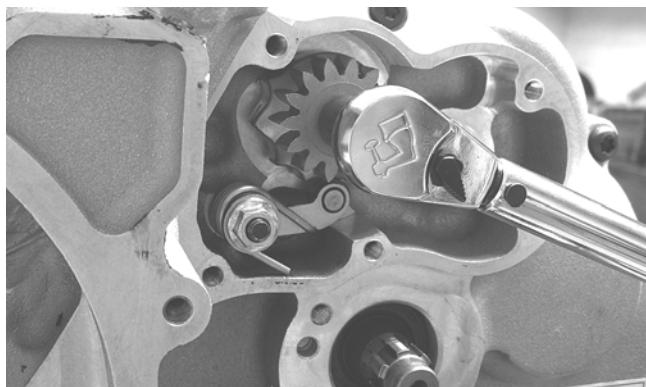
GZ256

6. Install the shift cam stopper spring onto the shift cam stopper and secure with a flat washer and flange nut. Tighten to 8 ft-lb.



GZ259

7. Install the shift cam plate onto the shift cam shaft and secure with the cap screw. Tighten to 8 ft-lb.

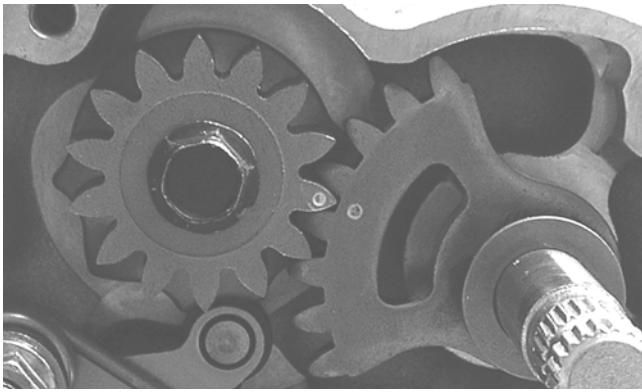


GZ260

8. Install the shift shaft into the crankcase making sure the washers are properly located; then align the timing reference marks and completely seat the shift shaft.

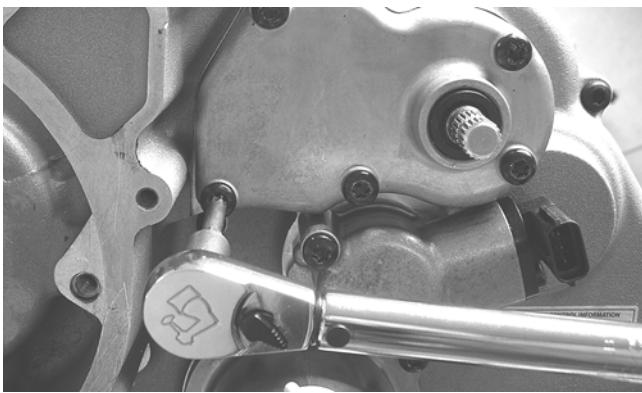


GZ258



GZ261

9. Apply grease to the lips of the shift shaft seal in the shifter housing; then using a new gasket, install the shifter housing and secure with the cap screws. Tighten in a crisscross pattern to 8 ft-lb.



GZ262

10. Install the spacer washer on the crankshaft; then install the starter ring gear.



GZ249



GZ226

11. Place the key into the keyway in the crankshaft; then wipe all oil from the crankshaft surface and rotor/flywheel bore and install the rotor/flywheel onto the crankshaft aligning the keyway with the key. Secure with the nut (coated with red Loctite #271) tightened to 105 ft-lb.

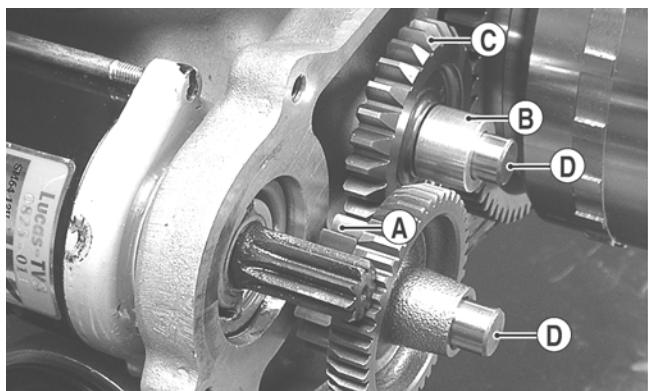


GZ225

CAUTION

Make sure the one-way starter clutch is properly engaged with the starter ring gear before installing and tightening the rotor/flywheel nut or damage to the clutch assembly could occur.

12. Install the starter driven and counter gear shafts (D) into the crankcase (longer shaft to the front); then install the starter countershaft gear (C), starter driven gear (A), and bushing (B) making sure the chamfered gear teeth on the countershaft gear are directed outward.



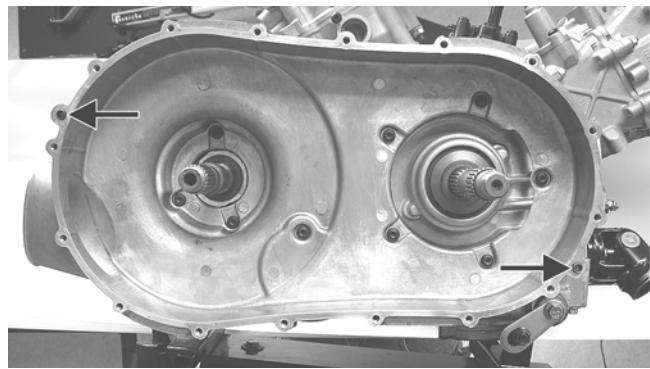
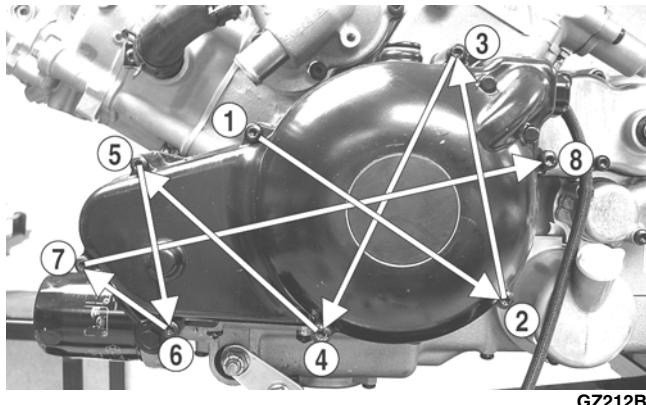
GZ224A

13. Install the starter motor with a new O-ring lightly lubricated with grease; then tighten the mounting cap screws to 8 ft-lb.

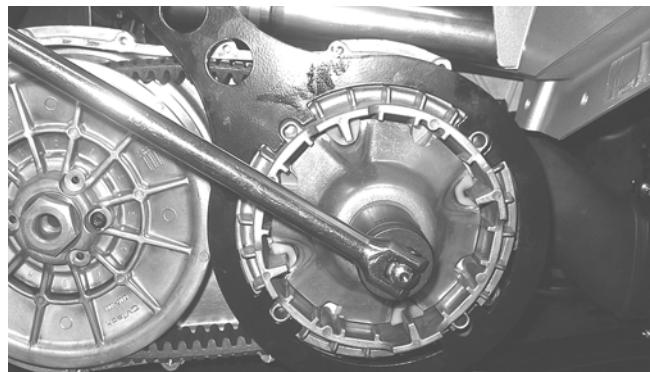


GZ251

14. Using Seal Protector Tool, install the outer magneto cover using a new gasket and secure with the cap screws. Using the pattern shown, tighten to 112 in.-lb.



2. Remove the nut securing the movable drive face; then remove the face. Account for a spacer and a flat washer.



Right-Side Components

■NOTE: For efficiency, it is preferable to remove and disassemble only those components which need to be addressed and to service only those components. The technician should use discretion and sound judgment.

☞ AT THIS POINT

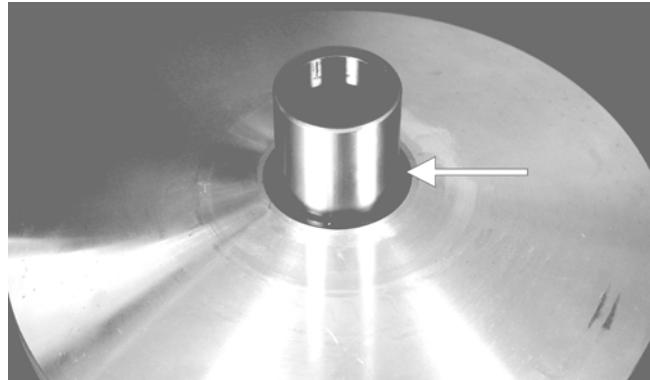
To service any one specific component, only limited disassembly of components may be necessary. Note the AT THIS POINT information in each sub-section.

■NOTE: The engine/transmission does not have to be removed from the frame for this procedure.

Removing Right-Side Components

- A. CVT Cover**
- B. Driven Pulley**
- C. Clutch Cover**
- D. Centrifugal Clutch**

1. Remove the cap screws securing the CVT cover; then using a rubber mallet, gently tap on the cover tabs to loosen the cover. Account for a gasket and two alignment pins.

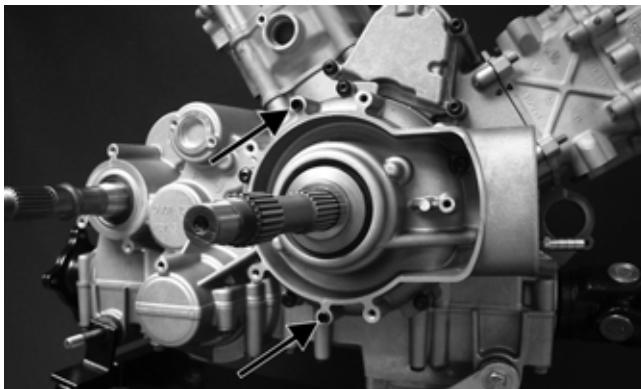


3. Remove the V-belt.
4. Remove the nut securing the fixed driven assembly; then remove the assembly.



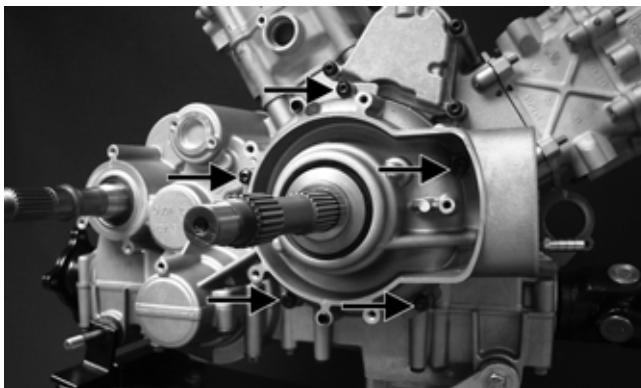
5. Remove the fixed drive face.

6. Remove the cap screws securing the V-belt housing to the crankcase; then remove the V-belt housing. Account for two alignment pins.



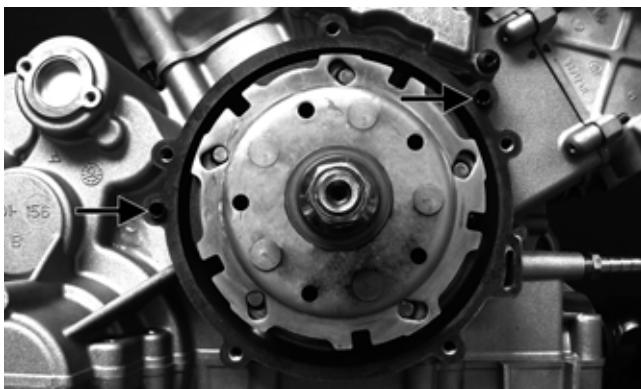
GZ433A

7. Remove the cap screws securing the clutch cover; then using a rubber mallet, carefully remove the cover. Account for two alignment pins.



GZ433B

■NOTE: The “one-way” bearing is not utilized on the Wildcat.



GZ434B

8. Using a hydraulic press, remove the clutch housing assembly from the clutch cover. Account for the left fixed drive spacer and an O-ring inside the fixed drive spacer.



GZ434A



CC596

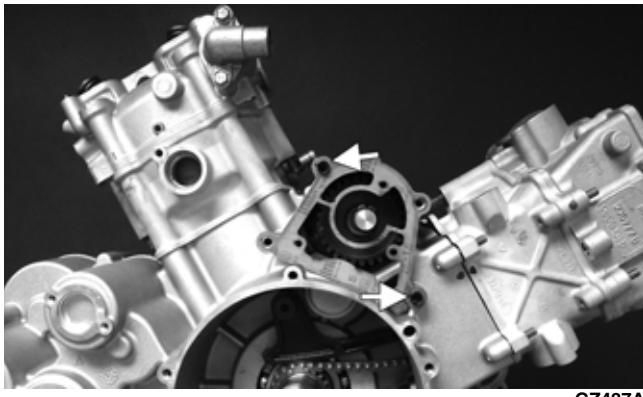
■NOTE: Account for and inspect the clutch housing seal.

9. Remove the nut (left-hand threads) securing the clutch shoe assembly.



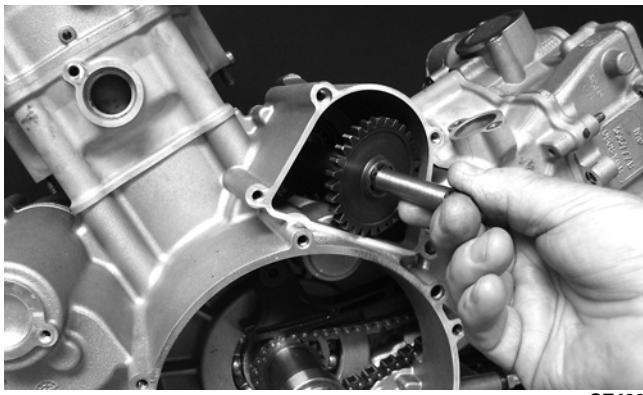
GZ438A

10. Remove the water pump drive housings. Account for a gasket and two locator pins.



GZ437A

11. Remove the water pump drive shaft and gear assembly from the engine.



GZ439

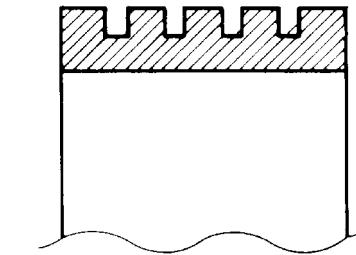
Servicing Right-Side Components

INSPECTING CENTRIFUGAL CLUTCH SHOE

1. Inspect the clutch shoes for uneven wear, chips, cracks, or discoloration. If any shoe is damaged, replace the complete set.
2. Inspect the clutch shoes for wear or damage. If any shoe is worn to the bottom of the groove, replace the complete set.

CAUTION

Always replace the clutch shoes as a complete set or severe imbalance could occur.



Inspecting clutch shoe groove

ATV1014

INSPECTING CLUTCH HOUSING

1. Inspect the clutch housing for burns, grooving, cracks, or uneven wear.
2. If the housing is damaged in any way, the housing must be replaced.

DRIVEN PULLEY ASSEMBLY

■**NOTE:** The driven pulley is a non-serviceable component. If the pulley faces, cam ramps, or face bushing are worn or loose, the pulley must be replaced as an assembly. Do not disassemble the driven pulley.

WATER PUMP DRIVE ASSEMBLY

■**NOTE:** This model has been built using an external water pump drive assembly. When performing service procedures on the water pump, the technician should use sound judgment in determining which type of pump is being serviced.

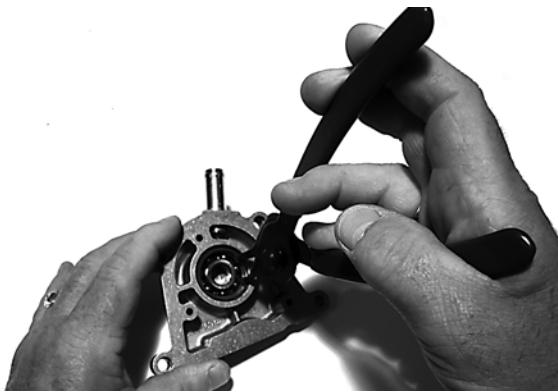
Disassembling

1. Remove the two snap rings from the driveshaft; then remove the gear and drive pin noting the orientation of the gear for proper assembly.



GZ442

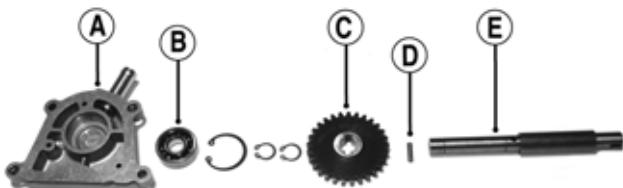
2. Remove the snap ring securing the bearing in the water pump drive cover; then remove the bearing using an appropriate blind bearing remover.



GZ441

Inspecting

1. Inspect the water pump drive housing (A) for scoring or discoloration.



GZ440A

2. Inspect the bearing (B) for smooth rotation and no discoloration or scoring.
3. Inspect the gear (C) for chipped or missing teeth, excessive hub wear, or excessive wear in the drive pin slot.
4. Inspect the drive pin (D) and driveshaft (E) for excessive wear or looseness.

Assembling

1. Install the bearing in the water pump drive cover and secure with the snap ring (flat side away from the bearing).



GZ441

2. Install the gear onto the driveshaft noting correct orientation (from step 1 of disassembling).



GZ442

3. Install the two snap rings on the driveshaft (flat side away from the gear).

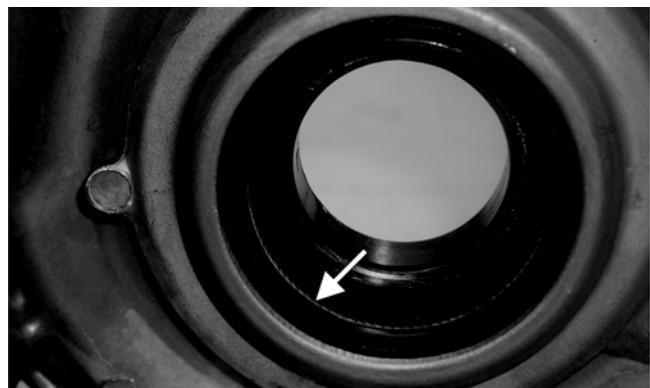
Installing Right-Side Components

1. Install the clutch shoe assembly and secure with the flange nut (threads coated with red Loctite #271). Tighten to 221 ft-lb.



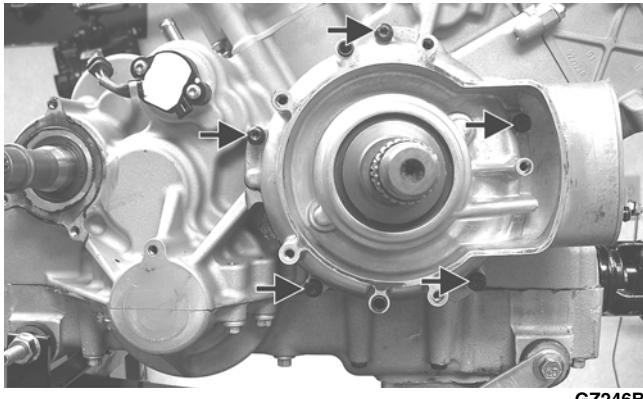
GZ241

2. Install the clutch cover alignment pins into the crankcase, apply oil to the cover gasket, and install the gasket onto the crankcase.
3. Apply grease to the outer edges of the clutch housing; then from inside the clutch cover, install the clutch housing into the cover.
4. Lightly grease the clutch housing seal; then insert the left fixed drive spacer.



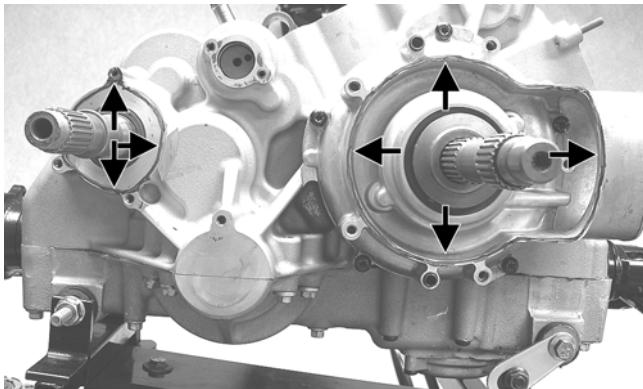
CF088A

5. Place the clutch cover/clutch housing assembly into position on the crankcase; then secure with the cap screws. Tighten in a crisscross pattern to 8 ft-lb.

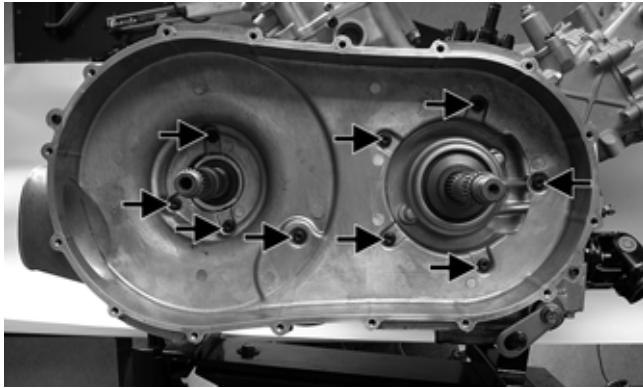


GZ246B

6. Making sure the alignment pins are correctly installed, place a bead of silicone sealant on the mating surfaces and install the V-belt cover. Secure with the cap screws tightened to 8 ft-lb.



GZ263B



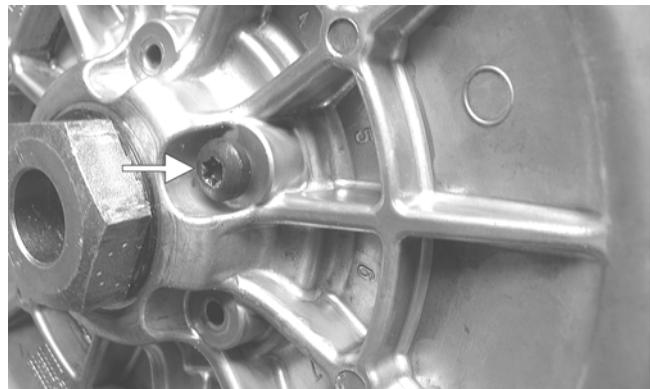
GZ244A

7. Place the driven pulley assembly into position and secure with the nut (coated with red Loctite #271). Tighten to 165 ft-lb.



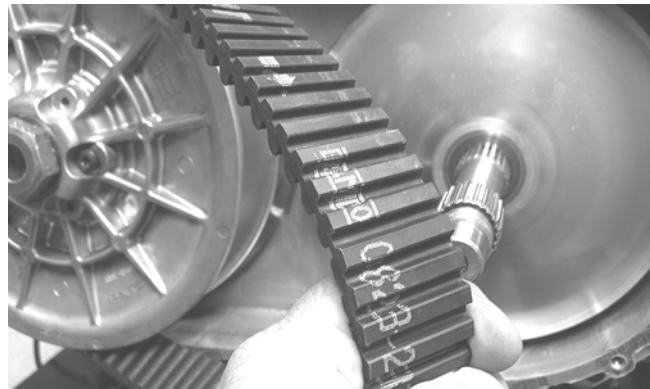
GZ066

8. Slide the fixed drive face onto the clutch shaft.
9. Spread the faces of the driven pulley by threading in a cap screw; then when the faces are separated, insert the belt and push down between the faces.



GZ065A

10. Place the V-belt into position on the driven pulley and over the front shaft.



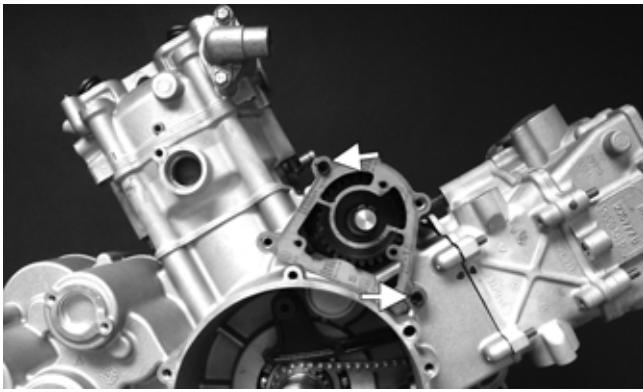
GZ085

■NOTE: The arrows on the V-belt should point forward.

11. Pinch the V-belt together near its center and slide the spacer and movable drive face onto the shaft. Secure the drive face with a flat washer and a nut (threads coated with red Loctite #271). Tighten the nut to 165 ft-lb.



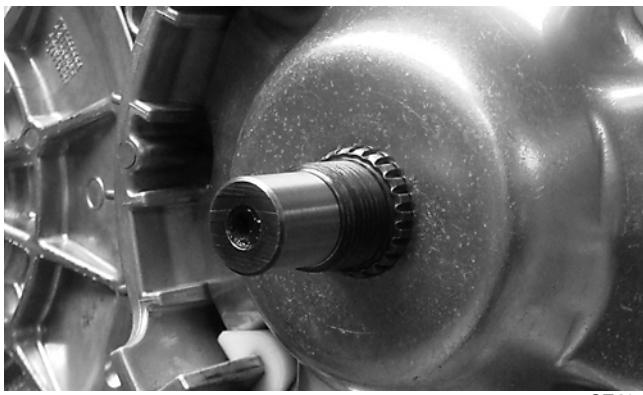
GZ075



GZ437A

CAUTION

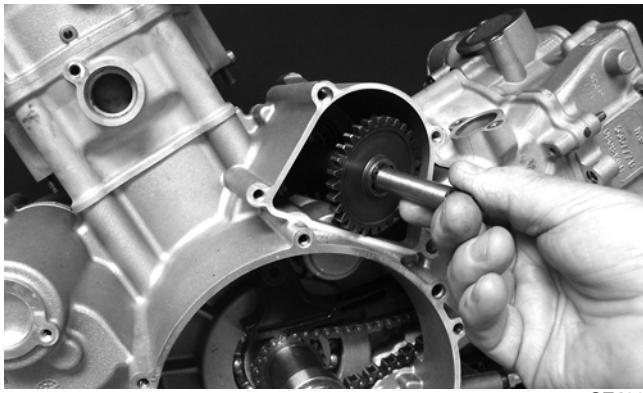
Make sure the splines extend beyond the drive face and washer or a false torque reading and spline damage may occur.



GZ485

■NOTE: At this point, the cap screw can be removed from between the driven pulley faces.

12. Rotate the V-belt and drive/driven assemblies until the V-belt is flush with the top of the driven pulley.
13. Place the CVT cover gasket into position; then install the cover and secure with the cap screws. Tighten the cap screws to 8 ft-lb.
14. Install the water pump drive shaft/gear assembly into the engine.



GZ439

15. Install the two locating pins and a new gasket on the engine; then install the water pump drive housing cover and tighten the cap screws to 8 ft-lb.

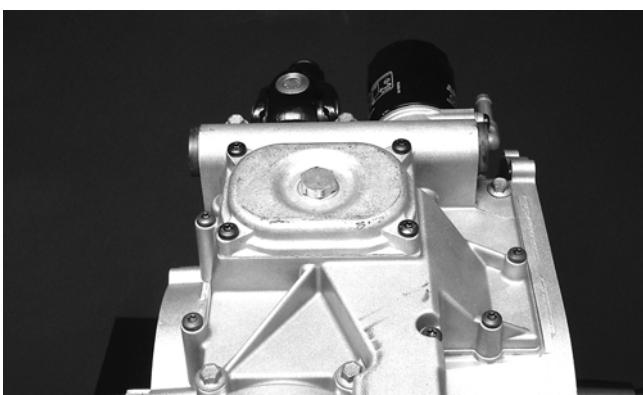
Center Crankcase Components

■NOTE: This procedure cannot be done with the engine/transmission in the frame. Complete Removing procedures for Top-Side, Left-Side, and Right-Side must precede this procedure.

■NOTE: For efficiency, it is preferable to remove and disassemble only those components which need to be addressed and to service only those components. The technician should use discretion and sound judgment.

Separating Crankcase Halves

1. Remove the oil strainer cap; then remove the oil strainer.

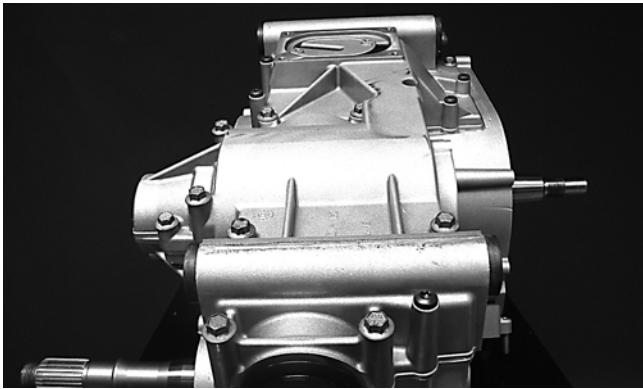


GZ445



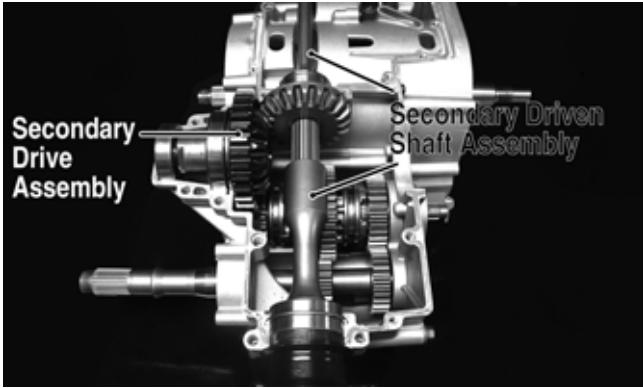
GZ446

2. Remove the cap screws securing the lower crankcase to the upper crankcase halves; then using a rubber hammer, free the lower crankcase and remove. Account for two alignment pins.



GZ447

3. Remove the secondary drive assembly; then remove the secondary driven shaft assembly and set aside. Account for one locating ring.



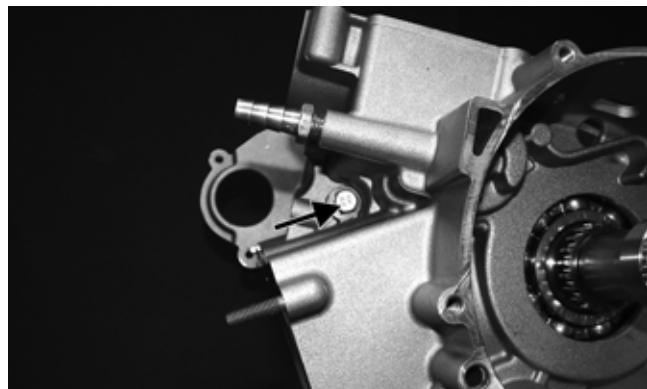
GZ448A



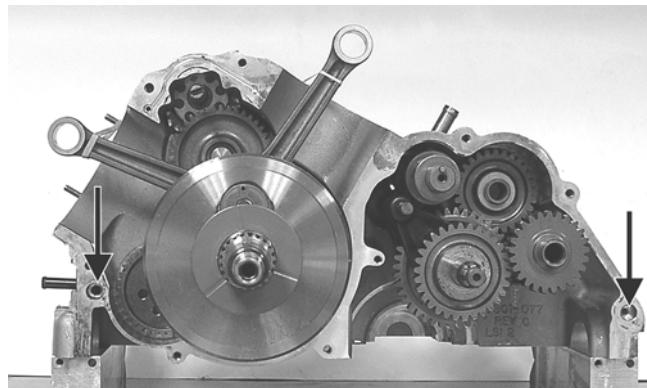
GZ269A

■NOTE: Do not disassemble these assemblies unless service is required. If disassembled, secondary gear sets will have to be reset for backlash and gear contact (see Servicing Center Crankcase Components sub-section).

4. Remove one cap screw from the right-side crankcase and eight cap screws from the left-side crankcase; then using a rubber mallet, separate the crankcase halves leaving all components in the right-side case. Account for a thrust washer on the crankshaft and flat washers on gear shift shaft, countershaft, and reverse idler. Note the location of two alignment pins.



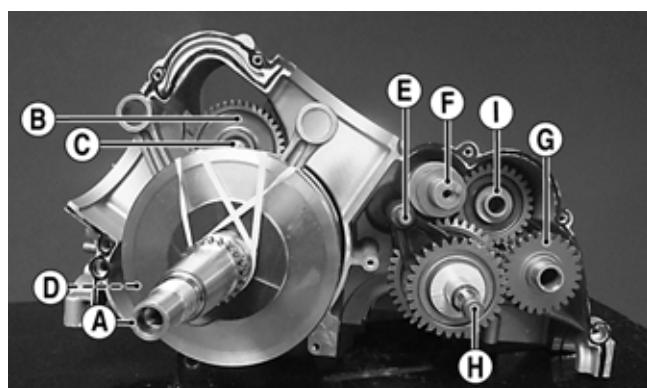
GZ454A



GZ272B

Disassembling Crankcase Half

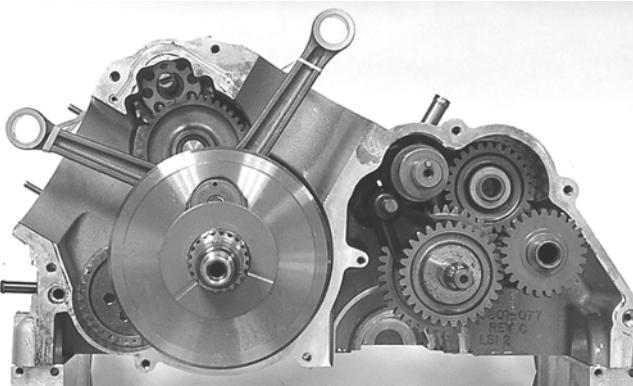
■NOTE: For steps 1-8, refer to illustration GZ474A.



GZ474A

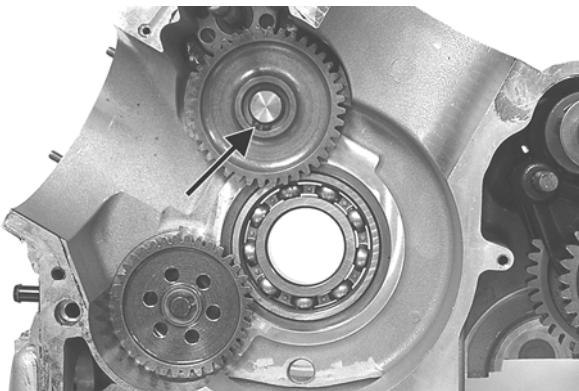
■**NOTE: To aid in installing, it is recommended the assemblies are kept together and IN ORDER.**

1. Support the right-side crankcase assembly on suitable support blocks; then carefully remove the crankshaft assembly (A) from the crankcase.



GZ298

2. Remove the snap ring securing the water pump drive idler (B) to the idler shaft; then remove the drive idler.



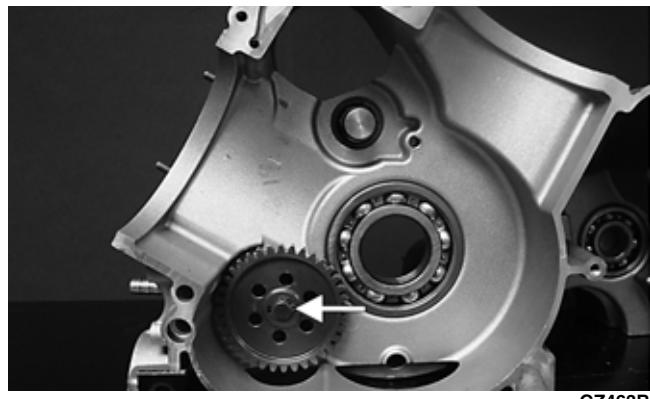
GZ299A

3. Remove the snap ring securing the water pump idler shaft (C) in the crankcase; then remove the shaft and bearings.



GZ463A

4. Remove the snap ring securing the oil pump driven gear (D) to the oil pump driveshaft; then remove the gear. Account for a drive pin and washer.

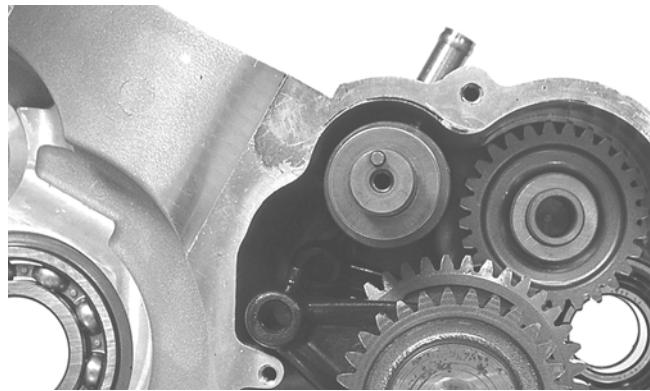


GZ463B

5. Remove the shift fork shaft (E); then remove the gear shift shaft assembly (F). Account for a flat washer and a spacer.

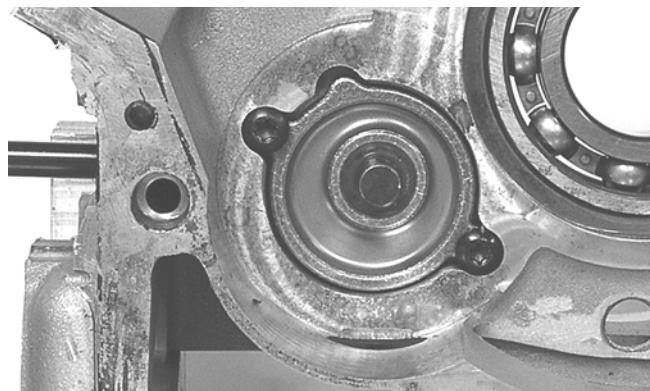


DE677A



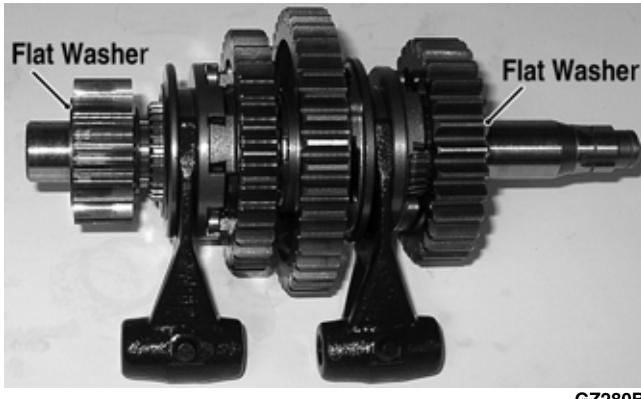
GZ276

6. Remove two cap screws securing the oil pump in the crankcase and remove the oil pump.

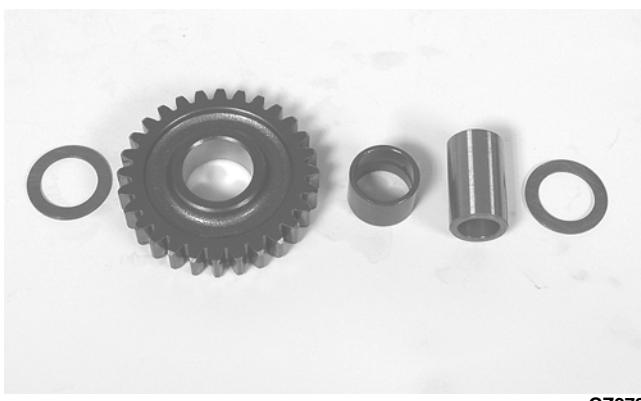


GZ305

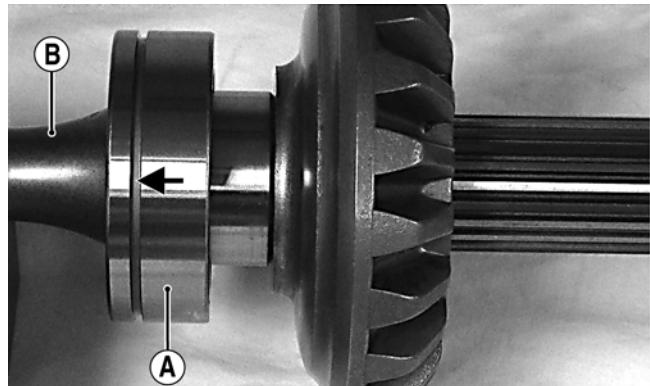
7. Remove the driveshaft (G); then remove the countershaft assembly (with shift forks) (H). Account for two flat washers on the countershaft.



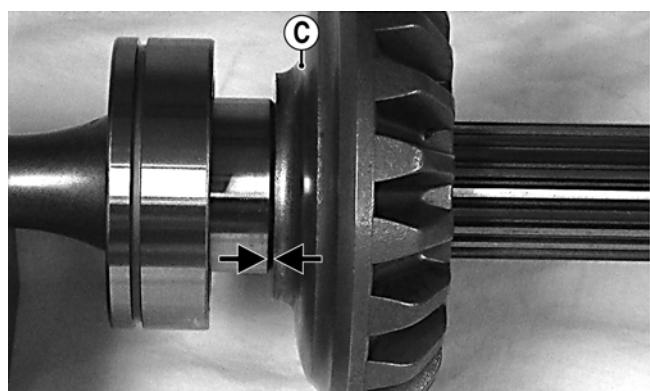
8. Remove the reverse idler gear (I), shaft bushing, and two washers.



■NOTE: Do not disassemble the countershaft assembly unless necessary. If necessary, see Servicing Center Crankcase Components sub-section.



2. Using a suitable press, install the driven gear (C) on the shaft until the gear firmly seats on the shoulder of the shaft.



3. If installing the existing shaft, start with the shims removed during disassembly or if installing a new shaft, start with approximately 1.0 mm shims at point (D); then install the output driveshaft bearing (E) making sure the locating pin is directed toward the center of the shaft.



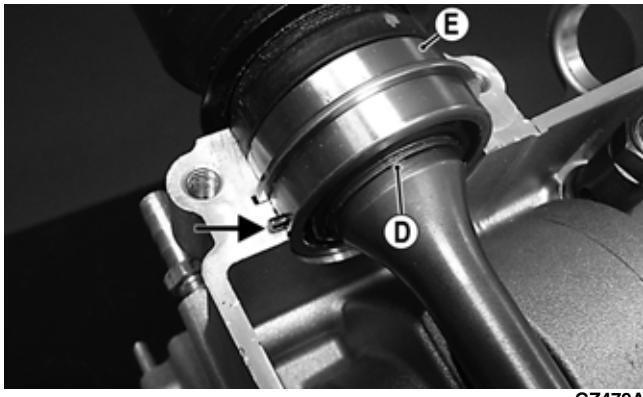
Servicing Center Crankcase Components

SECONDARY OUTPUT DRIVE GEARS

Initial Set-Up

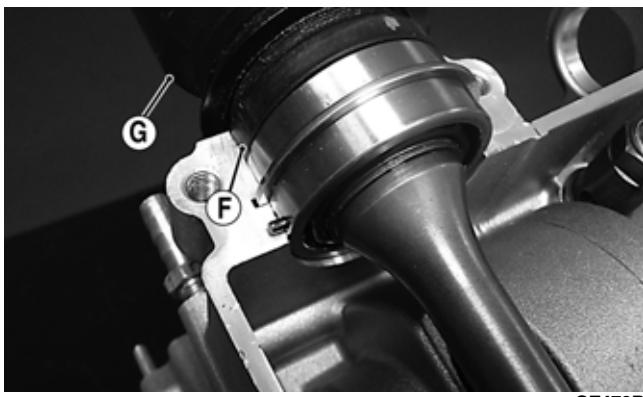
■NOTE: If the secondary output driven shaft is replaced or disassembled, the initial set-up must be performed to establish correct gear tooth contact. If only the secondary output driveshaft or secondary output driven gear are replaced, proceed to Correcting Backlash in this sub-section.

1. Install a new bearing (A) onto the secondary driven shaft (B) making sure the bearing locating groove is directed away from the driven gear splines.



GZ479A

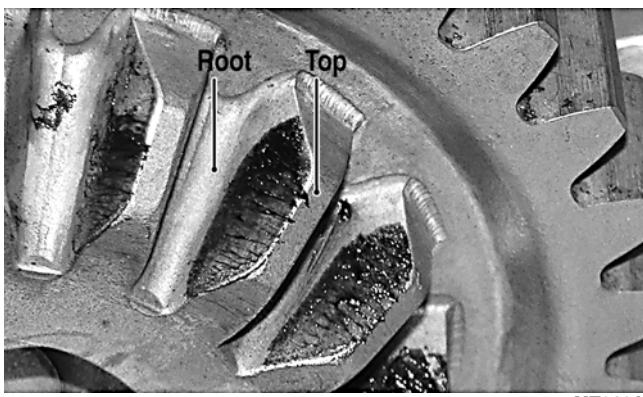
4. Install a new seal (F), output flange (G), and nut coated with red Loctite #271 and tighten to 74 ft-lb.



GZ479B

■NOTE: Do not use a new lock nut at this time as this procedure may have to be repeated.

5. Place the assembled shaft into the left crankshaft case; then lightly coat the gear teeth with machinist's layout dye. Rotate the shafts through several rotations in both directions. Gear contact should extend from the root to the top of the gear teeth.



MT016A

6. To adjust tooth contact, use the following chart to correctly shim the driven shaft.

Tooth Contact	Shim Correction
Contact at Top	Increase Shim Thickness
Contact at Root	Decrease Shim Thickness

7. After correct tooth contact is established, proceed to Checking Backlash in this sub-section.

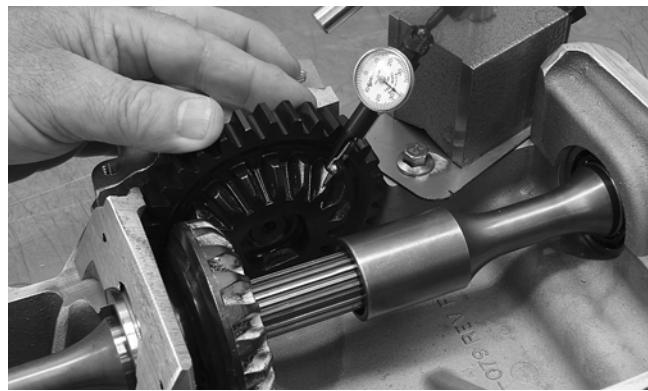
Checking Backlash

1. Install the drive bevel gear assembly and driven bevel gear/output shaft assembly into the crankcase bottom cover.
2. Mount the dial indicator so the tip is contacting a tooth on the secondary drive bevel gear.



GZ396

3. Firmly hold the bearing down and while rocking the drive bevel gear back and forth, note the maximum backlash reading on the gauge.



GZ398

4. Acceptable backlash range is 0.127-0.381 mm (0.005-0.015 in.).

Correcting Backlash

■NOTE: If backlash measurement is within the acceptable range, no correction is necessary.

1. If backlash measurement is less than specified, remove an existing shim, measure it, and install a new thinner shim.



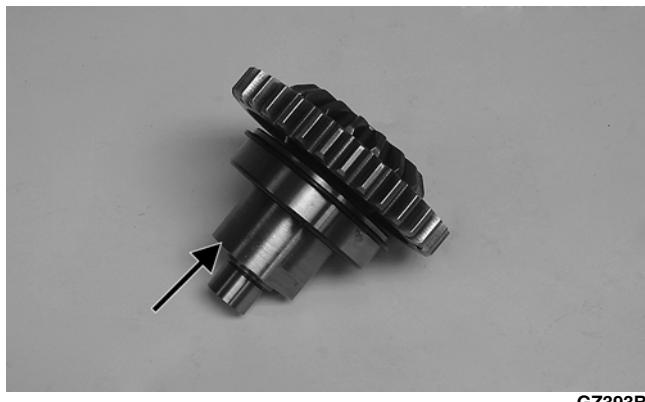
GZ393A

2. If backlash measurement is more than specified, remove an existing shim, measure it, and install a thicker shim.

■NOTE: Continue to remove, measure, and install until backlash measurement is within tolerance. Note the following chart.

Backlash Measurement	Shim Correction
Under 0.127 mm (0.005 in.)	Decrease Shim Thickness
At 0.127-0.381 mm (0.005-0.015 in.)	No Correction Required
Over 0.381 mm (0.015 in.)	Increase Shim Thickness

3. Once correct gear pattern and backlash are established, install a new output flange nut (coated with red Loctite #271) on the output shaft and tighten to 200 ft-lb.
4. Using an appropriate holding fixture and wrench adapter, install the secondary drive gear nut (threads coated with red Loctite #271) and tighten to 200 ft-lb. The output drive assembly is now ready for installation.

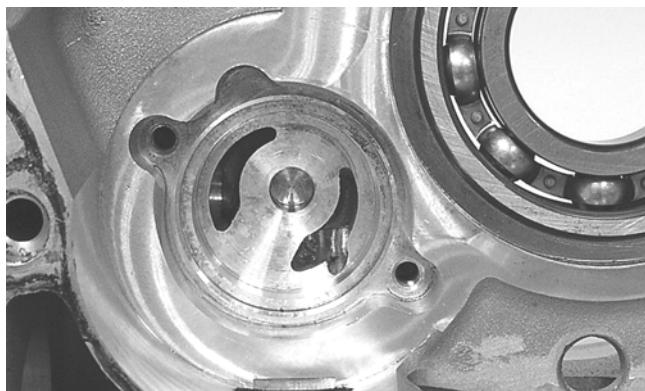


GZ393B

OIL PUMP ASSEMBLY

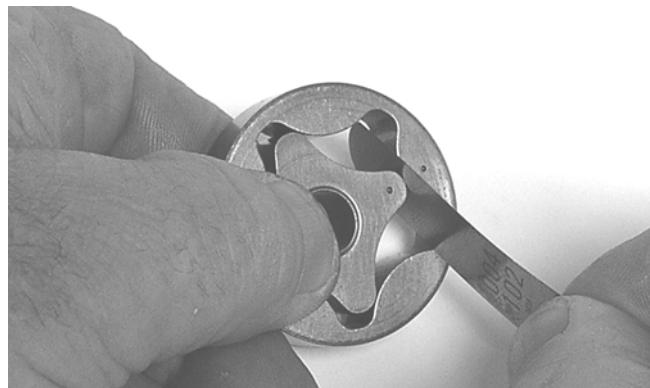
Disassembling and Inspecting

1. Remove the oil pump cover; then remove the gerotor set, shaft, and pin (see Disassembling Crankcase Half in this sub-section).
2. Inspect the crankcase for scoring, discoloration, or cracks in the gerotor bore. If scored, crankcase assembly must be replaced.



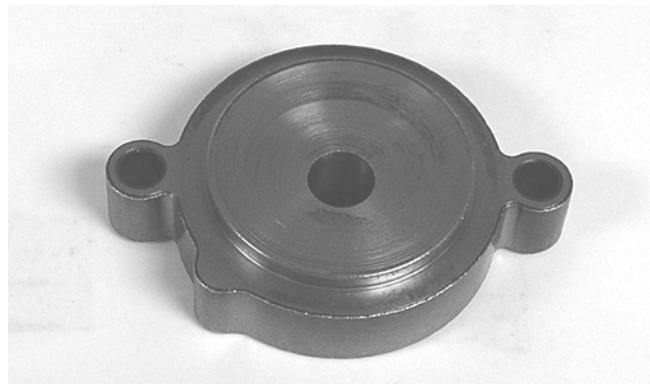
GZ357

3. Inspect the gerotor set for scoring, discoloration, or cracks; then using a feeler gauge, check the inner to outer rotor clearance. If measurements exceed specifications, the gerotor set must be replaced.



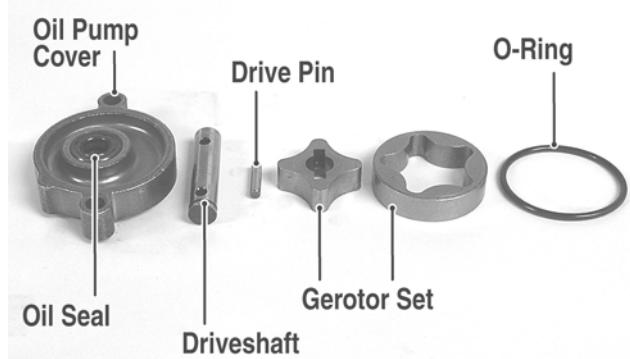
GZ355

4. Inspect the oil pump cover for scoring, discoloration, or cracks. Replace if damaged.



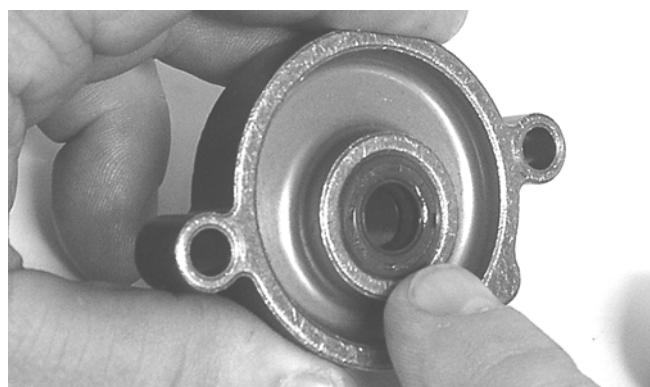
GZ358

5. Inspect the oil pump driveshaft and drive pin for excessive wear or grooving. Replace as required.



GZ354A

6. Remove the oil seal from the oil pump cover.



GZ365

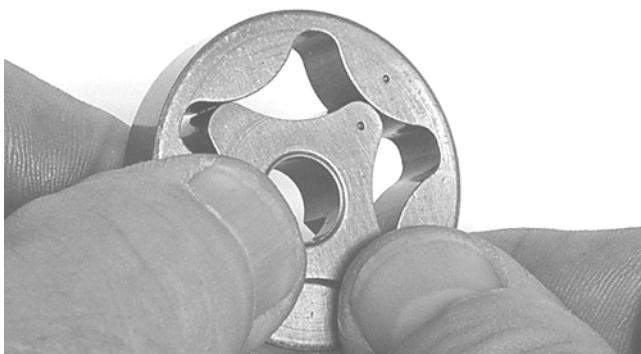
Assembling

1. Install a new oil seal into the oil pump cover; then coat the lips of the seal with grease and install the pump driveshaft from the seal side.

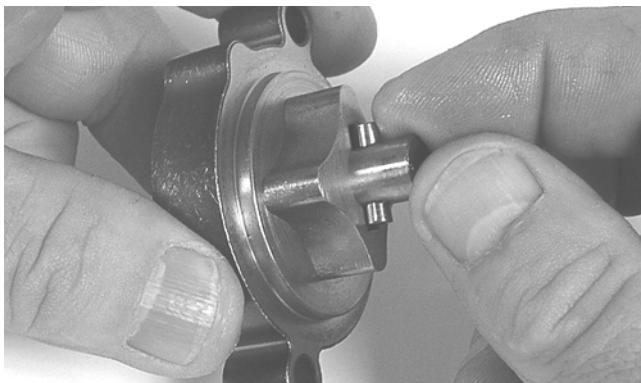


GZ359

2. Noting the reference dots on the gerotor set, separate the inner rotor from the outer rotor and with the reference dot directed toward the oil pump cover, place the rotor on the shaft; then install the drive pin and push the shaft into the rotor.



GZ356



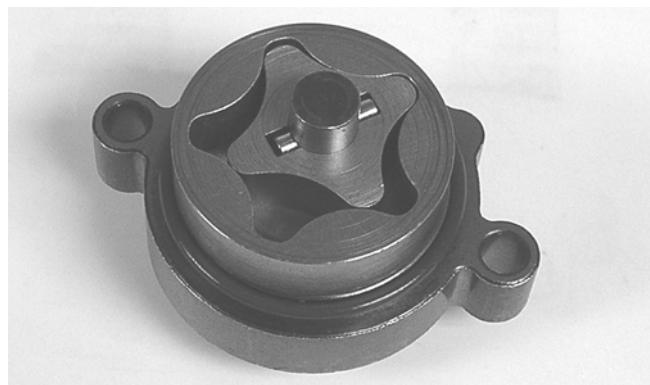
GZ363

3. With the outer rotor reference dot directed toward the oil pump cover, install the rotor onto the inner rotor.



GZ360

4. Place a new O-ring seal on the outside of the oil pump cover. The oil pump assembly is now ready for assembly into the crankcase.



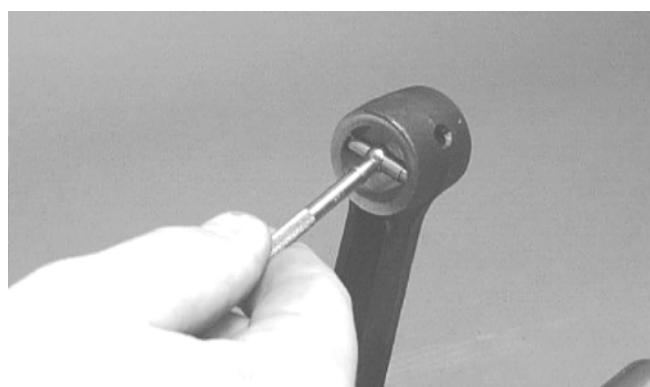
GZ362

CRANKSHAFT ASSEMBLY

■**NOTE:** The crankshaft and connecting rod is a non-serviceable assembly. If any component is out of specification, the assembly must be replaced.

Measuring Connecting Rod (Small End Inside Diameter)

1. Insert a snap gauge into the upper connecting rod small end bore; then remove the gauge and measure it with micrometer.

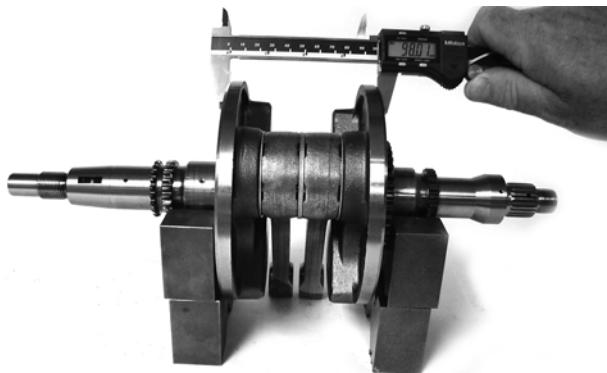


CC290D

2. Maximum diameter must not exceed specifications.

Measuring Connecting Rod (Small End Deflection)

1. Place the crankshaft on a set of V blocks and mount a dial indicator and base on the surface plate. Position the indicator contact point against the center of the connecting rod small end journal.
2. Zero the indicator and push the small end of the connecting rod away from the dial indicator.
3. Maximum deflection must not exceed specifications.



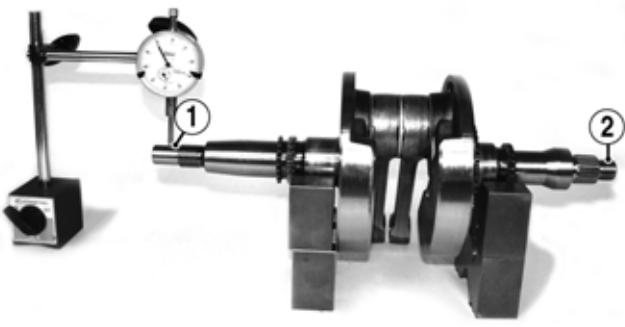
GZ492

Measuring Connecting Rod (Big End Side-to-Side)

1. Push the lower end of the connecting rod to one side of the crankshaft journal.
2. Using a feeler gauge, measure the gap between the connecting rod and crankshaft journal.
3. Acceptable gap range must be within specifications.

Measuring Crankshaft (Runout)

1. Place the crankshaft on a set of V blocks.
2. Mount a dial indicator and base on the surface plate. Position the indicator contact at point 1 of the crankshaft.



GZ489A

3. Zero the indicator and rotate the crankshaft slowly.

CAUTION

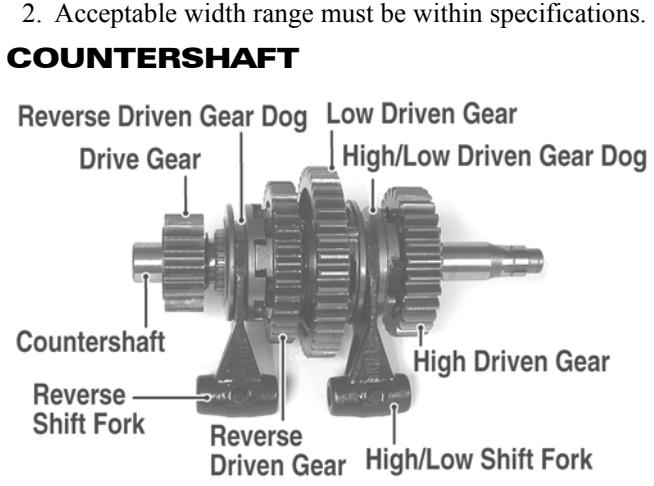
Care should be taken to support the connecting rod when rotating the crankshaft.

4. Maximum runout must not exceed specifications.

■NOTE: Proceed to check runout on the other end of the crankshaft by positioning the indicator contact at point 2 and following steps 3-4.

Measuring Crankshaft (Web-to-Web)

1. Using a calipers, measure the distance from the outside edge of one web to the outside edge of the other web.



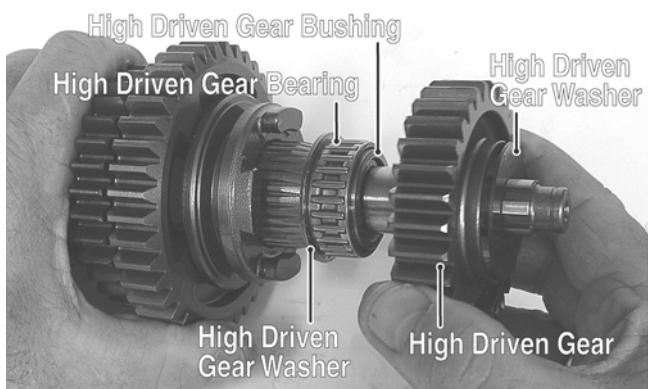
GZ281A

CAUTION

When disassembling the countershaft, care must be taken to note the direction each major component (dog, gear) faces. If a major component is installed facing the wrong direction, transmission damage may occur and/or the transmission will malfunction. In either case, complete disassembly and assembly will be required.

Disassembling

1. Remove the shift forks noting the positions for assembling; then remove the high driven gear outer washer, high driven gear, high driven gear bearing, high driven gear bushing, and high driven gear inner washer.

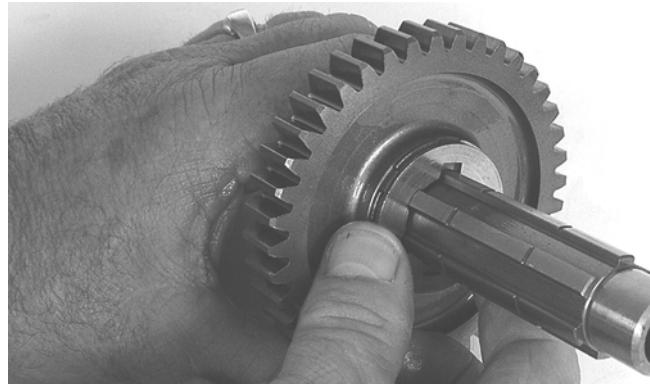


GZ283A

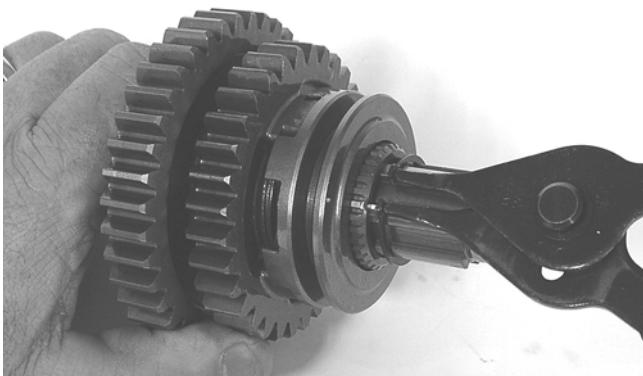
2. Remove the drive gear; then remove the snap ring securing the reverse driven gear dog and bushing to the countershaft.



GZ296



GZ320



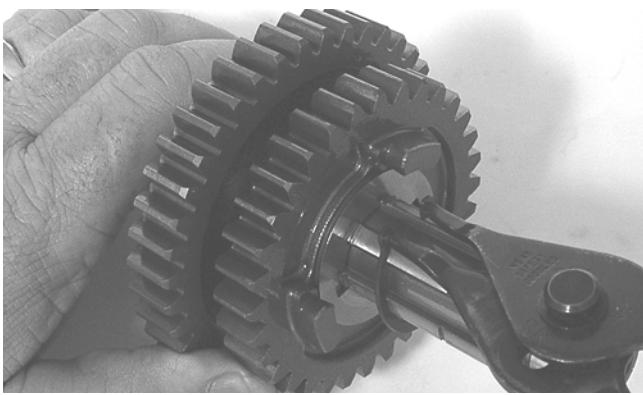
GZ312

3. Remove the reverse driven gear dog.



GZ313A

4. Remove the snap ring securing the reverse driven gear and washer; then remove the washer and gear.

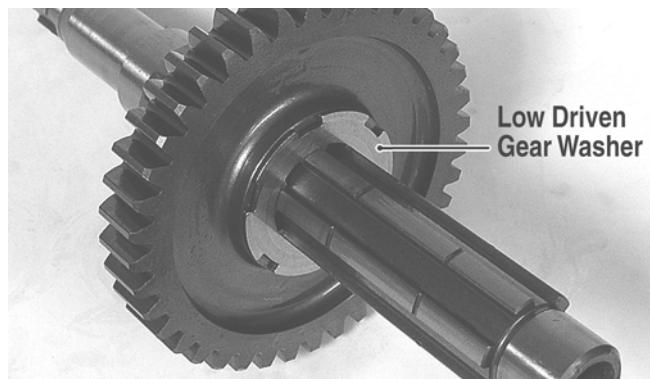


GZ314

5. Remove the reverse driven washer; then remove the low driven gear locking washer.

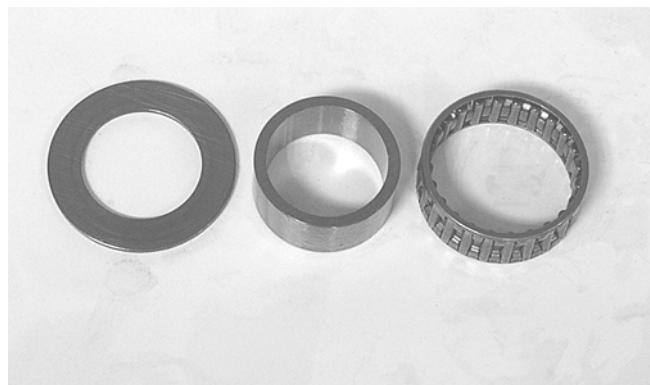


GZ319



GZ318A

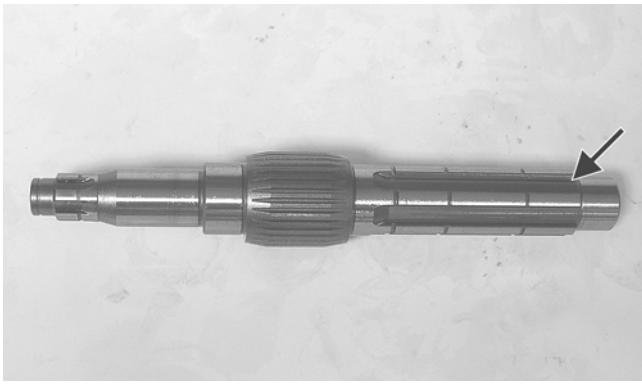
6. Remove the low driven gear. Account for a bearing, bushing, and thrust washer.



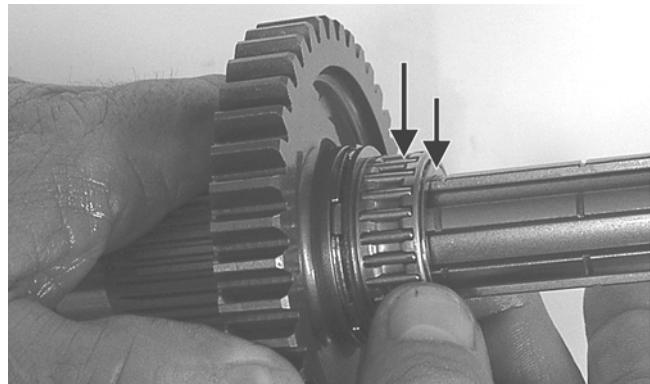
GZ316

Assembling

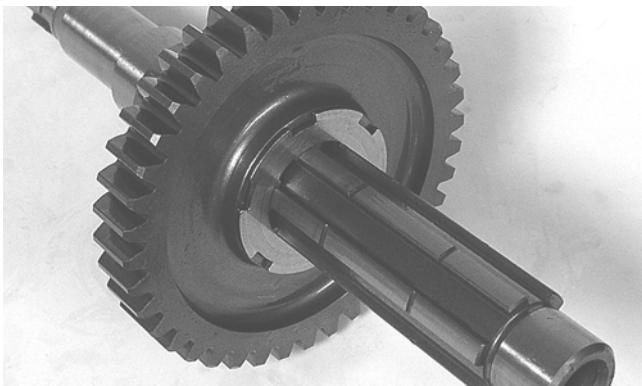
1. From the drive gear end, install a thrust washer, bushing, and bearing; then install the low driven gear and washer.



GZ317A



GZ286A



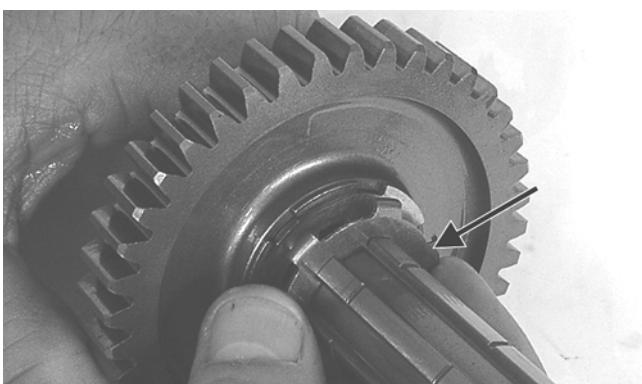
GZ318

2. Install the low driven gear locking washer; then install the inner reverse driven gear washer.

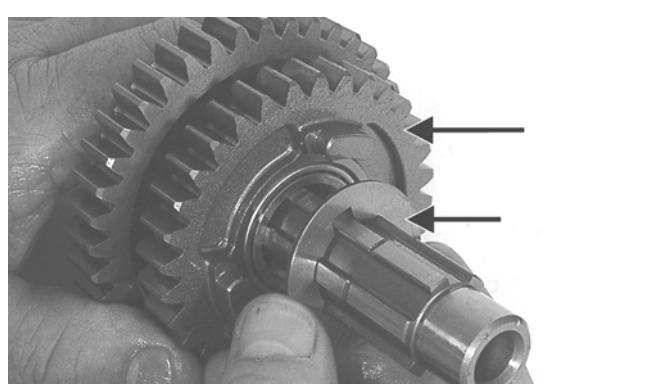


GZ287

4. Install the outer reverse driven washer; then secure the reverse driven gear assembly with a snap ring.



GZ319B



GZ288A



GZ320B

3. Install the reverse driven bushing and bearing; then install the reverse driven gear.

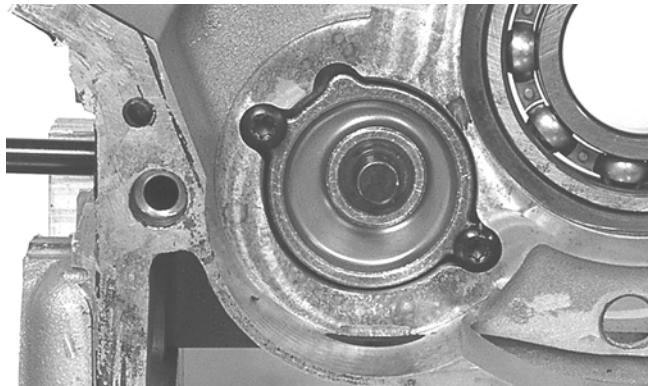


GZ314

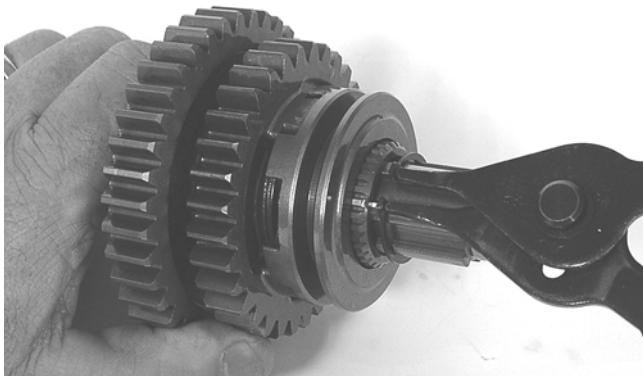
5. Install the reverse driven gear dog onto the counter-shaft and secure with a snap ring.



GZ313A

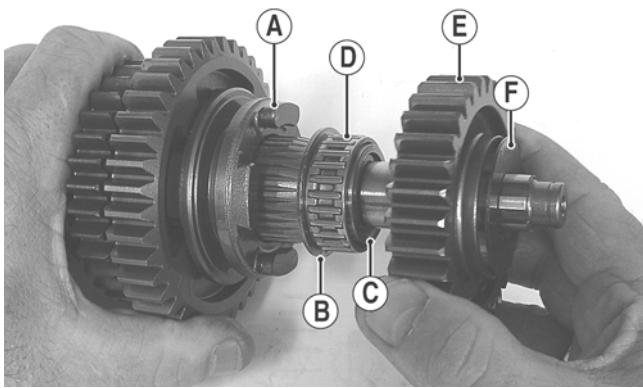


GZ305



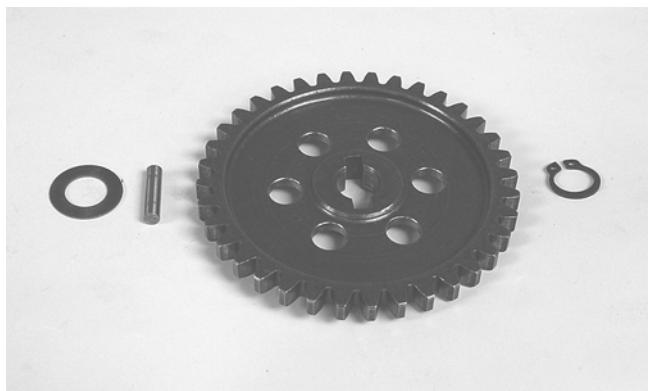
GZ312

6. From the opposite end of the countershaft, install the high/low driven gear dog (A), thrust washer (B), bushing (C), bearing (D), high/low driven gear (E), and spacer washer (F).



GZ283B

7. Install the drive gear washer and the shift forks. The countershaft is now ready for installation.



GZ347

2. Install a flat washer, drive pin, and drive gear onto the oil pump shaft; then secure with a snap ring (flat-side away from the gear).

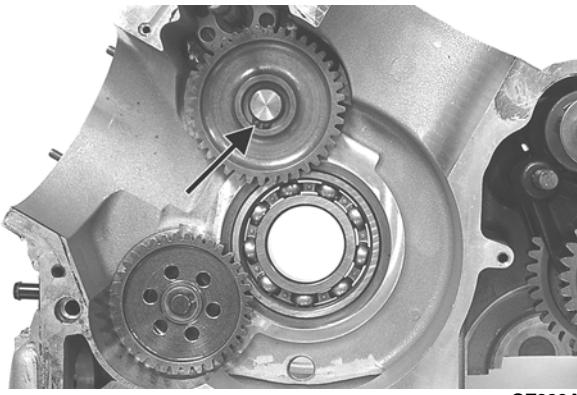


GZ463A

3. Install the countershaft into the crankcase and secure with the snap ring (flat side away from the bearing).

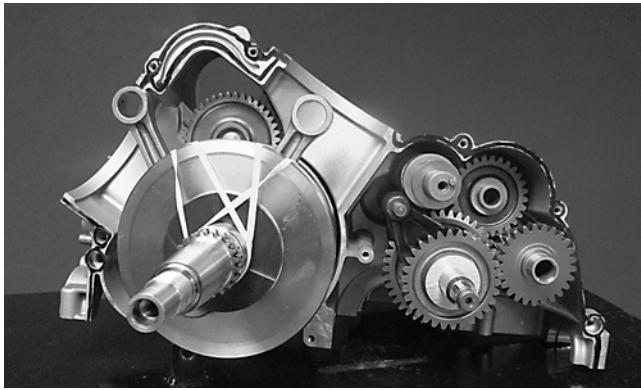
Assembling Crankcase Half

1. Install the oil pump gerotor assembly and oil pump cover in the crankcase and secure with two cap screws. Coat the threads with red Loctite #271 and tighten securely to 8 ft-lb.



GZ299A

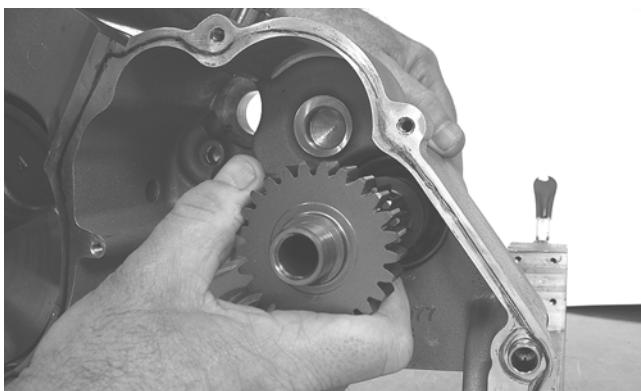
5. Using rubber bands to support the connecting rods, carefully install the crankshaft assembly into the crankcase.



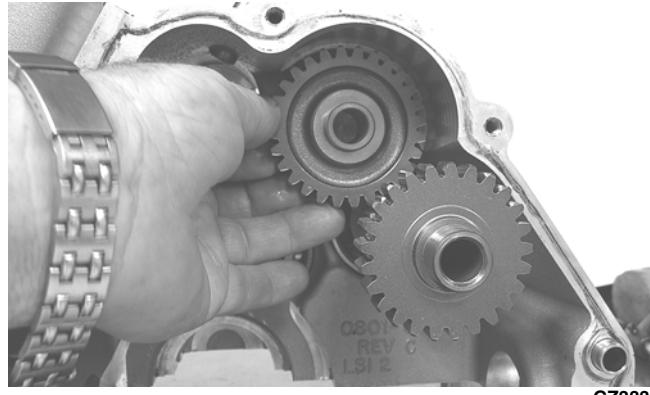
GZ474

■NOTE: It will be necessary to rotate the crankshaft back and forth to engage the teeth of the oil pump and countershaft gears.

6. Install the driveshaft; then with a flat washer on each end of the reverse idler assembly, install into the crankcase.



GZ332

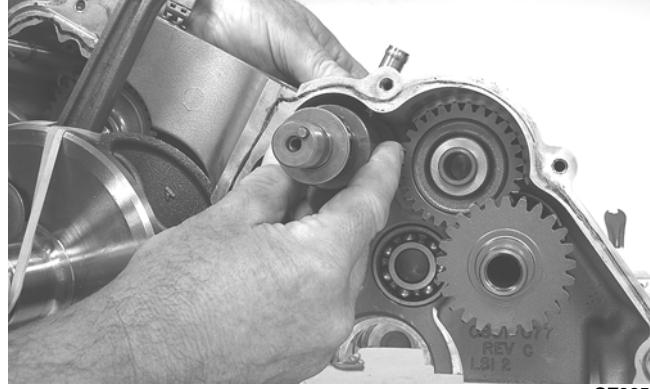


GZ333

7. Install the gear shift shaft into the crankcase making sure the flat washer is in place on the right case end and the spacer on the gear shift stop end.

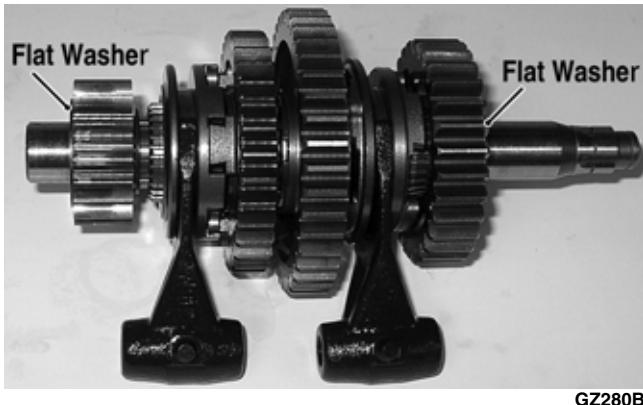


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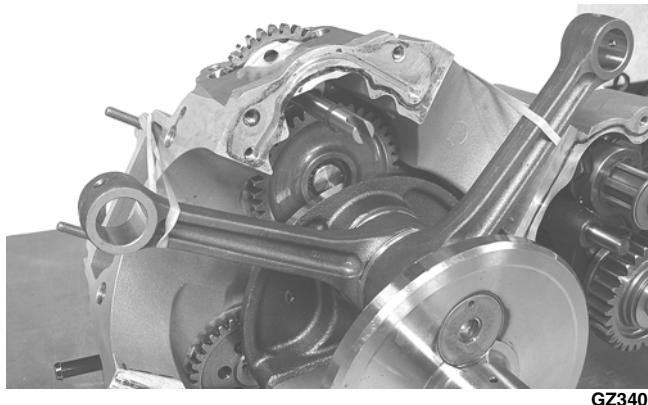


GZ335

8. Place the larger flat washer on the drive gear end of the countershaft and the smaller flat washer on the high driven gear end; then with shift forks and shift fork shaft, install the countershaft assembly into the crankcase.



GZ280B

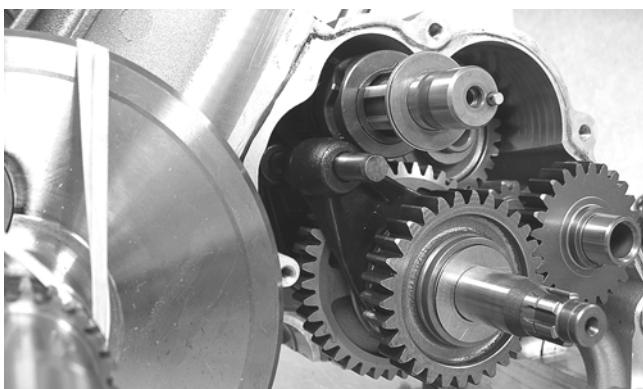


GZ340



GZ333

9. Engage the shift forks into the gear shift shaft and push the shift fork shaft into the crankcase.



GZ339

☞ AT THIS POINT

Proper transmission shifting should be verified by turning the gear shift shaft to select High, Low, Neutral, and Reverse while rotating the input shaft and observing the countershaft rotation.

The right-side crankcase is now ready for installation to the left-side crankcase.

Joining Crankcase Halves

1. Using rubber bands, support the connecting rods to align with the cylinder bores.

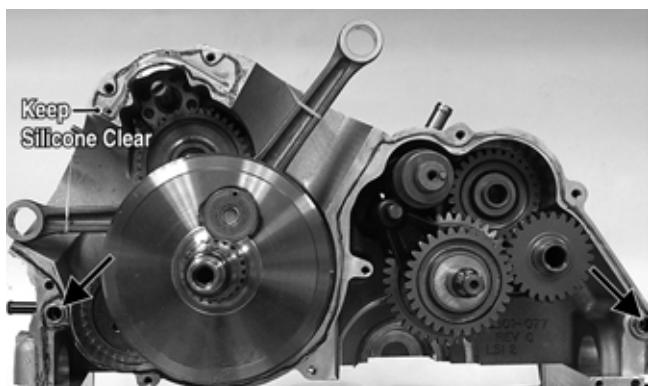
2. Coat both sides with engine oil; then install the spacer washer on the crankshaft with the radius directed toward the crankshaft.



GZ341

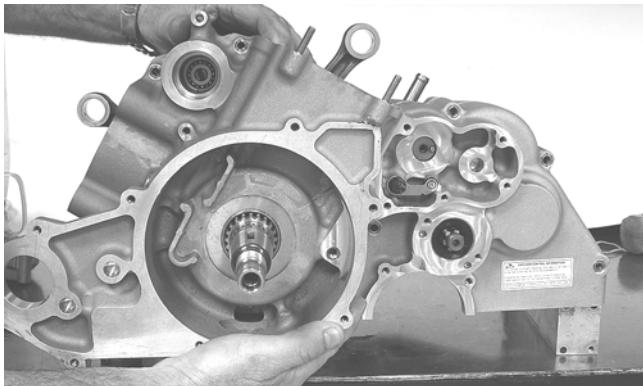
3. Install the two alignment pins; then apply a thin bead of silicone sealant to the crankcase mating surface.

■NOTE: When applying silicone, make sure to keep clear of all oil galleries and ports. Do not over-apply silicone.



GZ345C

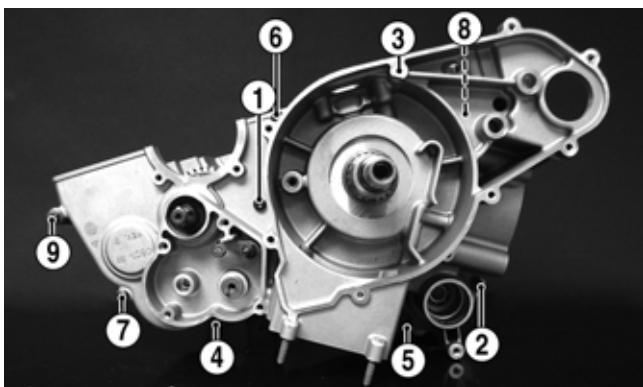
4. Carefully join the crankcase halves by placing the left-side crankcase onto the assembled right side. Secure with the cap screws (eight left side and one right side).



GZ342

5. Tighten the 6 mm cap screws to 8 ft-lb and the 8 mm cap screws to 20 ft-lb using the pattern shown and turning the shafts frequently to ensure there is no binding.

■NOTE: Rotate the shafts back and forth to ensure no binding or sticking occurs.

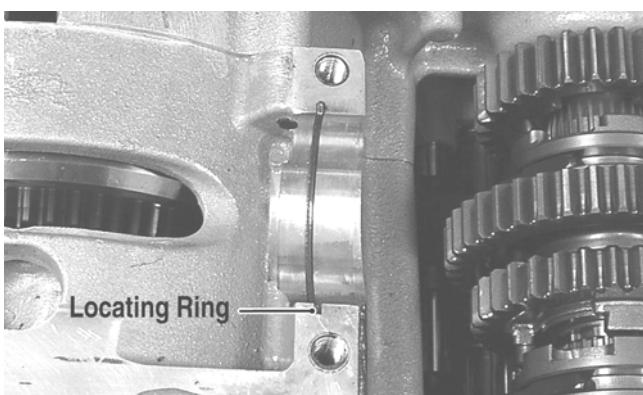


GZ457A

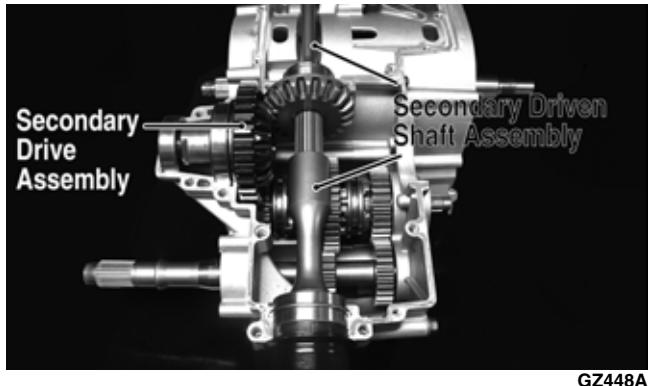
■NOTE: Cap screw number eight (8) is installed from the right side.

■NOTE: If the secondary drive/driven assemblies have been disassembled, refer to Servicing Center Crankcase Components sub-section for proper gear tooth contact and backlash.

6. Install the locating ring in the crankcase assembly; then install the secondary driven shaft assembly and secondary drive assembly making sure the locating ring and bearing engage correctly.



GZ269A

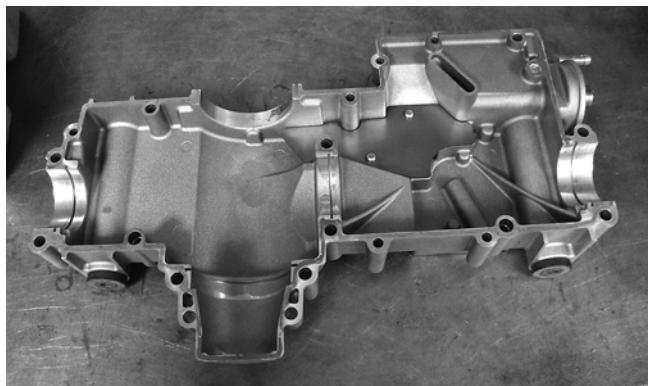


GZ448A

7. Make sure the locating pins on the front and rear bearings are correctly seated in the crankcase.
8. Install two alignment pins into the upper crankcase assembly; then apply a thin bead of silicone sealant to the lower crankcase cover.

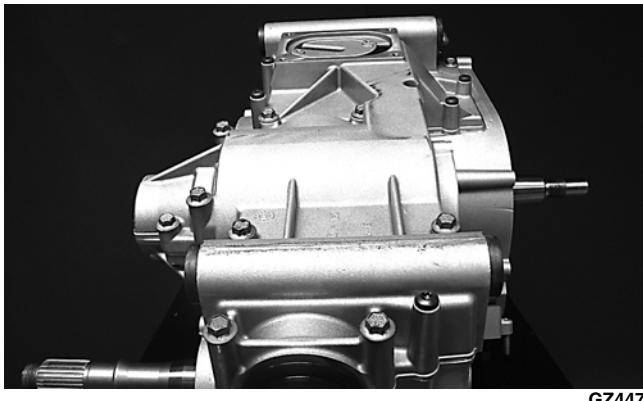


GZ452A



GZ451

9. Carefully place the lower crankcase cover onto the joined crankcase halves; then secure with the cap screws. Tighten the 6 mm cap screws to 8 ft-lb and the 8 mm cap screws to 20 ft-lb.



GZ447

10. Install the oil screen; then apply a thin bead of silicone sealant to the oil strainer cap and secure with the cap screws. Tighten to 8 ft-lb.

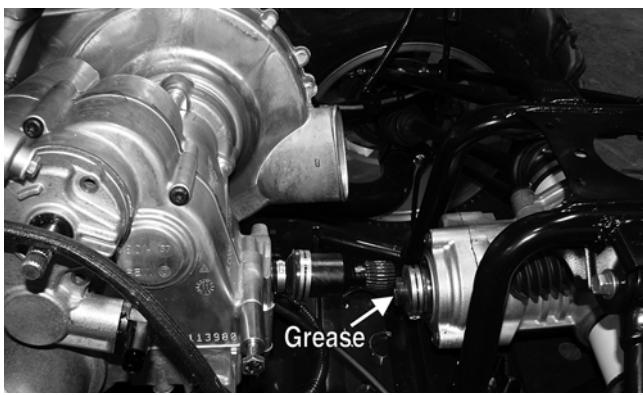
AT THIS POINT

After completing center crankcase components, proceed to **Installing Right-Side Components**, to **Installing Left-Side Components**, and to **Installing Top-Side Components**.

Installing Engine/ Transmission

■NOTE: Arctic Cat recommends new gaskets and O-rings be installed whenever servicing the vehicle.

1. Install the front exhaust pipe onto the engine with a new grafoil gasket but do not torque; then using a suitable engine hoist and equalizer sling, lower the engine into the vehicle.
2. Apply a liberal amount of molybdenum grease to the rear output splines and in the coupler boot; then align and engage the splines and coupler.



WC173A

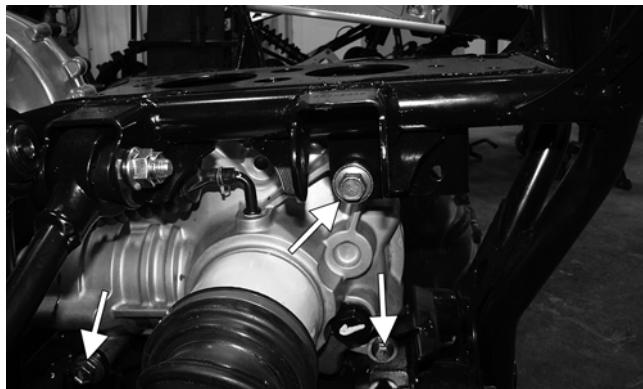
3. Holding the engine rearward, lift the front drive shaft and loosely install at least one cap screw; then work the engine down into the mounting brackets.
4. Install the engine mounting through-bolts with flat washer, rear first; then front. Tighten new lock nuts to 45 ft-lb.

5. Support the rear of the vehicle; then remove the lateral link pivot bolt, drop the lateral link down, and install the upper through-bolt on the rear drive gear case. Reinstall the lateral link, secure with the bolt and tighten a new lock nut to 35 ft-lb.



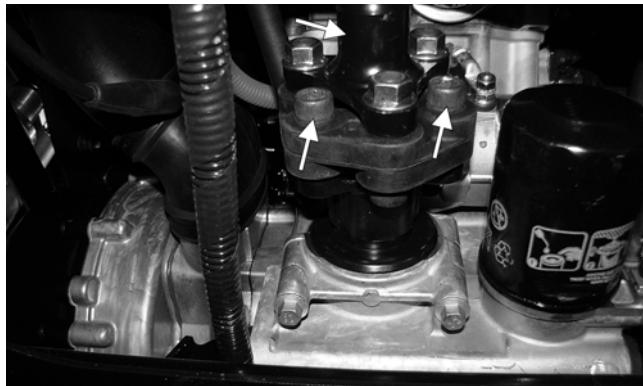
WC169A

6. Install the lower front through-bolt and the rear lower cap screw securing the rear drive gear case; then with new lock nuts, tighten the through-bolts to 38 ft-lb, and the cap screw to 20 ft-lb.



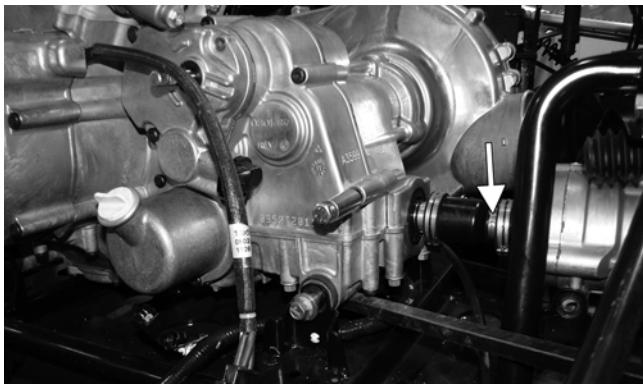
WC170A

7. Coat the threads of all three Allen-head cap screws securing the front drive coupler flange with blue Loctite #243 and tighten to 40 ft-lb; then connect the starter cable.



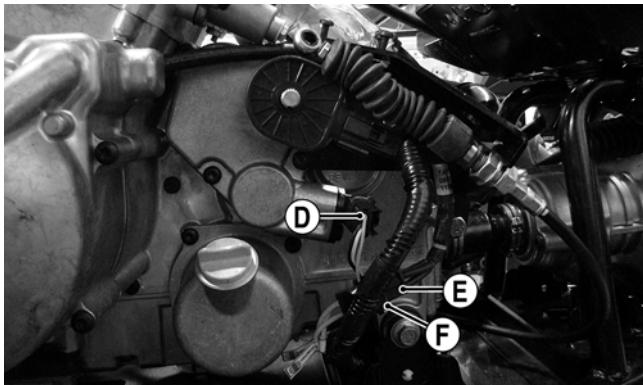
WC187A

8. Crimp the clamp onto the rear drive coupler boot.



WC172B

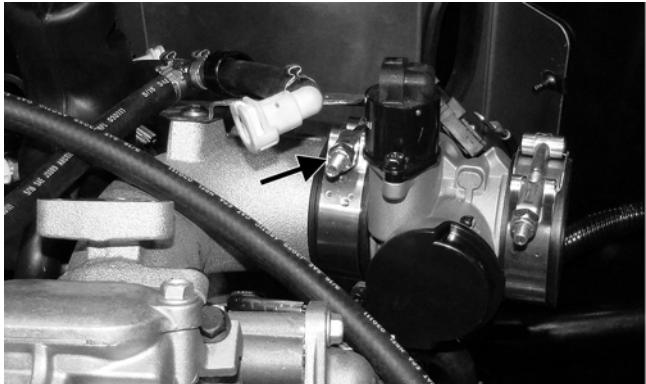
9. Connect the speed sensor (D), stator connector (E), and the CKP sensor (F); then install the gear shift cable onto the shift arm (C) and secure with the E-clip (A) and jam nut (B).



WC172A

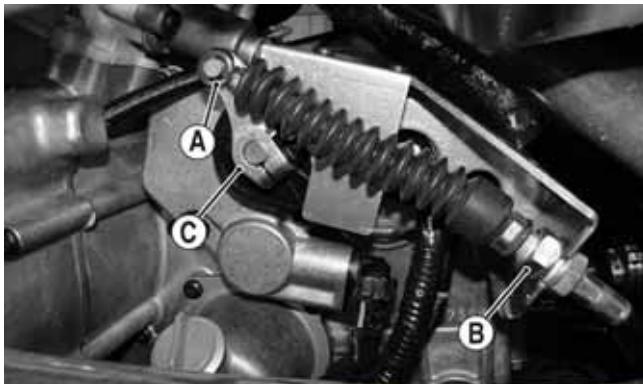


WC164A



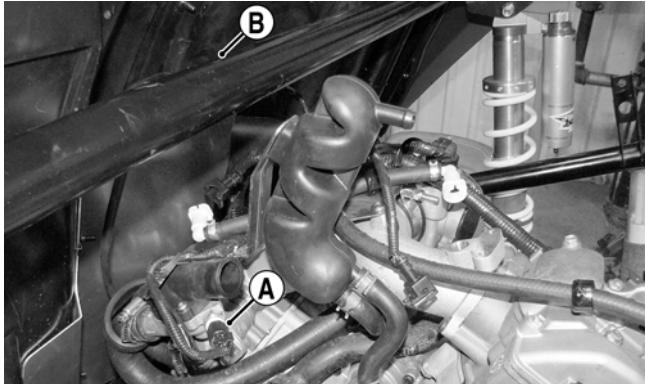
WC210A

11. Connect the ECT connector (A), front coil primary connector (B), TPS connector (C), MAP/IAT connector (D), and ISC connector (E).

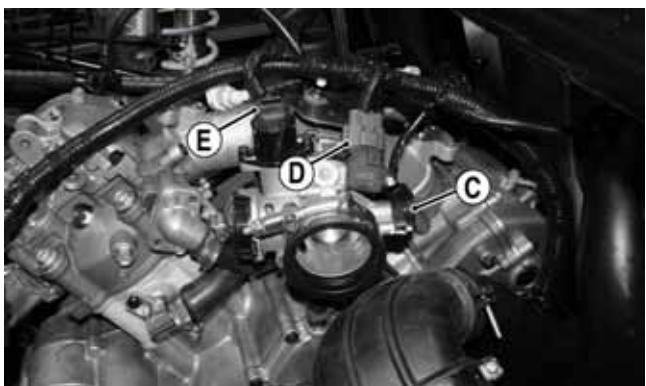


WC362A

10. Making sure the tab on the throttle body aligns and fully engages the alignment slot on the intake boot, install the throttle body and tighten the clamp nut to 30 in.-lb; then install the engine ground cable.



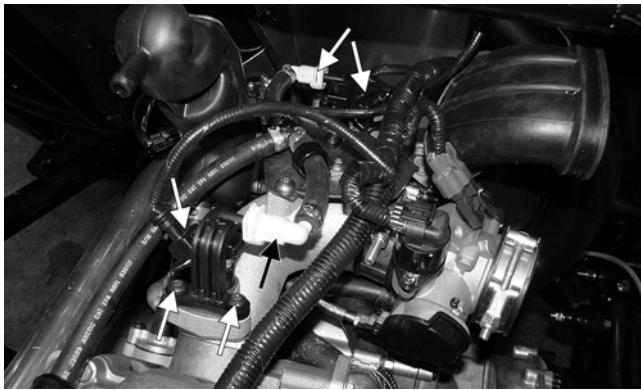
WC204A



WC206A

12. Install the fuel rail with fuel injectors and secure with the cap screws. Tighten to 6 ft-lb.

13. Connect the gas line connectors to the fuel rails and the electrical connectors to the fuel injectors.



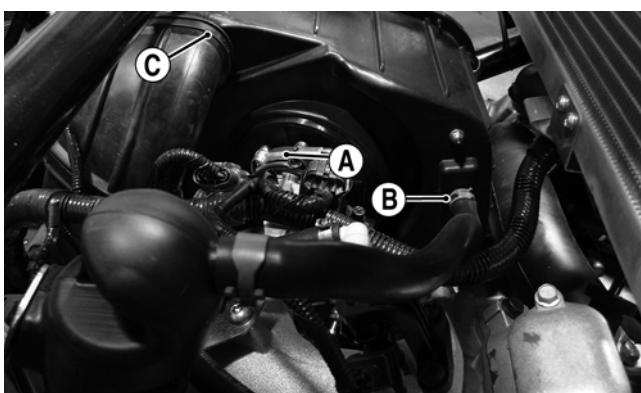
WC203A

14. Place the inlet air duct into position; then install the CVT intake cooling duct and secure with the clamp.



WC209A

15. Set the air filter housing into place and secure with the three screws on the CVT housing and tighten to 6 ft-lb; then connect and secure the throttle body inlet air boot (A), crankcase breather hose (B), and inlet air duct (C). Tighten the inlet air boot clamp to 30 in.-lb and install the air filter housing strap.



WC146A

16. Install the CVT cooling outlet duct; then with a new grafoil gasket, install the rear exhaust pipe and cap screws loosely.

17. Install the radiator/fan assembly and secure with the mounting screws; then connect and secure the coolant hoses with the clamps. Tighten securely.

18. Connect the fan connectors, rear spark plug cap, and rear coil primary connector.

19. Install the gas tank cradle and gas tank and secure with the hold down bracket; then connect the fuel hose and fuel pump/fuel level sensor connector.

20. Install the heat shield and secure with the appropriate fasteners; then install the cargo box supports and secure with the cap screws and new lock nuts. Tighten to 20 ft-lb.

21. Install the muffler and secure with the spring; then tighten the front and rear exhaust pipe cap screws to 20 ft-lb.

22. Secure the rear wiring harness to the cargo box supports as indicated and connect the tail/brakelight connectors to the light housings.



WC179B

23. Remove the plug on the radiator and fill the radiator with the recommended coolant allowing air to bleed from the loosened filler cap; then loosen the bleed screw on the water pump allowing air trapped in the engine to escape. Top off coolant and tighten all bleed points securely.



WC354A



WC205A

24. Install the cargo box; then remove the cap from the gas fill hose and place the rear body panel into position. Secure the gas tank fill hose to the filler neck and secure with the clamp.
25. Secure the rear body panel with the appropriate fasteners; then pour in the prescribed engine oil and connect the negative battery cable. Install the battery cover and seats.
26. Start the engine allowing it to warm up for a few minutes; then shut the engine off and check for leaks. Check all fluid levels and correct as necessary.

Fuel/Lubrication/Cooling

SPECIAL TOOLS

A number of special tools must be available to the technician when performing service procedures in this section. Refer to the current Special Tools Catalog for the appropriate tool description.

Description	p/n
Oil Pressure Test Kit	0644-495
Tachometer	0644-275

■NOTE: Special tools are available from the Arctic Cat Service Department.

Electronic Fuel Injection

⚠ WARNING

Whenever the gasoline hoses are removed (other than for pressure testing), the battery must be disconnected to prevent inadvertent activation of the electronic fuel pump.

⚠ WARNING

Whenever any maintenance or inspection is performed on the fuel system during which there may be fuel leakage, there should be no welding, smoking, open flames, etc., in the area.

TROUBLESHOOTING

1. Verify that the electric fuel pump is operating by listening for a "whirring" sound for approximately three seconds after the ignition switch is turned to the ON position. If no sound can be heard, see Fuel Pump/ Fuel Level Sensor in this section.
2. Check for a flashing Malfunction Indicator Light (MIL) on the LCD. If the light is flashing, see Diagnostic Trouble Codes (DTC) in Electrical System.
3. Make sure there is sufficient, clean gas in the gas tank.
4. Verify that the battery is sufficiently charged to crank the engine over at normal speed.
5. Check the air filter housing and air filter for contamination. Clean or replace as necessary (see Periodic Maintenance/Tune-Up).

REMOVING THROTTLE BODY

1. Turn the ignition switch to the OFF position; then remove the ignition switch key.

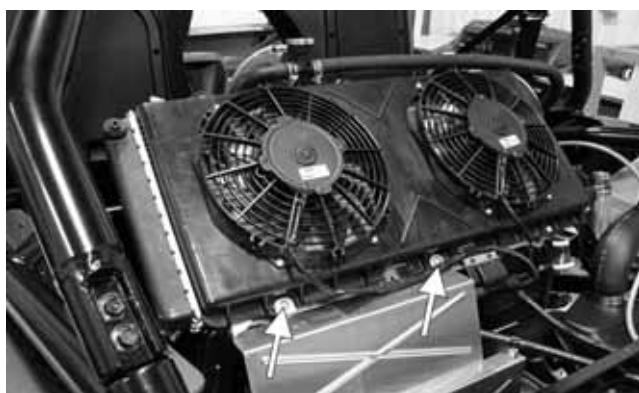
⚠ WARNING

Do not turn the ignition switch to the ON position with the hoses removed. Gasoline will be pumped by the electric fuel pump causing a safety hazard.

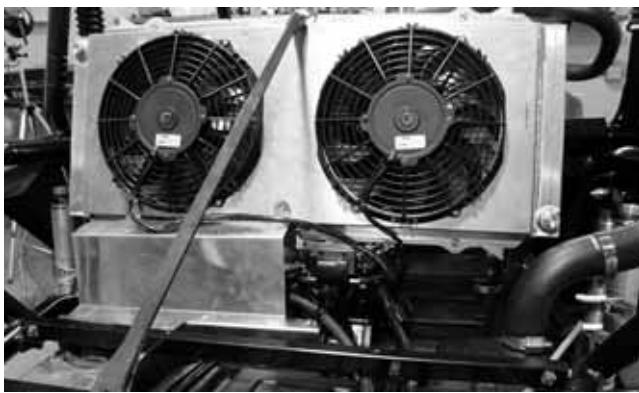
2. Remove the left and right seats; then remove the battery cover and disconnect the battery.

3. Remove the rear body panel; then remove the cargo box.

4. Remove the two screws securing the heat shield to the radiator/cooling fan assembly.



5. Remove the two upper radiator support mounting screws; then, while holding the heat shield away from the radiator, tip the radiator back and secure with an appropriate holding strap such as a tarp strap.



6. Loosen the air filter to throttle body clamp and pull the air filter assembly away from the throttle body; then disconnect the ISC, MAP/IAT, and TPS connectors. Remove the air filter housing strap.



7. Loosen the throttle body to intake clamp and remove the throttle body from the intake boot; then remove the screw from the throttle arm cover and disconnect the throttle cable from the throttle body.



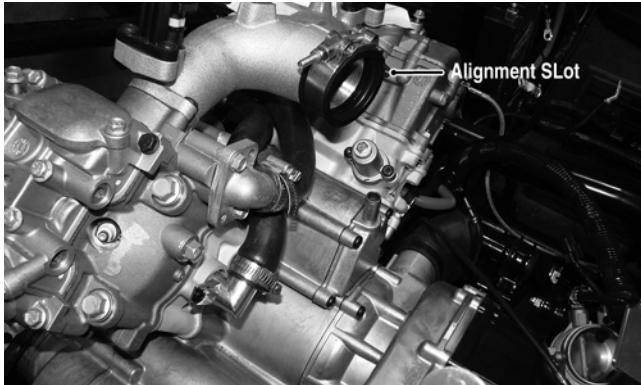
WC215A

INSTALLING THROTTLE BODY

1. Connect the throttle cable to the throttle arm; then install the throttle cable housing to the throttle body and secure the throttle arm cover with the screw.
2. Make sure the alignment tab on the throttle body aligns with the slot in the intake boot and install the throttle body fully into the boot. Tighten the clamp to 30 in.-lb.



WC216A



WC164A

3. Install the wire connectors on the TPS, MAP/IAT, and TPS; then place the air filter outlet into the throttle body boot and tighten the clamp to 30 in.-lb. Install the air filter housing strap.



WC206B

4. Remove the holding strap and move the radiator back into position and secure with the mounting screws. Tighten securely.
5. Secure the heat shield and rear coil to the radiator, then install the cargo box.
6. Install the rear body panel and secure with the appropriate fasteners; then connect the negative battery cable and install the battery cover and seats.

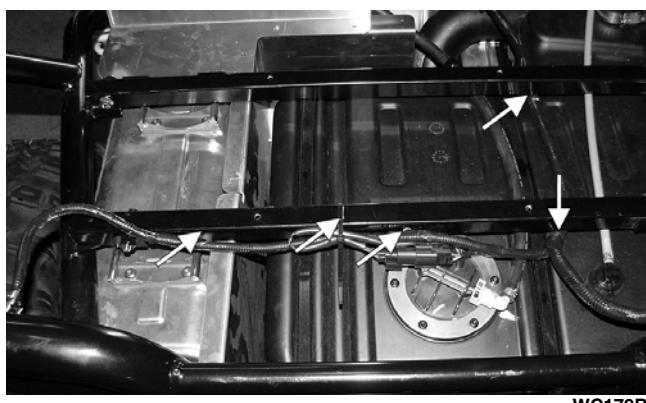
Gas Tank

WARNING

Whenever any maintenance or inspection is made on the fuel system during which there may be fuel leakage, there should be no welding, smoking, open flames, etc., in the area.

REMOVING

1. Remove the seats and battery cover; then disconnect the negative battery cable.
2. Remove the rear body panel and cap off or tape the gas filler hose.
3. Remove the cargo box; then disconnect the tail/brakelight connectors and the fuel pump/fuel level sensor connector.
4. Remove the exhaust pipe to muffler springs and remove the muffler.
5. Pry the wiring harness anchors out of the cargo box supports and mark any wire tie locations; then set the harness out of the way.



WC179B

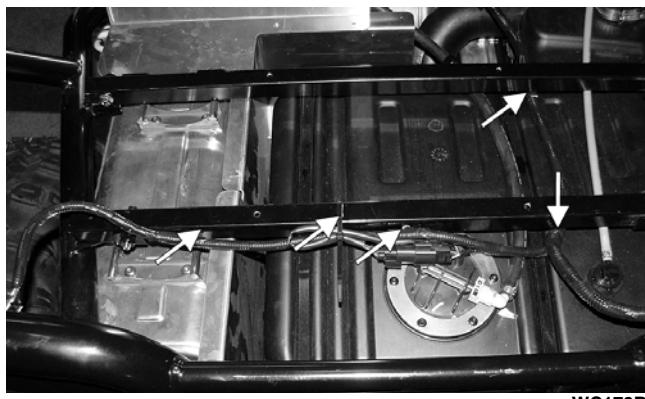
6. Remove the cargo box supports and the heat shield; then wrap a shop cloth around the gas line connector to catch any fuel spray and disconnect from the fuel pump.
7. Remove the gas tank hold-down bracket and remove the gas tank.

INSTALLING

⚠ WARNING

Whenever any maintenance or inspection is made on the fuel system during which there may be fuel leakage, there should be no welding, smoking, open flames, etc., in the area.

1. Place the gas tank into position on the cradle and secure with the hold-down bracket. Tighten the fasteners until the bracket is snug on the tank but not distorting it.
2. Place the heat shield into position; then install the cargo box supports and start but do not tighten all fasteners. After all fasteners are started, tighten securely.
3. Press the wiring harness anchors into the proper locations on the cargo supports and secure nylon ties where removed; then connect tail/brakelight connectors and fuel pump//fuel level connector.



4. Install the muffler and secure with the four springs.
5. Install the cargo box; then install the rear body panel.
6. Connect the negative battery cable and install the battery cover; then set the seats in and lock into position.

Gas/Vent Hoses

Replace the gas hose every two years. Damage from aging may not always be visible. Do not bend or obstruct the routing of the vent hoses. Make certain the vent hoses are securely connected and the opposite ends are always open.

Oil Filter/Oil Pump

■NOTE: Whenever internal engine components wear excessively or break and whenever oil is contaminated, the oil pump should be replaced.

TESTING OIL PUMP PRESSURE

■NOTE: The engine must be warmed up to operating temperature (cooling fan cycling) for this test.

1. Remove the oil hose from the fitting nearest the oil filter base.



2. Using a suitable "T" fitting, connect Oil Pressure Test Kit to the oil fitting and hose. Tighten all clamps securely.
- NOTE: Some oil seepage may occur when installing the oil pressure gauge. Wipe up oil residue with a cloth.
3. Place the transmission in park and start the engine. Allow the engine to warm up to operating temperature (with cooling fans cycling).
4. Set the speedometer/tachometer to RPM. With the engine running at 3000 RPM, the pressure gauge must show 1.05-1.2 kg/cm² (15-17 psi).
5. Remove the test kit from the vehicle and install the oil hose. Tighten the clamps securely.

■NOTE: If oil pressure is lower than specified, check for an oil leak, clogged oil filter, or defective oil pump.

■NOTE: If oil pressure is higher than specified, check for too heavy engine oil weight (see General Information), clogged oil passage, or improper installation or type of the oil filter.

REMOVING/DISASSEMBLING

1. Remove the oil pump from the engine (see Center Crankcase Components in Engine/Transmission).
2. Remove oil pump components from crankcase.

CLEANING AND INSPECTING

1. Clean all oil-pump components.
2. Inspect the rotors for scoring and gouges.
3. Inspect the driveshaft and driven sprocket for damage.
4. Inspect the crankcase for scoring, cracks, or damage.

ASSEMBLING/INSTALLING

1. Place the rotors into the crankcase making sure the dowel pin is in the groove of the rotor.
2. Place the cover onto the crankcase.

- Secure the pump with the two cap screws coated with blue Loctite #243. Tighten to 8 ft-lb.

Oil Cooler

REMOVING

- Remove the hood.
- Loosen the clamps securing the oil hoses to the oil cooler; then place an absorbent towel under the connection and remove the hoses.
- Remove the cap screws from the oil cooler mountings and remove the oil cooler.

CLEANING AND INSPECTING

- Prior to washing, inspect the oil cooler for signs of leaks such as oily dirt build-up.
- Wash the cooling fins using a garden hose and hot, soapy water and a soft brush.
- Inspect all mounting brackets and the oil inlet and outlet for cracks or bends.

INSTALLING

- Place the oil cooler into position and secure with the existing hardware. Tighten securely.
- Connect the oil hoses and secure with the hose clamps. Tighten securely.
- Install the hood.

Liquid Cooling System

When filling the cooling system, use premixed Arctic Cat Antifreeze. While the cooling system is being filled, air pockets may develop; therefore, open the bleed screw on the upper coolant pipe or the thermostat housing to allow air to bleed from the cooling system. When clear coolant (no bubbles) is present, tighten the bleed screw securely; then fill the cooling system to the bottom of the stand pipe in the radiator neck. Run the engine for five minutes after the initial fill, shut the engine off, and then "top-off" the cooling system to the bottom of the stand pipe in the radiator neck.

CAUTION

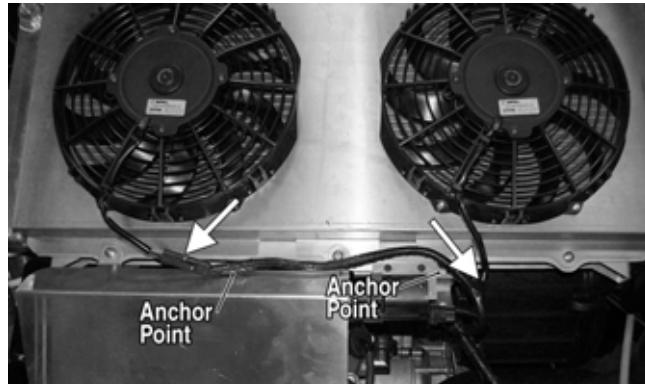
After operating the vehicle for the initial 5-10 minutes, stop the engine, allow the engine to cool down, and check the coolant level. Add coolant as necessary.

Radiator

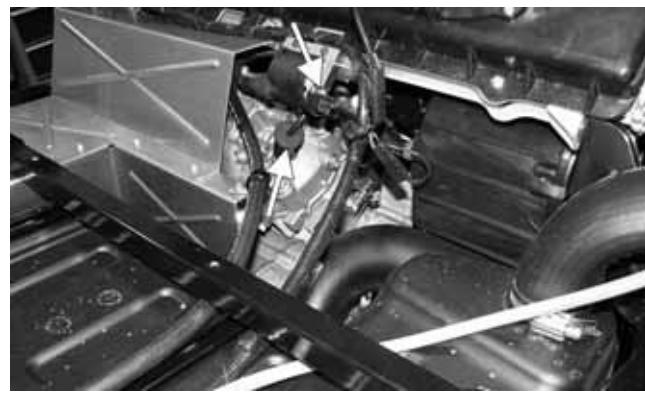
REMOVING

- Remove the seats.

- Remove the rear body panel (see Steering/Frame/Controls) and cap the gas tank fill hose; then remove the cargo box (see Steering/Frame/Controls).
- Disconnect the cooling fan electrical connectors and pry the harness anchors from the radiator frame and coil bracket.



- Remove the screws securing the heat shield to the radiator frame and disconnect the coil primary connector; then remove the spark plug wire from the spark plug.



- Clamp the coolant hoses off; then loosen the coolant hose clamps.





WC193

■NOTE: Note the routing of hoses and location of any ties used to secure hoses to frame.

6. Remove the four fasteners securing the radiator to the frame weldments.



WC197A

7. Place absorbent towels under the hose connections; then remove the hoses.
8. Remove the radiator/fan assembly from the vehicle and drain remaining coolant from the radiator into a suitable container.

■NOTE: If the radiator is to be replaced, transfer the cooling fans, coolant hoses, coil, and attaching hardware to the replacement radiator.

INSTALLING

1. Place the assembled radiator/fan assembly into position in the frame weldments and loosely install the cap screws; then route the coolant hoses as noted when removing and secure with the appropriate hose clamps. Tighten the mounting cap screws securely.
2. Connect the spark plug wire and primary coil connector; then secure the heat shield to the radiator frame.
3. Connect the cooling fan connectors; then press the wiring harness anchors into the appropriate locations.



WC180B

4. Install the cargo box (see Steering/Frame/Controls).
5. Pour the proper mixture and quantity of coolant into the radiator filler loosening the radiator bleed plug to allow air to escape while filling.



WC184A

6. Start the engine and allow it to warm up while checking for leaks; then shut the engine off and check coolant level. Adjust as required.
7. Remove the cap from the gas tank fill hose and install the rear body panel and secure with the appropriate fasteners. Tighten the gas tank fill hose clamp securely.



WC186

8. Install and lock the seats into position.

Thermostat

REMOVING

■**NOTE:** The thermostat is located in a housing in-line with the upper radiator hoses under the radiator/fan assembly.

1. Clamp off the coolant hoses and place an absorbent towel under the thermostat.
2. Remove the four machine screws securing the thermostat housing together. Remove the thermostat and account for an O-ring.

INSPECTING

1. Inspect the thermostat for corrosion or spring damage.
2. Using the following procedure, inspect the thermostat for proper operation.
 - A. Suspend the thermostat in a container filled with water.
 - B. Heat the water and monitor the temperature with a thermometer.
 - C. The thermostat should start to open at 71.0-86.0° C (160-187° F).
 - D. If the thermostat does not open, it must be replaced.
3. Inspect all coolant hoses, connections, and clamps for deterioration, cracks, and wear.

■**NOTE:** All coolant hoses and clamps should be replaced every four years or 4000 miles.

INSTALLING

1. Place the thermostat and O-ring into the thermostat housing; then secure the thermostat housing together with the four machine screws.
2. Remove the clamp and fill the cooling system with the recommended amount of antifreeze. Check for leakage.

Fans

REMOVING

1. Remove the radiator (see Radiator in this section).
2. Remove the fan assembly from the radiator.

INSTALLING

1. Position the fan assembly on the radiator; then secure with existing hardware.

■**NOTE:** The fan wiring must be directed downward.

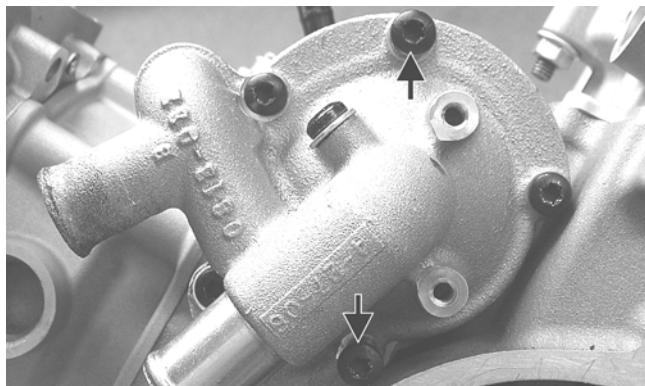
2. Install the radiator (see Radiator in this section).

Water Pump

■**NOTE:** The water pump is a non-serviceable component. It must be replaced as an assembly.

REMOVING

1. Clamp off and remove the coolant hoses from the water pump; then remove two cap screws securing the water pump to the crankcase.



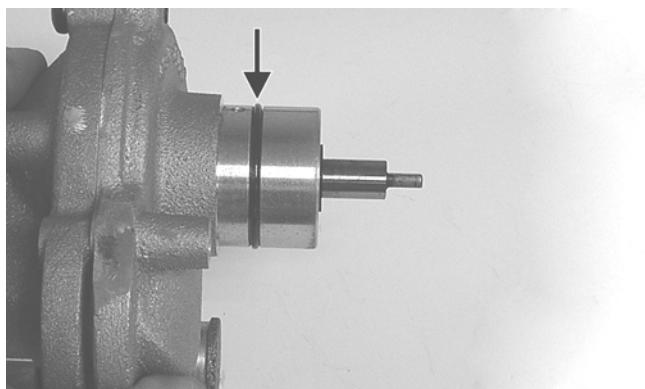
GZ230A

■**NOTE:** Always use a large container and have sufficient floor drying material available when draining the coolant in case of coolant spillage.

2. Remove the water pump from the engine.

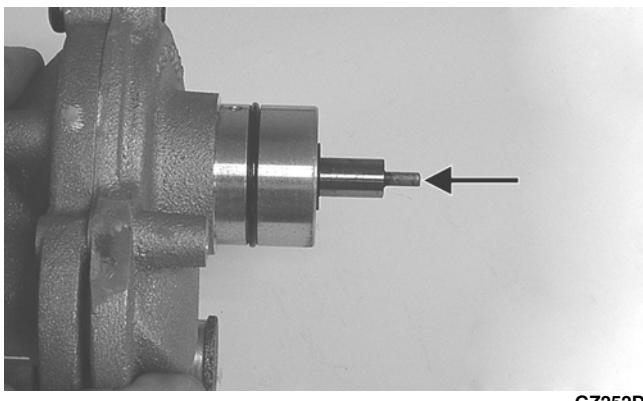
INSTALLING

1. Install a new O-ring onto the water pump and lightly coat with clean engine oil.



GZ252C

2. Install the water pump assembly onto the engine aligning the flat drive on the water pump to the slot in the driven gear shaft.



GZ252D

CAUTION

Do not force the water pump housing into the crankcase or severe engine damage may occur.

3. Secure the water pump with the two cap screws and tighten securely; then connect the coolant hoses and secure with hose clamps. Release the clamps used in removing.
4. Fill the cooling system with appropriate mixed coolant and install the radiator cap.
5. Start the engine and check for coolant leaks; then add coolant if necessary to proper level.

CAUTION

After operating the Wildcat for the initial 5-10 minutes, stop the engine, allow the engine to cool down, and check the coolant level. Add coolant as necessary.

Fuel Pump/Fuel Level Sensor

The fuel pump and fuel level sensor are not serviceable components. If either component fails, it must be replaced.

TESTING

WARNING

Whenever any maintenance or inspection is made on the fuel system during which there may be fuel leakage, there should be no welding, smoking, open flames, etc., in the area.

AT THIS POINT

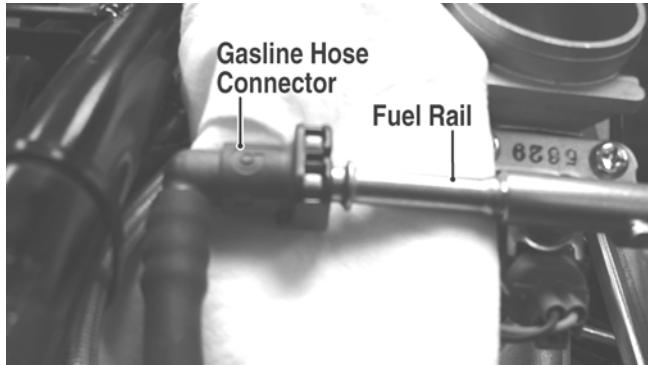
Prior to removing the fuel pump, the following test should be performed to determine that removal is necessary.

1. Turn the ignition switch ON and listen for a momentary “whirring” sound of the pump building pressure. If the sound is heard (10 seconds), no electrical checks are necessary. Turn the ignition switch OFF.

2. Disconnect the gasline hose from the fuel rail; then install a suitable pressure gauge.

WARNING

Gasoline may be under pressure. Place an absorbent towel under the connector to absorb any gasoline spray when disconnecting.



FI092A

3. Turn the ignition switch to the ON position. The fuel pressure should build until the pump shuts off. Pressure should read 3.0 kg-cm² (43 psi).
4. Check for any flashing DTC (Diagnostic Trouble Code) on the digital gauge. A disconnected or faulty tilt sensor will cause the fuel pump not to run and a code to flash.
5. If the pump is not running, check the 10 amp FUEL fuse in the PDM under the passenger seat. Replace as necessary and check for fuel pump operation.
6. If fuse is OK, check the FUEL relay by swapping with another relay. If the pump runs, replace the FUEL relay.
7. If the pump still is inoperative, replace as follows.

REMOVING

1. Remove the seats and battery cover; then disconnect the negative battery cable.
2. Remove the rear body panel and cargo box (see Steering/Frame/Controls); then plug or tape over the gas tank filler hose.

■NOTE: The power supply/wiring to the fuel pump could be checked by reconnecting the battery negative cable and using a multimeter set to DC volts; then check for battery voltage by turning the ignition to ON and checking between the black and red wires. Disconnect the negative battery cable when finished.

3. Disconnect the fuel pump/fuel level sender connector; then wrap a shop towel around the gasline connector and disconnect the gasline from the fuel pump.
4. Mark the components for assembling purposes and remove the screws securing the fuel pump to the gas tank.



WC226

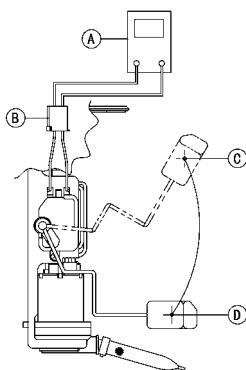
5. Carefully remove the fuel pump/fuel level sender assembly from the gas tank; then tape over the opening.

INSPECTING

AT THIS POINT

If the pump has failed earlier test and must be replaced, proceed to INSTALLING.

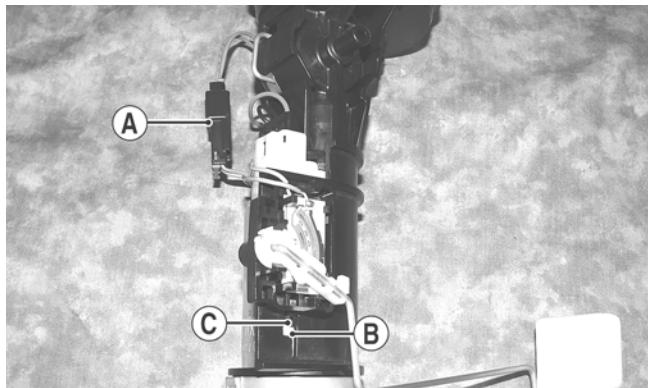
1. Inspect the fuel screen and blow clean with low pressure compressed air.
2. Move the float lever and check for free movement. The float assembly should return to the lower position without force. If not, replace the fuel level sensor assembly.
3. Test the fuel level sensor by connecting a multimeter (A) to the fuel level sensor leads (B); then select OHMS. The multimeter should show 5 ohms at full fuel position (C) and 95 ohms at empty fuel position (D).



ATV2116

■NOTE: If readings are erratic, clean the resistor wiper and resistor with clean alcohol and retest. If still not correct, replace the fuel level sensor.

4. To replace the fuel level sensor, use the following procedure.
 - A. Disconnect the two-wire connector (A); then press the fuel level sensor toward the top of the fuel pump to release it from the mounting slot (B).



FI460A

- B. Engage the tabs (C) of the fuel level sensor into the mounting slot (B) and press toward the bottom of the fuel pump to latch in place; then connect the two-wire connector (A).

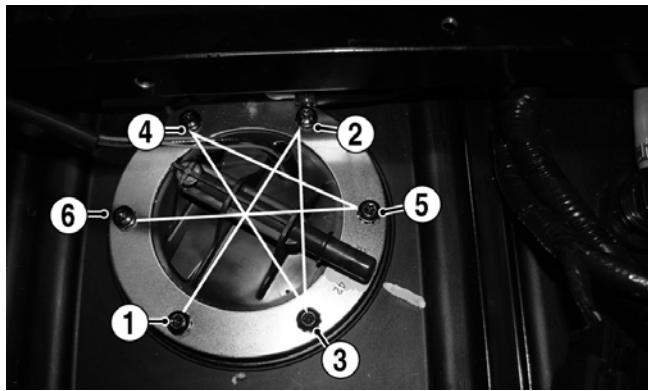
INSTALLING

1. Carefully place the fuel pump assembly into the gas tank referencing orientation marks made during removal.



WC226

2. Secure the pump assembly with the mounting screws and tighten securely in a crisscross pattern.



WC226A

3. Connect the electrical connector and the gasline hose connector to the fuel pump; then press the wiring harness anchors into position and secure the cable ties as shown.



4. Install the cargo box; then install the rear body panel and connect the gas tank filler hose and secure with the clamp.
5. Connect the negative battery cable and install the battery cover; then install the seats and lock in place.

Troubleshooting

Problem: Starting impaired	
Condition	Remedy
1. Gas contaminated	1. Drain gas tank and fill with clean gas
Problem: Idling or low speed impaired	
Condition	Remedy
1. TPS out of adjustment	1. Adjust TPS
Problem: Medium or high speed impaired	
Condition	Remedy
1. High RPM "cut out" against RPM limiter	1. Decrease RPM speed

Electrical System

The electrical connections should be checked periodically for proper function. In case of an electrical failure, check fuses, connections (for tightness, corrosion, damage), and/or bulbs.

SPECIAL TOOLS

A number of special tools must be available to the technician when performing service procedures in this section. Refer to the current Special Tools Catalog for the appropriate tool description.

Description	p/n
Fluke Model 77 Multimeter	0644-559
Timing Light	0644-296
MaxiClips	0744-041
Test Plug/Error Code List	0444-216

■NOTE: Special tools are available from the Arctic Cat Service Department.

Battery

The battery is located in a compartment at the rear of the center console.

■NOTE: To access the battery box, the battery cover must be removed.

After being in service, batteries require regular cleaning and recharging in order to deliver peak performance and maximum service life. The following procedures are recommended for cleaning and maintaining sealed batteries. Always read and follow instructions provided with battery chargers and battery products.

■NOTE: Refer to all warnings and cautions provided with the battery or battery maintainer/charger.

Loss of battery charge may be caused by ambient temperature, ignition OFF current draw, corroded terminals, self discharge, frequent start/stops, and short engine run times. Frequent winch usage, snowplowing, extended low RPM operation, short trips, and high amperage accessory usage are also reasons for battery discharge.

Maintenance Charging

■NOTE: Arctic Cat recommends the use of the CTEK Multi US 800 or the CTEK Multi US 3300 for battery maintenance charging. Maintenance charging is required on all batteries not used for more than two weeks or as required by battery drain.



800E

1. When charging a battery in the vehicle, be sure the ignition switch is in the OFF position.

2. Clean the battery terminals with a solution of baking soda and water.

■NOTE: The sealing strip should NOT be removed and NO fluid should be added.

3. Be sure the charger and battery are in a well-ventilated area. Be sure the charger is unplugged from the 110-volt electrical outlet.

4. Connect the red terminal lead from the charger to the positive terminal of the battery; then connect the black terminal lead of the charger to the negative terminal of the battery.

■NOTE: Optional battery charging adapters are available from your authorized Arctic Cat dealer to connect directly to your vehicle from the recommended chargers to simplify the maintenance charging process. Check with your authorized Arctic Cat dealer for proper installation of these charging adapter connectors.

5. Plug the battery charger into a 110-volt electrical outlet.

6. If using the CTEK Multi US 800, there are no further buttons to push. If using the CTEK Multi US 3300, press the Mode button (A) at the left of the charger until the Maintenance Charge Icon (B) at the bottom illuminates. The Normal Charge Indicator (C) should illuminate on the upper portion of the battery charger.

■NOTE: The maintainer/charger will charge the battery to 95% capacity at which time the Maintenance Charge Indicator (D) will illuminate and the maintainer/charger will change to pulse/float maintenance. If the battery falls below 12.9 DC volts, the charger will automatically start again at the first step of the charge sequence.



3300A

■**NOTE:** Not using a battery charger with the proper float maintenance will damage the battery if connected over extended periods.

Charging

■**NOTE:** Arctic Cat recommends the use of the CTEK Multi US 800 or the CTEK Multi US 3300 for battery maintenance charging.

1. Be sure the battery and terminals have been cleaned with a baking soda and water solution.

■**NOTE:** The sealing strip should NOT be removed and NO fluid should be added.

2. Be sure the charger and battery are in a well-ventilated area. Be sure the charger is unplugged from the 110-volt electrical outlet.
3. Connect the red terminal lead from the charger to the positive terminal of the battery; then connect the black terminal lead of the charger to the negative terminal of the battery.
4. Plug the charger into a 110-volt electrical outlet.
5. By pushing the Mode button (A) on the left side of the charger, select the Normal Charge Icon (E). The Normal Charge Indicator (C) should illuminate on the upper left portion of the charger.
6. The battery will charge to 95% of its capacity at which time the Maintenance Charge Indicator (D) will illuminate.

■**NOTE:** For optimal charge and performance, leave the charger connected to the battery for a minimum 1 hour after the Maintenance Charge Indicator (D) illuminates. If the battery becomes hot to the touch, stop charging. Resume after it has cooled.

7. Once the battery has reached full charge, unplug the charger from the 110-volt electrical outlet.

RPM Limiter

■**NOTE:** The Wildcat is equipped with an ECM that interrupts the ignition when maximum RPM is approached. When the RPM limiter is activated, it could be misinterpreted as a high-speed misfire.

Testing Electrical Components

All of the electrical tests should be made using the Fluke Model 77 Multimeter. If any other type of meter is used, readings may vary due to internal circuitry. When troubleshooting a specific component, always verify first the fuse(s) are good, the LED(s) are good, the connections are clean and tight, the battery is fully charged, and all appropriate switches are activated.

■**NOTE:** For absolute accuracy, all tests should be made at room temperature of 68° F.

Accessory Receptacle/Connector

■**NOTE:** This test procedure is for either the receptacles or the connectors.

VOLTAGE

1. Turn the ignition switch to the ON position; then set the meter selector to the DC Voltage position.
2. Connect the red tester lead to the positive connector; then connect the black tester lead to the negative connector.
3. The meter must show battery voltage.

■**NOTE:** If the meter shows no battery voltage, troubleshoot the fuse, receptacle, connector, or the main wiring harness.

Brakelight Switch

The switch connectors are spade-type connectors on the side of the master cylinder.

■**NOTE:** The ignition switch must be in the ON position.

VOLTAGE (Wiring Harness Connector)

1. Set the meter selector to the DC Voltage position.
2. Connect the red tester lead to the orange wire; then connect the black tester lead to the red wire.



WC002B

3. The meter must show battery voltage.

■**NOTE:** If the meter shows no battery voltage, troubleshoot the fuse, switch, or the main wiring harness.

■**NOTE:** If the meter shows battery voltage, the main wiring harness is good; proceed to test the switch/component and the connector.

RESISTANCE (Switch Connector)

■**NOTE:** The brake pedal must be depressed for this test.

1. Set the meter selector to the OHMS position.
2. Connect the red tester lead to one terminal; then connect the black tester lead to the other terminal.
3. When the pedal is depressed, the meter must show less than 1 ohm.

■**NOTE:** If the meter shows more than 1 ohm of resistance, replace the switch.

Engine Coolant Temperature (ECT) Sensor

1. Connect the meter leads (selector in OHMS position) to the sensor terminals.
2. Suspend the sensor and a thermometer in a container of cooking oil; then heat the oil.

■**NOTE:** Neither the sensor nor the thermometer should be allowed to touch the bottom of the container or inaccurate readings will occur. Use wire holders to suspend the sensor and thermometer.

⚠ WARNING

Wear insulated gloves and safety glasses. Heated oil can cause severe burns.

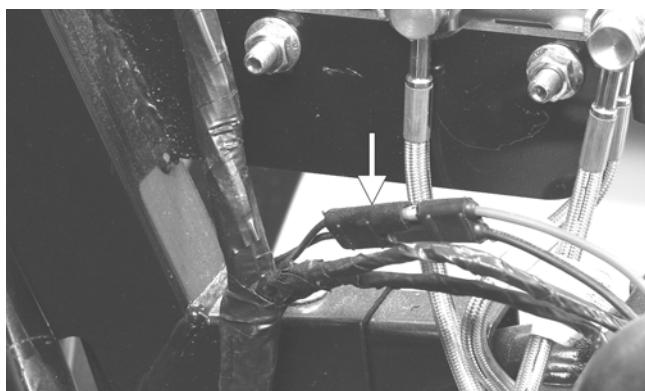
3. On the ECT sensor when the temperature reaches 40° C (104° F), the meter should read approximately 1136 ohms.
4. On the ECT sensor when the temperature reaches 100° C (212° F), the meter should read approximately 155 ohms.

5. If the readings are not as indicated, the sensor must be replaced.
6. Install the sensor and tighten securely.
7. Connect the leads.

Fan Motor

RESISTANCE (Fan Motor Connector)

1. Set the meter selector to the OHMS position.
2. Connect the red tester lead to one motor lead; then connect the black tester lead to the other motor lead.



PR183A

3. The meter must show less than 1 ohm.

■**NOTE:** If the meter shows more than 1 ohm of resistance, troubleshoot or replace the fan motor.

■**NOTE:** To determine if the fan motor is good, connect the red wire from the fan connector to a 12 volt battery; then connect the black wire from the fan connector to ground. The fan should operate.

⚠ WARNING

Care should be taken to keep clear of the fan blades.

Power Distribution Module (PDM)

FUSES/RELAYS

■**NOTE:** To access fuses and relays, compress the locking tabs on either side of the PDM cover and lift off.

The fuses are located in a power distribution module under the passenger's seat. If there is any type of electrical system failure, always check the fuses first.

The 4-pin relays are identical plug-in type located on the power distribution module. Relay function can be checked by switching relay positions. The 4-pin relays are interchangeable.

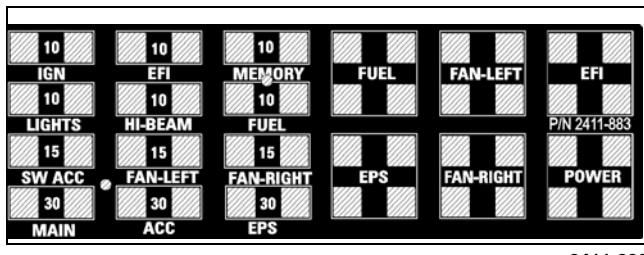
■**NOTE:** The module and wiring harness are not a serviceable component and must be replaced as an assembly.

1. Remove a fuse from the power distribution module.
2. Set the meter selector to the DC Voltage position.
3. Connect the black tester lead to ground.
4. Using the red tester lead, contact each end of the fuse holder connector terminals individually.
5. The meter must show battery voltage from one side of the connector terminal ends.

■NOTE: Battery voltage will be indicated from only one side of the fuse holder connector terminal; the other side will show no voltage.

■NOTE: When testing the HI fuse holder, the headlight OFF/HI/LO switch must be in the HI position; when testing the LIGHTS fuse holder, the headlight dimmer switch can be in either the HI or LO position.

■NOTE: If the meter shows no battery voltage, troubleshoot the battery, switches, power distribution module, or the main wiring harness.



This vehicle uses automotive-style (see-through) fuses. The fuses can be visually inspected; replace fuse if link is open.

CAUTION

Always replace a blown fuse with a fuse of the same type and rating.

■NOTE: Make sure the fuses are returned to their proper position according to amperage. Refer to the amperage listed under each fuse on the power distribution module.

Ignition Coil

The ignition coils are mounted to the lower radiator frame (rear cylinder) and the forward heat shield (front cylinder). Remove the rear body panel and cargo box to access the coils.

VOLTAGE (Primary Coil)

1. Set the meter selector to the DC Voltage position; then disconnect the connector from the coil to be tested.
2. Connect the red tester lead to the orange wire and the black tester lead to ground.
3. Turn the ignition switch to the ON position. The meter must show battery voltage.

RESISTANCE

CAUTION

Always disconnect the battery when performing resistance tests to avoid damaging the multimeter.

■NOTE: For these tests, the meter selector should be set to the OHMS position.

Primary Winding

1. Disconnect the primary connector and connect the red tester lead to one terminal; then connect the black tester lead to ground the other terminal.
2. The meter reading must be within specification.

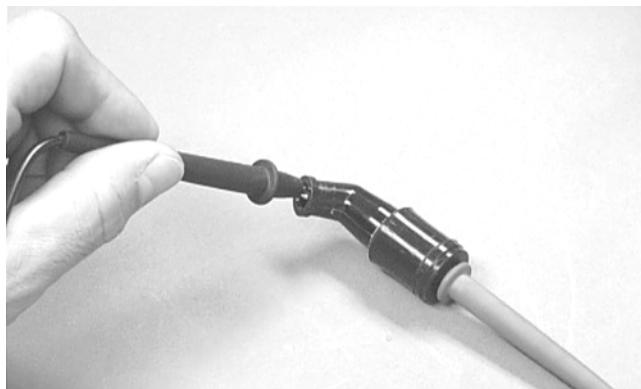
Secondary Winding

1. Connect the red tester lead to the high tension lead (with the plug cap removed); then connect the black tester lead to ground.
2. The meter reading must be within specification.

■NOTE: If the meter does not show as specified, replace ignition coil.

Spark Plug Cap

1. Connect the red tester lead to one end of the cap; then connect the black tester lead to the other end of the cap.



AR603D

2. The meter reading must be within specification.

■NOTE: If the meter does not show as specified, replace the spark plug cap.

EFI Sensors/Components

CRANKSHAFT POSITION (CKP) SENSOR

To test the CKP sensor, see Stator Coil/Crankshaft Position (CKP) Sensor in this section.

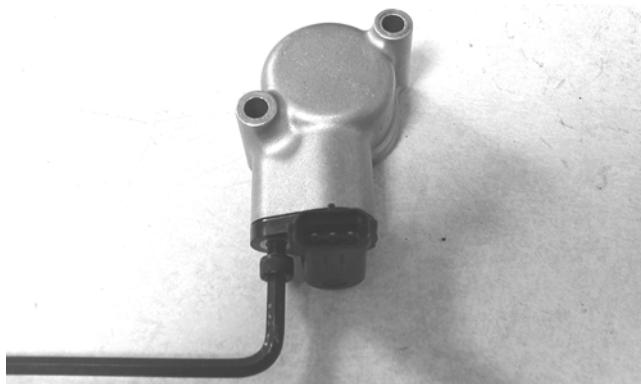
MANIFOLD ABSOLUTE PRESSURE/INLET AIR TEMPERATURE (MAP/IAT) SENSOR

1. Disconnect the MAP/IAT connector from the sensor located on top of the throttle body.

2. Select DC Voltage on the tester and turn the ignition switch to the ON position.
3. Connect the black tester lead to the gray/white wire and the red tester lead to the green/black wire. The meter should read 4.5-5.5 DC volts. If the meter does not read as specified, check the ECM connector or wiring.
4. Connect the MAP/IAT to the harness; then using Maxi-Clips, connect the red tester lead to the pink/black wire and the black tester lead to the gray/white wire. With the engine running at idle speed, the meter should read approximately 2.5 DC volts (MAP sensor signal).
5. Connect the red tester lead to the green/black wire. With the engine at idle and at room temperature (approximately 60° F), the meter should read approximately 2.9 DC volts.

■NOTE: If the meter does not read as specified, replace the sensor.

2. Remove the sensor from the sensor housing account-ing for an O-ring.



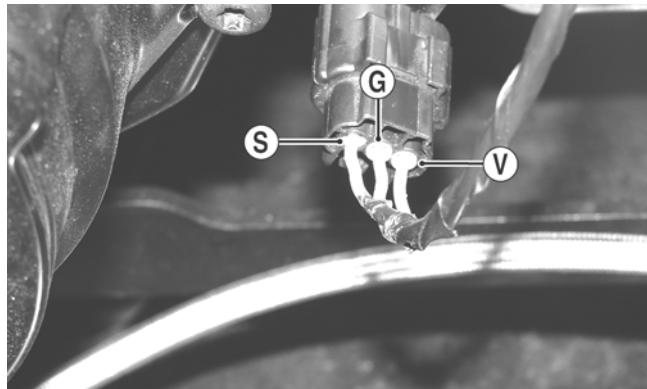
CD070

3. Install the new speed sensor into the housing with new O-ring lightly coated with multi-purpose grease; then secure the sensor with the Allen-head cap screw (threads coated with blue Loctite #242). Tighten securely.

Speed Sensor

■NOTE: Prior to testing the speed sensor, inspect the three-wire connector on the speed sensor for contamination, broken pins, and/or corrosion.

1. Set the meter selector to the DC Voltage position.
2. With appropriate needle adapters on the meter leads, connect the red tester lead to the voltage lead (V); then connect the black tester lead to the ground lead (G).



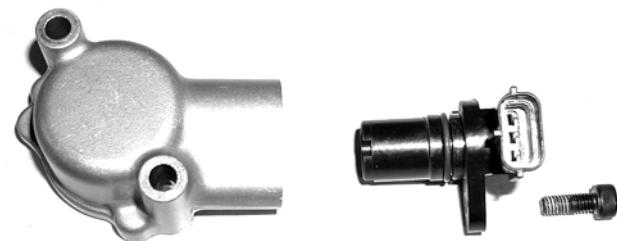
PR279A

3. Turn the ignition switch to the ON position.
4. The meter must show approximately 6 DC volts.
5. Leave the black tester lead connected; then connect the red tester lead to the signal lead pin (S).
6. Slowly move the vehicle forward or backward; the meter must show 0 and approximately 6 DC volts alternately.

■NOTE: If the sensor tests are within specifications, the LCD gauge must be replaced (see Steering/Frame/Controls).

To replace a speed sensor, use the following procedure.

1. Disconnect the three-wire connector from the speed sensor harness or from the speed sensor; then remove the Allen-head cap screw securing the sensor to the sensor housing.



CD071

Electronic Power Steering (EPS)

The EPS system is an electro-mechanical device that utilizes 12 volt DC power to drive a motor linked to the steering shaft to assist the driver when rotating the steering wheel. Driver steering inputs are detected by a torque-sensing transducer assembly within the EPS housing. These inputs are converted to electronic signals by the transducer and control circuitry to tell the motor which way to drive the steering shaft. When no steering input (pressure on the steering wheel) is detected, no torque signal is generated, and no steering assist is provided by the motor.

The EPS system is battery-system powered; therefore, the battery must be in good condition and fully charged. Power delivery and overload protection are provided by an EPS relay and 30-amp fuse, located under the seat in the Power Distribution Module (PDM).

If a system malfunction occurs, a diagnostic trouble code (DTC) will be displayed on the LCD gauge. Initially, the gauge will go blank for 30 seconds and the code will flash; then the gauge will return to normal except the code will continue to be displayed.

The following is a list of conditions that can generate a code.

■NOTE: The EPS assembly is not serviceable and must not be disassembled or EPS warranty will be voided. Make sure to thoroughly troubleshoot the entire system before replacing the EPS assembly.

Code	Fault Description	Possible Cause	Recovery Method
C1301	Over Current	Internal EPS Condition	Correct EPS condition, then cycle key switch On-Off-On
C1302	Excessive Current Error	Internal EPS Condition	Correct EPS condition, then cycle key switch On-Off-On
C1303	Torque Sensor Range Fault	Internal EPS Condition	Correct EPS condition, then cycle key switch On-Off-On
C1304	Torque Sensor Linearity Fault	Internal EPS Condition	Correct EPS condition, then cycle key switch On-Off-On
C1305	Rotor Position Encoder	Internal EPS Condition	Correct EPS condition, then cycle key switch On-Off-On
C1306	System Voltage Low	System voltage low (less than 11 V DC at EPS). Wire harness issue, faulty voltage regulator, weak battery, or loose battery terminals.	EPS will auto-recover when battery supply returns to normal
C1307	System Voltage High	System voltage is high (more than 16 V DC at EPS). Wire harness issue, faulty voltage regulator, or loose battery terminals.	EPS will auto-recover when the battery supply returns to normal
C1308	Temp Above 110° C	Clean EPS housing and cooling fins.	EPS will auto-recover when internal temp drops below 150° C
C1309	Temp Above 120° C	Clean EPS housing and cooling fins.	EPS will auto-recover when internal temp drops below 115° C
C1312	Vehicle Speed	Broken CAN wires in main harness, disconnected or defective speed-sensor, broken speed sensor wires.	EPS will auto-recover when vehicle speed signal returns to normal
C1315	Engine RPM	Broken CAN wires in the main harness.	EPS will auto-recover when engine RPM signal returns to normal
C1316	EEPROM Error	Internal EPS condition	Correct EPS condition, then cycle key switch On-Off-On
C1317	CAN Bus Error	Broken CAN wires in main harness. EFI ECM connector has been disconnected.	Correct EPS condition, then cycle key switch On-Off-On
C1318	CRC Error	EPS reflash failed. Battery power was lost or key switch was turned off during EPS reflash.	EPS must be reprogrammed
C1319	Boot Counter Exceeded	EPS reflash failed. Battery power was lost or key switch was turned off during EPS reflash.	EPS must be reprogrammed
C1323	"EPS OFF" Gauge Display	EPS has been automatically disabled after five minutes of inactivity to conserve battery power.	EPS will auto-recover when engine is started or key switch is cycled On-Off-On
C1324	Loss of CAN communication with EPS unit	Broken CAN wires in main harness or disconnected EPS. This is not an EPS generated DTC; gauge DTC display only.	Gauge DTC display will clear when EPS-to-gauge CAN communication restored.

The following tests may help in determining the source of a code:

Condition: Ignition Key Switch ON and NO EPS assist when moving the steering wheel. Code flashing.

■NOTE: Prior to troubleshooting below, make sure the Ignition Key Switch has not been left on with the engine not started. After five minutes, this will deactivate the EPS and display the code. Turn the Ignition Key Switch OFF and back to ON to reset and reactivate the EPS. If code and symptom persists, continue as follows:

1. Check 30-amp EPS fuse.
2. Check EPS relay (may be switched with any other 4-pin relay on PDM - replace relay if EPS normal after switching).
3. Disconnect 2-pin connector on the EPS assembly and connect a volt meter set to DC voltage to the harness (black meter lead to BLK and red meter lead to ORG/BRN). With the ignition switch to the ON position, the meter must read more than 8.5 DC volts (if correct voltage is not present, check connections and wiring harness - if correct voltage is present, replace EPS assembly - see Steering/Frame/Controls).

CAUTION

Do not attempt to check resistance of the EPS motor (2-pin input receptacle). There are internal capacitors holding a charge that can cause internal damage to an ohmmeter.

If after completing the above checks with normal results and a code persists, the EPS assembly must be replaced (see Steering/Frame/Controls).

Ignition Switch

To access the ignition switch, dash switches, front accessory connectors, and front switched accessory connector, the dash must be unfastened and slid to the rear.

VOLTAGE

1. Set the meter selector to the DC Voltage position.
2. Connect the red meter lead to the red wire; then connect the black meter lead to ground.
3. Meter must show battery voltage.

■NOTE: If the meter shows no battery voltage, troubleshoot the main 30 amp fuse, the battery, or the main wiring harness.

4. Connect the red meter lead to the brown/black wire; then with the black lead grounded, turn the ignition switch to the ON position. The meter must show battery voltage.
5. Connect the red meter lead to the yellow/green wire; then with the black lead grounded, turn the ignition switch to the START position. The starter should engage and the meter must show battery voltage.

■NOTE: When the starter is engaged, battery voltage will be approximately 10.5 DC volts.

Headlight Switch

VOLTAGE

1. Connect the red meter lead to the gray wire; then connect the black meter lead to the black wire.
2. Turn the ignition switch to the ON position. The meter must show battery voltage.

■NOTE: If the meter does not show battery voltage, troubleshoot the LIGHTS fuse on the power distribution module, the ignition switch, or the main harness.

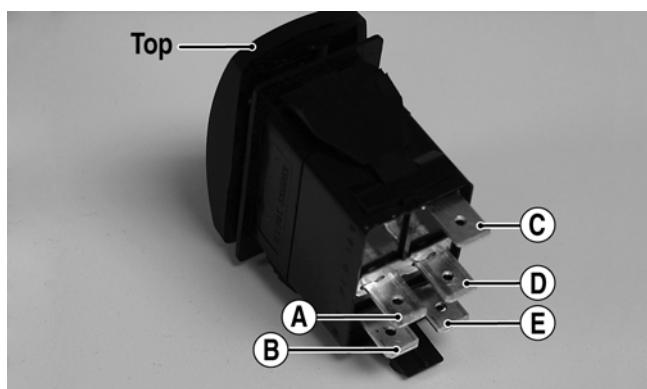
3. Connect the red meter lead to the yellow wire; then select the high beam position on the headlight switch. The meter must show battery voltage.
4. Connect the red meter lead to either of the two gray wires; then select the low beam position on the headlight switch. The meter must show battery voltage.

■NOTE: The battery voltage will show lower in steps 3 and 4 due to electrical loading of the headlights.

Drive Select Switch

RESISTANCE

1. Remove the switch assembly from the dash; then disconnect the harness from the switch.
2. Using an ohmmeter, the following readings must be observed.



PR566A

2WD	4WD	DIFFERENTIAL LOCK
A to D <1 ohm	A to D <1 ohm	A to D <1 ohm
C to E <1 ohm	C to E <1 ohm	C to E <1 ohm
A to B Open	A to B <1 ohm	A to B <1 ohm
A to C Open	A to C Open	A to C <1 ohm
A to E Open	A to B <1 ohm	A to C <1 ohm

VOLTAGE

■NOTE: Voltage tests must be made with the switch and the actuator connected. The meter can be connected at the actuator connector using a break-out harness or MaxiClips.

1. Connect the black tester lead to the black wire; then turn the ignition switch to the ON position.
2. Select the DC Volts position on the tester and observe the meter readings for each of the three switch positions.

WIRE COLOR	2WD	4WD	DIFFERENTIAL LOCK
Black to Orange	12.0 DC Volts	12.0 DC Volts	12.0 DC Volts
Black to White/ Green	11.5 DC Volts	0 DC Volts	0 DC Volts
Black to White/ Orange	11.5 DC Volts	11.5 DC Volts	0 DC Volts

■NOTE: If the meter does not show voltages according to the chart, make sure the front drive actuator is plugged in; then troubleshoot the switch, ignition fuses, battery connections, or wiring harness.

Reverse Override Switch

VOLTAGE

■NOTE: To perform the following tests, the ignition switch must be in the ON position and the transmission shifted into reverse gear.

1. Connect the red meter lead to the black/green wire and the black meter lead to a suitable ground; then select 2WD on the drive select switch. The meter must show approximately 1.5 DC volts.
2. Depress the reverse override switch. The meter showing should not change from step 1.
3. Select 4WD on the drive select switch. The meter must show approximately 5 DC volts.
4. Depress the reverse override switch. The meter must show approximately 1.5 DC volts.

Front Drive Actuator

■NOTE: With the engine stopped and the ignition switch in the ON position, a momentary "whirring" sound must be noticeable each time the drive select switch is moved to 2WD and 4WD. Test the switch, 30 amp fuse, and wiring connections prior to testing the actuator.

■NOTE: The differential must be in the unlocked position for this procedure.

VOLTAGE

1. Locate the 4-wire connector for the front drive actuator on the frame to the right of the differential; then connect the red meter lead to the orange wire using a MaxiClip.



PR293

2. Connect the black lead to the black wire using a MaxiClip; then select 2WD on the drive select switch.



PR295

■NOTE: The black tester lead can remain connected to the black wire for the remaining tests.

3. Turn the ignition switch to the ON position. The meter must show battery voltage.

■NOTE: If battery voltage is not shown, troubleshoot the 10 amp ignition (IGN) fuse on the power distribution module, the ignition switch, or the main wiring harness.

4. Connect the red meter lead to the white/green wire. The meter must show battery voltage.
5. Select 4WD on the drive select switch. The meter must show 0 DC volts.
6. Connect the red meter lead to the white/orange wire. The meter must show battery voltage.
7. Engage the differential lock. The meter must show 0 DC volts.

■NOTE: If the meter does not show 0 DC volts, rock the vehicle to help engage the differential lock; then troubleshoot the differential lock switch (see Drive Select Switch in this section).

Stator Coil/Crankshaft Position (CKP) Sensor

VOLTAGE (AC Generator - Regulated Output)

1. Set the meter selector to the DC Voltage position.
2. Connect the red tester lead to the positive battery post; then connect the black tester lead to the negative battery post.
3. With the engine running at a constant 5000 RPM (with the headlights on), the meter must show 14-15.5 DC volts.

CAUTION

Do not run the engine at high RPM for more than 10 seconds.

■NOTE: If voltage is lower than specified, test AC Generator - No Load.

VOLTAGE (AC Generator - No Load)

The connector is the black three-pin one on the left side below the shift arm.



WC177B

■NOTE: Test the connector coming from the engine.

1. Set the meter selector to the AC Voltage position.
2. Test between the three yellow wires for a total of three tests.
3. With the engine running at a constant 5000 RPM, all wire tests must be within specification.

CAUTION

Do not run the engine at high RPM for more than 10 seconds.

■NOTE: If any stator coil test failed, replace the stator assembly.

RESISTANCE (AC Generator)

1. Set the meter selector to OHMS position.
2. Test between the three black wires for a total of three tests.

3. The meter reading must be within specification.

RESISTANCE (Crankshaft Position Sensor)

1. Set the meter selector to the OHMS position.
2. Connect the red tester lead to the brown/white wire; then connect the black tester lead to the green/white wire. The meter reading must be within specification.

AC VOLTAGE

■NOTE: The battery must be at full charge for these tests.

Crankshaft Position Sensor

1. Set the meter selector to the AC Voltage position.
2. Connect the red tester lead to the brown/white wire; then connect the black tester lead to the green/white wire.
3. Crank the engine over using the electric starter.
4. The meter reading must be within specification.



AR607D

3. With the starter button depressed, the meter must show battery voltage and the starter motor should operate.

■NOTE: If the meter showed battery voltage but the starter motor did not operate or operated slowly, inspect battery voltage (at the battery), starter motor condition, and/or ground connections.

■NOTE: If the meter showed no battery voltage, inspect the main fuse, ground connections, starter motor lead, battery voltage (at the battery), starter relay, or the neutral start relay.

Starter Motor

■NOTE: The starter motor is not a serviceable component. If the motor is defective, it must be replaced.

REMOVING

1. Disconnect the battery.

CAUTION

Always disconnect the negative battery cable from the battery first; then disconnect the positive cable.

2. Remove the nut securing the positive cable to the starter motor; then remove the cable from the starter.
3. Remove the two cap screws securing the starter motor with ground wires to the crankcase; then remove the starter motor. Account for the wiring forms and an O-ring.

INSTALLING

1. Apply a small amount of grease to the O-ring seal on the starter motor; then install the starter into the crankcase. Secure with two machine screws and wiring forms.
2. Secure the positive cable to the starter motor with the nut.
3. Connect the battery.

TESTING VOLTAGE

Perform this test on the starter motor positive terminal. To access the terminal, slide the boot away.

■NOTE: The ignition switch must be in the ON position, and the shift lever in the NEUTRAL position.

1. Set the meter selector to the DC Voltage position.
2. Connect the red tester lead to the starter terminal; then connect the black tester lead to ground.

Starter Relay

1. Remove the battery cover; then using the multimeter set to the DC Voltage position, check the relay as follows.
2. Connect the red tester lead to the positive battery cable; then connect the black tester lead to the starter cable connection on the starter relay. The meter must show battery voltage.



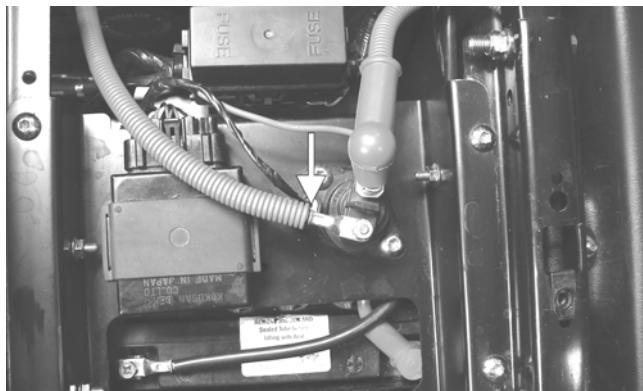
WC031A

■NOTE: Make sure the ignition switch is in the ON position and the transmission is in park.

3. Depress the starter button while observing the multimeter. The multimeter should drop to 0 volts and the stater should engage.

■**NOTE: If the starter engages and more than one volt is indicated by the multimeter, replace the starter relay. If no “click” is heard and the multimeter continues to indicate battery voltage, proceed to step 4.**

4. Disconnect the two-wire plug from the starter relay; then connect the red tester lead to the green wire and the black tester lead to the black wire.



5. Depress the starter button and observe the multimeter.

■**NOTE: If battery voltage is indicated, replace the starter relay. If no voltage is indicated, proceed to Power Distribution Module (PDM) check.**

Engine Control Module (ECM)

The ECM is located beneath the passenger seat.

■**NOTE: The ECM is not a serviceable component. If the unit is defective, it must be replaced.**

The ECM is rarely the cause of electrical problems; however, if the ECM is suspected, substitute another model-compatible ECM to verify the suspected one is defective.

This EFI system has a built-in feature that will only allow an ECM of the same part number to be used in these models. Do not attempt to substitute an ECM from a different model as the system will not allow it to start.

Error codes can be cleared by following the procedures located in the Diagnostic Trouble Codes (DTC) sub-section in this section.

Regulator/Rectifier

The regulator/rectifier is located under the hood above the differential. Verify all other charging system components before the regulator/rectifier is replaced.

TESTING

1. Start engine and warm up to normal operating temperature; then connect a multimeter (set at the DC Voltage position) to the battery as follows.

2. Connect the red tester lead to the positive battery post and the black tester lead to the negative battery post.

3. Slowly increase RPM. The voltage should increase with the engine RPM to a maximum of 15.5 DC volts.

■**NOTE: If voltage rises above 15.5 DC volts, the regulator is faulty or a battery connection is loose or corroded. Clean and tighten battery connections or replace the regulator/rectifier. If voltage does not rise, see Stator Coil/Crankshaft Position (CKP) Sensor - Voltage in this section. If charging coil voltage is normal, replace the regulator/rectifier.**

Headlights

The connectors are the two 3-prong ones secured to the headlight assemblies (one on each side).

VOLTAGE

1. Set the meter selector to the DC Voltage position.
2. Set the light switch to the correct position for the affected light; then connect the black tester lead to the black wire using a MaxiClip.
3. Connect the red tester lead to the yellow/black wire (high beam) or white wire (low beam) using a Maxi-Clip. The meter must show battery voltage.

■**NOTE: If battery voltage is not shown in any test, inspect the LIGHTS fuse on the power distribution module, headlight switch, ignition switch, switch connectors, or wiring harness.**

Taillight-Brakelight

VOLTAGE (Taillight)

■**NOTE: Perform this test at the socket end of the taillight-brakelight harness (pigtail). The ignition switch must be in the ON position and either high beam or low beam selected on the light switch.**

1. Set the meter selector to the DC Voltage position.
2. Connect the black tester lead to the black wire; then connect the red tester lead to the white wire.
3. With the ignition key ON and the switch in the HI or LOW position, the meter must show battery voltage.

■**NOTE: If battery voltage is not shown and the headlights are illuminated, inspect the three-wire connector in the left-rear canopy tube at the juncture of the canopy tube and lower frame. If battery voltage is shown on the meter, replace the LED.**

VOLTAGE (Brakelight)

■**NOTE: Perform this test at the socket end of the taillight-brakelight harness (pigtail). The ignition switch must be in the ON position.**

1. Set the meter selector to the DC Voltage position.
2. Connect the red tester lead to the red/blue wire; then connect the black tester lead to the black wire.
3. With the brake applied, the meter must show battery voltage.

■NOTE: If the meter shows no voltage, inspect the 10 amp ignition (IGN) fuse, brakelight switch, wiring harness, or connectors.

Ignition Timing

The ignition timing cannot be adjusted; however, verifying ignition timing can aid in troubleshooting other components. To verify ignition timing, use the following procedure.

■NOTE: To check ignition timing, the seats and center console must be removed.

1. Attach the Timing Light to the spark plug high tension lead; then remove the timing inspection plug from the left-side crankcase cover.
2. Start the engine and using the RPM function on the speedometer/tachometer, run at 1500 RPM; ignition timing should be 10° BTDC.
3. Install the timing inspection plug.

If ignition timing cannot be verified, the rotor may be damaged, the key may be sheared, the trigger coil bracket may be bent or damaged, or the ECM may be faulty.

Tilt Sensor

The tilt sensor is located in the center console above the forward driveline coupler. The seats and center console must be removed to access the sensor.

WARNING

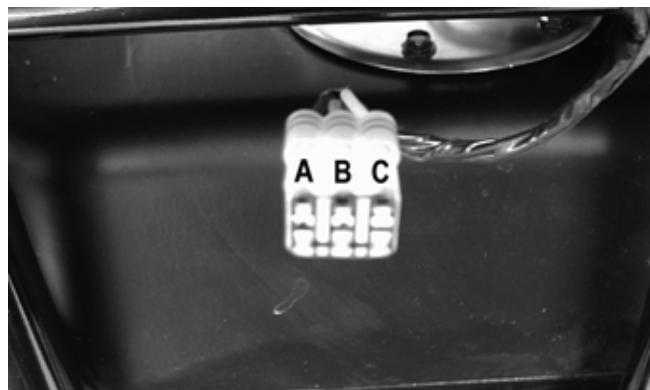
Incorrect installation of the tilt sensor could cause sudden loss of engine power which could result in loss of vehicle control resulting in injury or death.

CAUTION

Do not drop the tilt sensor as shock can damage the internal mechanism.

SUPPLY VOLTAGE

1. Disconnect the three-wire connector from the sensor; then select DC Voltage on the multimeter and connect the red tester lead to the orange wire (C) and the pink tester lead to the pink wire (A).



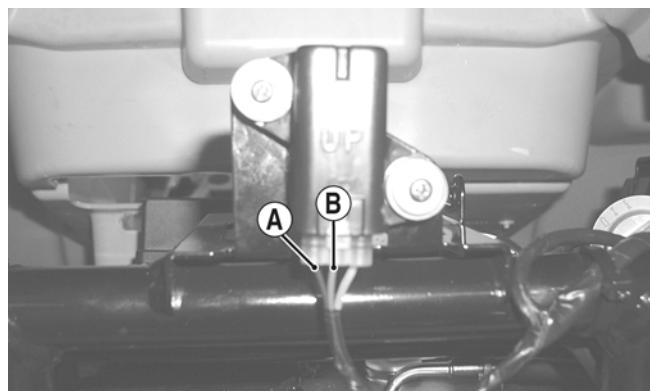
CD706C

2. Turn the ignition switch to the ON position. The multimeter should read battery voltage. If battery voltage is not indicated, check the 30-amp fuse, wiring harness, or the ignition switch.
3. Remove the red tester lead and connect to the blue/brown wire (B). The multimeter should read approximately 2.5 DC volts. If the specified voltage is not indicated, check wire connections at the ECM or substitute another ECM to verify the test.

OUTPUT VOLTAGE

■NOTE: Needle adapters will be required on the multimeter leads as the following tests are made with the sensor connected.

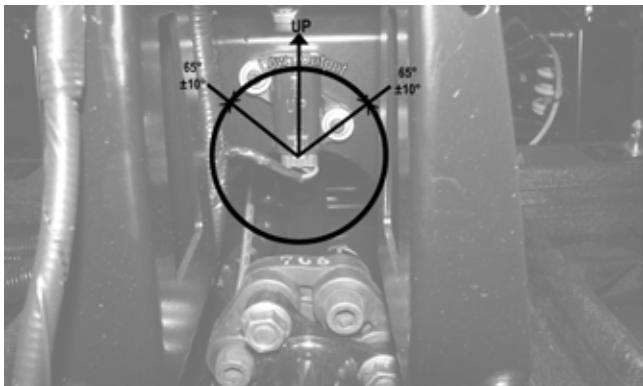
1. Connect the three-wire plug to the sensor; then remove the right-side mounting screw securing the sensor to the frame.
2. Install the needle adapters to the multimeter leads; then select DC Voltage on the multimeter.
3. Connect the red tester lead to the blue/brown wire (B) and the black tester lead to the pink/black wire (A); then turn the ignition switch ON and observe the meter. The meter should read 0.8-3.0 DC volts.



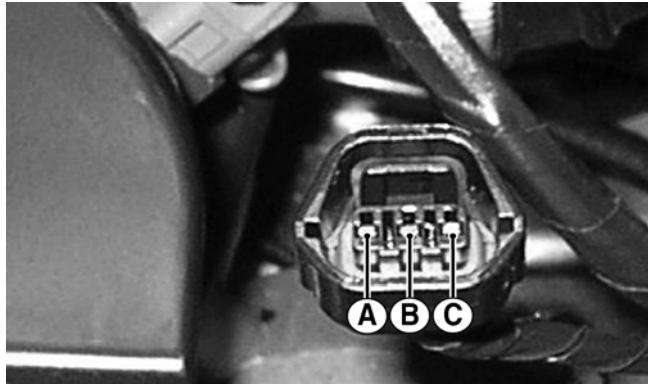
CD705B

4. Tilt the sensor 60° or more to the left and right observing the meter. The meter should read 4.0-8.0 DC volts after approximately one second in the tilted position. If the meter readings are not as specified, the tilt sensor is defective.

■NOTE: When replacing the sensor after testing make sure the arrow is directed up.



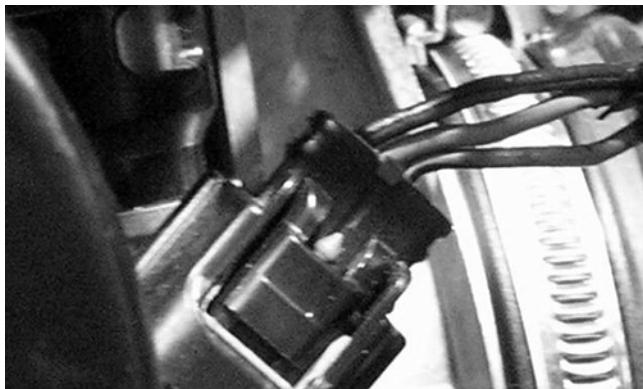
WC159A



PR538A

Throttle Position Sensor (TPS)

INSPECTING



PR544

1. Remove the seats and rear body panel; then remove the two top radiator mounting cap screws and tilt the radiator rearward to access the throttle body. Remove the TPS connector plug from the TPS.

■NOTE: Prior to testing the TPS, inspect the three-wire plug connector on the main harness and the three-pin plug on the TPS for contamination, broken pins, and/or corrosion.

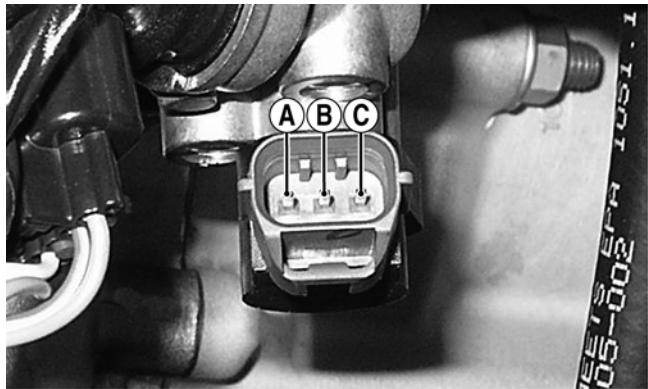
2. Make sure the ignition switch is in the OFF position; then select the DC Voltage position on the meter.
3. Connect the red tester lead to terminal B and the black tester lead to terminal A. Turn the ignition switch to the ON position. The meter should read approximately 5.0 DC volts.

■NOTE: If the meter does not read as specified, check for poor connections at the ECM or open/broken wires in the wiring harness.

CAUTION

Always make sure the ignition switch is in the OFF position before disconnecting the ECM.

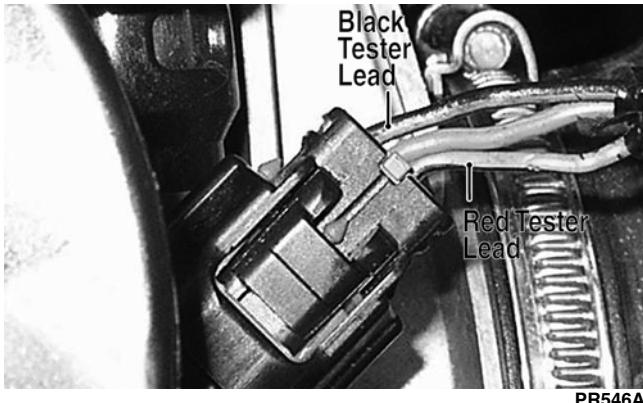
4. Turn the ignition switch to the OFF position.
5. Select the OHMS position on the meter; then perform the following resistance tests on the TPS.
 - A. Pin (B) to ground - infinity (open circuit).
 - B. Pin (A) to pin (C) - approximately 1k ohms (throttle closed).
 - C. Pin (A) to pin (C) - approximately 5k ohms (throttle full-open).
 - D. Pin (A) to pin (B) - approximately 5k ohms.



PR535A

■NOTE: If any meter reading is not as specified, replace or adjust the TPS (see INSTALLING/ADJUSTING in this sub-section).

6. Connect the positive lead to the battery; then connect the negative lead.
7. Connect the main harness TPS connector to the TPS; then using MaxiClips, connect the black tester lead to the black/green wire and the red tester lead to the green/black wire.



PR546A

8. Select the DC Voltage position on the meter and turn the ignition switch to the ON position. The meter should read approximately 0.6 DC volt with the throttle closed and approximately 4.0 DC volts with the throttle in the full-open position.

■NOTE: If the meter readings are as specified, check the main harness connector at the ECM main harness wiring. If the meter readings are not as specified, replace the TPS and adjust to specifications (see INSTALLING/ADJUSTING in this sub-section).

CAUTION

Always make sure the ignition switch is in the OFF position before disconnecting the ECM.

9. Verify all codes are cleared after servicing is complete (see Diagnostic Trouble Codes (DTC) in this section).

REMOVING

1. Remove the seats and rear body panel; then remove the two top radiator mounting cap screws and tilt the radiator rearward to access the throttle body. Remove the TPS connector plug from the TPS.
2. Remove the screw securing the TPS to the throttle body and remove the TPS.

INSTALLING/ADJUSTING

1. Place the TPS into position on the throttle body and secure with the screw. Do not tighten at this time.
2. Connect the TPS Multi-Analyzer Harness connector #8 to the TPS; then connect the harness to the TPS Analyzer Tool.



FI672

3. Using a multimeter, connect the black tester lead to the white socket (VAR) on the analyzer and the red tester lead to the red socket (+SV); then select the DC Voltage position.



FI676A

4. Adjust the TPS until a reading of 0.6 DC volt is obtained; then tighten the screw securely. Open and close the throttle and determine the reading returns to 0.6 DC volt. Readjust as necessary.
5. Disconnect the harness from the analyzer; then disconnect the harness from the TPS and reconnect the TPS main harness connector.

Diagnostic Trouble Codes (DTC)

If an EFI or related chassis component fails or an out-of-tolerance signal is detected by the ECM, a trouble code will be generated in the ECM and displayed on the LCD. For the first thirty seconds, the LCD will go blank and the code will be displayed alternately with a wrench icon or malfunction indicator light (MIL). After thirty seconds, the digital display will return to normal; however, the MIL and trouble code will continue to flash. On models equipped with the analog gauge, the needle will swing full-scale for thirty seconds; then return to normal with the MIL and code continuing to flash.

Code List

■NOTE: Each of the following numerical codes will have a one-letter prefix of C or P. The "C" prefix denotes a chassis malfunction and the "P" prefix denotes a power train malfunction.

■NOTE: Normal codes are cleared from the LCD when the component is replaced or the malfunction is corrected; however, intermittent codes must be cleared as noted in the code chart.

Code	Wrench Icon Status	ECM PIN	Input/Output	High/Low Variable	Description
C0063 ⁽¹⁾		D2	I	V	Tilt Sensor Circuit High
C0064 ⁽¹⁾	ON	D2	I	V	Tilt Sensor Circuit Low/SG/Open
P0107	ON	F2	I	V	MAP Sensor Circuit Low/SG/Open
P0108	ON	F2	I	V	MAP Sensor Circuit High/SP
P0112	ON	F3	I	V	Intake Air Temp Sensor Circuit Low/SG
P0113	ON	F3	I	V	Intake Air Temp Sensor Circuit High/Open
P0114 ⁽¹⁾	OFF	F3	I	V	Intake Air Temp Sensor Circuit Intermittent
P0116	ON	F4	I	V	ECT Sensor Circuit Range/Performance
P0117	ON	F4	I	V	ECT Sensor Circuit Low/SG
P0118	ON	F4	I	V	ECT Sensor Circuit High/Open/SP
P0119 ⁽¹⁾	OFF	F4	I	V	ECT Sensor Circuit Intermittent
P0121		G3	I	V	Throttle Position Sensor Range/Performance
P0122	ON	G3	I	V	Throttle Position Sensor Circuit Low/SG
P0123	ON	G3	I	V	Throttle Position Sensor Circuit High
P0219		N/A	N/A	N/A	Engine Over-Speed Condition
P0231	ON	J1	O	L	Fuel Pump Relay Circuit Low/SG/Open
P0232		J1	O	L	Fuel Pump Relay Circuit High
P0233 ⁽¹⁾		J1	O	L	Fuel Pump Relay Circuit
P0261 ⁽²⁾	ON	L4	O	L	Rear Cylinder Injector Circuit Low/SG
P0262 ⁽²⁾	ON	L4	O	L	Rear Cylinder Injector Circuit High
P0263 ⁽²⁾	ON	L4	O	L	Rear Cylinder Injector Balance/Open
P0264 ⁽²⁾	ON	K4	O	L	Front Cylinder Injector Circuit Low/SG
P0265 ⁽²⁾	ON	K4	O	L	Front Cylinder Injector Circuit High
P0266 ⁽²⁾	ON	K4	O	L	Front Cylinder Injector Balance/Open
P0336 ⁽¹⁾	ON	D1/E1	I	V	Crankshaft Angle Sensor Synchronization
P0337 ⁽¹⁾	ON	D1/E1	I	V	Crankshaft Angle Sensor Circuit/SG
P0339 ⁽¹⁾	ON	D1/E1	I	V	Crankshaft Angle Sensor Intermittent/Erratic
P0480		K2	O	L	Fan-Primary/Right Relay Control Circuit
P0481		B2	O	L	Fan-Secondary/Left Relay Control Circuit High
P0482	ON	B2	O	L	Fan-Secondary/Left Relay Control Circuit Low/SG/Open
P0483		B2	O	L	Fan-Secondary/Left Relay Control Circuit
P0484		K2	O	L	Fan-Primary/Right Relay Control Circuit High
P0485	ON	K2	O	L	Fan-Primary/Right Relay Control Circuit Low/SG/Open
P0500	Gauge Direct Error Code	N/A	N/A	N/A	Vehicle Speed-Sensor
P0508	ON	C4/D3/D4/E4	I/O	V	Idle Air Control System Circuit Low/SG
P0509	ON	C4/D4	I/O	V	Idle Air Control System Circuit High/Open
P0562		L1	I	H	System Voltage Low
P0563		L1	I	H	System Voltage High
P0601		N/A	N/A	N/A	ECM Memory Check-Sum Error
P0615 ⁽¹⁾		L3	O	L	Starter Relay Circuit
P0616	ON	L3	O	L	Starter Relay Circuit Low
P0617		L3	O	L	Starter Relay Circuit High
P0630	ON	N/A	N/A	N/A	VIN Not Programmed or Incompatible
P0635	Gauge Direct Error Code	N/A	N/A	N/A	Power-Steering Controller Circuit
P0642		A1	O	H	Sensor Power Circuit Low
P0643	ON	A1	O	H	Sensor Power Circuit High
P0856	Gauge Direct Error Code	N/A	N/A	N/A	Traction Controller Circuit
P2300 ⁽²⁾	ON	M1	O	L	Rear Ignition Coil Primary Circuit Low/SG/Open
P2301 ⁽²⁾	ON	M1	O	L	Rear Ignition Coil Primary Circuit High
P2303 ⁽²⁾	ON	M2	O	L	Front Ignition Coil Primary Circuit Low/Open
P2304 ⁽²⁾	ON	M2	O	L	Front Ignition Coil Primary Circuit High
P2531		A4	I	H	Ignition Switch Circuit Low
P2532		A4	I	H	Ignition Switch Circuit High
U0155		B1/C1	I/O	H/L	LCD Gauge Communication Lost
U1000	OFF	N/A	N/A	CAN	Vehicle Not Registered or Invalid PIN Entered
U1001	OFF	N/A	N/A	CAN	Vehicle Not Registered and Vehicle Limits Enabled
"FUEL OFF"	Gauge Direct Error Code		N/A	N/A	Tilt Sensor Activation Operator-Code

High = Signal Level is too High (Possible Short-to-Battery +)

Low = Signal Level is too Low (Possible Short-to-Ground or Short-to-Chassis)

SG = Possible Short-to-Ground or Short-to-Chassis

SP = Possible Short-to-Power or Short-to-Battery

Open = Open-Circuit (Possible Broken-Wire or No-Connection)

(1): Cleared by one complete power-cycle only (key-off, power-latch, key-on): C0063, C0064, P0114, P0119, P0233, P0336, P0337, P0339, P0615

(2): Cleared by one complete starting-cycle only (key-off, power-latch, key-on, start, key-off, power-latch, key-on): C0261, P0262, P0263, P0264, P0265, P0266, P2300, P2301, P2303, P2304

Troubleshooting

Problem: Spark absent or weak	
Condition	Remedy
1. Ignition coil defective 2. Spark plug(s) defective 3. CKP sensor defective 4. ECM defective	1. Replace ignition coil 2. Replace plug(s) 3. Replace CKP sensor 4. Replace ECM
Problem: Spark plug fouled with carbon	
Condition	Remedy
1. Gasoline incorrect 2. Air cleaner element dirty 3. Spark plug(s) incorrect (too cold) 4. Valve seals cracked - missing 5. Oil rings worn - broken	1. Change to correct gasoline 2. Clean element 3. Replace plug(s) 4. Replace seals 5. Replace rings
Problem: Spark plug electrodes overheat or burn	
Condition	Remedy
1. Spark plug(s) incorrect (too hot) 2. Engine overheats 3. Spark plug(s) loose	1. Replace plug(s) 2. Service cooling system 3. Tighten plug(s)
Problem: Battery does not charge	
Condition	Remedy
1. Lead wires/connections shorted - loose - open 2. Stator coils shorted - grounded - open 3. Regulator/rectifier shorted	1. Repair - replace - tighten lead wires 2. Replace stator coils 3. Replace regulator/rectifier
Problem: Battery charges, but charging rate is below the specification	
Condition	Remedy
1. Lead wires shorted - open - loose (at terminals) 2. Stator coils grounded - open 3. Regulator/rectifier defective 4. Cell plates (battery) defective	1. Repair - tighten lead wires 2. Replace stator coils 3. Replace regulator/rectifier 4. Replace battery
Problem: Magneto overcharges	
Condition	Remedy
1. Battery short circuited 2. Regulator/rectifier defective 3. Regulator/rectifier poorly grounded	1. Replace battery 2. Replace regulator/rectifier 3. Clean - tighten ground connection
Problem: Charging unstable	
Condition	Remedy
1. Lead wire intermittently shorting 2. Magneto internally shorted 3. Regulator/rectifier defective	1. Replace lead wire 2. Replace stator coil 3. Replace regulator/rectifier
Problem: Starter does not engage	
Condition	Remedy
1. Battery charge low 2. Switch contacts defective 3. Starter motor brushes not seating 4. Starter relay defective 5. Wiring connections loose - disconnected 6. Start-in-gear/neutral relay defective	1. Recharge - replace battery 2. Replace switch 3. Replace starter 4. Replace relay 5. Connect - tighten - repair connections 6. Replace relay
Problem: Battery "sulfation" (Acidic white powdery substance or spots on surfaces of cell plates)	
Condition	Remedy
1. Charging rate too low - too high 2. Battery discharged	1. Replace battery 2. Charge battery
Problem: Battery discharges too rapidly	
Condition	Remedy
1. Charging system (charging operation) not set properly 2. Cell plates overcharged - damaged 3. Battery short-circuited 4. Electrical load too high	1. Check AC generator - regulator/rectifier - circuit connections 2. Replace battery - correct charging system 3. Replace battery 4. Reduce load
Problem: Battery polarity reversed	
Condition	Remedy
1. Battery incorrectly connected	1. Reverse connections - replace battery

Drive System

GENERAL INFORMATION

All gear cases are tagged beneath a cover bolt. This tag is marked with a production date code, sequence code, and a ratio code.

The die-cast aluminum housings have been assembled with thread-rolling screws (trilobular). When assembling with these screws, start the screws carefully into the housing, then use the following torque values.

Size	New Housing	Reassembled Housing
M6 (Torx T-30 Recess)	9 ft-lb	8 ft-lb
M8 (Torx T-40 Recess)	28 ft-lb	23 ft-lb

■NOTE: Never reuse a lock nut. Once a lock nut has been removed, it must be replaced with a new lock nut.

SPECIAL TOOLS

A number of special tools must be available to the technician when performing service procedures in this section. Refer to the current Special Tools Catalog for the appropriate tool description.

Description	p/n
Backlash Measuring Tool (24-Spline Axle)	0544-010
Backlash Measuring Tool (27-Spline Axle)	0544-011
CV Boot Clamp Tool	0444-120
Hose Clamp Pliers	0644-545
Internal Hex Socket	0444-104
Pinion Gear/Shft Removal Tool	0444-127
Gear Case Seal Installer Tool	0444-224
U-Joint Separator Tool	0444-128

■NOTE: Special tools are available from the Arctic Cat Service Department.

Front Drive Actuator

■NOTE: The actuator is not a serviceable component. If it is defective, it must be replaced.

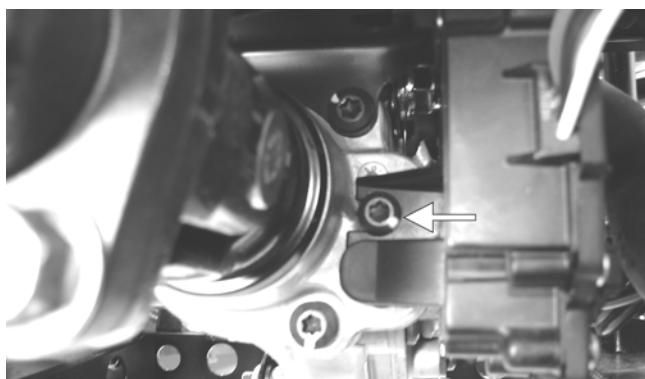
■NOTE: The actuator will operate only when the ignition switch is in the ON position.

The front drive actuator is located on the left side of the front differential input housing. With the engine stopped and the ignition switch in the ON position, a momentary "whirring" sound can be heard each time the drive select switch is shifted. If no sound is heard, see Electrical System. If the actuator runs constantly or makes squealing or grinding sounds, the actuator must be replaced.

REMOVING

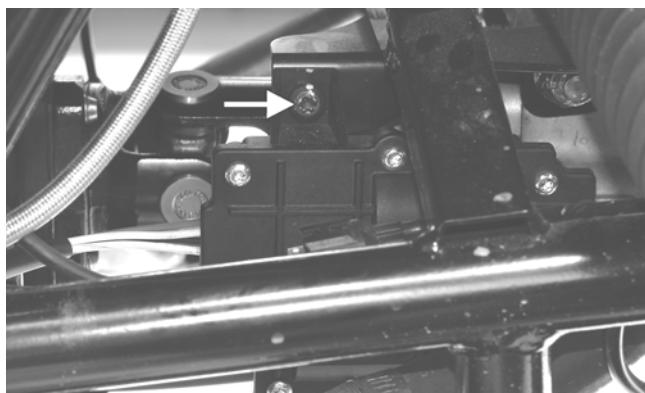
1. Select LOCK on the drive select switch; then disconnect the connector on the actuator harness.

2. Using a T-30 torx wrench, remove the mounting cap screw from the driveshaft side of the actuator.



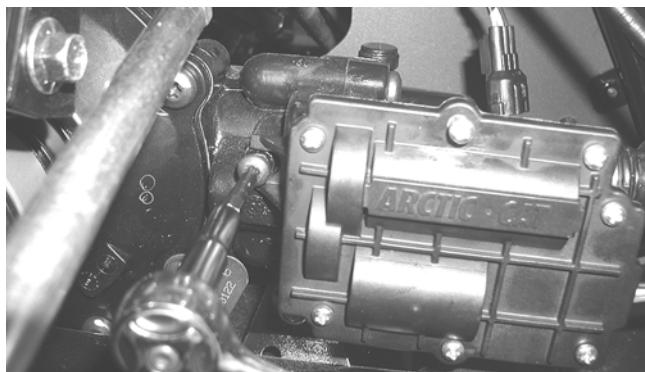
PR189A

3. Remove the mounting cap screw from above the actuator on the suspension side.



PR190A

4. Loosen but do not remove the mounting cap screw at the front of the actuator; then slide the actuator to the rear enough to clear the slotted mounting tab and the selector shaft. Remove from the right side.

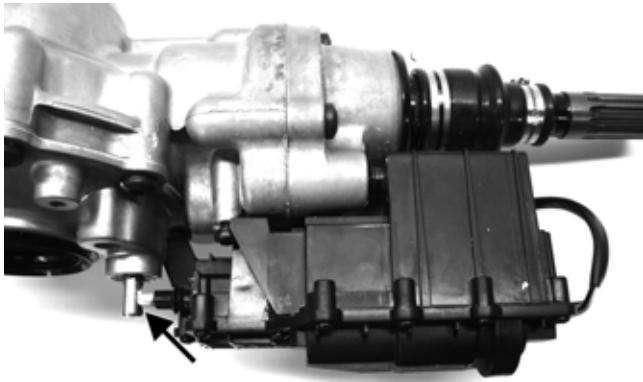


AG928

INSTALLING

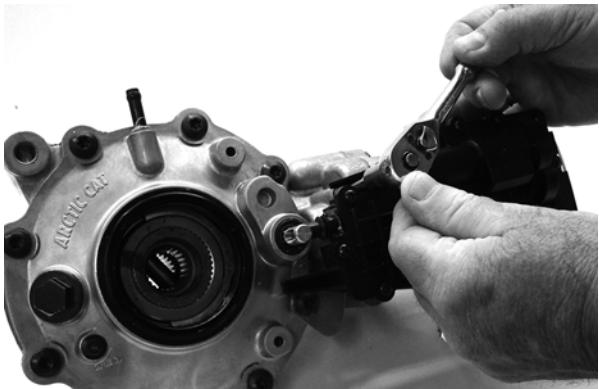
1. Lubricate the O-rings on the actuator; then ensure all mounting surfaces are clean and free of debris.
2. Align the actuator with the selector shaft and slide it forward onto the shaft taking care to engage the cap screw in the slot of the front mounting tab.

■NOTE: Make sure to properly align the differential lock actuator lever with the hole in the differential lock plunger.



GC002A

3. While holding the actuator firmly forward, tighten the front cap screw to hold the actuator in place; then install but do not tighten the two remaining cap screws.



GC001

4. Loosen the front cap screw; then tighten the cap screw on the driveshaft side.



AG926

■NOTE: It is important to tighten this cap screw while the others are loose to ensure proper seating of the actuator.

5. Tighten the remaining cap screws; then connect the electrical plug to the main harness.
6. Turn the ignition switch to the ON position and check the operation by shifting the drive select switch several times.
7. Secure the wiring harness to the frame with a nylon cable tie; then install the inner fender panel.

Front Differential

REMOVING

1. Remove the forward belly panel; then drain the lubricant from the differential.
2. Using an appropriate jack or lift, raise the vehicle so the wheels are off the floor and support with jack-stands under the lower A-arms.



WC081D

3. Remove the front wheels and account for the hub plates; then remove the hub nuts and Bellville washers.



WC240B



WC304

4. Remove the left and right brake calipers; then remove the hub/brake disc assemblies.



WC269

5. Holding the upper A-arm/ball joint down into the knuckle, remove and discard the retaining cap screw.



WC271

6. Raise the upper A-arm to dislodge the ball joint from the knuckle; then tip the knuckle outward and remove the axle from the knuckle.



WC235



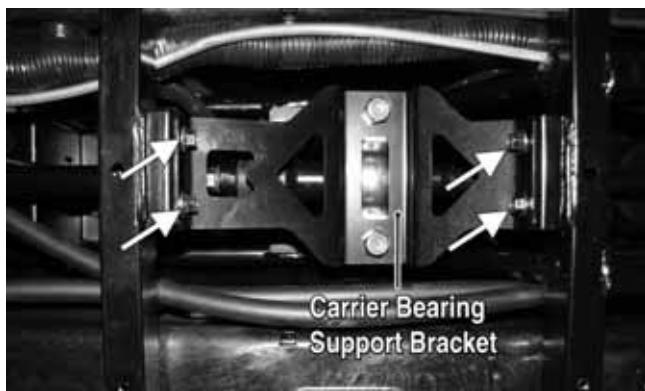
WC272

7. Push in on the axle shaft while pulling outward on the axle coupler and remove the axle assembly from the differential.

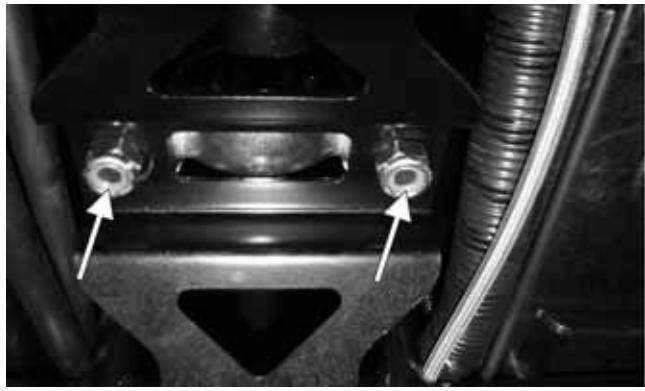


PR729C

8. From underneath the vehicle, remove the carrier bearing support bracket; then remove the bolts and nuts securing the carrier bearing to the bracket and remove the bracket.



WC265A



WC266A

9. Disconnect the drive line coupler by removing three nuts from the Allen-head bolts; then separate the drive line to allow the front shaft to move rearward.



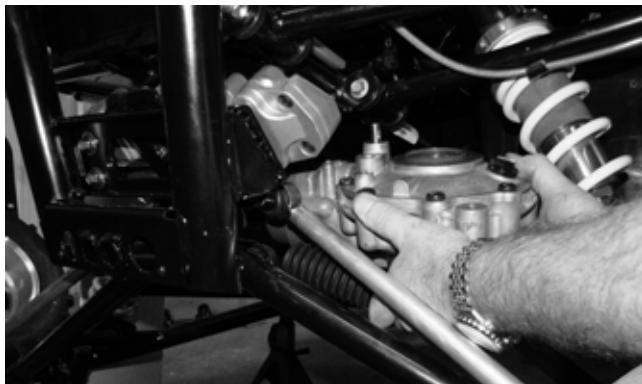
WC267A

10. Remove the front drive actuator from the differential; then remove the front boot clamp from the front drive coupler and slide the boot off.



WC275A

11. From under the vehicle, slide the driveshaft to the rear sufficiently to allow differential to move to the rear 6-8 inches.
12. Remove the upper and lower through-bolts; then slide the differential rearward and lay it on the right side. Remove from the vehicle from either left or right side.



WC 277

Disassembling Input Shaft

1. Using a T-40 torx wrench, remove the cap screws securing the pinion housing.

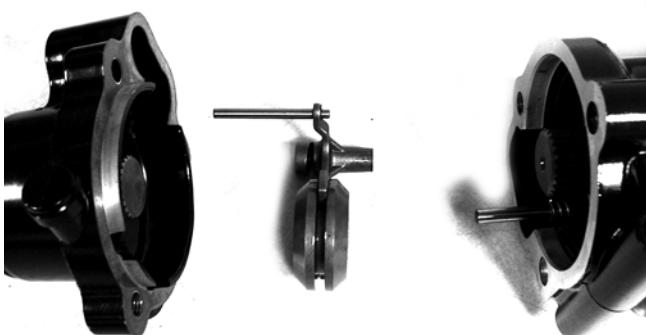


GC004A

2. Using a rubber mallet, remove the housing. Account for a gasket. Remove the fork, collar, and spring. Note the location of all the components for assembling purposes.



GC015



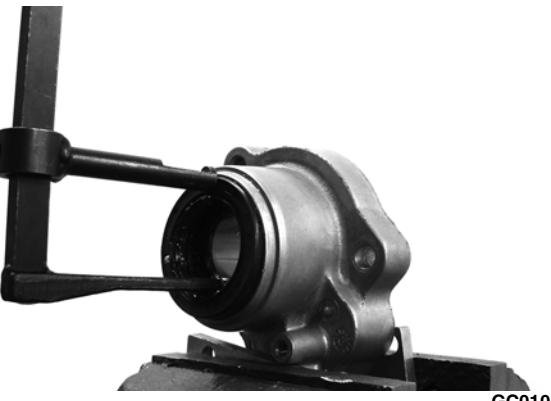
CD106

3. Remove the snap rings from the input shaft; then remove the input shaft from the pinion housing.



GC009A

- Using a seal removal tool, remove the input shaft seal. Account for a spacer.

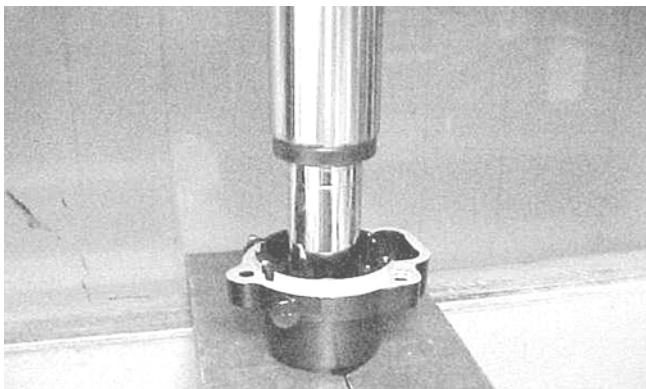


GC010

- Remove the snap ring securing the input shaft bearing; then place the pinion housing in a press and remove the bearing.



GC011



AF984



KX219

Assembling Input Shaft

- Place the pinion housing in a press and install the input shaft bearing. Secure the bearing with the existing snap ring making sure the sharp edge of the snap ring faces to the outside.

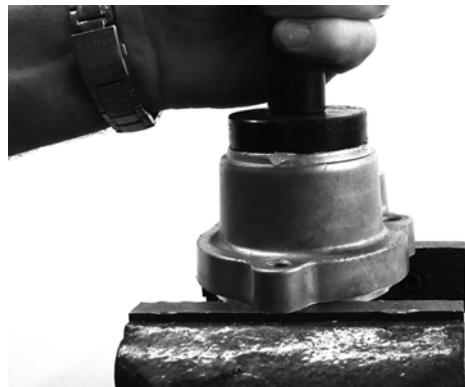


GC012



GC011

- Install the input shaft seal making sure it is fully seated in the edge of the housing.



GC014

- Lubricate the input shaft with High-Performance #2 Molybdenum Disulphide Grease packing the boot ribs and splines; then assemble allowing excess grease to freely escape. Slight pressure on the boot will be present during assembly. Secure with new clamps.

■NOTE: Any time drive splines are separated, clean all splines with parts-cleaning solvent and dry with compressed air; then lubricate with recommended grease.

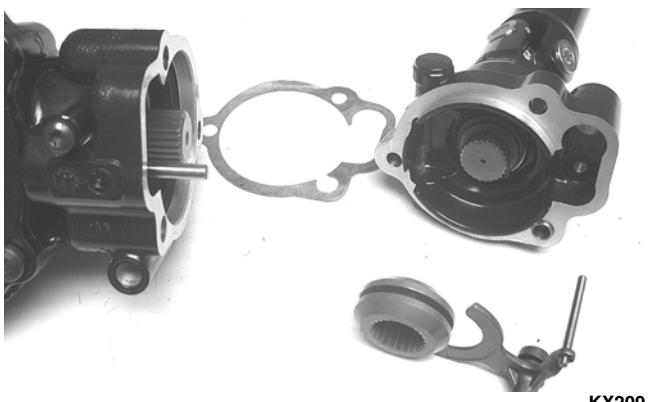
- Install the input shaft into the pinion housing; then secure in the bearing with a circlip.



GC009A

5. Place the pinion housing with new gasket onto the differential housing; then secure with existing cap screws. Tighten to 23 ft-lb.

■NOTE: If a new differential housing is being installed, tighten the cap screws to 28 ft-lb.



KX209



GZ004A

Disassembling Differential Assembly

■NOTE: This procedure can be performed on a rear gear case.

1. Using a T-40 torx wrench, remove the cap screws securing the pinion housing. Account for the coupler, fork, and spring (differential only).



GC015

2. Using a T-40 torx wrench, remove the cap screws securing the differential cover. Account for and make note of the ID tag location for assembling purposes.



GC003

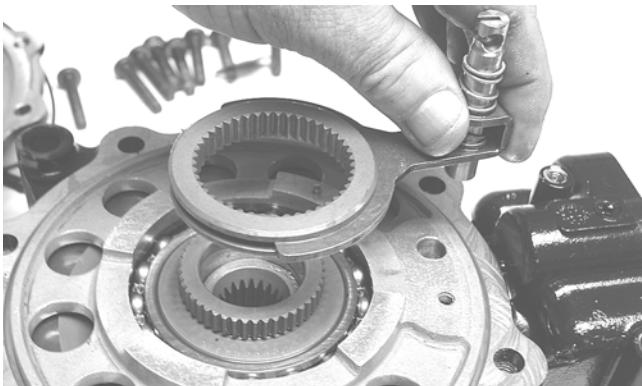
3. Using a plastic mallet, tap lightly to remove the differential cover. Account for an O-ring.



KX174

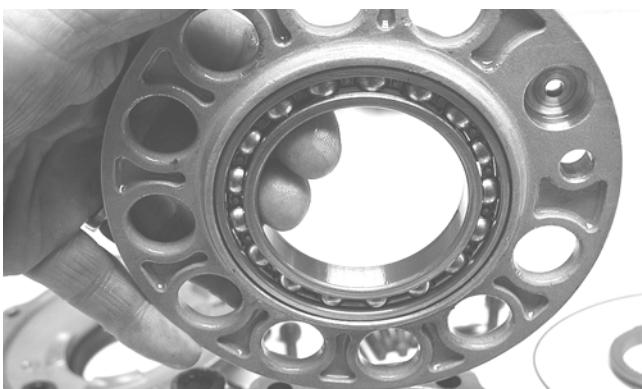
■NOTE: If the cover is difficult to remove, pry on the cover in more than one recessed location.

4. Remove the splined coupler, shifter fork, pin, and spring of the differential lock assembly and set aside. Note position of parts for assembling purposes.



KX175

5. Remove the left differential bearing flange assembly and account for a shim. Mark the shim as left-side.



KX177



KX178

6. Place the differential with the open side down; then lift the housing off the spider assembly. Account for shim(s) and mark as right-side.



KX179

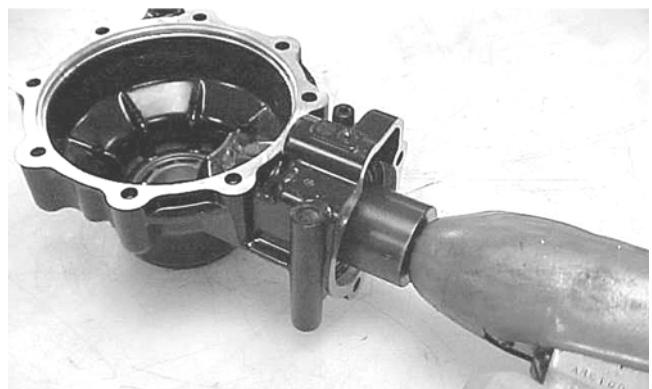


KX181

Disassembling Pinion Gear

■**NOTE:** Any service of the pinion gear or related bearings will require a new gear case/differential housing. The removal of the lock collar severely damages the threads in the housing.

1. Using the 48 mm Internal Hex Socket, remove the lock collar securing the pinion gear assembly.

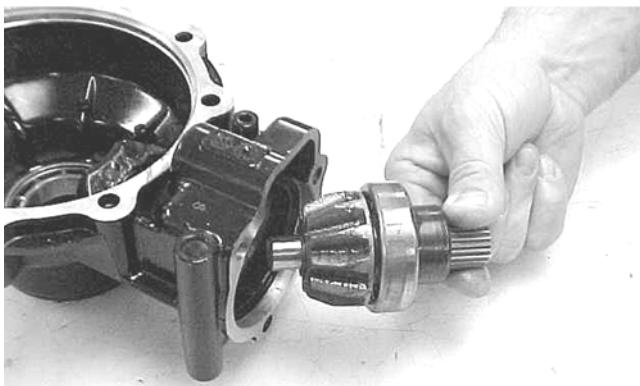


CC875



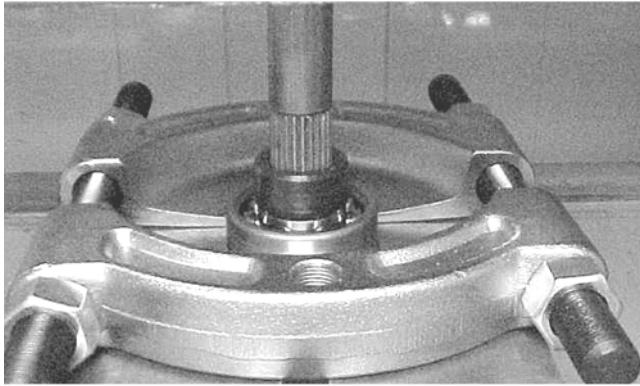
CC876

2. Using the Pinion Gear/Shaft Removal Tool and a hammer, remove the pinion gear from the gear case housing.



CC878

3. Secure the pinion gear in a bearing puller; then remove the pinion bearing using a press. Account for a collar and a bearing.

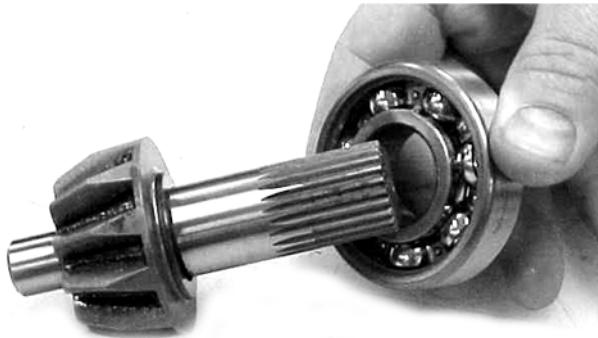


CC879

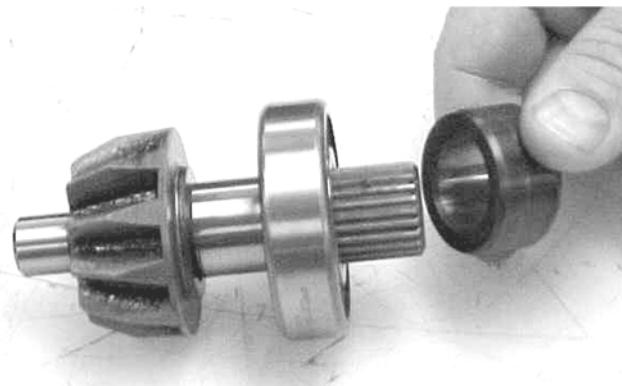
4. Remove any reusable parts from the gear case housing; then discard the housing and lock collar.

Assembling Pinion Gear

1. Install the bearing onto the pinion shaft. Install the pinion shaft collar.

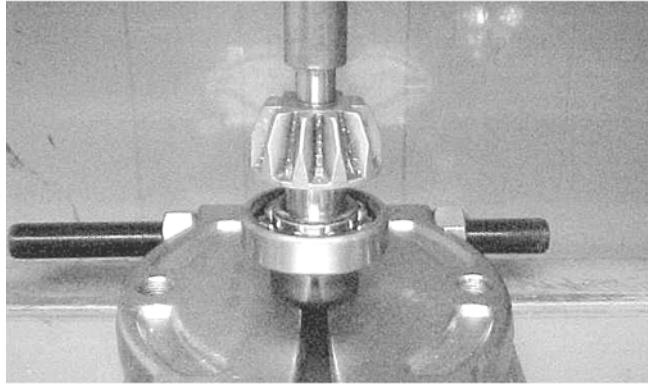


CC882



CC883

2. Place the pinion assembly in a bearing puller; then install the bearing using a press.



CC884

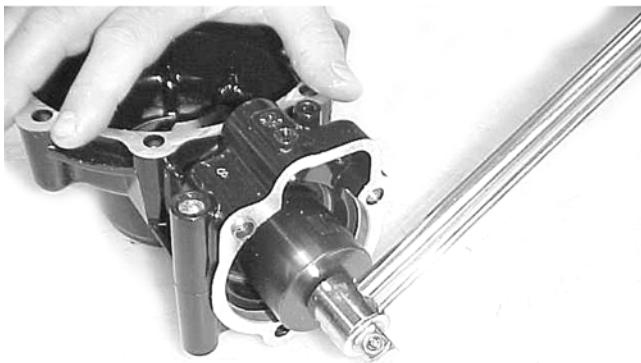
3. Coat a new needle bearing and the bearing pocket of a new gear case/differential housing with red Loctite #271; then using a suitable driver, install the bearing lightly seated against the bearing seats. Do not push the bearing too far into the pocket.



GC044

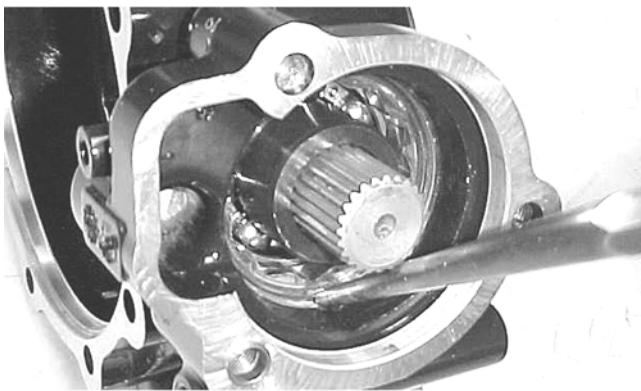
4. Install the pinion gear assembly into the housing. Using the 48 mm Internal Hex Socket, secure the pinion gear assembly with the existing lock collar. Tighten to 125 ft-lb.

■NOTE: On a front differential, the lock collar has right-hand threads. On a rear drive gear case, the lock collar has left-hand threads or a snap-ring.



CC890

5. Place a punch on the edge of the lock collar in the oil gallery area; then using a hammer, stake the lock collar to ensure that the collar will remain securely tightened.



CC891

Shimming Procedure/Shim Selection

Case-Side Shims (Backlash)		
p/n	mm	in.
0402-405	1.3	0.051
0402-406	1.4	0.055
0402-407	1.5	0.059
0402-408	1.6	0.063
0402-409	1.7	0.067

Cover-Side Shims (Ring Gear End-Play)		
p/n	mm	in.
1402-074	1.3	0.051
1402-075	1.4	0.055
1402-076	1.5	0.059
1402-077	1.6	0.063
1402-078	1.7	0.067

It is very important to adjust bevel gears for the proper running tolerances. Gear life and gear noise are greatly affected by these tolerances; therefore, it is very important to properly adjust any gear set prior to final assembly.

The following procedure can be used on both front differential or rear drive gear case.

■NOTE: All bearings must be installed in the gear case and the pinion properly installed before proceeding.

Backlash

■NOTE: Always set backlash prior to any other shimming.

1. Install the existing shim or a 0.051-0.055-in. shim on the gear case side of the ring gear assembly.



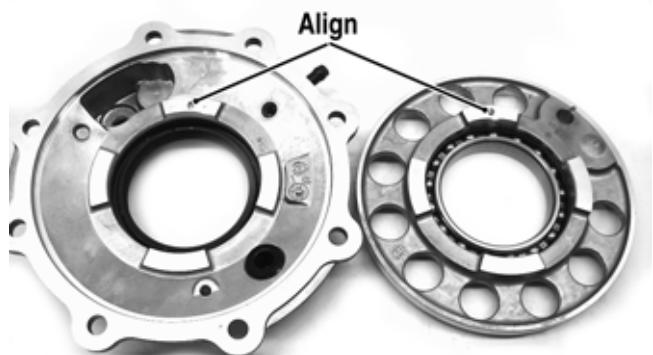
GC031A

2. Install the ring gear with shim in the gear case; then while holding the pinion stationary, rock the ring gear forward and back to determine if any backlash exists. If no backlash exists, install a thicker shim and recheck.



GC036A

3. Install the bearing flange onto the gear case cover making sure the alignment/locating pin engages the locating hole in the cover; then make sure the bearing flange is completely seated in the cover.



GC032A



GC033A

4. Install the existing shim or a 0.063 in. shim on the cover side of the ring gear; then place the assembled gear case cover onto the gear case and secure with three cap screws. Tighten evenly using a crisscross pattern.

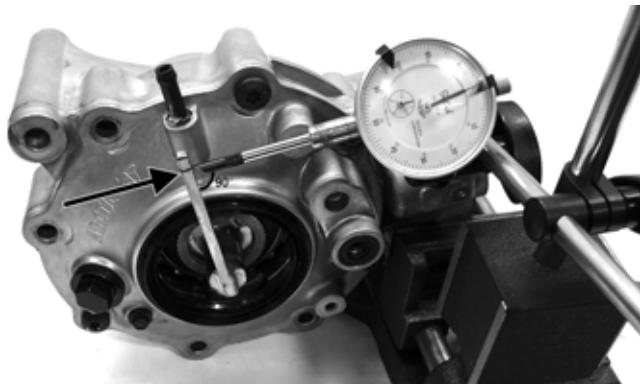


GC036B

5. Place the appropriate Backlash Measuring Tool into the splines of the ring gear and install a dial indicator making sure it contacts the gauge at a 90° angle and on the index mark.



GC040



GC039A

6. Zero the dial indicator; then while holding the pinion stationary, rock the ring gear assembly forward and back and record the backlash. Backlash must be 0.011-0.015 in. If backlash is within specifications, proceed to Ring Gear End-Play. If backlash is not within specifications, increase shim thickness to increase backlash or decrease shim thickness to decrease backlash.

■**NOTE: Higher backlash settings usually result in quieter gear operation.**



GC037A

Ring Gear End-Play

After correcting backlash, ring gear end-play can be adjusted. To adjust end-play, use the following procedure.

1. Secure the gear case in a holding fixture with the cover side up; then install a dial indicator contacting the ring gear axle flange.



GC035

2. Zero the dial indicator; then push the ring gear toward the dial indicator and release. End-play should be 0.004-0.008 in.

- To increase end-play, decrease the shim thickness. To decrease end-play, increase the shim thickness.

■NOTE: Once proper backlash and end play are established, the gear case can be assembled (see **Assembling Differential Assembly** in this sub-section).



CC888

Assembling Differential Assembly

- With the pinion gear and new bearings installed, place the selected (backlash) shim on the gear case side of the ring gear with the chamfered side toward the ring gear; then install into gear case/differential housing.

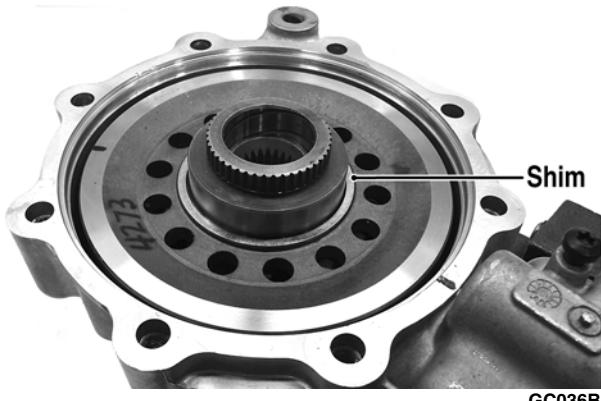


GC031A



GC020

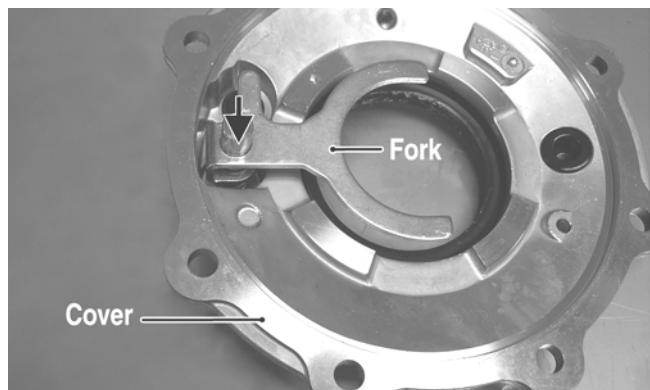
- Place the selected (end-play) shim, chamfered side toward the gear, onto the cover side of the ring gear.



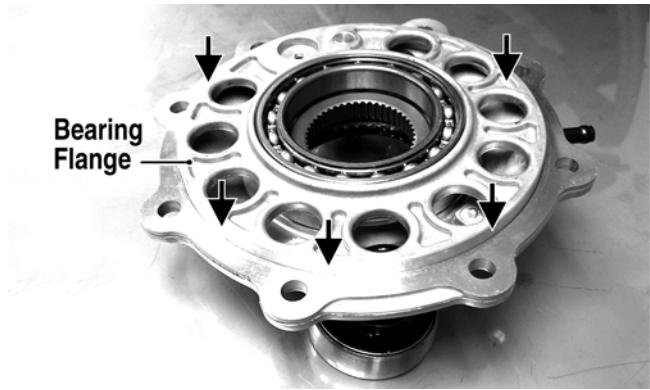
GC036B

■NOTE: The spider and ring gear assembly must be replaced as a complete unit.

- Assemble the fork and sliding collar into the cover assembly; then install the left bearing flange/bearing assembly and seat firmly into the cover.



CF266A

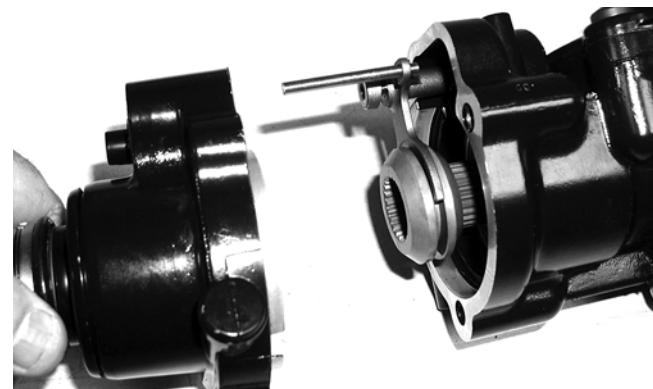


CF267A

- Apply a liberal coat of grease to the O-ring; then install it on the assembled cover assembly making sure to seat the O-ring completely down around the circumference of the bearing flange.



■**NOTE:** If a new housing is being installed, tighten the cap screws to 28 ft-lb.

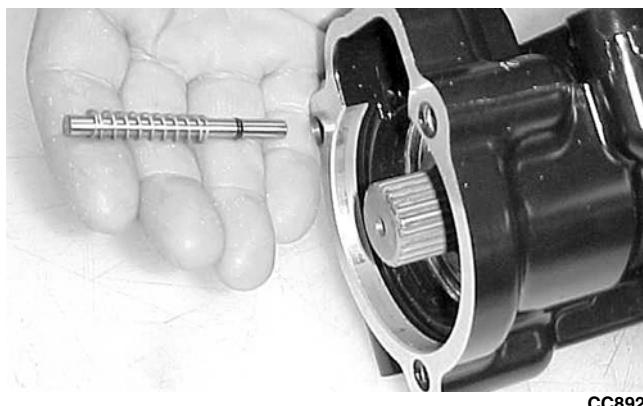


5. Making sure the O-ring is properly positioned on the differential housing cover assembly, install the cover with existing cap screws (coated with green Loctite #270). Account for the ID tag. Tighten the cap screws evenly to 23 ft-lb.

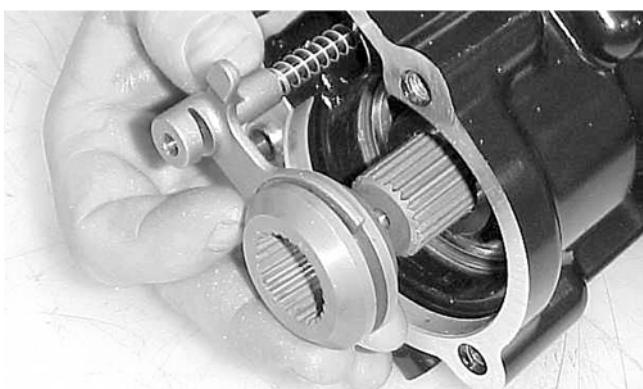
■**NOTE:** Grease can be applied to the O-ring for ease of assembling.

■**NOTE:** If a new housing is being installed, tighten the cap screws to 28 ft-lb.

6. Install the shift fork shaft w/spring into the housing making sure the shaft O-ring is positioned to the inside.



7. Install the shift fork assembly making sure the fork leg is facing upward. Apply a small amount of oil to the gasket; then install the gasket.



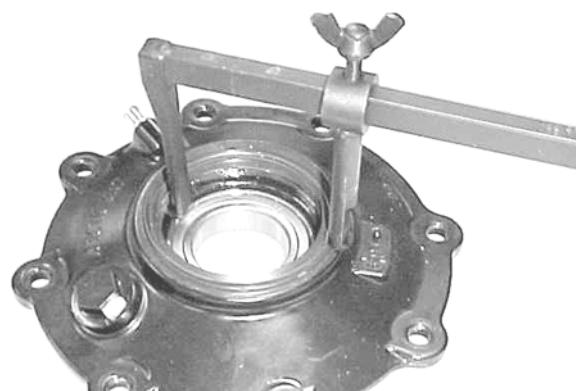
8. Place the input shaft assembly onto the gear case housing; then secure with the existing cap screws. Tighten to 23 ft-lb.



Removing/Installing Axle Seal

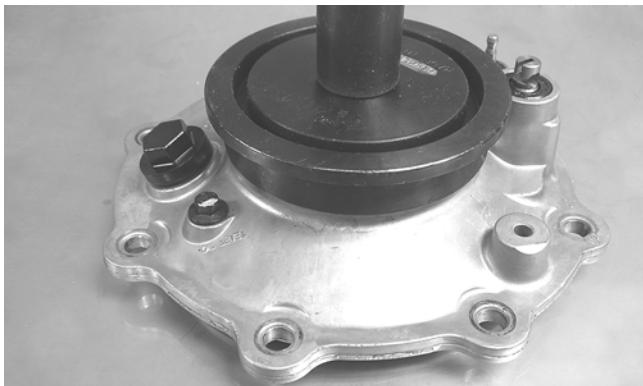
■**NOTE:** This procedure can be performed on a rear gear case.

1. Remove the seal using a seal removal tool.



■**NOTE:** Prior to installing the seal, apply High-Performance #2 Molybdenum Disulphide grease to the seal outside diameter.

2. Using Gear Case Seal Installer Tool, evenly press the seal into the cover bore until properly seated.



CF278



CAUTION

Make sure the tool is free of nicks or sharp edges or damage to the seal may occur.

3. Repeat steps 1-2 for the opposite side.

INSTALLING DIFFERENTIAL

1. Lay the differential assembly on its right side and place in the frame of the vehicle; then turn it upright and maneuver into the mounting brackets.



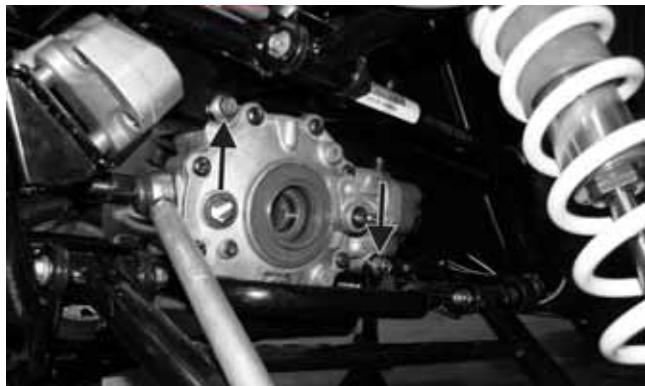
WC277

2. Apply molybdenum grease to the splines and install the forward driveshaft into the differential splined coupler; then install the three Allen-head bolts in the driveshaft coupler and tighten to 40 ft-lb.



WC267A

3. Install the two through-bolts and secure the differential with new lock nuts. Tighten to 38 ft-lb.



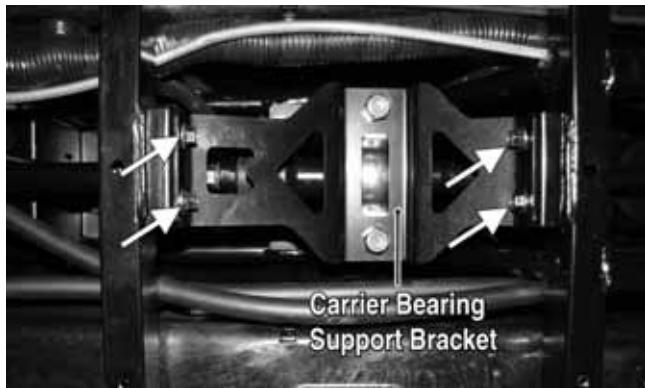
WC276A

4. Secure the carrier bearing to the carrier bearing support bracket with two bolts and nuts. Tighten the nuts to 38 ft-lb.



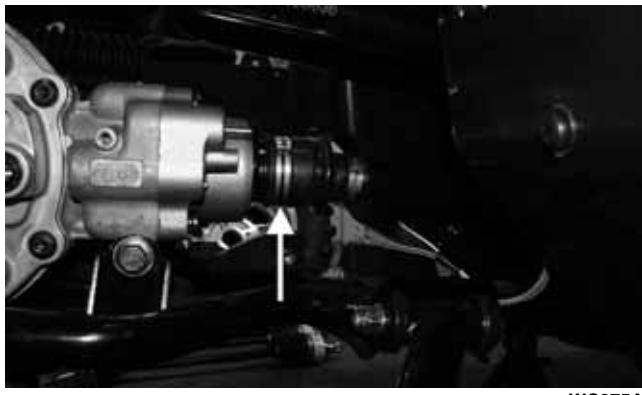
WC266A

5. Secure the carrier bearing support bracket to the frame with four cap screws and tighten to 20 ft-lb.



WC265A

6. Make sure the drive coupler boot is fully in place on the differential drive coupler; then secure with the clamp.



WC275A

■**NOTE: To secure the clamp, use Hose Clamp Pliers.**

7. Using new O-rings with clean grease applied, install the front drive actuator on the differential and tighten the three mounting screws securely. Connect the front drive actuator connector.
8. Apply fresh multi-purpose grease to the splines; then install the front axles into the differential pushing in on the axle shafts to seat the splines into the differential.



PR729C

9. Install the axles into the knuckles; then swing the knuckles vertical and engage the ball joint shanks into the knuckles. While holding the ball joint securely in the knuckle, secure with a new “patch-lock” cap screw. Tighten to 35 ft-lb.

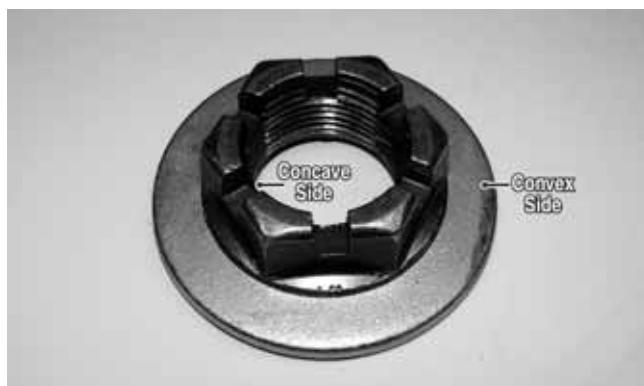


WC272



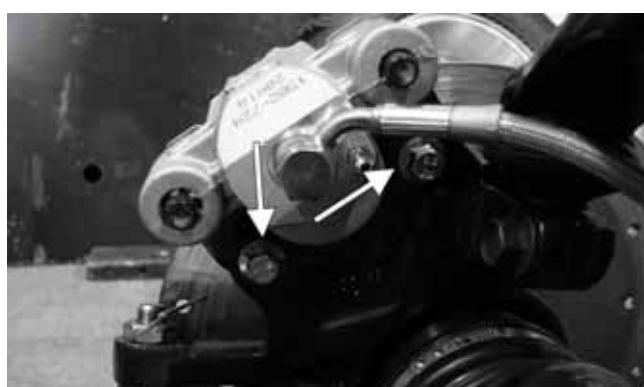
WC271

10. Install the hub assemblies onto the axles; then apply Loctite primer and red Loctite #277 to the axle threads.
11. Engage the hub nut into the Bellville washer on the convex side; then with the concave side of the washer directed toward the hub, install the nut and washer. Keeping the nut and washer engaged, tighten the hub nut to 250 ft-lb.



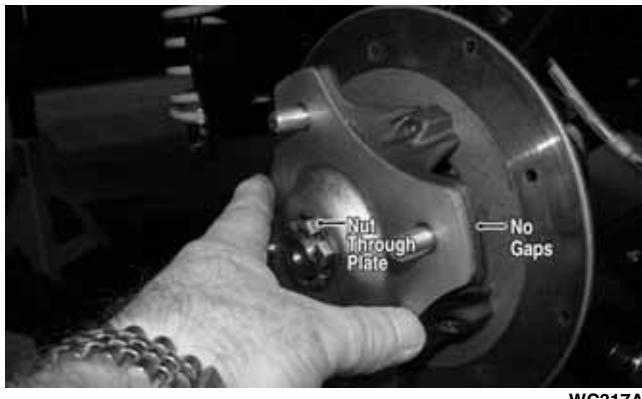
WC303A

12. Install the brake calipers and secure with new “patch-lock” cap screws. Tighten to 20 ft-lb.



WC268A

13. Install the hub plate and wheel onto each hub; then using a crisscross pattern, tighten the wheel nuts in 20 ft-lb increments to a final torque factor of 80 ft-lb.



WC317A

■NOTE: If the hub plate cannot be fully installed due to misalignment of the nut, tighten the nut until properly aligned and the plate is fully seated.

14. Tighten the differential drain plug to 45 in.-lb; then remove the fill/level plug.
15. Pour in the recommended grade and amount of lubricant until the lubricant shows on the threads of the level hole; then install the fill/level plug and tighten to 16 ft-lb.
16. Install the hub caps; then install the forward belly panel. Remove the jack stands, and lower the vehicle.

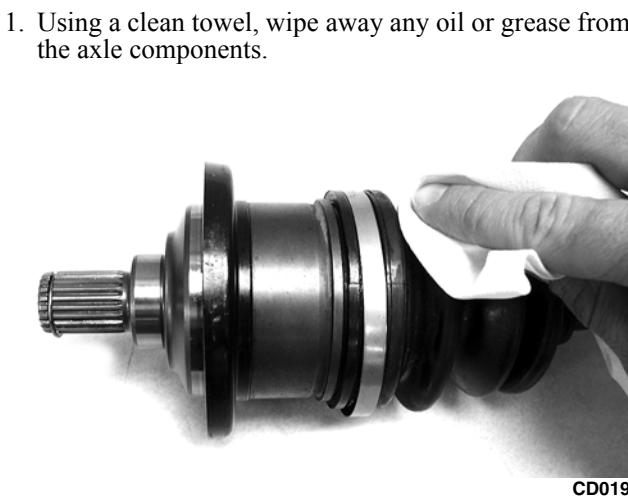
Drive Axles

REMOVING/INSTALLING DRIVE AXLES

■NOTE: For removing/installing a rear drive axle, see Rear Gear Case or Front Differential in this section.

CLEANING AND INSPECTING AXLES

■NOTE: Always clean and inspect the drive axle components to determine if any service or replacement is necessary.



CD019

2. Inspect boots for any tears, cracks, or deterioration.

■NOTE: If a boot is damaged in any way, it must be replaced with a boot kit.

DISASSEMBLING/ASSEMBLING AXLES

■NOTE: To disassemble/assemble axles, see the instructions included in boot repair kit.

Rear Gear Case

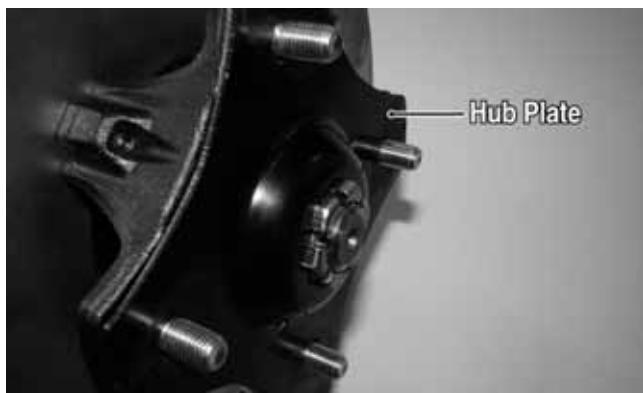
REMOVING

1. Using a suitable lift or jack, raise and support the vehicle with the rear wheels off the floor and weight off the suspension.

☞ AT THIS POINT

If disassembling the rear gear case, drain the lubricant.

2. Remove the wheels and account for the hub plates; then remove the hub nuts and Bellville washers.

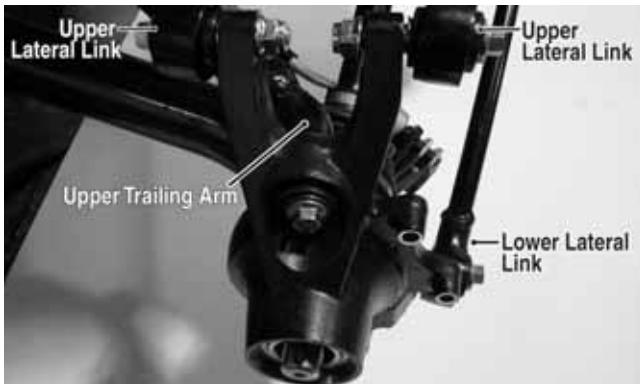


WC240B

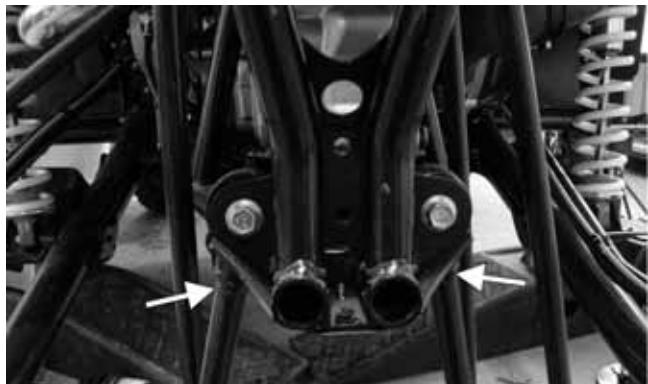


WC304

3. Remove the brake calipers from the knuckles.
4. Leaving the lower trailing arm connected to the knuckle, remove the upper trailing arm and lateral link from the knuckle; then move the top of the knuckle outward and rotate forward to disengage the axle from the axle bearing.



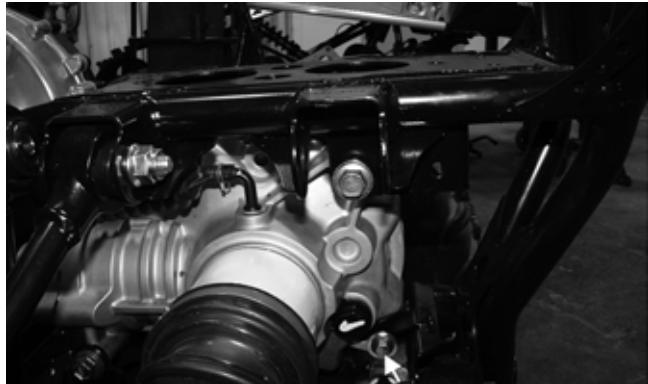
WC282B



WC287A



WC286A



WC170B

5. Remove the rear axles from the rear drive gear case by pushing the axle shaft toward the gear case and pulling the CV/spline shaft out. Account for one O-ring on each axle shaft.

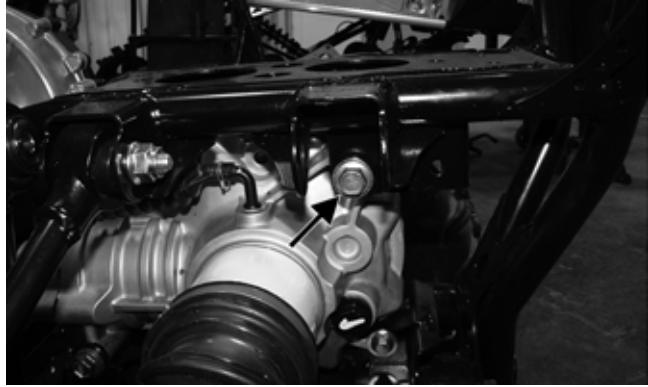


PR729C

6. Remove the two lower lateral links from the frame; then remove the lower rear gear case mounting cap screw.



WC169A



WC170C

8. Remove the lower front through-bolt; then remove the boot clamp on the input drive coupler and slide the gear case to the rear until drive coupler disengages.



9. Lay the gear case on its left side and remove from either side of the vehicle.



RING GEAR/THRUST BUTTON

Removing

1. Remove the cap screws securing the gear case cover to the gear case; then remove the ring gear.
2. Remove the thrust button from the gear case cover (left-hand threads). Account for a shim.

Inspecting

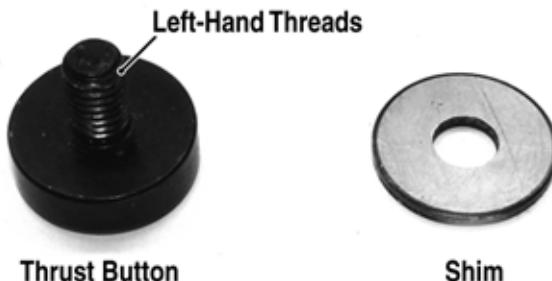
1. Inspect the ring gear for excessive wear, missing or chipped teeth, or discoloration.
2. Inspect the thrust button for excessive wear or discoloration.
3. Inspect the bearings for discoloration, roughness, or excessive wear.

■NOTE: For servicing bearings or seals, see Front Differential in this section.

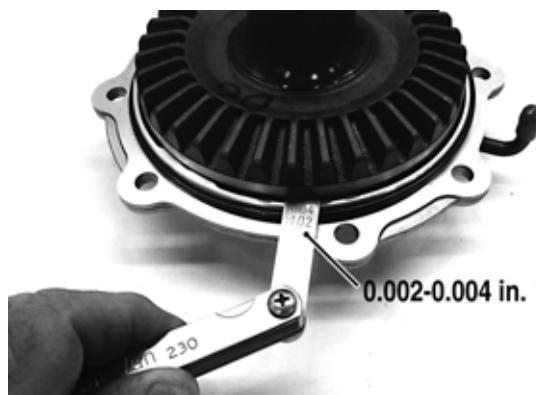
Installing/Shimming

■NOTE: Ring gear clearance must be adjusted prior to selecting shim for the thrust button.

1. Install the thrust button with shim into the gear case cover and tighten securely (left-hand threads).



2. Place the ring gear with selected shim into the cover and measure the ring gear to thrust button clearance with a thickness gauge. Clearance should be 0.002-0.004 in.



3. If clearance is as specified, remove the ring gear and thrust button; then place a drop of red Loctite #271 on the threads and tighten to 8 ft-lb (left-hand threads).
4. If clearance is not as specified, repeat steps 1 and 2 using thicker (clearance too great) or thinner (clearance too small) until correct specification is reached.

REAR DRIVE INPUT SHAFT/HOUSING

Removing/Disassembling

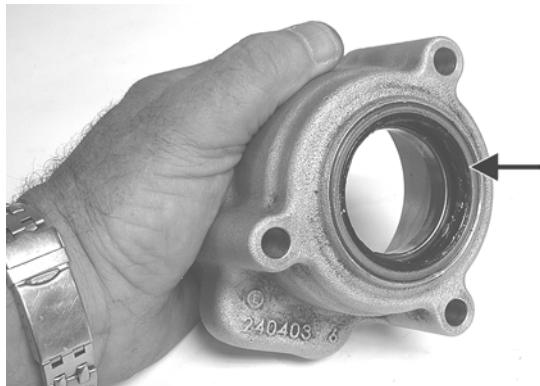
1. Remove the cap screws securing the rear drive input shaft/housing to the rear gear case; then remove the input housing assembly.



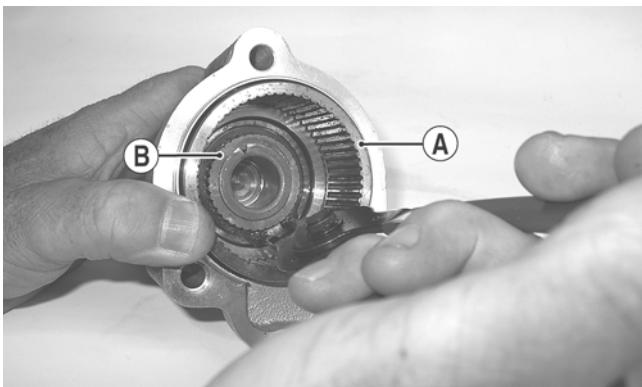
2. Remove the clutch pack from the clutch basket; then remove the snap ring securing the clutch basket (A) to the input shaft (B) and remove the clutch basket.



GZ392



GZ182A



GZ176A



GZ177

3. Remove the input shaft from the input housing; then remove the oil seal.



GZ180

4. Remove the snap ring retaining the input bearing and using an appropriate bearing driver, press the bearing from the housing.



GZ184A

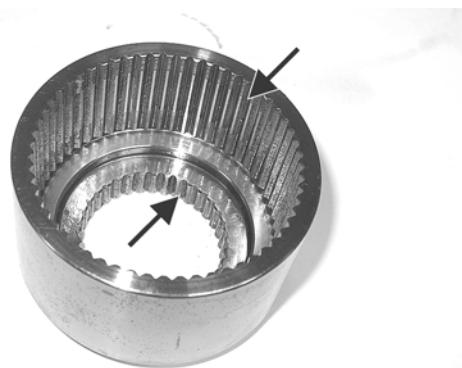
Cleaning and Inspecting

1. Wash all parts in parts cleaning solvent and dry with compressed air.

WARNING

Always wear safety glasses when working with compressed air.

2. Clean all gasket material and sealant from mating surfaces.
3. Inspect bearings, shafts, and housing for excessive wear, cracks, or discoloration.
4. Inspect the clutch basket for wear in splines or cracks in the housing.



GZ178A

5. Inspect the clutch pack for signs of discoloration.

■**NOTE:** The clutch pack is not a serviceable component. If worn, discolored, or damaged in any way, it must be replaced.

Assembling/Installing

1. Install a new bearing into the input housing and secure with the snap ring (flat side directed away from bearing).



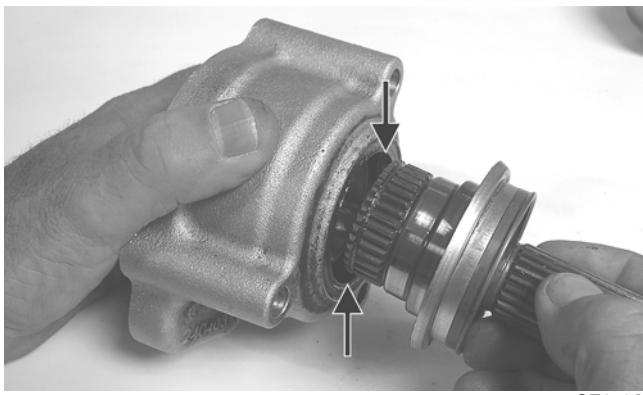
GZ184

2. Using a suitable seal driver, install a new oil seal into the front of the input housing until the seal is flush with the housing.



GZ182A

3. Apply grease to the lips of the oil seal; then install the input shaft into the input bearing and housing.



GZ179A

4. Install the clutch basket onto the input shaft and secure with the snap ring (flat side directed outward); then install the clutch pack into the basket.



GZ176

5. Using a new gasket, install the assembled rear drive input shaft/housing onto the rear drive gear case and secure with the three cap screws. Tighten to 23 ft-lb.

☞ AT THIS POINT

For servicing the input shaft, pinion gear, needle bearing, and axle seal, see Front Differential in this section.

INSTALLING

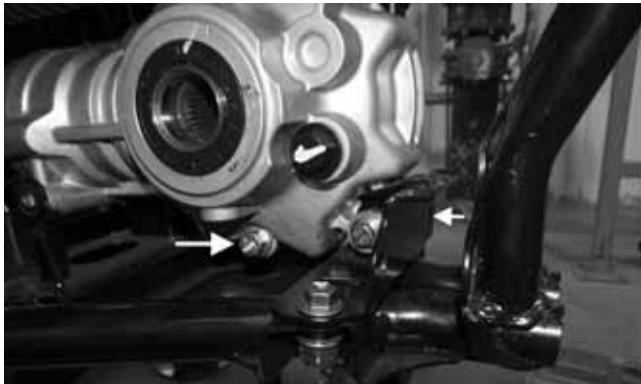
1. Apply molybdenum grease to the splines of the drive coupler; then tilt the gear case to the left side and place into the frame from either side.
2. Stand the gear case upright and move forward engaging the drive coupler making sure the boot slips over the spline shaft; then install the lower front and upper rear through-bolts. Do not tighten at this time.



WC290

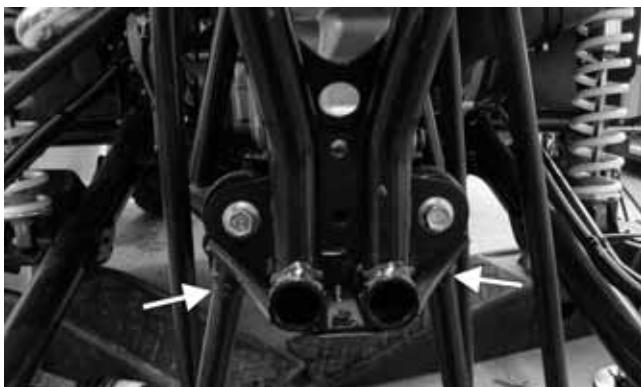
■**NOTE:** Make sure all spacers are correctly located at the gear case mounting points.

3. Install the boot clamp on the drive coupler; then install the lower frame/gear case bracket and mounting cap screw. Do not tighten at this time.



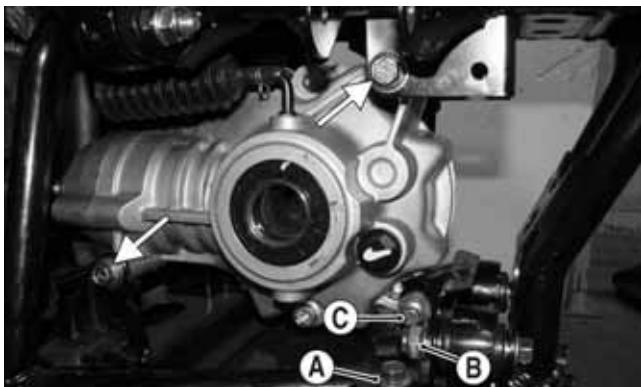
WC295A

4. Install the lower lateral links and secure with the bolts and new lock nuts. Do not tighten at this time.



WC287A

5. In order, tighten the lower frame/gear case bracket mounting nuts (A) to 38 ft-lb, lower lateral link nuts (B) to 35 ft-lb, and the gear case cap screw (C) to 20 ft-lb; then tighten the nuts on lower front and upper rear through-bolts to 38 ft-lb.



WC296A

6. Install the upper left lateral link and secure with a bolt and nut. Tighten to 38 ft-lb.



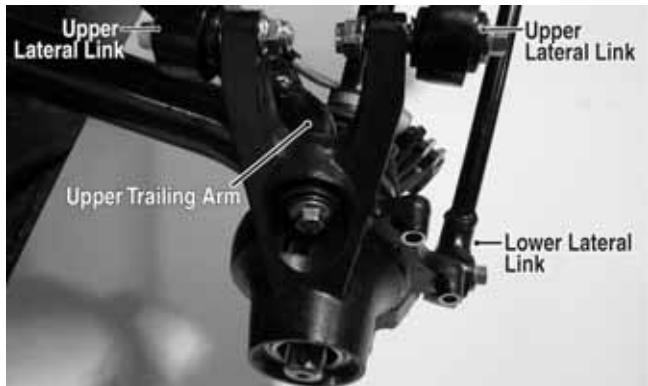
WC169A

7. Apply molybdenum grease to the splines of the axle couplers and install the axles into the gear case; then swing the knuckles to the rear and fit the bearing over the ends of the axles.



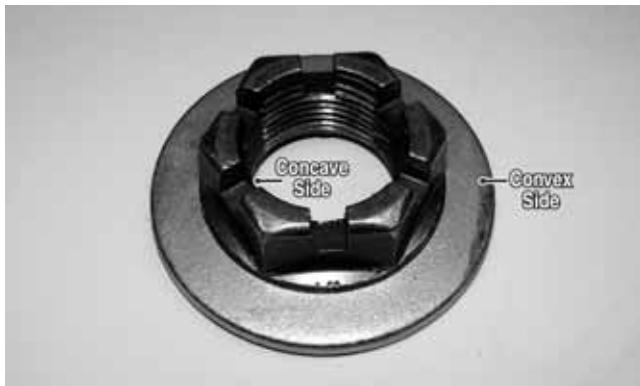
WC286

8. Connect the upper trailing arm and secure but do not tighten; then connect the lower lateral link and upper lateral links to the knuckle. Tighten the upper trailing arm cap screw the lateral link bolts to 35 ft-lb.

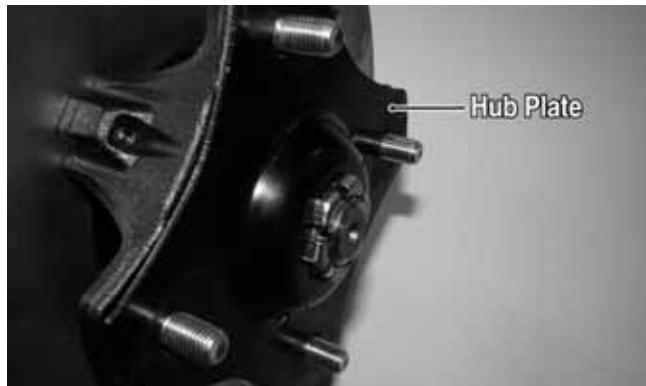


WC282B

9. Install the hub/brake disc assemblies onto the axles and apply Loctite primer and red Loctite #277 to the axle threads.
10. Engage the hub nut into the Bellville washer on the convex side; then with the concave side of the washer directed toward the hub, install the nut and washer. Keeping the nut and washer engaged, tighten the hub nut to 250 ft-lb.

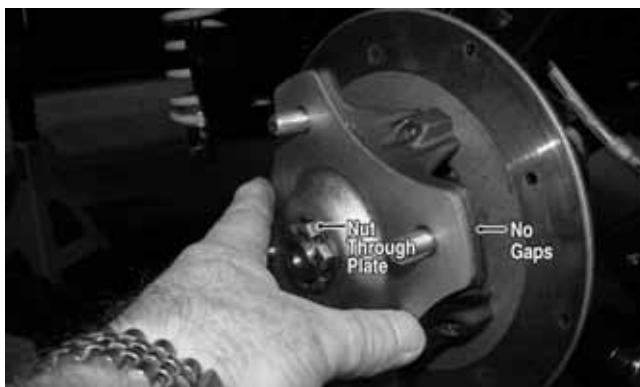


WC303A



WC240B

11. Install the brake calipers and secure with new “patch-lock” cap screws. Tighten to 20 ft-lb.
12. Install the hub plate making sure it fits completely over the nut and lies flat against the hub.



WC317A

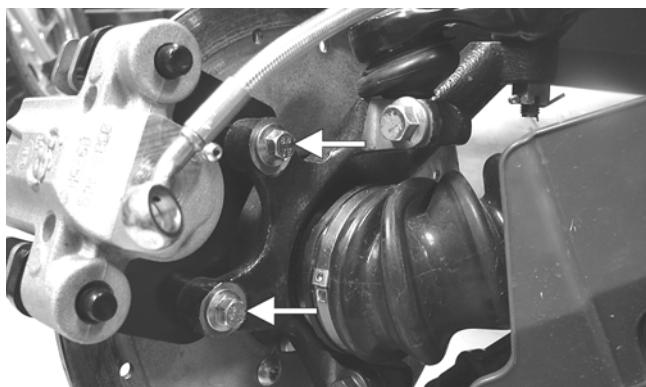
■NOTE: If the hub plate cannot be fully installed due to misalignment of the nut, tighten the nut until properly aligned and the plate is fully seated.

13. Install the wheels; then using a crisscross pattern, tighten the wheel nuts in 20 ft-lb increments to a final torque factor of 80 ft-lb. Install the hub caps.
14. Pour in the recommended gear case lubricant and check to ensure the lubricant is 1 inch below threads in fill/level hole. Install and tighten the fill/level plug to 16 ft-lb.



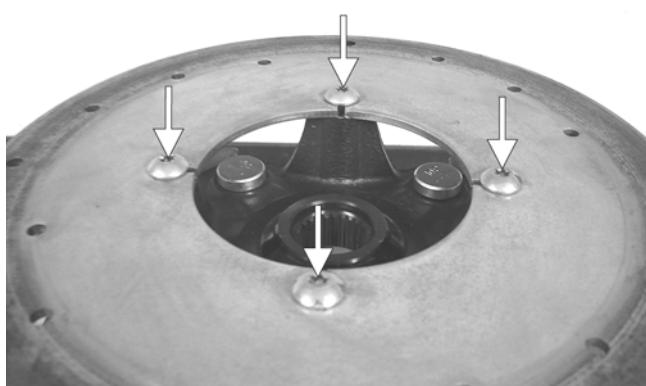
WC304

4. Remove the brake caliper.



PR243A

5. Remove the hub assembly.
6. Remove the four cap screws securing the brake disc.



PR254A

Hub

REMOVING

1. Secure the vehicle on a support stand to elevate the wheel; then remove the wheel and account for the hub plate.

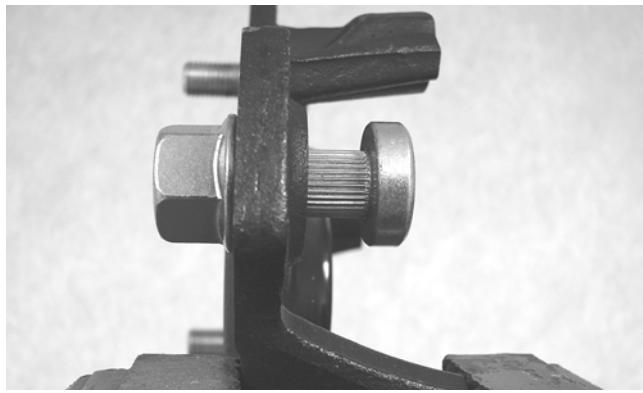
■**NOTE:** It may be necessary to heat the cap screws to loosen the Loctite.

CLEANING AND INSPECTING

1. Clean all hub components.
2. Inspect all threads for stripping or damage.
3. Inspect the brake disc (if applicable) for cracks or warping.
4. Inspect the hub for pits, cracks, loose studs, or spline wear.

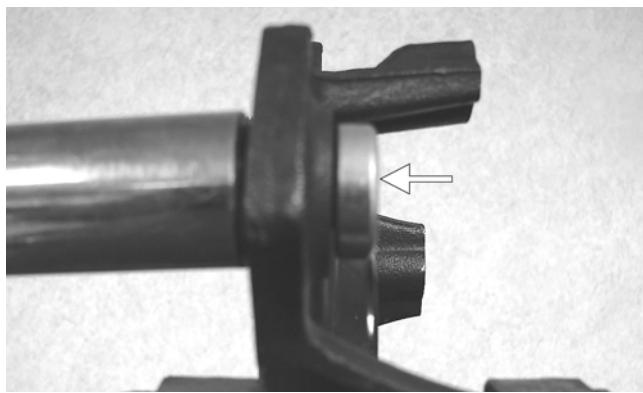
REPLACING WHEEL STUDS

1. Secure the hub in a suitable holding fixture and remove the brake disc (if applicable).
2. Drive the damaged stud out of the hub; then place the new stud into the hub and thread on an appropriate flange nut.



PR250

3. Using a socket and ratchet handle, tighten the nut until the stud is fully drawn into the hub.



PR252A

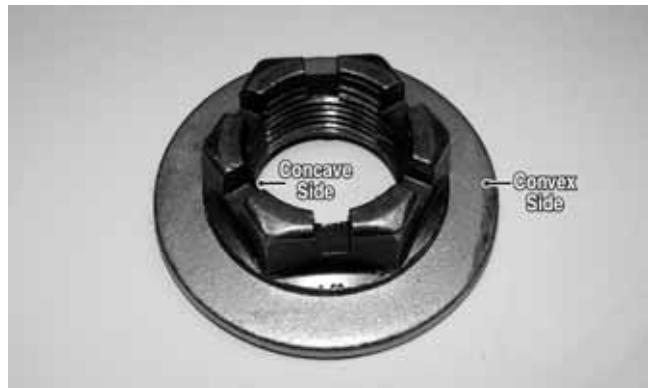
INSTALLING

1. Secure the brake disc to the hub with the four cap screws coated with red Loctite #271. Tighten to 15 ft-lb.
2. Install the hub assembly onto the axle; then apply Loctite primer and red Locktite #277 to the axle threads. Install the brake caliper and secure with new "patch-lock" cap screws. Tighten to 20 ft-lb.



WC281

3. Engage the hub nut into the Bellville washer on the convex side; then with the concave side of the washer directed toward the hub, install the nut and washer. Keeping the nut and washer engaged, tighten the hub nut to 250 ft-lb.



WC303A

4. Install the hub plate making sure it fits completely over the nut and lies flat against the hub.



WC317A

■**NOTE:** If the hub plate cannot be fully installed due to misalignment of the nut, tighten the nut until properly aligned and the plate is fully seated.

5. Install the wheel and using a crisscross pattern, tighten the wheel nuts in 20 ft-lb increments to a final torque factor of 80 ft-lb.
6. Remove the vehicle from the support stand.

Hydraulic Brake Caliper

⚠️ WARNING

Arctic Cat recommends only authorized Arctic Cat Wild-cat dealers perform hydraulic brake service. Failure to properly repair brake systems can result in loss of control causing severe injury or death.

REMOVING/DISASSEMBLING

1. Secure the vehicle on a support stand to elevate the wheel; then remove the wheel.

⚠️ WARNING

Never let brake fluid contact the eyes. Damage to the eyes will occur. Always wear appropriate protective safety goggles and latex gloves when handling brake fluid.

2. Drain the brake fluid from the caliper, hose, and master cylinder through the bleed screw by pumping the brake pedal.

CAUTION

Brake fluid is highly corrosive. Do not spill brake fluid on any surface of the vehicle and do not reuse brake fluid.

■**NOTE:** Whenever brake components are removed, disassembled, or repaired where brake fluid is exposed to air, drain all fluid and replace with new DOT 4 brake fluid from an unopened container. Brake fluid readily absorbs moisture from the air significantly lowering the boiling point. This increases the chance of vapor lock reducing braking power and increasing stopping distance.

3. Remove the brake hose from the caliper and close the bleed screw; then remove the caliper.
4. Compress the caliper holder against the caliper (opposite the O-ring side) and remove the outer brake pad; then remove the inner brake pad.

■**NOTE:** If brake pads are to be returned to service, do not allow brake fluid to contaminate them.

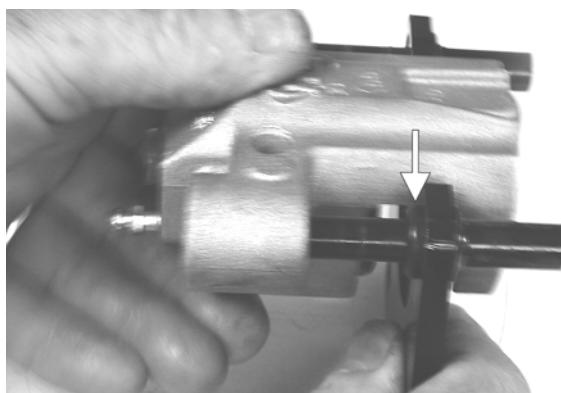


PR237A



PR238

5. Remove the caliper holder from the caliper and discard the O-ring.



PR239B

■**NOTE:** The O-ring is used for shipping purposes and provides no function in operation.

6. Cover the piston end of the housing with a shop towel; then keeping fingers clear of piston travel, apply compressed air to the fluid port to blow the piston free of the housing. Account for two seal rings in the housing.



PR713A



PR715

WARNING
Make sure to hold the towel firmly in place or the piston could be ejected from the housing causing injury.

7. Using an appropriate seal removal tool, carefully remove the seals from the brake caliper housing; then remove four O-rings from the brake caliper housing noting the location of the different sized O-rings. Discard all seals, O-rings, and crush washers.

CLEANING AND INSPECTING

1. Clean all caliper components (except the brake pads) with DOT 4 brake fluid. Do not wipe dry.
2. Inspect the brake pads for damage and excessive wear.

■NOTE: For measuring brake pads, see Periodic Maintenance/Tune-Up.

3. Inspect the brake caliper housings for scoring in the piston bores, chipped seal ring grooves, or signs of corrosion or discoloration.
4. Inspect the piston surface for scoring, discoloration, or evidence of binding or galling.
5. Inspect the caliper holder for wear or bending.

ASSEMBLING/INSTALLING

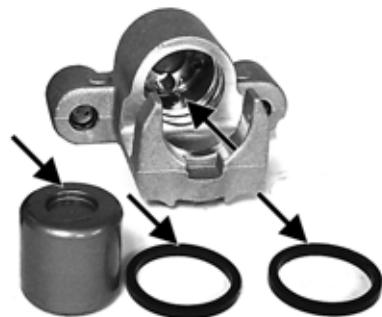
1. Install new seals into the brake caliper housing and apply a liberal amount of DOT 4 brake fluid to the cylinder bore of the housing, seals, and brake piston.

CAUTION

Make sure the seals are properly in place and did not twist or roll during installation.



PR715



PR717A

2. Press the piston into the caliper housing using hand pressure only. Completely seat the piston; then wipe off any excessive brake fluid.

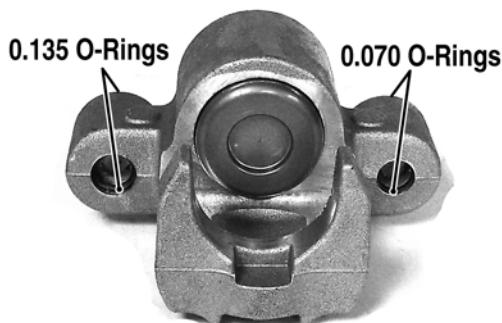


PR711A



PR712

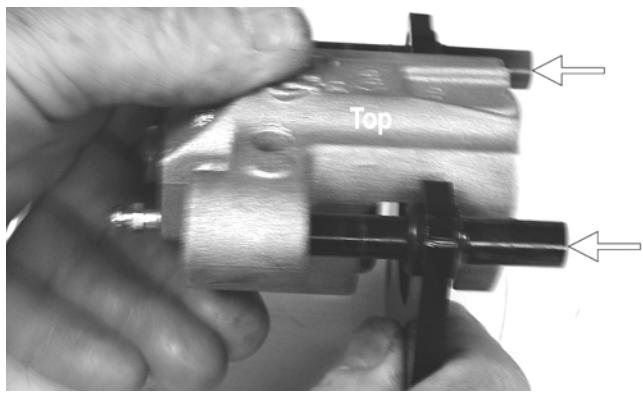
3. Apply high-temperature silicone grease (supplied with the O-ring kit) to the inside of the caliper holder bores and O-rings; then install the four O-rings into the caliper.



PR719C

4. Install the caliper onto the caliper holder making sure the caliper and holder are correctly oriented.

■**NOTE:** It is very important to apply silicone grease to the O-rings and caliper bores prior to assembly.



PR239C

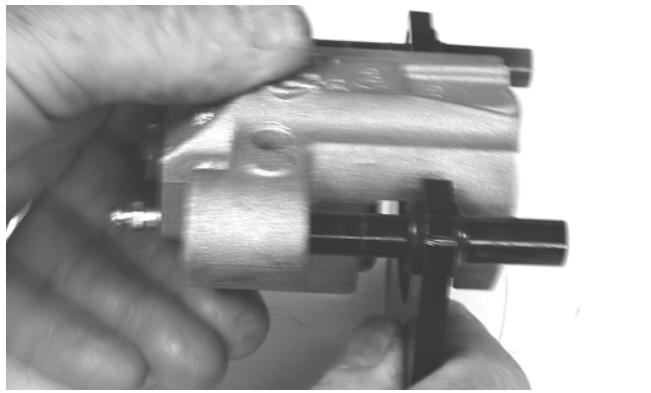
5. Making sure brake fluid does not contact the brake pads, compress the caliper holder toward the caliper and install the inner brake pad; then install the outer pad.

CAUTION

If brake pads become contaminated with brake fluid, they must be thoroughly cleaned with brake cleaning solvent or replaced with new pads. Failure to do so will result in reduced braking and premature brake pad failure.



PR238



PR239

6. Place the brake caliper assembly into position and secure with new "patch-lock" cap screws. Tighten the caliper to 20 ft-lb.
7. Place a new crush washer on each side of the brake hose fitting and install it on the caliper. Tighten to 20 ft-lb.

8. Fill the reservoir; then bleed the brake system (see Periodic Maintenance/Tune-Up).

⚠ WARNING

Never use brake fluid from an open container or reuse brake fluid. Moisture-contaminated brake fluid could cause vapor build-up (expansion) during hard braking resulting in greatly increased stopping distance or loss of control leading to injury or death.

9. Install the wheel; then using a crisscross pattern, tighten the wheel nuts in 20 ft-lb increments to a final torque factor of 80 ft-lb.
10. Remove the vehicle from the support stand and verify brake operation.

MASTER CYLINDER ASSEMBLY

■**NOTE:** The master cylinder is a non-serviceable component; it must be replaced as an assembly.

Removing

1. Slide a piece of flexible tubing over one of the wheel bleeder valves and direct the other end into a container. Remove the reservoir cover; then open the bleeder valve. Allow the brake fluid to drain until the reservoir is empty.
2. Remove the cotter pin and pivot pin from the yoke; then remove two cap screws and flange nuts securing the master cylinder assembly to the frame.



PR338



PR336

3. Remove the oil bolt securing the banjo-fittings to the master cylinder; then remove the master cylinder. Discard the three crush washers.

CAUTION

Brake fluid is highly corrosive. Do not spill brake fluid on any surface of the vehicle.

Inspecting

1. Inspect the master cylinder push rod and clevis for wear, bending, or elongation of clevis holes.
2. Inspect the push rod boot for tears or deterioration.
3. Inspect the reservoir for cracks and leakage.

4. Inspect the brake hose for cracks and deterioration and the condition of the banjo-fittings.

Installing

1. Place the master cylinder into position; then using three new crush washers, secure the two banjo-fittings to the master cylinder. Tighten to 20 ft-lb.
2. Secure the master cylinder assembly to the frame with two cap screws and two flange nuts. Tighten to 25 ft-lb.
3. Install the pivot pin and secure with a new cotter pin.
4. Fill the master cylinder and bleed the brake system (see Hydraulic Brake System in Periodic Maintenance/Tune-Up).

Troubleshooting

Problem: Power not transmitted from engine to wheels

Condition	Remedy
1. Rear axle shaft serration worn - broken	1. Replace shaft

Problem: Power not transmitted from engine to either front wheel

Condition	Remedy
1. Secondary drive - driven gear teeth broken 2. Propeller shaft serration worn - broken 3. Coupling damaged 4. Coupling joint serration worn - damaged 5. Front drive - driven bevel gears broken - damaged 6. Front differential gears/pinions broken - damaged 7. Front drive actuator not operating	1. Replace gear(s) 2. Replace shaft 3. Replace coupling 4. Replace joint 5. Replace gear(s) 6. Replace gears - pinions 7. Replace fuse - drive select switch - front drive actuator

Suspension

The following suspension system components should be inspected periodically to ensure proper operation.

- A. Shock absorber rods bent, pitted, or damaged.
- B. Reservoirs damp or leaking.
- C. Shock absorber body damaged, punctured, or leaking.
- D. Shock absorber eyelets broken, bent, or cracked.
- E. Shock absorber eyelet bushings worn, deteriorated, cracked, or missing.
- F. Shock absorber spring broken or sagging.
- G. Sway bar mountings tight and bushings secure.
- H. Proper pre-load and damping for conditions.

Shock Absorbers

REMOVING

1. Secure the vehicle on a support stand to elevate the wheels and to release load on the suspension.
2. Remove the two cap screws and nuts securing each front shock absorber to the frame and lower A-arm. Account for bushings and sleeves from each.



WC291



WC292

3. Remove the two cap screws and nuts securing each rear shock absorber to the frame and lower trailing arm. Account for bushings and sleeves from each.



WC284



WC285

4. Completely remove pre-load by turning the adjusters to the end of the threads and removing the retainer; then remove the spring.

CLEANING AND INSPECTING

1. Clean all shock absorber components in parts-cleaning solvent.
2. Inspect each shock rod for nicks, pits, rust, bends, and oily residue.
3. Inspect all springs, spring retainers, shock rods, sleeves, bushings, shock bodies, and eyelets for cracks, leaks, and bends.

INSTALLING

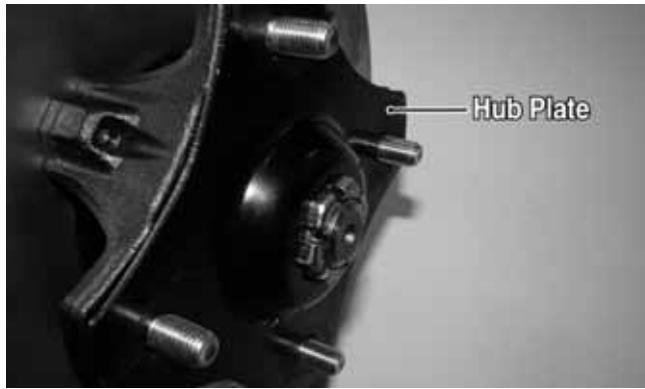
1. Place the shock absorber spring over the shock absorber, compress the spring, and install the retainer.
2. Place bushings and sleeves (where appropriate) into shock eyelet; then install shocks with two cap screws and nuts.
3. Tighten the front and rear shock absorber cap screws to 40 ft-lb (head side).
4. Remove the vehicle from the support stand.

Front A-Arms

REMOVING

1. Secure the vehicle on a support stand to elevate the front wheels; then remove the wheels and account for the hub plate.

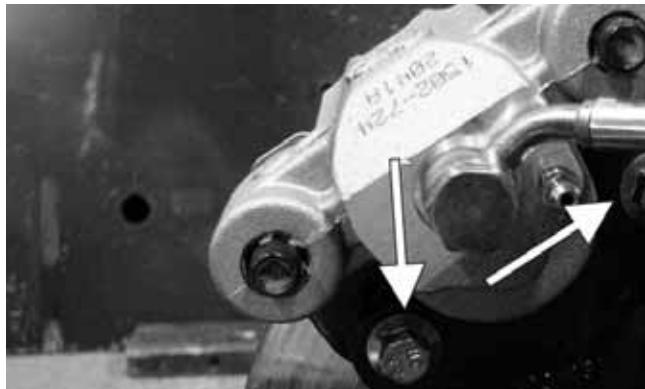
■NOTE: The upper A-arms can be removed without removing the hub or knuckle. If the technician's objective is to remove the upper A-arms, proceed to step 7.



2. Remove the hub nut and Bellville washer securing the hub.



3. Remove the brake caliper. Account for two cap screws.

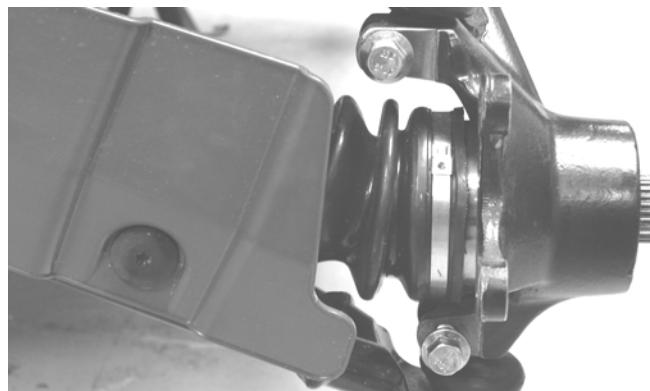


4. Remove the hub assembly. Account for the washer.

5. Remove the cotter pin and nut securing the tie rod end to the knuckle; then remove the tie rod end from the knuckle.
6. Remove and discard the cap screws securing the ball joints to the knuckle.

CAUTION

Support the knuckle when removing the cap screws or damage to the threads will occur.



PR193

7. Tap the ball joints out of the knuckle; then remove the knuckle.
6. Remove the lower shock absorber eyelet from the lower A-arm.
9. Remove the brakeline hose routing clips from the upper A-arm; then remove the cap screws securing the A-arms to the frame.

CLEANING AND INSPECTING

1. Clean all A-arm components in parts-cleaning solvent.
2. Clean the ball joint mounting hole of all residual Loctite, grease, oil, or dirt for installing purposes.
3. Inspect the A-arm for bends, cracks, and worn bushings.
4. Inspect the ball joint mounting holes for cracks or damage.
5. Inspect the frame mounts for signs of damage, wear, or weldment damage.

INSTALLING

1. Apply Loctite Primer "T" to the A-arm socket; then apply green Loctite #609 to the entire outside diameter of the ball joint. Install the ball joint into the A-arm and secure with the snap ring.



WC237



WC359

2. Install the A-arm assemblies into the frame mounts and secure with the cap screws. Only finger-tighten at this time.
3. Route the brake hose along the upper A-arm and secure with the two routing clips.
4. Secure the lower eyelet of the shock absorber to the lower A-arm. Tighten nut to 40 ft-lb (head side).
5. Secure the A-arm assemblies to the frame mounts (from step 2). Tighten the cap screws to 40 ft-lb.
6. Install the knuckle assembly onto the ball joints and secure with new “patch-lock” cap screws. Tighten to 35 ft-lb.



WC271

7. Install the tie rod end and secure with the nut (coated with red Loctite #271). Tighten to 55 ft-lb; then install a new cotter pin and spread the pin to secure the nut.

■NOTE: During assembly, new cotter pins should be installed.

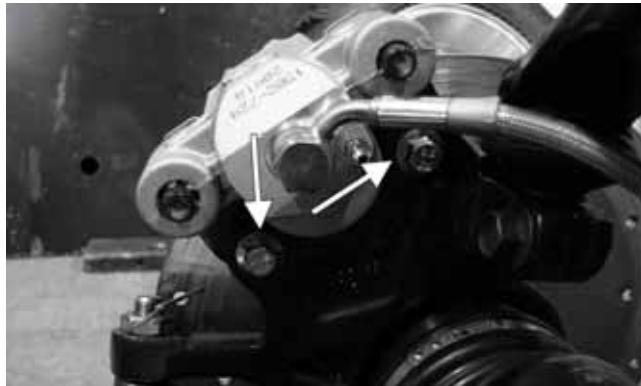
8. Apply Loctite primer and red Loctite #277 to the threads of the axle.

9. Engage the hub nut into the Bellville washer on the convex side; then with the concave side of the washer directed toward the hub, install the nut and washer. Keeping the nut and washer engaged, tighten the hub nut to 250 ft-lb.



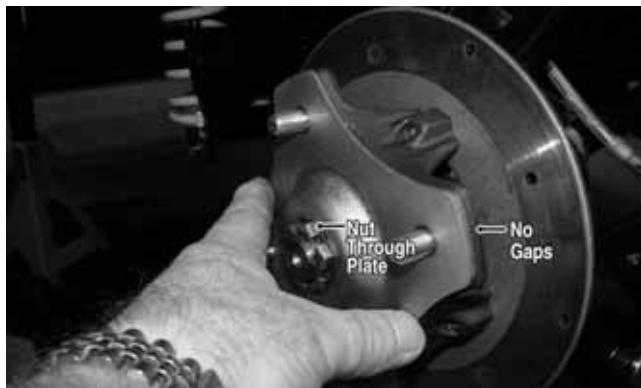
WC303A

10. Secure the brake caliper to the knuckle with two new “patch-lock” cap screws. Tighten to 20 ft-lb.



WC268A

11. Install the hub plate making sure it fits completely over the nut and lies flat against the hub.



WC317A

■NOTE: If the hub plate cannot be fully installed due to misalignment of the hub nut, tighten the nut until properly aligned and plate is fully installed.

12. Install the wheel; then using a crisscross pattern, tighten the wheel nuts in 20 ft-lb increments to a final torque factor of 80 ft-lb. Install the hub cap.
13. Remove the vehicle from the support stand.

Rear Trailing Arms

REMOVING

1. Lift and support the vehicle on support stands that allow access to the rear suspension with the rear tires off the floor.
2. Remove the hub cap and lug nuts securing the wheel; then remove the hub plate.



3. Place a jack stand or other support under the trailing arm; then remove the cap screw securing the lower shock eyelet to the arm. Account for a flat washer.



4. Remove the hub nut and Bellville washer securing the hub.
5. Remove and discard the cap screws securing the brake caliper to the knuckle and remove the caliper from the knuckle; then remove the hub/brake disc assembly.



6. Remove the sway bar link; then remove the nut from the front trailing arm cross-mount through-bolt but do not remove the bolt at this time.



7. Using a tarp strap or nylon straps, support the suspension/axle assembly and remove the support from under the trailing arm.
8. Drive the roll-pin out and remove the nut from the trailing arm rear knuckle pivot; then remove the forward cross-mount bolt and remove the lower trailing arm.



INSPECTING

1. Inspect the arm for any signs of metal fatigue, cracked or broken welds, or severe dents or gouges.
2. Check the pivot seals and bushings for signs of dirt or water contamination and corrosion.
3. Check the knuckle pivot bushing for excessive wear.
4. Check the shock mount for wear or fatigue cracks where welded to the arm surface.

INSTALLING

1. Using new seals, install the front cross-mount onto the lower trailing arm and tighten the nut to 60 ft-lb; then place the assembly into the vehicle and secure with the cross-mount through-bolt. Tighten the nut to 60 ft-lb.



WC31

2. Slide the trailing arm into the knuckle and secure with the nut. Tighten the nut to 60 ft-lb; then install a new roll-pin.



WC305A

■NOTE: If the slots in the nut do not align so as to allow installation of the roll-pin, TIGHTEN the nut until the pin can be installed. DO NOT loosen the nut to align.

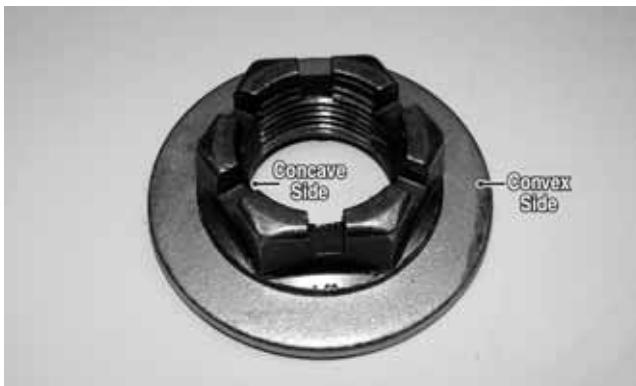
3. Place a jack stand or other suitable support under the trailing arm and install the sway bar link. Tighten the cap screw on the trailing arm and the nut on the sway bar bolt to 35 ft-lb.



WC306B

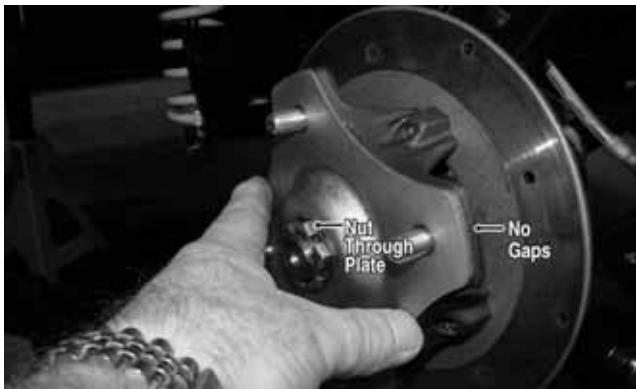
4. Slide the shock eyelet bushing over the shock mounting boss and secure with the cap screw and washer. Tighten to 40 ft-lb (head side).
5. Install the hub/brake disc assembly onto the axle; then apply Loctite primer and red Loctite #277 to the axle threads.

6. Engage the hub nut into the Bellville washer on the convex side; then with the concave side of the washer directed toward the hub, install the nut and washer. Keeping the nut and washer engaged, tighten the hub nut to 250 ft-lb.



WC303A

7. Install the brake caliper and secure with new "patch-lock" cap screws tightened to 20 ft-lb.
8. Install the hub plate making sure it fits completely over the nut and lies flat against the hub.



WC317A

■NOTE: If the hub plate cannot be fully installed due to misalignment of the hub nut, tighten the nut until properly aligned and plate is fully installed.

9. Install the wheel; then using a crisscross pattern, tighten the wheel nuts in 20 ft-lb increments to a final torque factor of 80 ft-lb. Install the hub cap.
10. Remove the support stands and lower to the floor.

Wheels and Tires

TIRE SIZE

⚠ WARNING

Use only Arctic Cat approved tires when replacing tires. Failure to do so could result in unstable vehicle operation.

The Wildcat is equipped with low-pressure tubeless tires of the size and type listed in General Information. Do not under any circumstances substitute tires of a different type or size.

⚠ WARNING

Always use the size and type of tires specified. Always maintain proper tire inflation pressure.

⚠ WARNING

Do not mix tire tread patterns. Use the same pattern type on front and rear. Failure to heed warning could cause poor handling qualities of the vehicle and could cause excessive drive train damage not covered by warranty.

TIRE INFLATION PRESSURE

Front and rear tire inflation pressure should be 0.84 kg/cm² (12 psi).

REMOVING

1. Secure the vehicle on a support stand to elevate the wheels.

2. Remove the nuts securing the wheels; then remove the wheels.

CLEANING AND INSPECTING

1. Clean the wheels and hubs with parts-cleaning solvent.
2. Clean the tires with soap and water.
3. Inspect each wheel for cracks, dents, or bends.
4. Inspect each tire for cuts, wear, missing lugs, and leaks.

INSTALLING

Install the wheel; then using a crisscross pattern, tighten the wheel nuts in 20 ft-lb increments to a final torque factor of 80 ft-lb. Install the hub cap.

CHECKING/INFLATING

1. Using an air pressure gauge, measure the air pressure in each tire. Adjust the air pressure as necessary to meet the recommended inflation pressure.
2. Inspect the tires for damage, wear, or punctures.

⚠ WARNING

Do not operate the vehicle if tire damage exists.

■NOTE: If repair is needed, follow the instructions found on the tire repair kit or remove the wheel and have it repaired professionally.

■NOTE: Be sure all tires are the specified size and have identical tread pattern.

Troubleshooting

Problem: Suspension too soft	
Condition	Remedy
1. Spring preload incorrect 2. Spring(s) weak 3. Shock absorber damaged	1. Adjust preload 2. Replace spring(s) 3. Replace shock absorber
Problem: Suspension too stiff	
Condition	Remedy
1. Spring preload incorrect 2. A-arm-related bushings worn	1. Adjust preload 2. Replace bushing
Problem: Suspension noisy	
Condition	Remedy
1. Cap screws (suspension system) loose 2. A-arm-related bushings worn	1. Tighten cap screws 2. Replace bushings
Problem: Vehicle pulling or steering erratic	
Condition	Remedy
1. Vehicle steering is erratic on dry, level surface 2. Vehicle pulls left or right on dry, level surface	1. Check front wheel alignment and adjust if necessary (see Steering/Frame/Controls) 2. Check air pressure in tires and adjust to specifications

Steering/Frame/Controls

The following steering components should be inspected periodically to ensure safe and proper operation.

- A. Steering wheel secure.
- B. Steering has equal and complete full-left and full-right capability.
- C. Steering sector mounting bolts tight.
- D. Ball joints not worn, cracked, or damaged.
- E. Tie rods not bent or cracked.
- F. Knuckles not worn, cracked, or damaged.
- G. Cotter pins not damaged or missing.
- H. Steering wheel tilt locks securely.

The frame and welds should be checked periodically for damage, bends, cracks, deterioration, broken components, and missing components.



WC241A

3. Unplug the two connectors from the EPS unit; then remove four cap screws and two lock nuts from the steering flex-shaft clamp bracket and clamp.



WC242A

4. Remove the U-clamp; then remove the bracket.
5. Loosen the Allen-head cap screw securing the steering rack input coupler to the shaft; then remove four cap screws securing the EPS mounting bracket to the frame.

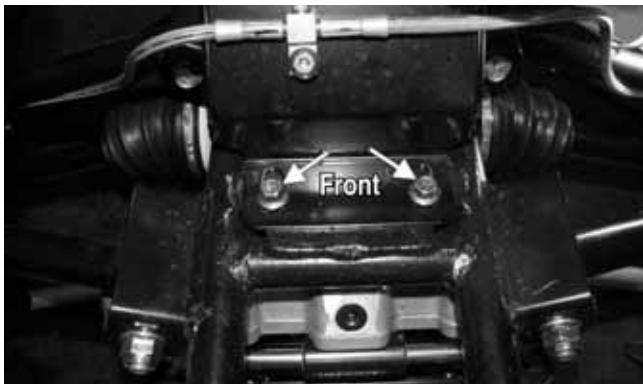


WC242A

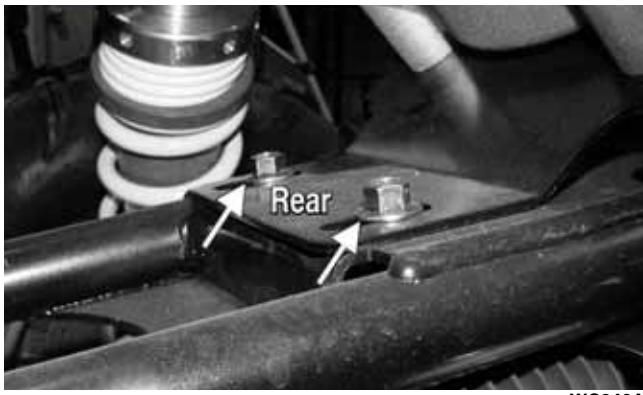


WC081C

2. Remove two fender screws behind the headlights and two fender screws at the rear of the hood; then remove the hood.

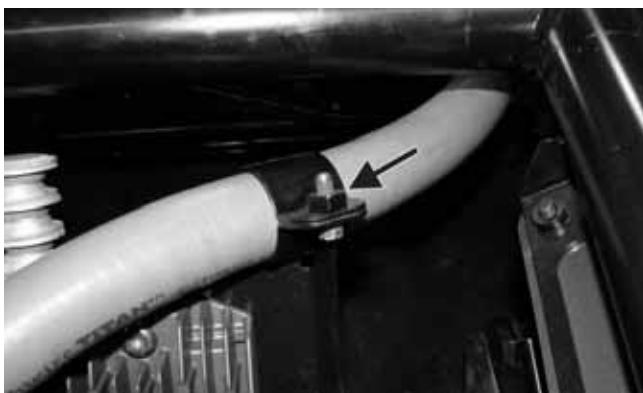


WC245A



WC246A

6. Remove the mounting screw securing the brake line support bracket to the EPS mounting bracket.
7. Remove the steering flex-shaft support bracket; then slide the EPS unit upwards and to the rear until clear of the steering rack input coupler.



WC247A

8. Remove the steering flex-shaft coupler from the EPS unit; then maneuver the assembly past the brake hoses and out of the vehicle.



WC253A

9. Remove the four cap screws securing the EPS mounting bracket to the EPS unit.

■NOTE: No repairs are authorized on the EPS assembly and it must be replaced as a complete assembly.

INSTALLING

1. Install the EPS mounting bracket onto the EPS unit and secure with the four cap screws. Tighten to 35 ft-lb.
2. Mark the ends of the EPS input and output shafts to correspond with the flat-splined segment; then align the flat-splined segment of the output shaft with the slot in the rack input coupler and install the EPS into the vehicle.

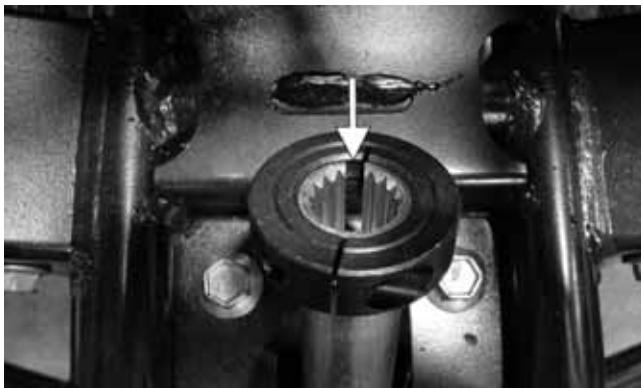


WC254A



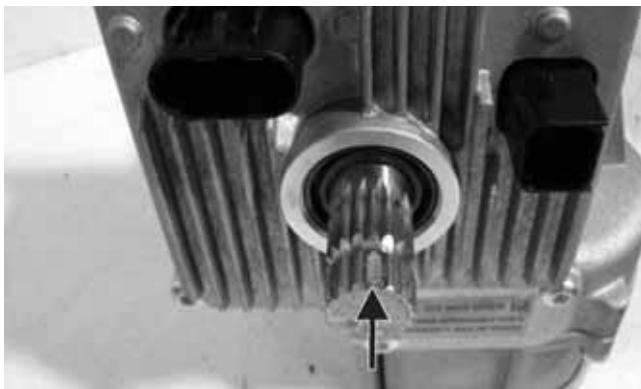
WC249A

3. Rock the EPS assembly to seat the splines and mounting bracket.

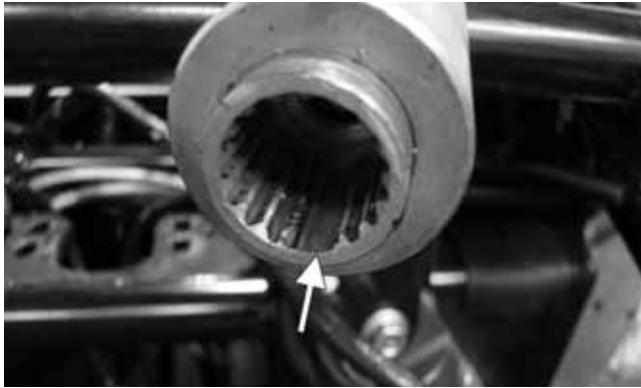


WC250A

4. Coat the four mount-to-frame cap screws with red Loctite #271; then secure the mounting bracket to the frame and tighten to 20 ft-lb.
5. Install the steering flex-shaft coupler onto the EPS input shaft aligning the flat-splined segment of the shaft to the slot in the coupler.



WC251A



WC252A

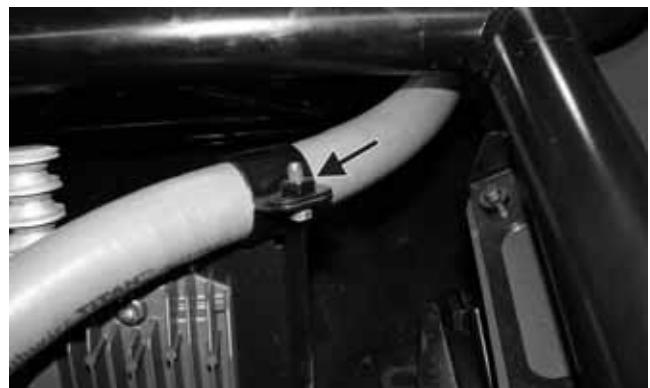
■NOTE: The flex-shaft coupler must engage completely covering the majority of the splines of the input shaft.

6. Attach the brake line support to the mounting bracket and tighten securely.
7. Tighten the input coupler clamp cap screw to 7 ft-lb.



WC244A

8. Install the flex-shaft clamp bracket and four cap screws loosely installed; then install the U-clamp and secure with two lock-nuts. Tighten securely.
9. Install the upper steering flex-shaft hold-down strap and tighten the cap screw to 50 in.-lb.



WC247A

10. Connect the two electrical connectors and check EPS operation.
11. Install the hood and grille.

Rack and Pinion Assembly

REMOVING

1. Remove the hood and grille; then remove the EPS assembly (see Electronic Power Steering (EPS) in this section).
2. Remove the front differential assembly (see Drive System - Front Differential).
3. Remove the cotter pins and nuts securing the tie rods to the steering rack.



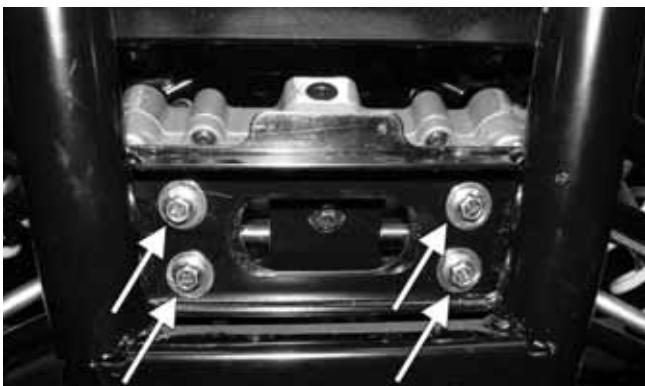
WC259

4. Remove four cap screws securing the upper mounting bracket to the frame and remove the bracket.



WC278A

5. Remove four cap screws securing the rack and pinion assembly to the frame; then rotate the rack and pinion assembly to the rear and out of the frame from either side.



WC260A



WC279

INSPECTING

1. Inspect the input shaft splines for excessive wear or signs of misalignment.
2. Inspect the slide mechanism for pitting, excessive wear, or worn bushings.
3. Rotate the input shaft from center to full left and right checking for any binding or catching.
4. Check for loose cap screws on rack and pinion housing.
5. Check for seal damage or lubricant leaks.

■NOTE: The steering assembly (rack and pinion) is not repairable and must be replaced as an assembly; however, the tie rods and boots are replaceable.

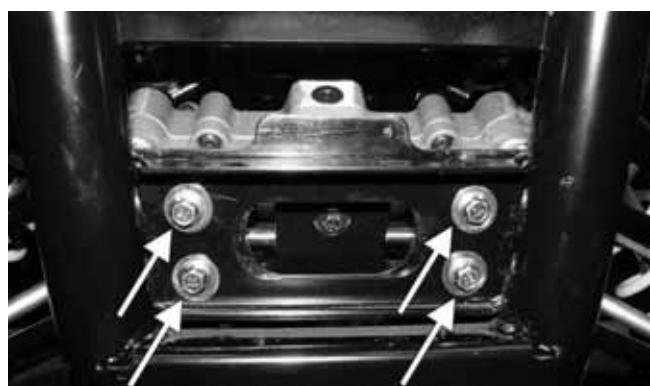
INSTALLING

1. Place the rack and pinion assembly into the frame and guide the steering input shaft up through the shaft opening; then rotate the assembly forward and into position on the front mounting bracket.



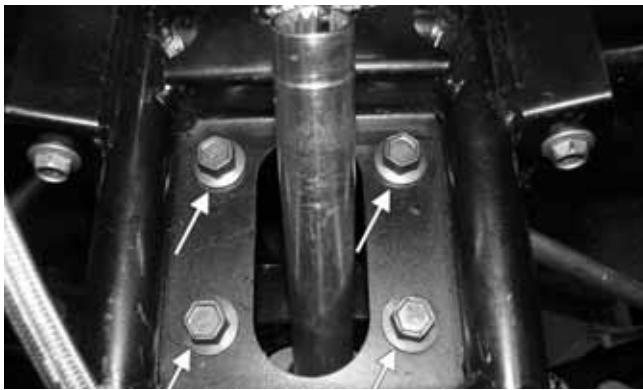
WC279A

2. Secure the bracket to the frame with four cap screws and tighten to 20 ft-lb.



WC260A

3. Install the upper mounting bracket in the frame and secure with new "patch-lock" cap screws. Tighten securely.



WC278A

4. Connect the tie rods to the steering rack and secure with the nuts (threads coated with red Loctite #271). Tighten to 65 ft-lb and install new cotter pins.



WC257

5. Install the front differential assembly (see under Drive System - Front Differential).
6. Install the EPS assembly (see Electronic Power Steering (EPS) in this section).
7. Install the hood and grille.

Steering Wheel

REMOVING

1. Remove the steering wheel cover; then match mark the steering shaft and steering wheel.
2. Remove the hairpin clip from the steering shaft; then remove the nut securing the steering wheel and remove the steering wheel.



WC321

INSPECTING

1. Inspect the steering wheel for cracks, missing padding, or broken spokes.
2. Inspect the splines for wear.
3. Check that the steering wheel is not bent.

INSTALLING

1. Install the steering wheel aligning the two match marks; then apply a drop of red Loctite #271 to the threads of the nut and secure the steering wheel. Tighten to 25 ft-lb.

■NOTE: If a new steering wheel is being installed, mark the wheel as close as possible to the old wheel mark; then check for proper positioning with the front wheels straight forward.

2. Install the hairpin clip on the steering shaft.

■NOTE: If the hole in the steering shaft does not align with the slots in the nut, tighten the nut slightly until the next slot aligns with the hole.



WC321

Steering Shaft

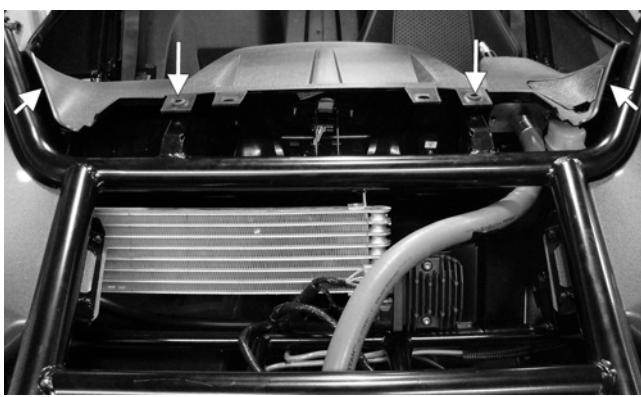
REMOVING

1. Remove the steering wheel (see Steering Wheel in this section).
2. Remove the hood and grille (see Hood in this section).

3. Remove the upper pivot bolt on the steering tilt link and drop the tilt link down clear of the dash.



4. Remove four upper dash mounting screws and block the dash to the rear.



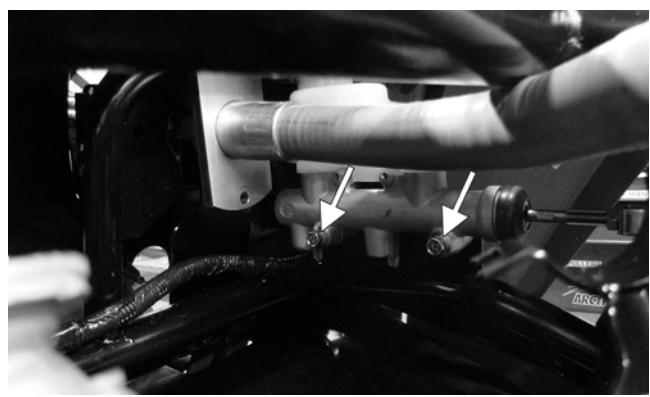
5. Remove the steering shaft housing support hold-down strap; then remove the U-clamp from the lower steering shaft support.



6. Remove the steering shaft from the EPS by pulling straight away from the input shaft.



7. Remove the two mounting cap screws from the master cylinder; then lift the master cylinder up and shift away from the steering shaft.



8. Remove the upper and lower snap rings from steering shaft; then work the steering shaft out of the upper steering support housing and remove from the vehicle. Account for a flat washer and a wave washer.



WC326



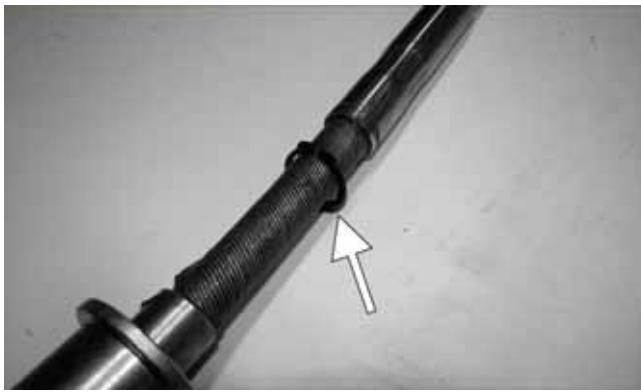
WC337A

INSPECTING

1. Check that the steering flex-shaft rotates freely in the housing with no sticking or binding.
2. Check the splines for wear or any signs of twisting.
3. Check the housing for cuts, cracks, or kinks.
4. If the assembly is serviceable, remove the flex-shaft and lubricate with the appropriate lubricant; then reinstall in the housing.

INSTALLING

1. Making sure the lower snap ring is loosely on the steering shaft but not installed, slide the shaft into the upper steering support housing.



WC341A

2. From under the dash, install the lower snap ring onto the steering shaft.



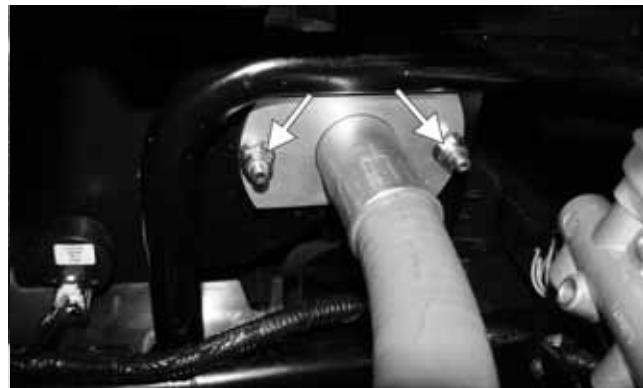
WC337A

3. Install the wave washer and flat washer onto the upper steering shaft; then install the upper snap ring.



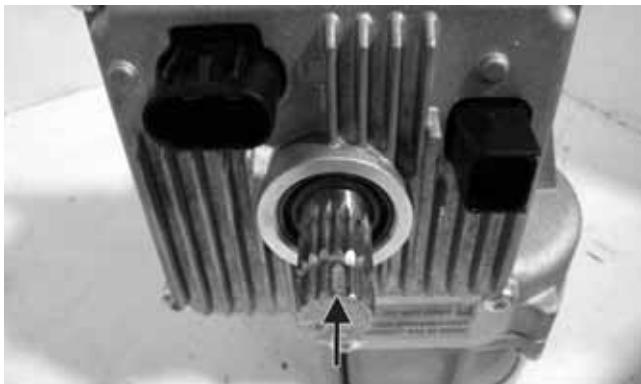
WC324A

4. Install the upper steering housing collar onto the tilt housing and tighten the nuts to 20 ft-lb.



WC339A

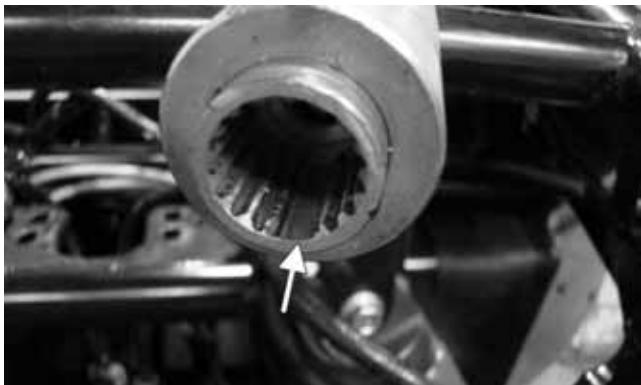
5. Install the steering flex-shaft coupler onto the EPS input shaft aligning the flat-splined segment of the shaft to the slot in the coupler; then install the U-clamp on the lower steering shaft housing and secure with two nuts. Tighten to 7 ft-lb.



WC251A



WC247A

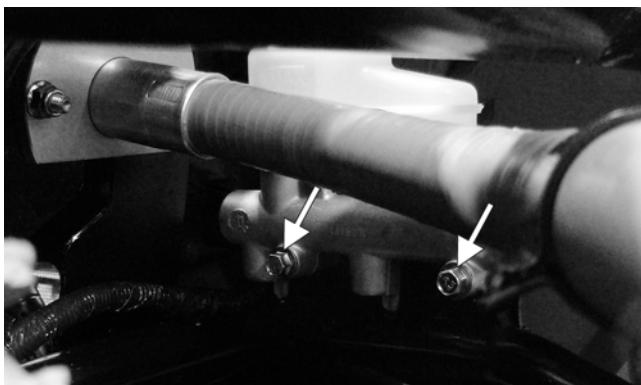


WC252A



WC242

6. Place the brake master cylinder into position and secure with the two cap screws. Tighten to 25 ft-lb.



WC340A

7. Install the upper steering flex-shaft hold-down strap and secure with the cap screw. Tighten to 50 in.-lb.

8. Install the upper tilt-steering link pivot bolt and tighten to 10 ft-lb; then install the steering wheel (see Steering Wheel in this section).
9. Remove the block and secure the upper dash screws; then install the hood and grille (see Hood in this section).

Steering Knuckles

REMOVING AND DISASSEMBLING

1. Secure the vehicle on a support stand to elevate the wheel; then remove the wheel and account for the hub plate.
2. Remove the nut and Bellville washer securing the hub.
3. Remove the brake caliper.
4. Remove the hub assembly.
5. Remove the cotter pin from the tie rod end and remove the tie rod end from the knuckle.
6. Remove the upper cap screw securing the ball joint in the knuckle.



WC271

7. Tap the ball joint end out of the knuckle; then slide the axle out of the knuckle.
8. Remove the cap screw securing the lower ball joint to the knuckle and remove the knuckle.
9. Remove the snap ring securing the bearing in the knuckle; then press the bearing out of the knuckle.



PR289



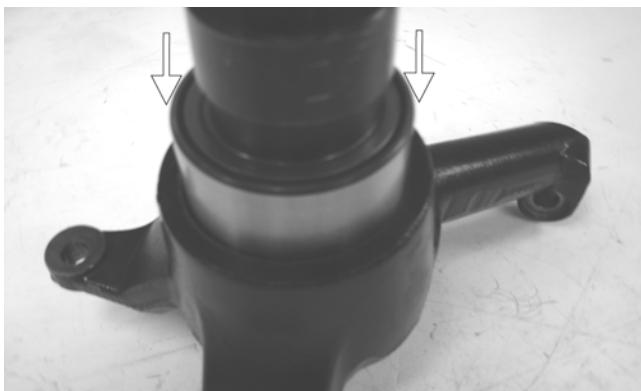
WC272

CLEANING AND INSPECTING

1. Clean all knuckle components.
2. Inspect the bearing for pits, scoring, rusting, or premature wear.
3. Inspect the knuckle for cracks, breaks, or galling of the bearing surface.

ASSEMBLING AND INSTALLING

1. Using a suitable press and driver, press the bearing into the knuckle until firmly seated; then install the snap ring.



PR292A



WC271

4. Install the tie rod end and secure with the nut (coated with red Loctite #271). Tighten to 55 ft-lb; then install a new cotter pin and spread the pin.

■NOTE: During assembling, new cotter pins should be installed.

5. Install the hub assembly onto the axle; then apply Loctite primer and red Loctite #277 to the axle threads.



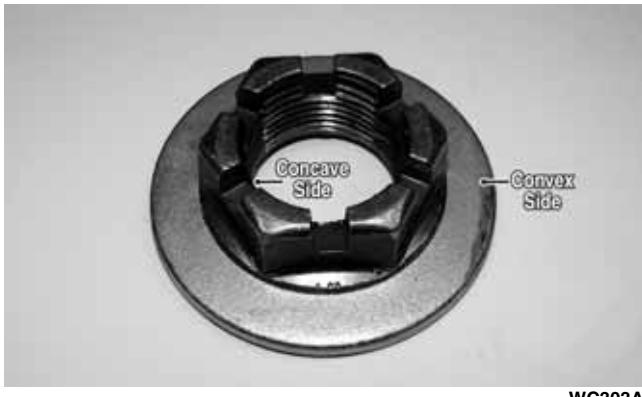
PR289



WC281

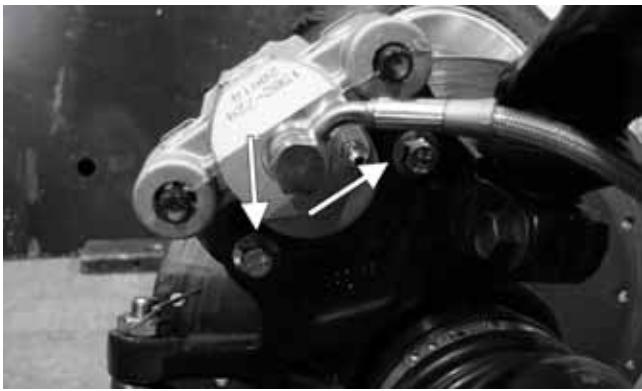
2. Install the knuckle to the lower ball joint and secure with a new "patch-lock" cap screw. Tighten to 35 ft-lb.
3. Slide the axle into the knuckle; then install the upper ball joint and secure with a new "patch-lock" cap screw. Tighten to 35 ft-lb.

6. Engage the hub nut into the Bellville washer on the convex side; then with the concave side of the washer directed toward the hub, install the nut and washer. Keeping the nut and washer engaged, tighten the hub nut to 250 ft-lb.



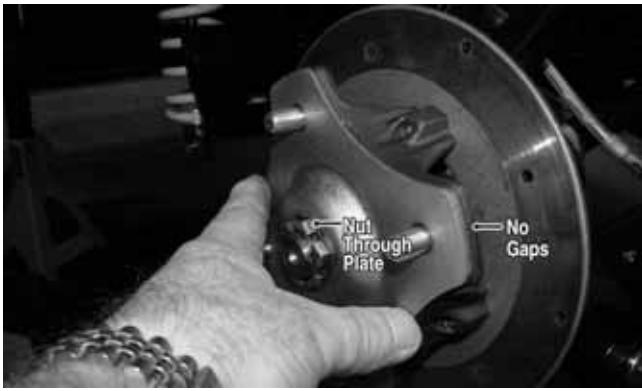
WC303A

- Secure the brake caliper to the knuckle with the two new "patch-lock" cap screws. Tighten to 20 ft-lb.



WC268A

- Install the hub plate making sure it fits completely over the nut and lies flat against the hub.



WC317A

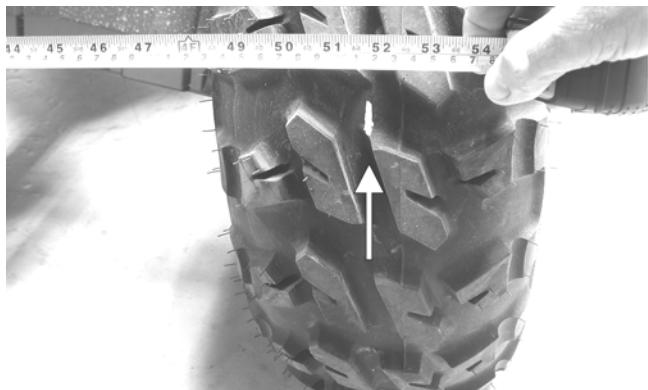
■NOTE: If the hub plate cannot be fully installed due to misalignment of the hub nut, tighten the nut until properly aligned and plate is fully installed.

- Install the wheel; using a crisscross pattern, tighten the wheel nuts in 20 ft-lb increments to a final torque factor of 80 ft-lb.
- Remove the vehicle from the support stand.

Checking/Adjusting Front Wheel Alignment

■NOTE: All measurements and adjustments must be made with the vehicle unloaded.

Mark the center-line of the front tires at the front and rear of the tire; then using a tape measure, measure and record the distance between the marks at the front and rear. The front measurement should be 6 mm (1/4 in.) greater than the rear measurement (toe-out).



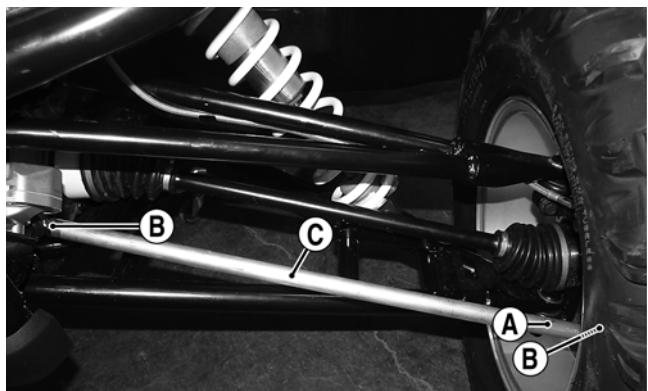
PR087A

To adjust the wheel alignment, use the following procedure.

- Center the steering wheel; then using an open-ended wrench on the tie rod flat (A), loosen the inner and outer jam nuts (B) on both tie rods.



WC012A



WC110B

CAUTION

Always use a wrench to hold the tie rod ends when loosening or tightening the jam nuts or damage to the boots could occur.

2. Turn the left-side and right-side tie rods in equal increments to achieve the proper toe-out; then tighten the jam nuts to 10 ft-lb.

Hood

REMOVING

1. Remove two fender screws (A) and two machine screws (B) with washers from the grille and remove the grill.



2. Remove two side fender screws (C), one on left and one on right located above and behind the headlight assemblies.
3. Reach up through the front fender wells and remove two fender screws (D) from the rear of the hood and remove the hood.

INSTALLING

1. Lay the hood in place on the frame; then install the rear fender screws (D).



2. Install the two side fender screws (C); then place the grille on the vehicle and install the two machine screws (B) and fender screws (A). Tighten all fasteners securely.

Rear Body Panel

REMOVING

1. Remove the seats; then remove the machine screws securing the rear body panel to the frame and rear splash panel.



WC346A



WC347A

2. Remove the hose clamp from the gasoline filler neck and disconnect the filler hose.



WC344A

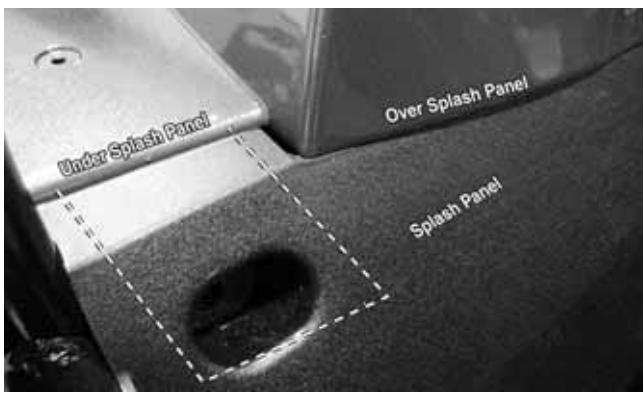
3. Lift the rear body panel off and remove forward between the ROPS uprights; then tape or plug the filler hose to prevent contamination of fuel or vapor escaping.



WC186

INSTALLING

1. Place the rear body panel onto the vehicle making sure the outer front mounting tabs are located behind the splash panel.



WC342A

2. Secure with the machine screws and tighten securely.
3. Remove the plug or tape from the gas filler hose and connect the hose to the gasoline filler neck and secure with the hose clamp. Tighten securely.

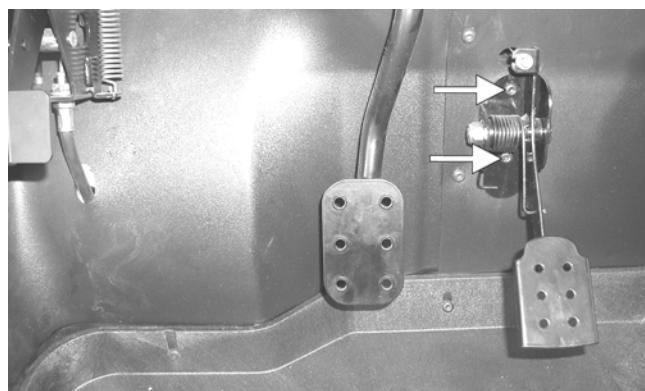
Accelerator Pedal

REMOVING

Dislodge the throttle cable holding grommet from the actuator arm; then remove two torx-head screws and nuts securing the accelerator pedal assembly to the splash panel and remove the accelerator pedal.



PR709



PR342C

INSTALLING

Align the mounting holes with the holes in the splash panel and secure with the two torx-head screws and nuts; then snap the throttle cable holding grommet into the actuator arm.

Shift Lever

REMOVING

1. Remove the seats; then remove the battery cover and shift lever handle.
2. Remove the center console leaving the shift lever boot in the console.
3. Remove the nut from the shift cable pivot bolt; then remove the four machine screws from the shift lever axle mounting and remove the shift lever.



WC348A

INSTALLING

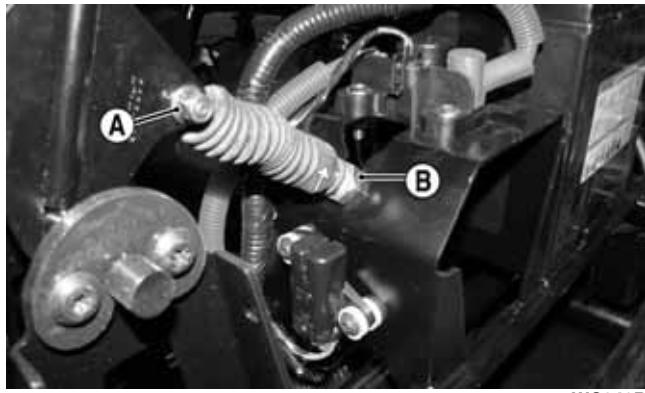
1. Place the shift lever into position and secure with the four machine screws (threads coated with blue Loctite #243). Tighten to 20 ft-lb.
2. Connect the shift cable to the shift arm with the pivot bolt and tighten the nut to 8 ft-lb.
3. Check shift cable adjustment (see Periodic Maintenance/Tune-Up - Shift Lever/Shift Cable); then install the center console. Tighten the machine screws securely.
4. Install the shift lever handle onto the shift lever and tighten the jam nut with the handle correctly aligned.

5. Install the battery cover and seats.

Shift Cable

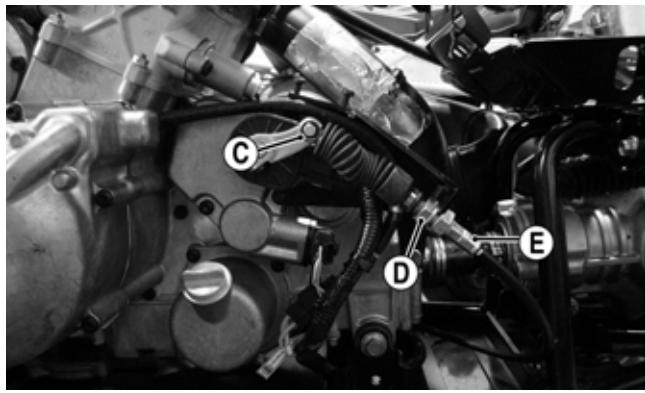
REMOVING

1. Remove the seats, battery cover, and center console.
2. Remove the nut (A) from the shift arm pivot bolt; then loosen the jam nut (B) and lift the cable upward out of the mounting bracket slot.



WC348B

3. Remove the E-clip (C); then loosen jam nut (D) and slide the cable (E) out of the mounting bracket.

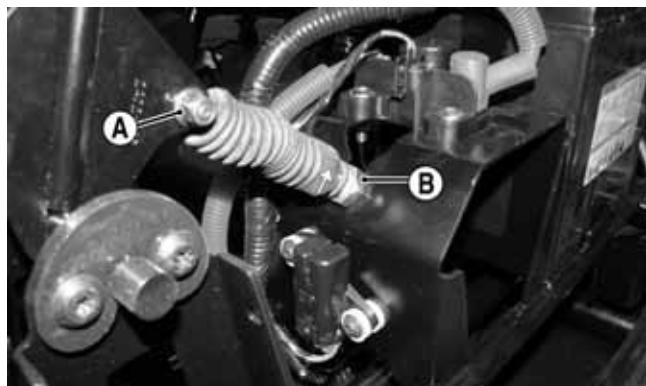


WC178B

4. From under the vehicle, mark any cable tie locations; then remove the shift cable from the vehicle.
5. If the shift cable is to be replaced, accurately measure and record the distance between the adjuster nuts (nuts opposite the jam nuts).

INSTALLING

1. Using the measurements from the existing cable, adjust the adjuster nuts to the same length.
- NOTE: The shift cable will have to be adjusted, but using the existing measurements will give a close starting point.**
2. From under the vehicle, thread the new cable into position. Do not tie cable tie points yet.
3. Set the upper cable housing end into the mounting bracket and finger tighten jam nut (B); then connect the cable to the shift arm pivot bolt and secure with the nut (A). Tighten the nut to 8 ft-lb.



WC348B

4. Place the lower cable housing end into the mounting bracket on the engine and finger tighten jam nut (D); then connect cable (E) to the shift arm and install the E-clip (C).



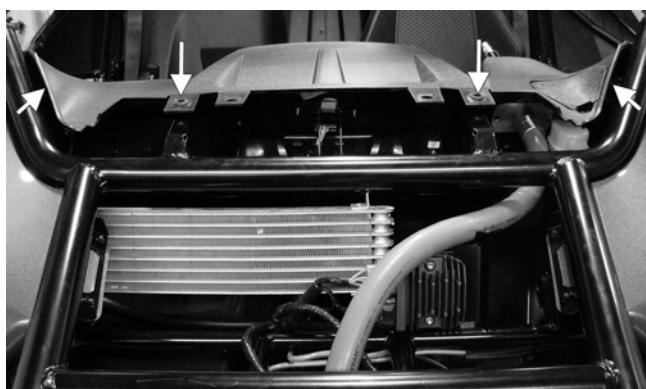
WC178B

5. Install any necessary cable ties as marked during removal; then adjust the shift cable (see Periodic Maintenance/Tune-Up - Shift Lever/Shift Cable). After cable is properly adjusted, tighten the jam nuts to 20 ft-lb.
6. Install the center console, battery cover, and seats.

LCD Gauge/Indicator Lights/Dash Switches

REPLACING

1. Remove the hood and grille (see Hood in this section).
2. Remove the four screws securing the upper dash to the frame.



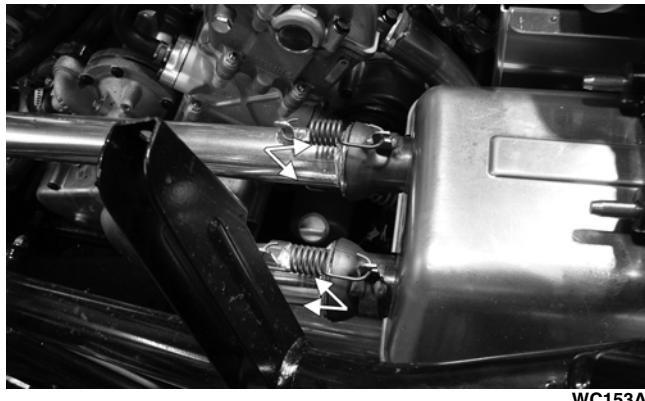
WC329A

3. Remove the nuts securing the gauge assembly to the dash; then unplug the multi-pin connector and remove the gauge from the vehicle.
4. Place the new gauge into the dash panel opening; then place the gauge holder over the mounting screws and secure with the nuts.
5. Plug the multi-pin connector into the gauge; then turn the ignition switch to the ON position and check gauge functions.
6. Install the dash and secure with the four screws; then install the hood and grille (see Hood in this section).

Exhaust System

REMOVING MUFFLER

1. Remove the four exhaust springs at the muffler/exhaust pipe juncture.



WC153A

2. Slide the muffler assembly clear of the holder pins.

INSPECTING MUFFLER

1. Inspect muffler externally for cracks, holes, and dents.
2. Inspect the muffler internally by shaking the muffler back and forth and listening for rattles or loose debris inside the muffler.

■NOTE: For additional details on cleaning the muffler/spark arrester, see Periodic Maintenance/Tune-Up.

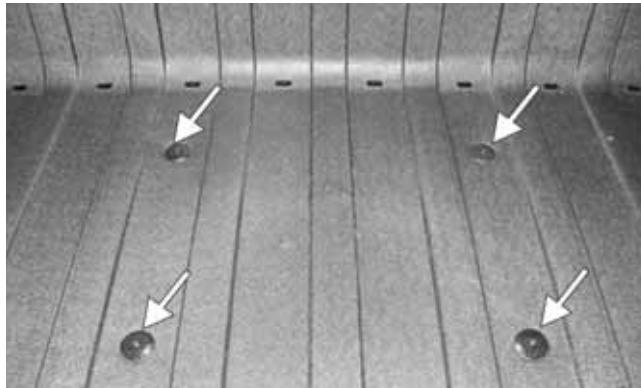
INSTALLING MUFFLER

1. Place the muffler onto the holder pins and slide into position.
2. Secure the muffler to the exhaust pipe with the two exhaust springs.

Cargo Box

REMOVING

1. Remove the rear body panel (see Rear Body Panel in this section).
2. Remove the four fender screws securing the cargo box to the mounts and remove the cargo box.



WC345A

INSTALLING

1. Set the cargo box into position on the cargo box mounts; then secure with the four fender screws. Tighten securely.
2. Install the rear body panel (see Rear Body Panel in this section).

Seats

REMOVING/INSTALLING

1. To remove a seat, pull the seat lock lever up. Raise the rear of the seat and tilt it forward.



WC017A

2. To install a seat, slide the front of the seat into the seat retainers and push down firmly on the rear of seat. The seat should automatically lock into position.

Troubleshooting

Problem: Handling too heavy or stiff	
Condition	Remedy
1. Front wheel alignment incorrect 2. Lubrication inadequate 3. Tire inflation pressure incorrect 4. Tie rod ends seizing 5. Linkage connections seizing 6. EPS malfunction	1. Adjust alignment 2. Lubricate appropriate components 3. Adjust pressure 4. Replace tie rod ends 5. Repair - replace connections 6. Replace EPS
Problem: Steering oscillation	
Condition	Remedy
1. Tires inflated unequally 2. Wheel(s) wobbly 3. Wheel hub cap screw(s) loose - missing 4. Wheel hub bearing worn - damaged 5. Tie rod ends worn - loose 6. Tires defective - incorrect 7. A-arm bushings damaged 8. Bolts - nuts (frame) loose	1. Adjust pressure 2. Replace wheel(s) 3. Tighten - replace cap screws 4. Replace bearing 5. Replace - tighten tie rod ends 6. Replace tires 7. Replace bushings 8. Tighten bolts - nuts
Problem: Steering pulling to one side	
Condition	Remedy
1. Tires inflated unequally 2. Front wheel alignment incorrect 3. Wheel hub bearings worn - broken 4. Frame distorted 5. Shock absorber defective	1. Adjust pressure 2. Adjust alignment 3. Replace bearings 4. Repair - replace frame 5. Replace shock absorber
Problem: Steering impaired	
Condition	Remedy
1. Tire pressure too high 2. Steering linkage connections worn 3. Cap screws (suspension system) loose	1. Adjust pressure 2. Replace connections 3. Tighten cap screws
Problem: Tire wear rapid or uneven	
Condition	Remedy
1. Wheel hub bearings worn - loose 2. Front wheel alignment incorrect	1. Replace bearings 2. Adjust alignment
Problem: Steering noise	
Condition	Remedy
1. Caps screws - nuts loose 2. Wheel hub bearings broken - damaged 3. Lubrication inadequate	1. Tighten cap screws - nuts 2. Replace bearings 3. Lubricate appropriate components
Problem: Rear wheel oscillation	
Condition	Remedy
1. Rear wheel hub bearings worn - loose 2. Tires defective - incorrect 3. Wheel rim distorted 4. Wheel hub cap screws loose 5. Rear suspension lateral link bushing worn 6. Trailing arm bushings worn 7. Rear suspension lateral link loose	1. Replace bearings 2. Replace tires 3. Replace rim 4. Tighten cap screws 5. Replace bushing 6. Replace bushings or link 7. Tighten nut or replace